

CrossRoads

Spring 2005 No. 8

Newsletter of Safety, Agriculture, Villages and Environment (S.A.V.E.), Inc.

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Policy changes at PennDOT

Transportation secretary promotes community goals

State Transportation Secretary Allen Biehler is moving PennDOT in exciting new directions. With the unveiling of the Pennsylvania Mobility Plan, Secretary Biehler is promoting a policy shift that is consistent with Governor Rendell's vision of transportation as part of a larger whole that includes community goals for environmental protection, land conservation, and economic development.

Nowhere is the impact of these policy changes more apparent than in the move by PennDOT away from plans to convert PA 41 into a superhighway with high speed bypasses and towards a plan that is consistent with community land use objectives.

Indeed, at a late 2004 meeting of the Southern Chester County Chamber of Commerce, U. S. Representative Joseph Pitts and Mr. Tim O'Brien from PennDOT District 6-0 announced that the transportation and land use consulting firm Glatting Jackson would be hired to insure that the PA 41 improvement project will:

- ◆ Be "right-sized."
- ◆ Not only consider transportation needs but also land use planning and agricultural preservation.
- ◆ Be influenced by community goals and context-sensitive design principles.

Glatting Jackson (www.glatting.com), renowned as a pioneering proponent of traffic calming and progressive approaches to transportation planning, began its Route 41 study in late March. Elected officials from municipalities and the state legislature were invited to a meeting where PennDOT Secretary Allen Biehler introduced Mary Raulerson as the project manager from Glatting Jackson, announced the formation of an "Executive Committee" comprised of area stakeholders including S.A.V.E., and described the process and schedule which is envisioned to take place through 2005. Beginning with a blank slate, they will attempt to identify the concerns and goals of all the major stakeholders in order to develop a "context sensitive solution" to the safety and congestion issues of Route 41. Their study is expected to be completed near the end of 2005.

S.A.V.E. takes great pride in having developed the technical expertise necessary to devise creative approaches to PA 41 and the political network necessary to advance these ideas. Our ongoing efforts are designed to achieve a paradigm shift in government policy. By marshalling evidence, building a spirit of partnership, encouraging citizen participation in the process, committing to engage leading experts, and advocating for policy changes with elected and agency officials at all levels, we are beginning to witness encouraging policy shifts at PennDOT. ◆

Pilot project on one of Route 41's most convoluted intersections would enhance safety and access to local businesses, reduce congestion and improve aesthetics as a gateway into Avondale. PAGE 3

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A MESSAGE FROM THE CHAIR

The headlines are impressive. Dramatic Policy Changes at PennDOT; Roundabouts Coming to East Marlborough, Pocopson, Londonderry, and London Grove; Broad Support for a Demonstration Project at Rt. 41 and Old Baltimore Pike; PennDOT Rt. 41 Project Manager to attend National Conference on Roundabouts. Stunning achievements accomplished by hard work and perseverance.

It would be understandable for our supporters to relax and turn their attention to other issues. But please think again. A final resolution to Rt. 41 is years away. Beyond the conceptual plan stage, the details of design and implementation require scrutiny to insure the best outcome. Glatting Jackson has just started a community dialogue for PennDOT, intending to achieve consensus on Rt. 41, so now is the time for a strong public presence. A vocal majority expressing its desire for a two-lane alternative should let their elected officials hear how they feel. Such advocacy is an effective counter to a misguided minority that seeks a four-lane roadway and high speed bypasses.

We continue to work diligently with PennDOT to influence policy and clarify basic misconceptions. Analysis done for S.A.V.E. by Barry Crown, an international traffic expert, has demonstrated that a two-lane alternative with roundabouts will meet traffic capacity needs on Rt. 41 now and in the future. PennDOT has yet to unequivocally approve that analysis. Some individuals, possibly within PennDOT, and certainly in the community at large, remain influenced a seriously flawed modeling attempt performed by Orth Rogers, consulting engineers to PennDOT, that depicted grid-lock congestion with a two-lane roadway.

