

ELVERSON BOROUGH | CHESTER COUNTY, PA

# 2021 ACTIVE TRANSPORTATION PLAN





# **Elverson Borough Active Transportation Plan**

**Adopted December 2021**

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This Plan has been prepared in conjunction with the principles of Chester County's comprehensive policy plan, Landscapes3, as a means of achieving greater consistency between local and county planning programs.



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## CHAPTER 1

# INTRODUCTION & VISION

This chapter discusses the foundation of the Active Transportation Plan and the connection to the Borough's and County's Comprehensive Plans. It defines Active Transportation, explores related benefits, identifies the demand for active transportation facilities, and lays out a vision and set of goals for Elverson's future active transportation network. Finally, existing conditions in the Borough set the stage for the proposed pedestrian and bicycle network included in Chapter 2.





The development of this Active Transportation Plan grew out of a desire to expand the Borough's existing sidewalks and trails into a safe and efficient network of pedestrian and bicycle facilities. This network will enable residents and visitors of all age groups and abilities to expand the limits of their neighborhoods and navigate the community without the need for an automobile.

### VPP Funding

Partial funding for the development of the Elverson Borough Active Transportation Plan was provided by Chester County's Vision Partnership Program. The VPP is a grant program available to Chester County municipalities and regions seeking to improve their planning programs while achieving consistency with and implementation of the goals, objectives, and recommendations of Landscapes3.

### Connection to Landscapes3

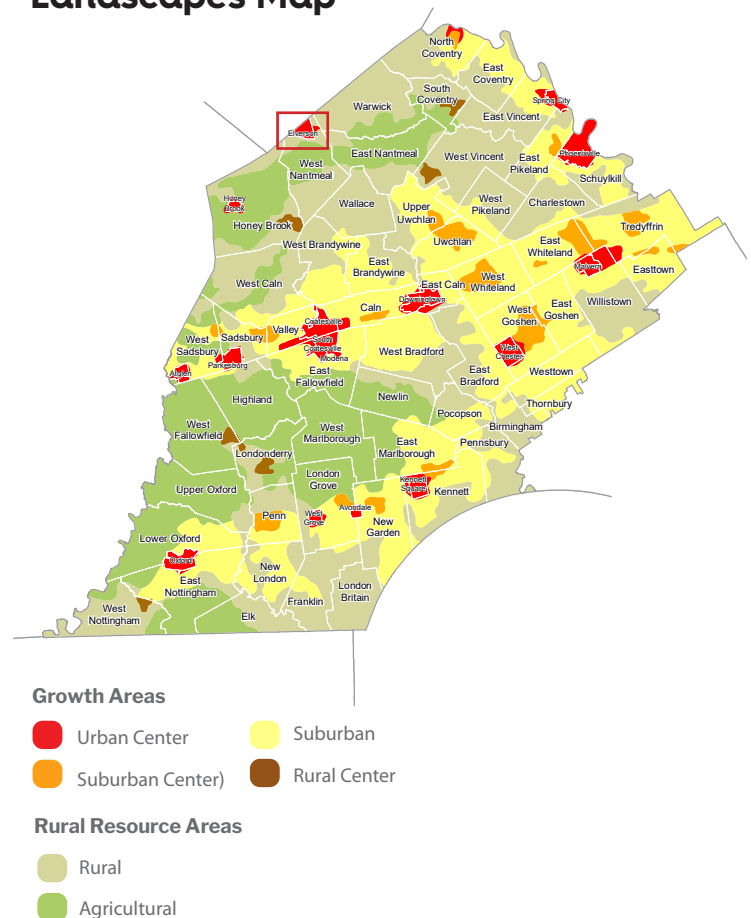
Landscapes3 is the Comprehensive Plan for Chester County adopted in November of 2018. A core principle of Landscapes3 is to provide multiple transportation choices for its residents, primarily within the identified growth areas that include Urban Centers, Suburban Centers, Suburban, and Rural Centers. Elverson Borough is identified as an Urban Center landscape which include:

"historic downtowns and established neighborhoods that serve as civic, economic, and population centers with a traditional town character. Urban Centers will accommodate substantial future growth at a medium to high intensity with a mix of uses, including commercial, institutional,

and cultural destinations. Transportation infrastructure and amenities support a walkable community that is integrated into the public transportation and roadway systems."

Further, active transportation is promoted under the county's CONNECT Goal, which is "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."

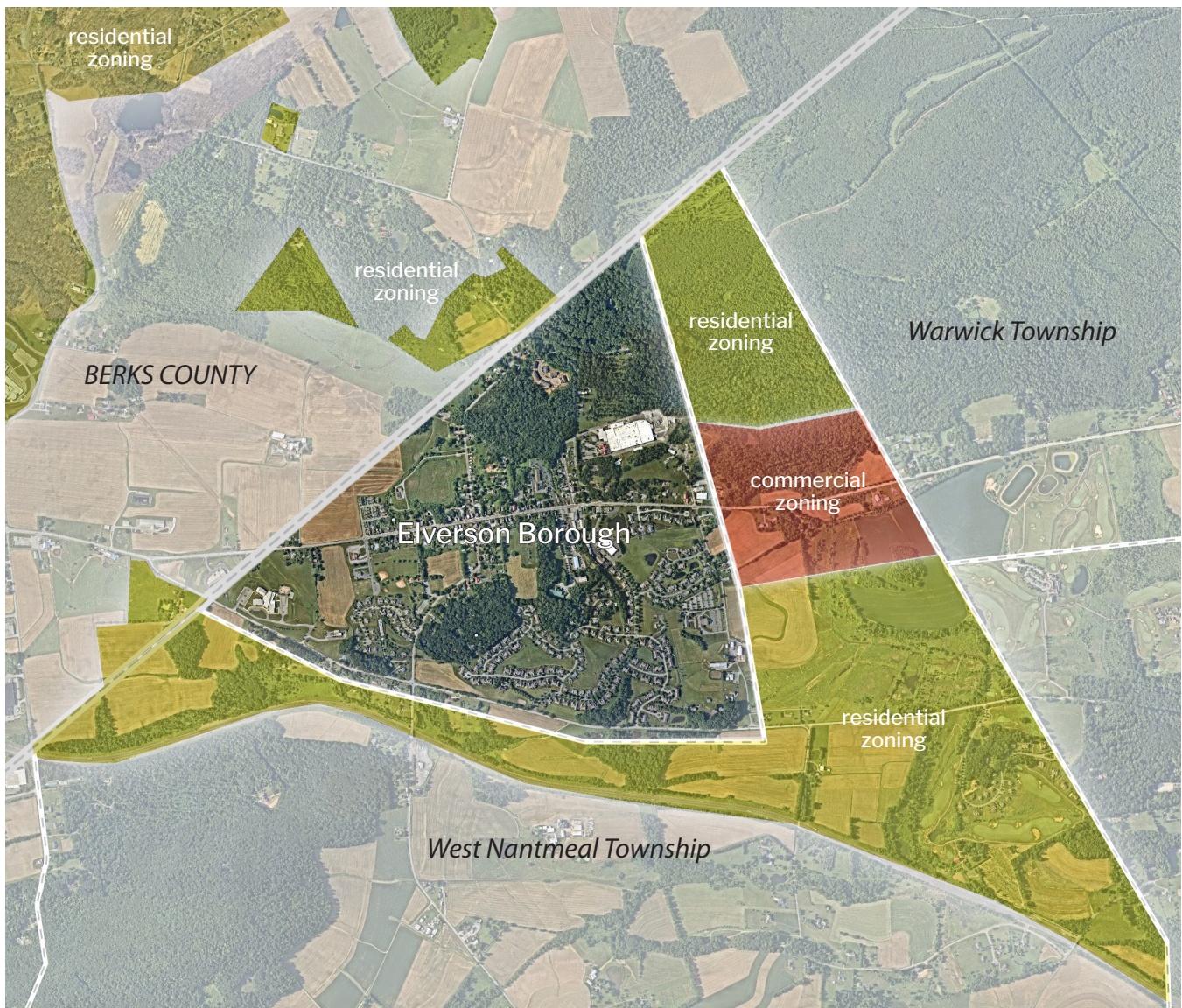
### Landscapes Map





## Regional Context

While the Landscapes3 map identifies the areas adjacent to the Borough as Rural or Agricultural, the municipalities that surround Elverson have zoning in place that may result in medium to high density commercial and/or residential development that will impact Borough infrastructure including roads, trails, and sidewalks (See illustration below). West Nantmeal Township, Chester County, surrounds the Borough on two sides and includes their highest density zoning district, Suburban Residential (R-3) and their Village Commercial District. Caernarvon Township, Berks County shares the Borough's northern border and Caernarvon's R-2, R-3, and R-4 residential districts are located along or close to that border. As these areas in West Nantmeal and Caernarvon Townships continue to build out and the population increases, so will the need for safe and effective bicycle and pedestrian facilities and connections.



## What is Active Transportation and why is it beneficial?

Active transportation includes any self-propelled, human-powered mode of transportation, such as walking or bicycling.

Communities benefit from active transportation through improved health, mobility, livability, economy, and sustainability.

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### HEALTH BENEFITS

Active transportation allows people to be physically active in everyday life by enabling them to walk or bike to their destinations. Those who may benefit include children (particularly for travel to and from school), people of lower income, seniors, and those with disabilities.

Important benefits include lowering the risk of heart disease, reducing high blood pressure, and relieving stress.

### THE MOBILITY FACTOR

Active transportation also gives people who cannot drive more options for getting around independently. Those who benefit most include children (particularly for travel to and from school), seniors and those with disabilities, and people with low income. Increasing transportation options also benefit drivers by decreasing congestion and demand for parking, as people choose to walk or bike instead.

### NEIGHBORHOOD LIVABILITY

Neighborhood livability can also be improved through active transportation. When residents are out on foot or bike, they tend to interact more with their neighbors. Streets become safer, not just in terms of traffic but crime as well since there are more eyes on the street from pedestrians and cyclists. Active transportation can build community and create social connections.

### IMPROVED ECONOMY

There are also important economic benefits for individuals and their communities. Economic benefits include lower transportation costs for individuals and families; increased property values; savings for cities from less wear and tear of streets; and a potential boost to tourism.

### ENVIRONMENTAL SUSTAINABILITY

Active transportation can help address many environmental challenges. Some of the most important benefits are reduced air pollution and greenhouse gas emissions. Other environmental benefits include energy savings and reduced noise and water pollution.



## Demand for and use of potential facilities

When visiting Elverson you will notice the evolving sidewalk network, trail opportunities (in Livingood Park, near Hopewell Manor, and surrounding Twin Valley Elementary School) and streetscape improvements along Route 23. This existing network of trails and sidewalks accommodates leisurely walking for some residents and longer more vigorous trips for a core group of walkers/hikers in the Borough many of which are members of the Borough Trails Committee. Active transportation is already taking place in this community surrounded by farmland and rolling hills. This section will look at the demand for additional bicycle and pedestrian facilities shared by the residents of Elverson during the development of this Plan.

### THE DEMAND FOR ACTIVE TRANSPORTATION

When respondents to a public survey, which was open for nearly six months and attracted almost 10% of the Borough's population, were asked if they would like to be able to walk or bike safely to nearby places like school, the grocery store, the park, or restaurants 63.2% said they strongly agreed, and 16% said that they agreed. Further, when asked what destinations they would like to be able to access by walking or biking, the top answer was Morgantown and Morgantown crossing Shopping Center indicating that residents were interested in destinations within and outside of the Borough.

When asked to identify barriers to walking or biking in the Borough they said the roads were not safe for walking or biking, at a rate of 73.2% and 57.5%, respectively. When asked what specifically made the roads feel unsafe, 78.4% said that there were no dedicated sidewalks or paths. Based on the response of the survey participants, it is clear that the expansion of sidewalks and trails that serve to navigate the Borough away from associated roadways would accommodate more participation in active transportation.

### WALKING OR BIKING FOR RECREATION

When survey respondents were asked to identify what types of recreation they participated in on the roads, sidewalks, and trails in the Borough, the top three answers were walk or jog (92.1%), walk a pet (50.9%), and ride a bike (47.4%). The top three answers when asked about favorite places to walk or bike were their neighborhood, Livingood Park, and Downtown Elverson. Those who participate in recreational pursuits such as walking or biking often will load their vehicles and transport themselves and their bicycles to locations where they plan to walk or bike. The top three favorite places outside the Borough were identified as French Creek State Park, Warwick County Park, and Crow's Nest Preserve.



*This photo shows streetscape improvements on Route 23 completed in 2019*





## Vision Statement

The Vision Statement and goals were developed by the Elverson Borough Active Transportation Plan Task Force that included residents, members of the Borough Planning Commission, and members of Borough Council. The vision and goals were informed by discussions with members of the public through their participation in a public survey, in a series of open houses about the Plan, including those who provided feedback at Elverson Community Day in June, 2021.

By 2030, Elverson will be a pedestrian and bicycle-friendly community that hosts a safe and scenic network of sidewalks and trails that provide a diversity of residents and visitors with the opportunity to access commercial centers, recreational opportunities, and natural and cultural resources that celebrate the unique character of this community.



An aerial photograph of a suburban neighborhood. In the foreground, there are several houses with varying roof colors (grey, red, brown) and green lawns. A paved road runs horizontally across the lower third of the image. In the middle ground, there's a larger, multi-story building, possibly a school or community center, with a parking lot filled with cars. The background shows more houses and trees, some with autumn-colored foliage. The overall scene is a typical suburban residential area.

## Primary Goals

The development of the Elverson Active Transportation Plan was guided by a series of goals that were developed by the Task Force:

**Internal Network.** Develop a network of sidewalks and trails that connect neighborhoods and provide access to destinations within the Borough including Livingood Park, Twin Valley Elementary School, and the Hopewell Trail Loop.

**Variety.** As part of the sidewalk and trail network, create walking loops of a varying length and layout to access identified destinations in the Borough.

**Outside Destinations.** Expand the scope of the sidewalk and trail network to access regional trail and recreation opportunities and destinations including French Creek State Park, Warwick County Park, and Crow's Nest Preserve.

**Safety.** Prioritize safe and effective navigation of the sidewalk and trail network and crossing intersections.

**Fiscal Responsibility.** Expand sidewalk and trail network by leveraging funding opportunities and working with the private sector through the development process.

**Partnerships.** Develop partnerships with volunteer organizations, local businesses and institutions, and interested residents to expand the Borough's capacity for trail stewardship and programming.

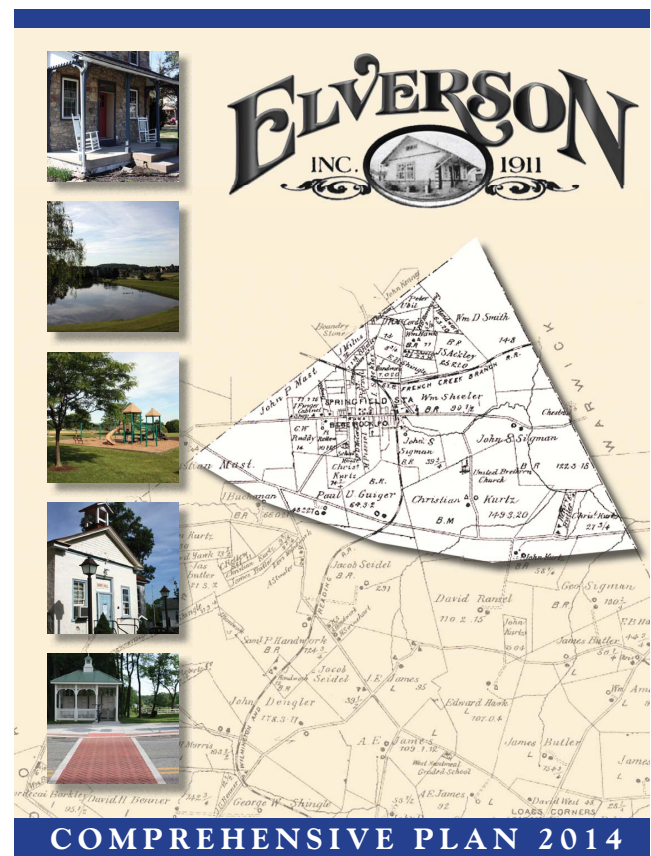


## Past Planning Efforts: The Comprehensive and Revitalization Plans

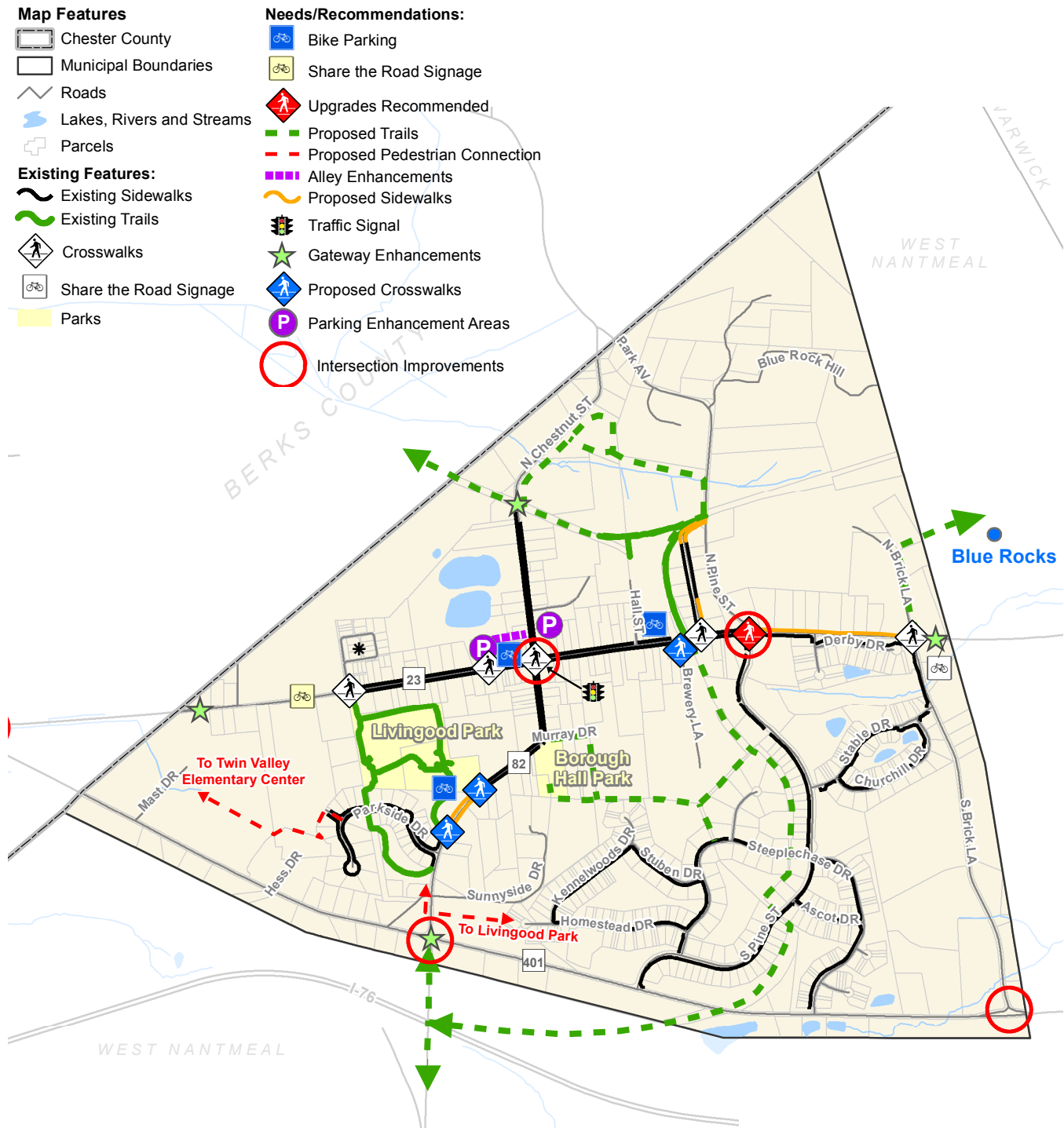
The Vision for this Plan is supported by goals from the Borough's 2014 Comprehensive plan. This Plan included an over-arching goal that the Borough become a "heritage and recreation destination." The Transportation Goal promotes the creation of a "walkable and bikeable pedestrian-oriented community where sidewalks and trails safely connect community destinations." The Goal for Recreation and Open Space promotes "the establishment and maintenance of a network of recreational facilities and open space lands that provide public health, ecological, economic, and quality of life benefits."

In addition to the goals discussed above, the Comprehensive Plan includes a Transportation Needs Map that was the basis for the development of the pedestrian and bicycle network discussed in detail in Chapter Two. The Transportation Needs map includes three of the eight Priority One projects listed in Chapter 2, including the Hopewell Trail extension, Summerfield – Livingood Park connector path, and walking trail from Parkside to Twin Valley Elementary School.

In 2010, the Borough adopted an update to their Revitalization Plan that identified a vision to become a "trail town" by connecting to proposed regional trails and bicycle routes and providing associated amenities and facilities within the Borough." Connections to regional trails and recreation facilities in the Region surrounding Elverson are shown on Connections Outside Elverson Borough on pages 32-33.



## Transportation Needs Map from 2014 Comprehensive Plan



Transportation Needs Map from Elverson's 2014 Comprehensive Plan. This Plan used the connections noted on this map as a starting point for active transportation network planning



## Public Input Opportunities

The pedestrian and bicycle network is designed to expand active transportation opportunities for residents of the Borough. As such, input and feedback from Borough residents was a key factor throughout the development of this Plan. Efforts to reach out to the public are summarized below:

### TASK FORCE MEETINGS

A number of Active Transportation Plan Task Force meetings were held in-person or via Zoom that were advertised and open to the public. The discussion that took place at these meetings and the decisions that were made provided the basis for the development of the pedestrian and bicycle network mapping.

### OCTOBER 2020 PUBLIC OPEN HOUSE

The first public open house was held on October 17, 2020 on a cool Saturday morning in the Borough's Livingood Park and was advertised on the Borough website and included in the Borough Newsletter. Members of the public stopped by the display of mapping and provided input regarding important destinations and connections. The public was in support of the Borough's efforts to provide more opportunities for active transportation. The input received from the public was taken into consideration as the pedestrian and bicycle networks were being developed.

## PUBLIC SURVEY

The public survey questions were developed by the Task Force to capture input from Borough residents and was available for nearly six months. The survey includes 17 questions that focus on transportation habits, the use of walking for fun, exercise, and recreation, and the relationship of the survey to demographic data. The survey was taken by 127 people (about 10% of the Borough's population) and the results are shared throughout this Plan with a full summary included in Appendix A.

## KEY PERSON INTERVIEWS

The Task Force identified a list of stakeholders or "key people" that represented all walks of life in the Borough that were interviewed by the consultant to inform the development of the Active Transportation Plan.



**Elverson Active Transportation Plan**

**OPEN HOUSE**

**Saturday, October 17**  
**Livingood Park Pavilion**  
 (Elverson Borough Hall in case of inclement weather)  
 Stop by any time between 11 am and 1 pm

**We need your input!**  
 Tell us how to improve and expand Elverson's sidewalk and trail network to realize their goal of becoming a heritage and recreation destination.

For further information, please send an email to  
[ElversonTrails@outlook.com](mailto:ElversonTrails@outlook.com)

### APRIL 2021 PUBLIC OPEN HOUSE

On April 10, 2021 the Borough held their second public open house at Livingood Park. In response to public input received, a draft bicycle network of bicycle and pedestrian connections was developed for review and comment by the public. The public responded positively to the first priority projects included on the draft maps.

### JUNE 2021 ELVERSON DAY

Another effort to share the draft network maps included participation at Elverson Day that was held on Saturday June 26, 2021. Activities offered at the Borough's booth included maps of the draft active transportation network for review and comment, and a bicycle helmet give-away. Members of the Task Force and Consultant team fitted helmets and talked to visitors who were excited about the concept of expanding pedestrian and bicycle facilities while creating a network of recreation opportunities.



*Task Force members greet members of the public at the 2021 Elverson Community Day who were excited about the possibility of expanding walking and cycling connections in the Borough.*



## Existing Conditions

### SIDEWALKS, TRAILS, AND BIKE ROUTES

While the majority of Elverson residents currently drive to work (85% based on the 2010 census), many trips within the Borough could be accommodated by foot or bicycle. The existing sidewalk/path/trail network in the Borough does serve to accommodate some navigation of the community.

### SIDEWALKS

There are about 5.9 miles of sidewalks in the Borough that provide pedestrian opportunities along the following roads:

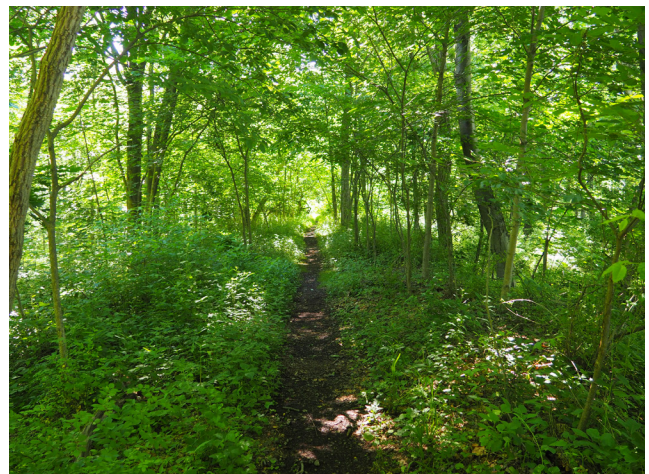
- Route 23 from Yeingst Drive east to Pine Street (these were part of the streetscape improvements completed in 2019).
- Route 82 just to the north of the Livingood Park entrance, through the intersection with Route 23, where the sidewalk ends just to the south of the future Hopewell Trail extension.
- Park Avenue from Route 23 to Pine Street

There are also sidewalks included in several subdivisions in the Borough including Parkside, Springfield Village, and Summerfield. Summerfield's sidewalk network is the most expansive providing pedestrian connections throughout the development in addition to south Pine Street, south Brick Lane, and Route 401.

### TRAILS

Existing trails in the Borough include the loop around Twin Valley Elementary, the link from Stable Drive (Summerfield) to the Brick Lane Community Church, and the Hopewell Trail that links Route 23 with Park Avenue and provides a trail connection for residents of Hopewell Manor. While there is a connection

of the Hopewell Trail out to north Chestnut Street, the trail is currently a beaten path and does not currently accommodate all trail users. The only complete trail loop in the Borough is located in Livingood Park providing access to all recreational opportunities in the park and a connection to the Parkside development and sidewalk system.



*The section of the Hopewell Trail that links to north Chestnut Street is essentially a beaten path.*

Existing trails in the Borough are limited to the Hopewell Trail that connects Route 23 (near the historic train station) to Park Avenue where Park Avenue intersects with North Pine Street. The trail also extends to the West about one hundred yards and provides a connection to the parking lot on the north side of Hopewell Manor. The trail does continue informally (as shown in the photo above) to the west out to North Chestnut Street (Route 82).



There are no dedicated bike lanes in the Borough. PA Bike Route S is located on Route 23 which has a wide shoulder in most places but lacks dedicated facilities to accommodate cyclists such as bike lanes, bicycle racks, or complete “share the road” signage. Bicycle Route

S connects the western border of Pennsylvania to the eastern border and navigates through several counties including Chester County neighbors Lancaster, Berks, Montgomery, Bucks Counties.

## EXISTING BICYCLE FACILITIES AND AMENITIES

In addition to the existing sidewalks and trails, the Borough does provide other amenities for pedestrians and cyclists. Amenities include crosswalks along Route 23 at the following intersections: Main Street and Yeingst Drive, Main Street and Route 82, Main Street and Hall Street, Main Street and Pine Street, and Main Street and Brick Lane. In addition, there is also a mid-block crossing provided between Yeingst Drive and Route 82 to access a group of mailboxes.

A trailhead is defined as “where a trail begins” and often includes an informational kiosk, parking, and rest room facilities. In addition to the trailhead facilities provided in Livingood Park (parking and porta-potties), there is a trailhead located behind the historic Train Station on Hall Street. The Hopewell Trailhead provides parking for two vehicles. Existing conditions are shown on the map on page 18-19.



*State Bicycle Route S traverses the Borough along Route 23.*



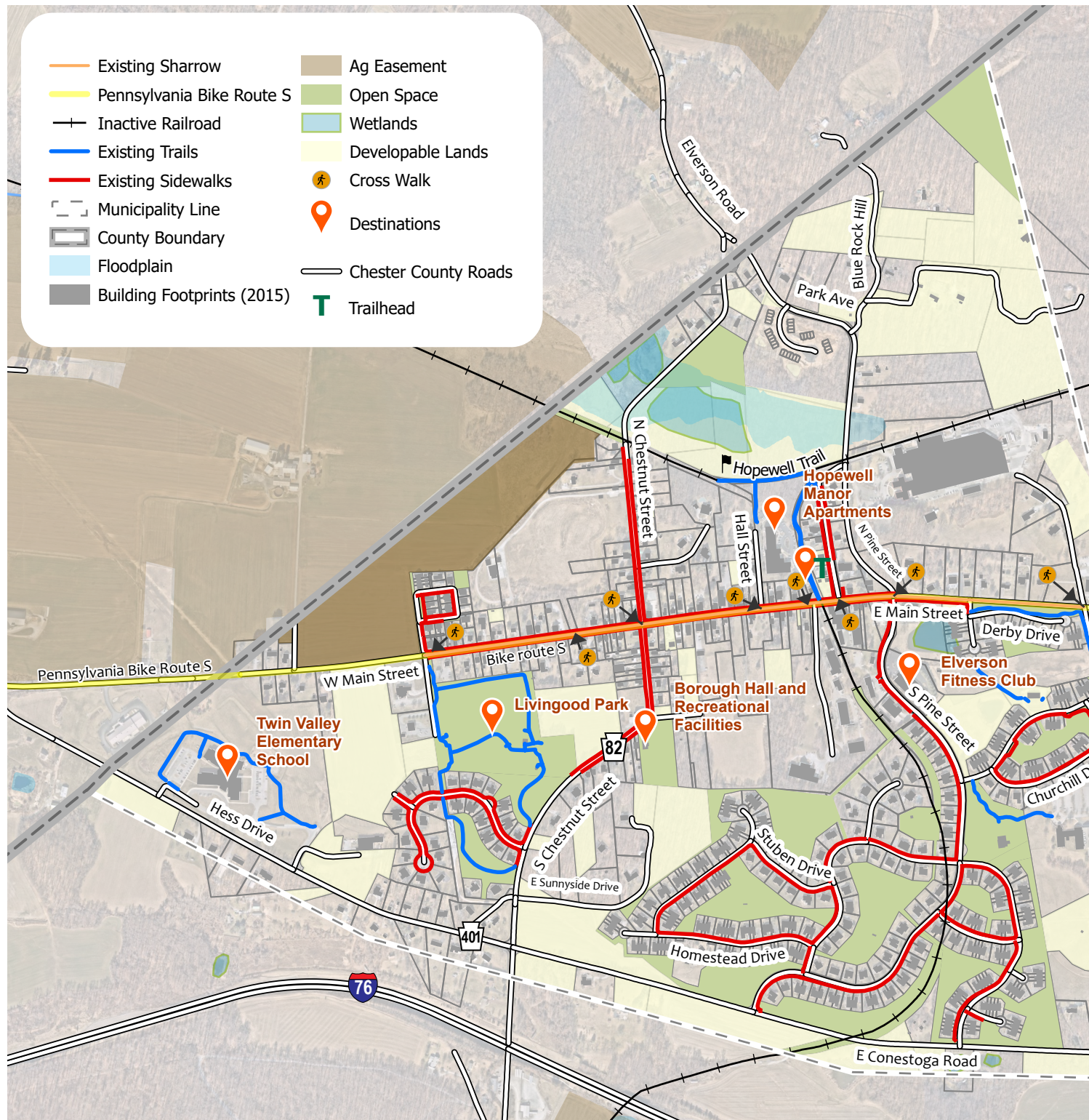
*The Mid-block crosswalk on Main Street between Yeingst Drive and Route 82, looking north.*

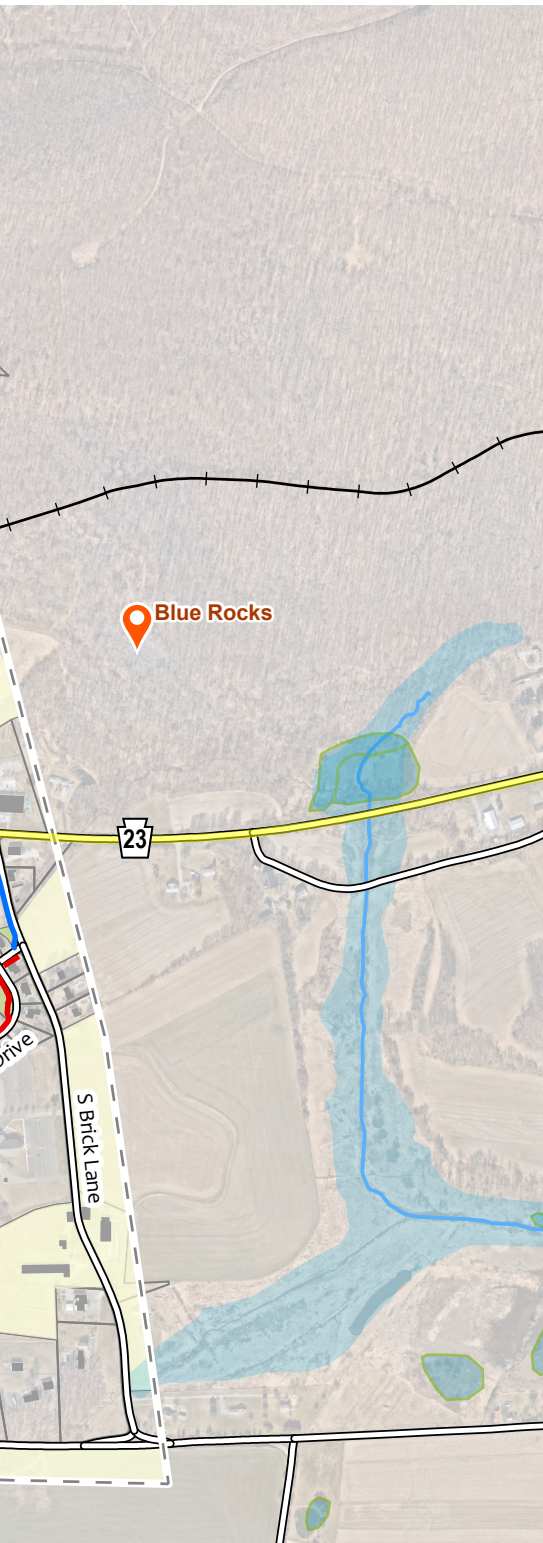


*The Hopewell Trailhead is located at the southern end of the trail behind the historic train station and provides parking for two vehicles.*



## Active Transportation Existing Conditions











## CHAPTER 2

# PROPOSED ACTIVE TRANSPORTATION NETWORK

This chapter explains the types of recommended bicycle and pedestrian facilities, describes the proposed active transportation network identified through the planning process, and notes how Elverson's proposed network fits in with other existing and planned bicycle and pedestrian facilities within the region.





