



Project Summary 2006

FHWA National Scenic Byways Program

This application must be completed online at <http://www.bywaysonline.org/grants/>, and submitted electronically and in printed form.

Project No. SB-PA	Project Name Pennsylvania Brandywine Valley Scenic Byway	
State Submission Date February 01, 2006	Division Submission Date	State Priority

Project Category

Which category best describes the location of this project?

- Project that is associated with a highway that has been designated as a National Scenic Byway, All American Road, or one of America's Byways.
- Project along a State or Indian tribe scenic byway that is carried out to make the byway eligible for designation as a National Scenic Byway, an All-American Road, or one of America's Byways.
- Project that is associated with the development of a State or Indian tribe scenic byway program.

Choose from the following categories of eligible work the type that best fits your project.

- Byway Programs
- Corridor Management
- Safety Improvements
- Byway Facilities
- Access to Recreation
- Resource Protection
- Interpretive Information
- Marketing

Is this an application for a seed grant?

- Yes
- No

Is this application a resubmission of an unfunded project from a previous year?

- Yes
- No

Project Location

States involved in project:

Pennsylvania (primary)

Project Location (continued)

Indicate the byway's regional location within the State. Reference prominent landmarks such as parallel major highways, natural features, counties, or large cities, that makes the byway(s) easy to locate in a road atlas.

The Pennsylvania Brandywine Valley Scenic Byway is a state-designated byway located in southeastern Pennsylvania, 30 miles west of Philadelphia, and 20 miles north of Wilmington, Delaware. It continues the Delaware Brandywine Valley Scenic Byway northward along historic Kennett Pike (PA52 and DE52) and Creek Road (formerly PA100) into Chester and Delaware Counties in Pennsylvania, creating a unified 37-mile route. The 25-mile Pennsylvania byway follows the scenic Brandywine River, and passes Longwood Gardens, Brandywine River Museum, and Brandywine Battlefield National Historic Landmark, to the western edge of the Borough of West Chester.

Project Location (continued)

Briefly describe the project location(s) on the byway using references to route numbers, byway gateway communities, project location communities and landmarks so any reviewer can identify the project sites.

The Pennsylvania Brandywine Valley Scenic Byway is the logical continuation of the Delaware Brandywine Valley Scenic Byway, which is both a Delaware Scenic and Historic Byway and National Scenic Byway. The Delaware byway begins at Rodney Square in downtown Wilmington and travels north along Routes 52 and 100 to the Delaware/Pennsylvania state line where it then joins the Pennsylvania Brandywine Valley Scenic Byway. The latter includes seven townships in two counties: Kennett; Pennsbury; Birmingham; Pocopson; East Bradford; and East Marlborough in Chester County; and Chadds Ford Township in Delaware County. The current byway route is identified in the description below; it will form two loop routes. The consultant team retained for this application, John Milner Associates, Inc, (JMA) and Lardner/Klein Landscape Architects, PC (Lardner/Klein), anticipate that some aspects of the byway route will be refined during CMP development.

The Pennsylvania byway western leg begins at Kennett Pike (Route 52) and travels through the villages of Fairville and Mendenhall to the junction with Baltimore Pike (U.S. Route 1) which runs concurrently with Route 52 past the village of Hamorton and Longwood Gardens. Route 52 then becomes Lenape Road and crosses the Brandywine River at the Lenape Bridge. The northern loop then splits; the westerly portion of the northern loop follows the banks of the Brandywine River on South Creek and North Creek Roads until the junction with Strasburg Road (Route 162) and then east to the West Chester Borough line (West Chester is not included in this application but will be considered a future phase). The northern loop also includes the historic Birmingham and Tighe Road and South Miner Street (Route 842).

The Pennsylvania Brandywine Valley Scenic Byway passes the West Chester Borough line along Bradford Avenue and continues south along Lenape Road (Route 52) to the historic Lenape Bridge. It then continues south along the banks of the Brandywine River on Creek Road (formerly known as Route 100) to the historic village of Chadds Ford. Crossing the intersection of U. S. Route 1, Creek Road becomes Creek Road South and crosses the Brandywine River at the Twin Bridges just above the Delaware state line. Creek Road South continues along the river to connect with Montchanin Road (Route 100) in Delaware.