Beyond Rt. 41, PennDOT is pushing to replace a bridge on the National Register of Historic Places. Plans call for the historic stone arch Mortonville Bridge over the Brandywine in East Fallowfield to be replaced with a new, wider structure that will threaten the rural character of Strasburg Road. S.A.V.E. has responded to this ill-conceived plan by preparing an application with Preservation Pennsylvania to save the bridge. These are some of the immediate challenges we face as a community and illustrate the continuing need for input from S.A.V.E.

S.A.V.E. is committed to achieving the best possible outcome on Rt. 41 and all area roadways – clearly we are making truly remarkable progress. But that progress was not achieved by the power of our arguments alone. That progress is the direct result of the concerted, consistent, focused efforts of our Executive Director and our Board of Directors. With your help over the last few years, the S.A.V.E. office has been an effective resource for municipalities throughout the region. We have become the “go to” organization for innovative traffic solutions. S.A.V.E. needs your continued help to remain effective.

Keep informed. Stay engaged. Learn how you can help make a difference. If you are a S.A.V.E. member, recruit a friend, tell a neighbor about our important work. If you are not a member, for heavens sake, join now! S.A.V.E. has transformed from a grass roots coalition to a professionally operated organization. But we know our roots and depend on your strong, sustained support to fight on. Act now; there is much at stake.

Sincerely,

Louis A. Kaplan, Chair, Board of Directors

Welcome New Board Directors

A resident of New Garden Township, **Morgan Miller** joined the Board of S.A.V.E. in late 2004. Morgan, also known to many as Pattie, currently serves on the Board of Sanford School and is a current member and past Board member of the Junior League of Wilmington.

Henry Detering joins the board as a resident of Londonderry Township where he resides at Yankee Hill Farm. Detering served as Principal of the Octorara Area High School for seven years through 2002 after teaching at the Unionville High School and other area schools. Hank also served for twenty years in the U.S. Marine Corps, retiring as a lieutenant colonel.

A resident of East Fallowfield Township, **Sumner Crosby III** brings his experience working for more than ten years as an environmental scientist at the U.S. Environmental Protection Agency and teaching at Wilmington Friends School. Sumner currently serves on the board of the Carolyn Foundation and is a past board member of the Delaware Museum of Natural History, Delaware Greenways and Children's Beach House.

A pilot project

Opportunity to demonstrate feasibility of Two-Lane Alternative

The convoluted intersection of PA 41 and Old Baltimore Pike South, with its tandem stop signs and poor visibility, has been on PennDOT's Safety and Mobility Improvement (SAMI) program ever since funds were obtained by then State Representative Joseph Pitts in 1993. In February 2004, engineers from PennDOT District 6 were ready to unveil plans for a T-intersection with a traffic light. London Grove Supervisors asked District 6 to reconsider the design and study how a two-lane roundabout would function as a safe and efficient intersection.

Since that time, a Wawa convenience store opened at that intersection, and the problems have only gotten worse. Also, in the intervening months, a preliminary review undertaken by S.A.V.E. with Smart Mobility and with U.K. engineers Barry Crown and Faber-Maunsell has indicated that a two-lane modern roundabout would serve the projected capacity needs of this intersection in the year 2027 with a Level of Service of A. Renewed calls for PennDOT action by the London Grove Township Board of Supervisors include the Board's concerns about the existing intersection and its desire to expedite the refinement of the roundabout concept plan. The Supervisors have also pointed out to PennDOT that a roundabout would save the township money and provide a functional intersection in case of a power failure.

A two-lane roundabout at this difficult intersection would certainly put the concept to a red light test and allow residents to experience first hand a two-lane roundabout designed to handle both cars and tractor-trailers. This SAMI intersection offers a perfect opportunity for a demonstration project of a two-lane modern roundabout on Route 41 since:

- ◆ There are sufficient funds already allocated to this intersection with \$2.4 million in funding earmarked in PennDOT's 2004-2005 Transportation Improvement Program to be used for the improvement of this SAMI intersection;
- ◆ Sufficient right-of-way exists so that a roundabout would not be anticipated to impact any structures or historic resources;



The troublesome intersection of Old Baltimore Pike (Old Route 1) and Route 41 just north of Avondale.

