



Woodland Design Associates, Inc.
Landscape Architects □ Site Planners □ Wetlands Specialists

PIKE COUNTY TRAIL FEASIBILITY STUDY PUBLIC MEETING # 1

July 12, 2021 - 7:00-9:00 pm
Pike County 911 Center,
135 Pike County Blvd. Lords Valley, PA 18428

AGENDA

- **INTRODUCTIONS:**

- **WELCOME!**

- The Pike County Commissioners

- **BACKGROUND**

- History of receiving grant.

- **WHAT IS A TRAIL FEASIBILITY STUDY?**

- Study only: to determine if a **WATER & LAND** trail system is legally & physically feasible.
- Study is defined by DCNR, they set the guidelines.

- **WHO ARE THE MEMBERS OF THE STUDY COMMITTEE?**

- Specific introductions of Study committee and Design team members

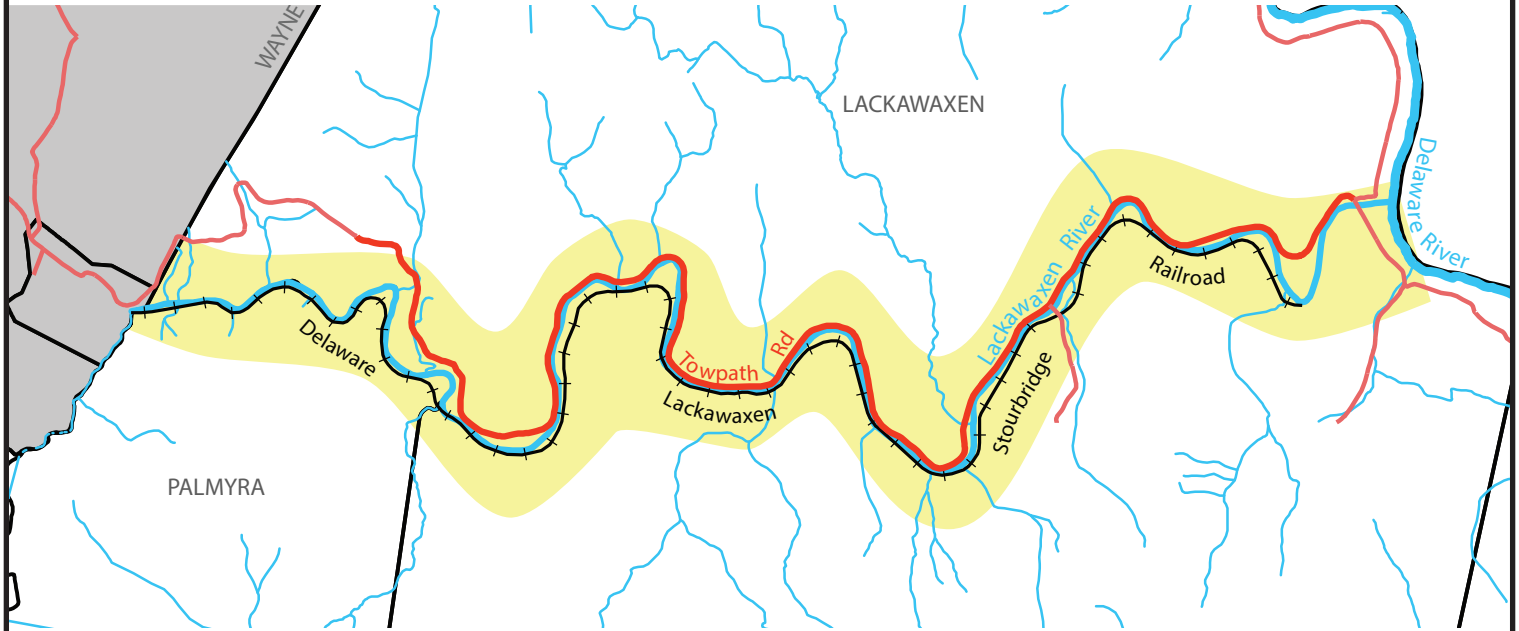
- **THE NEED FOR A PUBLIC MEETING?**

- Seeking public input
 - Provided at this meeting
 - On-line survey - **Completed**
 - By letter to the Pike County Commissioners & Planning Dept.
 - Mail to 837 US Route 6, Unit 3, Shohola, PA 18458
 - By email to the Pike County Commissioners & Planning Dept.
 - trails@pikepa.org

- **CONDUCTING OUR DUE DELIGENCE**
 - **DEFINING THE STUDY AREA**
 - THE LACKAWAXEN RIVER CORRIDOR BETWEEN HAWLEY AND LACKAWAXEN: Analysis of the State Routes, Lackawaxen River, and Railroad Properties
 - Palmyra Township and Lackawaxen Township
 - Considering existing points of interest:
 - Recreation
 - Cultural facilities
 - Commercial areas
 - Natural features
 - Specific Review (See Maps)
 - Points of Interest
 - Cultural, Historical, Recreational, Natural
 - Hydrology
 - Crossings/Roads
 - PennDOT and township
 - Land Use/Zoning
 - PNDI
 - “Hits” with all agencies which will need to be worked through
 - Railroad Route using VAL maps
 - Focus Area Mapping to prepare for potential trail routing
 - Trail Type & Review
 - Water – Lackawaxen River
 - Bike/Hike – S.R. 0590 & S.R. 4006
 - Multi-Use – Railroad Properties
- **PUBLIC PARTICIPATION**
 - **ON-LINE SURVEY - COMPLETE**
 - Development of survey and questions
 - Circulation
 - County Website and Facebook page
 - Woodland Design Website and Facebook page
 - Route through school districts
 - Other platforms, i.e. organization’s social media
 - Traditional news release to Radio, TV and Newspaper
 - Results
 - **KEY PERSONNEL INTERVIEWS**
 - Landowners
 - Business owners
 - Government officials
 - Other public and not for profit organizations

- **MOVING FORWARD FROM TONIGHT'S MEETING**
 - **DOCUMENT AND EVALUATE PUBLIC COMMENTS TO DATE**
 - **STEERING COMMITTEE TO PLOT POTENTIAL TRAIL ROUTES**
 - **EVALUATE ROUTES FOR PHYSICAL RESTRAINTS/ INGRESS & EGRESS**
 - Woodland has completed walkdown inventories along the Railroad Property noting identifiable constraints along the corridor. (see key maps)
 - **EVALUATE ROUTES FOR REGULATION COMPLIANCE**
 - Meet with respective agency personnel for review
 - Local zoning
 - PennDOT
 - PA DEP
 - Pike County Conservation District
 - **EVALUATE ROUTES FOR LANDOWNER COOPERATION**
 - Public and private
 - Obtain agreement in principle
 - If no agreement, look for alternative routes
 - **FINALIZE DRAFT PLAN**
 - **2ND PUBLIC HEARING FOR PRESENTATION AND COMMENT**
- **PUBLIC COMMENT**
 - **AT THE PODIUM THIS EVENING**
 - Sign in so we can follow up with you and identify who made the comment
 - Pro or Con and why
 - Keep it concise allowing time for those who follow
 - Questions are ok but may have to be considered rhetorical
 - Something we may have missed or should consider?
 - Not the venue for debate
 - **IN WRITING BY HARDCOPY LETTER**
 - Send to Commissioners and please identify yourself
 - **BY EMAIL TO COMMISSIONERS VIA CHIEF CLERK**
 - Please identify yourself.
- **THANKS FOR ATTENDING!**

PUBLIC MEETING



Pike County Board of Commissioners invites you to a Public Meeting to discuss a possible multi-use trail connecting Hawley to Lackawaxen. The Trail Feasibility Study is now underway. Come learn more!

MON, JULY 12, 2021
7:00 PM

Pike County 911 Training Center
(135 Pike County Blvd, Lords Valley)



RSVP requested: 570-296-3500
or via email: trails@pikepa.org



Funded in part with a Pennsylvania DCNR grant

www.PikePa.org/PO/
PikeOutdoors

PIKE COUNTY TRAIL FEASIBILITY STUDY

Public Meeting#1

July 12, 2021

7:00pm - 9:00pm

Location:

Pike County 911 Center,
135 Pike County Blvd,
Lords Valley, PA



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WELCOME

INTRODUCTIONS

PIKE COUNTY COMMISSIONERS:

Steve Guccini

Matthew Osterberg

Ronald Schmalzle



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BACKGROUND

1. Pike County's Interest in Study
2. Receiving the Grant



BACKGROUND

1. DCNR offers guidelines and funding opportunities
2. Feasibility Study
3. Example Feasibility study completed in 2020



WHAT IS A TRAIL FEASIBILITY STUDY?

A Study Only—to determine if a **Water and Land** trail system is possible both physically and legally.

As defined by DCNR:

"Feasibility Studies are in-depth studies to determine community support, Market characteristics, physical/structural assessment, and the legal and financial capability to acquire, develop or rehabilitate, manage and sustain an existing or new recreation or park facility such as a... [trail or recreation facility]."

The DCNR Grant – PA DCNR provide guidelines

The design team will evaluate: Determine Demand and Potential Use of a Trail, Physical Inventory and Assessment of Potential Trail Corridors, Developing a Trail System, Legal Feasibility, Trail Operation, Maintenance, and Security, Financial Feasibility, and Create a Master Plan and Report (among other items).

The County Commissioners apply for the grant and must appoint a *Study Committee* who are responsible for guiding and reviewing work done by the design team. Although, these committee members were chosen to represent a variety of individuals and groups across the County, the design team is also conducting **Key Person Interviews** of community members requested.



WHO ARE THE MEMBERS OF THE STUDY COMMITTEE?

COMMITTEE MEMBERS:

Commissioner Matthew M. Osterberg
Commissioner Ronald R. Schmalzle
Commissioner Steve Guccini
Jessica Yoder, Pike County Planning
Lisa Champeau, Wayne Memorial Health System
Cody Hendrix, National Park Service – UPDE
Sarah Corcoran, NEA Sierra Club
Grant Genzlinger, Palmyra Township
Brad Kiesendahl, Woodloch
Allan Kowalczyk, Lackawaxen Township
Kraig Obermiller, Boy/Girl Scout Organization
Scott Savini, Blooming Grove Hunting & Fishing
Michael Silsby, Wallenpaupack Area School District
David Zeiler, Pike County Planning Commission
Bill Gibney, PA Fish & Boat Commission
Ellen Enslin, Pike County Conservation District

GUESTS

Christine Dettore, DCNR
Derek Williams, Wayne County Planning

WOODLAND DESIGN TEAM:

Mike Wood, RLA, Principal
Jayson Wood, RLA
Emily Wood, RLA
Nathan Ruckinger, RLA
Jessie DeGori, Environmental Planner



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THE NEED FOR A PUBLIC MEETING

We are seeking public input.

1. At this meeting.
2. By letter to the Pike County Commissioners:

Please address to:

**Attn: Pike County Commissioners & Planning Dept.
837 US Route 6, Unit 3, Shohola, Pa 18458**

3. By email to the Pike County Commissioners:

Please address to:

**Jessica Yoder, Pike County Planning
trails@pikepa.org**

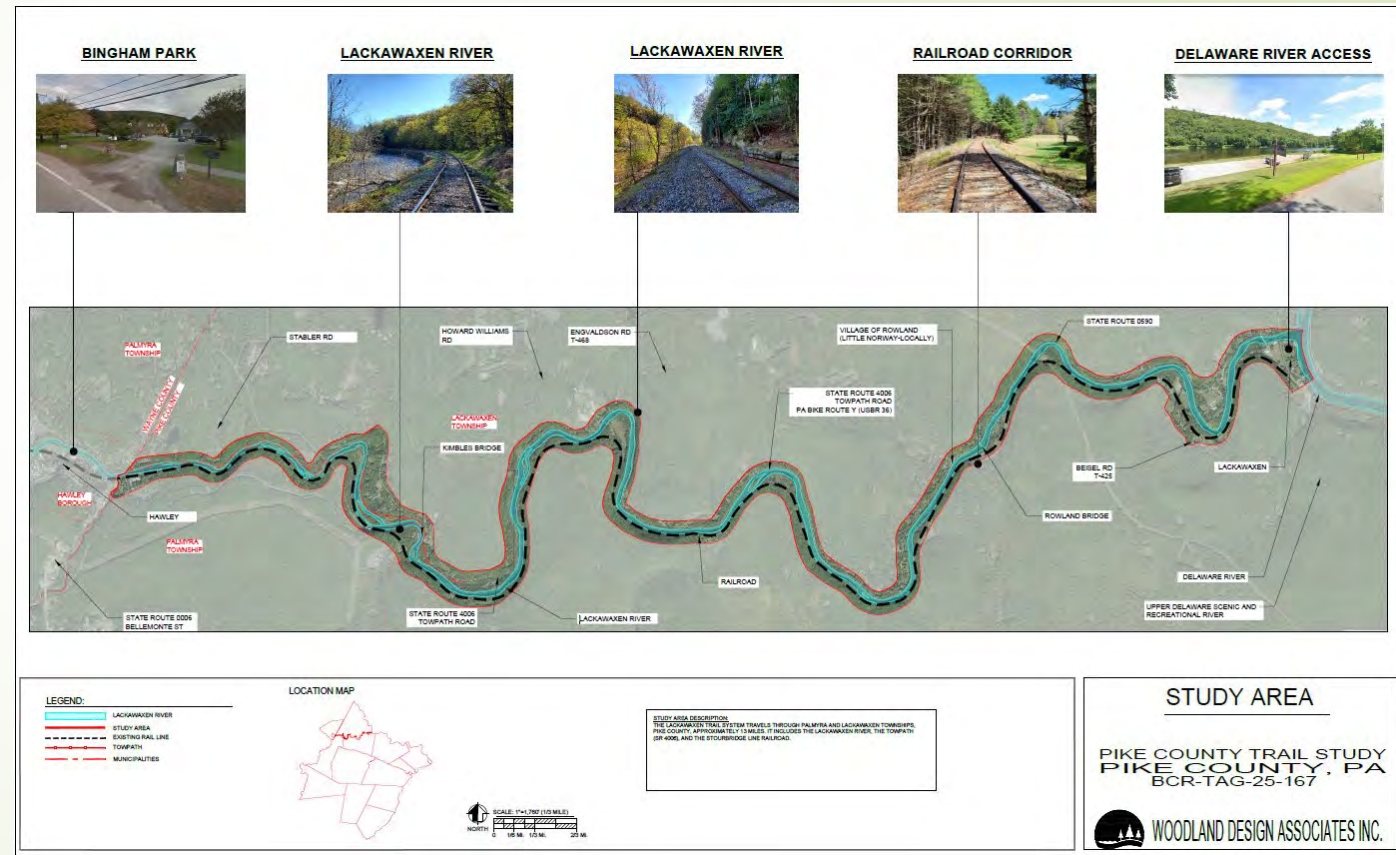


CONDUCTING THE STUDY

Defining the Study Area

The Lackawaxen River Corridor Between Hawley and Lackawaxen

1. **Considering the municipalities of:**
Palmyra Township and Lackawaxen Township
2. **Considering existing points of interest:**
Recreation, cultural facilities, commercial areas, and natural features.



CONDUCTING THE STUDY

Mapping

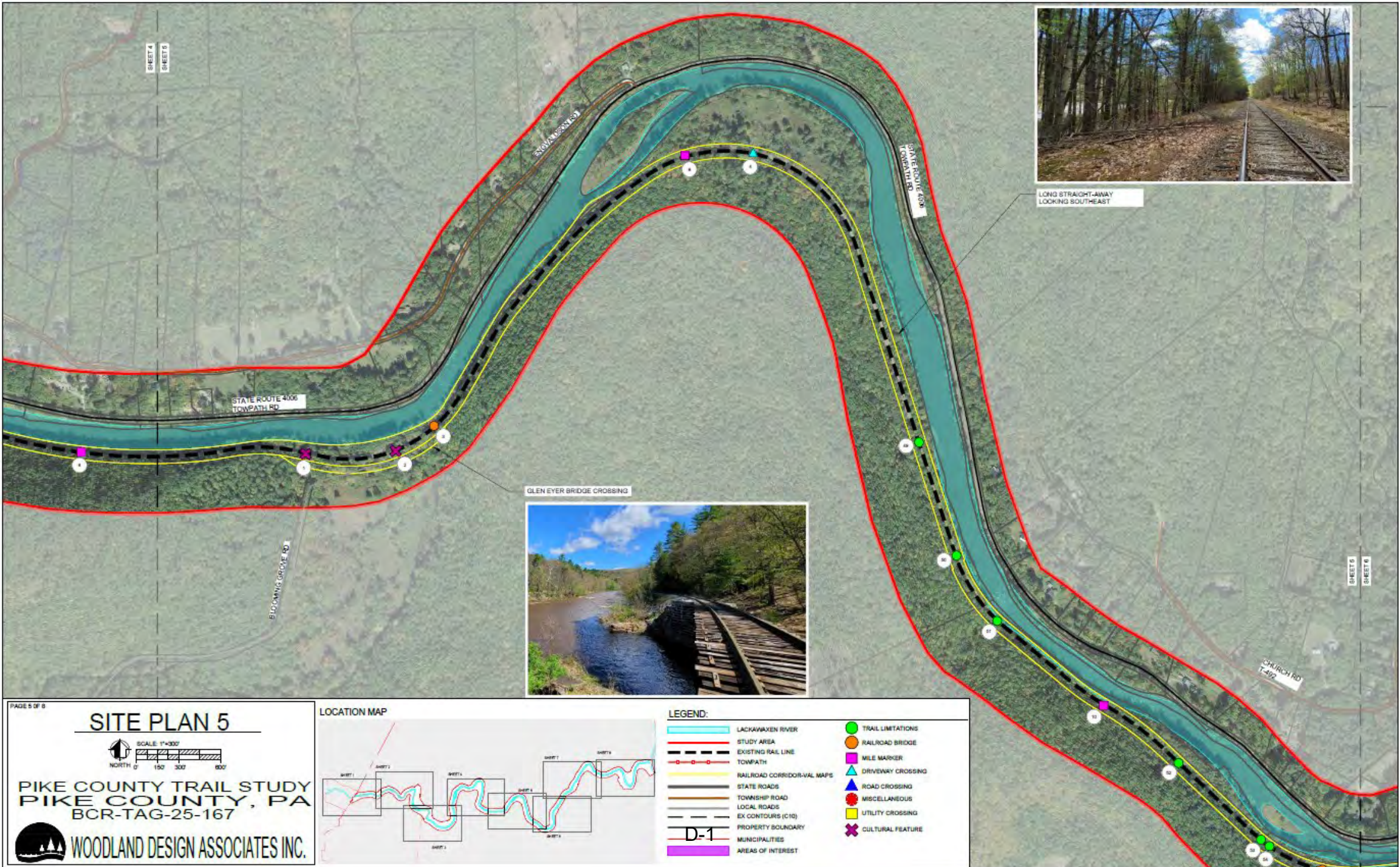
1. Points of Interest:
Cultural, historical, recreational, natural
2. Hydrology – streams and wetlands
3. Crossings/ Roads
PennDOT and Township
4. Land Use/Zoning
 - a. Lackawaxen Twp – Zoning Districts (Low Density Res, Rural District, Neighborhood Dev)
 1. Conditional use: Public and semi-public uses
 2. Access Areas (Section 535 of the Ordinance) *Public and Commercial access areas shall not be permitted along the Lackawaxen River.*
 - b. Palmyra Twp – Zoning Districts (Community Commercial, Residential, Special Purpose, Highway Commercial)
 1. Conditional use: Public and semi-public uses
5. Pennsylvania Natural Heritage Program (PNDI)
6. Railroad Route using Railroad Valuation Map Index (VAL) Maps & PUC Approval
7. Focus Area Mapping to prepare for trail routing



TRAIL TYPE & REVIEW

- Water – Lackawaxen River
 - The Pennsylvania Department of Environment Protection (PADEP) has designated the Lackawaxen River, in the Study Area (Hawley to Lackawaxen), as a public highway (per the Public Highway Declaration Act and the List of Navigable Streams). This allows the public to use, travel, and move within its banks legally.
- Bike/Hike – State Route 0590 & State Route 4006 (Bicycle PA Route Y1)
 - Pennsylvania State bike route Y1 is a spur off PA Bike Route Y (U.S. Route 6). USBR Y1 is a 16-mile spur from near Kimble's Road east to Roebling Bridge in Lackawaxen. Bike Route Y extends 398 miles across the center of Pennsylvania, from Ohio to New York.
- Multi-Use - Railroad Properties
 - Quitclaim deed from PennDOT (January 28, 2003)





PUBLIC PARTICIPATION

Online Survey

1. Development of Survey Questions
2. Distribution
 - a. County Website and Facebook Page
 - b. Woodland Design Facebook Page
 - c. Route through school districts
 - d. other platforms, i.e. organization's social media
 - e. Traditional news release to Radio, TV, and Newspaper
 - f. Results (# of responses – aimed at 10% of population)

Key Personnel Interviews

1. Landowners
2. Business owners
3. Government Officials
4. Other public and not for profit organizations



What's Next

Moving forward from Tonight's meeting:

1. Document and Evaluate Public Comments to Date
2. Steering Committee to Plot Potential Trail Route(s)
3. Evaluate Route(s) for Physical Constraints
4. Evaluate Route(s) for Regulation Compliance
 - Meet with respective agency for review
 - a. Local zoning
 - b. PennDOT
 - c. PA DEP
 - d. Pike County Conservation District
5. Evaluate Route(s) for landowner cooperation
 - a. Public and private
 - b. Obtain agreement in principle
 - c. Alternative route(s)
6. Finalize draft plan
7. 2nd Public meeting for presentation and comment



Public Comment

1. At tonight's meeting:

- a. Please sign in tonight so we may identify comments specifically
- b. Please clearly identify yourself
- c. Please identify your comment as a pro or con and explain why
- d. Please keep it concise allowing others the opportunity
- e. Please recognize that this is not the venue for debate, but we look forward to gathering your comments and opinions
- f. Questions are o.k. but may not be answered this evening



Public Comment

By letter to the Pike County Commissioners:

Please address to:

**Attn: Pike County Commissioners & Planning Dept.
837 US Route 6, Unit 3, Shohola, Pa 18458**

By email to the Pike County Commissioners:

Please address to:

**Jessica Yoder, Pike County Planning
trails@pikepa.org**





Thanks for attending!



PIKE COUNTY TRAIL FEASIBILITY STUDY

PUBLIC MEETING # 1

July 12, 2021 – 7:00-9:00 pm

Pike County 911 Center,

135 Pike County Blvd. Lords Valley, PA 18428

Meeting Minutes and Comments

Commissioners Mathew Osterberg and Steve Guccini stated that this is a feasibility study, and we are here to see if the trail will be feasible.

Mike Wood presented the project to the public, following the agenda that is attached.

All attendees were given the opportunity to add comment, in person, for or against the trail project, at the conclusion of the presentation. Those comments have been paraphrased as follows:

▪ Public comments:

- Joe Atkinson: Opposed to project. When will the Woodland Design team will be reaching out to landowners?
- Ryan Fause: Opposed to project. Concerned about trespassers coming onto his property. How will the police monitor the trail?
- Marie Modenic's: Opposed to project. Her Residence is located near a main road. She voiced her concerns of her property being used as a trail head and an increase in traffic flow. She did not receive a notification of the survey.
- Benetta Dolon: Opposed to project. Owned property since 1986. She was not notified about the trail or the survey. Her primary concern is safety and traffic since her residence is located on a main road.
- Charles Weissnan: Opposed to project. Concerned about the grandfathering of the general store and bake shop and if it would still be considered commercial use. Stated that if biked paths are widening, then the stonework on the Towpath would be impacted.
- John Harper: Opposed to project. Owns 2 miles of property with no access. What will stop people from coming onto my property? They are the owners of the swinging bridge and are worried people will trespass. What will stop them?
- Kai: Opposed to project. Posed 5 questions. How do you go about changing a deed from a utility to a public use? Why does the railroad want to enforce the trail? How will the trail impact the eagles? Is the trail allowing ATV or snowmobiles to travel it? Will camping allowed?
- Dimitri Zceines: Opposed to project. Voiced his concerns about people from the city trespassing onto hit property. Stated the trail is from grant money, but our government takes our money and spends it on grants. How much is Woodland Design getting paid to do the study? This is tax money being used to implement the trail.
- Curt Conklin: Opposed to project. Any landowner that makes changes the canal will get stopped because it is a historical site. Every landowner should have been notified
- Allan: Opposed to project. The railroad property should be given back to the landowners. The railroad is only a 40ft Right-of-way, there is not enough room for a trail. Concerned about drugs and no cell phone service.

- James Johazzon: Opposed to project. No one was contacted. How are first responders going to have access to the trail? Will the fire department have to buy four wheelers? Who is going to pick up the trash? Where is the insurance ?
- Wayne McCure: Opposed to project. The county commissioners should have contacted landowners first. The railroad is isolated. DCNR should clean up the trails they already have. What about litter and law enforcement? The railroad is isolated. No one will stay on the trail
- Charles Steuhl: Opposed to project. How many “no’s” do you need?
- Jeffrey Shook: Opposed to project. Is a township supervisor and stated he supports his residence
- Ben SoLowth: Opposed to project. Covid brought up a lot of city people. This trail will open and cause a lot of problems. I want to know who is going to be involved, either state or federal?
- Unknown- What happens if people get hurt? There is no cell service. Concerned about kids and trespassers.
- Unknown: Opposed to project. Who put out the survey? Took the survey the first day it came out. Found it to be one side.
- Unknown-Opposed to project: Owns 70 acres below Kimbles bridge. There is no room for a trail. The only place to walk is on the center of the tracks.
- Barbara Barnes: Opposed to project. Not accepting anyone on her property.
- Carlos Bento: Opposed to project. Not going to the landowners first was wrong. If the river is a public highway and the bike route exists, then why is the trail being created?
- Jim Herceg: Opposed to project: Member of a hunting club. What is the safety distance from the track? The biodiversity improved in the recent years and how do you anticipate moving around that?
- Lindsey James: Opposed to project. Came from New Jersey. Concerned about her daughter playing alone outside. Came to Pennsylvania to not have to worry about her safety outside. Strangers are already coming to their property.
- Marie Madenic: Opposed to project. Will the questions and answered be posted for us all to see? Is the Wayne County Trail a finished product?
- Dimitri Zceines: Opposed to project: Worse this to do is to involve the national park service. We do not want them. No one from Lackawaxen was on the study committee.
- Bernadett: Opposed to project. Lives in Hunter Ridge. They already pick up so much trash on and around their property. Who is going to maintain the trails? If majority of the people do not want this, then why keep going?
- Judy- What is someone gets hurt, am I liable for that? Where will vehicles be parked?
- Ryan- is there a way to change the 85% of people who are for the trail? How is the study redone to make it more accurate?
- Unknown- are taxes going to go down?
- Unknowns who are the ones voting for this trail?
- Unknown- the boat launch by the national park is covered in trash and needles. Out firehouse has a ball field and people will use that for parking. Do we have to right to tow them?
- Robert- Why are we paying taxes on the railroad property? Are we paying it on the ROW?
- Allan- What was the project cost for the Wayne County Trail?
- Unknown-Are you required to do an environmental impact study?
- Unknown- what percentage of landowners were against the Wayne County Trail?

- Unknown- If you do get the okay to do this, why do not you do a practical study for 10 years first.
- Unknown- If we send an email to Jessica, do they show in the study, and will we see the answer to our questions?
- Commissioner- We were approached by a group to be an applicant of this study. First thing we did was went to a Lackawaxen Township meeting and took a vote to see who was for and against the trail. We were asked to do a feasibility study that would involve the Towpath, River, and the Railroad. The Towpath is a public road, and the river is a public highway. The Railroad is private property. The railroad doe does not have to talk with landowners to do things on their property. This may never happen/ There are pinch spots, and it might not work geographically. No one can take your property; the county does not own it.
- Unknown- Who will profit off this?
- Unknown- Spend the money on trails that exist already, we do not need the litter.
- Unknown- If someone come off the trail and damages my property, can I sue?
- Unknown- Who is making money of this? Who approached the county to apply for this grant?
- Molly- Pike County Resident. She is working with Wayne County. They already have 2 boat ramps that have been funded by grants. They are license fees to alleviate trespassing. The Lackawaxen River has one access points. We will solve this by creating boat and access sites. They do not exist yet, but we have plans that have been approved to alleviate trespassing. There will be parking and ADA access. We do not expect to get a landowner to something they do not want to do. Access to the river is the status. We are doing this a step at a time. The whole point to a feasibility study is to see if it will be feasible.
- Unknown-Rapids by Kimbles bridge are not safe

These questions were assembled and formally answered by the Design Team and County. Those answers have been provided to the public for consideration as part of the second public meeting.

**PIKE COUNTY
TRAIL FEASIBILITY STUDY
Questions raised by the public from Meeting #1
July 12, 2021 – 7:00-9:00 pm
Pike County 911 Center, 135 Pike County Blvd. Lords Valley, PA 18428
Meeting Questions and Answers**

Pike County Commissioner Mathew Osterberg and Commissioner Steve Guccini opened the meeting by stated that this Public Meeting was part of a feasibility study and that the work being done was to find out if a trail will be feasible.

Mike Wood presented the project to the public; following the agenda that is attached.

All attendees were given the opportunity to add comment, in person, for or against the trail project at the conclusion of the presentation. Those comments have been paraphrased below with responses added following the meeting. The public was made aware that all comments were rhetorical at the time of the meeting.

PUBLIC QUESTIONS:

- ***Will the questions and answers be posted for us all to review? (1)***
 - They will be presented at the second public meeting & incorporated in the final report so that everyone can have access to them.
- ***If we send an email to Jessica Yoder, will they show in the study, and will we see the answer to our questions? (1)***
 - Yes, all questions that were asked in the public meeting or via direct contact (email/phone) will be answered and shown in the report. If you do not see your question (it may be grouped with a similar one), please immediately contact the Consultant or Jessica Yoder.
- ***How much is Woodland Design getting paid to do the study? (1)***
 - The contract for this Trail Feasibility Study is not to exceed \$110,000.00.
- ***Who approached the county to apply for this grant? (1)***
 - The Wayne & Pike Trails & Waterways Alliance approached the Pike County Commissioners about the feasibility study and grant application.
- ***How many “NOs” do you need to stop the project all together? (1)***
 - This project is a feasibility study to determine if a trail system can be developed legally and physically. The study will be presented to the commissioners for their final action. A “yes” or “no” by interested parties will be taken into consideration as part of the report findings, but no determination will be made off numbers solely.
- ***If majority of the people do not want this, then why keep going? (1)***
 - This is a feasibility study; the recommendations and results will be presented to the Pike County Commissioners. The Commissioners will consider all public comment. The Commissioners will take the final action to accept or table the study, once finalized.

- ***If the Lackawaxen River is a public highway and the bike route exists, then why is the trail being created? (1)***
 - It has been noted that access to the Lackawaxen River is not plentiful and the bike route could be made safer with improvements. The purpose of this study is to inquire about the feasibility of multimodal (walking, biking, boating) opportunities. No part of this study is implementation of the trail, but rather fact finding about the legal and physical ability for a trail or additional access points to exist along the river corridor. The Railroad Operator is amenable to the study for an additional use along the railroad. The Wayne Pike Trails and Waterways Alliance approached the County, in public interest, about the grant opportunity to study the feasibility.
- ***Who put out the survey and designed it? (2)***
 - The survey was prepared by the Study Committee, appointed by the Commissioners, and put out by the County.
- ***How is the survey being redone to make it more accurate? (1)***
 - The survey is complete and will not be redone, as it was done to the satisfaction of DCNR requirements within the grant. However, the public may still provide feedback via written correspondence to the County through the length of study.
- ***Is the Wayne County Trail a finished product? (1)***
 - No. A feasibility study was completed and accepted by the Wayne County Commissioners. Actions have been taken to move forward with recommendations for portions of the trail.
- ***Who are the people voting for this trail? (1)***
 - This is a feasibility study which will be presented to the Pike County Commissioners. The Commissioners will decide whether to accept or table the Study.
- ***When will the Woodland Design Team be reaching out to landowners? (1)***
 - The Woodland Design Team will be reaching out to landowners where the proposed trail deviates from the railroad property and state/municipal rights-of-way associated with the state and township roads and the Lackawaxen River. Landowners will be determined after the study committee has chosen a potential route for the trail/trailheads and will then be reached out to for discussion.
- ***Is the trail allowing ATV or snowmobiles to travel it? (1)***
 - These items are opened for future consideration, but at this time both the Study Committee and Commissioners have determined not to consider ATV use in this feasibility study.
- ***Will camping be allowed? (1)***
 - These items are opened for future consideration, but at this time both the Study Committee and Commissioners have determined not to consider camping use in this feasibility study.

- ***Will existing zoning of adjacent properties be affected by a future trail system? (1)***
 - Nothing in the report suggests that zoning would be affected. The respective townships would dictate whether the adjacent land uses impact zoning when zoning is reassessed.
- ***Are taxes going to go down? (1)***
 - Jessica Yoder: Question relayed to County Commissioners. Response: Taxes will not be affected because of this feasibility study.
- ***Why are we paying taxes on the railroad property and ROW? (1)***
 - In conversation with the Commissioners, it was relayed to the team that the tax office verbally confirmed that taxes are being paid correctly, based on ownership of the lands. No adjacent landowners are paying taxes for lands owned by the Railroad.
- ***How will police monitor the trail? (3)***
 - The Wayne & Pike Trails and Waterways Alliance has volunteered to monitor/caretake the trail. With regards to policing, the local state police would be called in the event of a criminal act, just as any trespass complaint is addressed on private property under Title 18 § 3505 Subsection (b).
- ***What will stop people from coming onto my property and trespassing? Who will stop them? (5)***
 - The Pennsylvania trespassing law, Section 3503 of the Statutes of Pennsylvania, states that if a person commits a simple trespassing offense, or if he or she knowingly enters, gains entry by subterfuge, breaks into, or remains in any structure or building, is considered a felony and an offense.” The Alliance could create a program to assist landowners in posting their properties along the railroad parcel, so they are protected under this law.
 - **Lynn Conrad – D&H Trail**
 - How often does trespass happen?
 - Trespassing very rarely occurs. In the past, ATV issues, including trespassing did occur but this was almost completely resolved with signage and gates.
 - There has been no documented trespassing in the last 15 years.
 - Bikers and hikers are there for the trail and stay on it. The type of people attracted to trail use – want to stay on the trail and just use the trail – they are not there to be nosey.
 - How is trespassing handled?
 - Trail width and length is noted in brochures and user warnings are noted to stay on the trail – do not trespass. Trailheads have signs about trespassing/adjacent private property.
 - Are adjacent properties labeled?
 - Only about 10% adjacent properties are posted.
 - D&H did not assist in posting – landowners did it themselves.

- ***If someone comes off the trail and damages my property, can I sue? (1)***
 - Please see previous question about trespassing laws. If damage is done to your property, you may press charges.
- ***How will safety and traffic be addressed on PennDOT state roads? (2)***
 - The bike trail currently exists along Bike Route Y, following the Towpath Road into Lackawaxen. For future improvements to the route, physical safety improvements and work would be required to meet the standards that PennDOT has set for their trails and trailheads on or adjacent to State Roadways. With regards to the trail and river, traffic would be isolated to where trailheads are located.
- ***How are first responders going to have access to the trails? (2)***
 - Currently the railroad operation utilizes existing State Road & Township Road crossings for access along the rail line, as well as private crossings as necessary for emergency responses.
 - The “Safe River Project” installed safety markers lining the Lackawaxen River and roadway that aid rescue agencies in time of emergency to allow users to indicate their location along the river. These safety markers were installed in the fall of 2016 as part of a grant from the National Park Service (Tri-County Independent; *Safety Markers Lining Lackawaxen River; Sept 15, 2016*); these markers could also be utilized for location purposes in the instance of an emergency on the proposed trail as well.
 - The Alliance and County would create an “emergency access plan” for access along the trail in cooperation with the local emergency management municipal coordinators.
 - **Lynn Conrad – D&H Trail**
 - How is emergency access handled on the D&H?
 - Emergency access is a topic that is continually reviewed and addressed.
 - On the parts of the most improved trails – there are signs at crossroads for trail users to reference for emergency location, mile markers are placed along the trail at every mile, but they are working to add additional markers at every ¼ mile per request of Susquehanna County 911.
 - A Trail Risk Management Policy has been created, and a letter sent to all emergency responders yearly to review the policy and check that each department knows where their gate key is located. A map of coverage zones has been created as well, corresponding response teams to gates in their area.
 - Emergency responders became more concerned about emergency access when lots of people used the trail and as a result worked to become more prepared.
 - For the most developed parts of the trail - an ambulance can make it down the trail (14’ gates).

- ***Will the fire departments have to buy four wheelers? (1)***
 - The County and Wayne Pike Trails and Waterways Alliance will set up a program and pursue grants to assist in acquisition of needed safety equipment. The interviews with the local Emergency Rescue service departments, as part of this report, will strengthen their case for needing additional equipment while writing the grants. It was noted within one interview that the local departments have one UTV available for use amongst all departments, which increases response time to incidents and availability.
- ***How do we stop drugs? (2)***
 - The Pennsylvania Drug Possession Laws state “in Pennsylvania it is a crime to possess illegal or controlled substances. A defendant will be found guilty of such possession.” Drug use and possession would be addressed as it is in any location, by the appropriate authorities.
 - **Lynn Conrad – D&H Trail**
 - How often is drug use/paraphernalia reported on your trail?
 - There has been no noted documentation of drug use along trails – no paraphernalia, no litter of drug items.
 - Fears of drug use/overnight parking at trail heads was a concern in early years, but none not been documented.
 - We attribute the use of signage/surveillance by trail users and adjacent landowners. Most adjacent property owners like the trail because it keeps “eyes on the trail and adjacent lands” and keeps the site clean, etc. Adjacent landowners have found a fondness to the trail and help keep track of issues on the trail and will contract the trail council if there are any issues.
- ***Do we have the right to tow trespassers parking where not permitted at their expense? (1)***
 - This is covered under the vehicular code for the state of Pennsylvania.
- ***Will the Towpath Road be widened and what impact will it have? (1)***
 - Most PennDOT roads are open to bicycle travel and specifically, PA Bike Routes, such as Bike Route Y (USBR 36) which follows the Towpath Road (SR 0590) into Lackawaxen. Any improvements to the public roads will be designed by PennDOT and to the standards they follow, considering safety, costs, historical impacts, etc. A *Pennsylvania Route 6 Bicycle Master Plan Design Guide (section 1: Ohio/Pennsylvania Border to McKean/Potter County Line)* was created in 2017 for the westernmost portion of Bike Route Y, showing the planned improvements and wayfinding. More information can be found in the document below.
 - [Task 1.4 BicycleDesignGuide HiRes.pdf \(penndot.gov\)](#)
- ***How will no cell service be acknowledged? (2)***
 - This issue has been acknowledged as part of the study. This report will recommend that both the County and the Townships work actively and together to increase cell phone coverage to assist in emergency situations.

- **Lynn Conrad – D&H Trail**
 - D&H Trail – added a Wi-Fi to a trail head to improve cell service (Forest City).
 - Emergency calls are typically allowable even without service
- ***Why does the railroad want to enforce the trail? (1)***
 - The railroad owner and operator have indicated their willingness to provide the railroad property for a hiking trail. The operator believes that it will stimulate business for his operations and other local businesses within the area.
- ***How will the trail impact the Bald Eagles? (1)***
 - The existing/future Bald Eagles of the area will not be impacted by the trail construction or use. There are several trails across the Commonwealth where Bald Eagles occupy areas and have nests in proximity of trailheads or trail routes. There would be necessary mitigation measures utilized when trail construction would take place. A “time of year restriction” would be implemented as dictated by a PNDI (Pennsylvania Natural Diversity Inventory) environmental review. This would ensure that no eagles are unnecessarily bothered during their breeding/nesting timeframe. Recreational impact, once built, is not a concern as Bald Eagles now occupy many areas where recreational opportunities exist within Pennsylvania.
- ***The biodiversity improved in the recent years & how do you anticipate moving around that? (1)***
 - The uses proposed are of minimum impact to the environment and have been successfully negotiated in other areas of the state during other projects. Pennsylvania Natural Diversity Inventory (PNDI) requires consideration for all environmental flora and fauna through multiple agencies, as discussed in a previous question. Permits will require analyzing of environmental issues satisfactorily to obtain said permit.
 - **Lynn Conrad – D&H Trail**
 - Most people are excited to see animals, they do not impact them – no issues with animal attacks or of such. No complaints or issues.
- ***How will you prevent wildlife from being taken home as pets? (1)***
 - *Pennsylvania Wildlife Law* states “It is illegal to take or possess wildlife from the wild”. Under state law, the penalty for such a violation is a fine up to \$1,500 per animal. Under no circumstances will anyone who illegally takes wildlife into captivity be allowed to keep that animal.” This law is effective no matter where you are within the state, be it on public or private land. Signage would be recommended, and landowners would be encouraged to report such illegal activity. If animals in need of rehab are encountered, it is best to contact a local wildlife rehabilitator, who are licensed by the Game commission, to care for injured or orphaned wildlife in order to release them back into the wild.

- ***Are you required to do an environmental impact study? (1)***
 - No, a formal environmental impact study is not required. A PNDI inquiry is done, which takes input from multiple agencies (Pa Game Commission, Pa Fish and Wildlife, DCNR, and PA Fish and Boat Commission) to assess what species of concern may be potentially impacted by projects within the area. Certain permitting through these agencies is required during construction and will be identified in the report.
- ***Who is going to pick up the trash? (4)***
 - The Wayne Pike Trails and Waterways Alliance will setup a program that mirrors PennDOT's adopt a highway program to police the trail and collect debris. Trash receptacles will be placed at all trailheads. The County and Wayne Pike Trails and Waterways Alliance would make the arrangements to remove the trash and proper signage will be placed noting the PA Littler Law and enforcement by the PA State Police. Each Local municipality could be provided with model ordinances, prepared by the County Planning Commission, to provide for additional more stringent litter laws.
 - **Lynn Conrad – D&H Trail**
 - How is trash handled on the D&H?
 - There are garbage bins located at a few trailheads. These bins make litter worse at those locations. It is recommended that all trash be "take all home with you".
 - Where bins do exist, maintenance and emptying schedules would need to be created and followed. LVHT uses the municipal public works to clean, but D&H does not, their staff empties garbage.
 - How is litter handled?
 - There is actually very little along the trail (almost none). It is mostly after snowmobile season at "crossroad" locations. The D&H Trail has one (1) hired maintenance person - 2 days a week in the high season – to clear trees, litter pickup if/any along trails and empties trailhead bins. They do from time to time have litter pickups on non-gated trail sections.
- ***Who is going to pump the bathrooms? (2)***
 - If bathrooms are proposed, dry compostable or Porta Johns would be recommended, per a contract with the County. Townships regulate sewage disposal so the types and locations of these facilities would be agreed upon by all parties.
 - **Lynn Conrad – D&H Trail**
 - Do you have bathroom facilities, how are they handled?
 - The D&H uses seasonal porta-johns (3 stay up year-round). Contract with bathroom supplier. Additional porta-johns are used for events and at additional trailheads in the busy season (summer).
- ***Where is the insurance? (1)***
 - The Public Recreation Act states "[A]n owner of land owes no duty of care to keep the premises safe for entry or use by other for recreational purposes, or give any warning of a dangerous condition, use, structure, or activity on such

premises to persons entering for such purposes.” This relieves any landowner leasing their lands for public recreation of any liability for users. This 1966 law was amended by the Pennsylvania General assembly in 2007, 2011, and 2018 to enhance the protections for owners. More information regarding this protection can be found at the website below:

- *Guide to Pennsylvania's recreational use of land and water act.* ConservationTools. (n.d.). Retrieved December 30, 2021, from <https://conservationtools.org/guides/81-Recreational-Use-of-Land-and-Water-Act>

- ***What happens if people get hurt and am I liable? (1)***
 - Any landowner who leases their property for recreation and has a trail system on their property is covered under the *Recreational Use of Land and Water Act*, as mentioned previously under the question related to Insurance. All other circumstances of trespassing, the landowners are liable unless the property is properly posted.
- ***Who is going to be involved, either state or federal, in implementation? (1)***
 - During construction of the trail, various local, county, state and federal permits may be required and will be reviewed in the report. There are also funding sources/grants considered at the same levels that can be applied for, using the report generated by this study to demonstrate interest and need. Pike County would be the local lead with the support of the Wayne Pike Trail Alliance in these efforts.
- ***What is the safety distance from the track for hunter purposes? (1)***
 - Per the Pennsylvania Game Commission Regulations Book:
 - § 2504. Shooting on or across highways.
 - (a) General rule.--It is unlawful for any person to shoot at any game or wildlife while it is on a public highway or on a highway open to use or used by the public or to shoot across a public highway or a highway or roadway open to use or used by the public unless the line of fire is high enough above the elevation of the highway to preclude any danger to the users of the highway. It shall be unlawful for any person, after alighting from a motor vehicle being driven on or stopped on or along a public highway or road open to public travel, to shoot at any wild bird or wild animal while the person doing the shooting is within 25 yards of the traveled portion of the public highway or road open to public travel.
 - Pa Game Commission Contact: Phil Kasper (Dallas, Pa) – On Tuesday, January 4, 2022 (10 am) a call was placed to the PA Game Commission by Nathan Ruckinger (Woodland Design Assoc. Inc.) to discuss laws regulating hunting and/or shooting on railroads.
 - “Railroads are most often private property, so the “*public highway*” designation and shooting across/from the railroad property would not apply. However, if there was a trail designated by the County or other body as a “*public use facility*” along this corridor, this

corridor would then fall under the “*public highway*” regulations (noted above).”

- Additionally, “*it is unlawful to be on State Game Lands from Nov. 15 through Dec. 15, including Sundays designated as hunting days, when not engaged in lawful hunting or trapping without wearing a minimum of 250 square inches of fluorescent, orange-colored material on the head, chest and back combined.*” This excerpt pulled from the Pennsylvania Hunting & Trapping Digest: Page 8

- **Where will vehicles be parked? (1)**

- The study will identify potential locations for trailheads for vehicle parking or trail access and those locations will be discussed and vetted by the Study Committee. If those locations necessitate permitting or discussion with landowners, those conversations will take place as well.

- **Is there a way to change the 85% of people who are for the trail? (1)**

- The public survey is completed and that percentage of input, as documented by the online survey, is documented as part of the Report. Throughout the study, the County is accepting all input via written correspondence or email. All input, for or against, is welcome at any time during the study and we urge you to share your thoughts so they can be documented for consideration.

- **Who will profit off this? (1)**

- As a form of recreation/tourism, multiple businesses will profit from the added opportunities across the area including the railroad operator. The impact of profit may be seen within any business from Hawley to Lackawaxen as well as the surrounding communities who may see additional visitors looking to stay in the area for the sake of recreation along the trail routes.
- **Lynn Conrad – D&H Trail**
 - What kind of economic benefit have you seen through the development of the D&H trail over the years
 - The D&H trail goes through a lot of small, communities that were built because of the railroad, but have since fallen to the wayside because the rail line closed. The birth of the trail has brought back many local businesses, an example being Cable’s Restaurant in Uniondale, via tourism. Forest City and Susquehanna have been working with the trail council to show trail users what services are available in adjacent towns/trailheads/crossroads via brochures/signage
 - There has been a slow but steady increase in commercial businesses like B&Bs, coffees shops and stores.
 - A new snowmobile rental business (2021/2022) is an example of new business in the area directly resultant from the trail.

