



sunrise Trail
Swamp Creek Greenway
FEASIBILITY STUDY



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unrise Trail
wamp Creek Greenway
FEASIBILITY STUDY
MONTGOMERY COUNTY, PENNSYLVANIA

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introduction

The purpose of the *Sunrise Trail & Swamp Creek Greenway Feasibility Study* is to determine the feasibility and recommended alignment of the Sunrise Trail, and identify recreational access opportunities along Swamp Creek. The Sunrise Trail is identified in the county's current comprehensive plan, *Montco2040: A Shared Vision* as part of the planned county trail system. The trail corridor, or study area, stretches from the Perkiomen Trail in Schwenksville near the confluence of Swamp Creek and Perkiomen Creek to New Hanover Square Road in New Hanover Township. The study also addresses the need for the continued conservation of land within the Swamp Creek Conservation Landscape and the potential for the development of environmental education and historic interpretation facilities.



Swamp Creek provides a gorgeous natural setting.



The study area encompasses over 5,350 acres and consists of lands within Schwenksville Borough, Lower Frederick Township, Limerick Township, Upper Frederick Township, and New Hanover Township. Small portions of Perkiomen Township and Upper Salford Township are also in the mapped study area. Montgomery County owns over 316 acres of land within this corridor including the Sunrise Mill property.

In addition, large portions of land are owned by Camp Hope for Kids, the Girl Scouts of Eastern Pennsylvania, and the Perkiomen Valley School District.

Work on this study was performed by staff of the Montgomery County Planning Commission and Simone Collins Landscape Architecture, a planning and design consultant to Montgomery County. Guidance



The Sunrise Trail and Swamp Creek Greenway Feasibility Study area combines history with a unique natural setting not found anywhere else in the county.

throughout the study was provided by a steering committee with representation from the five project area municipalities, Valley Forge Audubon Society, Perkiomen Valley School District, Natural Lands, Girl Scouts of Eastern PA, Camp Hope for Kids, Perkiomen Watershed Conservancy, and landowners within the study area. Officials from the Pennsylvania Department of Conservation and Natural Resources (DCNR) and the Montgomery County Parks, Trails, and Historic Sites division also participated. Public meetings, site visits, key person interviews, and individual stakeholder meetings were held to gather information and to discuss proposed recommendations.

A portion of the funding for the project was provided by DCNR through the Bureau of Recreation and Conservation's Community Conservation Partnerships Program.

Study Outline

This study is organized into five chapters.

Chapter 1 outlines the public participation process which was critical to the study. Additional materials pertaining to public meetings are provided in the Appendix. **Chapter 2** describes the existing physical condition of the study area. A thorough evaluation of the physical conditions and property ownership was undertaken to identify opportunities and constraints associated with trail development, land acquisition, and the establishment of public access points. **Chapter 3** describes the overall vision for the Swamp Creek Greenway and summarizes existing plans that support



this. Additionally, this chapter includes a discussion of private property concerns and reaffirms the county's commitment to work cooperatively with property owners and local governments to the fullest extent possible. **Chapter 4** has photographic examples and cross sections for the different types of trails recommended

by the study as well as detailed descriptions for each proposed trail segment with preliminary cost estimates. **Chapter 5** describes how the study will be implemented including funding opportunities, potential partnerships, and a phasing plan for implementation.

chapter 1 | *planning process*

Public participation is a critical element in the planning process. To be successful, greenways and trails require strong grassroots support to ensure that they are properly developed and maintained. This feasibility study included a robust public participation process that included public meetings, a study steering committee, small workshops, and numerous field trips and visits with property owners.

Public Meetings

Public meetings were held on:

- January 12, 2017 at the Lower Frederick Township Building;
- March 30, 2017 at the Perkiomen Valley Middle School West;

The first public meeting included an open house with map displays of the study area which included preliminary trail alignments, a short presentation to explain the overall purpose of the study,



The March 2017 public meeting was well attended.

and a comment/question and answer session. The meeting was attended by more than 100 members of the public, many voicing strong concerns about the preliminary trail alignments and the potential acquisition of private property for development of the trail. Attendees also raised concerns about the fact that the county has not opened Sunrise Mill

to the public, despite owning the mill for several decades.

The second public meeting included an open house with map displays showing revised trail alignments and information about the importance of land conservation within a greenway. The open house was followed by a presentation to explain changes to the proposed trail alignments, provide more information about conservation and greenway planning, and to discuss the need for land conservation within the Swamp Creek Conservation Landscape. At the conclusion of the presentation land owners who expressed interest were invited to join an expanded steering committee. The presentation was followed by a comment/question and answer session. Approximately 90 persons attended this meeting.

A full listing of comments from each public meeting is included in the appendix. Additionally, a petition in support of the trail that contains more than 300 signatures is also included.



Presentation during the March public meeting held at Perkiomen Valley Middle School West.

Steering Committee Meetings

During the course of the study, six steering committee meetings were held to gather information and to gain insight into the potential challenges and opportunities associated with study area. The steering committee included the following representatives:

Township/Organization

Camp Hope for Kids

Girl Scouts of Eastern Pennsylvania

Limerick Township

Lower Frederick Township

Lower Frederick Township Planning Commission

Montgomery County Parks, Trails, & Historic Sites

Montgomery County Parks, Trails, & Historic Sites Advisory Board

Natural Lands

New Hanover Township

Pennsylvania Department of Conservation and Natural Resources

Perkiomen Valley School District

Perkiomen Watershed Conservancy

Residents

Schwenksville Borough

Upper Frederick Township

Name

Kim Evans, Pat Gempel

Babette Rocca

Angela Russell, Daniel Kerr, Greta Martin Washington

Bob Yoder

Phil Smith

Dave Clifford, Joe Seltzer, Ella Aderman

Beth Pilling, Don Orcut

Dulcie F. Flaharty, Erin McCormick

Jaime Gwynn, Connie Garner

Drew Gilchrist

Rich Bouher

Ryan Beltz

Alan Rowe, DonaLynn Irick, Emma Spade,
Lawrence Cohen, Ranier Keown

Anne W. Klepfer, Lee Ann Miller

Jackie Tallon, Kevin Murray, Tracy Tackett



Steering
Committee
meeting in
Lower Frederick.

Workshop Meetings

Two group workshops were held to facilitate focused conversations regarding specific portions of the study area. The first workshop focused on the upstream portion of the study area from New Hanover Square Road to the Perkiomen Valley Middle School West. It was held on September 20, 2017 at the Upper Frederick Township Building. The second workshop was held on September 27th at the Pennypacker Mills Historic Site and focused on the downstream portion of the study area. Both workshops were conducted in a charrette style, with the project team providing an overview of the specific opportunities and constraints for each area. Workshop participants were invited to offer feedback and to suggest changes to the proposed trail alignments. Additional comments were noted and used by the project team in the revisions to the concept plans.



Workshop meeting to discuss the
upstream of the study area.

Field Visits

The planning staff, consultant team, and members of the steering committee attended numerous site visits during the course of the study to assess and inventory field conditions, determine the feasibility of potential trail segments, and to meet with property owners within the study area.

On June 27, 2017, the planning staff and consultant team led the Montgomery County Open Space Board, the Parks, Trails, and Historic Sites Advisory Board, and the Montgomery County Board of Commissioners Chair Dr. Valerie Arkoosh on a tour of the project area.



June 2017 board
tour of the study area.

chapter 2 | *study area inventory & assessment*

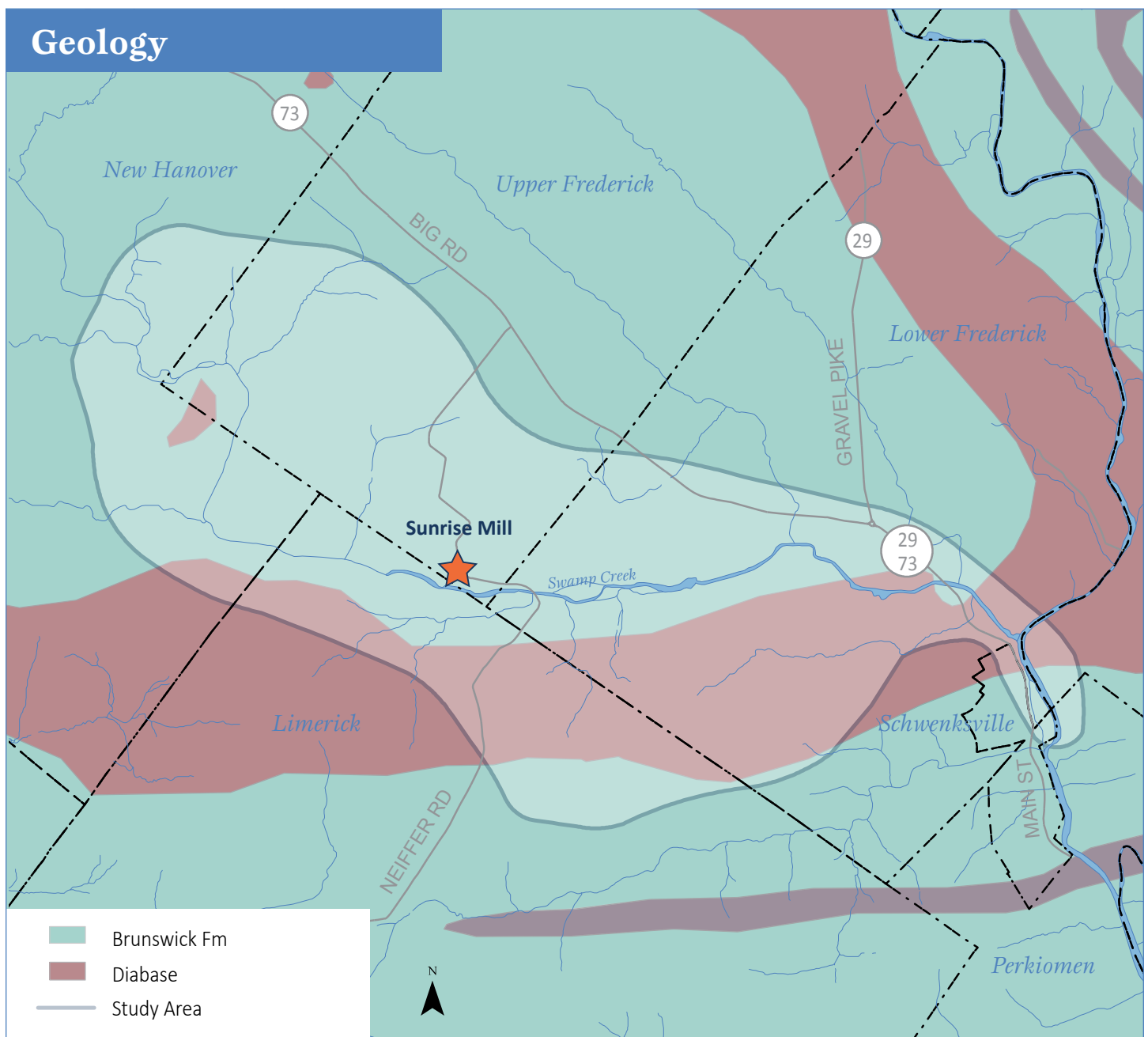
It is important to fully understand the current conditions within the study area to be able to envision the potential of the Sunrise Trail and Swamp Creek Greenway, and to estimate the potential impacts from any improvement made to for public use. This chapter includes information about

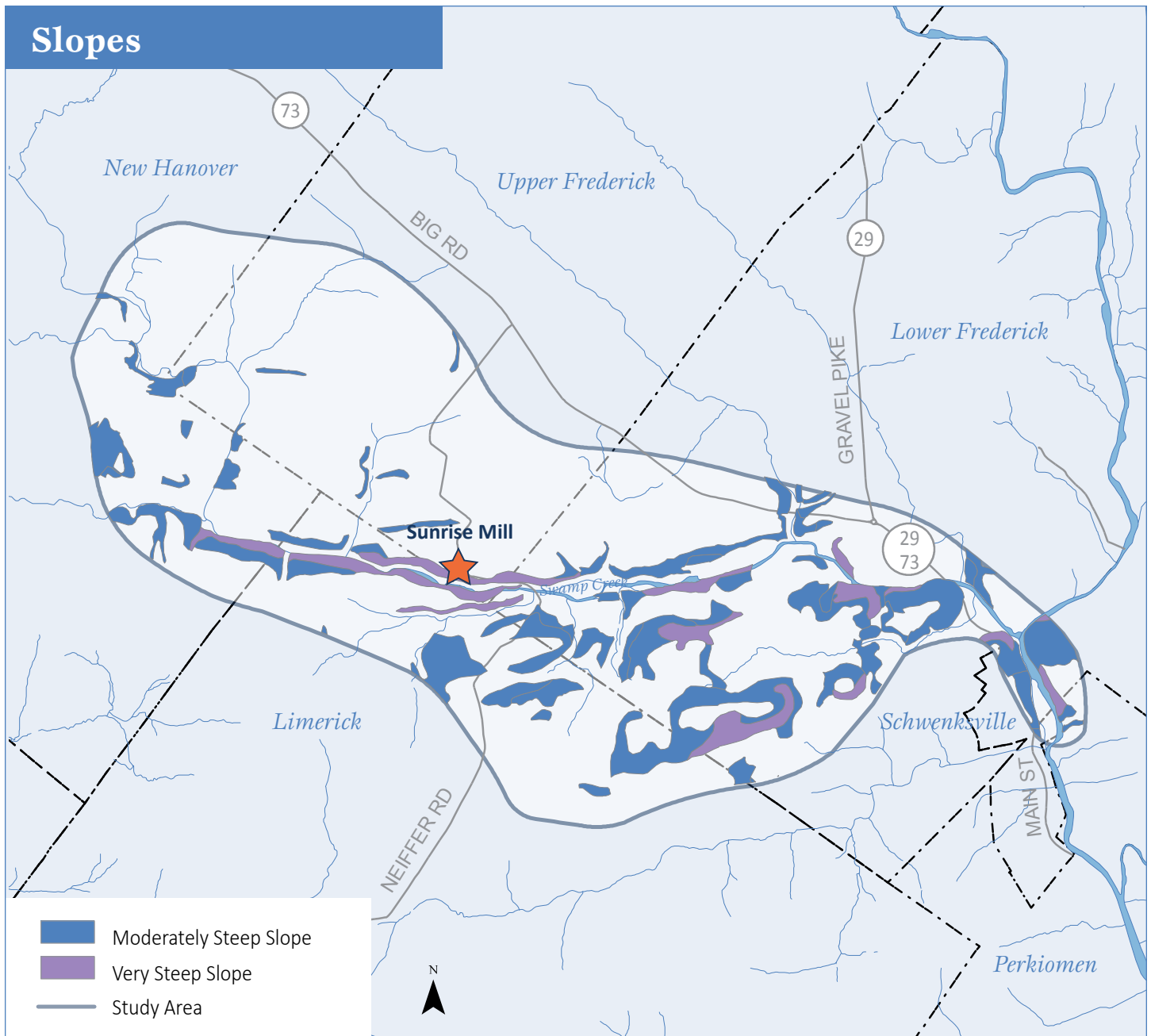
natural features including geology, soil, water quality and drainage conditions, vegetation, and wildlife/habitat. It also describes development within the study area including land use, historic features, bridges, dams, transportation system, and utilities. Protected lands, including parks, natural areas, trails,

and preserved farms, as well as potential hazards are summarized.

Geology and Topography

Geology influences the natural system in many ways, including ground





topography, soil type, the course of the Swamp Creek, and vegetation. Geologic conditions, particularly topography, will have a significant impact on the location of trails and other public amenities.

This study area is characterized by the hard igneous diabase rock formation that occurs along the southern side of Swamp Creek. This diabase formation accounts for 1,541 acres (approximately 29% of the study area). The remainder

of the study area is within the Brunswick Formation, which is comprised of sedimentary rocks, including siltstones and shales. A metamorphic hornfels rock zone surrounds the diabase.

The igneous diabase formation was established through the intrusion of molten lava filling a large crack in the surrounding sedimentary rock that ran from Spring Mountain in Upper Salford Township through Ringing Rocks in

Lower Pottsgrove Township. Diabase is the primary rock formation underlying many of the prominent wooded ridges, steep slopes, boulder-strewn hillsides, and narrow stream valleys in the Upper Perkiomen Creek watershed. The igneous nature of diabase explains its physical characteristics as a dense, crystalline, erosion-resistant rock that weathers to form large rounded boulders, occasionally in broad fields.

Large diabase boulders are often configured in such a way so that they form very small caves which may support nesting habitat for bird species such as Black Vulture, and appear to have been used by the native Lenni-Lenape people up to the 18th century.

The heat of molten diabase intrusions modified the adjoining sedimentary shales to form a rock known as hornfels, which is harder and darker in color than other Brunswick rock. The igneous diabase intrusions in the Brunswick formation of the Perkiomen Creek watershed are so pronounced that it is likely that nearly all of the adjacent shale was heated and compressed to form metamorphic hornfels. Many of these more angularly cut hornfels rocks can be seen along many of the steep slopes along the southern side of Swamp Creek.

Brunswick Formation is characterized by generally reddish-brown shales,



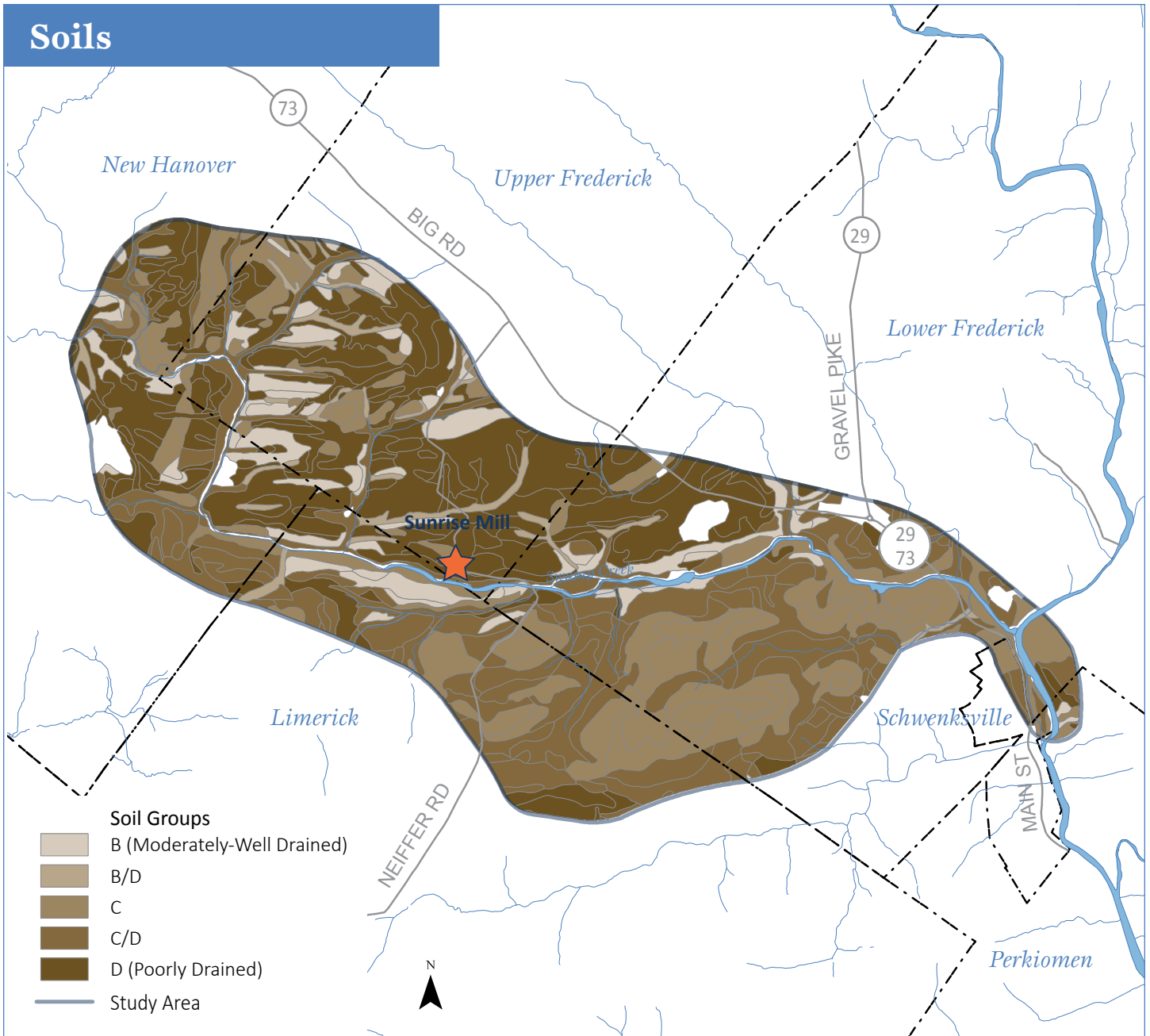
Steep slopes are prevalent along the south side of Swamp Creek.

mudstone, and siltstone. These shales are moderately resistant to erosion and weathering. Several types of soils from this Triassic rock are suitable for farming. Many of the historic structures in northern Montgomery County and Berks County were built with the reddish-brown stone quarried in the region.

Due to the erosion-resistant geology, it is not surprising that the study area has many steep slopes. A total of 932 acres (approximately 17% of the study area) have slopes in excess of 15%. About 200 acres have very steep slopes in excess of 25%. The steepest areas are generally found at the highest points of Spring Mountain and along the south facing slopes of the Sunrise Mill property between Grebe Road and Swamp Creek. The large concentration of steep slope conditions makes the study area unique compared to the predominantly gentler rolling terrain of the county.



Metamorphic hornfels rock formation near Swamp Creek.



Soil

Soils are a natural assortment of organic material and mineral fragments which support plant life. Soil characteristics are derived from bedrock geology and are shaped by climate and surrounding conditions. These characteristics play an important role in the type and health of the vegetation within the study area. Soils need to be taken into consideration in the design of various types of improvements

such as trails. Erodibility, infiltration capacity, and compaction are examples of soil characteristics that can influence design options. Soils will play a major role in designing appropriate stormwater management systems, including infiltration of stormwater runoff.

The soil conditions in the study area can be divided into two main areas. North of

the Swamp Creek the soils are generally deep, fertile, poorly-drained silt loams with high clay content and high runoff potential. South of the Swamp Creek the soils are generally shallow, infertile, moderately well-drained rocky silt loams often littered with boulders.

Soils are assigned to either one or a combination of three hydrologic



Deep, poorly-drained soils are common north of Swamp Creek.

groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

Group B: Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well-drained or well-drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C: Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D: Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface,

and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Hydrology

Swamp Creek is an 18.8-mile-long tributary of the Perkiomen Creek within a 41.5-square-mile watershed in Berks and Montgomery Counties.

The creek begins in Berks County west of Boyertown and flows through the townships of Douglass, New Hanover, Upper Frederick, Limerick, and Lower Frederick to its confluence with the Perkiomen Creek above Schwenksville. The lower section of Swamp Creek, which is the subject of this feasibility study, is characterized by a rocky stream bed flowing through a deep valley with several steep slopes. West of the study area, the creek meanders through fairly flat farmland. The name of the stream is due to former wetland areas in New Hanover Township referred to as Faulkner's Swamp.

The main branch of Swamp Creek flows for more than six miles through the study area. The Scioto Creek joins it from the north 1.3 miles west of the Perkiomen confluence. An unnamed tributary joins it from the south immediately upstream of the Neiffer



Rocky stream bed typical of the lower section of the Swamp Creek.

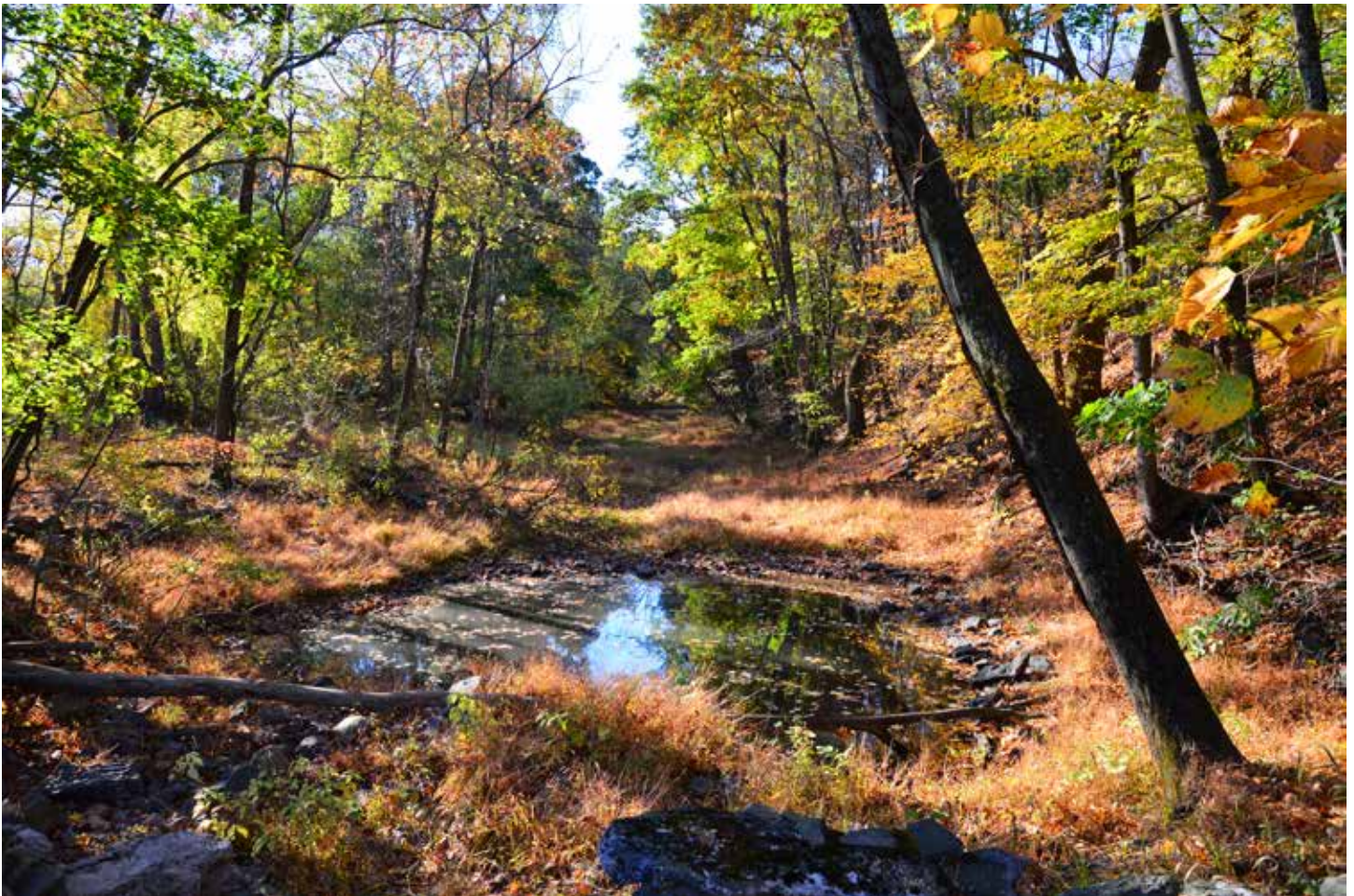
Road Bridge. Another tributary flows from the north through farm land and joins it about a mile above Neiffer Road. Other tributaries join it at the New Hanover Sewage Treatment Plant and below Colonial Road. Minister Creek, a major tributary flowing from the west, joins it at the Camp Laughing Waters. Several springs and seeps also exist at various locations which flow into Swamp Creek or one of its tributaries.

Generally, Swamp Creek has a defined channel. Downstream of the Neiffer Road bridge, in the vicinity of the Camp Hope property and almost to

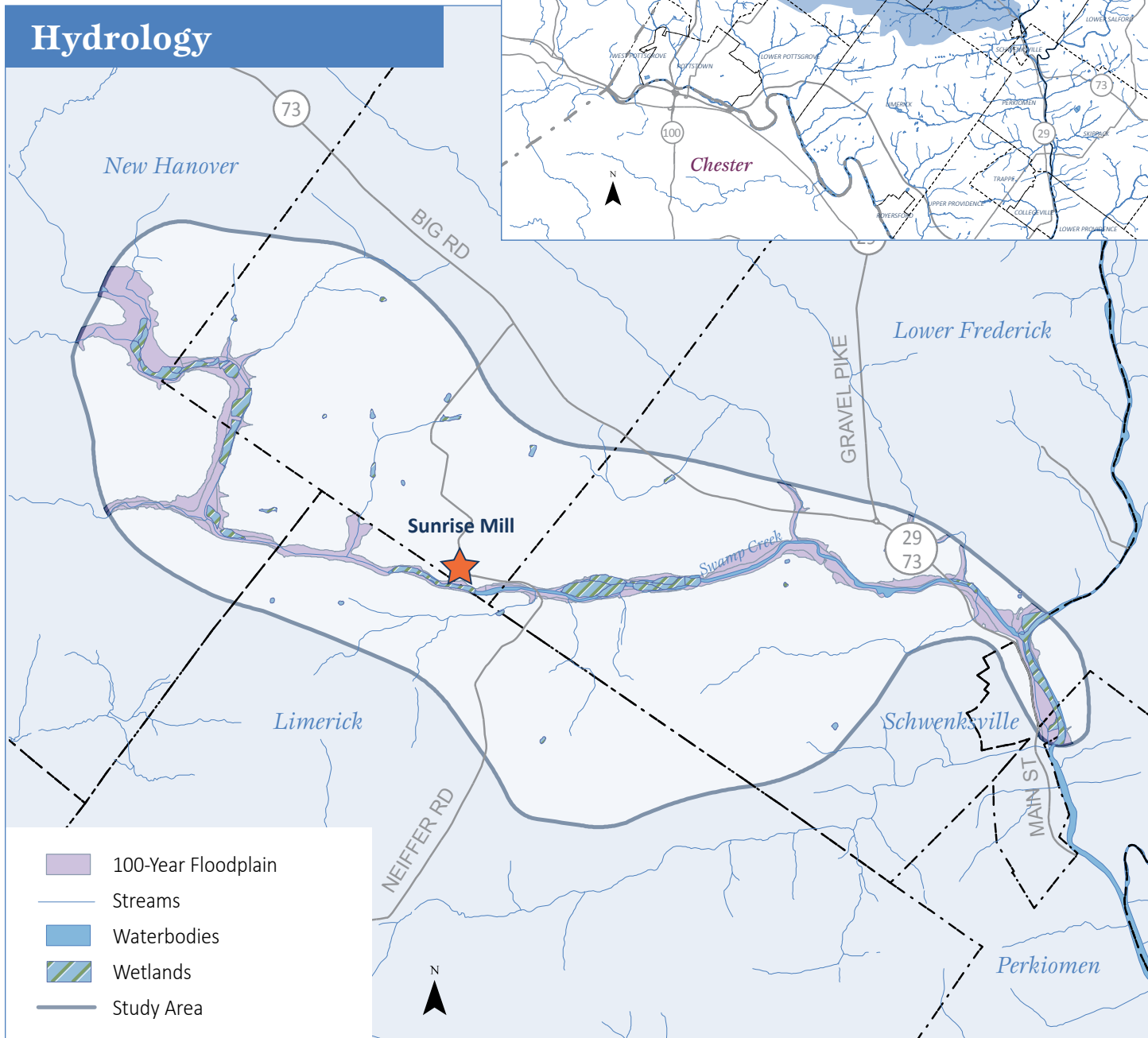
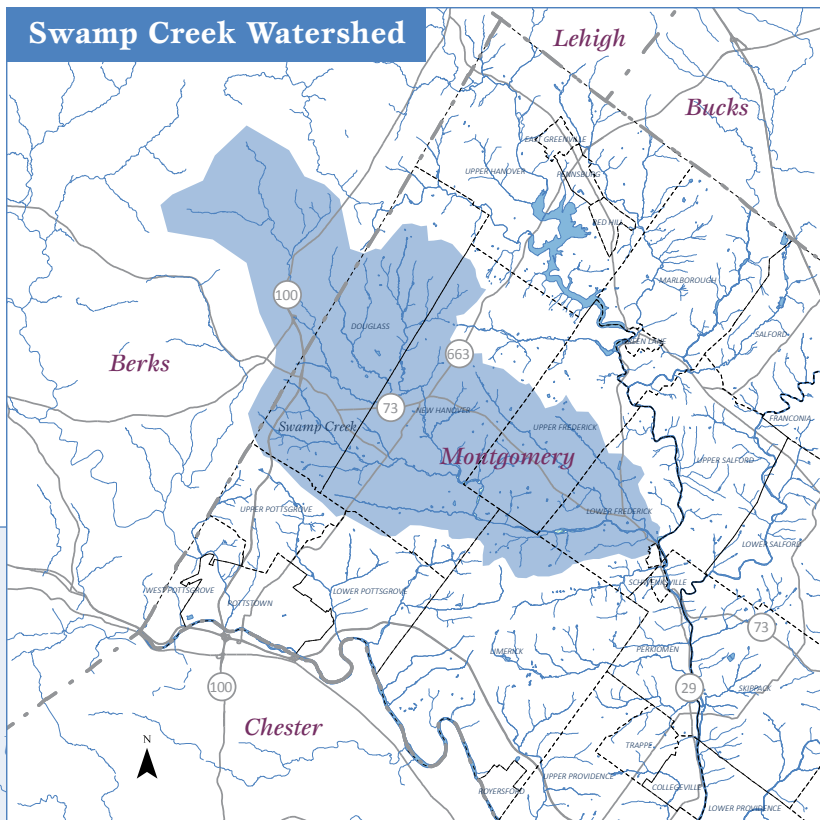
the Gerloff Road Bridge, the creek channel divides, creating a number of islands and back channels. The majority of the wetlands in the study area are located along this section. There is a healthy, mostly intact forest canopy along the stream that provides shade to keep water cool during the hot summer months.

Swamp Creek is classified as warm water fishery by the Pennsylvania Department of Environmental Protection (PADEP). Water quality is impacted by suburban and farm runoff as well as discharges from

three upstream municipal wastewater treatment plants. The New Hanover plant is located along Fagleysville Road at the western edge of the study area. The wastewater treatment plant servicing New Hanover Township used several spray irrigation fields for wastewater discharge up to the mid-1990s, when a new treatment facility with stream discharge for treated effluent was constructed. Many of the former spray fields were sold as open space. The Berks Montgomery Municipal Authority and Boyertown plants are located five miles upstream of the New Hanover Township Facility.



Floodplain and back channel on the north side of Swamp Creek.



Vegetation

Trees are the most common type of vegetation and forest comprises approximately 61% of the study area. These areas include riparian forests along Swamp Creek and its tributaries, as well as upland forests which span the steep slopes and spread out across plateaus that encircle the creek valley. The largest stands of contiguous forest are located south of Swamp Creek. Meadow and pastureland comprises about 10% of the study area while the remainder of the land is used for development or is cultivated for agriculture.

The riparian forests of Swamp Creek are largely intact within the stream valley and typically consist of sycamore, river birch, black walnut, shellbark hickory, white ash, and red maple. In some areas, the forest canopy is so thick that the stream is completely shaded.

A broad floodplain with several islands exists between Neiffer Road and Gerloff Road. The canopy layer of this community is extremely diverse. During the field research for the 2008 Natural Areas Inventory (NAI), sixteen different species were observed in a 100-meter transect. Bitternut hickory, white ash, American elm, and white oak were the dominant native tree species in this floodplain area. This area has one of the most disturbed understories within the stream corridor as floodwaters bring a continual supply of seeds and other propagules. Deer browse is so intense that, in places, even the multiflora



This upland forest is dominated by beech and oak species.

rose and spicebush, two shrubs usually not palatable to deer, show signs of deer browsing. The NAI study noted that another threat to the floodplain community is the growing presence of invasive earthworms.

The upland forests contain mixed hardwoods and generally include red oak, poplar, beech, cherry, birch, ash, maple, and elm. Eastern red cedar is prevalent in new growth areas that may have been cleared for farming or other uses but are not actively cultivated.

The most mature woodlands are located in diabase areas and along steep slopes with shallow soils on the south side of Swamp Creek. In these areas sugar maple, beech, red oak, black birch, ash, and various types of hickory are present, with some trees exceeding 100 feet in height. This area also provides “core” forest habitat, which is loosely defined as any area of the forest that is more than 300 feet from a forest edge or opening. Core forest areas are beneficial and necessary for the survival of many

plant and animal species.

Two distinct mature stands of Canadian hemlock exist on very steep slopes along the south side of Swamp Creek. One area is within the Sunrise Mill property immediately upstream of the old Neiffer Road Bridge. The other is within Camp Laughing Waters. The health of both stands appears to be declining as a result of the Hemlock woolly adelgid (*Adelges tsugae*), an invasive species which feeds on sap from hemlock trees. Deer browse has also caused a significant decline in young hemlock saplings.

Invasive species impact forest health and, likely, future forest conditions. Multiflora rose, Japanese honeysuckle, Japanese stilt grass, and garlic mustard are the most abundant invasive plants in the study area, particularly along the regularly disturbed floodplain corridor. With the exception of garlic mustard, all were present in the study area as early as 1975 when the first inventory was completed by Ann Newbold for the Perkiomen Watershed Association.