The proposed network identified through the planning process seeks to address the goals outlined in Chapter 1. These goals include creating loops of varying sizes that circumnavigate the Borough; connecting housing developments to one another and to destinations, and providing a variety of bicycle and pedestrian facility types to meet the needs of various types of users.

In general, the bicycle and pedestrian facility types that provide the most value are those that feel safe and comfortable to the greatest number of users - whether young children, advanced runners and cyclists, seniors, or those with mobility challenges. The "gold standard" of bicycle and pedestrian facilities is a multi-use trail, which is an off-road ADA-accessible path that can be used by both bicyclists and pedestrians, as well as wheel chairs, strollers, walkers, and other mobility devices. Multi-use trails are often the most challenging to develop as they are relatively expensive to construct and are encumbered by slopes, sensitive environmental conditions, and existing built landscapes. Where multi-use trails are not possible, other facility types must be considered.

## Bicycle & Pedestrian facility selection criteria

When evaluating the potential of bicycle and pedestrian facilities the following criteria are applied:

### CONNECTIVITY

Routes that provide direct connections between housing developments, employment centers, and popular destinations are most desirable; as are routes that contribute to loops of varying sizes around the Borough.

### EXPECTED USER TYPE

Public input revealed that many Borough residents walk regularly - mostly for exercise and leisure - but there is also an interest in having a safe place to bicycle. Few residents reported walking or biking for transportation purposes. Residents expressed a strong preference for off-road bicycle and pedestrian facilities and for a trail system that connects to other regional recreational trails.

### USER EXPERIENCE

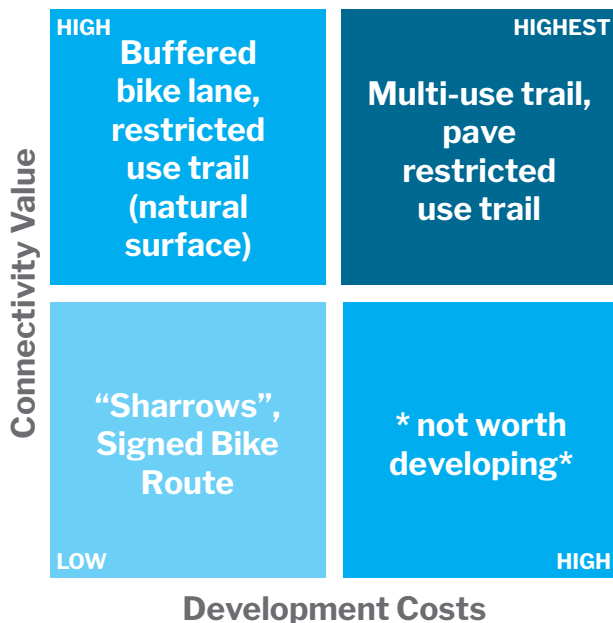
Pleasant scenery, low stress, and placemaking all contribute to the ultimate success of a biking/walking/rolling route by creating a positive and memorable user experience. A trail that is noisy, has negative views, or feels unsafe or stressful may exclude all but the most confident walkers and riders.

### SAFETY

Alignments were evaluated for safety based on: traffic volume and speed; presence of existing sidewalks; and visibility and sight distance. However, the facility types recommended are for planning purposes only and must be designed by a qualified engineer prior to implementation.

### FINANCIAL FEASIBILITY

Elverson is a small borough with no per-capita income tax, so raising funds for infrastructure improvements could be challenging. Potential development costs were weighed against the connectivity value each facility would provide. See the diagram below for the cost-connectivity value for each recommended facility type.



### ENVIRONMENTAL IMPACTS

Potential environmental impacts - particularly to existing wetlands - were considered and avoided.

### PUBLIC SUPPORT

Projects that were consistently suggested by the public throughout the planning process are listed in this plan as top priorities. One particular trail proposed during the planning process that connected residences and businesses on South Pine St. to Borough Hall was opposed by multiple residents. The project team reconfigured this alignment to have minimal visual impacts to private property and included it in the Appendix B of this report. This walking trail could provide a shaded, scenic experience and could be pursued if public opinion were to change.



## Recommended Active Transportation Facility Types and Improvements

### BICYCLE FACILITIES



*Signed Bike Route*



*Shared Lane, or "Sharrow"*



*Buffered Bike Lane*

### PEDESTRIAN FACILITIES



*Sidewalk*



*Restricted Use Path*

### SHARED USE FACILITIES



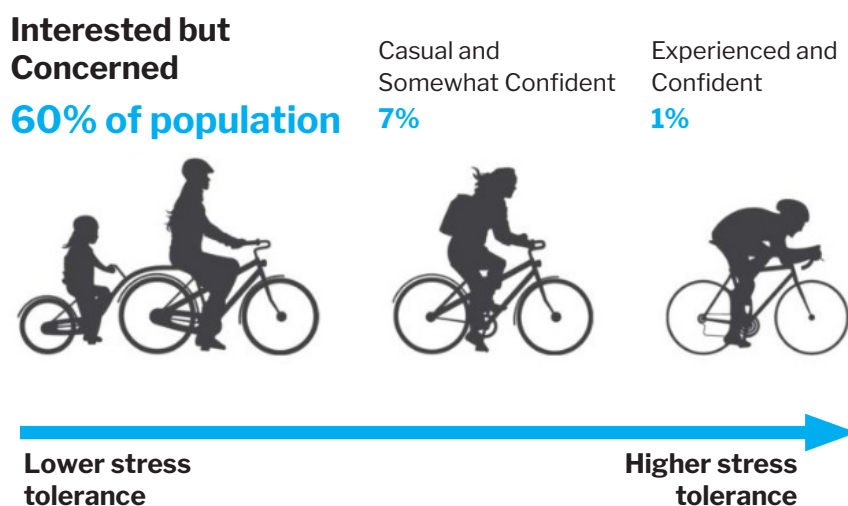
*Advisory Shoulder*



*Multi-Use Trail*

## BICYCLE FACILITIES

When it comes to planning what type of bicycle facility is appropriate for a road, the most important consideration is the predominant type of cyclist that will be using the facility. The graphic below depicts the spectrum and prevalence of cyclists' level of comfort bicycling. The percentage of population listed refers to national numbers, but survey results indicate they are mostly consistent with preferences in Elverson Borough.





**Based on public input, the vast majority of Elverson residents interested in cycling fall into the “Interested but Concerned” category.** This user type is not comfortable sharing the road except on low-volume residential streets. However, this plan also considers users of French Creek State Park and other nearby recreational attractions potentially biking to Elverson. This group will include cyclists who are more confident and may be comfortable using buffered bike lanes or sharing the road on scenic country roads with lower traffic volumes.

Bicycle facilities recommended in this plan were informed by Chester County’s *Multi-Modal Circulation Handbook*, the Federal Highway Administration’s (FHWA) *Bikeway Selection Guide*, and FHWA’s *Small Town and Rural Multi-Modal Networks Design Guide*.



## BICYCLE FACILITIES

**Signed Bike Route**

**User:** Casual and Confident   
Experienced and Confident 

**Cost:** Low \$



**Locations:** Scenic, low-volume rural roads, sometimes called “touring routes”

**Benefits:** Provides wayfinding for attracting users of nearby recreation destinations to Elverson. Alerts vehicles to look out for bicyclists. Conveys rules of the road to both cyclists and motorists.



## BICYCLE FACILITIES

**Shared Lane, or "Sharrow"**

**User:** Casual and Confident   
Experienced and Confident 

**Cost:** Low \$



**Locations:** Space-constrained roads with no room for a bike lane, roads with existing sidewalks preferable, speed limits 35 mph or less and low annual average daily traffic (AADT) volumes. Sharrow symbol should be placed in center of travel lane.

**Benefits:** Alerts vehicles to look out for bicyclists. Conveys to bicyclists the preferred route to use.



## BICYCLE FACILITIES

### Buffered Bike Lane

**User:** Casual and Confident   
Experienced and Confident 

**Cost:** Low \$

**Locations:** Where existing shoulders are wide enough, or where shoulders could be widened without impacting private property or requiring significant earthwork.

**Benefits:** Allows for physical distance between cyclists and motorists by providing a designated lane for cyclists. Provides wayfinding to cyclists for preferred cycling route.





## PEDESTRIAN FACILITIES

**Sidewalk**

**Description:** A paved pedestrian path that closely parallels a roadway. Where space allows, sidewalks are often separated from the roadway by a grass strip. Sidewalks are typically maintained by the owner of the abutting property.

**Surface:** concrete, asphalt

**Width:** 5'

**ADA-accessible:** yes

**Cost:** High \$\$\$



## PEDESTRIAN FACILITIES

**Restricted Use Path**

**Description:** A path designed for use by a certain user group, such as walkers, hikers, or equestrians.

**Surface Type:** Varies. Natural surface paths could be mown grass, fine gravel, wood chips, or compacted earth. Paved surfaces could be stone dust or asphalt. Selection of a surface type depends on many factors, including topography, expected user groups, project budget, and maintenance plan.

**Width:** varies

**ADA-accessible:** not necessarily

**Cost:** Varies. \$-\$\$ Medium-high for paved paths, medium-low for natural surface paths.



## SHARED USE FACILITIES

**Multi-Use Trail**

**Description:** A paved, ADA-accessible pedestrian and bicycle trail at least 10' wide separated from vehicular traffic.

**User:** All

**Cost:** High \$\$\$

**Locations:** Within a linear corridor, such as an overhead electric transmission line or former railroad, where space permits, within new developments, where connection to another trail is possible.

**Trade-offs:**


- + Multi-use trails become treasured community assets and are used by people of all ages and abilities.
- + A scenic, memorable, well-maintained trail can draw visitors.
- Expensive to develop, and development is not feasible in many locations because of existing constraints.



## SHARED USE FACILITIES

**Advisory Shoulder**

**Description:** This experimental facility type was developed by the Federal Highway Administration and requires FHWA approval for any design to be implemented. It involves restriping an existing roadway to remove the center line and striping two 5'-wide shoulders, providing a lane for bicyclists and pedestrians that is only used by vehicles to pass an oncoming vehicle.

**User:** Some Interested but Concerned   
Casual and Confident   
Experienced and Confident 

**Cost:** Low \$

**Locations:** Roadways with very low volumes, excellent sight distance and speed limits under 35 mph. Roadways where there is a desire for enhanced bicycle and pedestrian connectivity. Roadways with existing pedestrian facilities.

**Trade-offs:**

- + A very low-cost way to provide a higher degree of safety and comfort to bicyclists and pedestrians.
- This is a new facility type that would initially be unfamiliar to motorists.
- Has limited applicability because of stringent sight distance requirements.





## Connections Inside Elverson Borough

This map shows the overall desired active transportation network within the Borough of Elverson. The recommended improvements have been divided into distinct projects and are numbered on the map accordingly.

### Priority 1 Projects

- Priority **1A** - Hopewell Spur Extension
- Priority **1B** - Chestnut Street (Rt 82) Sidewalk Extension
- Priority **1C** - Summerfield – Livingood Park Connector
- Priority **1D** - Municipal Authority Trail
- Priority **1E** - Twin Valley Elementary Connector Trail
- Priority **1F&1G** - Signed Bike Routes to French Creek State Park
- Priority **1H** - Sidewalk Extension to Brick Lane Church on South Brick Lane
- Priority **1I** - Walking Trails to Blue Rocks

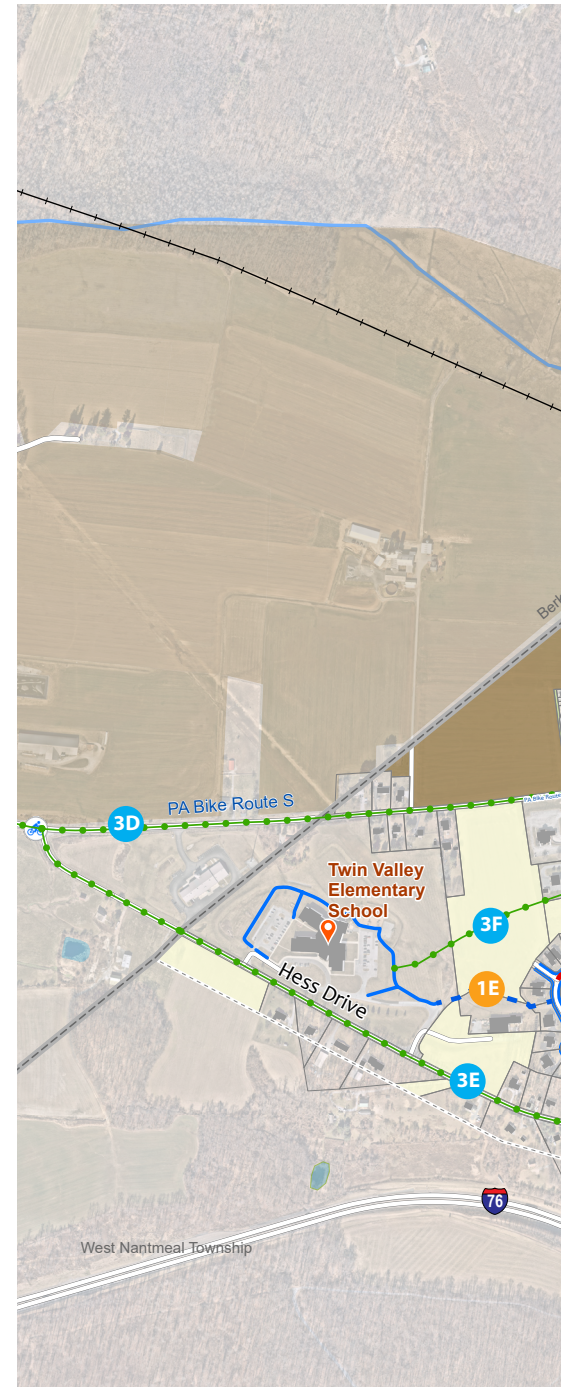
### Priority 2 Projects

- Priority **2A** - Sidewalk Extensions - Stable Drive West
- Priority **2B** - Sharrows on North and South Chestnut Street
- Priority **2C** - Sharrows on South Pine Street
- Priority **2D** - Sharrows on Parkside Drive
- Priority **2E** - Sharrows on Yeingst Drive
- Priority **2F** - Sharrows on Stable Drive

### Priority 3 Projects

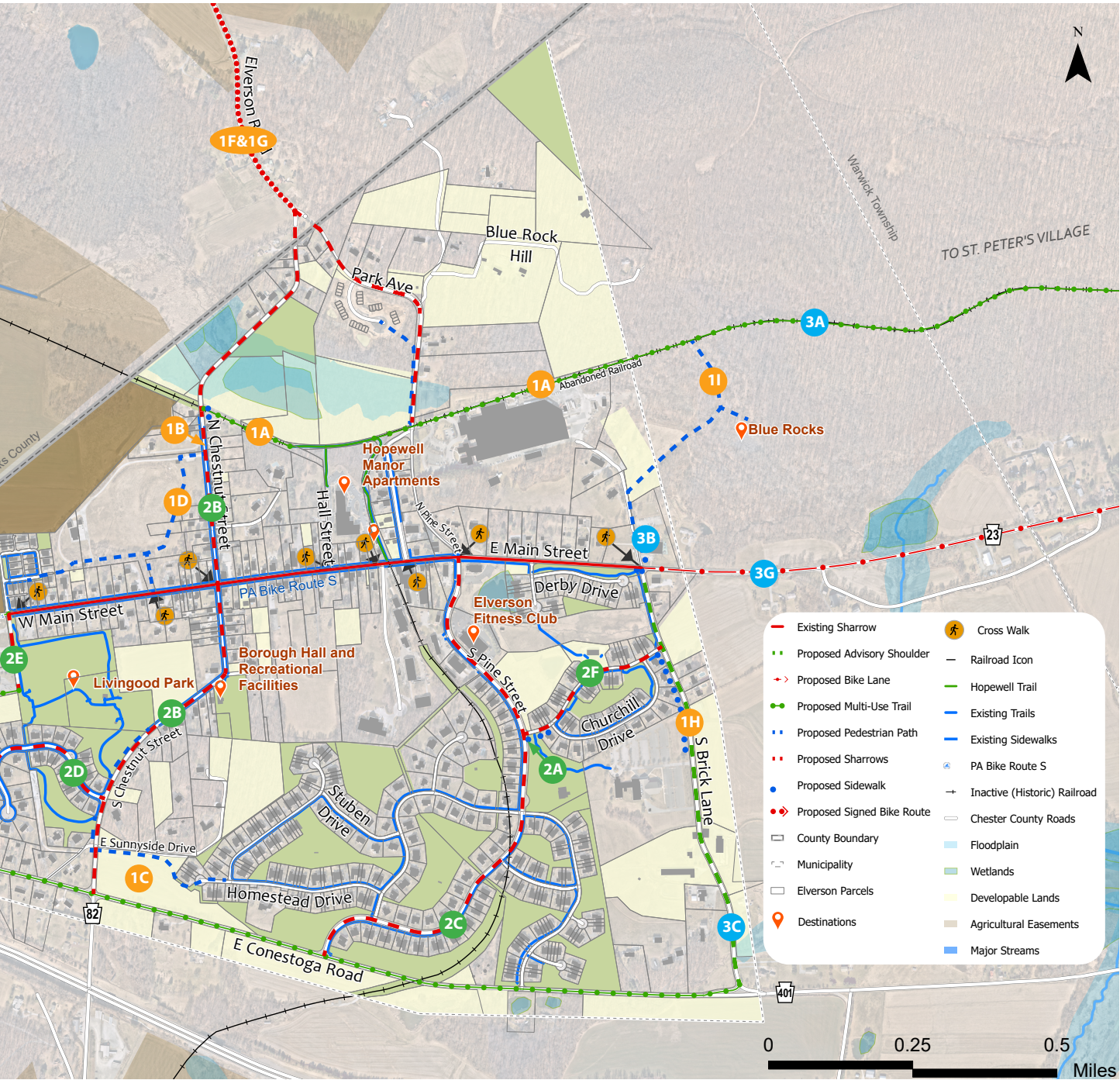
- Priority **3A** - Boar's Back Trail
- Priority **3B** - North Brick Lane Sidewalk and Walking Path
- Priority **3C** - South Brick Lane Bicycle and Pedestrian Connectivity Improvements
- Priority **3D** - Multi-use Trail on PA-23 to Morgantown
- Priority **3E** - Multi-use Trail on PA 401
- Priority **3F** - Multi-use Connector Trail - Twin Valley Elementary to Livingood Park
- Priority **3G** - Buffered Bike Lanes on PA 23

## Recommended Active Transportation





on Improvements within Elverson Borough





## Connections Outside Elverson Borough

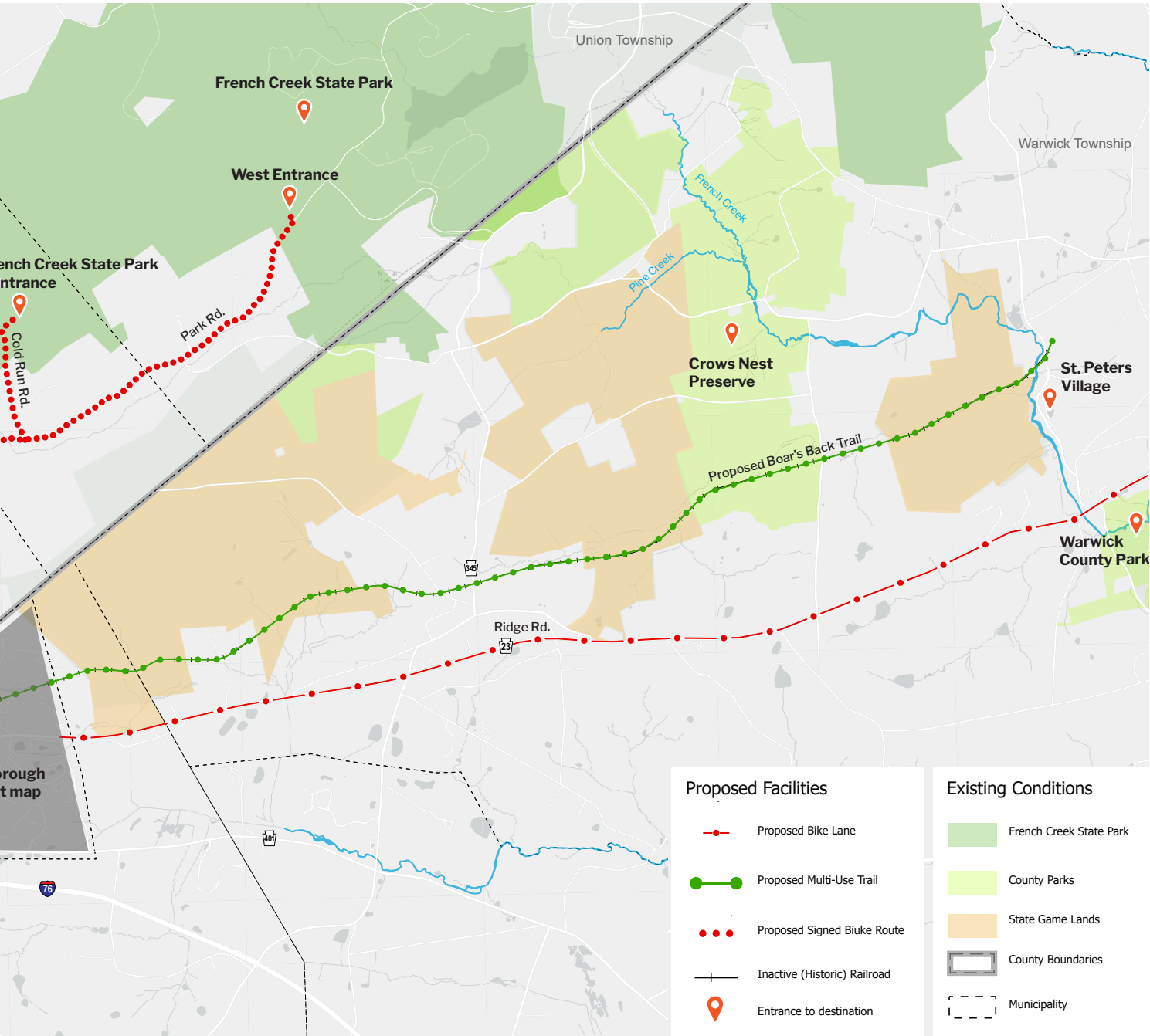
Input received from the project Task Force and the public indicated a desire to access destinations outside the Borough by walking or biking. The public survey also found that the majority of residents feel unsafe accessing such destinations using the current infrastructure. The primary destinations noted were retail centers in Morgantown, French Creek State Park, Warwick County Park, Crow's Nest Preserve, and St. Peter's Village. Survey respondents were most interested in connecting to destinations west of Elverson in Caernarvon Township via active transportation. This makes sense given the proximity of retail centers to the Borough. This area has exploded with new development in recent years, and traffic has increased significantly, making an off-road connection necessary for safety.

The map shows recommended routes to access these destinations, as well as the type of bicycle and/or pedestrian facility recommended for each route. Each project is described in more detail later in this chapter.

## Recommended Regional Active Tran



Transportation





## Phasing and Prioritization

The following pages provide a summary of the relative priority for implementation of each project identified in the previous two maps. Prioritization was developed based on several factors:

- Public support
- Cost\*
- Time needed to implement
- Dependencies outside the Borough's control

These priorities can change over time and reflect public input received during this planning process and current financial conditions.

\* Each priority project includes planning-level construction costs to inform the municipal budgeting process. These costs were derived from recent trail and sidewalk projects publicly-bid through PennDOT's ECMS system. A licensed professional engineer with experience in these types of projects should be consulted to prepare a concept plan and detailed construction cost estimate for each project.

### PRIORITY 1 PROJECTS

The projects described on the following pages had nearly unanimous public support throughout this planning process and would each contribute significantly to enhancing bicycle and pedestrian mobility within the Borough. The descriptions that follow for each Priority 1 project intend to provide enough information for the Borough to begin pursuing implementation.

### PRIORITY 2 PROJECTS

Projects listed as a second priority are those that would be relatively low-cost to implement that would further enhance bicycle and pedestrian connectivity within the Borough. Many of these projects involve striping “sharrows” on existing roadways. This treatment provides wayfinding within the overall network for cyclists but is left to the Borough’s discretion whether they are necessary/desirable, especially on low-volume residential roads.

### PRIORITY 3 PROJECTS

Projects identified in this category are not necessarily less important, but they would likely not be implemented by Elverson Borough due to the large scale and long-term nature of each project. For example, projects in this category include multi-use trails that would be implemented as part of future land developments or state road improvement projects. These projects would help to create a truly multi-modal network, and Elverson Borough should keep this vision in mind as the Borough continues to grow and develop over time. These projects will need to be coordinated closely with PennDOT (District 5 and 6), adjacent townships- particularly Caernarvon, West Nantmeal, and Warwick, and the Berks County Planning Department.



# PRIORITY 1 PROJECTS

## PRIORITY 1-A

### HOPEWELL TRAIL EXTENSION

#### Project Description

The existing 1/3-mile Hopewell Spur Trail is located in the heart of Elverson Borough on a former rail corridor that flanks the Hopewell Manor apartment building. The trail is currently surfaced in stone dust and has no signage describing where it goes or whether it is open to the public. Refer to page 72 for more information about how this trail fits into the overall planned trail network for the borough and region.

The developer of Hopewell Manor intends to expand the development by adding another building to the north of the existing building. This will necessitate relocating a portion of the existing trail. Any changes to the existing trail must be approved with Chester County, the holder of the trail easement. When identifying alternatives for relocating the trail, those that minimize impacts to existing wetlands as well as those that keep the trail in a naturalistic setting (as opposed to bisecting a development or passing between two parking lots) are preferred. In addition to relocating the existing trail as necessary, the Borough should also request the developer perform the recommended improvements to the trail, including:

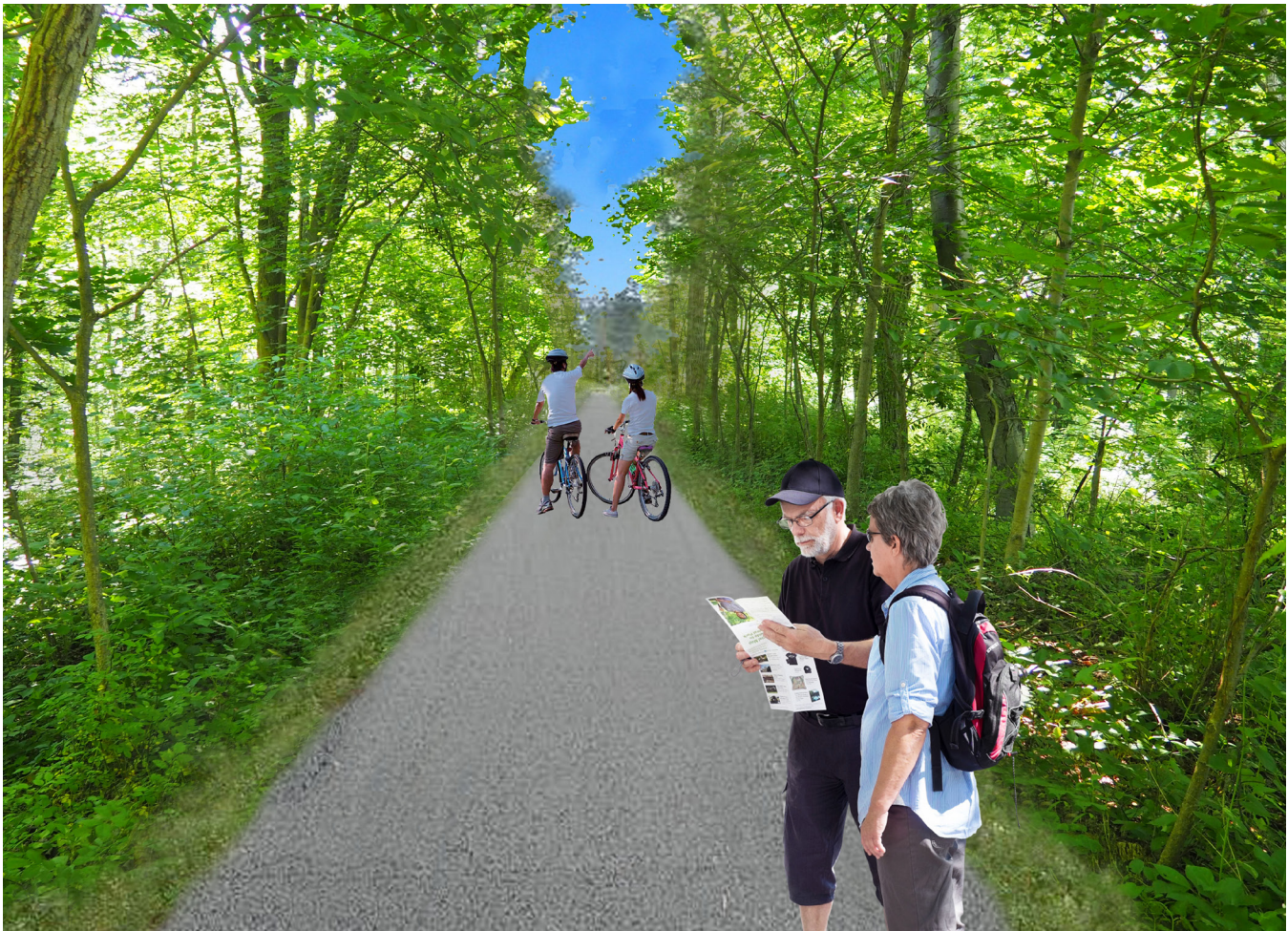
- 1.) Resurface the existing trail to remain in asphalt, which is easier to maintain than stone dust and more comfortable to maneuver for those with mobility challenges;
- 2.) Construct a western extension of the trail- potentially along the same rail corridor- to Chestnut Street (approximately 660 LF). This will include modifications to an existing culvert under the former rail corridor at Chestnut St. to allow for an ADA-accessible path from the rail corridor to the proposed sidewalk along Chestnut St. (See Project 1B Chestnut St. Sidewalk Extension). A trail easement may also be needed to keep the trail on the former rail corridor; and



*The terminus of the Hopewell Spur trail at Main Street (PA-23). Aside from a "No Motor Vehicles" sign, there is no signage that indicates this trail is open to the public.*

- 3.) Construct the trail east of Park Avenue through the Whitford Corporation and another the adjacent property owned by Greenshop, LLC to create a connection to the Blue Rocks. This easement has been obtained, but coordination with Whitford Corp. will be necessary as the easement overlaps with their existing driveway. Although the Borough could request the developer of Hopewell Manor develop this 0.4 mile segment of trail, the Borough may have to spearhead this project.

All proposed improvements should be reviewed with and approved by Chester County's Facilities Department and Parks and Preservation Department.



