

August 2023

Downingtown Station Public Meeting Summary Report





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Introduction

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Highway Administration (FHWA), hosted a public open house meeting for the Downingtown Station Project. The Downingtown Station Project is located along Brandywine Road (SR 322) between Boot Road and Chester Alley in Downingtown, Pennsylvania (**Figure 1**). The purpose of the project is to construct a new train station that meets the requirements of the American Disabilities Act in the Borough of Downingtown.

This report documents the public open house meeting notification process, meeting contents, and comments received with associated responses.

The public open house meeting was held to provide information regarding the project, including anticipated station design, layout, access, project schedule, potential temporary closures during construction, and potential impacts to environmental resources (Section 106 of the National Historic Preservation Act and Section 2002 of the Administrative Code of 1929, as amended (also known as “PA Act 120”), and Section 4(f) of the U.S. Department Transportation Act), and provide the public an opportunity to offer feedback. The meeting was held on Wednesday, June 21, 2023 from 5:30 PM to 7:00 PM at the Downingtown Borough Building, Annex Conference Room, 4-6 W. Lancaster Avenue, Downingtown, PA 19335. Meeting materials were made available on the Downingtown Borough website news page (**Appendix A**). The public comment period was open from Wednesday, June 21, 2023 through Friday, July 7, 2023 and completed submissions were collected at the public open house meeting at the comment form box, by mail to 300 Corporate Center Drive, Suite 301 Camp Hill, PA 17011 or by email to LCole@jmt.com.



Figure 1: Google Aerial Imagery of Existing Downingtown Station



Meeting Notification and Advertisement

A variety of methods were used to notify local citizens, stakeholders, and elected and public officials about the Downingtown Station Project public open house meeting. These notifications included:

Public Open House Meeting Website Announcement

A public open house meeting announcement was published on the Downingtown Borough website to provide event details, a summary of the proposed project, and the information to be made available at the meeting. A copy of the announcement is included in **Appendix A**.

Media Notification

The public open house meeting was advertised in the Daily Local News and the Daily Local News Digital on Friday, June 2, 2023. **Appendix B** contains a copy of the newspaper publication affidavit.

Resident Letter Notification

Letters to landowners near the proposed station were sent via the US Postal Service on June 6, 2023. The landowner letter and a list of recipients are located in **Appendix E**.

Public Meeting Overview

Upon arrival at the public open house meeting, meeting participants were asked to sign-in and were provided. Participants were then able to tour the informational display boards, ask the study team questions, and complete a comment form. The public open house meeting was then followed by a Borough Council Meeting where team members provided a project summary to the council members. Details on the public open house meeting materials, participation, and Council Meeting are outlined below.

Meeting Handouts

There were two handouts available at the public open house meeting; *Downingtown Station Project Overview* and *Public Open House Meeting for the Downingtown Station Project Comment Form* (**Appendix C**). The comment form could be left in the comment box at the meeting or provided to PennDOT via mail. Comments could also be emailed to LColed@jmt.com. Copies of the meeting handouts are included in Appendix C.

Meeting Boards

There were 11 meeting display boards that comprised the public open house meeting displays. Copies of the meeting boards are included in **Appendix D**.

Meeting Participation

A total of 26 participants signed-in at the public open house meeting. **Figures 2 and 3** show meeting participation at the display boards.



Figure 2 – Participants view meeting display boards at the Public Open House Meeting



Figure 3 – Participants view meeting display boards at the Open House Public Meeting

Public Comments Summary

The public comment period was open from June 21, 2023 through July 7, 2023. Comments were accepted at the meeting, by mail, or via email. A total of 6 comments were received (3 at the meeting, 3 via email). These comments and associated responses can be found in **Table 1**.



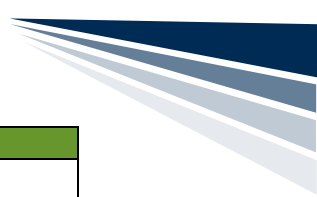
Table 1: Public Comments and Responses

Official Comment Form					
	Name (Last, First)	Date Received	Comment Form Question	Comment on Form	Response
1.	[REDACTED]*	6/21/2023	General Comment Question	Looks beautiful	Thank you for your comment.
			Section 106/Section 4(f) Property Question	No comments – it will only improve the area	Thank you for your comment.
2.	[REDACTED]*	6/21/2023	General Comment Question	My lifetime, Thank you. My only question is What are the plans for the existing abandoned station railyard? Was a KOA, long, long ago. No movement apparently	The current station and land are owned by AMTRAK and at this time PennDOT has no knowledge of what AMTRAK has planned at this site.
			Section 106/Section 4(f) Property Question	Historic yes, bad shape, yes Tear is down	Thank you for your comment.
3.	[REDACTED]*	6/21/2023	General Comment Question	Curious about SEPTA Scheduling updates – longer schedule	The Southeastern Pennsylvania Transportation Authority (SEPTA) schedule is independent of the train station construction project.
			Section 106/Section 4(f) Property Question		N/A