Tree-of-Heaven (*Ailanthus altissima*) has been growing in the Sunrise Mill property for at least the past twenty years, but is still at a manageable stage of invasion. The Spotted Lanternfly is an emerging invasive insect species that has very recently spread through most of the county. The potential impacts to forest health by the lanternfly are still being evaluated. Norway maple is present north of the creek in newer growth forests. Mile-

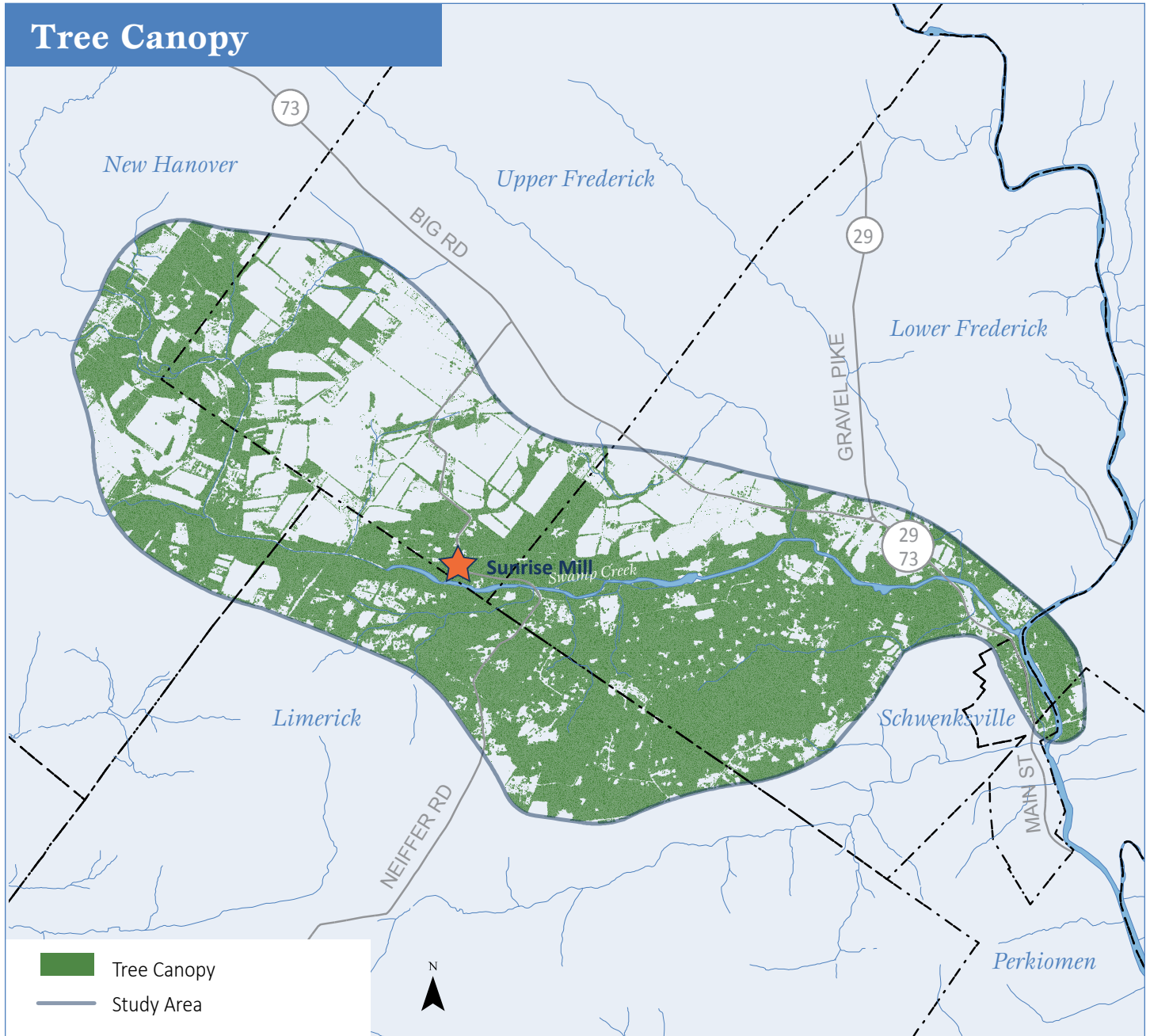
a-minute, Japanese barberry, and winged euonymus are all highly invasive plants that are just in the early stages of invasion within the Sunrise Mill property. Lesser celandine is present on the forest floor within the disturbed floodplain areas similar to how it has colonized other areas throughout the Perkiomen Creek watershed.

Similar to other forested areas in Montgomery County, the forest

understory and herbaceous layer on both the north and south facing slopes are almost entirely decimated by deer browsing. While some saplings and seedling do exist, their numbers appear to be too few to sustain healthy forest regeneration. The most biologically diverse regions are located in areas with the steepest slopes and the rockiest terrain where access by deer is hindered. Deer impact on the hemlock forest is particularly of concern.



Deciduous floodplain forest on the north side of Swamp Creek contrasts the dense hemlock forest on the south side.



The decline of all ash tree species is expected over the next few decades due to the spread of the Emerald Ash Borer. While some individual trees may be saved by regular and

repeated pesticide application, most forested areas will be subject to large-scale losses. This tree loss should be anticipated in future management plans for the greenway

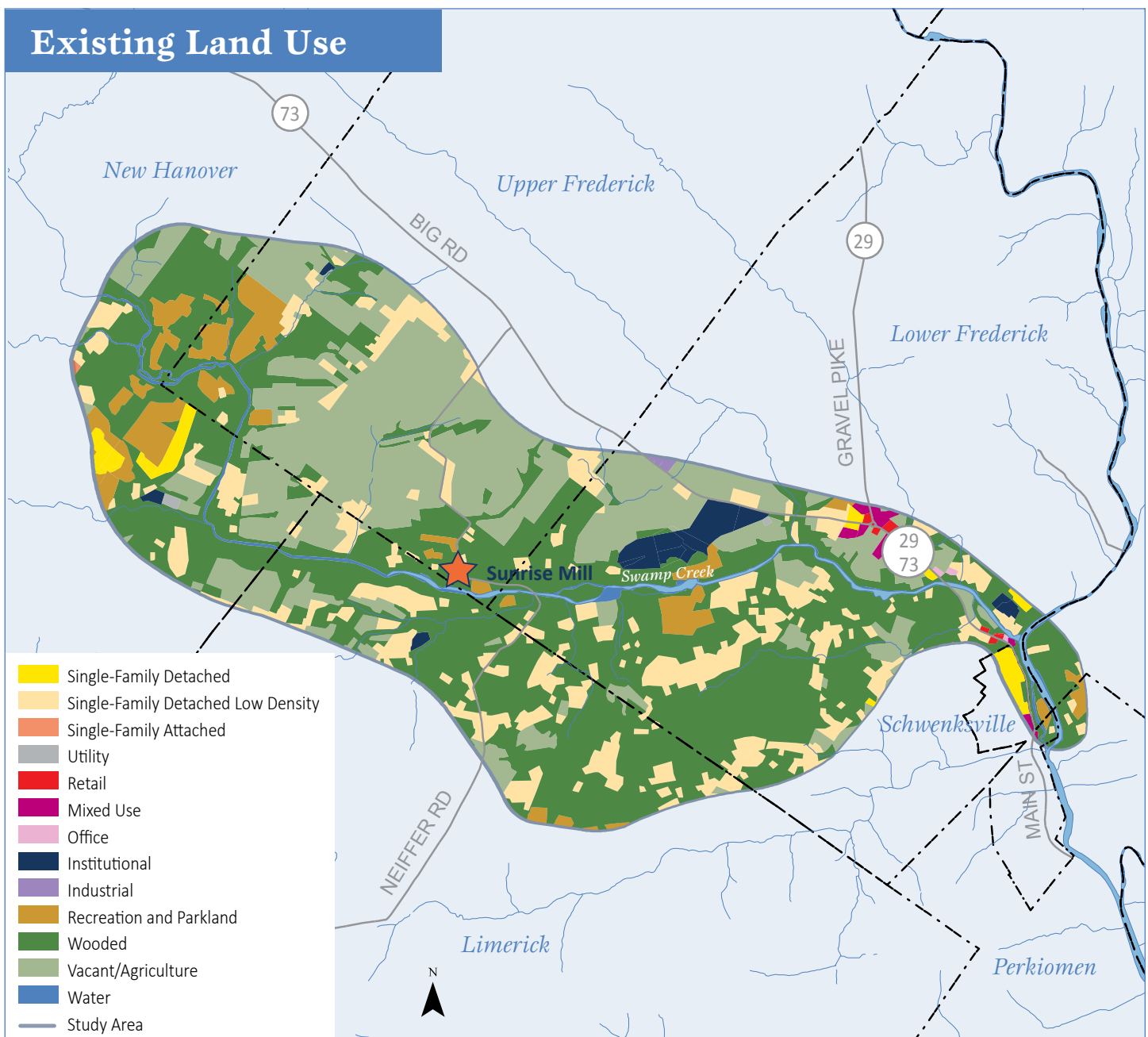
which may include reforestation strategies and selected removal to protect trail users from dead or dying trees.

Land Use

A majority of the study area is comprised of woodlands and farmlands. Rural residences are located on both sides of the Swamp Creek. Generally, due to the lack of public sewer and water infrastructure, average residential lots are in excess of one acre. Commercial

development is primarily located along Routes 73 and 29 in the vicinity of Zieglerville. In addition to the parks and open space properties described in a separate section, several significant institutions located within the study area are described in this section.

Existing and future land uses should be carefully considered in the evaluation of trail and greenway alternatives. For example, residential areas will likely generate trail and greenway users, while commercial areas and scenic habitats are desirable destinations.





Cleared hayfield at
Camp Laughing Waters

Being cognizant of various land uses, both present and future, is important for locating facilities that maximize benefits to trail users and residents.

Unique Institutional Uses

Camp Hope for Kids: An 88-acre camp straddling Swamp Creek that provides faith-based camp experiences for children between the ages of 8 to 18. The camp includes several facilities that once made a larger camp, which operated in the same location for several decades. Portions of the camp property are protected by conservation easements.

Perkiomen Valley Middle School West: The Perkiomen School District operates two middle schools, “East” and “West.” The 156-acre West campus is located on Route 73 and Swamp Creek Road. Portions of the campus are maintained as natural lands and Montgomery County has an easement for the development of the Sunrise Trail along Swamp Creek Road through the school property.

Lower Merion Gun Club: The 50-acre gun club is registered with the Pennsylvania Association of Sporting Clubs and the National Rifle Association. It provides a shooting range, club house and four state-of-the-art trap houses. Adjoining Bob Wayland Memorial Park and Fagleysville Road, the club maintains a posted buffer to protect area residents.

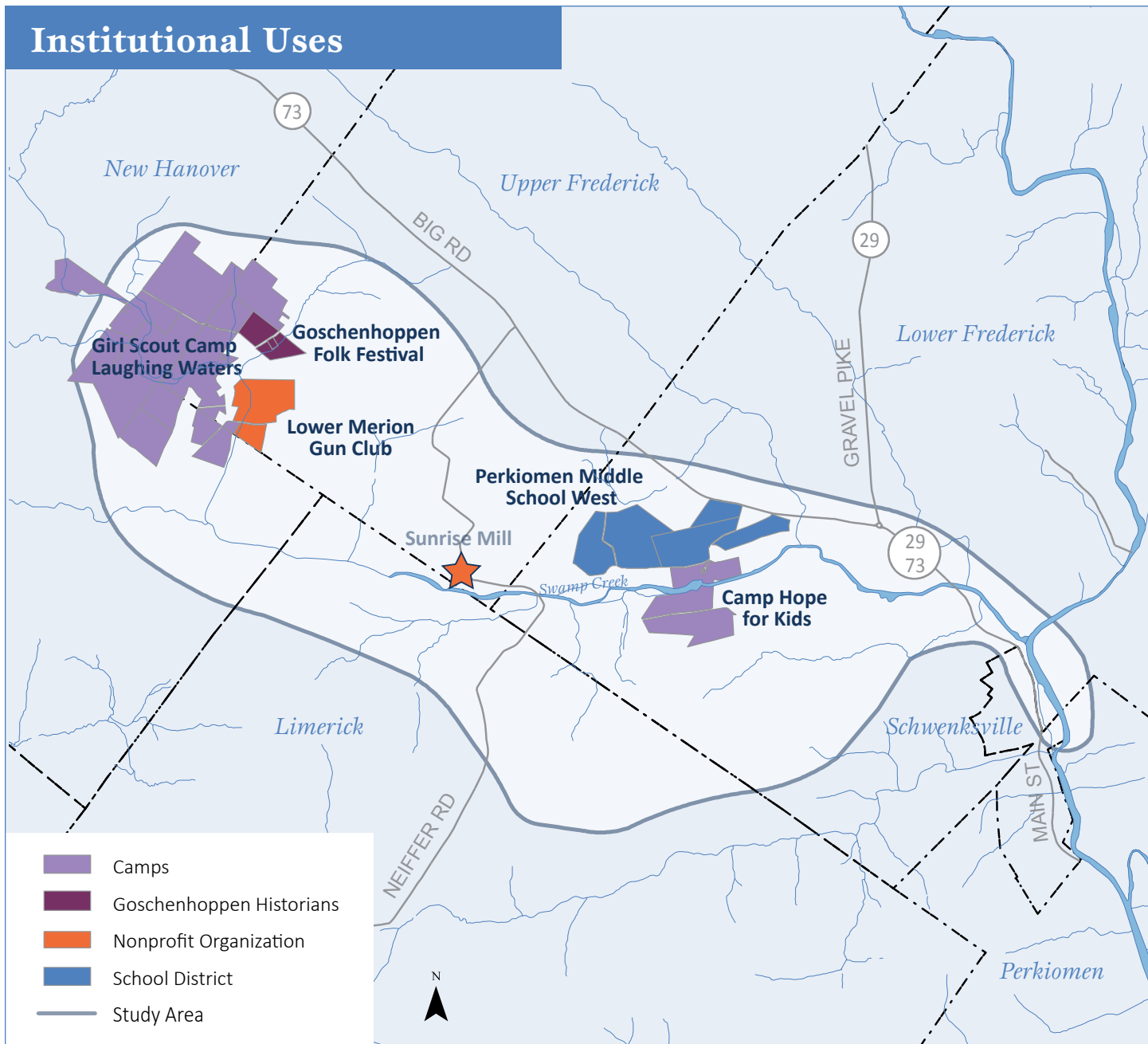
Camp Laughing Waters: This Girl Scout-owned property offers overnight camping for area scouts and contains over 380

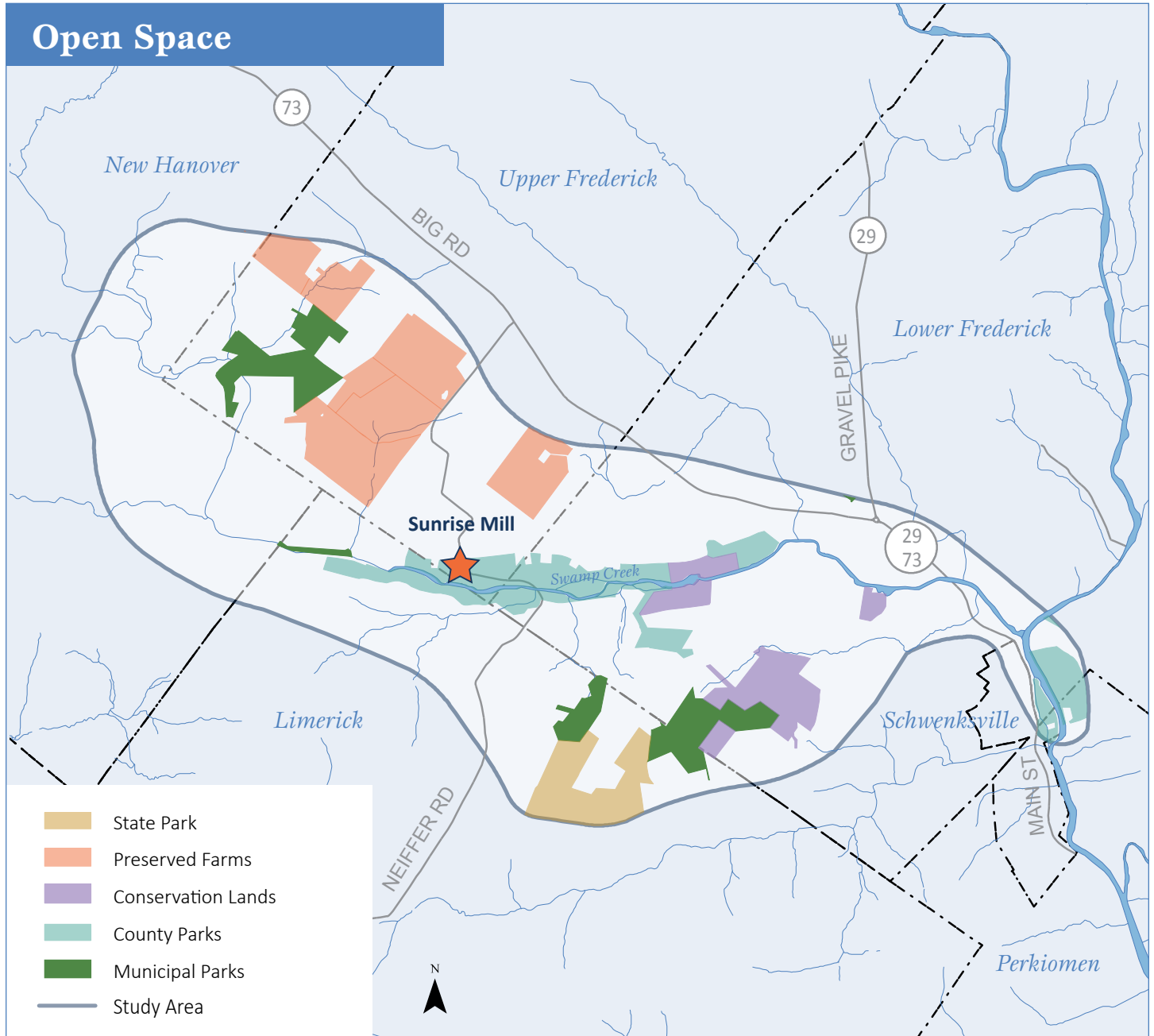
acres, featuring a mix of riparian forests surrounding Swamp Creek, meadows, and agricultural land used for hay and alfalfa production. The main camping area is located near Hildebeidel Road, while the ground south of Swamp Creek is used for camp activities, including horseback riding, archery, and hiking.

Goschenhoppen Folk Festival Property: This site includes approximately 26 acres, including the Henry Antes House and several buildings used during the Goschenhoppen Festival in August.



Institutional Uses





Existing Parks, Trails, and Open Space



The historic Sunrise Mill.

Sunrise Mill Property: A 229-acre county-owned property along Swamp Creek, which contains the Sunrise Mill Historic Site. The property was acquired from the Bugbee Family in 1971 utilizing funding from Pennsylvania Project 70 Land Acquisitions and Borrowing Act of 1967 (P.L. 131). Deed restrictions require that the property be maintained in the landscaped environment consistent with the historical and architectural character of the property. In the past two decades, other properties along Swamp Creek have been acquired to expand the county property.

Stone Hill Conservation Landscape: A collection of properties located in the rocky hills south of Swamp Creek, which includes the Eva R. Meng Wildlife Preserve and Bird Sanctuary, Natural Land's Stone Hills Preserve, Pennsylvania State Game Lands #234, and a number of conservation easements on private property. It consists of upland forest on diabase with impressive boulder fields and rock outcrops.



The Eva R. Meng Wildlife Preserve and Bird Sanctuary: A 100-acre forested property in Lower Frederick Township that was established through a donation to the Valley Forge Audubon Society and features over two miles of trails and a small nature center. Access to the network of trails is from a parking lot in Lower Frederick Township near the intersection of Mine Hill Road and Delphi Road or from a trailhead in Limerick Township on Ryanford Road.



Path to the nature preserve in the Eva R. Meng Wildlife Preserve.

Pennsylvania State Game Lands #234: A property adjoining the Meng Sanctuary west of Ryanford Road. It was formed when the Pennsylvania Eastern Game Farm closed in 1996. Approximately 123 acres of the 329-acre game lands are located in the study area. This land, along with another tract in Limerick Township, are the only properties owned by the Pennsylvania Game Commission in Montgomery County.

Additional land that makes up the Stone Hill Greenway were conserved through the collective efforts of Natural Lands, Montgomery County, and the townships of Limerick and Lower Frederick.

Diabase rock formations are common throughout the Stone Hill Greenway.



Bob Wayland Memorial Park: A scenic 95-acre property in Upper Frederick Township located between Fagleysville Road and Colonial Road. It was purchased through two acquisitions made possible with the assistance of the Montgomery County Open Space Program. It has been improved by the township working with various partners, such as local boy scout troops, volunteers, and the Upper Frederick Park Board. Enhancements include a ½-mile gravel trail, a milkweed meadow to attract monarch butterflies, and interpretative signage about native plants and animals. The park is largely old meadows and adjoins the Lower Merion Gun Club and Goschenhoppen Folk Festival property.



Speelhoffer Memorial Park: Municipal park located west of Colonial Road and surrounded by Camp Laughing Water, Goschenhoppen Folk Festival Property and Bob Wayland Memorial Park. This six-acre park is currently being developed as a community dog park with two enclosures and a gravel parking lot.



Perkiomen Trail: The only county trail in the study area. A majority of the 20-mile Perkiomen Trail lies within the former Perkiomen Railroad corridor which was acquired in part by the county in 1978. A 2008 study by the Rails to Trails Conservancy determined that the trail had 397,000 trail visits per year. Since that time, the trail has grown even more popular with walkers, runners, and bicyclists. Most of the Perkiomen Trail is a 12-foot-wide gravel surface.

Preserved Farmland: 451 acres within the study area. This land is generally located in the northwestern portion of

the study area. Easements held by the county on preserved farms focus on the future agricultural use of the property and prohibit trails.

Conservation and Trail Easements: Easements throughout the study area to protect land from future development and to establish public access for trails. Several trail easements were established by Lower Frederick Township during the subdivision of various tracts of land that are located along the Swamp Creek.



Privately-owned open space along Swamp Creek Road.

Transportation

The transportation system in the study area consists of roads owned by PennDOT and the local municipalities. These roads are classified into functional categories that characterize the type of mobility they provide with regards to access, traffic volumes, and speed. Arterial and collector roads service the highest volume of traffic, allow higher speeds of travel, and limit access points. These are primarily located in the northern and eastern portions of the study area while smaller local roads encircle Sunrise Mill property. Local roads are generally much less traveled, are designed for slower speeds, and may have more frequent access points. Within the study area, these local roads provide unique opportunities for on-road travel by pedestrians and cyclists.

Arterials/Collectors

Route 73 and Route 29 (PennDOT) converge in Schwenksville and share the same roadway until they split at Zieglerville, where Route 29 travels to the north of the study area and Route 73 travels to the northwest. Main Street/Route 29 is the most heavily traveled road through the study area recording an estimated average of 12,007 daily trips in 2017 northwest of Spring Mount Road.

Route 73 (PennDOT) is a well-traveled route that extends across Montgomery County. Posted speed limits within the study area are 45 or 50-miles-per-hour. The estimated average daily trips on it in 2017 were 7,294 vehicles. The road has center line striping and fog line striping with narrow to moderate paved shoulders.



Gravel Pike

Neiffer Road (PennDOT) bisects the study area connecting Swamp Pike in Limerick Township with Route 73 in Upper Frederick Township. The posted speed limit on the road is 35-miles-per-hour though travel speeds are often higher. There were 1,366 estimated average daily trips on Neiffer Road as recorded by DVRPC in 2016.

Local Roads

Delphi Road extends from Old Gravel Pike to Mine Hill Road in Lower Frederick Township. This scenic steep and winding road has about a 14- to 16-foot-wide cartway.

Gerloff Road extends from Route 73 at the western edge of Zeiglerville south across Swamp Creek to Neiffer Road and Laver Road in Limerick Township. There were 723 average annual daily trips recorded along Gerloff by DVRPC 2015 between Yerger Road and Route 73. The road is approximately 14 to 16 feet wide with a posted speed limit of 35-miles-per-hour.

Swamp Creek Road extends from Route 73 to Fagleysville Road. The road has



Gerloff Road

limited traffic and is about 12-feet wide. 'No parking' signs along the road are located next to the Middle School property. The portion of Swamp Creek Road in Limerick Township is particularly narrow so that approaching cars are required to yield. This section had formerly been a gravel road.

Fagleysville/Colonial Road connects Swamp Pike in New Hanover Township with Route 73 in Upper Frederick Township. There were 1,580 average annual daily trips recorded along Fagleysville Road at the Swamp Creek Bridge in 2015. Colonial Road gets very light traffic with an estimated 213 average annual daily trips in 2013. Fagleysville Road is owned by PennDOT from RT 73 to Colonial Road.

Ryanford Road connects Game Farm Road with Gerloff Road. This is a very steep rural road that is about 14 to 16 feet wide.



Ryanford Road

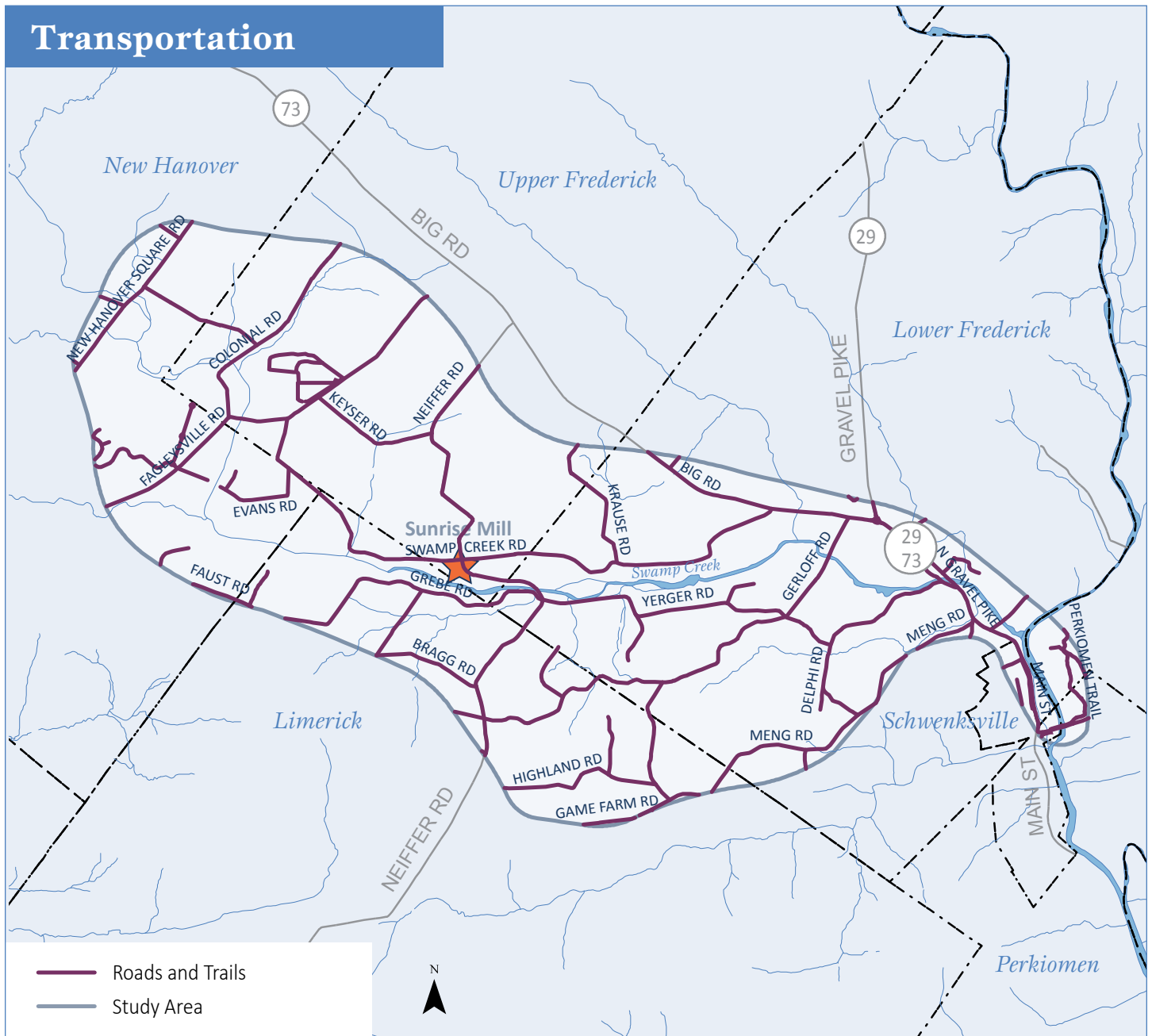
Spring Mount Road connects Route 29/73 in Lower Frederick with Schwenksville Road in Upper Salford. The 2013 average annual vehicle counts taken at the bridge over Swamp Creek were 4,540. The posted speed limit at that location is 35-miles-per-hour. There is a school zone east of the bridge for St. Mary's Elementary

School.

Yerger Road/Grebe Road connect Delphi Road in Lower Frederick Township with Faust Road in Limerick Township. Yerger Road is located east

of Neiffer Road, while Grebe Road extends west of Neiffer Road. Like Yerger Road, Grebe is a narrow low traffic road. There were 304 average annual daily trips along Yerger Road in 2017. The roadway is from 14 to 16 feet

wide and is in good condition. It has a posted speed limit of 35 miles per hour. Portions of Grebe Road are narrower and are located along a guiderail at the top of a very steep slope. Yerger Road is



owned by PennDOT from Neiffer Road to Gerloff Road.

Utilities

Public utilities within the study area include water and waste collection service, electricity, and internet service. Where public water and sewer services are not available, private water supply wells and either on-lot waste water disposal or holding tanks are required. The installation of on-lot facilities and wells requires permits from the Montgomery County Health Department and the PADEP.

Most of the study area lies outside

of areas with public water and sewer utilities. Sewage facilities service and growth areas for Lower Frederick Township occur within the Zieglerville area, including the properties adjoining the creek from Gerloff Road to the Gravel Pike Bridge and the properties along Gravel Pike from the creek south to Spring Mount Road. Perkiomen Valley Middle School West is also serviced by the Lower Frederick sewer system through a force main. No sewer service or growth areas in Limerick Township or Upper Frederick Township extend into their portions of the study area. Portions of the study area west of the Fagleysville

Road in New Hanover are included in sewer service and growth areas.

Water service for portions of Lower Frederick Township in the vicinity of Schwenksville and Zeiglerville is provided by the Schwenksville Water Authority. Perkiomen Valley Middle School West has its own water supply well. No other significant water systems are located within the study area. The franchise area for much of the western portion of the study area is owned by Aqua Pennsylvania.

The entire study area is served by electric and internet service.



New Hanover Township
Wastewater Treatment Facility
located near Swamp Creek.

Wildlife

This study recognizes that the potential impacts to rare species and habitats should be carefully considered during the design of any improvement within the study area. One tool that can be utilized to more fully understand these impacts is the Pennsylvania Conservation Explorer (<https://conservationexplorer.dcnr.pa.gov/>), which is an online web mapping tool that allows project planners to view the locations of and potential impacts on these sensitive resources. All projects recommended by this study will utilize this resource both as a best practice and for permit requirements as necessary.



Woodchuck

Wildlife found along the Swamp Creek include many of the mammals common to the county, such as raccoon, opossum, red fox, white-tailed deer, red and grey squirrels, flying squirrels, chipmunk, woodchuck, muskrat, and striped skunk. Smaller mammals, such as mice, voles, and shrews, abound along the fields at the edge of the woods. Several species of bats are also common. River otters were reported to have been seen in the section of Swamp Creek west of Sunrise Mill. The river otter is listed by the Pennsylvania Natural Heritage Program as vulnerable.



White tail deer often encountered in the study area.

Also, mink that had escaped from a nearby farm have been seen in this area. Periodically, bear and coyote sightings are made in this area as well.

Less showy, but no less important, are the turtles and reptiles. During the NAI update in 2008, seventeen species of reptiles and amphibians were documented along the Swamp Creek. The snapping turtle, musk turtle, painted turtle, eastern redbelly turtle (a threatened species) and bog turtle (an endangered species) are aquatic turtles that can be found along the Swamp Creek corridor. The eastern box turtle is more commonly found in the county. Snakes, such as the eastern garter, black rat, northern ring-necked, northern brown, and northern water snake, are nonvenomous species that are fairly common. The northern copperhead, a venomous snake, is sometimes encountered on trails and in rocky areas within the county.



Toads are important predator of insects in the study area.

Amphibians, such as frogs, toads, and salamanders, are a vital link of the food web. The American toad, pickerel frog, green frog, bullfrog, and spring peeper not only are food for larger animals, but also have wildlife value for children and adults. For many people, the chorus of peepers and bullfrogs is an integral part of summer. Children also enjoy hunting for northern red-backed salamanders under logs and northern two-lined salamanders under rocks at the water's edge.



Wild turkey

Many people, from the casual bird watcher to the serious naturalist, enjoy the area's bird population. The study area contains significant interior forest that provide habitat for area sensitive birds, such as Acadian flycatcher, blue-gray gnatcatcher, veery, wood thrush, red-eyed vireo, Louisiana waterthrush, and scarlet tanager. The Valley Forge Audubon Society has documented 58 bird species during surveys conducted at the Stone Hill Preserve in 2003-2004, including Kentucky warbler, northern parula, American redstart, hooded warbler, scarlet tanager, ovenbird, and magnolia warbler. Woodlands are important habitat for more unusual species, such as the ovenbird, blue-gray gnatcatcher, and screech owl. The more familiar red-eyed vireo, black-capped

chickadee, and gray catbirds also need woodlands to survive. Black vultures (*Coragyps atratus*) are commonly seen circling above Swamp Creek near Spring Mountain at its confluence with the Perkiomen Creek.

In addition to deer browse, the health of the forest is affected by invasive species

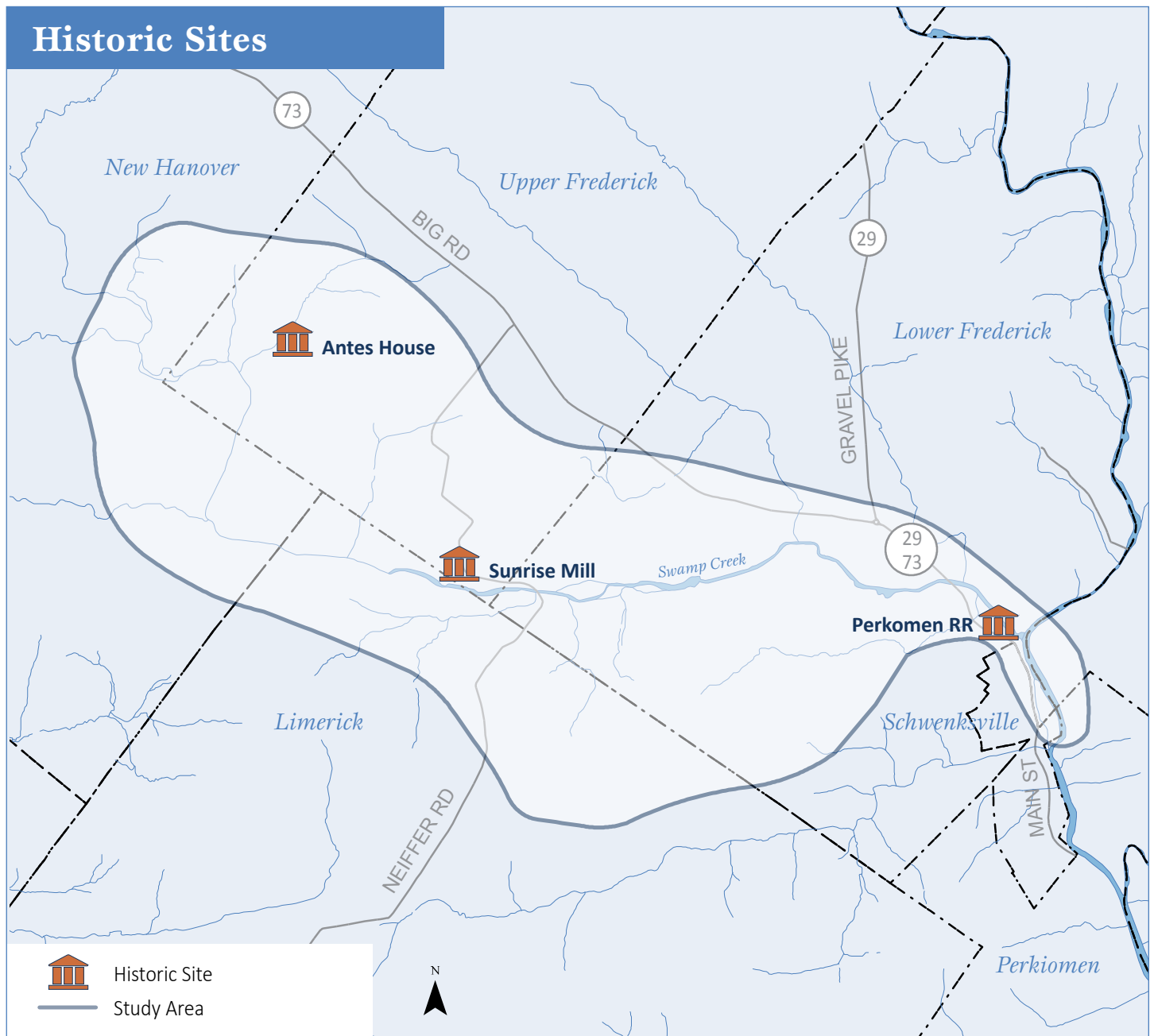
such as the emerald ash borer and most recently, the spotted lanternfly.

History

History provides an important dimension to the greenway study area. Historic features are tied to the natural conditions and surrounding landscapes, particularly

those of Swamp Creek. Visiting the historic sites will be an important part of the greenway visitors' experience.

Sunrise Mill is one of the most significant historic sites in the study area. Not only is it one of the few remaining mills in the county, but Sunrise Mill has the unique distinction of containing both a





Sunrise Mill



Antes House

grist mill and a saw mill. The property is further distinguished by its famous and widely admired and respected owner Dr. Chevalier Jackson, who was a Renaissance man.

The earliest mill at this site dates back to 1767, when Michael Krause and Yost Biting built a wooden structure, which was rebuilt (in stone) in 1819. The mill changed hands many times between 1862 and 1910 operating as Reed's Mill. Dr. Jackson's family bought the property in 1918. The Swiss bank barn was built in 1795, whereas the nearby house was built in 1828.

Besides being a world renowned physician, Jackson was a highly

respected impressionist painter; an inventor of numerous medical instruments; a teacher who taught in many area colleges and in Europe and Latin America; and a writer of highly specialized textbooks on surgery. He was also a naturalist, which was one of the reasons he chose to live at the mill.

Henry Antes House an important historic house erected in 1736 was designed and built by Henry Antes, an important regional religious and political figure of the 18th century, and one of the region's best-known master builders. It stands today as an excellent example of Moravian settlement houses, and in particular, of a German three-room plan house. The house is unusual because

so much of its original interior finish, including ceilings and board partition walls, have survived.

During the American Revolutionary War, the house served as headquarters for General George Washington from September 23 to 26, 1777 as part of the Philadelphia Campaign. Henry's son, Colonel Philip Frederick Antes (1730-1801), was an officer in the 6th Philadelphia Militia.

The Antes House is owned by the Goschenhoppen Historians, who restored the house and operate it as a museum, offering tours by appointment. During August, the Antes House and surrounding grounds is the site of the Goschenhoppen Festival.



Dr. Chevalier Jackson painting outside the Sunrise Mill.

Perkiomen Railroad was constructed from 1867 to 1872 as a more direct route from the Greater Philadelphia Area to the coal fields above the Lehigh Valley. The railroad later operated as part of the Reading Railroad system. A train station was located at the Delphi Junction near Swamp Creek. This station serviced the Zeiglerville area. Service along the railroad ended in 1978. At that time, Montgomery County acquired the remaining property assets held by the Reading Railroad, which was in bankruptcy. Later in 2004, Montgomery County completed the Perkiomen Trail along much of the rail corridor from Oaks to Green Lane.

Both the **Gerloff Road Bridge** and **Fagleysville Road Bridge** described in the bridge section are listed under the National Register of Historic Places.

Environmental Hazards

There are no significant environmental hazards within the study area. Flooding, the most significant natural hazard, occurs periodically along the Swamp Creek corridor, and affects 471 acres that are subject to the 1% annual chance flood zone (generally referred to as the 100-year flood zone). Trail design and other recreational improvements should take into account the extent of the floodplain and provide the necessary improvements to minimize potential future damage.

