Southern Chester County Circuit Trail

Feasibility Study

2021

PREPARED BY
Chester County Planning Commission

Landscapes

How We CONNECT

Southern Chester County Circuit Trail Feasibility Study

Prepared by the
Chester County Planning Commission

June 2021

Implementing the **CONNECT** goal

Partial funding for this project comes from the Regional Trails program, administered by the Delaware Valley Regional Planning Commission with funding from the William Penn Foundation.

Chester County Board of Commissioners

Marian Moskowitz

Josh Maxwell

Michelle Kichline

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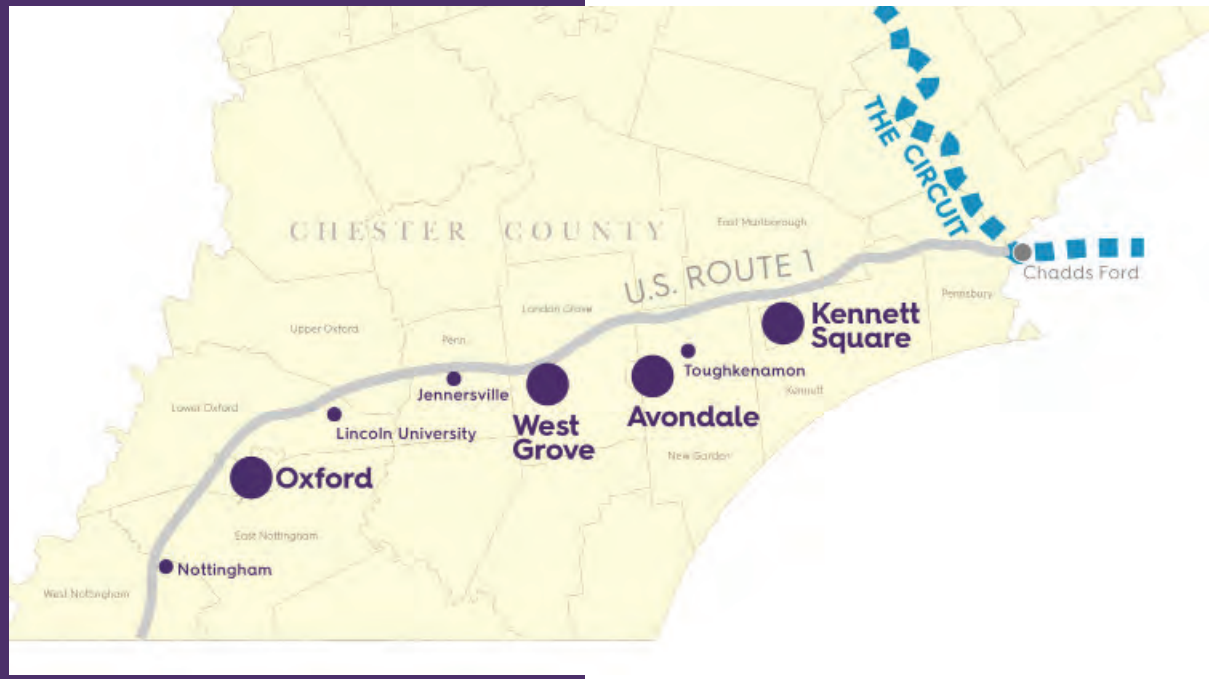
Executive Summary

Purpose

The goal of this project is to determine the feasibility of a multi-use trail that would connect the communities in southern Chester County situated along the US 1 corridor to the Circuit, the Greater Philadelphia area's network of interconnected multi-use trails. Until recently, an active freight rail corridor that spans southern Chester County from Chadds Ford to Nottingham known as the Octoraro line was shown as a trail on the Circuit Trail Map. Because of the rail corridor's active status and narrow width, the Octoraro line is not an available option. This project seeks to identify an alternative trail alignment to the Octoraro line.



Context

The project study area encompasses approximately a one-mile radius around Baltimore Pike, a road that passes through each population center from Chadds Ford to Oxford and on to East and West Nottingham. Input received throughout the study revealed a significant need for better, more connected active transportation facilities across the entire study area, as well as a strong desire for a regional multi-use trail for recreation purposes. As the "World Capital of the Mushroom Industry", southern Chester County- particularly the area surrounding Kennett Square - has a significant population of Central Americans and Mexicans who were drawn to the area because of work opportunities. Many of these residents lack access to reliable transportation and therefore walk to their destinations in locations where no pedestrian facilities exist. As for recreation, there are a number of high-quality parks and nature preserves throughout the study area - many of which feature trails - but there is no regional multi-use facility, leaving those who may not be comfortable walking, running or biking on the road with few places to recreate.

Inventory and Analysis

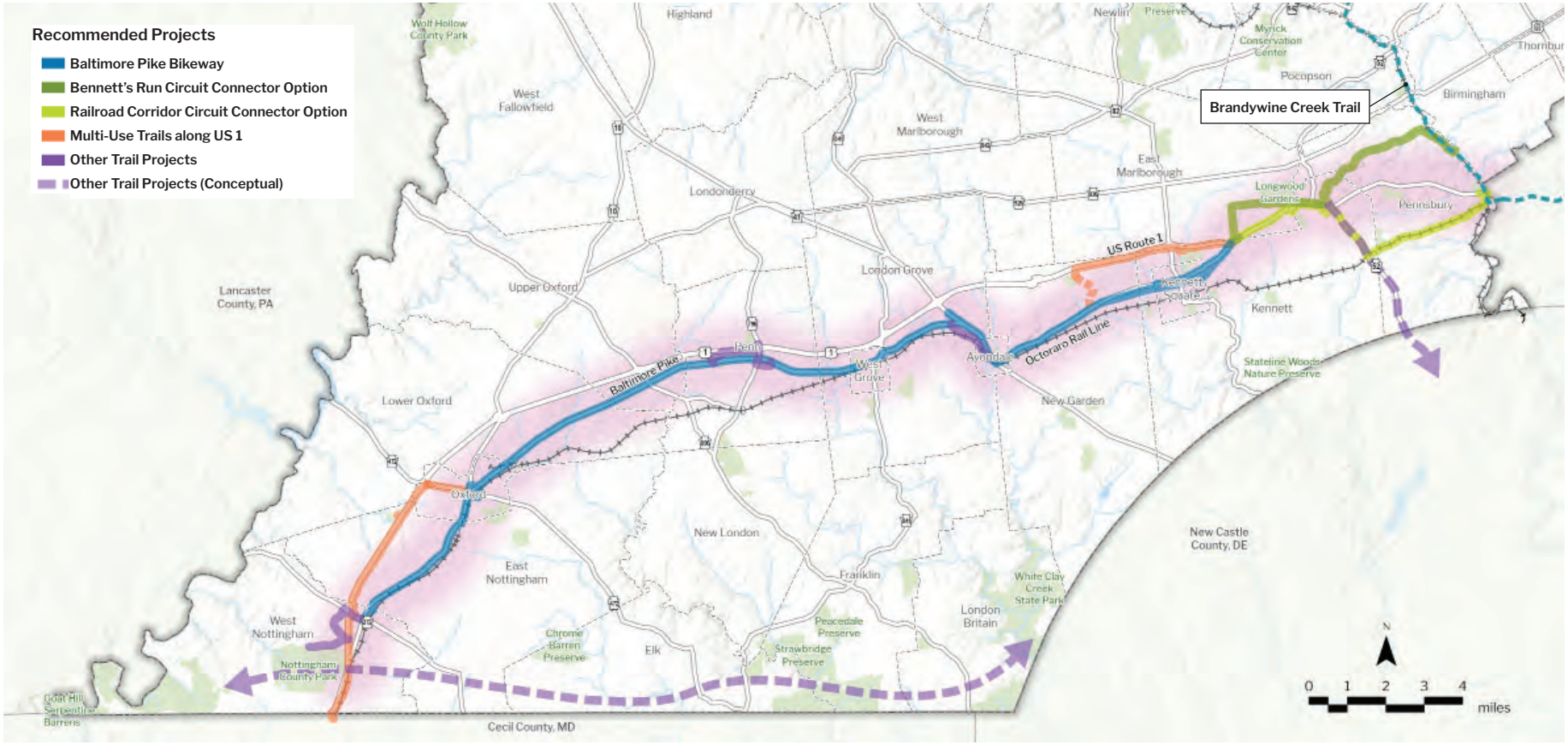
Over the course of the study, the project team assessed nearly 130 miles of potential trail alignments for their suitability to become a regional multi-use trail. Potential alignments were identified through GIS review, field views, and through extensive public engagement process that included meetings with a Project Advisory Committee, two online public meetings, a public survey, key person interviews, and focus group discussions. The lack of an east-west utility or inactive rail corridor coupled with a lack of connected tracts of public property makes the establishment of such an alignment challenging. Two main alignment options emerged through the study- an alignment along Baltimore Pike and an alignment along the US 1 Expressway. The study revealed that although both routes would have some value for both transportation and for recreation, the Baltimore Pike route would have the most value as a transportation route and the US 1 route would have more recreation value.

Findings and Recommendations

After a thorough analysis of these two primary options, the project team determined it would not be feasible to develop a continuous multi-use trail along the entirety of either of these corridors. The most significant constraints leading to this determination are the extensive impacts on private property the proposed alignments would require and high development costs. However, a multi-use trail may be feasible to develop along portions of these corridors where it would be most valuable. The Recommendations section within this report shares locations where multi-use trails are recommended along both of these corridors, as well as other projects that were identified throughout the course of the study that would have significant value to the overall trail network in southern Chester County.

Baltimore Pike spans the entire study area and provides a direct connection between the population centers. A multi-use trail will not fit within the right-of-way, but other facility types that would enhance multi-modal connectivity are recommended.

The US 1 Expressway at PA-272. The entire expressway will be reconstructed by PennDOT within the decade, and including a trail within some sections of the reconstruction project could be possible.



Project Recommendations:

Baltimore Pike Bikeway

Develop a variety of bicycle and/or pedestrian improvements along the entirety of Baltimore Pike from Schoolhouse Rd. in East Marlborough Township to PA 272 in Nottingham (approximately 23 miles)

Multi-use trails paralleling the US 1 Expressway

- Develop a multi-use trail paralleling the US 1 Expressway from Schoolhouse Rd. in East Marlborough Township to Bancroft Rd. in New Garden Township (3.4 miles)
- Develop a multi-use trail paralleling the US 1 Expressway from PA 472 in Oxford to the Maryland line (5.3 miles), as well as a 0.7-mile multi-use trail along PA 472 to connect into Oxford Borough

Circuit trail connectors

Develop one of two options to connect the proposed Baltimore Pike Bikeway with the Brandywine Creek Trail, the nearest planned Circuit Trail on the eastern side of the Brandywine Creek.

Other trail connections

Various other trails were identified that would enhance bicycle and pedestrian connectivity within the region.

1

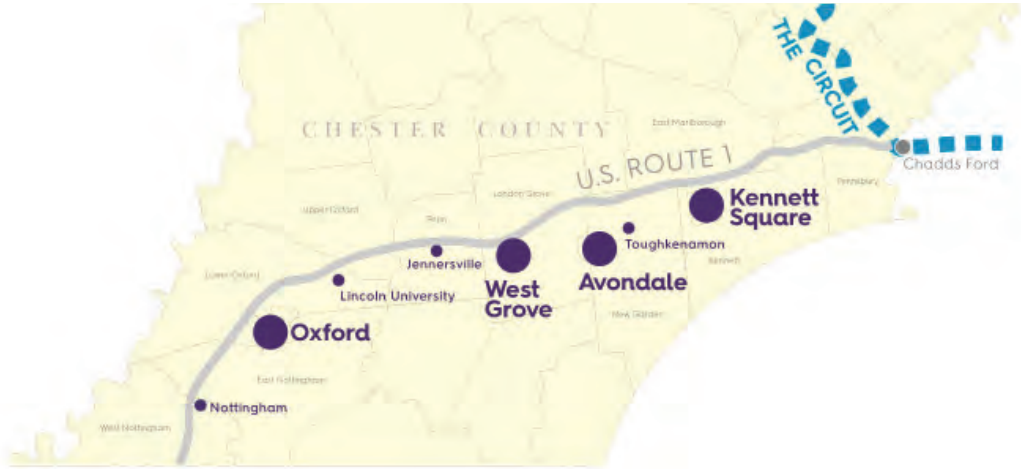
Introduction

This study examines the feasibility of establishing a multi-use trail that connects the boroughs and villages along the US 1 corridor in southern Chester County to the regional Circuit Trail Network. This introduction explains the purpose of the study, describes the study area's context, and notes organizations and previous plans related to trails and active transportation in the study area.

Purpose

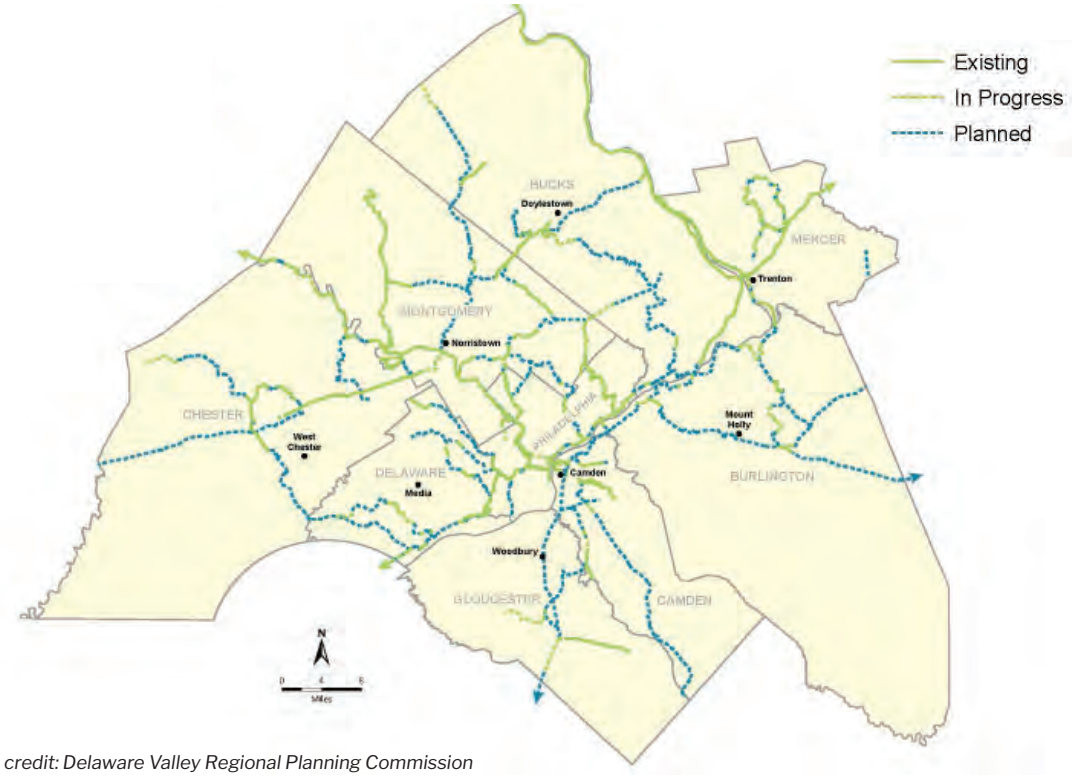
This ambitious study sought to determine if it is feasible to develop a continuous multi-use trail that connects the boroughs and villages along the US 1 corridor in southern Chester County to the Circuit trail network in the Chadds Ford area, a distance of approximately 21 miles as the crow flies.

The Chester County Planning Commission obtained funding through DVRPC's Regional Trails Program to conduct a study to determine if such a route is feasible.



The Circuit

The Circuit is the Greater Philadelphia area's network of both planned and existing multi-use trails that connect the urban, suburban and rural communities within our region. Nearly half of this 800+ mile network is complete; once connected, the Circuit Trails will make our region stronger by providing a place for healthy transportation and recreation, connecting our communities to green space, and making our neighborhoods more attractive places to live and work.

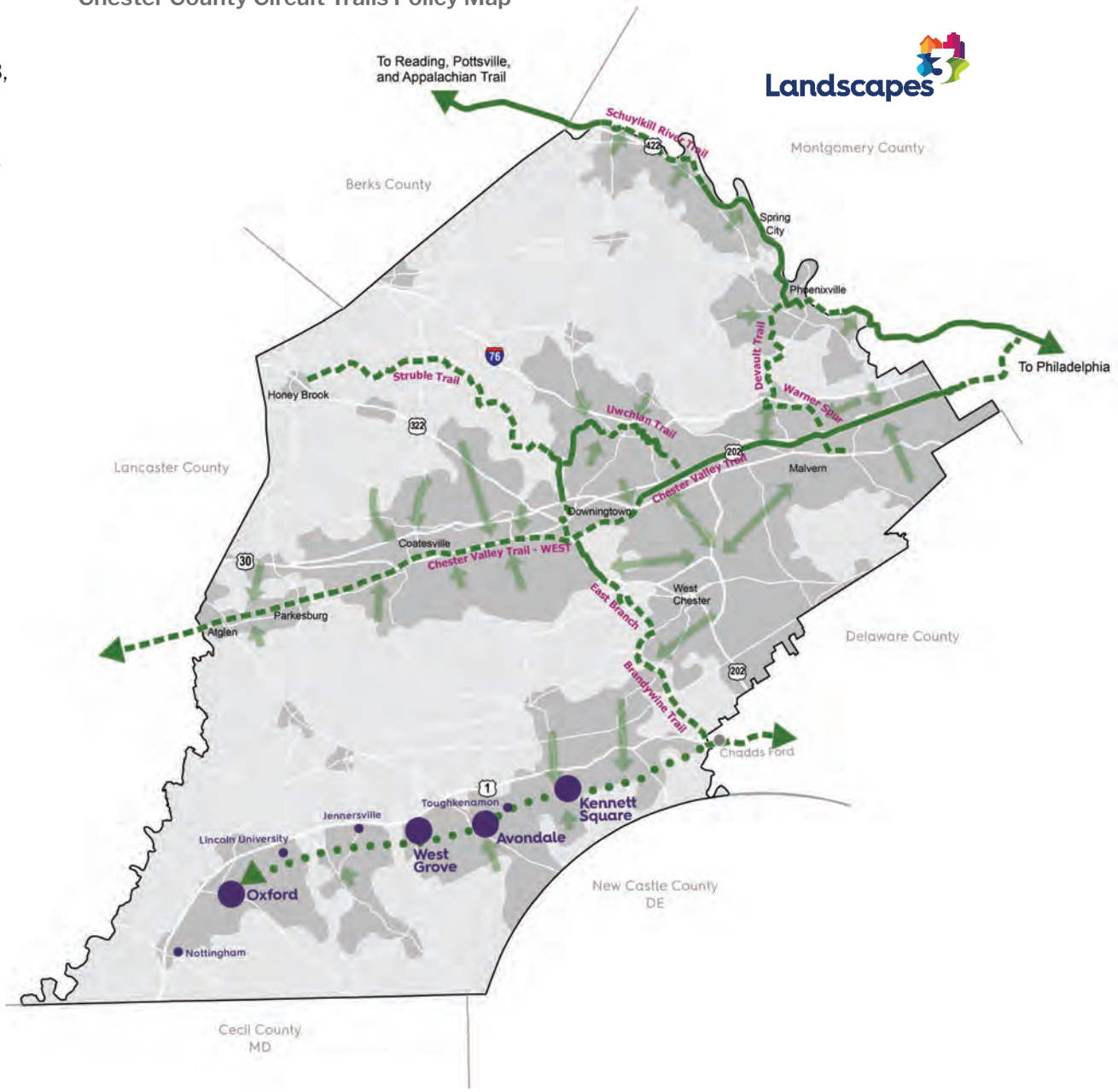


Map credit: Delaware Valley Regional Planning Commission

Landscapes3

The Circuit Trails Policy Map in Chester County's Comprehensive Plan, Landscapes3, documents that finishing the multi-use trail network of the Circuit is a priority of the county and partners. The Map also identifies the intention to connect the growth areas in southern Chester County to the Circuit.

Chester County Circuit Trails Policy Map



Octoraro Rail Corridor

The Octoraro line, a single-track active freight rail corridor, owned and operated by East Penn Railways, Inc., passes through all of the boroughs and villages along the US 1 corridor. About a decade ago rail service to the area declined and was expected to be discontinued. Recognizing the corridor as an opportunity, trail advocates mobilized and added the rail corridor to the Circuit Trails map as a potential regional trail. Today, freight rail service continues to operate on the corridor. It is highly valued by the many industries in the area that use it and will likely operate for the foreseeable future.

Not Feasible for Trail Use

Since the corridor is only wide enough to accommodate either rail service or a trail, the corridor was recently removed from the Circuit trail map. This project seeks to identify whether a feasible alternative route to this rail corridor exists to put southern Chester County back on the Circuit.

The Octoraro rail line in Avondale.

Octoraro Rail Corridor

Scope

Trails designated as part of the Circuit are to be built to a multi-use standard as defined by the American Association of State Highway Transportation Officials (AASHTO). Such trails are designed to serve the recreation and transportation needs of bicyclists and pedestrians. They are also ADA-accessible and are separated from vehicular traffic to accommodate a wide range of users from children to the elderly and those with varying abilities.

This study identified significant need throughout the study area for a facility that serves both recreation and transportation needs. Few multi-use trails exist within the study area. Runners, walkers, and cyclists in the region often reported using roads that felt unsafe. Furthermore, southern Chester County is the world capital of the mushroom growing industry and many workers at mushroom farms lack reliable access to transportation. This study sought to identify a route for a trail that provided regional connectivity, recreational value, and safe, convenient access to major destinations and employment centers.

Study Area

To center the study's geographic focus on the population centers in southern Chester County, the study area's boundary was loosely defined within a one-mile buffer of Baltimore Pike, a road that passes through the center of each borough and village. The US 1 Expressway served as the northern boundary of the study area since it would serve as a major barrier between the population centers and a proposed trail facility north of the expressway.

Early in the planning process the project team identified interest in studying potential connections between Oxford and Nottingham County Park as well as a connection to a potential future rail-trail in Cecil County, MD. The study area was then expanded to include these destinations.

This study sought to identify a route for a trail that provided regional connectivity, recreational value, and safe, convenient access to major destinations and employment centers.

Study Area

The study area encompasses ten Chester County Townships and four boroughs.

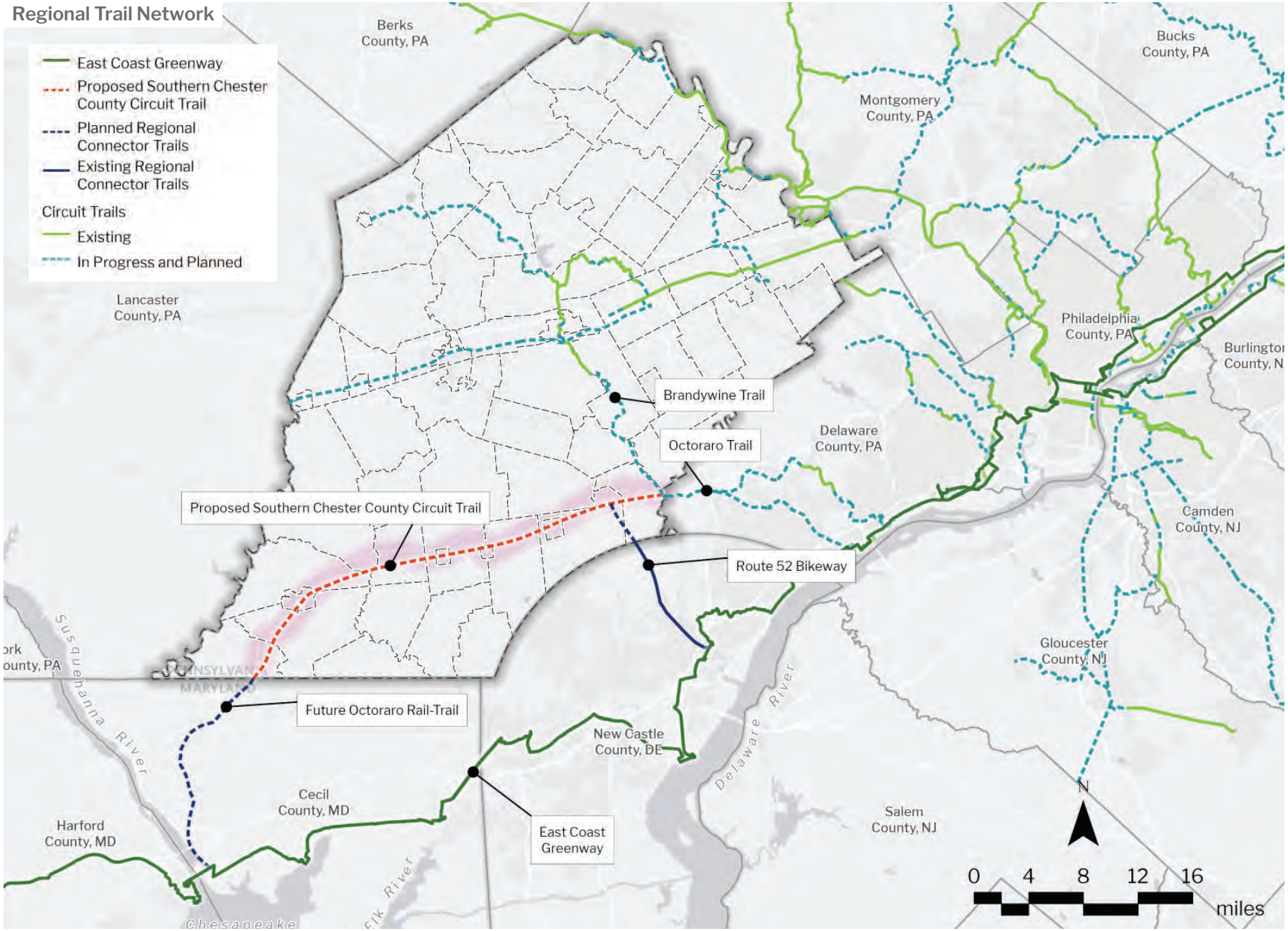
Regional Connectivity

In addition to being part of the Circuit- the Greater Philadelphia area's regional trail network - the project team considered the larger context in which this project could be relevant. The East Coast Greenway (ECG)- a planned trail network that spans the entire East Coast from Maine to Florida- passes through Philadelphia and Wilmington before heading west through Maryland. The trail through Delaware is mostly complete, but the Maryland portion is only conceptual, and will require a crossing of the Susquehanna River.

A Circuit Trail through southern Chester County along the US 1 corridor headed south into Cecil County, Maryland could potentially become an internal loop or spur within the ECG and could open up alternative locations for crossing the Susquehanna.

Additionally, significant work has been done in northern Delaware to plan and implement an interconnected trail network. Shoulders on PA-52 will soon be widened to continue the bikeway in Delaware along this route that connects to the Northern Delaware Greenway Trail and to the East Cost Greenway.

Regional Trail Network



Relevant Planning Documents

Designation as a Circuit Trail comes with an added level of importance and a strong case for funding. The project team sought to identify a network of existing or planned municipal trails and/or bicycle and pedestrian improvements that could be strung together to create a regional trail system, allowing municipalities to leverage Circuit Trail designation to facilitate development of their individual trail projects.

The need for a quality recreational trail as well as enhanced bicycle and pedestrian circulation is well-documented in southern Chester County. The project team conducted an inventory of previous planning documents to identify municipal trails- both existing and planned- that could potentially be included in this network. The results of the inventory were mapped in Chester County's Active Transportation GIS database, which catalogs existing and planned bicycle and pedestrian improvements throughout the county including sidewalks, trails, and on-road bicycle facilities. A more detailed description of relevant findings from each plan can be found in Appendix A.

Plans reviewed	Key recommendations
Pennsbury Township Comprehensive Plan (2011)	Recommends expanding sidewalks and enhancing safety on roads for bicyclists. Includes a trail map.
Pennsbury Township Route 1 Corridor Improvement Plan (2001)	Recommends sidewalks on both sides of US 1 in commercial areas.
East Marlborough Township Open Space, Recreation, and Environmental Resources Plan (2021)	Recommends development of a central trail spine along Route 82 to link the parks and other interconnected facilities to link to the spine trail.
East Marlborough Township Comprehensive Plan (2011)	Includes goals for both recreational and transportation-oriented bicycle and pedestrian facilities. Identifies Route 82 between 926 and the roundabout as a priority for bike lanes and sidewalks.
Kennett Square Borough Comprehensive Plan (2013)	Strongly supports increasing active transportation and trails for recreation and transportation.
Kennett Square/Kennett Township Active Transportation Plan (2017)	Includes an analysis of where demand is for active transportation and identifies critical connections given this demand.
Kennett Township's Kennett Greenway Shared Use Pathway and Trail System Master Plan (2019)	Recommends an alignment for the Kennett Greenway.
Kennett Township Open Space, Parks and Trails Master Plan and Needs Assessment (2019)	Identifies priority areas for open space and trail connections and overlays this with catalyst projects identified within the 2017 Active Transportation Plan.
New Garden Township Trail Prioritization Plan (2019)	Takes recommendations from the 2008 Greenways Plan and prioritizes three of the 20 trails recommended in that plan.
New Garden Township Official Map (2019)	Identifies existing trails and sidewalks and potential trail easements.
New Garden Township Comprehensive Plan (2018)	Designates 2008 Greenways map as official trail plan. Also recommends bike lanes and sidewalks in various locations.
Comprehensive Plan for Avondale Borough (2019)	Includes a comprehensive bicycle and pedestrian component with goals for sidewalk improvements and new multi-use trails.

Plans reviewed	Key recommendations
London Grove Township Comprehensive Plan (2011)	Includes a township-wide trail map and recommendations to develop the trail system.
London Grove Trail Map (Dec. 2019)	Shows an interconnected network of existing and planned trails throughout the township.
West Grove Borough Comprehensive Plan (2003)	Recommends implementing a regional bikeway and trail system for recreation and commuting purposes.
West Grove Borough Revitalization Plan (2003)	Recommends improving linkages between the borough and the Downtown.
Multimodal Connectivity Feasibility Study for the Village of Jennersville (2015)	Recommended expanding bicycle and pedestrian facilities throughout the village.
Penn Township Comprehensive Plan (2013)	Supports efforts to expand sidewalks within Jennersville.
West Nottingham Township: Nottingham Village Circulation, Streets, and Identity Composite Map (2007)	Shows proposed pedestrian routes and trails connecting destinations within and outside of the village.
West Nottingham Township Comprehensive Plan (2006)	Emphasizes the planning and development of trails along scenic routes.
Oxford Region Comprehensive Plan (2012)	Comprehensive plan for East and West Nottingham Townships, Upper and Lower Oxford Townships, and Oxford Borough. Recommends a loop trail around Oxford Borough, recreational bikeways, and the Octorara and Mason Dixon Greenways.
Baltimore Pike for Everyone (2015)	Recommends both holistic and targeted improvements along Baltimore Pike between Oxford and Kennett Square to enhance bicycle and pedestrian mobility, including upgrades to bus stops.
Village of Chadds Ford Master Plan (2015)	Recommends a trail on the south side of US 1/Baltimore Pike from Station Way Rd. to Fairville Rd.

Organizational Inventory

Although this Feasibility Study was conducted by Chester County, the resulting recommended infrastructure was not intended to be owned and operated by the county. Therefore, knowing the capacity and interest of the municipalities and other organizations to develop a regional trail is important to determining what is feasible.

Municipal governments lead the majority of planning and development for bicycle and pedestrian infrastructure within the study area. Some municipalities have designated Trails committees, and other organizations exist that could support the development and programming of a regional trail.

The **Wilmington Trail Club** has over 700 members and maintains the Brandywine Trail, a 36-mile trail through private property and along roads that spans the Brandywine Valley between Brandywine Creek State Park and Ludwig's Corner. Only portions of the trail are open to the public.

Kennett Township has a **Trails and Sidewalks Committee** that meets regularly to propose projects and make recommendations to the Board of Supervisors. The Trails and Sidewalks Committee was instrumental in the development of Kennett Township's many trail plans.

The **Kennett Trails Alliance** is a non-profit organization whose major focus is to develop the Kennett Greenway, a 14-mile multi-use loop around Kennett Township.

The Kennett Greenway is a proposed 14 plus mile trail loop through five municipalities that provide access to 10 plus parks and preserves. The Greenway is a multi-municipal initiative of Kennett Square Borough and Kennett Township and is managed by the Kennett Trails Alliance. Image courtesy of Kennett Trails Alliance.

The **Kennett Area Regional Trails Committee** is led by the Executive Director of the non-profit Kennett Trails Alliance and is composed of representatives from Kennett Square Borough, Kennett Township, East Marlborough Township, New Garden Township, and Chester County. The Committee's goal is to serve as a venue for coordination and collaboration on multi-municipal bicycle and pedestrian circulation projects that enhance regional connectivity.

The **Kennett Area Recreation Board** is a non-profit that operates Herb Pennock Park and offers programming for children and families including summer camps and sports leagues.

Bike Kennett is an affiliate group of the Bicycle Coalition of Greater Philadelphia and Bike Chester County. The group advocates for bicycle and pedestrian infrastructure to promote safety for vulnerable road users and meets socially for group rides.

Friends of New Garden Trails is a committee that meets regularly to propose projects and make recommendations to the Board of Supervisors related to the Township's trail network. They identify potential trails, coordinate the acquisition of easements, and play a central role in trail planning.

London Grove Township has successfully developed many paved trails in the past several years. Trail development is spearheaded by the Township Manager and carried out by the Public Works department, whose investment in paving equipment has enabled them to develop trails much more quickly than the traditional process of applying for grants and hiring a contractor to do the work.

The Land Conservancy for Southern Chester County has preserved over 1,500 acres in the southern part of the county and operates several nature preserves that are open to the public.

Goddard Park is the centerpiece of London Grove Township's Park and Trail system. It is well-used by residents of adjacent municipalities and features an ADA-accessible walking path as well as hiking trails through the woods.

Oxford Area Recreation Authority owns and operates a park on the outskirts of Oxford Borough, while also running sports leagues. They also own additional land that may one day be developed into a park.

The Land Conservancy for Southern Chester County owns and operates multiple nature preserves in the Kennett Area and is involved with planning efforts for the Kennett Greenway.

PennDOT Connects, a recent initiative of the State's Department of Transportation, aims to include municipalities in the planning process for state roadway improvements to ensure PennDOT's plans take municipal plans into account. Part of this initiative includes the Bicycle-Friendly Resurfacing Program, which allows municipalities the opportunity to request striping for bike lanes or shared roadways be included in the state's road resurfacing work.

Delaware Greenways is a non-profit organization that plans and advocates for the development of an interconnected network of trails within the state of Delaware. A focus area is on northern Delaware Greenways.

The Circuit Coalition is a partnership of public, private and non-profit members who coordinate to complete the Circuit Trail Network, the greater Philadelphia area's network of planned and existing multi-use trails.

The **East Coast Greenway Alliance** is a non-profit that leads the development of the East Coast Greenway, a 3,000-mile biking and walking trail that stretches from Maine to Florida.

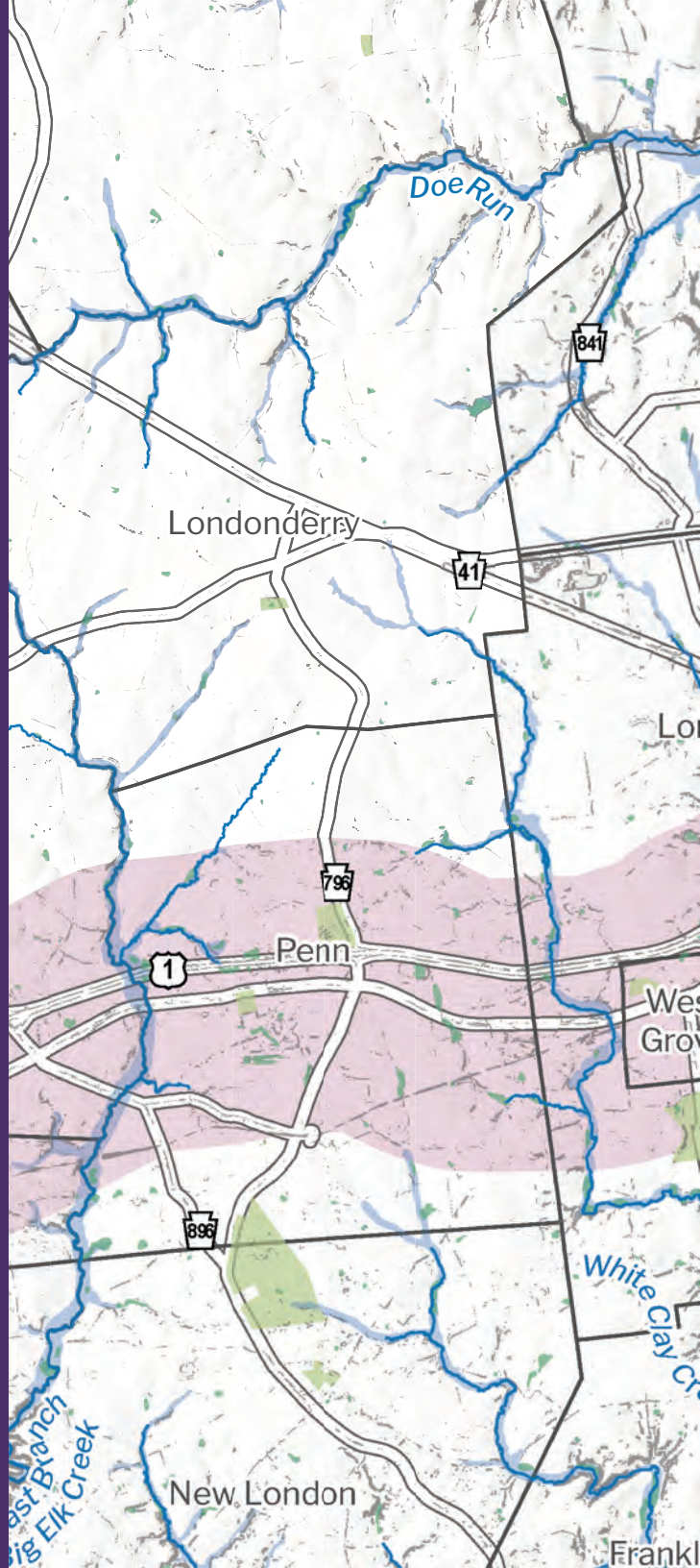
The Brandywine Trail in Delaware is a popular multi-use trail and part of the Northern Delaware Greenways.

Operated by the Oxford Area Recreation Authority, the Oxford Area Regional Park provides recreation facilities for the residents of East Nottingham Township, West Nottingham Township, Elk Township, Lower Oxford Township, and the Borough of Oxford.

2

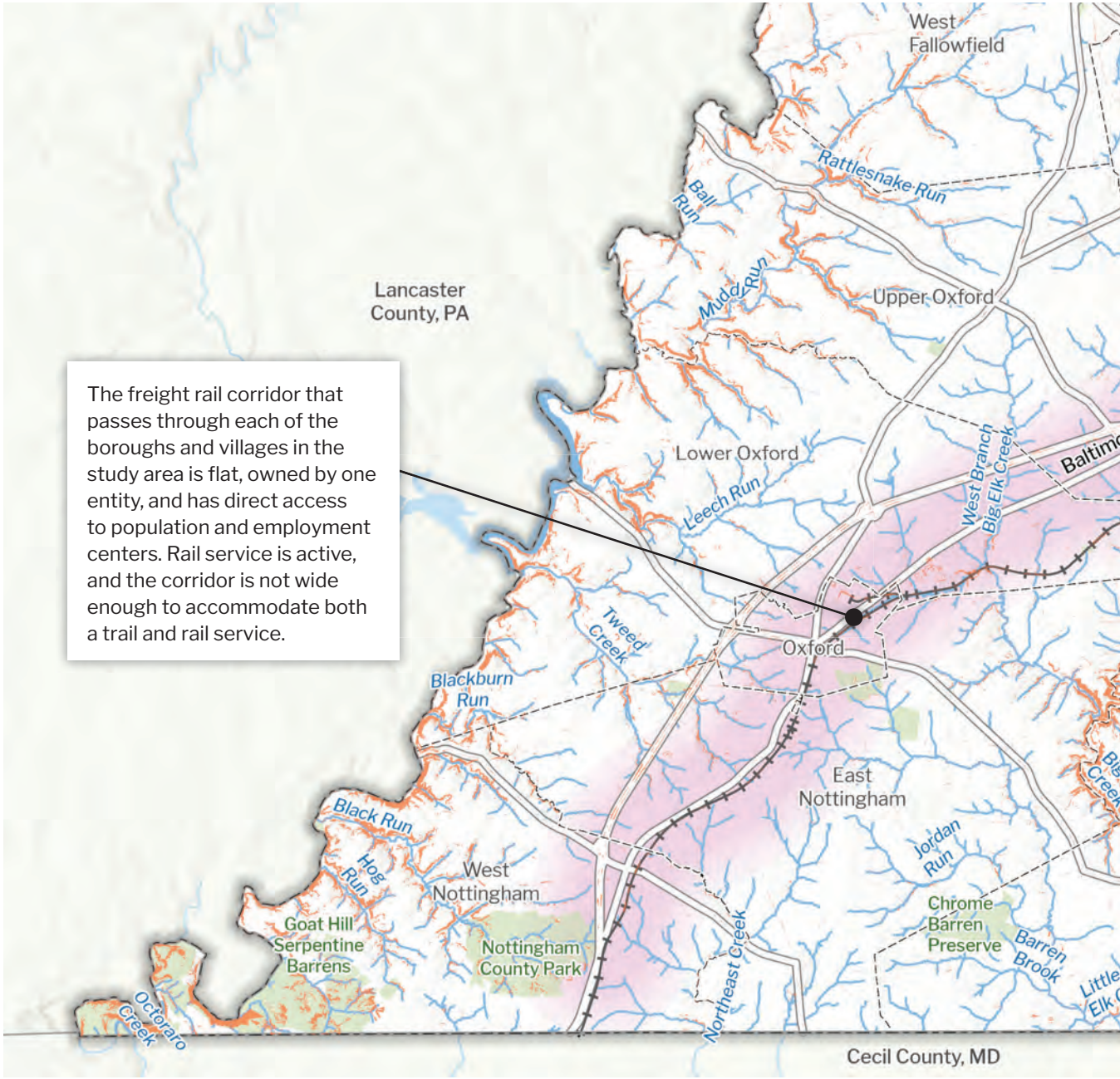
Inventory

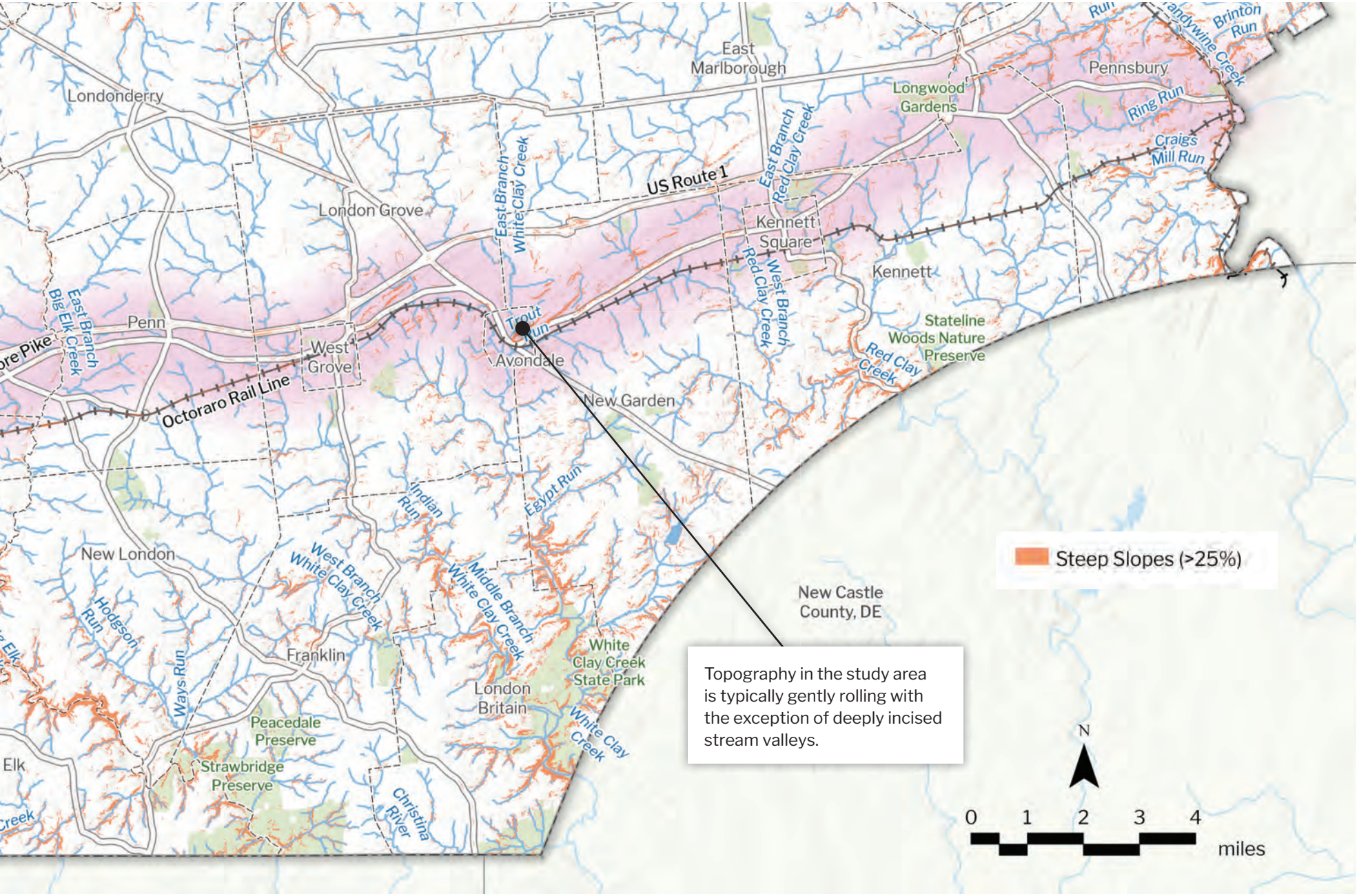
A number of natural and man-made characteristics impact where a trail can be developed and can determine which type of trail facility is feasible. The project team used geographic information systems (GIS) to study the important features relevant to trail development and to identify potential routes for the trail. A general discussion of these features and their impact on multi-use trail development follows.



Topography

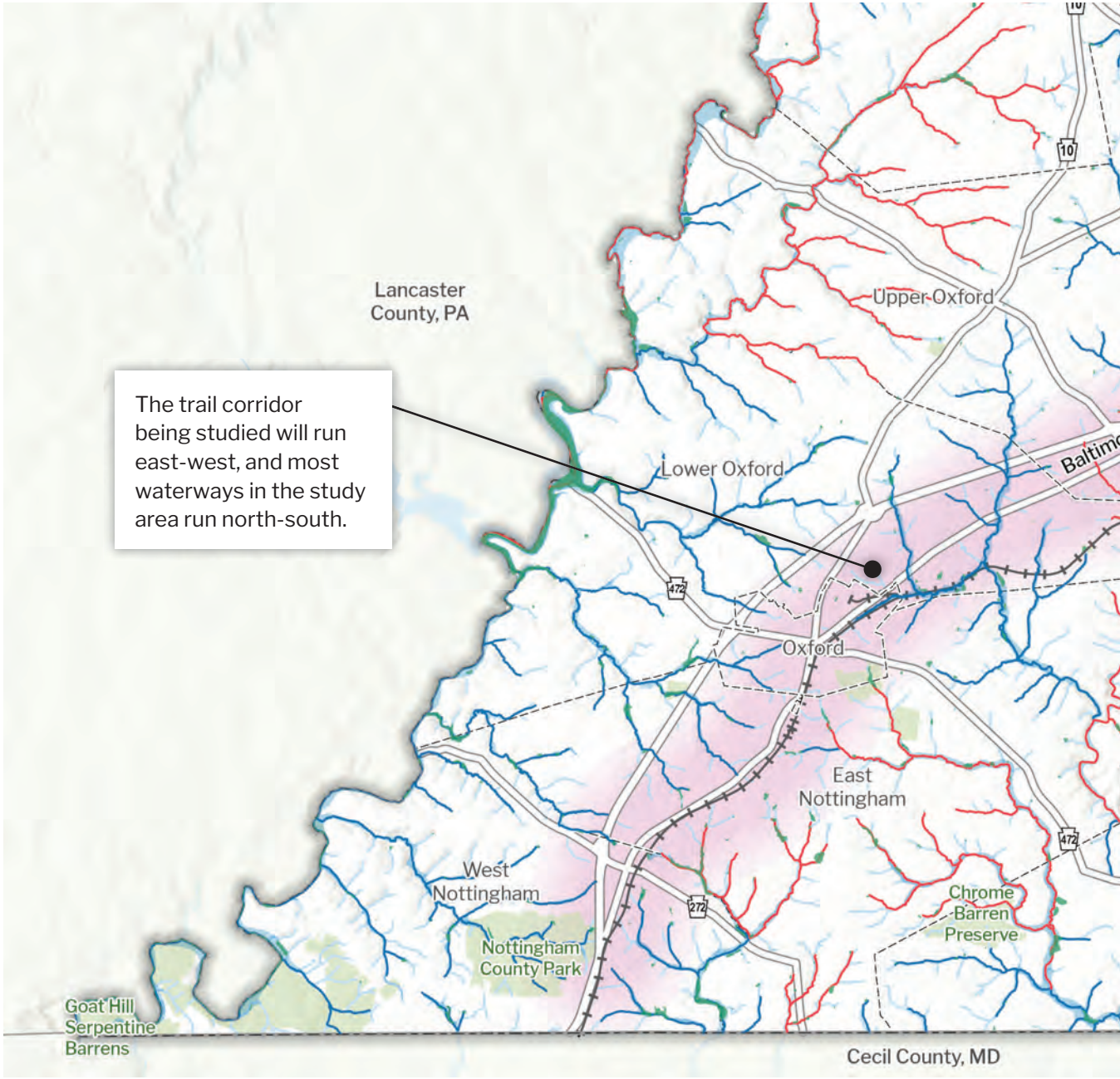
Because the slope of multi-use trails should not exceed 5%, topography is one of the most important factors in determining where a multi-use trail can be developed. In general, southern Chester County's topography is characterized by rolling hills; however, many of the streams and creeks lie within deeply incised valleys, most notably the Brandywine Creek and the creeks closer to the state line. The freight rail corridor which spans the study area is situated on a primarily flat area, with the exception of the area between Lincoln University and Oxford, where it is cut into the landscape. Aside from the stream valleys of the Octoraro Creek the topography between Oxford and the Maryland Line is relatively flat.

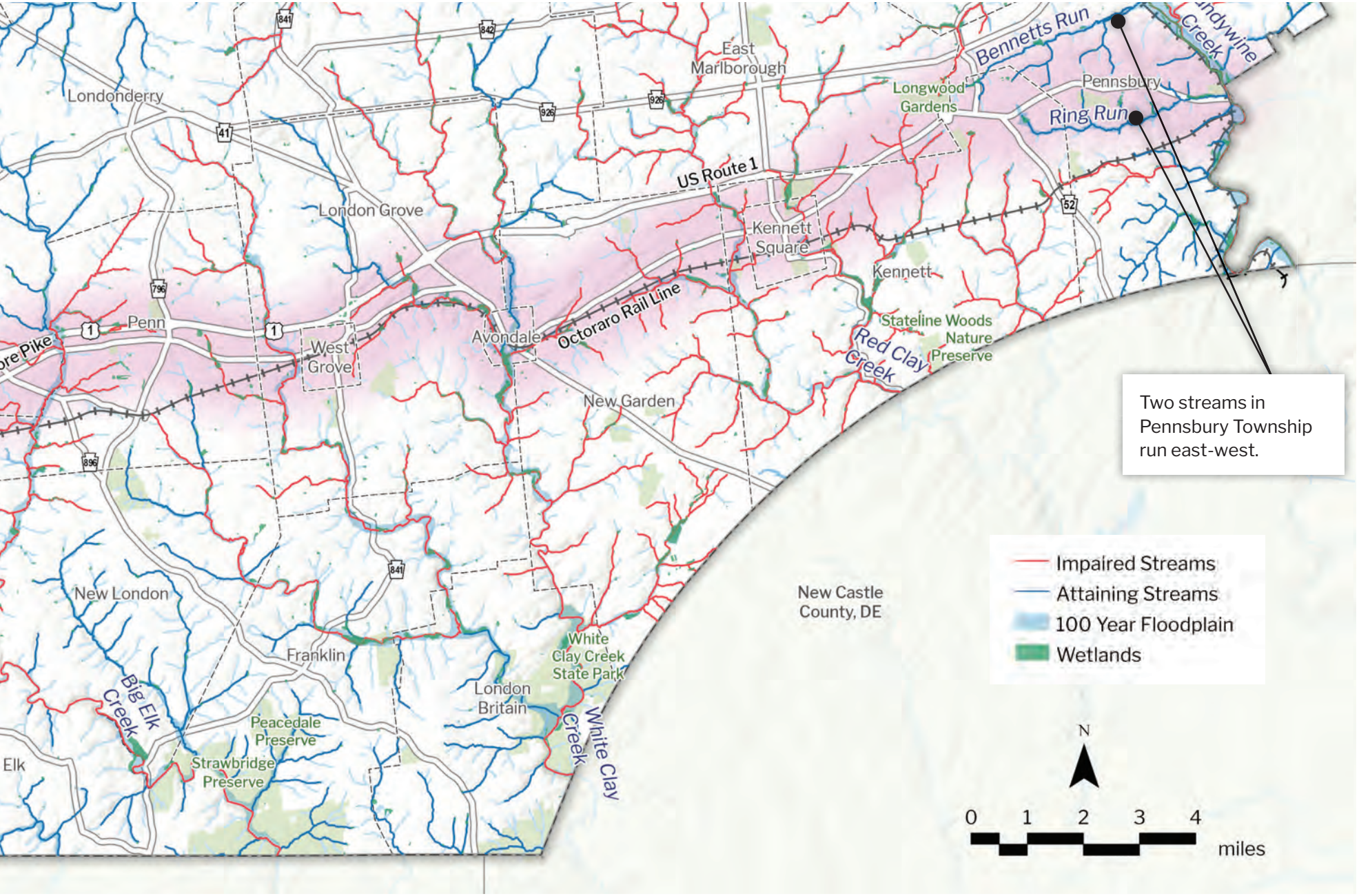



Londonderry
East Marlborough
Pennsbury
Longwood Gardens
Brinton Run
Brandywine Creek
Ring Run
Craigs Mill Run
US Route 1
East Branch Red Clay Creek
East Branch White Clay Creek
London Grove
Kennett Square
Kennett
West Branch Red Clay Creek
Stateline Woods Nature Preserve
Red Clay Creek
Penn
East Branch Big Elk Creek
Trout Run
West Grove
Avondale
Octoraro Rail Line
New Garden
Indian Run
Egypt Run
New London
West Branch White Clay Creek
Middle Branch White Clay Creek
Hodgson Run
Ways Run
Franklin
White Clay Creek State Park
London Britain
White Clay Creek
Peacedale Preserve
Strawbridge Preserve
Christina River
Elk
Steep Slopes (>25%)
New Castle County, DE
Topography in the study area is typically gently rolling with the exception of deeply incised stream valleys.
N
0 1 2 3 4
miles

Hydrology

Stream-side trails make for a scenic and memorable trail experience, but developing along a stream or its adjacent floodplain and/or wetlands can also present additional permitting challenges and can reduce stream health. Stream crossings require bridges, which increase project development costs. With few exceptions, the main branches of the study area waterways - the Brandywine, White Clay, Red Clay, and Big Elk Creek- are oriented roughly north-south. All of these creeks, as well as most of their tributaries, were classified as "impaired" by the Pennsylvania Department of Environmental Protection in 2018, according to mapping from the Chester County Water Resources Authority. Two east-west stream corridors in Pennsbury Township- Ring Run and Bennett's Run- were classified as attaining streams.