- **Why don't you do a practical study for 10 years first before implementing the trail? (1)**
 - Lynn Conrad – D&H Trail has been interviewed as a Key Person for this feasibility study as she has been actively involved in the D&H trail for 20+ years. Much of the interview is reflected in the answers to these questions. More information can be found in her interview in the report.
- **What percentage of landowners were against the Wayne County Trail? (1)**
 - Per the public survey – 2% of survey respondents (34 people) thought a multi-use trail was not needed/appropriate.
- **What was the project cost for the Wayne County Trail? (1)**
 - Approximately \$8,848,400 (trailheads, bridges, and trail design - Per Wayne County Report) This report is publicly available on the Wayne County Pa Website under *Parks & Recreation > Wayne County Trail Feasibility Study*

• Proposed trail section at Apple Grove (3,000 LF)	\$294,000.00
• Proposed trail section from Main Street to Future Trail to Seeleyville (1,700 LF)	\$166,600.00
• Proposed trail sections from Hospital to YMCA on both sides of River (2,500 LF)	\$245,000.00
• Proposed trail section along Riverside Drive up to Irving Cliff (5,700 LF)	\$558,600.00
• Proposed trail section along rail right-of-way (ROW) from 4th Street to Brown St. (3,200 LF)	\$313,600.00
• Proposed trail section from 4th St. to Brown St. on the east side of River (1,700 LF)	\$166,600.00
• Proposed trail section from Texas Township Building to Route 6 Plaza (3,000 LF)	\$294,000.00
• Proposed trail section at the Route 6 Plaza (3,000 LF)	\$294,000.00
• Proposed trail section along rail ROW from Brown St. to W. Mills (& spurs) (30,000 LF)	\$2,940,000.00
• Proposed trail section along rail ROW from W. Mills to Hawley (& spurs) (20,000 LF)	\$1,960,000.00
Approximate subtotal:	\$7,232,400.00

The following is a list of the proposed pedestrian bridges, from north to south along the main trail corridor, with no priority given, as keyed by number in **Appendix J1 - J6**:

5 Park Street Complex Connection	180-foot span	\$306,000.00
25 Texas Township Building Connection	150-foot span	\$255,000.00
35 Route 6 Plaza Connection	200-foot span	\$340,000.00
64 Lock 31 Museum Connection	125-foot span	\$213,000.00
Approximate subtotal:		\$1,114,000.00

The following is a list of the proposed trailheads (vehicular parking and toilet facilities (composting) to be provided along the trail core route where none currently exist as either part of an already established recreational site:

Lock 31 River/Trail Head	\$134,000.00
White Mills River/Trail Head	\$134,000.00
Route 6 River/Trail Head (parking already exists)	\$100,000.00
Bucks Cove/Erie St River/Trail Head	\$134,000.00
Approximate subtotal:	\$502,000.00



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. DIAN ENGVALDSEN		JTAE@Verizon.NET
2. Laura + Joe Atkinson		laurajoe77@gmail.com
3. Robert Wickens		
4. WAYNE McCUE	McCue @ LTIS.net	→ 570 -
5. PATRICIA McCUE	McCue @ LTIS.net	→ 685-1445
6. Charles Steuhl		
7. Dmitri Feimer		570-685-2010
8. Alko Q. Bessie		570-685-4291
9. Allen Koudyph		alko@verizon.net
10. Rich Reicheg		richreicheg@yahoo.com
11. Mark Kgn		mrnkgm@yahoo.com
12. [Signature]		
13. BEN Solowitz		570 685 3450
14. Fred Solja	Pike Co. Pl. Comm.	570 685 4018
15. Thomas Dein		tomdein@verizon.net

Course : Lackawaxen Trail Meeting Date: 7/12/2021



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. Jeff Shook	Lackawaxen Twp	jalan@ptd.net
2. Brenda Olson	Resident	bmdolan@optimum.net
3. Cathy Famelio		cathyfamelio@gmail.com
4. Barbara Barnea	Resident	
5. Krysta Gravelski	Pike Co. Commissioners	Kgravelski@pikepa.org
6. STEVE GUCCINI	COMMISSIONER	sguccini@pikepa.org
7. Lisa Champagne	WMH	Champau@comh.org
8. Bill Gibney	PFBC	billgibney@charter.net
9. Jim Firestone		Captainjcm131@aol.com
10. MANUJO	LT	
11. CHARLES WEISSMAN	HUNTER'S RIDGE P.O.A	CHUCKNROSE@SIRINTMAIL.COM
12. Rosemary Hunt	" " "	SAME
13. Rebecca Gray	Resident	rebecca.vader@yahoo.com
14.		
15.		

Course : Lackawaxen Trail Meeting Date: 7/12/2024



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. Jessica Yoder	Pike Planning	jyoder@pikepa.org
2. Ryan Fause		ryanfause@yahoo.com
3. Lindsay James		
4. Stephanie Wicknes		
5. Henry J		
6. Emily Wood	Woodland Design	
7. Nate Rulkinger		
8. Jessie DeGory		
9. Mike Wood		
10. Kai Wicknes		
11. Mary Beisel		
12. Albert Beisel		
13. Joey Cenkler		myhappyacres@gmail.com
14. Curt Cenkler		
15. Joel F.		

Course: Lackawaxen Trail Meeting Date: 7/12/2021



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. C. ENGBALDSEN	P- OWNER	engvaldsen10@LTIS.NET 576-685-2334
2. Dick BRIDEN	Downtown Hauling Partners	570-99-5353
3. GRANT GENZLINGER	PALMYRA PIKE REP,	570-446-9604 GGENZ@MP.COM
4. Donna Muter	"	570-226-1817
5. Dennis Muter	"	"
6. James Johnson		570-685-4254
7. Jim Hevey	GRASSY ISLAND CREEK Rod & Gun Club	570-441-0253
8. Matt Osterker		
9. Bill Bogertman		wpuwobagy7B@verizon.net
10. Carlos M BENTO		Carlos 627@AOL.COM
11. Beawadette M BENTO		
12. Sarah Corcoran	Sierra Club	sarah.corcoran@sierraclub.org
13. Mary Harper		J+Ldharper@Comcast.net
14. John Harper		John.harper@Pfizer.com
15. Marie Mackanic	owner mdmackanic3@gmail.com	Marie Mack

Course: Lackawaxen Trail Meeting Date: 7/12/2021



Pike County Training Center

Course Sign In

64 TOTAL

Name	Organization	Email or Phone #
1. Michele Long	Pike County Conservation	mlong@pikepa.org
2. Paul Vitz	Pike County	570-220-2644
3. Michelle Thompson ²	Lackawanna EMS	570-493-6958
4. Bryan Thompson	REAL ROCK Productions	570-685-2153
5. Molly Rodgers	WPTWA	570-470-1147
6. Derek Williams	Wayne County Dept. Planning (GIS)	570-253-5970 x4060
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		

Course : Lackawanna Trail Meeting Date: 7/12/2021

Pike County – Trail Feasibility Study

PUBLIC MEETING #2

**June 6, 2022, 7:00-9:00 pm
Pike County Training Center
135 Pike County Boulevard
Hawley, PA 18428**

TRAIL CONCLUSIONS, RECOMMENDATIONS, AND PUBLIC INPUT

COMMITTEE MEMBERS

Commissioner Matthew M. Osterberg
Commissioner Ronald R. Schmalzle
Commissioner Anthony Waldron
Jessica Yoder, Pike County Planning
Lisa Champeau, Wayne Memorial Health System
Cody Hendrix, National Park Service – UPDE
Sarah Corcoran, NEA Sierra Club
Grant Genzlinger, Palmyra Township
Brad Kiesendahl, Woodloch
Allan Kowalczyk, Lackawaxen Township
Kraig Obermiller, Boy/Girl Scout Organization
Scott Savini, Blooming Grove Hunting & Fishing Club
Keith Gunuskey, Wallenpaupack Area School District
David Zeiler, Pike County Planning Commission
Bill Gibney, PA Fish & Boat Commission
Ellen Enslin, Pike County Conservation District

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gunuskke@wallenpaupack.org
dzeiler@ptd.net
billgibney@charter.net
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WOODLAND DESIGN TEAM

Michael Wood, RLA
Jayson Wood, RLA
Emily Wood, RLA
Nate Ruckinger, RLA
Jessie Rutledge, Environmental Planner

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jaysonwood@woodlanddesign.com
emilywood@woodlanddesign.com
nathanruckinger@woodlanddesign.com
jessierutledge@woodlanddesign.com

GUESTS

Christine Dettore, DCNR
Derek Williams, Wayne County Planning
Thomas J. Shepstone, Shepstone Management Inc.
Lynn Conrad

cdettore@pa.gov
dwilliams@waynecountypa.gov

AGENDA

7:00 – 7:10 - OPENING REMARKS

- Welcome
- Meeting Facilitation
 - Two Hour Meeting (Ends at 9 pm)
 - Presentation (Approximately one hour)
 - Public Input (Approximately one hour)
 - Each person has three minutes until everyone has shared their thoughts.(or 1 hour, whichever comes first)
 - Sign-in
 - Speak from podium
 - Comments preferred; questions acceptable but will be considered rhetorical
 - All questions from First Public Meeting have been responded to in writing and are contained in the Draft Report within Appendix D-2, available for Public Comment & Review since 4/25/2022 (advertised on County Website, Newspaper & Social Media on 5/6/2022)
 - Comments can be submitted in writing up to 30 days from today
 - Submit comments to:

**Pike County Commissioners & Planning Dept.
837 US Route 6, Unit 3, Shohola, Pa 18458 &**

Or

Jessica Yoder, Pike County Planning (trails@pikepa.org)

- Draft Copy is currently available online at [Pike County, PA \(pikepa.org\)](http://Pike County, PA (pikepa.org)); Hard-copy available for review on site at Pike County Community Planning Office, 837 US Route 6, Unit 3, Shohola, PA 18458
- Commissioners Opening Comments
- County Planning Department Comments (Jessica Yoder)
 - Feasibility Study was brought to the attention of the Planning Department by the Lackawaxen River Trails
 - Initiated by Railroad Operator
 - Funded by PA DCNR Grant

7:10 – 7:20 – RECAP

- Definition of Trail Feasibility Study
- Scope of Study
 - Determine the feasibility of developing a multi-use trail system within the Lackawaxen River corridor between the Borough of Hawley and the Village of Lackawaxen.
 - **PHYSICAL AND LEGAL**
 - Worked with Commissioner appointed committee (Listed in Report)
 - Created corridor boundary
 - North Boundary: PA 590 & Towpath Road; South Boundary: 100 yards south parallel with Railroad Property

7:20 – 8:00 - MULTI-USE TRAIL CONCLUSIONS AND RECOMMENDATIONS TO PIKE COUNTY

- **RIVER TRAIL (WATER BASED)**
 - Trail Exists Currently
 - Lackawaxen River designated a Public Highway within Pennsylvania
 - Public Access in Hawley and Lackawaxen
 - Towpath/PA 590 Right-of-Way overlaps riverbank in several locations

- Recommendations:
 - Provide additional public access points along river trail route
 - Properly design, for safety, vehicular parking, toilet facilities, and solid waste pickup
 - Previous Public Input
 - Traffic Safety
 - Significantly reduce trespassing
 - Provide Comfort Facilities & Solid Waste Removal
 - Additional Emergency service access
 - Recommended three potential sites in plan
 - Consider land available for sale or donation
 - Work with Local Municipalities to achieve goals
 - Begin process of obtaining funding through grant opportunities and other available resources
 - FYI: Currently Wayne County/Lackawaxen River Trails Group has obtained approximately \$1 million dollars through PA Fish and Boat Commission and PA DCNR for river access projects within Wayne County's portion of the proposed trail.
- **BICYCLE TRAIL (USBR 36 & PA BIKE ROUTE Y)**
 - Trail Exists Currently
 - USBR 36 travels across Pennsylvania from the PA/OH border along State Route 6 to Port Jervis Bridge into NY state
 - PA Bike Route Y follows the same route, with a spur traveling from State Route 6, down Kimble Road and veering east along the Towpath Road to State Route 590.
 - Existing Route falls exclusively within PennDOT Right-of-Way
 - Recommendations:
 - Support further development and enhancement of bike route via Feasibility Study Report
 - Based upon previous public comment, major safety concerns exist
 - Begin process of obtaining funding through grant opportunities and other available resources
 - Major funding is available through PennDOT via *Transportation Alternatives Set-Aside Program (TAP)* and *Multimodal Transportation Fund (MTF)*
 - Feasibility study recommendation of safety concerns elevates grant funding potential
 - Confirmed in study by interview with PennDOT Representative
 - County would take lead on promoting improvements
- **MULTI-USE TRAIL (HIKING AND BIKING ONLY)**
- **WEST TO EAST:**
 - HAWLEY TO KIMBLES BRIDGE
 - Legal and Physical Restrictions were found along Railroad Owned Land
 - Physical: Rock Cut and Narrow Bridge at Power Station
 - Trail and active railroad conflict
 - Legal: Security Issues with Power Plant and Communications Facility
 - Recommendation:
 - Reroute Trail to Following Path:
 - Hawley to Wallenpaupack High School via Gorge Trail; Trail on existing PPL Powerline Right-of-Way to State Game Lands 183 parking area; Trail joins Bike Route Y along Kimbles Road back to Railroad Crossing.

- Landowners contacted and willing to consider easements for trail development
 - Trailhead proposed on Wallenpaupack School Property
 - Previous Public Concern: Safety – Proposed trail restrictions during Big Game Hunting Seasons in coordination with PA Game Commission
- KIMBLES BRIDGE TO ROWLAND BRIDGE
 - Legal and Physical Restrictions were found along the Railroad Owned Land
 - Physical: Shimers Rock Cut
 - Trail and active railroad conflict
 - Legal: Rerouting around Shimers Rock Cut not feasible currently due to adjoining landowner unwillingness to cooperate
 - Safety: Previous public comments raised concern about access for Emergency Services within remote area (Approximately 8 miles)
 - Confirmed by interview with Forest Volunteer Fire Company representative (documented within report)
 - Recommendation: Continue Multi-Use trail along Bike Route Y to Rowland Bridge
 - Coordinate with recommended access points to share river route access's
 - Properly design, for safety, vehicular parking, toilet facilities, and solid waste pickup
 - Previous Public Input
 - Traffic Safety
 - Significantly reduce trespassing
 - Provide Comfort Facilities & Solid Waste Removal
 - Additional Emergency service access
 - Two recommended trailhead/parking locations within trail section
 - Consider land available for sale or donation
 - Work with Local Municipalities to achieve goals
 - Work with PennDOT to achieve multi-modal trail system
- ROWLAND BRIDGE TO LACKAWAXEN VILLAGE
 - No Legal and Physical Restrictions were found along the Railroad Owned Land
 - Perceived legal issue raised during first public meeting: Railroad Owned Land. Land owned exclusively by Railroad.
 - Thomas J. Shepstone, Shepstone Management Inc., presentation on Railroad Ownership
 - Safety: Access for emergency services greatly improved via Beisel Road and no physical obstructions on Railroad; Increased volume of traffic down pa 590 from Rowland Bridge
 - Trail User Conflicts: Trespass, Trash, Camping, Drug Use etc.
 - Lynn Conrad – former Director of Rail Trail Council: Discussion of years of experience with D&H Trail
 - Recommendation:
 - Continue Multi-Use trail along Railroad Property to Lackawaxen Fire Department
 - Consider Alternative route along Beisel Road at intersection with Railroad
 - Coordinate with Lackawaxen Township to seek State and Federal grant opportunities for road improvements along this section
 - Beisel Road is a public right-of-way where the public can legally walk

- Coordinate with PA Fish and Boat Commission to improve existing river trailhead in Lackawaxen for multi-use trail; Coordinate with Railroad and PennDOT for proposed trailhead at intersection of Railroad Lands and Rowland Road
 - Properly design, for safety, vehicular parking, toilet facilities, and solid waste pickup
 - Previous Public Input
 - Traffic Safety
 - Significantly reduce trespassing
 - Provide Comfort Facilities & Solid Waste Removal
 - Additional Emergency service access
- Two recommended sites within trail section
- Consider land available for sale or donation

- **GENERAL RECOMMENDATIONS**

- If the Railroad Property ever became available, Pike County should work with Wayne County to acquire the lands for trail use.
- Pike County should utilize this report as a safety confirmation that cell phone service needs to be improved within the Lackawaxen River Corridor by Cell Service Providers
- Enter into an easement agreement with landowners for trail use on their property, large portions of the trail can be finalized and opened to the public.
- Develop working relationships with property owners adjoining the railroad property to address concerns regarding trespassing, littering, conflict with neighboring land use such as hunting and privacy, by utilizing solutions already in existence at other well-established trail routes, such as volunteer policing, and alternative routing or closure during rifle big game hunting seasons.
- Develop a list of grants to be applied for – acquisition grants for properties to be used along the trail corridor are particularly beneficial to the creation of the trail network.
- Coordinate support with each Municipality to attain fiscal, operational, and legal support.
- Having the County enter into a contract agreement with the Lackawaxen River Trails would be very helpful. The Alliance can then provide day to day operations, maintenance, matching funds, enforcement of trail rules, and public outreach for the trail.
- The Lackawaxen River Trails can be designated to work with landowners to address their continued concerns, such as: trespassing, littering, safety during rifle hunting seasons, designations of river accesses, and displaying of signage (rules and regulations).
- The review of State Route 590, Kimbles Road and the Towpath Road Bike Designation and possible upgrades, including signage can be pursued.
- Priority should be placed on moving forward with the water trail portion of the project because of the current interest of the PAF&BC in Wayne County's Trail Feasibility Study and progress that has been made as well as their interest in Pike County's study. A grant application should be filed with them for development of the various water access points.
- Cost of this Project: \$11.5 Million (Page 34 of Report)
- Cost of Annual Maintenance: \$32,000 - \$55,000

8:00 – 8:55 COMMENTS

8:55 – 9:00 WHAT'S NEXT?

- Review and Consider input from 2nd Public meeting and revise report where necessary
- Submittal to DCNR for Final Review/Acceptance (Plan to submit before July 1, 2022)
- Present to the Pike County Commissioners

9:00 - ADJOURNMENT

PIKE COUNTY TRAIL FEASIBILITY STUDY

Public Meeting#2

June 6, 2022

7:00pm - 9:00pm



Woodland Design Associates © 2022

Location:
Pike County 911 Center,
135 Pike County Blvd,
Lords Valley, PA

WELCOME

OPENING REMARKS

MEETING FACILITATION:

- 2 Hours
 - Presentation (Approx. 1 hour)
 - Public Comment (Approx. 1 Hour)
 - Each person will have three minutes to speak.
 - Sign-in first
 - Speak from podium
 - Comments preferred; questions acceptable but will be considered rhetorical
 - All questions from First Public Meeting have been responded to in writing and are contained in the Draft Report within Appendix D-2, available for Public Comment & Review since 4/25/2022 (advertised on County Website, Newspaper & Social Media starting on 5/6/2022)
 - Comments can be submitted in writing up to 30 days from today



Public Comment

By letter to the Pike County Commissioners:
Please address to:

**Attn: Pike County Commissioners & Planning Dept.
837 US Route 6, Unit 3, Shohola, Pa 18458**

By email to the Pike County Commissioners:
Please address to:

**Jessica Yoder, Pike County Planning
trails@pikepa.org**



WELCOME

OPENING REMARKS

PIKE COUNTY COMMISSIONERS:

Anthony Waldron
Matthew Osterberg
Ronald Schmalzle

PIKE COUNTY PLANNING DEPARTMENT:

Jessica Yoder



Woodland Design Associates © 2022



WHAT IS A TRAIL FEASIBILITY STUDY?

A Study Only—to determine if a **Water and Land** trail system is possible both physically and legally.

As defined by DCNR:

“Feasibility Studies are in-depth studies to determine community support, Market characteristics, physical/structural assessment, and the legal and financial capability to acquire, develop or rehabilitate, manage and sustain an existing or new recreation or park facility such as a... [trail or recreation facility].”

The DCNR Grant – PA DCNR provide guidelines

The design team will evaluate: Determine Demand and Potential Use of a Trail, Physical Inventory and Assessment of Potential Trail Corridors, Developing a Trail System, Legal Feasibility, Trail Operation, Maintenance, and Security, Financial Feasibility, and Create a Master Plan and Report (among other items).

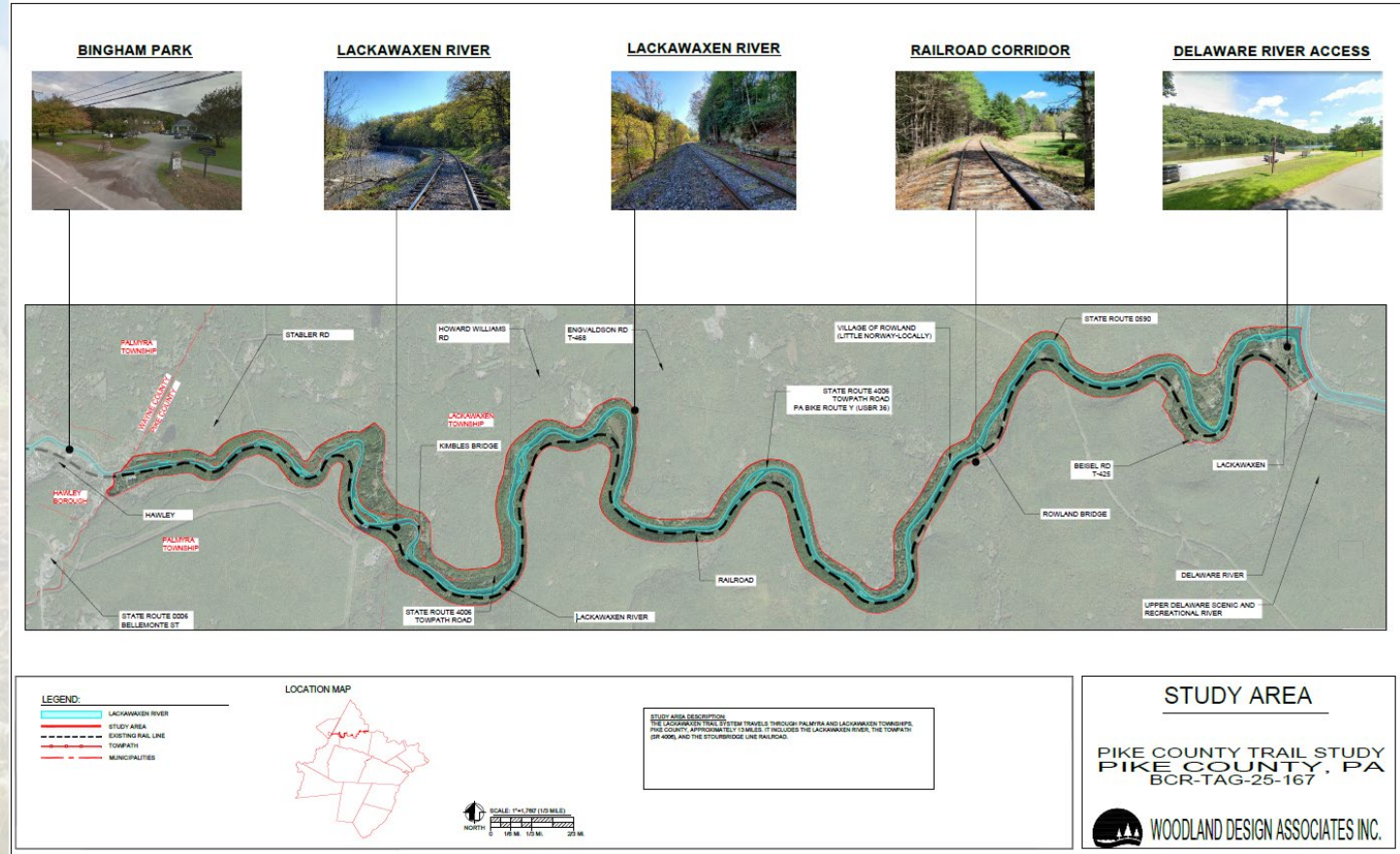
The County Commissioners apply for the grant and must appoint a *Study Committee* who are responsible for guiding and reviewing work done by the design team. Although, these committee members were chosen to represent a variety of individuals and groups across the County, the design team is also conducting **Key Person Interviews** of community members requested.



RECAP

SCOPE OF STUDY

1. Determine the feasibility of developing a multi-use trail system within the Lackawaxen River corridor between the Borough of Hawley and the Village of Lackawaxen from a Physical and Legal standpoint.
2. Work with Commissioner appointed Committee
3. Created Corridor Boundary



MULTI-USE TRAIL CONCLUSIONS AND RECOMMENDATIONS

RIVER TRAIL

1. The Pennsylvania Department of Environment Protection (PADEP) has designated the Lackawaxen River, in the Study Area (Hawley to Lackawaxen), as a public highway (per the Public Highway Declaration Act and the List of Navigable Streams). This allows the public to use, travel, and move within its banks legally.



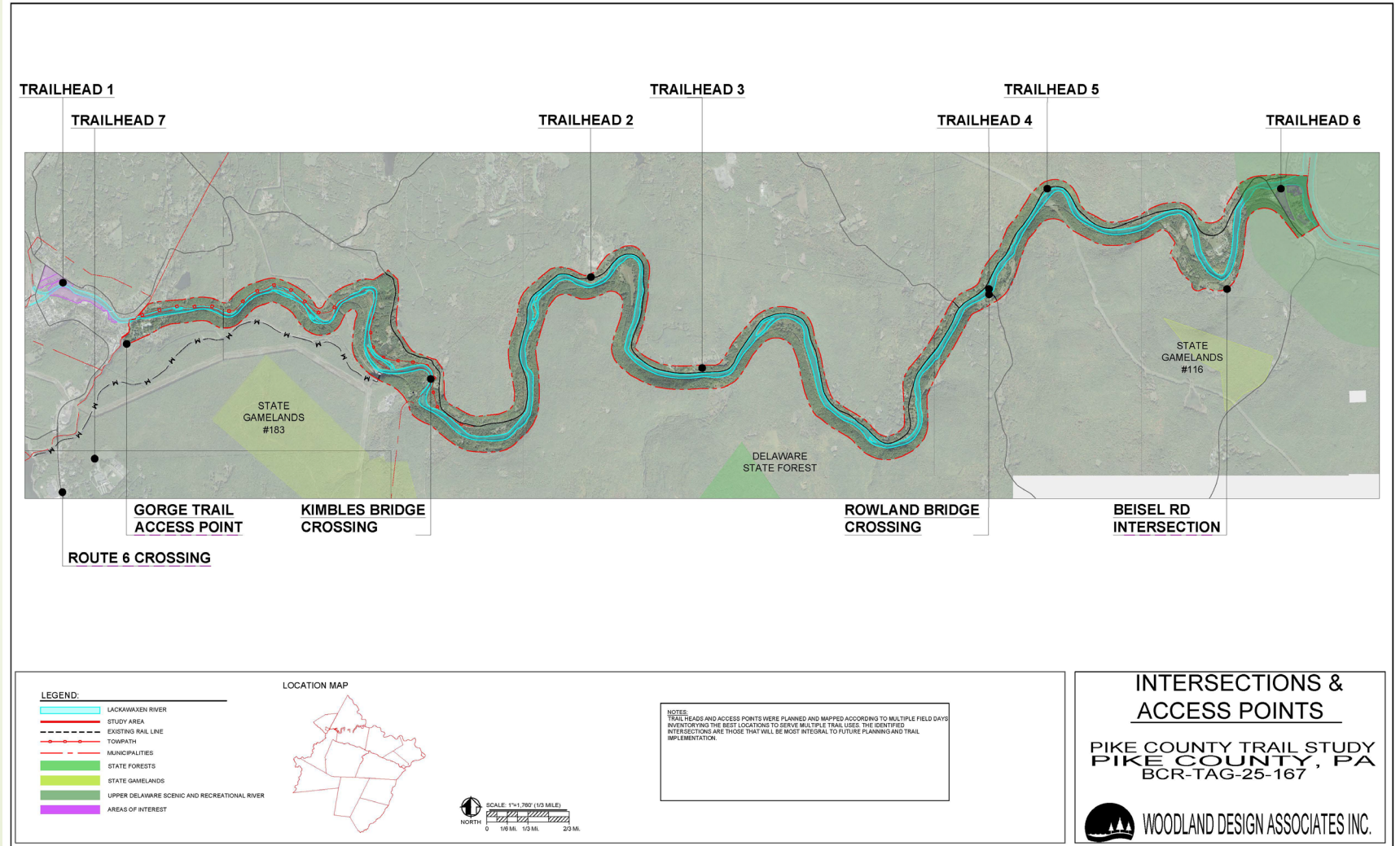
(INTERPRETIVE RIVER & MULTI-USE TRAILHEAD)



MULTI-USE TRAIL CONCLUSIONS AND RECOMMENDATIONS

RIVER TRAIL

1. Three (3) river access locations proposed: TH2, TH3 & TH5
2. Wayne County/ Lackawaxen River Trails has obtained \$1 Million Dollars from PA F&BC / DCNR for the construction of three (3) river accesses.

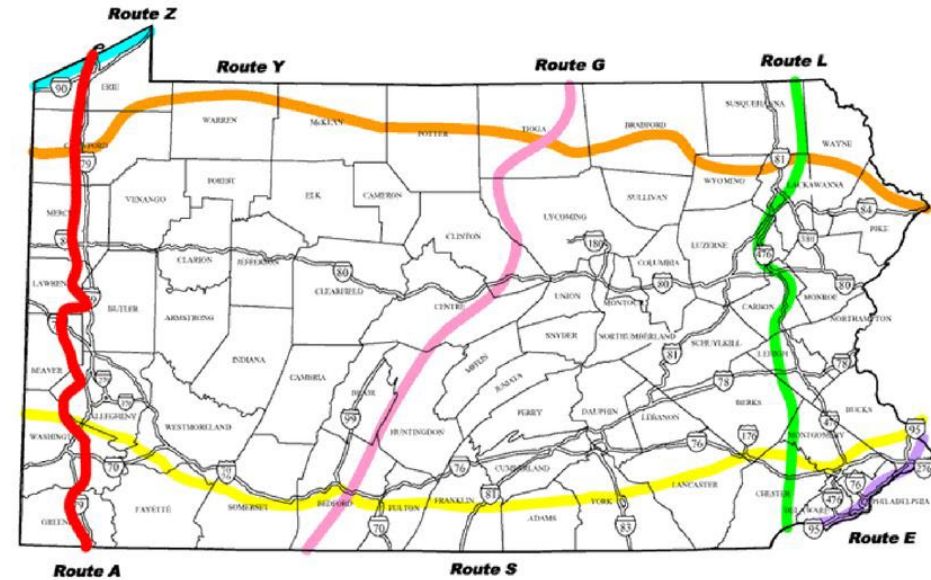


MULTI-USE TRAIL CONCLUSIONS AND RECOMMENDATIONS

BICYCLE TRAIL (USBR 36 & PA BIKE ROUTE Y)

1. Pennsylvania State bike route Y1 is a spur off PA Bike Route Y (U.S. Route 6). USBR Y1 is a 16-mile spur from near Kimble's Road east to Roebling Bridge in Lackawaxen. Bike Route Y extends 398 miles across the center of Pennsylvania, from Ohio to New York.
 1. These U.S. Bicycle Route designations create nationally recognized interstate bicycle touring routes in Pennsylvania which bring significant long-term economic benefits to local communities from out-of-state tourism.

PA BIKE ROUTE Y



MULTI-USE TRAIL CONCLUSIONS AND RECOMMENDATIONS



(INTERPRETIVE MULTI-USE TRAILHEAD)



MULTI-USE TRAIL CONCLUSIONS AND RECOMMENDATIONS

MULTI-USE TRAIL (HIKING AND BIKING)

1. Hawley to Kimbles Bridge
2. Kimbles Bridge to Rowland Bridge
3. Rowland Bridge to Lackawaxen

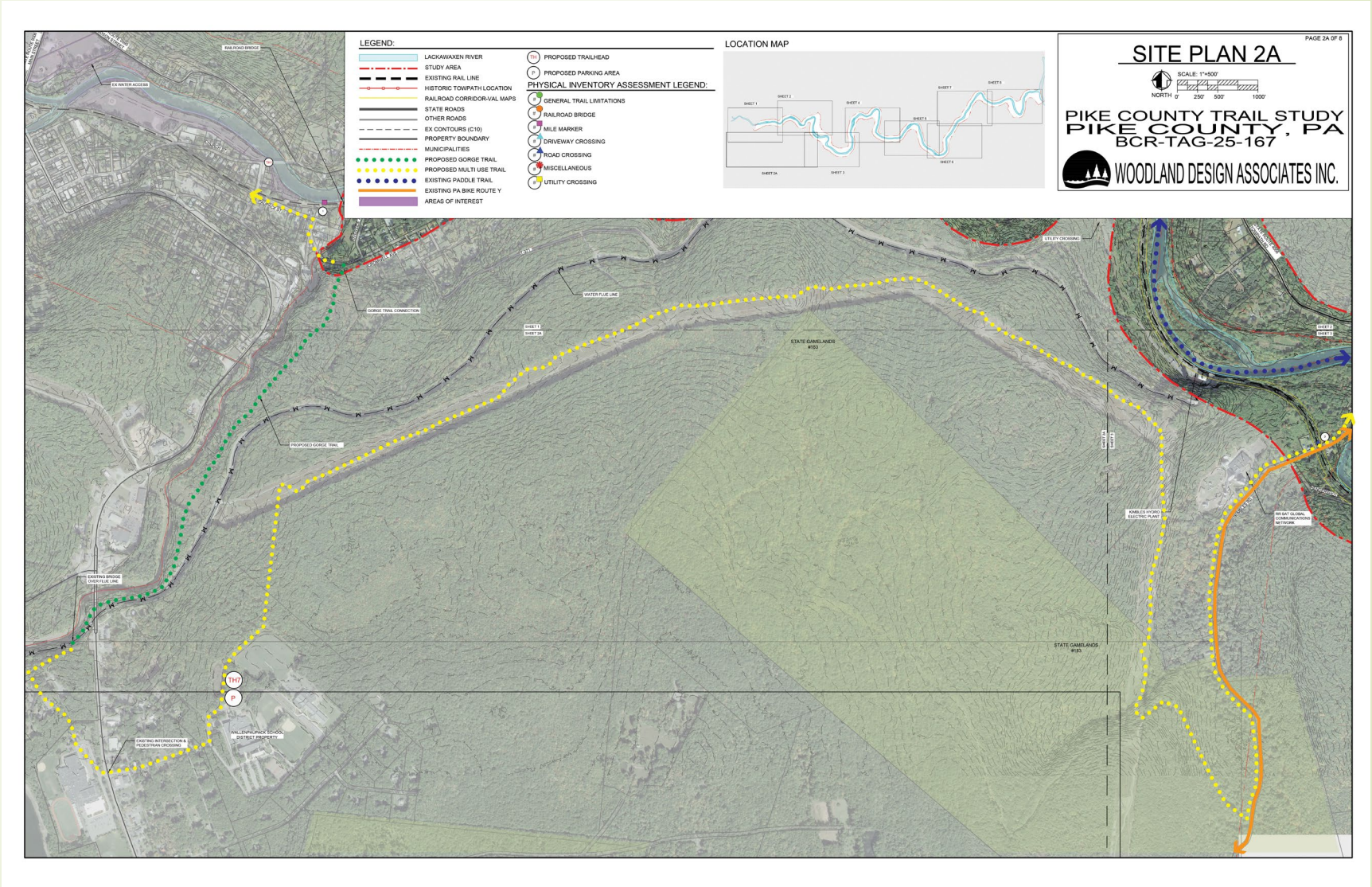


(INTERPRETIVE MULTI-USE TRAIL ON RAILROAD PROPERTY)



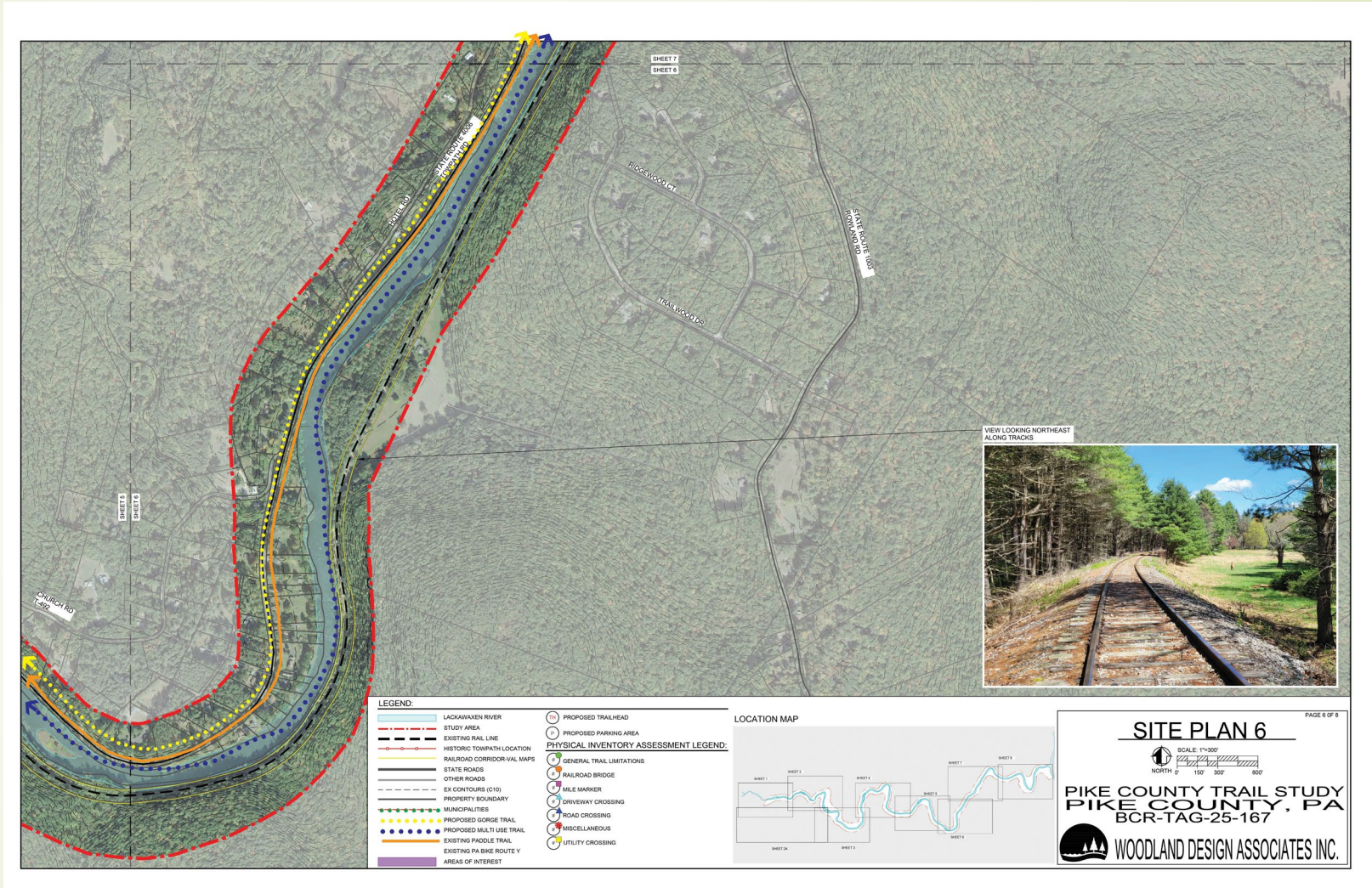
MULTI-USE TRAIL (HIKING AND BIKING): HAWLEY TO KIMBLES BRIDGE

- 1. Legal and Physical Restrictions
 - 1. Rock Cut & Narrow Bridge at Power Station
- 2. Recommendation:
 - 1. Reroute Trail to shown path
 - 2. Trailhead on proposed Wallenpaupack School Property



MULTI-USE TRAIL (HIKING AND BIKING): KIMBLES BRIDGE TO ROWLAND BRIDGE

- 1. Legal and Physical Restrictions
 - 1. Rock Cut
 - 1. Adjoining landowners unwilling to cooperate
- 2. Recommendation:
 - 1. Continue Multi-Use trail along Bike Route Y to Rowland Bridge
 - 2. Coordinate with recommended access points to share river route access's (two locations)
 - 3. Work with PennDOT to achieve multi-modal trail system

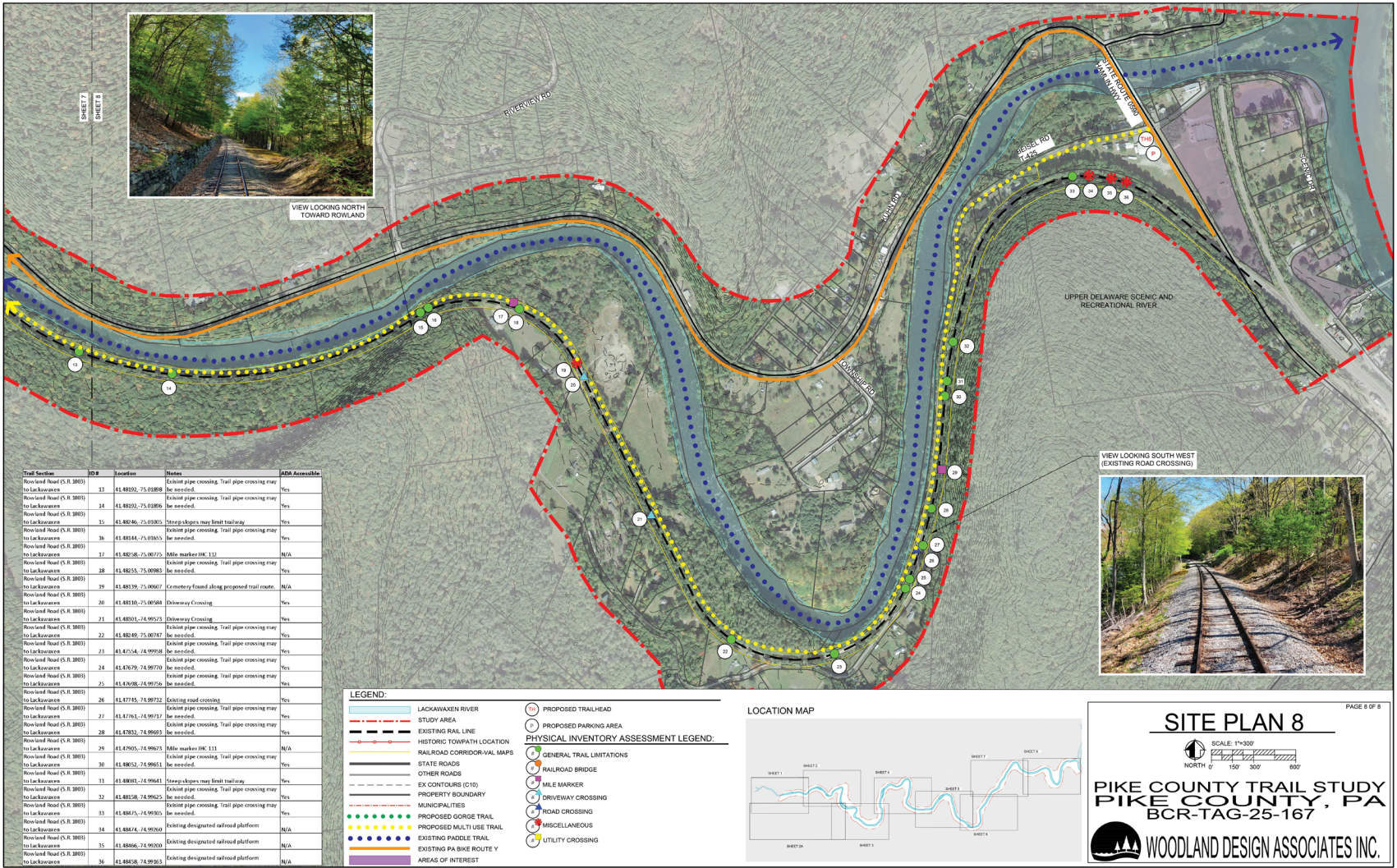


MULTI-USE TRAIL (HIKING AND BIKING): ROWLAND BRIDGE TO LACKAWAXEN

1. No Legal and Physical Restrictions
1. Railroad Property (Quitclaim Deed)

1. Thomas J. Shepstone (Shepstone Management Inc.)
2. Trail User Conflicts

1. Lynn Conrad, Former Director Rail Trail Council
2. Recommendations:
1. Continue Multi-Use trail along railroad property to Lackawaxen
2. Consider alternative route along Beisel Road
3. Coordinate with PA Fish and Boat to improve existing access at Delaware River



General Recommendations:

- If the Railroad Property ever became available, Pike County should work with Wayne County to acquire the lands for trail use.
- Pike County should utilize this report as a safety confirmation that cell phone service needs to be improved within the Lackawaxen River Corridor by Cell Service Providers
- Enter into an easement agreement with landowners for trail use on their property, large portions of the trail can be finalized and opened to the public.
- Develop working relationships with property owners adjoining the railroad property to address concerns regarding trespassing, littering, conflict with neighboring land use such as hunting and privacy, by utilizing solutions already in existence at other well-established trail routes, such as volunteer policing, and alternative routing or closure during rifle big game hunting seasons.
- Develop a list of grants to be applied for – acquisition grants for properties to be used along the trail corridor are particularly beneficial to the creation of the trail network.
- Coordinate support with each Municipality to attain fiscal, operational, and legal support.



General Recommendations: (Cont'd)

- Having the County enter into a contract agreement with the Lackawaxen River Trails would be very helpful. The Alliance can then provide day to day operations, maintenance, matching funds, enforcement of trail rules, and public outreach for the trail.
 - The Lackawaxen River Trails can be designated to work with landowners to address their continued concerns, such as: trespassing, littering, safety during rifle hunting seasons, designations of river accesses, and displaying of signage (rules and regulations).
 - The review of State Route 590, Kimbles Road and the Towpath Road Bike Designation and possible upgrades, including signage can be pursued.
 - Priority should be placed on moving forward with the water trail portion of the project because of the current interest of the PAF&BC in Wayne County's Trail Feasibility Study and progress that has been made as well as their interest in Pike County's study. A grant application should be filed with them for development of the various water access points.
-
- **Cost of this Project: \$11.5 Million (Page 34 of Report)**
 - **Cost of Annual Maintenance: \$32,000 - \$55,000**



What's Next

Moving forward from Tonight's meeting:

1. Review and Consider input from 2nd public meeting
2. Revise report where necessary based on comment
3. Submit report to DCNR for Final Review & Comment
4. Present final report to Pike County Commissioners



Public Comment ends at 9 PM





Thanks for attending!