Steep slopes could also present a hazard in the study area. There is a preponderance of steep sloped areas

along the Swamp Creek. These steeply sloped areas appear to be stable and not subject to landslides. However, these steeply sloped areas, as well as the rock outcrops, should be taken into account in the design of various facilities. Appropriate controls and signage may be necessary to ensure the public's safety during their visits to portions of the greenway.

Three interstate gas lines cross the study area in Limerick and Upper Frederick Township. The Buckeye pipeline crosses the study area just west of the Sunrise Mill property, and crosses Swamp Creek Road and farmland north of Swamp Creek. This pipeline is eight inches in diameter and

carries liquid petroleum products from Philadelphia-area refineries toward New York State. The pipeline is within a 50-foot right-of-way. The other two gas lines cross Swamp Creek about 360 feet west of the Buckeye pipeline. Both lines, a 14-inch and 20-inch pipeline, are owned by Columbia Gas Company and transport compressed natural gas within a common 50-foot right-of-way. Both rights-of-way are maintained to eliminate any large vegetation that could interfere with the pipelines. No leaks or reported incidents have occurred along the pipelines in the study area. Any trail construction across the rights-of-way carrying the interstate pipelines will require coordination, though no interference from trail crossings is anticipated.



The interstate Buckeye gas pipeline travels through the study area.

Dams

Dams are significant in greenways. The change in stream flow dynamics caused by impounding water can create different types of habitat for aquatic life, though they are impediments to anadromous fish migration. In some cases, dams are important historical resources that tell a story about the area's past and they can enhance—or detract from—scenic viewsheds depending on their condition. Dams may also present safety hazards if they are not well maintained. There are three dams in the study area.

Leidy's Dam is located about 1,000 feet north of the Spring Mount Road Bridge and about 800 feet southeast of the Gravel Pike Bridge in Lower Frederick Township. This 200-foot-long and 3-foot-high concrete dam appears to be part of the Kehs property. An inspection report prepared by PADEP in 2014 noted that the dam was in poor condition with spalling concrete throughout. There is undermining of the left side of the dam and the left abutment failure.

Camp Hope for Kids Dam is a 350-foot-long rock and concrete dam in the middle of the Camp Hope for Kids property. It establishes a 6-acre recreation lake for camp activities. The dam contains a 40-foot-long and 50-foot-wide concrete spillway. No inspection reports were available for this structure.

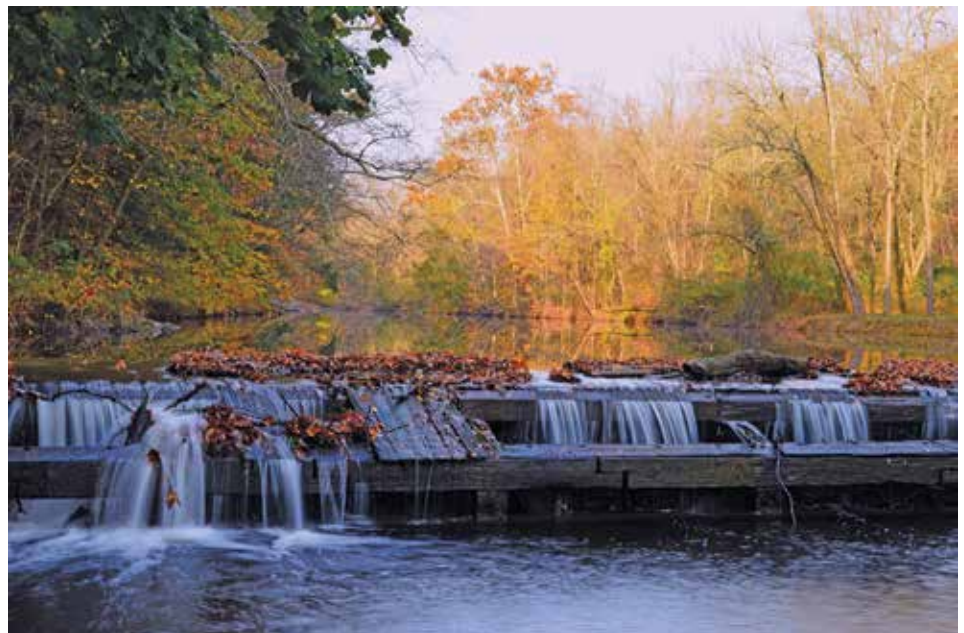
Sunrise Mill Dam is a 120-foot-long wood crib dam located at Sunrise Mill. This dam was reconstructed in 1982 at



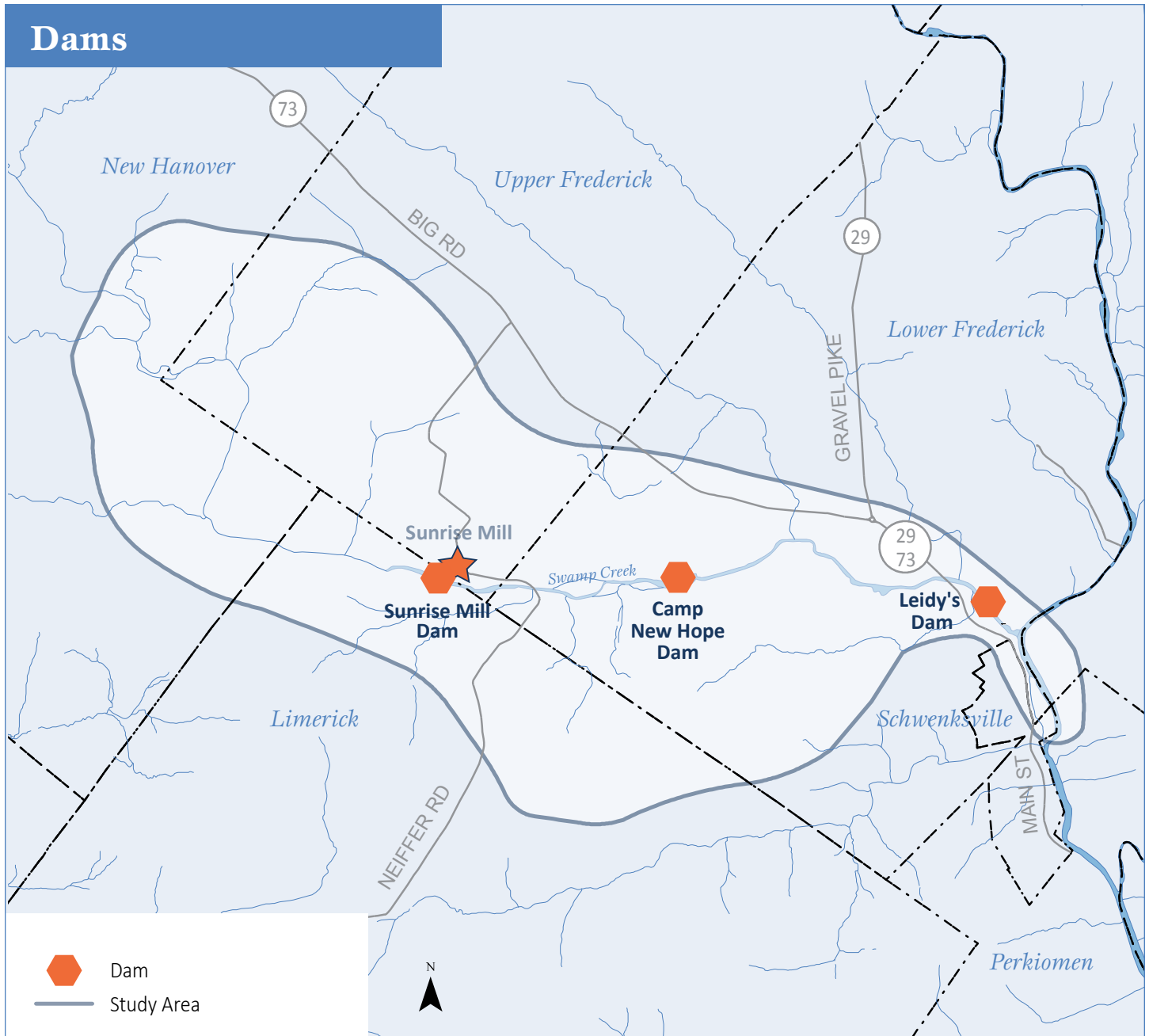
Sunrise Mill Dam under construction.

the location of the original dam. The structure impounds water for the saw mill/grist mill. The wood-dam boarding has become exposed to air in the past several years which has resulted in

significant deterioration. Presently all of the boards on the sloped portion of the spillway have been displaced, exposing the cribbing structure to cascading water over the dam breast.



Sunrise Mill Dam current condition.



Bridges

Eleven bridges cross Swamp Creek within the study area. Three of the bridges are currently closed and two are only available for private use. Bridge crossings provide opportunities for area residents to move through the greenway. They can serve as future trail crossings and some are historic assets that add context and history to the greenway. Traffic can introduce vehicle noise.

Abandoned Perkiomen Railroad Bridge is a 124-foot, two-span, girder bridge that was part of the Perkiomen Railroad and spans Swamp Creek at the confluence with the Perkiomen Creek. The bridge is owned by an adjacent property owner who removed the cross ties seated over the steel trusses. Title to the property at the bridge was established as part

of the Perkiomen Railroad's Charter and was not transferred to the county when the county purchased various assets associated with the former Perkiomen Railroad.

Spring Mount Road Bridge is a 138-foot, three-span, county-owned bridge at Spring Mount Road located about 550 feet from the Perkiomen Creek

confluence. This pre-stressed concrete adjacent box beam bridge was rebuilt in 1999. It is 25 feet wide with a 5-foot-wide concrete sidewalk on the downstream (southern) side.

Gravel Pike Bridge was established when Gravel Pike was realigned from Spring Mount Road to south of Zeiglerville in 1947. This stringer bridge contains three spans for a combined 192-foot length. It is 39 feet wide including a 34-foot roadway and 5-foot sidewalk on the eastern side. Emergency maintenance was performed in 2016 to address deterioration in structural supports and existing steel beams in the bridge. The bridge is still scheduled for a full reconstruction or replacement in the near future.

Old Gravel Pike Bridge has been closed to traffic since 2002. Prior to its closing, the stone arch Old Gravel Pike Bridge provided limited local traffic from Delphi Road to the junction of Gravel Pike south of Zeiglerville. The bridge has received some limited maintenance, but requires long-term preservation to address loose stones, cracks, and scour at the piers. Over the past few years, significant deterioration of the downstream side of the southern arch has occurred, requiring immediate attention to prevent future collapse of that arch. The bridge is individually eligible for listing in the National Register of Historic Places.

Gerloff Road Bridge is a 134-foot-long original 1888 iron Pratt truss bridge manufactured by the Phoenix Bridge Company formerly located in Phoenixville, PA. The bridge is listed on



Failing arch on the Old Gravel Pike Bridge.



Gerloff Road Bridge

the National Register of Historic Places. Due to its deteriorating condition, the bridge was closed to traffic in the mid-1970s. PennDOT renovated the bridge while maintaining its historic truss design configuration. To support vehicle weight, a new steel tied arch structure was inserted into the bridge to support a

new open grate steel deck independent of the existing historic truss, which was rehabilitated. The bridge reopened in 1998. The restoration project received a design award from the Montgomery County Planning Commission. The roadway is narrow preventing two way traffic across the bridge.



Old Gravel Pike Bridge

Private bridge at **Camp Hope for Kids** is a narrow vehicular and pedestrian bridge across the Swamp Creek about 150 feet downstream of their dam. The bridge appears to be approximately 140 feet long.

Neiffer Road Bridge is a stone arch bridge that was constructed over 1,100 feet downstream of the former stone arch Neiffer Road Bridge in 1966. This was done as part of a significant road realignment of Neiffer Road. This 118-foot girder bridge supports a 34-foot-wide roadway with no sidewalks.



Collapsed arch on Old Neiffer Road Bridge.



Old Neiffer Road Bridge

Old Neiffer Road Bridge, is a stone arch bridge located 500 feet downstream from the Sunrise Mill, and was built by Montgomery County in 1845. It contains three full stone arches for the stream and a fourth smaller arch for the mill race. The bridge has been closed for any traffic since the late 1960s. Though the bridge had been periodically maintained, it has recently begun to deteriorate at an alarming rate. Portions of the top of the mill race arch have collapsed causing a hole in the bridge at the northern end. More significantly, a large portion of the eastern side of the middle arch has deteriorated with several stones in the arch having dropped into the stream. This makes the bridge more likely to deteriorate rapidly and immediate attention is needed if this bridge is to be saved.

Fagelysville Road Bridge is a stone arch bridge that was recently reconstructed

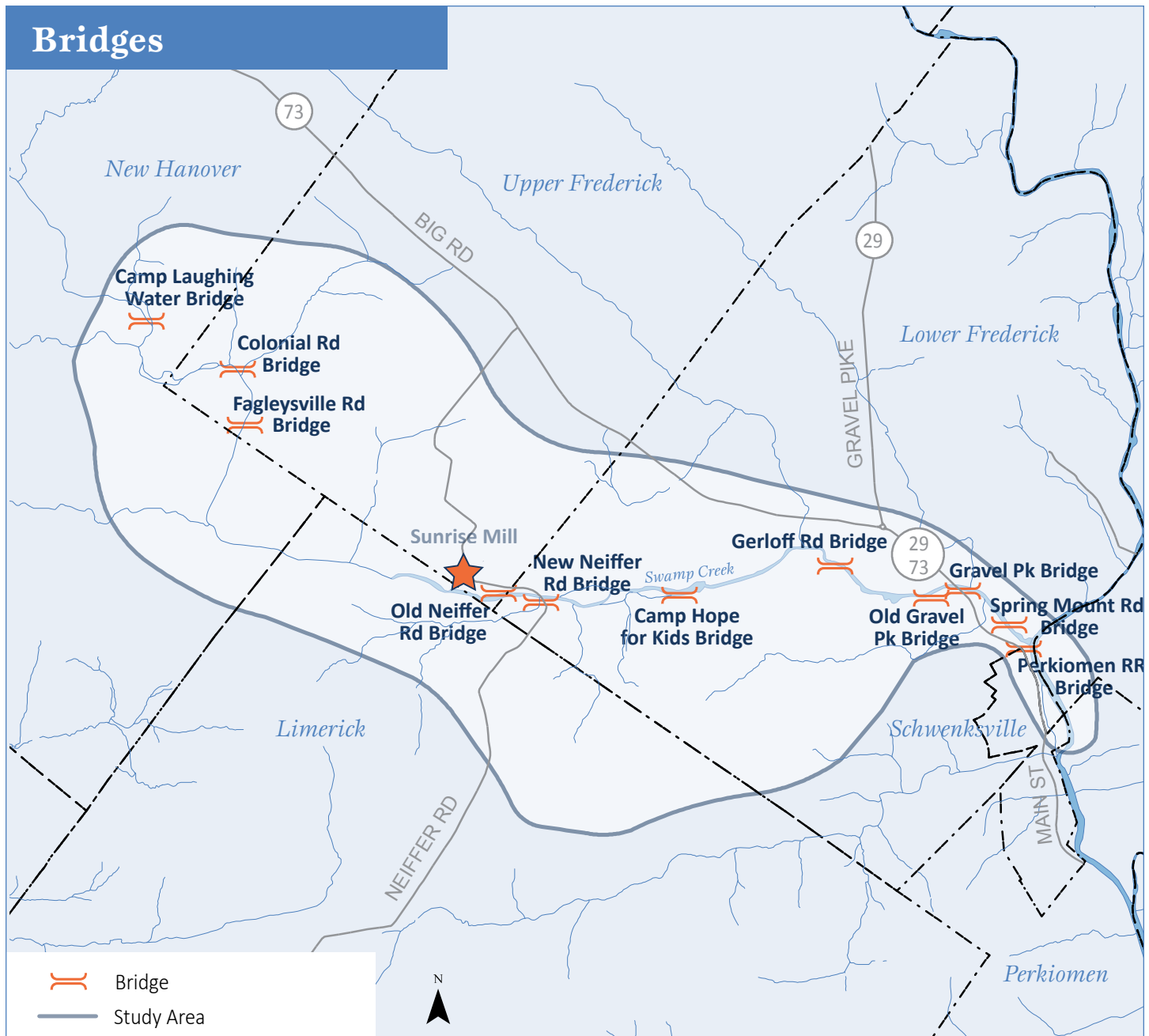
by PennDOT. As part of the work on the bridge, portions of Fagelysville Pike west of the bridge were paved in concrete due to the repeated flooding that occurs as a result of the lack of waterway capacity under the bridge. The bridge, originally built in 1854, contains three 20-foot-long arches with an overall length of 125 feet. The bridge is 16 feet wide and was listed on the National Register of Historic Places in 1988.



Fagelysville Road Bridge

Colonial Road Bridge is located adjacent to Speelhoffer Park that contains the Upper Frederick Dog Park. This county-owned bridge was originally built in 1899 and replaced by the county in 2009. The new bridge is a 77.5-foot-long composite adjacent to a pre-stressed concrete box beam structure with a stone veneer. The bridge and two approaches to it are about 34 feet wide.

Private bridge at **Camp Laughing Waters** is located east of the confluence of Swamp Creek and Minister Creek. The bridge is for camp use only.



chapter 3 | *greenway vision*

Greenway Vision

The Swamp Creek Greenway possesses unique ecological, cultural, historic, and recreational resources as described in the previous chapter. The following chapter provides the overall vision for a greenway that will foster the

preservation and protection of these assets while enhancing public access.

This chapter also includes a summary of existing plans that pertain to the study area which support this vision.

Specific recommendations, conceptual designs, and implementation are discussed in later chapters.

The following vision for the Swamp Creek Greenway is:

- 1** Encourage the preservation and protection of natural lands through appropriate methods that may include cooperative conservation land management, conservation easements, or the acquisition of land by public entities for protection.
- 2** Conserve natural and historic resources within the Swamp Creek Greenway for the enjoyment of current and future residents.

- 3** Provide safe, environmentally sensitive, non-motorized access via existing and proposed trails that connect commercial destinations, historic sites, and natural areas.
- 4** Create opportunities for outdoor environmental education for people of all ages.



Open Space Board and Commissioner Dr. Val Arkoosh visiting the Sunrise Mill Property.

Why the Sunrise Trail?



Running on the Perkiomen Trail.

Montgomery County's trails have become a defining characteristic of the county, connecting communities, greenways, and local trails to each other. The county trail system is immensely popular and provides safe opportunities for recreation and non-motorized transportation. County trails also provide many other benefits including improving public health, supporting local economies, and providing access to nature. *Montco 2040: A Shared Vision*, identifies the Sunrise Trail as part of a proposed 257-mile county trail network. Previous county plans have long identified the Sunrise Trail as a part of the vision for the county trail system.

The Sunrise Trail will extend from the Perkiomen Trail in Schwenksville to

New Hanover Square Road in Upper Frederick, where it will connect to the proposed West County Trail. Along its route, the trail will pass through Montgomery County's Sunrise Mill property, a protected open space comprised of more than 229 acres of riparian and upland forest, and which is home to the Sunrise Mill Historic Site. The Sunrise Mill Historic Site contains a mill with all of the original 19th century machinery which could be restored to working order. In addition, the site contains the Swiss bank barn (1795) and the house (1828).

Creating access to this property is a community priority and this plan includes several recommendations to facilitate safe, public access in a

timely manner. Among these is the development of a trail system through the Sunrise Mill property that will support recreational opportunities like hiking, bird watching, trail running, and bicycling.

Trail development can also be a catalyst for land conservation. By providing access to natural areas, trails increase community awareness of these lands and generate support for their continued protection. Swamp Creek, and the forested hills that surround it, are a valuable asset not only for recreation, but for important environmental services like air and water filtration as well as providing habitat for numerous plant and animal species.

Open Space Conservation

This study recommends the continued conservation of natural lands using established methods including cooperative land management, conservation easements, and the acquisition of land for public ownership and protection, where appropriate. These same methods have been employed in other significant greenways in the county including the Perkiomen Creek, Wissahickon Creek, and the Pennypack Creek.

As discussed in the previous chapter, significant efforts to conserve land have

already taken place within the study area. Various players, including the county, local conservation organizations, each of the municipalities, and private land owners have played a role. The region faces significant pressure from development, and it is important to continue conserving land to maintain the quality of this magnificent resource.

Protecting open space from development can provide benefits beyond providing habitat for plants

and animals that contribute to a high quality of life. Natural lands filter the air we breathe and the water we drink, reducing the cost of providing these basic needs. Open spaces can also generate significant economic value by boosting nearby property values and generating tourism. Even more, they provide places to explore and be active, which is essential for mental and physical well-being.



Protected open space along the Swamp Creek protects the water quality and provides recreation opportunities.

In *The Economic Value of Protected Open Space in Southeastern Pennsylvania*, a study undertaken by the Delaware Valley Regional Planning Commission in 2011, it was estimated that open space adds \$16.3 billion to the value of southeastern Pennsylvania's housing stock, and that protected open space generates \$240 million annually in property tax revenues that support county and municipal governments and local school districts. The study also estimated that open space provides significant environmental benefits, including nearly \$61 million in annual cost savings due to protected open spaces' ability to naturally filter out pollutants and replenish water supply, more than \$37 million in natural flood mitigation, and \$17 million in annual air pollution removal and carbon sequestration services.

The Swamp Creek Corridor Rivers Conservation Plan (2009) provides a blueprint for open space conservation within the Swamp Creek Greenway. See page 40 for more information.

Balancing Impacts to Private Property Owners

The development of the Sunrise Trail will require the county, conservation organizations, or the local municipalities to acquire additional rights-of-way to be fully constructed.

This study recognizes the concerns raised by members of the public regarding private property rights and emphasizes the need for cooperation and careful planning. This study utilizes existing public land, lands on or adjacent to previously established trail easements, and existing roadways wherever possible for the location of proposed trails and other public improvements.

Every effort should be made to complete future land acquisition and conservation efforts cooperatively and balance resource conservation objectives, public access needs, and the interests of property owners. Moreover, this study emphasizes careful engineering and creative site design to minimize the impact of the trail on adjacent properties.



The western portion of the Sunrise Mill was repainted a few years ago, but significant restoration is still needed.



Sunrise Mill
Historic Site as
seen from across
Swamp Creek.

Sunrise Mill Property

The Sunrise Mill property is comprised of 229 acres of forested hillsides on either side of Swamp Creek and contains several unique natural areas. The property is also home to the Sunrise Mill Historic Site, a significant historic resource which was placed on the National Register of Historic Places in 1977. Montgomery County has owned the Sunrise Mill property since 1971, yet it has remained closed to the public. There are no official trails or visiting areas and the mill and caretakers house have been used as a private residence since the mid-1970s. Nevertheless, many area residents regularly visit the property to hike and fish and we have received numerous requests to expedite the development of sanctioned public access to the Sunrise Mill property.

The development of a designated trail system within the Sunrise Mill property would support numerous recreational activities like mountain biking, fishing, hiking, running, and nature observation. The steep slopes and prominent, scenic landscape features provide an opportunity to develop trails that are both challenging and visually interesting. Moreover, the creation of designated trails will help ensure that these activities, many of which are currently taking place on the property illegally, happen responsibly and the impact to the natural environment is minimized. There is also the potential to create trail connections to nearby open space amenities like the Stone Hills Preserve and the Eva R. Meng Wildlife Preserve and Bird Sanctuary.

The restoration and development of the Sunrise Mill Historic Site would support numerous activities including historical interpretation and environmental education. The site, which is centrally located within the property, could serve as the primary trailhead for access to the rest of the property. The site features a gristmill, house, barn, dam, and the Old Neiffer Road Bridge, a stone arch bridge constructed by Montgomery County in 1845. The three buildings are in stable condition and the barn received a new roof in 2017. Although, the Old Neiffer Road Bridge is deteriorating rapidly; one of the arches has partially collapsed and other signs of structural damage are evident; the bridge has been identified as a potential crossing point for the Sunrise Trail and an engineering

assessment should be completed to determine if the structure can be saved.

While the county has created or commissioned various plans to restore the Sunrise Mill Historic Site in the past, none have been fully realized. The last plan was completed in 1992 and needs to be updated to account for modern design and accessibility standards, and to address changes to the site that have occurred over the last 25 years. Yet, during the course of this study, the county has taken several positive steps towards opening the site. In 2017, the county hired a curator who, with the help of three interns, organized, photographed, cataloged, and measured mill parts that have been stored in the barn. This inventory will inform future restoration efforts of the mill's interior. The exterior of the mill is currently being re-stuccoed. Additionally, the division of Parks, Trails, & Historic Sites has begun work on a brand new circulation and access plan for the site which will make recommendations pertaining to site circulation, parking, access, and historical interpretation.

While the full restoration and development of the Sunrise Mill Historic Site may take years to complete, this study strongly recommends a phased approach that would allow for some access to the property and historic site in the interim. These phases are outlined below.

Near-Term:

- Complete a site safety analysis and make any necessary changes to allow for safe public access to the site, even if the buildings are not open to the public.
- Develop limited on-site parking.
- Design and build the trail segments



Interpretive signage can be an attractive way to provide environmental education.

connecting the Sunrise Mill Historic Site to the Perkiomen Valley Middle School West (trail segments 5, 6, 7, 8).

- Design and install trailhead kiosk and interpretive signage for the Sunrise Mill Historic Site.
- Complete an engineering assessment of the Old Neiffer Road Bridge.

Mid-Term:

- Design and build the Sunrise Trail from the historic area to the western edge of the Sunrise Mill property (trail segments 10, 11, L6, L7) including any interior trails or paths as recommended by the circulation and access plan for the Sunrise Mill Historic Site.
- Restore or replace the Old Neiffer Road Bridge.
- Re-evaluate parking capacity as needed based on demand.

Long-Term:

- Restore the Sunrise Mill interior. If necessary, expand parking to accommodate demand.

Environmental Education

The Swamp Creek Greenway offers many spectacular natural landscapes that provide opportunities for environmental education. Currently,

the Valley Forge Audubon Society has a small environmental education building on the Meng Preserve. This building and the surrounding forest and vernal ponds provide a rich setting for environmental education classes held by the Audubon Society. The Meng sisters, who donated the preserve to Valley Forge Audubon Society, were avid nature preservationists who called their property "Camp Ivy." The site has been utilized by the Girl Scouts for environmental education activities.

The Perkiomen Valley School District, which has provided their students with excellent environmental education experiences at other schools in the district, owns the Perkiomen Valley Middle School West, which is located within walking distance of interesting rock formations, a broad forested floodplain, and numerous wetlands. The proposed trail alignments in this study connect these features to the campus and could serve as an outdoor classroom and laboratory. The nearby Camp Hope for Kids is registered as an Education Improvement Organization with Pennsylvania's Educational Improvement Tax Credit program and has offered its property as an environmental education site during the school year.

The Sunrise Mill Historic Site could be used for county sponsored

environmental education events like lectures, guided hikes, and school fieldtrips. A further melding of history and the environment could provide



Meng Preserve Environmental Education Building

for interesting events at Sunrise Mill such as a nature plein air painting class, discussion of the impact of forestry and saw mills on the surrounding forests, and the unique geology of the area that created an ideal site for the mill.

Campers at both the Girl Scout Camp Laughing Waters and Camp Hope for Kids could benefit from access to these sites from their respective camps. Other partnerships with the Goschenhoppen Society and organizations such as the Perkiomen Watershed Conservancy may be helpful in advancing environmental education in the Swamp Creek Greenway.

Conformity to Previous Plans and Studies

Past plans that are relevant to the Swamp Creek Greenway feasibility study area were examined to understand established local policies and priorities. These were considered in developing the recommendations contained within this study.

Montco 2040: A Shared Vision is Montgomery County's comprehensive plan that was adopted in 2015. The plan calls for the development of the

Sunrise Trail and for the conservation of land within the county's most sensitive natural areas, including the Swamp Creek Conservation Landscape. Additionally, the plan establishes three themes for the future of Montgomery County: Connected Communities, Sustainable Places and Vibrant Economy. Each theme contains multiple goals that are supported by the recommendations

contained within this study. More information can be found at: <https://www.montcopa.org/1579/Montco-2040-Comprehensive-Plan>.

Limerick Township Open Space Plan, which was completed in 2013 and funded by DCNR, examines opportunities for new pedestrian and bicycle routes throughout the township that link parks, open space, schools, residential areas, and employment centers to regional transportation and recreational amenities. The master plan is intended to offer Limerick residents close-to-home transportation options and recreational and fitness opportunities. Within the study area, on-road trails are proposed for Grebe and Ryanford Roads.

Limerick Township Comprehensive Plan was adopted in 2009 and establishes several community goals and objectives including: conserve and enhance Limerick's natural resources, maximize the preservation of open spaces in appropriate areas, and

increase opportunities to connect to public transit, and to walk, ride, or bike throughout the township.

Lower Frederick Township Open Space Plan was prepared in 2006 and updated in 2015 to reflect potential open space linkages. This plan depicted Sunrise Trail along Swamp Creek along with several local off-road and on-road trails in the study area. Proposed on-road trails in the study area include: Delphi, Krause, Meng, and Spring Mount Roads. Off-road trails proposed in the study area include a connector trail to Stone Hill Greenway.

New Hanover Township Parks and Trails Master Plan, prepared in 2015, cites a strong interest in the development of a township wide trail system which would connect the Swamp Creek Greenway along New Hanover Square Road.

Schwenksville Open Space Plan, prepared in 2005, recognizes the importance of the Perkiomen Trail and adjoining open space in the overall quality of life in Schwenksville.

2015 Upper Frederick Recreation, Park and Open Space Plan is an update to the 2006 Upper Frederick Township Open Space Plan. This update builds upon the work completed in the 2006 plan with a particular emphasis on updating township demographic information, inventorying the current recreation, park and open space facilities, identifying needed facilities for the existing population, and establishing a level of service to be achieved and maintained for existing and future residents and employees. The township continues to prioritize preservation of agricultural uses and maintaining the rural setting of

the township, but also recognizes that park and recreational opportunities play a valuable role in the community. The plan calls for the development of a dog park at Speelhoffer Park and identifies future county Sunrise and West County Trails in addition to the Scioto Trail.

Swamp Creek Corridor Rivers Conservation Plan, funded by Pennsylvania Department of Conservation and Natural Resources (DCNR), was prepared by the Montgomery County Lands Trust (now Natural Lands) in 2009. The study focuses on the conservation of lands along a ¼ mile riparian buffer along the entire main branch of the Montgomery County portion of Swamp Creek. This plan includes a GIS-based map of prioritized parcels for critical, short-term and longer-term conservation and/or restoration, with a goal of preserving natural habitat, riparian buffers, wildlife corridors, critical open spaces, and agricultural lands. The Riparian Corridor Conservation Value map includes GIS-based analysis of parcel-specific conservation values, which may be used as a basis for future land preservation in this area. These conservation priorities remain relevant to future greenway protection efforts.

Swamp Creek Stormwater Management Plan (Act 167) was prepared by Montgomery County in 2006 under an agreement with the PADEP with assistance provided by ARRO Consulting, Inc. The intent of this plan is to coordinate stormwater management efforts among all the municipalities within the Swamp Creek watershed. Specifically, this is accomplished by identifying existing stormwater problem areas and projecting where future

stormwater problems may occur within the 10-year timeframe of the plan. The model ordinance contains stormwater regulations that aim to prevent existing problems from becoming worse, and avoid the projected problems. Additional regulations pertaining to stormwater infiltration, water quality, and streambank protection are included.

Streambank and water quality measures are important in the enhancement of water quality through the proposed Swamp Creek Greenway.

Natural Areas Inventory Update published in 2008 updates the previous 1997 Natural Areas Inventory for Montgomery County, and expands it significantly in characterizing preservation in 13 conservation landscapes identified in this report that contain a total of 74,711 acres, 24% of the area of the county.

Central Perkiomen Valley Regional Comprehensive Plan Update prepared in 2014 establishes land use recommendations for all the municipalities within the feasibility study area with the exception of New Hanover Township, which participates in the Pottstown Metropolitan Area Region’s Comprehensive Plan. The plan establishes the following goals and objectives pertaining to open space preservation and trail development: coordinate a regional system of



Swamp Creek Corridor Rivers Conservation Plan.

community parks, significant natural areas, and preserved open space all interconnected by a green network of trails and streams; encourage the creation of linkages between public open space and the Perkiomen Trail to establish a continuous regional trail network; continue to implement the open space and recreation goals of the municipal open space plans; actively pursue resources to preserve open space in the region; encourage a more comprehensive understanding of the economic value of open space and recreation within the region; examine innovative methods and flexible design standards that will help to retain the region’s rural character; take advantage of recent opportunities for open space acquisition and development of new, interconnected open space and recreation facilities; and protect the natural features of the region’s watersheds and their tributaries, particularly the Perkiomen Creek.

chapter 4 | *proposed trail alignments*

Trails Overview

Trails come in all shapes and sizes depending on the intended use and desired experience. Some are wide, paved corridors designed to allow users to cover long distances quickly. Other trails are narrower and meander through the environment to encourage users to slow down and take in their surroundings. Others are technical trails built specifically to provide a challenge for mountain biking, hiking, or trail running.

This plan recommends that several different types of trails be utilized in the development of the Swamp Creek Greenway and Sunrise Trail. These trail

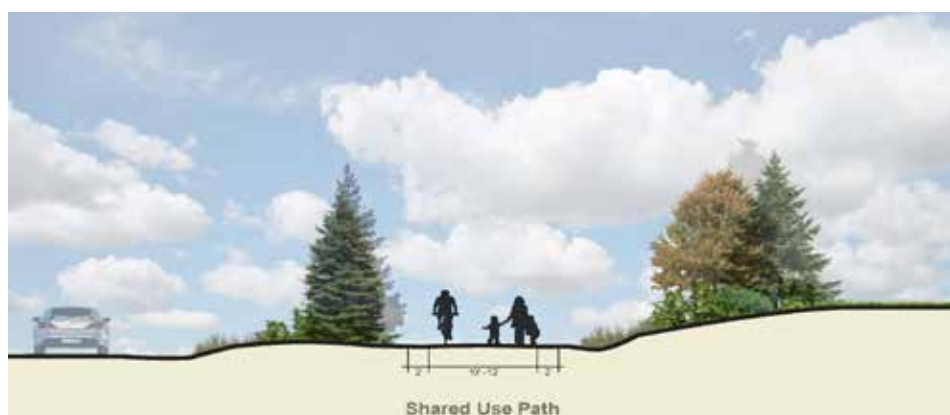
types are outlined below in more detail and are listed in the description for each proposed trail segment.

One important thing to note, due to steep terrain and to reduce impacts to the natural environment, this plan recommends utilizing narrower “single-track trails” in some locations, particularly through the Sunrise Mill property. These natural surface trails have a much smaller footprint than “shared-use paths,” are typically 2-6 feet wide, and do not create impervious surfaces that contribute to stormwater runoff. The trade off is that these trails are not suitable for road bicycles. To

insure bicycle connectivity throughout the greenway, we have recommended several “on-road” trail alignments where the addition of on-road bicycle facilities like bicycle lanes or sharrows will increase safety for riders. For these alignments, on-road facilities should be designed in accordance with Montgomery County’s new countywide bicycle mobility plan, *Bike Montco*, which was adopted in 2018. The proposed on-road alignments identified in this study were included in the proposed on-road county bicycle network that is detailed in *Bike Montco*.

Trail Types

Shared-Use Path | 10-12 feet wide



Pennypack Trail,
Abington Township



Fricks Trail, Hatfield Township

Shared-Use Trail | 6-10 feet wide



Lorimer Park Trail, Abington Township

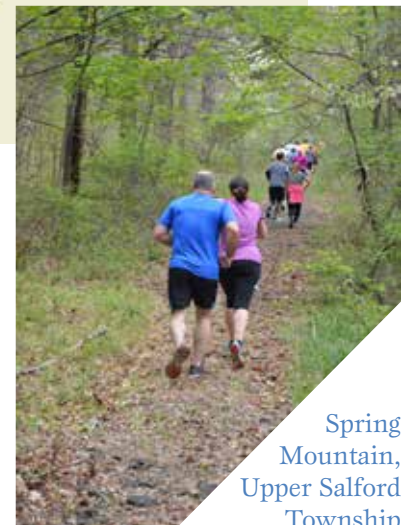


Fitness Trail,
Montgomery
Township

Single-Track Trail | 2-6 feet wide



Green Lane Park, Upper Hanover Township



Spring
Mountain,
Upper Salford
Township

Sidepath | 6-12 feet wide

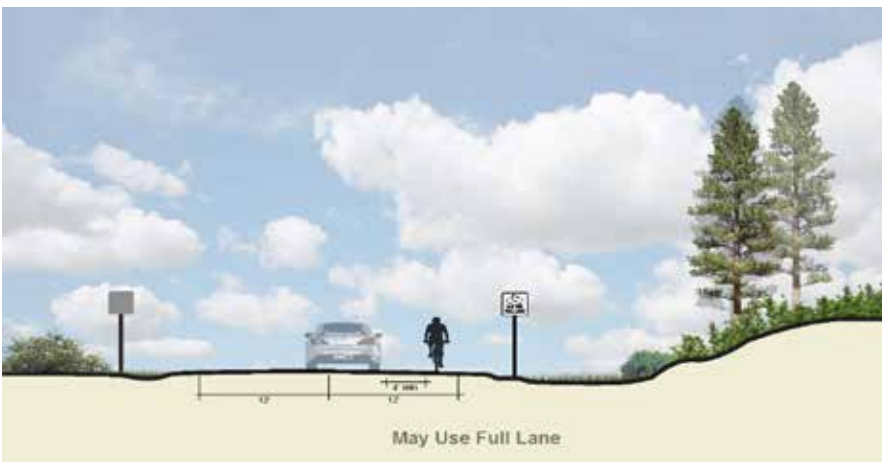


Lower Salford Township Trail



Wissahickon Trail

On-road



Bike Lane, Pottstown Borough

Mowed-Grass Trail | 2-6 feet wide



Briar Hill Preserve, Whitpain Township



Gwynedd Preserve, Lower Gwynedd Township

Road Crossing

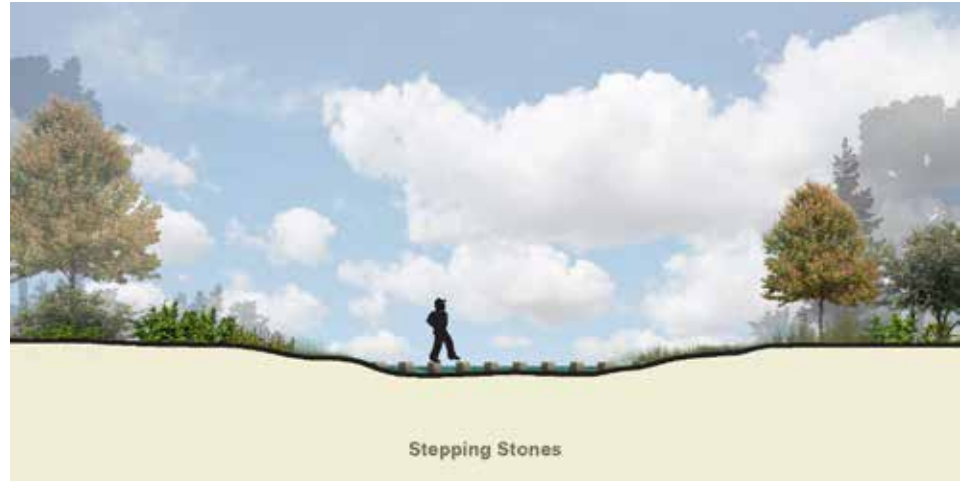


Pennypack Trail



Perkiomen Trail

Stepping-Stone Stream Crossing



Wissahickon Trail



Segment 1 – Park Avenue to Spring Mount Road (Map A)

Type(s)

Shared-Use Path, 10-12 feet

Length

3,485 feet

Estimated Cost

\$363,897

Segment Description

Segment 1 intersects with the Perkiomen Trail at Park Avenue (PennDOT) in Schwenksville Borough. This location was chosen so that trail users continuing south on the Perkiomen Trail could utilize an existing mid-block crossing of Park Avenue.