*Photosimulation showing the proposed Hopewell Spur Extension*



### Opinion of Probable Construction Costs

Multi-use rails-to-trails typically cost about \$1 million per mile to develop, not including design and engineering (typically 15-20% of construction costs). This project may involve costs for right-of-way acquisition. Accordingly, the following are order of magnitude costs that can be anticipated for project planning purposes:

- Construction: **\$470,000**
- Design and Engineering: **\$95,000**
- Easement Acquisition: **\$15,000**

#### These costs include the following assumptions:

- **Resurface existing trail in asphalt (approx. 2,100 LF).** Since some portion of the existing trail may be relocated as part of the Hopewell Manor expansion and therefore built by the developer, the cost for resurfacing the existing trail may be less.
- **Western Extension to Chestnut St. (approx. 600 LF of asphalt trail).** Project costs would increase if the trail were located in the wetland area to the north of the former rail corridor due to increased permitting requirements and potential boardwalk to minimize environmental disturbance. This cost includes potential culvert modification/replacement needed to provide an ADA-accessible connection to the proposed sidewalk on North Chestnut St. Determining the improvements necessary for this connection is outside the scope of this Plan.
- **Easement Acquisition - Western Extension.** Costs include appraisal, survey, and easement acquisition.

- **Eastern Extension to Park Ave.** (approx. 200 LF of asphalt trail)

No opinion of probable construction cost is provided for the relocation of the existing trail given that this portion will be included in the development costs that necessitate its relocation. Some cost efficiencies for both design and construction can be expected if all the proposed improvements were completed as part of a larger construction project like the expansion of Hopewell Manor.

- **Hopewell Spur Extension to Blue Rocks** (approx. 2,000 LF of asphalt or stone dust multi-use trail)

The proposed trail overlaps to some extent with the existing driveway for the Whitford Corporation. Costs of relocating the driveway are not included in this opinion of probable construction costs, nor is the cost of adding any kind of fencing or screening between the trail and the driveway, should it be required. Easement acquisition costs should be minimal since the easement has already been recorded, however, an easement declaration document naming the holder of the easement must still be executed.

Note that a portion of this trail segment is in West Nantmeal Township, so West Nantmeal should be a stakeholder in this project.

## Operations and Maintenance Requirements

The current trail was built by the developer of Hopewell Manor on land for which Chester County holds a trail easement. The easement states that the county has the right to maintain the trail, but that the responsibility ultimately lies with the grantor of the easement, Elverson Borough. See Appendix C for the Easement Declaration document. This confusing situation has led to infrequent maintenance of the trail. The county typically does not develop small trails like this because they are challenging to maintain in the absence of other county facilities nearby. However, the county supported this trail's construction with the expectation that it would become the first phase of the planned Boar's Back Trail to St. Peter's Village. Because of known right-of-way challenges to developing the Boar's Back Trail, the county is not planning to pursue its development in the near future. Accordingly, this plan recommends Elverson Borough assume maintenance responsibilities for the trail until the Boar's Back Trail is developed, at which time the subject can be revisited.



### Potential Funding Sources

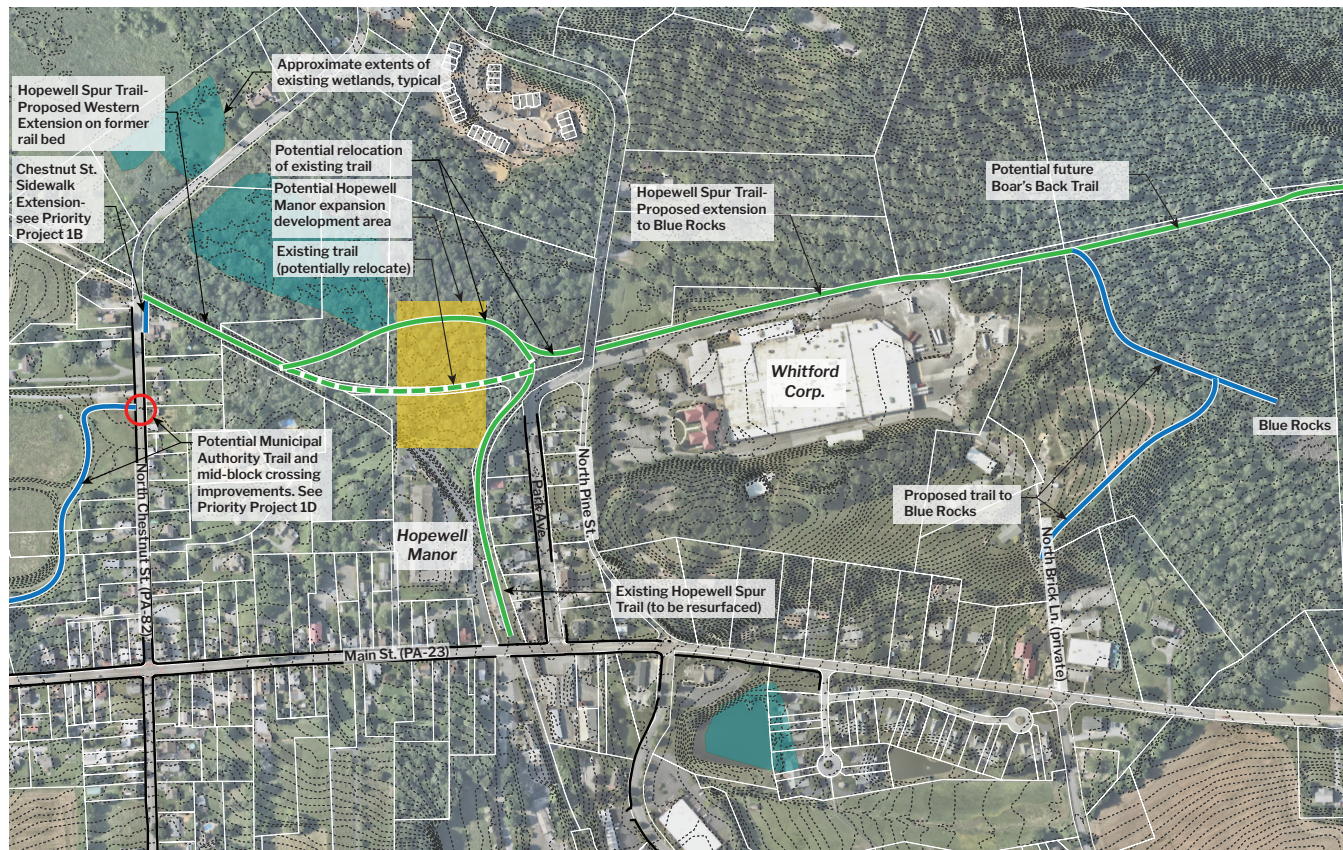
This priority project is well-suited for a public-private partnership with the developer of the planned Hopewell Manor expansion. This is because it is a relatively small project that could achieve greater cost efficiencies if incorporated into a larger project, and because the proposed east and west extensions must be closely coordinated with any relocation of the existing trail.

The Borough could apply to County and State grant programs for additional funding, using the developer's contributions as the required match. Programs to apply to include:

- PA DCNR's Community Conservation Partnerships Program. Provides reimbursement for park and trail construction projects. Requires a 50% match.
- PA DCED's Greenways, Trails and Recreation Program. Provides reimbursement for park and trail design and construction. Requires a 15% match.
- Chester County's Preservation Partnership Program. Provides reimbursement funding for land acquisition and park and trail development projects. Contact Chester County to determine if this project would be eligible since it is currently a county-owned facility.



## Proposed Hopewell Trail Extension







## PRIORITY 1-B

## CHESTNUT STREET (PA-82) SIDEWALK EXTENSION

**Project Description**

This project proposes to add approximately 65 LF of concrete sidewalk along the east side of North Chestnut St. (PA-82) to connect the existing sidewalk with the proposed Hopewell Trail Extension (see Project 1A: Hopewell trail Extension). Although the existing sidewalk is 4' wide, a 5' wide sidewalk is recommended for consistency with ADA-accessibility standards.

It may be possible to construct this segment of sidewalk within the Chestnut Street right-of-way; however, this will need to be confirmed with a boundary survey.



*A short segment of sidewalk is needed to connect existing sidewalks along Chestnut St. (PA-82) to the proposed Hopewell Trail Extension, which could be located at the top of the berm shown in this photo.*

**Proposed Chestnut St. (PA-82) Sidewalk Extension**

## Opinion of Probable Construction Costs

Expected costs of developing a mile of sidewalk in southeastern Pennsylvania are approximately \$70-\$100 per linear foot, however, such a small project would drive unit prices for materials higher than typical. The following costs reflect what this project might cost if pursued as an individual project, but could be significantly less if incorporated into another project.

- Construction: **\$20,000**
- Design/Engineering/Permitting: **\$4,000**
- Easement acquisition: **Allow \$10,000**

## Operations and Maintenance Requirements

Section §233-2 of the Borough's code specifies that owners of abutting properties are responsible for maintaining the sidewalk in front of their property. The Borough should ensure the impacted landowner completes a sidewalk maintenance agreement.

## Development Strategy

This project makes sense to develop in conjunction with or after the Hopewell Spur Trail Extension to Chestnut Street is developed. Because it is such a small section of sidewalk, including it within the scope of another project—such as the Hopewell Spur Extension, may achieve greater cost efficiencies. If cost and construction efficiencies can be gained, this section can also be paved in asphalt, matching the condition of the proposed Hopewell Spur Extension. The first step would be to conduct a survey to stake out the property line to determine if an easement will be necessary. Close coordination with PennDOT, including acquiring a Highway Occupancy Permit, would be required as Chestnut Street is a state road.



### Potential Funding Sources

Because of the relatively low cost of this project, local and private funding programs with less extensive application processes may be favorable to pursue over state and federal programs.

Chester County Department of Community Development's Community Revitalization Program reimburses communities for 95% of project costs.



## PRIORITY 1-C

## SUMMERFIELD – LIVINGOOD PARK CONNECTOR

**Project Description**

Throughout the planning process, developing a pedestrian connection between Homestead Drive in the Summerfield Development and Livingood Park garnered significant public support. In addition to providing a connection to the park, this project will fill a gap in an existing pedestrian loop around the Borough.



*Looking south along South Chestnut St. The proposed connector path would join with this existing sidewalk after crossing over the road from the east side of S. Chestnut.*

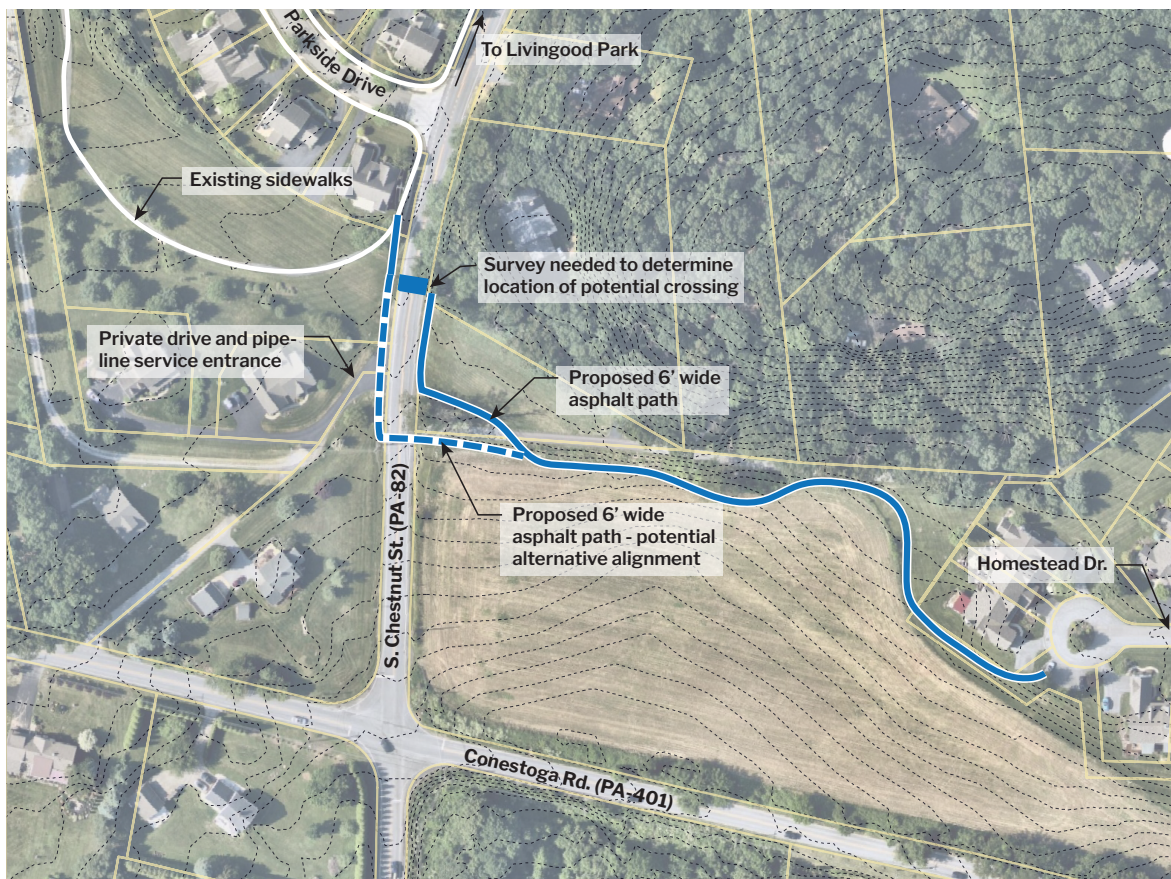


*Photosimulation showing the proposed Summerfield-Livingood Park Connector looking toward the cul-de-sac on Homestead Drive.*



Residents of Summerfield development currently cut through private property and walk down East Sunnyside Drive, where they scurry across South Chestnut Street to sidewalks on the west side of the street that lead to Livingood Park. This situation is less than ideal, especially for those with mobility challenges and young children. The vertical and horizontal curvature of South Chestnut St. in this location make this a challenging location to cross the street, so a survey to evaluate sight distance location in terms of visibility. Additional safety measures, such as actuated rectangular rapid flashing beacons (RRFBs), advance warning signage and continental crosswalks, will all help make this crossing as safe as possible. Alternative path alignments were studied that crossed South Chestnut St. at the existing stop-controlled intersection at Conestoga Rd. (PA-401), but given the added distance and perception of “going out of the way,” It is anticipated that many pedestrians would continue to cross Chestnut St. in the vicinity of East Sunnyside Drive.

### Proposed Summerfield-Livingood Park Connector





Once on the west side of Chestnut St., approx. 70 LF of sidewalk would be needed to connect to existing sidewalks in the Parkside development, which connect to Livingood Park. It is anticipated that these sidewalks could be constructed completely within the right-of-way for South Chestnut St.- see Appendix D for a subdivision plan from Phase V of Summerfield's construction showing that the right-of-way for S. Chestnut St. extends several feet beyond the utility poles on the west side of the street (right-of-way plans were not available from PennDOT for this road segment). Concerns were raised about the sidewalk crossing a private drive known as "West Sunnyside Drive" that also serves as a service drive for pipeline service vehicles. A continental crosswalk across this driveway, as well as advance warning signage on the driveway and on Chestnut St. may be necessary.

## Opinion of Probable Construction Costs

- **Construction: \$180,000**
- **Design/Engineering/Permitting: \$36,000**
- **Easement Acquisition:  
Allow \$8,000-\$20,000**

This includes the cost of constructing a +/- 900 LF asphalt trail, crossing improvements for South Chestnut St., and +/- 70 LF of sidewalk on the west side of South Chestnut to connect with existing sidewalk.

Soft costs for design, engineering and permitting can be expected to amount to approximately 20% of expected construction costs. This project will likely incur right-of-way acquisition costs, which will vary depending on the results of the survey (whether the sidewalk can be constructed within the public right-of-way, the location for crossing South Chestnut St.)

## Operations and Maintenance Requirements

The Borough should coordinate with the Homestead Circle HOA Board to determine who will build and maintain the trail. Optimally the trail on the east side of South Chestnut St. would be owned and maintained by the HOA, but the Borough should spearhead the design and construction process for the path. Per the Borough's code, the sidewalk on the west side of Chestnut St. would be the responsibility of the owner of the abutting property.

## Development Strategy

The Borough should first conduct a sight distance evaluation to determine if a safe crossing location is possible in the vicinity of West Sunnyside Drive/Parkside Drive. The crossing location will determine if any trail easements are needed. The Borough may wish to wait to begin design until any necessary easements are acquired to ensure the route being designed will be possible. The Borough should coordinate with PennDOT on this project for design of the crossing of South Chestnut St./PA-82.



### Potential Funding Sources:

- Chester County's Preservation Partnerships Program
- DCNR's Community Conservation Partnerships Program
- PA DCED's Greenways, Trails and Recreation Program



## PRIORITY 1-D

## MUNICIPAL AUTHORITY TRAIL

**Project Description**

This project proposes to construct a ¼ mile trail through property owned by the Municipal Authority of Elverson Borough. The property currently houses the Borough's sewer plant as well as several former wastewater lagoons that are now more like naturalized retention basins.

A first phase of the project includes creating a path from Main St. (PA-23) through Borough owned property near the mailbox gazebo to the Municipal Authority property and then connecting to existing sidewalks on North Chestnut St. A later phase of this project involves connecting the trail to the sidewalk system in Springfield Village development, but the existing sewer pump station would need to be relocated for this to be possible (moving this facility is part of the Municipal Authority's long-term plan). The path could also be paved at a later date to provide greater accessibility.

The Municipal Authority stressed the need to provide a physical barrier between trail users and the part of the site that is used.

If a fence is required between the path and the lagoons, this plan recommends selecting an attractive and visually unobtrusive fence type, such as a split rail fence. If cost is prohibitive, a fence similar to the one already on the property could be installed, consisting of metal posts with welded wire fencing. In order for the trail to be located on the flat area adjacent to the former lagoons, the existing fence will have to be either removed or relocated. See the concept diagram for more details.



*A wide, flat path circumnavigates the former wastewater lagoons- now naturalized and scenic- at the municipal authority property.*

## Proposed Trail Through Municipal Authority





## Opinion of Probable Construction Costs

- **Easement Acquisition:**  
\$5,000-\$8,000
- **Construction: \$26,000**

If an easement through the Municipal Authority's property is needed, this will be the first step toward developing the trail. The provided cost assumes donation of easement and only survey and legal fees.

The majority of this cost is for split rail fencing (\$20,000). It also includes wayfinding signage, surfacing the trail in woodchips, and the installation of mid-block crossing improvements on North Chestnut St., including a continental crosswalk and advance warning signage. Design and Engineering costs relate to the engineering of the intersection improvements.

## Operations and Maintenance Requirements

The Borough and the Municipal Authority should determine which entity should maintain the trail. This plan recommends Elverson Borough spearhead the development of the trail, including the installation of any improvements, and the Municipal Authority maintain the trail. Maintaining the trail will involve mowing the path (if it remains a grass surface), or replacing woodchips on an annual or biennial basis, weed whacking around fences, and ensuring fences, gates and signage are all in good working order.

## Development Strategy

The Municipal Authority has expressed willingness to work with the Borough on allowing access through the property, and therefore this trail could be opened to the public with only minor improvements to prohibit access to the sewer plant. A natural surface, such as either grass or woodchips, is proposed for the first phase of trail development to expedite the trail's opening. If woodchips are selected, it is likely the Borough could acquire donated woodchips from local arborists and have volunteers spread them in an area staked out by the Trails Committee ahead of time. However, costs presented in the Opinion of Probable Construction Costs presented above reflect hiring a landscape contractor to spread the woodchips.

In order for the trail to take advantage of existing topography suitable for the trail, the existing fence around the property will have to be removed. If the Municipal Authority requires a fence between the trail and former lagoons, the existing fence could be relocated so it is closer to the lagoons (see concept sketch), or a new fence could be installed.

Trailhead signage at Main St. and at South Chestnut St. should be included in the first phase of development. Such signage should have "Stay on the Trail" messaging and include wayfinding information, such as trail length and what can be accessed at the other end. Interpretive signage explaining the filling in of the wastewater lagoons and resulting proliferation of native flora and fauna would add to the trail users' experience and should be added soon after the trail opens.



### Potential Funding Sources

Many of the activities required to build this trail and open it to the public can be accomplished by volunteers and/or for low costs. The Borough should seek out qualified volunteers to help offset costs and pursue potential donation of materials where possible. Given the expected low costs of this project, grant programs with complicated applications and have reporting requirements may not be the right way to go. Smaller grant programs like those offered through private companies

- PECO Green Region
- Giant Grocery Store's Healing the Planet program
- Schuylkill Highlands Conservation Landscape Mini-Grant Program



*Photosimulation showing the proposed trail through the Municipal Authority*



## PRIORITY 1-E

## TWIN VALLEY ELEMENTARY CONNECTOR PATH

**Project Description**

This project proposes to construct a +/- 650 linear foot long, 6' wide pedestrian path from the sidewalks within the Parkside neighborhood to the existing pathway network of Twin Valley Elementary School. This project will provide a safe, off-road connection for children to walk to school and would also provide a connection to Livingood Park through Parkside.

To build this trail, easements will be needed from three separate property owners between Parkside Drive and the Elementary School. The school should be consulted as to what materials should be used as path surfacing. As the proposed path's alignment partially overlaps with an existing gas pipeline, Sunoco should also be consulted. The concept map shows a potential alternative trail alignment if the proposed alignment presents challenges.

Some children already walk to school using this route, and the intent of this project is to improve the path just enough to formalize the connection with adjacent landowners and to introduce wayfinding signage indicating the path is open to the public, ultimately encouraging more children to walk to school. For the purposes of determining an opinion of probable construction cost, woodchips are the selected material. This material is not ADA-accessible, so the school would have to determine if this low-cost approach were acceptable. A 4-6 foot wide planting bed with native wildflowers and grasses on the south side of the path could encourage users to stay on the path, obscure adjacent landowners' view of the path, and provide for a beautiful entry sequence to the school.

This project is intended to be a low-cost first phase of a longer-term goal to connect the Elementary School to Livingood Park. The longer term vision is to ensure a paved, off-road path is included in any future development plans for parcel 13-3-16.2 that fronts on Main St. (see Priority Project 3F.)

## Opinion of Probable Construction Costs

- **Easement acquisition:**  
\$12,000-\$20,000
- **Construction: \$3,000**

Easement acquisition costs are presented as a range based on whether easements will be donated or purchased. Construction costs includes a landscape contractor supplying and installing the woodchip path as well as removing the sod and seeding the native wildflower bed adjacent to the path. Two wayfinding signs are included- one for either end of the path.



### Potential Funding Sources

Although the costs provided reflect the work being performed by a landscape contractor, many of the activities required to construct and maintain this path can be accomplished by volunteers. The Borough should seek out qualified volunteers to help offset costs and pursue potential donation of materials where possible. Given the expected low costs of this project and immediate positive results the path will have, direct support through a fundraiser - potentially administered jointly by the school and Borough- could provide the funds needed to complete the project in a timely manner. Items like the woodchips and seeds could likely be donated, as well.

## Operations and Maintenance Requirements

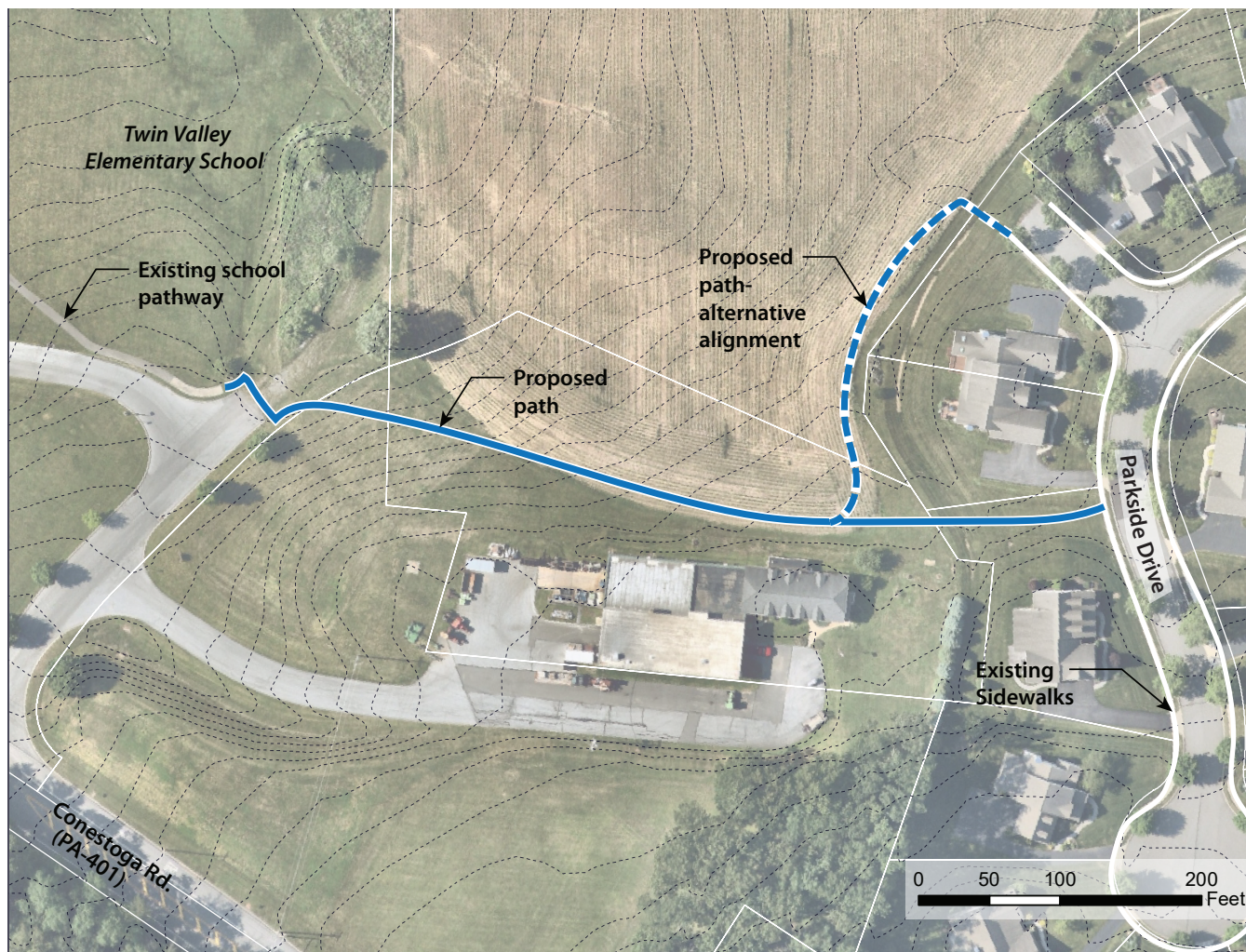
The Borough and the Elementary School should determine which entity is best suited to maintain these improvements. The wildflower planting bed will require weeding during the growing season, which is well-suited to a volunteer activity. The woodchips will need to be replaced on an annual basis.



*Photosimulation showing the proposed Twin Valley Elementary School Connector Path, looking toward the school from Parkside Drive.*



## Proposed Twin Valley Elementary School Connector Path







PRIORITY **1-F & 1-G****SIGNED BIKE ROUTES TO FRENCH CREEK STATE PARK****Project Description**

Elverson's Comprehensive Plan states a goal of becoming a heritage and recreation destination given its proximity to so many important natural and cultural resources. Accordingly, one of the goals of this Plan was to identify a possible bicycle and pedestrian connection between the Borough and French Creek State Park.

Given a number of constraints including topography, private property, and protected farmland, an off-road bicycle and/or pedestrian path is likely not feasible between the Borough and French Creek State Park. However, scenic, low-volume roads connect the two destinations and would require few improvements to make a pleasant connecting route. See page 26 for a description of this facility type.

This Plan recommends two signed bike routes: one that connects to an existing park entrance at the Turtle Trail, and one at a proposed pedestrian-only entrance along Cold Run Road where an informal trail into the park already exists and is accessed by residents in this area.



*The roads recommended as part of the signed bike route to French Creek State Park are low-volume, scenic roads that are already used by cyclists and pedestrians to access the park.*



## Opinion of Probable Construction Costs

### • Signage and Installation Costs: \$8,500

These costs were generated to provide an order of magnitude estimate for budgeting purposes. A Comprehensive Signage and Wayfinding Plan would generate more detailed signage recommendations (see Development Strategy section). The cost provided reflects the following signage assumptions:

- Two directional signs (one in each direction) when the route takes a turn
- Two “May Use Full Lane” signs (one in each direction) marking the route on each road
- One sign/kiosk at each trailhead with park map
- One “entering Elverson Borough” sign with directions to amenities within the Borough

## Operations and Maintenance Requirements

Little maintenance would be required for these signed bike routes outside of regular road maintenance. Repairs to and replacement of wayfinding signage should be performed as needed. Because this project is outside of Elverson Borough, the Borough should discuss maintenance responsibilities with Caernarvon, Robeson, and Union Townships.

## Development Strategy

This Plan recommends the Borough undertake a comprehensive wayfinding signage plan. This signage plan would result in designs for signs along the bike routes between the Borough and the Park, directing users to the amenities in each.

The entirety of this project is outside of Elverson Borough and in Berks County. Elverson Borough should convene a meeting with municipal representatives from Union, Robeson, and Caernarvon Townships, as well as a representative from PennDOT District 5 to begin discussions about this project. PennDOT can advise on any required signage standards, as well as whether an engineer should prepare a signage plan. Aside from a small segment of Elverson Road (PA-82), the proposed signed bike route would be entirely on local roads.

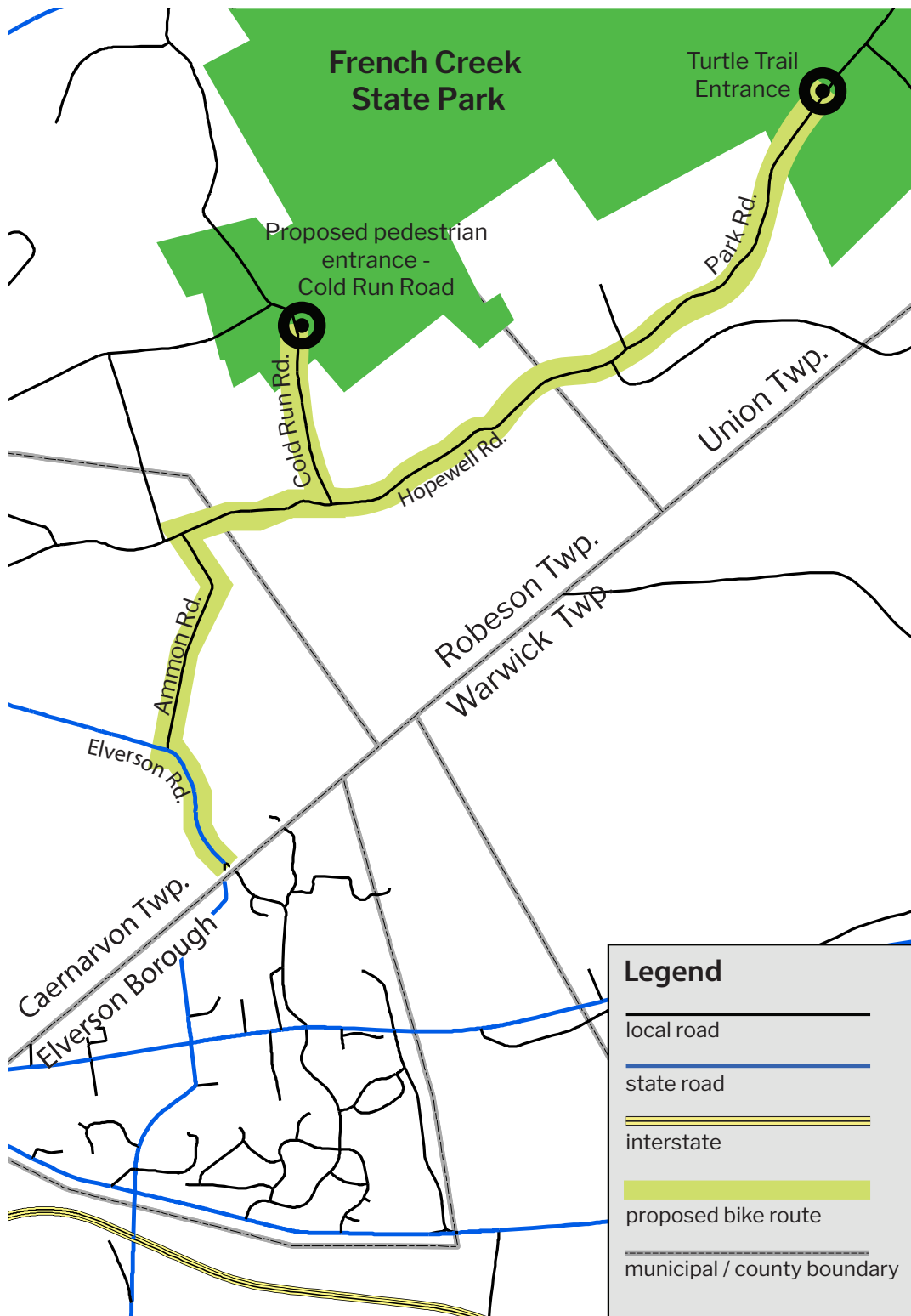
The State Park’s manager should be consulted about this project, particularly in relation to the feasibility of creating a new pedestrian entrance/trailhead along Cold Run Road.