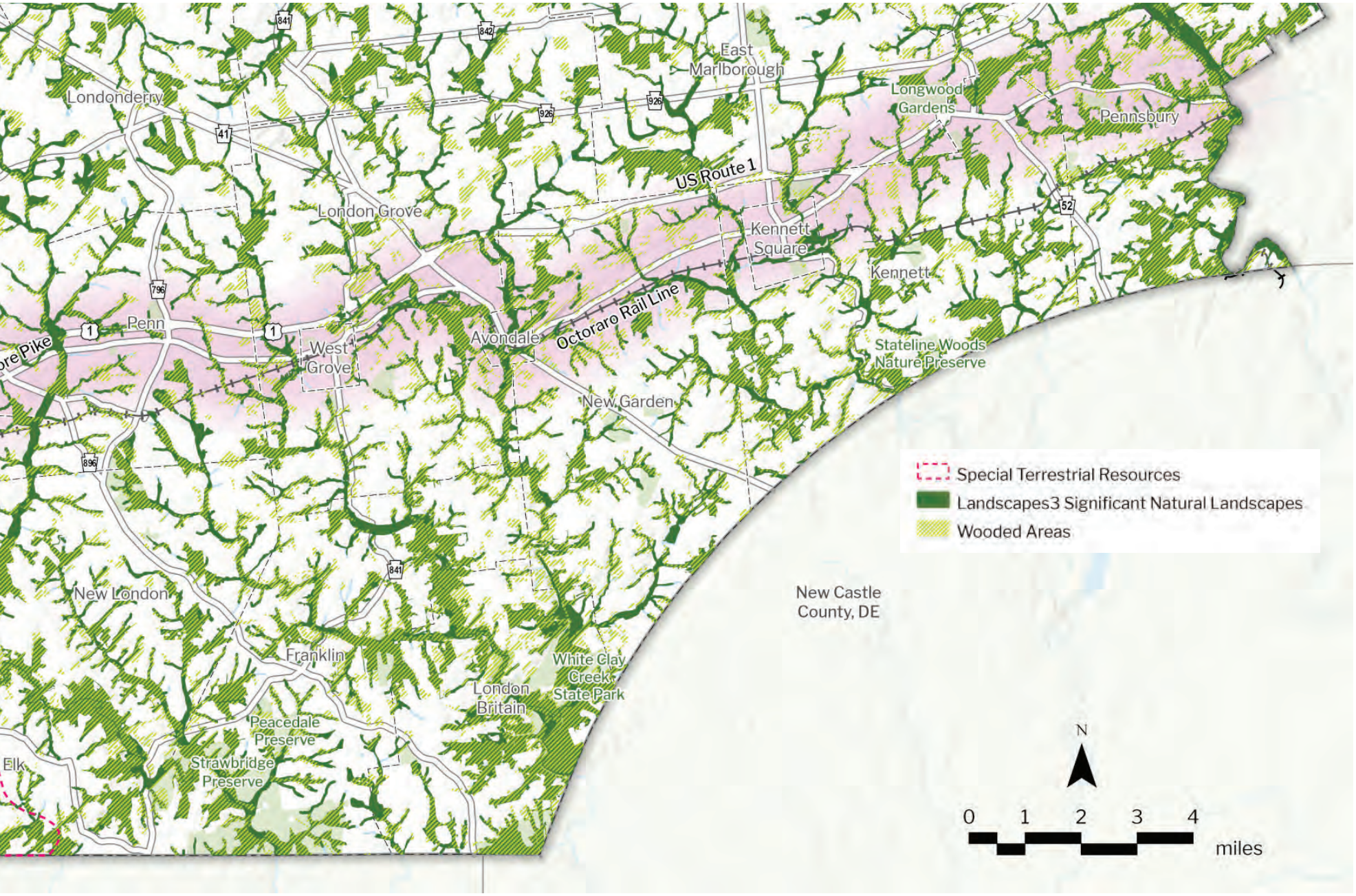




Two streams in Pennsbury Township run east-west.

Natural Areas

Like water features, sensitive natural areas are both an opportunity and a constraint to trail development. They can be points of interest along a trail system but can also be negatively impacted by trail development. The core of the project study area includes mostly developed and industrial areas with few sensitive natural areas. The map (right) displays the significant natural areas in the region, which include stream corridors, floodplains, wetlands, forested areas, and special terrestrial resources. To the south of the study area along the Maryland and Delaware line, a trove of serpentine barrens dot the landscape and form a rare and sensitive ecology. Many of these serpentine outcroppings are within parks or on protected land like Nottingham County Park, a National Natural Landmark. Aside from serpentine barrens, other sensitive natural areas- some of which are home to rare or endangered species- occur along stream corridors throughout the study area.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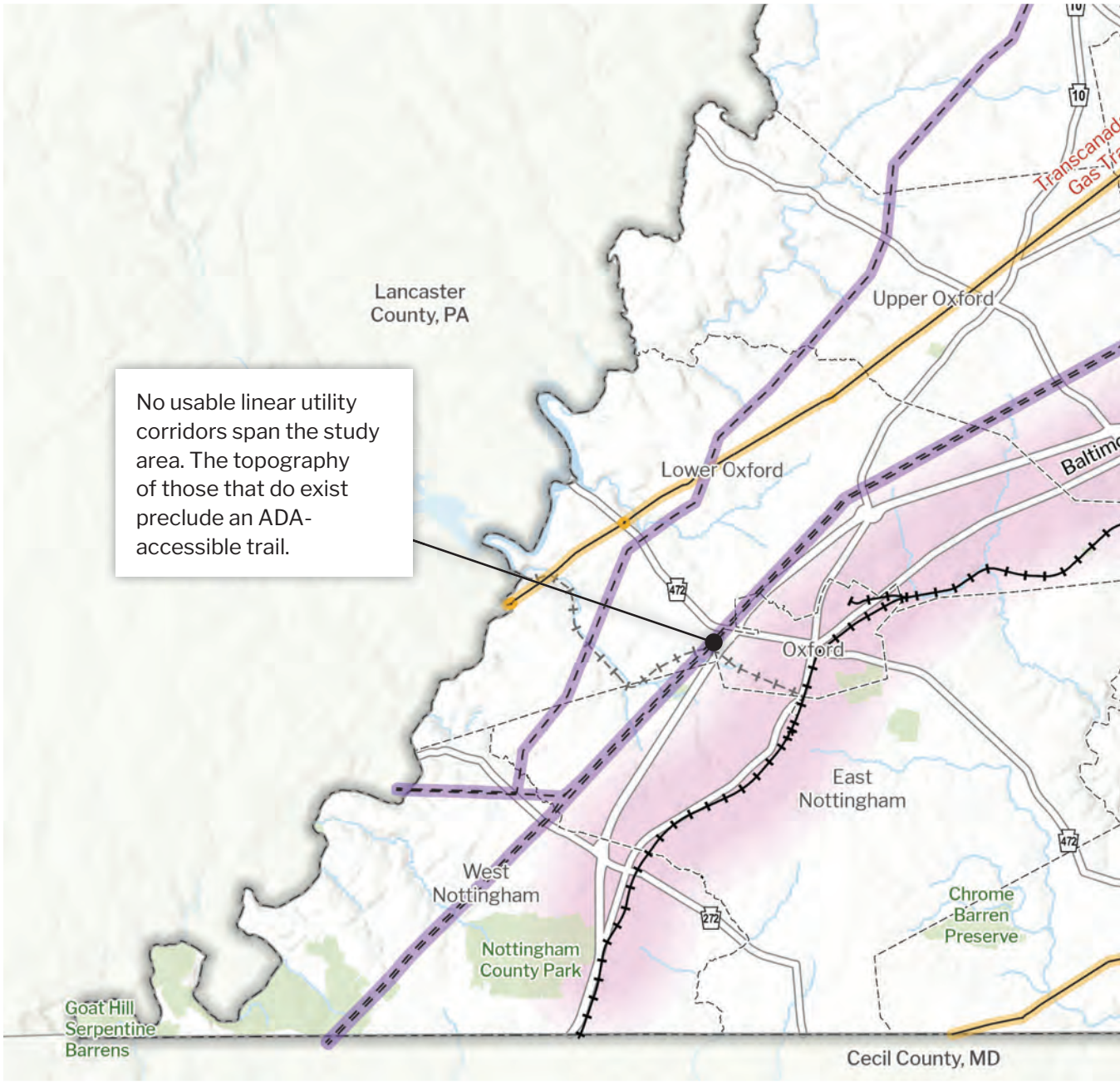
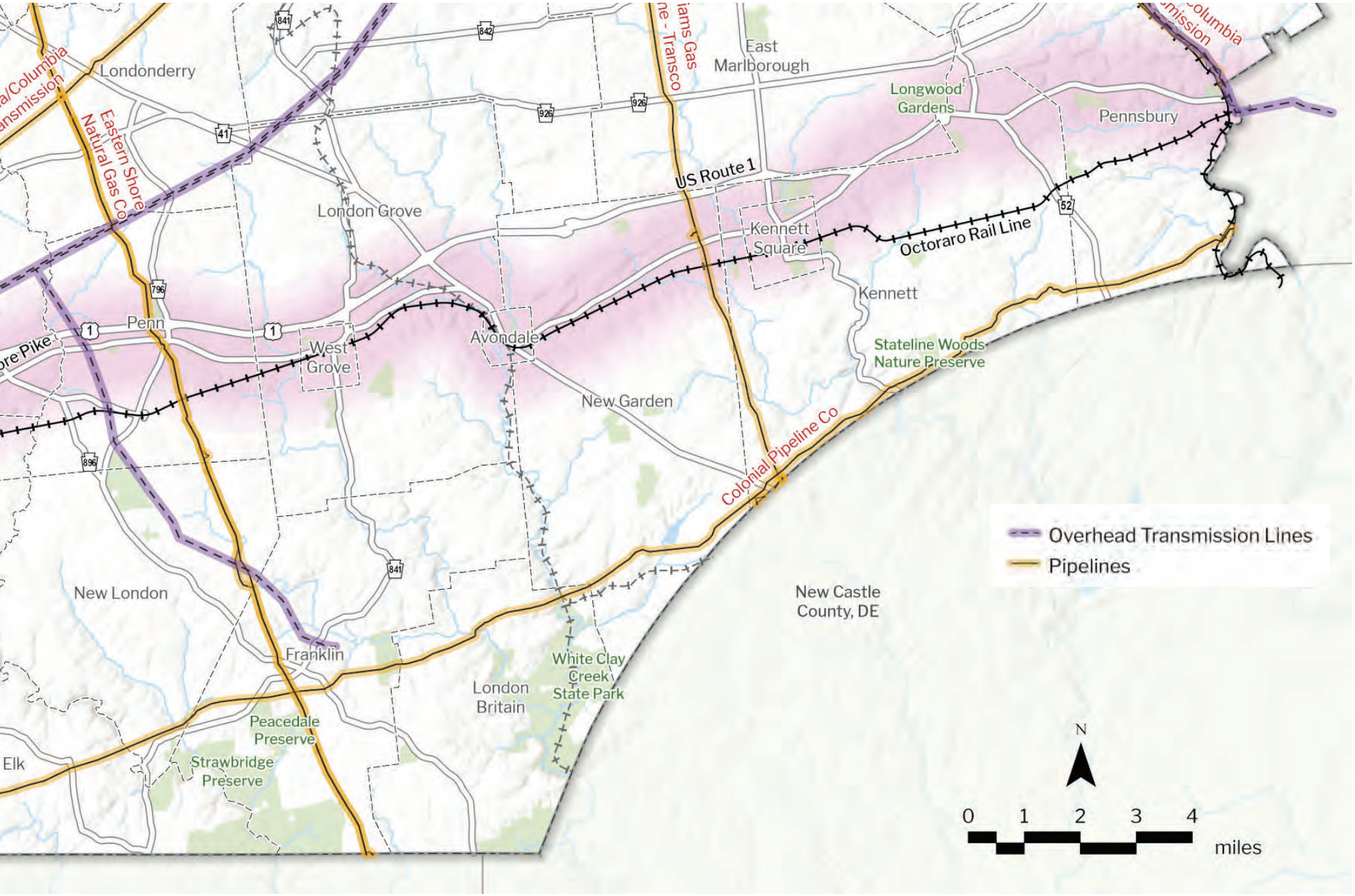
Penn
West Grove
Avondale
Octoraro Rail Line
Stateline Woods Nature Preserve
New Garden
Special Terrestrial Resources
Landscapes3 Significant Natural Landscapes
Wooded Areas
New London
New Castle County, DE
Franklin
White Clay Creek State Park
London Britain
Peacedale Preserve
Strawbridge Preserve
Elk
N
0 1 2 3 4
miles

Linear Corridors

Planning for a long-distance regional trail often starts with an inventory of existing linear infrastructure corridors that could potentially be used for a trail, such as gas pipelines, electric transmission lines, and railroads. There are no east-west oriented gas pipelines within the study area. One overhead transmission corridor parallels the US 1 Expressway to the north on the western end of the study area. One east-west rail corridor – the Octoraro Line – exists within the study area, and it is in use for freight service from the Brandywine Creek to just south of the Herr's factory in West Nottingham Township. This single track corridor is narrow and cannot accommodate a parallel trail within its right-of-way. Therefore, it serves more as a constraint to trail development since crossing the tracks can only occur at existing roadway at-grade intersections.

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West Grove
Stateline Woods Nature Preserve
New Garden
Colonial Pipeline Co
Eastern Shore Natural Gas Co
New London
Franklin
White Clay Creek State Park
London Britain
Peacedale Preserve
Strawbridge Preserve
Elk
New Castle County, DE
Overhead Transmission Lines
Pipelines
N
0 1 2 3 4
miles

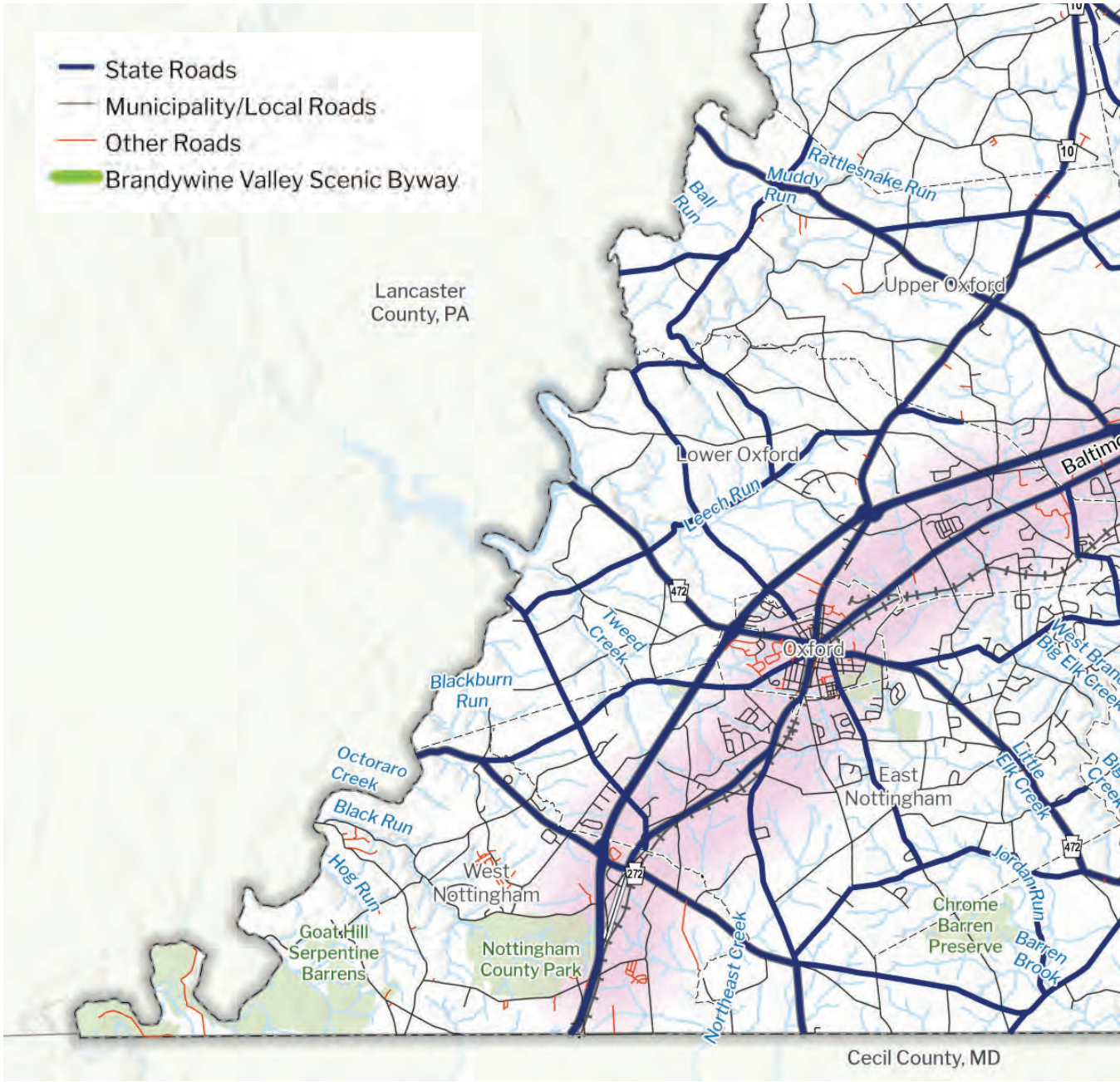
Roads

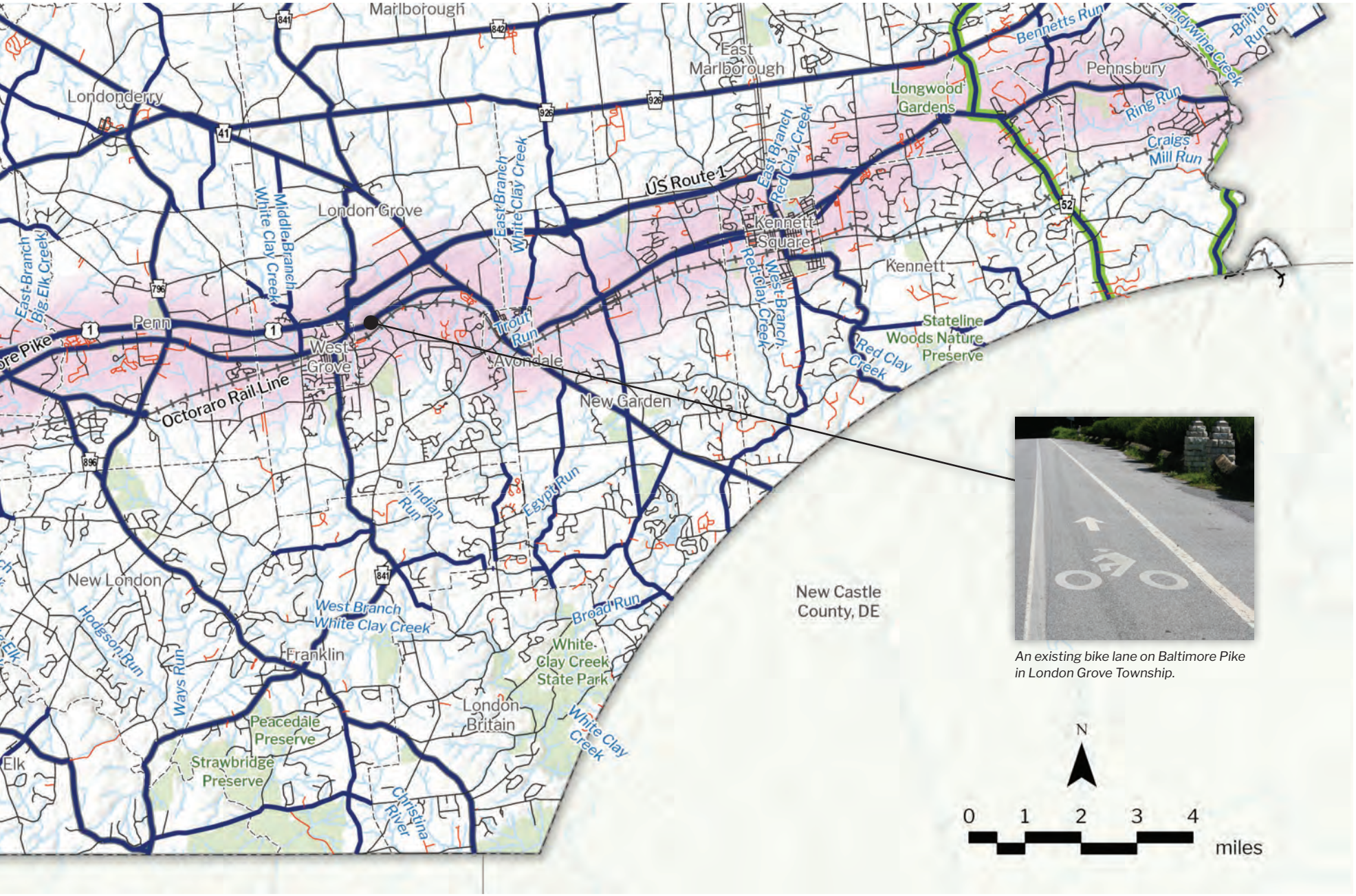
Roads are another type of linear corridor that can be assessed for trail development. The width of the right-of-way, slope of the roadway, vehicular speeds, and traffic volume all play a role in the road's suitability for a parallel multi-use trail, or sidepath.

The only road that spans the entire study area is Baltimore Pike. Baltimore Pike has wide shoulders, and bike legends appear within the shoulder in select locations between West Grove and Toughkenamon.

The US 1 Expressway begins at Schoolhouse Road in East Marlborough Township and ends near the Maryland line. PennDOT is planning to reconstruct the US 1 Expressway within the next ten years. The reconstruction project is split into four sections: Maryland line to Route 472; PA 472 to PA 896; PA 896 to PA 41; and PA 41 to Schoolhouse Road. As of December 2020, the middle two segments were entering final design and the easternmost and westernmost sections had not begun preliminary engineering. A statewide policy change to loosen the prohibition against bicyclists and pedestrians within limited access rights of way is forthcoming.

Though not an east-west route, PA 52 between US 1 and the Delaware border will soon be improved to include bike lanes to facilitate connections with trails in northern Delaware. The Brandywine Valley National Scenic byway is also located in the study area along Route 52.



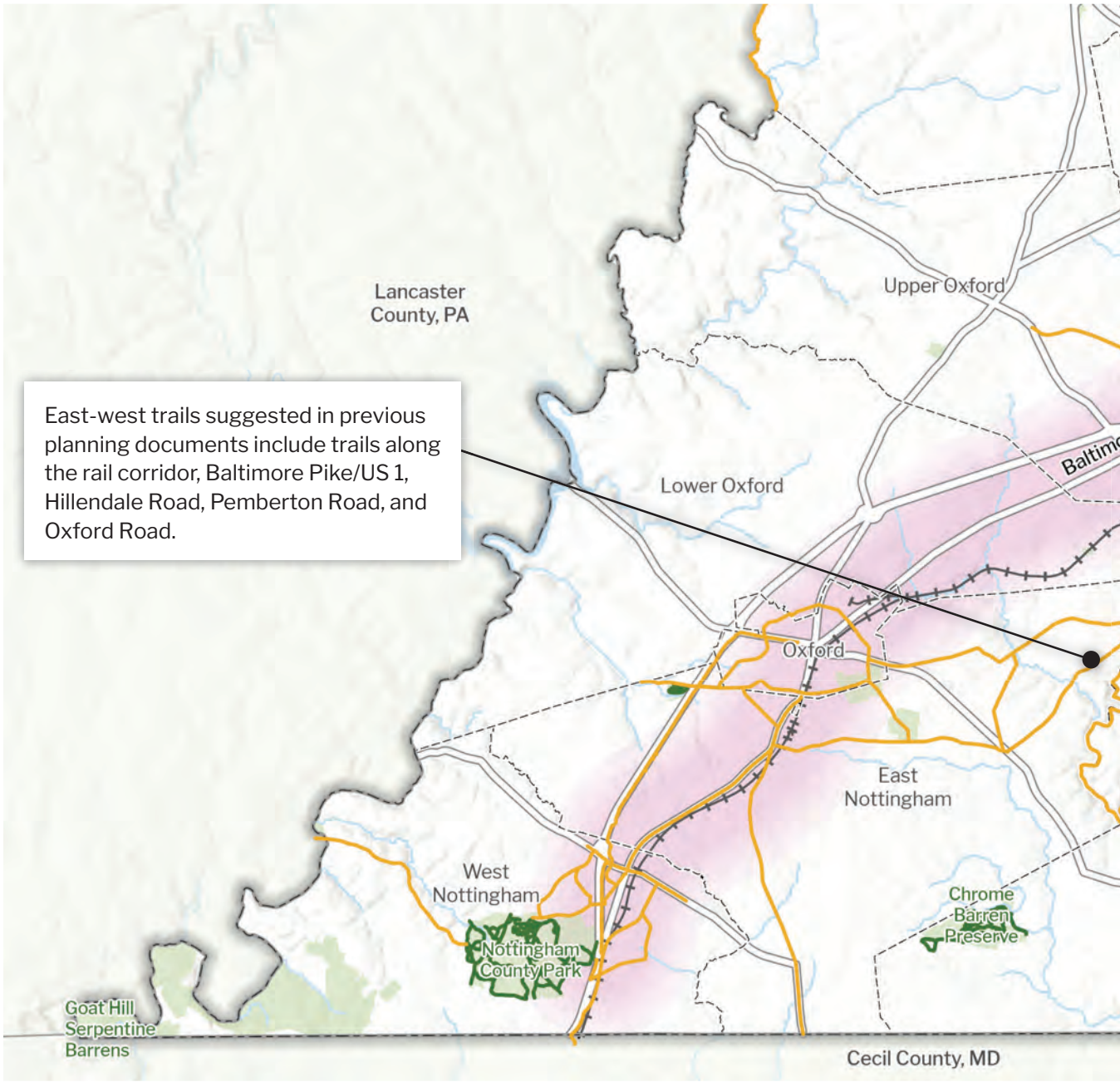


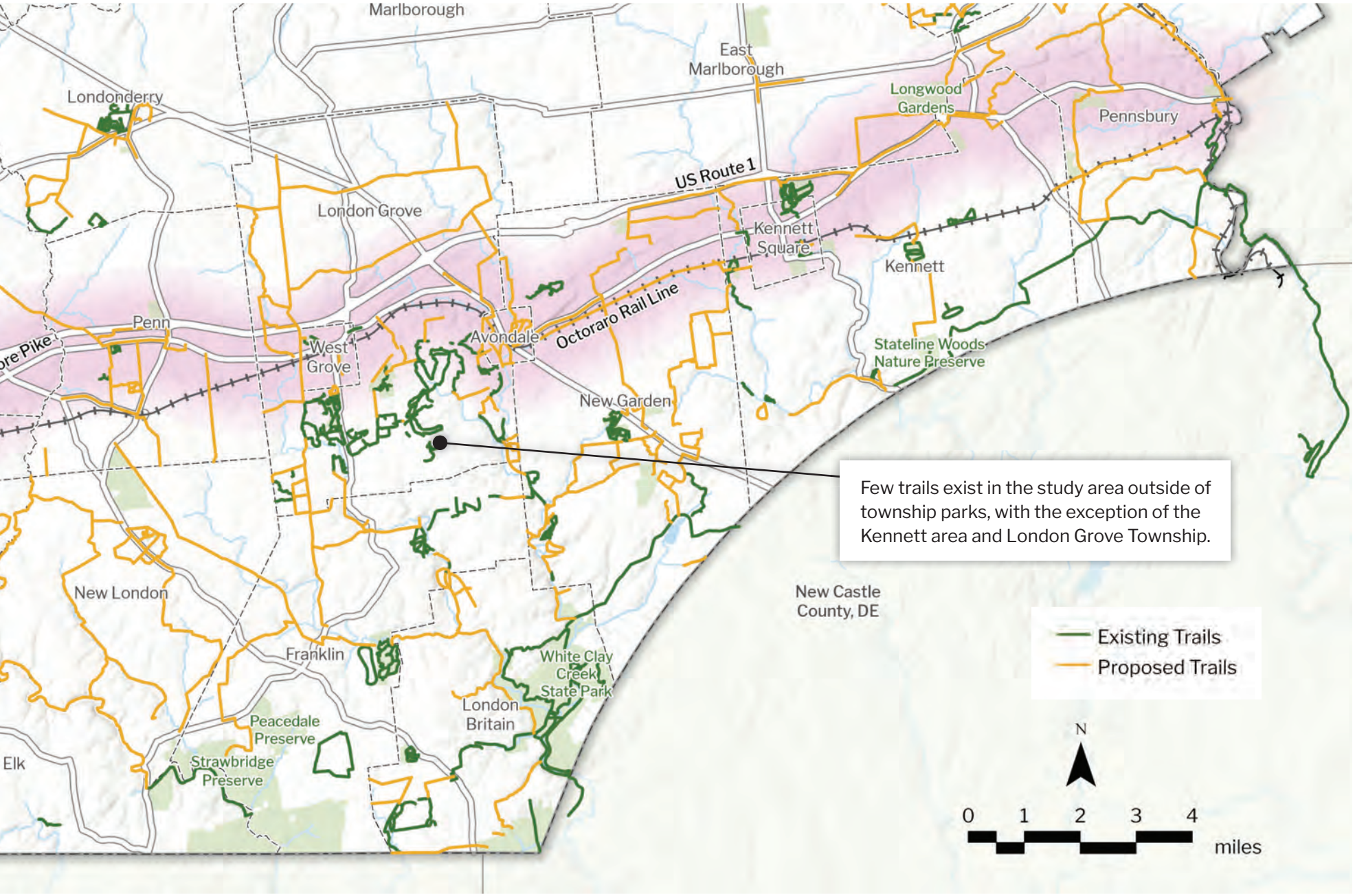
An existing bike lane on Baltimore Pike in London Grove Township.

Existing and Planned Trails

Stringing together existing trails to form a regional trail is far less costly and time-consuming than developing a new trail. Additionally, much planning work for future trails has already been done by the study area municipalities. Co-locating a regional trail with planned local trails leverages the local knowledge that went into previous planning processes and brings added significance to local trail networks, enhancing their ability to attract funding. There are many existing trails in London Grove Township, though not all are built to a multi-use standard. The Kennett Greenway- a 14-mile loop around Kennett Township consisting of both existing and planned trails- is a multi-municipal initiative with significant support and capacity. Few trails exist- multi-use or otherwise- west of West Grove, though most municipal parks feature walking trails.

The Brandywine Trail, the Circuit-designated trail to which this study intends to connect, currently exists as a semi-private hiking trail along the Brandywine Creek between Ludwig's Corner and Brandywine Creek State Park in Delaware. The long-term vision for the Brandywine Trail includes realigning the trail in many locations, widening it to 8', and opening it to the public. The part of the trail within the study area follows the west side of the creek but is planned to be relocated to the east side.




Marlborough
East Marlborough
Londonderry
Longwood Gardens
Pennsbury
US Route 1
London Grove
Kennett Square
Kennett
Penn
Octoraro Rail Line
Avondale
West Grove
Stateline Woods Nature Preserve
New Garden
Few trails exist in the study area outside of township parks, with the exception of the Kennett area and London Grove Township.
New London
New Castle County, DE
Existing Trails
Proposed Trails
Franklin
White Clay Creek State Park
London Britain
Peacedale Preserve
Strawbridge Preserve
Elk
N
0 1 2 3 4
miles

Demographics

Mushroom Workforce

The demographics and land use of southern Chester County is unique within the context of the county. The world capital of the mushroom growing industry, hundreds of mushroom houses- a hybrid between an agricultural and an industrial use- are scattered throughout the study area. The mushroom industry attracts a workforce that hails predominantly from Central America and Mexico. The production employees of the mushroom industry are 98% Latino, and the majority speak Spanish as their primary language.

Population Centers

The study area's population centers- places where population density is greatest- are located predominantly south of the US 1 corridor. Residents within the study area's population centers are much more racially and ethnically diverse and have lower median income than Chester County as a whole. Many lack consistent access to a car and face transportation challenges due to limited public transportation service. Bicycle and pedestrian facilities are also limited beyond borough boundaries.

Municipality	Population*	Median household income*	Percent of individuals below 20% of poverty level**	Percent Hispanic or Latino***	Percent of households with 1 or no vehicles available***
Chester County	**524,989**	**$100,214**	**15.4%**	**7.4%**	**32%**
Pennsbury Township	3,650	$126,594	7.6%	0.9%	26%
Kennett Township	8,305	$114,821	16.3%	13.3%	26%
East Marlborough Township	7,548	$124,079	5.5%	3.3%	21%
Kennett Square Borough	6,202	$77,404	18.8%	39.1%	38%
New Garden Township	12,206	$116,875	16.2%	28.1%	19%
Avondale Borough	1,400	$74,007	43.4%	61.6%	34%
London Grove Township	8,829	$111,957	18.8%	17.6%	23%
West Grove Borough	2,839	$64,479	21.3%	43.9%	27%
Penn Township	5,515	$75,512	25.5%	16.5%	39%
Lower Oxford Township	5,079	$88,940	20.8%	10.1%	27%
Upper Oxford Township	2,538	$88,750	24.6%	10.8%	19%
Oxford Borough	5,581	$55,380	39.0%	35.0%	53%
East Nottingham Township	9,085	$107,058	13.7%	9.0%	21%
West Nottingham Township	2,709	$62,991	23.6%	20.6%	32%

Employment and Commuting

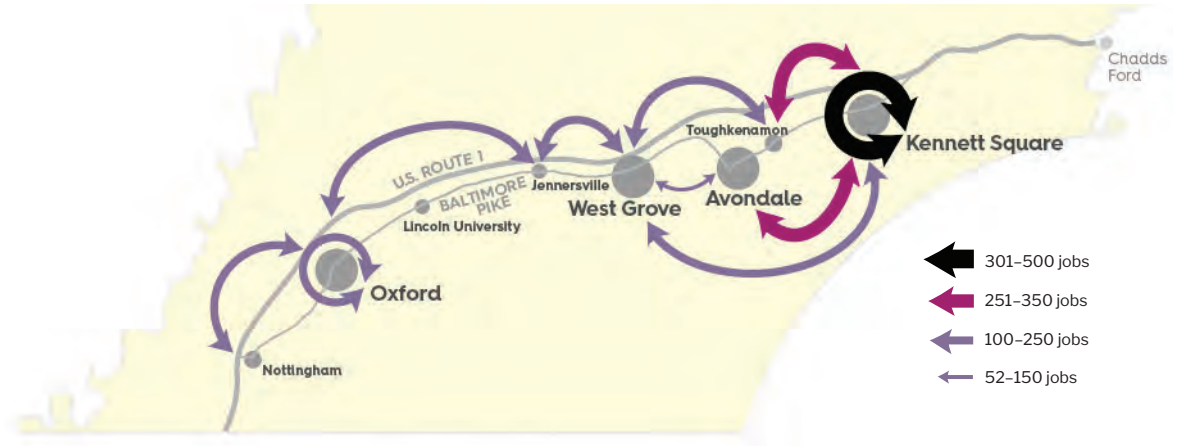
In thinking of the potential trail as a commuting facility, the project team developed an inventory of the largest employers in the study area where a trail linkage could serve the greatest number of employees. The largest employers in the area include Longwood Gardens, Lincoln University, Genesis Health, Walmart (two locations), Jennersville Regional Hospital, Herr Foods, Exelon, and Giorgio Fresh Co., to name a few. Employing approximately 8,600 people according to the American Mushroom Institute, the mushroom industry as a whole is the largest employer in Southern Chester County, though employees are dispersed between many different facilities.

Additionally, an analysis was conducted using OnTheMap US Census data visualization to understand general commuting trends between population centers. An employee who lives 20 miles away from their employer is not likely to walk or bike to work, so the project team analyzed where the greatest number of employees traveled under ten miles within the study area to get to work. This revealed locations where a trail could be a feasible commuting option for many residents. The areas shown to have the greatest number of residents with short commutes within the study area are between Kennett Square and Avondale, between Oxford and Jennersville, and between Jennersville and West Grove.

Number of workers living in each population center that commute to each other population center within 10 miles of their home

HOME \ WORK LOCATION	Nottingham	Oxford	Lincoln U	Jennersville	West Grove	Avondale	Toughkenamon	Kennett
Nottingham								
Oxford	100-150	151-200	1-50	1-50	1-50			
Lincoln U		1-50	1-50		1-50			
Jennersville	51-100	151-200	51-100	51-100	151-200	51-100		
West Grove		1-50	1-50		51-100	1-50		1-50
Avondale					51-100	51-100	1-50	100-150
Toughkenamon				1-50	100-150	1-50	1-50	100-150
Kennett				1-50	100-150	151-200	151-200	301-500

1-50 jobs
51-100 jobs
100-150 jobs
151-200 jobs
301-500 jobs



Notes on Methodology:
Data derived from OnTheMap 2017 ACS Census data. Population data was used for the area within 1/2 mile of each borough/ population center except Oxford, where there is little population within 1/2 mile of the Borough.

Priority 1: Kennett to Avondale (4.5 miles)

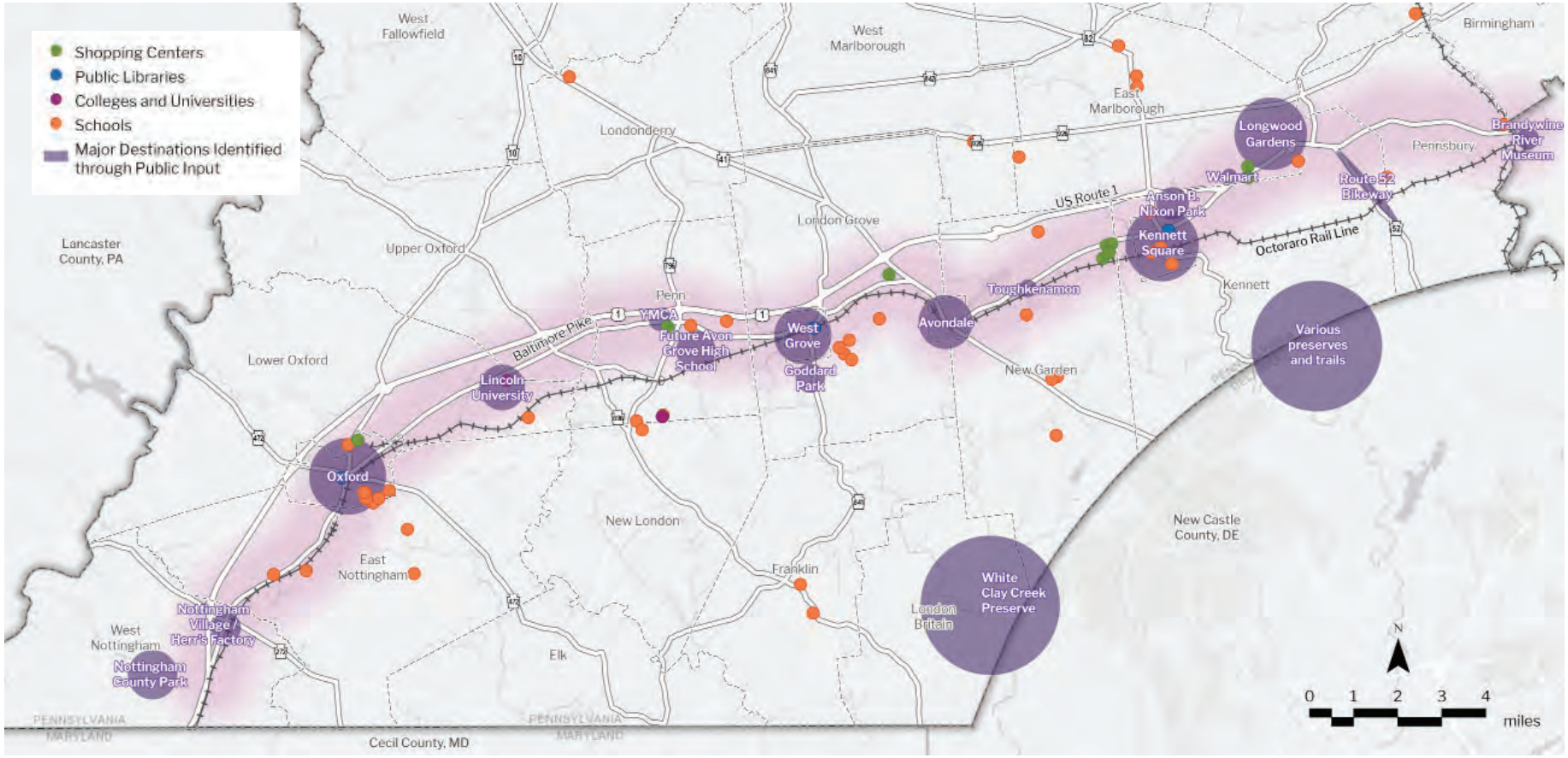
Priority 2: Jennersville to Oxford (7 miles)
Jennersville to West Grove (2.5 miles)

Priority 3: Avondale to West Grove (3.1 miles)
Oxford to Nottingham (3.8 miles)

Destinations and Points of Interest

Trails that connect people to the places they want to go can attract visitors to the region, can serve as a transportation route, and can enhance the trail user experience. The Project Advisory Committee identified potential destinations and points of interest along the trail, and this input was supplemented by additional feedback from the public. Over 100 distinct locations were identified as destinations throughout the planning process, but a few were mentioned consistently by most who offered feedback and are pictured in the map below. Not all of the most commonly suggested destinations are within the study area.

Destinations and Points of Interest



Major Historic Themes

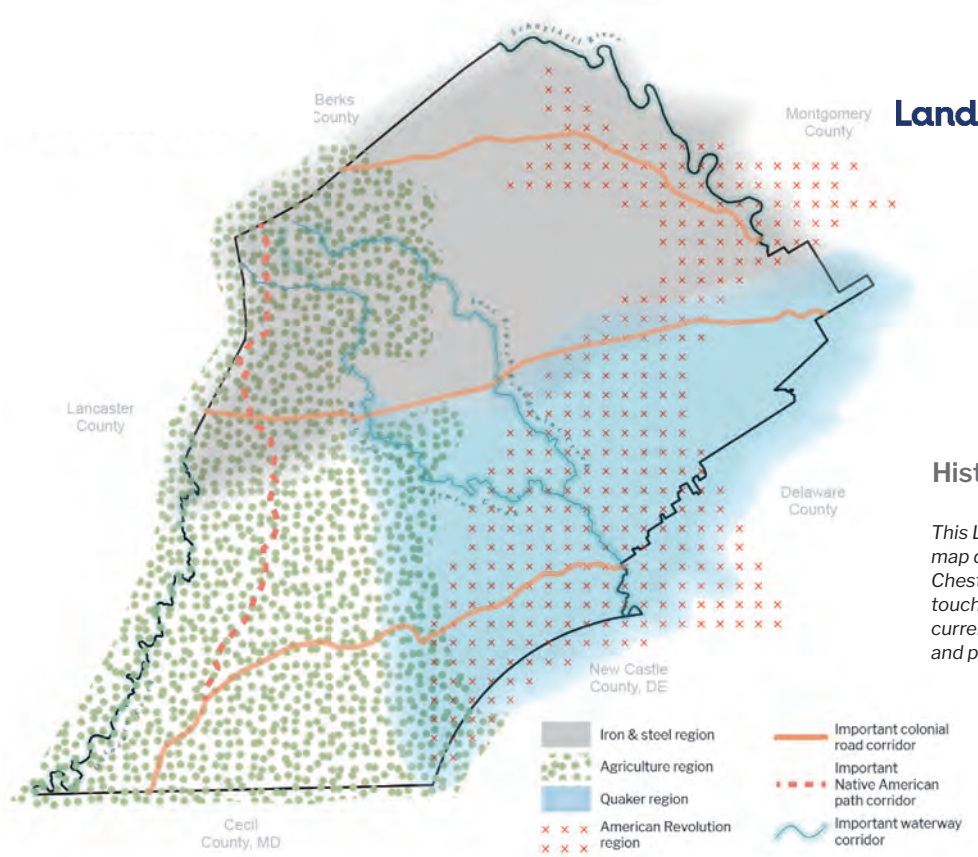
Although a historic/cultural interpretation plan was outside the scope of this project, planning a trail that connects to significant cultural resources can make for a rich trail experience and draw visitors to the region. Chester County's Comprehensive Plan, Landscapes3, identifies the following themes as being relevant to the US 1/Baltimore Pike corridor: Quaker history and the Underground Railroad; the American Revolution; agriculture; and colonial road corridors. The most significant historic and cultural resources in the study area are found around Lincoln University, Longwood Gardens, and in Oxford, though there are resources spread throughout the study area.

Agriculture

A moderate climate, rich soils, and strong work ethic have made agriculture a strong and diverse industry since the county's founding. The agricultural industry remains an economic force that continues to adapt, while farms enrich our scenic viewsheds and sense of place.

American Revolution

The Philadelphia Campaign of 1777 involved multiple conflicts and troop movements across a broad area impacting local residents and the nation's founding. Preservation and interpretation efforts retain stories, features, and landscapes that draw visitors and are valued by residents.



Landscapes

Historic Themes Map

This Landscapes3 policy map depicts core themes of Chester County's history and touches on ways they impact current and future activities and programs.

Quaker

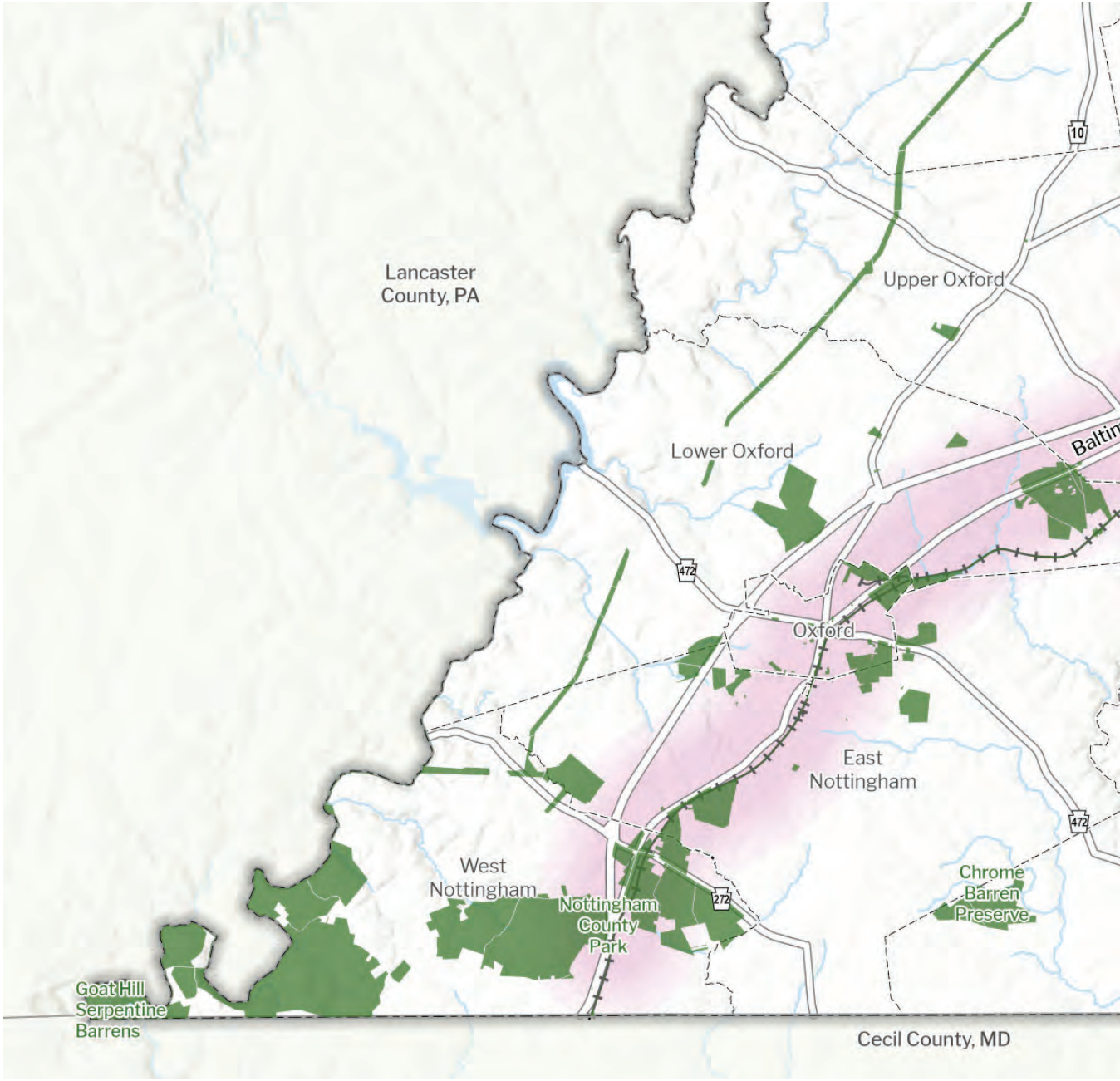
In 1682, William Penn established three counties—Philadelphia, Bucks, and Chester—to foster Quaker principles in the new world. The meetinghouses and residences of Quaker settlers remain in use today, representing a legacy that includes the Underground Railroad and women's rights. Preservation and interpretation efforts inspire advocacy and support tourism.

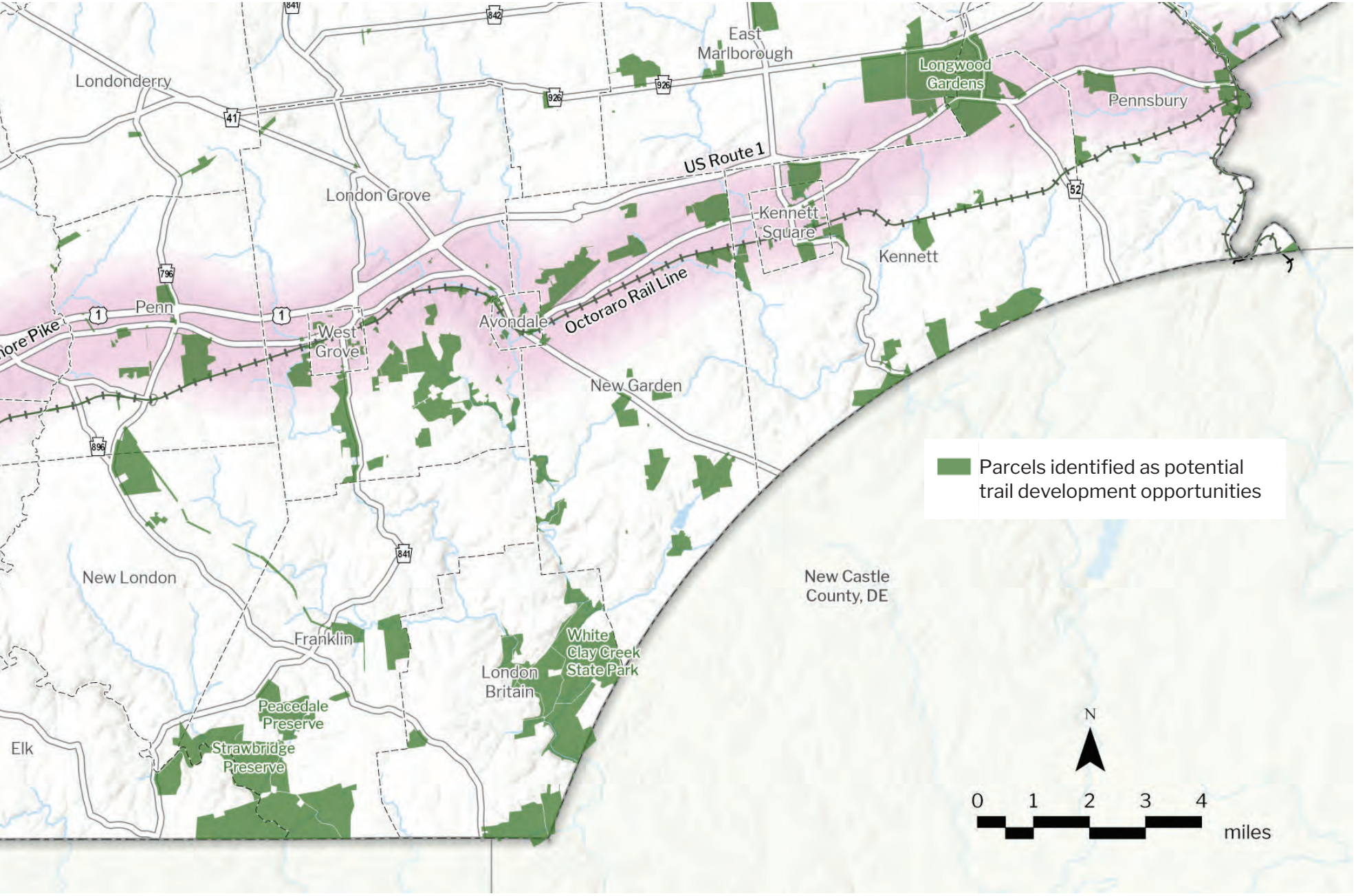
Transportation

The county's rich transportation history includes Native American paths, routes used by colonial travelers and drovers, and railroad lines that continue to spur development. Our transportation network continues to play a significant role in the patterns and extent of development.

Land Ownership

Easement or property acquisition is perhaps the single largest constraint when developing a regional trail. Public agencies, land trusts or utility companies are typically more open to providing trail access on their property than private land owners. The project team identified and mapped all such property, as well as large swaths of private property with a single land owner, as negotiating with one land owner for an easement for one mile of trail can make the project more feasible than negotiating with 50 individual land owners for the same length of trail.




Londonderry
East Marlborough
Longwood Gardens
Pennsbury
US Route 1
London Grove
Kennett Square
Kennett
Penn
West Grove
Avondale
Octoraro Rail Line
New Garden
Parcels identified as potential trail development opportunities
New London
New Castle County, DE
Franklin
White Clay Creek State Park
London Britain
Peacedale Preserve
Strawbridge Preserve
Elk
N
0 1 2 3 4
miles

Inventory

KEY TAKE-AWAYS

No available linear corridors span the study area wholly or partially.

- The rail corridor is ideal, but unavailable. The active freight rail corridor that passes through each of the boroughs and villages in the study area is flat, owned by one entity, and has direct access to population and employment centers. Rail service is active, and the corridor is not wide enough to accommodate both a trail and rail service.
- A proposed trail would cross several streams. The trail corridor being studied will run east-west, and most waterways in the study area run north-south. Two streams in Pennsbury Township run east-west.
- No usable linear utility corridors exist.

US 1 and Baltimore Pike are roadway trail opportunities.

- The two roads that traverse nearly the entire study area are the US 1 Expressway and Baltimore Pike. A trail paralleling the roadway within the road right-of-way could reduce impacts to private property.

There are opportunities to connect to existing trails.

- Few trails exist in the study area outside of township parks, with the exception of New Garden, Kennett, and London Grove Townships. East-west trails that have been suggested in previously prepared documents include trails along the rail corridor, US 1/Baltimore Pike, Hillendale Road, Pemberton Road, and Oxford Road.
- A trail could connect residents to employers
- Many residents in the study area lack reliable transportation, which serves as a major barrier to obtaining and keeping a job, particularly for those working in the mushroom industry.
- Those with transportation challenges typically live in one of the population centers.
- Most major employers in the study area are located along Baltimore Pike.
- The areas with the highest employment density and employees who live within a short commute distance are:

  Kennett Square to Avondale (4 miles)

  Oxford to Jennersville (7 miles)

  Jennersville to West Grove (2.5 miles)

The trail should connect key destinations.

- There is public consensus around the major destinations that a trail should connect, including Longwood Gardens, the “downtown” of each borough, and Lincoln University.

3

Public Outreach

The chapter provides an overview of the project's public engagement components and a summary of the public's input on planning for this regional trail.

Engagement Components

Through previous planning work in southern Chester County, input from the Project Advisory Committee (PAC), and demographics analysis, the project team identified a need for an intentional and strategic approach for seeking public input. The large, diverse study area includes a number of traditionally hard-to-reach populations, including non-English speakers and those with economic challenges and multiple jobs. Additionally, because of the long-term nature of trail projects, learning the preferences of young people was also a goal. The ongoing public health crisis complicated public engagement, although moving to a virtual platform reduced barriers to participation for some.

4 PAC meetings

1 PAC workshop

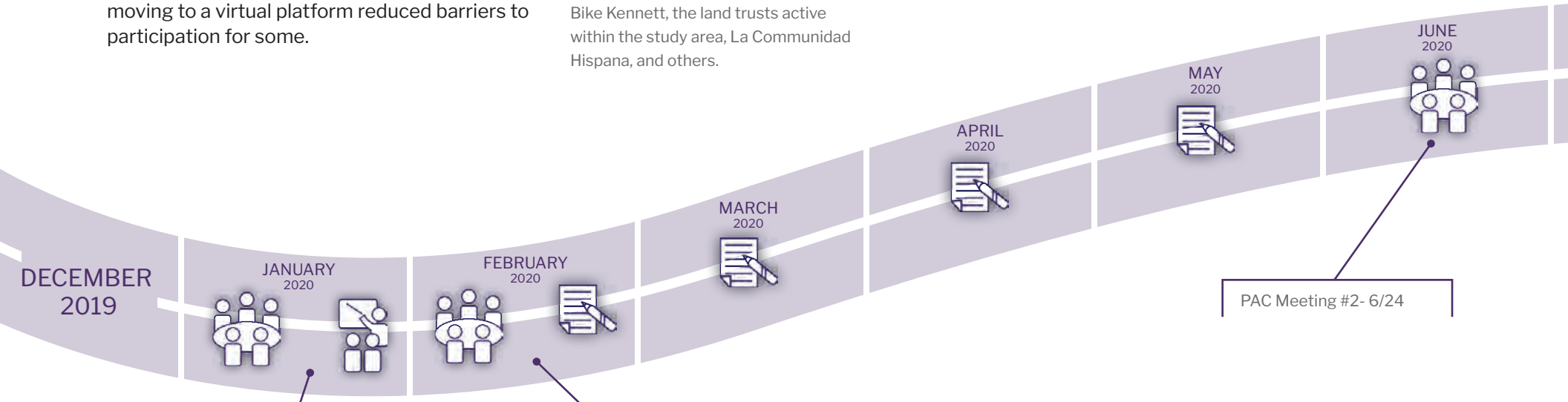
The Project Advisory Committee (PAC) consisted of municipal representatives, leaders of organizations with interest in a regional trail including the Transportation Management Association of Chester County (TMACC), the Kennett Trails Alliance, Bike Kennett, the land trusts active within the study area, La Communidad Hispana, and others.

2 public meetings

Public meetings were held online via Zoom on July 14 and October 22, 2020. Approximately 150 people participated in the first meeting and 50 in the second. Despite the virtual platform, the meetings included small group discussions and utilized interactive maps to collect feedback.

1,300 surveys

A survey in both English and Spanish was posted online and was administered in-person. The survey was open from February 20 through July 31, 2020. The English version of the survey received 1,220 responses and the Spanish version received 100. Complete results of the survey can be found in Appendix B.