A new 65-foot-long trail bridge will be required to span a former mill race that branches off of the Perkiomen Creek at Kratz Dam and crosses under Park Avenue near the proposed trail intersection.

The trail then turns north and climbs a steep grade to meet a former railroad corridor. The trail would continue north for 2,000 feet along the railroad corridor until it reaches Delphi Junction, a commercial development with several tenants, including a restaurant and small medical facility. The former railroad bed and adjoining land is owned by Montgomery County and is part of the Central Perkiomen Valley Park. The

railroad bed can easily be converted into a trail, although there are some locations where improvements are needed to address erosion caused by drainage from the adjoining Route 29 (PennDOT).

From the railroad corridor, the trail would climb a short grade before emerging into the parking lot of Delphi Junction. An exposed gas main exists along the trail just below the parking lot; coordination with the gas utility would be required to move or protect the line.

The trail would enter the parking lot on a portion of land owned by Montgomery County. In this location, additional guiderail or curbing should be installed to narrow the vehicle access point or to eliminate it all together to protect trail users. This

area, which currently has 6 parking spots, could be converted into a trailhead with 1-2 parking spots and trailhead signage.

The trail would then travel through the lot and travel through the center of a 14-foot-wide vegetated median which runs the length of the lot adjacent to Route 29. An easement will be required from the property owner. This alignment would require minimal adjustments to the parking lot, but would require the relocation of 3 utility poles and some roadway signage. A crossing of the driveway to the restaurant and offices at Delphi Junction would be required.

After passing between the parking lot and Route 29 the trail would continue through a small grassed area to the signalized intersection of Route 29 and Spring Mount Road (Lower Frederick).



Vegetated median in front of Delphi Junction.

Segment 2 – Spring Mount Road to Old Gravel Pike (Map B)

Type(s)

Shared-Use Path, 10-12 feet

Length

2,912 feet

Estimated Cost

\$1,239,961

Segment Description

The trail would cross Spring Mount Road at the existing traffic signal. There is currently no pedestrian crossing at this location and the signal would have to be upgraded to include one. The existing crossing distance is about 65 feet. Narrowing the crossing distance to limit the amount of time a trail user spends in the intersection would enhance safety. Coordination with PennDOT and Lower Frederick Township would be required to ensure any adjustments do not restrict truck turning movements. Mountable curbs are one option that would effectively narrow the crossing but still allow large trucks to drive over the curb if necessary. The nearby intersection of Route 29 and Route 73 (PennDOT) was reconstructed in 2017 and provides a good example of a safe, signalized trail crossing.

After crossing Spring Mount Road, the trail would immediately turn towards Swamp Creek passing between the adjacent landscape supply store, Delphi Supply, and Spring Mount Road. A drainage culvert that runs underneath the landscape supply store would have to be extended to tie into an existing culvert that runs underneath Spring Mount Road to allow the trail to pass over.

After paralleling Spring Mount Road

for 250 feet, the trail would turn and travel behind Delphi Supply through a floodplain meadow for around 500 feet. This is a seasonally wet area and due to the likelihood of regular flooding, this section of trail should be paved. The trail would continue toward Route 29 for 500 feet, crossing two mill races, which would require culverts to support the trail. These crossings present an educational opportunity for interpretive signage about mill history.

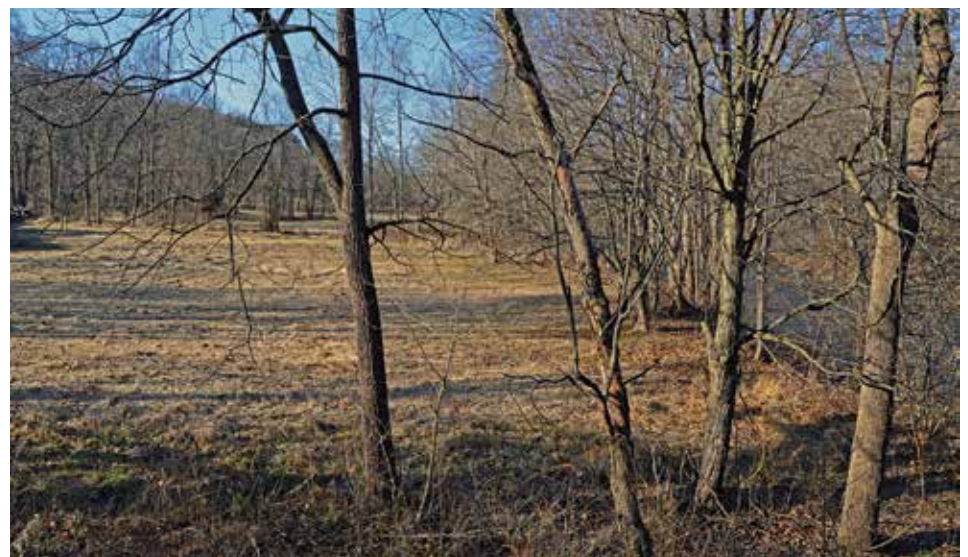
The trail would then pass through land owned by Lower Frederick Township, which houses a pumping station, to bring it back to Route 29. From there, it would transition into a sidepath and parallel Route 29 for 935 feet before crossing Route 29 in a midblock location near Old Gravel Pike (Lower Frederick). To construct a sidepath in this location, the road bed would need to be widened to create sufficient level area for the trail.

After crossing Route 29, the trail would

continue on Old Gravel Pike for a short distance before crossing Swamp Creek on the Old Gravel Pike Bridge (Montgomery County).

The Old Gravel Pike Bridge, which is sometimes referred to as the Old Gravel Pike Masonry Arch, was built in 1915 and is listed on the National Register of Historic Places. It was closed to all pedestrian and vehicle traffic in 2002 due to structural deterioration. The bridge has since fallen into a state of disrepair and has numerous structural problems including loose stones, cracks, and scour at the piers.

The bridge is a critical component of the proposed trail because it provides an opportunity for trail users to cross Swamp Creek on an independent alignment apart from vehicular traffic. To be reopened for trail use the bridge would need to be stabilized. Preliminary estimates to stabilize the bridge for are \$750,000.



The land behind Delphi Junction is a broad floodplain.

Segment 3 – Old Gravel Pike Bridge to Zieglersville Commercial Center (Map B)

Type(s)

On-Road

Sidepath, 6-12 feet

Shared-Use Path, 10-12 feet

Length

2,680 feet

Estimated Cost

\$171,854

Segment Description

After crossing the Old Gravel Pike Bridge, the trail users would continue on Old Gravel Pike as an on-road trail for 1,150 feet. Old Gravel Pike is a dead end street with very light traffic and is adequate for pedestrian and bike use with minimal improvement. Concerns have been raised by residents along Old Gravel Pike of trail users trespassing to access Swamp Creek and the potential for increased littering and off leash dogs. It is strongly recommended that signage be placed along this section to discourage trail users from leaving the route, particularly near the Old Gravel Pike Bridge where trail users may be the most tempted to access Swamp Creek.

At the intersection of Old Gravel Pike and Route 29, the trail would continue as a sidepath along the south side of Route 29 for 400 feet. Flexible delineators or rumble strip milling are potential options to protect the trail from motor vehicles. The trail would then leave the roadway traveling between the Christ Evangelical Congregational Church and Mr. Lee's restaurant. At the rear of the paved



Open grassy area in front of the Rita's Water Ice parking lot.

areas, the trail would turn northwest and parallel the rear of Mr. Lee's parking lot before crossing the rear entrance to the parking lot. From here it would continue through an open grassy area adjacent to the parking lot for Rita's Water Ice. The trail would parallel the parking lot for 200 feet before crossing a low-volume service road.

After crossing the service road, the trail would enter a grassy pedestrian plaza area in front of CVS Pharmacy and connect to the existing crosswalks and sidewalk system which provides access to Route 29 at the traffic circle.

Segment 4 – Zieglersville Commercial Center to Perkiomen Valley Middle School West (Map C)

Type(s)

On-Road

Length

4,100 feet

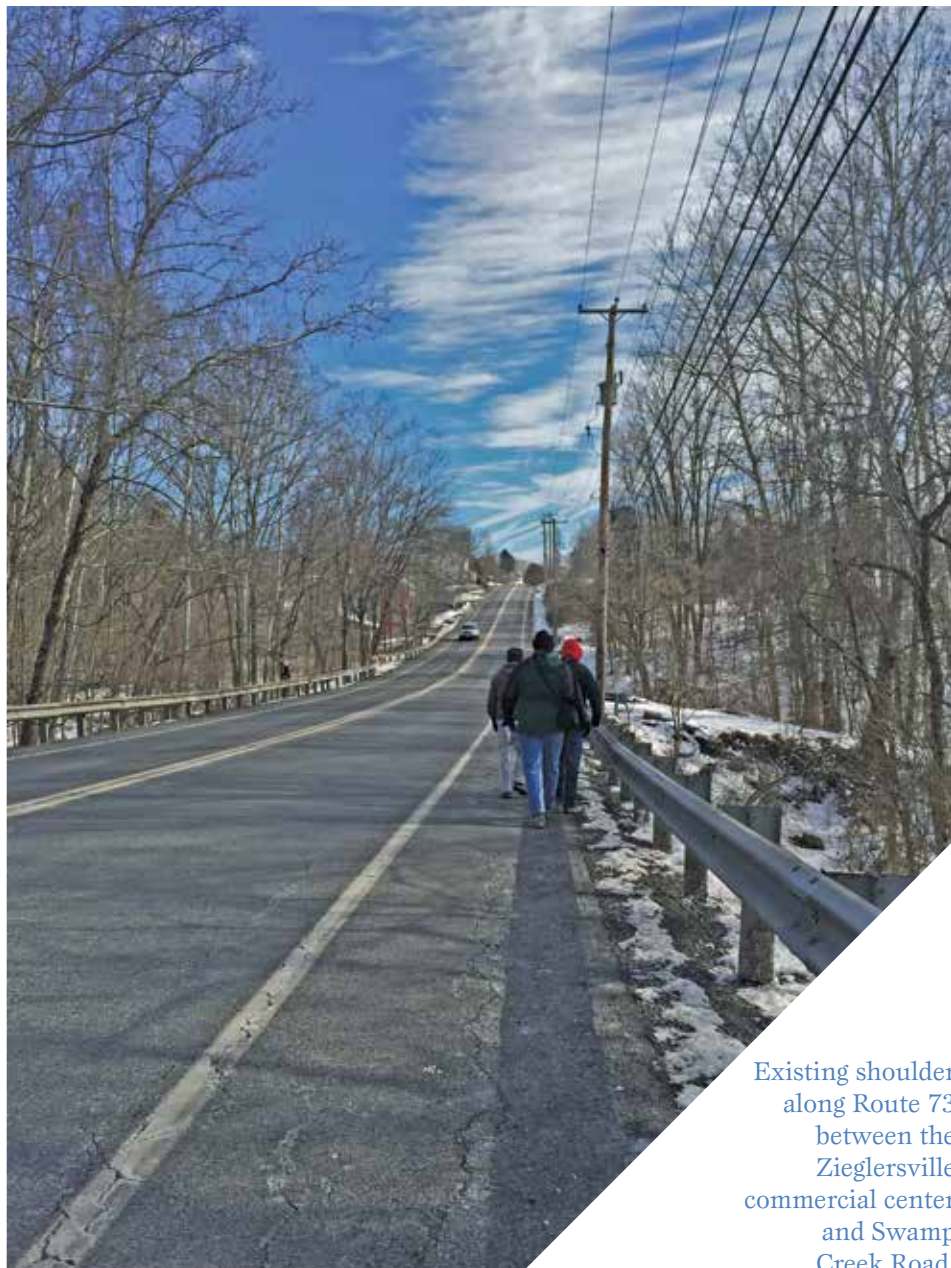
Estimated Cost

\$7,700

Segment Description

The trail would continue along Route 73 (PennDot) for 2,871 feet as an on-road trail. Route 73 is a principal arterial road and is heavily traveled. To ensure bicycle and pedestrian safety, it is recommended that any on-road facility follow the guidance outlined in *Bike Montco*. If travel lane widths can be reduced to two, 11 foot-wide lanes, there may be sufficient room to provide a 5-foot-wide bike lane in both directions along Route 73. Based on preliminary site measurements, the installation of protected bicycle lanes, which would provide more separation from vehicular traffic, would require widening Route 73.

The on-road route would continue for 2,871 feet to Swamp Creek Road (Lower Frederick) where it would continue as an on-road trail for 1,229 feet. Swamp Creek Road is a narrow road with no shoulders, but it has light traffic and is suitable for trail users with minimal improvement.



Existing shoulder
along Route 73
between the
Zieglersville
commercial center
and Swamp
Creek Road.

Segment 5 – Perkiomen Valley Middle School West to Trail Segment L1 (Map D)

Type(s)

Shared-Use Path, 10-12 feet

Length

2,476 feet

Estimated Cost

\$126,150

Segment Description

The trail would transition from an on-road alignment to a shared-use path on the north side of Swamp Creek Road near an existing access road for the middle school. At the beginning of this segment, there is potential for the construction of a parking lot on either

the north or south side of Swamp Creek Road. This is one of the few suitable flat areas throughout the trail corridor, and providing dedicated trail parking may help prevent unwanted use of the Perkiomen Valley Middle School West parking lots. If a parking area was built on the south side of Swamp Creek Road, a 20-foot crosswalk would be required to connect the parking lot to the trail entrance.

On the north side of Swamp Creek Road, the trail would continue through the middle school property utilizing an

existing 50-foot county trail easement which parallels Swamp Creek Road for 2,475 feet. Where possible, it is recommended that the center line of the trail remain approximately 25 feet from the edge of the easement to allow for a sufficient buffer between the trail and the middle school. In one location, the trail would pass within 75 feet of the school’s athletic fields. Preservation of the existing vegetation or new plantings would provide visual separation from the trail and the athletic fields.



Existing county trail easement at Perkiomen Middle School West.

Segment 6 – Segment L1 Intersection to Swamp Creek Road (Map D)

Type(s)

Shared-Use Path, 10-12 feet

Length

2,115 feet

Estimated Cost

\$140,600

Segment Description

The trail would continue within the existing trail easement for 1,450 feet from the intersection with segment L1 until it meets Kraus Road (Lower Frederick). As the trail approaches Kraus Road, it is recommended that the center line of the trail be placed as far away from Swamp Creek Road to maintain separation from a private residence on the opposite side of the road. While it is generally safer to cross at an intersection where vehicles are stop-controlled and are more likely to expect a crossing, crossing Kraus Road away from the intersection with Swamp Creek Road would be easier given the topography; this location should provide adequate sight lines for a mid-block trail crossing. A 25-foot crossing would be required at Kraus Road.

Once across Kraus Road, the trail would continue to parallel Swamp Creek Road for 665 feet before crossing Swamp Creek Road. The middle school does not utilize this part of their property and it is



Swamp Creek is a narrow, low volume road in the vicinity of the proposed trail crossing.

recommended that the trail be located as far away from Swamp Creek Road within the constraints of the easement to maintain separation from a private residence on the south side of the road and to provide a more secluded experience for trail users. The exact

location of the crossing will depend on sight lines and safety requirements, though care should be taken to locate the crossing away from the private residences along Swamp Creek Road.

Segment 7 – Swamp Creek Road to Swamp Creek Overlook (Map E)

Type(s)

Shared-Use Trail, 6-10 feet

Length

1,716 feet

Estimated Cost

\$61,385

Segment Description

After crossing Swamp Creek Road, the trail would enter county property.

Due to steep terrain and to minimize disruption to the natural habitat, the trail would narrow to 6-10 feet. The trail would run parallel to Swamp Creek Road for 406 feet before the proposed intersection with segment L2. At this point the trail would head downhill for 400 feet toward a small tributary of Swamp Creek. If

the terrain allows, the trail should pass below a small waterfall located along the proposed route which would offer a point of interest for trail users and would ensure a sufficient buffer from a private residence to the west. Care should be taken to locate the trail as far as reasonably possible from the residence. A 15-foot bridge would be necessary to cross the tributary.

Once across the tributary, the trail would steadily climb for 1,300 feet to a natural bench overlooking the creek. Once on the bench, the trail would



Tributary of Swamp Creek located along proposed trail segment 7.

wind through a mature oak forest, keeping as close to the edge of the bench as possible to maximize scenic views of Swamp Creek. Large gaps between the trees should allow the trail to be developed with minimal impacts. At the end of the segment, the bench widens and provides an excellent area for trail users to stop and enjoy views of

the forest and creek. It is recommended that benches or natural seating, such as boulders be provided at this location to allow trail users the opportunity to linger and enjoy the views and sunny location.

Segment 8 – Swamp Creek Overlook to Neiffer Road (Map E)

Type(s)

Shared-Use Trail, 6-10 feet

Length

1,812 feet

Estimated Cost

\$64,220

Segment Description

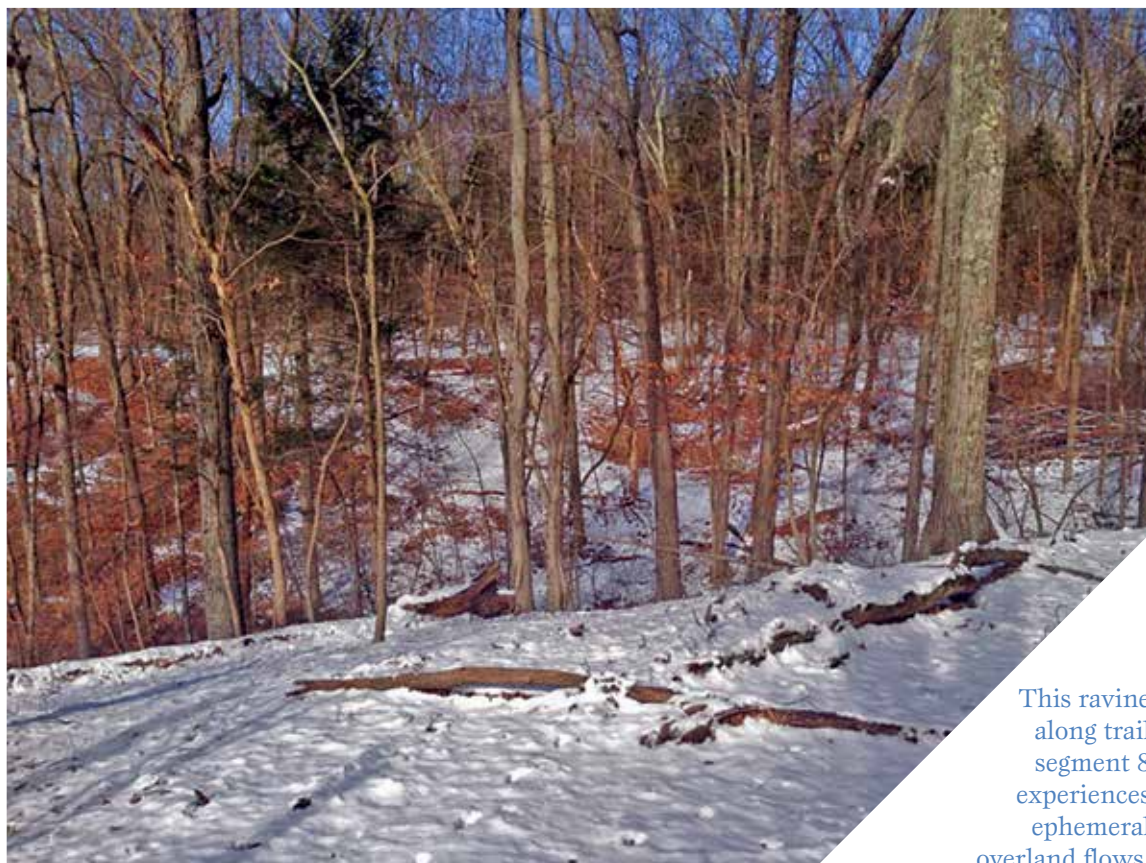
The trail would continue along a natural bench overlooking Swamp Creek until it approaches a small ravine with ephemeral overland flows. The trail could cross the ravine at grade. Approaches to the crossing should follow the contour of the land to minimize the running grade of the trail on either side. A private residence is located north of the proposed crossing

location and care should be taken to locate the trail as far from the residence as possible.

Once across the ravine, the terrain becomes steeper and the trail would begin to descend toward Neiffer Road (PennDOT). The density of trees increases through this area and trail construction would likely require removal of some trees and forest understory. For this segment, it is recommended that the trail route be surveyed by a botanist prior to construction and that native and mature

trees be avoided wherever possible. As the trail approaches Neiffer Road, the Sunrise Mill Historic Area comes into view. The trail would cross Neiffer Road as a mid-block trail crossing along a stretch of the roadway where sight lines are the longest.

Neiffer Road experiences moderate to heavy traffic and a new, approximately 25-foot crossing would be installed.



This ravine along trail segment 8 experiences ephemeral overland flows.

Segment 9 – Neiffer Road to the Sunrise Mill (Map E, F)

Type(s)

Shared-Use Path, 10-12 feet

Length

527 feet

Estimated Cost

\$43,225

Segment Description

Once across Neiffer Road, the trail would enter the Sunrise Mill Historic Area via the existing driveway traveling through the site to the Sunrise Mill building. The exact route through the historic area will be determined by the circulation

and access plan being developed by the Parks, Trails, & Historic Sites advisory board (see Chapter 4). It is important to note that the existing driveway that connects the barn to the mill is too steep to meet ADA requirements and a new trail should be constructed that takes a more circuitous route through the site. One possible alignment is depicted in this study where the trail would pass between the house and

Neiffer Road before meeting up with Old Neiffer Road. Old Neiffer Road passes through the Sunrise Mill Historic Area and is used as a driveway to access the mill. It could easily be improved to function as a driveway and as a trail.

From the Sunrise Mill, the trail would follow one of two alternatives described in segments 10a and 10b.



Old Neiffer Road is used as a driveway to access the Sunrise Mill and can be improved for use as a trail.

Segment 10A – Sunrise Mill to Western Edge of Hemlock Grove (Map E, F)

Type(s)

Shared-Use Trail, 6-10 feet

Length

1,264 feet

Estimated Cost

\$349,360

Segment Description

From the Sunrise Mill building, segment 10A would continue along the north side of Swamp Creek for 1,000 feet through the floodplain. This area is comprised of mostly open deciduous forest with good views of the creek and a large grove of Canadian hemlock on the opposite

bank. Stream access is excellent because the dam at Sunrise Mill creates an impoundment with usually calm water and the streambank is gently sloped. Because this area is partially within the 100-year floodplain, the trail should be paved due to the threat of regular flooding. After the trail passes through the floodplain, a new, approximately 150-foot trail bridge would be required to cross Swamp Creek.



The floodplain west of the Sunrise Mill Historic Area has open woods and offers excellent stream access.

Segment 10B – Sunrise Mill to the Western Edge of the Hemlock Grove (Map E, F)

Type(s)

Shared-Use Path, 10-12 feet

Single-Track Trail, 2-6 feet

Length

1,771 feet

Estimated Cost

\$905,894

Segment Description

From the Sunrise Mill building, segment 10B would cross the Old Neiffer Road Bridge (Montgomery County) or be supported by a new bridge installed in the same location. The Old Neiffer Road Bridge is rapidly deteriorating. One arch is partially collapsed with several large stones observed to have come loose during the course of this study. After crossing the bridge, the trail would turn west becoming a single-track trail for 1,750 feet and travel through a large grove of Canadian hemlock. Views of the Sunrise Mill and the Swamp Creek and dam are excellent in this area. With the exception of a location near the existing dam where there is an existing trail, access to the creek in this section is very limited due to steep slopes and an undercut stream bank.



Canadian hemlock grove on the south side of the Swamp Creek.

Segment 11 – Hemlock Grove to Western Edge of Sunrise Mill Property (Map F)

Type(s)

Shared-Use Trail, 6-10 feet

Length

2,746 feet

Estimated Cost

\$96,110

Segment Description

From the western edge of the hemlock grove, the trail would continue for 3,200 feet through a mixed oak, beech, and hemlock forest with rocky terrain and steep slopes. This area of the stream is frequented by anglers and has several wide, flat streambanks that would provide comfortable stream access. After another 2,800 feet, the trail would

cross an existing underground gas line identified by a mowed corridor. The trail would continue for a short distance before reaching the boundary of the Sunrise Mill property. Care should be taken to develop the trail outside of the 100-year floodplain to minimize the risk of flooding wherever possible. Throughout this segment, the steep slopes offer the opportunity to create challenging single-track trail loops that could branch off the main trunk of the Sunrise Trail, which are highly sought after by hikers and mountain bikers looking for a more challenging experience.



A community of mixed oak, beech, and hemlock is found throughout segment 11.

Segment 12 – Western Edge of Sunrise Mill Property to West Branch of Swamp Creek (Map F, G)

Type(s)

Shared-Use Trail, 6-10 feet

Length

4,451 feet

Estimated Cost

\$246,527

Segment Description

From the western edge of the county-owned property, the trail would continue to parallel the creek for another 3,900 feet. At the time of this study, the county has not acquired right-of-way for this segment and trail easements would need to be acquired from five different property owners.

Care should be taken to develop the trail outside of the 100-year floodplain to minimize the risk of flooding wherever possible.

As the trail approaches the west branch of Swamp Creek, the terrain flattens as the course of the stream meanders away from the steep slopes and the trail would re-enter the 100-year floodplain. If the area is frequently inundated, asphalt or a stabilized trail surface aggregate may

be most appropriate. A 50-foot long bridge would be required to cross the west branch of the Swamp Creek. New Hanover Township's Open Space Plan from February 2006 includes a proposed trail along the west branch, which would intersect the Sunrise Trail at this location.



A clearing for a gas pipeline is seen on the opposite bank of Swamp Creek. Segment 12 would run across the bottom of this clearing.

Segment 13 – West Branch of Swamp Creek to Evans Road (Map G)

Type(s)

Shared-Use Trail, 6-10 feet

Length

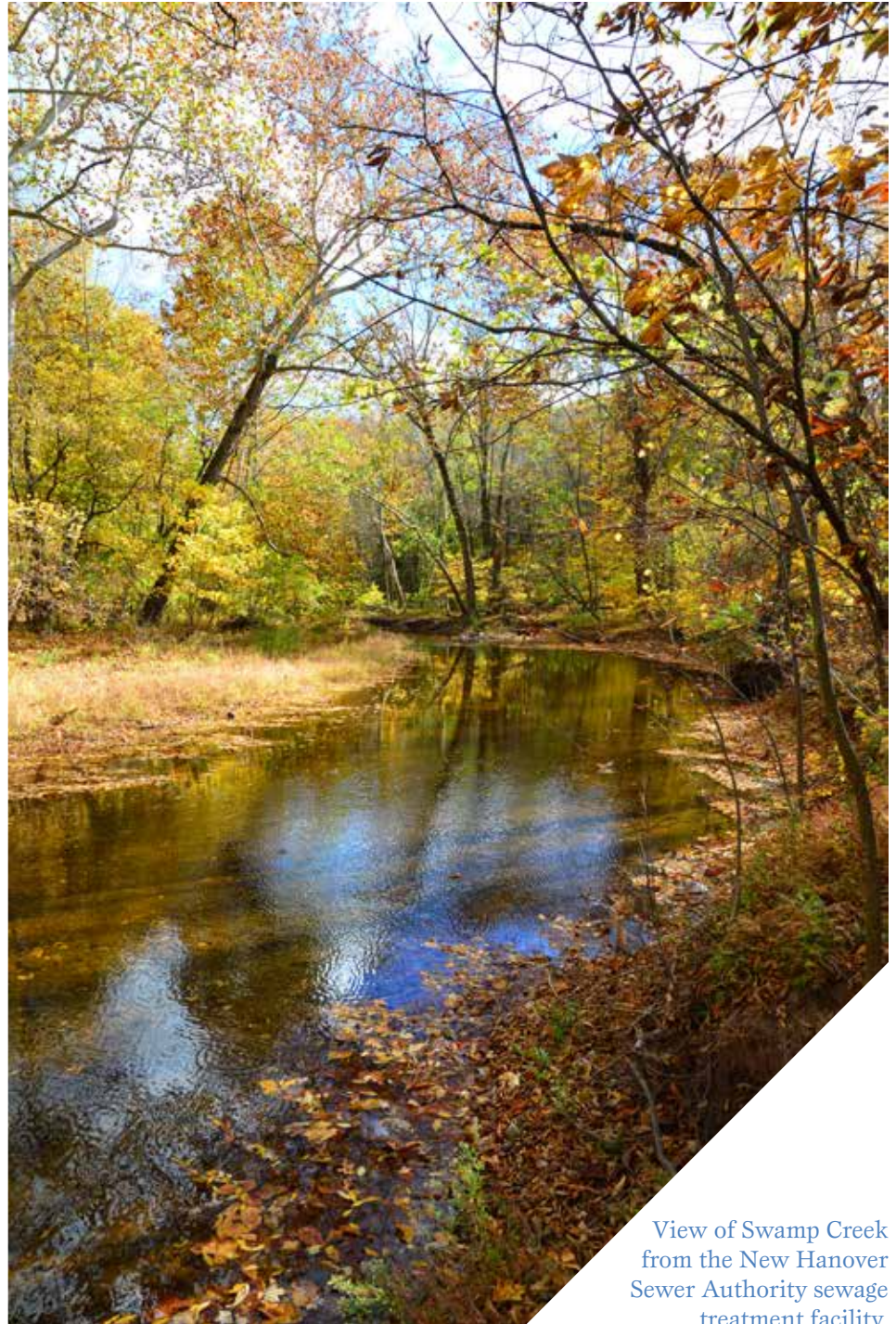
1,042 feet

Estimated Cost

\$37,070

Segment Description

After crossing the west branch of the Swamp Creek, the trail would enter property owned by the New Hanover Sewer Authority, which is the site of its sewage treatment facility. The sewer authority has provided verbal support for the trail and the development of a trailhead and parking lot near the intersection of Evans Road and Fagleysville Road. The sewage treatment facility discharges effluent from an outfall located at the edge of their property. Therefore, design of the trail will need to be closely coordinated with the sewer authority to ensure it does not impact their operations or pose a safety risk to trail users. The trail would continue to parallel Swamp Creek before coming to Evans Road (New Hanover Township), a narrow, single-lane road that dead ends at the creek. This section is relatively flat and would provide good creek access.



View of Swamp Creek from the New Hanover Sewer Authority sewage treatment facility.

Segment 14 – Evans Road to Camp Laughing Waters (Map H)

Type(s)

Shared-Use Trail, 6-10 feet

Length

1,370 feet

Estimated Cost

\$48,055

Segment Description

After crossing Evans Road, segment 14A would continue to parallel Swamp Creek for about 620 feet before entering Camp Laughing Waters which is owned by the Girl Scouts of America. At the time of this study, the county has not acquired right-of-way for this segment, and trail easements would need to be acquired from two private

property owners and the Girl Scouts. Since the beginning of 2018, the county has been working with the Girl Scouts to secure a trail easement through the Camp Laughing Waters property which would allow for the development of segments 14 and 15.

After entering Camp Laughing Waters, the trail would veer to the west away from Swamp Creek and climb uphill towards Fagleysville Road (New Hanover) for roughly 1,000 feet. The trail would cross Fagleysville Road as a mid-block crossing after which it would re-enter Camp Laughing

Waters and continue for 3,700 feet. The last portion of segment 14 would run along the edge of a field that is currently used to grow alfalfa and is used by the Girl Scouts for horseback riding. To safely control public access, vegetation and fencing should be utilized to limit public intrusions into the interior of the property and ensure trail users do not interfere with girl scout activities. Just before the start of segment 15, the trail would enter a dense tree line that separates Camp Laughing Waters from a residential subdivision and the Bella Vista Golf Course.



An open field that is regularly used by the Girl Scouts for horseback riding offers long views and a break from the otherwise dense forest found in this section of the Swamp Creek Greenway.

Segment 15 – Camp Laughing Waters to New Hanover Square Road (Map H)

Type(s)

Shared-Use Path, 6-12 feet

Length

7,855 feet

Estimated Cost

\$471,083.46

Segment Description

From the junction with segment 14, the trail would continue to parallel the property boundary of Camp Laughing Waters until it reaches New Hanover Square Road (PennDOT). The trail would travel mostly through dense forest with the exception of one open field

which would require approximately 350 feet of vegetation or fencing to maintain separation between the trail and the interior of the property. The trail would cross New Hanover Square Road as a mid-block crossing to connect with the existing sidewalk system which connects numerous residential subdivisions. Where the trail meets New Hanover Square Road, the terrain is relatively flat and could provide a suitable area for the development of a small trailhead and parking lot.



The terminus of the Sunrise Trail would connect to an existing sidewalk network that connects several residential subdivisions.

Segment L1 – Stone Hill Link Trail: Sunrise Trail to Swamp Creek (Map D)

Type(s)

Single-Track Trail, 2-6 feet

Length

1,190 feet

Estimated Cost

\$36,175

Segment Description

Segment L1 would branch off from the Sunrise Trail and run for about 100 feet before intersecting Swamp Creek Road. The trail would cross Swamp Creek Road as a mid-block crossing before descending for 1,000 feet through a sparse forest with an abundance of wildflowers. Views of Swamp Creek are excellent on the last half of this segment as the trail descends towards the creek.

Segment L2 – Stone Hill Link Trail: Swamp Creek to Sunrise Trail (Map D)

Type(s)

Single-Track Trail, 2-6 feet

Length

1,519 feet

Estimated Cost

\$24,120

Segment Description

Segment L2 runs for 1,400 feet and connects segment 7 with segments L1 and L3. This segment passes by a number of wetlands and could be used as an educational trail by the nearby middle school to teach students about watershed functions and the importance of these rare habitats. The trail segment passes south of two residential properties and the trail should be located as far as possible from them.

Segment L3 – Stone Hill Link Trail: Swamp Creek to Yerger Road (Map D)

Type(s)

Single-Track Trail, 2-6 feet

Length

1,539 feet

Estimated Cost

\$95,720

Segment Description

From the intersection with segments L1 and L3, the trail would descend towards Swamp Creek before crossing the creek and an auxiliary flow channel utilizing multiple stepping stone crossings. Stepping stone crossings have been used with great success on the Wissahickon Green Ribbon Trail and are a low impact solution to cross a waterway when

conditions permit. Here the creek is wide, rocky, and shallow which is ideal. After crossing the Swamp Creek, the trail would continue south for about 300 feet through a floodplain before climbing up a steep embankment and passing through a property that the county was in the act of purchasing at the time this study was written. This property contains a relatively flat area off of Yerger Road that would be suitable for a small parking turnout with a capacity for three or four cars.

The trail would continue to climb through dense forest until it reaches Yerger Road where it would cross the road at a midblock location. Care should be taken to locate the crossing as far as possible from the 90-degree turn on Yerger road to ensure adequate sight lines and safe stopping distances for motor vehicles.

Segment L4 – Stone Hill Link Trail: Yerger Road to Gerloff Road (Map J)

Type(s)

Single-Track Trail, 2-6 feet

Length

3,413 feet

Estimated Cost

\$52,720

Segment Description

After crossing Yerger Road, the trail would continue up a gradual and rocky slope through an open oak and hickory forest for about 1,000 feet before ascending a steep and rocky section of the property for 1,500 feet. Switchbacks in this section would allow for the trail to maintain a suitable grade for single-track and still provide a sufficient buffer to two nearby residences. The trail would continue on

county-owned land before utilizing an existing trail easement that would allow it to connect to Gerloff Road.

Segment L5 – Stone Hill Link Trail: Gerloff Road to Stone Hill Preserve (Map J)

Type(s)

Sidepath, 6-8 feet
Single-Track Trail, 2-6 feet

Length

1,700 feet

Estimated Cost

\$25,900

Segment Description

The trail will continue as a sidepath within the existing road right-of-way on the north side of Gerloff Road for 620 feet before crossing Gerloff Road. A new 15-foot long crosswalk would be constructed. The exact location of the

crosswalk would need to be determined by adequate sight lines and road speeds on Gerloff Road. Once across Gerloff Road, the trail would enter onto land owned by the Valley Forge Audubon Society, part of the Stone Hill Preserve. The trail would continue for 1,050 feet before intersecting with the existing trail system in the Stone Hill Preserve.

Segment L6 – Sunrise Trail to Grebe Road (Map E, F)

Type(s)

Shared-Use Path, 10-12 feet

Length

318 feet

Estimated Cost

\$15,900

Segment Description

This segment would connect the Sunrise Mill Historic Area to Grebe Road via Old Neiffer Road. Like other sections of Old Neiffer Road within the historic area, this section can easily be improved to function as a driveway and as a trail. This segment will only become viable if the Old Neiffer Road Bridge is repaired or replaced. The county previously purchased a property on the south side of Grebe Road with the intent of

providing parking for the Sunrise Mill Historic Area. The trail would have to cross Grebe Road at a mid-block location which may present safety concerns due to the curvature of the roadway and the high average speeds of vehicles in this location. The relocation of Grebe Road so that it does not pass between the proposed parking area and the trail should be considered.

Segment L7 – Sunrise Trail to Swamp Creek Road (Map F, G)

Type(s)

Shared-Use Trail, 6-10 feet

the creek for the entire length of the township's property.

Length

351 feet

The trail would cross Swamp Creek utilizing a stepping stone crossing or a new trail bridge. A trail bridge should be installed if this access point is determined to be a key connection for cyclists. Here, the creek is wide, rocky, and shallow and is suitable for a stepping stones.

