

Appendix A – Stakeholder and Public Involvement Materials

Public Comments Received

Study Advisory Committee (SAC) Meeting Minutes

- Meeting #1 on March 28, 2017
- Meeting #2 on May 16, 2017
- Meeting #3 on August 22, 2017
- Meeting #4 on November 14, 2017

Technical Coordination Meeting Minutes

- PennDOT and Chester County Planning Commission Meeting on June 6, 2017
- Chester County Facilities/Parks Department and Planning Commission Meeting on June 7, 2017

Project Website – Frequently Asked Questions

(<http://www.brandywine.org/conservancy/projects/east-west-bicycle-and-pedestrian-facilities-plan>)

Public Meeting Presentation Slides

- Board of Supervisor Meetings – April 2017
- Community Meeting on June 20, 2017
- Community Meeting on December 5, 2017

List of Property Owner Coordination Meetings

Owner/Representative(s) (Parcel UPI)	Meeting Date
Steve Morton (Senior Pastor) regarding UPI 30-6-5 owned by Hopewell United Methodist Church	June 20, 2017
Richard and Donna Williams (UPI 30-2-8) Joseph and Christine Torrie (UPI 30-2-86.36) Michael and Catherine Root (UPI 30-2-86.37) Regarding existing emergency access easement between Corner Ketch and Pancoast Lane	August 17, 2017
Linda Leib (Principal) and Dale Lauver (Director of Facilities) regarding UPI 30-2-57.1 owned by Downingtown Area School District (DASD)	June 12, 2017
William Kay, II regarding UPI 29-7-39 owned by Overlook Road Farm	June 5, 2017
Father Fitzpatrick of St. Peter Catholic Church regarding UPI 29-4-139.1B owned by Archbishop of Philadelphia	July 6, 2017
Karen Vollmecke regarding UPI 29-7-17.2 owned by Jeanette Harris	June 19, 2017
Joseph Piscoglio, Jr. and Sharon Piscoglio (UPI 29-4-138.4)	August 30, 2017

Public Comments Received

ID	First Name	Last Name	Address 1	Address 2	Comment
F01	Michael	Lehmicke	172 Lafayette Road	Coatesville, PA 19320	Our main concern is privacy. The proposed bike path runs along our property line. Also, there are liability concerns. What will be put in place to prevent trespassing?
F02	Carol	Franks	22 Batten Drive		I reviewed the plans at the East Brandywine Township building last month and would like to comment on them. My address is 22 Batten drive, and my home is adjacent to the driveway exiting from Hopewell cemetery. One of the scenarios for the trail uses the church driveway and sends folks up Batten Drive to Hopewell. I oppose this arrangement as we live in a neighborhood, not a park. Having a quiet neighborhood means a lot to me - it's kind of like a sanctuary I guess. Turning it in to a section of trail would totally change that. Many of us in the neighborhood walk our dogs along Batten Drive, and even up through the cemetery - it's peaceful and pleasant. We stop and chat with each other. I couldn't imagine trying to do that with bikes and runners whizzing by me. It just isn't the place for a trail in my opinion. Thanks for allowing me to share my opinion.
F03	Matt	Purse	391 N. Buck Road		1. What is the plan for Batten Drive Route through Conservancy? 2. What is the goal of the project? 3. What is the proposed funding source? 4. What is the plan for safety of residents while introducing people onto their land? 5. When and how will the final plans be approved?
F04	Debbie & Glenn	McCracken	607 Pancoast Lane	Downingtown, PA 19335	1. Traffic on my street. 2. People using Echo Dell & Pancoast to park cars and go on trail at that point. 3. A lot of people I don't know in my development. 4. Bought property for quiet - for not a lot of traffic and for privacy. 5. Concerned about property value (one thing to have parks and trails nearby but not thru development). 6. Tax paying citizens - who up till now have never been asked opinion on this. 7. Kids can play outside in our development and not have to worry about strangers. We have roads in this Township that need repairs and something needs to be done about traffic and speed on Hopewell especially during morning and evening rush hr. No one can guarantee how this will affect my neighborhood - for the good or the bad.
F05	Bill	Beyer	622 Pancoast Lane	Downingtown, PA 19335	1. Where in SE PA are there trails (run, walk, bike) that go through neighborhood developments? I would like to visit those sites and see the impact. 2. You claim that it is "local" for community residents. Yet, to quote Field of Dreams, if one builds it, they will come. The unintended impact on our Echo Dell/Pancoast neighborhood cannot be predicted. You essentially are changing the secluded nature of our development.
F06	Sean	Alvarez	386 N. Buck Road	Downingtown, PA 19335	We think it is a great idea. We used to live with access to Struble Trail and used it all the time.
F07	Tonya	Rinaldi	679 Hopewell Road	Downingtown, PA 19335	I completely oppose the plan. You are cutting through the front of my yard, going across my driveway. It will be an invasion of privacy and a safety concern. I have four children and I do not want anyone walking through my yard and across our driveway. That is a danger to my children and of great concern to me.
F08	Paul	Rinaldi	679 Hopewell Road	Downingtown, PA 19335	I completely oppose any trail in the area of Hopewell Rd and Echo Dell crossing!
F09	Barbara	Jarosz	20 Keller Way	Downingtown, PA 19335	The path along the back of the homes on Keller Way in E. Brandywine Twp. Is the exact path the deer use every AM & PM. The wildlife is being squeezed out more & more. We just moved here last year and this is a total, undesirable surprise. Our privacy will be gone. Our quiet will be gone. There will be noise & trash. This will also provide for more theft opportunities in the neighborhood.
F10	Len	Alansky	384 N. Buck Road	Downingtown, PA 19335	Wayfinding - hybrid using all 3 options. Map kiosks only at parking lots & park access points. Otherwise simple mile marker. Also simple posts to use as directed.
F11	Debbie & Glenn	Mirenda	27 Mendenhall Drive	Coatesville, PA 19320	Very excited for this! Thank you for all your hard work/efforts/time & energy! Great proposals and plans! Praying for the endeavor! Comments: 1. I vote for (where possible) fencing to guide trail users & help property owners to safeguard their land. 2. All for signage on trails. It is both aesthetically pleasing as well as good safety measure for pinpointing location. Thanks! - Deb Mirenda
F12	Tyler	Alansky	384 N. Buck Road	Downingtown, PA 19335	<u>On Road Options</u> - Prefer combination of all 3 options presented. 1. Dotted lines on either side to mark trail path. 2. Pedestrian signs to delineate path. 3. Logo/picture to mark trail. Cheapest/most feasible option may be to have trail come up on Batten Drive to Hopewell Road instead of paving path next to Rock Raymond.
F13	Jack	Knezo	219 Cedar Knoll Road	Coatesville, PA 19320	To Whom it may concern: Let me start by stating that the proposed East-West Trail is a good thing, and I would probably use it weekly, if not daily. However, based upon the proposed routes illustrated at the township hall meeting, I'd like to suggest several alternative routes for the trail in section 4, from Mendenhall Drive to Hibernia Park. I live on Cedar Knoll Rd, on the section from Hibernia Rd to the bridge over the West Branch at the entrance to the Park. I walk the existing trails in Hibernia quite often, especially in winter, and my route to the park along Cedar Knoll Rd. is fraught with danger. My proximity to the Park was one of the reasons I moved here over 35 years ago. But since then, sadly, Cedar Knoll Rd. has transitioned from a sleepy rural road to a major east-west thoroughfare for all communities west of Hibernia Rd., and West Caln township, with literally thousands (my estimate) of cars and large trucks daily. A traffic study should be conducted to determine the actual count. There are existing alternatives that would provide a more aesthetically pleasing, safer, and more tranquil trail experience than the proposed Hibernia Park connector. The existing rail bed that once traversed the Park (the rail line ran from the steel mills in Coatesville to Boyertown) could be used. It's level, wide, graded, a bit overgrown, but would provide access to the West Brandywine bridge area at the base of Cedar Knoll to township owned property just west of the Pope John Paul II Catholic Elementary school. While the rail bed would not utilize the Mendenhall Drive walking paths, it would provide an almost ready made trail bed, could utilize West Brandywine township properties, and would eliminate the safety and noise concerns of a parallel path along Cedar Knoll Rd. proper.

ID	First Name	Last Name	Address 1	Address 2	Comment
					<p>A second alternative would be to take the proposed Mendenhall Drive crossing of Cedar Knoll, and instead of following Cedar Knoll to the park, proceed into the woods directly across from Mendenhall, along Hibernia Road (behind several houses/properties on Hibernia), and emerge in the area of Hibernia Methodist Church. The trail could then cross Hibernia Rd. (much less traveled) and connect to the existing Park property along the old church cemetery. This trail exists now, and connects to the aforementioned old rail bed trail now used in the park. Once at the rail bed trail, one could walk/bike right a short distance to the bridge area on Cedar Knoll (proposed terminus), or walk left to the Lions Head gate of the park.</p> <p>Either of these alternatives would be preferable to the proposed plan along Cedar Knoll rd., which seems like an afterthought to finish the trail. I suggest the engineers walk the trails (I'd be happy to accompany them), measure the traffic on Cedar Knoll, and arrive at a different plan for this excellent community project.</p>
F14	Barbara	Perella	223 Cedar Knoll Road	Coatesville, PA 19320	<p>Thank you for soliciting comment from residents of the community we live. I own both 219 and 223 Cedar Knoll Road along with my husband, John C. Knezo. I look forward to a safe alternative to reach the county trail systems. Living here over 35 years, we have watched our quiet street become a thoroughfare.</p> <p>My concerns for proposed Section 4 to the parking at Cedar Knoll Bridge are the following:</p> <ul style="list-style-type: none"> • Speed, Traffic and a dangerous crossing at Mendenhall Drive to cross over Cedar Knoll. • Steepness and grade to run a path straight down Cedar Knoll from the Hibernia intersection • Privacy loss of my Cedar Knoll neighbors putting proposed path in "front yards". I would rather see the trail lead to the "tree lined" back yard approach. A crossing on Hibernia Rd. and run trail to the back or along sides of property lines. <p>Suggestion: at Gable Road and Hibernia cross and go straight onto property borders that lead down to the existing railroad bed. Two Farms intersect there and its a great place to watch a sunset over Chambers Lake. A less busy intersection and safer than Cedar Knoll.</p> <ul style="list-style-type: none"> • Traffic congestion: Cars, people, bikes, animals to cross at an already accident prone intersection of Hibernia and Cedar Knoll Road. • Reroute Section 4 to end at Cedar Knoll bridge by rerouting over toward Reid Road. This leaves out Mendenhall loop and Cedar Knoll. <p>Suggestion: Incorporate the West Brandywine township paved walkway, trails enters West along Reid Road and left after Reid Rd. bridge crossing to the abandoned railroad bed or run along opposite side farmland which is West Caln Township.</p> <p>Note: Local riding clubs will NOT utilize these bike paths. We see "packs" of riders utilize Cedar Knoll to reach the park entrances. The bikes reach substantial speed traversing downgrade to the Cedar Knoll Bridge. Coming up from bridge is a true workout even for these seasoned riders.</p> <p>Suggestion: Incorporate the West Brandywine township paved walkway, trails enters West along Reid Road and left after Reid Rd. bridge crossing to the abandoned railroad bed or run along opposite side farmland which is West Caln Township.</p>
W02	Robert	McClure			I would suggest the trail use Culbertson Run and stay off of Route 322.
W04	Paul	Rinaldi			Is there a proposed crossing right in front of my property, 679 Hopewell Rd? I'm not sure I'm a fan of that.
W05	Jessica	Serrano	141 Dowlin Forge		Hi - we received the letter from Luke Reven inviting us to the meeting on Tuesday. We live on Dowlin Forge between 282 and Rock Raymond. I just wanted to thank you for the invitation but to let you know we are unable to make the Tuesday meeting. My family and I are in support of the plans for trail expansion, and we look forward to the expanded hiking and biking possibilities right from our driveway. Please feel free to include me on future emails related to the project. Best, Jessica Serrano 141 Dowlin Forge
W07	Tara	Brady			I reside on Hopewell Rd and have zero interest in you stepping foot on my property, or utilizing any portion of my property for a walking trail. I moved here 4 years ago for the peace, quiet and PRIVACY. I will be contacting my attorney to understand my rights regarding my property first thing tomorrow morning. Take your trail up 282 along the river and leave my front yard alone. Hopewell road is driven on like a highway, the last thing you all need is someone getting hit by a car. Use Struble Trail!
W09	Irene	McNutt	220 Cedar Knoll Road		I have concerns and worry of having this trail being allowed on Cedar Knoll Road. The road is very busy at all hours of the day and night, it is a residential area, what about our lawns, what about the trash, what about the noise, what about dog droppings not picked up. This needs to be studied more. Driveways will be ruined, our well kept lawns will be destroyed. We all take pride in our homes this will ruin the country setting that we all have come to love and admire. There is a better solution with a trail near the Hibernia church on Hibernia Road. I believe my neighbor Jack Knezo talked to someone about this. This is unacceptable to my family. We came out to the country for peace and quiet, not to have noise, pollution and lose land to strangers to walk on our properties.
W11	Richard	Gordon	11 Batten Drive	Downingtown, PA 19335	It appears from the presentation, that you are planning on running the trail across my property along Hopewell Road. There simply is not enough space to do this. We'd appreciate being involved in this discussion. Unfortunately, we were out of town for the June 20th meeting and as nobody has ever reached out to us for any input whatsoever, we are extremely concerned about the current plan. Who can we speak with to get an update on this? Thank you.
W12	Paul	Rinaldi	679 Hopewell Road	Downingtown, PA 19335	My wife and I continue to oppose all current trail plans that place a trail on my property, 679 Hopewell Rd. I, along with neighbors involved, plan to attend our next meeting to discuss an alternate route.

Public Comments Received

ID	First Name	Last Name	Address 1	Address 2	Comment
W13	S	Gabel			This is wonderful; we look forward to it's completion.
W14	Joseph	Piscoglio, Jr.	194 Jolly Joe Drive	Coatesville, PA 19320	I am a property owner and do not want this trail to cut through my land. My concerns are strangers liabilities and littering on my property. This would mean I would loose valuable farm land.
W15	Fred	Marsico	208 Cedar Knoll Road	Coatesville, PA 19320	We are totally against this project. First it would encroach on our septic system, I don't think the township is in any position to replace our septic system. Second we have a huge historic oak tree in our front yard, we don't want to lose. Third we have a five year old who plays in our front yard is the township going to provide security ? And Fourth there is an abandoned railroad bed that goes right to the park why can't they utilize this bed that makes sense.
W16	Fred	Marsico	208 Cedar Knoll Road	Coatesville, PA 19320	This is my second form submitted. I am not in favor what so ever for this path going through our front yard. This township would not let us put our garage in that area and now it's OK to put a bike path !!!! This is a corrupt land grab for the benefit of total strangers going through our front yard. The abandoned railroad bed is perfectly usable and makes perfect sense, why can't this be utilized ? We are in contact with our State representative hopefully we can get somewhere.
W17	Sheryl	Marsico	208 Cedar Knoll Road	Coatesville, PA 19320	We are not in favor of the East-West Trail continuing down Cedar Knoll Road. The following are the main reasons we contest the development of the bike/pedestrian path on our property: 1. This would encroach on our privacy. We moved to West Brandywine Township from congested West Whiteland Township to enjoy the privacy of our property on Cedar Knoll Road. We wanted to avoid sidewalks. 2. This would encroach on the safety of our five-year old grandson who lives with us and plays outside all the time. With cyclists and pedestrians passing by our house all the time, I feel his safety would be jeopardized. 3. This would encroach on the safety of our dog also. With cyclists and pedestrians passing by our house all the time, he would be more inclined to bark and run into the road. 4. This would encroach on our septic system and drain field. The possibility of disturbing our system would cause us a huge concern and costs. 5. We would lose our many trees close to the road, some that were recently planted for privacy and others that are historical. 6. West Brandywine did not allow us to build our garage near the road because it was considered "frontage". 7. There are many existing trails that could be accessed rather than Cedar Knoll Road. There is already an existing Hibernia Park Trail Network off of Hibernia Road going into the park. 8. There is a railroad train bed which could be accessed also.
W18	B	Jarosz			We are very much against having the trail. We came to beautiful, rural Chester County after living most of our lives in Philadelphia. If people want sidewalks to walk on, MOVE TO THE CITY! They could also go to a park or nearby development to walk on a sidewalk. STAY OUT OF OUR BACK YARD!! Our property backs up to the school yard which has its own set of concerns which must be considered. At the last meeting we were told this project will cost \$20 million!! Rather than spend it on a trail, give the area farmers a tax break. They are being driven to sell their family farms because they cannot afford the taxes. Help them and KEEP OUR AREA RURAL!! We don't want our back yard to be a public area with its noise, trash, or dog droppings. We like the open roominess of the neighborhood. If fences have to be put up to keep people from cutting across our yard, the area will be less attractive. DONT WASTE \$20 MILLION OF TAXPAYER MONEY ON UNNECESSARY PORK PROJECTS!!! Chester County's farms are disappearing ---- if the township administration thinks we get our food from the grocery store and not from the local farms then we will be importing food from CHINA!! Conserve our local food sources and do not waste money on needless trails. BE SMART AND NOT POLITICALLY INEPT!
M01	Steve and Irene	McNutt	220 Cedar Knoll Road	Coatesville, PA 19320	Reasons not to have the trail down Cedar Knoll Road If we wanted to have a pavement on our property we would have stayed in the city. What about insurance costs? Will ours go up? What about cleaning up trash? What about cleaning up the dog dirt? I would hope that they would have to have their animals leashed? Who's responsible to remove the snow? Who's responsible if it is icy? What if someone gets hurt on our land? What about legal and medical issues? Would you want this in your front lawn? What about driveways, we pay to pave them etc. not for bikers and dogs to use. Will we be compensated for the usage our land? Was told the trees on our property would not be taken down? What about the tree limbs falling on said trail? We love to sit on our front porch and relax, we sure don't need an audience! Traffic is heavy on this road, is this safe for this trail? This is a state road are they aware of the planning of said trail? Did someone actually come out and survey the land before it was presented to su or was it done by a computer with someone behind a desk? Whould we get legal counsel to make sure all is legi? Who will be doing the grass trimming around the pavement that is on our side of our land? Is there a timeframe for the hours when this is opened to the public to use? Are there any ordinances for the people that use the trail to follow? Came to live in teh country for quiet, peaceful living not to have bikers and walkers going across our front lawn. Will this decrease the value of our homes? I know one house that will lose a lot of their front lawn since it sits so close to the road! Have any other locations been considered? How many feet of land would you be taking from our frontage from the road? What is the going price for this? Will our taxes go up or down since we would be losing land? No one that I have talked to wants this to happen in our neighborhood! What is the timeline for this to happen? This is not going to bring any economic relief to the township so why have it? We have wonderful wild life that comes through our yards and I would hate to see this stope because of this planned trail.

Public Comments Received

ID	First Name	Last Name	Address 1	Address 2	Comment
E01	Paul & Tonya	Rinaldi	679 Hopewell Road	Downingtown, PA 19335	My family and I are residents of East Brandywine Township. This past summer we were made aware of the East-West Trail plans via a mailer. My wife and I attended the summer trail community meeting, as well as the meeting that took place on December 5th. We clearly communicated our disgust with this project considering the plan has the trail running through our front yard. We were told that alternate routes would be examined. However, all of our concerns that we mentioned seemed to have fallen on deaf ears, as there were no revisions to the original plan presented in the summer. We want our voices to be heard, and for every official involved in this project to know that we do not support this proposed plan. Furthermore, in speaking with many other residents at the meetings, it is clear that we are not alone in our anger and frustrations. There are many other routes that should be considered before forcing someone else's agenda on the community residents. This is an outrage, and what's even more insulting is that none of the township community leaders were leading these community discussions. We are strongly opposed to this plan. If the projected route continues to run through our front yard, then we will reach and organize every resource available to ensure that our rights as home owners are not violated.
E02	Hopewell United Methodist Church (Sheri Kentner, Business Administrator)		852 Hopewell Road	Downingtown, PA 19335	<p>Thank you for all of the hard work that has been put into this latest draft of the East-West Bicycle-Pedestrian trail plan by your and your team. In reviewing the current plan Hopewell UMC has a couple of observations/concerns:</p> <ol style="list-style-type: none"> 1. The topography of the section of land that fall between the Cemetery entrance road and the old exit road adjacent to Hopewell Road does not lend itself well to being used as part of the trail. The slope of this section is steep going toward Hopewell Road with a very small flat area at the top next to the cemetery fence. In addition, there is a very steep slope from the Cemetery entrance road. 2. It is difficult from the plans to determine which side of the Conservancy fence the trail will be on. Would you know if the trail is being proposed to be on the conservancy side of the fence of the cemetery side? <ol style="list-style-type: none"> a. We are aware there is a portion of land that belongs to the Conservancy on the Cemetery side of the fence however placing the trail on this section would put users of the trail very close to the existing and future graves. We try to maintain a reverent site for family and friend to visit the graves of those who have passed away. In addition, we would be concerned that they cemetery would be used as a cut through for those wanting to reach a point of the trial into the cemetery. We also have many graves which have been purchased for future use in our Asbury Yard. It borders the lower section of the fence. The equipment needed to dig the graves uses the section between the fence and the 1st row of graves. A trail could hurt our ability to do this.
E03	Linda and Jon	Morrison	690 Rock Raymond Road	Downingtown, PA 19335	<i>See letter, attachments and report submitted.</i>

To: East Brandywine Twp.
McMahon Associates, traffic consultants
Brandywine Conservancy
c: Natural Lands Trust

From: Linda and Jon Morrison
690 Rock Raymond Rd
Downingtown, PA 19335
610-389-6100

Re: Public Comment on:
Significant environmental, legal and budgetary problems re
Segment 5 of proposed paved bike and walking trail route

Date: January 5, 2018

We have reviewed your proposed plan and make the following observations:

It may be the case that those overseeing this effort have missed important restrictions that govern this proposed route. Also, that those overseeing this effort are unaware of an excellent alternative. We write in order to share this information with you.

E-Struble Connector Segment 5 [E-SC-5] of the proposed, paved bike and hiking trail will have significant, negative environmental impacts to wetlands, wildlife and forests, that are not being discussed, and, therefore, could prove to be the single most costly and environmentally damaging section, by far, of this multi-million dollar trail route. Segment 5 (as currently proposed) travels through preserved farmland owned by the Brandywine Conservancy, whose mission is land and water conservation, and whose land is restricted by a conservation easement held by the Natural Lands Trust. The language of the Natural Lands Trust easement is very restrictive regarding any kind of "construction," is very protective of wetlands, forests and habitats, and allows only "walking trails" (not bike trails.)

An important Objective set forth in the plan is: "Minimize negative impacts on sensitive environmental and natural resources." *Chapter one, Background; Page 5.*
(see attached)

The plan also states: "At the east end of the trail, there is a cluster for woodland and agricultural uses, including several properties with existing conservation easements that limit development potential. In this area there is a particular focus on minimizing impacts to sensitive environmental and natural resources." *Chapter Two, Evaluation; Land Use Context; Page 11*

Evidently, the planners have lost sight of these Objectives. Fortunately, there are various local, state and federal laws that will protect these lands.

We attach an analysis of the proposed E-SC-Segment 5, done by Senior Ecologist and Wetland Scientist, James A. Schmid, PhD. regarding the “major conflicts both with the Article IV Natural Resource Protection standards of the East Brandywine Township Zoning Ordinance (Township Code 399-12 ff) and with various State and Federal requirements.”

As mentioned in Mr. Schmid’s analysis attached, trail construction would not be lawful prior to issuance of various State and federal permit approvals. Current regulations require that such approvals can be granted only where there is no practicable alternative when constructing this segment of public trail.

However, there is an excellent alternative to E-SC section that would connect the Struble Trail with the Community Park section beginning at Hopewell Rd.

A simple and attractive alternative to this proposed paved bike/hike trail is available, at a fraction of the cost, with no environmental impact, and could be accomplished in much less time, by using the three “Buck Roads” – N. Buck Rd, Buck Rd and E. Buck Rd (including part of the E. Buck Rd roadbed that was abandoned years ago, but still exists on current maps) -- to accomplish the goal of connecting the Struble Trail head at Creek Rd (Rt 282) and Hopewell Rd. We have attached maps comparing the multi-million dollar, environmentally damaging current proposal vs. the quick and cheap route using the three Buck Roads.

The three “Buck Roads” are minor, township historic cart-ways, and are in the AASHTO category of Very Low Volume Road. Indeed, these quiet roads are already used on a regular basis, by joggers, dog walkers and bikes, and a few remaining horse riders. Using your trail toolbox: Shared Roadway Design Guidelines (One-sided Shoulder)-- painting a white line along one side of the existing asphalted roads (see attached)-- they could quickly and cheaply be made part of this trail using white paint and signage, leaving only the small section of the abandoned roadbed of E. Buck Rd. to be developed, with no environmental impacts. This section is in or near the land owned by the Whittaker family, and your consultants have planned for the trail to end in that vicinity already at the Struble Trail Head.

