Chester County
Trails Master Plan
2024

CHESTER COUNTY
Planning
COMMISSION

Chester County Trails Master Plan

Prepared by the
Chester County Planning Commission

October 2024

Implementing the **CONNECT** goal

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EXECUTIVE SUMMARY

The Chester County Trails Master Plan (*Plan*) presents a comprehensive vision to guide the future growth of Chester County's public trail network and advance its implementation. The *Plan* was developed through a systemic analysis and evaluation process integrating prior local, county, and regional trail planning work with public input. The *Plan* contains six primary goals with recommendations focused on expanding the county-wide network of publicly accessible trails, improving trail connectivity, providing more equitable trail access, strengthening local economies, increasing protection and engagement with the county's natural and historic resources, and prioritizing safety throughout the network. In support of the recommendations, the *Plan* provides additional resources intended to inform decision-making and identifies several catalyst projects to advance key trail opportunities within the network. The *Plan* report is structured as follows:

- Chapters 1 - 2 provide an overview of the project background, important factors influencing the *Plan*, and a review of the existing conditions inventory and trail network analysis.
- Chapter 3 reviews the primary findings from the public engagement process and summarizes the *Plan's* development process.
- Chapter 4 presents the trails designated as part of the proposed county-wide trail network with specific information about each trail.
- Chapter 5 provides general trail planning, design, and management resources.
- Chapter 6 presents the *Plan's* recommendations representing actionable steps that may be taken by the network's many implementation partners.
- Chapter 7 identifies ten "Catalyst Projects" with detailed summaries and suggested next steps to advance critical projects.

Implementing this county-wide network will rely upon the collective effort and leadership of many partners, including Chester County, it's municipalities, local, county, state and federal agencies, land trusts and conservancies, non-profits, private citizens, and others. While Chester County will continue to develop and manage its own trails within this larger network, the majority of the trails identified within the *Plan* will require investment and support from our partners to implement and maintain the collective county-wide trail network. Given the rapidly evolving landscape of Chester County, the *Plan* should be viewed as a living document that is able to adapt and respond to changes and take advantage of opportunities as they arise.

For the purposes of this *Plan*, proposed trails do not necessarily represent final or approved trail alignments and may be depicted on both public and private property. Most trails will require additional study that should include coordination and collaboration with various stakeholders, including potentially impacted property owners, to determine feasible trail alignments.

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Introduction

STUDY PURPOSE AND SCOPE

Chester County is home to hundreds of miles of publicly-accessible trails weaving throughout the county's 759-square mile footprint. Every year more miles of trails are being planned and constructed that strengthen the connections between our communities and provide more opportunities for residents and visitors to connect with county's extensive natural, recreational, and cultural resources.

The Chester County Trails Master Plan (Plan) was developed to strategically guide the future growth and development of the public trail network throughout the county. The *Plan* provides a vision and recommendations detailing how the vast network of public trails in Chester County can evolve to create a more robust, well-connected, and accessible trail network for all county residents and visitors to enjoy. The *Plan* builds upon the existing collection of public trail facilities and integrates the extensive trail planning work completed at the state, regional, county, and local levels into a comprehensive vision for a better connected system of public trails throughout the county.
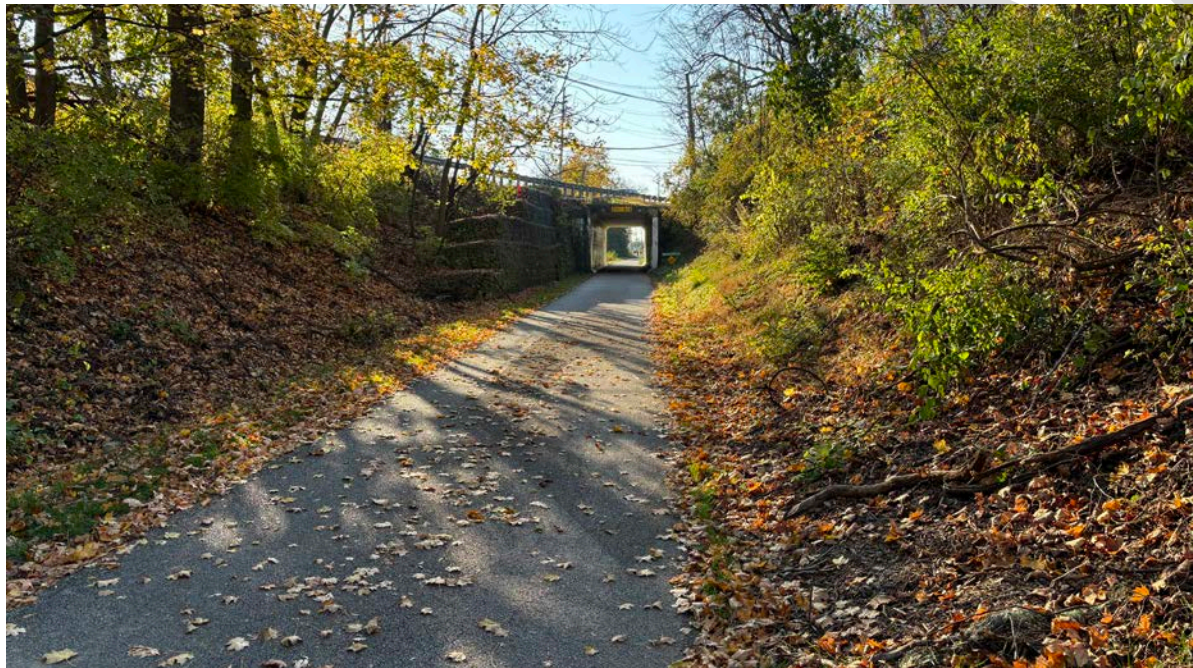
The Chester Valley Trail in East Whiteland Township.

Trails are valuable public amenities that can be enjoyed by people of all ages and abilities.

The scope of this study includes:

- Developing an accurate, up-to-date inventory of existing trails in Chester County;
- Synthesizing information from previous trail planning and active transportation studies;
- Developing a county-wide trails "vision" supported by goals to expand and better connect the network of publicly accessible trails in Chester County, with a particular emphasis on multi-use trails;
- Identifying key trail opportunities and providing action steps toward implementation; and
- Providing resources and recommendations for the county, municipalities, and other partners to advance implementation and support the long-term viability of trails throughout the county.

Multi-use trails have high active transportation and recreational value.
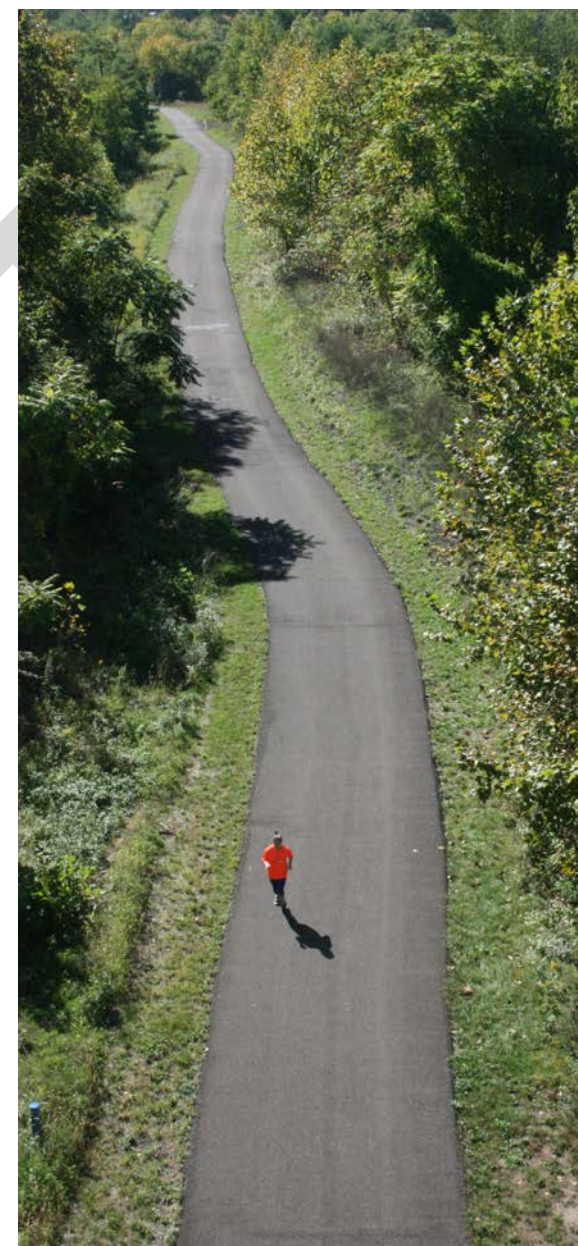
The Schuylkill River Trail.

LANDSCAPES3

Adopted in 2018, *Landscapes3* provides recommendations to strategically guide future growth and development in Chester County. According to the 2020 Decennial census, Chester County is the 7th most populous county in Pennsylvania with a population of 534,413. By 2050, the County's population is forecasted to exceed 645,000 residents. This substantial growth will put additional pressure on the county's open spaces, natural resources, housing stock, community facilities, utility systems, and transportation networks, necessitating a proactive approach to policies and investments to ensure the county remains a premier destination to live, work, and play.

This *Plan* directly supports *Landscapes3's* **Connect Goal** to "Advance efficient, reliable, and innovative transportation, utility, and communications infrastructure systems that responsibly serve thriving and growing communities." This goal includes specific recommendations and objectives, including:

- *Objective C:* "Provide universally accessible sidewalks, trails, and public transit connections to create a continuous active transportation network within designated growth areas, and develop multi-use trails to interconnect all communities.

- *Recommendation #7* "Create a county-wide, interconnected trail network."

Landscapes3 Circuit Trail Policy Map

Landscapes3 identifies six landscape typologies based on development characteristics and suitability to accommodate additional growth. The four "Growth Area" landscapes are well-suited for future growth and redevelopment with a full range of supporting infrastructure. Growth Area landscapes include:

- **Urban Center:** Historic downtowns and established neighborhoods that serve as civic, economic, and population centers.
- **Suburban Center:** Regional economic, population, and transportation centers with varying land uses.
- **Suburban:** Predominantly residential communities with locally oriented commercial uses and community facilities.
- **Rural Center:** Often an extension of a village at a historic crossroads.

Conversely, the two "Rural Resource Area" landscapes are not well-suited for significant growth, but instead for preservation efforts to maintain the significant agricultural and rural character of the county. Rural Resource Area landscapes include:

- **Rural:** Open and woodland lands, with scattered villages, farms, and residential uses.
- **Agricultural:** Large concentrations of active and diverse farm operations, along with related support services.

The *Plan* was developed with regard to the recommendations of these different landscapes to ensure the county-wide trail network aligns with the county's holistic growth and development objectives.

Landscapes3 Policy Map

Growth Areas
The four landscape categories of the Growth Areas can best accommodate future growth, are planned for a full range of infrastructure, and are highly suitable for redevelopment.

Urban Center
Historic downtowns and established neighborhoods that serve as civic, economic, and population centers.

Suburban Center
Regional economic, population, and transportation centers with varying land uses.

Suburban
Predominantly residential communities with locally-oriented commercial uses and community facilities.

Rural Center
Often an extension of a village at a historic crossroads.

Rural Resource Areas
The two landscape categories of the Rural Resource Areas are not appropriate for significant growth, strongly reflect the agricultural and rural character of the county, and serve as a focus for preservation efforts.

Rural
Open and wooded lands, with scattered villages, farms, and residential uses.

Agricultural
Large concentrations of active and diverse farm operations, along with related support services.

Vision

"Chester County contains an interconnected, county-wide trail network that provides equitable opportunities for non-motorized transportation and recreation through safe, convenient, and accessible connections between important destinations and resources, resulting in more vibrant, strong, active, and healthy communities."

In support of this vision, the *Plan* identifies six primary goals.

Goals

Growth

Expand the network of publicly accessible trails throughout Chester County to create convenient, close-to-home opportunities for trail-based transportation and recreation within all communities.

Connectivity

Strengthen connections between Chester County's people, places, and communities via a cohesive and well-connected network of public trails and active transportation facilities.

Accessibility & Equity

Foster the development of a more inclusive and equitable network of trails throughout Chester County that can be enjoyed by all.

Economic Development

Increase trail-based recreation and tourism in Chester County, and leverage trail investments as a means to strengthen and diversify local economies.

Protection & Appreciation

Increase engagement with the county's natural, historic, and cultural resources while protecting these sensitive landscapes.

Safety

Develop a safe and well-maintained network of public trails.

IMPORTANCE OF TRAILS & ACTIVE TRANSPORTATION

Trails are part of the county's active transportation network -- a collection of various facilities that support many forms of non-motorized transportation. This network supports the transportation and recreational needs of the county's population and provides several primary benefits.

Transportation

A well-connected active transportation network provides people with viable alternatives to meet their transportation needs, especially for quick, local trips. Active transportation is most effective when facilities form continuous connections between user origins and destinations, often through a hierarchy of pedestrian and bicycle infrastructure. For example, regional multi-use trails can function as pedestrian and bicycle "highways" that collect and distribute users onto local trail, sidewalk, and bicycle networks as part of an individual's transportation journey.

Increasing the use of active transportation can relieve pressure from the county's vehicular road network, reducing the number of vehicles on roads and highways which can improve congestion and reduce vehicular travel times.

Health

Active transportation increases in physical activity that is associated with positive health outcomes for individuals and communities. Leading health organizations such as the Center for Disease Control and Prevention, the American Heart Association, the American Medical Association, and the World Health Association all recommend regular physical activity as a key factor to individual health and wellness that can reduce the risk of cardiovascular diseases, diabetes, depression, certain cancers, and obesity. Many studies have also found positive correlations between exposure to nature and improved cognitive function and brain activity while reducing levels of stress, anxiety, depression. Improving our collective community's health can help reduce individual healthcare costs and relieve pressure on the healthcare system.

Climate and Environment

Active transportation is a more environmentally friendly transportation alternative that reduces the amount of air pollution and green house gas emissions from vehicles that contribute to climate change. Additionally, trails are often located within larger greenway systems or parks that help reduce the urban heat island effect, while trees and vegetation along trails aid in filtering pollutants, sequestering carbon, and improving habitat for a variety of small mammals, birds, and insects.

Economic Development

Trails have been proven to provide a positive return on investment for many communities. *Chester County's Return on Environment, the Value of Preserved Open Space in Chester County* study published in 2019 found property values were higher for homes located with ¼ mile of the Chester Valley Trail, equating to an average increased property value of $20,499 per home. Additionally, many businesses and residential communities promote trails as an amenity to help attract and retain employees and residents.

Trails can also help strengthen and diversify local economies through trail related tourism and recreation spending.

Equity

Trails and other forms of active transportation infrastructure support social equity by providing a means of transportation to daily destinations and essential services like jobs, schools, grocery stores, places of worship, etc. without the need for a personal vehicle. Trails can also improve connections to public transportation which is critical for those who may not have access to a vehicle or may not be able to drive due to financial, legal or physical restrictions. Trails also provide no-cost recreational opportunities and can improve access to resources like parks and other public spaces.

FACTORS INFLUENCING THE PLAN
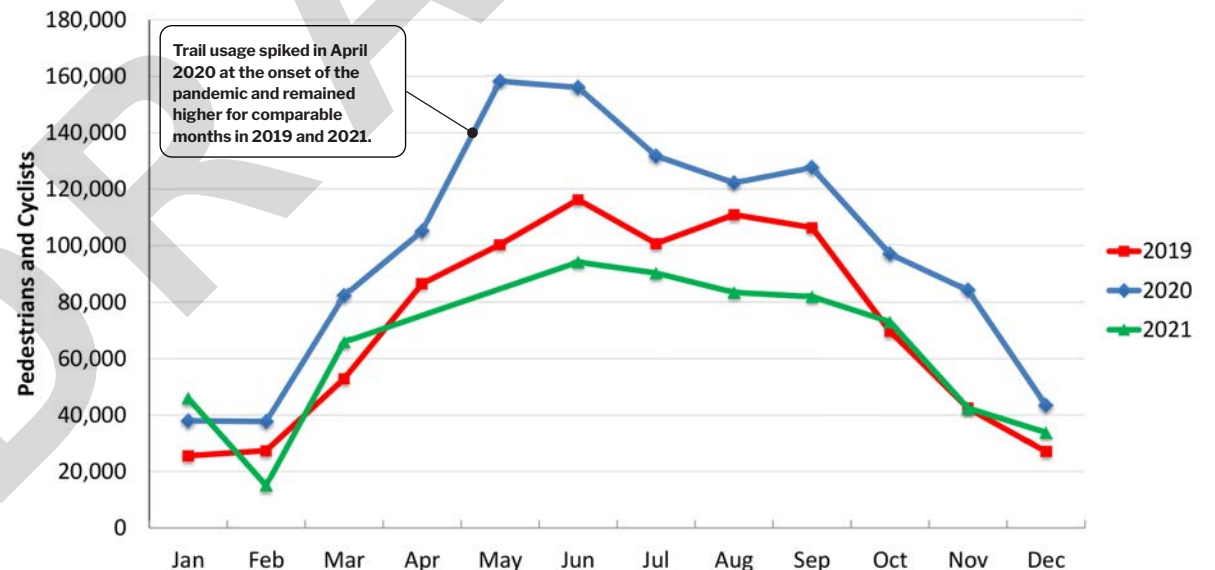
Demographic Changes:

As the county's population has grown it's composition has seen notable shifts. The number of older adults has grown significantly, with long-term increases in residents nearing retirement (ages 55-64) as well as those eligible for social security (age 65 and older). The county has also grown more diverse with notable increases in the number of residents whose ethnic origins trace to Latin America and Asia. While not exclusive to these populations, these groups may experience lower levels of personal vehicle ownership or be less reliant on driving for transportation, making trails and other forms of active transportation infrastructure critical to meeting the needs of the county population at large.

COVID-19's Impact on Public Open Space:

The COVID-19 pandemic was an unprecedented event that radically changed everyday life across the globe. Outdoor spaces like parks and trails provided opportunities for safe, social-distanced gathering when indoor gathering was curtailed due to COVID restrictions and disease transmission concerns. According to data from the Delaware Valley Regional Planning Commission's (DVRPC) permanent trail use counters, trail use along four major trails within the region spiked in 2020 during the height of the pandemic, with the trail use along the Chester Valley Trail recording a 77% increase in the number of users in June 2020 when compared to the previous year.

	2018 Total	2018 % Total	2022 Total	2022 % Total	5 Year Change Total	5 Year Change % Total
Population and Age [a.]						
Total Chester County Population	522,046	100.0%	545,823	100.0%	23,777	4.4%
Under 20 Years Old	133,374	25.5%	134,418	24.6%	1,044	0.8%
20-44	157,328	30.1%	168,545	30.9%	11,217	6.7%
45-64	146,176	28.0%	145,656	26.7%	(520)	-0.4%
65 and Older	85,168	16.3%	97,204	17.8%	12,036	12.4%
Race and Ethnicity [b.]						
Amer. Ind. (alone) or Nat. Hawiian (alone)	262	0.1%	481	0.1%	219	0.0%
Asian (Alone)	29,646	5.7%	36,595	6.7%	6,949	1.0%
Black or African American (Alone)	31,220	6.0%	29,413	5.4%	(1,807)	-0.6%
White (Alone)	441,393	84.6%	424,549	77.8%	(16,844)	-6.8%
Some other race (alone)	7,314	1.4%	13,152	2.4%	5,838	1.0%
Two or More Races	12,211	2.3%	41,311	7.6%	29,100	5.2%
Hispanic or Latino (of any race)	39,447	7.6%	42,283	7.7%	2,836	0.2%

Chester County demographic snapshot. Source: US Census

Trail usage spiked in April 2020 at the onset of the pandemic and remained higher for comparable months in 2019 and 2021.
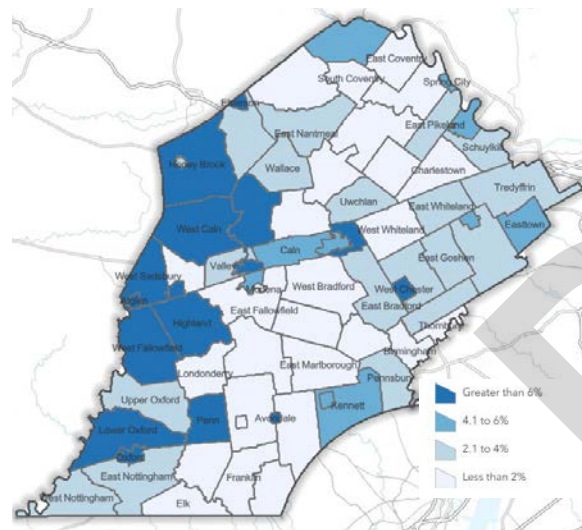
Data showing trail use from 4 permanent count locations in Pennsylvania (Chester Valley Trail, Delaware River Trail, Schuylkill River Trail, Wissahickon Trail). Source: DVRPC Trail Usage and Monthly Counts (https://cdn.dvrpc.org/sites/default/files/inline-images/COVID-19TravelImpactsDVRPCRegion_Internet_20211231_Trails.pdf)

Transportation Equity

According to the 2017 American Community Survey, approximately 4.9% of households in Chester County do not have access to a vehicle, and 26% of households have access to only one. Even with the high level of vehicle ownership in the county, it is important that the county's transportation network address and meet the transportation needs of all county residents.
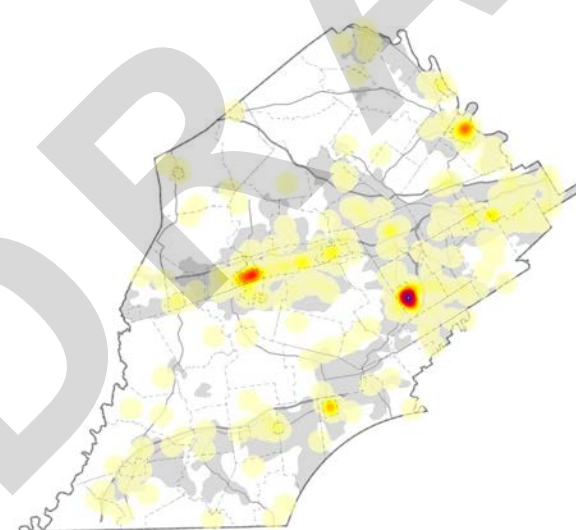
Improving the non-motorized transportation network strengthens transportation equity by providing residents with alternative mobility choices. This not only benefits those with limited/no access to a personal automobile, but also those who do not drive to due to age, ability, cost of ownership, preference, or other circumstance.

Safety

According to DVRPC's vehicular crash statistics, there were 344 reported crashes involving pedestrians and 106 involving bicyclists in Chester County between 2016-2020. Of these, 83 pedestrians and 19 bicyclists were either killed or seriously injured in these incidents (dvrpc.org/webmaps/crash-data/). Expanding the county's trail network can create safer travel routes for pedestrians and bicyclists, whether for recreation or as a method of transportation to jobs, schools, grocery stores, or other types of daily destinations.

Access to Recreation

In 2019, PA DCNR partnered with WeConservePA and the Trust for Public Land as part of DCNR's goal to provide outdoor recreation access close to every Pennsylvanian. This "Recreation Access and Need" assessment revealed that approximately 41% of Chester County residents were within a 10-minute walk to parks, trails, and open spaces, and 92% of residents were within a 10-minute drive of a trailhead. The *Plan* seeks to improve these metrics by identifying new opportunities for trails in locations lacking close-to-home trail access.

Occupied housing units with no vehicle (%).
Source: US Census

Pedestrian and bicycle crash heat map showing locations of accidents that involved a pedestrian or bicyclist. Darker areas represent higher numbers of incidents.
Source: DVRPC
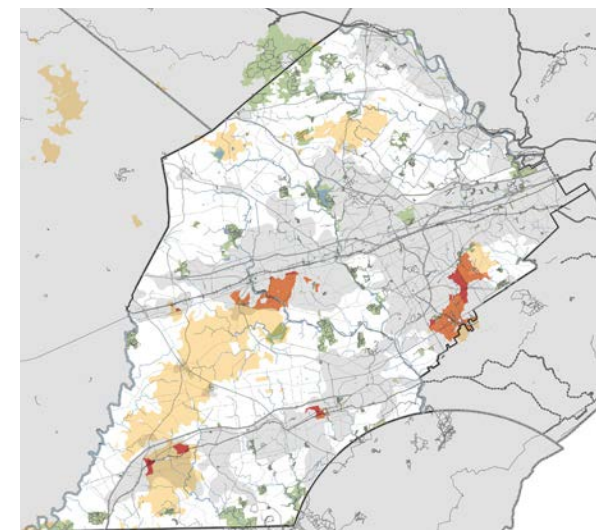
Access to Recreation Map showing areas with medium and high need for trailhead access, Darker colors represent higher areas of need.
Source: PA DCNR

REGIONAL TRAIL CONNECTIVITY

The Circuit Trails

The Circuit Trail network (Circuit) is Greater Philadelphia's planned 860+ mile multi-use trail network within the 9-county DVRPC region in southeastern Pennsylvania and southern New Jersey. The Circuit is one of the country's largest networks of its kind and is approaching 500 miles of completed trails.

Approximately 40 miles of Circuit Trails are complete in Chester County. The County and several municipalities have taken the lead on implementing several of these trails, including the Chester Valley Trail, Schuylkill River Trail, Struble Trail, Uwchlan Trail, and East Branch Brandywine Trail. Other trails included in the Circuit network that have not been developed include the Devault Trail, Warner Spur, and Chester Valley Trail-Paoli Station connector.

Circuit Trails

A: Chester Valley Trail

B: Devault Trail

C: East Branch Brandywine Trail

D: Paoli Station Connector

E: Schuylkill River Trail

F: Struble Trail

G: Uwchlan Trail

H: Warner Spur

Other Trails

I: East Coast Greenway

J: Enola Low Grade Trail

K: Horse-Shoe Trail

L: Mason-Dixon Trail

M: Northwest Lancaster County River Trail

Legend

Circuit Trails

— Existing

- - - Proposed

— Other Trail

▬ Schuylkill to Susquehanna Greenway

Regional Trails
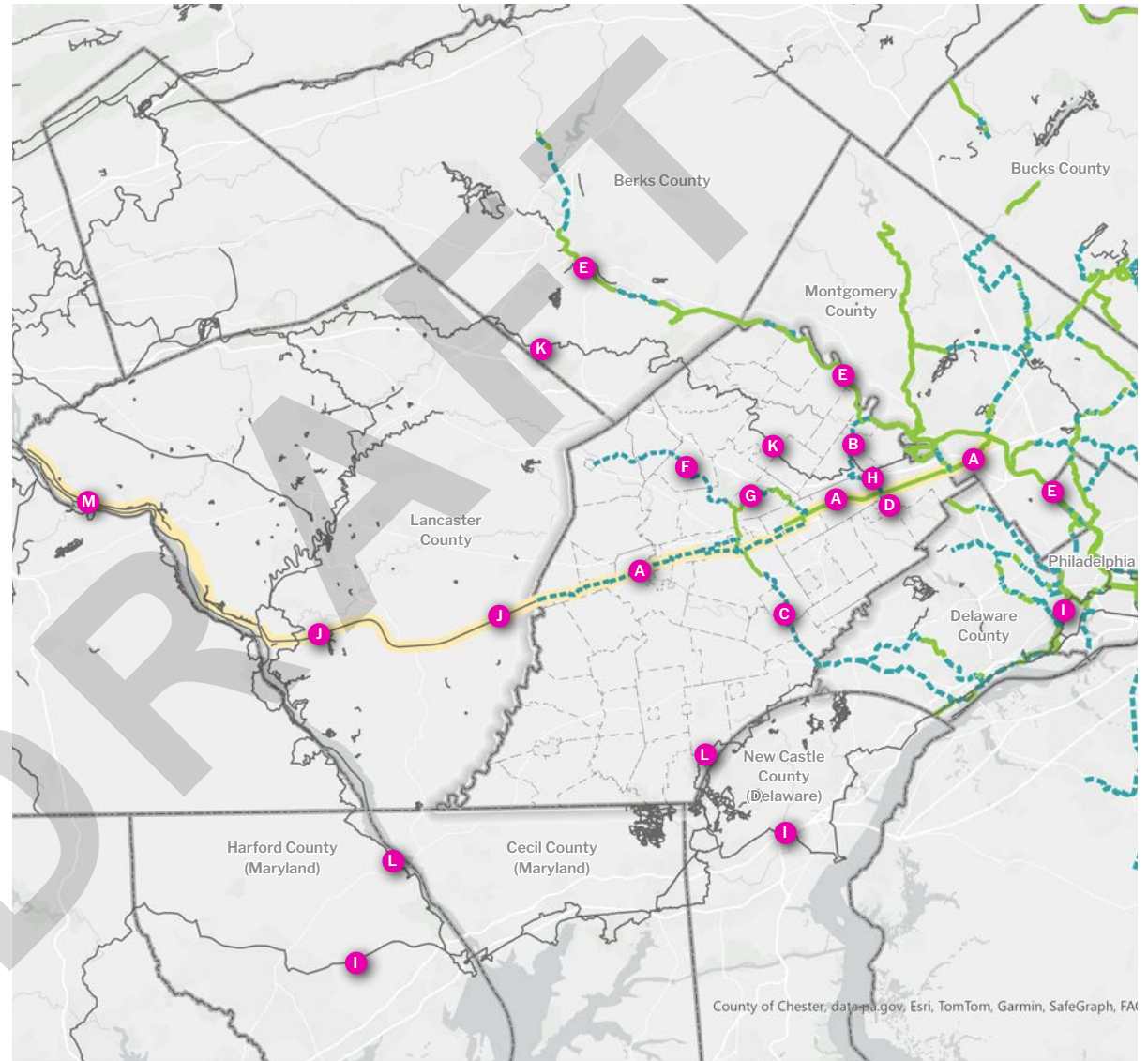
Map highlighting the Circuit and other regional trails in Chester County.

Other Regional Trails

There are several other regional trails outside the Circuit network that are important to note within the context of the *Plan*.

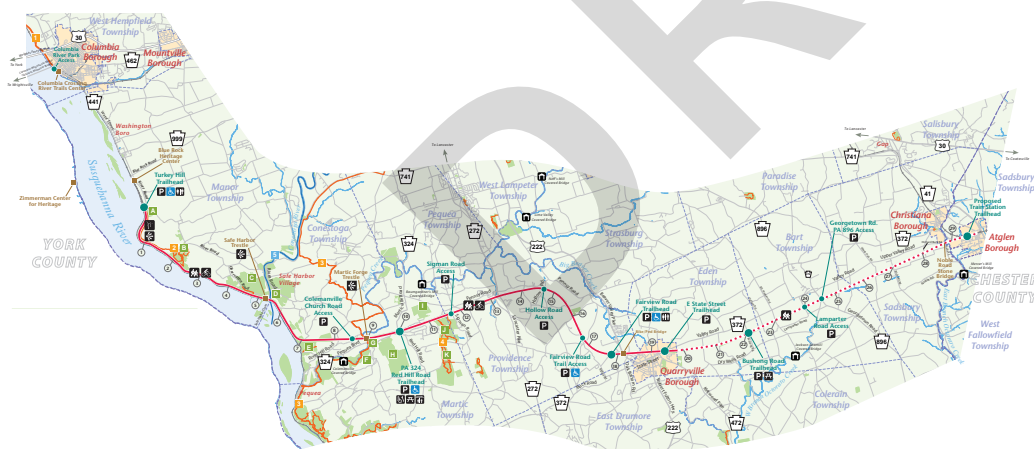- **Enola Low Grade Trail:** The Enola Low Grade Trail is a 29-mile rail-trail in Lancaster County. This trail, in combination with the Chester Valley Trail and the Northwest Lancaster County River Trail, form PA DCNR's 85-mile long "Schuylkill to Susquehanna Greenway." This Statewide Major Greenway will result in a continuous trail corridor from the banks of the Susquehanna River near Falmouth, Lancaster County to Norristown, Montgomery County. The western segment of the Enola Low Grade is complete from Manor Township to Quarryvillle, while the remaining eastern section is being developed by several municipalities in Lancaster County. The Enola Low Grade Trail will end at the Chester/Lancaster County line, where it will connect with the Chester Valley Trail just west of Atglen Borough.

Enola Low Grade Trail map
Source: Lancaster County Planning Commission

- **Horse-Shoe Trail:** The Horse-Shoe Trail is a 140-mile long hiking and equestrian trail running from Valley Forge National Historical Park to the Appalachian Trail. The trail includes a series of on- and off-road segments that run through local, county, state, and national parks, state game lands, and private properties. The trail is managed by the Horse-Shoe Trail Conservancy, who is responsible for obtaining permission from property owners for public trail use and adjusting the route as needed to maintain public access.

- **Mason Dixon Trail:** The Mason-Dixon Trail is a 200-mile hiking trail that begins at the Appalachian Trail in Cumberland County, Maryland and traverses through parts of Maryland, Pennsylvania, and Delaware prior to ending at the Brandywine Creek near Chadds Ford, Delaware County. Similar to the Horse-Shoe Trail, it contains a mix of on- and off-road segments through various public and private properties and requires periodic rerouting to maintain public access.

- **East Coast Greenway:** The East Coast Greenway is 3,000-mile walking and biking route that traverses 15 states on its way from Maine to Florida. While the East Coast Greenway does not directly run through Chester County, it connects with the Circuit network and is an important regional trail in the context of this *Plan*.
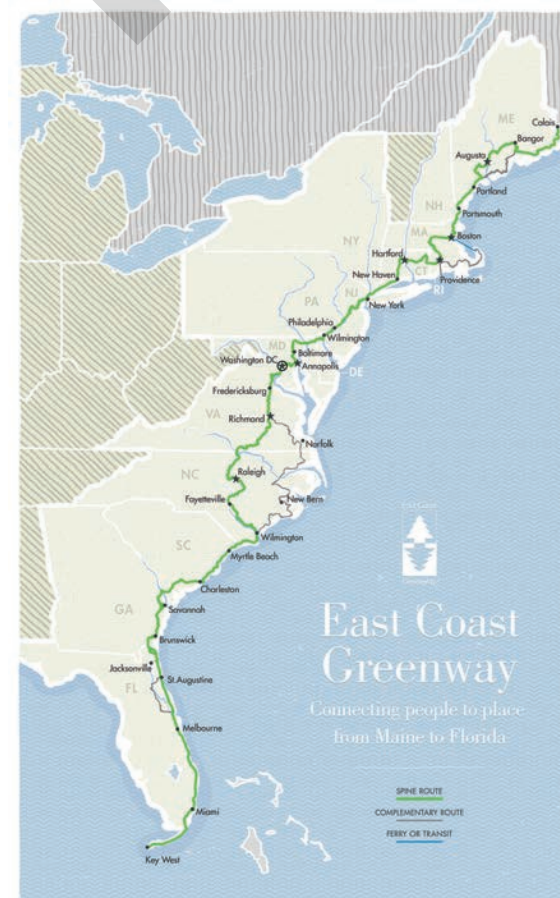
East Coast Greenway
Source: East Coast Greenway

2
Inventory & Analysis

EXISTING TRAILS INVENTORY AND NETWORK ANALYSIS

One of the *Plan's* primary objectives was developing an accurate, up-to-date inventory of existing trails in Chester County.

The Chester County Planning Commission (CCPC) contacted each of Chester County's 73 municipalities notifying them of this project and requested information on each municipality's trail and active transportation infrastructure, such as existing or planned trails, pedestrian and bicycle planning studies, comprehensive plans, and official maps.

The team also reviewed the results of the Active Transportation Inventory developed by CCPC in 2020 which analyzed each municipality's policies and regulatory and advisory documents related to active transportation. Existing and planned trails found in these documents were incorporated into the project's GIS database.

Certain types of trails were not inventoried as part of the *Plan*, including dedicated mountain biking, equestrian, and water trails. These trails are very specialized and do not serve the active transportation functions sought through the development of this *Plan* and are excluded from this study.

Active Transportation Inventory prepared by CCPC in 2020.
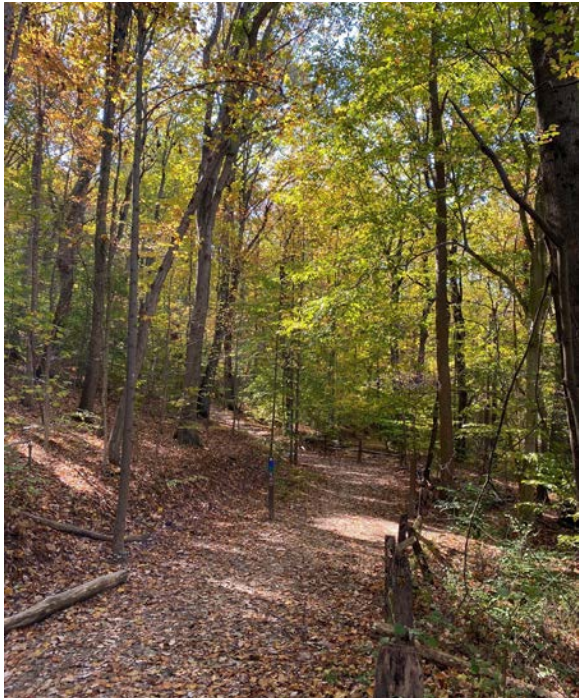
Chester County contains a wide range of trails that were inventoried as part of the Plan.

Existing Trails

Chester County contains approximately 680 miles of publicly accessible trails, ranging from simple earthen paths through pristine natural areas to paved multi-use facilities connecting our urban, suburban, and rural communities and landscapes.

The map at right shows the public trail network in Chester County, categorized by the trail's design standard.

Multi-use trails allow bi-directional travel by pedestrians, bicyclists, and most other types of non-motorized users. Conversely, restricted use trails limit the type of user or transportation mode due to physical or programmatic factors. The requirements and characteristics of these different types of trails are described in more detail in Chapter 5.

The trail inventory revealed a small subset of trails used by pedestrians and bicyclists that fall below multi-use trail design requirements. While not an official trail classification, these trails were informally identified as "multi-use links" for the purposes of the network analysis.

Existing Trail Network

Legend
- Multi-use Trail
- Multi-use Link
- Restricted Use Trail
- Sidewalk
- Bike Lane
- Sharrows (Shared Road)
- Landscapes3 Growth Area

N

0 1 2 3 4   6.66
Miles
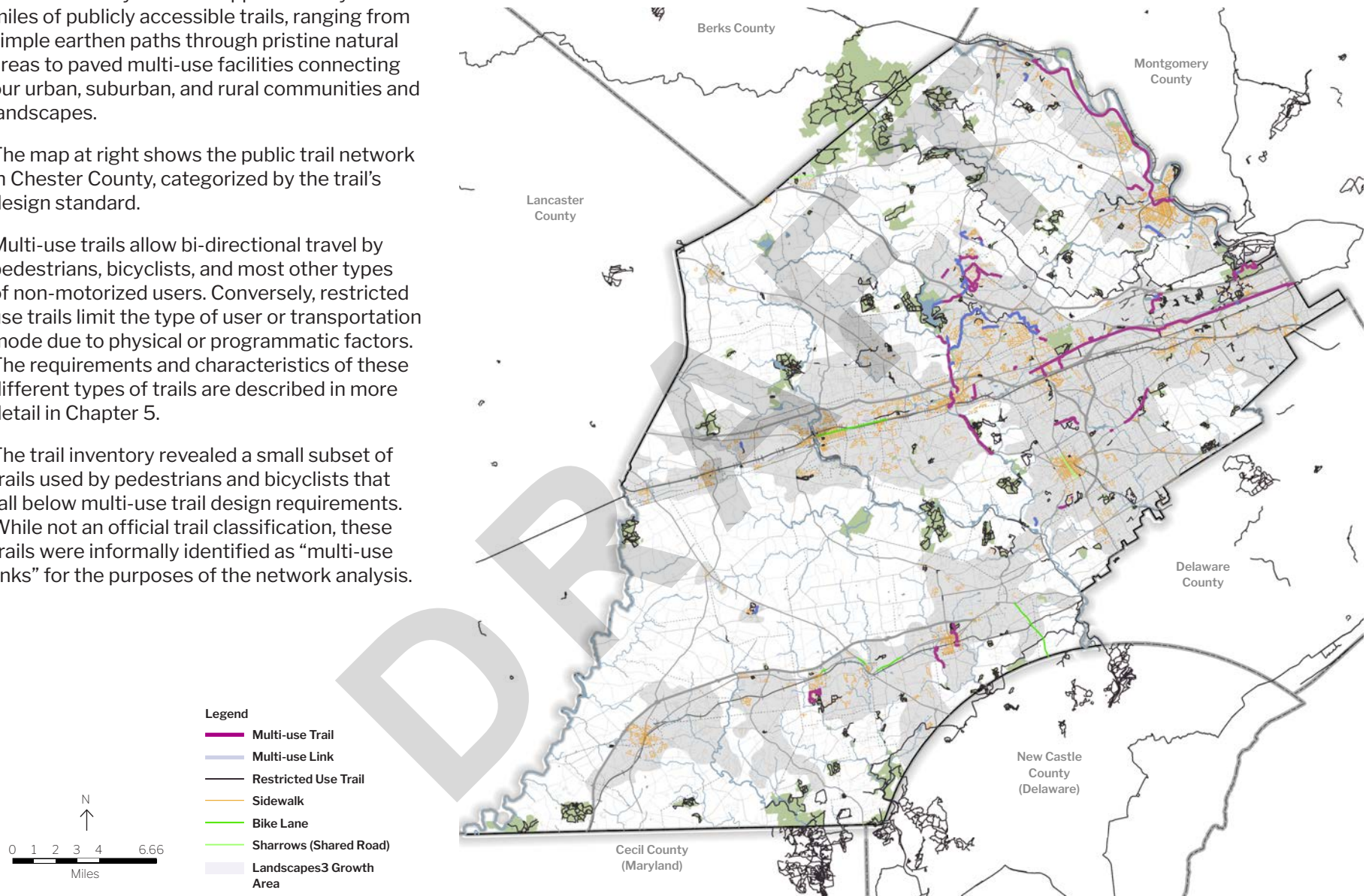
Population Density

According to the public survey results, having trails close to where people live is the most important factor determining trail use. The existing trail network was mapped over census tract level population density data to evaluate the relationship between areas of higher population density and trails.

A half-mile buffer was added to the trail alignments to indicate close-to-home trail opportunities.

Existing multi-use trails are located in some of the higher-density parts of eastern and northern Chester County, however are lacking near several high-density communities the City of Coatesville, the boroughs of West Chester, Malvern, Atglen, Parkesburg, Oxford, Elverson and Honey Brook, and Caln and Willistown Townships.

Population Density Analysis

The SRT passes through dense communities like Phoenixville, Spring City, and denser parts of North and East Coventry Townships.

Uwchlan and Upper Uwchlan Townships contain many trails within their townships.

The Struble and East Branch Brandywine Trails pass through several dense areas in the Downingtown area.

The CVT runs within 1 mile of several dense communities in eastern and central Chester County

Western and southern-Chester County are notably less dense save for areas in and around the incorporated boroughs and the City of Coatesville. Most trails in this area are found within municipal or county parks.

Legend

— Multi-use Trail
— Multi-use Link
— Restricted Use Trail

Population Density

◼ ≥ 4,000 ppl/mi^2
◼ ≥ 3,000-3,999 ppl/mi^2
◼ ≥ 2,000-2,999 ppl/mi^2
◻ ≥ 1,000-1,999 ppl/mi^2
◻ < 1,000 ppl/mi^2

N

0 1 2 3 4   6.66
Miles

Community Destinations and Points of Interest

Connecting trails to places like schools, retail and commercial centers, and employment centers provide opportunities for people to walk or ride their bike to these daily destinations. Locations of several types of destinations were mapped in relation to the existing trail network.

The analysis revealed many locations where trails run in close proximity to these destinations, but also revealed destination clusters that lacked nearby trail access.

Legend

Multi-use Trail
Multi-use Link
Restricted Use Trail

Destination Type (with ¼, ½, 1-Mile Buffers)

College/University

Public/Private/Charter School

Hospital

Museum

Library

Shopping Center

Office/Business Park

N

0 1 2 3 4 6.66
Miles

Community Destination Analysis

Major destination cluster in and around Phoenixville

Major destination cluster around the Exton/Downingtown areas.

Major destination cluster around Coatesville

Significant destination cluster near Paoli/Malvern

Major destination cluster in the West Chester area.

Many community destinations are located along the US-1 and Baltimore Pike corridors in southern Chester County, primarily concentrated in and around the boroughs along the corridor.

Parks, Open Space, and Historic Resources

The locations of parks, preserves, open spaces, and historic sites were mapped to reveal their relationship to existing trails. Many parks contain active recreational amenities like playgrounds, pavilions, and sports fields and courts while others function in a more passive recreational capacity. Most parks include internal trail systems that could be leveraged as links within the overall trail network.

Parks, Open Space, and Historic and Cultural Resource Analysis
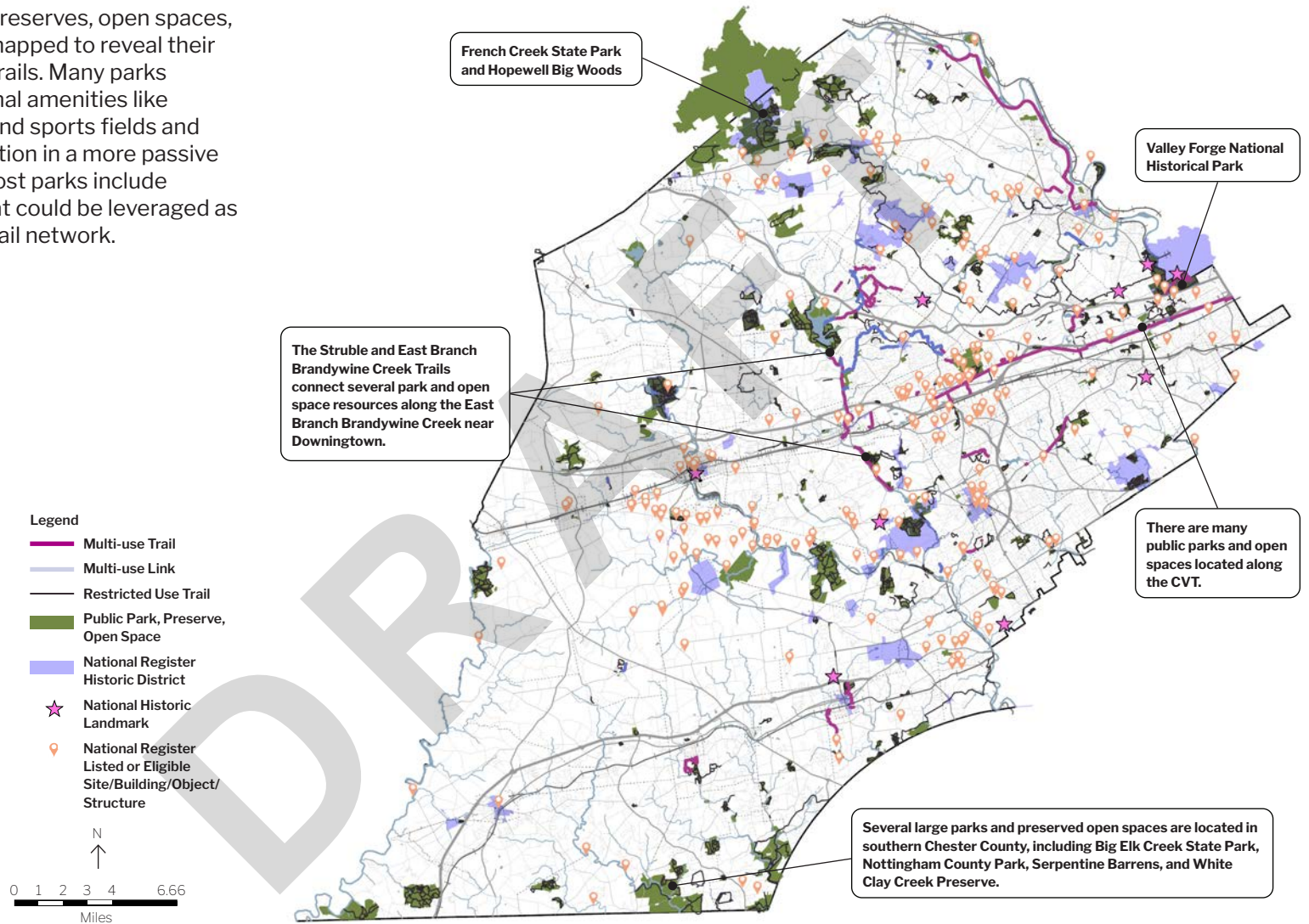

French Creek State Park and Hopewell Big Woods

Valley Forge National Historical Park

The Struble and East Branch Brandywine Creek Trails connect several park and open space resources along the East Branch Brandywine Creek near Downingtown.

There are many public parks and open spaces located along the CVT.

Several large parks and preserved open spaces are located in southern Chester County, including Big Elk Creek State Park, Nottingham County Park, Serpentine Barrens, and White Clay Creek Preserve.

Legend

— Multi-use Trail
— Multi-use Link
— Restricted Use Trail
▇ Public Park, Preserve, Open Space
▇ National Register Historic District
★ National Historic Landmark
♀ National Register Listed or Eligible Site/Building/Object/Structure

N
↑

0 1 2 3 4   6.66
Miles

Multi-modal Transportation

Multi-modal transportation refers to utilizing two or more modes of transportation as part of a trip. Trails, in combination with other forms of active transportation infrastructure, can form important links to public transportation assets to improve mobility options throughout the county and region.

Multi-modal Transportation Analysis

Public transportation is limited in northern Chester County with the exception of parts of North Coventry Township served by PART.

Trails and public transportation are less prevalent in western Chester County. Public transportation is limited to the Amtrak Keystone and US-30 Business corridors, however these services are infrequent.

The CVT is located within walking distance of several train stations and bus stops. Improving the active transportation network between the trail and these public transportation assets could improve multi-modal transportation opportunities.

SCCOOT provides bus service to communities along Baltimore Pike in southern Chester County, however supporting trail and active transportation facilities are generally lacking outside of the boroughs.

Legend

— Multi-use Trail
— Multi-use Link
— Restricted Use Trail
◉ Train Station with ½-Mile Buffer
○ Bus Stop with ½-Mile Buffer
— Existing Sidewalk
— Existing Bike Lane
— Existing Sharrow (Shared Road)
▨ Landscapes3 Growth Area

N

0 1 2 3 4 6.66
Miles

Chester County's Trail Gaps

Trail gaps exist where there are missing connections that prevent continuous travel along a trail corridor. PA DCNR's 2020-2024 Pennsylvania Land and Water Trail Network Strategic Plan identifies criteria that define a trail gap from the agency's perspective. This criterion was modified to identify the top trail gaps in Chester County. For the purposes of this *Plan* trail gaps meet the following criteria:

- The gap is less than 5 miles in length;
- It completes a connection within an existing multi-use trail, or a connection between two or more existing trails, one of which must be multi-use or part of the Circuit Network.

Trail gaps were analyzed to determine the most critical trail gaps in Chester County.

A. Chester Valley Trail to East Branch Brandywine Trail

B. Chester Valley Trail to Struble Trail

C. Chester Valley Trail to Yellow Springs Trail

D. East Branch Brandywine Trail to Struble Trail

E. French Creek Trail: Phoenixville to East Pikeland

F. Kennett Greenway: Anson B. Nixon Park to Pennock Park

G. Struble Trail to Marsh Creek State Park

H. Paoli Pike Trail: Ellis Lane to Enterprise Drive

I. Paoli Pike Trail to Chester Valley Trail

J. Patriots Path to Chester Valley Trail

K. Plum Run Trail to East Branch Brandywine Trail

L. Radnor Trail to Chester Valley Trail

M. Uwchlan Trail to Chester Valley Trail

N. Uwchlan Trail: Wharton Blvd. to Sheree Blvd.

O. Upper Uwchlan to Uwchlan Trail

Trail Gaps
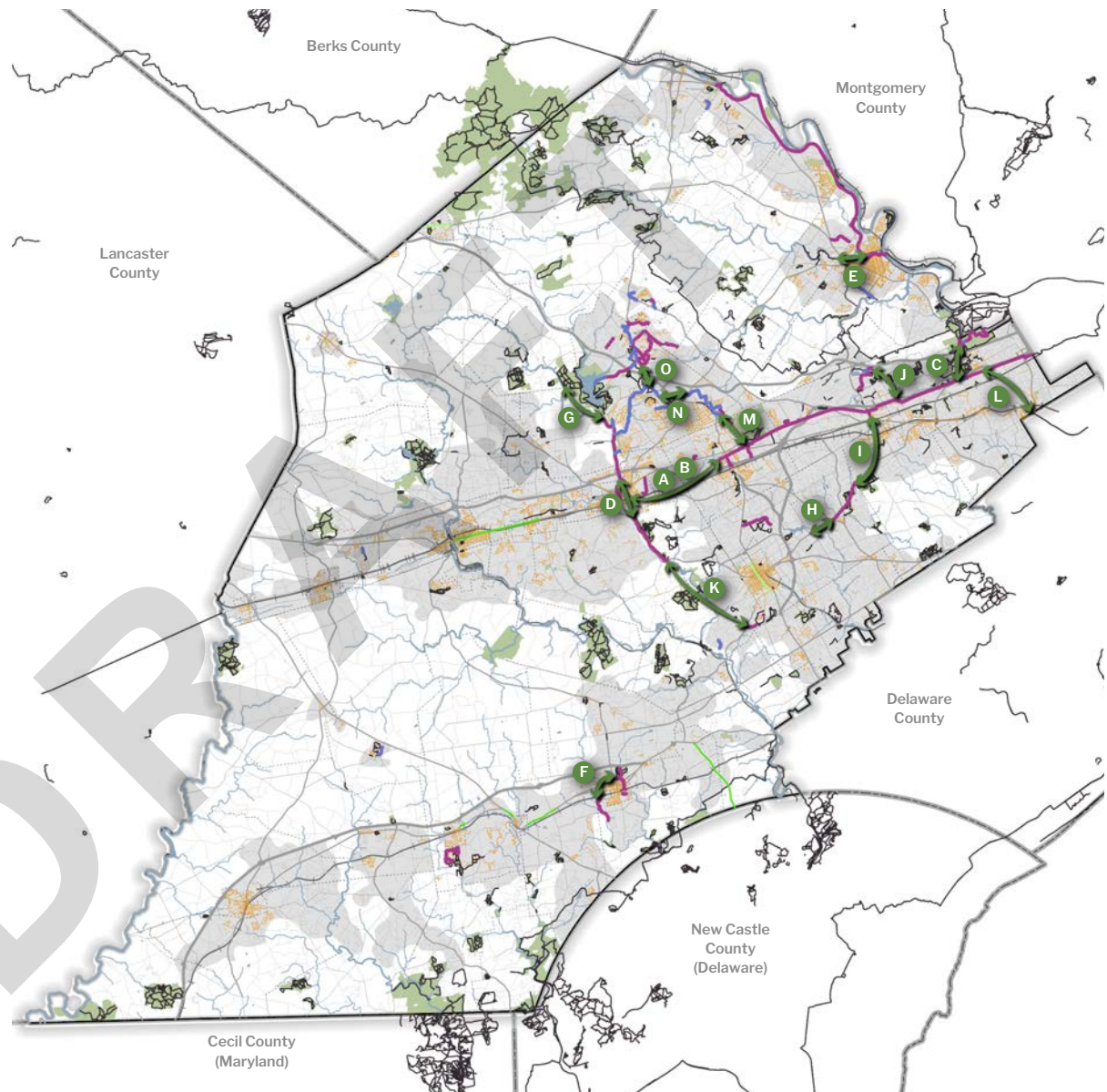
Existing Conditions

Chester County contains a unique mix of bustling boroughs, quaint villages, cherished historic sites, world-renowned agricultural lands, and beloved open spaces. This diverse landscape presents unique opportunities and challenges within the context of trail planning and development.
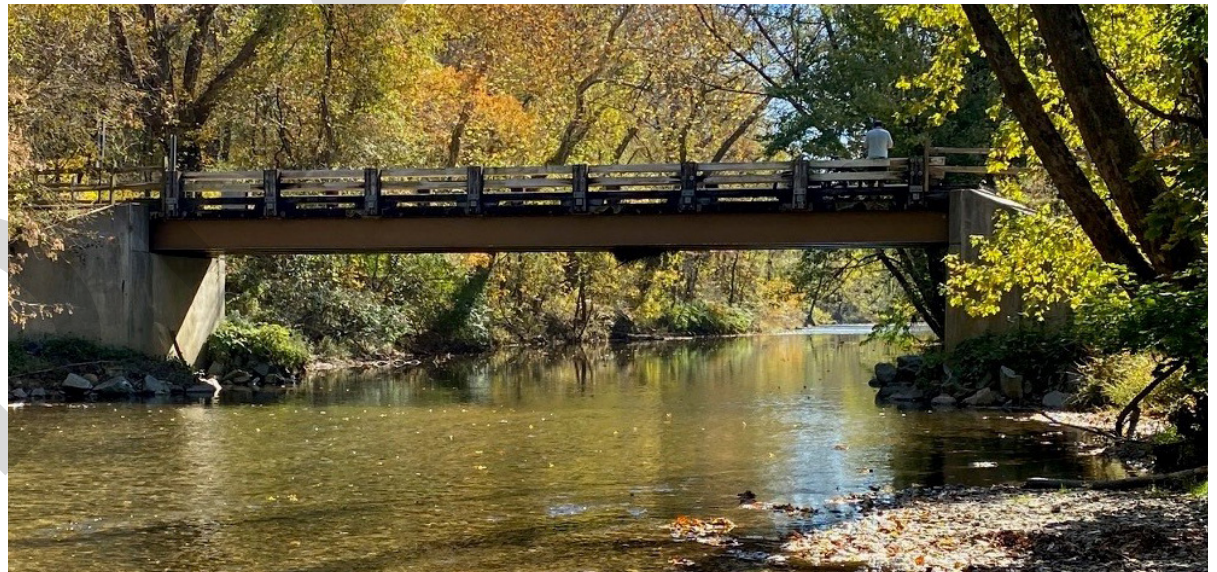
Topography & Hydrology

Chester County is located in Pennsylvania's piedmont region, made up of gently rolling hills and valleys with rich, fertile soils. The Chester (or Great) Valley is perhaps the most distinctive topographic feature within the county, running in a northeast to southwest direction through the center of the county. It is approximately 2 miles wide at the eastern end, becoming narrower and steeper as it moves westward. The Chester Valley was a historically significant transportation route between Philadelphia and Lancaster, with many communities established along this corridor. Today, it contains some of the most densely developed and populated areas within the county.

Topography has a significant influence on trail development. To ensure accessibility for the widest range of users and to comply with the requirements of the Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) for public facilities, trail grades should not exceed a running slope of 5%. Grades much less than 5% are generally preferred to improve the user experience. Trails with steep grades can be physically challenging and are more prone to the impacts of erosion and stormwater runoff, making maintenance more challenging and costly.

Chester County's waterways are natural places where people want to be, whether to access the water for fishing or paddling or simply enjoying the peaceful and scenic beauty of these corridors. Unfortunately, many waterways have been degraded due the impacts of human development. The transition from largely natural to impervious landscapes has resulted in higher velocities and volumes of stormwater runoff entering these waterways, causing erosion and flooding along with increasing pollutants that impact the health and function of these systems.
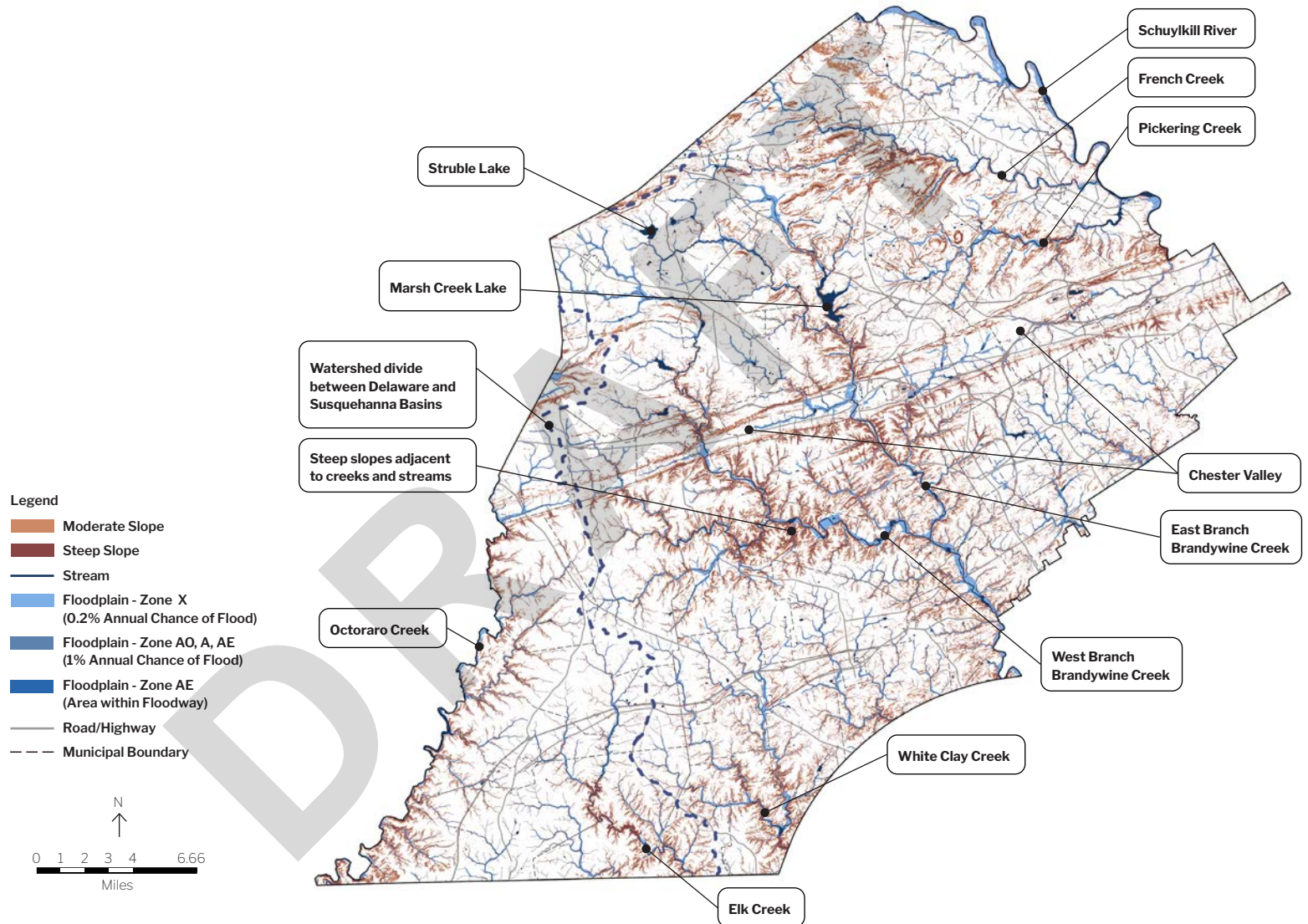
While the County and many municipalities have taken many steps to address stormwater through best management practices and stormwater regulations, the future impacts of climate change, including higher amounts of annual rainfall and greater intensity storms will continue to impact the hydrologic system.

The county's waterways, floodplains, and riparian areas are important landscapes that require a sensitive approach to development as they may contain hydric soils, be prone to flooding, or have wetlands or other habitats that require protection. Crossing waterways involves costly infrastructure and regulatory permitting requirements can add significant time and costs to any project. Trails proposed near the county's waterways should be planned and designed to limit impacts on these systems to preserve the critical hydrologic and ecologic functions of these resources.

The East Branch Brandywine Trail crosses the Brandywine Creek in East Bradford Township.

Topography & Hydrology

Schuylkill River

French Creek

Pickering Creek

Struble Lake

Marsh Creek Lake

Watershed divide between Delaware and Susquehanna Basins

Steep slopes adjacent to creeks and streams

Chester Valley

East Branch Brandywine Creek

Octoraro Creek

West Branch Brandywine Creek

White Clay Creek

Elk Creek

Legend

Moderate Slope

Steep Slope

Stream

Floodplain - Zone X (0.2% Annual Chance of Flood)

Floodplain - Zone AO, A, AE (1% Annual Chance of Flood)

Floodplain - Zone AE (Area within Floodway)

Road/Highway

Municipal Boundary

N

0 1 2 3 4   6.66
Miles

Land Use

Chester County contains a diverse tapestry of land uses ranging from very rural and pastoral landscapes to vibrant, dense mixed-use urban centers. Development historically followed major transportation corridors such as the Philadelphia and Lancaster Turnpike (present-day US-30) and the Pennsylvania Railroad Main Line but has since expanded to all parts of the county.

Eastern and central Chester County are generally more developed compared to other parts of the county with predominantly urban and suburban development patterns. Northern, western, and southern Chester County have a more rural and agricultural character; however, higher concentrations of development are seen following major transportation corridors.
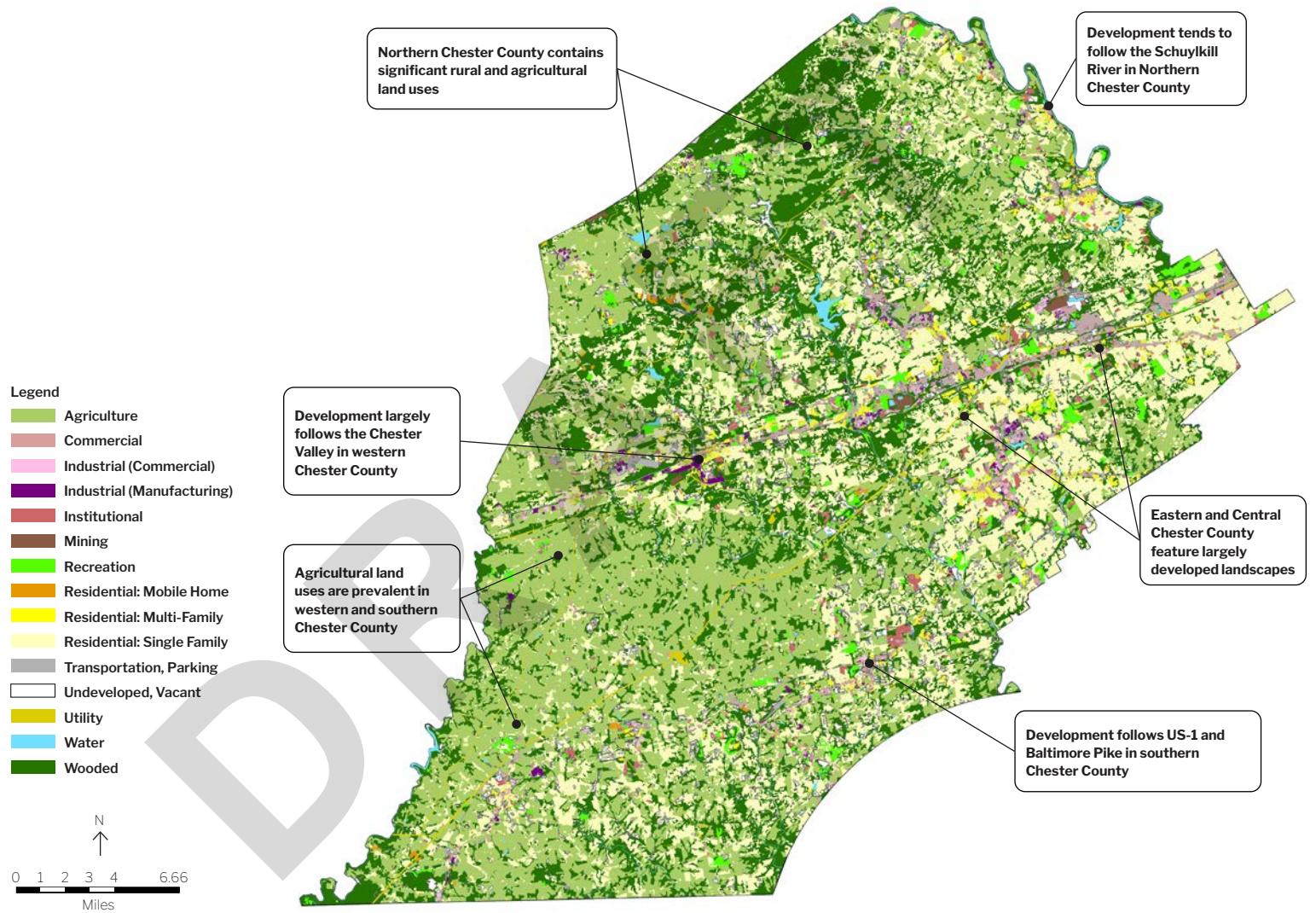
Land use is an important consideration for trail planning. Densely developed landscapes contain high concentrations of users with a mix of potential trail destinations, however it is often more challenging to find suitable locations for trails due to existing infrastructure and a lack of available "space" for trail development.

Trails in rural locations may have fewer constraints from an existing infrastructure perspective, however, they may be not as readily accessible to larger numbers of users or may contain land uses not compatible with trail development, such as farms or sensitive natural areas.

Chester County contains a wide mix of land uses, from dense mixed use communities to suburban and rural development.

Land Use

Northern Chester County contains significant rural and agricultural land uses

Development tends to follow the Schuylkill River in Northern Chester County

Development largely follows the Chester Valley in western Chester County

Eastern and Central Chester County feature largely developed landscapes

Agricultural land uses are prevalent in western and southern Chester County

Development follows US-1 and Baltimore Pike in southern Chester County

Legend

- Agriculture
- Commercial
- Industrial (Commercial)
- Industrial (Manufacturing)
- Institutional
- Mining
- Recreation
- Residential: Mobile Home
- Residential: Multi-Family
- Residential: Single Family
- Transportation, Parking
- Undeveloped, Vacant
- Utility
- Water
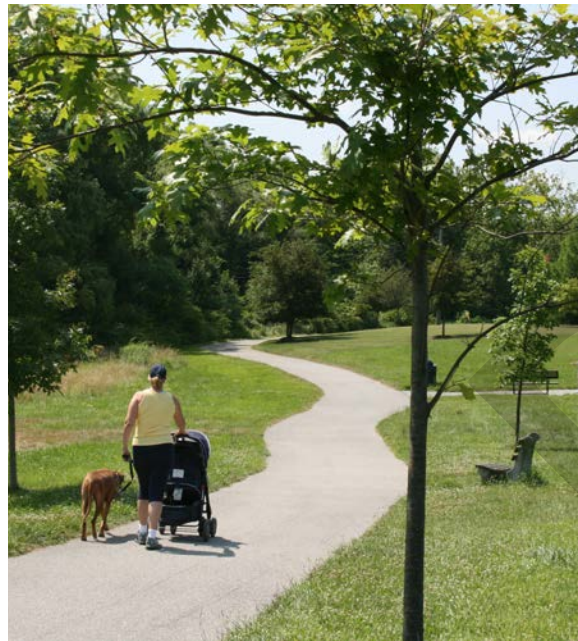- Wooded

N

0 1 2 3 4 6.66
Miles

Preserved Open Space

Preserved open space is one of Chester County's greatest assets. Approximately 31% of the county's acreage is under some type of open space protection, and the type is an important factor for trail development.

Parks and Municipal Recreation and Open Space

Chester County contains a diverse network of federal, state, county, and local parks and open spaces, all of which offer significant natural and recreational value. Many parks have their own trails that could be leveraged to support the larger county-wide trail network, as well as serving as trail destinations in their own right.

Managed Lands Owned in Fee or with Land Trust or Public Sector Easements

There are a number of non-profits, land trusts, and conservation organizations dedicated to the preservation and management of open space in Chester County. Many of these protected lands are open to the public and function as passive, natural parks that contain recreational trails.

Home-Owner Association (HOA) Open Space

HOA Open Space refers to land preserved as open space that is owned and managed by HOA's. These open spaces may contain trails, but the HOA reserves the right to restrict public access unless it is permanently eased for public use.


Many parks in Chester County contain internal trails.

A significant portion of Chester County's landscape is preserved and managed through Land Trusts

Many HOA's contain open space with internal trails that permit public use.

Preserved Open Space Features

Agricultural Conservation Easements

Chester County contains some of the most productive agricultural land throughout the country. Many agricultural properties are located within an Agricultural Security Area (ASA) designed to protect and encourage agricultural uses. Properties that are part of an ASA are eligible for Agricultural Conservation Easements that ensure prime farmland remains in agricultural production by removing most (or all) of its non-agricultural development potential. Current regulations prohibit trail easements on properties with Agricultural Conservation Easements, so this is an important factor to consider when looking at potential trail routes.

Bryn Coed Preserve

French Creek State Park

Valley Forge National Historic Park

Warwick County Park

Marsh Creek State Park

Springton Manor Farm County Park

Hibernia County Park

Many properties are protected and managed by land trusts in Chester County

Many properties in western Chester County are protected with agricultural conservation easements

Exton Park

Stroud Preserve

Wolf's Hollow County Park

Cheslen Preserve

Nottingham County Park

Big Elk Creek State Park

White Clay Creek Preserve

Legend

- ▮ Agricultural Easement
- ▮ Federal, State, or County Park
- ▮ Home Owners Association Open Space
- ▮ Managed Lands with Public Sector Easement
- ▮ Managed Lands Owned In-Fee
- ▮ Municipal Open Space
- ▮ Municipal Recreation
- ▮ Parcel with Land Trust Easement
- ▮ Parcel Owned In-Fee by Land Trust
- – – – Municipal Boundary
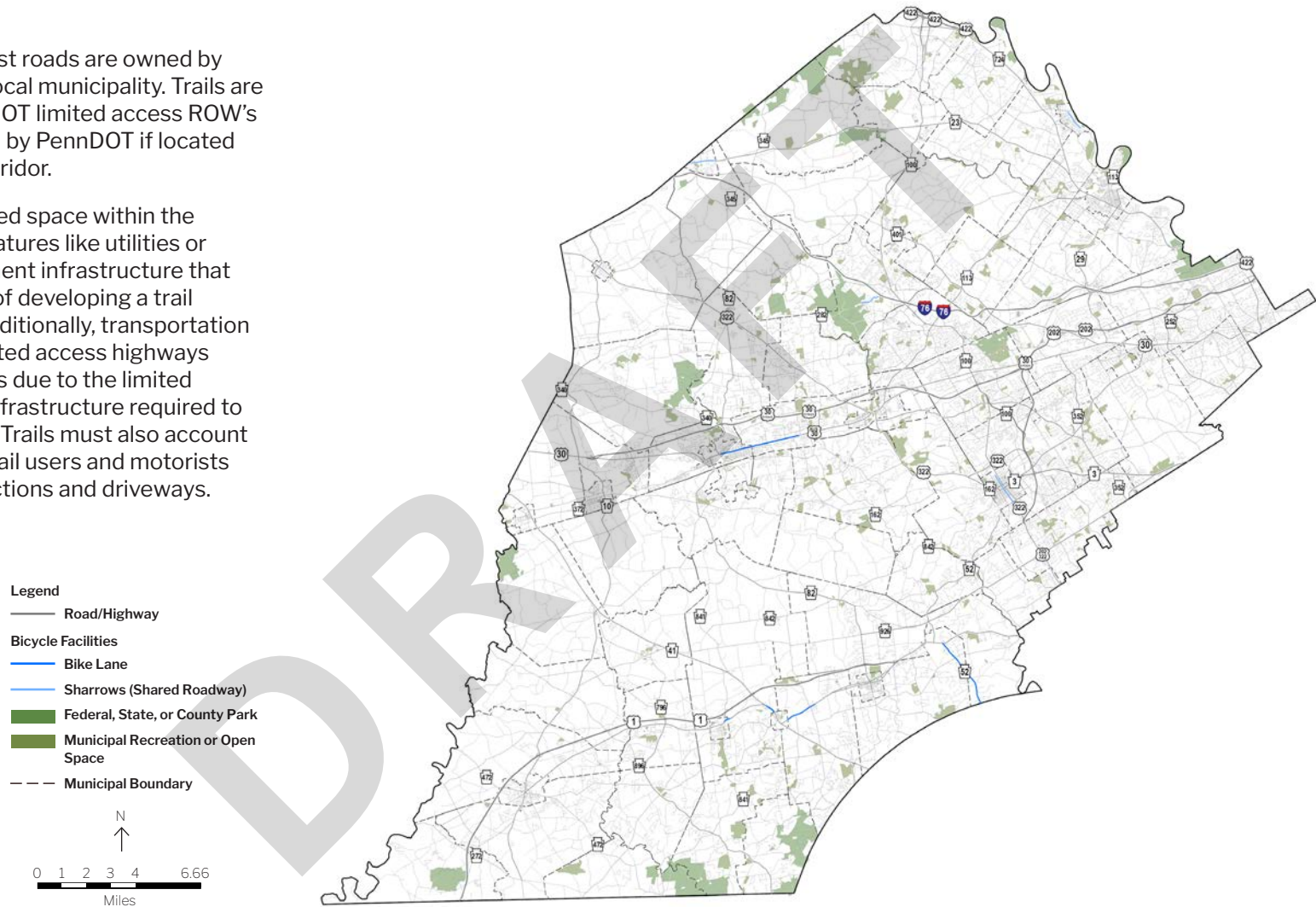
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Miles
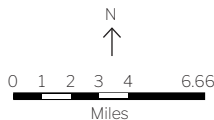
Road Corridors

Public roadways and their associated right-of-way (ROW) are commonly utilized for trail and bicycle facilities.

In Chester County most roads are owned by either PennDOT or a local municipality. Trails are prohibited with PennDOT limited access ROW's and must be approved by PennDOT if located within a state road corridor.

Many roads have limited space within the ROW or have other features like utilities or stormwater management infrastructure that impact the feasibility of developing a trail within a road ROW. Additionally, transportation infrastructure like limited access highways create major obstacles due to the limited locations and costly infrastructure required to cross these corridors. Trails must also account for instances where trail users and motorists meet, such as intersections and driveways.
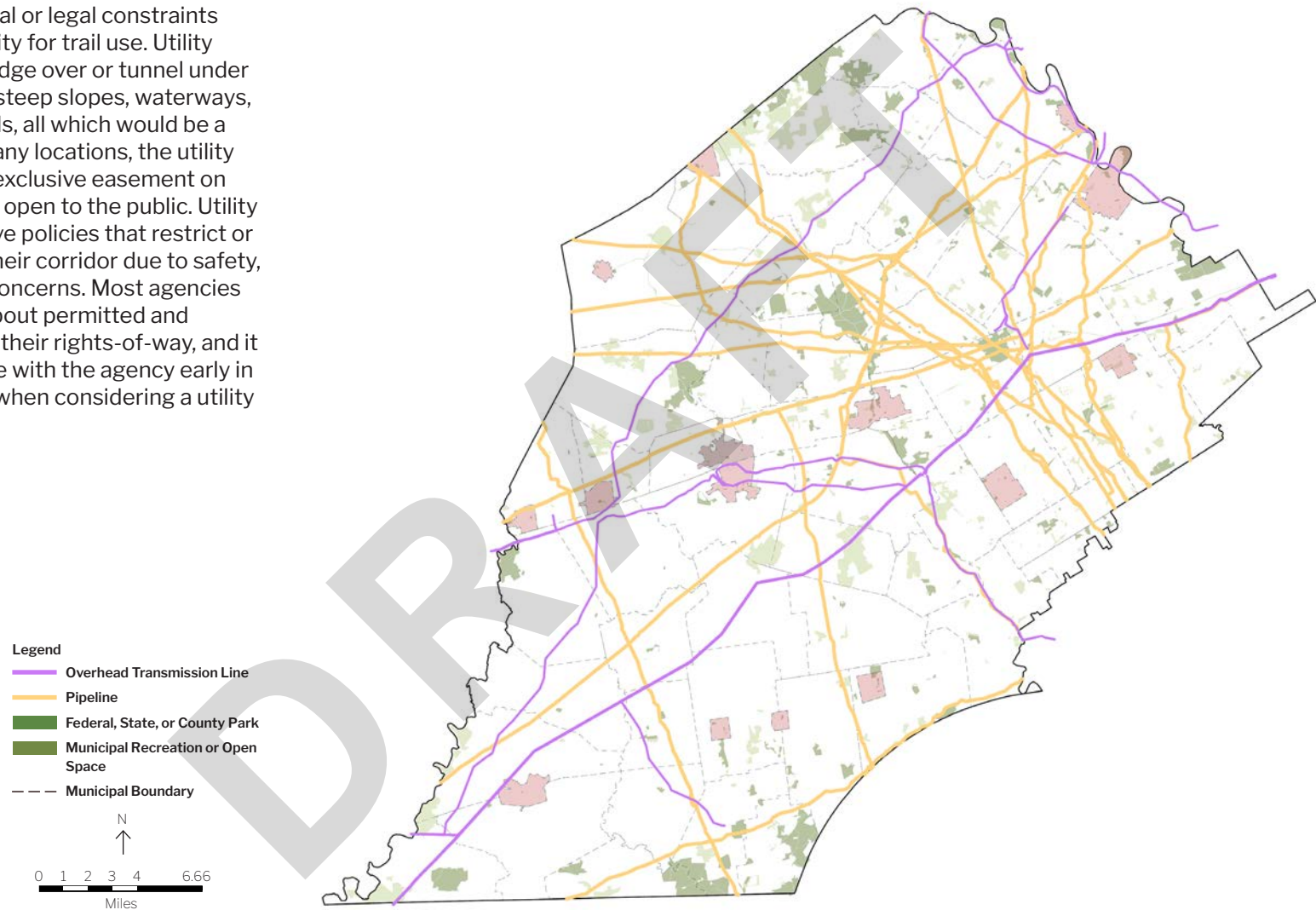
Road Corridors

Legend
— Road/Highway

Bicycle Facilities
— Bike Lane
— Sharrows (Shared Roadway)
▇ Federal, State, or County Park
▇ Municipal Recreation or Open Space
– – – Municipal Boundary

N

0 1 2 3 4 6.66
Miles

Utility Corridors

Many trails across the country have been developed within utility corridors, however, there are often physical or legal constraints that limit their feasibility for trail use. Utility infrastructure may bridge over or tunnel under physical features like steep slopes, waterways, highways, and railroads, all which would be a barrier for a trail. In many locations, the utility was permitted via an exclusive easement on private land and is not open to the public. Utility agencies may also have policies that restrict or severely limit use of their corridor due to safety, security, and liability concerns. Most agencies publish information about permitted and restricted uses within their rights-of-way, and it is critical to coordinate with the agency early in the planning process when considering a utility corridor for trail use.

Utility Corridors

Legend

⎯⎯ Overhead Transmission Line

⎯⎯ Pipeline

▇ Federal, State, or County Park

▇ Municipal Recreation or Open Space

– – – Municipal Boundary

N

0 1 2 3 4 6.66
Miles

Railroad Corridors

Railroad corridors are generally well-suited for trails due to their long, linear nature with gentle grades and limited vehicular crossings. The suitability of using a railroad corridor for a trail depends on a number of factors.

Active rail corridors:

Active rail corridors provide critical freight and transportation services within the county. Trails have been developed along active rail lines throughout the country (rails-with-trails), however not within Chester County. Rail agencies are generally hesitant to permit trail development within the railroad ROW for safety, security, and liability concerns. In addition, trails developed beside active rail lines must include substantial protection measures to prevent trail users from accessing the active line. There may be other physical or legal constraints that prevent trails from being developing along active rail corridors.

Notable active rail corridors:

- The Amtrak Keystone Corridor is the most heavily trafficked rail line in Chester County, running east to west through the center of the county. This corridor is used for both freight and passenger rail service.

- The Wilmington and Northern line is an active freight line running from Coatesville south into Delaware. Portions of this line are owned by Cleveland Cliffs and East Penn Railroad.

- The Octoraro line is a short-line freight railway owned by East Penn Railroad that runs through the heart of several municipalities in southern Chester County. This corridor was investigated for it's potential to accommodate a trail as part of the Southern Chester County Circuit Trail Feasibility Study; however, a trail is not feasible due to the limited space within the corridor.

- The West Chester Railroad is an active tourist railroad running from West Chester Borough to Glen Mills in Delaware County within a corridor owned by the Southeastern Pennsylvania Transportation Authority (SEPTA).

Inactive and abandoned rail corridors

Abandoned rail corridors have been used to develop several trails (rails-to-trails) in Chester County, including the county's Chester Valley, Schuylkill River, and Struble Trails. The feasibility of repurposing abandoned corridors for a trail is largely contingent on the method used to acquire the original rail ROW. Property acquired fee-simple remains with the owner of the land title. Conversely, property acquired via easement reverts to the adjacent property owners from the centerline of the track. Many railroads in Chester County were assembled through a combination of both fee-simple purchase and easements, resulting in fragmented corridors with many individual property owners once abandoned.

Railbanking is a federal statute that permits out-of-service rail corridors to be repurposed for trail use while maintaining the railroad company's rights to restore service in the future. This has been an extremely successful program throughout the country to develop trails along inactive rail corridors.


The Amtrak Keystone Corridor is a major active rail corridor in Chester County.

The historic Philadelphia & Thorndale (P&T) corridor is planned to be utilized for the Chester Valley Trail.

Current and Historic Rail Lines

Active Railroads
(A) Amtrak (Keystone Corridor)
(B) SEPTA (West Chester)
(C) Norfolk Southern (See Map)
(D) East Penn (See Map)

Historic Railroads
(E) Cedar Hollow (Warner Spur)
(F) Chester Valley
(G) Enola Low Grade
(H) French Creek (Sow Belly)
(I) Landenberg
(J) New Holland
(K) New Holland Secondary
(L) Octoraro
(M) Peach Bottom
(N) Philadelphia & Thorndale
(O) Phoenixville
(P) Pickering Valley
(Q) Pomeroy
(R) Wilmington & Northern
(S) Schuylkill Secondary (Future S
(T) West Chester
(U) Warwick (Boar's Back)

Rail Trails
(V) Chester Valley Trail
(W) Schuylkill River Trail
(X) Struble Trail

N
↑

0 1 2 3 4   6.66
Miles
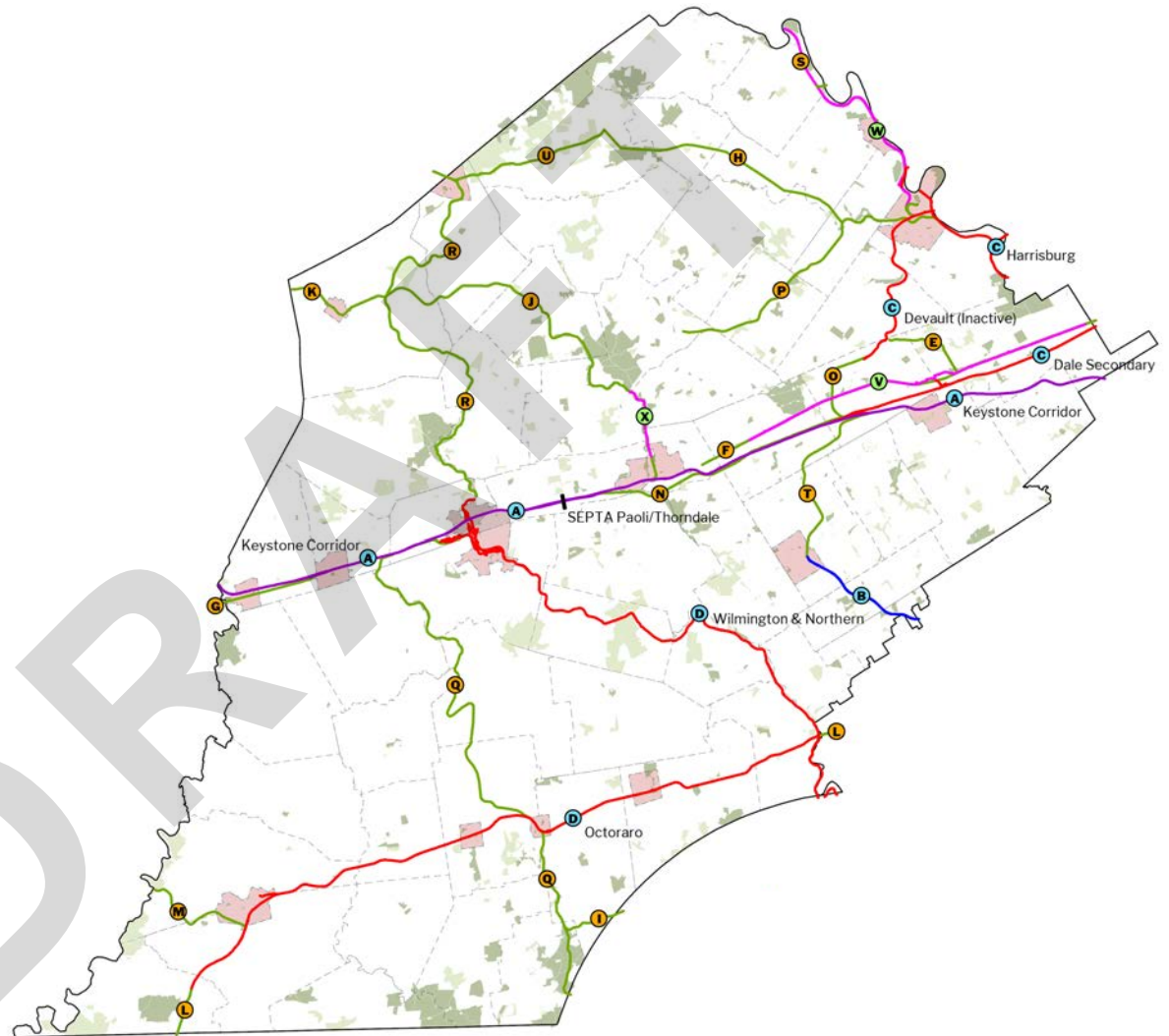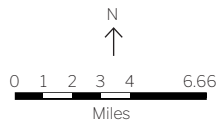
Public Transportation

Trails can enhance multi-modal transportation by connecting users with public transportation.

Chester County is served by both Amtrak and SEPTA for passenger rail service. Amtrak provides intercity service along the Keystone Corridor with stops at the Paoli, Exton, Downingtown, Coatesville, and Parkesburg stations. SEPTA's regional Paoli/Thorndale line operates within the Keystone Corridor, serving Strafford, Devon, Berwyn, Daylesford, Paoli, Malvern, Exton, Whitford, Downingtown, and Thorndale stations. SEPTA has committed to extending regional rail service to the City of Coatesville and Parkesburg Borough in the near future.

Bus service is provided by several agencies. SEPTA is the largest agency and is in the process of completing a network redesign that will replace some fixed routes in Chester County with "on-demand" microtransit zones.

The Transportation Management Association of Chester County (TMACC) is responsible for the Link service in Coatesville and Parkesburg and the SCCOOT service in southern Chester County.

Pottstown Area Rapid Transit (PART) operates a bus system serving a small area of North Coventry Township.

Chester County operates Chesco Connect, a community transit program specializing in door-to-door shared ride transportation for Chester County residents
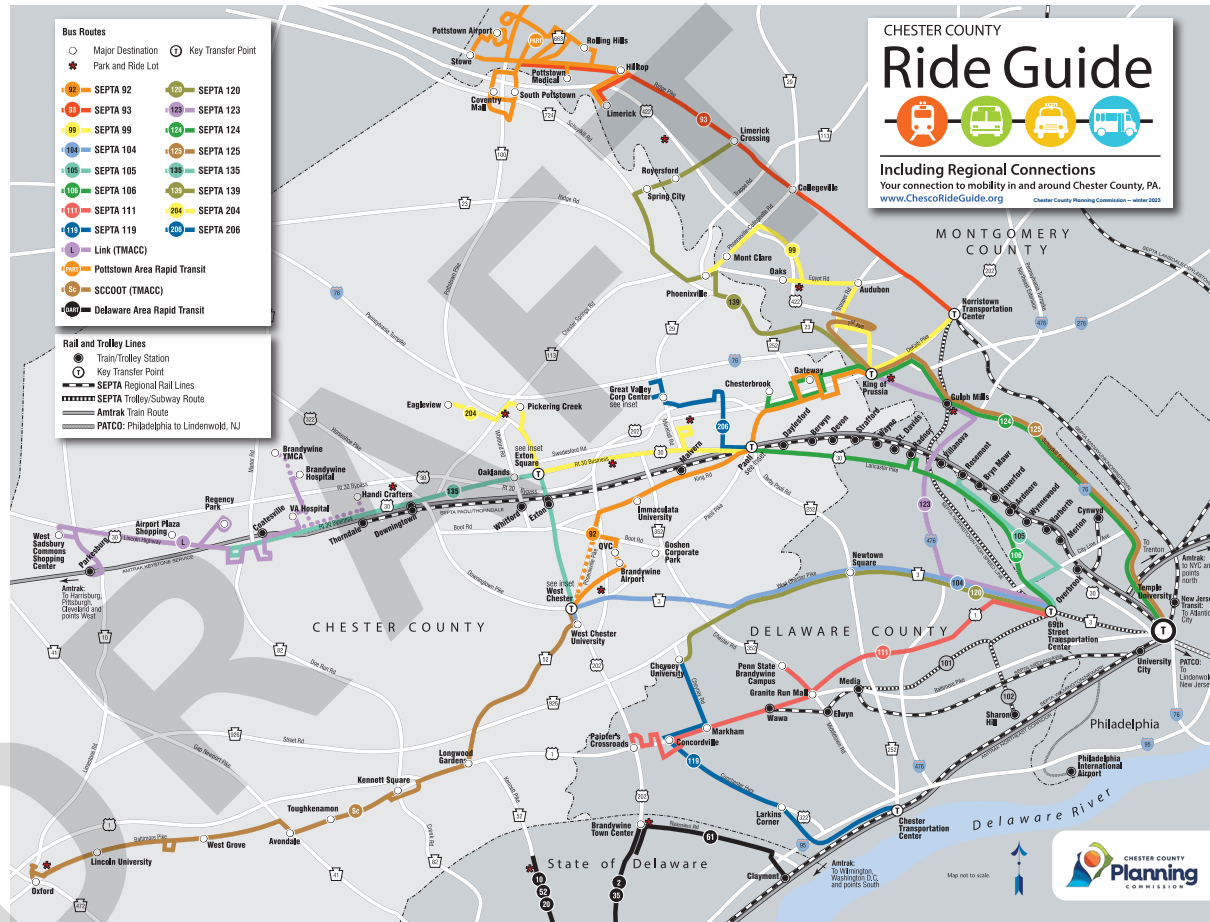
Chester County's Ride Guide provides information and resources on public transportation in Chester County. https://www.chescorideguide.org/

3

Process

PUBLIC PARTICIPATION

Steering Committee

The *Plan* was guided by a project steering committee consisting of representatives from several municipalities, conservation organizations, transportation management organizations, non-profits, and other state, county, and local government agencies. The Steering Committee met 8 times throughout the duration of the project and provided important guidance toward the development of the *Plan*.