Estimated Cost

\$82,560

Segment Description

This segment would provide access to the Sunrise Trail from Swamp Creek Road. The segment would pass through property owned by Limerick Township, which is located on the north-east side of the creek, and is maintained as open space. A social trail currently parallels

Segment L8 – Camp Laughing Waters to Bob Wayland Memorial Park (Map I)

Type(s)

Single-Track Trail, 2-6 feet
Sidepath, 6-12 feet

utilize an existing maintenance road which is used informally as a trail and passes near the foundation of a historic mill providing another educational opportunity. After passing the mill foundation, the trail would continue for 1,500 feet. Where it meets Colonial Road, the trail would continue as a sidepath on the east side of the road for 400 feet until it arrives at Swamp Creek. To cross the creek, trail users could utilize an existing sidewalk on the Colonial Road Bridge (Montgomery County) or ride within the roadway. Once across the bridge, the trail would continue as a sidepath for an additional 400 feet. A mid-block crossing of Colonial Road would be required to

connect the trail to the park.

Length

4,312 feet

The trail would continue on the east side of Colonial Road and would turn to the southeast. After 900 feet, the trail would cross a small tributary of Swamp Creek and a small bridge would need to be installed. After crossing the tributary, the trail would continue uphill for another 700 feet before connecting to an existing trail network within Bob Wayland Memorial Park, which is managed by New Hanover Township. Bob Wayland Memorial Park has a small gravel parking lot and provides another opportunity for the development of a trailhead.

Estimated Cost

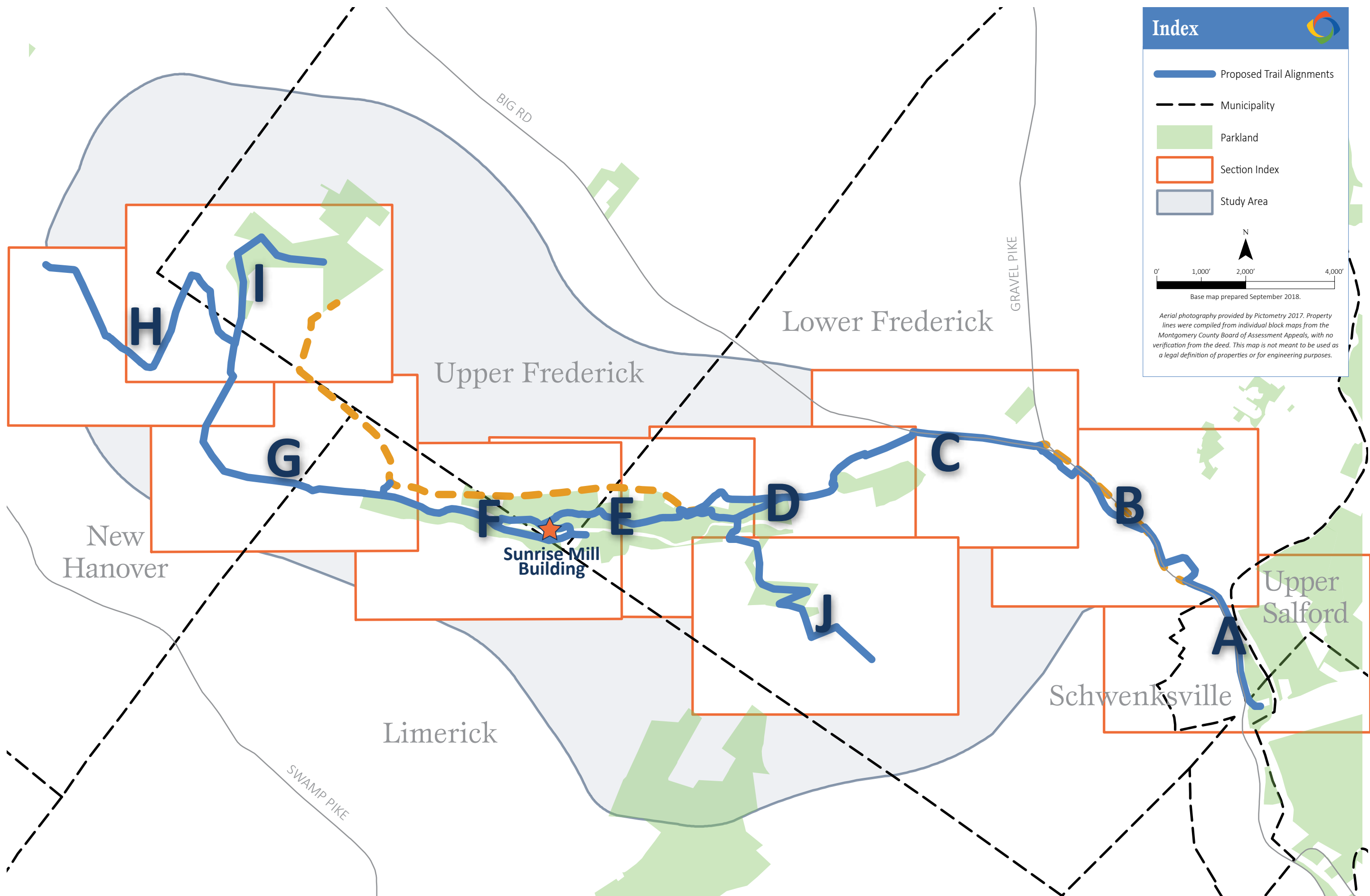
\$176,845

Segment Description

This link trail would branch off the main trunk of the Sunrise Trail and continue along the Swamp Creek for around 600 feet until reaching the y-shaped intersection of Colonial Road (Upper Frederick Township) and Fagleysville Road. This intersection is currently only stop controlled in one direction and has no pedestrian crossing facilities. Once across Fagleysville Road, the trail would

trail segment maps

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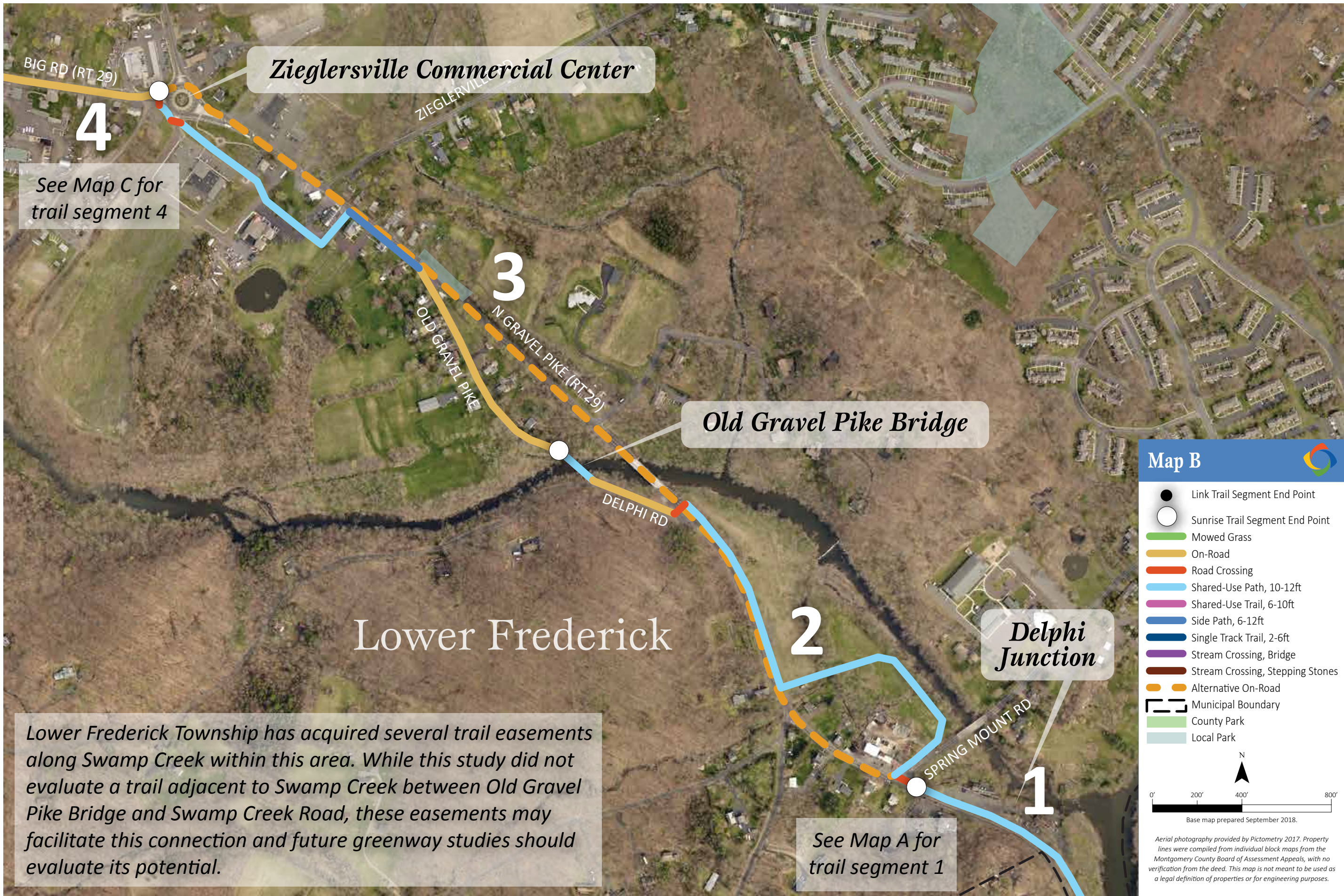
- Proposed Trail Alignments
- Municipality
- Parkland
- Section Index
- Study Area

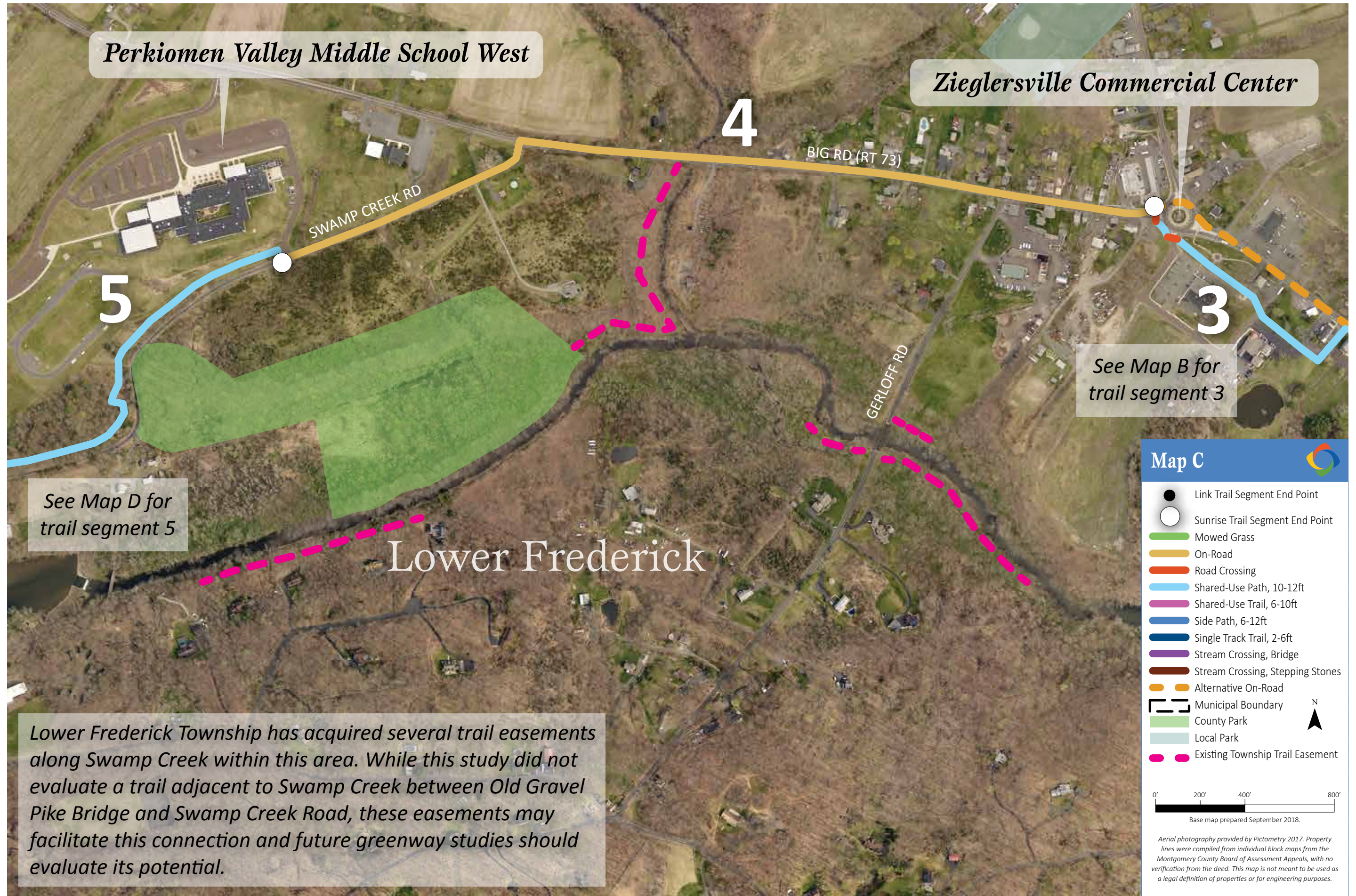
0' 1,000' 2,000' 4,000'

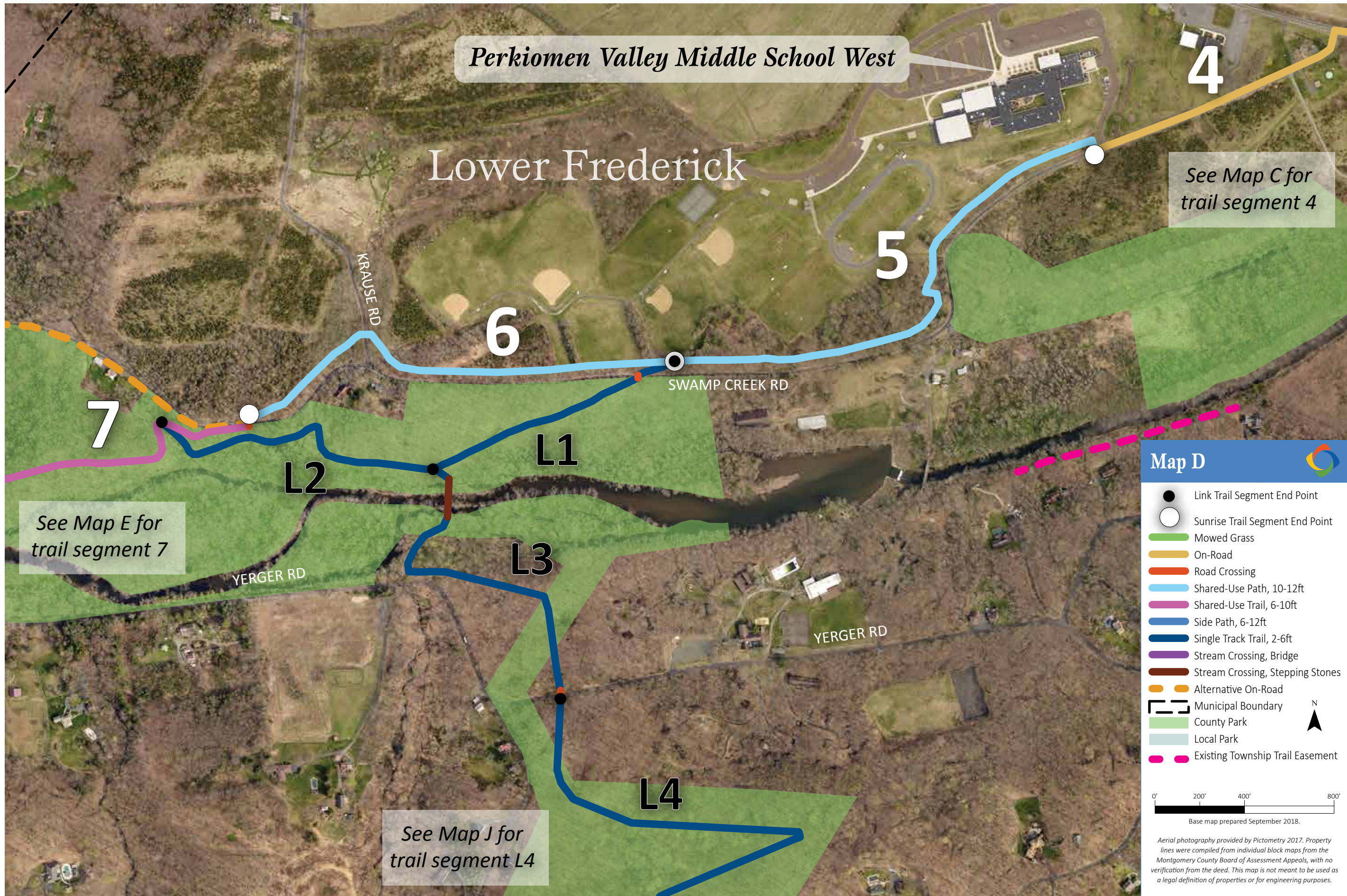
Base map prepared September 2018.

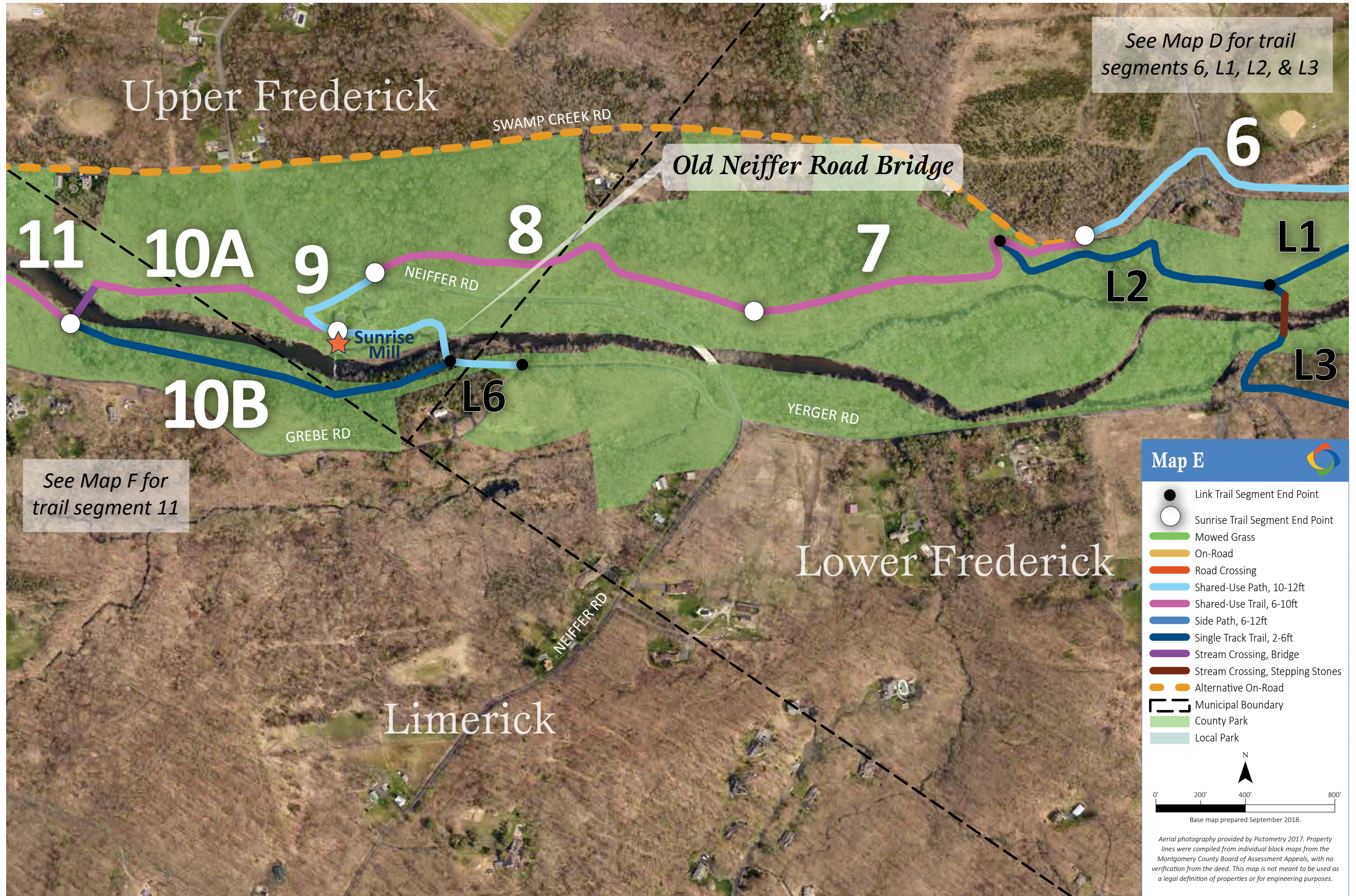
Aerial photography provided by Pictometry 2017. Property lines were compiled from individual block maps from the Montgomery County Board of Assessment Appeals, with no verification from the deed. This map is not meant to be used as a legal definition of properties or for engineering purposes.

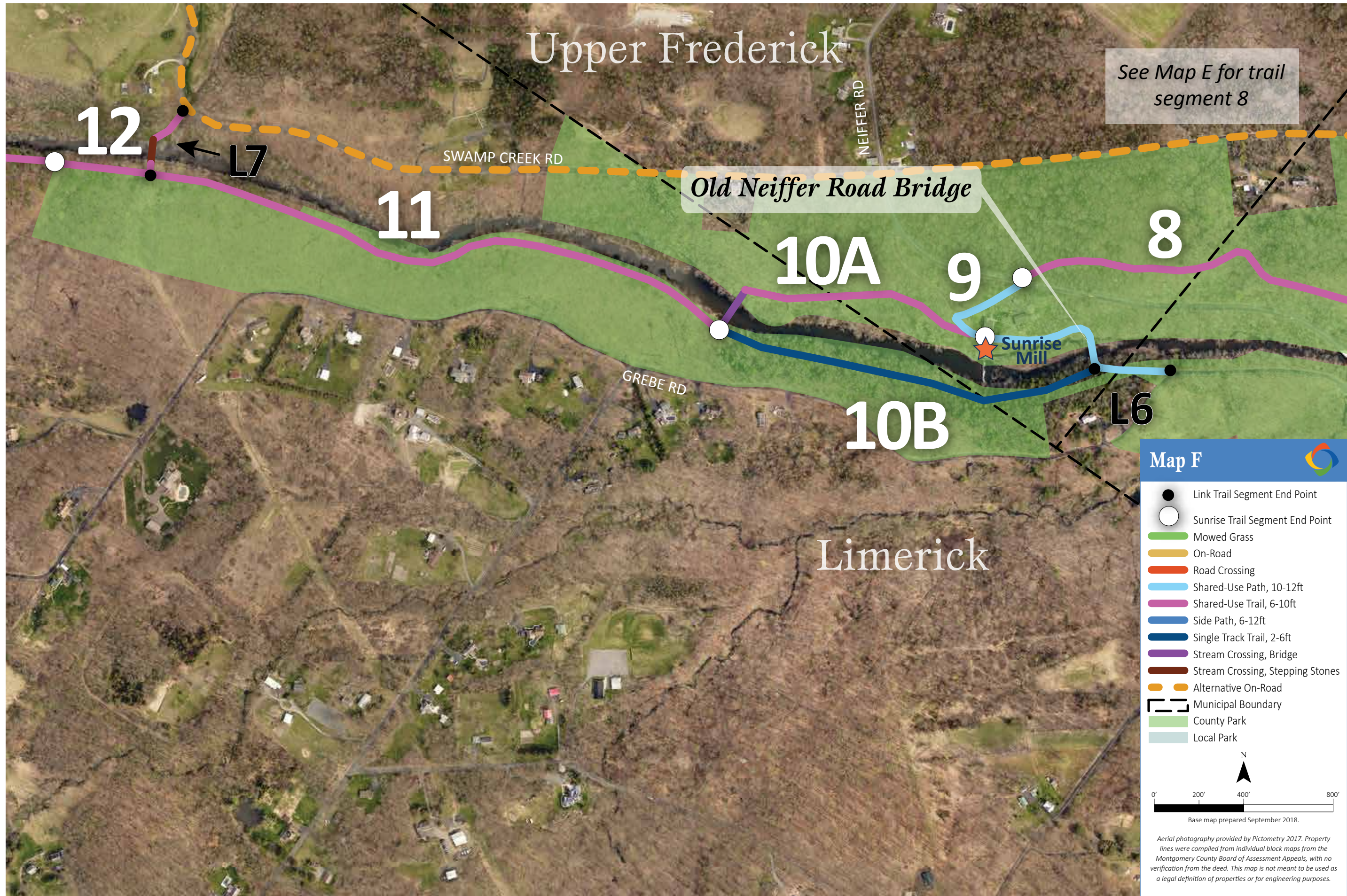












Upper Frederick

See Map E for trail segment 8

Old Neiffer Road Bridge

Sunrise Mill

Limerick

12

L7

11

10A

9

8

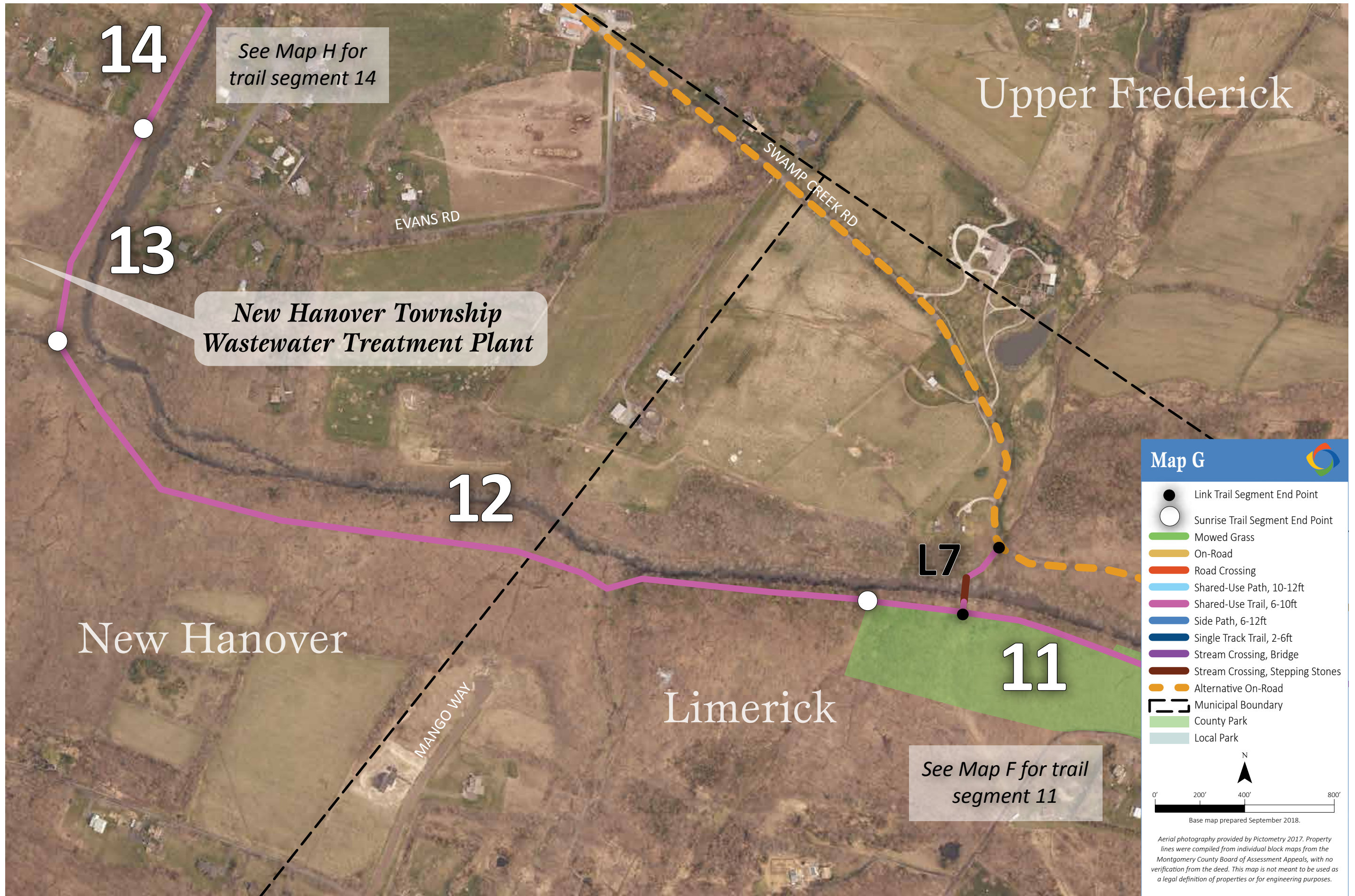
10B

L6

SWAMP CREEK RD

NEIFFER RD

GREBE RD



See Map H for trail segment 14

New Hanover Township Wastewater Treatment Plant

See Map F for trail segment 11

14

13

12

L7

11

Upper Frederick

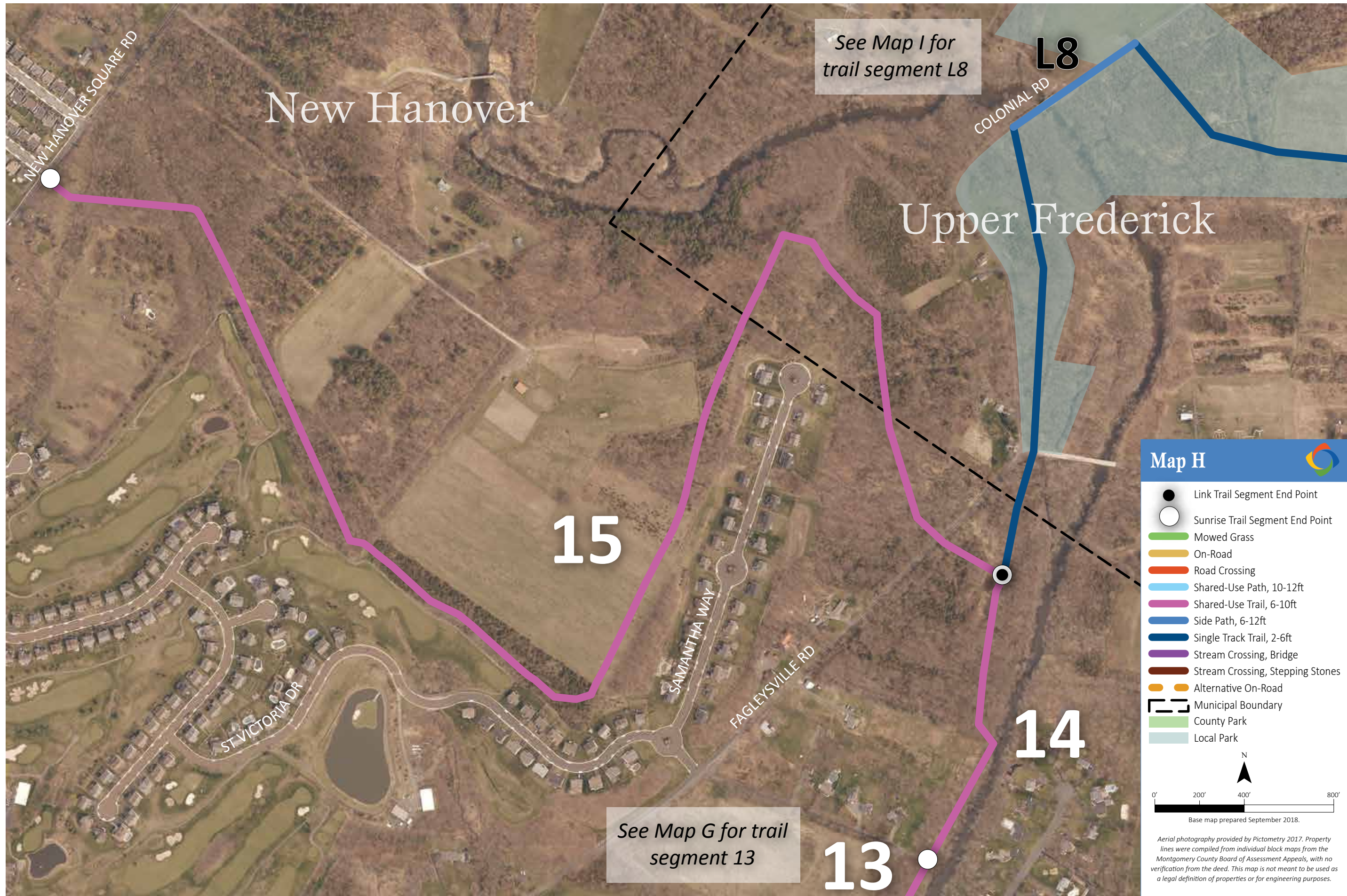
New Hanover

Limerick

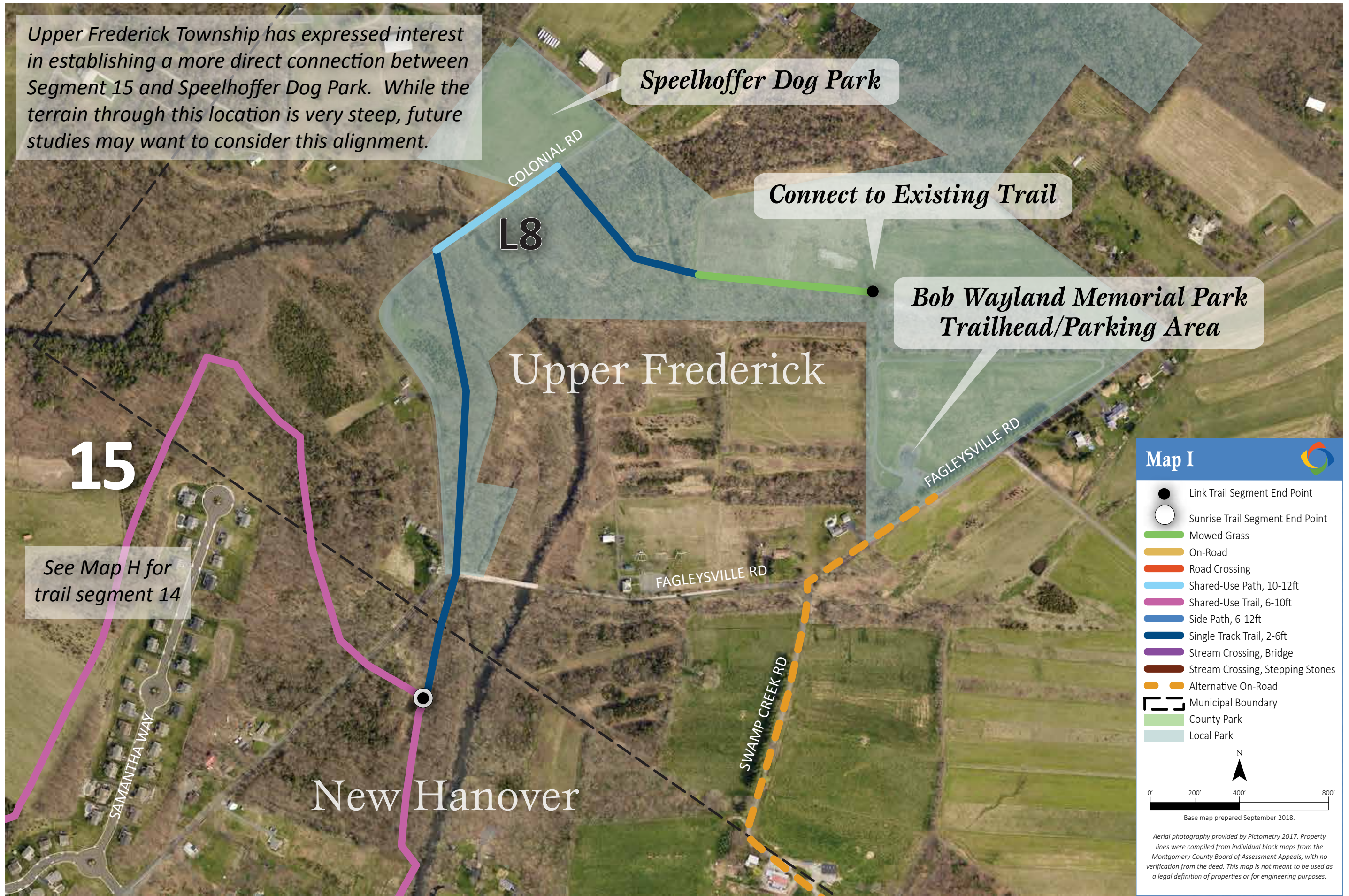
EVANS RD

SWAMP CREEK RD

MANGO WAY



Upper Frederick Township has expressed interest in establishing a more direct connection between Segment 15 and Speelhoffer Dog Park. While the terrain through this location is very steep, future studies may want to consider this alignment.