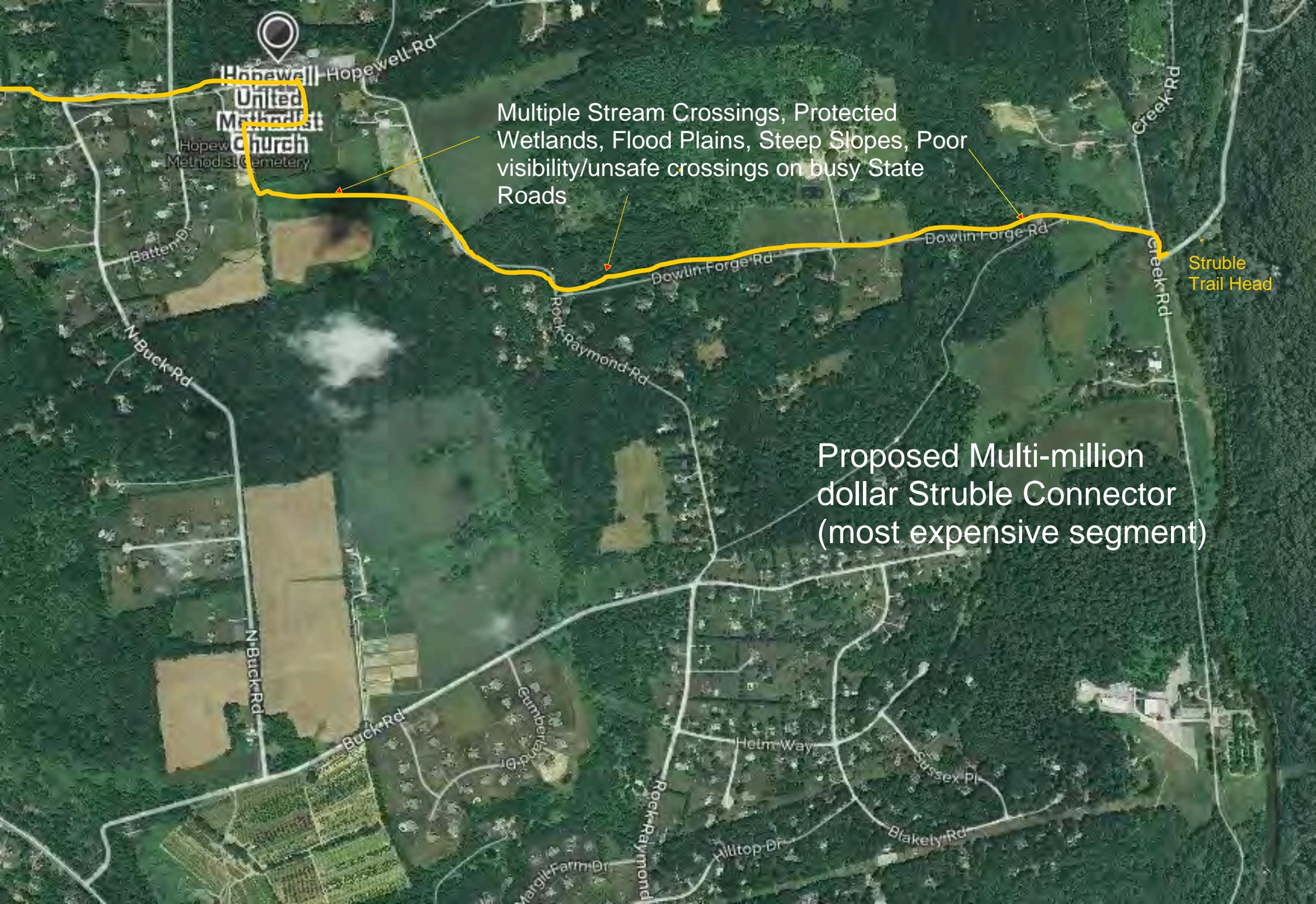
There are multiple examples between Hibernia Park to the Struble Trail, where the proposed trail uses Shared Roadway Design Guidelines/One-Sided Shoulder that delineates a section on the side of an existing minor road: Pancoast Lane, Echo Dell Rd., Wildbrier Dr., Firethorn Dr., Lafayette Rd. and even the busy state road, Hibernia Rd.

Of course, this alternate “Buck Roads” route for the “spine trail,” between the Struble Trail and the beginning of the Community Park (CP) section at Hopewell Road, does not connect to the single, small section of asphalt trail already built on

Dowlin Forge Rd. The proposed plan contains feeder/neighborhood trails along the main "spine" trail, and this one segment already built could be considered another "feeder trail", if there was an environmentally responsible way to continue this existing feeder trail east (perhaps on the other side of the road or on the road for a short distance) to join up with the relocated "spine trail" nearby at E. Buck Rd to connect the families that live on Dowlin Forge Rd. to the Struble Trail and the relocated "spine trail" on the Buck Roads.

With one exception, none of the proposed sections of E-SC on 5 properties on Dowlin Forge Rd and one on Rock Raymond Rd have been built, and because of the flood plains, steep slopes, stream crossings and wetlands, mentioned in your proposed plan they will be subject to all the legal restrictions and regulations mentioned in Mr. Schmid's analysis. Thus, the East Struble Trail Connector, as proposed, if it were ever allowed to proceed, could be the single most expensive section by far in the entire trail system, \$3.7 million calculated so far, for less than a mile -- and that does not include the paved bike and hike trail through the Conservancy's wetlands.

We hope this new information is helpful.



Hopewell
United Methodist Church
Hopewell Methodist Cemetery

Multiple Stream Crossings, Protected Wetlands, Flood Plains, Steep Slopes, Poor visibility/unsafe crossings on busy State Roads

Proposed Multi-million dollar Struble Connector (most expensive segment)

Struble Trail Head

Hopewell Rd

Creek Rd

Creek Rd

Dowlin Forge Rd

Dowlin Forge Rd

Batten Dr

N Buck Rd

Rock Raymond Rd

N Buck Rd

Buck Rd

Gumberland Dr

Helm Way

Sussex Pl

Blakely Rd

Alltop Dr

Margit Farm Dr

Rock Raymond

Hopewell
United
Methodist
Church

Hopewell
Methodist
Cemetery

Hopewell Rd

Creek Rd

Batten Dr

Dowlin Forge Rd

Dowlin Forge Rd

Struble
Trail Head

Creek Rd

E. Buck Rd
Unpaved

E. Buck Rd
paved

One-sided
shoulder

One-sided
shoulder

Minimal Cost
No Environmental Impact
Struble Trail Connector

N. Buck Rd

Buck Rd

Gumber
Farm Dr

Helm Way

Sussex Pl

Margit Farm Dr

Rock Raymond

Alltop Dr

Blakely Rd



PROJECTS

Brandywine Conservancy &
Museum of Art Trails

Brandywine Trail

East-West Bicycle and Pedestrian
Facilities Plan →

High Trail Bridge

Mill Trail Bicycle and Pedestrian
Facilities Plan

Northern Struble Trail

Plum Run Trail Feasibility Study

Walkable Chadds Ford Village
Design

EAST-WEST BICYCLE AND PEDESTRIAN FACILITIES PLAN



This project includes the preparation of a bicycle and pedestrian facilities plan for East Brandywine, West Brandywine, and Uwchlan Townships. The study will examine connections over seven miles between Hibernia County Park in West Brandywine Township and the Struble Trail in Uwchlan Township.

Chapter One: Background

Introduction

Over the last decade, the idea of developing an East-West Trail to connect residential communities in East Brandywine, West Brandywine, and Uwchlan Townships with the Struble Trail (at the east end) and Hibernia County Park (at the west end) has been documented in several plans.

- The Struble Trail, currently 2.6 miles long, is a Chester County owned trail along the East Branch of the Brandywine Creek. The Struble Trail provides a link to the Borough of Downingtown, Uwchlan Trail, and Marsh Creek State Park and future potential connections to other trails in the regional trail network.
- Hibernia County Park is a Chester County owned park with over 900 acres of woodlands, meadows, open fields, and camping areas connected with miles of trails. Situated along the West Branch of the Brandywine Creek, the park is on the National Register of Historic Places and includes the Hibernia Mansion.

Beyond providing connections to these two significant recreational facilities at either end, the East-West Trail is also envisioned to support walking and biking to other destinations along the trail route, including schools, community parks, and shops.

In 2016, East Brandywine, West Brandywine, and Uwchlan Townships received a Vision Partnership Program (VPP) grant from Chester County to develop this East-West Bicycle and Pedestrian Facilities Plan, which is a feasibility study and plan for the East-West Trail.

Goal

The goal of the East-West Trail is to provide over nine miles of continuous and connected bicycle and pedestrian facilities to link residents with key destinations in Uwchlan, East Brandywine, and West Brandywine Townships. This neighborhood connector trail will also link the Struble Trail and Hibernia County Park.

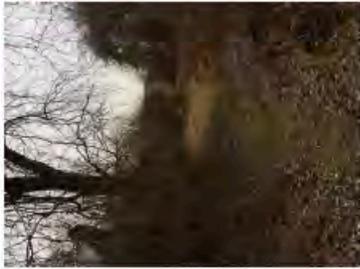
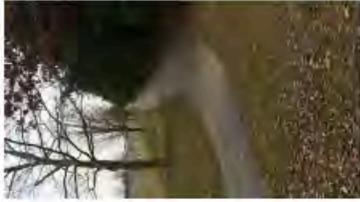
Objectives

- Provide safe and convenient facilities for walking and biking for both recreation and transportation purposes
- Expand access to recreational facilities, including parks, trails, and the East and West Branches of the Brandywine Creek
- Minimize negative impacts on sensitive environmental and natural resources

Study Area Map



Bicycle and Pedestrian Facilities Toolbox

		Off-Road				On-Road	
Description	<p>Path <i>Natural Surface</i></p> <p>Pathway that is intended for use by pedestrians to connect various destinations. Often through or adjacent to undeveloped land.</p>	<p>Path <i>Improved Surface</i></p> <p>Pathway that is intended for use by pedestrians to connect various destinations. May be through or undeveloped or undeveloped land.</p>	<p>Sidewalk</p> <p>Concrete pathway typically parallel to a road that is intended for use by pedestrians with numerous access points to adjacent land uses.</p>	<p>Multi-Use Trail</p> <p>Paved pathway at least 10' wide that is intended for use by both bicyclists and pedestrians.</p>	<p>One-Sided Shoulder</p> <p>Striped shoulder on one side of the roadway for use by pedestrians. Other pavement markings, such as the pedestrian symbol, can be used to identify and designate the shoulder for pedestrians.</p>	<p>Shared Use Lane</p> <p>Roadway with travel lanes that are shared by both vehicles and bicycles. Signage and striping, such as sharrows, can be used to designate the shared lane.</p>	
	Surface Materials	<p>Mowed Grass Compacted Earth Mulch/Wood Chips</p>	<p>Crushed Stone Asphalt</p>	<p>Concrete</p>	<p>Crushed Stone Asphalt</p>	<p>Asphalt (roadway)</p>	<p>Asphalt (roadway)</p>
Width	<p><8' 4' - 6' typical</p>	<p><8' 6' typical</p>	<p>5' - 6' 4' permissible</p>	<p>10' - 12' 8' permissible</p>	<p>5'</p>	<p>Sharrows striped 4' from curb or edge of pavement</p>	
							

Schmid & Company, Inc., Consulting Ecologists

**1201 Cedar Grove Road
Media, Pennsylvania 19063-1044
(610) 356-1416 FAX: (610) 356-3629**

5 January 2018

John and Linda Morrison
690 Rock Raymond Road
Downingtown, Pennsylvania

In re: **Segment 5 of Proposed East-West Bicycle and Pedestrian Trail in
East Brandywine Township, Chester County, Pennsylvania**

Dear Mr. and Mrs. Morrison:

The Brandywine Conservancy is proposing more than 9 miles of interlinked and designated public trails to connect Hibernia County Park across West and East Brandywine Townships with the Struble Trail along the Brandywine Creek in Uwchlan Township. The Conservancy has made public on its web page several drawings showing the locations of its proposed trail designations and improvements. The purpose of the new trail network is to provide a convenient public pathway winding across this scenic rural area in Chester County (Figure 1). Some parts of the trail network will consist of actual new paved trail construction; others, of mere trail labeling of the designated route along existing little-used cartways.

You requested that Schmid & Company staff examine Segment 5 of the proposed Struble Connector route in the vicinity of your property on Rock Raymond Road (Figure 2). Here new trail construction is proposed. You expressed concern because of the apparent conflict this conceptual plan for construction would pose with natural resources such as springs, headwater streams, wetlands, hydric soils, floodways, and riparian corridors of which trail planners appear to be unaware (Figure 3). The current plan for Segment 5 appears to raise major conflicts both with the Article IV Natural Resource Protection Standards of the East Brandywine Township Zoning Ordinance [Township Code 399-12 ff] and with various State and federal requirements. These conflicts seem avoidable and unnecessary as well as imposing excessive monetary costs on the trail project, as detailed below.

At the proposed location any new paved trail would have to cross significant areas that consist of Waters of the United States (regulated pursuant to the federal Clean Water Act) and Waters of the Commonwealth, including vegetated wetlands (regulated pursuant to the Pennsylvania Dam Safety and Encroachments Act). Trail construction would not be lawful prior to issuance of various State and federal permit approvals. Current regulations require that such approvals can be granted (1) only where there is no practicable alternative when constructing this segment of public trail and (2) only after all reasonable measures have been taken to minimize impacts. Water resource impacts seem avoidable and unnecessary for Segment 5

of the public trail, as well as certain to impose excessive monetary costs on the trail project, as discussed below.

Segment 5 plans are shown by the Conservancy in less detail than other segments, and little consideration appears to have been given by its planners to identifying the resources at risk, should it be constructed where presently indicated. This disregard of resource conflict appears unwise, even at the present conceptual stage of project planning. In adjacent Segment 4, for example, the designers have identified streams and wetlands as existing conditions to be addressed when planning new construction, although none is shown at present on the conceptual plan drawings. Those features no doubt contribute to the nearly \$1 million expected cost to complete Segment 4. No cost estimates are provided for Segment 5. When designed, the new trail presumably will comply with the standards for trail design set forth in the East Brandywine Township Code [350-50.C], although that is not shown for Segment 5 in the 5 December 2017 draft report on the East-West Bicycle and Pedestrian Facilities Plan. Segment 5 clearly poses significant expense for necessary environmental analysis followed by engineering design, for preparing and revising permit applications, and for trail construction and maintenance. Such costs are likely to be much higher than costs for practicable alternative routes for a convenient public trail link hereabouts.

As currently proposed, Segment 5 would run for about 200 feet alongside the west shoulder of Rock Raymond Road north of its culvert over a High Quality tributary stream. Then it would head first northwest about 500 feet and then west about 700 feet just to the south of your property line (Figure 4). From there the trail would continue west about 1,000 feet, crossing and then passing alongside a minor tributary stream just to the north of a large cornfield, and then north to Hopewell Road, passing between a cemetery and a fenced open field.

Map 6 (surface waters) in East Brandywine Township's 2009 Comprehensive Plan clearly identifies the resource complex just west of Rock Raymond Road intersected by the currently proposed alignment of Segment 5 (Figure 3). That complex is the source of the potential environmental impacts and regulatory difficulty under discussion herein. Much of this land, if examined closely, would constitute a Water Hazard Soils District as defined in the East Brandywine Township Code [at 399-15.A.(2)]. The 1963 Chester and Delaware Counties soil survey Map Sheet 26 clearly shows hydric Worsham and Weehadkee Series soils in this vicinity; those series labels now have been replaced by other hydric series names including Cokesbury, Holly, Fluvaquents, Andover, and Towhee in the online county soil survey mapping at this location. Prior to detailed engineering for any trail construction here, there must be careful delineation and mapping of all wetlands, streams, and other water resources including springs and hydric soils in this area. Locally these resources are found where groundwater emerges to the surface along the zone of geological contact that runs approximately east-west between the Chickies Quartzite that underlies most of your property and the Granodiorite bedrock that is much more extensive to the south.

Applicants seeking to construct improvements in areas with surface water resources are directed to have the limits of streams and wetlands on their land delineated by qualified professionals [East Brandywine Township Code 399-15.B.(2)(c)]. Such riparian resources then are encompassed by a Township-regulated Riparian Corridor Conservation District ranging from 50 to 100 feet wide, as defined by ordinance. Within the riparian corridor district “buffers” new trail construction is limited to 50 feet and to unpaved trails maintained primarily for foot traffic [Township Code 399-13.C.(1)(c)]. This ordinance provision does not authorize paved trails usable by bicycles such as would characterize the current proposal. There can be overlap on the ground between the Water Hazard Soils Districts, the Riparian Corridor Conservation Districts, and the Floodplain Districts defined by Township ordinance. In such cases, the most restrictive Township regulations are to apply. Along streams which have not been mapped by the Federal Emergency Management Agency, such as those in the area of interest here, the Pennsylvania Department of Environmental Protection has declared a regulated floodway extending 50 feet outward from the top of bank of each stream [25 Pa. Code 105.1]. More precise, site-specific floodplain limits can be determined for applicants by qualified engineers applying standard engineering methods, followed by formal agency review and adoption, to enable floodproof trail design and avoidance of interference with flood elevations where trails absolutely must cross floodplains.

Field observations onsite during December 2017 clearly show that mostly forested riparian wetlands occupying several acres intersected by several streams with well defined beds and banks extend more than 1,300 linear feet northward from the streamside patch identified nearby to the south by the National Wetland Inventory (NWI, as photointerpreted by the US Fish and Wildlife Service). NWI maps are well known for under-mapping the extent of wetlands (especially forested wetlands) in Pennsylvania. The actual forested wetlands here extend entirely across Conservancy lands and at least 500 feet farther into your property (Figure 4). Field observation of soil samples suggests that US Department of Agriculture Natural Resource Conservation Service county-level soil mapping also has under-mapped the extent of primarily hydric map units here, although the NRCS acknowledges the presence of unmapped hydric inclusions which can be recognized during more detailed, site-specific wetland delineation and soil mapping. No trail can be planned here, much less authorized or constructed, prior to detailed site delineation and documentation of wetlands and other aquatic resources.

The proposed alignment of Segment 5 intersects several hundred feet of the forested riparian wetlands (Figure 5) and entails several stream crossings. State, federal, and Township applications must be filed and permits approved before any trail construction here can lawfully proceed [East Brandywine Township Code 350-50.C.(2)(g)]. Those applications must include not only full documentation of proposed wetland delineations, but also compliance with bog turtle screening requirements and searches for any animals and plants of special

concern voiced during permit review by resource agencies including the United States Fish and Wildlife Service, the Pennsylvania Department of Conservation and Natural Resources, the Pennsylvania Fish and Boat Commission, the Pennsylvania Game Commission, and the Pennsylvania Historic and Museum Commission. Alteration of the current alignment could be sought by any of these agencies to reduce adverse impacts, once the extent of resources present has been determined. Project delay likely will result while such issues are being resolved. Biological surveys for rare species must occur during appropriate field seasons.

All these agencies focus an applicant's attention on practicable alternatives when water resources are proposed to be impacted. It is the applicant's burden to show that there are no alternatives that could avoid completely the streams and wetlands. Where such alternatives exist, many permit considerations disappear when the applicant revises its plans. Where a strong case can be made for a lack of alternatives for complete avoidance, any applicant then must demonstrate that impacts have been reduced to an absolute minimum. Finally, compensatory mitigation to replace damaged resources typically is required, with ongoing maintenance, monitoring, and reporting because of technical difficulties and uncertainties in wetland restoration and creation.

From what can be interpreted from the Conservancy's Segment 5 drawing, the present alignment clearly is not intended to avoid or even to minimize impacts and is unlikely to gain approval from East Brandywine Township, from the Chester County Conservation District, from the Pennsylvania Department of Environmental Protection, or from the US Army Corps of Engineers. Costs to construct and maintain a paved trail across streams and wetlands here will be unnecessarily and wastefully high, if there are practicable alternatives. Engineering design will be necessary, and compensatory mitigation in the form of constructing replacement wetlands is expected as a condition of approval. Such costs appear both unwise as an avoidable expenditure of conservation funds and altogether unnecessary to accomplish the laudable objectives of public recreational trail construction.

It appears that Conservancy planners have overlooked significant resources in the path of their proposed trail Segment 5---resources that should have been evident even during early stages of conceptual planning. It is possible that features similar to those in Segment 5 have been overlooked elsewhere along the proposed trail network, and careful attention should be given to the remainder of the system, especially where new construction is contemplated. The trail designers would be prudent to consider other alternative routes to eliminate both the currently proposed, unavoidable environmental impacts and the unavoidable resulting costs of currently necessary site analysis, trail design, permitting, construction, resource compensation with monitoring, and long-term maintenance in aquatic areas of Segment 5. At minimum, they either must undertake detailed study of the resources in the vicinity of your property west of Rock Raymond Road so as to minimize impacts or must seek

an alternative alignment that avoids potential impacts. To me it appears that practicable alternatives are highly likely in the vicinity. I attach several captioned graphics which illustrate the concerns raised above. My longtime colleague, Stephen P. Kunz, assisted me during site inspection and report preparation. Please contact me if you have any questions.

Yours truly,



James A. Schmid, Ph.D.
 President
 Certified Senior Ecologist (ESA)
 Senior Wetland Scientist (SWS)
 Certified Wetland Delineator (USACE)

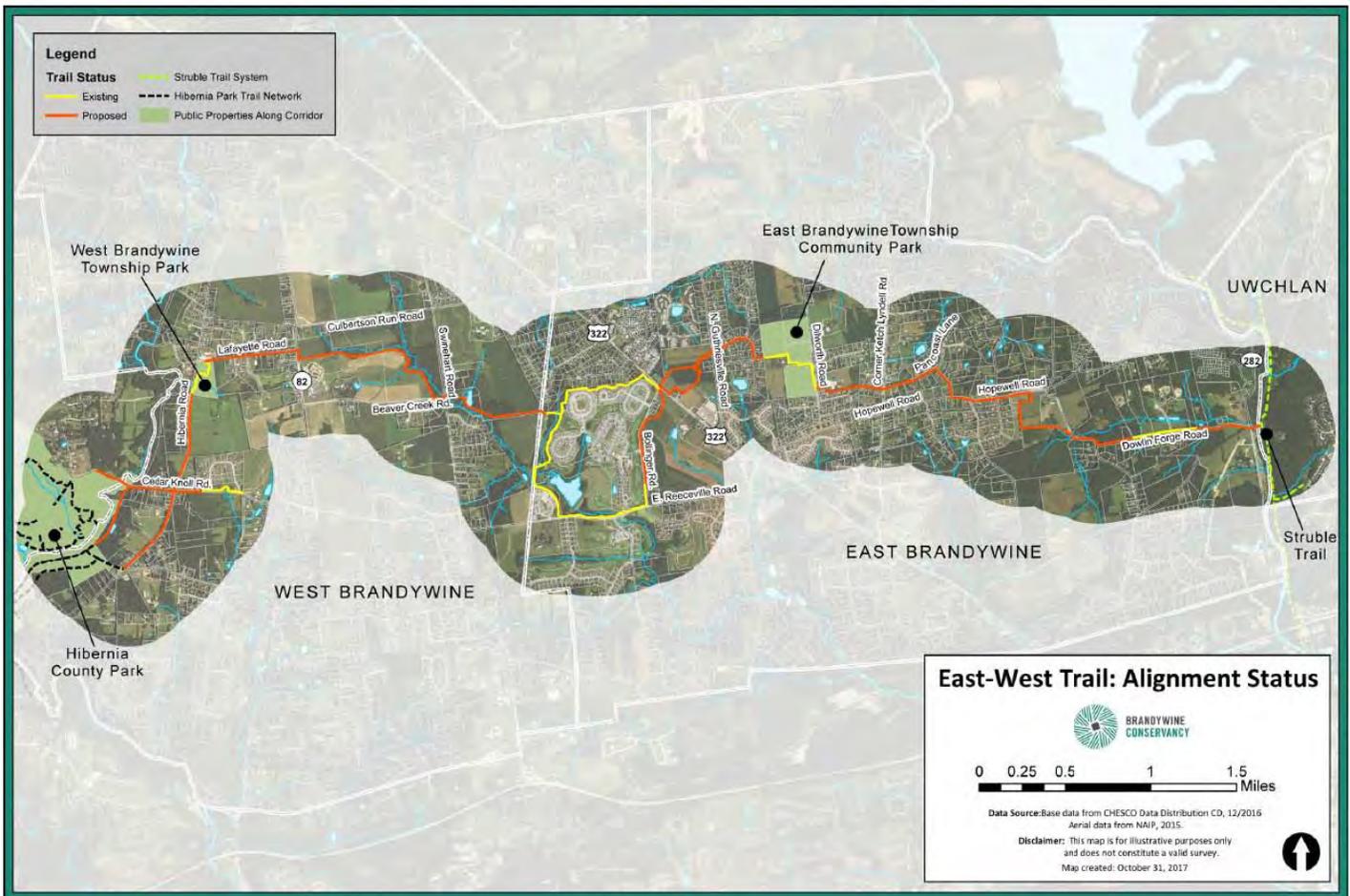


Figure 1. Preferred alignment of proposed Hibernia County Park-Struble Trail East-West Connector Trail as of 31 October 2017.

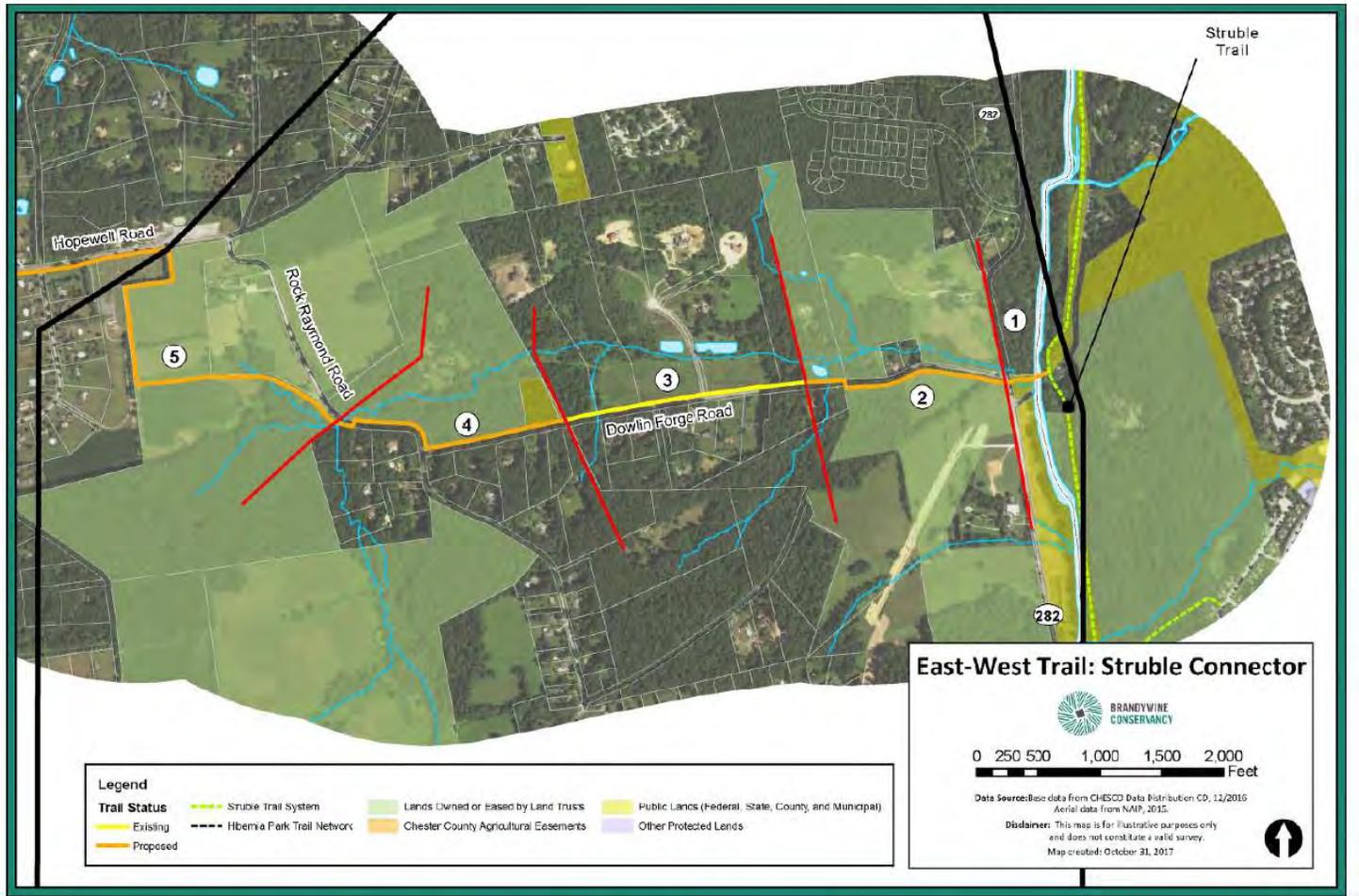


Figure 2. Proposed Struble Connector trail segments in eastern East Brandywine Township. Segment 5 extends from Rock Raymond Road on the southeast to Hopewell Road on the north.

