How We CONNECT

Landscapes

Chester County
Trails Master Plan

2024

CHESTER COUNTY Planning COMMISSION

Chester County Trails Master Plan

Prepared by the
Chester County Planning Commission
December 2024

Implementing the **CONNECT** goal

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Josh Maxwell
Marian Moskowitz
Eric Roe
Michelle Kichline (former)

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Rob Daniels, Brandywine Conservancy
Carol DeWolf, Schuylkill Highlands Conservation Landscape Initiative
Jeanne Franklin, Chester County Health Department
Jacob Gardner, Schuylkill River Greenways
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E. Jean Krack, Phoenixville Borough
Tim Lander, Friends of the Chester Valley Trail
Shawn Megill Legendre, DVRPC
Jean Lynch, PA DCNR (former)
Patricia McCloskey, Pottstown Area Regional Recreation Committee
John Meisel, TMACC
Nidhi Mehra, PennDOT District 6-0
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Christina Norland, Kennett Trails Alliance
Rich Phifer, East Bradford Township
Justin Smiley, West Whiteland Township
David Stauffer, Chester County Parks + Preservation
Rick Trailes, Natural Lands
Karen Versuk, Penn Township

Planning Commission Staff

Brian O'Leary, AICP, Executive Director
Carol Stauffer, AICP, Assistant Director
Brian Styche, RLA, AICP, Multimodal Transportation Director
Stephen Buck, RLA, Trails Planner
Alex Sankaran, Transportation Planner
Patty Quinn, Transportation Planner
Jake Michael, Senior Demographer
Paul Fritz, RLA, AICP Design and Technology Director (former)
Geoff Creary, Design and Technology Director
Diana Zak, Graphics Supervisor
Christopher Bittle, Senior Graphics Specialist
Gwen Duli, Graphics Specialist
Carolyn Oakley, Communications Supervisor
Elle Steinman, Communications Coordinator

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Executive Summary

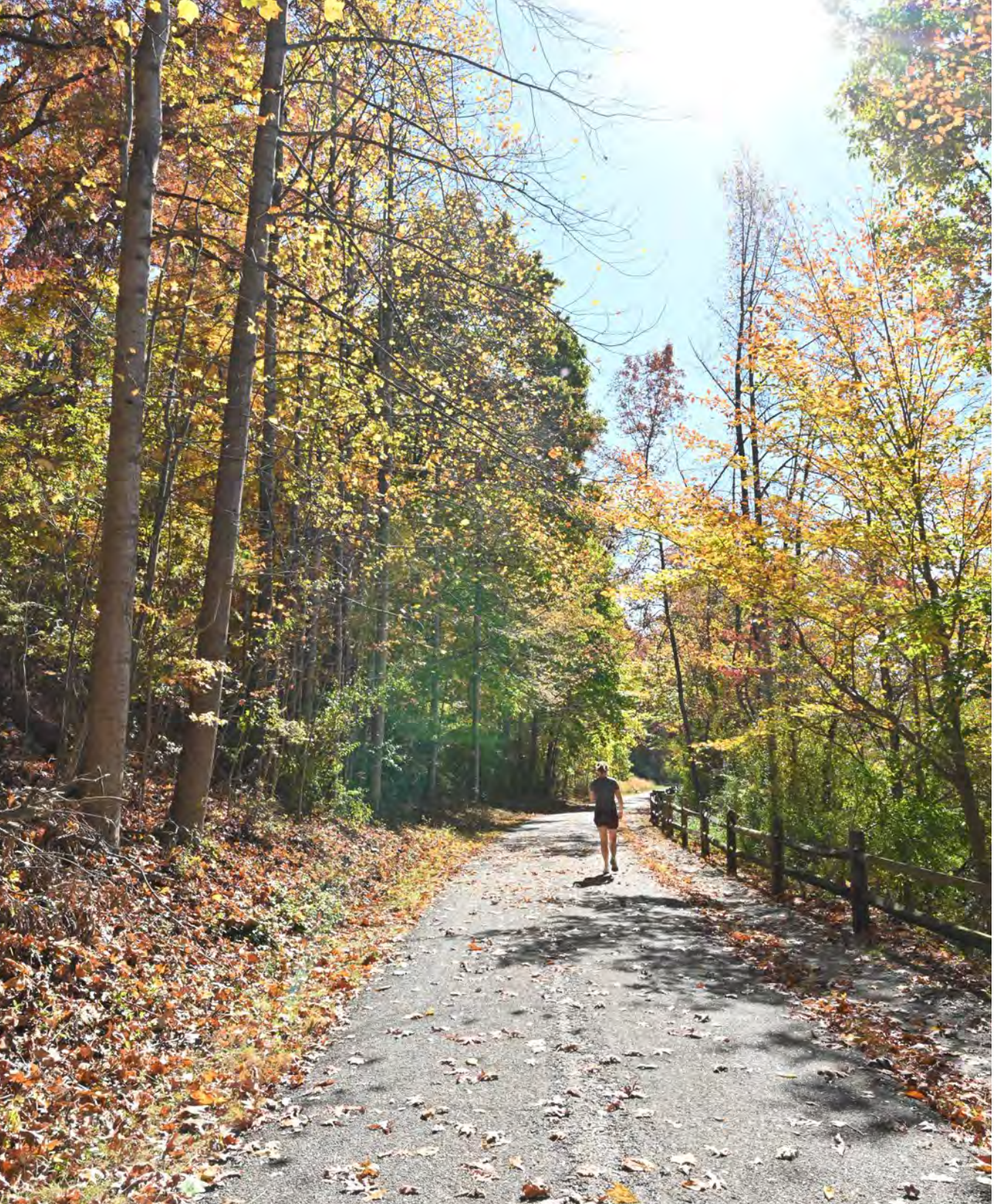
The Chester County Trails Master Plan (*Plan*) presents a comprehensive vision to guide the future planning and implementation of Chester County's public trail network. The *Plan* builds off the host of prior local, county, and regional trail planning work to identify opportunities to improve the county's active transportation and recreational networks via a robust and inter-connected public trail network. The *Plan* provides recommendations organized by six primary goals focused on expanding the network of publicly accessible trails, improving connectivity, providing more equitable trail access, leveraging trails to support local economies, increasing engagement with the county's natural, cultural, and historic resources, and prioritizing safety throughout the network. In support of the recommendations, the *Plan* includes additional planning, design, and implementation resources and identifies several catalyst projects to advance key trail opportunities within the network.

The *Plan* report is structured as follows:

- Chapters 1–2 provide an overview of the project, including background information, factors influencing the *Plan*, the vision and goals, and a review of the existing conditions inventory and trail network analysis.
- Chapter 3 reviews findings from the public engagement process and summarizes the *Plan's* development process.
- Chapter 4 presents the trails proposed within the county-wide trail network.
- Chapter 5 provides general trail planning, design, and management resources for Chester County and its many implementation partners.
- Chapter 6 presents the *Plan's* primary recommendations.
- Chapter 7 identifies ten catalyst projects with detailed summaries and recommendations to advance these critical projects.

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

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



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Introduction

Study Purpose and Scope

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

The Chester County Trails Master Plan (Plan) was developed to strategically guide the future growth and development of the public trail network throughout the county. The *Plan* provides a long-term vision for this network with recommendations to advance implementation to create a more robust, well-connected, and accessible trail network for all county residents and visitors to enjoy. The *Plan* builds upon the existing investment in public trails and integrates the extensive trail planning work completed at the state, regional, county, and local levels into a comprehensive vision for an extensive system of public trails throughout the county.

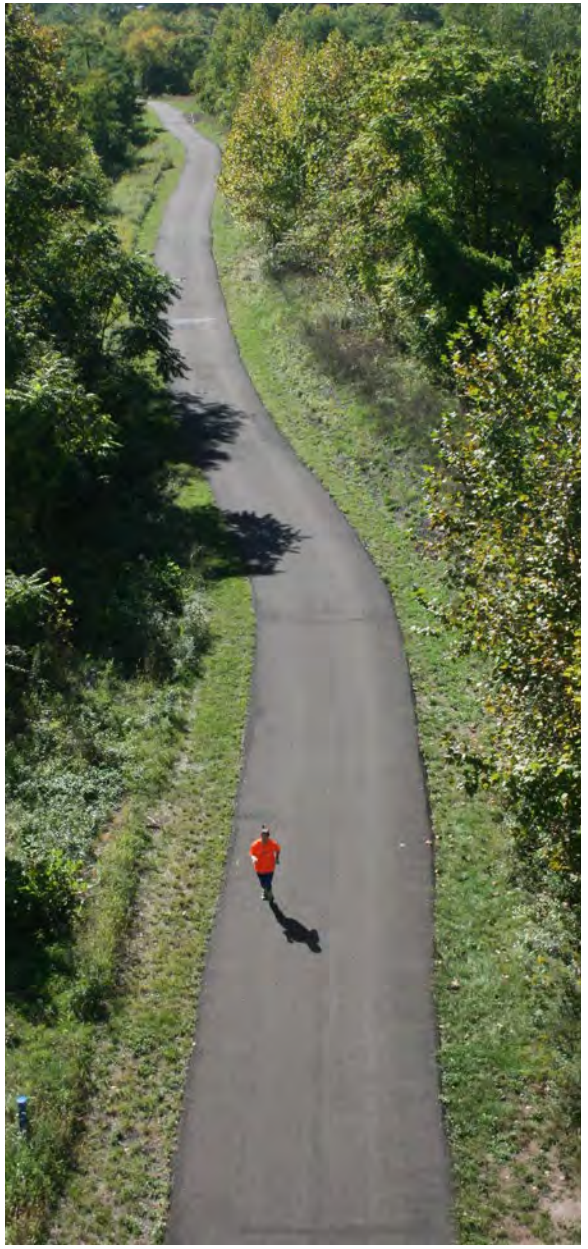
The Chester Valley Trail is one of the county's most popular and well-known trails that connects several communities and landscapes in eastern and central Chester County..

Trails are important investments that can enjoyed by people of all ages, abilities, and backgrounds.

The scope of this study includes:

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

Multi-use trails are used for both transportation and recreational purposes.



Trails create opportunities to engage with Chester County's various landscapes.

Landscapes3

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

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

- ***Objective C:*** "Provide universally accessible sidewalks, trails, and public transit connections to create a continuous active transportation network within designated growth areas, and develop multi-use trails to interconnect all communities.
- ***Recommendation #7*** "Create a county-wide, interconnected trail network."

***Landscapes3* Circuit Trail Policy Map**

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

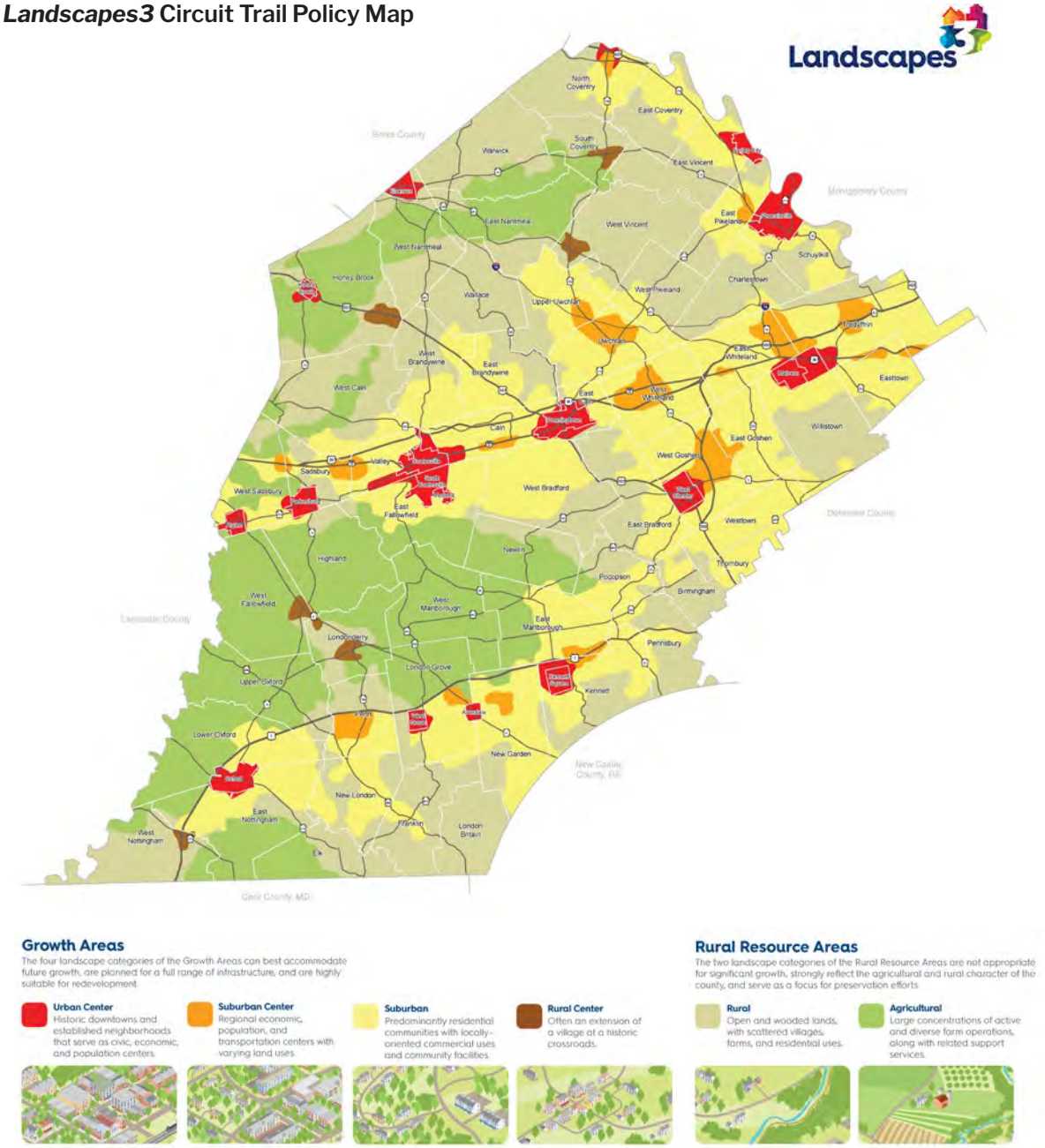
- **Urban Center:** Historic downtowns and established neighborhoods that serve as civic, economic, and population centers.
- **Suburban Center:** Regional economic, population, and transportation centers with varying land uses.
- **Suburban:** Predominantly residential communities with locally oriented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

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

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

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

***Landscapes3* Circuit Trail Policy Map**



Vision

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

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

Goals

Growth

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

Connectivity

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

Accessibility & Equity

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

Economic Development

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

Protection & Appreciation

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

Safety

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

Importance of Trails and Active Transportation

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

Transportation

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

Improving the county's active transportation network can relieve pressure from the road and highway network, reducing the number of vehicles on these roadways which can reduce traffic congestion, time spent waiting in traffic, and vehicular travel times.

Health

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

Climate and Environment

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

Economic Development

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

Trails can also attract users from surrounding communities who can support local businesses through trail related tourism and recreation spending.

Equity

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

Factors Influencing the Plan

Demographic Changes

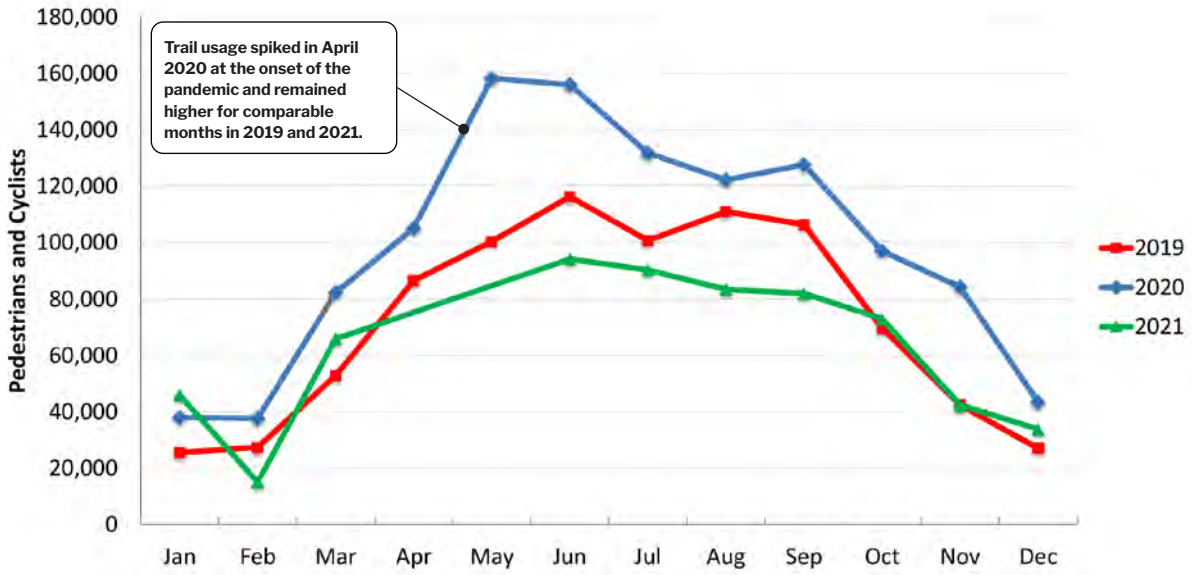
As the county's population has grown it's composition has seen notable shifts. The number of older adults has grown significantly, with long-term increases in residents nearing retirement (ages 55–64) as well as those eligible for social security (age 65 and older). The county has also grown more diverse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

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

Chester County demographic snapshot.
Data Source: US Census

COVID-19's Impact on Public Open Space

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



Data showing trail use from 4 permanent count locations in Pennsylvania (Chester Valley Trail, Delaware River Trail, Schuylkill River Trail, Wissahickon Trail).
Image Source: DVRPC Trail Usage and Monthly Counts (https://cdn.dvrpc.org/sites/default/files/inline-images/COVID-19TravelImpactsDVRPCRegion_Internet_20211231_Trails.pdf)

Transportation Equity

According to the 2017 American Community Survey, approximately 4.9% of households in Chester County do not have access to a vehicle, and 26% of households have access to only one. Even with the high level of vehicle ownership in the county, it is important that the county's transportation network address and meet the transportation needs of all county residents.

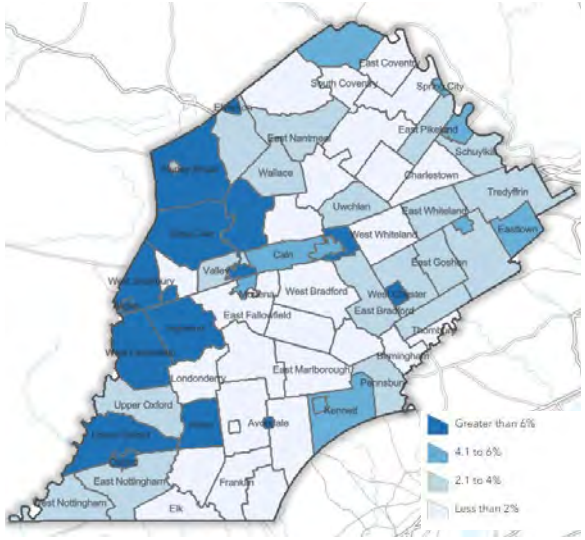
Improving the non-motorized transportation network strengthens transportation equity by providing residents with alternative mobility choices. This not only benefits those with limited/no access to a personal automobile, but also those who do not drive to due to age, ability, cost of ownership, cultural preference, or other circumstance.

Safety

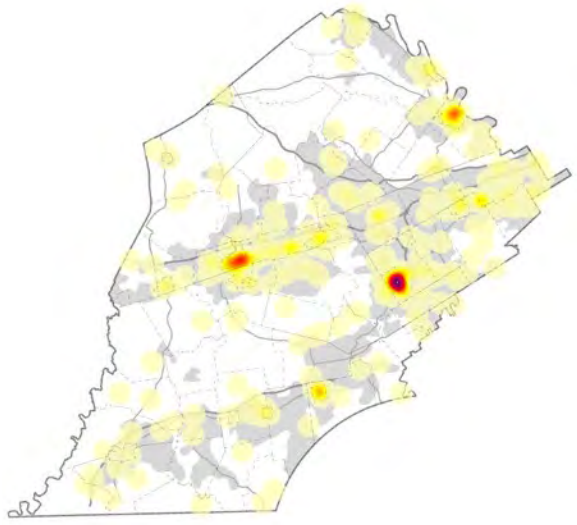
According to DVRPC's vehicular crash statistics, there were 344 reported crashes involving pedestrians and 106 involving bicyclists in Chester County between 2016-2020. Of these, 83 pedestrians and 19 bicyclists were either killed or seriously injured in these incidents (dvrpc.org/webmaps/crash-data/).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

Access to Recreation

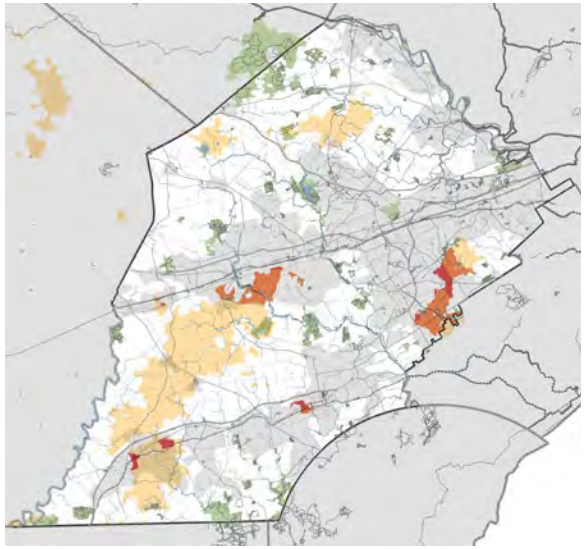
In 2019, PA DCNR partnered with WeConservePA and the Trust for Public Land as part of DCNR's goal to provide outdoor recreation access close to every Pennsylvanian. This "Recreation Access and Need" assessment revealed that approximately 41% of Chester County residents were within a 10-minute walk to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



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



Pedestrian and bicycle crash heat map showing locations of accidents that involved a pedestrian or bicyclist. Darker areas represent higher numbers of incidents.
Data Source: DVRPC



Access to Recreation Map showing areas with medium and high need for trailhead access, Darker colors represent higher areas of need.
Data Source: PA DCNR

Regional Trail Connectivity

The Circuit Trails

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

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

Circuit Trails in Chester County

- A: Chester Valley Trail
- B: Devault Trail
- C: Brandywine Trail
- D: Paoli Station Connector
- E: Schuylkill River Trail
- F: Struble Trail
- G: Uwchlan Trail
- H: Warner Spur

Other Regional Trails

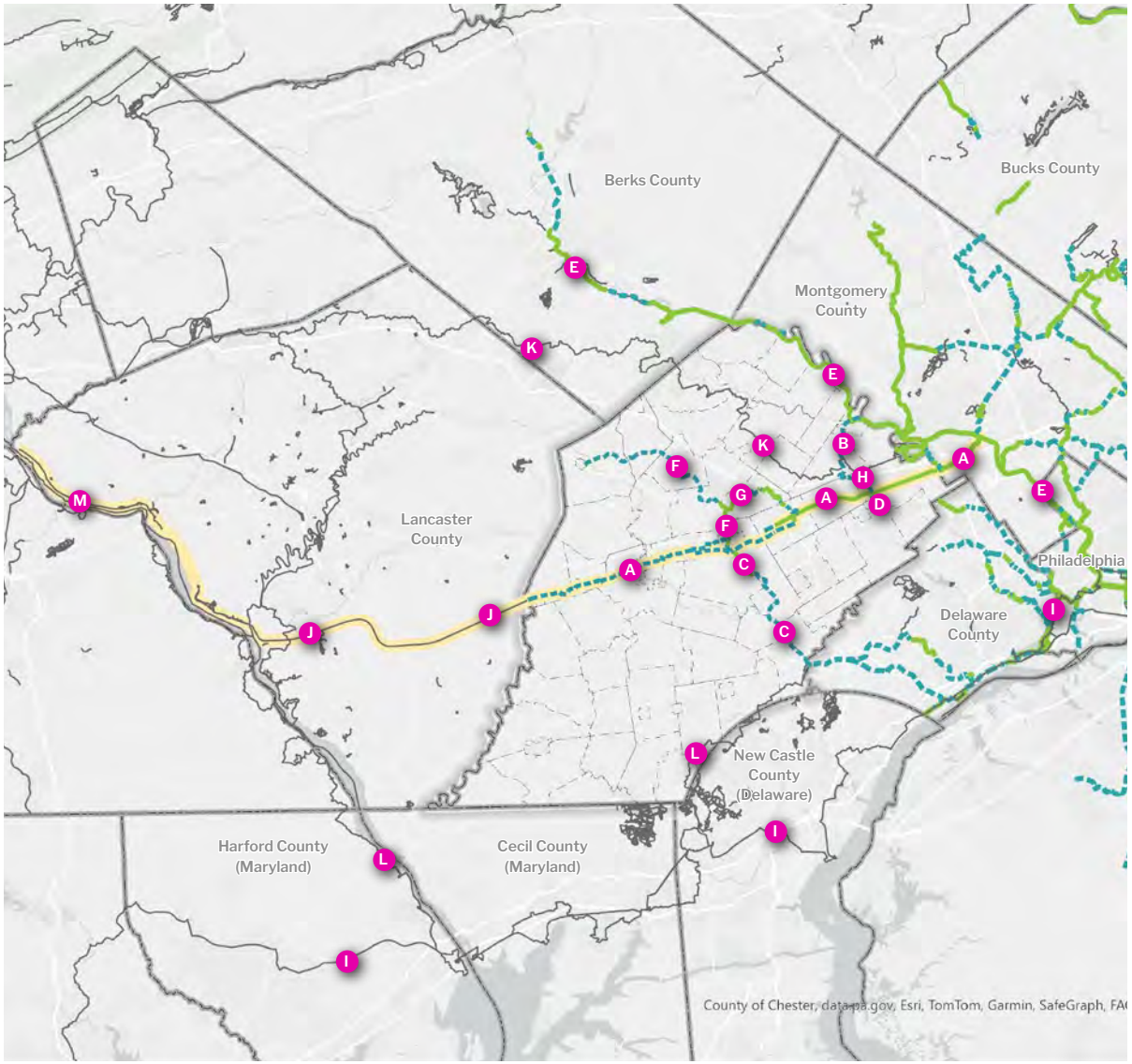
- I: East Coast Greenway
- J: Enola Low Grade Trail
- K: Horse-Shoe Trail
- L: Mason-Dixon Trail
- M: Northwest Lancaster County River Trail

Legend

Circuit Trails

- Existing
- Proposed
- Other Trail
- Schuylkill to Susquehanna Greenway

Regional Trails



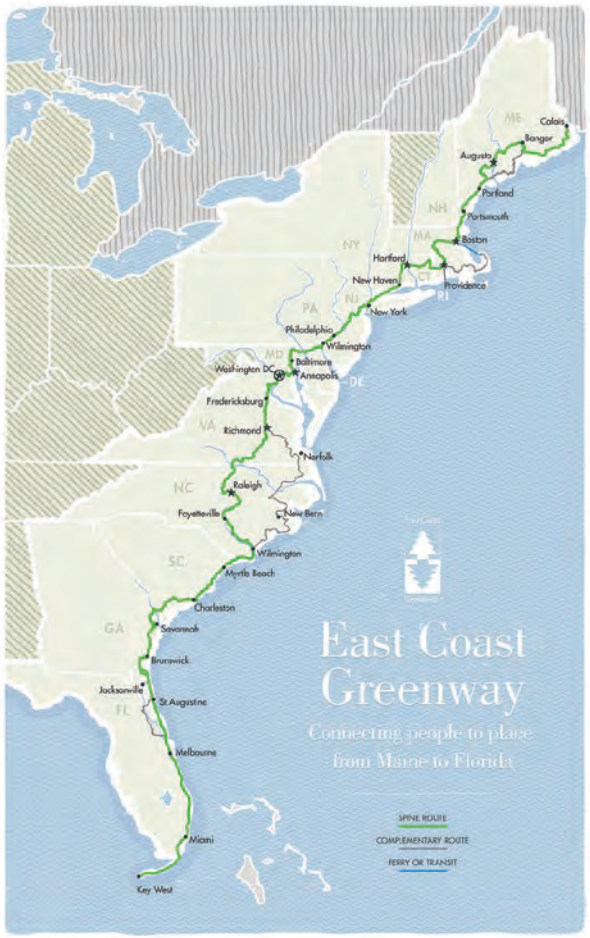
Regional map highlighting the Circuit and other regional trails.

Other Regional Trails

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

- ***Enola Low Grade Trail:*** The Enola Low Grade Trail is a 29-mile rail-trail in Lancaster County. This trail, in combination with the Chester Valley Trail and the Northwest Lancaster County River Trail, form PA DCNR's 85-mile long "Schuylkill to Susquehanna Greenway." This Statewide Major Greenway will result in a continuous trail corridor from the banks of the Susquehanna River near Falmouth, Lancaster County to Norristown, Montgomery County. The western segment of the Enola Low Grade is complete from Manor Township to Quarryvillle, while the remaining eastern section is being developed by several municipalities in Lancaster County. The Enola Low Grade Trail will end at the Chester/Lancaster County line, where it will connect with the Chester Valley Trail just west of Atglen Borough.
- ***Horse-Shoe Trail:*** The Horse-Shoe Trail is a 140-mile long hiking and equestrian trail running from Valley Forge National Historical Park to the Appalachian Trail. The trail includes a series of on- and off-road segments that run through local, county, state, and national parks, state game lands, and private properties. The trail is managed by the Horse-Shoe Trail Conservancy, who is responsible for obtaining permission from property owners for public trail use and adjusting the route as needed to maintain public access.
- ***Mason Dixon Trail:*** The Mason-Dixon Trail is a 200-mile hiking trail that begins at the Appalachian Trail in Cumberland County, Maryland and traverses through parts of Maryland, Pennsylvania, and Delaware prior to ending at the Brandywine Creek near Chadds Ford, Delaware County. Similar to the Horse-Shoe Trail, it contains a mix of on- and off-road segments through various public and private properties and requires periodic rerouting to maintain public access.
- ***East Coast Greenway:*** The East Coast Greenway is 3,000-mile walking and biking route that traverses 15 states on its way from Maine to Florida. While the East Coast Greenway does not directly run through Chester County, it connects with the Circuit network and is worth acknowledging in the context of this *Plan*.

Enola Low Grade Trail map
Image Source: Lancaster County Planning Commission



East Coast Greenway
Image Source: East Coast Greenway

2

Inventory & Analysis

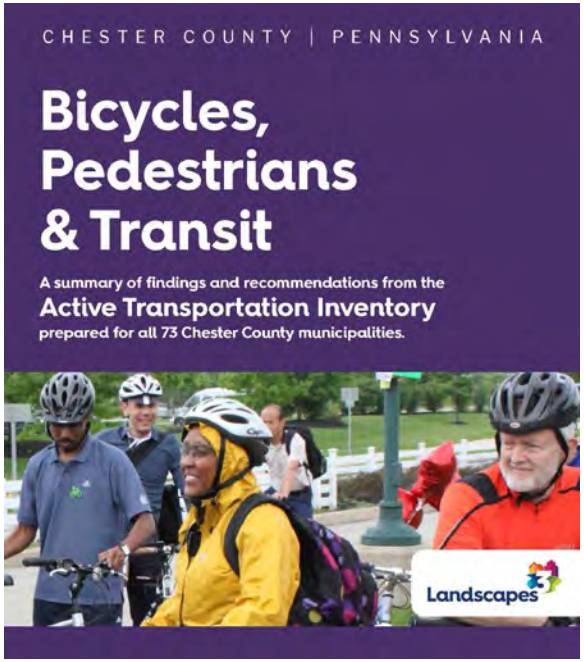
Existing Trails Inventory and Network Analysis

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

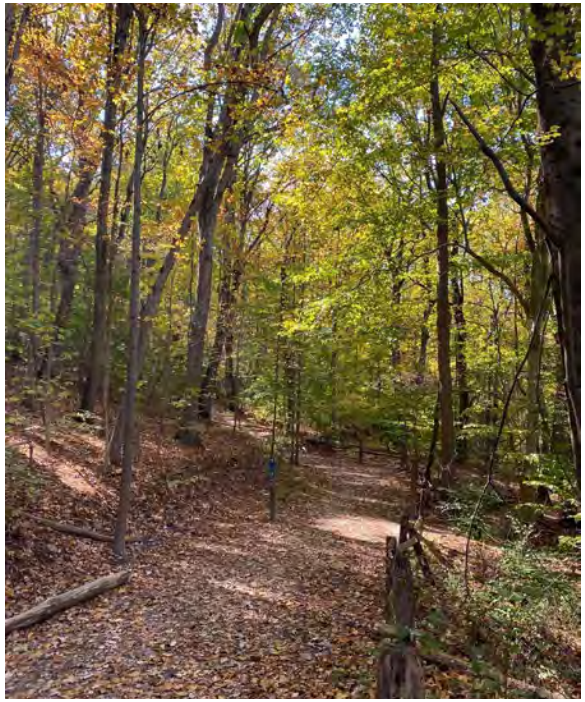
The Chester County Planning Commission (CCPC) contacted each of Chester County's 73 municipalities notifying them of this project and requesting information on each municipality's trail and active transportation infrastructure, such as GIS-files or maps of existing and planned trails, pedestrian and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

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

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



Active Transportation Inventory prepared by CCPC in 2020.



Chester County contains a wide range of trails that were inventoried as part of the Plan.

Existing Trails

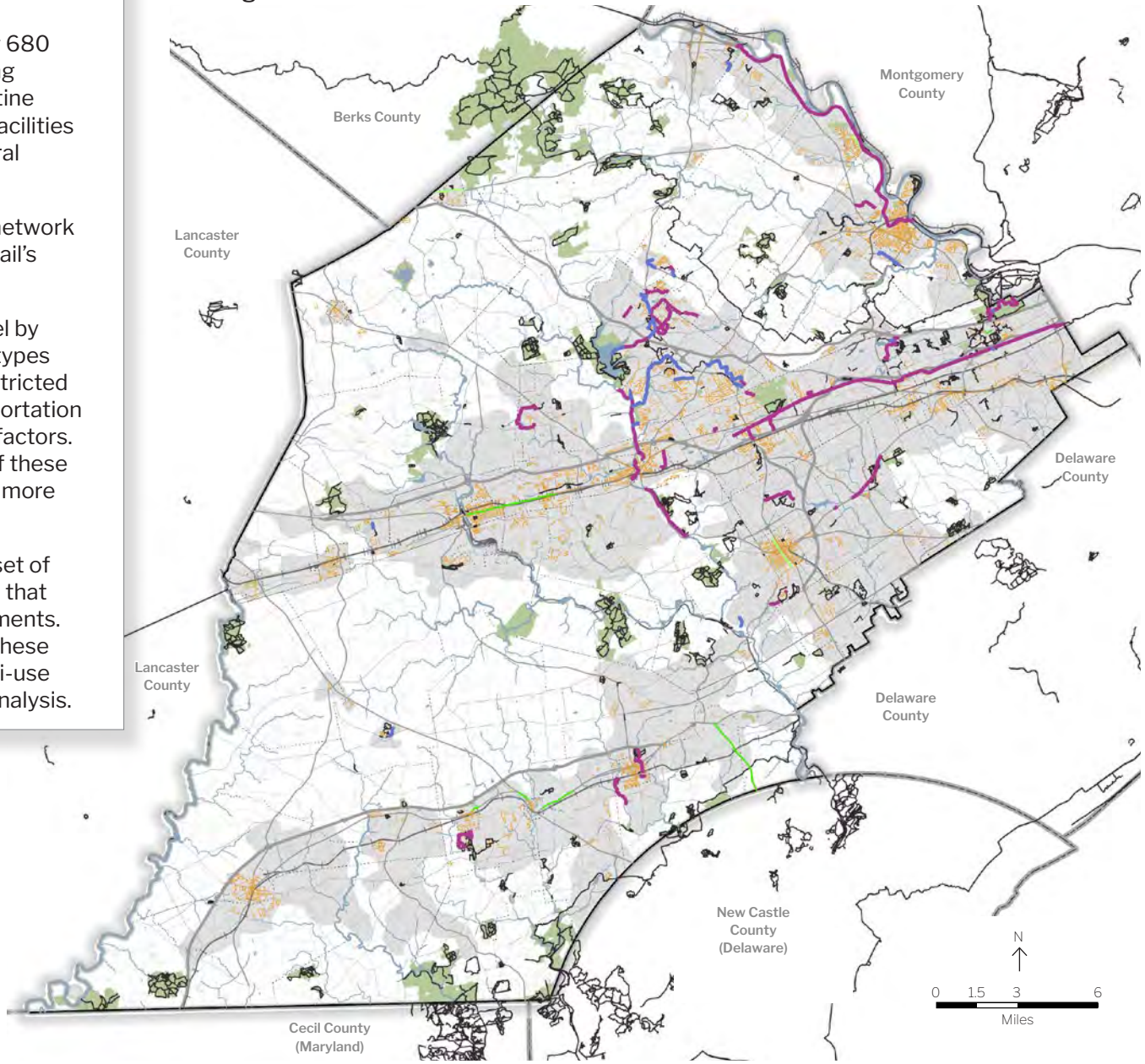
Chester County contains approximately 680 miles of publicly accessible trails, ranging from simple earthen paths through pristine natural landscapes to paved multi-use facilities connecting our urban, suburban, and rural communities.