15

See Map H for trail segment 14

Speelhoffer Dog Park

Connect to Existing Trail

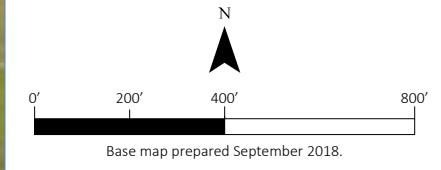
Bob Wayland Memorial Park Trailhead/Parking Area

Upper Frederick

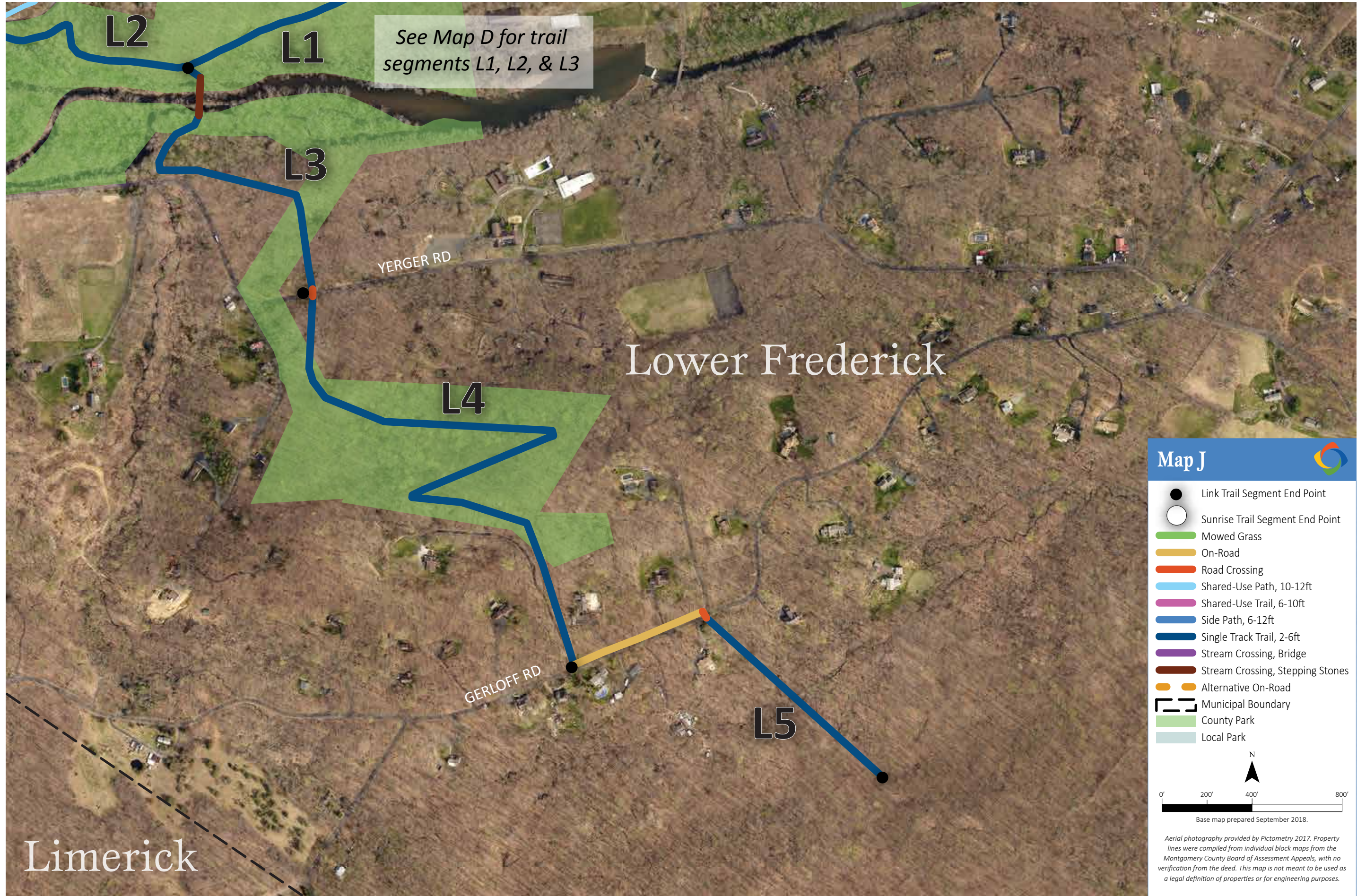
New Hanover

Map I

- Link Trail Segment End Point
- Sunrise Trail Segment End Point
- Mowed Grass
- On-Road
- Road Crossing
- Shared-Use Path, 10-12ft
- Shared-Use Trail, 6-10ft
- Side Path, 6-12ft
- Single Track Trail, 2-6ft
- Stream Crossing, Bridge
- Stream Crossing, Stepping Stones
- Alternative On-Road
- Municipal Boundary
- County Park
- Local Park



Aerial photography provided by Pictometry 2017. Property lines were compiled from individual block maps from the Montgomery County Board of Assessment Appeals, with no verification from the deed. This map is not meant to be used as a legal definition of properties or for engineering purposes.



Map J

- Link Trail Segment End Point
- Sunrise Trail Segment End Point
- Mowed Grass
- On-Road
- Road Crossing
- Shared-Use Path, 10-12ft
- Shared-Use Trail, 6-10ft
- Side Path, 6-12ft
- Single Track Trail, 2-6ft
- Stream Crossing, Bridge
- Stream Crossing, Stepping Stones
- Alternative On-Road
- Municipal Boundary
- County Park
- Local Park

0' 200' 400' 800'

Base map prepared September 2018.

Aerial photography provided by Pictometry 2017. Property lines were compiled from individual block maps from the Montgomery County Board of Assessment Appeals, with no verification from the deed. This map is not meant to be used as a legal definition of properties or for engineering purposes.

chapter 5 | *implementation*

Conclusions and Recommendations

This feasibility study is only the first step in developing the Sunrise Trail and Swamp Creek Greenway. The concepts and recommendations contained within this study are the starting point for the next phases of planning and design that are required. The necessary steps will vary depending on

Typical Trail Development Process



the task; some will require extensive planning, engineering, funding, and

local political support, while others may be more easily implemented.

Local Participation and Support

For the Sunrise Trail and Swamp Creek Greenway to be successful, it will be essential to have support from local governments, the public, non-profit organizations, and civic groups. During the feasibility study, many stakeholders voiced wide-ranging concerns including potential impacts to private property, security, and impacts to wildlife and the environment. While this is not atypical, experience tells us that trail development becomes significantly easier when supported by a vast constituency.

In other parts of the county, support for trails and open space conservation has been bolstered by partnering with local advocacy organizations that have strong ties to the communities they serve. Examples advocacy groups include the Friends of the Cresheim Trail, The Friends of the Cynwyd Heritage Trail, and the Friends of the Chester Valley Trail. The establishment

of a “friends-of” group for the Sunrise Trail would contribute towards its long term success.

Another avenue to generate support for the project is to engage local environmental advisory boards or environmental action committees (EABs/EAC). These committees make recommendations on environmental matters to elected government officials (i.e. supervisors or commissioners) and are good places to begin making a case for the importance of the Sunrise Trail and Swamp Creek Greenway. They can also help to insure that as local open space, trail, transportation, and comprehensive plans are undertaken, the recommended alignments this study proposes are considered.

Potential partners for this project include:

- Municipalities
 - | Schwenksville Borough
 - | Lower Frederick Township
 - | Upper Frederick Township
 - | Limerick Township
 - | New Hanover Township
- School Districts
 - | Perkiomen Valley
 - | Boyertown
- Non-Profits
 - | Perkiomen Valley Watershed Association
 - | Girl Scouts of Eastern Pennsylvania
 - | Upper Frederick Township Historical Society
 - | Limerick Township Historical Society
 - | The Goschenhoppen Historians
 - | Camp Hope for Kids

County and Municipal Responsibilities

The Sunrise Trail will be part of the county trail system, a proposed 257-mile system of interconnected trails of varying types. Some trails, like the Perkiomen Trail, will be wide multi-use trails suitable for many different activities and high levels of use. Others will be narrower, providing access to county parks or other natural lands and offer varied experiences for hiking, running, and mountain bike riding. The proposed Sunrise Trail consists of multiple trail types as described in Chapter 5.

Ownership and maintenance responsibilities for trails in the county trail system are varied depending on the location and availability of local resources. Typically, the project sponsor (the agency or entity that is constructing the trail) assumes or negotiates these responsibilities during the development of the project. Montgomery County will assume these responsibilities for all sections of the Sunrise Trail that it develops. The county has an excellent track record of trail maintenance and currently maintains over 60 miles of regional trails and nearly an equal amount of local trails within various county parks.

Funding

Most trail and land conservation projects are funded through a combination of local dollars provided by the municipality or the county and state, federal, or private grants. In southeastern Pennsylvania, the primary sources of grant funding for trail development are the Pennsylvania Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development (DCED), as well as the Delaware Valley Regional Planning Commission (DVRPC). Below is a summary of potential grant programs that may be utilized for the completion of the trail and greenway.

Department of Conservation and Natural Resources (DCNR)

Community Conservation Partnership Program (C2P2)

The Community Recreation and Conservation Program through the PA DCNR Community Conservation Partnership Program provides funding for recreation, park, trail, and conservation projects. These include planning for feasibility studies, trail studies, conservation plans, master site development plans, and comprehensive recreation park and open space and greenway plans. In addition to planning efforts, the program provides funding for land acquisition for active or passive parks, trails, and conservation purposes, and construction and rehabilitation of parks, trails, and recreation facilities. Most of these projects require a 50% match, which can include a combination of cash and/or non-cash contributions.

Recreational Trails Program (RTP)

The Pennsylvania Recreational Trails Program, also through the C2P2 Program, awards grants to federal and state agencies, local governments, non-profit, and for-profit organizations to assist with the construction, renovation, and maintenance of trails and related facilities for both motorized and non-motorized recreational trail use, the purchase or lease of equipment for trail maintenance and construction and the development of educational materials and programs. These grants require a minimum 20% match, which can include a combination of cash and/or non-cash values.

Grant applications for the C2P2 program are accepted annually—usually in April.

More information can be found at: <http://www.dcnr.state.pa.us/brc/grants/indexgrantsinstruct.aspx>

Department of Community and Economic Development (DCED)

Commonwealth Financing Agency – Greenways, Trails and Recreation Program

The Greenways, Trails, and Recreation program provides funding for public park and recreation area projects, greenway and trail projects, and river or creek conservation projects. The program requires a 15% local cash match of the total project cost and projects must not exceed \$250,000.

More information can be found at: <http://www.newpa.com/programs/greenways-trails-and-recreation-program-gtrp/>.

Commonwealth Financing Agency – Multimodal Transportation Fund

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the Commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, such as streetscape improvements, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets, and transit-oriented development. Grants are available for projects with a total cost of \$100,000 or more, and grants shall not exceed \$3,000,000 for any project. For more information please visit <http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/multimodal-transportation-fund>.

Delaware Valley Regional Planning Commission (DVRPC)

Transportation and Community Development Initiative Program

The Transportation and Community Development Initiative program funds planning studies that help implement DVRPC's *Connections 2045 Plan for Greater Philadelphia*. Studies funded by this grant program should focus on links between land use and transportation planning. A wide range of transportation planning studies can be funded by this program including studies that aim to: improve quality of life; enhance transportation infrastructure capacity; promote the use of transit, bicycle, and pedestrian transportation modes; and protect the environment. Projects funded by this program have a maximum award of \$175,000 and require a 20% match.

More information can be found at: <https://www.dvrpc.org/tcdi/>.

Regional Trails Program

DVRPC's Regional Trails Program provides funding to trail developers, counties, municipalities, and nonprofit organizations to complete the Circuit, Greater Philadelphia's 800-plus-mile network of multi-use trails. With financial support from the William Penn Foundation, the Regional Trails Program has provided almost \$16 million in funding to 86 trail planning, design, and construction projects as of 2018. Projects funded by this program have a maximum award of \$500,000 and require a 20% match.

More information can be found at: <https://www.dvrpc.org/Trails/RegionalTrailsProg>.

Federal Highway Administration (FHWA)

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a Federal highway and transit funds set-aside under the Surface Transportation Program (STP) for community-based "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. The Transportation Enhancements (TE) funding category, which has historically funded many pedestrian and bicycle supportive projects such as streetscape improvements, was originally established by Congress in 1991 under the IS-TEA transportation authorization legislation, and was most recently affirmed as TAP under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

The program seeks to provide funding for projects such as construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Non-motorized forms of transportation include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. For more information on the PA Transportation Alternative Program, visit the DVRPC website at <http://www.dvrpc.org/TA/>.

Pennsylvania Department of Transportation (PennDOT)

Multimodal Fund (MM)

PennDOT's multimodal program seeks to improve freight and passenger mobility options, maximize benefits of capital investment in all modes of transportation, promote safety on all modes of transportation, use transportation improvements to spur economic development, and improve the effectiveness and efficiency of the transportation network. Projects eligible for funding include:

- projects related to streetscape improvements, sidewalk enhancement, pedestrian safety
- transit oriented development projects
- projects related to connectivity improvements
- projects that coordinate local land use with transportation assets to enhance existing communities

The PennDOT Multimodal fund is separate from the Multimodal Transportation Fund administered by the Pennsylvania DCED. A local match of at least 30% of the non-federal project costs is required. More information on the program can be found at: <http://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx>.

PennDOT Infrastructure Bank Funds.

More information can be found at: <http://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PA-Infrastructure-Bank.aspx>.

Pennsylvania Infrastructure Investment Authority (PennVEST)

PennVEST offers both grants and low interest loans for projects that help to manage stormwater and improve water quality. Several of the proposed recommendations will be of interest to PennVEST since they include stormwater Best Management Practices.

More information can be found at: <http://www.pennvest.pa.gov/Pages/default.aspx#.Vcux3WfbJ9A>.

PECO

Green Region

Green Region grants are funded by PECO and administered by Natural Lands Trust. The grants can be used with other funding sources to cover a wide variety of planning and direct expenses associated with developing and implementing open space programs, including consulting fees, surveys, environmental assessments, habitat improvement, and capital improvements for passive recreation. Funding is available to municipalities in amounts up to \$10,000 and may cover up to 50% of the project cost. Grant deadlines are in the Fall.

More information can be found at: https://www.peco.com/SafetyCommunity/Community/Pages/Environment_OLD.aspx.



Montgomery County

Montco 2040 Implementation Grant

As part of the implementation of the new Montgomery County comprehensive plan, *Montco 2040: A Shared Vision*, a grant program has been established to allow municipalities to make targeted physical improvements that work to achieve goals of the plan. The maximum amount awarded is \$200,000 (although typical maximum awards are closer to \$100,000) and the program requires a 20% local match. Projects must address a stated goal within one of the three themes of the plan: Connected Communities, Sustainable Places and Vibrant Economy and awarded funds may only be applied to physical improvements. Funding themes change slightly each year. Funds must be expended within 2 years of award.

More information can be found at: <http://www.montcopa.org/2453/Montco-2040-Implementation-Grant-Program>.

Pennsylvania Department of Environmental Protection (PADEP)

Pennsylvania Environmental Education Grants Program

The Pennsylvania Environmental Education Grants Program awards funding to schools, nonprofit groups, and county conservation districts to develop new or expanded current environmental education programming. The funds are administered through the PADEP for projects ranging from creative, hands-on lessons for students and teacher-training programs to ecological education for community residents. Educational resources, including exhibits, educational signage, and demonstration projects, also qualify for funding. Grant applications cannot exceed \$3,000 and require no match, however it is recommended. Applications are due in December and awarded in April.

Other Funding Sources

Legislative Funding

State and federal elected officials can sometimes include items into legislation for worthy projects in their districts. A conversation between county and municipal officials and legislators is the way to begin this process. This type of funding should be targeted toward capital improvement projects.

Private Foundations

There may be regional corporations and foundations that support public works such as trail development. Competition for these funds is usually brisk, but opportunities should be researched.

Foundations and institutions represent another potential source of funding for education-related site improvements and programming. Grants are available to support student field trips, provide teacher training in science, and provide other educational opportunities. Education tied to research can increase the pool of potential funds. The science community and research institutions are the logical starting points for the solicitation of foundation funds.



Implementation Recommendations

Near-Term:

- Acquire remainder of the right-of-way for trail segment 1
- Construct trail segment 1.
- Create on-road enhancements for trail segments 2-3 (Spring Mount Road to Zieglersville).
- Create on-road enhancements for segment 4 (Zieglersville to Perkiomen Valley Middle School West).
- Construct trail segment 5-9 (Perkiomen Valley Middle School West to Sunrise Mill Historic Site)
- Construct trailhead parking at the Sunrise Mill Historic Site in accordance with the master planning process.
- Complete a structural assessment of the Old Neiffer Road Bridge and determine costs for stabilization or replacement.
- If found feasible by the structural assessment, stabilize the Old Neiffer Road Bridge.
- Negotiate land and easement acquisitions along the proposed trail routes for trails, parking, and conservation.

Mid-Term:

- Repair or replace the Old Neiffer Road Bridge located within the Sunrise Mill property. If replacement is deemed necessary, exact location to be determined by final design.
- Construct the remaining Sunrise Trail segments within the Sunrise Mill property and connections to Grebe and Swamp Creek Roads (trail segments 10,11, L6, L7).
- Create additional trailhead parking on the south side of Grebe Road if deemed necessary by the master planning process.
- Construct trail segments connecting the Sunrise Mill property to Stone Hill Preserve (trail segments L1-L5).

Long-Term:

- Construct trail segments 12-15, L8 connecting the Sunrise Mill property to New Hanover Square Road, and Bob Wayland Memorial Park.
- Construct trailhead parking at the New Hanover Square Road terminus.
- Construct trailhead parking on sewer authority property along Fagleysville Road.
- Construct infill trails segments for segments 2-5.



appendix | *detailed cost estimates & public comment summary*



Sunrise Trail System Estimated Costs of Development

Total Sunrise Trail Segments	\$4,406,991.37
1	\$363,897.00
2	\$1,239,961.00
3	\$171,853.60
4	\$7,700.00
5	\$126,150.00
6	\$140,600.00
7	\$61,385.00
8	\$64,220.00
9	\$43,225.00
10A	\$349,360.00
10B	\$905,893.54
11	\$96,110.00
12	\$246,527.38
13	\$37,070.00
14	\$48,055.38
15	\$471,083.46
On-road Alternatives	\$33,900.00
Total Link Trail Segments	\$509,940.85
L1	\$36,175.00
L2	\$24,120.00
L3	\$95,720.00
L4	\$52,720.00
L5	\$25,900.00
L6	\$15,900.00
L7	\$82,560.00
L8	\$176,845.85
Total Estimated Construction	\$4,916,932.22
Mobilization (2%)	\$98,338.64
Construction Surveying (2%)	\$98,338.64
Erosion and Sedimentation Control (5%)	\$245,846.61
Construction Contingency (10%)	\$491,693.22
Design and Engineering (20%)	\$983,386.44
Total Estimated Project Cost	\$6,834,535.78

Segment 1 – Park Avenue to Spring Mount Road (Map A)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
741	Shared-Use Path, 10-12ft	741	LF	\$50	\$37,050	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Pavement Markings: Zebra Crosswalk	60	LF	\$25	\$1,500	Two Driveway Crossings along Gravel Pike
	Relocate Utilities	1	EA	\$15,000	\$15,000	
	Relocate Light Fixture	1	EA	\$5,000	\$5,000	
	Relocate Clock	1	EA	\$2,000	\$2,000	
	Relocate Entrance Sign	1	EA	\$1,000	\$1,000	
	Detectable Warning Surface	4	EA	\$8,000	\$32,000	Two Driveway Crossings along Gravel Pike
				SUBTOTAL	\$94,450	
308	Shared-Use Path, 10-12ft	308	LF	\$50	\$15,400	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight
	Structural Fill	30	CY	\$8	\$240	assume 10' wide x 4' average depth x 20' long near
	Bollards	2	EA	\$1,100	\$2,200	
				SUBTOTAL	\$18,240	
1,979	Shared-Use Trail, 6-10ft	1,979	LF	\$35	\$69,265	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight
				SUBTOTAL	\$69,665	
461	Shared-Use Path, 10-12ft	461	LF	\$50	\$23,050	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight
	65' Span Bridge over watercourse (ADA)	1	LS	\$97,500	\$97,500	\$1500.00 per linear foot
	Structural Fill	74	CY	\$8	\$592	Assume 100' long x 20' height x 2' width (triangular)
	Retaining Wall	100	LF	\$600	\$60,000	Assume 100' long x 20' height (triangular)
				SUBTOTAL	\$181,542	
				TOTAL	\$363,897	

Segment 2 – Spring Mount Road to Old Gravel Pike (Map B)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
206	Shared-Use Path, 10-12ft	206	LF	\$50	\$10,300	Earthwork, construction, materials, drainage
	Signage: R4-11 Bicycles May Use Full Lane	2	EA	\$250	\$500	Post mounted, supplement to sharrows as needed
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted every 1300-2600 feet along straight segments
	Bollards	4	EA	\$1,100	\$4,400	2 x 2
	Old Gravel Pike Bridge Renovation	1	LS	\$800,000	\$800,000	
				SUBTOTAL	\$815,600	
393	Pavement Markings (Use Full Lane)	4	EA	\$300	\$1,200	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	2	EA	\$250	\$500	Post mounted, supplement to sharrows as needed
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted every 1300-2600 feet along straight segments
	Signage: Wayfinding (Turn Signs)	2	EA	\$200	\$400	Post mounted where route turns from one street onto another.
				SUBTOTAL	\$2,500	
66	Pavement Markings (Use Full Lane)	2	EA	\$300	\$600	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	2	EA	\$250	\$500	Post mounted, supplement to sharrows as needed
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Signage: Wayfinding (Turn Signs)	2	EA	\$200	\$400	Post mounted where route turns from one street onto another.
	New Asphalt Trail	70	LF	\$50	\$3,500	New trail along Gravel Pike bridge to Delphi Road
	Impact Attenuator (Type IV)	2	EA	\$6,500	\$13,000	
	Jersey Barrier with Protective Top Rail	70	LF	\$80	\$5,600	
				SUBTOTAL	\$24,100	
935	Shared-Use Path, 10-12ft	935	LF	\$50	\$46,750	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight segments
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Structural Fill	1,111	CY	\$8	\$8,888	assume 300' long x 20' high x 10' wide (triangular)
	Retaining Wall	300	LF	\$500	\$150,000	assume 300' long x 10' high (triangular)
	Detectable Warning Surface	2	EA	\$8,000	\$16,000	Spring Mt. and Gravel Pike Intersection
	Pavement Markings: Zebra Crosswalk	40	LF	\$25	\$1,000	
	Pedestrian Actuated Crossing Signal (RFB)	2	EA	\$6,000	\$12,000	New pedestrian push button on post and RFB on signs
				SUBTOTAL	\$235,538	
1,217	Shared-Use Path, 10-12ft	1,217	LF	\$50	\$60,850	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight segments
	Structural Fill	56	CY	\$8	\$448	Along Spring Mt. Road at Mill Race Culvert
	Extend Culvert Over Mill Race	1	LS	\$20,000	\$20,000	Along Spring Mt. Road at Mill Race Culvert
	Retaining Wall	30	LF	\$500	\$15,000	Along Spring Mt. Road at Mill Race Culvert
	20' Span Bridge over Mill Race (ADA)	1	LS	\$30,000	\$30,000	\$1500.00 per linear foot
				SUBTOTAL	\$126,698	
95	Shared-Use Path, 10-12ft	95	LF	\$50	\$4,750	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight segments
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Pavement Markings: Zebra Crosswalk	75	LF	\$25	\$1,875	Spring Mt. and Gravel Pike Intersection
	Pedestrian Actuated Push Button and Signal	2	EA	\$6,000	\$12,000	New pedestrian signal post
	Detectable Warning Surface	2	EA	\$8,000	\$16,000	Spring Mt. and Gravel Pike Intersection
				SUBTOTAL	\$35,525	
				TOTAL	\$1,239,961	

Segment 3 – Old Gravel Pike Bridge to Zieglerville Commercial Center (Map B)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
89	Shared-Use Path, 10-12ft	89	LF	\$50	\$4,450	Earthwork, construction, materials, drainage
	Signage: W11-15 and W11-15p Trail Crossing	4	EA	\$250	\$1,000	Post mounted at major intersections, both directions
	Signage: Wayfinding (Confirmation Signs)	1	EA	\$200	\$200	Post mounted every 1300-2600 ft along straight segments
	Signage: Wayfinding (Turn Signs)	2	EA	\$200	\$400	Post mounted where route turns
	Pedestrian Actuated Push Button and Signal	2	EA	\$6,000	\$12,000	Roundabout Crossing
	Detectable Warning Surface	2	EA	\$8,000	\$16,000	Roundabout Crossing
				SUBTOTAL	\$34,050	
401	4" White Epoxy Pavement Markings	1,203	LF	\$1.20	\$1,444	
	Hot Thermoplastic Paint Legend, Bicycle w/ Arrow	4	EA	\$275	\$1,100	
	Signage: R3-17 Bike Lane	2	EA	\$80	\$160	Post mounted, supplement to pavement markings as needed
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted every 1300-2600 ft along straight segments
	Signage: Wayfinding (Turn Signs)	2	EA	\$200	\$400	Post mounted where route turns
	Impact Attenuator (Type IV)	2	EA	\$6,500	\$13,000	
	Jersey Barrier with Protective Top Rail	400	LF	\$80	\$32,000	
				SUBTOTAL	\$48,504	
1,059	Pavement Markings (Use Full Lane)	4	EA	\$300	\$1,200	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	4	EA	\$250	\$1,000	Post mounted, supplement to sharrow as needed
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted every 1300-2600 ft along straight segments
	Signage: Wayfinding (Turn Signs)	1	EA	\$200	\$200	Post mounted where route turns
				SUBTOTAL	\$2,800	
1,030	Shared-Use Path, 10-12ft	1,030	LF	\$50	\$51,500	Earthwork, construction, materials, drainage
	Signage: W11-15 and W11-15p Trail Crossing	6	EA	\$250	\$1,500	Post mounted at major intersections, both directions
	Detectable Warning Surface	4	EA	\$8,000	\$32,000	Two Driveway Crossings
60	Pavement Markings: Zebra Crosswalk	60	LF	\$25	\$1,500	Two Driveway Crossings
				SUBTOTAL	\$86,500	
				TOTAL	\$171,854	

Segment 4 – Zieglerville Commercial Center to Perkiomen Valley Middle School West (Map C)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,229	Pavement Markings (Use Full Lane)	4	EA	\$300	\$1,200	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	2	EA	\$250	\$500	Post mounted, supplement to sharrows as needed
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted every 1300-2600 feet along straight segments
	Signage: Wayfinding (Turn Signs)	2	EA	\$200	\$400	Post mounted where route turns from one street onto another.
				SUBTOTAL	\$3,000	
2,871	Pavement Markings (Use Full Lane)	8	EA	\$300	\$2,400	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	4	EA	\$250	\$1,000	Post mounted, supplement to sharrows as needed
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted every 1300-2600 feet along straight segments
	Signage: Wayfinding (Turn Signs)	2	EA	\$200	\$400	Post mounted where route turns from one street onto another.
				SUBTOTAL	\$4,700	
				TOTAL	\$7,700	

Segment 5 – Perkiomen Valley Middle School West to Trail Segment L1 (Map D)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
2,503	Shared-Use Path, 10-12ft	2,503	LF	\$50	\$125,150	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
	Signage: Wayfinding (Confirmation Signs)	4	EA	\$200	\$800	Post mounted, every 1300-2600 feet along straight segments
				SUBTOTAL	\$126,150	
			TOTAL		\$126,150	

Segment 6 – Segment L1 Intersection to Swamp Creek Road (Map D)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
665	Shared-Use Path, 10-12ft	665	LF	\$50	\$33,250	Earthwork, construction, materials, drainage
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Detectable Warning Surface	2	EA	\$8,000	\$16,000	Spring Mt. and Gravel Pike Intersection
	Pavement Markings: Zebra Crosswalk	25	LF	\$25	\$625	
				SUBTOTAL	\$50,375	
1,450	Shared-Use Path, 10-12ft	1,450	LF	\$50	\$72,500	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight segments
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
	Detectable Warning Surface	2	EA	\$8,000	\$16,000	Spring Mt. and Gravel Pike Intersection
	Pavement Markings: Zebra Crosswalk	25	LF	\$25	\$625	
				SUBTOTAL	\$90,225	
				TOTAL	\$140,600	

Segment 7 – Swamp Creek Road to Swamp Creek Overlook (Map E)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
788	Shared-Use Trail, 6-10ft	788	LF	\$35	\$27,580	Earthwork, construction, materials, drainage
					SUBTOTAL	\$27,580
509	Shared-Use Trail, 6-10ft	509	LF	\$35	\$17,815	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
					SUBTOTAL	\$18,015
434	Shared-Use Trail, 6-10ft	434	LF	\$35	\$15,190	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight segments
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
					SUBTOTAL	\$15,790
					TOTAL	\$61,385

Segment 8 – Swamp Creek Overlook to Neiffer Road (Map E)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,812	Shared-Use Trail, 6-10ft	1,812	LF	\$35	\$63,420	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	4	EA	\$200	\$800	Post mounted, every 1300-2600 ft
				SUBTOTAL	\$64,220	
				TOTAL	\$64,220	

Segment 9 – Neiffer Road to the Sunrise Mill (Map E, F)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
348	Shared-Use Path, 10-12ft	348	LF	\$50	\$17,400	Earthwork, construction, materials, drainage
	Signage: wayfinding / trail map	1	EA	\$1,000	\$1,000	Post mounted, at junction of Sunrise Mill Trails
				SUBTOTAL	\$18,400	
154	Shared-Use Path, 10-12ft	154	LF	\$50	\$7,700	Earthwork, construction, materials, drainage
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Detectable Warning Surface	2	EA	\$8,000	\$16,000	
25	Pavement Markings: Zebra Crosswalk	25	LF	\$25	\$625	
				SUBTOTAL	\$24,825	
				TOTAL	\$43,225	

Segment 10A – Sunrise Mill to Western Edge of Hemlock Grove (Map E, F)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,056	Shared-Use Trail, 6-10ft	1,056	LF	\$35	\$36,960	Earthwork, construction, materials, drainage Signage: Wayfinding (Confirmation Signs) Post mounted, every 1300-2600 ft
		2	EA	\$200	\$400	
208	Bridge	208	LF	\$1,500	\$312,000	
SUBTOTAL					\$349,360	
TOTAL					\$349,360	

Segment 10B – Sunrise Mill to the Western Edge of the Hemlock Grove (Map E, F)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,771	Single Track Trail, 2-6ft	1,771	LF	\$15	\$26,565	Clear and grub
	Signage: Trail Blade (Confirmation Signs)	1	EA	\$100	\$136	Post mounted, every 1300-2600 feet along straight segments
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
				SUBTOTAL	\$26,901	
525	Shared-Use Path, 10-12ft	525	LF	\$50	\$26,250	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	0	EA	\$200	\$81	Post mounted, every 1300-2600 feet along straight segments
				SUBTOTAL	\$26,331	
106	Old Neiffer Road Bridge Renovation	1	LS	\$800,000	\$800,000	
				SUBTOTAL	\$852,662	
				TOTAL	\$905,894	

Segment 11 – Hemlock Grove to Western Edge of Sunrise Mill Property (Map F)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
2,746	Shared-Use Trail, 6-10ft	2,746	LF	\$35	\$96,110	
TOTAL				\$96,110		

Segment 12 – Western Edge of Sunrise Mill Property to West Branch of Swamp Creek (Map F, G)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
4,451	Shared-Use Trail, 6-10ft	4,451	LF	\$35	\$155,785	Earthwork, construction, materials, drainage
	Signage: Trail Blade (Confirmation Signs)	3	EA	\$100	\$342	Post mounted, every 1300-2600 feet along straight segments
	Signage: Wayfinding (Decision Signs)	2	EA	\$200	\$400	Post mounted, marks junction of two bikeways
				SUBTOTAL	\$156,527	
	60' Span Bridge over watercourse (ADA)	1	LS	\$90,000	\$90,000	\$1500.00 per linear foot
				SUBTOTAL	\$90,000	
				TOTAL	\$246,527	

Segment 13 – West Branch of Swamp Creek to Evans Road (Map G)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,042	Shared-Use Trail, 6-10ft	1,042	LF	\$35	\$36,470	Earthwork, construction, materials, drainage
	Signage: Trail Blade (Confirmation Signs)	2	EA	\$100	\$200	Post mounted, every 1300-2600 feet along straight segments
	Signage: Wayfinding (Decision Signs)	2	EA	\$200	\$400	Post mounted, marks junction of two bikeways
				SUBTOTAL	\$37,070	
				TOTAL	\$37,070	

Segment 14 – Evans Road to Camp Laughing Waters (Map H)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,370	Shared-Use Trail, 6-10ft	1,370	LF	\$35	\$47,950	Earthwork, construction, materials, drainage
	Signage: Trail Blade (Confirmation Signs)	1	EA	\$100	\$105	Post mounted, every 1300-2600 ft
SUBTOTAL					\$48,055	
TOTAL					\$48,055	

Segment 15 – Camp Laughing Waters to New Hanover Square Road (Map H)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
7,855	Shared-Use Trail, 6-10ft (steep terrain)	7,855	LF	\$50	\$392,750	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	6	EA	\$200	\$1,208	Post mounted, every 1300-2600 feet along straight segments
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Detectable Warning Surface	2	EA	\$8,000	\$16,000	
25	Pavement Markings: Zebra Crosswalk	25	LF	\$25	\$625	
	60' Span Bridge over watercourse (ADA)	1	LS	\$60,000	\$60,000	\$1500.00 per linear foot
SUBTOTAL					\$471,083	
TOTAL				\$471,083		

Segment L1 – Stone Hill Link Trail: Sunrise Trail to Swamp Creek (Map D)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,002	Single Track Trail, 2-6ft	1,002	LF	\$15	\$15,030	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight segments
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
				SUBTOTAL	\$15,630	
188	Single Track Trail, 2-6ft	188	LF	\$15	\$2,820	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight segments
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
	Detectable Warning Surface	2	EA	\$8,000	\$16,000	Spring Mt. and Gravel Pike Intersection
	Pavement Markings: Zebra Crosswalk	25	LF	\$25	\$625	
				SUBTOTAL	\$20,545	
				TOTAL	\$36,175	

Segment L2 – Stone Hill Link Trail: Swamp Creek to Sunrise Trail (Map D)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
126	Single Track Trail, 2-6ft	126	LF	\$15	\$1,890	Clear and grub
	Signage: Wayfinding (Confirmation Signs)	1	EA	\$200	\$200	Post mounted, at start of segment
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
				SUBTOTAL	\$2,290	
1,402	Single Track Trail, 2-6ft	1,402	LF	\$15	\$21,030	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 feet along straight segments
	Signage: Wayfinding (Decision Signs)	2	EA	\$200	\$400	Post mounted, marks junction of two bikeways
				SUBTOTAL	\$21,830	
				TOTAL	\$24,120	

Segment L3 – Stone Hill Link Trail: Swamp Creek to Yerger Road (Map D)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,368	Single Track Trail, 2-6ft	1,368	LF	\$15	\$20,520	Clear and grub
	Signage: Trail Blade (Confirmation Signs)	2	EA	\$100	\$200	Post mounted, every 1300-2600 feet along straight segments
				SUBTOTAL	\$20,720	
100	Stepping Stones Stream Crossing	1	LS	\$75,000	\$75,000	
				SUBTOTAL	\$75,000	
				TOTAL	\$95,720	

Segment L4 – Stone Hill Link Trail: Yerger Road to Gerloff Road (Map J)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
3,413	Single Track Trail, 2-6ft	3,413	LF	\$15	\$51,195	Clear and grub
	Signage: Trail Blade (Confirmation Signs)	4	EA	\$100	\$400	Post mounted, every 1300-2600 feet along straight segments
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Pavement Markings: Zebra Crosswalk	25	LF	\$25	\$625	
				SUBTOTAL	\$52,720	
				TOTAL	\$52,720	

Segment L5 – Stone Hill Link Trail: Gerloff Road to Stone Hill Preserve (Map J)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
652	Single Track Trail, 2-6ft	652	LF	\$15	\$9,780	Clear and grub
	Signage: Trail Blade (Confirmation Signs)	2	EA	\$100	\$200	Post mounted, every 1300-2600 feet along straight segments
				SUBTOTAL	\$9,980	
1,048	Single Track Trail, 2-6ft	1,048	LF	\$15	\$15,720	Clear and grub
	Signage: Trail Blade (Confirmation Signs)	2	EA	\$100	\$200	Post mounted, every 1300-2600 feet along straight segments
				SUBTOTAL	\$15,920	
				TOTAL	\$25,900	

Segment L6 – Sunrise Trail to Grebe Road (Map E, F)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
318	Shared-Use Path, 10-12ft	318	LF	\$50	\$15,900	Earthwork, construction, materials, drainage
					SUBTOTAL	\$15,900
					TOTAL	\$15,900

Segment L7 – Sunrise Trail to Swamp Creek Road (Map F, G)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
244	Single Track Trail, 2-6ft	244	LF	\$15	\$3,660	Clear and grub
	Signage: Trail Blade (Confirmation Signs)	2	EA	\$100	\$200	Post mounted, every 1300-2600 feet along straight segments
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Signage: Wayfinding (Decision Signs)	4	EA	\$200	\$800	Post mounted, marks junction of two bikeways
				SUBTOTAL	\$5,160	
48	10' Asphalt Trail	48	LF	\$50	\$2,400	Clear and grub
				SUBTOTAL	\$2,400	
81	Stepping Stone Stream Crossing	1	LS	\$75,000	\$75,000	
				SUBTOTAL	\$75,000	
			TOTAL		\$82,560	

Segment L8 – Camp Laughing Waters to Bob Wayland Park (Map I)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
1,069	10-12 Ft Shared Use Path	1,069	LF	\$50	\$53,450	Earthwork, construction, materials, drainage
	Signage: Wayfinding (Confirmation Signs)	2	EA	\$200	\$400	Post mounted, every 1300-2600 ft along straight segments
				SUBTOTAL	\$53,850	
661	6-12 Ft Asphalt Side Path	661	LF	\$50	\$33,050	Clear and grub
	Signage: Trail Blade (Confirmation Signs)	1	EA	\$100	\$51	Post mounted, every 1300-2600 ft along straight segments
				SUBTOTAL	\$33,101	
	Short Span Trail Bridge	1	LS	\$45,000	\$45,000	
				SUBTOTAL	\$45,000	
2,883	Single Track Trail, 2-6ft	2,883	LF	\$15	\$43,245	Clear and grub
	Signage: Trail Blade (Confirmation Signs)	2	EA	\$100	\$200	Post mounted, every 1300-2600 ft along straight segments
	Signage: W11-15 and W11-15p Trail Crossing	2	EA	\$250	\$500	Post mounted at major intersections, both directions
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
	Pavement Markings: Zebra Crosswalk	30	LF	\$25	\$750	
				SUBTOTAL	\$44,895	
				TOTAL	\$176,846	

On-road Alternatives (multiple locations)

Length (LF)	Proposed Improvement	QTY	UNIT	UNIT COST	TOTAL	Note
3,207	Pavement Markings (Use Full Lane)	26	EA	\$300	\$7,800	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	6	EA	\$250	\$1,500	Post mounted, supplement to sharrows as needed
	SUBTOTAL				\$9,300	
684	Pavement Markings (Use Full Lane)	6	EA	\$300	\$1,800	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	2	EA	\$250	\$500	Post mounted, supplement to sharrows as needed
	Signage: Wayfinding (Turn Signs)	2	EA	\$200	\$400	Post mounted where route turns from one street onto another.
SUBTOTAL				\$2,700		
4,595	Pavement Markings (Use Full Lane)	36	EA	\$300	\$10,800	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	10	EA	\$250	\$2,500	Post mounted, supplement to sharrows as needed
	Signage: Wayfinding (Confirmation Signs)	4	EA	\$200	\$800	Post mounted every 1300-2600 feet along straight segments
	Signage: Wayfinding (Turn Signs)	1	EA	\$200	\$200	Post mounted where route turns from one street onto another.
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
SUBTOTAL				\$14,500		
7,115	Pavement Markings (Use Full Lane)	4	EA	\$300	\$1,200	Bikes may use full lane striping (250-foot spacing)
	Signage: R4-11 Bicycles May Use Full Lane	16	EA	\$250	\$4,000	Post mounted, supplement to sharrows as needed
	Signage: Wayfinding (Confirmation Signs)	10	EA	\$200	\$2,000	Post mounted every 1300-2600 feet along straight segments
	Signage: Wayfinding (Decision Signs)	1	EA	\$200	\$200	Post mounted, marks junction of two bikeways
SUBTOTAL				\$7,400		
TOTAL				\$33,900		

Public Meeting - 1/12/2017

Name	Municipality you reside in/Affiliation	Email address
Ronald & Guma Frederick	Lower Fred	
PAUL CHRISTY	Lower Frederick	
John Cardness	Lower Frederick	
Elle Holland	Lower Frederick	
Chris Williams	Lower Frederick	
John Jones	New Hanover	
Chris Simons	New Hanover	
Scott & Denise Mendel	Lower Fred.	
Joe & Tara Linke	Lower Frederick	
PHILIP A. SMITH	Lower Frederick	
Loren Petweiler	Lower Frederick	
John & Karen Eves	Upper Frederick	
Donald Boscoe	Lower Frederick	
Hilary Boscoe	Lower Frederick	
Donald Tomlinson	Lower Frederick	
Robert Taylor	Lower Frederick	
BETH FILLING	Lower Frederick - Montco Parks Board	
CHARLES YEZSEK	Lower Freds	
My Manning	Lower Fred.	
Rachel Hendricks	Lower Frederick	

Name	Municipality you reside in/Affiliation	Email address
Jim Oehlfert	Limerick Twp	
AMEE FARRELL	n/a	
KEITH BEAVER	L.F.	
DEBB SCHWYZER	New Hope	
JARRET TEMPE	L.F.	
Ruth Heil / Glenn Heil	L. Frederick	
JULIE OBEN / JOE OBEN	Lower Frederick	
Barbara Hare	New Hope	
Charles Jack	L.F.	
ALEXIS BEECHMEYER	V. SALFORD	
LARRY COHEN	L.F.	
Kevin Jones	Lower Frederick	
KEVIN MURRAY	Upper Frederick	
John Engler	NEW HANOVER	
MICHAEL HARE	LOWER FREDERICK	
Vosch Gibson	Upper Frederick	
Michael Montminy	Lower Frederick	
STEVE JARRETT	LOWER FRID (BEGLER VICE 2 HOUSES FROM CHASE)	
LINDA JANSSON	LOWER FREDERICK	

PAT COOK
 n/a, n/a
 Lower Frederick
 n/a, n/a

Name	Municipality you reside in/Affiliation	Email address
Ryan Parisi	Simone Collins	
Rob Mure	Park Twp	
Rick Buses	Lower Fred	
Mike Cutillo	Lower Salford	
Paul Schneible	New Hanover	
Jim & Denise Rupert	Lower Frederick	
Mark & Margaret Towich	Lower Frederick	
RICH BOUTER	Park Twp / PSD	
Susan Loken	Upper Frederick	
Don Orkutt	PTHS Montco	
Kyra Dwyer	Lower Frederick	
Jane Roberts	Lower Frederick	
Anthony Delawatts	Lower Frederick	
Tricia Delawatts	Lower Frederick	
Marysue Shelak	Lower Frederick	
Paul and Robin Hightower	Lower Frederick	
DANIEL KERR	Limerick Township	
RANIER KEDOWN	LOWER FRED	
FRANIE SCHMITT	LOWER FRED	

Dona Irick
Lower Frederick



Emma Spade	Lower Frederick
Linda Shooley	Lower Frederick
Carl Doney	Lower Frederick
Ed + Monica Eagle	Lower Frederick
Ron + Emma Jean Knecht	"
Victoria Beaver	Lower Frederick
Tom + Laura Hillen	New Hammer
Warren A. Jacobs	Lower Frederick
John A. Furst	Lower Frederick
Alex + Janis + Rowe	"
Les + Barbara Swanson	"



Swamp Creek Greenway and Sunrise Trail Feasibility Study
January 12, 2017 Public Meeting
Question and Comment Summary

- Brad Rudoulph at PennDOT was contacted by a local resident. Mr. Rudolph is unaware of this study. Mike responded that PennDOT would have no knowledge of this project yet since the County has not contacted PennDOT. The study is funded by another state agency, the Department of Conservation and Natural Resources (DCNR).
- Mike emphasized that these public meetings are the public's opportunity to voice their opinions and provide us guidance in the design of the feasibility study.
- An attendee asked if there was anyone on the project committee whose property might be directly impacted by the planned trail. The answer is no.
- There was a question about if a trail is proposed on private property, how that arrangement might occur:
 - We use County or other public land wherever possible.
 - Utilize existing trail easements wherever possible
 - Work with and negotiate with land owners to acquire any necessary easements where needed.
 - While condemnation is possible, it is always an option of last resort and not a preferred way to acquire a trail easement
- A resident of Limerick Township spoke in favor of the proposed trail. Agreed that there are many benefits from trails. She stated that 76% of Montgomery County residents are in favor of trails, trails preserve property values and that she worked on the creation of the Perkiomen Trail.
- A resident mentioned that some of the land in the area is under the agricultural preservation program and could not be "taken" for a trail. Mike Stokes agreed.
- An attendee asked what percentage of lands considered for the trail are currently owned by the County. Mike Stokes estimated about 60% of the lands are owned by the county or are in trail easements.
- Dulcie Flaherty (Natural Lands Trust) and member of the project committee stated that the intent is not to condemn any properties. Emphasized the benefits of creating trails through this area. There were 200 property negotiations on the Perkiomen Trail and very few were contentious.
- An attendee asked about private property rights.
- A greenway does not necessarily contain a trail.
- The public would benefit from understanding the definition of a "Greenway". Mike Stokes stated that it is generally a strip or area of preserved land valued for its open

space and environmental characteristics, and to protect water quality, habitats and its conservation values.