### Potential Funding Sources

This low-cost project would be an excellent candidate for the Schuylkill Highlands Conservation Landscape Initiative’s Mini-Grant Program, as a focus of the Initiative is encouraging nature-based economic development and placemaking in the Schuylkill Highlands, of which Elverson is a part. Other municipalities through which the bike routes will pass may also be interested in contributing toward the project.

### Proposed Signed Bike Routes Between Elverson Borough and French Creek State Park





## PRIORITY 1-H

**SIDEWALK EXTENSION TO BRICK LANE CHURCH ON  
SOUTH BRICK LANE****Project Description**

The existing sidewalk on the west side of South Brick Lane currently ends at Stable Drive. There is a desire to extend the sidewalk approximately 800' to the main entrance of Brick Lane Church. This project may involve the relocation of an existing fence and some vegetation clearing and replacement. The proposed sidewalk would be macadam to match the existing sidewalk. The development of a sidewalk in this location would impact existing drainage patterns from the roadway. Accordingly, a curbless sidewalk is advisable to avoid the need for subsurface drainage improvements.

The land across the street from this project on the east side of Brick Lane may one day be developed, and this project would enhance pedestrian connectivity for any new development, as well as for residents of Summerfield.



### Opinion of Probable Construction Costs:

- **Construction: \$215,000**
- **Design/Engineering/Permitting: \$45,000**
- **Easement Acquisition: \$0.** Assume this can be constructed within the right-of-way. Temporary construction easements will be necessary.

Costs for this project are very conservative. Cost assumptions include a concrete, curbed sidewalk (significantly more costly than a macadam curbless path). It also includes removing and replacing the existing fence, even though the existing fence could potentially be removed and relocated where necessary to accommodate the sidewalk. Any drainage improvements necessary to accommodate the new sidewalk should be determined by a licensed engineer and are not included in this statement of probable construction costs.



### Potential Funding Sources

- Partnership with a developer who develops the parcel on the east side of South Brick Lane
- Fees paid by other developers in lieu of providing sidewalks within their developments
- County, state and federal grant programs including the Chester County Community Revitalization Program, PA DCED Multimodal Transportation Fund, PennDOT Multimodal Transportation Fund, and Transportation Alternatives Set-Aside Fund provide funding for sidewalk improvements; however, sidewalks funded through these programs will likely be required to be built to ADA standards (curbed sidewalk or a minimum of 5' from the roadway), which could significantly increase disturbance and costs for this project.



## PRIORITY 1-I

**WALKING TRAILS TO BLUE ROCKS****Project Description**

The Blue Rocks are a little-known geologic feature very unique to the Elverson area. The most significant deposition is located just over Elverson's border in West Nantmeal Township on private property, and there is currently no trail to access this unique sight. Regardless of whether the Boar's Back Trail is developed, extending the Hopewell Spur Trail along the former railroad corridor would be valuable to create a connection to access the Blue Rocks- see Priority Project 1A.

The Borough could begin to pursue the acquisition of trail easements to access the Blue Rocks immediately. A natural surface hiking trail could be cleared by local volunteer trail groups. Interpretive signage would be valuable along the paths and at the site to share the unique geology and history of the site with visitors.



### Opinion of Probable Construction Costs:

- **Construction: \$15,000** for interpretive signage production and installation and benches. Assume trails are constructed by volunteers.
- **Easement Acquisition: \$5,000-\$15,000**, depending on whether easements are donated or purchased.



### Potential Funding Sources

Many of the activities required to build this trail and open it to the public can be accomplished by volunteers and/or for low costs. The Borough should seek out qualified volunteers to help offset costs and pursue potential donation of materials where possible. Given the expected low costs of this project, funding programs with complicated applications and reporting requirements may not be more cumbersome than helpful. Smaller grant programs like those offered through private companies.

- Schuylkill Highlands Conservation Landscape Mini-Grant Program
- PECO Green Region
- Giant Grocery Store's Healing the Planet program



## PRIORITY 2 PROJECTS

### PRIORITY 2-A

#### SIDEWALK EXTENSION - STABLE DRIVE WEST

The loop within the Summerfield development consisting of Stable Drive and Churchill Drive has good pedestrian interconnectivity within the loop, but a sidewalk connection is missing that would connect to South Pine Street. This plan recommends developing a short (60') sidewalk segment to make this connection, along with a crosswalk across South Pine.



### PRIORITY 2-B

#### SHARROWS ON NORTH AND SOUTH CHESTNUT STREET

Chestnut St. (PA 82) is a challenging road for bicycle and pedestrian facilities. A portion of the road already has sidewalks, but there are no dedicated bicycle facilities. Although bike lanes would be preferable given the traffic volume, vehicular speeds, and areas of limited sight distance, they are likely not a possible option given spatial constraints of the roadway. This Plan recommends applying shared road markings (sharrows) and "Bicyclists May Use Full Lane" signage to North and South Chestnut Street within the Borough of Elverson. There is no posted speed limit for North Chestnut Street between Main St. and the Borough line. The Borough should request PennDOT conduct a speed study and post this segment of roadway. Assuming the speed limit is 35 mph or less, the Borough should request PennDOT complete the sharrow striping and signage the next time this road is resurfaced.



**PRIORITY 2-C****SHARROWS ON SOUTH PINE STREET**

South Pine Street is a low-volume, low-speed residential road with existing sidewalks that are well-used by residents of the Summerfield development. Some say this road is used as a cut-through between Main Street (PA-23) and Conestoga Rd. (PA-401). Adding shared road markings (sharrows) and “Bicyclists May Use Full Lane” signage will not only bring awareness to the presence of bicyclists but may also have traffic calming effects. As this is a local road, the Borough would be responsible for painting the “sharrow” legends and installing signage.



*A photosimulation of “sharrows” along South Pine Street.*

**PRIORITY 2-D****SHARROWS ON PARKSIDE DRIVE**

Parkside Drive is a local cul-de-sac road with existing sidewalks. Providing sharrows further conveys to both motorists and cyclists that the road is for use by both modes of transportation. Parkside Drive is a local road, so this project would be the responsibility of Elverson Borough.





**PRIORITY 2-E****SHARROWS ON YEINGST DRIVE**

Adding shared road symbols to Yeingst Drive, which leads to a parking lot for Livingood Park, will enhance safety for residents who wish to access the park by bicycle. This is a local road, so the Borough of Elverson would be responsible for painting the shared road symbols and maintaining them.

**PRIORITY 2-F****SHARROWS ON STABLE DRIVE**

Stable Drive serves as a connector between Brick Lane and Pine Street. Adding shared road symbols ("sharrows") to Stable Drive will enhance safety for cyclists. Stable Drive is a local road, so Elverson Borough would be responsible for installing and maintaining the "sharrows."



## PRIORITY 3 PROJECTS

### PRIORITY 3-A BOAR'S BACK TRAIL

Of all the potential projects identified through this process, the development of a 5.5-mile multi-use trail between Elverson and St. Peter's Village along the former railroad corridor garnered the most excitement and enthusiasm from Elverson residents. It is listed as a Priority 3 project for several reasons: this project is not intended to be led by Elverson Borough, though Elverson should be involved; there are many property ownership challenges associated with developing this trail that would need to be resolved (see "Boar's Back Trail" section later in this chapter for more details); and the potential development costs and coordination make this a long-term project.



### PRIORITY 3-B NORTH BRICK LANE SIDEWALK AND WALKING PATH

Approximately 300 LF of new sidewalk would bring pedestrians up the east side of North Brick Lane, connecting to the day care, and continuing on as a paved pedestrian path (too steep to meet the ADA-accessibility standards for sidewalks). The path would lead to proposed hiking trails to access the Blue Rocks. This project is a lower priority for development because North Brick Lane is a low-volume road and because there is currently no way to access the Blue Rocks.





PRIORITY **3-C****SOUTH BRICK LANE BICYCLE AND PEDESTRIAN CONNECTIVITY IMPROVEMENTS**

South Brick Lane - particularly the portion between Main Street and the Church - is a popular walking route. Some residents expressed interest in walking farther along Brick Lane toward PA-401. The current roadway has a 16' cross section, and pedestrians feel uncomfortable walking there since there is no shoulder and travel lanes are exceptionally narrow. Traffic volume and speed are relatively low, however, there are several large parcels of developable land along South Brick Lane, so at some point traffic volumes could increase. Demand for pedestrian access

does not yet warrant costly improvements such as the installation of a multi-use trail, but a low-impact solution - such as the adaptation of the current roadway for advisory shoulders - could be explored. Widening the road's shoulders is another option, but wider roads typically cause increased vehicular speeds, which may negate the added safety the wide shoulders would provide. Should expanding bicycle and pedestrian connectivity on South Brick Lane become a higher priority, the Borough should commission an engineering study to identify possible appropriate improvements for the roadway.



*Photosimulation looking north on South Brick Lane. This image shows a potential advisory shoulder and sidewalk leading to the Brick Lane Church.*

**PRIORITY 3-D****MULTI-USE TRAIL ON PA-23 TO MORGANTOWN**

Most Elverson residents feel that biking on PA-23 is unsafe. However, the destination most commonly requested for bicycle and pedestrian access was the retail stores in Morgantown. A multi-use trail along PA-23 heading west out of the Borough would provide a way for residents to access a nearby coffee shop, deli, and retail center without driving a car. Elverson should coordinate with Caernarvon Township's Planning Commission and Supervisors regarding this trail, as some properties along Route 23 could be developed in the near future, and including a trail within those developments would help implement this project. Caernarvon incorporating this trail into their plans will improve the chances of this trail's implementation.

**PRIORITY 3-E****MULTI-USE TRAIL ON PA-401**

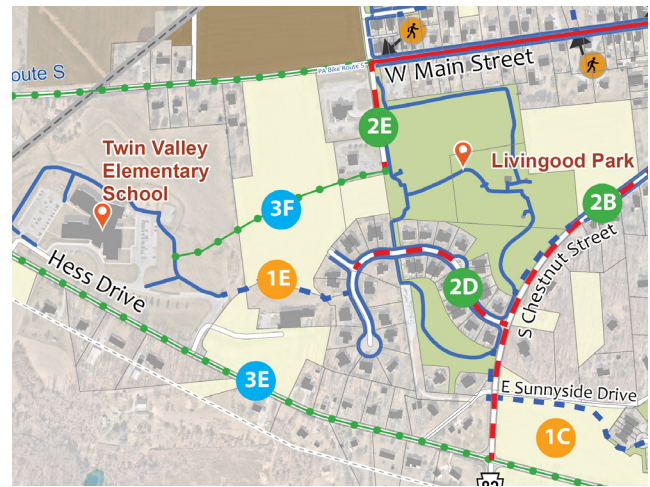
This 1.6-mile section of 401 is scenic and relatively flat - particularly east of the Elementary School. A trail either within the road right-of-way or directly adjacent to it could serve as one side of a longer loop around the Borough and could also serve as part of the bicycle/pedestrian connection to Morgantown. Due to the costs and complexity of this project, it is likely not realistic for Elverson Borough to take on implementation, but if opportunities should arise in the future - whether through land development or PennDOT roadway projects, the Borough should advocate for the trail's inclusion.





PRIORITY **3-F****MULTI-USE CONNECTOR TRAIL -  
TWIN VALLEY ELEMENTARY TO  
LIVINGOOD PARK**

The alignment shown on the map is conceptual; the intent is that when the 10-acre parcel between the Elementary School and Yeingst Drive is one day developed, the Borough should consider requesting a direct and off-road multi-use trail connection between the school and Livingood Park through the property.



**PRIORITY 3-G****BUFFERED BIKE LANES ON PA 23**

PA-23 is part of a state bike route and already has wide shoulders to accommodate cyclists. Discussions with PennDOT indicated that buffered bike lanes on PA-23 headed east out of Elverson could be possible, and that PennDOT could explore this further the next time the road is scheduled to be resurfaced. The Borough should coordinate with West Nantmeal and Warwick Townships to ensure they are aware of Elverson's desire for this project since they will be the ones contacted about road resurfacing.



*Photosimulation of buffered bike lanes on PA-23 east of Elverson*



## Regional Trail Connections

### INTRODUCTION

As described in Chapter 1, both the Borough's Comprehensive Plan (2014) and Revitalization Plan (2010) identify a goal of becoming a destination for recreation-based tourism. Situated within the Hopewell Big Woods, the largest unbroken tract of forest from Washington, DC to New York, there are numerous outdoor recreation options in close proximity to Elverson. Becoming such a destinations involves a two-parted approach: providing a high-quality, off-road recreational connection between a nearby recreation amenity and the Borough, and encouraging businesses and events in the Borough that cater to recreation tourism. Generally the latter occurs as a result of the former; accordingly, this Plan sought to identify if such a connector is possible.

This Plan assessed two different potential opportunities for connecting Elverson to a nearby recreation attraction:

1. Connecting the Borough to French Creek state Park via an off-road multi-use trail; and
2. Connecting the Borough to St. Peter's Village via an off-road multi-use trail.

Due to a number of factors, the most constraining of which being topography and an abundance of protected farmland (where trail development is prohibited), an off-road trail between the Borough and French Creek State Park was determined to be infeasible. This option should be revisited if PA's Act 43 is amended at some point in the future to permit trails to pass through protected farmland. In the interim, this Plan recommends an on-road signed bicycling route that connects the Borough to the Park (see Priority Connections 1F and 1G).

The second opportunity, though challenging, could potentially be feasible using a former rail corridor that connects Elverson with St. Peter's Village. This potential trail, referred to as the "Boar's Back Trail", has been discussed for many years but has not been developed because of unknown ownership of the corridor (which has recently been determined) and its alignment passing through State Game Lands. The potential trail would connect to Elverson's

existing Hopewell Spur trail, which would bring trail users directly into the heart of the Borough.

### THE HOPEWELL SPUR TRAIL

The centerpiece of Elverson's active transportation network is the Hopewell Spur Trail that follows the route of a former rail corridor through the Borough. <insert photo of existing Hopewell Spur Trail. A trail easement was granted to Chester County by Elverson Borough in 2009 for the ¼ mile section of trail beginning at Main St. then heading north past the old train station and west into the woods on the property of Hopewell Manor. Trail maintenance has been limited owing to unclear maintenance responsibilities. The easement states that Chester County has the right to maintain the trail, but that the responsibility ultimately lies with the Borough (see appendix for Trail Easement Declaration).



*Looking north on the existing Hopewell Spur Trail from Main St.*

A second phase of Hopewell Manor is proposed that could impact the location of the existing trail. Through the land development process, a westward extension of the trail to Chestnut St. should be pursued, as well as an eastern extension to Park Avenue (See project 1A). Easements are in place that could extend the trail eastward along the same former rail corridor for another 0.4 miles to create a connection to the Blue Rocks.

### THE BOAR'S BACK TRAIL

The Boar's Back trail- a 5.5 mile planned rail-to-trail between Elverson and St. Peter's Village, has been studied by several organizations over the years and would undoubtedly be a beautiful and popular trail that would benefit Elverson Borough, bringing new visitors into the Borough to patronize its shops and restaurants. It would also create a scenic, off-road connection to the Horse-Shoe Trail, a 100+ mile hiking and equestrian trail between Valley Forge and the Appalachian Trail. Unfortunately, a host of challenges to trail development have been discovered over the past few years. A summary of recent findings follows.



*The potential Boar's Back Trail would cross over the French Creek to a popular trailhead at St. Peter's Village*

1. A title search and subsequent decision by the Surface Transportation Board has definitively determined that the former rail corridor west of Laurel Road in Warwick Township is owned by Chester County. Between Laurel Road and St. Peter's Village, ownership of the corridor has reverted to adjacent landowners on either side of the former track's



centerline. Although there are few landowners involved, the major landowner is the PA Game Commission, which generally does not permit recreational trails passing through State Game Lands (although a portion of the Horse-Shoe Trail passes through these State Game Lands). The portion of the trail alignment from St. Peter's Village through the segment that is co-aligned with the Horse-Shoe Trail already sees significant recreational use, despite being located predominantly on State Game Lands.

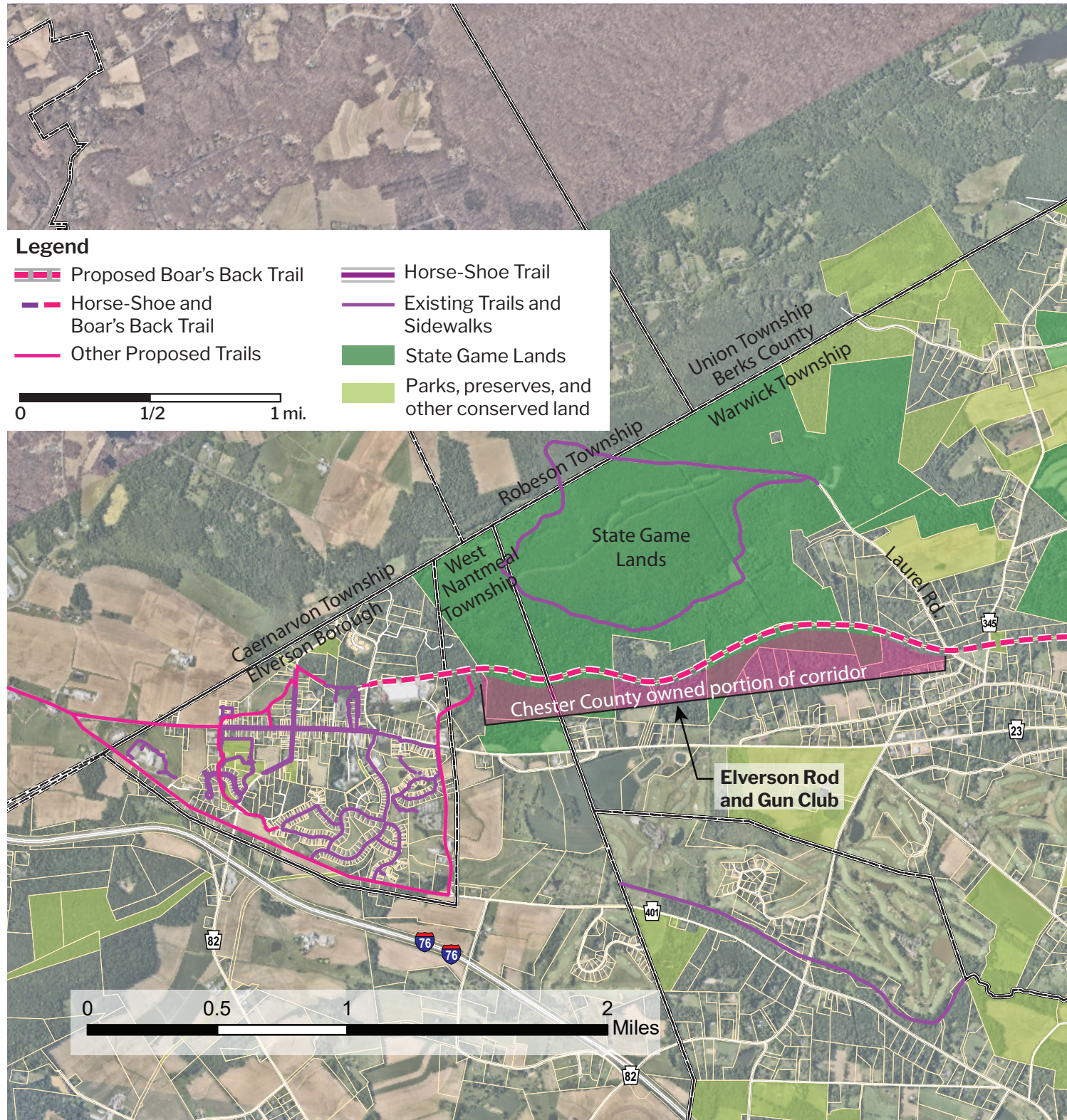
2. Although Chester County owns the corridor west of Laurel Road, it passes through two State Game Lands and the Elverson Rod and Gun Club.
3. An easement was recently created along the former rail corridor on parcels 13-2-40 in Elverson and 23-1-4 in Elverson and West Nantmeal Townships for the purpose of reserving space for the future trail. The easements were created in subdivision plans but a declaration of easement has not been created. The Borough of Elverson, West Nantmeal Township, Natural Lands, and Chester County should discuss which organization should be granted the easement.
4. The Schuylkill Highlands Conservation Landscape Initiative, managed by Natural Lands, has studied the implications of a potential of a trail passing through the State Game Lands. The outcome was a reaffirmation that the uses are incompatible; that the State Game Lands parcel nearest St. Peter's Village is currently used more for recreation than for hunting and trapping; that there is a significant need for patrol in the area of St. Peter's Village to curb vandalism and other illicit activities; and that in order to maintain the proposed trail's alignment along the former rail corridor, a land swap between the trail owner and the Game Commission would likely be necessary. Lastly, because of requirements associated with the funding source with which the State Game Lands were initially purchased, a land swap may not be possible.

5. Because Chester County learned that it owns only a portion of the rail corridor, and because the county has many other trail projects that are higher priorities for development, the county does not plan to take any action on developing this trail in the near future. However, the county would support another entity pursuing the trail and could help facilitate conversations.

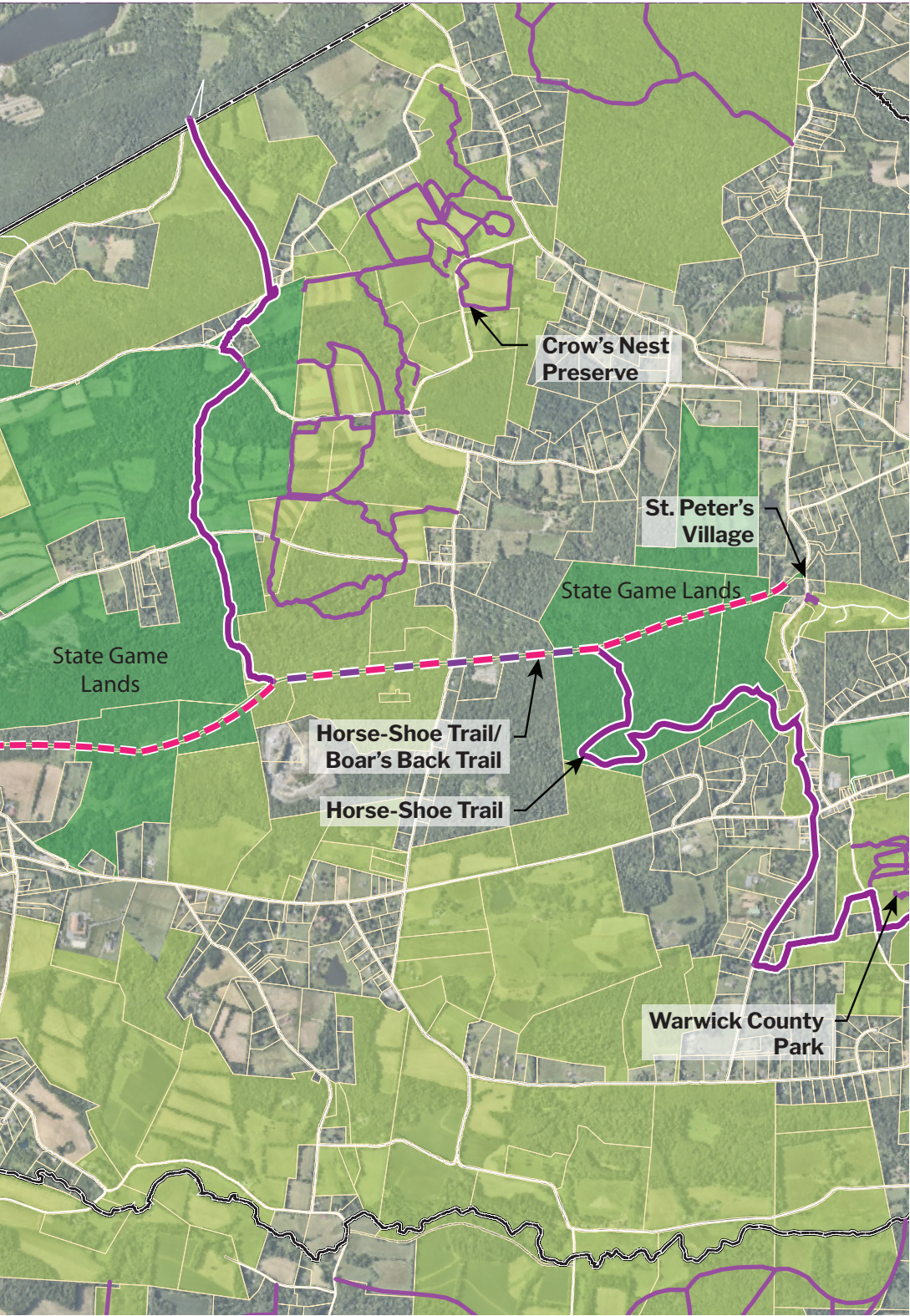
Overall, more study is needed to determine how to advance the Boar's Back Trail. This Plan recommends convening a small working group of involved parties - including Elverson Borough, Chester County, West Nantmeal Township, Warwick Township, the PA Game Commission, and Natural Lands to identify a lead organization, establish roles for each other participating organization, and work together to identify a path forward.



## Priority Projects Concept Map





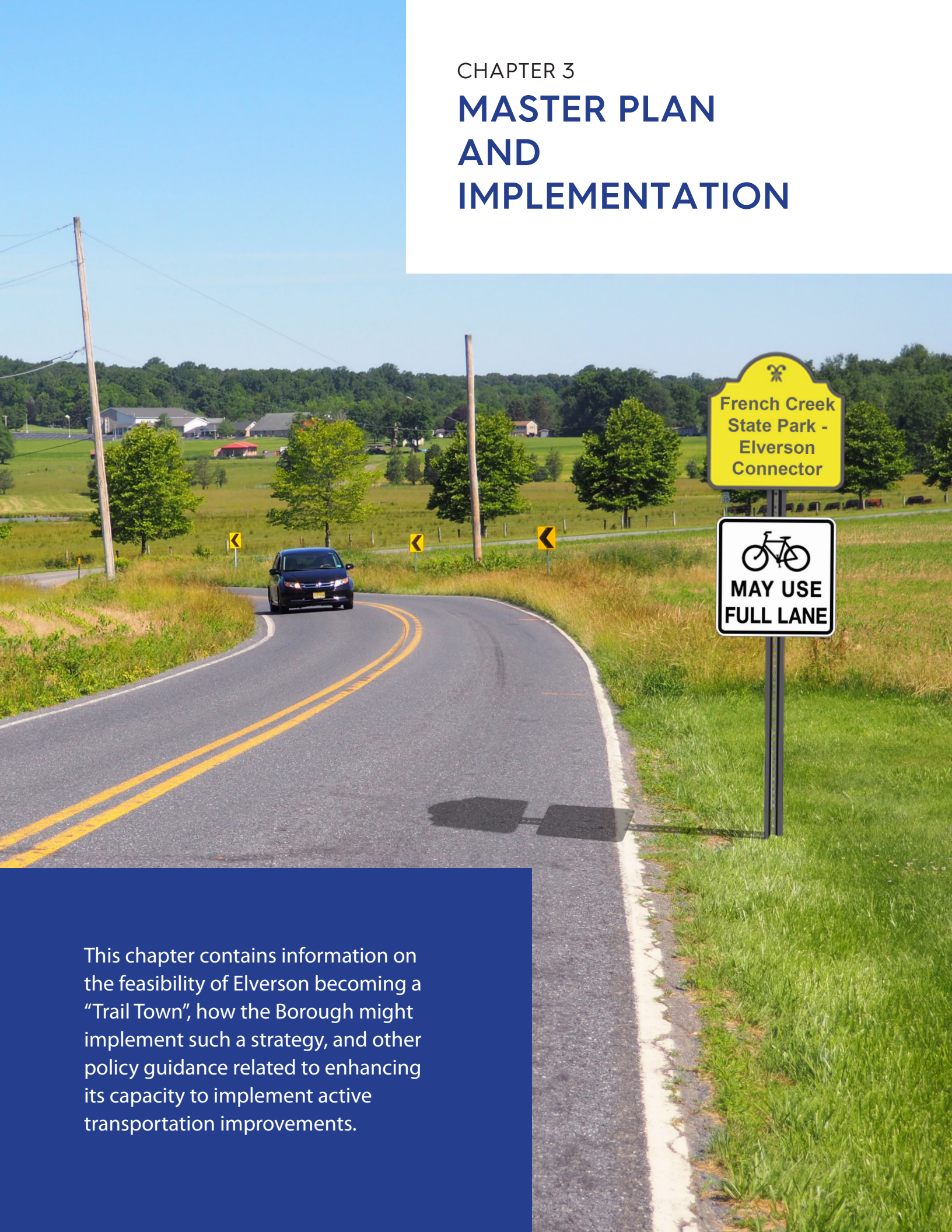






## CHAPTER 3

# MASTER PLAN AND IMPLEMENTATION



This chapter contains information on the feasibility of Elverson becoming a “Trail Town”, how the Borough might implement such a strategy, and other policy guidance related to enhancing its capacity to implement active transportation improvements.



## A Look at Becoming a Trail Town: Potential Opportunities and Challenges

Elverson's 2010 Revitalization Plan and 2014 Comprehensive Plan both identified a goal of becoming a "Trail Town" and a "destination for recreation and heritage tourism" to encourage economic development.

The Active Transportation Plan was spurred from an interest in expanding the Borough's trail network and connecting to regional outdoor recreation and cultural destinations like St. Peter's Village, Warwick Park, the Horse-Shoe Trail, French Creek State Park, and Hopewell Furnace. Although the primary focus of this Plan is to identify a network that serves the needs of Borough residents walking and biking within the Borough, it also assessed Elverson's potential for attracting those recreating at nearby parks and historic sites, as well as potential benefits that could arise from adopting a "Trail Town" strategy.



*French Creek State Park is a popular attraction for hiking, boating, fishing, swimming. Located about two miles south of the park, Elverson businesses stand to benefit from park users visiting the Borough.*



## What is a Trail Town?

Trail Towns are communities through which public trails pass that intentionally embrace the trail as an opportunity for economic development. Trail Town programs consider each town's existing and potential assets to leverage its unique character, business mix, and amenities in an integrated strategy for improving quality of life for residents, attracting and supporting businesses, and for encouraging recreation-based tourism.

The amount of economic development a Trail Town can expect is directly proportional to the quality of the trail. Trails that are exceptionally scenic, several miles long, have limited road crossings, or pass by unique cultural, historic, or natural features have the most drawing power and therefore offer the greatest opportunity. This Plan found that the potential Boar's Back Trail offers the greatest promise for launching Elverson as a Trail Town.

## Implementing a Trail Town Strategy

Additionally, the components of a strategy for becoming a "destination for recreation and heritage tourism" are the same as those listed above for becoming a "Trail Town", except this strategy relies on proximity to other outdoor recreation amenities rather than a recreational trail. Both strategies cater to the same type of "customer", whether that person travels to the Borough by bike or by car. Elverson's outdoor recreation-based economic development strategy should be developed in accordance with its capacity to implement the strategy.

Although every town's business and visitor attraction strategy will be different, four basic elements are generally common to each successful initiative. The following suggested actions relate to each of the four elements of a recreation-based economic development strategy (see next page):



*Located along the Great Allegheny Passage trail, the town of Frostburg, MD has embraced its connection to the trail, and many thriving businesses like the Trail Inn have sprung up as a result of the town's proximity to the trail.*

## **1. TRAIL ORIENTED DESIGN**

- Install bicycle and pedestrian friendly infrastructure and amenities such as bike racks, public water bottle filling stations, and access to public restrooms. These improvements can be provided by the private sector, especially if they benefit from heritage and recreation tourism.
- Pursue streetscape beautification projects on streets that serve as key connectors to the trail network.
- Provide branded wayfinding signage that directs the community to the trail and trail users to the community's amenities.
- Amend ordinances to require any new developments along the trail to incorporate specific design elements.

## **2. REGULATION AND INCENTIVES**

- Permit by-right uses that encourage trail-friendly businesses such as bed and breakfasts, breweries, restaurants with outdoor dining, parklets, outdoor markets and farm stands.
- Produce a market study to assess what kind of businesses and attractions would succeed along the trail and where they would be best suited.
- Promote adaptive reuse and heritage tourism programs through local historical committees or commissions.

## **3. INFRASTRUCTURE IMPROVEMENTS**

- Implement the Priority Projects in this Plan.
- Incorporate active transportation recommendations into municipal and state road improvement projects.