Project Website

A project website was launched in November 2022 that provided information about the project and hosted the public survey and crowdsource map. The project website can be found here: https://www.chescoplanning.org/transportation/TrailsMasterPlan.cfm
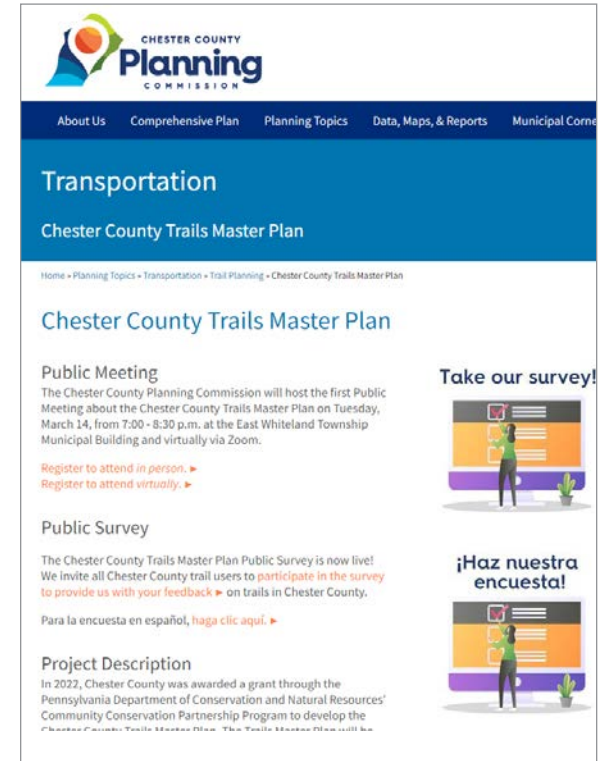
Public Survey

A survey was created to solicit information from the public about trail usage in Chester County. The survey was provided in English and Spanish and was open from December 2022 to August 2023.

The survey received 1,358 responses with a majority of participants residing in Chester County. Respondents also came from Berks, Delaware, Lancaster, Montgomery, and Philadelphia counties, and the states of Delaware, Maryland, and New Jersey.

83.5%
of respondents reside within a Chester County ZIP code

Distance Traveled to Trails

>10 miles: 10.9%
5-10 miles: 24.0%
2-5 miles: 39.0%
< 2 miles: 26.1%
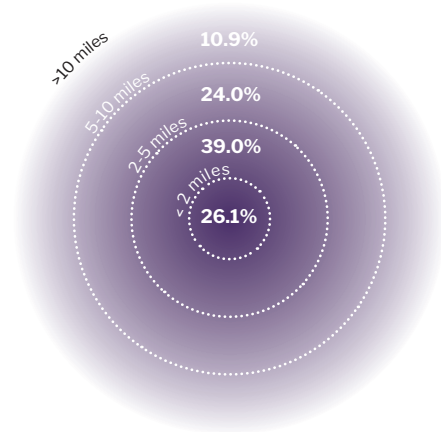
How users typically get to a trail...

Drive: *74.9%*

Walk: *11.6%*

Bike: *9.0%*

Other: *3.4%*

Survey responses by ZIP code

Legend
- 75+ Survey Responses
- 50-74 Survey Responses
- 10-49 Survey Responses
- 1-10 Survey Responses
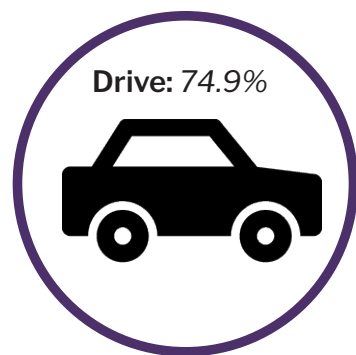
Other Survey Findings

Some of the key information and takeaways from the survey included:
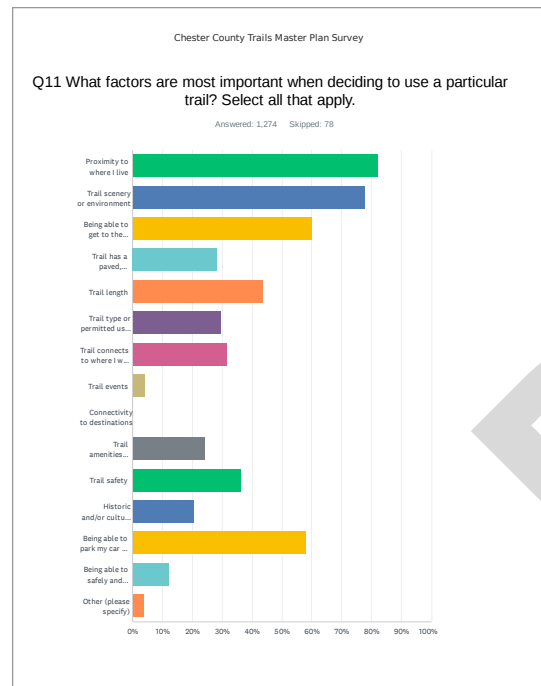
Trail use

- Over 58% of respondents indicated they use trails at least once a week.
- Over 2/3 (68%) of trail users spend at least 1 hour on a trail during a typical trail visit.
- The top 3 most common reasons why people use trails in Chester County are:
  - for recreation,
  - for health/fitness, and
  - to observe or be in nature.
- The top 3 factors when deciding to use a particular trail are:
  - proximity to where you live,
  - trail scenery or enviroment, and
  - being able to safely and securely park your car at or near the trail.

Active transportation

- About 26% of respondents said they walk or bike for transportation purposes at least a few times a month.
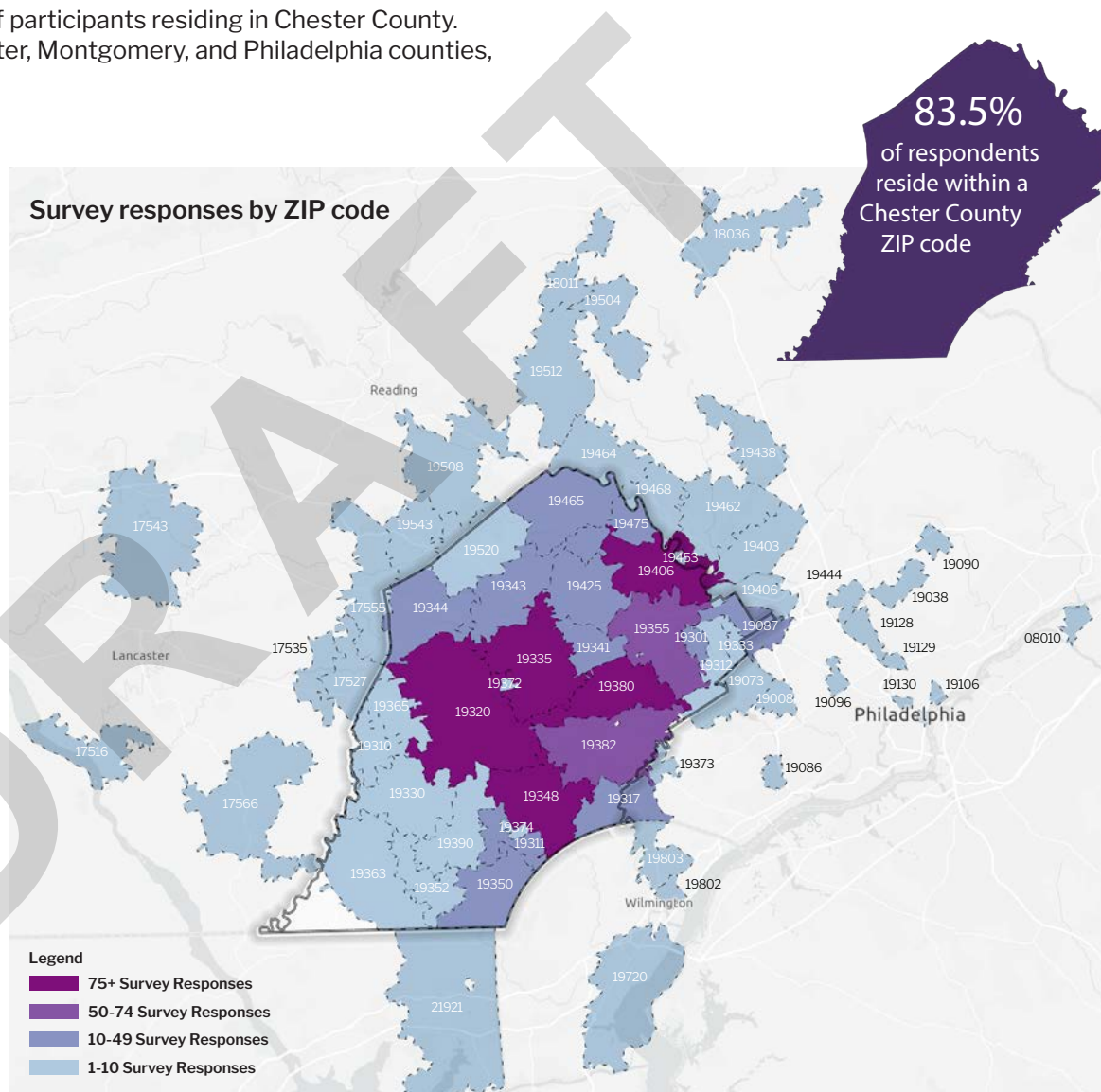- Over 75% of respondents said they would be either somewhat or very likely to use a trail instead of a car for transportation if they connected to places they wanted to go.

Safety

- Almost 97% of people said they feel somewhat or very safe when using trails in Chester County. The most common reasons people said they felt unsafe were because of physical isolation, poor trail etiquette (such as bicyclists speeding along the trail or not announcing when approaching from behind), roadway crossings, and property crime, such as vehicle break-ins at parking lots.

Factors that would increase trail use

- The top 3 factors people said would increase their trail use are:
  - having more trails closer to where people live,
  - more trails that connect to destinations they want to visit, and
  - having the ability to park their vehicle at or near a trailhead.

Barriers

- When asked to identify barriers to trail use, the most common responses were:
  - that trails do not connect to where people want to go,
  - people do not know where trails are located, or
  - trails are not close to where people work or live.

Full results of survey

The full results of the public survey, including a complete list of comments, are provided in the report appendix.

Chester County Trails Master Plan Survey

Q11 What factors are most important when deciding to use a particular trail? Select all that apply.

Answered: 1,274   Skipped: 78

Crowdsource Map

The website hosted a crowdsource map for the public to share information about desired trail connections and destinations. Users were prompted to add information to the map to be evaluated as part of the *Plan's* development. The map below illustrates the connections and destinations gathered from the crowdsource map and responses to the open-ended survey prompts from the public survey.

Legend

•   Trail Destination

◄▪▪►   Trail Connection
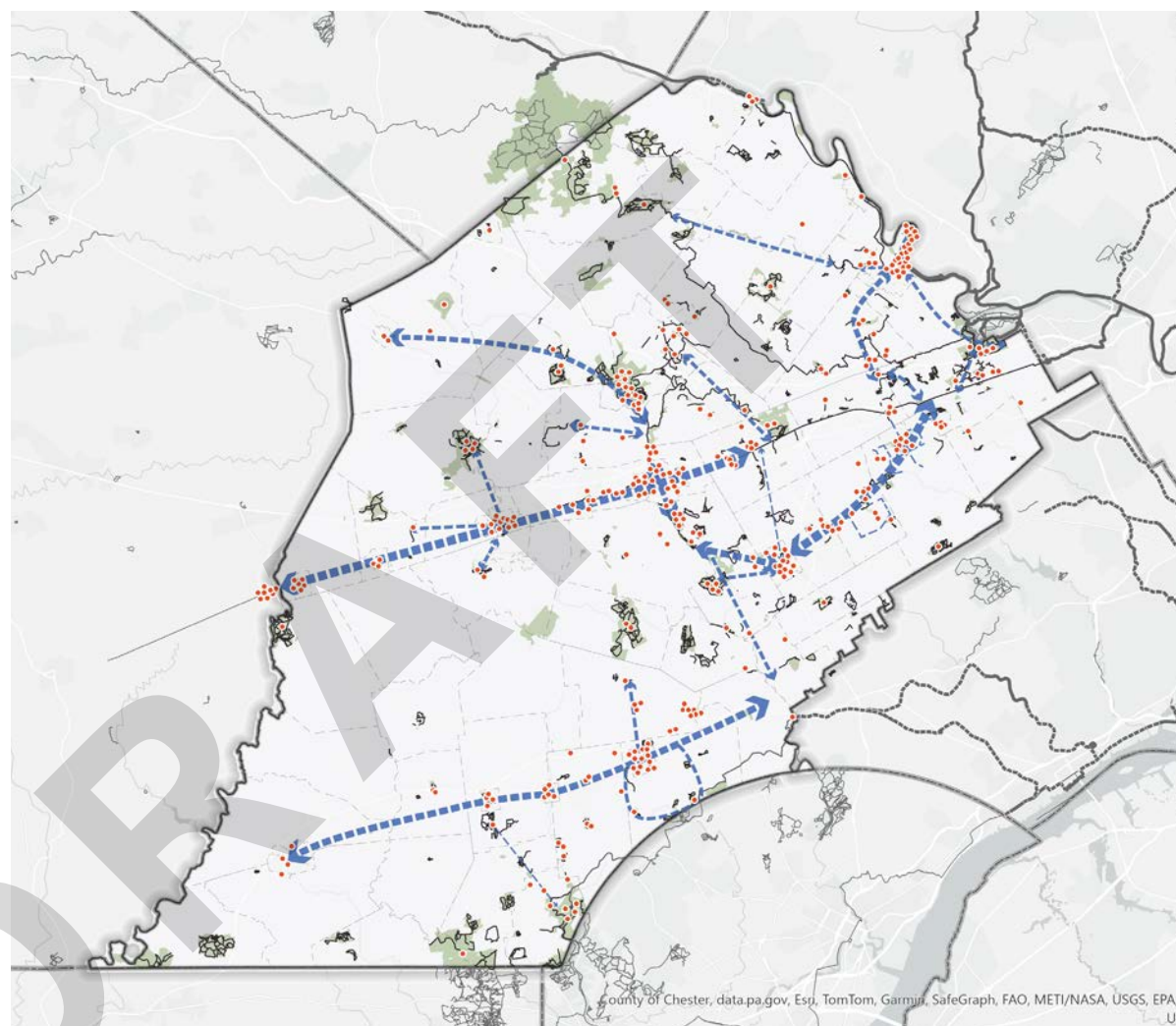
Desired trail connection map based on the public survey and crowdsource map.

Public Meetings

The project team hosted three public meetings to share information about the development of the *Plan*. These meetings were all presented in a hybrid format with in-person and on-line viewing options.

Public Meeting #1: Trails Master Plan @ East Whiteland Township municipal building (3/14/23):

· Attendance: 100 (40 in-person, 60 virtual)

· Presented an overview of the project and results from the inventory stage.

· Included in-person visioning "mad-lib" exercise and goal prioritization activities and on-line viewers were directed to the public survey.

Public Meeting #2: Public Transportation & Trails Plan Spring Event @ West Whiteland Township municipal building (5/9/23)

· Attendance: 40 (20 in-person, 20 virtual)

· Presented preliminary public survey findings, trail network analysis, and conceptual trail mapping

Public Meeting #3: Public Transportation & Trails Plan Public Meeting @ Downingtown Borough Hall (12/12/23)

· Attendance: 100 (50 in-person, 50 virtual)

· Presented project review and draft master plan recommendations

Public Meeting #3 at Downingtown Borough Hall

Response to trail visioning 'Mad-lib" activity from Public Meeting #1

Goal Prioritization exercise from Public Meeting #1.

Public Meeting #1 at East Whiteland Township Building

Key Person/Focus Group Interviews

Interviews and discussions were held with key persons to provide insight on the *Plan*, including with Chester County Park Rangers, Chester County Parks + Preservation staff, municipal police forces, and members of the Bike Chester County organization. Additional information was gathered during public meetings and through discussions with municipal staff and Chester County Facilities maintenance personnel.

Key Findings:

- Bicyclists enjoy the wide variety of opportunities for cycling in Chester County. The preference for deciding to ride on trails vs. roads often came down to the purpose of the trip and type of user. Casual riders tend to prefer riding on trails, while more advanced cyclists enjoy riding on both roads and trails because they offer different types of experiences.
- Bicycling on trails is more difficult when they are very crowded, like on weekends or evenings and mornings when the weather is pleasant.
- More signage promoting safe trail use and proper trail etiquette (like posted speed limits, always pass on left, give audible warnings when passing) would likely foster better trail behavior.
- E-micro-mobility devices (like e-Bikes and e-Scooters) are becoming more prevalent along trails. It is important that rules concerning the safe and responsible use of these devices be implemented, and current guidelines were not well-understood.
- According to several law enforcement agencies, crime did not appear to be more prevalent on trails compared to other types of public spaces. The majority of crimes were crimes of opportunity, like smash and grabs from vehicles, but trails were generally seen as some of the safest places to be within a community.
- Staffing and funding for maintenance remains one of the biggest challenges to being able to properly maintain trails.

The Chester County Trails Master Plan was featured in TMACC's ChesGO! Spring/Summer 2023 edition
Source: TMACC

Tabling at Celebrate Trails Day event in Exton Park.
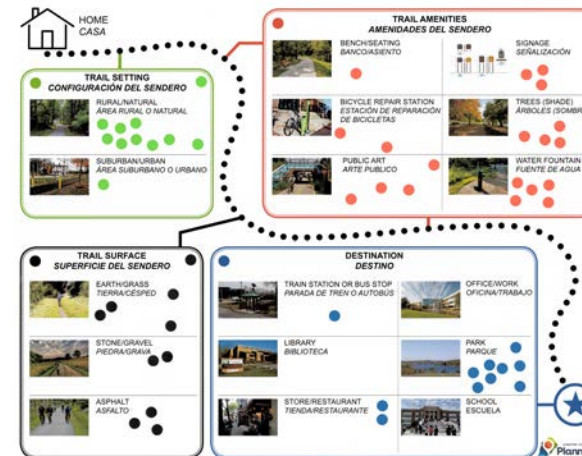
'Plan Your Trail Adventure' Activity at Kennett Bike Fest

MASTER PLAN METHODOLOGY

Preliminary Plan Development

Proposed trails identified in municipal plans, trail studies, and other documents were mapped in GIS along with proposed ideas for trail connections based on the findings of the existing conditions inventory, trail network analysis, and responses garnered from the public engagement process.

The map below illustrates the many trails that were considered during this initial stage.
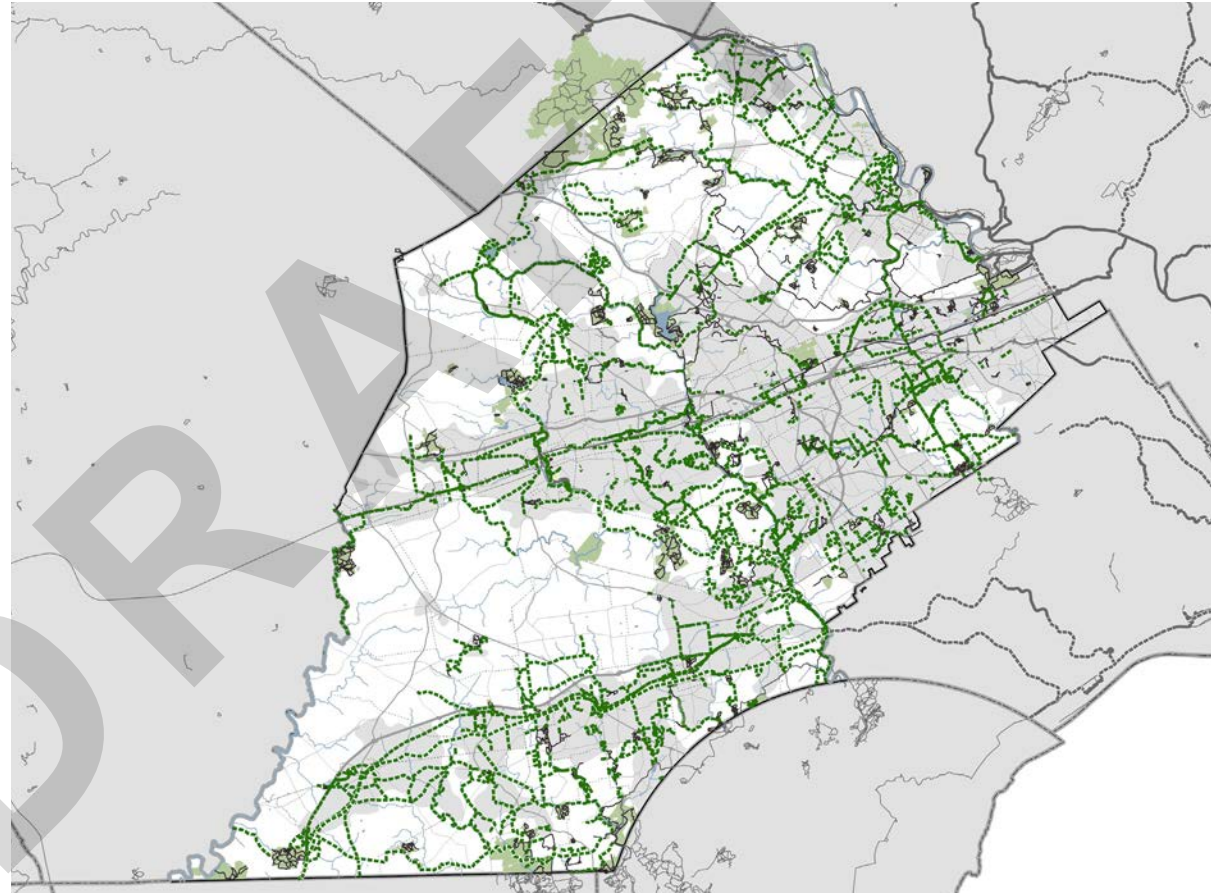
Many potential trail alignments were investigated as part of the study.

Plan Refinement and Screening

The project team refined the proposed trail inventory through a screening process to narrow the focus of the *Plan* to prioritize the trail opportunities that were best aligned with the *Plan's* vision and goals.

Considerations for the screening included:

- Legal Feasibility: What is the extent of private property impacts? Generally, trails with fewer private property impacts were favored over those with many private property impacts.

- Physical Feasibility: Were there physical constraints, such as steep slopes, existing infrastructure, or other physical barriers that would make developing the trail very challenging or cost prohibitive?

- Safety: Would the trail create a safer route for pedestrians and bicyclists than currently exists? How many roadway crossings would be necessary as part of the trail?

- Context: Were there conflicts with land uses that reduced the viability of the trail?

- Connectivity: What types of connections would the trail make? Would the trail provide connections to multiple destinations along its route, or were connections more limited? How did the trail connect to other active transportation resources?

- Network Accessibility and Redundancy: Would the trail create new opportunities where existing pedestrian and bicycle infrastructure is lacking? Would it compete with or serve a similar purpose as an existing trail?

- User Experience: Is the alignment conducive to providing a comfortable and safe user experience? Is the trail alignment relatively direct, or would it require significant route adjustments? What type of environment would trail users experience while using the trail?

- Public Support: Is the trail or desired connection mentioned by the public via the public engagement activities?

- County-wide Impact: What types of benefits could the trail have toward the development of an interconnected county-wide network?

- Multi-use Potential: Could the trail be potential developed as a multi-use facility, or were there conditions that would limit its multi-use potential?

Trails that appeared to best meet these criteria were advanced for more detailed analysis.
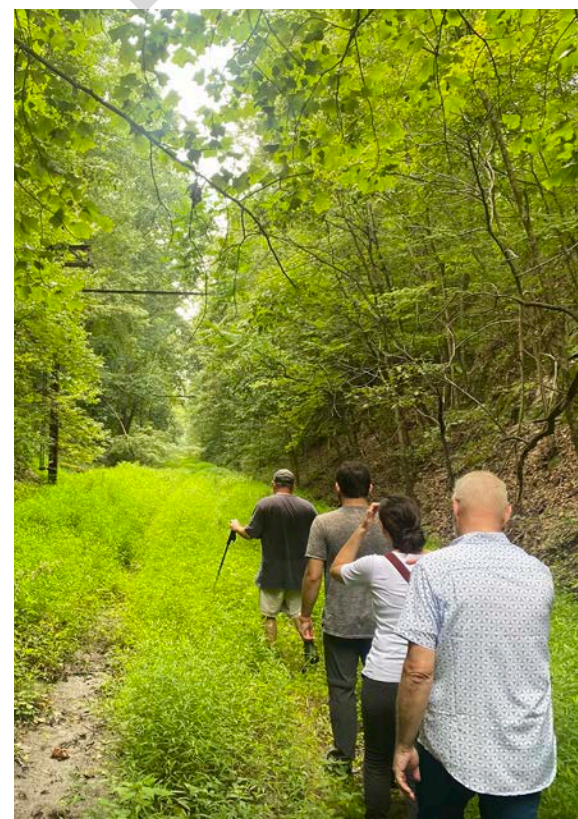
The team evaluated the condition of numerous trails and potential trail locations.

Trail Benefit Analysis:

Trails selected to proceed through the Plan Refinement stage were evaluated via a data-driven approach analyzing the potential value they could bring to the county-wide trail network. GIS was used to analyze several factors, including:

- Trail Segment Length
- Network Connectivity
- Population Density
- Proximity to:
  - Public Transportation
  - Civic Institutions
  - Commercial Centers
  - Employment
  - Parks
- Indicators of Potential Disadvantage

Each trail received a score between 0-3 based on how well the trail addressed the conditions of the criteria, with score of 0 meaning the trail would not likely provide a perceivable benefit with respect to that category, and a 3 meaning the trail was very likely to provide benefits related to that category.

The criteria were weighted from 1-2.5 to emphasize certain categories that were deemed of higher significance in addressing the goals of the *Plan*. The scoring methodology and criteria weighting were shared with the steering committee to develop the final scoring values.

Proposed Trail Mileage:

The proposed trail received a score equal to new trail mileage. Longer trails received higher scores in this category.

- Criteria Weighting: 1. This variable was kept at 1 to limit the influence of trail length in the scoring criteria.

Network Connectivity:

Considered the connections the proposed trail would create to existing and planned trails. Trails that connected to existing multi-use trails received the highest scores.

Criteria Weighting: 1.5
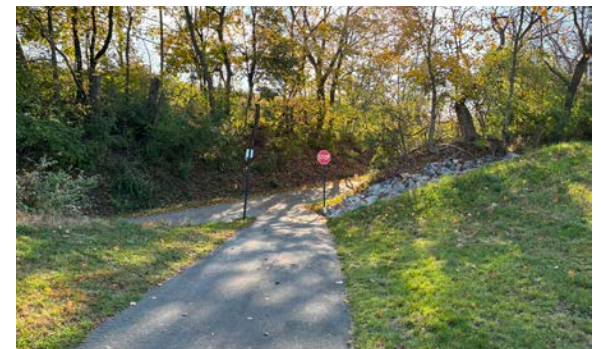
Population Density:

Considered the population density of census tracts through which the proposed trail would run. Trails that run through higher-density tracts received higher scores.

Criteria Weighting: 2

Proximity to Civic Institutions

Considered the proposed trail's proximity to civic destinations like schools, higher education, hospitals, libraries, and museums. Trails running closer to these locations received higher scores.

Criteria Weighting: 1.5

Proximity to Employment

Considered the number of jobs within census tracts through which the proposed trail would run. Trails that passed by higher numbers of jobs received higher scores.

Criteria Weighting: 1.5

Proximity to Public Transportation

Considered the proposed trail's proximity to passenger rail stations or bus stops. Trails that were located closer to these facilities received higher scores. An additional point was given to proposed trails within ½-mile of both a train station and bus stop.

Criteria Weighting: 1.5

Proximity to Commercial Centers

Considered the proposed trail's proximity to commercial centers. Trails running closer to these locations received higher scores.

Criteria Weighting: 1.5
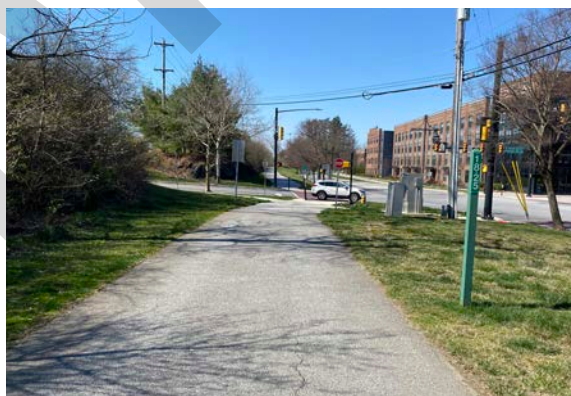
Proximity to Parks

Considered the amount of park acreage within ½ mile of the proposed trail. Trails running near greater amounts of park acreage received higher scores.

Criteria Weighting: 1.5

Indicators of Potential Disadvantage (IPD):

IPD is an equity screening tool developed by DVRPC that uses U.S. Census American Community Survey 2015-2019 five-year estimates data to identify protected classes and population groups of interest based on Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (#12898). These groups include:

- Youth
- Older adults
- Females
- Racial minorities
- Ethnic minorities
- Foreign-born
- Limited English proficiency
- Disabled
- Low-income

The tool maps the population of these groups within each census tract, resulting in an IPD Score based on how that tract compares to the regional average. Tracts fall into one of five categories, from "Well-Below Average" to "Well-Above Average," with "Above Average" and "Well-Above Average" indicating higher percentages of these protected groups within the tract. Trails located in census tracts that contained percentages of protected population groups at or above the regional average received points in this category.

Criteria Weighting: 2

IPD Score
- Well-above average
- Above average
- Average
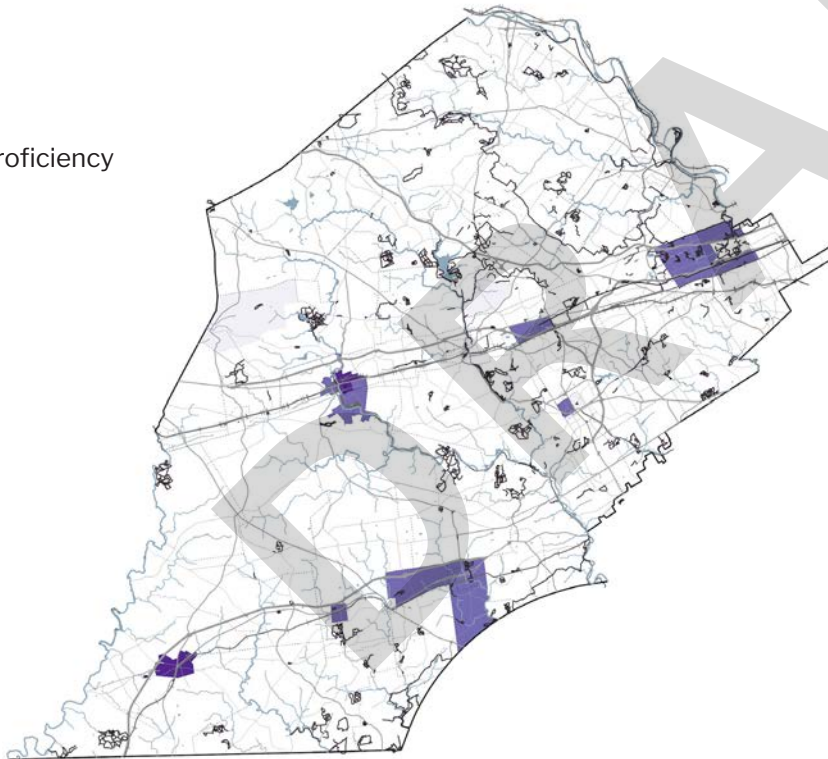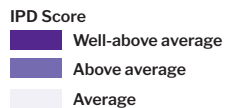
The map above identifies census tracts with average, above average, or well-above average IPD scores. These results were factored into the Trail Benefit Analysis.

The evaluation also included factors related to feasibility and municipal and public support.

Legal feasibility

Considered the number of private property impacts required to develop the trail. Trails with fewer private property impacts received higher scores.

Criteria Weighting: 2.5

Municipal and Public Support

Considered whether the trail was identified in an official municipal planning document, and the amount of public support the trail received through the public engagement process. Trails documented in an adopted municipal plan or study and identified in the public engagement process received the highest scores.

Criteria Weighting: 2.5

Planning Analysis

Considered the significance of the trail from a county-wide network perspective, including its alignment with county priorities, an understanding of local trail conditions, and overall development potential.

Criteria Weighting: 2.5

The individual scores from each category were combined for an overall benefit score for each trail. Trails with higher scores met criteria factors of multiple categories, indicating they have the potential to provide an array of benefits should they be implemented. This analysis factored into the categorization of trail priority "tiers" described in the next chapter. The results of this process are included in Appendix B.

4
Master Plan

The County-wide Trail Network

The *Plan* identifies of over 300 miles of existing and proposed trails forming an interconnected web of trail facilities across Chester County. Developing this network would improve close-to-home recreational trail access for many county residents, increase safe, non-motorized connections to many types of daily destinations, and develop stronger links between our communities and the vast array of natural and cultural resources across Chester County and the greater region.

The trails are organized into a series of trail "tiers" based on their characteristics and overall significance within the scope of the county-wide network. All trails categorized in Tiers I-III were previously documented in at least one adopted planning document or trail study to emphasize the *Plan's* congruence with prior planning work. The tiers were developed based results of the trail benefit analysis, prioritization in supporting planning documents, county-wide significance, and public survey input. The different tiers represent one method of identifying trail priorities to aid decision-makers when considering opportunities for future projects.

Tier I represents the highest priority trails and is comprised of all the trails included in the Circuit network. This network forms the backbone of the county-wide network, creating significant transportation and recreational corridors connecting the county's urban, suburban, and rural landscapes.

Tiers II and III consist of trails with a wide range of characteristics and functions. Some of these trails are proposed within dense neighborhoods and communities that would improve non-motorized transportation options to jobs, schools, civic institutions, downtowns, and commercial areas, while others have a greater focus on providing unique recreational experiences connecting people to high-quality natural landscapes. Many trails would serve in both these capacities. The primary distinction between Tiers II and III is trails in Tier II would generally provide more connectivity to a greater variety of destinations than those in Tier III and scored higher in the Trail Benefit Analysis.

The *Plan* also includes a fourth category titled "conceptual corridors." These corridors are "big-picture" ideas that would improve trail network distribution, accessibility, and connectivity, however, have not been documented as part of an adopted plan or study and require additional investigation above the scope of this *Plan.* Some of these trails face significant feasibility challenges given current conditions but should be considered as long-range opportunities should conditions change in the future. It is important to emphasize these trails do not represent specific recommended alignments, but rather conceptual connections intended for future study and evaluation.

The following maps and tables provide more information about the different trails opportunities identified within the county-wide network. The tables include a brief trail description, general locational information, likely lead agency (county or municipal), suggested facility types, key connections, potential next steps to advance development, and references to supporting planning documents.

The next steps vary from specific recommended action items to general procedural recommendations. They include suggested timeframes per the following:

Short-term: Actions that could be completed within 0-5 years

Medium-term: Actions that could be completed in 5-10 years

Long-term: Actions that will likely require 10+ years to complete.

Proposed County-wide Trail Network

Tier I Trails
— Existing
---- Proposed

Tier II Trails
— Existing
---- Proposed

Tier III Trails
— Existing
---- Proposed

Conceptual Corridors
---- Proposed

Other Trails
— Existing Trail
— Existing Circuit Trail (outside Chester County)
---- Proposed Circuit Trail (outside Chester County)

N
↑

0 1 2 3 4 6.66
Miles

Berks County
Montgomery County
Lancaster County
Delaware County
New Castle County (Delaware)
Cecil County (Maryland)

Proposed County-wide Trail Network

Tier I Trails
—— Existing
---- Proposed

Tier II Trails
—— Existing
---- Proposed

Tier III Trails
—— Existing
---- Proposed

Conceptual Corridors
---- Proposed

Other Trails
—— Existing Trail
—— Existing Circuit Trail (outside Chester County)
---- Proposed Circuit Trail (outside Chester County)
—— Roads
—— Sidewalk
+++++ Railroad
—— Waterway
■ Waterbody
■ Protected Open Space
■ Agricultural Conservation Easement
■ Landscapes3 Growth Area
▨ Steep Slopes
---- Municipal Boundary

N
↑

0 .25 .5   1   2
Miles

Schuylkill
River Trail

COV

SRT

Coventry
Woods
Preserve

Montgomery
County

Warwick
County Park

HST

Perkiomen
Trail

FCT

SRT

Spring
City

KIM

FBR

Bryn Coed
Preserve

FCT

Phoenixville

Schuylkill
River Trail

DEV

SFT

BRT

UUT

UUT

HST

Binky Lee
Preserve

HST

Valley Forge
National
Historical Park

Chester
Valley Trail

UUT

DWS

PAP-3

PAP-2

WAS

CVT

C-4

Tier I Trails
— Existing
---- Proposed

Tier II Trails
— Existing
---- Proposed

Tier III Trails
— Existing
---- Proposed

Conceptual Corridors
---- Proposed

Other Trails
— Existing Trail
— Existing Circuit Trail (outside Chester County)
---- Proposed Circuit Trail (outside Chester County)
— Roads
— Sidewalk
++++ Railroad
— Waterway
■ Waterbody
■ Protected Open Space
■ Agricultural Conservation Easement
■ Landscapes3 Growth Area
■ Steep Slopes
---- Municipal Boundary

N

0 .25 .5 1 2
Miles

Tier I Trails
—— Existing
- - - - Proposed

Tier II Trails
—— Existing
- - - - Proposed

Tier III Trails
—— Existing
- - - - Proposed

Conceptual Corridors
- - - - Proposed

Other Trails
—— Existing Trail
—— Existing Circuit Trail (outside Chester County)
- - - - Proposed Circuit Trail (outside Chester County)
—— Roads
—— Sidewalk
+++++ Railroad
—— Waterway
■ Waterbody
■ Protected Open Space
■ Agricultural Conservation Easement
■ Landscapes3 Growth Area
▨ Steep Slopes
- - - - Municipal Boundary

N

0 .25 .5 1 2
Miles

Lancaster County

Oxford
OAR
BPB-4
US1-2
C-7
NOT
C-10
Chrome Barrens Preserve
C-10
Nottingham County Park
C-7
Goat Hill Serpentine Barrens Preserve

Octoraro Trail

Delaware County

First State National Historical Park - Brandywine Valley

New Castle County, Delaware

EBB

C-8

KAS

BPB-1

US1-1

US1-1

C-7

MDT

Kennett Square

BPB-1

KGW

KGW

Avondale

JEN

BPB-3

BPB-2
West Grove

C-7

C-14

C-14

MDT

Auburn Valley State Park

White Clay Creek Preserve

Peacedale Preserve

C-10

Big Elk Creek State Park

White Clay Creek State Park

Cecil County, Maryland

Fair Hill Natural Resource Management Area

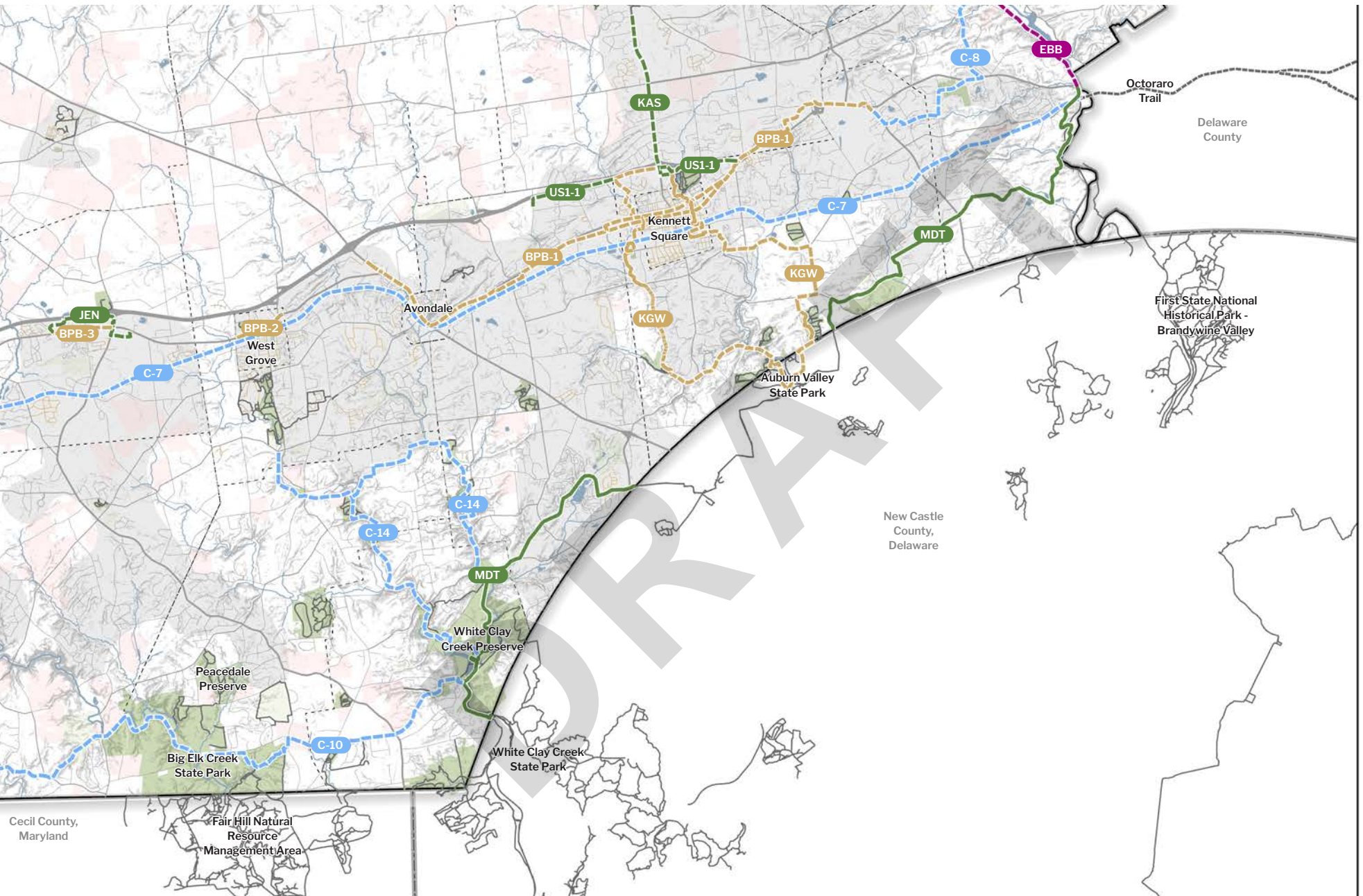|			Tier I Trails				
ID	Trail/Corridor Name	Lead	Length (mi)	From	To	Suggested Facility Type(s)	Key Connections	References
BCT	Beaver Creek Trail	Municipal	3.3	Kerr Park (Downingtown Borough)	G.O. Carlson Boulevard @ Caln Municipal Park (Caln Township)	Multi-use Trail/Sidepath, Split-mode	East Branch Brandywine Trail, Chester Valley Trail, Struble/Lions Trail, Kerr Park, Tabas Memorial Park, Lloyd Park, Caln Municipal Park, Downingtown West High School, Downingtown STEM Academy, Downingtown Middle School, Caln Township Municipal Building	• Beaver Creek Trail Feasibility Study, 2019 • Caln Township Comprehensive Plan, 2017 • Chester Valley Trail West Feasibility Study and Master Plan, 2018
	Description:						Proposed Circuit Trail following Beaver Creek in Caln Township and Downingtown Borough. The trail would improve connections to several parks, open spaces, and schools on its route between the East Branch Brandywine Trail in Kerr Park and the proposed Chester Valley Trail West along G.O. Carlson Boulevard.	
	Next Steps:						• Secure right-of-way needed for trail development. (Short/Medium-term) • Advance design/engineering. (Short/Medium-term) • Pursue implementation through land development where applicable. (Short/Medium-term)	
CVT	Chester Valley Trail	County / Municipal	38.5	Schuylkill River Trail (Montgomery County)	Enola Low Grade Trail (Lancaster County)	Multi-use Trail/Sidepath, Split-mode, Curbless Street	Schuylkill River Trail, Enola Low Grade Trail, Struble Trail, East Branch Brandywine Trail, Patriots Path, Exton Park, Battle of the Clouds Park, Bacton Hill Park, Caln Municipal Park, Exton Station, Whitford Station, Parkesburg Station, Downingtown Station, Coatesville Station, Oaklands Corporate Center	• Chester Valley Trail, Extension to Downingtown Feasibility Study and Master Plan, 2017 • Chester Valley Trail West Feasibility Study and Master Plan, 2018
	Description:						Planned Circuit Trail creating a major east/west spine through the center of Chester County. Approximately 13.6 miles have been completed in the eastern half of the county largely within the Chester Valley Railroad corridor. Planned extensions include: • CVT Phase IVa: 1-mile trail extension to the Oaklands Corporate Center within the Chester Valley railroad alignment; • CVT P&T: 7.4-mile extension from Exton to Thorndale within the historic Philadelphia & Thorndale (P&T) rail corridor; • CVT West: 16.5-mile trail extension through central and western Chester County from the end of the CVT P&T alignment to the Enola Low Grade Trail in Lancaster County.	
	Next Steps:						• CVT Phase IVa: Construct CVT IVa. (Short-term) • CVT P&T: Pursue funding for design/engineering. Construction funding has been secured through the region's Transportation Improvement Program (TIP). (Short/Medium-Term) • CVT West: Complete design and construct the 1-mile trail extension from from Atlgen Borough to the Enola Low Grade Trail. (Short-term) • CVT West: Coordinate with stakeholders and property owners to solidify the trail alignment between Thorndale and Atglen and secure right-of-way needed for trail development. (Medium/Long-term)	
DEV	Devault Trail	Municipal	5.9	Schuylkill River (Phoenixville Borough)	Devault/Warner Spur Connector Trail (Charlestown/East Whiteland Townships)	Multi-use Trail/Sidepath	Schuylkill River Trail, French Creek Trail, Warner Spur, Phoenixville Borough, Atwater development	• Devault Trail Feasibility Study, 2015 • Devault Trail Activation Study, 2022 • Phoenixville Regional Planning Commission Comprehensive Plan, 2021
	Description:						Proposed Circuit Trail within the former Devault rail corridor from Phoenixville to East Whiteland Township. Part of potential 33-mile trail loop through eastern Chester County and western Montgomery County in combination with Chester Valley, Schuylkill River, and Warner Spur Trails.	
	Next Steps:						• Determine the organizational structure for the long-term ownership and management of the corridor. (Short-term) • Pursue funding needed to purchase the corridor from the railroad. (Short/Medium term) • Commission a master plan for the Devault Trail. The master plan should incorporate the Devault/Warner Spur Connector trail. (Short/Medium-term)	

					Tier I Trails		
ID	Trail/Corridor Name	Lead	Length (mi)	From	To	Suggested Facility Type(s)	Key Connections	References
DWS	Devault/Warner Spur Connector	Municipal	1.6	Devault Trail (Charlestown Township)	Warner Spur (Tredyffrin Township)	Multi-use Trail/Sidepath	Devault Trail, Warner Spur, Patriot's Path, Atwater development	• Devault Trail Feasibility Study, 2015 • Devault Trail Activation Study, 2022
	Description:	Proposed Circuit Trail connecting the Devault Trail to the Warner Spur. Part of potential 33-mile trail loop through eastern Chester County and western Montgomery County in combination with Chester Valley, Schuylkill River, Devault, and Warner Spur Trails.						
	Next Steps:	• Refer to next steps for Devault Trail. • Secure right-of-way needed for trail development.						
EBB	East Branch Brandywine Trail	Municipal	13.5	Struble/Lions Trail @ Kardon Park (Downingtown Borough)	Octoraro Trail (Delaware County)	Multi-use Trail/Sidepath	Schuylkill River Trail, French Creek Trail, Warner Spur, Phoenixville Borough, Atwater development	• East Bradford Township Comprehensive Plan Update, 2019 • East Bradford Township OSRER Plan, 2009 • East Caln Township Comprehensive Plan, 2024
	Description:	Proposed Circuit Trail creating a major north/south trail spine along the Brandywine Creek from Downingtown Borough to Pennsbury Township where it would connect to the Octoraro Trail at the Chester/Delaware County line. Approximately 3.3 miles of trail are complete within portions of Downingtown Borough and East and West Bradford Townships.						
	Next Steps:	• Commission an engineering study for the existing trail gap from the West Bradford/East Caln Township border to Johnsontown Park in Downingtown Borough. (Short-term) • Commission a feasibility study/master plan for the southern extension of the trail from East Bradford to Pennsbury Township. Consider a multi-municipal partnership to fund and administer the study. (Medium/Long-term) • Pursue implementation through land development where applicable. (Short/Medium/Long-term)						
PAO	Paoli Station / CVT Connector	Municipal	1.4	Paoli Station (Tredyffrin Township)	Chester Valley Trail @ Cedar Hollow Road (Tredyffrin Township)	Multi-use Trail/Sidepath, Split-mode	Chester Valley Trail, Patriots Path, Paoli Station, Paoli Memorial Hospital, Paoli Library	• Paoli Train Station To Chester Valley Trail Multiuse Pathway Connector Feasibility Study, 2013
	Description:	Proposed Circuit Trail connecting Paoli Station to the Chester Valley Trail.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium-term)						
SRT	Schuylkill River Trail	County / Municipal	12.2	Bridge Street (PA-23, Phoenixville Borough)	US-422 (North Coventry Township)	Multi-use Trail/Sidepath	Chester Valley Trail, French Creek Trail, Phoenixville, Spring City, Pottstown, Frick's Lock Historic District, Towpath Park	N/A
	Description:	The SRT follows the Schuylkill River in eastern Chester County from Phoenixville Borough to North Coventry Township. The SRT is complete in Chester County.						
	Next Steps:	• Management						

						Tier I Trails		
ID	Trail/Corridor Name	Lead	Length (mi)	From	To	Suggested Facility Type(s)	Key Connections	References
STR	Struble Trail (includes Lions Trail in Downingtown Borough)	County / Municipal	16.8	Lions Trail near Kardon Park (Downingtown Borough)	Horseshoe Pike (US-322, Honey Brook Borough)	Multi-use Trail/Sidepath	Struble/Lions Trail, East Branch Brandywine Trail, Uwchlan Trail, Lions Park, Kardon Park, Marsh Creek State Park, Springton Manor Farm, Burgess Park	• Honey Brook Township and Borough Multi-Municipal Comprehensive Plan (2015) • Northern Struble Trail Feasibility Study, 2015 • Upper Uwchlan Township Active Transportation Plan (2023)
	Description:	Proposed Circuit Trail creating major north/south trail spine from Downingtown Borough to Honey Brook Borough largely following the abandoned New Holland/Waynesburg Branch rail corridor. 3.1-miles of the trail have been developed from Downingtown to Marsh Creek State Park in Upper Uwchlan Township. Chester County owns large sections of the corridor north of its existing terminus, however portions have reverted to private property owners.						
	Next Steps:	• Construct extension to Marsh Creek State Park (Short-term) • Secure additional right-of-way needed for trail development. (Short/Medium/Long-term) • Pursue funding for design/engineering of the trail extension to Marshall Road. (Short/Medium-term)						
UWC	Uwchlan Trail	County / Municipal	9.3	Struble Trail @ Dowlin Forge Road (Uwchlan Township)	Chester Valley Trail @ Exton Park (West Whiteland Township)	Multi-use Trail/Sidepath	Chester Valley Trail, Struble Trail, Exton Park, Shamona Creek Park, Eagleview, Uwchlan Township Building	
	Description:	Description: Circuit Trail comprised of multiple facilities through Uwchlan and West Whiteland Townships.						
	Next Steps:	• Secure right-of-way needed for trail development. (Short/Medium-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium/Long Term) • Upgrade existing trail segments to multi-use standards where feasible. (Short/Medium/Long-Term)						
WAS	Warner Spur	Municipal	1.9	Patriot's Path @ Atwater Development (Tredyffrin Township)	Chester Valley Trail (Tredyffrin Township)	Multi-use Trail/Sidepath	Chester Valley Trail, Devault Trail, Patriots Path, Cedar Hollow Park, Atwater development	• Warner Spur Multi-Use Trail Master Plan, 2019
	Description:	Proposed trail along the former Cedar Hollow rail spur between the Devault Trail and the Chester Valley Trail. Part of potential 33-mile trail loop through eastern Chester County and western Montgomery County in combination with Chester Valley, Schuylkill River, and Devault Trails.						
	Next Steps:	• Continue to advocate and build public support for the trail. • Secure right-of-way needed for trail development. (Medium/Long-term) • Monitor the development of Devault Trail and consider advancing in coordination with the Devault's development. (Medium/Long-term)						

Tier II Trails							
ID	Trail/Corridor Name	Lead Agency	Length (mi)	From	To	Suggested Facility Type	Key Connections	References
BPB-1	Baltimore Pike Bikeway (Kennett to London Grove)	Municipal	9.7	Baltimore Pike (US-1) @ Kennett Pike (PA-52, Kennett Township)	E. Christine Road (PA-272, West Nottingham Township)	Multi-use Trail/Sidepath, Split-mode, Curbless Street	Downtown Kennett Square, Avondale, Toughkenamon Village, Kennett Library, Longwood Gardens, Kennett Bikeway, multiple shopping and employment centers.	• Southern Chester County Circuit Trail Feasibility Study, 2021
	Description:	Proposed trail from Kennett Bikeway to London Grove Township. Part of proposed continuous bicycle route along Baltimore Pike from Kennett Township to West Nottingham Township that includes supplemental trail facilities in key locations to improve non-motorized transportation opportunities and safety.						
	Next Steps:	• Continue working with and support DVRPC on the Kennett Square Supporting Communities initiative and Baltimore Pike Active Transportation Master Plan. (Short-term) • Monitor PennDOT/DVRPC Complete Streets Resurfacing Program for opportunities to implement bicycle facilities along Baltimore Pike. (Short/Medium/Long-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium/Long-Term)						
BPB-2	Baltimore Pike Bikeway (West Grove)	Municipal	0.8	Evergreen Street @ Chatam Road (PA-841, West Grove Borough)	Evergreen Street @ S. Guernsey Road (West Grove Borough)	Split-mode	West Grove, Avon Grove Library	• Southern Chester County Circuit Trail Feasibility Study, 2021
	Description:	Proposed split-mode trail in West Grove Borough. Part of proposed continuous bicycle route along Baltimore Pike from Kennett Township to West Nottingham Township that includes supplemental trail facilities in key locations to improve non-motorized transportation opportunities and safety.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium Term) • Monitor PennDOT/DVRPC Complete Streets Resurfacing Program for opportunities to implement bicycle facilities along Baltimore Pike. (Short/Medium/Long-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium/Long-Term)						
BPB-3	Baltimore Pike Bikeway (Jennersville Area)	Municipal	0.9	S. Jennersville Road (PA-796, Penn Township)	Pusey Mill Road (Penn Township)	Split-mode	Avon Grove High School, Shoppes at Jenners Village, Jennersville YMCA, Penn Township Park	• Southern Chester County Circuit Trail Feasibility Study, 2021
	Description:	Proposed trail along Baltimore Pike in the Jennersville area. Part of proposed continuous bicycle route along Baltimore Pike from Kennett Township to West Nottingham Township that includes supplemental trail facilities in key locations to improve non-motorized transportation opportunities and safety.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium Term) • Monitor PennDOT/DVRPC Complete Streets Resurfacing Program for opportunities to implement bicycle facilities along Baltimore Pike. (Short/Medium/Long-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium/Long-Term)						
BPB-4	Baltimore Pike Bikeway (Oxford Area)	Municipal	1.2	S. Third Street @ Valley Avenye (Oxford Borough)	Market Street (PA-472, Oxford Borough)	Split-mode	Downtown Oxford	• Southern Chester County Circuit Trail Feasibility Study, 2021
	Description:	Proposed split-mode loop trail in Oxford Borough. Part of proposed continuous bicycle route along Baltimore Pike from Kennett Township to West Nottingham Township that includes supplemental trail facilities in key locations to improve non-motorized transportation opportunities and safety.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium Term) • Monitor PennDOT/DVRPC Complete Streets Resurfacing Program for opportunities to implement bicycle facilities along Baltimore Pike. (Short/Medium/Long-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium/Long-Term)						

**Tier II Trails**
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**	**References**
COV	Coventry Trail	Municipal	10.9	French Creek State Park (North Coventry Township)	Schuylkill River Trail @ Towpath Park (East Coventry Township) and Schuylkill River Trail @ US-422 bridge (North Coventry Township)	Multi-use Trail/Sidepath, Split-mode	Schuylkill River Trail, Hanover Meadows Park, Bickel Run Park, Kenilworth Park, Towpath Park, North Coventry Elementary School, North Coventry Town Square	• A Circle of Progress: The Greater Pottstown Trail Feasibility Study, 2018 • East Coventry Township Parks, Recreation, and Open Space Plan, 2017 • North Coventry Township Comprehensive Plan, 2019
	Description:		Proposed trail from French Creek State Park to the Schuylkill River Trail. Connections to the Schuylkill River Trail could be made in both North and East Coventry Townships.
	Next Steps:		• Continue to advocate and build public support for the trail. (Short/Medium Term) • Secure additional right-of-way needed for trail development. (Short/Medium/Long-term)
CVS	Chester Valley Trail - Struble Trail Connector	County / Municipal	1.6	Chester Valley Trail P&T east of Downingtown Trestle (East Caln Township)	Struble/Lions Trail @ Kardon Park (Downingtown Borough)	Multi-use Trail/Sidepath, Split-mode	Chester Valley Trail P&T, Struble/Lions Trail, East Branch Brandywine Trail, future site of Downingtown Train Station, Downingtown Borough	• Chester Valley Trail, Extension to Downingtown Feasibility Study and Master Plan, 2017
	Description:		Proposed trail connection between the Chester Valley Trail P&T extension and Struble/Lions Trail in East Caln Township and Downingtown Borough.
	Next Steps:		• Coordinate with stakeholders and property owners to identify a preferred alignment to connect the CVT P&T to the surrounding road network. (Short-term) • Pursue funding for design/engineering, and coordinate design and construction with development of the CVT P&T. (Medium-term)
EWB	East-West Brandywine Trail	Municipal	9.4	Struble Trail near Dowlin Forge and Creek Roads (PA-282) (Uwchlan Township)	Hibernia County Park @ Park Road (West Caln Township)	Multi-use Trail/Sidepath, Paved Pedestrian Trail, Split-mode	Struble/Lions Trail, Uwchlan Trail, Applecross Country Club, East Brandywine Community Park, West Brandywine Township Park, Hibernia County Park, Brandywine Wallace Elementary School, West Brandywine Township Municipal Building	• East-West Bicycle and Pedestrian Facilities Plan, 2018 • East Brandywine Township Comprehensive Plan, 2022 • East Brandywine Township Official Map, 2022 • West Brandywine Township Comprehensive Plan Update, 2020
	Description:		Proposed network of pedestrian and bicycle facilities recommended in the East-West Bicycle and Pedestrian Facilities Plan forming a connection between Hibernia County Park and the Struble Trail. Segments of the trail are exist near Applecross Country Club and within municipal parks. Additional trail segments have recently been constructed through several land development projects.
	Next Steps:		• Continue to advocate and build public support for the trail. (Short/Medium Term) • Secure additional right-of-way needed for trail development. (Short/Medium/Long-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium/Long-term)

	Tier II Trails							
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**	**References**
FCT	French Creek Trail	Municipal	14	Schuylkill River (Phoenixville Borough)	Horse-Shoe Trail @ Warwick County Park (Warwick Township)	Multi-use Trail/Sidepath, Hiking Trail	Schuylkill River Trail, Horse-Shoe Trail, Warwick County Park, Cooks Glen Park, Downtown Phoenixville, Phoenixville Plaza shopping center	• East Vicent Township Comprehensive Plan, 2018 • Phoenixville Borough Comprehensive Plan Update, 2022 • Phoenixville Regional Planning Commission Comprehensive Plan, 2021 • West Vincent Township Public Trail Plan, 2022
	Description:	Proposed trail following the French Creek from Phoenixville Borough to the Horse-Shoe Trail. The trail includes existing multi-use segments in Phoenixville and restriced use segments in East Pikeland and West Vincent Townships.						
	Next Steps:	• Secure additional right-of-way from Phoenixville Borough Hall to East Pikeland Township, and implement trail segments through land development where applicable. (Short-term) • Coordinate with stakeholders and property owners to solidify the trail alignment and secure additional right-of-way from East Pikeland Township to Warwick County Park. (Medium/Long-term) • Upgrade existing trails to multi-use standards where feasible. (Short/Medium/Long-term)						
FBR	French Creek to Black Rock Sanctuary Connector	County	1	French Creek Trail @ Schuylkill River (Phoenixville Borough)	Black Rock Sanctuary (Phoenixville Borough)	Pedestrian Path, Hiking Trail	Schuylkill River Trail, French Creek Trail, Black Rock Sanctuary, downtown Phoenixville	• Phoenixville Borough Comprehensive Plan Update, 2022 • Phoenixville Regional Planning Commission Comprehensive Plan, 2021
	Description:	Proposed trail along the Schuylkill River connecting the French Creek Trail in Phoenixville to Black Rock Sanctuary.						
	Next Steps:	• Secure additional right-of-way needed for trail development. (Short/Medium-term) • Pursue funding for design/engineering. (Short/Medium-term)						
KGW	Kennett Greenway	Municipal	14.5	Contiguous loop trail through Kennett Township and Kennett Square Borough		Multi-use Trail/Sidepath, Pedestrian Path, Hiking Trail	Anson B. Nixon Park, Kennett Area YMCA, Kennett High School, downtown Kennett Square, Pennock Park, Kennett Bike Park, Chandler Mill Nature Preserve, Marshall Bridge Preserve, Marshall Mill House Preserve, Auburn Valley State Park, Stateline Woods Preserve, Mason-Dixon Trail	• Kennett Township Comprehensive Plan, 2015 • Kennett Square Borough Comprehensive Plan, 2012
	Description:	Proposed 14-mile loop trail connecting a variety of open space and community resources in the Kennett area. Several segments of the greenway exist, and there are on-going initiatives seeking to advance additional segments of this network.						
	Next Steps:	• Conduct outreach and coordinate with property owners and the general public to build support and determine a feasible long-term alignment for the greenway. (Short/Medium/Long-term Term) • Coordinate with PennDOT regarding the inclusion of a multi-use trail as part of US-1 reconstruction project.(Short-term) • Construction: Upgrade existing trails to multi-use standards where feasible. (Short/Medium/Long-term)						
MIL	Mill Trail	Municipal	3.7	Union Street (Modena Borough)	Lincoln Highway (US-30, Coatesville City)	Multi-use Trail/Sidepath, Split-mode	Chester Valley Trail, downtown Coatesville, Gateway Park, Coatesville Riverwalk, Coatesville Train Station, National Iron and Steel Heritage Museum, Coatesville Post Office	• The Mill Trail Study: A Bicycle and Pedestrian Facilities Plan, 2018
	Description:	Trail connecting the communities of Coatesville, South Coatesville, and Modena that would improve local non-motorized transportation options and connect to the proposed Chester Valley Trail West extension through Coatesville.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Medium/Long-term)						

			Tier II Trails					
ID	Trail/Corridor Name	Lead Agency	Length (mi)	From	To	Suggested Facility Type	Key Connections	References
PAP-1	Patriot's Path, Malvern Segment	Municipal	2.6	Chester Valley Trail @ Morehall Road (PA-29, East Whiteland Township)	S. Warren Avenue (Malvern Borough)	Multi-use Trail/Sidepath, Paved Pedestrian Path, Split-mode	Chester Valley Trail, Paoli Battefield, Malvern Business District, Malvern Train Station, Malvern Public Library, Horace J. Quann Memorial Park, Uptown Worthington, Malvern Borough Municipal Building, Malvern Post Office	• East Whiteland Township Comprehensive Plan Update, 2016 • East Whiteland Township PROS Plan, 2022 • Malvern Borough Comprehensive Plan Update, 2022 • Malvern Borough Official Map, 2022
	Description:		Proposed trail connecting Malvern Borough to the Chester Valley Trail.					
	Next Steps:		• Secure additional right-of-way needed for trail development and complete existing sidewalk gaps. (Short/Medium-term) • Implement bicycle facilities along roads. (Medium/Long-term)					
PAP-2	Patriot's Path, Valley Creek Segment	Municipal	1.7	Devault Trail @ Morehall Road (PA-29, East Whiteland Township))	Chester Valley Trail @ Morehall Road (PA-29, East Whiteland Township)	Multi-use Trail/Sidepath	Chester Valley Trail, Valley Creek Park, Atwater Development, Uptown Worthington, Great Valley Corporate Center	• East Whiteland Township Comprehensive Plan Update, 2016 • East Whiteland Township PROS Plan, 2022 • The Patriot's Path Plan, 2009
	Description:		Proposed trail between the Chester Valley Trail and Devault Trail along Morehall Road.					
	Next Steps:		• Commission an advanced feasibility study to determine a feasible trail alignment. (Short/Medium-term) • Pursue implementation of trail segments through land development as applicable. (Short/Medium/Long-term)					
PAP-3	Patriot's Path, Valley Forge Segment	Municipal	1.5	Chester Valley Trail @ Chesterbrook Boulevard (Tredyffrin Township)	Valley Forge National Historical Park (Tredyffrin Township)	Multi-use Trail/Sidepath, Split-mode	Chester Valley Trail, Valley Forge National Historical Park, Wilson Farm Park, Chesterbrook Corporate Center, Chesterbrook Shopping Center	• The Patriot's Path Plan, 2009 • Tredyffrin Township Comprehensive Plan, 2021
	Description:		Proposed trail connection between the Chester Valley Trail and Valley Forge National Historical Park.					
	Next Steps:		• Continue to advocate and build public support for the trail. (Short-term) • Convene stakeholders, including Tredyffrin Township, the National Park Service, PennDOT, and the Pennsylvania Turnpike Commission to determine roles, responsibilities,preferred trail alignment, and next steps. (Short/Medium-term)					
PPT	Paoli Pike Trail	Municipal	4.7	Airport Road (East/West Goshen Townships)	S. Warren Avenue (Malvern Borough)	Multi-use Trail/Sidepath	West Chester East High School, J.R. Fugett Middle School, East Goshen Community Park, Applebrook Park, East Goshen Elementary School, East Goshen Township Office, Goshen Corporate Park, Sugartown Elementary School, The Phelps School, Malvern Prepatory School	• Central Chester County Bicycle and Pedestrian Circulation Plan, 2013 • East Goshen Township Comprehensive Plan • Malvern-Willstown Greenway Master Plan, 2013 • Willistown Township Comprehensive Plan,
	Description:		Proposed extension of existing 2.2-mile multi-use trail along Paoli Pike. Includes completion of existing trail gap in East Goshen Township.					
	Next Steps:		• Continue to advocate and build public support for the trail. (Short/Medium Term) • Secure additional right-of-way needed to complete existing trail in East Goshen Township. (Short/Medium) • Commission a feasibility study to determine a feasibile trail alignment from East Goshen Township to Malvern Borough. (Short/Medium/Long-term)					
PRG	Plum Run Greenway	Municipal	3.5	Rosedale Avenue (West Chester Borough/West Goshen Township)	East Branch Brandywine Trail near Lenape Road (PA-52, Birmingham Township)	Multi-use Trail/Sidepath, Split-mode	West Chester Borough, West Chester University, Gordon Natural Area, East Branch Brandywine Trail (proposed), Strode's Mill Historic District, Strode's Barn Outdoor Heritage Center	• Central Chester County Bicycle and Pedestrian Circulation Plan, 2013 • East Bradford Township Comprehensive Plan Update, 2016 • East Bradford Township Official Map, 2021 • West Goshen Township Comprehensive Plan,
	Description:		Proposed trail from West Chester Borough to the East Branch Brandywine Trail. Includes an existing trail in East Bradford's Plum Run Preserve.					
	Next Steps:		• Pursue funding for construction of trail along Tigue Road from West Chester University to Plum Run Preserve. (Short-term) • Continue trail development on township-owned property near Strode's Mill. (Short/Medium-term) • Pursue a feasibility study to determine a preferred alignment from Strode's Mill to the future East Branch Brandywine Trail. (Medium/Long-term)					

ID	Trail/Corridor Name	Lead Agency	Length (mi)	From	To	Suggested Facility Type	Key Connections	References
Tier II Trails								
SFT	Schuylkill Freedom Trail	Municipal	4.6	Valley Forge National Historical Park @ Valley Forge Road (PA-23, Schuylkill Township)	Schuylkill River Trail @ Bridge Street (PA-29, Phoenixville Borough)	Multi-use Trail/Sidepath, Split-mode	Schuylkill River Trail, French Creek Trail, Valley Forge National Historical Park, Freedoms Foundation, downtown Phoenixville	• Phoenixville Regional Planning Commission Comprehensive Plan, 2021 • Schuylkill Township Freedom Trail Feasibility Study, 2016 • Schuylkill Township Multi-Modal Map, 2018
	Description:	Proposed trail connection from the Schuylkill River Trail in Phoenixville to Valley Forge National Historical Park.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium Term) • Commission a feasibility study to determine a feasible trail alignment. (Short/Medium-term)						
WCP	West Chester Pike Connector	Municipal	1.8	Paoli Pike (East Goshen Township)	West Chester Pike (PA-3, East Goshen Township)	Multi-use Trail/Sidepath	Paoli Pike Trail, Goshen Corporate Center	• East Goshen Township Comprehensive Plan, 2015
	Description:	Proposed trail connection between Paoli and West Chester Pikes.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium Term)						
WLH	West Lincoln Highway Spur	Municipal	4.5	Strode Avenue (PA-82, Coatesville City)	First Avenue (Sadsbury Township)	Multi-use Trail/Sidepath	Chester Valley Trail West, Rainbow Elementary School, Airport Village Center, Meetinghouse Business Park, Chester County Airport	• Valley Township Open Space, Recreation, and Environmental Resources Plan, 2019 • Valley Township West Lincoln Highway Corridor Master Plan, 2023
	Description:	Proposed trail spur from the Chester Valley West along Lincoln Highway (US-Business 30).						
	Next Steps:	• Secure additional right-of-way needed for trail development. (Short/Medium-term) • Coordinate with PennDOT fo long-term trail improvements as part of roadway projects. (Long-term)						
WHI	Whitford Road Connector	Municipal	0.5	Chester Valley Trail, Phase Iva @ Whitford Road	Chester Valley Trail P&T @ Whitford Station	Multi-use Trail/Sidepath	Chester Valley Trail Phase IVa, Chester Valley Trail P&T, Whitford Train Station, Oaklands Corporate Center, Main Street at Exton	• West Whiteland Township Bicycle and Pedestrian Plan, 2019
	Description:	Proposed trail connection along Whitford Road between the Chester Valley Trail Phase IVA and the Chester Valley Trail P&T extension.						
	Next Steps:	• Secure additional right-of-way needed for trail development. (Short/Medium-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium-term) • Commission an advanced feasibility/engineering study. (Short-term)						

							Tier III Trails	
ID	Trail/Corridor Name	Lead Agency	Length (mi)	From	To	Suggested Facility Type	Key Connections	References
ASH	Ashbridge Preserve Connector	Municipal	1.6	Paoli Pike Trail (East Goshen Township)	Ashbridge Preserve (East Goshen Township)	Multi-use Trail/Sidepath, Pedestrian Path, Hiking Trail	Paoli Pike Trail, Ashbridge Preserve, East Goshen Township Park, East Goshen Township Wetland Walk, East Goshen Elementary School	• East Goshen Township Comprehensive Plan, 2015
	Description:	Proposed trail along Ridley Creek from the Paoli Pike Trail to Ashbridge Preserve.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Medium/Long-term) • Secure additional right-of-way needed for trail development. (Medium/Long-term)						
BBT	Boars Back Trail	Municipal	5.8	St. Peters Road (Warwick Township)	Park Avenue (Elverson Borough)	Multi-use Trail/Sidepath, Hiking Trail	Horse-Shoe Trail, Elverson Borough, St. Peter's Village, Pennsylvania State Gamelands 43	• Elverson Borough Active Transportation Plan, 2021 • Elverson Borough Comprehensive Plan, 2022 • Warwick Township Comprehensive Plan Supplement: Protection Strategies for Hopewell Big Woods, 2015
	Description:	Proposed trail through along the abandoned Sow-Belly rail corridor between Elverson Borough and St. Peter's Village. Portions of the corridor are owned by either Chester County or the state, however other portions have reverted to adjacent private property owners.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Medium/Long-term) • Convene stakeholders to determine the organizational structure for the long-term ownership and management of the corridor. (Medium/Long-term)						
BRT	Brandywine Trail	Private/ Municipal	6.3	Marsh Creek State Park (Upper Uwchlan Township)	Horse-Shoe Trail (West Vincent Township)	Paved Pedestrian Path, Hiking Trail	Marsh Creek State Park, Horse-Shoe Trail, Ludwig's Corner	• Phoenixville Regional Planning Commission Comprehensive Plan, 2021 • West Vincent Township Public Trail Plan, 2022 • Upper Uwchlan Township Active Transportation Plan, 2023.
	Description:	Traditional hiking route from Brandywine Creek State Park in Delaware to the Horse-Shoe Trail in West Vincent Township. The trail was created for the use of private hiking clubs and largely follows existing roads, however could be formalized for public access and to improve safety.						
	Next Steps:	• Secure additional right-of-way needed for trail development. (Medium/Long-term) • Implement off-road segments where feasible to improve user safety. (Medium/Long-term)						
CSC	County Seat Corridor	Municipal	2	Price Street (PA-52) @ S. Bradford Avenue (West Chester Borough / East Bradford Township)	East Brach Brandywine Trail @ Blue Rock Road (East Bradford Township)	Multi-use Trail/Sidepath	East Branch Brandywine Trail, West Chester Borough, Sconnelltown Park	• East Bradford Township Comprehensive Plan Update, 2016 • East Bradford Township Official Map, 2021
	Description:	Proposed trail connecting West Chester Borough to the proposed East Branch Brandywine Trail.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Medium/Long-term)						
EXT	Exton Square Connector	County / Municipal	0.5	Chester Valley Trail (West Whiteland Township)	Exton Library (West Whiteland Township)	Multi-use Trail/Sidepath	Chester Valley Trail, Exton Square Mall, Main Line Health Exton, Exton Library, Fairfield Place shopping center, Meadowbrook Manor Park	• West Whiteland Township Bicycle and Pedestrian Plan, 2019
	Description:	Proposed connection between the Chester Valley Trail and a high density destination cluster near the Exton Library.						
	Next Steps:	• Monitor progress of potential redevelopment of the Exton Square Mall and advocate for trail/active transportation connections to the Chester Valley Trail should redevelopment occur. (Short/Medium-term)						

Tier III Trails							
ID	Trail/Corridor Name	Lead Agency	Length (mi)	From	To	Suggested Facility Type	Key Connections	References
GRY	Greystone Connector	Municipal	2.4	N. 5 Points Road/Fernhill Road (West Goshen Township)	Pottstown Pike (PA-100, West Goshen Township)	Multi-use Trail/Sidepath, Split-mode	Aram Avenue sidepath, Robert E. Lambert Park	• Central Chester County Bicycle and Pedestrian Circulation Plan, 2013 • West Goshen Township Comprehensive Plan, 2019
	Description:	Proposed trail connection between an existing multi-use trail along Aram Avenue to Fernhill Road in West Goshen Township. The trail would utilize an existing trestle bridge over US-322.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Medium/Long-term)						
HIB	Hibernia-Brandywine Trail	Municipal	3.3	Lincoln Highway (US-30 Business, Coatesville City)	Wagontown Road (West Caln Township)	Multi-use Trail/Sidepath, Pedestrian Path, Hiking Trail	Chester Valley Trail, downtown Coatesville, Gateway Park, Coatesville Riverwalk, Hibernia County Park	• The Mill Trail Study: A Bicycle and Pedestrian Facilities Plan, 2018 • Valley Township Comprehensive Plan Update, 2020 • West Caln Township Comprehensive Plan, 2020.
	Description:	Proposed trail between Coatesville and Hibernia County Park following the West Branch Brandywine Creek.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Medium/Long-term)						
HST	Horse-Shoe Trail	Private	39	Valley Forge National Historic Park	French Creek State Park	Hiking Trail	Devault Trail, Brandywine Trail, French Creek Trail, Valley Forge National Historic Park, Warwick County Park, Welkenweir, French Creek State Park	
	Description:	Existing 140-mile long equestrian and hiking trail from Valley Forge National Historic Park to the Appalachian Trail in Dauphin County.						
	Next steps:	• Management: Continue to secure trail easements and/or use agreements from private property owners.						
JEN	Jennersville Loop	Municipal	1.8	Baltimore Pike @ Avon Grove High School (Penn Township)	Batlimore Pike @ Pusey Mill Road (Penn Township)	Multi-use Trail/Sidepath	Avon Grove High School, Shoppes at Jenners Village, Jennersville YMCA, Penn Township Park, Penn Township Sports Park	• Southern Chester County Circuit Trail Feasibility Study, 2021
	Description:	Proposed trail connecting various resources in the Jennersville area near the Baltimore Pike and Jennersville Road (PA-796) intersection. A portion of the trail would be located with/adjacent to the US-1 ROW requiring approval and coordination with PennDOT.						
	Next steps:	• Continue to advocate and build public support for the trail. (Short/Medium Term) • Coordinate with PennDOT regarding the inclusion of a multi-use trail across US-1 as part of US-1 reconstruction project.(Short-term)						
KAS	Kennett Area Spine	Municipal	2.6	Doe Run Road (PA-82, East Marlborough Township))	Kennett Pike (PA-52, Kennett Township)	Multi-use Trail/Sidepath	Anson B. Nixon Park, Longwood Gardens, Unionville High School, Charles F. Patton Middle School, Unionville Elementary School, URA Ballfields, Willowdale Town Center, Kennett Bikeway	• East Marlborough Township OSRER Plan, 2021 • Planning Kennett Connections, 2023
	Description:	Proposed trail network connecting local residents to destinations within the Unionville, Kennett, and Longwood/Hamorton areas.						
	Next steps:	• Continue to advocate and build public support for the trail. (Short/Medium Term)						
KIM	Kimberton Glen Connector	Muncipal	1.2	Schuylkill Road (PA-724, East Pikeland Township)	Schuylkill River Trail (Phoenixville Borough)	Multi-use Trail/Sidepath	Schuylkill River Trail	• Phoenixville Regional Planning Commission Comprehensive Plan, 2021
	Description:	Proposed extension of existing 0.9-mile multi-use trail along Crossover Boulevard to the Schuylkill River Trail.						
	Next steps:	• Secure additional right-of-way needed for trail development. (Short/Medium-term)						

**Tier III Trails**						
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**	**References**

ID	Trail/Corridor Name	Lead Agency	Length (mi)	From	To	Suggested Facility Type	Key Connections	References
MDT	Mason-Dixon Trail	Private	13.4	East Branch Brandywine Trail (Pennsbury Township)	White Clay Creek Preserve (London Britain Township)	Hiking Trail	East Branch Brandywine Trail, Octoraro Trail (Delaware County), White Clay Creek Preserve, White Clay Creek State Park,	
	Description:		Existing 200-mile long hiking trail from Chadds Ford to the Appalachain Trail in Cumberland County, PA.					
	Next steps:		• Management: Continue to secure trail easements and/or use agreements from private property owners.					
NOT	Nottingham Park Connector	County / Municipal	1.1	E. Christine Road (PA-272, West Nottingham Township)	Park Road @ Nottingham County Park (West Nottingham Township)	Multi-use Trail/Sidepath	Nottingham County Park, Nottingham Village	• Southern Chester County Circuit Trail Feasibility Study, 2021 • West Nottingham Township: Nottingham Village Circulation, Streets, and Identity Composite Map, 2007
	Description:		Proposed trail connecting Nottingham Village to Nottingham County Park.					
	Next steps:		• Continue to advocate and build public support for the trail.(Medium/Long-term) • Coordinate with PennDOT regarding the inclusion of a multi-use trail across US-1 as part of US-1 reconstruction project.(Short-term)					
OAR	Oxford Area Recreation Connector	Municipal	1.7	Lancaster Avenue (PA-472, Oxford Borough)	Oxford Area Recreation Authority Park (East Nottingham Township)	Multi-use Trail/Sidepath	Downtown Oxford, OARA Park, Oxford Memorial Park	• Borough of Oxford Comprehensive Plan, 2023 • Oxford Borough Active Transportation Plan, 2023
	Description:		Proposed trail from downtown Oxford to the Oxford Area Recreation Authority Park along West Locust Street. The trail includes a crossing of US-1 that could be incorportated as part of the on-going US-1 reconstruction project.					
	Next Steps:		• Coordinate with PennDOT regarding the inclusion of a multi-use trail as part of US-1 reconstruction project.(Short-term) • Coordinate with stakeholders and property owners to secure additional right-of-way needed for trail development and implement trail segments through land development where applicable. (Short/Medium term)					
TRT	Taylor Run Trail	Municipal	2.2	Hoopes Park (West Chester Borough)	Stroud Preserve (East Bradford Township)	Hiking Trail	East Branch Brandywine Trail, Timber Top Farm Trail, Stroud Preserve, West Chester	• East Bradford Township Comprehensive Plan Update, 2016 • East Bradford Township Official Map, 2021
	Description:		Proposed trail from West Chester Borough to Stroud Preserve and the proposed East Branch Brandywine Trail.					
	Next Steps:		• Continue to advocate and build public support for the trail. (Medium/Long-term)					
US1-1	US-1 Expressway Trail (Kennett Area)	Municipal	3.6	Near Baltimore Pike/US-1 interchange (Kennett Township)	Bancroft Road (New Garden Township)	Multi-use Trail/Sidepath	Kennett Greenway, Anson B. Nixon Park, Bancroft Elementary School	• Southern Chester County Circuit Trail Feasibility Study, 2021
	Description:		Proposed trail within/adjacent to the PennDOT US-1 ROW in the Kennett area. Requires approval and coordination with PennDOT and other landowners.					
	Next Steps:		• Coordinate with PennDOT regarding the inclusion of a multi-use trail as part of US-1 reconstruction project. (Short-term) • Secure additional right-of-way needed for trail development. (Short/Medium-term)					

Tier III Trails							
ID	Trail/Corridor Name	Lead Agency	Length (mi)	From	To	Suggested Facility Type	Key Connections	References
US1-2	US-1 Expressway Trail (Oxford Area)	Municipal	3.8	W. Locust Street (East Nottingham Township)	E. Christine Road (PA-272, West Nottingham Township)	Multi-use Trail/Sidepath	OARA Park, Nottingham County Park, Herr's factory, and other regional destinations.	• Borough of Oxford Comprehensive Plan, 2023 • Oxford Borough Active Transportation Plan, 2023 • Southern Chester County Circuit Trail Feasibility Study, 2021
	Description:	Proposed trail within/adjacent to the PennDOT US-1 ROW from Locust Street to the Maryland State line. Requires approval and coordination with PennDOT and other landowners.						
	Next Steps:	• Coordinate with PennDOT regarding the inclusion of a multi-use trail as part of US-1 reconstruction project.(Short-term) • Secure additional right-of-way needed for trail development. (Short/Medium-term)						
UUT	Upper Uwchlan Township Trail Network	Municipal	Varies	Varies	Varies	Multi-use Trail/Sidepath	Various destinations within the community.	• Upper Uwchlan Township Active Transportation Plan, 2023
	Description:	Extensive local trail network made up of many facilities in Upper Uwchlan Township. Proposed links and gap fillers in the Upper Uwchlan Township trail network, including: • Trail extension along Conestoga Road (PA-401) to Andrew Evans Park; • Trail extension along Fellowship Road; • Trail connection to Uwchlan Trail along Pottstown Pike (PA-100) via an underpass beneath the PA turnpike; • Trail extension along Pottstown Pike from Fellowship Drive to Garrison Drive; • Trail connection along Milford and Little Conestoga Roads to Marsh Creek State Park; • Trail extension along Milford Road to Patricia Drive.						
	Next Steps:	• Secure additional right-of-way needed for trail development. (Short/Medium-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium-term) • Coordinate with PennDOT and the Pennsylvania Turnpike Commission to incorporate a trail connection along Pottstown Pike as part of the on-going turnpike reconstruction project. (Short-term)						

Conceptual Corridors							
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**
C-1	Buck Run	Municipal	1.4	W, Lincoln Highway (US-30), Sadsbury Township	Chester Valley Trail (Sadsbury Township)	Multi-use Trail/Sidepath	Chester Valley Trail West, Sadsburyville
	Description:	This trail could be developed as part of a 9.4-mile trail loop in combination with the proposed Chester Valley Trail West and West Lincoln Highway Spur. The trail could follow an existing trail along Old Wilmington Road in Sadsburyville, then branch off to follow Quarry Road west to the Buck Run creek corridor. The trail could follow Buck Run south and connect with the proposed Chester Valley Trail West.					
C-2	Chester Creek	Municipal	4.7	Market Street (West Chester Borough)	Cheyney Road (Delaware County)	Multi-use Trail/Sidepath	West Chester Borough, Bayard Rustin High School, Cheyney University
	Description:	This trail could follow Chester Creek largely within the SEPTA-owned rail corridor utilized by the West Chester Railroad from West Chester Borough to Delaware County. There appears to be sufficient room within most of the railroad right-of-way to develop a trail (rail-with-trails), however there are several pinch points where the trail may need to deviate onto private property.					
C-3	Christiana	Municipal	0.8	Chester Valley Trail (West Sadsbury Township)	Christiana Borough (Lancaster County)	Multi-use Trail/Sidepath, Split-mode	Chester Valley Trail West, Enola Low Grade Trail (Lancaster County), Atglen Borough Hall and Park, Christiana Borough
	Description:	This trail could create an a connection from the Chester Valley Trail West into Christiana Borough, Lancaster County.					
C-4	Forge to Refuge	Municipal	2.1	Radnor Trail (Delaware County)	Valley Forge National Historical Park (Tredyffrin Township)	Multi-use Trail/Sidepath, Split-mode	Radnor Trail, Chester Valley Trail, Patriots Path, Valley Forge National Historical Park
	Description:	This trail was conceptually identified as part of the potential "Forge to Refuge Trail" connecting the John Heinz Wildlife Refuge in Philadelphia to Valley Forge National Historical Park. The trail would utilize portions of the Chester Valley Trail and Patriot's Path, Valley Forge Segment as part of the connection.					
C-5	Hibernia	Municipal	10.3	Hibernia County Park (West Caln Township)	Struble Lake (Honey Brook Township)	Multi-use Trail/Sidepath, Hiking Trail	Struble Trail, Hibernia County Park, Icedale Preserve, Struble Lake
	Description:	This trail would follow the old Hibernia rail corridor from Hibernia County Park to Struble Lake. The railway was abandoned and has largely reverted to private property owners and would many easements to complete. Portions of the corridor are publically owned, including a segment within Honey Brook and West Brandywine Townships for which the Icedale Trail Feasibility Study was completed in 2022.					
C-6	Kerr Park	Municipal	0.5	East Branch Brandywine Trail (Downingtown Borough)	Struble Trail (Downingtown Borough)	Multi-use Trail/Sidepath	East Branch Brandywine Trail, Struble Trail, Kerr Park
	Description:	This trail would create a more direct connection between the East Branch Brandywine Trail and the Struble Trail through Kerr Park in Downingtown Borough.					
C-7	Octoraro	Municipal	27.5	Delaware County line near US-1	Maryland State line near US-1	Multi-use Trail/Sidepath	Multiple destinations within Nottingham Village, Oxford Borough, Lincoln University, West Grove Borough, Avondale Borough, Toughkenamon Village, Kennett Square Borough, Chadds Ford
	Description:	This trail could follow the Octoraro Railroad corridor that passes through the center of multiple population centers in southern Chester County. This trail is not feasible nor recommended given the active use of the railroad, however is included as a long-term trail opportunity should the corridor become inactive in the future.					

**Conceptual Corridors**
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**
C-8	Pennsbury	Municipal	4.5	Baltimore Pike Bikeway (Kennett Township)	East Branch Brandywine Trail (Pennsbury Township)	Multi-use Trail/Sidepath	East Branch Brandywine Trail, Kennett Bikeway
	Description:		This trail would form a connection between the Baltimore Pike Bikeway to the proposed East Branch Brandywine Trail. Various alternatives for this connection were considered in the Southern Chester County Circuit Trail Feasibility Study, however additonal study and public outreach is needed to determine a feasible and publicly supported alignment.
C-9	Ridley Creek	Municipal	3.9	Ashbridge Preserve (East Goshen Township)	Ridley Creek State Park (Delaware County)	Multi-use Trail/Sidepath, Hking Trail	Ashbridge Preserve, Rushton Woods Preserve, Okehocking Preserve, Ridley Creek State Park
	Description:		This trail could connect to Ridley Creek State Park in Delaware County. The trail would connect several preserves and public spaces in East Goshen and Willistown Townships.
C-10	Serpentine	Municipal	17.3	Nottingham County Park (West Nottingham Township)	White Clay Creek Preserve (London Britain Township)	Multi-use Trail/Sidepath, Split-mode, Pedestrian Path, Hiking Trail, Bicycle Facilities	Nottingham County Park, Chrome Barrens Serpentine Preserve, Lower Chrome Barrens Serpentine Preserve, Big Elk Creek State Park, White Clay Creek Preserve
	Description:		This trail could be part of a major recreational greenway connecting several parks, preserves, and high-value natural landscapes in southern Chester County. The trail could incorporate existing trails within open space systems, improving the connectivity of these resources through a combination of off-road trails and on-road bicycle facilities.
C-11	Springton Manor	County	0.3	Struble Trail (Wallace Township)	Springton Manor Farm	Multi-use Trail/Sidepath	Struble Trail, Springton Manor Farm
	Description:		This trail could create a connection between the proposed northern extension of the Struble Trail and Springton Manor Farm, a county park and historic farmstead listed on the National Register of Historic Places.
C-12	West Branch Brandywine	Municipal	11.6	Union Street (Modena Borough)	East Branch Brandywine Trail (Pocopson Township)	Multi-use Trail/Sidepath	Mill Trail, East Branch Brandywine Trail, Cheslen Preserve, the Laurels Preserve, Myrick Conservation Center
	Description:		This trail could follow the West Branch Brandywine Creek along the Wilmington & Northern rail corridor from Modena Borough and Pocopson Township. This trail is not feasible nor recommended given the active use of the railroad, however is included as a long-term trail opportunity should the corridor become inactive in the future. In combination with the Mill Trail, this trail would form a connection between two proposed Circuit Trails; the Chester Valley Trail West and the East Branch Brandywine Trail.
C-13	West Chester/West Goshen Connector	Municipal	1.5	Fernhill Road (West Goshen Township)	E. Chestnut Street (West Chester Borough)	Multi-use Trail/Sidepath	West Chester Borough, West Chester Henderson High School, West Goshen Community Park
	Description:		This trail could create a connection from West Chester to points east in West Goshen Township.
C-14	White Clay Creek	Municipal	12.5	Goddard Park (London Grove Township)	White Clay Creek Preserve (London Britain Township)	Pedestrian Path, Hiking Trail	Goddard Park, Banffshire Preserve, White Clay Creek Preserve, White Clay Crescent Preserve
	Description:		This trail could follow the Middle Branch of the White Clay Creek from Goddard Park in London Grove Township to the White Clay Creek Preserve in London Britain Township.
C-15	Woodbine	Municipal	0.6	Chestnut Street (Downingtown Borough)	Woodbine Road (Downingtown Borough)	Split-mode	CVT - Struble Trail Connector, Bishop Shanahan High School, Brandywine Square shopping center
	Description:		This trail could connect the proposed Chester Valley Trail-Struble Trail Connector with an existing multi-use trail along Woodbine Road in Downingtown Borough.

5

Planning, Design, and Management Resources

Trail Facilities

The following section defines the types of trail and active transportation facilities specified within this *Plan*. All facilities should meet required accessibility and design standards to ensure user safety, comfort, and accessibility.

Refer to the following publications for more information on facility standards and requirements:

- *Guide for the Development of Bicycle Facilities,* American Association of State Highway Transportation Officials (AASHTO).

- *Guide for the Planning, Design and Operation of Pedestrian Facilitie*s, AASHTO.

- *Design Manual Part 2, Contextual Roadway Design* (Pub. 13), PennDOT.

- *Manual on Uniform Traffic Control Devices* (MUTCD), Federal Highway Administration (FHWA).

- *Multi-modal Circulation Handbook for Chester County, PA,* CCPC.

- *Pennsylvania Trail Design and Development Principles: Guidelines for Sustainable, Non-motorized Trails*, PA DCNR.

- *Public Right-of-Way Accessibility Guidelines* (PROWAG) and *Americans with Disabilities Act (ADA) Accessibility Standards*, United States Access Board.

- *Urban Bikeway Design Guide*, National Association of City Transportation Officials (NACTO).

- *Small Town and Rural Multi-modal Networks,* FHWA.

Multi-use Trail/Sidepath

A multi-use trail (also called shared-use) is an off-road facility designed and constructed for bi-directional travel by pedestrians, bicyclists, and other types of non-motorized users. Multi-use trails must meet ADA-requirements for trail grade and surface so they can be used by people of all ages and ability levels. They have a recommended minimum width of 10 feet, although they are often wider in areas that receive heavy use. Multi-use trails may be as narrow as 8 feet wide where space is physically constrained, in environmentally sensitive areas, or where bicycle use is expected to be very low. Multi-use trails are called sidepaths when running parallel to an adjacent roadway.