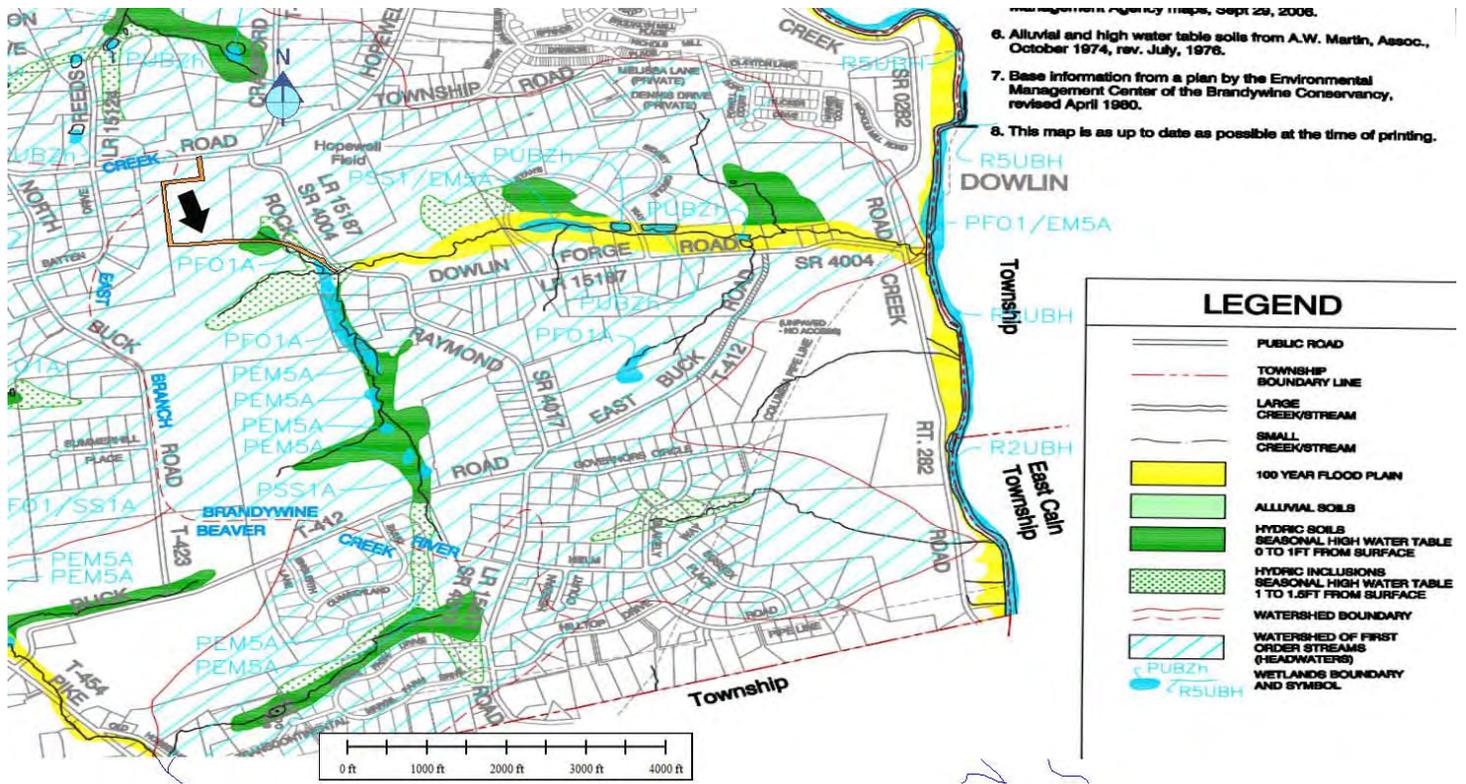


Figure 3. Excerpt from surface waters (Map 6) of the 2009 East Brandywine Township Comprehensive Plan. Segment 5 of the proposed Struble Connector has been added in orange (at arrow).



Figure 4. 2015 Delaware Valley Regional Planning Commission aerial photograph, to which the proposed alignment of Segment 5 of the Struble Connector trail has been added in orange by transfer from Figure 2. Rock Raymond Road is at right; Hopewell Road, near the top of the view. Morrison property is outlined by thin green line. National Wetland Inventory-designated deciduous forest wetland is shown as a green patch at lower right. The actual forested, herbaceous, and scrub wetlands extend northward across Conservancy land and into Morrison property.



Figure 5. View east across wetland deciduous forest, December 2017. Rock Raymond Road guard rail is visible in the middle distance beyond the southern section of Morrison field. As currently proposed, Segment 5 of the Struble Connector trail would cross this forested wetland.

East-West Bicycle and Pedestrian Facilities Plan
 Study Advisory Committee (SAC) Meeting # 1
 March 28th, 2017
 8:30 AM

SAC Meeting Sign-In	Last Name	First Name	Organization
X	Reven	Luke	East Brandywine Township
X	Wagoner	Michael	East Brandywine Township
X	Morris	Ryan	East Brandywine Township
	Chruchill	Katie	Uwchlan Township
X	Laird	Joe	Uwchlan Township
X	Yorczyk	Bea	Uwchlan Township
X	Barnett	Dale	West Brandywine Township
X	Cassels	John	West Brandywine Township
X	Griffith	Rachael	Chester County Planning Commission
X	Speirs	Jeannine	Chester County Planning Commission
X	Manbeck	Natasha	McMahon Associates, Inc.
X	Daniels	Rob	Brandywine Conservancy
X	Fleming	Sheila	Brandywine Conservancy

Meeting Notes:

- Sheila Fleming provided a brief overview of the history of the development of the trail idea that has culminated in the award of the Vision Partnership Program (VPP) grant and the creation of the Study Advisory Committee to oversee the development of the East-west Bicycle and Pedestrian Facilities Plan. The idea of connecting the Struble Trail and Hibernia County Park originated during development of the Brandywine Creek Greenway Strategic Plan. Since that plan, both East and West Brandywine Townships have formed Trails Committees.
- Natasha Manbeck provided an overview of the scope of work and the schedule for the work that is anticipated to be complete at the end of calendar year 2017.
- Rachael Griffith and Jeannine Speirs from the Chester County Planning Commission went over the VPP contract requirements and the role of the County in the process and the expectations of all parties. Some of the key elements of the VPP requirements that were discussed include:

- The County will provide reimbursement of the VPP grant after the final report is accepted by the sponsor municipalities and the reimbursement request is completed. Acceptance indicates that the final product fulfills the scope of work and contract requirements. The County will provide partial reimbursement if the final report is not accepted by all three sponsor municipalities.
 - January 2019 is the deadline in the VPP contract to complete the project. However, based on the project schedule, the final report will be complete by December 2017.
 - The County must be informed and approve any changes to the project scope or schedule.
 - McMahan is aware of the available budget and will complete the scope of work for the agreed upon budget of \$50,000. The consultant team will charge for time and materials spent and will look for opportunities to be efficient and minimize costs.
- After discussion of invoicing and reimbursement procedures, it was decided that, upon confirmation from each Township, that both West Brandywine and Uwchlan Townships would prefer to receive one bill from East Brandywine (the lead municipality on the project) upon completion of the project and prior to County reimbursement.
 - Rachael Griffith and Natasha Manbeck discussed the role of the study Advisory Committee in the process.
 - John Cassell moved to nominate Luke Reven as Chair of the SAC, Mike Wagoneer seconded the motion. Luke Reven was nominated unanimously as Chair of the SAC.
 - Natasha Manbeck provided an overview of the Bike and Pedestrian Facilities and the Pedestrian Crossings Toolboxes. It was noted that the East-West Trail is not currently envisioned to support equestrian users. Additionally, there was discussion regarding transportation and PennDOT design standards requiring a trail to be 10' wide (8' permissible in some situations) to be considered multi-use and support both bicyclists and pedestrians. At this point, the off-road trail segments are envisioned to be 6' wide and support use by both bicyclists and pedestrians. The trail width will be revisited as part of continued coordination with the SAC and PennDOT.
 - There was discussion of trail branding and wayfinding. While developing branding and a specific wayfinding sign/plan is not part of the scope of work, the consultant team can include recommendations related to uniform wayfinding and trail branding in the plan. Methods of wayfinding were briefly discussed, including the idea of using pavement markings as an effective, cost efficient, and unobtrusive way to identify the East-West Trail. Additionally, the idea of consistency with the Brandywine Creek Greenway was mentioned. In addition to physical signs/pavement markings, there is a need for information online and at kiosks about the trail alignment and status. The consultant team will help to identify potential kiosk locations as part of the conceptual trail plan.

- A review of the current alignment, existing conditions and property owner coordination from east to west was undertaken by the group. Several additions/modifications to the existing alignment were suggested by SAC members and noted by the consultants and will be taken into consideration moving forward. Key discussion items include:
 - The existing trail behind Sills Lane in Applecross has use restrictions during bald eagle nesting periods. It was agreed to continue to show both the northern and southern existing trails around the Applecross development as part of the East-West Trail route.
 - There is an existing trail on the West Brandywine owned properties near the intersection of Swinehart Road and Beaver Creek Road that should be added to the maps. This is also a potential location for a trailhead.
 - There is an approved sub-division plan for the Longview Swinehart property, but no active developer for the project.
 - There are several agricultural properties that are organic and they may have some unique concerns regarding trail easements and access.
 - West Brandywine Township has been planning a future trail connection between Hibernia County Park and Icedale.
 - West Brandywine Township has been trying to coordinate with the County – Facilities Department regarding property ownership and trail plans in the area of the former railroad on the east side of the West Branch of the Brandywine Creek near Cedar Knoll.

- The upcoming presentations to the Board of Supervisors in each municipality were briefly discussed. The presentations will introduce the project scope, schedule, and future opportunities for public input. The East Brandywine existing conditions maps will be available for review. The West Brandywine existing conditions maps will not be shown at the meetings due to the need for further property owner coordination. Natasha Manbeck will provide the municipalities with a brief announcement that can be used by the municipalities to invite the public to the Board Meetings.

- A proposed flier advertising the Community Workshop scheduled for June 20th, 2017 was reviewed. The flier will be included in the presentation to the Board of Supervisors.

- Action items noted:
 - Natasha Manbeck will provide a brief announcement for use by the respective municipalities to advertise McMahon’s agenda item on upcoming Supervisor meetings.
 - Natasha Manbeck will coordinate with PennDOT to make them aware of the project and initiate the technical coordination process.
 - Natasha Manbeck will facilitate coordination related to active land development projects in East Brandywine that are part of the East-West Trail alignment, specifically:
 - Review and comments to Luke Reven related to the Mapleview preliminary site plan by 3/31/17

- Design of intersection improvements at Route 322 and Bollinger Road, including the provision of high visibility crosswalks and pedestrian signals
- Sheila Fleming will coordinate internally and confirm that stone dust is an acceptable surface material for proposed trails on Brandywine Conservancy owned properties.
- Sheila Fleming will coordinate with the municipalities for upcoming property owner coordination outreach.
- Rachael Griffith will coordinate with others at the County regarding the current status and ownership issues related to the former rail line near Hibernia County Park.
- Luke Reven will distribute meeting materials to the SAC, including the meeting handout, maps, and the Small Town and Rural Design Guide for Bicycle and Pedestrian Facilities (<http://ruraldesignguide.com/>)

East-West Bicycle and Pedestrian Facilities Plan
 Study Advisory Committee (SAC) Meeting # 2
 May 16, 2017
 8:30 AM

SAC Meeting Sign-In	Last Name	First Name	Organization
X	Reven	Luke	East Brandywine Township
X	Wagoner	Michael	East Brandywine Township
X	Chruchill	Katie	Uwchlan Township
	Laird	Joe	Uwchlan Township
	Barnett	Dale	West Brandywine Township
X	Cassels	John	West Brandywine Township
X	Griffith	Rachael	Chester County Planning Commission
X	Speirs	Jeannine	Chester County Planning Commission
X	Ferenchak	Nick	McMahon Associates, Inc.
X	Manbeck	Natasha	McMahon Associates, Inc.
X	Daniels	Rob	Brandywine Conservancy
X	Fleming	Sheila	Brandywine Conservancy

Meeting Notes:

Note: Follow-up actions that occurred after the meeting but were directly related to action items from the meeting are documented in italics below for documentation and informational purposes.

- Natasha Manbeck provided a recap of the presentations at the Board of Supervisors' meetings in each of the sponsor municipalities in April. Generally, the presentations went well and it was an opportunity to provide the Board members and the public with an overview of the project.
- Natasha Manbeck presented the Trail Use and Users overview information that was compiled, somewhat in response to questions received during the Board of Supervisors' presentations. There was some discussion of other similar neighborhood connector trails and data available on trail use. Natasha Manbeck mentioned the trail along G. O. Carlson Boulevard in Caln Township and Jeannine Speirs mentioned the Birmingham Township – Sandy Hollow Trail.
- Natasha Manbeck presented draft conceptual plans. Discussion and action items for each draft conceptual plan are noted below.

- Concept 1: Struble Trail Connection

- Potential impacts and disturbance to the existing Whittaker Memorial Trailhead Park both during construction and particularly due to the proposed trail bridge: **McMahon will evaluate options to minimize disturbance to the trailhead and add a note to the plan regarding the minimization of disturbance and restoration to the trailhead.** *Follow-up: Natasha Manbeck sent an email to municipal representatives on 6/4/17 and confirmed that the bridge location is based on existing available contour data, aerial photographs, and site plans. This layout utilizes the existing abutment location on the west side of the Brandywine Creek (though a new abutment will need to be constructed) to keep the bridge within East Brandywine Township's property. The bridge spans the creek in such a way that intends to provide accessible path approach slopes (less than 5% longitudinally) to the bridge, while minimizing the required reconstruction of the Struble Trail and the disturbance within the Whittaker Memorial Trailhead Park. An extended spacing between the Struble Trail/New Path intersection and the Struble Trail/Dowlin Forge Road intersections was also sought for trail user operations.*

Construction disturbance to the existing Whittaker Memorial Trailhead Park and the existing Struble Trail will be inevitable when the new trail bridge is installed resulting from construction access and equipment required to assemble the new bridge. However, the construction contract for this new facility can be written to identify existing features to be preserved, protected, or restored at the end of the construction period. A more detailed evaluation of the existing topographic conditions, constraints and features will be completed during the preliminary engineering of the project.

- Lower the elevation of the pedestrian bridge: Natasha Manbeck reported that the elevation was based on the height of the Dowlin Forge Road Bridge, which is located just downstream. **McMahon will further investigate and evaluate the proposed elevation of the bridge.** *Follow-up: Natasha Manbeck sent an email to municipal representatives on 6/4/17 and confirmed that the low chord (lowest elevation) of the proposed pedestrian bridge will need to match the low chord of the existing Dowlin Forge Road bridge. As part of preliminary design, a Hydrology and Hydraulics (H&H) analysis will be performed to determine the 100 year flood elevation. The Department of Environmental Protection (DEP) does not allow an increase in the 100 year flood elevation, therefore, requiring the low chord of the proposed pedestrian bridge to match the low chord of the adjacent vehicular bridge. However, the exact vertical clearance of this new structure must be determined during preliminary engineering activities and through the aforementioned analyses.*
- Reduce the width of the proposed pedestrian bridge to 8' – 10', particularly to save costs: Natasha Manbeck reported that the bridge width is based on American Association of State Highway and Transportation Officials (AASHTO) standards for a multi-use trail bridge. **McMahon will further investigate and evaluate the potential reduction in bridge width.** *Follow-up: Natasha Manbeck sent an email to municipal representatives on 6/4/17 and confirmed the recommendation of 12' to be consistent with design standards and connecting trails. Additionally, it*

is not expected that the width will significantly increase the cost of a prefabricated single span steel truss bridge.

- Necessary and permitted number of parking spaces for the trailhead: It is difficult to estimate the potential demand for parking at trailheads. For other trailheads along the Struble Trail, the number of parking spaces provided is often based on the area available (and not necessarily on demand.) Michael Wagoner suggested that the covenant for the property has some restrictions associated with a trailhead parking lot. **McMahon will show additional parking spaces on the conceptual plan. Sheila Fleming will coordinate with Mrs. Whittaker regarding the proposed parking and potential impacts to the existing Memorial Trailhead Park. Luke Reven will review the covenant for the property.** *Follow-up: On 5/16/17, Luke Reven shared the covenant for the property with the consultant team and no restrictions on parking were noted. On 6/19/17, Sheila Fleming spoke with Mrs. Whittaker and she did not have any issues or concerns with the parking lot as shown on the conceptual plan. McMahon revised the conceptual plan for the public meeting to show additional parking spaces.*
- Concept 2: Rock Raymond Segment
 - Potential impacts to properties and need for additional right-of-way or easements for the trail: Natasha Manbeck explained that the conceptual plans are based on aerial imagery and GIS data from Chester County. No survey data was obtained for the project. Therefore, the consultant team does not have accurate information on where property lines are located and the potential need for additional right-of-way or easements. This applies to all of the conceptual plans. In this segment, a trail easement and temporary construction easement will likely be needed from parcel 30-6-7.2.
- Concept 3: Hopewell Road Segment
 - Batten Drive connection: Even though the concept plan and alignment maps show use of the cemetery driveway for the connection to Hopewell Road, the easement to Batten Drive should be referenced on the plan. It may be important for future trail connections in the Township. **McMahon will add a note to the conceptual plan referencing a potential future trail connection utilizing the existing easement from the cemetery driveway to Batten Drive.**
- Concept 4: Hibernia Park Connection
 - Sidewalk on the west side of Hibernia Road: **McMahon will revise the concept plan to show a sidewalk between Hibernia Road and the driveway for parcel 29-6-9.3.**
 - Planned trailhead parking by County: **McMahon will coordinate with the County on the potential parking lot and planned trail connections.** *Follow-up: Natasha Manbeck met with Dave Stauffer and Rachael Griffith from Chester County on 6/13/17 and the County's conceptual*

trailhead parking plan has been incorporated into the conceptual plan for the Hibernia Park Connection.

- On-road Options

- Natasha presented the three options for the on-road treatments. For the wayfinding, there was discussion about coordinating with the County's wayfinding program. Also, there was discussion that the size of the pedestrian symbol should be reduced to be more context sensitive. The group agreed that all three options should be presented at the community meeting and that input would be gathered using dot voting. **Rachael Griffith to coordinate internally on wayfinding information.** *Follow-up: Rachael Griffith provided information via email to the consultant team on 5/22/17 and this was discussed at a County coordination meeting held on 6/13/17.*

- Property Owner Coordination

- Sheila Fleming and Rob Daniels presented the plan for coordinating with property owners. Tie 1 owners, outlined in red on the maps presented, would be sent letters by the end of the week and the goal was to schedule meetings in May/June, preferably prior to the Community Workshop on June 20, 2017. Sheila and Rob will coordinate closely with Luke Reven and Dale Barnett/John Cassels regarding property owner meetings for the respective municipalities.
- The group agreed that all property owners abutting the proposed trail would be sent letter invitations to the Community Workshop on June 20, 2017.

- Community Workshop: June 20, 2017

- Natasha Manbeck presented an overview of the meeting format and discussed the materials that would be presented. It was agreed that information on Wayfinding for the trail would be beneficial. Additionally, it was agreed that if there were questions about parking for the trail and trailheads, the only proposed parking areas would be located at the Struble Trail Connection, Hibernia Park Connection (by the County), and at the existing East Brandywine Township Park.
- Natasha Manbeck agreed to provide text and the final flyer to each municipality to help promote the meeting on listserves, websites, and other outlets.
- The group agreed to have a 30-day public comment period on the draft plans, starting with the Community Meeting.
- John Cassels asked about the alignment of the trail (as shown on the Community Meeting Workshop flyer) in the area of Route 322 and Bollinger Road. It was agreed that the alignment behind the existing houses fronting on Bollinger Road would be revised slightly so that the trail is not shown directly adjacent to the property lines.
- John Cassels suggested adding a story map to the website. McMahon and the Brandywine Conservancy agreed to discuss the story map further, since it was not included in the original scope of the project. *Follow-up: The Brandywine Conservancy is available to create a story map*

based on the final report for the project and will coordinate with the project partners after the final report is complete. The Conservancy's work can be done and supported with resources outside of the VPP grant contract and project.

- Next Steps

- McMahan will revise the Draft Conceptual Plans and On-Road Options based on the SAC input.
- Brandywine Conservancy will advance property owner coordination and meetings.
- Natasha Manbeck will coordinate with SAC representatives concerning a PennDOT and Chester County Planning Commission Technical Coordination Meeting in June, prior to the Community Workshop.
- McMahan and the Brandywine Conservancy will prepare materials for the Community Workshop on June 20, 2017.
- The next SAC meeting is scheduled for 8/22/17 at 8:30am at East Brandywine Township.

East-West Bicycle and Pedestrian Facilities Plan
 Study Advisory Committee (SAC) Meeting # 3
 August 22, 2017
 8:30 AM

SAC Meeting Sign-In	Last Name	First Name	Organization
X	Reven	Luke	East Brandywine Township
X	Wagoner	Michael	East Brandywine Township
X	Chruchill	Katie	Uwchlan Township
X	Laird	Joe	Uwchlan Township
	Barnett	Dale	West Brandywine Township
X	Cassels	John	West Brandywine Township
X	Griffith	Rachael	Chester County Planning Commission
	Speirs	Jeannine	Chester County Planning Commission
X	Manbeck	Natasha	McMahon Associates, Inc.
	Daniels	Rob	Brandywine Conservancy
X	Fleming	Sheila	Brandywine Conservancy

- SAC members approved minutes from SAC Meeting #1 (3/28/17) and SAC Meeting #2 (5/16/17), which were distributed prior to the meeting.
- Natasha Manbeck provided a brief recap of two technical coordination meetings held in June. Minutes from both meetings were distributed prior to the meeting. Natasha mentioned subsequent coordination with PennDOT's Bridge Unit. One noteworthy item for East Brandywine is that PennDOT is planning to replace the Creek Road Bridge over a Branch of the Brandywine Creek, which is located just north of the intersection with Dowlin Forge Road. Natasha suggested that the Township follow-up with PennDOT regarding the scope of the bridge replacement project and inquire whether the bridge can be widened, which is necessary for the installation of a left-turn lane from Creek Road to Dowlin Forge Road. **Natasha to forward the email response from PennDOT's Bridge Unit to SAC members.** *Sent via email on 8/22/17.*
- Natasha Manbeck reviewed the attendance and participation in the Community Workshop. Luke Reven suggested including the number of views of the presentation video in the Community Workshop Summary. SAC members agreed.

- Natasha Manbeck reviewed the public comments received after the Community Workshop and the Draft FAQs developed in response to some of the key questions and concerns. SAC members discussed the FAQs, particularly data regarding the impact of trails on property values. SAC members agreed to post the FAQs, as drafted, on the project website.
- Natasha Manbeck led a “walk” through the East-West Trail corridor to review the following draft materials:
 - Conceptual Plans
 - On-Road Treatments and feedback from the Community Workshop
 - Alignment Evaluation/Property Owner Coordination

Natasha pointed out key changes to the Conceptual Plans and Alignment since the Community Workshop. Below are key outcomes from the review of the draft materials.

- Concept 1: Struble Trail Connection
 - Natasha Manbeck highlighted that the alignment of the trail on parcel UPI 30-6-70 was revised to fit within the estimated trail easement area. Sheila Fleming mentioned the Brandywine Conservancy’s recent installation of a fiberglass trail bridge. **Natasha to follow-up with Sheila and evaluate whether fiberglass should be considered for the proposed bridge over the East Branch of the Brandywine Creek.** The trailhead parking lot was discussed briefly. Based on coordination with Ms. Whittaker and review of the easement document, there are no additional restrictions on the design of the trailhead parking lot, beyond the necessary permit requirements.
- Concept 2: Rock Raymond Segment
 - Natasha Manbeck highlighted that the alignment of the trail on parcel UPI 30-6-19 was revised to fit within the estimated trail easement area. Additionally, Natasha and Sheila Fleming discussed the alignment on the Brandywine Conservancy’s property (UPI 30-6-6.1), which was revised to avoid impacts to sensitive environmental resources and agricultural uses on the property. The alignment through the property does provide a connection to Hopewell Road, to the east of the cemetery.
- Concept 3: Hopewell Road Segment
 - Natasha Manbeck highlighted that the trail alignment was shifted to continue on the south side of Hopewell Road, thus avoiding the cemetery drive and Batten drive connections. **McMahon will delete the note regarding the potential future connection along Batten Drive.**
- Concept 4: Hibernia Park Connection
 - No changes to the conceptual plan.