Email Comments				
	Name	Date Received	Comment	Response
1.	██████████*	6/28/2023	<p>The open house for the Downingtown Station Project was greatly appreciated. Being able to see plans on easels rather than on a computer screen was helpful. I was also glad that representatives from different groups associated with the project were there to answer questions. It would have been nice to have representatives from the Hankin Group at the event.</p>	Thank you for your comment.
			<p>As a resident of West Bradford Township, I do have concerns for the expected increased traffic flow once the station is completed. Well, traffic flow during construction won't be great either. I have lived in West Bradford for 40+ years. My commute at that time had me heading toward Route 322 on Boot Road. Even then, the traffic backed up for those of us turning left on Route 322 requiring multiple changes of the traffic light to get through. Forty years ago there was no Wawa or River Station.</p> <p>When Wawa opened, traffic in the area was impacted by those trying to make the left out of Wawa to head toward Route 322. When the traffic backs up on Boot Road, there is no where for those drivers to turn. Today, a Wednesday in the summer, at 3:45 pm, traffic was backed up with no where for the those turning left out of Wawa.</p> <p>When the traffic patterned changed for River Station, I'm sure many of us had hoped that there would be two lanes of traffic turning left from Boot Road on to Route 322. There are not, and that is already a problem. When Boot Road traffic backs up heading to Route 322, drivers are using the Boot Road Straight Lane, heading into River Station, and then forcing their way onto 322 and turning left. This is dangerous. Once the Downingtown Train Station opens, the area of Boot Road at Wawa will be even more congested. I was told that the traffic light patterns would allow commuters leaving the train station</p>	<p>Thank you for your concern regarding the congestion. A traffic impact study (which included traffic volumes for the River Station development and for the train station) was conducted for the area. Based on the study, the development of the Downingtown Train Station and River Station does not degrade the level of traffic congestion.</p> <p>On Boot Road, as part of the River Station project, three westbound lanes were installed: a left, a through, and a right. Traffic signal green times will be adjusted as the design continues.</p> <p>At Wawa, exiting lefts onto Boot Road will not be permitted at the driveway closest to the signal at Boot and Route 322.</p> <p>The planned improvements in the southeast quadrant of the train station will have two access points along Boot Road. The westernmost (across from Wawa and closest to the signal) will be right in-right out only, and exiting vehicles will not be permitted to head east on Boot Road. Further east, at Reed Street, vehicle turns will not be restricted.</p>

Email Comments				
	Name	Date Received	Comment	Response
			<p>parking area across from Wawa to turn left to head toward West Chester on Boot Road. That is difficult to imagine with traffic backed up on Boot Road as mentioned earlier.</p> <p>There is no doubt that Downingtown needs a new train station. I am not convinced the current location is the right location. Hopefully additional thought will be put into the traffic situation.</p>	<p>The station is required to be ADA-compliant and in order to be ADA-compliant, the station needs to be located on a straight section of track. The existing station location is on a curve. To maintain the station within close proximity of downtown Downingtown, this is the only available straight track location to build the station.</p>
2.	██████████*	7/7/2023	<p>I appreciate the Borough of Downingtown passing along community feedback and implementing that feedback into the current plan. Specifically, an emergency exit to the west of the northwest drop off area big enough to accommodate a vehicle. This is crucial for the residents who utilize Chester Alley for parking. At least once a quarter the alley is blocked (flooding, fire trucks, utility work etc) and the only means to egress is through your current right of way. Would it be possible to get more notice of utility work, geotechnical testing, and or any activity that would impede egress for Chester Alley?</p> <p>When flooding does occur north of the planned project, many local residents are forced to park on the high ground. In the past McGuckin was gracious enough to allow residents to park on their property (because you fenced off the high ground northwest of the tunnel), but as your project is ongoing and eventually completed, will local residents continue to have access to the high ground in the event of a major flooding event? Obviously the area is public, and enforcing cars parked without payment on your lot may be difficult during a major flooding event. Quite often we get a few large floods and people start parking on the high ground before storms. I</p>	<p>Chester Alley is a borough roadway, and in coordination with the borough, PennDOT has provided a vehicular gate near the southern end of Chester Alley for emergency access (the Borough of Downingtown has the key to open this gate).</p> <p>At this time, PennDOT does not have any work anticipated that will require closing Chester Alley. However, should the need arise, notifications to adjacent properties would be sent a minimum of two to three days prior to closure.</p> <p>PennDOT has provided a vehicular gate near the southern end Chester Alley for emergency access (the Borough of Downingtown has the key to open this gate).</p> <p>Train station parking is open to the public; however, a parking fee may be enforced.</p>

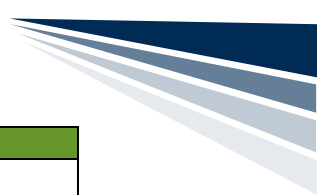
Email Comments				
	Name	Date Received	Comment	Response
			hope the local flooding and residents' needs for high ground is understood and accounted for.	
			The conceptual plan presented at the open house called for the removal of parking in the area immediately north of the new station on Brandywine Ave. Parking is limited as is, and removing free parking spaces will only make parking on Brandywine Ave more difficult for local residents. I realize permitted parking is something PENNDOT & contractors have no control over, but reducing the parking that is there will make the future situation worse	Based on the Traffic Impact Study performed for the Downingtown Station project, a southbound left turn lane is required into the northeast quadrant of the proposed station parking. The project must adhere to minimum distances to meet engineering safety standards. Unfortunately, this will require the removal of some existing on-street parking.
			My largest issue on this project are the hours you intend to perform work. In June of 2022 a subcontractor began locating utilities outside of our home. This was work needed for planning purposes. The work began at 7pm and went until 4-6am. The work required the use of a large 'vac truck' to 'air knife' the street in order to locate utilities. The equipment required to perform this work was so loud I believe it to be unhealthy. When I contacted the Permittee (M-945P HWY OCCUP PERMIT #06111581, Anthony Antonelli) he said they were only permitted to work at night because of the need to reduce traffic issues during the day. I conveyed that the noise was excessive and I was told "You think thats bad, wait until we start on the station". The subcontractor did their best to reduce the noise over the following nights, but it was excessively loud again. I brought the matter up to multiple agencies (Downingtown police, Downingtown code department, Downingtown Borough Council, local legislative representatives) and they all agreed that the noise was excessive, but that there was little they could do because it involved the state. I even suggested a solution, making Brandywine Ave and Chestnut St/Quarry Rd one way so you could then operate during hours residents do not need to sleep. I was told that would not work for multiple reasons	<p>The station project construction will generate temporary noise disturbances. Best management practices will be implemented to the extent feasible to reduce noise disturbances. The design team will work to minimize the noise disturbance at night, to the extent possible. AMTRAK is the owner of the line and will be the final decider as to how/when the project work will be conducted.</p> <p>Advanced notification will be provided to local residents for all Brandywine Avenue work that may be required prior to station construction. PennDOT's posted detour routes must accommodate all vehicles (bridges cannot have weight restriction) and are required to have detour routes on State Routes. Chestnut Street is not a viable route for the detour route due to these requirements. It is not state-owned, has a 10-ton road weight restriction between Lancaster Avenue and Acorn Lane, and has a 15-ton bridge weight restriction between Acorn Lane and Lincoln Avenue.</p>