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

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

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

Existing Trail Network



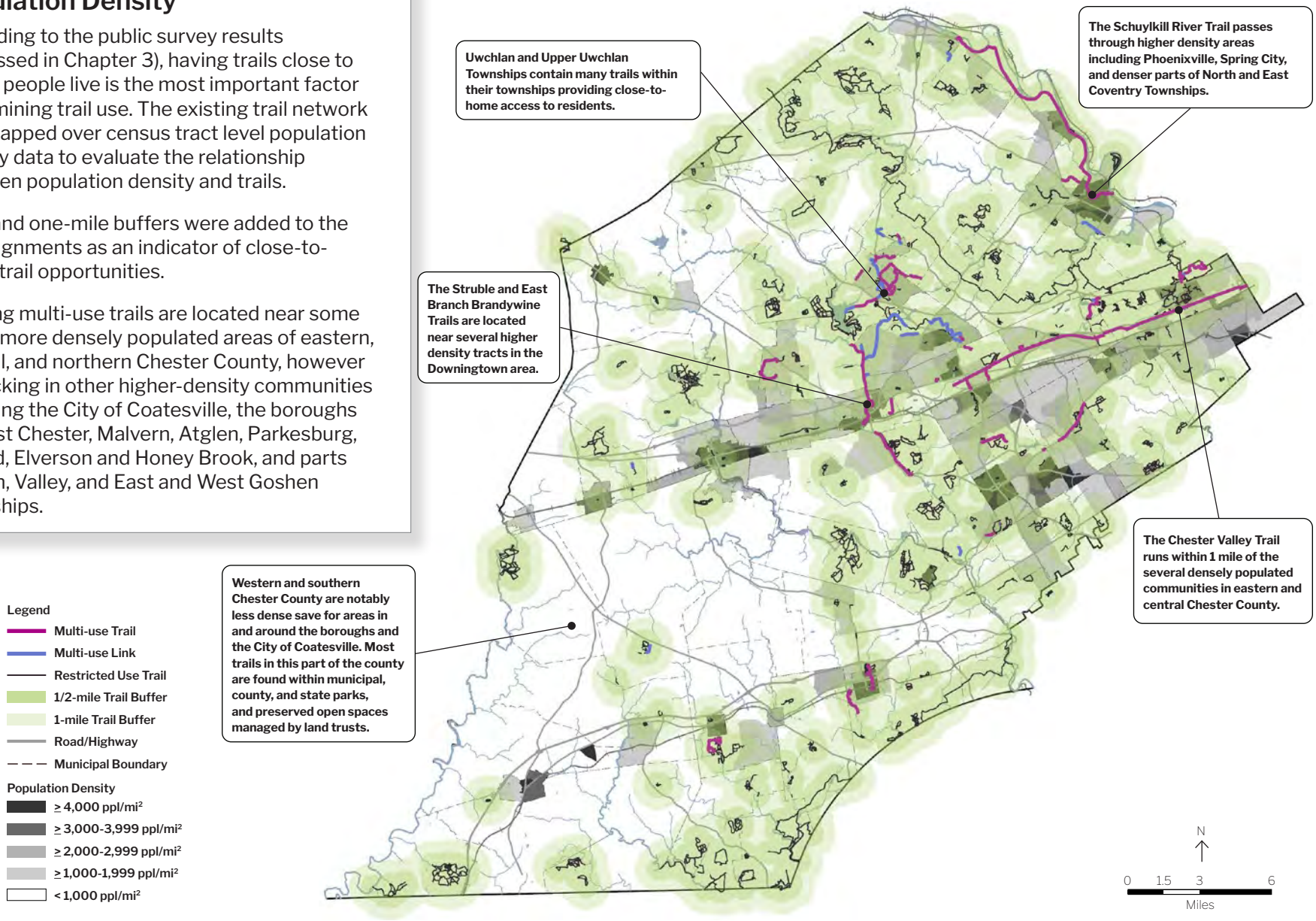
Population Density

According to the public survey results (discussed in Chapter 3), having trails close to where people live is the most important factor determining trail use. The existing trail network was mapped over census tract level population density data to evaluate the relationship between population density and trails.

Half- and one-mile buffers were added to the trail alignments as an indicator of close-to-home trail opportunities.

Existing multi-use trails are located near some of the more densely populated areas of eastern, central, and northern Chester County, however are lacking in other higher-density communities including the City of Coatesville, the boroughs of West Chester, Malvern, Atglen, Parkesburg, Oxford, Elverson and Honey Brook, and parts of Caln, Valley, and East and West Goshen Townships.

Population Density Analysis

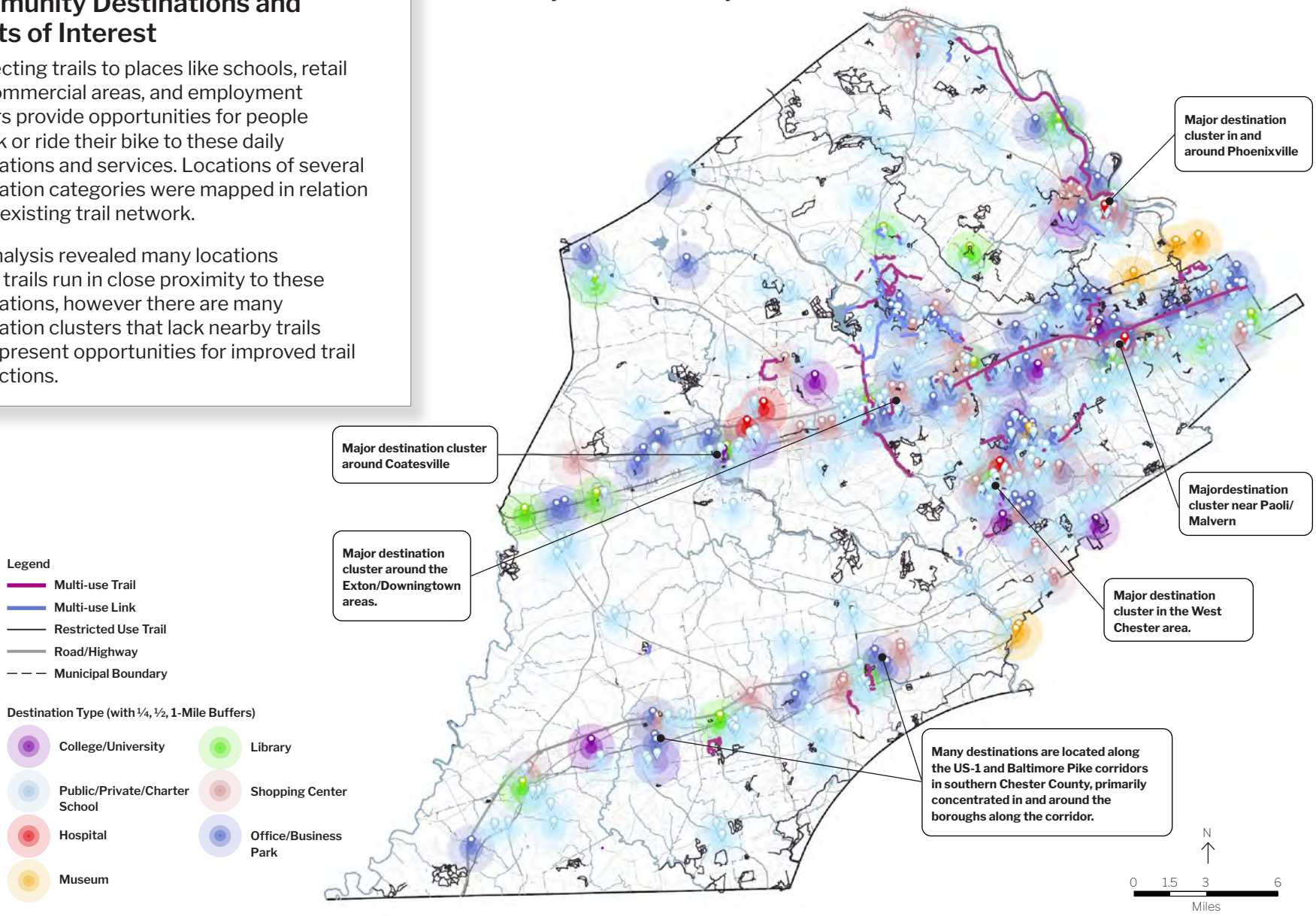


Community Destinations and Points of Interest

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

The analysis revealed many locations where trails run in close proximity to these destinations, however there are many destination clusters that lack nearby trails and represent opportunities for improved trail connections.

Community Destination Analysis

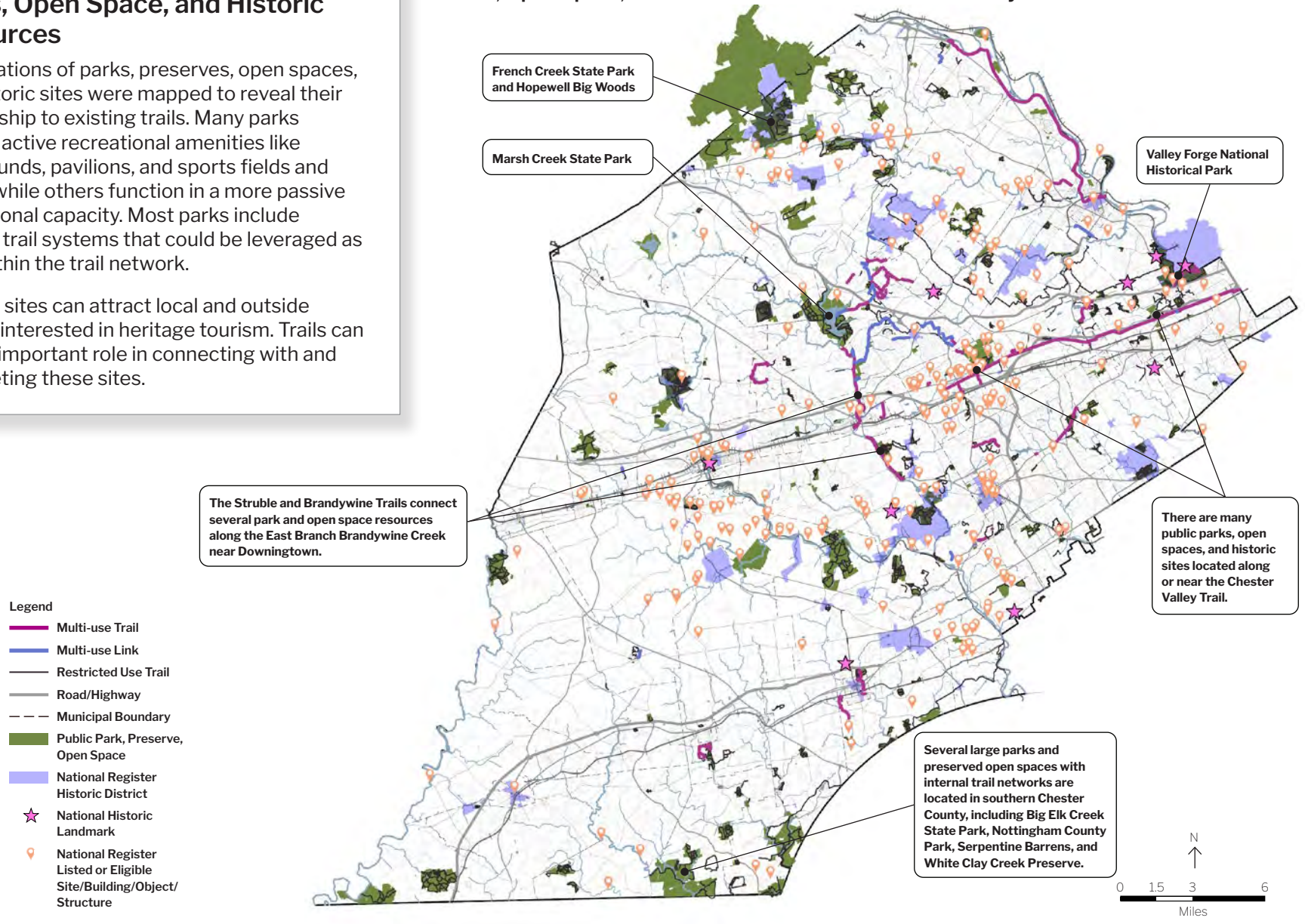


Parks, Open Space, and Historic Resources

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

Historic sites can attract local and outside visitors interested in heritage tourism. Trails can play an important role in connecting with and interpreting these sites.

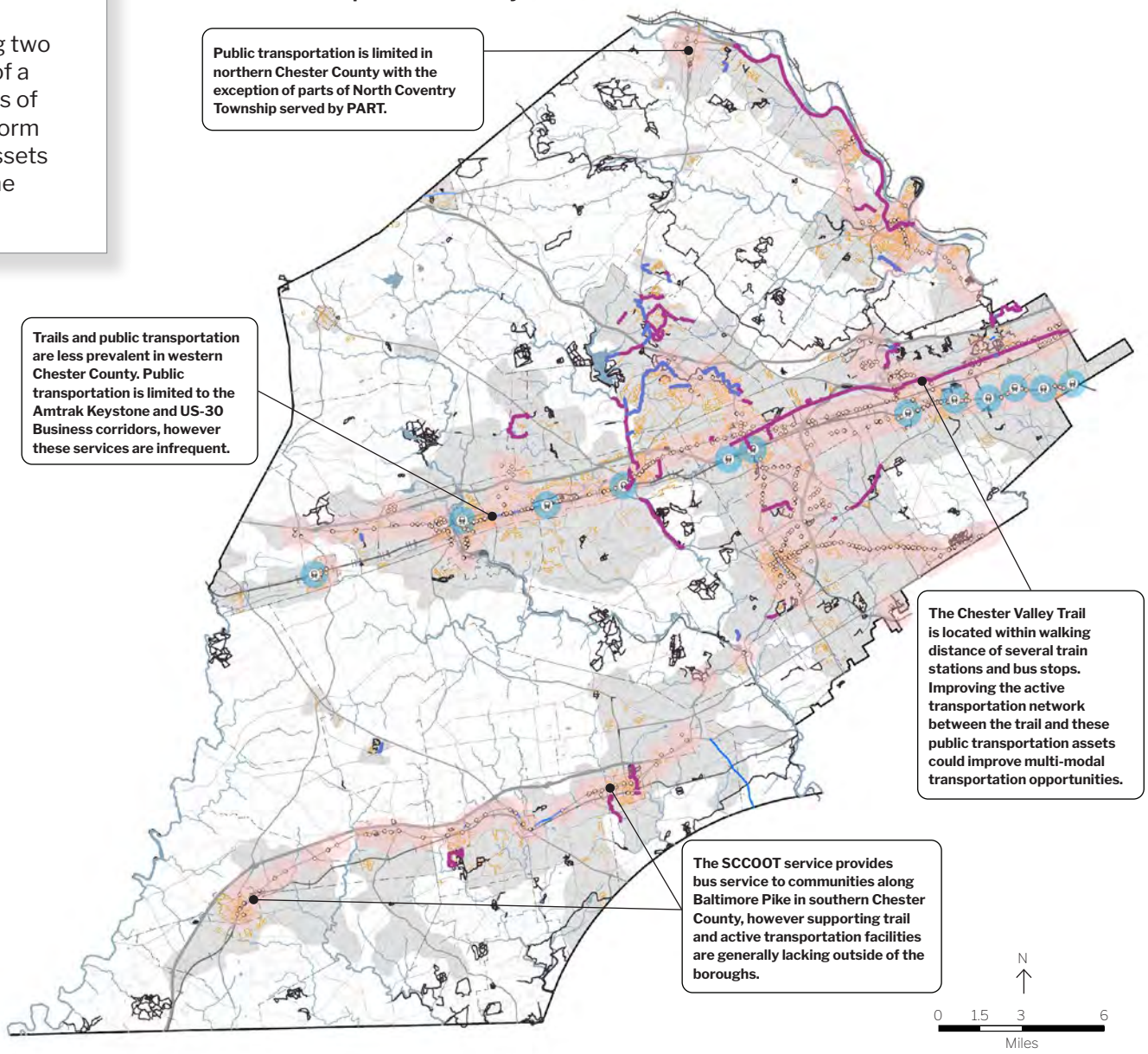
Parks, Open Space, and Historic and Cultural Resource Analysis



Multi-modal Transportation

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

Multi-modal Transportation Analysis



Chester County's Trail Gaps

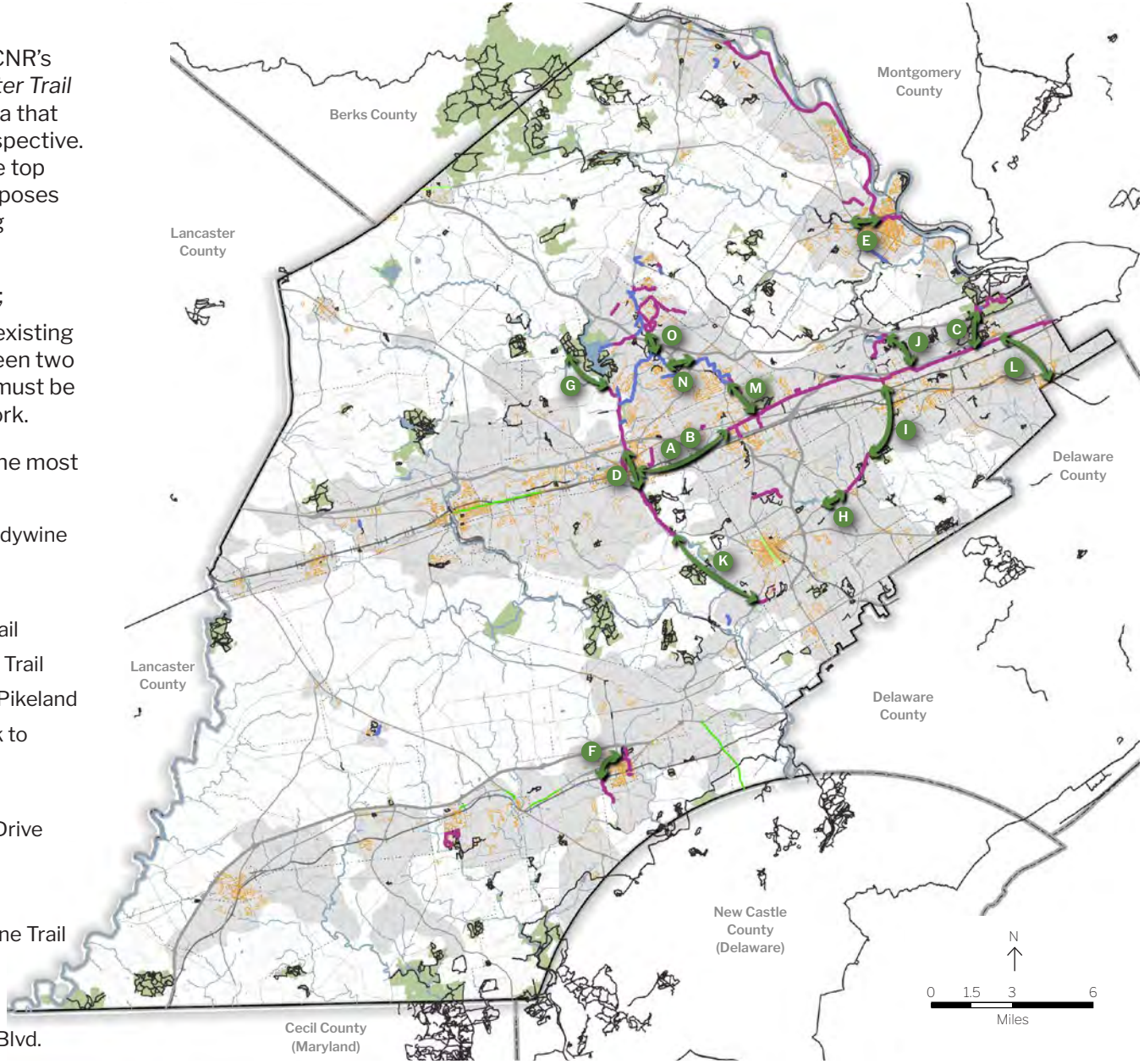
Trail gaps exist where there are missing connections along a trail corridor. PA DCNR's *2020-2024 Pennsylvania Land and Water Trail Network Strategic Plan* identifies criteria that define a trail gap from the agency's perspective. This criteria was modified to identify the top trail gaps in Chester County.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

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

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

A. Chester Valley Trail to East Branch Brandywine Trail
B. Chester Valley Trail to Struble Trail
C. Chester Valley Trail to Yellow Springs Trail
D. East Branch Brandywine Trail to Struble Trail
E. French Creek Trail: Phoenixville to East Pikeland
F. Kennett Greenway: Anson B. Nixon Park to Pennock Park
G. Struble Trail to Marsh Creek State Park
H. Paoli Pike Trail: Ellis Lane to Enterprise Drive
I. Paoli Pike Trail to Chester Valley Trail
J. Patriots Path to Chester Valley Trail
K. Plum Run Trail to East Branch Brandywine Trail
L. Radnor Trail to Chester Valley Trail
M. Uwchlan Trail to Chester Valley Trail
N. Uwchlan Trail: Wharton Blvd. to Sheree Blvd.
O. Upper Uwchlan Trail network to Uwchlan Trail

Trail Gaps



Existing Conditions

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

Topography & Hydrology

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

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

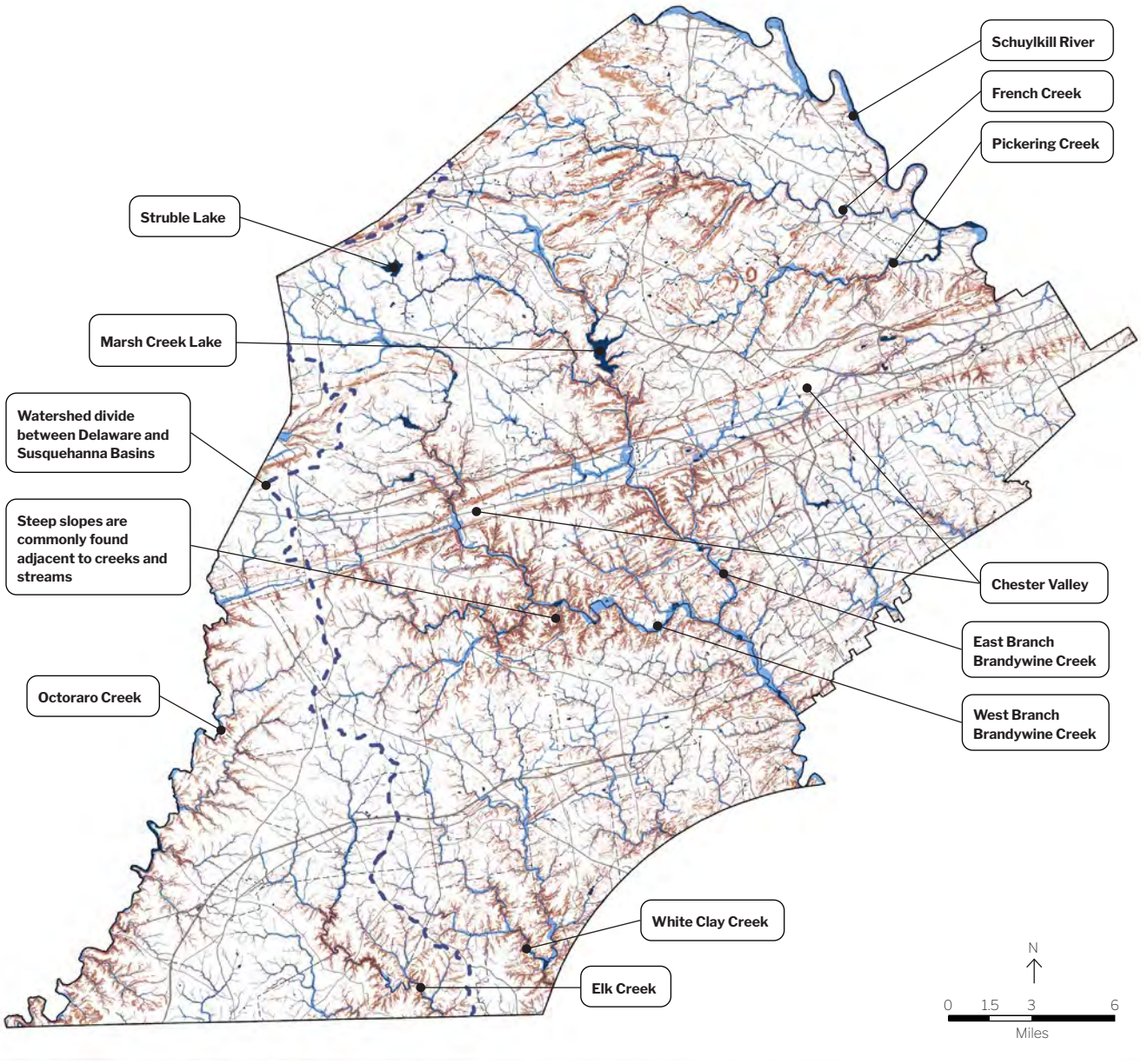
Chester County's waterways are natural places where people want to be, whether to access the water for fishing or paddling or simply to enjoy the peaceful and scenic beauty of these corridors. Unfortunately, many waterways have been degraded due the impacts of human development. The transition from largely natural to impervious landscapes has resulted in higher velocities and volumes of stormwater runoff entering these waterways, causing erosion and flooding along with increasing pollutants that impact the health and function of these systems.

While the county and many municipalities have taken steps to address stormwater through best management practices and stormwater regulations, the future impacts of climate change, including higher amounts of annual rainfall and greater intensity storms will continue to impact the hydrologic system.

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

The East Branch Brandywine Trail, part of the Brandywine Trail corridor, crosses the Brandywine Creek between East and West Bradford Townships.

Topography & Hydrology



Land Use

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

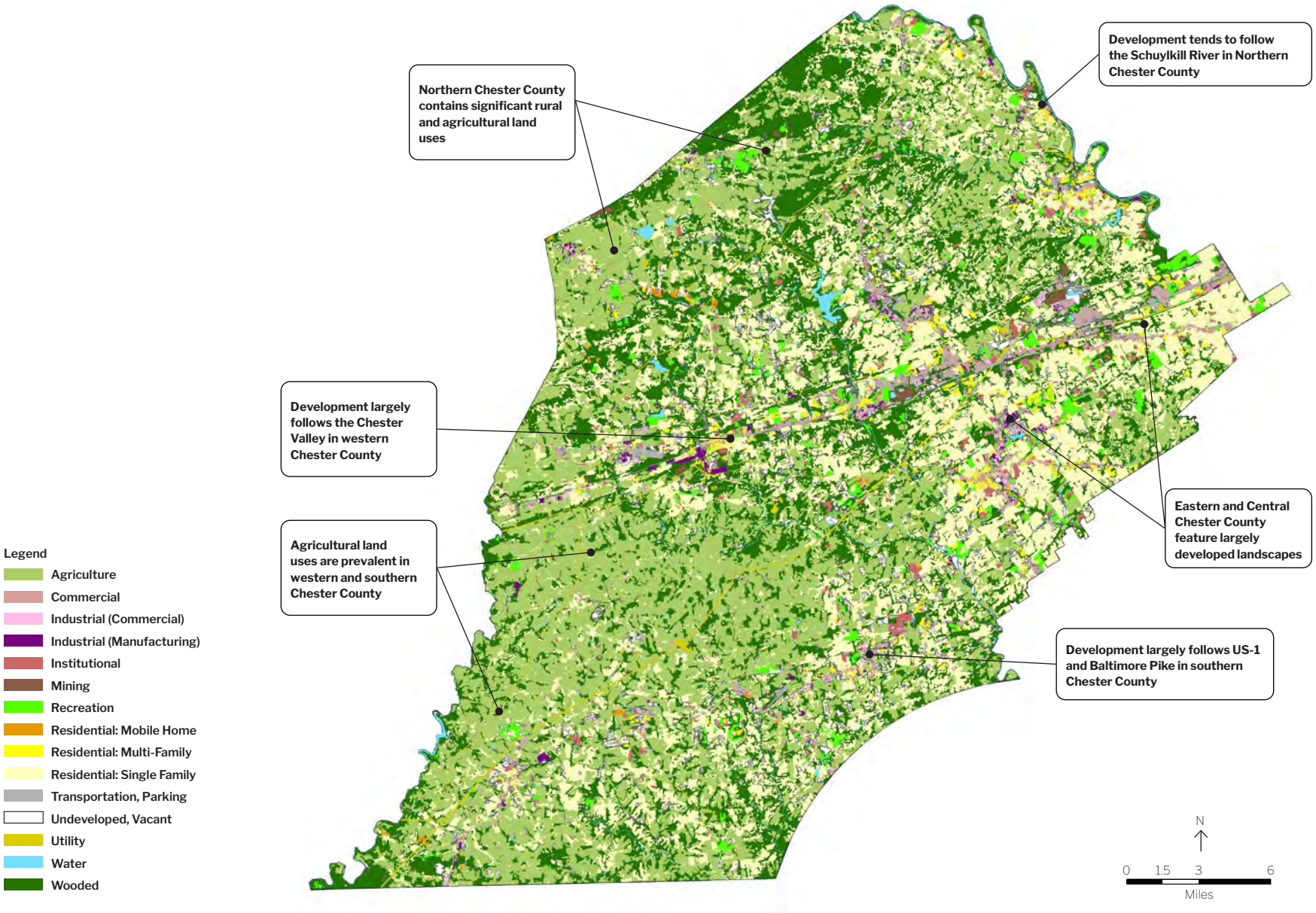
Eastern and central Chester County are generally more developed compared to other parts of the county with predominantly urban and suburban development patterns. Northern, western, and southern Chester County have a more rural and agricultural character; however, higher concentrations of development and more urban and suburban landscapes are seen following major transportation corridors.

Land use is an important consideration for trail planning. Densely developed landscapes contain high concentrations of users with a mix of potential trail destinations, however certain land uses may not be well-suited for trails and it is often more challenging to find suitable corridors due to existing infrastructure and a lack of available “space” for trail development.

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

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

Land Use


Northern Chester County contains significant rural and agricultural land uses
Development tends to follow the Schuylkill River in Northern Chester County
Development largely follows the Chester Valley in western Chester County
Agricultural land uses are prevalent in western and southern Chester County
Eastern and Central Chester County feature largely developed landscapes
Development largely follows US-1 and Baltimore Pike in southern Chester County
Legend
Agriculture
Commercial
Industrial (Commercial)
Industrial (Manufacturing)
Institutional
Mining
Recreation
Residential: Mobile Home
Residential: Multi-Family
Residential: Single Family
Transportation, Parking
Undeveloped, Vacant
Utility
Water
Wooded
N
0 1.5 3 6
Miles

Preserved Open Space

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

Parks and Municipal Recreation and Open Space

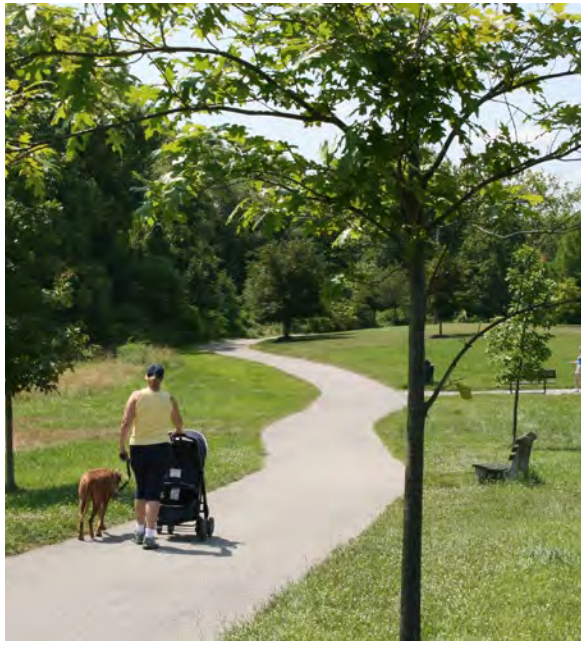
Chester County contains a diverse network of federal, state, county, and local parks and open spaces that offer significant natural and recreational value. Many parks serve as trail destinations and contain their own trails that could be leveraged to support the larger county-wide trail network.

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

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

Home-Owner Association (HOA) Open Space

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



Many parks in Chester County contain internal trail systems.

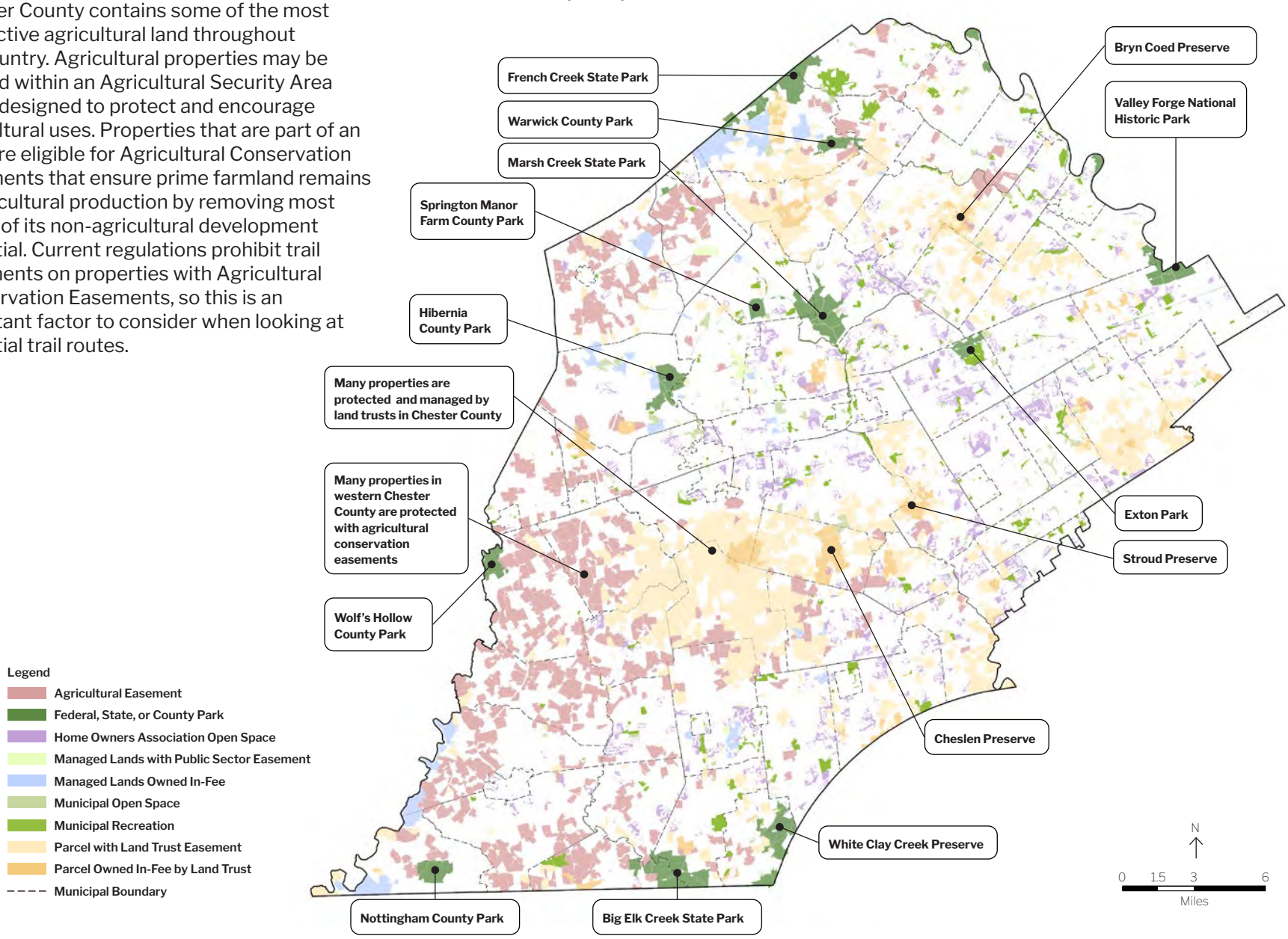
A significant portion of Chester County's landscape is preserved and managed through non-profits like land trusts and conservancies.

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

Agricultural Conservation Easements

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

Preserved Open Space Features



Road Corridors

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

In Chester County, most roads are owned by either PennDOT or a local municipality. Trails must be approved by PennDOT if located within a state road corridor and are largely prohibited with PennDOT limited access ROW's. If developing a trail within a PennDOT ROW, PennDOT requires a maintenance agreement be signed transferring maintenance responsibilities to a an approved entity, in most cases the being the local municipality.

Many roads have limited space within the ROW or have other features like utilities or stormwater management infrastructure that impact the feasibility of developing a trail within the corridor. Transportation infrastructure like limited access highways create major obstacles due to the costly infrastructure required to cross these corridors. Trail design must also account for instances where trail users and motorists meet, such as intersections and driveways to ensure safety of all users.