User Types:

- Pedestrians, bicyclists, persons in wheelchairs or using other assisted-mobility devices, joggers, runners, and persons pushing strollers. Additional user types such as in-line skaters, skateboarders, and e-bike and e-scooter users may be permitted pending local regulations.

Dimensions:

- 10'-15' is recommended however they may be reduced to 8' wide in spatially constrained or environmentally sensitive areas and where low bicycle and pedestrian volumes are anticipated.

- Sidepaths should include a minimum 5' wide verge (buffer) space between the edge of the road and the trail. Where 5' is not feasible, the sidepath should include a physical barrier to separate trail users from motorists.

Accessibility:

- Must meet governing accessibility requirements including AASHTO and ADA/PROWAG.

- The trail's grade may be up to 5% for any distance however gentler grades are recommended.

- Sidepaths may exceed 5% slopes when located within a street or highway right-of-way as long as the slope does not to exceed the adjacent roadway grade.

- The trail's surface should be stable, firm, and slip resistant. Asphalt pavement is the most common multi-use trail surface, however concrete pavement or compacted aggregate are also suitable alternatives.

Considerations:

- Special design considerations must be provided at road and driveway crossings to safely accommodate trail users crossing the path of motorists.

- Trails should contain a minimum 2' wide graded shoulder transition on each side of the trail. The shoulder may be reduced to 1' if a barrier such as a fence or railing is provided. Consider barriers or wider shoulders when adjacent to waterways or steep downward slopes.

- The minimum vertical clearance is 8', however vertical clearance of 10' or more is recommended.

Multi-use Trail Section

8' MIN. VERTICAL CLEARANCE

10-15' (8' MIN.)
MULTI-USE TRAIL

GRADE SEPARATION /
VEGETATED BUFFER

CARTWAY
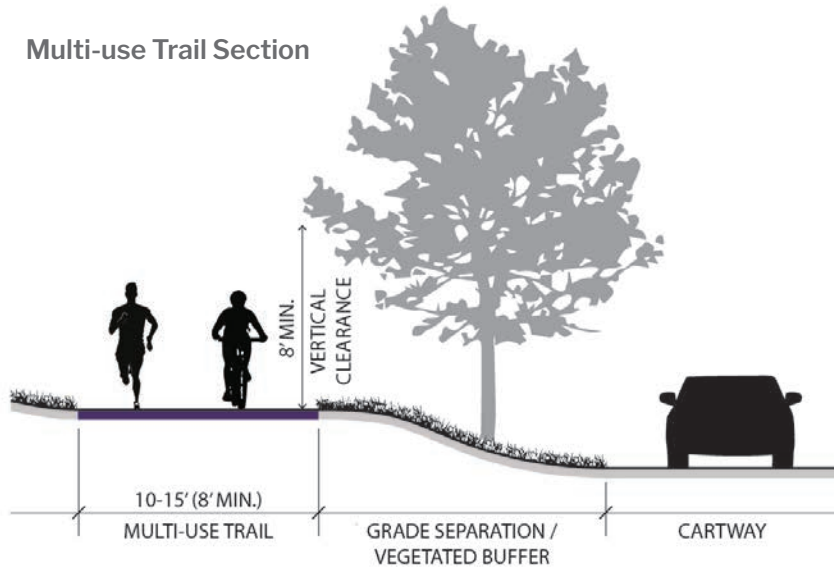
Multi-use trails allow pedestrians and bicyclists to share the same facility.

Sidepath Section

10-15' (8' MIN.)
MULTI-USE TRAIL

5' MIN.
BUFFER
(OR VERTICAL
BARRIER)

CARTWAY
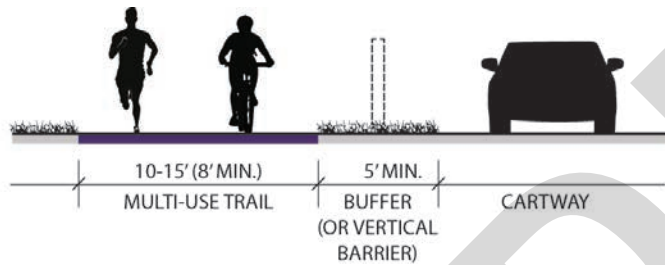
Sidepaths require a minimum 5' buffer from roads. If 5' is not feasible, vertical barriers are required to help protect trail users.

Restricted Use Facilities

Restricted use is a classification of trails with one or more conditions that limit the types of users based on physical, programming, or accessibility factors.

Examples of limiting factors include:

- Accessibility: The trail does not meet ADA accessibility requirements.
- Width: The trail is less than 8' wide.
- Programming: The trail is designated for exclusive use by one transportation mode or user type.
- Public Access: The trail restricts public access.

Examples of restricted use trails include pedestrian paths, hiking trails, equestrian trails, mountain bike trails.

Pedestrians paths and sidewalks restrict use to pedestrians only.

Pedestrian Path/Sidewalk

A pedestrian path is an off-road facility with an improved surface for the exclusive use of pedestrians. Common examples include walking/jogging trails and many internal trail systems within residential developments. Sidewalks are a specific type pedestrian path running parallel to a street providing a physically separated space for pedestrian travel within the public right-of-way.

User Types:

- Pedestrians, persons in wheelchairs or using other assisted-mobility devices, joggers, runners, persons pushing strollers.

Dimensions:

- Minimum 5' wide, however should be wider in areas expected to receive high volumes of pedestrian traffic.

Accessibility:

- Must meet governing accessibility requirements, including ADA/PROWAG.
- A path's grade may be up to 5% permitted for any distance, and up to 8.33% for 30' or less with a minimum 5' x 5' resting interval (landing) at each end. Sidewalk slopes are permitted to exceed 5% as long as the slope does not to exceed the adjacent roadway grade.
- Surface shall be stable, firm, and slip resistant, such as asphalt, concrete, or compacted aggregate.
- Sidewalks are typically concrete however more decorative paving may be appropriate in certain areas, such as downtowns, village centers, and business districts.

Considerations:

- Special design considerations must be provided at road and driveway crossings to safely accommodate trail users crossing the path of motorists.
- PennDOT and AASHTO discourage bicycling on sidewalks except in the case of young children or in unique circumstances, such as bridges with travel lanes too narrow to safely accommodate bicycle travel.
- Sidewalks within downtowns or business districts may include a "furnishing zone" in which amenities such as lighting, benches, litter/recycling receptacles, bus shelters, bike racks, and street trees are located. The furnishing zone should be located outside of the 5' required clear walking zone

Chester County contains many hiking trails through its parks and preserves.

Hiking Trail

A hiking trail is a naturally surfaced trail for pedestrian use. They offer opportunities for nature-based recreation and are often found in scenic environments like parks, preserves, along creeks and streams, and within forests and woodlands. Hiking trails can vary greatly in width, surface, and degree of accessibility and difficulty. The following guidelines should be considered to maximize accessibility of hiking trails for most users.

User Types:

- Hikers, trail runners, walkers, backpackers, some mobility-impaired users, equestrians when permitted by local regulations.

Dimensions:

- Minimum 36" clear tread width, however wider is preferred to accommodate passing.

Accessibility:

- Trail grade up to 5% for any distance.
- Trail grade up to 8.33% for up to 200' with resting intervals provided at distances no greater than 200' apart.
- Trail grade up to 10% for up to 30' with resting intervals provided at distances no greater than 30' apart.
- Trail grade up to 12.5% for up to 10' with resting intervals provided at distances no greater than 10' apart.
- Trail cross slope no greater than 5%.
- Tread obstacles not exceeding a height of 2".
- Trail surface should be firm and stable, such as compacted earth or aggregate.

Considerations:

- Provide minimum 5' x 5' passing spaces at intervals no more than 1,000' apart when clear tread width is less than 5' wide.
- Hiking trails are appropriate within environmentally sensitive areas where disturbance should be minimized, like along waterways, within woodlands, or traversing steep slopes.
- Special design considerations must be provided at road and driveway crossings to safely accommodate trail users crossing the path of motorists.

Split-mode Facilities

Split-mode refers to combined on- and off-road trails with separate pedestrian and bicycle facilities along the corridor. In a split-mode condition, pedestrians utilize an off-road path (typically a sidewalk, but may also be a paved pedestrian path) and bicyclists utilize the adjacent roadway which may or may not contain a dedicated bicycle facility. The following bicycle facilities may be incorporated as part of a split-mode trail.

Parking protected cycle track in Philadelphia. (Source: Philadelphia Streets Department)

Parking Protected Cycle Track

Cycle tracks are designed for the exclusive use of bicyclists in a one- or two-way condition. The facility is situated between the sidewalk and on-street parking lane or cartway and includes a barrier to separate bicyclists from vehicles. The barrier may be a physical barrier like a raised curb or median, or it may be striped and include vertical delineators. Cycle tracks may be located at the road-level, sidewalk-level, or at mid-level between the road and sidewalk.

Despite their proven safety benefits, protected bike facilities such as parking protected cycle tracks are not permitted under the Pennsylvania Vehicle Code (PVC) as of this report's printing. Legislation to revise the PVC to permit these facilities has been introduced on several occasions but has stalled in the state legislature. Municipalities and planners should continue to monitor the status of future legislation with regard to these facilities.

Split-mode with Parking Protected Cycle Track

Dimensions:

- 12' wide for two-way cycle track
- 5' wide for one-way cycle track
- 18" clear "door zone" between cycle track and on-street parking lane

Considerations:

- Cycle tracks must go through the formal bike lane request process on PennDOT roads.
- The design of cycle tracks must consider and address drainage, ADA, and maintenance accessibility.
- Special considerations must be given to accommodate bicycle turning movements.

Bike Lane/Buffered Bike Lane

A bike lane is an exclusive travel lane for bicyclists within the cartway or along the road shoulder. Where on-street parking is present, the bike lane is located between the cartway and parking lane.

Buffered bike lanes include a designated buffer space to provide more separation between the cyclist and the adjacent vehicular lane.

Both conventional bike lanes and buffered bike lanes utilize pavement markings, striping, and signage to designate the facility. Buffered bike lanes are preferred over conventional bike lanes for roadways that carry high volumes of motor vehicles, have high traffic speeds, or are frequently used by truck/oversized vehicles.

Dimensions:

- Bike Lane: 5' typical one-directional lane from edge of curb or gutter, 4' minimum where no curb is present.
- May be up to 7' wide where adjacent to arterials with high travel speeds.
- 18" striped "door zone" between bike lane and parking lane.
- Buffered Bike Lane: Minimum 2' wide buffer; buffers 3' or wider should contain gore markings.

Considerations:

- Conventional and buffered bike lanes are generally found in urban and suburban environments while bike lanes along the road shoulder are typically found in rural communities.
- Bike lanes include painted bike legends to improve lane visibility and enhance motorists' awareness of cyclists.
- Supplemental signage is recommended to enhance awareness for both bicyclists and motorists.
- Bike lanes must go through the formal bike lane request process on PennDOT roads.

Existing bike lane along Business US-30 in the City of Coatesville.

Split-mode with Bike Lane

| SIDEWALK | PARKING LANE | BIKE LANE (5') | TRAVEL LANE | TRAVEL LANE | BIKE LANE (5') | SIDEWALK |
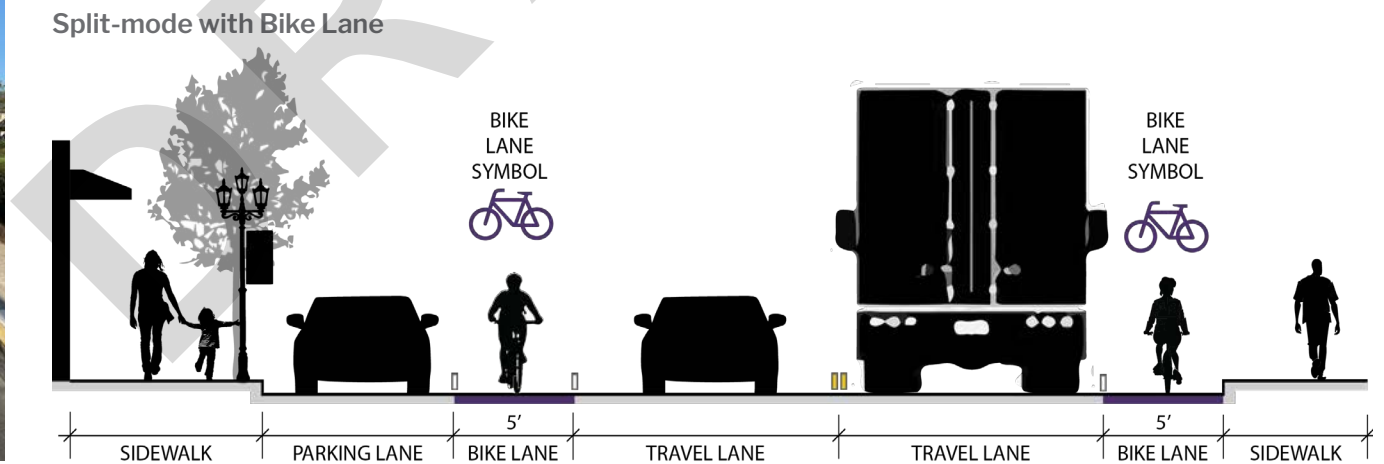
Shared Roadway

A shared roadway is a condition where bicyclists and motor vehicles share the same space within the road. Most roads in Pennsylvania act as shared roadways, however most bicyclists prefer riding on roads with lower traffic volumes and speeds.

Considerations:

- Shared roads are appropriate where the speed limit is 35 mph or less and traffic volumes are under 3,000 vehicles per day, unless a wide shoulder is provided.

- Roads may include painted shared lane markings (sharrows) on the road surface at regular intervals to encourage proper positioning within the lane and inform motorists to expect the presence of bicyclists. Sharrows should be located outside of the door zone of parked cars.

- "Share the Road" or "Bicycles May Use Full Lane" signage is recommended at regular intervals along the route.

- Wide (12'-15') outside travel lanes are preferred where possible to accommodate passing.

- Paved and striped shoulders provide additional room for bicyclists where they are available.

Photosimulation of a split-mode trail with a shared roadway.

Split-mode with Shared Roadway

SHARROWS (SHARE THE ROAD MARKINGS)

SIDEWALK | PARKING LANE | TRAVEL LANE | TRAVEL LANE | SIDEWALK
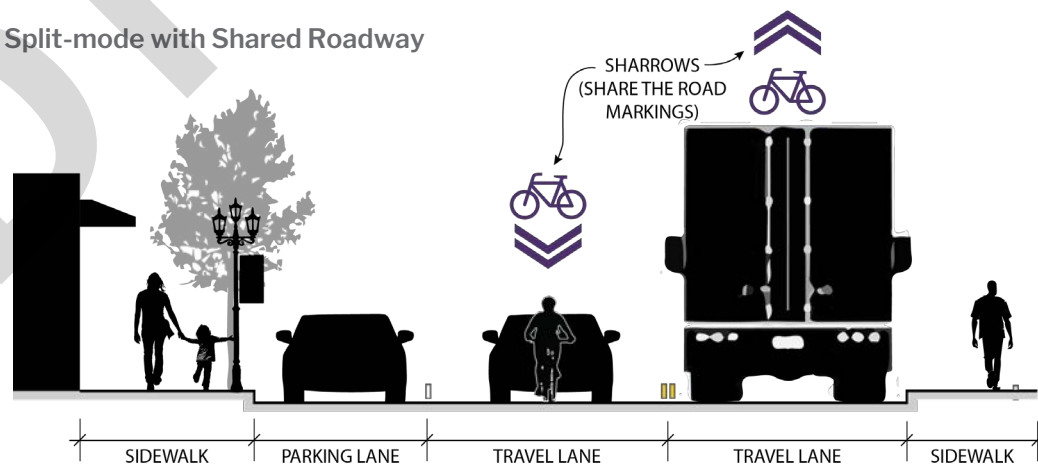
Other Facilities

Curbless Street

A curbless street is a very low-volume, low-speed street or alley where all transportation modes share the right-of-way. Curbless streets are relatively rare in the United States and tend to be found in urban environments like shopping or entertainment districts where pedestrian and bicycle traffic is greater than vehicular traffic. Curbless streets must be thoughtfully designed and implemented to ensure the safety of all users within these shared spaces.

User Types:

- Most types of motorized and non-motorized users.

Considerations:

- Curbless streets often employ visual and physical cues to reduce traffic speeds, including signage, higher-quality paving materials, well-designed entrances and gateways, various site furnishings and amenities, and traffic-calming features such as a non-linear travel path.
- In some instances, curbless streets may contain traffic control devices like bollards or gates to restrict motorists from the road during certain times.
- This facility type is only permissible on locally-owned streets and is applicable in limited circumstances.

Pedestrian Lane

Similar in principle to bike lanes, a pedestrian lane is a striped space within the roadway for the exclusive use of pedestrians. This facility is only suggested in limited circumstances along local roads with very-low traffic volumes and speeds.

User Types:

- Pedestrians, persons in wheelchairs or using other assisted-mobility devices, joggers, runners, persons pushing strollers, in-line skaters, skateboarders

Considerations:

- Only suggested in low-traffic areas like residential neighborhoods where there is adequate space within the road and an off-road facility is not feasible.
- Pedestrian lanes are generally not recommended as an appropriate substitution for sidewalks.

Curbless street in Fort Wayne, IN. (Photo: Input Fort Wayne)

Example of a pedestrian lane in East Brandywine Township.

Marked and Mid-Block Crossings

Marked crossings designate where pedestrians and bicyclists are permitted to cross a road to a connecting facility on the opposite side of the road. Marked crossings are located at intersections and some driveways, while mid-block crossings occur at locations other than intersections. Both types of crossings include striping on the pavement to indicate the travel path for trail users and to serve as a visual notice alerting motorists of the crossing.

User Types:

- Pedestrians, bicyclists, persons in wheelchairs or using other assisted-mobility devices, joggers, runners, and persons pushing strollers.

Dimensions:

- Minimum 6' wide, or equal to the width of the connecting facility, whichever is greater.

Accessibility:

- Must meet governing accessibility requirements, such as ADA or PROWAG.
- ADA curb ramps must be provided to transition users between on- and off-street grades.

Considerations:

- Signage is recommended along the road and trail leading up to marked and mid-block crossings to provide adequate notice for both motorists and trail users.
- Bollards, gates, signage, and trail geometry changes are used to deter motorists from accessing the trail and to slow trail users approaching the crossing.
- The use of decorative paving materials or raised crosswalks may provide additional visual emphasis of marked and mid-block crossings.

- A flashing warning device may be used in combination with signage at mid-block crossings. These devices can be located either on the side of the road or overhead. A Rectangular Rapid Flashing Beacon (RRFB) is an example of a PennDOT-approved flashing warning device.
- Refuge islands shorten the distance trail users need to cross roadways by providing a safe transition space between travel lanes.
- Mid-block crossings require special engineering analysis to determine their appropriateness and effectiveness. Section 11.9 of PennDOT's Traffic Engineering Manual (Pub. 46) establishes criteria for mid-block crossings. For state-owned roads, a mid-block crosswalk engineering and traffic study is required to record the study's findings.

Marked crossing along the CVT in West Whiteland Township.

Marked crossing with RRFB along the CVT in Montgomery County.
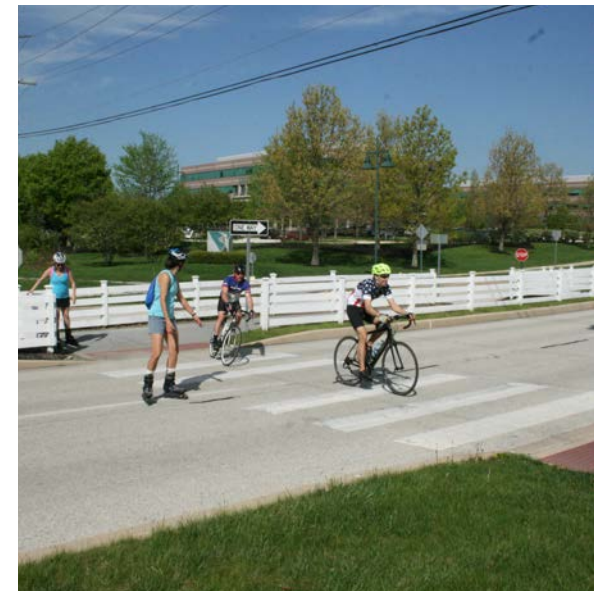
Mid-block crossing with refuge island in West Whiteland Township.

Facility Selection

Selecting the most-appropriate facility requires an in-depth understanding and evaluation of many factors, including but not limited to property ownership, physical constraints, environmental context, user safety, cost, anticipated use, and maintenance requirements. Given the county-wide scope of this *Plan*, the suggested facility types for individual trails are based on a high-level analysis of these factors, with a preference for multi-use trails where conceptually feasible. In cases where split-mode facilities are recommended, the planning team referenced DVRPC's Bicycle Level of Traffic Stress & Connectivity Analysis (https://www.dvrpc.org/webmaps/bike-lts/), Chester County's *Multi-modal Circulation Handbook*, PennDOT's *Design Manual Part 2, Contextual Roadway Design* and the Federal Highway Administration's *Bicycle Facilities Selection Guide* for guidance on facility types and routing options.

The *Plan's* suggested trail facility types are intended to serve as a starting point with the understanding that most trails will require additional planning, investigation, and engineering performed by licensed professionals to determine which facility type is most feasible. While the *Plan* recommends implementation of multi-use trails where feasible, there will be instances where a multi-use trail is not the preferred facility type due to contextual factors, local priorities, and/or public preference. In all cases, trail implementors should strive to implement the safest feasible facility.
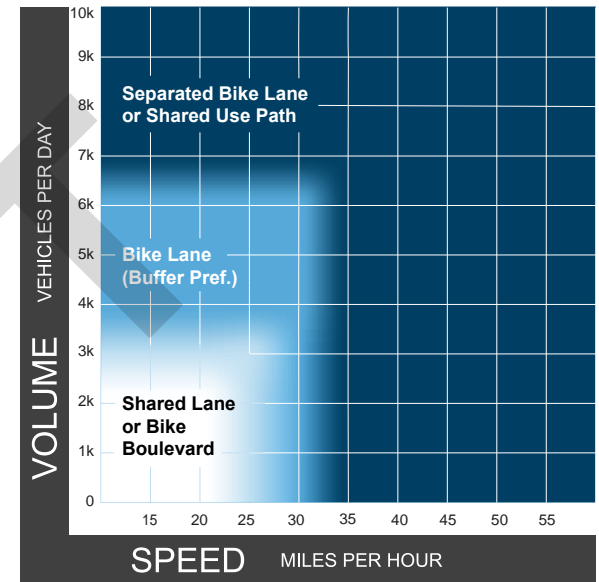
Notes

1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

2 Advisory bike lanes may be an option where traffic volume is <3K ADT.

Bicycle Facility Selection Matrix.
(Source: FHWA Bikeway Selection Guide)
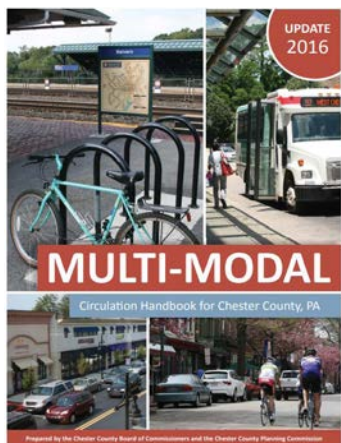
Chester County's Multi-Modal Handbook
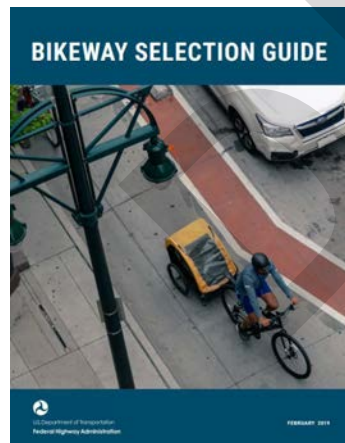
Federal Highway Safety Administration's Bicycle Facilities Selection Guide
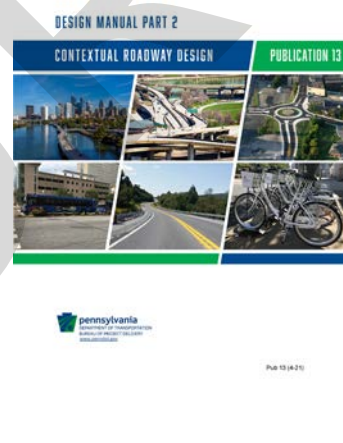
PennDOT Design Manual Part 2, Contextual Roadway Design

DVRPC Level of Traffic Stress. This tool was utilized to evaluate the level of stress bicyclists would experience where split-mode facilities were deemed necessary due to physical constraints or private property concerns.

Trail Support Facilities and Amenities

Trail systems contain additional features to support the needs of trail users and improve trail experiences. The following section identifies a variety of supporting facilities and amenities that should be considered for any trail development project.

Trailheads

Trailheads are the primary access points where people enter a trail system. As the trail's "front-door," they set the tone for the rest of the trail experience. Trailheads should provide safe and direct access to the trail and often include various amenities such as seating, bike racks, and signage.

According to the public survey, most trail users in Chester County drive to trails so it is important that parking is provided at trailheads where feasible. Trailheads may include dedicated parking lots or parking may be accommodated through shared parking arrangements with other uses, such as parks, schools, or other public or civic uses. ADA-accessible parking spaces should be included meeting accessibility scoping and design requirements.

Trailheads should also be designed to allow access for maintenance and emergency vehicles and personnel. Vehicular access should be controlled through elements such as removable bollards or gates to prevent unauthorized vehicles from entering the trail.

Seating

Seating provides an opportunity for people to rest, take in the local scenery, chat with friends, or simply watch people as they pass by. Providing ample seating can make trails feel more welcoming and inclusive, especially for those with physical disabilities or medical conditions who cannot travel long distances without needing to stop and rest.

Seating is recommended to be placed at regular intervals along trails and at trailheads. The style, material, color, and design of seating can be used to help reinforce a trail's brand when consistently placed throughout the trail system.

Parking is a critical trailhead component for most trails.

Amenities are often clustered at trailheads to support users and improve efficiency for maintenance personnel.
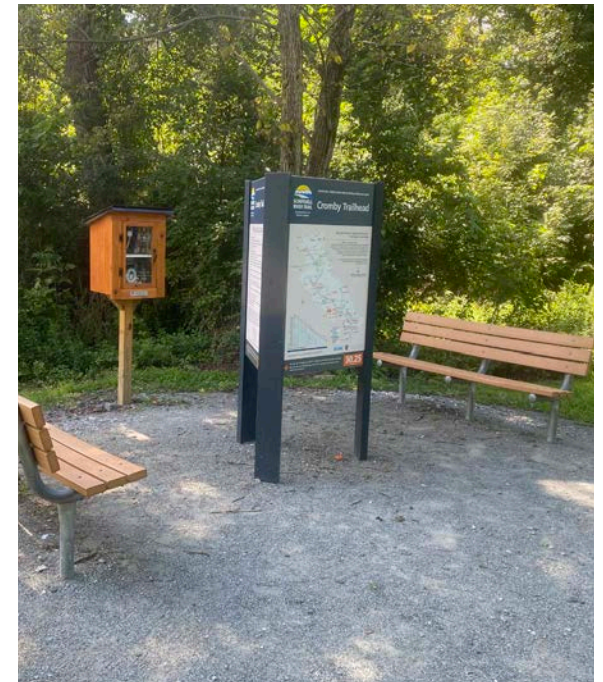
Providing shade at seating areas is a good practice to address user comfort.

Restrooms

Restrooms are valuable trail amenities that require dedicated resources to maintain a safe and clean environment. Most permanent restrooms require water and sanitary sewer connections (unless it is a composting restroom) and are typically located at trailheads within public parks. Portable restrooms are well-suited for sites without utility connections or trails in more remote locations where it is not feasible to maintain on a daily basis.

Drinking Fountains/Hydration Station

Drinking fountains come in many configurations from singular water fountains to combination stations featuring water fountains, bottle fillers, and even drinking fountains for pets. They require a connection to a potable water source and must be winterized to prevent damage.

Bicycle Parking

Safe and secure bicycle parking is an important element for any trail system. Consider bike parking at logical destinations where trail users may wish to stop, such as at a trailheads, gathering spaces, or other destinations like parks, playgrounds, or within commercial areas. Bike racks are a relatively inexpensive way to incorporate art and may be used to strengthen trail branding. Bike lockers provide an added level of security, however they take up more space and are more expensive than conventional bike racks.

Bike repair stations

Self-service bike repair stations include the most necessary tools to perform basic bicycle repairs and maintenance. Consider placing repair stations at trailheads near bicycle parking.

Litter/recycling receptacles

Litter and recycling receptacles are necessary to maintain the cleanliness of a trail, however they need to be regularly emptied to remain effective. Consider placing receptacles at places where people stop or gather, such as trailheads and or gathering spaces.

Pet waste stations

Pet waste stations with disposable bags can help keep the trail clear of (or at least reduce) pet waste along the trail. Like litter receptacles, they need to be regularly emptied and bags replaced to remain effective.

Shade

Shaded areas along a trail can provide much needed relief on hot, sunny days. Shaded areas reduce pavement and ambient temperatures for a more comfortable trail environment. Tree species should be carefully selected to reduce regular maintenance associated with messy fruit or leaf drop or those with shallow root systems that can damage adjacent pavement

Hydration stations come in many configurations.

Bike racks and repair stations are important trail amenities that support bicycle users along a trail.

Picnic area with a shade structure at Frick's Lock Trailhead on the Schuylkill River Trail in East Coventry Township..

Signage

Signage plays a critical role in any trail system. Signage is used to direct users to desired destinations, assist with orientation, establish trail rules and guidelines, and provide other types of pertinent trail or location information. A comprehensive trail signage system includes a variety of signage types that communicate information effectively to the trail user without being overbearing.

General signage considerations:

- Consider implementing a signage and wayfinding plan to establish a cohesive signage system to assist users getting to and using trail networks.

- Signage should convey pertinent information that is clear, understandable, and tailored to the target audience. For instance, vehicular signage intended for motorists should be distinct in size, design, and content compared to signage for pedestrians or bicyclists.

- Signage should be placed so it is easy to see but does not obstruct trail users. It is also important to consider how much signage is appropriate, as too much signage can be visually distracting and lessen its impact.

- Consider signage in multiple languages, especially in areas with concentrations of people whose primary language is one other than English. Images can be very effective at communicating information in a universal manner.

- Utilize materials that can withstand the effects of sunlight, precipitation, and vandalism.

- Consider how technology could be used to supplement traditional signage. For example, a QR-code on a sign could translate the text into a different language, or link to additional information, maps, or resources to aid and inform trail users.

Wayfinding/Directional Signage

Wayfinding/directional signage provides information to help users navigate a trail system. Trail wayfinding informs users about types and locations of destinations, points of interest, and connections along the trail. Community wayfinding directs users along safe, established routes from outside the trail system to trail access points. Signs can range from simple signs with arrows showing direction and distance to destination points to maps of the overall trail network. Wayfinding and directional signs should be provided at trailheads and at key decision points along a trail to help guide users on their journey.
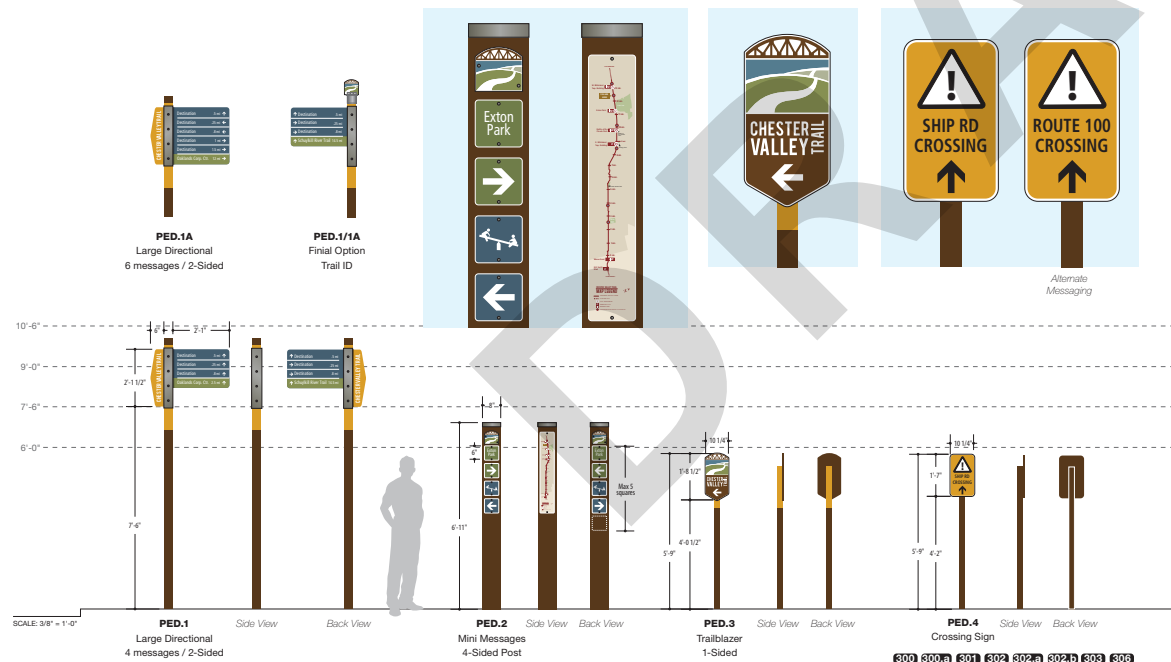
A comprehensive signage system provides a variety of sign types specifically targeted to specific user groups.

Wayfinding signage along the Schuylkill River Trail in Phoenixville.

Regulatory and Warning Signage:

Regulatory signage is used to communicate important information about the trail system and encourage safe and appropriate trail use. It should be posted at trailheads and other key access points where users enter a trail system. This signage is also used to inform and direct behavior for both trail users and motorists at intersections and road crossings.

Information that may be included on regulatory signage includes, but is not limited to:

- Hours of operation
- User restrictions
- Prohibited activities
- User safety/trail etiquette
- Trail rules
- Property regulations (i.e. no trespassing, private property)
- Rules for e-micro-mobility devices (e-Bikes and e-Scooters)

Identification Signage

Identification signage provides information about where the user is located within the system, or identifies specific features like trailheads, parks, roadways, or waterways along or crossing the trail.

Mile markers are a specific type of identification signage used to track distance and provide critical location information to first responders in the event of an emergency. Mile markers should be set at specific intervals, usually either ¼-, ½-, or 1-mile increments and are especially important along trails where other distinguishing features are lacking.

Interpretive signage:

Interpretive signage reveals place-specific information highlighting a site or feature's historic, ecologic, or cultural significance. The format, style, and content will vary depending on the specific place or feature being described. For example, interpretive signage could be used to explain a site's cultural history or provide information about a unique ecologic feature adjacent to the trail.

Regulatory and Informational signage at the Exton Park and French Creek Trailheads.

Mile markers and municipal identification signs along the Chester Valley and Struble Trails

Interpretive signage can be employed in a variety of ways to share site-specific stories and information.

Municipal Policy Toolkit

Pennsylvania's Municipalities Planning Code (MPC, Act 247, as amended) delegates most of the power to regulate land use to individual municipalities. As a result, municipalities have a suite of tools at their discretion that can be used to advance trail development within their jurisdiction.

Comprehensive Plan

The comprehensive plan is an adopted policy document serving as the guiding framework for municipal planning. The plan inventories elements such as land use, transportation, economic development, housing, public facilities, and historic and environmental resources and establishes goals, objectives, and recommendations to proactively address current and future needs.

One of the critical components of a comprehensive plan is the circulation element that addresses a municipality's transportation network. While this element tends to focus heavily on the motorized vehicle network, it presents an opportunity to evaluate and make recommendations for the municipality's active transportation network, leading to a safer, more-efficient, and better connected pedestrian and bicycle network that can reduce people's reliance on automobiles and engenders more inclusive, desirable, active, and healthier communities.

Official Map

The Official Map is an ordinance and map adopted by a municipality to designate areas of interest for possible future right of ways, including roads, public grounds, and active transportation infrastructure like sidewalks, on-road bicycle facilities, and trails. The Official Map informs developers of desired facilities that the municipality intends to implement when development occurs. The adoption of an Official Map does not in and of itself constitute an active acquisition of property rights, however it can help the municipality pursue specific projects and take advantage of opportunities that may arise.

Case Study: East Whiteland Township – Bryn Erin Connection

East Whiteland Township successfully leveraged its comprehensive plan to improve local neighborhood connectivity to the Chester Valley Trail. East Whiteland's comprehensive plan includes a township trails plan identifying desired connections to the trail from multiple locations within the township. East Whiteland utilized this plan as part of a grant application to DVRPC's Regional Trails Program to secure funding that was used for construction of one of these connectors from the Bryn Erin neighborhood to the Chester Valley Trail.

The Bryn Erin connection provides a neighborhood connection to the Chester Valley Trail.

Subdivision and Land Development Ordinance (SALDO) and Zoning Ordinance (Zoning)

SALDO and Zoning are land use regulations that can support the implementation of active transportation infrastructure. SALDO provides requirements for when land is either subdivided or is being developed, while Zoning governs the use of the land. Incorporating policies within these ordinances that prioritize active transportation can lead to the formation of a robust active transportation network over time and transfer the capital burden to developers to implement these facilities.

SALDO/Zoning Recommendations:

- Adopt consistent active transportation definitions within municipal ordinances, plans, and advisory documents that clearly articulate the types of desired pedestrian and bicycle facilities. Sample language for active transportation definitions may be found in the Multi-modal Circulation Handbook for Chester County (https://www.chesco.org/DocumentCenter/View/26940/Multi-Modal-Circulation-Handbook?bidId=).

- Adopt design standards that identify when and where pedestrian and bicycle facilities are required, as well as requirements such as minimum widths, required clearances, and accessibility standards. Design standards should reflect all the proposed facility types within any active transportation element of a comprehensive plan or separate advisory document.

- Enforce active transportation requirements and replace discretionary language with concrete requirements. Discretionary language is intended to provide flexibility but may result in missed opportunities that will be more challenging and costly to implement in the future.

- Require trails be installed where shown on an adopted plan or advisory document.

- Require new trails be installed if existing trails are impacted by a proposed land development. Ensure the new trail meets existing access points and does not decrease safety or accessibility.

- Require active transportation infrastructure be installed prior to buildings.

- Require trail easements be dedicated to the municipality to ensure they remain a public resource in perpetuity.

- Credit trail easements toward open space requirements as an incentive for developers to include trails within land development projects.

- Require installation and maintenance of sidewalks, especially for municipalities within Growth Areas and Rural Centers. Communities outside of Growth Areas and Rural Centers should require sidewalks in all commercial districts, where sidewalks and/or pedestrian circulation is prioritized in any associated policy plan, and within 1,000 feet of any school office building, medical institution, commercial use, shopping center, community facility (such as a park), or similar use identified by the governing body.

- Include requirements for bicycle parking.

Complete Streets

A Complete Streets policy ensures future road and road improvement projects consider the many ways streets are used; not just by automobiles but by bicyclists, pedestrians, and for public transit and freight movement. The goal of this policy is to promote safe, convenient, comfortable, and efficient mobility for all users regardless of travel mode. Complete Streets are context sensitive, meaning the policy should reflect the unique conditions of the municipality as streets in more urban or suburban environments function differently than streets in a rural setting.

By law, most roadways are accessible to many modes of travel, however a vast majority have become auto-centric that often unofficially exclude or deter other modes of transportation. The process for considering whether a roadway is "complete" or needs reevaluation includes measuring safety, health, environmental, and economic components.

Most roads in Chester County are owned by either PennDOT or a local municipality, therefore municipalities should consider creating and adopting a complete streets policy. Chester County has adopted a complete streets policy which may be endorsed by municipalities or used as a starting point to develop their own policy.

What is a Complete Street?

Below are some common elements of a complete street.

Dedicated Bike Lanes

Simple pavement markings creating a dedicated bike lane make both motorist and bicycle movement more predictable,and therefore safer fpr both. They may increase the likelihood of casual riders using bicycles for transportation.

Safe Crosswalks

Clearly marked crosswalks allow pedestrian and wheelchair users to cross streets safely, while making sure cars know where to expect them.

Green Spaces

Parks and public green spaces, create a destination encouraging community interaction and providing a rest from the surrounding urban environment.

Active Sidewalks

Sidewalks should be smooth, wide, feel safe, and have safe transitions to the street, making them easy to walk, or use a wheelchair on.

Vehicle Mobility

Roadways balance vehicle mobility with the mobility and access needs of other roadway users. Roadway design components include alternative routes to and from destinations and width considerations that allow for multi-modal transportation amenities, emergency vehicle access, and designated routes for freight and transit access.

Planting Strips

Street trees and landscaping slow speeding traffic, improve the aesthetic of roadway, provide shade, and create a buffer between cars and people, making a more inviting environment for pedestrians.

Chester County's Complete Streets Policy.

Active Transportation Plan

An Active Transportation Plan documents existing active transportation infrastructure and identifies opportunities to improve pedestrian and bicycle mobility. The plan may be referenced when negotiating with developers during land development or may be used to strengthen grant applications seeking funding for active transportation improvements. It is important that the facilities designated in these plans are consistent with the standards and definitions provided in other municipal ordinances and plans.

Example: Upper Uwchlan Township Active Transportation Plan

Transportation Impact Fee Ordinance

The MPC provides a funding mechanism for municipalities to assess a fee to new development in proportion to its impact on the transportation network. The Transportation Impact Fee is used to pay for off-site capital improvements that are needed as a result of the new development, which may include bicycle and pedestrian facilities. The fee may only be applied to facilities identified in a municipality's Capital Improvements Plan.

TIF's are most appropriate for municipalities anticipating significant residential, commercial, and employment growth. Municipalities considering a TIF should weigh the financial costs of implementing the ordinance with the potential benefits for their community.

Case Study: West Whiteland Township – Ship Road Couplet

West Whiteland Township adopted a TIF 2015, generating nearly $750,000 in funds for transportation improvements. The TIF and associated Capital Improvements Plan were utilized during the negotiations of a major land development near US-30 and Ship Road that resulted in the construction of the Ship Road Couplet and adjacent multi-use trail. The couplet and trail completed several Township objectives, including improving traffic flows through this part of the Township and developing a critical trail link between the existing Chester Valley Trail and future Chester Valley Trail extension along the Philadelphia & Thorndale rail corridor.

The trail implemented as part of the Ship Road couplet will link two primary alignments of the Chester Valley Trail.

Other Resources & Recommendations

Placemaking

Similar to public parks, trails are shared communal resources that bring together people of all ages, backgrounds, ethnicities, and abilities to collectively gather, play, travel, recreate, and socialize.

Placemaking is an approach to the planning, design, and management of public space that seeks to strengthen the connection between people and public spaces through the expression of a location's unique physical, social, ecologic, and cultural qualities. The results of successful placemaking are active, vibrant, and inclusive public spaces that can lead to positive health, economic, environmental, and social outcomes.

A core tenant of successful placemaking is fostering a community-driven collaborative process to ensure these public spaces are reflective of the needs and desires of the community. By responding to community priorities, placemaking engenders a sense of ownership and pride that can facilitate stewardship and strengthen the bonds between people and public spaces.

Placemaking strategies that can be incorporated into trails include:

- Public art
- Community/trail branding
- Wayfinding signage
- Interpretive signage
- Lighting
- Providing safe, accessible spaces to gather, rest, and play;
- Encouraging trail-oriented development with active uses along the corridor
- Incorporating public amenities like benches, bike racks, and restrooms
- Ensuring infrastructure and landscapes are well-maintained

The gathering space along the Enola Low Grade trail incorporates amenities and interpretive elements that relate to the site's history and strengthen the sense of 'place.'

Source: Project for Public Spaces
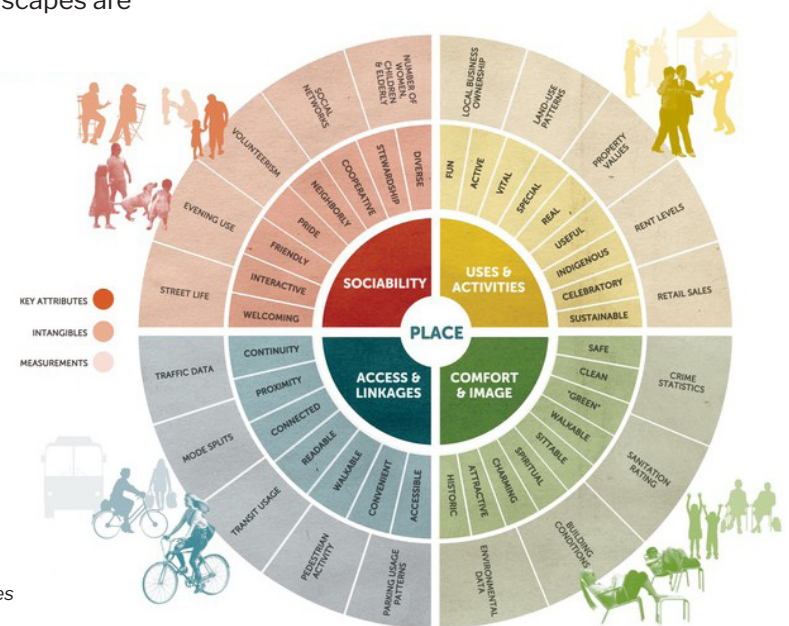
Trail-Oriented Development

Trail-oriented development (TrOD) is a strategy that seeks to leverage trails as a catalyst for economic development and community investment. Several studies[1,2,3] have concluded people are increasingly drawn to holistic live/work/play communities featuring well-developed active transportation networks enabling residents to walk or bike to parks, businesses, public services, jobs, and other destinations. TrOD supports this principle by encouraging a variety of housing and business choices along trail systems and enhancing the interface and connectivity of public trails with adjacent development. This strategy is mutually beneficial for both the municipality and developer; the municipality receives a return on their investment through increased tax revenue, higher property values, and opportunities for new businesses that can support and diversify the local economy while developers can tap into an in-demand market and promote the trailside location as an asset to attract tenants, often at a financial premium.

TrOD strategies include:

- Encourage development with a diverse mix of uses along trail corridors. Businesses that directly cater to trail users, such as restaurants, breweries, coffee-shops, bike shops, and other retailers are well-suited to take advantage of the foot and bike traffic along the trail.

- Orient development to address the trail as the "front door."

- Provide amenities that support the needs of trail users within indoor and outdoor spaces. Examples of indoor amenities include secure bike lockers or storage, shower facilities, and public restrooms, while outdoor amenities may include bike racks, seating, water fountains, and wayfinding signage.

- Employ placemaking strategies that are inclusive and connect with a community's unique location and history.

- Encourage trail connections from private properties (such as residential developments, shopping centers, institutions, etc.)

- Implement municipal land use policies that require trails and other forms of active transportation infrastructure.

- Pursue partnerships with public and private partners to increase the diversity of trail experiences and destinations.

References:
[1]*Active Transportation and Real Estate: The Next Frontier,* Urban Land Institute (2016)
[2]*From Trail Towns to TrOD: Trails and Economic Development,* Rails-to-Trails Conservancy (2007)
[3]*Return on Environment: The Economic Value of Protected Open Space in Chester County,* Chester County Planning Commission (2019)

Case Study: Pencoyd Landing

Pencoyd Landing is a trail-oriented development along the Schuylkill River in Lower Merion Township, Montgomery County. Historically the riverfront was the site of industrial uses but sat largely vacant following the closure of the Pencoyd Ironworks after World War II due to its lack of connectivity to the rest of the township.

The Pencoyd Trail was constructed as part of a high-density residential land development, which included the rehabilitation of the Pencoyd Bridge that connects across the river to the Manayunk neighborhood of Philadelphia. This new trail reinvigorated interest in the riverfront and the old ironworks site was repurposed into a mixed-use development featuring a 123-room hotel, two restaurants, and multiple public spaces that all front onto the trail as it runs along the river. The development incorporates the steel skeleton of the former ironworks, creating a direct link to the site's history.

Pencoyd Landing opens onto the Pencoyd Trail.

Trail Towns

Many communities across the country have embraced the idea that trails can serve as an economic generator. There is a large audience for trail-based tourism and recreational experiences. By embracing the trail and providing goods, services, experiences, and accommodations that cater to this audience, communities can strengthen or revitalize the local economy.

The Trail Town model is largely based on this concept. A Trail Town is "a destination along a long-distance trail (where) users can venture off the trail to enjoy the scenery, services, and heritage of the nearby community with its own character and charm. It is a safe place where both town residents and users can walk, find the goods and services they need, and easily access both trail and town by foot or vehicle. In such a town, the trail is an integral and important part of the community[4]."

Signage along the Northwest Lancaster County River Trail directing users to local businesses.

Key Trail Town objectives include[5]:

- Improve connectivity between the trail and the towns along its route;
- Improve services and amenities available in trail communities, ensuring that those investments are in the best interest of residents; and
- Promote a culture of hospitality, stewardship and inclusivity in trail communities.

Several state and local governments - by way of partnerships with tourism and visitors bureaus, non-profits, and others - have implemented the Trail Town or similar economic development programs to much success and acclaim, as noted in the Greater Allegheny Passage case study at right. While there is no official Trail Town program within Chester County, communities located along long-distance trails are encouraged to follow the guiding principles of Trail Towns to capitalize on the economic potential of long-distance, regional trail systems.

References:
[4]*Trail Towns – Capturing Trail-Based Tourism – A Guide for Communities in Pennsylvania,* Allegheny Trail Alliance (2005)
[5]*Trail Towns.* https://www.railstotrails.org/trail-building-toolbox/trail-towns/
[6]*Great Allegheny Passage Economic Impact Report,* Great Allegheny Passage Conservancy (2021)

Case Study: Great Allegheny Passage

A notable example is the Trail Town Program developed by the non-profit The Progress Fund to support local communities along the Greater Allegheny Passage (GAP), a 150-mile rail trail from Pittsburgh, PA to Cumberland, MD. According to an economic impact report[6] published in 2021:

- The GAP receives over 1 million annual visits, including visitors from all 50 states and over 35 countries.
- The GAP generates more than $800,000 per mile in economic value, generating more in economic impact in a single year than it originally cost to create.
- Day users spend an average of $90/day and overnight users spend an average of $496 per trip.
- Since 2013, home values within the trail impact zone saw a higher median change in home value (13%) compared to Pennsylvania and Maryland at large (7%).
- 44% of businesses were founded to serve GAP users.

Rockwood Mill Shoppes & Opera House along the GAP (Source: Greater Allegheny Passage Economic Impact Report)

Programming

Programming is a method of activating trails by attracting new and repeat users to a trail system, strengthening its value and utilization within a community. There are many ways programming can be implemented; from permanent installations like outdoor fitness stations, picnic areas, and playgrounds to hosting special events that draw all types of users to a trail system. Programming should be guided by the interests of the local community and include a diversity of options to engage different users and create more inclusive and equitable trail systems.

Examples of potential trail programming include:

- Trail walks/runs
- Fitness stations/play equipment
- Food trucks
- Little free library
- Community gardens
- Yoga/exercise programs
- Farmer's market

- Interpretive loops
- Beautification/trail clean up events
- "Pop-up" events
- Advocacy events
- Guided nature walks
- School based trail activities
- Educational tours

If considering allowing special event programming, trail managers are strongly encouraged to develop an event policy to specify what types of activities are allowed and when a permit is necessary, along with any other requirements, such as the need for insurance, event set-up, take down, and clean-up responsibilities, parking, emergency services, or other conditions to ensure safe and responsible use of the trail. Managers must consider the trail's "capacity" to determine what types of events are appropriate for any given trail. For example, large events may require additional support space for staging, sign in, exhibitions/tabling, demonstrations, and parking, so the trail and surrounding environs must be able to accommodate these associated requirements.

Gathering Spaces

Providing spaces for people to gather can add another dimension to a trail that can encourage additional use. In many ways trails are akin to long, linear parks used by people to recreate, gather, and socialize. Gathering spaces may be located anywhere along a trail so long as space permits and does not interfere with active trail users. The design and function of gathering spaces depends on many factors, such as available space, desired programming, budget, community needs, and the surrounding context. Examples can range from a simple and small seating area with benches to a large, flexible space able to accommodate a variety of programming and uses.

Temporary and permanent programming can help activate trails and can bring new users to a trail system.

A large gathering space with various amenities was designed at the Safe Harbor Bridge along the Enola Low Grade Trail.

Public Art

Public art is an example of a placemaking strategy that can elevate trail experiences. Art may be expressed in many forms; vertical and horizontal surfaces can be transformed into colorful canvases, cultural or historic remnants repurposed into playful landscape or interpretive features, and amenities customized to reflect the local community's history, culture, or character. Public art can draw users to a trail, strengthen a trail's identity/brand, instill community pride, and can utilized for marketing purposes.

Examples of public art along trails include:

- Murals
- Trail surface art (text/graphics, paving patterns)
- Sculpture
- Lighting
- Banners
- Landscape/environmental art
- Repurposing historic or cultural remnants or features
- Signage
- Site amenities

There are a number of factors that need to be considered with public art. For example, any art installation will require permission from the trail owner/manager. The art should be durable and appropriate for the trail environment as it will be exposed to the elements like rain, wind, snow, freeze-thaw cycles and should not pose a safety risk to people engaging with the art. It will also need to be maintained and it is necessary to clearly define who will be responsible for its maintenance and upkeep. Local art organizations, non-profits, or other community-based organizations can be valuable resources to help facilitate public art projects and engage the local community, ensuring the art is reflective of a community's character and values.

Art can be expressed in many ways, from repurposing industrial remnants as landscape art, murals along building facades, and decorative signage as seen from several examples in Phoenixville.

Landscape

Trail landscaping is utilized for both aesthetic and functional purposes. Landscaping can create visual and physical buffers to screen undesirable views, strengthen the delineation between public and private property, highlight noteworthy features, aid with stormwater management, stabilize slopes, and enhance habitat for the array of birds, small mammals, and insects that call this region home. Proper design and maintenance is critical to establishing successful trail landscapes that are safe, maintainable and contribute to a positive perception of the trail.

Things to consider for trail-related landscaping:

- Leverage the value of the existing landscape. Preserving existing vegetation, so long as it is not invasive or poses a safety concern can provide instant landscape impact and maintain current ecologic functions.

- Consider the trail's setting as a guide for landscape design and plant selection. Is the site typically wet or dry? Does it primarily receive sun, shade, or a mix of both? What are the characteristics of the adjacent soils? Is the trail maintained in the winter with deicing salts? The answers to these types of questions should influence plant selection so the trail landscape not only survives but thrives without becoming a maintenance problem.

- Use native plants that are well-suited to the site and can withstand stresses due to changing climatic conditions, such as hotter, drier summers with shorter, more intense storms and longer dry periods between storm events.

- Consider a plants growth habit when specifying plant material near the trail to avoid future safety conflicts or maintenance challenges.

- Consider the maintenance requirements of the landscape in conjunction with maintenance personnel resources, experience and equipment. Incorporating low-maintenance landscaping that is punctuated by select areas of enhanced landscape treatments at high-visibility areas such as trailheads, major intersections, or gathering spaces can be a very effective way of balancing trail aesthetics and maintenance.

- Plants that are poisonous or can cause harm to trail users, such as plants with thorns, heavy fruit, or weak branches prone to breaking should be avoided.

A trail's landscape can help set the tone for the experience. The top image from East Coventry Township exemplifies how existing vegetation can be preserved as an asset, strengthening the natural feel of this trail , while the landscape in the bottom image is used to define a clear separation between public and private space along the French Creek Trail.

Volunteerism

The power and impact of volunteers should not be understated when it comes to the management and support of trail systems. According to Independent Sector[7], a national organization of charitable non-profits, foundations, and corporations, the value of each "volunteer hour" in Pennsylvania in 2023 was $31.30. Trail managers should consider how to leverage this value and capitalize on the willingness of volunteers to assist with trail maintenance and stewardship. Typical types of volunteer activities along trails include:

Maintenance tasks:
- Trash pick up
- Weeding, pruning and invasive species removal
- Painting
- Tree, shrub, perennial planting
- Minor repairs, such spreading mulch or gravel on hiking trails or painting trail blazes on trees.
- Boundary maintenance

Stewardship opportunities:
- Planning/leading interpretive trail tours
- Guide or assist trail visitors
- Promote good trail etiquette and patrols in a non-enforcement capacity
- Provide information and advocacy and build community awareness
- Fundraising
- Programming assistance

There are local examples volunteers making a big impact on trails in Chester County.

"Friends of" groups are volunteer organizations that assist government agencies. The Friends of the Chester Valley Trail partners with Chester County Parks + Preservation to advocate for and support the trail through volunteering, fundraising, and providing information to the public about the trail. The Friends of the Chester Valley Trail have funded site amenities, signage, brochures, and donated countless hours to making the Chester Valley Trail the special asset it is today.

Other volunteer opportunities:
- Some schools require community service hours as part of graduation requirements. Consider working with school districts to include volunteering along a trail as a community service option.
- Engage community service organizations/clubs, like Scouting America, the United Way and Lions Clubs for potential volunteer opportunities.
- Plan a trail maintenance event on an organized days of service, such as Martin Luther King, Jr., National Day of Service, 9/11 Day of Service, or other local community service day.

References:
[7]https://independentsector.org/resource/value-of-volunteer-time/

Case Study: Schuylkill River Greenways
Schuylkill River Greenways developed a robust volunteer program for the Schuylkill River Trail that provides multiple opportunities to support the trail:

- Adopt-a-Trail Program: Groups commit to maintenance projects, such as litter cleanup and vegetation management, three times a year for two years for a specific portion of the trail.
- Trail Ambassadors: Volunteers commit to a minimum of 8 hours a month from April – October to provide a trail presence in a non-enforcement capacity and provide information and assistance to other trail users. Trail ambassadors receive training and are issued identifying shirts and a backpack with maps and first aid supplies.
- Civic group volunteers: This program welcomes school groups, scout troops, community service organizations, church groups, and others who wish to participate in a one-time project such as litter cleanup, vegetation management, ditch clearing, and trail resurfacing.
- Sponsor-a-Trail Program: This program is for businesses and organizations willing to make a two- to three-year financial commitment to support costs associated with trail management and maintenance. Signs acknowledging the sponsors are posted along the trail.

Promoting Inclusivity

Trails should be welcoming and inclusive spaces for everyone, regardless of age, income, background, or ability. The following section provides considerations for how trail infrastructure, programming, signage, and marketing can be implemented to foster more inclusive and welcoming trails.

Infrastructure

- Assess existing trails for accessibility and correct deficiencies or conditions that create challenges for people with physical or cognitive disabilities. Potential actions may include improving/upgrading trail surfacing to meet ADA-requirements, installing curb ramps at road and driveway crossings, removing obstructions such as rocks, fallen branches, or other debris from hiking trails, and providing ADA-accessible parking spaces in parking lots.

- Implement universally accessible trail facilities. Universal accessibility is based on the principle that everyone should be able to use products, services, and environments regardless of physical or cognitive ability, economic or cultural background, ethnicity, or ancestry. Universally accessible facilities results in more comfortable, welcoming, and effective public spaces for everyone.

- Ensure trails meet design and accessibility requirements for the facility type.

- Improve pedestrian and bicycle infrastructure connections to trails from the surrounding community.

- Provide trail-support amenities that meet user preferences and needs.

- Maintain trails and trail-related amenities so they remain in good condition, are safe, and demonstrate a degree of care.

Programming

- Implement a variety of programming to appeal to different interests and population groups. Programming should respond to the local community's values and preferences and should include programming to serve traditionally underserved or potentially disadvantaged populations.

- Celebrate local history and culture through public art, programming, and interpretive signage.
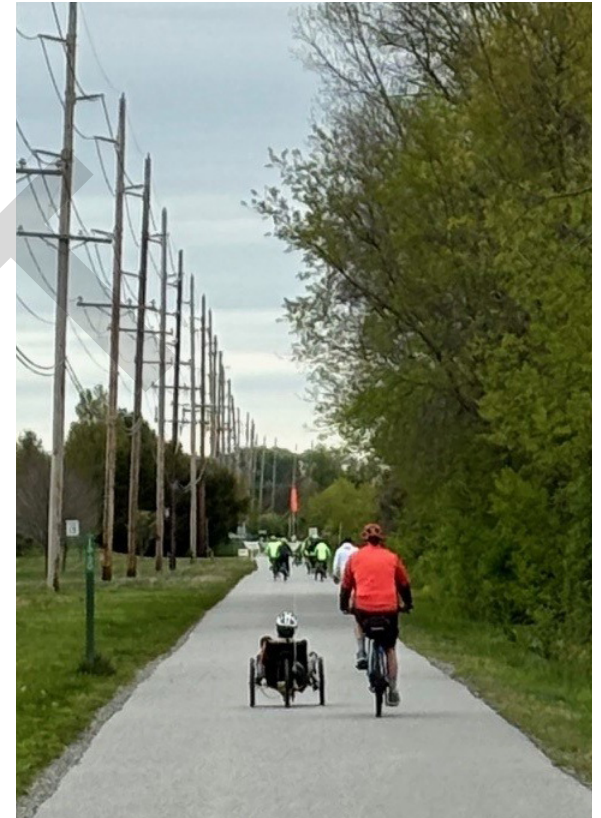
Multi-use trails allow users of all abilities to use the trail.

Programming and events can attract different user groups, including non-traditional trail users.

Signage/Information

- Improve trail and community wayfinding. Wayfinding along the trail can give users more confidence when using a trail system. Community wayfinding strengthens the presence of the trail within the environment and provides users with directions to access the trail following safe and direct passages.

- Unify trail systems through signage and branding. Consistent signage incorporating standards for style, colors, graphics, and terminology reinforce the trail's identity and provides confidence to users who may not be familiar with the trail system.

- Provide information and signage in multiple languages. This is especially important for areas with concentrations of people whose primary language is something other than English.

- Utilize images and icons for signage that are universally understood as they are very effective at communicating information across cultural and language differences.

Marketing, communications, and public engagement

The presentation of information can influence people's perceptions.

- Represent the diversity of trail users in images and marketing materials. Seeing someone of a similar race, ethnicity, age, or ability level represented in these materials can demonstrate the trail is intended to be used for people like them.

- Provide information in both print and digital formats to ensure people can access information no matter their technological access, literacy or preference.

- Similar to signage, providing information in multiple languages is a meaningful way to demonstrate inclusivity and remove information barriers.

An underlying tenant of all these recommendations is taking proactive steps to not only accommodate but intentionally demonstrate that trails are for everyone. For all projects it is critical to include the community as part of the decision making process. This vital input can guide decisions that are responsive to that community, resulting in a better chance the project will address their needs and be successful. When working in communities with significant ethnic or racial minority populations, it can be advantageous to partner with local community based organizations, such as non-profits, faith based organizations, elected officials, and others who have established relationships within these populations. These organizations are a great source of local knowledge and can serve as a liaison to build trust.

Example of a trail sign in both English and Spanish.
0Source: bikefortcollins.org

Representing the diversity of users in marketing and other communications can help reduce barriers to use.
Source: Chester County Bicycle and Pedestrian Safety Campaign.

Safety

Safety is a paramount objective for any trail system. Promoting safety should begin in the planning stages when evaluating potential trail alignments by evaluating factors such as the trail's context, sight lines, level of access, potential conflict points, and the type and number of road and driveway crossings. Trail design should ensure the facility is designed and engineered to appropriate standards and potential risks are mitigated through proactive strategies such as Crime Prevention Through Environmental Design as described in the case study at right. Once constructed, it is critical that trails are maintained properly and there is adequate policing.

Encouragingly, over 96% of respondents to the public survey indicated they felt either "very safe" or "somewhat safe" when using trails in Chester County. Some of the more common safety concerns survey respondents listed were:

- Car break-ins at trailhead parking lots
- Isolated areas or remote sections of trails, particularly in woodland environments
- Using trails alone
- Road crossings
- Poor trail etiquette

There is a common perception that trails are hotspots for crime or can lead to an increase of crime within a community. Several national studies[7,8] have been performed that found this concern is largely unsupported by evidence, however it is a legitimate concern to address in the context of this *Plan*.

To gauge the prevalence of crime along trails in Chester County, law enforcement incident data was collected from Chester County Park Rangers and several municipal police forces within Chester County with established trail networks. There were 15,023 total incidents reported across these various agencies in years ranging between 2021 - 2023. Of these, 88 incidents were reported on a trail, equating to less than 1% of the total reported incidents. While there were cases of criminal activities - such as vehicle break-ins, thefts, and assaults – a majority of the incidents reported on trails were not crime related and instead related to calls for medical assistance from falls or accidents, parking violations, the needs for motorist assistance, and animal complaints.

While not an exhaustive study, the data from this sampling infers that trails are not more prone to crime when compared to other locations within a community. In subsequent conversations with Chester County Park Rangers and municipal police representatives, trails were generally regarded as some of the safest places to be within these communities.

Crime Prevention Through Environmental Design (CPTED)

CPTED is an approach that considers how the built environment can be designed to reduce the incidence and fear of crime in public spaces to improve quality of life. CPTED is based on 4 main principles of natural surveillance, territorial reinforcement, access control, and maintenance.

- Natural surveillance: Increase visibility into and throughout the site
- Territorial reinforcement: Provide clear displays of ownership between public and private areas
- Access control: Control access points without disconnecting use
- Maintenance: Provide clear signals that the space is cared for

More information about CPTED can be found at the following:

- rems.ed.gov/docs/Mobile_docs/CPTED-Guidebook.pdf
- https://njbikeped.org/wp-content/uploads/2022/09/CPTED-Report_03.08.pdf
- https://espace.curtin.edu.au/bitstream/handle/20.500.11937/19408/131503_CPTED-REVIEW-2005-prepublication.pdf?sequence=2

Operations, Maintenance, and Management

Proper trail maintenance is critical to ensuring the long-term safety and function of any trail. Well-maintained trails create safe and welcoming environments and are less susceptible to incidents of injury, crime, or other unwanted behaviors. Degraded pavements, overgrown vegetation, unemptied waste receptacles, and broken site furnishings can be dangerous and give the impression that a trail is not being cared for or monitored. Proactive maintenance is cost-effective because it reduces the necessity for major rehabilitation work by correcting minor issues before they can turn into significant problems and demonstrates a level of supervision and care.

Preparing for successful maintenance begins in the planning and design stage. Proper planning ensures trails are located in suitable environments that minimize potential risk factors. Maintenance personnel should be consulted during planning and design to ensure the trail can be properly maintained given personnel capabilities, equipment, and financial resources.

Ensuring trails are designed and constructed to best design and engineering practices will result in fewer problems, saving time and money in the long run.

Implementing a maintenance plan is a good practice to ensure maintenance is performed in an organized and efficient manner. At a minimum, a maintenance plan should include:

- A trail inventory identifying the physical assets of the trail, including trail-related features like amenities;
- Maintenance goals, standards, and priorities;
- A maintenance schedule and log with clearly defined roles and responsibilities, including tasks and the frequency they should be completed and the estimated manpower needed to complete the task; and
- A system for tracking accomplishments and maintenance costs.

Routine Maintenance Tasks
- Mowing
- Picking up trash and emptying litter and recycling receptacles
- Sweeping and debris removal
- Tree and shrub pruning
- Graffiti removal and vandalism repair
- Sign monitoring and replacement
- Restroom cleaning and upkeep

Intermittent Maintenance Tasks:
- Snow and ice removal
- Trail surface and marking repair/replacement
- Drainage repair and erosion control
- Tree and shrub planting
- Site furniture replacement
- Structure inspection
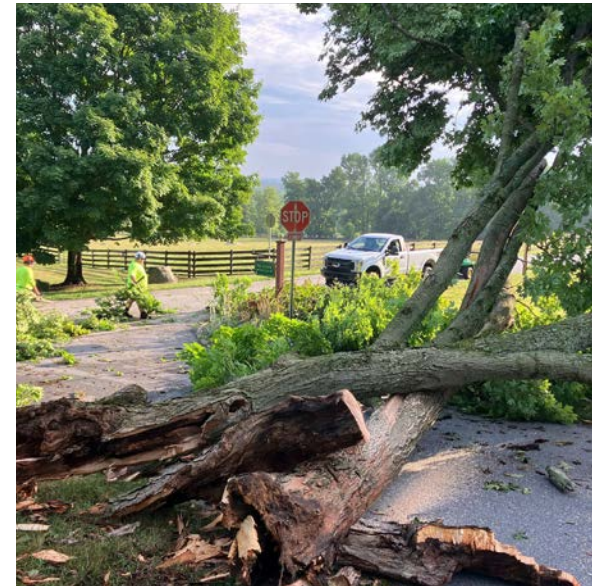
6

Recommendations

IMPLEMENTATION PARTNERS

The county-wide trail network presented in this *Plan* represents an investment in the quality of life for everyone who lives, works, or visits Chester County. Implementing this network will require coordinated effort, investment, and commitment from many public and private partners, including Chester County, municipalities, local, regional, and state agencies, conservation organizations, and private businesses, institutions, and residents.

The fruits of this effort will be a robust, well-connected, and high-quality trail network that will support the county's collective health, economy, environment, and transportation and recreational networks. Key partners and their respective roles in the implementation of the trail network are described below.

Chester County

Chester County is committed to advancing the development of this network. The county, including the Board of Commissioners, Chester County Planning Commission, Chester County Facilities Department, Chester County Parks + Preservation Department, and many others can assist with implementation by:

- Leading the planning and implementation of select trails;
- Maintaining the county's parks and trails;
- Providing direct financial and technical assistance to municipalities through the county's Vision Partnership Program (VPP);
- Advocating for funding of active transportation planning and infrastructure at the state and regional level;
- Sharing data, information, and resources with municipalities and local boards, committees, commissions, and coalitions;
- Participating on project steering committees to provide planning and technical assistance;
- Providing support for grant applications seeking funding for trail development and implementation.

Municipalities

Chester County's municipalities will play a leading role in the *Plan's* implementation due to each municipality's regulatory authority over land use decisions and familiarity with local public priorities. Building public support at the local level is a critical factor to the development of better integrated trail and active transportation networks. Key roles municipalities will play in the network's development include:

- Lead the planning and implementation of trails and trail connections;
- Maintaining local parks and trails;
- Working with Chester County, neighboring municipalities, and other state, regional, and local partners to coordinate and advance trail initiatives and development efforts;
- Adopting, updating, or strengthening municipal plans and policies that support the development of trails and active transportation infrastructure;
- Working with developers to advocate for trail and active transportation improvements as part of land development projects; and
- Building public support for trails at the local level.

Delaware Valley Regional Planning Commission

DVRPC is the greater Philadelphia region's federally designated Metropolitan Planning Organization and provides planning services and resources to member governments. DVRPC is responsible for producing the region's Long-Range Plan and managing the region's Transportation Improvement Program. Roles include:

- Managing the region's TIP;
- Convening member governments and stakeholders to determine regional priorities and policies;
- Administering grant funding;
- Working with local governments and PennDOT to advance implementation;
- Provide data and planning services to member governments and partners

PennDOT

PennDOT is an important partner as many trails are proposed along or cross PennDOT roads and will require coordination and approval from PennDOT to implement. Roles include:

- Implementing the PennDOT Connects program to enhance collaboration with municipalities in relation to the transportation network;
- Providing transportation funding;
- Integrating pedestrian and bicycle facilities as part of transportation projects; and
- Working with the county and local governments to implement trails along or crossing state-owned transportation corridors.

Pennsylvania Department of Conservation and Natural Resources (DCNR)

DCNR maintains and preserves the Commonwealth's state parks and forests and serves as a resource and information hub for parks, trails, and land conservation in Pennsylvania. Key roles include:

- Developing the Statewide Outdoor Recreation Plan (SCORP);
- Developing the Pennsylvania Land and Water Trail Network Strategic Plan;
- Providing trail planning, design, and development information and resources;
- Administering a variety of grant funding opportunities; and
- Acquiring, developing, and maintaining parks and trail networks.

Transportation, Railroad, and Utility Agencies

Quasi-public and private agencies like Amtrak, SEPTA, Transportation Management Association of Chester County (TMACC), Greater Valley Forge Transportation Management Association (GVFTMA), PECO, AQUA PA, and others can support the plan's implementation by coordinating with and supporting the county and its municipalities on trail development efforts, which may include permitting trail easements through managed corridors or advocating for more robust multi-modal and active transportation networks.

Land Trusts, Conservation Organizations, and Non-Profits

These organizations play a significant role in the protection and preservation of land in Chester County. They can assist the county and municipalities with acquiring and preserving land, securing trail easements, providing advocacy, education and outreach to the public, and continuing to develop trail systems associated with managed lands.

Developers

Private developers can advance implementation by complying with municipal ordinances and policies for active transportation infrastructure and including trails as part of land development projects. Developers should consider how new developments can be integrated with nearby trail systems to support local community needs.

Private Property Owners, Businesses, Institutions, etc.

Private property owners can assist implementation by enabling the county, municipalities, or other trail development entities to acquire the necessary land for trail development whether through fee-simple purchase, easement, lease, or donation. The general public can also be strong advocates for trails and active transportation infrastructure within their communities and can provide volunteer services to assist with the maintenance and management of trail systems.

Growth Goal:

Expand the network of publicly accessible trails throughout Chester County to create convenient, close-to-home opportunities for trail-based transportation and recreation within all communities.

Key Objectives:

- Advance county and municipal planning and implementation of trail- and active transportation infrastructure.
- Encourage effective municipal ordinances and policy documents that increase public and private investment in trails and active transportation infrastructure.
- Enhance collaboration between public and private partners, including local, regional, state, and federal governmental agencies, conservation organizations, non-profits, trail coalitions, advocacy groups, etc.

Recommendations:

G-1: Integrate active transportation as an element of the comprehensive plan.

- Evaluate active transportation as a component of the overall transportation network and provide recommendations to strengthen pedestrian, bicycle, and trail networks.

G-2: Strengthen requirements for active transportation infrastructure within municipal SALDO and Zoning Ordinances.

- SALDO and Zoning are effective policy tools that can lead to the implementation of active transportation improvements when land is developed or rezoned at little to no cost to the municipality. Refer to the Municipal Policy Toolkit on page 89 for specific considerations that may be incorporated within in SALDO/Zoning Ordinances.

G-3: Adopt or endorse a Complete Streets Policy.

- A Complete Streets policy ensures all modes of transportation are considered as part of any future road or road improvement project and can lead to more pedestrian and bicycle friendly streets that support non-motorized users. Municipalities may consider endorsing Chester County's Complete Streets policy, or using the policy as a starting point to develop their own policy.

G-4: Adopt or amend an Official Map and Ordinance to include critical trail and bicycle/pedestrian connections.

- The Official Map identifies a municipality's interest in acquiring future right-of-ways for certain public uses and may be used to negotiate from a position of strength when development is proposed on properties identified on the map.

G-5: Consider adopting a Transportation Impact Fee Ordinance (TIF).

- A TIF enables a municipality to collect a fee to fund off-site transportation improvements to accommodate impacts to the transportation network as a result of land development. TIF's are most appropriate for municipalities expected to experience significant future growth.

G-6: Adopt an Active Transportation Plan to identify opportunities to expand and improve pedestrian, bicycle, and trail networks.

- An Active Transportation Plan (or similar plan such as multi-modal transportation or trail plan) identifies key active transportation improvements supported by recommendations to advance implementation. If developing an Active Transportation Plan, consider incorporating trails identified in this Plan as part of the study.

G-7: Prioritize planning and implementation of Tier I trails to complete the Circuit network in Chester County.

- Tier I trails are the major multi-use trail spines forming the backbone of the county-wide trail network. Refer to the Master Plan Trail summaries for information and potential next steps for each Tier I trail.

G-8: Advance planning and implementation of Tier II and Tier III Trails.

- Trails in Tiers II and III create important connections to various types of destinations throughout the county and many include connections to Tier I trails. Refer to the Master Plan Trail summaries for information and potential next steps for each Tier II and Tier III trail.

G-9: Advance planning of Conceptual Corridors.

- Evaluate and integrate these corridors within future plans and studies, which may include municipal and multi-municipal comprehensive plans, active transportation plans, or trail-specific feasibility studies.

G-10: Pursue funding for trail development through traditional and non-traditional methods.

- Refer to the funding chart of pages 140-141 for information about traditional grant funding programs. Incorporating trails into adopted plans and other advisory documents make grant applications more competitive as they demonstrate local public support for these improvements.

- Consider other funding avenues such as bond funding, adding projects to the TIP, and/or donations of land or cash considerations from public or private entities.

G-11: Support trail implementation by both public and private entities.

- Support county and municipal grant applications for trail and active transportation projects.

- Provide planning and technical support to municipal partners seeking to develop trail networks.

- Encourage trails be included within private land developments.

G-12: Enhance collaboration with partners to advance implementation of trail- and active transportation infrastructure.

- Work with partners and stakeholders Chester County to update the county's Transportation Improvement Inventory (TII). The TII is a comprehensive record of documented transportation needs within Chester County, including roadway, bridge, freight, transit, and bicycle and pedestrian projects. Although the TII does not represent programming or funding commitments, it recognizes transportation priorities and emphasizes the need for additional technical and financial resources to implement critical transportation improvements that can lead to funding and implementation.

- Work with PennDOT to implement planned pedestrian and bicycle infrastructure associated with state-maintained roads and highways as opportunities arise, even if planned connecting facilities are yet to be constructed.

- The DVRPC/PennDOT Connects Complete Streets Resurfacing program presents opportunities for on-road bicycle infrastructure to be installed by PennDOT as part of roadway resurfacing projects. The installation of the facilities is at no initial cost to the municipality. Municipalities must enter into a maintenance agreement with PennDOT to maintain the facility between repavings.

G-14: Work with private landowners to secure public trail access on private land.

- Encourage private property owners to allow public trails on private property. This may involve educating property owners on privacy and liability concerns, identifying financial benefits, incentivizing trail easements, and/or taking on maintenance responsibilities.

G-15: Continue to provide funding to municipalities through the Vision Partnership Program (VPP).

- The county's VPP program funds many eligible activities that can advance trail development, including projects to update or amend comprehensive plans and SALDO/Zoning Ordinances, or to develop active transportation plans and trail feasibility studies.

G-16: Increase funding for active transportation on the region's Transportation Improvement Program (TIP).

- The TIP provides critical funding for the region's transportation network. Continue to advocate for funding to be dedicated to non-motorized transportation projects that can reduce pressure on the region's vehicular transportation network and improve sustainability.

G-17: Explore the creation of a County Trails Authority.

- The County could investigate the value of establishing a Trails Authority to lead the acquisition, construction, maintenance, and operation of county trails. An Authority could access to additional revenue streams and be granted select powers to advance trail development.

Connectivity Goal:

Strengthen the connections between Chester County's people, places, and communities via an interconnected network of public trails and active transportation facilities.

Key Objectives:

- Provide safe and convenient pedestrian and bicycle connections to the county-wide trail network.
- Strengthen connectivity between existing trail systems.
- Increase non-motorized transportation connections to community destinations to provide more healthy, equitable, and sustainable transportation choices and relieve pressure on the vehicular transportation network.

Recommendations:

C-1: Improve local active transportation connections from homes and neighborhoods to nearby trail systems,

- Implement pedestrian and bicycle infrastructure, such as sidewalks, pedestrian paths, and bike lanes to create connections that enable people to walk or bike safely from homes and neighborhoods to trails.

C-2: Improve trail connections to key community destinations and trip generators, such as parks, schools, downtowns, commercial centers, civic institutions, and places of employment.

- Identify desired destinations and trip generators and pursue trails and trail connections to these destinations.

C-3: Strengthen connections between trails and public transportation networks.

- Connect trails directly - or by way of other active transportation infrastructure - to public transportation resources like train stations and bus stops to increase multi-modal transportation as a viable transportation alternative.

C-4: Improve low-stress bicycle connections to trailheads and other trail access points.

- Identify low-stress on-road bicycle connections to trails and pursue implementation of bicycle facilities, signage, or other improvements that improve safety and connectivity. Consider implementation opportunities through DVRPC/PennDOT Connects Complete Streets Resurfacing Program for routes along state-owned roadways.

C-5: Develop an on-road bicycle facility plan.

- Consider developing an on-road Bicycle Facility Plan that inventories and analyzes the county's on-road bicycle network and identifies convenient, low-stress bicycle connections to trails and other community destinations.

C-6: Incorporate trailheads into existing and proposed trail systems.

- Evaluate suitable locations for trailheads as part of planning and design studies to provide safe and convenient trail access for users.

- Develop trailhead parking where feasible, taking into consideration opportunities for shared parking arrangements in conjunction with public and quasi-public land uses like parks, schools, and civic institutions. Parking lots should contain ADA-accessible parking spaces per ADA scoping requirements.

C-7: Improve trail and community wayfinding.

· Provide wayfinding signage along trails to assist users and within the community directing users to nearby trails. Consider developing a signage and wayfinding plan to identify wayfinding needs and to establish signage guidelines and standards.

C-8: Close existing trail gaps and complete missing trail connections.

· Closing trail gaps is one of the most effective strategies to improve trail connectivity. Identify gaps in existing trail networks and pursue strategies to complete these missing links.

C-9: Pursue opportunities to create interconnected trail loops.

· Trail loops allow users to begin and end trips at the same destination without needing to backtrack along a trail route. Pursue opportunities to develop or connect trails that create trail loops of different lengths and experiences.

C-10: Work with partners to improve trail connections beyond municipal and county borders.

· Coordinate with neighboring counties and municipalities to plan and implement new or improved trail connections.

· Pursue multi-municipal partnerships to fund, plan, and manage trails that cross municipal boundaries.

Accessibility & Equity Goal:

Foster the development of a more inclusive and equitable network of trails throughout Chester County that can be enjoyed by all.

Key Objectives:

- Ensure trails are inclusive for people of all backgrounds, ages, and abilities.
- Provide more equitable transportation and recreational opportunities for all Chester County residents.
- Embrace diversity, inclusivity, and representation within public information.

Recommendations:

A-1: Implement universally accessible trail facilities.

- Develop new trails and related facilities that are accessible to all users regardless of age or ability. Consider universal design principles that not only ensures access for all but result in more comfortable and user-friendly trail experiences.

A-2: Eliminate barriers to accessibility within existing trail networks.

- Assess existing trails for barriers that may restrict certain users from being able to use a trail and pursue improvements to remove these barriers and increase accessibility. Examples of ways to improve accessibility include providing ADA-accessible parking spaces, replacing non-ADA compliant trail surfacing with surfacing meeting these requirements, providing curb ramps at road crossings, and performing proper maintenance to correct defects or deficiencies that create challenges for people with physical, cognitive, or other types of impairments.

A-3: Provide amenities to meet user needs and comfort.

- Include amenities such as seating, bicycle parking and repair stations, restrooms, drinking fountains, and areas of shade within new and existing trails to create more welcoming trail environments that satisfy individual user needs and comfort.

A-4: Provide signage that is clear, consistent and understandable for all users.

- Consider developing signage standards to establish consistent and unified signage along trail systems. Consistent signage reinforces the trail's brand and identify and can provide confidence to new trail users who may be unfamiliar with the trail.

- Consider utilizing images and icons on signage that are universally understood.

- Consider providing text in English and a secondary language, especially in communities with high concentrations of people whose primary language is a language other than English.

A-5: Utilize programming to attract different users and encourage new and repeat visits.

- Consider various types of programming to appeal to different interests and broaden a trail's user base, including programming catering to traditionally underserved or disadvantaged populations.

A-6: Implement multi-use trails to improve non-motorized transportation alternatives.

· Prioritize implementation of multi-use trails where feasible to improve mobility options for those with limited or no access to a personal vehicle.

A-7: Explore the feasibility of implementing bike share programs.

· Bike share programs allow people to borrow or rent bicycles for a designated period of time. As more trail and bicycle infrastructure is implemented throughout the county, the feasibility of bike share is improved, providing an additional transportation alternative. While bike share programs are most common in dense urban areas across the country, there are examples of successful bike share programs in suburban and rural communities. For example, West Chester University's Bicycle Lending Library program allows students and employees to "check-out" bicycles, helmets, and locks for extended periods of time.

A-8: Embrace inclusivity with public information, marketing, and engagement.

· Reflect persons of different age groups, races and ethnicities, ability levels, and modes of travel in marketing and informational materials, including social media, brochures, flyers and websites.

· Provide maps, signage, and other types of information in multiple languages and in both print and digital formats and digital formats.

· Begin public engagement early in the project and tailor the process to the specific audience/community the project will impact. Consider how traditionally underrepresented populations can be engaged through non-traditional engagement methods. Local organizations with established relationships within these communities can be great partners to ensure the message is heard and understood.

Economic Development Goal:

Increase trail-based recreation and tourism in Chester County, and leverage trail investments as a means to strengthen and diversify local economies.

Key Objectives:

- Leverage trails as a catalyst for private investment to strengthen and diversify local economies.
- Strengthen Chester County's position as a trail-based tourism and recreation destination.
- Improve information and branding of trail systems.

Recommendations:

E-1: Connect trails to commercial and economic hubs like downtowns, business districts, and shopping centers.
- Connecting trails to commercial hubs to support local businesses can encourage people to walk or bike to run errands or stop and shop at businesses as part of their trail journey.

E-2: Promote trail-oriented development.
- Trail-oriented development embraces the trail as an activity generator to support businesses, residents, or other uses. Encourage development that embraces nearby trails and include amenities to support trail users.

E-3: Explore the creation of a regional Trail Town program.
- Explore the feasibility of a regional Trail Town program to promote local communities, businesses, restaurants, lodging, and other points of interest and attractions along regional trails.

E-4: Integrate placemaking principles into the trail development process.
- Trail-based placemaking takes its cues from a trail's surrounding community and environment to create authentic places that attract activation and use. Pursue placemaking as an integral component of trail projects to improve public spaces and strengthen the public realm.

E-5 Improve marketing and promotion of Chester County's trails.
- Engage with local businesses, health organizations, chambers of commerce, economic development councils, trail coalitions, advocacy groups, and tourism bureaus to promote the value of Chester County's trails to support trail-based recreation and tourism.
- Develop marketing materials, maps, brochures, websites, etc. to promote and provide information about trail networks.

E-6: Maintain and enhance the Chester County Trailfinder.
- The Chester County Trailfinder (https://www.chescoplanning.org/transportation/TrailPlanning.cfm) is a web-based application that provides a map of publicly-accessible trails throughout the county. Improve the features, information, and user experience of this tool to serve as a primary source for sharing trail information and marketing Chester County's trails.

E-7: Strengthen trail branding.
- Develop consistent and unified branding to increase the public perception and awareness of trails. Branding elements should be carried through marketing and promotional materials, messaging, and signage and wayfinding to reinforce the brand.

Protection and Appreciation Goal:

Increase engagement with the county's natural, historic, and cultural resources while protecting these sensitive landscapes.

Key Objectives:

- Responsibly balance the need for improved trail access to Chester County's natural and cultural sites while preserving the integrity of these resources.
- Capitalize on opportunities to interpret resources and educate the public.
- Celebrate the character, diversity, and history of Chester County's people, places, and landscapes.

Recommendations:

P-1: Design context-sensitive, resilient trails that preserve sensitive environments.

- Avoid impacting sensitive environments like wetlands, floodplains and other riparian areas, steep slopes, and habitats of endangered or threated plant and animal species. If developing within these locations, design facilities to minimize impacts and follow appropriate procedures for proper mitigation/restoration of sites.
- Provide adequate buffers between trails and adjacent sensitive resources.
- Consider resiliency and how the design can adapt to future impacts of climate change. For example, the design may need to consider potential changes to floodplains, the need to manage stormwater from more frequent and intense storms, and landscape material that is suited for higher average temperatures and sustained periods of drought.
- Sustainably manage stormwater through Best Management Practices (BMP's). BMP's such as grassed swales, vegetated filter strips, infiltration trenches, rain gardens, and pervious pavements can improve both water quality and reduce quantities of stormwater entering waterways and sewer systems.

P-2: Improve trail connections to public open spaces and natural and recreational resources.

- Strengthen active transportation connections to public recreational resources to improve close-to-home non-motorized access to recreation.
- Develop internal trail networks within parks, preserves, and other public open spaces.

P-3: Repurpose unused transportation infrastructure and corridors for trail development.

- Evaluate the feasibility of utilizing historic or unused infrastructure and corridors, such as abandoned or inactive railroads, bridges, and tunnels. Reusing existing infrastructure is not only a more sustainable option but may be more cost effective than demolishing and constructing a new facility in its place. For example, the Chester Valley Trail Philadelphia & Thorndale extension is proposed within an inactive rail corridor and will result in over 7-miles of off-road multi-use trail with no at-grade road crossings. The trail will include renovations to two major historic rail trestles, repurposing these historic assets while providing a direct link to the region's history.

P-4: Capitalize on opportunities to interpret natural, historic, and cultural resources.

- Pursue trail alignments and connections that increase engagement with natural, historic, and cultural resources.
- Implement interpretive signage and programming to educate trail users about nearby resources.

P-5: Celebrate local community character.

- Celebrate local community character through public art, programming, amenities, and other interpretive elements.

P-6: Work with partners to connect and integrate trails within historic sites and landscapes.

- Engage with partner organizations that manage cultural and historic sites to improve both external and internal connectivity.

Safety Goal:

Develop a safe and well-maintained network of public trails.

Key Objectives:

- Improve trail safety by utilizing best planning and design practices.
- Maintain trails to remain safe for trail users and extend the life-cycle of the investment.
- Enact policies and partnerships that promote safe and responsible trail behavior.

Recommendations:

S-1: Prioritize user safety throughout planning and design.

- Implement the safest feasible trail facility by prioritizing off-road trail alignments, reduce or eliminate at-grade road or railroad crossings, and consider grade separated crossings where feasible.
- Provide marked crossings with appropriate signage and other controls to improve safety at intersections and other road crossings.
- Maximize the separation between trails and adjacent roads. Install physical barriers to provide appropriate protection where space is limited.
- Install bicycle facilities and signage to improve safety on roadways where part of split-mode trail alignments.

S-2: Adopt trail design standards meeting regulatory requirements within municipal policy and advisory documents.

- Trail design standards in municipal policy and advisory documents should meet regulatory requirements and guidelines for each specific facility type.

S-3: Ensure trails are properly designed and maintained.

- Engage trail maintenance personnel during the design process to ensure the future maintenance processes, procedures, and needs can be accommodated.
- Provide locations for maintenance and emergency vehicles to access trail systems. At a minimum, vehicular access should be provided for authorized vehicles at trailheads, however consider other locations where controlled vehicular access can be provided.
- Implement a trail maintenance program, and provide necessary resources to properly maintain trail systems.
- Implement measures enabling trail users to report problems or hazards so they can be remedied by the appropriate agency. Consider posting contact information, such as telephone numbers, email addresses, and websites where people can quickly and easily report concerns to the appropriate agency.

S-4: Leverage the value of volunteers to assist with trail maintenance and management.

- Consider opportunities to utilize volunteers on trail systems to perform basic maintenance and improvement tasks that help keep trail systems safe and attractive.
- Support the creation of non-profits, such as "Friends of" groups for parks and trails. "Friends of" groups can be powerful advocates for the trail network, lending time and/or financial resources to assist with trail maintenance and management efforts.

S-5: Employ strategies to reduce/deter crime.

- Encourage trail use and activity via programming and placemaking. Active trails provide fewer opportunities for crime due to the natural surveillance provided by other trail users.

- Employ Crime Prevention through Environmental Design principles during trail planning and design.

- Consider whether lighting is appropriate for the trail. Lighting is not typical on most trails in Chester County however, there are situations where lighting may be warranted. For example, if a trail serves as a major active transportation route that is regularly used by people commuting to and from work, lighting may be appropriate given it is dark during early morning and evening commuting hours in the winter.

- Engage and strengthen relationships with local law enforcement agencies to monitor trails.

S-6: Promote safe and responsible trail use.

- Consider regulatory signage at activity nodes, trailheads, and other locations where users enter a trail system to announce rules governing the use of the trail.

- Educate users about trail etiquette and pedestrian and bicycle safety laws. Information can be provided along the trail to reinforce responsible trail behavior.

- Consider educational campaigns promoting pedestrian and bicycle safety.

S-7: Adopt a policy for electric-assist mobility devices (e-bikes).

- Develop a policy for electric-assist devices, such as e-bikes and e-scooters. These devices improve mobility and are becoming more prevalent as technology improves and the cost of these devices goes down. PA DCNR established a policy in 2022 for state parks and trails that may be used as a guide to develop an official policy. (https://www.dcnr.pa.gov/Pages/EBikePolicy.aspx).