**PIKE COUNTY
TRAIL FEASIBILITY STUDY
PUBLIC MEETING # 1
June 6, 2022 – 7:00-9:00 pm
Pike County 911 Center, 135 Pike County Blvd., Lords Valley, PA 18428
Meeting Minutes and Comments**

Commissioners Mathew Osterberg and Ronald Schmalzle reminded the public that this is a feasibility study, and we are here to see if the trail will be feasible.

Michael Wood, RLA, Woodland Design Associates, Inc., presented the project to the public, following the agenda that is attached.

All attendees were given the opportunity to add comment, in person, for or against the trail project, at the conclusion of the presentation. Those comments have been paraphrased are as follows:

Public Commenter #1 (Rob Wicksnes): Property owner in Rowland. Expressed concerns about people using property for camping/fires/kids on dirt bikes/snowmobiles. Concerned because mapping shows front yard as a proposed access point for people to park cars.

Public Commenter #2 (Thomas Farley, Solicitor, Lackawaxen Township): States on behalf of the three supervisors they are not in support of this project.

- First concern, cost of easements for railroad and private property owners. No indication in report what property owners will be asked for easements.

Referenced Jack Spall's letter regarding use of railroad, expressed safety concerns for using railroad. Referenced Attorney Lee Krause regarding Bucks Cove Hunting Club and his opinion that the railroad cannot be used for anything but the railroad.

- Referenced Right-of-Way width and safety concerns associated with a trail along the railroad
- Questions report stating strong support at previous meeting on July 12, says every comment was negative. Reiterates that township supervisors do not support this project and reiterated that at the last meeting. Believes grants require municipality signatures on most grants but do not have supervisors support, thinks needs to be put into the report.
- References Lackawaxen ordinance that does not allow launching boats, kayaks, canoes, etc. other than from one point on the river which is privately owned.
- Concerns about safety, access, cell phones. In addition to railroad line (trestles and bridges) cost of using and safety issues, including access for fire and ambulance services. Reiterates township not in support, including all residents and supervisors. Township not in support of covering maintenance costs.

Would like the report to include how opposed the residents and township are to the project and the inability to obtain financing because supervisors won't sign and the lack of having a water trail due to the township ordinance. Will draft a letter to send. **Note: as of date of this draft no letter has been received from Mr. Farley or Lackawaxen Township.

Public Commenter #3 (Jim Johanson, Fire Department Chief, Lackawaxen Resident): Concern for fire department at the end of the “run” because it is a Med EVAC field. Concerned for the ability of emergency services to access the trail and cost of emergency service vehicles that would be necessary.

Public Commenter #4 (Skip Anderson, Rowland Resident): Currently walks on Tow Path for exercise/recreation. States he rarely sees other people using the Tow Path. Questions the demand for trail use. Believes money better spent paving Tow Path from Rowlands to Kimble.

Public Commenter #5 (Courtney Barden): She lives along the Tow Path. Expressed concern regarding no plan for needed trail maintenance during the winter. Referenced interview with member of Blooming Grove Hunting Club (Scott Savini, February 16, 2022) with trail going on rail side. The Hunting Club suggested to keep the trail on the tow path side. Courtney says they did not want it on their side so now it’ll go on the tow path side.

Referenced phone interview with April Hannon, concern for PHMC, Courtney questions if anyone has spoken regarding possible concerns. EW responds that it is addressed in the report.

Public Commenter #6 (Patricia McCue): Says she lives in the area. Patricia expresses concerns regarding trail behind Wallenpaupack school. Patricia referenced current events involving school shootings. Patricia concerned people from out of the area (New York or Philadelphia) accessing the school via the trail.

Public Commenter #7 (Ryan Fause, Local Resident): Says no one has come to talk to him/knocked on his door. States he bought his property to preserve a 100+ year old farm. His property is bisected by the railroad property for the proposed trail. Concerns for people wandering near buildings on his property, liability related to trespassing. Doesn’t want area turning into New York City. Feels it is disrespectful to landowners.

Public Commenter #8 (George Brown): Not a Pike County resident, lives in Wayne County. Excited about trails and helping kids/families utilize outdoors. Says trails can be good for a community.

Public Commenter #9 (Joseph Brush): Lackawaxen resident for 26 years. Brought up FRA (Friendly Railroad Association). Concerns for distance from the railroad line. Safety of using the space near the railroad. Believes the cost will be higher than the report suggests.

Public Commenter #10 (Eric Abrahamson): “No way in hell” “I fought in Vietnam, and I’ll fight you for this” – Opposed to the trail

Public Commenter #11 (Benetta Dolan): Identifies herself as a part time resident of Hunter’s Ridge (Lackawaxen Township). Husband spent every summer here. Husband’s family been in the area for generations. States several years ago she found firepit on her property, concerns it could have burned her property. Concerns for littering (referenced early 1980s issues with more visitors and litter). Also expressed concerned for tax implications for cost of the trail.

Public Commenter #12 (James Hamill): Wayne County Resident. Discusses importance of tourism to Pocono Mountain Region. Discussed the many miles of existing rail-trails in Pennsylvania. Discussed potential economic development related to trail use and recreation.

Public Commenter #13 (Name Unknown): Concern for trail going across people's front yards. Does not want a trail across his front yard.

Public Commenter #14 (Lindsay James): Concerned about effect of trail on private property owners and property being taken from property owners. Feels trail will only provide four mile stretch to exercise. References major safety issues in report regarding Hawley to Kimble's Bridge. Discussed differences in safety concerns versus her stretch of property. Kimble's Bridge to Rowland Road, report discusses concerns lack of cell service but plan to put in cell towers. Feels safety concerns for first two sections are not being reported as concerns for her stretch of property.

Public Commenter #15 (Ilene Abrahamson): Resident since 1991. States people living in this community live here because it isn't congested. Does not think opportunities to exercise with trail benefits the residents. Also concerned for the wildlife and believes trail will negatively impact wildlife. Already have trails from White Mills to Hawley, doesn't understand why more is needed.

Public Commenter #16 (Kai): Asks MW about deeds? Also asked Tom Shepstone about deeds. Was advised Tom can speak with him after. Asks: What if there is an accident if someone walks off rail property onto private property? Questions about liability. Concern about little kids getting accidentally run over and if he or other property owners would be liable.

Public Commenter #17 (Curt Conklin): Local resident. Discussed residents dreading Memorial Day because of people from the city and an increase in litter. Wants to try to keep the area as nice and country as possible. Go back to the city, not worth it for the additional revenue.

**PIKE COUNTY
TRAIL FEASIBILITY STUDY
Questions raised by the public from Meeting #2
June 6, 2022 – 7:00-9:00 pm
Pike County 911 Center, 135 Pike County Blvd. Lords Valley, PA 18428
Meeting Questions and Answers**

PUBLIC QUESTIONS:

- **Thomas Farley (Solicitor, Lackawaxen Twp): What will the easements cost for trail along the railroad?**
 - The easements necessary for the project, in areas where the trail deviates from the railroad, would be coordinated with the landowners on a case-by-case basis. Some landowners may be inclined to grant an easement without a fee associated with it.
- **Thomas Farley (Solicitor, Lackawaxen Twp): What property owners will require easements?**
 - The railroad owns the land on which the railroad sits, varying in width from 66' to 100'. The project would enter into a lease agreement with the Railroad Owner. Easements would be necessary in areas where the trail deviates from the railroad owned lands (such as the section avoiding Kimbles Power Plant) and the landowners in these locations have been approached regarding future access.
- **Jim Johanson: Who is going to pay for the additional equipment necessary to perform the required services along the proposed trail?**
 - The emergency organizations could utilize this report to apply for and acquire funding to facilitate purchase of the necessary equipment. It was documented in the report that a lack of emergency response equipment exists (UTV etc) between the responders within the area.
- **Courtney Barden: If the trail is not maintained in the winter, how is it supposed to be used? Will this trail be seasonal only?**
 - Similar to other trails across the Commonwealth, users can use the trail for snow-shoeing or cross-country skiing during the winter months. This trail will not be seasonal, as it would be open to these other winter uses.
- **Courtney Barden: Where is the information about PA State Historic Preservation (SHPO) permission to use the Towpath Road and Canal for the trail?**
 - The Pennsylvania Historical Society (PHMC) was contacted, and that correspondence has been added to Appendix B of the Report.
- **Courtney Barden: What exactly is "shovel ready" when referring to a project? Is this project considered "shovel ready" and why?**
 - A "shovel ready" project is one that is at a stage that is ready to be constructed. This project, due to additional funding needed for planning and implementation, is not "shovel ready".
- **Joseph Brush: What is the safe distance to be away from the rail line? Suggested 6' minimum**
 - Per the report, on page 20, the PUC and the Railroad Operator were consulted to determine minimum distances for clearance from the railway for trails. Per PUC regulations, 12' minimum from the center of the rail is the minimum horizontal distance for a trail from the tracks. The Railroad Operator requested 8' minimum from the nearest rail.

- **Inquiry about how the deed for the railroad was transferred.**
 - This information is included in the report under *Appendix B-2: Lawyer Verdict* (as found during the Wayne County Feasibility Study and *B-3: Quit Claim Deed* explaining how PennDOT acquired the rail line then the Railroad purchased the land.
- **Concern about liability**
 - This topic is addressed within the report on Page 38 under *Trail/Risk Management*. Additionally, as previously stated within the responses to Questions from the first public meeting, Public Recreation Location and landowners signing easement agreements are protected under the PA Recreational Use of Land and Water Act.
- **Will there be another survey mailed or spoken about (in person or on the phone) to individual landowners and residents allow Towpath Road?**
 - There will not be another survey extended to the public, be it individual landowners or broadly. The comment period for the Feasibility study has concluded with the report deadline approaching. All comments from the public meetings, email, and letter are being included in the final report.
- **Where is Trailhead 3 located exactly?**
 - Trailhead 3 is located on lands owned by a private resident interested in donating their land to a Land Trust or Conservancy as an easement or donation of land.
- **Why not work on improving the trails on State Game lands 183 instead of creating new ones?**
 - The Pennsylvania Game Commission was contacted regarding the project and the planning team inquired about new and improved trails on the State Game Lands property. It is not the Game Commissions intent to create new or improve trails to be used for recreation. The use of the existing trails for recreation (within the Rules and Regulations posted by the Game Commission) is allowable.
- **What if landowners do not agree or give you permission for easements?**
 - When following the Railroad corridor, the trail is planned to stay on the Railroad owned lands. An easement with the Railroad owner would be coordinated. Other locations where easements would be required are where the trail is deviating from a public Right of Way or railroad as demonstrated on Site Plan 2A behind lands owned by Wallenpaupack School District and Brookfield Energy.
- **Why was Mike Wood able to go over his 1-hour time limit, but the public were strictly limited to their three minutes?**
 - As the Consultant for the project, it was Woodland Design's responsibility to fully inform the public and stakeholders of the project findings and study conclusions. The meeting agenda and schedule was set by the Consultant, the Planning Department, and the Commissioners through a prior meeting and conversation. At the end of the public comment period, those in attendance had aired their comments and the meeting was ended because no other comments were forthcoming.
- **Why was the Pocono Tourist Bureau able to make a Powerpoint presentation during the public comment portion of the meeting?**
 - Prior to the start of the meeting, the Pocono Tourist Bureau asked if they could have the floor, as a public representative, for their three minutes to speak and present a powerpoint. Mr. Farley spoke on behalf of the Township for more than 8 minutes.

6



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. Jennifer Pasa	LRO/Property owner	jennifer.pasa@gmail.com
2. Tony Walron	Pike Co. Commissioner	
3. Berget Pinkston	Private Citizen	
4. Amos Johnson	Lackawaxen Pq.	
5. Jack Flynn	LACKAWAXEN PD	
6. Binetta M. Dolan	Homeowner, Hunters Ridge	BMDOLAN@optimum.net
7. Cathy Famelio (DOLAN)	" "	CathyFamelio@gmail.com
8. Marie Mackanic (DOLAN)	" "	MMackanic3@gmail.com
9. Joseph Brush	A Grumpy Bastard	Brush549@gmail.com
10. John A. Frei	PROPERTY OWNER	Lock22@AOL.com
11. Tom Dein	Wayne Co.	TomDein53@gmail.com
12. ED STEPHAN	LACKAWAXEN	
13. JOHANN STEPHAN	LACKAWAXEN	
14. Courtney Barden	Lackawaxen Tship. / House along Township	courtneybarden@gmail.com
15.		

Course: Trail Feasibility Meeting

Date: 6/6/2022



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. Michael Mrozinski	Chico Planning	
2. George Braun	LRT volunteer	
3. Molly Rodgers	LRT "	
4. Stephen Wickens	Rowland	
5. Gerald Wickens	Rowland	
6. ERIC + Ryan MUNRO	CRO Guides	570-213-1537
7. Cody Hendrix	National Park Service	
8. Barbara Barnes	Lackawaxen	
9. Joe ATKINSON	Resident	
10. Ed Anderson	Resident	
11. Winifred Olson	Resident - Rowland	
12. Heather Romance	Lackawaxen Lodge	
13. Jan Ma Romance	Lackawaxen Resident	
14. Conner Snow	Wayne County Community Foundation	CSnow@WAYNE FOUNDATION. 6166
15. RICH REICHES	Resident	richreiches@yahoo.com

Course : Trail Feasibility Meet

Date: 6 / 6 / 2022



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. Jim Herceg	Grassy Island Creek Rod + Gun Club	570-441-0253
2. Ryan Fause	112 - Rowland Rd.	732-513-7330
3. Charles Steuhl	132 Market Rd Greeley	570 862 2402
4. Jeff Shook	Lack. Twp	jalan@ptd.net
5. Kai	KAI	
6. Paul Vitz	Kimberly RD	
7. Scott Savini	PCED	
8. Scott Olsen	849 Rt 434 Greeley	
9. Karen Havens	See above	570 877 3710
10. Lillian Olsen	See above	
11. Donna Martin	Kimberly	
12. Dennis Martin	Kimberly	
13. Sarah Corcoran		
14. Rebecca Gray	land owner	rebecca.vader@yahoo.com 570 641 6062
15. Krista Grunwaldt	Commissioner	

Course : Trail Feasibility Meeting

Date: 6 / 6 / 2022



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. Jim Firestone	130 Kimbles Rd	908-482-8236
2. KEV CONNORS		570 470-4541
3. Patricia Wayne		
4. McCue	870 Rt 434 Greeley	McCue@LTIS.net
5. Marian Keegan	130 Trailwood Dr. Greeley	mrntgn@yahoo.com
6. Marianne Engvaldsen		JTAE@verizon.net
7. Alan Engvaldsen		
8. Ilene Abrahamson		
9. Cheryl Hill		
10. Christine Foland		Folandca@verizon.net
11. Carolyn Hoop	713 Towpath Rd.	Woot@Ptd.net
12. Cliff Wade		570-877-0255
13.		
14.		
15.		

Course: Trail Feasibility Meeting

Date: 6/6/2022



Pike County Training Center

Course Sign In

Name	Organization	Email or Phone #
1. Edith Lynch Rowland	Px	570 685-7818
2. Mary Beisel	Lackawanna P9	
3. Michael MAWEO	Lackawanna Township	570-685-4004
4. Allan Kowalczyk	Lackawanna Twp	570-226-5000
5. Bill Ferry	Lackawanna Twp.	570-226-4664
6. Judy Conkle	Lackawanna	570-685-5367
7. Bernadette Carlos Bento	Lackawanna Twp	570-949-2035
8. Eric W. Abrahamson	Lackawanna P9	570-685-2447
9. Fred F. Sulfric	Pike Co. Pl. Comm. member	570-685-4018
10.		
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15.		

Course : Trail Feasibility Meeting

Date: 6 / 6 / 2022



Pike County Commissioners
506 Broad Street
Milford, PA 18337

July 29, 2022

Dear Commissioners,

As the Trail Feasibility Study for Pike County nears completion, those of us who are part of the Lackawaxen River Trails would like to convey some information about us. The guiding members are all listed below. Beyond the guiding members, we count 800+ in our active email list, 1,546 friends on Facebook, and 1,168 followers on Instagram. These are people who have signed up to stay informed of trail events and construction progress. Many of these people are interested and willing to help in different ways. We have cooperative relationships with groups such as Keep Hawley Honesdale Beautiful, Pike-Wayne Trout Unlimited, and businesses such as House Fly and Northeast Wilderness Experience. We cite this as background to let you know our willingness and ability to monitor trails and to organize and/or participate in efforts to maintain and clean up along the trails that will exist in Pike County as well as Wayne County.

We have raised more than \$245,000 in local contributions from 260 individuals and businesses, donated through a designated fund at the Wayne County Community Foundation. These dollars helped us meet grant match requirements for Fish & Boat, DCNR, and DCED funded projects. We have an additional \$60,000 or more in pledges which will be paid this year and/or next year and into the future as we need them. The timeline of building trails will be a multi-generational one and we are committed to continuing our fundraising, from small gifts to major contributions, from individuals, foundations, and companies.

These are just two aspects of the ways we have supported Wayne County and local townships even before the first construction projects get underway. If at any point you would like to know more or have questions, we'd be happy to meet with you.

George Brown	Carol Dunn	Jim Jennings
Lisa Champeau	Grant Genzlinger	P.J. Karpiak
Davis Chant	Jeff George	Tom Myles
Dan Corrigan	James Hamill	Molly Rodgers
Tom Dein	Ryanne Jennings	Derek Williams



Woodland Design Associates, Inc.

Landscape Architects □ Site Planners □ Wetlands Specialists

Key Person Interview
(Study Committee Member)
Interviewed: February 16, 2022

Scott Savini
Blooming Grove Hunting Club Representative – Study Committee Member

Background: Informal interview conducted during phone call on February 16, 2022 around 11 am. As the interview was very informal, the answers provided in writing are “paraphrased”.

You will be interviewed as part of the Key Person Interview, do you agree? **Yes.**

As part of this feasibility study, want to make sure all involved parties are heard and considered. From the perspective of Blooming Grove Hunting Club, what is the greatest concern related to the trail study?

- ***From the Hunting Club’s perspective, the greatest concern we have is related to trespass and liability. The Hunting Club is a regular contributor of donations for things for the common good within the community such as the fire departments, food banks etc, and understands the importance of outdoor recreation.***

Do you currently have a problem with these issues such as trespass?

- ***Yes. We regularly find trash from fishermen that have waded the Lackawaxen River and find their way working up Blooming Grove Creek to fish, which is private property. Additionally, we have some regulated recreational grounds for fishing, a shooting range, and leases in the northern section of property. Related to the shooting range, liability becomes a huge concern for the club in discussing the possibility of a trail through the railroad corridor.***

If the trail is proposed to stay on the Railroad Property through the corridor, never leaving lands owned by the Railroad, would the Hunting Club still have an issue with the proposed trail?

- ***Yes there would most likely be a large concern for this trail and push back, pointing back to the issues of trespass and liability. The Hunting Club’s suggestion is to keep the trail on the Towpath Road side of the river to curtail these issues.***

The meeting concluded at approximately 11:10 and Mr. Savini mentioned that he was looking forward to being at the next Committee meeting.

119 Lincoln Street, Honesdale, PA 18431-2151

Phone: 570-616-0600 □ Email: woodland@woodlanddesign.com Website: www.woodlanddesign.com



Woodland Design Associates, Inc.

Landscape Architects □ Site Planners □ Wetlands Specialists

Key Person Interview
(Not part of Study Committee)
Fire Company Member

Interviewed: December 29, 2021

Vito Manzione, Engineer
Forest Volunteer Fire Company
1129 Towpath Road
Hawley, Pa 18428

Background: Informal interview conducted during phone call on December 29, 2021 around 2 pm.

As the interview was very informal, the answers provided in writing are “paraphrased”.

You will be interviewed as part of the Key Person Interview, do you agree? **Yes.**

Mr. Manzione was asked if he had knowledge of the study? **Yes, but not much.**

As part of this feasibility study, we want to incorporate emergency preparedness into the report, by consulting with the fire companies within the area and incorporating their ideas. Do you think having the fire companies weighing in will help?

- ***Yes absolutely. Ironically, within the last year, our fire company had a drill where we were asked to get to remote locations along the river to gain access, in case of emergency. Two locations that stick out in my mind as being difficult, due to the task being to put out a structure fire, were the home across from the swinging bridge (shimmers rock cut) and the home off of Hendershot Road – Martin Road. Getting to the home across from the swinging bridge would be nearly impossible before the house was overtaken. This is related specifically to fire access.***

Are you aware of the emergency markers along the river that were installed in the past?

- ***Yes. Those were installed by our fire company at that time. It was difficult to get enough installed so people were able to note where they are. They are roughly ¼ mile apart. It was especially important for us to have them marked along the river and the road, so we could quickly find their location from the road.***

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What do you see as an issue with emergency access, specifically, along the railroad corridor?

- ***In the past, as part of other emergency situations, we have utilized UTV's to access down the Railroad tracks while searching for a person along the river, straddling the tracks for access. This works up until we reached some of the trestle bridges which could not be crossed.***

Is the fire company aware of the Emergency Access Plan that the railroad has in place for access in case of an emergency on the railroad?

- ***No, I'm not aware of that, but it would be greatly beneficial for the fire companies to know how the railroad plans to get into some remote areas.***

Would the fire company be willing to participate with the county in planning of a future Emergency Access Plan for the railroad corridor, while planning the trail?

- ***Absolutely. This would give the fire company insight and participation in the future access to some of the remote areas, so we aren't left scratching our heads when trying to figure out how to get an injured person out.***

As part of the report, incorporating the needs of the emergency response teams for future use is a vital part of success and implementation of the trail. The fire companies could utilize the report to apply for grants to acquire needed equipment. Is there anything that the fire company could use that they don't currently have to assist in getting to remote areas?

- ***On a small scale, we have one UTV available to the regional firehouses for use. If any event ever happens necessitating its use, we have to run to a central location to get it, wasting valuable time. On a larger scale, a QRS (Quick Response Service) ambulance may prove useful as well as a regular ambulance may not be able to travel along the tracks due to terrain and narrow passage.***



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Key Person Interview
(Non study committee member)
Interviewed: March 29, 2022

Phil Kasper – Pa Game Commission
Northeast Region Land Management Supervisor
3917 Memorial Hwy,
Dallas, Pa

Background: Informal interview conducted during phone call on March 29, 2022 around 2 pm.

As the interview was very informal, the answers provided in writing are “paraphrased”.

You will be interviewed as part of the Key Person Interview, do you agree? **Yes.**

As part of this feasibility study, our goal was to stay along the railroad corridor but physical restrictions have led us to pursue alternative trail routes. Is the PA Game Commission open to trail systems on the gamelands?

- ***As a proponent for hunting and hunters, the gamelands are not usually promoted as a leisure hiking destination. There is a “Special Use Permit” that can be submitted to the agency that would go through the necessary reviews to be approved or denied based on the request. If a trail was to be improved on the state land, an entity would need to be specified for maintenance and upkeep, inspected regularly and have by-laws in place for management. A set of the plans would also have to be provided for review.***

If an existing trail or road on the Game lands were used, would the agency have an issue with the trail system making use of those?

- ***Existing trails on the gamelands can be used by any hiker or hunter.***

At this point, we began looking at the area in question and I pointed to an area where the trail would need to be created to tie into the existing trail on State Lands. The proposed trail would connect to the existing trail but it would need to be built.

- ***New trail systems that must be built are not permitted on the Game Lands.***

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Key Person Interview
(Not part of Study Committee)
Rail Trail Council (D&H Trail)

Interviewed: March 25, 2022

April Hannon
PennDOT

Background: Informal interview conducted during phone call on March 25, 2022 around 10 am. April met with the project team previously during the Wayne County Feasibility Study, so she is aware of what the project entails and what the goals of the project.

As the interview was very informal, the answers provided in writing are “paraphrased”.

You will be interviewed as part of the Key Person Interview, do you agree? **Yes.**

Does an existing road having the designation of a “bike route” deter funding for future projects along the same route, such as shoulder widening, safety markers, or trailheads?

- ***No, the designation of the existing bike route does not inhibit funding of projects along said routes. These routes are mainly used by “hardcore” riders comfortable with biking along main roads wanting a scenic ride, they are not intended or used by leisure bikers or walkers. Funding to expand these opportunities for additional users is in the public's interest.***

Which funding sources would be best suited to pursue for the sake of future projects such as these?

- ***PA – Set Aside, Multi-Modal, ARLEY (Safety signal, Cross walks) are all viable avenues to pursue additional funding for implementation of future projects along State Roads. With trails, funding sources such as DCNR, DCED, and LSA are all open to consideration, along with other agency specific grants depending on the region.***

It appears, based on the PennDOT Right-of-Way maps, that PennDOT's Right-of-Way expands to the width of the historical Towpath and canal, when they parallel one another. In these circumstances, if that is the case, what historical implications exist for any trail improvements in those sections within PennDOT's ROW?

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- ***If the Right-of-Way maps are correct and PennDOT has a right-of-way encompassing that area, expansion of facilities would be allowable baring any permitting associated with PA State Historic Preservation Office (SHPO)***
- ***Just as a point of consideration as you work through the report and study, projects that are “shovel ready” are often given the highest priority and probability in each given funding period.***



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Railroad property is typically acquired by either fee-simple acquisition or by purchase of an effective right-of-way from underlying property owners. Where the railroad cannot acquire land in one of these ways through willing seller, willing buyer negotiations, the railroad, as a regulated public utility, can resort to condemnation.

Where a railroad owns fee simple interests it can, obviously, negotiate easements with trail groups, and this is becoming much more common. There are active examples in Jim Thorpe, Pennsylvania and with respect to the Great Allegheny Passage, where trails exist alongside operating railroads. Where there is simply a right-of-way for the railroad or there are reversionary clauses, the railroad would still have the right to permit trail use as a corollary activity. Legal counsel retained about the Wayne County trail study indicates the following:

"Pennsylvania courts have ruled that generally, easements must adhere to the intended use at the time of creation of the easement. However, there is an allowance for the natural expansion of use. A common example would be rights-of-way for horse transport being later used for motor vehicle transport. The test in these cases is whether the change or expansion is reasonable."

There is, too, the fact a railroad is still a railroad, capable of being reopened for business, until a legal abandonment has been granted by the Federal Surface Transportation Board and there is no foreseeable proceeding in that regard given that the railroad operates very regularly for tourist excursions as well as occasional freight. The owner of the railroad property is an individual who has contracted with the operator to provide this service and, quite clearly, a tourist railroad extending its use of the property for other complementary tourism activity would probably be reasonable expansion of use.

There is also another factor. Prior to the current ownership, the property was possessed by the Commonwealth of Pennsylvania Department of Transportation and, again quoting legal counsel: *In the deed from the State, a notation is made to Section 7(a)(3) of the Rail Freight Preservation and Improvement Act. The section states, in summary that "If the event the department determines that there is no continued need for operation of a railroad on any rail properties, or other properties acquired under these provisions.... The department may sell, transfer, etc., to any responsible person, firm, corporation, etc., for any worthwhile purpose..."* This section appears to state that if the Department determines no further usage of the rails is required, then no restriction is placed on the usage. That appears to be the case in this situation, as the deed from the state does not include any restrictions for railroad purposes on the right-of-way.

Finally, there is the fact railroad property interests are typically conveyed by quit claim deed. Such a deed does not warranty title and simply represents to a buyer that what is being purchased is merely what the grantor supposes it owns. This means, as a practical matter with respect to trail use, that

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railroad use remains the likely primary determinant of the right to create a trail. Absent continued rail use, Section 7(a)(3) of the Rail Freight Preservation and Improvement Act would presumably govern.

Obviously, any landowner, the railroad or any prospective trail easement owner would be benefitted by doing their own legal research but this appears to be the current status of railroad property interests.

Let me know if you need further clarification.

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Key Person Interview (Not part of Study Committee) Rail Trail Council (D&H Trail)

Interviewed: December 30, 2021

Lynn Conrad
Rail Trail Council

Background: Informal interview conducted during phone call on December 30, 2021 around 1 pm.

As the interview was very informal, the answers provided in writing are “paraphrased”.

- **Public Meeting Question: What will stop people from coming onto my property and trespassing? Who will stop them?**
 - How often does trespass happen?
 - Lynn Conrad: Very rarely occurs, ATV issues occurred before the trail was formalized and a little bit in the beginning, this has been resolved with signage, and gates – At this time, ATV use has been eliminated as a use on this trail. **No documented trespassing in the last 15 years.** Bikers and hikers are there for the trail and stay on it. The type of people attracted to trail use – want to stay on the trail and just use the trail – they are not there to be nosey.
 - How is trespassing handled?
 - Lynn Conrad: Trail width, area is noted in brochures and users’ warnings are noted for users to stay on the trail – do not trespass. Trailheads have signs about trespassing.
 - How are adjacent properties labeled as private
 - Lynn Conrad: Only about 10% adjacent properties are posted. D&H did not assist in posting – landowners did it themselves.
- **Public Meeting Question: How are first responders going to have access to the trail?**
 - Emergency Access
 - Lynn Conrad: We still working on this even today. On the parts of the most improved trails – there are signs at crossroads for trail uses to reference for emergency location, mile markers along the trail (again for reference). Susquehanna County 911 – wants to continue with mile markers and they want to GPS the trail with side by side for further safety reference. They want D&H to add reflective mile markers every ¼ mile to increase location reference. They (trail-council) will be doing this.
 - Lynn Conrad: Example incident (snowmobile) – accident/medical emergency, friends got them to the closest crossroad

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- Lynn Conrad: Trail risk management policy – each year a letter is sent to all emergency responders in the area and the first line reads “do you know where your key is?” – SAME KEY for all gates for emergency access. Each emergency response group has their “list of gates in coverage zone” – use of ATVs/side by sides.
 - Lynn Conrad: Emergency responders became more concerned when lots of people used the trail, and as a result worked to become more prepared
 - Lynn Conrad: For the most developed parts of the trail - an ambulance can make it down the trail (14’ gates).
- **Public Meeting Question: Who is going to pick up the trash?**
 - Litter (how much) –
 - Lynn Conrad: D&H Trail – garbage bins at trailheads make litter worse* she would prefer it was a “take all home with you”. If cans exist, maintenance and emptying schedules would need to be created and followed. LVHT uses the municipal public works to clean, but D&H does not, their staff empties garbage.
 - Litter (how is it handled) –
 - Lynn Conrad: very little along the trail (almost none) – mostly after snowmobile season at “crossroad” locations. They have 1 hired maintenance person (2 days a week in the high season) – clears trees, does litter pickup if/any along trails and empties trailhead bins. They do from time to time have litter pickups on non-gated trail sections.
- **Public Meeting Question: Who is going to pump the bathrooms?**
 - Bathroom facilities (do you have them/what kind/seasonal/ maintenance)
 - Lynn Conrad: Seasonal porta-johns (3 stay up year-round – forest city & union dale, Ararat – beginning middle & end). Contract with bathroom supplier.
- **Public Meeting Question: How will no cell service be acknowledged?**
 - Cell service issues
 - Lynn Conrad: – We added a wifi to a trail head to improve cell service (forest city). Originally - local cell phone carrier – if you use it, you have good service. Now, AT&T owns the tower – so now only AT&T can use it.
 - How often do you get complaints from trail users about poor service – none... Do you highlight it in your brochure or on any signs? No. (This could be a good thing idea – just to note).
- **Public Meeting Question: The biodiversity improved in the recent years & how do you anticipate moving around that?**
 - Animal/Plant issues?
 - Lynn Conrad: most people are excited to see animals, they do not impact them – no issues with animal attacks or of such. No complaints or issues.
- **Public Meeting Question: How do we stop drugs**
 - Drug use/paraphernalia
 - Lynn Conrad: no noted documentation of drug use along trails – no paraphernalia, no litter of drug items. There were initial fears of drug use/overnight parking at trail heads, but it has not been documented. Use of signage/surveillance. Most adjacent property owners like the trail because it keeps “eyes on the trail and adjacent lands” and keeps the site clean, etc. Adjacent landowners have found a fondness to the trail and help keep

track of issues on the trail and will contract the trail council if there is a tree down/funny business.

- Lynn Conrad: We keep adjacent landowners in the loop on ALL planned activities, so they keep up with everything. Landowners appreciate it and have become more attached to the trail because they feel included.

- **Public Meeting Question: Who will profit off this?**

- Profit? Economic benefit -

- Lynn Conrad: – trail goes through a lot of small, communities that we built because of the railroad, but have since fallen to the wayside because the rail line closed. The birth of the trail has brought back many local businesses (Cable's Restaurant) via tourism. Forest City, Susquehanna have been working with the trail council to show trail users what services are available in adjacent towns/trailheads/crossroads (brochures/trailhead signs). B&Bs / coffees shops/stores
 - Not necessarily any new types of businesses, but new businesses of existing use (B&Bs/restaurants)
 - New snowmobile rental place!

Hunting & other info

- Lynn Conrad: We worked with game commission when they first purchased the trail, worked with the cooperative program to use the trail to get to private properties to hunt (not on the trail) – they also did some patrolling. Now that there is more use, agreement has been eliminated, but landowners can still use it to access their property (still no hunting on the trail). No real issues with trail/hunting overlap – hikers/bikers wear bright clothing or avoid trail use during hunting seasons. No notes on signs or brochures about hunting. No adjacent landowners have called complaining about trail users during hunting seasons.
- Lynn Conrad: It is important to note who to call if there is a problem, keep people involved and informed. Do not “blow people off”. The more transparency and availability, the better.
- They have adjacent property owners ask for keys to the gates & they do – they work with them to make an agreement to keep the site in good condition, no negative impacts, etc.)
- They do have a few crossing agreements for landowners who own properties on both sides of the trail with no other access. Show of good faith to provide landowners additional access to their own lands, that they may not have had access to before.

PIKE COUNTY COMMISSIONERS

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} COMMISSIONERS



GARY R. ORBEN
CHIEF CLERK

THOMAS F. FARLEY, ESQ.
COUNTY SOLICITOR

FOR IMMEDIATE RELEASE March 1, 2021

CONTACT: Krista Gromalski 570-296-9805 office / 570-832-1434 cell / kgromalski@pikepa.org

Project Underway to Study Lackawaxen River Corridor Trail Feasibility *Public Input Requested*

PIKE COUNTY, PA – The Pike County Board of Commissioners announce the kickoff of a grant-funded Trail Feasibility Study focusing on the Lackawaxen River corridor, between Hawley and Lackawaxen.

The study seeks to determine the interest, capability, and cost of a trail spanning approximately 14 miles from Hawley Borough along the Stourbridge Rail Line, the Towpath, and the Lackawaxen River, to downtown Lackawaxen.

The feasibility study is partially funded through a DCNR Bureau of Recreation and Conservation Grant of \$55,000, with the remainder funded by Marcellus Legacy Funds, created by Act 13 of 2012 to provide for the distribution of unconventional gas well impact fees to counties, municipalities and commonwealth agencies.

Project Update

Following a request for proposals and vetting process, in December 2020 the Commissioners selected Woodland Design Associates, of Honesdale, PA, to conduct the study in consultation with a diverse Project Study Committee, offering valuable insight and experience. The Project Study Committee, appointed by the Pike County Commissioners, includes representatives from Lackawaxen and Palmyra Townships, the National Park Service, Wallenpaupack School District, Wayne Memorial Health System, tourism businesses, trail organizations, local scout organizations, Pennsylvania Fish & Boat Commission, and local hunting and fishing clubs.

Woodland Design President Michael Wood and his team have begun baseline studies of the trail corridor's land, hydrology, infrastructure, zoning, and historical significance.

The firm recently completed a similar Trail Feasibility Study for Wayne County, which focused on the Lackawaxen River corridor between the Boroughs of Honesdale and Hawley. The Pike County project could create a linkage with the Wayne County trail in the Borough of Hawley.

Public Input

Public feedback on the Pike County trail project is invaluable. A brief 10-question public survey is currently being distributed via email, social media, and the Pike County website. It can also be found via a QR code available at area parks and trailheads. The survey can be completed by residents and visitors alike.

Visit www.pikepa.org/PO/PikeOutdoors for the survey link and more information about the Pike County trails project.

Questions or requests for more information can be emailed to trails@pikepa.org or directed to Pike County Assistant Planning Director Jessica Yoder at 570-296-3500, ext. 1382.

###

Pike County Trail Feasibility Study QR Code:



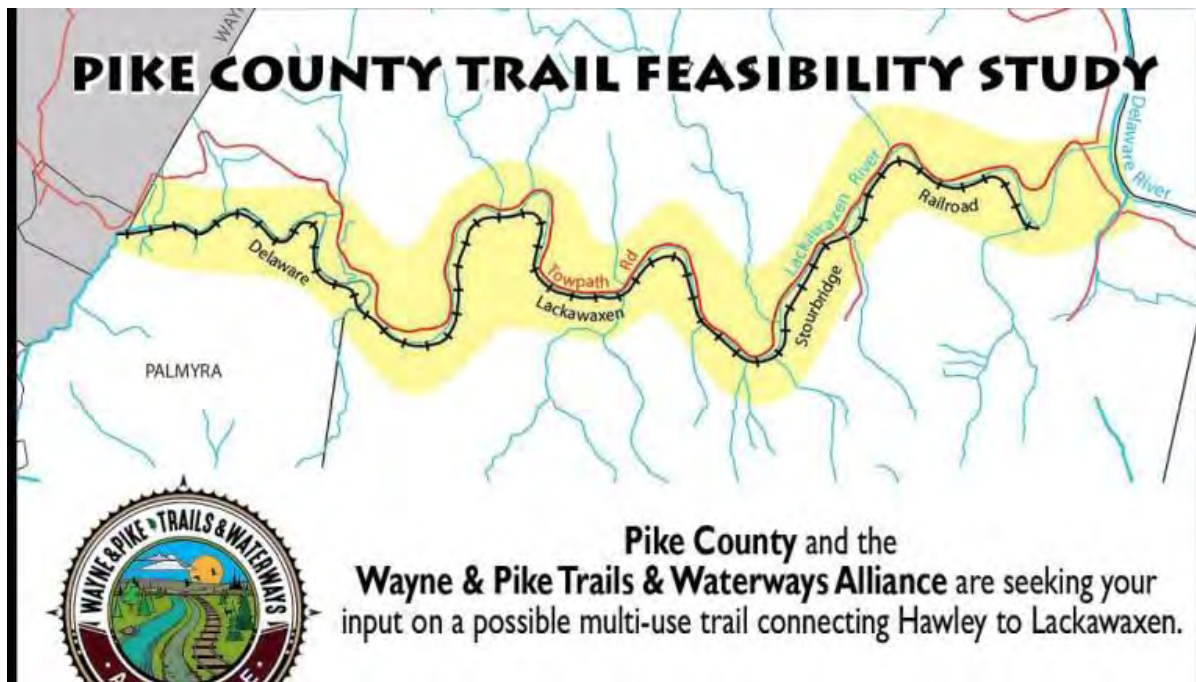


Entertainment

County to study Lackawaxen River Corridor Trail

Milford. A study focusing on a multi-use trail proposed for the Lackawaxen River corridor has just gotten underway.

MILFORD(TAG/-/META/MILFORD) / | 05 MAR 2021 | 12:42



The Pike County Board of Commissioners this week announced the kickoff of the grant-funded study, which will determine the physical and legal feasibility of building and maintaining a 14-mile trail from Hawley Borough, at the Wayne/Pike County Line, along the Stourbridge Rail Line, the Towpath, and the Lackawaxen River, to the Village of Lackawaxen.

The study is partially funded through a \$55,000 state grant from the Pennsylvania Department of Conservation and Natural Resources Keystone Recreation, Park and Conservation Fund. It is matched by Marcellus Legacy Funds, created in 2012 by Act 13, to distribute unconventional gas well impact fees to counties, municipalities, and other agencies in Pennsylvania.





hired Woodland Design Associates (WDA) of Honesdale to conduct the study.

WDA will work in consultation with the Project Study Committee, which will offer its insight and diverse experience. The committee was appointed by the commissioners and includes representatives from Lackawaxen and Palmyra Townships, the National Park Service, Wallenpaupack School District, Wayne Memorial Health System, tourism businesses, trail organizations, local scout organizations, the Pennsylvania Fish & Boat Commission, and local hunting and fishing clubs.

WDA's president, Michael Wood, and his team have begun baseline studies of the trail corridor's land, hydrology, infrastructure, land use, and historical significance.

The firm recently completed a similar trail feasibility study for Wayne County, which focused on the Lackawaxen River corridor between the Boroughs of Honesdale and Hawley.

Public input wanted

The commissioners are asking local residents for their feedback on the Pike County portion of the trail. A brief 10-question public survey is currently being distributed via email, social media, and the Pike County website. It can also be found via a QR code available at local parks and trailheads. The survey can be completed by residents and visitors alike.

Visit pikepa.org/PO/PikeOutdoors for the survey link and more information about the trails project.

For more information, send an email to trails@pikepa.org; or call Jessica Yoder, Pike County assistant planning director, at 570-296-3500 ext. 1382.



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([https://twitter.com/intent/tweet?text=County to study Lackawaxen River Corridor Trail&url=http://www.townshipjournal.com/entertainment/county-to-study-lackawaxen-river-corridor-trail-DM1538599](https://twitter.com/intent/tweet?text=County+to+study+Lackawaxen+River+Corridor+Trail&url=http://www.townshipjournal.com/entertainment/county-to-study-lackawaxen-river-corridor-trail-DM1538599))





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river-corridor-trail-DM1538599) to-

study-
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Tags

HAWLEY BOROUGH (/TAG/-/META/HAWLEY-BOROUGH) - HONESDALE (/TAG/-/META/HONESDALE) -
LACKAWAXEN RIVER CORRIDOR TRAIL (/TAG/-/META/LACKAWAXEN-RIVER-CORRIDOR-TRAIL) - MILFORD (/TAG/-/META/MILFORD) -
PALMYRA TOWNSHIPS (/TAG/-/META/PALMYRA-TOWNSHIPS) -
DM1538599#disqus_thread)



Q1 Where do you live?