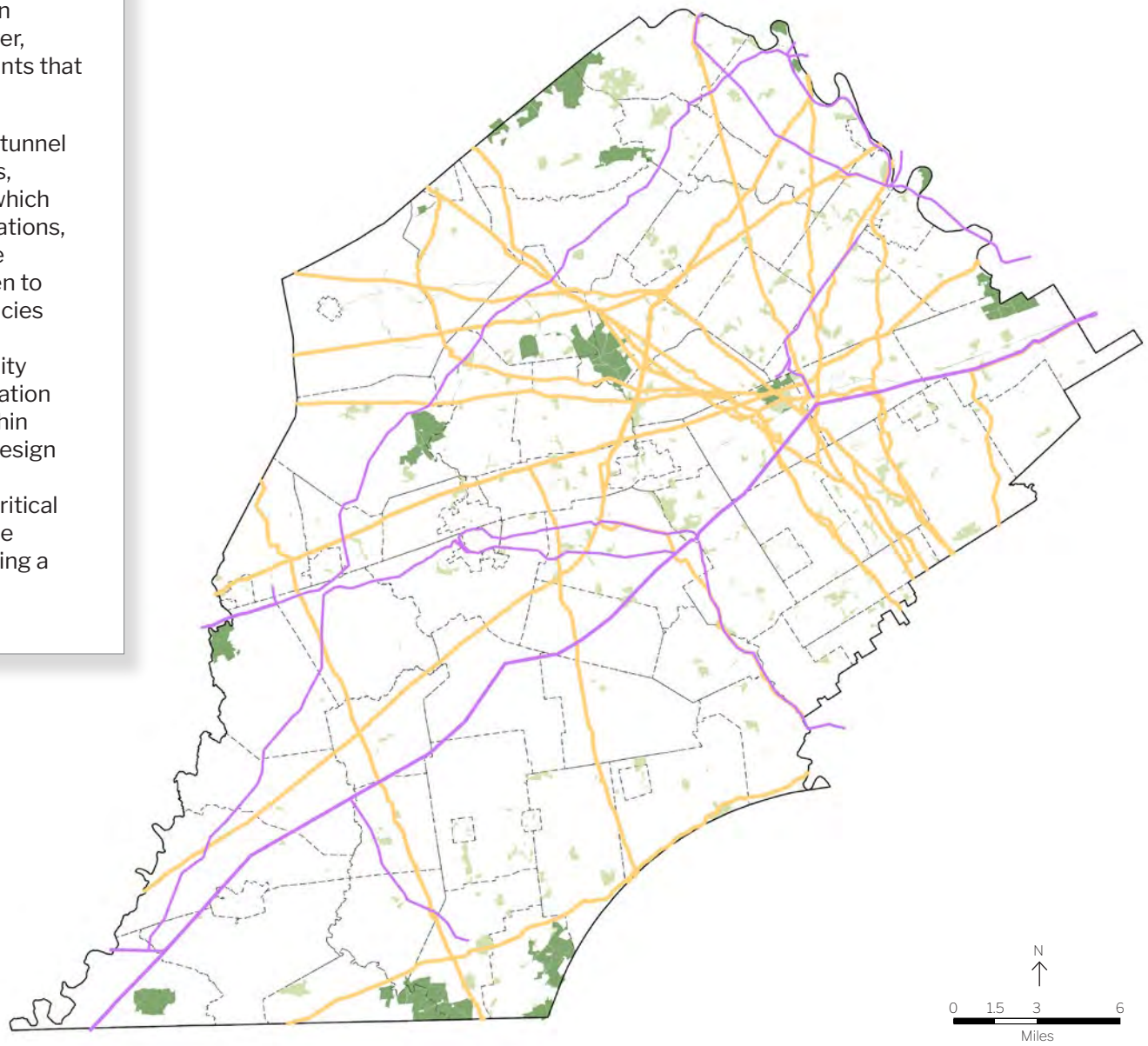
Road Corridors

Utility Corridors

Many trails across the country have been developed within utility corridors however, there are often physical or legal constraints that limit their feasibility for trail use.

Utility infrastructure may bridge over or tunnel under physical features like steep slopes, waterways, highways, and railroads, all which would be a barrier for a trail. In many locations, the utility was permitted via an exclusive easement on private land that is not open to the public. Utility agencies also have policies that restrict or severely limit use of their corridor due to safety, security, and liability concerns. Most agencies publish information about permitted and restricted uses within their rights-of-way and require special design considerations and agreements prior to permitting a trail within their ROW. It is critical to coordinate with the agency early in the planning process if considering co-locating a trail within a utility corridor.

Utility Corridors



Railroad Corridors

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

Active rail corridors

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

Notable active rail corridors

- The Amtrak Keystone Corridor is the most heavily trafficked rail line in Chester County, running east to west through the center of the county. This corridor is used for both freight and passenger rail service.
- The Wilmington and Northern line is an active freight line running from Coatesville south into Delaware. Portions of this line are owned by Cleveland Cliffs and East Penn Railroad.
- The Octoraro line is a short-line freight railway owned by East Penn Railroad that runs through the heart of several municipalities in southern Chester County. This corridor was investigated for its potential to accommodate a trail as part of the Southern Chester County Circuit Trail Feasibility Study; however it was determined a trail is not feasible due to the active use and limited space within the ROW.
- The West Chester Railroad is an active tourist railroad running from West Chester Borough to Glen Mills in Delaware County within a corridor owned by the Southeastern Pennsylvania Transportation Authority (SEPTA).

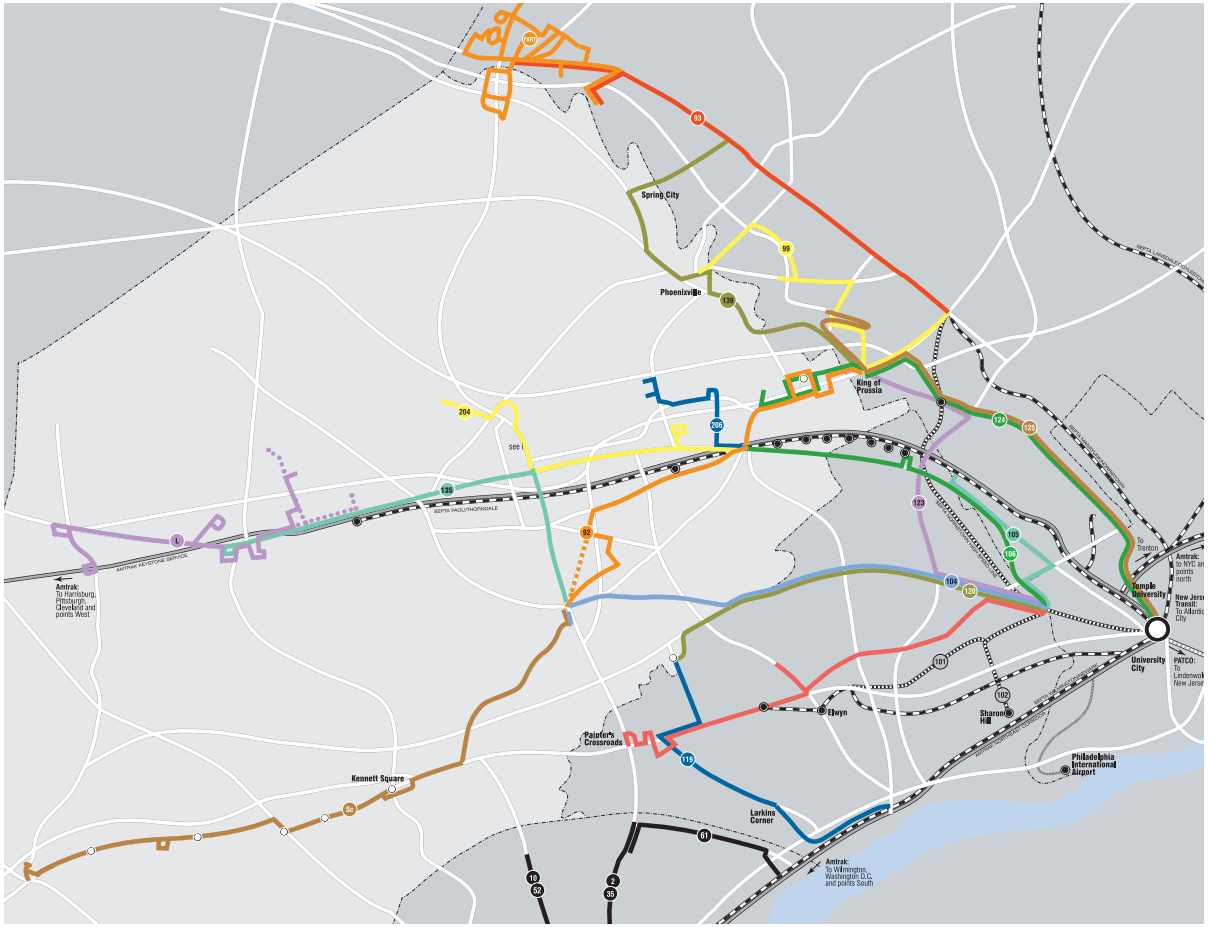
Inactive and abandoned rail corridors

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

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

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

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


Spring City
Phoenixville
King of Prussia
Amtrak:
To Harrisburg, Pittsburgh, Cleveland and points West
SEPTA NORRISTOWN
SEPTA PAOLI/THORNDALE
Temple University
University City
Sharon Hill
Elwyn
Paoli/Th Crossroads
Kennett Square
Larkins Corner
Philadelphia International Airport
Amtrak:
To Wilmington, Washington D.C. and points South
PATCO:
To Lindenwold New Jersey

ndscapes
The Vision:
Chester County abounds with
natural areas, robust farms,
historic sites, diverse housing,
businesses, quality education,
ssible transportation, and
rant communities for all.
This vision is supported by six goals.
How We
PROTECT
How We
APPRECIATE
How We
PROSPER
How We
CONNECT
Transportation Services
Providing a variety of transportation services to facilitate the planning process for transportation.
g Education
PROJECT SCHEDULE
Contact Infor
Landscapes
Southern Chester County Circuit Trail

3

Process

Public Participation

Steering Committee

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

Project Website

A project website was launched in November 2022 that provided general information about the project and hosted the public survey and crowdsource map.

QR-code to website

www.chescoplanning.org/Transportation/TrailsMasterPlan.cfm

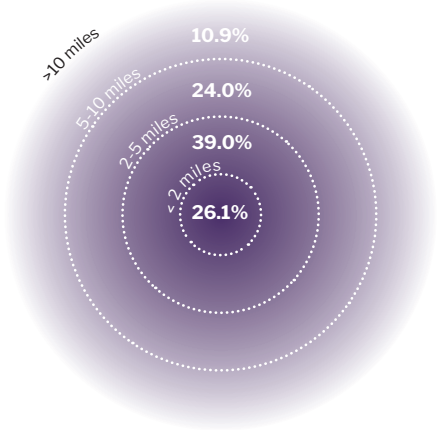
Public Survey

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

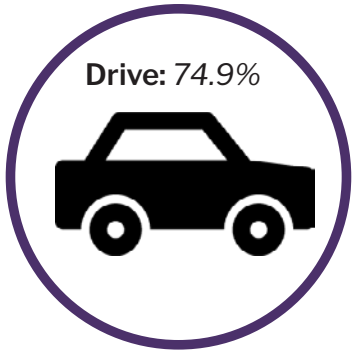
The survey received 1,358 responses with a majority of participants (83.5%) residing in Chester County. The remaining responses came from residents outside the county, including Berks, Delaware, Lancaster, Montgomery, and Philadelphia counties in Pennsylvania, and from residents of Delaware, Maryland, and New Jersey.

Select Survey Results:

Distance Traveled to Trails



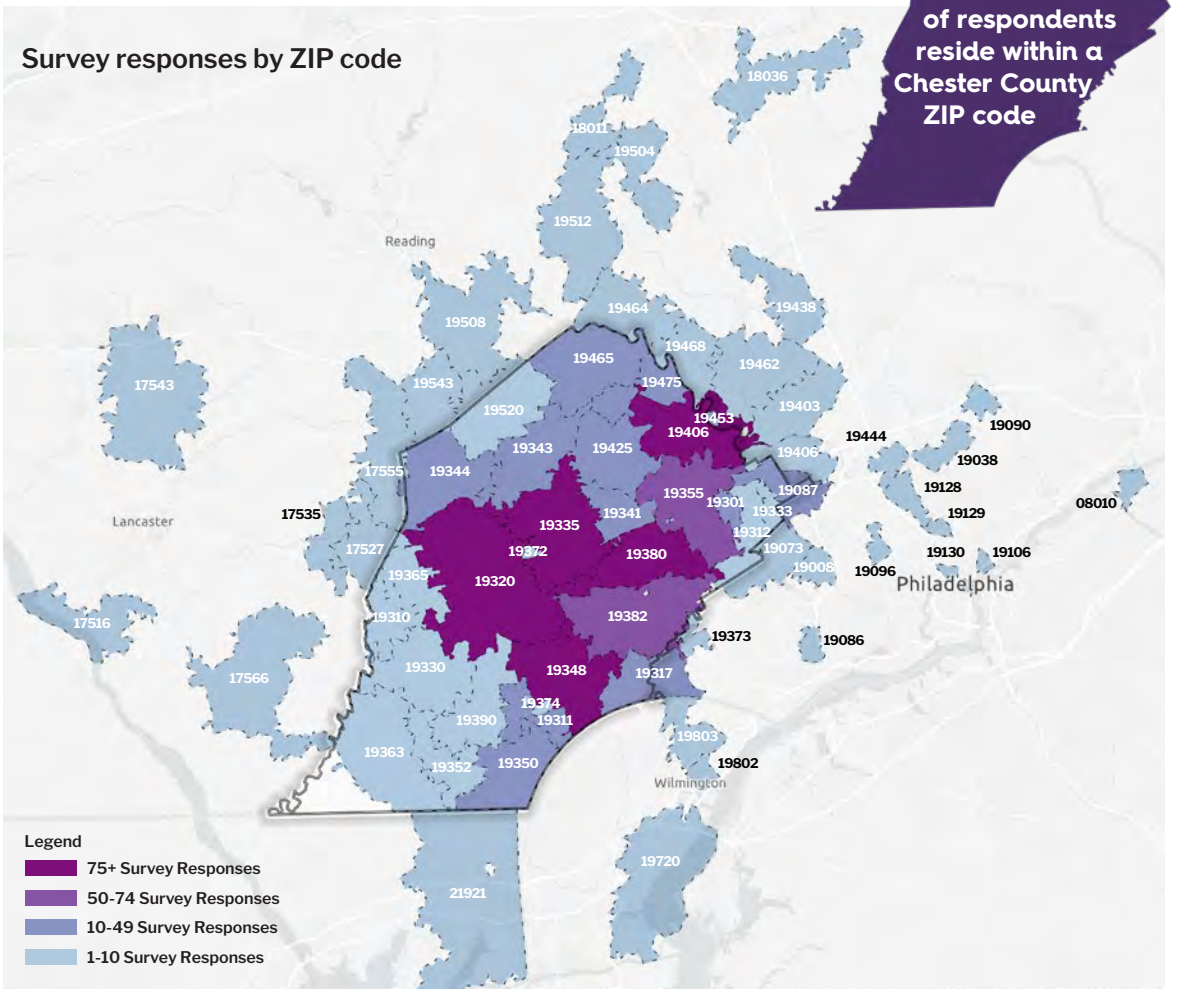
How users typically get to a trail...



Walk: *11.6%*

Bike: *9.0%*

Other: *3.4%*



Other Survey Findings

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

Trail use

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

Active transportation

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

Safety

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

Factors that would increase trail use

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

Barriers

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

Other

- 77% of respondents indicated they would be likely to stop at a small business, such as a restaurant, cafe, or other shop while using a trail.
- Over 87% of respondents said they would like to see more multi-use trails built in Chester County.

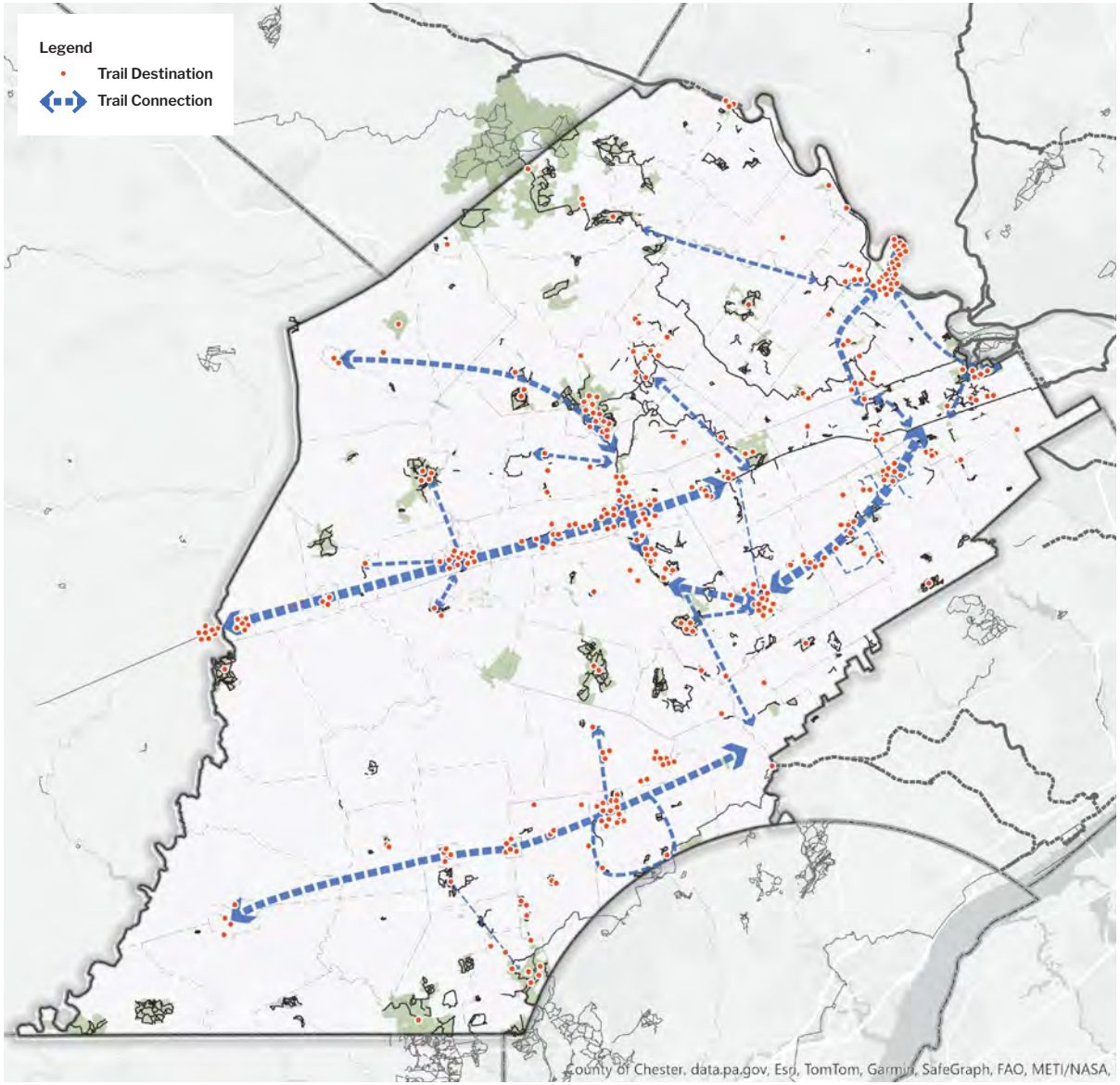
Full results of survey

The full results of the public survey, including a complete list of comments, are contained in a separate appendix and can be provided upon request.

Crowdsource Map

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

Public Survey and Crowdsource Map Responses



Summary of public comments showing desired trail destinations and connections gathered from the public survey and crowdsource map.

Public Meetings

The project team hosted three public meetings to share information about the development of the *Plan*. These meetings were all presented in a hybrid format with in-person and on-line viewing options. Updates about the *Plan* were also presented at several special interest meetings and community events throughout the duration of the project.

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

- Attendance: 100 (40 in-person, 60 virtual).
- Presented an overview of the project and results from the inventory stage.
- Included in-person visioning "mad-lib" exercise and goal prioritization activities and on-line viewers were directed to the public survey.

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

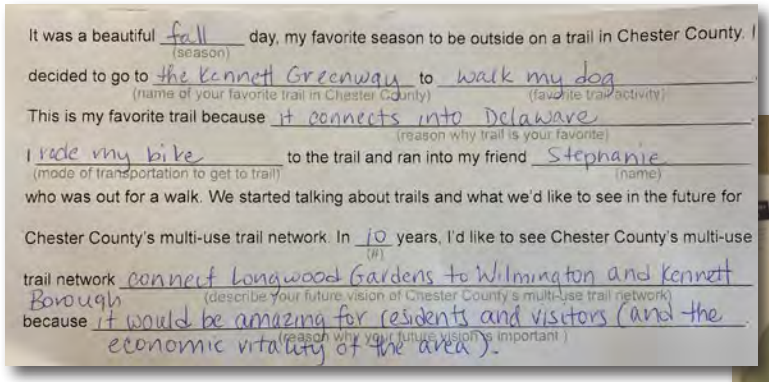
- Attendance: 40 (20 in-person, 20 virtual).
- Presented preliminary public survey findings, trail network analysis, and conceptual trail mapping.

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

- Attendance: 100 (50 in-person, 50 virtual).
- Presented project review and draft master plan recommendations.

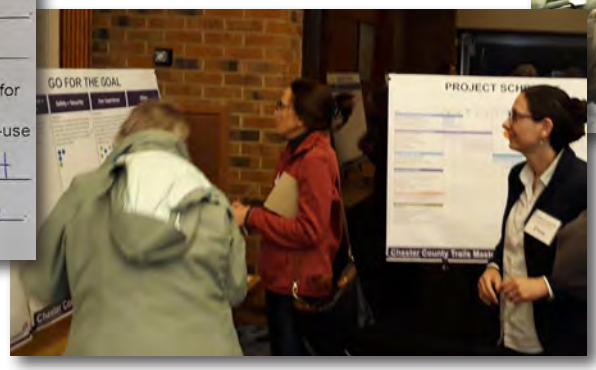
Public Meeting #3 at Downingtown Borough Hall

Public Meeting #1 at East Whiteland Township municipal building.



It was a beautiful fall (season) day, my favorite season to be outside on a trail in Chester County. I decided to go to the Kennett Greenway (name of your favorite trail in Chester County) to walk my dog (favorite trail activity). This is my favorite trail because it connects into Delaware (reason why trail is your favorite). I rode my bike (mode of transportation to get to trail) to the trail and ran into my friend Stephanie (name) who was out for a walk. We started talking about trails and what we'd like to see in the future for Chester County's multi-use trail network. In 10 (#) years, I'd like to see Chester County's multi-use trail network connect Longwood Gardens to Wilmington and Kennett Borough (describe your future vision of Chester County's multi-use trail network) because it would be amazing for residents and visitors (and the economic vitality of the area). (reason why your future vision is important)

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



Goal Prioritization exercise at Public Meeting #1.

Key Person/Focus Group Interviews

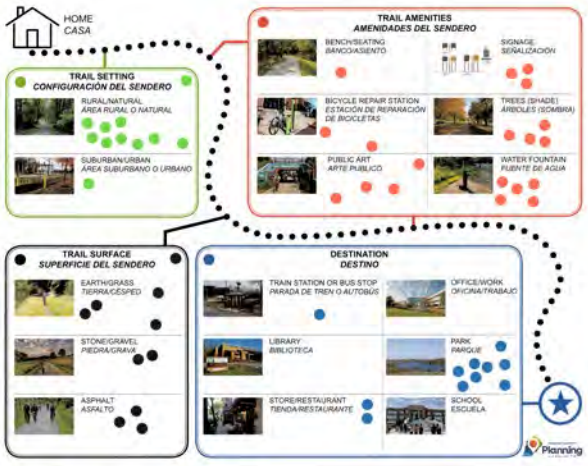
Interviews and discussions were held with key persons to provide insight on the *Plan*, including with Chester County Park Rangers, Chester County Parks + Preservation staff, municipal police forces, and members of the Bike Chester County organization. Additional information was informally gathered during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

Key Findings:

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

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

Tabling at Celebrate Trails Day event in Exton Park.



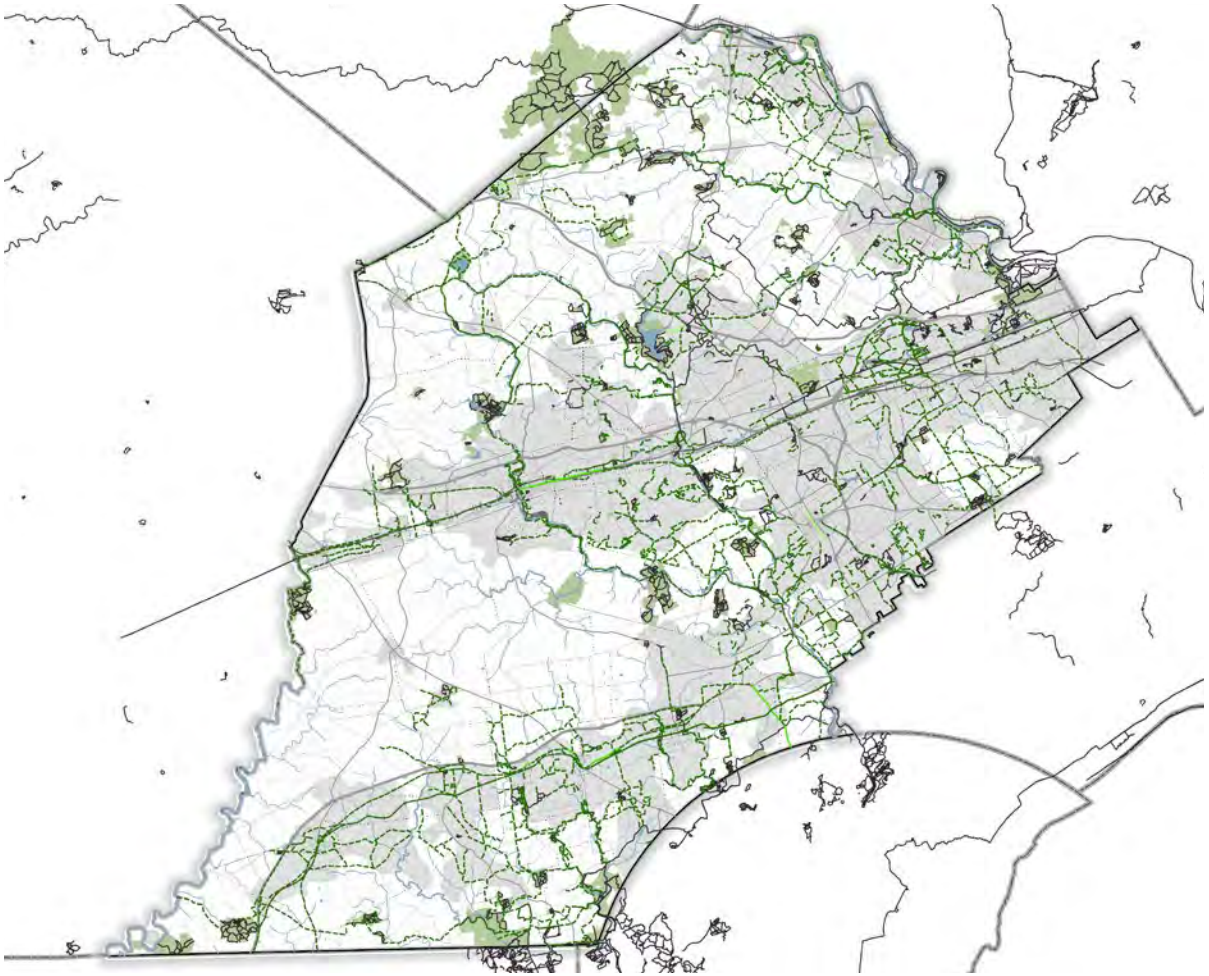
Plan Your Trail Adventure Activity at Kennett Bike Fest.

Master Plan Methodology

Preliminary Plan Development

Existing and proposed trails identified in municipal plans, trail studies, and other documents were mapped in GIS. Preliminary concepts for additional trail connections were developed based on the findings of the existing conditions inventory, trail network analysis, and responses garnered from the public engagement process.

The map below illustrates the many trail opportunities that were mapped during this initial stage.



Many potential trail alignments were investigated as part of the study.

Plan Refinement and Screening

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

Considerations for the screening included:

- Legal Feasibility: What is the extent of private property impacts? Generally, trails with fewer private property impacts were favored over those with many impacts to private property owners.
- Physical Feasibility: Were there physical constraints, such as steep slopes, existing infrastructure, or other physical barriers that would severely impact feasibility?
- Safety: Would the trail create a safer route for pedestrians and bicyclists than currently exists? How many roadway crossings would be necessary as part of the trail?
- Context: Were there conflicts with surrounding land uses that reduced the viability of the trail?
- Connectivity: What types of connections would the trail make? Would the trail provide connections to multiple destinations along its route, or were connections more limited? How did the trail connect to other active transportation resources?
- Network Accessibility and Redundancy: Would the trail create new opportunities where existing pedestrian and bicycle infrastructure is lacking? Would it compete with or serve a similar purpose as an existing trail?
- User Experience: Is the alignment conducive to providing a comfortable and safe user experience? Is the trail alignment relatively direct, or would it require significant route adjustments? What type of environment would trail users experience while using the trail?
- Public Support: Is the trail or desired connection mentioned by the public via the public engagement activities?
- County-wide Impact: What types of benefits could the trail have toward the development of an interconnected county-wide network?
- Multi-use Potential: Could the trail be potential developed as a multi-use facility, or were there conditions that would limit its multi-use potential?

Trails that appeared to best meet these criteria were advanced for more detailed analysis.

Trail Benefit Analysis

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

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

The evaluation also included factors related to feasibility and municipal and public support. Each trail received a score between 0–3 based on how well the trail addressed the conditions of the criteria, with score of 0 meaning the trail would not likely provide a perceivable benefit with respect to that category, and a 3 meaning the trail was very likely to provide benefits related to that category.

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

Proposed Trail Mileage

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

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

Network Connectivity

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

Criteria Weighting: 1.5

Population Density

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

Criteria Weighting: 2

Proximity to Civic Institutions

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

Criteria Weighting: 1.5

Proximity to Employment

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

Criteria Weighting: 1.5

Proximity to Public Transportation

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

Criteria Weighting: 1.5

Proximity to Commercial Centers

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

Criteria Weighting: 1.5

Proximity to Parks

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

Criteria Weighting: 1.5

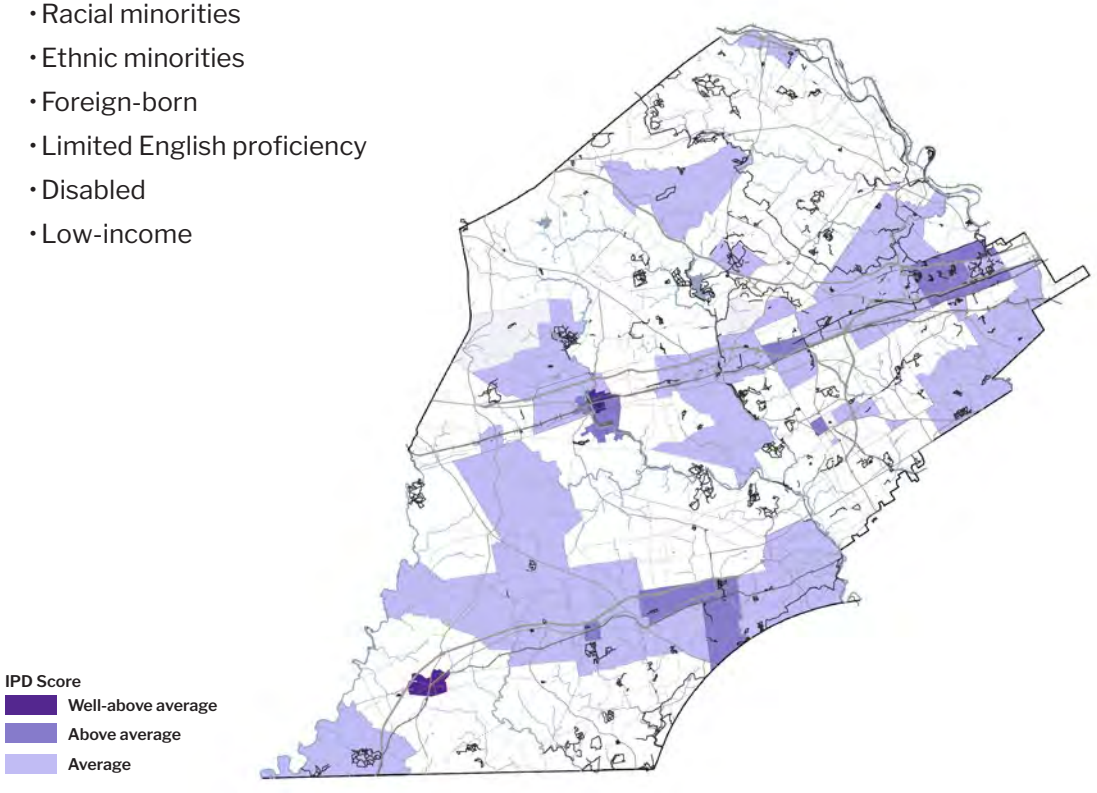
Indicators of Potential Disadvantage (IPD)

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

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

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

Criteria Weighting: 2



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

Legal feasibility

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

Criteria Weighting: 2.5

Municipal and Public Support

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

Criteria Weighting: 2.5

Planning Analysis

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

Criteria Weighting: 2.5

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

4

Master Plan

The County-wide Trail Network

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

The trails are organized into a series of trail "tiers" based on their characteristics and overall significance within the scope of the county-wide network. While all public trails contribute to the county-wide network, the trails specified within the tiers represent a level of priority given their potential value and impact. All trails categorized in Tiers I-III were previously documented in at least one adopted planning document or trail study to emphasize the *Plan's* congruence with prior planning work. The tiers were developed based on the results of the trail benefit analysis, prioritization in supporting planning documents, county-wide significance, and public input. The tiers represent one method of determining trail priorities to aid decision-makers when considering where to concentrate resources and effort.

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

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

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

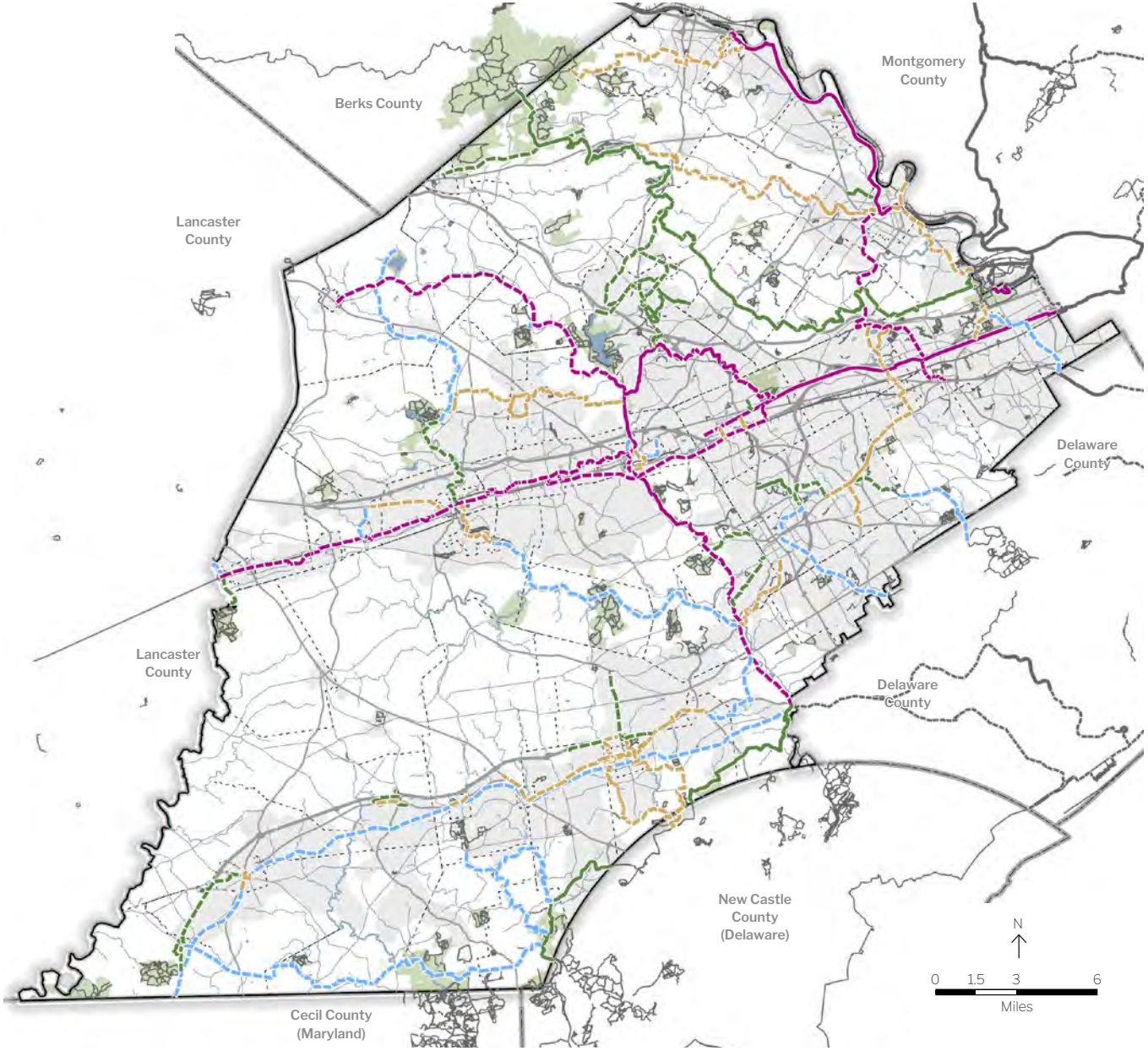
The following maps and tables provide more information about the different trails identified within the county-wide network. The tables include a brief trail description, general locational information, recommended lead agency (county or municipal), suggested facility types, key connections, references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

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

- Short-term: Actions that could be completed within 0–5 years.
- Medium-term: Actions that could be completed in 5–10 years.
- Long-term: Actions that will likely require 10+ years to complete.

These timeframes should be considered as general guides as there are many variables that could either expedite or prolong these timeframes, including public support, local priorities, willingness of private property owners, funding, maintenance capacity, and political will.