Email Comments				
	Name	Date Received	Comment	Response
			(by PENNDOT and open house representatives), firstly that because Chestnut street crossed township/borough boundaries. I brought this up with the Borough and my representative and all were on board with coordinating the idea. Then PENNDOT said they can not do that because Chestnut St cant handle the load required. The max load cited by Mr. Antonelli did not match with what the posted on the Chestnut St bridge sign. I brought the issue up again at the open house and was told it was because they can't send trucks to Quarry Rd because that bridge can not handle the max load as well, but my understanding is that the Boot Rd bridge has to be fixed before the train station is completed (2023-2025). Can you clarify why once the Boot Road bridge is repaired you can not direct traffic to make working on your project during Borough permitted hours is not an acceptable solution? I believe the noise levels observed in the June of 2022 mobilization violated the borough noise ordinance, were above OSHA permissible exposure levels, and violated my rights in being able to enjoy my property. I have worked on projects where the state mandated local residents immediately adjacent to a project had to compensate owners for the inconvenience of loud work (Mariner East 2 Pipeline). It's ironic the state mandates others to keep it down, but when asked to do the same, the state goes out of their way to inconvenience residents.	
			How far north on Brandywine Ave do you plan to open the street?	Project staging including impacts to rail, vehicles, and pedestrians is still being determined and is anticipated to be developed through the next phase of design.
			What kind of street closures should we expect and what kind of notice will local residents get?	Project staging including impacts to rail, vehicles, and pedestrians is still being determined and is anticipated to be developed through the next phase of design. Additional notification requirements will be included in

Email Comments				
	Name	Date Received	Comment	Response
				the contract documents to ensure that local residents will be advised of any closures or restrictions. Typical notifications include two to three days minimum prior to closure for adjacent properties.
			Will local residents be impacted by any interruptions to utilities?	For the station construction, impacts to any utilities for local residents are anticipated to be minimal, however short-term outages may occur. Local residents will be advised in advance of any impacts.
			How will the trash company, delivery services, emergency services access the street during construction?	For the majority of the anticipated three years of station construction, Brandywine Avenue will be open to all vehicles. As part of the design, when a detour is required, the contractor will be required to follow the traffic management and incident management directives. These directives will be included to ensure that trash and delivery services are supported, and emergency vehicular access is maintained.
			I worry that some of the conceptual drawings showed large flat retaining walls on the northeast side of the project, along Brandywine Ave. With my home being on the opposite side of the street, I worry that the background noise level (sound from cars reflecting off the wall) will be louder. Would you consider adding some vegetation on that wall to help dampen sound reflecting?	The project team will evaluate the concern and take appropriate action.
			Mow your vegetation on the NW property (old tile shop side).	Your comment has been forwarded to the PennDOT property manager to address this issue.
			Is there anyone we can be put in contact with as the project progresses, for real time issues such as; flaggers leaving trash on the sidewalk (not lately), weeds getting high/ animals living on lots (old tile shop lot), excessive noise, etc?	During construction, a PennDOT construction manager will be on site and can address immediate concerns (such as trash, weeds, etc.)
			As to the old building that still remains on your property (east side of Brandywine ave), I know the	In order to comply with stormwater requirements and accommodate the karst

Email Comments				
	Name	Date Received	Comment	Response
			plan is to demolish that building, but its 100+ years old and I hope you can find a reason to keep it (possibly as a train station ticket office?).	topography; maintain the PECO and Amtrak easements across the property; and maintain the 100-year Parke Run floodplain the existing house on the old McGuckin and Pyle property is proposed to be demolished. The design team is working with local/state historians to identify appropriate mitigation for this impact.
3.	██████████*	7/7/2023	<p>Penn Dot has not been taking care of the property that was once 230 Brandywine Ave. (the Northwest Quadrant), the weeds are overgrown and affecting my property at 232 Brandywine Ave. I would like to see the property properly maintained. We have trees, flowers, vegetable plants along the shared border, so using chemicals to kill the weeds is NOT an option.</p> <p>If the telephone poles along Chester Alley could be moved further away from the paved Alley, this would give more space for vehicles that need to access the alley, such as postal trucks, garbage trucks and emergency vehicles. One of the telephone poles has been hit by a vehicle several times(see photos attached), possible the trash truck which now has to back in to the alley because there is no way for the driver to turn the truck around.</p> <p>The houses on the 200 block of Brandywine Ave. have parking behind their houses, accessed by Chester Alley. There is now only one entrance and exit to this alley. This creates a problem if there is a truck or emergency vehicles blocking the alley. Is there a possibility of widening the alley to make it easier for vehicles to get by, or have a second access where the train parking will be at 230 Brandywine Ave. (the Northwest Quadrant)? With only the one access the residents are also concerned about flooding and not being able to get out if the Brandywine Creek floods like it did in September 2021.</p> <p>Most of us who live in the 200 block of Brandywine Ave, all have off-street parking in front of our</p>	<p>Your comment has been forwarded to the PennDOT property manager to address this issue.</p> <p>Chester Alley is a borough-owned street with a 20' wide right-of-way. The utility poles along Chester Alley are owned by PECO. Any concerns related to the utility poles should be directed to PECO.</p> <p>This request is beyond the scope of this project. Chester Alley is a borough-owned street with a 20' wide right-of-way. In coordination with the borough, PennDOT has provided a vehicular gate near the southern end of Chester Alley for emergency access (the Borough of Downingtown has the key to open this gate).</p> <p>Based on the Traffic Impact Study performed for the Downingtown Station project, a</p>



