

## Appendix B—Alignment Evaluation Overview

### Background

A general route or alignment for the East-West Trail was identified by previous planning efforts. (See Chapter 1—Previous Plans.) The alignment from those previous plans, described here as the “original alignment,” included some locations that required additional evaluation. Accordingly, the scope of work for this East-West Bicycle and Pedestrian Facilities Plan included a task to evaluate the “original alignment” (highlighted in pink on the Scope of Work Map on this page) and to coordinate with property owners for these segments. The original alignment was presented at a Community Workshop in June 2017 and a revised alignment was presented at the Community Workshop in December 2017. Public comments received at both Community Workshops and input from property owner coordination meetings identified additional concerns with the original alignment and ideas for alternative trail routes. This Appendix summarizes the alignment options that were evaluated at a planning level for the two areas circled on the Scope of Work Map on this page, which later led to the preferred alignment presented in Chapters 2 and 3 of the report.

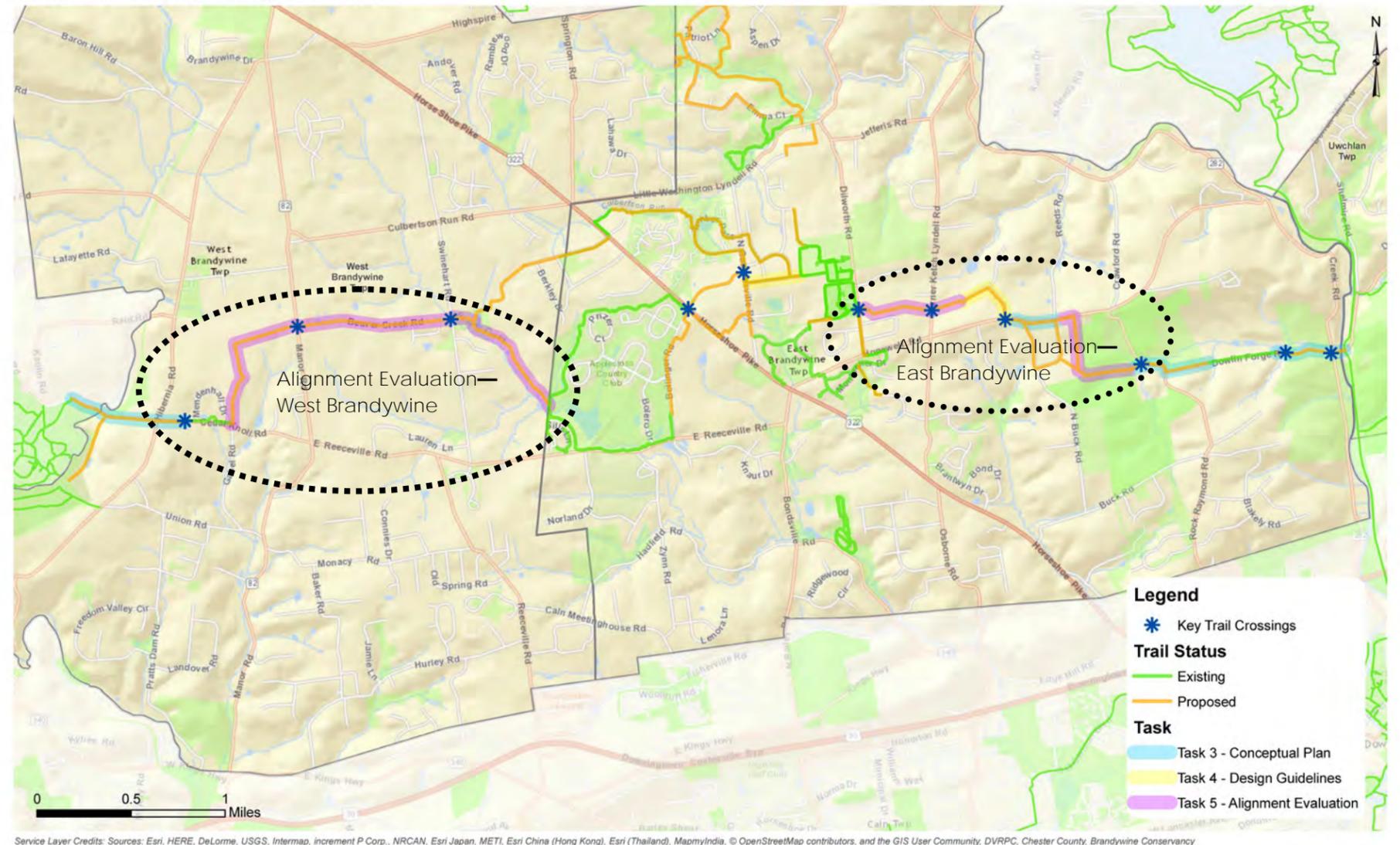
### Alignment Evaluation—East Brandywine Township