County-wide Trail Network



Tier I Trails
- Existing
- Proposed

Tier II Trails
- Existing
- Proposed

Tier III Trails
- Existing
- Proposed

Conceptual Corridors
- Proposed

Other Trails
- Existing Trail
- Existing Circuit Trail (outside Chester County)
- Proposed Circuit Trail (outside Chester County)
- Preserved Open Space
- *Landscapes3* Growth Area
- Municipal Boundary

County-wide Trail Network
Northern Chester County

Tier I Trails
- Existing
- Proposed

Tier II Trails
- Existing
- Proposed

Tier III Trails
- Existing
- Proposed

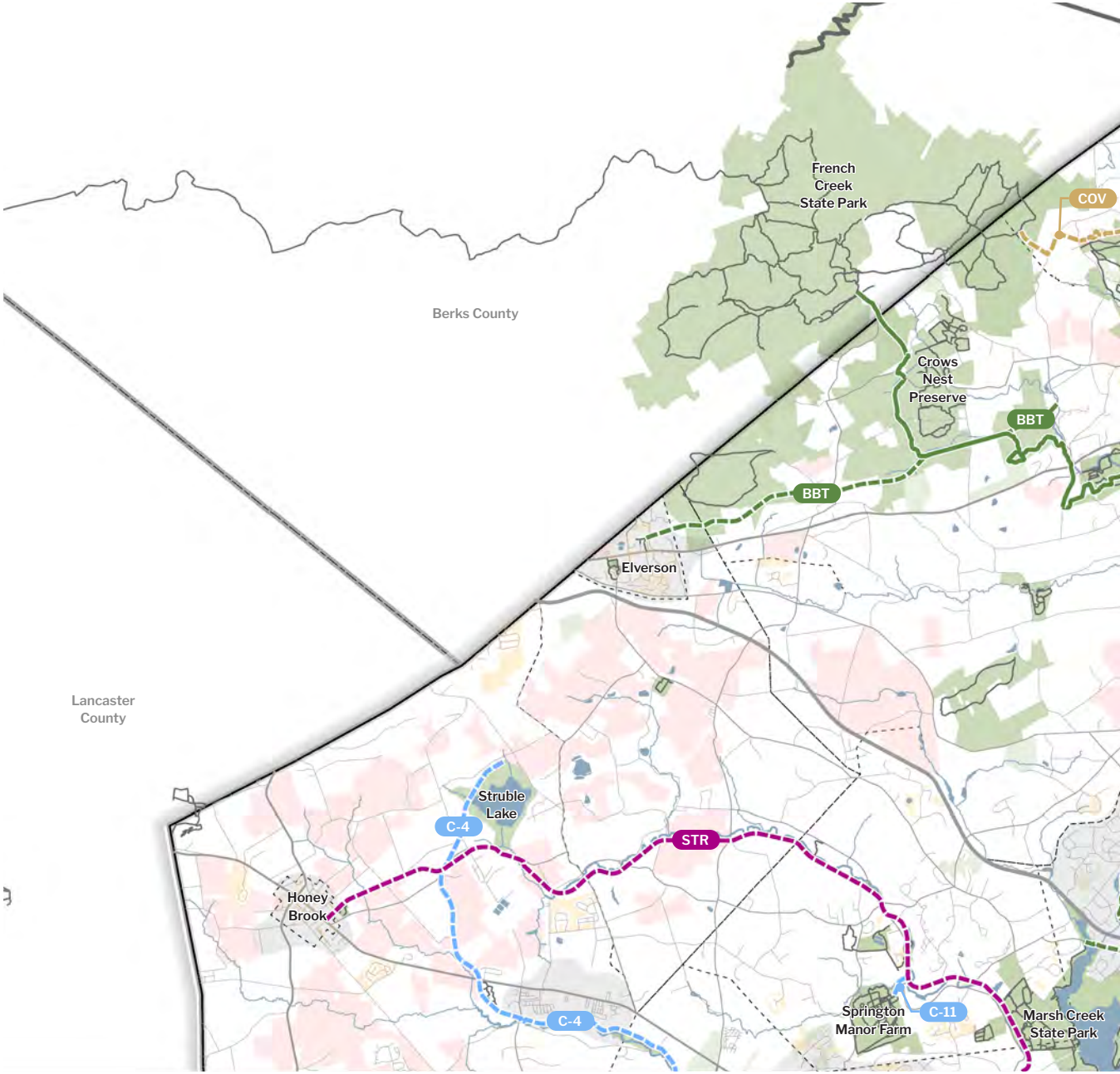
Conceptual Corridors
- Proposed

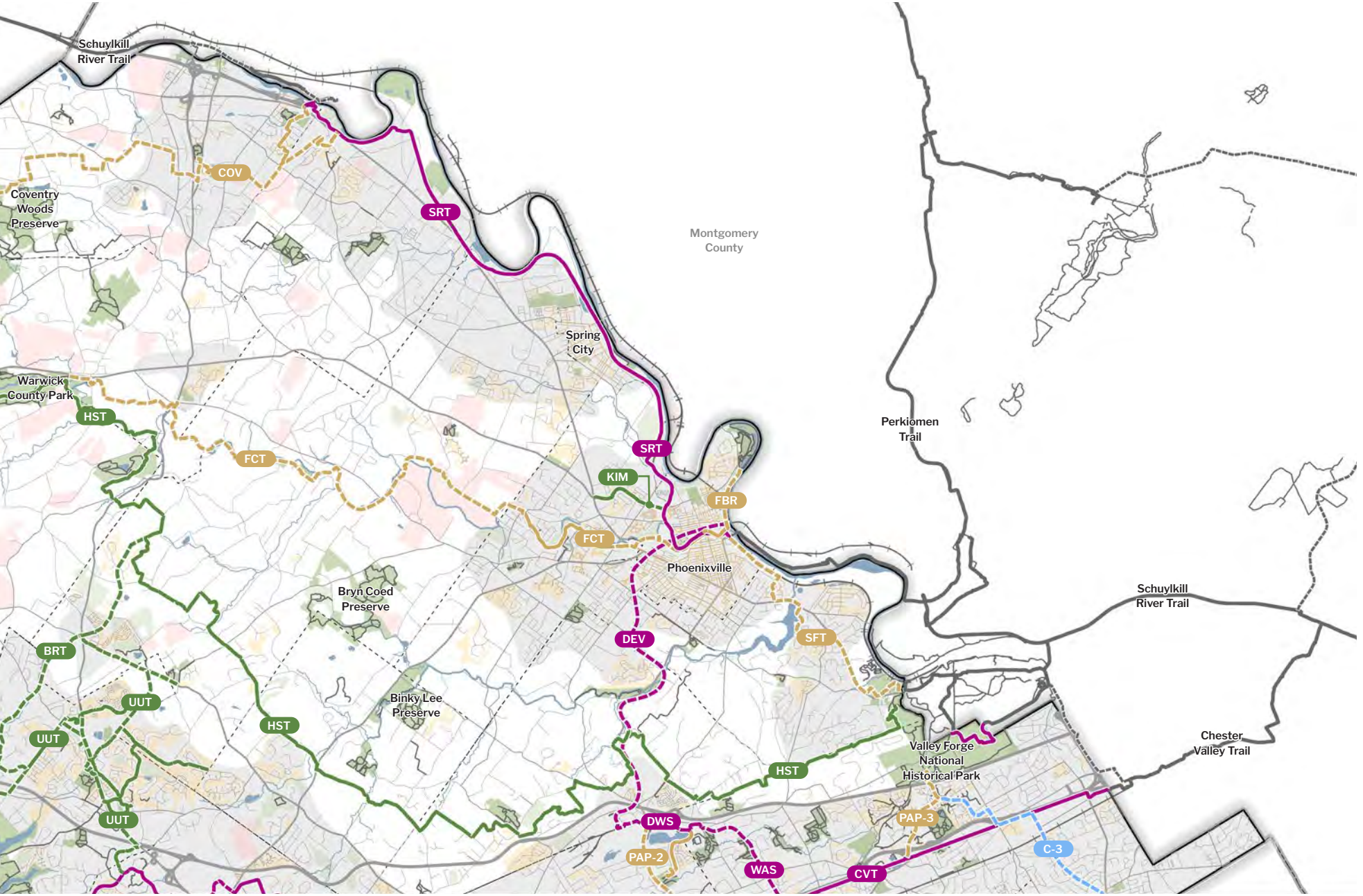
Other Trails
- Existing Trail
- Existing Circuit Trail (outside Chester County)
- Proposed Circuit Trail (outside Chester County)
- Roads
- Sidewalk
- Railroad
- Waterway
- Waterbody
- Preserved Open Space
- HOA Preserved Open Space
- Agricultural Conservation Easement
- Landscapes3 Growth Area
- Municipal Boundary
- STR — Trail ID (refer to summary tables on following pages)

N

0 .25 .5 1 2

Miles




Schuylkill River Trail
COV
Coventry Woods Preserve
SRT
Montgomery County
Spring City
Warwick County Park
HST
FCT
SRT
KIM
FBR
Perkiomen Trail
FCT
Phoenixville
Bryn Coed Preserve
Schuylkill River Trail
DEV
SFT
BRT
UUT
Binky Lee Preserve
HST
UUT
UUT
Valley Forge National Historical Park
Chester Valley Trail
HST
PAP-3
DWS
C-3
PAP-2
WAS
CVT

County-wide Trail Network
Central Chester County

Tier I Trails
- Existing
- Proposed

Tier II Trails
- Existing
- Proposed

Tier III Trails
- Existing
- Proposed

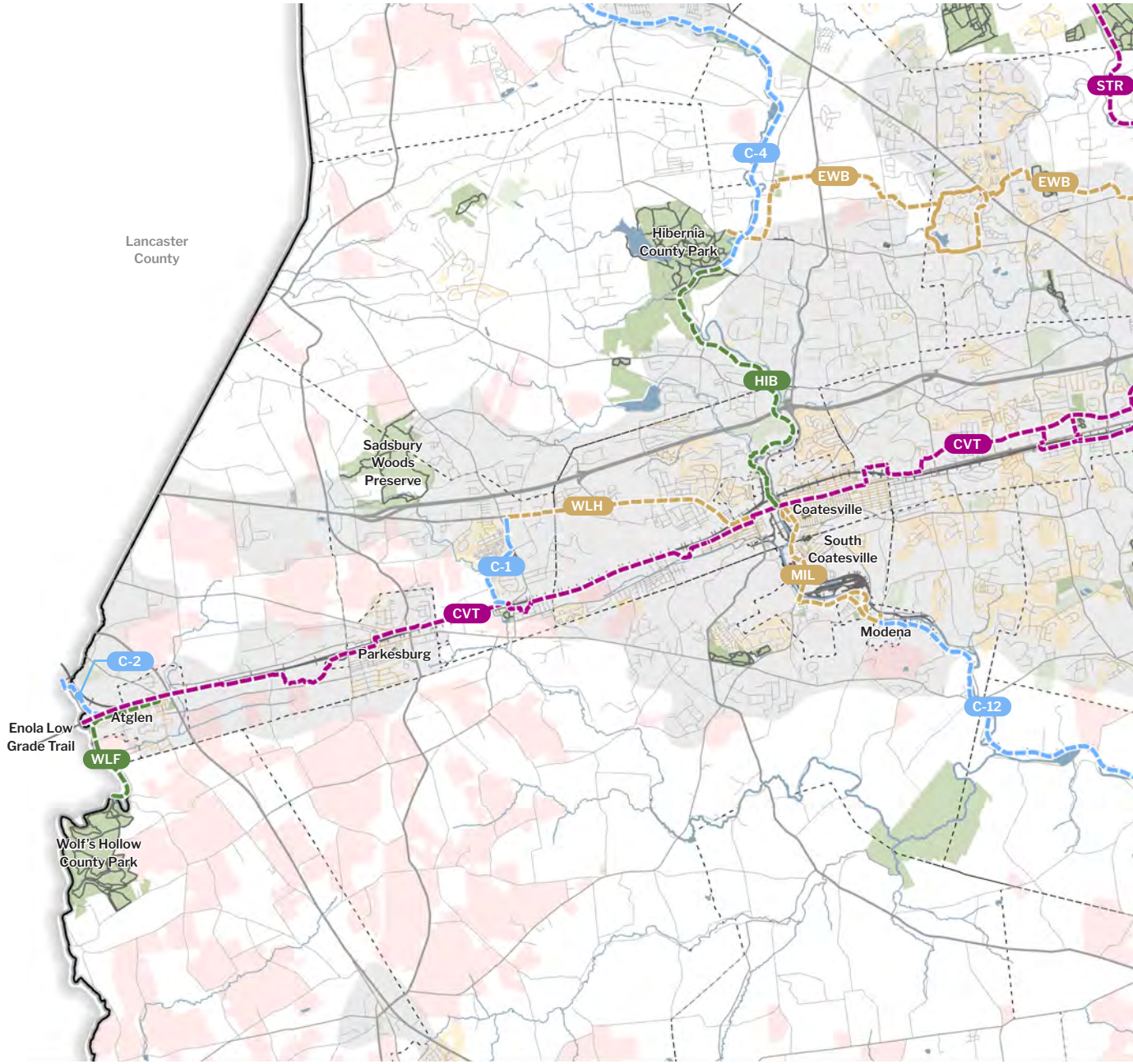
Conceptual Corridors
- Proposed

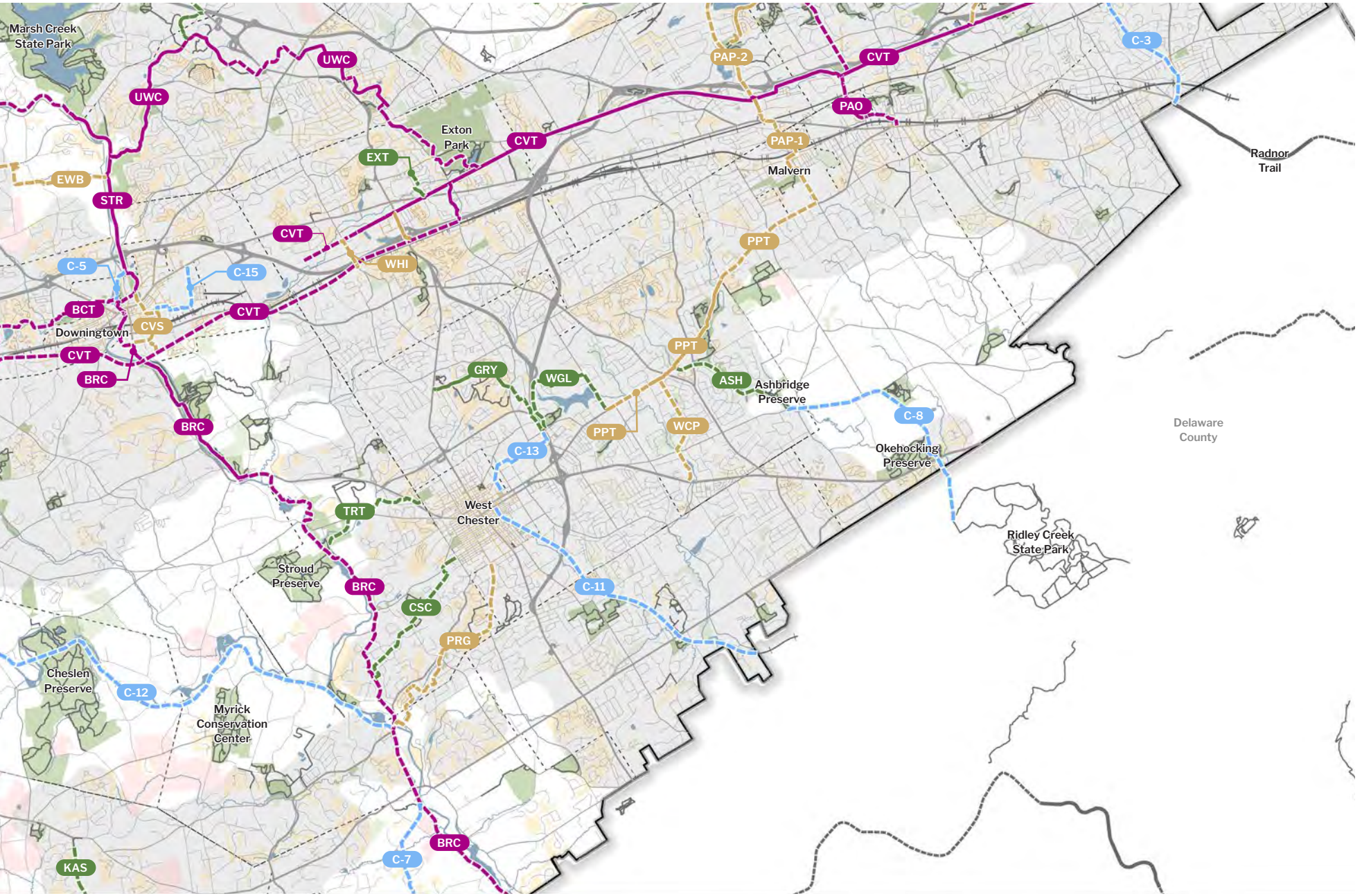
Other Trails
- Existing Trail
- Existing Circuit Trail (outside Chester County)
- Proposed Circuit Trail (outside Chester County)
- Roads
- Sidewalk
- Railroad
- Waterway
- Waterbody
- Preserved Open Space
- HOA Preserved Open Space
- Agricultural Conservation Easement
- Landscapes3 Growth Area
- Municipal Boundary
- STR Trail ID (refer to summary tables on following pages)

N

0 .25 .5 1 2

Miles




Marsh Creek State Park
UWC
UWC
Exton Park
EXT
CVT
CVT
PAP-2
CVT
C-3
PAO
PAP-1
Malvern
Radnor Trail
EWB
STR
CVT
WHI
PPT
C-5
C-15
BCT
Downingtown
CVS
CVT
CVT
BRC
PPT
GRY
WGL
ASH
Ashbridge Preserve
C-8
BRC
PPT
WCP
C-13
Okehocking Preserve
Delaware County
TRT
West Chester
Ridley Creek State Park
Stroud Preserve
BRC
C-11
CSC
PRG
Cheslen Preserve
C-12
Myrick Conservation Center
BRC
C-7
KAS

County-wide Trail Network
Southern Chester County

Tier I Trails
- Existing
- Proposed

Tier II Trails
- Existing
- Proposed

Tier III Trails
- Existing
- Proposed

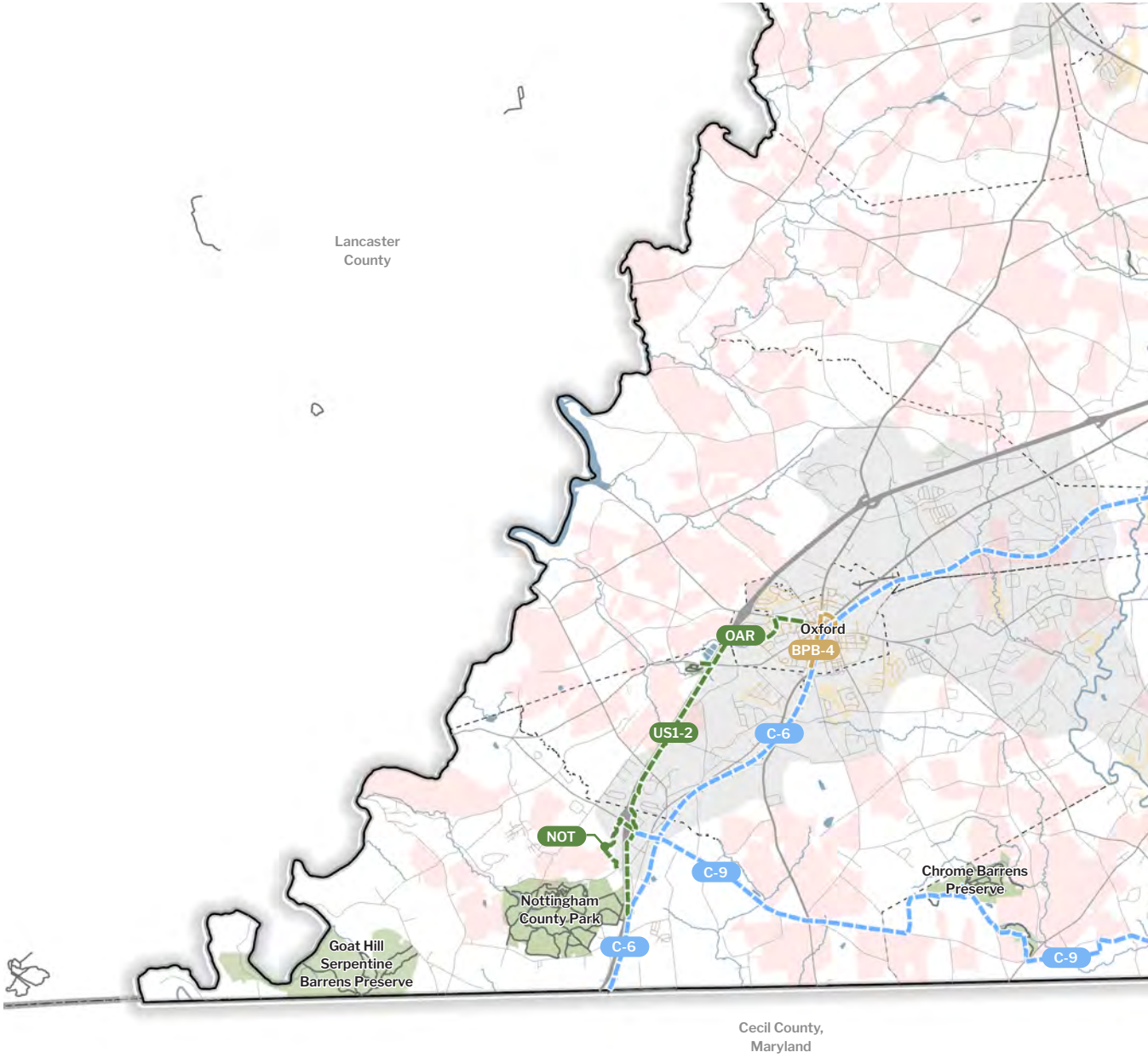
Conceptual Corridors
- Proposed

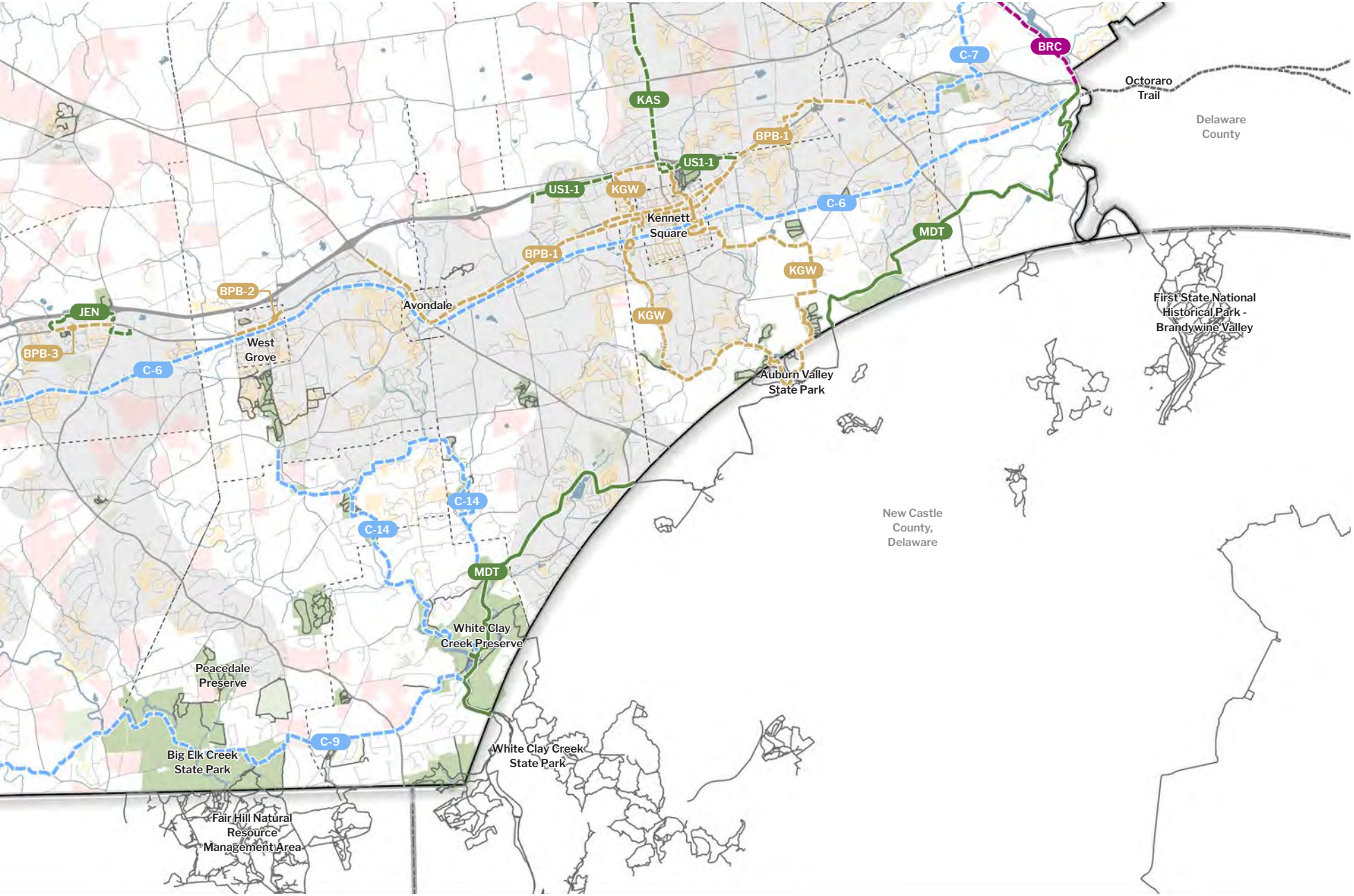
Other Trails
- Existing Trail
- Existing Circuit Trail (outside Chester County)
- Proposed Circuit Trail (outside Chester County)
- Roads
- Sidewalk
- Railroad
- Waterway
- Waterbody
- Preserved Open Space
- HOA Preserved Open Space
- Agricultural Conservation Easement
- Landscapes3 Growth Area
- Municipal Boundary
- STR Trail ID (refer to summary tables on following pages)

N

0 .25 .5 1 2

Miles




BRC
C-7
Octoraro Trail
Delaware County
KAS
BPB-1
US1-1
US1-1
KGW
C-6
Kennett Square
MDT
BPB-1
KGW
KGW
BPB-2
JEN
Avondale
BPB-3
West Grove
C-6
First State National Historical Park - Brandywine Valley
Auburn Valley State Park
C-14
C-14
New Castle County, Delaware
MDT
White Clay Creek Preserve
Peacedale Preserve
C-9
White Clay Creek State Park
Big Elk Creek State Park
Fair Hill Natural Resource Management Area

Tier I Trails								
ID	**Trail/Corridor Name**	**Lead**	**Length (mi)**	**From**	**To**	**Suggested Facility Type(s)**	**Key Connections**	**References**
BCT	Beaver Creek Trail	Municipal	3.3	Kerr Park (Downingtown Borough)	G.O. Carlson Boulevard @ Caln Municipal Park (Caln Township)	Multi-use Trail/Sidepath, Split-mode	Brandywine Trail, Chester Valley Trail, Struble/Lions Trail, Kerr Park, Tabas Memorial Park, Lloyd Park, Caln Municipal Park, Downingtown West High School, Downingtown STEM Academy, Downingtown Middle School, Caln Township Municipal Building	• Beaver Creek Trail Feasibility Study, 2019 • Caln Township Comprehensive Plan, 2017 • Chester Valley Trail West Feasibility Study and Master Plan, 2018
	Description:	Proposed Circuit Trail following Beaver Creek in Caln Township and Downingtown Borough. The trail would improve connections to several parks, open spaces, and schools on its route between the Brandywine Trail (BRT) in Kerr Park and the proposed Chester Valley Trail West (CVT) along G.O. Carlson Boulevard.						
	Next Steps:	• Secure right-of-way needed for trail development. (Short/Medium-term) • Advance design/engineering. (Short/Medium-term) • Pursue implementation through land development where applicable. (Short/Medium-term)						
BRT	Brandywine Trail (incl. East Branch Brandywine Trail)	Municipal	13.5	Struble/Lions Trail @ Kardon Park (Downingtown Borough)	Octoraro Trail (Delaware County)	Multi-use Trail/Sidepath	Chester Valley Trail, Struble Trail, Beaver Creek Trail, Octoraro Trail, Downingtown Borough, Stroud Preserve	• East Bradford Township Comprehensive Plan Update, 2019 • East Bradford Township OSRER Plan, 2009 • East Caln Township Comprehensive Plan, 2024
	Description:	Proposed Circuit Trail creating a major north/south trail spine along the Brandywine Creek from the Struble/Lions Trail (STR) in Downingtown Borough to the proposed Octoraro Trail at the Chester/Delaware County line in Pennsbury Township. Approximately 3.3 miles are complete (East Branch Brandywine Trail) within portions of Downingtown Borough and East and West Bradford Townships.						
	Next Steps:	• Perform an engineering study for the existing trail gap from the West Bradford/East Caln Township border to Johnsontown Park in Downingtown Borough. (Short-term) • Perform a feasibility study/master plan for the southern extension of the trail from East Bradford to Pennsbury Township. Consider a multi-municipal partnership to fund and administer the study. (Medium/Long-term) • Pursue implementation through land development where applicable. (Short/Medium/Long-term)						
CVT	Chester Valley Trail	County / Municipal	38.5	Schuylkill River Trail (Montgomery County)	Enola Low Grade Trail (Lancaster County)	Multi-use Trail/Sidepath, Split-mode, Curbless Street	Schuylkill River Trail, Enola Low Grade Trail, Struble Trail, Brandywine Trail, Patriots Path, Exton Park, Battle of the Clouds Park, Bacton Hill Park, Caln Municipal Park, Exton Station, Whitford Station, Parkesburg Station, Downingtown Station, Coatesville Station, Oaklands Corporate Center	• Chester Valley Trail, Extension to Downingtown Feasibility Study and Master Plan, 2017 • Chester Valley Trail West Feasibility Study and Master Plan, 2018
	Description:	Planned Circuit Trail creating a major east/west spine through the center of Chester County. Approximately 13.6 miles have been completed in the eastern half of the county largely within the Chester Valley Railroad corridor. Planned extensions include: • CVT Phase IVa: 1-mile trail extension to the Oaklands Corporate Center within the Chester Valley railroad alignment; • CVT P&T: 7.4-mile trail extension from Exton to Thorndale within the historic Philadelphia & Thorndale (P&T) rail corridor; • CVT West: 16.5-mile trail extension through central and western Chester County from the end of the CVT P&T to the Enola Low Grade Trail in Lancaster County.						
	Next Steps:	• CVT Phase IVa: Construct CVT IVa. (Short-term) • CVT P&T: Pursue funding for design/engineering. Construction funding has been secured through the region's Transportation Improvement Program (TIP). (Short/Medium-term) • CVT West: Complete design and construct the 1-mile trail extension from Atlgen Borough to the Enola Low Grade Trail. (Short-term) • CVT West: Coordinate with stakeholders and property owners to determine a feasible trail alignment between Thorndale and Atglen and secure right-of-way needed for trail development. (Short/Medium/Long-term)						

Tier I Trails								
ID	**Trail/Corridor Name**	**Lead**	**Length (mi)**	**From**	**To**	**Suggested Facility Type(s)**	**Key Connections**	**References**
DEV	Devault Trail	Municipal	5.9	Schuylkill River (Phoenixville Borough)	Devault/Warner Spur Connector Trail (Charlestown/East Whiteland Townships)	Multi-use Trail/Sidepath	Schuylkill River Trail, French Creek Trail, Warner Spur, Phoenixville Borough, Atwater development	• Devault Trail Feasibility Study, 2015 • Devault Trail Activation Study, 2022 • Phoenixville Regional Planning Commission Comprehensive Plan, 2021
	Description:	Proposed Circuit Trail within the inactive Devault rail corridor from Phoenixville to East Whiteland Township. The corridor is currently owned by Norfolk Southern. Part of potential 33-mile trail loop through eastern Chester County and western Montgomery County in combination with Chester Valley (CVT), Schuylkill River (SRT), and Warner Spur Trails (WAS).						
	Next Steps:	• Determine the organizational structure and partnership needed for the long-term ownership and management of the corridor. (Short-term) • Pursue funding needed to purchase the corridor from Norfolk Southern. (Short/Medium-term) • Commission a master plan for the Devault Trail. The master plan should incorporate the Devault/Warner Spur Connector trail. (Short/Medium-term)						
DWS	Devault/Warner Spur Connector	Municipal	1.6	Devault Trail (Charlestown Township)	Warner Spur (Tredyffrin Township)	Multi-use Trail/Sidepath	Devault Trail, Warner Spur, Patriot's Path, Atwater development	• Devault Trail Feasibility Study, 2015 • Devault Trail Activation Study, 2022
	Description:	Proposed Circuit Trail connecting the Devault Trail to the Warner Spur. Part of potential 33-mile trail loop through eastern Chester County and western Montgomery County in combination with Chester Valley (CVT), Devault (DEV), Schuylkill River (SRT), and Warner Spur Trails (WAS).						
	Next Steps:	• Refer to next steps for Devault Trail. • Secure right-of-way needed for trail development. (Short/Medium Term)						
PAO	Paoli Station / CVT Connector	Municipal	1.4	Paoli Station (Tredyffrin Township)	Chester Valley Trail @ Cedar Hollow Road (Tredyffrin Township)	Multi-use Trail/Sidepath, Split-mode	Chester Valley Trail, Patriots Path, Paoli Station, Paoli Memorial Hospital, Paoli Library	• Paoli Train Station To Chester Valley Trail Multiuse Pathway Connector Feasibility Study, 2013
	Description:	Proposed Circuit Trail connecting Paoli Station to the Chester Valley Trail (CVT).						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium-term) • Secure right-of-way needed for trail development. (Medium/Long-term)						
SRT	Schuylkill River Trail	County / Municipal	12.2	Bridge Street (PA-23, Phoenixville Borough)	US-422 (North Coventry Township)	Multi-use Trail/Sidepath	Chester Valley Trail, French Creek Trail, Phoenixville, Spring City, Pottstown, Frick's Lock Historic District, Towpath Park	N/A
	Description:	The Schulkill River Trail follows the Schuylkill River in eastern Chester County from Phoenixville Borough to North Coventry Township. The trail is complete in Chester County.						
	Next Steps:	• Management. (Long-term) • Improve local active transportation connections to the trail. (Short/Medium/Long-term)						

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

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

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

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

Tier II Trails								
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**	**References**
PAP-1	Patriot's Path, Malvern Segment	Municipal	2.6	Chester Valley Trail @ Morehall Road (PA-29, East Whiteland Township)	S. Warren Avenue (Malvern Borough)	Multi-use Trail/Sidepath, Paved Pedestrian Path, Split-mode	Chester Valley Trail, Paoli Battefield, Malvern Business District, Malvern Train Station, Malvern Public Library, Horace J. Quann Memorial Park, Uptown Worthington, Malvern Borough Municipal Building, Malvern Post Office	• East Whiteland Township Comprehensive Plan Update, 2016 • East Whiteland Township PROS Plan, 2022 • Malvern Borough Comprehensive Plan Update, 2022 • Malvern Borough Official Map, 2022 • The Patriot's Path Plan, 2009
	Description:	Proposed trail connecting Malvern Borough to the Chester Valley Trail (CVT) in East Whiteland Township.						
	Next Steps:	• Secure additional right-of-way needed for trail development. (Short/Medium-term) • Complete existing sidewalk gaps to form a continuous off-road pedestrian route. (Short/Medium-term) • Implement bicycle facilities along roadways designated as part of the trail corridor. (Short/Medium-term)						
PAP-2	Patriot's Path, Valley Creek Segment	Municipal	1.7	Devault Trail @ Morehall Road (PA-29, East Whiteland Township))	Chester Valley Trail @ Morehall Road (PA-29, East Whiteland Township)	Multi-use Trail/Sidepath	Chester Valley Trail, Valley Creek Park, Atwater Development, Uptown Worthington, Great Valley Corporate Center	• East Whiteland Township Comprehensive Plan Update, 2016 • East Whiteland Township PROS Plan, 2022 • The Patriot's Path Plan, 2009
	Description:	Proposed trail between the Chester Valley Trail (CVT) and Devault Trail (DEV) along Morehall Road.						
	Next Steps:	• Commission an advanced feasibility study to determine a feasible trail alignment. (Short/Medium-term) • Pursue implementation of trail segments through land development as applicable. (Short/Medium/Long-term)						
PAP-3	Patriot's Path, Valley Forge Segment	Municipal	1.5	Chester Valley Trail @ Chesterbrook Boulevard (Tredyffrin Township)	Valley Forge National Historical Park (Tredyffrin Township)	Multi-use Trail/Sidepath, Split-mode	Chester Valley Trail, Valley Forge National Historical Park, Wilson Farm Park, Chesterbrook Corporate Center, Chesterbrook Shopping Center	• The Patriot's Path Plan, 2009 • Tredyffrin Township Comprehensive Plan, 2021
	Description:	Proposed trail connection between the Chester Valley Trail (CVT) and Valley Forge National Historical Park.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short-term) • Convene stakeholders, including Tredyffrin Township, the National Park Service, PennDOT, and the Pennsylvania Turnpike Commission to determine roles, responsibilities, preferred trail alignment, and next steps. (Short/Medium-term)						
PPT	Paoli Pike Trail	Municipal	4.7	Airport Road (East/West Goshen Townships)	S. Warren Avenue (Malvern Borough)	Multi-use Trail/Sidepath	West Chester East High School, J.R. Fugett Middle School, East Goshen Community Park, Applebrook Park, East Goshen Elementary School, East Goshen Township Office, Goshen Corporate Park, Sugartown Elementary School, The Phelps School, Malvern Prepatory School	• Central Chester County Bicycle and Pedestrian Circulation Plan, 2013 • East Goshen Township Comprehensive Plan • Malvern-Willstown Greenway Master Plan, 2013 • Willistown Township Comprehensive Plan, 2023
	Description:	Proposed extension of existing 2.2-mile multi-use trail along Paoli Pike. Includes completion of existing trail gap in East Goshen Township.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium-term) • Secure additional right-of-way needed to complete existing trail in East Goshen Township. (Short/Medium-term) • Perform a feasibility study to determine a feasibile trail alignment from East Goshen Township to Malvern Borough. (Medium/Long-term)						