Answered: 825 Skipped: 0

ANSWER CHOICES	RESPONSES
State	100.00% 825
County	100.00% 825
Township/Borough	100.00% 825

#	STATE	DATE
1	Pennsylvania	5/15/2021 7:52 AM
2	Pennsylvania	5/13/2021 9:19 AM
3	Pennsylvania	5/12/2021 3:49 PM
4	PA	5/11/2021 11:27 AM
5	Pennsylvania	5/10/2021 3:57 PM
6	pennsylvania	5/10/2021 12:03 PM
7	NY	5/9/2021 12:05 PM
8	Pennsylvania	5/9/2021 8:42 AM
9	Pennsylvania	5/8/2021 10:52 PM
10	pa	5/8/2021 3:35 PM
11	Pennsylvania	5/8/2021 10:33 AM
12	PA	5/7/2021 7:48 AM
13	PA	5/6/2021 9:34 AM
14	Pennsylvania	5/6/2021 9:07 AM
15	PA	5/5/2021 6:11 PM
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17	Pennsylvania	5/4/2021 4:51 PM
18	Pennsylvania	5/4/2021 9:37 AM
19	PA	5/3/2021 1:53 PM
20	PA	5/2/2021 5:08 PM
21	Pennsylvania	5/1/2021 9:28 PM
22	penns	5/1/2021 8:54 PM
23	PA	5/1/2021 6:13 PM
24	Pennsylvania	4/30/2021 3:01 PM
25	Pennsylvania	4/30/2021 8:52 AM
26	Pennsylvania	4/30/2021 8:40 AM
27	Pennsylvania	4/30/2021 6:23 AM
28	Pa	4/30/2021 5:42 AM

Pike County Trail Feasibility Study Survey

29	Pennsylvania	4/30/2021 12:41 AM
30	Pa	4/29/2021 7:36 AM
31	Pennsylvania	4/28/2021 7:59 PM
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34	Pa	4/27/2021 5:49 PM
35	Pennsylvania	4/27/2021 1:45 PM
36	PA	4/27/2021 12:51 PM
37	pennsylvania	4/27/2021 12:11 PM
38	PA	4/27/2021 11:49 AM
39	Pennsylvania	4/27/2021 10:42 AM
40	Pa	4/27/2021 10:24 AM
41	Pennsylvania	4/27/2021 10:16 AM
42	PA	4/27/2021 10:09 AM
43	pennsylvania	4/27/2021 10:01 AM
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45	PA	4/27/2021 9:46 AM
46	New Jersey	4/27/2021 9:45 AM
47	Pennsylvania	4/27/2021 9:29 AM
48	PA	4/27/2021 9:26 AM
49	PA	4/27/2021 9:24 AM
50	Pa	4/27/2021 9:15 AM
51	Pennsylvania	4/27/2021 9:03 AM
52	Pennsylvania	4/27/2021 9:00 AM
53	Pennsylvania	4/27/2021 9:00 AM
54	pa	4/27/2021 8:55 AM
55	Pennsylvania	4/27/2021 8:40 AM
56	pennsylvania	4/27/2021 8:38 AM
57	PA	4/27/2021 8:29 AM
58	Pennsylvania	4/25/2021 7:59 PM
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62	Pennsylvania	4/24/2021 6:06 PM
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64	PA	4/23/2021 6:51 AM
65	PA	4/22/2021 9:09 AM
66	Pennsylvania	4/20/2021 9:16 PM

Pike County Trail Feasibility Study Survey

67	PA	4/20/2021 1:00 PM
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77	PA	4/11/2021 12:54 PM
78	Pa	4/9/2021 9:30 PM
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81	PA	4/9/2021 5:35 PM
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96	Pa	4/2/2021 10:53 PM
97	New Jersey	4/2/2021 3:05 PM
98	PA	4/2/2021 6:40 AM
99	Pa.	4/1/2021 6:33 PM
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102	PA	4/1/2021 1:49 PM
103	Pennsylvania	4/1/2021 1:21 PM
104	PA	4/1/2021 1:20 PM

Pike County Trail Feasibility Study Survey

105	Pennsylvania	4/1/2021 12:44 PM
106	Pa	3/29/2021 1:52 PM
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108	New york	3/29/2021 8:46 AM
109	Pa	3/28/2021 7:45 AM
110	Pennsylvania	3/26/2021 1:54 PM
111	Pennsylvania	3/26/2021 8:18 AM
112	PA	3/25/2021 5:28 PM
113	Pennsylvania	3/25/2021 9:12 AM
114	Pennsylvania	3/24/2021 4:23 PM
115	Pennsylvania	3/24/2021 3:48 PM
116	Florida	3/24/2021 9:05 AM
117	Pennsylvania	3/24/2021 8:26 AM
118	Pa	3/23/2021 8:40 PM
119	Pa	3/23/2021 6:50 PM
120	Pa	3/23/2021 9:35 AM
121	PA	3/23/2021 6:57 AM
122	PA	3/22/2021 11:13 PM
123	PA	3/22/2021 9:27 AM
124	Pennsylvania	3/21/2021 8:15 AM
125	PA	3/20/2021 6:02 PM
126	Pennsylvania	3/19/2021 11:45 PM
127	PA	3/19/2021 9:07 PM
128	New Jersey	3/19/2021 11:14 AM
129	Pennsylvania	3/19/2021 10:44 AM
130	Pennsylvania	3/19/2021 7:48 AM
131	PA	3/18/2021 10:32 PM
132	PA	3/18/2021 9:30 PM
133	PA	3/18/2021 2:41 PM
134	Nj	3/18/2021 2:30 PM
135	Pennsylvania	3/18/2021 10:37 AM
136	Pennsylvania	3/18/2021 8:09 AM
137	PA	3/17/2021 9:38 PM
138	Pa	3/17/2021 5:06 PM
139	Pa	3/17/2021 4:30 PM
140	Pa	3/17/2021 4:01 PM
141	Lackawaxen	3/17/2021 3:16 PM
142	pa	3/17/2021 2:35 PM

Pike County Trail Feasibility Study Survey

143	Pennsylvania	3/17/2021 1:55 PM
144	PA	3/17/2021 12:14 PM
145	PA	3/17/2021 10:29 AM
146	PA	3/17/2021 9:44 AM
147	Pennsylvania	3/17/2021 9:33 AM
148	Pennsylvania	3/17/2021 7:19 AM
149	Pennsylvania	3/17/2021 6:53 AM
150	Pa	3/16/2021 10:29 PM
151	PA	3/16/2021 9:56 PM
152	PA	3/16/2021 9:15 PM
153	PA	3/16/2021 8:53 PM
154	Pennsylvania	3/16/2021 8:46 PM
155	Pennsylvania	3/16/2021 8:20 PM
156	Pennsylvania	3/16/2021 8:18 PM
157	Pa	3/16/2021 8:14 PM
158	PA	3/16/2021 8:05 PM
159	Pennsylvania	3/16/2021 7:48 PM
160	PA	3/16/2021 7:43 PM
161	Pennsylvania	3/16/2021 7:24 PM
162	Pennsylvania	3/16/2021 6:52 PM
163	United States	3/16/2021 6:37 PM
164	Pennsylvania	3/16/2021 6:26 PM
165	Pa	3/16/2021 6:01 PM
166	Pa	3/16/2021 5:55 PM
167	Pennsylvania	3/16/2021 5:45 PM
168	Pennsylvania	3/16/2021 4:59 PM
169	Pennsylvania	3/16/2021 4:50 PM
170	Pa	3/16/2021 4:44 PM
171	Pennsylvania	3/16/2021 4:23 PM
172	Pennsylvania	3/16/2021 4:17 PM
173	PA	3/16/2021 3:45 PM
174	Pennsylvania	3/16/2021 3:25 PM
175	PA	3/16/2021 3:14 PM
176	Pennsylvania	3/16/2021 3:11 PM
177	Pennsylvania	3/16/2021 2:58 PM
178	PA	3/16/2021 2:52 PM
179	Pa	3/16/2021 2:48 PM
180	PA	3/16/2021 2:16 PM

Pike County Trail Feasibility Study Survey

181	Pennsylvania	3/16/2021 2:14 PM
182	PA	3/16/2021 2:04 PM
183	Pennsylvania	3/16/2021 1:53 PM
184	Pennsylvania	3/16/2021 1:33 PM
185	Washington, District of Columbia	3/16/2021 1:29 PM
186	New York	3/16/2021 1:23 PM
187	Pennsylvania	3/16/2021 1:14 PM
188	PA	3/16/2021 1:09 PM
189	Pennsylvania	3/16/2021 1:09 PM
190	Pennsylvania	3/16/2021 1:04 PM
191	Pa	3/16/2021 12:55 PM
192	PA	3/16/2021 12:50 PM
193	PA	3/16/2021 12:47 PM
194	Pennsylvania	3/16/2021 12:46 PM
195	Pennsylvania	3/16/2021 12:39 PM
196	Pa	3/16/2021 12:38 PM
197	PENNSYLVANIA	3/16/2021 12:22 PM
198	Pa	3/16/2021 12:21 PM
199	Pa	3/16/2021 12:19 PM
200	NJ	3/16/2021 12:18 PM
201	Pennsylvania	3/16/2021 12:15 PM
202	PA	3/16/2021 11:59 AM
203	PA	3/16/2021 11:54 AM
204	Pa	3/16/2021 11:53 AM
205	PA	3/16/2021 11:50 AM
206	New York	3/16/2021 11:42 AM
207	Pennsylvania	3/16/2021 11:37 AM
208	PA	3/16/2021 11:29 AM
209	Pennsylvania	3/16/2021 11:26 AM
210	PA	3/16/2021 11:12 AM
211	Pennsylvania	3/16/2021 11:04 AM
212	PA	3/16/2021 10:58 AM
213	Pa	3/16/2021 10:55 AM
214	Pennsylvania	3/16/2021 10:33 AM
215	Pennsylvania	3/16/2021 10:33 AM
216	PA	3/16/2021 10:22 AM
217	PA	3/16/2021 10:03 AM
218	Pennsylvania	3/16/2021 10:02 AM

Pike County Trail Feasibility Study Survey

219	PA	3/16/2021 9:58 AM
220	PA	3/16/2021 9:53 AM
221	PA	3/16/2021 9:50 AM
222	Pennsylvania	3/16/2021 9:47 AM
223	New York	3/16/2021 9:46 AM
224	Pennsylvania	3/16/2021 9:35 AM
225	Pa	3/16/2021 9:25 AM
226	PA	3/16/2021 9:24 AM
227	Pennsylvania	3/16/2021 9:23 AM
228	Pennsylvania	3/16/2021 9:20 AM
229	Pa	3/16/2021 9:05 AM
230	Pa	3/16/2021 9:01 AM
231	PA	3/16/2021 9:00 AM
232	Pennsylvania	3/16/2021 8:45 AM
233	Pennsylvania	3/16/2021 8:42 AM
234	Pa	3/16/2021 8:37 AM
235	Pa	3/16/2021 8:36 AM
236	Pennsylvania	3/16/2021 8:08 AM
237	PA	3/16/2021 8:07 AM
238	Pennsylvania	3/16/2021 8:02 AM
239	Pennsylvania	3/16/2021 8:02 AM
240	Pennsylvania	3/16/2021 7:58 AM
241	PA	3/16/2021 7:52 AM
242	Pa	3/16/2021 7:50 AM
243	PA	3/16/2021 7:46 AM
244	Tim Blanco	3/16/2021 7:44 AM
245	Pennsylvania	3/16/2021 7:32 AM
246	Pennsylvania	3/16/2021 7:03 AM
247	PA	3/16/2021 6:52 AM
248	Pennsylvania	3/16/2021 5:19 AM
249	Pa	3/16/2021 3:15 AM
250	Pa	3/16/2021 12:22 AM
251	PA	3/16/2021 12:03 AM
252	PA	3/15/2021 11:47 PM
253	PA	3/15/2021 11:25 PM
254	Pennsylvania	3/15/2021 11:17 PM
255	PA	3/15/2021 11:14 PM
256	Pa	3/15/2021 11:05 PM

Pike County Trail Feasibility Study Survey

257	Pennsylvania	3/15/2021 10:50 PM
258	Pennsylvania	3/15/2021 10:49 PM
259	PA	3/15/2021 10:36 PM
260	Pennsylvania	3/15/2021 10:35 PM
261	Pennsylvania	3/15/2021 10:29 PM
262	Pennsylvania	3/15/2021 10:18 PM
263	PA	3/15/2021 10:18 PM
264	Pennsylvania	3/15/2021 10:16 PM
265	Pennsylvania	3/15/2021 10:11 PM
266	PA	3/15/2021 10:01 PM
267	PA	3/15/2021 9:55 PM
268	New york	3/15/2021 9:52 PM
269	Pennsylvania	3/15/2021 9:49 PM
270	Pa	3/15/2021 9:30 PM
271	PA	3/15/2021 9:13 PM
272	PA	3/15/2021 7:26 PM
273	PA	3/15/2021 6:19 PM
274	Pa	3/15/2021 7:58 AM
275	Pennsylvania	3/15/2021 7:25 AM
276	PA	3/14/2021 8:35 PM
277	PA	3/14/2021 7:43 PM
278	Pennsylvania	3/14/2021 6:19 PM
279	PA	3/14/2021 5:13 PM
280	PA	3/14/2021 4:18 PM
281	PA	3/14/2021 1:39 PM
282	PA	3/14/2021 10:36 AM
283	PA	3/14/2021 9:24 AM
284	Pennsylvania	3/14/2021 1:20 AM
285	PA	3/13/2021 5:23 PM
286	Pennsylvania	3/13/2021 1:33 PM
287	Pa.	3/13/2021 12:54 PM
288	Pennsylvania	3/13/2021 12:50 PM
289	PA	3/13/2021 9:59 AM
290	Pa	3/12/2021 11:57 PM
291	Pennsylvania	3/12/2021 4:51 PM
292	Pennsylvania	3/12/2021 3:50 PM
293	PA	3/12/2021 12:44 PM
294	PA	3/12/2021 11:55 AM

Pike County Trail Feasibility Study Survey

295	PA	3/12/2021 11:11 AM
296	Pennsylvania	3/12/2021 9:46 AM
297	Pa	3/11/2021 9:55 PM
298	PA	3/11/2021 9:37 PM
299	Pennsylvania	3/11/2021 9:32 PM
300	Pa	3/11/2021 8:23 PM
301	Pennsylvania	3/11/2021 8:20 PM
302	Pa	3/11/2021 8:06 PM
303	Pa	3/11/2021 7:55 PM
304	Pennsylvania	3/11/2021 6:58 PM
305	Pennsylvania	3/11/2021 1:34 PM
306	PA	3/11/2021 11:19 AM
307	Pennsylvania	3/11/2021 10:58 AM
308	Pennsylvania	3/11/2021 10:13 AM
309	Pa	3/11/2021 6:52 AM
310	PA	3/11/2021 6:31 AM
311	PA	3/10/2021 8:41 PM
312	Pennsylviania	3/10/2021 5:12 PM
313	PA	3/10/2021 3:13 PM
314	Pennsylvania	3/10/2021 11:47 AM
315	New York	3/10/2021 11:18 AM
316	PA	3/10/2021 11:06 AM
317	Pennsylvania	3/10/2021 9:38 AM
318	Pa	3/10/2021 9:30 AM
319	Pensylvania	3/10/2021 7:35 AM
320	Pa	3/9/2021 9:15 PM
321	PA	3/9/2021 5:37 PM
322	pa	3/9/2021 5:20 PM
323	Pennsylvania	3/9/2021 4:45 PM
324	Pennsylvania	3/9/2021 3:56 PM
325	Pennsylvania	3/9/2021 2:02 PM
326	Pa	3/9/2021 1:23 PM
327	Pennsylvania	3/9/2021 1:12 PM
328	PA	3/9/2021 1:05 PM
329	PA	3/9/2021 1:03 PM
330	Pennsylvania	3/9/2021 11:36 AM
331	Pa	3/9/2021 9:38 AM
332	PA	3/9/2021 7:29 AM

Pike County Trail Feasibility Study Survey

333	Pennsylvania	3/8/2021 11:37 PM
334	Pennsylvania	3/8/2021 9:22 PM
335	PA	3/8/2021 8:50 PM
336	Pa	3/8/2021 8:31 PM
337	Pennsylvania	3/8/2021 7:49 PM
338	Pa	3/8/2021 7:44 PM
339	PA	3/8/2021 7:31 PM
340	Pa	3/8/2021 7:30 PM
341	Pennsylvania	3/8/2021 5:36 PM
342	PA	3/8/2021 3:27 PM
343	Pa	3/8/2021 3:02 PM
344	Pennsylvania	3/8/2021 2:57 PM
345	PA	3/8/2021 2:35 PM
346	Pennsylvania	3/8/2021 2:13 PM
347	Pennsylvania	3/8/2021 2:11 PM
348	Pennsylvania	3/8/2021 2:11 PM
349	pennsylvania	3/8/2021 2:05 PM
350	New York	3/8/2021 1:48 PM
351	Pa	3/8/2021 12:05 PM
352	Pa	3/8/2021 11:56 AM
353	Pennsylvania	3/8/2021 10:57 AM
354	PA	3/8/2021 10:15 AM
355	Pennsylvania	3/8/2021 10:14 AM
356	PA	3/8/2021 9:58 AM
357	PA	3/8/2021 9:51 AM
358	Pennsylvania	3/8/2021 9:44 AM
359	Pennsylvania	3/8/2021 9:20 AM
360	Pennslyvania	3/8/2021 9:11 AM
361	PA	3/8/2021 8:25 AM
362	PA	3/8/2021 8:10 AM
363	NJ	3/8/2021 8:00 AM
364	Pennsylvania	3/8/2021 6:22 AM
365	Pa	3/8/2021 2:20 AM
366	PA	3/7/2021 10:17 PM
367	Pa	3/7/2021 9:14 PM
368	Pa	3/7/2021 8:52 PM
369	Pennsylvania	3/7/2021 8:47 PM
370	Pa	3/7/2021 7:44 PM

Pike County Trail Feasibility Study Survey

371	Pa.	3/7/2021 6:12 PM
372	Pennsylvania	3/7/2021 5:58 PM
373	Pennsylvania	3/7/2021 5:40 PM
374	United States	3/7/2021 4:58 PM
375	Pa	3/7/2021 4:58 PM
376	Pa	3/7/2021 4:32 PM
377	Pa	3/7/2021 4:25 PM
378	Pa	3/7/2021 3:48 PM
379	Pennsylvania	3/7/2021 3:38 PM
380	Pennsylvania	3/7/2021 3:08 PM
381	Pennsylvania	3/7/2021 2:12 PM
382	Pa	3/7/2021 1:53 PM
383	PA	3/7/2021 12:57 PM
384	Pa	3/7/2021 12:39 PM
385	Pennsylvania	3/7/2021 12:00 PM
386	Pa	3/7/2021 11:11 AM
387	Pennsylvania	3/7/2021 10:48 AM
388	Pennsylvania	3/7/2021 9:52 AM
389	Pennsylvania	3/7/2021 9:44 AM
390	PA	3/7/2021 9:35 AM
391	PA	3/7/2021 9:21 AM
392	Pennsylvania	3/7/2021 9:11 AM
393	PA	3/7/2021 8:45 AM
394	PA	3/7/2021 8:30 AM
395	Pennsylvania	3/7/2021 7:36 AM
396	PA	3/6/2021 9:18 PM
397	Pa	3/6/2021 8:40 PM
398	PA	3/6/2021 7:47 PM
399	Pennsylvania	3/6/2021 7:34 PM
400	PA	3/6/2021 6:56 PM
401	PA	3/6/2021 5:42 PM
402	Pennsylvania	3/6/2021 5:34 PM
403	PA	3/6/2021 5:15 PM
404	Pennsylvania	3/6/2021 5:02 PM
405	Pennsylvania	3/6/2021 5:00 PM
406	PA	3/6/2021 4:44 PM
407	Pennsylvania	3/6/2021 4:44 PM
408	Pa	3/6/2021 4:34 PM

Pike County Trail Feasibility Study Survey

409	Pennsylvania	3/6/2021 4:34 PM
410	PA	3/6/2021 4:08 PM
411	Pennsylvania	3/6/2021 4:01 PM
412	Hawley	3/6/2021 3:57 PM
413	Pennsylvania	3/6/2021 3:44 PM
414	Pennsylvania	3/6/2021 3:40 PM
415	Pennsylvania	3/6/2021 2:54 PM
416	Pennsylvania	3/6/2021 2:26 PM
417	Pennsylvania	3/6/2021 1:29 PM
418	Pennsylvania	3/6/2021 1:19 PM
419	Pennsylvania	3/6/2021 12:00 PM
420	PA	3/6/2021 11:44 AM
421	Pa	3/6/2021 11:34 AM
422	pennsylvania	3/6/2021 11:05 AM
423	pa	3/6/2021 10:38 AM
424	Pennsylvania	3/6/2021 10:22 AM
425	PA	3/6/2021 10:19 AM
426	PA	3/6/2021 10:18 AM
427	Pennsylvania	3/6/2021 10:07 AM
428	Pa	3/6/2021 9:13 AM
429	Pennsylvania	3/6/2021 8:52 AM
430	Pennsylvania	3/6/2021 8:36 AM
431	PA	3/6/2021 8:27 AM
432	Pennsylvania	3/6/2021 8:01 AM
433	Pennsylvania	3/6/2021 7:45 AM
434	PA	3/6/2021 7:12 AM
435	Pennsylvania	3/6/2021 7:09 AM
436	Pennsylvania	3/5/2021 11:20 PM
437	PA	3/5/2021 10:08 PM
438	PA	3/5/2021 9:59 PM
439	Pennsylvania	3/5/2021 9:45 PM
440	Pennsylvania	3/5/2021 9:31 PM
441	Pennsylvania	3/5/2021 9:27 PM
442	Pa	3/5/2021 9:12 PM
443	Pennsylvania	3/5/2021 9:05 PM
444	PA	3/5/2021 8:58 PM
445	PA	3/5/2021 8:54 PM
446	Pennsylvania	3/5/2021 8:43 PM

Pike County Trail Feasibility Study Survey

447	Pennsylvania	3/5/2021 8:35 PM
448	Pennsylvania	3/5/2021 7:59 PM
449	Pennsylvania	3/5/2021 7:53 PM
450	Pennsylvania	3/5/2021 7:49 PM
451	United States	3/5/2021 7:49 PM
452	PA	3/5/2021 7:38 PM
453	Pennsylvania	3/5/2021 7:36 PM
454	Pennsylvania	3/5/2021 7:34 PM
455	Pennsylvania	3/5/2021 7:33 PM
456	Pennsylvania	3/5/2021 7:25 PM
457	Pennsylvania	3/5/2021 7:24 PM
458	Maryland	3/5/2021 7:19 PM
459	PA	3/5/2021 6:44 PM
460	Pennsylvania	3/5/2021 6:43 PM
461	PA	3/5/2021 6:20 PM
462	Pennsylvania	3/5/2021 6:18 PM
463	Pa	3/5/2021 6:02 PM
464	Pennsylvania	3/5/2021 6:00 PM
465	Pennsylvania	3/5/2021 5:59 PM
466	PA	3/5/2021 5:24 PM
467	Pennsylvania	3/5/2021 5:13 PM
468	Pennsylvania	3/5/2021 5:02 PM
469	Pa	3/5/2021 4:46 PM
470	Pennsylvania	3/5/2021 4:31 PM
471	PA	3/5/2021 4:29 PM
472	Pennsylvania	3/5/2021 4:09 PM
473	PA	3/5/2021 4:03 PM
474	Pennsylvania	3/5/2021 4:01 PM
475	Pennsylvania	3/5/2021 3:56 PM
476	Pennsylvania	3/5/2021 3:46 PM
477	PA	3/5/2021 3:42 PM
478	Pa	3/5/2021 3:41 PM
479	Pennsylvania	3/5/2021 3:39 PM
480	pennsylvania	3/5/2021 3:32 PM
481	PA	3/5/2021 3:31 PM
482	Pennsylvania	3/5/2021 3:27 PM
483	Pennsylvania	3/5/2021 3:20 PM
484	Pennsylvania	3/5/2021 3:11 PM

Pike County Trail Feasibility Study Survey

485	PA	3/5/2021 2:37 PM
486	Pa	3/5/2021 2:34 PM
487	PA	3/5/2021 2:09 PM
488	PA	3/5/2021 2:06 PM
489	Pennsylvania	3/5/2021 1:37 PM
490	PA	3/5/2021 1:23 PM
491	PA	3/5/2021 1:21 PM
492	Pennsylvania	3/5/2021 1:16 PM
493	PA	3/5/2021 1:15 PM
494	PA	3/5/2021 1:15 PM
495	PA	3/5/2021 12:49 PM
496	Pennsylvania	3/5/2021 12:43 PM
497	Pa.	3/5/2021 12:04 PM
498	Pennsylvania	3/5/2021 11:54 AM
499	Pennsylvania	3/5/2021 11:37 AM
500	PA	3/5/2021 11:27 AM
501	Pennsylvania	3/5/2021 11:09 AM
502	Pennsylvania	3/5/2021 11:08 AM
503	PA	3/5/2021 10:56 AM
504	Pa	3/5/2021 10:52 AM
505	PA	3/5/2021 10:39 AM
506	Pennsylvania	3/5/2021 10:38 AM
507	PA	3/5/2021 10:36 AM
508	PA	3/5/2021 10:33 AM
509	Pa	3/5/2021 10:29 AM
510	PA	3/5/2021 10:23 AM
511	Pennsylvania	3/5/2021 10:19 AM
512	Pa	3/5/2021 10:13 AM
513	PA	3/5/2021 10:04 AM
514	Pennsylvania	3/5/2021 9:54 AM
515	PA	3/5/2021 9:54 AM
516	Pa	3/5/2021 9:44 AM
517	Pa	3/5/2021 9:26 AM
518	Pennsylvania	3/5/2021 9:24 AM
519	PA	3/5/2021 9:20 AM
520	Pennsylvania	3/5/2021 9:18 AM
521	Pa	3/5/2021 9:10 AM
522	pa	3/5/2021 9:07 AM

Pike County Trail Feasibility Study Survey

523	PA	3/5/2021 9:06 AM
524	pennsylvania	3/5/2021 9:01 AM
525	PA	3/5/2021 9:00 AM
526	Pennsylvania	3/5/2021 8:59 AM
527	ny	3/5/2021 8:55 AM
528	Pa	3/5/2021 8:50 AM
529	Pennsylvania	3/5/2021 8:43 AM
530	PA	3/5/2021 8:42 AM
531	PA	3/5/2021 8:24 AM
532	Pennsylvania	3/5/2021 8:21 AM
533	Pennsylvania	3/5/2021 8:09 AM
534	United States	3/5/2021 8:04 AM
535	PA	3/5/2021 8:04 AM
536	Pennsylvania	3/5/2021 7:52 AM
537	Pa	3/5/2021 7:51 AM
538	NY	3/5/2021 7:49 AM
539	Pennsylvania	3/5/2021 7:46 AM
540	PA	3/5/2021 7:45 AM
541	Pennsylvania	3/5/2021 7:43 AM
542	PA	3/5/2021 7:41 AM
543	Pennsylvania	3/5/2021 7:35 AM
544	PA	3/5/2021 7:18 AM
545	Pa	3/5/2021 7:08 AM
546	PA	3/5/2021 6:46 AM
547	Pennsylvania	3/5/2021 6:40 AM
548	Pennsylvania	3/5/2021 6:37 AM
549	PA	3/5/2021 6:11 AM
550	Pennsylvania	3/5/2021 5:56 AM
551	PA	3/5/2021 5:55 AM
552	PA	3/5/2021 4:29 AM
553	Pennsylvania	3/5/2021 4:13 AM
554	Pa	3/5/2021 3:39 AM
555	PA	3/5/2021 2:25 AM
556	pa	3/5/2021 1:03 AM
557	pa	3/4/2021 11:40 PM
558	Pennsylvania	3/4/2021 11:37 PM
559	Pennsylvania	3/4/2021 11:05 PM
560	Pa	3/4/2021 10:58 PM

Pike County Trail Feasibility Study Survey

561	Pa	3/4/2021 10:52 PM
562	Pennsylvania	3/4/2021 10:25 PM
563	PA	3/4/2021 10:09 PM
564	Pa	3/4/2021 10:00 PM
565	PA	3/4/2021 10:00 PM
566	PA	3/4/2021 9:47 PM
567	PA	3/4/2021 9:43 PM
568	Pennsylvania	3/4/2021 9:25 PM
569	PA	3/4/2021 9:21 PM
570	PA	3/4/2021 9:15 PM
571	New York	3/4/2021 9:14 PM
572	PA	3/4/2021 9:12 PM
573	Pa	3/4/2021 9:08 PM
574	pa	3/4/2021 9:05 PM
575	Pennsylvania	3/4/2021 9:03 PM
576	Pa	3/4/2021 9:01 PM
577	Pennsylvania	3/4/2021 8:58 PM
578	Pennsylvania	3/4/2021 8:52 PM
579	Pennsylvania	3/4/2021 8:51 PM
580	New york	3/4/2021 8:48 PM
581	Pennsylvania	3/4/2021 8:47 PM
582	New York	3/4/2021 8:45 PM
583	Pennsylvania	3/4/2021 8:40 PM
584	Pennsylvania	3/4/2021 8:39 PM
585	pa	3/4/2021 8:38 PM
586	PA	3/4/2021 8:38 PM
587	new jersey	3/4/2021 8:37 PM
588	PA	3/4/2021 8:27 PM
589	PA	3/4/2021 8:26 PM
590	PA	3/4/2021 8:20 PM
591	PA	3/4/2021 8:18 PM
592	Pennsylvania	3/4/2021 8:15 PM
593	Pennsylvania	3/4/2021 8:15 PM
594	Pennsylvania	3/4/2021 8:14 PM
595	Connecticut	3/4/2021 8:08 PM
596	Nj	3/4/2021 8:07 PM
597	Pennsylvania	3/4/2021 8:03 PM
598	New York	3/4/2021 7:57 PM

Pike County Trail Feasibility Study Survey

599	PA	3/4/2021 7:51 PM
600	PA	3/4/2021 7:45 PM
601	Pa	3/4/2021 7:41 PM
602	Pennsylvania	3/4/2021 7:41 PM
603	PA	3/4/2021 7:39 PM
604	Pennsylvania	3/4/2021 7:38 PM
605	Pa	3/4/2021 7:37 PM
606	Pennsylvania	3/4/2021 7:33 PM
607	PA	3/4/2021 7:32 PM
608	Pa	3/4/2021 7:32 PM
609	Pennsylvania	3/4/2021 7:31 PM
610	PA	3/4/2021 7:26 PM
611	Pa	3/4/2021 7:22 PM
612	NJ	3/4/2021 7:21 PM
613	Y	3/4/2021 7:19 PM
614	Pennsylvania	3/4/2021 7:17 PM
615	Pa	3/4/2021 7:10 PM
616	pa	3/4/2021 7:07 PM
617	Pennsylvania	3/4/2021 7:06 PM
618	PA	3/4/2021 7:04 PM
619	PA	3/4/2021 7:03 PM
620	PA	3/4/2021 7:01 PM
621	Pennsylvania	3/4/2021 7:00 PM
622	PA	3/4/2021 6:57 PM
623	Pennsylvania	3/4/2021 6:56 PM
624	Pa	3/4/2021 6:55 PM
625	New York	3/4/2021 6:54 PM
626	PA	3/4/2021 6:53 PM
627	California	3/4/2021 6:48 PM
628	Pennsylvania	3/4/2021 6:48 PM
629	PA	3/4/2021 6:47 PM
630	Pennsylvania	3/4/2021 6:46 PM
631	New York State	3/4/2021 6:11 PM
632	PA	3/4/2021 5:01 PM
633	Pa	3/4/2021 3:17 PM
634	Pennsylvania	3/4/2021 2:54 PM
635	PA	3/4/2021 2:04 PM
636	PA	3/4/2021 10:26 AM

Pike County Trail Feasibility Study Survey

637	Pennsylvania	3/4/2021 10:25 AM
638	Pennsylvania	3/4/2021 9:57 AM
639	pennsylvania	3/4/2021 9:31 AM
640	Pennsylvania	3/4/2021 9:27 AM
641	United States	3/4/2021 9:04 AM
642	Pennsylvania	3/4/2021 8:43 AM
643	Pennsylvania	3/4/2021 8:35 AM
644	PA	3/4/2021 8:26 AM
645	Pennsylvania	3/4/2021 7:30 AM
646	Pa	3/4/2021 7:07 AM
647	Pa	3/4/2021 7:01 AM
648	PA	3/4/2021 5:35 AM
649	PA	3/3/2021 11:54 PM
650	PA	3/3/2021 10:44 PM
651	PA	3/3/2021 8:44 PM
652	Pennsylvania	3/3/2021 8:15 PM
653	PA	3/3/2021 7:20 PM
654	PA	3/3/2021 7:03 PM
655	Pa	3/3/2021 7:01 PM
656	pennsylvania	3/3/2021 6:57 PM
657	PA	3/3/2021 5:26 PM
658	Pennsylvania	3/3/2021 4:44 PM
659	Pa	3/3/2021 4:24 PM
660	Pennsylvania	3/3/2021 3:33 PM
661	Pennsylvania	3/3/2021 2:29 PM
662	Pennsylvania	3/3/2021 2:13 PM
663	Pennsylvania	3/3/2021 12:48 PM
664	Pennsylvania	3/3/2021 12:42 PM
665	pa	3/3/2021 12:13 PM
666	PA	3/3/2021 11:47 AM
667	Pennsylvania	3/3/2021 10:52 AM
668	Pennsylvania	3/3/2021 10:38 AM
669	PA	3/3/2021 9:57 AM
670	Pa	3/3/2021 9:41 AM
671	Nj	3/3/2021 9:27 AM
672	PA	3/3/2021 9:21 AM
673	PA	3/3/2021 9:11 AM
674	Pennsylvania	3/3/2021 8:54 AM

Pike County Trail Feasibility Study Survey

675	Pennsylvania	3/3/2021 8:36 AM
676	Pennsylvania	3/3/2021 8:31 AM
677	Pennsylvania	3/3/2021 8:28 AM
678	Pa	3/3/2021 7:52 AM
679	Pennsylvania	3/3/2021 7:47 AM
680	Pennsylvania	3/3/2021 7:41 AM
681	Pennsylvania	3/3/2021 7:31 AM
682	Pennsylvania	3/3/2021 7:19 AM
683	PA	3/3/2021 5:36 AM
684	PA	3/3/2021 4:56 AM
685	PA	3/3/2021 12:11 AM
686	Pennsylvania	3/2/2021 11:53 PM
687	Pa	3/2/2021 10:58 PM
688	Pa	3/2/2021 10:40 PM
689	Pa	3/2/2021 10:23 PM
690	Pennsylvania	3/2/2021 10:11 PM
691	Pa	3/2/2021 9:59 PM
692	Pennsylvania	3/2/2021 9:59 PM
693	Pa	3/2/2021 9:34 PM
694	Pa	3/2/2021 9:32 PM
695	PA	3/2/2021 9:26 PM
696	PA	3/2/2021 9:09 PM
697	PA	3/2/2021 8:45 PM
698	Pa	3/2/2021 8:13 PM
699	PA	3/2/2021 8:06 PM
700	New york	3/2/2021 8:05 PM
701	pa	3/2/2021 7:51 PM
702	PA	3/2/2021 7:20 PM
703	Pennsylvania	3/2/2021 6:44 PM
704	VA	3/2/2021 6:21 PM
705	Pennsylvania	3/2/2021 6:08 PM
706	Pa.	3/2/2021 5:41 PM
707	PA	3/2/2021 5:24 PM
708	PA	3/2/2021 5:23 PM
709	PA	3/2/2021 5:21 PM
710	Pennsylvania	3/2/2021 5:20 PM
711	Virginia	3/2/2021 5:07 PM
712	Pennsylvania	3/2/2021 5:02 PM

Pike County Trail Feasibility Study Survey

713	Pennsylvania	3/2/2021 4:54 PM
714	Pennsylvania	3/2/2021 4:01 PM
715	Pennsylvania	3/2/2021 3:59 PM
716	Pa	3/2/2021 3:25 PM
717	Pennsylvania	3/2/2021 3:20 PM
718	PA	3/2/2021 3:01 PM
719	Pennsylvania	3/2/2021 2:49 PM
720	Pennsylvania	3/2/2021 2:32 PM
721	PA	3/2/2021 2:29 PM
722	Pennsylvania	3/2/2021 2:00 PM
723	Pa	3/2/2021 1:57 PM
724	Pennsylvania	3/2/2021 1:51 PM
725	pennsylvania	3/2/2021 1:44 PM
726	Pennsylvania	3/2/2021 1:41 PM
727	Pa	3/2/2021 1:05 PM
728	Pennsylvania	3/2/2021 12:54 PM
729	Pennsylvania	3/2/2021 12:38 PM
730	Pa	3/2/2021 12:37 PM
731	PA	3/2/2021 12:24 PM
732	Pennsylvania	3/2/2021 11:43 AM
733	PA	3/2/2021 11:18 AM
734	Pennsylvania	3/2/2021 11:10 AM
735	Pa	3/2/2021 11:03 AM
736	Pennsylvania	3/2/2021 10:58 AM
737	Pennsylvania	3/2/2021 10:39 AM
738	PA	3/2/2021 10:34 AM
739	Pennsylvania	3/2/2021 10:29 AM
740	PA	3/2/2021 10:24 AM
741	PA	3/2/2021 10:00 AM
742	Pennsylvania	3/2/2021 10:00 AM
743	Pennsylvania	3/2/2021 9:43 AM
744	PA	3/2/2021 9:42 AM
745	Ny	3/2/2021 9:15 AM
746	Pennsylvania	3/2/2021 8:46 AM
747	Pa	3/2/2021 8:32 AM
748	Pennsylvania	3/2/2021 8:18 AM
749	PA	3/2/2021 8:11 AM
750	pa	3/2/2021 7:05 AM

Pike County Trail Feasibility Study Survey

751	Pennsylvania	3/2/2021 6:58 AM
752	Pa	3/2/2021 6:52 AM
753	PA	3/2/2021 6:41 AM
754	Pennsylvania	3/2/2021 1:37 AM
755	PA	3/2/2021 12:27 AM
756	Pennsylvania	3/1/2021 11:40 PM
757	Pennsylvania	3/1/2021 10:48 PM
758	Pennsylvania	3/1/2021 10:29 PM
759	Pennsylvania	3/1/2021 9:40 PM
760	Pennsylvania	3/1/2021 9:24 PM
761	PA	3/1/2021 9:24 PM
762	PA	3/1/2021 9:15 PM
763	PA	3/1/2021 8:06 PM
764	PA	3/1/2021 8:05 PM
765	PA	3/1/2021 7:46 PM
766	Pennsylvania	3/1/2021 7:26 PM
767	Pennsylvania	3/1/2021 7:23 PM
768	Pa	3/1/2021 6:45 PM
769	PA	3/1/2021 6:42 PM
770	Pennsylvania	3/1/2021 6:00 PM
771	Pa	3/1/2021 5:50 PM
772	Pennsylvania	3/1/2021 4:25 PM
773	Pa	3/1/2021 4:17 PM
774	PA	3/1/2021 4:12 PM
775	Pennsylvania	3/1/2021 4:02 PM
776	PA	3/1/2021 3:59 PM
777	Pennsylvania	3/1/2021 3:53 PM
778	NY	3/1/2021 3:47 PM
779	PA	3/1/2021 3:46 PM
780	Pennsylvania	3/1/2021 3:38 PM
781	Pennsylvania	3/1/2021 3:38 PM
782	PA	3/1/2021 3:17 PM
783	Pennsylvania	3/1/2021 2:54 PM
784	PA	3/1/2021 2:54 PM
785	PA	3/1/2021 2:45 PM
786	pa	3/1/2021 2:41 PM
787	Pennsylvania	3/1/2021 2:27 PM
788	Pa	3/1/2021 2:23 PM

Pike County Trail Feasibility Study Survey

789	PA	3/1/2021 2:20 PM
790	Pennsylvania	3/1/2021 2:15 PM
791	PA	3/1/2021 2:10 PM
792	Pennsylvania	3/1/2021 2:01 PM
793	Pennsylvania	3/1/2021 1:44 PM
794	Pennsylvania	3/1/2021 1:36 PM
795	Pennsylvania	3/1/2021 12:58 PM
796	PA	3/1/2021 12:28 PM
797	Pennsylvania	3/1/2021 12:25 PM
798	PA	3/1/2021 12:20 PM
799	PA	3/1/2021 12:14 PM
800	PA	3/1/2021 12:11 PM
801	PA	3/1/2021 12:07 PM
802	Pennsylvania	3/1/2021 12:03 PM
803	PA	3/1/2021 11:42 AM
804	PA	3/1/2021 11:42 AM
805	Pennsylvania	3/1/2021 11:40 AM
806	Pennsylvania	3/1/2021 11:39 AM
807	PA	3/1/2021 11:37 AM
808	Pennsylvania	3/1/2021 11:24 AM
809	New York	3/1/2021 11:12 AM
810	Pennsylvania	3/1/2021 11:06 AM
811	Pennsylvania	3/1/2021 10:42 AM
812	NJ	3/1/2021 10:36 AM
813	Ny	3/1/2021 10:32 AM
814	PA	3/1/2021 10:20 AM
815	PA	3/1/2021 10:13 AM
816	Pennsylvania	3/1/2021 9:58 AM
817	Pennsylvania	3/1/2021 9:53 AM
818	Pa	3/1/2021 9:53 AM
819	Pennsylvania	3/1/2021 9:51 AM
820	Pennsylvania	3/1/2021 9:49 AM
821	Pennsylvania	3/1/2021 9:36 AM
822	PA	3/1/2021 9:26 AM
823	Pennsylvania	3/1/2021 9:23 AM
824	PA	3/1/2021 9:16 AM
825	PA	3/1/2021 8:43 AM
#	COUNTY	DATE

Pike County Trail Feasibility Study Survey

1	Philadelphia	5/15/2021 7:52 AM
2	Pike	5/13/2021 9:19 AM
3	Wayne	5/12/2021 3:49 PM
4	Pike	5/11/2021 11:27 AM
5	Wayne	5/10/2021 3:57 PM
6	pike	5/10/2021 12:03 PM
7	Sullivan	5/9/2021 12:05 PM
8	Bucks	5/9/2021 8:42 AM
9	Pike	5/8/2021 10:52 PM
10	pike	5/8/2021 3:35 PM
11	Pike	5/8/2021 10:33 AM
12	Pike	5/7/2021 7:48 AM
13	PA	5/6/2021 9:34 AM
14	Wayne	5/6/2021 9:07 AM
15	wayne	5/5/2021 6:11 PM
16	Pike	5/5/2021 12:09 AM
17	Lackawanna	5/4/2021 4:51 PM
18	Pike	5/4/2021 9:37 AM
19	Pike	5/3/2021 1:53 PM
20	Pike	5/2/2021 5:08 PM
21	Pike	5/1/2021 9:28 PM
22	Pike	5/1/2021 8:54 PM
23	Pike	5/1/2021 6:13 PM
24	Northampton	4/30/2021 3:01 PM
25	Wayne	4/30/2021 8:52 AM
26	Wayne	4/30/2021 8:40 AM
27	Pike	4/30/2021 6:23 AM
28	Pike	4/30/2021 5:42 AM
29	Pike	4/30/2021 12:41 AM
30	Pike	4/29/2021 7:36 AM
31	Pike	4/28/2021 7:59 PM
32	Pike	4/28/2021 7:59 PM
33	Wayne	4/28/2021 12:03 AM
34	Watne	4/27/2021 5:49 PM
35	Wayne	4/27/2021 1:45 PM
36	Wayne	4/27/2021 12:51 PM
37	wayne	4/27/2021 12:11 PM
38	Bucks	4/27/2021 11:49 AM

Pike County Trail Feasibility Study Survey

39	Pike	4/27/2021 10:42 AM
40	Pike	4/27/2021 10:24 AM
41	Wayne	4/27/2021 10:16 AM
42	Pike	4/27/2021 10:09 AM
43	monroe	4/27/2021 10:01 AM
44	Wayne	4/27/2021 9:49 AM
45	WAYNE	4/27/2021 9:46 AM
46	Sussex	4/27/2021 9:45 AM
47	Wayne	4/27/2021 9:29 AM
48	Pike	4/27/2021 9:26 AM
49	Wayne	4/27/2021 9:24 AM
50	Wayne	4/27/2021 9:15 AM
51	Wayne	4/27/2021 9:03 AM
52	Pennsylvania	4/27/2021 9:00 AM
53	Pike	4/27/2021 9:00 AM
54	Wayne	4/27/2021 8:55 AM
55	Wayne	4/27/2021 8:40 AM
56	pike	4/27/2021 8:38 AM
57	Pike	4/27/2021 8:29 AM
58	Pike	4/25/2021 7:59 PM
59	Pike	4/25/2021 2:28 PM
60	Pike	4/25/2021 2:21 PM
61	Pike	4/24/2021 6:49 PM
62	Wayne	4/24/2021 6:06 PM
63	New York	4/24/2021 7:46 AM
64	Pike	4/23/2021 6:51 AM
65	Northampton	4/22/2021 9:09 AM
66	Wayne	4/20/2021 9:16 PM
67	PIKE	4/20/2021 1:00 PM
68	Pike	4/19/2021 7:05 PM
69	PIKE	4/19/2021 10:28 AM
70	Wayne	4/18/2021 3:08 PM
71	Pike	4/18/2021 2:36 PM
72	Pike	4/17/2021 8:32 PM
73	Pike	4/16/2021 1:39 PM
74	Pike	4/14/2021 7:57 PM
75	wayne	4/13/2021 11:44 AM
76	Pike	4/12/2021 4:41 PM

Pike County Trail Feasibility Study Survey

77	PIKE	4/11/2021 12:54 PM
78	Northampton	4/9/2021 9:30 PM
79	Lackawanna	4/9/2021 8:32 PM
80	Pike	4/9/2021 7:05 PM
81	Pike	4/9/2021 5:35 PM
82	Pike	4/9/2021 5:16 PM
83	Pike	4/9/2021 10:21 AM
84	Pike	4/9/2021 3:16 AM
85	Pennsylvania	4/8/2021 5:18 PM
86	Pike	4/8/2021 2:56 PM
87	Pike	4/8/2021 12:55 PM
88	Pike	4/8/2021 7:33 AM
89	Pike	4/7/2021 8:22 PM
90	Pike	4/6/2021 2:12 PM
91	Wayne	4/5/2021 10:21 AM
92	Pike	4/4/2021 1:15 PM
93	Pike	4/3/2021 7:50 PM
94	Pike	4/3/2021 2:00 PM
95	Wayne	4/3/2021 12:15 PM
96	Pike	4/2/2021 10:53 PM
97	Essex	4/2/2021 3:05 PM
98	Wayne	4/2/2021 6:40 AM
99	Pike	4/1/2021 6:33 PM
100	Middlesex	4/1/2021 3:29 PM
101	Pike	4/1/2021 2:57 PM
102	Pike	4/1/2021 1:49 PM
103	Pike	4/1/2021 1:21 PM
104	Wayne	4/1/2021 1:20 PM
105	Lackawanna	4/1/2021 12:44 PM
106	Wayne	3/29/2021 1:52 PM
107	Berks	3/29/2021 1:14 PM
108	Rockland	3/29/2021 8:46 AM
109	Pike	3/28/2021 7:45 AM
110	Pike	3/26/2021 1:54 PM
111	Wayne	3/26/2021 8:18 AM
112	Pike	3/25/2021 5:28 PM
113	Like	3/25/2021 9:12 AM
114	Pike	3/24/2021 4:23 PM

Pike County Trail Feasibility Study Survey

115	Pike	3/24/2021 3:48 PM
116	Lake	3/24/2021 9:05 AM
117	Pike	3/24/2021 8:26 AM
118	Pike	3/23/2021 8:40 PM
119	Lackawaxen	3/23/2021 6:50 PM
120	Pike	3/23/2021 9:35 AM
121	Pike	3/23/2021 6:57 AM
122	Pike	3/22/2021 11:13 PM
123	Wayne	3/22/2021 9:27 AM
124	Wayne	3/21/2021 8:15 AM
125	Pike	3/20/2021 6:02 PM
126	Lehigh	3/19/2021 11:45 PM
127	pike	3/19/2021 9:07 PM
128	Warren	3/19/2021 11:14 AM
129	Pike	3/19/2021 10:44 AM
130	Pike	3/19/2021 7:48 AM
131	Pike	3/18/2021 10:32 PM
132	Pike	3/18/2021 9:30 PM
133	Pike	3/18/2021 2:41 PM
134	Bergen	3/18/2021 2:30 PM
135	Pike	3/18/2021 10:37 AM
136	Pike	3/18/2021 8:09 AM
137	Pike	3/17/2021 9:38 PM
138	Wayne	3/17/2021 5:06 PM
139	Pike	3/17/2021 4:30 PM
140	Pike	3/17/2021 4:01 PM
141	Pike	3/17/2021 3:16 PM
142	pike	3/17/2021 2:35 PM
143	Pike	3/17/2021 1:55 PM
144	Pike	3/17/2021 12:14 PM
145	Pike	3/17/2021 10:29 AM
146	Pike	3/17/2021 9:44 AM
147	Pike	3/17/2021 9:33 AM
148	Pike	3/17/2021 7:19 AM
149	Pike	3/17/2021 6:53 AM
150	Wayne	3/16/2021 10:29 PM
151	Pike	3/16/2021 9:56 PM
152	PIKE	3/16/2021 9:15 PM

Pike County Trail Feasibility Study Survey

153	Pike	3/16/2021 8:53 PM
154	Wayne	3/16/2021 8:46 PM
155	Pike	3/16/2021 8:20 PM
156	Pike	3/16/2021 8:18 PM
157	Pike	3/16/2021 8:14 PM
158	PIKE	3/16/2021 8:05 PM
159	Pike	3/16/2021 7:48 PM
160	PA	3/16/2021 7:43 PM
161	Pike	3/16/2021 7:24 PM
162	Pike	3/16/2021 6:52 PM
163	PA	3/16/2021 6:37 PM
164	Pike	3/16/2021 6:26 PM
165	Pike	3/16/2021 6:01 PM
166	Pike	3/16/2021 5:55 PM
167	Pike	3/16/2021 5:45 PM
168	Pike	3/16/2021 4:59 PM
169	Pike County	3/16/2021 4:50 PM
170	Pike	3/16/2021 4:44 PM
171	Pike	3/16/2021 4:23 PM
172	Pike	3/16/2021 4:17 PM
173	Pike	3/16/2021 3:45 PM
174	Pike	3/16/2021 3:25 PM
175	Pike	3/16/2021 3:14 PM
176	Pike	3/16/2021 3:11 PM
177	Pike	3/16/2021 2:58 PM
178	Bucks	3/16/2021 2:52 PM
179	Pike	3/16/2021 2:48 PM
180	Pike	3/16/2021 2:16 PM
181	Wayne	3/16/2021 2:14 PM
182	Pike	3/16/2021 2:04 PM
183	Pike	3/16/2021 1:53 PM
184	Pike	3/16/2021 1:33 PM
185	Washington	3/16/2021 1:29 PM
186	Kingsa	3/16/2021 1:23 PM
187	Wayne	3/16/2021 1:14 PM
188	Pike	3/16/2021 1:09 PM
189	Pike	3/16/2021 1:09 PM
190	Pike	3/16/2021 1:04 PM