Based on the original alignment and input received during the planning process, there were two locations within East Brandywine Township where alternative alignments were identified and further evaluated at the planning level. These areas are highlighted on the East-West Trail—East Brandywine Map of the original alignment on the next page. The map also highlights the need for additional coordination with the Downingtown Area School District regarding the potential trail alignment on the school property.

**Rock Raymond Road — Hopewell Road Connection**  
Due to existing trail easements, the East-West Trail alignment is generally well defined between the Struble Trail and Rock Raymond Road. From Rock Raymond Road, the original alignment crossed a Brandywine Conservancy property with a conservation easement and included use of Batten Drive and/or the cemetery driveway for Hopewell Methodist Church for the connection to Hopewell Road.

Based on public input and concerns regarding the alignment through the Brandywine Conservancy property, an alignment using East Buck

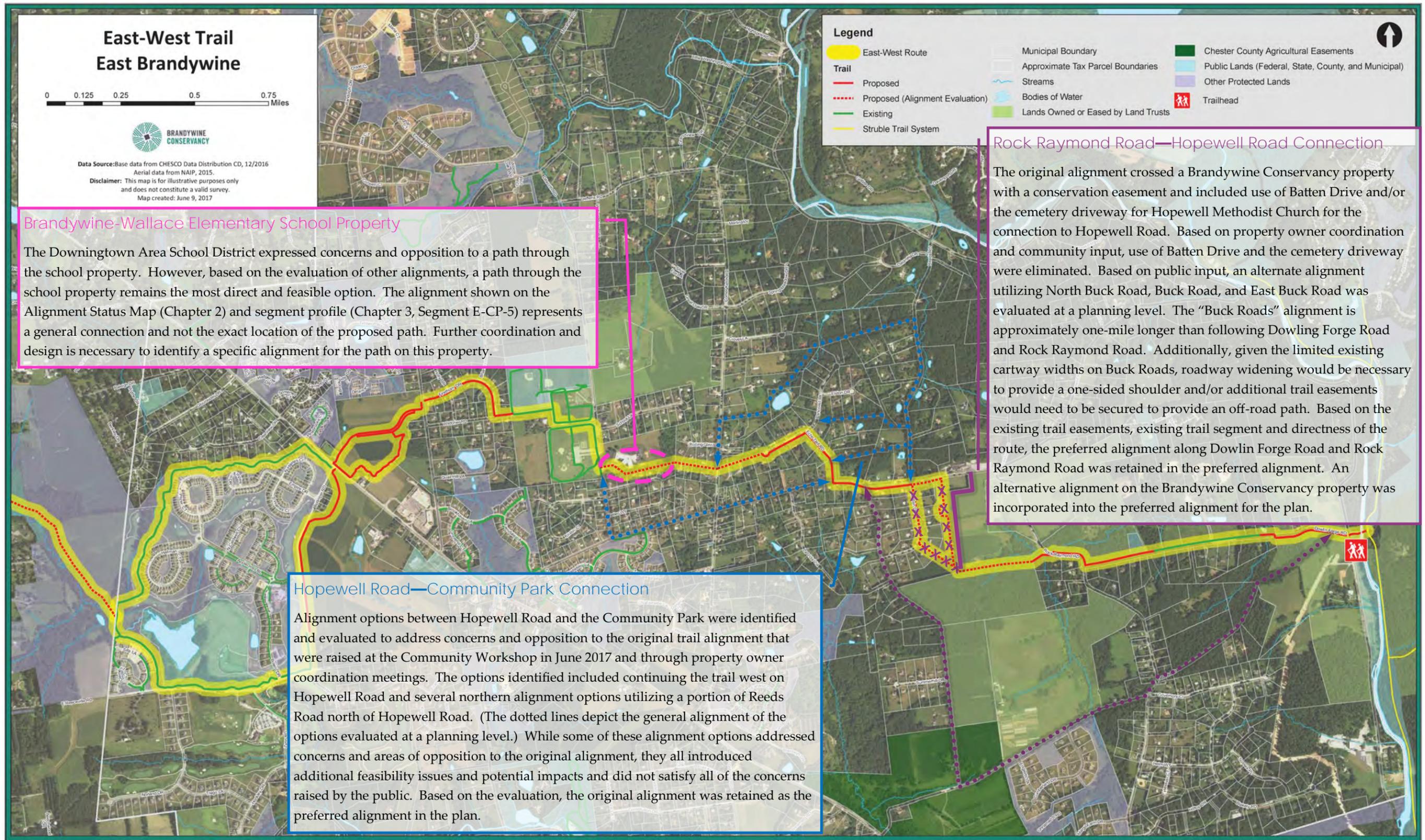
### East - West Trail: Scope of Work



Road, Buck Road, and North Buck Road was evaluated at a planning level. This alignment would provide an alternative connection between Dowlin Forge Road (near Creek Road) and Hopewell Road. East Brandywine Township owns and maintains Buck Road, North Buck Road, and the western portion of East Buck Road. The eastern portion of East Buck Road is not a paved roadway and some of the right-of-way has been converted to a trail easement on parcel UPI 30-6-70. Additional research would be necessary to confirm ownership of the eastern portion of the East Buck Road right-of-way.

The existing “Buck Roads” cartways are all approximately 20’ wide. Roadway widening would be necessary to provide an on-road one-