Tier II Trails								
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**	**References**
PRG	Plum Run Greenway	Municipal	3.5	Rosedale Avenue (West Chester Borough/West Goshen Township)	Brandywine Creek Trail near Lenape Road (PA-52, Birmingham Township)	Multi-use Trail/Sidepath, Split-mode	West Chester Borough, West Chester University, Gordon Natural Area, Brandywine Creek Trail, Strode's Mill Historic District, Strode's Barn Outdoor Heritage Center	• Central Chester County Bicycle and Pedestrian Circulation Plan, 2013 • East Bradford Township Comprehensive Plan Update, 2016 • East Bradford Township Official Map, 2021 • West Goshen Township Comprehensive Plan, 2019
	Description:	Proposed trail from West Chester Borough to the Brandywine Creek Trail (BRC). Includes an existing trail in East Bradford's Plum Run Preserve.						
	Next Steps:	• Pursue funding for construction of trail along Tigue Road from West Chester University to Plum Run Preserve. (Short-term) • Continue trail development on township-owned property near Strode's Mill. (Short/Medium-term) • Pursue a feasibility study to determine a preferred alignment from Strode's Mill to the proposed Brandywine Creek Trail extension. (Medium/Long-term)						
SFT	Schuylkill Freedom Trail	Municipal	4.6	Valley Forge National Historical Park @ Valley Forge Road (PA-23, Schuylkill Township)	Schuylkill River Trail @ Bridge Street (PA-29, Phoenixville Borough)	Multi-use Trail/Sidepath, Split-mode	Schuylkill River Trail, French Creek Trail, Valley Forge National Historical Park, Freedoms Foundation, downtown Phoenixville	• Phoenixville Regional Planning Commission Comprehensive Plan, 2021 • Schuylkill Township Freedom Trail Feasibility Study, 2016 • Schuylkill Township Multi-Modal Map, 2018
	Description:	Proposed trail connection from the Schuylkill River Trail (SRT) in Phoenixville to Valley Forge National Historical Park.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium-term) • Pursue implementation of trail segments through land development as applicable. (Short/Medium/Long-term)						
WCP	West Chester Pike Connector	Municipal	1.8	Paoli Pike (East Goshen Township)	West Chester Pike (PA-3, East Goshen Township)	Multi-use Trail/Sidepath	Paoli Pike Trail, Goshen Corporate Center	• East Goshen Township Comprehensive Plan, 2015
	Description:	Proposed trail connection between Paoli and West Chester Pikes largely located on municipally-owned property.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium-term)						
WLH	West Lincoln Highway Spur	Municipal	4.5	Strode Avenue (PA-82, Coatesville City)	First Avenue (Sadsbury Township)	Multi-use Trail/Sidepath	Chester Valley Trail West, Rainbow Elementary School, Airport Village Center, Meetinghouse Business Park, Chester County Airport	• Valley Township Open Space, Recreation, and Environmental Resources Plan, 2019 • Valley Township West Lincoln Highway Corridor Master Plan, 2023
	Description:	Proposed trail spur from the proposed Chester Valley West (CVT) along Lincoln Highway (US-Business 30).						
	Next Steps:	• Secure additional right-of-way needed for trail development. (Short/Medium/Long-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium/Long-term) • Coordinate with PennDOT to include trail improvements as part of roadway projects. (Short/Medium/Long-term)						
WHI	Whitford Road Connector	Municipal	0.5	Chester Valley Trail, Phase Iva @ Whitford Road	Chester Valley Trail P&T @ Whitford Station	Multi-use Trail/Sidepath	Chester Valley Trail Phase IVa, Chester Valley Trail P&T, Whitford Train Station, Oaklands Corporate Center, Main Street at Exton	• West Whiteland Township Bicycle and Pedestrian Plan, 2019
	Description:	Proposed trail connection along Whitford Road between the Chester Valley Trail Phase IVA (CVT) and the Chester Valley Trail P&T extension (CVT).						
	Next Steps:	• Secure additional right-of-way needed for trail development. (Short/Medium-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium-term) • Perform advanced feasibility/engineering study. (Short-term)						

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

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

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

Tier III Trails								
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**	**References**
US1-2	US-1 Expressway Trail (Oxford Area)	Municipal	3.8	W. Locust Street (East Nottingham Township)	E. Christine Road (PA-272, West Nottingham Township)	Multi-use Trail/Sidepath	OARA Park, Nottingham County Park, Herr's factory, and other regional destinations.	• Borough of Oxford Comprehensive Plan, 2023 • Oxford Borough Active Transportation Plan, 2023 • Southern Chester County Circuit Trail Feasibility Study, 2021
	Description:	Proposed trail within/adjacent to the PennDOT US-1 ROW from Locust Street to the Maryland State line. Requires approval and coordination with PennDOT and other landowners.						
	Next Steps:	• Coordinate with PennDOT's US-1 reconstruction project and determine the entity(ies) responsible for ownership/maintenance. (Short-term) • Secure additional right-of-way needed for trail development. (Short/Medium-term)						
UUT	Upper Uwchlan Township Trail Network	Municipal	Varies	Varies	Varies	Multi-use Trail/Sidepath	Various destinations within the community.	• Upper Uwchlan Township Active Transportation Plan, 2023
	Description:	Extensive local trail network made up of many facilities in Upper Uwchlan Township. Proposed links and gaps in the Upper Uwchlan Township trail network include: • Trail extension along Conestoga Road (PA-401) to Andrew Evans Park; • Trail extension along Fellowship Road; • Trail connection to Uwchlan Trail along Pottstown Pike (PA-100) via an underpass beneath the PA turnpike; • Trail extension along Pottstown Pike from Fellowship Drive to Garrison Drive; • Trail connection along Milford and Little Conestoga Roads to Marsh Creek State Park; • Trail extension along Milford Road to Patricia Drive.							
	Next Steps:	• Secure additional right-of-way needed for trail development. (Short/Medium-term) • Pursue implementation of trail segments through land development where applicable. (Short/Medium-term) • Coordinate with PennDOT and the Pennsylvania Turnpike Commission to incorporate a trail connection along Pottstown Pike as part of the on-going turnpike reconstruction project. (Short-term)						
WGL	West Goshen Loop	Municipal	2.3	Airport Road @ Paoli Pike (East/West Goshen Townships)	West Chester Pike (East Goshen Township)	Multi-use Trail/Sidepath	Paoli Pike Trail, West Goshen Community Park, West Chester Area YMCA, American Helicopter Museum and Education Center, QVC Studio Park	• Central Chester County Bicycle and Pedestrian Circulation Pan, 2013 • West Goshen Township Comprehensive Plan, 2019
	Description:	Proposed trail through large mixed-use business park near the West Chester Reservoir.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium/Long-term) • Perform feasibility study to determine trail alignment, facility types, and cost. (Medium/Long-term)						
WLF	Wolf's Hollow Connector	County / Municipal	1.9	Valley Avenue (Atglen Borough)	Wolf's Hollow County Park (West Fallowfield Township)	Multi-use Trail/Sidepath, Split-mode, Hiking Trail	Proposed Chester Valley Trail West, Wolf's Hollow County Park, Atglen Borough Hall and park	• Atglen Borough Comprehensive Plan, 2018 • Atglen Borough 4-Parks Master Plan, 2022
	Description:	Trail connection from the Chester Valley Trail to Wolf's Hollow County Park.						
	Next Steps:	• Continue to advocate and build public support for the trail. (Short/Medium/Long-term) • Perform feasibility study to determine trail alignment, facility types, and cost. (Medium/Long-term)						

Conceptual Corridors							
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**
C-1	Buck Run	Municipal	1.4	W, Lincoln Highway (Bus. US-30, Sadsbury Township)	Chester Valley Trail (Sadsbury Township)	Multi-use Trail/Sidepath	Chester Valley Trail West, West Lincoln Highway Spur, Sadsburyville
	Description:	This trail could be developed as part of a 9.4-mile trail loop in combination with the proposed Chester Valley Trail West (CVT) and West Lincoln Highway Spur (WLH). The corridor follows an existing sidepath along Old Wilmington Road in Sadsburyville to Quarry Road. The trail could follow Quarry Road west to the Buck Run creek corridor, turning south to connect with the proposed Chester Valley Trail West.					
C-2	Christiana	Municipal	0.8	Chester Valley Trail (West Sadsbury Township)	Christiana Borough (Lancaster County)	Multi-use Trail/Sidepath, Split-mode	Chester Valley Trail West, Enola Low Grade Trail (Lancaster County), Atglen Borough Hall and Park, Christiana Borough
	Description:	This trail could create a a connection from the proposed Chester Valley Trail West (CVT) to Christiana Borough, Lancaster County.					
C-3	Forge to Refuge	Municipal	2.1	Radnor Trail (Delaware County)	Valley Forge National Historical Park (Tredyffrin Township)	Multi-use Trail/Sidepath, Split-mode	Radnor Trail, Chester Valley Trail, Patriots Path, Valley Forge National Historical Park
	Description:	This trail could connect the existing Radnor Trail (Circuit Trail) to Valley Forge National Historical Park. It is part of the "Forge to Refuge" corridor that extends south to the John Heinz Wildlife Refuge in Philadelphia.					
C-4	Hibernia	Municipal	10.3	Hibernia County Park (West Caln Township)	Struble Lake (Honey Brook Township)	Multi-use Trail/Sidepath, Hiking Trail	Struble Trail, Hibernia County Park, Icedale Preserve, Struble Lake
	Description:	This trail could follow the abandoned Hibernia rail corridor from Hibernia County Park to Struble Lake. A majority of the corridor has reverted to private property owners however, there are segments that are publically owned, including the Icedale segment within Honey Brook and West Brandywine Townships for which the Icedale Trail Feasibility Study was completed in 2022.					
C-5	Kerr Park	Municipal	0.5	East Branch Brandywine Trail (Downingtown Borough)	Struble Trail (Downingtown Borough)	Multi-use Trail/Sidepath	Brandywine Creek Trail, Struble Trail, Beaver Creek Trail, Kerr Park
	Description:	This trail would create a more direct connection between the Brandywine Creek Trail (BCT) and the Struble Trail (STR) through Kerr Park in Downingtown Borough.					
C-6	Octoraro	Municipal	27.5	Delaware County line near US-1	Maryland State line near US-1	Multi-use Trail/Sidepath	Multiple destinations within Nottingham Village, Oxford Borough, Lincoln University, West Grove Borough, Avondale Borough, Toughkenamon Village, Kennett Square Borough, Chadds Ford
	Description:	This corridor follows the Octoraro Railroad corridor that passes through multiple population centers in southern Chester County. As of 2024, this trail is not feasible nor recommended given the active use of the railroad, however is included as a long-term opportunity should the corridor become inactive in the future.					
C-7	Pennsbury	Municipal	4.5	Baltimore Pike Bikeway (Kennett Township)	Brandywine Creek Trail (Pennsbury Township)	Multi-use Trail/Sidepath	East Branch Brandywine Trail, Kennett Bikeway
	Description:	This trail could connect the proposed Baltimore Pike Bikeway (BPB) to the proposed Brandywine Creek Trail (BCT). Various alternatives were considered in the Southern Chester County Circuit Trail Feasibility Study however additonal study and public outreach is needed to determine a feasible and publicly supported alignment.					

Conceptual Corridors							
ID	**Trail/Corridor Name**	**Lead Agency**	**Length (mi)**	**From**	**To**	**Suggested Facility Type**	**Key Connections**
C-8	Ridley Creek	Municipal	3.9	Ashbridge Preserve (East Goshen Township)	Ridley Creek State Park (Delaware County)	Multi-use Trail/Sidepath, Hking Trail	Ashbridge Preserve, Rushton Woods Preserve, Okehocking Preserve, Ridley Creek State Park
	Description:	This trail could form a connection from Ashbridge Preserve to Ridley Creek State Park in Delaware County.					
C-9	Serpentine	Municipal	17.3	Nottingham County Park (West Nottingham Township)	White Clay Creek Preserve (London Britain Township)	Multi-use Trail/Sidepath, Split-mode, Pedestrian Path, Hiking Trail, Bicycle Facilities	Nottingham County Park, Chrome Barrens Serpentine Preserve, Lower Chrome Barrens Serpentine Preserve, Big Elk Creek State Park, White Clay Creek Preserve
	Description:	This corridor could be part of a greenway connecting several parks, preserves, and natural landscapes in southern Chester County. The trail could include several existing trails within preserved open space, improving the connectivity of these resources through a combination of off-road trails and on-road bicycle facilities.					
C-10	Springton Manor	County	0.3	Struble Trail (Wallace Township)	Springton Manor Farm	Multi-use Trail/Sidepath	Struble Trail, Springton Manor Farm
	Description:	This trail could connect the county's Springton Manor Farm to the proposed northern extension of the Struble Trail (STR).					
C-11	Turks Head	Municipal	4.7	Market Street (West Chester Borough)	Cheyney Road (Delaware County)	Multi-use Trail/Sidepath	West Chester Borough, Bayard Rustin High School, Cheyney University
	Description:	This trail could largely be located within the SEPTA-owned rail corridor utilized by the West Chester Railroad from West Chester Borough to Delaware County. There appears to be sufficient room within most of the railroad right-of-way to develop a trail (rail-with-trails), however there are several pinch points that would require additional easements.					
C-12	West Branch Brandywine	Municipal	11.6	Union Street (Modena Borough)	East Branch Brandywine Trail (Pocopson Township)	Multi-use Trail/Sidepath	Mill Trail, East Branch Brandywine Trail, Cheslen Preserve, the Laurels Preserve, Myrick Conservation Center
	Description:	This corridor follows the West Branch Brandywine Creek and the Wilmington & Northern rail corridor from Modena Borough and Pocopson Township. As of 2024, this trail is not feasible nor recommended given the active use of the railroad, however is included as a long-term opportunity should the corridor become inactive in the future.					
C-13	West Chester/West Goshen	Municipal	1.5	Fernhill Road (West Goshen Township)	E. Chestnut Street (West Chester Borough)	Multi-use Trail/Sidepath	West Chester Borough, West Chester Henderson High School, West Goshen Community Park
	Description:	This trail could create a connection from West Chester to points east in West Goshen Township, including the proposed West Goshen Loop (WGL) and Paoli Pike Trail (PPT).					
C-14	White Clay Creek	Municipal	12.5	Goddard Park (London Grove Township)	White Clay Creek Preserve (London Britain Township)	Pedestrian Path, Hiking Trail	Goddard Park, Banffshire Preserve, White Clay Creek Preserve, White Clay Crescent Preserve
	Description:	This corridor could follow the Middle Branch of the White Clay Creek from Goddard Park in London Grove Township to the White Clay Creek Preserve in London Britain Township.					
C-15	Woodbine	Municipal	0.6	Chestnut Street (Downingtown Borough)	Woodbine Road (Downingtown Borough)	Split-mode	CVT - Struble Trail Connector, Bishop Shanahan High School, Brandywine Square shopping center
	Description:	This trail could connect the proposed Chester Valley Trail-Struble Trail Connector (CVS) with an existing multi-use trail along Woodbine Road in Downingtown Borough.					

5

Planning, Design, and Management Resources

Trail Facilities

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

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

- *Guide for the Development of Bicycle Facilities, American Association of State Highway Transportation Officials (AASHTO).*
- *Guide for the Planning, Design and Operation of Pedestrian Facilities, AASHTO.*
- *Design Manual Part 2, Contextual Roadway Design (Pub. 13), PennDOT.*
- *Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration (FHWA).*
- *Multi-modal Circulation Handbook for Chester County, PA, CCPC.*
- *Pennsylvania Trail Design and Development Principles: Guidelines for Sustainable, Non-motorized Trails, PA DCNR.*
- *Public Right-of-Way Accessibility Guidelines (PROWAG) and Americans with Disabilities Act (ADA) Accessibility Standards, United States Access Board.*
- *Urban Bikeway Design Guide, National Association of City Transportation Officials (NACTO).*
- *Small Town and Rural Multi-modal Networks, FHWA.*

Multi-use Trail/Sidepath

A multi-use trail (also called shared-use) is an off-road facility designed and constructed for bi-directional travel by pedestrians, bicyclists, and other types of non-motorized users. As such, they have specific design requirements to ensure they can safely accommodate this broad range of users. Multi-use trails are called sidepaths when running parallel to an adjacent roadway.

User Types:

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

Dimensions:

- 10’-15’ is recommended however they may be reduced to 8’ wide in spatially constrained or environmentally sensitive areas and where low bicycle and pedestrian volumes are anticipated.
- Sidepaths should include a minimum 5’ wide verge (buffer) space between the edge of the road and the trail. Where 5’ is not feasible, the sidepath should include a physical barrier to safely separate trail users from motorists.

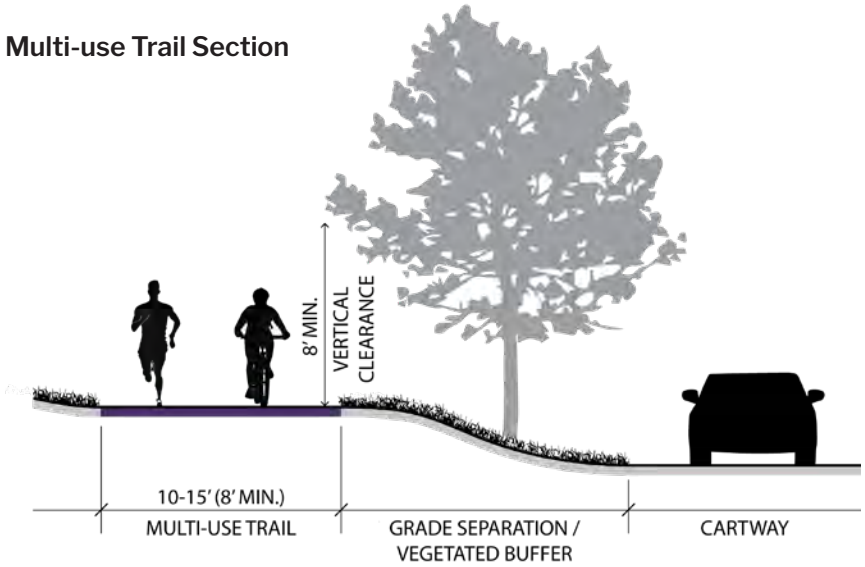
Accessibility:

- Must meet governing accessibility requirements including AASHTO and ADA/PROWAG.
- The trail’s grade may be up to 5% for any distance however gentler grades are recommended.
- Sidepaths may exceed 5% slopes when located within a street or highway right-of-way as long as the slope does not to exceed the adjacent roadway grade.
- The trail’s surface should be stable, firm, and slip resistant. Asphalt pavement is the most common multi-use trail surface, however concrete pavement or compacted aggregate are also suitable alternatives. The use of porous paving materials may be considered to facilitate drainage.

Considerations:

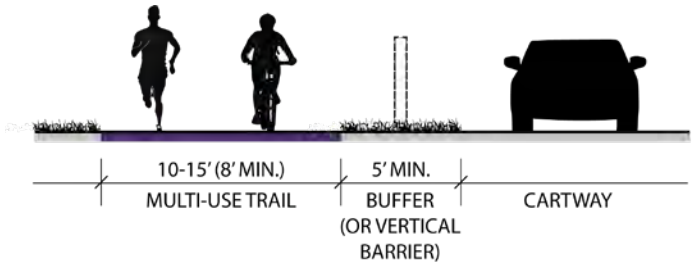
- Special design considerations must be provided at road and driveway crossings to safely accommodate trail users crossing the path of motorists.
- Boardwalks are commonly used to elevate trails and limit disturbance in sensitive areas like wetlands and floodplains.
- Trails should contain a minimum 2’ wide graded shoulder transition on each side of the trail. The shoulder may be reduced to 1’ if a barrier such as a fence or railing is provided. Consider barriers or wider shoulders when adjacent to waterways or steep downward slopes.
- Trails should contain a cross-slope to ensure positive drainage and avoid puddling on the surface.

Multi-use Trail Section



Multi-use trails allow pedestrians and bicyclists to share the same facility and are completely separated from vehicular traffic.

Sidepath Section



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

Restricted Use Facilities

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

Examples of limiting factors include:

- Accessibility: The trail does not meet ADA accessibility requirements.
- Width: The trail is less than 8' wide which is the minimum recommended width for mixed pedestrian and bicycle traffic.
- Programming: The trail is designated for exclusive use by one transportation mode or user type.
- Public Access: The trail restricts public access.

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

Pedestrians paths and sidewalks restrict use to pedestrians only.

Pedestrian Path/Sidewalk

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

User Types:

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

Dimensions:

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

Accessibility:

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

Considerations:

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

Chester County contains many hiking trails within preserved open space.

Hiking Trail

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

User Types:

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

Dimensions:

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

Accessibility:

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

Considerations:

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

Split-mode Facilities

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

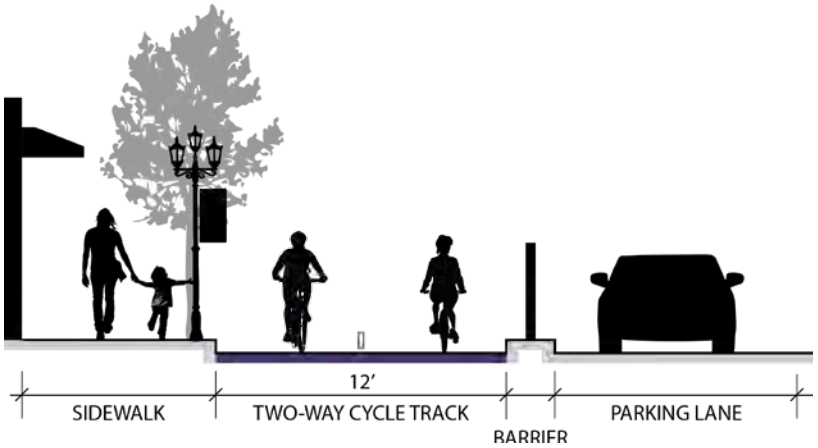
Parking protected cycle track in Philadelphia.
Image Source: Philadelphia Streets Department

Parking Protected Cycle Track

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

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

Split-mode with Parking Protected Cycle Track



Dimensions:

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

Considerations:

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

Bike Lane/Buffered Bike Lane

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

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

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

Dimensions:

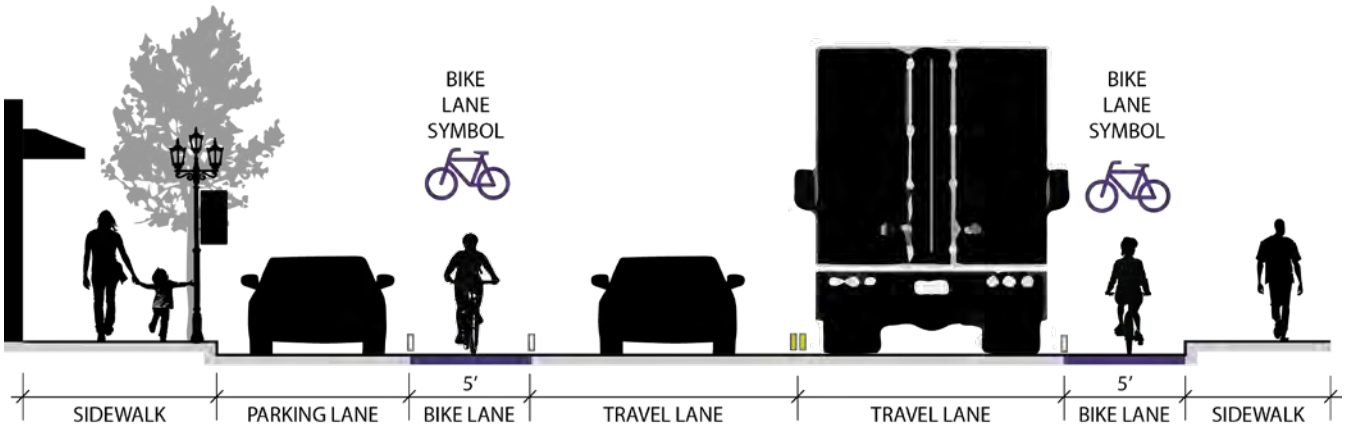
- Bike Lane: 5' typical one-directional lane from edge of curb or gutter, 4' minimum where no curb is present.
- May be up to 7' wide where adjacent to arterials with high travel speeds.
- 18" striped "door zone" between bike lane and parking lane.
- Buffered Bike Lane: Minimum 2' wide buffer; buffers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

Considerations:

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

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

Split-mode with Bike Lane



Shared Roadway

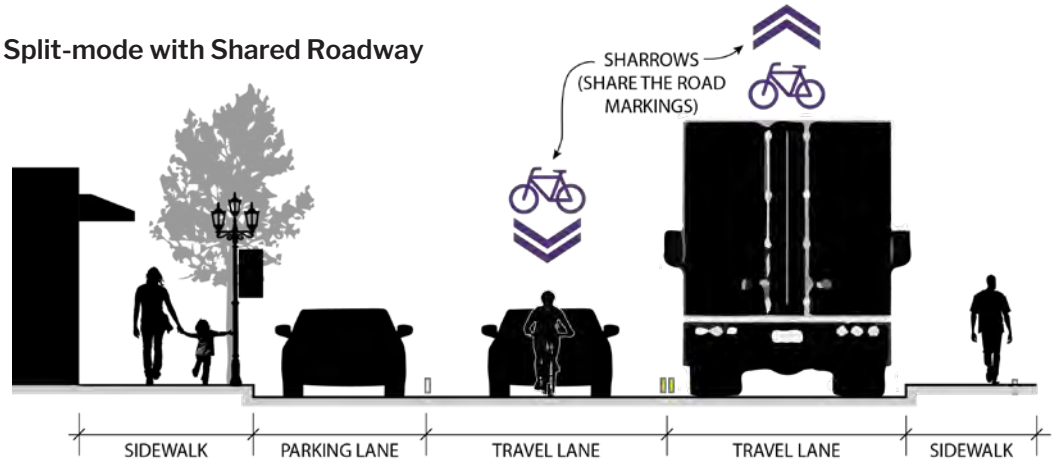
A shared roadway is a condition where bicyclists and motor vehicles share the same space within the road. Most roads in Pennsylvania act as shared roadways, however most bicyclists prefer riding on roads with lower traffic volumes and speeds.

Considerations:

- Shared roads are appropriate where the speed limit is 35 mph or less and traffic volumes are under 3,000 vehicles per day, unless a wide shoulder is provided.
- Roads may include painted shared lane markings (sharrows) on the road surface at regular intervals to encourage proper positioning within the lane and inform motorists to expect the presence of bicyclists. Sharrows should be located outside of the door zone of parked cars.
- "Share the Road" or "Bicycles May Use Full Lane" signage is recommended at regular intervals along the route.
- Wide (12'–15') outside vehicular travel lanes are preferred where possible to accommodate passing.
- Paved and striped shoulders provide additional room for bicyclists where they are available.

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

Split-mode with Shared Roadway



Other Facilities

Curbless Street

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

User Types:

- Most types of motorized and non-motorized users.

Considerations:

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

Example of a curbless street where all transportation modes share the same space within the right-of-way.
Image Source: Input Fort Wayne

Pedestrian Lane

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

User Types:

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

Considerations:

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

Example of a pedestrian lane in East Brandywine Township.

Marked and Mid-Block Crossings

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

User Types:

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

Marked crossing along the Chester Valley Trail in West Whiteland Township.

Dimensions:

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

Accessibility:

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

Considerations:

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

Marked crossing with RRFB along the Chester Valley Trail in Montgomery County.

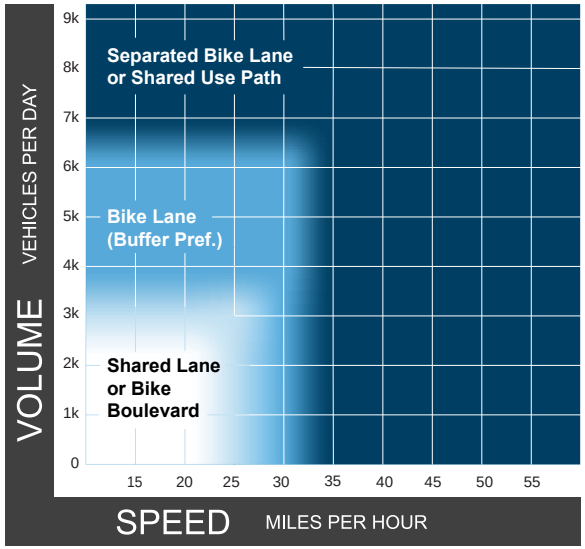
- A flashing warning device may be used in combination with signage at mid-block crossings. These devices can be located on the side of the road or overhead. A Rectangular Rapid Flashing Beacon (RRFB) is an example of a PennDOT-approved flashing warning device.
- Refuge islands shorten the distance trail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

Mid-block crossing with refuge island in West Whiteland Township.

Facility Selection

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

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

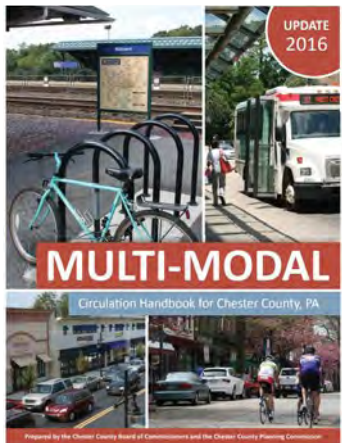


Notes

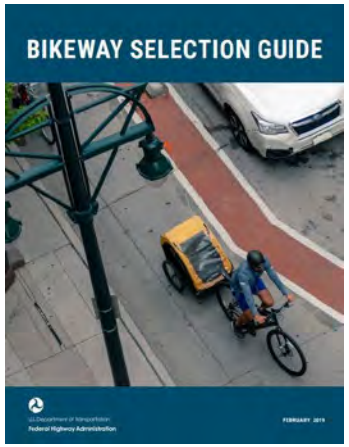
1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

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

Bicycle Facility Selection Matrix.
Image Source: FHWA Bikeway Selection Guide

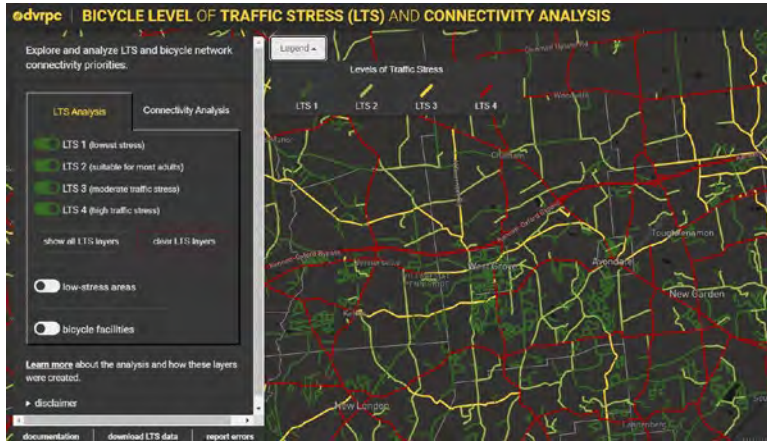


Chester County's Multi-Modal Handbook



Federal Highway Safety Administration's Bicycle Facilities Selection Guide

PennDOT Design Manual Part 2, Contextual Roadway Design



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

Trail Support Facilities and Amenities

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

Trailheads

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

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

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

Seating

Seating provides an opportunity for people to rest, take in the local scenery, chat with friends, or simply watch people as they pass by. Providing seating can make trails feel more welcoming and inclusive, especially for those who may have a physical disability or medical condition that prevents them from traveling long distances without intermittent locations to stop and rest.

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

Parking is a critical trailhead component for most trails.

Amenities are often clustered at trailheads to support users and improve efficiency for maintenance personnel.

Providing shade at seating areas is a good practice to address user comfort.

Restrooms

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

Drinking Fountains/Hydration Station

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

Hydration stations come in many configurations.

Bicycle Parking

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

Bike repair stations

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

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

Litter/recycling receptacles

Litter and recycling receptacles are necessary to maintain the cleanliness of a trail but need to be regularly emptied to remain effective. Consider placing receptacles where people gather and where maintenance staff can easily access such as trailheads or gathering spaces.

Pet waste stations

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

Shade

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

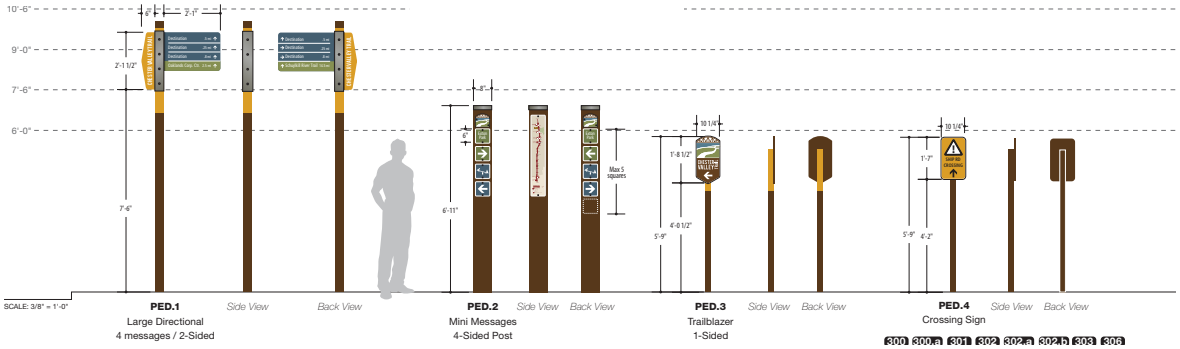
Picnic area with a shade structure at Frick's Lock Trailhead on the Schuylkill River Trail in East Coventry Township.

Signage

Signage plays a critical role in any trail system. Signage is used to reinforce the trail brand, direct users to desired destinations, assist with orientation, establish trail rules and guidelines, and provide other types of pertinent trail or location information. A comprehensive trail signage system includes a variety of signage types that communicate information effectively to trail users.

General signage considerations:

- Consider developing a signage and wayfinding plan to establish a cohesive signage system to assist users getting to and using trail networks.
- Signage should convey pertinent information that is clear, understandable, and tailored to the target audience. For instance, vehicular signage intended for motorists should be distinct in size, design, and content compared to signage for pedestrians and bicyclists.
- Signage should be placed so it is easy to see but does not obstruct trail users. It is also important to consider how much signage is appropriate, as too much signage can be visually distracting and lessen its impact.
- Consider signage in multiple languages, especially in areas with concentrations of people whose primary language is one other than English. Images can be very effective at communicating information in a universal manner.
- Utilize materials that can withstand the effects of sunlight, precipitation, and vandalism.
- Consider how technology could be used to supplement traditional signage. For example, a QR-code on a sign could translate the text into a different language, or link to additional information, maps, or resources to aid and inform trail users.



A comprehensive signage system provides a variety of sign types for different purposes.

Wayfinding/Directional Signage

Wayfinding/directional signage provides information to help users navigate a trail system. Trail wayfinding informs users about types and locations of destinations, points of interest, and connections along the trail. Community wayfinding directs users to trail access points along safe, established routes from outside the trail system.

Signs can range from simple signs with arrows showing direction and distance to destination points to maps of the overall trail network. Wayfinding and directional signs should be provided at trailheads and at key decision points along a trail to help guide users on their journey.

Examples of wayfinding/directional signage in Chester County.

Regulatory Signage

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

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

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

Examples of regulatory signage at the Exton Park and Township Line trailheads.

Identification Signage

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

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

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

Interpretive signage

Interpretive signage reveals place-specific information highlighting a site or feature's historic, ecologic, or cultural significance. The format, style, and content will vary depending on the specific place or feature being described. The *Chester County Heritage Tourism Plan* adopted in 2024 identifies trails as prime opportunities for self-guided interpretive experiences where Chester County's natural and cultural history can be told through trail-side signage and exhibits.

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

Municipal Policy Toolkit

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

Comprehensive Plan

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

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

Official Map

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

Case Study: East Whiteland Township – Bryn Erin Connection

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

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

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

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

SALDO/Zoning Recommendations

- Adopt consistent active transportation definitions within municipal ordinances, plans, and advisory documents that clearly articulate the types of desired pedestrian and bicycle facilities. Sample language for active transportation definitions may be found in the *Multi-modal Circulation Handbook for Chester County* (https://www.chesco.org/DocumentCenter/View/26940/Multi-Modal-Circulation-Handbook?bidId=).
- Adopt design standards that identify when and where pedestrian and bicycle facilities are required, as well as design requirements such as minimum widths, required clearances, and accessibility standards. Design standards should reflect all the proposed facility types within any active transportation element of a comprehensive plan or separate advisory document.
- Enforce active transportation requirements and replace discretionary language with concrete requirements. Discretionary language is intended to provide flexibility but may result in missed opportunities that will be more challenging and costly to implement in the future.
- Require trails be installed where shown on an adopted plan or advisory document.
- Require new trails be installed if existing trails are impacted by a proposed land development. Ensure the new trail meets existing access points and does not decrease safety or accessibility.
- Require active transportation infrastructure be installed prior to buildings.
- Require trail easements be dedicated to the municipality to ensure they remain a public resource in perpetuity.
- Credit trail easements toward open space requirements as an incentive for developers to include trails within land development projects.
- Require installation and maintenance of sidewalks, especially for municipalities within Growth Areas and Rural Centers. Communities outside of Growth Areas and Rural Centers should require sidewalks in all commercial districts, where sidewalks and/or pedestrian circulation is prioritized in any associated policy plan, and within 1,000 feet of any school office building, medical institution, commercial use, shopping center, community facility (such as a park), or similar use identified by the governing body.
- Include requirements for bicycle parking.

