

Honey Brook Township and Borough Multi Municipal Comprehensive Plan Update

Task Force Meeting #5

February 4th, 2026, at 6:30PM-8PM (Honey Brook Township Office and Zoom)

<https://brandywine-org.zoom.us/j/83569289470?pwd=sp6tSPMRgb4Flm9xLPAdOcInQhYEJA.1AGENDA>

6:30-6:35pm Welcome and Call to Order

Gary McEwen, Task Force Chair

Meeting Overview

Sarah Sharp, Brandywine Conservancy

6:35-6:40pm Public Comment (see Township guidelines for public comment)

** When called, provide your name and address for the record. After this, you have three (3) minutes to share your comments regarding any matter related to the Comprehensive Plan Update. There will be additional opportunity for public comment at the end of the meeting.*

6:40-6:55pm Initial Community Survey Results

Sarah Sharp, Brandywine Conservancy

6:55-7:15pm Multi Modal Transportation: Discussion and Input; Issues and Opportunities

Sarah Sharp, Brandywine Conservancy

7:15-7:40pm Multi Modal Transportation: Recommendation

Sarah Sharp, Brandywine Conservancy

7:40-7:50pm Questions/Concerns/ Outstanding Items

Sarah Sharp, Brandywine Conservancy

7:50-8:00pm Public Comment (see Township guidelines for public comment)

** When called, provide your name and address for the record. After this, you have three (3) minutes to share your comments regarding any matter related to the Comprehensive Plan Update.*

Next Meeting – March 4th @ 6:30- Task Force Meeting #6 – Resiliency Preparedness

Key Issue: Multi Modal Transportation

Accomplishments since 2015

- **Umbler Park Connector**
- **Construct auxiliary turning lanes (separate left and right-turn lanes) at key intersections along major roads. Improvements should include, but not necessarily limited to, the following intersections:**
 - **U.S. Route 322 and Cambridge Road – Completed**

Overall Planning Objectives

- *Ensuring safe and accessible multimodal transportation throughout the township and borough.*
- *Ensure efficient and effective traffic circulation and management on municipal roads.*
- *Identify ways to work with PennDOT to ensure improvements to state roads are consistent with local needs.*
- *Enhance pedestrian and trail connections between neighborhoods, parks, downtown, and regional trails to improve everyday mobility, recreation, and access to community assets for residents of all ages and abilities.*
- *Transportation planning efforts should recognize the importance of truck access for farms, agribusinesses, and local employers while minimizing conflicts with buggies, pedestrians, and local traffic.*

Community Trails

Strategies:

1. Advance regional trail implementation by actively coordinating with Chester County and neighboring municipalities to plan and implement key regional trails, including the Northern Struble Trail and the Hibernia Trail, for pedestrian, bicycle, and equestrian use (Borough and Township).
2. Expand local trail and pedestrian connectivity by planning and implementing local trail connections that link neighborhoods, parks, downtown, and regional trail corridors (Borough and Township).
3. Through the land development process, plan and implement the Headwaters Green Corridor as a gateway to the Brandywine Creek Greenway, including parking, information kiosks, trails, and interpretive features (Borough and Township).
4. Through downtown streetscape revitalization efforts, continue to improve pedestrian facilities in the Borough along Horseshoe Pike from Supplee Road to the Borough Park and western municipal boundary (Borough)

5. Consider establishing a joint Trails Committee to coordinate planning and implementation of the recommendations identified in the Brandywine Creek Greenway Strategic Action Plan, or alternatively, hold regular joint meetings between the Township Parks and Trails Committee and the Borough Parks and Recreation Committee to support collaboration and coordinated decision-making. (Borough and Township)
6. Illustrate planned regional and local trails and facilities on Official Maps for the Township and Borough, or a joint Official Map, to help secure needed right-of-way when development is proposed. (Borough and Township)