sided shoulder and/or additional trail easements may need to be secured to provide an off-road path. Feasibility issues with widening these roadways or providing an off-road path adjacent to the roadways include steep slopes, mature trees/heavy vegetation, utility poles, and buildings less than 5’ from the edge of the cartways. There are two stream crossings along the alignment and properties at the corner of Buck Road and North Buck Road have agriculture conservation easements, which may restrict or limit the ability to widening the roadways or provide an off-road path outside of the existing Township right-of-way. This alignment is approximately one-mile longer than following Dowlin Forge Road and Rock Raymond Road and could potentially impact over 15 different parcels,



depending upon the alignment, facility type, and existing right-of-way. Based on the feasibility issues and potential impacts, the original alignment generally following Dowlin Forge Road and Rock Raymond Road remains the more direct and feasible option with both existing trail segments and trail easements in place.

Public input was also received more specifically about the connection between Rock Raymond Road and Hopewell Road. Representatives from Hopewell Methodist Church did not support use of the cemetery driveway for the trail. Further, residents along Batten Drive voiced opposition to the proposed on-road treatments at the Community Workshop in June 2017. Based on coordination with the Brandywine Conservancy, an alternate alignment on their property was identified to minimize impacts to sensitive environmental resources and habitats, maintain the existing agricultural uses on the property, and provide a connection to Hopewell Road. As a result, use of Batten Drive and the cemetery driveway were eliminated from the preferred alignment and the alternative alignment on the Brandywine Conservancy property was incorporated into the plan. The alignment shown on the maps in this report represents a general connection between Rock Raymond Road and Hopewell Road with the goal of minimizing impacts to the environmental resources and agricultural uses on the conserved property. Further coordination and design is necessary to identify a specific alignment for the path on the property. See Chapter 3 and the profile for segment E-SC-5 for more information.