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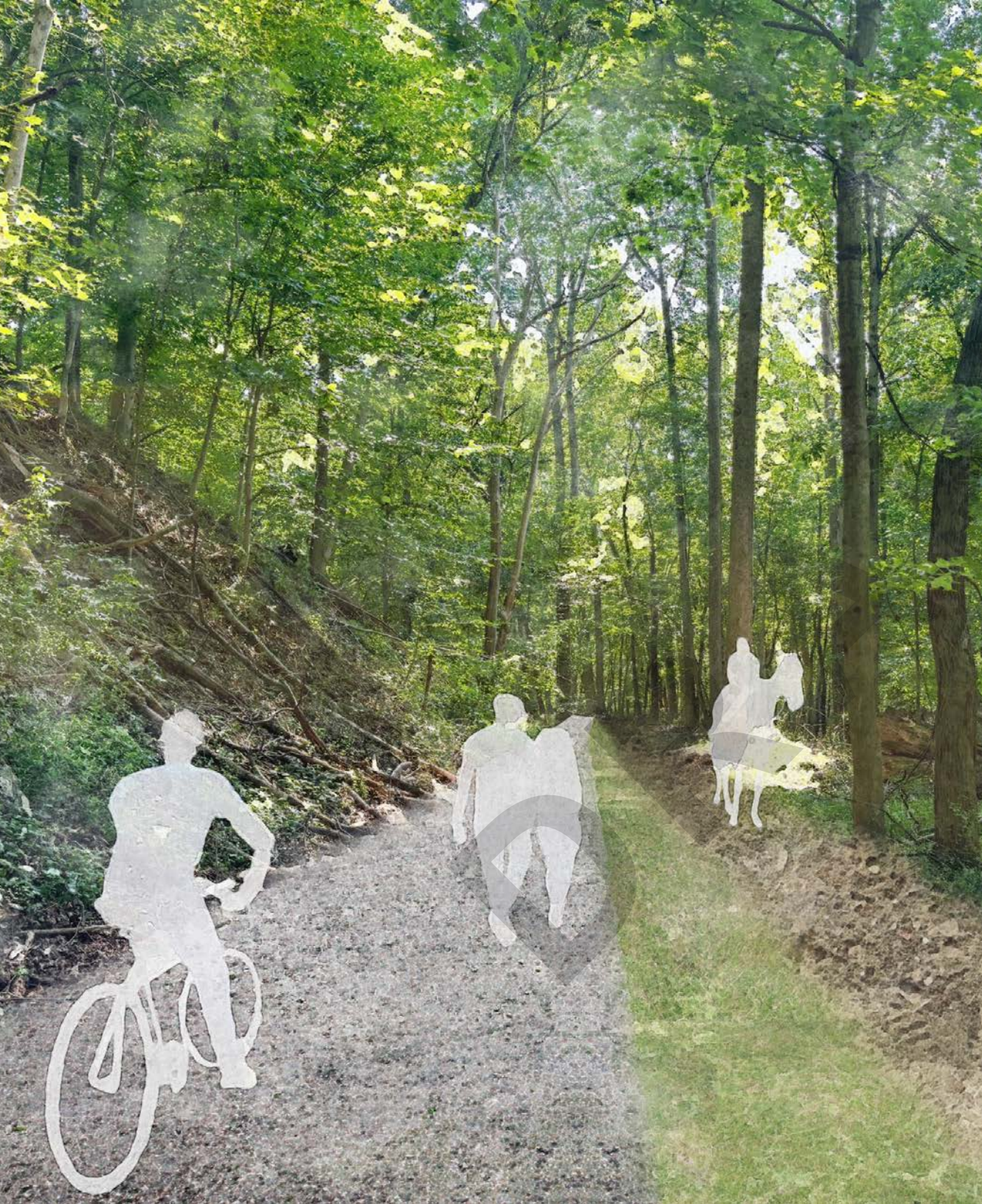
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Implementation: Catalyst Projects

MASTER PLAN CATALYST PROJECTS

The following chapter provides detailed recommendations for several trails identified in the county-wide network. The purpose of identifying these "catalyst" projects is to advance their development and implementation as they are seen as significant contributors to the county-wide network. These trails were selected due to their significant and ability to forward multiple objectives including expanding the network into underserved areas, closing key trail gaps, and improving active transportation connections to significant destinations.

The catalyst projects include:

A.   Struble Trail Extension to Marshall Road

B.   French Creek Trail, Phoenixville to East Pikeland

C.   French Creek to Black Rock Sanctuary Connector

D.   East Branch Brandywine Trail Extension to Downingtown

E.   Chester Valley Trail P&T/Struble Trail Connector

F.   Whitford Road Connector to Chester Valley Trail

G.   Uwchlan Trail Connection to the Chester Valley Trail

H.   Patriot's Path, Valley Forge Segment

I.   Plum Run Greenway, West Chester to Plum Run Preserve

J.   Baltimore Pike Bikeway Multi-use Trail, Kennett to Avondale

Each catalyst project includes a conceptual trail alignment map with suggested facility types and a summary of factors including the number of privately impacted landowners and major at-grade roadway crossings, anticipated primary and supporting agencies, a list of key destinations and connections, and estimated cost. The cost estimates are planning level and based on general per mile costs and include a 30% contingency to account for project unknowns. The estimates do not include costs for design/engineering, land acquisition or easements, major utility relocation, or road construction.

Catalyst Projects
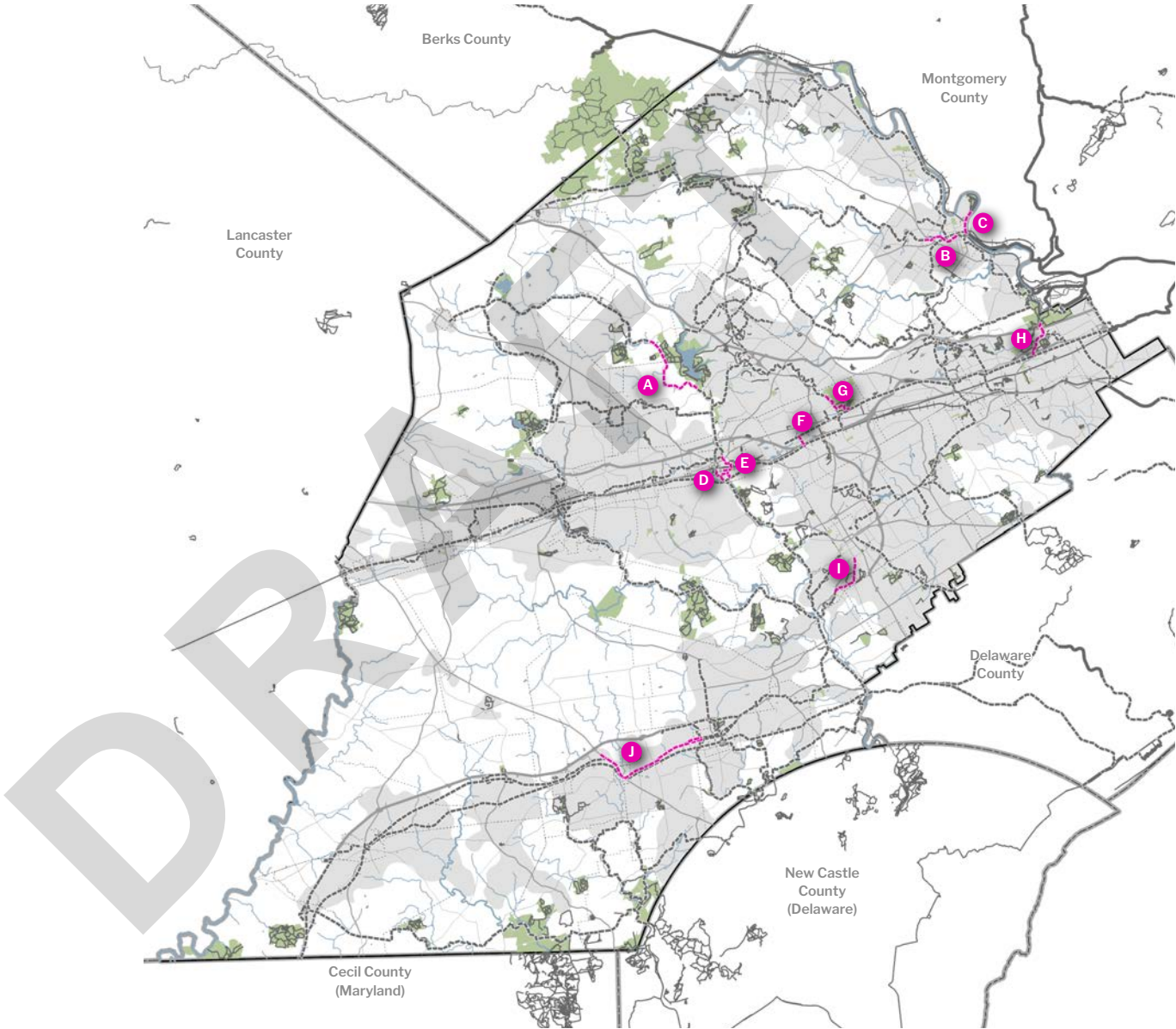
Struble Trail Extension to Marshall Road

- Location: Upper Uwchlan Township, Wallace Township

- Project Mileage: 3.72 miles

- Recommended Facility Types:

  • Multi-use trail/sidepath

- Number of different private landowners potentially impacted: 2+

- Number of major at-grade road/driveway crossings: 2

- Estimated Cost: $7,350,000*

- Primary Agency: Chester County

- Supporting Agency(s): Upper Uwchlan Township, PA DCNR, East Brandywine Township, Wallace Township, AQUA PA

- Key Destinations and Connections:

  • Struble Trail

  • Marsh Creek State Park

* The Northern Struble Trail Feasibility Study recommended certain parts of the Struble Trail could be developed with an adjacent bridle path. The cost of these improvements for the bridle path are not included as part of the cost estimate.

The Struble Trail is part of the Circuit network and creates a significant north/south trail spine following the East Branch Brandywine Creek north of Downingtown Borough. The Struble Trail was Chester County's first "rails-to-trails" project completed in the late 1970's, developed along the old Waynesburg rail line from Downingtown to Waynesburg (now Honey Brook Borough). Chester County owns and maintains the Struble Trail from it's connection with the Lions Trail in Downingtown to it's current terminus at Dorlan Mill Road. At the time of this report, Chester County is preparing to construct an 800' extension of the trail across Dorlan Mill Road to reach Marsh Creek State Park.

A feasibility study for the northern extension of the Struble Trail was completed in 2015, documenting an alignment that largely follows the old rail corridor from Marsh Creek State Park to Honey Brook. Chester County owns a significant portions of this corridor, however, there are areas where property has reverted to private property owners for which the county would need to acquire land or easements in order to develop the entire northern extension.

This project was identified as a catalyst project for several reasons, including its classification in the Plan as a Tier I trail, the limited extent of additional right-of-way needed for development, its high score in the Trail Benefit Analysis, and it's synergy with the county's current project extending the trail to Marsh Creek State Park. The extension to Marshall Road represents the next logical steps of the trail's development and would extend the trail approximately 3.7 miles from Dorlan Mill Road to Marshall Road in Wallace Township, more than doubling the length of the existing Struble Trail.

Beginning at Marsh Creek State Park, the county will need to acquire right-of-way from PA DCNR and two private property owners in order to reach a larger segment of the corridor owned by Chester County. The trail would include two road crossings at S. Reeds and Lyndell Roads and require crossing improvements at these locations. The trail closely follows the East Branch Brandywine Creek and there are locations where the design should consider strategies to mitigate risks of flooding within the corridor. Past S. Reeds Road, additional right-of-way would need to be cleared to reach Marshall Road. The county should consider working with AQUA PA who owns property adjacent to the corridor at Marshall Road for a potential trailhead facility. The project could be broken into multiple phases for implementation with interim termination points at S. Reeds Road and Lyndell Road.

Recommended Actions:

  • Complete the project to extend the trail across Dorlan Mill Road to Marsh Creek State Park.

  • Engage PA DCNR and private property owners to secure necessary trail right-of-way, and AQUA PA for permission to develop a trailhead at Marshall Road.

  • Secure funding for trail design/engineering and construction.

Existing photo from the Struble Trail corridor.

Legend

- ▬ ▬ ▬ Multi-use trail/sidepath
- - - - - Master Plan network trail (proposed)
- ▬▬▬ Master Plan network trail (existing)
- ◯ Crossing improvements
- ▬▬▬ Existing trail
- ▬▬▬ Existing sidewalk
- ☆ Destination
- 🅃 Trailhead (existing)
- 🅃 Trailhead (proposed)

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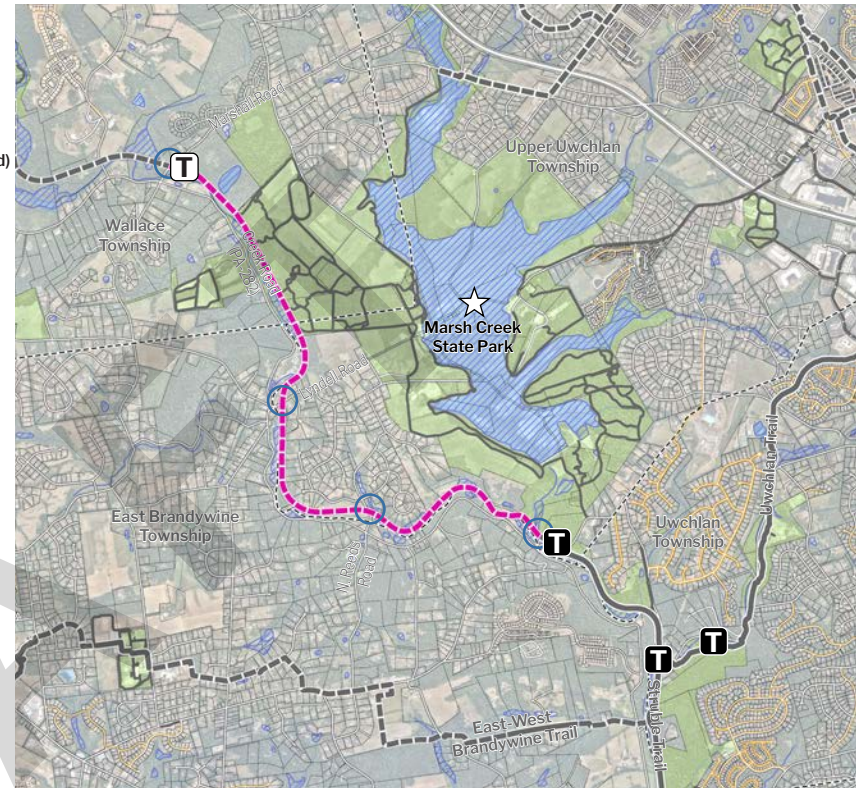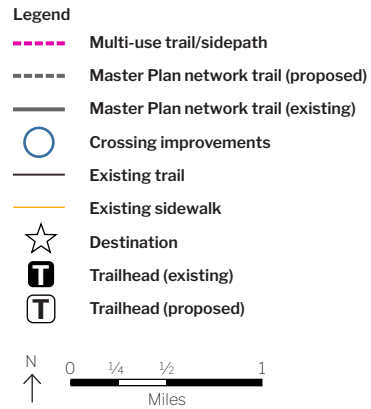
Photosimulation of Struble Trail extension.
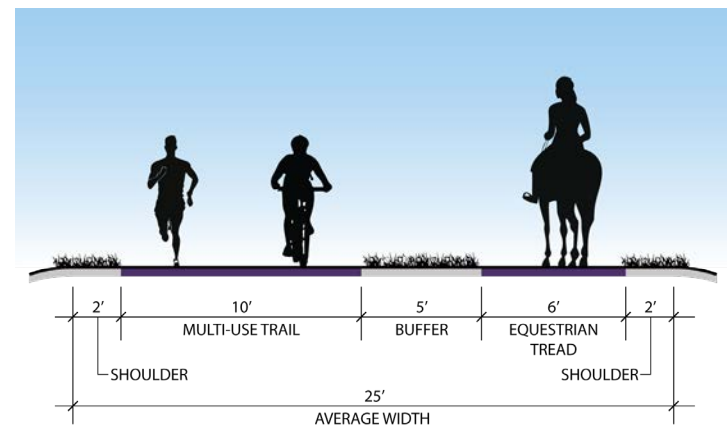
Typical Struble Trail section (where space is available for an equestrian tread).

French Creek Trail, Phoenixville to East Pikeland

- Location: Phoenixville Borough, Schuylkill Township

- Project Mileage: 2.08 miles

- Recommended Facility Types:
  - Multi-use trail/sidepath

- Number of different private landowners potentially impacted: 9

- Number of major at-grade road/driveway crossings: 6

- Estimated Cost: $3,050,000

- Primary Agency(s): Phoenixville Borough, Schuylkill Township

- Supporting Agency(s): PennDOT, East Pikeland Township

- Key Destinations and Connections:
  - Schuylkill River Trail
  - French Creek Trail
  - Devault Trail (Proposed)
  - French Creek to Black Rock Connector Trail (Proposed)
  - Downtown Phoenixville
  - Phoenixville Plaza shopping center
  - East Pikeland Township Municipal Complex
  - Phoenixville Borough Hall

The French Creek Trail is a proposed long-distance trail running from Phoenixville Borough to the Horse-Shoe Trail in Warwick Township. Portions of the trail have been developed and are maintained by local municipalities; including a multi-use trail within Phoenixville and a hiking trail in East Pikeland Township. The French Creek Trail was classified as a Tier II trail and scored highly in the Trail Benefit Analysis, and this catalyst project would work to fill an existing gap between Phoenixville and East Pikeland.

The French Creek Trail begins near the confluence of French Creek with Schuylkill River. The trail follows French Creek approximately 0.7 miles west, ending behind Phoenixville Borough Hall. Phoenixville Borough has secured trail easements to extend the trail west to Paradise Street. Mid-block crossing improvements would be required to cross Paradise Street. The trail could continue west, going underneath the Devault rail corridor and through two other properties before reaching an existing trail segment located behind the Phoenixville Plaza shopping center. Phoenixville is currently working to secure additional trail easements needed to extend the trail to the shopping center.

The existing trail behind the shopping center would need to be renovated to bring this trail to multi-use trail standards. The trail could follow this alignment before turning southwest through the shopping center toward a signalized intersection at Schuylkill Road (PA-23). Crossing improvements would be required at the intersection to bring trail users safely across the road. The trail could then continue as a sidepath along the south side of Schuylkill Road to an existing private driveway west of the JDM Materials property, requiring additional easements from property owners to create this connection. With permission from the driveway's property owner, the trail could follow the driveway as an on-road connection to reach Township Line Road and East Pikeland's Township Line Trailhead. Mid-block crossing improvements are recommended to safely bring users across Township Line Road to the trailhead and the remainder of the trail in East Pikeland Township.

Recommended Actions:

- Continue negotiations with private landowners to secure trail easements between borough hall and Phoenixville Plaza and with private landowners and PennDOT for easements along PA-23.
- Engage owners of the existing private driveway to secure permission for public trail use.
- Pursue funding for trail design and construction.

Legend

- ▪▪▪ Multi-use trail/sidepath
- ▪▪▪ Multi-use trail (via on-road connector)
- --- Master Plan network trail (proposed)
- —— Master Plan network trail (existing)
- ○ Crossing improvements
- —— Existing trail
- —— Existing sidewalk
- ☆ Destination
- T Trailhead (existing)

N

0   1/32   1/16   1/8

Miles
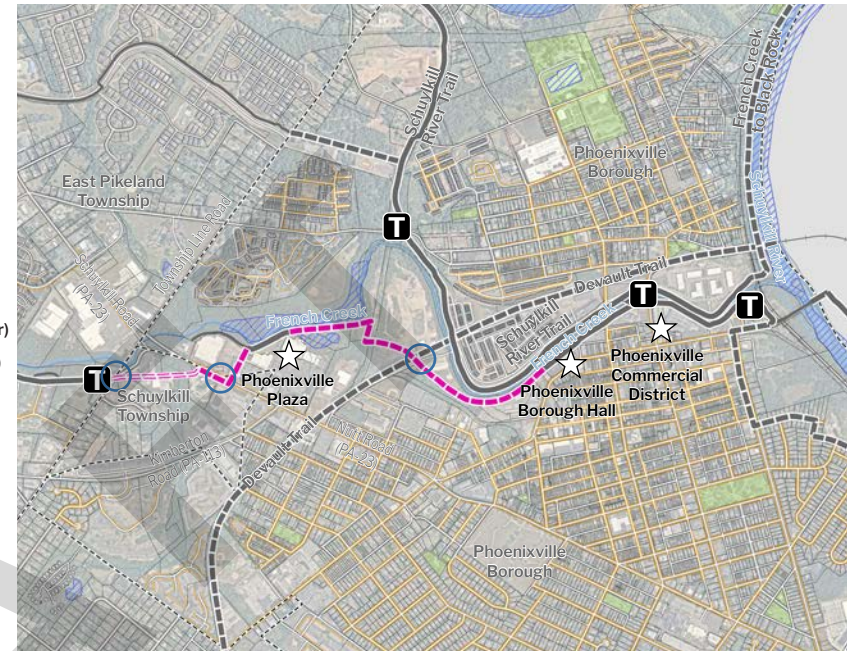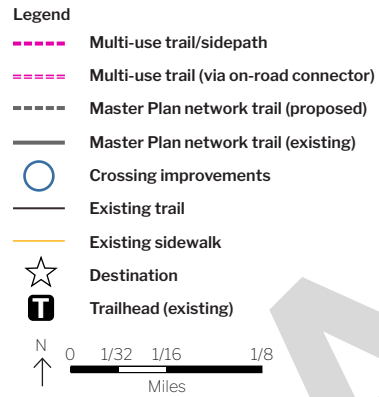
Trail terminus behind Phoenixville Borough Hall.
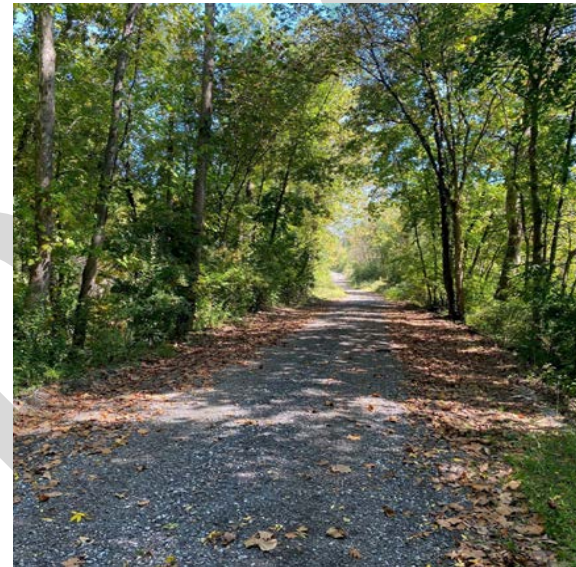
Existing trail segment behind Phoenixville Plaza.

The trail would cross Township Line Road.

French Creek to Black Rock Sanctuary Connector

- Location: Phoenixville Borough

- Project Mileage: 1.01 miles

- Recommended Facility Types:

  · Pedestrian Path

- Number of different private landowners potentially impacted: 2

- Number of major at-grade road/driveway crossings: 0

- Estimated Cost: $615,000-$2,150,000*

- Primary Agency: Chester County

- Supporting Agency(s): Phoenixville Borough

- Key Destinations and Connections:

  · French Creek Trail

  · Schuylkill River Trail

  · Black Rock Sanctuary

  · Downtown Phoenixville

* A range is provided given the variables regarding the type of trail facility and the unknown costs of remediating the outlet control structure.

This catalyst project would create a connection between the French Creek Trail and Chester County's Black Rock Sanctuary in Phoenixville, improving non-motorized connectivity from the dense core of Phoenixville to the educational and recreational assets found within the park. The trail would be located primarily on property owned by Chester County, however easements would be needed from Norfolk Southern to allow passage underneath two rail lines and from the Riverworks development property owner to make the connection to the existing French Creek Trail.

The majority of the trail is located on along an old canal towpath adjacent to the Schuylkill River. There is an existing outlet control structure between the canal and river that has fallen into disrepair and would likely need to be removed and replaced with a trail bridge as part of the project. An engineering study should be performed to determine what improvements are needed at this location, as well as to determine what type of trail facility is feasible given the unique conditions of this corridor.

Recommended Actions:

· Engage Norfolk Southern and the Riverworks property owner regarding the proposed trail and the necessity to acquire easements through private property (Chester County)

· Secure funding to acquire and execute trail easements.

· Secure funding for design and engineering.

· Complete design and engineering. The design should evaluate alternatives for how to address the outlet control structure.

Existing condition looking east through railroad underpass.
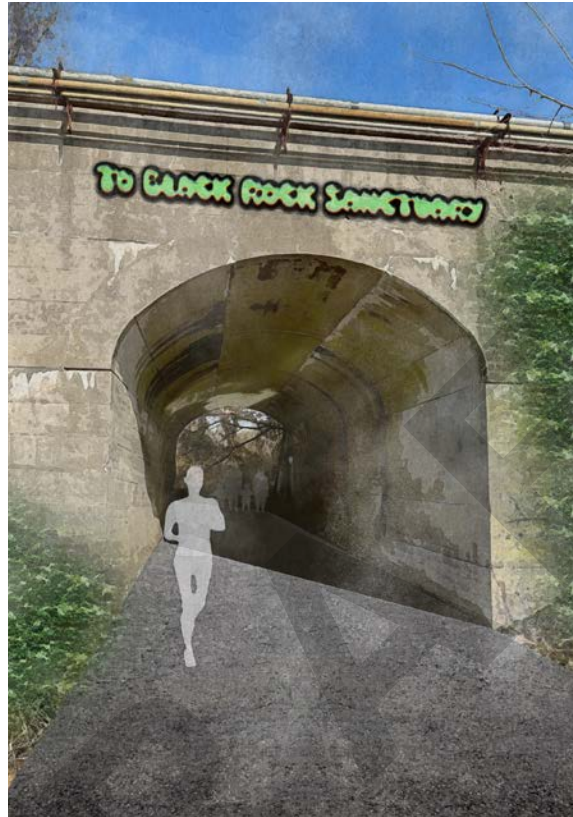
Photosimulation of trail through railroad underpass.
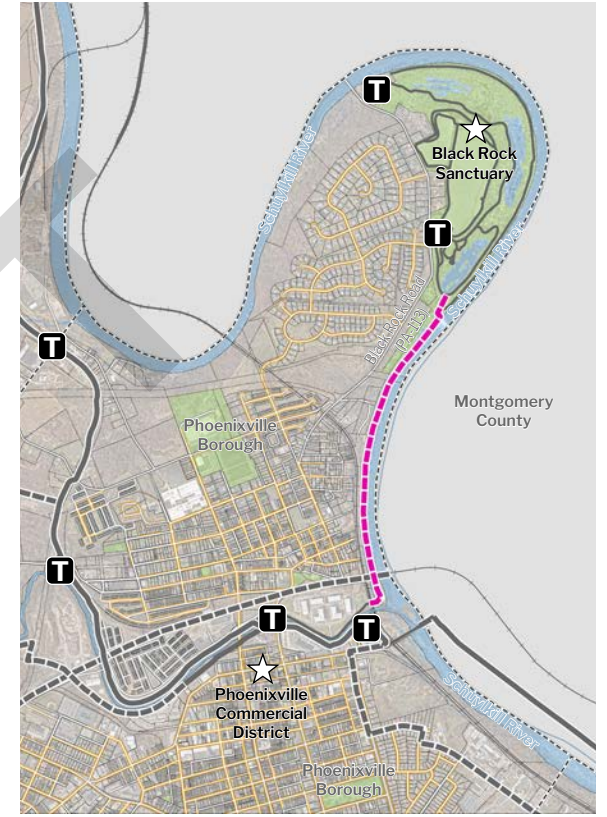
Legend

- - - - **Multi-use trail/sidepath**

- - - - - **Master Plan network trail (proposed)**

——— **Master Plan network trail (existing)**

○ **Crossing improvements**

——— **Existing trail**

——— **Existing sidewalk**

☆ **Destination**

T **Trailhead (Existing)**

N

0'   250' 500'   1,000'

Feet

East Branch Brandywine Trail Extension to Downingtown

- Location: East Caln Township

- Project Mileage: 0.30 miles

- Recommended Facility Types:

  · Multi-use trail/sidepath: 0.30 miles

- Number of different private landowners potentially impacted: 1

- Number of major at-grade road/driveway crossings: 1

- Estimated Cost: $1,400,000

- Primary Agency: East Caln Township

- Supporting Agency(s): Chester County, PennDOT

- Key Destinations and Connections:

  · Chester Valley Trail

  · East Branch Brandywine Trail

  · Struble Trail

  · Future site of the relocated Downingtown Train Station

  · Harmony Hills Nature Area

The existing 2.6-mile East Branch Brandywine Trail is a municipally owned and maintained Circuit Trail that follows the scenic Brandywine Creek through parts of Downingtown and East and West Bradford Townships. There is an approximately 0.3-mile gap from the West Bradford/East Caln Township line to Johnsontown Park in Downingtown Borough. This catalyst project would fill this relatively short but critical trail gap, completing the connection between these trail segments and setting the stage for additional trail connections to the Chester Valley Trail.

The trail could be developed as a sidepath constructed on the east side of Brandywine Avenue/ Downingtown Pike (US-322) from the current terminus at the Brandywine Avenue bridge north to Robbins Road. A road diet on Brandywine Avenue would likely be required to create enough space for the trail and could be accomplished by reducing the width of the north- and south-bound vehicular travel lanes and shifting the road centerline to the west. A physical barrier would be required to separate trail users from the adjacent roadway.

A 10' wide sidepath appears feasible in combination with the road diet, however the trail width may need to be reduced to 8' at a pinch point approaching Old Trolley Road. Past this point, the right-of-way widens to accommodate an additional north-bound travel lane and there appears to be enough space to return to a 10' wide trail.

Upon reaching Robbins Road, the trail could cross Brandywine Avenue at an improved intersection which could include a new traffic signal. A traffic study should be performed as part of a future study to determine what type of crossing improvements are necessary to safely bring users across Brandywine Avenue.

Once on the west side of Brandywine Avenue, the trail could continue through the River Station development property to reach the existing trail. A pedestrian bridge was recently installed crossing the creek from River Station into Johnsontown Park.

Recommended Actions:

· Pursue an engineering study for the trail from the US-322 bridge to Robbins Road. The study should consider the impacts of a road diet on US-322 and recommendations for how the trail should cross US-322. Coordination with PennDOT will be critical as a primary stakeholder.

· Continue to work with the developer of River Station complete the trail through their property from US-322 to the bridge crossing into Johnsontown Park.

Legend

- - - - - Multi-use trail/sidepath
- - - - - Master Plan network trail (proposed)
───── Master Plan network trail (existing)
◯ Crossing improvements
───── Existing trail
───── Existing sidewalk
☆ Destination
T Trailhead (existing)

N ↑
0' 250' 500' 1,000'
Feet
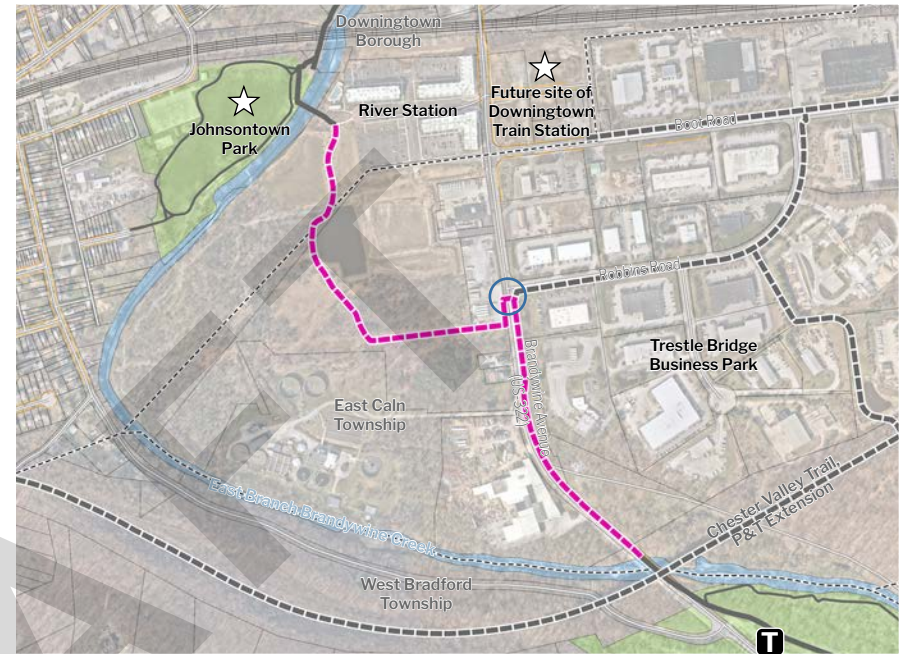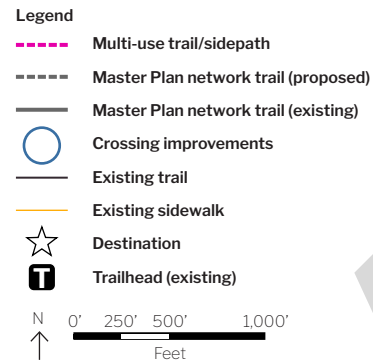
Photograph taken near the north side of the US-322 bridge looking north.

Photosimulation of the proposed sidepath on the east side of US-322.

Chester Valley Trail P&T / Struble Trail Connector

- Location: East Caln Township, Downingtown Borough

- Project Mileage: 1.60 miles

- Recommended Facility Types:
  - Multi-use trail/sidepath: 0.79 miles
  - Split-mode with existing sidewalk: 0.81 miles

- Number of different private landowners potentially impacted: 4

- Number of major at-grade road/driveway crossings: 7

- Estimated Cost: $2,300,000 (Alignment A)

- Primary Agency(s): Chester County, East Caln Township, Downingtown Borough

- Supporting Agency: PennDOT

- Key Destinations and Connections:
  - Chester Valley Trail P&T
  - East Branch Brandywine Trail
  - Struble Trail (via Lions Trail)
  - Kardon Park
  - Mill Town Square commercial center
  - Downingtown Commercial District
  - Relocated Downingtown Train Station

The future extension of the Chester Valley Trail along the P&T corridor will bring this Circuit Trail to the Borough of Downingtown. The corridor is located at a significantly higher elevation than the surrounding street network, as evidenced by the 122' high Downingtown Trestle crossing over Brandywine Avenue (US-322) and the East Branch Brandywine Creek. The following two alignments were identified as potential ways to connect the Chester Valley Trail P&T down to the surrounding street network, where it could then connect users to either the Struble Trail to the north or the East Branch Brandywine Trail to the west.

Alignment A:

This alignment was suggested within the Chester Valley Trail, Extension to Downingtown Feasibility Study/Master Plan. Beginning along the P&T corridor east of the trestle, the trail could be routed through the Trestle Bridge Business Park to reach Robbins Road, requiring three trail easements from private property owners within the business park. Upon reaching Robbins Road, a 10'-12' wide sidepath could likely be developed on the south side of the road within the right-of-way between Brandywine Avenue and Boot Road. The western end of the sidepath would meet Brandywine Avenue where it could connect with the sidepath proposed as part of the East Branch Brandywine Trail, Extension to Downingtown project described previously should that project be completed.

The opposite end of the sidepath would run to Boot Road and would require intersection improvements to cross Boot Road. The trail could continue east as a sidepath via a trail easement to reach Chestnut Street. At Chestnut Street, the trail could transition to a split-mode facility through Downingtown Borough to reach the Lions Trail at Kardon Park. Pedestrians would utilize existing sidewalks, while bicyclists would follow the relatively low-stress roads of Chestnut Street, Lincoln Avenue, and Green Street to reach Pennsylvania Avenue and the entrance to Kardon Park. Crossing improvements are recommended at Pennsylvania Avenue to bring users across the road and onto the Lions Trail, which they would follow in order to reach its connection with the Struble Trail at Norwood Road.

Alignment B:

An alternative alignment could connect the Chester Valley Trail P&T extension to the East Branch Brandywine Trail and avoid impacts to private properties within the Trestle Bridge Business Park. This route would follow an existing graded slope on the north side of the trestle bridge down to Old Trolley Road. Old Trolley Road is a private road that intersects with Brandywine Avenue and could be utilized as an on-road trail connection with permission from East Caln Township. There are no existing bicycle or pedestrian facilities at this location on Brandywine Avenue, however these could be developed through implementation of the East Branch Brandywine Trail, Extension to Downingtown project described earlier. Due to the grades of the existing slope from the trestle bridge being greater than 5%, this trail would not be developed to ADA-accessibility standards.

Recommended Actions:

- Pursue an advanced feasibility study to determine a preferred alignment, or consider developing both alignments. The study should include right-of-way research to confirm property boundaries and coordination with private property owners in the Trestle Bridge Business Park and along Boot Road.

- Stripe "sharrows" on borough owned Chestnut Street, Lincoln Avenue, and Green Street. Work with PennDOT to stripe sharrows on the remaining portion of Green Street (PA-282). Sharrows could potentially be installed on PennDOT section of Green Street through the PennDOT Connects Complete Streets Resurfacing program.

Existing Condition along Robbins Road

| 10.5' | 6' SHOULDER | 12' TRAVEL LANE | 12' TRAVEL LANE | 6' SHOULDER | 13.5' |

60' RIGHT-OF-WAY

Proposed Condition along Robbins Road

| 10.5' | 1' | 12' TRAVEL LANE | 12' TRAVEL LANE | 1' | 5.5' VERGE | 10' SIDEPATH | 8' |

60' RIGHT-OF-WAY

Legend

- - - - - **Multi-use trail/sidepath**
- - - - - - **Split-mode with existing sidewalk**
- - - - - - **Restricted Use Trail (Alternative B)**
- - - - - **Master Plan network trail (proposed)**
——— **Master Plan network trail (existing)**
○ **Crossing improvements**
——— **Existing trail**
——— **Existing sidewalk**
☆ **Destination**
🚆 **Trailhead (Existing)**

N ↑ 0' 250' 500' 1,000'
Feet

Whitford Road Connector to the Chester Valley Trail

- Location: West Whiteland Township

- Project Mileage: 0.55 miles

- Recommended Facility Types:

  · Multi-use trail/sidepath: 0.50 miles

  · Split-mode with existing sidewalk: .05 miles

- Number of different private landowners potentially impacted: 4

- Number of major at-grade road/driveway crossings: 2

- Estimated Cost: $1,240,000

- Key Destinations and Connections:

  · Chester Valley Trail Phase IVA

  · Chester Valley Trail P&T

  · Whitford Train Station

  · Connections to Oaklands Corporate Center and Main Street at Exton via the connection to the CVT Phase IVA.

- Primary Agency: West Whiteland Township

- Supporting Agency(s): Chester County, PennDOT

The Chester Valley Trail is planned to run approximately 40-miles across the county. The existing 18.5-mile portion of the trail was largely developed within the old Chester Valley railroad corridor and will complete its route along this alignment with the construction of Chester Valley Trail, Phase IVa planned for 2025. The Chester Valley Trail, Extension to Downingtown Feasibility Study/Master Plan identified the historic P&T rail corridor as the preferred alignment to continue the trail west toward Downingtown. This catalyst project would create an important connection between these two alignments and enhance pedestrian and bicycle connectivity to destinations such as the Whitford Train Station, Oaklands Corporate Center, and Main Street at Exton.

Potential alignments were considered on both the east and west side of Whitford Road, however, locating the trail on the west side of Whitford Road appears more feasible given fewer private property impacts, driveway crossings, and utility conflicts than the east side.

Beginning at the Whitford Train Station, the trail could begin as a split-mode facility with a new sidewalk on the north side of Spackman Lane running east to Whitford Road. Sharrows could be installed on Spackman Lane for bicyclists using the road as part of the trail connection. The trail would turn south at the intersection at Whitford Road to continue as a sidepath along the west side of Whitford Road to reach the Chester Valley Trail, Phase IVa project. The trail would run through the existing tunnel that carries the Amtrak Keystone Corridor over Whitford Road. Given the narrow width of the tunnel, the sidepath would require changes to vehicular traffic patterns, likely limiting vehicles to one direction at a time through the tunnel via reconfiguration of the existing traffic signals on each side of the tunnel. The sidepath would require a physical barrier to separate trail users and adjacent motorists.

An existing sidewalk on the north side of the tunnel could be upgraded to an 8'-10' wide sidepath along the west side of Whitford Road to the Clover Mill Road intersection. The trail would Clover Mill Road via new crossing improvements and continue north to connect to the Chester Valley Trail Phase IVa extension. There appears to be room to develop most of this trail within the right-of-way, however there is a building with a narrow set-back near the northern end of the route that would need to be factored into the development of the trail.

Recommended Actions:

· Develop an advanced feasibility or engineering study that includes right-of-way research and discussions with impacted landowners and considers alternatives for pedestrian, bicycle, and vehicular circulation at the tunnel and Whitford Station. The study should also investigate the feasibility of developing a connection to the Chester Valley Trail P&T extension on the east side of Whitford Road.

· Coordinate development of this trail with Chester County's Chester Valley Trail Phase IVA and the Chester Valley Trail P&T projects.

· Enforce requirements included in SALDO should new development be proposed to properties along the corridor.

Legend

- - - - - Multi-use trail/sidepath
- - - - - - Potential trail connection
- - - - - - Split-mode with proposed sidewalk
- - - - - Master Plan network trail (proposed)
⭕ Crossing improvements
——— Existing trail
——— Existing sidewalk
☆ Destination
Ⓣ Trailhead (proposed)

N
0' 200' 400' 800'
Feet
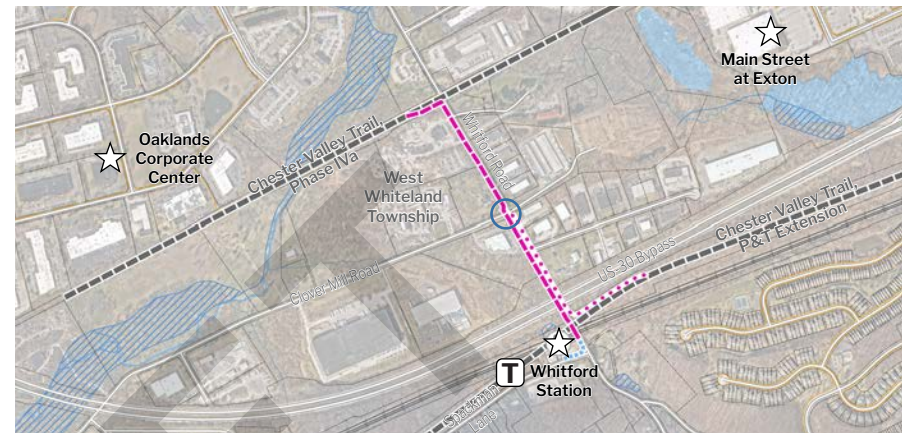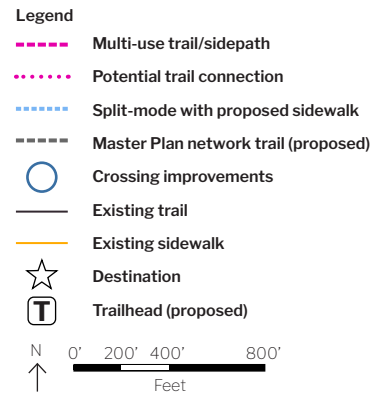
Whitford Road Connector Concept Plan.
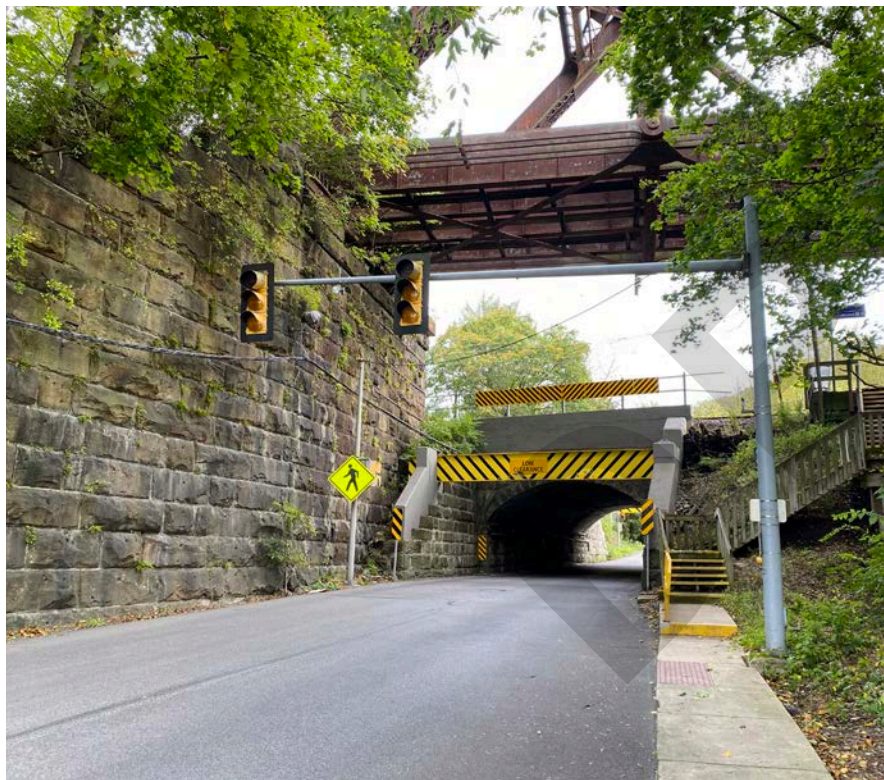
Photograph showing the existing conditions along Whitford Road looking toward the tunnel. The stairs on the right side of the image lead to the westbound platform of Whitford Station.
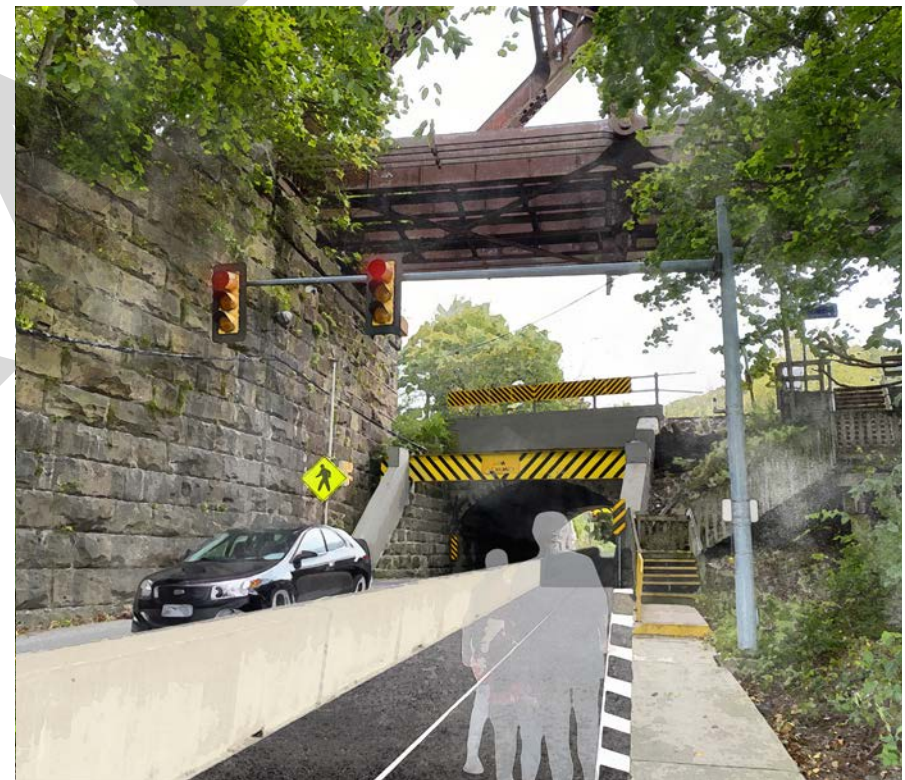
Photosimulation of the proposed sidepath at the tunnel underpass. A physical barrier is suggested to provide separation between trail users and vehicles on Whitford Road.

Uwchlan Trail Connection to the Chester Valley Trail

- Location: West Whiteland Township

- Project Mileage: 1.32 miles

- Recommended Facility Types:

  · Multi-use trail/sidepath

- Number of different private landowners potentially impacted: 0

- Number of major at-grade road/driveway crossings: 1

- Estimated Cost: $2,275,000

- Primary Agency(s): Chester County, West Whiteland Township

- Supporting Agency: PennDOT

- Key Destinations and Connections:

  · Chester Valley Trail

  · Uwchlan Trail

  · Exton Park

  · Swedesford Recreation Area

The Uwchlan Trail is a largely developed 9.3-mile long Circuit Trail through Uwchlan Township. The trail is planned to connect to the Chester Valley Trail on it's east end in Exton Park. Exton Park contains over 700 acres or protected open space jointly owned by Chester County and West Whiteland Township. The township recently installed a series of park improvements as part of the implementation of the Exton Park Master Plan, including the new Swedesford Recreation Area that includes a new playground, restroom facility, picnic pavilion and dog park.

West Whiteland is developing plans for the next phase of park improvements that will include a trail connection from the Swedesford Recreation Area to the Chester Valley Trail, leaving one remaining gap within Chester County's portion of the park between Swedesford Road and Old Valley Road Closing this gap would greatly enhance pedestrian and bicycle connectivity for local residents to the Chester Valley Trail and the many active and passive recreational resources within the park.

Beginning at the existing terminus of the Uwchlan Trail, this project recommends crossing the very low volume Old Valley Road onto county-owned property. The trail could continue south through county property toward Swedesford Road. This portion of the trail would likely require at least one crossing of an unnamed tributary of Valley Creek. Upon reaching Swedesford Road, the trail would require crossing improvements to bring users across the busy roadway; the type of improvements contingent upon on where the trail crossing occurs (either mid-block or near the Swedesford/Ship Road intersection). Once across Swedesford Road, the trail could connect to the existing multi-use trail within the township-owned portion of the park, with the final connection to the Chester Valley Trail being made as part of the next phase of the Township's park improvements project.

Recommended Actions:

· Continue the development of Exton Park Phase 2, including designing and implementing a multi-use trail from Swedesford Road to the Chester Valley Trail.

· Consider commissioning a master plan for Chester County's portion of Exton Park, or perform a feasibility study to determine an alignment from Old Valley Road to the existing trail segment at the Swedesford Recreation Area.

Legend

- - - - **Multi-use trail/sidepath**

───── **Master Plan network trail (existing)**

◯ **Crossing improvements**

───── **Existing trail**

───── **Existing sidewalk**

☆ **Destination**

T **Trailhead (Existing)**

N

0' 250' 500' 1,000'

Feet
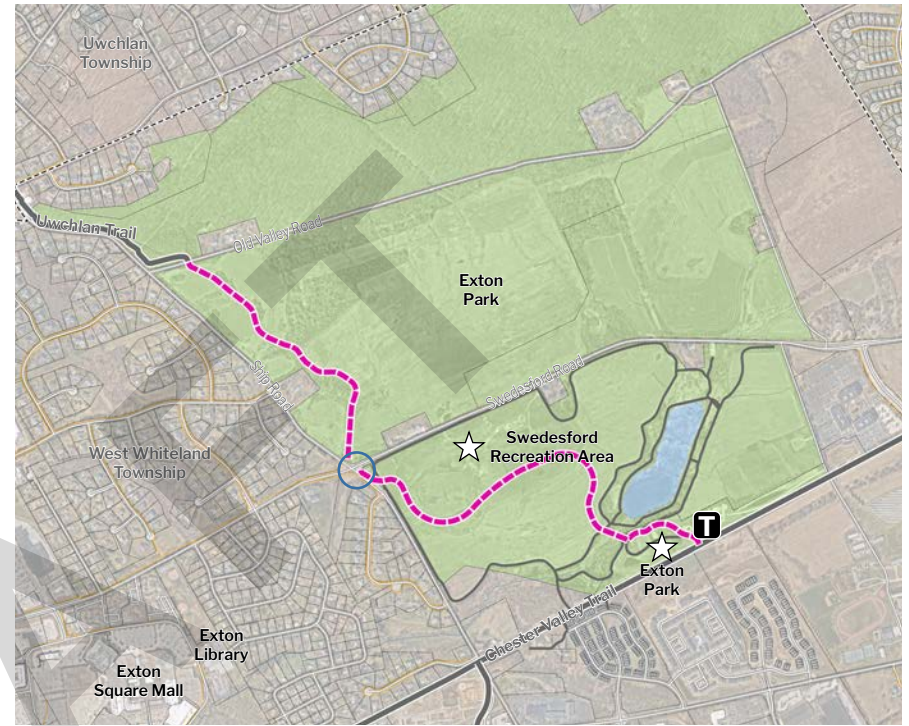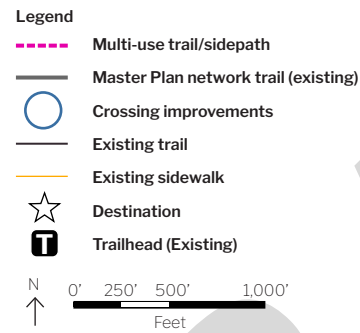
Existing terminus of the Uwchlan Trail at Old Valley Road.

The trail alignment will follow a portion of the trail recently completed by West Whiteland Township as part of their Phase I improvements at Exton Park.

Patriot's Path, Valley Forge Segment

- Location: Tredyffrin Township

- Project Mileage: 1.68 miles

- Recommended Facility Types:

  · Multi-use trail/sidepath: 0.57 miles

  · Split-mode with dedicated bicycle facility: 0.7 miles

  · Split-mode with existing sidewalk: 0.41 miles

- Number of different private landowners potentially impacted: 0

- Number of major at-grade road/driveway crossings: 12

- Estimated Cost: $1,500,000

- Primary Agency: Tredyffrin Township, National Park Service

- Supporting Agency(s): PennDOT, Pennsylvania Turnpike Commission

- Key Destinations and Connections:

  · Chester Valley Trail

  · Valley Forge National Historical Park

  · Chesterbrook Shopping Center

  · Wilson Farm Park

  · Chesterbrook Corporate Center

The Patriot's Path, Valley Forge Segment was originally identified within the Patriot's Path Plan trail study completed in 2009. The trail would create a connection between two major recreational assets: the Chester Valley Trail and Valley Forge National Historic Park.

Starting at the Chester Valley Trail, this trail could begin as a split-mode facility running north along Chesterbrook Boulevard toward Wilson Road. Pedestrians would cross over US-202 via existing sidewalks on the east side of Chesterbrook Boulevard, while bicyclists would need to share the road with motorists to Lee Road. An existing ADA-compliant curb ramp on Chesterbrook Boulevard at the US-202 on/off ramp would need to be expanded to accommodate south-bound bicyclists entering onto the Chester Valley Trail from Chesterbrook Boulevard. This section is particularly challenging due to traffic volumes and multiple interchange ramps which could deter use by more casual bicyclists; however, they could use the sidewalks to walk their bikes across the interchange.

Shortly after Lee Road, the character and geometry of Chesterbrook Boulevard changes and the number of north- and south-bound vehicular travel lanes is reduced to one in each direction. These divided lanes include wide-shoulders with intermittent diagonal striping that create a more comfortable condition for bicyclists to ride on the road, portions of which also contain striped bike lanes. A landscaped median prevents northbound bicyclists from being able to turn left onto Wilson Road, so bicyclists would need to continue along Chesterbrook Boulevard and make a U-turn at Heyward Road onto south-bound Chesterbrook Boulevard to reach Wilson Road. Pedestrians would continue following existing sidewalks and pedestrian paths to reach Wilson Road.

Wilson Road is a restricted-access road owned by Tredyffrin Township. The *Plan* recommends keeping these vehicular restrictions in place but allowing pedestrians and bicyclists to use the road as part of the trail. Wilson Road runs underneath I-76 through an existing tunnel before entering Valley Forge and crosses Valley Creek via an bridge before ending at the Yellow Springs Trailhead within the park.

Alternative: Bradford Road

Should Tredyffrin Township not prefer to use Wilson Road for the trail, an alternative alignment could be developed utilizing Bradford Road. Bradford Road intersects with Chesterbrook Boulevard approximately 0.4 miles west of Wilson Road and contains a wide shoulder that could be comfortably used by most bicyclists. A new pedestrian facility would be required along Bradford Road between Chesterbrook Boulevard and the Picket Post Swim and Tennis Club.

Once Bradford Road crosses Valley Creek, the trail could divert from the roadway and follow the alignment of an existing pedestrian path. This path follows Valley Creek through an underpass beneath I-76 before connecting to a hiking trail within the park that leads to Wilson Road. Both the pedestrian path and hiking trail would need to be upgraded to multi-use standards to complete this connection.

Valley Creek is an Exceptional Value Waterway designated by the Pennsylvania Department of Environmental Protection, so the trail would need to be designed with special consideration of this sensitive waterway.

Recommended Actions:

- Re-engage primary stakeholders (Tredyffrin Township, the National Park Service, PennDOT, and the Pennsylvania Turnpike Commission) to gauge interest in implementing the proposed recommendations.
- Work with stakeholders to determine the preferred alignment for the trail.

Legend

- - - - - Multi-use trail (via on-road connector)

·········· Split-mode with existing sidewalk and shared roadway

·········· Split-mode with existing sidewalk and dedicated bicycle facility

·········· Bicycle facility

·········· Bradford Road alternative

———— Master Plan network trail (existing)

○ Crossing improvements

———— Existing trail

———— Existing sidewalk

☆ Destination

Ⓣ Trailhead (Existing)
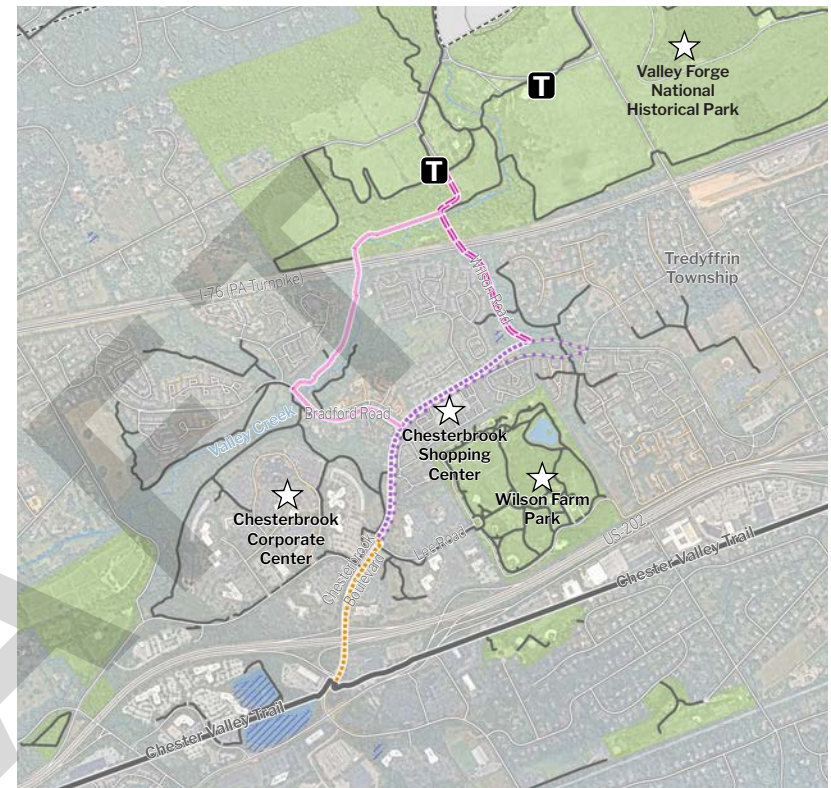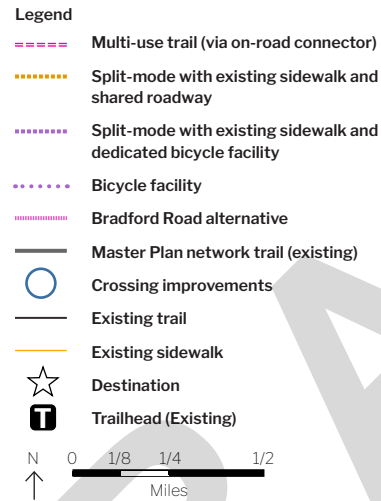
Existing tunnel beneath Pennsylvania Turnpike.

Existing bridge crossing Valley Creek.

The trail would terminate at Yellow Springs Trailhead in Valley Forge National Historic Park.

Plum Run Greenway, West Chester to Plum Run Preserve

- Location: West Goshen Township, East Bradford Township

- Project Mileage: 1.34 miles

- Recommended Facility Types:
  - Multi-use trail/sidepath: 0.3 miles
  - Split-mode with existing pedestrian facility: 0.87 miles
  - Split-mode with proposed pedestrian facility: 0.16 miles

- Number of different private landowners potentially impacted: 1

- Number of major at-grade road/driveway crossings: 9

- Estimated Cost: $1,200,000

- Primary Agency: West Goshen Township, East Bradford Township

- Supporting Agency(s): West Chester University

- Key Destinations and Connections:
  - West Chester Borough
  - West Chester University North & South campuses
  - Robert B. Gordon Natural Area
  - Plum Run Preserve
  - Strode's Mill Historic District

The Plum Run Greenway is a planned trail between West Chester Borough and the future extension of East Branch Brandywine Trail. East Bradford Township's Plum Run Preserve is located at the approximate halfway point and is the lynchpin between the eastern and western portions of the trail. The eastern segment, from West Chester to Plum Run Preserve, would create significant pedestrian and bicycle connections between the borough, WCU's North and South Campuses, the Gordon Natural Area, and Strode's Mill Historic District.

An existing 5'-6' wide path runs along S. New Street from Rosedale Avenue along the West Chester Borough/West Goshen Township border to S. Campus Drive on WCU's south campus. This path is used by both pedestrians and some bicyclists, however does not meet the minimum width required for multi-use trails. Ideally, the existing trail would be widened to 8' in order to meet multi-use standards, however this would require many trail easements from private property owners which could be a challenge to acquire.

Alternatively, the *Plan* recommends the trail be developed as a split-mode facility. Pedestrians could utilize the existing path while bicyclists could share the road with vehicles along S. New Street. S. New Street is owned by the local municipalities and is rated as a Level of Traffic Stress (LTS) 3 in DVRPC's Bicycle LTS & Connectivity Analysis, representing a moderate level of traffic stress appropriate for enthused and confident cyclists. While this route may deter less experienced bicyclists, it represents a viable alternative and could be improved via sharrows and additional signage.

East Bradford Township secured a trail lease agreement from WCU to construct and maintain a trail through University property along Tigue Road. This facility is planned to be constructed as an 8' wide multi-use sidepath running along the north side of Tigue Road. The trail would cross to the south side of Tigue Road approximately 300' east of the preserve through the Gordon Natural Area.

East Bradford's Plum Run Preserve includes a trailhead with a small parking lot and informational and interpretive signage. The trail runs for approximately 0.35-miles through the preserve and the township is developing an additional ¼-mile extension to reach the proposed Strode's Barn Outdoor Heritage Center within Strode's Mill Historic District. The heritage center will feature interpretive features highlighting natural, cultural, and historic resources of Plum Run Preserve and Strode's Mill National Historic District.

The remaining portion of the trail to the East Branch Brandywine Creek is challenging due to a number of physical, environmental, and legal constraints. Developing this part of the trail will require significant coordination with private property owners in order to complete the connection to the proposed East Branch Brandywine Trail Extension.

Recommended Actions:

- Continue implementing proposed improvements to complete the Plum Run Trail from Tigue Road to the Strode's Mill Historic District.

- Seek funding for construction of the sidepath along Tigue Road from WCU's Rockwell Fields to Plum Run Preserve.

- Install sharrows and bicycle signage along S. New Street.

Legend

- - - - - Multi-use trail/sidepath

········· Split-mode with existing sidewalk and shared roadway

- - - - - Master Plan network trail (proposed)

——— Master Plan network trail (existing)

○ Crossing improvements

——— Existing trail

——— Existing sidewalk

☆ Destination

Ⓣ Trailhead (existing)

Ⓣ Trailhead (proposed)

N ↑   0   ⅛   ¼   ½
Miles
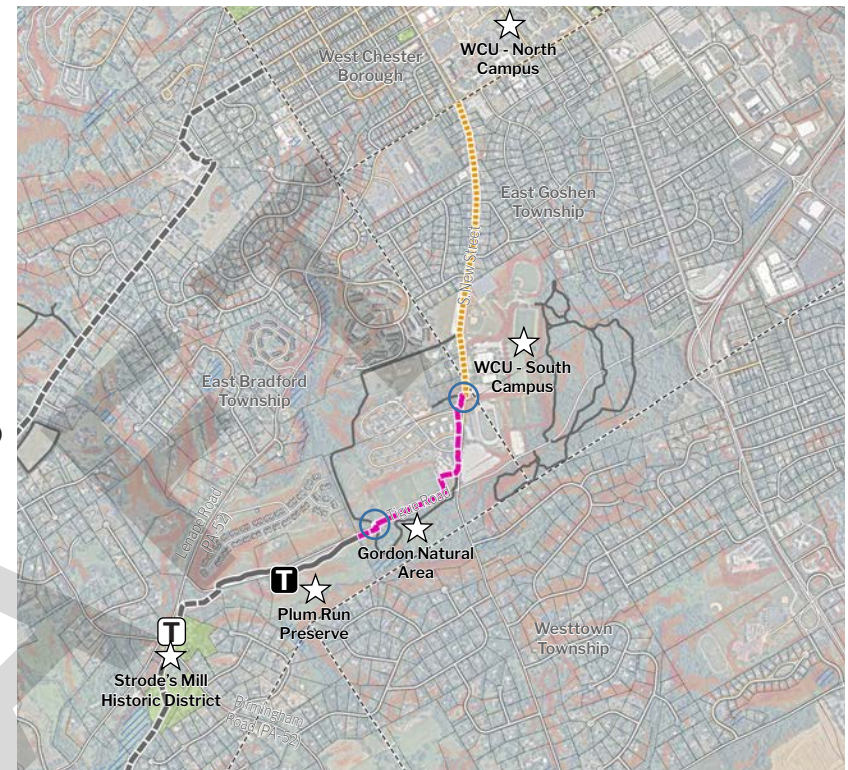
The trail is proposed to run on the north (right) side of Tigue Road.

Approximate location of Tigue Road trail crossing.

An existing multi-use trail runs through Plum Run Preserve.

Baltimore Pike Bikeway Multi-use Trail, Kennett to London Grove

- Location: Kennett Township, New Garden Township, London Grove Township, Avondale Borough

- Project Mileage: 5.75 miles

- Recommended Facility Types:

  - Multi-use trail/sidepath: 2.68 miles

  - Split-mode with existing pedestrian facility: 0.87 miles

  - Split-mode with proposed pedestrian facility: 0.16 miles

- Number of different private landowners potentially impacted: 50

- Number of major at-grade road/driveway crossings: 46

- Estimated Cost: $17,500,000

- Primary Agency: Kennett, New Garden, and London Grove Townships, Avondale Borough

- Supporting Agency(s): Chester County, PennDOT

- Key Destinations and Connections:

  - Commercial areas, businesses and employment centers along Baltimore Pike

  - Kennett Square Borough

  - Avondale Borough

  - Toughkenamon Village

The Baltimore Pike Bikeway would create a significant non-motorized transportation and recreation corridor in southern Chester County. The segment from Kennett Square to London Grove Township is a priority segment that would improve pedestrian and bicycle connectivity to many community resources on the west side of Kennett Square and improve transportation options to support the "mushroom workforce" employed within the area's significant agricultural sector.

Starting in Kennett Square Borough, the trail could begin as a split-mode facility with buffered bike lanes from Mill Road to Scarlett Road. Buffered bike lanes appear feasible in combination with a road diet to the one-way pair of Baltimore Pike and Cypress Streets, reducing each road to one vehicular travel lane. The road diet along Cypress Street could continue from Scarlett Road to the junction with Baltimore Pike to incorporate a 10-12' wide sidepath within the right-of-way along the south side of Cypress Street.

Once the trail reaches the Cypress Street/Baltimore Pike junction, the right-of-way narrows and easements would be required from all property owners along the corridor to implement the sidepath to Avondale Borough, with one exception in Toughkenamon village. Due to the limited building setbacks along Baltimore Pike in Toughkenamon, the trail could leave Baltimore Pike at Center Street and continue as a split-mode facility or curbless street following Center, Church, and Reese Streets to avoid this pinch point. Once through Toughkenamon, the trail is recommended to continue as a sidepath to PA-41 in Avondale Borough. Securing this many easements is a significant challenge, however the safety and transportation benefits the trail could provide to support the local workforce and community are significant.

PA-41 contains existing bike lanes within the road shoulder in Avondale and London Grove Township. Existing and proposed pedestrian infrastructure could complete this section of the trail as a split-mode facility, terminating near the London Grove Village shopping center.

Recommended Actions:

- DVRPC is beginning a study to develop an Active Transportation Master Plan along Baltimore Pike around the Kennett Square area as part of their 2024 work program. The program should include more detailed outreach to landowners, including large private employers located along the corridor.

- Form a working committee with representatives from each municipality to coordinate work and ensure movement on the project. The committee could include partner organizations and should include large private employers. The committee could be expanded to a wider group of municipalities included in the Baltimore Pike Bikeway developed in the Southern Chester County Circuit Trail Feasibility Study.

Proposed Baltimore Pike Section

- VERGE WITH VERTICAL BARRIER

| 5' | 2.5' | 12.5' | 2' | 5' | 10' | 13' |

SHOULDER — EAST-BOUND TRAVEL LANE — SHOULDER — SIDEPATH

50'
RIGHT-OF-WAY
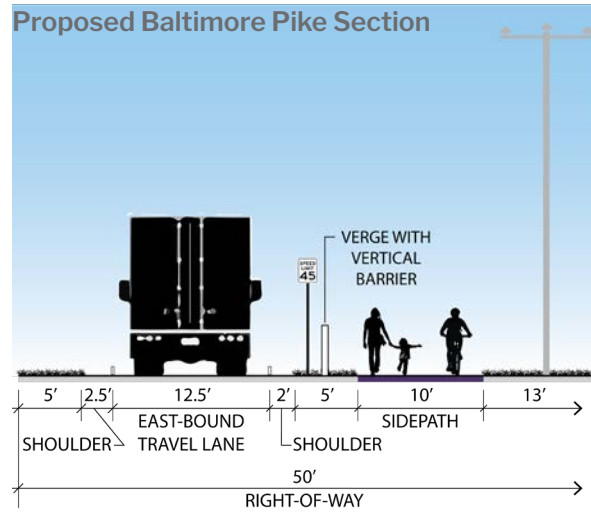
Legend

- ▬ ▬ ▬ Multi-use trail/sidepath
- ▪ ▪ ▪ Split-mode with sidewalk and dedicated bicycle facility
- ▪ ▪ ▪ Split-mode with sidewalk and shared roadway, or curbless street
- • • • Bicycle facility
- ‑ ‑ ‑ Master Plan network trail (proposed)
- ▬▬▬ Master Plan network trail (existing)
- ◯ Crossing improvements
- ▬▬▬ Existing trail
- ▬▬▬ Existing sidewalk
- ☆ Destination

N
0   ¼   ½   1
Miles
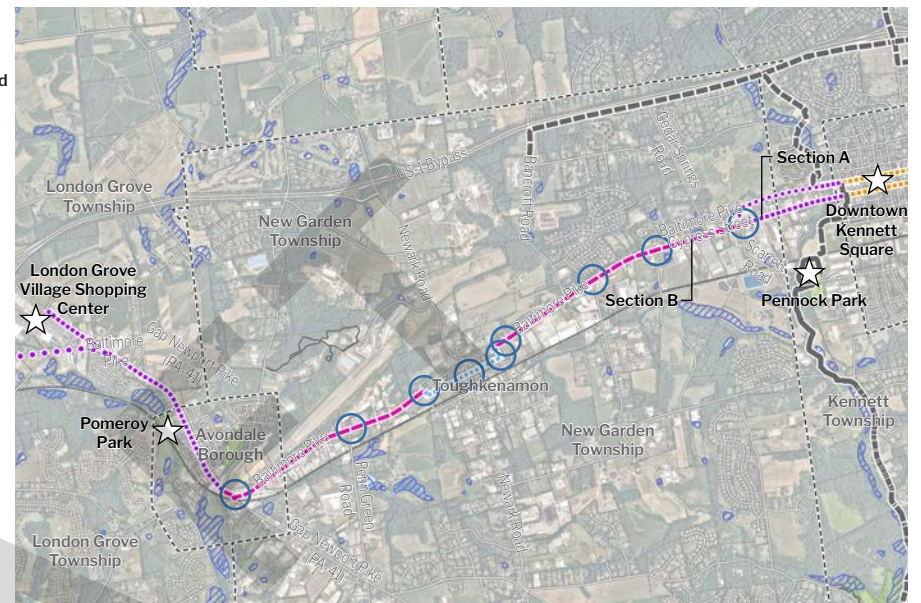
Photograph looking west along Cypress Street in New Garden Township.

Photosimulation of proposed sidepath along Cypress Street.

Funding Sources

There are a variety of federal, state, and local funding sources available for trail development. The following table provides an overview of the many funding programs available that includes general information about each program. Links to each program's website are provided.

Program	Community Conservation Partnership Program (C2P2)	PA Department of Community & Economic Development/ Commonwealth Financing Authority Local Share Account (LSA) – Statewide	PennDOT Multimodal Transportation Fund	PA Department of Community & Economic Development/ Commonwealth Financing Authority Multimodal Transportation Fund
AGENCY	PA DCNR	PA DCED/CFA	PennDOT	PA DCED/CFA
TYPICAL APPLICATION WINDOW	Annual: January - April	Periodic	Annual: September - November	Annual: March - July
FUNDING SOURCE	State	State	State	State
MATCH REQUIREMENT (GRANT/MATCH)	50/50	No Match Required	70/30	70/30
FUNDING PARAMETERS	$500K max	$25K min/$1Mil max	$100K min/$3Mil max	$100k min/ $3Mil max
ELIGIBLE ACTIVITIES	• Planning • Right-of-Way Acquisition • Engineering/Design • Construction	• Planning • Right-of-Way Acquisition • Engineering/Design (not to exceed 10% of award) • Construction	• Right-of-Way Acquisition • Engineering/Design (not to exceed 10% of award) • Construction	• Right-of-Way Acquisition • Engineering/Design (not to exceed 10% of award) • Construction
OTHER INFORMATION		• $100 non-refundable application fee	• Reimbursement program • Consultants must be selected in accordance with PennDOT's Consultant Selection Requirements • Must use PennDOT-prequalified construction contractors and subcontractors to perform construction work	• $100 non-refundable application fee

Note: Information is current as of 2024.

PA Department of Community & Economic Development/ Commonwealth Financing Authority Greenways, Trails, and Recreation Program (GTRP)	Congestion Mitigation and Air Quality (CMAQ)	Regional Trails Program (RTP)	Transportation Alternatives Set-Aside (TA Set-Aside)	Vision Partnership Program
PA DCED/CFA	DVRPC	DVRPC	PennDOT	Chester County
Annual: May	Periodic	Periodic	Biennial	Biannual: March & September
State	Federal	Local	Federal/IIJA	Local
85/15	Design/engineering locally funded to serve as match	No Match Required	Design/engineering locally funded to serve as match	60/40
$250K max	traditionally $500K min/ $5Mil max	Varies	traditionally $50K min/$1.5 Mil max. May exceed $1.5 Mil for "exceptional" projects	$50k for plans or ordinances, $30k for planning studies
• Planning • Right-of-Way Acquisition • Engineering/Design (not to exceed 10% of award) • Construction	• Construction	• Planning • Right-of-Way Acquisition • Engineering/Design • Construction	• Construction	• Comprehensive Plans • SALDO/Zoning Ordinances • Official Maps • Multimodal Plan/Study • Trail Feasibility Plan
• $100 non-refundable application fee			• Pre-application related engineering/technical assistance may be available at no cost for eligible projects through DVRPC's Technical Assistance Program	

Other Funding Considerations

- Private donations/sponsorship: Private enterprises, such as corporations, businesses, philanthropic organizations, or individuals may be willing to provide financial support for trail construction, maintenance, amenities, or other efforts. Private financial support can not only help promote the brand, but can be seen as a good will gesture on the part of enterprise. Consider engaging with organizations like the chamber of commerce or economic development councils to identify potential funding partners who may be interested in supporting trail development within the community. Even if unable to provide direct financial assistance, organizations may be willing to assist in other ways, such as donating land or providing a trail easement on their property at no cost.

- Bond funding: There are several types of bond funding municipalities can pursue to generate capital for open space preservation and development projects, such as general obligation and revenue bonds. These funding mechanisms have specific requirements that need to be studied when considering a bond initiative.

- Transportation Improvement Program (TIP): The TIP is federally mandated program of regional priority transportation projects intended to utilize federal funding, state funding capital projects, and other regionally significant projects whether they are planning to utilize federal funding or not. TIP funding is formulaically sourced from federal transportation legislation. TIP projects are prioritized by individual counties and reviewed by the Regional Technical Committee (RTC) comprised of state, county, and city planners, transit operators, citizen representations, and transportation related interest groups. The RTC recommends projects to the DVRPC Board, who after a period of public comment determines the final list of projects to include on the TIP.

Right-of-Way Acquisition

Acquiring the trail's right-of-way is often one of the most challenging parts of any trail project. There are several different methods right-of-way can be obtained:

- Fee-Simple: The land can be purchased through a fee-simple real estate transaction. Purchasing property fee-simple is often the costliest method of acquiring right-of-way but provides full title and development rights to the land.

- Easements: Trail easements provide permission to construct and permanently use a trail on a designated portion of private property. Easements are typically less costly than acquiring property fee-simple as the base property ownership remains with the landowner. When negotiating a trail easement, it is important to consider the full width necessary for development of the trail, including associated grading, stormwater management, and maintenance access, and to define any specific conditions for use of the easement.

- Lease: Similar to easements, a lease authorizes the use of the land for construction and public use in return for a negotiated fee however, leases include a specific time frame after which the landowner choose to renew (or not renew) the lease upon its expiration.

- Donation: Landowners may be willing to donate property for trail development. Donations may be for full property rights or for an easement. Landowners can often benefit from donations through potential federal income and estate tax benefits and public relations value.

- Eminent Domain: Eminent domain is the right of government and authorities to acquire part or all of a private property for public use. In return, the government must provide just compensation to the property owner, generally through an appraisal of the property's value. Acquiring land via eminent domain is generally not recommended as a means to acquire property for trail development and should only be considered in limited circumstances upon exhaustion of other means.

Recreational Use of Land and Water Act

The Pennsylvania Recreational Use of Land and Water Act was adopted in 1966 in order to encourage landowners to allow recreational use of their property. This Act, and subsequent amendments adopted in 2007, 2011, and 2018, limits landowners' liability for personal injury and property damage if they make their land available for public recreational use, so long as there is no charge required for entrance. While this Act does not prevent landowners from being sued, it provides them with an immunity defense to claims that their negligence caused the plaintiff's injury. Landowners may still be liable for *willful or malicious* failure to guard or warn recreational users of dangerous conditions.

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Appendix A:
Municipal and Trail Planning Inventory

MUNICIPAL AND TRAIL PLANNING INVENTORY

The development of the *Plan* included reviewing existing municipal planning documents and trail studies to incorporate into the trail planning inventory. Due to the extensive number of documents reviewed, this report inventories but does not describe in detail findings from the individual reports.

Municipal Plan	Year
Atglen Borough Comprehensive Plan	2018
Atglen Borough 4-Parks Master Plan	2022
Avondale Borough Comprehensive Plan	2019
Brimingham Township Comprehensive Plan	2015
Borough of Downingtown Comprehensive Plan Update	2015
Borough of Modena Comprehensive Plan	2022
Borough of Oxford Comprehensive Plan	2024
Caln Township Comprehensive Plan	2017
Charlestown Township Comprehensive Plan Update	2021
Charlestown Township Parks, Recreation, Open Space, and Trails Plan	2015
East Bradford Township Comprehensive Plan Update	2016
East Bradford Township Official Map	2021
East Bradford Township Open Space, Recreational, and Environmental Resources Plan	2009
East Brandywine Township Comprehensive Plan	2022
East Brandywine Township Official Map	2022
East Caln Township Comprehensive Plan	2024
East Caln Township Official Map	2016
East Coventry Township Parks, Recreation, and Open Space Plan	2017
East Fallowfield Township Comprehensive Plan	2015
East Goshen Township Comprehensive Plan	2015
East Marlborough Township Open Space, Recreation, and Environmental Resources Plan	2021
East Pikeland Township Comprehensive Plan	2013
East Vincent Township Comprehensive Plan	2018
East Vincent Township Open Space and Recreation Plan	2007
East Whiteland Township Comprehensive Plan Update	2016
East Whiteland Township Multimodal Transportation Map	2020
East Whiteland Township Parks, Recreation, and Open Space Plan	2022
Easttown Township Comprehensive Plan	2018
Elverson Borough Active Transportation Plan	2021
Elverson Borough Comprehensive Plan	2014
Franklin Township Comprehensive Plan	2022
Highland Township Comprehensive Plan Update	2022
Honeybrook Township and Borough Multimunicipal Comprehensive Plan	2015
Kennett Square Borough Comprehensive Plan	2012
Kennett Township Open Space Map	2019
Kennett Township Comprehensive Plan	2015
London Britain Township Comprehensive Plan Update	2019
Malvern Borough Comprehensive Plan Update	2022
Malvern Borough Official Map	2017

Municipal Plan	Year
New Garden Township Comprehensive Plan	2018
New Garden Township Official Map	2019
New Garden Township Trail Prioritization Plan	2019
North Coventry Township Comprehensive Plan	2019
Oxford Region Multimunicipal Comprehensive Plan	2014
Penn Township Comprehensive Plan Update	2022
Pennsbury Township Comprehensive Plan	2006
Phoenixville Borough Comprehensive Plan Update	2022
Phoenixville Regional Planning Commission Comprehensive Plan	2021
Pocopson Township Comprehensive Plan	2014
Pottstown Metropolitan Region Comprehensive Plan	2015
Schuylkill Township Multi-modal Map	2018
Thornbury Township Comprehensive Plan	2018
Tredyffrin Township Comprehensive Plan	2021
Upper Uwchlan Township Active Transportation Plan	2023
Upper Uwchlan Township Comprehensive Plan	2014
Upper Uwchlan Township Trails Master Plan	2005
Uwchlan Township Comprehensive Plan	2020
Valley Township Comprehensive Plan Update	2020
Valley Township Open Space, Recreation, and Environmental Resources Plan	2019
Wallace Township Comprehensive Plan	2015
Wallace Township Trails Map	2018
Warwick Township Comprehensive Plan Supplement: Protection Strategies for the Hopewell Big Woods	2015
West Bradford Township Comprehensive Plan	2020
West Brandywine Township Comprehensive Plan Update	2020
West Chester Borough Comprehensive Plan	2016
West Goshen Township Comprehensive Plan	2019
West Grove Borough Comprehensive Plan	2022
West Nottingham Township: Nottingham Village Circulation, Streets, and Identity Composite Map	2007
West Pikeland Township Comprehensive Plan	2010
West Sadsbury Township Comprehensive Plan	2023
West Vincent Township Trail Plan	2022
West Whiteland Township Bicycle and Pedestrian Plan	2019
West Whiteland Township Official Map	2019
Westtown Township Comprehensive Plan	2019
Willistown Township Comprehensive Plan (Guidelines for Growth & Sustainability)	2023
Willistown Township Official Map	2016

Study	Year
A Circle of Progress: The Greater Pottstown Trails Feasibility Study	2018
Beaver Creek Trail Feasibility Study	2019
Brandywine Creek Greenway Concept Plan	2012
Central Chester County Bicycle and Pedestrian Circulation Plan	2013
Chester County Multimodal Handbook	2015
Chester Valley Trail Extension to Downingtown Feasibility Study and Master Plan	2017
Chester Valley Trail West Feasibility Study and Master Plan	2018
Devault Trail Activation Study	2022
Devault Trail Feasibility Study	2015
East-West Bicycle and Pedestrian Facilities Plan	2018
Great Valley/Route 29 Multimodal Study	2014
Icedale Trail Feasibility Study	2022
Jennersville Multi-modal Connectivity Feasibility Study	2015
Malvern Multimodal Study	2018
Malvern-Willistown Greenway Master Plan	2013
Northern Struble Trail Feasibility Study	2015
The Mill Trail Study: A Bicycle and Pedestrian Facilities Plan	2018
The Patriot's Path Plan	2009
Parks, Recreation, and Open Space Plan for the Federation of Northern Chester County Communities	2012
Paoli Pike Corridor Master Plan	2017
Paoli Pike Trail Feasibility Study and Master Plan	2015
Planning Kennett Connections	2023
Plum Run Master Plan	2019
Schuylkill Township Freedom Trail Feasibility Study	2016
Southern Chester County Circuit Trail Feasibility Study	2021
Toughkenamon Streetscape and Transportation Improvement Plan	2020
Warner Spur Multi-Use Trail Master Plan	2019

Chester County Trails Master Plan

Appendix B:
Trail Benefit Analysis Results

Community Benefit Analysis															
ID	Trail/ Corridor Name	Total Score	Trail Tier	Proposed Trail Mileage (mi)	Network Connect.	Population Density	Proximity to Public Trans.	Proximity to Civic Institutions	Proximity to Commercial Centers	Proximity to Employ.	Proximity to Parks	Indicators of Potential Disadvntg. (IPD)	Legal Feasibility	Municipal and Public Support	Planning Analysis
CVT	Chester Valley Trail	75.9	I	24.9	4.5	6	6	4.5	4.5	3	4.5	6	0	6	6
DEV	Devault Trail	58.4	I	5.9	4.5	6	4.5	4.5	4.5	3	4.5	4	5	6	6
EBB	East Branch Brandywine Trail	55.5	I	10.5	4.5	4	6	4.5	4.5	3	4.5	2	0	6	6
BPB-1	Baltimore Pike Bikeway (Kennett to London Grove)	53.7	II	9.7	4.5	6	4.5	4.5	4.5	1.5	4.5	4	0	6	4
FCT	French Creek Trail	52.9	II	10.9	4.5	6	4.5	4.5	4.5	1.5	4.5	2	0	6	4
KGW	Kennett Greenway	52.8	II	10.8	3	4	4.5	4.5	4.5	3	4.5	4	0	6	4
CVS	Chester Valley Trail - Struble Trail Connector	49.6	II	1.6	4.5	6	6	4.5	4.5	3	3	2	2.5	6	6
PAP-3	Patriot's Path, Valley Forge Segment	49.5	II	1.5	4.5	4	4.5	4.5	4.5	4.5	4.5	2	5	6	4
PAO	Paoli Station / CVT Connector	48.4	I	1.4	4.5	4	6	4.5	4.5	4.5	3	4	0	6	6
UWC	Uwchlan Trail	48.1	I	3.1	4.5	4	4.5	4.5	4.5	4.5	4.5	2	0	6	6
PAP-1	Patriot's Path, Malvern Segment	48.1	II	2.6	4.5	4	6	4.5	4.5	3	4.5	2	2.5	6	4
BCT	Beaver Creek Trail	47.8	I	3.3	4.5	4	6	4.5	4.5	1.5	3	2	2.5	6	6
STR	Struble Trail	45.1	I	13.6	4.5	2	0	4.5	0	1.5	4.5	0	2.5	6	6
BPB-4	Baltimore Pike Bikeway (Oxford Area)	44.7	II	1.2	1.5	6	4.5	4.5	4.5	1.5	1.5	6	7.5	2	4
DWS	Devault/ Warner Spur Connector	44.2	I	1.7	4.5	2	4.5	4.5	3	4.5	3	2	2.5	6	6
SFT	Schuylkill Freedom Trail	42.6	II	4.6	4.5	6	4.5	4.5	4.5	1.5	4.5	2	0	4	2

ID	Trail/ Corridor Name	Total Score	Trail Tier	Proposed Trail Mileage (mi)	Network Connect.	Population Density	Proximity to Public Trans.	Proximity to Civic Institutions	Proximity to Commercial Centers	Proximity to Employ.	Proximity to Parks	Indicators of Potential Disadvntg. (IPD)	Legal Feasibility	Municipal and Public Support	Planning Analysis
FBR	French Creek to Black Rock Sanctuary Connector	42.5	II	1	4.5	6	4.5	3	4.5	1.5	4.5	0	5	6	2
WAS	Warner Spur	42.4	I	1.9	4.5	0	4.5	1.5	0	4.5	4.5	4	5	6	6
BPB-2	Baltimore Pike Bikeway (West Grove)	42.3	II	0.8	1.5	4	4.5	4.5	4.5	1.5	1.5	4	7.5	4	4
MIL	Mill Trail	41.2	II	3.7	1.5	4	6	4.5	4.5	1.5	1.5	6	0	4	4
PRG	Plum Run Greenway	40.9	II	4.4	4.5	4	4.5	4.5	1.5	3	4.5	0	0	6	4
COV	Coventry Trail	39.9	II	10.9	4.5	2	3	4.5	3	1.5	4.5	2	0	2	2
EWB	East-West Brandywine Trail	38.9	II	7.4	4.5	2	0	4.5	4.5	1.5	4.5	0	0	6	4
PAP-2	Patriot's Path, Valley Creek Segment	37.7	II	1.7	4.5	4	4.5	3	4.5	4.5	3	2	0	4	2
WLH	West Lincoln Highway Spur	37.3	II	3.3	1.5	6	4.5	4.5	4.5	1.5	1.5	4	0	4	2
WCP	West Chester Pike Connector	36.3	II	1.8	4.5	6	4.5	4.5	3	1.5	1.5	0	5	2	2
PPT	Paoli Pike Trail	36.1	II	3.1	4.5	2	0	4.5	3	4.5	4.5	0	0	6	4
GRY	Greystone Connector	35.9	III	1.4	4.5	2	4.5	4.5	3	4.5	3	2	2.5	2	2
HIB	Hibernia-Brandywine Trail	35.8	III	3.3	3	2	4.5	4.5	4.5	1.5	4.5	2	0	4	2
WHI	Whitford Road Connector	35	II	0.5	1.5	0	6	4.5	3	3	0	4	2.5	4	6
EXT	Exton Square Connector	35	III	0.5	4.5	2	4.5	4.5	4.5	1.5	4.5	2	2.5	2	2
BPB-3	Baltimore Pike Bikeway (Jennersville Area)	34.9	II	0.9	1.5	2	4.5	4.5	4.5	1.5	3	2	2.5	4	4
US1-1	US-1 Expressway Trail (Kennett Area)	34.6	III	3.6	4.5	2	4.5	4.5	1.5	1.5	4.5	4	0	2	2

ID	Trail/ Corridor Name	Total Score	Trail Tier	Proposed Trail Mileage (mi)	Network Connect.	Population Density	Proximity to Public Trans.	Proximity to Civic Institutions	Proximity to Commercial Centers	Proximity to Employ.	Proximity to Parks	Indicators of Potential Disadvntg. (IPD)	Legal Feasibility	Municipal and Public Support	Planning Analysis
UUT	Upper Uwchlan Township Trail Network	33.5	III	4.5	4.5	2	0	4.5	3	4.5	4.5	2	0	2	2
JEN	Jennersville Loop	33.3	III	1.8	1.5	2	4.5	4.5	4.5	1.5	3	2	0	4	4
KAS	Kennett Area Spine	32.9	III	2.4	3	2	1.5	4.5	1.5	1.5	4.5	4	0	4	4
WGL	West Goshen Loop	32.3	III	2.3	4.5	2	4.5	4.5	3	4.5	3	0	0	2	2
ASH	Ashbridge Preserve Connector	32.1	III	1.6	4.5	2	0	4.5	4.5	1.5	4.5	0	5	2	2
OAR	Oxford Area Recreation Connector	30.2	III	1.7	3	2	3	4.5	1.5	1.5	3	6	0	2	2
TRT	Taylor Run Trail	29.2	III	2.2	3	2	0	3	4.5	1.5	4.5	0	2.5	4	2
CSC	County Seat Corridor	26.5	III	2	1.5	2	3	4.5	1.5	3	3	0	0	4	2
KIM	Kimberton Glen Connector	25.3	III	0.3	4.5	4	3	0	1.5	1.5	1.5	0	5	2	2
BRT	Brandywine Trail	24.4	III	4.9	4.5	2	0	3	4.5	1.5	0	0	0	2	2
WLF	Wolf's Hollow Connector	23.9	III	1.9	3	2	0	4.5	0	1.5	4.5	0	2.5	2	2
BBT	Boars Back Trail	20.8	III	5.8	1.5	1	0	0	0	1.5	4.5	0	2.5	2	2
US1-2	US-1 Expressway Trail (Oxford Area)	17.3	III	3.8	1.5	0	0	0	0	1.5	4.5	2	0	2	2
NOT	Nottingham Park Connector	17.1	III	1.1	1.5	0	0	0	0	1.5	4.5	2	2.5	2	2

Appendix C: Public Survey Results

Chester County Trails Master Plan Survey

Q1 How often do you use trails in Chester County?

Answered: 1,348   Skipped: 4
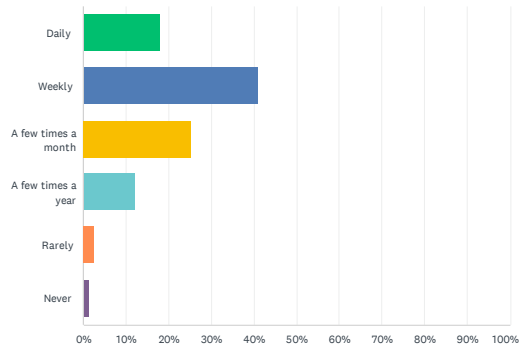
ANSWER CHOICES	RESPONSES	
Daily	17.80%	240
Weekly	40.88%	551
A few times a month	25.30%	341
A few times a year	12.17%	164
Rarely	2.60%	35
Never	1.26%	17
TOTAL		1,348

Chester County Trails Master Plan Survey

Q2 Generally, when do you use trails in Chester County?

Answered: 1,349   Skipped: 3
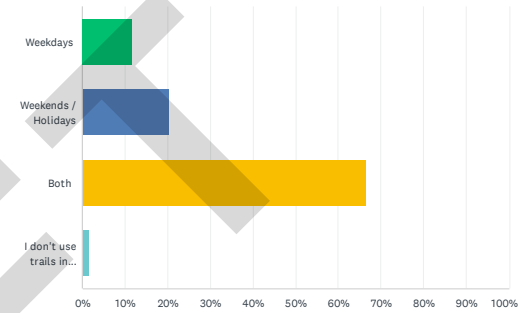
ANSWER CHOICES	RESPONSES	
Weekdays	11.79%	159
Weekends / Holidays	20.16%	272
Both	66.57%	898
I don't use trails in Chester County	1.48%	20
TOTAL		1,349
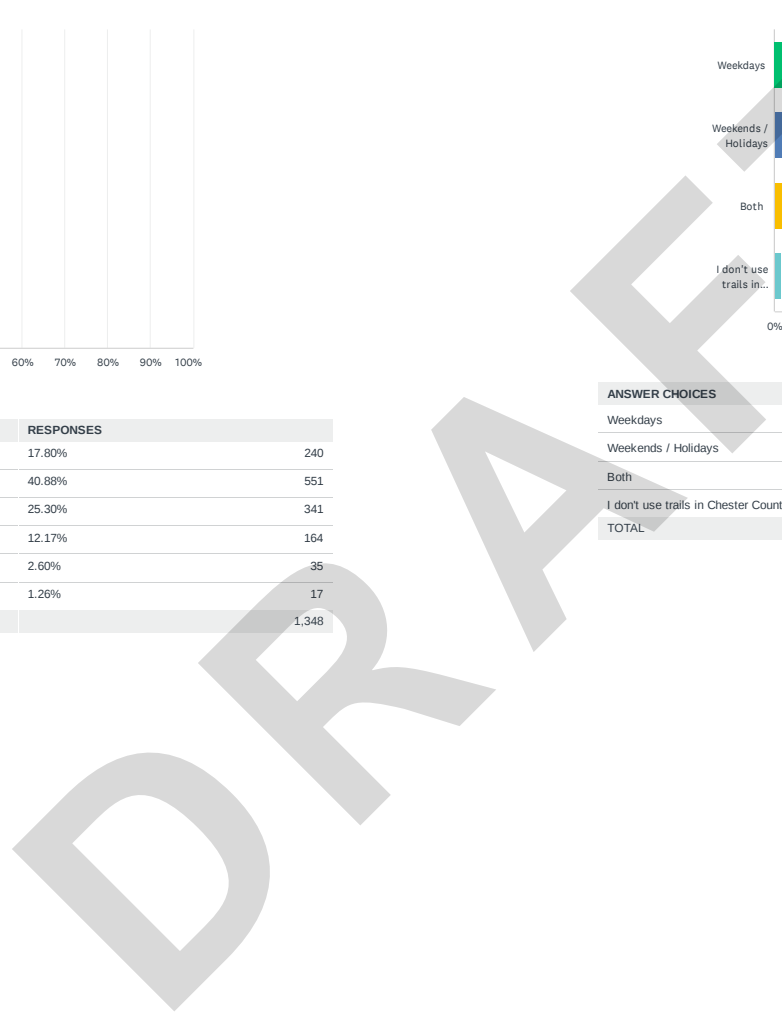
Chester County Trails Master Plan Survey

Q3 Generally, how much time do you spend using trails during a typical visit?