Transportation and Circulation

Borough and Township

1. Continue to plan and advocate for roadway improvements that enhance safety for horse-drawn buggies, farm equipment, and other slow-moving vehicles that regularly use local and arterial roadways. Improvements should include: (Modified from 2015 plan)
 - a. Paved or widened shoulders to accommodate carriage lanes (8-10 ft) where feasible
 - b. Clear roadside recovery areas free of fixed hazards
 - c. Buggy warning signage, pavement markings, and intersection treatments consistent with PennDOT standards
 - d. Consideration of rumble strip design that does not impede buggy travel
2. Study roadway corridors in partnership with PennDOT and Honey Brook Township's Plain Sect and English farming communities to determine whether roadway improvements are needed to support the safe and efficient movement of horse-drawn wagons, buggies, scooters, and farm vehicles. The study should identify strategies that improve nonmotorized vehicle safety while aligning with traffic calming best practices. (NEW)
3. Coordinate with the Chester County Planning Commission, Delaware Valley Regional Planning Commission (DVRPC) and PennDOT about priority transportation projects through the Transportation Improvement Inventory and the Transportation Improvement Program process. (Modified from 2015 Plan)
4. Explore the feasibility of a north-south bypass of the Borough for trucks accessing the Lanchester Landfill, and seek funding support and participation in the study from the Chester County Solid Waste Authority. (From 2015 Plan) – Is this something that the Township and Borough still wants to pursue?
5. Evaluate the need and feasibility for a traffic light at the following intersection and other key intersections where warranted: (From 2015 Plan; Specific intersections added based on public comment).
 - a. U.S. Route 322 and Chestnut Tree Road
 - b. U.S. Route 322 and Cupola Road
6. Develop a Traffic Calming Implementation Policy consistent with PennDOT's Traffic Calming Handbook that addresses speeding and cut-through traffic on local and collector roads. The policy should be coordinated with PennDOT, incorporate community input, establish clear

and measurable criteria for installing traffic calming devices, and require all necessary approvals, funding and maintenance plans, and documented support from affected residents. **(Consolidated from 2015 plan)**

7. Implement traffic calming measures in phases, starting with low-cost strategies such as education and enforcement, and consider higher-impact treatments only after these approaches have been tested. **(Modified from 2015 plan)**
8. Ensure that properties fronting on multiple roads have primary access from the lower-classification roadway and continue to enforce shared driveways to minimize curb cuts. Where appropriate, consider the use of frontage or “service” roads to provide circulation between properties without directing additional traffic onto main roads. **(Consolidated from 2015 plan)**
9. Develop an Access Management Plan Ordinance for U.S. Route 322, PA Route 10, and other key road corridors, based on PENNDOT’s Access Management Model Ordinances for Pennsylvania Municipalities Handbook and the Chester County Planning Commission’s Road Functional Classification Technical Memorandum #1-04. **(From 2015 Plan)**
10. Coordinate with the Chester County Planning Commission and the Transportation Management Association of Chester County (TMACC) to support a feasibility study for a park-and-ride facility in or near the borough and to implement trip reduction strategies, including ride-sharing and public or employer-sponsored transit services, particularly along the U.S. Route 322 and PA Route 10 corridors to Chester County employment and public transit centers. **(Modified from 2015 Plan)**
11. Coordinate on traffic, transportation and road maintenance issues that cross municipal boundaries. Consider solutions such as an interconnected system of roads (for local traffic) that would help alleviate congestion in and around the Borough. **(From 2015 Plan)**
12. Consider developing a unified Traffic Plan for the Borough and Township, and create an incentive for developers to build their proportionate share of improvements outlined in this Traffic Plan, in lieu of performing and satisfying individual traffic impact study requirements. **(From 2015 Plan)**
13. Pursue available funding opportunities for transportation improvements, including liquid fuels funds, partnerships with developers, and State and Federal funding. **(From 2015 plan).**