Byway Landmarks and Sites

The Pennsylvania Brandywine Valley Scenic Byway encompasses a very special geographic area that is home to sites, institutions, and events significant in our national history. The roads traverse scenic farmland and woodlands near the Brandywine River, much of which is preserved by conservation easements held by land trusts through the Brandywine Conservancy, Pennsbury Land Trust, and North American Land Trust. Taken as a whole, the byway is a distinctive and rich cultural landscape.

This region has over three centuries of history. It was here that William Penn and the Quakers established some of the earliest New World settlements in 1682. Mason and Dixon surveyed these lands in the 1760s to resolve land grant boundaries. George Washington and Lafayette met Howe at the 1777 Battle of the Brandywine, the largest engagement of the Revolutionary War. The Underground Railroad flourished here in the 1860s. The farm purchased by industrialist Pierre S. DuPont in 1906 became the world-famous Longwood Gardens with over 1000-acres of horticultural marvels. In the mid-twentieth century the Brandywine River Museum was founded to showcase the works of N.C., Andrew, and Jamie Wyeth and the Brandywine School of Art. The tangible physical evidence of this history is revealed in the many significant historical, cultural and natural resources which tell the story of this special area. The following list highlights byway landmarks and noteworthy sites of interest.

Associated Byways

State	Byway Name
PA	Brandywine Valley Scenic Byway
	Delaware Brandywine Valley Scenic Byway

Is this project consistent with the Corridor Management Plan(s) for the byway(s) involved?

- Yes
 No

Congressional Districts

State	District	Representative
PA	16	Pitts, Joseph R.
PA	6	Gerlach, Jim
PA	7	Weldon, Curt

Abstract

Project Description

The project will develop a Corridor Management Plan to preserve and enhance the scenic, historical, recreational, cultural and natural resources of the Pennsylvania Brandywine Valley Scenic Byway (BVSb). The project will connect with the Delaware BVSb, linking diverse regional resources to create one seamless corridor. Development pressure, traffic volume, land conservation, and natural resource protection are local concerns to be addressed in the CMP. Multi-year implementation projects will be developed based on sound management strategies. The CMP and preservation of valuable byway resources will be a partnership between seven townships and two counties plus Delaware byway leaders.

Byway Benefits

This project benefits the byway traveler by improving the quality and continuity of the corridor experience with connection of the DE and PA byways. Creating a seamless travel experience will support cultural tourism initiatives throughout the valley. The project's benefits include protection of significant historical, cultural, scenic and natural resources and interpretation of the area's rich history. It will support land conservation efforts and enhance appreciation of the historic properties, farmland, woodlands, and open space along the Brandywine River. Preservation of the byway's diverse resources will ensure that future generations can enjoy the beauty of the Brandywine Valley.

Narrative

Project Summary

Who We Are

The Pennsylvania Brandywine Valley Scenic Byway effort was initiated in 2003 by a diverse group of community leaders, stakeholders, and byway enthusiasts. This grassroots volunteer effort quickly matured as the group's steering committee developed the organizational capacity to turn dream into reality with a successful 2004 application to Pennsylvania Department of Transportation Byways program and the resulting 2005 state designation.

Building on its organizational strength, this 2006 application for National Scenic Byway funds represents a collaborative regional partnership of seven townships in Chester and Delaware Counties with the support of Delaware byway leaders. In Pennsylvania, an ordinance will be finalized in February 2006 to establish an Intergovernmental Cooperation Agreement and create the Brandywine Valley Scenic Byway Commission, a not-for-profit byway management entity. Steering committee members will serve on the Byway Commission. The CMP will also identify strategies for an appropriate bi-state management entity responsible for the governance, management, implementation, oversight, operation and administration of the entire Brandywine Valley Scenic Byway.

