

Moving the Circuit Forward To Reach **500 MILES BY 2025**

How Greater Philadelphia can accelerate
and advance progress on The Circuit Trails

The Circuit Trails Coalition — November 2019

**THE
CIRCUIT
TRAILS**



Table of Contents

Background p.2

II. Status as of July 2019 p.4

III. Policy Recommendations p.5

 Recommendations for DVRPC p.5

 Recommendations for Counties p.8

 Recommendations for PennDOT p.9

 Recommendations for NJDOT p.9

 Recommendations for NJDEP p.11

 Recommendations for the Circuit Trails Coalition p.12

III. Circuit Critical Gaps p.13

IV. Full list of the Circuit Trails segments that are In-Progress and Pipeline p.14

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Moving the Circuit Forward To Reach 500 miles by 2025

I. Background

In 2013, Greater Philadelphia committed itself to the goal of completing 750 miles of the Circuit by 2040. This goal is embedded in the region's 2040 Long Range Plan¹, which cited the Circuit as one of the region's significant major bicycle/pedestrian projects. The Circuit Trails Coalition is comprised of over 54 non profit organizations that work in collaboration with 25 state and local agencies and the Delaware Valley Regional Planning Commission to promote Circuit Trails development, marketing it to the general public and highlighting the Circuit Trails multiple benefits.

In order to make sure that the Region keeps on track toward its 2040 goal, in 2017, the Circuit Trails Coalition set an ambitious short term goal of working to ensure that 500 miles of the Circuit Trails are completed by 2025, which was cited in DVRPC's 2045 Long Range Plan².

Throughout 2018 and 2019, the elected leadership of each county in the DVRPC region publicly supported this goal in the form of resolutions passed by each governing body. Similarly, volunteers who support the Circuit Trails asked their town or borough mayors, supervisors, commissioners or committee persons to support the goal by passing local resolutions. In all, 95 municipalities passed such resolutions and are mapped in Figure 1 (see p.3).

This report is the result of over a year's worth of work conducted by members of the Circuit Trails Coalition to identify which segments could contribute to reaching the 500 miles by 2025 goal. There are two important databases that help the Circuit Trails Coalition track progress toward building out the Circuit.

The first is maintained by staff from the Delaware Valley Regional Planning Commission. They maintain a **GIS map** of the Circuit and the status of each individual segment. Every six months, DVRPC staff report to the Circuit Trails Coalition on the number of miles completed.