- ◆ Under the SAMI program, a significant amount of preliminary analysis and site work has already been completed (such as archaeological studies);
- ◆ The use of a modern roundabout at this SAMI project intersection would not preclude any of the various alternatives under consideration for PA 41, including various widening and bypass options.

Alternatives for the 9.6-mile PA 41 improvement project are still under investigation and resolution and construction is not likely to occur for many years. The SAMI project scheduled for the intersection of Route 41 and Old Baltimore Pike could be accomplished rapidly. This would provide supporters and skeptics alike an opportunity to evaluate a modern two-lane roundabout and solve immediate safety, congestion and access needs. ◆

S.A.V.E. COSPONSORS "GETTING THERE" TRANSPORTATION FORUM

In early March, S.A.V.E. participated as a sponsor of "Getting There," an Under One Roof Initiative presented by Chester County 2020, the Chester County Planning Commission and the Transportation Management Association of Chester County. Getting There provided a forum for community leaders, representatives from the transportation industry and citizens to examine regional and local trends affecting the future of transportation in Chester County and discuss possible barriers and solutions for creating a more effective and sustainable transportation system.

Anne Canby, President of the Surface Transportation Policy Project (www.transact.org), was the keynote speaker. The Surface Transportation Policy Project is a diverse, nationwide coalition working to ensure safer communities and smarter transportation choices that enhance the economy, improve public health, promote social equity, and protect the environment. Canby highlighted a shift happening at DOT's across the country, including PennDOT, toward maintaining existing infrastructure and systems rather than chas-

ing after big new projects that will never be built for funding, environmental or other reasons. Canby emphasized the fact that land use and transportation are "tied at the hip" and induced development is a reality. This connection is especially difficult to address in the Commonwealth with land use being controlled by municipalities while transportation planning is decided at the state level. A report summarizing the results of the Getting There summit will be produced and made public later this spring. ◆

Beyond PA 41

S.A.V.E. provides technical assistance and advocacy

S.A.V.E. has become increasingly involved in promoting sustainable and innovative transportation projects and land use issues throughout southern Chester County as well as advocating for policy changes which integrate community and land use goals of conservation with transportation planning.

EAST MARLBOROUGH TOWNSHIP



The three-way intersection of Route 82 and Doe Run Road will soon be converted to a one-lane roundabout.

The long awaited single-lane roundabout just on the edge of Unionville is expected to be built while the nearby school campuses are on summer schedules. Construction is slated for a June 16th start and Route 82 will be closed for eight weeks. The suggested

detour will follow Route 842, Oak Tree and Doe Run roads. With roundabouts catching on like wildfire across the country, this roundabout at the intersection of PA 82 and Doe Run Road will be the first one local drivers can experience in southern Chester County. Although plans for a signal were on the drawing board, the concept for using a roundabout at this intersection instead came about in part from S.A.V.E.'s programs to promote the safety and other benefits of roundabouts. East Marlborough quickly picked up on the concept as more appropriate for this historic village setting, superior for bike and pedestrian traffic especially in such close proximity to two large school campuses, superior safety statistics, and reduced maintenance costs. S.A.V.E. provided technical assistance including plan review by U.K. consulting engineer and roundabout expert, Barry Crown. Expressing enthusiasm for the forthcoming roundabout, East Marlborough Board of Supervisors Chairman Cuyler Walker said "We are excited to have found an effective alternative for addressing our traffic problems in Unionville that will promote safety, improve the flow of vehicles, and be consistent with the historic nature of the village."