Pike County Trail Feasibility Study Survey

191	Pike	3/16/2021 12:55 PM
192	Pike	3/16/2021 12:50 PM
193	pike	3/16/2021 12:47 PM
194	Pike	3/16/2021 12:46 PM
195	Pike	3/16/2021 12:39 PM
196	Pile	3/16/2021 12:38 PM
197	Pike	3/16/2021 12:22 PM
198	Wayne	3/16/2021 12:21 PM
199	Pike	3/16/2021 12:19 PM
200	Monmouth	3/16/2021 12:18 PM
201	Pike	3/16/2021 12:15 PM
202	Pike	3/16/2021 11:59 AM
203	Montgomery	3/16/2021 11:54 AM
204	Pike	3/16/2021 11:53 AM
205	Pike	3/16/2021 11:50 AM
206	Queens	3/16/2021 11:42 AM
207	Pike	3/16/2021 11:37 AM
208	Pike	3/16/2021 11:29 AM
209	Pike	3/16/2021 11:26 AM
210	Pike	3/16/2021 11:12 AM
211	Pike	3/16/2021 11:04 AM
212	Pike	3/16/2021 10:58 AM
213	Pike	3/16/2021 10:55 AM
214	Pike	3/16/2021 10:33 AM
215	Pike	3/16/2021 10:33 AM
216	Pike	3/16/2021 10:22 AM
217	Pike	3/16/2021 10:03 AM
218	Montgomery	3/16/2021 10:02 AM
219	Pike	3/16/2021 9:58 AM
220	Pike	3/16/2021 9:53 AM
221	Pike	3/16/2021 9:50 AM
222	Pike	3/16/2021 9:47 AM
223	Orange	3/16/2021 9:46 AM
224	Pike	3/16/2021 9:35 AM
225	Pike	3/16/2021 9:25 AM
226	Wayne	3/16/2021 9:24 AM
227	Pike	3/16/2021 9:23 AM
228	Pike	3/16/2021 9:20 AM

Pike County Trail Feasibility Study Survey

229	Pike	3/16/2021 9:05 AM
230	Pike	3/16/2021 9:01 AM
231	Pike	3/16/2021 9:00 AM
232	Pike	3/16/2021 8:45 AM
233	Pike	3/16/2021 8:42 AM
234	Wayne	3/16/2021 8:37 AM
235	Pike	3/16/2021 8:36 AM
236	Pike	3/16/2021 8:08 AM
237	Pike	3/16/2021 8:07 AM
238	Pike	3/16/2021 8:02 AM
239	Pike	3/16/2021 8:02 AM
240	Pike	3/16/2021 7:58 AM
241	Pike	3/16/2021 7:52 AM
242	Pike	3/16/2021 7:50 AM
243	Pike	3/16/2021 7:46 AM
244	Pike	3/16/2021 7:44 AM
245	Pike	3/16/2021 7:32 AM
246	Pike	3/16/2021 7:03 AM
247	Pike	3/16/2021 6:52 AM
248	Pike	3/16/2021 5:19 AM
249	Pike	3/16/2021 3:15 AM
250	Pike	3/16/2021 12:22 AM
251	Pike	3/16/2021 12:03 AM
252	Pike	3/15/2021 11:47 PM
253	Pike	3/15/2021 11:25 PM
254	Pa ke	3/15/2021 11:17 PM
255	Pike	3/15/2021 11:14 PM
256	Pike	3/15/2021 11:05 PM
257	Pike	3/15/2021 10:50 PM
258	Pike	3/15/2021 10:49 PM
259	Pike	3/15/2021 10:36 PM
260	Pike	3/15/2021 10:35 PM
261	Pike	3/15/2021 10:29 PM
262	Pike	3/15/2021 10:18 PM
263	Pike	3/15/2021 10:18 PM
264	Pike	3/15/2021 10:16 PM
265	Pike	3/15/2021 10:11 PM
266	Pike	3/15/2021 10:01 PM

Pike County Trail Feasibility Study Survey

267	Pike	3/15/2021 9:55 PM
268	Queens	3/15/2021 9:52 PM
269	Pike	3/15/2021 9:49 PM
270	Pike	3/15/2021 9:30 PM
271	Pike	3/15/2021 9:13 PM
272	Pike	3/15/2021 7:26 PM
273	Wayne	3/15/2021 6:19 PM
274	Pike	3/15/2021 7:58 AM
275	Pike	3/15/2021 7:25 AM
276	Pike	3/14/2021 8:35 PM
277	Wayne	3/14/2021 7:43 PM
278	Wayne	3/14/2021 6:19 PM
279	Wayne	3/14/2021 5:13 PM
280	PIKE	3/14/2021 4:18 PM
281	PA	3/14/2021 1:39 PM
282	Pike	3/14/2021 10:36 AM
283	Pike	3/14/2021 9:24 AM
284	Wayne	3/14/2021 1:20 AM
285	Wayne	3/13/2021 5:23 PM
286	Pike	3/13/2021 1:33 PM
287	Pike	3/13/2021 12:54 PM
288	Pike	3/13/2021 12:50 PM
289	Wayne	3/13/2021 9:59 AM
290	Pike	3/12/2021 11:57 PM
291	Wayne	3/12/2021 4:51 PM
292	Pennsylvania	3/12/2021 3:50 PM
293	Lancaster	3/12/2021 12:44 PM
294	PIKE	3/12/2021 11:55 AM
295	Pike	3/12/2021 11:11 AM
296	Monroe	3/12/2021 9:46 AM
297	Wayne	3/11/2021 9:55 PM
298	Wayne	3/11/2021 9:37 PM
299	Wayne	3/11/2021 9:32 PM
300	Wayne	3/11/2021 8:23 PM
301	Wayne	3/11/2021 8:20 PM
302	Wayne	3/11/2021 8:06 PM
303	Wayne	3/11/2021 7:55 PM
304	Pike	3/11/2021 6:58 PM

Pike County Trail Feasibility Study Survey

305	Wayne	3/11/2021 1:34 PM
306	Pike	3/11/2021 11:19 AM
307	Pike	3/11/2021 10:58 AM
308	Philadelphia	3/11/2021 10:13 AM
309	Pike	3/11/2021 6:52 AM
310	Wayne	3/11/2021 6:31 AM
311	PIKE	3/10/2021 8:41 PM
312	Pike	3/10/2021 5:12 PM
313	Wayne	3/10/2021 3:13 PM
314	Wayne	3/10/2021 11:47 AM
315	Suffolk	3/10/2021 11:18 AM
316	Pike	3/10/2021 11:06 AM
317	Pike	3/10/2021 9:38 AM
318	Pike	3/10/2021 9:30 AM
319	Pike	3/10/2021 7:35 AM
320	Wayne	3/9/2021 9:15 PM
321	Pike	3/9/2021 5:37 PM
322	wayne	3/9/2021 5:20 PM
323	Pike	3/9/2021 4:45 PM
324	Pike	3/9/2021 3:56 PM
325	Pike	3/9/2021 2:02 PM
326	Pike	3/9/2021 1:23 PM
327	Pennsylvania	3/9/2021 1:12 PM
328	Pike	3/9/2021 1:05 PM
329	Wayne	3/9/2021 1:03 PM
330	Pike	3/9/2021 11:36 AM
331	Wayne	3/9/2021 9:38 AM
332	Pike Pike	3/9/2021 7:29 AM
333	Pike Pike	3/8/2021 11:37 PM
334	Pike Pike	3/8/2021 9:22 PM
335	Pike Pike	3/8/2021 8:50 PM
336	Pile	3/8/2021 8:31 PM
337	Pike Pike	3/8/2021 7:49 PM
338	Monroe Monroe	3/8/2021 7:44 PM
339	Pike Pike	3/8/2021 7:31 PM
340	Wayne Wayne	3/8/2021 7:30 PM
341	Wayne Wayne	3/8/2021 5:36 PM
342	Wayne Wayne	3/8/2021 3:27 PM

Pike County Trail Feasibility Study Survey

343	Wayne Wayne	3/8/2021 3:02 PM
344	Pike Pike	3/8/2021 2:57 PM
345	Pike Pike	3/8/2021 2:35 PM
346	Wayne Wayne	3/8/2021 2:13 PM
347	Pike Pike	3/8/2021 2:11 PM
348	Pike Pike	3/8/2021 2:11 PM
349	Pike pike	3/8/2021 2:05 PM
350	Oneida	3/8/2021 1:48 PM
351	Wayne Wayne	3/8/2021 12:05 PM
352	Pike Pike	3/8/2021 11:56 AM
353	Pike Pike	3/8/2021 10:57 AM
354	Pike Pike	3/8/2021 10:15 AM
355	Pike Pike	3/8/2021 10:14 AM
356	Pike Pike	3/8/2021 9:58 AM
357	Pike Pike	3/8/2021 9:51 AM
358	Pike Pike	3/8/2021 9:44 AM
359	Wayne Wayne	3/8/2021 9:20 AM
360	Pike Pike	3/8/2021 9:11 AM
361	Wayne Wayne	3/8/2021 8:25 AM
362	Pike Pike	3/8/2021 8:10 AM
363	Morris	3/8/2021 8:00 AM
364	Wayne Wayne	3/8/2021 6:22 AM
365	Pike Pike	3/8/2021 2:20 AM
366	Pike Pike	3/7/2021 10:17 PM
367	Pike Pike	3/7/2021 9:14 PM
368	Pike Pike	3/7/2021 8:52 PM
369	Pike Pike	3/7/2021 8:47 PM
370	Pike Pike	3/7/2021 7:44 PM
371	Pike Pike	3/7/2021 6:12 PM
372	Lancaster	3/7/2021 5:58 PM
373	Pike Pike	3/7/2021 5:40 PM
374	PA	3/7/2021 4:58 PM
375	Pike Pike	3/7/2021 4:58 PM
376	Pike Pike	3/7/2021 4:32 PM
377	Pike Pike	3/7/2021 4:25 PM
378	Pike Pike	3/7/2021 3:48 PM
379	Pike Pike	3/7/2021 3:38 PM
380	Pike Pike	3/7/2021 3:08 PM

Pike County Trail Feasibility Study Survey

381	Pike Pike	3/7/2021 2:12 PM
382	Wayne Wayne	3/7/2021 1:53 PM
383	Pike Pike	3/7/2021 12:57 PM
384	Wayne Wayne	3/7/2021 12:39 PM
385	Luzerne	3/7/2021 12:00 PM
386	Wayne Wayne	3/7/2021 11:11 AM
387	Pike Pike	3/7/2021 10:48 AM
388	Pennsylvania	3/7/2021 9:52 AM
389	Pike Pike	3/7/2021 9:44 AM
390	Pike Pike	3/7/2021 9:35 AM
391	Wayne Wayne	3/7/2021 9:21 AM
392	Wayne Wayne	3/7/2021 9:11 AM
393	Wayne Wayne	3/7/2021 8:45 AM
394	Pike Pike	3/7/2021 8:30 AM
395	Wayne Wayne	3/7/2021 7:36 AM
396	PA	3/6/2021 9:18 PM
397	Wayne Wayne	3/6/2021 8:40 PM
398	Pike Pike	3/6/2021 7:47 PM
399	Wayne Wayne	3/6/2021 7:34 PM
400	Pike Pike	3/6/2021 6:56 PM
401	Pike Pike	3/6/2021 5:42 PM
402	Pike Pike	3/6/2021 5:34 PM
403	Monroe Monroe	3/6/2021 5:15 PM
404	Pike Pike	3/6/2021 5:02 PM
405	Pike Pike	3/6/2021 5:00 PM
406	Monroe Monroe	3/6/2021 4:44 PM
407	Wayne Wayne	3/6/2021 4:44 PM
408	Pike Pike	3/6/2021 4:34 PM
409	Pike Pike	3/6/2021 4:34 PM
410	Pike Pike	3/6/2021 4:08 PM
411	Pike Pike	3/6/2021 4:01 PM
412	Pike Pike	3/6/2021 3:57 PM
413	Pike Pike	3/6/2021 3:44 PM
414	Pike Pike	3/6/2021 3:40 PM
415	Wayne Wayne	3/6/2021 2:54 PM
416	Pike Pike	3/6/2021 2:26 PM
417	Monroe Monroe	3/6/2021 1:29 PM
418	Pike Pike	3/6/2021 1:19 PM

Pike County Trail Feasibility Study Survey

419	Wayne Wayne	3/6/2021 12:00 PM
420	Pike Pike	3/6/2021 11:44 AM
421	Wayne Wayne	3/6/2021 11:34 AM
422	Monroe monroe	3/6/2021 11:05 AM
423	Wayne wayne	3/6/2021 10:38 AM
424	Pike Pike county	3/6/2021 10:22 AM
425	Pike PIKE	3/6/2021 10:19 AM
426	Wayne Wayne	3/6/2021 10:18 AM
427	Pike Pike	3/6/2021 10:07 AM
428	Pike Pike	3/6/2021 9:13 AM
429	Pike Pike	3/6/2021 8:52 AM
430	Pike Pike	3/6/2021 8:36 AM
431	Wayne Wayne	3/6/2021 8:27 AM
432	Pike Pike	3/6/2021 8:01 AM
433	Pike Pike	3/6/2021 7:45 AM
434	Pike Pike	3/6/2021 7:12 AM
435	Wayne Wayne	3/6/2021 7:09 AM
436	Pike Pike	3/5/2021 11:20 PM
437	Pike Pike	3/5/2021 10:08 PM
438	Wayne Wayne	3/5/2021 9:59 PM
439	Pike Pike	3/5/2021 9:45 PM
440	Wayne Wayne	3/5/2021 9:31 PM
441	Monroe Monroe	3/5/2021 9:27 PM
442	Lackawanna Lackawanna	3/5/2021 9:12 PM
443	Pike Pike	3/5/2021 9:05 PM
444	Wayne Wayne	3/5/2021 8:58 PM
445	PA	3/5/2021 8:54 PM
446	Pike Pike	3/5/2021 8:43 PM
447	Like	3/5/2021 8:35 PM
448	Pike Pike	3/5/2021 7:59 PM
449	Pike Pike	3/5/2021 7:53 PM
450	Wayne Wayne	3/5/2021 7:49 PM
451	PA	3/5/2021 7:49 PM
452	Pike Pike	3/5/2021 7:38 PM
453	Pike Pike	3/5/2021 7:36 PM
454	Wayne Wayne	3/5/2021 7:34 PM
455	Pike Pike	3/5/2021 7:33 PM
456	Pike Pike	3/5/2021 7:25 PM

Pike County Trail Feasibility Study Survey

457	Pike Pike	3/5/2021 7:24 PM
458	Anne Arundel	3/5/2021 7:19 PM
459	PA	3/5/2021 6:44 PM
460	Pike Pike	3/5/2021 6:43 PM
461	Pike Pike	3/5/2021 6:20 PM
462	Pike Pike	3/5/2021 6:18 PM
463	Wayne Wayne	3/5/2021 6:02 PM
464	Pike Pike	3/5/2021 6:00 PM
465	Pike Pike	3/5/2021 5:59 PM
466	Wayne wayne	3/5/2021 5:24 PM
467	Pike Pike	3/5/2021 5:13 PM
468	Wayne Wayne	3/5/2021 5:02 PM
469	Pike Pike	3/5/2021 4:46 PM
470	Pike Pike	3/5/2021 4:31 PM
471	Wayne Wayne	3/5/2021 4:29 PM
472	Pike PIKE	3/5/2021 4:09 PM
473	Wayne Wayne	3/5/2021 4:03 PM
474	Wayne Wayne	3/5/2021 4:01 PM
475	Wayne Wayne	3/5/2021 3:56 PM
476	Pike Pike	3/5/2021 3:46 PM
477	Wayne Wayne	3/5/2021 3:42 PM
478	Pike Pike	3/5/2021 3:41 PM
479	Wayne Wayne	3/5/2021 3:39 PM
480	Pike Pike	3/5/2021 3:32 PM
481	Lackawanna LACKAWANNA	3/5/2021 3:31 PM
482	Berks	3/5/2021 3:27 PM
483	Wayne Wayne	3/5/2021 3:20 PM
484	Pike Pike	3/5/2021 3:11 PM
485	Wayne wayne	3/5/2021 2:37 PM
486	Wayne Wayne	3/5/2021 2:34 PM
487	Pike Pike	3/5/2021 2:09 PM
488	Wayne Wayne	3/5/2021 2:06 PM
489	Wayne Wayne	3/5/2021 1:37 PM
490	Wayne Wayne	3/5/2021 1:23 PM
491	Wayne Wayne	3/5/2021 1:21 PM
492	Wayne Wayne	3/5/2021 1:16 PM
493	Pike Pike	3/5/2021 1:15 PM
494	Wayne Wayne	3/5/2021 1:15 PM

Pike County Trail Feasibility Study Survey

495	Pike Pike	3/5/2021 12:49 PM
496	Pike Pike	3/5/2021 12:43 PM
497	Wayne Wayne	3/5/2021 12:04 PM
498	Lackawanna Lackawanna	3/5/2021 11:54 AM
499	Pennsylvania	3/5/2021 11:37 AM
500	Pike PIKE	3/5/2021 11:27 AM
501	Wayne Wayne	3/5/2021 11:09 AM
502	Wayne Wayne	3/5/2021 11:08 AM
503	Wayne Wayne	3/5/2021 10:56 AM
504	Wayne Wayne	3/5/2021 10:52 AM
505	Wayne Wayne	3/5/2021 10:39 AM
506	Wayne Wayne	3/5/2021 10:38 AM
507	Wayne Wayne	3/5/2021 10:36 AM
508	Wayne Wayne	3/5/2021 10:33 AM
509	Pike Pike	3/5/2021 10:29 AM
510	Wayne Wayne	3/5/2021 10:23 AM
511	Wayne Wayne	3/5/2021 10:19 AM
512	Pije	3/5/2021 10:13 AM
513	Montgomery	3/5/2021 10:04 AM
514	Pike Pike	3/5/2021 9:54 AM
515	Pike Pike	3/5/2021 9:54 AM
516	Pike Pike	3/5/2021 9:44 AM
517	Pike Pike	3/5/2021 9:26 AM
518	Pennsylvania	3/5/2021 9:24 AM
519	Pike Pike	3/5/2021 9:20 AM
520	Wayne Wayne	3/5/2021 9:18 AM
521	Wayne Wayne	3/5/2021 9:10 AM
522	Wayne Wayne	3/5/2021 9:07 AM
523	Wayne Wayne	3/5/2021 9:06 AM
524	Wayne Wayne	3/5/2021 9:01 AM
525	Wayne Wayne	3/5/2021 9:00 AM
526	Wayne Wayne	3/5/2021 8:59 AM
527	dutchess	3/5/2021 8:55 AM
528	Wayne Wayne	3/5/2021 8:50 AM
529	Wayne Wayne	3/5/2021 8:43 AM
530	Wayne Wayne	3/5/2021 8:42 AM
531	Pike Pike	3/5/2021 8:24 AM
532	Pike Pike	3/5/2021 8:21 AM

Pike County Trail Feasibility Study Survey

533	Wayne Wayne	3/5/2021 8:09 AM
534	PA	3/5/2021 8:04 AM
535	Pike PIKE	3/5/2021 8:04 AM
536	Pike Pike	3/5/2021 7:52 AM
537	Pike Pike	3/5/2021 7:51 AM
538	Sullivan	3/5/2021 7:49 AM
539	Wayne Wayne	3/5/2021 7:46 AM
540	Pike Pike	3/5/2021 7:45 AM
541	Wayne Wayne	3/5/2021 7:43 AM
542	Wayne Wayne	3/5/2021 7:41 AM
543	Wayne Wayne	3/5/2021 7:35 AM
544	Pike Pike	3/5/2021 7:18 AM
545	Wayne Wayne	3/5/2021 7:08 AM
546	Wayne Wayne	3/5/2021 6:46 AM
547	Pike Pike	3/5/2021 6:40 AM
548	Monroe Monroe	3/5/2021 6:37 AM
549	Wayne Wayne	3/5/2021 6:11 AM
550	Pike Pike	3/5/2021 5:56 AM
551	Pike Pike	3/5/2021 5:55 AM
552	Pike Pike	3/5/2021 4:29 AM
553	Wayne Wayne	3/5/2021 4:13 AM
554	Wayne Wayne	3/5/2021 3:39 AM
555	Wayne Wayne	3/5/2021 2:25 AM
556	Wayne Wayne	3/5/2021 1:03 AM
557	Wayne wayne	3/4/2021 11:40 PM
558	Pennsylvania	3/4/2021 11:37 PM
559	Wayne Wayne	3/4/2021 11:05 PM
560	Wayne Wayne	3/4/2021 10:58 PM
561	Wayne Wayne	3/4/2021 10:52 PM
562	Pike Pike	3/4/2021 10:25 PM
563	Wayne Wayne	3/4/2021 10:09 PM
564	Wayne Wayne	3/4/2021 10:00 PM
565	Wayne Wayne	3/4/2021 10:00 PM
566	Wayne Wayne	3/4/2021 9:47 PM
567	Wayne Wayne	3/4/2021 9:43 PM
568	Montgomery	3/4/2021 9:25 PM
569	Wayne Wayne	3/4/2021 9:21 PM
570	Wayne Wayne	3/4/2021 9:15 PM

Pike County Trail Feasibility Study Survey

571	Nassau	3/4/2021 9:14 PM
572	Pike Pike	3/4/2021 9:12 PM
573	Minroe	3/4/2021 9:08 PM
574	Wayne wayne	3/4/2021 9:05 PM
575	Wayne Wayne	3/4/2021 9:03 PM
576	Wayne Wayne	3/4/2021 9:01 PM
577	Wayne Wayne	3/4/2021 8:58 PM
578	Wayne Wayne	3/4/2021 8:52 PM
579	Wayne Wayne	3/4/2021 8:51 PM
580	Sullivan	3/4/2021 8:48 PM
581	Wayne Wayne	3/4/2021 8:47 PM
582	Orange	3/4/2021 8:45 PM
583	Pike Pike	3/4/2021 8:40 PM
584	Wayne Wayne	3/4/2021 8:39 PM
585	Pike pike	3/4/2021 8:38 PM
586	Pike Pike	3/4/2021 8:38 PM
587	Bergen	3/4/2021 8:37 PM
588	Wayne Wayne	3/4/2021 8:27 PM
589	Wayne Wayne	3/4/2021 8:26 PM
590	Wayne Wayne	3/4/2021 8:20 PM
591	Wayne Wayne	3/4/2021 8:18 PM
592	Wayne Wayne	3/4/2021 8:15 PM
593	Monroe Monroe	3/4/2021 8:15 PM
594	Wayne Wayne	3/4/2021 8:14 PM
595	New Haven	3/4/2021 8:08 PM
596	Sussex	3/4/2021 8:07 PM
597	Pike Pike	3/4/2021 8:03 PM
598	New York	3/4/2021 7:57 PM
599	Wayne Wayne	3/4/2021 7:51 PM
600	Wayne Wayne	3/4/2021 7:45 PM
601	Wayne Wayne	3/4/2021 7:41 PM
602	Pike Pike	3/4/2021 7:41 PM
603	Pike Pike	3/4/2021 7:39 PM
604	Pike Pike	3/4/2021 7:38 PM
605	Schuylkill	3/4/2021 7:37 PM
606	Pike Pike	3/4/2021 7:33 PM
607	Pike Pike	3/4/2021 7:32 PM
608	Wayne Wayne	3/4/2021 7:32 PM

Pike County Trail Feasibility Study Survey

609	Wayne	Wayne	3/4/2021 7:31 PM
610	Wayne	Wayne	3/4/2021 7:26 PM
611	Wayne	Wayne	3/4/2021 7:22 PM
612	Middlesex		3/4/2021 7:21 PM
613	Wayne	Wayne	3/4/2021 7:19 PM
614	Wayne	Wayne	3/4/2021 7:17 PM
615	Wayne	Wayne	3/4/2021 7:10 PM
616	Lackawanna	lackawanna	3/4/2021 7:07 PM
617	Wayne	Wayne	3/4/2021 7:06 PM
618	Wayne	Wayne	3/4/2021 7:04 PM
619	Wayne	Wayne	3/4/2021 7:03 PM
620	Wayne	Wayne	3/4/2021 7:01 PM
621	Pike	Pike	3/4/2021 7:00 PM
622	Wayne	Wayne	3/4/2021 6:57 PM
623	Pennsylvania		3/4/2021 6:56 PM
624	Wayne	Wayne	3/4/2021 6:55 PM
625	Richmond		3/4/2021 6:54 PM
626	Wayne	Wayne	3/4/2021 6:53 PM
627	Los Angeles		3/4/2021 6:48 PM
628	Pike	Pike	3/4/2021 6:48 PM
629	Wayne	Wayne	3/4/2021 6:47 PM
630	Wayne	Wayne	3/4/2021 6:46 PM
631	Sullivan		3/4/2021 6:11 PM
632	Wayne	Wayne	3/4/2021 5:01 PM
633	Pike	Pike	3/4/2021 3:17 PM
634	Pike	Pike	3/4/2021 2:54 PM
635	Pike	Pike	3/4/2021 2:04 PM
636	Wayne	Wayne	3/4/2021 10:26 AM
637	Lackawanna	Lackawanna	3/4/2021 10:25 AM
638	Lackawanna	Lackawanna	3/4/2021 9:57 AM
639	Monroe	monroe	3/4/2021 9:31 AM
640	Pike	Pike	3/4/2021 9:27 AM
641	Pennsylvania		3/4/2021 9:04 AM
642	Wayne	Wayne	3/4/2021 8:43 AM
643	Wayne	Wayne	3/4/2021 8:35 AM
644	Pike	Pike	3/4/2021 8:26 AM
645	Wayne	Wayne	3/4/2021 7:30 AM
646	Wayne	Wayne	3/4/2021 7:07 AM

Pike County Trail Feasibility Study Survey

647	Wayne	Wayne	3/4/2021 7:01 AM
648	Wayne	Wayne	3/4/2021 5:35 AM
649	Wayne	Wayne	3/3/2021 11:54 PM
650	Pike	Pike	3/3/2021 10:44 PM
651	Wayne	Wayne	3/3/2021 8:44 PM
652	Wayne	Wayne	3/3/2021 8:15 PM
653	Wayne	Wayne	3/3/2021 7:20 PM
654	Wayne	Wayne	3/3/2021 7:03 PM
655	Pike	Pike	3/3/2021 7:01 PM
656	Pike	pike	3/3/2021 6:57 PM
657	Wayne	WAYNE	3/3/2021 5:26 PM
658		Philadelphia	3/3/2021 4:44 PM
659	Wayne	Wayne	3/3/2021 4:24 PM
660	Wayne	Wayne	3/3/2021 3:33 PM
661	Wayne	Wayne	3/3/2021 2:29 PM
662	Pike	Pike	3/3/2021 2:13 PM
663	Pike	Pike	3/3/2021 12:48 PM
664	Monroe	Monroe	3/3/2021 12:42 PM
665	Pike	pike	3/3/2021 12:13 PM
666	Wayne	Wayne	3/3/2021 11:47 AM
667	Pike	Pike	3/3/2021 10:52 AM
668		Pennsylvania	3/3/2021 10:38 AM
669		Union	3/3/2021 9:57 AM
670	Monroe	Monroe	3/3/2021 9:41 AM
671		Bergen	3/3/2021 9:27 AM
672	Pike	Pike	3/3/2021 9:21 AM
673	Wayne	Wayne	3/3/2021 9:11 AM
674	Pike	Pike	3/3/2021 8:54 AM
675	Wayne	Wayne	3/3/2021 8:36 AM
676	Pike	Pike County	3/3/2021 8:31 AM
677	Pike	Pike	3/3/2021 8:28 AM
678	Monroe	Monroe	3/3/2021 7:52 AM
679	Lackawanna	Lackawanna	3/3/2021 7:47 AM
680	Monroe	Monroe	3/3/2021 7:41 AM
681	Pike	Pike	3/3/2021 7:31 AM
682	Pike	Pike	3/3/2021 7:19 AM
683	Pike	Pike	3/3/2021 5:36 AM
684	Pike	Pike	3/3/2021 4:56 AM

Pike County Trail Feasibility Study Survey

685	Northampton	3/3/2021 12:11 AM
686	Pike Pike	3/2/2021 11:53 PM
687	Lackawanna Lackawanna	3/2/2021 10:58 PM
688	Monroe Monroe	3/2/2021 10:40 PM
689	Wayne Wayne	3/2/2021 10:23 PM
690	Wayne Wayne	3/2/2021 10:11 PM
691	Pike Pike	3/2/2021 9:59 PM
692	Pike Pike	3/2/2021 9:59 PM
693	Northampton	3/2/2021 9:34 PM
694	Northampton	3/2/2021 9:32 PM
695	Pike Pike	3/2/2021 9:26 PM
696	Pike Pike	3/2/2021 9:09 PM
697	Schuylkill	3/2/2021 8:45 PM
698	Pike Pike	3/2/2021 8:13 PM
699	Pikr	3/2/2021 8:06 PM
700	Queens	3/2/2021 8:05 PM
701	Pike pike	3/2/2021 7:51 PM
702	Pike Pike	3/2/2021 7:20 PM
703	Pike Pike	3/2/2021 6:44 PM
704	Loudoun	3/2/2021 6:21 PM
705	Pike Pike	3/2/2021 6:08 PM
706	Pike Pike	3/2/2021 5:41 PM
707	Pike Pike	3/2/2021 5:24 PM
708	Pike Pike	3/2/2021 5:23 PM
709	Pike Pike	3/2/2021 5:21 PM
710	Monroe Monroe	3/2/2021 5:20 PM
711	Richmond	3/2/2021 5:07 PM
712	Pike Pike County	3/2/2021 5:02 PM
713	Wayne Wayne	3/2/2021 4:54 PM
714	Luzerne	3/2/2021 4:01 PM
715	Wayne Wayne	3/2/2021 3:59 PM
716	Luzerne	3/2/2021 3:25 PM
717	Pike Pike	3/2/2021 3:20 PM
718	Montgomery	3/2/2021 3:01 PM
719	Pike Pike	3/2/2021 2:49 PM
720	Montgomery	3/2/2021 2:32 PM
721	Pike Pike	3/2/2021 2:29 PM
722	Lehigh	3/2/2021 2:00 PM

Pike County Trail Feasibility Study Survey

723	Wayne	Wayne	3/2/2021 1:57 PM
724	Monroe	Monroe	3/2/2021 1:51 PM
725	Pike	pike	3/2/2021 1:44 PM
726	Pike	Pike	3/2/2021 1:41 PM
727	Wayne	Wayne	3/2/2021 1:05 PM
728	Wayne	Wayne	3/2/2021 12:54 PM
729	Berks		3/2/2021 12:38 PM
730	Wayne	Wayne	3/2/2021 12:37 PM
731	Pike	Pike	3/2/2021 12:24 PM
732	Pike	Pike	3/2/2021 11:43 AM
733	Pike	Pike	3/2/2021 11:18 AM
734	Pike	Pike	3/2/2021 11:10 AM
735	Wayne	Wayne	3/2/2021 11:03 AM
736	Pike	Pike	3/2/2021 10:58 AM
737	Pike	Pike	3/2/2021 10:39 AM
738	Pike	Pike	3/2/2021 10:34 AM
739	Pike	Pike	3/2/2021 10:29 AM
740	Wayne	Wayne	3/2/2021 10:24 AM
741	northampton		3/2/2021 10:00 AM
742	Pike	Pike	3/2/2021 10:00 AM
743	Pike	Pike	3/2/2021 9:43 AM
744	Pike	Pike	3/2/2021 9:42 AM
745	Sullivan		3/2/2021 9:15 AM
746	Pike	Pike	3/2/2021 8:46 AM
747	Wayne	Wayne	3/2/2021 8:32 AM
748	Pike	PIKE	3/2/2021 8:18 AM
749	Pike	Pike	3/2/2021 8:11 AM
750	Pike	pike	3/2/2021 7:05 AM
751	Wayne	Wayne	3/2/2021 6:58 AM
752	Philadelphia		3/2/2021 6:52 AM
753	Pike	Pike	3/2/2021 6:41 AM
754	Pike	Pike	3/2/2021 1:37 AM
755	Pike	Pike	3/2/2021 12:27 AM
756	Wayne	wayne	3/1/2021 11:40 PM
757	Pike	Pike	3/1/2021 10:48 PM
758	Wayne	Wayne	3/1/2021 10:29 PM
759	Pike	Pike	3/1/2021 9:40 PM
760	Wyoming		3/1/2021 9:24 PM

Pike County Trail Feasibility Study Survey

761	Pike Pike	3/1/2021 9:24 PM
762	Pike Pike	3/1/2021 9:15 PM
763	Bucks	3/1/2021 8:06 PM
764	Bucks	3/1/2021 8:05 PM
765	Pike Pike	3/1/2021 7:46 PM
766	Pike Pike	3/1/2021 7:26 PM
767	Pike Pike	3/1/2021 7:23 PM
768	Pike Pike	3/1/2021 6:45 PM
769	Pike Pike	3/1/2021 6:42 PM
770	Delaware	3/1/2021 6:00 PM
771	Wayne Wayne	3/1/2021 5:50 PM
772	Pike Pike	3/1/2021 4:25 PM
773	Pike Pike	3/1/2021 4:17 PM
774	Wayne Wayne	3/1/2021 4:12 PM
775	Pike Pike	3/1/2021 4:02 PM
776	Wayne Wayne	3/1/2021 3:59 PM
777	Philadelphia	3/1/2021 3:53 PM
778	Sullivan	3/1/2021 3:47 PM
779	Pike Pike	3/1/2021 3:46 PM
780	Pike Pike	3/1/2021 3:38 PM
781	Pike Pike	3/1/2021 3:38 PM
782	Wayne Wayne	3/1/2021 3:17 PM
783	Pike Pike	3/1/2021 2:54 PM
784	Wayne WAYNE	3/1/2021 2:54 PM
785	Pike Pike	3/1/2021 2:45 PM
786	Pike Pike	3/1/2021 2:41 PM
787	Pike Pike	3/1/2021 2:27 PM
788	Wayne Wayne	3/1/2021 2:23 PM
789	Lackawanna Lackawanna	3/1/2021 2:20 PM
790	Pike Pike	3/1/2021 2:15 PM
791	Pike Pike	3/1/2021 2:10 PM
792	Lackawanna Lackawanna	3/1/2021 2:01 PM
793	Pike Pike	3/1/2021 1:44 PM
794	Pike pike	3/1/2021 1:36 PM
795	Pike Pike	3/1/2021 12:58 PM
796	Pike Pike	3/1/2021 12:28 PM
797	Pike Pike	3/1/2021 12:25 PM
798	Monroe Monroe	3/1/2021 12:20 PM

Pike County Trail Feasibility Study Survey

799	Pike Pike	3/1/2021 12:14 PM
800	Wayne Wayne	3/1/2021 12:11 PM
801	Pike Pike	3/1/2021 12:07 PM
802	Wayne Wayne	3/1/2021 12:03 PM
803	Pike Pike	3/1/2021 11:42 AM
804	Wayne Wayne	3/1/2021 11:42 AM
805	Pennsylvania	3/1/2021 11:40 AM
806	Wayne Wayne	3/1/2021 11:39 AM
807	Wayne Wayne	3/1/2021 11:37 AM
808	Pike PIKE	3/1/2021 11:24 AM
809	Sullivan	3/1/2021 11:12 AM
810	Pike Pike	3/1/2021 11:06 AM
811	Wayne Wayne	3/1/2021 10:42 AM
812	Sussex	3/1/2021 10:36 AM
813	Sullivan	3/1/2021 10:32 AM
814	Monroe Monroe	3/1/2021 10:20 AM
815	Lackawanna Lackawanna	3/1/2021 10:13 AM
816	Lackawanna LACKAWANNA	3/1/2021 9:58 AM
817	Pike Pike	3/1/2021 9:53 AM
818	Pike Pike	3/1/2021 9:53 AM
819	Pike Pike	3/1/2021 9:51 AM
820	Pike Pike	3/1/2021 9:49 AM
821	Wayne Wayne	3/1/2021 9:36 AM
822	Pike Pike	3/1/2021 9:26 AM
823	Wayne Wayne	3/1/2021 9:23 AM
824	Pike Pike	3/1/2021 9:16 AM
825	Wayne Wayne	3/1/2021 8:43 AM
#	TOWNSHIP/BOROUGH	DATE
1	Philadelphia	5/15/2021 7:52 AM
2	Lackawaxen	5/13/2021 9:19 AM
3	Lakeville	5/12/2021 3:49 PM
4	Lackawaxen	5/11/2021 11:27 AM
5	Lakeville	5/10/2021 3:57 PM
6	lackawaxen	5/10/2021 12:03 PM
7	Barryville	5/9/2021 12:05 PM
8	Perkasie	5/9/2021 8:42 AM
9	Milford	5/8/2021 10:52 PM
10	lackawaxen	5/8/2021 3:35 PM

Pike County Trail Feasibility Study Survey

11	Westfalls	5/8/2021 10:33 AM
12	Greentown	5/7/2021 7:48 AM
13	Greeley	5/6/2021 9:34 AM
14	Hawley	5/6/2021 9:07 AM
15	Hawley	5/5/2021 6:11 PM
16	Lackawaxen	5/5/2021 12:09 AM
17	Clarks Summit	5/4/2021 4:51 PM
18	Dingmans	5/4/2021 9:37 AM
19	Lackawaxen	5/3/2021 1:53 PM
20	Palmyra	5/2/2021 5:08 PM
21	Blooming Grove	5/1/2021 9:28 PM
22	palmyra	5/1/2021 8:54 PM
23	Lackawaxen	5/1/2021 6:13 PM
24	Nazareth	4/30/2021 3:01 PM
25	Paupack	4/30/2021 8:52 AM
26	Berlin	4/30/2021 8:40 AM
27	Milford	4/30/2021 6:23 AM
28	Lackawaxen	4/30/2021 5:42 AM
29	Lackawaxen	4/30/2021 12:41 AM
30	Laxawaxen	4/29/2021 7:36 AM
31	Lackawaxen	4/28/2021 7:59 PM
32	Lackawaxen	4/28/2021 7:59 PM
33	Dyberry	4/28/2021 12:03 AM
34	Dyberry	4/27/2021 5:49 PM
35	Honesdale	4/27/2021 1:45 PM
36	Pleasant Mount	4/27/2021 12:51 PM
37	paupack	4/27/2021 12:11 PM
38	Middletown	4/27/2021 11:49 AM
39	Hawley	4/27/2021 10:42 AM
40	Palmyra	4/27/2021 10:24 AM
41	Lake	4/27/2021 10:16 AM
42	Lackawaxen	4/27/2021 10:09 AM
43	pocono	4/27/2021 10:01 AM
44	Damascus	4/27/2021 9:49 AM
45	CHERRY RIDGE	4/27/2021 9:46 AM
46	Green Twp	4/27/2021 9:45 AM
47	Honesdale	4/27/2021 9:29 AM
48	Tafton	4/27/2021 9:26 AM

Pike County Trail Feasibility Study Survey

49	Mount Pleasant	4/27/2021 9:24 AM
50	Paupack	4/27/2021 9:15 AM
51	Equinunk/Manchester	4/27/2021 9:03 AM
52	Mcadoo	4/27/2021 9:00 AM
53	Matamoras	4/27/2021 9:00 AM
54	Honesdale	4/27/2021 8:55 AM
55	Honesdale	4/27/2021 8:40 AM
56	greeley	4/27/2021 8:38 AM
57	Greene	4/27/2021 8:29 AM
58	Fawn lake	4/25/2021 7:59 PM
59	Lackawaxen	4/25/2021 2:28 PM
60	Lackawaxen	4/25/2021 2:21 PM
61	Palmyra	4/24/2021 6:49 PM
62	Lakeville	4/24/2021 6:06 PM
63	Hudson Heights	4/24/2021 7:46 AM
64	Lords Valley	4/23/2021 6:51 AM
65	Danielsville	4/22/2021 9:09 AM
66	Berlin	4/20/2021 9:16 PM
67	GREENTOWN	4/20/2021 1:00 PM
68	Greene	4/19/2021 7:05 PM
69	GREENTOWN	4/19/2021 10:28 AM
70	Hawley	4/18/2021 3:08 PM
71	Greentown	4/18/2021 2:36 PM
72	Blooming Grove	4/17/2021 8:32 PM
73	Lackawaxen	4/16/2021 1:39 PM
74	Shohola	4/14/2021 7:57 PM
75	paupack	4/13/2021 11:44 AM
76	Dingman Township	4/12/2021 4:41 PM
77	PALMYRA	4/11/2021 12:54 PM
78	Mount bethel	4/9/2021 9:30 PM
79	Dunmore	4/9/2021 8:32 PM
80	Lackawaxen	4/9/2021 7:05 PM
81	Lackawaxen	4/9/2021 5:35 PM
82	Shohola	4/9/2021 5:16 PM
83	Lehman	4/9/2021 10:21 AM
84	Rowland	4/9/2021 3:16 AM
85	Shohola	4/8/2021 5:18 PM
86	Blooming Grove	4/8/2021 2:56 PM

Pike County Trail Feasibility Study Survey

87	Lackawaxen	4/8/2021 12:55 PM
88	Shohola	4/8/2021 7:33 AM
89	Greene	4/7/2021 8:22 PM
90	Lackawaxen	4/6/2021 2:12 PM
91	Lake	4/5/2021 10:21 AM
92	Lackawaxen	4/4/2021 1:15 PM
93	Masthopr/Lackawaxen	4/3/2021 7:50 PM
94	Lackawaxen	4/3/2021 2:00 PM
95	Texas Twp	4/3/2021 12:15 PM
96	Milford	4/2/2021 10:53 PM
97	Montclair	4/2/2021 3:05 PM
98	Berlin	4/2/2021 6:40 AM
99	Lackawaxen	4/1/2021 6:33 PM
100	Metuchen	4/1/2021 3:29 PM
101	matamoras	4/1/2021 2:57 PM
102	Hawley Fawn Lake Forest	4/1/2021 1:49 PM
103	lackawaxen	4/1/2021 1:21 PM
104	Hawley	4/1/2021 1:20 PM
105	Jefferson Twp	4/1/2021 12:44 PM
106	White Mills	3/29/2021 1:52 PM
107	Lower Alsace	3/29/2021 1:14 PM
108	Tappan	3/29/2021 8:46 AM
109	Palmyra Township	3/28/2021 7:45 AM
110	Lackawaxen	3/26/2021 1:54 PM
111	Palmyra	3/26/2021 8:18 AM
112	Lackawaxen	3/25/2021 5:28 PM
113	Palmyra	3/25/2021 9:12 AM
114	Lackawaxen	3/24/2021 4:23 PM
115	Hawley	3/24/2021 3:48 PM
116	Leesburg	3/24/2021 9:05 AM
117	Milford Township	3/24/2021 8:26 AM
118	Lackawaxen	3/23/2021 8:40 PM
119	Masthope	3/23/2021 6:50 PM
120	Lackawaxen	3/23/2021 9:35 AM
121	Lackawaxen	3/23/2021 6:57 AM
122	MILFORD	3/22/2021 11:13 PM
123	Honesdale	3/22/2021 9:27 AM
124	White Mills	3/21/2021 8:15 AM

Pike County Trail Feasibility Study Survey

125	Lackawaxen	3/20/2021 6:02 PM
126	Macungie	3/19/2021 11:45 PM
127	lackawaxen	3/19/2021 9:07 PM
128	Allamuchy	3/19/2021 11:14 AM
129	Palmyra	3/19/2021 10:44 AM
130	Lackawaxen	3/19/2021 7:48 AM
131	Palmyra	3/18/2021 10:32 PM
132	Lakawaxen	3/18/2021 9:30 PM
133	Tafton	3/18/2021 2:41 PM
134	Ridgewood	3/18/2021 2:30 PM
135	Blooming grove	3/18/2021 10:37 AM
136	Milford	3/18/2021 8:09 AM
137	Lackawaxen	3/17/2021 9:38 PM
138	Hawley	3/17/2021 5:06 PM
139	Milford	3/17/2021 4:30 PM
140	Lackawaxen	3/17/2021 4:01 PM
141	Lackawaxen	3/17/2021 3:16 PM
142	Greeley	3/17/2021 2:35 PM
143	Lackawaxen	3/17/2021 1:55 PM
144	Lackawaxen	3/17/2021 12:14 PM
145	Lackawaxen	3/17/2021 10:29 AM
146	Blooming Grove	3/17/2021 9:44 AM
147	Palmyra	3/17/2021 9:33 AM
148	Milford	3/17/2021 7:19 AM
149	Lackawaxen	3/17/2021 6:53 AM
150	Honesdale	3/16/2021 10:29 PM
151	Lackawaxen	3/16/2021 9:56 PM
152	PALMYRA	3/16/2021 9:15 PM
153	Lackawaxen	3/16/2021 8:53 PM
154	Hawley	3/16/2021 8:46 PM
155	Lackawaxen	3/16/2021 8:20 PM
156	Lackawaxen	3/16/2021 8:18 PM
157	Lakawaxen	3/16/2021 8:14 PM
158	LACKAWAXEN	3/16/2021 8:05 PM
159	Lackawaxen	3/16/2021 7:48 PM
160	Lackawaxen	3/16/2021 7:43 PM
161	Blooming Grove	3/16/2021 7:24 PM
162	Hawley	3/16/2021 6:52 PM

Pike County Trail Feasibility Study Survey

163	Honesdale	3/16/2021 6:37 PM
164	Hawley	3/16/2021 6:26 PM
165	Lackawaxen	3/16/2021 6:01 PM
166	Dingmans ferry	3/16/2021 5:55 PM
167	Lackawaxen	3/16/2021 5:45 PM
168	Lackawaxen	3/16/2021 4:59 PM
169	Lackawaxen	3/16/2021 4:50 PM
170	Lackawaxen	3/16/2021 4:44 PM
171	Shohola	3/16/2021 4:23 PM
172	Shohola	3/16/2021 4:17 PM
173	Lackawaxen	3/16/2021 3:45 PM
174	Lackawaxen	3/16/2021 3:25 PM
175	Lackawaxen	3/16/2021 3:14 PM
176	Lackawaxen	3/16/2021 3:11 PM
177	Lackawaxen	3/16/2021 2:58 PM
178	Bensalem	3/16/2021 2:52 PM
179	Lackawaxen TWP	3/16/2021 2:48 PM
180	Lackawaxen	3/16/2021 2:16 PM
181	Paupack Township	3/16/2021 2:14 PM
182	Lackawaxen	3/16/2021 2:04 PM
183	Lackawaxen	3/16/2021 1:53 PM
184	Lackawaxen	3/16/2021 1:33 PM
185	Ward 3	3/16/2021 1:29 PM
186	Brooklyn	3/16/2021 1:23 PM
187	Palmyra	3/16/2021 1:14 PM
188	Lackawaxen	3/16/2021 1:09 PM
189	Lackawaxen	3/16/2021 1:09 PM
190	Lackawaxen	3/16/2021 1:04 PM
191	Lackawaxen	3/16/2021 12:55 PM
192	Lackawaxen	3/16/2021 12:50 PM
193	masthope	3/16/2021 12:47 PM
194	Lackawaxen	3/16/2021 12:46 PM
195	Lackawaxen	3/16/2021 12:39 PM
196	Lackawaxen	3/16/2021 12:38 PM
197	Blooming Grove	3/16/2021 12:22 PM
198	Palmyra	3/16/2021 12:21 PM
199	Lackawaxen	3/16/2021 12:19 PM
200	Allentown	3/16/2021 12:18 PM