Complete Streets

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

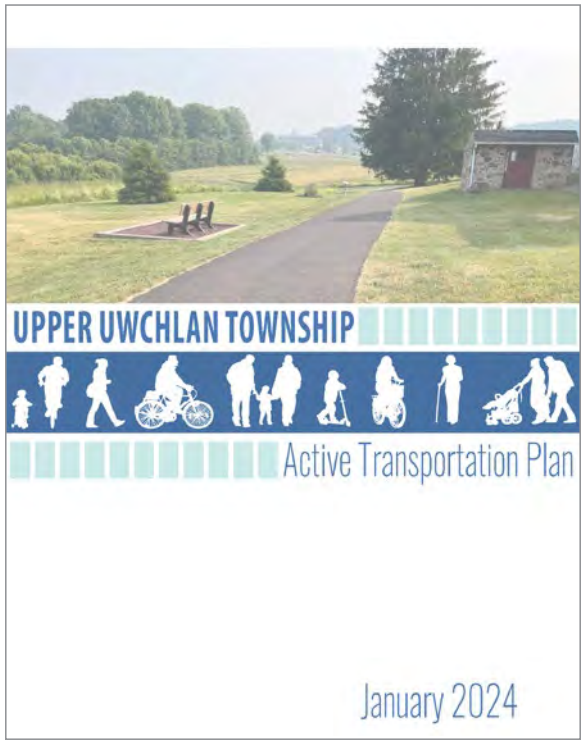
By law, most roadways are accessible to many modes of travel, however a vast majority have become auto-centric that often unofficially exclude or deter other modes of transportation. The process for considering whether a roadway is "complete" or needs re-evaluation includes measuring safety, health,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

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

Chester County's Complete Streets Policy.

Active Transportation Plan

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



Example: Upper Uwchlan Township Active Transportation Plan.

Transportation Impact Fee Ordinance

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

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

Case Study: West Whiteland Township—Ship Road Couplet

West Whiteland Township adopted a TIF 2015, generating nearly $1.5 million in funds for transportation improvements. The TIF and associated Capital Improvements Plan were utilized during the negotiations of a major land development near US-30 and Ship Road that resulted in the construction of the Ship Road couplet and adjacent multi-use trail. The couplet and trail completed several Township objectives, including improving traffic flows through this part of the Township and developing a critical trail link between the existing Chester Valley Trail and future Chester Valley Trail extension along the Philadelphia & Thorndale rail corridor.

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

Other Resources & Recommendations

Placemaking

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

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

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

Placemaking strategies that can be incorporated into trails include:

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

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

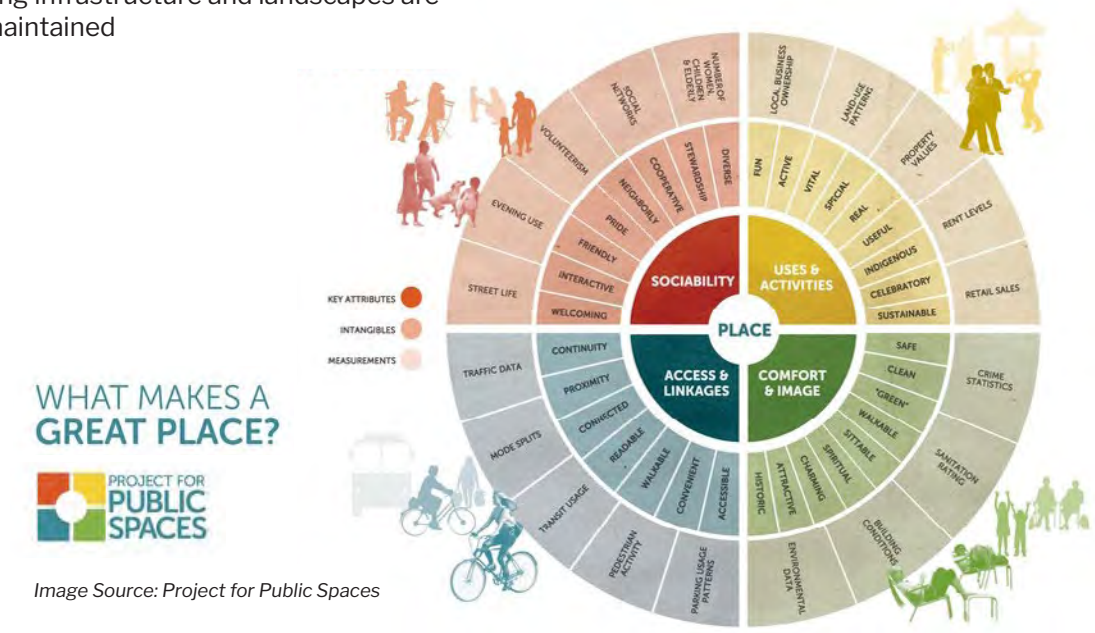


Image Source: Project for Public Spaces

Trail-Oriented Development

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

TrOD strategies include

- Encourage development with a diverse mix of uses along trail corridors. Businesses that directly cater to trail users, such as restaurants, breweries, coffee-shops, bike shops, and other retailers are well-suited to take advantage of the foot and bike traffic along the trail.
- Orient development to address the trail as the "front door."
- Provide amenities that support the needs of trail users within indoor and outdoor spaces. Examples of indoor amenities include secure bike lockers or storage, shower facilities, and public restrooms, while outdoor amenities may include bike racks, seating, water fountains, and wayfinding signage.
- Employ placemaking strategies that connect with a community's unique location and history.
- Encourage trail connections from private properties (such as residential developments, shopping centers, institutions, etc.) to the trail system.
- Implement municipal land use policies that require trails and other forms of active transportation infrastructure as part of land development.
- Pursue partnerships with public and private partners to increase the diversity of trail experiences and destinations.

References:

[1]Active Transportation and Real Estate: The Next Frontier, Urban Land Institute (2016)

[2]From Trail Towns to TrOD: Trails and Economic Development, Rails-to-Trails Conservancy (2007)

[3]Return on Environment: The Economic Value of Protected Open Space in Chester County, Chester County Planning Commission (2019)

Case Study: Pencoyd Landing

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

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

Pencoyd Landing opens onto the Pencoyd Trail.
Image Source: Philadelphia Inquirer

Trail Towns

Many communities across the country have embraced the idea that trails can serve as an economic generator. There is a large market for trail-based tourism and recreation, and communities can tap into the economic power of this audience by providing goods, services, experiences, and accommodations that cater to these users.

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

The Trail Town model is based on[5]:

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

References:

[4]*Trail Towns – Capturing Trail-Based Tourism – A Guide for Communities in Pennsylvania,* Allegheny Trail Alliance (2005)

[5]*Trail Towns.* https://www.railstotrails.org/trail-building-toolbox/trail-towns/

[6]*Great Allegheny Passage Economic Impact Report, Great Allegheny Passage Conservancy (2021)*

This model has been implemented across the county to much success, allowing communities to capitalize on the economic potential of long-distance, regional trail systems.

Strategies include:

- Providing signage/maps directing trail users to businesses and other local destinations;
- Implementing trail-oriented development;
- Providing amenities such as bicycle parking bike repair stations, drinking fountains, and public restrooms along the trail and at business and other destinations;
- Developing trailheads to bring users off the trail and into the community,
- Marketing trail networks to attract local and non-local users; and
- Cultivating partnerships between local governments, businesses, tourism and visitor organizations, non-profits, and others to share resources and manage the trail.

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

Case Study: Great Allegheny Passage

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

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

Image Source: Trailtowns.org

Programming

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

Examples of potential trail programming include:

- Trail walks/runs
- Fitness stations/play equipment
- Food trucks
- Little free library
- Community gardens
- Yoga/exercise programs
- Farmer's market
- Interpretive loops
- Beautification/trail clean up events
- "Pop-up" events
- Advocacy events
- Guided nature walks
- School based trail activities
- Educational tours

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

Gathering Spaces

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

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

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

Public Art

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

Examples of public art along trails include:

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

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

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

Landscape

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

Things to consider for trail-related landscaping:

- Leverage the value of the existing landscape. Preserving existing vegetation, so long as it is not invasive or poses a safety concern can provide instant landscape impact and maintain ecologic functions.
- Consider the trail's setting as a guide for landscape design and plant selection. Is the site typically wet or dry? Does it primarily receive sun, shade, or a mix of both? What are the characteristics of the adjacent soils? Is the trail maintained in the winter with deicing salts? The answers to these types of questions should influence plant selection so the trail landscape can thrive without becoming a maintenance problem.
- Use native plants that are well-suited to the site and can withstand stresses due to changing climatic conditions, such as hotter, drier summers with shorter, more intense storms and longer dry periods between storm events.
- Consider a plants growth habit when specifying plant material near the trail to avoid future safety conflicts or maintenance challenges.
- Consider the maintenance requirements of the landscape in conjunction with funding, personnel resources, experience and equipment. Incorporating low-maintenance landscaping that is punctuated by select areas of enhanced landscape treatments at high-visibility areas such as trailheads, major intersections, or gathering spaces can be a very effective way of balancing trail aesthetics while not becoming burdensome to maintenance staff.
- Plants that are poisonous or can cause harm to trail users, such as plants with thorns, heavy fruit, or weak branches prone to breaking should be avoided.

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

Branding/Marketing

A trail's brand represents the distinct identity of the trail or trail network. Branding is an important aspect of trail management and marketing as it helps unify a trail or trail network into a cohesive entity and strengthens its position within the public conscience. Branding elements like logos, icons, images, fonts, colors, and slogans all contribute to promoting the brand message and increasing awareness within the general public.

Marketing is used to promote brand visibility, engage users, attract investment, and share important messages and information. Some of the more common tools used for trail marketing include websites, social media, email marketing, and print materials like maps and brochures. Utilizing these tools provides a way for trail managers to communicate with various audiences to increase public awareness and encourage trail use.

Types of trail marketing audiences:

- Residents
- Visitors
- Commuters
- Exercise enthusiasts
- Casual trail users
- Nature lovers
- Hikers
- History/heritage tourists
- Developers
- Businesses and employees
- Disadvantaged populations
- Families
- Seniors
- Children, teens, and young adults

Trail marketing purposes:

- Increase trail awareness
- Attract new trail users
- Attract non-traditional trail users
- Advertise ribbon cutting/ new trail openings
- Elevate the trail brand
- Promote special programming or events
- Encourage trail tourism
- Encourage economic development
- Build stewardship
- Attract volunteers
- Increase engagement
- Fundraising
- Share news and information

The following pages provide recommendations for the marketing of Chester County's trails. The recommendations are focused on ways the county could market its three County-owned regional trails (Chester Valley Trail, Schuylkill River Trail, and Struble Trail), however the ideas may be applicable to trails and trail networks owned and managed by other partners.

Case Study: The Circuit Trails

The Circuit Trails is a nationally-recognized trail brand that unites the extensive network under a strong, cohesive brand. The Circuit Trails utilize several effective marketing and branding strategies to promote the network, including:

- Strong graphic branding standards that are consistently employed throughout marketing and promotional materials.
- Memorable messaging taglines of "Proud to Trail" and "100's of Miles of Happy."
- Developed an engaging website that prominently features branding elements, is visually compelling with high-quality photography and is updated frequently with new content to maintain engagement (news, blog posts, events).
- Developed the #OnTheCircuit hashtag and maintains an active presence on multiple social media platforms.
- Publishes monthly "See #What's happening on the Circuit" eNewsletter.
- Provides a partner toolkit with printable maps, branding elements, sign details and templates.
- Distributes Circuit-branded promotional items (t-shirts, pins, stickers, etc.)

Websites

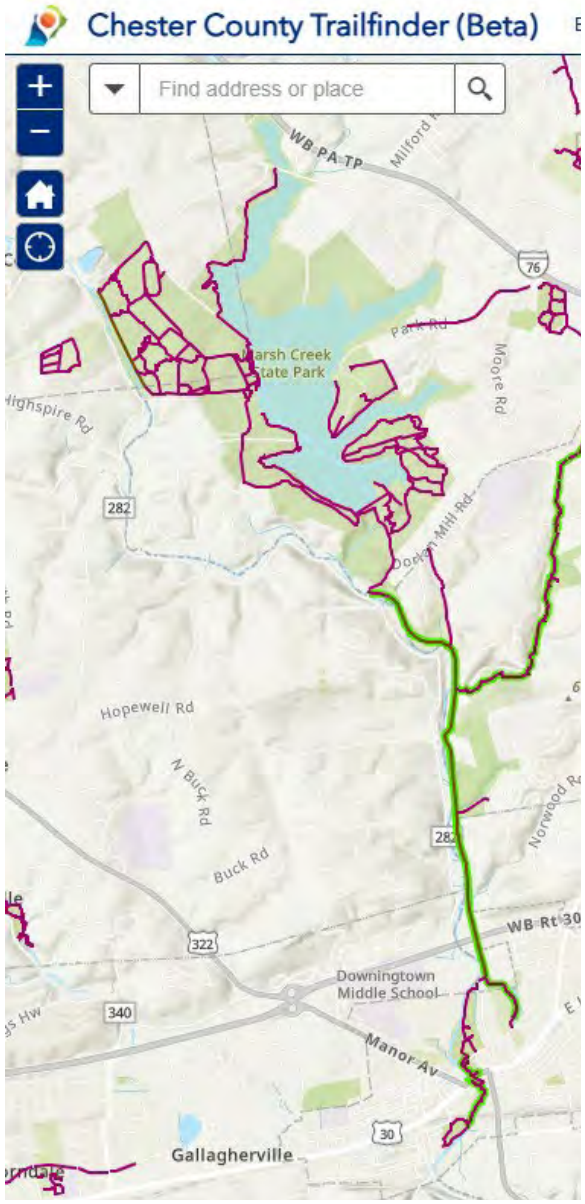
A website is a valuable tool for promoting trail brands and sharing information. Websites are often the go-to source for information so it is important they clearly present accurate and relevant information through a user-friendly interface. Websites should be optimized so they are responsive on the various devices people use to access content (computers, tables, smartphones).

CCPC maintains the Chester County Trailfinder website that provides an interactive map of all publicly-accessible trails in Chester County, helping residents and visitors plan their trail visits. Recommendations for the Chester County Trailfinder include:

- Provide regular updates to the map as new trails are completed and open to the public.
- Provide relevant information to assist trail users with planning trail visits. At a minimum, the website should include trail information like length, trail surface, permitted user types, whether it is ADA-accessible, locations of trailheads and parking lots, and types of amenities available like restrooms if present. CCPC should obtain feedback from users on how they use the website and what other types of information would be beneficial to make it a more effective tool.
- Provide links to partner websites when applicable.
- Integrate the proposed trails identified in this *Plan* as a means to share information and increase awareness and support for the development of the county-wide trail network.

Chester County's Parks + Preservation Department maintains websites for each of the county's three regional trails. Each website provides information about the trail and is updated with news such as trail closures and maintenance activities. Recommendations for these websites include:

- Strengthen branding of the county's trails by improving consistency and content. At a minimum, each website should provide a trail map, locations of trailheads and parking areas, rules and regulations, a link to the Chester County Trailfinder, and a Contact link where people can report questions or concerns so they can be addressed by appropriate county personnel. Each website may include additional information, such as information about the trail's history, facts about the trail system, or a calendar or list of upcoming events on the trail as applicable.
- Update trail maps as conditions change.
- Include high-quality trail photography to help market trails.
- Provide links to relevant partner organizations, such as the Circuit Trails, Schuylkill River Greenways National Heritage Area, and the Friends of the Chester Valley Trail, and encourage partners to link their websites to the county's website to reach larger audiences through each organization's professional and social networks.
- Consider opportunities for the public to provide content, like social media posts or photographs.



The Chester County Trailfinder is a web-based application that provides information on public trails in Chester County.

Social Media

Social media platforms such as Facebook, Instagram & X (formerly Twitter) are popular tools for engaging with the public at-large. Several county departments administer their own social media accounts that are used to market and promote various initiatives throughout the county, including trails.

Social media recommendations:

- Maintain social media accounts on multiple platforms and share updates and information across platforms to reach different audiences.
- Promote trail events and share photos and videos on all platforms to increase engagement and reach different audiences.
- Develop trail-focused social media marketing campaigns that encourage public participation.
- Create, share, and encourage the use of #hashtags in social media posts.
- Cross-promote trail and municipal partner news on social media.
- Develop partner toolkits to help promote initiatives through partners' social networks. Toolkits include boilerplate messages, images, links, and social media hashtags for partners to easily incorporate into their various communication structures.

Chester County Parks + Preservation posts trail events through its various social media accounts.

Email Marketing

Email marketing is a cost-effective marketing tool to reach specific audiences. Periodic email marketing is a great way to keep in touch with users and partners, keeping the brand relevant and top of mind.

- Coordinate across county departments for opportunities to include news and information about trails within various email marketing and outreach initiatives.
- Consider publishing an annual (or more frequent if appropriate) eNewsletter with information, news and updates about Chester County's park and trail network.
- Provide links in email marketing to relevant social media accounts and websites.
- Expand audience reach by encouraging the public to sign-up for emails from different county government and departments.
- Ensure email marketing is consistent with branding standards.

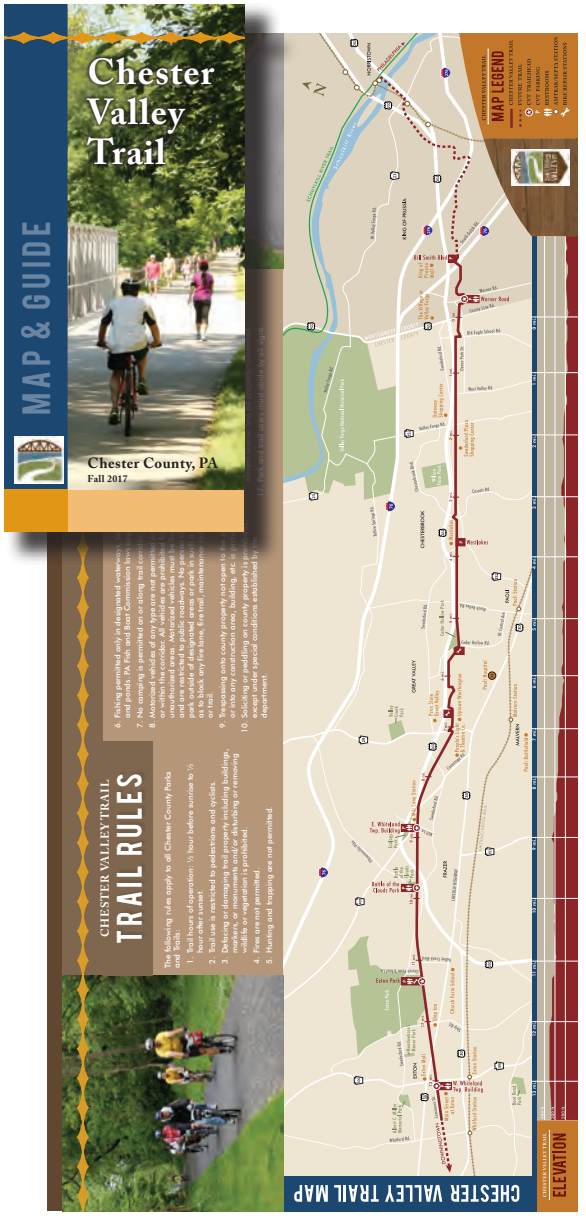
The opening of Chester County's last segment of the Schuylkill River Trail was featured in CCPC's inaugural Sustainability eNewsletter in 2022.

Maps/Brochures

Printed materials like maps and brochures are valuable marketing tools that can be shared with various partners like business, municipal governments, tourism/visitor centers, and transportation agencies to increase the visibility of the county's trails. The primary challenges of print materials are the costs for printing and keeping the information up-to-date and accurate, which may require regular reprinting of materials. Map/brochure recommendations include:

- Update print materials as conditions change to provide accurate and reliable information.
- For maps, provide relevant information like trailheads and parking lots, points of interest, contact information, and website and social media information when appropriate.
- Provide consistent styling across print materials so they appear as a cohesive product and strengthen the brand identity.
- Create maps that can be viewed online and printed for off-line use.

Chester County's map of the Schuylkill River Trail is available on the Parks + Preservation website and is formatted so it can be printed by home users.



CCPC partnered with TMACC and the Friends of the Chester Valley Trail on a printed trail map and guide used to market and share information about the trail.

Promoting Inclusivity

Trails should be welcoming spaces for everyone, regardless of age, income, background, or ability. The following section provides suggestions for improving inclusivity within trail systems, specifically for trail infrastructure, programming, and marketing.

Infrastructure

- Assess accessibility of existing infrastructure and remediate conditions that could create barriers to use. Examples include improving/upgrading trail surfacing to meet ADA-requirements, installing curb ramps with detectable warnings at road and driveway crossings, providing benches or other seating options at regular intervals along a trail, performing routine and corrective maintenance, and including ADA-accessible parking spaces in parking lots.
- Incorporate universal accessibility principles into trail design. Universal design/accessibility relates to the design of products, services, and environments that can be used by everyone, regardless of physical or cognitive ability, economic or cultural background, ethnicity, or ancestry. See the "Universal Design" information at right for seven guiding principles of universal design to foster more comfortable, welcoming, and equitable public spaces.
- Ensure trails meet governing design and accessibility requirements for the specific facility type.
- Improve wayfinding and infrastructure within the surrounding community to increase awareness and provide clear directional information to the trail following safe and direct passages.
- Unify trails with consistent signage and branding to reinforce the trail's identity and provide confidence to users who may not be familiar with the trail system. Consider developing signage in multiple languages or incorporating images and icons that are universally understood to reduce information barriers. This is especially important for areas with concentrations of people where English is not the primary language.
- Provide trail-support amenities that meet user preferences and needs.
- Maintain trails and trail-related amenities so they remain in good condition, are safe, and demonstrate a degree of care.

Universal Design

Applying the seven key principles of universal design[7] to public spaces, including trails, creates more user-friendly and inclusive environments.

- Equitable Use
  - *The design is useful and marketable to people with diverse abilities.*
- Flexibility in Use
  - *The design accommodates a wide range of individual preferences and abilities.*
- Simple and Intuitive Use
  - *Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.*
- Perceptible Information
  - *The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.*
- Tolerance for Error
  - *The design minimizes hazards and the adverse consequences of accidental or unintended actions.*
- Low Physical Effort
  - *The design can be used efficiently and comfortably with a minimum of fatigue.*
- Size and Space for Approach and Use
  - *Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.*

References:

[7]RL Mace Universal Design Institute. udinstitute.org

Programming

- Consider how programming could help fill community needs. Trails may include permanent programming opportunities (such as a playground or a covered gathering space) that provide recreational or social opportunities that may be lacking elsewhere within the community.
- Consider how programming can bring new and non-traditional trail users to the trail. For example, a trailhead parking lot could host a weekend farmer's market or the trail corridor may have space for a community garden that could bring new users to the trail.
- Celebrate local history and culture through public art, interpretive signage, or special events.

Marketing and communication:

- Represent the diversity of trail users in information and marketing materials. Seeing someone of a similar race, ethnicity, age, or ability level represented in these materials can positively influence people's perceptions.
- Provide information in both print and digital formats so people can access information no matter their technological access, literacy or preference.
- Consider how technology could be incorporated to overcome information barriers. For example, a QR-code could be included on an interpretive sign that translates the sign into different languages or provides an audio-recording of the signage content.
- Partner with local community organizations such as non-profits, faith based organizations, elected officials, or others who have established relationships within the community to ensure messages and information are shared via effective communications channels and to build trust.

Incorporating universal design principles results in trails that can be used by everyone.

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

Representing the diversity of users in marketing and other communications promotes inclusivity.

Image Source: Chester County Bicycle and Pedestrian Safety Campaign.

Volunteers

The power and impact of volunteers should not be understated when it comes to the management and support of trail systems. According to Independent Sector, a national organization of charitable non-profits, foundations, and corporations, the value of each "volunteer hour" in Pennsylvania in 2023 was $31.30[8]. Trail managers should consider how to leverage this value and capitalize on the willingness of volunteers to assist with various aspects of trail maintenance and stewardship. There are many types of volunteer opportunities associated with trails, including:

Maintenance tasks:

- Trash pick up
- Seasonal clean ups
- Weeding, pruning and invasive species removal
- Tree, shrub, and perennial planting
- Mulching
- Minor trail repairs
- Maintenance inspections
- Boundary maintenance

Stewardship opportunities:

- Planning/leading trail tours or assisting trail visitors as a trail ambassador
- Fundraising
- Promoting good trail etiquette and safety patrols in a non-enforcement capacity
- Assisting municipal partners with advocacy, marketing or website management
- Developing trail maps
- Programming assistance

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

Friends groups are typically non-profit organizations that assist partner governments in many capacities. The Friends of the Chester Valley Trail partners with Chester County Parks + Preservation to advocate for and support the trail, including fundraising, volunteering, and serving as a conduit for public information about the trail. The Friends of the Chester Valley Trail have funded site amenities, signage, brochures, and donated countless hours to making the Chester Valley Trail the special asset it is today.

Other volunteer opportunities:

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

References:

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

Case Study: Schuylkill River Greenways

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

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

Safety

Safety is a paramount objective for any trail system. Planning for safety should begin early in the planning process by evaluating factors such as public and emergency access points, potential conflicts with adjacent land uses or properties, the number and type of road and driveway crossings, and trail facility types to ensure trails can be used and managed safely. Planners and designers should consider strategies that lead to safer trail environments, such as Crime Prevention Through Environmental Design as described in the case study at right. Once constructed, it is critical that trails are properly maintained and patrolled. Policing of most municipal trails falls under the jurisdiction of local law enforcement, while parks and trails owned by Chester County are patrolled by Chester County Park Rangers in cooperation with law enforcement agencies.

There is a common perception that trails are hotspots for crime or can lead to an increase of crime within a community. Evidence from trails throughout the country[9] have generally shown that this is largely unsupported, however it is a legitimate concern to address in the context of this *Plan*.

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

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

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

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

Crime Prevention Through Environmental Design (CPTED)

CPTED is an approach that considers how the built environment can be designed to reduce the incidence and fear of crime in public spaces. CPTED is based the following 4 principles:

- Natural surveillance: Increase visibility into and throughout the site.
  - *Strategies: Clear overgrown vegetation to create visual permeability onto the trail, limit height of landscaping to preserve sightlines, provide lighting if the trail is open at night.*
- Territorial reinforcement: Provide clear displays of ownership between public and private areas.
  - *Strategies: Use elements such as hardscape, landscape, low fencing, and signage to distinguish public vs. private space.*
- Access control: Control access points without disconnecting use.
  - *Strategies: Provide frequent access points and provide signage to direct people to access locations, utilize landscape or low fencing to control access in other areas.*
- Maintenance: Provide clear signals that the space is cared for.
  - *Strategies: Pick up trash, empty waste/litter receptacles, remove graffiti, repair damaged pavements and amenities.*

References:

[9]*Rail-Trails and Safe Communities: The Experience on 372 Trails. Rails-to-Trails Conservancy (1998).*

Operations, Maintenance and Management

Proper trail maintenance is critical to ensuring the long-term safety and function of any trail. Well-maintained trails demonstrate a level of supervision and care that can effectively reduce incidents of injury, crime, or other unwanted behaviors. Degraded pavements, overgrown vegetation, unemptied waste receptacles, litter, graffiti, and broken site furnishings all give the impression that a trail is not cared for or monitored.

Maintenance personnel should be involved throughout the planning and design process so design decisions align with operational needs, processes, and resources to avoid future maintenance challenges.

Implementing a maintenance plan is a good practice to ensure maintenance is performed in an organized and efficient manner and that proper resources are allocated to achieve maintenance goals. Performing routine maintenance is cost-effective because it reduces the necessity for major rehabilitation work by correcting minor issues before they can turn into significant problems. At a minimum, a maintenance plan should include:

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

Tracking this data over time will provide insight into the year-to-year cost of trail maintenance to help managing entities properly budget for maintenance when establishing operating budgets.

Routine Maintenance Tasks:

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

Intermittent Maintenance Tasks:

- Snow and ice removal
- Trail surface repair/replacement
- Tree and shrub planting
- Site furniture replacement
- Structure inspection
- Post-storm event inspections and repairs (drainage and erosion control repairs, downed tree/limb removal, debris/ settlement clean up, etc.)

Trails require both routine and intermittent maintenance to ensure they remain open, safe, and in good condition.

The maintenance and management of trails in Chester County falls to a number of different entities, including:

- Chester County
- Local municipalities
- Non-profits, including conservancies and land trusts
- HOA's
- Private entities, like institutions, businesses, or land owners

In some cases, trails are collectively managed by multiple partners. For example, when a trail runs through multiple municipalities, maintenance responsibilities are typically split with each municipality taking responsibility for the portion of the trail within their border. A maintenance agreement defining the roles and responsibilities of each entity is recommended to legally bind municipalities to their maintenance responsibilities.

Design standards

Adopting design standards not only helps unify trail systems through consistent materials and aesthetics but can be beneficial to facilitating long-term trail maintenance and management. Standards may include requirements for trail facility types, construction details, materials specifications, and products for signage, fencing, amenities, lighting, etc. Standards can make trail maintenance more efficient and cost-effective as maintenance personnel become familiar working with common materials and products across the trail system, limiting the need for specialized equipment or products and reducing the number of different materials and products that need to be stockpiled.

6

Recommendations

Implementation Partners

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

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

Note: Abbreviations in parenthesis in the title of each partner correlate to the Recommendation Summary tables on pages 122-125.

Chester County (CC)

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

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

Municipalities (Mun.)

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

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

Delaware Valley Regional Planning Commission (DVRPC)

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

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

PennDOT (PennDOT)

PennDOT is an important partner as many trails are proposed along or cross PennDOT roads. Roles include:

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

Pennsylvania Department of Conservation and Natural Resources (DCNR)

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

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

Transportation, Railroad, and Utility Agencies and Service Providers (UA)

Quasi-public and private agencies and service providers like Amtrak, SEPTA, Transportation Management Association of Chester County (TMACC), Greater Valley Forge Transportation Management Association (GVFTMA), PECO, AQUA PA, and others can support the *Plan's* implementation by providing support to the county and its municipalities on trail development efforts, permitting public trail easements through owned land and managed corridors, and supporting efforts to develop more robust multi-modal and active transportation networks.

Land Trusts, Conservation Organizations, and Non-Profits (NP)

These organizations play a significant role in the protection and preservation of land in Chester County. They can assist implementation by acquiring and preserving land for future trails, developing trail systems within owned and managed lands, working with landowners to secure trail easements, and providing advocacy, education and outreach to the public.

Developers (Dev.)

Implementing trails and active transportation infrastructure via the land development process is an effective means of advancing the trail network. Developers should comply with active transportation requirements within municipal ordinances and policies and implement planned infrastructure as part of projects. Developers are encouraged to consider trails as a value-add for projects even if not required by the local municipality.

Private Property Owners, HOA's, Businesses, Institutions, etc. (P)

The cooperation of private property owners is critical to the development of the trail network. Property owners can assist implementation by providing right-of-way for future trails or developing their own trails within properties and permitting public access.

The general public can also be strong advocates for trails and active transportation infrastructure within their communities and can provide volunteer services to assist with the maintenance and management of trail systems.

Growth Goal

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

Key Objectives

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

Recommendations

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

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

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

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

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

- A Complete Streets policy ensures all modes of transportation are considered as part of any future road or road improvement project and can lead to more pedestrian and bicycle friendly streets. Municipalities should consider adopting a Complete Streets Policy, or endorsing Chester County's Complete Streets Policy.

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

- The Official Map identifies a municipality's interest in acquiring future right-of-ways for certain public uses, including trails, and may be used as part of negotiations during land development.
- Consider incorporating right-of-ways for trails identified in this *Plan* and/or other adopted plans within Official Maps.

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

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

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

- An Active Transportation Plan (or similar plan such as multi-modal transportation or trail plan) identifies key pedestrian and bicycle transportation improvements with recommendations to advance implementation. If developing an Active Transportation Plan, consider including trails identified in this *Plan* as part of the study.

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

- Tier I trails are the major multi-use trail spines forming the backbone of the county-wide trail network. Refer to the trail summaries on pages 58-60 for information and next steps for each Tier I trail.

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

- Trails in Tiers II and III create local connections and strengthen the county's active transportation and recreation networks. Refer to the trail summaries on pages 61-69 for information and next steps for each Tier II and Tier III trail.
- Incorporate Tier II and III trails within local planning and advisory documents.

G-9: Advance planning of Conceptual Corridors.

- Perform feasibility studies to identify and evaluate alignment alternatives, costs, facility types, property impacts, and partnership opportunities.

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

- Consider the various funding opportunities available for all stages of trail development and management, including grant programs, bond funding, fundraising, and/or donations of land or financial resources.
- Refer to the funding chart of pages 150–151 for information about grant funding programs. Trails included in adopted plans and advisory documents can make grant applications more competitive as they demonstrate public support for these improvements.

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

- Provide letters of support for grant applications being prepared by partner organizations.
- Provide technical and advisory support to municipalities when amending or adopting municipal plans, ordinances and policies.
- Provide recommendations that advance implementation of trails and active transportation as part of the land development review process.

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

- Seek opportunities for new partnerships and strengthen collaboration with existing partners engaged in trail planning and implementation initiatives.
- Work with PennDOT to implement planned pedestrian and bicycle infrastructure associated with state-maintained roads and highways as opportunities arise, even if planned connecting facilities are yet to be constructed.
- Work with partners to maintain and update the county's Transportation Improvement Inventory (TII). The TII is a comprehensive record of documented transportation needs within Chester County, including roadway, bridge, freight, transit, and bicycle and pedestrian projects. Although the TII does not represent programming or funding commitments, it recognizes transportation priorities and emphasizes the need for additional technical and financial resources to implement critical transportation improvements that can lead to funding and implementation.

G-13: Work with private landowners to secure public trail access on private land.

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

G-14: Continue to provide funding to municipalities through the Vision Partnership Program (VPP).

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

G-15: Increase funding for active transportation on the region's Transportation Improvement Program (TIP).

- The TIP provides critical funding for the region's transportation network. Continue to advocate for dedicated funding for regionally significant non-motorized transportation projects.

G-16: Explore the creation of a County Trails Authority.

- Investigate the feasibility of establishing a Trails Authority or similar entity to lead the acquisition, construction, maintenance, and management of the county's regional trails. An Authority could have access to additional funding and revenue streams and be granted select powers that could improve the efficacy of trail implementation and management.

Connectivity Goal

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

Key Objectives

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

Recommendations

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

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

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

- Identify desired destinations and trip generators and pursue active transportation connections between trail networks and these destinations.

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

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

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

- Identify low-stress on-road bicycle connections to trails and pursue implementation of bicycle facilities, signage, and other improvements that improve safety and connectivity.
- Consider opportunities to implement improvements through the DVRPC/PennDOT Connects Complete Streets Resurfacing program. This program advances implementation of on-road bicycle infrastructure as part of PennDOT roadway resurfacing projects at no initial cost to the municipality. Municipalities must enter into a maintenance agreement with PennDOT to maintain the facility between repavings.

C-5: Develop a county-wide on-road bicycle facility plan.

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

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

- Evaluate suitable locations for trailheads as part of planning and feasibility studies to provide safe and convenient trail access for users.
- Develop trailhead parking where feasible, taking into consideration opportunities for shared parking arrangements in conjunction with public and quasi-public land uses like parks, schools, and civic institutions. Parking lots should contain ADA-accessible parking spaces per ADA scoping requirements.

C-7: Improve trail and community wayfinding.

- Improve trail wayfinding to assist people while using trail systems.
- Improve community wayfinding to enhance local connectivity and visibility of nearby trail systems.
- Consider developing a signage and wayfinding plan to identify trail and community wayfinding needs and to establish signage guidelines and standards.

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

- Identify gaps in existing trail networks and pursue actions to complete missing links and connections. Refer to page 25 of this *Plan* for an inventory of critical trail gaps in Chester County.

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

- Improve connectivity of trail systems to create opportunities for interconnected trail loops. Trail loops allow users to begin and end trips at the same destination without needing to backtrack along a trail route.

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

- Coordinate with neighboring counties and municipalities to plan and implement new and/or improved trail connections.
- Pursue multi-municipal partnerships to fund, plan, and manage trails that cross municipal boundaries.

Accessibility & Equity Goal

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

Key Objectives

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

Recommendations

A-1: Implement universally accessible trail facilities.

- Develop new trails and related facilities that are accessible to all users regardless of age or ability.
- Incorporate universal design principles that foster more equitable public spaces result in more welcoming, comfortable and user-friendly trail experiences.

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

- Assess existing trails for barriers that may restrict accessibility and pursue actions to remove these barriers.

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

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

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

- Adopt signage standards to establish consistent and unified signage along trail systems. Consistent signage reinforces the trail's brand and instills confidence to new trail users who may be unfamiliar with the trail.
- Utilize images and icons on signage that are universally understood to overcome communication and literacy barriers.
- Provide signage in multiple languages where there are populations whose primary language is one other than English.

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

- Consider various types of programming to appeal to different interests and user groups to broaden a trail's user base.
- Work with the local community to identify and implement programming that can help fill community needs.
- Consider opportunities for programming to engage non-traditional trail users and traditionally underserved or disadvantaged populations.

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

- Prioritize implementation of multi-use trails where feasible to accommodate multiple modes of transportation.

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

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

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

- Reflect persons of different age groups, races and ethnicities, ability levels, and modes of travel in marketing and informational materials, including social media, brochures, flyers and websites.
- Provide maps, signage, marketing materials and other types of information in multiple languages and in both print and digital formats.
- Develop and adapt communications and public engagement stratergies to reach all audiences. This is especially important in communities with traditionally underrepresented population groups. Seek support and partnerships with local organizations and trusted community voices so information can best reach specific audiences.

Economic Development Goal

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

Key Objectives

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

Recommendations

E-1: Connect trails to commercial and economic hubs like downtowns, business districts, and shopping centers.