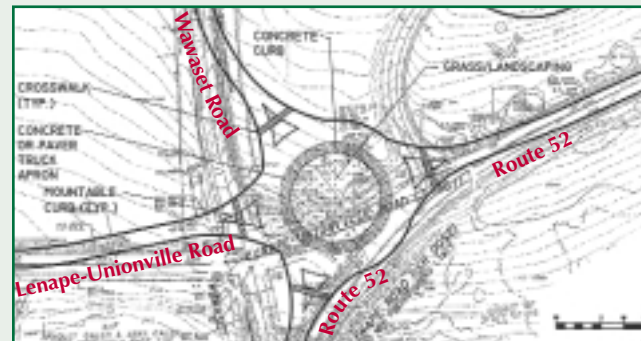
“Witnessing the exponential growth of interest across the country, a conservative projection is that more than 50,000 roundabouts will be built in the U.S. over the next twenty years.”

Barry Crown,
U.K. transportation
engineer and
consultant

POCOPSON TOWNSHIP

Meanwhile, the Supervisors of Pocopson Township are partnering with Chester County to explore options for road improvements that will be needed as a result of the expansion of the county detention facility on Route 52 at the intersection of Lenape-Unionville Road and Wawaset Road. Although a conventional "straightening/widening" approach was initially being explored, the three Pocopson Supervisors are steadfast in their goal to have a modern roundabout

constructed due to its aesthetic appropriateness for the rural setting, reduced maintenance costs, and superior performance regarding capacity over the long term. With assistance from S.A.V.E. and its consultant Smart Mobility, Pocopson's consulting engineer, Vandemark & Lynch, and PennDOT District 6 are now exploring the feasibility of a roundabout design concept. The County Commissioners have expressed their full support for a roundabout at this location, as long as the cost can be covered within the original project budget and the design process does not prevent the detention facility from opening on schedule. Pocopson Chair, Bill Sellers, expressed his enthusiasm for the roundabout proposal, "When the County began its land development reviews with the Township, we asked that they redesign this deadly intersection and suggested one approach that would have eliminated several major problems, but would not have solved two failing movements. After attending a S.A.V.E. program on roundabouts and getting additional information from Executive Director, Dee Durham, our Board concluded that it would be a disservice to County employees, visitors, our residents and all of the Route 52 commuters to support any solution other than a roundabout. Due to road configurations, traffic patterns, and speed problems, a roundabout is the only safe solution now and its value will only increase in the future."



A concept plan for a modern roundabout near the Pocopson Home on Route 52

LONDONDERRY TOWNSHIP

The number of homes in Londonderry is expected to double in only a few years. At meetings last summer, many citizens voiced support for maintaining the integrity of country roads to preserve the rural character of Londonderry Township

and to explore traffic calming techniques rather than widening and signaling intersections. Londonderry must resolve safety issues on the Route 926 corridor in the Daleville area with the increased development scheduled to begin there this month. Compared to traffic signals and building turning lanes, if roundabouts are used, speed in the Daleville area can be controlled, construction costs will be approximately the same, maintenance costs will be lower, and fewer properties will be impacted within the right of way. Roundabouts defining the village area of Daleville may be the answer to the traffic problems Londonderry Township is facing.

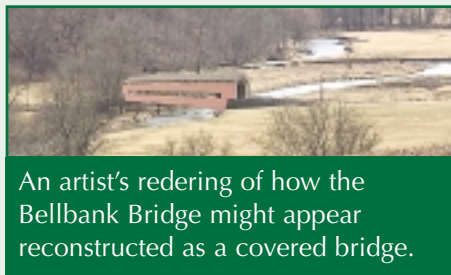
LONDON GROVE TOWNSHIP

At their April meeting, the Board of Supervisors of London Grove Township gave unanimous support to a proposed roundabout at the intersection of South Guernsey Road and the main entrance to a new development. The engineer for the applicant will work with the township traffic engineer, Transportation Planning and Design, and the township's special consultant for roundabout design, Mark Johnson of MTJ Engineering in Wisconsin, to develop a proposed design for the new roundabout.

BELLBANK BRIDGE – POTENTIAL FOR RESURRECTION?