- PAC meeting #1- 1/8
- Presentations to Avon Grove High School students

- PAC workshop- 2/6
- Survey administered to Southern Chester County Opportunity Network's Bridges Out of Poverty program graduates
- Survey launched online

PAC Meeting #2- 6/24

Key person interviews

- PennDOT
- Community organizations and leaders
- ACOLA
- East Coast Greenway
- DelCo Planning
- American Mushroom Institute
- Brandywine Conservancy

Focus Group Meetings

- 2 meetings with mushroom farm managers and supervisors (convened by the American Mushroom Institute)
- 2 meetings with Oxford Regional Planning Commission
- 1 meeting with attendees of a Spanish-language digital learning training

Presentations

Presentation to and feedback from:

- West Grove Borough Council (7/1)
- West Nottingham Planning Commission (12/1)
- Oxford Borough Council (12/7
- 2 groups of Avon Grove High School students

Coordination

- Provided regular project updates to the Kennett Area Regional Trails Committee
- Met with Lincoln University's Director of Community Relations to discuss the project and understand the University's interests and capacity for involvement;
- Discussed the project with Bennett's Run Watershed Restoration Plan Steering Committee.
- Discussions with Latino community including representatives from Kennett Square's Advisory Commission on Latino Affairs and Casa Guanajuato

- Public meeting #1- 7/14
- Public survey closes 7/31
- Interactive map available online

PAC Meeting #3- 8/10

Kennett Multimedia produced and publicized an informational video in Spanish about the project, encouraging viewers to provide feedback through the online interactive map.

Public meeting on 10/22

PAC Mtg. #4- 11/30

Public Outreach
KEY TAKE-AWAYS

The following statements represent findings from the public outreach process as a whole.

Public attitudes toward trails

- If a trail were built, people would use it.
- About 1/5 of residents surveyed currently walk or bike for transportation purposes, but nearly 4/5 would be more willing to if a safe facility existed.
- Most residents surveyed would use a trail system that included some on-road facilities like bike lanes.
- There is more interest in using a trail to travel within the study area than to Philadelphia and other destinations on the Circuit.

Noteworthy differences in preferences between English speaking and Spanish speaking survey participants.

- Although the English version of the survey received over ten times the number of responses as the Spanish version, noteworthy differences were found between the preferences of higher income English-speakers and lower income Spanish-speakers. Residents in the former group placed the most value on a regional multi-use trail, whereas lower income, Spanish-speaking and younger residents valued extending the sidewalk system. In general, responses to the Spanish survey indicated more interest in transportation and health, whereas responses to the English survey indicated more interest in recreation.

Transportation-related findings

- A trail that would best serve transportation needs would be located along Baltimore Pike or the rail corridor. A trail along the US 1 Expressway would have little utility as an active transportation corridor.
- There is more interest in using a trail to travel within the study area than to Philadelphia and other destinations on the Circuit.
- A trail between Lincoln University and Oxford would be valuable for both Lincoln students and Oxford businesses.
- Lack of transportation is the mushroom industry's biggest challenge for retaining employees.
- Mushroom industry employees leave for work early in the morning and would need lighting and a highly visible route to feel safe.
- There is significant need for safe pedestrian connections from population centers to nearby grocery stores.

Cultural trail-related considerations

- In order to encourage trail use by the Latino community, trusted organizations may need to "invite" their constituents to use a trail.
- The western part of the study area is home to Amish and other plain sect populations. A trail open to buggy traffic could be valuable.
- A regional trail could offer opportunities for interpreting southern Chester County's role in the Underground Railroad and African American history.

A trail that would best serve transportation needs would be located along Baltimore Pike or the rail corridor. A trail along the US 1 Expressway would have little utility as an active transportation corridor.

4

Alternative Evaluations

The previous chapter described how trail alignment options were identified, as well as the public's needs and desires for this regional trail. This chapter synthesizes that data, explains the methodology by which the numerous alignment options were evaluated, and evaluates the feasibility of developing a multi-use trail along the alignments that gained the most traction over the course of the study.

Methodology

The goal of this study is to determine whether a feasible alignment exists for a continuous multi-use trail that connects the population centers from Oxford to Chadds Ford to the Circuit Trail network. Alignment alternatives were identified using various sources of input:

- Desktop analysis using GIS, NearMap aerial imagery, and Google Street View
- Review and mapping of proposed trails within previous planning documents
- Workshop with Project Advisory Committee to identify potential alignments and important destinations (see Appendix C for results of this workshop)
- Small group discussions at two public meetings that gathered input on potential alignments, destinations, and trail access points
- Multiple field views to verify field conditions
- Interviews with various stakeholders

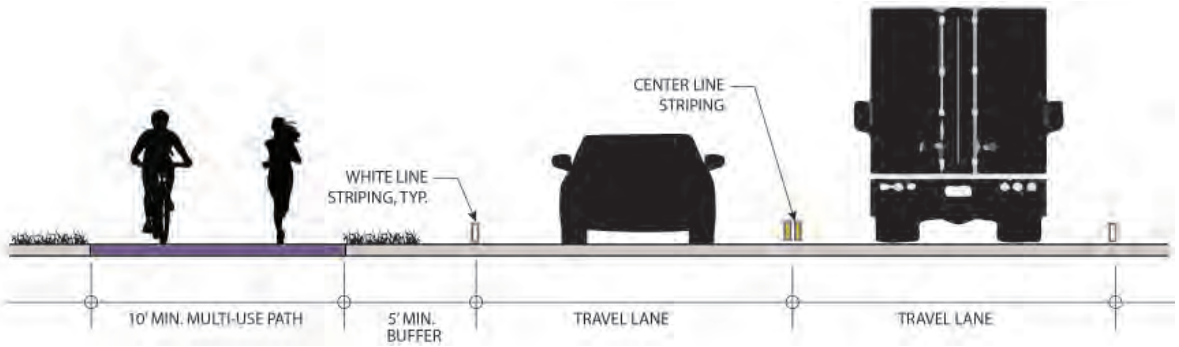
Alignment options developed through the planning process were evaluated and compared to one another using the following criteria:

1. Physical Feasibility for Multi-Use Trail Development
2. Private Property Impacts
3. Safety
4. Connectivity
5. User Experience
6. Environmental Impacts
7. Public Support

1. Physical Feasibility for Multi-Use Trail Development

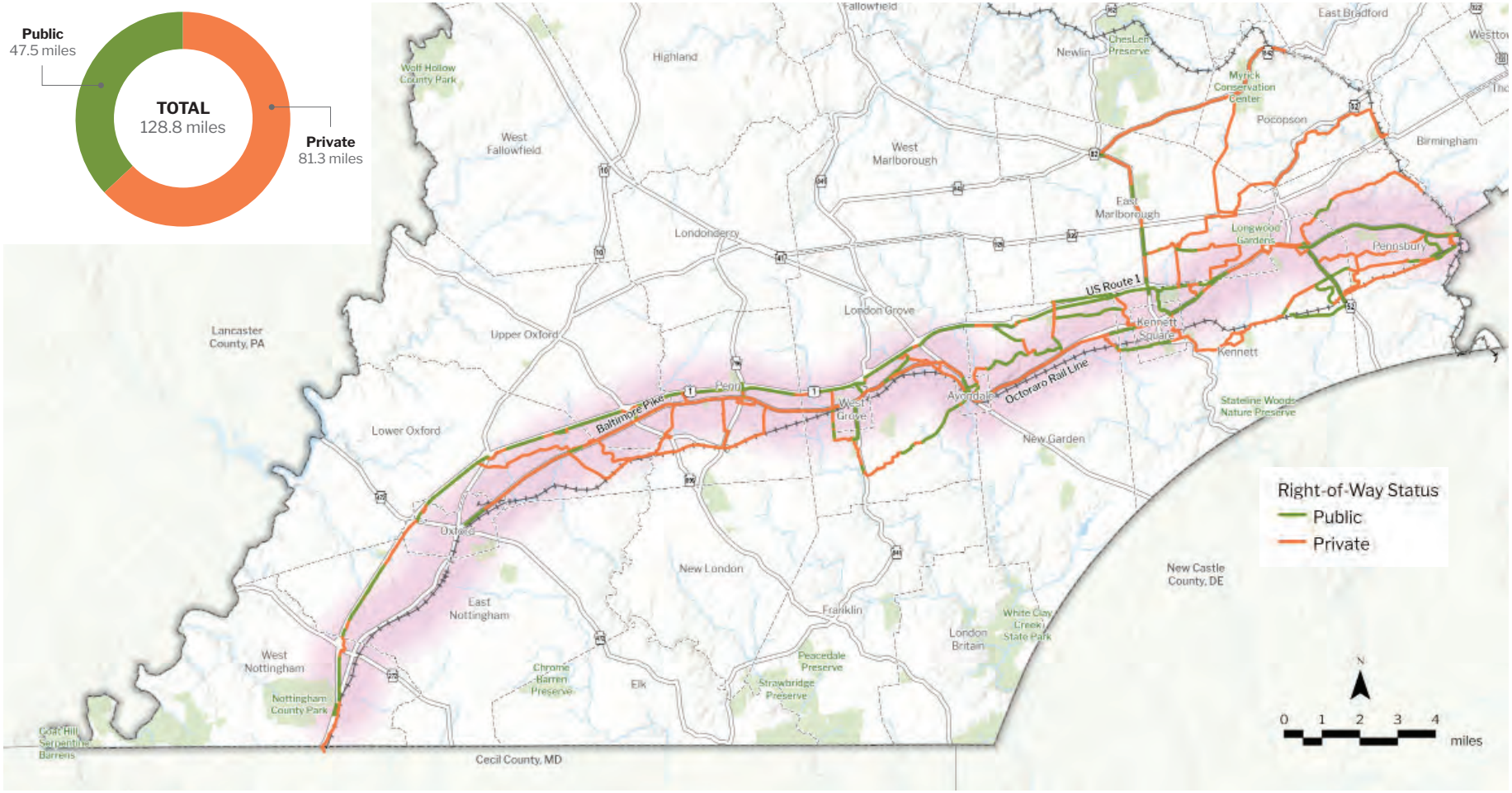
Given the goal of the study, the primary consideration was whether the alignment could physically be developed as a multi-use trail. Multi-use trails are a minimum of 10' wide (although 8' may be acceptable for short distances); have a maximum slope of 5%; must be separated from vehicular traffic by a minimum of 5' or by a physical barrier, such as a curb; and are constructed of materials compliant with ADA Accessibility Guidelines, such as asphalt or stone dust.

Most of the alignments studied parallel roadways, so the project team assessed the width and slope of the rights-of-way to determine if these design standards could be achieved. Conditions along the roadway, such as adjacent steep embankments, utility poles, and other physical barriers that would impact trail development were also considered.



This section shows a typical sidepath, a type of multi-use trail that parallels a roadway.

Right-of-way Status Of All Trail Alignments Studied



Many of the potential trail alignments studied would require the acquisition of significant amounts of private property, reducing their overall feasibility.

2. Private Property Impacts

Many of the proposed alignment alternatives would potentially impact privately-owned properties. The more private property impacts, the less feasible an alignment becomes due to the time-consuming, costly, and politically challenging nature of right-of-way acquisition.

Contacting individual property owners to determine their support for the trail was outside the scope of this project; however, trail alignment alternatives were adjusted wherever possible to minimize privacy impacts and maintain the desired multi-use trail standard.

3. Safety

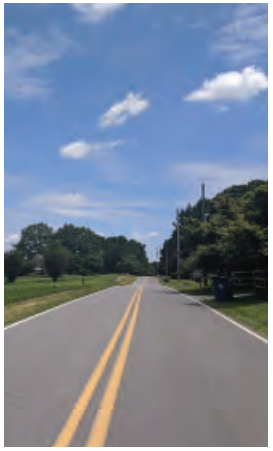
Alignments were evaluated for safety based on:

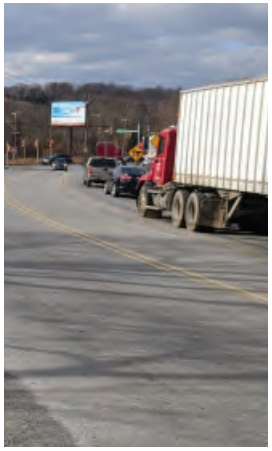
- The degree to which trail users would be separated from vehicular traffic;
- The number of at-grade street crossings; and,
- Visibility and sight distance considerations.

In addition to being less safe, alignments with more bicycle/pedestrian conflicts with vehicular traffic require installation of more safety measures, thus increasing trail development costs.

4. Connectivity

Alignments that directly connect to the Circuit and other major destinations identified through the planning process are most favorable. Trails that are circuitous or do not offer direct routes to key destinations may not only deter trail use, but also result in additional trail development costs due to increased length. Trails with limited connectivity can require trail users to deviate from the trail and use routes that are less safe for pedestrian and bicycle traffic. Routes that provide safe connections to "downtown" areas offer the potential for trail-related economic development. These connections are an attraction to most users of regional trails.





The environment through which a trail passes contributes to the user's experience.

5. User Experience

Pleasant scenery, low stress, and placemaking all contribute to the ultimate success of a trail by creating a positive and memorable user experience. A trail that is noisy, has negative views, or feels unsafe or stressful may exclude recreational users and families. Alignments that efficiently and safely create direct routes to key destinations are considered to be more favorable, as are routes that traverse the most scenic environments.

6. Environmental Impacts

Although trails along stream corridors or woodlands are scenic and pleasant, the construction of multi-use trails can be impactful to the environment. The project team weighed these considerations and measured alignments with higher environmental impacts against other alternative alignments.

7. Public Support

Because many of the alignments studied occur on private property, substantial public support would be needed for these alignments to move forward. Attendees of the two public meetings held for the project were asked to identify potential trail segments that they would find most valuable. Segments that were not selected were ruled out unless they were necessary for connecting two other segments identified as valuable.

Identifying Trail Alignment Alternatives

The planning process resulted in a number of alignment alternatives across the study area. Although the intent was to identify a corridor for a continuous multi-use trail, the project team included shorter segments of other facility types in the analysis to provide connections where a multi-use trail was not possible.

The team shared a first round of alignment alternatives with the Project Advisory Committee (PAC), and after refining the alignments based on the PAC's feedback, the team sought feedback from the public at the first public meeting.

The Chester County Planning Commission used this feedback, combined with further analysis and additional stakeholder outreach, to refine the trail alignment alternatives. Based on the criteria cited in the Methodology section above, the two primary trail alignments that remained as possibilities were a trail along Baltimore Pike and a trail along the US 1 Expressway.

Overall, the PAC favored a trail along Baltimore Pike, though they agreed that if PennDOT would construct a trail along US 1 as part of their reconstruction project, that option should also be pursued. The revised alignments reflecting the PAC's comments were presented to the public at a second public meeting. At that time, Chester County Planning Commission had conceptual support from PennDOT for including a trail in their US 1 reconstruction project, so this alignment remained an option for consideration. The public did not express a strong preference between the two main alignment options presented; rather, many acknowledged that each alignment would be valuable for different reasons.

Based on feedback from the PAC and the public, the project team decided to pursue both the Baltimore Pike option and the US 1 Expressway option. Each route was analyzed in further detail using the methodology previously described.

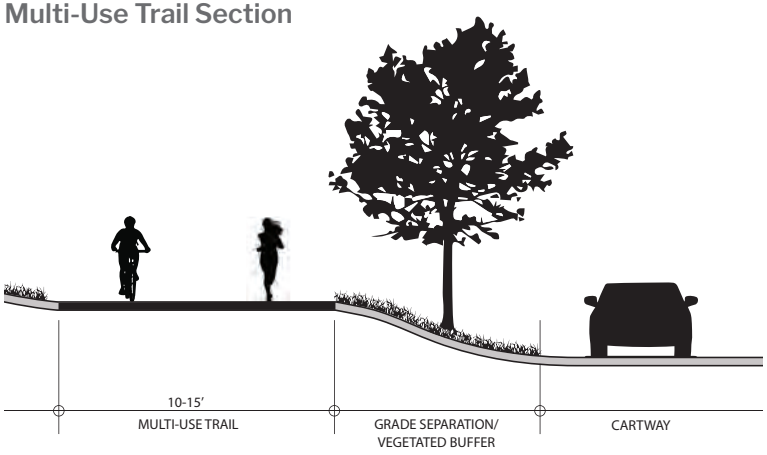
The public did not express a strong preference between the two main alignment options presented; rather, many acknowledged that each alignment would be valuable for different reasons.

The planning process resulted in two primary alternatives for further analysis. East of Kennett Square, alignment options were less clear.

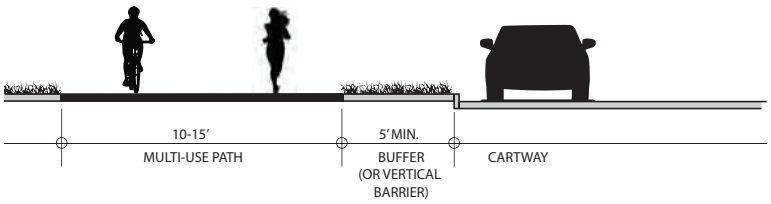
The analysis for each route began assuming a continuous multi-use trail, and in some cases, alternative facility types were analyzed when it was clear that constraints to developing a multi use trail outweighed the potential benefits. Other facility types considered include:

- Multi-Use Trail
- Multi-Use Sidepath
- Signed Bike Route
- Buffered/Separated Bike Lane
- Split-mode

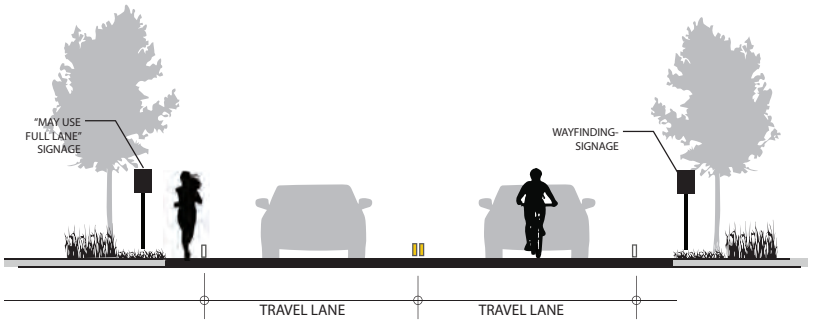
Multi-Use Trail Section



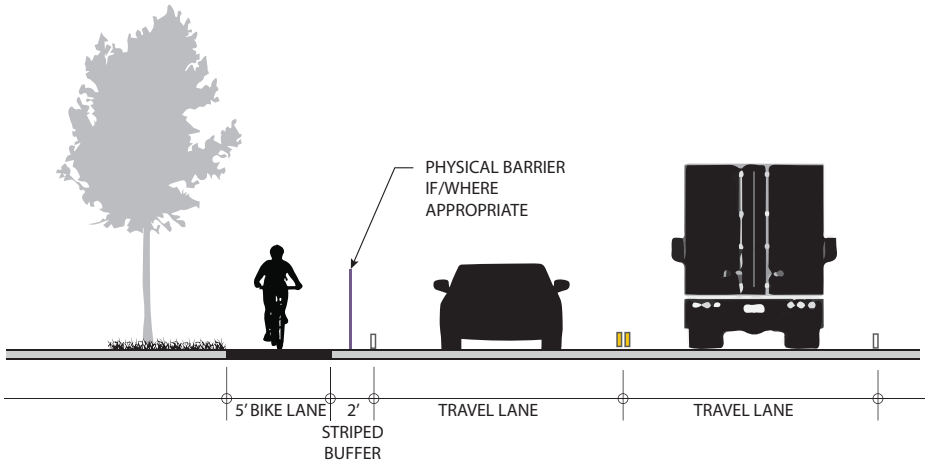
Multi-Use Sidepath Section



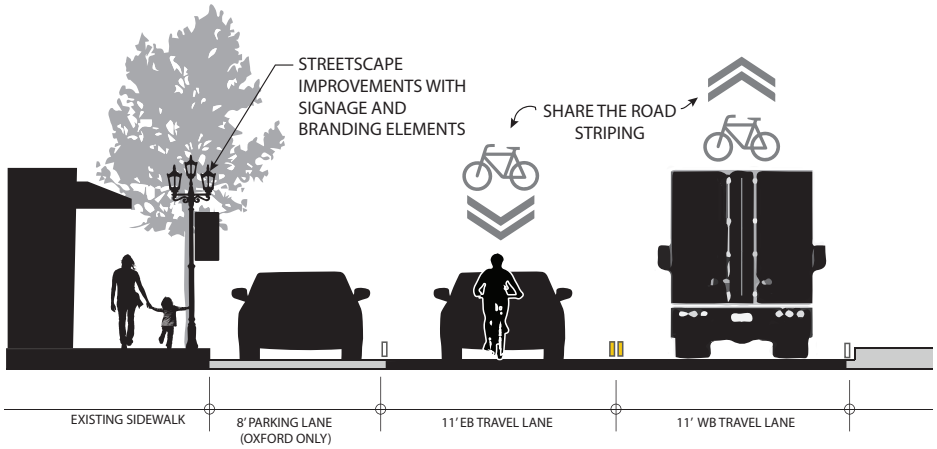
Signed Bike Route Section



Buffered/Separated Bike Lanes Section



Split-mode Section



Evaluation

EVALUATION

Baltimore Pike Trail Alignment

A more detailed analysis revealed that a multi-use trail will likely not fit entirely within the 50' Baltimore Pike right-of-way. Because of the amount of truck traffic on this road, the travel lanes cannot be narrowed to allow more room. The project team evaluated several options for enhancing bicycle and pedestrian connectivity on Baltimore Pike:

Curbed multi-use sidepath. A multi-use trail must have 5' of separation from vehicular traffic or a vertical barrier, such as a curb. A curbed multi-use trail immediately adjacent to the Baltimore Pike cartway would fit within the right-of-way, but given traffic volume and speed, this would feel unsafe and stressful for trail users.

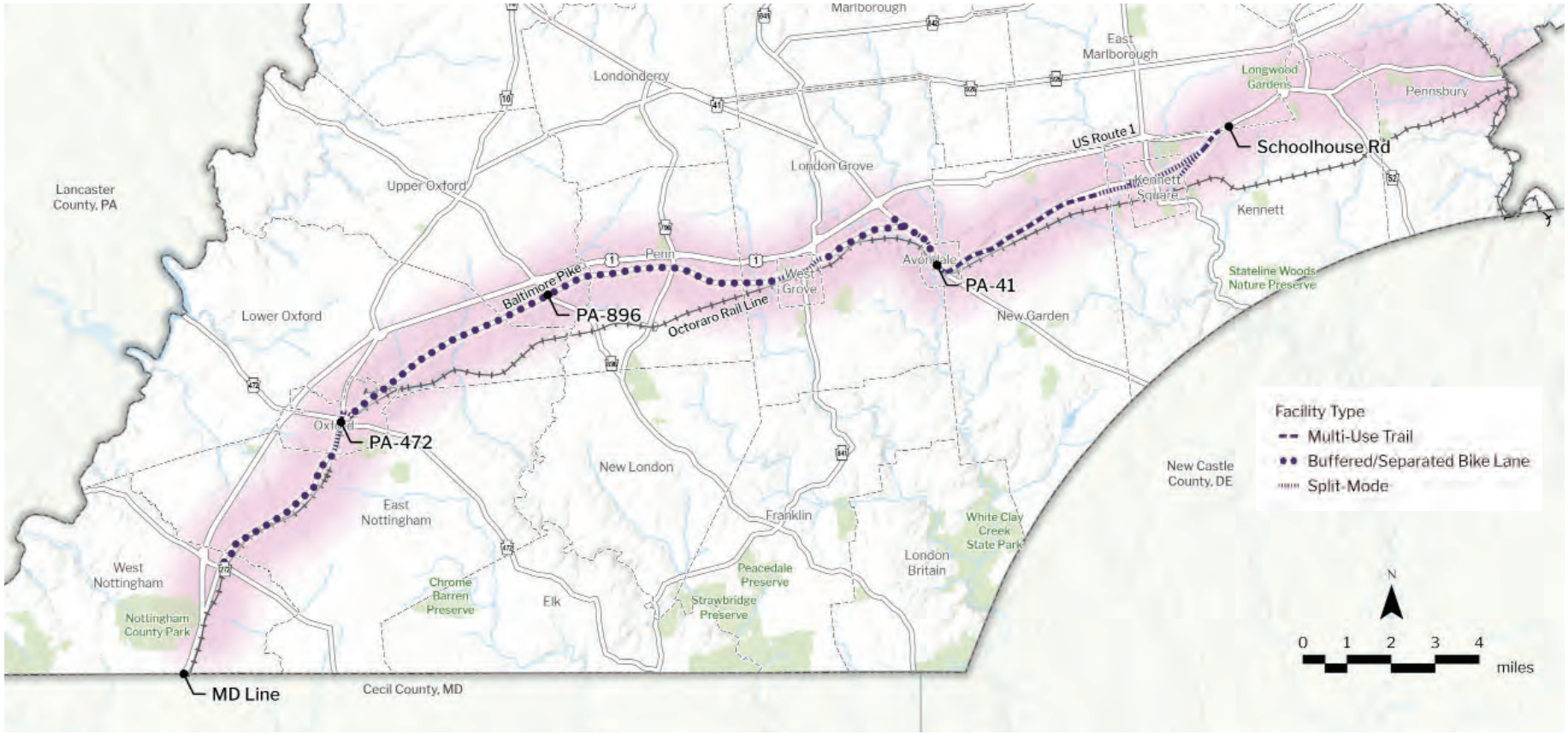
A narrower path within the right-of-way. A 6' wide path may fit within the right-of-way; however, a narrower path does not meet the standard width necessary for both bicycle and pedestrian use which would create unsafe conditions for users. This option is not recommended given the potential volume of trail users and proximity to vehicular traffic.

Sidewalks and Bike Lanes. Previous plans have recommended a combination of sidewalks and bike lanes along Baltimore Pike. These improvements would both fit within the right-of-way; however, because the majority of Baltimore Pike is not curbed it will significantly impact drainage patterns and be very costly to implement. Additionally, in the western half of the study area most destinations are not within walking distance from one another so pedestrian facilities may not be warranted.

Buffered and Separated Bike Lanes. Buffered bike lanes are 5' wide lanes designated for cyclists that are separated from the adjacent travel lane by a striped buffer area. Separated bike lanes also feature a physical barrier between the bike lane and travel lane. These bike lanes are possible the entire length of the road (with the exception of the boroughs of Oxford, West Grove, and Kennett Square), and in some areas the existing shoulders are already wide enough to accommodate them.

Acquire additional right-of-way for a multi-use sidepath. The entity responsible for implementing the trail would need to acquire or gain access to a narrow strip of land from each property owner fronting along Baltimore Pike. It is safe to say that this is not a feasible option for all 23 miles of Baltimore Pike from Chadds Ford to Oxford. Although challenging, this approach may be warranted in select locations where there is demonstrated need for bicycle and pedestrian connectivity and where high traffic volume and vehicular speeds make bike lanes and sidewalks unsafe.

Baltimore Pike Trail Alignment - Facility Types Evaluated



Findings

Using the commuting potential analysis shown on page 33, anecdotal and observational data collected, as well as traffic volume and speed analysis of the corridor, the project team determined that a multi-use trail may be warranted along Baltimore Pike from Schoolhouse Road to PA-41, with the exception of Kennett Square Borough where there are reduced vehicle speeds and existing sidewalks.

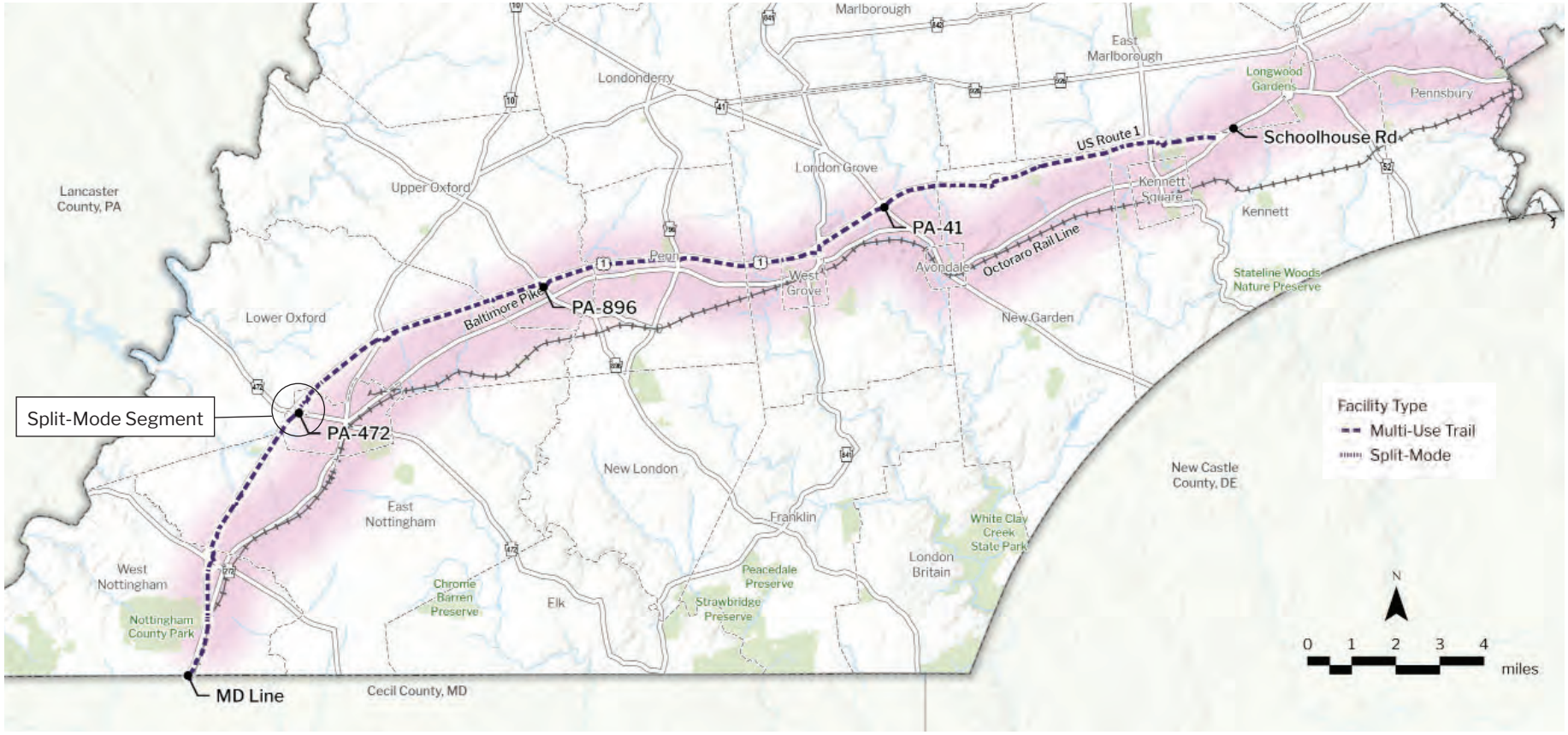
East of Schoolhouse Road traffic volumes are high, various physical constraints (structures close to the roadway, utility poles and steep embankments) exist within the right-of-way, and long-steep hills would make construction of multi-use trail challenging, costly and undesirable. This section of Baltimore Pike was not included in the evaluation for these reasons and other alternatives are discussed and evaluated in the Circuit Connection section later in this chapter. West of PA-41 the project team evaluated an alignment comprised primarily of buffered bike lanes and shared roadways. The findings of this evaluation are quantified in the tables in Appendix E and are segmented to match PennDOT's US 1 Expressway sections so the two alignments can be compared. The Baltimore Pike alignment overlaps with the US 1 Expressway alignment between the Maryland line and PA-272.

EVALUATION

US 1 Expressway Trail Alignment

PennDOT's engineering consultants conducted a cursory analysis of the impacts to the expressway reconstruction project that could result from adding a 12' wide multi-use trail. They assessed impacts to private property, wetlands, and structures like stream culverts and road bridges. Ultimately, the impacts they identified were found to be more significant than the project team initially expected, would increase the cost of the reconstruction project and cause some back-tracking in the engineering and permitting process. Because the consultants had not yet begun engineering for the section of roadway between PA-41 and Schoolhouse Road- the easternmost segment- analysis was instead conducted by the project team. The results of this analysis can be found in Appendix E. The four sections studied correspond with the sections of the US 1 reconstruction project.

US 1 Trail Expressway Trail Alignment - Facility Types Evaluated



EVALUATION

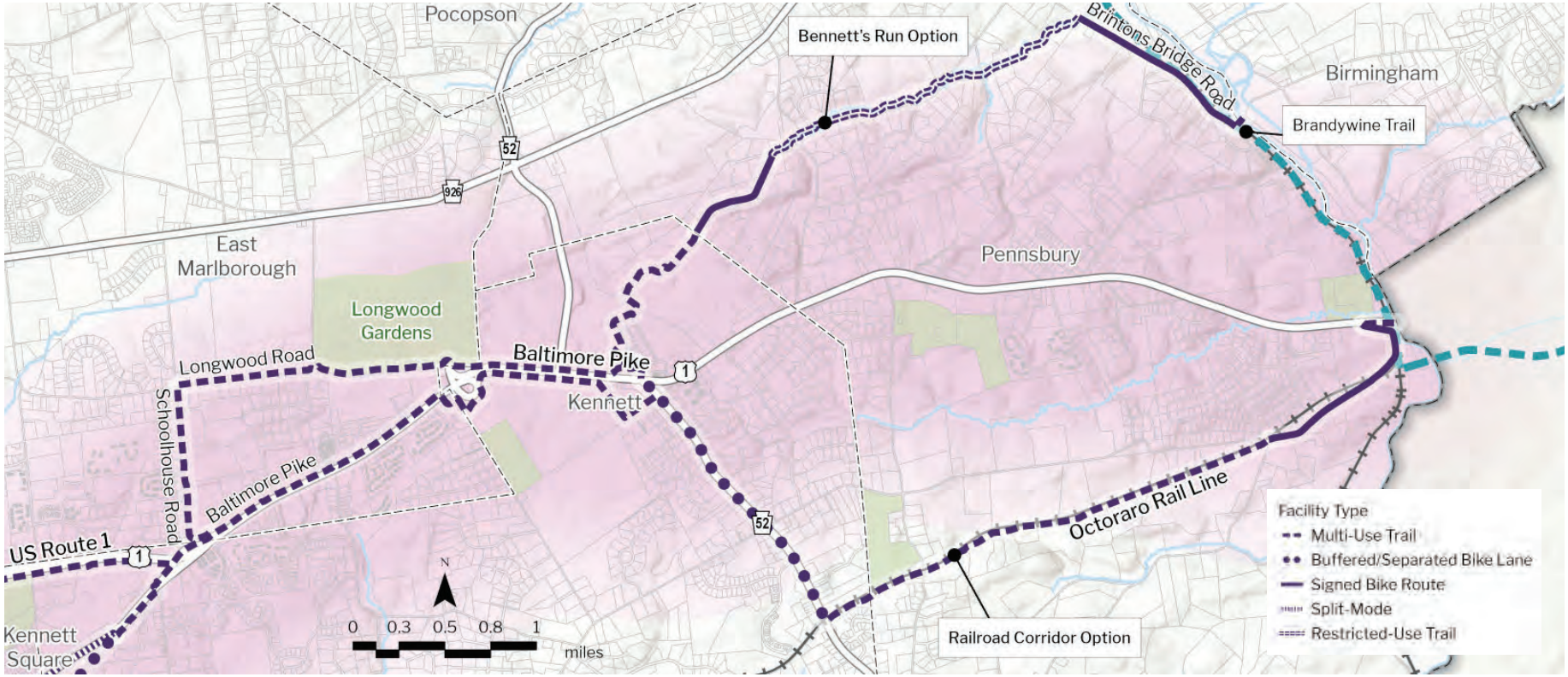
Circuit Trail Connection

Multiple alignment alternatives were studied between the eastern terminus of the US 1 Expressway and the Brandywine Creek. This segment is critical to connecting to the Circuit network via either the Brandywine Trail or the Octoraro Trail. The two alignments studied that garnered the most public support were:

Bennett's Run Option: An alignment along Schoolhouse Rd., Longwood Rd., Baltimore Pike, and then following Bennett's Run stream corridor to Brinton's Bridge Rd. The portion of this alignment along Bennett's Run would likely need to be an elevated boardwalk or other low-impact construction method. This alignment would require a bridge over the Brandywine Creek to access the future location of the Brandywine Trail.

Railroad Corridor Option: An alignment along Baltimore Pike to Route 52, then south on Route 52 to the active freight rail corridor. The trail would follow the south side of the rail corridor on private property to Fairville Rd. and connect back to Baltimore Pike. Although East Penn Railways chose not participate in this study, it is assumed that they would not permit a trail within their property.

Circuit Trail Connection - Facility Types Evaluated



Alignment Alternatives

KEY TAKE-AWAYS

- **A feasible alignment for a continuous multi-use trail between Chadds Ford and Oxford was not identified.**

- **Nearly all of the multi-use trail alignments studied would impact private property.**
  - Developing such a trail at a regional scale is likely not feasible, but may be feasible for shorter segments. This will depend on public support for the project, landowner support, funding for acquisition, and the capacity of the entity developing the trail.

- **A trail along road corridors would not be as simple as initially expected.**
  - A multi-use trail along Baltimore Pike will not fit within the right-of-way and will require private property acquisition or easements.
  - A trail along the US 1 Expressway would create additional impacts to private property and wetlands, increasing the project cost and elongating the highway reconstruction project timeline for sections already in development. Developing a trail in some sections would be less impactful than in others.

- **In some areas a multi-use trail may be worth the trouble.**
  - Given the current bicycle and pedestrian activity between Avondale and the commercial area east of Kennett Square, a multi-use trail along Baltimore Pike in this area would be valuable.

- **A preferred connection to the Circuit was not identified.**
  - A connection to the Circuit may be the most challenging segment to develop.
  - It is not clear whether there is public support for a trail east of Kennett Square.

5

Feasibility Determination

Using all the information gathered and analyzed from various sources, this chapter discusses the feasibility of the trail alignments studied.

Trail Alignment Determination

After analysis of many alignment alternatives, Baltimore Pike and the US 1 Expressway emerged as the most promising trail options with the most public support.

While there is a documented need for improved bicycle and pedestrian facilities along the entire 23 mile-long Baltimore Pike corridor in southern Chester County, developing a continuous multi-use trail along the road for the entire length is not feasible. As the analysis and evaluation revealed, this would involve overcoming sustained steep slopes in Pennsbury Township; acquiring easements from hundreds of private land owners; and numerous and frequent at-grade road crossings. Although some segments of the roadway may warrant the challenge and cost associated with developing a multi-use trail, other facility types may be more appropriate along other segments.

Including a trail within PennDOT's US 1 Expressway reconstruction project - also a distance of 23 miles- could add around $50 million to the cost of the $360 million reconstruction project. Infrastructure funding at the federal level is near crisis, with exponentially more construction and rehabilitation projects pending than funding will allow for implementation. In addition, PennDOT believes the trail would not fit within the right-of-way in many locations, requiring significantly more property acquisition than what is needed for the roadway project. Lastly, the trail would have to cross all roads intersecting with the expressway as well as interchange ramps at-grade. After evaluating the alignment and its various impacts, a continuous multi-use trail along US 1 Expressway would be roughly as complex as other options that offer better connectivity.

Considering the vast challenges associated with both of these options, the project team does not believe either are feasible routes that meet this study's objective of identifying a continuous multi-use trail that would connect the communities along the US 1 corridor in southern Chester County to the Circuit trail network in Chadds Ford.

Although the planning process did not identify a feasible route for a continuous multi-use trail, it did find a number of improvements that would address the well-documented demand for safe active transportation infrastructure and for regional recreational trails. The following chapter describes a vision for an overall network and outlines new facilities and improvements that would benefit southern Chester County communities.

Octoraro Rail Corridor Potential

This study found that the Octoraro rail corridor may one day be a feasible location for a regional multi-use trail. However, three primary challenges make this option currently not feasible:

1. The corridor is actively used for freight rail service that serves the many distribution and manufacturing facilities in southern Chester County;
2. The owner of the corridor is not open to inviting bicycle and pedestrian traffic onto the property; and
3. The corridor is not wide enough to accommodate both the existing track and a multi-use trail.

At some point in the future if any of these conditions change the corridor should be considered for trail use.

The active rail corridor south of Oxford. The corridor would make a scenic, low-stress trail with excellent connectivity to the population centers if rail service ceases in the future.

6

Recommendations

Although an alignment for a continuous multi-use trail from Chadds Ford to Oxford may not be feasible, this study identified several projects that would provide significant value for bicyclists and pedestrians. This chapter explains these recommended projects.

Recommended Projects

Although this study did not result in a feasible continuous multi-use trail alignment, the process did identify other potential projects that offer alternative solutions to the transportation challenges, lack of regional connection, and desire for recreational trails that inspired this study.

Study Area

Recommended Projects

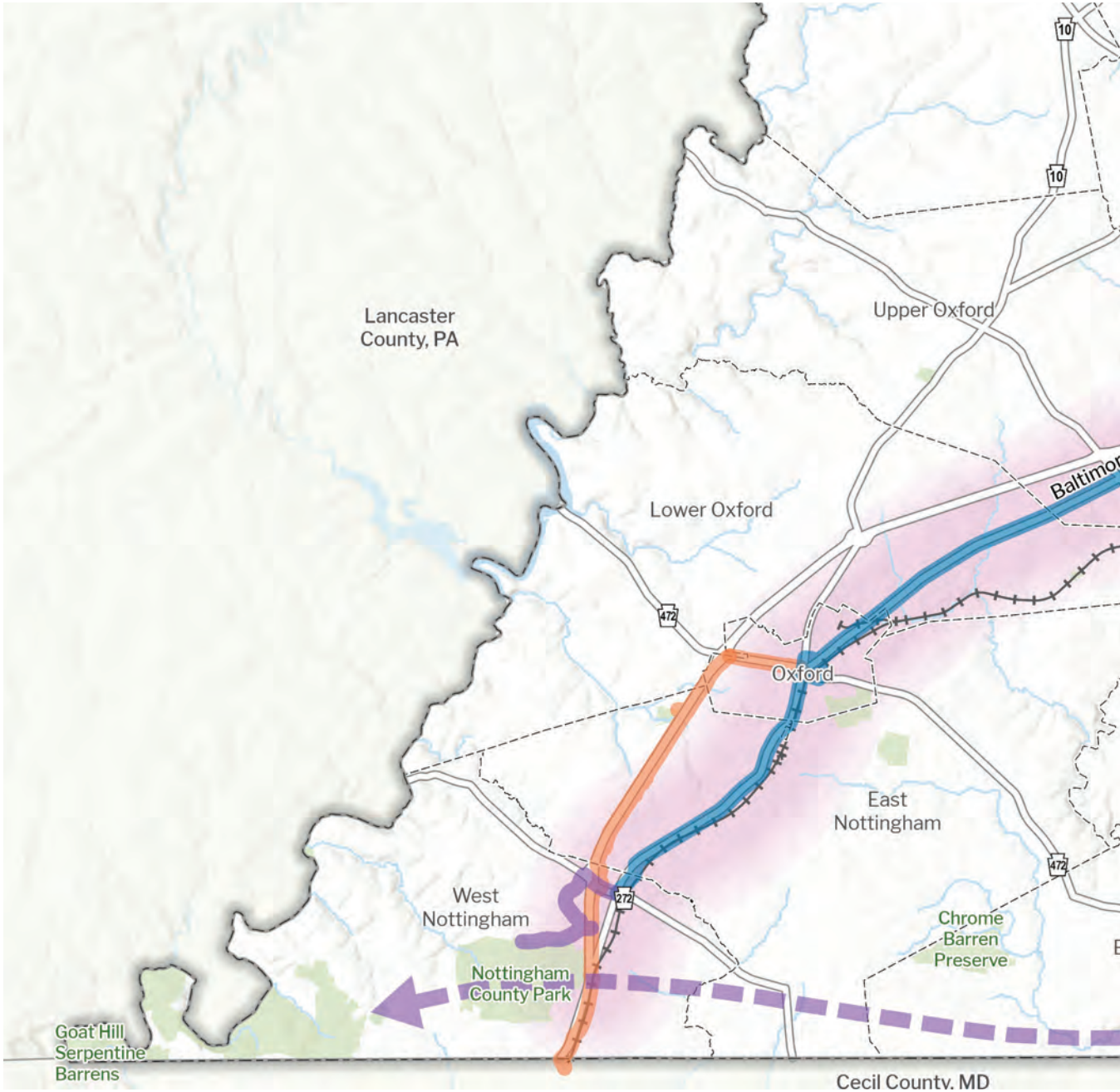
Baltimore Pike Bikeway

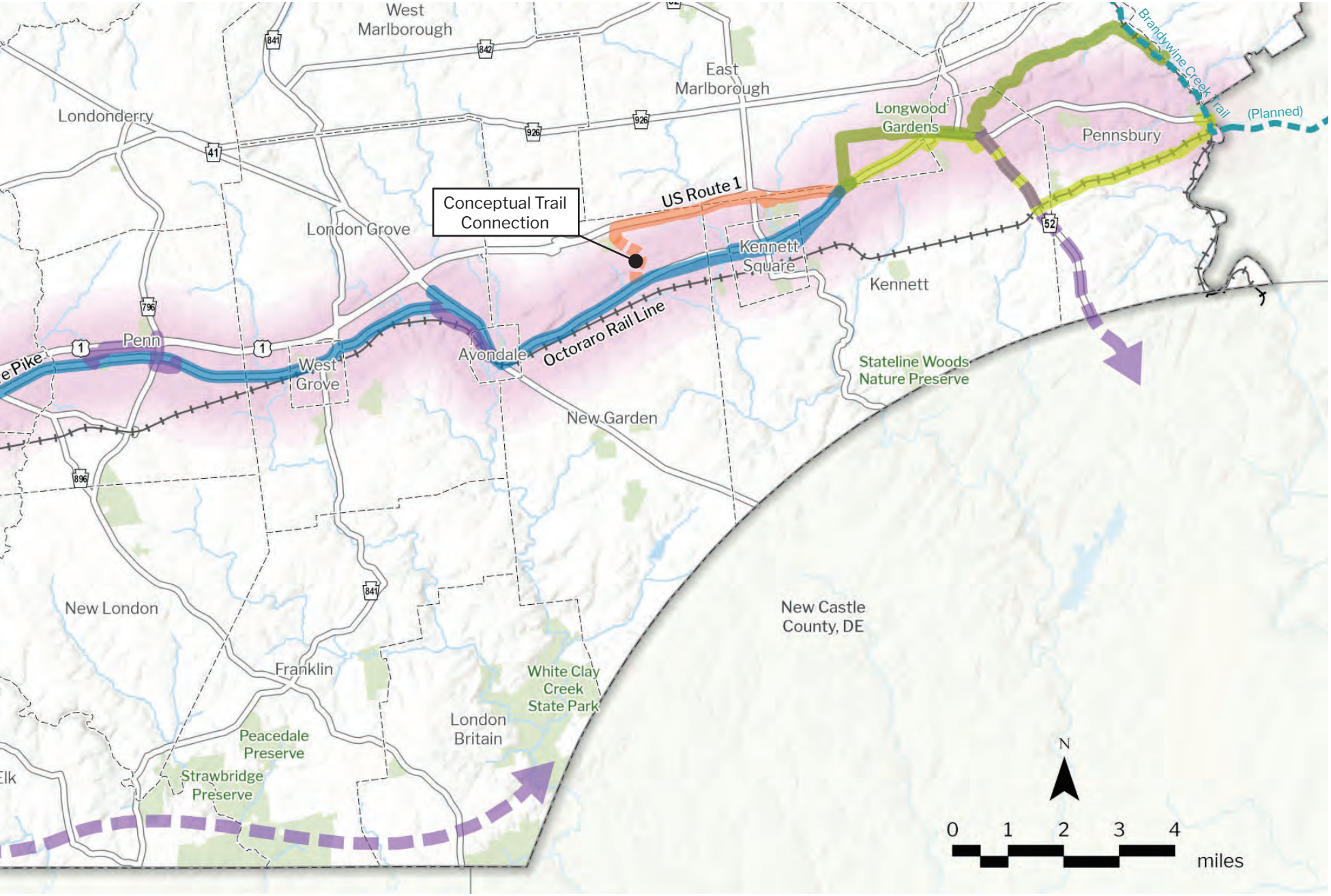
Multi-use trails along US 1 Expressway
- Schoolhouse Road to Bancroft Road
- Maryland Line to PA-472
- Oxford Connector Trail – PA-472

Circuit connection options
- Bennett's Run Trail
- Railroad Trail

Other trail projects
- Avondale Nature Trail
- Jennersville Loop Trail
- Nottingham Park Connector Trail

Other trail projects (conceptual)
- Harriet Tubman Underground Railroad Byway and Pilgrimage Route
- Serpentine Trail

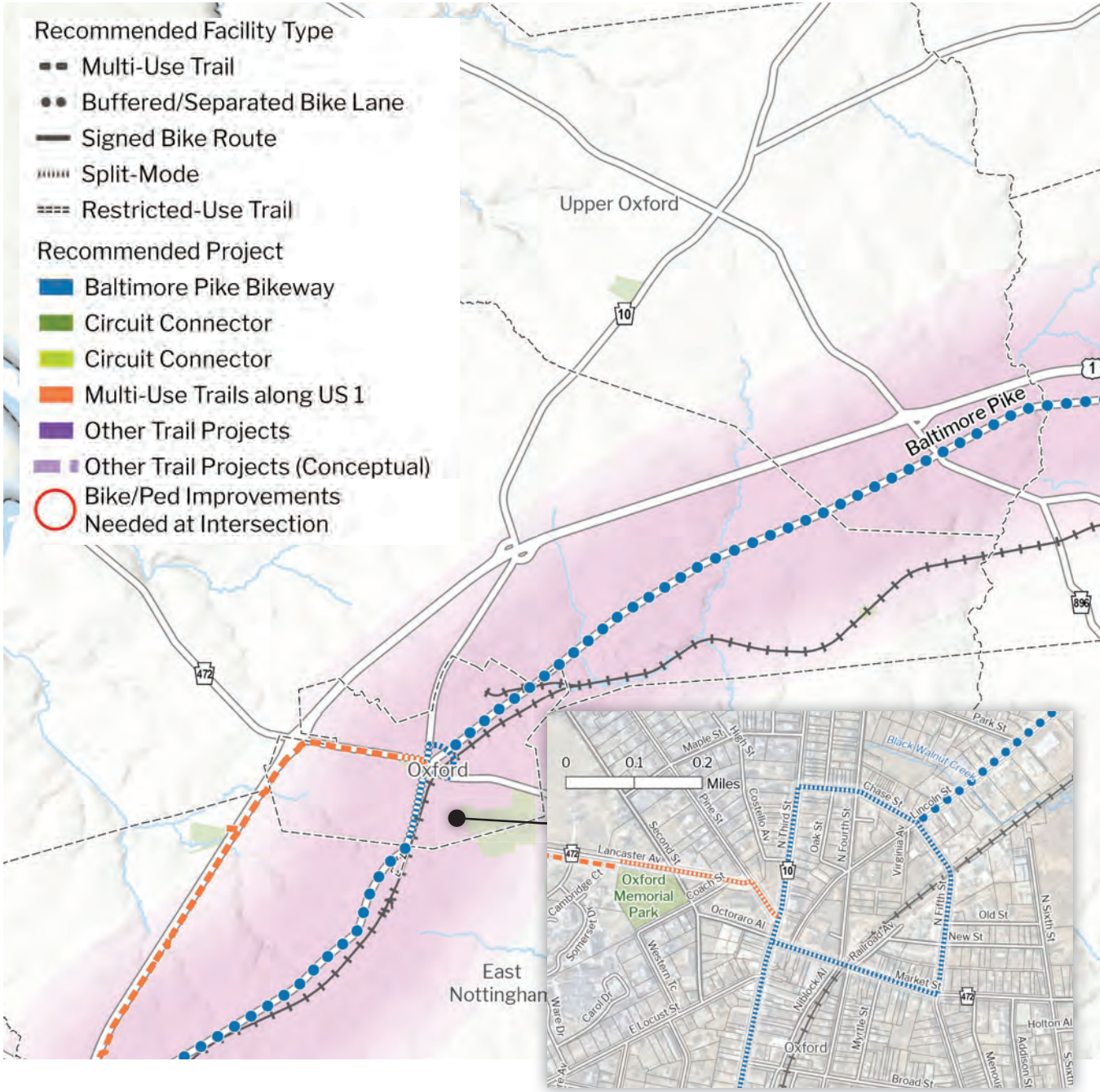


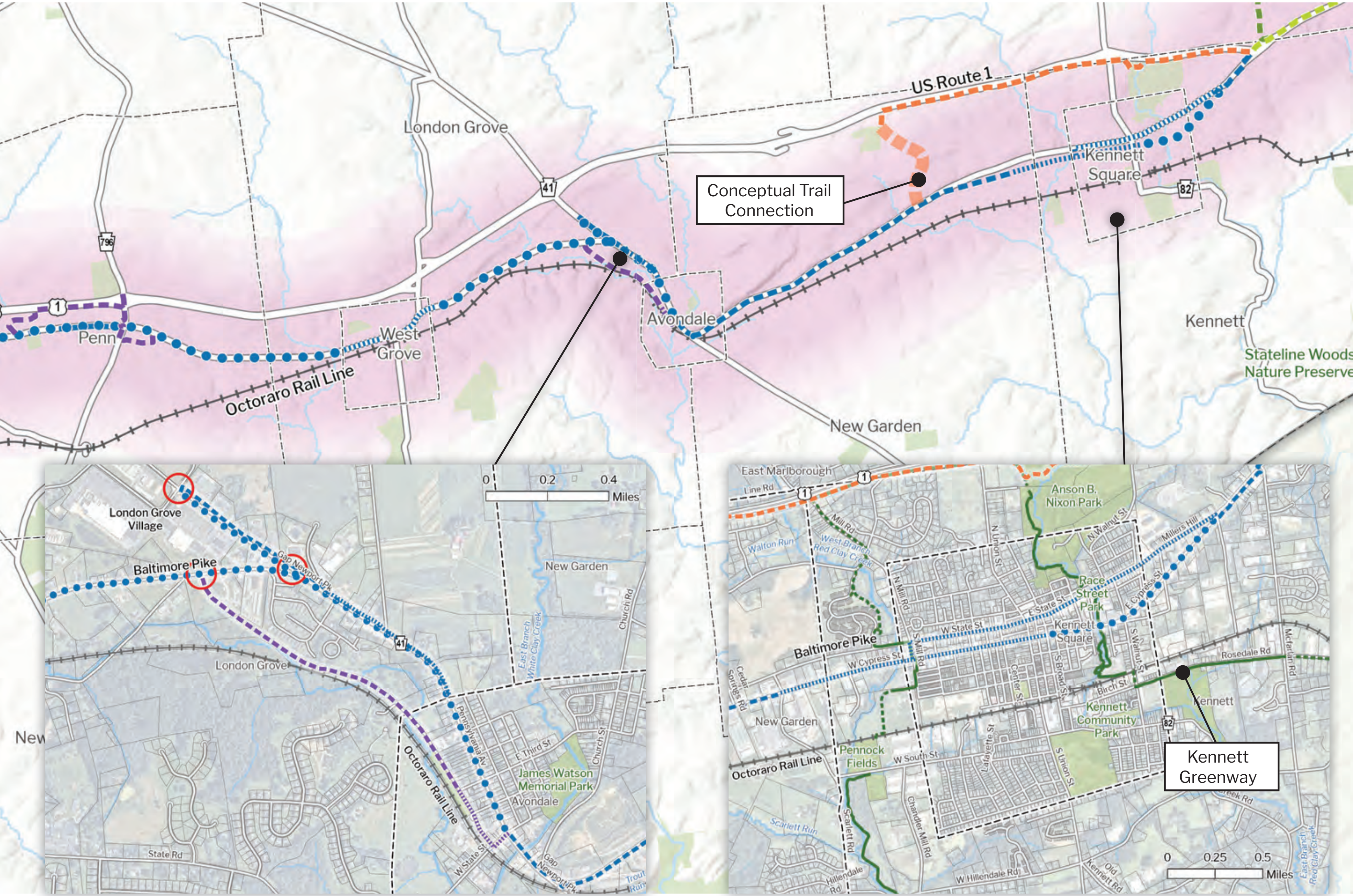

West Marlborough
East Marlborough
Londonderry
Longwood Gardens
Brandywine Creek Trail
(Planned)
Pennsbury
Conceptual Trail Connection
US Route 1
London Grove
Kennett Square
Kennett
Penn
West Grove
Avondale
Octoraro Rail Line
Stateline Woods Nature Preserve
New Garden
New London
New Castle County, DE
Franklin
White Clay Creek State Park
London Britain
Peacedale Preserve
Strawbridge Preserve
N
0 1 2 3 4
miles

RECOMMENDED PROJECT

Baltimore Pike Bikeway

This study documented a corridor-wide need and desire for improving Baltimore Pike as a truly multi-modal transportation corridor. The resulting concept is the Baltimore Pike Bikeway: a continuous route for bicyclists with pedestrian facilities where appropriate with visible branding and wayfinding elements that carry through the entire corridor. The character of Baltimore Pike and its surrounding landscape transitions from suburban in the eastern end to rural at the western end. Active transportation improvements should transition according to what is necessary, appropriate and desirable within the context of each area. Planning, designing, constructing and maintaining a variety of facility types in a cohesive, intentional way will increase visibility and use of the facilities, improve safety, and promote placemaking. This continuous facility can provide regional connectivity, serve as the spine for a multi-modal transportation network, and provide recreational value for a variety of user types.




US Route 1
London Grove
Conceptual Trail Connection
Kennett Square
Penn
West Grove
Avondale
Octoraro Rail Line
Kennett
Stateline Woods Nature Preserve
New Garden
London Grove Village
Baltimore Pike
Gap Newport Pk
0 0.2 0.4 Miles
London Grove
James Watson Memorial Park
Avondale
East Marlborough
Anson B. Nixon Park
Race Street Park
Kennett Square
Baltimore Pike
Kennett Community Park
Pennock Fields
Octoraro Rail Line
Kennett Greenway
0 0.25 0.5 Miles

Design Standards

Although constructing a multi-use trail for the entirety of the corridor is not feasible, a combination of facility types could be used to provide a safe, continuous bicycle and/or pedestrian facility between Chadds Ford and Oxford/Nottingham Village. Execution of a consistent streetscape improvement strategy, including unified site furnishings, lighting (where appropriate), plantings, and thoughtful wayfinding and interpretive signage would unify multiple facility types and provide a cohesive experience for the length of the corridor. Careful design consideration should be given to transitions between facility types during the engineering process.