Answered: 1,342   Skipped: 10
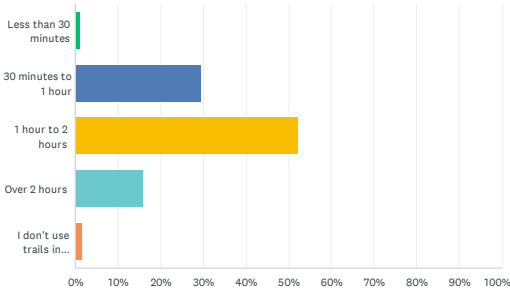
ANSWER CHOICES	RESPONSES	
Less than 30 minutes	1.04%	14
30 minutes to 1 hour	29.43%	395
1 hour to 2 hours	52.24%	701
Over 2 hours	15.87%	213
I don't use trails in Chester County	1.42%	19
TOTAL		1,342

Chester County Trails Master Plan Survey

Q4 Which type of trail do you mostly use in Chester County?

Answered: 1,347   Skipped: 5
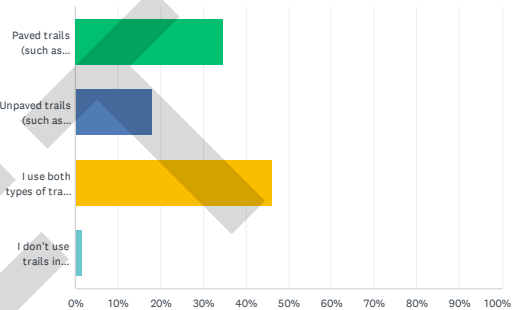
ANSWER CHOICES	RESPONSES	
Paved trails (such as asphalt, concrete, or crushed stone surfaced trails)	34.67%	467
Unpaved trails (such as natural hiking, mountain bike, or equestrian trails)	17.89%	241
I use both types of trails equally	46.03%	620
I don't use trails in Chester County	1.41%	19
TOTAL		1,347
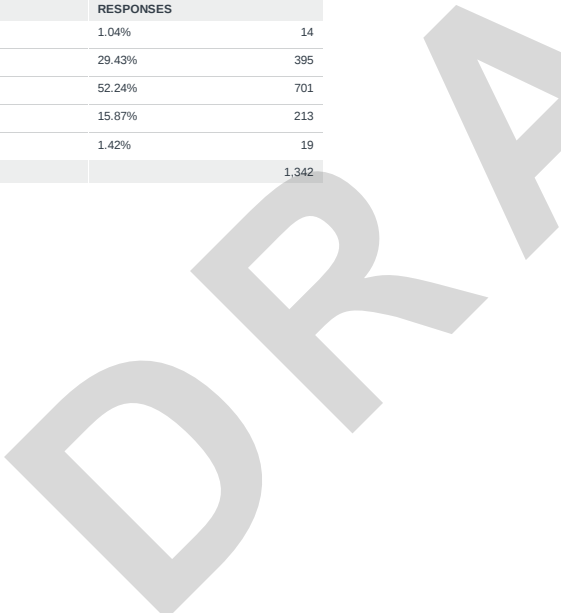
Chester County Trails Master Plan Survey

Q5 How do you typically get to the trails you use?

Answered: 1,313   Skipped: 39
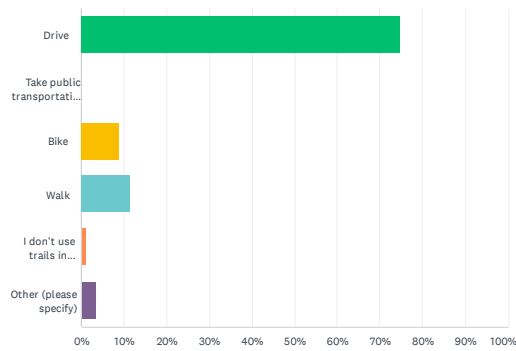
ANSWER CHOICES	RESPONSES	
Drive	74.87%	983
Take public transportation (bus, train, etc.)	0.08%	1
Bike	8.99%	118
Walk	11.58%	152
I don't use trails in Chester County	1.07%	14
Other (please specify)	3.43%	45
TOTAL		1,313

#	OTHER (PLEASE SPECIFY)	DATE
1	And drive	7/31/2023 6:23 PM
2	Walk to black rock sanctuary, drive to others	7/30/2023 11:25 PM
3	walk, drive or bike depending on the trail	7/29/2023 9:24 PM
4	drive and walk	7/29/2023 3:57 PM
5	I drive, and my son runs	7/29/2023 9:53 AM
6	It depends, I often walk or from my house in PXV to Schuylkill River trail. I drive to walk/bike/hike further trails	7/28/2023 10:53 AM
7	All of the above depending on the trail	7/28/2023 10:04 AM

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Chester County Trails Master Plan Survey

8	Run or walk	7/26/2023 5:56 AM
9	Run	7/14/2023 8:30 PM
10	On horseback	7/14/2023 5:36 PM
11	Depending on what I want to do once I get there (bike, hike, walk) that determines whether I need to drive, bike or walk to the particular trail I want to use.	7/14/2023 10:35 AM
12	Drive, walk or bike	7/14/2023 8:54 AM
13	combination of walk, bike and drive	7/14/2023 8:01 AM
14	Walk OR drive	7/13/2023 11:56 PM
15	Drive, bike, and walk.	7/13/2023 4:32 PM
16	Mix of walking/running, biking, and driving, depending on which section I'm using. As a Phoenixville resident, I tend to walk/run/cycle the most with local trail system, including French Creek.	7/13/2023 2:10 PM
17	Run	7/5/2023 10:40 PM
18	Run	6/23/2023 9:32 PM
19	About 50/50 walk vs. drive	4/22/2023 5:52 PM
20	Walk, drive	4/18/2023 8:52 PM
21	Bike	4/5/2023 10:58 PM
22	Ride my horse	4/4/2023 6:12 PM
23	Drive or walk depending on the trail	4/4/2023 5:27 PM
24	drive or walk depending on the trail i want	4/4/2023 8:22 AM
25	Both walk and drive	4/3/2023 3:57 PM
26	I'd walk if I could without getting hit by a car	4/3/2023 3:37 PM
27	Or walk	3/31/2023 2:18 PM
28	Run	3/19/2023 1:53 PM
29	Run	3/18/2023 10:35 PM
30	Drive and bike	3/15/2023 4:47 PM
31	I occasionally walk down Bacton Hill Road to the trail entrance	3/10/2023 10:52 AM
32	Horse back	3/10/2023 9:55 AM
33	I walk a good part of the time but will drive if pressed for time	3/9/2023 9:59 PM
34	Drive some walk some	3/9/2023 6:43 PM
35	Run	3/9/2023 2:27 PM
36	Bike to paved, drive to unpaved, and I would like to start using rail.	3/8/2023 2:51 AM
37	Bike & Walk	3/6/2023 5:51 PM
38	Walk and drive	2/28/2023 11:21 AM
39	Bike, walk, drive	2/28/2023 8:22 AM
40	Drive and bike	2/21/2023 8:24 PM
41	Drive, bike, walk	1/28/2023 4:00 PM
42	Run or bike	1/23/2023 4:15 PM
43	Drive (MTB) & bike directly	1/20/2023 6:34 PM
44	Drive when necessary but I live near a park which has trails and I walk there	1/20/2023 11:23 AM

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| 45 | Bike or drive | 1/20/2023 10:36 AM |

Chester County Trails Master Plan Survey

Q6 How far do you typically travel to get to a trail you want to use?

Answered: 1,304   Skipped: 48
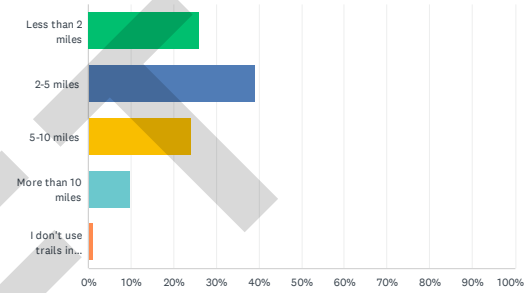
ANSWER CHOICES	RESPONSES	
Less than 2 miles	26.07%	340
2-5 miles	39.03%	509
5-10 miles	24.00%	313
More than 10 miles	9.74%	127
I don't use trails in Chester County	1.15%	15
TOTAL		1,304
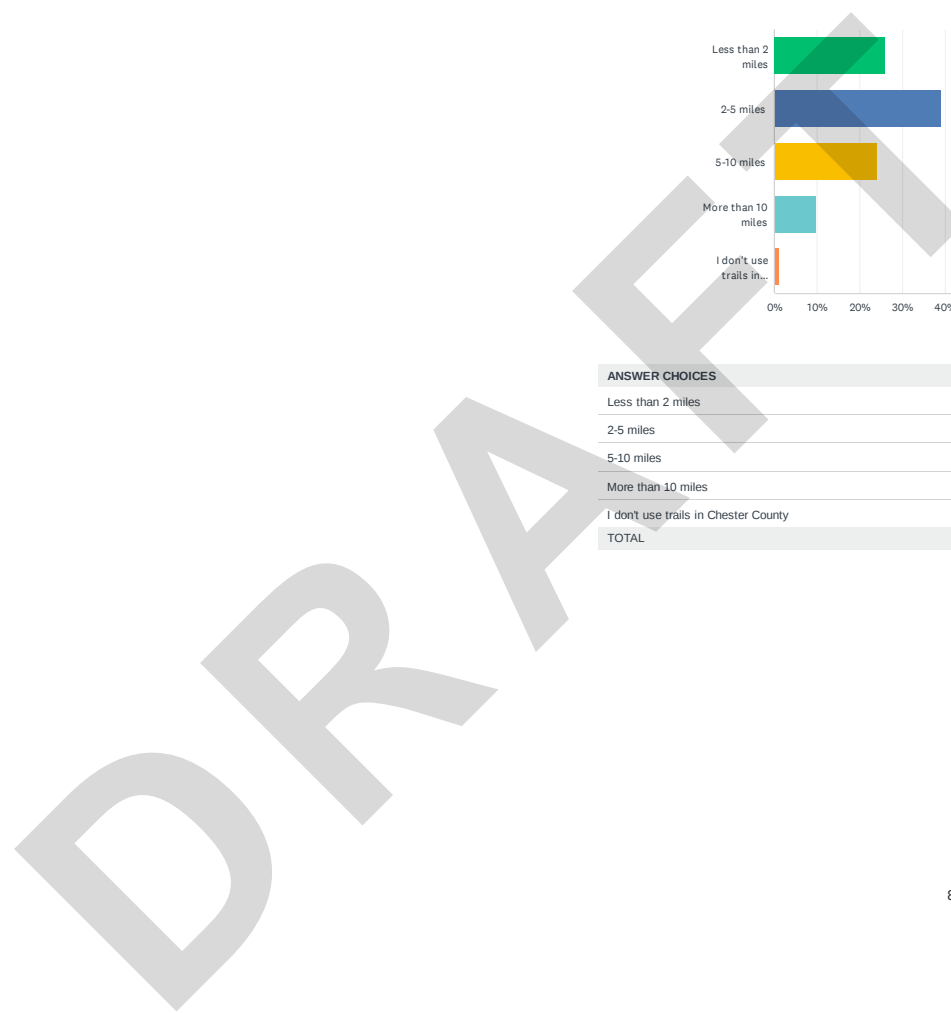
Q7 How often do you walk or bike for transportation purposes (such as running an errand, getting to work or school, etc.)?

Answered: 1,310   Skipped: 42
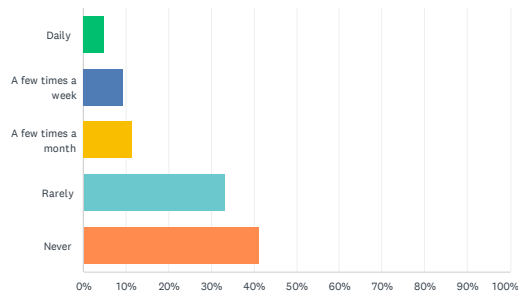
ANSWER CHOICES	RESPONSES	
Daily	4.81%	63
A few times a week	9.39%	123
A few times a month	11.53%	151
Rarely	33.21%	435
Never	41.07%	538
TOTAL		1,310

#	*IF YOU WALK OR BIKE FOR TRANSPORTATION PURPOSES, PLEASE SHARE SPECIFIC EXAMPLES OF WHERE YOU WALK OR BIKE TO:	DATE
1	I walk to Bridge Street restaurants and small businesses to shop. I walk my kids back and forth to school.	7/30/2023 10:57 PM
2	SRT	7/30/2023 9:38 AM
3	To and from the mechanic, into downtown for meals, or in order to reach outdoor recreation spots.	7/29/2023 3:12 PM
4	Library, doctor, shops, restaurants	7/28/2023 7:32 PM
5	Walk from my home to downtown Phoenixville	7/28/2023 6:37 PM
6	Library, school	7/28/2023 4:11 PM
7	I walk into town for exercise classes and pottery classes	7/28/2023 1:36 PM
8	I walk to the corner store and some restaurants	7/28/2023 12:52 PM

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#		DATE
9	Not an option where I currently live.	7/28/2023 11:43 AM
10	I occasionally use my bike in good weather for rides up to about 12 blocks to the post office or bank.	7/28/2023 11:34 AM
11	Phoenixville. And Kimberton Pa	7/28/2023 11:27 AM
12	Walk to anything in downtown Phoenixville ex. Farmers market, pet store, post office. Currently I drive to grocery store / other shopping	7/28/2023 10:53 AM
13	I walk within Kimberton to store, but I'm not close enough to walk to other things for errands	7/28/2023 10:40 AM
14	Kimberton Post Office; French Creek Trail at Hares Hill Bridge	7/28/2023 10:05 AM
15	Downtown Phoenixville, gateway pharmacy, saunders Auto.	7/28/2023 10:04 AM
16	I'm not in a walkable area in PA but walk and bike for most of my transportation in my NC home.	7/26/2023 9:28 AM
17	From my home to the pharmacy, farmers' market, or convenience store	7/26/2023 5:56 AM
18	Live in Collegeville and walk to local shops and restaurants etc. ride bikes to phoenixville and Conshohocken, philly for restaurants and shops	7/25/2023 6:09 PM
19	I bike from Waterfall Way near the french creek covered bridge to my job on Main street. Its great and easy!	7/20/2023 8:10 AM
20	i walk .5 - .8 miles to restaurants, movie theater, shops & grocery stores	7/18/2023 1:57 PM
21	In Phoenixville to downtown Phoenixville. Sometimes utilize the SRT.	7/17/2023 9:10 PM
22	Work	7/17/2023 4:02 PM
23	Car mechanic	7/17/2023 3:14 PM
24	I live in Phoenixville Borough and walk to town, Farmers' Market, theater, restaurants	7/17/2023 12:57 PM
25	Grocery store	7/16/2023 9:12 PM
26	Ride to Collegeville, Oaks & Conshohocken for beer and wings	7/16/2023 7:13 PM
27	Bike commute from Vanguard in Malvern home to Spring City	7/16/2023 2:26 PM
28	Na	7/16/2023 12:38 PM
29	Work, friend's housr	7/16/2023 10:14 AM
30	i can bike to work but only if im working off hours to avoid dangerous rush hour traffic	7/16/2023 6:23 AM
31	To the target in oaks	7/15/2023 3:30 PM
32	Walk or bike for errands at stores that are accessible by those modes of transportation.	7/15/2023 12:13 PM
33	I walk down the SRT to downtown phxville quite often	7/15/2023 9:46 AM
34	Bike to work on occasion. Bike to downtown PXV for dinner on weekends	7/15/2023 6:11 AM
35	Running errands or working in downtown Phoenixville	7/14/2023 11:41 PM
36	To work	7/14/2023 11:36 PM
37	Downtown Phoenixville	7/14/2023 10:42 PM
38	From my home to local stores	7/14/2023 7:45 PM
39	Downtown phoenixville	7/14/2023 4:55 PM
40	Bike for pleasure only	7/14/2023 3:13 PM
41	Store, brewery	7/14/2023 2:21 PM
42	In phoenixville borough	7/14/2023 1:45 PM
43	I walk to the stores/venues in Phoenixville for recreation and/or meeting people. Library, shops, restaurants...	7/14/2023 1:23 PM

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Chester County Trails Master Plan Survey

44	3301 Ellington lane	7/14/2023 12:21 PM
45	Store	7/14/2023 11:22 AM
46	To the Phoenixville Rec Center for activities	7/14/2023 11:01 AM
47	Downtown phoenixville & the trail at steelpointe	7/14/2023 10:41 AM
48	Bike to local trails, bike to work..	7/14/2023 10:34 AM
49	Home to trail	7/14/2023 10:13 AM
50	Restaurants and businesses in downtown Phoenixville	7/14/2023 10:07 AM
51	Work	7/14/2023 10:07 AM
52	My home in Steelpointe into Phoenixville	7/14/2023 10:01 AM
53	I will walk for groceries, and to go downtown Phoenixville. I use the SRT to walk or bike between my house and my parents house which is really enjoyable.	7/14/2023 9:55 AM
54	I walk to Bridge Street in phoenixville from my home	7/14/2023 9:30 AM
55	Acme, 7-11, etc. Mainly for shopping	7/14/2023 9:12 AM
56	Phoenixville	7/14/2023 9:06 AM
57	Walk to work	7/14/2023 8:56 AM
58	Miscellaneous supplies at conscience store	7/14/2023 8:46 AM
59	Only to a nearby shopping center	7/14/2023 8:38 AM
60	downtown Phoenixville or Kimberton	7/14/2023 8:12 AM
61	Phoenixville downtown from trail head	7/14/2023 8:00 AM
62	Teeves Park	7/14/2023 6:51 AM
63	Downtown phoenixville	7/14/2023 5:31 AM
64	Grocery store, entertainment	7/14/2023 12:08 AM
65	My home to downtown Phoenixville	7/13/2023 11:56 PM
66	Grocery store, work, events	7/13/2023 11:37 PM
67	To work in Phoenixville	7/13/2023 11:23 PM
68	Grocery store, work	7/13/2023 10:47 PM
69	Pick up takeout food	7/13/2023 10:18 PM
70	Walk to Downtown Phoenixville stores, restaurants, library	7/13/2023 8:31 PM
71	Walk to pick up dinners downtown, go to the post office, and the local convenience store (though I really wish there was a walkable grocery store in town!)	7/13/2023 8:26 PM
72	To get from my house to the coffee shop so I can avoid being on Bridge st.	7/13/2023 7:29 PM
73	Kimberton phoenixville and the blue/green bridge across county lines montco Cresco at the Schuylkill river	7/13/2023 4:32 PM
74	Work, store	7/13/2023 3:06 PM
75	I use the Schuylkill Trail to walk around downtown Phoenixville often	7/13/2023 3:02 PM
76	Town, grocery store, trails	7/13/2023 2:54 PM
77	Starr Street (which could use stop signs by Reeves Park and/or cross walk next to "blind pedestrian" at the corner of Starr & Washington. Bike/walk start to bridge for work/leisure	7/13/2023 2:54 PM
78	Walk downtown	7/13/2023 2:28 PM
79	I bicycle to Ardmore for work	7/13/2023 2:13 PM

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80	Walking into downtown Phoenixville for shopping and entertainment	6/23/2023 9:32 PM
81	I bike from my house to work and back (approx. 6.5mi each way) and for some grovery shopping (approx. 11mi each way)	6/12/2023 4:16 PM
82	CVT from Exton to Malvern	5/30/2023 7:45 AM
83	Grocery store, trail access, restaurant, medical appointment	5/16/2023 10:20 PM
84	Library	5/10/2023 11:14 AM
85	The Acme in Paoli; the Paoli Library; the Paoli Post Office	5/9/2023 8:03 PM
86	Shopping errands (pharmacy, Wawa), visiting cafes or restaurants, appointments (doctor/dentist)	4/22/2023 5:52 PM
87	In town	4/18/2023 8:52 PM
88	I bike to work rarely and would like to do so more.	4/14/2023 9:23 PM
89	Walking to businesses that are adjacent to our residential neighborhood	4/14/2023 2:28 PM
90	NA	4/14/2023 7:35 AM
91	To Wawa	4/10/2023 8:34 AM
92	In town - post office, lunch, shopping	4/9/2023 7:50 PM
93	Downingtown to Great Valley Corporate Center	4/7/2023 10:45 PM
94	Kimberton Whole Foods Malvern, Flying Pig	4/6/2023 10:44 AM
95	Eagleview	4/6/2023 9:47 AM
96	Job, Groceries. Trails are needed.	4/5/2023 9:47 PM
97	Used to use Chester Valley Trail daily to walk to work	4/5/2023 6:28 PM
98	Chester County's narrow, shoulderless roads make walking to complete an errand difficult and dangerous.	4/5/2023 5:37 PM
99	Locally in WC Boro	4/5/2023 11:43 AM
100	Walk to school	4/5/2023 11:32 AM
101	I walk to and from work and to run errands around West Chester	4/5/2023 8:42 AM
102	Downingtown Borough	4/5/2023 8:21 AM
103	Downingtown farmers market, kimberton foods	4/5/2023 7:08 AM
104	I would love to, but southern Chester county is very bike unfriendly	4/5/2023 6:40 AM
105	Errands	4/5/2023 3:49 AM
106	I use an electric scooter in Downingtown Borough when weather permits	4/4/2023 10:50 PM
107	Local stores	4/4/2023 10:38 PM
108	Highland Orchards	4/4/2023 9:45 PM
109	Work	4/4/2023 7:41 PM
110	Never bc it's no accessible	4/4/2023 7:28 PM
111	In town	4/4/2023 7:16 PM
112	To Paoli train station, around West Central Ave	4/4/2023 5:59 PM
113	I will walk to places in town if the weather is nice	4/4/2023 5:27 PM
114	School, library, park, restaurant, Dentist, etc.	4/4/2023 5:13 PM
115	To Eagleview Town Center for a casual lunch or dinner.	4/4/2023 3:14 PM

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116	bike the struble trail to the Saturday Downingtown Farmers matket	4/4/2023 8:22 AM
117	Grocery store, work, Home Depot	4/3/2023 10:31 PM
118	Food and groceries and shopping	4/3/2023 5:21 PM
119	I would, but there's nowhere safe	4/3/2023 4:06 PM
120	I walk to shopping center(Target or Giant) if things I need are light and I want the exercise.	4/3/2023 3:21 PM
121	Grocery store, growler run, occasional work meeting	4/3/2023 3:02 PM
122	I might walk to a restaurant in my town.	4/3/2023 1:05 PM
123	Post Office, Doctor office	4/3/2023 10:56 AM
124	Farmers market	3/31/2023 6:27 AM
125	to the main street to grab lunch or go to the post office	3/30/2023 11:22 PM
126	walk to store on sidewalk	3/28/2023 8:32 PM
127	I live in a Borough and walk into town for the library, convenience store, restaurants/bars, grocery store, post office	3/28/2023 10:25 AM
128	I go to the local grocery store and to drop off my car for repairs	3/27/2023 8:13 PM
129	Post office near me	3/23/2023 7:48 PM
130	We live in town so we walk to the library, post office, dining, etc.	3/23/2023 7:45 PM
131	Between Public Transport and Work (both ends of the trip)	3/20/2023 7:45 PM
132	Downingtown	3/16/2023 9:05 AM
133	I walk in Kennett for errands, and I ride to work in southern Chester County	3/15/2023 6:46 PM
134	I usually drive to a garage to get my car serviced and ride my bike back home and then reverse the process	3/15/2023 10:41 AM
135	I would like to walk to Downingtown from Brandywine Ridge without getting killed. I would also like to bike to Philadelphia. Need more connectivity for safety purposes.	3/14/2023 7:42 PM
136	Library/Wegmans	3/14/2023 7:35 PM
137	Bike to work day	3/14/2023 7:34 PM
138	I want to ride my bike to the grocery store and local trails. Having dedicated shoulder lanes and signage improved is critical in collaborating with Delaware and Maryland for trail connections would be great. specifically, I would like to see improvements on limestone Road and Lancaster Pike.	3/14/2023 4:31 PM
139	work - a few blocks	3/14/2023 9:48 AM
140	Post office, library, convenience store, lunch, coffee shop, happy hour	3/11/2023 10:42 AM
141	Hair salon, coffee shop, pick up food, drinks	3/11/2023 7:54 AM
142	West chester Boro destinations	3/10/2023 8:38 PM
143	Downingtown, elverson, Guthriesville.	3/10/2023 6:15 PM
144	I do not live in a neighborhood with sidewalks, making this impossible.	3/10/2023 10:52 AM
145	my office, restaurants, shops, post office	3/10/2023 8:25 AM
146	Post office	3/9/2023 11:08 PM
147	I'll walk/bike to trails to continue my workout at times.	3/9/2023 9:59 PM
148	Drive to Chester valley exton trailhead and ride my bike to Vanguard	3/9/2023 8:58 PM
149	I would bike everywhere if there were safer roads	3/9/2023 3:23 PM
150	mainly groceries	3/8/2023 9:37 PM

Chester County Trails Master Plan Survey

151	Dropping off car for maintenance	3/8/2023 7:53 PM
152	Work, errands, grocery stores, parks. Paoli enables this, but it can be so much better/safer.	3/8/2023 2:51 AM
153	I use the Chester county trail to bike to work from Exton to King of Prussia. I also use the harmony hill trail to bike to Downingtown for errands.	3/7/2023 1:58 PM
154	I would love to walk or ride a bike to the grocery store, cafe, coffee shop, ice cream shop etc but it is not safe from my home. Some shops are about 2 miles away but there is not a safe way for pedestrians or bikes	3/7/2023 12:37 AM
155	The library, farmers market, etc	3/6/2023 10:37 PM
156	Commute to work. Chester Valley Trail Exton to King of Prussia. My office is at the end of the CVT.	3/6/2023 8:39 PM
157	I commute by bike to my office.	3/6/2023 4:43 PM
158	Other parks	3/6/2023 3:02 PM
159	I wish I could!	3/6/2023 1:04 PM
160	It's not as convenient or safe as it should be but if I get the CVT I'll get small items at Target or Wegmans. They are in the CVT but more connector branches are needed!	3/6/2023 11:36 AM
161	Chester valley trail near Vanguard - bike to work	3/6/2023 9:13 AM
162	within Downingtown Borough, from D-town borough to Exton or Thorndale	3/5/2023 8:32 PM
163	Downtown Kennett Square, Unionville, Landhope	3/5/2023 8:15 PM
164	ride bike to the YMCA, ride bike to meet friend for coffee in town	3/4/2023 4:48 AM
165	Meeting clients in town.	3/3/2023 8:44 AM
166	Post Office, Grocery Store	3/2/2023 5:02 PM
167	To post office or to grocery store.	3/1/2023 3:01 PM
168	Bike 2 miles to Downingtown library via Struble Trail	3/1/2023 11:10 AM
169	I would love to but I would have to cross Rt. 100. I wish there were bridges over major highways for bikers/pedestrians instead of trying to cross busy major roads. It would be a great way to connect trails.	3/1/2023 9:16 AM
170	Walk	3/1/2023 8:27 AM
171	Are use the bicycle to get to and from the gym and walk or ride my bike doing errands whenever possible. I live in the borough of West Chester.	2/28/2023 1:43 PM
172	I walk to work. A few blocks.	2/28/2023 9:57 AM
173	Occasionally walk to nearby destinations for errands.	2/28/2023 9:45 AM
174	Instead of driving two to five miles to the library or convenience store, I will walk that distance instead.	2/28/2023 9:15 AM
175	I would like to be able to walk more often from my house for transportation but there are not sidewalks or paths that I can get to easily.	2/28/2023 8:38 AM
176	I do not own a car and bike almost everywhere	2/28/2023 8:17 AM
177	Mainly for excercise, but if I lived closer to businesses or had bike trails available for those routes, I would definitely use the bike more often	2/23/2023 11:02 PM
178	Moving to Kennett so we will walk and bike a lot more.	2/23/2023 8:25 AM
179	Picking up the mail	2/22/2023 3:25 PM
180	Wegmans in Downingtown	2/15/2023 1:34 PM
181	I walk to small businesses in Downingtown borough from my home	2/10/2023 8:10 PM
182	Library, stores	2/5/2023 11:45 AM

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183	Kennett Square	2/2/2023 7:51 PM
184	errands into town, visit with neighbors, get to local parks	1/30/2023 3:19 PM
185	I would do it more often if you finish the CVT thru Exton	1/30/2023 8:57 AM
186	walk to downtown Paoli. would like to walk or bike everywhere.	1/29/2023 9:05 PM
187	Brandywine plaza to Wegmans	1/29/2023 8:17 AM
188	Chester County's narrow, shoulderless roads make walking to complete an errand difficult and dangerous.	1/29/2023 6:27 AM
189	Post office, bank, library	1/29/2023 6:19 AM
190	Shopping	1/28/2023 8:00 PM
191	Shopping	1/28/2023 7:10 PM
192	Within WC boro	1/28/2023 5:34 PM
193	To coffee shop approximately 1.5 walking miles from my home	1/28/2023 5:29 PM
194	To Wawa in my neighborhood I use a safe path	1/28/2023 4:11 PM
195	I am lucky because I am able to walk or bike to work	1/28/2023 2:03 PM
196	Work, auto repair, drop off items to friends & family	1/26/2023 8:40 PM
197	Errands, store.	1/22/2023 9:17 AM
198	Grocery store and gym	1/21/2023 11:12 PM
199	Grocery shopping	1/21/2023 8:35 PM
200	Drop off car at shop, sometimes grocery or hardware store stop.	1/21/2023 8:13 PM
201	i use fox hollow trail in willistown to walk to chirch	1/21/2023 6:20 PM
202	For recreation	1/21/2023 5:06 PM
203	Walk to get a beer in Phoenixville	1/21/2023 4:09 PM
204	Bike into Downingtown	1/21/2023 3:22 PM
205	Friend's house.	1/20/2023 6:34 PM
206	Drug store, post office, grocery store, dentist	1/20/2023 1:51 PM
207	Restaurant, bank, grocery in Downingtown	1/20/2023 11:23 AM
208	Thorndale to west chester	1/20/2023 10:06 AM
209	Bike to shop, go to gym, run errands. However, limited sidewalks and shoulders make this less safe then it needs to be.	1/20/2023 9:15 AM
210	Walk all over the Boro of WC for many different purposes	1/20/2023 5:42 AM
211	Errands, restaurants, breweries	1/19/2023 7:25 PM
212	Grocery store, take out	1/19/2023 3:47 PM
213	Mostly going to restaurants/bars in my area.	1/19/2023 3:34 PM

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Chester County Trails Master Plan Survey

Q8 How likely would you be to use a trail instead of a car for transportation if they connected to where you wanted to go?

Answered: 1,307   Skipped: 45
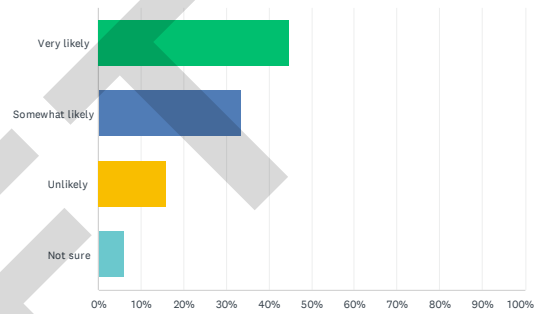
ANSWER CHOICES	RESPONSES	
Very likely	44.68%	584
Somewhat likely	33.51%	438
Unlikely	15.91%	208
Not sure	5.89%	77
TOTAL		1,307

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Chester County Trails Master Plan Survey

Q9 In general, how safe do you feel when using trails in Chester County?

Answered: 1,304   Skipped: 48
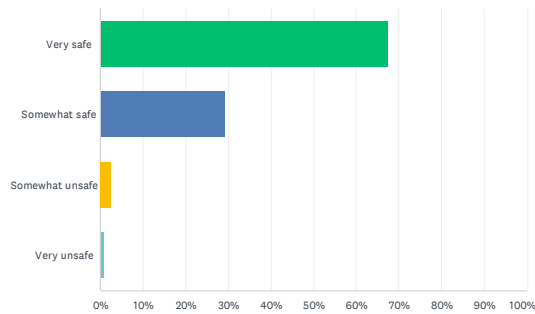
ANSWER CHOICES	RESPONSES	
Very safe	67.41%	879
Somewhat safe	29.14%	380
Somewhat unsafe	2.61%	34
Very unsafe	0.84%	11
TOTAL		1,304

#	*IF YOU SELECTED "SOMEWHAT UNSAFE" OR "VERY UNSAFE," PLEASE EXPLAIN WHY. PLEASE LIST SPECIFIC TRAILS AS EXAMPLES.	DATE
1	The world is a crazy place. Even in an area that seems safe, it is wise to remain cautious. I am a woman and thus feel a bit vulnerable.	7/31/2023 1:57 PM
2	No parking lot cameras	7/30/2023 1:23 PM
3	I have a pretty high comfort level walking/ hiking/ biking on my own - but if I heard of a lot of incidences I probably would become a little more wary. For example I've heard of people getting into issues on the SRT near Norristown... I still don't but try to stay more aware of my surroundings. I'm probably okay or feel comfortable because I have not had personal issues and anything.	7/28/2023 10:53 AM
4	While rare, there were attacks in norristown. In addition, multipurpose trail users need better signage such as "keep to the right" to help keep everyone safe. Not everyone knows hope to be courteous although that may just be the way it is :-)	7/18/2023 7:17 AM
5	The parking area break-ins are becoming a concern and a deterrent from using the trails.	7/16/2023 2:26 PM
6	Nothing against the trail itself, but I prefer to only walk or run with my dog	7/16/2023 12:38 PM
7	Reports of criminal activity	7/15/2023 10:41 AM

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Chester County Trails Master Plan Survey

8	There are no lights and not a ton of ranger activity.	7/15/2023 9:46 AM
9	Have had window smashed in parking lot at trailhead.	7/14/2023 6:45 PM
10	I'm usually alone and feel vulnerable. Have not had any bad encounters or saw anyone who made me feel threatened.	7/14/2023 6:44 PM
11	As a female, I don't like to walk alone.	7/14/2023 3:17 PM
12	I probably would traverse when dark but otherwise pretty safe	7/14/2023 1:23 PM
13	I walk alone a lot and it can make me uncomfortable in some wooded areas.	7/14/2023 11:40 AM
14	Car break-ins and aggressive cyclists	7/14/2023 11:33 AM
15	Very safe when not alone, as a woman I'd feel a bit unsafe on any trail on my own	7/14/2023 11:18 AM
16	just how i feel	7/14/2023 10:46 AM
17	Trails are safe roads are not	7/14/2023 10:13 AM
18	Phoenixville has way to many intersections on its SRT. Also there's no safe way to cross 23	7/14/2023 9:32 AM
19	Less frequented trails leave some risk for women.	7/14/2023 8:56 AM
20	More concerned about someone vandalizing my car when I drive to & park near a trail.	7/14/2023 8:29 AM
21	Car thefts happen at trail parking lots - that is a worry	7/14/2023 8:15 AM
22	Most are isolated in the woods. Trails feel safer along an adjacent roadway or open area.	7/13/2023 11:23 PM
23	Woman on a trail alone with no lights is always scary	7/13/2023 10:47 PM
24	It's unsafe not to use the trails. To reach kimberton public roads are, to date, necessary. To reach kimberton via paved trail would be well utilized by bikes. They are using kimberton road now. To use the old devault spur north of kimberton to the French creek along the spurs OLD right of way from the OLD station in Kimberton along Altair's proposed village between sunset lane and _Jay ave./ all the way to a bridge across [not existing] the french cteek to the (northside? French creek.)Existing trail would connecy ALL of kimberton to the trail system..	7/13/2023 4:32 PM
25	99% of bicyclists or other wheeled-transport users on ALL sections of the SRT never announce themselves when approaching a person on foot. There is ZERO signage instructing these cyclists, etc. to announce themselves, as it is not only a courtesy but can easily avoid injury. I cannot count how many times I've seen a parent deperately grab their child to avoid a collision with a fast approaching cyclist. We need signage!!!	7/13/2023 4:19 PM
26	Bumps, cars, animals	7/13/2023 4:13 PM
27	I would never do it alone	7/13/2023 3:24 PM
28	Again, it depends on the specific section and access point(s). With Phoenixville's continued expansion, I often feel less safe locally than when having moved here in 2014.	7/13/2023 2:10 PM
29	As more development has occurred along the trails they've felt safer with increase pedestrian traffic.	6/23/2023 9:32 PM
30	Not monitored. The only place I have any sense of safety is Warwick Park.	5/31/2023 4:03 PM
31	Chester Valley Trail has several risky traffic crossing points where drivers might or might not consider yielding..	5/16/2023 10:20 PM
32	Certain road crossing and highway intersections are difficult or dangerous like route 100	5/12/2023 3:55 PM
33	Homeless camps near trails	5/10/2023 7:35 PM
34	I've heard cars are broken into and women attacked	5/10/2023 11:14 AM
35	people are unpredictable	4/26/2023 8:54 AM
36	Feel safer when trail are busy	4/18/2023 8:52 PM
37	I'm always aware of my surroundings if I'm walking alone. There can be areas on a path that are shaded and desolate so I'm careful	4/15/2023 6:44 AM

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Chester County Trails Master Plan Survey

38	Crime at trailhead parking lots	4/14/2023 2:19 PM
39	Car break ins	4/10/2023 8:34 AM
40	There have been more car break-ins in the parking lots. I am very careful not to be a solo female on an unfamiliar trail.	4/8/2023 8:41 AM
41	I am a female, so I have to carry pepper spray, an alarm, and share my location with someone whenever I bike. I wish there was more either security cameras or presence of a security officer when I went to trails.	4/7/2023 11:01 AM
42	Duffryn trail needs better care	4/6/2023 10:44 AM
43	I live in Caln Township, so it's not as walkable compared to other municipalities in the count with enough resources to focus on smart-growth development. i commute to west chester and there's been no easy way for me to get there every day for 4 years besides taking my car, unfortunately. i want nothing more than to be able to walk or bike to school but i'm living with my parents and can't move at the moment.	4/6/2023 1:28 AM
44	Just a woman by herself using it.	4/5/2023 9:56 PM
45	biggest concern is congection and possible accidents when biking	4/5/2023 4:11 PM
46	I wouldn't ride the trails alone. I have come across some questionable people.	4/5/2023 3:24 PM
47	No cell or wifi to call in case of injury	4/5/2023 12:09 PM
48	I don't use them alone.	4/5/2023 10:37 AM
49	There have been incidents of attacks on the Chester Valley Trail in the past.	4/5/2023 8:52 AM
50	Clear visibility throughout trails, wide enough for two-way travel and passing	4/5/2023 8:21 AM
51	If I were alone, I would not feel extremely safe. No one patrols the paths.	4/5/2023 8:14 AM
52	Isolated areas as a female	4/5/2023 3:49 AM
53	Bikers have no courtesy they don't respect the speed suggestions it's constant and I tend to avoid the trails now because of that	4/4/2023 10:38 PM
54	Break-ins at parking lots	4/4/2023 10:23 PM
55	Struble trail too secluded for single lady	4/4/2023 9:22 PM
56	Struble trail	4/4/2023 7:45 PM
57	Struble trail, always danger of car getting broken into and there have been a few incidents on the trail over the years	4/4/2023 7:30 PM
58	I feel safer on Chester Valley than I do on Struble	4/4/2023 6:38 PM
59	As a woman, I will never feel very safe anywhere, and there has been a lot of car break-ins at the Struble Trail.	4/4/2023 6:23 PM
60	As a woman, I don't feel comfortable walking alone since the trail can be out of sight in parts	4/4/2023 4:45 PM
61	Not lit at all, so a little creepy sometimes in the dark	4/3/2023 8:14 PM
62	Being a woman I don't do them alone	4/3/2023 7:13 PM
63	Some bike riders are not great trail sharers	4/3/2023 5:46 PM
64	Strubil trail has a lot of dilapidation in the Downingtown area. Missing guard rails, pot holes and dead trees overhang the trail that can fall at any moment.	4/3/2023 4:38 PM
65	Remote areas on trails. Feel like a potential target.	4/3/2023 2:42 PM
66	Worry about people not following safety rules	4/3/2023 2:32 PM
67	Crossing major roads and highways is scary.	4/3/2023 1:51 PM
68	Fast cyclist are sometimes dangerously rude, riding double wide and ignoring stop signs	3/28/2023 8:32 PM
69	Need to be aware of your surroundings all hours	3/24/2023 9:15 PM

Chester County Trails Master Plan Survey

70	It's just a matter of isolation on some trails and no immediate way to call for help other than your phone. Just a part of using a trail.	3/23/2023 7:45 PM
71	Car break ins, Dogs off leash.	3/15/2023 7:46 PM
72	I feel safe because I try to go when there are other people using the trail. If I don't see people, I can feel a little uneasy.	3/15/2023 1:01 PM
73	Too many breakins of vehicles.	3/15/2023 12:18 PM
74	It depends on if I am on a natural wilderness path versus the side of the road	3/14/2023 4:31 PM
75	Chester Valley Trail - in the last year or so, feeling endangered by increasing numbers of trail users on heavy e-bikes, e-mopeds, e-mini-bikes, and e-fatbikes, some possibly rented at Valley Forge National Historical Park.	3/13/2023 2:37 PM
76	The bikers are not courteous. They speed beyond fast. When walking the Trail, my friend was hit by a speeding biker.	3/12/2023 3:54 PM
77	Not always other people around	3/10/2023 9:34 PM
78	it is empty sometimes and hidden areas	3/10/2023 1:02 PM
79	I feel this way because hunting is allowed in the area along the trail on Rt 322 in East Bradford township. During hunting season I am hesitant to walk off the paved path because I do not trust that the hunters will be safe.	3/10/2023 12:50 PM
80	You can never be completely safe-anywhere!	3/10/2023 10:52 AM
81	I won't run alone on a trail - only feel safe alone on the weekends when the trails are busier	3/9/2023 10:16 PM
82	I only worry crossing roads, especially Rt 29	3/9/2023 8:58 PM
83	ISOLATED AREAS	3/9/2023 12:17 PM
84	There are weirdos everywhere. You just never know.	3/8/2023 8:57 PM
85	Phoenixville SRT has to many intersections!	3/6/2023 3:02 PM
86	I hear of attacks on trails so I have to think about that and bring pepper spray if I'm alone.	3/6/2023 1:04 PM
87	I've used CVT, Brandywine, Struble, SRT and have never encountered an issue to feel unsafe.	3/6/2023 12:28 PM
88	Getting to a trail is 1 issue & bikes going fast & not slowing down for others, even kids & dogs is a real issue.	3/6/2023 11:36 AM
89	If bike route "L" qualifies, there is almost no shoulder on much of this route	3/5/2023 8:32 PM
90	Although, the parking areas are not safe now!	3/1/2023 1:12 PM
91	Just generally the way the world is - cars get broken into in trail parking lots	3/1/2023 1:10 PM
92	I do not walk by myself as a female on the trails. Unless my husband or dog is with me, I stick to neighborhoods rather than trails.	2/28/2023 2:24 PM
93	I don't go by myself. Any trail has isolated areas where I couldn't be seen for a period of time.	2/28/2023 1:54 PM
94	It depends on the time of day and how many others are using the trail.	2/28/2023 10:15 AM
95	Only fear is nearby hunters with long range weapons	2/28/2023 9:18 AM
96	I would feel somewhat unsafe alone in more isolated areas due to reported car break-ins at some trails.	2/28/2023 8:41 AM
97	The only unsafe parts are intersections. They are usually very wide, with fast turning traffic.	2/28/2023 8:17 AM
98	I feel safe on true trails but often have to walk or ride on a country road as there aren't a lot of trails in Southern Chester county	2/21/2023 6:03 PM
99	Parked car break ins	2/15/2023 1:34 PM
100	The trail closet to me feels isolated and scary when few people are on it	2/2/2023 10:42 AM
101	dogs are not kept on leashes	1/31/2023 10:51 AM

Chester County Trails Master Plan Survey

102	Only when I'm alone and I can't see people on the trails near me.	1/29/2023 12:48 PM
103	Never hike alone unless on a paved trail	1/29/2023 11:20 AM
104	Cars run red lights, Speeding bikes are an issue	1/29/2023 6:19 AM
105	Parts of the trail make me feel unsafe due to the area being enclosed and not being able to exit if need be.	1/28/2023 9:59 PM
106	Mostly concerned with auto break ins.	1/28/2023 8:00 PM
107	Recent break-ins are troubling	1/28/2023 6:03 PM
108	Break ins to cars in lots, now Struble put up cameras	1/28/2023 4:11 PM
109	Off leash dogs can bite walkers and bikers, cause crashes at harmony hills	1/23/2023 8:17 AM
110	distracted and speeding drivers, few bike lanes	1/22/2023 1:25 PM
111	Car break ins's, attacks/assaults on trails and the only park I have seen a real ranger presence in is Warwick. That is the ONLY park I feel safe at.	1/21/2023 3:18 PM
112	Very safe on unpaved trails, less safe on trails like the Chester Valley Trail with frequent road crossings of high-traffic roads.	1/21/2023 3:02 PM
113	Less intersections the better! For example the SRT going through Phoenixville has way too many inspections!	1/21/2023 9:50 AM
114	People are strange	1/21/2023 6:00 AM
115	I feel safe except when crossing 322 at Harmony Hill going from the covered bridge to Sawmill Rd and crossing 322 by the Trailhead over to Brandywine Ave.	1/20/2023 9:48 AM
116	Because our roads are unsafe	1/19/2023 7:25 PM
117	In this day and age, you just never know who is out there that could cause harm.	1/19/2023 3:23 PM

Chester County Trails Master Plan Survey

Q10 What are your top reasons for using trails in Chester County? Select all that apply.

Answered: 1,277   Skipped: 75
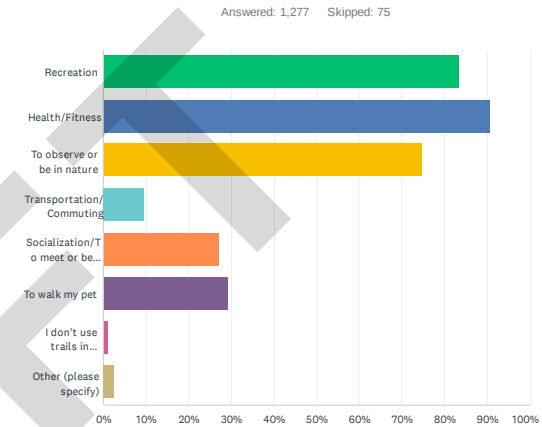
ANSWER CHOICES	RESPONSES	
Recreation	83.40%	1,065
Health/Fitness	90.68%	1,158
To observe or be in nature	74.55%	952
Transportation/Commuting	9.55%	122
Socialization/To meet or be with other people	27.02%	345
To walk my pet	29.21%	373
I don't use trails in Chester County	1.02%	13
Other (please specify)	2.51%	32
Total Respondents: 1,277		

#	OTHER (PLEASE SPECIFY)	DATE
1	Ride bikes with my young kids	7/30/2023 11:31 PM
2	Walk with baby	7/30/2023 8:46 AM
3	To explore	7/28/2023 1:21 PM
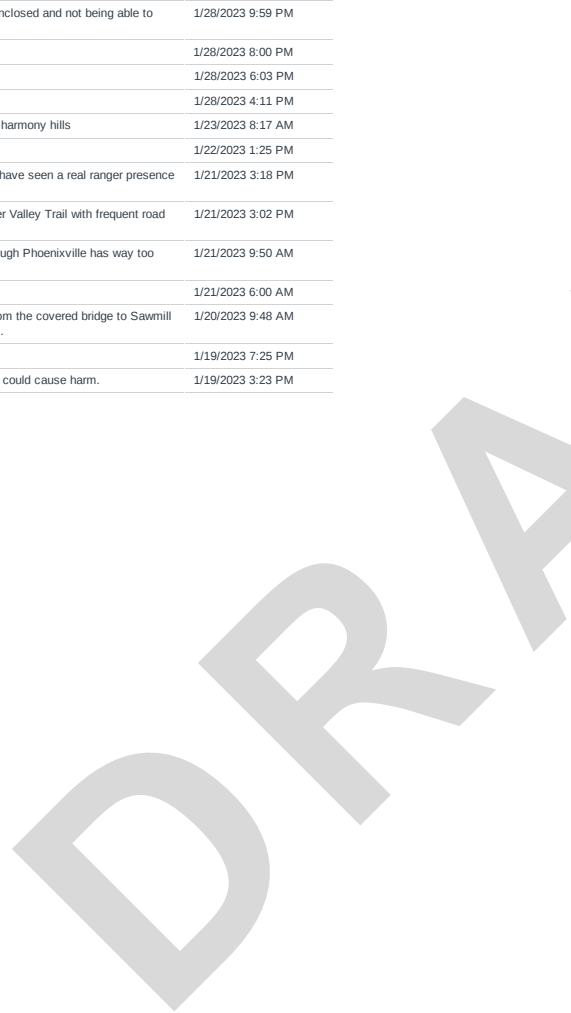
Chester County Trails Master Plan Survey

4	to examine historical areas along the trail.	7/28/2023 10:53 AM
5	If they connected to where I wanted to go I would be more likely to use them for transportation	7/28/2023 10:53 AM
6	Biking on safe pathway away from the busy county roads with limited to no shoulders or bike lanes	7/25/2023 7:11 PM
7	I am an equestrian trail rider.	7/14/2023 12:35 PM
8	Family walk time	7/14/2023 8:32 AM
9	Safer than road.	7/13/2023 11:42 PM
10	Connecting all of kimberton to the existing trails north of it would bring users of trails to businesses of kimberton. Providing what the county seeks in keeping its historic villages [Kb. is one of 7 or 9]	7/13/2023 4:42 PM
11	Photography	7/13/2023 2:14 PM
12	connections to other locations	6/18/2023 10:37 AM
13	Health, fitness, observe nature	4/18/2023 8:56 PM
14	Get my kids outdoors	4/5/2023 11:37 AM
15	"	4/4/2023 9:05 PM
16	Local history	4/4/2023 6:10 PM
17	Peaceful nature walk	4/3/2023 7:43 PM
18	Fff	4/3/2023 6:27 PM
19	to walk my children	4/3/2023 3:59 PM
20	We would LOVE to use trails for actual transportaton, were that possible. We do not have a death wish, however, and want to avoid becoming someone's hood ornament.	3/26/2023 8:08 PM
21	to relax	3/15/2023 1:06 PM
22	I would love to be able to use it more for transporting/commuting	3/14/2023 4:37 PM
23	To use on long bicycle rides that combine the Chester Valley Trail with roads in Chester County.	3/13/2023 2:43 PM
24	If I'm not commuting I like the nature trails bc they're easier on joints. It'd be nice to have more unpaved Trail shoulders like other areas have. This sb planned!	3/6/2023 11:42 AM
25	I am unable to walk near my home- roads are too dangerous, there are no shoulders on our roads	2/28/2023 2:40 PM
26	FUN!	2/28/2023 11:01 AM
27	safe place to teach my child how to ride a bike	2/24/2023 8:34 PM
28	Chester County trail club	1/28/2023 7:43 PM
29	mountain biking	1/28/2023 2:06 PM
30	mountain biking	1/22/2023 1:29 PM
31	i also volunteer to maintain trails in East Bradford Twp	1/20/2023 10:39 AM
32	Geocaching	1/19/2023 3:35 PM

Chester County Trails Master Plan Survey

Q11 What factors are most important when deciding to use a particular trail? Select all that apply.

Answered: 1,274   Skipped: 78
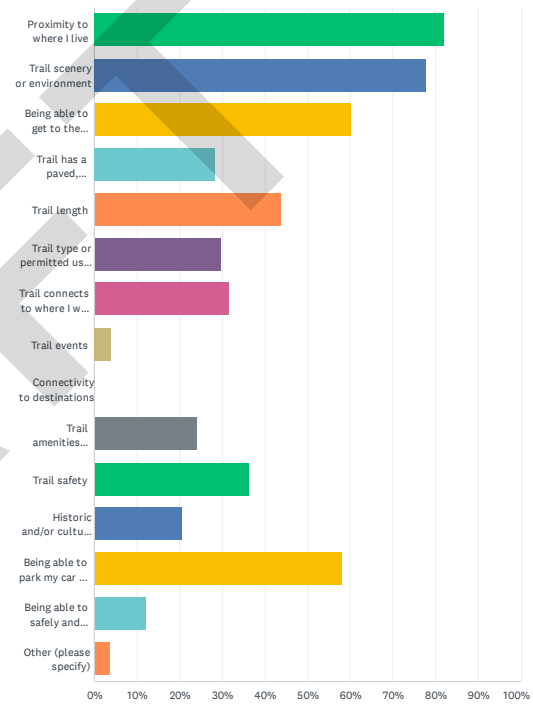
Chester County Trails Master Plan Survey

ANSWER CHOICES	RESPONSES	
Proximity to where I live	82.10%	1,046
Trail scenery or environment	77.86%	992
Being able to get to the trail easily and safely	60.13%	766
Trail has a paved, accessible surface	28.41%	362
Trail length	43.64%	556
Trail type or permitted uses (trail where I can ride my bike, go horseback riding, etc.)	29.59%	377
Trail connects to where I want to go	31.55%	402
Trail events	4.08%	52
Connectivity to destinations	0.00%	0
Trail amenities (restrooms, benches/seating, bicycle repair station, etc.)	24.18%	308
Trail safety	36.34%	463
Historic and/or cultural resources along the trail	20.49%	261
Being able to park my car at or near the trail	57.93%	738
Being able to safely and securely park my bike along the trail or at my destination	12.09%	154
Other (please specify)	3.69%	47
Total Respondents: 1,274		

#	OTHER (PLEASE SPECIFY)	DATE
1	I prefer shaded trails and flat trails with minimal elevation change. I really like the surface of the trail between schuylkill river animal sanctuary and lock 60. Has to be easy for my young kids to ride their bikes without getting too tired or hard for them to ride on	7/30/2023 11:31 PM
2	I monitor bluebird and prothonatery warbler nestboxes.	7/30/2023 9:39 AM
3	I pick trails that are not busy and overrun by other humans	7/28/2023 8:20 PM
4	I like to take visitors to the Neal Tharp Trail to showcase Phoenixville to my family and Friends.	7/28/2023 1:35 PM
5	Being able to walk there	7/28/2023 10:10 AM
6	mileage markers	7/23/2023 1:53 PM
7	Less people, the better.	7/14/2023 12:19 PM
8	Because	7/14/2023 11:38 AM
9	How crowded it is.	7/14/2023 11:37 AM
10	Finding scenic, natural, less-crowded trails where I *don't* have to watch out for bikes and joggers and dog walkers.	7/14/2023 8:39 AM
11	Utilize actual Rail line replacement to be historically accurate when oossible	7/13/2023 4:42 PM
12	Being away from people	5/11/2023 6:25 AM
13	Can bring dogs	5/9/2023 10:19 PM
14	I could have selected several choices	4/18/2023 8:56 PM
15	also like easy horse trailer parking! (I love all the preserves, but there is no trailer parking)	4/10/2023 6:07 PM

Chester County Trails Master Plan Survey

16	How crowded I think it will. Overcrowding is a big problem	4/6/2023 7:20 AM
17	Not crowded	4/5/2023 10:06 PM
18	If they have porta potty's on the trail	4/5/2023 2:04 PM
19	Easy access to creeks, rivers, etc.	4/5/2023 12:13 PM
20	safety for my dogs (e.g., wide paths, groomed sides where we can wait while bikes/others pass us, etc)	4/5/2023 8:57 AM
21	Off leash dog	4/5/2023 8:44 AM
22	Ability to take my dog on the trails	4/4/2023 10:52 PM
23	Prefer more unpaved trails for trail running.	4/4/2023 7:09 PM
24	Cc	4/3/2023 6:27 PM
25	Away from traffic noise. I.e. doesn't run parallel to a busy road	4/3/2023 5:51 PM
26	Dogs not being allowed off-leash	4/3/2023 4:05 PM
27	Interesting hiking trails	4/3/2023 1:07 PM
28	feeling that my car would be safe from a break-in while I used the trail	3/15/2023 1:06 PM
29	Trail provides varying levels of hiking intensity satisfactory to suit desired levels of physical exertion.	3/14/2023 9:37 PM
30	Being able to take multi-county day long trips - say to Harrisburg and Lebanon along the Enola Low Grade	3/14/2023 7:40 PM
31	Dog friendly	3/14/2023 11:24 AM
32	optimally, the less "breaks" in the trail for road cross-walks, etc... the better (may be difficult in application).	3/13/2023 10:45 AM
33	Can bring my dogs but avoid loose dogs	3/9/2023 2:54 PM
34	Don't use them and wouldn't feel safe on them alone.	3/9/2023 1:49 PM
35	Starting and stopping at the same spot b/c of parking	3/8/2023 9:01 PM
36	My	3/7/2023 12:45 PM
37	Ability to ride bike to enter the trail is major advantage.	2/28/2023 11:02 AM
38	Likelihood that I will not hear gunfire on the trail (some trails are near areas where I can hear target practice and then my dog is terrified.	2/28/2023 8:44 AM
39	Access to/from SEPTA	2/28/2023 8:20 AM
40	Variety...although I often revisit trails, I especially enjoy exploring new ones	2/23/2023 11:07 PM
41	mountain biking	2/9/2023 2:20 PM
42	The weather. Don't use gravel in the rain	1/26/2023 8:46 PM
43	quality of the mountain biking / conditions of the trails.	1/24/2023 3:57 PM
44	mountain biking	1/22/2023 1:29 PM
45	Clear trail maps/markers. Cleanliness and upkeep of trails and park and types of visitors.	1/21/2023 3:25 PM
46	how much road noise you can here from the trails (the less noise the better!)	1/21/2023 12:44 PM
47	I will travel farther in warmer weather; some trails are more maintained than others, & I tend to use those trails more often	1/20/2023 10:36 AM

Chester County Trails Master Plan Survey

Q12 Which of the following factors would increase your trail use? Select all that apply.

Answered: 1,267   Skipped: 85
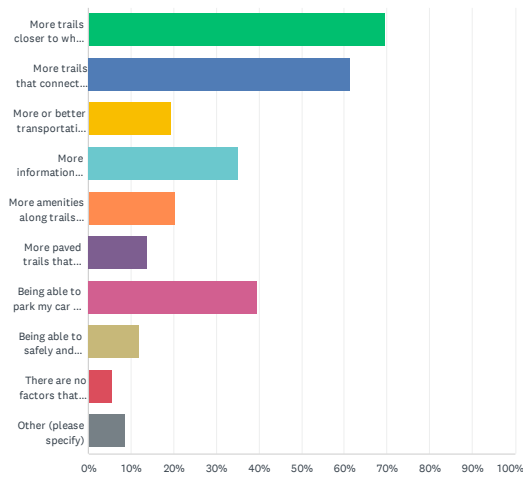
Chester County Trails Master Plan Survey

ANSWER CHOICES	RESPONSES	
More trails closer to where I live/work	69.61%	882
More trails that connect to where I want to go	61.48%	779
More or better transportation connections to get to trails	19.34%	245
More information about where trails are located	35.20%	446
More amenities along trails (such as benches, signage, bicycle repair station)	20.28%	257
More paved trails that meet my accessibility needs	13.89%	176
Being able to park my car at or near the trail	39.70%	503
Being able to safely and securely park my bike along the trail or at my destination	11.92%	151
There are no factors that would increase my trail use	5.52%	70
Other (please specify)	8.45%	107

Total Respondents: 1,267

#	OTHER (PLEASE SPECIFY)	DATE
1	To many crowded trails near me	7/30/2023 10:46 AM
2	I already selected answers	7/29/2023 6:31 AM
3	Natural trails that aren't crowded	7/28/2023 8:20 PM
4	Flat terrain, not too hilly	7/28/2023 1:21 PM
5	Restrooms or at least portable toilets	7/26/2023 9:48 AM
6	Bathrooms and some easy accessible adjacent food/restaurant locations immediately adjacent to trails.	7/25/2023 7:11 PM
7	Connecting recreational trails to each other	7/17/2023 4:05 PM
8	East Vincent twp park is within walking distance but bans dogs so i have to drive my dog to a trail to walk and run	7/16/2023 12:41 PM
9	Please do not pave all of the trails. Plenty of pavement in Chester county	7/15/2023 8:50 AM
10	More gravel (gravel for biking) trails	7/14/2023 3:18 PM
11	More equestrian use trails throughout the county.	7/14/2023 12:35 PM
12	Because	7/14/2023 11:38 AM
13	Being able to get to the trail safely along the dangerous road that I live on	7/14/2023 11:37 AM
14	More loop trails! I prefer a loop rather than going a straight path and having to turn around and go back the same path.	7/14/2023 11:04 AM
15	Public bathrooms on the trail near more populated cities	7/14/2023 10:44 AM
16	More trails means more fun!	7/14/2023 8:53 AM
17	I walk for natural exercise and to quietly observe nature.	7/14/2023 8:39 AM
18	Trails along water	7/13/2023 11:38 PM
19	More trails in general.	7/13/2023 10:55 PM
20	I don't have time to walk all the trails in my area now	7/13/2023 8:53 PM
21	I love being in nature which is why I hike the trails as often as I do	7/13/2023 8:39 PM

Chester County Trails Master Plan Survey

22	Wish it was easier to cross Nutt St at Paradise St. Nutt is so busy. Wish there was a cross walk.	7/13/2023 7:32 PM
23	Restroom	7/13/2023 6:58 PM
24	These are all good ideas. Open space is a need voiced by county residents	7/13/2023 4:42 PM
25	Being able to safely use a trail without being hit by a cyclist who doesn't announce themselves when approaching.	7/13/2023 4:21 PM
26	There are trails I rarely use due to being difficult to get to via walking or biking. More pedestrian or bike friendly trail connections would be highly beneficial	7/13/2023 3:05 PM
27	Improved trail connections, with decreased roadway and/or car access required to connect to all local trails.	7/13/2023 2:14 PM
28	Monitoring, safety of trails - rangers around	5/31/2023 4:06 PM
29	I'm not a fan of more trails if they take space away from native plants and animals.	5/16/2023 10:23 PM
30	Safety considerations	5/10/2023 7:39 PM
31	At times each of the above	4/18/2023 8:56 PM
32	Extended the Strubble Trail to Glennmore.	4/14/2023 4:55 PM
33	Ones away from development, developers are environmental terrorists	4/10/2023 5:46 PM
34	Public transportation options	4/9/2023 8:41 AM
35	Longer trails (or connected) for longer bike rides	4/7/2023 10:49 PM
36	Connecting all the trails	4/5/2023 3:58 PM
37	More trash cans, better maps and signage on trails	4/5/2023 12:13 PM
38	We don't need any more trails	4/5/2023 10:43 AM
39	Water stops and rest rooms	4/5/2023 10:39 AM
40	I hate driving 1.5 miles to use the CVT. There was a proposed plant to connect Malvern Borough to the trail, the Patriots Path. You can not safely get to the trail crossing Old Lincoln Hwy/30/29 via bike or foot.	4/5/2023 9:26 AM
41	More Trash Cans!!!!!!	4/5/2023 12:18 AM
42	Ability to have Downingtown connect into King of Prussia area	4/4/2023 10:52 PM
43	More time	4/4/2023 9:22 PM
44	Bathrooms	4/4/2023 7:09 PM
45	Reed to struble trail please!	4/4/2023 6:10 PM
46	I love when paved trails go off into a wooded area so you have the option to do either	4/4/2023 5:29 PM
47	To be able to connect ball	4/4/2023 3:21 PM
48	Better shade coverage and parking availability	4/3/2023 4:42 PM
49	More trails with less intersections with roads	4/3/2023 3:36 PM
50	Interesting stops along the way such as restaurants/coffee shops/scenic rest stops	4/3/2023 3:25 PM
51	More mountain bike trails	4/3/2023 2:54 PM
52	More parking at the trails	4/3/2023 2:44 PM
53	More interesting hiking opportunities	4/3/2023 1:07 PM
54	SCENERY	4/3/2023 1:01 PM
55	More time	4/3/2023 11:13 AM
56	I can already easily drive to and safely park at numerous trails close to where I live and work. I	3/28/2023 10:35 AM

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Chester County Trails Master Plan Survey

	would ride my bike to the Chester Valley Trail if I could so safely.	
57	my answers feel a little conflicting here because it's a mix of my PRESENT use (MTB for fun) vs a hoped-for FUTURE use (riding places on my bike for transportation in the hazy imagined future) -- two really different enterprises	3/26/2023 8:08 PM
58	More bike trails please~	3/24/2023 7:20 AM
59	more info about the trail's history or the area's history	3/15/2023 1:06 PM
60	Being able to safely bike to it instead of needing to drive my car to an entry point.	3/15/2023 12:04 AM
61	More personal time	3/14/2023 8:01 PM
62	Being able to take multi-county day long trips - say to Harrisburg and Lebanon along the Enola Low Grade	3/14/2023 7:40 PM
63	Dedicating more open space to trail use	3/14/2023 4:37 PM
64	Less government involvement	3/14/2023 11:20 AM
65	Paved trail to bike on would be wonderful- I have a road bike but am afraid to ride on the roads with cars.	3/14/2023 7:16 AM
66	1-2 mile trails are interesting, but continuous trails of 5-25 miles are much preferred.	3/13/2023 10:45 AM
67	Improved biodiversity along the trails that would improve the nature experience while hiking.	3/10/2023 2:17 PM
68	Access for horse trailers and use by horses	3/10/2023 9:58 AM
69	Safety for parked cars at trails. There are items stolen from cars at trail parking.	3/9/2023 11:12 PM
70	Connecting existing trails together and being safely away from cars	3/9/2023 10:04 PM
71	Trails where I can take the stroller would increase my use.	3/9/2023 3:37 PM
72	ROVING OCCUPIED POLICE REST AREAS ALL ALONG TRAILS.	3/9/2023 12:21 PM
73	less heavily used trails	3/7/2023 3:11 PM
74	More Paved trails to stores & more unpaved trails in nature for recreation/health/fitness are both needed.	3/6/2023 11:42 AM
75	There is no decent North/South connection to Chester Valley Trail around Exton, personally looking for from North.	3/6/2023 7:46 AM
76	Amenities = restrooms	3/3/2023 10:19 AM
77	restroom that are well kept. I am not getting any younger :)	3/1/2023 9:20 AM
78	more time	2/28/2023 10:28 AM
79	More restrooms	2/28/2023 10:17 AM
80	Would really appreciate information about where all the trails in Chester county are located and a little information about type, length of trail	2/28/2023 9:27 AM
81	Additional trails or extensions to existing trails that would simply add variety	2/28/2023 8:38 AM
82	More free time	2/28/2023 8:21 AM
83	Better connectivity to SEPTA, continuity (closing gaps), and access to small businesses.	2/28/2023 8:20 AM
84	more and better paved trails for biking	2/22/2023 3:25 PM
85	general use of trails, knowing other people are out there in case of being attacked (female runner)	2/21/2023 12:48 PM
86	More trails should be open after dusk	2/15/2023 1:41 PM
87	Longer trails.	1/30/2023 1:55 PM
88	Safety, restroom and water station	1/28/2023 10:03 AM
89	Long trail loops	1/28/2023 5:37 PM

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Chester County Trails Master Plan Survey

90	More trails in areas away from road traffic. Well maintained trails in wooded areas	1/28/2023 5:36 PM
91	Better, more protected crossings at busy intersections and hard-for-drivers-to-see intersections	1/28/2023 5:12 PM
92	I am new to the group and plan to attend more hikes after business travel subsided in Feb	1/28/2023 4:03 PM
93	The condition of the trails improve. Unpaved trails have a lot of large exposed tree roots that have become tripping hazards.	1/27/2023 8:50 PM
94	I use a local trail several times a week if the weather allows. My frequency of trail usage is unlikely to change significantly because of other obligations.	1/25/2023 10:08 PM
95	More mountain bike trails	1/25/2023 4:00 PM
96	More trails that I can mountain bike	1/23/2023 11:40 AM
97	Being allowed to bike on them	1/23/2023 4:54 AM
98	more trails	1/22/2023 1:29 PM
99	Connecting existing trails to allow for longer more varied runs and hikes. Extend CVT to Thorndale!!!	1/22/2023 8:52 AM
100	Trails without horses nice	1/22/2023 5:20 AM
101	I get out to the trails as time allows	1/21/2023 8:45 PM
102	more mtb trails!!!!!	1/21/2023 6:22 PM
103	More security, ranger presence, better upkeep of trails, restrooms	1/21/2023 3:25 PM
104	I'd love to be able to ride from my home to use trails, but sadly no safe options exist (narrow roads with blind corners, no shoulders) so I always drive to trails.	1/21/2023 3:06 PM
105	Long enough for a bike ride. The CVT is a good example.	1/20/2023 7:42 PM
106	more dirt trails that are open and some that are optimized for off road (mountain) biking	1/20/2023 10:43 AM
107	Benches, identifying and naming of trees would be nice, and management of invasive plants	1/20/2023 10:36 AM

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Chester County Trails Master Plan Survey

Q13 Which of the following obstacles deter you from using trails? Select all that apply.

Answered: 1,199   Skipped: 153
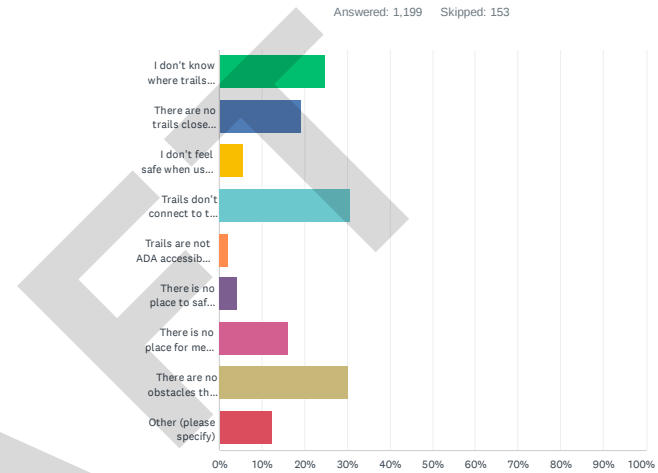
ANSWER CHOICES	RESPONSES	
I don't know where trails are located	24.69%	296
There are no trails close and/or convenient to where I live/work	19.18%	230
I don't feel safe when using trails	5.59%	67
Trails don't connect to the places I want to go	30.78%	369
Trails are not ADA accessible or do not meet my accessibility needs	2.09%	25
There is no place to safely and securely park my bike along the trail or at my destination	4.17%	50
There is no place for me to park my car at or near the trail	16.18%	194
There are no obstacles that deter me from using trails	30.36%	364
Other (please specify)	12.34%	148
Total Respondents: 1,199		

#	OTHER (PLEASE SPECIFY)	DATE

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Chester County Trails Master Plan Survey

1	Need to drive to the trail locations, which involves loading a bike rack on my car and 5 bikes, unloading, then reloading and unloading	7/30/2023 11:31 PM
2	To crowded, bikers are rude	7/30/2023 10:46 AM
3	Human vandalism is a factor in the placement of nestboxes for native cavity-nesting birds.	7/30/2023 9:39 AM
4	some parts of the Schuylkill River Trail through Phoenixville are visually unpleasant	7/29/2023 4:01 PM
5	Answered	7/29/2023 6:31 AM
6	Tons of other people	7/28/2023 8:20 PM
7	Terrain is too hilly and not flat	7/28/2023 1:21 PM
8	I work in Phoenixville and use trails in that area, but there are none in Coatesville where I live.	7/28/2023 11:38 AM
9	Being able to walk there	7/28/2023 10:10 AM
10	Please do not pave all of the trails	7/17/2023 4:05 PM
11	No dogs allowed at EVT park and driving my dog to the trail is not ideal	7/16/2023 12:41 PM
12	too crowded (cvt at certain times)	7/16/2023 6:25 AM
13	Trails can get crowded	7/15/2023 10:59 AM
14	Chester county roads don't have sidewalks or bike lanes, so it's dangerous to ride a bike to connect to a trail. Having to drive to the trails makes them less accessible and appealing	7/15/2023 6:15 AM
15	N/A	7/14/2023 8:20 PM
16	Bathrooms	7/14/2023 8:10 PM
17	Breaks in trails like the break between 422 and Riverfront Park.	7/14/2023 6:58 PM
18	Just the rain	7/14/2023 6:49 PM
19	I find better trails in Montgomery Co that best work for me	7/14/2023 4:03 PM
20	Mountain bikes unaware that horses can be frightened by bikes. Eduaction about letting a horse know when a bike is approaching would increase safety.	7/14/2023 1:48 PM
21	Daylight and travel as it gets darker earlier.	7/14/2023 12:55 PM
22	If there are more people using trail I will avoid it. Less people is better.	7/14/2023 12:19 PM
23	Too much traffic. Bikes, dogs off leashes, walkers who take up the entire path.	7/14/2023 11:37 AM
24	Traffic lights in downtown phoenixville since the "turn only" light coincides with my "turn" to walk across the street. Drivers try to hit us or believe they have the right away	7/14/2023 10:44 AM
25	I'm not as familiar where all the different trails go and how they connect, and there's not much signage or "you are here" style maps along the trails	7/14/2023 10:38 AM
26	I have no obstacles to using trails	7/14/2023 10:21 AM
27	Connect Phoenixville and chester valley trail via abandoned rail	7/14/2023 10:15 AM
28	I avoid crowded trails. I avoid trails with noisy people & dogs that scare away nature.	7/14/2023 8:39 AM
29	Trail doesn't connect east pike land to Phoenixville downtown and walking along the road is dangerous	7/14/2023 8:01 AM
30	Not enough shade	7/14/2023 6:21 AM
31	No time	7/13/2023 8:53 PM
32	Trails are not accessible via walking or biking from where I live	7/13/2023 3:05 PM
33	Need to have a side walk or other official connection to the trail from my neighborhood for pedestrians or bike riders.	7/13/2023 2:22 PM
34	Not all local trails are fully connected to one another, safely or conveniently to one another.	7/13/2023 2:14 PM

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Chester County Trails Master Plan Survey

35	East Whiteland's roads are very dangerous to ride or walk to trails.	6/12/2023 7:42 PM
36	Excessive trail volume (on the weekends) relative to capacity (trail width)	6/12/2023 4:18 PM
37	Need to be dog friendly trails.	5/31/2023 4:55 PM
38	I use Trail along Schuylkill River. Need to connect thru Canal Underpass at Riverworks on French Creek	5/30/2023 10:01 AM
39	Need more trails	5/11/2023 1:13 PM
40	Quantity of people.	5/11/2023 6:25 AM
41	East Fallowfield	5/10/2023 2:14 PM
42	No bathroom	5/9/2023 7:38 PM
43	Road bikes going really fast and not yielding to runners and walkers.	4/14/2023 4:55 PM
44	Developers have ruined trails with junk developments	4/10/2023 5:46 PM
45	Have to drive to the trail. Apparently car break ins are becoming more frequent	4/9/2023 7:54 PM
46	Would be great to connect Marchwood area in Exton to a trail so we wouldn't have to drive to a trail.	4/7/2023 8:19 AM
47	Lack of water fountains	4/7/2023 5:16 AM
48	Overcrowding on trails	4/6/2023 7:20 AM
49	Too many people	4/5/2023 10:06 PM
50	Rest rooms	4/5/2023 8:50 PM
51	there are no bathrooms or places to rest	4/5/2023 6:32 PM
52	Unclear maps, trail signage	4/5/2023 12:13 PM
53	Too many ignorant people.	4/5/2023 10:43 AM
54	I don't feel safe walking alone	4/5/2023 10:39 AM
55	Trails near me are not stroller friendly	4/5/2023 10:35 AM
56	Access from home is unsafe - i.e., need to cross busy streets or travel on streets without shoulder to get to trail that's very close (<1 mile)	4/5/2023 8:57 AM
57	Safely parking - parking at struble trail is becoming more risky.	4/5/2023 8:37 AM
58	I would use the Struble Trail (which is closest to my house) more often for bike riding but there are way too many people and it becomes dangerous	4/5/2023 8:28 AM
59	Easier to walk in neighborhood	4/5/2023 6:10 AM
60	Lack of time	4/4/2023 9:22 PM
61	Safety on the trail	4/4/2023 7:32 PM
62	Lack of bathrooms	4/4/2023 7:09 PM
63	I have to drive to get to the trail. Ideally would love to be able to walk to a trail from my home.	4/4/2023 6:26 PM
64	Weather. For ex sometimes struggle trail will have rocks down after a storm	4/4/2023 5:29 PM
65	I avoid trails that aren't shaded in the summer	4/4/2023 5:12 PM
66	Safe passage between trails that are near each other but separately maintained. Would love an overnight camping option for a longer trail, Backpacking experience.	4/4/2023 3:21 PM
67	bin	4/4/2023 8:25 AM
68	If I am able to walk/ bike to trail, through safe and wide enough sidewalks like in cities. Less crossing .. too many crossings at CVT	4/3/2023 7:43 PM
69	The roads in East Whiteland are a dangerous nightmare to walk or bike on to get to the trail.	4/3/2023 7:40 PM

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Chester County Trails Master Plan Survey

70	Too busy	4/3/2023 5:51 PM
71	lack of safe parking and over crowded path. Trails need to be wider	4/3/2023 4:42 PM
72	Sometimes, lack of restrooms	4/3/2023 4:27 PM
73	unsafe to walk to the trail from my home. I'd rather not drive if I do not have to.	4/3/2023 3:39 PM
74	This is minor, but parts of the CVT are too hot/sunny.	4/3/2023 3:25 PM
75	The safety of my vehicle and its contents while parked is not guaranteed.	4/3/2023 3:13 PM
76	Business of the trail. Exton is bad.	4/3/2023 2:44 PM
77	Perfectly good rail rights of way destroyed for trails. In a county that sees more and more car congestion it makes no sense to remove rights of way for limited foot traffic	4/3/2023 2:36 PM
78	Bad scenery	4/3/2023 1:01 PM
79	Too busy	4/3/2023 11:13 AM
80	Electric car charging station	3/29/2023 4:17 AM
81	We actually have very little in the way of trails for MTB in ChesCo. We most frequently ride in VFNP (mostly MontCo) and White Clay Creek Park (DE) lately. I'm not mad that land preserves need to exclude MTB for specific ecological needs, but it's wild that there's so little for MTB versus horseback riding (consider the numbers of users and how likely they are to own or have access to private land). There's nothing for us in our immediate area in eastern ChesCo other than paved trails we have to drive to (noting that we don't walk/hike more because of my husband's knee). Thanks for your work on this! Also, regarding using a business alongside the trail, we're always very wistful when we pass the closed cafe alongside the paved trail that goes from VFNP to Norristown. It would be so cool to have an espresso and a decent rest room on a bike ride! Also, re my answers about public transportation: I'm already in a walk to train neighborhood, so I can hardly describe myself as underserved in this respect. Covered secure bike parking would be rad, but the lack of it's not deterring me, and I'm already fortunate enough to mostly work from home.	3/26/2023 8:08 PM
82	lack of bathrooms, and if a trail felt unsafe	3/20/2023 7:28 PM
83	There are no trails to the trails. They're "planned" but the plans are years old and probably retired.	3/18/2023 10:38 PM
84	understanding better as to where the trail leads and what's nearby	3/15/2023 1:06 PM
85	Question 14 is irrelevant if you're walking your dog. Public transportation doesn't allow dogs unless you're blind.	3/15/2023 12:21 PM
86	Trails can be crowded at lunch time and on the weekends. I feel safer and it's more enjoyable to ride on the roads.	3/15/2023 10:45 AM
87	I use Uwchlan, STruble and CVT a lot for cycling. wojld be great to connect STruble "west" to Glenmoore tra	3/14/2023 8:08 PM
88	My son and I like to go to Anson B Nixon park (from southeast of the Kennett borough). We feel unsafe biking to Anson B because of lack of sidewalks and crosswalks.	3/14/2023 7:38 PM
89	Poor continuity of bike lanes with other existing trails.	3/14/2023 4:37 PM
90	I use nearby trails less during Hunting season	3/14/2023 12:18 PM
91	I just want more trail options as I use all of them near me and want to explore more trails.	3/14/2023 12:07 PM
92	Potential government involvement	3/14/2023 11:20 AM
93	No longer trails close to me.	3/14/2023 10:46 AM
94	feels like there are just bits of trails near me, they do not connect.	3/14/2023 9:51 AM
95	Especially where it intersects with the SRT in Norristown, car parking is dismal	3/13/2023 2:57 PM
96	Although I usually bike from home to the Chester Valley Trail, when I do drive and park near the trail, I am increasingly fearful of my car being broken into.	3/13/2023 2:43 PM

Chester County Trails Master Plan Survey

97	I know where several trails are located, but not all	3/13/2023 1:27 PM
98	Biker's speed.	3/12/2023 3:59 PM
99	The trails we have are great. It would also be even better if more were connected together where possible such as connecting the Struble to the 322 trail.	3/12/2023 10:17 AM
100	Bathrooms nearby	3/12/2023 6:52 AM
101	Heavy pedestrian traffic	3/11/2023 7:11 PM
102	No access for horses or horse trailers	3/10/2023 9:58 AM
103	Trails not connected or are to short	3/10/2023 7:09 AM
104	Can't safely walk to the trails from my neighborhood	3/10/2023 6:55 AM
105	It is unclear on Google Maps for some trails where you can park your car. Trails are not connected.	3/9/2023 10:04 PM
106	weather/ trail conditions	3/9/2023 5:34 PM
107	I wish I could walk to the start of a trail instead of drive to get to them. I tend to do neighborhood walks to avoid starting the car just to drive somewhere to walk.	3/9/2023 1:56 PM
108	STRICTLY SAFETY	3/9/2023 12:21 PM
109	There are few safe routes to get to trails. For example, state roads like Lancaster Ave. that are designed poorly; enabling unsafe driving speeds and uncomfortable spaces to walk/ride.	3/8/2023 3:04 PM
110	There are missing sidewalk or bike lane linkages to get to the trail from my home safely	3/6/2023 10:39 PM
111	Unpaved (gravel/dirt) trails are tougher/messier to cycle on in inclement weather	3/6/2023 4:47 PM
112	DOESNT CONNECT TO MY COMMUNITY, i MUST DRIVE THERE	3/6/2023 3:54 PM
113	unpaved trails are a deterrent to my trail use	3/6/2023 7:54 AM
114	Trails don't connect from residence, need connection to CVT from North in Uwchlan.	3/6/2023 7:46 AM
115	lack of connectivity among existing trails (i.e. struble/brandywine/chester Valley)	3/5/2023 8:34 PM
116	There is no safe way to get from my home to the trail so I have to drive to the trail which is silly	3/4/2023 12:27 PM
117	More attractive nature trails near where I live would be nice.	3/2/2023 5:07 PM
118	I like to spend 1-2 hours- exercising	2/28/2023 12:32 PM
119	Have difficulty parking at Stroud Preserve and a couple other areas	2/28/2023 11:23 AM
120	I cannot ride my bike to the main trail from my home.	2/28/2023 11:02 AM
121	Some trails don't have adequate parking	2/28/2023 9:27 AM
122	Not enough free time	2/28/2023 8:21 AM
123	Poor SEPTA headways, especially on weekends, and gaps in the trail network (which force me onto the roadway network with distracted drivers).	2/28/2023 8:20 AM
124	weather	2/22/2023 3:31 PM
125	trails near where I live are very short	2/22/2023 2:35 PM
126	No long trail close to me in Southern Chester County. I would prefer to bike on trails.	2/22/2023 2:17 PM
127	Not accessible for horses, no parking for horse trailers	2/21/2023 7:06 PM
128	Rollerblading and Tricking can only be done on paved trails; wide paved trails is NOT just about ADA accessibility.	2/21/2023 5:31 PM
129	Most good trails are closed after dusk. This is not actually consistently enforced, and I see lots of people biking and walking in parks late evenings. IMO, all parks should be open 24/7, as the area in most European countries.	2/15/2023 1:41 PM

Chester County Trails Master Plan Survey

130	many trails are not open to bikes, my primary recreation	2/15/2023 7:48 AM
131	Overcrowding (Marsh Creek on a Sat). Unleashed dogs. Uncourteous people.	2/9/2023 2:20 PM
132	If I want to use Struble Trail which is right around the corner from me to park near the old paper Mill. My road is too treacherous to walk on or a ride my bike. So I have to Drive to the parking lot, park my car to drive. And if I want to ride my bike then I have to pack my bicycle up just to drive around the corner. I guess I can't help that my road is a bit scary.	1/29/2023 12:51 PM
133	I moved to Delaware and mostly hiked with Chester County trail club for 30 years. Now most of the scheduled hikes are too far away.	1/29/2023 10:32 AM
134	Make the best of what we have	1/28/2023 8:08 PM
135	I'm not as interested in paved trails although I use them occasionally in the winter months	1/28/2023 5:36 PM
136	The tough-to-follow connection between the Chester Valley Trail and the Schuylkill River trail at Valley Forge	1/28/2023 5:12 PM
137	Many trails are not allowed for mountain bike not sure why. A horse can go but no bikes	1/23/2023 11:40 AM
138	Bikes not allowed. Also if the trail is too short to be worth the drive	1/23/2023 4:54 AM
139	Road traffic to get to trails via bike can be dangerous	1/21/2023 8:15 PM
140	Mountain bike trails need jumps	1/21/2023 4:59 PM
141	Unclear trail markers and/or maps	1/21/2023 3:25 PM
142	Sometimes usage is too high at local trail systems (Harmony Hill); or some trails systems do not allow bikes (Gordon Natural Area, Stroud's) so I utilize those only for hiking.	1/21/2023 3:06 PM
143	Bicycles are dangerous on paved trails when walking. They don't announce before passing at a high speed.	1/21/2023 8:11 AM
144	Too short	1/20/2023 7:42 PM
145	Aggressive, large groups, inconsiderate of pedestrians mountain biking on Harmony Hill trails at certain times of the year	1/20/2023 11:27 AM
146	some bike riders (on trails that allow bike riders) are not considerate	1/20/2023 10:36 AM
147	Getting to trails requires riding on busy roads w/limited to no shoulder.. need more bike lanes or safe corridors to access trails.	1/20/2023 9:19 AM
148	Trails being overcrowded	1/19/2023 3:36 PM

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Chester County Trails Master Plan Survey

Q14 Please select the extent to which you agree with the following statements:

Answered: 1,278   Skipped: 74

I would be likely to st...

I would be likely to wa...

I would have more or bett...
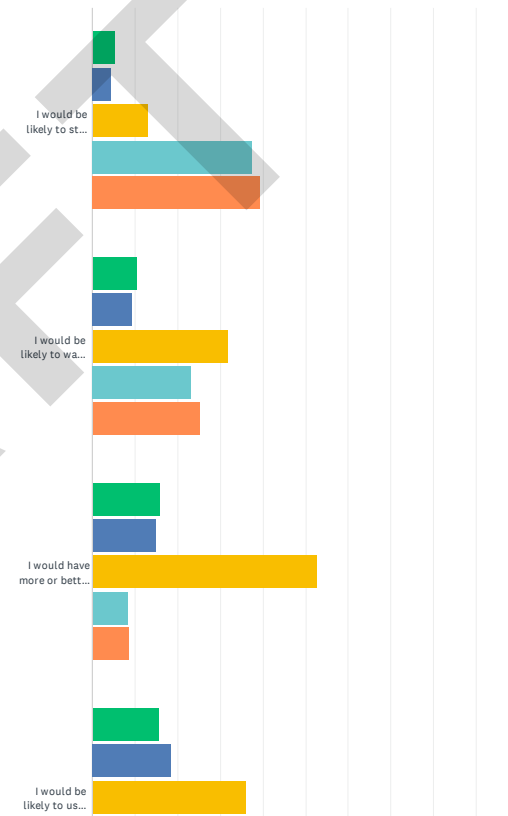
I would be likely to us...

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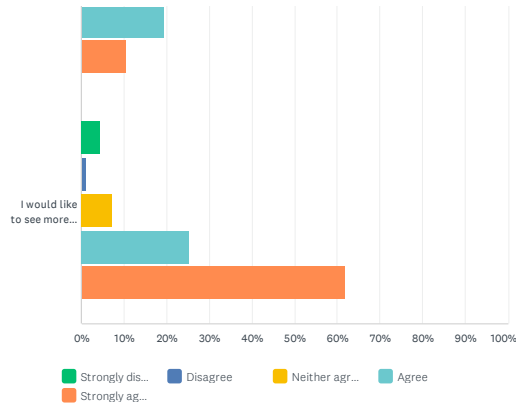
	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE NOR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
I would be likely to stop at small businesses, such as restaurants, cafes, or shops while using a trail	5.40% 69	4.54% 58	12.92% 165	37.59% 480	39.55% 505	1,277	4.01
I would be likely to walk or bike to work on a trail if it connected to my place of employment	10.36% 131	9.41% 119	31.70% 401	23.32% 295	25.22% 319	1,265	3.44
I would have more or better job choices if I could use a trail to get to work or a public transportation facility (such as a train or bus stop)	15.68% 198	14.89% 188	52.65% 665	8.31% 105	8.47% 107	1,263	2.79
I would be likely to use public transportation - or use it more - if it was connected to a trail	15.62% 198	18.53% 235	36.04% 457	19.32% 245	10.49% 133	1,268	2.91
I would like to see more multi-use trails built in Chester County	4.40% 56	1.02% 13	7.30% 93	25.43% 324	61.85% 788	1,274	4.39

Chester County Trails Master Plan Survey

Q15 Please list specific places in Chester County that you think are important or would benefit by being connected with a trail. Examples might be a particular park, a school, or a popular ice cream shop.