Email Comments				
	Name	Date Received	Comment	Response
			<p>houses. I was told that we are losing that off-street parking. That's two parking spots my residence will no longer have, there is not room in Chester Alley to park extra vehicles. Having to park one or two blocks down from my house is not convenient for unloading groceries, or other larger items. Also, the off street parking in the 100 block will most likely be used by the residents in those houses. I would like Penn Dot to consider letting the residents who own their house, on the 200 block, to have access to free parking in the Northwest Quadrant train station parking lots overnight.</p>	<p>southbound left turn lane is required into the northeast quadrant of the proposed station parking lot. The project must adhere to minimum distances to meet engineering safety standards. Unfortunately, this will require the removal of some existing on-street parking.</p>
			<p>I understand that some of these points may not be issues that the Downtown Station Project would be in charge of, but I have lived in this house, with my husband for 35 years, and I am afraid of what we might be losing. I am not against the Downtown Station Project, however I am worried about how this will effect our property and ourselves living with the noise, construction and dirt, for what might be several years.</p> <p>The matters that I have listed will be shared with the Borough.</p>	<p>Thank you for your comment.</p>

* Names redacted for privacy.



Council Meeting

After the public meeting, team members provided an update to the Borough at their regularly scheduled council meeting. The update encompassed the progress of the project up to that point, with Angela Watson (PennDOT), Andrea Reede (HNTB-designer), and Jeff Knueppel (KCI-Program Manager) summarizing its key aspects (**Figure 4**). During the meeting, specific concerns were raised by council members. One council member inquired about the fate of the existing pedestrian tunnel at the current station, as it served as a crucial connection between the wards located north and south of the tracks. Angela Watson (Director of Rail, Freight, Ports and Waterways at PennDOT) clarified that the area of the current station is under AMTRAK's ownership, and AMTRAK intends to decommission the station in the future and to ensure continued pedestrian access, the Borough was encouraged to collaborate with AMTRAK. Another council member inquired about the coordination between the construction project for the Lancaster Avenue Bridge (Business 30) over the East Branch of Brandywine Creek and the ongoing project. Angela Watson assured the council that the project team has been coordinating with PennDOT District 6 and holding monthly meetings regarding projects in the area, and they will raise this particular concern with the District for further discussion. Furthermore, a council member expressed satisfaction with the inclusion of dual 10-foot sidewalks along SR 322 within the station area but advocated for dedicated bike lanes throughout the project area. In response, Jeff Knueppel explained that the design's 10-foot wide sidewalks qualified for mixed use and additionally, bicyclists can utilize the 3-foot shoulders on the roadway.



Figure 4 – Presentation given to Council Members after the Public Open House Meeting



Conclusion

The information presented in this report summarizes the efforts undertaken to engage the public in the Summer of 2023 for the Downtown Station Project. The open house public meeting held on June 21, 2023 was attended by 26 individual participants. A total of 26 public comments were received during the comment period. Information received from this open house public meeting will be used to aid in future design considerations.



Appendix A – Public Open House Meeting Local Announcement



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Downingtown Train Station Public Open House Meeting

POSTED ON MAY 31, 2023 - 10:43AM

Public Open House Meeting For Downingtown Station

The Pennsylvania Department of Transportation (PennDOT) invites you to a Public Open House Meeting for the Downingtown Station Project. The project plans and pertinent information will be on display on **June 21, 2023, from 5:30 PM to 7:00 PM** at the Downingtown Borough Annex.

The Downingtown Station Project proposes to construct a new train station that meets the requirements of the Americans with Disabilities Act along Brandywine Road (SR 322) between Boot Road and Chester Alley in Downingtown, Pennsylvania. The new station would include two high-level platforms with canopies for inbound and outbound trains that would be accessed via elevator/stair towers to the parking areas, a new railroad bridge, improved pedestrian access to cross under the tracks, retaining walls, bike racks, sidewalks, surface parking lots, and an above ground stormwater management system. Additionally, access roads providing internal circulation would be included for drop-offs north and south of the railroad tracks. New access to parking lots is proposed via Logan Avenue and Brandywine Avenue (SR 322), south of the railroad tracks. The purpose of the plans display is to provide information regarding the project, including anticipated station design, layout, access, project schedule, potential temporary closures during construction, and potential impacts to environmental resources (Section 106 of the National Historic Preservation Act and Section 2002 of the Administrative Code of 1929, as amended (also known as "PA Act 120"), and Section 4(f) of the U.S. Department Transportation Act), and provide the public an opportunity to offer feedback.