Facility Types

The following facility types can be used where appropriate across the corridor. Further study of the corridor may identify additional or substitute facility types.

- Multi-Use Sidepath
- Buffered and Separated Bike Lanes
- Split Mode

Multi-Use Sidepath

The Chester Valley Trail, a multi-use Circuit Trail, parallels Matthews Rd. in Great Valley.

Buffered/Separated Bike Lanes

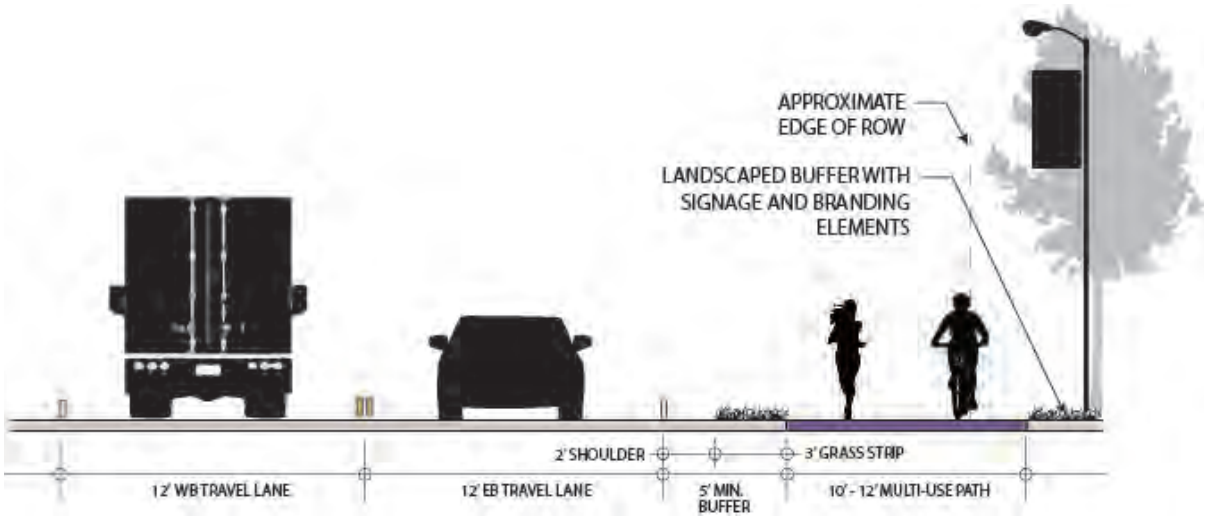
This bike lane on Delaware Avenue in Philadelphia is buffered from vehicular traffic by striping and flexible delineators.

Split Mode

Shared road bicycle legends, also known as "sharrows", are painted on Main St. in Spring City, PA, making this street that parallels the Schuylkill River Trail more friendly to cyclists. Pedestrians use existing sidewalks.

Multi-Use Sidepath

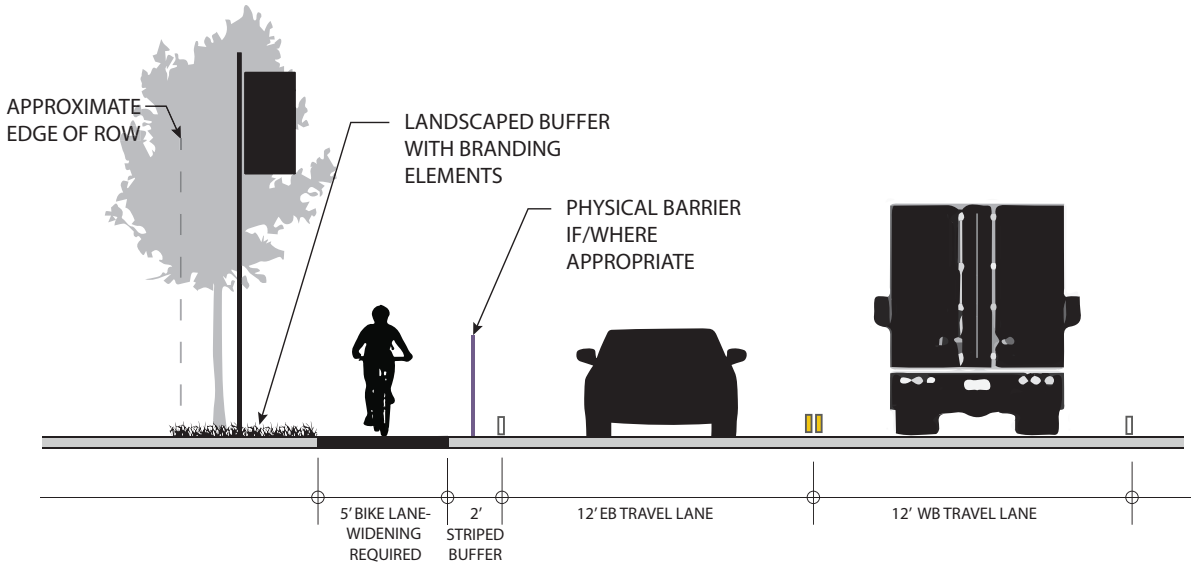
A side path is a multi-use path that parallels a roadway. They are used in lieu of bike lanes and/or sidewalks when a higher degree of separation from vehicular traffic is needed due to traffic volume and/or speeds. Multi-use sidepaths are recommended in areas of the Bikeway with high commuting potential and should therefore be designed with the needs of commuters in mind. Those commuting to mushroom production facilities leave for work in the pre-dawn hours, and those working a regular 9-5 shift would be commuting home in the dark. Lighting should be considered as an integral element to the branding/placemaking strategy along the trail.



The Baltimore Pike Bikeway could be comprised of a variety of facility types including a multi-use sidepath as shown in this photosimulation.

Buffered or Separated Bike Lanes

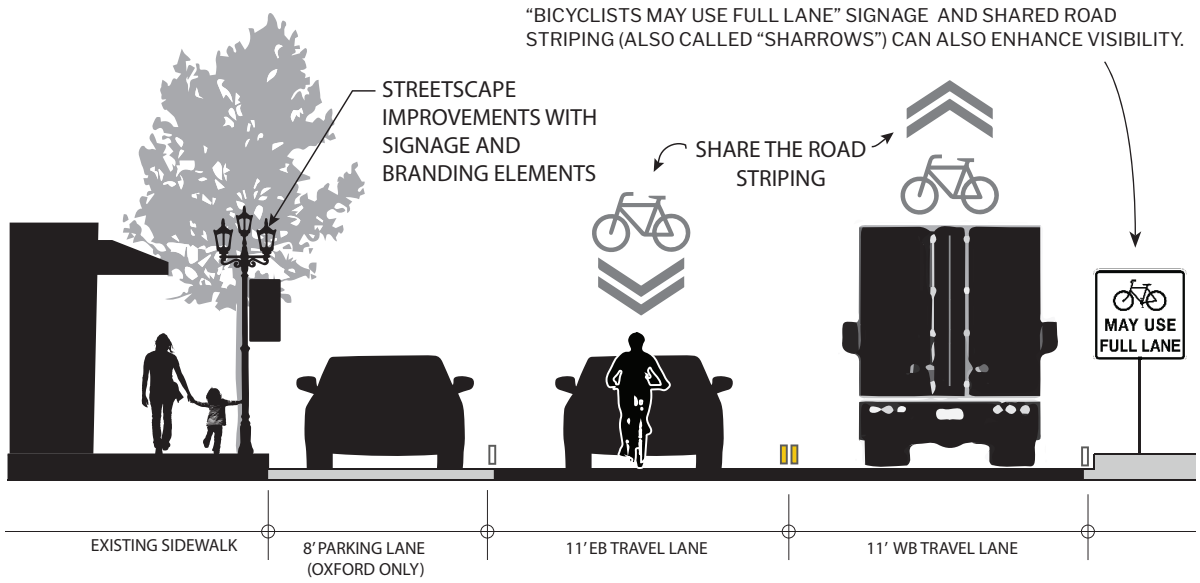
Buffered bike lanes are 5' wide lanes designated for cyclists that are separated from the adjacent travel lane by a striped buffer area. Separated bike lanes also feature a physical barrier between the bike lane and travel lane. These bike lanes are possible the entire length of Baltimore Pike west of Schoolhouse Road (with the exception of the boroughs of Oxford, West Grove, and Kennett Square), and in some areas the existing shoulders are already wide enough to accommodate them. This design treatment is recommended in areas with little expected demand for pedestrian circulation or where sidewalks exist and space on the roadway allows. West of Route 41 Amish buggies commonly travel on Baltimore Pike. Physical barriers between the bike lane and travel lane should not be used in this area to allow buggy traffic to move in and out of the bike lane.



The Baltimore Pike Bikeway would a provide continuous safe route for cyclists between Kennett Square and Nottingham, and would provide for pedestrian circulation where needed and appropriate. Comprised of a variety of facility types, including buffered bike lanes, as shown in this photosimulation, the bikeway would be designed for visual consistency from one end to the other to make it recognizable, visible, and safe.

Split Mode

Some worry that shared use of the roadway between cyclists and motorists is dangerous and should not be encouraged where traffic volumes are high and streets are narrow. Conditions like these actually make for safer riding conditions for cyclists as they force vehicular traffic to slow down. Additionally, adding more cyclists to road traffic elevates the visibility of cyclists, and motorists come to expect and look out for them. Adding "Bicyclists May Use Full Lane" signage and shared road striping (also called "sharrows") can also enhance visibility. This type of treatment is appropriate in "downtown" areas where space is constrained and speed limits are 35 mph or less. Pedestrians following this route would use adjacent sidewalks.



A split-mode facility, where bicyclists share the road and pedestrians use existing sidewalks, is the recommended facility in developed areas like Oxford and Kennett Square.

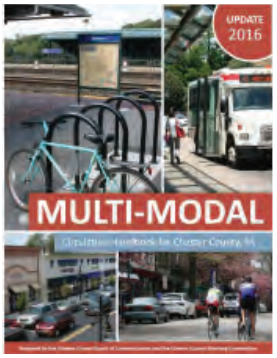
Matching Facility Types to Locations

Chester County's Multi-Modal Handbook and the Federal Highway Safety Administration's Bicycle Facilities Selection Guide offer guidance on selecting appropriate facilities given roadway conditions and the surrounding context. The factors that contributed to the recommended facility type in each location include:

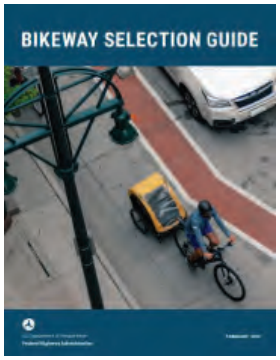
- **Safety.** The primary variables considered when selecting a bicycle/pedestrian facility adjacent to a roadway are annual average daily traffic volume and vehicular speeds.
- **Potential demand for active transportation.** This was determined through a Commuting Potential analysis using OnTheMap, a web application for visualizing Census data, (see page 33), and corroborated with anecdotal data received from stakeholder interviews and other public input.
- **Potential demand for pedestrian circulation.** This takes into consideration the distance between major destinations identified through the planning process. Other destinations along the route that could produce demand for pedestrian circulation like grocery stores, parks, and schools were also considered.
- **Private property impacts.** Because a multi-use trail will not fit within the Baltimore Pike Right-of-Way use of this facility type must be limited to where it is most necessary to avoid an unrealistic number of private property impacts.
- **Change in elevation.** An analysis of elevation change along the Baltimore Pike corridor was also conducted, but given the gently rolling topography, elevation was not determined to be a constraint that would impact the type of facility possible.

Recommended Facility Type

Based on the findings from this study, the diagram on pages 60-61 shows the recommended facility type in each part of the corridor determined using the aforementioned criteria. Because of the large scope of this project, generating concept plans, recommending specific improvements for at-grade crossings, and other details is beyond the scope of this project. However, the project team's detailed feasibility assessment for each segment can be found in Appendix E.



Chester County's Multi-Modal Handbook



Federal Highway Safety Administration's Bicycle Facilities Selection Guide

Implementation

A highly collaborative approach for implementing any and all parts of the network will result in the most successful overall network. The proposed Bikeway spans twelve municipalities, so at a minimum it is recommended that the municipalities form a working committee that meets regularly to ensure forward and coordinated progress of the Bikeway. If desired, the Chester County Planning Commission could play a role as a convener of this group and could offer technical assistance where needed. The Bikeway will be most valuable as a whole, so municipalities have a stake in segments of the Bikeway being completed beyond their municipal boundaries.

The roles and responsibilities of such a committee would include but not be limited to:

- engaging in collaborative planning and engineering projects; design and coordination of wayfinding and interpretive signage and branding elements;
- coordinating grant applications among municipalities; and
- coordinating public outreach.

Multi-municipal projects- especially those that are well-organized and involve an entire region- make compelling cases for grant funding.

Once segments of the Bikeway are completed, the needs will shift toward collaborative maintenance, management, and promotion of the Bikeway. A new organizational structure for shared management should be revisited at such a time.

A central interpretive theme that carries through the Bikeway in the form of design elements, interpretation, and art would enhance user experience and could draw more users from outside the region. It also presents an opportunity to expand and diversify the management responsibilities of the Bikeway. An organization focused on the interpretive theme could become a key partner in implementing, funding, managing, and promoting the Bikeway. Themes that were identified through this planning process as being relevant/valuable related to the area's rich Quaker and Underground Railroad history, US 1's status as one of the original colonial roads, and of course, the Mushroom Capital of the World.

Phasing

Although the implementation of the Bikeway as described in this chapter is a long-term project, small, low-cost improvements are possible in the short-term that would have positive impacts on bicycle and pedestrian mobility. The shoulder of several sections of Baltimore Pike between West Grove and Toughkenamon is currently striped as bike lanes. This treatment is possible in many additional areas along Baltimore Pike without additional widening. Widening in select areas to accommodate bike lanes might be possible to incorporate as part of PennDOT's regular resurfacing work, but funding to cover the cost of widening would likely be required. The municipalities through which these bike lanes pass should commit to maintaining them regularly to ensure they remain safe for cyclists. Such maintenance activities include keeping the lane clear of vegetation and debris and restriping as needed.

In conjunction with planning for and executing short-term improvements, a master plan for the Bikeway should be undertaken by the multi-municipal committee as an early action item. This process will:

- Recommend potential management structures
- Identify interpretive themes
- Recommend specific improvements
- Discuss the branding and identity of the Bikeway
- Identify priority projects
- Recommend next steps

Chester County should monitor PennDOT's resurfacing program and coordinate the striping of bike lanes with PennDOT's regularly scheduled resurfacing of Baltimore Pike.

New Garden Township and Kennett Township should pursue an advanced feasibility study for establishing a multi-use trail between Route 41 and Scarlet Rd., and between Ways Lane and Schoolhouse Rd. A major component of this study should be outreach to landowners to determine the level of support for constructing this trail on private property and to gauge potential easement/acquisition costs. For Kennett's portion of the project, a portion of the route (north of Macfarlan Rd.) is included in PennDOT's future reconstruction of the US 1 Expressway. Chester County and Kennett Township should coordinate with PennDOT to incorporate the trail into the reconstruction project if feasible.

The municipalities along Baltimore Pike should meet, along with Chester County representatives, to discuss the results of this report and the interest of each municipality in advancing the concept.

NEXT STEPS

Baltimore Pike Bikeway

- Form a working committee, meet regularly
- Invite partner organizations to join committee, including private employers
- Commission a master plan for the Bikeway
- Monitor PennDOT's resurfacing program to ensure any segments of Baltimore Pike to be resurfaced are re-striped with bike lanes
- Pursue an advanced feasibility study for establishing a multi-use trail between Route 41 and Scarlet Rd., and between Ways Ln. and Schoolhouse Rd. Study should include significant emphasis on landowner outreach.
- Coordinate with PennDOT to incorporate a multi-use trail into the reconstruction of US 1 between Macfarlan Rd. and Schoolhouse Rd.

RECOMMENDED PROJECT

Multi-use Trails along US 1 Expressway

Looking north along the US 1 Corridor in Oxford at the PA 472 overpass.

The original reasoning for studying the US 1 Expressway corridor as a potential trail route was based on the assumption designing and constructing the trail would require coordination with only one landowner- PennDOT- and could be incorporated into their current project to reconstruct the entire 23-mile Expressway for a fraction of the project's total cost. Normally a trail project of this magnitude would take decades to complete, so the idea of a trail being constructed within the next decade emerged as an attractive option, regardless of the alignment's shortcomings.

PennDOT's reconstruction of the Expressway is divided into four sections, which are each at different stages in the engineering process. See map next page: the section that is farthest along is section 100, which as of December 2020 is entering final design and has already completed the environmental clearance process.

PennDOT's consultants for the reconstruction project performed conceptual analyses on the Expressway between the Maryland Line and PA-41 to understand the impacts including a 12' wide multi-use trail within the US 1 right-of-way would have. Because engineering has not yet begun for the easternmost segment, the Chester County Planning Commission performed an analysis for this segment. PennDOT's consultants and the Chester County Planning Commission identified locations where the trail would likely not fit within PennDOT's right-of-way given topographical and other physical constraints; locations where adding a trail would impact wetlands that otherwise would not have been impacted by the reconstruction project; and where a trail would impact structures like overpass bridges and stream culverts that otherwise would not have been impacted. The results of those impacts were more significant than initially assumed. Incorporating a trail within the two sections that are farthest along in the engineering process would require back-tracking, resulting in project delays. Additionally, constructing the trail would add significant cost to the reconstruction project, which already is expected to cost about 40% more than the amount of funding currently allocated.

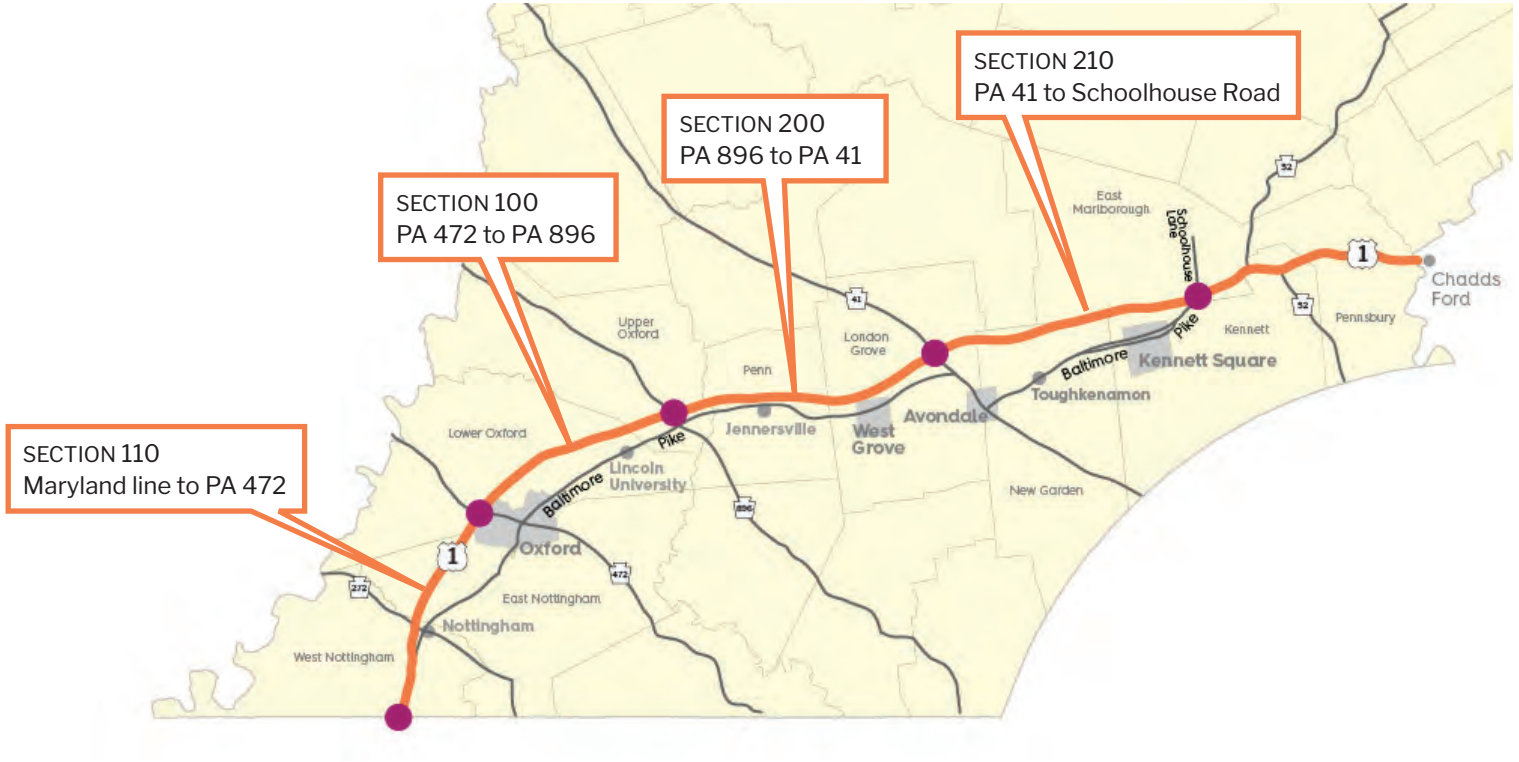
PennDOT conceptually supports the project and would be willing to include a trail within their reconstruction project if funding were available; however, obtaining outside funding in time for the trail to be included in the reconstruction project may be challenging.

Although a trail along the entirety of the US 1 expressway may be cost-prohibitive, a trail

in certain areas with significant community support may be worthwhile to pursue. This planning process identified two key locations along the Expressway where a multi-use trail could be particularly valuable. Chester County Planning Commission will continue coordinating with PennDOT and local stakeholders regarding potential inclusion of these trails within the overall reconstruction project.

This planning process identified two key locations along the Expressway where a multi-use trail could be particularly valuable. Chester County Planning Commission will continue coordinating with PennDOT and local stakeholders regarding potential inclusion of these trails within the overall reconstruction project.

PennDOT US 1 Expressway Reconstruction Sections



PennDOT's reconstruction of the Expressway is divided into four sections, which are each at different stages in the engineering process.

US 1 Expressway Trail Segment

Schoolhouse Road to Bancroft Road

This 3.28 mile-long segment would serve as a meaningful stand-alone facility with high recreational value and would help advance several key projects documented in previous plans:

- **The Kennett Greenway**, a major multi-municipal initiative, proposes to occupy the US 1 right-of-way for approximately 1 mile from Mill Road to Anson B. Nixon Park.
- **Multiple local plans** have indicated a desire for a bicycle and pedestrian connection from Kennett Square Borough to Bancroft Elementary School, which would be challenging to develop along Pemberton Road and/or Bancroft Road - the two main roads that access the school.

Additionally, this route would connect with the proposed Baltimore Pike Bikeway, expanding connectivity between Kennett Square Borough and the shopping centers just east of the Borough.

Because of challenging topography and the close proximity of homes adjacent to the right-of-way, a significant amount of retaining wall may be needed to achieve a multi-use standard and maintain adequate privacy. This segment also proposes to use and improve a portion of the existing trail network within Anson B. Nixon Park.

To enhance connectivity, New Garden Township should pursue bicycle/pedestrian connections between Bancroft Elementary School, nearby housing developments east of Bancroft Road, and the proposed Baltimore Pike Bikeway.

NEXT STEPS

Schoolhouse Road to Bancroft Road

- Coordinate with PennDOT to incorporate a multi-use trail into the reconstruction of US 1 between Schoolhouse Rd. and Bancroft Rd.

This abandoned road bed lies partially within the US 1 right-of-way and extends east from Bancroft Road for approx. 1,000 feet.

Schoolhouse Road to Bancroft Road

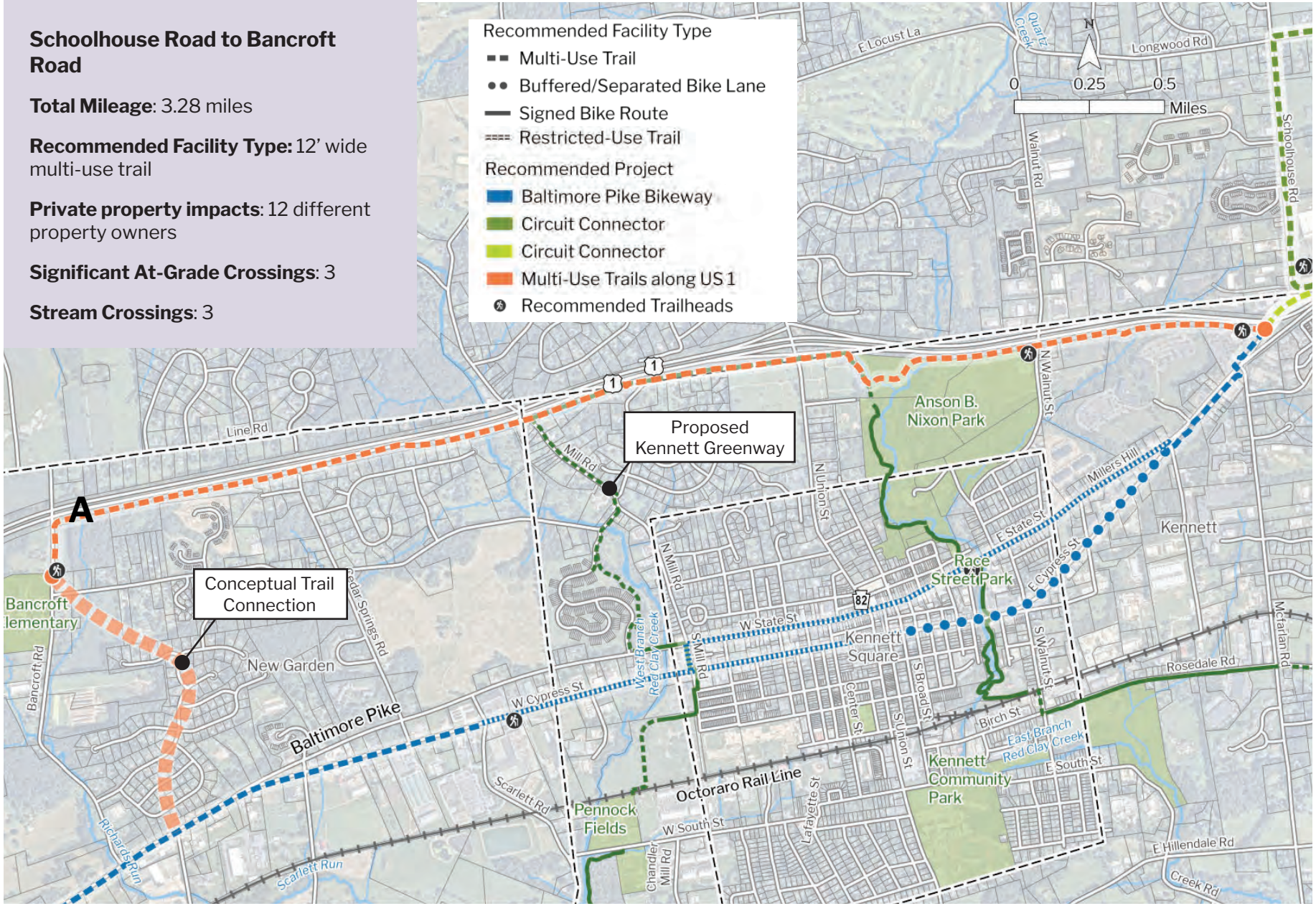
Total Mileage: 3.28 miles

Recommended Facility Type: 12' wide multi-use trail

Private property impacts: 12 different property owners

Significant At-Grade Crossings: 3

Stream Crossings: 3



US 1 Expressway Trail Segment - Schoolhouse Road to Bancroft Road

US 1 Expressway Trail Segment

Maryland Line to PA-472

This planning process revealed a need for transportation alternatives for those without access to a car in the Oxford area. Many who live in Oxford work close by at the Herr's factory, the Tasty Baking plant, Sunny Dell Foods, and others, and a safe bicycle and pedestrian route would provide transportation options. Farther south, West Nottingham Township noted that their needs are related more to recreation. Nottingham County Park is located in West Nottingham Township, but bicycles are not permitted on paths within the park, and there is no bicycle and pedestrian friendly route to access the park. Additionally, a multi-use trail could be designed to serve Amish buggy traffic, providing an off-road corridor for these vehicles.

This segment of trail could open the door to regional trail connections in the future. Cecil County, Maryland abuts the study area to the south. In 1983 that county acquired an 8.8-mile long portion of the Octoraro rail corridor for use as a multi-use trail but has not yet developed it (see Appendix D). This trail could be developed in the future and may become more of a priority if there were an existing trail to which it could connect.

Although it will require further study, over half of this 5.31-mile proposed trail could exist on private property, including a 1-mile portion of the active but unused Octoraro rail corridor south of the Herr's Factory. It would require a mid-block crossing of Forge Road that may PennDOT may not permit without improvements given the current roadway speed limit of 40 mph.

NEXT STEPS

Maryland Line to PA-472

- Coordinate with PennDOT to incorporate a multi-use trail into the reconstruction of US 1 between PA 472 and the MD line
- Pursue an advanced feasibility study for establishing a multi-use trail between PA 472 and the MD line with emphasis on landowner outreach

Looking south along the proposed trail corridor and the US 1 Expressway from the park-and-ride at PA-472.

Maryland Line to PA-472

Total Mileage: 5.31 miles

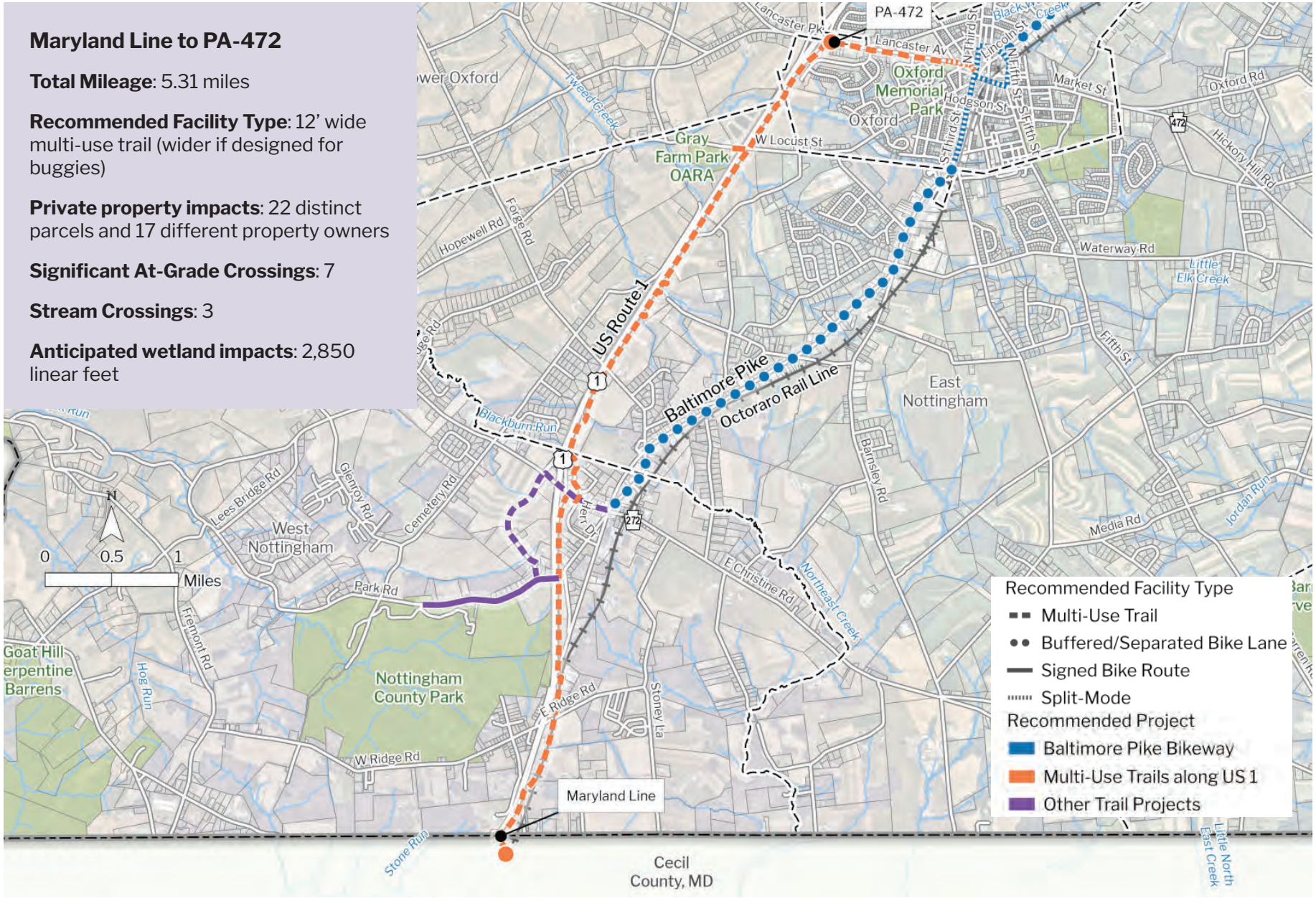
Recommended Facility Type: 12' wide multi-use trail (wider if designed for buggies)

Private property impacts: 22 distinct parcels and 17 different property owners

Significant At-Grade Crossings: 7

Stream Crossings: 3

Anticipated wetland impacts: 2,850 linear feet



Maryland Line to PA-472

US 1 Expressway Trail Segment

Oxford Connector Trail – PA-472

Connection to Downtown Oxford

To connect this trail into Oxford Borough, a multi-use trail is proposed on the south side of PA-472 from the parking lot of Oxford Memorial Park to the proposed trail along the south side of US 1. This would not only provide a safe connection for Oxford residents to access the trail, but also would provide easy access for out-of-town trail users to visit downtown Oxford.

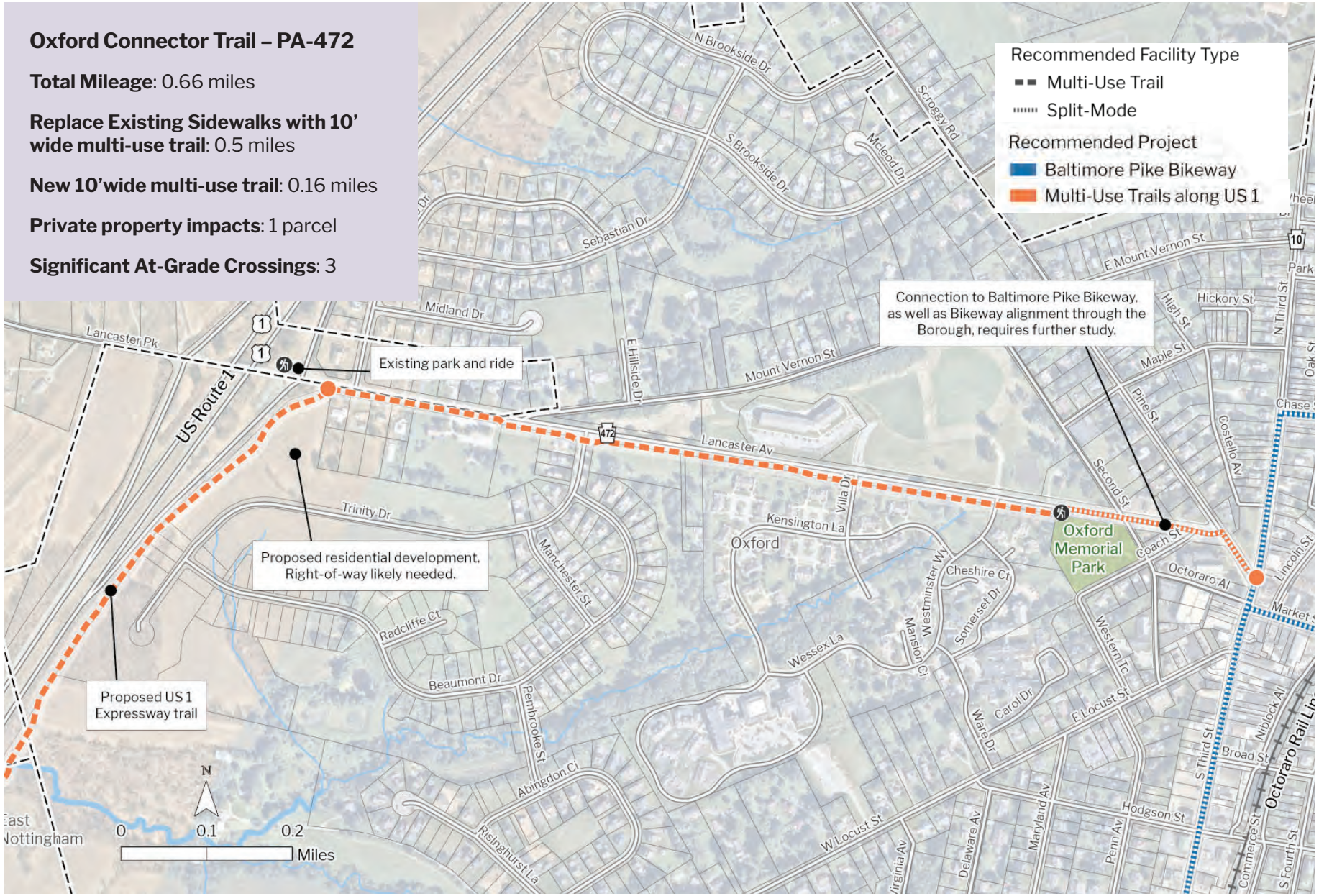
Although no survey has been conducted, it appears that a multi-use trail could be located within the right-of-way of PA-472 with minimal impacts to private property. A multi-use trail is recommended over simply extending the existing sidewalks because the traffic volume and speeds on PA-472 would make on-road cycling too stressful for some users, including children. There is an existing park-and-ride facility adjacent to the US 1 on-ramp which could potentially be expanded for trail parking.

Looking east toward downtown Oxford on PA 472. The proposed trail would be along the south side of PA 472.

NEXT STEPS

Oxford Connector Trail – PA-472

- Pursue an engineering study for a multi-use trail along PA 472 to connect a US 1 Expressway trail to downtown Oxford. CCPC should facilitate further coordination between PennDOT and Oxford Borough to determine which entity should manage this project.



Oxford Connector Trail – PA-472

RECOMMENDED PROJECT

Circuit Connection

The Baltimore Pike Bikeway concept terminates at Schoolhouse Road in Kennett Township where the US 1 Expressway begins. East of this point on Baltimore Pike traffic volumes double. Given the speeds, traffic volume, and topography of Baltimore Pike between the Expressway and the Delaware County Line, bike lanes without a significant physical barrier are not appropriate, and constructing a continuous multi-use trail is not feasible given private property and physical constraints. Furthermore, there is little public support for a bicycle/pedestrian facility in this location. This leaves a 5-mile gap between the Bikeway and the nearest planned Circuit Trails on the eastern side of the Brandywine Creek. This segment represents a critical gap as it would create a connection from the Circuit to Longwood Gardens, a major regional destination.

The project team studied multiple routes to make this connection. The following pages highlight the two routes determined to be most feasible that garnered the most public support during the planning process.

Bennett's Run, a high quality stream that flows through Pennsbury Township.

Circuit Connection

Bennett's Run Trail

This alternative provides a relatively direct route to the Brandywine Trail and connects major points of interest and population centers like Longwood Gardens, the Hamorton historic district, and the Kendall at Longwood retirement community. This trail would parallel the scenic Bennett's Run for about 1.5 miles which would require low-impact construction methods and materials for environmental sensitivity. A crossing of both the Brandywine Creek and of an active rail corridor would be required.

This route would also include about an approximately 1 mile long section along the low volume Brinton's Bridge Road where no bicycle or pedestrian facility would be provided aside from signage and striping. During the final public comment period for this report, several major stakeholders expressed concern about this alignment option for its potential impacts to private property and natural resources. As a result, two additional alignment options were generated and can be found in Appendix E.

Brinton's Bridge Road is narrow and already sees significant use from recreational cyclists.

Bennett's Run Trail Option

Total Mileage: 6.5 miles

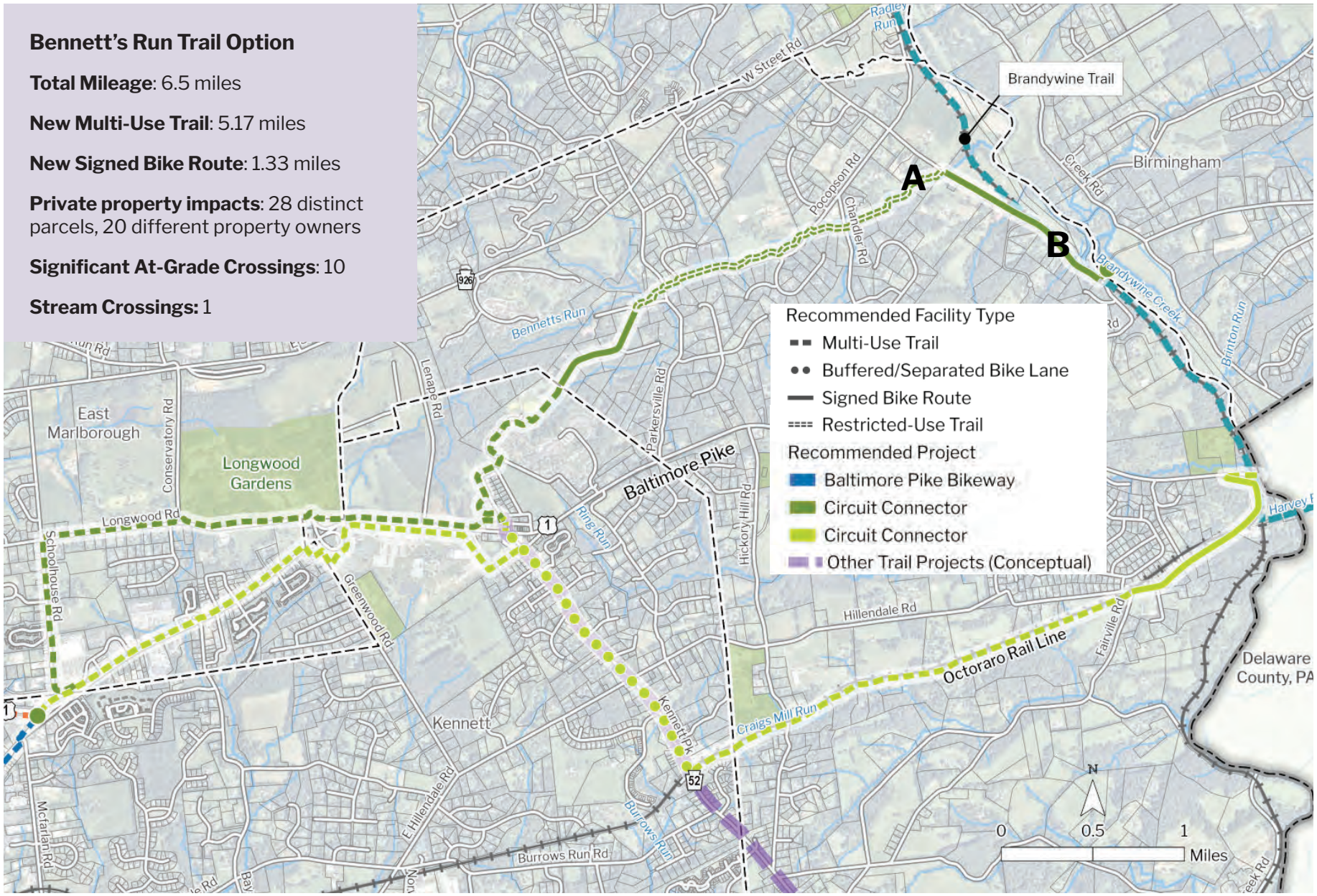
New Multi-Use Trail: 5.17 miles

New Signed Bike Route: 1.33 miles

Private property impacts: 28 distinct parcels, 20 different property owners

Significant At-Grade Crossings: 10

Stream Crossings: 1



Bennett's Run Trail Option

Circuit Connection

Railroad Trail

This alignment would provide connections to the many commercial uses along Baltimore Pike. It would also utilize about a mile of the soon-to-be Kennett Bikeway – bike lanes along Route 52. The alignment would follow along the south side of the rail corridor outside of the railroad's property, and would use the existing US 1 bridge to cross the Brandywine Creek.

Both this route and the Bennet's Run Option would be challenging to implement. Furthermore, it is unclear whether there is local support for such a trail in Pennsbury Township, where a majority of the residential private property impacts would occur.

Further study is needed for this important and challenging segment. Pennsbury, Kennett, and East Marlborough Townships should collaboratively undertake a study that uses the findings from this study as a starting point to further clarify an optimal route for connecting the proposed Baltimore Pike Bikeway, Kennett Square, and Longwood Gardens to the Circuit. This study should include a robust public participation component to understand the level of public support that exists for such a project.

Funding Opportunities

There are multiple funding sources for which the recommended planning study would be eligible.

- The **Chester County Vision Partnership Program** is a reimbursement grant that provides 70% of the costs for planning studies that are consistent with the goals in the County's comprehensive plan, *Landscapes3*.
- Brandywine Creek Greenway partner municipalities could have access to funding through the **Brandywine Creek Greenway** and the **Brandywine Conservancy** to advance planning for this segment.
- The **National Park Service's Rivers, Trails and Conservation Assistance Program** offers technical assistance grants to conduct planning studies and community engagement processes for conservation and recreation-related projects.

The Octoraro rail line at the intersection of PA-52. The proposed trail would be on the right (south) side of the corridor.

PA Route 52 will be widened in 2021 to accommodate bike lanes between US 1 and the Delaware Line, providing a bicycle connection to trails in northern Delaware.

The existing US1 Bridge over the Brandywine Creek. Future improvements to the bridge could include accommodations for bicycles and pedestrians.

Railroad Trail Option

Total Mileage: 6.63 miles

New Multi-Use Trail: 4.92 miles

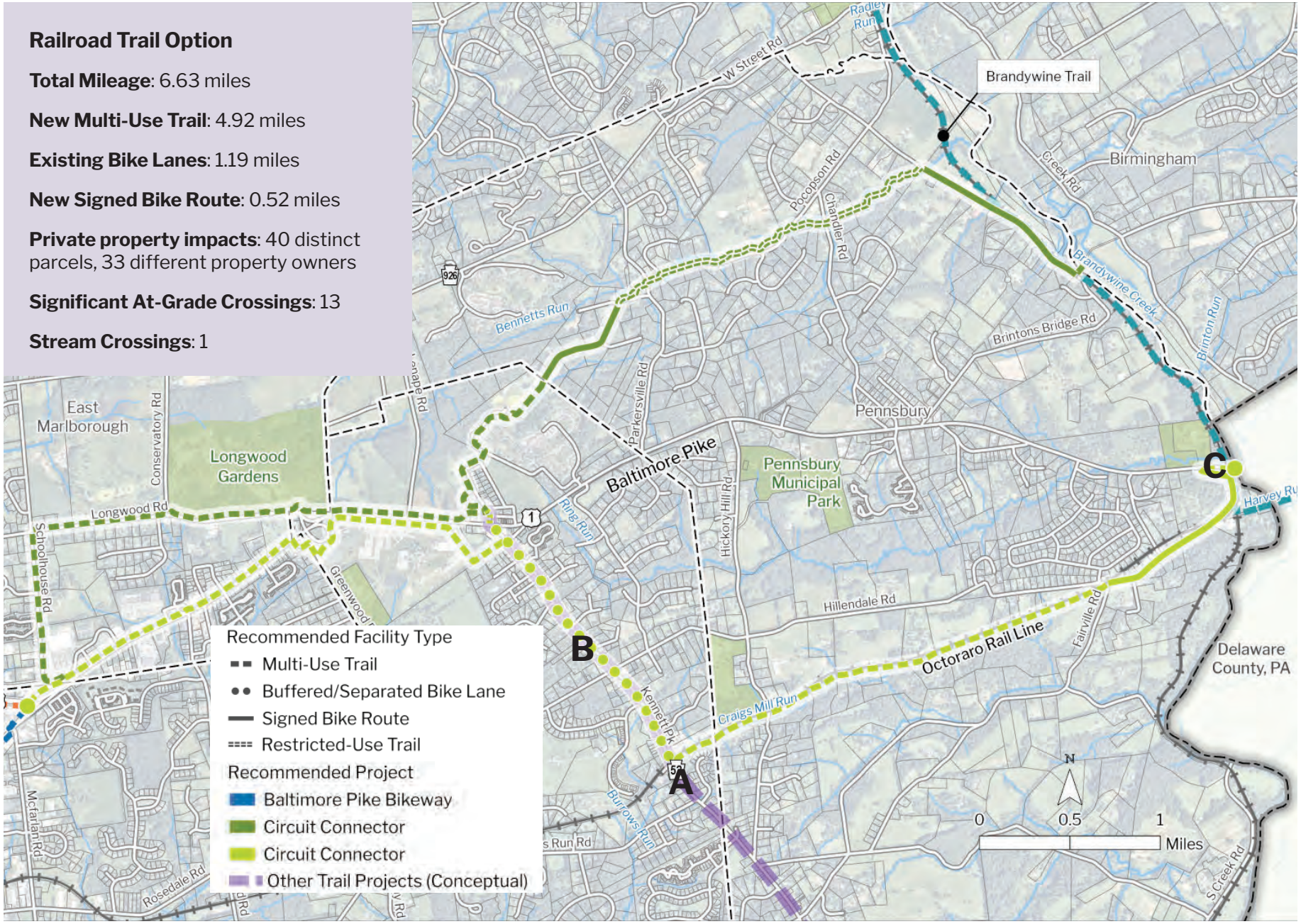
Existing Bike Lanes: 1.19 miles

New Signed Bike Route: 0.52 miles

Private property impacts: 40 distinct parcels, 33 different property owners

Significant At-Grade Crossings: 13

Stream Crossings: 1



RECOMMENDED PROJECT

Other Trail Projects

Through this planning process, a number of other trail opportunities were identified that generated significant public interest. Some of these projects would serve to provide greater connectivity to destinations along the Baltimore Pike Bikeway, and others would not directly connect to the Bikeway but would serve as regional cultural and recreation assets.

Avondale Nature Trail

An approximately 0.9 mile trail is possible through Avondale from State Street along Pomeroy Avenue predominantly through property owned by the Borough. This would provide a scenic, lower stress “bypass” for pedestrians and bicyclists passing through Avondale on the Baltimore Pike Bikeway. It would be an amenity for the adjacent Avonwheel Estates community, creating a direct connection to a park, playground and community garden. This area is highly subject to flooding, so trail engineering must be sensitive to such conditions. Further study would be needed to determine a safe bicycle/pedestrian connection to Baltimore Pike on the north side of Avondale.

The proposed trail route would connect to and enhance visibility of a new community garden that is currently tucked away in Avondale.

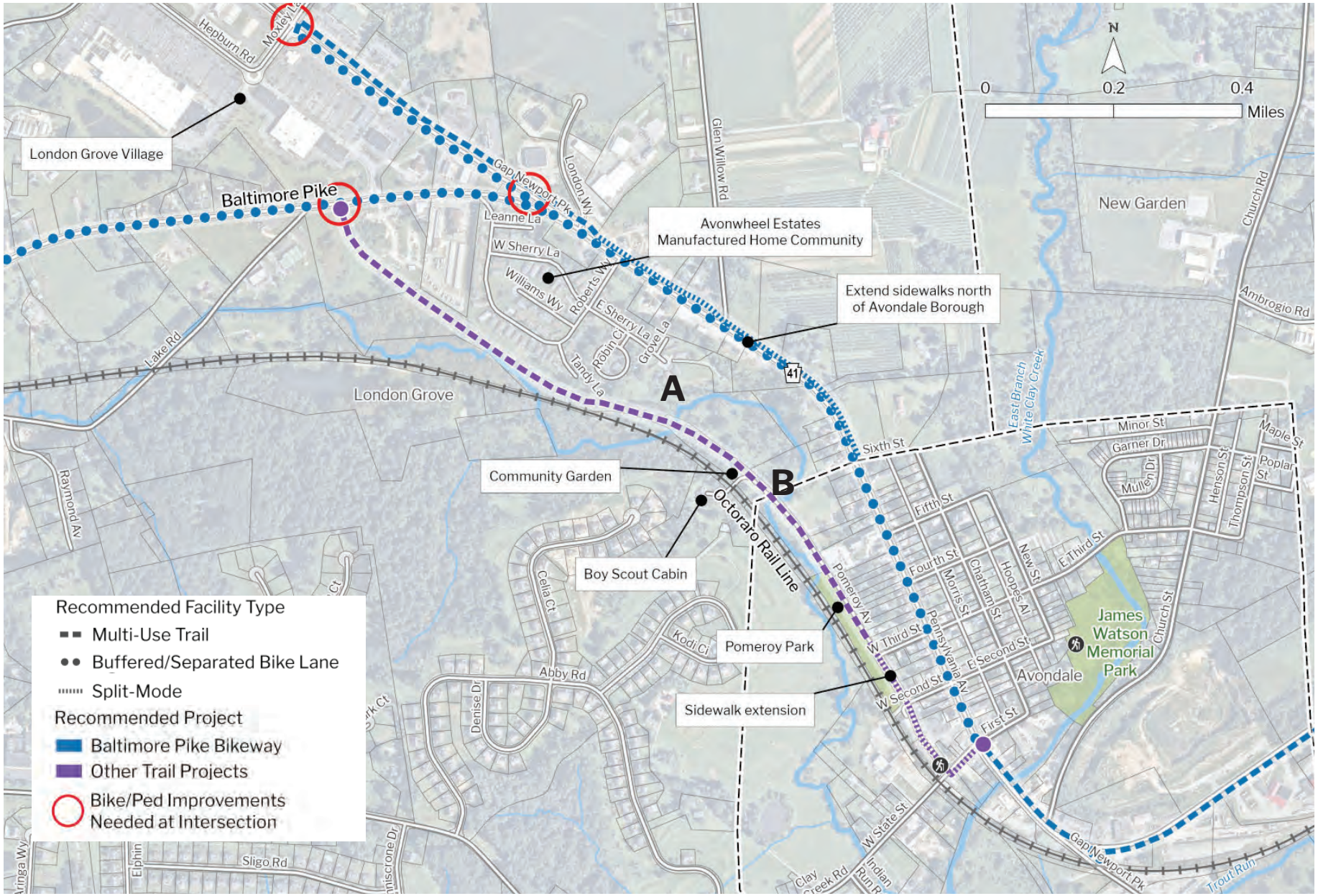
NEXT STEPS

Avondale Nature Trail

- Conduct public outreach about the potential trail
- Commission a preliminary engineering study to solidify a trail an alignment, and determine the likely associated costs, permits required, and connections to Baltimore Pike.

The proposed trail would parallel or potentially share Pomeroy Ave., a low-volume, dead-end street in Avondale that connects to a park and playground.

Proposed Avondale Nature Trail



Other Trail Projects

Jennersville Loop Trail

Penn Township supports expanding the trail and sidewalk system in the Jennersville area and is actively working to do so. The proposed 2.25 mile loop trail would follow Baltimore Pike, Pusey Mill Road, pass through the YMCA property, follow the US-1 Expressway and PA-796, utilizing Township-owned property and connecting to the Township's new park north of the Expressway. As the portion of the trail along the US 1 right-of-way comprises a small part of the overall project, this portion could be pursued as an easement from PennDOT rather than requesting PennDOT build the trail as part of their Expressway reconstruction project. Additional recommendations in Jennersville to create better connectivity between the proposed Baltimore Pike Bikeway, loop trail, and new Township park include a connector trail along the west side of PA-796 over US 1, a multi-use connection between the Bikeway to the future high school along 796 and the future school entrance, enabling Jennersville residents to more safely walk or bike to school. These improvements would offer significant health benefits to those who used them, and therefore could attract local health-related project sponsors.

Looking north on PA 796 toward Baltimore Pike. The existing sidewalk ends at the entrance to the Shoppes at Jenners Village. The future entrance to the Avon Grove High School will be located across from the intersection pictured here. A multi-use trail along the future driveway will allow students to safely walk or bike to school.