The Pennsylvania BVSB project builds upon the Delaware National Scenic Byway and will extend the corridor into the northern portion of the valley. This 2006 application to the National Scenic Byway program is a request for funding to complete a Corridor Management Plan (CMP) and, upon its completion, consideration as a National Scenic Byway. The byway steering committee prepared this application with technical assistance from our consultants.

Vision for the Byway

The vision for the Pennsylvania BVSB is to provide an enriching travel experience for visitors and residents alike. It will connect world-class cultural and scenic areas from Wilmington to West Chester. Since the byway itself is as special as the destinations along its route, its preservation and protection will be paramount. Completion of the CMP will give the Brandywine Valley Scenic Byway Commission the tools to protect and enhance the rural country roads, natural resources, and historic sites, communities, and buildings that define the corridor. Designation of the route as a National Scenic Byway, and as a continuation of the Delaware byway, will encourage travelers to experience the full history and culture in the Brandywine Valley.

Character of the Byway

The communities and landscapes in the Pennsylvania BVSB have over three centuries of rich history which are reflected in the nationally-significant historic sites and cultural institutions along the corridor. The byway's rural landscape offers travelers an outstanding visual

Project Summary (continued)

experience with views of historic properties, farmland, woodlands, and open space along the Brandywine River. Development of a CMP will be vital to preservation of these valuable resources and the vision for a unified Brandywine Valley Scenic Byway system. Development pressure, traffic volume, wetland protection, land conservation, and natural resource protection are common local concerns that will be addressed holistically in the management plan. The CMP will help ensure preservation of the byway's historic, cultural, natural, and scenic intrinsic qualities and provide opportunities to tell byway visitors a more compelling story.

Scope and Objectives

The CMP will be a living document and practical tool that will shape and guide future implementation and stewardship initiatives. While this project honors the history associated with the Delaware byway, the Pennsylvania BVSB will add to that a new perspective that focuses on not only a different historical and cultural context, but also on the significance of the natural resources, open spaces and view sheds that define the Brandywine region. Efforts will focus on measures to enhance and preserve the distinctive natural, historic, cultural, and scenic resources along the 25-mile byway and achieve National Scenic Byway designation. The Pennsylvania BVSB CMP will stress preservation and conservation with the following objectives:

- preserve the byway's unique history and character through a realistic and sustainable management approach;
- research, inventory, document, and interpret significant resources that contribute to the byway experience and help to tell the byway's story;
- provide public outreach for stakeholder input and achieve community consensus;
- develop strategies to preserve and enhance the byway's intrinsic qualities, open spaces, natural, historic, cultural and scenic resources;
- support stewardship of historic bridges, structures, and buildings;
- assess the impacts of modern intrusions and devise strategies to minimize future impacts;
- create a safe and attractive experience for byway users;
- support heritage tourism and compatible economic development initiatives;
- coordinate marketing, wayfinding, interpretation, and services for byway travelers with the Delaware BVSB; and
- identify the most appropriate management structure for the implementation of the management plan and continue to coordinate with Delaware's byway leaders.

The Stories of the Brandywine

The project will link the rich historic, cultural, and scenic resources in the Delaware and Pennsylvania Brandywine Valley Scenic Byways and provide a coherent experience for users organized around a clear and compelling theme. Referred to here as "The Stories of the Brandywine," it is the story of a unique landscape rich with fertile soils and water power that attracted creative and industrious people who prospered, and in turn, built world-class cultural attractions for future generations to enjoy. The Pennsylvania byway offers additional opportunities to link the duPont legacy in Delaware with Pennsylvania's multi-faceted history

Project Summary (continued)

including William Penn, George Washington, Pierre duPont, and the Wyeth family. The CMP will also examine opportunities to educate visitors about preservation and conservation.

This application will support the vision of a single Brandywine Valley corridor in two states that gives users the opportunity to experience vivid cityscapes, world-class cultural institutions, quaint villages, and bucolic landscapes. Successful completion of the CMP will support National Scenic Byway designation for the Pennsylvania byway. This will support the future goal of extending the Brandywine Valley corridor into the historic Borough of West Chester.

