



## THE MALVERN SEGMENT

### Trail Alignment, Type and Use

The Malvern Segment of the Patriots Path system will extend from the point where the Chester Valley Trail intersects Route 29 in East Whiteland Township to the Paoli Battlefield and Randolph Woods, two public open spaces in Malvern Borough. The 1.4-mile Malvern Segment is the only part of the Patriots Path trail that will extend south of the Chester Valley Trail. All other parts of the system will be north of the Chester Valley Trail. The Malvern Segment will be designed for both bike riders and pedestrians. For most of its length, the Malvern Segment will accommodate both types of users side-by-side. However, pedestrians will need to be separated from bike riders in some short sections.

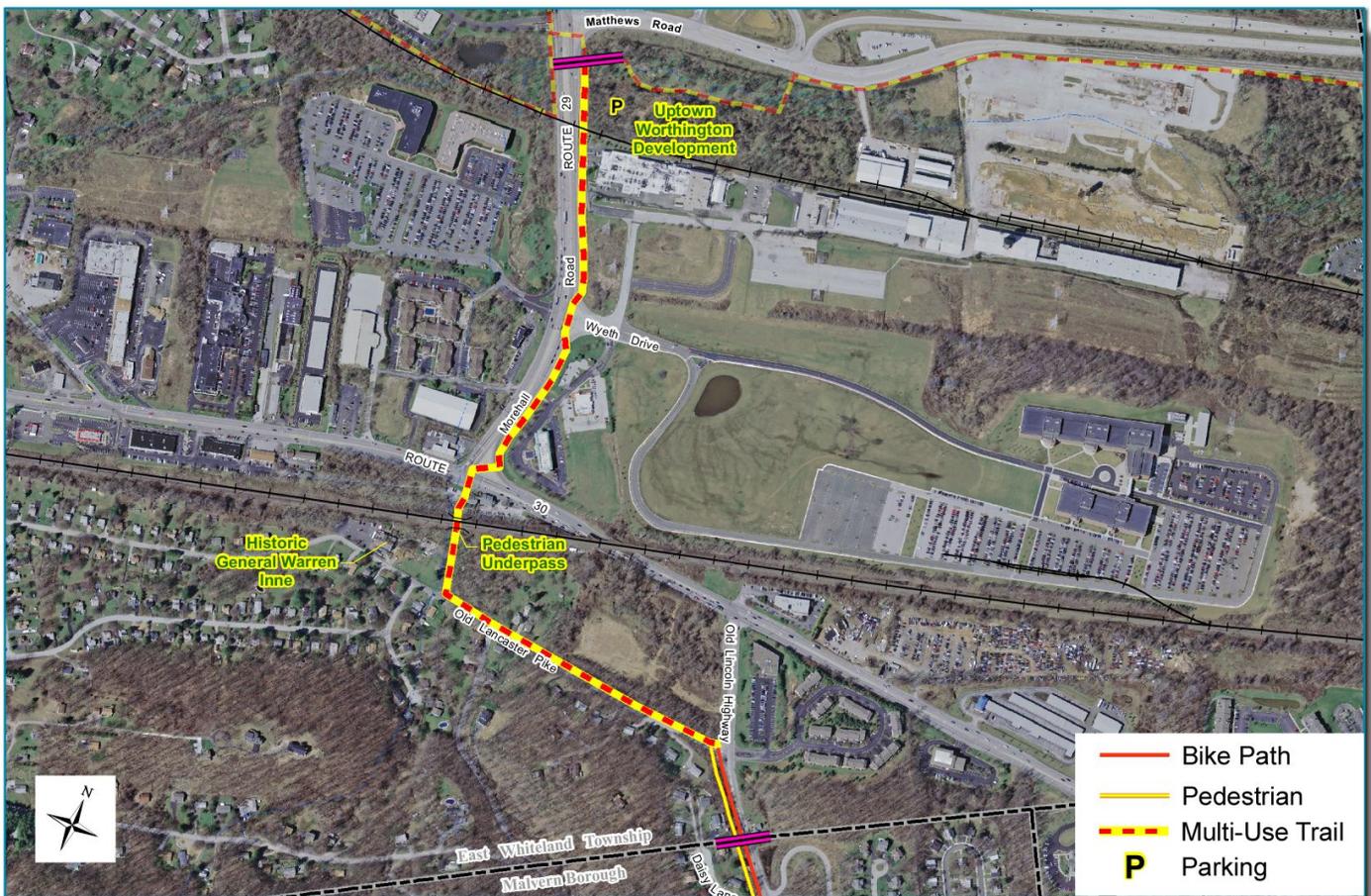


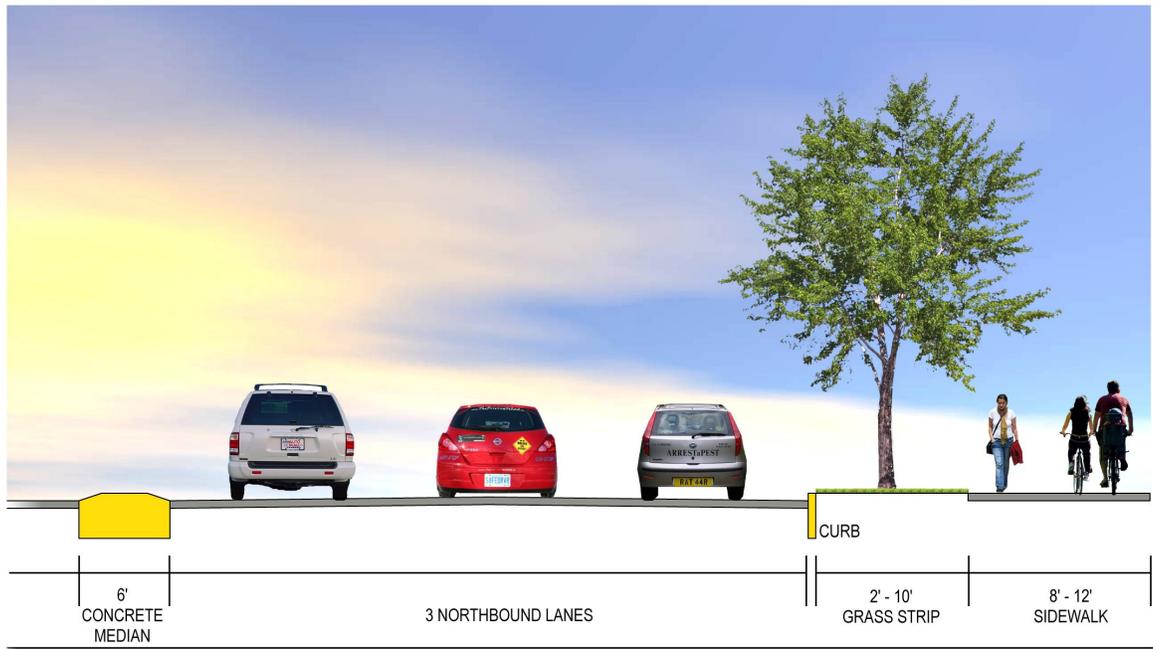
The Malvern Segment will begin in East Whiteland Township on the east side of Route 29 at the point where the Chester Valley Trail will cross Route 29 and enter the Uptown Worthington development. Southward along the east side of Route 29, the trail (for both pedestrians and bike riders) should be established on the new sidewalk now under construction from Uptown Worthington to Wyeth Drive.

To augment the new sidewalk being provided to Wyeth Drive, the developer of the hotel project at Route 29 and Route 30 is constructing sidewalk on the east side of Route 29 between Wyeth Drive to Route 30. Thus, the trail can be accommodated on Route 29 on sidewalk all the way from the entrance of Uptown Worthington to Route 30.



Route 29 looking south towards Route 30





*Typical Section of Route 29 - Old Morehall Road*

Route 29 terminates at Route 30. The signalized intersection of Route 29 and Route 30 brings together two highly traveled four lane roadways. From the east side of Route 29, the trail should extend southward across Route 30, via an existing concrete traffic island, to a parking lot that serves a small commercial office building situated on the south side of Route 30 .



Looking east on Route 30 at Route 29

An elevated portion of the Norfolk Southern Railroad runs across the back of this parking lot. Years ago, Route 29 (Old Morehall Road) extended through a tunnel constructed beneath this elevated rail line. The tunnel is now blocked from road bed to ceiling with fill and the entrances to both sides of the tunnel are overgrown with vegetation. Hopefully, railroad officials and other relevant parties can work together to get this tunnel unblocked and reopened for future trail use.