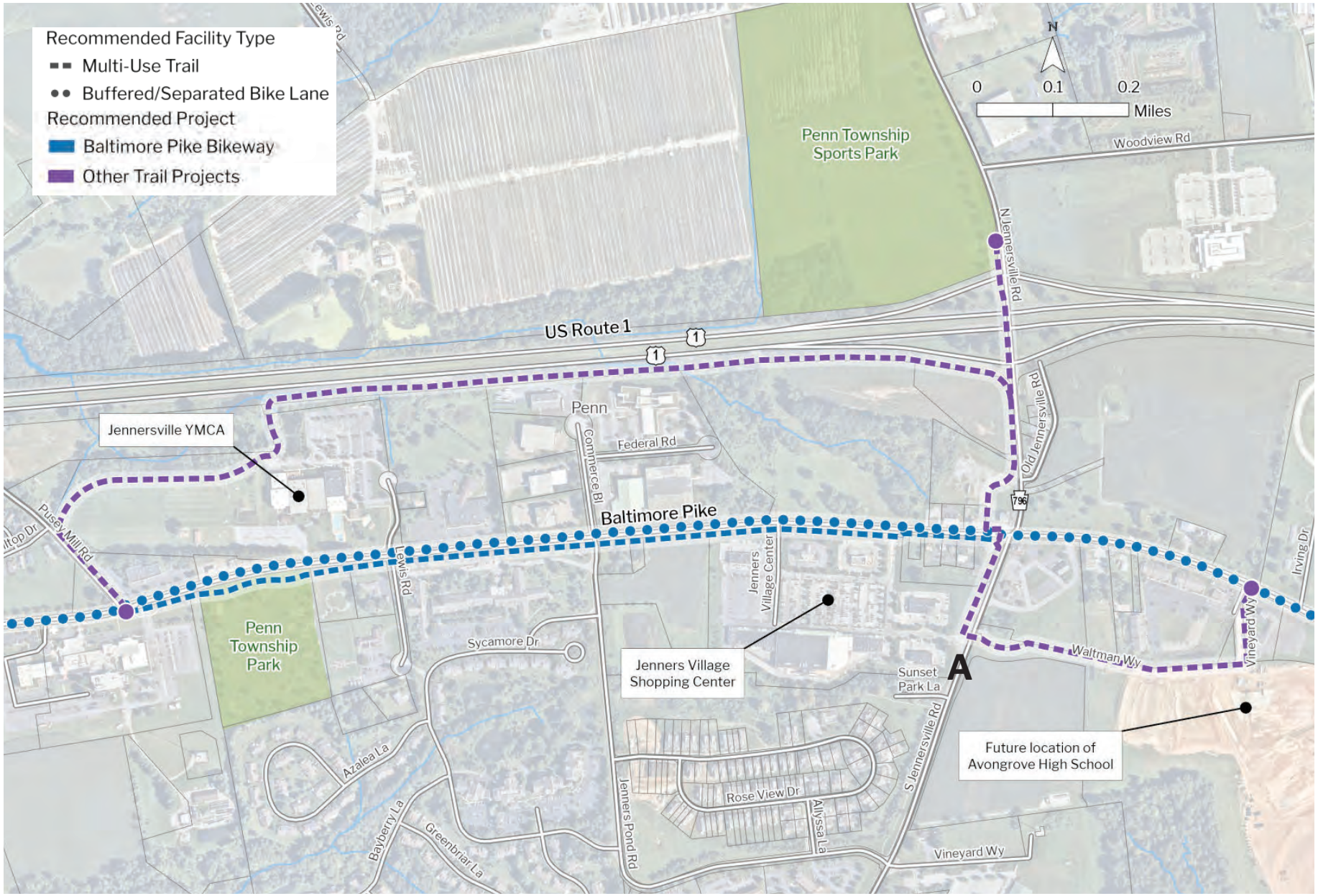
An engineering study is needed to determine how to best provide safe bicycle and pedestrian passage through Jennersville. Such a study could determine if buffered bike lanes are possible through Jennersville, sidewalks would be appropriate. However, if bike lanes are not possible, a multi-use trail is recommended so bike traffic can safely pass through.

NEXT STEPS

Jennersville Loop Trail

- Determine what type of bicycle facilities are possible along Baltimore Pike through Jennersville. This can be accomplished as part of Penn Township's upcoming sidewalk study.
- Approach YMCA about the loop trail
- Coordinate with PennDOT re: a trail paralleling US 1, possibly within the right-of-way
- Continue coordinating with PennDOT re: a trail along PA-796 to connect to future sports park
- Conduct other landowner outreach as required, and begin preliminary engineering

Proposed Jennersville Loop Trail



Other Trail Projects

Nottingham Park Connector Trail

West Nottingham Township's adopted planning documents seek a connection from Nottingham Village to Nottingham County Park. The connection depicted follows PA-272 from the southern terminus of the proposed Baltimore Pike Bikeway across an overpass of US 1 that is slated to be replaced as part of the US-1 reconstruction project. This new bridge could be designed to accommodate bicycle and pedestrian traffic to aid this connection. The route passes through a farm expected to become a major development in future years and indicates a desire for a trail to be incorporated into the future development. The route would connect to Nottingham County Park via a signed bike route on Park Road, a low-volume, low-speed rural road.

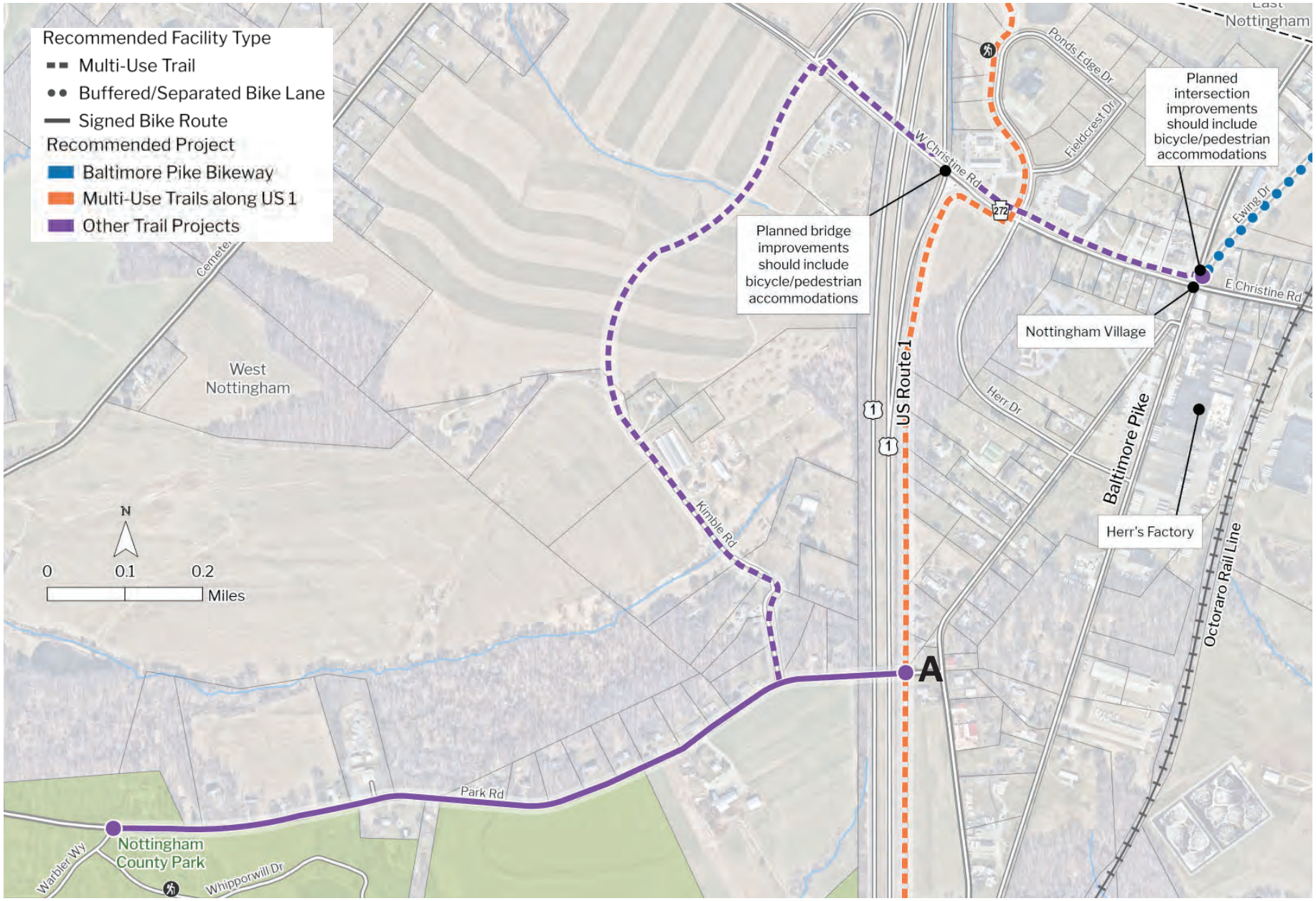
NEXT STEPS

Nottingham Park Connector Trail

- Evaluate ordinances to ensure requirements exist for trails/sidewalks withing the land development process
- Coordinate with PennDOT to ensure bike/ped facilities are incorporated into replacement of PA-272 bridge over US 1.

Park Rd. is a low-volume, low-speed roadway that is appropriate for on-road walking and cycling for most ages and abilities.

Proposed Nottingham Park Connector Trail



Other Trail Projects

Harriet Tubman Underground Railroad Byway and Pilgrimage Route

The Harriet Tubman Underground Railroad Byway is an interpretive driving route from the Eastern shore of Maryland to Philadelphia that passes by sites important to interpreting Harriet Tubman's legacy and the Underground Railroad. The byway route passes into Pennsylvania on Route 52 and then continues east to Philadelphia on US 1, but offers no interpretation between the Delaware border and Philadelphia. An alternative route that offers more interpretive value has already been established from Longwood to Philadelphia, but has not been adopted as part of the official route. Recently, an unofficial pilgrimage in tribute to Harriet Tubman's contributions and legacy has been established that roughly follows the route of the byway, and could be memorialized through further planning.

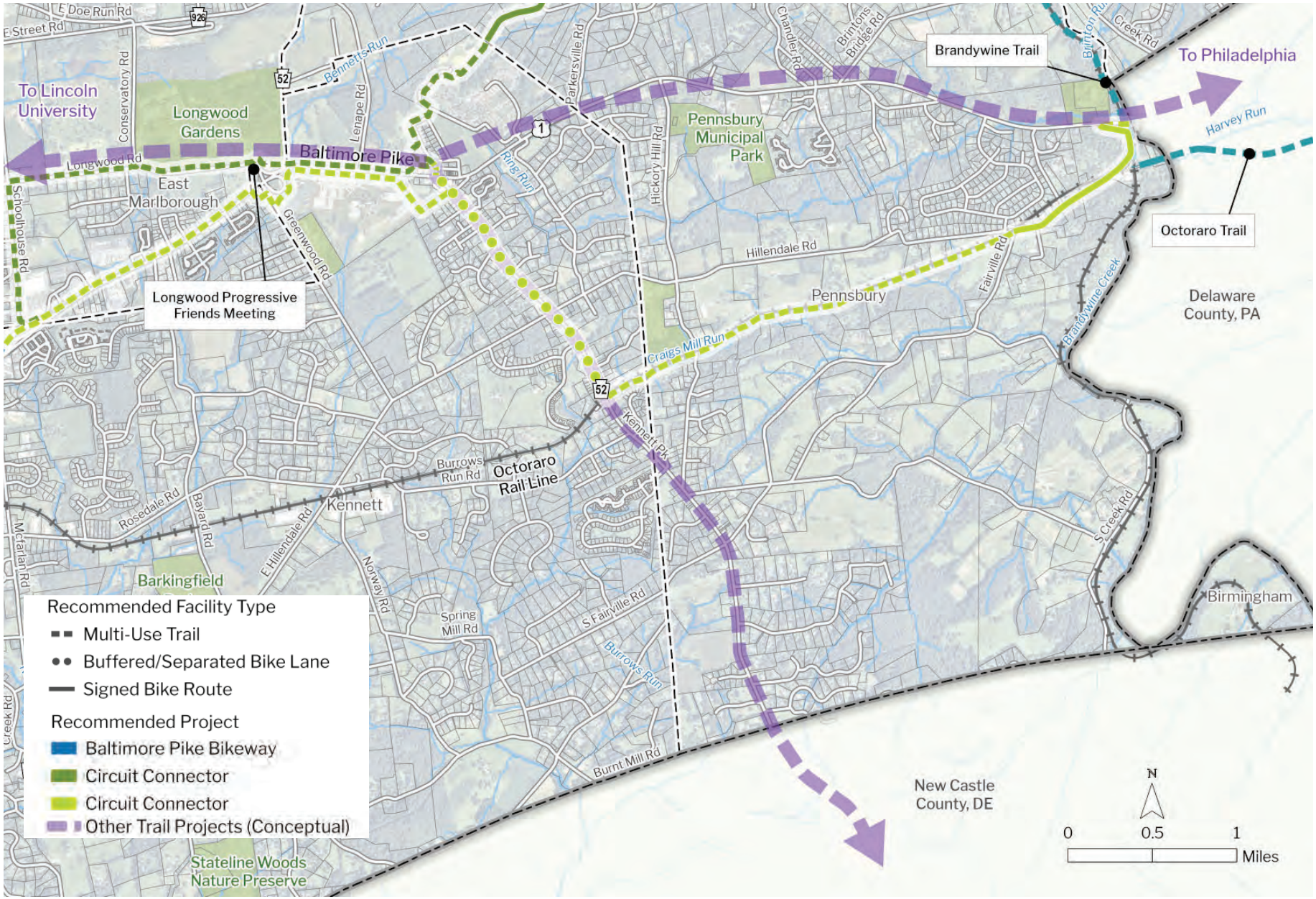
Omitted as a destination along the Harriet Tubman Byway, the Longwood Progressive Friends Meetinghouse, now home to the Brandywine Valley Visitor's Bureau, is considered a spiritual destination of a pilgrimage route that follows the route of slaves fleeing the south to freedom. The Meetinghouse was founded to advance the abolition of slavery, served as a stop on the Underground Railroad, and had many prominent members who spoke out against slavery.

NEXT STEPS

Harriet Tubman Underground Railroad Byway and Pilgrimage Route

- Map the walking route taken through recent pilgrimages and recommend roadway safety improvements and interpretation opportunities along the way
- Determine a path forward for extending the Harriet Tubman Underground Railroad Byway into Pennsylvania

Proposed Harriet Tubman Underground Railroad Byway and Pilgrimage Route Study



Other Trail Projects

Serpentine Trail

During this planning process, a common sentiment expressed was a desire for a trail that connected the plentiful natural areas found along the state line like Goat Hill Serpentine Preserve, Nottingham Park, the Chrome Barrens, Peacedale Preserve, Fair Hill Natural Resources Management Area, White Clay Creek Preserve and Auburn Valley State Park. These natural areas are outside of this project's study area, but given the amount of interest, a future study is warranted to determine if a trail could connect some or all of these assets.

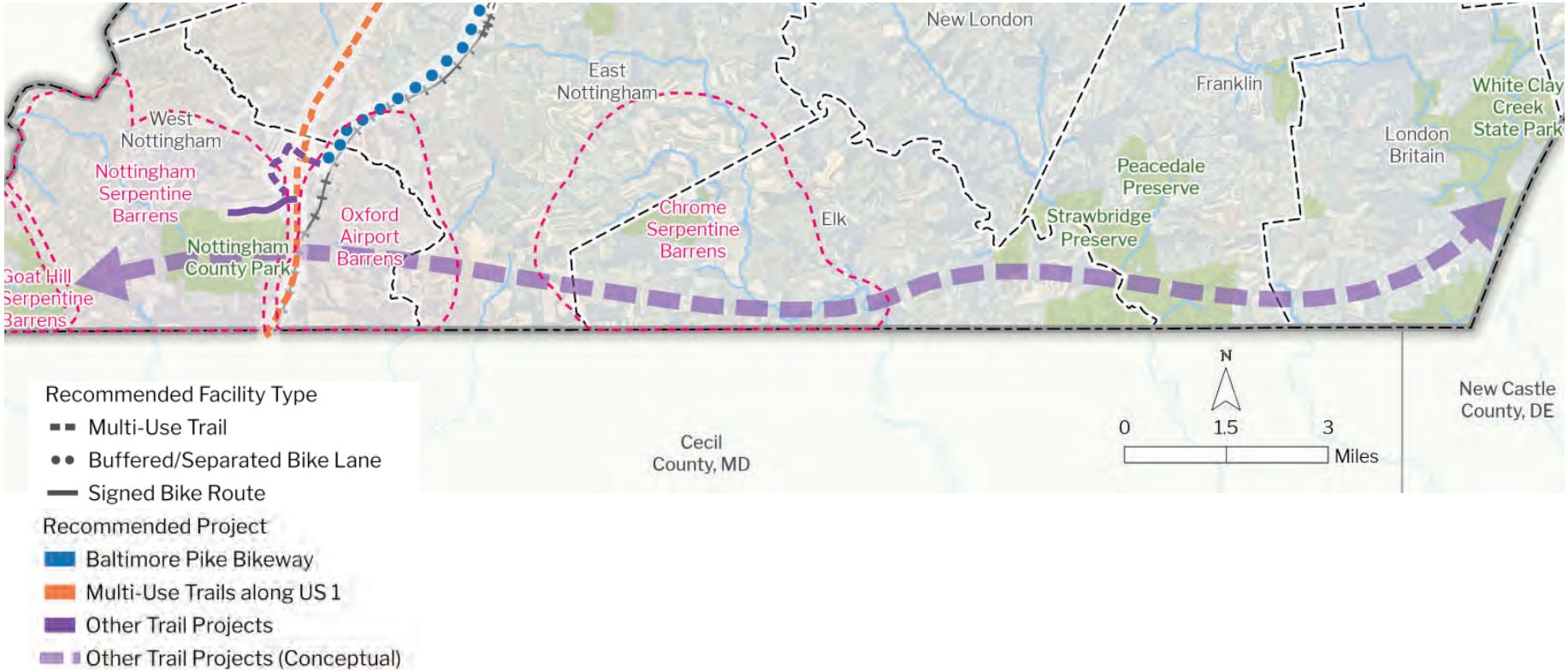
NEXT STEPS

Serpentine Trail

- When undertaking county-wide or multi-municipal trail planning projects, consider the feasibility of developing a hiking trail that connects the significant natural areas along the state line.

Serpentine barrens in Nottingham Park in West Nottingham Township. Nottingham Park is designated as a National Natural Landmark.

Proposed Serpentine Trail Planning Study



Implementation Guide

Recommended project	Action	Primary organization	Supporting organizations	Short term	Medium term	Long term
Baltimore Pike Bikeway	Form a working committee, meet regularly	Chester County Planning Commission, municipalities, partner agencies		short		
	Invite partner organizations to join committee, including private employers	Chester County Planning Commission, municipalities, partner agencies		short		
	Commission a master plan for the Bikeway	Working committee (Chester County Planning Commission, municipalities, partner agencies)		short		
	Monitor PennDOT's resurfacing program to ensure any segments of Baltimore Pike to be resurfaced are re-striped with bike lanes	Chester County Planning Commission	Working Committee	short	medium	
	Pursue an advanced feasibility study for establishing a multi-use trail between Route 41 and Scarlet Rd., and between Ways Ln. and Schoolhouse Rd. Study should include significant emphasis on landowner outreach.	Kennett Township, New Garden Township	Working Committee		medium	
	Coordinate with PennDOT to incorporate a multi-use trail into the reconstruction of US 1 between Macfarlan Rd. and Schoolhouse Rd.	Chester County Planning Commission	East Marlborough, Kennett and New Garden Townships	short	medium	long
Circuit Connection	Undertake a feasibility study to identify a feasible route from Schoolhouse Rd. to the Circuit Trail network. Study should emphasize public participation to learn whether the public values this project.	Pennsbury Township, Kennett Township, East Marlborough Township	Chester County Planning Commission	short		
US 1 Expressway Trails	Coordinate with PennDOT to incorporate a multi-use trail into the reconstruction of US 1 between Schoolhouse Rd. and Bancroft Rd.	Chester County Planning Commission	East Marlborough, Kennett, and New Garden Townships	short	medium	long
	Coordinate with PennDOT to incorporate a multi-use trail into the reconstruction of US 1 between PA 472 and the MD line	Chester County Planning Commission	Oxford Borough, Lower Oxford, East Nottingham, and West Nottingham Townships and PennDOT	short	medium	long
	Pursue an advanced feasibility study for establishing a multi-use trail between PA 472 and the MD line with emphasis on landowner outreach	Oxgord Region municipalities	Chester County Planning Commission , PennDOT	short	medium	
	Pursue an engineering study for a multi-use trail along PA 472 to connect a US 1 Expressway trail to downtown Oxford	Oxford Borough, PennDOT	Chester County Planning Commission, Oxford Mainstreet		medium	

Implementation Guide (continued)

Recommended project	Action	Primary organization	Supporting organizations	Short term	Medium term	Long term
Avondale Nature Trail	Conduct public outreach about the potential trail	Avondale Borough, London Grove Township		short		
	Commission a preliminary engineering study to solidify a trail an alignment, and determine the likely associated costs, permits required, and connections to Baltimore Pike.	Avondale Borough, London Grove Township			medium	
Jennersville Loop Trail	Determine what type of bicycle facilities are possible along Baltimore Pike through Jennersville. This can be accomplished as part of Penn Township's upcoming sidewalk study.	Penn Township	Chester County Planning Commission	short		
	Approach YMCA about the loop trail	Penn Township			medium	
	Coordinate with PennDOT re: a trail paralleling US 1	Penn Township	Chester County Planning Commission, PennDOT		medium	
	Continue coordinating with PennDOT re: a trail along PA-796 to connect to future sports park	Penn Township		short		
	Conduct other landowner outreach as required, and begin preliminary engineering	Penn Township			medium	
Nottingham Park Connector	Evaluate ordinances to ensure requirements exist for trails/sidewalks withing the land development process	West Nottingham Township	Chester County Planning Commission	short		
	Coordinate with PennDOT to ensure bike/ped facilities are incorporated into replacement of PA-272 bridge over US 1.	West Nottingham Township	Chester County Planning Commission	short	medium	
Harriet Tubman Underground Railroad Byway	Map the walking route taken through recent pilgrimages and recommend roadway safety improvements and interpretation opportunities along the way	Chester County Planning Commission	Partner organizations, Kennett Township, Kennett Square Borough, East Marlborough Township	short		
	Determine a path forward for extending the Harriet Tubman Underground Railroad Byway into Pennsylvania	Chester County Planning Commission, Delaware County	PennDOT, Brandywine Valley Scenic Byway Association	short	medium	
Serpentine Trail	When undertaking county-wide or multi-municipal trail planning projects, consider the feasibility of developing a hiking trail that connects the significant natural areas along the state line.	Chester County Planning Commission, West Nottingham, Elk, New London, London Britain, Franklin, New Garden, and Kennett Townships	The Nature Conservancy, Cecil Co., MD, New Castle Co., DE, Delaware Greenways, and other partner agencies	short	medium	long

Appendix A: Relevant Findings from Municipal Plans and Studies

BALTIMORE PIKE FOR EVERYONE (2015)

- Sidewalks recommended along the entirety of Baltimore Pike between Oxford and Kennett
- Bus shelters recommended for any SCCOOT stop with more than five boards per day
- On road cycling improvements recommended for much of the corridor
- Streetscaping/bus shelters/pedestrian improvements recommend at Lincoln University: Baltimore Pike @ University Rd.

Jennersville:

- Stripe bike lanes
- Multiuse path along southern side of Baltimore Pike from Shoppes at Jennersville west to Lewis Rd.
- Improve SCOOT bus stops

West Grove:

- Relocate bus stops from Baltimore Pike to Railroad Ave.
- Bike lane ends just east of West Grove- continue west as sharrows onto Evergreen (insufficient width for full bike lane)

Avondale:

- Baltimore Pike between 41 and Avondale borough identified as hazardous to all users due to volume, speeds, and steep roadway grade
- Gateway (center median for traffic calming) recommended @ Baltimore Pike and Glen Willow Rd.
- Clearly define a safe bicycle path through the intersection of Baltimore Pike and 41
- Lane diet through the borough
- Bumpouts at each intersection

Toughkenamon:

- Bike lanes end at Newark Rd. and Baltimore Pike
- Off-road multiuse trail recommended along Baltimore Pike to Kennett Square (too narrow to continue bike lanes)

East side of Kennett Square to Kennett Township

- Remove pedestrians/cyclists from busy, four-lane roadway via a sidepath
- There are plans to construct a sidewalk along Baltimore Pike/Cypress St. between the borough and Scarlet Rd.
- PennDOT will construct sidewalks when they widen US 1 to 6 lanes in East Marlborough (report indicates this, though PennDOT is not going to build the sidewalks but will rather grade and provide ROW for future sidewalks to be built)

OXFORD REGIONAL COMPREHENSIVE PLAN (2012)

- Figure 15-O: Oxford Region Trail and Bicycle Plan – This plan map identifies the Oxford Loop Trail, trail destinations, proposed recreational bikeways, and the Octorara and Mason Dixon Greenway.

AVONDALE BOROUGH

Comprehensive Plan (2019)

Very comprehensive planned bike/ped system. Priority bike/ped recommendations include (in order of priority):

- Improve sidewalks, crosswalks, and pedestrian signage along Pennsylvania Avenue.
- Pedestrian improvements on West State St.
- Multi-use loop trail around former quarry and adjoining parcels
- Improve all borough Sidewalks
- Connect to London Grove trail network via sidewalks/paths along Indian Run Road and Clay Creek Road
- Install a perimeter loop trail around the borough Park.
- Establish a multi-use loop trail along the East Branch White Clay Creek
- Connect Carillon neighborhood to Pennsylvania Avenue w/ a bike/pedestrian only bridge over White Clay Creek.

EAST MARLBOROUGH TOWNSHIP

Comprehensive Plan (2011)

- 4-A. Develop greenways as a means for future hiking, biking, walking, and horseback riding, while also providing for wildlife corridors. (Pg. 2-4 – Open Space, Parks, & Recreation)
- Goal 7: Provide for safe, environmentally positive, and scenic vehicular and non-vehicular circulation systems. (Pg. 2-6)
- 7-C. Recognize walking and biking as viable methods of transportation to reduce reliance on automobiles throughout the region and encourage links between communities when practical. (Transportation & Circulation Pg. 2-6)
- 7-E. Coordinate transportation planning efforts to link vehicular, pedestrian, biking, and public transportation opportunities where possible. (Transportation & Circulation Pg. 2-6)
- Pedestrian and Bicycle Facilities - Efforts are underway to make the area more bicycle friendly for all users with the design of bike lanes along Route 82. Construction of the bike lanes is not yet funded; however, the project is planned to include continuous bike lanes from Route 926 to the roundabout on Route 82, along with the extension of an existing sidewalk near Charles F. Patton Middle School. This program is part of the approved 2013-2014 Transportation Improvement Program (TIP) for Pennsylvania, as approved by DVRPC. (Pg. 10-11)

Open Space, Recreation, and Environmental Resources Plan (2021)

Recommended trail network includes:

- A central trail spine along 82 linking the two community parks, Unionville Park with the New Park. South of 926 is recommended to be on-road bike facilities, and north of 926 is recommended to be sidewalk/multi-use trail.
- Pedestrian-oriented connections, connecting neighborhoods and recreational amenities to the central trail spine
- Bicycle-oriented connections, linking arts and culture destinations and recreational amenities to the central trail spine
- Bicycle-oriented connections, linking recreational amenities outside East Marlborough Township, to the central trail spine
- Pedestrian-oriented connections, linking arts and culture destinations with nearby residences and businesses

EAST NOTTINGHAM TOWNSHIP

Oxford Regional Comprehensive Plan (2012)

See Multi-Municipal section

Kennett Square Borough

Comprehensive Plan (2013)

- Comp plan strongly supports increasing Active Trans and trails for recreation and transportation. Addresses need for more amenities to make active transportation easier, including trail heads, signage, bike racks, etc.
- CP Objective Pg. 2-5: Transportation. Maintain, improve, and enhance safe pedestrian and bicycle access within and between the commercial core areas, neighborhoods, parks, schools, and other destinations and provide connections within the surrounding region.
- CP Goal Pg. 2-8: Parks and Recreation Objective. Cooperate with surrounding municipalities to establish a region‐wide network of greenways, sidewalks, trails, paths, and bike routes which link recreation destinations with neighborhoods, employment centers, shopping areas, and public schools
- CP Pg. 11-30. PR-9. Work with neighboring communities to establish multi‐use trails which link residential areas to public schools, playgrounds, employment centers, and commercial areas.

KENNETT TOWNSHIP

Kennett Greenway Shared Use Pathway and Trail System (2020)

- Shows the recommended alignment of the greenway, including on-road short-term connectors to create connectivity while ROW is acquired through several key parcels

Kennett Active Transportation Plan (2017)

- Includes an analysis of where demand is for active transportation, critical connections given this demand
- Key findings include: The need for safe pedestrian connections to Anson B. Nixon Park; A desire to safely bike or walk to Longwood Gardens; The need to provide safe walking routes for mushroom farm employees; A desire to walk and bike to school with children; The importance of safe crossings in Kennett Square, near schools, and near the YMCA; Overall enthusiasm for improving the active transportation network and connecting with places like Greenville, DE
- Conducted a demonstration project- a bike ride along one of the proposed routes
- Kennett Greenway listed as a "catalyst project"
- "Park to Park" multimodal on-road connector connects Anson Nixon to Pennock Park- another "catalyst project", this is fully funded through TA-set aside
- Last catalyst project is complete street treatments on Birch, State and Cypress Streets

Comprehensive Plan (2015)

- Includes Active Transportation map

Open Space, Trails, & Parks Master Plan and Needs Assessment (2019)

- Includes list of destinations
- The KTA is developing and promoting a trail and sidewalk plan to create a network that links major open spaces, parks, public facilities, and neighborhoods in the Township and beyond. This Plan supports the Kennett Trails Alliance (KTA) initiatives, and advocates linkages and connections to Parks, and Recreational Areas and Open Spaces.
- Survey results indicated residents want the focus of trails and open space to be on their needs as opposed to outsiders or future residents; preserving the rural character, improving the trail network with additional linkages (especially to parks), partnering with other agencies to meet active recreational needs
- Identifies priority areas for open space and trail connections and overlays this with catalyst projects identified in Active Trans. Plan. Priority areas seem to be identified based on input at a public meeting- is this representative of the whole?
- Township's goal- add another 10% of its land area into open space

LONDON GROVE TOWNSHIP

Comprehensive Plan (2011)

- Includes trail system map
- Consider promoting….the creation of a local system of trails
- Encourage priority projects that expand upon the township, as identified in the Trail System Map (p. 3-2-5).
- Work with neighboring municipalities to implement the White Clay Creek Corridor plan (p. 3-2-6).
- Mentions utilizing Octoraro line as a trail if it were no longer in service
- The Township should consider supporting low-cost physical improvements to new roads and roads undergoing upgrading to accommodate bicyclists (p. 3-2-6).

Trail Map (December 2019)

- Shows fairly significant interconnected trail network in southern part of the township (south of West Grove and Avondale)
- Two proposed east-west trails shown north of the US 1 Expressway
- Three crossings of the US 1 Expressway shown: one underneath @ stream crossing west of Guernsey Rd., one underneath @ Guernsey Rd., and underneath @ Glen Willow Rd.

LOWER OXFORD TOWNSHIP

Oxford Regional Comprehensive Plan (2012)

See Multi-Municipal section

NEW GARDEN TOWNSHIP

Trail Prioritization Plan (2019)

2008 Greenways Plan identified over 20 potential new trails. Prioritization plan used analysis and public input to prioritize three of them. The three priorities that emerged were:

- Central East Homeowners Association (HOAK) trail connections to The Land Conservancy for Southern Chester County (TLC) lands and Kennett Township;
- St. Anthonys/Township/Schools (STATS) trail system; and
- White Clay Creek trail system

Trail Plan for Phelps property

- Makes recommendations for greenways and trail network in Phelps property. These recommendations are incorporated into the 2018 Comprehensive Plan.

Comprehensive Plan (2018)

- Includes conceptual greenways corridors map- from 2009 Greenways plan
- Recommends creating a Village Residential district in Toughkenamon that would have sidewalks and trail connections
- Recommends provision of sidewalks and bike routes along Route 41 (not in all places) in accordance with the Greenways and Trails Plan

Official Map (2019)

- Shows existing trails and sidewalks, as well as proposed trail easements
- Proposed trail easements are opposite Newark Rd. from the Airport and in Landenberg to connect/extend the existing hiking trails

OXFORD BOROUGH

Oxford Regional Comprehensive Plan (2012)

See Multi-Municipal section

Urban Centers Revitalization Plan

- Reviewed, nothing relevant

PENN TOWNSHIP

Comprehensive Plan (2013)

- Continue efforts to expand sidewalks within the Jennersville village area and along Baltimore Pike, and require sidewalks in new developments within this area.

Multimodal Connectivity Feasibility Study, Village of Jennersville (2015)

- Add bicycle lanes to Baltimore Pike corridor and Route 796
- Explore potential sidewalk connections around the Baltimore Pike/796 intersection.
- Pedestrian improvements at Baltimore Pike/ Jenner's Pond Road, Baltimore Pike/Lewis Road.
- Develop trail from Jenner's Pond to the former Lewis Road

PENNSBURY TOWNSHIP

Comprehensive Plan (2011)

- Extend or install sidewalks, paths, trails, and bike lanes in appropriate areas as opportunities arise.
- Explore the creation of bicycle friendly roads.
- Trail map shows existing and proposed trails, including one that would provide a N-S connection between the Brandywine Trail and Hillendale Rd. through the township

Route 1 Corridor Improvement Plan (2000)

- Sidewalks are recommended within the commercial core area on both the north and south sides of US 1. The sidewalks should extend to the rear property lines of these parcels to provide for opportunities for pedestrian circulation between these commercial areas

UPPER OXFORD TOWNSHIP

Oxford Regional Comprehensive Plan (2012)

See Multi-Municipal section

WEST GROVE

Comprehensive Plan (2003)

- The Borough should work with the County to implement a regional bikeway and trail system for recreation and commuting purposes.
- Coordinate with the Kennett Area Region and the County in initiating the County-wide Bicycle Circulation Plan.

Revitalization Plan (2003)

- Borough-wide Revitalization. Elements of the development vision include: Investment in enhanced linkages between the borough and the Downtown, including an improved sidewalk system and other pedestrian trails.
- Includes a map with existing and proposed sidewalks, as well as one proposed (short) trail

WEST NOTTINGHAM

Comprehensive Plan (2006)

- Explore the creation of hiking, bicycling and/or equestrian trails along scenic routes to link recreational and conservation areas within the Township.
- Objective 6: Link land development purposes with transportation needs of all Township residents, particularly the pedestrian and bicycling needs of children and the elderly.
- Investigate the use of utility rights-of-way to develop a recreational trail system.
- Investigate the use of easements along scenic routes, through floodplains, or in woodlands to create a trail system enforcing the conservation of scenic rural landscapes.
- Includes a Transportation Plan map that shows a potential trail to Nottingham County Park and Octorara Creek

Nottingham Village Circulation, Streets, and Identity Composite Map (2007)

- Shows trail connecting the Village to Nottingham Park along 272 and then through Kimble Farm
- Potential trails along Stoney Lane, Old Baltimore Pike, Herr Drive, 272, and Park Rd.

CHADDS FORD TOWNSHIP

Village of Chadds Ford Master Plan (2015)

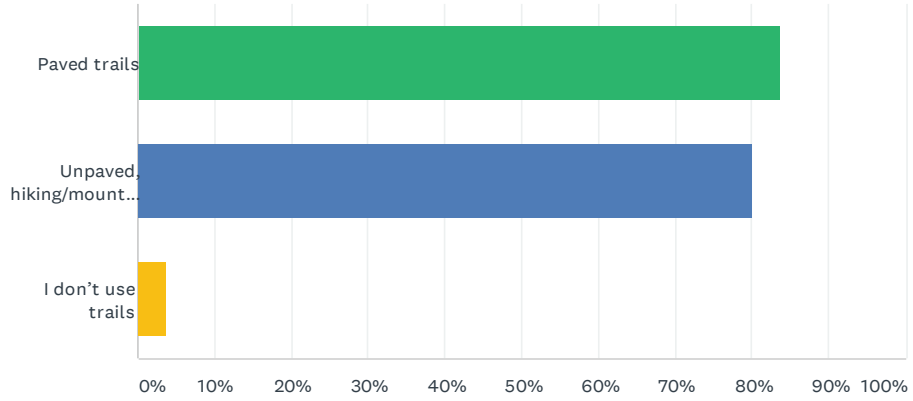
- Reduce lane widths on US 1/Baltimore Pike from 14' to 11'
- Multi-use trail on south side of US 1/Baltimore Pike from Ring Rd. to S. Creek Rd.
- 5' walkway on south side of US 1/Baltimore Pike from Ring Rd. to Station Way Rd.
- Bridge over Brandywine Creek - shift and narrow travel lanes, creating a 10' wide lane on S. side of bridge, separated from traffic by a masonry wall
- Walkway/trail on S. side of US 1/Baltimore Pike to the intersection of Fairville Rd.

Appendix B: Public Survey Results

Southern Chester County Circuit Trail Feasibility Study

Q1 What type of trail(s) do you use? (select all that apply)

Answered: 1,220 Skipped: 0

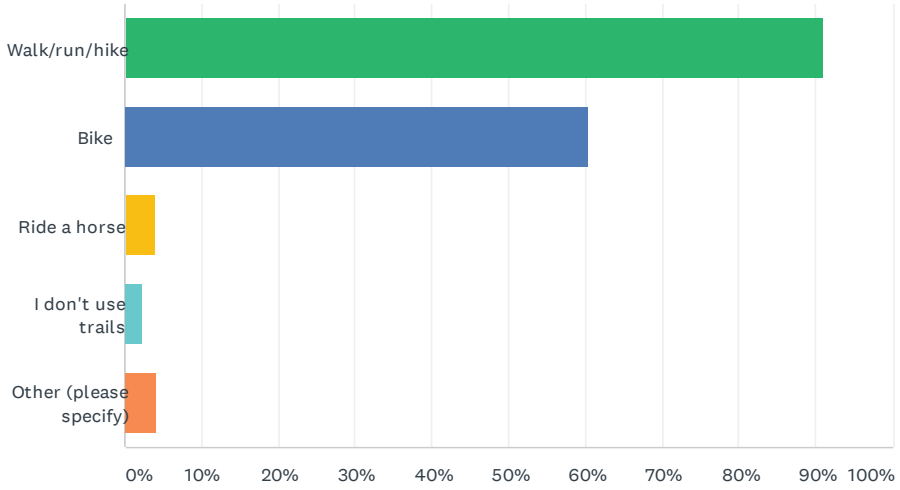


ANSWER CHOICES	RESPONSES	
Paved trails	83.77%	1,022
Unpaved, hiking/mountain bike/equestrian trails	80.08%	977
I don't use trails	3.77%	46
Total Respondents: 1,220		

Southern Chester County Circuit Trail Feasibility Study

Q2 When you use trails, do you (select all that apply):

Answered: 1,218 Skipped: 2



ANSWER CHOICES	RESPONSES	
Walk/run/hike	90.97%	1,108
Bike	60.43%	736
Ride a horse	3.94%	48
I don't use trails	2.22%	27
Other (please specify)	4.27%	52
Total Respondents: 1,218		

#	OTHER (PLEASE SPECIFY)	DATE
1	rollerblade	7/18/2020 8:55 AM

Southern Chester County Circuit Trail Feasibility Study

2	With may toddler in her stroller	7/17/2020 2:02 PM
3	inline skate	7/10/2020 6:01 PM
4	XC Ski, Skate	7/10/2020 3:28 PM
5	Stroller, scooter...	7/10/2020 9:39 AM
6	Walk/run/hike with dogs, scooter with dogs (scooter on unpaved only)	7/10/2020 9:23 AM
7	Think	7/10/2020 7:47 AM
8	push a stroller or wagon for my kids	7/4/2020 3:05 PM
9	dog friendly	6/30/2020 4:01 PM
10	Inline Skate	6/29/2020 5:35 PM
11	Mt bike	6/28/2020 5:50 PM
12	Push a stroller	6/27/2020 11:45 AM
13	ATV	6/27/2020 9:43 AM
14	Roller blade	6/26/2020 9:25 PM
15	none	6/25/2020 9:21 AM
16	Walk dogs	6/23/2020 9:22 AM
17	walk a dog	6/22/2020 3:12 PM
18	Trikke (http://www.trikke.com/fitness/)	6/22/2020 12:55 PM
19	dog walk, bird	6/22/2020 12:41 PM
20	walk dog	5/16/2020 1:21 PM
21	Dog walking	5/15/2020 10:00 PM
22	access fishing areas	5/14/2020 3:01 PM
23	Walk the dog	5/14/2020 2:14 PM
24	In our family we have both able hikers and disabled and elderly trail users	5/14/2020 2:13 PM
25	Walk my son in a stroller	5/14/2020 6:33 AM
26	Stroller	5/13/2020 1:53 PM
27	NO HORSES ON PEOPLE TRAILS	5/13/2020 1:34 PM
28	Push stroller	5/13/2020 1:03 PM
29	Cross Country ski	5/13/2020 11:06 AM

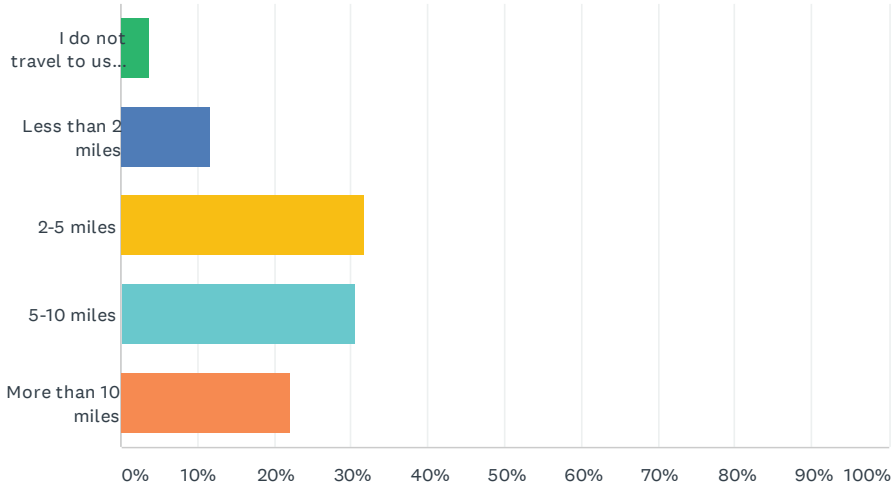
Southern Chester County Circuit Trail Feasibility Study

30	Walk dog	5/12/2020 2:08 PM
31	Usually a road bike	4/28/2020 9:09 AM
32	wheelchair	4/21/2020 7:39 PM
33	Walk the dog	4/1/2020 3:24 PM
34	I also sometimes need to use a wheelchair	3/28/2020 12:38 PM
35	Hike with dogs as well.	3/28/2020 11:09 AM
36	XC Ski and skate	3/28/2020 11:01 AM
37	Push strollers	3/13/2020 9:17 PM
38	NO HORSES	3/13/2020 11:33 AM
39	Walk a dog on leash	3/13/2020 10:21 AM
40	PWalking/running with a jogging stroller	3/12/2020 7:41 PM
41	walk dog	3/12/2020 5:47 PM
42	Dog Walk	3/12/2020 5:28 PM
43	Physical leg limitations.	3/12/2020 3:56 PM
44	Use strollers and kids bikes	3/12/2020 2:22 PM
45	Backpacking	3/11/2020 8:31 PM
46	Dirtbike / like harsh treading	3/11/2020 12:07 PM
47	For ATV/UTV off - road riding	3/10/2020 10:04 PM
48	Do not use them	3/10/2020 10:03 PM
49	Walk my dog	3/10/2020 9:36 PM
50	"Small Wheels" (Trikke, in-line skates). Also consider baby carriages/strollers.	3/10/2020 4:21 PM
51	Dog walking	3/10/2020 2:07 PM
52	Trikke	3/7/2020 8:37 AM

Southern Chester County Circuit Trail Feasibility Study

Q3 How far do you typically travel to use trails?

Answered: 1,215 Skipped: 5

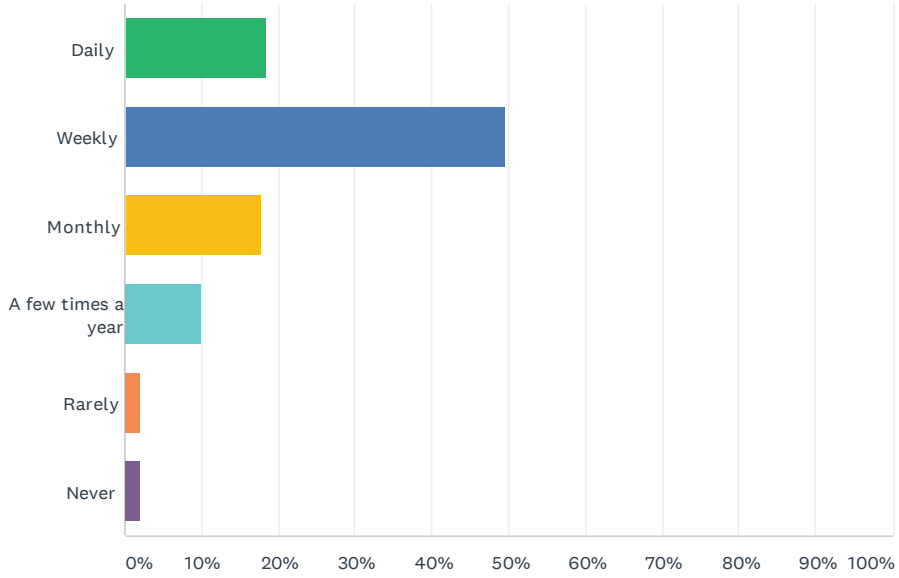


ANSWER CHOICES	RESPONSES	
I do not travel to use trails.	3.79%	46
Less than 2 miles	11.77%	143
2-5 miles	31.85%	387
5-10 miles	30.45%	370
More than 10 miles	22.14%	269
TOTAL		1,215

Southern Chester County Circuit Trail Feasibility Study

Q4 How often do you use trails?

Answered: 1,218 Skipped: 2



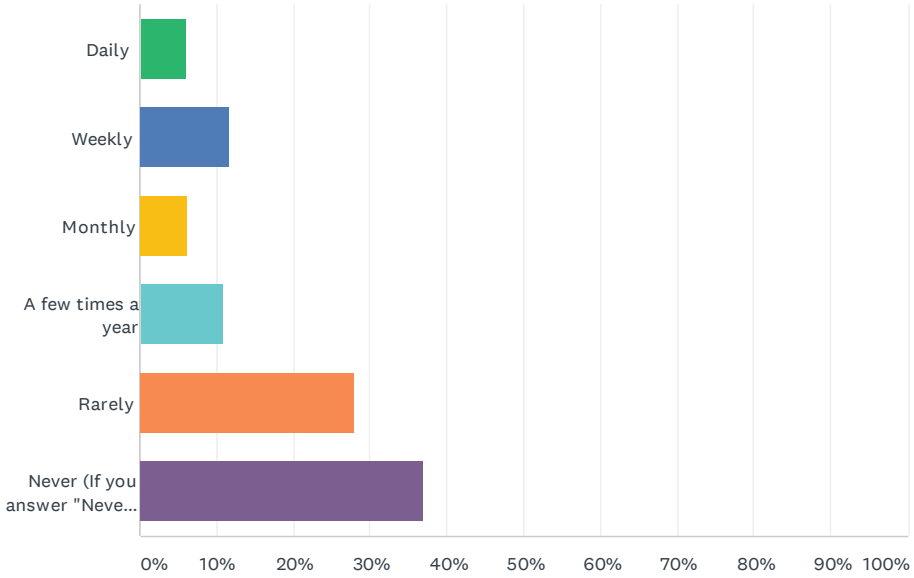
Southern Chester County Circuit Trail Feasibility Study

ANSWER CHOICES	RESPONSES	
Daily	18.39%	224
Weekly	49.59%	604
Monthly	17.82%	217
A few times a year	10.02%	122
Rarely	2.05%	25
Never	2.13%	26
TOTAL		1,218

Southern Chester County Circuit Trail Feasibility Study

Q5 How often do you walk or bicycle for transportation purposes (meaning to run an errand, get to work or school, etc.)?

Answered: 1,217 Skipped: 3



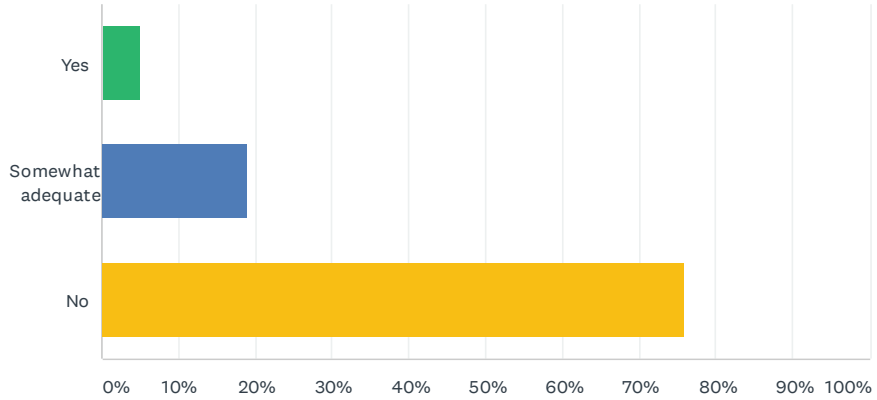
Southern Chester County Circuit Trail Feasibility Study

ANSWER CHOICES	RESPONSES	
Daily	6.16%	75
Weekly	11.75%	143
Monthly	6.24%	76
A few times a year	10.85%	132
Rarely	27.94%	340
Never (If you answer "Never", please skip to question #7)	37.06%	451
TOTAL		1,217

Southern Chester County Circuit Trail Feasibility Study

Q6 If you walk or bicycle for transportation purposes, do you feel the existing facilities (sidewalks, bike lanes, etc.) are adequate?

Answered: 747 Skipped: 473

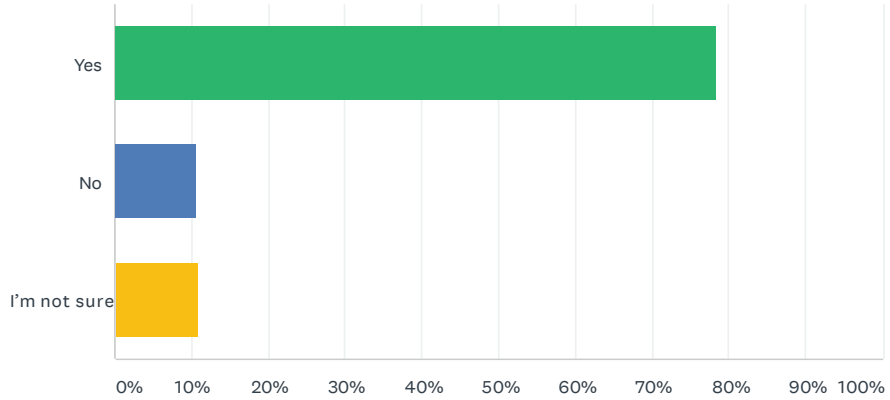


ANSWER CHOICES	RESPONSES	
Yes	5.09%	38
Somewhat adequate	19.01%	142
No	75.90%	567
TOTAL		747

Southern Chester County Circuit Trail Feasibility Study

Q7 If you do NOT currently walk or bicycle for transportation purposes, would you be more likely to if there were safe bicycle/pedestrian infrastructure in place?

Answered: 1,105 Skipped: 115

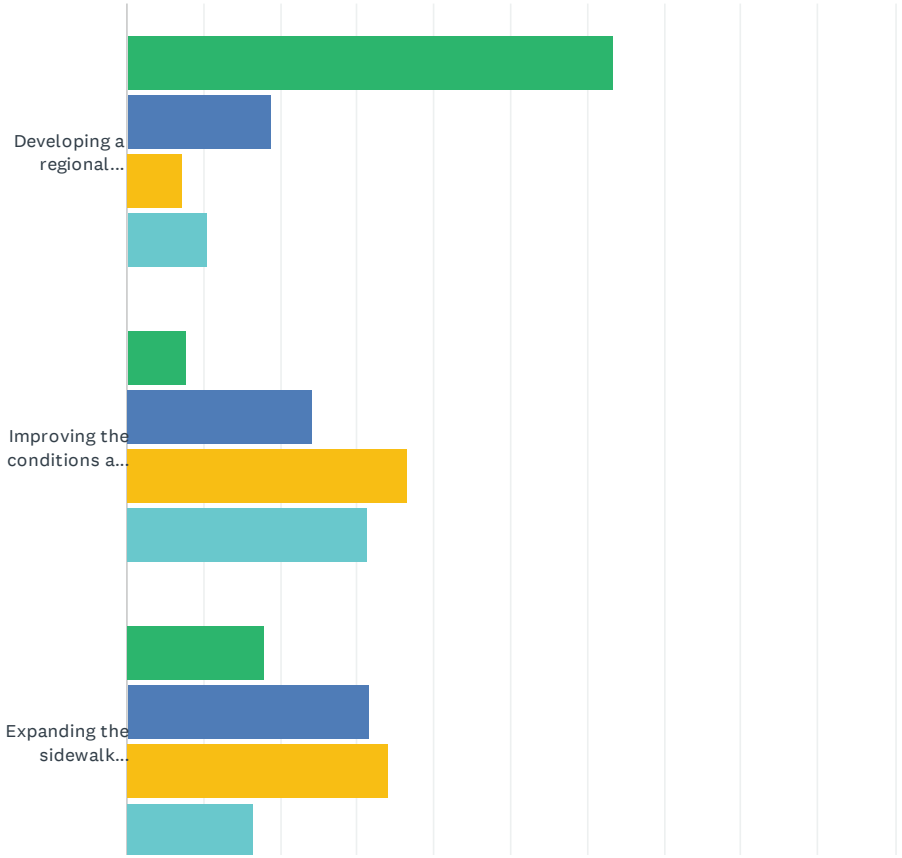


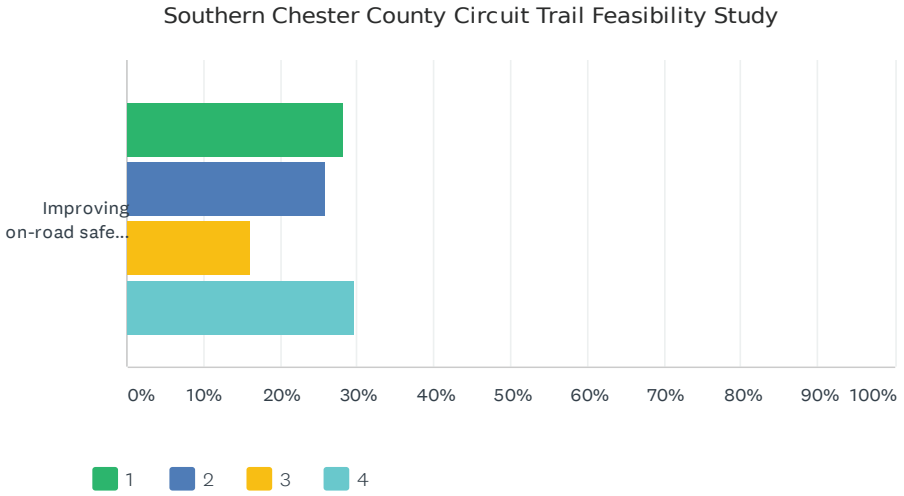
ANSWER CHOICES	RESPONSES	
Yes	78.37%	866
No	10.77%	119
I'm not sure	10.86%	120
TOTAL		1,105

Southern Chester County Circuit Trail Feasibility Study

Q8 Please rank the importance to you and your family of developing or improving the following types of bicycle and pedestrian infrastructure, with 1 being the most important and 4 being the least important:

Answered: 1,214 Skipped: 6



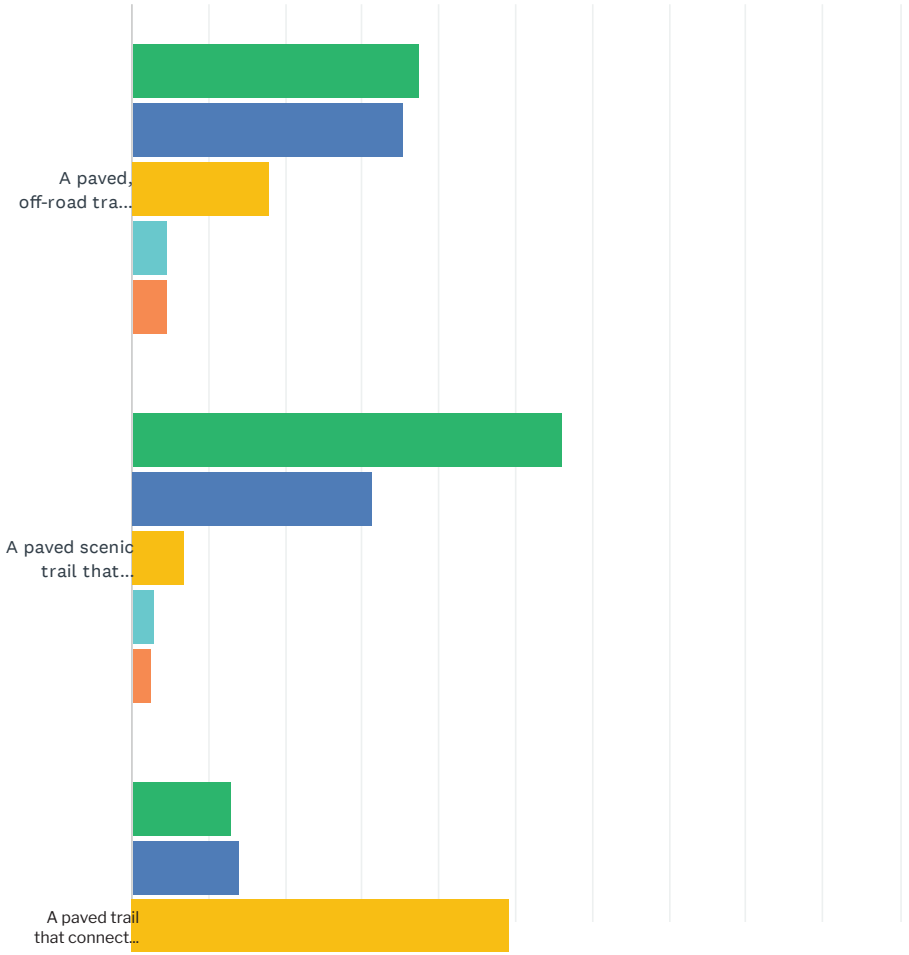


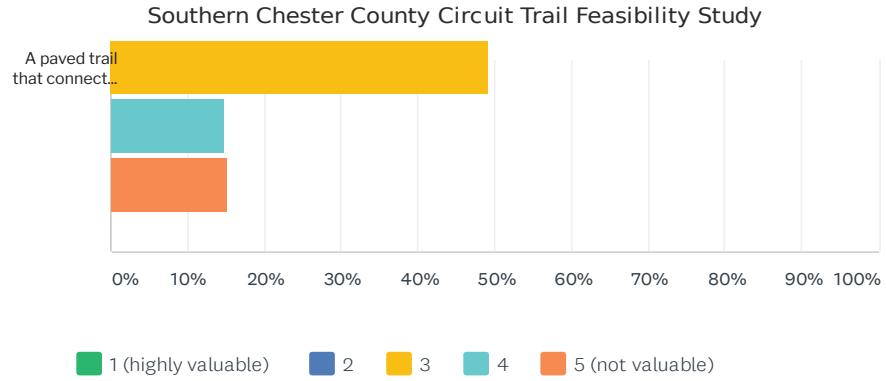
	1	2	3	4	TOTAL	WEIGHTED AVERAGE
Developing a regional multi-use (bicycle, pedestrian, equestrian) trail to which other local trails could connect	63.39% 561	18.87% 167	7.34% 65	10.40% 92	885	1.65
Improving the conditions and continuity of existing sidewalk networks	7.79% 67	24.19% 208	36.63% 315	31.40% 270	860	2.92
Expanding the sidewalk network to connect to more destinations beyond the center of town like grocery stores and major employers.	17.89% 170	31.58% 300	34.00% 323	16.53% 157	950	2.49
Improving on-road safety for bicyclists through widening shoulders, adding new bike lanes or making it safer for cyclists to share the road.	28.31% 325	25.87% 297	16.20% 186	29.62% 340	1,148	2.47

Southern Chester County Circuit Trail Feasibility Study

Q9 On a scale of 1-5 (1 being highly valuable and 5 being not valuable), how valuable to you and your family would each of the following trail types be:

Answered: 1,197 Skipped: 23



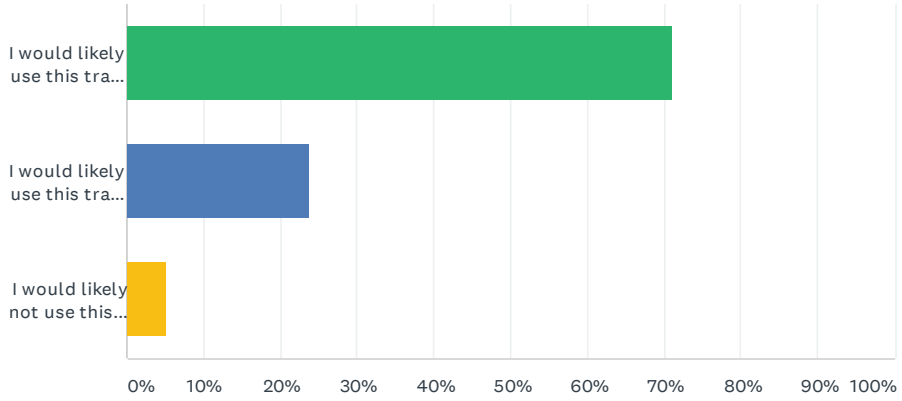


	1 (HIGHLY VALUABLE)	2	3	4	5 (NOT VALUABLE)	TOTAL	WEIGHTED AVERAGE
A paved, off-road trail that parallels a roadway that connects residential developments, community centers, restaurants, stores, and places of employment	37.46% 336	35.34% 317	17.95% 161	4.68% 42	4.57% 41	897	2.04
A paved scenic trail that connects parks and nature preserves	56.13% 577	31.32% 322	7.00% 72	3.02% 31	2.53% 26	1,028	1.64
A paved trail that connects to Philadelphia and beyond	13.07% 140	14.01% 150	42.86% 459	14.85% 159	15.22% 163	1,071	3.05

Southern Chester County Circuit Trail Feasibility Study

Q10 Would you use a trail system that included bike lanes and/or sidewalks as part of the route?