The meeting is accessible to persons with disabilities. Anyone requiring special assistance should contact Lori Cole, AICP at 717-710-2156 or email: lcole@jmt.com



Municipal Government Center
4 - 10 W. Lancaster Avenue
Downingtown, PA 19335

Disclaimer
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Appendix B – Media Advertisement



PHILADELPHIA GROUP

AFFIDAVIT OF PUBLICATION
390 Eagleview Boulevard • Exton, PA 19341

JMT
300 Corporate Center DR STE 301
CAMP HILL, PA 17011
Attention:

STATE OF PENNSYLVANIA,

The undersigned *Sejan D.*, being duly sworn the he/she is the principal clerk of Daily Local News, Daily Local News Digital, published in Chester County for the dissemination of local or transmitted news and intelligence of a general character, which are duly qualified newspapers, and the annexed hereto is a copy of certain order, notice, publication or advertisement of:

JMT
Published in the following edition(s):
Daily Local News, Daily Local News Digital
06/02/23

Commonwealth of Pennsylvania - Notary Seal
Ryan Dean, Notary Public
Chester County
My commission expires July 23, 2025
Commission number 1398415
Member, Pennsylvania Association of Notaries

Sworn to the subscribed before me this 6-7-2023

[Signature]
Notary Public, State of Pennsylvania
Acting in County of Chester

**Announcement of Public
Open House Meeting
For Downingtown Station**

The Pennsylvania Department of Transportation (PennDOT) invites you to a Public Open House Meeting for the Downingtown Station Project. The project plans and pertinent information will be on display on June 21, 2023, from 5:30 PM to 7:00 PM at the Downingtown Borough Building Annex Conference Room, 4-6 W. Lancaster Avenue, Downingtown, PA 19335.

The Downingtown Station Project proposes to construct a new train station that meets the requirements of the Americans with Disabilities Act along Brandywine Road (SR 322) between Boot Road and Chester Alley in Downingtown, Pennsylvania. The new station would include two high-level platforms with canopies for inbound and outbound trains that would be accessed via elevator/stair towers to the parking areas, a new railroad bridge, improved pedestrian access to cross under the railroad bridge, retaining walls, bike racks, sidewalks, surface parking lots, and an above ground stormwater management system. Additionally, access roads providing internal circulation would be included for drop-offs north and south of the railroad tracks. New access to parking lots is proposed via Logan Avenue and Brandywine Avenue (SR 322), south of the railroad tracks.

The purpose of the plans is to provide information regarding the project, including anticipated station design, layout, access, project schedule, potential temporary closures during construction, and potential impacts to environmental resources (Section 106 of the National Historic Preservation Act and Section 2302 of the Administrative Code of 1929, as amended (also known as "PA Act 129"), and Section 4(f) of the U.S. Department Transportation Act), and provide the public an opportunity to offer feedback.

The meeting is accessible to persons with disabilities. Anyone requiring special assistance should contact Lori Cole, ACP at 717-710-2156 or email: lcole-ajmt.com. DLN a-1

Advertisement Information

Client Id: 1429287 Ad Id: 2479289 PO: Sales Person: 018304



Appendix C – Meeting Handout and Comment Form

Downingtown Station Project Overview

The Downingtown Station Project proposes to construct a new train station that meets the requirements of the Americans with Disabilities Act along Brandywine Road (SR 322) between Boot Road and Chester Alley in Downingtown, Pennsylvania.

The new Downingtown Station would include:

1. High-level platforms with canopies for inbound and outbound trains
2. Elevator/stair towers between the parking areas and train platforms
3. New railroad bridge over Brandywine Avenue
4. Pedestrian improvements along Brandywine Avenue to cross under the railroad tracks
5. Retaining walls
6. Bike racks
7. Sidewalks
8. Surface parking lots north and south of the tracks
9. Above ground stormwater management system
10. Access roads providing internal circulation for drop-offs north and south of the railroad

Rendering of Proposed Downingtown Station



For further information or questions on the Downingtown Station Project,
contact ra-pdpassengerail@pa.gov



Why is the New Station Needed?

- The current station is not readily accessible as required by the ADA.
- Passenger accommodations are lacking.
- Multimodal connections to Downtown from both the station and the region are missing or problematic, impacting economic growth.

What Purpose will the New Station Serve?

The purpose of the project is to provide an Americans with Disabilities Act (ADA) compliant train station in the Borough of Downtown.

Existing Station Photographs



Proposed Project Schedule

FINAL DESIGN	2023 - 2025
BOOT ROAD BRIDGE REPLACEMENT (over AMTRAK)*	2023 - 2025
TRACK EARLY ACTION WORK	2024 - 2025
UTILITY EARLY ACTION WORK	2024 - 2025
BRIDGE / STATION CONSTRUCTION	2026 - 2028

PLEASE NOTE: Phasing during construction related to train / vehicular / pedestrian traffic will be determined as design is finalized.

*Boot Road Bridge Replacement over Amtrak will be completed to allow its use as the vehicle detour route during construction.





**PUBLIC OPEN HOUSE MEETING
for the
DOWNTOWN STATION PROJECT**

COMMENT FORM

Name: _____ Telephone: _____

Address: _____

Email: _____

Please provide any comments below *(please use the back of the form if additional space is needed):*

Please provide any comment below specific to Section 106/Section 2002/Section 4(f) properties (East Lancaster Historic District, Pennsylvania Railroad Mainline, Philadelphia and Columbia Railroad, and Philadelphia and Reading Railroad):

Completed comment forms may be submitted at the Open House Meeting on June 21, 2023 in the comment form box or mailed to the following address:

JMT
300 Corporate Center Drive, Suite 301
Camp Hill, PA 17011
Attn: Lori Cole, AICP

Or emailed to: LCole@jmt.com

All comments due by July 7, 2023





Additional Comment Space:



Appendix D – Displays

Purpose and Need



PROJECT PURPOSE

The purpose of the project is to provide an Americans with Disabilities Act (ADA) compliant train station in the Borough of Downingtown.



Existing Downingtown Station



Existing Downingtown Station

PROJECT NEED

The current station is not readily accessible as required by the ADA.

Passenger accommodations are lacking.

Multimodal connections to Downingtown from

Section 4(f)



What is Section 4(f)?