- On-road Options
 - Natasha Manbeck reviewed the feedback received at the Community Workshop on the on-road options and presented refined design options: Advisory Shoulder and Striped Shoulder on One-Side of the Roadway. Based on SAC input, the striped shoulder on one-side of the roadway was selected as the preferred option. The Hideaway Farms development in East Brandywine has an example of this treatment. Installing the pedestrian symbol and wayfinding will also be incorporated into the recommendations. The SAC discussed and agreed to the following alignment for the segments with the one-sided shoulder treatment:
 - Echo Dell Road: West Side
 - Pancoast Lane: South Side
 - Wildbrier Drive: North Side
 - Firethorn Drive: South Side

- Alignment Evaluation and Property Owner Coordination
 - Natasha Manbeck and Sheila Fleming provided an update on the status of the alignment evaluation and property owner coordination. Two key areas were discussed:
 - East Brandywine Township: At the Community Workshop, several people expressed concerns with the trail alignment along Hopewell Road and the crossing at Echo Dell. Additionally, property owners between the end of Pancoast Lane and Corner Ketch Road were not favorable of the proposed alignment along the existing emergency easement. Other alignment options for connecting Hopewell Road to the Community Park were explored. However, the original alignment remains the most feasible.
 - West Brandywine Township: Based on property owner coordination, the alignment has been revised to follow the Beaver Creek corridor, Lafayette Road, and Hibernia Road. While this option is less direct than the original alignment, it avoids impacts to agricultural uses and provides a better connection to the West Brandywine Park and Municipal Complex. This alignment is also consistent with the Township’s Trail Map. On-road shared lane treatments are proposed for the Lafayette Road and segments of Hibernia Road. **McMahon to further evaluate off-road path alignment options for the Hibernia Road corridor north of Cedar Knoll Road. Additionally, the consultant team will coordinate further with both East and West Brandywine Township representatives regarding potential alignment options at the municipal border, particularly given a proposed land development project nearby.**

- Wayfinding
 - Natasha Manbeck shared an overview of the Wayfinding Options, which were presented at the Community Workshop. SAC members expressed a preference for the mile marker sign example from the Chester Valley Trail Design Drawings. Additionally, there was some discussion about the potential of using a Brandywine Greenway logo.

- Priorities
 - Natasha Manbeck briefly reviewed the Draft Implementation Plan Table, which identified segments of the trail and potential next steps and phasing. Luke Reven provided input regarding priority locations for trail implementation, including the connection to Struble Trail (and the trailhead parking lot), connections to the Community Park (to the east and west) and connections to the 322 crossing at Bollinger Road.

- Next Steps
 - McMahan and the Brandywine Conservancy will finalize conceptual plans, on-road treatment recommendations, and alignment evaluation/property owner coordination.
 - McMahan and the Brandywine Conservancy will develop a Draft Report for SAC review in early October.
 - The next SAC meeting is scheduled for 10/17/17 at 8:30am at East Brandywine Township. *This meeting was subsequently canceled and rescheduled for 11/14/17.*

East-West Bicycle and Pedestrian Facilities Plan
 Study Advisory Committee (SAC) Meeting # 4
 November 14, 2017
 8:30 AM

SAC Meeting Sign-In	Last Name	First Name	Organization
X	Reven	Luke	East Brandywine Township
X	Wagoner	Michael	East Brandywine Township
X	Churchill	Katie	Uwchlan Township
	Laird	Joe	Uwchlan Township
	Barnett	Dale	West Brandywine Township
X	Cassels	John	West Brandywine Township
X	Griffith	Rachael	Chester County Planning Commission
	Speirs	Jeannine	Chester County Planning Commission
X	Manbeck	Natasha	McMahon Associates, Inc.
X	Daniels	Rob	Brandywine Conservancy
X	Fleming	Sheila	Brandywine Conservancy

- SAC members approved minutes from SAC Meeting #3 (8/22/17), which were distributed prior to the meeting.
- Natasha Manbeck provided an overview of the Draft Report, which was distributed to the committee prior to the meeting. The following topics were discussed.
 - Revisions to the preferred alignment: Since the last meeting, the preferred alignment was revised between the existing Applecross trail network and Hibernia Road. The revisions were based on property owner coordination, existing constraints, West Brandywine Township’s plans, and providing a connection to the West Brandywine Township municipal complex and park. The Brandywine Conservancy and Luke Reven have a meeting scheduled with Applecross Golf Course representatives to review the alignment of the trail and potential use shared use of existing golf cart paths with the trail near the East/West Brandywine border. John Cassels mentioned the Traditions of America proposed development and potential opportunities to have the trail constructed through the land development process.
 - There are several locations where a pervious trail surface is required due to the existing trail easements, to which Natural Lands is a party. Additionally, based on experience with other

- linear trail projects, it can sometimes be challenging to fulfill permitting requirements within limited right-of-way. As a result, the cost estimates included in the draft report assume the trail will be porous asphalt. Crushed stone is listed as an alternative for some locations, but was not selected because it can wash-out and be challenging to maintain. The Brandywine Conservancy met with representatives from Natural Lands and they agreed that porous asphalt would be an acceptable trail surface and comply with the existing trail easement requirements. Traditional and porous asphalt have comparable capital costs, although it is difficult to estimate the exact cost differential because of the differences in stormwater management design and features. Porous asphalt does require vacuuming to maintain the voids, but it can be performed by public works forces.
- Luke Reven asked why the cost estimates include costs for post-construction stormwater management when porous pavement is assumed. Natasha Manbeck responded that it is because the specific stormwater management permitting requirements and design are unknown at this time. Natasha agreed to confirm this cost should be included in the estimate.
 - Luke Reven and Rachel Griffith offered revisions to the project goal statement to highlight first how the trail will serve residents and connect residents to key destinations within the three municipalities. The SAC agreed that while the overall connection between the Struble Trail and Hibernia County Park is desirable, the primary benefit and use will be by residents to walk or bike to parks, schools, shopping, or for recreation along the trail.
 - Rachel Griffith suggested including an indication of the right-of-way needed within the Section Table or Segment Profiles, such as the number of parcels potentially impacted. Natasha Manbeck explained that survey data is needed in order to have a better estimation of right-of-way needs or potential easement areas. Natasha agreed to evaluate options and add information to the draft report to indicate potential right-of-way or easements needed.
 - Michael Wagoner asked if it would be possible to fast track the project and advance design of all segments at one time. Natasha Manbeck responded that based on the scope of work, a cost estimate was not developed for the entire trail. So, the total cost to complete design and engineering is unknown at this time. Also, it is not advisable to advance design for all segments of the trail because there are several segments where further coordination with property owners is necessary and easements are necessary. The action plan will provide guidance on priority segments for implementation and priority action items for those segments.
 - For the action plan, it was discussed that, in general, the three municipalities can move forward separately and independently to implement segments of the trail. However, it will be important to coordinate efforts at the municipal borders. Additionally, the municipalities should coordinate regarding all grant pursuits and possibly provide support for grant pursuits of other municipalities.
 - For the action plan, SAC members discussed potential Township funding sources, particularly for matching funds for grants. Two potential sources outside of the general operating fund include the fee-in-lieu of recreation and earned income tax funds set aside for

open space (also known as open space referendum funds). A portion of earned income tax funds set aside for open space can be used for planning and engineering.

- Luke Reven shared that East Brandywine Township has not yet requested reimbursement from the other two municipalities and would be seeking reimbursement in 2018.
- The SAC discussed the Community Meeting scheduled for 12/5/17. The format will be similar to the previous Community Workshop held in June. It was agreed that the boards and presentation would include an introduction/overview, map of the preferred alignment, and stations for each of the six sections. Natasha Manbeck will provide an announcement to each municipality that can be posted online or sent via email to help promote the meeting. It was agreed to distribute a handout, which would be based on the executive summary, as well as a comment form.
- Next steps were discussed. Natasha Manbeck requested all comments on the draft report by 11/29/17. Comments would be incorporated and the Draft Report will be posted online for public review on 12/5/17. There will be a 30-day public comment period, with all comments due 1/5/18. After public comments are received, the consultant team will review and coordinate with the SAC via email regarding how to address the comments and potential revisions to the report. The final report will be given to the Townships by 1/31/18, depending upon public comments received. After the final report is prepared, each of the sponsor municipalities will need to accept the report in order to receive the VPP grant reimbursement. The consultant team will provide an overview presentation that can be used at Board of Supervisor meetings. Luke offered to attend the Board of Supervisor meetings when the plan will be considered for acceptance and assist the representative SAC members with the presentation.

MEETING MINUTES

**EAST-WEST TRAIL BICYCLE AND
PEDESTRIAN FACILITIES PLAN –
PENNDOT DISTRICT 6-0 TECHNICAL MEETING
MEETING DATE: JUNE 6, 2017
MCMAHON PROJECT NO. 815490.11**

List of Attendees:

*John Otten (JO), PennDOT District 6-0 Traffic Unit
Paul Lutz (PL), PennDOT District 6-0 Signals Unit
Brian Styche (BS), Chester County Planning Commission
Rachel Griffith (RG), Chester County Planning Commission
Luke Reven (LR), East Brandywine Township
Michael Wagoner (MW), East Brandywine Township
Dale Barnett (DB), West Brandywine Township
Natasha Manbeck (NM), McMahon Associates, Inc.
Daniel Wanger (DW), McMahon Associates, Inc.*

A meeting was held at Engineering District 6-0 of the Pennsylvania Department of Transportation to discuss the technical aspects of the above referenced project. The following is a summary of the key discussion points from this meeting:

- NM provided an introduction to the project including the study background, study limits, project scope and schedule, and the desired connections. In general, the overall concept for the project is to provide a connection between Hibernia Park and the Struble Trail. Where off-road paths are to be provided, the design is suggested to be a six-foot wide asphalt path. In sections where the path is parallel to a roadway, a five-foot buffer area (minimum) will be sought. This design is similar to other area trails.
- Concept 1 depicting the connection from the Struble Trail to an existing path east of Donegal Lane along Dowlin Forge Road was discussed. The available sight distance at the proposed midblock crossing on Dowlin Forge Road was questioned. NM stated that this location was selected for the maximum available sight distance, and that it is greater than what PennDOT requires. A graphical typical section of a portion of the path with a steep vertical drop adjacent to the road was presented. DW explained that in this area, the path would be built behind the existing guiderail and would be supported by a new gabion wall, in order to avoid property and environmental impacts.
- Next, the path crossing of Creek Road (PA Route 282) at Dowlin Forge Road was discussed. The plans depict the removal of the existing paved shoulder on the east side of Creek Road between

Dowlin Forge Road East and West. This shoulder area will be removed and a new parking area with access to Creek Road will be installed on the Township's property to the south. JO noted that this paved shoulder was originally established as an equipment storage area for a surface treatment project, but was never removed; he agreed with the removal of this shoulder area.

- NM pointed out that to facilitate the trail crossing of Creek Road, the concept plan depicts an overhead pedestrian flashing warning device (pedestrian actuated) with a side-mounted flashing device for turning vehicles on Dowlin Forge Road. There were no objections from the group for this approach.
- LR and MW shared that the property owner to the north of the Whittaker Memorial Trailhead Park uses the existing gravel access to move his ATV and sheep herd to his property near the Brandywine Creek, and asked if this access would be maintained. NM stated that some form of access for this property owner could be provided.
- MW asked if PennDOT was considering signalizing the Creek Road/Dowlin Forge Road West intersection. PL stated that PennDOT has no plans for this, and in general PennDOT does not typically propose new traffic signals unless part of a larger corridor improvement project.
- The question was asked if there was any consideration to installing left-turn lanes on Creek Road. NM stated that traffic analysis was not part of the scope of this project. DW stated that left-turn lanes on Creek Road may not be practical because installing a northbound left-turn lane would necessitate the widening of the existing Creek Road structure just north of Dowlin Forge Road to provide the appropriate transition taper.
- Next, Concept 2 (from the end of the existing trail west of Donegal Lane on Dowlin Forge Road to north of the Dowlin Forge/Rock Raymond Road intersection) was discussed. It was noted that most of the path in this section would be located well away from either roadway on land with existing trail easements. NM pointed out that the proposed midblock crossing across Rock Raymond Road was selected to maximize the available sight distance, and similarly the sight distance at this location meets PennDOT requirements. Also, a graphical typical section of the path's placement on the south side of Rock Raymond Road was displayed.
- LR asked about the property impacts to the Polek property on the south side of Rock Raymond Road, where no existing trail easement exists. DW explained that the right-of-way and property information depicted on the concept plans is based on preliminary available data only, and topographic survey and deed research would need to be completed to establish the true size and location of all affected properties and rights-of-way. DW pointed out that the concept plans indicated a required right-of-way from the Polek property. He also mentioned that for all properties affected by the construction of this path, some kind of temporary construction easement would likely be required for access to build the path and tie in to existing conditions.

- Concept 3 (from the west side of the Cemetery driveway on Hopewell Road to its intersection with Echo Dell Road) was next presented. The design in this section and the anticipated impacts in this section was explained, and there were generally no questions or comments for this area. NM stated that the trail would continue to the north on Echo Dell Road as an “on-road” facility. She stated that this strategy would be pursued for some other locally-owned roads as well.
- Concept 4 (from the existing path east of Hibernia Road on Cedar Knoll Road to Hibernia Park) was presented. There was much general discussion about the trail design at the intersection of Cedar Knoll Road and Hibernia Road, including the potential for locating the path on the opposite side of the road, due to an existing pedestrian destination. It was mentioned that there are utility poles on this side of the road, and the path was placed on the south side of the road in order to avoid impacting these.
- JO stated that providing curbing in this area would require stormwater spread to be evaluated. DW stated that there is small-to-no existing shoulder along Cedar Knoll road in this area and the roadway is built in a cut section, thus producing a similar affect to a roadway curb. It was recognized that stormwater spread was one of the many challenges that a path in this area would produce, and this would have to be evaluated during preliminary engineering. Other challenges that were discussed include impacts to existing trees, right-of-way, and post construction stormwater management resulting from an increase in impervious cover.
- Next, the trail crossing utilizing the existing bridge over Hibernia Creek was discussed. JO stated that the District Bridge Unit should be consulted to determine if the proposed lane shift on this bridge (to accommodate a pedestrian connection) would be acceptable. NM stated that she would send JO some information to discuss with John Markus regarding this. There was general concern about the use of delineators to separate the pedestrian route because of their potential to be damaged by snow plows. Other delineation strategies would be considered.
- Overall, ownership of the trail was discussed. In general, it was stated that the Townships would own and maintain the path. The only exceptions to this would be where existing HOA trails are to be utilized.

NGM/dhw

cc: McMahan File

East-West Bicycle and Pedestrian Facilities Plan
Chester County Coordination Meeting
June 13, 2017
9:00 AM

Meeting Attendees:

Rachael Griffith, Chester County Planning Commission
Dave Stauffer, Chester County Facilities Department
Natasha Manbeck, McMahon Associates, Inc.

Meeting Notes:

Action items are in bold text. *Follow-up items which occurred after the meeting are in italics text.*

- Natasha Manbeck provided an overview of the project and the current status, including the upcoming Community Workshop on June 20, 2017.
- Natasha Manbeck presented draft conceptual plans for the Struble Trail Connection and Hibernia Park Connection that involve County facilities. Key discussion and action items for each draft conceptual plan are noted below.
- Concept 1: Struble Trail Connection
 - Dave Stauffer asked about the proposed trailhead parking and whether there are deed restrictions that prohibit or limit parking on the property.
 - Dave Stauffer asked about the status of the Dowlin Forge Road Bridge and whether there would be opportunities to provide bicycle/pedestrian facilities on the bridge, if it needs to be replaced. **Natasha Manbeck to coordinate with PennDOT's Bridge Group regarding planned maintenance for the Dowlin Forge Road Bridge.**
 - Dave Stauffer asked about ownership of the proposed pedestrian bridge. Natasha Manbeck responded that ownership will need to be determined, but it could be jointly owned by East Brandywine Township and Uwchlan Township. Dave Stauffer expressed that the County is not interested in assuming ownership of the new bridge.
 - There was some discussion about constructability of the new bridge. Natasha Manbeck shared that the crane and construction equipment may need to be positioned and staged on the Uwchlan Township and Struble Trail side of the Brandywine Creek.
 - Dave Stauffer asked if the remnants of bridge abutments are considered historic.
- Concept 4: Hibernia Park Connection
 - Dave Stauffer shared information about the County's plans for the trailhead parking area on County owned property on the south of Cedar Knoll Road and east side of the Brandywine Creek. The County is planning to provide 10 – 12 parking spaces, which will give access to

the Creek, particularly for Fisherman. **Dave to send conceptual plan to Natasha for incorporation into the conceptual plan for the East-West Trail.** *Follow-up: Dave provided the conceptual plan via email on 6/13/17.*

- Dave Stauffer shared information about some plans and opportunities for acquisition of right-of-way for future trail connections between the trailhead parking and the existing Rim Trail in Hibernia Park.
 - There was discussion of the alignment of the proposed trail on the west side of the Brandywine Creek – West Branch. Dave Stauffer shared that the County would be open to providing a trail connection from the Brandywine Creek to the Hibernia Park Main entrance within Park property (as opposed to adjacent to Cedar Knoll Road). There was some discussion about a potential trail bridge crossing the Brandywine Creek – West Branch as an alternative to utilizing the shoulder of the Cedar Knoll Road Bridge.
 - There was discussion about alternative alignments for the East-West Trail along Cedar Knoll to provide a connection to Hibernia Park. In particular, the County owns property that extends to Hibernia Road near the Union Road intersection. This could provide an alternative to the trail along Cedar Knoll.
- Wayfinding
 - Dave Stauffer shared that the County’s wayfinding signage, which was shared by Rachael Griffith prior to the meeting, could be used as an example of wayfinding signage for the East-West Trail. However, the signage is intended to be unique and used specifically for County trail facilities. Dave also mentioned that the Schuylkill River Heritage Area has a wayfinding program that could be used as an example.

East-West Bicycle and Pedestrian Facilities Plan

Responses to Frequently Asked Questions (FAQs)

Trail purpose and users

The overarching goal of the East-West Bicycle and Pedestrian Facilities Plan is to provide over nine-miles of continuous and connected bicycle and pedestrian facilities linking the Struble Trail in Uwchlan Township with Hibernia County Park and destinations in between. The East-West Trail is envisioned to be a neighborhood connecting trail, used primarily by residents of East Brandywine, West Brandywine, and Uwchlan Townships for recreation purposes. It may also be used by some residents to walk to school, shops (particularly in Guthriesville), parks, and other destinations.

The conceptual design reflects the intended trail purpose and users. The trail width of six feet is designed to allow two people to walk side-by-side or pass each other. (Regional multi-use trails with higher levels of bicycle and pedestrian activity are typically ten feet to twelve feet wide.) Also, new trailhead facilities (with parking) are planned only at the Struble Trail Connection and Hibernia Park Connection because it is intended to serve residents that can walk (or bike) to the trail. Nearby similar neighborhood connector trails include the Uwchlan Trail and trails within the Applecross Development in East Brandywine Township.

Liability

Pennsylvania has several statutes that provide some protection from liability associated with public use of property for recreational purposes, including trails. Below are links to resources with more general information about Pennsylvania's relevant statutory protections from liability:

- [Pennsylvania Land Trust Association's Guide to Reducing Liability Associated with Public Access](#)
- [Rails to Trails Conservancy and DCNR's Fact Sheet on Liability and Rail-Trails in Pennsylvania](#)

Additionally, trail easements secured for use of private property will likely identify responsibilities for liability for activities on the trail.

Property Values

Few real estate features are universally appealing or repulsive and studies of the effect of trails on property values are inconclusive. Although not a direct comparison to the proposed community connector trail, [Return on Environment - The Economic Value of Protected Open Space in](#)

[Southeastern Pennsylvania - Summary Report](#) includes two local trail case studies with evidence of property value increases with proximity to trails in southeastern Pennsylvania.

Privacy, Safety, and Security

The trail conceptual designs reflects the intended use as a community connector trail. In some locations, landscaping and fencing may be appropriate to provide a buffer between the trail and adjacent homes. The Townships will continue to work with property owners on the design, implementation, and maintenance of appropriate buffering to offer privacy for property owners immediately adjacent to off-road trail segments.

Trail Maintenance

It is anticipated that the respective Townships will assume responsibility for maintaining the trail surface, signage, and other trail facilities. As policy, the municipalities do not perform winter maintenance for Township trails.

Examples of Trails within Residential Developments and On-Road Options

There are several examples of nearby trails within residential developments, such as the trails within the Applecross Development in East Brandywine Township or the Uwchlan Trail in Uwchlan Township. There are fewer examples of on-road treatments, particularly within residential developments. The Greater Philadelphia Bicycle Coalition has a [map of on-road bicycle lanes within the Greater Philadelphia Region](#). While dedicated bicycle lanes were not presented as one of the on-road design treatment options at the public meeting, this map shows locations where on-road facilities are provided and are used to provide connections to trails or other bicycle and pedestrian facilities. The three on-road options presented at the public meeting were developed specifically for the East-West Trail to respond to the safety and wayfinding needs of trail users and reflect the context of the communities that the trail will serve. One of the options presented was an advisory shoulder, which includes providing dashed white lanes 5-feet from the edge of pavement on both sides of the roadway. Advisory shoulders are a new type of treatment in the United States. Information about the design and use of advisory shoulders, including case studies with pictures are included in the [Small Town and Rural Design Guide – Advisory Shoulder](#). Based on feedback received during the public meeting, the option of striping a shoulder for trail users on one side of the roadway is being further evaluated. One nearby example of this type of treatment is within the Hideway Farms development in East Brandywine Township.

East-West Bicycle and Pedestrian Facilities Plan



Project Kick-Off

Presentation to Board of Supervisors

West Brandywine Township on April 6, 2017

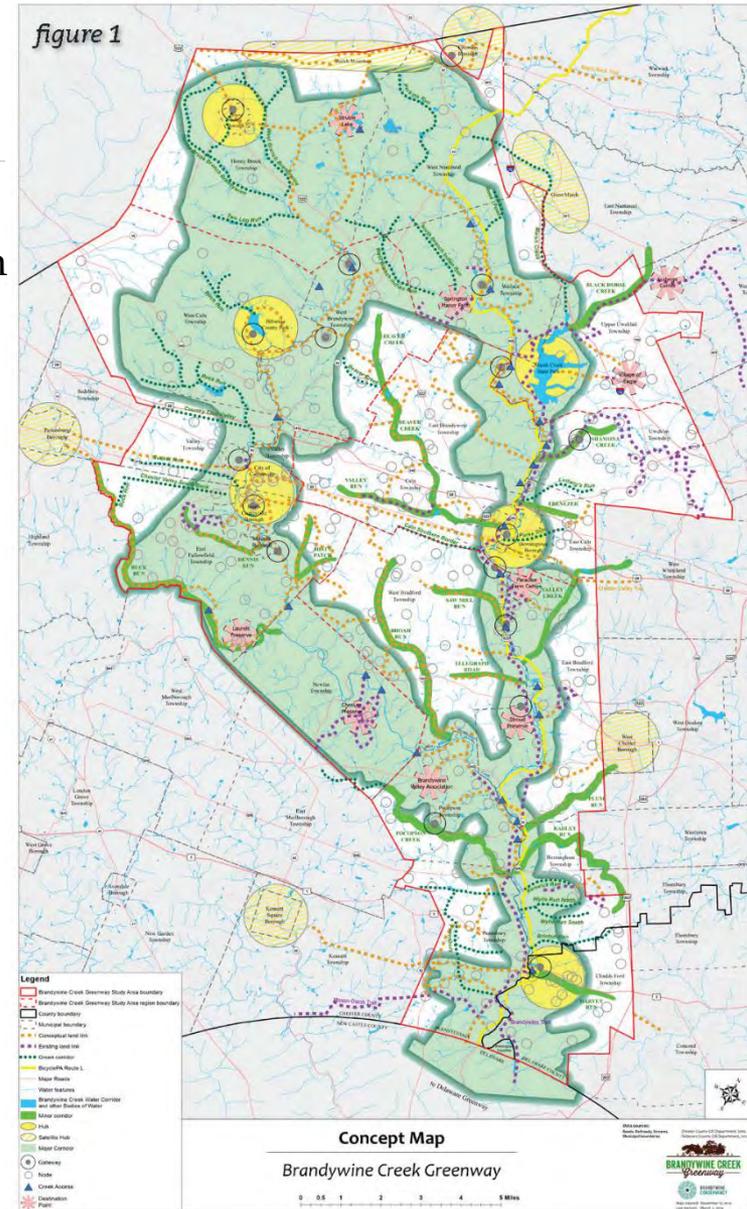
Uwchlan Township on April 10, 2017

East Brandywine Township on April 19, 2017

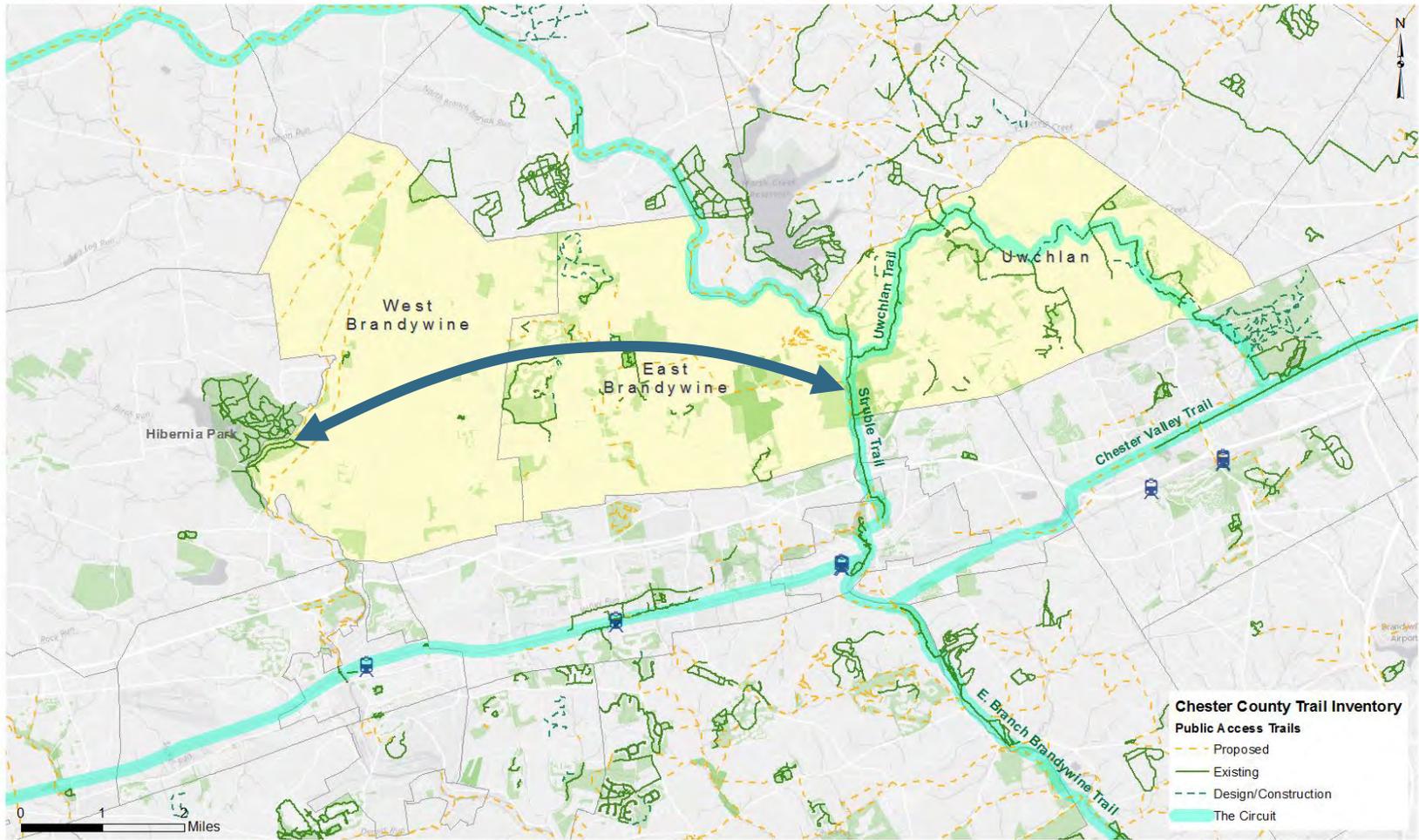


Background

- 2005 ● West Brandywine Township Comprehensive Plan
- 2009 ● East Brandywine Township Comprehensive Plan
- 2011 ● East Brandywine Township Official Map
- 2014 ● Brandywine Greenway Strategic Action Plan
- 2015 ● East Brandywine Trails Committee
- 2016 ● West Brandywine Trails Commission
- 2017 ● East-West Bicycle and Pedestrian Facilities Plan