Answered: 1,215 Skipped: 5

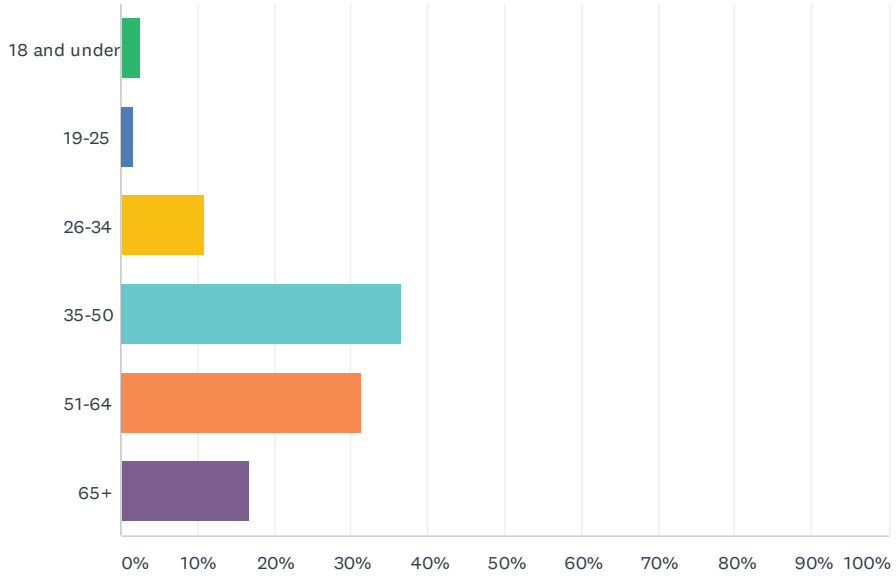


ANSWER CHOICES	RESPONSES	
I would likely use this trail system, including the bike lanes/sidewalks.	71.03%	863
I would likely use this trail system, but only the off-road portions.	23.79%	289
I would likely not use this trail system.	5.19%	63
TOTAL		1,215

Southern Chester County Circuit Trail Feasibility Study

Q11 Please select your age range:

Answered: 1,205 Skipped: 15



Southern Chester County Circuit Trail Feasibility Study

ANSWER CHOICES	RESPONSES	
18 and under	2.57%	31
19-25	1.66%	20
26-34	10.95%	132
35-50	36.68%	442
51-64	31.37%	378
65+	16.76%	202
TOTAL		1,205

Southern Chester County Circuit Trail Feasibility Study

Q12 What is your zip code?

Answered: 1,197 Skipped: 23

#	RESPONSES	DATE
1	19348	8/1/2020 12:35 AM
2	19348	7/30/2020 11:37 AM
3	19348	7/30/2020 9:41 AM
4	19348	7/28/2020 7:40 AM
5	19352	7/28/2020 12:00 AM
6	19348	7/27/2020 3:47 PM
7	19348	7/27/2020 8:49 AM
8	19348	7/27/2020 7:04 AM
9	19348	7/27/2020 12:29 AM
10	19348	7/26/2020 9:03 PM
11	19348	7/26/2020 8:42 PM
12	19317	7/26/2020 8:36 PM
13	19348	7/26/2020 8:05 PM
14	19390	7/26/2020 5:35 PM
15	19348	7/26/2020 5:30 PM
16	19330	7/25/2020 2:02 PM
17	19352	7/24/2020 5:33 PM
18	19348	7/23/2020 4:37 PM
19	19363	7/23/2020 11:38 AM
20	19382	7/23/2020 11:38 AM
21	19382	7/23/2020 11:28 AM
22	19348	7/23/2020 11:20 AM

Southern Chester County Circuit Trail Feasibility Study

23	19352	7/23/2020 11:17 AM
24	19311	7/22/2020 11:37 AM
25	19348	7/22/2020 11:36 AM
26	19061	7/22/2020 9:53 AM
27	19363	7/21/2020 11:46 AM
28	19348	7/21/2020 9:40 AM
29	19311	7/21/2020 9:39 AM
30	19438	7/21/2020 9:36 AM
31	19348	7/21/2020 9:33 AM
32	19348	7/21/2020 8:11 AM
33	19363	7/20/2020 4:30 PM
34	19390	7/20/2020 3:20 PM
35	19390	7/20/2020 2:38 PM
36	19713	7/20/2020 10:45 AM
37	19348	7/20/2020 9:29 AM
38	19348	7/19/2020 10:38 PM
39	19348	7/19/2020 4:39 PM
40	19103	7/19/2020 4:18 PM
41	19363	7/19/2020 10:57 AM
42	19317	7/19/2020 7:50 AM
43	19317	7/18/2020 11:08 PM
44	19348	7/18/2020 8:17 PM
45	19350	7/18/2020 7:13 PM
46	19311	7/18/2020 5:52 PM
47	19352	7/18/2020 4:28 PM
48	19348	7/18/2020 3:36 PM
49	19390	7/18/2020 1:08 PM
50	19352	7/18/2020 12:15 PM

Southern Chester County Circuit Trail Feasibility Study

51	19363	7/18/2020 12:09 PM
52	19348	7/18/2020 9:43 AM
53	19320-4174	7/18/2020 9:31 AM
54	19348	7/18/2020 9:23 AM
55	19390	7/18/2020 8:57 AM
56	19350	7/18/2020 8:56 AM
57	19390	7/18/2020 8:53 AM
58	19348	7/18/2020 8:40 AM
59	19348	7/18/2020 8:37 AM
60	19350	7/18/2020 8:31 AM
61	19311	7/18/2020 7:52 AM
62	19352	7/18/2020 7:52 AM
63	19348	7/18/2020 7:40 AM
64	19390	7/18/2020 7:35 AM
65	19382	7/18/2020 7:29 AM
66	19363	7/18/2020 7:18 AM
67	19348	7/18/2020 7:08 AM
68	19301	7/17/2020 2:02 PM
69	19363	7/17/2020 1:07 PM
70	19363	7/17/2020 12:53 PM
71	19311	7/17/2020 8:37 AM
72	19317	7/16/2020 9:39 PM
73	19390	7/16/2020 6:20 PM
74	19335	7/16/2020 3:36 PM
75	19363	7/16/2020 11:59 AM
76	19348	7/16/2020 8:46 AM
77	19348	7/16/2020 8:38 AM
78	19348	7/15/2020 11:35 PM

Southern Chester County Circuit Trail Feasibility Study

79	19348	7/15/2020 2:37 PM
80	19363	7/15/2020 11:37 AM
81	19320	7/15/2020 11:09 AM
82	19333	7/15/2020 2:05 AM
83	19317	7/14/2020 9:08 PM
84	19363	7/14/2020 7:56 PM
85	19363	7/14/2020 7:45 PM
86	19390	7/14/2020 7:19 PM
87	19426	7/14/2020 7:09 PM
88	19317	7/14/2020 5:51 PM
89	19348	7/14/2020 5:36 PM
90	19348	7/14/2020 4:48 PM
91	19702	7/14/2020 11:15 AM
92	19390	7/14/2020 8:33 AM
93	19348	7/14/2020 8:20 AM
94	19382	7/14/2020 8:13 AM
95	19348	7/14/2020 7:52 AM
96	19317	7/14/2020 7:02 AM
97	19348	7/13/2020 10:11 PM
98	19348	7/13/2020 10:06 PM
99	19317	7/13/2020 8:34 PM
100	19348	7/13/2020 8:18 PM
101	19317	7/13/2020 6:15 PM
102	19317	7/13/2020 6:02 PM
103	19348	7/13/2020 5:36 PM
104	19317	7/13/2020 5:35 PM
105	19465	7/13/2020 1:16 PM
106	19468	7/13/2020 10:56 AM

Southern Chester County Circuit Trail Feasibility Study

107	19352	7/13/2020 9:15 AM
108	19382	7/13/2020 9:01 AM
109	19380	7/13/2020 8:41 AM
110	19350	7/13/2020 8:10 AM
111	19390	7/13/2020 7:49 AM
112	19335	7/13/2020 7:47 AM
113	19348	7/13/2020 5:56 AM
114	19382	7/12/2020 5:24 PM
115	19382	7/12/2020 1:28 PM
116	19711	7/12/2020 1:04 PM
117	19311	7/12/2020 10:00 AM
118	19380	7/12/2020 7:30 AM
119	19360	7/12/2020 7:20 AM
120	19380	7/11/2020 6:44 PM
121	19348	7/11/2020 5:33 PM
122	19390	7/11/2020 12:52 PM
123	19352	7/11/2020 12:22 PM
124	19311	7/11/2020 12:08 PM
125	19073	7/11/2020 12:05 PM
126	19352	7/11/2020 12:00 PM
127	19341	7/11/2020 12:00 PM
128	19348	7/11/2020 11:22 AM
129	19341	7/11/2020 9:23 AM
130	19350	7/11/2020 9:21 AM
131	19348	7/11/2020 8:40 AM
132	19311	7/11/2020 8:01 AM
133	19382	7/11/2020 5:44 AM
134	19348	7/11/2020 2:52 AM

Southern Chester County Circuit Trail Feasibility Study

135	19382	7/11/2020 2:27 AM
136	19330	7/11/2020 12:14 AM
137	19317	7/10/2020 11:58 PM
138	19380	7/10/2020 11:41 PM
139	19390	7/10/2020 7:48 PM
140	19320	7/10/2020 7:12 PM
141	19355	7/10/2020 7:06 PM
142	19317	7/10/2020 6:02 PM
143	19355	7/10/2020 5:46 PM
144	19352	7/10/2020 5:35 PM
145	19350	7/10/2020 5:33 PM
146	19352	7/10/2020 5:11 PM
147	19350	7/10/2020 5:09 PM
148	19382	7/10/2020 4:38 PM
149	19362	7/10/2020 3:47 PM
150	19330	7/10/2020 3:29 PM
151	19063	7/10/2020 3:28 PM
152	19352	7/10/2020 2:40 PM
153	19348	7/10/2020 2:36 PM
154	19390	7/10/2020 2:30 PM
155	19335	7/10/2020 2:12 PM
156	19380	7/10/2020 2:04 PM
157	19468	7/10/2020 1:43 PM
158	19335	7/10/2020 1:19 PM
159	19380	7/10/2020 12:54 PM
160	19348	7/10/2020 12:22 PM
161	19317	7/10/2020 11:46 AM
162	19317	7/10/2020 11:29 AM

Southern Chester County Circuit Trail Feasibility Study

163	19390	7/10/2020 10:41 AM
164	19460	7/10/2020 9:57 AM
165	19348	7/10/2020 9:40 AM
166	19343	7/10/2020 9:23 AM
167	19382	7/10/2020 8:46 AM
168	19348	7/10/2020 8:39 AM
169	19382	7/10/2020 8:14 AM
170	19380	7/10/2020 7:48 AM
171	19363	7/10/2020 7:47 AM
172	19317	7/10/2020 7:24 AM
173	19317	7/10/2020 6:46 AM
174	19390	7/10/2020 12:45 AM
175	19363	7/10/2020 12:12 AM
176	19382	7/9/2020 10:19 PM
177	19380	7/9/2020 8:58 PM
178	19390	7/9/2020 8:35 PM
179	19380	7/9/2020 7:28 PM
180	19311	7/9/2020 7:16 PM
181	19373	7/9/2020 6:18 PM
182	19380	7/9/2020 5:22 PM
183	19382	7/9/2020 3:56 PM
184	19363	7/9/2020 3:46 PM
185	19335	7/9/2020 3:25 PM
186	19363	7/9/2020 3:20 PM
187	19317	7/9/2020 3:08 PM
188	19382	7/9/2020 2:50 PM
189	19073	7/9/2020 2:08 PM
190	19355	7/9/2020 1:58 PM

Southern Chester County Circuit Trail Feasibility Study

191	19441	7/9/2020 1:50 PM
192	19352	7/9/2020 12:12 PM
193	19318	7/9/2020 11:49 AM
194	19343	7/9/2020 10:23 AM
195	19348	7/9/2020 10:09 AM
196	19341	7/9/2020 9:54 AM
197	19348	7/8/2020 10:42 PM
198	19363	7/8/2020 4:16 PM
199	19363	7/8/2020 3:37 PM
200	19390	7/8/2020 2:22 PM
201	19317	7/8/2020 12:19 PM
202	19348	7/8/2020 10:14 AM
203	19348	7/8/2020 9:18 AM
204	19348	7/8/2020 8:05 AM
205	19348	7/8/2020 4:31 AM
206	19311	7/7/2020 11:09 PM
207	19330	7/7/2020 10:51 PM
208	19348	7/7/2020 10:41 PM
209	19350	7/7/2020 10:32 PM
210	19348	7/7/2020 9:32 PM
211	19348	7/7/2020 9:22 PM
212	19348	7/7/2020 9:05 PM
213	19348	7/7/2020 8:27 PM
214	19348	7/7/2020 8:12 PM
215	19317	7/7/2020 7:46 PM
216	19348	7/7/2020 6:12 PM
217	19390	7/7/2020 3:22 PM
218	19390	7/7/2020 11:52 AM

Southern Chester County Circuit Trail Feasibility Study

219	19348	7/7/2020 11:49 AM
220	19382	7/7/2020 11:20 AM
221	19348	7/7/2020 11:10 AM
222	19348	7/7/2020 11:03 AM
223	19348	7/7/2020 11:02 AM
224	19312	7/7/2020 10:57 AM
225	19320	7/7/2020 10:03 AM
226	19002	7/7/2020 4:00 AM
227	19374	7/6/2020 10:54 PM
228	19406	7/6/2020 5:29 PM
229	19311	7/6/2020 3:24 PM
230	19442	7/6/2020 3:18 PM
231	19348	7/6/2020 3:11 PM
232	19355	7/6/2020 2:39 PM
233	19363	7/6/2020 2:07 PM
234	19348	7/6/2020 2:01 PM
235	19363	7/6/2020 1:09 PM
236	19363	7/6/2020 12:58 PM
237	19348	7/6/2020 12:47 PM
238	19348	7/6/2020 12:45 PM
239	19355	7/6/2020 12:44 PM
240	19335	7/6/2020 12:26 PM
241	19311	7/6/2020 11:47 AM
242	19335	7/6/2020 11:33 AM
243	19330	7/6/2020 11:25 AM
244	19348	7/6/2020 11:19 AM
245	19363	7/6/2020 10:42 AM
246	19350	7/6/2020 8:04 AM

Southern Chester County Circuit Trail Feasibility Study

247	19460	7/6/2020 7:37 AM
248	19348	7/5/2020 12:09 PM
249	19350	7/5/2020 8:22 AM
250	19348	7/4/2020 10:41 PM
251	19382	7/4/2020 8:22 PM
252	19348	7/4/2020 6:11 PM
253	19311	7/4/2020 5:27 PM
254	19348	7/4/2020 3:17 PM
255	19348	7/4/2020 3:06 PM
256	19348	7/4/2020 10:48 AM
257	19348	7/4/2020 10:12 AM
258	19348	7/4/2020 9:13 AM
259	19348	7/4/2020 8:39 AM
260	19348	7/4/2020 8:38 AM
261	19311	7/4/2020 8:01 AM
262	19390	7/4/2020 6:23 AM
263	19348	7/4/2020 4:41 AM
264	19311	7/3/2020 9:36 PM
265	19348	7/3/2020 9:27 PM
266	19352	7/3/2020 6:23 PM
267	19363	7/2/2020 7:29 PM
268	19390	7/2/2020 6:41 PM
269	19363	7/2/2020 1:46 PM
270	19363	7/2/2020 12:31 PM
271	19363	7/2/2020 12:10 PM
272	19390	7/2/2020 10:35 AM
273	19352	7/2/2020 9:38 AM
274	19352	7/2/2020 9:30 AM

Southern Chester County Circuit Trail Feasibility Study

275	19348	7/1/2020 1:54 PM
276	19311	7/1/2020 1:43 PM
277	19348	7/1/2020 1:15 PM
278	19350	7/1/2020 12:01 PM
279	19390	7/1/2020 8:02 AM
280	19350	7/1/2020 7:45 AM
281	19363	7/1/2020 3:58 AM
282	19311	6/30/2020 10:07 PM
283	19350	6/30/2020 6:51 PM
284	19350	6/30/2020 6:13 PM
285	19380	6/30/2020 4:01 PM
286	19350	6/30/2020 3:07 PM
287	19348	6/30/2020 2:54 PM
288	19317	6/30/2020 2:05 PM
289	19363	6/30/2020 1:38 PM
290	19348	6/30/2020 11:01 AM
291	19382	6/30/2020 8:39 AM
292	19311	6/29/2020 5:35 PM
293	19317	6/29/2020 4:40 PM
294	19348	6/29/2020 7:15 AM
295	19348	6/28/2020 9:24 PM
296	19380	6/28/2020 5:50 PM
297	19380	6/28/2020 5:03 PM
298	19383	6/28/2020 4:48 PM
299	19348	6/28/2020 3:18 PM
300	19348	6/27/2020 10:57 PM
301	19348	6/27/2020 10:57 PM
302	19335	6/27/2020 5:29 PM

Southern Chester County Circuit Trail Feasibility Study

303	19348	6/27/2020 11:45 AM
304	19348	6/27/2020 11:04 AM
305	19311	6/27/2020 10:36 AM
306	19348	6/27/2020 9:45 AM
307	19311	6/27/2020 9:43 AM
308	19348	6/27/2020 9:42 AM
309	19311	6/27/2020 9:27 AM
310	19341	6/27/2020 9:20 AM
311	19348	6/27/2020 8:54 AM
312	19311	6/27/2020 8:30 AM
313	19465	6/27/2020 8:03 AM
314	19382	6/27/2020 7:53 AM
315	19350	6/27/2020 7:17 AM
316	19382	6/26/2020 9:26 PM
317	19330	6/26/2020 7:58 PM
318	19535	6/26/2020 2:07 PM
319	19320	6/26/2020 1:44 PM
320	19362	6/26/2020 1:19 PM
321	19348	6/26/2020 11:28 AM
322	19363	6/26/2020 11:22 AM
323	19335	6/26/2020 8:50 AM
324	19390	6/25/2020 4:21 PM
325	19350	6/25/2020 4:16 PM
326	19352	6/25/2020 4:14 PM
327	19350	6/25/2020 4:14 PM
328	19390	6/25/2020 4:12 PM
329	19352	6/25/2020 4:10 PM
330	19352	6/25/2020 4:08 PM

Southern Chester County Circuit Trail Feasibility Study

331	19330	6/25/2020 4:06 PM
332	19350	6/25/2020 4:04 PM
333	19390	6/25/2020 4:01 PM
334	19390	6/25/2020 3:59 PM
335	19390	6/25/2020 3:55 PM
336	19352	6/25/2020 2:21 PM
337	19317	6/25/2020 2:10 PM
338	19311	6/25/2020 1:55 PM
339	19350	6/25/2020 9:27 AM
340	19352	6/25/2020 9:26 AM
341	19352	6/25/2020 9:24 AM
342	19390	6/25/2020 9:23 AM
343	19352	6/25/2020 9:22 AM
344	19390	6/25/2020 9:20 AM
345	19390	6/25/2020 9:18 AM
346	19390	6/25/2020 9:16 AM
347	19352	6/25/2020 9:14 AM
348	19350	6/25/2020 9:11 AM
349	19352	6/25/2020 9:09 AM
350	19363	6/24/2020 2:17 PM
351	19350	6/24/2020 1:57 PM
352	19311	6/24/2020 12:37 PM
353	19311	6/24/2020 12:23 PM
354	19363	6/24/2020 8:24 AM
355	19390	6/24/2020 7:39 AM
356	19363	6/23/2020 9:43 PM
357	19363	6/23/2020 7:10 PM
358	19350	6/23/2020 4:37 PM

Southern Chester County Circuit Trail Feasibility Study

359	19350	6/23/2020 3:35 PM
360	19363	6/23/2020 2:29 PM
361	19063	6/23/2020 2:24 PM
362	19311	6/23/2020 11:46 AM
363	19363	6/23/2020 11:16 AM
364	19350	6/23/2020 11:12 AM
365	19348	6/23/2020 9:32 AM
366	19382	6/23/2020 9:32 AM
367	19317	6/23/2020 9:22 AM
368	19311	6/23/2020 8:29 AM
369	19350	6/23/2020 8:05 AM
370	19331	6/23/2020 7:54 AM
371	19348	6/23/2020 6:56 AM
372	19311	6/23/2020 6:52 AM
373	19350	6/23/2020 6:15 AM
374	19375	6/23/2020 5:40 AM
375	19311	6/22/2020 11:25 PM
376	19348	6/22/2020 11:00 PM
377	19348	6/22/2020 10:34 PM
378	19350	6/22/2020 10:25 PM
379	19311	6/22/2020 9:34 PM
380	19350	6/22/2020 9:20 PM
381	19311	6/22/2020 9:00 PM
382	19311	6/22/2020 8:17 PM
383	19311	6/22/2020 7:37 PM
384	19350	6/22/2020 7:14 PM
385	19350	6/22/2020 7:02 PM
386	19382	6/22/2020 5:59 PM

Southern Chester County Circuit Trail Feasibility Study

387	19311	6/22/2020 5:59 PM
388	21921	6/22/2020 5:42 PM
389	19311	6/22/2020 5:34 PM
390	19374	6/22/2020 5:30 PM
391	19350	6/22/2020 4:42 PM
392	19348	6/22/2020 4:38 PM
393	10375	6/22/2020 4:35 PM
394	19350	6/22/2020 4:25 PM
395	19350	6/22/2020 4:19 PM
396	19348	6/22/2020 4:14 PM
397	19350	6/22/2020 4:02 PM
398	19350	6/22/2020 3:53 PM
399	19350	6/22/2020 3:51 PM
400	19348	6/22/2020 3:29 PM
401	19311	6/22/2020 3:12 PM
402	19311	6/22/2020 3:11 PM
403	19374	6/22/2020 2:56 PM
404	19311	6/22/2020 2:56 PM
405	19808	6/22/2020 2:42 PM
406	19650	6/22/2020 2:38 PM
407	19350	6/22/2020 2:30 PM
408	19350	6/22/2020 2:23 PM
409	19350	6/22/2020 2:19 PM
410	19311	6/22/2020 2:08 PM
411	19348	6/22/2020 2:07 PM
412	19350	6/22/2020 1:52 PM
413	19311	6/22/2020 1:50 PM
414	19330	6/22/2020 1:43 PM

Southern Chester County Circuit Trail Feasibility Study

415	19350		6/22/2020 1:26 PM
416	19350		6/22/2020 1:17 PM
417	19311		6/22/2020 1:12 PM
418	19363		6/22/2020 1:10 PM
419	19348		6/22/2020 1:09 PM
420	19312		6/22/2020 1:00 PM
421	19350		6/22/2020 12:58 PM
422	19350		6/22/2020 12:55 PM
423	19348		6/22/2020 12:53 PM
424	19311		6/22/2020 12:50 PM
425	19374		6/22/2020 12:46 PM
426	19348		6/22/2020 12:45 PM
427	19350		6/22/2020 12:43 PM
428	19348		6/22/2020 12:42 PM
429	19350		6/22/2020 12:41 PM
430	19350		6/22/2020 12:37 PM
431	19350		6/22/2020 12:27 PM
432	19348		6/22/2020 12:19 PM
433	19348		6/22/2020 11:45 AM
434	19348		6/22/2020 11:37 AM
435	19348		6/22/2020 11:30 AM
436	19348		6/22/2020 11:21 AM
437	19348		6/19/2020 8:51 PM
438	19363		6/8/2020 12:12 PM
439	19311		5/26/2020 8:16 PM
440	19348		5/26/2020 7:58 AM
441	19335	Un sendero pavimentado...	5/22/2020 9:11 AM
442	19352		5/21/2020 1:30 PM

Southern Chester County Circuit Trail Feasibility Study

443	19382	5/21/2020 12:14 AM
444	19317	5/20/2020 2:57 PM
445	19348	5/20/2020 2:27 PM
446	19390	5/20/2020 1:11 PM
447	19390	5/20/2020 10:13 AM
448	19348	5/20/2020 8:47 AM
449	19348	5/20/2020 8:21 AM
450	19363	5/19/2020 11:58 AM
451	19348	5/19/2020 8:44 AM
452	19348	5/19/2020 7:58 AM
453	19363	5/18/2020 9:26 PM
454	19382	5/18/2020 8:14 PM
455	19348	5/16/2020 5:55 PM
456	19390	5/16/2020 1:22 PM
457	19311	5/16/2020 12:16 PM
458	19380	5/15/2020 10:17 PM
459	19348	5/15/2020 10:01 PM
460	19348	5/15/2020 10:00 PM
461	19317	5/15/2020 3:48 PM
462	19317	5/15/2020 1:18 PM
463	19330	5/15/2020 10:26 AM
464	19348	5/15/2020 9:55 AM
465	19348	5/15/2020 8:43 AM
466	19317	5/15/2020 8:02 AM
467	19348	5/15/2020 7:20 AM
468	19317	5/15/2020 7:08 AM
469	19352	5/15/2020 6:14 AM
470	19380	5/15/2020 1:17 AM

Southern Chester County Circuit Trail Feasibility Study

471	19352	5/14/2020 11:00 PM
472	19348	5/14/2020 10:37 PM
473	19343	5/14/2020 9:34 PM
474	19390	5/14/2020 9:19 PM
475	19348	5/14/2020 9:15 PM
476	19348	5/14/2020 9:01 PM
477	19350	5/14/2020 8:59 PM
478	19352	5/14/2020 8:51 PM
479	19317	5/14/2020 8:18 PM
480	19317	5/14/2020 8:08 PM
481	19348	5/14/2020 7:55 PM
482	19352	5/14/2020 7:44 PM
483	19348	5/14/2020 7:11 PM
484	19348	5/14/2020 7:09 PM
485	19360	5/14/2020 6:16 PM
486	19348	5/14/2020 5:46 PM
487	19380	5/14/2020 5:12 PM
488	19363	5/14/2020 4:57 PM
489	19348	5/14/2020 4:21 PM
490	19348	5/14/2020 4:18 PM
491	19348	5/14/2020 4:16 PM
492	19348	5/14/2020 3:50 PM
493	19317	5/14/2020 3:41 PM
494	19348	5/14/2020 3:40 PM
495	19352	5/14/2020 3:38 PM
496	19317	5/14/2020 3:34 PM
497	19348	5/14/2020 3:28 PM
498	19390	5/14/2020 3:26 PM

Southern Chester County Circuit Trail Feasibility Study

499	19348	5/14/2020 3:14 PM
500	19352	5/14/2020 3:12 PM
501	19348	5/14/2020 3:07 PM
502	19311	5/14/2020 3:02 PM
503	19348	5/14/2020 2:51 PM
504	19348	5/14/2020 2:48 PM
505	19348	5/14/2020 2:42 PM
506	19348	5/14/2020 2:38 PM
507	19348	5/14/2020 2:22 PM
508	19317	5/14/2020 2:15 PM
509	19348	5/14/2020 2:14 PM
510	19348	5/14/2020 2:14 PM
511	19317	5/14/2020 2:13 PM
512	19348	5/14/2020 2:11 PM
513	19348	5/14/2020 2:08 PM
514	19348	5/14/2020 2:07 PM
515	19348	5/14/2020 2:06 PM
516	19352	5/14/2020 1:56 PM
517	19348	5/14/2020 1:56 PM
518	19348	5/14/2020 1:55 PM
519	19380	5/14/2020 1:48 PM
520	19390	5/14/2020 1:16 PM
521	19311	5/14/2020 12:08 PM
522	19390	5/14/2020 12:06 PM
523	19352	5/14/2020 10:59 AM
524	19352	5/14/2020 10:38 AM
525	19390	5/14/2020 10:36 AM
526	19350	5/14/2020 10:02 AM

Southern Chester County Circuit Trail Feasibility Study

527	19373	5/14/2020 9:56 AM
528	19363	5/14/2020 9:45 AM
529	19348	5/14/2020 9:41 AM
530	19352	5/14/2020 9:29 AM
531	19352	5/14/2020 9:24 AM
532	19390	5/14/2020 9:01 AM
533	19348	5/14/2020 8:53 AM
534	08107	5/14/2020 8:51 AM
535	19390	5/14/2020 8:48 AM
536	19348	5/14/2020 8:38 AM
537	19382	5/14/2020 8:31 AM
538	19311	5/14/2020 8:19 AM
539	19350	5/14/2020 8:09 AM
540	19311	5/14/2020 7:44 AM
541	19363	5/14/2020 7:44 AM
542	19348	5/14/2020 7:43 AM
543	19352	5/14/2020 7:38 AM
544	19350	5/14/2020 7:24 AM
545	19348	5/14/2020 7:20 AM
546	19352	5/14/2020 7:13 AM
547	19352	5/14/2020 7:04 AM
548	19330	5/14/2020 7:01 AM
549	19311	5/14/2020 6:59 AM
550	19352	5/14/2020 6:58 AM
551	19348	5/14/2020 6:56 AM
552	19390	5/14/2020 6:53 AM
553	19311	5/14/2020 6:52 AM
554	19352	5/14/2020 6:41 AM

Southern Chester County Circuit Trail Feasibility Study

555	19382	5/14/2020 6:41 AM
556	19350	5/14/2020 6:39 AM
557	19380	5/14/2020 6:39 AM
558	19348	5/14/2020 6:34 AM
559	19390	5/14/2020 6:22 AM
560	19390	5/14/2020 6:21 AM
561	19330	5/14/2020 5:58 AM
562	19300	5/14/2020 4:56 AM
563	19350	5/14/2020 2:14 AM
564	19352	5/14/2020 1:05 AM
565	19380	5/14/2020 1:05 AM
566	19350	5/14/2020 12:22 AM
567	19390	5/14/2020 12:10 AM
568	19390	5/13/2020 11:46 PM
569	19350	5/13/2020 11:37 PM
570	19382	5/13/2020 11:04 PM
571	19311	5/13/2020 11:03 PM
572	19342	5/13/2020 10:57 PM
573	19382	5/13/2020 10:55 PM
574	19362	5/13/2020 10:47 PM
575	19350	5/13/2020 10:33 PM
576	19350	5/13/2020 10:25 PM
577	19352	5/13/2020 10:19 PM
578	19350	5/13/2020 10:19 PM
579	19390	5/13/2020 10:18 PM
580	19350	5/13/2020 10:16 PM
581	19363	5/13/2020 10:14 PM
582	19350	5/13/2020 10:07 PM

Southern Chester County Circuit Trail Feasibility Study

583	19350	5/13/2020 9:47 PM
584	19352	5/13/2020 9:46 PM
585	19352	5/13/2020 9:42 PM
586	19390	5/13/2020 9:40 PM
587	19352	5/13/2020 9:37 PM
588	19390	5/13/2020 9:28 PM
589	19352	5/13/2020 9:27 PM
590	19352	5/13/2020 9:26 PM
591	19352	5/13/2020 9:26 PM
592	19363	5/13/2020 9:20 PM
593	19311	5/13/2020 9:12 PM
594	19352	5/13/2020 8:31 PM
595	19311	5/13/2020 7:37 PM
596	19348	5/13/2020 7:21 PM
597	19317	5/13/2020 7:19 PM
598	19311	5/13/2020 7:19 PM
599	19390	5/13/2020 7:14 PM
600	19330	5/13/2020 7:13 PM
601	19352	5/13/2020 7:09 PM
602	19352	5/13/2020 7:08 PM
603	19363	5/13/2020 6:43 PM
604	19348	5/13/2020 6:42 PM
605	19352	5/13/2020 6:37 PM
606	19352	5/13/2020 6:17 PM
607	19330	5/13/2020 5:58 PM
608	19390	5/13/2020 5:50 PM
609	19330	5/13/2020 5:29 PM
610	19330	5/13/2020 5:29 PM

Southern Chester County Circuit Trail Feasibility Study

611	19348	5/13/2020 5:15 PM
612	19352	5/13/2020 5:14 PM
613	19352	5/13/2020 5:00 PM
614	19350	5/13/2020 4:45 PM
615	19390	5/13/2020 4:43 PM
616	19382	5/13/2020 4:23 PM
617	19348	5/13/2020 4:19 PM
618	19363	5/13/2020 4:12 PM
619	19330	5/13/2020 4:11 PM
620	19352	5/13/2020 4:11 PM
621	19374	5/13/2020 3:57 PM
622	19390	5/13/2020 3:50 PM
623	19348	5/13/2020 3:48 PM
624	19348	5/13/2020 3:38 PM
625	19390	5/13/2020 3:32 PM
626	19348	5/13/2020 3:18 PM
627	19363	5/13/2020 3:18 PM
628	19382	5/13/2020 3:16 PM
629	19390	5/13/2020 3:03 PM
630	19320	5/13/2020 2:48 PM
631	17509	5/13/2020 2:43 PM
632	19352	5/13/2020 2:32 PM
633	19382	5/13/2020 2:26 PM
634	19390	5/13/2020 2:20 PM
635	19352	5/13/2020 2:18 PM
636	19360	5/13/2020 2:18 PM
637	19348	5/13/2020 2:15 PM
638	19390	5/13/2020 2:14 PM

Southern Chester County Circuit Trail Feasibility Study

639	19348	5/13/2020 2:12 PM
640	19355	5/13/2020 2:12 PM
641	19352	5/13/2020 2:00 PM
642	19363	5/13/2020 1:53 PM
643	19320	5/13/2020 1:44 PM
644	19330	5/13/2020 1:34 PM
645	19348	5/13/2020 1:33 PM
646	19087	5/13/2020 1:32 PM
647	19348	5/13/2020 1:30 PM
648	19363	5/13/2020 1:18 PM
649	19348	5/13/2020 1:15 PM
650	19348	5/13/2020 1:03 PM
651	19311	5/13/2020 1:03 PM
652	19348	5/13/2020 1:03 PM
653	19317	5/13/2020 12:21 PM
654	19348	5/13/2020 12:20 PM
655	19317	5/13/2020 12:17 PM
656	19703	5/13/2020 12:09 PM
657	19348	5/13/2020 11:48 AM
658	19348	5/13/2020 11:22 AM
659	19352	5/13/2020 11:06 AM
660	19335	5/13/2020 11:06 AM
661	19320	5/13/2020 11:03 AM
662	19335	5/13/2020 10:26 AM
663	19365	5/13/2020 10:25 AM
664	19311	5/12/2020 4:52 PM
665	19390	5/12/2020 3:06 PM
666	19330	5/12/2020 2:08 PM

Southern Chester County Circuit Trail Feasibility Study

667	19363	5/12/2020 11:55 AM
668	19380	5/12/2020 11:36 AM
669	19348	5/10/2020 8:49 PM
670	19330	5/10/2020 5:59 PM
671	19348	5/10/2020 10:10 AM
672	19348	5/10/2020 7:35 AM
673	19390	5/9/2020 5:38 PM
674	19382	5/9/2020 2:51 PM
675	19390	5/9/2020 2:48 PM
676	18350	5/9/2020 11:29 AM
677	19350	5/9/2020 11:25 AM
678	19350	5/9/2020 10:29 AM
679	19348	5/8/2020 4:37 PM
680	19348	5/8/2020 4:26 PM
681	19348	5/8/2020 11:04 AM
682	19311	5/2/2020 9:45 PM
683	19348	4/28/2020 6:16 PM
684	19317	4/28/2020 12:15 PM
685	19317	4/28/2020 11:59 AM
686	19312	4/28/2020 11:16 AM
687	19317	4/28/2020 11:16 AM
688	19317	4/28/2020 10:09 AM
689	19317	4/28/2020 9:56 AM
690	19348	4/28/2020 9:10 AM
691	19363	4/25/2020 7:45 AM
692	19350	4/24/2020 10:17 AM
693	19713	4/21/2020 7:40 PM
694	19352	4/19/2020 2:12 PM

Southern Chester County Circuit Trail Feasibility Study

695	19352	4/19/2020 1:56 PM
696	19348	4/16/2020 10:48 AM
697	08010	4/15/2020 7:41 AM
698	08012	4/9/2020 10:08 AM
699	19707	4/8/2020 8:00 AM
700	19312	4/8/2020 6:24 AM
701	19330	4/6/2020 12:11 AM
702	19707	4/5/2020 5:47 PM
703	19352	4/5/2020 12:15 PM
704	19317	4/5/2020 8:37 AM
705	us, 19348	4/4/2020 11:58 AM
706	19363	4/3/2020 10:03 PM
707	19311	4/3/2020 5:41 PM
708	19311	4/3/2020 5:11 PM
709	19363	4/3/2020 5:03 PM
710	19390	4/3/2020 4:52 PM
711	19311	4/3/2020 1:35 PM
712	19311	4/3/2020 10:49 AM
713	19311	4/3/2020 9:37 AM
714	19317	4/3/2020 9:23 AM
715	19311	4/3/2020 8:36 AM
716	19311	4/3/2020 8:29 AM
717	19311	4/3/2020 8:27 AM
718	17509	4/3/2020 7:39 AM
719	19348	4/3/2020 7:17 AM
720	19350	4/2/2020 11:22 PM
721	19311	4/2/2020 10:30 PM
722	19363	4/2/2020 9:28 PM

Southern Chester County Circuit Trail Feasibility Study

723	19348	4/2/2020 9:04 PM
724	2937	4/2/2020 8:48 PM
725	19382	4/2/2020 5:33 PM
726	19462	4/2/2020 4:37 PM
727	19348	4/2/2020 3:42 PM
728	19390	4/2/2020 2:57 PM
729	21911	4/2/2020 2:19 PM
730	19311	4/2/2020 1:31 PM
731	19808	4/2/2020 12:52 PM
732	19317	4/2/2020 12:12 PM
733	19348	4/2/2020 10:44 AM
734	19311	4/2/2020 10:37 AM
735	19317	4/2/2020 10:15 AM
736	19317	4/2/2020 10:12 AM
737	19317	4/2/2020 9:50 AM
738	19311	4/2/2020 9:20 AM
739	19320	4/2/2020 9:12 AM
740	19390	4/2/2020 9:05 AM
741	19807	4/2/2020 9:03 AM
742	19348	4/2/2020 8:56 AM
743	19320	4/2/2020 8:56 AM
744	19355	4/2/2020 8:55 AM
745	19311	4/2/2020 8:49 AM
746	19348	4/2/2020 8:43 AM
747	19311	4/2/2020 8:38 AM
748	19348	4/2/2020 8:35 AM
749	19374	4/2/2020 8:35 AM
750	19348	4/2/2020 8:17 AM

Southern Chester County Circuit Trail Feasibility Study

751	19348	4/2/2020 8:12 AM
752	19348	4/2/2020 8:02 AM
753	19348	4/2/2020 7:40 AM
754	19348	4/2/2020 7:31 AM
755	19320	4/2/2020 7:22 AM
756	19348	4/1/2020 7:26 PM
757	19348	4/1/2020 6:46 PM
758	19350	4/1/2020 6:00 PM
759	19350	4/1/2020 5:33 PM
760	19350	4/1/2020 5:25 PM
761	19311	4/1/2020 3:25 PM
762	19363	4/1/2020 8:31 AM
763	19390	4/1/2020 7:35 AM
764	19348	4/1/2020 6:59 AM
765	19803	3/31/2020 12:26 PM
766	19382	3/30/2020 7:16 PM
767	19611	3/30/2020 5:06 PM
768	19311	3/30/2020 2:53 PM
769	19810	3/30/2020 2:05 PM
770	19311	3/30/2020 1:06 PM
771	19390	3/30/2020 12:46 PM
772	19348	3/30/2020 11:15 AM
773	19707	3/30/2020 10:22 AM
774	19335	3/30/2020 9:37 AM
775	19382	3/29/2020 11:00 PM
776	19808	3/29/2020 10:03 PM
777	19803	3/29/2020 6:03 PM
778	19701	3/29/2020 5:00 PM

Southern Chester County Circuit Trail Feasibility Study

779	19350	3/29/2020 3:19 PM
780	19060	3/29/2020 1:37 PM
781	18235	3/29/2020 1:20 PM
782	19711	3/29/2020 12:42 PM
783	19350	3/29/2020 12:26 PM
784	08027	3/29/2020 12:11 PM
785	19355	3/29/2020 12:01 PM
786	19808	3/29/2020 11:49 AM
787	19804	3/29/2020 11:41 AM
788	19317	3/29/2020 10:55 AM
789	19734	3/29/2020 9:52 AM
790	19348	3/29/2020 9:34 AM
791	19807	3/29/2020 9:29 AM
792	19801	3/29/2020 9:07 AM
793	19702	3/29/2020 8:36 AM
794	19342	3/29/2020 3:27 AM
795	19702	3/28/2020 8:39 PM
796	19311	3/28/2020 8:34 PM
797	21044	3/28/2020 6:49 PM
798	21921	3/28/2020 6:40 PM
799	19720	3/28/2020 5:58 PM
800	19248	3/28/2020 5:21 PM
801	19380	3/28/2020 5:19 PM
802	19707	3/28/2020 4:43 PM
803	19802	3/28/2020 4:36 PM
804	19382	3/28/2020 4:09 PM
805	19808	3/28/2020 3:45 PM
806	19063	3/28/2020 3:20 PM

Southern Chester County Circuit Trail Feasibility Study

807	19702	3/28/2020 3:10 PM
808	19713	3/28/2020 12:39 PM
809	21921	3/28/2020 12:33 PM
810	19382	3/28/2020 12:33 PM
811	19707	3/28/2020 11:53 AM
812	19711	3/28/2020 11:53 AM
813	19711	3/28/2020 11:49 AM
814	19350	3/28/2020 11:40 AM
815	19311	3/28/2020 11:31 AM
816	19348	3/28/2020 11:10 AM
817	19063	3/28/2020 11:01 AM
818	19348	3/28/2020 10:35 AM
819	19808	3/28/2020 10:31 AM
820	19711	3/28/2020 10:30 AM
821	19350	3/28/2020 10:29 AM
822	19713	3/28/2020 10:27 AM
823	19901	3/28/2020 10:19 AM
824	19804	3/28/2020 10:16 AM
825	19807	3/28/2020 9:47 AM
826	19707	3/28/2020 9:36 AM
827	19720	3/28/2020 9:06 AM
828	19350	3/28/2020 8:44 AM
829	19720	3/28/2020 8:42 AM
830	19348	3/28/2020 8:39 AM
831	19363	3/28/2020 8:11 AM
832	19348	3/28/2020 7:49 AM
833	19350	3/28/2020 7:42 AM
834	19707	3/28/2020 7:39 AM

Southern Chester County Circuit Trail Feasibility Study

835	21921	3/28/2020 7:27 AM
836	19711	3/28/2020 7:11 AM
837	19720	3/28/2020 7:09 AM
838	19804	3/28/2020 6:52 AM
839	19060	3/28/2020 6:50 AM
840	19711	3/28/2020 6:49 AM
841	19707	3/28/2020 6:46 AM
842	19390	3/27/2020 3:14 PM
843	19390	3/27/2020 11:57 AM
844	19348	3/27/2020 11:44 AM
845	19348	3/27/2020 9:53 AM
846	19096	3/26/2020 10:30 PM
847	19320	3/26/2020 10:36 AM
848	19365	3/25/2020 7:03 AM
849	19608	3/24/2020 3:34 PM
850	19348	3/24/2020 12:05 PM
851	19070	3/24/2020 11:40 AM
852	19008	3/24/2020 11:35 AM
853	19352	3/24/2020 11:28 AM
854	19348	3/24/2020 9:29 AM
855	19311	3/24/2020 7:46 AM
856	19047	3/23/2020 11:17 PM
857	19380	3/23/2020 8:57 PM
858	17579	3/23/2020 8:29 PM
859	19335	3/23/2020 7:36 PM
860	19425	3/23/2020 6:43 PM
861	19341	3/23/2020 5:38 PM
862	19335	3/23/2020 5:32 PM

Southern Chester County Circuit Trail Feasibility Study

863	19341	3/23/2020 4:31 PM
864	19425	3/23/2020 3:29 PM
865	19335	3/23/2020 3:03 PM
866	19425	3/23/2020 2:58 PM
867	19348	3/23/2020 2:06 PM
868	19438	3/23/2020 1:59 PM
869	19320	3/23/2020 1:46 PM
870	19348	3/23/2020 1:44 PM
871	19426	3/23/2020 1:22 PM
872	19380	3/23/2020 1:21 PM
873	19355	3/23/2020 12:10 PM
874	19380	3/23/2020 11:58 AM
875	19311	3/23/2020 11:03 AM
876	19365	3/23/2020 10:47 AM
877	19375	3/23/2020 10:39 AM
878	19355	3/23/2020 10:29 AM
879	19320	3/23/2020 10:28 AM
880	19422	3/23/2020 10:20 AM
881	19312	3/23/2020 10:02 AM
882	19348	3/23/2020 10:00 AM
883	19382	3/23/2020 9:52 AM
884	19320	3/23/2020 9:37 AM
885	19460	3/23/2020 9:36 AM
886	19382	3/23/2020 9:29 AM
887	19341	3/23/2020 9:24 AM
888	19380	3/23/2020 9:24 AM
889	19083	3/23/2020 9:23 AM
890	19380	3/23/2020 9:23 AM

Southern Chester County Circuit Trail Feasibility Study

891	19425	3/23/2020 9:17 AM
892	19465	3/23/2020 9:14 AM
893	19380	3/23/2020 9:14 AM
894	19317	3/23/2020 8:42 AM
895	19382	3/22/2020 7:41 PM
896	19348	3/22/2020 2:45 PM
897	19363	3/22/2020 2:33 PM
898	19348	3/22/2020 1:25 PM
899	19348	3/22/2020 1:05 PM
900	19348	3/22/2020 12:58 PM
901	19348	3/22/2020 11:46 AM
902	19348	3/22/2020 11:17 AM
903	19348	3/22/2020 11:04 AM
904	19348	3/22/2020 10:35 AM
905	19317	3/22/2020 8:43 AM
906	19348	3/22/2020 7:56 AM
907	19348	3/21/2020 6:43 PM
908	19317	3/21/2020 6:37 PM
909	19348	3/20/2020 9:58 PM
910	19374	3/20/2020 2:43 PM
911	19350	3/20/2020 2:29 PM
912	17527	3/20/2020 12:13 PM
913	19320	3/20/2020 11:36 AM
914	19330	3/20/2020 11:19 AM
915	19348	3/18/2020 6:20 AM
916	19363	3/17/2020 4:27 PM
917	19390	3/17/2020 4:18 PM
918	19348	3/17/2020 3:43 PM

Southern Chester County Circuit Trail Feasibility Study

919	19348	3/17/2020 9:45 AM
920	19390	3/17/2020 9:01 AM
921	19348	3/17/2020 7:10 AM
922	19301	3/16/2020 2:42 PM
923	19348	3/16/2020 1:50 PM
924	19703	3/16/2020 7:45 AM
925	19390	3/15/2020 12:08 PM
926	19390	3/15/2020 11:09 AM
927	19317	3/15/2020 10:18 AM
928	19350	3/15/2020 10:02 AM
929	19348	3/15/2020 9:22 AM
930	19311	3/15/2020 8:29 AM
931	19362	3/15/2020 8:13 AM
932	19352	3/15/2020 1:39 AM
933	19348	3/14/2020 10:39 PM
934	19311	3/14/2020 10:24 PM
935	19382	3/14/2020 9:36 PM
936	19390	3/14/2020 9:01 PM
937	19348	3/14/2020 2:10 PM
938	19348	3/14/2020 1:53 PM
939	19352	3/14/2020 12:11 PM
940	19317	3/14/2020 11:08 AM
941	19311	3/14/2020 8:20 AM
942	19317	3/14/2020 7:25 AM
943	19390	3/14/2020 7:13 AM
944	19348	3/14/2020 12:38 AM
945	19087	3/13/2020 10:32 PM
946	19335	3/13/2020 9:17 PM

Southern Chester County Circuit Trail Feasibility Study

947	19380	3/13/2020 9:00 PM
948	19317	3/13/2020 7:48 PM
949	19352	3/13/2020 6:02 PM
950	19363	3/13/2020 5:48 PM
951	19390	3/13/2020 4:24 PM
952	19363	3/13/2020 4:22 PM
953	19390	3/13/2020 3:42 PM
954	19390	3/13/2020 3:37 PM
955	19390	3/13/2020 12:36 PM
956	19350	3/13/2020 11:44 AM
957	19348	3/13/2020 11:37 AM
958	19330	3/13/2020 11:34 AM
959	19348	3/13/2020 11:07 AM
960	19390	3/13/2020 10:56 AM
961	19311	3/13/2020 10:53 AM
962	19390	3/13/2020 10:44 AM
963	19363	3/13/2020 10:38 AM
964	19311	3/13/2020 10:29 AM
965	19311	3/13/2020 10:22 AM
966	19352	3/13/2020 10:08 AM
967	19390	3/13/2020 9:54 AM
968	19348	3/13/2020 9:41 AM
969	19390	3/13/2020 9:01 AM
970	19390	3/13/2020 8:43 AM
971	19390	3/13/2020 7:58 AM
972	19348	3/13/2020 7:01 AM
973	19348	3/13/2020 6:49 AM
974	19348	3/13/2020 5:45 AM

Southern Chester County Circuit Trail Feasibility Study

975	19390	3/13/2020 5:12 AM
976	19348	3/13/2020 4:45 AM
977	19352	3/13/2020 4:31 AM
978	19311	3/13/2020 4:22 AM
979	19390	3/13/2020 3:36 AM
980	19390	3/13/2020 3:31 AM
981	19330	3/13/2020 2:20 AM
982	19352	3/13/2020 1:50 AM
983	19348	3/12/2020 11:56 PM
984	19348	3/12/2020 11:48 PM
985	19390	3/12/2020 11:21 PM
986	19390	3/12/2020 11:20 PM
987	19390	3/12/2020 11:18 PM
988	19363	3/12/2020 11:18 PM
989	19390	3/12/2020 11:12 PM
990	19352	3/12/2020 11:00 PM
991	19363	3/12/2020 10:32 PM
992	19363	3/12/2020 10:31 PM
993	19348	3/12/2020 10:11 PM
994	19363	3/12/2020 10:09 PM
995	19352	3/12/2020 10:08 PM
996	19390	3/12/2020 10:02 PM
997	19348	3/12/2020 10:00 PM
998	19348	3/12/2020 9:59 PM
999	19348	3/12/2020 9:53 PM
1000	19311	3/12/2020 9:36 PM
1001	19330	3/12/2020 9:31 PM
1002	19348	3/12/2020 9:30 PM

Southern Chester County Circuit Trail Feasibility Study

1003	19390	3/12/2020 9:25 PM
1004	19352	3/12/2020 9:09 PM
1005	19390	3/12/2020 9:09 PM
1006	19348	3/12/2020 9:03 PM
1007	19390	3/12/2020 8:37 PM
1008	19348	3/12/2020 8:13 PM
1009	19363	3/12/2020 8:09 PM
1010	19382	3/12/2020 7:46 PM
1011	19348	3/12/2020 7:41 PM
1012	19311	3/12/2020 7:40 PM
1013	19311	3/12/2020 7:22 PM
1014	19352	3/12/2020 7:22 PM
1015	19348	3/12/2020 7:16 PM
1016	19352	3/12/2020 7:03 PM
1017	19348	3/12/2020 7:01 PM
1018	19350	3/12/2020 7:01 PM
1019	19390	3/12/2020 6:45 PM
1020	19352	3/12/2020 6:43 PM
1021	19363	3/12/2020 6:36 PM
1022	19390	3/12/2020 6:35 PM
1023	19390	3/12/2020 6:33 PM
1024	19311	3/12/2020 6:21 PM
1025	19352	3/12/2020 6:18 PM
1026	19390	3/12/2020 5:57 PM
1027	19390	3/12/2020 5:55 PM
1028	19352	3/12/2020 5:54 PM
1029	19352	3/12/2020 5:48 PM
1030	19348	3/12/2020 5:48 PM

Southern Chester County Circuit Trail Feasibility Study

1031	19352	3/12/2020 5:47 PM
1032	19390	3/12/2020 5:44 PM
1033	19390	3/12/2020 5:30 PM
1034	19352	3/12/2020 5:28 PM
1035	19352	3/12/2020 5:16 PM
1036	19348	3/12/2020 5:12 PM
1037	19363	3/12/2020 5:12 PM
1038	19311	3/12/2020 5:09 PM
1039	19348	3/12/2020 5:07 PM
1040	19348	3/12/2020 5:06 PM
1041	19348	3/12/2020 5:04 PM
1042	19390	3/12/2020 5:00 PM
1043	19311	3/12/2020 4:57 PM
1044	19311	3/12/2020 4:54 PM
1045	19348	3/12/2020 4:48 PM
1046	19390	3/12/2020 4:43 PM
1047	19330	3/12/2020 4:42 PM
1048	19363	3/12/2020 4:33 PM
1049	19390	3/12/2020 4:32 PM
1050	19348	3/12/2020 4:29 PM
1051	19390	3/12/2020 4:26 PM
1052	19390	3/12/2020 4:23 PM
1053	19348	3/12/2020 4:21 PM
1054	19363	3/12/2020 4:18 PM
1055	19348	3/12/2020 4:18 PM
1056	10382	3/12/2020 4:14 PM
1057	19348	3/12/2020 4:13 PM
1058	19390	3/12/2020 4:12 PM

Southern Chester County Circuit Trail Feasibility Study

1059	19330	3/12/2020 4:12 PM
1060	19348	3/12/2020 4:08 PM
1061	19348	3/12/2020 4:06 PM
1062	19352	3/12/2020 4:04 PM
1063	19390	3/12/2020 4:03 PM
1064	19390	3/12/2020 3:59 PM
1065	19348	3/12/2020 3:59 PM
1066	19363	3/12/2020 3:57 PM
1067	19363	3/12/2020 3:56 PM
1068	19350	3/12/2020 3:55 PM
1069	19311	3/12/2020 3:49 PM
1070	19390	3/12/2020 3:47 PM
1071	19352	3/12/2020 3:46 PM
1072	19363	3/12/2020 3:45 PM
1073	19390	3/12/2020 3:45 PM
1074	19390	3/12/2020 3:43 PM
1075	19348	3/12/2020 3:38 PM
1076	19348	3/12/2020 3:32 PM
1077	19348	3/12/2020 3:31 PM
1078	19311	3/12/2020 3:22 PM
1079	19350	3/12/2020 3:20 PM
1080	19382	3/12/2020 3:19 PM
1081	19350	3/12/2020 3:18 PM
1082	19352	3/12/2020 3:17 PM
1083	19311	3/12/2020 3:14 PM
1084	19348	3/12/2020 3:10 PM
1085	19390	3/12/2020 3:08 PM
1086	19352	3/12/2020 3:05 PM

Southern Chester County Circuit Trail Feasibility Study

1087	19390	3/12/2020 3:03 PM
1088	19348	3/12/2020 2:59 PM
1089	19363	3/12/2020 2:59 PM
1090	19348	3/12/2020 2:44 PM
1091	19390	3/12/2020 2:41 PM
1092	19390	3/12/2020 2:39 PM
1093	19311	3/12/2020 2:38 PM
1094	19390	3/12/2020 2:35 PM
1095	19350	3/12/2020 2:35 PM
1096	19352	3/12/2020 2:23 PM
1097	19390	3/12/2020 2:23 PM
1098	19352	3/12/2020 2:13 PM
1099	19348	3/12/2020 10:35 AM
1100	19352	3/11/2020 11:30 PM
1101	19350	3/11/2020 10:00 PM
1102	19317	3/11/2020 9:16 PM
1103	19362	3/11/2020 8:31 PM
1104	19352	3/11/2020 12:07 PM
1105	19317	3/11/2020 11:19 AM
1106	19352	3/11/2020 10:17 AM
1107	19350	3/11/2020 10:06 AM
1108	19363	3/11/2020 10:00 AM
1109	19374	3/11/2020 9:54 AM
1110	19382	3/11/2020 8:08 AM
1111	19352	3/11/2020 6:47 AM
1112	19317	3/11/2020 6:08 AM
1113	19350	3/11/2020 5:47 AM
1114	19350	3/11/2020 5:05 AM

Southern Chester County Circuit Trail Feasibility Study

1115	19352	3/11/2020 4:48 AM
1116	19363	3/10/2020 11:08 PM
1117	19363	3/10/2020 10:26 PM
1118	19363	3/10/2020 10:07 PM
1119	19363	3/10/2020 10:05 PM
1120	19348	3/10/2020 10:03 PM
1121	19390	3/10/2020 10:01 PM
1122	19363	3/10/2020 9:37 PM
1123	19363	3/10/2020 9:34 PM
1124	19330	3/10/2020 9:08 PM
1125	19390	3/10/2020 9:00 PM
1126	19352	3/10/2020 9:00 PM
1127	19330	3/10/2020 8:59 PM
1128	19352	3/10/2020 8:47 PM
1129	19350	3/10/2020 8:44 PM
1130	19363	3/10/2020 8:28 PM
1131	19363	3/10/2020 8:17 PM
1132	19363	3/10/2020 8:04 PM
1133	19363	3/10/2020 7:50 PM
1134	19363	3/10/2020 7:49 PM
1135	19363	3/10/2020 7:41 PM
1136	19363	3/10/2020 7:33 PM
1137	19363	3/10/2020 6:49 PM
1138	19363	3/10/2020 6:46 PM
1139	19350	3/10/2020 4:22 PM
1140	19362	3/10/2020 3:52 PM
1141	19460	3/10/2020 3:50 PM
1142	19363	3/10/2020 3:38 PM

Southern Chester County Circuit Trail Feasibility Study

1143	19348	3/10/2020 3:25 PM
1144	19350	3/10/2020 2:57 PM
1145	19363	3/10/2020 2:56 PM
1146	19363	3/10/2020 2:54 PM
1147	19363	3/10/2020 2:07 PM
1148	19390	3/10/2020 1:58 PM
1149	19352	3/10/2020 1:41 PM
1150	19390	3/10/2020 1:39 PM
1151	19320	3/10/2020 1:33 PM
1152	19363	3/10/2020 1:21 PM
1153	19363	3/10/2020 1:11 PM
1154	19363	3/10/2020 1:07 PM
1155	19352	3/10/2020 1:00 PM
1156	19352	3/10/2020 12:54 PM
1157	19363	3/10/2020 12:52 PM
1158	19382	3/10/2020 12:46 PM
1159	19390	3/10/2020 12:39 PM
1160	17509	3/10/2020 12:35 PM
1161	19311	3/10/2020 12:35 PM
1162	19330	3/10/2020 12:34 PM
1163	19380	3/10/2020 11:28 AM
1164	19350	3/10/2020 11:24 AM
1165	19380	3/10/2020 11:19 AM
1166	19352	3/10/2020 11:09 AM
1167	19363	3/10/2020 11:03 AM
1168	19311	3/10/2020 10:40 AM
1169	19352	3/10/2020 10:10 AM
1170	19351	3/10/2020 9:53 AM

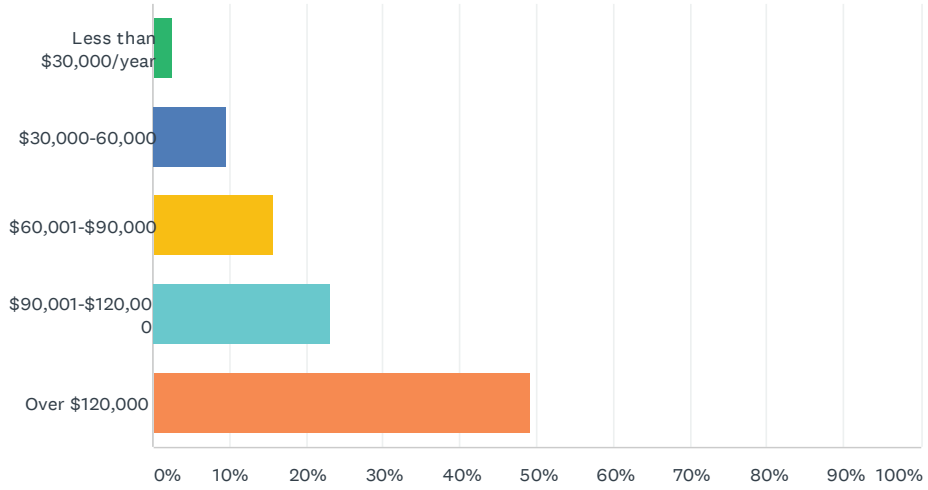
Southern Chester County Circuit Trail Feasibility Study

1171	19352	3/10/2020 9:42 AM
1172	19352	3/10/2020 8:58 AM
1173	19317	3/10/2020 8:33 AM
1174	19363	3/10/2020 5:37 AM
1175	19330	3/9/2020 11:16 PM
1176	19348	3/9/2020 9:47 PM
1177	19363	3/9/2020 9:37 PM
1178	19352	3/9/2020 9:32 PM
1179	19350	3/9/2020 9:14 PM
1180	19363	3/9/2020 8:56 PM
1181	19350	3/9/2020 8:32 PM
1182	19350	3/9/2020 8:27 PM
1183	19390	3/9/2020 8:01 PM
1184	19348	3/9/2020 7:40 PM
1185	19311	3/9/2020 7:07 PM
1186	19311	3/9/2020 6:03 PM
1187	19348	3/9/2020 5:51 PM
1188	19363	3/9/2020 5:31 PM
1189	19311	3/9/2020 5:23 PM
1190	19363	3/9/2020 5:21 PM
1191	19311	3/9/2020 4:52 PM
1192	19390	3/9/2020 4:27 PM
1193	19311	3/9/2020 4:00 PM
1194	19350	3/7/2020 8:38 AM
1195	19350	3/6/2020 6:32 PM
1196	19350	3/6/2020 3:56 PM
1197	19363	3/6/2020 1:19 PM

Southern Chester County Circuit Trail Feasibility Study

Q13 What is your approximate household income?