## **4. PARTNERSHIPS**

- Collaborate with the Hopewell Big Woods partnership on marketing, branding, and programming efforts.
- Involve the local chamber of commerce in the Trail Town effort.
- Coordinate with other Trail Towns in Pennsylvania for information and resource-sharing.



## Creating the Vision

If Elverson decides to pursue an economic development strategy related to recreation-based tourism, enhancing the amenities available to residents and visitors will most directly contribute to its success. This Plan's public input process surfaced a sentiment by some that there is an interest in walking and biking to destinations like restaurants, cafes, retail stores, breweries, and cultural attractions, but that no such destinations exist. Elverson should pursue a community-led visioning exercise that aims to identify what makes Elverson unique and special, and how to expand upon that through the lens of Trail Town economic development efforts.

A vision for Elverson's main street- including desired business types, opportunities for urban green spaces, adaptive reuse, public art, and other streetscape improvements, should be in place to guide business attraction and capital improvement efforts. Some Trail Towns employ a Main Street Manager who can coordinate these efforts and who can lead business attraction and provide support for start-ups. While creating such a position may be out of reach for the Borough, there may be an opportunity to "share" a staff person with another organization. Contact the PA Downtown Center for potential resources.

*Main St. in Elverson is home to many successful businesses like Elverson Supply, but not necessarily businesses that support recreational trail users.*



## Wayfinding and Informational Signage

Once the vision is solidified, a brand for the Borough can be created as a main component of its attraction strategy. This branding should be incorporated into a Comprehensive Signage Plan. The Signage Plan should focus on wayfinding for the trail and sidewalk network, but should also include interpretive signage for any cultural or historic sites within the borough, as well as directional signage that promotes businesses and services like the post office. Signage like this serves to:

- Promote local businesses
- Direct users of nearby recreational and cultural resources to the Borough, and vice versa
- Encourage walking and biking to every-day destinations within the Borough
- Enhance placemaking within the Borough as streetscape component that affirms the Borough's brand.

## Signage Options

BLADE SIGNS - 18" x 18"



OPTION 03

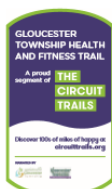
TRAIL AFFILIATION SIGNS - 12" x 21"



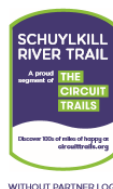
SHORT NAME



AVERAGE NAME



LONG NAME



WITHOUT PARTNER LOGOS  
(12" x 18")

DESIGNED BY EASTERN STANDARD FOR THE CIRCUIT TRAILS -- JULY 2016  
ALL CONTENT IS FOR PLACEMENT ONLY

CIRCUIT CONNECTIONS  
SIGN - 14" x 36"



TRAIL MEDALLION  
3" DIAMETER



DETAIL VIEW

Example wayfinding signage package for the Circuit Trails. A variety of sign types provide for each type of signage needed, maintaining a consistent appearance across all signs.



## Resources

- The PA Downtown center recently completed a Nature-Based Placemaking Handbook which could be a useful guide in developing a vision and a program for augmenting the bicycle and pedestrian infrastructure recommended in this Plan.  
*[padowntown.org/programs/nature-based-placemaking-program/](http://padowntown.org/programs/nature-based-placemaking-program/)*
- Elverson may wish to talk to other “Trail Town” municipalities, whether they have an established program or are working to develop a program. Communities include:
  - Frenchtown, NJ
  - Five communities in York County’s new Trail Town program
  - Atglen, PA
  - Appalachian Trail Conservancy’s “AT Communities” program, which includes 50 towns along the trail
  - Marietta, PA
  - Various towns along the Great Allegheny Passage: [gaptrail.org/where-to-go/trail-towns/](http://gaptrail.org/where-to-go/trail-towns/)
- The Borough should join the Hopewell Big Woods Partnership to benefit from knowing the goings-on in the Big Woods and capitalize on compatible economic development efforts
- The Borough connect with the Schuylkill Highlands Conservation Landscape Initiative, which can provide resources for funding, placemaking and programming.

## Implementation

When implementing this Plan, it is important to achieve early “wins” in order to build momentum and public support for the active transportation system and future improvements. The projects included in Priority 1 include those for which there is significant public support as well as several that are low-cost that would be relatively simple to develop. The more the public sees projects implemented, the more likely they will be to support (and demand) future projects.

### ESTABLISH AN OFFICIAL TRAIL COMMITTEE

Successful implementation of this plan requires dedicating time and energy to fundraising, managing active transportation development projects, and maintaining trails. Elverson Borough should consider designating the Trail Committee as an official committee of the borough, whether as a stand-alone committee or as a subcommittee of the existing Parks and Recreation Committee. Specific duties of the Committee, as well as the Committee’s role in managing and using the Trail Fund, should be determined and expressly stated.

### ENLIST THE SUPPORT OF OTHERS

Some projects can be advanced without expending any Borough funds. Firstly, Elverson should consider reviewing and updating its Zoning Ordinance, Subdivision and Land Development Ordinance, and Official Map to ensure the active transportation network presented in this Plan can be advanced by the private sector through the land development process. Detailed recommendations for this can be found in Chapter 2. Additionally, PennDOT and the Delaware Valley Regional Planning Commission (DVRPC) have a process in place for including bicycle friendly improvements into the resurfacing of state roadways when applicable. Conversations with PennDOT indicated that they could likely implement buffered bike lanes on PA-23 the next time that road is resurfaced, and that they could paint “sharrow” legends on PA-82 between 401 and the Berks County Line during the next resurfacing of that road. For other locally-owned roads with proposed “sharrows”, DVRPC may be able to lend the Borough a sharrow stencil to facilitate shared road improvements.



*Sharrow*



## FUNDING FOR CAPITAL AND OPERATIONS AND MAINTENANCE

Some public input received through this planning process uncovered a sentiment that the Borough lacks the capacity to maintain the assets it has and should not commit to take on additional assets. Indeed, Elverson's small population (approximately 1,300) and lack of an earned income tax make for a small budget and no public works staff. The Borough should be selective about which recommended improvement projects it takes responsibility for, and ensures a realistic maintenance strategy is in place prior accepting new facilities.

Successful implementation of the active transportation network will rely on identifying and securing creative funding sources and in-kind support.

**Support the Establishment of a Trail Fund.** The trail fund can be a dedicated account managed by the Borough that can collect tax-deductible contributions from residents. Fees in lieu of parkland and/or sidewalks paid by developers could also go into this dedicated fund. The fund should strive for complete transparency to increase public awareness of and support for the fund. Public celebrations of new infrastructure and improvements and distribution of an annual report can enhance transparency and visibility of the fund. Elverson Borough could commit to matching residents' contributions to the Trail Fund on an annual basis, thereby increasing the impact of individual donations and funding these improvements proportionally to the level of support in the community.

**Pursue Grants.** Several grants are available at the Federal, State, and County levels for trail and sidewalk improvements. A number of private grant programs can also help cover costs for minor improvements like signage and bike racks. However, most grant programs are reimbursement programs and require matching funds. Having a Trail Fund in place can help leverage grant funds, which will be especially important for more costly projects.

**Pursue donations of materials and labor.** Local businesses may be willing to donate plants, seeds, mulch, woodchips, and other landscape materials needed to build or maintain trails and paths. Local community service groups and local businesses may also be able to help build or maintain some of the natural surface trails.

**Pursue trail sponsorships.** The Borough could offer a “Sponsor a Trail” program to local businesses in exchange for advertising opportunities at trailheads or park kiosks.

**Support the establishment of a volunteer program as the main source of maintenance for the trail system.** To direct volunteer efforts toward the highest-priority work needing to be done, the volunteer group could be operated as a subcommittee of the Trails Committee.



**Ensure homeowners maintain sidewalks.** The Borough's code requires homeowners to maintain sidewalks in front of their homes. The Borough should periodically ensure sidewalks are in good repair and enforce this ordinance. Similarly, HOAs responsible for maintaining paths should also be required to keep those paths in good condition per their HOA rules.



*New sidewalks being constructed as part of the Blue Rocks subdivision.*

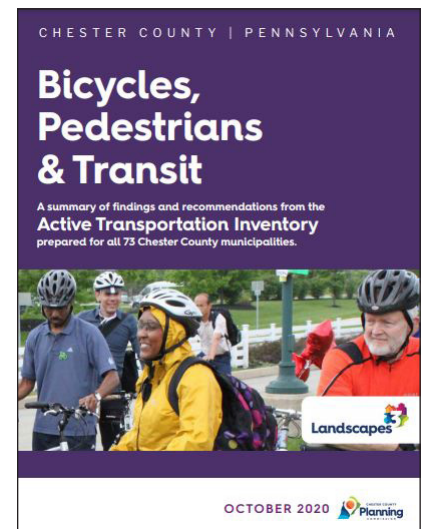
## Policy Guidance

Elverson Borough undertook this Active Transportation Plan to help implement its 2015 Comprehensive Plan, which set forth as a goal to “create a walkable and bikeable pedestrian-oriented community where sidewalks and trails safely connect community destinations.” This Plan identifies the Borough’s desired network of bicycle and pedestrian facilities, prioritizes the recommended projects, and describes an implementation strategy. Part of that strategy involves collaboration with the private sector during the land development process, which can be an effective way to implement projects without using public funds. Conveniently-located bicycle parking is an important feature of bicycle-friendly towns. The Borough should identify locations where bicycle parking may already be warranted, and should include requirements for bicycle parking in certain types of land developments within its ordinances.

In 2020, the Chester County Planning Commission conducted an Active Transportation Inventory for all Chester County municipalities, including Elverson Borough. The Inventory identifies recommendations for each municipality to strengthen its ordinances to help achieve its own vision for active transportation. The following recommendations are derived from the Active Transportation Inventory conducted for Elverson Borough. The complete list of recommendations from the Inventory can be found in Appendix 5E and are provided here for the Borough’s consideration.

### Recommendations for Elverson Borough from Chester County's Active Transportation Inventory:

- **Revised ordinance definitions.** Elverson’s Zoning and SLDO ordinances contain several definitions related to active transportation infrastructure; however, it is recommended that the definitions be revised to include a definition for each facility type recommended in this plan. Sample definition language can be found in Appendix A of Chester County’s Bicycles, Pedestrians, and Transit County-wide Active Transportation Inventory document.





- **Permit trails by-right.** To facilitate trail development, trails should be a permitted use by-right in any zoning district.
- **Require sidewalks.** Sidewalk requirements are currently found in Elverson's SLDO ordinance, with the exception of multi-family developments and uses in the TC District, which are in the Zoning ordinance. To help enforce the requirement of sidewalks, we recommend amending the Zoning ordinance to require sidewalks in all zoning districts within the Borough and moving any design standards for sidewalks in the SLDO.
- **Provide dimensional standards.** Include bicycle trails/routes/lanes and associated dimensional standards in the Subdivision Ordinance. Consider requiring these facilities in larger developments or placing them on existing and/or proposed roads by including requirements for bicycle/pedestrian paths on road shoulders where sidewalks are not appropriate and/or to facilitate bicycle circulation.
- **Adopt a Complete Streets Policy.** Adopt a borough-wide Complete Streets Policy that equally prioritizes the needs and safety of all road users.
- **Revise the Official Map.** Revise the Borough's Official Map to include the Priority 1 projects identified in this study, as well as some of the longer-term projects like the Boar's Back Trail and multi-use trails along PA-401 and PA-23.
- **Update Revitalization Plan.** The Borough should consider updating its Urban Center Revitalization Plan (adopted in 2009) and/or Action Plan. These efforts are important to securing funding for implementation of the comprehensive plan and other capital improvements.
- **Conveniently-located bicycle parking** is an important feature of bicycle-friendly towns. The Borough should identify locations where bicycle parking may already be warranted, and should include requirements for bicycle parking in certain types of land developments within its ordinances.



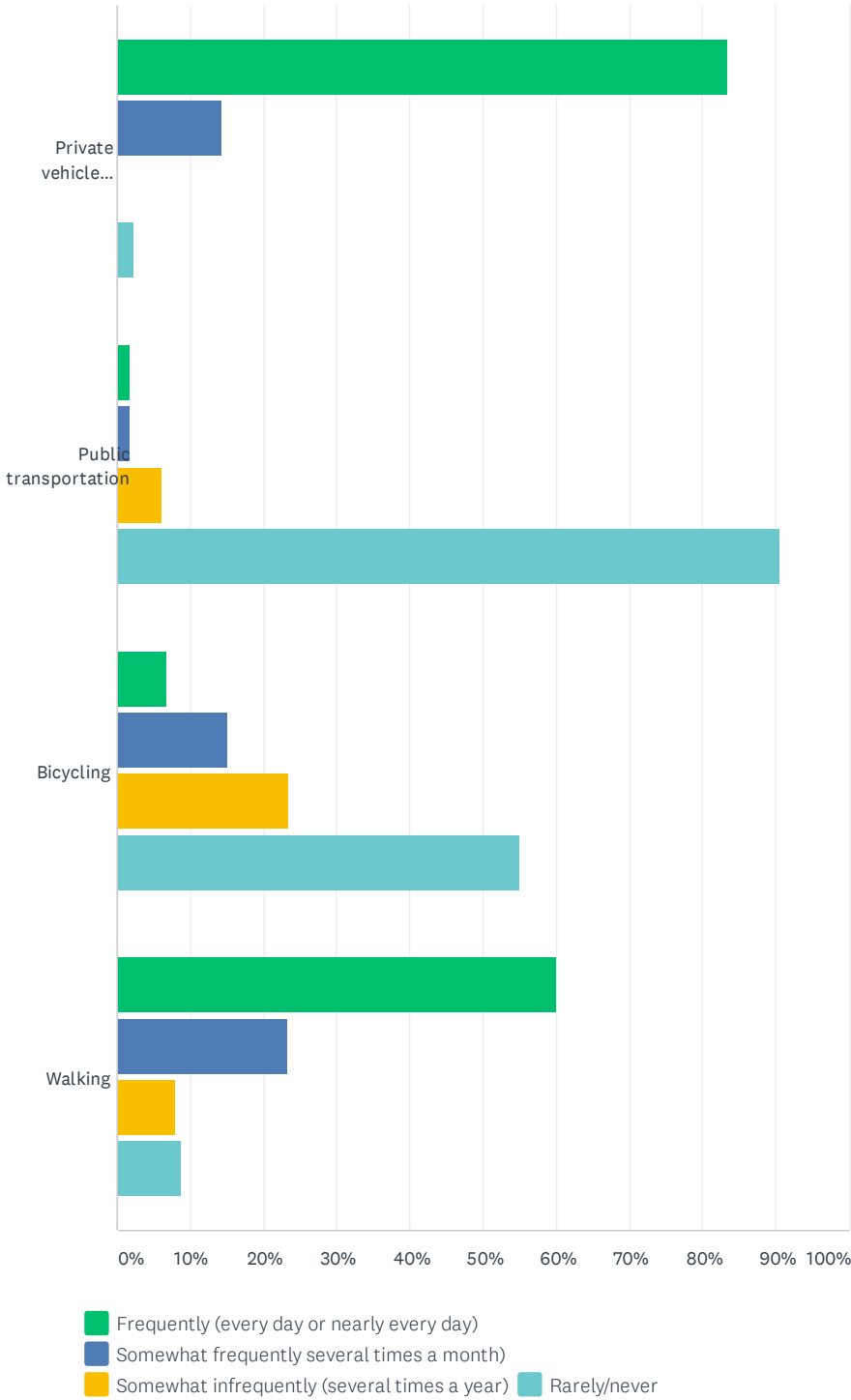


APPENDIX A

# **COMPLETE SURVEY RESULTS**

Q1 How often do you use the following?

Answered: 127    Skipped: 0



**COMPLETE SURVEY RESULTS**

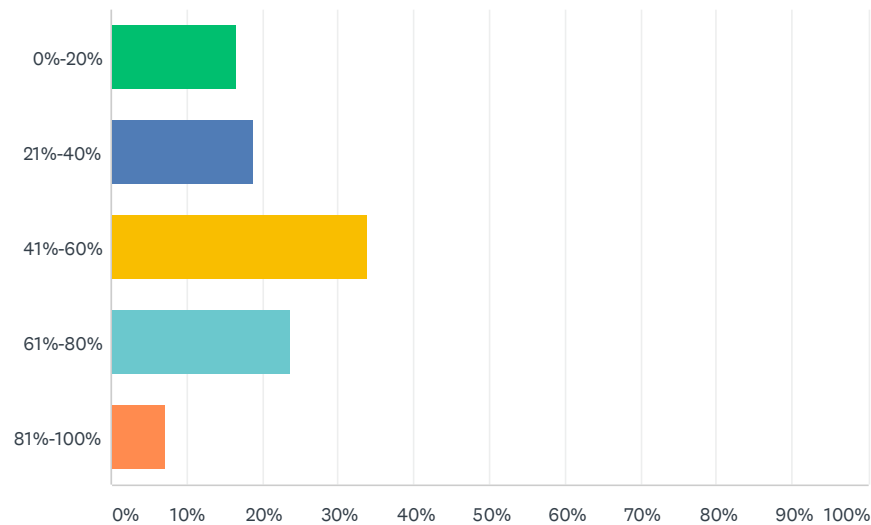
	FREQUENTLY (EVERY DAY OR NEARLY EVERY DAY)	SOMEWHAT FREQUENTLY SEVERAL TIMES A MONTH)	SOMEWHAT INFREQUENTLY (SEVERAL TIMES A YEAR)	RARELY/NEVER	TOTAL
Private vehicle (including motorcycle) or carpool	83.46% 106	14.17% 18	0.00% 0	2.36% 3	127
Public transportation	1.71% 2	1.71% 2	5.98% 7	90.60% 106	117
Bicycling	6.67% 8	15.00% 18	23.33% 28	55.00% 66	120
Walking	60.00% 75	23.20% 29	8.00% 10	8.80% 11	125



COMPLETE SURVEY RESULTS

Q2 Please estimate what percentage of your trips are within 5 miles of your home. (Remember: if your transportation needs have changed significantly since the pandemic, please answer this question according to what you expect your transportation needs will be in the future.)

Answered: 127    Skipped: 0

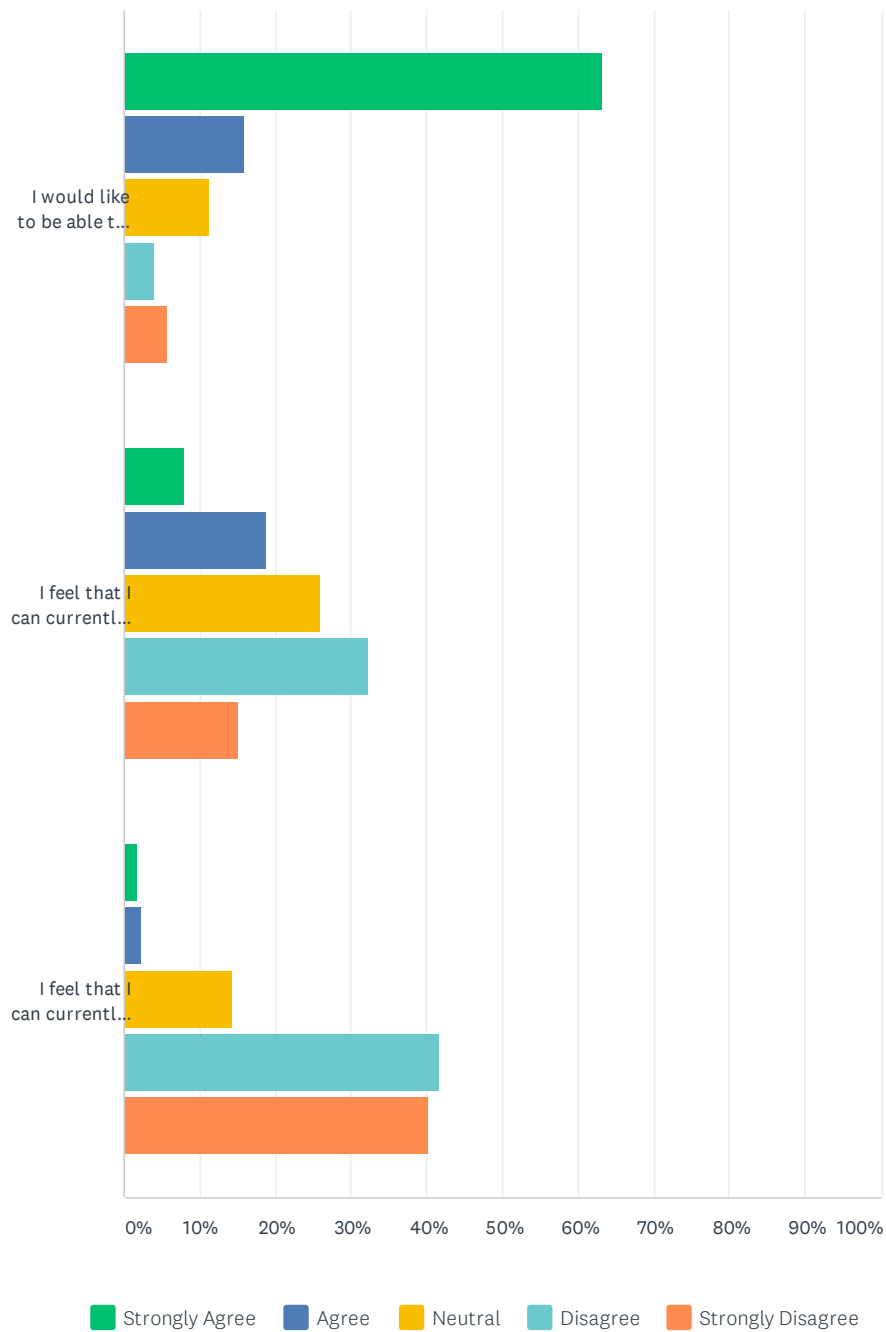


ANSWER CHOICES	RESPONSES	
0%-20%	16.54%	21
21%-40%	18.90%	24
41%-60%	33.86%	43
61%-80%	23.62%	30
81%-100%	7.09%	9
TOTAL		127

## COMPLETE SURVEY RESULTS

Q3 Please indicate the extent to which you agree with the following statements:

Answered: 127 Skipped: 0



**COMPLETE SURVEY RESULTS**

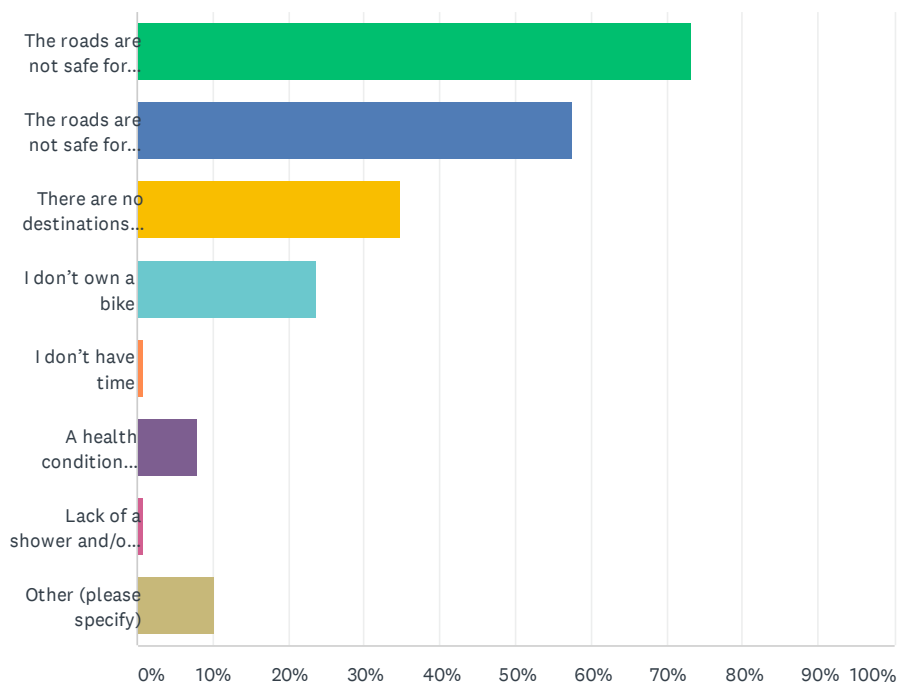
	<b>STRONGLY AGREE</b>	<b>AGREE</b>	<b>NEUTRAL</b>	<b>DISAGREE</b>	<b>STRONGLY DISAGREE</b>	<b>TOTAL</b>
I would like to be able to walk or bike safely to nearby places like my school, the grocery store, the park, restaurants, etc.	63.20% 79	16.00% 20	11.20% 14	4.00% 5	5.60% 7	125
I feel that I can currently walk or bike safely to nearby places like my school, the park, other neighborhoods, etc. within the Borough of Elverson.	7.87% 10	18.90% 24	25.98% 33	32.28% 41	14.96% 19	127
I feel that I can currently walk or bike safely to nearby places like my school, workplace, the grocery store, restaurants, etc. outside the Borough of Elverson.	1.57% 2	2.36% 3	14.17% 18	41.73% 53	40.16% 51	127



## COMPLETE SURVEY RESULTS

### Q4 What are the biggest barriers to you walking and biking for transportation currently? (Select all that apply)

Answered: 127 Skipped: 0



ANSWER CHOICES		RESPONSES	
The roads are not safe for walking		73.23%	93
The roads are not safe for biking		57.48%	73
There are no destinations close enough for me to walk/bike to		34.65%	44
I don't own a bike		23.62%	30
I don't have time		0.79%	1
A health condition and/or disability prevents me from walking/biking		7.87%	10
Lack of a shower and/or changing area at my destination		0.79%	1
Other (please specify)		10.24%	13
Total Respondents: 127			

#	OTHER (PLEASE SPECIFY)	DATE
1	there are enough sidewalks enabling me to walk if I choose.	3/31/2021 3:10 PM
2	There are none!!!	3/24/2021 9:05 PM
3	Very hilly between my home and the destinations listed.	3/5/2021 7:03 PM

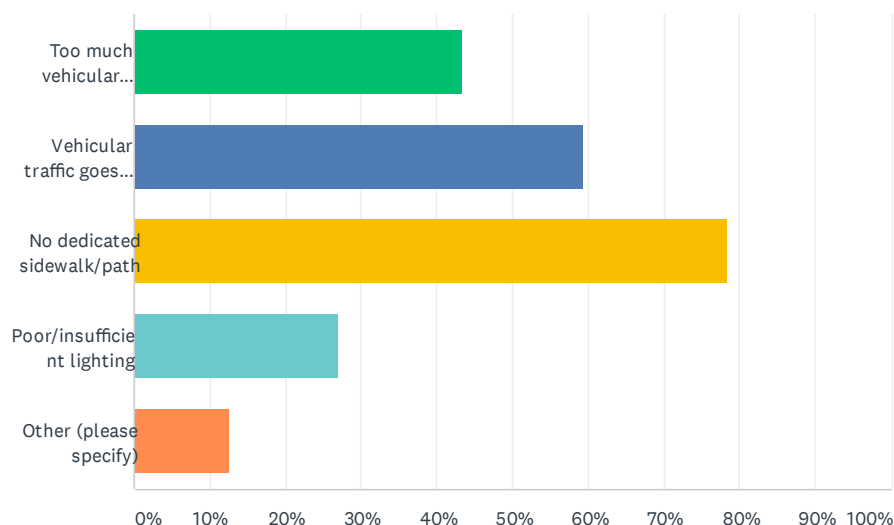
**COMPLETE SURVEY RESULTS**

4	Many bikers are rude and unsafe and set an awful example.	3/4/2021 3:32 PM
5	hilly areas	1/28/2021 9:03 AM
6	I would not walk on 23 because it is not safe. I would walk to trails if I could access them safely	1/27/2021 6:24 PM
7	The trails aren't maintained	1/27/2021 5:48 PM
8	No Borough maint. Crew to maintain trails, people parking along N. Chestnut St. make it hazardous for vehicles to pass, let alone for people to walk past.	1/27/2021 3:29 PM
9	I only walk for recreation, not to a destination.	11/16/2020 12:39 PM
10	Cross Walks have no sign in the middle stating pedestrian has right away	10/26/2020 6:59 PM
11	Walking and biking in Summerfield are fine for me.	10/20/2020 11:55 PM
12	There are none	10/18/2020 7:13 AM
13	test	10/14/2020 2:22 PM

## COMPLETE SURVEY RESULTS

### Q5 If you answered that the roads are not safe for walking and/or biking, what specifically makes them feel unsafe? (Select all that apply)

Answered: 111 Skipped: 16



ANSWER CHOICES	RESPONSES	
Too much vehicular traffic	43.24%	48
Vehicular traffic goes too fast	59.46%	66
No dedicated sidewalk/path	78.38%	87
Poor/insufficient lighting	27.03%	30
Other (please specify)	12.61%	14
Total Respondents: 111		

#	OTHER (PLEASE SPECIFY)	DATE
1	the streets are safe. they all have sufficient pathways.	3/31/2021 3:10 PM
2	N/A	3/24/2021 9:05 PM
3	Overgrowth of brush along side of road w/o sidewalk/path	2/18/2021 8:33 AM
4	Drivers do not acknowledge crosswalks in the borough	1/28/2021 10:50 AM
5	Even a bigger shoulder would be helpful	1/27/2021 9:38 PM
6	No shoulder on narrower roads	1/27/2021 5:48 PM
7	Driver training/test is insufficient	1/27/2021 4:15 PM
8	Streets are too narrow for bikes, no bike lanes, too many speeding trucks. Sidewalks on trash day force you to walk in streets on Main street.	1/27/2021 3:52 PM
9	no shoulder	1/27/2021 3:18 PM
10	No safe crosswalks and limited bike lanes	10/26/2020 6:21 PM



**COMPLETE SURVEY RESULTS**

12	when there is a small shoulder or side walk, still VERY close to traffic	10/17/2020 3:37 PM
13	roads are curvy and have rises where visibility is not good and no shoulders	10/17/2020 10:46 AM
14	test	10/14/2020 2:22 PM

## COMPLETE SURVEY RESULTS

## Q6 What specific destinations do you currently access by walking or biking? (Please list)

Answered: 89 Skipped: 38

#	RESPONSES	DATE
1	All around Elverson	4/10/2021 10:55 AM
2	my neighbors homes	3/31/2021 3:10 PM
3	Our entire neighborhood!	3/24/2021 9:05 PM
4	Post office-	3/18/2021 11:58 AM
5	park; post office;	3/6/2021 11:02 AM
6	Immediate neighborhood and an adjacent one, too.	3/5/2021 7:03 PM
7	None	3/5/2021 1:22 PM
8	French Creek, Crow's Nest, Wyomissing	3/5/2021 1:09 PM
9	No destination I walk the dog	3/5/2021 10:04 AM
10	Neighborhood	3/4/2021 10:54 PM
11	Summerfield walking. It is safe to walk in the community. Route 23 vehicles are too frequent and drive too fast.	3/4/2021 4:16 PM
12	Just my neighborhood and the borough center	3/4/2021 3:52 PM
13	Post office and Livingood	3/4/2021 3:32 PM
14	horseshoe trail and adjacent trails	3/4/2021 3:24 PM
15	I don't walk anywhere because the traffic is too scary	3/4/2021 3:21 PM
16	frequent runner on local roads	3/4/2021 3:16 PM
17	Elverson post office, elverson supply, living good park	2/18/2021 8:33 AM
18	Park, shops	1/29/2021 9:32 PM
19	None	1/29/2021 10:48 AM
20	Livingood park	1/29/2021 9:23 AM
21	neighbors, local stores	1/28/2021 5:36 PM
22	post office, mail station, park	1/28/2021 4:43 PM
23	Stores in town and the park	1/28/2021 3:19 PM
24	Park	1/28/2021 12:18 PM
25	Living good park, Giovanni, the post office	1/28/2021 10:50 AM
26	Post office	1/28/2021 10:42 AM
27	none	1/28/2021 9:03 AM
28	Post office, hardware store, park	1/28/2021 8:28 AM
29	Post office, mailbox, Livingood Park, Borough Hall basketball court, Giovanni's	1/28/2021 8:12 AM
30	livingood park	1/28/2021 7:21 AM
31	local shopping centers	1/28/2021 6:50 AM