Section 4(f) of the U.S. Department of Transportation Act of 1966 stipulates that the Federal Transit Administration and other Department of Transportation agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there is no prudent and feasible alternatives to using those resources, and the proposed project plans include all possible planning to minimize harm to the property or the project has a de minimis impact on the property.

How does Section 4(f) apply to this project?

This project is federally assisted and requires approval by the Federal Transit Administration, an agency of the U.S. Department of Transportation. Therefore, the requirements of Section 4(f) must be met.



Use of a Section 4(f) property

The East Lancaster Avenue Historic District
The East Lancaster Avenue Historic District (1979RE00104) is listed on the National Register of Historic Places which qualifies this resource for protection under Section 4(f). The East Lancaster Avenue Historic District was expanded as a result of the historic resource identification phase of this project completed in 2017. The Yerkes Dwelling is not individually eligible for the National Register of Historic Places, but is a contributing resource to the East Lancaster Avenue Historic District. The Yerkes Dwelling is located at the southern boundary of the Historic District. The Yerkes Dwelling is anticipated to be demolished and its associated 0.2651-acre parcel is anticipated to be impacted to support the station design. This will result in a Section 4(f) use of the East Lancaster Avenue Historic District.

As the study progresses, mitigation measures will be identified and advanced to address the use of the Historic District. These mitigation measures will be coordinated with the State Historic Preservation Office and project consulting parties.



Section 106



What is Section 106?

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of federal undertakings on historic properties. If a federal or federally assisted project has the potential to affect historic properties, a Section 106 review must take place.

How does Section 106 apply to this project?

This project is federally assisted and has the potential to affect historic properties. Therefore, the requirements of Section 106 must be met.

Four historic properties which are listed in or are eligible for listing in the National Register of Historic Places have been identified within the project area:

- Pennsylvania Railroad: Mainline (Philadelphia to Harrisburg)
- Philadelphia and Columbia Railroad
- Philadelphia and Reading Railroad
- East Lancaster Avenue Historic District



View of the Pennsylvania Railroad Mainline (Philadelphia to Harrisburg and Philadelphia & Columbia Railroad), which share the same tracks and equipment within the project area.



View of the Yerkes Dwelling, a contributing resource within the East Lancaster Avenue Historic District.

Impacts to Section 106 properties

Pennsylvania Railroad: Mainline (Philadelphia to Harrisburg) and the Philadelphia and Columbia Railroad

Within the project area the Pennsylvania Railroad: Mainline (Philadelphia to Harrisburg) and the Philadelphia and Columbia Railroad utilize the same tracks and equipment. The project would require the removal of the DOWNS Interlocking components and associated rail structures, which are contributing elements of both the Pennsylvania Railroad: Mainline (Philadelphia to Harrisburg) and the Philadelphia and Columbia Railroad. The removal of these features will have an Adverse Effect on the two railroads.

Philadelphia and Reading Railroad

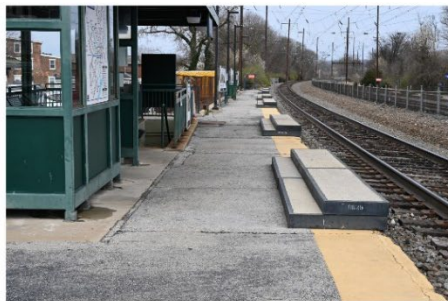
FTA has determined that the project will not permanently incorporate land associated with the Philadelphia and Reading Railroad and the project will not permanently incorporate land associated with the historic resource into the project, nor would the project substantially impair the attributes, features, and characteristics which make it eligible for listing in the National Register of Historic Places. The project will have No Effect on the Philadelphia and Reading Railroad.

East Lancaster Avenue Historic District

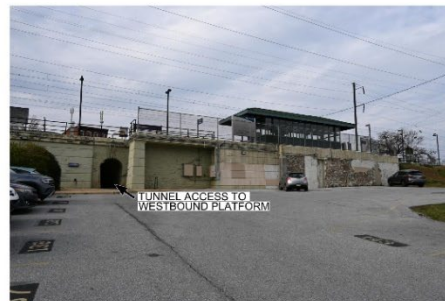
The East Lancaster Avenue Historic District (1979RE00104) is listed on the National Register of Historic Places. The historic district was expanded as a result of the historic resource identification phase of this project completed in 2017. The boundary expansion includes the Downingtown Opera House and 25 residential properties along Brandywine Avenue between East Lancaster Avenue and the existing railroad corridor, including the former Yerkes Dwelling. The Yerkes Dwelling is not individually eligible for the National Register of Historic Places, but is a contributing resource to the East Lancaster Avenue Historic District. The Yerkes Dwelling is located at the southern boundary of the Historic District. The Yerkes Dwelling is anticipated to be demolished and its associated 0.2651-acre parcel is anticipated to be impacted to support the station design. This will result in an Adverse Effect to the East Lancaster Avenue Historic District.

As the study progresses, mitigation measures will be identified and advanced to address the use of the Historic District. These mitigation measures will be coordinated with the State Historic Preservation Office and project consulting parties.