Answered: 661   Skipped: 691

#	RESPONSES	DATE
1	Generally the longer segments that can be constructed to major areas of interest (parks, retail, restaurants) the better	8/1/2023 6:26 AM
2	Please complete the French Creek trail thru the Canal Railroad Underpass to the Riverfront.	7/31/2023 11:09 PM
3	Black Rock Sanctuary from downtown Phoenixville	7/31/2023 9:32 PM
4	More trails near Phoenixville	7/31/2023 6:26 PM
5	East Pikeland area	7/31/2023 5:46 PM
6	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/31/2023 4:27 PM
7	Phoenixville Branch To Frazer.	7/31/2023 2:57 PM
8	WC Borough to Paoli. WC Borough to Wawa. WC Borough to Brandywine Greenway. WC Borough to Chester Valley Trail.	7/31/2023 1:44 PM
9	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/31/2023 1:42 PM
10	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/31/2023 8:05 AM
11	I support extending the trail along French Creek through the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/31/2023 7:39 AM
12	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 11:32 PM
13	Valley Forge Park to Phoenixville borough	7/30/2023 11:02 PM
14	I think there should be a sidewalk put on Hares Hill once the new school is built on Hares Hill and 23.	7/30/2023 9:00 PM
15	Chester county parks. Rapps damn road area.	7/30/2023 6:32 PM
16	Phoenixville downtown space to local waterways	7/30/2023 5:44 PM
17	Would be in favor of connecting bike trails from the river up to reservoir park, through veterans field, and out towards Kimberton. Connecting those spots keep riders off high traffic roads.	7/30/2023 2:31 PM
18	downtown Phoenixville	7/30/2023 2:26 PM
19	Harmony Hill	7/30/2023 1:26 PM
20	Schuykill River Loop	7/30/2023 11:31 AM
21	trail on phoenixville side of schuylkill river to connect rt29 to rt113 so a complete loop could be done up one side down the other and connect to schuylkill river trail	7/30/2023 10:59 AM
22	To many trails	7/30/2023 10:56 AM

Chester County Trails Master Plan Survey

23	None	7/30/2023 9:45 AM
24	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 9:40 AM
25	Not known.	7/30/2023 9:40 AM
26	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 9:17 AM
27	Would love to see an offshoot/connect of the trail from steelpointe in phoenixville to the 300 block of Bridge st in phoenixville (when I take the trail, I rarely double back to these businesses because it would take so much time).	7/30/2023 8:51 AM
28	N/a	7/29/2023 10:51 PM
29	connecting trail along the Schuylkill River on the south side of Phoenixville	7/29/2023 4:03 PM
30	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/29/2023 1:57 PM
31	Valley Forge Trails	7/29/2023 11:34 AM
32	Great Valley Corporate center	7/29/2023 10:02 AM
33	Yellow Springs, PA Anselma Mills, PA	7/29/2023 6:32 AM
34	Phoenixville, PA: I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/28/2023 8:57 PM
35	Please I beg you, don't mess with what little natural spaces we have left.	7/28/2023 8:22 PM
36	In Phoenixville, please connect Schuylkill River trail under the railroad to the trail along the river	7/28/2023 7:41 PM
37	The Schuylkill River loop The Devault trail	7/28/2023 6:46 PM
38	The Devault Trail & Schuylkill River loop	7/28/2023 4:49 PM
39	Phoenixville river launch	7/28/2023 3:58 PM
40	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/28/2023 1:32 PM
41	kimberton glen subdivision with a trail	7/28/2023 1:26 PM
42	N/A	7/28/2023 1:23 PM
43	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/28/2023 11:47 AM
44	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront.	7/28/2023 11:47 AM
45	A trail would be good between Exton and Coatesville. It would also be good to see the network around Phoenixville extended.	7/28/2023 11:39 AM
46	\	7/28/2023 11:34 AM
47	No comment	7/28/2023 11:30 AM
48	Connect the downtown business district of Phoenixville to the Schuylkill River at French Creek and on up to the Black Rock Bird Sanctuary.	7/28/2023 11:15 AM
49	Trails that connect the many new people who live in new and proposed apartment complexes in Phoenixville to the Schuylkill River Trail system. Connect the French Creek trails to the	7/28/2023 10:58 AM

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Chester County Trails Master Plan Survey

	Schuylkill River trail in Phoenixville. Build a trail on opposite side of the river in Schuylkill Township to the Schuylkill River Trail.	
50	The Devault Trail and Schuylkill River Loop	7/28/2023 10:58 AM
51	Connect Phoenixville to the Riverfront by extending the trail along French Creek through the canal railroad underpass to the creek/river confluence, then up the towpath, over the spillway and up to the Black Rock Dam	7/28/2023 10:46 AM
52	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/28/2023 10:17 AM
53	Phoenixville has many old bridges and railroad tracks that would benefit from interconnecting!	7/28/2023 10:12 AM
54	I support extending the trail along French Creek through the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary. This would close a gap in trails and better connect Phoenixville.	7/28/2023 10:12 AM
55	Completing the Schuylkill "Loop" Trail through the canal underpass to the river.	7/28/2023 10:11 AM
56	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/28/2023 10:01 AM
57	Devault Branch trail to connect Phoenixville to the Chester Valley Trail	7/26/2023 12:23 PM
58	It would be great to get a trail or easement across the campus of Valley Forge University – there is no safe on-road way to move from Charlestown Road to Township Line Road without crossing the campus, which is now marked as "no trespassing" – cyclists tend to use it anyway because it's an important link from Phoenixville to the safer roads to the west.	7/26/2023 9:52 AM
59	I wish there was a safe connector trail from the SRT and/or Valley Forge to the CVT. And a spur from the CVT towards West Chester and surrounding areas	7/26/2023 9:16 AM
60	Phoenixville	7/25/2023 9:08 PM
61	Connecting phoenxville to the river	7/25/2023 8:25 PM
62	Phoenixville to CVT	7/25/2023 8:02 PM
63	Gateway shopping center off - valley forge rd and swedesford rds in Tredyffrin Twp, Valley forge park in Tredyffrin & upper Merion twps Rt 30 - Paoli and malvern boro CVT - to king rd to west Chester via roadway by and up above Home Depot in Frazier CVT - to Phoenixville via Warner spur in Tredyffrin to Charlestown to Phoenixville CVT - further west to Enola to get more miles on paved trail out into western Chester county Wilson farm park in Tredyffrin twp	7/25/2023 7:24 PM
64	N/A	7/25/2023 6:43 PM
65	Connect to other counties like Bucks co where they also have a trail off of 202 Also connect to Delaware counties more	7/25/2023 6:13 PM
66	Phoenixville loop	7/25/2023 6:10 PM
67	Phoenixville	7/23/2023 3:23 PM
68	close to shops and small restaraunts	7/23/2023 1:54 PM
69	The trail along the old RR track heading into Phoenixville would be great. It could connect the town to the Giant shopping center and give a lot of people an option to bike into town instead of driving!	7/20/2023 8:14 AM
70	Black Rock Sanctuary Park to Phoenixville	7/19/2023 10:43 PM
71	Connecting Phoenixville with the surrounding trails.	7/19/2023 9:15 PM
72	Valley Forge to chester count trail	7/18/2023 3:16 PM
73	Road access to the trails around St. Peters Village was blocked for a while. Is that restored now? The bakery, ice cream shop, antique shops and Inn are good draws	7/18/2023 2:20 PM
74	I am eager to see the Devault trail come to fruition with bike trails to Malvern Corporate Center	7/18/2023 8:53 AM

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Chester County Trails Master Plan Survey

75	I think that valley forge national park does not have much connections on its western side, south of the river.	7/18/2023 8:37 AM
76	the DeVault trail is important & beneficial	7/17/2023 9:24 PM
77	Connecting trails on both sides of the river in Phoenixville	7/17/2023 4:06 PM
78	St Peter's Village	7/17/2023 2:48 PM
79	ice cream	7/17/2023 10:50 AM
80	Nothing in particular but existing parks, cafes or ice cream/snack and bathrooms would be welcome. Snoozys cafe in schwenksville is a good example, though montco	7/16/2023 12:43 PM
81	Restaurant	7/16/2023 10:17 AM
82	connect malvern borough to the cvt	7/16/2023 6:27 AM
83	every time a road is paved or repaved - a mulit-use trail should be pit next to it.	7/15/2023 10:00 PM
84	Main st, spring city.	7/15/2023 6:02 PM
85	For personal benefit - Birchrunville - where I live. Right now, I have to drive to all parks/trails, but I recognize we're off the beaten path.	7/15/2023 2:19 PM
86	NA	7/15/2023 2:12 PM
87	Black Rock sanctuary along river towards phoenixville	7/15/2023 1:51 PM
88	French creek trail to Phoenixville	7/15/2023 12:22 PM
89	Better accessibility to places like Marsh Creek or Phoenixville by bike.	7/15/2023 12:17 PM
90	A connection from the French Creek Trail to the Schukyll River Trail would help me get around a lot more. Also, a trail into Marsh Creek would be helpful.	7/15/2023 11:04 AM
91	Connect Kimberton/French Creek to the Schuylkill Repair Trail.	7/15/2023 9:32 AM
92	The trails along the Schuylkill River near Lock 60 and the dam. Both trail networks (PICTA & Neil Thorpe) have opportunities to be better connected.	7/15/2023 7:02 AM
93	Route 23 needs a legitimate bike lane or sidewalk. So does Pawlings.	7/15/2023 6:18 AM
94	Phoenixville is an extremely popular tourist attraction and would benefit greatly from being connected with trails.	7/15/2023 1:20 AM
95	Grocery store (Giant), Petrucci's ice cream	7/14/2023 11:41 PM
96	Phoenixville to Paoli, Phoenixville to Kimberton (including Giant grocery store), connect Phoenixville YMCA, middle school and high school to Phoenixville borough with trail, more bike lanes within Phoenixville borough	7/14/2023 10:45 PM
97	It would be nice to connect Black Rock Sanctuary (Chester County park) to the SRT at Phoenixville/Mont Clare.	7/14/2023 10:32 PM
98	Connect existing trails or Schuylkill River and Chester Valley Trails.	7/14/2023 8:34 PM
99	Phoenixville to French Creek	7/14/2023 8:32 PM
100	French creek	7/14/2023 7:49 PM
101	Kimberton:	7/14/2023 7:46 PM
102	Riverfront Park in Pottstown with the 422 Bridge.	7/14/2023 6:59 PM
103	With the new East pikeland elementary school being built it would be nice if a trail from there to the Mowere Road trailhead could be built	7/14/2023 6:53 PM
104	East Vincent township,	7/14/2023 6:48 PM
105	SRT connector in Phoenixville	7/14/2023 6:22 PM
106	Unknown I'm from Montgomery county but I like to travel for trails	7/14/2023 5:48 PM

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107	East pikeland to Phoenixville. Ie. gridiron to an srt trailhead leading to downtown Phoenixville	7/14/2023 5:38 PM
108	Kimberton to WPT connections	7/14/2023 4:28 PM
109	Access to the Schuylkill River along RT 113. Phoenixville from Bridge St to the Park on the River at Rt 113	7/14/2023 4:09 PM
110	West Chester to CVT	7/14/2023 3:58 PM
111	Malvern to connect the SRT to the Chester Valley Trail	7/14/2023 3:45 PM
112	A Rr 100 trail	7/14/2023 3:33 PM
113	Kimberton	7/14/2023 2:47 PM
114	more trails in Phoenixville, especially more trails that connect all the local trails	7/14/2023 2:46 PM
115	None at this time	7/14/2023 2:26 PM
116	N/a	7/14/2023 2:15 PM
117	Connecting between existing trails and irban centers	7/14/2023 1:49 PM
118	The trail along the schuykill that branches off from the Riverworks apartments in phoenixville (starts under train tresses)... not sure I'd want it paved but maybe wide end and maintained... with a better connection to black rock walking oaths	7/14/2023 1:29 PM
119	Camphill Village Kimberton Hills, Kimberton Whole Foods, Chester Springs,	7/14/2023 1:29 PM
120	Emergency buttons along the trail	7/14/2023 1:14 PM
121	East Vincent Township: - Reiff Farm to Park on the Ridge - Bridge Street (Ridge Road to Rt 724)	7/14/2023 12:58 PM
122	206 Jones blvd, Pottstown	7/14/2023 12:23 PM
123	Anywhere on the Schuylkill. Especially a spot to put in.	7/14/2023 12:21 PM
124	Extending French creek thru the canal Railroad Underpass & Connect Phoenixville to riverfront.	7/14/2023 11:44 AM
125	Anywhere new	7/14/2023 11:39 AM
126	Mowere road between Township Line and St Mary's has no sidewalks	7/14/2023 11:38 AM
127	Phoenixville connections to Royersford, pottstown, great valley, perk trail	7/14/2023 11:36 AM
128	Schools and parks	7/14/2023 11:25 AM
129	Safe pathways to the Giant shopping center from the Northside of Phoenixville would be a huge benefit, allowing to safely ride bikes to the grocery store, restaurants, and other shops. The new paradise st. bridge now allows us to get across. It would be nice if their was a direct trail from there to the shopping center so that we can avoid the the traffic on nutt rd. and have a safer riding experience.	7/14/2023 11:10 AM
130	In Phoenixville, there's an abandoned railroad track at the end of my street (Pennsylvania Ave, over near the Giant on Nutt Road). I've heard talks of that becoming a "rails to trails" style trail that would connect to the SRT, which would be amazing to connect us closer to downtown and the rest of the offerings of the SRT. My home in particular is just far enough from downtown that walking is a little much and biking is a little hazardous with where Nutt Road crosses Bridge Street. Having a trail with no cars on it that would connect to the SRT in some way would be a great way to safely connect those not in a car to downtown Phoenixville.	7/14/2023 10:45 AM
131	The trails that lead in the Phoenixville	7/14/2023 10:38 AM
132	Phoenixville to Oaks and on	7/14/2023 10:19 AM
133	Phoenixville down to the river and along river in different spots.	7/14/2023 10:14 AM
134	A connection to Kimberton and the rest of the SRT, more connection points/ new trails connecting the SRT to points along the Chester Valley Trail. In the long-term a highway for walking/biking connecting Chester County to itself.	7/14/2023 10:10 AM

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135	More areas in Phoenixville. The SRT only covers a part of it. I can't get to some of the shopping areas, such as Giant or Acme, without walking on a road.	7/14/2023 10:06 AM
136	I would like to see any possibly additions, spurs or loops off the SRT particularly near Phoenixville. I love the trail generally, and we use the Audubon loop frequently for both biking and walking and would love more options like that.	7/14/2023 10:00 AM
137	Local businesses in town	7/14/2023 9:59 AM
138	Phoenixville to exton	7/14/2023 9:59 AM
139	March Creek State Park (direct access) Exton park Wilson Farm Park Valley Forge National Park Springton Manor (county park near Glenmoore) Hibernia County Park	7/14/2023 9:36 AM
140	Link Phoenixville to the CVT	7/14/2023 9:36 AM
141	PXV is a great destination and should have mor access via trail systems to visit	7/14/2023 9:28 AM
142	Connecting Phoenixville to Malvern so I could easily get to Vanguard or Paoli train station.	7/14/2023 9:16 AM
143	Safe access by foot or bike (via trails etc.) from south of Rt. 30 in the Thorndale or Downingtown area. Roads like Marshallton-Thorndale, Lloyd Avenue, Embreeville Road, etc. are not safe for pedestrians or cyclists.	7/14/2023 9:11 AM
144	Downtown centers and restaurants in particular	7/14/2023 9:01 AM
145	East pikeland connected to the Schuylkill River trail to make it easier to get into the borough	7/14/2023 8:49 AM
146	French creek to Phoenixville	7/14/2023 8:49 AM
147	French creek to Schuylkill river in phoenixville	7/14/2023 8:46 AM
148	n.a	7/14/2023 8:40 AM
149	Exton Marshals shopping center. Exton - Oakland Corporate center	7/14/2023 8:38 AM
150	Phoenixville downtown, Pertucci's	7/14/2023 8:26 AM
151	Covered bridge crossing neighborhood to French creek trail and Schuylkill River Trail — we could bike or walk to these trails instead of driving if these were better connected	7/14/2023 8:25 AM
152	Connecting French Creek Trail to Schuylkill River Trail would benefit most of northern Chester County especially with extension of French Creek trail westward into West Vincent and beyond. It would benefit multiple businesses, institutions in Phoenixville, East Pikeland, East Vincent, West Vincent, etc.	7/14/2023 8:18 AM
153	the French Creek trail could be connected to other ones	7/14/2023 8:16 AM
154	Trails should have minimal road riding access and limited road crossovers especially in high traffic areas. Bridges should be used to keep trail users off roads.	7/14/2023 8:10 AM
155	phoenixville, canal extension to the river	7/14/2023 8:08 AM
156	Please just connect the French creek trail to the srt it makes sense and it directly affects our access to the srt from the covered bridge crossing neighborhood	7/14/2023 8:02 AM
157	No	7/14/2023 7:58 AM
158	Phoenixville	7/14/2023 7:33 AM
159	Connect the center of the county to the Hopewell Big Woods area - St. Peter's Village, French Creek State Park, etc.	7/14/2023 7:25 AM
160	I really really really really want to see the Devault trail project happen.	7/14/2023 7:23 AM
161	Extend the west end of the Struble trail to Hibernia park	7/14/2023 7:11 AM
162	Valley Forge Park and Phoenixville	7/14/2023 7:03 AM
163	The western side of Phoenixville to the Schuylkill River Trail or to the Chester Valley Trail.	7/14/2023 6:31 AM
164	There is an abandoned railroad bridge near the intersection of RT 23 and paradise Street in Phoenixville. This abandoned railroad runs a few miles south toward VF University and many	7/14/2023 6:02 AM

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	homes. I think it would be a good idea to convert this to trail as it runs north basically right into the French creek trail. This conversion would make it much easier for me to get to the SRT and downtown Phoenixville as crossing over Rt 23 is very dangerous.	
165	East Goshen park	7/14/2023 5:42 AM
166	SRT connect to the river in Phoenixville	7/14/2023 12:11 AM
167	Phoenixville needs a trail heading out along route 29 towards Great Valley area	7/13/2023 11:44 PM
168	Paoli with Malvern, Paoli with Charlestown, Paoli to Phoenixville.	7/13/2023 10:57 PM
169	GIANT, king of Prussia	7/13/2023 10:49 PM
170	A trail that connects Valley Forge and Schuylkill township neighborhoods with downtown Phoenixville would be so useful. Either along Route 23 & Starr St, or a "Rails and Trails" type trail along the Norfolk Southern right-of-way. We live along Pawlings Rd and it's just too dangerous to ride/walk/run to the SRT.	7/13/2023 10:44 PM
171	Phoenixville to French Creek Phoenixville to Downingtown	7/13/2023 10:14 PM
172	Idk	7/13/2023 8:54 PM
173	Not sure	7/13/2023 8:40 PM
174	Phoenixville schuylkill river loop!	7/13/2023 8:31 PM
175	N/a	7/13/2023 7:34 PM
176	Not sure	7/13/2023 6:59 PM
177	Phoenixville	7/13/2023 6:17 PM
178	Phoenixville tunnel under Norfolk Southern train line to connect Black Rock towpath to downtown Phoenixville. ~20' of trail will connect to miles of trail. Devault trail proposal connecting Phoenixville to Great Valley and Paola and the Chester Valley Trail.	7/13/2023 5:19 PM
179	Excursion Ciders, kimberton. Riding boot repair, kimberton, kimberton inn. Kimberton bandshell, kimberton Park. Kimberton whole foods.	7/13/2023 4:47 PM
180	No clue	7/13/2023 3:27 PM
181	Everywhere	7/13/2023 3:19 PM
182	French Creek trail near Township Line Road, Pickering Creek, downtown Royersford / Spring City, Exton area (from Phoenixville), Limerick Park off of Swamp Pike, Reservoir Park	7/13/2023 3:10 PM
183	Connect the trail in Phoenixville that goes under the train tracks to the river trail	7/13/2023 3:07 PM
184	Malvern to Phoenixville along route 29	7/13/2023 2:23 PM
185	The Schuylkill River Loop trail in Phoenixville.	7/13/2023 2:17 PM
186	Mowere rd and township line rd need connection to the schuykill trail	7/13/2023 2:14 PM
187	Exton	7/5/2023 10:42 PM
188	Connecting Phoenixville's downtown to Black Rock Sanctuary. The Devault trail would also be a game changer for those (including myself) who commute to Great Valley. Would just need to have plenty of connections to the various employment hubs so bike commuters can safety travel though very congested areas.	6/23/2023 9:42 PM
189	jennersville shopping center	6/21/2023 6:16 PM
190	Connect county and state parks with other local parks	6/21/2023 5:05 PM
191	Complete the Phoenixville side of the Schuylkill River- to match what Montco did from lock 60 to the 113 bridge making a perfect loop trail.	6/18/2023 10:39 AM
192	The borough of West Chester	6/12/2023 7:43 PM
193	schools and universities	6/12/2023 4:42 PM
194	Connecting Phoenixville and Collegeville / Phoenixville and the Chester Valley Trail would be	6/12/2023 4:20 PM

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Chester County Trails Master Plan Survey

	very helpful.	
195	Not sure.	5/31/2023 5:02 PM
196	Boro of downingtown. Areas along bypass	5/31/2023 4:40 PM
197	Coatesville accessible	5/31/2023 3:50 PM
198	We need better amenities in southern Chester County, near Delaware (Kennetts, Marlboroughs, etc.	5/30/2023 2:21 PM
199	I use Trail along Schuylkill River. Need to connect thru Canal Underpass at Riverworks on French Creek so you are able to walk both sides of the River in a single loop walk	5/30/2023 10:05 AM
200	None come to mind	5/30/2023 7:27 AM
201	Thorndale connecting both sides of GO Carlson.	5/22/2023 11:49 PM
202	Train stations	5/16/2023 10:25 PM
203	East Fallowfield park	5/11/2023 8:30 PM
204	Exton. Please finish the western end of the CVT thru Exton.	5/11/2023 9:26 AM
205	Trails on the eastern side, closer to cities.	5/11/2023 6:26 AM
206	The City of Coatesville, East Fallowfield Park, Caln Township Park	5/10/2023 8:28 PM
207	A trail to Chester county hospital	5/10/2023 8:21 PM
208	Kennett Square to surrounding neighborhoods	5/10/2023 4:30 PM
209	East Fallowfield, Caln, Thorndale	5/10/2023 2:15 PM
210	Trails with access to the Brandywine	5/9/2023 7:40 PM
211	North Branch Struble Trail CVT to Harmony Hill	5/9/2023 7:40 PM
212	Along Paoli pike	5/9/2023 7:38 PM
213	Kennett Square and southern Chester County Sq, Avondale, West Grove, Jennersville & Oxford) would greatly benefit from a paved trail that connects these communities.	4/29/2023 11:48 PM
214	in and out of small towns like Kennett Square and West Chester so I don't have to ride with city traffic	4/27/2023 1:14 PM
215	Just want more trails and bike paths in general. Connections to/from West Chester borough.	4/26/2023 8:57 AM
216	Crebilly farm area to Thornbury	4/24/2023 8:25 PM
217	I would love for the boroughs of Downingtown and Phoenixville to be connected by a bike trail. Living in one and working in the other, and with no simple transit option, I hated having to get in my car and drive each way when I would have enthusiastically biked given the chance.	4/22/2023 5:59 PM
218	Anson B Nixon park or any parks in Kennett Square, West Grove, Mendenhall or Avondale or anywhere in southern Chester County	4/20/2023 5:54 PM
219	Lloyd Park	4/17/2023 1:51 PM
220	Chester valley trail to upper uwchlan	4/16/2023 9:30 AM
221	From twin pine rd , Downingtown to Downingtown library	4/15/2023 12:01 PM
222	Pickering Valley Elementary School Upland Farms Park	4/15/2023 10:31 AM
223	Pickering industrial park	4/14/2023 9:28 PM
224	CVT to Strubble. CVT to VFP. Extend the Strubble all the way to Glennmore. CVT to Brandywine Trail south of Downingtown.	4/14/2023 4:58 PM
225	None	4/14/2023 3:17 PM
226	Connections from marsh creek into Eagle, Downingtown, Exton	4/14/2023 2:16 PM
227	Along route 30 or Boot Road in Downingtown	4/13/2023 8:36 PM

Chester County Trails Master Plan Survey

228	Complete the Paoli Pike Corridor Local connections to regional trails - i.e. - connect neighborhoods SAFELY to Paoli Pike Trail Connect Malvern/CVT to West Chester Borough Can't get to WC Bor by bike safely; center of county, WCU, tons of amenities - such a shame	4/13/2023 6:05 PM
229	Trestle bridge in Downingtown	4/12/2023 12:00 PM
230	The Crops shopping center to the local neighborhoods. East Brandywine Park to more of the local neighborhood. Specifically, Culbertson Run neighborhood (Hawthorne) has no safe access to any shops/trails/parks.	4/11/2023 9:11 AM
231	Connecting trails between existing parks (eg. Connect Marsh Creek Park with Springton Manor Park)	4/10/2023 6:09 PM
232	We need less developers and development, they have raped chester county enough	4/10/2023 5:47 PM
233	My neighborhood Meadowbrook Manor is adjacent to the Chester Valley Trail, but it is nearly impossible to access it without getting in my car and driving. We need sidewalks or some way to easily hop on.	4/10/2023 8:51 AM
234	Ship Road from rt 100 to rt 30	4/10/2023 8:38 AM
235	Coatesville, Valley Township, West Caln Township, Sadsburyville	4/9/2023 5:41 PM
236	Longwood Gardens, Route one businesses east of Kennett Square, White Clay Creek Park	4/9/2023 8:44 AM
237	Lionville Target/Giant shopping center. (Tricky with all the traffic there, but would be nice if they accommodated people who wanted to bike into that shopping center.)	4/8/2023 8:46 AM
238	EXTON to Downingtown (to connect towards West Chester), extend Struble Trail, connect Marsh Creek to EXTON or Downingtown	4/7/2023 10:53 PM
239	Downingtown to west Chester.	4/7/2023 12:29 PM
240	More in west Bradford township	4/7/2023 11:45 AM
241	Marchwood in Exton needs a safe connector route to the Chester Valley Trail.	4/7/2023 8:20 AM
242	Western wallace twp	4/7/2023 6:11 AM
243	Downingtown west high school	4/6/2023 2:34 PM
244	More parks and dog parks would be good.	4/6/2023 9:29 AM
245	Better bike trails around the WC borough.	4/6/2023 9:11 AM
246	Connect East Brandywine Park with Struble trail. Extend struble trail along brandywine river	4/6/2023 8:48 AM
247	Wilson farm park	4/6/2023 8:12 AM
248	Borough of West Chester	4/6/2023 7:21 AM
249	Store at the end of the Struble Trail (Lionville) Store at Downingtown or West Chester entrance of Brandywine trail	4/6/2023 7:19 AM
250	I live in Paoli and would like a trail that I can get to safely without getting in my car.	4/6/2023 6:08 AM
251	I think I have to consider a particular location a bit more, but a trail connecting Caln to Downingtown along a park corridor, like a nature corridor, would be wonderful. essentially building conservation buffers of native vegetation and riparian buffers. there's a large amount of impaired ecosystems in Caln Township and a high rate of agricultural/urban runoff. My senior project is actually a model of an Environmental Advisory Council in Caln Township and addresses these things, with a lot of maps produced.	4/6/2023 1:47 AM
252	Downingtown to chester Springs	4/5/2023 11:37 PM
253	Downingtown borough connection to the east brandywine trail	4/5/2023 10:12 PM
254	I would love trails that connect East HS to anything. It's not even possible to walk 100 yards from the adjoining neighborhood because there are no sidewalks. Kids currently cut through the woods, have made their own bridges, and hop over the creek where they can. Ridiculous that there isn't a public funded trail there. A trail from ShopRite to anywhere. Not currently possible to safely walk to the grocery store from any neighborhood. .	4/5/2023 9:56 AM

Chester County Trails Master Plan Survey

255	Multiple avenues along the main line. Also towards Delaware via Kennett Square	4/5/2023 9:54 PM
256	A trail that connects to Hibernia Park	4/5/2023 8:51 PM
257	Would love for a bike trail to be connected to the West Chester Borough! Ex: Everhart park!	4/5/2023 8:38 PM
258	The train station	4/5/2023 8:22 PM
259	Coatesville,East Fallowfield	4/5/2023 7:20 PM
260	Coatesville	4/5/2023 6:43 PM
261	Can't think of any	4/5/2023 6:31 PM
262	Downingtown connection to trail that goes into the city	4/5/2023 6:00 PM
263	Unionville. while thr town trail is nice, it is short. it would be more useful and appealing if it connected to other area trails.	4/5/2023 5:41 PM
264	N/a	4/5/2023 5:09 PM
265	West Chester has no clear bike paths. Creating a trail from WC to Downingtown would be a good start	4/5/2023 4:15 PM
266	Connect trails thru downingtown	4/5/2023 4:00 PM
267	Paoli Pike in Malvern. Malvern borough	4/5/2023 3:27 PM
268	Please include kayak launches	4/5/2023 3:06 PM
269	none?	4/5/2023 2:42 PM
270	Kerr park, west goshen park	4/5/2023 1:39 PM
271	Trail or safe path from Harmony Hill into town.	4/5/2023 12:14 PM
272	WC Boro	4/5/2023 11:45 AM
273	Hibernia	4/5/2023 11:42 AM
274	Connecting trails with playgrounds	4/5/2023 11:42 AM
275	East Fallowfield Park	4/5/2023 11:25 AM
276	None	4/5/2023 10:43 AM
277	I'm I. East Fallowfield so there isn't a likely way to connect me. Connecting to a place to stop would increase my use! We run to wegmans I. Malvern to get fuel and use the rest room on long runs. We plan our runs that way.	4/5/2023 10:42 AM
278	Downingtown	4/5/2023 10:33 AM
279	Need something beyond Downingtown. In Thorndale, Coatesville, Parkesburg	4/5/2023 10:11 AM
280	Kennett square to literally anywhere else. Trails connecting Nat Land preserves	4/5/2023 9:54 AM
281	Continuing with the plan to connect the Downingtown trails (322 with Struble with Chester valley) Would love to see west Bradford get a more extensive trail system.	4/5/2023 9:33 AM
282	Please connect Malvern Borough to the trail. We have businesses and restaurants and we have people who don't want to have to start their cars to ride/walk the short distance to the park. Please see the proposed "Patriots Path" plan.	4/5/2023 9:29 AM
283	Nothing comes to mind but I would like to see if Chesco connected by trails	4/5/2023 9:21 AM
284	connecting boroughs of downingtown and west chester safely	4/5/2023 8:59 AM
285	We don't have anything like Chester Valley or Struble trail out in Coatesville/Thorndale connecting us to Downingtown. So I have to ride my bike on route 30 to get to Struble if I don't drive.	4/5/2023 8:57 AM
286	Supermarket Stroud preserve	4/5/2023 8:45 AM
287	Access to more small businesses would be great! Park/playground access is also important.	4/5/2023 8:38 AM

Chester County Trails Master Plan Survey

288	Boroughs of West Chester and Downingtown	4/5/2023 8:34 AM
289	East Brandywine Twp	4/5/2023 8:28 AM
290	Tresle bridge in Downingtown	4/5/2023 8:24 AM
291	Connecting the neighborhoods near boot road between 100 and Burke and Grove with the Chesco trail. It's extremely dangerous to walk or bike on 100, Burke, Grove and whitford roads. This would allow people to walk to the train station as well.	4/5/2023 7:42 AM
292	Connecting existing trails, both county and two, to make continuous trails, Uwchlan Twp has a list	4/5/2023 7:12 AM
293	West chester to East Goshen park	4/5/2023 7:09 AM
294	Downingtown	4/5/2023 6:33 AM
295	Allowing for trails to get to the major towns to allow for coffee and other treats during walks	4/5/2023 6:10 AM
296	Any ice cream shop	4/4/2023 11:01 PM
297	Downingtown Borough, Strubble Trail	4/4/2023 10:55 PM
298	Connect Downingtown borough /struble to east brandwywine and then on to west chester. I'd like to be able to bike to work in west chester	4/4/2023 10:42 PM
299	Downtown Dtown & Coatesville	4/4/2023 10:34 PM
300	Struble trail	4/4/2023 10:27 PM
301	More trails through upper uwvhlan into into west Vincent. I'd love to be able to walk to wawa, library and shops from Byers station	4/4/2023 10:00 PM
302	West Chester	4/4/2023 9:17 PM
303	Grill, ice cream	4/4/2023 9:08 PM
304	Malvern Borough	4/4/2023 9:06 PM
305	Connecting East Brandywine to the Stuble trail to get into Downingtown Borough.	4/4/2023 8:48 PM
306	Struble connect to Marsh Creeks Brandy wine connect to Struble	4/4/2023 8:22 PM
307	Oxford! To anything! Oxford schools (especially a safer way to walk to the high school).	4/4/2023 8:06 PM
308	Center of Downingtown	4/4/2023 8:01 PM
309	Downtown Kennett, downtown West Chester, local farmers markets and parks	4/4/2023 7:56 PM
310	Avondale and west grove!	4/4/2023 7:44 PM
311	It would be great to connect Downingtown to Exton via trail (for example Struble to various sidewalks to a trail that connects to Chester Valley Trail, making Main Street accessible	4/4/2023 7:37 PM
312	Struble Trail that connects safely to down town Downingtown.	4/4/2023 7:13 PM
313	More trails to connect neighborhoods to the Struble Trail. I live in Woodmont North and would love to be able to walk to the trail. Or anything walkable that can connect the neighborhoods on 113 (Tall Trees, Woodmont North, Norwood House Apartments, etc.) to the Downingtown borough trails. Right now the only options are 113 and Norwood Road, both of which are very unsafe for pedestrians.	4/4/2023 7:10 PM
314	Exton to Downingtown	4/4/2023 6:55 PM
315	Connect Chester Valley to Struble please!	4/4/2023 6:49 PM
316	Scoops and smiles ice cream shop in Malvern	4/4/2023 6:47 PM
317	Connecting Chester Valley trail to Schuylkill River Trail or Chester Valley to Struble trail	4/4/2023 6:40 PM
318	N/a	4/4/2023 6:31 PM
319	Landenberg, PA	4/4/2023 6:15 PM

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320	I would love a trail from Lyndell post office to the struble trail. I would bike to the post office. People could bike up to the west boat launch safety away from the busy windy 282	4/4/2023 6:12 PM
321	Shadyside park	4/4/2023 6:10 PM
322	Eagle in Upper Uwchlan Township. Connect it to Uwchlan Trail.	4/4/2023 5:54 PM
323	Parks	4/4/2023 5:52 PM
324	I live in downingtown borough and hate having to cross Wallace Ave to get to struggle. I think building up a walking path through the new community on boot road is nice but I also like being in wooded areas as well. If we could somehow connect struggle with a bridge and extend down towards downingtown pike that would be perfect!	4/4/2023 5:32 PM
325	Not sure	4/4/2023 5:17 PM
326	I would like to see the Chester Valley Trail connected to Downingtown and beyond.	4/4/2023 5:01 PM
327	Restaurants, cafe, ice cream shop etc	4/4/2023 4:53 PM
328	I would love to have Sugartown Elementary connected to Malvern Borough. That would allow nearby neighborhoods to get to library and shops safely by foot.	4/4/2023 4:44 PM
329	Brandywine Square shopping center and Kohl's (whiteland town center) in Exton.	4/4/2023 1:33 PM
330	Paoli Pike between Paoli and West Chester	4/4/2023 12:44 PM
331	Ludwig's Corner/Chester Springs (near rt 100 and 401)	4/4/2023 10:14 AM
332	Exton Park - there is no way but car to get to it from Swedesford. At the least the Library to Exton should have a safe way to bike or walk.	4/4/2023 8:54 AM
333	Anything that would help preserve/build up the natural landscape of Chester County; to keep it from being overdeveloped into something not natural.	4/4/2023 2:57 AM
334	Cedar Hollow connector from Chester Valley Train to Cedar Hollow in Tredyffrin.	4/3/2023 11:06 PM
335	Chester Springs - many new developments, few trails	4/3/2023 11:00 PM
336	Southern Chester county and connections to White Clay Creek. Connections between the Brandywine Trail and Stroud Preserve in East Bradford.	4/3/2023 10:10 PM
337	Western Chester county	4/3/2023 10:05 PM
338	kennett square	4/3/2023 9:46 PM
339	Is there a way to connect chester valley trail to east branch or somewhere in downingtown?	4/3/2023 8:17 PM
340	Connecting Waterloo reserve with CVT. Extending CVT to meet with strubble trail in Downingtown	4/3/2023 7:45 PM
341	I love seeing bodies of water. Lots of trees. Or to soccer fields or baseball fields.	4/3/2023 7:21 PM
342	A trail that connected Rustin to Oakbourne Park.	4/3/2023 6:39 PM
343	Fcc	4/3/2023 6:28 PM
344	Kennett Square to CVT	4/3/2023 5:59 PM
345	The City of Coatesville	4/3/2023 5:21 PM
346	West Chester borough - having a direct access point by trail would be a HUGE benefit.	4/3/2023 5:16 PM
347	I'm honestly not familiar enough.	4/3/2023 5:09 PM
348	Marsh creek! The 'trail' is a poorly constructed service road. It's awful.	4/3/2023 4:44 PM
349	West Chester/Chadds Ford area. All we have are narrow roads filled with cars. Not safe to bike or walk	4/3/2023 4:08 PM
350	Kennet Avondale West grove	4/3/2023 3:54 PM
351	From Paoli center to the Willistown preserves	4/3/2023 3:40 PM

Chester County Trails Master Plan Survey

352	Schools to nearby developments.	4/3/2023 3:15 PM
353	N/a	4/3/2023 3:08 PM
354	Victory Brewing in Downingtown, Kimberton Village, and Phoenixville more generally	4/3/2023 3:07 PM
355	White clay preserve	4/3/2023 2:55 PM
356	Chester County Library Exton, or any library.	4/3/2023 2:47 PM
357	Drinks along the chester valley trail!!	4/3/2023 2:45 PM
358	It would be lovely if the West Chester borough connected to any trails for biking or walking	4/3/2023 2:34 PM
359	Bring the CTV to Downingtown. Connect the trails in Downingtown together (signage?) - Struble, Kerr Park, Johnsontown Park, East Branch Brandywine trail	4/3/2023 1:09 PM
360	Atglen Borough. Can. Not. Wait. Is there an update on timing?	4/3/2023 11:15 AM
361	Nottingham Park to Oxford	4/3/2023 10:58 AM
362	Connect West Grove to the Enola Low Grade Trail.	4/2/2023 6:16 PM
363	Landenberg Store, Brandywine River Museum, Mendenhall Inn, Chadds Ford Winery, Lenape Pizza, Shaws Bridge Park, Longwood Gardens, Kennett Square in general	3/31/2023 6:38 AM
364	Kennett Square/Kennett Greenway	3/30/2023 11:30 PM
365	Kennett square/ Kennett greenway	3/30/2023 10:05 PM
366	Downtown Kennett Square or Unionville	3/30/2023 2:41 PM
367	Phoenixville to Malvern, Exton to Downingtown	3/29/2023 2:02 PM
368	Exton park	3/29/2023 4:18 AM
369	None	3/28/2023 5:12 PM
370	Atglen borough	3/28/2023 1:09 PM
371	Need a trail to get to great valley corporate center from Valley Forge. Yellow springs road is too busy.	3/27/2023 8:18 PM
372	Crossing Lancaster Avenue is basically gambling with your life.	3/26/2023 8:10 PM
373	Longwood gardens	3/24/2023 9:17 PM
374	New Garden in Kennett Square, connecting Kennett Borough to the new public park (formerly Lock Nairn)	3/24/2023 9:23 AM
375	Kennett Square.	3/23/2023 9:23 PM
376	Avondale Borough. Through Toughkenamon,	3/23/2023 7:58 PM
377	Kennett Square	3/23/2023 7:50 PM
378	A walking trail between Unionville (e marlborough township) and downtown Kennett. Too dangerous to cross over 82 now. People have wanted this connection for years. Need a safe walkway.	3/23/2023 7:23 PM
379	Kennett township	3/23/2023 7:13 PM
380	Exton Crossroads, Town Centers/Boroughs/City	3/23/2023 2:18 PM
381	A trail to connect City of Coatesville to shopping in both Thorndale and Valley Township, along Business Rt 30 corridor. Equity issue!	3/20/2023 7:32 PM
382	Kennett Square	3/20/2023 7:49 AM
383	Kennett Square to Unionville Kennett Square to DE	3/19/2023 1:55 PM
384	Avondale to Kennett Square	3/18/2023 10:40 PM
385	Paoli Pike trail to West Chester borough	3/18/2023 2:21 PM

Chester County Trails Master Plan Survey

386	Kennett-Unionville area	3/18/2023 11:41 AM
387	Coatesville, bikes on road for transportation to Downingtown or train Thorndale for errands bus route 30 and access to downingtiwn trails from coatesville.	3/16/2023 9:19 AM
388	Unionville MS and HS with neighborhoods on 82 Kennett Greenway	3/15/2023 8:41 PM
389	Kennett Square Borough, Longwood Gardens, Ashland Nature Center, Coverdale Farms	3/15/2023 6:53 PM
390	Areas in Southern Chester County below West Chester, Coatesville, and Oxford. Of course connecting these trails would be a bonus, but one thing at a time.	3/15/2023 4:56 PM
391	Old Embreeville hospital area should be trail developed and a large dog park placed in it.	3/15/2023 1:20 PM
392	connect the township parks with trails	3/15/2023 8:17 AM
393	Gateway Shopping Center	3/15/2023 12:16 AM
394	Downtown West Chester, Paoli Train Station	3/14/2023 10:20 PM
395	West Chester Borough	3/14/2023 8:40 PM
396	Marsh Creek S.P,	3/14/2023 8:09 PM
397	A connection from Harmony Hill mountain bike trails and East Brandywine Trail through covered bridge to Old Sawmill Rd. DOWNINGTOWN would a tourist attraction if the trestle bridge was biking accessible especially connecting to Philadelphia.	3/14/2023 7:52 PM
398	Marsh creek Exton to West Chester	3/14/2023 7:44 PM
399	Western Chester County to connect to the Enola Low Grade completed in Lancaster County - Downingtown Trestle opening would be great like Safe Harbor.	3/14/2023 7:42 PM
400	Anson B Nixon Park	3/14/2023 7:39 PM
401	Honey Brook township	3/14/2023 7:36 PM
402	Better connections from Kennett Square/Longwood Gardens to Avondale/Landenberg. Better connections from Kennett Square to Hockessin.	3/14/2023 4:38 PM
403	Borough of downingtown	3/14/2023 12:57 PM
404	Kennett Square, West Grove, West Chester, Downingtown, Unionville	3/14/2023 12:27 PM
405	Trails leading into or adjacent to West Chester, Kennett Square and Oxford.	3/14/2023 12:08 PM
406	Southern, Southern Chester County. Kennett Square, Avondale, West Grove, Landenberg… Are there ANY trails near by? certainly none we can bike to. Sharp Road, Newark Road zero bike lanes. Cant even bike to my township building for summer events.	3/14/2023 11:53 AM
407	Wineries	3/14/2023 11:20 AM
408	Kennett Square	3/14/2023 11:07 AM
409	downtown KSQ (from the northern edge, up Rt. 82)	3/14/2023 10:55 AM
410	Thorndale to Exton	3/14/2023 10:47 AM
411	Kennett Square area	3/14/2023 9:53 AM
412	I can't think of anything specific. I use Anson B. Nixon Park, Cheslyn Preserve and the BVA at Myrick center often…	3/14/2023 7:18 AM
413	Landenberg, Hockessin DE area More trails to/from Kennett proper	3/13/2023 3:56 PM
414	Connecting the Chester Valley Trail to Paoli's AMTRAK/SEPTA train station.	3/13/2023 2:48 PM
415	Lionville Elem	3/13/2023 12:36 PM
416	Anson B Nixon	3/13/2023 12:08 PM
417	Downingtown to West Chester	3/13/2023 12:05 PM
418	West Chester.	3/13/2023 8:40 AM

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419	PICTA trail area at BlackRock boat ramp should have pedestrian crossing over to schuylkill valley park. The 113 bridge is dangerous and runners / bikers crossing are dangerous	3/12/2023 5:31 PM
420	Fugett Middle School -- see next question regarding its lack of connection to East Goshen Twp trail. Also, could a trail or sidewalks be built to Fugett along Ellis Lane? What about extending this trail into West Goshen Twp along Paoli Pike and Fern Hill Road to connect to the WG Twp Park? How about a good connection from the Chester Valley Trail to the Chester County Library (main branch)?	3/12/2023 4:20 PM
421	Paper Mill at Dorlan Mill Road to Marsh Creek Struble Trail in Downingtown to 322 Trail 6th grade center to Uwchlan trail at Dorlan Mill and Pennypacker Hatt Pavillion/johnson park to Rita's and Downingtown Diner (under train Tracks if there is room to do so. - may not be feasible though) Chester Valley Trail to Chester County Library & mall Chester Valley Trail along Ship Road to Marchwood	3/12/2023 10:34 AM
422	Connecting to downtown Kennett (ie 82/R1) Pocopson Elementary School	3/12/2023 6:58 AM
423	Exton Train Station, Marsh Creek State Park (Main)	3/11/2023 11:30 PM
424	Kennett Greenway	3/11/2023 1:47 PM
425	Kennett Square Borough	3/11/2023 11:18 AM
426	Connecting Kennett Square borough with areas north of Route 1	3/11/2023 10:52 AM
427	Kennett Square borough	3/11/2023 10:19 AM
428	Stateline Woods	3/11/2023 10:14 AM
429	connect downtown areas like Downingtown, Malvern. Many places are located just off the trail but people not from the area might not be aware of.	3/11/2023 8:05 AM
430	Anson B Nixon park to downtown Kennett, Longwood Gardens to downtown Kennett	3/11/2023 7:58 AM
431	Longwood Gardens	3/10/2023 9:39 PM
432	Shaw's Bridge park. A trail along the entire length of the Brandywine, both East and West branches, with connection to Marsh Creek State park.	3/10/2023 8:57 PM
433	Valley forge park to CCTrail	3/10/2023 1:59 PM
434	Trail from Walnut Lane park in W. Pikeland and Milky Way Farm	3/10/2023 12:02 PM
435	Coatesville to Parkesburg	3/10/2023 10:29 AM
436	Towpath to Pottstown	3/10/2023 10:29 AM
437	Kennett Regional Area	3/10/2023 9:32 AM
438	Kennett Square, New Garden, Longwood Gardens	3/10/2023 8:28 AM
439	West Chester … connect to shopping areas like the new Aldi, the Acme and Giant	3/10/2023 7:48 AM
440	Access to west Chester borough from East Bradford township building. Access to brandywine trail from Copeland road	3/10/2023 7:15 AM
441	connect trail to Coatesville	3/9/2023 11:30 PM
442	Coatesville. Coatesville doesn't have any trails like Struble or Chester Valley and being that it is the only true city in Chester County. Also it is the most diverse area of Chester County. Soon there'll be the velodrome, new Amtrak station, SEPTA connection again (!!) and probably more cars. So better footpaths now connecting to public transit and people's homes can help reduce traffic and provide beautiful spaces for us locals to enjoy, exercise and be proud of. Connect Coatesville to Downingtown (and then Dtown to Chester Valley Trail)	3/9/2023 10:25 PM
443	I would love to see a connection of trail usage from West Chester to Kennett Square	3/9/2023 10:03 PM
444	Avondale borough to Kennett borough would be so amazing for folks who live in Avondale but work in Kennett and along Baltimore pike at the mushroom factories. So many hispanic folx bike and walk along there and there is no trail or side walk but lots of open space and nature!	3/9/2023 9:25 PM
445	Kennett square near Bancroft elementary school	3/9/2023 9:16 PM

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446	Kennett Square to Unionville	3/9/2023 9:09 PM
447	It would be awesome to connect the trails in Downingtown to Coatesville	3/9/2023 8:36 PM
448	Elverson Borough and West Nantmeal Park	3/9/2023 8:26 PM
449	West Chester	3/9/2023 7:53 PM
450	French Creek Park, NORCO park	3/9/2023 6:52 PM
451	West Goshen area	3/9/2023 6:32 PM
452	Hershey's Mill	3/9/2023 6:11 PM
453	Route 113 in Downingtown	3/9/2023 5:55 PM
454	Marsh Creek to Struble	3/9/2023 5:35 PM
455	Finish trail along Paoli Pike, Malvern to West Chester	3/9/2023 4:48 PM
456	Downtown Kennett Square. No actual trails currently connect as far as I know.	3/9/2023 4:36 PM
457	Chester Valley Trail to Downingtown and beyond (to Parkesburg/Atglen)	3/9/2023 4:31 PM
458	Longwood Shopping Center with Kennett	3/9/2023 3:58 PM
459	Longwood Gardens Kennett Square - State Street Shoppes K.S. High School Landenberg (Middle School) La Michocana Ice Cream	3/9/2023 3:56 PM
460	We live 1 mile from New Garden Park but have to drive to access it. I would love to see connector trails installed.	3/9/2023 3:37 PM
461	Kennett square to Longwood gardens	3/9/2023 3:27 PM
462	Downtown Kennett Square is 1 mile from my house but no safe walking paths to get there	3/9/2023 2:55 PM
463	West Chester Borough	3/9/2023 2:54 PM
464	West Downingtown extension of CVT.	3/9/2023 2:30 PM
465	Connect Longwood Gardens to Kennett Square and Chadds Ford (would also connect to Rt 52 Bikeway almost to the Northern Delaware Greenway)	3/9/2023 2:10 PM
466	NONE	3/9/2023 12:22 PM
467	Any brewery.	3/9/2023 7:36 AM
468	none	3/9/2023 7:08 AM
469	Connection from CVT to Phoenixville, closer to 113 corridor	3/8/2023 7:59 PM
470	There are no trails that I know down near Oxford area.	3/8/2023 4:39 PM
471	Anson B Nixon	3/8/2023 1:20 PM
472	West Chester Borough to Exton train station which then connects into the Exton sidewalk network and CVT.	3/8/2023 12:25 PM
473	Please extend CRT as soon as possible!	3/8/2023 11:59 AM
474	Candlewyck Trail (new garden township by sharp road) to KENNETT Township trail system off Hillendale Road and the Preserve trail located by Scarlet Rd.	3/8/2023 6:29 AM
475	Think big. Lancaster Ave. in/near Paoli for example, or anywhere on Lancaster Ave. between Wayne and Exton. Lancaster Ave. is a classic "stroad" that has the width to be a well-designed, safe, and inviting, multi-way boulevard, which supports walking, bikes, and public transportation. The book Street Design by Dover and Massengale offers great examples. Don't get me wrong, I love the CVT, mountain bike trails, and the broader Schuylkill trail network, but there's so much opportunity to connect to the trail network via improved road/street design and placemaking. Well-designed streets and trails can enhance each other as a combined network.	3/8/2023 3:57 AM
476	Route 41 in New Garden Township > White Clay Creek Trails > Route 896	3/7/2023 11:12 PM
477	all public schools, connect Paoli pike and West Chester Pike to West Chester borough	3/7/2023 8:53 PM

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	sidewalks, so residents could walk or bike to grocery stores like Aldi, Acme, Shop Rite.	
478	I know it will be hard because of hills/elevation and we all love flat rail trails but finding some way to connect West Chester to the Chester Valley Trail would be amazing :-)	3/7/2023 5:49 PM
479	White Clay Creek area with Red Clay area as well as Kennett and Avondale	3/7/2023 3:13 PM
480	Connecting the Chester County Trail with the Harmony Hill Trail and Struble Trail in Downingtown. Would give individuals access to Downingtown and all the stores/restaurants without having to get on 322.	3/7/2023 2:06 PM
481	Any trail that connects with boroughs such as West Chester, Phoenixville, Downingtown, Kennett Square, etc.	3/7/2023 1:58 PM
482	I am most interested in seeing the CVT continuing west to connect with Downingtown, Thorndale, and beyond.	3/7/2023 7:43 AM
483	Near food establishments	3/6/2023 9:26 PM
484	A trail between Downingtown and West Chester would be nice. East Branch Brandywine Trail could be the start of this.	3/6/2023 8:51 PM
485	Marsh Creek and Shamona to Eagleview	3/6/2023 5:26 PM
486	The "Phoenixville Plaza" shopping center (approx. 700 Nutt Rd) The Schuylkill River Trail to the Chester Valley Trail, perhaps via Valley Forge Park (-not- Valley Forge Rd!)	3/6/2023 4:53 PM
487	I personally would appreciate a trail that connected Unionville to the Kennett Square borough	3/6/2023 4:01 PM
488	Route 352 and Route 30 intersection	3/6/2023 3:54 PM
489	Reiff Farm trail in East Vincent Township	3/6/2023 3:52 PM
490	Connect trails to more open space! Devault trail into Phoenixville connected to CVT! Really any abandoned rail should be considered future trails.	3/6/2023 3:08 PM
491	East Vincent Elementary to the East Vincent Community Park on the Ridge, East Vincent Independence Park to the Schuylkill River Trail	3/6/2023 2:52 PM
492	Coatesville needs trails for both pedestrian/bike transportation as well as recreation	3/6/2023 1:07 PM
493	There is miserable public transportation options in the county and a lack of collective community and a sense of space outside West Chester and the other boroughs, a trail would begin to link our communities together and bring trail users to the small coffee shops and breweries in Downingtown and Thorndale, like the SRT does between Manayunk and Valley Forge.	3/6/2023 12:56 PM
494	Libraries, parks, interesting destinations	3/6/2023 12:33 PM
495	Trader Joe's, Wawa, Valley Creek Park, Valley Forge Park, Upper Main Line Y, Paoli Train Station, Great Valley HS, Chesterbrook, Malvern Borough	3/6/2023 11:50 AM
496	I do not know.	3/6/2023 9:27 AM
497	The Charlestown Township TND area. Lots of homes being built in Spring Oak, and other adjacent neighborhoods. There is no safe passage to nearby trails.	3/6/2023 9:18 AM
498	Phoenixville Borough thru Great Valley to Malvern and the Chester Valley Trail	3/6/2023 9:03 AM
499	make a connection to Valley Forge Park from the CVT	3/6/2023 7:57 AM
500	Chester County Library, Springton Manor Park, West Chester University.	3/6/2023 7:57 AM
501	As stated previously, connect CVT up to an area close to Uwchlan township building or even further North. Some of this already somewhat exists, just needs to be better completed.	3/6/2023 7:49 AM
502	D-town borough would benefit greatly from the CVT extension - trestle bridge crossing would be a destination similar to GAP trail, enola low-grade trestles	3/5/2023 8:39 PM
503	London Grove Friends Kindergarten, Sovana Bistro, Farmer & Co, Hoods BBQ	3/5/2023 8:18 PM
504	Valley Forge NHP Stroud Preserve	3/4/2023 3:22 PM

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505	Connect the borough of Malvern to the CVT	3/4/2023 12:29 PM
506	parrallel to route 1/baltimore bike	3/4/2023 4:51 AM
507	West Chester	3/3/2023 4:45 PM
508	Main streets in towns like Malvern, Downingtown etc,	3/3/2023 4:05 PM
509	Urban trails in and around Oxford/East & West Nottingham, Upper & Lower Oxford - I should not have to drive 1 mile to town because it is unsafe.	3/3/2023 8:48 AM
510	SEPTA train stations	3/2/2023 8:37 PM
511	New Garden Township Park	3/2/2023 7:47 PM
512	Coatesville revitalization area. Brandywine Trail along the west branch from Honey Brook to DE.	3/2/2023 7:12 PM
513	Phoenixville downtown to Kimberton and Bryn Coed trail, Eagle through Marsh Creek	3/2/2023 1:37 PM
514	Love to see one here in Caln on the Romansville side connecting to downingtown	3/1/2023 3:04 PM
515	Valley Township - from Airport rd to Country club rd along the Williams pipeline easement. Would connect to neighborhood across from the Rainbow School & on west at Airport village shopping center.	3/1/2023 1:14 PM
516	East Brandywine twp has a great park and bondsville mill park but you have to drive to both or walk on roadways to get there.	3/1/2023 12:45 AM
517	Please extend the CVT west beyond Main Street at Exton! Would be great if it went behind festival shopping center, Oaklands corporate park and the commons at Oaklands- all the way to Wegmans and beyond!	2/28/2023 7:26 PM
518	Marsh Creek St Park	2/28/2023 4:53 PM
519	near all schools for good ness sakes!! kids cannot walk / ride bikes near Goshen Elementary or Fern Hill, or Pierce or Fugett.	2/28/2023 2:42 PM
520	Whitford Train Station Boot Road Park	2/28/2023 1:59 PM
521	Definitely need trails to connect the more urban areas like the borough of West Chester to other trails and destinations.	2/28/2023 1:47 PM
522	Exton Mall-Library Grocery store	2/28/2023 12:34 PM
523	Chester valley trail to stubble trail	2/28/2023 11:52 AM
524	Great Valley SD schools; Phoenixville YMCA	2/28/2023 11:39 AM
525	Businesses in Downingtown and surrounding Townships would greatly benefit if Trestle Bridge was converted.	2/28/2023 11:23 AM
526	Devault Rail Trail Struble trail extent to Honeybrook Extend CVT to Lancaster County French Creek Trail SRT to Warwick County Park & HST	2/28/2023 11:04 AM
527	Along Paoli Pike leading into West Chester. Continue the CVT into Downingtown	2/28/2023 11:03 AM
528	Whiteland Woods development should connect with bike trail to CVT. This would also allow connection to Main Street in Exton.	2/28/2023 11:03 AM
529	With Montgomery County completing their part of CVT, please extend the western side of the CVT which is years behind schedule.	2/28/2023 11:00 AM
530	Downingtown Borough East Brandywine Township Caln Township	2/28/2023 10:41 AM
531	Valley Forge Park and future Devault trail	2/28/2023 10:30 AM
532	K.D. Markley Elementary School	2/28/2023 10:19 AM
533	Parkesburg area.	2/28/2023 10:01 AM
534	Kennett regional trails.	2/28/2023 9:54 AM
535	connect to the Enola Trail	2/28/2023 9:28 AM

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536	Jennersville shopping center with Villages at Penn Ridge	2/28/2023 9:22 AM
537	St Peters village Giant shopping center at rt113 & rt23	2/28/2023 9:00 AM
538	Connect Willistown acres (Harvey ROAD) to the trailhead on Sugartown road. Also, provide sidewalks or trail to get from Long Lane to King Road in Malvern.	2/28/2023 8:44 AM
539	along Old Baltimore Pike west of Kennett Square PA to Avondale.	2/28/2023 8:43 AM
540	Starbucks Exton	2/28/2023 8:33 AM
541	Wolf's Hollow to Chester Valley Trail West, Atglen Borough	2/28/2023 8:22 AM
542	Connect west Vincent township fellowship road to upper Uwchlan township trails	2/28/2023 8:14 AM
543	Small towns: Kennett Square, Avondale, etc	2/28/2023 8:13 AM
544	Park on the Ridge (East Vincent), St. Peter's Village, Kimberton village	2/24/2023 8:40 AM
545	A trail connecting East Bradford (off Birmingham Road) the the WC Borough would be awesome! Roads are dicey for walking/biking.	2/24/2023 1:42 PM
546	Kennett Square, Longwood Gardens, Chandler Mill Preserve	2/24/2023 12:07 PM
547	A bike trail connecting the route 52 corridor with Kennett Square	2/23/2023 11:15 PM
548	I would like to bike from Kennett Square all the way to New Castle , DE eventually. For now, I would like to see trails connect parks, YMCAs, libraries and smaller towns.	2/23/2023 8:33 AM
549	Kennett Square needs sidewalks or trails to be extended to neighborhoods in the area.	2/23/2023 8:20 AM
550	Towns, not places. If you could bike from West Chester to Downingtown or kennett square.	2/22/2023 9:14 PM
551	Oxford to Kennett Square to Walmart Shopping Center to West Chester to Exton to Schuylkill River Trail (All downtown locations in each town - purpose to avoid roads with cars).	2/22/2023 6:22 PM
552	Longwood Gardens	2/22/2023 5:35 PM
553	I live in lower Oxford township; I haven't found anywhere to walk or run near my neighborhood other than busy roads with no sidewalks	2/22/2023 4:17 PM
554	just connect as many trails as possible, particularly for biking.	2/22/2023 3:26 PM
555	Southern Chester County has very few trails. I have to drive to Exton or Downingtown to get to a trail. I also drive to Delaware to bike on trails. Longwood Gardens would probably benefit from a bike trail.	2/22/2023 2:20 PM
556	West Chester Downtown and Campus Chadds Ford/Longwood Gardens	2/22/2023 10:16 AM
557	Kennet Square to West Chester	2/21/2023 10:10 PM
558	Southern Chester County	2/21/2023 8:27 PM
559	Chadds Ford Barn shops, Glen mills, Kennett square	2/21/2023 7:53 PM
560	Route 82 between Kennett and unionville.	2/21/2023 6:43 PM
561	I would love a bike trail that connects Kennett Square to West Chester through country roads with stops to historic sites along the way.	2/21/2023 6:33 PM
562	Southern Chester County - we need something like the Chester Valley Trail that doesn't have to be funded solely by the local municipality. Getting into the Borough of Kennett Square and to Anson Nixon Park. Getting to the High School.	2/21/2023 6:10 PM
563	West Grove, Avondale, Toughkennamon, & Kennett Square. To the YMCA's in Southern Chester County.	2/21/2023 5:33 PM
564	I would like to see paved trail that would connect me to Kennett Square shopping from the Landenberg/New Garden Township/Toughkenamon area.	2/21/2023 5:14 PM
565	Trails to historical resources in southern chester county. Trails from the Boroughs to more rural areas.	2/21/2023 4:51 PM

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566	Would be nice if Malvern main street was linked to the CVT. Similar if CVT had an official connection with Valley Forge NP.	2/15/2023 7:55 AM
567	Brandywine Trail to the Chester Valley Trail Brandywine Trail to Stroud Preserve	2/14/2023 2:20 PM
568	West Chester	2/10/2023 9:13 AM
569	The center of Downington	2/10/2023 8:07 AM
570	We need a trail from the First West Chester fire house to the existing Mercer's Mill neighborhood trail. Miner Street is difficult to traverse, and a link to the fire house would make the WC borough much more accessible to people in the immediate south.	2/9/2023 8:32 PM
571	Basically trails connecting and branching out from Urban Centers and trails connecting existing parks/trails.	2/9/2023 2:21 PM
572	Kennett Borough, Longwood Gardens, Unionville Village, Unionville schools	2/8/2023 2:08 PM
573	Connect the East Branch Brandywine trail to Downingtown and to the Chester Valley Trail and to the Stroud preserve, PLEASE.	2/5/2023 11:55 AM
574	North western tredyffrin twp using the old Warner spur railroad line - would also allow people in Atwater CVT trail access	2/4/2023 11:18 AM
575	Connecting of the CVT between Exton and the Enola low grade trail Bureau of West Chester Marsh Creek Park Great Valley High School	2/3/2023 1:12 PM
576	Kennett Square	2/2/2023 7:56 PM
577	Swedesford Rd and Valley Forge Rd. There is a Septa bus stop, but no safe places to walk to/from it, yet many people use it as a way to/from work at Gateway Shopping Center, tpk rest stop on 252, etc. VERY DANGEROUS!	2/2/2023 10:47 AM
578	Coatesville	2/1/2023 10:30 AM
579	Access to, and along the Brandywine River, an other revier valleys within Chester County	1/30/2023 3:25 PM
580	Exton's new apartment buildings really need trail access and access to grocery stores & shops.	1/30/2023 9:01 AM
581	Paoli to Wegmans in Malvern via a walking trail or bike trail.	1/29/2023 9:09 PM
582	At this point, not sure where all the trails are located so I cannot give any suggestions.	1/29/2023 5:44 PM
583	bike shops	1/29/2023 2:55 PM
584	The Struble Trail up to the Uwchlan Trail to get to my church would be great. I love marsh Creek, great hiking there, great everything there.	1/29/2023 12:52 PM
585	Northern part of county (esp. Honey Brook area)	1/29/2023 12:28 PM
586	A trail from Struble Lake to downtown Honey Brook	1/29/2023 10:24 AM
587	Pocopson walking trail has several gaps. Conncting them would enhance the experience.	1/29/2023 6:34 AM
588	Along route 30 from Paoli to Exton. You can't get to the Chester Valley trail without driving.	1/29/2023 6:21 AM
589	Chester Valley Trail going to Downingtown, Pa	1/28/2023 10:05 PM
590	None	1/28/2023 7:26 PM
591	Downingtown/East Caln to Oakland Business Park to Chester Valley trails	1/28/2023 7:15 PM
592	Shops along Rt. 3. Giant, Rite Aid	1/28/2023 6:05 PM
593	M. John Johnson with downtown downingtown and the chester valley trail	1/28/2023 5:41 PM
594	Connecting the Chester Valley Trail to Downingtown would be _sensational_, so I could visit some of D'down's coffee places, sandwich restaurants, etc. Also, Lowe Riders would begreat.	1/28/2023 5:13 PM
595	I think there are adequate trails in the chesterbrook Valley forge Park area	1/28/2023 4:57 PM
596	Atglen and Parkesburg	1/28/2023 4:39 PM

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597	Kennett Square	1/28/2023 4:24 PM
598	Please connect Ship Road in Uwchlan Township to the Chester Valley Trail	1/28/2023 4:16 PM
599	AvonGrove area	1/28/2023 4:05 PM
600	West chester borough is great, but is difficult to get in and out of by bike	1/28/2023 2:07 PM
601	CVT to Phoenixville	1/26/2023 8:51 PM
602	A trail that connects the Struble trail in Downingtown to the 322 trail. It would pass right through town and all the shops and connect you to so many more trail SAFLEY along 322. There is no safe way to access both currently	1/26/2023 7:20 AM
603	CVT to harmony hill	1/24/2023 7:30 PM
604	Downingtown borough	1/24/2023 4:00 PM
605	West Chester Borough Downingtown Borough City of Coatesville	1/24/2023 10:22 AM
606	Downingtown train station	1/23/2023 4:18 PM
607	nothing at this time	1/23/2023 11:50 AM
608	Complete the Chester valley trail To Dow king town. Connect that trail to Harmony Hill.	1/23/2023 11:42 AM
609	Downingtown to the CVT via Business Route 30 "valley"	1/23/2023 9:30 AM
610	More trails on Sawmill side of 322 from harmony hill and a safer crossing point	1/23/2023 8:21 AM
611	Along Dowlin Forge Road (from the welsh ayres/Uwchlan hunt/ Williamsburg neighborhoods section (so Peck rd) to get to the sidewalks safety to get vet to target and giant shopping centers somehow. Dangerous to walk or ride along there.	1/23/2023 4:58 AM
612	Consider widening roads or providing safe shoulders on sunset hollow road. So many people use bikes to get to Harmony hill trails on sunset hollow road and it is not safe.	1/22/2023 9:14 PM
613	Harmony Hill to the Chester Valley Trail & Struble Trail. Struble Trail to Marsh Creek	1/22/2023 5:16 PM
614	Downingtown, west Chester borough	1/22/2023 11:23 AM
615	Downingtown to exton and downingtown tParkesburg or even Lancaster County trails	1/22/2023 9:38 AM
616	Bring trails from Downingtown to Coatesville and Parkesburg	1/22/2023 9:31 AM
617	Struble trail extended west and also north to Marsh Creek.	1/22/2023 9:23 AM
618	Just build more trails and let the businesses set up along the trails.	1/21/2023 11:32 PM
619	Coatesville to Downingtown	1/21/2023 11:17 PM
620	Trails in the northwestern Upper Uwchlan Township	1/21/2023 11:11 PM
621	Struble Lake, Hibernia	1/21/2023 9:30 PM
622	West Chester to Chester Valley Trail	1/21/2023 8:41 PM
623	Opening up more mountain bike/dirt trails around Chester county, especially for kids!! Ridley Park, more around Marsh Creek state park,	1/21/2023 8:21 PM
624	Need more trails that connect Downingtown to surrounding towns: west chester, exton, lionville etc.	1/21/2023 7:12 PM
625	Route 30 business Kerr Park Marsh creek	1/21/2023 6:36 PM
626	MALVERN BOROUGH!!!' general wayne elementary school	1/21/2023 6:23 PM
627	Connect Thorndale Coatesville Downingtown to Exton	1/21/2023 5:07 PM
628	Great Valley Corporate Center and SRT!!	1/21/2023 5:04 PM
629	Snack coffee shop for refueling	1/21/2023 4:19 PM
630	Harmony hill trails connected to downtown Downingtown Struble trail connected to marsh creek trails Harmony hill trails connected to struble trail Trail along Shadyside road to get to harmony	1/21/2023 3:24 PM

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	hill trails	
631	CVT to Downingtown/ Harmony hill	1/21/2023 3:20 PM
632	I'd ride up to more shops in Downingtown if there were a safe option from Harmony Hill (East Branch Brandywine Trail); also into the west end of West Chester. I'd be more comfortable stopping at Northbrook Marketplace if there were a roadside trail along 842 to connect the quieter side roads instead of riding on 842.	1/21/2023 3:11 PM
633	creek rd between Strasburg rd and Allerton rd, by the stroud	1/21/2023 12:48 PM
634	Trails connecting to towns and other parks or open space. The Devault line connecting Phoenixville to the CVT! Anywhere an old rail bed lies should be a trail.	1/21/2023 9:53 AM
635	Phoenixville to West Chester	1/20/2023 6:37 PM
636	Running and biking trail down Sconnelltown Road to get into downtown West Chester. Bike trail connecting Kennett Square and West Chester.	1/20/2023 6:06 PM
637	Trail connections between stroud and harmony hill. Trail connections between west chester and downintown would be great for transportation.	1/20/2023 5:20 PM
638	connections to the borough of west chester	1/20/2023 5:10 PM
639	Connection from Downingtown to Harmony Hill Nature Area.	1/20/2023 12:43 PM
640	The city of West Chester	1/20/2023 12:00 PM
641	Complete the Starr Farm Area/ West Chester/Downingtown/Marsh Creek trail connectors	1/20/2023 11:28 AM
642	connections to the Enola Low Grade Trail!!	1/20/2023 10:45 AM
643	Downingtown borough connection to Harmony Hill. Downingtown connection to West Chester through Harmony Hill and Stroud Preserve.	1/20/2023 10:01 AM
644	The boro of West Chester	1/20/2023 9:32 AM
645	I spend a lot of time hiking and riding at marsh and harmony. I do trail work on those trails and view them as important. I don't enjoy the more developed trails as they are too busy and not natural.	1/20/2023 9:32 AM
646	A trail through the area LoweRiders is located that connects harmony hill to struble trail to marsh creek would be nice.	1/20/2023 9:12 AM
647	If the little village in Dilworthtown gets revitalized that would be a great trail hub. Maybe connect to DelCo?	1/20/2023 7:17 AM
648	Connecting existing trails to and through downingtown. Great trails exist but are not all connected and presently road use is needed to jump from one trail to the next	1/20/2023 7:13 AM
649	WC Boro to Harmony Hill Rec Area	1/20/2023 5:45 AM
650	Paoli train station	1/19/2023 8:35 PM
651	Breweries	1/19/2023 7:30 PM
652	Connect Downingtown and West Chester	1/19/2023 4:23 PM
653	Connecting trails to the Chester Valley Trail, Trails to SEPTA train stations	1/19/2023 4:09 PM
654	Make the Brandywine Trail more prominent in West Chester area.	1/19/2023 3:57 PM
655	Exton train station	1/19/2023 3:50 PM
656	Town of West Chester	1/19/2023 3:50 PM
657	I believe Downingtown has potential. If it could be easier connected to exisiting trail systems, cvt, brandywine trail, etc,	1/19/2023 3:38 PM
658	Mercers Mill and Meadow Lane connection to Everhart Park (and West Chester)	1/19/2023 3:36 PM
659	Connections to Longwood Gardens from the Kennett Pike and Kennett Square.	1/19/2023 3:30 PM
660	Stroud Preserve	1/19/2023 3:08 PM

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661	Downingtown and Coatesville	1/17/2023 2:35 PM

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Q16 Is there an existing trail that is incomplete or has a missing "gap" that you think is important to complete? Please describe.

Answered: 617   Skipped: 735

#	RESPONSES	DATE
1	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	8/1/2023 6:26 AM
2	Please complete the French Creek trail thru the Canal Railroad Underpass to the Riverfront.	7/31/2023 11:09 PM
3	The Schuylkill River Trail Loop in Phoenixville needs to be finished! I strongly desire this trail to officially connect from the trail along French Creek through the Canal Road Underpass.	7/31/2023 9:32 PM
4	No	7/31/2023 5:46 PM
5	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/31/2023 2:57 PM
6	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/31/2023 2:00 PM
7	Continue to extend the CVT. The CVT and SRT can be the backbone of a trail network in southeastern PA.	7/31/2023 1:44 PM
8	See question #15.	7/31/2023 8:05 AM
9	I support extending the trail along French Creek through the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/31/2023 7:39 AM
10	I can walk/ride to the black rock sanctuary, but it doesn't connect to anything. It would be great if it connected to something. Like downtown phoenixville. And also a way to get to the schulykill river animal sanctuary.	7/30/2023 11:32 PM
11	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 11:28 PM
12	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/30/2023 11:02 PM
13	Trail at Riverworks at railroad runnel in Phoenixville	7/30/2023 10:38 PM
14	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 9:00 PM
15	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary. When I taught at Phonixville Middle School we did an all day hike with 8th graders along the river that also taught them the history of the river and industry. This woud be perfect for that again especially including the Back Rock Bird Sanctuary.	7/30/2023 6:46 PM
16	Neil Thorpe trail	7/30/2023 6:32 PM
17	In Phoenixville - connect the French Creek trail to the riverfront via the Canal Railroad underpass	7/30/2023 5:16 PM
18	Riverfront park to Phoenixville (live in Phoenixville and work in Pottstown)	7/30/2023 4:13 PM

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#	RESPONSE	DATE
19	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 3:36 PM
20	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 2:31 PM
21	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/30/2023 2:26 PM
22	Harmony Hill	7/30/2023 1:26 PM
23	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 11:31 AM
24	see above route 29 to route113 along schuylkill river Phoenixville side	7/30/2023 10:59 AM
25	Deer paths in the woods	7/30/2023 10:56 AM
26	Scape level Phoenixville	7/30/2023 9:45 AM
27	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/30/2023 9:40 AM
28	Not known.	7/30/2023 9:40 AM
29	The last time I walked from Devon to King of Prussia I ended up on Devon Park Dr. I don't recall that the signage was adequate to know if I was on the right path… (perhaps deteriorated b/c Montco border?).	7/30/2023 9:17 AM
30	Once the trail connects to the new Hidden River Park and Preserve I am excited to use that very frequently. I also think we could complete the French Creek trail thru the Canal Railroad Underpass to the riverfront. Trail accessibility is very important to me and the French Creek Trail's paved section is so short it doesn't make it worth it to go there.	7/30/2023 8:51 AM
31	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/29/2023 10:51 PM
32	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/29/2023 3:18 PM
33	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/29/2023 11:34 AM
34	Trail Connection in Schuylkill Township is missing. Unable to ride a bike to connect to the Schuylkill river Trail and VF National Park.	7/29/2023 11:33 AM
35	Phoenixville " Black Rock Loop" trail established and connectng to SRT. French Creek Trail connection to SRT	7/29/2023 11:02 AM
36	Schuylkill river Loop. Connect thru the railroad tunnel and proposed Devault trail	7/29/2023 10:02 AM
37	N/a	7/29/2023 6:32 AM
38	Phoenixville, PA: I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/28/2023 8:57 PM
39	NO	7/28/2023 8:22 PM
40	Yes, see above, #15. This is a glaring gap that would greatly connect our town to the river. Please complete!!	7/28/2023 7:41 PM
41	Extend French Creek trail through the canal railroad underpass, to the towpath, over the	7/28/2023 6:46 PM

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spillway to Black Rock Dam and bird sanctuary

42	More trails leading to Malvern and Phoenixville.	7/28/2023 6:44 PM
43	Connect Phoenixville to the riverfront by extending the trail along French creek, through the canal railroad underpass to the creek/river confluence, then up the towpath and over the spillway and up to the black rock dam and bird sanctuary	7/28/2023 4:49 PM
44	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/28/2023 4:15 PM
45	Where Phoenixville, schuylkill Twp, East Vincent, and East Pikeland meet at French Creek. Also French Creek in Phoenixville does not go to the river.	7/28/2023 3:58 PM
46	Expand the Neal Tharp trail.	7/28/2023 1:36 PM
47	There is a trail along route 29 at the Pickering Ice Damn that follows along the creek. My family and I love walking that trail, but there is very limited parking on the side of the road, and recently there has been damage and erosion on the trail caused by storms.	7/28/2023 1:32 PM
48	Chester Valley Trail, through the Exton and Downingtown areas. Abruptly dead-ends in Exton.	7/28/2023 1:23 PM
49	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/28/2023 11:47 AM
50	Please see above.	7/28/2023 11:47 AM
51	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/28/2023 11:34 AM
52	Don't really know	7/28/2023 11:30 AM
53	The trail along French Creek needs to be extended thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/28/2023 11:15 AM
54	Yes! The PICTA Trail that is on the Schuylkill River bank between Black Rock Dam and French Creek confluence with the river. The French Creek trail is finished and sitting in downtown Phoenixville waiting to be connected to the riverside PICTA Trail. The PICTA Trail can connect downtown Phoenixville to the Black Rock Bird Sanctuary with, a level and scenic, 1 mile walking trail. Presently Phoenixville residents must drive to the Black Rock Sanctuary (a distance of 2 - 3 miles) because there are no sidewalks along Rt 113. The PICTA Trail is known by the county and is on county controlled land. Design plans and funds exist. It appears that this project is a low priority for the county while Phoenixville trail use and population has and is rising dramatically.	7/28/2023 11:15 AM
55	Connect the French Creek trails to the Schuylkill River trail in Phoenixville.	7/28/2023 10:58 AM
56	Connect Phoenixville to the riverfront by connecting the existing Chester County river trail over the spillway and up river to the Black Rock Dam and Black Rock Bird Sanctuary.	7/28/2023 10:58 AM
57	The small distance for the trail to cross the Schuylkill River and Rt 422 from the intersection by 724 over to Pottstown side	7/28/2023 10:46 AM
58	PXV railroad trail	7/28/2023 10:17 AM
59	Pickering Creek. From Phoenixville to Devault.	7/28/2023 10:17 AM
60	More connections to the SRT is always better!	7/28/2023 10:12 AM
61	I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/28/2023 10:12 AM
62	Connecting the French Creek Trail from East Pikeland through Phoenixville	7/28/2023 10:11 AM
63	Canal Railroad Underpass and connecting Phoenixville to the riverfront	7/28/2023 10:01 AM
64	I support extending the trail along French Creek thru the Canal Railroad Underpass and	7/28/2023 10:01 AM

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connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary

65	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/27/2023 5:16 PM
66	Being able to access the bike park in Phoenixville or the bird sanctuary via trail would be amazing.	7/26/2023 12:23 PM
67	Very much looking forward to the Devault trail as a better north/south option than any we have now.	7/26/2023 9:52 AM
68	As stated above connection from SRT to CVT, but also would be nice to have connections to Struble trail, east branch brandywine trail and other rec paths. Along with connections to state and county parks	7/26/2023 9:16 AM
69	The trail along the schuylkill river from the 113 boat ramp towards Phoenixville abruptly ends at the train overpass. A connection to the Riverworks walking path or even the Schuylkill River Trail on the other side of the train tracks there would be nice WITHOUT paving the trail on that side of the river! I enjoy the very natural "single track" trail; it is less crowded and less of an impact on the natural surroundings than the paved and gravel path on the opposite side of the river.	7/26/2023 6:04 AM
70	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/25/2023 11:19 PM
71	Phoenixville to CVT	7/25/2023 8:02 PM
72	CVT - west from Exton towards Enola. The biggest need to expand that trail, then link Warner spur in Tredyffrin twp to Charlestown twp to Phoenixville and finally develop a connection to west Chester	7/25/2023 7:24 PM
73	Connect Schuylkill River Trail to Blackrock Sanctuary Trails in Phoenixville	7/25/2023 6:43 PM
74	202 trail	7/25/2023 6:13 PM
75	Phoenixville	7/25/2023 6:10 PM
76	Phoenix Iron Canal through the railroad underpass into downtown Phoenixville	7/23/2023 3:23 PM
77	Connecting the French Creek trail to the SRT	7/23/2023 3:17 PM
78	SRT	7/23/2023 1:54 PM
79	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/21/2023 2:44 PM
80	Connect Phoenixville Iron Canal Trail to SRT in Phoenixville Connect Phoenixville to Chester Valley Trail via the future Devaut Trail Connect Northridge Village to SRT at Mowere Rd Trailhead (residence walk/bike/run on Mowere Rd now) Connect SRT at Upper Schuylkill Valley Park to Black Rock Sanctuary via an bike /runner lane on Black Rock Bridge Connect Chester County SRT near South Pottstown to Montgomery county SRT on other side of river	7/19/2023 10:43 PM
81	The lock 60 trail to the trailhead on 113- it would be nice to have it all connect and not have to run on the road.	7/19/2023 7:35 PM
82	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/19/2023 9:15 AM
83	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/18/2023 2:20 PM
84	French Creek Trail - between Bridge Street and Township Line Rd, Phoenixville	7/18/2023 2:00 PM
85	I think connecting Phoenixville to the Mainline would be great. West Chester would be a tremendous place for trail access.	7/18/2023 7:24 AM

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86	I think there needs to be a link from Phoenixville behind Riverworks on Main St up along the Schuylkill's West Bank to the 113 Boat Launch area, across the bridge into MontCo, and then connected to the Upper Schuylkill Valley Park for an excellent loop! Some trail already exists along the river in Chester. It just needs to be rehabbed a bit, especially under the Norfolk Southern railroad bridge.	7/17/2023 9:15 PM
87	I love the idea of the Schuylkill River loop	7/17/2023 9:05 PM
88	The PICTA trail in Phoenixville should be connected to SRT and over 113 bridge	7/17/2023 4:06 PM
89	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/17/2023 3:26 PM
90	Phoenixville trail across the schuylkill (currently have to run across the bridge and unsafe road to get to the other side)	7/17/2023 2:48 PM
91	No	7/17/2023 2:19 PM
92	Not in Chester County. Srt before Pottstown.	7/17/2023 1:20 AM
93	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/16/2023 2:29 PM
94	We would love to see the Phoenixville bike park connected to Chester country trails.	7/16/2023 10:09 AM
95	please connect phoenixville to the french creek trail	7/16/2023 6:27 AM
96	Is there no connection between the trails in Upper Uwchlan and the CVT or SRT?	7/15/2023 10:00 PM
97	SRT when you get to 422. Trail ends and you have to use the highway	7/15/2023 6:16 PM
98	Pottstown at 422	7/15/2023 6:02 PM
99	N/A	7/15/2023 2:19 PM
100	Phoenixville loop and complete SRT gap	7/15/2023 2:12 PM
101	Yes, the iron canal loop in Phoenixville. It needs to be completed to fully connect to the SRT and downtown bridge street.	7/15/2023 1:22 PM
102	French creek to SRT	7/15/2023 12:22 PM
103	Please consider completing the Phoenixville Greenway and the 5.5 mile Schuylkill River Loop trail by extending the trail along French Creek through the Canal Railroad Underpass.	7/15/2023 12:17 PM
104	I can not think of any trails with a gap.	7/15/2023 11:04 AM
105	Complete phx greenway and River trail	7/15/2023 11:01 AM
106	Schuylkill township/Phoenixville	7/15/2023 10:44 AM
107	French Creek to Phoenixville	7/15/2023 9:32 AM
108	PICTA trail into downtown Phoenixville, and then across the 113 bridge.	7/15/2023 8:54 AM
109	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/15/2023 8:00 AM
110	complete the Phoenixville Greenway and the 5.5 mile Schuylkill River Loop trail	7/15/2023 7:24 AM
111	I would love to see a foot bridge for bikers and hikers put in above the dam near Lock 60 that spans the river and connects the trail systems more directly. Also, it would be great if the 113 Bridge that crosses the Schuylkill River had a bike lane added for safety.	7/15/2023 7:02 AM
112	Would like to see the gravel river trail at pawlings extended West to connect to the SRT. Right now it only connect to SRT 3 miles East which is out of the way if you're heading to downtown PXV.	7/15/2023 6:18 AM
113	Yes. Please loop Phoenixville in to the trail system.	7/15/2023 1:20 AM

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114	Yes! Please extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/14/2023 11:44 PM
115	Yes, along the SRT	7/14/2023 11:41 PM
116	Trail from downtown Phoenixville to Black Rock Sanctuary (Chester County park).	7/14/2023 10:32 PM
117	SRT and CVT connector	7/14/2023 8:34 PM
118	Would love to see CVT extension westward complete and Phoenixville loop by the river as well as connection to Great Valley	7/14/2023 8:24 PM
119	French creek	7/14/2023 7:49 PM
120	??	7/14/2023 7:46 PM
121	Phoenixville greenway and Schuylkill river trail	7/14/2023 7:42 PM
122	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/14/2023 7:13 PM
123	Riverfront Park in Pottstown with the 422 Bridge.	7/14/2023 6:59 PM
124	Pottstown to reading. Finish Pottstown section and open bridge	7/14/2023 6:48 PM
125	Route 29 trail to malvern from Phoenixville	7/14/2023 6:09 PM
126	Unknown	7/14/2023 5:48 PM
127	Yes! The entire development of kimberton glen has no access to bike or walk downtown. We need to link the trails from this development to the trails that lead downtown Phoenixville. Between the 55+ community and our development, there are HUNDREDS of homes that want easy access to downtown via a trail.	7/14/2023 5:38 PM
128	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/14/2023 5:10 PM
129	French Creek Trail (EPT) connection to SRT	7/14/2023 4:28 PM
130	See above.	7/14/2023 4:09 PM
131	The Phoenixville loop between Park House at 113 and the French creek crossing near bridge street	7/14/2023 3:58 PM
132	Getting from Pottstown to Spring City on trails is still difficult to figure out.	7/14/2023 3:47 PM
133	Black Rock Rd and 113 (Upper Schuylkill Valley park trail ends at 113; would like connected to cross river)	7/14/2023 3:33 PM
134	Phoenixville to Royersford;	7/14/2023 3:16 PM
135	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/14/2023 2:46 PM
136	SRT loop. Would love to have this 5.5 loop completed by Black Rock which would deter me from having to run on 113. I am a runner and use these trails very often. . Would also love to see the Pottstown portion connected as well. Great job so far!!! Loving it!	7/14/2023 2:26 PM
137	Black Rock Bird sanctuary needs to hook up with river trail.	7/14/2023 2:24 PM
138	n/a	7/14/2023 2:15 PM
139	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/14/2023 2:08 PM
140	I need to ride a long way on the road to get from Phoenixville to the Schuylkill River Trail. The trail that runs along the canal is not paved or very well maintained.	7/14/2023 1:29 PM

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141	Yes in phoenixville	7/14/2023 1:14 PM
142	Extending French Creek Heritage Trail from East Pikeland west!	7/14/2023 12:58 PM
143	There is an unused section of trail that leads to the south bank of the Schuylkill in phoenixville that seems like a waste. Near Riverworks.	7/14/2023 12:21 PM
144	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/14/2023 12:14 PM
145	Extend the trail along French Creek through the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/14/2023 11:53 AM
146	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/14/2023 11:44 AM
147	No	7/14/2023 11:39 AM
148	The biggest problem now is that we are building trails that cut across roads. Actually roads are being built across trails. If we build more trails, consider tunnels or bridges over busy roads.	7/14/2023 11:38 AM
149	Pave Schuylkill canal trail from bridge to dog park/end of canal	7/14/2023 11:36 AM
150	French creek to Schuylkill river in phoenixville	7/14/2023 11:25 AM
151	The schuylkill river trail (I believe is not yet fully connected)	7/14/2023 11:22 AM
152	Schuylkill River trails near phoenixville need a few connections so that there is a complete loop.	7/14/2023 11:10 AM
153	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/14/2023 11:07 AM
154	Rapps Dam	7/14/2023 10:49 AM
155	The underpass near Riverworks apartment. It just comes to a dead end. I'd prefer a loop. Also behind town hall, it is a dead end. I'd like a bridge or something at the end to connect back again to steelpointe trail.	7/14/2023 10:45 AM
156	Extend the trail along French Creek thru the Canal Railroad underpass and connect Phoenixville to the riverfront, over the Spillway, and up the Black Rock Dam and Bird Sanctuary.	7/14/2023 10:45 AM
157	I find it hard to get from phoenixville Terr Pottstown on the trail system	7/14/2023 10:38 AM
158	SRT between Pottstown and Phoenixville	7/14/2023 10:12 AM
159	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/14/2023 10:10 AM
160	Struble trail to Chester Valley Trail. Struble trail to Marsh Creek, especially trail along Moore road in Upper Uwchlan township.	7/14/2023 10:05 AM
161	The french creek trail to connect under the canal bridge would be a great gap to close!	7/14/2023 10:00 AM
162	There are alot	7/14/2023 9:59 AM
163	Trail along river from blackrock boat ramp to pville	7/14/2023 9:59 AM
164	Extend the trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary"	7/14/2023 9:36 AM
165	Struble trail to East Branch Brandywine trail Struble trail to Chester County trail Chester County trail to Schuykill River trail	7/14/2023 9:36 AM
166	French Creek Heritage trail	7/14/2023 9:36 AM

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167	At River works in Phoenixville under the RR tracks.	7/14/2023 9:34 AM
168	The "ravines" in PXV should be completed. I incorporate this loop into my ride but feel that it's unsafe in certain spots. It would be great if this loop was completed.	7/14/2023 9:28 AM
169	More connections starting from Phoenixville	7/14/2023 9:16 AM
170	Connecting Downingtown to the Chester Valley Trail in some way would be a complete gamechanger for me, allowing me to ride my bike to work in Great Valley.	7/14/2023 9:11 AM
171	Phoenixville loop trail, trail connection through Downingtown and Exton connecting existing trails	7/14/2023 9:00 AM
172	East pikeland connected to the Schuylkill River trail to make it easier to get into the borough	7/14/2023 8:49 AM
173	French creek to Phoenixville trail	7/14/2023 8:49 AM
174	1. Never-completed foot bridge across rt 202 near Cedar Hollow Park, which would connect GVCC to Chester Valley Trail (and potentially connect CVT to Horseshoe Trail.)	7/14/2023 8:44 AM
175	n.a	7/14/2023 8:40 AM
176	CVT - west end to Downingtown and Brandywine trail (Struble) to Marsh Creek	7/14/2023 8:38 AM
177	Covered bridge crossing neighborhood to French creek trail and Schuylkill River Trail — we could bike or walk to these trails instead of driving if these were better connected	7/14/2023 8:25 AM
178	Connecting French Creek Trail to Schuylkill River Trail would benefit most of northern Chester County especially with extension of French Creek trail westward into West Vincent and beyond.	7/14/2023 8:18 AM
179	French Creek Trail connection to SRT.	7/14/2023 8:10 AM
180	complete the SRGA trail off road through all of Chester County. Connect SRGA trail to the cross county trail. Trail connections are critical as per DCNR's spokes and hubs master plan	7/14/2023 8:08 AM
181	Srt to French creek	7/14/2023 8:02 AM
182	No	7/14/2023 7:58 AM
183	In Phoenixville near the River Works apartments	7/14/2023 7:33 AM
184	Struble Trail - from my understand, the county owns most of the former rail right-of-way but there are some missing gaps; It's a popular recreation trail and could provide further access between some of the northwestern townships to Downingtown Also, if its possible to extend the Chester Valley Trail to Downingtown and Coatesville.	7/14/2023 7:25 AM
185	bring the chester valley trail out to to Lancaster County and at the other end connect to the SRT.	7/14/2023 7:23 AM
186	Extend the trail along French Creek through the canal railroad underpass and connect Phoenixville to the riverfront, over the spillway and up the black rock dam and bird sanctuary	7/14/2023 7:11 AM
187	French creek trail to the river	7/14/2023 7:03 AM
188	Eastern side of Phoenixville and the trails along French Creek and the canal	7/14/2023 7:03 AM
189	Yes, the Devalt trail. Hurry up, we really need this trail. There is no good way to ride a bike to Malvern from Phoenixville.	7/14/2023 6:31 AM
190	Yes the trail to Pottstown	7/14/2023 6:22 AM
191	None that I can think of.	7/14/2023 6:02 AM
192	Schuylkill river trail near 113	7/14/2023 5:42 AM
193	Phoenixville schuylkill river loop	7/14/2023 5:35 AM
194	See answer to #15	7/14/2023 12:11 AM
195	Trail to connect Phoenixville to the river. More trails along the side of roadways like in valley forge park.	7/13/2023 11:25 PM

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196	Phoenixville river loop. Usable, but not formal.	7/13/2023 10:57 PM
197	Please consider completing the loop under the N-S railroad behind the apartments in Phoenixville. The trail currently ends in the mud at the tunnel, but could easily be connected to trails on the other side of the railroad, which go to a spillway and county park.	7/13/2023 10:44 PM
198	Other side of the river from the Schuylkill East trail in Phoenixville	7/13/2023 10:36 PM
199	None other than already identified. Mostly the Schuylkill River loop and Devault trail.	7/13/2023 10:23 PM
200	Phoenixville Greenway to Schuylkill	7/13/2023 10:13 PM
201	No	7/13/2023 8:54 PM
202	Unsure as I've not hiked all the trails near me	7/13/2023 8:40 PM
203	Extend the trail along French Creek through the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary!!	7/13/2023 8:31 PM
204	Not sure	7/13/2023 7:34 PM
205	Not sure	7/13/2023 6:59 PM
206	Trail from Lock 60 in Montgomery County to the trail in Phoenixville that ends at an abandoned lock in Phoenixville (Chester County side) near the French Creek rail underpass.	7/13/2023 6:17 PM
207	Either end of French Creek Trail	7/13/2023 6:14 PM
208	The downtown phoenixville to black rock towpath trail is a gap. Tiny gap!	7/13/2023 5:19 PM
209	To reach kimberton public roads trails are, to date, necessary. To reach kimberton via paved trail would be well utilized by bikes. They are using kimberton road and busy vehicle Township roads now. To use the old devault spur north of kimberton to the French creek along the spurs OLD right of way from the OLD station in Kimberton along Altair's proposed village between sunset lane and _Jay ave./ all the way [under 1 mile] to a bridge across [not existing] the french creek to the (northside? French creek.)Existing trail would connect ALL of kimberton to the trail system in place now..	7/13/2023 4:47 PM
210	Don't know	7/13/2023 3:27 PM
211	Yes! There are a few. I believe it would be amazing if the SRT by the new firehouse continued as pedestrian friendly along paradise street, and connected to a foot bridge elevated over the deadly traffic on route 23. This would be a blessing to many who do their shopping on foot and risk crossing route 23 each day. If the pedestrian friendly walkway continued up 113 and/or toward rapps damn road French Creek Heritage Park could be connected to the network of trails. I also think it would be wonderful for the SRT over by the water plant (along East Pikeland NEW Hidden River preserve!) to connect via trails and safer pedestrian pathways to reservoir park and continue onto black rock sanctuary	7/13/2023 3:19 PM
212	French Creek Trail between center of Phoenixville and Township Line Road near Kimberton	7/13/2023 3:10 PM
213	Connect the trail in Phoenixville that goes under the train tracks to the river trail	7/13/2023 3:07 PM
214	Schuylkill River Trail around Pottstown	7/13/2023 2:35 PM
215	There's no connection to the Mowere rd trial head from nearby communities and the road leading to it is dangerous for pedestrians and bicyclists.	7/13/2023 2:23 PM
216	Connections between Chester Valley Trail and the Schuylkill River Trail	7/13/2023 2:19 PM
217	Connecting the Schuylkill River trail loop, French Creek, and the canal more seamlessly and safely.	7/13/2023 2:17 PM
218	There is no sidewalk or bike lane to get to the mowere lane trailhead from mowere rd which is dangerous for bicycles traveling to the trail from neighboring communities.	7/13/2023 2:14 PM
219	Extend the Schuylkill River trail along French Creek thru the Canal Railroad Underpass and connect Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary. This loop is so scenic, along the Schuylkill canal and river. I like to walk along the canal anyway, but I would love to be able to add this loop to my biking excursions.	7/10/2023 11:55 PM