Originally built in 1850, Bellbank Bridge was named after James Patterson Bell, an important figure in the Revolutionary War. This covered bridge provided a crossing at Bell's Ford on the Octoraro Creek next to Bell's home, grist mill and saw mill amidst the 1,200 acres he owned, and connects Upper Oxford Township on the historic Street Road to Colerain Township, Lancaster County.

Following a lightning strike and fire in 1860, the covered bridge was rebuilt once, and survived another threat in the 1960's when the Highway Department was persuaded not to



An artist's rendering of how the Bellbank Bridge might appear reconstructed as a covered bridge.

demolish the bridge and rebuild a new modern structure but to rehabilitate the historic covered bridge. Unfortunately, the Bellbank Bridge burned again in the 1970s and a conventional open bridge took its place. Currently, a small group of citizens is investigating the possibility of once again having the bridge reconstructed as a covered bridge using modern standards to provide an historic context to this lush and largely preserved valley. For more information, please contact Dr. Steve Berkowitz at sberk@epix.net. ◆

Proposed law could save farms

At S.A.V.E.'s suggestion, Rep. Art Hershey introduced legislation that would protect more farmland. The state's Farmland Preservation Program works to save Pennsylvania's farmland through purchasing development rights to land which is viable for agricultural purposes. Within the current program eligibility of equine properties is narrowly defined as commercial breeding operations. Land that is used for commercial boarding and training of horses or is available for public riding lessons and trail riding does not presently qualify for farmland preservation. When S.A.V.E. brought this issue to the attention of Rep. Hershey last spring, he took action immediately to draft legislation to broaden the definition of equine properties that would be eligible under the Farmland Preservation Program. The Agriculture Committee, chaired by Rep. Hershey, held hearings last fall to solicit input from the region's constituents.

On February 16th House Bill 619 was introduced by Rep. Hershey, Chair of the House Agriculture Committee, to make more farm land eligible for preservation by broadening the definition of commercial equine activities. Rep. Hershey stated that "these lands are important because they provide valuable support of production agriculture through their use of feed mills, the purchase of hay, straw and grains, and, in the southeast part of the state especially, through providing nutrient-rich bedding used as mulch by the mushroom industry. These equine operations require a large land base that keeps our landscape free from development."

Agriculture is Pennsylvania's number one industry, generating more than \$45 billion in economic activity annually and employing about one in six Pennsylvanians. Pennsylvania leads the nation in the total number of farms and total acreage preserved for agriculture. The latest statistics for farmland preservation in Chester County show that 172 farms have been preserved, accounting for 16,101 acres, since the Farmland Preservation Law was enacted in 1991.

Rep. Hershey stated: "With my legislation, we could have a wider range of opportunities to preserve vital agricultural land. I voted in favor of the legislation that created the farmland preservation program when it was introduced back in 1989, and I have had the opportunity since that time to witness the program's success. Agriculture relies on the land for its success and growth, so we need to be aggressive in our preservation efforts. My legislation will open up more possibilities for the types of agricultural land we preserve in Pennsylvania. Remember, once our land has been developed, there is no going back. We have to act now to preserve vital acreage to support the agricultural industry."

S.A.V.E. applauds Rep. Hershey's leadership in drafting and introducing this legislation – a small detail which could lead to the protection of additional irreplaceable farm land. H.B. 619 was unanimously voted out of the House in late March. It was expected to make its way to the Senate in April. Although there has been virtually no opposition due to the fact that there is no fiscal impact, your calls, faxes and letters to state senators will ensure that it does not get lost on its way through the Senate. ◆

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Mark your calendars for the 2005 Shindig

SATURDAY, OCTOBER 1

*S.A.V.E.'s increasingly popular
annual fundraiser*

Going by last fall's sparkling event, S.A.V.E.'s 2005 Shindig @ Springdell promises to be better than ever. Despite pouring rain, the October 16, 2004 Shindig in Bea Cassou's historic barn was a roaring success, firmly establishing the event as a high-light of the fall social calendar. Besides being fun for the more than 250 people who attended, the event raised a record \$54,000, a 30 percent increase over the previous year's inaugural event.