Existing Station Conditions



WESTBOUND SIDE



EASTBOUND SIDE



Proposed Station Layout



Proposed Station Renderings



OVERALL SITE FROM NORTH



Proposed Station Renderings



OVERALL SITE FROM SOUTH

Proposed Station Renderings



STATION - NORTHWEST QUADRANT



STATION - NORTHEAST QUADRANT



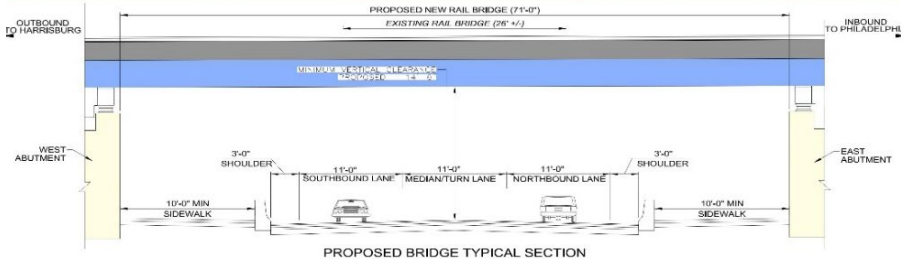
STATION - SOUTHWEST QUADRANT



STATION - SOUTHEAST QUADRANT



Rail Bridge Over US 322



- REASONS FOR BRIDGE EXPANSION**
- SIDEWALK ADDED AND EXPANDED
 - TURN LANE ADDED
 - SHOULDER WIDTH INCREASED
 - VERTICAL CLEARANCE IMPROVED

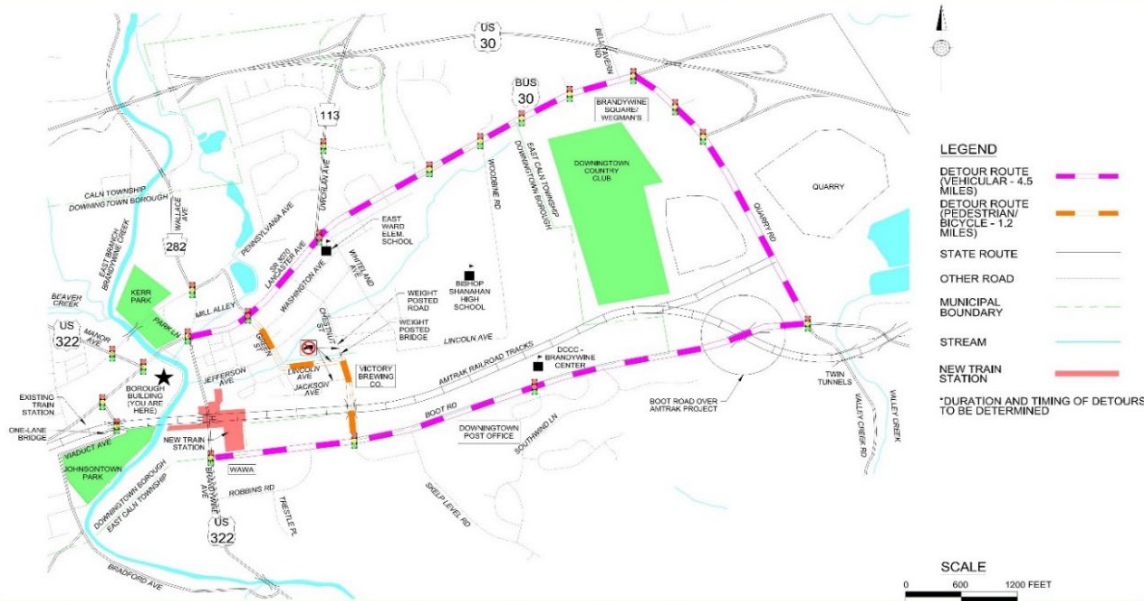


EXISTING BRIDGE - LOOKING SOUTH



EXISTING BRIDGE - LOOKING NORTH

Detour Route





Proposed Project Schedule



FINAL DESIGN	2023 - 2025
BOOT ROAD BRIDGE REPLACEMENT (over AMTRAK)*	2023 - 2025
TRACK EARLY ACTION WORK	2024 - 2025
UTILITY EARLY ACTION WORK	2024 - 2025
BRIDGE / STATION CONSTRUCTION	2026 - 2028

PLEASE NOTE: Phasing during construction related to train / vehicular / pedestrian traffic will be determined as design is finalized.

*Boot Road Bridge Replacement over Amtrak will be completed to allow its use as the vehicle detour route during construction.



Section 106



What is Section 106?

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of federal undertakings on historic properties. If a federal or federally assisted project has the potential to affect historic properties, a Section 106 review must take place.

How does Section 106 apply to this project?

This project is federally assisted and has the potential to affect historic properties. Therefore, the requirements of Section 106 must be met.

Four historic properties which are listed in or are eligible for listing in the National Register of Historic Places have been identified within the project area:

- Pennsylvania Railroad: Mainline (Philadelphia to Harrisburg)
- Philadelphia and Columbia Railroad
- Philadelphia and Reading Railroad
- East Lancaster Avenue Historic District



View of the Pennsylvania Railroad Mainline (Philadelphia to Harrisburg and Philadelphia and Columbia Railroad), which share the same tracks and equipment within the project area.



View of the Yerkes Dwelling, a contributing resource within the East Lancaster Avenue Historic District.

Impacts to Section 106 properties

Pennsylvania Railroad: Mainline (Philadelphia to Harrisburg) and the Philadelphia and Columbia Railroad

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Philadelphia and Reading Railroad

FTA has determined that the project will not permanently incorporate land associated with the Philadelphia and Reading Railroad and the project will not permanently incorporate land associated with the historic resource into the project, nor would the project substantially impair the attributes, features, and characteristics which make it eligible for listing in the National Register of Historic Places. The project will have No Effect on the Philadelphia and Reading Railroad.

East Lancaster Avenue Historic District

The East Lancaster Avenue Historic District (1979RE00104) is listed on the National Register of Historic Places. The historic district was expanded as a result of the historic resource identification phase of this project completed in 2017. The boundary expansion includes the Downingtown Opera House and 25 residential properties along Brandywine Avenue between East Lancaster Avenue and the existing railroad corridor, including the former Yerkes Dwelling. The Yerkes Dwelling is not individually eligible for the National Register of Historic Places, but is a contributing resource to the East Lancaster Avenue Historic District. The Yerkes Dwelling is located at the southern boundary of the Historic District. The Yerkes Dwelling is anticipated to be demolished and its associated 0.2651-acre parcel is anticipated to be impacted to support the station design. This will result in an Adverse Effect to the East Lancaster Avenue Historic District.