#### Hopewell Road—Community Park Connection

During both Community Workshops, residents living on Hopewell Road voiced opposition to the trail alignment along Hopewell Road. Additionally, at the Community Workshop and through property owner coordination meetings, various residents and Downingtown School District representatives voiced concerns and opposition to the trail alignment following Echo Dell Road, Pancoast Lane, and the existing emergency access easement to the Brandywine-Wallace Elementary School. Based on this input, alternative alignments were identified and evaluated.

- **Hopewell Road to Dilworth Road Option:** In order to avoid the use of Echo Dell Road, Pancoast Lane, existing easements, and the back of the elementary school, the option of continuing the trail along Hopewell Road was identified. Feasibility issues with this

alignment include steep slopes and heavy vegetation adjacent to the roadway (on the south side), utility poles (on the south side), buildings close to the roadway (particularly at the intersection of Hopewell Road and Corner Ketch / Lyndell Road), and potentially impacting over thirty different parcels (depending upon the exact alignment). Based on the feasibility issues and potential impacts, the original alignment remains the more direct and feasible option.

- **Northern Alignment Options:** In order to eliminate the proposed trail along Hopewell Road (particularly west of North Buck Road), potential northern alignment options were evaluated. The overall concept for the northern alignment options included utilizing Reeds Road to the north of Hopewell Road and connecting to the original alignment either at Echo Dell Road, Pancoast Lane, or Corner Ketch / Lyndell Road (following a tributary to the East Branch of the Brandywine Creek). Feasibility issues with these options include the narrowness of Reeds Road, potential impacts to areas that are wooded with heavy vegetation, potential crossing(s) and/or impacts to the stream corridor (for the northern-most option), and no existing easements available. The northern-most alignment option is more circuitous, with potential impacts to environmental resources. Based on the feasibility issues, potential impacts, and minimal benefits, the original alignment remains the more direct and feasible option.

See Chapter 3—profile for segments E-CP-1, E-CP-2, E-CP-3, and E-CP-4 for more information.

#### Downingtown Area School District Property

Representatives from the Downingtown Area School District expressed concerns and opposition to a path through the school property during and subsequent to a property owner coordination meeting. With the existing trail easement to the east of the school property (to Corner Ketch / Lyndell Road) and existing trails in the East Brandywine Community Park, a path through the school property provides the most logical and direct connection. Additionally, members of the public voiced support for having a path to the school and providing a connection for students (and parents) to walk to school. With developed residential properties surrounding the school property, no other alternative alignments were easily identified. Therefore, a path through the school property remains the most direct and feasible option. The alignment shown the Alignment

Status Map (See Chapter 2) represents a general connection and not the exact location of the proposed path. Rather, further coordination with the School District and a conceptual design is necessary to identify a specific alignment for the path on this property. See Chapter 3—profile for segment E-CP-5 for more information

#### Alignment Evaluation—West Brandywine Township

Similarly, in West Brandywine Township, there were several locations where the original alignment was further evaluated and revised based on input from property owners and the community. These areas are highlighted on the East-West Trail—West Brandywine Map of the original alignment on the next page.