Project Overview



Service Layer Credits: Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community, DVRPC, Chester County

Project Overview

❑ Sponsor Municipalities and Study Area

East Brandywine Township – *Lead*

West Brandywine Township

Uwchlan Township

❑ Consultant Team

McMahon Associates, Inc. – *Prime*

Brandywine Conservancy – *Sub-consultant*

❑ Budget and Funding

Chester County Vision Partnership Program (VPP) Grant \$ 35,000

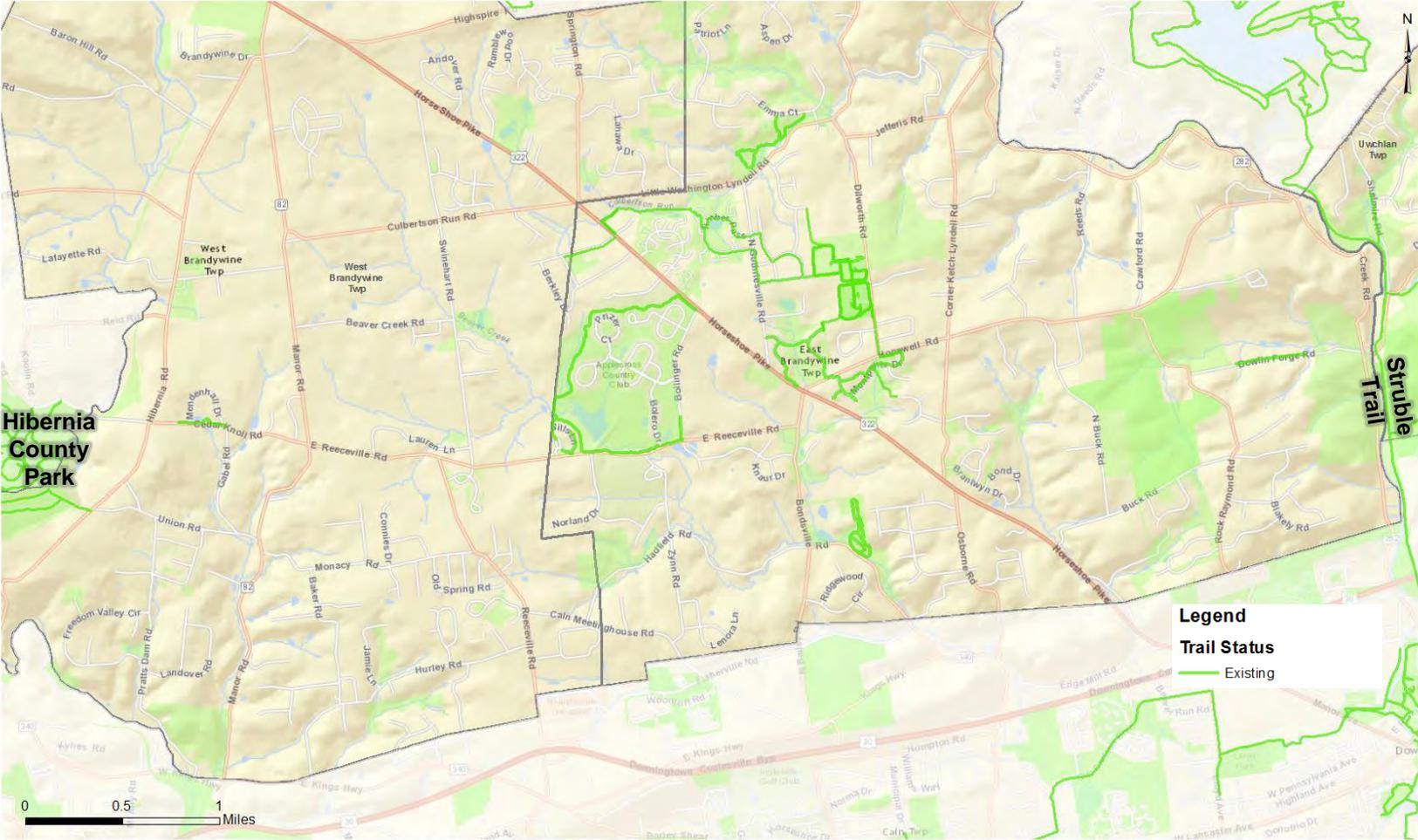
East Brandywine Township Match \$ 7,000

West Brandywine Township Match \$ 7,000

Uwchlan Township Match \$ 1,000

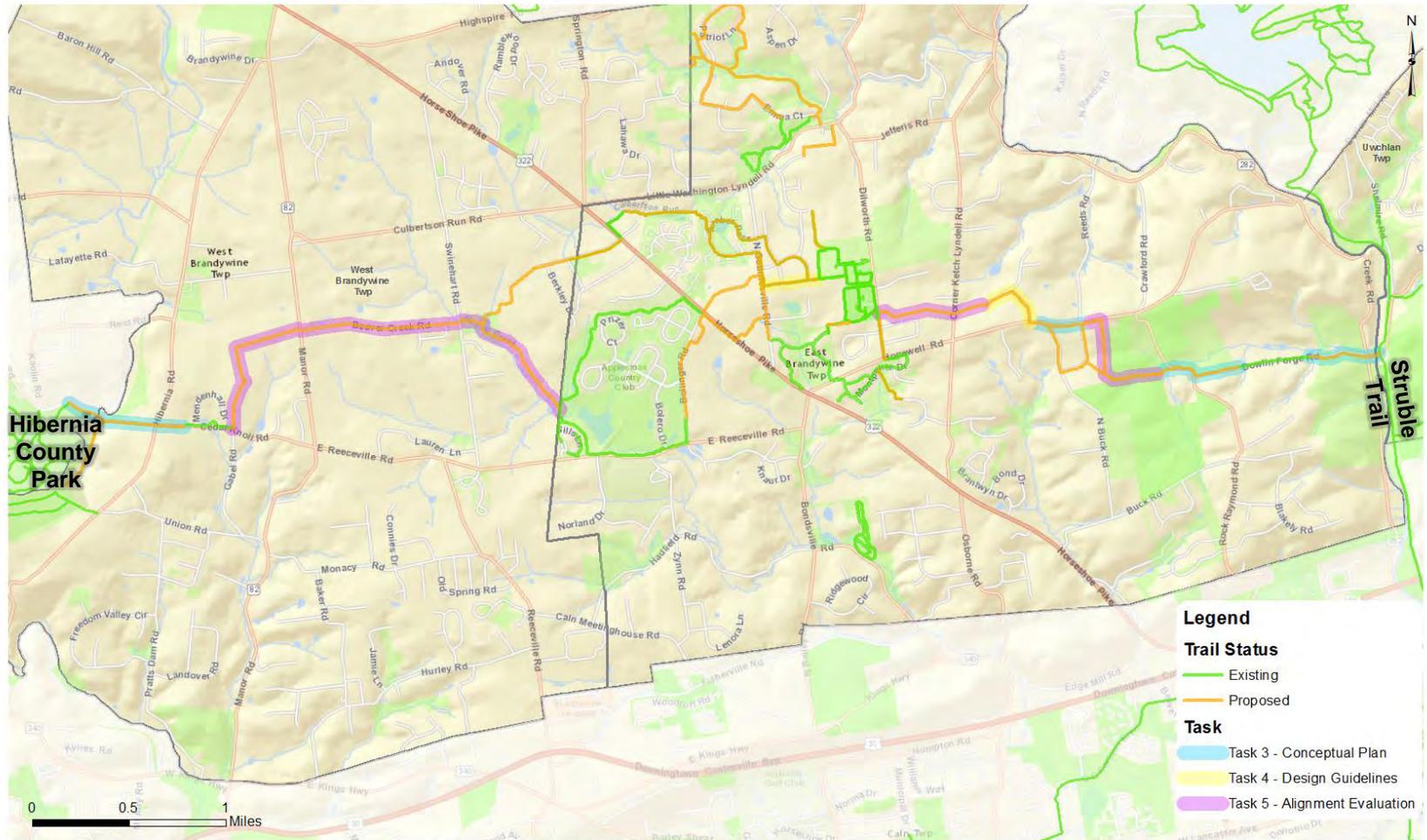
Total \$ 50,000

Scope of Work



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Scope of Work



Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community, DVRPC, Chester County, Brandywine Conservancy

Project Overview

□ Scope of Work

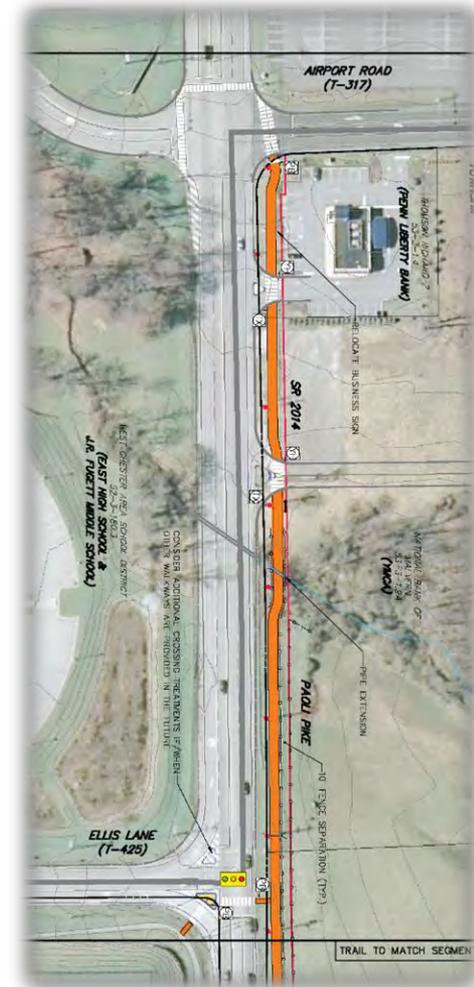
- Bicycle & Pedestrian Conceptual Plans
- Shared Roadway Design Guidelines
- Alignment Evaluation & Property Owner Engagement



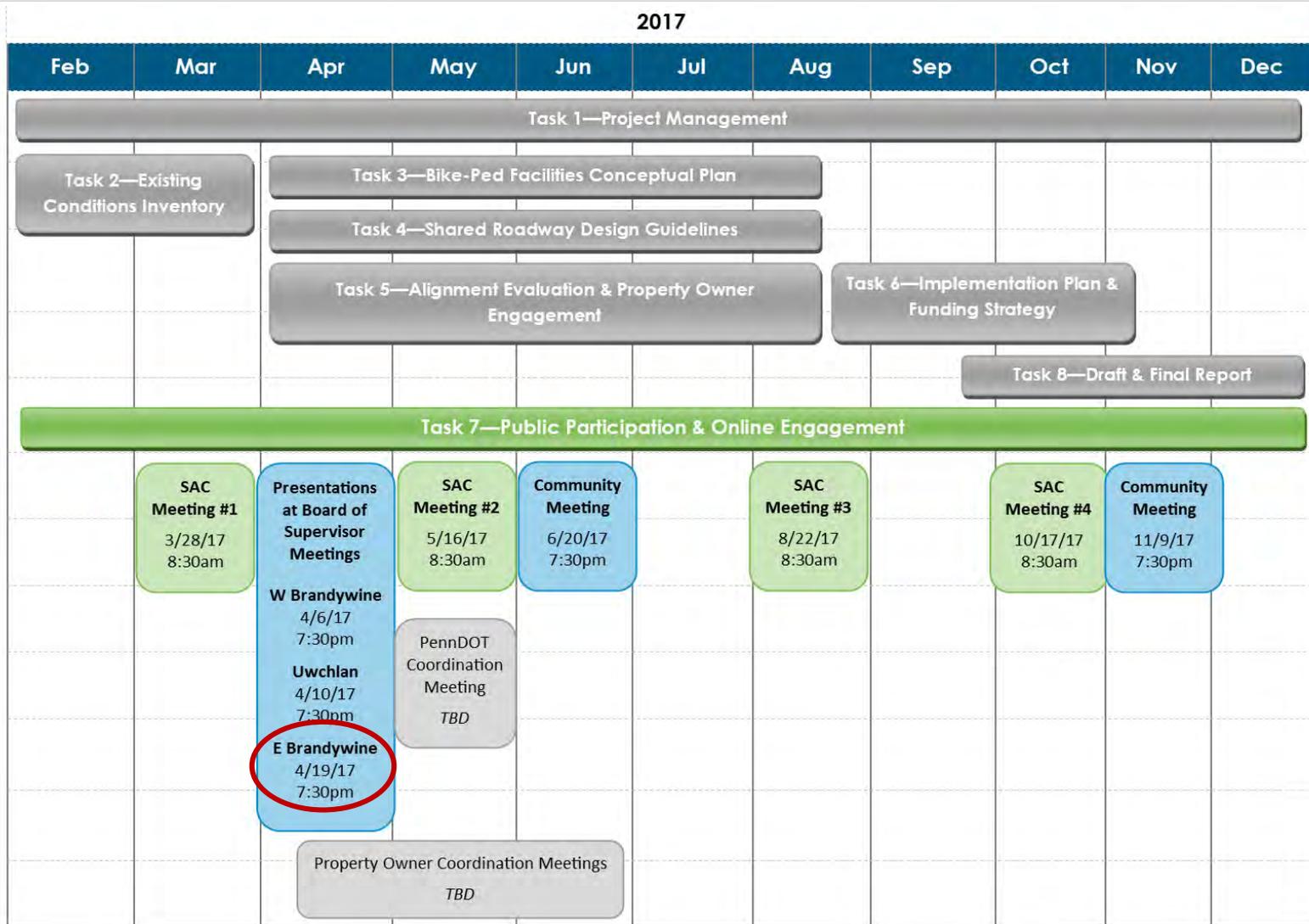
Implementation Plan & Funding Strategy

Draft & Final Report

Guided by Stakeholder and Community Input



Schedule



Study Advisory Committee

Luke Reven	East Brandywine Township
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Michael Wagoner	East Brandywine Township
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Katie Chruchill	Uwchlan Township
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Joe Laird	Uwchlan Township
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Dale Barnett	West Brandywine Township
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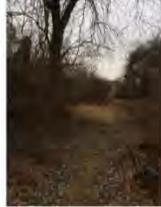
John Cassels	West Brandywine Township
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Advisory Members and VPP Grant Monitors

Rachael Griffith	Chester County Planning Commission
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Jeannine Speirs	Chester County Planning Commission
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Bicycle and Pedestrian Facilities Toolbox

	On-Road				Off-Road			
	Shoulder/Striping	Advisory Shoulder	Shared Lane	Bike Lane	Path <i>Natural Surface</i>	Path <i>Improved Surface</i>	Sidewalk	Multi-Use Trail
User	Multi-Use		Bike			Pedestrian		Multi-Use
Description	Paved shoulder with signage, striping, or coloring to designate use by bicyclists or pedestrians, particularly when other dedicated facilities are not feasible or provided.	Paved shoulder with signage and striping offering a prioritized space for people to bicycle and walk on roadways with low to moderate traffic volumes. A two-way center travel lane is provided for motorized vehicles.	Roadway with travel lanes that are shared by both vehicles and bicycles. Signage and striping, such as sharrows or bicycle boulevard treatments, can be used to designate the shared lane.	Portion of the roadway at least 5' wide and designated for exclusive use by bicyclists with pavement markings and possibly signage.	Pathway that is intended for use by pedestrians to connect various destinations. A natural finish	Pathway that is intended for use by pedestrians to connect various destinations.	Concrete pathway parallel to the road that is intended for use by pedestrians with numerous access points to adjacent land uses.	Paved pathway at least 8' wide that is used by both bicyclists and pedestrians.
Surface Materials	Asphalt (roadway)	Asphalt (roadway)	Asphalt (roadway)	Asphalt (roadway)	Grass Dirt Mulch	Crushed Stone Asphalt	Concrete	Crushed Stone Asphalt
Width	4' minimum	> 4' 6' preferred	13' - 14'	5' - 6'	< 8' 4' - 6' typical	< 8' 6' typical	5' - 6' 4' permissible	10' - 12' 8' permissible
								

Crossings Toolbox

High Visibility Marked Crosswalk	Rectangular Rapid Flash Beacon (RRFB)	Overhead Flashing Beacon	Traffic Signal
<p>Pavement markings designating a location for pedestrians to cross a road at signalized or unsignalized locations.</p> <p>High visibility crosswalks, also known as continental design, are most visible to motorists and can be supplemented with fluorescent advanced-warning signs and/or beacons.</p>	<p>User-activated LED rapid flashing beacon used in combination with pedestrian crossing signs and marked crosswalk at uncontrolled crossing locations. Signs provided on both sides of an uncontrolled marked crosswalk and facing both directions of oncoming traffic.</p>	<p>User-activated flashing amber warning lights installed on overhead mast arms with supplemental signs and marked crosswalks at uncontrolled crossing locations.</p>	<p>User-activated pedestrian signal head and marked crosswalk at a signalized intersection and coordinated with vehicular movements.</p>
			

Next Steps

- ❑ Develop Draft Conceptual Plans
- ❑ Develop Options for Shared Roadway Facilities
- ❑ Initiate Property Owner Coordination
- ❑ Community Workshop
 - June 20, 2017
 - 6:30pm to 8:30pm with a presentation at 7:30pm
 - East Brandywine Township Building

East-West Bicycle and Pedestrian Facilities Plan COMMUNITY WORKSHOP

Date
June 20, 2017

Time
Open House - 6:30pm to 8:30pm
Presentation - 7:30pm

Location
East Brandywine Township Building
1214 Horseshoe Pike
Downingtown, PA 19335



Give your input on plans to provide bicycle and pedestrian facilities that connect the Struble Trail, Hibernia County Park, and other destinations in Uwchlan, East Brandywine, and West Brandywine Townships.



QUESTIONS



Natasha Manbeck, P.E., AICP

Project Manager

McMahon Associates, Inc.

nmanbeck@mcmahonassociates.com

(610) 594-9995

Sheila Fleming, ASLA

Senior Planner for Conservation Design

Brandywine Conservancy

SFleming@brandywine.org

(610) 388-8317

East-West Bicycle and Pedestrian Facilities Plan



Community Workshop

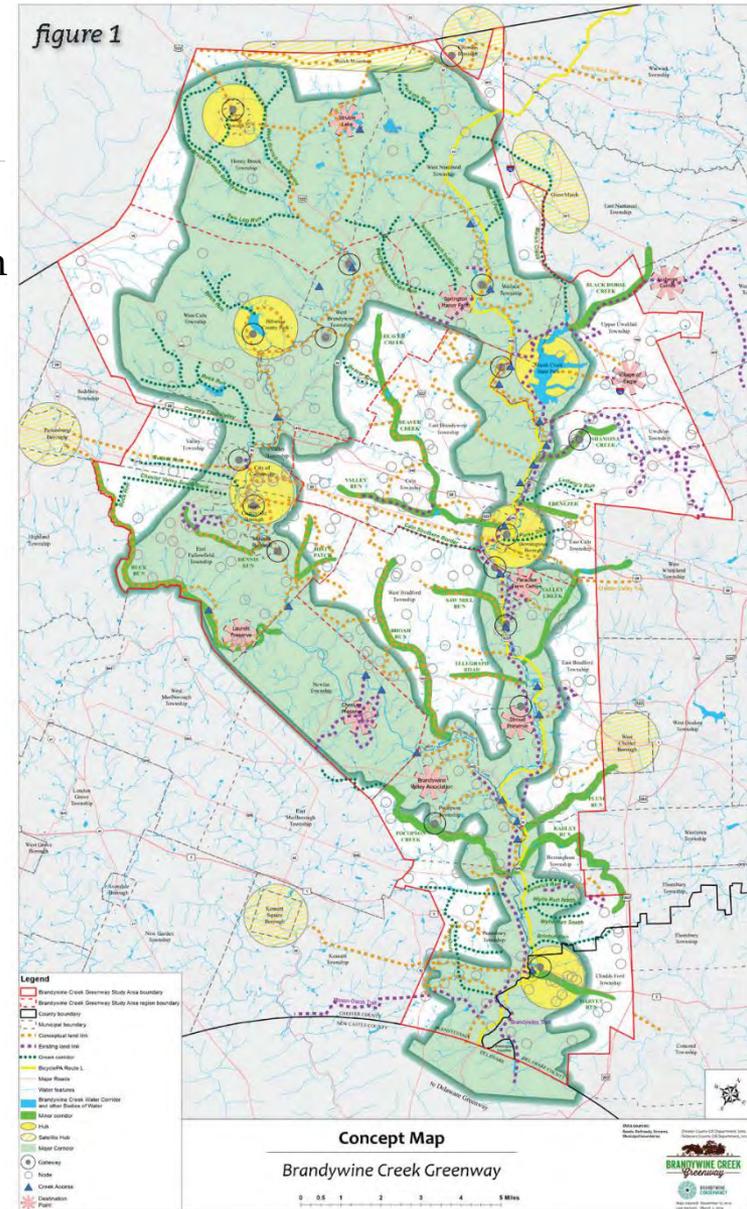
June 20, 2017

East Brandywine, Uwchlan, West Brandywine Townships

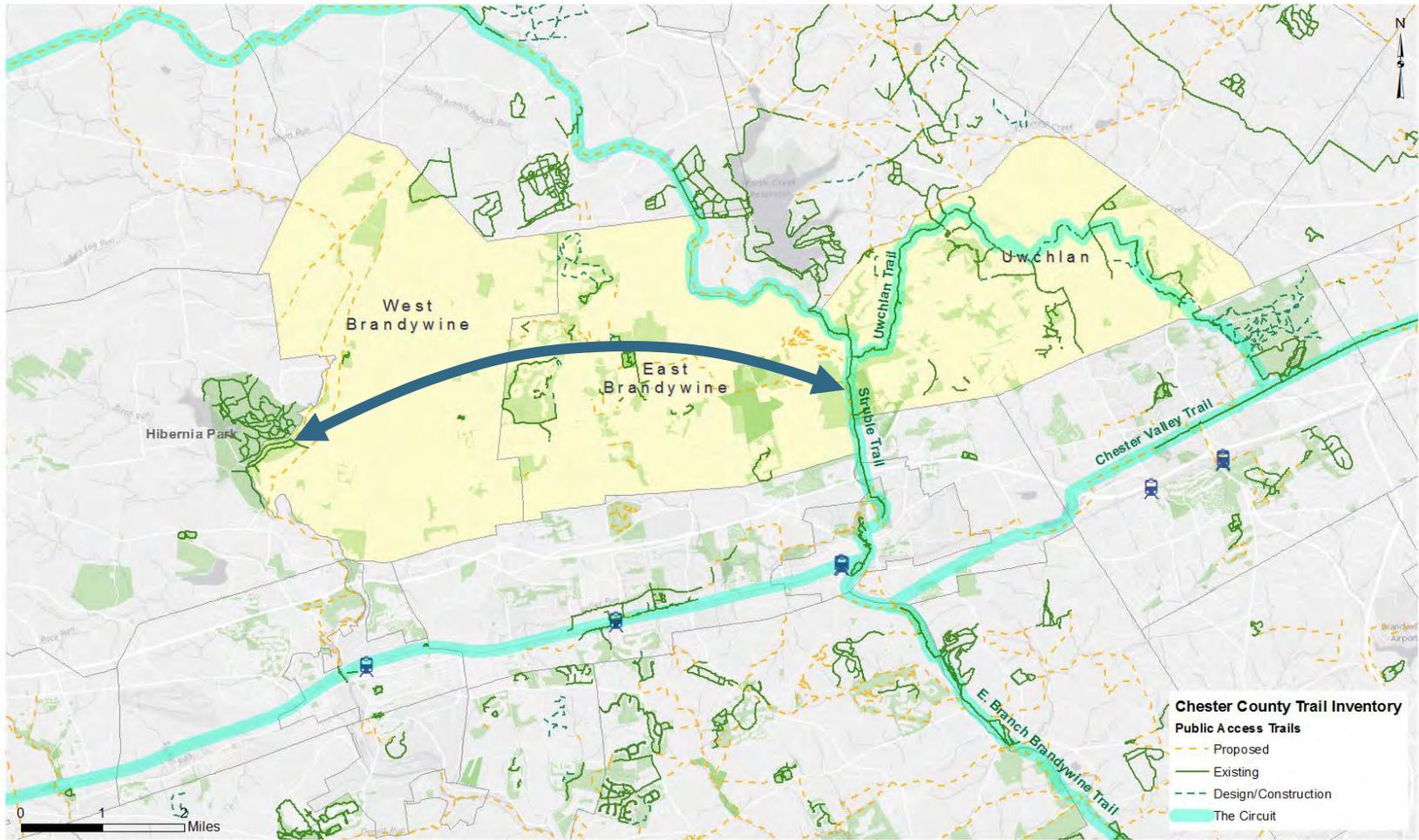


Background

- 2005 ● West Brandywine Township Comprehensive Plan
- 2009 ● East Brandywine Township Comprehensive Plan
- 2011 ● East Brandywine Township Official Map
- 2014 ● Brandywine Greenway Strategic Action Plan
- 2015 ● East Brandywine Trails Committee
- 2016 ● West Brandywine Trails Commission
- 2017 ● East-West Bicycle and Pedestrian Facilities Plan