## COMPLETE SURVEY RESULTS

32	Park, Post Office and stores	1/28/2021 6:31 AM
33	The Park near the carwash and to Givonnis restaurant.	1/27/2021 11:41 PM
34	Post Office	1/27/2021 9:53 PM
35	Living good park, summer field development, elementary center, giovannis, post office	1/27/2021 9:38 PM
36	Post Office	1/27/2021 9:13 PM
37	The park, the post office, my mailbox, local restaurants, etc..	1/27/2021 9:03 PM
38	Livingood Park, Trail behind the old train station.	1/27/2021 8:31 PM
39	Walk to post office Walk to playground in summer field Walk around sidewalks	1/27/2021 8:20 PM
40	Livingood Park. Loop around Summerfield	1/27/2021 8:01 PM
41	Livingood park, post office	1/27/2021 7:24 PM
42	Rt 23 Rt 401	1/27/2021 7:06 PM
43	Summerfield-- my neighborhood	1/27/2021 6:24 PM
44	Livinggood park	1/27/2021 6:21 PM
45	Post office	1/27/2021 6:17 PM
46	Neighborhood, post office. Occasionally Giordano's	1/27/2021 5:48 PM
47	Church shopping center	1/27/2021 5:28 PM
48	Post office. Neighbors.	1/27/2021 5:13 PM
49	Recreational	1/27/2021 5:01 PM
50	Post Office, Community Center	1/27/2021 4:54 PM
51	None	1/27/2021 4:33 PM
52	Around the borough, Summerfield, livingood park, friends, neighbors, church, town hall	1/27/2021 4:09 PM
53	none	1/27/2021 3:55 PM
54	Walk to Livingood Park to Main Street to Summerfield most every day. Bike very little because of dangerous streets and no bike lanes	1/27/2021 3:52 PM
55	Summerfield, Livingood Park	1/27/2021 3:41 PM
56	Livingood park, Giovanis Resturant.	1/27/2021 3:29 PM
57	Post office	11/18/2020 8:59 AM
58	Walking dog around neighborhood.	11/16/2020 1:27 PM
59	Walk for exercise, not to a destination.	11/16/2020 12:39 PM
60	Elverson Park East Nantmeal Park	10/26/2020 6:59 PM
61	Park, post office other neighborhoods connected by sidewalks	10/26/2020 5:11 PM
62	Livingood Park and West Nantmeal Park	10/26/2020 4:18 PM
63	Living Good Park Main St in Elverson	10/26/2020 12:01 PM
64	Livingood Park	10/26/2020 8:35 AM
65	I walk to the park.	10/24/2020 2:05 PM
66	Fitness Center, Livingood Park, neighborhoods; very occasionally - Morgantown Crossing	10/23/2020 5:11 PM
67	None - I'm handicaped	10/22/2020 2:20 PM
68	This park, the post office, and my apt. area, my 3 speed 26" 1977 very good condition bike currently needs an inner tube and general inspection (oil, etc.)	10/22/2020 2:13 PM



**COMPLETE SURVEY RESULTS**

69	Throughout Summerfield	10/22/2020 2:04 PM
70	Most trails in this area	10/22/2020 1:54 PM
71	None	10/22/2020 1:41 PM
72	Post office, restaurants, hardware store	10/22/2020 1:20 PM
73	Post Office ,Livingood Park Twin	10/20/2020 11:55 PM
74	Summerfield, RTS 23&82	10/18/2020 4:34 PM
75	Summerfield. Yellowsprings	10/18/2020 3:11 PM
76	Struggle trail Downingtown East Bradywine park on 82	10/18/2020 2:15 PM
77	Elverson Supply post office Giovanni's	10/18/2020 11:39 AM
78	Mail Box	10/18/2020 8:57 AM
79	Summerfield	10/18/2020 8:14 AM
80	Walking the dog	10/18/2020 6:44 AM
81	Post Office, gym	10/17/2020 8:07 PM
82	Community center. Church. Post office	10/17/2020 7:48 PM
83	In Elverson, walk across grassy field to get to Livingood Park, and around to 82 and up to Hopewell Spur and back along Pine and Summerfield. the rest i drive to French Creek, North Coventry and other places for walks.	10/17/2020 3:37 PM
84	Livingood Park, post office	10/17/2020 1:42 PM
85	Neighborhood and borough.	10/17/2020 11:51 AM
86	none	10/17/2020 10:46 AM
87	post office,gym, hardware store	10/17/2020 10:24 AM
88	Livingood Park, French Creek State Park	10/16/2020 9:08 AM
89	test	10/14/2020 2:22 PM

## COMPLETE SURVEY RESULTS

### Q7 What specific destinations would you like to be able to access by walking or biking? (Please list)

Answered: 83 Skipped: 44

#	RESPONSES	DATE
1	Nothing specific. Just want to walk comfortably and safely	4/10/2021 10:55 AM
2	NA	3/31/2021 3:10 PM
3	None	3/24/2021 9:05 PM
4	Wal-Mart - Lowes and Morgantown stores	3/18/2021 11:58 AM
5	French Creek State Park and downtown Elverson	3/5/2021 7:03 PM
6	Post Office	3/5/2021 1:22 PM
7	Horse Shoe trail, but there's no parking at many crossings	3/5/2021 1:09 PM
8	Would like an access to rail to trailways.	3/4/2021 4:16 PM
9	I would like to be able to walk and bike along 23 and to the local schools and grocery stores	3/4/2021 3:52 PM
10	All the way to Morgantown, but a DEDICATED lane is needed. Not something shared with vehicles. It isn't fair to the vehicles.	3/4/2021 3:32 PM
11	warwick park	3/4/2021 3:24 PM
12	Warwick Park, St. Peter's Village and St. Peter's trails	3/4/2021 3:21 PM
13	restaurants, shops, public spaces.	3/4/2021 3:16 PM
14	West Nantmeal twp park, Morgantown Crossings shopping center, living good park via 401	2/18/2021 8:33 AM
15	Town, restaurants, parks, stores,	1/29/2021 9:32 PM
16	Biking trail for recreation	1/29/2021 10:48 AM
17	Walmart plaza	1/29/2021 9:23 AM
18	links to other trails, stores, neighbors	1/28/2021 5:36 PM
19	fast food, groceries	1/28/2021 4:43 PM
20	I think we have adequate access - The only thing that would be helpful for those who wish to walk to Walmart would be to have the sidewalks go all the way to the shopping center	1/28/2021 3:19 PM
21	French creek, morgantown	1/28/2021 12:18 PM
22	Any other retail, trails for exercise	1/28/2021 10:50 AM
23	none	1/28/2021 9:03 AM
24	stores and restaurants	1/28/2021 7:21 AM
25	local shopping centers	1/28/2021 6:50 AM
26	Same and further into Morgantown	1/28/2021 6:31 AM
27	Twin Valley Elementary. Trails to ride for exercise	1/27/2021 11:41 PM
28	Morgantown Crossing	1/27/2021 9:53 PM
29	Easier access to elementary center-a dedicated path, the shopping center in Morgantown (Walmart area)	1/27/2021 9:38 PM
30	Johana store	1/27/2021 9:13 PM

## COMPLETE SURVEY RESULTS

31	Everything nearby	1/27/2021 9:03 PM
32	Summerfield. I would like to walk or run about a 5K( three miles) for exercise. I live near the Borough Hall. I am able to walk there now, but I have to go through private property. I have permission but I don't like doing invading my neighbors privacy. Would love to see a path that connects Parkside to Summerfield!! Probably near Rt 82 and Rt 401	1/27/2021 8:31 PM
33	A loop around town for exercise that is safe would be nice	1/27/2021 8:20 PM
34	Morgantown	1/27/2021 7:24 PM
35	Rt 23 Rt 401	1/27/2021 7:06 PM
36	elementary school, fire house, Walmart, Rails to trails in back of Whitford.	1/27/2021 6:21 PM
37	Warick park	1/27/2021 6:17 PM
38	Park, trail behind Sr housing	1/27/2021 5:48 PM
39	Crossings shopping area	1/27/2021 5:13 PM
40	To near by town and High school	1/27/2021 5:01 PM
41	None come to mind. Sorry!	1/27/2021 4:54 PM
42	Stores	1/27/2021 4:41 PM
43	None	1/27/2021 4:33 PM
44	Twin valley elementary center, French creek state park, Hopewell church	1/27/2021 4:18 PM
45	Walking and biking trails	1/27/2021 4:16 PM
46	The current infrastructure within the borough is adequate. It doesn't make sense to extend it beyond the borough based on the infrastructure costs.	1/27/2021 4:15 PM
47	School , Walmart, longer paths for exercise, places to take pet	1/27/2021 4:09 PM
48	Grocery stores, downtown Elverson	1/27/2021 3:55 PM
49	Gux, Morgantown coffee house, Giovanni's restaurant	1/27/2021 3:55 PM
50	Park other side of Knaertown, Walmart, Lowes	1/27/2021 3:52 PM
51	I'm fine, but would try out new trails.	11/16/2020 12:39 PM
52	Nantmeal Park	10/26/2020 6:59 PM
53	Morgantown crossing	10/26/2020 5:11 PM
54	French Creek, Warwick Park. the wonderful back roads encircled by 401, 345, 23 and rt 100	10/26/2020 4:18 PM
55	No specific destinations	10/26/2020 12:01 PM
56	Morgantown Coffee House	10/26/2020 8:35 AM
57	St. Peter's Village, French Creek State Park	10/24/2020 3:33 PM
58	A food store and restaurant.	10/24/2020 2:05 PM
59	Morgantown Crossing, Morgantown Coffee House-Gux-doctors' offices in that area, Blue Rocks, Horseshoe Trail, real trail to Summerfields	10/23/2020 5:11 PM
60	French Creek(maybe) its very uphill from Main Street. Also, general explanation of country roads that lead to Marsh Creek.	10/22/2020 2:13 PM
61	Connecting trails	10/22/2020 2:04 PM
62	In the subdivision	10/22/2020 1:54 PM
63	From 375/West Nantmeal to Borough	10/22/2020 1:47 PM
64	walkway to the park (West Nantmeal)	10/22/2020 1:41 PM
65	N/A	10/22/2020 1:20 PM



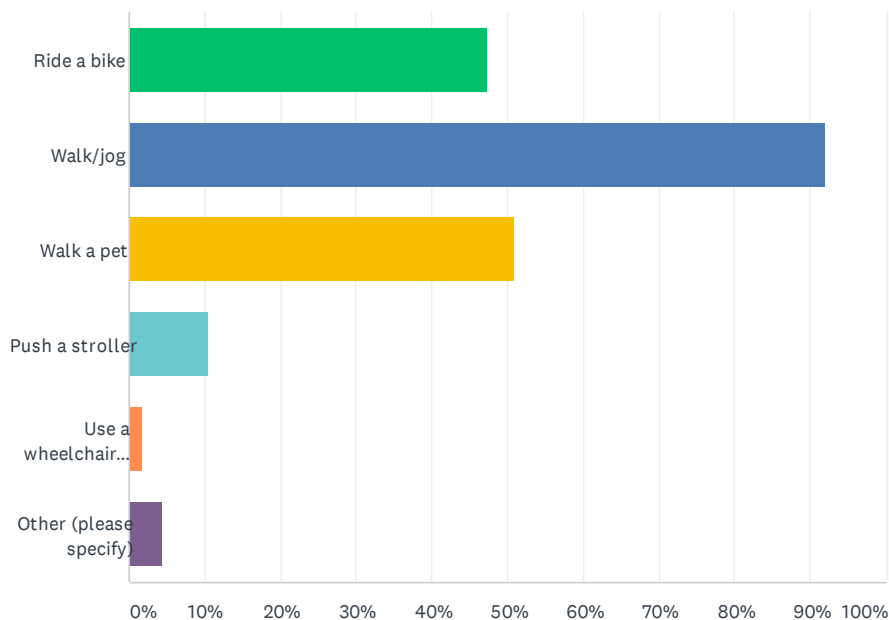
**COMPLETE SURVEY RESULTS**

66	Twin Valley Elementary Center	10/20/2020 11:55 PM
67	Parks	10/18/2020 4:34 PM
68	Shopping senter	10/18/2020 3:11 PM
69	Grocery stores, coffee shops, resturants	10/18/2020 2:15 PM
70	the park	10/18/2020 11:39 AM
71	not able to walk any distance	10/18/2020 8:57 AM
72	Chestnut Street	10/18/2020 8:14 AM
73	Coffee, stores	10/18/2020 6:44 AM
74	Warwick Cty Park, Walmart, safe riding on Rt. 401, Livingood Park	10/17/2020 8:07 PM
75	French Creek Park - Shopping center- other rail to trails	10/17/2020 7:55 PM
76	Livingood by route 401	10/17/2020 7:48 PM
77	full large loop around edges of Elverson with as much as possible off of 82 and 23. and i'd like a loop that would be half that by adding the trail along summerfield/Vixen Hill and cemetery for when i want a shrter one. I also want to be able to get to the Blue Rocks and join up to Horseshoe trail. and over the Coffeeshouse and Walmart -- i'd get a bike if could do those!!!	10/17/2020 3:37 PM
78	The elementary school, radio tower	10/17/2020 1:42 PM
79	French Creek State Park, Walmart, West Nantmeal Park	10/17/2020 11:51 AM
80	into Elverson from Homestead Dr	10/17/2020 10:46 AM
81	W Nantmeal Park, TV Elem School, Wamart, Gux Deli, Dougs pharmacy, Fr Creek St Park	10/17/2020 10:24 AM
82	destinations west - through Morgantown and beyond and West Nantmeal Township park	10/16/2020 9:08 AM
83	test	10/14/2020 2:22 PM

## COMPLETE SURVEY RESULTS

## Q8 What types of recreation do you and your family do on the roads, sidewalks and trails in the area? (Select all that apply)

Answered: 114 Skipped: 13



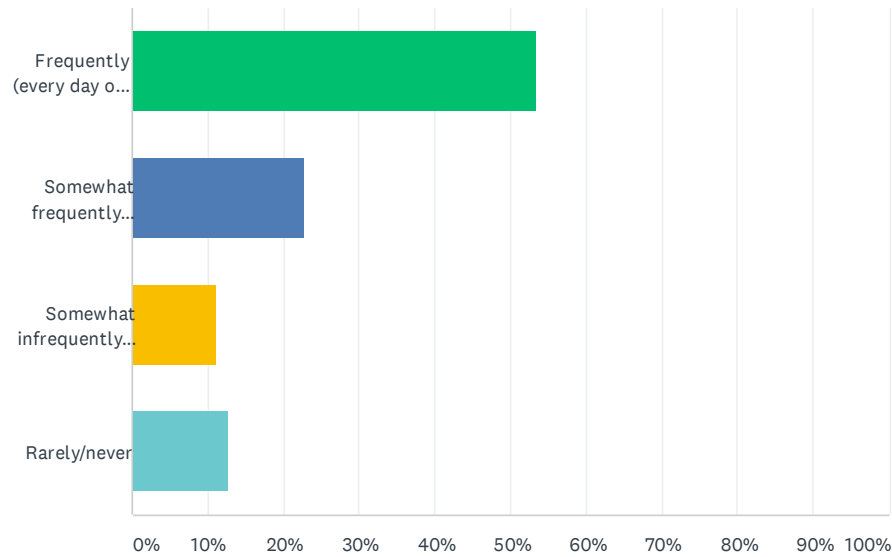
ANSWER CHOICES	RESPONSES	
Ride a bike	47.37%	54
Walk/jog	92.11%	105
Walk a pet	50.88%	58
Push a stroller	10.53%	12
Use a wheelchair (motorized or non-motorized)	1.75%	2
Other (please specify)	4.39%	5
Total Respondents: 114		

#	OTHER (PLEASE SPECIFY)	DATE
1	Scooter- grandkids	3/4/2021 11:04 PM
2	horseback ride	3/4/2021 3:34 PM
3	Walk with small childeen	1/27/2021 5:52 PM
4	would like to ride bikes too, but do not feel safe anywhere in Elverson area.	1/27/2021 3:57 PM
5	unable to walk any distance	10/18/2020 9:00 AM

COMPLETE SURVEY RESULTS

Q9 How often do you walk or bike on the road, sidewalks or trails within the Borough of Elverson for fun or exercise?

Answered: 118    Skipped: 9



ANSWER CHOICES		RESPONSES	
Frequently (every day or nearly every day)		53.39%	63
Somewhat frequently (several times a month)		22.88%	27
Somewhat infrequently (several times a year)		11.02%	13
Rarely/never		12.71%	15
TOTAL			118



## COMPLETE SURVEY RESULTS

## Q10 Where are your favorite places to walk or bike in and around Elverson? (Please list)

Answered: 90 Skipped: 37

#	RESPONSES	DATE
1	All around Elverson	4/10/2021 10:56 AM
2	my neighborhood	3/31/2021 3:11 PM
3	Summerfield community and nearby parks	3/24/2021 9:08 PM
4	Through Summerfield	3/22/2021 10:46 AM
5	From Summerfield to Ammon Road - then Hopewell road and beyond	3/18/2021 12:02 PM
6	Summerfield	3/6/2021 11:04 AM
7	French Creek State Park. and Red Hill Road area	3/5/2021 7:11 PM
8	French Creek Park	3/5/2021 1:14 PM
9	Summerfield	3/4/2021 11:04 PM
10	French Creek Park and country roads.	3/4/2021 4:23 PM
11	The park and to Giovannis	3/4/2021 3:54 PM
12	Around Summerfield	3/4/2021 3:34 PM
13	I would like to be able to walk to Warwick park.. but I cannot because of speeding traffics	3/4/2021 3:29 PM
14	state gamelands, warwick park french creek french creek elementary	3/4/2021 3:26 PM
15	french creek	3/4/2021 3:18 PM
16	Summerfield	1/29/2021 9:24 AM
17	Summerfield, elverson borough, Living Good Park	1/28/2021 5:40 PM
18	post office etc	1/28/2021 4:45 PM
19	Summerfield has the best paths for walking	1/28/2021 3:23 PM
20	Park	1/28/2021 12:19 PM
21	My neighborhood (not a lot of traffic) or I drive to West Nantmeal	1/28/2021 10:52 AM
22	Summerfield & Living good park	1/28/2021 10:07 AM
23	my neighborhood	1/28/2021 9:04 AM
24	Park, main street stores	1/28/2021 8:32 AM
25	Park and trail behind Hopewell Manor	1/28/2021 8:14 AM
26	Summerfield, Livingood park	1/28/2021 7:44 AM
27	in town right now would like to be able to walk or travel safely to shopping center	1/28/2021 6:52 AM
28	the park	1/27/2021 11:53 PM
29	The park near the car wash. I do not feel it is safe enough to go further than this. My son raves mountain bikes are there aren't many places close to ride.	1/27/2021 11:44 PM
30	Summerfield development, living good park	1/27/2021 9:42 PM
31	Main Street, park, gravel trail	1/27/2021 9:19 PM

## COMPLETE SURVEY RESULTS

32	The park, up and down main street, anywhere really	1/27/2021 9:04 PM
33	West Nantmeal or Sweetwaater drive	1/27/2021 8:44 PM
34	Livingood and the trail behind the old train station	1/27/2021 8:35 PM
35	Trail that loops behind over 55 community Around summer field	1/27/2021 8:23 PM
36	Sidewalks thru town. Summerfield	1/27/2021 8:03 PM
37	Out chestnut street to Ammon Road to Hopewell All around town	1/27/2021 7:09 PM
38	Just in Summerfield	1/27/2021 6:29 PM
39	Summerfield, Brick lane church, Livinggood park	1/27/2021 6:29 PM
40	Right now only in Summerfield	1/27/2021 6:19 PM
41	Summerfield, Brick Lane, Rt 23 on sidewalk	1/27/2021 5:52 PM
42	Park Because it safe don't have to worry about getting ran over. I would love to walk to the shopping center and to church. And the pharmacy.	1/27/2021 5:36 PM
43	NA	1/27/2021 5:17 PM
44	Summerfield, Main street	1/27/2021 5:14 PM
45	Summerfield, Route 23, Livingood Park	1/27/2021 4:55 PM
46	Summerfield	1/27/2021 4:42 PM
47	Summerfield Development, Parkside Development, Livingood Park	1/27/2021 4:20 PM
48	West Nantmeal. Isabella Rd	1/27/2021 4:18 PM
49	Park, pathes for exercise	1/27/2021 4:12 PM
50	Summerfield,the roads north of Main street	1/27/2021 3:57 PM
51	see previous answer	1/27/2021 3:57 PM
52	around Summerfield to Livingood	1/27/2021 3:42 PM
53	livingood park area	11/18/2020 9:00 AM
54	Walk around Summerfield	11/16/2020 1:29 PM
55	Through Summerfield, Parkside, Livingood Park, and loop around N. Chestnut St. to Elverson Rd. and back to Main St.	11/16/2020 12:45 PM
56	Park	10/26/2020 7:01 PM
57	Park and neighborhood by post office	10/26/2020 5:13 PM
58	livingood,	10/26/2020 4:21 PM
59	Living Good Park Summerfield walkways Main Street	10/26/2020 12:06 PM
60	Livingood Park	10/26/2020 8:36 AM
61	Walking through Summerfield, Elverson and Parkside.	10/24/2020 3:42 PM
62	The park	10/24/2020 2:08 PM
63	Livingood Park, loops around town - the larger the better: so opening up from Springfield over to the Hopewell Spur and a bit more of Brick Lane and a clear path between Summerfields and Parkside/Livingood would be wonderful.	10/23/2020 5:17 PM
64	Around town	10/22/2020 2:21 PM
65	The park, the area around French Creek, and I'm still discovering and exploring new areas since I've only been a resident for 3 years.	10/22/2020 2:18 PM
66	Summerfield but looking forward to expand walk	10/22/2020 2:05 PM

**COMPLETE SURVEY RESULTS**

67	Around the subdivision	10/22/2020 1:54 PM
68	West Nantmeal, French Creek, Living good	10/22/2020 1:49 PM
69	We live outside of Elverson Borough so we can't because there are no sidewalks to get there	10/22/2020 1:44 PM
70	On the sidewalks!	10/22/2020 1:23 PM
71	Summerfield, downtown Elverson, Livingood Park	10/21/2020 9:40 PM
72	Summerfield on Elverson road to Ammon Road	10/19/2020 10:36 AM
73	Summerfield	10/18/2020 8:10 PM
74	livingood park, Summerfield	10/18/2020 4:36 PM
75	Summerfield	10/18/2020 3:13 PM
76	West Brandywine park on rt 82	10/18/2020 2:20 PM
77	the trails	10/18/2020 11:40 AM
78	Mail Box	10/18/2020 9:00 AM
79	Summerfield	10/18/2020 8:15 AM
80	Summerfield	10/18/2020 7:15 AM
81	Summerfield; Rt. 23 towards Warwick because of the wide shoulders	10/17/2020 8:10 PM
82	Summerfield	10/17/2020 7:58 PM
83	Summerfield	10/17/2020 7:50 PM
84	Summerfield, Livingood park, parkside	10/17/2020 7:26 PM
85	over to Livingood and along Hopewell spur	10/17/2020 3:43 PM
86	Livingood park	10/17/2020 1:43 PM
87	Boto and Summerfield development	10/17/2020 11:54 AM
88	Livingood Park	10/17/2020 10:27 AM
89	Main Street, Livingood Park and the trails in Summerfield	10/16/2020 9:11 AM
90	test	10/14/2020 2:25 PM



**COMPLETE SURVEY RESULTS**

67	Around the subdivision	10/22/2020 1:54 PM
68	West Nantmeal, French Creek, Living good	10/22/2020 1:49 PM
69	We live outside of Elverson Borough so we can't because there are no sidewalks to get there	10/22/2020 1:44 PM
70	On the sidewalks!	10/22/2020 1:23 PM
71	Summerfield, downtown Elverson, Livingood Park	10/21/2020 9:40 PM
72	Summerfield on Elverson road to Ammon Road	10/19/2020 10:36 AM
73	Summerfield	10/18/2020 8:10 PM
74	livingood park, Summerfield	10/18/2020 4:36 PM
75	Summerfield	10/18/2020 3:13 PM
76	West Brandywine park on rt 82	10/18/2020 2:20 PM
77	the trails	10/18/2020 11:40 AM
78	Mail Box	10/18/2020 9:00 AM
79	Summerfield	10/18/2020 8:15 AM
80	Summerfield	10/18/2020 7:15 AM
81	Summerfield; Rt. 23 towards Warwick because of the wide shoulders	10/17/2020 8:10 PM
82	Summerfield	10/17/2020 7:58 PM
83	Summerfield	10/17/2020 7:50 PM
84	Summerfield, Livingood park, parkside	10/17/2020 7:26 PM
85	over to Livingood and along Hopewell spur	10/17/2020 3:43 PM
86	Livingood park	10/17/2020 1:43 PM
87	Boto and Summerfield development	10/17/2020 11:54 AM
88	Livingood Park	10/17/2020 10:27 AM
89	Main Street, Livingood Park and the trails in Summerfield	10/16/2020 9:11 AM
90	test	10/14/2020 2:25 PM

## COMPLETE SURVEY RESULTS

### Q11 If you drive to access places outside the Borough of Elverson to walk or bike for recreation, please list those places:

Answered: 81    Skipped: 46

#	RESPONSES	DATE
1	French Creek, Warwick Park, Hibernian Park, Nantmeal Park, etc	3/24/2021 9:08 PM
2	French Creek Park	3/18/2021 12:02 PM
3	French creek	3/6/2021 11:20 AM
4	French Creek Park; Warwick Park;	3/6/2021 11:04 AM
5	Nolte Forest,Berks Nature's The Nature Place, Park in the Green Hills, Hibernia Park, Blue Marsh Lake, Warwick Park, Crow's Nest & parts of Horseshoe Trail	3/5/2021 7:11 PM
6	Wyomissing Park	3/5/2021 1:14 PM
7	Hibernia , Conshohocken	3/4/2021 11:04 PM
8	Schuylkill and Perkiomen trail.	3/4/2021 4:23 PM
9	All local schools, Walmart, to Morgantown shopping centers, Sheetz, Valley Ponds neighborhood	3/4/2021 3:54 PM
10	Warwick, Bryn Coed, Birchrunville	3/4/2021 3:34 PM
11	I would typically get drive to a place outside of the borough. n/a	3/4/2021 3:29 PM
12	warwick park french creek park french creek elementary	3/4/2021 3:26 PM
13	Crows nest reserve, St. Peter's, Warwick county park, french creek state park, hibernia park, and many other local trails	2/18/2021 8:41 AM
14	Schukyll trail	1/29/2021 10:49 AM
15	Walmart plaza	1/29/2021 9:24 AM
16	crows nest, french creek, warwick, st. Peters, horseshoe trail	1/28/2021 5:40 PM
17	Schuylkill river trail, French creek park	1/28/2021 12:19 PM
18	Gring's Mill, different SRT locations, Wyomissing Park	1/28/2021 10:52 AM
19	Walmart	1/28/2021 10:07 AM
20	Parks	1/28/2021 9:04 AM
21	French Creek State Park, warwick park, Struble Trail, St. Peter's Village, a variety of preserves in the area	1/28/2021 8:32 AM
22	West Nantmeal park, Crows Nest Preserve, French Creek Park, St Peters Village	1/28/2021 7:44 AM
23	walmart, AJ's, Lowes	1/28/2021 6:52 AM
24	Hay Creek Trails.	1/27/2021 11:44 PM
25	Morgantown	1/27/2021 9:55 PM
26	French creek, St. Peter's village	1/27/2021 9:42 PM
27	Warwick, saint peters, Chester springs,Exeter	1/27/2021 9:19 PM
28	Exton has lots of actual trails, like marsh creek state park and other places. i like them a lot	1/27/2021 9:04 PM
29	French Creek	1/27/2021 8:35 PM

## COMPLETE SURVEY RESULTS

30	Warwick park French creek	1/27/2021 8:23 PM
31	Crows Nest, Industrial Park Hemlock rd	1/27/2021 8:03 PM
32	French Creek State Park	1/27/2021 7:25 PM
33	French Creek Park surrounding farm lands East Nantmeal Park	1/27/2021 7:09 PM
34	Walmart, French Creek Park, Elementary school Twin Valley High school	1/27/2021 6:29 PM
35	Warwick Park	1/27/2021 6:19 PM
36	Warwick park, springton farm, Bryn coed, Welkinweir, Binky Lee, T Brinkley Preserve	1/27/2021 5:52 PM
37	I would head towards Morgantown 75% of the time.	1/27/2021 5:36 PM
38	NA	1/27/2021 5:17 PM
39	French Creek, East Nantmeal park	1/27/2021 5:14 PM
40	French creek	1/27/2021 5:03 PM
41	Stores in Morgantown	1/27/2021 4:42 PM
42	French creek state park, Hopewell furnace, twin valley elementary center	1/27/2021 4:20 PM
43	Many places that have trails	1/27/2021 4:18 PM
44	French creek park , west nantmeal township bldg, Warwick park	1/27/2021 4:12 PM
45	French creek state park Marsh Creek Chester County Trail Upland Farm Park	1/27/2021 3:59 PM
46	French Creek	1/27/2021 3:57 PM
47	Warwick Park	1/27/2021 3:57 PM
48	French Creek State Park, Warwick park	11/16/2020 1:29 PM
49	Morgantown crossings	10/26/2020 5:13 PM
50	west nant park, french creek	10/26/2020 4:21 PM
51	N/A	10/26/2020 12:06 PM
52	West Nantmeal Memorial Park, Warwick Park	10/26/2020 8:36 AM
53	Bike Trails: Perkiomen, Gring's Mill, Northwest River Trail, Exton Park. Walking: French Creek State Park, Warwick Park	10/24/2020 3:42 PM
54	Parks, food store	10/24/2020 2:08 PM
55	Warwick Park, St. Peter's, French Creek, Marsh Creek, North Coventry Town Park,	10/23/2020 5:17 PM
56	None	10/22/2020 2:21 PM
57	Hawk Mountain, The Poconos (around the southern area) - Blue Mountain	10/22/2020 2:18 PM
58	Church Giant	10/22/2020 2:05 PM
59	St. Peter Village, other walking parks	10/22/2020 1:54 PM
60	Hibernia, Valley Forge, Kerr Park	10/22/2020 1:49 PM
61	West Nantmeal French Creek	10/22/2020 1:44 PM
62	Reading, Exton, Paoli, Philadelphia	10/22/2020 1:23 PM
63	Schuykill River trail from Birdsboro as far as Valley Forge/ Thun Trail from Gibraltar to Reading/Bartrum Trail in Hamburg/Strubel Trail to Downingtown / Lebanon County Trail in Elizabethtown	10/21/2020 9:40 PM
64	West Nantmeal Township Community Park	10/18/2020 8:10 PM
65	French creek, hopewell, joanna furnace	10/18/2020 4:36 PM
66	Shopping center. King of Prussia. Downingtown lancaster	10/18/2020 3:13 PM



**COMPLETE SURVEY RESULTS**

68	Reading area	10/18/2020 1:15 PM
69	French Creek	10/18/2020 11:40 AM
70	Glenmoore Exton Downingtown	10/18/2020 9:00 AM
71	French Creek	10/18/2020 7:15 AM
72	French Creek, Warwick Park, Crows Nest Preserve, St. Peter's Village	10/17/2020 8:10 PM
73	French Creek Park	10/17/2020 7:58 PM
74	Warwick park. Freedoms foundation. Kerr park.	10/17/2020 7:50 PM
75	Crows Nest. Bentley preserve	10/17/2020 7:26 PM
76	French Creek, Marsh Creek, North Coventry, the trails around St Peters, Warwick Park, Nolde Environmental Center, Crowe's Nest....	10/17/2020 3:43 PM
77	St. Pete's, French creek	10/17/2020 1:43 PM
78	Walmart, Lowe's, etc	10/17/2020 11:54 AM
79	Fr Creek Hopewell Historic Site Warwick Park Crows Nest St Peters Village	10/17/2020 10:27 AM
80	West Nantmeal Park	10/16/2020 9:11 AM
81	test	10/14/2020 2:25 PM

## COMPLETE SURVEY RESULTS

**Q12** If there were safe infrastructure in place, would you consider walking or biking to any of the destinations you listed in question 11? If so, please list which of those destinations you would consider walking or biking to.