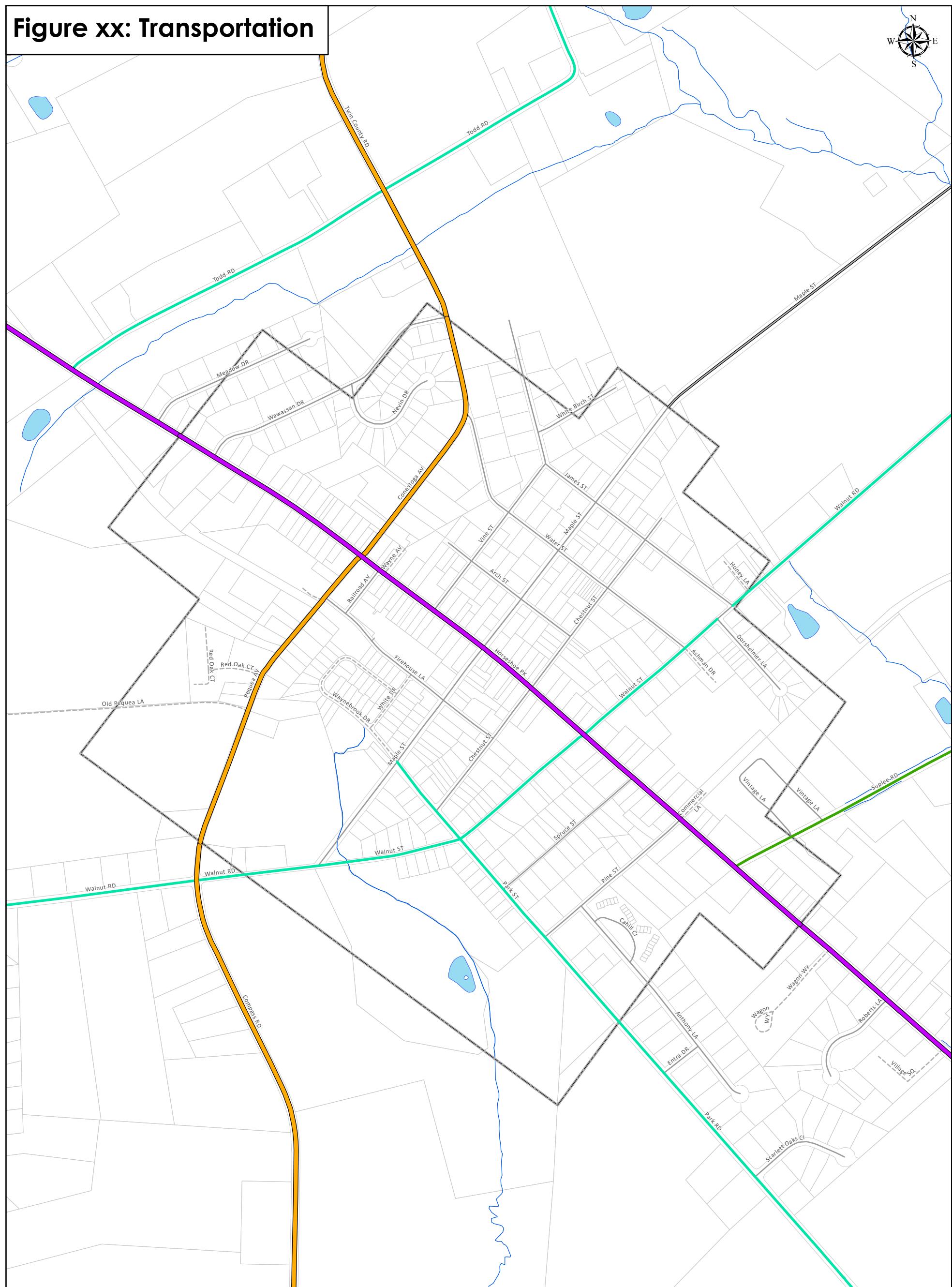
Borough

14. Where appropriate, coordinate traffic calming with gateway improvements at Borough entrances. **(From 2015 Plan)**
15. Adopt an Official Map for the Borough to identify the desired locations of roadway and trail improvements, as well as open space and other public improvements. **(Updated from 2015 plan)**