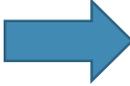


Project Overview

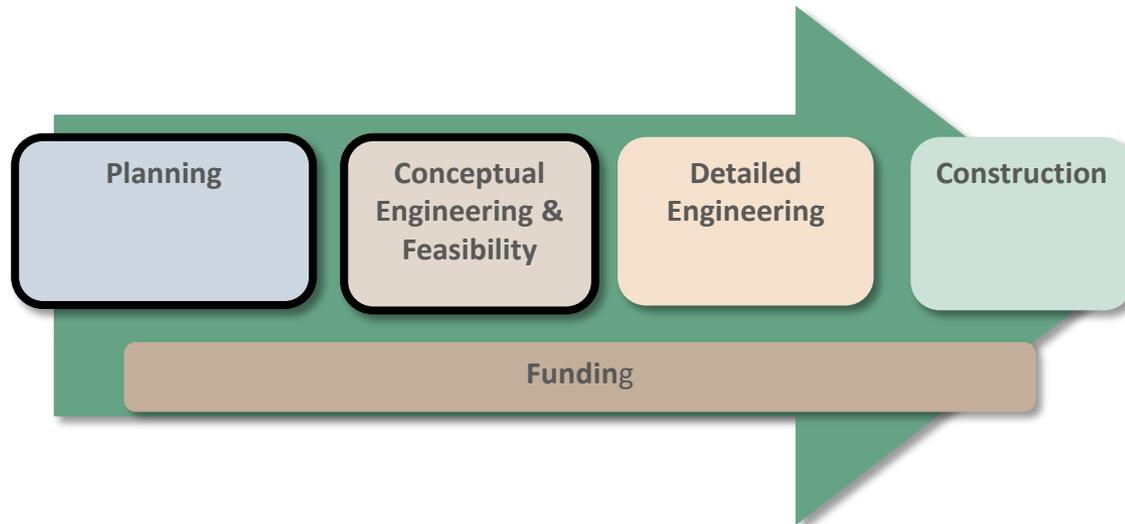


Service Layer Credits: Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community, DVRPC, Chester County

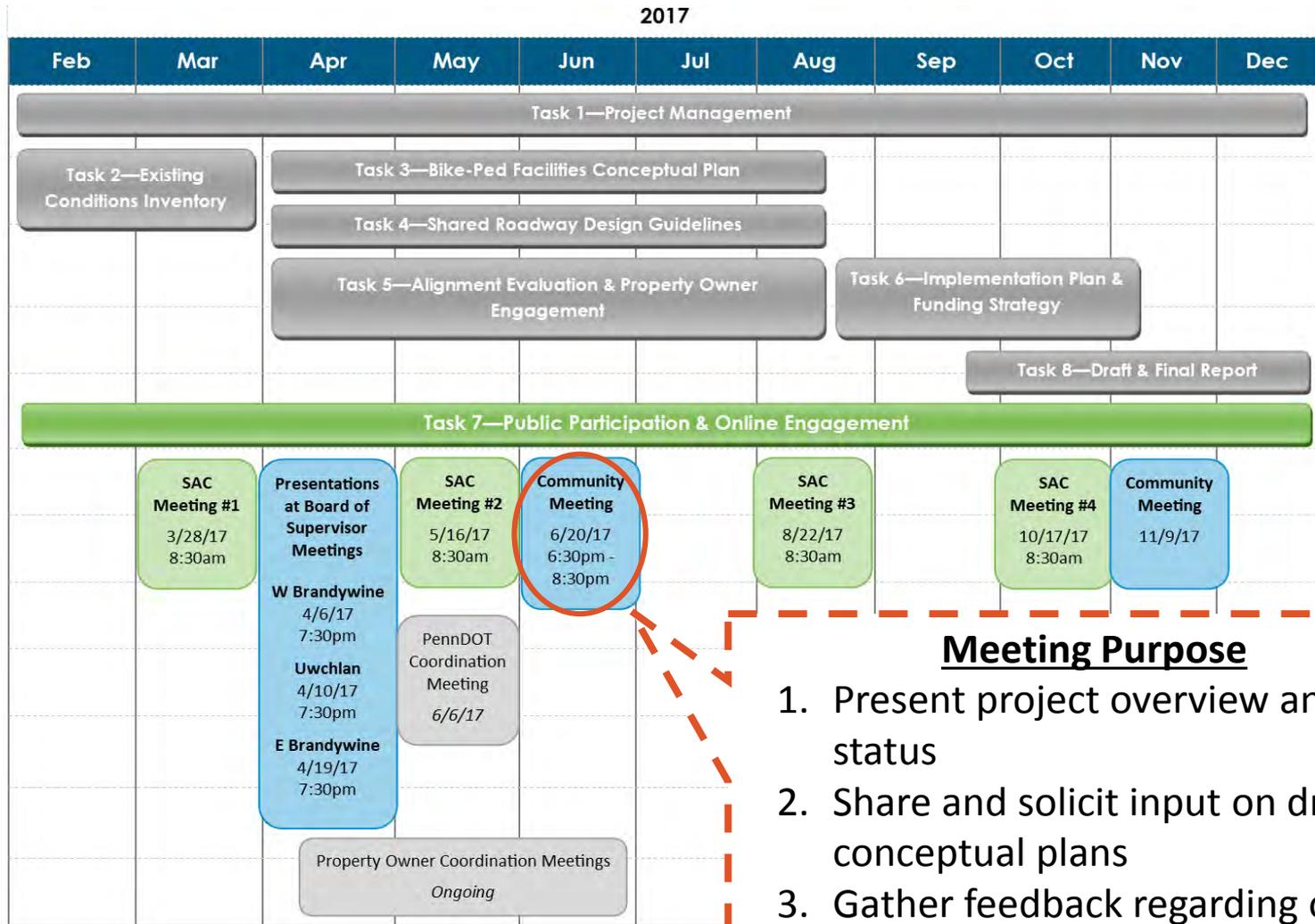
Scope of Work

- Bicycle & Pedestrian Conceptual Plans
 - Shared Roadway Design Guidelines
 - Alignment Evaluation & Property Owner Engagement
- 
- Implementation Plan & Funding Strategy
 - Draft & Final Report

Guided by Stakeholder and Community Input



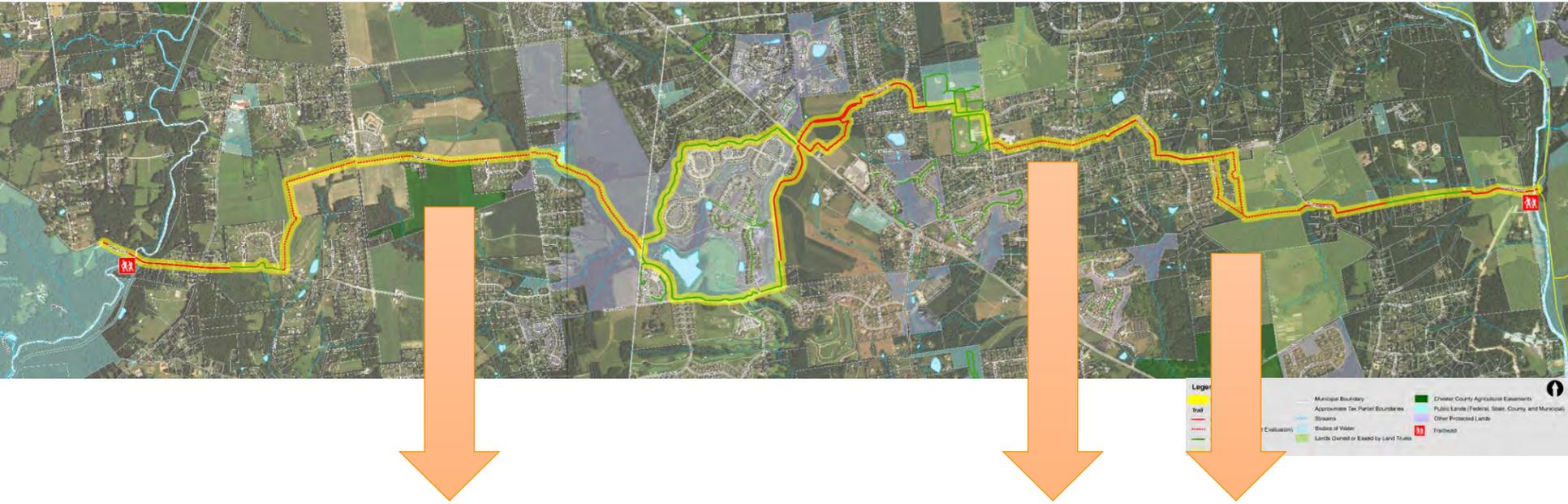
Schedule



Meeting Purpose

1. Present project overview and status
2. Share and solicit input on draft conceptual plans
3. Gather feedback regarding on-road options and wayfinding

East-West Route Draft Alignment



Alignment Evaluation and Property Owner Engagement

Off Road Options

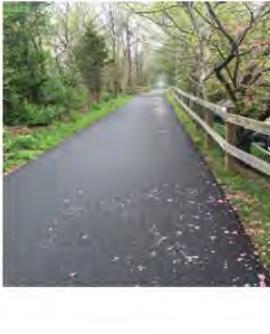
	Path <i>Natural Surface</i>	Path <i>Improved Surface</i>	Sidewalk	Multi-Use Trail
Description	Pathway that is intended for use by pedestrians to connect various destinations. Often through or adjacent to un-developed land.	Pathway that is intended for use by pedestrians to connect various destinations. May be through or adjacent to developed or un-developed land.	Concrete pathway typically parallel to a road that is intended for use by pedestrians with numerous access points to adjacent land uses.	Paved pathway at least 10' wide that is intended for use by both bicyclists and pedestrians.
Surface Materials	Mowed Grass Compacted Earth Mulch/Wood Chips	Crushed Stone Asphalt	Concrete	Crushed Stone Asphalt
Width	< 8' 4' - 6' typical	< 8' 6' typical	5'- 6' 4' permissible	10' - 12' 8' permissible
				

Photo credit: CCPC

Roadway Crossing Treatments

High Visibility Marked Crosswalk

Pavement markings designating a location for pedestrians to cross a road at signalized or unsignalized locations. High visibility crosswalks, also known as continental design, are most visible to motorists.

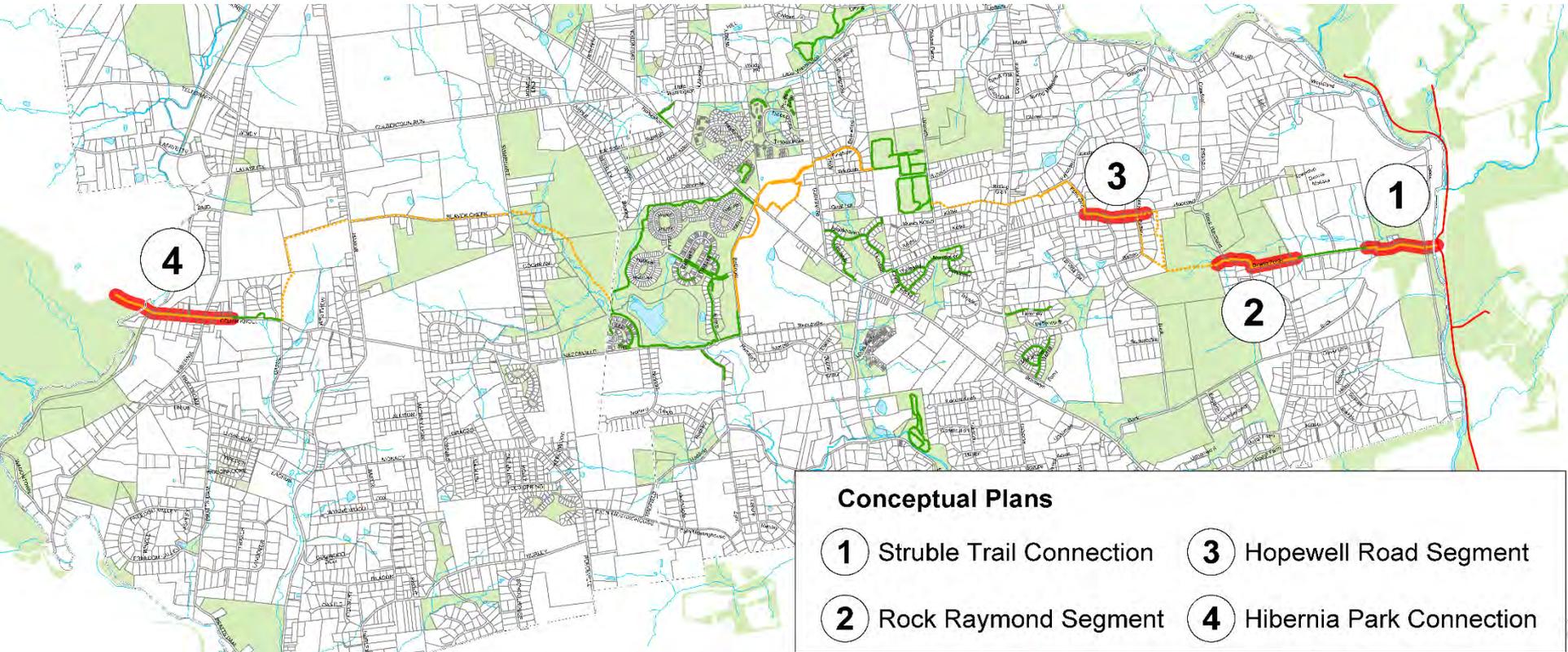


Rectangular Rapid Flash Beacon (RRFB)

User-activated LED rapid flashing beacon used in combination with pedestrian crossing signs and marked crosswalk at uncontrolled crossing locations.

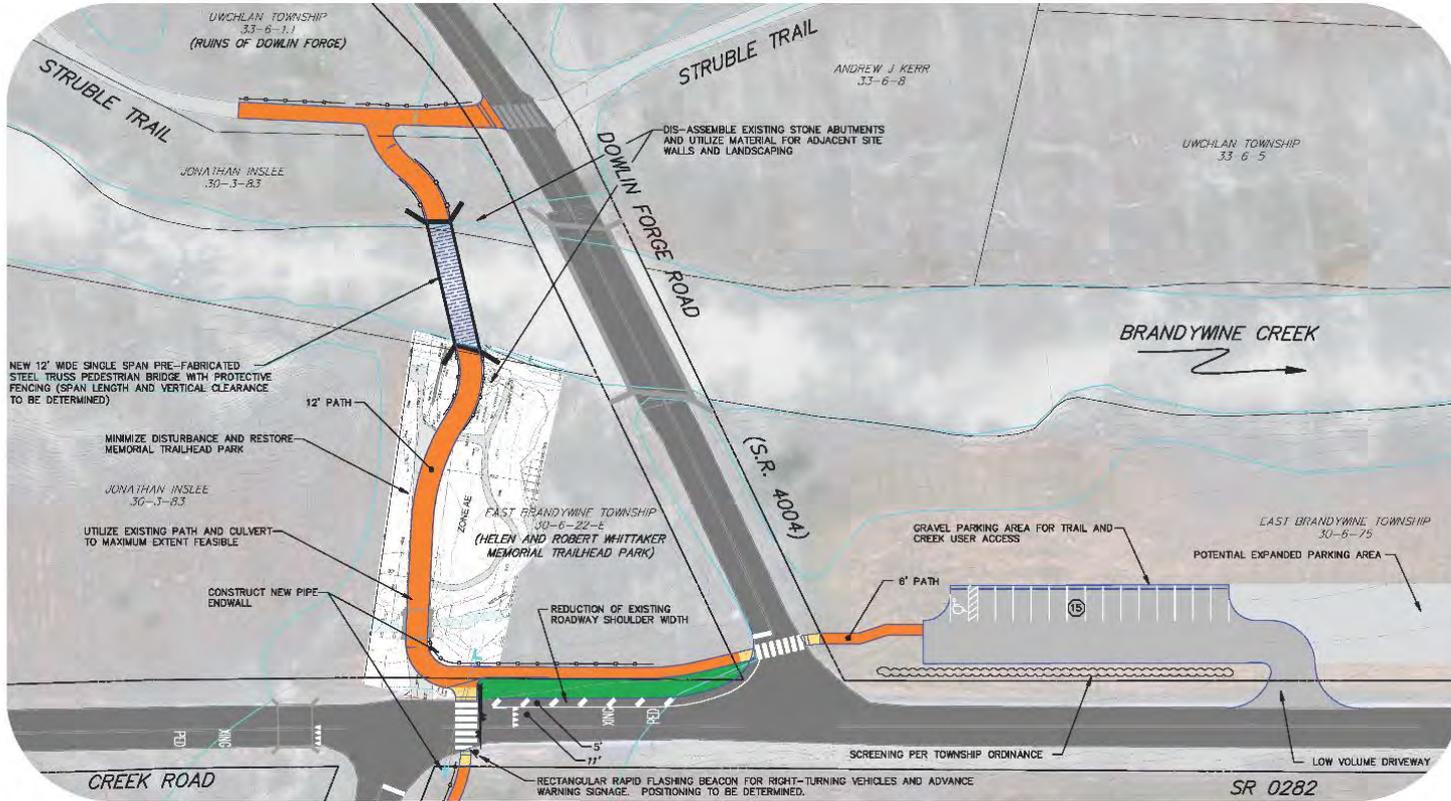


Draft Conceptual Plans

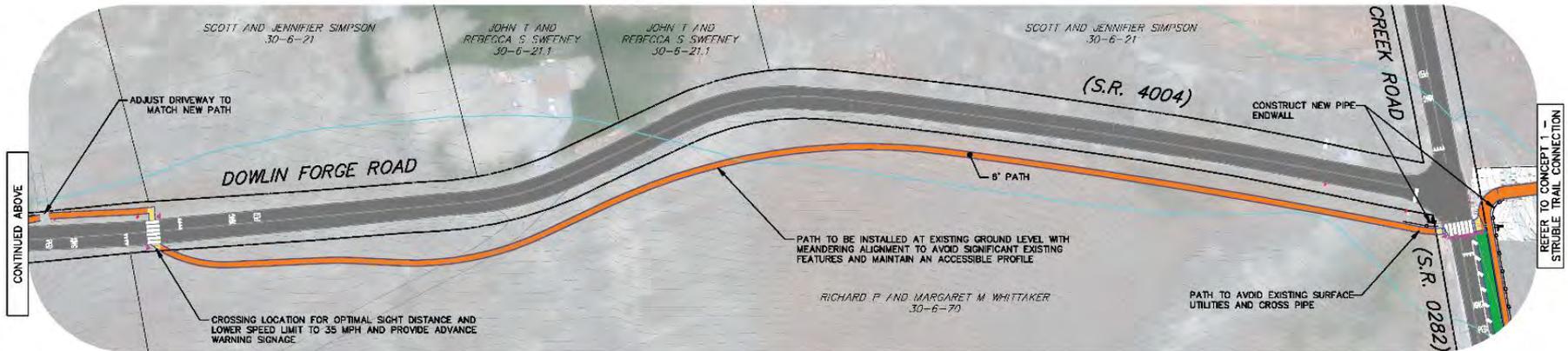
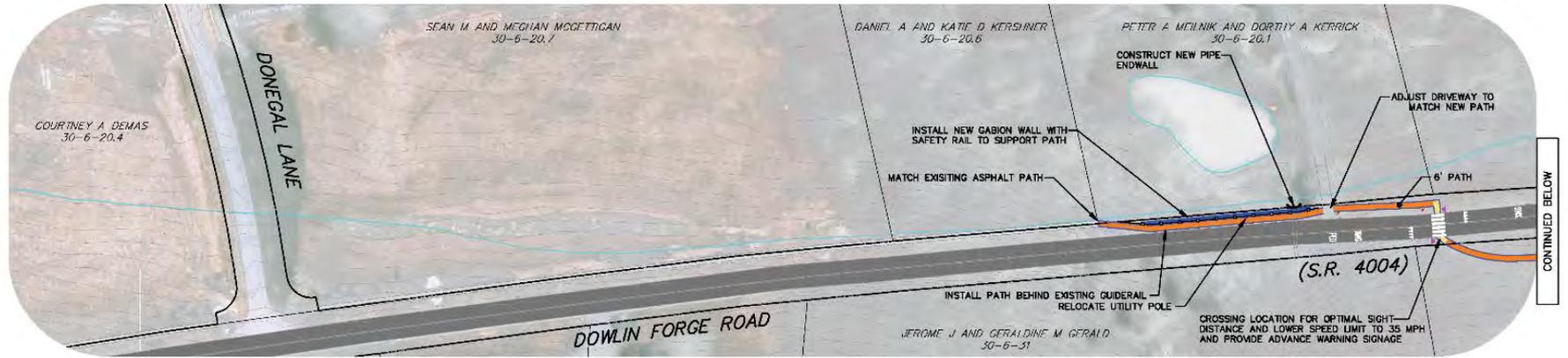


- Based on GIS data, aerial photography, and limited field measurements
- Legal right-of-way estimated based on GIS data and have not been independently verified

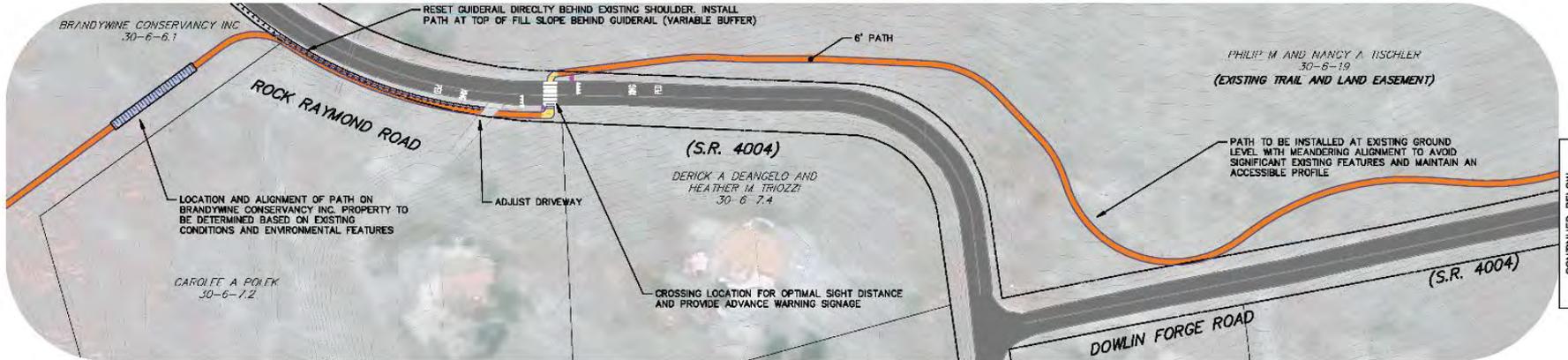
1. Struble Trail Connection



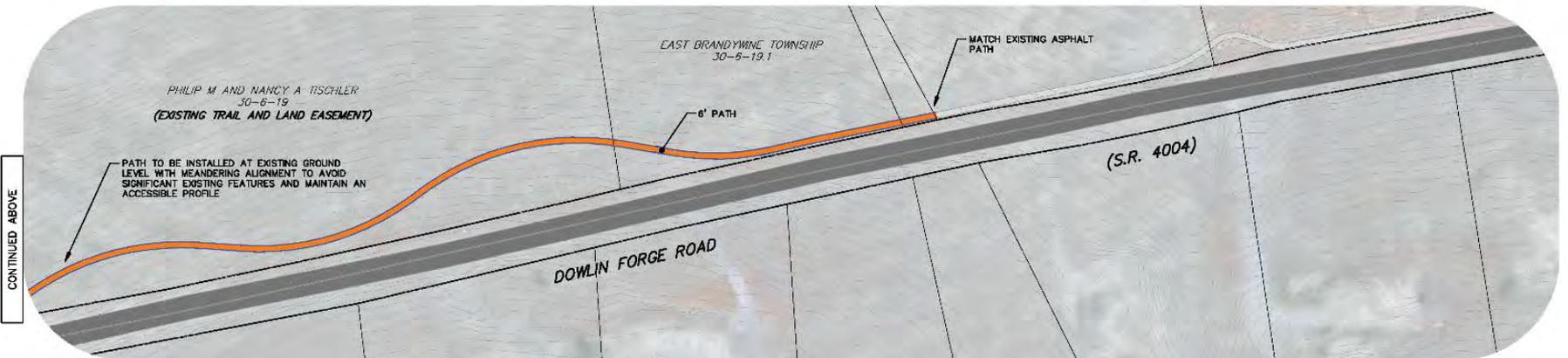
1. Struble Trail Connection



2. Rock Raymond Segment



CONTINUED BELOW



CONTINUED ABOVE

3. Hopewell Road Segment

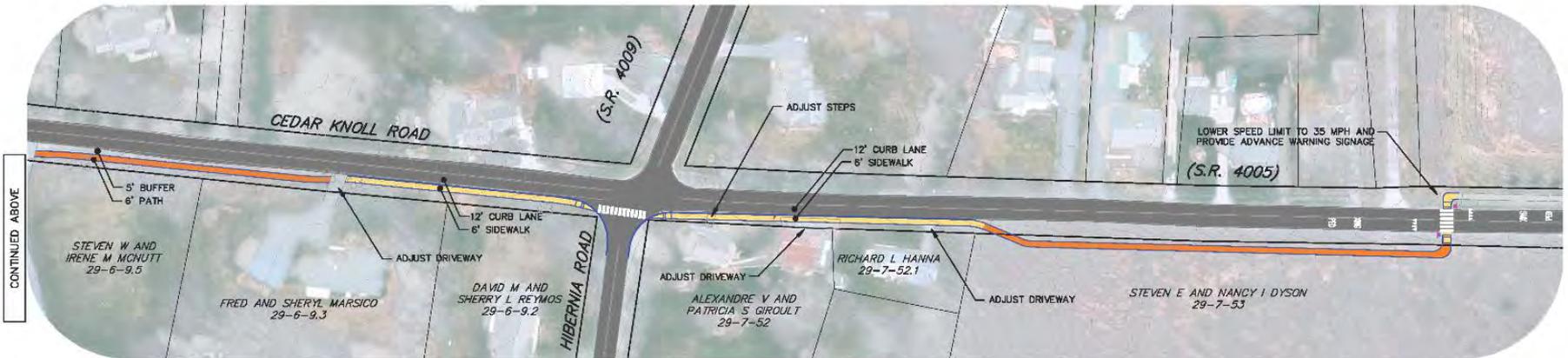
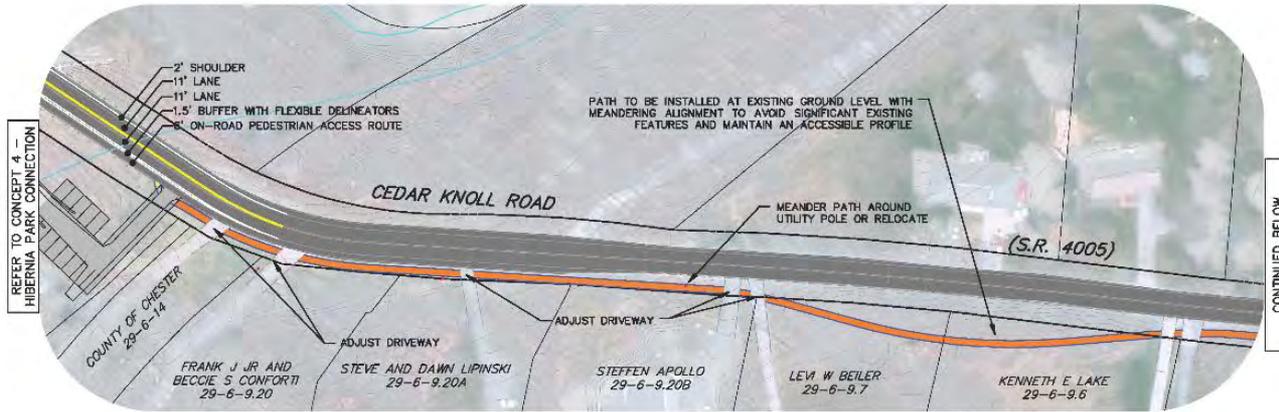