Pike County Trail Feasibility Study Survey

201	Palmyra Township	3/16/2021 12:15 PM
202	Lackawaxen	3/16/2021 11:59 AM
203	Collegeville	3/16/2021 11:54 AM
204	Rowland	3/16/2021 11:53 AM
205	Lackawaxen	3/16/2021 11:50 AM
206	Flushing	3/16/2021 11:42 AM
207	Delaware Township	3/16/2021 11:37 AM
208	Lackawaxen	3/16/2021 11:29 AM
209	Blooming grove	3/16/2021 11:26 AM
210	Dingman Township	3/16/2021 11:12 AM
211	Hawley	3/16/2021 11:04 AM
212	Lackawaxen	3/16/2021 10:58 AM
213	Lackawaxen	3/16/2021 10:55 AM
214	Lackawaxen	3/16/2021 10:33 AM
215	Hawley	3/16/2021 10:33 AM
216	Palmyra	3/16/2021 10:22 AM
217	Lackawaxen	3/16/2021 10:03 AM
218	Pottstown	3/16/2021 10:02 AM
219	Lackawaxen	3/16/2021 9:58 AM
220	Lackawaxen	3/16/2021 9:53 AM
221	Lackawaxen	3/16/2021 9:50 AM
222	Lackawaxen	3/16/2021 9:47 AM
223	Port Jervis	3/16/2021 9:46 AM
224	Lackawaxen	3/16/2021 9:35 AM
225	Lackawaxen	3/16/2021 9:25 AM
226	Canaan	3/16/2021 9:24 AM
227	Lackawaxen	3/16/2021 9:23 AM
228	Lackawaxen	3/16/2021 9:20 AM
229	Lackawaxen	3/16/2021 9:05 AM
230	Lackawaxen	3/16/2021 9:01 AM
231	Palmyra	3/16/2021 9:00 AM
232	Lackawaxen	3/16/2021 8:45 AM
233	Lackawaxen	3/16/2021 8:42 AM
234	Texas /hawley	3/16/2021 8:37 AM
235	Lackawaxen	3/16/2021 8:36 AM
236	Lackawaxen	3/16/2021 8:08 AM
237	Lackawaxen	3/16/2021 8:07 AM
238	Masthope	3/16/2021 8:02 AM

Pike County Trail Feasibility Study Survey

239	Lackawaxen	3/16/2021 8:02 AM
240	Lackawaxen	3/16/2021 7:58 AM
241	lackawaxen	3/16/2021 7:52 AM
242	Lackawaxen	3/16/2021 7:50 AM
243	Blooming grove	3/16/2021 7:46 AM
244	Lackawaxen	3/16/2021 7:44 AM
245	Lackawaxen	3/16/2021 7:32 AM
246	Lackawaxen	3/16/2021 7:03 AM
247	Lackawaxen	3/16/2021 6:52 AM
248	Palmyra Township	3/16/2021 5:19 AM
249	Lackawaxen	3/16/2021 3:15 AM
250	Lackawaxen	3/16/2021 12:22 AM
251	Lackawaxen	3/16/2021 12:03 AM
252	Lackawaxen	3/15/2021 11:47 PM
253	Lackawaxen	3/15/2021 11:25 PM
254	Lackawaxen	3/15/2021 11:17 PM
255	Lackawaxen	3/15/2021 11:14 PM
256	Lackawaxen	3/15/2021 11:05 PM
257	Lackawaxen	3/15/2021 10:50 PM
258	Lackawaxen	3/15/2021 10:49 PM
259	Lackawaxen	3/15/2021 10:36 PM
260	Lackawaxen	3/15/2021 10:35 PM
261	Lackawaxen	3/15/2021 10:29 PM
262	Lackawaxen	3/15/2021 10:18 PM
263	Lackawaxen	3/15/2021 10:18 PM
264	Lackawaxen	3/15/2021 10:16 PM
265	Lackawaxen	3/15/2021 10:11 PM
266	Lackawaxen	3/15/2021 10:01 PM
267	Lackawaxen	3/15/2021 9:55 PM
268	Woodside	3/15/2021 9:52 PM
269	Lackawaxen	3/15/2021 9:49 PM
270	Lackawaxen	3/15/2021 9:30 PM
271	Lackawaxen	3/15/2021 9:13 PM
272	Milford	3/15/2021 7:26 PM
273	Honesdale	3/15/2021 6:19 PM
274	Dingmans	3/15/2021 7:58 AM
275	Shohola	3/15/2021 7:25 AM
276	Greentown	3/14/2021 8:35 PM

Pike County Trail Feasibility Study Survey

277	Honesdale	3/14/2021 7:43 PM
278	Honesdale	3/14/2021 6:19 PM
279	Cherry ridge	3/14/2021 5:13 PM
280	Lackawaxen	3/14/2021 4:18 PM
281	HONESDALE	3/14/2021 1:39 PM
282	Shohola	3/14/2021 10:36 AM
283	Milford	3/14/2021 9:24 AM
284	Honesdale	3/14/2021 1:20 AM
285	Palmyra	3/13/2021 5:23 PM
286	Westfall	3/13/2021 1:33 PM
287	Westfall	3/13/2021 12:54 PM
288	Matamoras/Westfall	3/13/2021 12:50 PM
289	Texas township	3/13/2021 9:59 AM
290	Lackawaxen	3/12/2021 11:57 PM
291	Texas	3/12/2021 4:51 PM
292	Lackawaxen	3/12/2021 3:50 PM
293	Mount Joy	3/12/2021 12:44 PM
294	LACKAWAXEN	3/12/2021 11:55 AM
295	Hawley	3/12/2021 11:11 AM
296	Barrett	3/12/2021 9:46 AM
297	Dybery	3/11/2021 9:55 PM
298	South Canaan	3/11/2021 9:37 PM
299	Dyberry	3/11/2021 9:32 PM
300	Honesdale	3/11/2021 8:23 PM
301	Texas	3/11/2021 8:20 PM
302	Honesdale	3/11/2021 8:06 PM
303	Texas	3/11/2021 7:55 PM
304	Lackawaxen	3/11/2021 6:58 PM
305	Cherry Ridge	3/11/2021 1:34 PM
306	Ding man Township	3/11/2021 11:19 AM
307	Lackawaxen	3/11/2021 10:58 AM
308	Philadelphia	3/11/2021 10:13 AM
309	Lackawaxen	3/11/2021 6:52 AM
310	Dyeberry	3/11/2021 6:31 AM
311	MILFORD	3/10/2021 8:41 PM
312	Milford	3/10/2021 5:12 PM
313	Honesdale	3/10/2021 3:13 PM
314	Lakeville	3/10/2021 11:47 AM

Pike County Trail Feasibility Study Survey

315	Brookhaven	3/10/2021 11:18 AM
316	Milford	3/10/2021 11:06 AM
317	Palmyra	3/10/2021 9:38 AM
318	Lackawaxen	3/10/2021 9:30 AM
319	Palmyra	3/10/2021 7:35 AM
320	Salem	3/9/2021 9:15 PM
321	Lackawaxen	3/9/2021 5:37 PM
322	paupack	3/9/2021 5:20 PM
323	Lackawaxen	3/9/2021 4:45 PM
324	Delaware	3/9/2021 3:56 PM
325	Blooming Grove	3/9/2021 2:02 PM
326	Rowland	3/9/2021 1:23 PM
327	Lackawaxen	3/9/2021 1:12 PM
328	Lackawaxen	3/9/2021 1:05 PM
329	Paupack	3/9/2021 1:03 PM
330	Shohola	3/9/2021 11:36 AM
331	Paupack	3/9/2021 9:38 AM
332	Blooming Grove	3/9/2021 7:29 AM
333	Westfall	3/8/2021 11:37 PM
334	Blooming Grove	3/8/2021 9:22 PM
335	Dingman	3/8/2021 8:50 PM
336	Dingman	3/8/2021 8:31 PM
337	Shohola	3/8/2021 7:49 PM
338	Barretty	3/8/2021 7:44 PM
339	Lackawaxen	3/8/2021 7:31 PM
340	Texas	3/8/2021 7:30 PM
341	Honesdale	3/8/2021 5:36 PM
342	Palmyra	3/8/2021 3:27 PM
343	Mount Pleasant	3/8/2021 3:02 PM
344	Blooming Grove	3/8/2021 2:57 PM
345	Hawley	3/8/2021 2:35 PM
346	Lake	3/8/2021 2:13 PM
347	Blooming Grove	3/8/2021 2:11 PM
348	Tafton	3/8/2021 2:11 PM
349	delaware	3/8/2021 2:05 PM
350	Sherrill	3/8/2021 1:48 PM
351	Dyberry	3/8/2021 12:05 PM
352	Milford	3/8/2021 11:56 AM

Pike County Trail Feasibility Study Survey

353	Dingmans Ferry	3/8/2021 10:57 AM
354	Milford	3/8/2021 10:15 AM
355	Blooming Grove	3/8/2021 10:14 AM
356	Dingmans Ferry	3/8/2021 9:58 AM
357	Hawley	3/8/2021 9:51 AM
358	Delaware Township	3/8/2021 9:44 AM
359	Berlin	3/8/2021 9:20 AM
360	Shohola	3/8/2021 9:11 AM
361	Bethany	3/8/2021 8:25 AM
362	Milford	3/8/2021 8:10 AM
363	Long Hill	3/8/2021 8:00 AM
364	Honesdale	3/8/2021 6:22 AM
365	Greeley	3/8/2021 2:20 AM
366	Blooming grove	3/7/2021 10:17 PM
367	Shohola	3/7/2021 9:14 PM
368	Blooming grove	3/7/2021 8:52 PM
369	Blooming grove	3/7/2021 8:47 PM
370	Lackawaxen	3/7/2021 7:44 PM
371	Lackawaxen	3/7/2021 6:12 PM
372	RAPHO t	3/7/2021 5:58 PM
373	Lord valley	3/7/2021 5:40 PM
374	Honesdale	3/7/2021 4:58 PM
375	Lords valley	3/7/2021 4:58 PM
376	Blooming Grove	3/7/2021 4:32 PM
377	Lackawaxen	3/7/2021 4:25 PM
378	Canadensis	3/7/2021 3:48 PM
379	Blooming Grove	3/7/2021 3:38 PM
380	Dingmans Township	3/7/2021 3:08 PM
381	Milford	3/7/2021 2:12 PM
382	Hawley	3/7/2021 1:53 PM
383	Milford	3/7/2021 12:57 PM
384	Hawley	3/7/2021 12:39 PM
385	Duryea	3/7/2021 12:00 PM
386	Texas	3/7/2021 11:11 AM
387	Pike	3/7/2021 10:48 AM
388	Milford	3/7/2021 9:52 AM
389	Milford	3/7/2021 9:44 AM
390	Lackawaxen	3/7/2021 9:35 AM

Pike County Trail Feasibility Study Survey

391	Pleasant Mount	3/7/2021 9:21 AM
392	Pleasant Mount	3/7/2021 9:11 AM
393	Lake Township	3/7/2021 8:45 AM
394	Westfall	3/7/2021 8:30 AM
395	Berlin	3/7/2021 7:36 AM
396	Honesdale	3/6/2021 9:18 PM
397	Hawley	3/6/2021 8:40 PM
398	Lackawaxen	3/6/2021 7:47 PM
399	Oregon	3/6/2021 7:34 PM
400	Laxawanna	3/6/2021 6:56 PM
401	Lackawaxen	3/6/2021 5:42 PM
402	Milford	3/6/2021 5:34 PM
403	Stroud	3/6/2021 5:15 PM
404	Greene	3/6/2021 5:02 PM
405	Dingman	3/6/2021 5:00 PM
406	Paradise	3/6/2021 4:44 PM
407	Paupack	3/6/2021 4:44 PM
408	Lackawaxen	3/6/2021 4:34 PM
409	Shohola	3/6/2021 4:34 PM
410	Lackawaxen	3/6/2021 4:08 PM
411	Milford	3/6/2021 4:01 PM
412	Lacawaxen	3/6/2021 3:57 PM
413	Milford	3/6/2021 3:44 PM
414	Delaware	3/6/2021 3:40 PM
415	Paupack Twsp	3/6/2021 2:54 PM
416	Dingman Township	3/6/2021 2:26 PM
417	Cresco	3/6/2021 1:29 PM
418	Dingman's	3/6/2021 1:19 PM
419	Dyberry	3/6/2021 12:00 PM
420	Shohola	3/6/2021 11:44 AM
421	Berlin	3/6/2021 11:34 AM
422	barrett	3/6/2021 11:05 AM
423	paupack	3/6/2021 10:38 AM
424	Lackawaxen	3/6/2021 10:22 AM
425	Lackawaxen	3/6/2021 10:19 AM
426	BEACH LAKE	3/6/2021 10:18 AM
427	Blooming Grove	3/6/2021 10:07 AM
428	Greene	3/6/2021 9:13 AM

Pike County Trail Feasibility Study Survey

429	Milford	3/6/2021 8:52 AM
430	Westfall	3/6/2021 8:36 AM
431	HONESDALE	3/6/2021 8:27 AM
432	Dingman	3/6/2021 8:01 AM
433	Dingman Township	3/6/2021 7:45 AM
434	Blooming Grove	3/6/2021 7:12 AM
435	Honesdale	3/6/2021 7:09 AM
436	Tafton	3/5/2021 11:20 PM
437	Delaware	3/5/2021 10:08 PM
438	Honesdale	3/5/2021 9:59 PM
439	Milford	3/5/2021 9:45 PM
440	Bethany	3/5/2021 9:31 PM
441	Barrett	3/5/2021 9:27 PM
442	Madison	3/5/2021 9:12 PM
443	Palmyra	3/5/2021 9:05 PM
444	Bethany	3/5/2021 8:58 PM
445	Hawley	3/5/2021 8:54 PM
446	Lackawaxen	3/5/2021 8:43 PM
447	Lackawaxen	3/5/2021 8:35 PM
448	Palmyria	3/5/2021 7:59 PM
449	Delaware	3/5/2021 7:53 PM
450	Palmyra	3/5/2021 7:49 PM
451	Lords Valley	3/5/2021 7:49 PM
452	Shohola	3/5/2021 7:38 PM
453	Westfall	3/5/2021 7:36 PM
454	Palmyra	3/5/2021 7:34 PM
455	Newfoundland	3/5/2021 7:33 PM
456	Palmyra	3/5/2021 7:25 PM
457	Palmyra	3/5/2021 7:24 PM
458	Annapolis	3/5/2021 7:19 PM
459	MILFORD	3/5/2021 6:44 PM
460	Dingmans	3/5/2021 6:43 PM
461	Milford	3/5/2021 6:20 PM
462	Dingman Township	3/5/2021 6:18 PM
463	Dyberry	3/5/2021 6:02 PM
464	Shohola	3/5/2021 6:00 PM
465	Dingman	3/5/2021 5:59 PM
466	HOnesdale	3/5/2021 5:24 PM

Pike County Trail Feasibility Study Survey

467	Milford	3/5/2021 5:13 PM
468	Hawley	3/5/2021 5:02 PM
469	Lackawaxen	3/5/2021 4:46 PM
470	Shohola	3/5/2021 4:31 PM
471	Cherry Ridge	3/5/2021 4:29 PM
472	TAFTON	3/5/2021 4:09 PM
473	Beach Lake	3/5/2021 4:03 PM
474	Palmyra	3/5/2021 4:01 PM
475	Texas Township	3/5/2021 3:56 PM
476	Palmyra	3/5/2021 3:46 PM
477	Palmyra	3/5/2021 3:42 PM
478	Lehman	3/5/2021 3:41 PM
479	Hawley	3/5/2021 3:39 PM
480	blooming grove	3/5/2021 3:32 PM
481	CLARKS GREEN	3/5/2021 3:31 PM
482	Oley	3/5/2021 3:27 PM
483	Dyberry	3/5/2021 3:20 PM
484	Blooming Grove	3/5/2021 3:11 PM
485	Prompton	3/5/2021 2:37 PM
486	Texas	3/5/2021 2:34 PM
487	Palmyra/Tafton	3/5/2021 2:09 PM
488	Lebanon	3/5/2021 2:06 PM
489	Hawley	3/5/2021 1:37 PM
490	Honesdale	3/5/2021 1:23 PM
491	Honesdale	3/5/2021 1:21 PM
492	Honesdale	3/5/2021 1:16 PM
493	Palmyra	3/5/2021 1:15 PM
494	Damascus	3/5/2021 1:15 PM
495	Blooming Grove	3/5/2021 12:49 PM
496	Lackawaxen	3/5/2021 12:43 PM
497	Texas	3/5/2021 12:04 PM
498	Scranton	3/5/2021 11:54 AM
499	Honesdale	3/5/2021 11:37 AM
500	DINGMAN TOWNSHIP	3/5/2021 11:27 AM
501	Honesdale	3/5/2021 11:09 AM
502	Texas	3/5/2021 11:08 AM
503	PLEASANT MOUNT	3/5/2021 10:56 AM
504	Paupack	3/5/2021 10:52 AM

Pike County Trail Feasibility Study Survey

505	Dyberry	3/5/2021 10:39 AM
506	Dyberry	3/5/2021 10:38 AM
507	Pleasant MT	3/5/2021 10:36 AM
508	Hawley	3/5/2021 10:33 AM
509	Lackawaxen	3/5/2021 10:29 AM
510	Berlin	3/5/2021 10:23 AM
511	Honesdale	3/5/2021 10:19 AM
512	Delaware	3/5/2021 10:13 AM
513	Lower Merion	3/5/2021 10:04 AM
514	Hawley	3/5/2021 9:54 AM
515	Palmyra	3/5/2021 9:54 AM
516	Tafton	3/5/2021 9:44 AM
517	Lackawaxen	3/5/2021 9:26 AM
518	Texas Twp	3/5/2021 9:24 AM
519	Shohola	3/5/2021 9:20 AM
520	Honesdale	3/5/2021 9:18 AM
521	Honesdale	3/5/2021 9:10 AM
522	Honesdale	3/5/2021 9:07 AM
523	Honesdale	3/5/2021 9:06 AM
524	Honesdale	3/5/2021 9:01 AM
525	Tyler Hill	3/5/2021 9:00 AM
526	Paupack	3/5/2021 8:59 AM
527	wappingers	3/5/2021 8:55 AM
528	Hawley	3/5/2021 8:50 AM
529	Berlin	3/5/2021 8:43 AM
530	Honesdale	3/5/2021 8:42 AM
531	Lackawaxen	3/5/2021 8:24 AM
532	Lackawaxen	3/5/2021 8:21 AM
533	Honesdale	3/5/2021 8:09 AM
534	Beach Lake	3/5/2021 8:04 AM
535	Lackawaxen	3/5/2021 8:04 AM
536	Blooming Grove	3/5/2021 7:52 AM
537	Palmyra	3/5/2021 7:51 AM
538	Narrowsburg	3/5/2021 7:49 AM
539	Hawley	3/5/2021 7:46 AM
540	Palmyra	3/5/2021 7:45 AM
541	Honesdale	3/5/2021 7:43 AM
542	Dyberry	3/5/2021 7:41 AM

Pike County Trail Feasibility Study Survey

543	Honesdale	3/5/2021 7:35 AM
544	Lackawaxen	3/5/2021 7:18 AM
545	Canaan	3/5/2021 7:08 AM
546	Dyberry	3/5/2021 6:46 AM
547	Greentown	3/5/2021 6:40 AM
548	Barrett	3/5/2021 6:37 AM
549	Oregon	3/5/2021 6:11 AM
550	Shohola	3/5/2021 5:56 AM
551	TAFTON	3/5/2021 5:55 AM
552	Hawley	3/5/2021 4:29 AM
553	Berlin	3/5/2021 4:13 AM
554	Hawley	3/5/2021 3:39 AM
555	Hawley	3/5/2021 2:25 AM
556	Berlin	3/5/2021 1:03 AM
557	scott	3/4/2021 11:40 PM
558	Honesdale	3/4/2021 11:37 PM
559	Cherry ridge	3/4/2021 11:05 PM
560	Paupack	3/4/2021 10:58 PM
561	Cherry Ridge	3/4/2021 10:52 PM
562	Greene	3/4/2021 10:25 PM
563	Mount Pleasant	3/4/2021 10:09 PM
564	Texas	3/4/2021 10:00 PM
565	Clinton 2	3/4/2021 10:00 PM
566	Waymart	3/4/2021 9:47 PM
567	Texas	3/4/2021 9:43 PM
568	Whitemarsh	3/4/2021 9:25 PM
569	Canaan township	3/4/2021 9:21 PM
570	White Mills	3/4/2021 9:15 PM
571	Wantagh	3/4/2021 9:14 PM
572	Shohola	3/4/2021 9:12 PM
573	Barrett	3/4/2021 9:08 PM
574	Berlin	3/4/2021 9:05 PM
575	Honesdale	3/4/2021 9:03 PM
576	Cherry ridge	3/4/2021 9:01 PM
577	Dreher	3/4/2021 8:58 PM
578	Hawley	3/4/2021 8:52 PM
579	Paupack	3/4/2021 8:51 PM
580	Highland	3/4/2021 8:48 PM

Pike County Trail Feasibility Study Survey

581	Texas	3/4/2021 8:47 PM
582	Woodbury	3/4/2021 8:45 PM
583	Palmyra	3/4/2021 8:40 PM
584	Damascus	3/4/2021 8:39 PM
585	porter	3/4/2021 8:38 PM
586	Lackawaxen	3/4/2021 8:38 PM
587	Bergenfield	3/4/2021 8:37 PM
588	White mills	3/4/2021 8:27 PM
589	Bethany	3/4/2021 8:26 PM
590	Lake	3/4/2021 8:20 PM
591	Texas	3/4/2021 8:18 PM
592	Damascus	3/4/2021 8:15 PM
593	Barrett	3/4/2021 8:15 PM
594	Cherry Ridge	3/4/2021 8:14 PM
595	Oxford	3/4/2021 8:08 PM
596	Vernon	3/4/2021 8:07 PM
597	Lackawaxen	3/4/2021 8:03 PM
598	Manhattan	3/4/2021 7:57 PM
599	Paupack Twp.	3/4/2021 7:51 PM
600	Paupack	3/4/2021 7:45 PM
601	Lebanon	3/4/2021 7:41 PM
602	Lehman	3/4/2021 7:41 PM
603	Milford	3/4/2021 7:39 PM
604	Lackawaxen	3/4/2021 7:38 PM
605	Kline	3/4/2021 7:37 PM
606	Lackawaxen	3/4/2021 7:33 PM
607	Lackawaxen	3/4/2021 7:32 PM
608	Berlin	3/4/2021 7:32 PM
609	Canaan	3/4/2021 7:31 PM
610	Lake	3/4/2021 7:26 PM
611	Cherry Ridge	3/4/2021 7:22 PM
612	Monroe	3/4/2021 7:21 PM
613	Texas 2	3/4/2021 7:19 PM
614	Honesdale	3/4/2021 7:17 PM
615	Berlin	3/4/2021 7:10 PM
616	jefferson twp	3/4/2021 7:07 PM
617	Damascus	3/4/2021 7:06 PM
618	Damascus	3/4/2021 7:04 PM

Pike County Trail Feasibility Study Survey

619	Honesdale	3/4/2021 7:03 PM
620	Honesdale	3/4/2021 7:01 PM
621	Blooming Grove	3/4/2021 7:00 PM
622	Damascus	3/4/2021 6:57 PM
623	FOREST CITY	3/4/2021 6:56 PM
624	Honesdale	3/4/2021 6:55 PM
625	Staten Island	3/4/2021 6:54 PM
626	Bethany	3/4/2021 6:53 PM
627	Santa Monica	3/4/2021 6:48 PM
628	Palmyra	3/4/2021 6:48 PM
629	Lake	3/4/2021 6:47 PM
630	Texas Twp.	3/4/2021 6:46 PM
631	Town of Delaware - Hamlet of Callicoon	3/4/2021 6:11 PM
632	Honesdale	3/4/2021 5:01 PM
633	Laxawaxen	3/4/2021 3:17 PM
634	Lackawaxen	3/4/2021 2:54 PM
635	Dingmans Township	3/4/2021 2:04 PM
636	Oregon	3/4/2021 10:26 AM
637	Jessup	3/4/2021 10:25 AM
638	Madison	3/4/2021 9:57 AM
639	polk	3/4/2021 9:31 AM
640	Shohola	3/4/2021 9:27 AM
641	Greeley	3/4/2021 9:04 AM
642	Honesdale	3/4/2021 8:43 AM
643	Palmyra	3/4/2021 8:35 AM
644	Hawley	3/4/2021 8:26 AM
645	Bethany	3/4/2021 7:30 AM
646	Paupack	3/4/2021 7:07 AM
647	Salem	3/4/2021 7:01 AM
648	Cherry Ridge	3/4/2021 5:35 AM
649	Honesdale	3/3/2021 11:54 PM
650	Greeley	3/3/2021 10:44 PM
651	Palmyra	3/3/2021 8:44 PM
652	Bethany	3/3/2021 8:15 PM
653	Honesdale	3/3/2021 7:20 PM
654	Berlin/White Mills	3/3/2021 7:03 PM
655	Dingmans	3/3/2021 7:01 PM
656	lackawaxen	3/3/2021 6:57 PM

Pike County Trail Feasibility Study Survey

657	Oregon	3/3/2021 5:26 PM
658	Philadelphia	3/3/2021 4:44 PM
659	Honesdale	3/3/2021 4:24 PM
660	Honesdale	3/3/2021 3:33 PM
661	Texas	3/3/2021 2:29 PM
662	Palmyra	3/3/2021 2:13 PM
663	Delaware	3/3/2021 12:48 PM
664	Monroe	3/3/2021 12:42 PM
665	Lackawaxen	3/3/2021 12:13 PM
666	Palmyria	3/3/2021 11:47 AM
667	Palmyra	3/3/2021 10:52 AM
668	Lackawaxen	3/3/2021 10:38 AM
669	Buffalo	3/3/2021 9:57 AM
670	Barrett	3/3/2021 9:41 AM
671	Park ridge	3/3/2021 9:27 AM
672	Lackawaxen	3/3/2021 9:21 AM
673	Honesdale	3/3/2021 9:11 AM
674	Blooming Grive	3/3/2021 8:54 AM
675	Dreher	3/3/2021 8:36 AM
676	Baoba	3/3/2021 8:31 AM
677	Green	3/3/2021 8:28 AM
678	Smithfield	3/3/2021 7:52 AM
679	Elmhurst Township	3/3/2021 7:47 AM
680	Cresco	3/3/2021 7:41 AM
681	Blooming Grove	3/3/2021 7:31 AM
682	Delaware	3/3/2021 7:19 AM
683	Lackawaxen	3/3/2021 5:36 AM
684	Blooming Grove	3/3/2021 4:56 AM
685	Walnutport	3/3/2021 12:11 AM
686	Matamoras	3/2/2021 11:53 PM
687	Spring Brook Twp	3/2/2021 10:58 PM
688	East Stroudsburg	3/2/2021 10:40 PM
689	Honesdale borough	3/2/2021 10:23 PM
690	Dyberry	3/2/2021 10:11 PM
691	Palmyra	3/2/2021 9:59 PM
692	Palmyra	3/2/2021 9:59 PM
693	Lower Nazareth	3/2/2021 9:34 PM
694	Upper Nazareth	3/2/2021 9:32 PM

Pike County Trail Feasibility Study Survey

695	Lackawaxen	3/2/2021 9:26 PM
696	Greentown	3/2/2021 9:09 PM
697	Pine Grove	3/2/2021 8:45 PM
698	Greene	3/2/2021 8:13 PM
699	Lackawaxen	3/2/2021 8:06 PM
700	Rockaway beach	3/2/2021 8:05 PM
701	lackawaxen	3/2/2021 7:51 PM
702	Palmyra	3/2/2021 7:20 PM
703	Blooming grove	3/2/2021 6:44 PM
704	Chantilly	3/2/2021 6:21 PM
705	Lackawaxen	3/2/2021 6:08 PM
706	Lackawaxen/Greeley	3/2/2021 5:41 PM
707	Palmyra	3/2/2021 5:24 PM
708	Greentown	3/2/2021 5:23 PM
709	Lackawaxen	3/2/2021 5:21 PM
710	Pocono Township	3/2/2021 5:20 PM
711	Richmond	3/2/2021 5:07 PM
712	Lackawaxen	3/2/2021 5:02 PM
713	Cherry Ridge	3/2/2021 4:54 PM
714	Dupont	3/2/2021 4:01 PM
715	Texas	3/2/2021 3:59 PM
716	Wilkes Barre	3/2/2021 3:25 PM
717	Delaware	3/2/2021 3:20 PM
718	Ambler	3/2/2021 3:01 PM
719	Blooming Grove	3/2/2021 2:49 PM
720	Whitemarsh	3/2/2021 2:32 PM
721	Palmyra Twp	3/2/2021 2:29 PM
722	Weisenburg	3/2/2021 2:00 PM
723	Cherry ridge	3/2/2021 1:57 PM
724	Ross	3/2/2021 1:51 PM
725	lackawaxen	3/2/2021 1:44 PM
726	Palmyra	3/2/2021 1:41 PM
727	Lakeville	3/2/2021 1:05 PM
728	Honesdale	3/2/2021 12:54 PM
729	Muhlenberg	3/2/2021 12:38 PM
730	Hawley	3/2/2021 12:37 PM
731	Glen Eyre	3/2/2021 12:24 PM
732	Blooming grove	3/2/2021 11:43 AM

Pike County Trail Feasibility Study Survey

733	Lackawaxen	3/2/2021 11:18 AM
734	Lackawaxen	3/2/2021 11:10 AM
735	Texas Twp	3/2/2021 11:03 AM
736	Palmyra	3/2/2021 10:58 AM
737	Lackawaxen	3/2/2021 10:39 AM
738	Shohola	3/2/2021 10:34 AM
739	Palmyra	3/2/2021 10:29 AM
740	Hawley	3/2/2021 10:24 AM
741	bushkill	3/2/2021 10:00 AM
742	Palmyra - Tafton	3/2/2021 10:00 AM
743	Paupack	3/2/2021 9:43 AM
744	GREENTOWN	3/2/2021 9:42 AM
745	Pond eddy	3/2/2021 9:15 AM
746	Palmyra	3/2/2021 8:46 AM
747	Honesdale	3/2/2021 8:32 AM
748	Milford	3/2/2021 8:18 AM
749	Lackawaxen	3/2/2021 8:11 AM
750	palmyra	3/2/2021 7:05 AM
751	Palmyra	3/2/2021 6:58 AM
752	Philadelphia	3/2/2021 6:52 AM
753	Delaware	3/2/2021 6:41 AM
754	Hawley	3/2/2021 1:37 AM
755	Shohola	3/2/2021 12:27 AM
756	Paupack	3/1/2021 11:40 PM
757	Hawley	3/1/2021 10:48 PM
758	Hawley	3/1/2021 10:29 PM
759	Lackawaxen	3/1/2021 9:40 PM
760	Tunkhannock	3/1/2021 9:24 PM
761	Blooming Grove	3/1/2021 9:24 PM
762	Paupack	3/1/2021 9:15 PM
763	Plumstead	3/1/2021 8:06 PM
764	Plumstead	3/1/2021 8:05 PM
765	Hawley	3/1/2021 7:46 PM
766	Lackawaxen	3/1/2021 7:26 PM
767	Shohola	3/1/2021 7:23 PM
768	Lackawaxen	3/1/2021 6:45 PM
769	Lackawaxen	3/1/2021 6:42 PM
770	Nether Providence Township	3/1/2021 6:00 PM

Pike County Trail Feasibility Study Survey

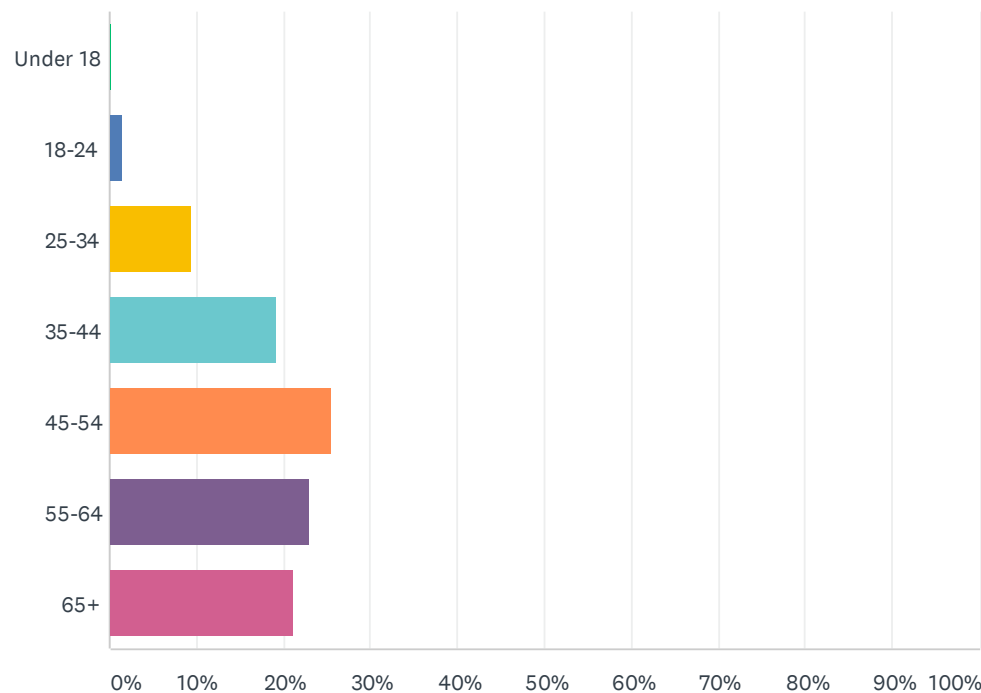
771	Paupack	3/1/2021 5:50 PM
772	Blooming Grove	3/1/2021 4:25 PM
773	Shohola	3/1/2021 4:17 PM
774	Paupack	3/1/2021 4:12 PM
775	Lackawaxen Township	3/1/2021 4:02 PM
776	Dyberry	3/1/2021 3:59 PM
777	Roxborough	3/1/2021 3:53 PM
778	Barryville	3/1/2021 3:47 PM
779	Baoba	3/1/2021 3:46 PM
780	Baoba	3/1/2021 3:38 PM
781	Milford	3/1/2021 3:38 PM
782	Texas #2	3/1/2021 3:17 PM
783	Lackawaxen	3/1/2021 2:54 PM
784	HAWLEY	3/1/2021 2:54 PM
785	Blooming Grove	3/1/2021 2:45 PM
786	Dingmans	3/1/2021 2:41 PM
787	Matamoras	3/1/2021 2:27 PM
788	Damascus	3/1/2021 2:23 PM
789	Taylor	3/1/2021 2:20 PM
790	Lackawaxen	3/1/2021 2:15 PM
791	Lackawaxen	3/1/2021 2:10 PM
792	Moscow	3/1/2021 2:01 PM
793	Palmyra	3/1/2021 1:44 PM
794	Palmyra	3/1/2021 1:36 PM
795	Palmyra	3/1/2021 12:58 PM
796	Palmyra	3/1/2021 12:28 PM
797	Palmyra	3/1/2021 12:25 PM
798	Tobyhanna	3/1/2021 12:20 PM
799	Lackawaxen	3/1/2021 12:14 PM
800	Honesdale	3/1/2021 12:11 PM
801	Lackawaxen	3/1/2021 12:07 PM
802	Hawley Borough	3/1/2021 12:03 PM
803	Lackawaxen	3/1/2021 11:42 AM
804	Honesdale	3/1/2021 11:42 AM
805	Honesdale	3/1/2021 11:40 AM
806	Hawley	3/1/2021 11:39 AM
807	Berlin	3/1/2021 11:37 AM
808	Lackawaxen	3/1/2021 11:24 AM

Pike County Trail Feasibility Study Survey

809	Tusten/Narrowsburg (work)	3/1/2021 11:12 AM
810	Shohola	3/1/2021 11:06 AM
811	Lake	3/1/2021 10:42 AM
812	Montague	3/1/2021 10:36 AM
813	Cochecton	3/1/2021 10:32 AM
814	Tunkhannock	3/1/2021 10:20 AM
815	Dunmore	3/1/2021 10:13 AM
816	SCRANTON	3/1/2021 9:58 AM
817	Greene	3/1/2021 9:53 AM
818	Shohola	3/1/2021 9:53 AM
819	Lackawaxen	3/1/2021 9:51 AM
820	Lackawaxen	3/1/2021 9:49 AM
821	Honesdale	3/1/2021 9:36 AM
822	Dingman	3/1/2021 9:26 AM
823	Honesdale	3/1/2021 9:23 AM
824	Palmyra	3/1/2021 9:16 AM
825	Paupack Township	3/1/2021 8:43 AM

Q2 What is your age? Select one.

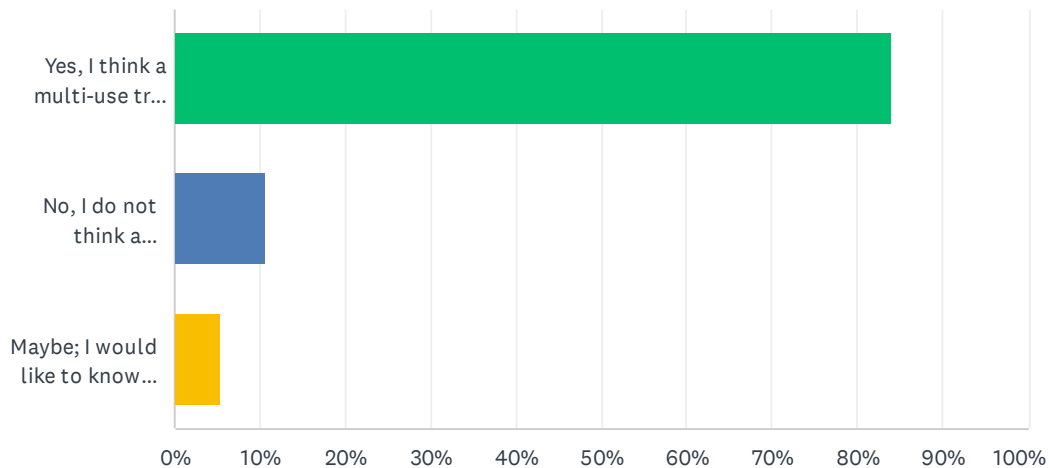
Answered: 824 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	0.12%	1
18-24	1.46%	12
25-34	9.47%	78
35-44	19.30%	159
45-54	25.49%	210
55-64	23.06%	190
65+	21.12%	174
TOTAL		824

Q3 Please indicate your general interest for the development of a multi-use trail along the Lackawaxen River corridor connecting Hawley & Lackawaxen.

Answered: 825 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, I think a multi-use trail would be a great addition.	84.00%	693
No, I do not think a multi-use trail would be appropriate.	10.67%	88
Maybe; I would like to know more.	5.33%	44
TOTAL		825

#	COMMENTS:	DATE
1	I think this would be a great asset to the area. We live right over the river and walk over to the Lackawaxen park, this would be great to have in the area. We have two boys and they love to go doe walks!	5/9/2021 12:05 PM
2	Is this also at atv's?	5/5/2021 12:09 AM
3	I would use it all the time with my kids!!	5/3/2021 1:53 PM
4	Great Idea that will grow the community!	5/1/2021 9:28 PM
5	Enough trails in existence already	4/30/2021 3:01 PM
6	I have always thought how beautiful a trail along the lackawaxen would be.	4/30/2021 6:23 AM
7	This would be a wonderful addition to the outdoor activities available in our area.	4/28/2021 7:59 PM
8	But not on the railroad side of the river	4/27/2021 1:45 PM
9	im a hiker/biker/kayaker and can't say enough how much i would love this trail to go in	4/27/2021 9:29 AM
10	Bike & dogs allowed	4/27/2021 9:15 AM
11	We need to connect with nature and protect it	4/27/2021 9:00 AM
12	It would be great for biking and ATV riding	4/25/2021 7:59 PM

Pike County Trail Feasibility Study Survey

13	great idea!	4/25/2021 2:28 PM
14	I live right along the RR tracks next to the firehouse and I think this would be an awesome project!	4/9/2021 5:35 PM
15	Great idea. Can it happen soon? How can I help?	4/9/2021 5:16 PM
16	Shorter trails (2-5 sm) attracts tourists. Maybe develop some of them too.	4/9/2021 10:21 AM
17	What a wonderful idea! I've walked 2,000 outdoor miles since Covid started and always looking for new places to explore!	4/7/2021 8:22 PM
18	What would be the effect of increased auto traffic?	4/6/2021 2:12 PM
19	We live right where the trail would be and do not want it on our property	4/4/2021 1:15 PM
20	I would be particularly interested if the trail was good for biking—this area has so much great kayaking and hiking, but I'd love to see more biking options	4/3/2021 2:00 PM
21	We own a 2 acre lot on Riverview Dr. near the Lackawaxen River and are building a home to live full time there as soon as building costs decrease.	4/2/2021 3:05 PM
22	Taking away the privacy of land owners	4/1/2021 6:33 PM
23	A multi-use trail promotes both the community and economy enabling individuals participating in the many forms of outdoor transportation the trail may be able to offer.	4/1/2021 12:44 PM
24	On The RR side too narrow to add a trail.	3/25/2021 5:28 PM
25	I DO NOT want this in my backyard!!!!	3/23/2021 9:35 AM
26	Biking trails	3/18/2021 2:41 PM
27	I numerous issues with this idea. The main one is assisting in a medical emergency. Many areas along the tracks are not accessible for miles. Another is the environment. Many eagles have nests along that side of the river. There are also numerous private residences close to the tracks. This could easily become a privacy issue. Bad idea..	3/17/2021 1:55 PM
28	Desperately needed	3/17/2021 9:44 AM
29	I do not want to see this area ruined by overuse. I live right on the Lackawaxen River; it is a pristine environment that needs to be preserved.	3/16/2021 8:20 PM
30	The trail would most likely be on my property and I dont want the inevitable tresspassers or additional activity. There are thousands and thousands of acres of State game and Forest land nearby for just this very purpose. It is all paid for by taxpayers. Let them hike on that land.	3/16/2021 8:05 PM
31	Leave this area alone. Wildlife get enough disturbance from human encroachment. Paved road on opposite side of river that parallels the same area of the river. Walk the road.	3/16/2021 7:48 PM
32	Sounds wonderful! Thank you!	3/16/2021 6:26 PM
33	I am always looking for more outdoor activities in the area	3/16/2021 4:23 PM
34	Please be careful to include parking, garbage removal, and winter access.	3/16/2021 4:17 PM
35	I'm an avid day-hiker, usually hiking the AT or other local vistas with my team on Saturdays. I would love to have more scenic/healthy hiking spots.	3/16/2021 2:52 PM
36	It invades on private lands people will abuse the trail and litter etc.	3/16/2021 2:48 PM
37	I live on up against the railroad and do not want people tramping thru my yard...I moved there for quietness	3/16/2021 2:04 PM
38	This would be a great addition to all the outer outdoor activities	3/16/2021 1:53 PM
39	My family lives in the area and I grew up in Greeley. We frequently visit and enjoy the area in its natural state and don't wish for there to be accessibility for more tourism that the area cannot sustain with police, emergency services, road construction, and trash removal from visitors.	3/16/2021 1:29 PM
40	The current bike trail on Towpath and is not utilized safely. The condition of the roads are too unsafe for recreational biking, and would only attract hardened enthusiasts. I would not fathom	3/16/2021 1:09 PM

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using it in its current state. a dedicated walking/biking path separate from cars would be more beneficial. Right now you can barely stop or walk by the road in many spots.