- There needs to be a balance between the amount of non-trail greenways and greenways that contain trails for this feasibility study.
- A resident stated that the new trails would bring lots of vehicular traffic into the area. Mike Stokes stated that this was not necessarily true – that the intent was to encourage people to see the greenway via bike and on foot.
- Several residents stated they did not want the trail and many feel that the Perkiomen Trail was close enough to give area residents opportunities to use trails.
- A resident stated that there is a poaching problem in the area.
- Multiple people stressed that the County should focus funds on renovating the Sunrise Mill. People are upset that the mill remains closed.
- Residents feel that the mill should be renovated before any trails are added. There is a feeling from several in attendance that this study is working “backwards”. The mill was acquired in the 1970’s and it still not being used by the public.
- A resident stated that road access the mill; we do not need trail access to the mill.
- A resident stated that the County should purchase people fishing licenses for residents so that they can walk up the creek and stay in the water.
- A resident stated that people would enjoy the mill more than a trail.
- A resident asked if there was any data on other county historic sites before and after there were trail connections to them and if attendance at these sites increased with the trail connections. Mike Stokes stated the county will look into that.
- A resident stated that public money is tight and we cannot always have what we want so we should not spend funds on these trails.
- A resident stated that the exercise benefits of trails are important he sees no problem with connecting the proposed trails along the Swamp Creek with other trails.
- Mike Stokes stated that the County is trying to create a network of connections with trails so that people can get to the mill by means other than automobile.
- A resident opined that Delphi Road is very steep and dangerous and we should not be encouraging more bicyclists to use this road.
- There is a concern about more cyclists on Yerger Road.
- Several residents stated that the preliminary trail alignment lines on the map went through their properties. Mike Stokes stated that these were preliminary ideas for review and discussion.
- A resident stated that he is concerned about the liability of trail users coming onto his property and being sued if a trail user is injured on this property.
- Swamp Creek Road is very narrow. Drivers do not follow the posted speed limit and it is dangerous for cycling.

- A resident stated that he wants privacy and does not want a trail.
- A resident talked about all of the wildlife in the area and that new trails will drive wildlife away.
- A resident stated that if the County wants to preserve the natural resources of the area they should leave it alone.
- A resident stated that hikers kill wildlife.
- Montgomery County does record foot count numbers along the Perkiomen Trail. This is recorded on DVRPC's website. The County can send out a link.
- A resident spoke about concerns regarding security and liability along their property. They own a farm operation that would be affected by a trail.
- There is a thin strip just west of the Sunrise mill property along the creek that is shown as Municipal land. A resident believes this ownership might be a different public entity. We will check property records.
- West of the project area, there is an old school house along church road and a park. This park is known as Airplane Park to local residents. This could be a future connection.
- A resident spoke about protecting the wildlife. They stressed that someone needs to "speak for the animals." They believe any trail type in the floodplain would drastically impact wildlife.
- A few residents stated that they do not want the mill renovated.
- A resident stated that they have called the police about safety along Swamp Creek Road and the police told them to stay off the road.
- There is a Beaver dam by Camp Hope.
- Some residents believe the County should spend money elsewhere.
- The Perkiomen Trail is enough. People can drive to it and use that.
- There are many "no parking" signs along Swamp Creek Road.
- Some residents are ok with on-road routes that provide safer conditions for bikers, pedestrians, and motorists.
- Could there be a possible connection to Hickory Park?

Swamp Creek Greenway & Sunrise Trail

Sign-In Sheet - Public Meeting #2 March 30, 2017 - 6 pm to 8 pm

Name Email (if you would like further updates on the project)

Kornell Thaler	
Charles Thaler	
Ron + Silvia Jean Kuecht	
Marla Henth	
George + Pam Adams	
Bob Yoder	
Bonnie Yoder	
Terry Schlegel	108 EVANS RD
Mark Stieber	
Marina Rajewski	
Dawn Woodland	
Don Orloff	
Ron Keewood	
Jim Oehlert	
Joe + Barbara Swanson	
Tony Dehann	
Talia Dehann	
Loth Yeiser	
CHARLES YEISER	
JIM RUPERT	

Swamp Creek Greenway & Sunrise Trail

Sign-In Sheet - Public Meeting #2 March 30, 2017 - 6 pm to 8 pm

Name

Email (if you would like further updates on the project)

Donna Tyson	
Charles Tyson	
Thomas C. Tice	
LARRY COHEN	
Dan Wilbur	
JOANNE & MARY KOWA	
Roger McGlocklin	
BANNER KEDWIN	
DAVE & JANICE ROBERTS	
Lee Atkinson	
David Fillman	
William Price	
William ABATE	
Lisa & Jim Cunitz	
Rick Buckman	
Wanda Mikolich	
Bob Howe	
Eve Edwards	
Loren Detweiler	
Susan & Robert Buloy	

Swamp Creek Greenway & Sunrise Trail

Sign-In Sheet - Public Meeting #2 March 30, 2017 - 6 pm to 8 pm

Name Email (if you would like further updates on the project)

Emma Spade	
Kathy Monaco	
Bob Caldwell	
K Brown	
Fred Reddick	
Joe Obrien	
Edmund Holland	
Chris Williams	
Bill McKeown	
Craig Kelous	
Charston Kease	
Elmer & Bernice DTF	
William F Kerwin	
Bob Winkler	
Whinn Jacobs	
Tracy Jackett	
STEVE JARSON	
Paul + Betsy Phillippi	
Eric Manning	

Swamp Creek Greenway & Sunrise Trail

Sign-In Sheet - Public Meeting #2 March 30, 2017 - 6 pm to 8 pm

Name Email (if you would like further updates on the project)

Bill Bushnell

Ken Cady

Oliver Buser

Ted Wilby

Donna Singer

PHILIP SMITH

Gail Maser

Michael Finney

Donald Boscoe

Cathi Miller

Janet Manger

Bobby Claire Matthews

RICK FIDLER

Denise & Scott

John and Karen Eves

PAT COOK

Paul Hazzan

Warren Deener

Charles Brant

BOB KERWIN



Swamp Creek Greenway & Sunrise Trail

Sign-In Sheet - Public Meeting #2 March 30, 2017 - 6 pm to 8 pm

Name

Rev. David McKinley

JOE ZLOMAK

Glenn & Ruth Heil

DARREN W ROSS

Al Manning

Imke St

RYAN BEUTZ

MARC EITZ

Michael Montminy

Email (if you would like further updates on the project)

il.com



Swamp Creek Greenway & Sunrise Trail

Sign-In Sheet - Public Meeting #2

March 30, 2017 - 6 pm to 8 pm

Name

Linda O'Hman

Freda Booklee

Crystal Gilchrist

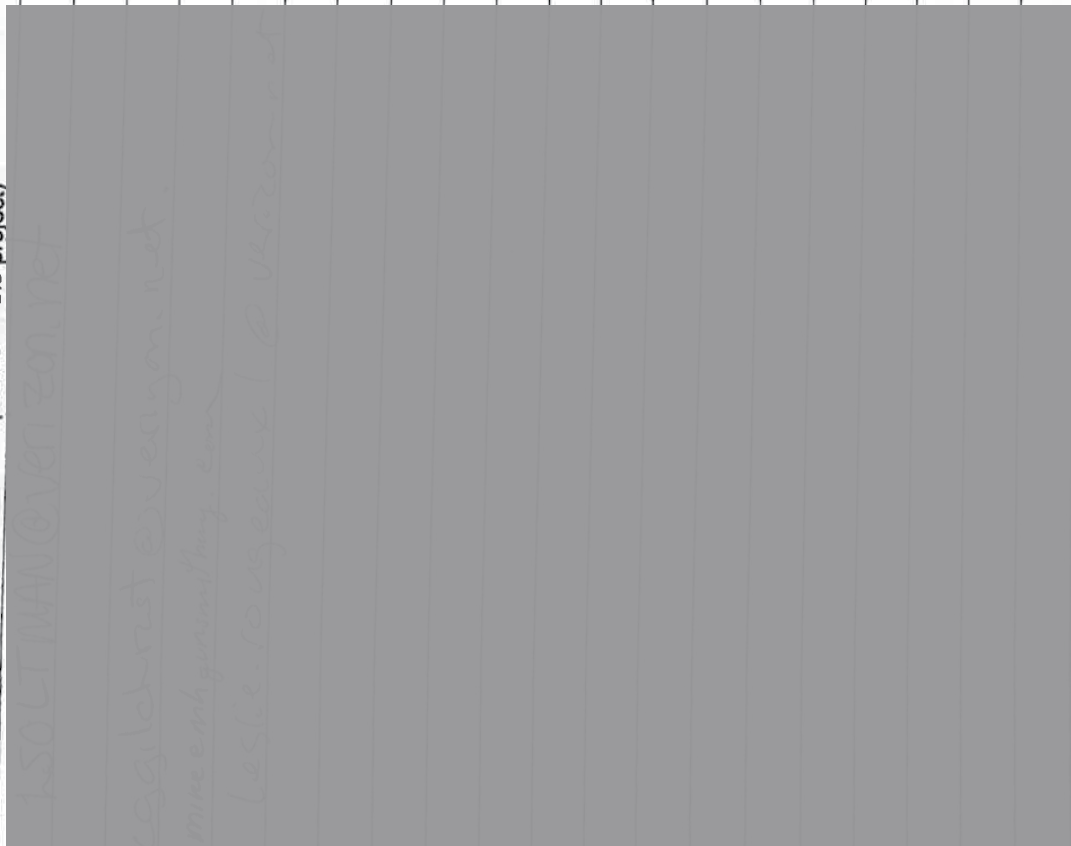
Mike Hunt

Leslie Rouyeau

Jad Pierson

Bryan Hill

Email (if you would like further updates on the project)



Swamp Creek Greenway and Sunrise Trail Feasibility Study
March 30th, 2017 Public Meeting
Question and Comment Summary

- Add access and parking to the creek near the mill and on both sides of the creek. Parking should be added sooner rather than later.
- A runner that uses the road and Perkiomen Trail states that she is disappointed that the off-road trails were removed from the plan. Asks to preserve the character of the area.
- Leave the roads small and unstriped. I am concerned that striping will increase traffic volumes on these small roads.
- What prevents a trail from running through a conservation easement?
- I recommend showing off-road trails on private property in case a property owner wants to work with the county in the future.
- Why can't people preserve their own property? Why are conservation easements necessary?
- Commenter enjoys the Perkiomen Trail but thinks that sewers are the result of development, not the catalyst.
- Trails and parks help stem development. Development is coming so make it sustainable and create a balance.
- Commenter does not believe that Schwenksville has been helped by the Perkiomen Trail and does not believe the Sunrise Trail would help the economics of its respective areas.
- Commenter spoke of a group called the "Happy Hikers" that go from restaurant to restaurant along a trail. Believes that business people are not taking advantage of the Perkiomen Trail.
- Will horses be allowed? What is going to be done about maintenance and safety of any trails?
- What kind of maintenance would be done on the roads to allow for safe bike passage?
- Who is picking up trash?
- Commenter supports a trail from Schwenksville to Sunrise Mill. An off road trail would be preferred over using Yerger Road (referring to proposed on road route).
- Development is happening and trails can help preserve the area. It's better to plan for development now.
- Why not use the Gravel Pike Bridge Instead Of Old Gravel Pike Bridge. Will bikes be allowed on the trail?
- What is going to be done with Old Gravel Pike Bridge? Will it be opened?
- Value of the trail is more important than lack of privacy
- Privacy along Old Gravel Pike will be an issue if the Old Gravel Pike Bridge is reopened

- Recommends making the statement against condemnation more forceful
- I am concerned about a decrease in property values along Old Gravel Pike if the Old Gravel Pike Bridge is reopened.
- Opening of the Gerloff Road Bridge did not harm property values. Roads belong to everyone. Recommends opening the Old Gravel Pike Bridge for trail use.
- I am concerned about the current safety issues on the Perkiomen Trail. Secluded areas along any new trails could be a safety issue, especially for women.
- On the Perkiomen Trail, there is not enough policing. What would be done differently along any new trails?
- Crossing Gravel Pike is a safety issue.
- Using the current Gravel Pike Bridge would be a safety issue. Open Old Gravel Pike Bridge for trail use instead.
- Swamp Creek Road is not wide enough for 2 cars, so bikers and pedestrians would end up trespassing on private property.
- Safety is not currently an issue. Concerns about safety are not realistic
- Concerned with more people on the Delphi Road. A person was robbed on Delphi Road. Loss of privacy is also a concern.
- Yerger and Delphi Road are too narrow and too steep for bikes.
- Delphi Road - accidents have occurred on Delphi w/ pedestrians. Recommends not having Delphi Road as a bike route.
- Bikes are better than trucks on Gerloff Road.
- Delphi is a dangerous route for pedestrians / bikes.
- Bends in Delphi Road are a safety concern.
- Gerloff is already heavily used for biking so why not add signage? Bikers are not responsible for trash, it is the cars.
- Crossing at Delphi and Gravel Pike is not safe. Why not take the route along Gravel Pike, not Old Gravel Pike.
- Providing a pedestrian link from Zieglerville to Schwenksville is vital for safety reasons
- There are a lot of bicycles already on the road, so there is no need for change
- Traffic on Yerger Road is too fast for bike routes
- I am concerned about biking on Yerger Road and would prefer to see a separated trail along the road.
- Gerloff Road and Yerger Road are unsafe for bikes. Tractor trailers come down Gerloff Road. Will cyclists be able to use the whole road on Yerger Road?

- I am opposed to a trail along Swamp Creek due to flooding and security.
- Is Bike Coalition data relevant? Who is being interviewed?
- Survey people in the area, not the state (in reference to the survey information on the bicycle coalition website)
- Garbage, tires, mattresses have been round along Gerloff Road. I am concerned about an increase in traffic leading to more trash.
- What will be done to prevent trespassing?
- How will you keep people off private property? Do we call the police or someone else for issues? What is being done about privacy? Who is paying for maintenance of any bike lane signs?
- The project website is not updated with the latest information.
- What is being done for animal conservation?
- I am concerned about loss of bald eagle habitat, increased vehicular traffic, and an influx of people.
- I am in favor of opening the mill, but not in favor of trails.
- Are bog turtles found in the area?

Sunrise Trail & Swamp Creek Greenway Feasibility Study Written and Online Comment Summary

Written Comments

February 6, 2017 – Lower Frederick Resident

Dear Mr. Michael Stokes,

I want the Montgomery County Planning Commission to know that I fully support the County's effort to preserve the Swamp Creek Corridor, and create a public hiking trail from Schwenksville to Sunrise Mill. Further, the Sunrise Mill is currently a closed historic site that should be rehabilitated, and thus be made an accessible and opened Montgomery County publicly available destination.

I would like my letter to be part the Montgomery County Planning Commission's Swamp Creek Corridor Greenway feasibility study's public comment.

June 15, 2017 – Residency Location Unspecified

Dear Mr. Michael Stokes:

I want the Montgomery County Planning Commission to know that I fully support the County's effort to conserve and protect the Swamp Creek Corridor. Further, the Sunrise Mill is currently a closed historic site that should be rehabilitated, and thus be made a publically accessible Montgomery County destination.

I would like my letter to be part of the Montgomery County Planning Commission's Swamp Creek Corridor Greenway Feasibility Study's public comment.

January 26, 2017 – Lower Frederick Resident

Dear Mr. Stokes:

I am writing to let you know of my support for the Montgomery County Swamp Creek Corridor Greenway /Sunrise Trail Project. I am a resident along the Swamp Creek Corridor and I wish to have my comments to be made part of the public record. I was not able to attend the County meeting at the Township Building earlier in January and, until after the fact, I was not aware that the Sunrise Trail was on the agenda for this past Tuesday evening's Lower Frederick Supervisor Workshop Meeting.

I was very troubled by both the media accounts and of first hand reports from those who attended the meeting earlier in January. The accounts depicted individuals who not only did not seem interested in listening, but who seemed intent on squashing any possibility of dialogue with their intimidating tenor. One likes to think that residents of a small town like Lower Frederick would be more open to respectful dialog. It was embarrassing to hear and read otherwise. Had I been present, I would have spoken up to the value of listening. My disquiet continued after reading that I had missed yet another opportunity to be heard on Tuesday evening.

Atmosphere and procedure aside, I do want to voice my support for the Feasibility Study for the Sunrise Trail Project. Trails serve to improve and protect the quality of life for residents in the area. Trails can build community and trails provide communities with stability and protection from change due to development. Trails can open our eyes to our natural environment and trails can increase our resolve and our ability to make choices that will preserve the rural and wooded landscape that brought most of us here in the first place. Trails can provide connected canopies to buffer us from the natural progress and evolution due to development. Trails provide safe places for foot traffic. Almost every day, I force my neighbors to swerve around me while I'm out running on Yerger Road. Sometimes, my neighbors even open their windows to warn me that I'm difficult to see. My children walk, run, and bike on Yerger Road and I breathe a sigh of relief when they return from their adventures. Having access to a trail as an alternative to Yerger Road could be, quite literally, a life-saver. It is my understanding that our Connections Map already includes a statement that the Township does not endorse the use of eminent domain for the purpose of completing trails. And I'm certainly not asking for anyone to be forced to give up any piece of their private property for my safety or for that of my children. But I do hope that the Feasibility Study goes forward. Sometimes, listening and honest dialogue can lead to solutions that benefit everyone. If there is a way to make a private/public partnership work for the betterment of our community, let's listen to each other without using eminent domain as a shield to burnish or to hide behind.

Thank you for reading.

February 3, 2017 – Lower Frederick Resident

To The Montgomery County Officials-

Hello, my name is Lauryn Fudala, and I am 14 years old. I live on Delphi Road with my family. I read your letter about having a public trail on our road, and I would really appreciate it if you reconsidered where you put the trail. I enjoy having a house away from the general public area, and I believe that my neighbors agree. I value my family's privacy, and Delphi Road is such a beautiful country road, I am afraid it will be damaged by foot traffic and littering. I have recently walked on the Perkiomen Trail near Main Street in Schwenksville and I would rather our road be left out of the County's trail system. If there is any way that you will consider rethinking this trail, that would be greatly appreciated by me, my family, and my neighbors. I am not able to make it to the meeting today due to prior commitments, but I hope that this letter will help our cause.

Originally written on November 6, 2000. Sent to the county on February 8, 2017 – Perkiomen Valley Trout Unlimited Organization

Dear Chairman McGovern (Lower Frederick Township Board of Supervisors),

I am writing on behalf of Perkiomen Valley Trout Unlimited, PVTU, to request the Board of Supervisors consider the preservation of the "Swamp Creek" corridor in your municipal planning and open space preservation program.

In addition to the numerous natural resources that I know you are aware of, the Swamp Creek corridor offers a wonderful greenway linkage opportunity for Lower Frederick Township. PVTU is actively working to restore important riparian buffer along the Perkiomen in the Upper Valley and we see this greenway as an important part of preservation of the total Perkiomen Water bed.

Seeing the Swamp Creek as an important part of the greenway preservation, I am in the process of contacting other parties that have an interest in the Perkiomen Watershed to develop interest in the concept of a connected greenway throughout the watershed. Future generations will reap great rewards if a connected greenway can be established throughout Perkiomen Creek Watershed. Fishing, hiking, biking, and nature study are only some of the activities that they could enjoy if action is taken soon.

We now have a unique opportunity to preserve this valuable waterway since development is now only beginning in our region. What a great legacy to leave for our kid and grand kids.

You can visit the Upper Perkiomen Valley and see some of the work we've done along the creek to restore riparian habitat. A short drive along Toll Gate Rd. in Upper Hanover Township will show you how hard we are working on our goals.

Sincerely,

Charles Macdonald, President
Perkiomen Valley Trout Unlimited

January 14, 2017. Letter sent to the Pottstown Mercury and forwarded to the county – Resident of Lower Frederick

Evan [Brandt]:

I am writing regarding your report "Unhappy Trails" (The Mercury Jan. 15, page 1) that suggests overwhelming public opposition at the January 12th public hearing to the Swamp Creek Greenway and Trail feasibility study. As an attendee at that hearing in the Lower Frederick Municipal Building, I wish to correct that impression. What I witnessed instead was boorish and bullying behavior from members of the audience spaced around the hall to lend an impression of numbers. These individuals constantly interrupted and berated Michael Stokes, the speaker from the Montgomery County Planning Commission. I also observed that the majority of attendees behaved respectfully, asked intelligent questions, and gave thoughtful comments. Mr. Stokes and his colleagues from the Montgomery County Planning Commission reacted professionally and courteously to all.

To treat any speaker in performance of their public duty with such callousness and rudeness is an embarrassment to the residents of Montgomery County. I again point out that the views shouted out do not necessarily reflect those of the majority.

March 22, 2017 - Resident of Limerick

Dear Mr. Stokes,

I am writing to state my interest in seeing the Swamp Creek Corridor be protected and conserved by the Montgomery County Planning Commission.

Also, I understand that the historic Sunrise Mill is closed due to its poor condition. I would like to see this site rehabilitated and open for the public to enjoy its beauty and history.

I am requesting that my concern in these matters be expressed by including this letter as part of the Montgomery County Planning Commission's Swamp Creek Corridor Greenway Feasibility Study.

March 22, 2017 - Resident of Limerick

Dear Mr. Stokes,

I wish to express my sincere desire that the Swamp Creek Corridor be conserved and protected through the efforts of the Montgomery County Planning Commission. At the same time I want to express my concern regarding the condition of the Sunrise Mill which is currently closed because of that condition. The Sunrise Mill is a historic site. In its present condition the public is not able to enjoy or appreciate its history and beauty.

Please accept my letter as an indication of public concern regarding these two matters. I am requesting that my letter be a part of the Montgomery County Planning Commission's Swamp Creek Corridor Greenway Feasibility Study.

I am a resident of Limerick Township.

March 22, 2017 - Resident of Upper Dublin Township

Dear Mr. Mike Stokes,

I want the Montgomery County Planning Commission to know that I am in favor of the County's effort to preserve the Swamp Creek Corridor, and establish a public walking trail within. The stream's existing natural beauty is vast and needs the County's intervention to protect it through preservation. Additionally, Sunrise Mill is also a wonderful historic site that should be restored and be made part of the active Montgomery County Historic sites.

Please add my letter to the Montgomery County Planning Commission's Swamp Creek Corridor Greenway feasibility study's record of public input.

February 15, 2017 - Resident of Lower Frederick

Dear Mr. Stokes:

I was part of the audience at the first meeting concerning the feasibility study. I would request that this be made part of the public record for future discussion. At the meeting I explained that I have lived on Delphi Road for over 38 years, we have raised our family here, and I do not believe the proposed trail could possibly be safe if it is placed along Delphi Road.

The road is steep, narrow and winding with blind curves. There have been many accidents in that time, and there is no way for vehicular traffic and people walking to both travel safely. The only bicycle traffic on this road has been expert cyclists. Any inexperienced cyclist would be put at risk. When I expressed this concern to a Simone Collins representative I was told there would not be families with children riding bikes on Delphi Road. If Montgomery County designates Delphi Road as part of a trail system, people will rightly assume it is safe to use.

The prime concern of a public trail must be that it is safe. I do not believe that is possible as proposed, and therefore some change must be made to the route.

January 23, 2017 - Resident of Lower Frederick

Dear Mr. Stokes,

I want you and your associated staff to know that I am in favor of the County's effort to preserve the Swamp Creek Corridor, open Sunrise Mill as a County Historic Site, as well as create a hiking trail connection between Sunrise Mill and the Perkiomen Trail. The stream's beauty, and importance as a natural area is a County treasure and needs the County's intervention to protect it through preservation. Sunrise Mill is also a wonderful historic site with a rich history that should be added to the active County Historic sites for the enjoyment, and education of the public. It is my belief that our open spaces, public trails, and historic sites are a priceless legacy we leave to our children and generations to come.

Thank you. Please add my letter to your feasibility study's compilation of public input

February 16, 2017 - Resident of Upper Gwynedd

Dear Mr. Mike Stokes,

I want the Montgomery County Planning Commission to know that I am in support the County's effort to preserve the Swamp Creek Corridor, and create a public walking trail within. In addition, the Sunrise Mill is also a wonderful historic site that should be restored and be made part of the active Montgomery County Historic sites.

Please make my letter to the Montgomery County Planning Commission's Swamp Creek Corridor Greenway feasibility study's record of public input.

June 10, 2017 – Resident of Lower Frederick

RE: Swamp Creek trail corridor

At Beth Pilling's suggestion, I am writing to express my opinion concerning the proposed trail through the Swamp Creek Greenway. I am both excited about the prospect and concerned about the outcome.

First, I must tell you that I cannot imagine the challenge of accommodating 300 million people. Montgomery County is remarkable in its maintenance of a high quality of life for a culturally diverse population. Yes, there remain problems associated with urban poverty, aging infrastructure, and more, but the thoughtfulness of the planning commission continues to pay rich dividends by preserving the best of what this region has to offer.

Many residents have contributed to this legacy as well. Emotional ties to undisturbed tracts of land, have motivated them to take steps ensure their favorite places remain undeveloped for the benefit of both the ecosystem and the human system. Treasures such as Stone Mountain in Schwenksville are now in the public domain. These places have prevailed in their natural state in the midst of an economic hunger to develop and expand, all while a truth remains: valuable is the diamond that has been left uncut. The Swamp Creek Greenway (particularly Sunrise Mill) is a good example.

The descendants of the former mill owner, Chevalier Jackson, increased this county's wealth when they turned the land over to the public in the 1970s. In the interest of the future, this high-quality asset was reserved while others were cashed in all around.

Pushing in from every side are bulldozers, chainsaws, hammers, and trucks. A nuclear power plant, shopping malls, restaurants, warehouses, car lots, housing developments, and healthcare centers can all be found within a few miles. Throughout the commonwealth and the country, in the name of upgrading the power grid and reducing the chance of outages, pristine forests are being gutted. Retreats are turning into industrial zones as the drilling of the shale expands. With every visible human gain, there is covert natural loss.

The economic progress we've grown so accustomed to has paid the short-term bills, but to truly thrive, a human must be able to step away, not just during an expensive vacation to some remote place, but on a free and spontaneous basis.

I have lived in the northwestern part of the county since the late 1980s. In December 2013, my husband and I moved to a home that I later learned was built by Jackson for his son. I vividly remember my first walk into the county's woodland that surrounds it. Trudging through the snow, it took only a few minutes to reach the banks of the Swamp Creek. There, the frozen waters cracked as the late day sun threw long black outlines across the white surface. A breeze blew the fresh scent of ice past my nose, and I was filled with a sense of gratitude for this place ... that it still existed undisturbed, that it was here, so close to my home among all the modern, suburban conveniences.

As I climbed my way Back, on top of the ridge line above the southern side of the creek, I found it difficult to proceed more than a few feet before stopping to look, reflect, listen, and inhale. And that was in the wintertime; imagine my pace in the spring!

Yes, Sunrise Mill is still healing from the scars of logging and some would call the floodplain ugly. It is swampy and silted and filled with organic flood debris. The deer browse has destroyed much of the regrowth and the invasive plants are choking the native ones. It is also wonderfully plateaued and steep and carved into ravines and ambling. Tangles of fallen eastern cedars represent its maturing stage in woodland renewal. It has become a modern living a laboratory, one born from keeping hands off.

And it is quiet. In Sunrise Mill there is rare solitude, near-wilderness. Inside the park boundaries, nature is free to be nature, making it a place where humans can be free to escape. All along the fringe, the dwellings on private property notched into the park (including mine) seem to further a desire to continue Jackson's historic appreciation for the trees.

Open, connected, undisturbed greenways such as this are cherished in that they let animals move about. But they also let sensitive, responsible, reflective, and appreciative people like me roam through an experiential reality that is getting increasingly difficult to find. In the greenway I can relax. I can tune in to what is most important and tune out my overwhelming everyday problems. I can explore and wonder and give thanks. Sunrise Mill is simply a close-by place where I can go to feel far away.

I believe the county's intention to create a public access route through this land is a good one. As a writer who encourages folks to spend time in nature, I applaud the fact that more people will be able to immerse themselves in this place, conveniently, regularly, and safely.

But I also feel strongly that restraint is required. We must be careful to tread lightly in order to preserve the gem's true value. Aside from maintaining the structures that already exist, let it be known that I believe any "improvement" will be degradation.

- Every carved edge will subtract from the serenity.
- Any passageway more than a few feet wide will be a division of the parcel.
- Each time the topography is smoothed, the ruggedness will be diminished.
- Each time the floodplain is encroached, the waters will be restricted.
- Each time the surface is tread upon, some form of life will be squashed.

We know from experience, when given the chance for speed, as is the case on the nearby Perkiomen Trail, humans will rush, loudly and without regard for that which they pass. This is not just their loss. It diminishes the quality of the habitat for quiet-seeking animals that have so few places to live anymore.

Outdoor recreation is notable for the benefits of physical exercise. But what about the benefits of simply standing still in a serene location, watching the beauty, inhaling the scents, thinking the thoughts that are too often pushed aside for another time? The jogger, fast-walker, biker, or rider might raise his heart

rate or increase her brain's serotonin function, but where are the places for the hiker and birdwatcher and nature observer? What of the interior ecosystem, where the plant life, wildlife, sounds, and smells differ from that which is found along the edge of all our slashes-our roadways, trails, parking lots, power lines ...

Therefore, I beg you to be careful. Do not give up this rare opportunity to let others sense what I did on my first walk, a feeling as if they were the ones to discover the place. Let the trail be nothing more than a footpath. Do not pave, bridge, smooth, fence, widen, or even maintain unless absolutely necessary.

I support the Rails-to-Trails Network and subsequent paths that have been added, ones that connect communities, encourage recreation, walking, biking, and can serve as alternative transportation. I use them often and happily. But I also recognize the power of places such as the Appalachian Trail, a simple, challenging, winding path that is maintained by its use or supplemental volunteer workdays and user investments. I also enjoy the trails on Stone Mountain or the trail around the Green Lane Reservoir.

I realize that what I am asking for is not consistent with the feasibility of access for the handicapped or the want of the average resident. If a transportation corridor is the predominate goal, marry the trail to the roadways and leave the interior woodlands alone. Or at the very least, use the intercontinental communication right-of-way that already exists through the property.

Thank you for keeping Montgomery County a great place to live and for letting me express my one-in-300-million opinion.

I look forward to seeing what the future brings,

Online Comments

January 14, 2017 – Resident of Lower Frederick

I am interested in the planning of the Swamp Creek trail.

I live in New Hanover township and am a user of the perkiomen and schuylkill river trail

January 14, 2017 – Resident of Upper Frederick

This sounds like a very exciting project!

January 14, 2017 – Resident of Lower Frederick

I am interested in the planing of the Swamp Creek trail.

I live in New Hanover township and am a user of the perkiomen and schuylkill river trail

January 14, 2017 – Resident of Lower Frederick

I was in attendance for the "heated" public hearing held Jan. 12th, 2017 in Lower Frederick Township. Although my property is not directly impacted by the proposed Sunrise Trail, being a 50+ year resident of Lower Frederick, I feel I have intimate knowledge of what my fellow residents want and need from this project. After the meeting, I reviewed my copy of Montco 2040: A Shared Vision's Trail and Pathway chapter, along with an analysis of the County owned properties along the Swamp Creek corridor. My wish is to provide the best solution for both County and Township residents. That being said, below is my proposal for an alternate route for the Sunrise Trail:

You would still have the connection to the Perkiomen Trail in Schwenksville and utilize the County owned property (former railroad bed) from Ortino's/Park Ave to Moccia's/Spring Mount Road in Delphi. From that point, the trail would have to be over surface roads, possibly coinciding with a sidewalk project for downtown Zieglerville, until Swamp Creek Road. The trail would continue from Moccia's/Spring Mount Rd on the east side (right) of N. Gravel Pike/Route 29 to Delphi Road, where it would cross and utilize the Old Gravel Pike Bridge, continue up Old Gravel Pike (very little traffic) to the west side (left) of N.Gravel Pk/Route 29, passing thru the "commercial district" of Zieglerville to Big Rd/Route 73. On Big Rd/Route 73, the trail would continue on the west side (left) until its intersection with Swamp Creek Road. Once on Swamp Creek Road, the County basically owns all the properties continuously to the Sunrise Mill and beyond and should be able to develop whatever they want for public access. There are a few parcels on Swamp Creek Rd which are owned by PVSD and AR Enterprises (camp property), yet during the presentation, Michael Stokes stated the County already has an easement thru the camp property so that shouldn't be a problem.

This solution seems to be a win-win for all. The Perkiomen Trail (Schwenksville) is connected to Delphi, "trail traffic" is directed thru the "commercial district" of Zieglerville, bringing increased revenue to the township by encouraging businesses to locate along the trail course, a "nature trail" is available in the upper end of the township for County residents, and Lower Frederick residents get to keep their backyards! This option has virtually no encroachment on private property! You may still get some opposition to this proposed trail route, yet far less than the trail route presented at the public hearing.

Thank you in advance for considering this option when "realigning the trail course" for the March 30th, 2017 presentation.

January 20, 2017 – Residency Location Unspecified

So excited about the project. I hope many people are able to enjoy the beauty of the creek via the new trail. Nice job with the proposal.

January 23, 2017 – Resident of Lower Frederick

Please allow this email to express my support for the Montgomery County Swamp Creek Corridor Greenway/Sunrise Trail initiative. In my opinion, the conservation of the Swamp Creek, the production of a sensibly placed Sunrise Trail, and the restoration of the Sunrise Mill Historic Site are very important and timely undertakings. As a life long resident of Montgomery County and 30 year resident of Lower Frederick Township, I see great merit and future benefits for the County's residents with the completion of the Montgomery County Swamp Creek Corridor Greenway Preservation goals. With the County working in partnership and honestly with the residents most directly involved, I believe that the end result will be a conserved stream corridor with an open and publicly available Sunrise Mill Historic Site thus creating a better future for all. Best wishes for a successful outcome!!

January 24, 2017 – Resident of Lower Frederick

My husband were not able to be at the January 12th meeting. Which, was very unfortunate, as we would have given our opinion in favor of the trail. I have lived along Swamp Creek Rd. my entire life, as my parents, grandparents, and great-grandparents did. The area that encompasses the Swamp Creek corridor is a mecca for wildlife. It holds an extreme abundance of natural beauty that should be available for all to enjoy. We cannot allow a handful of individuals, afraid of change and progress, to stand in the way of this project.