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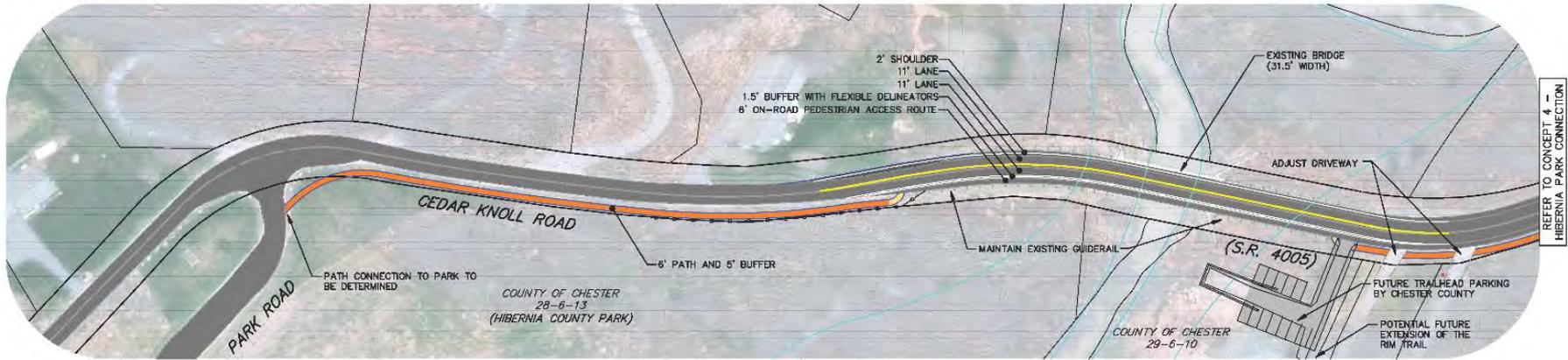


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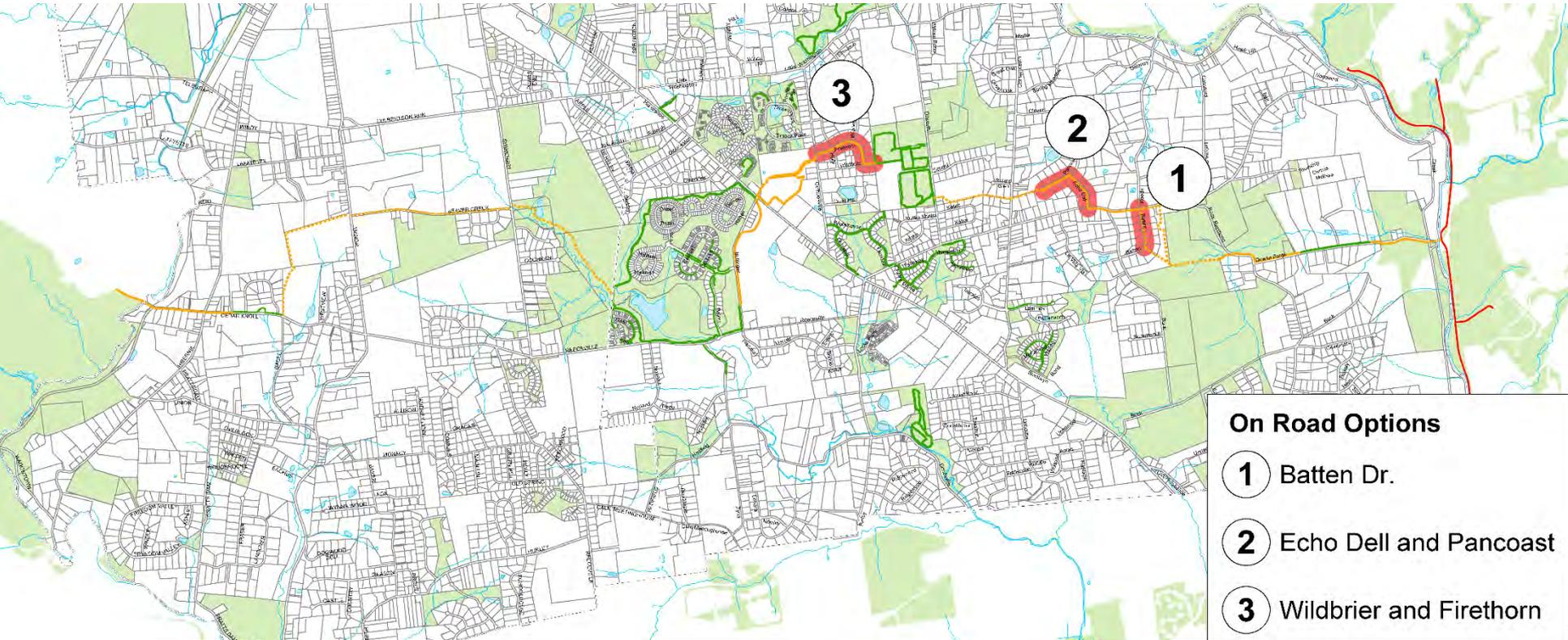
4. Hibernia Park Connection



4. Hibernia Park Connection



On Road Options



On Road Options

- 1** Batten Dr.
- 2** Echo Dell and Pancoast
- 3** Wildbrier and Firethorn

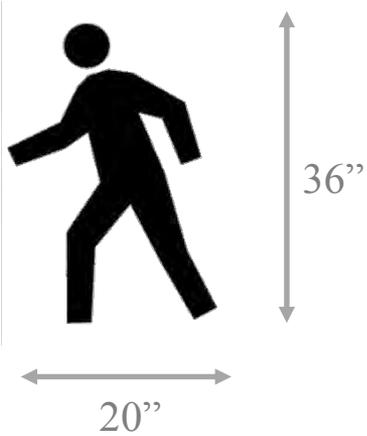


Vote for your preferred on-road option

Option 1. Wayfinding Pavement Markings



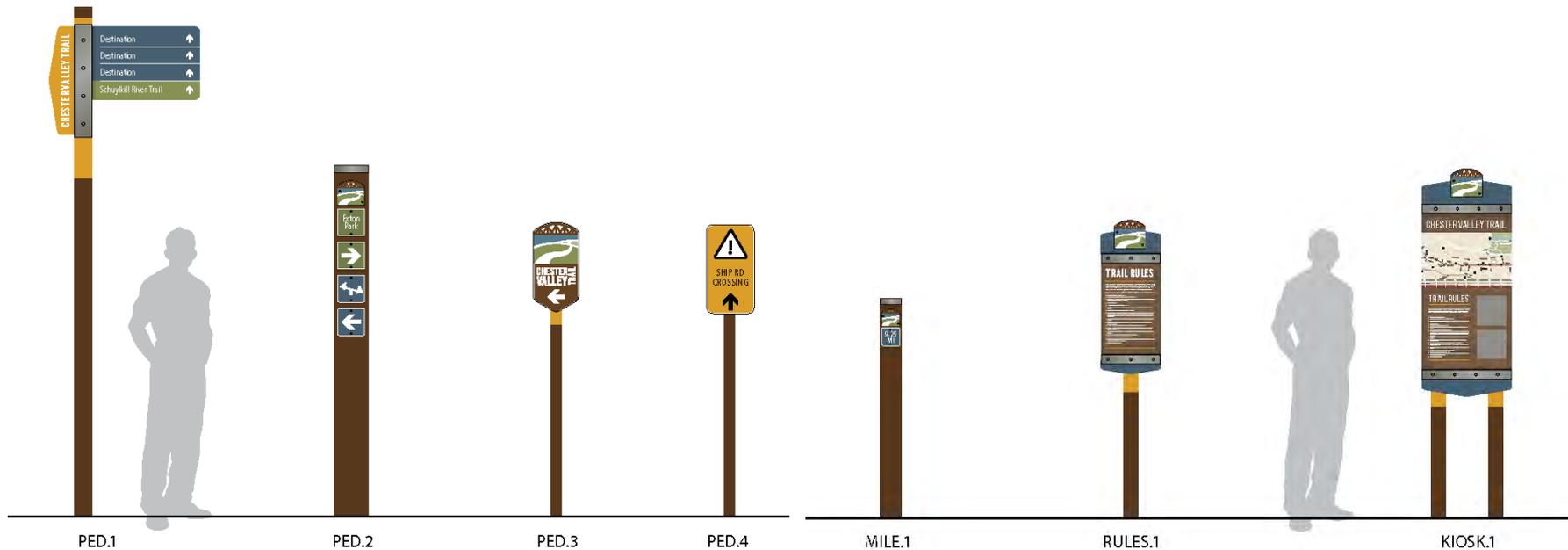
Option 2: Pedestrian Pavement Marking



Option 3: Advisory Shoulder



Wayfinding and Signage



Source: Draft Chester Valley Trail Design Intent Drawings prepared by MERJE for Chester County

We want to hear from you!

- **Sign-in: Project Email List**
- **Review/Comment on Boards and Draft Conceptual Plans**

- **Project Website**

www.brandywine.org/conservancy/projects/east-west-bicycle-and-pedestrian-facilities-plan

- **Comment Forms**

Due July 21, 2017

East-West Bicycle and Pedestrian Facilities Plan - Comment Form

Contact Information (optional)

Name: _____

Address: _____

Email: _____

Please provide written comments, questions, or concerns regarding the East-West Bicycle and Pedestrian Facilities Plan in the space below. Thank you for your interest and input!

Return to the sign-in table or send by **July 21, 2017** to:

Natasha Manbeck | McMahon Associates, Inc.
840 Springdale Drive | Exton, PA 19341
nmanbeck@mcmahonassociates.com

Check out the project website for additional information and future updates about the East-West Bicycle and Pedestrian Facilities Plan

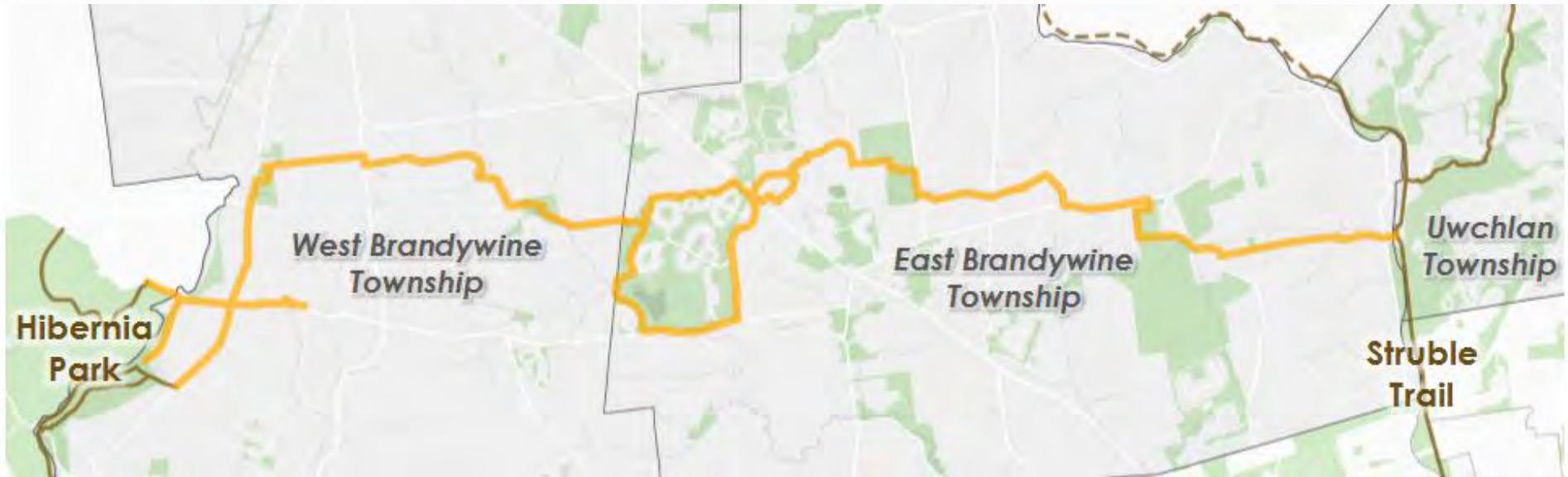
<http://www.brandywine.org/conservancy/projects/east-west-bicycle-and-pedestrian-facilities-plan>

Next Steps

- ❑ Receive and review community input
- ❑ Revise draft plans based on community input
- ❑ Continue property owner coordination
- ❑ Develop implementation plan with cost estimates and funding strategies
- ❑ Community Workshop

November 9, 2017

East-West Bicycle and Pedestrian Facilities Plan



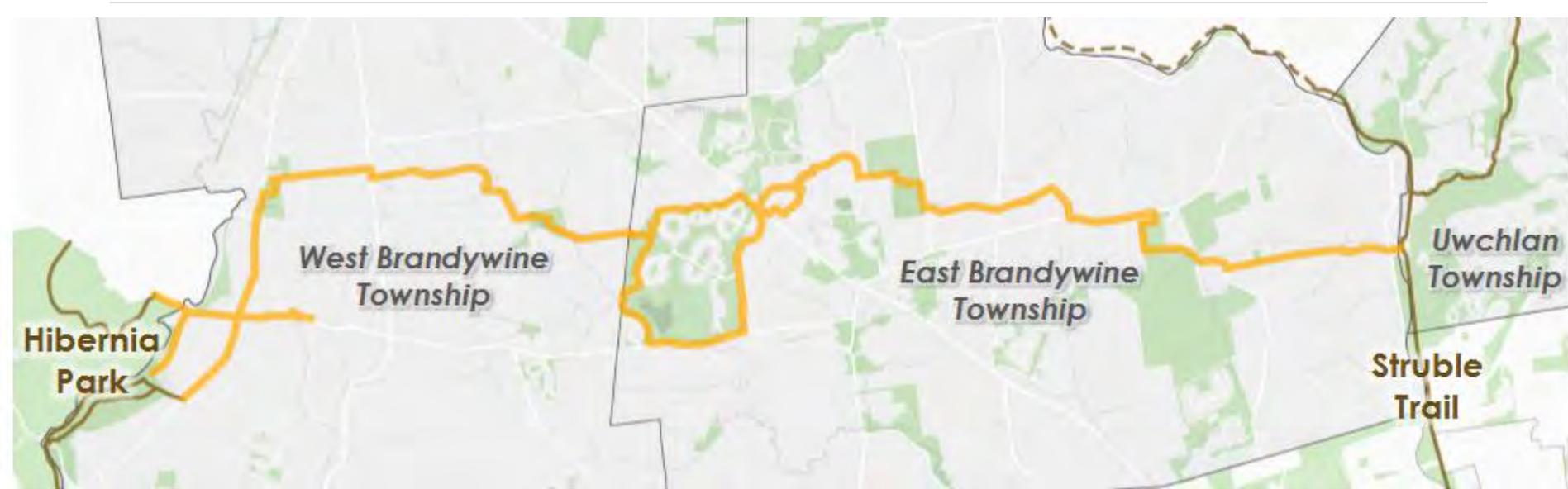
Community Workshop

December 5, 2017

East Brandywine, Uwchlan, West Brandywine Townships

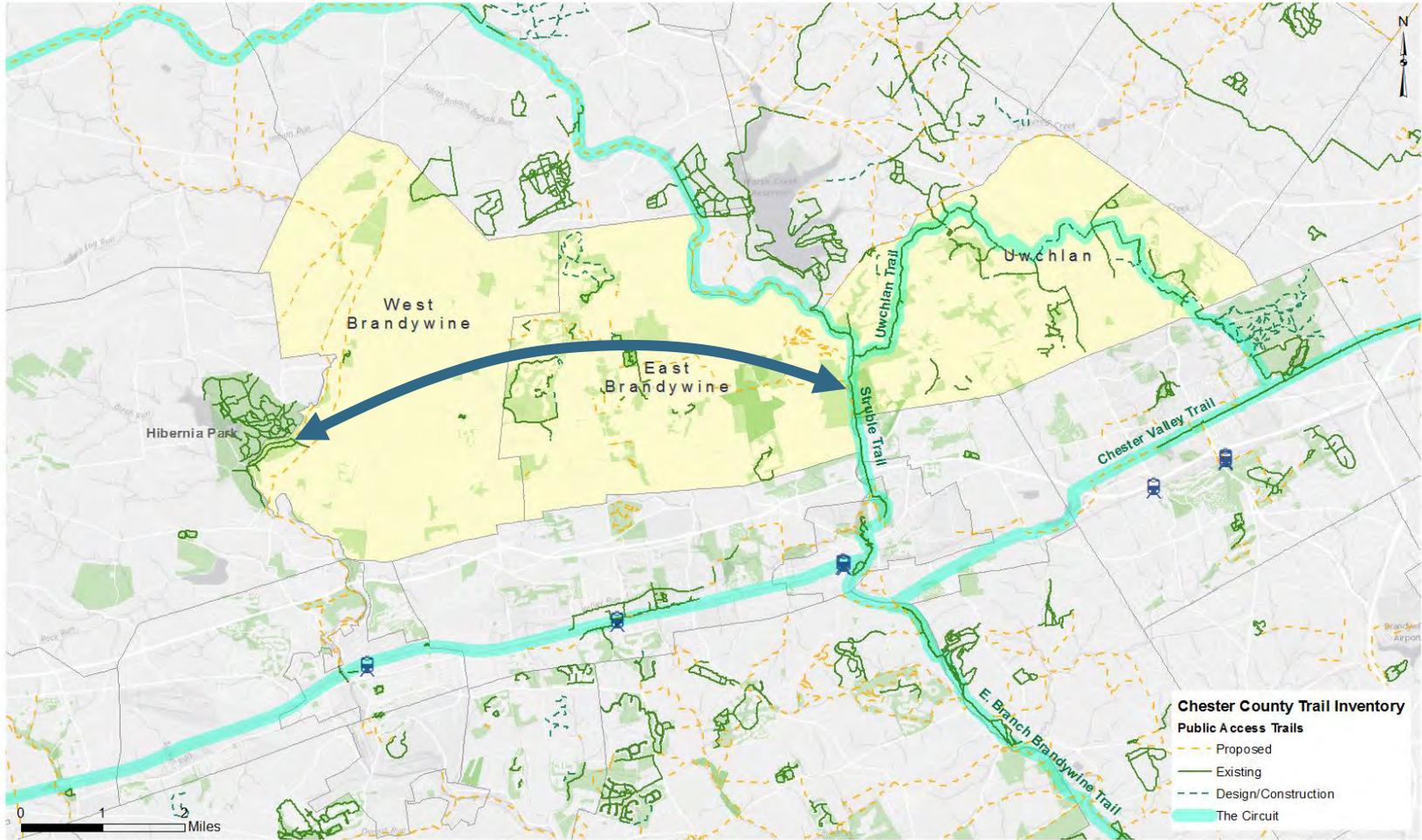


Goal



Provide over nine miles of continuous and connected bicycle and pedestrian facilities to link residents with key destinations in Uwchlan, East Brandywine, and West Brandywine Townships, including the Struble Trail and Hibernia County Park.

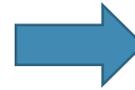
Regional Connections



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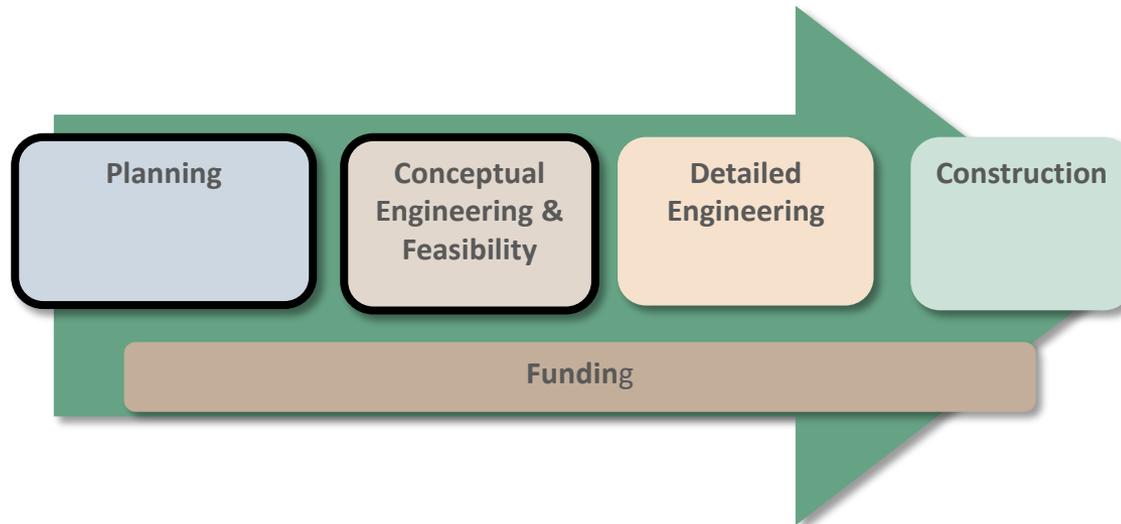
Plan Overview

- Bicycle & Pedestrian Conceptual Plans
- Shared Roadway Design Guidelines
- Alignment Evaluation & Property Owner Engagement

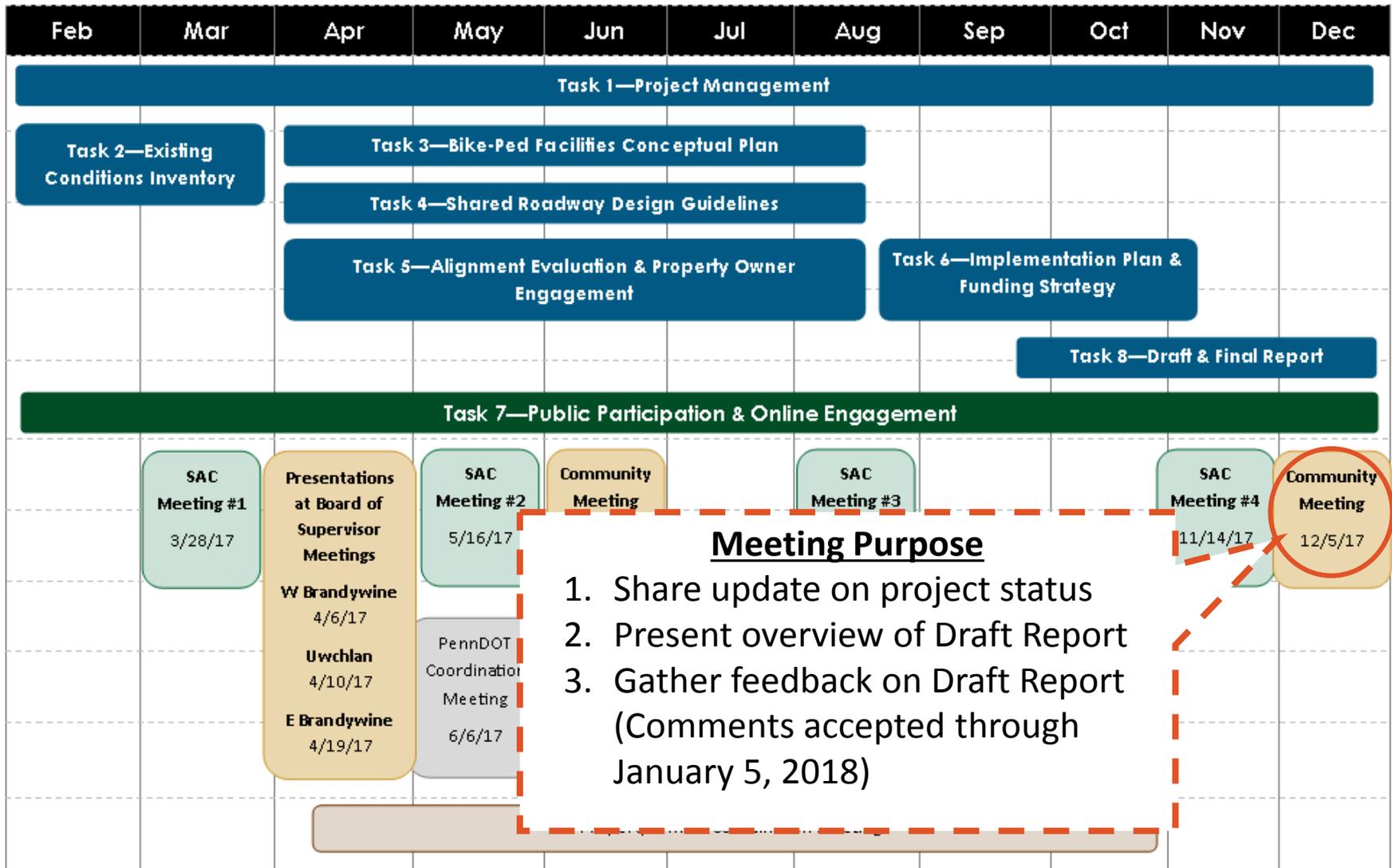


- Implementation Plan & Funding Strategy
- Draft & Final Report

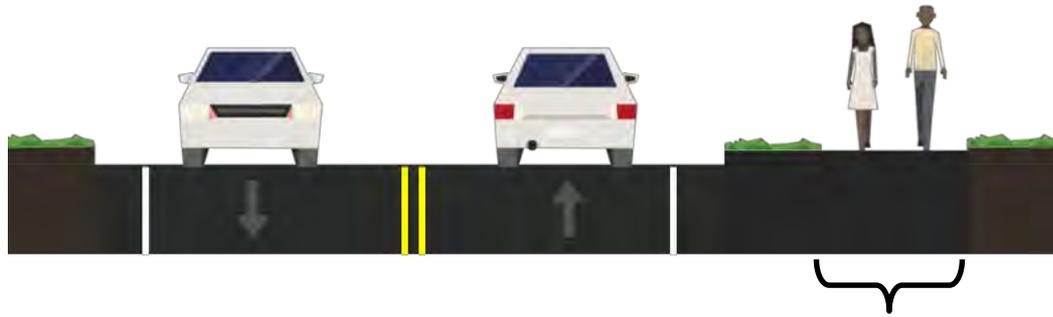
Guided by Stakeholder and Community Input