41	It will turn into an ATV UTV raceway. Damaging the vegetation and anything in the way	3/16/2021 1:04 PM
42	Yes, please!	3/16/2021 12:22 PM
43	we have loads of trails in pike county already and no need to spend more tax payer dollars on such.	3/16/2021 11:59 AM
44	I own property in Rowlands	3/16/2021 11:42 AM
45	Details are important, like how many private residences will be impacted, how elaborate will the trail be (parking, toilets stc) I prefer a minimalist approach.	3/16/2021 11:29 AM
46	Only if there are strict rules. No littering, Respect posted property, There should be a maintained facility for hikers waste and litter. There are wilderness areas along the way and must stay as is. Strictly inforced.	3/16/2021 10:03 AM
47	would land be taken from private owners?	3/16/2021 9:53 AM
48	You have no idea what this would do to our area. Ask any National Park Ranger about all the issues they are having with people from out of the area. They come by the 100's and party and trash the area. Don't tell me they won't do it here because it's been a multipule State issue. Not to Mention the Eagles and Wildlife that live along the Lackawaxen River will leave.	3/16/2021 9:35 AM
49	We live in such a beautiful area. More hiking trails are needed to enjoy the scenery but also for healthy outdoor exercise!	3/16/2021 8:45 AM
50	This would be a great addition to the area	3/16/2021 7:44 AM
51	Would use this frequently	3/16/2021 7:32 AM
52	Keep it in the natural state.	3/16/2021 12:03 AM
53	What a great idea to make nature more accessible for locals and attract tourists.	3/15/2021 11:25 PM
54	Absolutely love hiking and a trail along the river would be fabulous	3/15/2021 10:35 PM
55	It would basically be impossible with trespassing on railroad right of way or our Masthope Mountain Community Private Community River Park and the private property of other riverfront property owners. How do you deal with that issue?	3/15/2021 10:18 PM
56	Is there a survey on the impact it would have to local wildlife?	3/15/2021 9:55 PM
57	100% AGAINST THIS	3/15/2021 9:49 PM
58	Great area to hike	3/15/2021 7:58 AM
59	This trial is taking land use away from property owners who hunt. Who is going to clean up after all the people and who is responsible when someone wants to sue because of an injery?	3/14/2021 8:35 PM
60	For walking or biking.	3/14/2021 9:24 AM
61	I can only think of positives in regards to this proposal and ultimate project. Where you provide more value to an area or town, you stimulate more satisfaction, attract more visitors. More satisfaction, happier residents, more visiting people, more possible revenue.	3/14/2021 1:20 AM
62	It's a scenic route, easy for bikes, and would be good for both locals and as a tourist draw.	3/13/2021 12:54 PM
63	A fantastic addition to our area!	3/12/2021 11:57 PM
64	Borders our hunting club property and will affect the usage of our property	3/12/2021 12:44 PM
65	EXCELLENT IDEA	3/12/2021 11:55 AM
66	LOVE the idea! Would volunteer to help keep trail in good condition.	3/12/2021 11:11 AM
67	It's only appropriate if all land owners on the system willingly accept it. It's not ok to force them.	3/11/2021 8:23 PM
68	I live on towpath road along the route proposed and love the idea of a trail	3/11/2021 10:58 AM

Pike County Trail Feasibility Study Survey

69	The roads in PA are not a good place for bikers, DOT hasn't given any room. Multi use trail would be great for many!	3/10/2021 11:06 AM
70	How will it be maintained and who will police it?	3/10/2021 9:38 AM
71	Great idea, I can be a volunteer helper if needed	3/10/2021 9:30 AM
72	I look forward to new paddling access	3/9/2021 9:15 PM
73	Who do you think you are?	3/9/2021 4:45 PM
74	This area has great resources but, as of yet, limited opportunities for hiking and multimodal transportation. The trail euros be an excellent resource for tourism, recreation, and work.	3/8/2021 3:02 PM
75	I had envisioned one on Shiny Mountain Road while living there	3/8/2021 1:48 PM
76	I think it would be a great new place to get families outside together spending quality time.	3/8/2021 10:14 AM
77	Sooner the better	3/8/2021 9:20 AM
78	Great idea! Let's do it	3/8/2021 2:20 AM
79	Not only great for residents bit will be great for tourism	3/7/2021 1:53 PM
80	Use trail every weekend now	3/7/2021 12:39 PM
81	Pike County is the least densely populated county in PA. Lackawaxen is a very small town, and people choose to live here because it's quiet. If you let strangers walk the trails they will be infringing on our right to peaceful enjoyment of our property. The residents of LCPL Jacob Beisel road, in particular, do not want others walking by our homes, making noise, littering and peeking into our homes. We live here because it's remote. Note that all property between the tracks and the river is privately owned. By law no one is allowed to cross this land to access the river, and now you will further burden us with patrolling this space, which is owned by us. We have elderly living near the tracks and strangers walking by could pose a threat to our elderly community. In this vastly remote county there are many trails already available where residents won't be put out. Why place an unneeded burden on us to pick up garbage or perhaps be forced to tend to someone who gets hurt along the trail. Our community first responders will be over taxed with having to help non-residents - who will pay for that and who may be denied care if they are tending to a hiker with a sprained ankle? Please take the residents into consideration. There's plenty of land in this beautiful county for folks to hike, we don't need them parking on the side of our road disturbing be bucolic setting in which we chose to live. Thank you for your consideration, and My vote is NO TRAILS PLEASE	3/7/2021 10:48 AM
82	Bicycle and walking access	3/6/2021 4:01 PM
83	We should all be able to enjoy the beautiful natural beauty that surrounds us all here!	3/6/2021 1:29 PM
84	trail bike trails!	3/6/2021 11:05 AM
85	definitely!!!!	3/6/2021 10:38 AM
86	Need awalking trail for seniors	3/6/2021 10:18 AM
87	Multi-use, yes, but I'd strongly oppose motorized use.	3/6/2021 8:36 AM
88	Receptacles for trash/recycling would be needed	3/5/2021 9:31 PM
89	Especially not through private property.	3/5/2021 7:19 PM
90	Connecting this trail to Milford via Rt 6 with a new road diet for a bike lane to McDade trail in the NPS would be great. Not only for recreation advocates but local economy.	3/5/2021 6:43 PM
91	It would be so awesome!!!!!!!!!!	3/5/2021 6:00 PM
92	I use the other trails in pike county often. I hope if this is built it would be well maintained.	3/5/2021 5:13 PM
93	a dream come true	3/5/2021 3:46 PM
94	multi-use trails have demonstrated their popularity all over the country. We should join them.	3/5/2021 2:37 PM
95	Perfect for Future Pocono Mountain Tourism Attractions - Hiking, Fishing, Snowmobiling, Quads, Horseback Riding, & Cross Country Races !! All Local Businesses - Charities would	3/5/2021 11:27 AM

Pike County Trail Feasibility Study Survey

	Benefit !!	
96	Intrusion on adjacent land owners & liabilities, littering and safety during hunting seasons	3/5/2021 11:08 AM
97	'	3/5/2021 10:29 AM
98	It would increase the recreational opportunities in this area.	3/5/2021 9:20 AM
99	Railroads in use should be encouraged for commerce. Existing roads connecting Hawley and Lackawaxen are ample for hiking, biking, and general enjoyment of the Lackawaxen River without spending taxpayer monies on the expense of a trail that duplicates existing access. If off road vehicles at to be permitted to use a new trail, that would degrade the aesthetic appeal that a low use trail would provide. I question the motivations.	3/5/2021 8:43 AM
100	Great potential for recreation	3/5/2021 6:46 AM
101	Enhancing our area with more access to outdoor activity brings great value.	3/5/2021 4:13 AM
102	Forest City, And other borough's have access to great trails to trails, Wayne County should have the trail system also	3/4/2021 11:37 PM
103	I believe a trail is beneficial to all age groups!	3/4/2021 9:47 PM
104	I have a vacation home near the proposed trail	3/4/2021 9:14 PM
105	The more to do outdoors the better	3/4/2021 8:48 PM
106	We have a Rails to Trails here and it's beautiful! We go from town to town on bike's, walking dogs, etc.	3/4/2021 8:45 PM
107	Parents are in hawley and this would be great with the grandkids	3/4/2021 7:39 PM
108	Like many bike riders I travel to ride new trails. I come to this area eagle watching . Fantastic tourism attraction .	3/4/2021 7:37 PM
109	I lived in Honesdale for several years and lamenting the lack of walking and running trails. I'd often have to drive to Waymart for low-traffic street running or all the way to Jermyn & Jessup for proper trail running. It was quite a hassle.	3/4/2021 6:48 PM
110	There are already old toy of public areas that allow hiking in the area.	3/4/2021 3:17 PM
111	I have used other trails such as the Lehigh Gorge Trail. This trail would be a tremendous addition to the local area.	3/4/2021 2:54 PM
112	I currently bike on the towpath and enjoy the minimal traffic. Not sure I'd want to bike on a trail with walkers or many cyclists.	3/4/2021 2:04 PM
113	Connectivity to Wayne's trail system is a major plus. A trail system of this magnitude would be a recreational draw that would not only provide an enhancement to quality of life, but also the local and regional economy as well.	3/4/2021 10:25 AM
114	We enjoy using the McDade Trail, and would be thrilled to have another trail for hiking and biking.	3/4/2021 9:27 AM
115	There will be lots of garbage left behind and it will bring graffiti spry painters like down at Bob's Beach in Milford. Restrooms will be destroyed and robbed of all it's paper.	3/4/2021 9:04 AM
116	It will grow in popularity & importance as time moves on.	3/4/2021 8:35 AM
117	Can be a beautiful trail.	3/4/2021 8:26 AM
118	No brainer	3/3/2021 11:54 PM
119	This trail would disrupt an area vital to our hunting club along the Lackawaxen River	3/3/2021 10:44 PM
120	Better quality of life for everyone living in the area as well as an attraction for tourists.	3/3/2021 8:15 PM
121	this is so important, the more walkable me can make the area, the more visitor friendly it will be. residents will also benefit from having safe places to walk instead of alongside of shoulderless highways	3/3/2021 7:03 PM
122	I am not in favor of using the rail road for safety concerns	3/3/2021 6:57 PM

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123	A biking path would help keep our bikers and children safe during warmer seasons	3/3/2021 3:33 PM
124	Especially for biking and eagle watching along the Lackawaxen River.	3/3/2021 12:48 PM
125	I don't thinkn it should be used for the public access	3/3/2021 10:38 AM
126	It's an invasion of privacy and property rights	3/3/2021 9:21 AM
127	Where would the trail be? I see the map but it looks like it's just on the road.	3/3/2021 8:54 AM
128	The railroad runs straight through our property, private property on both sides of the track. To think that so many people will be using this trail in our backyard with nothing stopping them from coming onto our property is very concerning.	3/3/2021 8:31 AM
129	5+ bald eagle nests and Wild and Scenic designated river few miles away no way should we disturb eagles winter grounds with foot traffic	3/3/2021 7:19 AM
130	I am a walker and mountain bike rider.	3/3/2021 5:36 AM
131	Does the existing RR own the tracks or is it a ROW. Either way, it's not fair to the landowners. There's enough places to hike in Pike County.	3/2/2021 11:53 PM
132	None	3/2/2021 9:34 PM
133	Fish it as much as twice a week. Access improvement and parking can only enhance this hidden gem of area. Hopefully New Yorkers don't over run it and destroy everything.	3/2/2021 9:32 PM
134	We live an an outdoor society and what better way to add to the snowmobile trail system with Promised Land	3/2/2021 9:09 PM
135	It would go through my family's property we've had for 100+ years. We go there to be away from people and in the mountains surrounded by nature, a trail would defeat the purpose of us fighting to keep our land.	3/2/2021 6:21 PM
136	The towpath is a wonderfully flat road, would be nice for bike riding, but impossible with traffic. A trail would helpful for those who want to ride a bicycle safely. Or a bicycle lane added to the tow path would be wonderful if Penn DOT would consider it.	3/2/2021 5:41 PM
137	Excellent use of the area's natural beauty.	3/2/2021 5:20 PM
138	Access to most of the trail would be very limited. As a family that owns 1 1/2 miles of property that the railroad passes through, we would be concerned about trash, people trespassing on our property, noise pollution, sanitation. Shimer's Rock Cut, on our property, is very narrow with no room for a trail and the train track.	3/2/2021 2:32 PM
139	I as well as my fiancé and dog would LOVE and utilize this	3/2/2021 1:57 PM
140	It's badly needed.	3/2/2021 1:51 PM
141	I am a property owner I am concerned about lack of law enforcement and risks associated similar to the Appalachian trail	3/2/2021 1:44 PM
142	Bunch of straingers crossing multiple private proerties	3/2/2021 12:24 PM
143	there are not enough safe outside activity options out here which is so ironic, given how much Public Land we have.	3/2/2021 10:34 AM
144	it would present a danger due to the amount of hunters in the area	3/2/2021 10:00 AM
145	This would be amazing!!	3/2/2021 9:43 AM
146	This is something that is much needed , the sooner the better !!!	3/2/2021 9:15 AM
147	I visit the region regularly and enjoy the existing trail under development between Hawley and Honesdale. More trails would be wonderful!	3/1/2021 8:06 PM
148	Would this involve taking land away from citizens who own the land?	3/1/2021 6:42 PM
149	I don't want strangers walking around on my land, like they inevitably will do. Our property is not a parkland for others to trespass upon. Not to mention there are areas on our land where a trail cannot be constructed due to the steep slopes next to the railroad track. If you think we	3/1/2021 3:46 PM

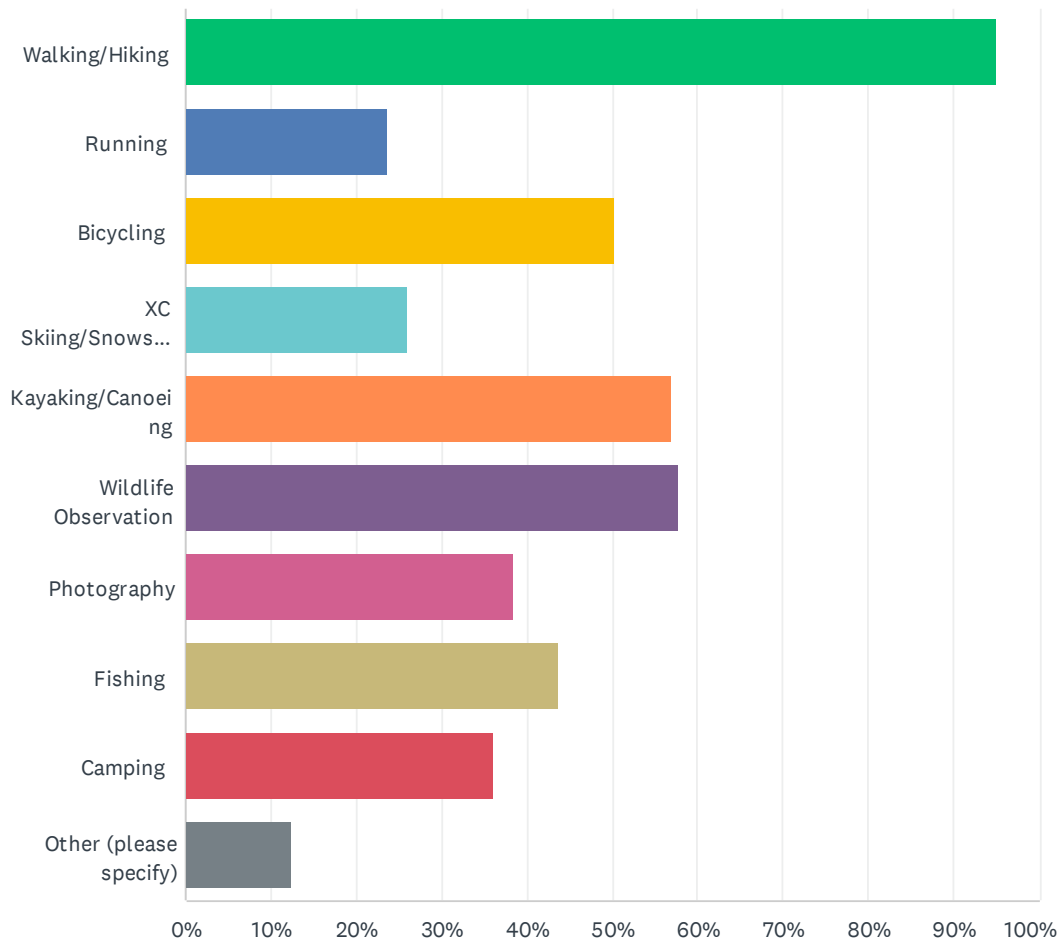
Pike County Trail Feasibility Study Survey

will give approval to build trails on our property for strangers to avail themselves then you are mistaken.

150	It's private property	3/1/2021 2:54 PM
151	It would be a fantastic feature to attract four seasons of tourism.	3/1/2021 12:07 PM
152	I work for the Upper Delaware Council and we promote recreation in all forms related to the river!	3/1/2021 11:12 AM
153	It's a project worthy maximum attention. Honesdale to Hawley, Hawley to Lackawaxen, Carbondale to Honesdale, Lackawaxen to Kingston. Connect it all :)	3/1/2021 9:36 AM
154	More information is needed on where the trail location is being proposed	3/1/2021 9:26 AM

Q4 Of the following, what outdoor activities do you regularly participate in?
(Choose all that apply)

Answered: 812 Skipped: 13



Pike County Trail Feasibility Study Survey

ANSWER CHOICES	RESPONSES	
Walking/Hiking	95.07%	772
Running	23.65%	192
Bicycling	50.25%	408
XC Skiing/Snowshoeing	26.11%	212
Kayaking/Canoeing	56.90%	462
Wildlife Observation	57.76%	469
Photography	38.30%	311
Fishing	43.72%	355
Camping	35.96%	292
Other (please specify)	12.32%	100
Total Respondents: 812		

#	OTHER (PLEASE SPECIFY)	DATE
1	Quad Riding	5/10/2021 3:57 PM
2	Geocaching	5/8/2021 10:33 AM
3	Dog walking	5/6/2021 9:07 AM
4	Hunting	4/30/2021 3:01 PM
5	Horseback riding, driving	4/27/2021 10:24 AM
6	Hunting	4/27/2021 9:45 AM
7	ATV riding	4/25/2021 7:59 PM
8	Hunting	4/13/2021 11:44 AM
9	Organize Sports	4/12/2021 4:41 PM
10	XC Rollerblading or "Skyke-ing"	4/9/2021 10:21 AM
11	Hiking with our dog	4/7/2021 8:22 PM
12	Hunting	4/1/2021 6:33 PM
13	Hunting	3/29/2021 1:14 PM
14	Water Skiing	3/26/2021 8:18 AM
15	Tubing on the Lackawaxen	3/25/2021 5:28 PM
16	ATV	3/23/2021 8:40 PM
17	Birdwatching	3/19/2021 11:14 AM
18	Motorcycling	3/19/2021 7:48 AM
19	Off road riding.	3/16/2021 8:53 PM
20	Hunting	3/16/2021 7:48 PM
21	Snowmobiling	3/16/2021 1:53 PM
22	A bicycle is too dangerous and hard to enjoy locally for me but I do bike while on vacation/visiting other places	3/16/2021 12:15 PM

Pike County Trail Feasibility Study Survey

23	Aww	3/16/2021 11:37 AM
24	Birding	3/16/2021 11:29 AM
25	Snow mobile and four wheelers	3/16/2021 9:01 AM
26	Atv	3/16/2021 8:08 AM
27	Atv riding	3/16/2021 7:50 AM
28	Skiing	3/16/2021 12:03 AM
29	Off roading	3/15/2021 10:49 PM
30	Skiing	3/15/2021 10:35 PM
31	Mountain biking, road cycling	3/15/2021 10:16 PM
32	ATV	3/15/2021 10:11 PM
33	ATV	3/15/2021 10:01 PM
34	hunting	3/14/2021 8:35 PM
35	Orienteering	3/13/2021 12:50 PM
36	Hunting	3/12/2021 12:44 PM
37	Golfing	3/12/2021 9:46 AM
38	Golf	3/11/2021 9:55 PM
39	Hunting	3/11/2021 9:37 PM
40	hunting	3/9/2021 5:20 PM
41	Huntin	3/9/2021 4:45 PM
42	birdwatching	3/8/2021 9:11 AM
43	none	3/8/2021 8:00 AM
44	Hunting	3/7/2021 8:30 AM
45	Hunting	3/6/2021 7:47 PM
46	Ssiling	3/6/2021 7:34 PM
47	Orienteering	3/6/2021 4:44 PM
48	Swimming	3/6/2021 4:34 PM
49	Bicycling	3/6/2021 4:01 PM
50	Atv riding	3/6/2021 12:00 PM
51	Education for my children	3/6/2021 11:34 AM
52	Jeeping	3/5/2021 11:20 PM
53	Golf, tennis, walking	3/5/2021 9:59 PM
54	Horseback riding	3/5/2021 9:12 PM
55	Jeeping	3/5/2021 7:24 PM
56	Hunting and fishing	3/5/2021 6:43 PM
57	Trail ride with my horse	3/5/2021 6:18 PM
58	Rock climbing, snowboarding, etc	3/5/2021 6:00 PM
59	Would help local businesses with foot traffic.	3/5/2021 5:13 PM
60	Hunting	3/5/2021 4:09 PM

Pike County Trail Feasibility Study Survey

61	Hunting	3/5/2021 3:41 PM
62	Hunting	3/5/2021 3:27 PM
63	Snowmobiling - Quads - Horse Back Riding - Carriage / Sled Rides	3/5/2021 11:27 AM
64	Hunting	3/5/2021 11:08 AM
65	Hunting	3/5/2021 9:26 AM
66	hunting	3/5/2021 8:24 AM
67	Snowmobile / ATV RIDING	3/5/2021 5:55 AM
68	Dog walking	3/4/2021 10:00 PM
69	Walking dogs	3/4/2021 9:15 PM
70	Snowmobile/ATV	3/4/2021 9:14 PM
71	hunting	3/4/2021 8:38 PM
72	paddling	3/4/2021 8:37 PM
73	Hunting	3/4/2021 7:41 PM
74	hunting	3/4/2021 7:33 PM
75	River rafting	3/4/2021 7:32 PM
76	hunting	3/4/2021 7:00 PM
77	Downhill ski	3/4/2021 9:57 AM
78	Hunting, Trapping	3/3/2021 10:44 PM
79	mindfulness/yoga	3/3/2021 7:03 PM
80	Hunting	3/3/2021 10:38 AM
81	Tubing	3/3/2021 8:28 AM
82	Physical Fitness	3/3/2021 5:36 AM
83	Photography of the Bald Eagles	3/2/2021 9:32 PM
84	Horseback Riding	3/2/2021 9:26 PM
85	Snowmobile	3/2/2021 9:09 PM
86	Hunting	3/2/2021 8:13 PM
87	snow shoeing	3/2/2021 5:41 PM
88	Trail riding in my Jeep	3/2/2021 3:25 PM
89	Motorized camping	3/2/2021 2:00 PM
90	Hunting	3/2/2021 1:51 PM
91	Hunting	3/2/2021 12:38 PM
92	Hunting deer, turkey, rabbits, grouse etc	3/2/2021 12:24 PM
93	collecting wild edibles, all types	3/2/2021 10:24 AM
94	hunting	3/2/2021 10:00 AM
95	Rock Climbing!	3/2/2021 9:43 AM
96	Yoga	3/2/2021 9:15 AM
97	Railroad	3/2/2021 8:32 AM
98	Hiking with during dogs.	3/1/2021 4:17 PM

Pike County Trail Feasibility Study Survey

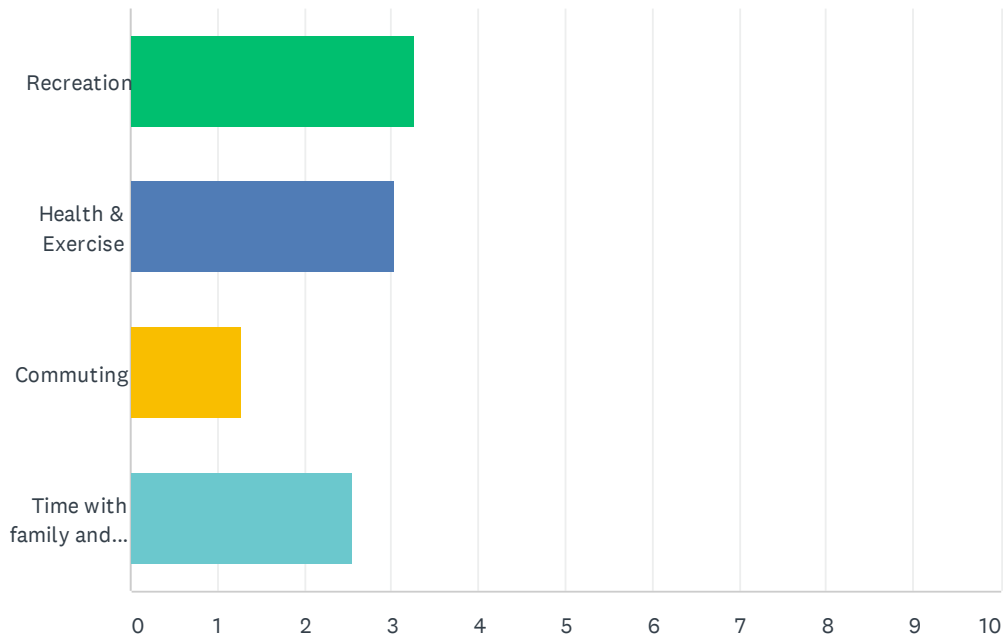
99	Hunting	3/1/2021 2:54 PM
100	Backpacking	3/1/2021 9:23 AM

Pike County Trail Feasibility Study Survey

ANSWER CHOICES	RESPONSES	
Walking/Hiking	95.07%	772
Running	23.65%	192
Bicycling	50.25%	408
XC Skiing/Snowshoeing	26.11%	212
Kayaking/Canoeing	56.90%	462
Wildlife Observation	57.76%	469
Photography	38.30%	311
Fishing	43.72%	355
Camping	35.96%	292
Other (please specify)	12.32%	100
Total Respondents: 812		

Q5 Please rank the following uses of multi-use trail in your preference 1 (more preferred) - 4 (least preferred).

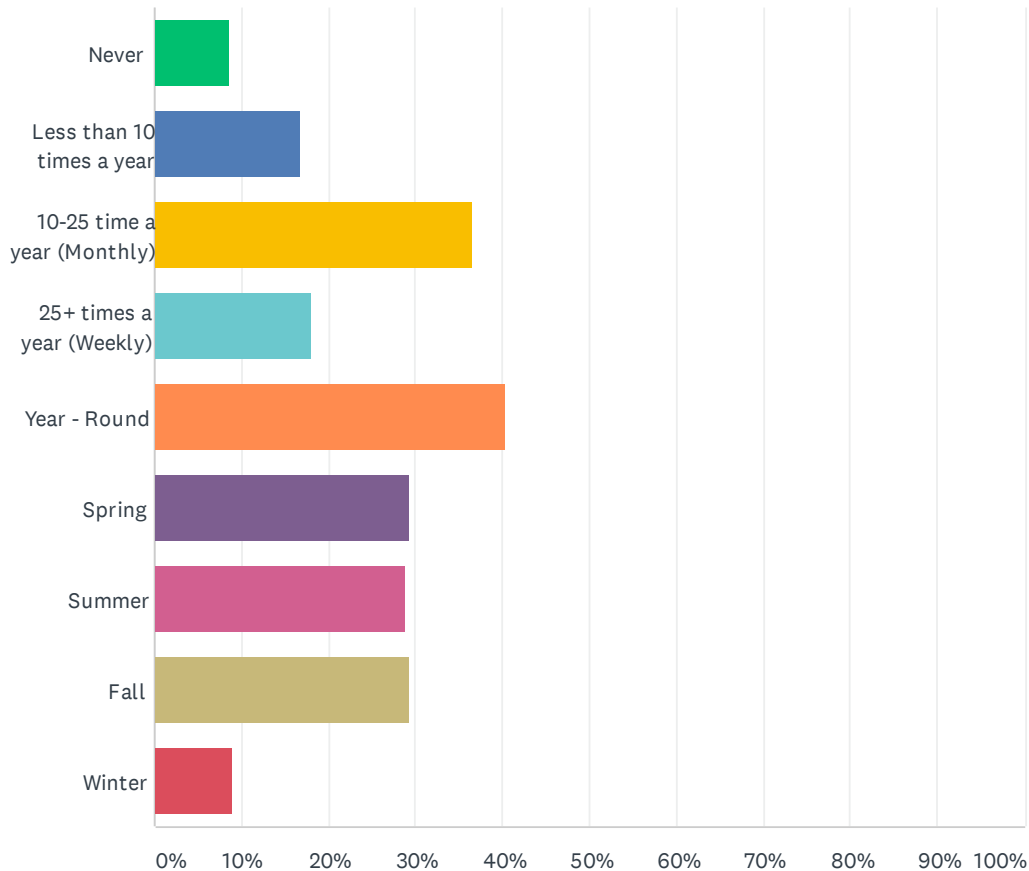
Answered: 774 Skipped: 51



	1	2	3	4	TOTAL	SCORE
Recreation	50.65% 353	27.55% 192	18.79% 131	3.01% 21	697	3.26
Health & Exercise	33.61% 240	39.50% 282	23.67% 169	3.22% 23	714	3.04
Communting	4.99% 36	2.35% 17	7.06% 51	85.60% 618	722	1.27
Time with family and friends	17.04% 128	29.03% 218	45.54% 342	8.39% 63	751	2.55

**Q6 If a multi-use trail were present along the Lackawaxen River corridor connecting Hawley & Lackawaxen, how often and when would you use it?
(Choose all that apply)**

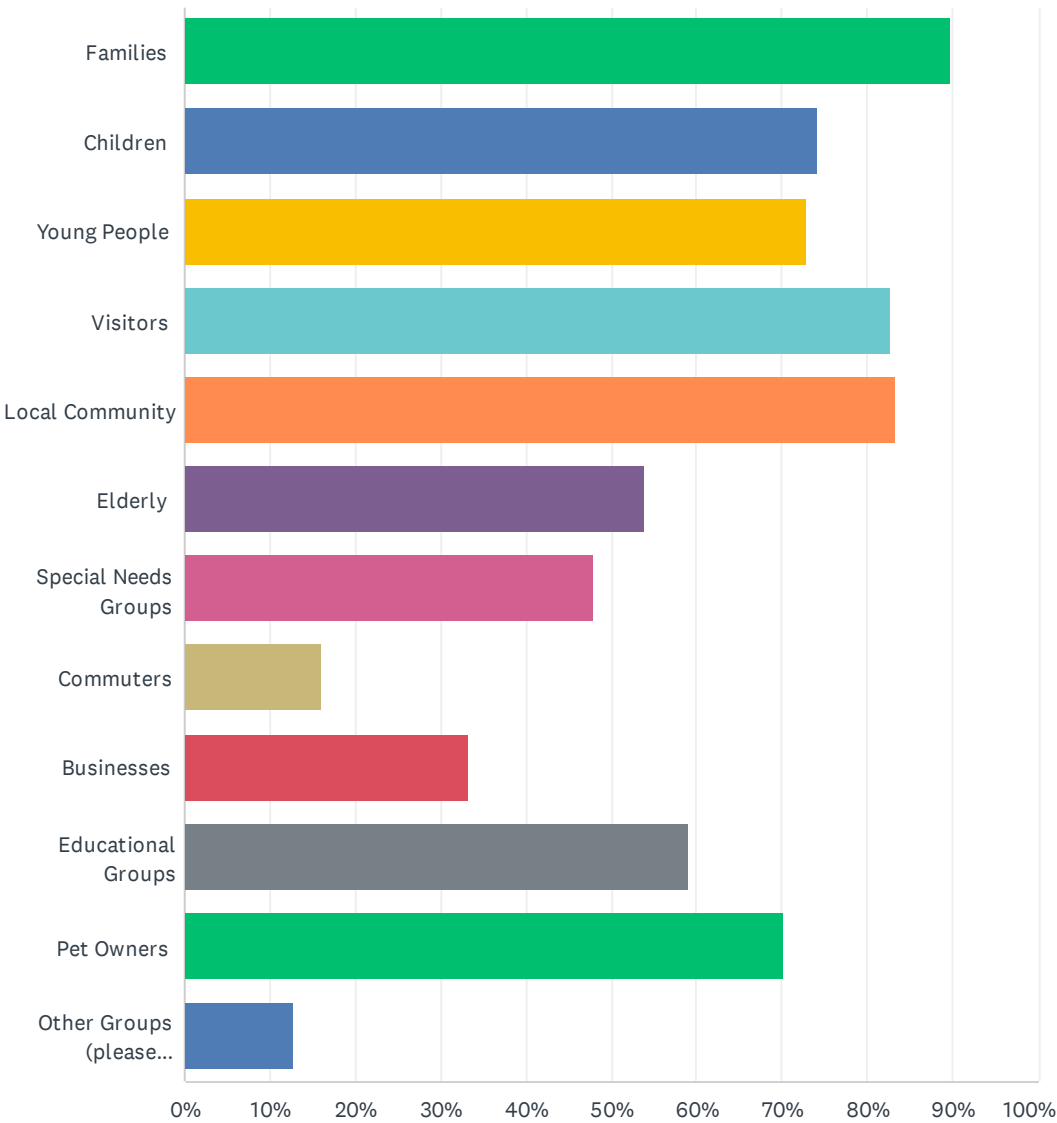
Answered: 815 Skipped: 10



ANSWER CHOICES	RESPONSES	
Never	8.59%	70
Less than 10 times a year	16.69%	136
10-25 time a year (Monthly)	36.56%	298
25+ times a year (Weekly)	18.04%	147
Year - Round	40.37%	329
Spring	29.33%	239
Summer	28.96%	236
Fall	29.33%	239
Winter	8.96%	73
Total Respondents: 815		

Q7 Who do you believe would benefit from a multi-use trail along the Lackawaxen River corridor connecting to Hawley & Lackawaxen should include? (Choose all that apply)

Answered: 792 Skipped: 33



Pike County Trail Feasibility Study Survey

ANSWER CHOICES	RESPONSES	
Families	89.77%	711
Children	74.24%	588
Young People	72.98%	578
Visitors	82.70%	655
Local Community	83.46%	661
Elderly	53.91%	427
Special Needs Groups	47.98%	380
Commuters	16.04%	127
Businesses	33.21%	263
Educational Groups	58.96%	467
Pet Owners	70.08%	555
Other Groups (please specify)	12.75%	101
Total Respondents: 792		

#	OTHER GROUPS (PLEASE SPECIFY)	DATE
1	Politicians	4/30/2021 3:01 PM
2	Adults	4/27/2021 10:24 AM
3	Regular Adults	4/27/2021 10:01 AM
4	Equestrian groups often look for trails to ride on. Equestrian groups often contribute a great deal of time money and effort to support their activity and are respectful of the places they ride.	4/16/2021 1:39 PM
5	Please allow dogs	4/9/2021 10:21 AM
6	Fisherman	4/8/2021 2:56 PM
7	Homeless	4/4/2021 1:15 PM
8	Business	4/2/2021 10:53 PM
9	kayakers, fishermen	4/1/2021 1:49 PM
10	Not the property owners	3/23/2021 9:35 AM
11	Special interest groups; ie clubs, nature watchers, exercise, conservation. etc.	3/22/2021 9:27 AM
12	Photographers, Artists	3/20/2021 6:02 PM
13	Birdwatchers	3/19/2021 11:14 AM
14	nobody	3/17/2021 2:35 PM
15	Humanity	3/17/2021 9:44 AM
16	ATV clubs	3/16/2021 8:53 PM
17	No one would benefit	3/16/2021 8:05 PM
18	Definitely not the property owners	3/16/2021 4:44 PM
19	Out of state visitors	3/16/2021 3:11 PM

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20	Snowmobiling	3/16/2021 1:53 PM
21	It only benefits visitors and commuters, not the locals in the area.	3/16/2021 1:29 PM
22	Unfortunately I believe it would become a speedway for ATV and UTV users	3/16/2021 1:04 PM
23	Visitors usually takeover, if there could be a way to fairly balance the use it would be ideal	3/16/2021 12:15 PM
24	No one going to cause a huge problem for fire and ems do to limited access.	3/16/2021 11:59 AM
25	Dont agree	3/16/2021 11:42 AM
26	Pets within a mile of either end. strict rule to clean up after their pet.	3/16/2021 10:03 AM
27	joggers of all ages	3/16/2021 9:58 AM
28	No One would benefit we have lots of other trails in Pike County we don't need THIS one	3/16/2021 9:35 AM
29	Nobody it's a terrible idea ~	3/16/2021 8:42 AM
30	Adults without children	3/16/2021 8:07 AM
31	no	3/16/2021 6:52 AM
32	It will be a waste of money	3/16/2021 12:03 AM
33	Middle aged community	3/15/2021 10:18 PM
34	Local business	3/15/2021 9:55 PM
35	Out of state people with no respect to our community,so once again IM NOT FOR THIS	3/15/2021 9:49 PM
36	People from the city who litter	3/14/2021 8:35 PM
37	Definitely not homeowners	3/14/2021 6:19 PM
38	Audubon Society outings	3/13/2021 12:54 PM
39	No body	3/12/2021 4:51 PM
40	Everyone	3/12/2021 9:46 AM
41	No body to dangerous to monitor	3/11/2021 9:55 PM
42	Jersey and NY transplants	3/11/2021 8:23 PM
43	I do not believe that anyone would benefit anyone that lives along that trail, they'd have more issues with trespassers and garbage. This is a stupid idea	3/11/2021 6:58 PM
44	People that don't live here	3/11/2021 6:52 AM
45	Non owners/ owners would suffer	3/9/2021 4:45 PM
46	Not good for families that live along the path	3/9/2021 1:12 PM
47	35-45 year olds	3/8/2021 5:36 PM
48	Runners	3/8/2021 3:02 PM
49	Clubs for Recreation - Events	3/8/2021 9:44 AM
50	I feel if pets are aloud, people do not clean up after them, and your hiking/walking in the mess.	3/7/2021 6:12 PM
51	Any benefit would be outweighed by the nuisance factor for all residents who live along the railroad track. Garbage, other dogs, noise and trespassers would take away from my right to quiet and peaceful enjoyment of my home. There are plenty of places people can access the river and walk trails in this extremely rural county without displacing my right to privacy.	3/7/2021 10:48 AM
52	should exclude motorized vehicles except for emergency access	3/7/2021 8:45 AM
53	Anglers	3/7/2021 8:30 AM
54	Bicyclists	3/6/2021 4:01 PM
55	Everyone	3/6/2021 3:57 PM

Pike County Trail Feasibility Study Survey

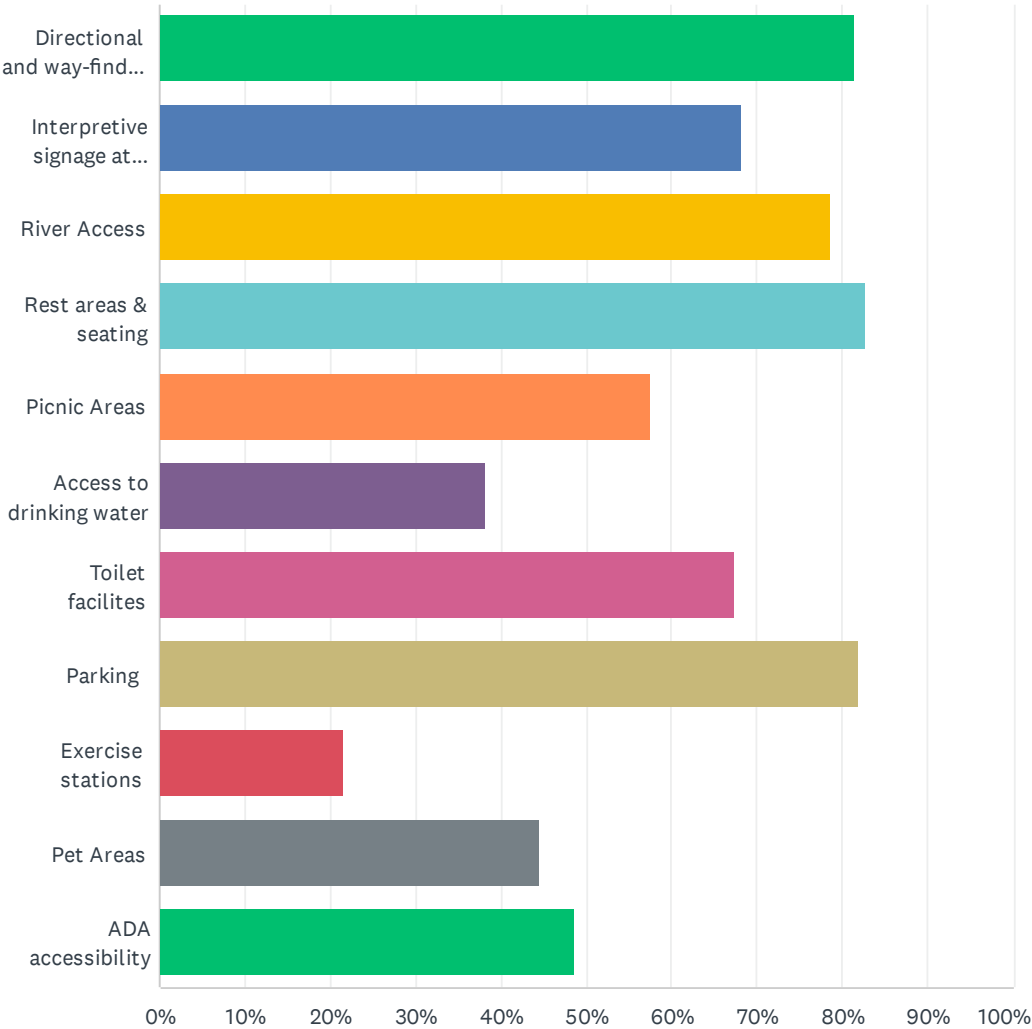
56	Atv community possibly	3/6/2021 12:00 PM
57	This is a leading question...	3/5/2021 9:59 PM
58	Horse owners	3/5/2021 9:12 PM
59	Tubers and kayakers	3/5/2021 5:59 PM
60	Would help local businesses with foot traffic.	3/5/2021 5:13 PM
61	Environmetal analysts, conservationists, PF&BC	3/5/2021 11:37 AM
62	Local Charities	3/5/2021 11:27 AM
63	Fishermen	3/5/2021 8:50 AM
64	ATV and motorcycle groups when allowed	3/5/2021 8:43 AM
65	Youth groups like Boy Scouts, Girl Scouts, Kiwanis	3/5/2021 7:18 AM
66	ATV / SNOWMOBILE USERS	3/5/2021 5:55 AM
67	Everyone benefits	3/4/2021 9:47 PM
68	fisherman	3/4/2021 8:38 PM
69	Fishermen	3/4/2021 7:41 PM
70	young senior citizens	3/4/2021 7:33 PM
71	Anglers	3/4/2021 6:55 PM
72	Historic - D&H Canal	3/4/2021 6:11 PM
73	Fisherman, and especially fly fisherman would be drawn more to the area because a trail along the Lackawaxen River would provide more access locations. I've seen this happen with the Lackawanna River trail, which I use daily from March through November. The presence of fly fisherman is consistent and the license plates indicate travel from other areas and states.	3/4/2021 10:25 AM
74	Cub Scouts and Boy Scouts	3/4/2021 9:27 AM
75	I feel we have enough trails for people to use in the area why do we need to destroy more woodland then we already did. There is already too much traffic in this area with all the city people moving here I don't think we need anymore brought on by another trial system created in our area. .	3/4/2021 9:04 AM
76	Local area community activities groups	3/4/2021 8:35 AM
77	No one	3/3/2021 10:38 AM
78	I'm	3/3/2021 9:27 AM
79	People that benefit from government grant money	3/3/2021 9:21 AM
80	Boy Scouts and cub scouts	3/3/2021 8:28 AM
81	Bald Eagles	3/3/2021 7:19 AM
82	Cycling Groups	3/3/2021 5:36 AM
83	Need to open more businesses in area to feed the people	3/2/2021 9:32 PM
84	Snowmobile	3/2/2021 9:09 PM
85	Doesn't benefit property owners	3/2/2021 8:45 PM
86	Nature groups	3/2/2021 5:41 PM
87	people that would like easy access to trespass on our property	3/2/2021 5:02 PM
88	4wd/all terrain community	3/2/2021 3:25 PM
89	I do not believe this trail is a good idea	3/2/2021 1:44 PM
90	.	3/2/2021 12:54 PM

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91	Hunters	3/2/2021 12:24 PM
92	Boy Scouts/Girl Scouts	3/2/2021 11:18 AM
93	Definitely not the property owners	3/2/2021 8:11 AM
94	No one in Lackawaxen Township	3/1/2021 4:02 PM
95	Not in favor	3/1/2021 3:46 PM
96	Scouts & Veterans	3/1/2021 2:54 PM
97	Out of state individuals	3/1/2021 2:23 PM
98	Nobody.	3/1/2021 2:10 PM
99	No pets! Unleashed dogs will menace wildlife and other visitors, and restrict usage to only dog owners. Dog poop will cover the trail.	3/1/2021 12:07 PM
100	Birding and outdoor clubs	3/1/2021 11:06 AM
101	Anglers	3/1/2021 9:26 AM

Q8 What general features/ amenities do you believe a multi-use trail along the Lackawaxen River corridor connecting Hawley & Lackawaxen should include? (Choose all that apply)

Answered: 750 Skipped: 75



Pike County Trail Feasibility Study Survey

ANSWER CHOICES	RESPONSES	
Directional and way-finding marker	81.47%	611
Interpretive signage at point of interest	68.13%	511
River Access	78.67%	590
Rest areas & seating	82.67%	620
Picnic Areas	57.47%	431
Access to drinking water	38.27%	287
Toilet facilities	67.33%	505
Parking	81.87%	614
Exercise stations	21.60%	162
Pet Areas	44.53%	334
ADA accessibility	48.67%	365
Total Respondents: 750		

Q9 Please provide any additional comments, or questions:

Answered: 214 Skipped: 611

#	RESPONSES	DATE
1	I visit Hawley several times a year. If this trail were open, I would visit more often and spend more time on visits.	5/15/2021 7:52 AM
2	I think this is a wonderful idea long overdue. In addition, multi use hiking and biking trails in the area would bring in a whole new class of visitors. Cycling is huge right now and we are missing out!	5/12/2021 3:49 PM
3	I do not think this is a good idea. Who would police the trail, pickup trash, how can EMS get to people injured, who would be liable for injuries, who would maintain the trail, keep motorized vehicles off, prevent hunting and poaching, who would police people going on private property, prevent camping on private property, etc..	5/10/2021 12:03 PM
4	This unnecessary trail would just be an annoyance to the private landowners that border it.	5/8/2021 3:35 PM
5	A separate biking trail from the walking trail would be nice	5/7/2021 7:48 AM
6	We think keeping with nature as much as possible, so not to interfere with plants, animals, water conservation,... catering to local use. Visitors welcome of course.	5/6/2021 9:34 AM
7	Atv's should not be allowed and patrolled to limit this to pedestrians only	5/5/2021 12:09 AM
8	This will greatly benefit the community...we often leave for an area with a Bile Trail and stay for meals and shop at those areas...I do think many would do the same here...	5/1/2021 9:28 PM
9	I support this effort and am willing to help rally additional support.	5/1/2021 8:54 PM
10	Pennsylvania does not need another recreation trail. There is already a scenic rail road active and available.	4/30/2021 3:01 PM
11	Look at the Hudson River Rail trail. It is awesome. A great model to follow	4/29/2021 7:36 AM
12	Parking areas should be available where feasible and toilet facilities should be available if needed.	4/28/2021 7:59 PM
13	Parking could be expanded at the Zane Grey boat launch; amenities should be included with minimal disruption to the surrounding natural environment.	4/28/2021 7:59 PM
14	Make sure to include recycling bins & pet waste bags along the trail	4/27/2021 10:16 AM
15	parking and signage like the newer sections of the carbondale rail trail installations. Ideally this trail encourages people to move.	4/27/2021 9:29 AM
16	Multi access points	4/27/2021 9:15 AM
17	This will be an amazing addition to the trail system	4/27/2021 9:00 AM
18	It would be nice for it to have educational properties such as info cards on trees to teach people the names and how to identify them. Could eventually be a nice school trip for youths.	4/27/2021 8:38 AM
19	Please consider trails for ATV and side by side vehicles for recreational use.	4/25/2021 7:59 PM
20	Try not to make it TOO much like a city park and ruin this lovely rural area.	4/24/2021 6:49 PM
21	As someone who is planning to purchase property in the area, i think this would be a grest addition and add a lot of value.	4/24/2021 7:46 AM
22	My worries about this type of project are the littering, habitat destruction, river pollution, abuse of the environment and everything else that comes with this type of installment. Although made with good intentions, I do not think we should have a trail like this which would alter a natural and limited ecosystem, already decreasing locally for other similar projects.	4/18/2021 3:08 PM

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23	Given the location and distances SAFETY of users is of great concern i.e. lighting, emergency pull stations, possibly wifi access and the ability for first responders, Law, Fire, EMS for emergencies, as well as DPW or Parks & Rec for maintenance and upkeep to access more remote areas of this trail. Lets not forget about garbage collection and removal. Yes, it is alot... but it is worth it!	4/16/2021 1:39 PM
24	We always seem to favor hunters while I see a tremendous value in regular hikers and preserving the local history.	4/9/2021 10:21 AM
25	This is so exciting and I would love to be involved if I can be of any help. I've been on parts of the Appalachian Trail, all Of Promised Land Trails, and the incredible trail system around Nashville area. Best way to utilize our gorgeous area and share its beauty with others is to establish a trail like this!	4/7/2021 8:22 PM
26	Concerned about increased auto traffic	4/6/2021 2:12 PM
27	I use the Lackawanna Heritage Trail frequently and think it is a wonderful addition to nepa. Would consider volunteering to help establish or expand similar project closer to home.	4/5/2021 10:21 AM
28	I am worried that people will be coming on our property, trash, our view of the river will be lessened, noise from ATV, snowmobiles, etc. will disturb our piece, environmental issues.	4/4/2021 1:15 PM
29	I would love a scenic running path, much like the tow path along the lower Delaware!	4/3/2021 7:50 PM
30	I feel the trail is not necessary.	4/1/2021 6:33 PM
31	We have a second home in Hemlock Farms and would love to see a multi use trail with water access. We would go there at least once a month while visiting our home!	4/1/2021 3:29 PM
32	This is a great idea, and would be a great option for local commuters. It would also be a great opportunity for visitors to experience the beauty of the area.	4/1/2021 1:21 PM
33	I don't believe this is a good idea	3/25/2021 5:28 PM
34	My biggest concern is that the inaccessibility of most of the river is the reason it is considerably clean. More access typically means more trash. And I know there isn't a budget to have people out there cleaning which means it falls upon the responsible hikers and fisherman.	3/25/2021 9:12 AM
35	Absolutely NOT	3/23/2021 9:35 AM
36	This trail would be a valuable community asset. But it should be kept as natural as possible. Signage should also encourage users to respect the rights and privacy of adjoining private property owners. And dogs should be welcome, though leashed.	3/20/2021 6:02 PM
37	Enough room on the trail for bikers and hikers	3/18/2021 2:41 PM
38	Would love to be able to enjoy the area and river with our family all year	3/17/2021 9:38 PM
39	don,t needthe city idiots shitting all over	3/17/2021 2:35 PM
40	Will there be an online guide of do's and don'ts? Clear educational tools about this trail in order for it to be used properly? How will it be advertised and maintenance paid for?	3/17/2021 10:29 AM
41	Long overdue	3/17/2021 9:44 AM
42	As a citizen of Pike County for seven decades, I feel this "trail" is totally unnecessary. There are many other worthwhile services that the Pike County government can provide for its citizens. In this time of covid, what this county desperately needs is a medical center/hospital. Pike County is always among the last in the profile of counties whose residents received the vaccine. While I have had both shots (through LVHN), I know of people who have not been able to receive the vaccine. They were not "residents of Wayne County" to receive the vaccine through Wayne Memorial. Please do not dismiss this email. We have a crisis looming in Pike County with a rapidly growing population and no solution in sight. Melanie Tek-Visgilio; 122 Matthew Trail; Greentown,PA. 18426.	3/17/2021 9:33 AM
43	An off-road trail would be a great addition to the area. It would benefit local business as well.	3/16/2021 8:53 PM
44	I am NOT in favor of this plan.	3/16/2021 8:20 PM
45	None. Do not build a trail.	3/16/2021 8:05 PM