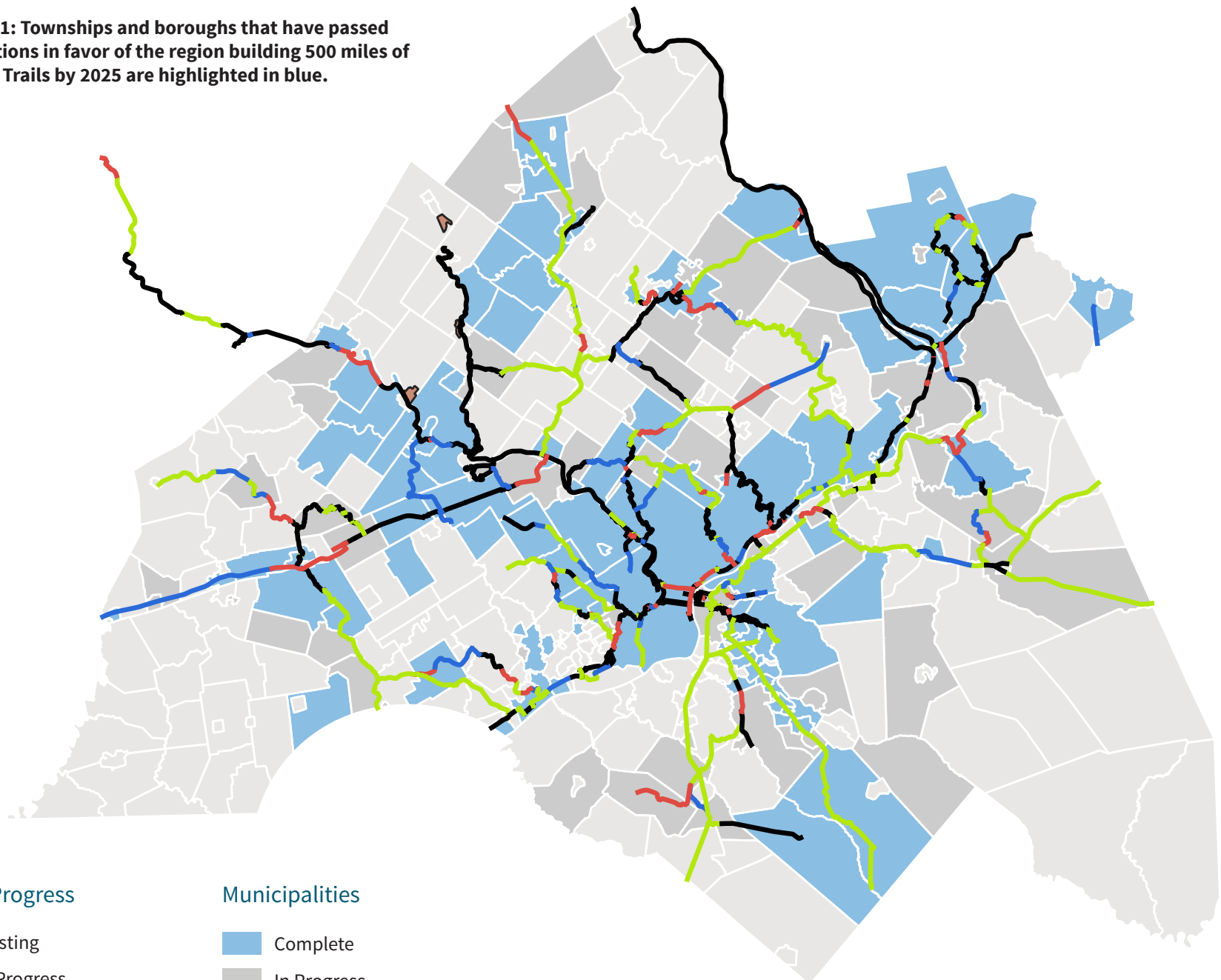
The second is maintained by the Pennsylvania Environmental Council (PEC). With input from dozens of Circuit Trails Coalition members, PEC created a database called the "**Pipeline Manager**" to track each segment's status with more detailed information about stakeholders, reports, and obstacles.

During 2018, the Circuit Trails Coalition Steering Committee members, led by PEC, met with each of the nine counties to "ground truth" the information in the Pipeline Manager and improve the Coalition's understanding of each individual segment's status.

¹ Connections 2040 Plan for Greater Philadelphia, Delaware Valley Regional Planning Commission, 2013

² Connections 2045 Plan for Greater Philadelphia, Delaware Valley Regional Planning Commission, 2017

Figure 1: Townships and boroughs that have passed resolutions in favor of the region building 500 miles of Circuit Trails by 2025 are highlighted in blue.



Circuit Progress

- Existing
- In Progress
- Pipeline
- Planned

Municipalities

- Complete
- In Progress
- Municipalities

II. Status as of July 2019

In order to achieve the 2025 goal, approximately 166 miles need to be completed in the next six construction seasons.

Currently, approximately 77 miles are “in progress,” meaning that 69 trail projects are fully funded, right of way is secured, design is underway. Completion of those 77 miles by 2025 is relatively assured.

95 miles have been identified as in a “pipeline” stage, meaning that although a feasibility study has been conducted for these 45 trail projects, design of the project is not completed, or additional obstacles exist, such as lack of public right of way.

In total, there are 171 miles of trails that are “in progress” or in the “pipeline” stage. If 166 of those 171 miles could be constructed by 2025, the 500 mile goal can be achieved.