Answered: 1,122 Skipped: 98

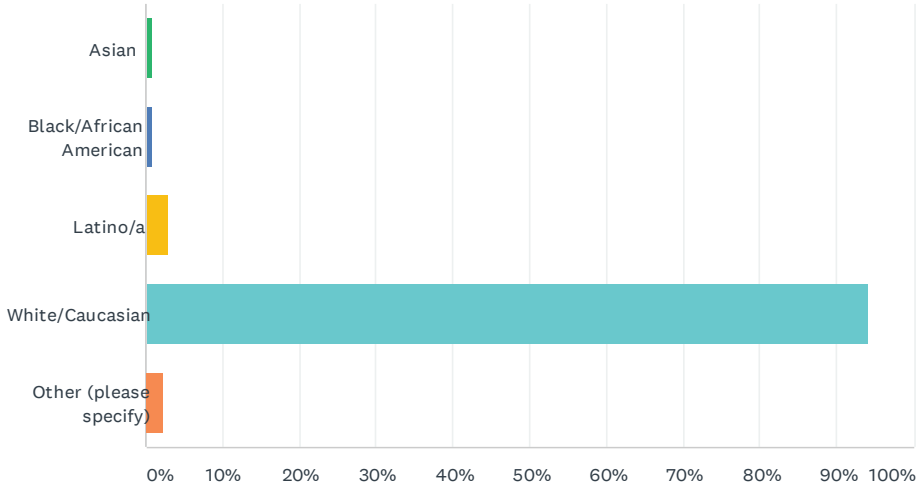


ANSWER CHOICES	RESPONSES	
Less than $30,000/year	2.41%	27
$30,000-60,000	9.63%	108
$60,001-$90,000	15.69%	176
$90,001-$120,000	23.17%	260
Over $120,000	49.11%	551
TOTAL		1,122

Southern Chester County Circuit Trail Feasibility Study

Q14 How do you describe yourself? (select all that apply)

Answered: 1,171 Skipped: 49



ANSWER CHOICES	RESPONSES	
Asian	0.94%	11
Black/African American	0.85%	10
Latino/a	2.99%	35
White/Caucasian	94.19%	1,103
Other (please specify)	2.22%	26
Total Respondents: 1,171		

#	OTHER (PLEASE SPECIFY)	DATE
1	Peaceful	7/26/2020 8:36 PM

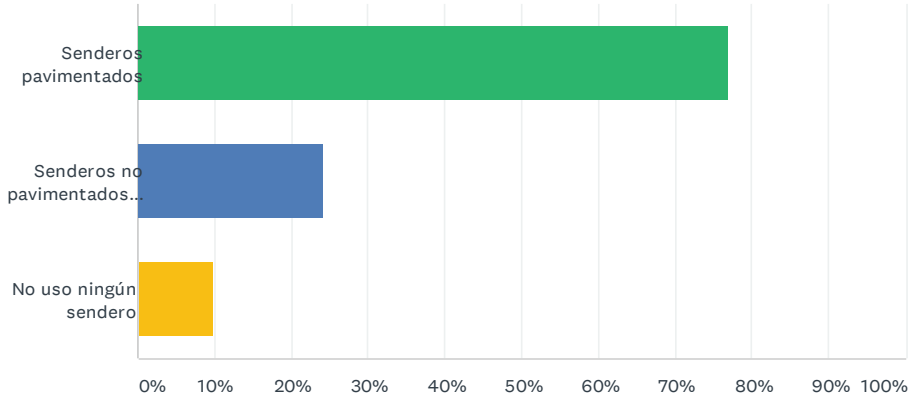
Southern Chester County Circuit Trail Feasibility Study

2	Appalachian American	7/19/2020 10:57 AM
3	Anti-racist	7/18/2020 7:29 AM
4	no	7/17/2020 12:53 PM
5	American	7/10/2020 5:11 PM
6	Mestizo	7/10/2020 11:46 AM
7	Italian	7/10/2020 7:24 AM
8	American	7/9/2020 10:19 PM
9	American	7/9/2020 8:58 PM
10	Decline to answer	7/9/2020 5:22 PM
11	N-a	7/7/2020 11:03 AM
12	Mexican	6/22/2020 9:34 PM
13	Pacific Islander	6/22/2020 2:07 PM
14	American	6/22/2020 1:12 PM
15	Italian American	5/19/2020 7:58 AM
16	No	5/9/2020 11:29 AM
17	Human	4/28/2020 11:59 AM
18	Italian/American	3/28/2020 10:16 AM
19	what does it matter what race I am or how much money I make	3/28/2020 9:47 AM
20	Native American - Cherokee	3/28/2020 7:39 AM
21	Native American	3/14/2020 10:24 PM
22	Italian	3/13/2020 4:22 PM
23	Hindu	3/13/2020 11:37 AM
24	Mexican	3/12/2020 5:12 PM
25	American	3/10/2020 12:46 PM
26	Human	3/10/2020 12:35 PM

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q1 ¿Qué tipo(s) de sendero(s) utiliza usted? (marcar todos que apliquen)

Answered: 91 Skipped: 9

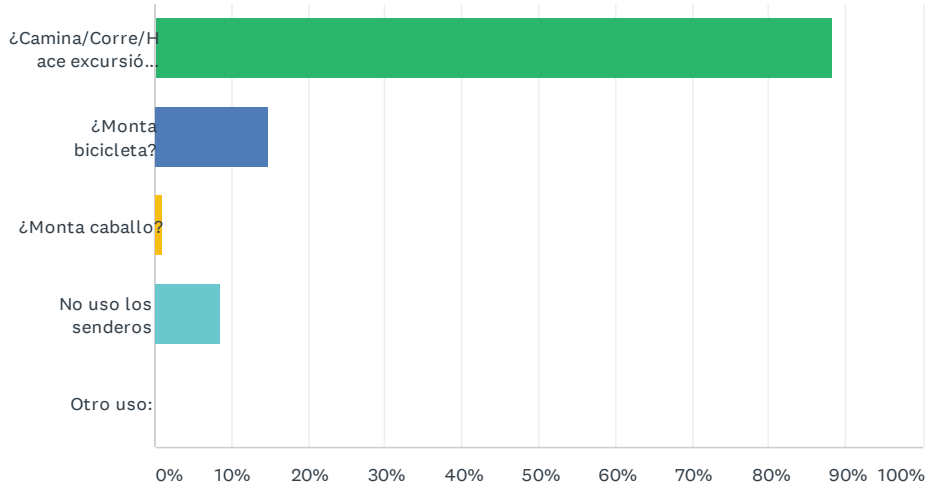


ANSWER CHOICES	RESPONSES	
Senderos pavimentados	76.92%	70
Senderos no pavimentados para excursionismo a pie/ciclismo de montaña/montar caballo	24.18%	22
No uso ningún sendero	9.89%	9
Total Respondents: 91		

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q2 Cuando utiliza senderos, usted… (marcar todos que apliquen):

Answered: 94 Skipped: 6



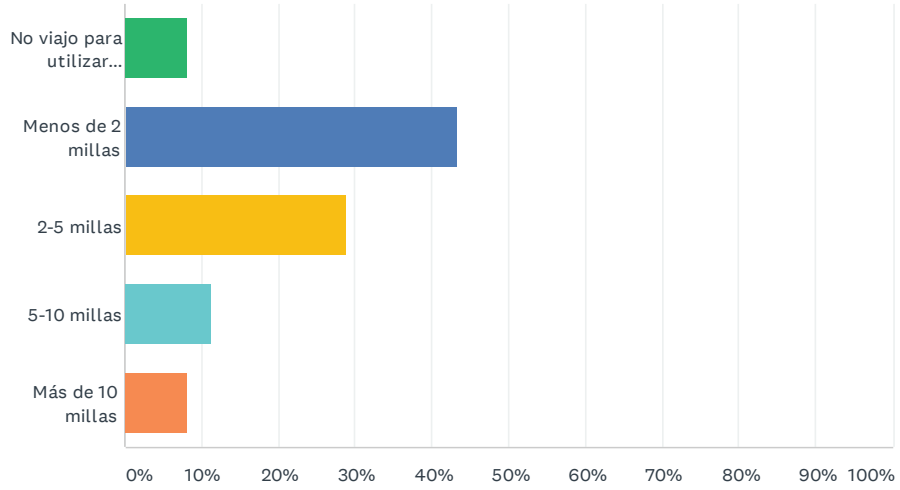
ANSWER CHOICES	RESPONSES	
¿Camina/Corre/Hace excursión a pie?	88.30%	83
¿Monta bicicleta?	14.89%	14
¿Monta caballo?	1.06%	1
No uso los senderos	8.51%	8
Otro uso:	0.00%	0
Total Respondents: 94		

#	OTRO USO:	DATE
	There are no responses.	

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q3 ¿Cuánta distancia viaja típicamente para utilizar senderos?

Answered: 97 Skipped: 3

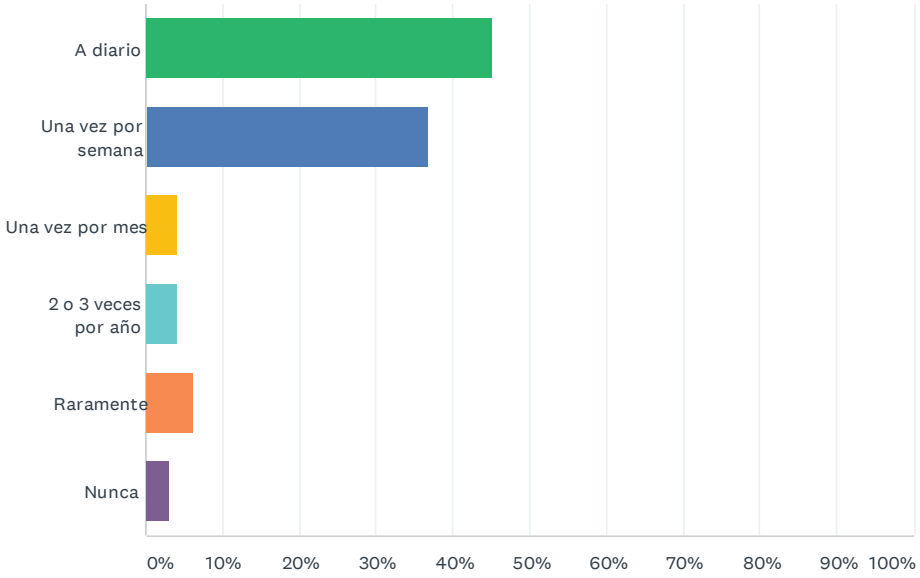


ANSWER CHOICES	RESPONSES	
No viajo para utilizar senderos	8.25%	8
Menos de 2 millas	43.30%	42
2-5 millas	28.87%	28
5-10 millas	11.34%	11
Más de 10 millas	8.25%	8
TOTAL		97

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q4 ¿Qué tan a menudo utiliza senderos?

Answered: 95 Skipped: 5



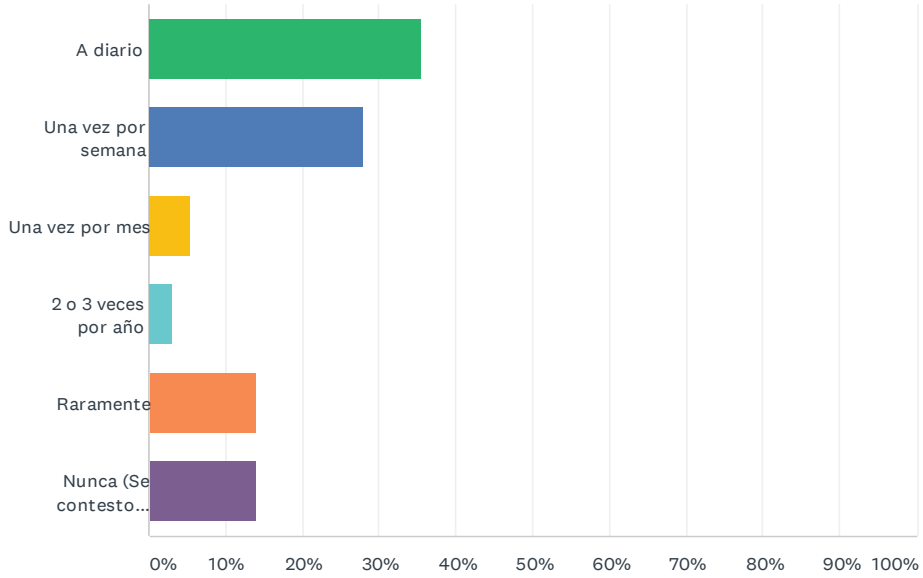
Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

ANSWER CHOICES	RESPONSES	
A diario	45.26%	43
Una vez por semana	36.84%	35
Una vez por mes	4.21%	4
2 o 3 veces por año	4.21%	4
Raramente	6.32%	6
Nunca	3.16%	3
TOTAL		95

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q5 ¿Qué tan a menudo camina o usa bicicleta como transportación (es decir, para ir a la tienda, al trabajo, a la escuela, etc.)?

Answered: 93 Skipped: 7



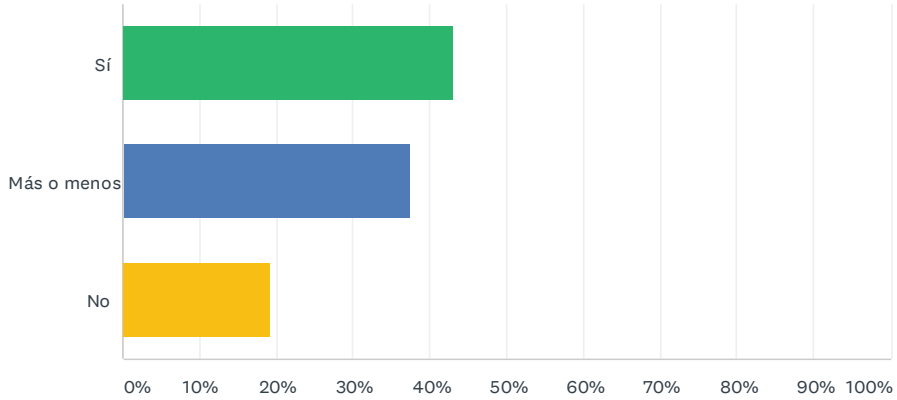
Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

ANSWER CHOICES	RESPONSES	
A diario	35.48%	33
Una vez por semana	27.96%	26
Una vez por mes	5.38%	5
2 o 3 veces por año	3.23%	3
Raramente	13.98%	13
Nunca (Se contesto "Nunca", favor de saetar a la pregunta #7)	13.98%	13
TOTAL		93

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q6 Si camina o usa bicicleta como transportación, ¿usted siente que las instalaciones como banquetas o ciclovías son adecuadas?

Answered: 88 Skipped: 12

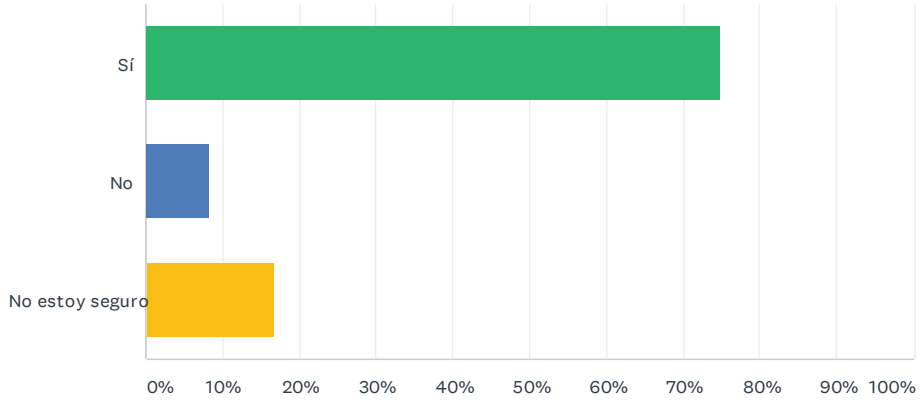


ANSWER CHOICES	RESPONSES	
Sí	43.18%	38
Más o menos	37.50%	33
No	19.32%	17
TOTAL		88

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q7 Si NO camina o usa bicicleta como transportación, ¿estaría más dispuesto a hacerlo si hubiera una infraestructura segura para los peatones/ciclistas?

Answered: 96 Skipped: 4

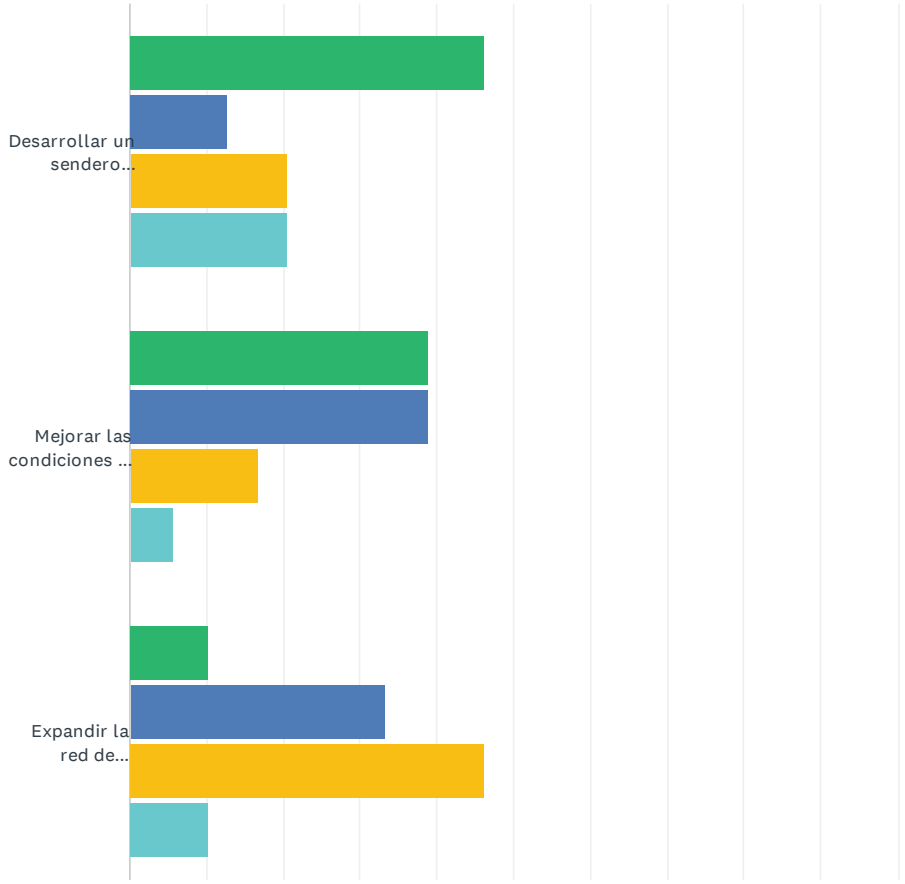


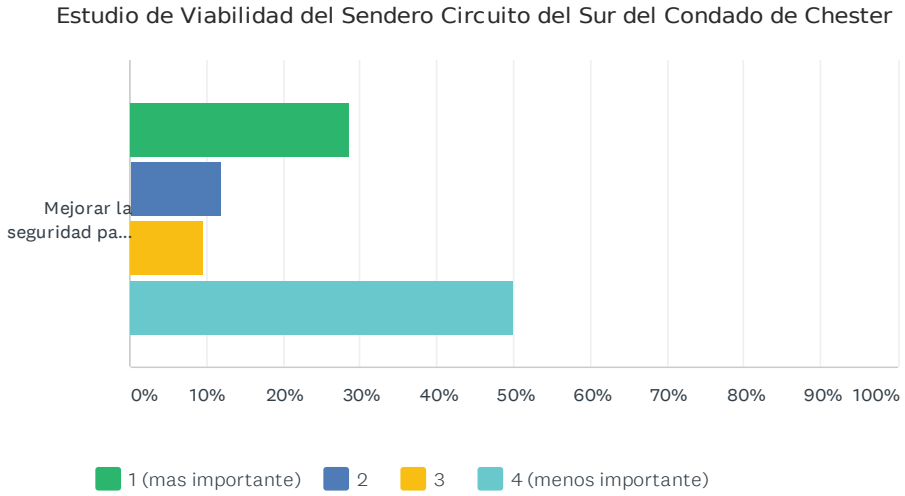
ANSWER CHOICES	RESPONSES	
Sí	75.00%	72
No	8.33%	8
No estoy seguro	16.67%	16
TOTAL		96

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q8 Favor de marcar en orden de importancia para usted y su familia las siguientes ideas para mejorar o desarrollar la infraestructura para peatones o ciclistas, con “1” al lado de lo más importante, hasta “4” al lado de lo menos importante:

Answered: 52 Skipped: 48



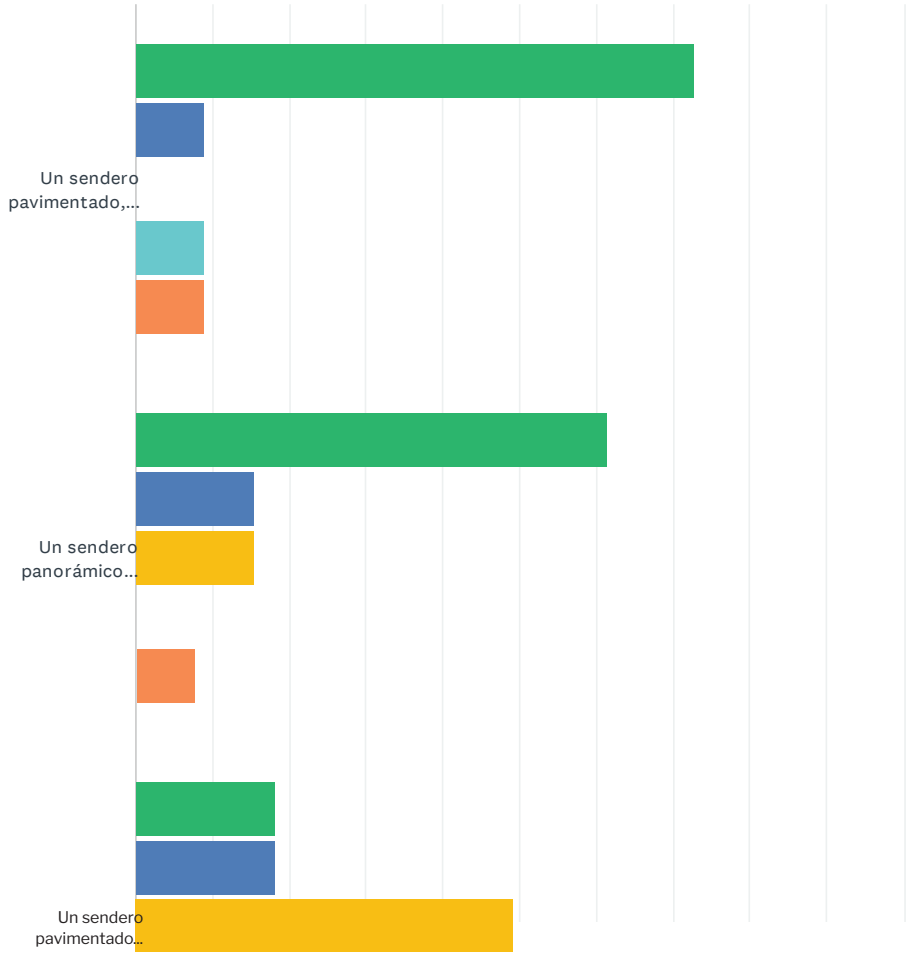


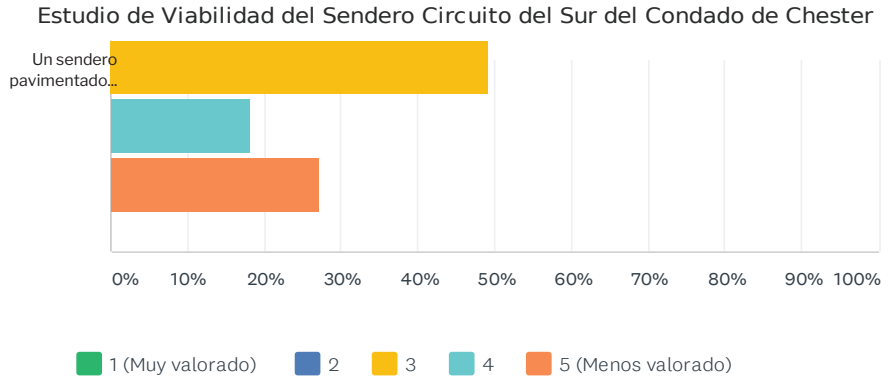
	1 (MAS IMPORTANTE)	2	3	4 (MENOS IMPORTANTE)	TOTAL	WEIGHTED AVERAGE
Desarrollar un sendero regional multiuso (para bicicleta, peatones, caballos) que se conecta con otros senderos locales	46.15% 18	12.82% 5	20.51% 8	20.51% 8	39	2.15
Mejorar las condiciones y continuaciones de conexiones entre banquetas existentes	38.89% 14	38.89% 14	16.67% 6	5.56% 2	36	1.89
Expandir la red de banquetas para conectarlas con más destinos más aya del centro del pueblo, como supermercados y centros de empleo	10.26% 4	33.33% 13	46.15% 18	10.26% 4	39	2.56
Mejorar la seguridad para los ciclistas en la carretera, haciendo más ancho a los acotamientos de autopistas, agregando nuevas ciclovías, o poniendo más señales en el pavimiento y letreros de “compartir la carretera a ciclistas”	28.57% 12	11.90% 5	9.52% 4	50.00% 21	42	2.81

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q9 En una escala de 1-5 (1 siendo el más valorado y 5 el menos valorado), ¿cuál es el valor para usted y su familia de los siguientes tipos de senderos?:

Answered: 21 Skipped: 79



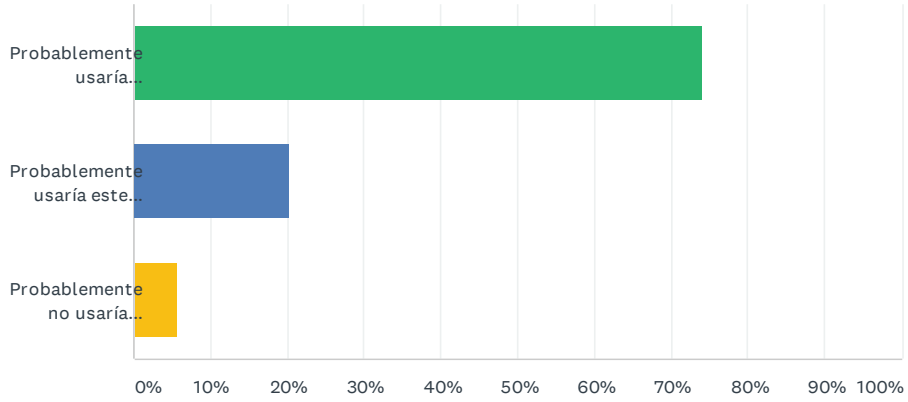


	1 (MUY VALORADO)	2	3	4	5 (MENOS VALORADO)	TOTAL	WEIGHTED AVERAGE
Un sendero pavimentado, fuera pero paralelo a la carretera, que conecta las zonas residenciales con centros comunitarios, restaurantes, tiendas, y lugares de empleo	72.73% 8	9.09% 1	0.00% 0	9.09% 1	9.09% 1	11	1.73
Un sendero panorámico pavimentado que conecta parques y reservas naturales	61.54% 8	15.38% 2	15.38% 2	0.00% 0	7.69% 1	13	1.77
Un sendero pavimentado que conecta con Filadelfia y más allá.	18.18% 2	18.18% 2	18.18% 2	18.18% 2	27.27% 3	11	3.18

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q10 ¿Usted usaría un sistema de senderos que incluye carriles para bicicletas y / o aceras como parte de la ruta?

Answered: 89 Skipped: 11

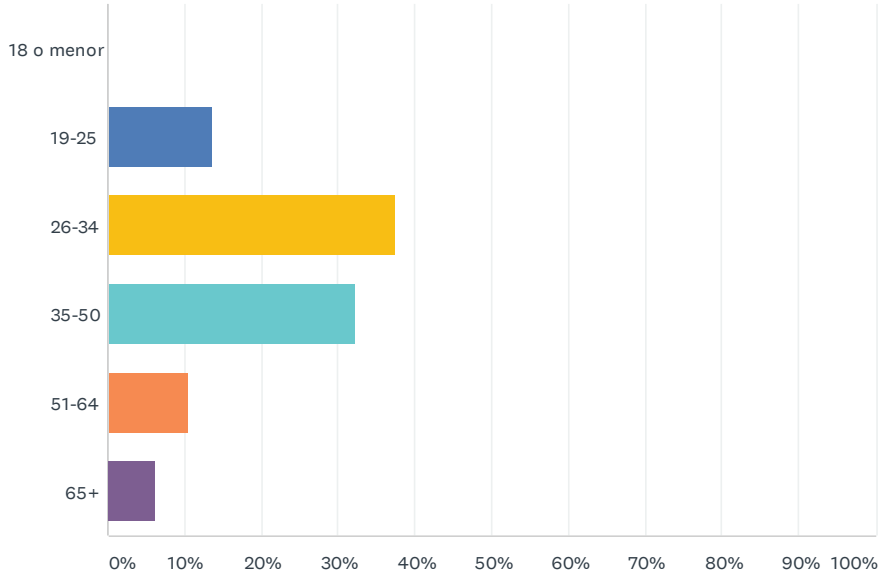


ANSWER CHOICES	RESPONSES	
Probablemente usaría cualquier sistema de senderos, incluidos los carriles para bicicletas / aceras.	74.16%	66
Probablemente usaría este sistema de senderos, pero solo los que están fuera de la carretera No muy probable	20.22%	18
Probablemente no usaría ningún sistema de senderos.	5.62%	5
TOTAL		89

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q11 Favor de escoger su rango de edad:

Answered: 96 Skipped: 4



Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

ANSWER CHOICES	RESPONSES	
18 o menor	0.00%	0
19-25	13.54%	13
26-34	37.50%	36
35-50	32.29%	31
51-64	10.42%	10
65+	6.25%	6
TOTAL		96

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q12 ¿Cuál es su código postal?

Answered: 93 Skipped: 7

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

#	RESPONSES	DATE
1	19348	7/22/2020 11:33 AM
2	19348	7/22/2020 11:32 AM
3	19348	7/22/2020 11:31 AM
4	19348	7/22/2020 11:29 AM
5	19348	7/22/2020 11:27 AM
6	19348	7/22/2020 11:13 AM
7	19350	7/22/2020 11:11 AM
8	19348	7/22/2020 11:10 AM
9	19348	7/22/2020 11:08 AM
10	19348	7/22/2020 10:50 AM
11	19348	7/22/2020 10:47 AM
12	19348	7/22/2020 10:43 AM
13	19348	7/22/2020 10:42 AM
14	19390	7/22/2020 10:41 AM
15	19348	7/22/2020 10:39 AM
16	19348	7/22/2020 10:37 AM
17	19348	7/22/2020 10:36 AM
18	19348	7/22/2020 10:34 AM
19	19310	7/22/2020 10:33 AM
20	19348	7/22/2020 10:32 AM
21	19348	7/22/2020 10:30 AM
22	19348	7/22/2020 10:27 AM
23	19348	7/22/2020 10:26 AM
24	19348	7/22/2020 10:24 AM
25	19348	7/22/2020 10:22 AM
26	19348	7/22/2020 10:21 AM
27	19348	7/22/2020 9:54 AM

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

28	19348	7/22/2020 9:52 AM
29	19310	7/22/2020 9:43 AM
30	19348	7/22/2020 9:39 AM
31	19311	7/22/2020 9:38 AM
32	19348	7/22/2020 9:36 AM
33	19363	7/22/2020 9:31 AM
34	19348	7/22/2020 9:27 AM
35	19348	7/22/2020 9:25 AM
36	19808	7/22/2020 9:22 AM
37	19348	7/22/2020 9:13 AM
38	19390	7/21/2020 3:00 PM
39	19390	7/21/2020 2:18 PM
40	19311	7/21/2020 12:30 PM
41	19311	7/21/2020 12:28 PM
42	19348	7/21/2020 12:26 PM
43	19390	7/21/2020 12:24 PM
44	19311	7/21/2020 12:22 PM
45	19390	7/21/2020 12:19 PM
46	19380	7/21/2020 12:18 PM
47	19348	7/21/2020 12:15 PM
48	19348	7/21/2020 12:13 PM
49	19348	7/21/2020 12:12 PM
50	19348	7/21/2020 12:09 PM
51	19348	7/21/2020 12:08 PM
52	19348	7/21/2020 12:06 PM
53	19348	7/21/2020 12:04 PM
54	19345	7/21/2020 10:52 AM
55	19311	7/21/2020 10:47 AM

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

56	19348	7/21/2020 10:46 AM
57	19390	7/21/2020 10:44 AM
58	19348	7/21/2020 10:42 AM
59	19348	7/21/2020 10:39 AM
60	19348	7/21/2020 10:20 AM
61	19348	7/21/2020 10:19 AM
62	19390	7/21/2020 10:16 AM
63	19374	7/21/2020 10:14 AM
64	19348	7/21/2020 10:10 AM
65	19390	7/21/2020 10:09 AM
66	19348	7/21/2020 10:07 AM
67	19317	7/21/2020 10:05 AM
68	19348	7/21/2020 10:03 AM
69	19348	7/21/2020 10:02 AM
70	19348	7/21/2020 10:00 AM
71	51860	7/21/2020 9:58 AM
72	197313	7/21/2020 9:44 AM
73	19311	7/9/2020 11:27 PM
74	19348	7/9/2020 11:31 AM
75	19311	7/7/2020 2:00 AM
76	19348	7/6/2020 1:39 AM
77	19390	7/5/2020 11:02 PM
78	19390	7/5/2020 5:56 PM
79	19390	7/5/2020 4:48 PM
80	19390	7/5/2020 4:41 PM
81	19390	7/5/2020 4:06 PM
82	19338	7/5/2020 3:54 PM
83	19390	7/5/2020 3:52 PM

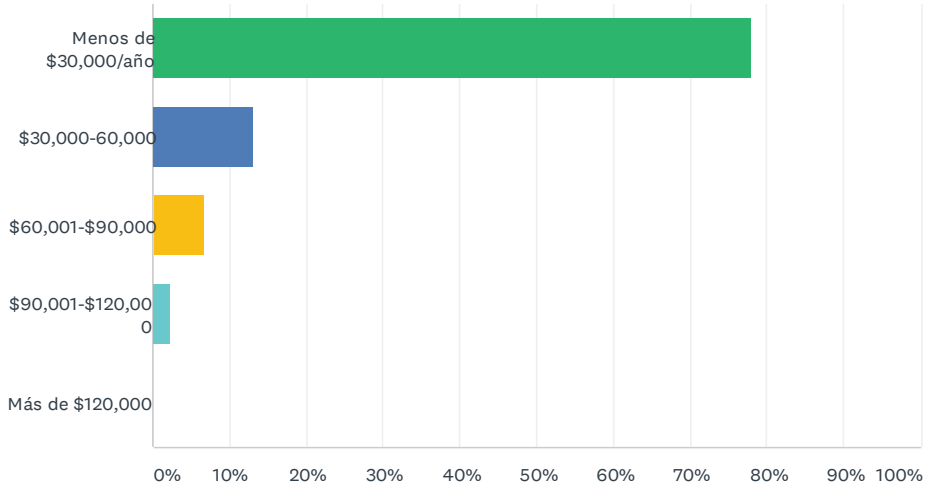
Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

84	19311	7/5/2020 3:29 PM
85	19248	7/4/2020 3:36 PM
86	19348	7/1/2020 10:19 PM
87	19348	7/1/2020 9:58 PM
88	19390	6/27/2020 9:55 AM
89	19348	5/9/2020 1:09 PM
90	19380	3/26/2020 10:38 AM
91	19348	3/13/2020 3:46 PM
92	19348	3/13/2020 2:35 PM
93	19374	3/13/2020 12:58 PM

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q13 ¿Cuál es su ingreso familiar anual?

Answered: 91 Skipped: 9

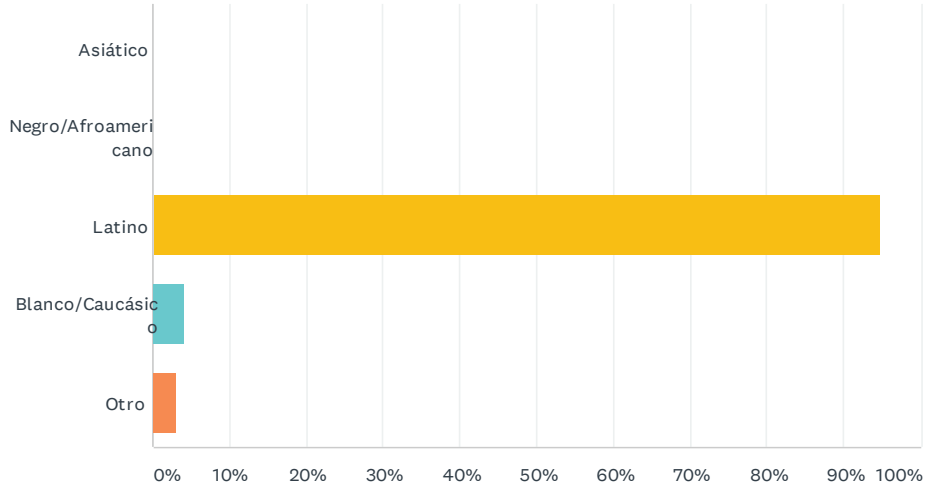


ANSWER CHOICES	RESPONSES	
Menos de $30,000/año	78.02%	71
$30,000-60,000	13.19%	12
$60,001-$90,000	6.59%	6
$90,001-$120,000	2.20%	2
Más de $120,000	0.00%	0
TOTAL		91

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

Q14 ¿Cómo se identifica usted? (marcar todos que apliquen)

Answered: 97 Skipped: 3

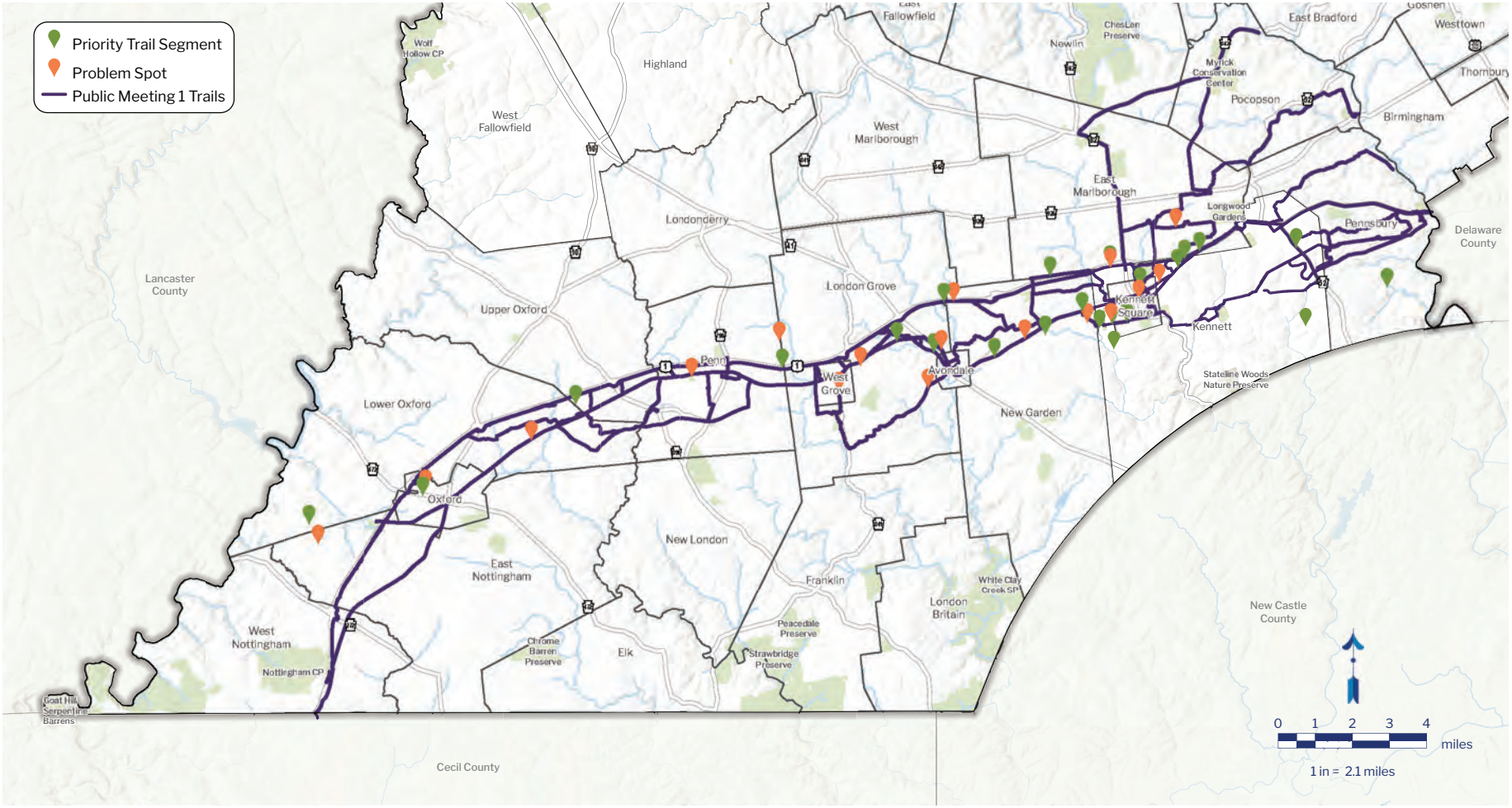


ANSWER CHOICES	RESPONSES	
Asiático	0.00%	0
Negro/Afroamericano	0.00%	0
Latino	94.85%	92
Blanco/Caucásico	4.12%	4
Otro	3.09%	3
Total Respondents: 97		

Estudio de Viabilidad del Sendero Circuito del Sur del Condado de Chester

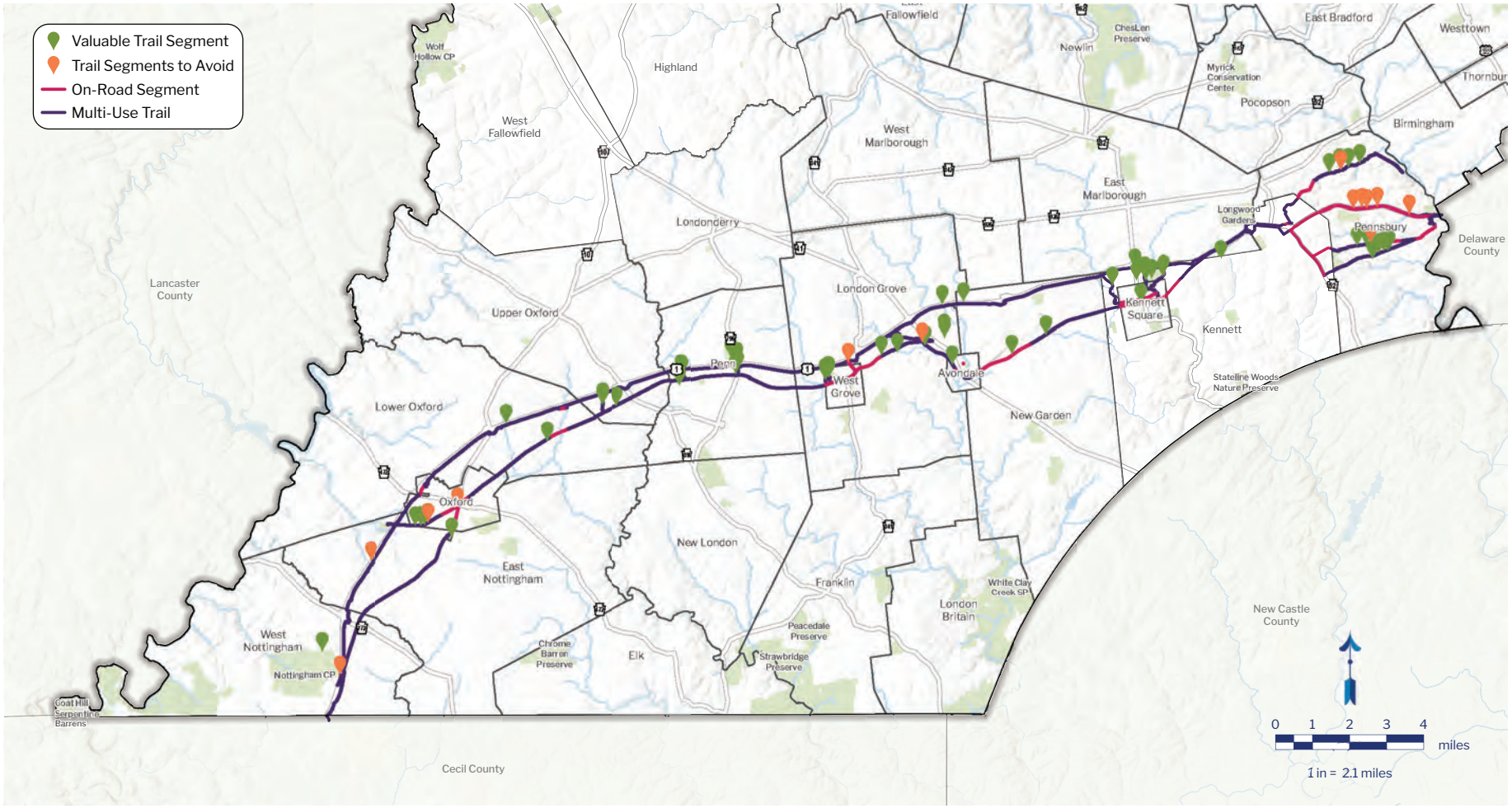
#	OTRO	DATE
1	Hispano	7/22/2020 11:27 AM
2	Hispana	7/22/2020 9:13 AM
3	Hispano	7/21/2020 12:26 PM

Interactive Map Results from Public Meeting #1



Participants in the first public meeting provided feedback on potential destinations and preferred trail segments, and identified segments that could be problematic.

Interactive Map Results from Public Meeting #2



Appendix C: Project Advisory Committee Workshop Results

On February 6, 2020 the Project Advisory Committee met to brainstorm potential trail alignments, focusing on what trails currently exist or are proposed. The study area was broken into an east half and a west half, and PAC members could provide ideas at one or both of these stations, depending on which parts of the study area they were most familiar with. The alignments suggested were digitized using GIS software and became the starting point for alignment analysis.