Township

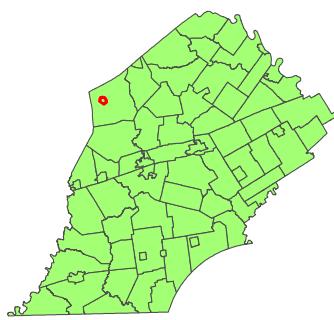
1. Update the Township Official Map to identify planned roadway and trail improvements, as well as open space and other public facilities and improvements throughout the Township. **(Updated from 2015 plan)**
2. Except within the Borough, limit full-movement access along arterial corridors, such as U.S. Route 322 and PA Route 10. Control intersections along these corridors with traffic signals or roundabouts when warranted. Signals along these corridors should be a minimum of 1,000 feet apart (unless site specific conditions dictate otherwise) and preferably should be one-quarter to one-half mile apart. **(From 2015 Plan)**
3. Require and construct auxiliary turning lanes (separate left and right-turn lanes) at key intersections along major roads. Improvements should include, but not necessarily be limited to, the following intersections: **(Updated from 2015 Plan)**
 - a. U.S. Route 322 and Chestnut Tree Road
 - b. U.S. Route 322 and Birdell Road
 - c. U.S. Route 322 and Cupola Road
 - d. PA Route 10 and Walnut Road
4. Consider establishing a traffic impact fee in the Township. **(Modified from 2015 plan, made a standalone recommendation)**
5. As part of build-out of the Township's eastern end, create an interconnected road system parallel to U.S. Route 322, to enable better access management to/from Route 322, to unify circulation between adjacent properties, and to provide additional route choices for a more efficient distribution of traffic. **(From 2015 Plan)**
6. Improve road alignments, profiles, and sight distances at deficient locations, including the following intersections: **(From 2015 Plan)**
 - e. U.S. Route 322 and Chestnut Tree Road
 - f. Chestnut Tree Road and Suplee Road
 - g. PA Route 10 and Cambridge Road
 - h. PA Route 10 and Beaver Dam Road
 - i. PA Route 10 and King Road
 - j. Suplee Road and Talbotville Road
 - k. Cupola Road and Forrest Road

Figure xx: Transportation



0 275 550 Feet

DATA SOURCE: Base data from Chester County GIS Dept., 2025.