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46	Leave that area alone. Walk the towpath.	3/16/2021 7:48 PM
47	Garage cans and removal of trash	3/16/2021 6:52 PM
48	We would welcome this much-needed trail not only as a resident, but as an owner of two business in the Hawley & Lackawaxen townships that could promote as another tourist and family attraction. Lots of natural beauty and history to be celebrated by all! Thank you.	3/16/2021 6:26 PM
49	I think a hiking trail would be great. I don't think it would be in anyone's interest to overdevelop a beautiful woodsy area. Maybe 1 or 2 parking lots on either side of the trail with a Bathroom and emergency telephone access. Maybe a few fishing spots and Kayak/Canoe launches along the way. No ATV/ Quads should be allowed. They are noisy, dangerous and interfere with wild life. Maybe a section of paved trails for biking but unpaved hiking trails are the best.	3/16/2021 4:50 PM
50	Asinine idea. Stay off my property	3/16/2021 4:44 PM
51	I think something similar to McDade Trail would be amazing!	3/16/2021 4:17 PM
52	Pets are nice to walk but recently we had an influx of people moving in our community and dog walking (mainly droppings) are a real issue now. I am for this project just as long there are parking areas. The tow path is crowded already with people eagle watching and styling on the road.	3/16/2021 3:45 PM
53	Private property rights must be undisturbed. Environmental impact must be taken into account.	3/16/2021 3:11 PM
54	Snowmobile trail access from Lackawaxen to Hawley	3/16/2021 1:53 PM
55	The installation of a multi-use trail would not be appropriate. Lackawaxen does not have the infrastructure to support recreation to this end. Additionally, the property of adjacent landowners would be compromised by the recreation. Wildlife will likely not remain in the area with increased traffic in these areas, driving out the bald eagles, deer, and bears. There are other places in the area such as on state game lands where recreational facilities such as this can be built. The roads cannot sustain more traffic, there isn't an appropriate means to police the area nor provide adequate emergency services.	3/16/2021 1:29 PM
56	Resistance will come from locals who believe this will impede on the use of the Towpath as a road, without consideration of improvement of attractability of the area to visitors who in turn would support local businesses. You can't rent bikes to people without a bike path...	3/16/2021 1:09 PM
57	I would like to know how you would make this so it didn't impact river frontage properties and invade private property	3/16/2021 1:04 PM
58	Fantastic idea to provide a safe recreational venue along a beautiful and historical river. It will certainly serve as a draw for visitors and bring some added economic value to the area.	3/16/2021 12:18 PM
59	It would be nice if there could be a limited environmental impact. It's not always practical but sometimes trying not to have a negative impact is not enough.	3/16/2021 12:15 PM
60	I think with the amount of trails currently in Lackawaxen twp alone this is a poor idea.	3/16/2021 11:59 AM
61	This would be wonderful! Stroller access/ada would make this more enticing for families. River access points with some spots to pull off and unload/reload kayaks would make kayaking/canoeing/fishing more accessible than it currently is.	3/16/2021 11:53 AM
62	No way Too many people walking near private property. Bathrooms and picnic areas not appropriate to the natural environment.	3/16/2021 11:42 AM
63	Do not think large parking areas and picnic areas would be wise as both the towpath and 590 have very little room and in spring would be non passable during the trout season.	3/16/2021 11:29 AM
64	I think this would be a great addition to our local community.	3/16/2021 10:33 AM
65	Policing 24/7	3/16/2021 10:03 AM
66	Garbage? People can be slob. How will you encourage visitors to keep the trail clean?	3/16/2021 9:53 AM
67	This would be a huge mistake in our area. Please do your research and talk to National Park Service Rangers they will tell you the Nightmare stories. I've seen it and cleaned up after these people. Not to Mention you will be taking private Property from People that's wrong all in itself. Who will clean up after them? Who will pay if they are injured surley not the Landowner or Our Township!!	3/16/2021 9:35 AM

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68	Very concerned as it would be impossible to get help as there is no cellular along the Lackawaxen river and it's basically rattle snake alley down there. If someone gets hurt, there is no way to call out, it'll be hard for first responders to get access, if someone finally hears someone, and it's overall a bad idea. It also cuts very close to private hunting lands. It's a recipe for a disaster.	3/16/2021 9:20 AM
69	I think this would be a great idea. There is a lot of history along the river and it is a beautiful stretch. I walk Hawley trail to the lock house and back now and this would be a great option.	3/16/2021 9:00 AM
70	This is a terrible idea ~ if it is on the railroad side how will emergency personal get to someone in an emergency situation. If it's on the Towpath Road side then it will be dangerous to have people hiking/biking/walking along the road. And if they they off the road they are trespassing onto private property. The rolls that live along the Towpath own that property and I'm sure they don't want people walking /biking or hiking on their property. I know I don't !	3/16/2021 8:42 AM
71	Building a Recreational trail usually have zero impact on the environment . Although people that use them do by littering so if this project goes through I'd recommend a garbage can near the trails head . To be able to hike and bike along the river would be amazing with breath taking views . I wish you luck with these project .	3/16/2021 8:36 AM
72	Consider pet stations with bags and a trash can for pet waste plus consequences for not cleaning up after a pet.	3/16/2021 8:07 AM
73	Allow atvs	3/16/2021 7:50 AM
74	There are enough trails and parks. Most under utilized and not enough maintenance. So why add more to maintain. No need to commercialize this very quiet and beautiful area. Please keep it natural.	3/16/2021 12:03 AM
75	This is an incredible opportunity that benefits local citizens and businesses. We look for places to visit that have this kind of amenity. We spend money at a restaurant or store. And we are always envious of what the locals get to enjoy year round.	3/15/2021 11:25 PM
76	Long trail for running and dog walking along with family hiking and educational information would be a wonderful addition to our community.	3/15/2021 11:17 PM
77	Nice Idea, but it will be an ATV race track	3/15/2021 11:14 PM
78	Can I help blaze the trail	3/15/2021 10:50 PM
79	Keep it wild! No need to bulldoze and make it concrete. Somethign like those "rails to trails" would be great.	3/15/2021 10:16 PM
80	I'm 100 percent against this	3/15/2021 9:49 PM
81	How will you get emergency personal in? How will people who cannot complete the trail get back across the river? Who will clean people's private property from the mess they will cause?	3/15/2021 9:30 PM
82	You should contact the land owners along this path to see if they want this trail.	3/15/2021 9:13 PM
83	Would be asset to the area	3/15/2021 7:58 AM
84	This plan is begging for problems. Privet land owners do not want to give up their land for other people to use. Why don't other people pay for property tax and insurance? Because it's not their land! What are you going to tell the people who hunt on their property?	3/14/2021 8:35 PM
85	You're basically stealing land from people. You do remember people stealing the Indians land and how that wasn't a good thing right? So how is this any different? People bought property and now you're telling them they have to let you use it for a walking path. They get no choice in the matter and still have to pay taxes for it. I'd loved to know how this is fair. Can I come and walk around in your yard whenever I want?	3/14/2021 6:19 PM
86	Don't need trail. Forest City trail gets little use.	3/13/2021 9:59 AM
87	I don't think a trail is a good idea because it's not good for the property owners that the trail goes through people trespass litter	3/12/2021 4:51 PM
88	Dangerous project	3/11/2021 9:55 PM
89	Security for local land owners to prevent users from trespassing.	3/11/2021 8:23 PM

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90	As nice as this sounds, the supervision is not in place for such a trail. Public safety and basic environmental stewardship will not be adhered to. However, if you would like a recently retired military veteran to police it... I may know a guy.	3/11/2021 8:20 PM
91	While I applaud the effort of to establish this, I am exceptionally concerned to what this will do to the private land, environment, and animals on the path. As a property owner who would be affected, I am against this project as it will invite trespassers into my property and removes any sense of privacy that I currently have. No thank you.	3/11/2021 8:06 PM
92	You expect people to open up their land to trespassers and risk of injury.	3/11/2021 6:58 PM
93	I live the idea of adding a hiking trail along the river, I think all of us locals would be in agreement too. I know me and my family would use it constantly	3/11/2021 10:58 AM
94	My wife and I would travel from Philadelphia to use the trail, and spend the night in the area by camping or Airbnb. Bikepacking long-distance routes is becoming a new favorite activity for us. We did Pine Creek rail-trail in north-central PA last year. Also, please consider the installation of a Level 2 EV charger at trailhead or in town. NEPA has very few EV chargers and makes it hard to travel from Philadelphia.	3/11/2021 10:13 AM
95	Bad idea	3/11/2021 6:52 AM
96	I believe the boy scouts and girl scouts would help to apply directional and way finding markers. My nephew did this as a eagle scout project in the area he lives in Orange County NY	3/10/2021 8:41 PM
97	This would help bring people together and could help people commute without cars	3/10/2021 11:06 AM
98	Grest idea, I could be a volunteer helper contact tony.loconte@ aol.com	3/10/2021 9:30 AM
99	I feel this is a dangerous area to have a trail, there are multiple hunting groups in the area and people could get shot accidentally.	3/9/2021 5:37 PM
100	It would be trouble	3/9/2021 4:45 PM
101	A non-controlled "survey" of this sort is not very useful. It is not a statistical sampling of the general population. It does not control repeat submissions from the same individuals or from those with a specific agenda.	3/9/2021 2:02 PM
102	There is no way for emergency service access	3/9/2021 1:23 PM
103	Leave it alone	3/9/2021 1:12 PM
104	Hopefully it's not a spot that will get abused by trash and such	3/9/2021 11:36 AM
105	Thank you for working on this vital resource.	3/8/2021 3:02 PM
106	Great idea!	3/8/2021 2:57 PM
107	We really need a paved place we can walk with our children in strollers. There are very limited locations up here with stroller accessibility.	3/8/2021 2:35 PM
108	none	3/8/2021 2:05 PM
109	I own about 2/3 mile of the canal (about 5% of the total trailway.) I am surprised that I have not been contacted and that this questionnaire does not address any questions to property owners.	3/8/2021 8:00 AM
110	Make vendor areas for rent. Ice cream stand, coffee and breakfast stand. This would bring in money to support keeping the trail clean and up keep.	3/8/2021 2:20 AM
111	Is there a reason it doesn't continue to Shohola?	3/7/2021 9:14 PM
112	Provide access to emergency vehicles is a must.	3/7/2021 4:25 PM
113	Would just be a wonderful addition since hawley doesn't have thatuch going for it. As a resident I would love this.	3/7/2021 1:53 PM
114	Long hiking trails should have multiple access points with parking to accommodate shorter walks / runs. One thing lacking in the Hawley / Honesdale area is paved off-road trails that can be clear of snow/ice/mud for one to two mile walks and runs on nice winter/spring days.....maybe this could be incorporated into the trail system.	3/7/2021 11:11 AM

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115	Any river access you provide would violate others' rights relating to private property. And put undo stress on the current property owners. We live here and do not want our homes to be surrounded by a public trail!!	3/7/2021 10:48 AM
116	This trail would be a wonderful addition to the area, my family and I love using the trails along the Lackawanna and would definitely use this trail as well	3/7/2021 9:11 AM
117	Thank you for your work on this important project. It will enhance the health and economy of the region.	3/7/2021 8:45 AM
118	Create walking/bike lanes along the road on the other side of the river. The land and protected plant species will make it impossible to build a trail NEXT to the railroad tracks. No need to tear up private land owner's land for this purpose.	3/6/2021 7:47 PM
119	Shaded areas with picnic table would be nice. I have seen picnic tables out in the sun which is not comfortable eating at on a hot and humid summer day. Maybe have a water fountain outside a restroom facility. Have a place for dog walkers to deposit their poop bags either during or at the end of their walk.	3/6/2021 4:44 PM
120	Need several emergency call boxes on the trail as well as emergency vehicle access. Must block all other vehicles. Model the trail after Heritage Trail in Orange County, NY.	3/6/2021 4:01 PM
121	I hike with my dogs (on leash) nearly every day, so I would love for this to be open to dogs on leash, with signage to remind people to always pick up after their dogs.	3/6/2021 11:44 AM
122	I can not wait to utilize this trail!	3/6/2021 11:34 AM
123	This is such a slanted survey. It's garbage data. Plow snow and Fix potholes first. Don't raise taxes second. Maintain and fill the borough pool third.	3/5/2021 9:59 PM
124	This is a fantastic project! I am a lifelong resident & I am excited to see this happen!	3/5/2021 9:31 PM
125	Areas for horse trailer parking and riding should be included	3/5/2021 9:12 PM
126	Great! Finally!	3/5/2021 7:38 PM
127	I hope this happens!!	3/5/2021 7:34 PM
128	I have vacationed on our Rock Cut Farm family property for the past 58 years. We do NOT want a public trail traversing the railroad tracks through our little piece of paradise. Such a trail would only bring trash, trespassers, noise, animal and human waste, just to name a few detrimental side effects. If you want to build a public trail, build it on public property, i.e., the towpath.	3/5/2021 7:19 PM
129	Make it available to the horse community.	3/5/2021 6:18 PM
130	It would be great to have river access for tubers where you could put your tube in then get out and walk back up the trail.	3/5/2021 6:00 PM
131	Bike trails aren't the best for hiking: Linear (must double back to return to car), competing fast bike traffic, a paved highway not a scenic path,	3/5/2021 5:24 PM
132	Multi-use trails helps everyone. It doesn't apply to any certain type of person. It's all anyone and everyone. It's for the community.	3/5/2021 4:03 PM
133	This is a fabulous idea for our community!	3/5/2021 3:56 PM
134	Having access for people with disabilities to use the trail, at least at some sections would be very beneficial to their quality of life. Also including accessible parking in those areas.	3/5/2021 3:32 PM
135	Our fishing Club on Towpath Road would not benefit from a trail. It would bring more people to an already busy area and provide access to private property adjoining the trail. Habitat for wildlife would have more human pressure by a trail.	3/5/2021 3:27 PM
136	it's simply great for everyone.	3/5/2021 1:23 PM
137	This would be a great addition to our diverse recreational activities in NEPA. Please contact me for volunteer opportunities.	3/5/2021 1:15 PM
138	This would greatly improve our community as a whole. Not only would it improve the quality of life for our residents but it would boost the local economy and tourism.	3/5/2021 1:15 PM

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139	Exciting times for our area...but the concern is always to keep the area beautifully maintained, allow easy clean up with things like "potty nags" for doggie doo, as well as clear signage to please bring out what is brought in, and possibly signage for a fine for littering as that is most assuredly going to be an issue because, well, people <3--though it's a fine line between "please be neat" and "dirty people get fined for leaving their garbage lying about for others to clean up" :).	3/5/2021 11:09 AM
140	Kayak, canoeing map for access points in and out	3/5/2021 10:52 AM
141	The river is almost invisible in this community. It deserves to be a centerpiece. I have paddled between Honesdale and Hawley, dragging my kayak through the weeds and probably trespassing in the process. It is a lovely, gentle paddle suitable for a wide range of abilities.	3/5/2021 10:36 AM
142	Don't want outside groups using our properties along the river for their benefit. Yes I understand the value of weekenders and visitors to our community, doesn't give them the right to use personal property for their recreation wants.	3/5/2021 9:26 AM
143	I do not think that this trail is necessary. Small trails between Hawley, White Mills, and Honesdale would get much more use and would be much safer. I can just see the panic that would be caused by the first hiker that got bit by a rattlesnake on the proposed trail. There would then be a call for an improvement for emergency vehicles, etc. If ATV users could use the trail then it would further degrade the aesthetics of the area like the O & W trail between Carbondale and Hancock, NY. I see a major trespassing problem for landowners since people will want to get off the trail and play in the river. Will a safety zone need to be established along the trail further restricting landowner use of their property during hunting season. With our crumbling roads and highways, people needing health care and a living wage, children living in poverty, it is criminal that monies generated from local landowners would be spent on a trail that is not needed for the communities health and welfare. Just look at the Lackawaxen Township tract of land to be used as a park. Do you see anyone up there, nope. This is a waste of money and time. Spend the money if the public demands it on trails that can be access by the most people with the easiest and closest access; near the towns of Hawley, White Mills, and Honesdale.	3/5/2021 8:43 AM
144	It would be really cool! I am excited about the possibility of an additional trail in the area to walk/hike	3/5/2021 7:49 AM
145	I feel picnic areas would be a detriment. People will litter anywhere and the plastic, paper etc. would land on the trails in in our beautiful river.	3/5/2021 7:46 AM
146	Parts immediate to parking should have paved surface for ADA and elderly to enjoy, but not entire length.	3/5/2021 7:18 AM
147	Just happy this is hopefully in the works for our area!!	3/4/2021 9:21 PM
148	Maybe a place to host events?	3/4/2021 8:14 PM
149	This multi use trail would be a huge asset to our area, in my humble opinion. I've used the rail-trail in other areas of PA and have long wondered why we don't have that benefit in our NEPA counties	3/4/2021 7:51 PM
150	Trails are a wonderful free option for families to enjoy nature . It is something everyone can use. I also know from my own experience it will attract trail bikers from great distances who will eat at local restaurants and stay at hotels. Win win .	3/4/2021 7:37 PM
151	camping	3/4/2021 7:33 PM
152	Any opportunity to provide trail infrastructure is welcome and I applaud this plan's ambition, as well as the PA focus on connecting existing trail sections.	3/4/2021 6:11 PM
153	We currently utilize the trails along the Lehigh and Delaware rivers. A very nice local amenity. Also brings business into an area.	3/4/2021 2:54 PM
154	Picnic areas would mean litter	3/4/2021 2:04 PM
155	This is wonderful.	3/4/2021 10:26 AM
156	Based on the potential of a long distance trail 'system' from Honesdale to the Delaware River would provide the opportunity for hourly or 'day hikes', but the potential would be great for a multi-day hike, bike or kayak. For this reason, I think rustic camping locations should be included. They can simply be lumber constructed platforms with fire pits or even rustic cabin	3/4/2021 10:25 AM

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sleeping cabins similar to what one may encounter along the Appalachian Trail. Another comment I would make is one that seems to be a reoccurring negative one from adjacent or nearby landowners with respect to fear of misuse and that a trail would inspire littering. As I said, I travel miles of the Lackawanna River trail mostly daily and in my experience it's very much the opposite. The people who use and frequent these types of trail systems are the very best land stewards. I honestly can say that I rarely, if ever, see garbage along the trail that I use. The people that use it are the very ones who police it in a sense. One last comment that I would make is to also 'look West'. The State promotes and loves connectivity when it comes to funding. The trail system along the Lackawanna River is extensive, and in large part already nearly fully formed, though improvements and connections are still ongoing. The Honesdale to Hawley and Hawley to the Delaware components are the focus right now, as they should be. I think this vision should be part of even another bigger dream... to expand the connection westward, toward the gravity slope, and the old coal fields beyond it, where the coal that floated down the canal originated from and now, another trail lies waiting for a connection.

157	Sorry to feel they way I do about this trail but it's just going to bring more people here then we need. I DREAD having to leave my property on the weekends because of all the traffic around here the past 5 years. I have motorcycles and cars passing me on route 6 and I'm driving at 60 MPH. More people more garbage on our roads, more problems. Just look at what's happening in the National Recreation Area on the Delaware. Trails closed due to people not obeying trail rules and leaving their garbage behind and destroying property. I feel we have enough of that and don't need anymore in our area.	3/4/2021 9:04 AM
158	a positive for locals & tourist	3/4/2021 8:35 AM
159	The Benefits to the area are too numerous to list - starting with tourism.	3/4/2021 8:26 AM
160	I am very disappointed to hear that this proposal has gotten so far without direct input from affected landowners	3/3/2021 10:44 PM
161	What a wonderful attraction for the area. This would be a dream come true to get a public trail like this in this area.	3/3/2021 8:44 PM
162	I think this is a tremendous idea and way forward for our community. The idea that I could leave my front door and Honesdale and bike to Hawley and beyond in a way way would be a game changer. Access points to the pristine Lackawaxen River would be an incredible amenity to the community and visitors. I love this plan.	3/3/2021 7:20 PM
163	there is some real isolated areas along the rail system which could make a rescue for first responders extremely difficult	3/3/2021 6:57 PM
164	I think this is a GREAT opportunity to create a multi use activity area for our communities.	3/3/2021 5:26 PM
165	Please consider ways to discourage and minimize littering along the trail. Enforce punishments for those who are caught littering or vandalizing the area in any way.	3/3/2021 2:29 PM
166	This area needs more things to do.	3/3/2021 2:13 PM
167	I don't approve of this	3/3/2021 10:38 AM
168	More areas are needed with ADA compliance. Let's make the outdoors accessible to everyone	3/3/2021 9:57 AM
169	There are enough problems along this PRIVATE land with rude, loud people coming here with no respect for property owners. Advocates for this idea would never allow it near their own property. This area should be preserved, not destroyed. There are plenty of established places for people to use already where there is cell service in case of an emergency and has easy access to First Responders. The elite group that would benefit from grant money never think their ideas may not be good for everyone. This money could be spent on something useful like helping people that are struggling. Please go away and stay away, thank you.	3/3/2021 9:21 AM
170	Don't do it	3/3/2021 7:19 AM
171	I am happy to see progress on this project.	3/3/2021 5:36 AM
172	Answer to #6, 2-3 times per year My answers are based on a simple mulched trail similar to a rails to trail approach.	3/3/2021 12:11 AM
173	People must realize there is no way to exit this trail. Once on it, one must go back or finish the trek. Without support of all private landowners, I could not support this project.	3/2/2021 11:53 PM

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174	Perhaps labeling tree species, mentioning facts or features about the current location, mile markers, miles to destination, trash receptacles, dog waste bags, maps	3/2/2021 10:23 PM
175	This area needs more wheelchair/scooter accessible trails. Hard-packed surface is sufficient. This trail would be level enough for handicap access, which my husband requires.	3/2/2021 9:59 PM
176	None	3/2/2021 9:34 PM
177	The fishing access would be a major improvement as many properties are being posted. Also it would increase tourism. Being selfish I don't want crowds! But it's a beautiful area	3/2/2021 9:32 PM
178	Snowmobile trail system needs expansion its a big part of commerce business that supports local restaurants and shops	3/2/2021 9:09 PM
179	Opposed to the trail going through my property	3/2/2021 8:45 PM
180	We have a second home in the area (Masthope) and LOVE driving along Towpath Road to see the eagles and other raptors. Our family of 5, (2 grown ups and kids ages 10, 6 and 2) love biking and hiking together. It would be wonderful to have a safe place along the Lackawaxen river to do that as a family.	3/2/2021 8:05 PM
181	i feel that this idea is long overdue it would be a wonderful addition to our area	3/2/2021 7:51 PM
182	I'd hate for the one place I have to be able to enjoy nature to be cut through by a trail that anyone can access and introduce just anyone to a property that my family has worked hard to keep in our name for over a century.	3/2/2021 6:21 PM
183	What exactly is your definition of a "Multi Use Trail" ? Is it a natural walking trail only? a paved trail?, although more expensive, it would be all inclusive, that handicapped and elderly could navigate safely.	3/2/2021 5:41 PM
184	Whose liability is it when a trail user scales a rock face on private property adjacent to the trail, in an area that's otherwise protected from trespassers?	3/2/2021 5:07 PM
185	What better way to keep this historic transportation corridor relevant in the 21st century than for hiking and recreation?	3/2/2021 3:59 PM
186	This is an Excellent offering to the community. It will also help local Businesses, as my wife and I regularly take trips to any tow that has a Bike path nearby. We always look for stores and meals, and have stayed over in hotels when interested: i.e. Wellsboro,PA; New Patlz, NY. Great Job in putting tis Survey together. Thank You, Chris Becker (life-long resident)	3/2/2021 2:49 PM
187	Since I am opposed to the trail, I didn't answer #'s 5, 6, and 8. From Kimble's to Rowland (7 miles) there is no public access to the proposed trail location in case of emergencies.	3/2/2021 2:32 PM
188	I am a local emt and former park ranger the community and adjoining townships do not have the resources to provide law enforcement, sanitation, and emergency medical services for these preposed trails	3/2/2021 1:44 PM
189	I don't want any trail	3/2/2021 12:24 PM
190	I do not like the idea of this trail through private property.	3/2/2021 10:39 AM
191	I think toilet and regularly-emptied trash receptacles would be necessary to prevent littering and toilet paper scattered in the woods.	3/2/2021 10:29 AM
192	I do not think this is a good idea	3/2/2021 10:00 AM
193	This would be so amazing. There are not a whole lot of safe places to enjoy the outdoors in downtown Hawley. This would provide safe recreation and exercise for me and my dog as well as many others!!	3/2/2021 9:43 AM
194	If this trail is in close proximity to the railroad tracks it would be a disaster. Users would not heed the No Trespassing or other warning signs. These are active tracks!	3/2/2021 8:32 AM
195	Completely ridiculous idea. Who pays if someone gets hurt on your property? How do EMTs get to those hurt along the trails? Who cleans up all the trash? Who patrols for all the drug deals? The monies needed to build/maintain trails within flood planes could be used on much better projects then this bullshit	3/2/2021 8:11 AM
196	Being outside contributes to physical and mental health. Accessibility for all helps our	3/2/2021 6:58 AM

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community. However, we have to plan to prevent degradation of private property. Would love to see this project move forward

197	Thank you for this effort	3/1/2021 7:23 PM
198	Visited the area last week to view the bald eagles. Would have used a multi use path to get more photos of wildlife if it was available. Great idea for the area.	3/1/2021 6:00 PM
199	I think this is a great idea not only for local but, a wonderful draw for tourism.	3/1/2021 4:17 PM
200	This proposed trail along the railway would go right through our land. This is an isolated area and intrusion by the general public is unwanted and completely unnecessary. It will ruin our privacy, the land is susceptible to environmental degradation and it will threaten wildlife including the bald eagles which nest on our island. We hunt this land year round, you cannot protect trail users from stray gunfire. This project is an open invitation to trespassing, especially across our Swinging Bridge. If you must have a trail why don't you widen the Towpath? It is already a designated bicycle trail and would be much more accessible for construction activities, restroom facilities and the inevitable need for emergency responders. People already use the Towpath for walking, running and cycling - I'm sure they would love their own path !! And everyone would still have a great view of the river.	3/1/2021 4:02 PM
201	This trail would be going through private property on both sides. It would be intrusive to these properties. Causing access which which could be dangerous for people who live along the route. I have been vacating on the property which would be bisected be the trail for all of my 80 years and have enjoyed all of the activities you describe above. There are now three generation more of my family who are enjoying the same. This property is located in the middle of the proposed trail. Obviously I am strongly opposed to this trail.	3/1/2021 3:53 PM
202	I think there is a need for safe bike trails and running trails so people don't have to share the road with car traffic.	3/1/2021 3:47 PM
203	It's pretty arrogant how you think you can just confiscate people's property just because you want to use it for your own pleasure. I will fight this vehemently and vociferously to protect private property owner's rights. How about you construct a trail through your yard so hundreds of strangers can walk your property whenever they feel like it ? Let me guess, you would not like that ? HmMMMM	3/1/2021 3:46 PM
204	This is a bad idea all around. Leave it alone.	3/1/2021 3:38 PM
205	It's private property then we have to watch our children outside what about the trash our dogs etc drugs party's (the ranking 4 for all of them) stay off our property Go on the state game lands and national forest lands If they get hurt who pays for that Think about that stay off ,they have river access all over picnic areas all over stay off	3/1/2021 2:54 PM
206	I omitted pets because unfortunately to many pet owners DO NOT pick up after their pets and leaves a mess on hiking walking paths!!!	3/1/2021 2:54 PM
207	None. It shouldn't exist. It would go through various private properties and I'm against that.	3/1/2021 2:10 PM
208	I would love to see this project completed. I live in Moscow, but work in Wayne and Pike Counties.	3/1/2021 2:01 PM
209	Ban dogs on the trail! Dog owners can use their own park. Dogs will be a nuisance to wildlife and other trail users, and soil the trail with waste. Dogs drive civil lawsuits and conflicts among users. A separate enclosed dog park should be a separate initiative.	3/1/2021 12:07 PM
210	Cycling should not be allowed on the trail, cyclists are public hazards	3/1/2021 12:03 PM
211	Concerned about how it will go through private property	3/1/2021 11:37 AM
212	This area would greatly benefit from trails that are accessible and easy to access. I believe the boost in our local economy via new tourism would help to offset any costs in the long term.	3/1/2021 11:24 AM
213	There should definitely be barriers placed at entrances to prevent motor vehicles from entering the trails. Particularly ATV's.	3/1/2021 9:51 AM
214	Being able to walk around is a vital component of our communities being easy to live in. Local populations benefit from approaching trails with the everyday walking/biking perspective. Planning around that perspective double benefits people using trails just for kicks. The bottom up directionality of these investments matters. Serving recreation down from the visitor's	3/1/2021 9:36 AM

Pike County Trail Feasibility Study Survey

perspective doesn't necessarily reach people in the neighborhood but when it's easier to walk/bike in the neighborhood, visitors have access to that value as well. These trail projects can benefit everybody. It's worth being mindful that we're weaving transportation networks into our communities and not just building destinations within the same.



Woodland Design Associates, Inc.

Landscape Architects □ Site Planners □ Wetlands Specialists

Key Landowner Contacts

Brookfield Renewable Energy:

Amy Burnette, Communication and Public Affairs Specialist,

T: (570) 226-2197 C: (857) 265-8298

Amy.burnett@brookfieldrenewable.com

Wallenpaupack School District:

Keith Gunusky, Superintendent of School District

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gunuskke@wallenpaupack.org

PPL Electric Utilities:

Chad Huber, Senior Right of Way Specialist

(610) 774-6610

CMHuber@pplweb.com

SES (Satellite Facility):

Michael Stitt, Manager & Grounds Operations

T: (570) 226-1295 C: (570) 251-0235

Mike.stitt@ses.com

PA Game Commission:

Phil Kasper, Northeast Region Land Management Supervisor

(570) 675-1143

119 Lincoln Street, Honesdale, PA 18431-2151

Phone: 570-616-0600 □ Email: woodland@woodlanddesign.com Website: www.woodlanddesign.com



PPL Electric Utilities Right of Way Encroachment Application

Date	<hr/>		
Applicant	<hr/>		
Address	<hr/>		
Home Phone	<hr/>	Daytime Phone	<hr/>
		E-mail	<hr/>
Requestor	<hr/>		
Address	<hr/>		
Home Phone	<hr/>	Daytime Phone	<hr/>
		E-mail	<hr/>
Property Owner	<hr/>		
Address	<hr/>		
Home Phone	<hr/>	Daytime Phone	<hr/>
		E-mail	<hr/>
Equitable Owner	<hr/>		
Address	<hr/>		
Home Phone	<hr/>	Daytime Phone	<hr/>
		E-mail	<hr/>
Address/Location of Site	<hr/>		
Township/Borough	<hr/>		
County	<hr/>	Subdivision Name	<hr/>
Tax Map Parcel Number	<hr/>	Deed Book	<hr/>
Deed Book/Instrument No.	<hr/>	Page Number	<hr/>
Deed Date	<hr/>		<hr/>
Nearest PPL Structure	<hr/>		

Description of the Proposed Encroachment

Provide a detailed sketch of property and proposed work or full set of plans.

PPL Contact: Janet Lembach Phone: 610-774-5741 E-mail: JMLembach@pplweb.com

Instructions & Additional Information for Completing and Processing Application

- > **Applicant** is the person and/or engineering, architectural, construction or similar firm acting for the requestor.
- > **Requestor** is the signature element that will appear on the encroachment agreement.
- > **Property Owner** is the current owner of record as shown on the deed.
- > Applicant must submit one full set of drawings which show all existing and proposed conditions in and around the PPL Right of Way property boundaries, easements & utilities (including PPL's structure locations and ID numbers), existing conditions and all proposed improvements within and around the easement. AutoCAD dwg or dxf.
- > A copy of the current deed must be submitted with the application.
- > See Table for list of Prohibited uses and those that are potentially allowed.
- > Return application and supporting information to: Transmission Right of Way Department, PPL Electric Utilities – GENN4, 2 N. 9th Street, Allentown, PA 18101 or directly to the L contact.
- > A review fee, based on the complexity of the improvements, will be charged for processing a request. Upon review of the plans, PPL will determine the fee.

PPL Right of Way Use Guidelines

This list of Right of Way Use Guidelines addresses the most common requests received by PPL Electric Utilities Corporation (PPL). It is not exhaustive and does not address all restrictions and possible situations. This list is intended to protect PPL's ability to operate and maintain its facilities, without interference, consistent with its right of way rights; to reduce the risk of damage to PPL facilities; to allow unencumbered access to PPL right of way; and to protect the safety of the public and utility line workers. This list is subject to change at any time and without notice. This list and allowing encroachments in no way waives any of the rights PPL reserved in the right of way and/or building restriction area grants applicable to each property. All proposed improvements and activities within the PPL transmission right of way and/or building restriction area shall be reviewed by the Transmission Right of Way Department and approved in writing prior to any activities within the right of way and/or building restriction area. PPL requires that property owners submit the attached encroachment application and applicable fee with the required documentation before the review process will begin. Contact the Transmission Right of Way Department with any additional questions concerning the rights of way. It is the Applicant's responsibility to apply to other utilities that may exist within the right of way.

Topic	Design Criteria
Burning - yard waste, bon fires, etc.	Not permitted
Debris/Waste - including piles, landfills, refuse and garbage etc.	Not permitted
Decks - above ground	Not permitted
Decks and Patios - at grade	<ul style="list-style-type: none"> • May not violate NESC, OSHA and PPL clearances as determined by PPL, pose a safety concern, inhibit access or otherwise effect PPL's use of the right of way. • Vertical elements may not exceed 3 feet above grade. • No roofs or permanent awnings permitted. • May not extend more than 15 feet into the right of way.
Driveways	<ul style="list-style-type: none"> • Must not be located closer than 25 feet to PPL facilities. • Design for HS 25 loading. • Designed to cross as close to perpendicular to the right of way as practical. • Approved for PPL access.
Farming - annual crops	<ul style="list-style-type: none"> • Irrigation - refer to "Irrigation System" below. • Activities must not cause erosion within the right of way. • Using farm equipment under high voltage lines (especially 500 kV), special operating conditions will be required for the equipment to reduce or eliminate static voltages induced by these lines. • Farmer shall be responsible for maintaining all required clearances including NESC, OSHA and PPL clearances as determined by PPL, from PPL facilities (poles, towers, guy wires, conductors, etc.) and shall be responsible for all damage to PPL facilities.
Farming - trees and orchards	<ul style="list-style-type: none"> • Must be a compatible species (see "Vegetation" below), planted in the border zone (10 feet outside the outer most conductor) and may not exceed 10' in height at maturity. • Must not prevent access to PPL's facilities or interfere with safe, reliable operation/maintenance of PPL's facilities. • Vegetation that is not in compliance is subject to removal without notice or compensation. • Refer to PPL vegetation specs.
Fences and Gates	<ul style="list-style-type: none"> • Shall not exceed 10 feet in height. • All metallic parts must be grounded to industry standards to eliminate static buildup. • Shall not impede access to PPL's facilities. • Must be of the semi-solid variety to permit visibility. • Single strand (one cable or chain) is not acceptable. • Shall have 14 foot gated opening or removable sections as required to maintain access to PPL's facilities. • No fences shall be constructed parallel under the conductors. • Gates must have a 50 lock supplied by PPL.
Flammable or Explosive Material Storage	Not permitted
Fueling of Vehicles	Not permitted
General Grading	<ul style="list-style-type: none"> • Grading must be at least 25 feet from any PPL facility and meet PPL approval. • Grading slope may not be steeper than 4:1. • Grading may not violate NESC, OSHA and PPL clearances as determined by PPL, pose a safety concern, inhibit access or otherwise effect PPL's use of the right of way. • Grade changes in excess of 1 foot require PPL approval.
Grazing of Livestock	<ul style="list-style-type: none"> • No permanent feeding or water facilities are allowed within the right of way (no foundations).

Topic	Design Criteria
Irrigation Systems - Agricultural and/or Landscape	<ul style="list-style-type: none"> • Water shall not discharge onto the right of way and/or building restriction area. • All irrigation heads must be located outside the right of way. • All irrigation piping crossing the right of way shall not terminate in such a manner as to allow the water to surface within the right of way and/or building restriction area, shall be designed to withstand HS 25 loading and shall be located at least 25 feet from any PPL facility. • All facilities shall be visibly marked where they enter and leave the right of way. • No irrigation spray or drip will be permitted within the wire zone (the wire zone is the area directly under the conductors plus 10 feet). • All pumping locations will have emergency shut off valves or switches for use by PPL and their contractors. Emergency shut off valve or switch shall be clearly marked in the field. • No irrigated water will directly or indirectly spray any structure, overhead conductors, access road or any PPL facilities. • Irrigation shall not cause erosion or ponding of water within the right of way. • Shall not restrict access to PPL facilities. • May not violate NESC, OSHA and PPL clearances as determined by PPL, pose a safety concern, inhibit access or otherwise effect PPL's use of the right of way.
Lighting	<ul style="list-style-type: none"> • Lighting structures may not violate NESC, OSHA and PPL clearances as determined by PPL, pose a safety concern, inhibit access or otherwise effect PPL's use of the right of way. • Lighting structures shall be adequately grounded per code. • Lighting structure shall not exceed 15 feet in height and must be 25 feet horizontally from the outer most conductor.
Logging	<ul style="list-style-type: none"> • Trucks must remain a minimum of 25 feet from all PPL facilities, including but not limited to poles, towers, guy wires, conductors. • All logging staging/loading areas must be located outside the right of way to allow adequate clearance to PPL facilities. • Logging activities shall not cause erosion or damage PPL's facilities or access roads. • Loggers shall be responsible for maintaining appropriate clearances from PPL facilities including conductors/wires.
Mining and Quarrying	Not permitted
Parking - cars, vans and SUVs	<ul style="list-style-type: none"> • Paved parking areas/lots shall be designed for HS 25 loading. • Parking within 25 feet of PPL facilities shall have PPL approved bollards or protective barriers. • Parking shall not restrict access to PPL's facilities. • Curb cuts shall be installed where requested by PPL to maintain access to PPL facilities.
Parking - large vehicles including tractor trailers, commercial vehicles, trailered boats, buses and RVs, etc.	Not permitted
Paths - equestrian, biking and walking	<ul style="list-style-type: none"> • Must not prevent access to PPL facilities. • Paved paths shall be designed to withstand HS 25 loading. • No path shall be constructed within 25 feet of any PPL facility.
Permanent Buildings -manufactured/mobile homes, pole barns and sheds on foundations	Not permitted
Playground Equipment - jungle gyms, sliding boards, swing sets, trampolines, etc.	<ul style="list-style-type: none"> • Equipment must be 25 feet horizontally from the outer-most conductors. • Shall not exceed 10 feet in height. • All metallic parts shall be adequately grounded to industry standards to eliminate static buildup. • All equipment must meet or exceed NESC, OSHA and PPL clearances determined by PPL. • Prohibited in 230 kV and greater right of way corridors. • All equipment must be moveable.
Ponds, Lakes and Wetlands - man made	Not permitted

Topic	Design Criteria
Railroads	<ul style="list-style-type: none"> •Must meet NESC, OSHA and PPL clearances as determined by PPL, railroad shall be responsible for costs associated with additional clearances. •Shall not impede access to PPL facilities. •New communication and signal systems shall utilize Insulated cable. •Appropriate remedial actions are required for open wire systems. Railroad shall be responsible for all studies and remediation costs. •PPL shall not be responsible for any electrical or communication interferences due to our facilities. •PPL shall not be responsible for any fees associated with crossing of or performing work near any railroads within PPL rights of way.
Recreational Areas and Athletic Fields - including golf courses and ski slopes	<ul style="list-style-type: none"> •Equipment (including permanent and temporary goals, score boards, nets, backstops, fencing, etc.) shall not exceed 10 feet in height and must meet NESC, OSHA and PPL clearances as determined by PPL. •All metallic parts shall be grounded to industry standards to eliminate static buildup. •Shall not restrict access to PPL facilities. •Ski slope equipment and apparatus must be situated so as to avoid interference or contact with PPL facilities and meet NESC, OSHA and PPL clearances as determined by PPL. •Ski slopes must meet PPL clearances. •Runs parallel to transmission lines are prohibited. •Non-utility facilities associated with ski runs are regulated under Rule 385 of the Department of Labor and Industry, and the ski run developer is responsible for coordinating the review. •Snow making equipment should be situated outside the right of way and positioned to blow away from PPL facilities.
Septic Systems and Tanks - tile drains, sand mounds, leach fields, etc.	Not permitted
Sheds - without foundations	<ul style="list-style-type: none"> •Must meet NESC, OSHA and PPL clearances as determined by PPL, requirements. •Shall not exceed 10 feet in height. •Shall not restrict access to PPL facilities. •May not be more than 15 feet into the right of way. •Must not be on a foundation.
Signs - including commercial billboards and monument signs	<ul style="list-style-type: none"> •Must meet NESC, OSHA or PPL clearances as determined by PPL. •Shall be adequately grounded to industry standards to eliminate static buildup. •Shall not exceed 10 feet in height. •Shall not restrict access to PPL facilities. •Shall not be more than 10 feet into the ROW. •Billboard signs are not permitted.
Signs - street and traffic signs	<ul style="list-style-type: none"> •Must meet NESC, OSHA and PPL clearances as determined by PPL, requirements. •Shall be adequately grounded to industry standards to eliminate static buildup. •Shall not exceed 10 feet in height. •Shall not restrict access to PPL facilities.
Solar Cells and Panels	Not permitted
Stockpiling of Material -temporary or permanent	Not permitted

Topic	Design Criteria
Storm Water - infiltration systems including spray and drip irrigation, etc.	<ul style="list-style-type: none"> • Water shall not discharge onto the right of way and/or building restriction area. • All irrigation heads must be located outside the right of way and/or building restriction area. • All irrigation piping crossing the right of way shall not terminate in such a manner as to allow the water to surface within the right of way and/or building restriction area, shall be designed to withstand HS 25 loading and shall be located at least 25 feet from any PPL facility. • All facilities shall be visibly marked where they enter and leave the right of way and/or building restriction area. • No irrigation spray or drip will be permitted within the wire zone (the wire zone is the area directly under the conductors plus 10 feet). • All pumping locations will have emergency shut off valves or switches for use by PPL and their contractors. Emergency shut off valve or switch shall be clearly marked in the field. • No irrigated water will directly or indirectly spray any structure, overhead conductors, access road or any PPL facilities. • Irrigation shall not cause erosion or ponding of water within the right of way and/or building restriction area. • Shall not restrict access to PPL facilities. • May not violate NESC, OSHA and PPL clearances as determined by PPL, pose a safety concern, inhibit access or otherwise effect PPL's use of the right of way and/or building restriction area.
Storm Water - rain gardens	<ul style="list-style-type: none"> • Sized to accommodate storm water from no more than a single residential dwelling. • Must not create wetlands or cause erosion. • Shall not restrict access to PPL facilities.
Storm Water - retention ponds, detention ponds, wet ponds, etc.	<ul style="list-style-type: none"> • Standing water in the right of way and/or building restriction area is not permitted. • High water mark of any basin may not be more than 10 feet into the right of way and/or building restriction area and must be a minimum of 40 feet from any PPL facility. • Creation of wetlands is not permitted in the right of way and/or building restriction area. • Must meet NESC clearance requirements. • Shall not restrict access to PPL facilities. • Any portion of basins within PPL right of way and/or building restriction area must fully drain within 72 hours. • Must not create any erosion.
Streets and Roads	<ul style="list-style-type: none"> • Must not be located closer than 25 feet to PPL facilities. • Designed for HS 25 loading. • Designed to cross as close to perpendicular to the right of way as practical. • Curb cuts shall be installed where needed to maintain access to PPL facilities. • No intersections within the right of way.
Swimming Pools - including associated facilities and structures	<p>Not permitted</p>
Utilities - water, sewer, gas, electric, communications, oil, steam, etc.	<ul style="list-style-type: none"> • Facilities must be located a minimum of 25 feet horizontally from the outer most conductor/facilities and as close to the edge of the right of way as possible. • When performing maintenance on existing co-linear lines, special procedures shall be employed to reduce the risk of shock from induced voltages. • Responsibility of the Developer to ensure all EMFs and induced voltage are considered. • Must cross perpendicular to right of way and the piping shall not terminate in such a manner as to allow the water to surface within the right of way and/or building restriction area. • Required studies must be performed for cathodic protection. Applicant required to pay for study and mitigate impacts to PPL facilities. • Collinear parallel pipelines are prohibited within the right of way and/or building restriction area. • All facilities crossing the right of way shall be designed to withstand HS 25 loading and be located at least 25 feet from any PPL facility. All facilities shall be visibly marked where they enter and leave the right of way and at each turn with carsonite markers. • Fire Hydrants not permitted.

Topic	Design Criteria
Vegetation - private gardens and landscaping	<ul style="list-style-type: none"> •Native grasses, ferns and herbaceous plants are allowed in the wire zone (the wire zone is the area directly under the conductors plus 10 feet). •Approved species of small trees, large shrubs and small shrubs are allowed within the border zone (edge of wire zone to edge of right of way as long as there is adequate clearance to the conductors). •All proposed vegetation must be reviewed by PPL Transmission Right of Way and Vegetation Management. •A list of approved species can be found at the following link: www.pplelectric.com/master-pages/vegetation-management/compatible-species.aspx
Vehicles - disabled or abandoned including junk and salvage yards	Not permitted
Wells	Not permitted
Zip Lines	Not permitted