This year, the locally based international shoe firm, Dansko, will be the headline sponsor of the Shindig. And once again it will be held in the Cassou barn at Springdell. But this time it will be two weeks earlier, on Saturday, October 1.

Who can forget the experience of the last Shindig? After a drive through West Marlborough's rolling horse country, a friendly volunteer waves you into a field ringed by huge sycamores. From here you are ferried in wagons to the cavernous barn whose enormous beams reek of history. This together with the delicious food catered by Kate Richard, and swinging music by The Bullets provided an appropriate ambiance for the live and silent auctions with an array of tempting items.



Those who needed more of a jolt rode the mechanical bull, which seemed to have no trouble throwing some of the area's best race jockeys and Olympic three-day eventers. Among these were Phillip Dutton, Matt McCarron, Cindy Buchanan, Jody Petty, Wayne Grover and Chip Miller, all of whom were quickly dispatched by the slippery-skinned bull. Todd McKenna had the longest ride of the evening at just over one minute.

So, don't forget to save the first Saturday of October for the Shindig @ Springdell. You're guaranteed plenty of fun, and all for a great cause - preserving the region's environment, a cause that the Shindig's major sponsor, Dansko, shares with S.A.V.E.

As with last season's event, success of the Shindig is due to all those who donated their time, goods, financial support and services.

Thank you. ♦



DANSKO, THE PRESENTING SPONSOR FOR SHINDIG @ SPRINGDELL 2005



S.A.V.E. is pleased to announce that Dansko Inc. of Jennersville will be the presenting sponsor of the third annual Shindig @ Springdell!

- ♦ Would you like to join the planning committee?
- ♦ Do you have an item or service to donate to this year's auction?
- ♦ Would your company like to participate as a sponsor of the event?

Call or email us, 610-925-0041 or director@save41.org

Submit your pledge online at www.save41.org

Conservation easement deductions under attack

On January 27, 2005, a report released by the Congressional Joint Committee on Taxation shocked the conservation community by proposing major decreases in the federal tax deductions for conservation easements and bargain sales. The proposal, if adopted, would lead to a drastic reduction of voluntary donations of private conservation easements. Conservationists across the country are engaged in a vigorous response, and ask for your help.

The Joint Committee has proposed that deductions for conservation easements be limited to 33% of appraised value. No deduction would be allowed for the donation of an easement on land used for a personal residence. The Joint Committee also proposes changing the deductions associated with donations or bargain sales of land by limiting such donations to the owner's "basis"—that is, the cost of the land plus any capital improvements made over the years.

If enacted, these proposals would severely set back conservation efforts to permanently protect open space and agricultural lands. Although preserving land is often the primary motivation for donating a conservation easement, tax deductions enable many more landowners to donate.

Please act today, because maximizing the protection of southern Chester County's open space depends on the tax incentives the Joint Committee on taxation is attacking. Letters to U.S. Senators and Representatives asking them to help in fighting these proposals are essential. Our local opinion does count. Draft letters and more information—including how to email or write our elected officials are on the Land Trust Alliance web site at www.lta.org.

For more information, go to <http://www.lta.org/publicpolicy/ppc.htm>. ♦

Reception for Senator Pileggi

In February, more than 80 guests attended a reception at Ida Lofting's Inverbrook Farm in West Marlborough to meet Senator Dominic Pileggi and advocate for the sustainable Two-Lane Alternative for PA 41.

S.A.V.E. Chair Dr. Louis Kaplan provided the crowd with a historical perspective of PA 41, covering S.A.V.E.'s background and overarching goals, outlining the Two-Lane Alternative and its benefits in terms of timeframe for implementation and cost, and highlighting the proposal for a modern roundabout at the PA 41 and Old Baltimore Pike South intersection just north of Avondale discussed on page 3.