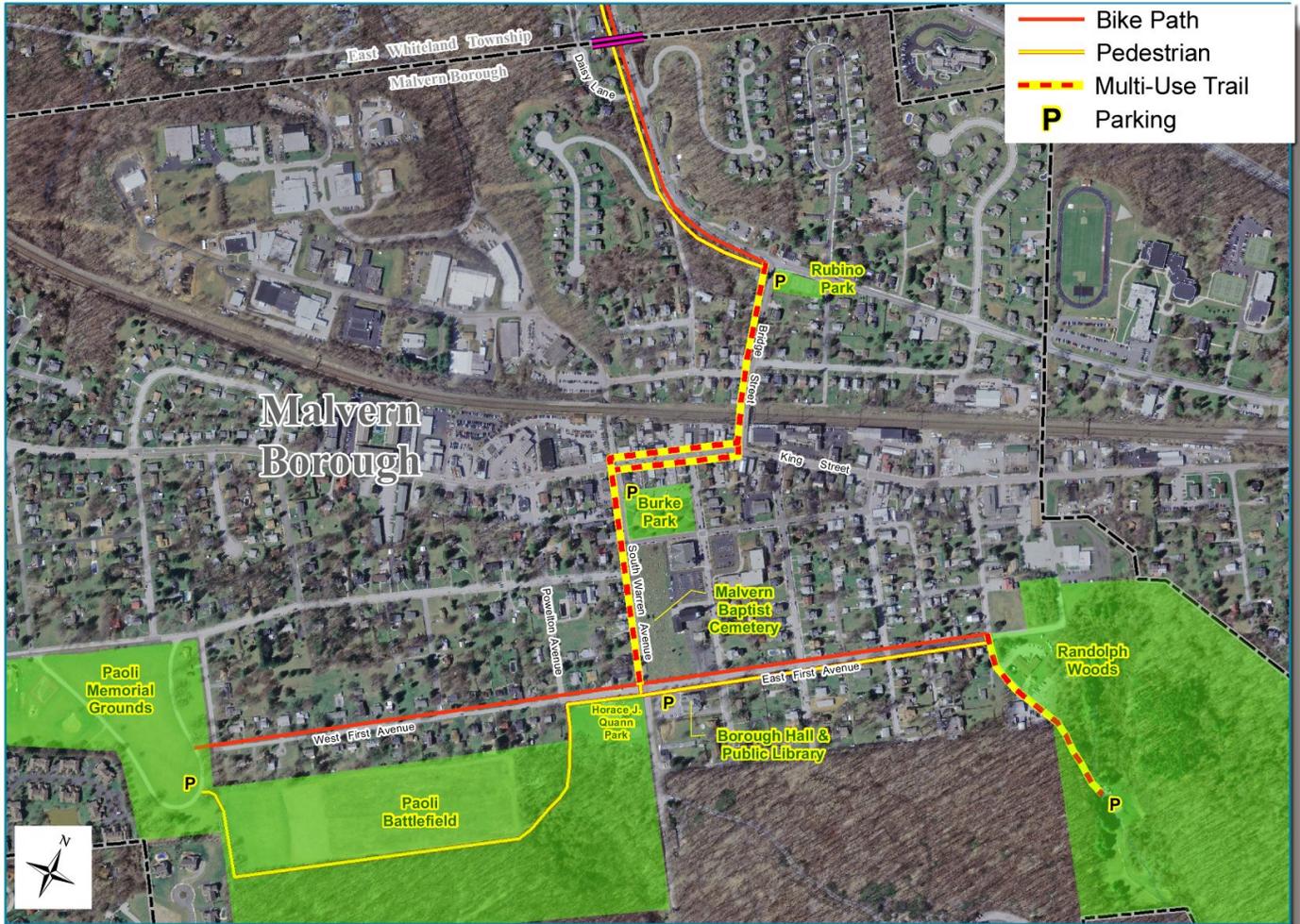
The tunnel emerges on the south side of the railroad embankment to a parcel now used for access and parking by the adjacent General Warren Inne. This historic restaurant fronts on Old Lancaster Pike and is located in what today is a residential neighborhood. It was a well known landmark during the American Revolutionary War era.

From the General Warren Inne, the Patriots Path should run on the north side of Old Lancaster Pike to Old Lincoln Highway on new sidewalk being constructed there by the developer of an approved office park at the northwest corner of Old Lancaster Pike and Old Lincoln Highway.

Beginning at the intersection of Old Lancaster Pike and Old Lincoln Highway, the trail should travel southward along the west side of Old Lincoln Highway across the East Whiteland Township - Malvern Borough boundary to Bridge Street in Malvern Borough.