As the study progresses, mitigation measures will be identified and advanced to address the use of the Historic District. These mitigation measures will be coordinated with the State Historic Preservation Office and project consulting parties.

Proposed Station Renderings



OVERALL SITE FROM NORTH



Appendix E – Resident Letter and Distribution List



DRAFT NEED BPT LETTERHEAD

June 7, 2023

Insert Owner 1
INSERT Mailing Address 1
INSERT Mailing Address 2
INSERT Mailing Address 3, Zip Code

Dear: Salutation

The Pennsylvania Department of Transportation (PennDOT) invites you to a Public Open House Meeting for the Downingtown Station project. The project plans and pertinent information will be on display **June 21, 2023, from 5:30 PM to 7:00 PM at the Downingtown Borough Building, Annex Conference Room, 4-6 W. Lancaster Avenue, Downingtown, PA 19335**. The purpose of the plans display is to provide information regarding the project, including anticipated station design, layout, access; project schedule; potential temporary closures during construction; and potential impacts on environmental resources. Immediately following the Open House, a project presentation will be provided to the Downingtown Borough Council at their regularly scheduled meeting.

The Downingtown Station Project proposes to construct a new train station that meets the requirements of the Americans with Disabilities Act along Brandywine Road (SR 322) between Boot Road and Chester Alley. The new station would include two high-level platforms with canopies for inbound and outbound trains that would be accessed via elevator/stair towers to the parking areas, a new railroad bridge, improved pedestrian access to cross under the railroad bridge, retaining walls, bike racks, sidewalks, surface parking lots, and an above ground stormwater management system. Additionally, access roads providing internal circulation would be included for drop-offs north and south of the railroad tracks. New access to parking lots is proposed via Logan Avenue and Brandywine Avenue (SR 0322), south of the railroad tracks.

The meeting is accessible to persons with disabilities. Anyone requiring special assistance should contact Lori Cole, AICP at 717-710-2156 or email: lcole@jmt.com.

Regards,

Angela Watson, AICP
Director
Pennsylvania Department of Transportation | Bureau of Rail, Freight, Ports & Waterways



Street Address	City and State	Zip Code
102 Robbins Road	Downingtown, PA	19335
260 W Baltimore Pike	Wawa, PA	19063
C/O Kenneth Sylvester	Malvern, PA	19355
1450 E Boot Road	West Chester, PA	19380
114 Brandywine Avenue	Downingtown, PA	19335
320 E Lancaster Avenue	Downingtown, PA	19335
122 Brandywine Avenue	Downingtown, PA	19335
1412 Hampton Dr	Downingtown, PA	19335
126 Brandywine Avenue	Downingtown, PA	19335
128 Brandywine Avenue	Downingtown, PA	19335
130 Brandywine Avenue	Downingtown, PA	19335
140 Robbins Road	Downingtown, PA	19335
1450 E Boot Road	West Chester, PA	19380
23 Mystic Ln	Frazer, PA	19355
200 River Station Blvd	Downingtown, PA	19335
201 Boot Road	Downingtown, PA	19335
209 Brandywine Avenue	Downingtown, PA	19335
1113 Overlook Dr	Coatesville, PA	19320
150 E Pennsylvania Avenue	Downingtown, PA	19335
214 Brandywine Avenue	Downingtown, PA	19335
215 Brandywine Avenue	Downingtown, PA	19335
218 Brandywine Avenue	Downingtown, PA	19335
1580 Sundance Dr	West Chester, PA	19380
222 Brandywine Avenue	Downingtown, PA	19335
539 Fillman Road	Downingtown, PA	19335
226 Brandywine Avenue	Downingtown, PA	19335
230 Brandywine Avenue	Downingtown, PA	19335
232 Brandywine Avenue	Downingtown, PA	19335
251 Boot Road	Downingtown, PA	19335
707 Eagleview Blvd	Exton, PA	19341
410 S Brandywine Avenue	Downingtown, PA	19335
16 Donegal Ln	Downingtown, PA	19335
110 Bell Tavern Road	Downingtown, PA	19335
152 Robbins Road	Downingtown, PA	19335
1043 Glenside Avenue	Downingtown, PA	19335
532 Brandywine Avenue	Downingtown, PA	19335



540 Trestle Pl	Downingtown, PA	19335
6 W Lancaster Avenue	Downingtown, PA	19335
707 Eagleview Blvd	Exton, PA	19341
1148 Saint Andrews Dr	West Chester, PA	19380
1155 W Lancaster Avenue	Berwyn, PA	19312
241 Boot Road	Downingtown, PA	19335
2955 Market Street 5th Floor	Philadelphia, PA	19104
313 W Market Street	West Chester, PA	19380
4-10 W Lancaster Avenue	Downingtown, PA	19335
707 Eagleview Blvd	Exton, PA	19341
C/O Beyond Components Of PA Inc	Downingtown, PA	19335
C/O Norfolk Southern	Atlanta, Ga	30308
Po Box 1496	Exton, PA	19341
Po Box 51	Zieglerville, PA	19492
3496 E. Lincoln Hwy	Thorndale, PA	19372
17 East Gay Street	West Chester, PA	19380
631 Pottstown Pike	Exton, PA	19341
230 Brandywine Avenue	Downingtown, PA	19335
2216 Willow Park Road	Bethlehem, PA	18020
421 E. Market Street	West Chester, PA	19382
16 Donegal Lane	Downingtown, PA	19335
102 Robbins Road	Downingtown, PA	19335