Senator Pileggi praised S.A.V.E. for leading the way in effecting policy change and doing so not only through grassroots pressure, but also by combining engineering analysis and solid fiscal principles. The senator credited S.A.V.E. with being instrumental in elevating the issues that link transportation and land use planning and for encouraging change in PennDOT policy.

State Representatives Art Hershey and Chris Ross were also in attendance, along with Chester County Commissioner Andy Dinniman, as well as numerous municipal officials and planning commission members. Special thanks are extended to the Lofting family and to Nancy Truitt for making the evening possible. ♦

I/we would like to join or renew membership in S.A.V.E. and support the effort to devise and promote a safe and sustainable plan for the Route 41 corridor at the following level:

\$20 Individual \$40 Household \$100 \$200 \$500 \$1,000 \$5,000/above Other

I/we have:

enclosed a check made payable to S.A.V.E., Inc.

authorized S.A.V.E. to charge my VISA, Mastercard, AmEx or Discover as follows:

...../...../..... Expires/.....

Signature

Name Municipality

Company/Organization

Address

Telephone E-mail

I/we prefer to be acknowledged as "Anonymous."

Please contact me/us – we'd like to get more involved!

I/we have enclosed a matching gift form.

All donations are tax deductible to the full extent allowed by law. S.A.V.E. believes that your personal information – including your contribution history, email and mailing addresses, and credit card data – belong to you. To keep you informed of S.A.V.E.'s progress and to process your donation, we collect this information when you provide it to us, but we do not give away, rent or sell your information to third parties.



ENDORSEMENTS

AS OF DECEMBER 1, 2004

Organizations, elected officials and municipalities which have endorsed the S.A.V.E. vision for an innovative "two-lane alternative" with modern roundabouts and traffic calming for the Route 41 corridor include:

Governor Ed Rendell
Chester County Commissioners
East Marlborough Township
Highland Township
London Grove Township
Londonderry Township
New Garden Township Planning Commission
Penn Township Planning Commission
West Marlborough Township

American Farmland Trust
Clean Air Council
Clean Water Action
Environmental Defense Fund
National Trust for Historic Preservation
Sierra Club

Brandywine Conservancy
Buck & Doe Trust
Chester County 2020 Trust
Chester County Green Party
Elk Creek Watershed Association
Greater Hockessin Area Development Association
GreenSpace Alliance
Natural Lands Trust
New Garden Citizens Against Overdevelopment
Octorara Area School Board
Ox-Grove Democratic Committee
Pennsylvania Environmental Council
Pennsylvania League of Conservation Voters
Piedmont Environmental Council
Somerset Lake Civic Association
White Clay Fly Fisherman Club

YOUR HELP IS STILL NEEDED

Although tremendous progress has been made, a safe and sustainable future for PA 41 is not yet secure and similar issues are being debated on roads and bridges throughout the southern Chester County region. Momentum must be maintained and your participation is crucial.

- ◆ Financial support will enable to S.A.V.E to remain actively engaged in issues that will impact the southern Chester County region. Gifts can be made at www.save41.org or by mail with check or credit card.
- ◆ Sign the online petition at www.save41.org
- ◆ Volunteer to participate on a S.A.V.E. committee or project – just call the office for more information on opportunities.
- ◆ Write, call or visit your municipal and state elected officials and let them know how you feel. Attend your municipal meetings and speak up. Request that they pass resolutions of support for the two-Lane Alternative.
- ◆ Contribute an item or service to the third annual Shindig @ Springdell or get involved in the committee.
- ◆ Distribute S.A.V.E. brochures and newsletters to neighbors, friends and colleagues. ◆

OUR MISSION

S.A.V.E. seeks to maximize the protection of open space and rural character in the greater southern Chester County region through balanced transportation and land-use planning and policies.

RECEIVE OUR E-NEWS

Keep abreast of Route 41 news and learn more about land-use and transportation issues via occasional e-mails from S.A.V.E. Sign up at director@save41.org.



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