General Warren Inne on Old Lancaster Pike





*Old Lancaster Pike looking east towards Old Lincoln Highway*

Old Lincoln Highway is somewhat steep in this area but has a wide road shoulder. If repaved and striped that shoulder can accommodate both bike riders and pedestrians from Old Lancaster Pike to Bridge Street. Some of that distance currently contains sidewalks.

The sidewalk is already in place from Margaret Lane to Daisy Lane. Some sidewalk exists near Bridge Street. Otherwise, the road shoulder will suffice for trail purposes.

The segment of the Patriots Path from Bridge Street southward into the heart of Malvern Borough will have a distinctly different, urban character not found elsewhere in this trail system. The trail will be much narrower. It will be confined to existing sidewalks due to a narrow cartway without shoulders that is hemmed in on both sides by development. Pedestrian trail users will need to share the sidewalk with Malvern's many other daily pedestrians. Bike riders will need to share the narrow roadway with motorists or signs could be posted directing them to dismount and walk on the sidewalks rather than ride.



*Looking south along Old Lincoln Highway from Margaret Lane*

The recommended trail route from the intersection of Old Lincoln Highway and Bridge Street to the Malvern business district is along the west side of Bridge Street. The trail should be established on existing sidewalk there, including the sidewalk over the bridge that spans the SEPTA line.

Bridge Street terminates at King Street in downtown Malvern. Still using the sidewalk for commuters and shared use of the road cartway for bike riders, the trail should be established on both sides of King Street to Warren Avenue where it will turn southward. Trail users traveling along King Street from Bridge Street to Warren Avenue would use the north side of King Street. Trail users going the opposite direction (traveling along King Street from Warren Avenue towards Bridge Street) would use the south side of King Street.

At Warren Avenue, the trail would head southward towards First Avenue using the west side of Warren Avenue. At First Avenue, trail users will have two options:

- Turn right (westward) to go to the Paoli Battlefield and Paoli Memorial Grounds, or
- Turn left (eastward) to go to Randolph Woods, a Borough-owned passive open space site.

The route to Paoli Battlefield and Paoli Memorial Grounds should split according to mode of transport. Walkers should proceed along First Avenue on existing sidewalk past Quann Park to Powelton Avenue, turn left (southward) and join an existing footpath that runs along the perimeter of the Battlefield to Paoli Memorial Grounds.

From the intersection of Warren Avenue and First Avenue, bike riders should use the wide, low-traffic cartway of First Avenue to proceed past the Paoli Battlefield and access the Paoli Memorial Grounds at the western end of First Avenue. An informal footpath entrance has been worn into the Paoli Memorial Grounds at this location. It should be formalized to accommodate bike riders. If bike riders wish to visit the Paoli Battlefield once they have reached Paoli Memorial Park, they must then dismount because the footpath through the Paoli Battlefield is posted for walkers only.

As noted above, trail users at the intersection of Warren Avenue and First Avenue do not necessarily have to turn west to go to the Paoli Battlefield and/or the Paoli Memorial Grounds. Instead, they can go east to Randolph Woods. Bike riders can use that road's low-traffic cartway. Pedestrians should be accommodated on sidewalk. That sidewalk exists on the north side of First Avenue for only one block: the block between Warren Avenue and Channing Avenue. Sidewalk will need to be constructed on the rest of the First Avenue stretch between Channing Avenue and the Ruthland Avenue entrance to Randolph Woods.



*Looking south along Bridge Street between Old Lincoln Highway and East Broad Street*



*Looking south along Bridge Street at railroad overpass*



## Trail Links To Adjacent Locations

The portion of Route 29 from Uptown Worthington southward to Route 30 is lined on both sides with commercial uses. There would seem to be little demand for connecting the trail to any of these parcels with the exception of the Wyeth Pharmaceuticals plant. The potential exists to provide an entry from the trail to this property via the sidewalk that exists along the south side of Wyeth Drive, the plant's main driveway.

On the south side of Route 30 at its intersection with Route 29, there is an old driveway that leads westward to the New Century Shopping Plaza. This is a potential link for connecting trail users with nearby retail uses.

On the south side of the blocked tunnel through the Norfolk Southern Railroad embankment, the trail connects directly with property used by the General Warren Inne. In addition to its historical interest as a Revolutionary War era rest stop, this restaurant may attract trail users looking for a unique lunch or dinner location.

Old Lancaster Pike, Old Lincoln Highway and Bridge Street along the proposed trail route do not contain notable adjacent uses the trail should connect with, except for Rubino Park at Old Lincoln Highway and Bridge Street.