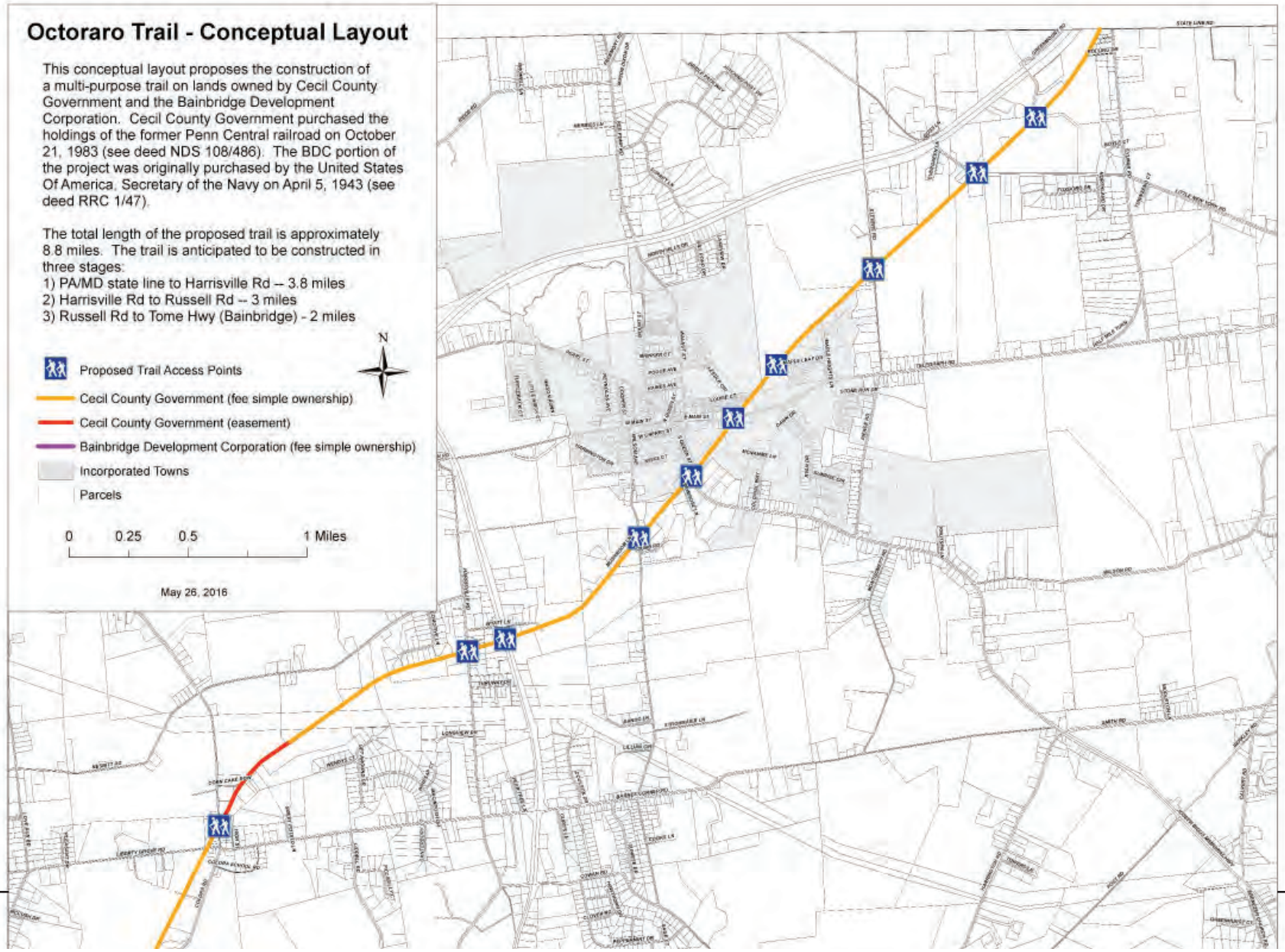

Southern Chester County Trail
Existing Conditions (East)
Londonderry
West Marlborough
London Grove
West Grove
Avondale
New Garden
Franklin


West Bradford
Newlin
East Bradford
Pocopson
East Marlborough
Birmingham
Pennsbury
Kennett


Southern Chester County Trail
Existing Conditions (West)
Lower Oxford
Oxford
West Nottingham
East Nottingham


Lower Oxford
New London

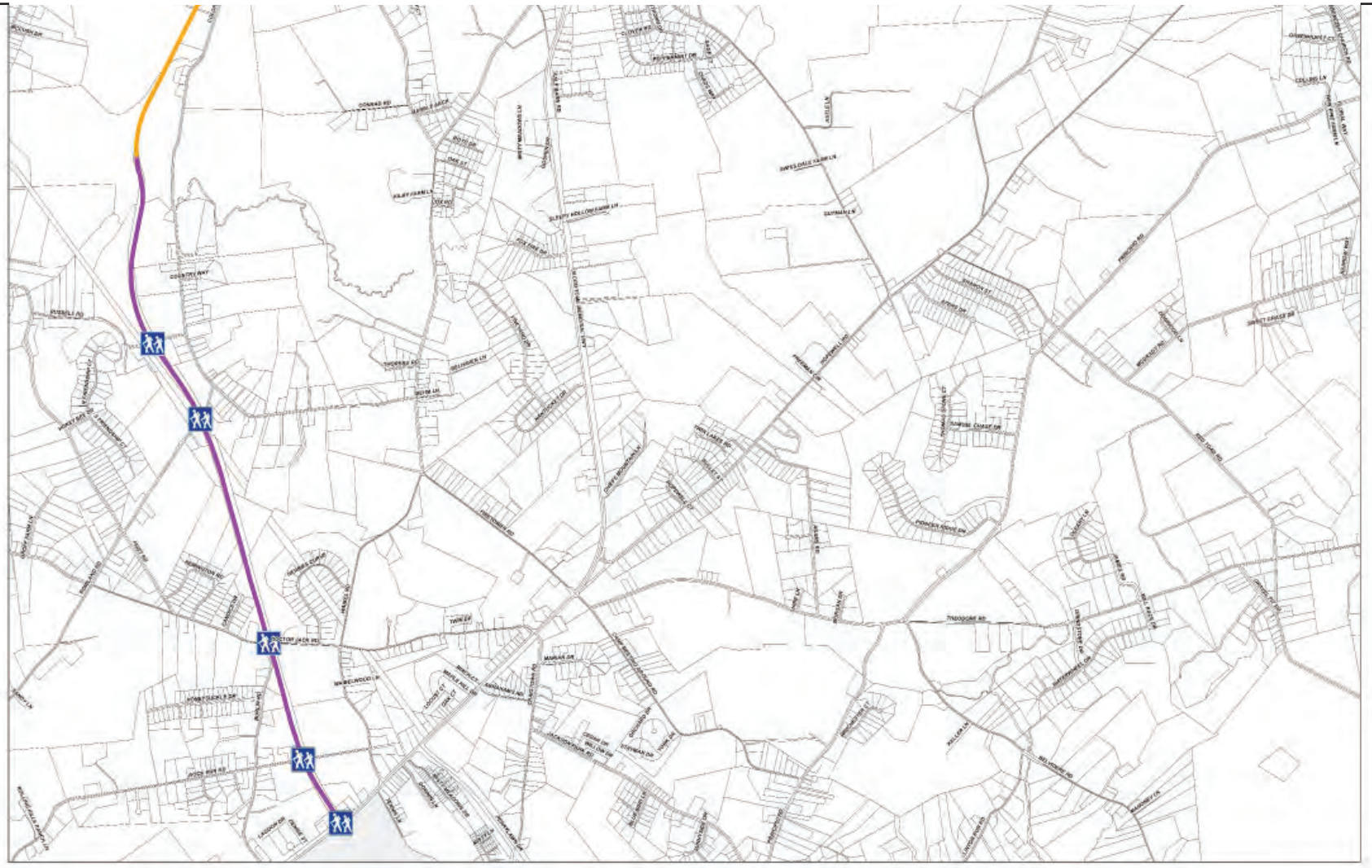
Appendix D: Cecil County, Maryland's Octoraro Trail - Conceptual Layout



MATCH LINE

MATCH LINE

MATCH LINE



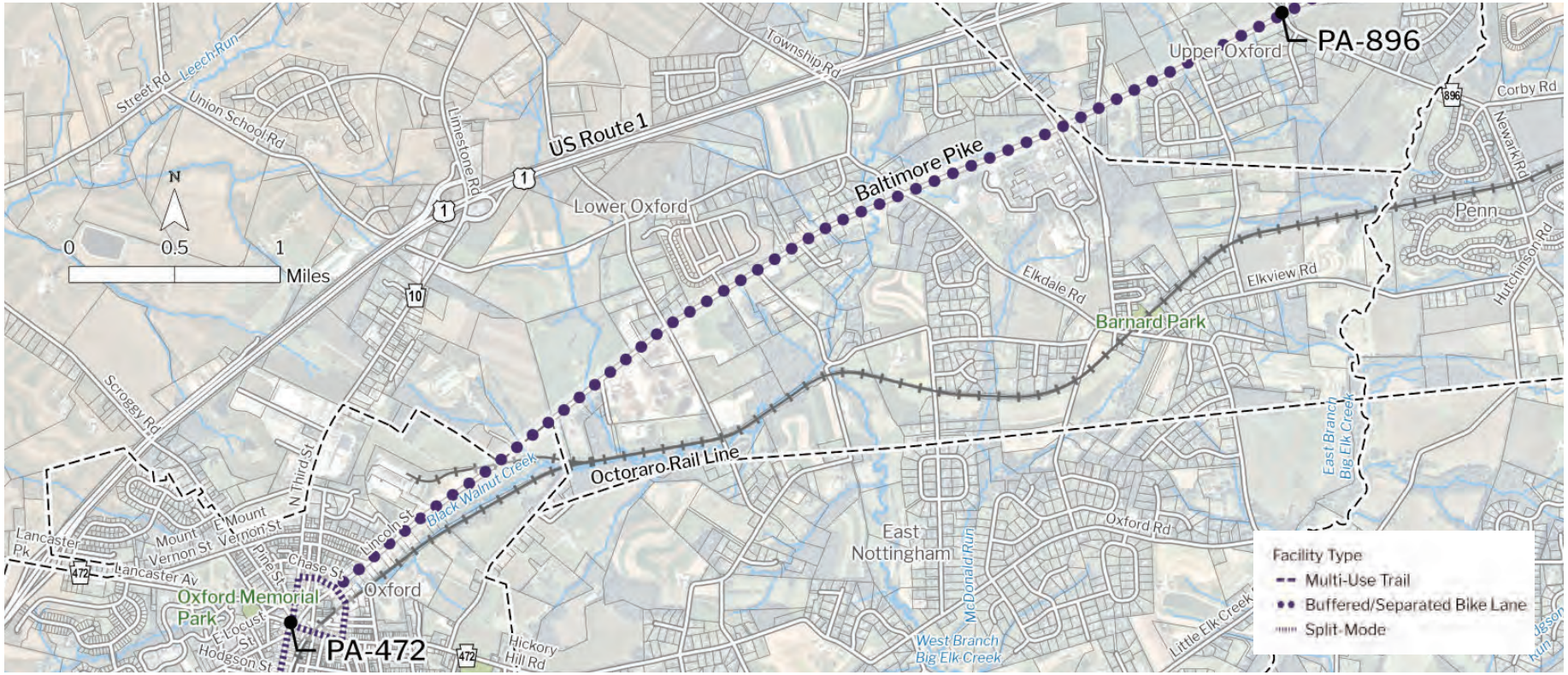
MATCH LINE

Appendix E: Evaluation Maps

Baltimore Pike Trail Alignment - Facility Types Evaluated

MD line to 472	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
PA-472 (Market St.) to Valley Ave.	0.54 mi.	split mode (existing sidewalks)	0.54 mi.	0 mi.	0	0	0 l.f.	6	0	0 l.f.	0
Valley Ave to PA-272/ Ewing Dr.	2.93 mi.	bike lanes	2.93 mi.	0 mi.	0	0	0 l.f.	3	0	0 l.f.	0
PA-272 to MD line	2.31 mi.	multi-use	0.81 mi.	1.5 mi.	12	7	0 l.f.	6	0	0 l.f.	0
Total	**5.78 mi.**	**various**	**4.28 mi.**	**1.5 mi.**	**12**	**7**	**0 l.f.**	**15**	**0**	**0 l.f.**	**0**

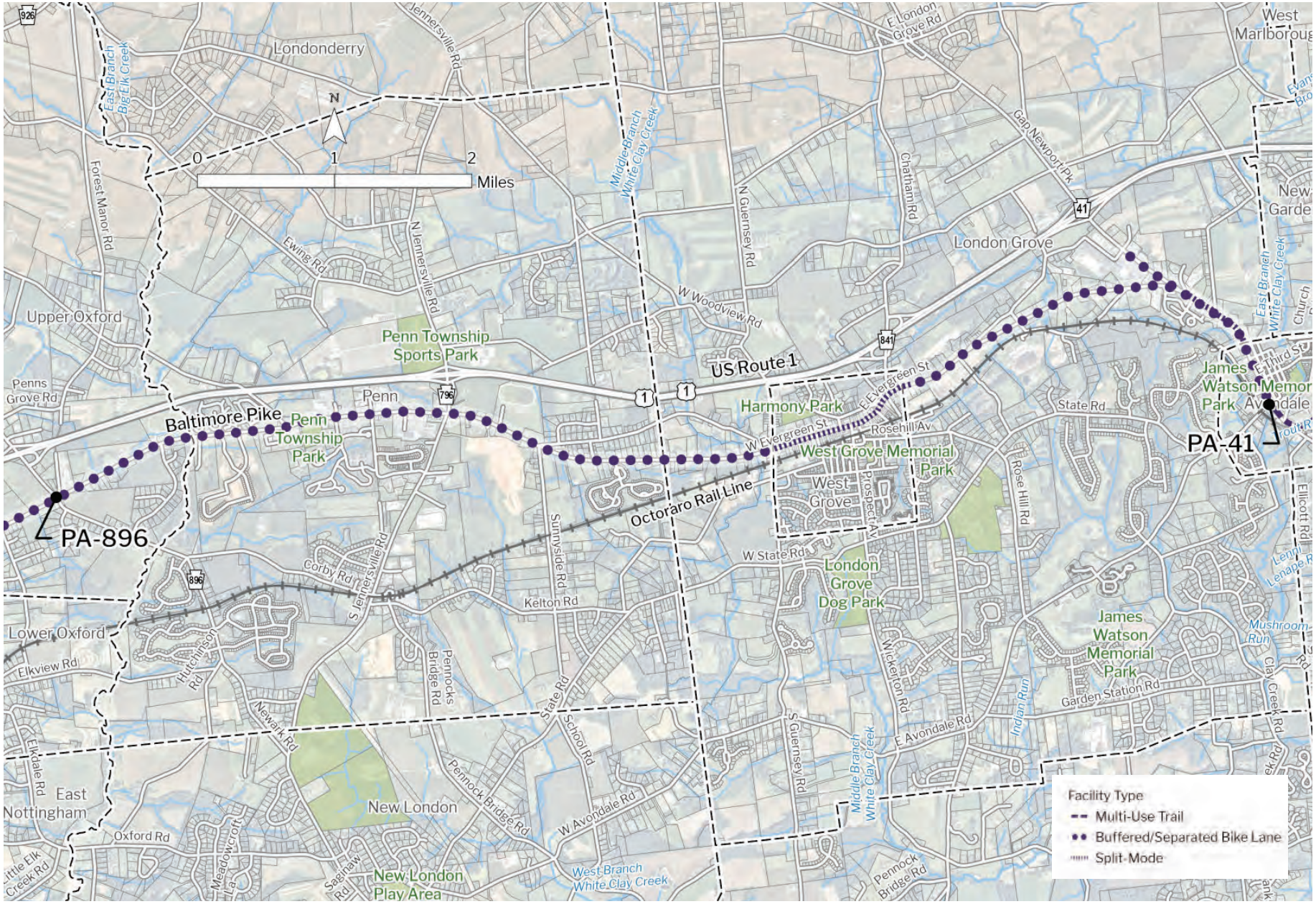
Baltimore Pike Trail Alignment - Facility Types Evaluated



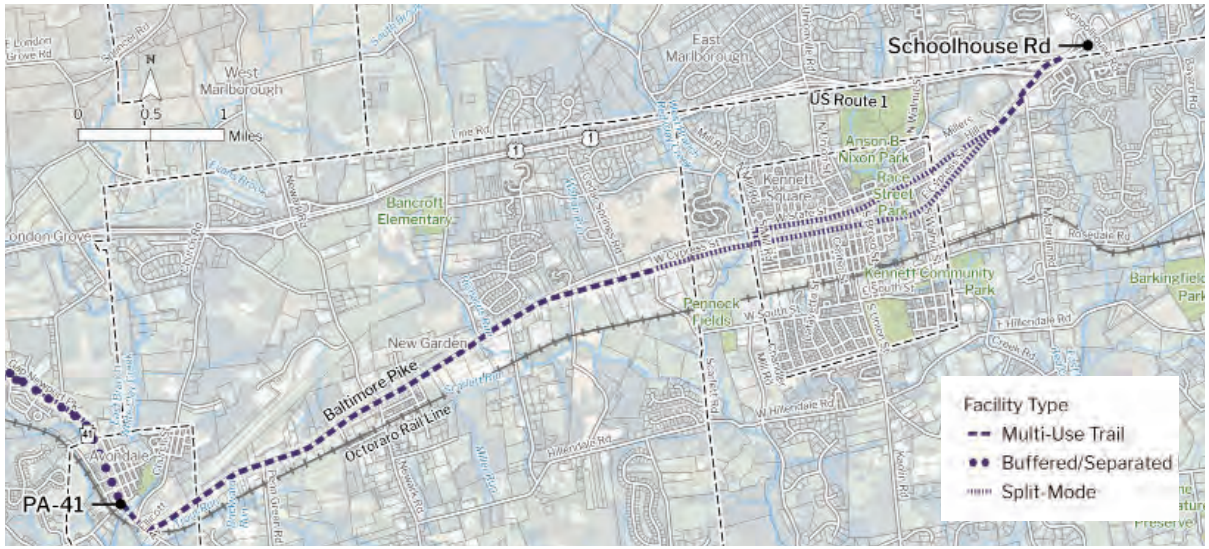
472 to 896	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
PA-896 to N. 5th St	4.06 mi.	bike lanes	4.06 mi.	0 mi.	0	0	0 l.f.	4	2	0 l.f.	0
N. 5th St. to PA-472 (Market St.)	0.20 mi.	split mode (existing sidewalks)	0.20 mi.	0 mi.	0	0	0 l.f.	2	0	0 l.f.	0
Total	**4.26 mi.**	**various**	**4.26 mi.**	**0 mi.**	**0**	**0**	**0 l.f.**	**6**	**2**	**0 l.f.**	**0**

Baltimore Pike Trail Alignment - Facility Types Evaluated

896 to 41	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
PA-41 to State St.	0.18 mi.	multi-use, restricted use	0 mi.	0.18 mi.	7	6	0 l.f.	1	1	0 l.f.	1
State St. to Lake Rd.	1.76 mi.	split mode, multi-use	0.22 mi.	1.54 mi.	11	9	0 l.f.	2	3	1,700 l.f.	0
Bike lanes to West Grove Borough Line	0.7 mi.	bike lanes	0.7 mi.	0 mi.	0	0	0 l.f.	1	0	0 l.f.	0
New sidewalks to West Grove Borough	0.09 mi.	split mode	0 mi.	0.09 mi.	5	2	0 l.f.	0	0	0 l.f.	0
Existing sidewalks in West Grove	0.74 mi.	split mode	0 mi.	0 mi.	0	0	0 l.f.	1	0	0 l.f.	0
New sidewalks west of West Grove	0.05 mi.	split mode	0 mi.	0.05 mi.	2	2	0 l.f.	0	0	0 l.f.	0
Bike lanes West Grove to Jennersville	1.88 mi.	bike lanes	1.88 mi.	0.05 mi.	0	0	0 l.f.	0	0	0 l.f.	0
New High School entrance to Upper Oxford Twp. Line	1.90 mi.	multi-use	0 mi.	1.9 mi.	16	8	0 l.f.	8	0	0 l.f.	0
Upper Oxford Twp. line to PA-896	1.99 mi.	bike lanes	.99 mi.	0 mi.	0	0	0 l.f.	1	1	0 l.f.	0
Total	**8.29 mi.**	**various**	**3.79 mi.**	**3.76 mi.**	**41**	**27**	**0 l.f.**	**14**	**5**	**1,700 l.f.**	**1**

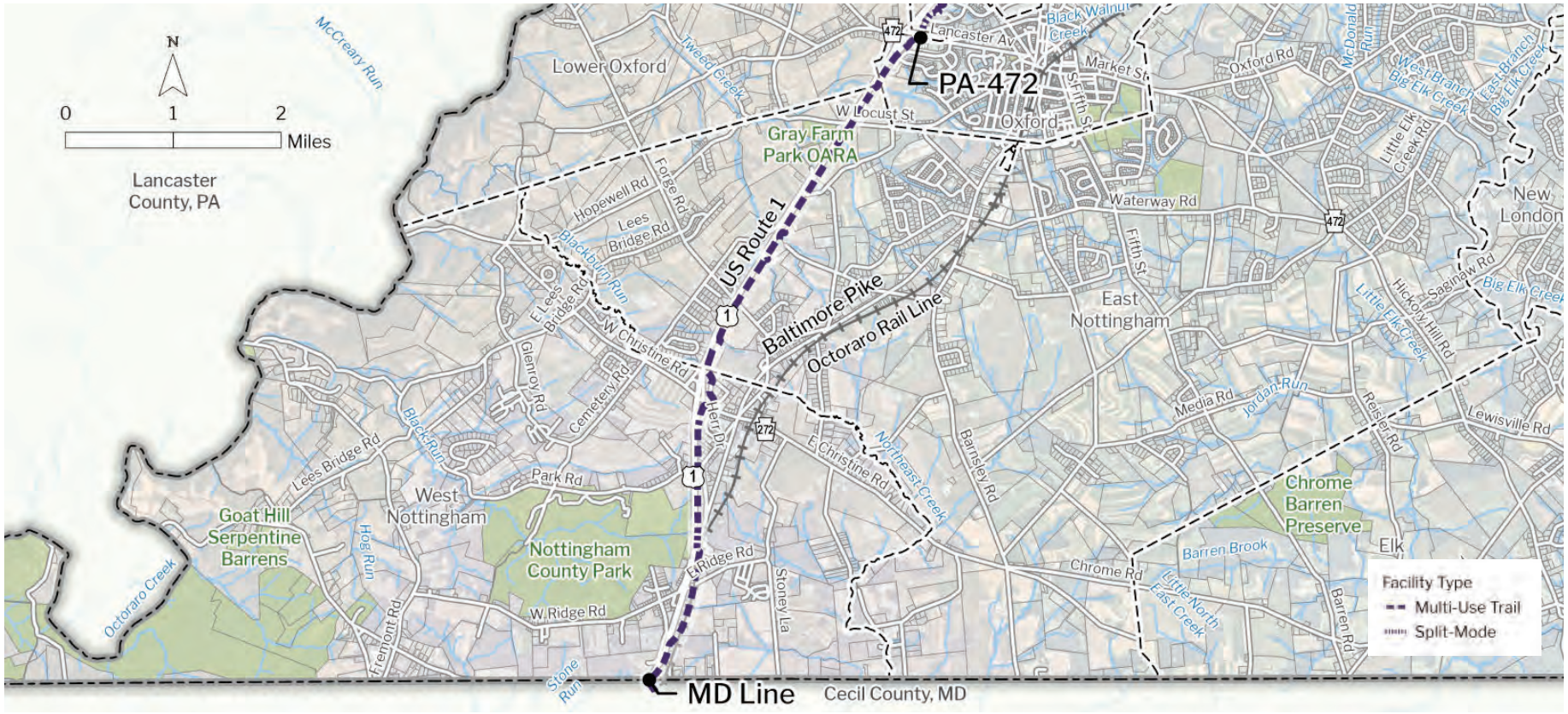

PA-896
PA-41
Baltimore Pike
US Route 1
Octoraro Rail Line
Penn Township Sports Park
Penn Township Park
Harmony Park
West Grove Memorial Park
London Grove Dog Park
James Watson Memorial Park
New London Play Area
Londonderry
Upper Oxford
Lower Oxford
East Nottingham
New London
West Grove
London Grove
Penn
Facility Type
Multi-Use Trail
Buffered/Separated Bike Lane
Split-Mode
0
1
2
Miles
N

Baltimore Pike Trail Alignment - Facility Types Evaluated



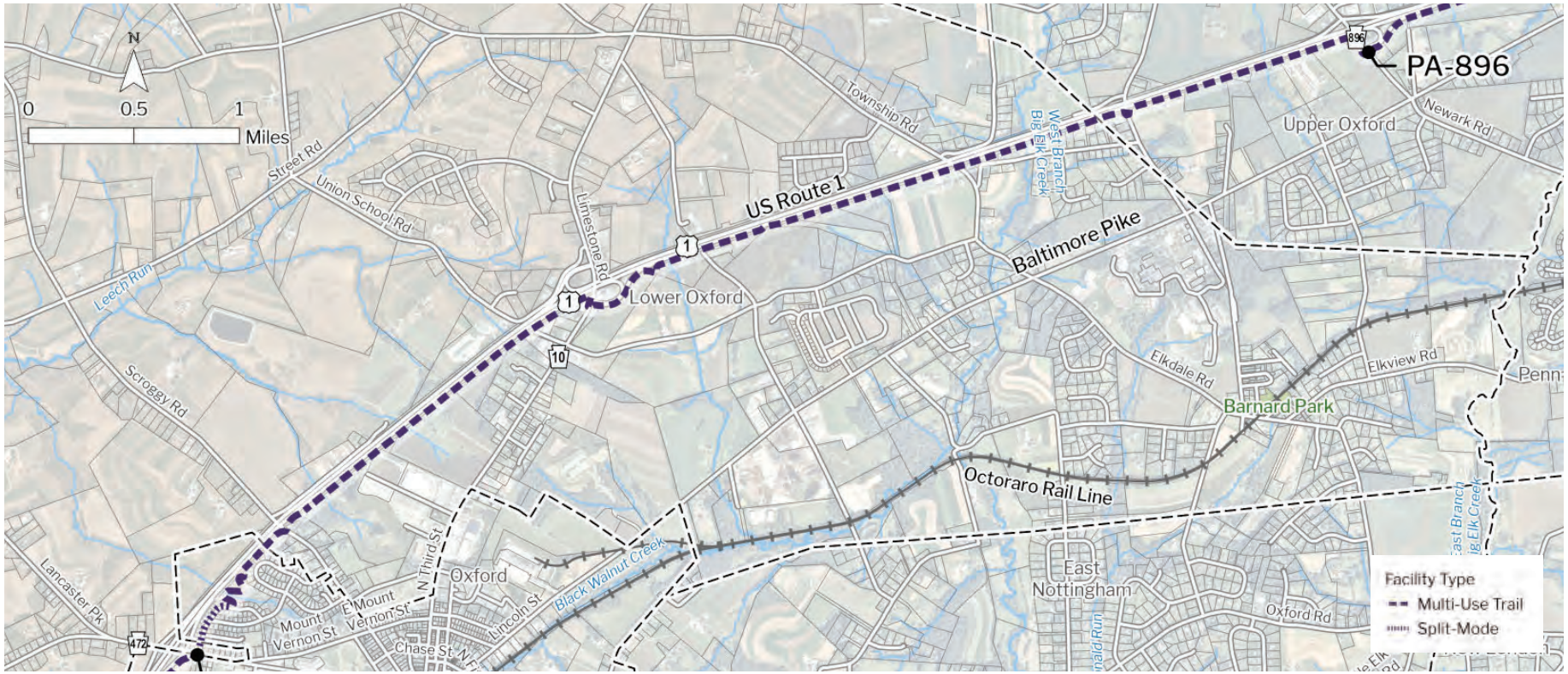
41 to Schoolhouse Rd.	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
PA-41 to Newark Rd.	1.43 mi.	multi-use	0 mi.	1.43 mi.	26	17	0 l.f.	1	0	0 l.f.	0
Newark Rd to Scarlet Rd.	1.63 mi.	sidewalk, multi-use	0.09 mi.	1.54 mi.	40	26	0 l.f.	2	1	0 l.f.	0
Existing sidewalks in Kennett	1.56 mi.	existing sidewalk	1.56 mi.	0 mi.	0	0	0 l.f.	10	0	0 l.f.	0
Sidewalk extension west of Kennett	0.42 mi.	sidewalk	0 mi.	0.42 mi.	8	7	0 l.f.	1	0	0 l.f.	0
Ways Lane to Schoolhouse Rd.	0.59 mi.	multi-use	0 mi.	0.59 mi.	9	8	0 l.f.	2	0	0 l.f.	0
Total	**5.63 mi.**	**various**	**1.65 mi.**	**3.98 mi.**	**83**	**58**	**0 l.f.**	**16**	**1**	**0 l.f.**	**0**

US 1 Trail Expressway Trail Alignment - Facility Types Evaluated



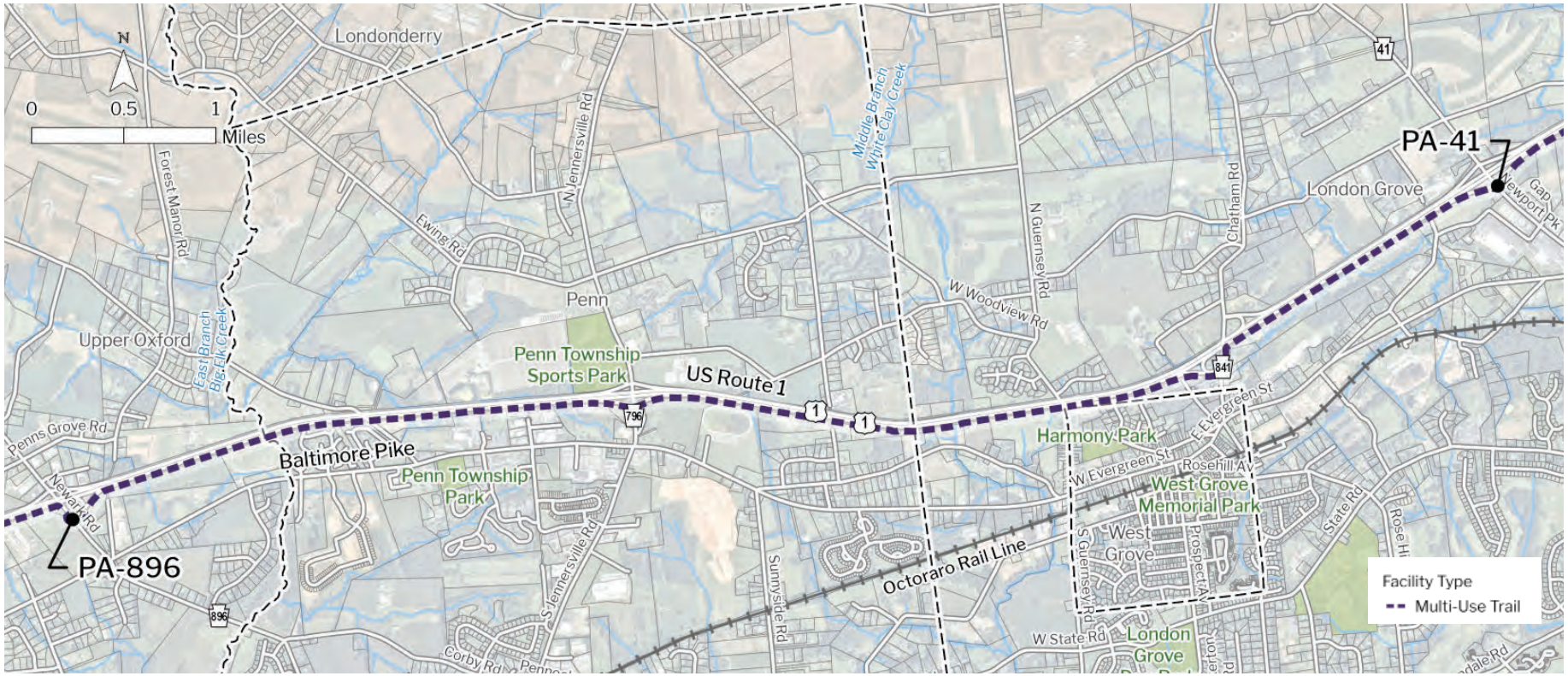
Section 110: MD line to PA 472	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
PA-472 to PA-272	3.2 mi.	multi-use	1.1 mi.	2.1 mi.	15	11	0 l.f.	3	3	2,850 l.f.	0
PA-272 to MD line	2.11 mi.	multi-use	0.81 mi.	1.3 mi.	7	6	0 l.f.	4	0	0 l.f.	0
Total	**5.31 mi.**	**multi-use**	**1.91 mi.**	**3.4 mi.**	**22**	**17**	**0 l.f.**	**7**	**3**	**2,850 l.f.**	**0**

US 1 Trail Expressway Trail Alignment - Facility Types Evaluated



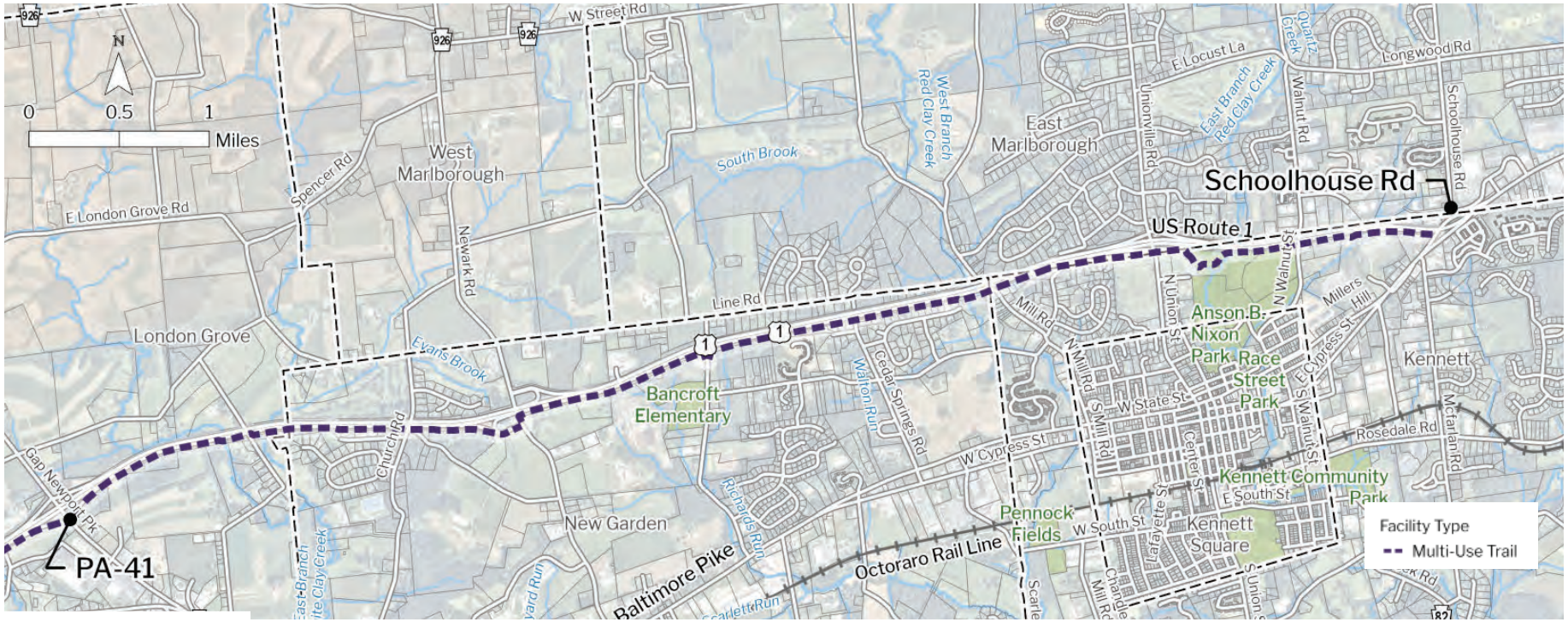
Section 100: PA 472 to PA 896	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
PA-896 to PA-10	3.13 mi.	multi-use	2.27 mi.	0.86 mi.	10	9	0 l.f.	3	2	2,270 l.f.	0
PA-10 to PA-472 (Lancaster Rd.)	2.18 mi.	multi-use, split mode	1.16 mi.	1.02 mi.	6	5	530 l.f.	2	0	1,100 l.f.	0
Total	**5.31 mi.**	**multi-use, split mode**	**3.43 mi.**	**1.88 mi.**	**16**	**14**	**530 l.f.**	**5**	**2**	**3,370 l.f.**	**0**

US 1 Trail Expressway Trail Alignment - Facility Types Evaluated



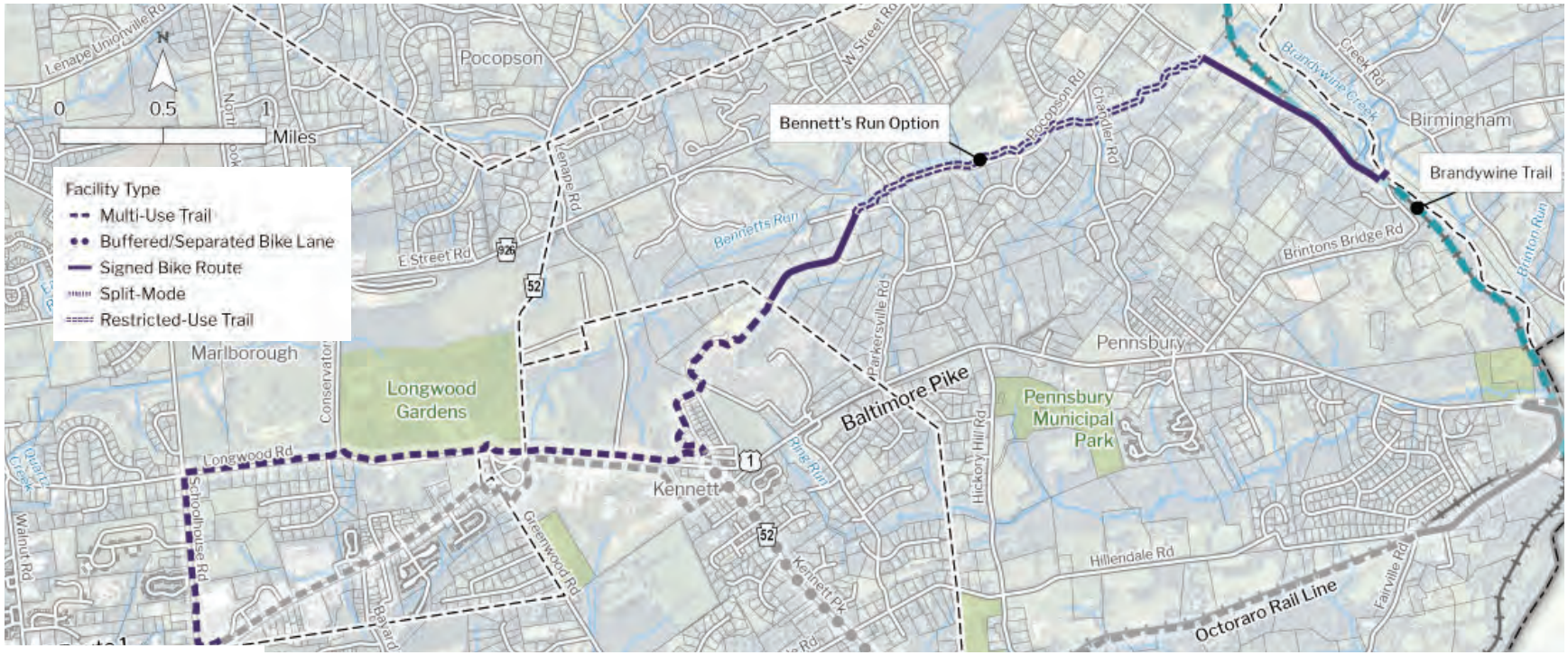
Section 200: PA 896 to PA 41	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
PA-41 to PA-841	1.42 mi.	multi-use	0.72 mi.	0.7 mi.	3	3	0 l.f.	2	2	300 l.f.	0
PA-841 to PA-796	2.51 mi.	multi-use	1.28 mi.	1.23 mi.	8	6	0 l.f.	2	2	1,350 l.f.	1
PA-796 to PA-896	2.43 mi.	multi-use	1.86 mi.	0.57 mi.	7	5	3,400 l.f.	2	2	1,800 l.f.	0
Total	**6.45 mi.**	**multi-use**	**3.86 mi.**	**2.5 mi.**	**18**	**14**	**3,400 l.f.**	**6**	**6**	**3,450 l.f.**	**1**

US 1 Trail Expressway Trail Alignment - Facility Types Evaluated



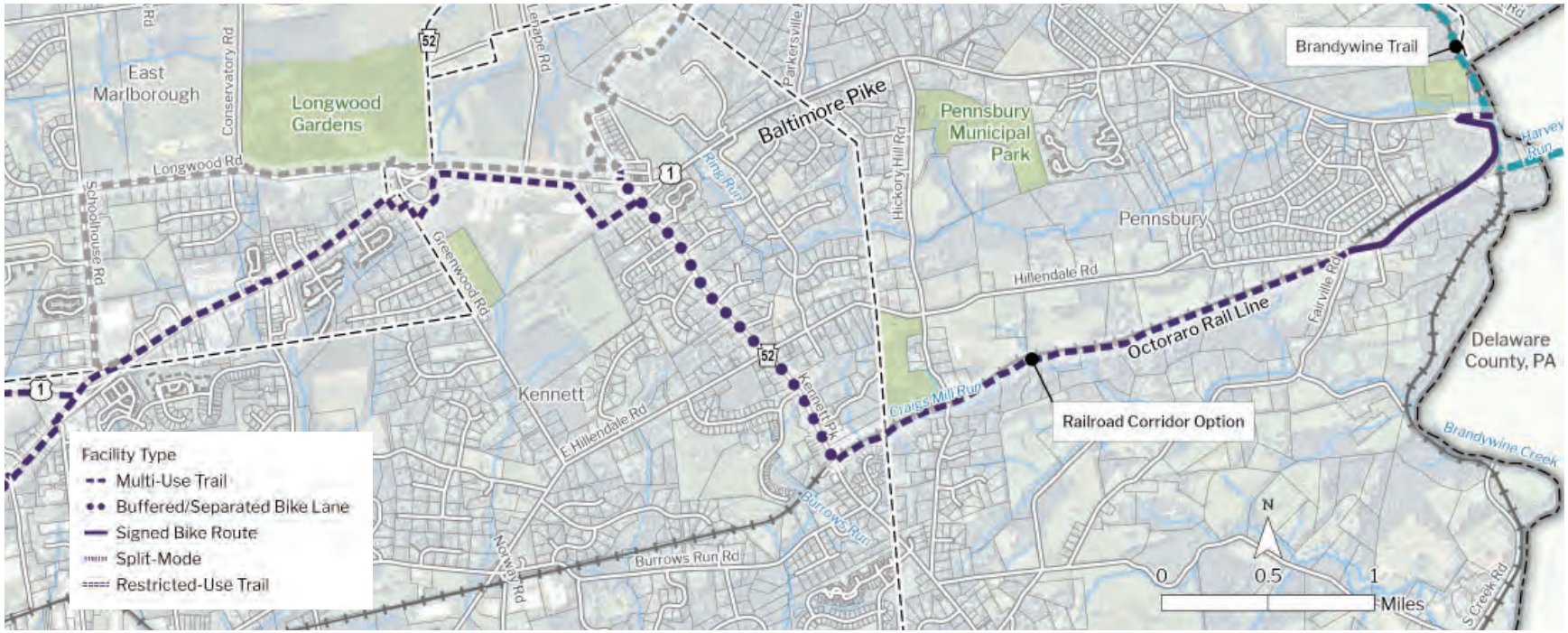
Section 210: PA 41 to Schoolhouse Rd.	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
Bancroft Rd. to PA-41	2.98 mi.	multi-use	2.66 mi.	0.32 mi.	4	3	3,100 l.f.	3	3	0 l.f.	1
Mill Rd. to Bancroft Rd.	1.29 mi.	multi-use	0.43 mi.	0.86 mi.	9	9	2,060 l.f.	1	1	0 l.f.	0
E. Baltimore Pike to Mill Rd.	1.99 mi.	multi-use	1.63 mi.	0.36 mi.	3	3	500 l.f.	2	1	0 l.f.	0
Total	**6.26 mi.**	**multi-use**	**4.72 mi.**	**1.54 mi.**	**16**	**15**	**5,660 l.f.**	**6**	**5**	**0 l.f.**	**1**

Circuit Trail Connection - Facility Types Evaluated



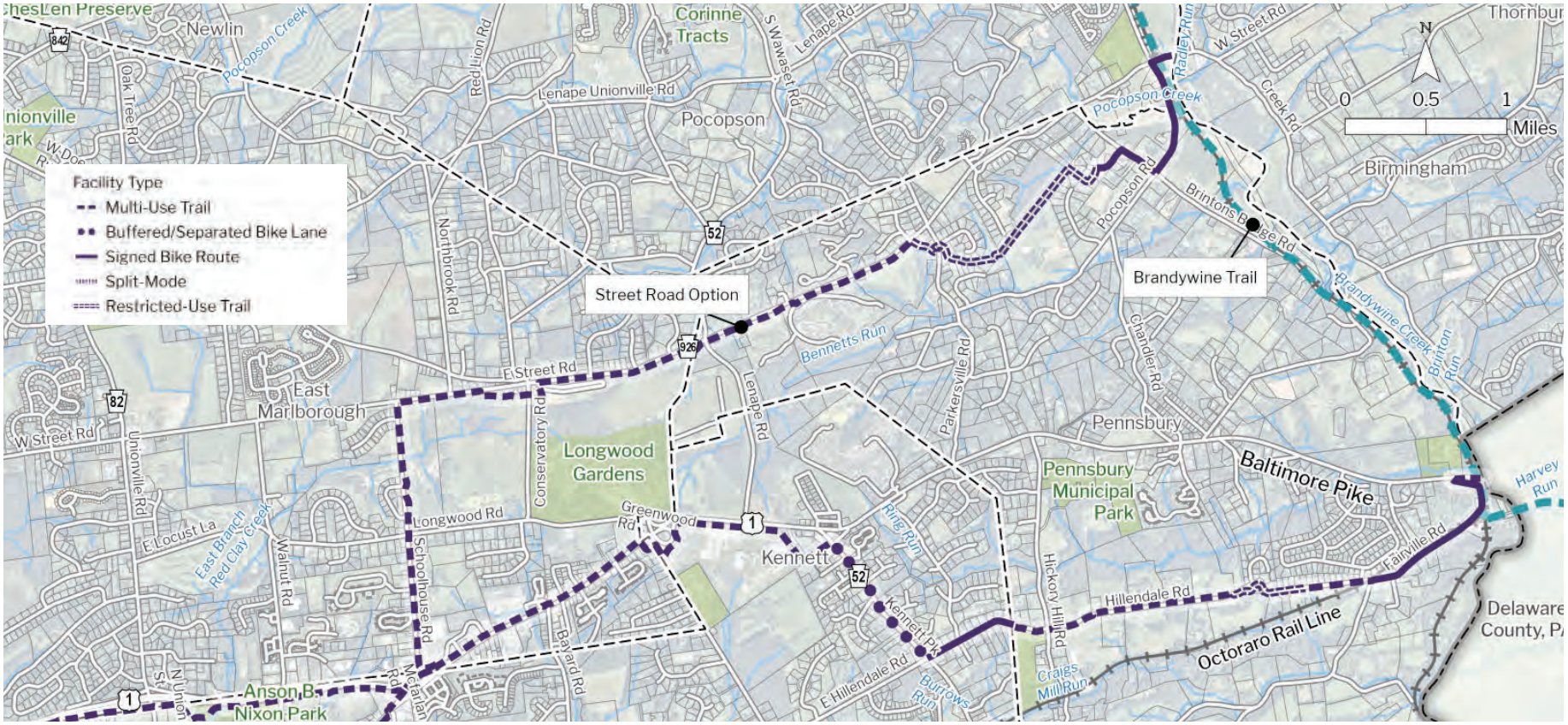
Bennett's Run option	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
Bypass to Elmwood Drive	2.72 mi.	multi-use	0 mi.	2.72 mi.	13	5	0 l.f.	6	0	0 l.f.	0
Elmwood Drive to Brandywine Creek	3.78 mi.	multi-use, bike route	1.29 mi.	2.49 mi.	15	15	0 l.f.	4	1	200 l.f.	0
Total	**6.5 mi.**		**1.29 mi.**	**5.21 mi.**	**28**	**20**	**0 l.f.**	**10**	**1**	**200 l.f.**	**0**

Circuit Trail Connection - Facility Types Evaluated



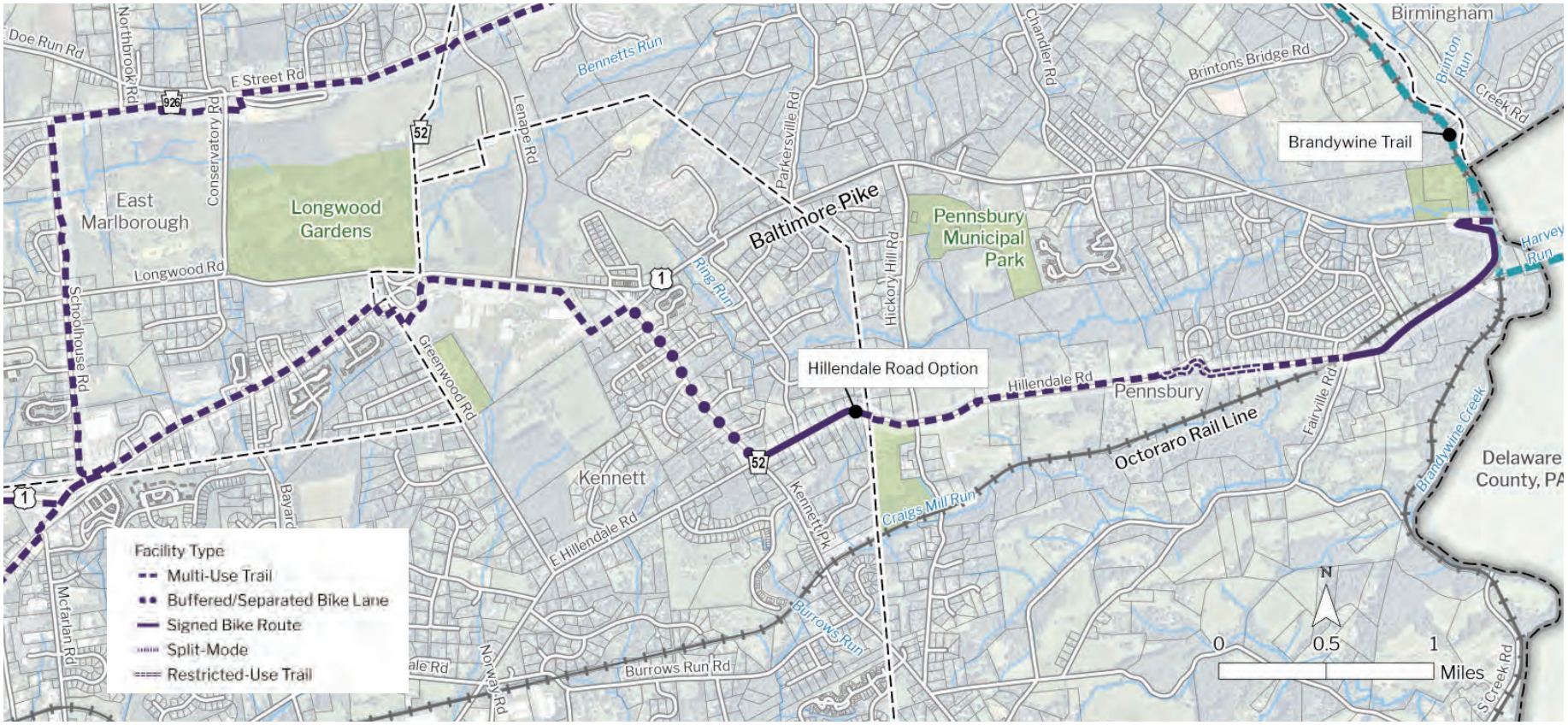
Railroad corridor option	Mileage	Facility type evaluated	Miles of public ROW	Miles of private ROW	Number of private parcels potentially impacted	Number of different private landowners potentially impacted	Linear feet of wall	Significant at-grade crossings	Stream crossings	Linear feet of wetland impacts	Structure impacts
Bypass to 52 Bikeway	2.33 mi.	multi-use	0.12 mi.	2.21 mi.	22	15	0 l.f.	10	0	0 l.f.	0
52 Bikeway from Baltimore Pike to RR xing	1.19 mi.	existing bike lanes	1.19 mi.	2.00 mi.	0	0	0 l.f.	0	0	0 l.f.	0
52 Bikeway to Brandywine Creek	3.11 mi.	multi-use, bike route	0.52 mi.	2.59 mi.	18	18	0 l.f.	3	1	0 l.f.	0
Total	**6.63 mi.**		**1.83 mi.**	**6.8 mi.**	**40**	**33**	**0 l.f.**	**13**	**1**	**0 l.f.**	**0**

Street Road Option



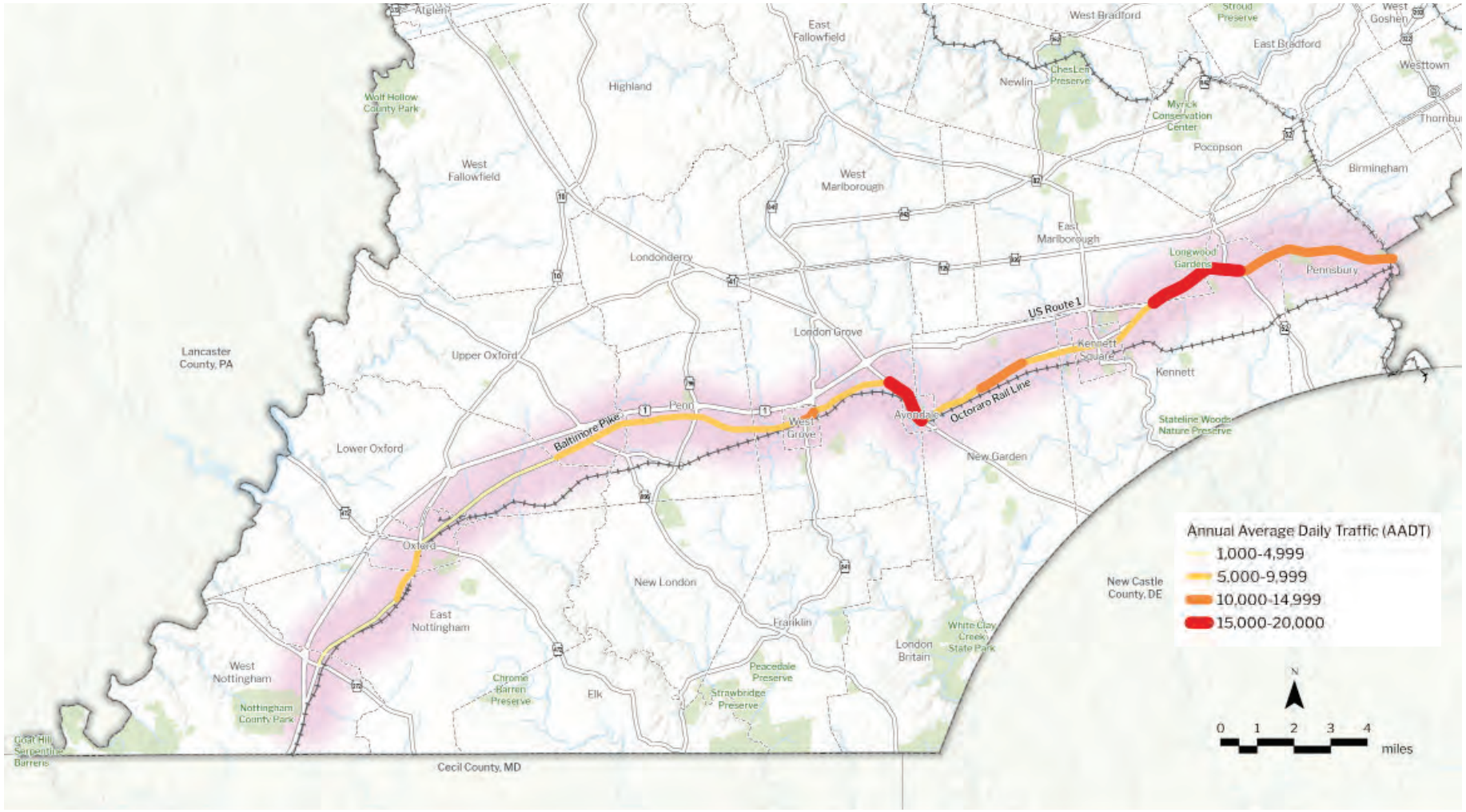
Street Road option	Mileage	New multi-use trail	New restricted use trail	New signed bike route	Significant at-grade crossings	Stream crossings	Number of private parcels potentially impacted	Number of different private landowners potentially impacted
Total	**6.3 mi.**	**4.1 mi**	**1.2 mi.**	**1.0 mi.**	**9**	**2**	**20**	**11**

Hillendale Option

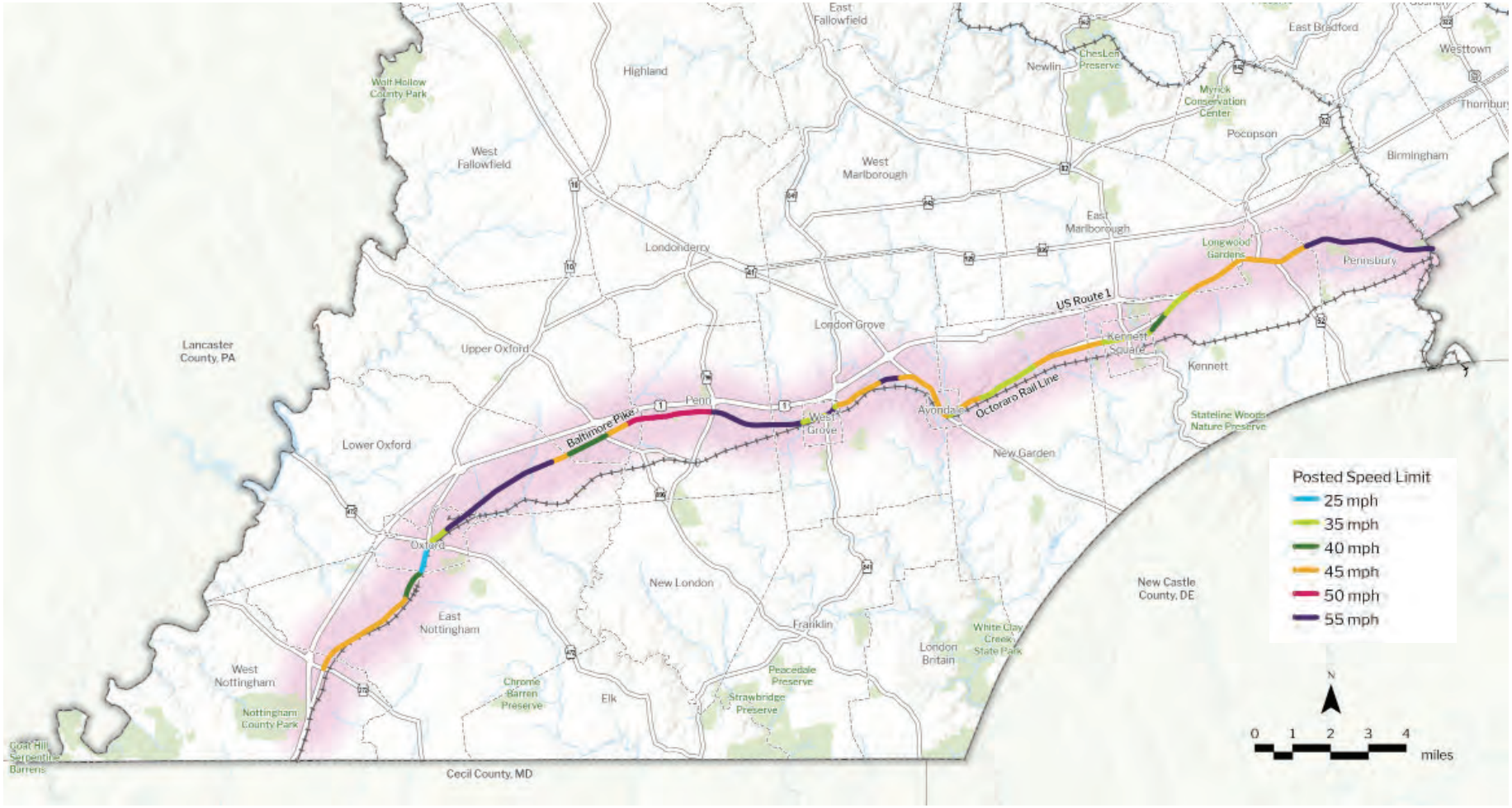


Hillendale Road option	Mileage	New multi-use trail	New restricted use trail	New signed bike route	Existing bike lanes	Significant at-grade crossings	Stream crossings	Number of private parcels potentially impacted	Number of different private landowners potentially impacted
Total	**6.5 mi.**	**4.1 mi**	**0.4 mi.**	**1.3 mi.**	**0.7 mi.**	**20**	**0**	**39**	**27**

Baltimore Pike Analysis - Annual Average Daily Traffic



Baltimore Pike Analysis - Posted Speed Limit



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Margaret Moore, *Pennsbury Township*

Rachel Berkowitz, *Kennett Square Borough*

Ramsey Reiner, *New Garden Township*

Kati Parlier, *New Garden Township*

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Peggy Ann Russell, *Oxford Borough*

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Rick Tralies, *Natural Lands*

Rob Daniels, *Brandywine Conservancy*

Abbie Kessler, *The Land Conservancy for Southern Chester County*

Blair Fleishman, *SAVE*

Amanda Blevins, *La Communidad Hispana*

Josie Marsh, *Bike Kennett*

Scott Fetterolf, *Oxford Area Recreational Authority*

Suzanne Geouque, *Kennett Area Parks and Rec Board*

Renee Ezokas DePietro, *Longwood Gardens*

Christina Norland, *Kennett Trails Alliance*

Patrick Curran, *Oxford Area Civic Association*

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