Answered: 72 Skipped: 55

#	RESPONSES	DATE
1	NA	3/31/2021 3:11 PM
2	No	3/24/2021 9:08 PM
3	French Creek Park may be too far but I would like to walk to Morgantown and areas north of Elverson..	3/18/2021 12:02 PM
4	Yes, French creek	3/6/2021 11:20 AM
5	Frence Creek and Crow's Nest	3/5/2021 7:11 PM
6	A few years ago there was a plan to develop the old railroad route into a pedestrian trail...my understanding is that there was some opposition to this from certain well financed quarters. I thought this trail would have been great for our community.	3/5/2021 1:14 PM
7	yes	3/4/2021 4:23 PM
8	Yes! I would walk all over Elverson and Morgantown if I felt safe and had a specific spot to be able to walk or bike on	3/4/2021 3:54 PM
9	Absolutely!!! I would walk to Peter's village, and in and out of the trails surrounding Warwick park	3/4/2021 3:29 PM
10	yes all	3/4/2021 3:26 PM
11	all	3/4/2021 3:18 PM
12	Biking to any of the above	2/18/2021 8:41 AM
13	Absolutely	1/29/2021 9:24 AM
14	St. Peters, Warwick, Horseshoe trail, Living Good Park	1/28/2021 5:40 PM
15	no	1/28/2021 4:45 PM
16	No	1/28/2021 9:04 AM
17	No, too far	1/28/2021 8:32 AM
18	Morgantown Crossing Shopping Ctr, Morgantown Coffee House,	1/28/2021 7:44 AM
19	As long as the weather is dry I would walk or ride	1/28/2021 6:59 AM
20	all	1/28/2021 6:52 AM
21	Possible	1/27/2021 11:44 PM
22	yes	1/27/2021 9:55 PM
23	Both French Creek and St. Peter's	1/27/2021 9:42 PM
24	Saint peters	1/27/2021 9:19 PM
25	i would definitely stay in elverson more if so	1/27/2021 9:04 PM
26	Too far	1/27/2021 8:35 PM
27	No, too far with toddlers in tow	1/27/2021 8:23 PM

## COMPLETE SURVEY RESULTS

29	Possibly	1/27/2021 7:25 PM
30	Yes all	1/27/2021 7:09 PM
31	Walmart, Elementary school Twin Valley High school	1/27/2021 6:29 PM
32	Warwick Park	1/27/2021 6:19 PM
33	All too far to walk- but would use trails close to home	1/27/2021 5:52 PM
34	Dunkin' Donuts Walmart church Doug's pharmacy JUST MOMS	1/27/2021 5:36 PM
35	NA	1/27/2021 5:17 PM
36	Bike to French Creek, Walk to East Nantmeal park	1/27/2021 5:14 PM
37	Yes	1/27/2021 5:03 PM
38	Yes. All.	1/27/2021 4:20 PM
39	No. They are still too far. What I would love are safe trails for about 3 miles without killer hills	1/27/2021 4:12 PM
40	All of them	1/27/2021 3:59 PM
41	biking to Warwick	1/27/2021 3:57 PM
42	Nana teal park	10/26/2020 7:01 PM
43	Yes	10/26/2020 5:13 PM
44	west nant park, french creek	10/26/2020 4:21 PM
45	West Nantmeal Memorial Park	10/26/2020 8:36 AM
46	French Creek, Warwick Park	10/24/2020 3:42 PM
47	Food store	10/24/2020 2:08 PM
48	Warwick, St. Peter's, French Creek	10/23/2020 5:17 PM
49	Yes	10/22/2020 2:21 PM
50	None - they are too far	10/22/2020 2:18 PM
51	Not sure	10/22/2020 2:05 PM
52	Yes - hiking	10/22/2020 1:49 PM
53	Yes we would absolutely bike or walk to West Nantmeal park if we could safely get there.	10/22/2020 1:44 PM
54	No	10/22/2020 1:23 PM
55	The only trail that is close enough to us to possibly make this happen, is the Schuylkill River Trail.	10/21/2020 9:40 PM
56	West Nantmeal Park French Creek State Park	10/19/2020 10:36 AM
57	No	10/18/2020 8:10 PM
58	All the above	10/18/2020 4:36 PM
59	Shopping center	10/18/2020 3:13 PM
60	Grocery store, restaurants	10/18/2020 2:20 PM
61	No	10/18/2020 1:15 PM
62	no	10/18/2020 11:40 AM
63	no unable	10/18/2020 9:00 AM
64	Yes, all	10/17/2020 8:10 PM
65	French Creek Park	10/17/2020 7:58 PM



**COMPLETE SURVEY RESULTS**

67	No	10/17/2020 7:26 PM
68	French Creek, St Peters	10/17/2020 3:43 PM
69	Yes both places	10/17/2020 1:43 PM
70	All	10/17/2020 11:54 AM
71	YES ALL	10/17/2020 10:27 AM
72	yes	10/16/2020 9:11 AM

## COMPLETE SURVEY RESULTS

### Q13 Please provide any other comments you have about walking or biking in and around Elverson.

Answered: 39 Skipped: 88

#	RESPONSES	DATE
1	I think we have plenty of Streets ,sidewalks now to utilize! I am not in favor of adding any more trails in our neighborhood!	3/24/2021 9:08 PM
2	N/A	3/5/2021 1:14 PM
3	This would be amazing if it expanded!	3/4/2021 3:54 PM
4	Would like a walking path for recreational use	3/4/2021 3:52 PM
5	Bikes and walkers cannot be an impediment to vehicles -- it makes for an ugly relationship.	3/4/2021 3:34 PM
6	The traffic on Rt 23/ Ridge road is UNSAFE. Cars are excessively speeding! It is a shame because you have to cross rt23 to get to/ continue on the horseshoe trail. I tried it once and will never try it again. Cars were flying by. It doesn't matter that the speed limit is 35 in that area, no one actually goes the speed limit.	3/4/2021 3:29 PM
7	would like more trails	3/4/2021 3:26 PM
8	The current bike paths in the borough aren't dedicated bike lanes but lanes shared w/ vehicular traffic.	2/18/2021 8:41 AM
9	Definitely want a more bike friendly community	1/29/2021 9:24 AM
10	Traffic moves too fast along 23 through the Borough	1/28/2021 5:40 PM
11	We already have many outsiders that park by the urgent care in our neighborhood and at the barn to walk. It can cause security concerns for the neighborhood.	1/28/2021 3:23 PM
12	I would be pleased if there were just more walking/biking paths designated for recreation as opposed to a specific destination Could the wooded trail behind the Senior Living Home in the borough be expanded?	1/28/2021 7:44 AM
13	i really want to be able to feel safe walking around.	1/27/2021 9:04 PM
14	Thank You for pursuing this endeavor for our community	1/27/2021 8:35 PM
15	It would be nice to have a safer way to cross 23, all playgrounds are on the other side of 23 and crossing with two toddlers and bikes/strollers is unsafe especially at certain times of the day.	1/27/2021 8:23 PM
16	I would like to walk to some more natural places instead of just around my eighborhood	1/27/2021 6:29 PM
17	Although we have large painted signage on RT23 stating bike lanes, it is very unsafe to ride a bike there. I would definitely like to see a trail connecting Summerfield to Parkside and a trail from Parkside down to the elementary school.	1/27/2021 6:29 PM
18	I think it would be a great idea do you have a walking trail going to the shopping center to the park. The cars fly through town even with the speed sign up.	1/27/2021 5:36 PM
19	NA	1/27/2021 5:17 PM
20	Would love to see walking and biking trails in the Elverson area!	1/27/2021 4:18 PM
21	We need a pathway from Summerfield over to Park Rd.. And a crosswalk over 82 where drivers respect anyone trying to cross there.	1/27/2021 4:12 PM
22	Lots of roads in Elverson area do not have sidewalks, not safe to walk on any roads without them, trail behind retirement home totally unkept, trees down etc. Anything you do, please plan on maintenance too.	1/27/2021 3:57 PM

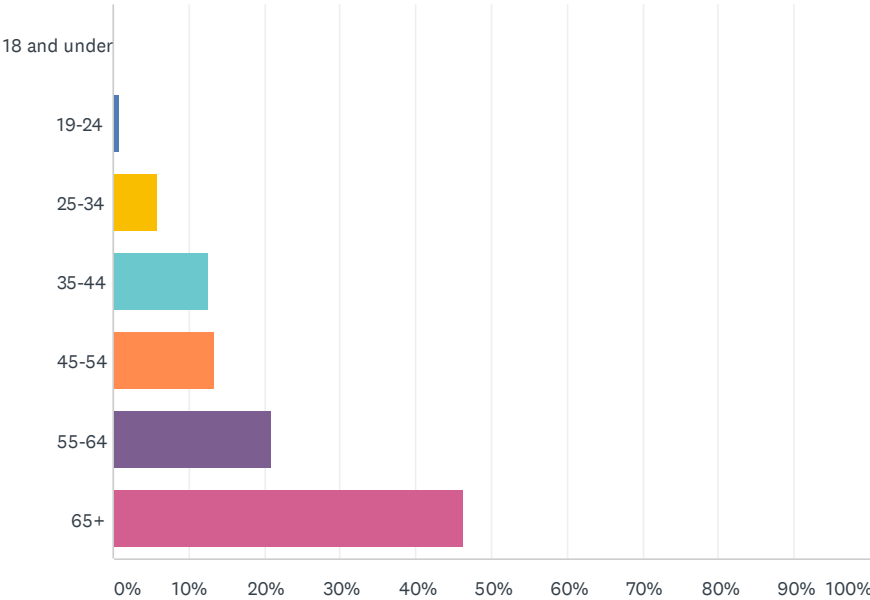
## COMPLETE SURVEY RESULTS

24	We always feel safe on our 1-1 1/2 hr. walks. The loop around N. Chestnut St. is the worst as far as walking on the road goes. It would be very nice to have crosswalks signs for cars to stop to allow you to cross on Main St.	11/16/2020 12:45 PM
25	Crosswalk signs needed please ! The little guy that sits in the middle of the crosswalk so people know to stop	10/26/2020 7:01 PM
26	the south sidewalk of Main st is unsafe to walk on. Too close to traffic and speeds too high. The state police NEVER enforce limits on main st. Instead they spend their time at wnantmeal park and the elem school. We need to adjust their priorities.	10/26/2020 4:21 PM
27	Within Summerfield, except for connecting to other destinations, there are probably enough walkways. Expanding trails outside of Summerfield would be advanyangeous.	10/26/2020 12:06 PM
28	Positively treacherous to bike on Route 23 through Elverson. Bad idea to paint biking trail icon on road surface.	10/24/2020 3:42 PM
29	Nolde Forest in Berks County could be a trail, to; thou walk destination	10/22/2020 2:18 PM
30	The roads have high speed limits around here, those roads need sidewalks for safety	10/22/2020 1:44 PM
31	A trail that runs through residential areas and behind houses is not appropriate	10/22/2020 1:23 PM
32	It is a beautiful area	10/18/2020 3:13 PM
33	Signs tell you how far you have walkef	10/18/2020 2:20 PM
34	People walk in street even tho a sidewalk is available on S Pine Street	10/18/2020 1:15 PM
35	I feel it is very safe	10/18/2020 7:15 AM
36	It would be great to have a network of trails that connect with other county trails	10/17/2020 8:10 PM
37	Drivers disregard the speed limit on roads.	10/17/2020 7:58 PM
38	would like to access some of the designated open spaces safely	10/17/2020 10:27 AM
39	I am in strong support of connecting the trail system within the Borough of Elverson so we who live in the Borough can walk pretty much everywhere safely.	10/16/2020 9:11 AM



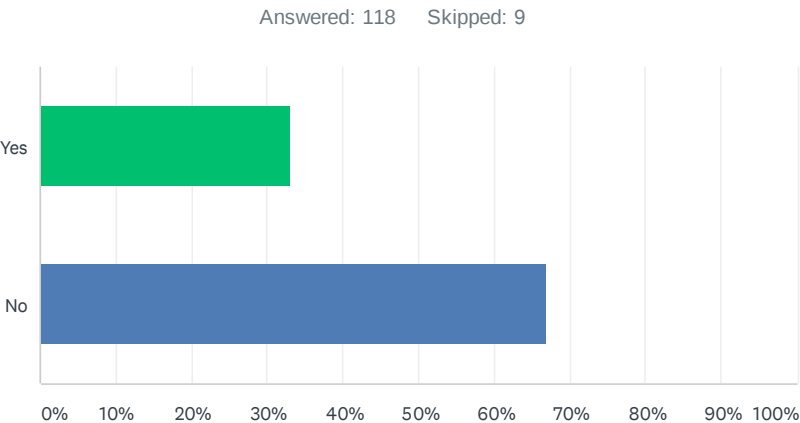
Q14 Please select your age range:

Answered: 119    Skipped: 8



ANSWER CHOICES		RESPONSES	
18 and under		0.00%	0
19-24		0.84%	1
25-34		5.88%	7
35-44		12.61%	15
45-54		13.45%	16
55-64		21.01%	25
65+		46.22%	55
TOTAL			119

Q15 Is anyone in your household 18 years old or under?

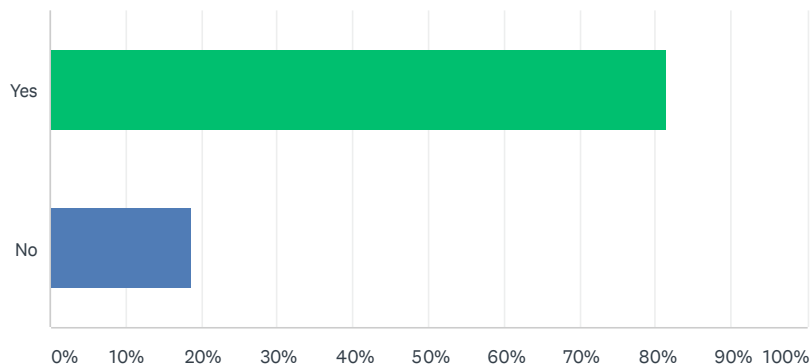


ANSWER CHOICES	RESPONSES	
Yes	33.05%	39
No	66.95%	79
TOTAL		118

## COMPLETE SURVEY RESULTS

## Q16 Are you a resident of the Borough of Elverson?

Answered: 118 Skipped: 9



ANSWER CHOICES	RESPONSES
Yes	81.36% 96
No	18.64% 22
TOTAL	118

#	IF NO, PLEASE LIST THE TOWNSHIP OR BOROUGH YOU LIVE IN.	DATE
1	Caernarvon	3/6/2021 11:20 AM
2	Birdsboro (Geigertown)	3/5/2021 1:15 PM
3	Warwick	3/4/2021 10:50 PM
4	Warwick	3/4/2021 4:36 PM
5	Morgantown	3/4/2021 3:54 PM
6	Caernarvon	3/4/2021 3:52 PM
7	Caernarvon	3/4/2021 3:19 PM
8	West Nantmeal	1/30/2021 11:25 PM
9	Honey brook township	1/29/2021 9:33 PM
10	Honeybrook	1/29/2021 10:50 AM
11	Robeson	1/28/2021 12:19 PM
12	Honeybrook Twp, Elverson P.O.	1/28/2021 7:00 AM
13	West nantmeal	1/27/2021 9:20 PM
14	West Nantmeal	1/27/2021 8:44 PM
15	Elverson	1/27/2021 6:30 PM
16	Morgantown	1/27/2021 6:08 PM
17	Elverson work	1/27/2021 5:38 PM
18	Caernarvon ( biking,walking distance from Elverson).	1/27/2021 5:05 PM
19	Robeson	1/27/2021 5:04 PM

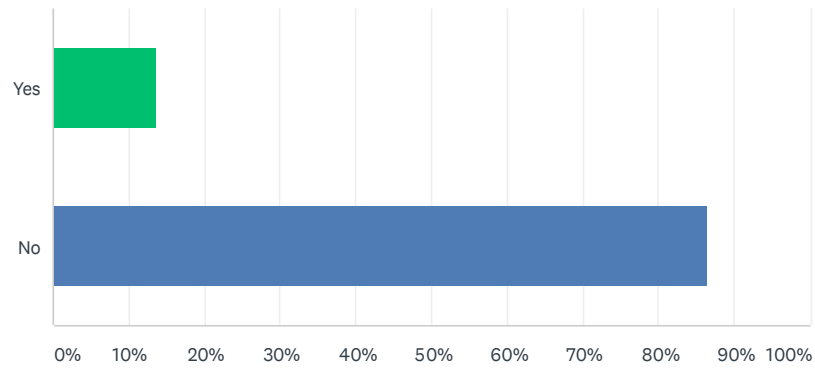


**COMPLETE SURVEY RESULTS**

21	West Nantmeal	1/27/2021 3:59 PM
22	West Nantmeal Township	10/22/2020 1:50 PM
23	West Nantmeal Township	10/22/2020 1:44 PM

**COMPLETE SURVEY RESULTS****Q17 Do you work in the Borough of Elverson?**

Answered: 118   Skipped: 9



ANSWER CHOICES		RESPONSES	
Yes		13.56%	16
No		86.44%	102
TOTAL			118

## COMPLETE SURVEY RESULTS



APPENDIX B

**POTENTIAL FUTURE  
TRAIL CONNECTION -  
BOROUGH HALL TO  
SOUTH PINE STREET**

**POTENTIAL FUTURE TRAIL CONNECTION - BOROUGH HALL TO SOUTH PINE STREET**

Throughout this planning process there was general consensus from Elverson residents as to which potential active transportation connections should be prioritized. However, one of the connections proposed by the Plan's Task Force was viewed unfavorably by multiple residents who attended the public open house on April 10, 2021. As a result, this connection was removed from the Active Transportation Plan and is not included in the Plan's recommendations. However, this Appendix serves to memorialize the interest in this connection held by some residents so that if public opinion of trails should change and this connection should be desired, a record of the concept exists. If this trail or some variation thereof were to be implemented, the Borough would need to undertake a planning process with robust public input opportunities. This trail connection would likely not be pursued until progress was made on the Priority 1 projects described in this plan, or if Vixen Hill property were to be redeveloped.

The potential future trail would serve to connect South Pine Street to Borough Hall, a connection that is not addressed by the recommended Active Transportation Network presented in this Plan. Beginning at Main St. (PA-23) and South Pine St., the alignment would utilize sidewalks on South Pine St. to the driveway of parcel 13-4-76.4. The path would then cross through that parcel to the former rail corridor on Vixen Hill's property, following the corridor to the southeast corner of Vixen Hill's property, then turning west to follow the southeastern property line. The trail would then require excavation of the existing earthen berm between the Summerfield development and Vixen Hill's property to continue through the woods between Vixen Hill and Summerfield. There are already worn paths in this area, indicating that this area is already used informally as a trail. The path would then cut through the south western corner of Vixen Hill's property onto the cemetery's property, following the eastern property line of the cemetery to the existing maintenance shed, where it would turn west, following the existing cemetery drive and mown path through meadow to

## POTENTIAL FUTURE TRAIL CONNECTION - BOROUGH HALL TO SOUTH PINE STREET

connect to Murray Drive and then on to Borough Hall on South Chestnut St.

An alternative to this alignment was studied by the Task Force after public participation component of this planning process had ended. Instead of beginning on South Pine St., the path could instead begin at the intersection of Brewery Lane and PA-23 (directly across the street from the existing Hopewell Spur Trail's terminus) and continue up Brewery lane as a sidewalk. It could then turn west to pass behind parcels 13-4-67 and 13-4-69 and potentially pass through the undeveloped 13-4-66 property to follow the eastern boundary of the cemetery, then continue on to the cemetery drive that extends from Murray Drive, following the previously described alignment.

Both these options - particularly the first- would provide a naturalistic setting within the heart of the Borough- a truly unique experience.

## POTENTIAL FUTURE TRAIL CONNECTION - BOROUGH HALL TO SOUTH PINE STREET



APPENDIX C

**HOPEWELL  
SPUR EASEMENT  
DECLARATION  
DOCUMENT**

**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT****GRANT OF CONSERVATION EASEMENT**

**THIS GRANT OF RECREATIONAL TRAIL EASEMENT** made this Ninth Day of July, A.D. 2009, by the Borough of Elverson, having an address at 101 S. Chestnut Street, P. O. Box 206, Elverson PA 19520 (hereinafter called "Grantor") in favor of the County of Chester, a political subdivision and municipal corporation and County of the Third Class (hereinafter called "Grantee").

**WITNESSETH:**

**WHEREAS**, Counties are authorized to acquire interests in real property to protect and conserve natural or scenic resources, to protect scenic areas, to preserve sites of historic, geologic or botanic interest, to promote sound, cohesive and efficient land development by preserving open spaces between communities, creating public trails and linkages, and for purposes consistent with the terms of the Conservation and Land Development Act (the "Conservation Act"), PA. Stat. Ann. Title 32, Section 5001 et seq.; and

**WHEREAS**, the Commissioners of Chester County have determined that it is in the best interests of its citizens to preserve open space and make them publicly accessible through public trails and public trail linkages consistent with *Landscapes*, the Policy Element of the County Comprehensive Plan (1996), *Linking Landscapes: A Plan for the Protected Open Space Network in Chester County, PA*, the Open Space Element of the County Comprehensive Plan (2002) and the Conservation Act; and

**WHEREAS**, Elverson Fire Company Number 1 is the owner of two tracts of land and Grantor is the owner of two tracts of land, all of which are situate in Elverson Borough, Chester County, Pennsylvania and known respectively as Parcel Nos. 13-2-19.1, 13-4-24, 13-4-29, and 13-4-29.1 (hereinafter "the Properties"), the deeds thereto having been recorded in the office of the Chester County Recorder of Deeds in Deed Books and Pages as follows, respectively: Deed Book 6061, Page 938, Deed Book X-15, Page 343; Deed Book 4157, Page 1747; and Deed book 6728, Page 846; and containing 6.638 acres more or less; and

**WHEREAS**, Elverson Fire Company Number 1 intends to transfer its interest and Grantor part of its interest in said Properties to Hopewell Village Associates, L.P., located at 722 Yorklyn Road, Suite 350 Hockessin, Delaware, 19701 (hereinafter "the Developer"), for the Developer to construct age-restricted, low- to moderate-income living facilities, with the Grantor to subsequently own in fee interest all of "Parcel B" as shown on the Plan of the Developer, which includes in part an area as follows:

Easement area, containing 1.334 acres, more or less, located within Parcel B in the Plan of the Developer, said Plan entitled "Hopewell Manor", prepared by D. L. Howell Civil Engineering and Land Planning, revised May 8, 2009. The easement area of 1.334 acres referenced above is hereinafter called "Trail Easement Area";

**WHEREAS**, the Trail Easement Area is more particularly described in a legal description, attached hereto as "Exhibit A", prepared by Howell-Kline Surveying, dated May 8, 2009, attached hereto as Exhibit A and incorporated herein by reference; and

**WHEREAS**, Grantor agrees to provide a trail and trailhead easement to the Grantee via this Conservation Easement for the construction of a multi-use recreational trail and related trailhead vehicular parking running along the eastern border of Parcel A in a north-south direction, and also along the northern border of the property in an east-west direction. The dimensions and configuration of said

## HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT

easement are more-fully described as the Trail Easement Area within Parcel B, in the Plan by the Developer, and incorporating the following sheets herein as part of this easement:

Sheet 1, Drawing C01.1, Title Plan  
 Sheet 2, Drawing C01.2, Lot Line/Legal Document Plan  
 Sheet 6, Drawing C03.1, Grading and Utilities Plan  
 Sheet 7, Drawing C04.1, Erosion and Sedimentation Control Plan  
 Sheet 9, Drawing C06.1, Details; and

**WHEREAS**, Grantor will require the Developer to construct the portion of the Grantees's Hibernia and Boar's Back Trails within the Trail Easement Area of Parcel B, in accordance with the Grantee's requirements of the Developer as provided for in the above plan submittal by D. L. Howell; and

**WHEREAS**, the Grantee shall have the right to manage, operate, maintain and provide patrol and enforcement for the multi-use recreational trail a trail, together with associated recreation as established by the County through its Department of Parks and Recreation, including, but not limited to walking, jogging, bicycling, horseback riding, in-line skating, cross-country skiing, and motorized vehicles for the maintenance and patrol by authorized County staff or others having jurisdiction and cooperative agreements with the Grantee, and to preserve the lands immediately adjacent to the trail and part of the Trail Easement Area of Parcel B for use by the general public through and over Grantor's parcel and Grantor is willing to grant an easement to Grantee for such purposes.

**WHEREAS**, the Trail Easement Area possesses trail, natural, scenic, open space, historical, educational, and/or recreational values (collectively, "Public Benefits") of great importance to Grantor, the people of Chester County and the people of the Commonwealth of Pennsylvania; and

**WHEREAS**, Grantor intend that the Public Benefits of the Trail Easement Area be preserved and maintained by conveying to Grantee, the right to preserve a public trail corridor for ultimate public trail development and protect the Public Benefits of the Property in perpetuity; and

**WHEREAS**, public access trail(s) through the Property are permitted by this Easement for outdoor recreation, and/or the education of the general public.

**NOW THEREFORE**, in consideration of the above and the mutual covenants, terms, conditions, and restrictions contained herein, and for the further consideration of the sum of One Dollar [\$ 1.00] lawful money of the United States of America, the receipt of which is hereby acknowledged, and pursuant to the laws of Pennsylvania, Grantor hereby voluntarily grants, agrees, declares and conveys to Grantee a Conservation Easement in perpetuity over the Trail Easement Area of the nature and character and to the extent hereinafter set forth ("Easement").

1. **Statement of Grant**. Grantor hereby voluntarily, unconditionally and absolutely grants and conveys unto Grantee, its successors and assigns, in perpetuity, an Easement in Gross and a Declaration of Restrictive Covenants over the Trail Easement Area, conditional upon and concurrent with Grantor's acquisition, by fee-simple title, of the portion of Parcel B to be conveyed to Grantor by the Developer, as more particularly hereinafter set forth for the purposes of the following:

- 1.1 Construction, reconstruction, improvement, operation, repair, and maintenance of a Public Access Trail on Grantor's property and the necessary accessories and appurtenances used in connection therewith.

**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

9. Coal Interests. The following notice is given to and accepted by Grantor for the purpose and with the intention of compliance with the requirements of the Conservation and Preservation Easements Act. Nothing herein shall imply the presence or absence of workable coal seams or the severance of coal interest from the Easement Area

NOTICE: This Conservation Easement may impair the development of coal interests, including workable coal seams or coal interests which have been severed from the Easement Area.

10. Density Limitations. The Property and any portion thereof may be included as part of the gross area of other property at this site not subject to this Easement for the purposes of determining density, lot coverage, or open space requirements under otherwise applicable laws, regulations or ordinances controlling land use and building density. However, no development rights which have been encumbered or extinguished by this Easement shall be transferred to any other lands pursuant to a transferable development rights scheme or cluster development arrangement or otherwise. This easement extinguishes the development rights rendering them unavailable to use toward any open space requirements.

11. Notice, Approval and Discretionary Consent. In order to monitor compliance with the Purpose, Grantor shall notify (hereinafter "Grantors' Notice") Grantee in writing, no less than sixty (60) days prior to undertaking any activities either permitted under paragraph 5 or prohibited under paragraph 4 but deemed desirable due to unforeseen or changed circumstances. Grantors' Notice shall describe the nature, scope, design, location, timetable and any other material aspect of the proposed activity in sufficient detail to enable Grantee to make informed judgements as to its consistency with the Purposes of this Easement. Grantee may give its permission only if it determines that such activities: (1) do not violate the Purpose of this Easement; and (2) either enhance or do not impair any significant public benefits associated with the Trail Easement Area. Grantee's approval or disapproval must be in writing and given to Grantors within sixty (60) days of receipt of Grantor's Notice. In no event, however, shall Grantee agree to any activities that would result in the termination of this Easement or the development of any residential, commercial or industrial structures not provided for herein.

12.0 Grantee's Remedies:

- 12.1 Notice of Violation; Corrective Action. If Grantee determines that Grantors are in violation of the terms of this Easement or that a violation is threatened, Grantee shall give written notice to Grantors of such violation and demand that Grantors undertake corrective action sufficient to cure the violation and, where the violation involves injury to the Property resulting from any use or activity inconsistent with the Purposes of this Easement, to restore the portion of the Property so injured.
- 12.2 Injunctive Relief. If Grantors fail to cure the violation within thirty (30) days after receipt of notice thereof from Grantee or under circumstances where the violation cannot reasonably be cured within a thirty (30) day period, fail to begin curing such violation until finally cured, Grantee may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Easement, to enjoin the violation, ex parte as necessary, by temporary or permanent injunction, to recover any damages to which it may be entitled for violation of the terms of the Easement or injury to any Public Benefits protected by this Easement including damages for the loss of Public Benefits and to require the restoration of the Property to the condition that existed prior to any such injury.



## HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT

In addition, Grantor shall reimburse Grantee for the value of all attorneys' fees and costs associated with any action to enforce the rights of Grantee hereunder.

- 12.3 **Damages.** Without limiting Grantor's liability therefor, Grantee, in its sole discretion, may apply damages recovered to the cost of undertaking any corrective action on the property.
  - 12.4 **Emergency Enforcement.** If Grantee in its sole discretion, determines that circumstances require immediate action to prevent or mitigate significant damage to the Public Benefits of the Property, Grantee may pursue its remedies under this section 12 without prior notice to Grantors or without waiting for the period provided for cure to expire.
  - 12.5 **Scope of Relief.** Grantee's rights under this section 12 apply equally in the event of either actual or threatened violations of the terms of this Easement, and Grantors agree that Grantee's remedies at law for any violation of the terms of this Easement are inadequate and that Grantee shall be entitled to the injunctive relief described in this paragraph, both prohibitive and mandatory, in addition to such other relief to which Grantee may be entitled, including specific performance of the terms of this Easement, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. Grantee's remedies described in this paragraph shall be cumulative and shall be in addition to all remedies now or hereafter existing at law or in equity.
  - 12.6 **Costs of Enforcement.** Any costs incurred by Grantee in enforcing the terms of this Easement against Grantors, including, without limitation, costs of suit and attorneys' fees, and any costs of restoration necessitated by Grantor's violation of the terms of this Easement shall be borne by Grantors.
  - 12.7 **Grantee's Discretion.** Enforcement of the terms of this Easement shall be at the discretion of Grantee and any forbearance by Grantee to exercise its rights under this Easement in the event of any breach of any term of this Easement by Grantors shall not be deemed or construed to be a waiver by the Grantee of such term or of any subsequent breach of the same or any other term of this Easement or of any of Grantee's rights under this Easement. No delay or omission by Grantee in the exercise of any right or remedy upon any breach by Grantors shall impair such right or remedy or be construed as a waiver.
  - 12.8 **Waiver of Certain Defenses.** Grantor hereby waives any defense of laches, estoppel, or prescription.
  - 12.9 **Acts Beyond Grantor's Control.** Nothing contained in this Easement shall be construed to entitle Grantee to bring any action against Grantor for any injury to or change in the Property resulting from causes beyond Grantor's control, including, without limitation, fire, flood, storm, and earth movement, or from any prudent action taken by Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Trail Easement Area resulting from such causes.
13. **Grantor's Obligations.**
- 13.1 **Costs and Liabilities.** The Owner of Parcel A or his designee, successor, or assigns retains all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of Parcel A, as denoted in the Plan prepared by the Developer entitled "Hopewell Manor", prepared by D. L. Howell Civil Engineering and Land Planning, revised May 8, 2009. This includes the maintenance of adequate comprehensive general liability insurance coverage.
  - 13.2 **Hold Harmless.** Grantor hereby releases and agrees to hold harmless, indemnify, and

**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

defend Grantee, and its respective members, directors, officers, employees, agents, and contractors and the heirs, personal representative, successors, and assigns of each (collectively "Indemnified Parties") from and against all liability, penalties, costs, losses, damages, expenses, causes of action, claims, demands, or judgments, including, without limitation, reasonable attorneys' fees, arising from or in any way connected with: (1) injury to or the death of any person, physical damage to any property, resulting from any act, omission, condition, or other matter related to or occurring on or about the Trail Easement Area, regardless of cause, unless due solely to the negligence of any of the Indemnified Parties; (2) the violation or alleged violation of, or other failure to comply with, any state, federal, or local law, regulation, or requirement, including, without limitation, CERCLA, (or successor toxic waste or hazardous substance laws or regulations) by any person other than any of the Indemnified Parties, in any way affecting, involving, or relating to the Property; (3) the remedies specified in sections 12.1 and 12.2; and (4) the existence or administration of this Easement. It is agreed that these Hold Harmless provisions shall be extinguished upon the County's formal dedication of, and operation of the Trail Easement Area as part of a public, regional trail, consistent with Section 17.8 of this Easement.

- 13.3 **Underground Storage Tanks.** Grantor covenants that there have not been and there are not now any underground storage tanks, septic tanks or wells located on or under the Property or, if there have been any such tanks or wells located on the Property, that (i) the location has been shown on Exhibit A, (ii) notice has been provided to the Grantee in writing, (iii) such tanks and/or wells have been properly registered with all appropriate authorities, (iv) such tanks and/or wells are in full compliance with all applicable statutes, ordinances and regulations, and (v) such tanks and/or wells have not resulted in the release of any hazardous or toxic substance, material, or waste into the environment.

14. **Extinguishment, Condemnation, and Proceeds.**

- 14.1 **Extinguishment.** If circumstances arise in the future such as to render the Purposes of this Easement impossible to accomplish, this Easement can only be terminated or extinguished, whether in whole or in part, by judicial proceedings in a court of competent jurisdiction. The amount of the proceeds to which Grantee may be entitled, after the satisfaction of prior claims, from any sale, exchange, or involuntary conversion of all or any portion of the Property subsequent to such termination or extinguishment, shall be determined, unless otherwise provided by Pennsylvania law at the time, in accordance with paragraph 14.3. Grantee shall use all such proceeds in a manner consistent with Purposes. Grantee, Grantor, and any successors in interest, shall exhaust all legal remedies in order to preserve and protect the Purposes of this Easement. Grantor shall cooperate with Grantee in its performance of its obligations under this paragraph 14.1.
- 14.2 **Condemnation.** If the Easement is taken, in whole or in part, by exercise of the power of eminent domain, Grantee shall be entitled to compensation in accordance with applicable law.
- 14.3 **Proceeds.** This Easement constitutes a real property interest immediately vested in Grantee which, for the purposes of section 14, the parties stipulate to have a fair market value determined by multiplying the fair market value of the Property unencumbered by the Easement (minus any increase in value after the date of this grant attributable to improvements) by the ratio of the value of the Easement to the value of the Property, without deduction for the value of the Easement. The value of this Easement shall be determined by

**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

a complete self contained appraisal performed by a Pennsylvania certified General appraiser selected and paid for by the Grantee.