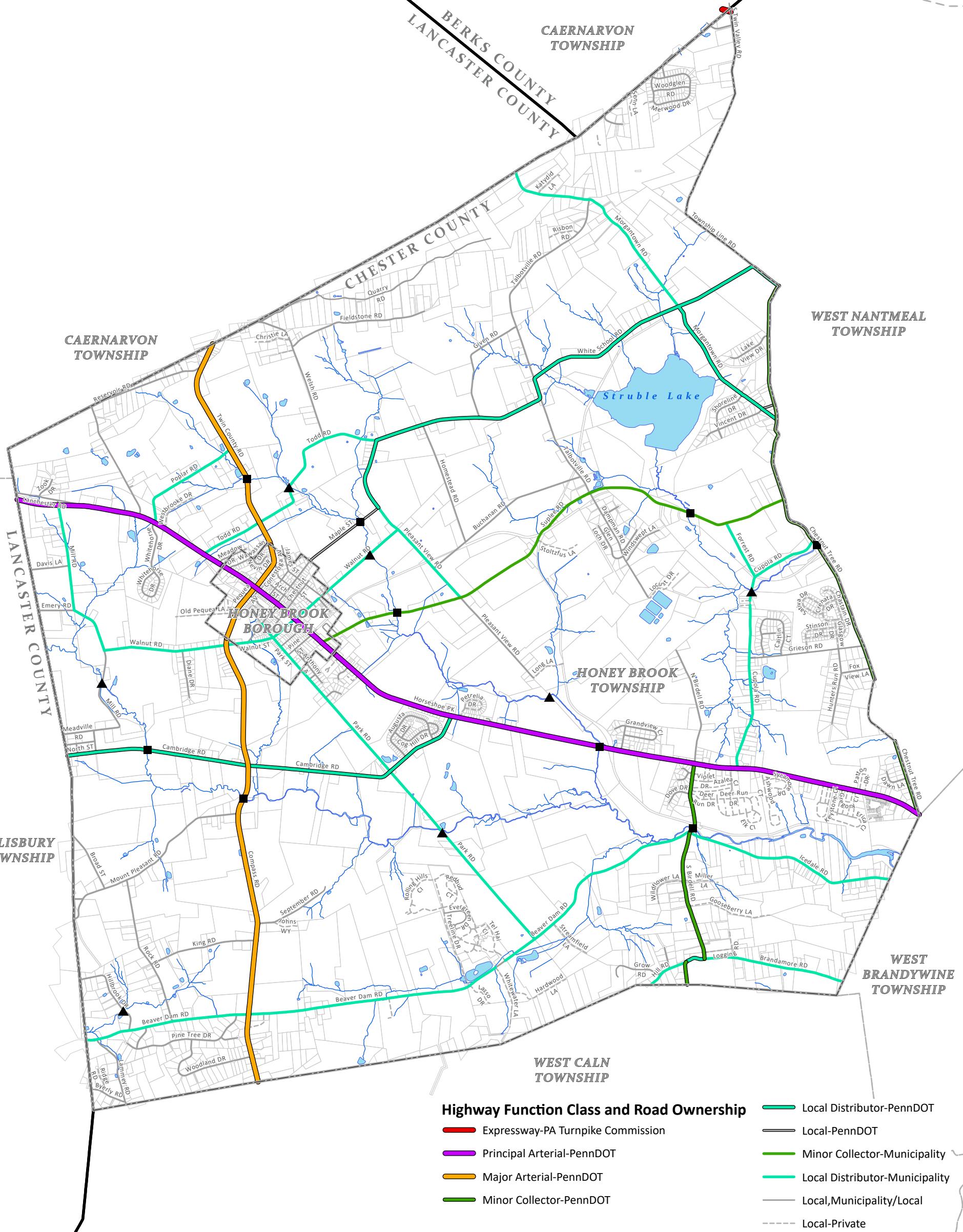


- Township boundary
- Tax parcels
- Water bodies
- Streams

Legend

- Major Arterial-PennDOT
- Minor Collector-Municipality
- Local Distributor-Municipality
- Local-Municipality
- Principal Arterial-PennDOT
- Local-Private