Once the trail reaches King Street in Malvern, there are a host of commercial and historic attractions for trail users to experience. In addition to the Paoli Battlefield, the Paoli Memorial Grounds and Randolph Woods, which are each noted above, these attractions include:

- The various eateries and other retail establishments found in Malvern's downtown business district
- Burke Park at Warren Avenue and Roberts Lane
- Horace J. Quann Park at Warren Avenue and First Avenue.
- The Malvern Borough Municipal Building and Malvern Public Library at Warren Avenue and First Avenue.



King Street business district in Malvern

## Road Crossings

The Malvern Segment of the Patriots Path will require the following road crossings in order to follow the trail route described above:

- Route 29 & Wyeth Drive
- Route 29 & Route 30
- Old Lancaster Pike & Old Lincoln Highway
- Old Lincoln Highway & Daisy Lane
- Old Lincoln Highway & Margaret Lane
- Bridge Street & Broad Street
- Bridge Street & King Street
- King Street & Warren Avenue
- Warren Avenue & Roberts Lane
- Warren Avenue crossing First Avenue from the east side of Warren Avenue
- First Avenue crossing Warren Avenue from the south side of First Avenue
- First Avenue & Channing Avenue
- First Avenue & Woodland Avenue
- First Avenue & Church Street
- First Avenue & Ruthland Avenue
- First Avenue & Powelton Avenue
- First Avenue & Prospect Avenue
- First Avenue & Griffith Avenue
- First Avenue & Wayne Avenue

Each of these intersections should receive a decorative crossing. To the extent possible, these curb ramps should have detectable warnings that conform to Americans With Disabilities Act (ADA) regulations, as enforced by PennDOT.