15. Notices. All notices, requests, consents, approvals, or other communication hereunder shall be in writing and shall be deemed properly given if sent by U.S. certified mail, return receipt requested, addressed to the appropriate party of successor in interest at the address most recently provided or to such other address as either party from time to time shall designate by written notice to the other.

To Grantor:           President of Borough Council  
                               Borough of Elverson  
                               Box 206  
                               101 S. Chestnut Street  
                               Elverson PA 19520

To Grantee:           Director  
                               Chester County Department of Parks and Recreation  
                               601 Westtown Road, Suite 160  
                               P.O. Box 2747  
                               West Chester, PA 19380-0990

16. Recordation. Grantee shall record this instrument in timely fashion in the official records of Chester County, Pennsylvania and may re-record it at any time as may be required to preserve its rights in this Easement.

17. General Provisions:

- 17.1 Controlling Law. The laws of the Commonwealth of Pennsylvania shall govern the interpretation and performance of this Easement.
- 17.2 Liberal Construction. Any general rule of construction to the contrary notwithstanding, this Easement shall be liberally construed in favor of the grant to effect the Purpose of this Easement and the policy and purpose of the Chester County policy plan adopted in 1996 titled, *Landscapes*, and the open space element of *Landscapes* which was adopted in 2002 and is titled *Linking Landscapes*, and the Conservation and Land Development Act, PA. Stat. Ann. Title 32, Section 5001 et. seq. If any provision in this instrument is found to be ambiguous, an interpretation consistent with the Purposes of this Easement that would render the provision valid shall be favored over any interpretation that would render it invalid.
- 17.3 Severability. If any provision of this Easement, or the application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Easement, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.
- 17.4 Entire Agreement. This instrument sets forth the entire agreement of the parties with respect to the Easement and supersedes all prior discussions, negotiations, understandings, or agreements, relating to the Easement, all of which are merged herein. No alteration or variation of this instrument shall be valid or binding unless contained in an amendment, including Grantee's remedies consistent with Section 12.

**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

- 17.5 No Forfeiture. Nothing contained herein will result in a forfeiture or reversion of Grantors' title in any respect.
- 17.6 Joint Obligation. The obligations imposed by this Easement upon Grantor shall be joint and several.
- 17.7 Successors. The covenants, terms, conditions, and restrictions of this Easement shall be binding upon, and inure to the benefit of, the parties hereto and their respective personal representatives, heirs, successors, and assigns and shall continue as a servitude running in perpetuity with the Property.
- 17.8 Termination of Rights and Obligations. A party's rights and obligations under this Easement terminate upon transfer of the party's interest in the Easement or Property, except that liability for acts or omissions occurring prior to transfer shall survive transfer.
- 17.9 Captions. The captions in this instrument have been inserted solely for convenience of reference and are not a part of this instrument and shall have no effect upon construction or interpretation.
- 17.10 Counterparts. The parties may execute this instrument in two or more counterparts, which shall, in the aggregate, be signed by both parties; each counterpart shall be deemed an original instrument as against any party who has signed it. In the event of any disparity between the counterparts produced, the recorded counterpart shall be controlling.



**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

**IN WITNESS WHEREOF**, Grantor and Grantee intending to be legally bound hereby have executed this Agreement the day and year first above written.

BOROUGH OF ELVERSON (Grantor)

WITNESS:

By: Brenda Hark

By: Merle Stoltzfus  
Merle Stoltzfus, President, Borough Council

By: Roy D. France  
Borough Council Member

By: Catherine M. Klaprile  
Borough Council Member

By: Paul W. McEwen  
Borough Council Member

COUNTY OF CHESTER,  
BOARD OF COMMISSIONERS (Grantee)

WITNESS:

By: W. Evelyn Walker  
W. Evelyn Walker, Chief Clerk

By: Terence Farrell  
Terence Farrell, Chairman

By: Carol Aichele  
Carol Aichele, Vice Chairman

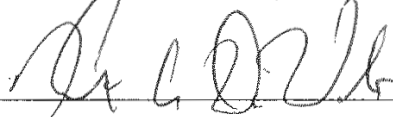
By: Kathi Cozzone  
Kathi Cozzone, Commissioner

**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

COMMONWEALTH OF PENNSYLVANIA :  
COUNTY OF CHESTER : SS  
:

On this 30<sup>th</sup> day of June, 2009, before me, the undersigned officer, personally appeared Merle Stoltzfus, who acknowledged himself to be the President of Elverson Borough Council and that he as such owner, being authorized to do so, executed the foregoing instrument for the purposes therein contained, by signing the name himself as owner.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.


  
Notary Public

COMMONWEALTH OF PENNSYLVANIA  
Notarial Seal  
Keith A. DeWalt, Notary Public  
Elverson Boro, Chester County  
My Commission Expires Nov. 22, 2011  
Member, Pennsylvania Association of Notaries

COMMONWEALTH OF PENNSYLVANIA :  
COUNTY OF CHESTER : SS  
:

On this 30<sup>th</sup> day of June, 2009, before me, the undersigned officer, personally appeared Roy C. France who acknowledged himself/herself to be a Member of Elverson Borough Council and that he/she as such owner, being authorized to do so, executed the foregoing instrument for the purposes therein contained, by signing the name himself/herself as owner.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

  
Notary Public

COMMONWEALTH OF PENNSYLVANIA  
Notarial Seal  
Keith A. DeWalt, Notary Public  
Elverson Boro, Chester County  
My Commission Expires Nov. 22, 2011  
Member, Pennsylvania Association of Notaries

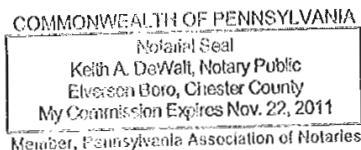
**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

COMMONWEALTH OF PENNSYLVANIA :  
 : SS  
 COUNTY OF CHESTER :

On this 30<sup>th</sup> day of June, 2009, before me, the undersigned officer,  
 personally appeared Catherine M. Daprite who acknowledged himself/herself  
 to be a Member of Elverson Borough Council and that he/she as such owner, being authorized to do so,  
 executed the foregoing instrument for the purposes therein contained, by signing the name  
 himself/herself as owner.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.


  
 Notary Public

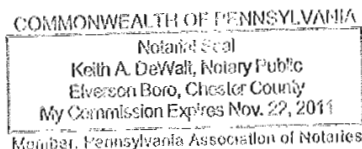


COMMONWEALTH OF PENNSYLVANIA :  
 : SS  
 COUNTY OF CHESTER :

On this 30<sup>th</sup> day of June, 2009, before me, the undersigned officer,  
 personally appeared Paul W. McEwen who acknowledged himself/herself  
 to be a Member of Elverson Borough Council and that he/she as such owner, being authorized to do so,  
 executed the foregoing instrument for the purposes therein contained, by signing the name  
 himself/herself as owner.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

  
 Notary Public



**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

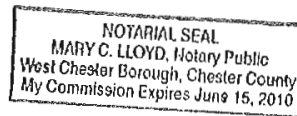
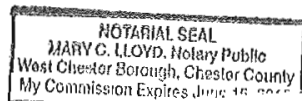
COMMONWEALTH OF PENNSYLVANIA :  
 : SS  
 COUNTY OF CHESTER :

I, the undersigned officer, hereby certified that before me personally appeared on this day, Terence Farrell, Chairman of the Chester County Commissioners who executed the foregoing instrument on behalf of said County, and severally acknowledged the execution of said instrument to be his free act and deed for all the purposes expressed in said instrument.

WITNESS my hand and official seal this 9<sup>th</sup> day of July, 2009.

Mary C. Lloyd

Notary Public



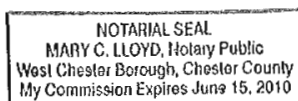
COMMONWEALTH OF PENNSYLVANIA :  
 : SS  
 COUNTY OF CHESTER :

I, the undersigned officer, hereby certified that before me personally appeared on this day Carol Aichele, Chester County Commissioner, who executed the foregoing instrument on behalf of said County, and severally acknowledged the execution of said instrument to be her free act and deed for all the purposes expressed in said instrument.

WITNESS my hand and official seal this 9<sup>th</sup> day of July, 2009.

Mary C. Lloyd

Notary Public







**HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT****EXHIBIT A**

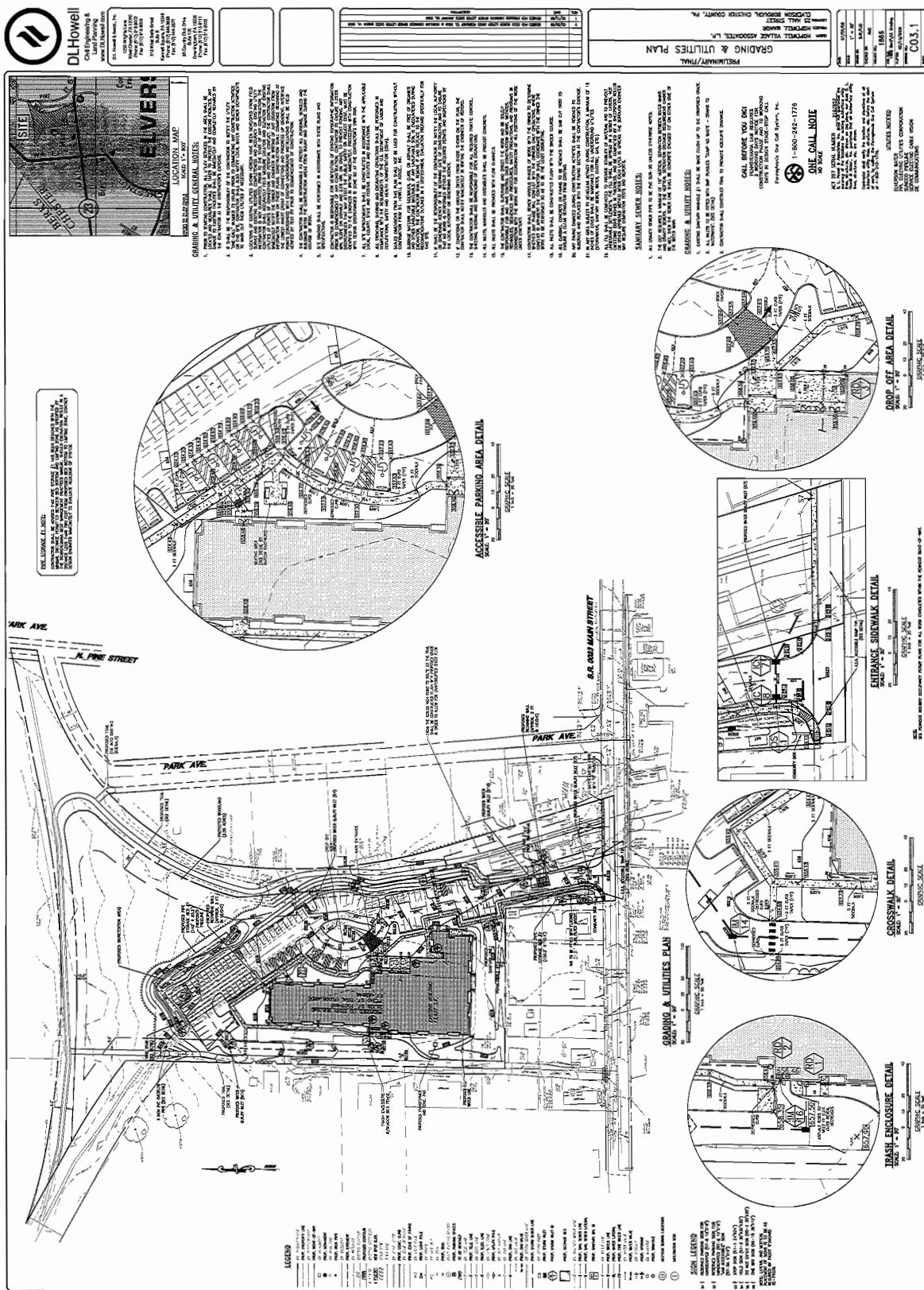
**LEGAL DESCRIPTION  
TRAIL EASEMENT OVER PARCEL "B"  
For  
HOPEWELL VILLAGE ASSOCIATES, L.P.**

May 8, 2009

**All that certain** trail easement situate in the Borough of Elverson, County of Chester, Commonwealth of Pennsylvania, as shown on plan entitled "Preliminary / Final Title Sheet, Hopewell Manor", prepared for Hopewell Village Associates, L.P. dated July 2, 2008, last revised May 8, 2009, prepared by D.L. Howell & Associates, Inc. Civil Engineering & Land Planning, West Chester, PA, being more particularly described as follows:

**Beginning** at a point, a corner of Parcel "A" and Parcel "B" as shown on said plan, said point being located the following five (5) courses and distances from a remote point of beginning on the title line in the bed of Main Street, S.R. 0023, (40 feet wide), at the southeasterly corner of Parcel "A" as shown on said plan: 1) North 16°44'50" West, crossing the northerly Right-Of-Way line of said Main Street, a distance of 99.48 feet to a point; 2) North 11°55'18" West, a distance of 126.92 feet to a point; 3) North 73°26'02" East, a distance of 21.99 feet to a point; 4) North 11°55'19" West, a distance of 67.62 feet to a point; and 5) North 75°28'08" East, a distance of 12.72 feet to the **true point of beginning**, a point of non-tangent curve concave to the east having a radius of 854.03 feet and a central angle of 9°37'36" and being subtended by a chord which bears North 09°23'45" West 143.32 feet; **thence** from said point of beginning, along said Parcel "A" the following six (6) courses and distances: 1) northerly along said curve, a distance of 143.49 feet to a point of non-tangency; 2) North 04°42'51" West, a distance of 152.29 feet to the beginning of a non-tangent curve concave to the southeast having a radius of 477.00 feet and a central angle of 30°45'05" and being subtended by a chord which bears North 29°56'43" East 252.95 feet; 3) northerly and northeasterly along said curve, a distance of 256.01 feet to a point of reverse curvature; 4) northeasterly, northerly, northwesterly and westerly a distance of 75.75 feet along the arc of said curve concave to the southwest having a radius of 29.99 feet and a central angle of 144°44'45" to a point of reverse curvature; 5) westerly a distance of 298.16 feet along the arc of said curve concave to the north having a radius of 1437.69 feet and a central angle of 11°52'57" to a point of tangency; and 6) North 87°32'33" West, a distance of 186.89 feet to a 5/8" rebar found, in line of lands now or late of the County of Chester; **thence** along said lands, North 60°44'07" West, a distance of 145.88 feet to a point of cusp on a curve concave to the north having a radius of 744.50 feet and a central angle of 9°17'04" and being subtended by a chord which bears South 74°46'44" East 120.51 feet, a corner of lands now or late of Jemeima Ackley Estate; **thence** along said lands, easterly along said curve, a distance of 120.64 feet to a 5/8" rebar found, at a point of compound curve; **thence** continuing along said lands and lands now or late of Mobile Dredging and Pumping company, easterly a distance of 548.48 feet along the curve concave to the north, having a radius of 1412.69 feet and a central angle of 22°14'43", being subtended by a chord which bears North 89°27'21" East 545.04 feet to a point of tangency; **thence** continuing along said lands, North 78°20'00" East a distance of 226.78 feet to a point on the westerly Right-Of-Way line of Park Avenue (33 feet wide); **thence** along said right-Of-Way line, South 05°00'00" West, a distance of 41.77 feet to a point the northwesterly Right-Of-Way line of said Road, a point of non-tangent curve concave to the southeast having a radius of 439.00 feet and a central angle of 55°40'57" and being subtended by a chord which bears South 49°58'08" West 410.05 feet; **thence** along said Right-Of-Way line and along lands now or late of Harry L. & Geraldine L. Barnett, westerly, southwesterly and southerly along said curve, a distance of 426.64 feet to a point of non-tangent curve concave to the east having a radius of

# HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT



## **HOPEWELL SPUR EASEMENT DECLARATION DOCUMENT**

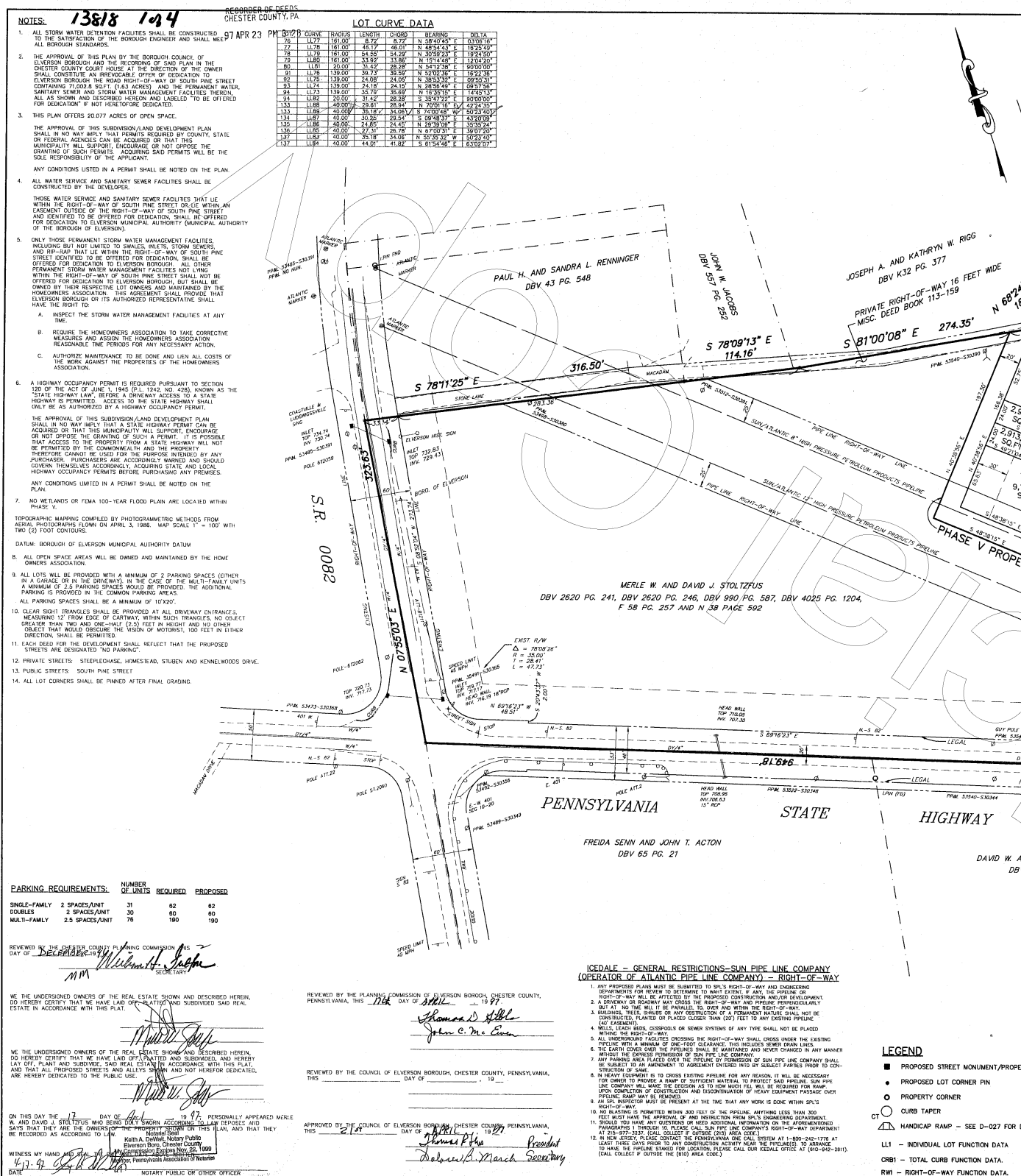


APPENDIX D

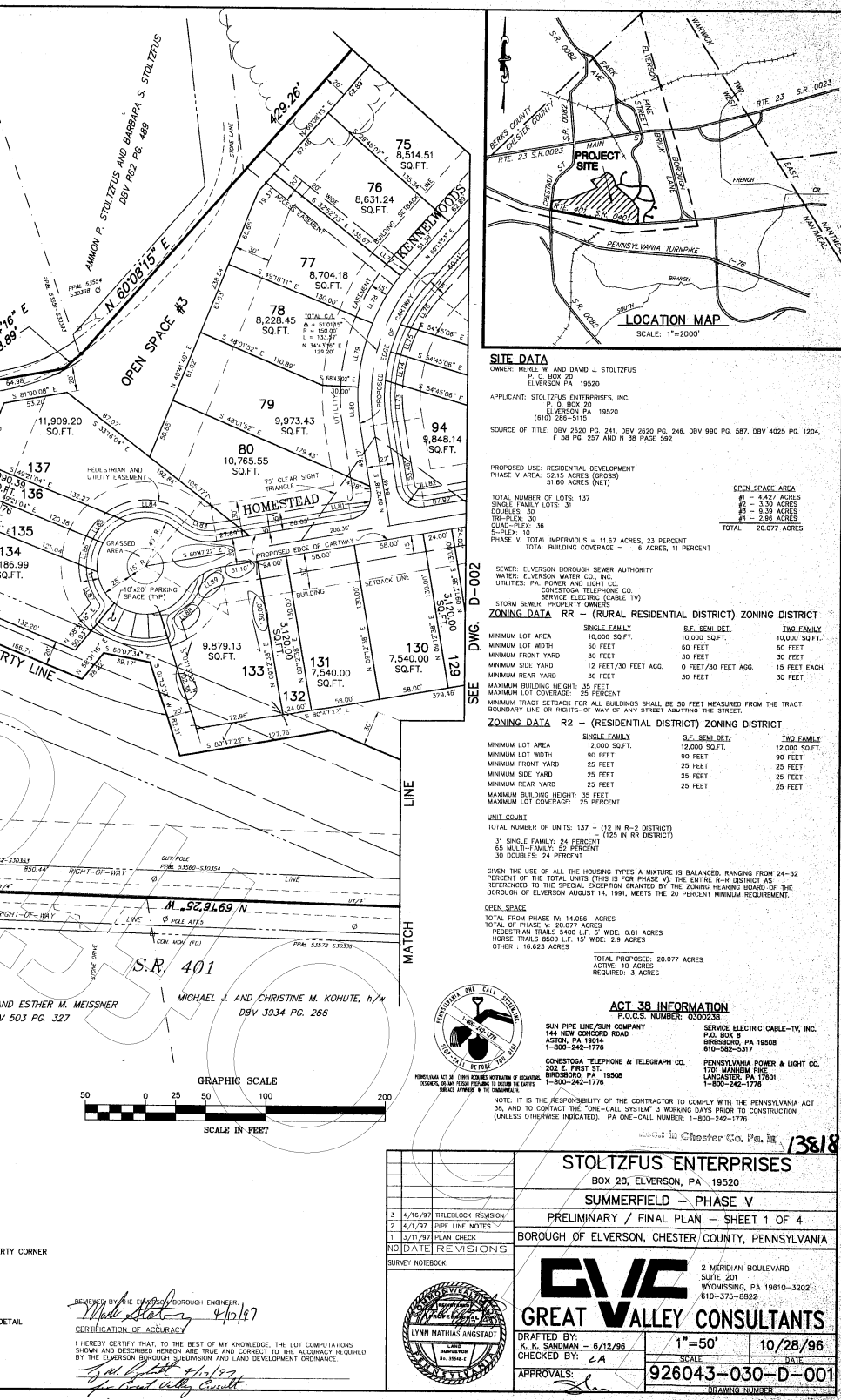
**SUMMERFIELD  
SUBDIVISION PLAN  
SHOWING PA 401  
RIGHT-OF-WAY  
EXTENTS**

## SUMMERFIELD SUBDIVISION PLAN SHOWING PA 401 RIGHT-OF-WAY EXTENTS

E:\062043\030\062043.DWG 153 07 15 1997 GREAT VALLEY CONSULTANTS



## SUMMERFIELD SUBDIVISION PLAN SHOWING PA 401 RIGHT-OF-WAY EXTENTS



**SUMMERFIELD SUBDIVISION PLAN SHOWING PA 401 RIGHT-OF-WAY EXTENTS**



APPENDIX E

**ACTIVE TRANSPORTATION  
INVENTORY FOR  
ELVERSON BOROUGH**

# ACTIVE TRANSPORTATION INVENTORY FOR ELVERSON BOROUGH

## Active Transportation Inventory | Chester County, PA ELVERSON BOROUGH

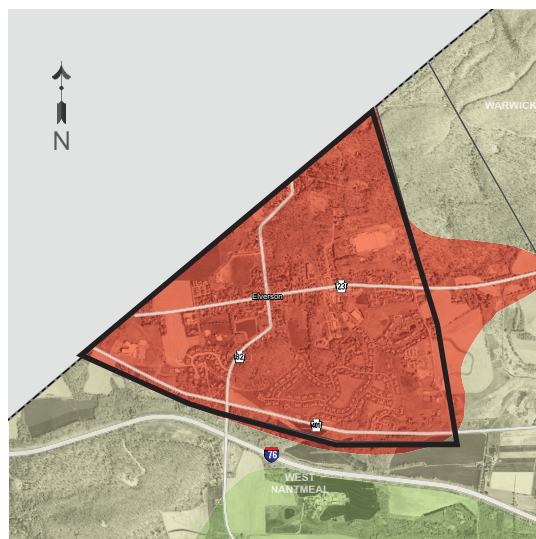
November 2020



### Vision for Active Transportation

One of the top issues identified by Chester County residents during the *Landscapes3* comprehensive plan update process was the need for more bicycle and pedestrian facilities in their communities. A core principle of *Landscapes3* is to provide multiple transportation choices for its residents, primarily within the growth areas defined by the *Landscapes Map*. One of the best and most cost efficient means by which municipalities can implement active transportation facilities is through the land development process.

### Landscapes Map



**Growth Areas**

- Urban Center (100%)
- Suburban
- Suburban Center
- Rural Center

**Rural Resource Areas**

- Rural
- Agricultural

Enlargement of *Landscapes Map*. Total Elverson Borough growth area *landscapes* coverage is **100** percent.

### Project background

The *Active Transportation Inventory* reviewed the regulatory plans, ordinances, and related advisory documents for all 73 Chester County municipalities for the presence of elements addressing active transportation facilities. This report contains the technical summary of the review that Planning Commission staff performed for your municipality. Please refer to the *County-wide Summary Report* to see the status of how active transportation facilities are addressed county-wide available at: [www.chescoplanning.org/transportation/ati.cfm](http://www.chescoplanning.org/transportation/ati.cfm)

### Documents Reviewed for Elverson Borough

**Comprehensive Plan** (Adopted June 2014)

**Urban Center Revitalization Plan** (Action Plan Adopted December 2010)

Elverson's Comprehensive Plan (2015) and Urban Center Revitalization Plan (2010) emphasize the importance of improving active transportation infrastructure. Many of the Borough's plans goals and recommendations focus on creating a walkable and bikeable pedestrian-oriented community where sidewalks and trails safely connect community destinations and to regional trail networks. Plan recommendations show existing and proposed sidewalks and pedestrian linkages, trail connections, and connections to the greater region.

#### Zoning Ordinance

(Adopted September 2018)

The 2018 Zoning Ordinance is moderate as it relates to active transportation. It contains definitions for several active transportation facilities including but not limited to sidewalks, pedestrian walkway, and single/ multi-use trails. Sidewalks are required to connect to street front sidewalks and building entrances from off-street parking lots in the Town Center District and between buildings and parking areas for multi-family uses.

#### Subdivision & Land Development Ordinance

(Adopted September 2018)

The 2018 Subdivision Ordinance is moderate as it relates to Active Transportation. It contains definitions for several active transportation facilities including but limited to sidewalks, pedestrian walkway, and single/ multi-use trails. Sidewalks are required by §618.A.1 as follows: "Sidewalks shall be required: a. Along all streets within a subdivision where the average lot size per dwelling unit is one-half (1/2)

(continues to other side)

# ACTIVE TRANSPORTATION INVENTORY FOR ELVERSON BOROUGH

Active Transportation Inventory | Chester County, PA  
ELVERSON BOROUGH



## Documents Reviewed for Elverson Borough (continued)

acre or less; b. Along all streets within one-thousand feet of and leading to a school; c. Along all streets in a commercial zone; d. At other locations deemed necessary for safety and convenience by Borough Council.” Specifications for sidewalk construction and minimum width are not listed, and instead reference a specific document. §618.B provides for trails as follows: “Trails. At the discretion of the Borough, the applicant for any subdivision or land development may be required to establish a system of bicycle and pedestrian trails for public use.”

### Other Plans:

- **Official Map adopted** (May 2001)
- **Open Space, Recreation, and Environmental Resources Plan**

## Recommendations

**Adopt active transportation definitions.** The Zoning Ordinance and Subdivision Ordinance should include all Active Transportation definitions or those that are applicable for the Borough. For example, there is a definition for sidewalk but no definition for crosswalk or anything related to bicycles. Definitions in each ordinance should either be the same or consistent with each other. Sample language for applicable definitions may be found in the CCPC Multimodal Handbook.

**Require sidewalks in zoning.** Sidewalks are required by the Zoning Ordinance within the Town Center District between parking lots and frontage sidewalks and building entrances, but not as a whole or for other portions of the Borough. CCPC applauds Elverson for taking this approach but recommends Elverson consider requiring sidewalks in most, if not all, zoning districts as an Urban Center. Design standards may remain in the Subdivision Ordinance to permit flexibility in design.

**Review and update the zoning ordinance.** Although Zoning Ordinance is recent (2018), CCPC recommends reviewing it to ensure it can effectively implement goals of the 2014 Comprehensive Plan, the recommendations of this study, and Landscapes3.

**Review and modify sidewalk requirements in Subdivision Ordinance.** Sidewalks are required in §618.A.1 however there are four subsections with caveats including subsection §618.A.1.a where sidewalks are only required for land developments with lots below ½ acres and subsection §618.A.1.d at other locations deemed necessary for safety and convenience by Borough Council. In addition to potentially requiring sidewalks in zoning for at least certain zoning districts such as the Town Center District, CCPC suggests simplifying the requirement for sidewalks in §618.A.1 to requiring sidewalks throughout the Borough and shift the burden of proof onto the applicant as to why sidewalks may not be necessary as opposed to requiring Borough Council to determine whether or not they are

necessary. Lastly, referencing a specific document or schematic is fine, but CCPC recommends including a requirement that all sidewalks have a minimum width of five (5) feet to meet ADA and other requirements.

**Zoning for bicycle parking.** Consider requirements for adequate bicycle parking for proposed buildings in mixed use, commercial, medium-high density residential, and institutional zones or these specific uses in the Town Center District. Zoning for bicycle parking. Bicycle parking may also be permitted to reduce or in replacement of parking spaces for automobiles as an incentive.

**Include bicycle trails/routes/lanes in the Subdivision Ordinance.** Include dimensional standards for on-road bike facilities as well as standard symbols and signage (i.e. sharrows, share the road signage, etc.). Consider requiring these facilities in larger developments or placing them on existing roads by including requirements for bicycle/ pedestrian paths on road shoulders where sidewalks are not appropriate and/or to facilitate bicycle circulation. Provide design requirements for sharrows and share the road or bicycle route signs.

**Revise the Official Map.** The Borough should review its Official Map and amend it to be consistent with the 2014 Comprehensive Plan and this study to show proposed sidewalks, crosswalks, trail networks, on-road bike routes, and related features as appropriate. Maintaining a current Official Map can help the Borough proactively pursue specific projects and take advantage of opportunities that may arise. This is consistent with recommendation 5-6 and 8-6 in the 2014 comprehensive plan.

**Develop a borough-wide master plan for pedestrian and bicycle facilities.** This is consistent with a variety of borough plan goals and recommendations.

## ACTIVE TRANSPORTATION INVENTORY FOR ELVERSON BOROUGH

Active Transportation Inventory | Chester County, PA  
**ELVERSON BOROUGH**

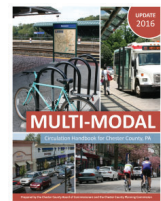


### Recommendations (continued)

**Update the Borough Urban Center Revitalization Plan (2010) or Action Plan.** The current Borough UCRP was adopted ten years ago and the Action Plan has not been updated. The Borough should consider updating the Action Plan or undertake an updated revitalization plan. These efforts are important to securing funding for implementation of the comprehensive plan and other capital improvements the County Community Revitalization Program and other funding sources, including funding to implement active transportation measures. \*Note that a revitalization plan may be undertaken independently or as part of a comprehensive plan update.

#### Be guided by multimodal references.

Please refer to the *County-wide Summary Report* for general regulatory definitions and design standards for active transportation facilities applicable to all municipalities, as outlined in the *CCPC Multi-Modal Circulation Handbook*.



### Moving Forward

One means to advance your municipality's current planning efforts is to apply for funding and/or technical assistance through the Planning Commission's Vision Partnership Program (VPP). For more information, please refer to the Municipal Corner found on the CCPC website: [www.chescoplanning.org/MuniCorner.cfm](http://www.chescoplanning.org/MuniCorner.cfm)