Conservation and Protection

A primary focus of this project will be preservation of the area's picturesque rural landscape, historic sites, and natural features. The narrow winding roads shaded by mature native trees, historic stone buildings and farmsteads, tiny crossroad villages, ruins of earlier structures, agricultural fields, mature woodlots, wetlands, and the scenic Brandywine River attract residents and visitors. The relatively unaltered qualities of this landscape exemplify the natural and historic resources of southeastern Pennsylvania; their preservation will help tell a more compelling story. Saving and enhancing the special character of the byway will be a priority the CMP.

This region is a leader in smart growth and sustainable living. The CMP will therefore be a vital conservation tool that supports and augments existing state, county, and community efforts to preserve scenic qualities and protect open space, farmland, and natural resources. The Brandywine Conservancy, Pennsbury Land Trust, Kennett Land Trust, Natural Lands Trust, and Agricultural Security Districts have a strong presence here. The byway's conservation-based emphasis also complements comprehensive plans in both counties as well as the Chester County Landscapes Plan and the Delaware County Open Space, Parks, and Recreation Plan; their common theme is the need to design greenways along streams and undeveloped corridors to protect natural resources and preserve scenic qualities. As commuter traffic spills over from major arteries to primary and secondary roads, it is ever more important that the increased numbers of users learn to value the byway's natural and scenic qualities.

Recreational Assets

The proposed National Scenic Byway will have much to offer Brandywine Valley recreational users. Thousands of travelers enjoy the scenic value of these roads each year by car, bicycle, horse, and carriage, while many others paddle the Brandywine. Building upon the area's reputation as a recreational destination, the townships hope to develop comprehensive walking trails, bikeway systems, equestrian trails, and improved access to the Brandywine River for canoeing and kayaking. Natural resources and open space are integral to the history and natural beauty of this area; therefore safeguarding and enhancing these recreational features will be emphasized in the CMP and safety will need to be balanced with access and protection.

Development Pressures

With the byway's 2005 designation as a Pennsylvania Byway, CMP development is vital to its

Project Summary (continued)

future. The seven townships in the Pennsylvania BVSB project are acutely aware of the development pressures that threaten the byway's scenic, historical, recreational, cultural, and natural qualities. The proximity to suburbanization and growth, the potential re-location of Route 52, altered road alignments, deterioration of the historic bridges, flood control measures, increased traffic volume, invasive plant species, and removal of and/or inappropriate pruning of mature trees are existing and potential threats to the special character of the Pennsylvania BVSB. The CMP will address threats and develop measures to avoid and/or mitigate negative impacts and thereby preserve the unique resources along the corridor.

Public Outreach

Since public outreach is a critical component of planning, public participation will figure prominently throughout this project. Input from residents, businesses, local governments, cultural organizations, special interest groups, and community activists will support development of an inclusive CMP process. To facilitate this process an advisory committee will be formed; it will expand upon the current group that worked hard to achieve state byway designation. The committee will conduct a series of meetings and workshops, which will be open to the public, to address concerns and issues, report on consultant findings, and discuss alternatives, options, and strategies. Because byway residents and stakeholders are interested in the quality of life issues of conservation, preservation, and resource protection, it is anticipated that public input will help forge effective management strategies.

Byway Traveler

Linkage to the Delaware Byway

First and foremost, this project will benefit the byway traveler by creating a seamless connection between the Delaware and Pennsylvania byways. Linking the Delaware byway's high concentration of world-class historic, scenic, and cultural resources with the outstanding natural beauty, historic sites, museums, and world-class gardens in Pennsylvania will enable travelers to experience this rich diversity and learn about the stories that made this unique region a crown jewel and national treasure. The overall quality and continuity of the byway user's experience will be enriched. The official designation as a National Scenic Byway after completion and adoption of the CMP will provide further honor and protect the Brandywine Valley.