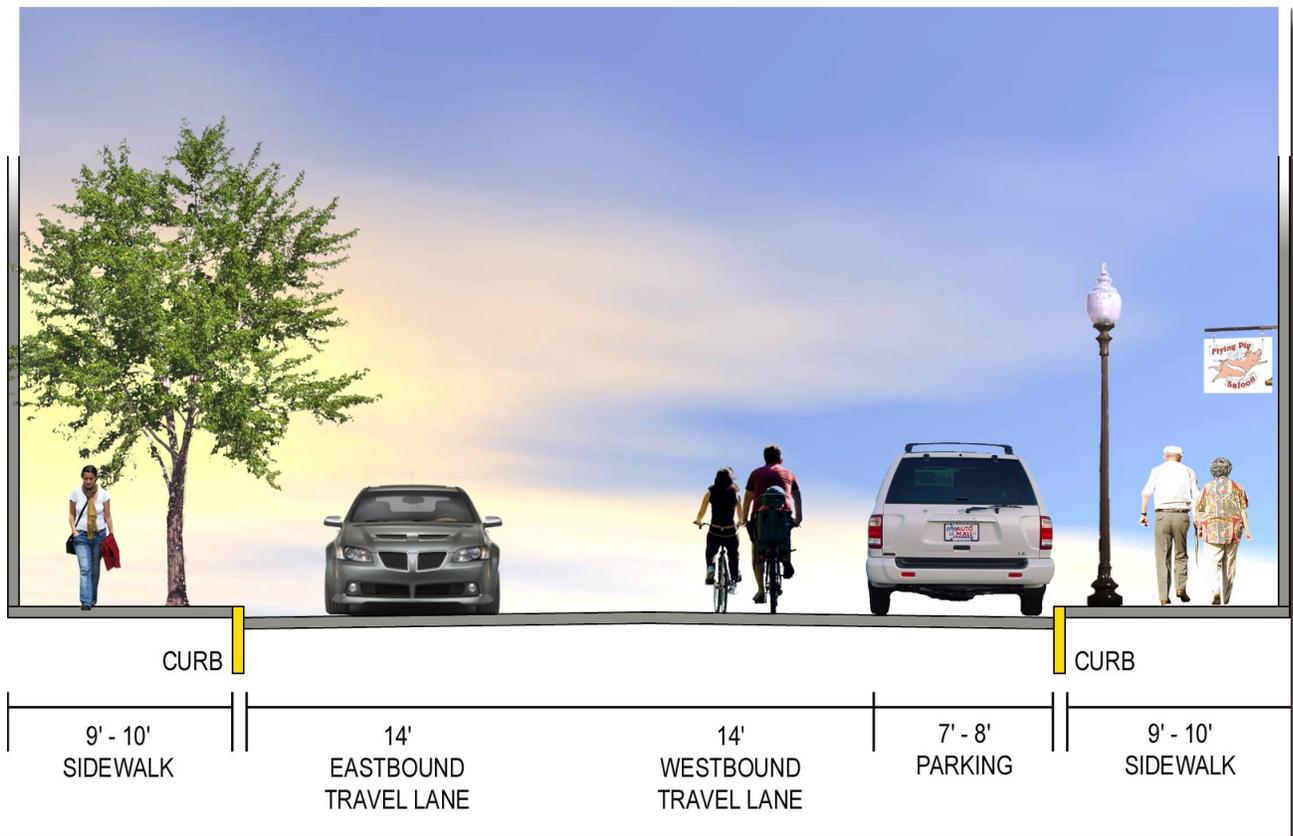
## Special Design Problems

The key to getting the Patriots Path from the intersection of Route 29 and Route 30 into Malvern Borough is the unblocking and use of the tunnel through the Norfolk Southern Railroad embankment that parallels Route 30. This will require close coordination with Norfolk Southern officials. The road crossing at the intersection of Route 29 and 30 will also require special attention because: a) it is a wide intersection; and b) it will require the use of an existing concrete traffic island to serve as a pedestrian refuge partway across the intersection.



### Trail Specifications

Trail width will vary widely along Malvern Segment because several different streets are involved. Along Route 29, the sidewalk being constructed in association with the Uptown Worthington development can be from 8' to 12' wide depending on specific location. On Old Lancaster Pike the trail width will need to be as narrow as needed to deal with that road's narrow and hilly cartway, steep slopes that exist near the edge of the current cartway, and the stone drainage swale that carries stormwater along parts of this road. On Old Lincoln Highway, sufficient road shoulder exists to build a sidewalk and bike lane in the 10' wide range. On Bridge Street, King Street and Warren Avenue trail width will be confined to the width of the existing sidewalk on each of these streets. On First Avenue, somewhat more room is available on both sides of Warren Avenue to construct new sidewalks alongside the existing cartway.



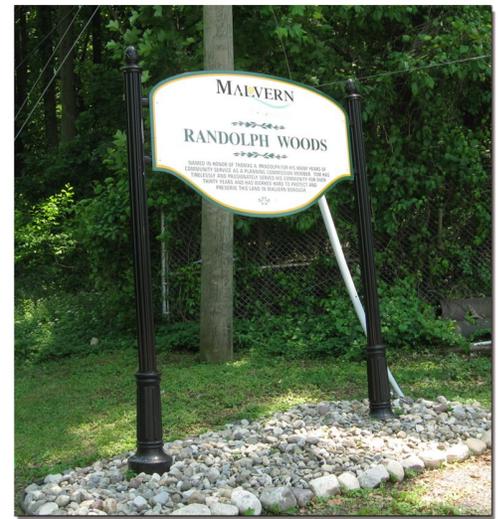
Typical Section of King Street (looking west)

**Trail Support Facilities**

- More so than the other parts of the Patriots Path system, the Malvern Segment runs along several different roads. These range from an intensively used arterial (Route 30) to small, quiet residential streets in Malvern Borough near Randolph Woods. This trail segment involves several turns and much of it will need to be established on existing sidewalks. Consequently, the use of trail identification signs and trail pavement markings should be intensified in the Malvern Segment to clarify the course of the trail route.
- Randolph Woods and the Paoli Battlefield/Paoli Memorial Grounds tracts are the southern termini of the Patriots Path system. A trailhead should be established at Randolph Woods complete with parking spaces, bathroom facilities and an informational kiosk that contains maps of the Patriots Path system and related printed materials.
- Opportunities should be explored for using a portion of the parking area being constructed in the Uptown Worthington development for trail parking. Trail parking at both Uptown Worthington and Randolph Woods will establish parking at each end of the Malvern Segment.
- Excellent signs exist at the Paoli Battlefield and Paoli Memorial Grounds to interpret the events surrounding the Paoli Massacre. Other sites along the Malvern segment that offer opportunities for interpretive signage include the following:
  - The Norfolk Southern railroad tunnel
  - General Warren Inne
  - The National Bank of Malvern at the southwest corner of King Street and Warren Avenue
  - The First Baptist Church of Malvern and its cemetery on the east side of Warren Avenue between Roberts Lane and First Avenue.
  - The Malvern Borough Municipal Building and Malvern Public Library (a former school building)
  - Randolph Woods (environmental education signs)
- A directory sign should be erected to note the location of restaurants and other retail highlights along the King Street corridor in Malvern’s business district.



*The Paoli Battlefield*



*Randolph Woods*