#### Existing Applecross Trails—Swinehart Road Connection

The original alignment included a path along the Beaver Creek corridor, originating closer to Sills Lane and the Applecross Townhomes development. Based on property owner coordination and due to an active land development on UPI 29-4-179, the alignment was shifted north. Currently, West Brandywine Township is coordinating with Traditions of America regarding the potential development of a 55+ community on UPI 29-4-179. This project presents an opportunity to have a segment of the East-West Trail constructed as part of the land development project and provide a connection between the existing trails in the Applecross community and the West Brandywine Township property just east of Swinehart Road. In order to provide a connection to the Applecross community trails on the east end, a new path and/or shared use of existing golf cart paths will need to be coordinated with the Applecross Golf Course. The West Brandywine Township owned properties on the west end include a small pond and some existing mowed paths. This alignment provides a more direct connection and hopefully minimizes potential impacts to the Beaver Creek stream corridor in the area. The alignment shown on the Alignment Status Map (See Chapter 2) represents a general connection between the existing trail network in the Applecross community and West Brandywine Township owned property east of Swinehart Road. Further coordination and design is necessary to identify a specific alignment. See Chapter 3—profiles for segments W-BC-1 and W-BC-2 for more information.

#### Swinehart Road—Cedar Knoll Road Connection

## East-West Trail West Brandywine



Data Source: Base data from CHESCO Data Distribution CD, 12/2016  
Aerial data from NAIP, 2015.  
Disclaimer: This map is for illustrative purposes only  
and does not constitute a valid survey.  
Map created: March 9, 2017

### West Branch Brandywine Trail

A trail connection along the West Branch of the Brandywine Creek is included in the West Brandywine Township Comprehensive Plan. Because the right-of-way for the abandoned railroad line is no longer intact, there are feasibility challenges associated with identifying and securing a right-of-way for the path. However, it warrants continued consideration as a longer term option and alternative to the Hibernia Road corridor.

### Hibernia Park Alternative Connection

During both Community Workshops, residents along Cedar Knoll Road shared concerns and opposition to the conceptual plan for the off-road path along Cedar Knoll Road. Alternative connections to Hibernia County Park were identified and evaluated. A connection along Hibernia Road south of Cedar Knoll Road to Union Road was identified as a way to connect to existing Chester County owned property and an existing dirt path to the Rim Trail in Hibernia County Park. Due to the narrowness of Hibernia Road and other constraints, an on-road facility was identified as the most feasible facility type for this segment of Hibernia Road. Based on public input, the facility type for Cedar Knoll Road was changed to an on-road facility. As such, the connection along Hibernia Road south of Cedar Knoll Road was considered to be duplicative and was removed from the preferred primary alignment. However, it could be part of a southern "loop" connection. (See the Southern Connection box on this page for more information.)

### Swinehart Road—Cedar Knoll Road Connection

The original alignment followed Beaver Creek Road to Route 82 and crossed properties currently used for agricultural purposes to provide a connection to the existing trail at Mendenhall Drive. Based on coordination with property owners and representatives, a path following original alignment would negatively impact agricultural uses on some of the properties. Through coordination with representatives from Saint Peter Catholic Church, an alternative alignment following the Beaver Creek stream corridor and Lafayette Road was identified. This northern route alignment provides a connection to the West Brandywine Township municipal complex, including existing trails at the Township Park. Additionally, the connection along Hibernia Road is consistent with the West Brandywine Township Comprehensive Plan, which identifies a "Historic Trail" along the Hibernia Road corridor. The alignment of the segment between Swinehart Road and Route 82 may require further evaluation due to the agricultural uses in the area and the Beaver Creek stream corridor.

### Legend

- East-West Route
- Trail
- Proposed
- Proposed (Alignment Evaluation)
- Existing
- Struble Trail System
- Municipal Boundary
- Approximate Tax Parcel Boundaries
- Streams
- Bodies of Water
- Lands Owned or Eased by Land Trusts
- Chester County Agricultural Easements
- Public Lands (Federal, State, County, and Municipal)
- Other Protected Lands
- Trailhead

### Existing Applecross Trails—Swinehart Road Connection

The original alignment included a path along the Beaver Creek corridor, originating closer to Sills Lane and the Applecross Townhomes development. Based on property owner coordination and due to an active land development on UPI 29-4-179, the alignment was shifted north. The alignment shown on this map and the Alignment Status Map (See Chapter 2) represents a general connection between the existing trail network in the Applecross community and West Brandywine Township owned property east of Swinehart Road. Further coordination and design is necessary to identify a specific alignment.