- Connecting trails to retail and commercial areas enables people to walk or bike to run errands or stop and shop at businesses as part of their trail journey.

E-2: Encourage trail-oriented development.

- Trail-oriented development leverages the trail as an activity generator to support businesses, residents, or other uses. Encourage development that embraces nearby trails and provide amenities to support trail users.

E-3: Explore the creation of a county or regional Trail Town program.

- Explore the feasibility of a regional Trail Town program as an economic development strategy to support and promote local communities, businesses, services, attractions and other points of interest along regional trails.

E-4: Integrate placemaking principles into the trail development process.

- Incorporate trail-based placemaking strategies to enhance the community value of these assets. Successful placemaking is a community driven process that can result in better utilization and stewardship of public spaces.

E-5: Improve marketing and promotion of Chester County's trails.

- Develop marketing materials, such as maps, brochures, websites, etc. to share information and promote trail-based recreation and tourism.
- Share marketing materials with partner organizations, local businesses, health organizations, chambers of commerce, economic development organizations, trail coalitions, advocacy groups, and tourism bureaus to increase awareness and promote the value of Chester County's trails.
- Share and promote trail-related news, events, programming, etc., with partner organizations to expand audience reach via each organizations social networks.

E-6: Maintain and enhance the Chester County Trailfinder and county trail websites.

- Improve the information and user experience of the county's trail websites as they are a primary source for sharing information and marketing Chester County's trails.

E-7: Strengthen trail branding.

- Develop branding and wayfinding standards for trail systems and implement branding consistently throughout marketing and promotional materials, public communications, and signage.

Protection & Appreciation Goal

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

Key Objectives

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

Recommendations

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

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

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

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

P-3: Repurpose underutilized or inactive transportation infrastructure and corridors for trail development.

- Evaluate existing infrastructure and corridors, such as abandoned or inactive railroads, utility corridors, bridges, and tunnels for feasibility to serve as future trail corridors.
- Consider railbanking or pursuing fee-simple ownership of inactive rail corridors.

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

- Pursue trail connections that improve access to local and regional natural, historic, and cultural resources.
- Interpret resources through signage, exhibits, programming, or other interpretive strategies to share information and stories with trail users.

P-5: Celebrate local community character.

- Celebrate local communities, cultures, people, and places through elements such as public art, programming, signage, and amenities related to the trail.

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

- Work with partner organizations to improve connectivity and interpretation of cultural and historic sites.
- Capitalize on opportunities to support heritage tourism. The *Chester County Heritage Tourism Plan* identified the Chester Valley, Schuylkill River, and Struble Trails as regional tourism attractions that play a role in the interpretation of county's various heritage themes and provides strategies for how trails can support heritage tourism.

Safety Goal

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

Key Objectives

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

Recommendations

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

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

S-2: Adopt trail design standards within policy and advisory documents.

- Adopt trail design standards that meet regulatory requirements and guidelines for each specific facility type.

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

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

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

- Consider opportunities to utilize volunteers on trail systems to perform basic maintenance and improvement tasks to help keep trail systems safe and attractive.
- Seek partnerships with volunteer and non-profit organizations, such as “Friends of” groups for parks and trails. “Friends of” groups can be powerful advocates lending time and/or financial resources to assist with trail maintenance, management, and stewardship.

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

- Activate trails through placemaking and programming. Active trails provide fewer opportunities for crime due to the natural surveillance provided by other trail users.
- Apply Crime Prevention through Environmental Design strategies to create more crime-resistant public spaces.
- Consider incorporating lighting along trails to enhance safety. Lighting is especially important along trails that are commonly used by commuters as it is dark during typical morning and evening commuting hours in the winter.
- Engage and strengthen relationships with local law enforcement agencies to monitor and patrol trails.
- Provide proper maintenance that demonstrates active care and supervision.

S-6: Promote safe and responsible trail use.

- Provide regulatory signage at activity nodes, trailheads, and other locations where users enter a trail system to announce rules governing the use of the trail. Information can also be provided along the trail to reinforce responsible trail behavior.
- Educate users about trail etiquette and pedestrian and bicycle safety laws.

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

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

Recommendations Summary

The following tables identify the key roles of the implementation partners for each recommendation. Lead organizations are the primary entities likely to lead the advancement of the recommendation. Supporting organizations can assist lead organizations through actions such as serving as project partners, providing technical, advisory, or funding assistance/resources, or providing property or easements. Priority refers to the degree of impact the recommendation would have on the development of the county-wide trail network.

● *Lead Organization* ○ *Supporting Organization*

Growth										
#	Recommendation	Priority	Implementation Partners							
			CC	Mun.	DVRPC	PennDOT	DCNR	UA	NP	Dev.	P
G-1	Integrate active transportation as an element of the comprehensive plan.	Medium	○	●							
G-2	Strengthen requirements for active transportation infrastructure within municipal SALDO and Zoning Ordinances.	High	○	●							
G-3	Adopt or endorse a Complete Streets Policy.	Low	○	●							
G-4	Adopt or amend an Official Map and Ordinance to include critical trail and bicycle/pedestrian connections.	Medium	○	●							
G-5	Consider adopting a Transportation Impact Fee Ordinance (TIF).	Low	○	●							
G-6	Adopt an Active Transportation Plan to identify opportunities to expand and improve pedestrian, bicycle, and trail networks.	Medium	○	●							
G-7	Prioritize planning and implementation of Tier I trails to complete the Circuit network in Chester County.	High	●	●	○	○	○	○	○	○	○
G-8	Advance planning and implementation of Tier II and Tier III Trails.	High	●	●	○	○	○	○	○	○	○
G-9	Advance planning of Conceptual Corridors.	Medium	●	●	○		○		○		
G-10	Pursue funding for trail development through traditional and non-traditional methods.	High	●	●	○		○		●		○
G-11	Support trail planning and implementation by both public and private entities.	Low	●	●	●	○		○			○
G-12	Enhance collaboration with partners and stakeholders to advance implementation of trail- and active transportation infrastructure.	Medium	●	●	●	●	●	●	●		●
G-13	Work with private landowners to secure public trail access on private land.	Medium	●	●				○	●	○	○
G-14	Continue to provide funding to municipalities through the Vision Partnership Program (VPP).	Medium	●	●							
G-15	Increase funding for active transportation on the region's Transportation Improvement Program (TIP).	Medium	○	○	●	○		○			
G-16	Explore the creation of a County Trails Authority.	Low	●	○							

● *Lead Organization* ○ *Supporting Organization*

Connectivity										
#	Recommendation	Priority	Implementation Partners							
			CC	Mun.	DVRPC	PennDOT	DCNR	UA	NP	Dev.	P
C-1	Improve local active transportation connections from homes and neighborhoods to nearby trail systems.	High	○	●		○		○	○	●	○
C-2	Improve trail connections to key community destinations and trip generators, such as parks, schools, downtowns, commercial centers, civic institutions, and places of employment.	High	○	●		○		○	○	●	○
C-3	Strengthen connections between trails and public transportation networks.	High	○	●		○		●	○	●	○
C-4	Improve low-stress bicycle connections to trailheads and other trail access points.	Medium	○	●	○	○					
C-5	Develop a county-wide on-road bicycle facility plan.	Medium	●	○	○	○					○
C-6	Incorporate trailheads into existing and proposed trail systems.	High	●	●				○	●		○
C-7	Improve trail and community wayfinding.	Medium	●	●					●		
C-8	Close existing trail gaps and complete missing trail connections.	High	●	●	○	○	○	○	●	●	○
C-9	Pursue opportunities to create interconnected trail loops.	Low	●	●					●	●	
C-10	Work with partners to improve trail connections beyond municipal and county borders.	Medium	●	●	○	○	○	○	○		○

Accessibility & Equity										
#	Recommendation	Priority	Implementation Partners							
			CC	Mun.	DVRPC	PennDOT	DCNR	UA	NP	Dev.	P
A-1	Implement universally accessible trail facilities.	High	●	●			●		●	●	●
A-2	Eliminate barriers to accessibility within existing trail networks.	Medium	●	●			●		●		●
A-3	Provide amenities to meet user needs and comfort.	Medium	●	●			●		●	●	●
A-4	Provide signage that is clear, consistent and understandable for all users.	Medium	●	●			●		●	●	●
A-5	Utilize programming to attract different users and encourage new and repeat visits.	Medium	●	●			●		●		
A-6	Implement multi-use trails to improve non-motorized transportation alternatives.	High	●	●					●	●	●
A-7	Explore the feasibility of implementing bike share programs.	Low	○	●					●		○
A-8	Embrace inclusivity with public information, marketing, and engagement.	Medium	●	●	●		●		●		●

● *Lead Organization* ○ *Supporting Organization*

Economic Development										
#	Recommendation	Priority	Implementation Partners							
			CC	Mun.	DVRPC	PennDOT	DCNR	UA	NP	Dev.	P
E-1	Connect trails to commercial and economic hubs like downtowns, business districts, and shopping centers.	High	○	●		○		○	●	●	●
E-2	Encourage trail-oriented development.	Low	○	●						●	●
E-3	Explore the creation of a county or regional Trail Town program.	Low	●	○	○		○		○	○	○
E-4	Integrate placemaking principles into the trail development process.	Medium	●	●					●	●	●
E-5	Improve marketing and promotion of Chester County's trails.	Low	●	●	○				●		●
E-6	Maintain and enhance the Chester County Trailfinder and county trail websites.	Low	●	○					○		○
E-7	Strengthen trail branding.	Medium	●	●					●		●

Protection & Appreciation										
#	Recommendation	Priority	Implementation Partners							
			CC	Mun.	DVRPC	PennDOT	DCNR	UA	NP	Dev.	P
P-1	Design context-sensitive, resilient trails that preserve sensitive environments.	Medium	●	●			○		●	●	●
P-2	Improve trail connections to public open spaces and natural and recreational resources.	High	●	●		○		○	●	●	●
P-3	Repurpose underutilized or inactive transportation infrastructure and corridors for trail development.	Low	●	●		○		○	●	●	●
P-4	Capitalize on opportunities to interpret natural, historic, and cultural resources.	Medium	●	●					●		●
P-5	Celebrate local community character.	Low	●	●					●	●	●
P-6	Work with partners to connect and integrate trails within historic sites and landscapes.	Low	●	●					●		●

● *Lead Organization* ○ *Supporting Organization*

Safety										
#	Recommendation	Priority	Implementation Partners							
			CC	Mun.	DVRPC	PennDOT	DCNR	UA	NP	Dev.	P
S-1	Prioritize user safety throughout planning and design.	High	●	●	○	○			●	●	●
S-2	Adopt trail design standards meeting regulatory requirements within policy and advisory documents.	High	●	●					●		
S-3	Ensure trails are properly designed and maintained.	High	●	●		○			●	●	●
S-4	Leverage the value of volunteers to assist with trail maintenance and management.	Medium	●	●					●		○
S-5	Employ strategies to reduce/deter crime.	Medium	●	●					●	●	●
S-6	Promote safe and responsible trail use.	High	●	●	○	○	○		●		●
S-7	Adopt a policy for electric-assist mobility devices (e-bikes).	Medium	●	●			○		●		

7

Implementation: Catalyst Projects

Master Plan Catalyst Projects

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

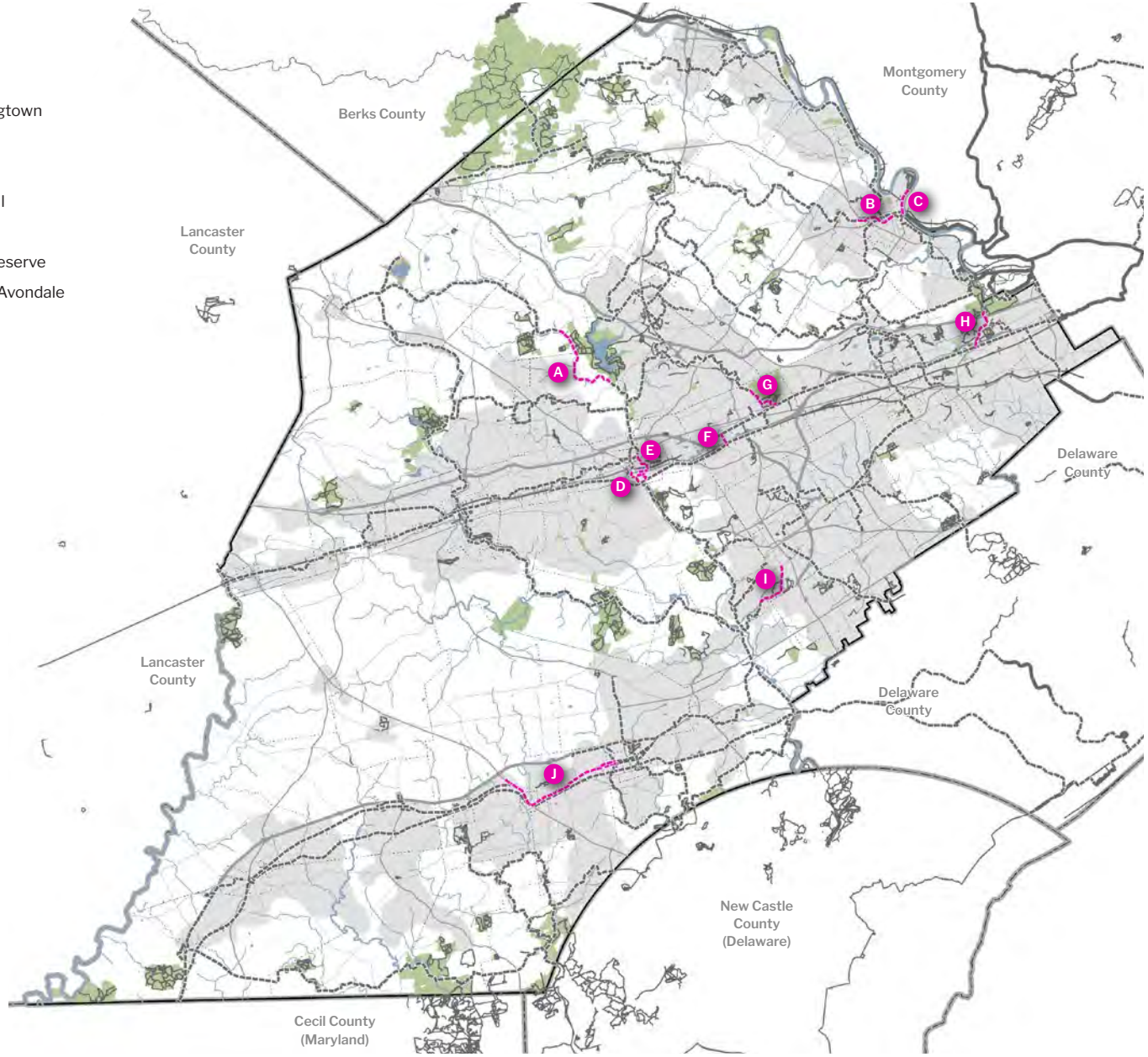
The catalyst projects include:

A. Struble Trail Extension to Marshall Road
B. French Creek Trail, Phoenixville to East Pikeland
C. French Creek to Black Rock Sanctuary Connector
D. East Branch Brandywine Trail Extension to Downingtown
E. Chester Valley Trail P&T/Struble Trail Connector
F. Whitford Road Connector to Chester Valley Trail
G. Uwchlan Trail Connection to the Chester Valley Trail
H. Patriot’s Path, Valley Forge Segment
I. Plum Run Greenway, West Chester to Plum Run Preserve
J. Baltimore Pike Bikeway Multi-use Trail, Kennett to Avondale

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

A. Struble Trail Extension to Marshall Road
B. French Creek Trail, Phoenixville to East Pikeland
C. French Creek to Black Rock Sanctuary Connector
D. East Branch Brandywine Trail Extension to Downingtown
E. Chester Valley Trail P&T/Struble Trail Connector
F. Whitford Road Connector to Chester Valley Trail
G. Uwchlan Trail Connection to the Chester Valley Trail
H. Patriot's Path, Valley Forge Segment
I. Plum Run Greenway, West Chester to Plum Run Preserve
J. Baltimore Pike Bikeway Multi-use Trail, Kennett to Avondale

Catalyst Projects



Struble Trail Extension to Marshall Road

- Location: Upper Uwchlan Township, Wallace Township
- Project Mileage: 3.72 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath
- Number of different private landowners potentially impacted: 3+
- Number of major at-grade road/driveway crossings: 2
- Estimated Cost: $7,350,000*
- Primary Agency: Chester County
- Supporting Agency(s): Upper Uwchlan Township, PA DCNR, East Brandywine Township, Wallace Township, AQUA PA
- Key Destinations and Connections:
  - Struble Trail
  - Marsh Creek State Park

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

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

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

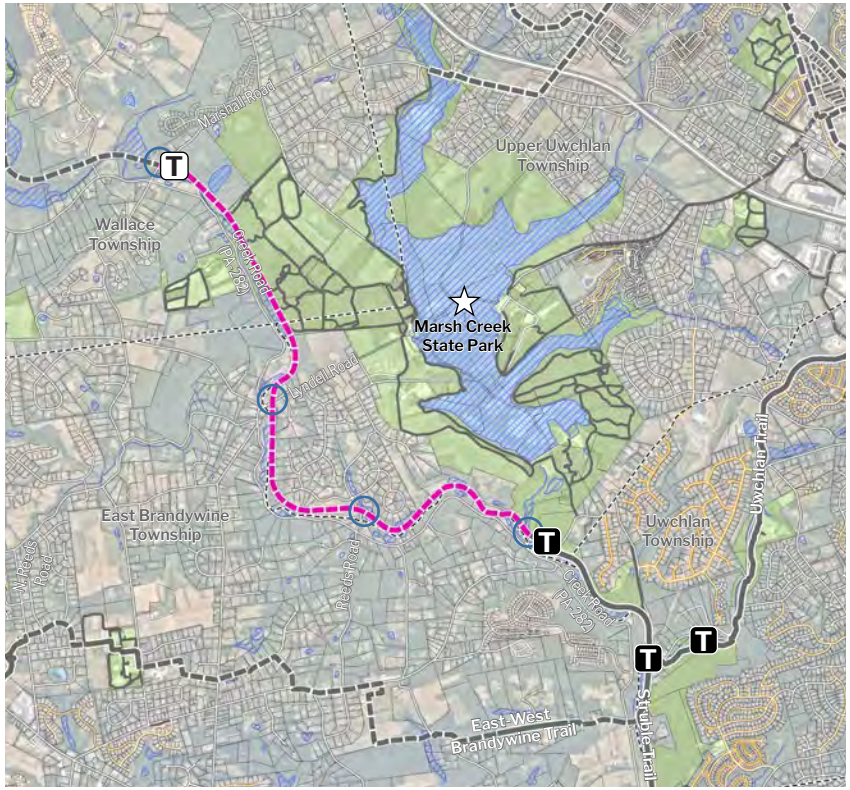
This project was identified as a catalyst project for several reasons, including its classification in the Plan as a Tier I trail, the limited extent of additional right-of-way needed for development, its high score in the Trail Benefit Analysis, and it's synergy with the county's current project extending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

Beginning at Marsh Creek State Park, the county will need to acquire right-of-way from PA DCNR and two private property owners in order to reach a larger segment of the corridor owned by Chester County. The trail would include two road crossings at S. Reeds and Lyndell Roads and require crossing improvements at these locations. The trail closely follows the East Branch Brandywine Creek and needs to consider strategies to mitigate risks of flooding within the corridor. AQUA PA owns property adjacent to the corridor at Marshall Road, and the county should engage AQUA to discuss the potential of providing a trailhead at this location.

The project could be broken into multiple phases for implementation with interim termination points at S. Reeds Road and Lyndell Road.

Recommended Actions:

- Complete the current project to extend the trail across Dorlan Mill Road to Marsh Creek State Park.
- Engage PA DCNR and private property owners to secure necessary trail right-of-way, and AQUA PA for permission to develop a trailhead at Marshall Road.
- Secure funding for trail design/engineering and construction.



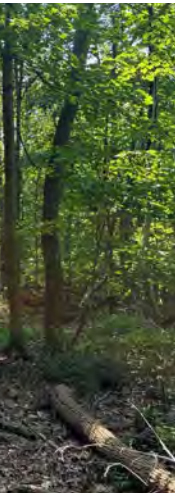
Struble Trail Extension to Marshall Road

Legend

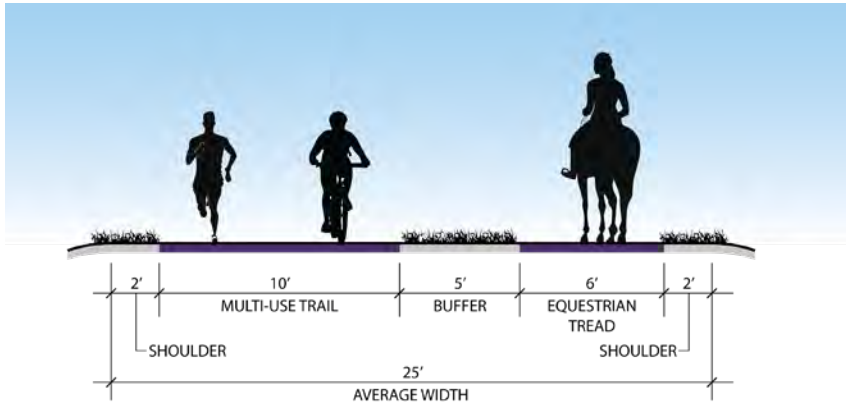
- Multi-use trail/sidepath
- Master Plan network trail (proposed)
- Master Plan network trail (existing)
- Crossing improvements
- Existing trail
- Existing sidewalk
- Destination
- Trailhead (existing)
- Trailhead (proposed)

N

0 ¼ ½ 1 Mile



Existing photo from the Struble Trail corridor.



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

Photosimulation of Struble Trail extension.

French Creek Trail, Phoenixville to East Pikeland

- Location: Phoenixville Borough, Schuylkill Township
- Project Mileage: 2.08 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath
  - On-road connector
- Number of different private landowners potentially impacted: 9
- Number of major at-grade road/driveway crossings: 6
- Estimated Cost: $3,050,000
- Primary Agency(s): Phoenixville Borough, Schuylkill Township
- Supporting Agency(s): PennDOT, East Pikeland Township
- Key Destinations and Connections:
  - Schuylkill River Trail
  - French Creek Trail
  - Devault Trail (Proposed)
  - French Creek to Black Rock Connector Trail (Proposed)
  - Downtown Phoenixville
  - Phoenixville Plaza shopping center
  - East Pikeland Township Municipal Complex
  - Phoenixville Borough Hall

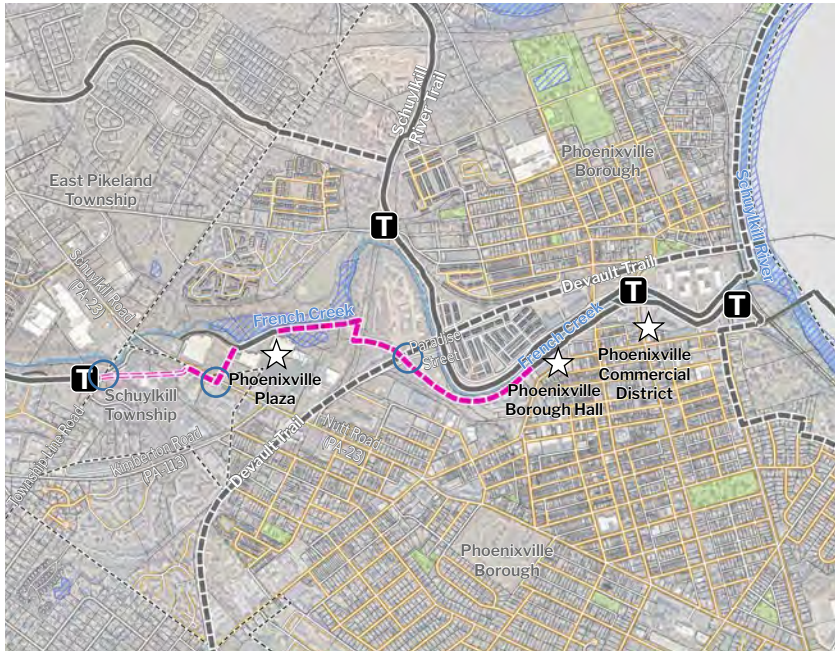
The French Creek Trail is a proposed long-distance trail running from Phoenixville Borough to the Horse-Shoe Trail in Warwick Township. Portions of the trail have been developed and are maintained by local municipalities, including a multi-use trail within Phoenixville and a hiking trail in East Pikeland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

The French Creek Trail begins near the confluence of French Creek with the Schuylkill River. The trail follows French Creek approximately 0.7-miles west, ending behind Phoenixville Borough Hall. Phoenixville Borough has secured trail easements from property owners from Borough Hall to Paradise Street and is working to secure additional trail easements needed to reach the Phoenixville Plaza shopping center. Mid-block crossing improvements will be needed for users to cross Paradise Street.

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

Recommended Actions:

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



French Creek Trail, Phoenixville to East Pikeland

Legend

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

N 0 1/8 1/4 1/2 Mile

Trail terminus behind Phoenixville Borough Hall.

Existing trail segment behind Phoenixville Plaza.

The trail would cross Township Line Road from the existing driveway (right side of photo) to reach the trailhead in East Pikeland Township.

French Creek to Black Rock Sanctuary Connector

- Location: Phoenixville Borough
- Project Mileage: 1.01 miles
- Recommended Facility Types:
  - Pedestrian Path
- Number of different private landowners potentially impacted: 2
- Number of major at-grade road/driveway crossings: 0
- Estimated Cost: $615,000–$2,150,000*
- Primary Agency: Chester County
- Supporting Agency(s): Phoenixville Borough
- Key Destinations and Connections:
  - French Creek Trail
  - Schuylkill River Trail
  - Black Rock Sanctuary
  - Downtown Phoenixville

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

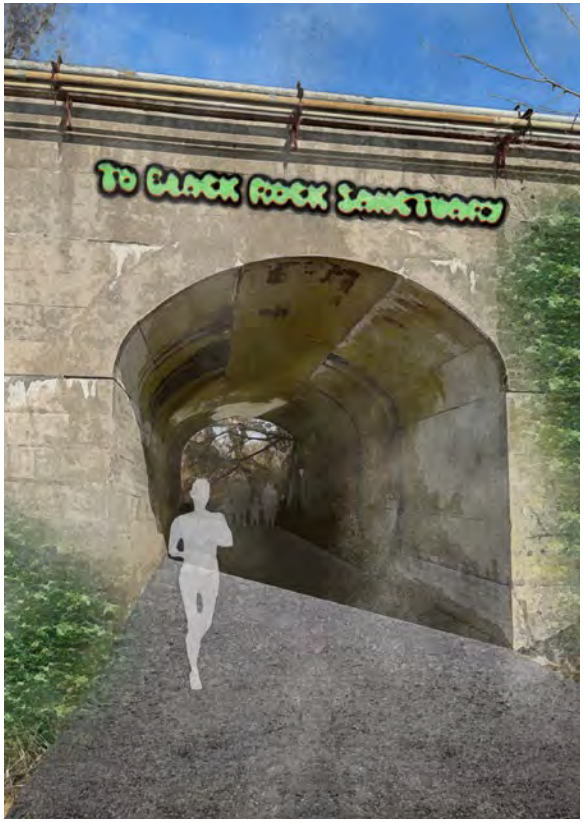
This catalyst project would create a connection between the French Creek Trail and Chester County's Black Rock Sanctuary in Phoenixville, improving non-motorized connectivity from the dense core of Phoenixville to the educational and recreational assets found within the park. The trail would be located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

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

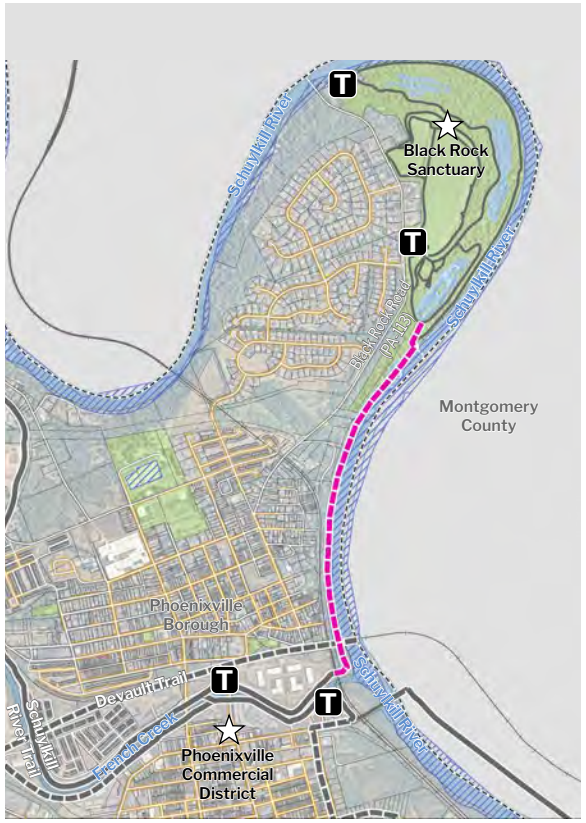
Recommended Actions:

- Engage Norfolk Southern and the Riverworks property owner regarding the proposed trail and work to acquire the necessary trail easements.
- Perform an engineering study to determine trail facility type, general alignment, and remedial actions for the outlet control structure.
- Secure funding for design and engineering and construction. Consider funding sources such as PA DCNR's Community Conservation Partnership Program (C2P2) or the PA Department of Community and Economic Development's Local Share Account (LSA) - Statewide, Multimodal Transportation Fund, or Greenways, Trails, and Recreation Program (GTRP) grant programs for funding opportunities.

Existing condition looking east through railroad underpass.



Photosimulation of trail through railroad underpass.



French Creek to Black Rock Sanctuary Connector

East Branch Brandywine Trail Extension to Downingtown

- Location: East Caln Township
- Project Mileage: 0.30 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath: 0.30 miles
- Number of different private landowners potentially impacted: 1
- Number of major at-grade road/driveway crossings: 1
- Estimated Cost: $1,400,000
- Primary Agency: East Caln Township
- Supporting Agency(s): Chester County, PennDOT
- Key Destinations and Connections:
  - Chester Valley Trail
  - East Branch Brandywine Trail
  - Struble Trail
  - Future site of the relocated Downingtown Train Station
  - Harmony Hills Nature Area

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

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

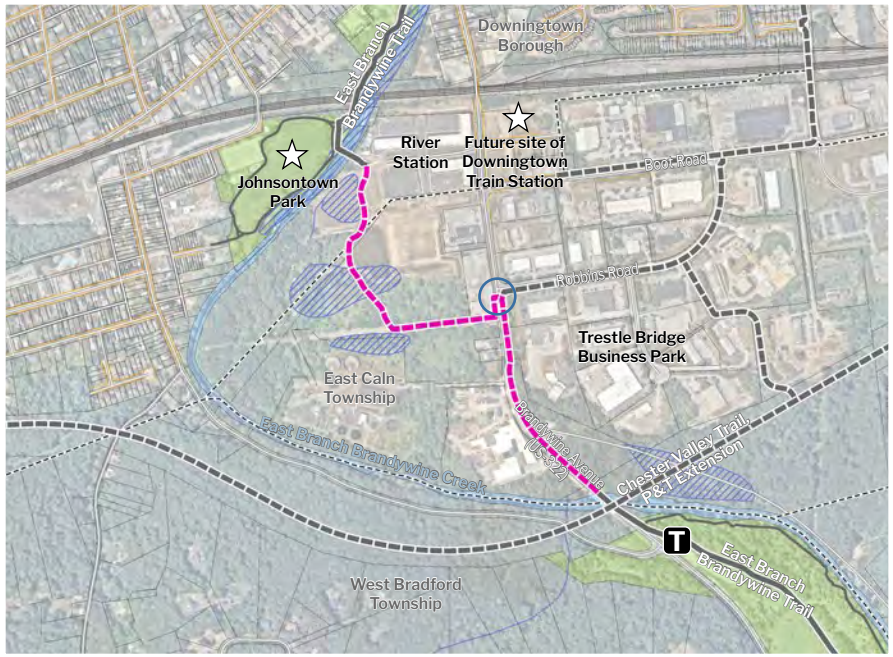
A 10' wide sidepath appears feasible in combination with the road diet, however the trail width may need to be reduced to 8' at a pinch point approaching Old Trolley Road. Past this point, the right-of-way widens to accommodate an additional north-bound travel lane and there appears to be enough space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

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

Once on the west side of Brandywine Avenue, the trail could continue through the River Station development property to reach the existing trail. The developer recently installed a new pedestrian bridge crossing the creek, providing trail access to Johnsontown Park.

Recommended Actions:

- Pursue an engineering study for the trail from the US-322 bridge to Robbins Road. The study should consider the impacts of a road diet on US-322 and recommendations for how the trail should cross US-322. Coordination with PennDOT will be critical as a primary stakeholder.
- Continue to work with the developer of River Station develop the remainder of the trail through their property from US-322 to the bridge crossing into Johnsontown Park.



East Branch Brandywine Trail Extension to Downingtown

Legend

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

N 0 1/16 1/8 1/4 Mile

Photograph taken near the north side of the US-322 bridge looking north.

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

Chester Valley Trail P&T / Struble Trail Connector

- Location: East Caln Township, Downingtown Borough
- Project Mileage: 1.60 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath: 0.79 miles
  - Split-mode with existing sidewalk: 0.81 miles
- Number of different private landowners potentially impacted: 4
- Number of major at-grade road/driveway crossings: 7
- Estimated Cost: $2,300,000 (Alignment A)
- Primary Agency(s): Chester County, East Caln Township, Downingtown Borough
- Supporting Agency: PennDOT
- Key Destinations and Connections:
  - Chester Valley Trail P&T
  - East Branch Brandywine Trail
  - Struble Trail (via Lions Trail)
  - Kardon Park
  - Mill Town Square commercial center
  - Downingtown Commercial District
  - Relocated Downingtown Train Station

Chester County is leading the development of the Chester Valley Trail extension to Downingtown along the historic Philadelphia & Thorndale rail corridor. The corridor is located at a significantly higher elevation than the surrounding street network, as evidenced by the 122' high Downingtown Trestle crossing over Brandywine Avenue (US-322) and the East Branch Brandywine Creek. The following two alignments were identified as options to connect the Chester Valley Trail P&T extension down to the surrounding street network to facilitate connections to two other Circuit Trails within the Downingtown region; the Struble Trail and the East Branch Brandywine Trail.

Alignment A:

This alignment was recommended in the Chester Valley Trail, Extension to Downingtown Feasibility Study/Master Plan completed by CCPC in 2017. Beginning along the P&T corridor east of the trestle, the trail would follow an alignment through the Trestle Bridge Business Park to reach Robbins Road. This option would require acquiring trail easements from three private property owners within the business park. Upon reaching Robbins Road, a 10'-12' wide sidepath could likely be developed on the south side of the road within the right-of-way between Brandywine Avenue and Boot Road. The western end of the sidepath would meet Brandywine Avenue where it could connect with the sidepath proposed as part of the East Branch Brandywine Trail, Extension to Downingtown catalyst project described on the preceding pages.

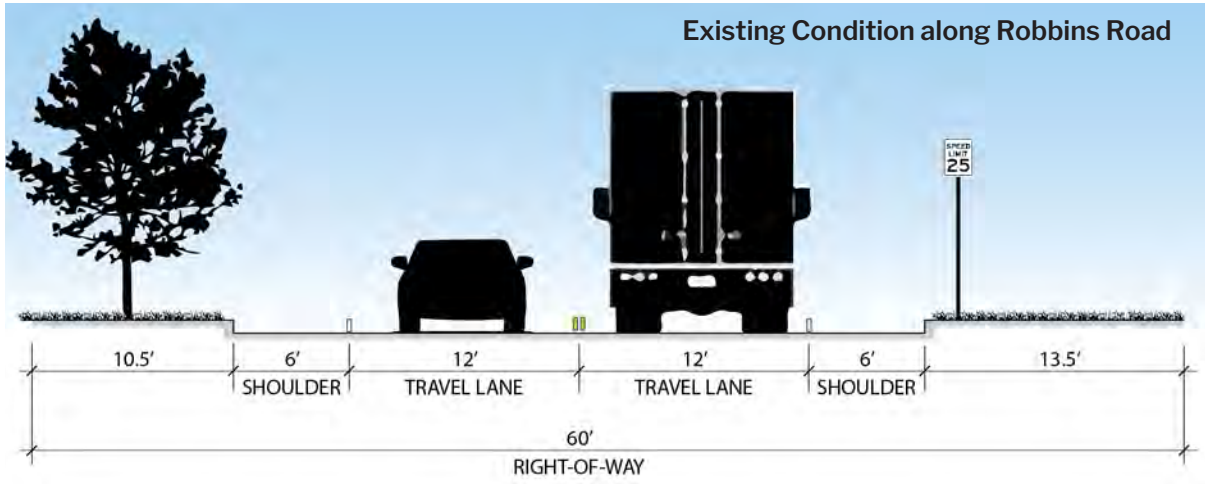
The eastern end of the sidepath would run to Boot Road and require intersection improvements to bring users across the road. The trail could continue east as a sidepath along Boot Road to Chestnut Street, requiring an additional trail easement. At Chestnut Street, the trail could transition to a split-mode facility through Downingtown Borough to reach the Lions Trail at Kardon Park. Pedestrians would utilize existing sidewalks within the borough, while bicyclists would follow the relatively low-stress roads of Chestnut Street, Lincoln Avenue, and Green Street to reach Pennsylvania Avenue and the entrance to Kardon Park. Crossing improvements are recommended at Pennsylvania Avenue to bring users across the road and onto the Lions Trail, which is a locally managed segment of the Struble Trail corridor.