Bistate Marketing

A primary goal of the CMP is to enhance the travel experience with bi-state efforts on marketing, wayfinding, and interpretation. Directly related to this are partnerships with byway attractions to set mutual goals for integration of the byway story. Because the byway's primary intrinsic qualities are its scenic and natural resources, the CMP will set goals for their preservation. The CMP is also a tool for PennDOT and byway leaders to develop a safe route and context-sensitive design. Specific efforts will include:

- work with Delaware byway leaders and the three regional visitors bureaus on regional marketing, wayfinding, signage, and coordinated interpretation to tell the byway story;
- make the route and its attractions and sites clear and easy to navigate with itineraries, travel

Byway Traveler (continued)

passes, and guidebooks; and

- work with Board of Directors and managers for byway public museums, historic sites, gardens, and parks to coordinate interpretation and the byway story;
- develop goals for the preservation and conservation of the byway's scenic and natural beauty;
- work with PennDOT to develop context-sensitive design approaches that will improve traffic and safety problems along the route.

Effective Management and Marketing

The CMP will allow the Pennsylvania and Delaware byways to more effectively market and manage their many resources. Byway leaders from both states will work together on regional marketing, cross-marketing, promotional campaigns, and special events that will highlight the diverse experiences and stories along the route. A primary focus will be development of wayfinding programs, signage, and interpretation that provides a unified and seamless corridor experience for the byway traveler. This effort will strengthen the management entities as they work together to achieve the same goals and effectively tell "The Stories of the Brandywine."

Tools for the Traveler

The project will benefit the byway traveler by developing new tools to implement wayfinding and interpretation along the byway route. At present, the identity of the Pennsylvania byway and its thematic, historical, and physical connections to the Delaware National Scenic Byway are unclear to the traveler. The current lack of signage or literature in Pennsylvania is confusing because travelers may not know that they are still on the Brandywine Valley Scenic Byway once they cross the Delaware state line. The CMP will therefore develop goals for signage, itineraries, and guidebooks. It will also foster cooperative partnerships between the two states as they develop cohesive signage and wayfinding programs. The CMP will develop strategies to make the overall experience more enjoyable and traveler-friendly so that users have a seamless experience that will be remembered simply as the Brandywine Valley Scenic Byway.

The byway traveler will benefit from the CMP as a holistic plan with sound management strategies for conservation, protection, and enhancement of the byway's unique picturesque landscape. Because the natural and scenic beauty of the byway route are its most powerful intrinsic qualities, preservation and conservation will be vital to the overall experience. In contrast to today's crowded urban areas and congested suburbs, the pastoral natural and scenic features of the Pennsylvania byway will allow users to experience a different pace and way of life. The narrow roads, native trees, agricultural fields, wetlands, and Brandywine River are irreplaceable resources that draw residents and visitors alike for their memorable visual images. Protection of the byway as a significant landscape will benefit future generations seeking the unparalleled views and scenery of the Brandywine Valley.

Enhanced Cultural Tourism

Byway travelers come to the Brandywine Valley to enjoy its many significant historical and cultural resources. Therefore, the CMP will benefit users with strategies and projects that support and enhance attractions and ongoing initiatives in cultural tourism. The byway visitor's

Byway Traveler (continued)

experience will be enriched by an integrated approach to marketing and interpretation that engages public museums, historic sites, gardens, and parks along the byway. The CMP will develop strategies that enhances coordinated interpretation at local attractions and increase visitation. These include cooperative programming, special events, coordinated seasonal programs, travel passes, cross-marketing, and other techniques that will attract visitors to the array of diverse byway experiences in both states. Pennsylvania's Longwood Gardens, Brandywine Museum, and Brandywine Battlefield, among others, tell the rich story of the American frontier, Revolutionary War, eighteenth and nineteenth century settlers and industrialists, cultural institutions, horticulture, gardens, and American art and philanthropy. The stories of this distinctive historic context will be highlighted and promoted through marketing, interpretation, and programming.

Interpretive Strategies

The CMP will have an additional benefit for residents, visitors, and travelers by developing marketing and interpretative strategies that also highlight local history and sites. It will create a framework that allows visitors to learn about the perhaps lesser-known history of the Underground Railroad and the people, villages, commercial ventures, landmarks, events, and sites along the route. Cooperative marketing, signage, waysides, route itineraries, and guidebooks will help illuminate this varied regional context for byway travelers and allow them to not only enjoy world-class attractions but sample the rich local history along the route.

