



MEMORANDUM OF MEETING

Project: Kennett Pike Bikeway Concept Development Study

Subject: Working Group Meeting

Location: Kennett Township Municipal Building
801 Burrows Run Road
Chadds Ford, Pennsylvania 19317

Date/Time: Friday, January 25, 2008; 1:00 PM

Attended by:

John Haedrich	Kennett Township
Tom Nale	Kennett Township
Bob Johnston	Gilmore & Associates
Tom Comitta	Thomas Comitta Associates, Inc.
John Federico	Urban Engineers
Dave Cox	Urban Engineers
Dennis Burgeson	Urban Engineers

A summary of comments from the Working Group meeting is listed below:

- **Crash History:** John H. said there were 3 accidents recently just south of Montbard Drive (near the downed telephone pole). They were most likely due to poor sight distance around the curve, low light conditions, and high speeds.
- **Roadway Section:** Bob said that PENNDOT doesn't have as-built drawings for PA 52. John H. said that PA 52 was built between 1918-1920 by the DuPonts. The existing roadway section is concrete beneath the travel lanes with an asphalt overlay. The shoulders are most likely full-depth construction with an aggregate base for 18-24" beyond the travel lane. The remainder of the shoulder is probably just spilled-over asphalt overlay.
- **Mendenhall Area:** Tom C. said we should consider traffic calming at the Mendenhall area. Potential calming measures include colorized surfaces, a center landscaped island, overhead banners at both approaches, and a mid-block crossing at the railroad tracks. Tom C. noted nearby Centreville and Greenville, Delaware, as an examples. Dave said the posted speed limit (45mph) is too high to do a raised

crossing – it would need to be closer to 35mph. Tom N. said that past efforts to reduce the speed limit to 35mph in this area have failed. PENNDOT would be responsible for any maintenance of roadway features on PA 52, including traffic calming measures and bikeway components.

- **Hillendale Intersection:** The Kennett Regional Planning Group just signed a contract for completion of a Scenic Byway Corridor Management Plan (CMP) at the last Scenic Byway Meeting. A roundabout at Hillendale was considered, but dismissed due to inadequate space. The Kennett Board of Supervisors is in favor of a signal at this location, but without any modifications to the existing lanes. Bob currently is conducting a signal warrant analysis at this location. John H. suggested installing median islands north and south of the intersection for traffic calming.

Hamorton Area

- The Working Group was in favor of a median island crossing/turn-around just south of Route 1. However, Gannett Fleming's design for the relocated PA 52 in this area compromises the idea because the additional right-turn lane off of Route 1 will result in increased speeds along southbound PA 52. Gannett is approaching completion of final design, but is talking to the PHMC about issues related to the Hamorton Historic District. Urban was asked to review and comment on Gannett's plans for the intersection. John H. noted that the median would need to have a break at the Hamorton cutoff and the Encore parking lot to accommodate traffic from NB Route 1 destined for Elmwood Drive (left turns from NB Route 1 to Elmwood Drive are prohibited).
- Hamorton was just re-zoned as a village. This might encourage the creation of additional village streets, including one behind the Longwood Veterinary property. Village streets were identified as a possible solution to improve access to properties along SB Route 1 near PA 52, with the additional benefit of providing a bikeway location off of Route 1.
- Urban will develop concepts for an off-street bicycle path parallel to Route 1. A meeting will then be arranged with stakeholders in that area, including nearby property owners, the Hamorton United Methodist Church, and Longwood Gardens.

General

- Kennett Township has a photolog of all houses in the Township over 50 years old. It also has a report that documents viewsheds along the PA 52 corridor.
- Karen Marshall is the contact for the Kennett Historical Society (610-344-6415)
- The final report for this project will go to DCNR, Kennett Township, and PENNDOT. Ultimately, the bikeway design will require approval by PENNDOT.
- Dennis reported on the environmental documentation tasks. Since the project is federally funded, the planning and design must comply with the National Environmental Policy Act (NEPA). This project would likely be classified as a Categorical Exclusion (CE), which, by definition, suggests that the project would not result in significant environmental impacts. A Scoping Field View will be the initial

step in the NEPA process. The field view should not be held until the project scope has been defined. Urban recommended that the field view should be held after the stakeholder meeting. Besides Urban staff and others in the working group, only PENNDOT District 6-0 staff will attend the field view.

- Tom C. distributed a revised draft of Design Guidelines(dated 1-24-08) consisting of 13 sections. The stakeholders will be asked on March 5th if they would like to see additional sections added.

Schedule

1. John H. and Bob will meet with Longwood Gardens to get their comments on the bikeway concepts.
2. John H. and Urban will meet with Hamorton property owners to discuss bikeway concepts behind their properties.
3. The Working Group will hold a 1-day charrette tentatively on Wed., March 5th at night. John H. will advertise the meeting via email and the Kennett Township website. The meeting will begin with an explanation of progress, and will then split into focus groups including:
 - a. Property Owners (concerned with frontage)
 - b. Bicycle Interests (concerned with riding details)
 - c. Traffic Group (concerned with traffic aspects)

Action Items

As a result of the meeting discussion, the following actions will be taken:

Item	Activity	Action
1.	Develop bikeway concepts in the Hamorton Area	Urban
2.	Arrange meeting with Longwood Gardens	John H.

It is believed that the enclosed represents an accurate description of the major events that transpired at this meeting. Your notification of any errors or omissions is essential, as the foregoing is intended to be part of the record, and is the basis upon which we will proceed.

Respectfully submitted,

URBAN ENGINEERS, INC.



John Federico, PE

cc: Attendees
Project File