There are approximately 300 additional miles of Circuit Trails that are “planned”, which means that they are mapped and appear in local or county master plans or trail plans, but the process for conducting feasibility, design and construction has not yet begun. Since the Circuit’s beginning in 2012, more miles have been added to the network, bringing the total potential mileage to 811.

	PA	NJ	Total miles	Total segments
In Progress	47.1 miles	29.4 miles	77 miles	69 segments
Pipeline	63.1 miles	31.8 miles	95 miles	45 segments
Total miles of In Progress and Pipeline segments	110.2 miles	61.2 miles	171 miles	114 segments
Completed miles	255.8 miles	78.9 miles	334 miles	179 segments
Completed, In Progress & Pipeline miles	366.0 miles	140.1 miles	506 miles	

III. Policy Recommendations

While there are a sufficient number of trail segments that can potential meet the goal of 500 miles by 2025, the current pace of miles of Circuit trails being added is unlikely to enable the region to meet that goal. Between 2015 and 2018, 33 miles of new trails were added regionally, which comes to an average of 8.3 miles a year. The Circuit Trails Coalition wants to do what it can to enable this pace to increase.

To successfully develop 500 miles by 2025, the Circuit Trails Coalition believes a number of obstacles need to be overcome that are slowing down or preventing Circuit Trails “in the pipeline” from advancing. As a bi-state entity that shares knowledge and information frequently, the Circuit Trails Coalition has learned an enormous amount about how the two states and nine counties work to develop trails and have observations to share that we think can advance progress in Circuit Trail development.

We offer these policy recommendations tailored to the various entities that impact the Circuit Trails: the Delaware Valley Regional Planning Commission (DVRPC), key state agencies, counties and the Circuit Trails Coalition advocacy and friends groups as well. We think these recommendations will help eliminate identified obstacles and help counties and municipalities complete the construction of more miles of Circuit trails.

Recommendations for DVRPC

1. Create a ROW acquisition team.

Many Circuit Trails projects languish for years in the “pipeline” status post-feasibility analysis pending right-of-way (ROW) acquisition. Without ROW, many projects will not be funded for design or construction, and if they are, they cannot be built until ROW is fully secured. As a result, projects often become “stalled” due to the time-consuming, difficult, and often complex process of acquiring right-of-way. The challenges of ROW acquisition are manifold, and some steps require technical expertise and/or professional legal assistance that aren’t always readily available to trail sponsors.

The Circuit Trails Coalition recommends that DVRPC retain a **multi-skilled “right of way” acquisition team** to do the heavy-lifting for trail development projects deemed to be a priority. Such transactions become “easier” given experience, and most municipalities have limited ROW experience even through the services of contracted municipal solicitors. This is not to mention that these services are expensive, the process is time-consuming, and these significant costs are difficult to fund through existing grant sources.

Ideally, DVRPC’s ROW acquisition team would consist of experienced professionals familiar with trail access easements and shared-use agreements, as well as fee simple acquisitions. Experience with eminent domain procedures is crucial. Additionally, the team should be familiar with and comfortable engaging and negotiating with railroads and utilities. A distinct advantage of a regional ROW acquisition team would be to bring a regional focus and perhaps a higher level of persistence than most municipalities can maintain to negotiations with railroads (CSX, Norfolk Southern, Conrail, SEPTA) and utilities (PECO, natural gas, wastewater). Typically, these negotiations suffer from a “David vs. Goliath” paradigm that doesn’t adequately reflect the significant regional benefits of trail development in the context of a localized ROW negotiation.

The creation of a DVRPC ROW acquisition team would provide the following benefits to trails sponsors:

1. Quick, easy, and low- or no-cost access to specialized ROW transactional skills.
2. Access to ROW transaction skills that do not require a time-consuming or difficult procurement process.
3. The ability to maintain a sustained focus on ROW challenges without getting side-tracked by competing municipal priorities.
4. A repository of ROW acquisition skills that benefit from repetition and experience.
5. The ability to contextualize Circuit trails as a regional BENEFIT and not just a local cost when negotiating with regional entities such as railroads and utilities.