Figure xx: Transportation



0 1,175 2,350 4,700 Feet

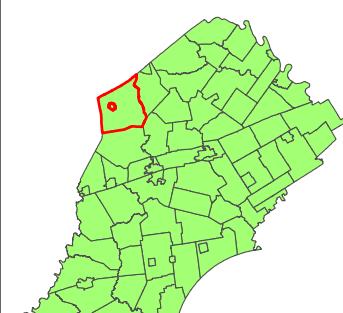


Figure 10: 2015 Plan Transportation Plan

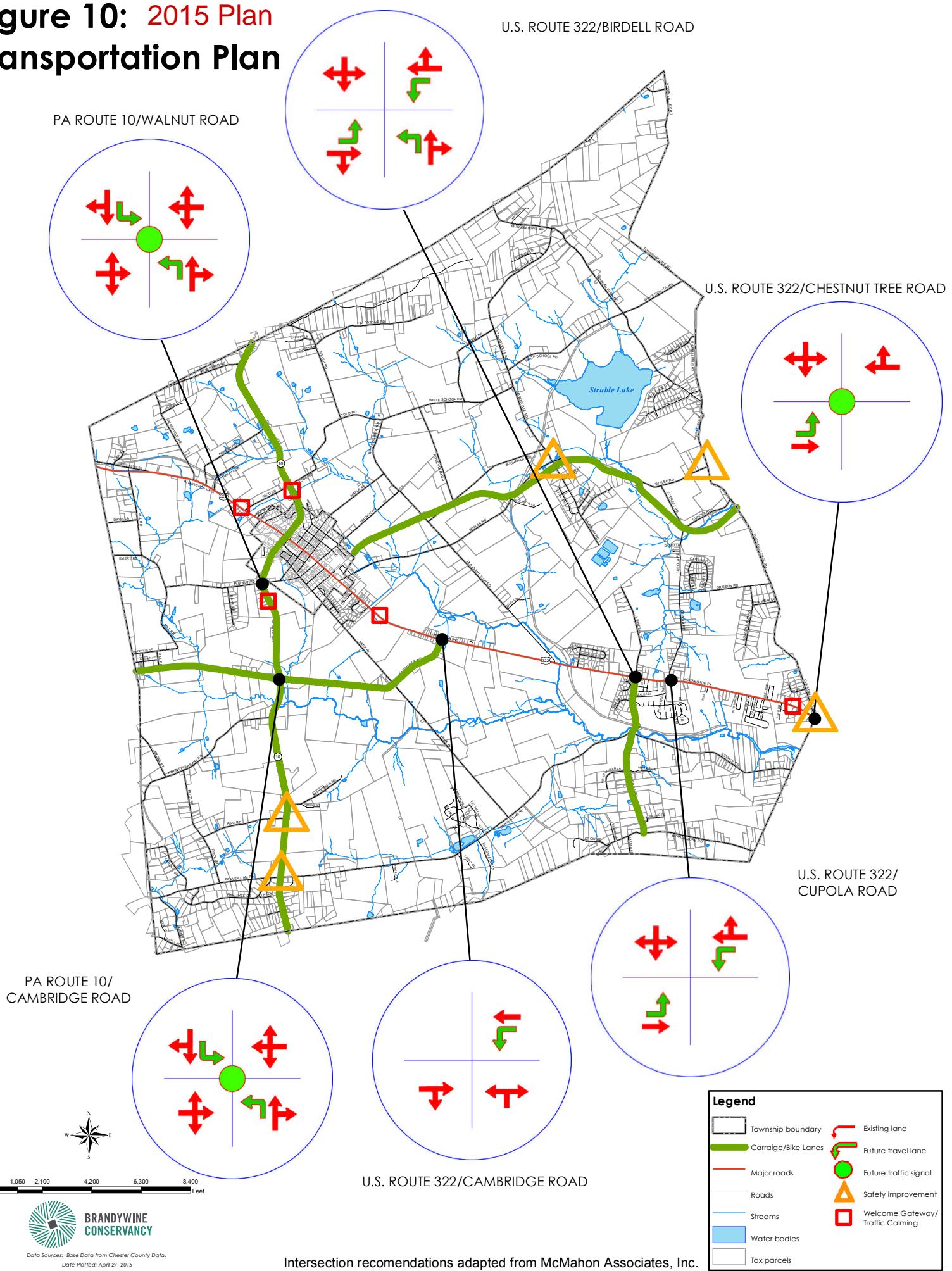
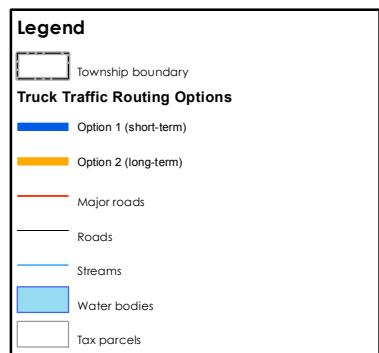