Safe and Enjoyable Travel

The CMP will provide strategies to help ensure that the byway traveler will benefit from a safe, scenic, and enjoyable travel route. A primary goal will be to establish a partnership between byway management and PennDOT to develop context-sensitive design approaches that are consistent with the recommendations of the plan and vision for the byway. The CMP will specifically outline and clarify goals for the byway as they relate to its design, character, and traffic and safety issues. A primary concern that impacts the traveler is the combination of vehicles, bicycles, pedestrians, dog-walkers, and horses on winding roads with poor sightlines. Therefore, the CMP will examine strategies that balance user types with safety and enjoyment.

Partnering with PennDOT

Improving byway safety will be emphasized in the CMP. With PennDOT input, the plan will address traffic calming measures, traffic volume, historic bridge stewardship, and safe recreational access. With recent increases in traffic volume and speeds, the byway route is often congested at intersections during peak hours; this is aggravated by irregular intersections and the zigzag nature of roads along the river. Bridge safety and floodplain issues will also be balanced with preservation and conservation concerns. For example, the Twin Bridges are deteriorated with a deeply-rutted roadbed and seasonal river flooding deposits debris and sediments on some portions of the byway. The byway's popular outdoor recreational activities, such as bicycling, rafting, canoeing, and hiking, also can create traffic hazards. With limited pull-off parking areas, vehicles park along the shoulders of narrow roads, making pedestrians, vehicles, and bicycles vulnerable to passing traffic. The CMP will study solutions that reduce this practice and still

Byway Traveler (continued)

maintain recreational access.

Resource Sensitive Design

Byway safety and scenic enjoyment will benefit all users. With its partner PennDOT, the Byway Commission and its consultants will seek to improve natural resource protection, viewshed preservation, and historic sites and buildings along the roads. Although the byway features majestic mature trees, invasive plants and overhanging tree limbs obscure sightlines and detract from the travel experience. Important views will need to be kept open. Design guidelines will be evaluated as a tool to manage the impacts of new construction, avoid demolition of historic buildings and structures, and other changes that could have negative visual impacts on the byway experience.

Public Benefits and Participation

In addition to preservation and enhancement benefits, the corridor management planning effort will widely publicize the importance of conservation and preservation in the townships and mobilize interested groups and individuals to plan and implement associated projects along the corridor. The planning process will include a thorough public outreach component to emphasize why this is important and how the goals and objectives can be achieved through an implementation program. Because conservation of open space is a critical need, the management plan will identify measures to protect natural and scenic resources. Travelers will not only enjoy the destinations along the corridor but will appreciate that the entire byway is a destination unto itself.

Public outreach will also contribute to the long-term success and sustainability of the scenic byway. Grant funding will support group meetings and ensure an inclusive process with interest groups, residents, and business owners. Informational materials, such as brochures, mail-outs and websites hosted by the townships, will help ensure continued involvement in the planning process. Email addresses and mailing addresses, obtained during the planning process, will remain an important tool as the plan moves forward into the implementation stages.

Project Benefit Summary

A summary of the objectives, goals and benefits associated with this request include:

- Scenic byway funds will support inventory, protection, and enhancement for the Pennsylvania byway portion and extend the Delaware National Scenic Byway into the northern Brandywine Valley.
- A cohesive vision and strategy for preservation, enhancement and maintenance of the byway roads and resources will be documented and defined.
- The community will be actively involved in the planning process.
- Natural resources, open spaces, and the rural landscapes along the corridor will be maintained and preserved for future generations.
- Existing historic and cultural resources will be highlighted for an enhanced byway experience.
- Cultural tourism and compatible economic development initiatives will be supported.

Byway Traveler (continued)

- New opportunities for enhanced cooperation, marketing and management of the byway with the Delaware BVSF will emerge.
- The CMP will allow the Pennsylvania Brandywine Valley Byway to be eligible for national designation.