### Southern Connection (Union Road & Monacy Road)

The concept of a southern connection generally along the Union Road and Monacy Road corridors was raised at the Community Workshop in June 2017. This connection is consistent with the Community Trails Concept Map in the West Brandywine Township Comprehensive Plan. Based on the planning level evaluation, this was not identified as the primary alignment for the East-West Trail. However, this connection could provide a southern "loop" connection to the East-West Trail. Additional planning and evaluation is necessary to identify the best facility type and design treatments.

The original alignment followed Beaver Creek Road to Route 82 and crossed properties currently used for agricultural purposes to provide a connection to the existing trail at Mendenhall Drive. Based on coordination with property owners/managers, a path following original alignment would negatively impact agricultural uses and businesses that rely on farming. Through coordination with representatives from Saint Peter Catholic Church, an alternative alignment following the Beaver Creek stream corridor and Lafayette Road was identified. While this northern route alignment is slightly longer and less direct, it provides a connection to the West Brandywine Township municipal complex, including existing trails at the Township Park.

For the segment between Swinehart Road and Route 82, the alignment shown the Alignment Status Map (See Chapter 2) represents a general connection and not the exact location of the proposed path. Further coordination with the property owners and a conceptual design is necessary to identify a specific alignment for the path that does not impact existing agricultural uses and addresses the concerns of property owners. The segment along Lafayette Road is identified for an on-road shared lane facility due to the narrow roadway width, existing constraints adjacent to the road, and relatively low traffic volumes. The connection south along Hibernia Road is consistent with the West Brandywine Township Comprehensive Plan, which identifies a “Historic Trail” along the Hibernia Road corridor. See Chapter 3—profiles for segments W-BC-4, W-BC-5, W-HT-1, and W-HT-2 for more information on the proposed improvements.

#### Hibernia Park Alternative Connection

During both Community Workshops, residents along Cedar Knoll Road shared concern and opposition to the conceptual plan for the off-road path along Cedar Knoll Road. Alternative connections to Hibernia County Park were explored. A connection along Hibernia Road south of Cedar Knoll Road to Union Road was identified as a way to connect to existing Chester County owned property and an existing dirt path to the Rim Trail in Hibernia County Park. Given the narrowness of Hibernia Road and other constraints, an off-road alignment was not feasible. No other alternative alignments were easily identified, so the facility type for Cedar Knoll was changed to an on-road facility. Since it is desirable to have an off-road path or sidewalk, any alternative connections between Hibernia Road and Hibernia County Park property should be considered. See Chapter

3—profile segments for W-HC-2 and W-HC-3 for more information on the proposed improvements.

#### Southern Connection (Union Road & Monacy Road)

The concept of a southern connection generally along the Union Road and Monacy Road corridors was raised at the Community Workshop in June 2017. This connection is consistent with the Community Trails Concept Map in the West Brandywine Township Comprehensive Plan. Based on the planning level evaluation, this was not identified as the primary alignment for the East-West Trail. The roadways along this route are narrow and have existing constraints adjacent to the roadway that impact the feasibility of providing an off-road trail. However, this connection could provide a southern “loop” connection to the East-West Trail. Additional planning and evaluation is necessary to identify the best facility type and design treatments for this connection.

#### West Branch Brandywine Trail

A trail connection along the West Branch of the Brandywine Creek between Cedar Knoll Road and Reid Road or Lafayette Road is a potential alternative to the path along Cedar Knoll Road and Hibernia Road. The concept for a trail along the West Branch of the Brandywine between Hibernia County Park and points north is included in the West Brandywine Township Comprehensive Plan. Because the right-of-way for the abandoned railroad line is no longer intact, there are feasibility challenges associated with identifying and securing a right-of-way for the path along the Creek corridor. However, it warrants continued planning consideration as a longer term option and alternative option to the Cedar Knoll and/or Hibernia Road corridors.

West Brandywine Township Community Trails Concept Map, Comprehensive Plan 2005