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220	There are many spots along the Struble that develop large puddles and then become large sections of mud	7/5/2023 10:42 PM
221	As mentioned above I think connecting Phoenixville thorough the devault trail along with connecting it all the way down to Chester valley trail would be huge for the region.	6/23/2023 9:42 PM
222	Chester valley exton to Lancaster Schuychul trail from valley forge to reading	6/21/2023 5:05 PM
223	progress has been stellar!	6/18/2023 10:39 AM
224	Not sure.	5/31/2023 5:02 PM
225	Cvt needs more trails west	5/31/2023 4:40 PM
226	Struble trail needs to come further west. There aren't many accessible trails from D-town to New Holland - at least none that I know of that connect to anything	5/31/2023 4:08 PM
227	I use Trail along Schuylkill River. Need to connect thru Canal Underpass at Riverworks on French Creek so you are able to walk both sides of the River in a single loop walk	5/30/2023 10:05 AM
228	I'm looking forward to the CVT being continued further west.	5/30/2023 8:08 AM
229	Phoenixville to Great Valley Corporate Center Malvern borough to Chester Valley Trail or at least from Old Lancaster Road to the trail	5/30/2023 7:27 AM
230	I would like to see the northern end of the Struble Trail finished from Dorlan Mill Road to Marshall Road. It doesn't necessarily have to be paved, just use the crushed stone train bed that is already in place.	5/25/2023 9:57 AM
231	Swedesford Rd in Exton, there's a partial wooden trail that is incomplete.	5/22/2023 11:49 PM
232	N/A	5/16/2023 10:25 PM
233	SRT - Pottstown. Downingtown Brandywine trail needs a connector between Trestle bridge and Johnson town park	5/11/2023 9:26 AM
234	Closure between fricks lock and trail at montco	5/10/2023 7:40 AM
235	I am disappointed that the Chester Valkey ends in Exton.	5/9/2023 8:11 PM
236	CVT west to Atglen	5/9/2023 7:40 PM
237	Chester trail	5/9/2023 7:38 PM
238	keep extending the CVT or create a spur to west chester	4/27/2023 1:14 PM
239	Living in the borough of Downingtown, I wish there were a safely bikeable way to get to the East Branch Brandywine trailhead. It's a shame that a trail that is so geographically close to me is really not safely accessible by bike due to the lack of bike infrastructure leading up to the trailhead from the borough—it's ultimately safer (but a waste of gas!) for me to drive with my bike to the trailhead.	4/22/2023 5:59 PM
240	Schuylkill River Trail needs to reach into the Communities it passes. To get off it an walk into Phoenixville is a hassle.	4/16/2023 3:39 PM
241	Anything connecting to upper Uwchlan	4/16/2023 9:30 AM
242	Yes - form out place to Struble Trail- Uwchlan Trailhead and to Downingtown library	4/15/2023 12:01 PM
243	Enclave at Chester Springs to Byers Station Trail	4/15/2023 10:31 AM
244	Gap between the SEPTA rail system and Pickering Industrial Park and Pickering Industrial Park to biking paths	4/14/2023 9:28 AM
245	SRT in Limerick. Please open the 422 bridge over the river to foot and bike traffic. The CVT crossing 202 is too dangerous, should be an over pass. Same with CVT over 29.	4/14/2023 4:58 PM
246	None	4/14/2023 3:17 PM
247	Struble while connect with Marsh Creek	4/14/2023 2:22 PM
248	The area of Upper Uwchlan township near the Uppatinas property	4/14/2023 1:57 PM

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249	From the Walmart in Exton through Downingtown	4/13/2023 8:36 PM
250	Paoli Pike at Ellis/Airport (to WCASD/YMCA)	4/13/2023 6:05 PM
251	Marsh Creek State park to Struble trail.	4/11/2023 9:11 AM
252	The Struble Trail needs to be connected to March Creek State Park; Struble Trail should be also connect to the East Brach Brandywine trail (through Downingtown); both of these should be connected to the Chester Valley Trail. Chester Valley Trail should connect to the Schuylkill Trail. All of these should not require riding on busy roads with car traffic.	4/11/2023 9:11 AM
253	Nope..just need to eradicate developers	4/10/2023 5:47 PM
254	See #15	4/10/2023 8:51 AM
255	Ship Road from Valley Hill Rd to rt 30	4/10/2023 8:38 AM
256	Chester Valley West!!!	4/9/2023 5:41 PM
257	Connection of Struble Trail to Marsh Creek (it's close but there are gaps.)	4/8/2023 8:46 AM
258	CVT between Exton and Downingtown	4/7/2023 10:53 PM
259	Marsh creek state park to Struble trail	4/7/2023 12:29 PM
260	I think more of a gap between Downingtown and west chester could be beneficial	4/7/2023 11:45 AM
261	See above answer.	4/7/2023 8:20 AM
262	Extension of CVT to Downingtown for more mileage	4/6/2023 2:42 PM
263	Struble to Chester valley Extend struble to Glenmoore	4/6/2023 2:34 PM
264	Trestle bridge	4/6/2023 9:48 AM
265	Connect the Chester Valley Trail so that you can bike into Philly.	4/6/2023 9:11 AM
266	322 trail to West Chester	4/6/2023 7:21 AM
267	Not sure if Chester Valley trail is completely connected to Philadelphia yet.	4/6/2023 7:19 AM
268	From what I have seen, there are incomplete sections along G.O. Carlson Boulevard in Caln Township that lead to dead ends and no continuing trail.	4/6/2023 1:47 AM
269	Chester Balley to Schuylkill trail	4/5/2023 11:37 PM
270	J-TOWN PARK TO TRESLE BRIDGE TRAIL	4/5/2023 11:02 PM
271	Downingtown borough connection to the east brandywine trail	4/5/2023 10:12 PM
272	Finish the trail on Paoli pike from Ellis Lane all the way to East Goshen Park, please.	4/5/2023 9:56 PM
273	Cvt to srt via valley forge. Cvt to valley forge requires passing through busy area. Valley forge to srt is not well marked and crossing is tough by valley forge visitor center	4/5/2023 9:55 PM
274	Downingtown to West Chester. Johnson Town Park should connect to the trail on 322 that travels along the Brandywine river.	4/5/2023 9:54 PM
275	I would like the Struble trail extended	4/5/2023 8:55 PM
276	The rail road thru Hibernia Park would be great if extended on either side.	4/5/2023 8:51 PM
277	I'd love to see the chester valley trail connected to the various trails in Downingtown.	4/5/2023 8:22 PM
278	Struble trail	4/5/2023 6:37 PM
279	Chester County trail westbound from Exton to Downingtown and beyond	4/5/2023 6:31 PM
280	No	4/5/2023 5:09 PM
281	Downingtown to Atglen.	4/5/2023 4:15 PM
282	Chester valley trail past main Street Exton going west	4/5/2023 4:00 PM
283	No	4/5/2023 3:27 PM

284	I would love it if the Chester Valley Trail connected into Downingtown	4/5/2023 2:42 PM
285	Struggle trail to connect to Marsh Creek statenpark	4/5/2023 2:05 PM
286	East Brandywine trail to Downingtown to Struble trail.	4/5/2023 1:42 PM
287	Chester valley trail to Downingtown	4/5/2023 1:30 PM
288	struble trail from dorlan mill trail,head to lyndell	4/5/2023 12:30 PM
289	Chester Valley trail to Stubble trail	4/5/2023 11:45 AM
290	I would like struble trail to connect to marsh creek state park.	4/5/2023 11:42 AM
291	No	4/5/2023 11:25 AM
292	Connecting the trestle bridge trail safely to the new train station trail in Downingtown would be helpful. We have run that stretch of 322 to make the connection and it's scary with traffic.	4/5/2023 10:42 AM
293	Patriots Path - this is a proposed plan to link The Battle of the Clouds, Valley Forge Park and The Battle of Paoli site in Malvern Borough together.	4/5/2023 9:29 AM
294	Brandywine/Struble/Chester Valley all need to connect	4/5/2023 9:21 AM
295	gap under trestle bridge on 322 - dangerous corner that cuts off access to borough from south of trestle (including Harmony Hill path).	4/5/2023 8:59 AM
296	Struble and CVT need to be connected in some way. Also connecting Struble to Marsh Creek would be great.	4/5/2023 8:57 AM
297	I wish the Struble was longer	4/5/2023 8:28 AM
298	Extending Chester Valley Trail into Downingtown, connectly Brandywine trail to the Strubble trail	4/5/2023 8:24 AM
299	The Chester Valley Trail from Exton westward.	4/5/2023 7:48 AM
300	Connecting Chesco trail to Downingtown. There is an existing old train route. What are you waiting for? Get it done	4/5/2023 7:42 AM
301	Struble to Marsh Creeek	4/5/2023 7:12 AM
302	East Goshen to west Chester	4/5/2023 7:09 AM
303	Downingtown - West chester gap	4/5/2023 6:33 AM
304	Longer trail at east brandywine	4/5/2023 6:10 AM
305	Not that I am aware of	4/4/2023 11:01 PM
306	Connect the Chester-Valley Trail to Downingtown	4/4/2023 10:55 PM
307	Continue the chester valley trail from Exton to Downingtown to connect with the struble and then connect to west chester via the old trolley line	4/4/2023 10:42 PM
308	chester valley trail to dtown & Thorndale	4/4/2023 10:34 PM
309	Starr farm park to harmony hill nature area	4/4/2023 10:26 PM
310	Brandywine trail in East/West Bradford to Struble trail and Chest Country Trail that starts by Walmart	4/4/2023 10:11 PM
311	I'd love harmony hill to actually go somewhere	4/4/2023 10:00 PM
312	Provide history of harmony hill - old trolley tracks, etc	4/4/2023 9:08 PM
313	No	4/4/2023 8:22 PM
314	Center of dtown to covered bridge Dtown to CVT	4/4/2023 8:17 PM
315	Chester Valley trail into Downingtown	4/4/2023 8:01 PM
316	Would love a rail trail where young families could bike/stroller and take breaks at parks or local eateries. The more time outside and out of the car, the better!	4/4/2023 7:56 PM

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317	Struble	4/4/2023 7:48 PM
318	Would be great to connect Harmony Hill/Brandywine to Johnsontown Park	4/4/2023 7:37 PM
319	Chestervalley	4/4/2023 7:19 PM
320	Chester Valley trail to Struble trail and Struble trail to Marsh Creek Park. Marsh Creek loop that is well labeled.	4/4/2023 7:13 PM
321	Definitely connecting the East Branch Brandywine Trail to Johnstown Park and on to Kerr Park in Downingtown. And a better connection between Kerr Park and Kardon Park. Also connecting the north end of the Struble Trail to Marsh Creek State Park, without having to walk on Dorlan Mill Road.	4/4/2023 7:10 PM
322	Struble to Chester Valley	4/4/2023 6:55 PM
323	Dowlin Forge Rd East Brandywine Township should go all the way to Creek road and connect to Struble. Otherwise I always have to drive the mile to get to Struble. Dowlin Forge is unsafe to walk unless there is a trail the whole way.	4/4/2023 6:49 PM
324	See above	4/4/2023 6:40 PM
325	No	4/4/2023 6:31 PM
326	Mason Dixon trail in Landenberg, PA	4/4/2023 6:15 PM
327	Reed to Dorian mill rd	4/4/2023 6:12 PM
328	Chester Valley trail needs to connect up with the Downingtown area	4/4/2023 6:10 PM
329	The Tressle Bridge and rail line.	4/4/2023 5:54 PM
330	N/a	4/4/2023 5:52 PM
331	I think extending or connecting the trails down downingtown pike to the borough would be amazing! There is about a mile stretch of road without any real sidewalk. If we could make the trail a mile longer in sure people would walk in and out of town more frequently and even stop for food.	4/4/2023 5:32 PM
332	Connect all downingtown trails.	4/4/2023 5:25 PM
333	Please extend/connect the struble trail in downingtown.	4/4/2023 5:17 PM
334	Chester Valley Trail has completed it's eastward expansion, now it's time to go west.	4/4/2023 5:01 PM
335	Marsh Creek State Park to Struble Trail and Struble Trail to Harmony Hill.	4/4/2023 3:23 PM
336	West end of the CVT.	4/4/2023 1:33 PM
337	Paoli Pike between Paoli and West Chester	4/4/2023 12:44 PM
338	CV Trail west to Downingtown.	4/4/2023 8:54 AM
339	A trail connecting the Struble Trail and Marsh Creek Lake park.	4/4/2023 8:30 AM
340	Exton to downingtown	4/4/2023 8:24 AM
341	Westward expansion of the Chester Valley Trail?	4/4/2023 2:57 AM
342	Cvt to downingtown	4/3/2023 10:45 PM
343	Brandywine Trail to Stroud preserve	4/3/2023 10:10 PM
344	Struble trail west through Coatesville area and west towards atglen trails	4/3/2023 10:05 PM
345	exton to downingtown	4/3/2023 9:46 PM
346	Chester valley trail when it dead ends in Exton, would be nice for it to continue that way. I start in Exton and only have one way to go.	4/3/2023 8:17 PM
347	CVT starting point at exton beyond Walmart goes into bushes. Unsafe and scary	4/3/2023 7:45 PM
348	Ches Len. I believe it's the horse trail on the left it follows the water and then just ends! You have to turn back because it does not continue	4/3/2023 7:21 PM

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349	Downingtown to Exton.	4/3/2023 7:01 PM
350	Cvcc	4/3/2023 6:28 PM
351	Enola Low Grade -- Atglen to Chester Valley Trail	4/3/2023 6:14 PM
352	CVT SRT connection	4/3/2023 5:59 PM
353	Chester Valley Trail - ideally hooking up to the Schukyll river trail, but a link to Valley Forge would also be pretty big.	4/3/2023 5:16 PM
354	I'm honestly not familiar enough.	4/3/2023 5:09 PM
355	Struble trail to Marsh Creek East Brandywine to Cheslen	4/3/2023 4:46 PM
356	not at this time	4/3/2023 4:44 PM
357	missing Restrooms along Brandywine Trail, Chester Valley Trail, Even in Marsh Creek State park and other parks during winter months	4/3/2023 4:28 PM
358	I heard that there is a Devault trail planned that will connect Phoenixville and the Schuylkill Valley Trail to Malvern and the Chester Valley Trail. I'd love it if it could also connect somehow to other local trails, like the Horseshoe trail, Pickering Creek, or Cedar Hollow.	4/3/2023 4:15 PM
359	Struble Trail to Marsh Creek	4/3/2023 4:01 PM
360	Kennett Avondale West Grove	4/3/2023 3:54 PM
361	Not at a county managed level.	4/3/2023 3:15 PM
362	N/a	4/3/2023 3:08 PM
363	Don't have enough knowledge on the local trails to say much – except to say that I would love to be able to bike to the Chester Valley bike trail from Chester Springs	4/3/2023 3:07 PM
364	Connect to Saint Anthony in the hills to white clay	4/3/2023 2:55 PM
365	Chester valley trail to struple trail, cvt to Wayne, cvt to SRT	4/3/2023 2:45 PM
366	Chester Valley trail should go to Downingtown.	4/3/2023 1:09 PM
367	Exton park. It's in the middle of no where with no scenery and just stops randomly.	4/3/2023 1:02 PM
368	Chester Valley Trail West linking to the Enola Low Grade Trail and CVT.	4/3/2023 11:15 AM
369	Kennett Greenway in general, connectivity to CVT and SRT	3/31/2023 6:38 AM
370	There is no sidewalk or trail connecting the 926/82 area to either Unionville or Kennett.	3/30/2023 2:41 PM
371	Yes, the Devault trail	3/29/2023 2:02 PM
372	Exton to west Chester	3/29/2023 4:18 AM
373	Tieing the Struble Trail to Chester County Valley Trail would be very nice.	3/28/2023 8:38 PM
374	None	3/28/2023 5:12 PM
375	Need trails to get to great valley corporate center so we could ride safely to work	3/27/2023 8:18 PM
376	We live halfway between the Chester Valley Trail and the Radnor Trail, but it's not really safe to ride to either one of them.	3/26/2023 8:10 PM
377	Connecting the Kennett Greenway trail system to Lock Nairn and other trail systems in the county	3/24/2023 9:23 AM
378	CVT and Brandywine Trail	3/23/2023 2:18 PM
379	Chester Valley Trail West connection to Enola Low Grade Trail - is that still planned, what is happening there?	3/20/2023 7:32 PM
380	Connect the central section of the CV trail to somewhere in the Phoenixville area of the SRT.	3/20/2023 5:19 PM
381	CVT West from Exton to Coatesville	3/20/2023 12:05 PM

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382	Big Elk State Park to White Clay Preserve and trail to Newark, DE.	3/20/2023 7:49 AM
383	Kennett Greenway	3/19/2023 1:55 PM
384	Kennett Greenway. Missing many parts. Unclear if the plan is still being pursued. It's been "in the works" and getting tons of grants over the last 5 years but absolutely no progress. Instead of connecting trail pieces, they want to pump a bunch of money into existing parks. Poor use of resources.	3/18/2023 10:40 PM
385	Paoli Pike Trail going west from Reservoir Rd. In East Goshen.	3/18/2023 2:21 PM
386	Coatesville to Downingtown Downingtown to Exton Atglen to Enola trail	3/16/2023 9:19 AM
387	the very long promised 14 mile loop around Kennett Square and a trail connecting Kennett to the Chester Valley Trail	3/15/2023 6:53 PM
388	Chester Valley Trail from Exton to Atglen is the most important link missing from having an East / West connection across the county.	3/15/2023 4:56 PM
389	Continuation of Struble trail on the south and north.	3/15/2023 1:20 PM
390	Parkesburg to Atglen and Atglen to the Enola Low Grade in Lancaster County. Parkesburg to Kennett Square	3/15/2023 10:47 AM
391	Safe bike access from trail to Whitford Train Station	3/15/2023 12:16 AM
392	Chester Valley and Branch Brandywine Trails	3/14/2023 10:20 PM
393	Struble trail to Marsh Creek State Park and beyond. Struble trail to Harmony Hill. CVT to Enola Low Grade trail.	3/14/2023 9:40 PM
394	Exton - West	3/14/2023 8:40 PM
395	Connect end of CVT to Downingtown	3/14/2023 8:09 PM
396	Need to connect East Brandywine Trail to Struble and Chester Valley Trail.	3/14/2023 7:52 PM
397	East Bradford?	3/14/2023 7:44 PM
398	Enola Low Grade	3/14/2023 7:42 PM
399	Chester Valley Trail westbound	3/14/2023 7:40 PM
400	I would like to bike to both West Chester and Downingtown safely from the CVT. The expansion of the CVT can't happen fast enough.	3/14/2023 4:51 PM
401	Newgarden township park trail to white clay would be great. As well as developing a dedicated back roads circuit that bicyclist could use even going up to Lancaster would be a huge economic boon for the area. It's a beautiful area to bike but the shoulder safety is horrible. ultimately, if there is a connector from Kennett to Delaware water, gap/Philadelphia would be amazing.	3/14/2023 4:38 PM
402	Connecting the Chester Valley Trail to the Lancaster trail and connecting the Schuylkill River Trail back into Montco from North Coventry where it is completed into Pottstown where Montco needs to complete their work.	3/14/2023 3:15 PM
403	Chester Valley Trail extension through to connect to Downingtown	3/14/2023 12:26 PM
404	Kennett Greenway	3/14/2023 11:07 AM
405	Chester Valley Trail	3/14/2023 10:47 AM
406	Seems Kennett trail parts do not connect	3/14/2023 9:53 AM
407	Extending the Chester Valley Trail to Atglen to connect with Lancaster County's Enola Low Grade Trail (and on to Harrisburg!).	3/13/2023 2:48 PM
408	I'm very interested in plans to extend the Chester Valley Trail further westward.	3/13/2023 1:28 PM
409	Connecting the "trestle bridge" in Downingtown with the existing rail trails.	3/13/2023 12:36 PM
410	East Branch Brandywine Trail remains isolated from other trails. Especially the south end.	3/13/2023 12:05 PM

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411	Chester Valley trail westward to Downingtown and Coatesville	3/13/2023 8:42 AM
412	Chester Valley trail 5o Downingtown and on to Coatesville.	3/13/2023 8:40 AM
413	PICTA trail connection to other side of river	3/12/2023 5:31 PM
414	East Goshen Township Trail -- connects to the Twp park and EG shopping but then abruptly stops at the corporate center. Needs to be connected to Fugett Middle School so more students and employees can truly use it to travel there.	3/12/2023 4:20 PM
415	If the Struble Trail in Downingtown can be connected to the 322 trail that would be great! 6th grade center to the Uwchlan trail at the corner of Pennypacker and Rice	3/12/2023 10:34 AM
416	I'll have to keep exploring	3/12/2023 6:58 AM
417	East Branch of Brandywine Creek Trail to Struble Trail, Struble Trail to Marsh Creek State Park, Chester Valley Trail from Exton terminus going west to Coatesville.	3/11/2023 11:30 PM
418	Link Struble Trail to Chester Valley trail. The train trestle if converted to trail would be a "destination" trail for may people.	3/11/2023 8:05 AM
419	Struble trail to Marsh Creek. Chester Valley trail west to Parkesburg. Brandywine Trail in East Bradford to Downingtown parks and south end of Struble trail.	3/10/2023 8:57 PM
420	The Chester Valley trail connector to the Schuylkill River trail. And the dream would be to have the city of West Chester connected to it as well.	3/10/2023 6:51 PM
421	Chester valley,(Exton to Downingtown), struble(Marshall rd to trail)	3/10/2023 6:23 PM
422	CV trail crossing at rt 29 buy 202 must be a better way to get across a major highway	3/10/2023 1:59 PM
423	We ride from Frazer to the Home Depot in King of Prussia and then the trail stops. I would like to have an easy connection to the Schuylkill River Trail -the one that goes down to Manayunk.	3/10/2023 11:02 AM
424	The Chester Valley Trail connection from Exton to Downingtown, and then continuing to Atglen.	3/10/2023 10:29 AM
425	Landenberg Junction Trail to Penn Dell Trail	3/10/2023 9:32 AM
426	Schuylkill River Trail	3/10/2023 8:00 AM
427	Link Chester county bike trail at KoP to the Schuylkill Trail	3/10/2023 7:48 AM
428	CVT to SVT (years behind schedule). Struble to a larger trail?	3/10/2023 7:10 AM
429	Struble trail is a mess/needs to be repaved and should be extended toconnect with Marsh Creek	3/9/2023 11:30 PM
430	Downingtown (Struble) to Chester Valley Trail entrance near Exton Crossing. Also the northern part of the Uwchlan trail - connect this to Eagleview Town Center. Finish connecting the northern top of Struble to Marsh creek trails along Dorlan Mill Rd. Provide a safe trail for residents at Norwood House Apartments in Downingtown to enter the Struble trail.	3/9/2023 10:25 PM
431	I would love to see the Struble connected to Marsh Creek	3/9/2023 10:19 PM
432	I'm not sure	3/9/2023 10:03 PM
433	Kennett Greenway	3/9/2023 9:16 PM
434	I would love to see the Chester valley trail go into West Chester Borough and connect with the University!	3/9/2023 9:02 PM
435	The trail along 322 kind of ends in the road before a sidewalk starts in Downingtown	3/9/2023 8:36 PM
436	Connect the Enola low grade trail with the Chester Valley trail via the Downingtown High Bridge. Will draw folks from near and far, like how the Safe Harbor bridge project did.	3/9/2023 8:26 PM
437	Struble - extend into Marsh Creek Also, connect Downingtown to the Brandywine trail	3/9/2023 7:11 PM
438	The NORCO parks are not connected across St Peters Rd into French Creek St Park or for that matter other parts of the NORCO park	3/9/2023 6:52 PM
439	Marsh Creek to Struble	3/9/2023 5:35 PM

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440	Paoli pike to YMCA	3/9/2023 4:48 PM
441	Parrish trail (I think that's what it's called)	3/9/2023 4:36 PM
442	Enola Low Grade	3/9/2023 4:31 PM
443	The Greenway Project	3/9/2023 3:58 PM
444	Chandler Mill Kennett Greenway	3/9/2023 3:56 PM
445	Kennett Borough should have safe bike paths in borough	3/9/2023 3:27 PM
446	Bayard to Kennett Square	3/9/2023 2:55 PM
447	West Downingtown extension of CVT.	3/9/2023 2:30 PM
448	CVT to Downingtown Trestle and beyond to Enola Low Grade; Connecting East Branch Brandywine to Struble, and Struble to Marsh Creek Park	3/9/2023 2:10 PM
449	NO	3/9/2023 12:22 PM
450	East Brandywine park to Struble trail	3/9/2023 11:58 AM
451	The connection to the Enola low grade trail	3/8/2023 9:40 PM
452	CVT west from Exton mall area, please take it to Lancaster county	3/8/2023 7:59 PM
453	England Low Grade Trail in Atglen area. Would it be possible to extend further south	3/8/2023 4:39 PM
454	Kennett Square	3/8/2023 1:20 PM
455	Brandywine trail gaps between its current terminus and West Chester borough and along 322 in East Caln leading into Downingtown	3/8/2023 12:25 PM
456	These three trails exist independently. The gap is the need to acquire land easements and building connector paths.	3/8/2023 6:29 AM
457	CVT to Downingtown, a spur to Phoenixville, and my comments in the prior question about rethinking Lancaster Ave. Crossing/connecting to the CVT near Rt. 29 is poor. (Is a direct pedestrian bridge feasible?) In short, there are multiple ways to make crossing and riding on Rt. 29 much safer. Riding from the CVT near Wegmans to Sly Fox will make you order an extra drink! It's rough. And when thinking about gaps, we need improved intersections when crossing driveways/roads. For example, bike paths in the Netherlands cross driveway cutouts and streets at grade, which is safer for people outside of cars. The area around Uptown Worthington, Matthews Rd., and Target comes to mind, where the CVT feels like it was forced in. For reference, Jeff Speck comments on bikes, paths, and intersections in Walkable City Rules, 101 Steps to Making Better Places. The YouTube channel Not Just Bikes is a fantastic resource as well, when thinking about trail/path design.	3/8/2023 3:57 AM
458	Connect Kennett Square Trails to Delaware Trails (Delaware has a state-wide trail system consultant's plan)	3/7/2023 11:12 PM
459	I would love to see my township, East Bradford connect to the West Chester borough sidewalks hrough walking/biking trails	3/7/2023 8:53 PM
460	Chester Valley Trail to Downingtown, Coatesville, and Parkesburg	3/7/2023 5:49 PM
461	White Clay Creek Preserve to Landenberg (up Penn Green), Avondale Borough to Route 1 area (Not along 41),	3/7/2023 3:13 PM
462	Connect Chester County Trail with Harmony Hill Trail and Struble Trail in Downingtown.	3/7/2023 2:06 PM
463	Beyond the CVT going west i hope to see it connect with harmony hill and smedley trails	3/7/2023 7:43 AM
464	I would love to see the Struble trail extend towards honey Brook and continue to see the Chester Valley Trail extend. Better connections between the existing county trails and other destinations would be awesome too.	3/6/2023 10:41 PM
465	East Brandywine Trail needs a safer connection into Downingtown and to the Struble Trail. Although you can ride the shoulder of Rt 322 it isn't the safest.	3/6/2023 8:51 PM
466	Extend Chester County trail to Downingtown, over the Trestle Bridge.	3/6/2023 5:53 PM

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Chester County Trails Master Plan Survey

467	The SRT <-> CVT connection at Norristown will be great, but it's also a ways out of the way for folks further west (admittedly not as populated out there too, though!)	3/6/2023 4:53 PM
468	French Creek Trail	3/6/2023 3:52 PM
469	French Creek heritage trail,	3/6/2023 3:08 PM
470	Can we connect Hibernia to Stuble to Chester Valley?	3/6/2023 1:07 PM
471	The east/west trail paralleling Lancaster Ave/Lincoln Hwy between Exton and Coatesville needs to be completed	3/6/2023 12:56 PM
472	CVT west to connect with Enola Low Grade Trail Devault Trail to connect CVT to SRT Uchlan Trail to connect to CVT	3/6/2023 12:33 PM
473	Chesterbrook from CVT to Valley Forge Park CVT to Cedar Hollow Park (parking) CVT to Valley Creek Park & GVCC/Atwater CVT to Mill Creek Park / Tredyffrin Township building CVT to Exton Sq Mall/Whole Foods CVT to Whitford Train Station	3/6/2023 11:50 AM
474	I do not know.	3/6/2023 9:27 AM
475	Whitehorse Rd is very dangerousness and has room for a trail on the side of it. Could connect to the existing trail/sidewalk on Rt 29 and the future Devault Trail.	3/6/2023 9:18 AM
476	The Schuylkill river trail needs to connect over 422 to get to Pottstown from the southeast portion of the trail	3/6/2023 9:03 AM
477	1. No easy way to stay on Stuble trail when going thru Downingtown 2. No easy way to get from Struble trail to CVT	3/6/2023 8:25 AM
478	complete the connection between the CVT and the Schuylkill River Trail (I understand this is currently under construction)	3/6/2023 7:57 AM
479	The Struble Trail could be longer along the Brandywine. Maybe connection to Springton Manor Park.	3/6/2023 7:57 AM
480	Same as above, connect CVT up to an area close to Uwchlan township building or even further North. Some of this already somewhat exists, just needs to be better completed.	3/6/2023 7:49 AM
481	I would like a North-South trail from West Chester to Exton	3/6/2023 7:17 AM
482	CVT extension west to ELGT would be awesome. This would connect the SRT via the CVT all the way to the Susquehanna River via the ELGT and three high trestles along the way.	3/5/2023 9:29 PM
483	Brandywine trail to struble trail in East Caln/D-town borough. the concept is already there - why not built this simple and relatively inexpensive connection	3/5/2023 8:39 PM
484	The CVT at Target in Malvern is unsafe. The crossing intersection is dangerous and there is a steep ramp down to Matthews road that has a sharp turn at the bottom of the ramp. Many cyclists cannot negotiate that turn safely. We avoid the trail in this area and ride on the road instead.	3/4/2023 12:29 PM
485	CVT to Lancaster	3/3/2023 4:45 PM
486	Goddard Park in West Grove, PA does not connect to West Grove borough directly. Also Goddard Park to the Jennersville shopping center area (rte 796 and Old Baltimore Pike); Lastly, Goddard Park to Avondale, PA	3/3/2023 12:55 PM
487	Complete the Chester Valley Trail west Connect the Struble trail to Marsh Creek	3/2/2023 8:37 PM
488	New Garden Township's Mill Race Trail, Laurel Woods Trail and Landenberg Junction Trail, all along the White Clay Creek but unconnected.	3/2/2023 7:47 PM
489	Rail to trail gap from Honey Brook to Hibernia and another gap from Hibernia to Coatesville. Major gap between Coatesville to Downingtown.	3/2/2023 7:12 PM
490	Completing the trail gap between Thorndale and Downingtown would open access to many other trail connections and amenities.	3/2/2023 5:11 PM
491	St. Matthews Rd, Chester Springs (W Vincent Twp) park should extend to Yellow Springs going east and Weatherstone/Ludwigs Corner going west.	3/2/2023 1:37 PM

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492	Atglen	3/1/2023 3:04 PM
493	Struble Trail, gap has existed at far end since its creation	3/1/2023 11:12 AM
494	bridge to cross Rt. 100 for Chester County trail	3/1/2023 9:21 AM
495	As above.	2/28/2023 7:26 PM
496	Chester valley towards Downingtown. Strobe trail north to Elverson.	2/28/2023 4:53 PM
497	Create safe spaces to walk along Market and Gay streets heading to Paoli Pike and the west Goshen shopping center. Where do car-less residents shop? I see women with baby strollers on the side of Market trying to get to the Acme. So dangerous!	2/28/2023 2:42 PM
498	Chester Valley Trail	2/28/2023 12:34 PM
499	Same as above	2/28/2023 11:52 AM
500	West end of Chester Valley Trail	2/28/2023 11:39 AM
501	Incorporate Trestle Bridge into a trail. The old ROW can be walked but to continue you have to come down and walk around/under the Trestle.	2/28/2023 11:23 AM
502	see above	2/28/2023 11:04 AM
503	Along Paoli Pike leading into West Chester . Continue the CVT into Downingtown	2/28/2023 11:03 AM
504	CVT connection to Whiteland Woods development.	2/28/2023 11:03 AM
505	CVT western extension is a major gap that needs to be filled.	2/28/2023 11:00 AM
506	East Brandywine	2/28/2023 10:41 AM
507	Chester Valley and Phoenixville trail	2/28/2023 10:30 AM
508	Great Valley to Phoenixville; gap between SRT & Pottstown; CVT to Downingtown; Downingtown to Atglen & Enola Low Grade Trail; sign Uwchlan Trail between CVT Exton Park & Struble Trail; CVT to W Chester; eastern CC trails to southern CC & Chadds Ford & Kennett Square; VFHNP to Heinz Refuge & East Coast Greenway	2/28/2023 10:29 AM
509	Connecting New Garden Township trails to Penn Del Trail (White Clay Creek Preserve)	2/28/2023 9:54 AM
510	When you need to cross Route 100 either at the Swedesford/Waterloo intersection or the Ship Rd intersection the light does not stay green long enough to cross. You must run to get across before the light turns. This does not feel safe. Also, there are not "trails" or sidewalks that can take you from these intersections to nearby shopping areas. A few sidewalks would make these areas accessible people walking to do their shopping on foot rather than by car	2/28/2023 9:32 AM
511	CVT-Enola	2/28/2023 9:28 AM
512	I believe the Horse-Shoe Trail at the eastern edge of Warwick County Park only allows crossing the French Creek via a high tree trunk which had fallen over it some years ago. I'd like to see a bridge built there to replace the tree. It's quite risky in its current situation.	2/28/2023 9:20 AM
513	Repair existing bridge connecting PennDel and Charles Bailey trail in Whit Clay Preserve. Install new footbridge over old railroad bridge foundations to connect PennDel and Charles Bailey trails at PA/DE state line in White Clay Preserve.	2/28/2023 9:13 AM
514	Along the Schuylkill river Pottstown	2/28/2023 9:00 AM
515	I would love if Fox Hollow Trail could be extended along Grubb Rd and Devon Rd to form a loop	2/28/2023 8:47 AM
516	Struble trail going north.	2/28/2023 8:44 AM
517	See above. Lots of people walk around our neighborhood (long lane/shepherd road/Andrew road) and if we could connect to the trails that take us to East Goshen park, we could extend the walk and even make it to some of the businesses on Paoli pike.	2/28/2023 8:44 AM
518	Connection between Cyprus Street and Kennett Green way walk starting on South street.	2/28/2023 8:43 AM
519	Schuylkill River trail segment to complete connection to trail heading west from Pottstown	2/28/2023 8:39 AM

520	Struble trail north of Dorlan Mill parking lot connecting CVT to Struble Trail Trail from Downingtown to West Chester	2/28/2023 8:28 AM
521	Chester Valley Trail West. Eager to get that started.	2/28/2023 8:22 AM
522	French creek trail should connect to Schuylkill River trail, but it stops at Township Line Rd. There is a section of paved trail through a housing development that could be part of a connection between East Vincent Elementary School and Park on the Ridge.	2/24/2023 8:40 AM
523	Chandler Mill Trail, connections to South Kennett Square	2/24/2023 12:07 PM
524	It would be great if the Chester Valley Trail continued west to connect with the trails in Downingtown. Also, for walking, it would be nice to complete the connection of the Parrish Trail to the Chandler Bridge Trail without haveing to go out on the road.	2/23/2023 11:15 AM
525	The Chandler Mill road trail is across the street from the Preserve at New Garden neighborhood, but is inaccessible by foot/bike. A very inexpensive fix to mow township-owned grass and building a foot bridge could allow 66+ homes access to the trail, as well as to the town of Kennett Square. It would allow the kids to bike to the high school, and allow us to walk to the grocery store and other shopping. An additional inexpensive extension from the Preserve to Candlewyk would open access to another 130+/- homes.	2/23/2023 8:20 AM
526	This whole survey assumes that there should be more trails. Some trails are important, some are essentially amenities. There needs to be some prioritization as well as realistic assessments of costs to create and maintain trails.	2/22/2023 6:24 PM
527	Yes - The Exton trail doesn't connect to the Schuylkill River Trail (comes up only about a mile or two short).	2/22/2023 6:22 PM
528	Yes	2/22/2023 5:35 PM
529	don't know.	2/22/2023 3:26 PM
530	Not sure.	2/22/2023 2:20 PM
531	Downingtown to West Chester	2/22/2023 10:16 AM
532	Kennet Square to West Chester	2/21/2023 10:10 PM
533	Cheslen needs bridges that allow horses to cross and trailer parking	2/21/2023 7:07 PM
534	Getting into the Borough of Kennett Square. Getting to the High School.	2/21/2023 6:10 PM
535	Extend Chester Valley Trail (much) further west.	2/21/2023 5:33 PM
536	Struble Trail to Marsh Creek State Park	2/15/2023 11:46 PM
537	Most local roads in West Whiteland Township are narrow and have no shoulders, so, to get to a park or public trail one has to drive, because walking or biking on local roads is outright dangerous.	2/15/2023 1:45 PM
538	I would LOVE to see the STRUBLE trail extended. Maybe a pipedream but if the Struble and CVT connected that would open up a nice connection to Marsh Creek State park; especially now that CVT connects to the SRT and Perk.	2/15/2023 7:55 AM
539	I would like to see more trails have connections to each other in general and ideally to the Circuit Trails.	2/12/2023 3:37 PM
540	Connect Downingtown to West Chester	2/10/2023 9:13 AM
541	CVT should connect with DOWNINGTOWN.	2/10/2023 8:07 AM
542	First West Chester fire house to the existing Mercer's Mill neighborhood trail.	2/9/2023 8:32 PM
543	Complete the CVT to the Enola Low Grade trail.	2/9/2023 2:21 PM
544	The Kennett Greenway	2/8/2023 2:08 PM
545	Chester Valley Trail west to Downingtown via the Trestle Bridge. This would be a	2/5/2023 11:55 AM
546	Warner spur -In the plan eliminate the proposed bridges at swedesford road and at Indian run - not needed and would reduce cost on the trail. I'm sure you are well aware that CVT runs over	2/4/2023 11:18 AM

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	RT401, old Phoenixville pike and even route 29.	
547	Devault Trail CVT from Exton to Enola Low Grade Trail CVT from KOP to Norristown (being completed)	2/3/2023 1:12 PM
548	Chester County trail to trails in King of Prussia, just a short bit north on 202	2/2/2023 10:47 AM
549	Would like to see connector trails from Hibernia to Struble.	2/1/2023 10:30 AM
550	CVT in Exton/ Downingtown	1/30/2023 9:01 AM
551	Walking path from Rt 30 to the CVT	1/29/2023 9:09 PM
552	I have none to make at this time.	1/29/2023 5:44 PM
553	idk	1/29/2023 2:55 PM
554	Chester Valley Trail	1/29/2023 12:07 PM
555	Unionville trail , wile pleasant, should conect to something longer.	1/29/2023 6:34 AM
556	Chester Valley Trail in Exton, Pa dead end.	1/28/2023 10:05 PM
557	Chester valley trail heading south/west towards Downingtown	1/28/2023 9:54 PM
558	CVT to Struble. Pick any of the many defunct railroad tracks.	1/28/2023 8:10 PM
559	Trail along rt 282 thru Kaufman property toward Marsh Creek Park.	1/28/2023 7:46 PM
560	No	1/28/2023 7:26 PM
561	Brandywine Trail to Chester Valley Trail	1/28/2023 7:15 PM
562	Chester Valley Trail <--> Schuylkill River Trail. East Branch Brandywine trail up through Downingtown.	1/28/2023 5:13 PM
563	I am not familiar with trails in the western part of the county. Not in my immediate vicinity	1/28/2023 4:57 PM
564	Chester Valley Trail, Enola Low Grade Trail	1/28/2023 4:39 PM
565	Chester Valley	1/28/2023 4:24 PM
566	Please connect Chester Valley Trail to the Struble Trail Please connect the Struble Trail to Marsh Creek State Park	1/28/2023 4:16 PM
567	Harmony Hill nature area is fantastic. I do think it would be great to have more trails there. It would also be a great spot for a disc golf course	1/28/2023 2:07 PM
568	Chester county trail to connect to schuykill river trail	1/27/2023 8:08 AM
569	Mercers Mll Trail	1/25/2023 10:21 AM
570	CVT to harmony hill	1/24/2023 7:30 PM
571	Harmony Hill to the borough needs a simple safe for kids connector. especially once the new train station is built. I think there is basically one area that needs a bridge to get to the pedestrian sidewalks.	1/24/2023 4:00 PM
572	Chester Valley Trail Brandywine Trail from East Bradford to Chadds Ford	1/24/2023 10:22 AM
573	Chester Valley Extension, next to 322 into Downingtown from the trestle bridge	1/23/2023 4:18 PM
574	cvt to srt cvt to struble	1/23/2023 2:58 PM
575	no	1/23/2023 11:50 AM
576	Complete yeh Chester valley trail. Connect the trail with horseshoe trail, harmony hill and finish the trail to Downingtown and beyond.	1/23/2023 11:42 AM
577	Downingtown to the CVT	1/23/2023 9:30 AM
578	Harmony Hill to the Chester Valley Trail & Struble Trail. Struble Trail to Marsh Creek	1/22/2023 5:16 PM
579	Connect CVT to SRT, connect CVT to Trestle	1/22/2023 11:23 AM

Chester County Trails Master Plan Survey

580	Downingtown to coatesville and parkesburg.	1/22/2023 9:38 AM
581	Connect CVT to trestle bridge and then bring out west	1/22/2023 9:31 AM
582	Extension of the CVT into Downingtown/Thorndale would be great!! Connect the East Branch Brandywine Trail to Downingtown Borough and the Struble Trail.	1/22/2023 9:23 AM
583	Connect CVT to thorndale and harmony hill. Connect off road trails to multi use trails whenever possible	1/22/2023 8:54 AM
584	West Chester to east goshen park. Trail to city from Downingtown. Gets dangerous around Valley forge	1/22/2023 5:21 AM
585	Connecting the Struble to the Trestle Bridge trail in Downingtown and extending both trails would be amazing.	1/21/2023 11:32 PM
586	All trails in the northwestern Upper Uwchlan Township	1/21/2023 11:11 PM
587	Chester Valley Trail needs to continue to West Chester/Downingtown	1/21/2023 8:41 PM
588	Link CVT to struble trail in Downingtown. Could ride to work safely this route. Link Struble Trail to Brandywine Trail (along 322 in Downingtown). Link Brandywine trail to west Chester?	1/21/2023 8:21 PM
589	Converting trestle bridge to Chester valley trail.	1/21/2023 7:12 PM
590	fox hollow trail	1/21/2023 6:23 PM
591	Chester Valley Trail's need to come further west in Chester County	1/21/2023 5:07 PM
592	Struble trail. I thought this was coming from Downingtown into Honey Brook? Is that connection going to happen? Will Hibernia Park connect to Struble and/or Icedale? A connection of horseshoe trail to struble would be nice too.	1/21/2023 3:28 PM
593	Harmony hill trail to struble trail	1/21/2023 3:24 PM
594	Would love to see a safe off-road connection of the Chester Valley Trail to the Struble Trail, a way to get from the northern terminus of the Struble into Marsh Creek State Park's Dorlan Mill lot without riding on the road, and a viable off-road connection from the southern terminus of the Struble trail to the East Branch Brandywine Trail (and thus the Harmony Hill trail system).	1/21/2023 3:11 PM
595	anything that connects us to the borough!	1/21/2023 12:48 PM
596	CVT to Phoenixville.	1/21/2023 9:53 AM
597	Complete the CVT out to Coatesville. I want to ride my bike from home to the velodrome.	1/20/2023 6:37 PM
598	A recreational trail between downingtown and chadds ford along Brandywine. There's some sections of trail but many gaps.	1/20/2023 5:20 PM
599	from Harmony Hill to Stroud Preserve...a lot of road along the "white trail" there	1/20/2023 5:17 PM
600	Connection from Downingtown to West Chester	1/20/2023 12:43 PM
601	CVT to SRT	1/20/2023 12:00 PM
602	Same as above	1/20/2023 11:28 AM
603	Enola Low Grade Trail!!	1/20/2023 10:45 AM
604	Trestle bridge abandoned railroad in downingtown	1/20/2023 10:10 AM
605	Stroud Preserve, Cheslen Preserve, and Hogs' Hollow should become multi-use to allow for bicycles.	1/20/2023 10:01 AM
606	I think connecting places, generally, would be great. Chester county has some of the worst roads to ride on. No shoulders and speeding and aggressive riders. I've been hit by a car while riding in a shoulder. I would love, for example, to be able to ride safely from west Chester/exton to downingtown. Converting the old rail bed would be a great use of the land and connect two areas that have trails and restaurants without necessarily turning an existing trail into Disneyland.	1/20/2023 9:32 AM
607	See above.	1/20/2023 9:12 AM

Chester County Trails Master Plan Survey

608	See above.. as downing town continues to grow and is mostly flat.. it is perfect to have interconnecting trails to access commercial parts of the burrough	1/20/2023 7:13 AM
609	CVT to Downingtown	1/19/2023 7:30 PM
610	Chester Valley Trail to Perkiomen or Schuylkill Trails Struebel Trail to Chester Valley Trail Chester Valley Trail to Sunset Hollow Trails	1/19/2023 5:14 PM
611	There is a trail along valley creek in chesterbrook that could be extend all the way to rt29 connecting a number of small trail systems. think big !)	1/19/2023 4:38 PM
612	Chester Valley Trail west	1/19/2023 4:09 PM
613	Struble Trail to Marsh Creek connection	1/19/2023 3:57 PM
614	CVT to SRT	1/19/2023 3:50 PM
615	Hamorton to Longwood Gardens (see #15 above)	1/19/2023 3:30 PM
616	East Branch Brandywine Trail	1/19/2023 3:08 PM
617	The Brandywine and Struble Trails should connect.	1/17/2023 2:35 PM

Chester County Trails Master Plan Survey

Q17 Please select your age range:

Answered: 1,239   Skipped: 113
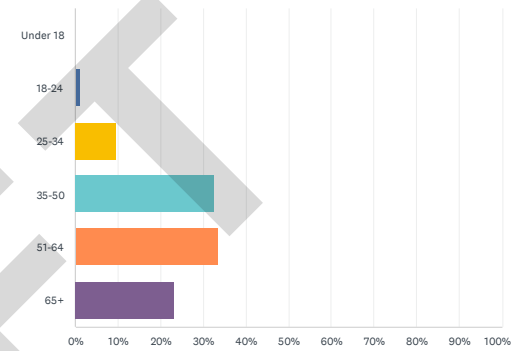
ANSWER CHOICES	RESPONSES	
Under 18	0.08%	1
18-24	0.97%	12
25-34	9.52%	118
35-50	32.61%	404
51-64	33.49%	415
65+	23.33%	289
TOTAL		1,239

Chester County Trails Master Plan Survey

Q18 How would you describe yourself?

Answered: 1,236   Skipped: 116
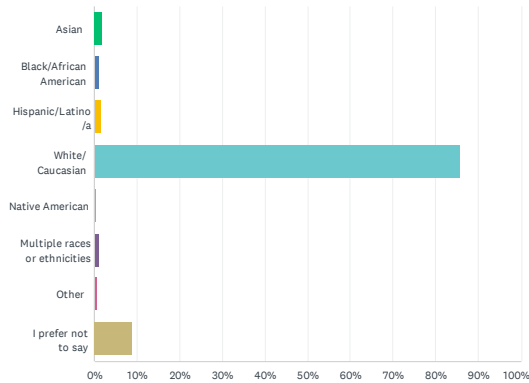
ANSWER CHOICES	RESPONSES	
Asian	1.94%	24
Black/African American	1.13%	14
Hispanic/Latino/a	1.46%	18
White/ Caucasian	85.76%	1,060
Native American	0.32%	4
Multiple races or ethnicities	1.13%	14
Other	0.57%	7
I prefer not to say	8.98%	111
Total Respondents: 1,236		

Chester County Trails Master Plan Survey

Q19 Gender: How do you identify?

Answered: 1,234   Skipped: 118
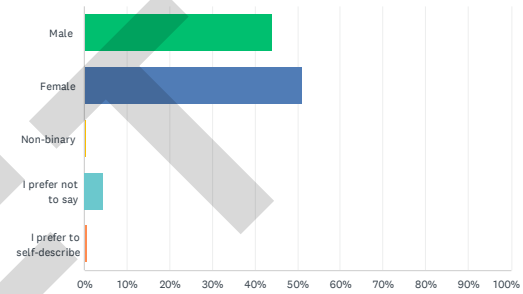
ANSWER CHOICES	RESPONSES	
Male	43.84%	541
Female	50.97%	629
Non-binary	0.41%	5
I prefer not to say	4.46%	55
I prefer to self-describe	0.65%	8
Total Respondents: 1,234		

#	I PREFER TO SELF-DESCRIBE	DATE
1	Male	7/30/2023 10:56 AM
2	I also identify as a cat	7/18/2023 8:12 PM
3	don't identify i am a man	7/14/2023 7:48 PM
4	Irrelevant - how dare you	5/31/2023 4:10 PM
5	There are only 2	5/10/2023 10:33 PM
6	There is only M/F Remove the rest!!!	5/10/2023 6:23 PM
7	Non	4/3/2023 3:58 PM
8	Super handsome gorgeous male	1/21/2023 11:20 PM

Chester County Trails Master Plan Survey

Q20 What is your approximate household income?

Answered: 1,224   Skipped: 128
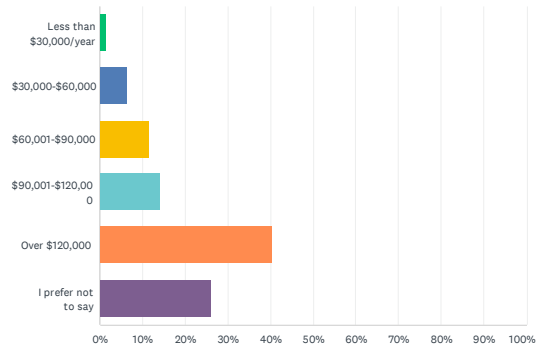
ANSWER CHOICES	RESPONSES	
Less than $30,000/year	1.39%	17
$30,000-$60,000	6.37%	78
$60,001-$90,000	11.60%	142
$90,001-$120,000	13.97%	171
Over $120,000	40.52%	496
I prefer not to say	26.14%	320
TOTAL		1,224

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Q21 What is your zip code?

Answered: 1,204   Skipped: 148

#	RESPONSES	DATE
1	19460	8/1/2023 6:28 AM
2	19460	7/31/2023 11:09 PM
3	19460	7/31/2023 9:32 PM
4	19460	7/31/2023 6:27 PM
5	19460	7/31/2023 5:48 PM
6	19460	7/31/2023 4:28 PM
7	19460	7/31/2023 2:58 PM
8	19460	7/31/2023 2:01 PM
9	19380	7/31/2023 1:44 PM
10	19460	7/31/2023 1:42 PM
11	19460	7/31/2023 8:05 AM
12	19460	7/31/2023 7:39 AM
13	19460	7/30/2023 11:34 PM
14	19460	7/30/2023 11:29 PM
15	19460	7/30/2023 11:02 PM
16	19460	7/30/2023 10:39 PM
17	19460	7/30/2023 9:01 PM
18	19343	7/30/2023 6:48 PM
19	19464	7/30/2023 6:33 PM
20	19460	7/30/2023 5:45 PM
21	19475	7/30/2023 5:16 PM
22	19460	7/30/2023 4:13 PM
23	19460	7/30/2023 3:36 PM
24	19460	7/30/2023 2:31 PM
25	19460	7/30/2023 2:27 PM
26	19335	7/30/2023 1:27 PM
27	19460	7/30/2023 11:32 AM
28	16460	7/30/2023 11:03 AM
29	19460	7/30/2023 10:56 AM
30	19460	7/30/2023 10:28 AM
31	19460	7/30/2023 9:46 AM
32	19460	7/30/2023 9:41 AM
33	19460	7/30/2023 9:41 AM

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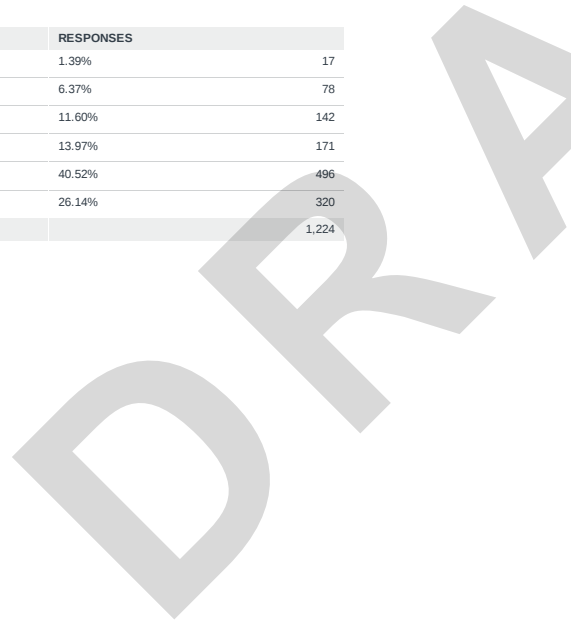
Chester County Trails Master Plan Survey

34	19087	7/30/2023 9:20 AM
35	19460	7/30/2023 8:52 AM
36	19355	7/30/2023 7:42 AM
37	19460	7/29/2023 10:53 PM
38	19460	7/29/2023 4:04 PM
39	19460	7/29/2023 3:18 PM
40	19460	7/29/2023 1:58 PM
41	19460	7/29/2023 11:35 AM
42	19442	7/29/2023 11:06 AM
43	19460	7/29/2023 10:04 AM
44	19425	7/29/2023 6:33 AM
45	19460	7/29/2023 12:15 AM
46	19460	7/28/2023 9:35 PM
47	19460	7/28/2023 8:24 PM
48	19460	7/28/2023 7:43 PM
49	19460	7/28/2023 6:47 PM
50	19355	7/28/2023 6:45 PM
51	19341	7/28/2023 4:49 PM
52	19460	7/28/2023 4:43 PM
53	19460	7/28/2023 4:16 PM
54	19460	7/28/2023 3:58 PM
55	19460	7/28/2023 1:44 PM
56	19460	7/28/2023 1:40 PM
57	19460	7/28/2023 1:34 PM
58	19460	7/28/2023 1:26 PM
59	19087	7/28/2023 1:24 PM
60	19460	7/28/2023 11:47 AM
61	19460	7/28/2023 11:47 AM
62	19460	7/28/2023 11:46 AM
63	19320	7/28/2023 11:39 AM
64	19460	7/28/2023 11:34 AM
65	19460	7/28/2023 11:31 AM
66	19460	7/28/2023 11:24 AM
67	19460	7/28/2023 11:15 AM
68	19460	7/28/2023 11:10 AM
69	19460	7/28/2023 10:59 AM
70	19460	7/28/2023 10:55 AM
71	19460	7/28/2023 10:47 AM

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Chester County Trails Master Plan Survey

72	19460	7/28/2023 10:19 AM
73	19460	7/28/2023 10:19 AM
74	19460	7/28/2023 10:13 AM
75	19442	7/28/2023 10:12 AM
76	19460	7/28/2023 10:02 AM
77	19460	7/28/2023 10:02 AM
78	19460	7/27/2023 5:17 PM
79	19460	7/26/2023 12:24 PM
80	19460	7/26/2023 9:52 AM
81	19460	7/26/2023 9:31 AM
82	19460	7/26/2023 9:19 AM
83	19460	7/26/2023 6:06 AM
84	19460	7/25/2023 11:20 PM
85	19460	7/25/2023 9:09 PM
86	19130	7/25/2023 8:26 PM
87	19460	7/25/2023 8:03 PM
88	19312	7/25/2023 7:25 PM
89	19460	7/25/2023 6:43 PM
90	19468	7/25/2023 6:30 PM
91	19426	7/25/2023 6:13 PM
92	19406	7/25/2023 6:11 PM
93	19460	7/23/2023 3:24 PM
94	19460	7/23/2023 3:17 PM
95	19475	7/23/2023 1:55 PM
96	19460	7/21/2023 2:45 PM
97	19460	7/20/2023 8:15 AM
98	19460	7/19/2023 10:44 PM
99	19426	7/19/2023 7:35 PM
100	19438	7/19/2023 9:16 AM
101	19460	7/18/2023 8:12 PM
102	19426	7/18/2023 3:17 PM
103	19460	7/18/2023 2:30 PM
104	19460	7/18/2023 2:02 PM
105	19460	7/18/2023 8:54 AM
106	19460	7/18/2023 8:37 AM
107	19460	7/18/2023 7:35 AM
108	19460	7/18/2023 7:25 AM
109	19460	7/18/2023 6:28 AM

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Chester County Trails Master Plan Survey

110	19460	7/17/2023 9:15 PM
111	19460	7/17/2023 9:06 PM
112	19460	7/17/2023 8:24 PM
113	19460	7/17/2023 4:07 PM
114	19460	7/17/2023 3:27 PM
115	19301	7/17/2023 3:01 PM
116	19465	7/17/2023 2:48 PM
117	19460	7/17/2023 2:19 PM
118	19460	7/17/2023 10:51 AM
119	19460	7/17/2023 1:20 AM
120	19444	7/16/2023 9:16 PM
121	19460	7/16/2023 7:22 PM
122	19460	7/16/2023 6:57 PM
123	19460	7/16/2023 5:05 PM
124	19475	7/16/2023 2:29 PM
125	19475	7/16/2023 12:43 PM
126	19460	7/16/2023 11:31 AM
127	19312	7/16/2023 10:17 AM
128	19090	7/16/2023 10:10 AM
129	19301	7/16/2023 6:28 AM
130	19460	7/15/2023 10:26 PM
131	19335	7/15/2023 10:02 PM
132	19475	7/15/2023 7:50 PM
133	19460	7/15/2023 6:17 PM
134	19475	7/15/2023 6:03 PM
135	19460	7/15/2023 6:01 PM
136	19425	7/15/2023 2:20 PM
137	19475	7/15/2023 2:13 PM
138	19460	7/15/2023 1:52 PM
139	19460	7/15/2023 1:22 PM
140	19460	7/15/2023 12:23 PM
141	19465	7/15/2023 12:17 PM
142	19460	7/15/2023 11:26 AM
143	19460	7/15/2023 11:06 AM
144	19460	7/15/2023 11:01 AM
145	19460	7/15/2023 10:44 AM
146	19460	7/15/2023 9:49 AM
147	19460	7/15/2023 9:33 AM

Chester County Trails Master Plan Survey

148	19460	7/15/2023 8:56 AM
149	19460	7/15/2023 8:00 AM
150	19460	7/15/2023 7:53 AM
151	19460	7/15/2023 7:25 AM
152	19460	7/15/2023 7:04 AM
153	19460	7/15/2023 6:57 AM
154	19460	7/15/2023 6:19 AM
155	19425	7/15/2023 6:14 AM
156	19460	7/15/2023 1:21 AM
157	19460	7/14/2023 11:45 PM
158	19460	7/14/2023 11:42 PM
159	19460	7/14/2023 11:11 PM
160	19460	7/14/2023 10:32 PM
161	19460	7/14/2023 10:06 PM
162	19460	7/14/2023 9:36 PM
163	19425	7/14/2023 9:32 PM
164	19460	7/14/2023 8:34 PM
165	19460	7/14/2023 8:33 PM
166	19460	7/14/2023 8:25 PM
167	19475	7/14/2023 8:10 PM
168	19460	7/14/2023 7:50 PM
169	19475	7/14/2023 7:48 PM
170	19460	7/14/2023 7:44 PM
171	19460	7/14/2023 7:14 PM
172	19460	7/14/2023 7:01 PM
173	19460	7/14/2023 6:55 PM
174	19475	7/14/2023 6:49 PM
175	19453	7/14/2023 6:22 PM
176	19460	7/14/2023 6:10 PM
177	19504	7/14/2023 5:48 PM
178	19460	7/14/2023 5:48 PM
179	19421	7/14/2023 5:38 PM
180	19460	7/14/2023 5:38 PM
181	19460	7/14/2023 5:10 PM
182	19460	7/14/2023 4:57 PM
183	19475	7/14/2023 4:41 PM
184	19460	7/14/2023 4:30 PM
185	19460	7/14/2023 4:17 PM

Chester County Trails Master Plan Survey

186	19460	7/14/2023 4:10 PM
187	19460	7/14/2023 3:59 PM
188	19460	7/14/2023 3:45 PM
189	19460	7/14/2023 3:35 PM
190	19460	7/14/2023 3:34 PM
191	19460	7/14/2023 3:19 PM
192	19380	7/14/2023 3:19 PM
193	19425	7/14/2023 3:17 PM
194	19460	7/14/2023 2:48 PM
195	19460	7/14/2023 2:46 PM
196	19425	7/14/2023 2:46 PM
197	19460	7/14/2023 2:26 PM
198	19460	7/14/2023 2:24 PM
199	19464	7/14/2023 2:15 PM
200	19475	7/14/2023 2:14 PM
201	19460	7/14/2023 2:09 PM
202	19475	7/14/2023 1:49 PM
203	19460	7/14/2023 1:36 PM
204	19460	7/14/2023 1:31 PM
205	19460	7/14/2023 1:29 PM
206	19460	7/14/2023 1:14 PM
207	19426	7/14/2023 1:03 PM
208	19460	7/14/2023 12:58 PM
209	19335	7/14/2023 12:37 PM
210	19460	7/14/2023 12:32 PM
211	19460	7/14/2023 12:24 PM
212	19460	7/14/2023 12:24 PM
213	19460	7/14/2023 12:21 PM
214	19460	7/14/2023 12:14 PM
215	19460	7/14/2023 11:53 AM
216	19460	7/14/2023 11:47 AM
217	19464	7/14/2023 11:45 AM
218	19460	7/14/2023 11:39 AM
219	19460	7/14/2023 11:39 AM
220	19460	7/14/2023 11:36 AM
221	19460	7/14/2023 11:33 AM
222	19425	7/14/2023 11:28 AM
223	19460	7/14/2023 11:26 AM

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224	19453	7/14/2023 11:22 AM
225	19460	7/14/2023 11:10 AM
226	19460	7/14/2023 11:08 AM
227	19460	7/14/2023 10:54 AM
228	19460	7/14/2023 10:50 AM
229	19460	7/14/2023 10:48 AM
230	19460	7/14/2023 10:46 AM
231	19468	7/14/2023 10:41 AM
232	19038	7/14/2023 10:36 AM
233	19460	7/14/2023 10:22 AM
234	19512	7/14/2023 10:20 AM
235	19460	7/14/2023 10:16 AM
236	19460	7/14/2023 10:14 AM
237	19460	7/14/2023 10:12 AM
238	19460	7/14/2023 10:10 AM
239	19460	7/14/2023 10:07 AM
240	19335	7/14/2023 10:06 AM
241	19460	7/14/2023 10:04 AM
242	18036	7/14/2023 10:01 AM
243	19469	7/14/2023 10:01 AM
244	19460	7/14/2023 10:00 AM
245	19460	7/14/2023 9:44 AM
246	19335	7/14/2023 9:37 AM
247	19460	7/14/2023 9:37 AM
248	19460	7/14/2023 9:36 AM
249	19460	7/14/2023 9:35 AM
250	19460	7/14/2023 9:32 AM
251	19426	7/14/2023 9:29 AM
252	19460	7/14/2023 9:17 AM
253	19460	7/14/2023 9:16 AM
254	19426	7/14/2023 9:14 AM
255	19335	7/14/2023 9:12 AM
256	19320	7/14/2023 9:11 AM
257	19460	7/14/2023 9:05 AM
258	19335	7/14/2023 9:02 AM
259	19475	7/14/2023 9:01 AM
260	19460	7/14/2023 9:01 AM
261	19460	7/14/2023 8:55 AM

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Chester County Trails Master Plan Survey

262	19460	7/14/2023 8:50 AM
263	19460	7/14/2023 8:49 AM
264	19460	7/14/2023 8:47 AM
265	19335	7/14/2023 8:46 AM
266	19460	7/14/2023 8:41 AM
267	19341	7/14/2023 8:38 AM
268	19460	7/14/2023 8:33 AM
269	19460	7/14/2023 8:29 AM
270	19460	7/14/2023 8:27 AM
271	19460	7/14/2023 8:26 AM
272	19460	7/14/2023 8:18 AM
273	19460	7/14/2023 8:17 AM
274	19460	7/14/2023 8:16 AM
275	19460	7/14/2023 8:12 AM
276	19460	7/14/2023 8:11 AM
277	19460	7/14/2023 8:10 AM
278	19460	7/14/2023 8:10 AM
279	19460	7/14/2023 8:07 AM
280	19460	7/14/2023 8:02 AM
281	19460	7/14/2023 7:59 AM
282	19460	7/14/2023 7:34 AM
283	19465	7/14/2023 7:25 AM
284	19460	7/14/2023 7:24 AM
285	19335	7/14/2023 7:11 AM
286	19460	7/14/2023 7:04 AM
287	19460	7/14/2023 7:04 AM
288	19460	7/14/2023 6:32 AM
289	19460	7/14/2023 6:31 AM
290	19460	7/14/2023 6:22 AM
291	19460	7/14/2023 6:04 AM
292	19460	7/14/2023 6:03 AM
293	19453	7/14/2023 5:42 AM
294	19460	7/14/2023 5:35 AM
295	19460	7/14/2023 4:58 AM
296	19460	7/14/2023 12:44 AM
297	19106	7/14/2023 12:12 AM
298	19460	7/13/2023 11:45 PM
299	19460	7/13/2023 11:38 PM

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Chester County Trails Master Plan Survey

300	19460	7/13/2023 11:26 PM
301	19301	7/13/2023 10:57 PM
302	19460	7/13/2023 10:50 PM
303	19426	7/13/2023 10:45 PM
304	19460	7/13/2023 10:45 PM
305	19460	7/13/2023 10:40 PM
306	19460	7/13/2023 10:24 PM
307	19460	7/13/2023 10:14 PM
308	19460	7/13/2023 10:14 PM
309	19460	7/13/2023 10:10 PM
310	19460	7/13/2023 9:55 PM
311	19460	7/13/2023 8:54 PM
312	19460	7/13/2023 8:41 PM
313	19460	7/13/2023 8:31 PM
314	19460	7/13/2023 7:34 PM
315	19460	7/13/2023 6:59 PM
316	19460	7/13/2023 6:18 PM
317	19460	7/13/2023 6:14 PM
318	19460	7/13/2023 5:21 PM
319	19460	7/13/2023 5:20 PM
320	19460	7/13/2023 4:51 PM
321	19460	7/13/2023 4:22 PM
322	19460	7/13/2023 3:27 PM
323	19468	7/13/2023 3:23 PM
324	19460	7/13/2023 3:19 PM
325	19460	7/13/2023 3:15 PM
326	19460	7/13/2023 3:11 PM
327	19460	7/13/2023 3:07 PM
328	19460	7/13/2023 2:58 PM
329	19460	7/13/2023 2:58 PM
330	19460	7/13/2023 2:53 PM
331	19465	7/13/2023 2:36 PM
332	19460	7/13/2023 2:33 PM
333	19460	7/13/2023 2:23 PM
334	19425	7/13/2023 2:20 PM
335	19460	7/13/2023 2:18 PM
336	19460	7/13/2023 2:14 PM
337	19460	7/13/2023 2:14 PM

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338	19460	7/10/2023 11:58 PM
339	19335	7/5/2023 10:43 PM
340	19460	6/23/2023 9:42 PM
341	19352	6/21/2023 6:17 PM
342	19335	6/21/2023 5:06 PM
343	19460	6/18/2023 10:40 AM
344	19355	6/12/2023 7:44 PM
345	19438	6/12/2023 4:42 PM
346	19460	6/12/2023 4:21 PM
347	19380	5/31/2023 5:02 PM
348	19320	5/31/2023 4:40 PM
349	19344	5/31/2023 4:10 PM
350	19320	5/31/2023 3:50 PM
351	19317	5/30/2023 2:22 PM
352	19380	5/30/2023 1:22 PM
353	19460	5/30/2023 10:05 AM
354	19335	5/30/2023 8:09 AM
355	19355	5/30/2023 7:28 AM
356	19335	5/25/2023 10:02 AM
357	19335	5/22/2023 11:50 PM
358	19333	5/16/2023 10:34 PM
359	19341	5/12/2023 3:58 PM
360	19320	5/11/2023 8:30 PM
361	19335	5/11/2023 1:14 PM
362	19341	5/11/2023 9:27 AM
363	19335	5/11/2023 9:14 AM
364	19365	5/11/2023 6:26 AM
365	19320	5/10/2023 8:30 PM
366	19320	5/10/2023 8:22 PM
367	19465	5/10/2023 7:41 PM
368	19330	5/10/2023 6:23 PM
369	19311	5/10/2023 4:31 PM
370	19320	5/10/2023 2:16 PM
371	19475	5/10/2023 11:17 AM
372	19320	5/10/2023 8:38 AM
373	19320	5/9/2023 10:20 PM
374	19301	5/9/2023 8:11 PM
375	19320	5/9/2023 7:41 PM

Chester County Trails Master Plan Survey

376	19335	5/9/2023 7:40 PM
377	19380	5/9/2023 7:39 PM
378	19460	4/30/2023 5:42 PM
379	19348	4/29/2023 11:53 PM
380	19320	4/27/2023 1:15 PM
381	19355	4/26/2023 7:30 PM
382	19382	4/26/2023 8:57 AM
383	19382	4/24/2023 8:26 PM
384	19335	4/22/2023 6:00 PM
385	19421	4/22/2023 12:00 PM
386	19317	4/20/2023 5:55 PM
387	19335	4/18/2023 8:58 PM
388	19335	4/17/2023 1:51 PM
389	19475	4/16/2023 3:40 PM
390	10425	4/16/2023 9:31 AM
391	19335	4/15/2023 12:02 PM
392	19425	4/15/2023 10:31 AM
393	19343	4/15/2023 6:48 AM
394	19335	4/14/2023 9:28 PM
395	19425	4/14/2023 8:20 PM
396	19335	4/14/2023 4:59 PM
397	19425	4/14/2023 3:17 PM
398	19425	4/14/2023 2:31 PM
399	19344	4/14/2023 2:29 PM
400	19335	4/14/2023 2:22 PM
401	19335	4/14/2023 2:18 PM
402	19343	4/14/2023 1:57 PM
403	19335	4/13/2023 8:37 PM
404	19380	4/13/2023 6:05 PM
405	19380	4/13/2023 5:03 PM
406	19335	4/13/2023 11:28 AM
407	19355	4/12/2023 4:33 PM
408	19335	4/12/2023 12:01 PM
409	19335	4/11/2023 10:04 AM
410	19335	4/11/2023 9:13 AM
411	19335	4/11/2023 9:11 AM
412	19343	4/10/2023 6:11 PM
413	19320	4/10/2023 5:47 PM

Chester County Trails Master Plan Survey

414	19380	4/10/2023 10:24 AM
415	19341	4/10/2023 8:51 AM
416	19341	4/10/2023 8:38 AM
417	19343	4/9/2023 10:26 PM
418	19520	4/9/2023 9:51 PM
419	19320	4/9/2023 8:47 PM
420	19320	4/9/2023 8:41 PM
421	19380	4/9/2023 7:55 PM
422	19320	4/9/2023 5:42 PM
423	19348	4/9/2023 8:45 AM
424	19335	4/8/2023 9:01 PM
425	19320	4/8/2023 9:24 AM
426	19335	4/8/2023 8:47 AM
427	19335	4/7/2023 10:53 PM
428	19335	4/7/2023 7:50 PM
429	19335	4/7/2023 12:31 PM
430	19335	4/7/2023 11:45 AM
431	19341	4/7/2023 8:21 AM
432	19343	4/7/2023 6:12 AM
433	19830	4/6/2023 8:05 PM
434	19335	4/6/2023 4:51 PM
435	19333	4/6/2023 2:42 PM
436	19343	4/6/2023 2:34 PM
437	19355	4/6/2023 10:49 AM
438	19341	4/6/2023 9:49 AM
439	19335	4/6/2023 9:48 AM
440	19335	4/6/2023 9:30 AM
441	19380	4/6/2023 9:12 AM
442	19335	4/6/2023 9:01 AM
443	19335	4/6/2023 8:50 AM
444	19335	4/6/2023 8:44 AM
445	19341	4/6/2023 8:30 AM
446	19355	4/6/2023 8:13 AM
447	19382	4/6/2023 7:21 AM
448	19335	4/6/2023 7:20 AM
449	19335	4/6/2023 7:13 AM
450	19301	4/6/2023 6:11 AM
451	19355	4/6/2023 5:36 AM

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Chester County Trails Master Plan Survey

452	19320	4/6/2023 1:51 AM
453	19335	4/5/2023 11:38 PM
454	19320	4/5/2023 11:16 PM
455	19335	4/5/2023 11:03 PM
456	19335	4/5/2023 10:13 PM
457	19335	4/5/2023 10:10 PM
458	19380	4/5/2023 10:01 PM
459	19335	4/5/2023 9:58 PM
460	19355	4/5/2023 9:56 PM
461	19335	4/5/2023 9:56 PM
462	19320	4/5/2023 8:55 PM
463	19320	4/5/2023 8:52 PM
464	19382	4/5/2023 8:39 PM
465	19335	4/5/2023 8:25 PM
466	19335	4/5/2023 8:23 PM
467	19320	4/5/2023 7:20 PM
468	19382	4/5/2023 6:47 PM
469	19320	4/5/2023 6:43 PM
470	19380	4/5/2023 6:40 PM
471	19312	4/5/2023 6:33 PM
472	19320	4/5/2023 6:31 PM
473	19335	4/5/2023 6:00 PM
474	19382	4/5/2023 5:41 PM
475	19380	4/5/2023 5:09 PM
476	19382	4/5/2023 4:15 PM
477	19380	4/5/2023 4:01 PM
478	19355	4/5/2023 3:30 PM
479	19320	4/5/2023 3:08 PM
480	19343	4/5/2023 2:53 PM
481	19335	4/5/2023 2:42 PM
482	19325	4/5/2023 2:05 PM
483	19335	4/5/2023 1:42 PM
484	19335	4/5/2023 1:39 PM
485	19335	4/5/2023 1:30 PM
486	19355	4/5/2023 12:42 PM
487	19335	4/5/2023 12:30 PM
488	19320	4/5/2023 12:24 PM
489	19380	4/5/2023 12:18 PM

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Chester County Trails Master Plan Survey

490	19380	4/5/2023 12:14 PM
491	19320	4/5/2023 12:11 PM
492	19335	4/5/2023 11:51 AM
493	18380	4/5/2023 11:46 AM
494	19335	4/5/2023 11:43 AM
495	19343	4/5/2023 11:42 AM
496	19330	4/5/2023 11:26 AM
497	19320	4/5/2023 11:26 AM
498	19335	4/5/2023 10:44 AM
499	19320	4/5/2023 10:43 AM
500	19320	4/5/2023 10:35 AM
501	19235	4/5/2023 10:34 AM
502	19380	4/5/2023 10:34 AM
503	19380	4/5/2023 10:31 AM
504	19335	4/5/2023 10:30 AM
505	19335	4/5/2023 10:20 AM
506	19803	4/5/2023 10:14 AM
507	19355	4/5/2023 10:12 AM
508	19320	4/5/2023 10:11 AM
509	19355	4/5/2023 9:54 AM
510	19335	4/5/2023 9:33 AM
511	19355	4/5/2023 9:29 AM
512	10380	4/5/2023 9:21 AM
513	19380	4/5/2023 9:07 AM
514	19425	4/5/2023 9:03 AM
515	19335	4/5/2023 8:59 AM
516	19320	4/5/2023 8:58 AM
517	19335	4/5/2023 8:55 AM
518	19382	4/5/2023 8:46 AM
519	19382	4/5/2023 8:44 AM
520	19335	4/5/2023 8:38 AM
521	19380	4/5/2023 8:34 AM
522	19335	4/5/2023 8:28 AM
523	19335	4/5/2023 8:25 AM
524	19341	4/5/2023 8:17 AM
525	19320	4/5/2023 8:14 AM
526	19382	4/5/2023 7:49 AM
527	19335	4/5/2023 7:43 AM

Chester County Trails Master Plan Survey

528	19380	4/5/2023 7:43 AM
529	19335	4/5/2023 7:13 AM
530	19380	4/5/2023 7:10 AM
531	19335	4/5/2023 6:52 AM
532	19390	4/5/2023 6:42 AM
533	19335	4/5/2023 6:33 AM
534	19352	4/5/2023 6:28 AM
535	19335	4/5/2023 6:11 AM
536	19335	4/5/2023 5:21 AM
537	19335	4/5/2023 5:16 AM
538	19335	4/5/2023 3:52 AM
539	19335	4/5/2023 1:32 AM
540	19380	4/5/2023 12:19 AM
541	19380	4/4/2023 11:48 PM
542	19380	4/4/2023 11:39 PM
543	19380	4/4/2023 11:01 PM
544	19335	4/4/2023 10:55 PM
545	19335	4/4/2023 10:42 PM
546	19335	4/4/2023 10:34 PM
547	19320	4/4/2023 10:27 PM
548	19335	4/4/2023 10:18 PM
549	19335	4/4/2023 10:13 PM
550	19335	4/4/2023 10:12 PM
551	19320	4/4/2023 10:12 PM
552	19425	4/4/2023 10:01 PM
553	19343	4/4/2023 9:59 PM
554	19335	4/4/2023 9:56 PM
555	19344	4/4/2023 9:56 PM
556	19380	4/4/2023 9:49 PM
557	19335	4/4/2023 9:27 PM
558	19355	4/4/2023 9:23 PM
559	19382	4/4/2023 9:19 PM
560	19382	4/4/2023 9:09 PM
561	19355	4/4/2023 9:06 PM
562	19335	4/4/2023 8:49 PM
563	19335	4/4/2023 8:39 PM
564	19335	4/4/2023 8:22 PM
565	19380	4/4/2023 8:18 PM

Chester County Trails Master Plan Survey

566	19335	4/4/2023 8:10 PM
567	19363	4/4/2023 8:07 PM
568	19335	4/4/2023 8:01 PM
569	19390	4/4/2023 7:58 PM
570	19335	4/4/2023 7:49 PM
571	19390	4/4/2023 7:44 PM
572	19460	4/4/2023 7:44 PM
573	10460	4/4/2023 7:38 PM
574	19335	4/4/2023 7:37 PM
575	19335	4/4/2023 7:37 PM
576	19335	4/4/2023 7:33 PM
577	19343	4/4/2023 7:33 PM
578	19335	4/4/2023 7:30 PM
579	19335	4/4/2023 7:19 PM
580	19335	4/4/2023 7:14 PM
581	19335	4/4/2023 7:10 PM
582	19335	4/4/2023 6:55 PM
583	19335	4/4/2023 6:50 PM
584	19301	4/4/2023 6:49 PM
585	19335	4/4/2023 6:40 PM
586	19320	4/4/2023 6:36 PM
587	19382	4/4/2023 6:31 PM
588	21921	4/4/2023 6:15 PM
589	19335	4/4/2023 6:13 PM
590	19335	4/4/2023 6:10 PM
591	19301	4/4/2023 6:03 PM
592	19312	4/4/2023 5:57 PM
593	19425	4/4/2023 5:55 PM
594	19335	4/4/2023 5:52 PM
595	19335	4/4/2023 5:47 PM
596	19335	4/4/2023 5:33 PM
597	19335	4/4/2023 5:26 PM
598	19380	4/4/2023 5:20 PM
599	19335	4/4/2023 5:17 PM
600	19344	4/4/2023 5:13 PM
601	19335	4/4/2023 5:12 PM
602	19355	4/4/2023 5:05 PM
603	19335	4/4/2023 5:02 PM

Chester County Trails Master Plan Survey

604	19355	4/4/2023 4:53 PM
605	19355	4/4/2023 4:45 PM
606	19301	4/4/2023 3:51 PM
607	19335	4/4/2023 3:23 PM
608	19341	4/4/2023 1:34 PM
609	19355	4/4/2023 12:44 PM
610	19425	4/4/2023 10:15 AM
611	19380	4/4/2023 9:48 AM
612	19390	4/4/2023 9:11 AM
613	19341	4/4/2023 8:55 AM
614	19335	4/4/2023 8:32 AM
615	19335	4/4/2023 8:24 AM
616	17535	4/4/2023 5:25 AM
617	19320	4/4/2023 2:57 AM
618	19425	4/4/2023 2:50 AM
619	19087	4/3/2023 11:07 PM
620	19425	4/3/2023 11:00 PM
621	18011	4/3/2023 10:51 PM
622	19087	4/3/2023 10:50 PM
623	19382	4/3/2023 10:10 PM
624	19320	4/3/2023 10:05 PM
625	19382	4/3/2023 9:46 PM
626	17527	4/3/2023 9:27 PM
627	19335	4/3/2023 9:03 PM
628	19341	4/3/2023 8:17 PM
629	19341	4/3/2023 7:47 PM
630	19355	4/3/2023 7:42 PM
631	19335	4/3/2023 7:22 PM
632	19460	4/3/2023 7:20 PM
633	19380	4/3/2023 7:02 PM
634	19382	4/3/2023 6:39 PM
635	Rdf	4/3/2023 6:28 PM
636	17527	4/3/2023 6:14 PM
637	19425	4/3/2023 6:03 PM
638	19348	4/3/2023 5:59 PM
639	19355	4/3/2023 5:52 PM
640	19312	4/3/2023 5:36 PM
641	19380	4/3/2023 5:23 PM

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642	19320	4/3/2023 5:21 PM
643	19380	4/3/2023 5:19 PM
644	19380	4/3/2023 5:17 PM
645	19380	4/3/2023 5:15 PM
646	19320	4/3/2023 5:11 PM
647	19341	4/3/2023 4:46 PM
648	19335	4/3/2023 4:44 PM
649	19380	4/3/2023 4:29 PM
650	19355	4/3/2023 4:16 PM
651	19372	4/3/2023 4:10 PM
652	19382	4/3/2023 4:09 PM
653	19335	4/3/2023 4:02 PM
654	19311	4/3/2023 3:58 PM
655	19301	4/3/2023 3:40 PM
656	19312	4/3/2023 3:32 PM
657	19341	4/3/2023 3:28 PM
658	19341	4/3/2023 3:26 PM
659	19350	4/3/2023 3:19 PM
660	19390	4/3/2023 3:19 PM
661	19460	4/3/2023 3:08 PM
662	19425	4/3/2023 3:07 PM
663	19320	4/3/2023 3:04 PM
664	19350	4/3/2023 2:55 PM
665	19335	4/3/2023 2:50 PM
666	19380	4/3/2023 2:45 PM
667	19425	4/3/2023 2:45 PM
668	19335	4/3/2023 2:35 PM
669	19382	4/3/2023 2:35 PM
670	19382	4/3/2023 2:31 PM
671	19335	4/3/2023 1:09 PM
672	19341	4/3/2023 1:04 PM
673	19355	4/3/2023 11:54 AM
674	19310	4/3/2023 11:16 AM
675	19363	4/3/2023 10:59 AM
676	19350	4/2/2023 6:16 PM
677	19348	3/31/2023 2:23 PM
678	19348	3/31/2023 6:38 AM
679	19348	3/30/2023 11:30 PM

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Chester County Trails Master Plan Survey

680	19348	3/30/2023 10:06 PM
681	19348	3/30/2023 2:42 PM
682	19129	3/29/2023 4:55 PM
683	19460	3/29/2023 2:03 PM
684	19382	3/29/2023 4:19 AM
685	19341	3/28/2023 8:38 PM
686	19380	3/28/2023 5:27 PM
687	19310	3/28/2023 1:09 PM
688	19355	3/28/2023 10:36 AM
689	19301	3/27/2023 8:21 PM
690	19333	3/26/2023 8:12 PM
691	19348	3/24/2023 11:43 PM
692	19348	3/24/2023 9:17 PM
693	19348	3/24/2023 9:26 AM
694	19311	3/24/2023 7:22 AM
695	19348	3/23/2023 9:23 PM
696	19348	3/23/2023 7:58 PM
697	19317	3/23/2023 7:52 PM
698	19348	3/23/2023 7:51 PM
699	19348	3/23/2023 7:23 PM
700	19348	3/23/2023 7:14 PM
701	19335	3/23/2023 2:19 PM
702	19301	3/23/2023 2:45 AM
703	19320	3/20/2023 7:33 PM
704	19460	3/20/2023 5:20 PM
705	19320	3/20/2023 12:06 PM
706	19345	3/20/2023 10:43 AM
707	19382	3/20/2023 10:00 AM
708	19344	3/20/2023 8:06 AM
709	08010	3/20/2023 7:50 AM
710	19348	3/19/2023 1:56 PM
711	19311	3/18/2023 10:41 PM
712	19355	3/18/2023 2:23 PM
713	19348	3/18/2023 11:43 AM
714	19320	3/16/2023 9:19 AM
715	19348	3/16/2023 4:14 AM
716	19348	3/15/2023 8:44 PM
717	19335	3/15/2023 7:51 PM

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Chester County Trails Master Plan Survey

718	19348	3/15/2023 6:54 PM
719	19320	3/15/2023 4:59 PM
720	19320	3/15/2023 1:21 PM
721	19335	3/15/2023 1:07 PM
722	19341	3/15/2023 12:54 PM
723	19335	3/15/2023 12:23 PM
724	19320	3/15/2023 10:48 AM
725	19348-1516	3/15/2023 8:18 AM
726	19335	3/15/2023 12:16 AM
727	19460	3/14/2023 10:21 PM
728	19320	3/14/2023 9:42 PM
729	19348	3/14/2023 8:40 PM
730	19341	3/14/2023 8:10 PM
731	19335	3/14/2023 7:52 PM
732	17543	3/14/2023 7:42 PM
733	19372	3/14/2023 7:41 PM
734	19348	3/14/2023 7:41 PM
735	19317	3/14/2023 7:40 PM
736	19465	3/14/2023 7:39 PM
737	19348	3/14/2023 7:39 PM
738	19344	3/14/2023 7:37 PM
739	19406	3/14/2023 4:52 PM
740	19350	3/14/2023 4:40 PM
741	19348	3/14/2023 3:20 PM
742	19465	3/14/2023 3:16 PM
743	19320	3/14/2023 2:29 PM
744	19335	3/14/2023 1:54 PM
745	19311	3/14/2023 1:06 PM
746	19348	3/14/2023 12:36 PM
747	19348	3/14/2023 12:33 PM
748	19320	3/14/2023 12:31 PM
749	19380	3/14/2023 12:27 PM
750	19348	3/14/2023 12:27 PM
751	19335	3/14/2023 12:19 PM
752	19311	3/14/2023 12:09 PM
753	19311	3/14/2023 11:54 AM
754	19320	3/14/2023 11:24 AM
755	19350	3/14/2023 11:20 AM

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Chester County Trails Master Plan Survey

756	19350	3/14/2023 11:18 AM
757	19348	3/14/2023 11:08 AM
758	19348	3/14/2023 10:55 AM
759	19348	3/14/2023 10:53 AM
760	19320	3/14/2023 10:48 AM
761	19317	3/14/2023 10:42 AM
762	19348	3/14/2023 9:53 AM
763	19348	3/14/2023 8:26 AM
764	19348	3/14/2023 7:20 AM
765	19350	3/13/2023 3:56 PM
766	19335	3/13/2023 3:05 PM
767	19403	3/13/2023 2:58 PM
768	19406	3/13/2023 2:57 PM
769	19348	3/13/2023 1:44 PM
770	19341	3/13/2023 1:31 PM
771	19425	3/13/2023 12:37 PM
772	19348	3/13/2023 12:08 PM
773	19311	3/13/2023 10:46 AM
774	19348	3/13/2023 10:36 AM
775	19341	3/13/2023 8:42 AM
776	19341	3/13/2023 8:41 AM
777	19348	3/12/2023 7:09 PM
778	19460	3/12/2023 5:32 PM
779	19380	3/12/2023 4:20 PM
780	19087	3/12/2023 4:02 PM
781	19335	3/12/2023 10:37 AM
782	19348	3/12/2023 6:59 AM
783	19320	3/11/2023 11:31 PM
784	19335	3/11/2023 7:11 PM
785	19330	3/11/2023 2:23 PM
786	19348	3/11/2023 1:48 PM
787	19460	3/11/2023 1:02 PM
788	19348	3/11/2023 11:18 AM
789	19348	3/11/2023 10:53 AM
790	19335	3/11/2023 10:21 AM
791	19348	3/11/2023 10:19 AM
792	19348	3/11/2023 10:15 AM
793	19335	3/11/2023 8:57 AM

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Chester County Trails Master Plan Survey

794	19335	3/11/2023 8:44 AM
795	19375	3/11/2023 8:27 AM
796	19335	3/11/2023 8:10 AM
797	19348	3/11/2023 7:59 AM
798	19317	3/11/2023 7:41 AM
799	19335	3/11/2023 3:00 AM
800	19311	3/10/2023 9:39 PM
801	19380	3/10/2023 9:00 PM
802	19380	3/10/2023 6:52 PM
803	19343	3/10/2023 6:26 PM
804	19335	3/10/2023 4:16 PM
805	19335	3/10/2023 3:17 PM
806	19425	3/10/2023 2:34 PM
807	19355	3/10/2023 2:00 PM
808	19335	3/10/2023 1:04 PM
809	19382	3/10/2023 12:55 PM
810	19425	3/10/2023 12:02 PM
811	19355	3/10/2023 11:03 AM
812	19460	3/10/2023 10:59 AM
813	19320	3/10/2023 10:31 AM
814	19465	3/10/2023 10:31 AM
815	19317	3/10/2023 10:00 AM
816	19087	3/10/2023 9:55 AM
817	19311	3/10/2023 9:35 AM
818	19348	3/10/2023 8:28 AM
819	19520	3/10/2023 8:00 AM
820	19382	3/10/2023 7:48 AM
821	19380	3/10/2023 7:16 AM
822	19335	3/10/2023 7:11 AM
823	19380	3/10/2023 6:57 AM
824	19348	3/10/2023 4:10 AM
825	19320	3/9/2023 11:32 PM
826	19460	3/9/2023 11:14 PM
827	19320	3/9/2023 10:25 PM
828	19341	3/9/2023 10:19 PM
829	19380	3/9/2023 10:04 PM
830	19380	3/9/2023 9:51 PM
831	19380	3/9/2023 9:49 PM

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Chester County Trails Master Plan Survey

832	19311	3/9/2023 9:26 PM
833	19348	3/9/2023 9:16 PM
834	19348	3/9/2023 9:09 PM
835	19335	3/9/2023 8:44 PM
836	19320	3/9/2023 8:36 PM
837	19520	3/9/2023 8:29 PM
838	19380	3/9/2023 8:26 PM
839	19380	3/9/2023 7:53 PM
840	19335	3/9/2023 7:13 PM
841	19465-7129	3/9/2023 6:53 PM
842	19073 but Chester County	3/9/2023 6:41 PM
843	19382	3/9/2023 6:35 PM
844	19382	3/9/2023 6:32 PM
845	19310	3/9/2023 6:28 PM
846	19380	3/9/2023 6:28 PM
847	19380	3/9/2023 6:12 PM
848	19301	3/9/2023 5:56 PM
849	19335	3/9/2023 5:55 PM
850	19335	3/9/2023 5:55 PM
851	19333	3/9/2023 5:53 PM
852	19343	3/9/2023 5:35 PM
853	19312	3/9/2023 5:16 PM
854	19348	3/9/2023 4:50 PM
855	19355	3/9/2023 4:48 PM
856	19348	3/9/2023 4:36 PM
857	19330	3/9/2023 4:32 PM
858	19317	3/9/2023 3:59 PM
859	19350	3/9/2023 3:56 PM
860	19350	3/9/2023 3:38 PM
861	19348	3/9/2023 2:55 PM
862	19382	3/9/2023 2:54 PM
863	19335	3/9/2023 2:31 PM
864	19317	3/9/2023 2:13 PM
865	19348	3/9/2023 1:57 PM
866	19348	3/9/2023 1:52 PM
867	19348	3/9/2023 1:49 PM
868	19335	3/9/2023 12:32 PM
869	19335	3/9/2023 11:59 AM

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Chester County Trails Master Plan Survey

870	19335	3/9/2023 11:34 AM
871	19335	3/9/2023 11:15 AM
872	19380	3/9/2023 7:37 AM
873	19350	3/9/2023 7:08 AM
874	17566	3/8/2023 9:40 PM
875	19320; west Bradford	3/8/2023 9:02 PM
876	19335	3/8/2023 8:01 PM
877	19380	3/8/2023 4:48 PM
878	19363	3/8/2023 4:40 PM
879	19311	3/8/2023 1:20 PM
880	19382	3/8/2023 12:25 PM
881	19311	3/8/2023 6:32 AM
882	19301	3/8/2023 4:02 AM
883	19374	3/7/2023 11:13 PM
884	19382	3/7/2023 8:54 PM
885	19341	3/7/2023 7:44 PM
886	19320	3/7/2023 5:50 PM
887	19350	3/7/2023 3:13 PM
888	19335	3/7/2023 2:06 PM
889	19382	3/7/2023 1:59 PM
890	19320	3/7/2023 12:46 PM
891	19372	3/7/2023 10:10 AM
892	19320	3/7/2023 7:44 AM
893	19355	3/6/2023 10:42 PM
894	19380	3/6/2023 9:26 PM
895	19320	3/6/2023 8:52 PM
896	19335	3/6/2023 5:54 PM
897	19341	3/6/2023 5:26 PM
898	19460	3/6/2023 4:54 PM
899	19348	3/6/2023 4:01 PM
900	19355	3/6/2023 3:54 PM
901	19460	3/6/2023 3:54 PM
902	19460	3/6/2023 3:10 PM
903	19475	3/6/2023 2:53 PM
904	19320	3/6/2023 1:09 PM
905	19335	3/6/2023 12:58 PM
906	19355	3/6/2023 12:34 PM
907	19355	3/6/2023 11:52 AM

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Chester County Trails Master Plan Survey

908	19380	3/6/2023 10:13 AM
909	19341	3/6/2023 9:27 AM
910	19355	3/6/2023 9:20 AM
911	19460	3/6/2023 9:04 AM
912	19335	3/6/2023 8:25 AM
913	19382	3/6/2023 8:11 AM
914	19087	3/6/2023 8:00 AM
915	19341	3/6/2023 8:00 AM
916	19343	3/6/2023 8:00 AM
917	19425	3/6/2023 7:59 AM
918	19312	3/6/2023 7:58 AM
919	19341	3/6/2023 7:50 AM
920	19382	3/6/2023 7:18 AM
921	19344	3/5/2023 9:30 PM
922	19335	3/5/2023 8:41 PM
923	19348	3/5/2023 8:18 PM
924	19301	3/4/2023 3:23 PM
925	19335	3/4/2023 12:48 PM
926	19355	3/4/2023 12:30 PM
927	19348	3/4/2023 4:52 AM
928	19382	3/3/2023 4:46 PM
929	19355	3/3/2023 4:06 PM
930	19390	3/3/2023 12:55 PM
931	19008	3/3/2023 10:20 AM
932	19363	3/3/2023 8:48 AM
933	19380	3/2/2023 8:39 PM
934	19350	3/2/2023 7:48 PM
935	19320	3/2/2023 7:13 PM
936	19372	3/2/2023 5:11 PM
937	19425	3/2/2023 1:37 PM
938	19320	3/1/2023 3:05 PM
939	19320	3/1/2023 1:16 PM
940	19343	3/1/2023 1:15 PM
941	19344	3/1/2023 12:53 PM
942	19335	3/1/2023 11:12 AM
943	19425	3/1/2023 9:22 AM
944	19460	3/1/2023 8:49 AM
945	19341	3/1/2023 8:31 AM

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Chester County Trails Master Plan Survey

946	19335	3/1/2023 12:45 AM
947	19355	2/28/2023 8:25 PM
948	19341	2/28/2023 7:28 PM
949	19348	2/28/2023 5:38 PM
950	19382	2/28/2023 4:55 PM
951	19460	2/28/2023 2:48 PM
952	19380	2/28/2023 2:43 PM
953	19382	2/28/2023 2:34 PM
954	19335	2/28/2023 2:26 PM
955	19380	2/28/2023 2:00 PM
956	19380	2/28/2023 1:49 PM
957	19382	2/28/2023 12:43 PM
958	19380	2/28/2023 12:36 PM
959	19335	2/28/2023 11:52 AM
960	19086 home, 19425 work	2/28/2023 11:40 AM
961	19335	2/28/2023 11:25 AM
962	19382	2/28/2023 11:23 AM
963	19380	2/28/2023 11:05 AM
964	19425	2/28/2023 11:05 AM
965	19380	2/28/2023 11:05 AM
966	19335	2/28/2023 11:00 AM
967	19335	2/28/2023 10:44 AM
968	19380	2/28/2023 10:33 AM
969	19460	2/28/2023 10:30 AM
970	19355	2/28/2023 10:20 AM
971	19365	2/28/2023 10:01 AM
972	19311	2/28/2023 9:59 AM
973	19341	2/28/2023 9:35 AM
974	17516	2/28/2023 9:29 AM
975	19390	2/28/2023 9:25 AM
976	19425	2/28/2023 9:21 AM
977	19350	2/28/2023 9:13 AM
978	19475	2/28/2023 9:04 AM
979	19301	2/28/2023 8:48 AM
980	19335	2/28/2023 8:47 AM
981	19335	2/28/2023 8:45 AM
982	19355	2/28/2023 8:44 AM
983	19374	2/28/2023 8:43 AM

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Chester County Trails Master Plan Survey

984	19465	2/28/2023 8:40 AM
985	19380	2/28/2023 8:33 AM
986	19382	2/28/2023 8:32 AM
987	19335	2/28/2023 8:29 AM
988	19335	2/28/2023 8:27 AM
989	19310	2/28/2023 8:23 AM
990	19125	2/28/2023 8:20 AM
991	19475	2/28/2023 8:17 AM
992	19425	2/28/2023 8:15 AM
993	19390	2/28/2023 8:14 AM
994	19380	2/27/2023 7:17 AM
995	19355	2/25/2023 6:01 PM
996	19460	2/24/2023 8:40 PM
997	19311	2/24/2023 5:07 PM
998	19382	2/24/2023 1:43 PM
999	19348	2/24/2023 12:08 PM
1000	19348	2/23/2023 11:16 PM
1001	19311	2/23/2023 8:34 AM
1002	19348	2/23/2023 8:21 AM
1003	19317	2/23/2023 7:02 AM
1004	19348	2/22/2023 9:15 PM
1005	19348	2/22/2023 8:01 PM
1006	19317	2/22/2023 6:27 PM
1007	19317	2/22/2023 6:25 PM
1008	19348	2/22/2023 6:15 PM
1009	19348	2/22/2023 5:37 PM
1010	19317	2/22/2023 5:36 PM
1011	19317	2/22/2023 5:13 PM
1012	19363	2/22/2023 4:17 PM
1013	19317	2/22/2023 3:34 PM
1014	19363	2/22/2023 3:30 PM
1015	19348	2/22/2023 3:27 PM
1016	19357	2/22/2023 2:55 PM
1017	19317	2/22/2023 2:23 PM
1018	19317	2/22/2023 2:22 PM
1019	19382	2/22/2023 10:16 AM
1020	19350	2/22/2023 9:46 AM
1021	29382	2/21/2023 10:10 PM

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1022	19350	2/21/2023 9:34 PM
1023	19317	2/21/2023 8:54 PM
1024	19350	2/21/2023 8:40 PM
1025	19390	2/21/2023 8:27 PM
1026	19348	2/21/2023 7:39 PM
1027	19348	2/21/2023 7:08 PM
1028	19348	2/21/2023 6:44 PM
1029	19382	2/21/2023 6:37 PM
1030	19348	2/21/2023 6:11 PM
1031	19350	2/21/2023 5:35 PM
1032	19350	2/21/2023 5:18 PM
1033	19348	2/21/2023 4:52 PM
1034	19348	2/21/2023 4:12 PM
1035	19317	2/21/2023 1:47 PM
1036	19350	2/21/2023 12:49 PM
1037	19348	2/21/2023 12:12 PM
1038	19335	2/20/2023 7:25 AM
1039	19320	2/15/2023 11:46 PM
1040	19380	2/15/2023 1:46 PM
1041	19355	2/15/2023 9:23 AM
1042	19355	2/15/2023 8:00 AM
1043	19382	2/14/2023 2:22 PM
1044	19317	2/12/2023 3:37 PM
1045	19335	2/10/2023 8:13 PM
1046	19380	2/10/2023 9:14 AM
1047	19335	2/10/2023 8:08 AM
1048	19382	2/9/2023 8:33 PM
1049	19380	2/9/2023 2:21 PM
1050	19382	2/8/2023 7:26 PM
1051	19348	2/8/2023 2:09 PM
1052	19335	2/5/2023 11:58 AM
1053	19355	2/4/2023 11:21 AM
1054	19460	2/3/2023 1:13 PM
1055	19348	2/2/2023 7:57 PM
1056	19333	2/2/2023 10:47 AM
1057	19320	2/1/2023 10:31 AM
1058	19355	1/31/2023 10:57 PM
1059	19344	1/31/2023 2:30 PM

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1060	19380	1/31/2023 12:43 AM
1061	19382	1/30/2023 3:25 PM
1062	19348	1/30/2023 1:57 PM
1063	19341	1/30/2023 9:03 AM
1064	19301	1/29/2023 9:11 PM
1065	19373	1/29/2023 8:51 PM
1066	19508	1/29/2023 5:45 PM
1067	19348	1/29/2023 2:55 PM
1068	19335	1/29/2023 12:53 PM
1069	17555	1/29/2023 12:29 PM
1070	19343	1/29/2023 12:08 PM
1071	19380	1/29/2023 11:21 AM
1072	19382	1/29/2023 11:19 AM
1073	19720	1/29/2023 10:33 AM
1074	19344	1/29/2023 10:25 AM
1075	19335	1/29/2023 8:21 AM
1076	19382	1/29/2023 6:34 AM
1077	19301	1/29/2023 6:22 AM
1078	19425	1/28/2023 10:11 PM
1079	19373	1/28/2023 9:54 PM
1080	19355	1/28/2023 8:13 PM
1081	19335	1/28/2023 7:47 PM
1082	19382	1/28/2023 7:27 PM
1083	19335	1/28/2023 7:18 PM
1084	19320	1/28/2023 7:16 PM
1085	19380	1/28/2023 6:05 PM
1086	19382	1/28/2023 5:41 PM
1087	19341	1/28/2023 5:38 PM
1088	19380	1/28/2023 5:14 PM
1089	19087	1/28/2023 5:03 PM
1090	19087	1/28/2023 4:58 PM
1091	19348	1/28/2023 4:49 PM
1092	19330	1/28/2023 4:40 PM
1093	19343	1/28/2023 4:39 PM
1094	19348	1/28/2023 4:25 PM
1095	19341	1/28/2023 4:16 PM
1096	17535	1/28/2023 4:05 PM
1097	19087	1/28/2023 4:05 PM

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1098	19348	1/28/2023 4:04 PM
1099	19380	1/28/2023 2:10 PM
1100	19335	1/27/2023 8:50 PM
1101	19460	1/27/2023 11:20 AM
1102	19426	1/27/2023 8:09 AM
1103	19355	1/26/2023 8:52 PM
1104	19335	1/26/2023 7:20 AM
1105	19335	1/25/2023 10:12 PM
1106	19301	1/25/2023 4:02 PM
1107	19382	1/25/2023 10:21 AM
1108	19335	1/25/2023 8:52 AM
1109	19335	1/24/2023 4:01 PM
1110	19382	1/24/2023 10:22 AM
1111	19380	1/23/2023 4:18 PM
1112	19301	1/23/2023 2:59 PM
1113	19358	1/23/2023 2:25 PM
1114	19335	1/23/2023 11:52 AM
1115	19312	1/23/2023 11:43 AM
1116	19335	1/23/2023 9:31 AM
1117	19335	1/23/2023 8:21 AM
1118	19335	1/23/2023 4:59 AM
1119	1920	1/22/2023 9:35 PM
1120	19380	1/22/2023 9:14 PM
1121	19341	1/22/2023 5:16 PM
1122	19382	1/22/2023 3:23 PM
1123	19335	1/22/2023 1:00 PM
1124	19380	1/22/2023 11:24 AM
1125	19355	1/22/2023 9:52 AM
1126	19320	1/22/2023 9:38 AM
1127	19320	1/22/2023 9:32 AM
1128	19335	1/22/2023 9:24 AM
1129	19335	1/22/2023 8:56 AM
1130	19382	1/22/2023 5:22 AM
1131	19335	1/21/2023 11:36 PM
1132	19320	1/21/2023 11:20 PM
1133	19335	1/21/2023 11:17 PM
1134	19343	1/21/2023 11:13 PM
1135	19543	1/21/2023 9:33 PM

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1136	19335	1/21/2023 8:47 PM
1137	19380	1/21/2023 8:42 PM
1138	19335	1/21/2023 8:21 PM
1139	19335	1/21/2023 7:12 PM
1140	19335	1/21/2023 6:38 PM
1141	19301	1/21/2023 6:23 PM
1142	19343	1/21/2023 6:13 PM
1143	19335	1/21/2023 5:35 PM
1144	19335	1/21/2023 5:20 PM
1145	19320	1/21/2023 5:08 PM
1146	19460	1/21/2023 5:05 PM
1147	19341	1/21/2023 4:57 PM
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1149	19230	1/21/2023 4:19 PM
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1152	19344	1/21/2023 3:32 PM
1153	19335	1/21/2023 3:25 PM
1154	19380	1/21/2023 3:22 PM
1155	19335	1/21/2023 3:19 PM
1156	19382	1/21/2023 3:12 PM
1157	19380	1/21/2023 2:41 PM
1158	19382	1/21/2023 12:49 PM
1159	19460	1/21/2023 9:54 AM
1160	19380	1/21/2023 8:12 AM
1161	19382	1/21/2023 6:02 AM
1162	19382	1/20/2023 7:42 PM
1163	19453	1/20/2023 6:39 PM
1164	19382	1/20/2023 6:06 PM
1165	19382	1/20/2023 5:22 PM
1166	19382	1/20/2023 5:18 PM
1167	19382	1/20/2023 5:11 PM
1168	19380	1/20/2023 3:33 PM
1169	19382	1/20/2023 1:56 PM
1170	19335	1/20/2023 12:43 PM
1171	19335	1/20/2023 11:32 AM
1172	19128	1/20/2023 10:45 AM
1173	19380	1/20/2023 10:40 AM

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1174	19382	1/20/2023 10:38 AM
1175	19372	1/20/2023 10:11 AM
1176	19335	1/20/2023 10:02 AM
1177	19382	1/20/2023 9:32 AM
1178	19335	1/20/2023 9:32 AM
1179	19355	1/20/2023 9:32 AM
1180	19087	1/20/2023 9:23 AM
1181	19802	1/20/2023 9:20 AM
1182	19382	1/20/2023 9:14 AM
1183	19380	1/20/2023 7:20 AM
1184	19317	1/20/2023 7:17 AM
1185	19380	1/20/2023 5:45 AM
1186	19380	1/20/2023 5:39 AM
1187	19301	1/19/2023 8:35 PM
1188	19380	1/19/2023 7:31 PM
1189	19380	1/19/2023 6:12 PM
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1191	19355	1/19/2023 4:40 PM
1192	19335	1/19/2023 4:23 PM
1193	19320	1/19/2023 4:18 PM
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1196	19380	1/19/2023 3:51 PM
1197	19382	1/19/2023 3:50 PM
1198	19335	1/19/2023 3:39 PM
1199	19382	1/19/2023 3:38 PM
1200	19335	1/19/2023 3:31 PM
1201	19317	1/19/2023 3:30 PM
1202	19335	1/19/2023 3:27 PM
1203	19335	1/19/2023 3:09 PM
1204	19096	1/17/2023 2:35 PM

Q22 Please provide any additional comments you'd like us to consider regarding the Chester County Trails Master Plan.