The Byway by Township

Each township within the corridor has a unique character that will offer travelers a diverse experience. The CMP will use these special historic, cultural, and natural resources to shape interpretive opportunities and projects.

Benefits in Birmingham

Birmingham Township offers users the unique opportunity to travel the length of Brandywine Creek within the township. Although a significant amount of open space in the township has already been conserved by land trusts, the scenic views and open space in this area are magnificent and must be protected and enhanced. Thousands of travelers enjoy the scenic value of these roads each year. The CMP will develop strategies to promote preservation of the natural and landscape qualities that make this area special.

Benefits in Chadds Ford

The byway in Chadds Ford Township winds along the Brandywine floodplain and offers users a wealth of impressive experiences based on its scenic, historic, cultural, recreational and natural qualities. The byway route passes the Chadds Ford National Register District and National Historic Landmark N.C. Wyeth House and Studio; it was the Chadds Ford local landscape that provided inspiration and subject matter for this well-known American family of artists, N.C., Andrew, and Jamie Wyeth. The route offers unique opportunities to view relatively unaltered horse pastures, stone walls, and wetlands, and is in close proximity to major cultural attractions, including the Brandywine River Museum, the Brandywine Conservancy's Environmental Management Center, and the Chris Sanderson Museum. The CMP will develop strategies to maintain the integrity of these natural and historic resources.

Benefits in East Bradford

The byway traveler will enjoy historic and scenic views along the east branch of the Brandywine in East Bradford Township. The Strode Mill Historic District and Taylor-Cope Historic District will satisfy those travelers in search of history and with an interest in eighteenth century architecture. 600-acres along the river is protected by conservation easements, which allows the land to remain open and maintained as a scenic resource. The CMP will develop strategies to highlight and enhance these natural and historic resources.

Benefits in East Marlborough

Although the byway only traverses East Marlborough for a short distance, it contains the cultural attraction Longwood Gardens, a world-famous horticultural garden and historic site. The 300-acre property offers travelers the beauty of its tree canopies, mature shrubs, and open meadow. The CMP will develop strategies to preserve and enhance this defining attribute of the

Byway Traveler (continued)

byway in East Marlborough.

Benefits in Kennett

Kennett Township offers travelers a rich history, which would surely be of interest to the byway traveler. Kennett Township figures prominently in our nations' military history for its role in the Revolutionary War, and has documented stops on the Underground Railroad. Culturally, Kennett is home to Longwood Gardens, which surrounds the Borough of Kennett Square (1855). Kennett is known as the Mushroom Capital of the World, a designation which originates from the late-nineteenth century.

Benefits in Pennsbury

Pennsbury Township is defined by its scenic open fields and woodlands, farmlands and orchards, and historic houses and barns. The intrinsic qualities enjoyed by travelers here include scenic, historic, recreational and natural. This area has conservation importance as a watershed for the Brandywine River. The byway route crosses the Mason Dixon trail and the National Register-listed Fairville Historic District. Creek Road has been designated as a Pennsylvania Bike Route. The CMP will help communities recognize and promote preservation of these natural, historic, and rural resources.

Benefits in Pocopson

The byway traveler in Pocopson Township will appreciate the scenic views of open space, wetlands, rolling hills, and historic homes. The historic Lenape Bridge and Simon Pearce blown-glass studio/restaurant overlook the Brandywine River. The route offers users scenic, historic, and recreational benefits. The CMP will help the township preserve these qualities and plan enhanced walking and bicycling trails through the rolling countryside.

Prior Projects

Describe the relationship of this project to previously funded with National Scenic Byways grant projects. In addition, discuss how the proposed work relates to any multi-year work plan byway leaders have developed.

The completion of the PA Brandywine Valley Scenic Byway Corridor Management Plan is the next step in ensuring that this state-designated byway is able to receive designation as a National Scenic Byway. Upon designation as a National Byway, there will be a natural tie-in to the nationally designated Delaware component of the Brandywine Valley Scenic Byway. The Delaware component of the byway previously received funding for the completion of their Corridor Management Plan, prior to their national designation.