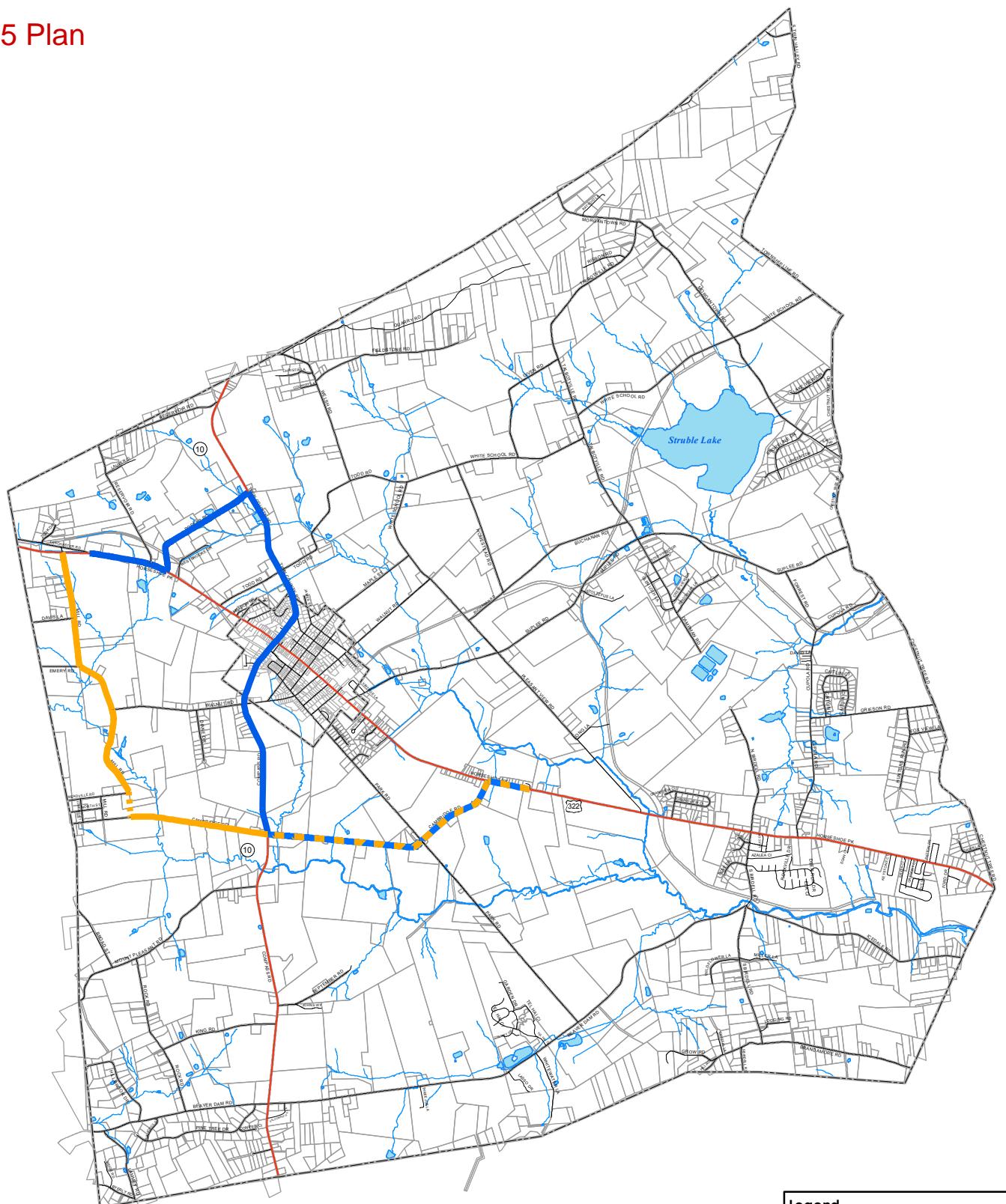


Figure 11: Truck Traffic Re-Route Plan

2015 Plan



BRANDYWINE
CONSERVANCY

Data Sources: Base Data from Chester County Data.

Date Plotted: April 27, 2015

0 1,050 2,100 4,200 6,300 8,400 Feet