January 26, 2017 – Residency Location Unspecified

As a Boy, I spent hours and hours in those woods along the Swamp Creek in and around the Sunrise Mill. I know the Bugbee's and the Ruby's and the Hallman's and so forth. I worked in the kitchens at Camp Rita and Beaker when the JYC Camp was operating. I went swimming and fishing in the Swamp Creek and Ice skating at the Mill pond.

I'd like to see some areas left to return to nature, but I also see the need for some trails. There was one untouched area behind my parents house that had a huge area of Mosses and Lichens I'd like to see preserved. At one point a Horse Farm on the old Berkhart property out on Krause Rd. took the liberty of cutting through there to make a Horse trail. They cut down through the surface with something and left empty plastic cans of Weed Killer and Defoliant hidden in the woods by their trail. I'd like never to see that happen again. You can find that area up on the top of the hill between the creek and the Telephone Cable line.

January 26, 2017 – Residency Location Unspecified

Please complete the study, and I hope that Montgomery County's government can continue to build trails that get our residents off of roads and into the beautiful land that we have to offer! More trails and protected bikeways are a positive thing for the county and area, and I hope that this study is able to come up with a plan to increase our trails in the years to come, especially in an area where a cyclist was killed in 2016.

January 26, 2017 – Residency Location Unspecified

This is a great opportunity to expand the local trail system. I fully support this effort.

January 27, 2017 – Resident of Limerick

Montgomery County has done a great job with our trails and parks. I have biked thousands of miles over the past few years and will continue to support organizations like Rails to Trails Conservancy. I missed the first meeting to voice my support, and was saddened by all NIMBY's (not in my backyard) who whined throughout the meeting. I know the value of trails and they eventually will as well. By the way, I look forward to the completion of a trail in my backyard, (Limerick Township 11D). I appreciate the updates on this study, and maybe someday, someone in MONTCO will call me for that part time Park Ranger position that I keep applying for, and I would love to be part of the team!

February 01, 2017 – Residency Location Unspecified

would be a waste of county money already have perkiomen trail

February 13, 2017 – Resident of Lower Frederick

I am a resident of Lower Frederick township and I support the County's efforts to conserve the Swamp Creek Corridor, restore Sunrise Mill historic site and create a County trail linking Sunrise Mill to Schwenksville borough.

February 13, 2017 – Resident of Lower Frederick

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February 13, 2017 – Resident of Lower Frederick

I am a resident of Lower Frederick township. I support the county's efforts to conserve the swamp creek corridor restore sunrise mill historic site and create a county trail linking sunrise mill to schwenksville borough.

February 13, 2017 – Resident of Lower Frederick

I am a resident of Lower Frederick township. I highly support the county's efforts to preserve the swamp creek cooridor, restore sunrise mill historic site and create a county trail linking sunrise mill to schwenksville borough.

February 16, 2017 – Resident of Lower Frederick

I am not proponent for the trail. From an ecological stand point, if the County wants to preserve the natural resources of the area, leave it alone. THAT alone is a benefit to the inhabitants of the county. The ever creeping asphalt jungle into the immediate area is enough to give one pause. The Perkiomen Trail and the Meng Sanctuary is sufficient without introducing more silly human pursuits that threaten an already tender ecosystem. The trail will further fragment the natural landscape and degrade critical ecological activities. Altering natural habitats with contrived environments, only ushers in a recipe for disaster.

We do not want a walking/bike trail blazing along the back of our property. We have future plans and designations for our land that would be placed in jeopardy with superfluous human presence. We are posting our property this spring as a defined Pollinator Habitat. Efforts to attract, preserve and maintain native pollinators (not honey bees) and sustain native species of trees/plants/flora, is critical to how we manage our property. We're already compromised with the speedway out front (Meng Road). A trail out back would not be beneficial to our way of life nor the natural inhabitants of the Stone Hill Greenway.

March 21, 2017 – Resident of Lower Frederick

While the efforts for trails are well meaning, the consequences to unwilling private landowners is a greater concern. The idea of romantic corridors on country roads across county bridges is itself invasion to the local terrain and the life long inhabitants who reside here. Not to mention the safety concerns of crossing busy roads and the costs associated with carrying out a grandiose plan in the name of preservation. The reason it is beautiful is because the locals have loved it for generations. The people along the "planned" route in Delphi have spoken at local public meetings. Their right to privacy deserves to be respected. There is no compensation for the loss of their privacy. Take care of your County property first before you even consider the taking anyone else's land.

March 25, 2017 – Residency Location Unspecified

The Swamp creek area is lovely and Sunrise Mill a hidden jewel. The trail proposal has so many parts intact already it would be senseless to abandon the plan. Bike riding and trail walking are healthy positive activities for our population. Compromises need to be made for the final trail route of course. But, it is well worth the effort considering the burdensome development boom that is surely in our future. Where are people supposed to go if they do not have fabulous places like this to enjoy? I support the Sunrise Trail.

March 26, 2017 – Lower Frederick Resident

One of the things I love about living in Lower Frederick Township is the easy access to great trails, parks and open spaces in our area. These things benefit the entire community. I've used the Perkiomen Trail to bike to work, train for a half marathon, backpack up to the Green Lane Park campground with my daughter, and just wander and experience the beauty of nature. I've seen a Bald Eagle along the Perkiomen Creek, and just yesterday I was running on the Perkiomen Trail and saw a group of deer run across the trail, down the embankment and cross the creek - it was an amazing sight.

I strongly support the Swamp Creek Greenway and Sunrise Trail proposal. Expanding the network of trails throughout the county helps reinforce the livability of our community and helps people appreciate the great public lands that we are fortunate to have. It gets families out into nature and helps them understand that our public spaces are worth protecting. This proposal is worth the cost because it makes an investment in our community and leaves a permanent legacy for future generations to enjoy. No one looks at our state or national parks and views them as a waste of money - we look on those as treasures that our predecessors had the foresight to set aside for the benefit of the public for all time. I see this the same way - let's invest in our community and provide a new space for all to enjoy.

March 27, 2017 – Lower Frederick Resident

I am wholeheartedly in favor of this trail. Such construction attracts citizens to live in our area, as well as visitors. It also promotes physical fitness and health. I hope the feasibility study reveals that this would be a wonderful addition to our community.

March 27, 2017 – Schwenksville Resident

Trails are great for the community! They offer safe riding in a beautiful natural environment without worrying about cars and texters. The world needs more projects like this to support outdoor, healthy exercise.

March 27, 2017 – Lower Frederick Resident

I do not support this project. I am a resident of the area that will be directly impacted. We already have a trail system running through our town. This is a waste of money and will terribly impact the local wildlife.

March 27, 2017 – Residency Location Unspecified

I think the proposed trail is great. Please get it done asap. I would like to see better access to the Sunrise Mill. Whenever I have out-of-town friends and families visit, I always highlight the many trails we have in the county. It is a wonderful asset to our community.

March 28, 2017 – Lower Frederick Resident

- We are owners of property at 1114 Old Gravel Pike with nearly 23 acres next to Swamp Creek on both sides.

- WE ARE DEFINITELY OPPOSED TO THE TRAIL PROPOSAL ON ANY PART OF OUR PROPERTY.

- Much of the property is flood plain and wetland (swampy) most of the year.

- Montgomery County owns 236 acres by the Sunrise Mill along Neiffer and Swamp Creek Roads which could easily be used to create trails and access the Mill, without accessing private property for the trails.

- An alternative plan was proposed to fix the stone bridge (currently closed for over 15 years) on Old Gravel Pike at the creek and to be used for walking. However, Old Gravel Pike is not conducive for walking as the road is narrow and in disrepair and would not be conducive for strollers, bikes, horses, etc. At the northern end of Old Gravel Pike is the intersection with Gravel Pike (Route 29) and that is the end point to that trail. Many of the neighbors on this street also are opposed to both proposals.

- In this area, the logical end to any proposed trail is the traffic light at Spring Mount Road and

Gravel Pike (Route 29).at Moccia's Train Stop.

- Also, crossing Route 29 is extremely dangerous due to the 45 MPH speed limit and at the blind curve where Delphi Road meets Route 29.
- Responsibility for maintenance of the trails, accountability for incurred injuries on or off the trail, loss of wildlife and flora, environmental issues (noise, dumping trash, fouling the clear stream, cigarettes butts starting fires, etc.) and other security issues present a major concern for the locals and visitors to the area.
- Other trails (such as the Perkiomen Trail which runs from Valley Forge to Green Lane), parks (such as Coble and Lower Salford); and school tracks are plentiful in all the townships affected.
- From our house to the trail at the Spring Mount Ski Run takes 3 minutes by car.
- In the future, we may leave the property to our children and grandchildren who would like to have horses and grow agricultural products.
- AGAIN, WE ARE DEFINITELY OPPOSED TO THE TRAIL PROPOSAL ON ANY PART OF OUR PROPERTY.

Thank you for your consideration.

March 28, 2017 – Lower Frederick Resident

For our family and community, the Perkiomen Trail has been a wonderful resource for recreation, fitness, family time, and service. Our three daughters are all in Girl Scouts, and have held a number of events on the trail in conjunction with the community, troop, and watershed, including trail clean ups and hikes. We are so grateful to have this wonderful resource, so close to home (Schwenksville). Extending the trail system would be a very valuable addition to our area...Not just for our family, but for our entire area, to include visitors and explorers of all kinds!

When I moved to Montgomery County almost 15 years ago, I was very impressed by the Perkiomen Trail. I saw it as a good sign that the people of this area were forward-thinking and interested in preserving and protecting valuable resources. A new trail would continue that legacy.

March 30, 2017 – Lower Frederick Resident

It is important to provide people with a safe space to walk and bike. Unfortunately, roads are increasingly dangerous for pedestrians and cyclists, due, in large part, to the sad reality of ever-increasing distracted driving. Safe trails provide a path to both improved physical fitness and a healthy way to escape the stress of our busy lives.

Open spaces will continue to decrease. You don't have to look far from Swamp Creek to see areas that were once green fields crowded with residences and business. Please preserve a portion of this area before it is too late.

March 30, 2017 – Residency Location Unspecified

We are totally against the trails. We were never informed of this proposed invasion of privacy. these trails do nothing to preserve nature. We already have problems with littering, turfing of properties,

trespassing, poaching and vandalism. This is ONLY going to increase by putting these trails through private property. People move to this area for peace and quiet and privacy.

You don't live here. Why don't we put the trail through YOUR back yard and see if you like it.

I'd love to see this trail happen. I think any way we can encourage more people to enjoy the natural outdoors, the better!

March 28, 2017 – Lower Frederick Resident

Regarding this project, I am not in anyway in favor of any plans that would include taking or forcibly utilizing private property for these purposes.

This community is rural in nature and will not benefit from the notion of a 'connected community' in the way that a suburban community may so I am against the forcible implementation of this or any trail proposal.

March 30, 2017 – Lower Frederick Resident

My wife and I both strongly support the Swamp Creek Greenway and Sunrise Trail proposal.

Expanding the network of easy access to trails throughout the county helps improve the quality of life of all residents and helps to promote healthy living. It also helps to increase the property values of all homes within easy access to the trails as well. I want to be able to take our kids out on trails and get both exercise as well as to appreciate the outdoors and public spaces. Unfortunately for us, to use the Perkiomen trail we have to load up the car and drive to a parking area which often means its not an option. Having this trail closer to our home and accessible without having to use a car would be a great benefit.

Please approve the Swamp Creek Greenway and Sunrise Trail.

March 30, 2017 – Lower Frederick Resident

Sounds like a really good project. Looking forward to bike on the new trail.

March 31, 2017 – New Hanover Resident

Until last night, March 30, 2017, I was not aware of a project titled the Swamp Creek Greenway and Sunrise Trail Feasibility Study. As a resident of New Road in New Hanover Township, it appears from your January 2017 info on your website this trail has the potential to impact the residents on New Road. Could you tell me why the residents who could be impacted by this study and trail were not notified of these meetings?

March 31, 2017 – Lower Frederick Resident

I attended the meeting last evening (3/30). I had previously weighed in after the Jan 12 meeting, on my objections to the trail, specifically referencing silly human endeavors. After some research and after

initially entering the lobby of the school last night, my opinion was swayed. Only to be again disappointed in the direction of the study. My intent was to share the below, however, the opportunity and my concerns would have appeared out of turn. Bike paths apparently out weight priorities such as water, air and soil. The actual environment, which is the back bone of conservation, went wholly unrepresented by all parties. Quite disgraceful indeed. I don't believe my following sentiments would have garnered much impact with so many sanctimonious opinions and view points taking up most of the oxygen in the room.

My husband and I live on Meng Road. Our property abuts to both the VFAS Bird Sanctuary and the Stone Hill Greenway. Although our time at our residence is considerably less extensive in comparison to so many of our neighbors, we have a special regard and affection for the these open and preserved spaces which offer so much to our quality of life. We intentionally manage our own 4 acres in tandem with and for the betterment of this open space. Our own self sustainability is predicated by its existence.

Greenways are filters for our waterways, assist in water management, promote soil stability and absorb air pollution. They are natural defenses against noise, light pollution, mitigate greenhouse gases and create barriers against suburban/urban sprawl.

Unaltered land provides benefits to native flora, wildlife and the ecological processes that are required to have a bio-diverse and healthy environment. The more swaths of continuous and connected greenway that can be attained and preserved only benefits our community ecologically, physiologically and provides numerous advantages other than the obvious intrinsic ones.

Guilty as charged, I am a tree hugging, nature loving, animal kissing, bee petting vegetarian, with more vested in concern for wildlife, pollinators, native species and the ongoing conservation of any greenway, than the actual enjoyment of the public. If not for the public, we wouldn't need to go to such lengths to preserve precious land.

However, I am in full support of the restoration of a significant building to maintain the ongoing historical value of Schwenksville and its neighboring municipalities. If the trail system, "for the benefit of the public" means that open space is conserved and the Mill restored, then I would lend my full support.

At this point, had I offered the above opinion, I would have further clarified how my support for a trail (which is what I was under the impression was going to be discussed) would be for one that is primitive, not multi use. One not unlike the Meng Bird Sanctuary. Trails that are not designed to encroach on the individual privacy of residence that maybe impacted. Trails that are designed to provide ample protection for the waterway.

An aggressive trail insures that environmentally friendly outdoor enthusiasts who know how to leave as few foot prints as possible will have a marginal impact on the environment.

This manner of trail would also only require light handed management practices.

We have a government entity wanting to provide in a positive manner. They want to do something for us, not to us. Compromising on certain aspects of the project, in order to conserve the greenway and the Mill, is but a small sacrifice for the long term conservation of the land and the benefits it offers. But my support lies solely with the greenway and the mill, with very little to offer as far as bike paths go.

April 24, 2017 – Lower Frederick Resident

Having attended the last public meeting on the feasibility plan of The Swamp Creek greenway trail I would like to give the following suggestions:

- 1, There should be a " trail head " at or behind the Zieglerville business district .
That trail head would connect to the Perky trail at Delhi Junction and connect in the opposite direction to the Sunrise Mill site.
2. The trail should follow the creek behind the Zieglerville business district to the historic Gerloff Rd. bridge.
3. Swamp Creek road is a lovely scenic low volume road that could easily accommodate cyclists or hikers on an improved shoulder to Sunrise Mill,
4. There are existing easements and preserved properties off of Big Rd (73) below the school that offer good opportunities for the trail's connection to Swamp Creek Rd
5. There are way to many mini trails planned around the Mill site itself and the parking area is too large.
6. The Mill should be restored and opened before the house. The care taker, park ranger should still live in the house .

January 10, 2018 - Residency Location Unspecified

I support the Swamp Creek Greenway and Sunrise Trail and the efforts of Montgomery County to achieve this goal.

Thank you for your work.

January 10, 2018 - Board of the Valley Forge Audubon Society

Hello,

The board of Valley Forge Audubon Society support the Swamp Creek Greenway and Sunrise Trail. We have been partners with Montgomery County for a long time and support the efforts of the county to build greenways.

Thank you for your hard work.

**A Petition of Support
for
The Montgomery County Swamp Creek Greenway**

**Submitted:
March 30, 2017**

Compiled by:

Philip and Gail Smith, Lower Frederick Township in conjunction with supporters of the Swamp Creek Greenway initiative. Petition survey dates: March 24, 2017 to March 30, 2017.

**Petition of Support
for the Montgomery County
Swamp Creek Corridor Greenway Project**

We the undersigned wish to declare our support for the conservation of the Swamp Creek Corridor, the creation of the proposed Sunrise Trail/Bikeway/Pedestrian Pathway, and the rehabilitation of the Sunrise Mill Historic Site.

Your Name

Resident of (Township or Borough)

<i>[Signature]</i>	LOWER FREDERICK
Sally G. Schavone	NEW HANOVER TWP.
Agnita D. Anderson	Marlborough Twp.
Larry C. Ritter	UPPER Gwynedd TWP
Haylie Scioli	Lower frederick
<i>[Signature]</i>	Lower Providence
Fred Geller	Schwenksville Boro
DAVID MOLETON	LIMERICK TWP
MIKE SBRIZZI	LOW FREDERICK TWP
Barbara Blizg	" " "
Charles Jack	Lower Frederick Twp.
Lisa M. Jack	Lower Frederick Twp
Hail Gorman	Lower Frederick Twp
Jean Kosick	Upper Frederick Twp
Mark Wester	Lower Frederick Twp.

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Your Name (signed and printed)

Resident of (Township or Borough)

<u>John J. [Signature]</u>	<u>Lower Frederick</u>
<u>JAMES J. COFFEY [Signature]</u>	<u>UPPER HANOVER TWP.</u>
<u>Heidi [Signature]</u>	<u>Lower Merion TWP</u>
<u>Anda [Signature]</u>	<u>Parkton Twp</u>
<u>Rebecca [Signature]</u>	<u>West Norriton</u>
<u>Susan M. Loken [Signature]</u>	<u>Upper Frederick</u>
<u>Patricia E. Anderson [Signature]</u>	<u>Lower Providence</u>
<u>Charles Yeiser [Signature]</u>	<u>Lower Frederick</u>
<u>Gregory A. Lamb [Signature]</u>	<u>Lower Frederick</u>
<u>Aya A. Messer [Signature]</u>	<u>Lower Frederick</u>
<u>Tara Bantz [Signature]</u>	<u>Lower Frederick</u>
<u>Tara Bantz [Signature]</u>	<u>" "</u>
<u>Becki Douglas [Signature]</u>	<u>Lower Frederick</u>
<u>Jessie Kemper [Signature]</u>	<u>Harleysville</u>

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<u>Your Name</u>	<u>Resident of (Township or Borough)</u>
CHRISTIANA DAVIS	Cherry Dale
Cindy James	C James
Ed Snow	New Hanover
Jeffrey S Sales	Douglas (Montg)
MARK NOLAN	THE UPPER FREDERICK
Laura O'Connell	Douglas
Drew Rees	Douglas
Jennifer Slater	Douglas
Judy Lofton	Skippack
Shelly Houser	Douglas
Regina Curtis	Douglas
Lynne Watt	Perkiomen Twpsh.
DONNA SINGER	Lower FREDERICK
Dominick Iacoviello	Douglas township
Adam Gaines	Lower Frederick

**Petition of Support
for the Montgomery County
Swamp Creek Corridor Greenway Project**

We the undersigned wish to declare our support for the conservation of the Swamp Creek Corridor, the creation of the proposed Sunrise Trail/Bikeway/Pedestrian Pathway, and the rehabilitation of the Sunrise Mill Historic Site.

Your Name

Resident of (Township or Borough)

Frederick L Fidler	LIMERICK
John E. Fidler	LIMERICK
Lena Campano	Collegedale
[Signature]	Boyersford
[Signature]	Limerick
Bob Adell	Limerick
Thomas J. [Signature]	Limerick
[Signature]	Douglas
Colleen Huss	Upper Merion
Mattie [Signature]	Boyersford
Colin Ward	Collegedale
Frank A. [Signature]	LINFIELD
Maureen [Signature]	Limerick
Erny Lightcap	Limerick

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Your Name

Resident of (Township or Borough)

Robert S Shaker 028 Berwyn

JAMES McFARLANE PERKINEN TOWNSHIP

JIM BROZMAN PERKINEN TOWNSHIP

Blank lines for additional signatures and addresses.

**Petition of Support
for the Montgomery County
Swamp Creek Corridor Greenway Project**

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<u>Your Name (signed and printed)</u>	<u>Resident of (Township or Borough)</u>
Christine Williams	Lower Frederick
Ed Ward Holland	" " "
Jacob Hilbert	Lower Frederick
Aaron Yeiser	Lower Frederick
JERRY GAINES	" "
Eric Gaines	" "
Richard Kendall	Green Lane PA
Chris Jacobine	Lower Frederick
JOHN BOLESTALA	Low. POTTSGROVE
Kathy Blough	Limerick Twp
MARK BLOUGH	Limerick Twp
Kelly Warkentin	Limerick Township
Don Hilbert	Lower Frederick
Andrea Luby	Lower Frederick

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Your Name

Resident of (Township or Borough)

Robert Smith	SKIDACK, PA
Ginny Politz	Whitemarsh, PA
Bill Dick Roth	Royersford PA
Selma Stango	Montgomery County Gilbertsville
Devin Goldman	TRAPP
Paula Martini	Limerick
John Stiles	CONCORDED CITIZEN
Maria Smith	Limerick
Fred Redkop	Limerick
Kathleen Goldcamp	Schwenksville
Theresa Stiles	Collegedale
Lois Schlachter	Spring Mount
Low Quinn	Lower Frederick
Steve Quinn	Lower Frederick
Bud Stimm	Lower Galford

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<u>Your Name (signed and printed)</u>	<u>Resident of (Township or Borough)</u>
JEFF ADAMS	LOWER SALSBERG
Lokesh Gupta	Montgomery County
Lisa Burke	Montgomery Township
Latoya Samuels	Frederick
Christine Litewka	Montgomery County
Ro & Petric	" "
Steve Ines	Montgomery County
Audrey Wade	Berks County
John MacMahon	Montgomery County
Reina Paredes	Berks County
Mark Hughes	New Hanover Mont. Co.
Rosenoelle Halter	Montgomery City
Charles Halter	Montgomery City
Susan Campbell (no eminent domain)	F. Frederick
Lou Buel	Lower Frederick

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Your Name (signed and printed)

Resident of (Township or Borough)

Marcella M'Gon Collegeville

Jan M. Collings

Susan Boyd Collegeville

Stephen Balle Collegeville

Sharon Balle Collegeville

Amyssi Amissa Kichine Schuylkill (Lower Frederick)

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Your Name

Resident of (Township or Borough)

Walter Spitzer	Schuylkill Borough
Jane Snyder	Schuylkill Borough
Joe Rees	Lower Frederick
Pam Reil	Lower Frederick
Candace Johnson	Lower Frederick
Jacklyn O'Neil	Lower Frederick
Veronica Kelly	West Goshen
Lina McKeen	West Goshen
Jack Burns	SCHUYLKILL TOWNSHIP
Anne Melley	Phoenixville
Joseph Hannon	Hatfield Boro
John C. Potts	Bridgeton
Ben Lardiere	Red Hill
Tracy Hys	Gilbertsville - New Hanover Twp
Angela Hughes	New Hanover Twp

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Your Name

Resident of (Township or Borough)

Steve Reilly Upper Merion

Deborah L. Wolf West Norriton

Jim Dyer Collegenille

Peter S. Fry Collegenille

~~Jim Dyer~~ LANSDALE

Miriam W. Delucia Delaware

Mike Urhube Delco

Rachel Morris Telford

Connor Stephens Souderton

Sarah Herkoltz Schuensville

Laura Pollock Phoenixville

Mike Keith Collegenille

Madelyn Franklin Collegenille

Gwen Franklin Collegenille

Suzanne Kaplan W. Pikesland Twp

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Your Name

Resident of (Township or Borough)

<i>Kennedy</i>	<i>Stack</i>
<i>Ken Mc</i>	<i>Parkman Township</i>
<i>Mr Yin</i>	<i>Lower Frederick</i>
<i>Byron</i>	<i>Douglas; Mont</i>
<i>Kez</i>	<i>Spring Mt.</i>
<i>Paula</i>	<i>Douglas Township</i>
<i>Lee</i>	<i>SCHWENSVILLE BOROUGH</i>
<i>Paul</i>	<i>POTTSTOWN, PA.</i>
<i>Jeffery Lohr</i>	<i>LIMERICK TOWNSHIP</i>
<i>Michelle</i>	<i>SCHUYLKILL TOWNSHIP</i>
<i>John</i>	<i>Limerick Twp</i>
<i>Susan B. Connison</i>	<i>Limerick Township</i>
<i>Walter</i>	<i>Limerick Twp.</i>
<i>Eileen Smith</i>	<i>Philadelphia</i>
<i>Morgan Brent</i>	<i>Radnor Township</i>

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Your Name (signed and printed)

Resident of (Township or Borough)

<i>Steve Caster</i>	STEVEN CASTER	Upper Providence
<i>Karen Morzed</i>	KAREN MORZED	Upper Providence
<i>Deb Gealy</i>	DEB GEALY	Upper Providence
<i>Jacqueline Maundro</i>	JACQUELINE MAUNDRO	Upper Providence
<i>Vanessa Prince</i>	VANESSA PRINCE	Upper Providence
<i>Josh Prince</i>	JOSH PRINCE	Upper Providence
<i>Beth Butwin</i>	BETH BUTWIN	Upper Providence
<i>Dana Linton</i>	DANA LINTON	Upper Providence
<i>Robert Andorn</i>	ROBERT ANDORN	Worcester
<i>Thomas Wilson</i>	THOMAS WILSON	UPPER PROVIDENCE
<i>June Wilson</i>	JUNE WILSON	Upper Providence
<i>Donna Andorn</i>	DONNA ANDORN	Worcester
<i>Margaret Smith</i>	MARGARET SMITH	Lower Providence
<i>Alan Landes</i>	ALAN LANDES	Lower Providence
<i>Edward C. Butwin</i>	EDWARD C. BUTWIN	UPPER PROVIDENCE
<i>Cynthia Bevan-Wilson</i>	CYNTHIA BEVAN-WILSON	Upper Providence

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<u>Your Name</u>	<u>Resident of (Township or Borough)</u>
John Davis	Schuwenkill
Elizabeth Bossert	Lower Frederick
Allyssa Bossert	Lower Frederick
Colin Homa	Lower Frederick
Sylvia Huber	" "
J. Worthington	" "
A. Martysink	Set Lower Frederick
Nector Rivera	lower fredrick
John	lower fredrick
Clark	Lower Fredrick
Jessica Manning	Upper fredrick
Nelda Phillips	Schuwen Kill
Rachel Hendricks	Lower Frederick
TIM HADLAWAY	LOWER FREDERICK
Louie Dale	Upper Frederick

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Your Name

Resident of (Township or Borough)

Richard Wilmer	RJ Wilmer	Upper Providence - M
Jennifer Tschopp	J Tschopp	Skippack
Ashley Hudgins	Ashley Hudgins	Pottstown
Karen Daines	Karen Daines	Upper Pottsgrove
Julie Gray	Julie Cordingley	Douglas Township (Montgo cou)
Holly Pettine	Holly Pettine	Lower Providence
James Phipps	J Phipps	Montgo Collegenille
Sandy Waltz	Sandy Waltz	Limerick, PA
Russell Jay	Russell Jay	Royersford
Elizabeth Lees	Ed Lees	Royersford
Michael Lees	M Lees	Limerick/Royers.
Katharine A. Nice	Katharine A. Nice	Limerick Township
David K. Laine Jr.	D K Laine Jr	Lower Pottsgrove
Peg Baisel	Peg Baisel	Upper Providence
Albert Baisel	Albert Baisel	Upper Providence

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Your Name

Resident of (Township or Borough)

Kristina Kasinskas	Collegedale Borough
DAVID Forester	West Newton
Diane Reilly	Upper Merion
Frank Kaplan	CHESTER SPRINGS (FORMER COLLEGEVILLE)
Lynn Stuer	Montgomery Co.
Robert Under	" "
Robin Dawzick	Skippack
William Keller	Schuwenksville
Kimberly Keller	Schuwenksville / Perki, T
Shawn Mimid	Perki. Twp
Sophia Gamber	Collegedale Borough
Maddie Mackenzie	Cheltenham Twp.
Halay Brush	Collegedale
Dennis Clark	Spring City
Sandy M. Beal	Lawrence Frederick

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Your Name

Resident of (Township or Borough)

[Handwritten signature]

Lower Frederick

[Handwritten signature]

Lower Frederick

Catherine Moore

Lower Frederick

[Handwritten signature]

West Nottingham

[Handwritten signature]

Upper Merion

[Handwritten signature]

Lower Frederick

Upper Merion

[Handwritten signature]

Lower Frederick

Sarah Wise

Sarah Wise O.D. W.F.

Andrew Englehart

Andrew Englehart L.F.

[Handwritten signature]

Lower Frederick

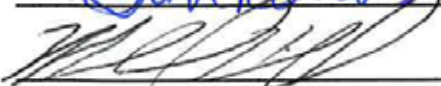
[Empty lines for additional signatures]

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Your Name

Resident of (Township or Borough)

Kathryn Ubica	Douglass
Vivian Scheller	Perkiomen
Steffen Perswette	Douglass
WILLIAM JAMES	PERKIOMEN
Lorraine M. Hollowell	New Hanover
Alessia Murphy	New Hanover
Gill Roberts	Lower Frederick
	New Hanover
Elissa Kotler	Lower Frederick
Nancy K. Davis	Lower Frederick
Leah M Davis	Lower Frederick
Brittany Connor	Perkiomen
Jackie Carney	Perkiomen
Kat Carney	Perkiomen
Logan Carney	Perkiomen

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Your Name (signed and printed)

Resident of (Township or Borough)

Carol Plunkett Carol L. Custer

Upper Providence

Sharon Boyer (Sharon Boyer)

Red Hill

NATE ADERMAN

UPPER GWYNEDD

Mary Aderny (Mary Aderman)

UPPER ERMYNEDD

Gail E. DuPont - Gail E. DuPont

Worcester

RICHARD EARLE

WORCESTER

[Signature]

Schuonksville

[Signature]

Harleysville

Blank lines for additional signatures and names.

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Your Name (signed and printed)

Resident of (Township or Borough)

MARIANNE LIBERTY	<i>Marianne Liberty</i>	Montgomery Twp
DAVID GRIMM	<i>David Grimm</i>	White Plains Twp
DOUG MOYER	<i>Douglas Moyer</i>	Perkiomen Township
TOM MORAN	<i>Tom Moran</i>	Hanleyville, PA
ASHLEY BIERMAN	<i>Ashley Bierman</i>	Schuwenkill
DON MYERS	<i>Don Myers</i>	Phoenixville
KRISTINE MEHOK	<i>Kristine Mehok</i>	Parkersburg Borough
MORGAN McWILLEN	<i>Morgan McWilliam</i>	Upper Salford
WARREN DOERNER	<i>Warren Doerner</i>	Schuwenkill
TODD SCHLEGEL	<i>Todd Schlegel</i>	Pottstown
JEANNE SCHLEGE	<i>Jeanne Schlegel</i>	Pottstown
WILLIAM F KERWIN	<i>William F Kerwin</i>	Lower Frederick Twp
<i>[Signature]</i>		TOWAMENCIN TWP
<i>[Signature]</i>		TOWAMENCIN TWP
STEPHEN ROGERS	<i>Stephan Parley</i>	Lower Providence
NANCY CANNA	<i>Nancy Canna</i>	Skippack Twp

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<u>Your Name</u>	<u>Resident of (Township or Borough)</u>
JOE DEFUSCO	Lower Frederick
Glenn Defusco	Lower Frederick Township
Melissa DEFUSCO	Lower Frederick
Robert Kovan	Doylestown
Calvin Werno	East Coventry
LARRY Bliss	50 Cambridge Ct Souderton
WILLIAM HOFFMANN	ORLAND, SPRINGFIELD TOWNSHIP.
HARRY BRANSON	EAST WEST ROCKHILL, JELLERSVILLE, PA
MARTIN ROTH	PERKIOMENVILLE
Amber Davidson	Bethanna Dr.
Del Sprecher	Slippack
Rob Gay	Upper Meriden
Michelle O'Brien	Pennsburg
Joan Brayshaw	Schwenksville
Michael Holsinger	Worcester
Carin DeHaven	Worcester
Michael DeHaven	Carol Salkey

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Your Name (signed and printed)

Resident of (Township or Borough)

Linda Germany	Linda German	Skippack
Jenna Matushok	Jenna Matushok	Royersford Borough
Linda Mikalick		Colebrookdale
Robert Mikalick		Colebrookdale
John F. Ward	(JOHN F. WARD)	Limerick Twp.
Susan Bergery		Lower Salford
Kelly Kershaw		Limerick Twp.
Rob Kershaw		Limerick
Richard Comroe	Richard Comroe	Del. Co
Robert Snow	Robert Snow	Del. Co.
Mark Thompson		Washington Twp.
Andrew Feick	Andrew Feick	Lower Frederick
Kaitlyn Ott	Kaitlyn Ott	Lower Frederick
Driffin	Driffin	Collegedale
Dore Heiser		Schwebsville
John Sell		Lansdale

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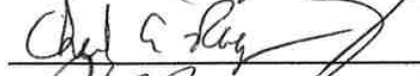

Your Name (signed and printed)

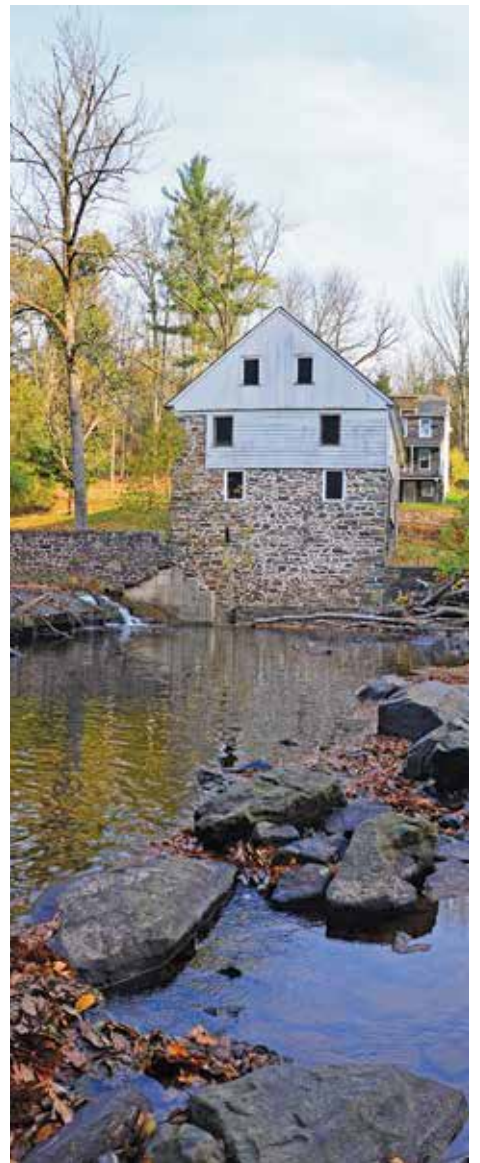
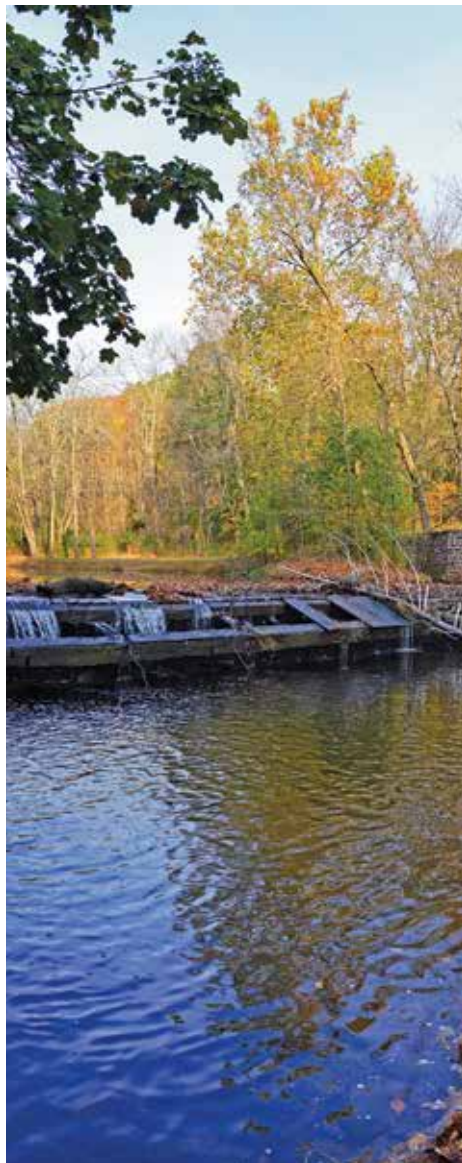
Resident of (Township or Borough)

TOM MALTMAN <i>[Signature]</i>	101 CROOKED LN. GILBERTSVILLE, PA.
Paul McGlyon <i>[Signature]</i>	112 Mollard Circle Audubon Pa
Jennifer Peters <i>[Signature]</i>	16 Krause Rd Schwenksville
Brynn Lancaster <i>[Signature]</i>	16 Krause Rd Schwenksville
Bonnie McAfee <i>[Signature]</i>	27th Skippack
DREW HAYMAN	405 SUMMIT AVE CONSHOHOCKEN
POT Williams	73 Salford Way, Salford PA
Sue Williams	73 Salford Way Salford, PA
Lisa Lamarra	110 Deer Run CT Harleysville, PA 194.
Michael Lamarra	Lower Salford
Earl Albouc <i>[Signature]</i>	Wintpain
MICHAEL EVANS	166 Federal Way LANCASTER, PA 17601
Tina Jabs	Perkiomen Twp. Schwenks
Brian Jabs	" " "
Rob Reiser <i>[Signature]</i>	Perkiomen Twp.
Frank Deley	Phila 19128
Charles Green	Skippack 19473

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<u>Your Name</u>	<u>Resident of (Township or Borough)</u>
	Owen Laird Schwenksville
	Chris Jacobine Schwenksville
	Ted Mingle 412 JAW Glassco Dr Collegeville PA
	Charles A. Ragusa Perkiomen Twp
	Ricardo E. Zimmerman UPPER PROVIDENCE
Lawrence Biddle	Perkiomen Twp.
Jaymi Streechay	Trappe, PA
Pammy Dion	Schwenksville Borough
Pat LoSturzo	New Britain
Andrew DeH...	Skipack Twp.
LADONNA PETA	LOWER PROVIDENCE
DAVID KNOEBEL	Chester City
Michael Goral	Upper Providence
JESSICA HARRINGTON	MILFORD TWP
Leo Cocador	Perkiomen







www.montcopa.org/planning

PO Box 311 | Norristown, PA 19404-0311