Answered: 399   Skipped: 953

#	RESPONSES	DATE
1	Please also build more mountain bike trails, disc golf course and Pickleball courts!	8/1/2023 6:28 AM
2	None	7/31/2023 5:48 PM
3	Keep up the good work!	7/31/2023 8:05 AM
4	I support extending the trail along French Creek through the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	7/31/2023 7:39 AM
5	Multi use trails (hiking and biking) are ideal. Crushed gravel is great. Interconnectivity is key. Shade is also great.	7/30/2023 11:34 PM
6	Would be great to also have trails to and from high schools for the students.	7/30/2023 6:48 PM
7	Your trails and members are amazing already.	7/30/2023 6:33 PM
8	None at this time.	7/30/2023 2:27 PM
9	Allow electric mountain bikes	7/30/2023 1:27 PM
10	Trails are a great asset to our communities keep up the trail building and access to everyone is a must.	7/30/2023 11:03 AM
11	Too crowded in Phoenixville with all these expensive bicycles and people who don't give a hoot about the people who grew up in this area🙄	7/30/2023 10:56 AM
12	Scape level Phoenixville	7/30/2023 9:46 AM
13	Keep up the outstanding work!	7/30/2023 9:41 AM
14	ANYTHING that improves connectivity & accessibility would help. Here in Chesterbrook we need to park at Penn Med VF or back in the old Syms lot to access trails safely. Ideally we wouldn't need a car...	7/30/2023 9:20 AM
15	I love our trails and would love more picnic tables and benches along the trail so I can take a walk and bring a meal.	7/30/2023 8:52 AM
16	N/a	7/29/2023 10:53 PM
17	I look forward toa newer trail	7/29/2023 11:35 AM
18	Kudos for developing a trails master plan. An ideal would be to connect as many trails as possible, as well as developing still unused rail beds throughout the county.	7/29/2023 11:06 AM
19	all 3 of my sons enjoy the trails when they come to visit us	7/29/2023 10:04 AM
20	Phoenixville, PA: I support extending the trail along French Creek thru the Canal Railroad Underpass and connecting Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary.	7/28/2023 9:35 PM
21	Please don't.	7/28/2023 8:24 PM
22	I am so happy that you might consider completing this trail. It will transform our relationship to the river! Thank you!!	7/28/2023 7:43 PM
23	The Chester Valley trail is very loud. Trails that mute traffic noise may be a better option.	7/28/2023 6:45 PM
24	Keep up the great work. Expanding access to our natural resources is important to help us understand nature and become better environmental stewards.	7/28/2023 1:44 PM

Chester County Trails Master Plan Survey

25	N/A	7/28/2023 1:24 PM
26	Thank you for requesting input.	7/28/2023 11:47 AM
27	Good luck..it's a grand idea	7/28/2023 11:31 AM
28	Water Trails Like the Schuylkill River Water Trail and the Brandywine Water Trails should also begiven consideration in the Master Plan. Portages around dams and access points to the streams are critical to water education, public safety and improving recreational use of our streams.	7/28/2023 11:24 AM
29	Thank you so much for making this survey!	7/28/2023 11:15 AM
30	Thanks for your work on making Chester County's trail systems better!! They are such an important resource for our community!!!	7/28/2023 11:10 AM
31	Thank you	7/28/2023 10:55 AM
32	I train for endurance events to support charities and love the trails	7/28/2023 10:47 AM
33	How do you sign up for future information. This survey was forwarded to me from a friend.	7/28/2023 10:19 AM
34	Use eco friendly methods when constructing anything such as permeable pavers for parking lots to improve drainage and decrease heat. Preserve as much open space and river watershed as possible. Consider solar lights, technology has come a long way in reliability. Keep chester county green. There is so much building happening in Phoenixville and none of it is green/eco conscious.	7/28/2023 10:19 AM
35	I strongly encourage smart trail planning and completion of trails that have gaps.	7/28/2023 10:12 AM
36	Please connect Phoenixville to the riverfront with the Canal Railroad Underpass. THANK YOU	7/28/2023 10:02 AM
37	Really grateful for the trails that already exist. Great trails. I use the SRT to get to local business in Spring City and Phoenixville allowing me to leave my car at the trail heads. Thank you	7/27/2023 5:17 PM
38	I'd love some more mountain biking spots. Paved trails are nice for commuting but single track trails where mountain bike use is permitted are wonderful.	7/26/2023 12:24 PM
39	I love the trails for exercise and appreciate all that is done to maintain them!	7/26/2023 9:31 AM
40	More trails for specific use, along with multiuse trails. I.e. hiking only trails, biking only trails, or possibly do what other areas do and have use for hiking only on odd number days or biking only on even numbered days (just as an example) and/or direction of travel designated to odd/even days to mitigate cross traffic for safety reasons	7/26/2023 9:19 AM
41	Please! Keep the unpaved trails as they are. It's a pleasure to have the option to walk, run, or hike these trails that have minimal impact on the surrounding environment.	7/26/2023 6:06 AM
42	Consider more safe and accessible parking locations along trails and advertise locations so more folks can find differing points to access and use trails in the county.	7/25/2023 7:25 PM
43	More trails! Keep up the good work!	7/20/2023 8:15 AM
44	Keep up the great work! I love using the trails and look forward to more trails and more trail connecting.	7/19/2023 10:44 PM
45	The phenoxville bike park is an amazing addition to the area. It would be great to connect it to surrounding trails.	7/19/2023 9:16 AM
46	add more bike repair stations	7/18/2023 3:17 PM
47	I love trails of all kinds. I don't think they all should be paved multi use because average healthy hikers prefer not to be hassled by zipping, risky & rude bikers. Sometimes, Nature is better enjoyed without that distraction. Other times, it doesn't matter. We need all kinds of trails and the more they connect, the more assessable & attractive they are.	7/18/2023 2:30 PM
48	In a perfect world , everything would be accessible via a trail. Thank you!	7/18/2023 7:25 AM
49	Thank you!	7/17/2023 4:07 PM
50	More neighborhood connections similar to Daylesford Lakes would make trails easier to use.	7/17/2023 3:01 PM

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51	The trails network is and should continue to be a vital link to nature, neighbors and health and wellness. In addition, keeping open space and nature in-tack should always be a priority. Once all the land is developed you can't get it back.	7/16/2023 7:22 PM
52	Connect French creek trail to phoenixville	7/15/2023 6:17 PM
53	Please place more garbage cans along trail. Please ask horse riders to clean-up or use a catch bag for poop!	7/15/2023 6:03 PM
54	Using trails to connect towns and cities would be great for the environment, especially if those trails connect to public transportation. I would love to see more extended trails like the Schukyll River Trail. I think for longer trails it would be helpful to have a bus route that stops along the trails.	7/15/2023 11:06 AM
55	Although my ZIP Code is 19460, I live in West Vincent Township, near the village of Kimberton.	7/15/2023 9:33 AM
56	Thank you.	7/15/2023 8:56 AM
57	Please don't pave the natural trails. Making trails accessible doesn't have to mean paving over nature.	7/15/2023 7:04 AM
58	Bike lanes on major roads are just as important as trails! Please consider bike lanes on Route 23 and Pawlings Rd!	7/15/2023 6:19 AM
59	I love that we have access to all of the historical and beautiful places in this area. Thank you for your consideration.	7/15/2023 1:21 AM
60	Continuing to enhance and expand trails will help to support growth in Chester County	7/14/2023 7:50 PM
61	More trails! Mountain biking made me healthy and more people should have access to good mtb trails to motivate them too.	7/14/2023 7:44 PM
62	Hyperdevelopment of Phoenixville has made the dowtown inaccessible to its residents. We need ways of moving through our town that are not gridlocked by traffic.	7/14/2023 7:01 PM
63	What's does my gender, ethnicity or income have to do with any of this?.	7/14/2023 6:49 PM
64	Connecting all the wonderful CC trails would be a plus.	7/14/2023 4:30 PM
65	Save as much land for parks now. It only gets harder and more expensive over time.	7/14/2023 4:10 PM
66	Do not allow motor vehicles and e-bikes on the trails	7/14/2023 3:35 PM
67	Love our trails! Thank you!	7/14/2023 2:26 PM
68	Thanks	7/14/2023 1:49 PM
69	Phoenixville is becoming over-developed. There needs to be ways to access nature if the population of the town is encouraged to grow this fast. People need ways to offset the additional noise and traffic.	7/14/2023 1:31 PM
70	Safety for women and children needs to be addressed.	7/14/2023 1:14 PM
71	Great work expanding the trail network in the county. Remember equestrians in plans.	7/14/2023 12:37 PM
72	Make housing affordable in chester county	7/14/2023 12:24 PM
73	Do not pave natural trails. Do not "link" current natural "unused" trails to towns, businesses, or housing developments i order to make them accessible to the masses. Such changes ruin the sanctity and welfare of the environment.	7/14/2023 12:24 PM
74	Sadly, we need signs to encourage folks to walk/run/ride to the right of the paths. Additionally: -remind folks to leash their dogs -keep ebikes under 25 mph -consider tunneling intersections. Someones going to get killed. Example: the new road that intersects with the SRT trail in Phoenixville, near the new fire company. There are no stop signs, crossing markings and cars don't stop. I've almost been hit a couple times...walking.	7/14/2023 11:47 AM
75	Crack down on aggressive cyclists.	7/14/2023 11:39 AM
76	Love trails so the more the better! Thank you!	7/14/2023 11:33 AM

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77	Please consider posting maps or an app so users can plan for their use cases.	7/14/2023 11:08 AM
78	Safety and where and if there are restrooms	7/14/2023 10:50 AM
79	Putting up more lamp posts along the trail near steelpointe. I'd also love if birdhouses could be placed into some of the foliage along the trail. They do that at the UPMC hospital trail in York, PA and it allows the birds to have secure shelters and encourages the birds lay more eggs and have more offspring.	7/14/2023 10:48 AM
80	Please add more benches and wayfinding signage throughout the trail! It's intimidating to go on these trails when you haven't been on them before. I've used the SRT many times in my life and I still don't have a firm grasp of where everything connects, and having physical resources on the trails for wayfinding would be incredibly helpful.	7/14/2023 10:46 AM
81	Some of your questions need an "N/A" or "Does not apply" option.	7/14/2023 10:22 AM
82	More bike pump tracks and/or bike parks	7/14/2023 10:06 AM
83	Connecting existing trails means more access to people who would like alternative modes of transportation to and from work/businesses and the opportunity to see nature	7/14/2023 10:01 AM
84	I think our trails are an amazing asset, appreciate the work that has been done to create the system to date and am all for more trails!	7/14/2023 10:01 AM
85	Keep trails scenery as natural as possible! We don't need a bunch of amenities we just need more trails!	7/14/2023 9:37 AM
86	Chester County has some great trails that I use often but there are sections around PXV that need to be completed.	7/14/2023 9:29 AM
87	Thank you for everything you are doing to keep the trail projects moving forward!!!	7/14/2023 9:11 AM
88	The trails in Chester County are great. Please connect to existing trails where there are gaps and to municipal trails and parks	7/14/2023 9:02 AM
89	I love that we have our existing trail system. Looking forward to whatever growth happens!	7/14/2023 8:55 AM
90	None at this time	7/14/2023 8:50 AM
91	The trails are why I live here!	7/14/2023 8:49 AM
92	Thanks for all you do!	7/14/2023 8:47 AM
93	I work in the Great Valley Corp. Ctr, live in Uwchlan Township.	7/14/2023 8:46 AM
94	create trail connections from one to another as well as to the county Boroughs	7/14/2023 8:10 AM
95	Please do not connect phoenixville (Riverworks) to schyukill River.	7/14/2023 7:59 AM
96	Integrate trails with future train stations	7/14/2023 7:04 AM
97	Please consider more trees for more shade along the trail in various areas.	7/14/2023 6:22 AM
98	Keep working to connect all segments of the SRT between Philadelphia and Reading.	7/14/2023 12:12 AM
99	Chesco also needs more sidewalks for pedestrians. I live less than half mile from the grocery store and can't get there without road walking	7/13/2023 10:50 PM
100	Trails are important. So are trains. Phoenixville and West Chester need restorations of service.	7/13/2023 10:45 PM
101	In places like San Diego, CA trails coexist alongside nearly every road. People can bike and walk safely to have fun or get to work	7/13/2023 10:45 PM
102	Love the trail	7/13/2023 10:40 PM
103	Devault trail and Schuylkill River loop would be amazing!	7/13/2023 10:24 PM
104	I love living wherevI do as we have so many places to hike, bike and paddle!	7/13/2023 8:41 PM
105	Thanks for working on this.	7/13/2023 7:34 PM
106	Restrooms	7/13/2023 6:59 PM
107	Extend the trail along French Creek thru the Canal Railroad Underpass and connect	7/13/2023 5:21 PM

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	Phoenixville to the riverfront, over the Spillway and up to the Black Rock Dam and Bird Sanctuary	
108	I love seeing the progress! Improving non-motorized transportation helps the environment as well as the physical and mental health of residents.	7/13/2023 5:20 PM
109	Keep up the good work. Open space and trails. Covered bridges and connected greenways are THE way to go. I observed an open space float in the '22 dogwood festival with flowers by colonial gardens. NOW, THEY HAD IT CORRECT.	7/13/2023 4:51 PM
110	99% of bicyclists or other wheeled-transport users on ALL sections of the SRT never announce themselves when approaching a person on foot. There is ZERO signage instructing these cyclists, etc. to announce themselves, as it is not only a courtesy but can easily avoid injury. I cannot count how many times I've seen a parent desperately grab their child to avoid a collision with a fast approaching cyclist. We need signage!!!	7/13/2023 4:22 PM
111	I moved to Chetser County because of the numerous trails here. I'm very excited to see the Devault Line trail be established and open up the corridor between Phoenixville and Exton. Keep up the great work	7/13/2023 3:11 PM
112	More trails!!	7/13/2023 3:07 PM
113	Scenery would better if canal/river were dredged more often. Especially the canal!	7/13/2023 2:58 PM
114	As a river-based business owner and operator, I would love to see these improvements. I would also be happy to generate time and resources to help see it happen.	7/13/2023 2:18 PM
115	More dirt trail surfaces	7/13/2023 2:14 PM
116	There is also a property that the Phoenixville Area School district is trying to sell to Toll Brothers, known as the Kindergarten Center (100 School lane in Phoenixville) which should be part of an extension from Valley Forge Park along the riverside. Whether or not the sale goes through, this extension of the trail would provide downtown Phoenixville an alternate route on the west bank of the Schuylkill River.	7/10/2023 11:58 PM
117	we would love to see more funding allocated to trail projects, they are in general fast to implement in communities that support them, and have an instant permanant impact.	6/18/2023 10:40 AM
118	There are too many people moving into the malvern and Exton area. It's dangerous with all the increased traffic.	6/12/2023 7:44 PM
119	Be nice to have some off leash dog trails. Before Covid many trails dogs could be off leash & under control of owners- very limited.	5/31/2023 5:02 PM
120	More information on local trails, more markings, or clearer trail blazes, more connecting trails, more rangers monitoring the trails and parking lots, more available bathrooms, and clean bathrooms	5/31/2023 4:10 PM
121	We simply need more and better access to multi-use trails in the county.	5/30/2023 2:22 PM
122	Needs tool kit to empower local municipalities and advocates to create additional on-road bike ways to access trails.	5/30/2023 10:05 AM
123	Although I enjoy the trails at Marsh Creek State Park immensely, they could do so much more. They could easily add a very nice trail in the section bounded by Milford Road and Lakeview by just mowing a grass trail loop next to the woods and lake. Given the extreme popularity of the park I'm sure it would be put to use. Note many other state and county parks in the area already have mowed grass trail loops.	5/25/2023 10:02 AM
124	Very pleased with the trails available in Chester County.	5/22/2023 11:50 PM
125	I'd like to emphasize my concerns that trails not become yet another form of sprawl. Please prioritize any remaining natural spaces and do not build through them. Please create Leave No Trace signage at trailheads of unpaved trails. Please make "respect wildlife" more prominent.	5/16/2023 10:34 PM
126	We need more trails in the western part of the county that connect our communities.	5/10/2023 8:30 PM
127	I'd like trails connected to gardens/arboretum. I haven't found good websites/apps for discovering trails I'd like. We often go outside the county to walk/hike.	5/10/2023 11:17 AM
128	Include water trails for kayaking/canoeing	5/9/2023 7:41 PM

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Chester County Trails Master Plan Survey

129	Great work	5/9/2023 7:40 PM
130	There was a recent feasibility study done for a multi use trail from Chadds Ford to Oxford that I would love to see come to fruition in the near future...	4/29/2023 11:53 PM
131	gravel trails are great and helpful too!	4/27/2023 1:15 PM
132	My son loves going on trails, however if I Don't drive him he has no way of getting there. Transportation would be great for young people.	4/24/2023 8:26 PM
133	Thank you for doing what you do! I love the trails.	4/22/2023 6:00 PM
134	More natural art / murals/ informational postings /	4/18/2023 8:58 PM
135	It would be great to connect upper Uwchlan to cvt or set	4/16/2023 9:31 AM
136	Add some kid friendly activities / slides etc in the way	4/15/2023 12:02 PM
137	The rangers and maintenance crews do a really great job keeping the trails clean and safe.	4/14/2023 4:59 PM
138	I get frustrated on the Struble Trail with lack of cell service. Cell service is important for safety/connectivity.	4/14/2023 2:18 PM
139	Trails for gravel biking	4/13/2023 5:03 PM
140	I would love to see state and county parks connected by trails to each other and towns/cities.	4/11/2023 9:13 AM
141	Having some kind of trail "ambassadors" who volunteer to aid those using the trails when they are also using them. Valley Forge National Park has such a program...	4/10/2023 6:11 PM
142	Stop all development	4/10/2023 5:47 PM
143	Safety for single people walking	4/9/2023 8:41 PM
144	Thanking you for working toward a more robust trail system in Chesco!	4/9/2023 5:42 PM
145	Start considering the effect of ebikes on the trails: Speed limit suggestions? These are bikes but they can fly!	4/8/2023 8:47 AM
146	I believe electric bikes are an important part of last mile commuting, I am worried that bikes that don't require peddling are going to have a negative effect on trail system. I would like Chester County to have a formal policy on electric bike usage.	4/7/2023 12:31 PM
147	Please reinstall the water fountain in Exton!	4/7/2023 5:16 AM
148	Thank you for making this happen, hopefully progress begins within this season/year to get more people outside walking in safe areas.	4/6/2023 10:49 AM
149	I would love to see bike lanes on actual road ways in addition to just trails.	4/6/2023 9:12 AM
150	More paved surfaces, reduce grade. This makes the trails more accessible after weather events, road bikes, etc.	4/6/2023 8:50 AM
151	Shuttle that connects nearby trails and stores, like a Jolley trolley	4/6/2023 7:20 AM
152	Route 30 is an obstacle in getting to trails without a car. It would be fantastic to have a safe path to bike ride on that connects to CVT.	4/6/2023 6:11 AM
153	I always appreciate GIS as a big component within things like this, which I know your department does focus on. I think Chester County does a great job with updating your public database about open-land and preserved space in the region and it makes doing projects much smoother. I know you definitely already will but I guess it would be great to have potential parks from this survey added to that too!	4/6/2023 1:51 AM
154	Trails don't solve traffic problems. Not everything needs to be connected by a paved trail. I use chester County trails daily. I hate this idea. Just because it can be done doesn't mean it should be done.	4/5/2023 10:10 PM
155	There are so many very nice recreational trails in Chester County and I'm very grateful. I wish that there were more ways to make walking transportation like it is in Europe. More sidewalks to get places so kids can walk to school, I can walk to the grocery store, etc. A "trail" (sidewalk) along West Chester Pike, Ellis Lane, and Paoli Pike would be fantastic!	4/5/2023 10:01 PM

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Chester County Trails Master Plan Survey

156	The trails are a wonderful asset to our communities	4/5/2023 9:56 PM
157	We like Trails. <3	4/5/2023 9:56 PM
158	Rest rooms, food trucks, coffee cart would be a great add to all of them	4/5/2023 8:52 PM
159	Thank you for the trails we already have and for the new connector CVT TO SRT !	4/5/2023 4:01 PM
160	Please add a trail that connects from Willistownship to Chester Valley trail. If I want to ride the CV trail I have to put my bike in my car and drive 10-15 minutes to it.	4/5/2023 3:30 PM
161	Please include water trails as well as walking/hiking trails	4/5/2023 3:08 PM
162	I love the trails in Chester County	4/5/2023 11:51 AM
163	N/A	4/5/2023 11:26 AM
164	Would love more water filling stations on existing trails.	4/5/2023 10:43 AM
165	Patriots Path - this is a proposed plan to link The Battle of the Clouds, Valley Forge Park and The Battle of Paoli site in Malvern Borough together.	4/5/2023 9:29 AM
166	Please consider having dog stations with bags and a trash can. It would get more people to pick up after their dogs if they don't have to haul a swinging bag of warm poo for miles.	4/5/2023 8:58 AM
167	I would really like to see more mountain bike trails in the area and it would be very nice to see more expert trails and jumps.	4/5/2023 8:55 AM
168	There should be at least one rep from each townships parks and rec Committee when making master plan	4/5/2023 7:13 AM
169	The plants on the trails are majority invasive species. Updating with native species would be helpful for environment.	4/5/2023 3:52 AM
170	I use several trails regularly (Struble, Sugarbridge, Springton Manor, Bondsville Mill, Stroudt Preserve) but always looking for new ones! On weekends I will drive 10 - 20 miles to check out a new trail.	4/4/2023 10:12 PM
171	Thank you! We love using the trails. Really enjoy CVT	4/4/2023 9:19 PM
172	Dtown school district	4/4/2023 8:18 PM
173	Connecting to the Greenway as a multi-use would be awesome! Anything to have a closer rail trail type usage is appreciated!	4/4/2023 7:58 PM
174	Love the trails!	4/4/2023 7:10 PM
175	Thank you for your continued focus on this - I love living here, and the outdoor recreation/trail system is a big reason for that.	4/4/2023 6:50 PM
176	If you could connect Malvern proper to vanguard that would be amazing	4/4/2023 6:49 PM
177	Build sidewalks throughout West Central Ave to connect residences to the Paoli train station so residents can walk and walk safely!!	4/4/2023 6:03 PM
178	N/a	4/4/2023 5:52 PM
179	I love the idea! Part of why I moved to Chester county was to have access to trails while also being able to walk around town and access businesses.	4/4/2023 5:33 PM
180	Thank you for doing this.	4/4/2023 5:02 PM
181	Thank you	4/4/2023 9:48 AM
182	We are looking to move within chester county (we own currently in chester county), and proximity to trails is a top criteria for the next house location.	4/4/2023 8:32 AM
183	More historical interpretative panels and signs.	4/3/2023 11:07 PM
184	Please see if there can be extension of sidewalk from Lee Place to CVT so that we can safely bike / walk to CVT. Currently there are gaps and feels fairly unsafe crossing those traffic lights and even on the creamery way people don't follow stop signs often..	4/3/2023 7:47 PM

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185	East Whiteland's roads are not the slightest bit pedestrian or bike friendly when trying to get to a trail.	4/3/2023 7:42 PM
186	Have more benches and signage!	4/3/2023 7:22 PM
187	Ggv	4/3/2023 6:28 PM
188	N/A	4/3/2023 5:17 PM
189	We are equestrians, mountain bikers, hikers and trail runners! We LOVE the trails and all of our awesome parks!	4/3/2023 5:11 PM
190	Trails need to be wider, paved better and have more shade	4/3/2023 4:44 PM
191	We do need to ensure more open space and vanishing farms and woodlands are preserved. Extremely concerned looking at the development going on at the moment	4/3/2023 4:29 PM
192	Chester County should give huge raises to county employees	4/3/2023 3:58 PM
193	I would love to be car free!	4/3/2023 3:40 PM
194	Let's encourage young people to enjoy these fabulous free resources by organizing community service opportunities and advertising them at local schools with hourly graduation requirements (Avon Grove Charter School is one).	4/3/2023 3:19 PM
195	N/a	4/3/2023 3:08 PM
196	More mountain bike trails of all.levels	4/3/2023 2:55 PM
197	Please add more benches along trails. Also, some areas with wetlands or woods would benefit from observation areas for bird / nature while protecting habitats.	4/3/2023 2:50 PM
198	Please add more trees and greenery. 99% of the reason I hike is to be surrounded by and grounded nature but a lot of trails only include a paved place to walk.	4/3/2023 1:04 PM
199	I like the nature-only aspect of WHCP, but can also get behind having small businesses on paved trails like CVT and CVTW.	4/3/2023 11:16 AM
200	Build them and they will come!!!	4/3/2023 10:59 AM
201	I don't want taxes raised for this. You should fund raise	3/31/2023 2:23 PM
202	Trails cost money. Inflation is very high. We don't need more taxes. Existing trails in county/township parks are enough. We don't need more trails. I drive by trails that run along streets, almost every day, at many different times of the day. I hardly ever see anyone using these trails, even on perfect weather days.	3/28/2023 5:27 PM
203	Build off the road trails that connect. They need to go to corporate centers.	3/27/2023 8:21 PM
204	It might be a revealing exercise to cost out what it costs a typical Chester County resident in various neighborhoods to actually use the trails that exist.	3/26/2023 8:12 PM
205	I know New Garden has a plan proposal to expand the trails, and I BEG for this plan to be put in place. It would do wonders for the area	3/24/2023 9:26 AM
206	Thank you for doing what you do!	3/24/2023 7:22 AM
207	Please don't forget about Western Chester County when planning trails!	3/20/2023 7:33 PM
208	Trails leading to safe fenced dog parks would be very nice.	3/20/2023 10:00 AM
209	The Route 100 Multimodal to Exton Station is a great connection, it should be extended to West Chester.	3/20/2023 7:50 AM
210	Push existing plans forward! Kennett Greenway would be incredibly beneficial	3/18/2023 10:41 PM
211	More signage addressing Trail Etiquette. Dog leash, walkers abreast . Speed limits.	3/18/2023 2:23 PM
212	Thanks for your work	3/16/2023 9:19 AM
213	Although we're very happy here, the worst part of living here is not having safe walking trails to ANYTHING from our home. It's car or nothing. No sidewalks, non-existent shoulders, cars that SPEED	3/15/2023 8:44 PM

214	thanks very much for asking! :)	3/15/2023 6:54 PM
215	Rep. Christinia Sappey sent out an email with the link to this survey. She mentioned equity regarding trails. Get over yourselves people. This is a ridiculous criteria.	3/15/2023 12:23 PM
216	Don't destroy natural lands to put in more trails. The wildlife in Chester County is too stressed	3/15/2023 10:55 AM
217	thanks for this survey	3/15/2023 8:18 AM
218	I need to know more about the Plan before I can informatively comment about it.	3/14/2023 9:42 PM
219	Bikability and walkability inside of Kennett borough isn't great and it's such a wonderful community. I'd love to be able to walk and bike more safely with my 5 year old.	3/14/2023 7:41 PM
220	Honey Brook township would welcome more trails and trails that tie in with existing trails	3/14/2023 7:37 PM
221	The more beautiful/ historical trails we develop with good connections, the more the tourist/Eco tourism economy will grow in this area. The countryside in Chester county is very special.	3/14/2023 4:40 PM
222	Thanks to all for your hard work.	3/14/2023 3:16 PM
223	Improving and increasing trail development in Chester County will be of great benefit for all its residents!	3/14/2023 12:36 PM
224	This is a very good public endeavor that would benefit from more publicity.	3/14/2023 12:31 PM
225	Hard to connect the trails without considering the very unsafe biking on surrounding streets. Good luck. I look forward to your efforts!	3/14/2023 11:54 AM
226	Need more funding for the maintenance of White Clay Creek Preserve.	3/14/2023 11:18 AM
227	Keep trails natural, i.e., free of "amenities."	3/14/2023 10:42 AM
228	Connect more places so that I don't have to drive to get around Chester County safely. If I could safely bike from Downingtown to West Chester, I'd pick up an e-bike in a heartbeat and be one less car on the road during most daily commutes.	3/13/2023 3:05 PM
229	So pleased that the new connector for the CVT to the Schuylkill River Trail has opened. Appreciate that Chester County has porta-potties and rest rooms along the CVT (unlike Montgomery County's SRT). Also appreciate County Park Rangers like Michael Trzaska who are open to suggestions about the CVT.	3/13/2023 2:58 PM
230	I really appreciate the number of trails that are available in Chester County - including the Natural Lands sites - and am delighted to see the recent investment in a portion of Crebilly Farm.	3/13/2023 1:31 PM
231	Not sure what my age, sex, or income have to do with the survey, but OK?	3/13/2023 10:46 AM
232	Chester County trails are making diverse communities like Phoenixville a more equitable place to be well	3/12/2023 5:32 PM
233	PLEASE create rules for Bikers, speed limits, times for Bikers. Please control their speed. Thank you!	3/12/2023 4:02 PM
234	Go got it!!	3/12/2023 6:59 AM
235	possible trail conversion of old norfolk southern railroad section just south of boot rd, between rt 322 and quarry rd	3/11/2023 10:21 AM
236	I appreciate all the work the paid and volunteer workers do toward enhancing our trails.	3/11/2023 8:10 AM
237	Walkability is why we chose to live in Kennett. Having to get in a car and drive to a trail just to walk is super counter productive and takes away from the whole experience. Also, with small children, it's crucial to not have to walk on the roads to get places so having a trail as a means of transportation would make it much safer for families.	3/11/2023 7:59 AM
238	I hope I live long enough to ride my bike on a trail over the trestle that crosses US322 south of Downingtown!	3/10/2023 9:00 PM
239	struble trail between dowlin forge and Downingtown has very poor drainage. it needs to be updated. the trail here needs repaving and widening.	3/10/2023 6:26 PM

Chester County Trails Master Plan Survey

240	Although I am not a consistent bike rider, I do think it'd be important to get some of the cycling traffic off the road and onto safe trails that would save lives. There is a vibrant cycling culture in the county but there are some really dangerous roads with no shoulders and blind curves and it would be better for drivers and riders to have less interaction.	3/10/2023 2:34 PM
241	CC is doing a great job with making, improving and maintaining its trails and parks. Thank you!	3/10/2023 11:03 AM
242	Would like to see more restroom facilities along trails.	3/10/2023 10:59 AM
243	Include existing footpaths that are part of recent residential or corporate developments.	3/10/2023 10:31 AM
244	Appreciate the nice trails enjoy them	3/10/2023 10:31 AM
245	Horses are integral to Chester County, so horse back riding should be allowed on trails. No motorized vehicles should be allowed on trails in Chester County.	3/10/2023 10:00 AM
246	Connect it to the Kennett Regional Trails (New Garden Greenways and Kennett Greenways)	3/10/2023 9:35 AM
247	need more bathrooms on almost all of the trails	3/9/2023 11:32 PM
248	Please take into consideration any homes along proposed trails. Safety and noise come to mind.	3/9/2023 11:14 PM
249	Everyone deserves to have a safe natural area away from cars and within walking distance.	3/9/2023 10:25 PM
250	Thank you for embarking on this Master Plan endeavor!	3/9/2023 10:04 PM
251	Connecting coatesville to green living is so important! I work there and would love to walk trails on my lunches	3/9/2023 9:26 PM
252	I love all the trails! It would be awesome to have more accessible trails connected throughout the county.	3/9/2023 8:36 PM
253	Our northwest corner of Chester County seems overlooked for trails	3/9/2023 8:29 PM
254	I would love sidewalks along Uwchlan Ave to make it possible to bike into Downingtown	3/9/2023 7:13 PM
255	Please consider impacts on neighboring private property. We have had issues in Newlin Township with visitors trespassing from public trails to private property & defacing property, leaving trash & human waste. Signs need to be posted on any new paved trails with rules & clearly marked boundaries & all need to be enforced.	3/9/2023 6:35 PM
256	I am interested in true nature trails, not the sidewalk that East Goshen has labeled a trail.	3/9/2023 6:28 PM
257	I love the Chester County trails. I would like to see more of them.	3/9/2023 6:12 PM
258	We are avid bird watchers and like to use the County Parks and Trails to go bird watching.	3/9/2023 5:16 PM
259	getting volunteer groups to help-	3/9/2023 4:32 PM
260	There are opportunities missed to make low volume local roads more bike friendly, not with sharrows but with targeted traffic calming... Case in Point... here in Kennett there is pressure to spend $7M on a 1.4 mile sidepath that offers little benefit to cyclists but requires cutting 400 trees down... trail planners will not even considering just slowing cars down on this dead end road	3/9/2023 2:13 PM
261	This is a public expenditure everyone enjoys! Good luck	3/8/2023 8:01 PM
262	How can I find all the rail trails in Chester County?	3/8/2023 4:40 PM
263	Candlewyck is willing to offer land easement for construction of a paved trail along sharp road to connect with other trails in New Garden Township.	3/8/2023 6:32 AM
264	Thank you for your continued efforts to improve our wonderful trail network! In summary, I hope the next evolution of the trail network will focus on trails, streets, transit, and roads, as a holistic design, that connects our communities and enables freedom of movement.	3/8/2023 4:02 AM
265	Please consult the New Garden Township 2019 Trail Prioritization Plan. Please advocate for PennDOT to install shared use pathway alongside any road reconstruction.	3/7/2023 11:13 PM
266	Keep up the good work! I have seen steady progress made on the trails since I moved to the county 14 years ago :-)	3/7/2023 5:50 PM

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267	Keep fighting the good fight.	3/7/2023 7:44 AM
268	Please work on the crossing of the chester valley trail at route 29! It's pretty dangerous and could use improvement. Thanks!	3/6/2023 10:42 PM
269	Keep up the great work with focusing on trails and preserving green space!	3/6/2023 9:26 PM
270	Thanks for making this available! There may need to be signage/provisions for e-bikes (e.g. speed limits/passing courtesy notes) going forward.	3/6/2023 4:54 PM
271	I think there should be trails that are through woods and/or near creeks. So important for young children to experience.	3/6/2023 3:54 PM
272	Leave trails and open space as natural as possible, I want to enjoy nature not have amusement park	3/6/2023 3:10 PM
273	Please, please can you put a trail in the Coatesville area.	3/6/2023 1:09 PM
274	For the love of all that's holy, lets get these trails in, as either last-mile connections, recreation amenities and community connectors to eateries and shops, or part of an augmented 15-minute community, we need these trails! That is all, thank you for doing this!	3/6/2023 12:58 PM
275	Priority should be to fill gaps of existing trails then to develop trails to disadvantaged communities and Southern C.C.	3/6/2023 12:34 PM
276	Safer trail shoulders (flat dirt for walking & safety) & road shoulders	3/6/2023 11:52 AM
277	You guys are doing a good job!	3/6/2023 9:27 AM
278	The trail system is great! Keep building! The Devault trail will connect lots of communities and business, please build that trail and connect it to the local neighborhoods. Drainage is an issue on the Chester Valley trail West of Wegmans in Malvern. Causes lots of mosquitoes to breed. Please incorporate proper drainage plans.	3/6/2023 9:20 AM
279	It would be nice if the Perkiomen Trail was paved.	3/6/2023 9:04 AM
280	Thank you for extending CVT.	3/6/2023 7:59 AM
281	Thanks, please keep soliciting input.	3/6/2023 7:50 AM
282	I'm looking forward to the connection between the Chester Valley Trail and the Schuylkill River Trail.	3/6/2023 7:18 AM
283	reiterate benefits of Brandywine trail connector to south end of D-town borough, esp with completion of River Sta.	3/5/2023 8:41 PM
284	The connection to the SRT is a GREAT addition to the trail system. We will be using that regularly!	3/4/2023 12:30 PM
285	If paved trails are the choice, please invest in porous pavement to limit runoff that paved trails will produce. Seek advice from local conversation organizations and environmental engineers for more porous options.	3/4/2023 4:52 AM
286	None	3/3/2023 4:46 PM
287	Thanks for all you do!	3/3/2023 8:48 AM
288	Not enough trails in West Goshen, i.e. no trails in West Goshen.	3/2/2023 8:39 PM
289	Thanks for the opportunity to share ideas.	3/2/2023 7:13 PM
290	Thanks for doing this plan!	3/2/2023 5:11 PM
291	You build them people will come.	3/1/2023 3:05 PM
292	Please quit working east to west & get us some thralls ASAP in Western section of the county. Start at Coatesville & work west while you are doing Exton - Downingtown - Thorndale.	3/1/2023 1:16 PM
293	See previous comment about extending the CVT west. I know it's planned, but please execute ASAP. And please consider feeder trails to/from shipping center, if the trail itself does not pass directly behind.	2/28/2023 7:28 PM
294	Use some of this Infrastructure money to finish some of these projects.	2/28/2023 4:55 PM

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Chester County Trails Master Plan Survey

295	Get GOING!! we must serve the lower economic faction in our community.	2/28/2023 2:43 PM
296	Thanks for keeping the trails going and improving.	2/28/2023 2:00 PM
297	Many of us who live in the borough of Westchester must drive to connect to nature trails. We need trails to run from different parts of west Chester borough to places like Strouds preserve or other nature trails with solitude and scenery. Also need more challenging dirt trails.	2/28/2023 1:49 PM
298	Trails are great-use 5-6 a year riding bike	2/28/2023 12:36 PM
299	There should be more than enough "Infrastructure Funding" to fix the Trestle instead of pt hung it up every few years. It would be a big draw for everyone.	2/28/2023 11:25 AM
300	I've heard of people who get hung up on how it use to be, somehow turn making a trail into threat on their democracy. But the majority of people seem to want this.	2/28/2023 11:05 AM
301	You're doing a great job. Keep striving for excellence!	2/28/2023 11:05 AM
302	Creating access from CVT, to cafes, pubs or restaurants would be beneficial.	2/28/2023 11:05 AM
303	Love the natural beauty. Native plants, shrubs and trees nurturing local and migrating birds, butterflies, insects and wildlife.	2/28/2023 10:44 AM
304	Connect W Chester to Downingtown & east to W Goshen Twp, Paoli Pike Trail, Malvern & Paoli; Connect CVT to Paoli Station	2/28/2023 10:33 AM
305	Thank you for your efforts at making Chester County a better place to live.	2/28/2023 10:20 AM
306	Keep the faith. Think long term. Built it and they will come. Thank you for providing the leadership to expand outdoor opportunities for C.C, residents.	2/28/2023 9:59 AM
307	Thank you for trying to improve the trails in Chester County. They give me great pleasure and, with some additional sidewalks connecting neighborhoods to shopping centers, I think a lot more people would walk instead of driving. This would have many health benefits and benefits to the environment.	2/28/2023 9:35 AM
308	Great Plan - just make it happen sooner!	2/28/2023 9:29 AM
309	We love the trails at Wolf Hollow, Hibernia and around White Clay Creek. Many thanks to everyone who maintains them.	2/28/2023 9:25 AM
310	Feel free to connect with those of us here in West Vincent Township who are on the Parks & Recreation committee.	2/28/2023 9:21 AM
311	Keep moving it's making a positive difference .	2/28/2023 9:04 AM
312	Happy to hear this is being worked on!	2/28/2023 8:47 AM
313	keep building them.	2/28/2023 8:29 AM
314	You guys are doing great work.	2/28/2023 8:23 AM
315	Thank you for creating trails. Hey just need to be kept clean by users- dog poop bags left behind are a huge issue. I pokc yhem Up every time I walk.	2/28/2023 8:15 AM
316	Thank you for the work you do to have trails in Chester County	2/27/2023 7:17 AM
317	More trails is always a good thing! Keep up the good work!	2/24/2023 1:43 PM
318	Please continue to invest in multiuse trails and affiliated amenities. Skate Parks and outdoor recreation facilities for youth and families to enjoy.	2/24/2023 12:08 PM
319	The more trails (paved and unpaved) the better!	2/23/2023 11:16 PM
320	I enjoy trails where I don't have to worry about car traffic and plenty of nature is involved.	2/23/2023 8:34 AM
321	Would live connecting trials or at least one you can bike for more than 10 miles.	2/22/2023 9:15 PM
322	See note above--a profusion of trails is not a great goal. They should be well-planned, thoughtfully located, and efforts should be made to ensure that they very real costs of creating and maintaining trails are taken into account.	2/22/2023 6:27 PM
323	Would love to see extensive trail network in Chester County. This would add to quality of life	2/22/2023 6:25 PM

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Chester County Trails Master Plan Survey

	for so many residents. It would help overcome the obstacles created by the way towns were developed back in the 1950's and beyond when everyone drove to everywhere they go.	
324	Really appreciate the work this committee does! Thank you!!	2/22/2023 5:36 PM
325	preserve natural setting (no "amenities")	2/22/2023 3:34 PM
326	connecting paved trails is important to me as a biker. There are no safe places to bike in lower Chester County.	2/22/2023 3:27 PM
327	More rail trails please. I bike 2,000 miles a year, and would like to bike on more trails. The roads are more dangerous post covid.	2/22/2023 2:23 PM
328	accelerate rail to trail efforts north to chester valley trail and along rt 1 south of Rt 202.	2/22/2023 2:22 PM
329	Loch Nairn, please allow horses	2/21/2023 7:08 PM
330	I think increasing area trails would add significant value to an already amazingly beautiful area.	2/21/2023 6:37 PM
331	Time to turn resources to Southern Chester County as there are much better options further up.	2/21/2023 6:11 PM
332	Wide trails (12'+) are also great for socialization / community (e.g. so two parents with strollers can be side-by-side -- in both directions -- while still having room for bikes to pass between them).	2/21/2023 5:35 PM
333	We rotate our trail rides between the Chester Valley Trail (PA), the Castle Trail (DE) and the Markell Trail (DE). While there, we generally have a meal. Having more paved rails in Chester County would mean more of our money would be spent in PA rather than DE.	2/21/2023 5:18 PM
334	would like to see a great mobile app for all the trails.	2/21/2023 4:52 PM
335	We appreciate your work.	2/15/2023 1:46 PM
336	I'd like to see the paved paths connect the open lands (parks, preserves etc). Don't waste money on bike repair stations - while nice they degrade too quickly to be useful long term. Bike stands for locking up your bike however would be good; especially near businesses. i can't go inside if i don't have a place to secure my bike.	2/15/2023 8:00 AM
337	We need more mountain bike infrastructure. We are very behind Delaware and Berks county.	2/10/2023 9:14 AM
338	Love these ideas!! Thanks for doing this!!	2/9/2023 8:33 PM
339	East Branch Brandywine trail has a spur west to Rt 322 at Romig Road, but there needs to be a passage through the guardrail.	2/5/2023 11:58 AM
340	The more trails the better for living in Chester county - safe walking and bike riding - makes us all healthier.	2/4/2023 11:21 AM
341	Keep up the good work. The more trails the better as riding on the roads is not necessarily the safest these days.	2/3/2023 1:13 PM
342	Keep up the good work!	2/2/2023 7:57 PM
343	The trails that exist are wonderful! More, please.	2/2/2023 10:47 AM
344	I've lived here for 25 years, I keep hearing promises to finish the CVT and I'm still waiting.	1/30/2023 9:03 AM
345	Please make more places walkable. Specifically places adjacent to RT 30.	1/29/2023 9:11 AM
346	I love hiking. Chester County does a wonderful job with its trails. Please keep up the great work!	1/29/2023 8:51 AM
347	Thankful!	1/29/2023 12:53 PM
348	Thanks for asking our opinions	1/29/2023 8:21 AM
349	To fix the drainage issues along the trail	1/28/2023 10:11 PM
350	Engage users and/or find hiking/biking clubs for ideas and volunteering. Seek out townships. Work together.	1/28/2023 8:13 AM
351	None	1/28/2023 7:27 PM

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Chester County Trails Master Plan Survey

| 352	Connecting trails so that we can access and use them without driving or walking unsafely on the streets	1/28/2023 7:18 PM
353	Thanks for asking! I strongly believe that as the high-tech labor pool moves farther and farther out from the city with remote working, that having a network of trails is VITAL to attracting them.	1/28/2023 5:14 PM
354	Keep Chester county Green	1/28/2023 4:58 PM
355	More parks and trails in the western and southern parts of Chester County.	1/28/2023 4:40 PM
356	A paved bike trail connecting key points in the county is what I'd like to see.	1/28/2023 4:25 PM
357	Thanks for all that we currently have. It can only get better	1/28/2023 4:16 PM
358	I am concerned that the CVT connector to the SRT in Norristown could affect trail safety on the CVT and and result in increased crime in Chester County.	1/28/2023 4:05 PM
359	Looking forward to learning more about this group as I am a new member.	1/28/2023 4:04 PM
360	Chester county has great trails! Some more mountain biking options would be great!	1/28/2023 2:10 PM
361	Thanks for considering increased use of trails.	1/27/2023 11:20 AM
362	I think having some trails that prohibit dogs would be nice for those that are afraid of dogs. Controversial I know.	1/25/2023 10:12 PM
363	Mountain bike trails for different skill levels would be great. Also very interested in adding a pump track for Chester County! A trail to the pump track would be great!	1/25/2023 4:02 PM
364	Thank you!	1/23/2023 4:18 PM
365	not at this time	1/23/2023 11:52 AM
366	Connect the trails. That's the most important thing. We don't need completely new trails. We need the existent trails and parks to be connected in a net of trails.	1/23/2023 11:43 AM
367	It's fantastic that you've done all the work you have already. The number of users at marsh Creek in Harmony Hill has been staggering over the past five or six years. People are happier and healthier when they get out in nature.	1/23/2023 4:59 AM
368	Trails need to be physically separated from car traffic, painted bike lanes of roads don't work. It's too dangerous to ride bikes in traffic on our roads.	1/22/2023 9:52 AM
369	Bring them to Coatesville, please!	1/22/2023 9:32 AM
370	Connect West Chester to Exton or Downingtown through trails.	1/22/2023 9:24 AM
371	Multi use trails should be better maintained in winter. Snow and ice make can make them unusable. The ladies need more porta potties that are adequately maintained	1/22/2023 8:56 AM
372	The horses are getting a little tough on trails and the poop is everywhere. Also these new e-bikes are going way too fast. Otherwise trails locally always in great shape and people super friendly. We are blessed to have such nice amenities and thank you for the survey.	1/22/2023 5:22 AM
373	Link up as many trails as possible to nature areas and business centers. People will use them	1/21/2023 11:36 PM
374	We support the trails, with more tax dollars if needed.	1/21/2023 11:20 PM
375	Given the rural nature and narrow width and lack of shoulder of many of our county roads not all trails need to be 12 feet wide asphalt trails	1/21/2023 11:13 PM
376	Linking communities would great benefit Chester county. As roads have become more congested I almost exclusively ride my mountain bike off-road so I'm not killed/injured by distracted drivers. Additional connections between trails would facilitate more commuting for work or shopping. Paved trails connecting towns and parks would be great	1/21/2023 8:21 PM
377	Extend the Chester Valley trail from exton to Thorndale with easy access from route 30 businesses.	1/21/2023 6:38 PM
378	Excited about the plan cannot wait for you to start the construction to make it happen	1/21/2023 5:08 PM
379	More trails that are mountain bike friendly	1/21/2023 4:57 PM

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Chester County Trails Master Plan Survey

380	Would love some new mountain bike trail options. Maybe a bike park or skills park near harmony hill or marsh creek.	1/21/2023 4:49 PM
381	Build some near Coatesville please! Especially with the new bike velodrome going in!	1/21/2023 4:19 PM
382	More wooded and open field trails please!	1/21/2023 3:39 PM
383	I love the parks and trails, but i feel more unsafe by the day. Some parks are worse than others which I try to stay away from. More real security presence would be great. No longer having the need to have message boards posted at park gates about car break ins would be awesome!. Warwick Park is the only place I feel safe and that's only until it hits Mt Pleasant Rd and picks up Horseshoe trail. Then that safety cushion is gone.	1/21/2023 3:32 PM
384	I very much appreciate the effort currently put into developing & maintaining trails and open space, particularly in East Bradford Township. I'd love to see more trails that allow bikes, and that connect to each other instead of the dead-end small loops that are added to new developments.	1/21/2023 3:12 PM
385	Can we change which day of the week the Stroud is closed?	1/21/2023 12:49 PM
386	Keep trails simple as part as nature, no need for gimmicks.	1/21/2023 9:54 AM
387	There is no safe way to bike commute from Phoenixville to West Chester. Roads have no shoulders & drivers have no idea how to drive with bikes.	1/20/2023 6:39 PM
388	Please build more mountain bike trails. So many trail systems exclude mountain bikes in favor hiking and equestrian trails. I'm in favor of more of both however.	1/20/2023 5:22 PM
389	Mountain biking on Harmony Hill trails can be really dangerous for pedestrians. On Thursday afternoons in good weather there are large groups of mountain bikers (more than 8 people) who ride the trails and have NO concern for pedestrians who have to jump off trails to be safe. Even close to dusk when I walk to avoid bikes they ride in the dark with headlights but FAST on trails and have no concern for who.else might be on the trails.	1/20/2023 11:32 AM
390	The connection of Chesco trail to the SRT is going to be awesome! Need more trails connected like this.	1/20/2023 9:23 AM
391	Building additional trails gives folks of all backgrounds the ability to get out and get some exercise which lens to a healthier population	1/20/2023 9:20 AM
392	More trails in some of the unused portions of harmony hill would be a great addition to an already great trail system.	1/20/2023 9:14 AM
393	Chester county is blessed by the existence of trails both paved and those within parks and conservation trust properties. While I personally prefer unpaved trails to enjoy nature, I Whitney's how popular the existing paved trails are for families, exercise enthusiasts running and biking, and the occasional commuter Topography plays a huge role.. and while I'd love to see a connecting multi purpose trail,between downingtown and west chester.. the rolling hills between probably would deter many to use it where downingtown is ripe with its flat topography .	1/20/2023 7:20 AM
394	Trail special events	1/20/2023 5:39 AM
395	More mountain bike trails please	1/19/2023 4:40 PM
396	Good job so far. It would be great to see the CVT connected to the Struble and East Branch Brandywine Trails. A trail on the Trestle Bridge would be great.	1/19/2023 4:13 PM
397	Connecting businesses to communities builds value for the community. I don't live very close to a business district, but would walk more if I had a convenient trail to,use.	1/19/2023 3:59 PM
398	I would like to see a pumptrack built in Chester County. Preferably within a park or even close to an existing trail.	1/19/2023 3:39 PM
399	I'd love to have easily accessible, accurate information on hunting seasons and dangers.	1/19/2023 3:38 PM

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El Plan Maestro de Senderos de Chester County

Q1 ¿Con qué frecuencia usa los senderos en Chester County?
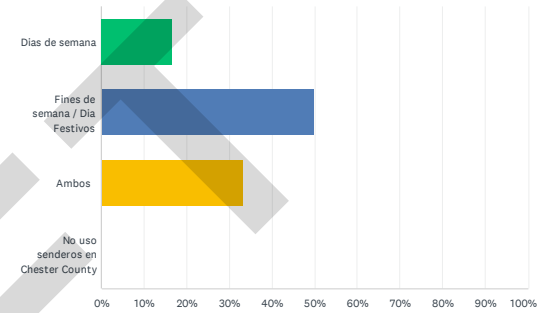
Answered: 6   Skipped: 0
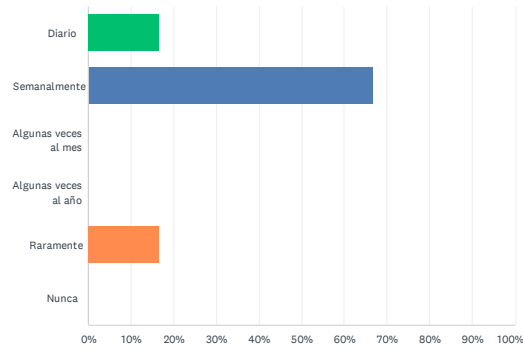
ANSWER CHOICES	RESPONSES	
Diario	16.67%	1
Semanalmente	66.67%	4
Algunas veces al mes	0.00%	0
Algunas veces al año	0.00%	0
Raramente	16.67%	1
Nunca	0.00%	0
TOTAL		6

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El Plan Maestro de Senderos de Chester County

Q2 En general, ¿cuándo usa los senderos en Chester County?

Answered: 6   Skipped: 0

ANSWER CHOICES	RESPONSES	
Dias de semana	16.67%	1
Fines de semana / Dia Festivos	50.00%	3
Ambos	33.33%	2
No uso senderos en Chester County	0.00%	0
TOTAL		6

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El Plan Maestro de Senderos de Chester County

Q3 En general, ¿cuánto tiempo pasa usando los senderos durante una visita típica?

Answered: 6   Skipped: 0
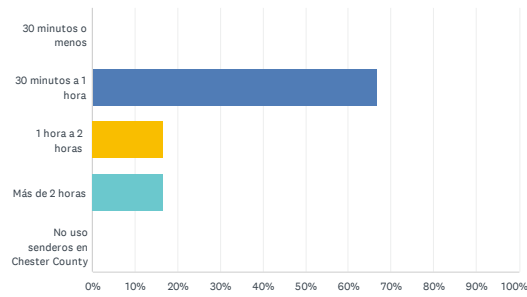
ANSWER CHOICES	RESPONSES	
30 minutos o menos	0.00%	0
30 minutos a 1 hora	66.67%	4
1 hora a 2 horas	16.67%	1
Más de 2 horas	16.67%	1
No uso senderos en Chester County	0.00%	0
TOTAL		6

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El Plan Maestro de Senderos de Chester County

Q4 ¿Qué tipo de sendero utiliza principalmente en el condado de Chester?

Answered: 6   Skipped: 0
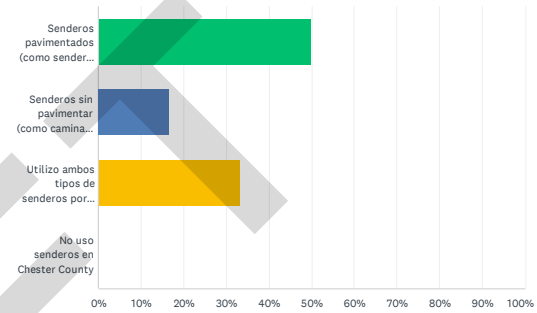
ANSWER CHOICES	RESPONSES	
Senderos pavimentados (como senderos con superficie de asfalto, concreto o piedra triturada)	50.00%	3
Senderos sin pavimentar (como caminatas naturales, ciclismo de montaña o senderos ecuestres)	16.67%	1
Utilizo ambos tipos de senderos por igual.	33.33%	2
No uso senderos en Chester County	0.00%	0
TOTAL		6

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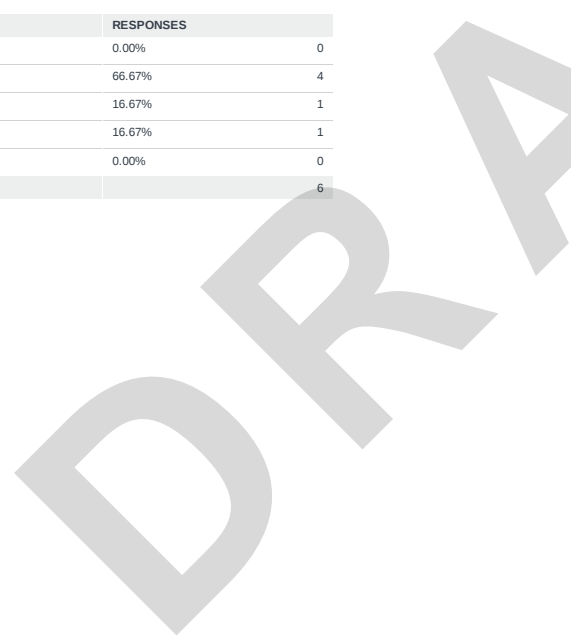
Q5 ¿Cómo suele llegar a los senderos que utiliza?

Answered: 5   Skipped: 1
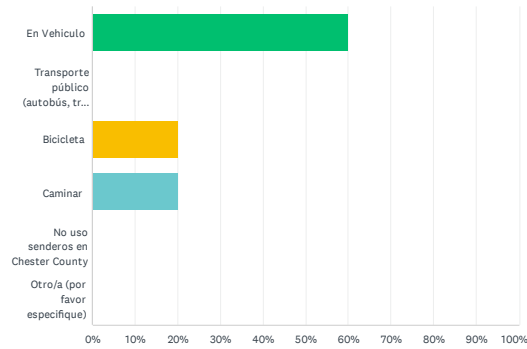
ANSWER CHOICES	RESPONSES	
En Vehiculo	60.00%	3
Transporte público (autobús, tren, etc.)	0.00%	0
Bicicleta	20.00%	1
Caminar	20.00%	1
No uso senderos en Chester County	0.00%	0
Otro/a (por favor especifique)	0.00%	0
TOTAL		5

#	OTRO/A (POR FAVOR ESPECIFIQUE)	DATE
	There are no responses.	

Q6 ¿Qué tan lejos viaja normalmente para llegar a un sendero que desea usar?

Answered: 5   Skipped: 1
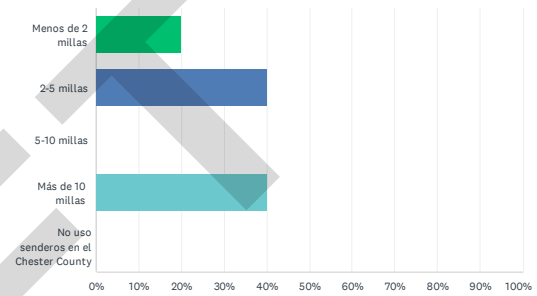
ANSWER CHOICES	RESPONSES	
Menos de 2 millas	20.00%	1
2-5 millas	40.00%	2
5-10 millas	0.00%	0
Más de 10 millas	40.00%	2
No uso senderos en el Chester County	0.00%	0
TOTAL		5

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El Plan Maestro de Senderos de Chester County

Q7 ¿Con qué frecuencia camina o anda en bicicleta con fines de transporte (como hacer un mandado, ir al trabajo o a la escuela, etc.)?

Answered: 5   Skipped: 1
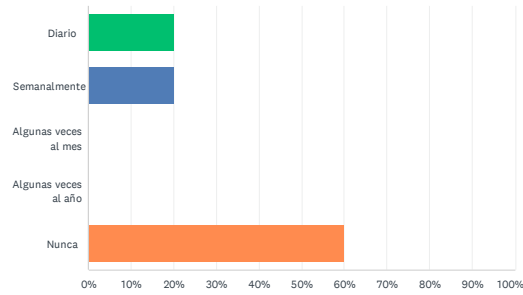
ANSWER CHOICES	RESPONSES	
Diario	20.00%	1
Semanalmente	20.00%	1
Algunas veces al mes	0.00%	0
Algunas veces al año	0.00%	0
Nunca	60.00%	3
TOTAL		5

#	*SI CAMINA O ANDA EN BICICLETA COMO FINES DE TRANSPORTE, COMPARTA EJEMPLOS ESPECÍFICOS DE A DÓNDE CAMINA O VA EN BICICLETA:	DATE
	There are no responses.	

El Plan Maestro de Senderos de Chester County

Q8 ¿Qué tan probable sería que usara un sendero en lugar de un automóvil para el transporte si se conectaran con el lugar al que desea ir?

Answered: 5   Skipped: 1
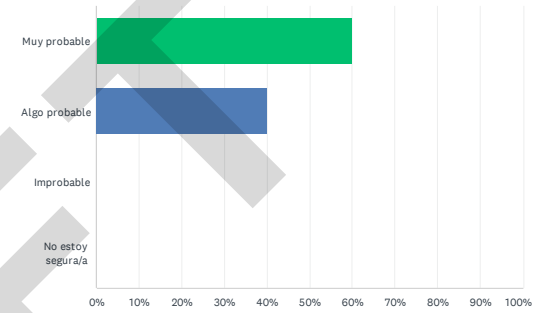
ANSWER CHOICES	RESPONSES	
Muy probable	60.00%	3
Algo probable	40.00%	2
Improbable	0.00%	0
No estoy segura/a	0.00%	0
TOTAL		5

Q9 En general, ¿qué tan seguro se siente cuando usa los senderos en Chester County?

Answered: 5   Skipped: 1
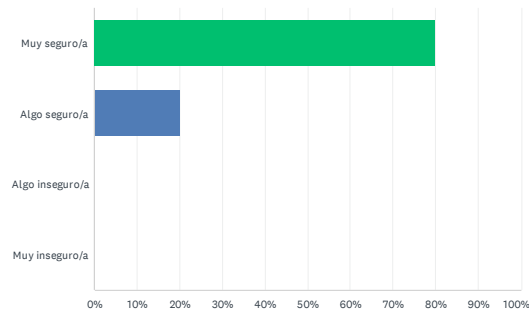
ANSWER CHOICES	RESPONSES	
Muy seguro/a	80.00%	4
Algo seguro/a	20.00%	1
Algo inseguro/a	0.00%	0
Muy inseguro/a	0.00%	0
TOTAL		5

#	*SI SELECCIONÓ "ALGO INSEGURO/A" O "MUY INSEGURO/A", EXPLIQUE POR QUÉ. ENUMERE SENDEROS ESPECÍFICOS COMO EJEMPLOS.	DATE
	There are no responses.	

Q10 ¿Cuáles son sus principales razones para usar los senderos en Chester County? Seleccione todas las que correspondan.

Answered: 4   Skipped: 2
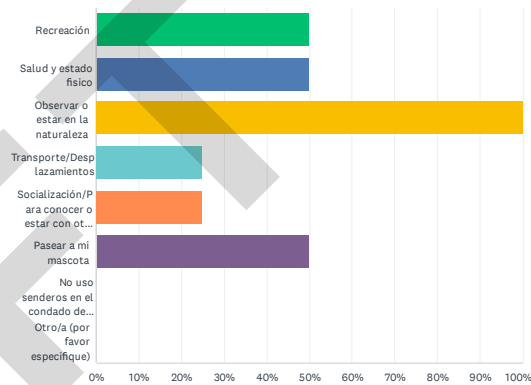
ANSWER CHOICES	RESPONSES	
Recreación	50.00%	2
Salud y estado físico	50.00%	2
Observar o estar en la naturaleza	100.00%	4
Transporte/Desplazamientos	25.00%	1
Socialización/Para conocer o estar con otras personas	25.00%	1
Pasear a mi mascota	50.00%	2
No uso senderos en el condado de Chester	0.00%	0
Otro/a (por favor especifique)	0.00%	0
Total Respondents: 4		

#	OTRO/A (POR FAVOR ESPECIFIQUE)	DATE
	There are no responses.	

El Plan Maestro de Senderos de Chester County

Q11 ¿Qué factores son los más importantes a la hora de decidir utilizar un sendero en particular? Seleccione todas las que correspondan.

Answered: 4   Skipped: 2
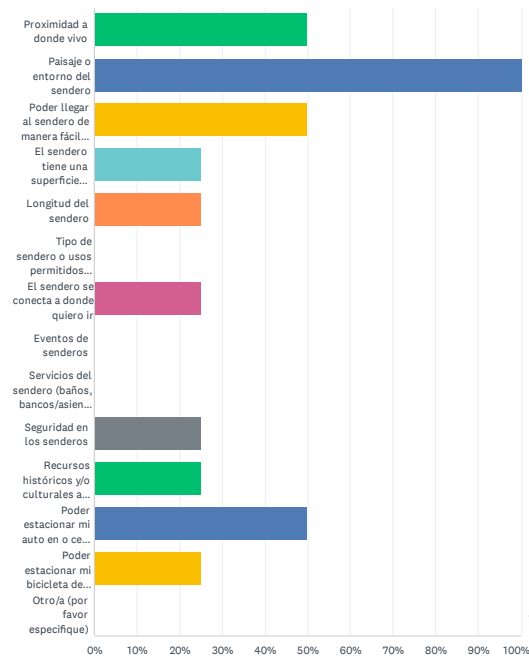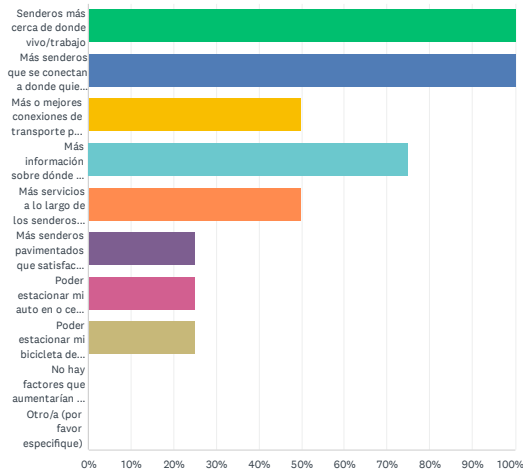

El Plan Maestro de Senderos de Chester County

ANSWER CHOICES	RESPONSES	
Proximidad a donde vivo	50.00%	2
Paisaje o entorno del sendero	100.00%	4
Poder llegar al sendero de manera fácil y segura	50.00%	2
El sendero tiene una superficie pavimentada y accesible.	25.00%	1
Longitud del sendero	25.00%	1
Tipo de sendero o usos permitidos (sendero donde puedo andar en bicicleta, montar a caballo, etc.)	0.00%	0
El sendero se conecta a donde quiero ir	25.00%	1
Eventos de senderos	0.00%	0
Servicios del sendero (baños, bancos/asientos, estación de reparación de bicicletas, etc.)	0.00%	0
Seguridad en los senderos	25.00%	1
Recursos históricos y/o culturales a lo largo del sendero	25.00%	1
Poder estacionar mi auto en o cerca del sendero	50.00%	2
Poder estacionar mi bicicleta de manera segura a lo largo del sendero o en mi destino	25.00%	1
Otro/a (por favor especifique)	0.00%	0
Total Respondents: 4		

#	OTRO/A (POR FAVOR ESPECIFIQUE)	DATE
	There are no responses.	

El Plan Maestro de Senderos de Chester County

Q12 ¿Cuál de los siguientes factores aumentaría su uso de senderos? Seleccione todas las que correspondan.

Answered: 4   Skipped: 2

El Plan Maestro de Senderos de Chester County

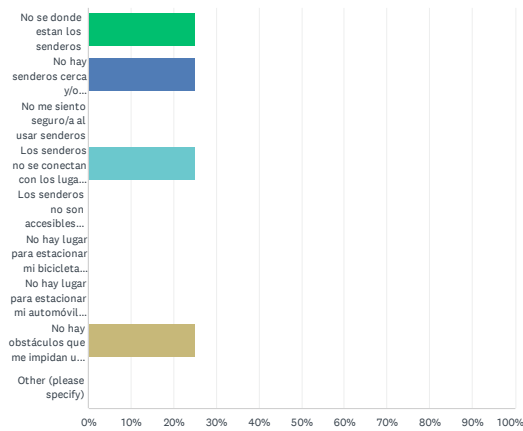| ANSWER CHOICES	RESPONSES	
Senderos más cerca de donde vivo/trabajo	100.00%	4
Más senderos que se conectan a donde quiero ir	100.00%	4
Más o mejores conexiones de transporte para llegar a los senderos	50.00%	2
Más información sobre dónde se encuentran los senderos	75.00%	3
Más servicios a lo largo de los senderos (como bancos, señalización, estación de reparación de bicicletas)	50.00%	2
Más senderos pavimentados que satisfacen mis necesidades de accesibilidad	25.00%	1
Poder estacionar mi auto en o cerca del sendero	25.00%	1
Poder estacionar mi bicicleta de manera segura a lo largo del sendero o en mi destino	25.00%	1
No hay factores que aumentarían mi uso de senderos.	0.00%	0
Otro/a (por favor especifique)	0.00%	0
Total Respondents: 4		

#	OTRO/A (POR FAVOR ESPECIFIQUE)	DATE
	There are no responses.	

El Plan Maestro de Senderos de Chester County

Q13 ¿Cuál de los siguientes obstáculos le impide utilizar los senderos? Seleccione todas las que correspondan.
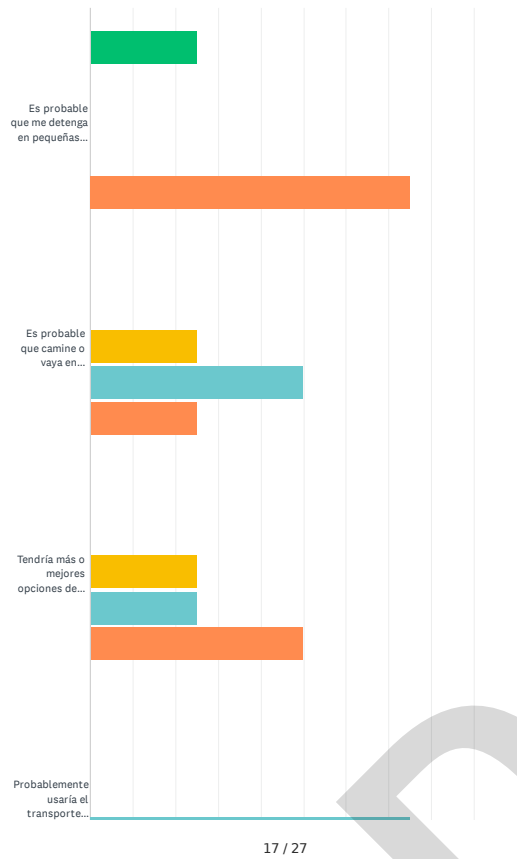
Answered: 4   Skipped: 2

ANSWER CHOICES	RESPONSES	
No se donde estan los senderos	25.00%	1
No hay senderos cerca y/o convenientes para donde vivo/trabajo	25.00%	1
No me siento seguro/a al usar senderos	0.00%	0
Los senderos no se conectan con los lugares a los que quiero ir	25.00%	1
Los senderos no son accesibles según la ADA o no satisfacen mis necesidades de accesibilidad	0.00%	0
No hay lugar para estacionar mi bicicleta de manera segura a lo largo del sendero o en mi destino	0.00%	0
No hay lugar para estacionar mi automóvil en o cerca del sendero	0.00%	0
No hay obstáculos que me impidan usar los senderos.	25.00%	1
Other (please specify)	0.00%	0
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE

El Plan Maestro de Senderos de Chester County

There are no responses.

El Plan Maestro de Senderos de Chester County

Q14 Seleccione en qué medida está de acuerdo con las siguientes afirmaciones:

Answered: 4   Skipped: 2

Es probable que me detenga en pequeñas…

Es probable que camine o vaya en…

Tendría más o mejores opciones de…

Probablemente usaría el transporte…

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El Plan Maestro de Senderos de Chester County

Me gustaría ver más senderos de…
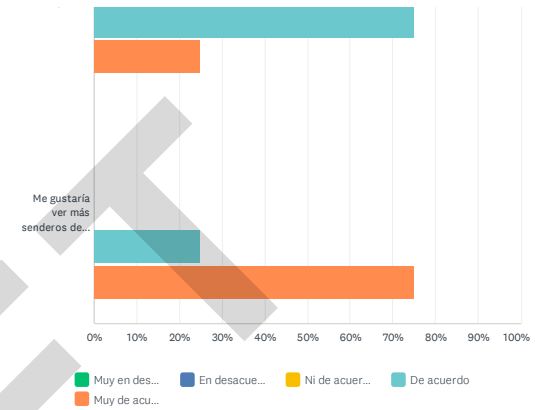
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

■ Muy en des…   ■ En desacue…   ■ Ni de acuer…   ■ De acuerdo
■ Muy de acu…

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El Plan Maestro de Senderos de Chester County

	MUY EN DESACUERDO	EN DESACUERDO	NI DE ACUERDO NI EN DESACUERDO	DE ACUERDO	MUY DE ACUERDO	TOTAL	WEIGHTED AVERAGE
Es probable que me detenga en pequeñas empresas, como restaurantes, cafés o tiendas mientras uso un sendero	25.00% 1	0.00% 0	0.00% 0	0.00% 0	75.00% 3	4	4.00
Es probable que camine o vaya en bicicleta al trabajo por un sendero si estuviera conectado a mi lugar de trabajo	0.00% 0	0.00% 0	25.00% 1	50.00% 2	25.00% 1	4	4.00
Tendría más o mejores opciones de trabajo si pudiera usar un sendero para llegar al trabajo o una instalación de transporte público (como una parada de tren o autobús)	0.00% 0	0.00% 0	25.00% 1	25.00% 1	50.00% 2	4	4.25
Probablemente usaría el transporte público, o lo usaría más, si estuviera conectado a un sendero.	0.00% 0	0.00% 0	0.00% 0	75.00% 3	25.00% 1	4	4.25
Me gustaría ver más senderos de usos múltiples construidos en Chester County	0.00% 0	0.00% 0	0.00% 0	25.00% 1	75.00% 3	4	4.75

El Plan Maestro de Senderos de Chester County

Q15 Enumere los lugares específicos en Chester County que cree que son importantes o se beneficiarían al estar conectados con un sendero. Los ejemplos pueden ser un parque en particular, una escuela o una tienda de helados popular.

Answered: 1   Skipped: 5

#	RESPONSES	DATE
1	Exton festival plaza to Downingtown regal cinemas	4/22/2023 9:49 PM

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Chester County Trails Master Plan   231
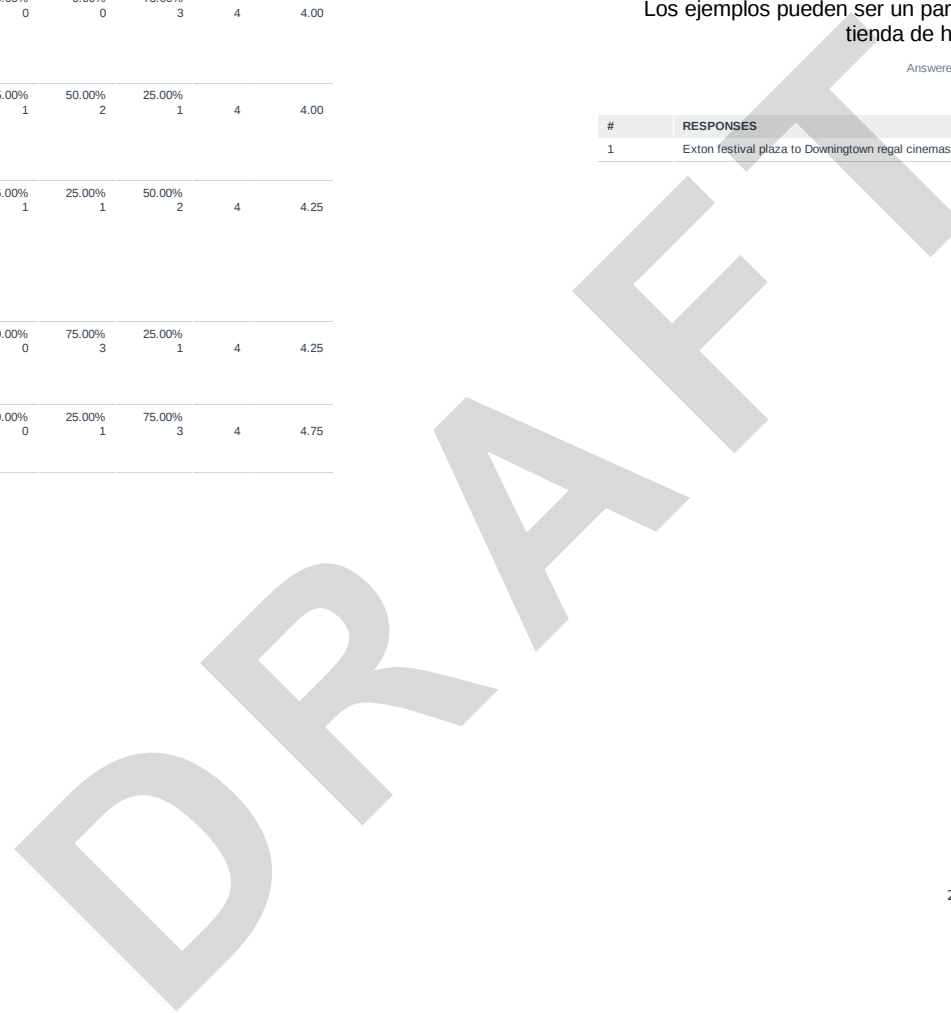
Q16 ¿Hay un camino existente que está incompleto o tiene un "espacio" faltante que cree que es importante completar? Por favor describa.
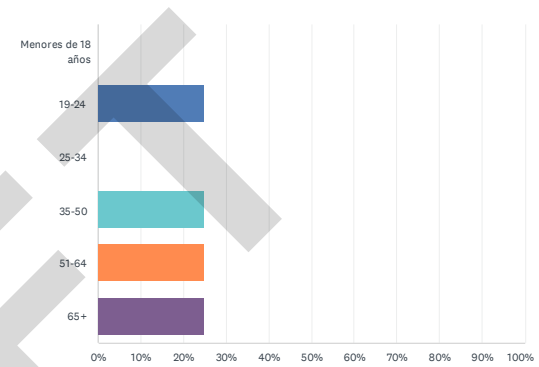
Answered: 1   Skipped: 5

#	RESPONSES	DATE
1	Camino de south st al centro comercial de Giant y la Bamba en cypress st.	3/9/2023 4:08 PM

Q17 Seleccione su grupo de edad:

Answered: 4   Skipped: 2

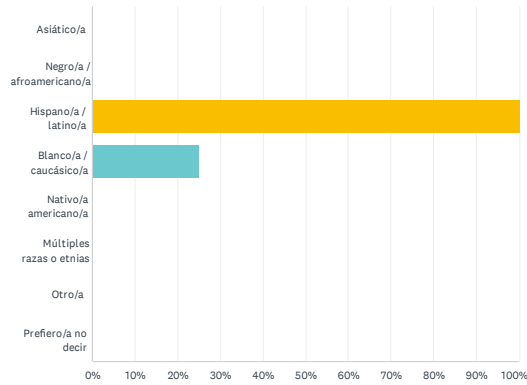| ANSWER CHOICES	RESPONSES	
Menores de 18 años	0.00%	0
19-24	25.00%	1
25-34	0.00%	0
35-50	25.00%	1
51-64	25.00%	1
65+	25.00%	1
TOTAL		4

El Plan Maestro de Senderos de Chester County

Q18 ¿Cómo te describes?

Answered: 4   Skipped: 2

ANSWER CHOICES	RESPONSES	
Asiático/a	0.00%	0
Negro/a / afroamericano/a	0.00%	0
Hispano/a / latino/a	100.00%	4
Blanco/a / caucásico/a	25.00%	1
Nativo/a americano/a	0.00%	0
Múltiples razas o etnias	0.00%	0
Otro/a	0.00%	0
Prefiero/a no decir	0.00%	0
Total Respondents: 4		

El Plan Maestro de Senderos de Chester County

Q19 Género: ¿Cómo te identificas?

Answered: 4   Skipped: 2
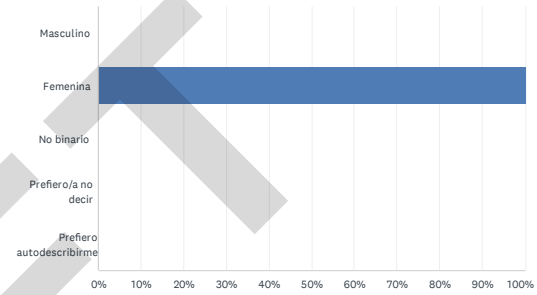
ANSWER CHOICES	RESPONSES	
Masculino	0.00%	0
Femenina	100.00%	4
No binario	0.00%	0
Prefiero/a no decir	0.00%	0
Prefiero autodescribirme	0.00%	0
Total Respondents: 4		

#	PREFIERO AUTODESCRIBIRME	DATE
	There are no responses.	

El Plan Maestro de Senderos de Chester County

Q20 ¿Cuál es su ingreso familiar aproximado?

Answered: 4   Skipped: 2
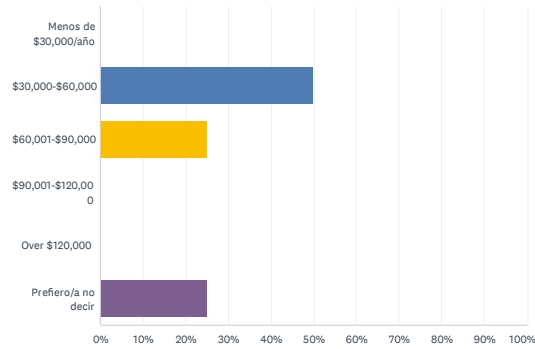
ANSWER CHOICES	RESPONSES	
Menos de $30,000/año	0.00%	0
$30,000-$60,000	50.00%	2
$60,001-$90,000	25.00%	1
$90,001-$120,000	0.00%	0
Over $120,000	0.00%	0
Prefiero/a no decir	25.00%	1
TOTAL		4

El Plan Maestro de Senderos de Chester County

Q21 ¿Cuál es su código postal?

Answered: 4   Skipped: 2

#	RESPONSES	DATE
1	19348	6/16/2023 9:31 AM
2	19355	4/22/2023 9:50 PM
3	19348	3/13/2023 7:10 PM
4	19348	3/9/2023 4:10 PM

El Plan Maestro de Senderos de Chester County

Q22 Por favor de hacer cualquier comentario adicional que le gustaría que consideráramos con respecto al Plan Maestro de Senderos de Chester County.

Answered: 3   Skipped: 3

#	RESPONSES	DATE
1	Más baños	4/22/2023 9:50 PM
2	Es una excelente idea!	3/13/2023 7:10 PM
3	Lugares para acercarse al agua Bancas para descansar Juegos naturales para niño (hecho de elementos naturales como troncos)	3/9/2023 4:10 PM

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