Schedule



East-West Trail Concept



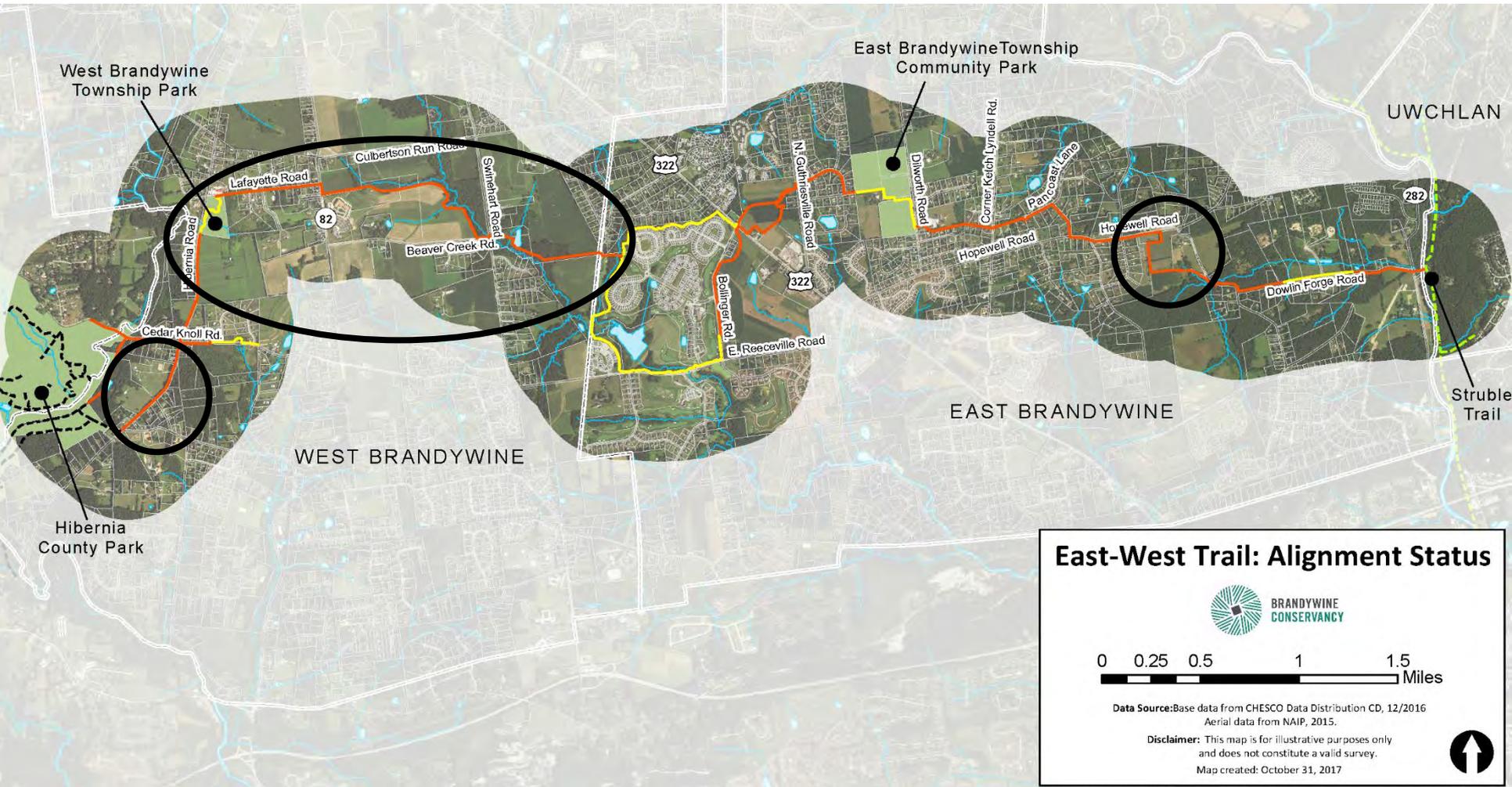
6' Asphalt Path



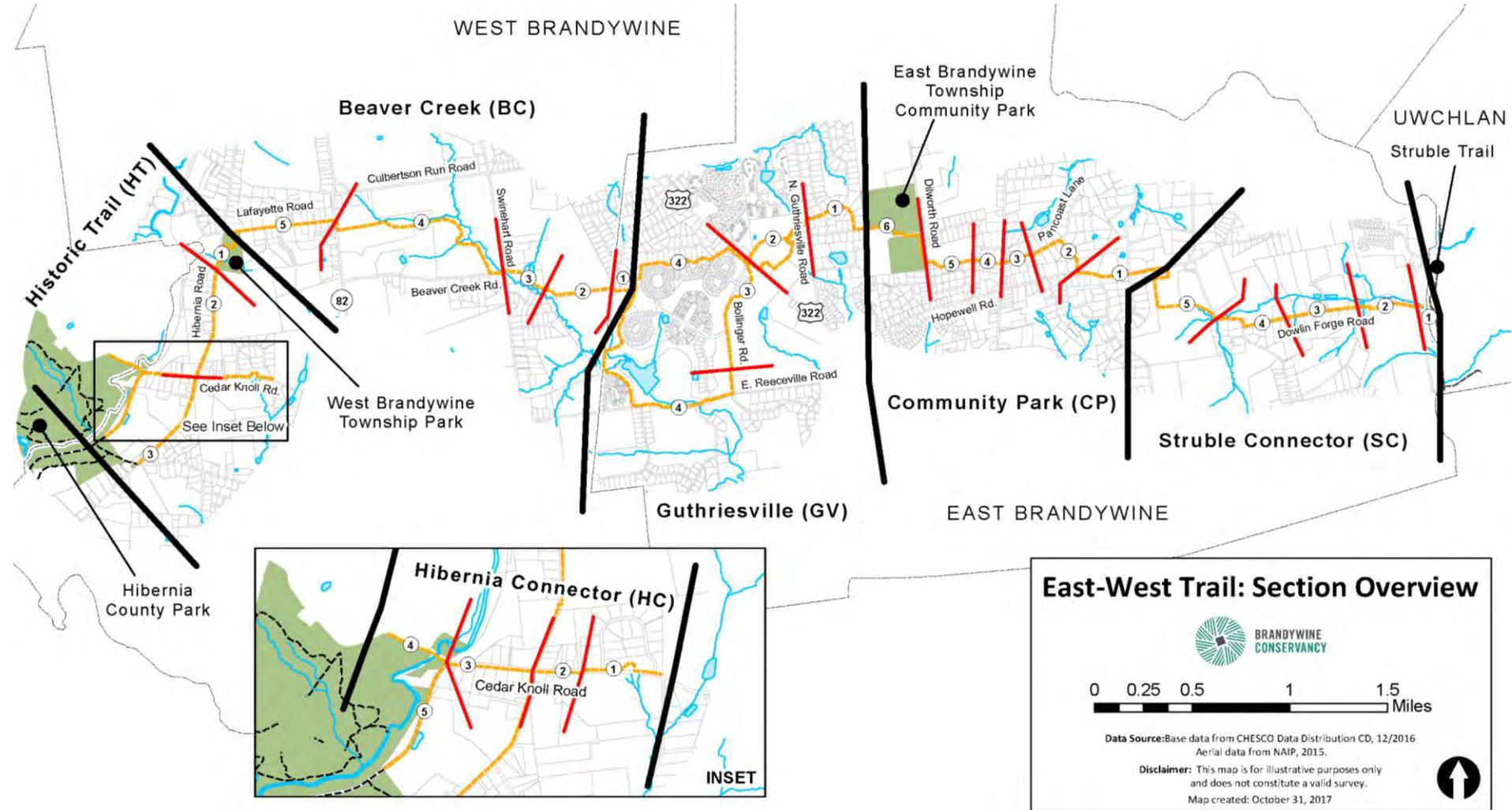
Bicycle and Pedestrians Toolbox

Off-Road				On-Road	
Path <i>Natural Surface</i>	Path <i>Improved Surface</i>	Sidewalk	Multi-Use Trail	One-Sided Shoulder	Shared Use Lane
		 <p><small>Photo credit: OCP/C</small></p>			

East-West Trail Preferred Alignment



Sections and Segments



East-West Trail: Section Overview

 **BRANDYWINE CONSERVANCY**

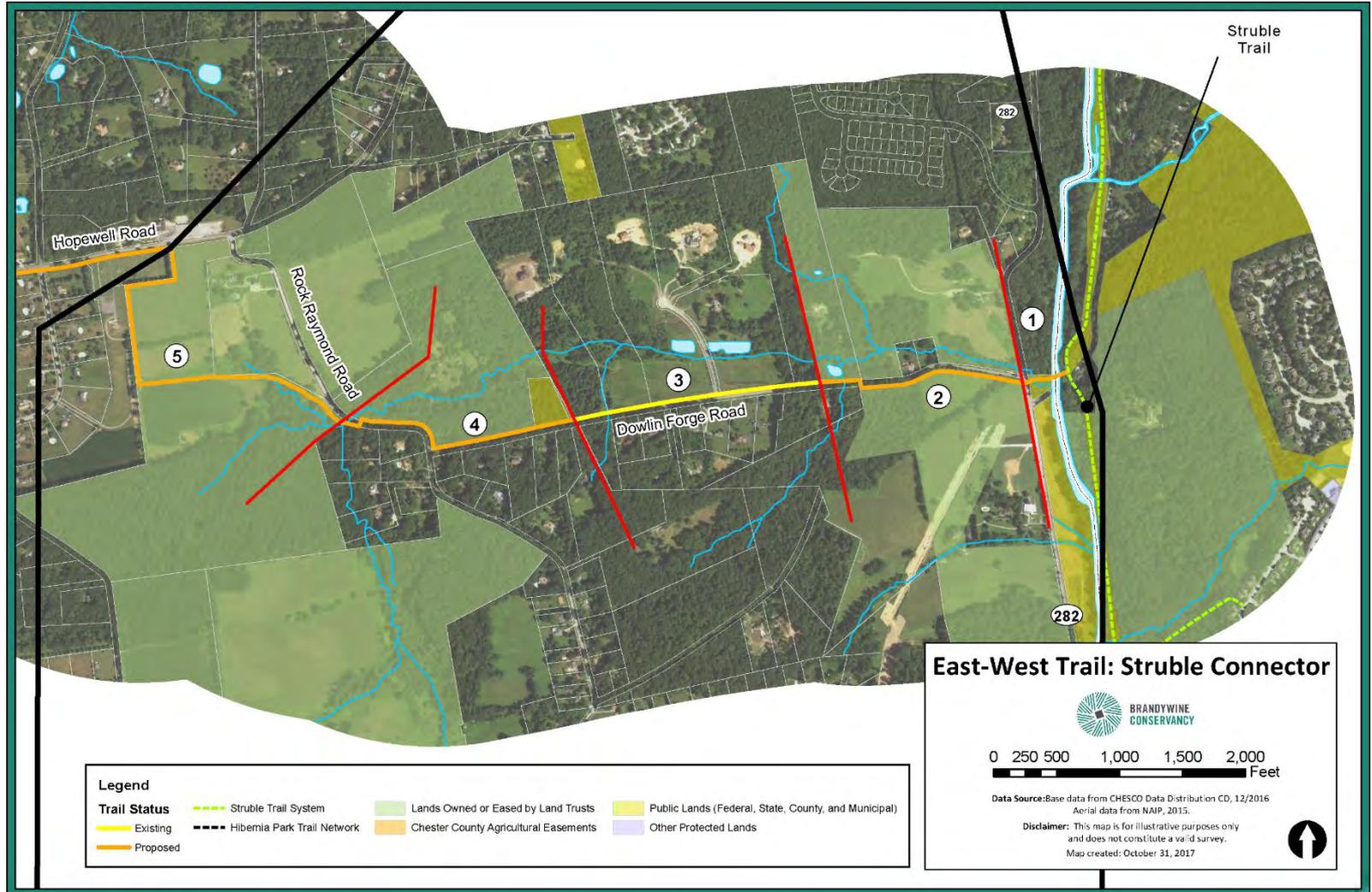
0 0.25 0.5 1 1.5 Miles

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: October 31, 2017



Section Maps



Section Tables

	E-SC-1	E-SC-2	E-SC-3	E-SC-4	E-SC-5
Status	Proposed	Proposed	Existing	Proposed	Proposed
Facility Type - Surface Material	Path - Asphalt Pedestrian Bridge	Path - Asphalt	Path - Asphalt	Path - Asphalt	Path - Asphalt
General Limits (east to west)	Struble Trail to Creek Road (including new trail bridge over the East Branch Brandywine Creek and an enhanced pedestrian crossing of Creek Road)	Creek Road to 600' east of Donegal Lane	600' east of Donegal Lane to 1200' west of Donegal Lane	1200' west of Donegal Lane along Dowlin Forge Road to 1700' south of Hopewell Road along Rock Raymond Road	Rock Raymond Road (1700' south of Hopewell Road) to Hopewell Road (500' west of Rock Raymond Road)
General Alignment	New pedestrian bridge over East Branch Brandywine Creek Creek Road (east side) between Whittacker Memorial Trailhead and proposed trailhead parking south of Dowlin Forge Road intersection	Dowlin Forge Road (south side to north side with the crossing 1400' west of Creek Road) <i>Within existing trail easement on parcel UPI 30-6-70</i>	Dowlin Forge Road (north side)	Dowlin Forge Road (north side to Rock Raymond Road) Rock Raymond Road (north side to south/west side with a crossing just east of the Tributary to East Branch Brandywine Creek) <i>Within existing trail easement on parcel UPI 30-6-19</i>	Within parcel UPI 30-6-6.1 providing a connection between Rock Raymond Road and Hopewell Road
Property Needs / Coordination (minimal, moderate, major)	Minimal <i>Two East Brandywine Township owned parcels (UPI 30-6-22E and 30-6-75)</i>	Moderate <i>Existing trail easement on parcel UPI 30-6-70</i>	Minimal <i>Existing path</i>	Minimal <i>East Brandywine Township owned parcel (UPI 30-6-19.1)</i> <i>Existing trail easement on parcel UPI 30-6-19</i>	Minimal <i>Existing conservation easement on UPI 30-6-6.1 allows trails</i>
Length (miles)	0.1	0.4	0.3	0.4	0.5

Segment Profiles

E-SC-1 East - Struble Connector - 1

Summary

AREA	East
SECTION	Struble Connector
SEGMENT	1
STATUS	Proposed
FACILITY TYPE— SURFACE MATERIAL	Path - Asphalt Pedestrian Bridge
GENERAL LIMITS	Struble Trail to Creek Road (Route 282), including new trail bridge over the East Branch Brandywine Creek and an enhanced pedestrian crossing of Creek Road
GENERAL ALIGNMENT	Struble Trail to the west side of Creek Road and Creek Road (east side) between Whittaker Memorial Trailhead and proposed trailhead parking south of Dowlin Forge Road (East) intersection
PROPERTY NEEDS / COORDINATION	Minimal <i>Two East Brandywine Township owned parcels (LPI 30-6-22E and 30-6-75)</i>
LENGTH	0.1 miles

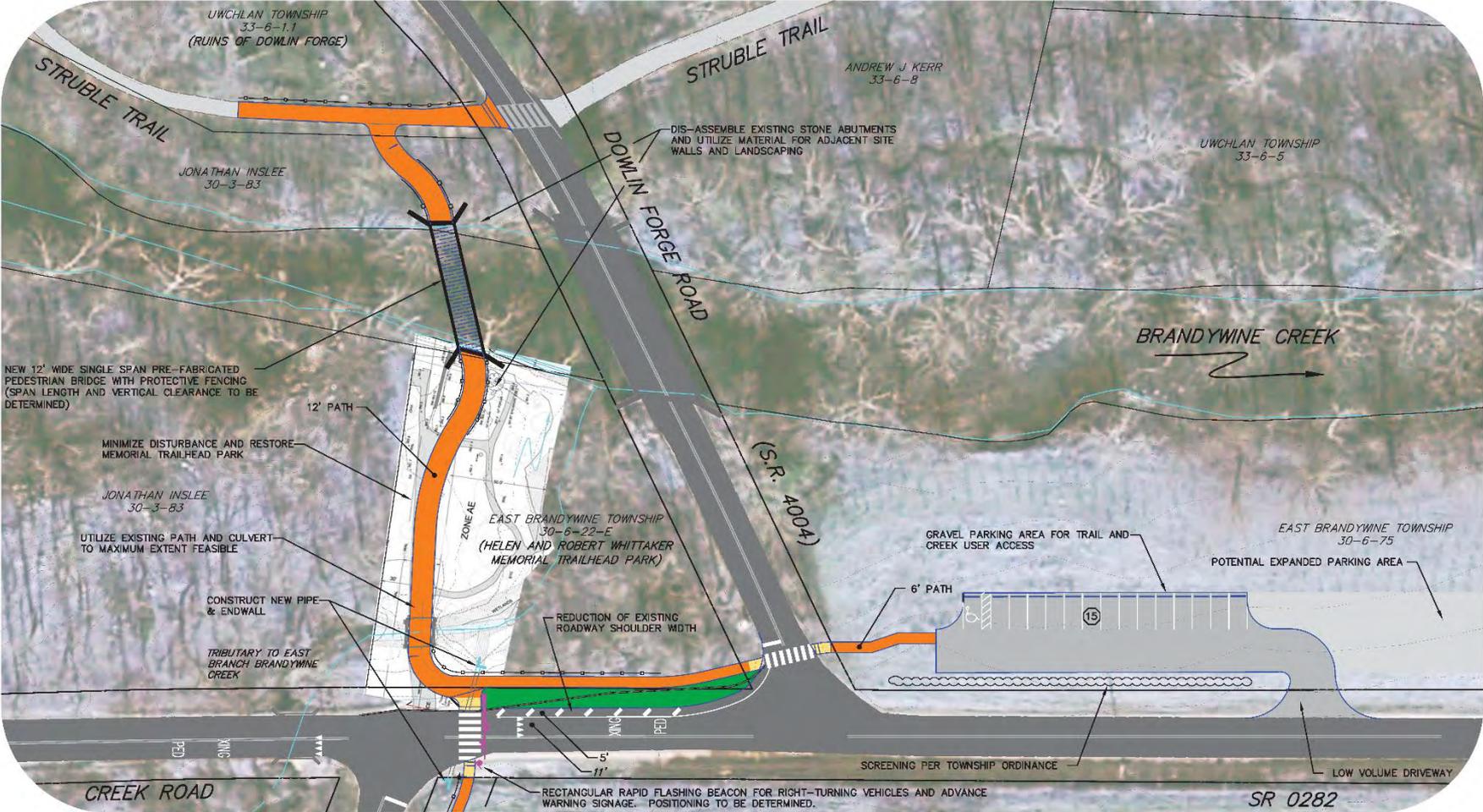
Existing Conditions

- Struble Trail, owned by Chester County, located along the east bank of the East Branch of the Brandywine Creek
- Helen and Robert Whittaker Memorial Trailhead Park, owned by East Brandywine Township, located on the west bank of the East Branch of the Brandywine Creek. Trailhead includes a crushed stone trail from Creek Road (Route 282) to the Creek, benches, interpretative signage, and landscaping
- No existing trail connection across the East Branch of the Brandywine Creek and existing Dowlin Forge Road bridge is narrow with no usable shoulder
- No official parking for the Struble Trail or Whittaker Memorial Trailhead, although parked vehicles are regularly observed utilizing the wide shoulder on the east side of Creek Road (Route 282) just north of the Dowlin Forge (East) intersection

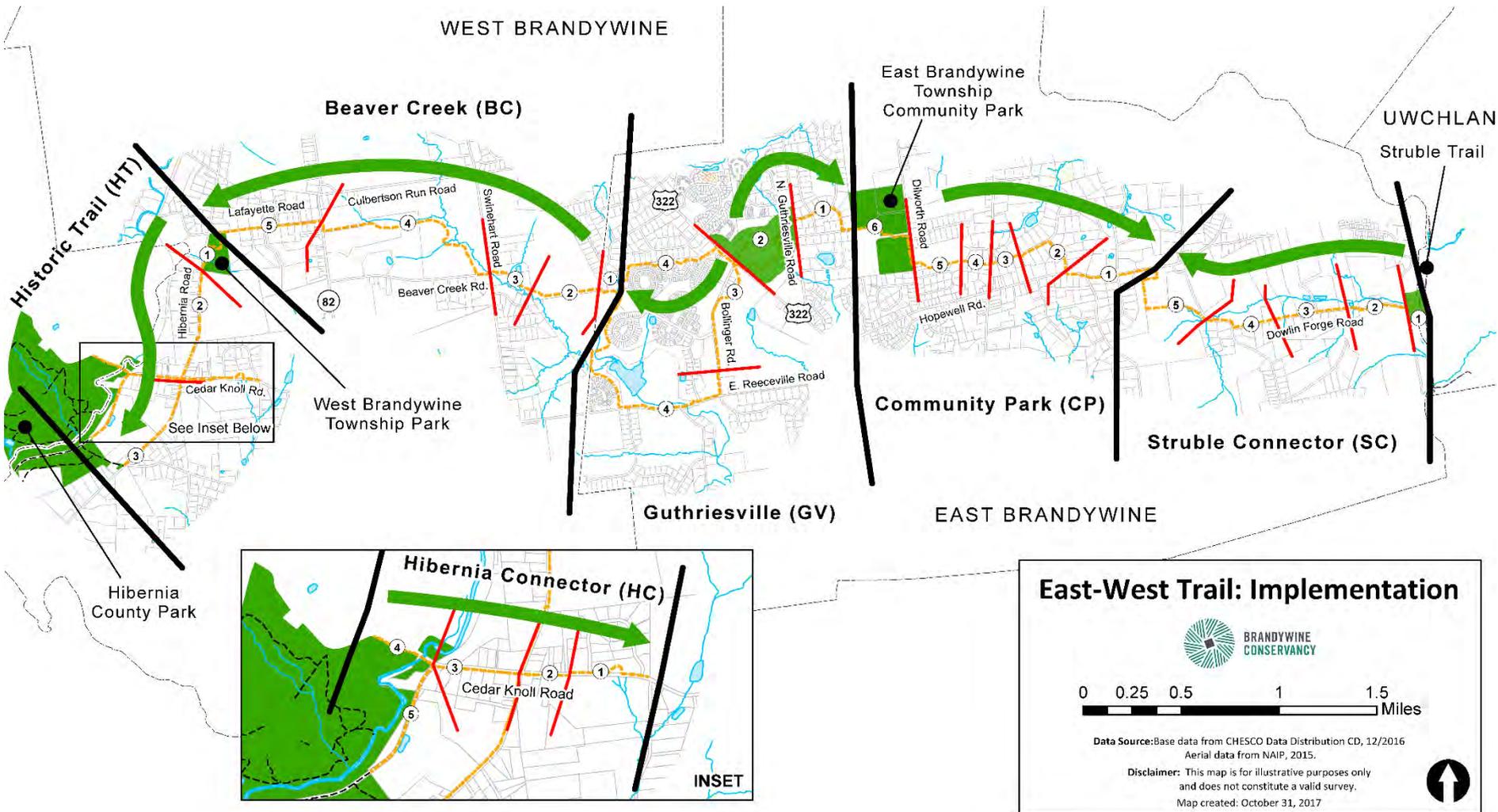
- Remnants from the stone foundations of a bridge built in 1873 and later destroyed by a flood are visible on both sides of the Creek
- Dowlin Forge Road intersection with Creek Road (Route 282) is offset, resulting in heavy vehicular turning movements at both intersections
- Significant utilities, both overhead and underground, located on the southwest corner of the Creek Road and Dowlin Forge (West) intersection
- Creek Road Bridge over a Branch of the Brandywine Creek is currently scheduled for replacement by PennDOT, with construction anticipated to begin in 2018



Segment Conceptual Design Plans



Implementation Plan



Other Action Items

- **Support continued proactive trail planning through established municipal Trail Committees**
- **Update Township plans and ordinances**
- **Develop a Wayfinding Master Plan**
- **Plan for future trail operations and maintenance**
- **Coordinate with:**
 - Land owners
 - Neighboring municipalities
 - Chester County
 - PennDOT

We want to hear from you!

- **Sign-in: Project Email List**
- **Draft Report available for review:**
 - **Project Website**
www.brandywine.org/conservancy/projects/east-west-bicycle-and-pedestrian-facilities-plan
 - **Hard Copies for review at East Brandywine, West Brandywine, and Uwchlan Township Buildings**
- **Comments on Draft Report**
 - Due January 5, 2018**
 - Natasha Manbeck**
 - nmanbeck@mcmahonassociates.com**

Next Steps

- ❑ Receive and review community input on the Draft Report
- ❑ Prepare and submit Final Report to municipal sponsors and Chester County Planning Commission
- ❑ Board of Supervisors for East Brandywine, West Brandywine, and Uwchlan Townships to consider acceptance of the Final Report