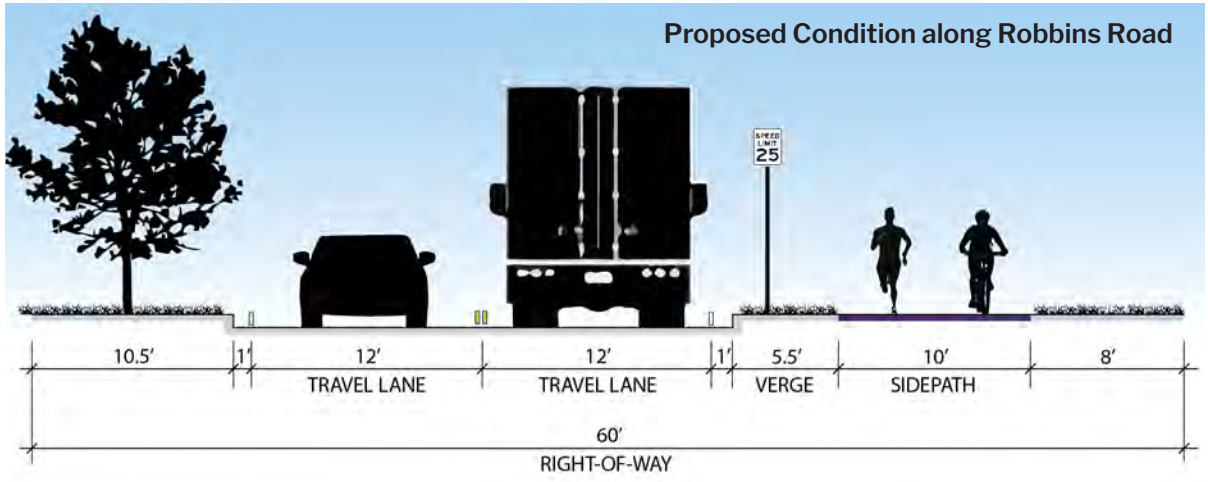
Alignment B:

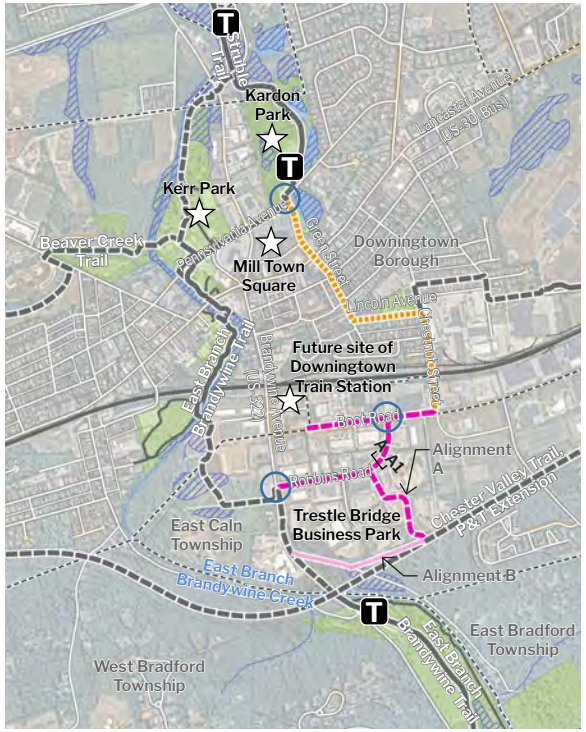
An alternative alignment could connect the Chester Valley Trail P&T extension to the East Branch Brandywine Trail and avoid impacts to private properties within the business park. This route could follow an existing graded slope on the north side of the trestle bridge down to Old Trolley Road. Due to the grades of the existing slope from the trestle bridge being greater than 5%, this trail is unlikely to be developed to ADA standards. Old Trolley Road is a private road that intersects with Brandywine Avenue and could be utilized as an on-road trail connection with permission from the owner. While there are currently no existing bicycle or pedestrian facilities at this location on Brandywine Avenue, a trail facility could be provided in the future should the East Branch Brandywine Trail, Extension to Downingtown catalyst project described previously be implemented.

Recommended Actions:

- Pursue an advanced feasibility study to determine a preferred alignment for this connection. The study should include right-of-way research to confirm property boundaries and include coordination with property owners. The study may determine both alignments are feasible, and could include recommendations to develop both alignments.
- Install "sharrows" and provide signage on borough-owned Chestnut Street, Lincoln Avenue, and Green Street. Work with PennDOT to install sharrows and signage on the PennDOT controlled portion of Green Street (PA-282), which could potentially be installed through the PennDOT Connects Complete Streets Resurfacing program.







Chester Valley Trail P&T / Struble Trail Connector

Legend

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

N

0 1/8 1/4 1/2

Mile

Whitford Road Connector to the Chester Valley Trail

- Location: West Whiteland Township
- Project Mileage: 0.55 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath: 0.50 miles
  - Split-mode with existing sidewalk: .05 miles
- Number of different private landowners potentially impacted: 4
- Number of major at-grade road/driveway crossings: 2
- Estimated Cost: $1,240,000
- Key Destinations and Connections:
  - Chester Valley Trail Phase IVA
  - Chester Valley Trail P&T
  - Whitford Train Station
  - Connections to Oaklands Corporate Center and Main Street at Exton via the connection to the CVT Phase IVA.
- Primary Agency: West Whiteland Township
- Supporting Agency(s): Chester County, PennDOT

The Chester Valley Trail is planned to run approximately 40-miles across the county. The existing 18.5-mile trail was largely developed within the old Chester Valley railroad corridor, with the last segment (Phase IVa) slated for construction in 2025 that will extend the trail to the Oaklands Corporate Center and complete the alignment within this corridor. The Chester Valley Trail will continue westward to Downingtown within the historic P&T rail corridor, located roughly 1/2-mile south of the existing trail. This catalyst project would create an important connection between these two alignments along Whitford Road, enhancing pedestrian and bicycle connectivity to destinations such as the Whitford Train Station, Oaklands Corporate Center, and Main Street at Exton.

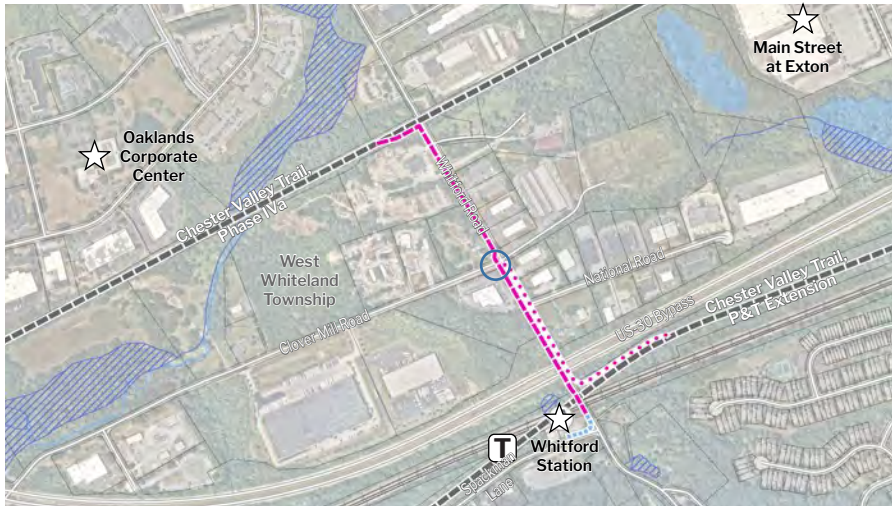
Alignments were considered on both the east and west side of Whitford Road, however it was determined a trail on the west side of Whitford Road appears more feasible given fewer private property impacts, driveway crossings, and utility conflicts.

Beginning at the Whitford Train Station, the trail could begin as a split-mode facility with a new sidewalk constructed on the north side of Spackman Lane running east to Whitford Road. Sharrows could be installed on Spackman Lane for bicyclists using the road as part of the trail connection. The trail would turn south at Whitford Road and is recommended to continue as a sidepath along the west side of Whitford Road to reach the Chester Valley Trail, Phase IVa segment. The tunnel carrying the Amtrak Keystone Corridor over Whitford Road serves as a pinch point and may require changes to vehicular traffic patterns and signalization through the tunnel in order to accommodate the trail. The sidepath would require a physical barrier to safely separate trail users from motorists.

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

Recommended Actions:

- Develop an advanced feasibility or engineering study that includes right-of-way research and discussions with impacted landowners. The study should consider alternatives for pedestrian, bicycle, and vehicular circulation at the tunnel and Whitford Station. The study should also investigate the feasibility of developing a connection to the Chester Valley Trail P&T extension on the east side of Whitford Road.
- Coordinate development of this project with Chester County's Chester Valley Trail Phase IVA and the Chester Valley Trail P&T projects.
- Enforce requirements included in SALDO should new development be proposed to properties along the trail corridor.

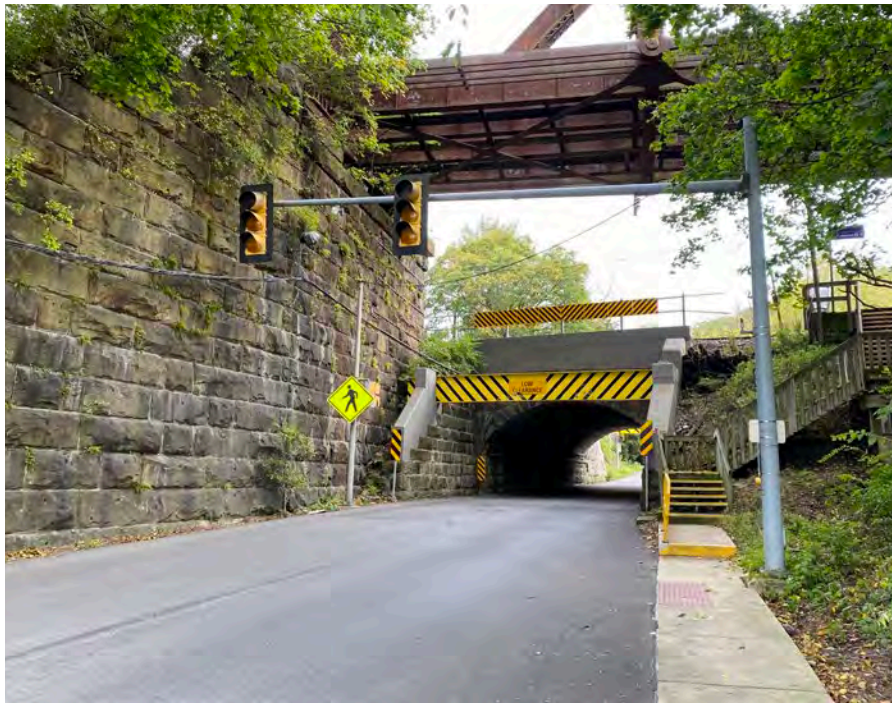


Whitford Road Connector to the Chester Valley Trail

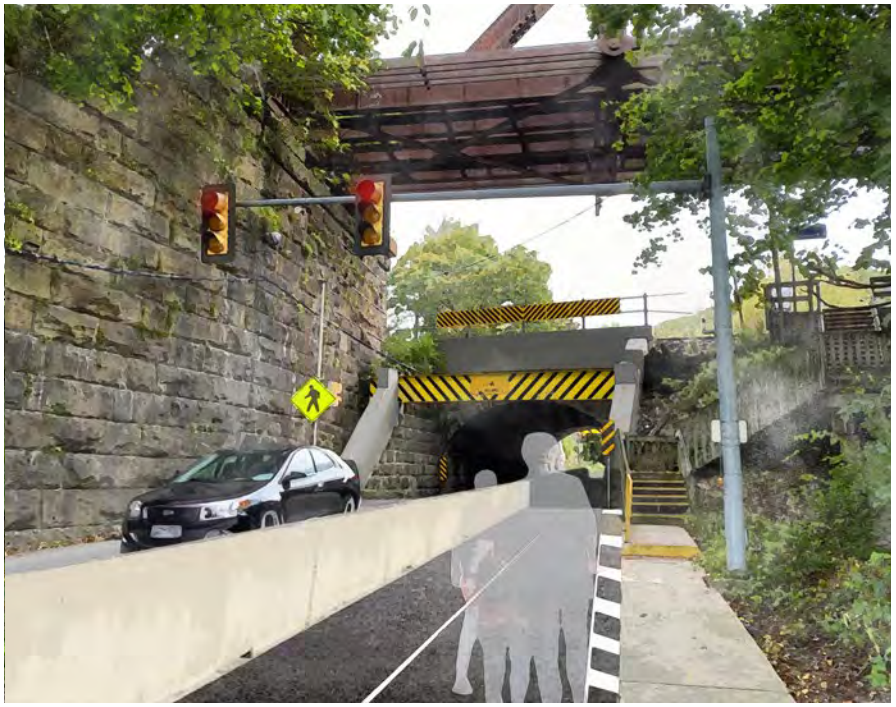
Legend

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

N 0' 200' 400' 800'
Feet



Photograph showing the existing conditions along Whitford Road looking south toward the tunnel. The stairs on the right side of the image lead to the westbound platform of Whitford Station.



Photosimulation of the proposed sidepath at the tunnel underpass. A physical barrier is needed9 to provide separation between trail users and vehicles on Whitford Road.

Uwchlan Trail Connection to the Chester Valley Trail

- Location: West Whiteland Township
- Project Mileage: 1.32 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath
- Number of different private landowners potentially impacted: 0
- Number of major at-grade road/driveway crossings: 1
- Estimated Cost: $2,275,000
- Primary Agency(s): Chester County, West Whiteland Township
- Supporting Agency: PennDOT
- Key Destinations and Connections:
  - Chester Valley Trail
  - Uwchlan Trail
  - Exton Park
  - Swedesford Recreation Area

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

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

Beginning at the existing terminus of the Uwchlan Trail at Old Valley Road, the trail would cross the road onto county-owned property. Old Valley Road rarely receives vehicular traffic, so the crossing would likely only require crossing markings on the road and signage. The trail would continue south through county property toward Swedesford Road, requiring at least one crossing of an unnamed tributary of Valley Creek. Swedesford Road is a heavily trafficked so more substantial crossing improvements are recommended to bring users into the West Whiteland-owned portion of the park. The type of crossing improvements will depend upon where the trail crosses Swedesford Road (either at a mid-block crossing or near the Swedesford/Ship Road intersection). Once across Swedesford Road, the trail could connect to the existing multi-use trail within the township-owned portion of the park, with the final connection to the Chester Valley Trail being made as part of the next phase of the township's park improvements project.

Recommended Actions:

- Perform an engineering study to determine an alignment from Old Valley Road to the existing trail segment at the Swedesford Recreation Area. The study should evaluate alternatives for the crossing of Swedesford Road.
- Continue the development of Exton Park Phase 2, including designing and implementing a multi-use trail from Swedesford Road to the Chester Valley Trail.

Uwchlan Trail Connection to the Chester Valley Trail

Legend

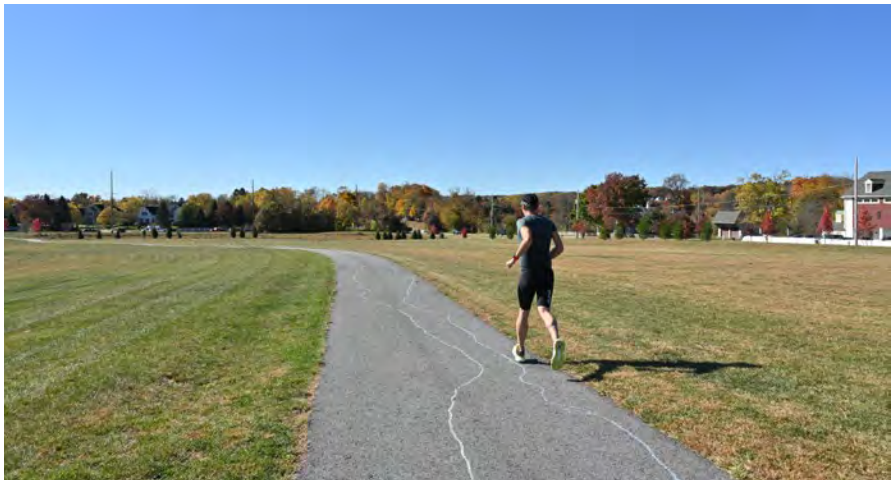
- Multi-use trail/sidepath
- Master Plan network trail (existing)
- Crossing improvements
- Existing trail
- Existing sidewalk
- Destination
- Trailhead (Existing)

N

0 1/8 1/4 1/2

Mile

Existing terminus of the Uwchlan Trail at Old Valley Road.



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

Patriot's Path, Valley Forge Segment

- Location: Tredyffrin Township
- Project Mileage: 1.68 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath: 0.57 miles
  - Split-mode with dedicated bicycle facility: 0.7 miles
  - Split-mode with existing sidewalk: 0.41 miles
- Number of different private landowners potentially impacted: 0
- Number of major at-grade road/driveway crossings: 12
- Estimated Cost: $1,500,000
- Primary Agency: Tredyffrin Township, National Park Service
- Supporting Agency(s): PennDOT, Pennsylvania Turnpike Commission
- Key Destinations and Connections:
  - Chester Valley Trail
  - Valley Forge National Historical Park
  - Chesterbrook Shopping Center
  - Wilson Farm Park
  - Chesterbrook Corporate Center

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

Starting at the Chester Valley Trail at Chesterbrook Boulevard, this trail could begin as a split-mode facility running north along Chesterbrook Boulevard to Lee Road. Pedestrians would follow existing sidewalks while bicyclists would be required to share the road with motorists. A new curb ramp would be required on the west side of Chesterbrook Boulevard at the US-202 on/off ramp to receive south-bound bicyclists entering onto the Chester Valley Trail from Chesterbrook Boulevard. This section is particularly challenging due to traffic volumes and multiple interchange ramps and traffic lanes which could deter use by more casual bicyclists.

Shortly after Lee Road, the character and geometry of Chesterbrook Boulevard changes as the number of north- and south-bound vehicular travel lanes is reduced to one in each direction. These divided lanes include wide-shoulders with intermittent diagonal striping and include a short section of striped bike lanes, creating a more comfortable condition for casual bicyclists. Existing sidewalks and pedestrian paths would be used to bring pedestrians to Wilson Road.

A landscaped median prevents northbound bicyclists from turning left onto Wilson Road, so bicyclists would need to continue along Chesterbrook Boulevard and make a U-turn at Heyward Road onto south-bound Chesterbrook Boulevard to reach Wilson Road.

Wilson Road is an existing restricted-access road owned by Tredyffrin Township. The *Plan* recommends maintaining the vehicular restriction but allowing pedestrians and bicyclists to use the road as part of the trail connection. Users would follow Wilson Road and pass through an existing tunnel beneath I-76. Once through the tunnel, the trail would continue along the road, crossing Valley Creek via an existing bridge and continuing north to the Yellow Springs Trailhead within the park.

Alternative: Bradford Road

Should Wilson Road not be the preferred trail route, the trail could follow an alternate alignment using part of Bradford Road to reach the park. Bradford Road intersects with Chesterbrook Boulevard approximately 0.4-miles west of Wilson Road. The road includes a wide shoulder that could be comfortably used by most bicyclists to reach an existing trail north of Valley Creek. A new pedestrian facility would be required along Bradford Road from Chesterbrook Boulevard to the Picket Post Swim and Tennis Club.

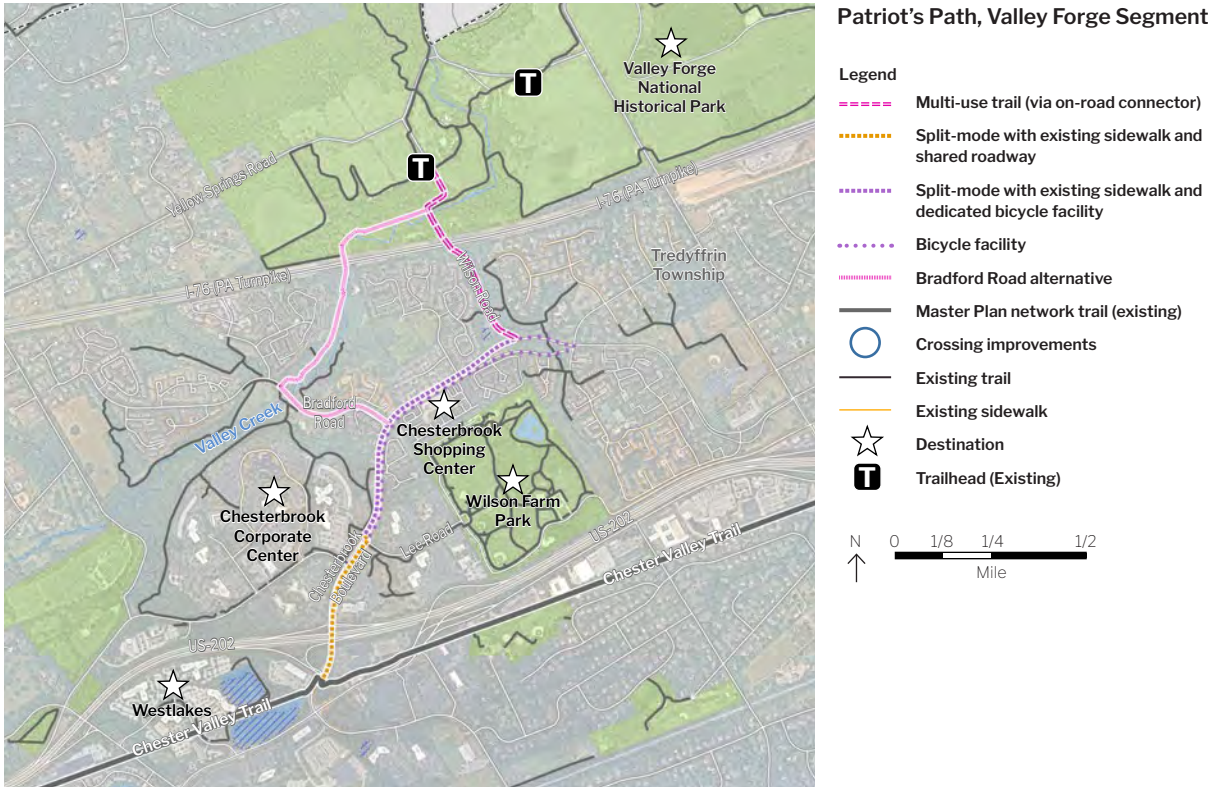
After crossing Valley Creek, the trail would divert from the roadway and follow the alignment of an existing trail that leads toward the park. The trail follows the creek through an underpass beneath I-76. At this point, the paved trail changes to a natural surface hiking trail as it enters

the park. Should this alternative be pursued, the is it recommended that both the existing pedestrian path and hiking trail be upgraded to multi-use trail standards.

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

Recommended Actions:

- Coalesce primary stakeholders (Tredyffrin Township, the National Park Service, PennDOT, and the Pennsylvania Turnpike Commission) and other potential partners to gauge interest in implementing the trail.
- Work with stakeholders and/or perform a feasibility study to determine the preferred alignment for the trail.



Existing tunnel beneath Pennsylvania Turnpike.

Existing bridge crossing Valley Creek.

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

Plum Run Greenway, West Chester to Plum Run Preserve

- Location: West Goshen Township, East Bradford Township
- Project Mileage: 1.34 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath: 0.3 miles
  - Split-mode with existing pedestrian facility: 0.87 miles
  - Split-mode with proposed pedestrian facility: 0.16 miles
- Number of different private landowners potentially impacted: 1
- Number of major at-grade road/driveway crossings: 9
- Estimated Cost: $1,200,000
- Primary Agency: West Goshen Township, East Bradford Township
- Supporting Agency(s): West Chester University
- Key Destinations and Connections:
  - West Chester Borough
  - West Chester University North & South campuses
  - Robert B. Gordon Natural Area
  - Plum Run Preserve
  - Strode's Mill Historic District

The Plum Run Greenway is a planned trail between West Chester Borough and the Brandywine Trail corridor. East Bradford Township's Plum Run Preserve is located at the approximate halfway point of the greenway and serves as the lynchpin between the eastern and western portions of the trail. This catalyst project documents the eastern segment from West Chester to the preserve. This trail would create provide greater access to the open space and historic resources of the preserve for area residents and create connections between the borough, West Chester University's (WCU) North and South Campuses, the Gordon Natural Area, and Strode's Mill Historic District.

An existing 5'-6' wide pedestrian path runs along the east side of S. New Street from Rosedale Avenue along the West Chester/West Goshen Township border to S. Campus Drive on WCU's South Campus. This path could be widened to 8' to meet multi-use trail standards, however this would require obtaining trail easements from 18 private property owners.

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

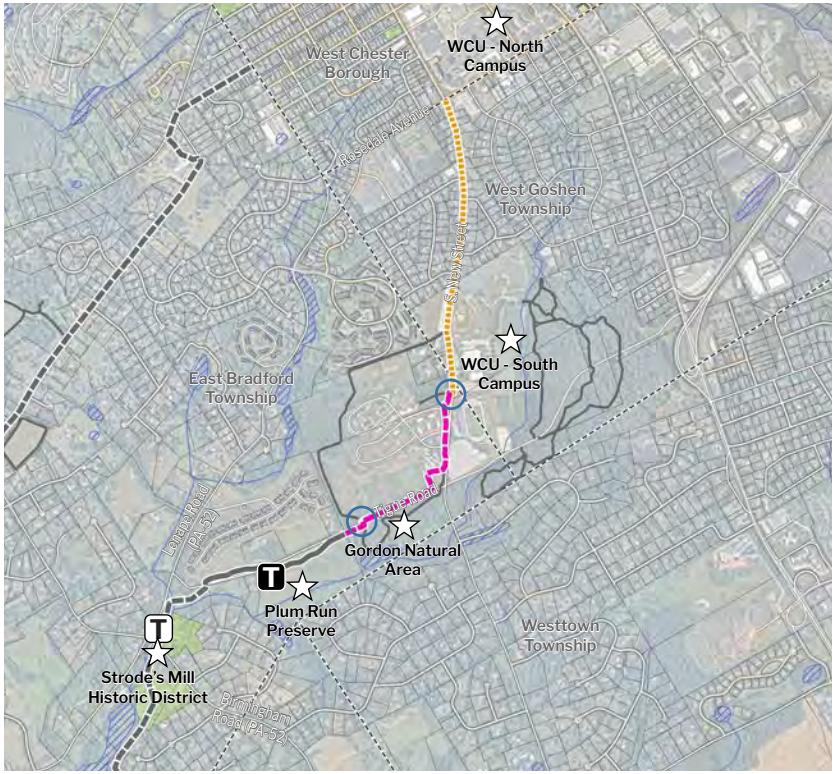
East Bradford Township secured a trail lease agreement from WCU to construct and maintain a trail through University property along Tigue Road. This facility is planned to be constructed as an 8' wide multi-use sidepath running along the north side of Tigue Road. The trail would cross to the south side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

Upon entering the preserve, an existing multi-use trail developed by East Bradford leads to a trailhead and parking lot. The trail and trailhead contain informational and interpretive signage related to the area's historic and ecologic features. The trail runs for approximately 0.35-miles through the preserve, crossing to the north side of Tigue Road. The township is developing an ¼-mile extension that will cross back to the south side of Tigue Road to reach the proposed Strode's Barn Outdoor Heritage Center within Strode's Mill Historic District. The heritage center will feature interpretive features highlighting natural, cultural, and historic resources of Plum Run Preserve and Strode's Mill National Historic District.

It is recommended that a feasibility study be performed to determine a feasible alignment for the western section of the trail from the heritage center to the East Branch Brandywine Creek. This corridor is challenging due to a number of physical, environmental, and legal constraints and will require significant coordination with private property owners in order to complete the connection to the future Brandywine Trail corridor.

Recommended Actions:

- Continue implementing proposed improvements to complete the Plum Run Trail from Tigue Road to the Strode's Mill Historic District.
- Seek funding for construction of the sidepath along Tigue Road from WCU's Rockwell Fields to Plum Run Preserve.
- Install sharrows and bicycle signage along S. New Street.
- Perform a feasibility study for the western portion of the trail from Strode's Mill Historic District to the East Branch Brandywine Creek.



Plum Run Greenway, West Chester to Plum Run Preserve

Legend

- Multi-use trail/sidepath
- Split-mode with existing sidewalk and shared roadway
- Master Plan network trail (proposed)
- Master Plan network trail (existing)
- Crossing improvements
- Existing trail
- Existing sidewalk
- Destination
- Trailhead (existing)
- Trailhead (proposed)

N 0 ⅛ ¼ ½ Miles

East Bradford has an agreement with WCU to develop a sidepath on the north side of Tigue Road (right side of image).

The trail will cross Tigue Road at the approximate location of an existing hiking trail crossing.

Plum Run Preserve is a valuable open space and historic asset being developed by East Bradford Township.

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

- Location: Kennett Township, New Garden Township, London Grove Township, Avondale Borough
- Project Mileage: 5.75 miles
- Recommended Facility Types:
  - Multi-use trail/sidepath: 2.68 miles
  - Split-mode with existing pedestrian facility: 0.87 miles
  - Split-mode with proposed pedestrian facility: 0.16 miles
- Number of different private landowners potentially impacted: 50
- Number of major at-grade road/driveway crossings: 46
- Estimated Cost: $17,500,000
- Primary Agency: Kennett, New Garden, and London Grove Townships, Avondale Borough
- Supporting Agency(s): Chester County, PennDOT
- Key Destinations and Connections:
  - Various commercial areas, businesses, community services, and employment centers along Baltimore Pike
  - Kennett Square Borough
  - Avondale Borough

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

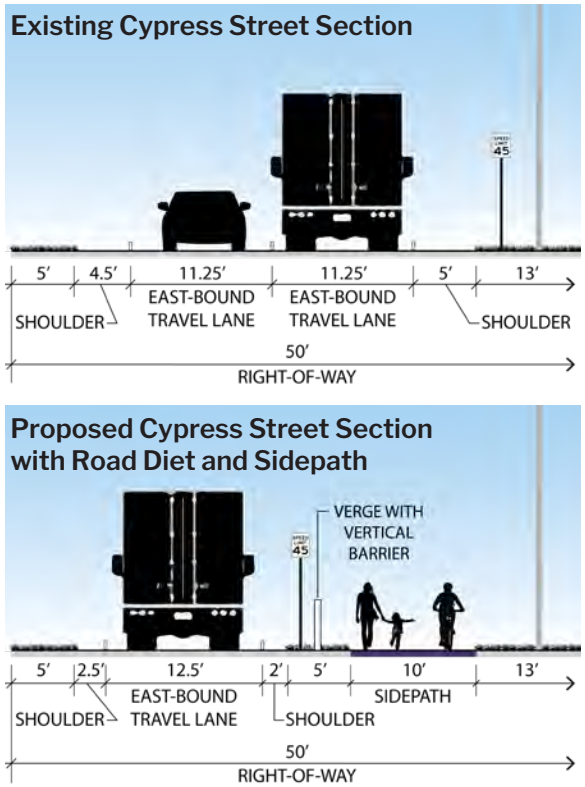
Starting in Kennett Square Borough, the trail could begin as a split-mode facility with buffered bike lanes from Mill Road to Scarlett Road along the one-way pairs of Baltimore Pike and Cypress Streets. Buffered bike lanes appear feasible in combination with a road diet reducing each road to one vehicular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

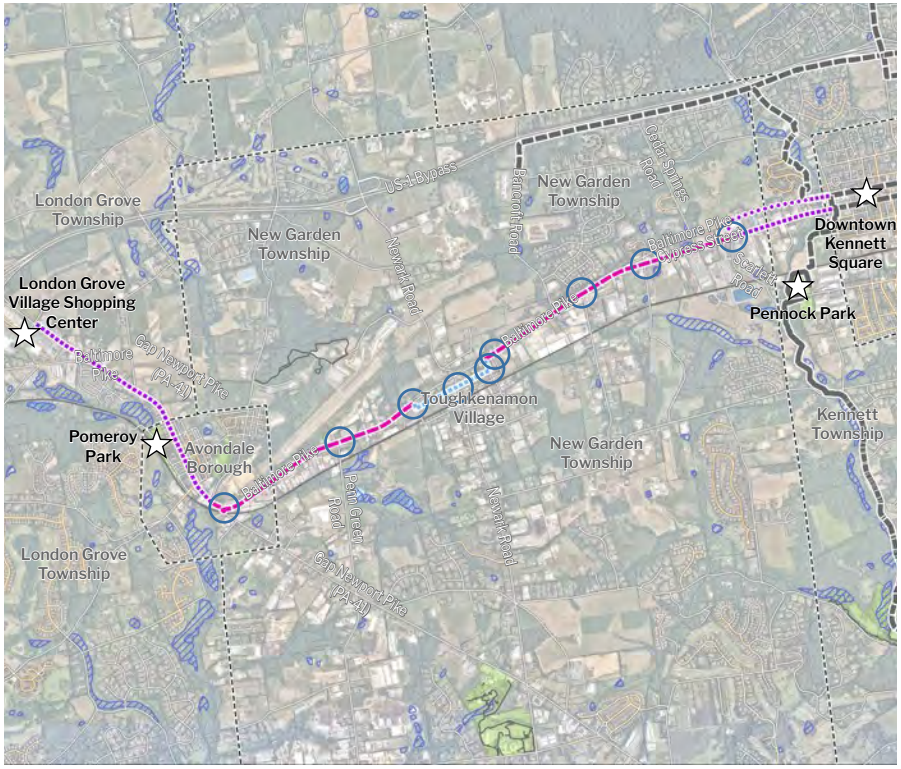
Once the trail reaches the Cypress Street/Baltimore Pike junction, the right-of-way narrows and easements would be required from all property owners along the corridor to implement the sidepath to Avondale Borough. There are very narrow setbacks within Toughkenamon Village, so the trail could divert from Baltimore Pike at Center Street and continue as a split-mode facility or curbless street following Center, Church, and Reese Streets to avoid this pinch point. Once through Toughkenamon, the trail could continue as a sidepath to PA-41 in Avondale Borough. There are many challenges to developing this trail, including the need to acquire many trail easements, existing land development patterns (many curb cuts and driveways, utilities, and limited setbacks in certain areas), however residents, employees, businesses and industries along the corridor would all greatly benefit from improved and safer non-motorized transportation options along this corridor.

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

Recommended Actions:

- DVRPC is undertaking a study looking at the feasibility of a sidepath along Baltimore Pike as part of its work program. The outcome of this study will provide specific recommendations for implementation. It is recommended that municipalities, property owners, and other partners and stakeholders participate in this study so implementable recommendations are developed.





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

Legend

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

N

0 ¼ ½ 1

Miles

Photograph looking west along Cypress Street in New Garden Township. The one-way segment of Baltimore Pike is located in the upper right part of the photograph.

Photosimulation of proposed road diet and sidepath along Cypress Street.

Funding Sources

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

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

Note: Information is current as of 2024.

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

Other Funding Opportunities

- Private donations/sponsorship: Private enterprises, such as corporations, businesses, philanthropic organizations, non-profits, or individuals may be willing to provide financial support for trail construction, maintenance, amenities, or other efforts. Consider engaging with organizations like the chamber of commerce or economic development councils to identify potential partners who may be interested in supporting trail development within the community. Even if unable to provide direct financial assistance, organizations may be willing to assist in other ways, such as donating land, providing a trail easement on their property at no cost, or volunteering to assist with maintenance and stewardship.
- Bond funding: There are several types of bond funding municipalities can pursue to generate capital for open space preservation and development projects, such as general obligation and revenue bonds. These funding mechanisms have specific requirements that need to be studied when considering a bond initiative.
- Transportation Improvement Program (TIP): The TIP is federally mandated program of regional priority transportation projects intended to utilize federal funding, state funding capital projects, and other regionally significant projects whether they are planning to utilize federal funding or not. TIP funding is formulaically sourced from federal transportation legislation. TIP projects are prioritized by individual counties and reviewed by the Regional Technical Committee (RTC) comprised of state, county, and city planners, transit operators, citizen representations, and transportation related interest groups. The RTC recommends projects to the DVRPC Board, who after a period of public comment determines the final list of projects to include on the TIP.
- Campaigns/fundraisers: Specific fundraising campaigns can raise money for all aspects of trail development from construction to amenities to equipment purchases for maintenance.

Right-of-Way Acquisition

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

- Fee-Simple: The land can be purchased through a fee-simple real estate transaction. Purchasing property fee-simple is often the costliest method of acquiring right-of-way but provides full title and development rights to the land.
- Easements: Trail easements provide permission to construct and permanently use a trail on a designated portion of private property. Easements are typically less costly than acquiring property fee-simple as the base property ownership remains with the landowner. When negotiating a trail easement, it is important to consider the full width necessary for development of the trail, including associated grading, stormwater management, and maintenance access, and to define any specific conditions for use of the easement.
- Lease: Similar to easements, a lease authorizes the use of the land for construction and public use in return for a negotiated fee however, leases include a specific time frame after which the landowner choose to renew (or not renew) the lease upon its expiration.
- Donation: Landowners may be willing to donate property for trail development. Donations may be for full property rights or for an easement. Landowners can often benefit from donations through potential federal income and estate tax benefits and public relations value.
- Eminent Domain: Eminent domain is the right of government and authorities to acquire part or all of a private property for public use. In return, the government must provide just compensation to the property owner, generally through an appraisal of the property's value. Acquiring land via eminent domain is generally not recommended as a means to acquire property for trail development and should only be considered in limited circumstances upon exhaustion of other means.

Recreational Use of Land and Water Act

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

Appendix A: Municipal and Trail Planning Inventory

Municipal and Trail Planning Inventory

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

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

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

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

Appendix B: Trail Benefit Analysis Results

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

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

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

Chester County Planning Commission
601 Westtown Road, Suite 270
PO Box 2747
West Chester, PA 19380-0990

610.344.6285

www.ChescoPlanning.org