Implementation of a ROW acquisition team will enable trail projects to move expeditiously past feasibility into engineering, design and construction, which is where local governments and NGOs want to be focusing their efforts.

2. Support creation of multi-municipal authorities to accelerate trail development.

The Circuit Trails intentionally connect communities, workplaces, and destinations of regional significance. Often, these trails require multi-municipal corridors and coordination. Fortunately, within the Circuit Trails regional footprint, several counties have been pro-active developers and managers. However, due to limited resources and competing priorities, not all Circuit Trails have this opportunity.

In Pennsylvania, a proven tool for trail corridor ownership and management is the multi-municipal authority enabled under Pennsylvania’s Municipal Authority’s Act (PA Statutes Title 53, Chapter 56). Lackawanna Heritage Valley Authority is one example. Authorities are granted powers akin to those of municipalities that can be exercised across the boundaries of member municipalities and are often used for the construction and operations of infrastructure such as wastewater treatment plants in order to achieve the efficiencies

and cost-savings of collectivization. Parkways, parks, and recreation grounds are also considered authorized purposes under this statute. Some Circuit Trails languish, in spite of real and obvious opportunity, due to the lack of an entity prepared to develop, own and operate the trail upon completion. The Circuit Trails Coalition believes that DVRPC should help facilitate the **establishment of Trail Authorities in both Pennsylvania and New Jersey when asked by local municipalities** in order to unlock the economic and community value these trails will bring.

The establishment of multi-municipal Trail Authorities facilitated by DVRPC would address these challenges to Circuit Trails completion:

1. How to obtain and hold a trail ROW during the planning and development phase
2. How to cost-effectively operate and maintain a trail that crosses numerous jurisdictions
3. How to reduce the significant costs to establish a trail authority by providing technical assistance and cost reimbursement

Because Authority establishment is not inexpensive and requires specialized financial and legal experience, we recommend that DVRPC reimburse upfront costs to municipal and NGO actors willing to take the lead in establishing one. DVRPC could provide technical assistance to facilitate the upfront consideration of the benefits and costs of Trail Authorities by supporting creating business plans that calculate costs and potential revenues, as well formulas for the distribution of costs and revenues amongst participating municipalities.

3. Enhance dedicated capacity for trail planning and development.

One of the most frequently cited reasons that some counties and municipalities give for not being able to advance more trail miles is that they do not have enough staff capacity or knowledge to easily procure trail planning, design and construction services. The hardest and most resource intensive phase of trail development is often designing and engineering the trail and carrying it through permit review and approval process. **Enhancing current capacity at DVRPC or developing a process whereby DVRPC procures consultant services on behalf of municipalities or counties** could be a game changer for some trail corridors.

Recommendations for Counties

4. Adopt best practices to advance Circuit Trails.

Some of the region's counties have robust planning and development departments that allow them to take advantage of grant opportunities to fund and build out Circuit Trails. As a rule of thumb, it is these counties that have the most miles of Circuit Trails built and have been most successful at winning state and federal grants.

The counties that have been more successful at developing Circuit Trails share some or all of these attributes:

1. Full time employees who manage trail planning and development projects
2. Parks Departments that are responsible for trail maintenance
3. Leadership on significant corridors
4. Townships are not primarily responsible for heavy trail maintenance or security
5. County trail plans that have been created and adopted officially within the last 10 years

Camden and Burlington counties each have full time employees who work on trail development, among other responsibilities. Chester County Planning Commission has a full time trail planner and the Chester County Department of Facilities has a capital projects manager who focuses a good portion of their efforts on trails. Chester County's Department of Parks also oversees maintenance of the three main county trails. The Montgomery County Planning Commission also has a full time trail planner, while the Parks, Trails and Historic Sites Department is responsible for maintenance of the Schuylkill, Perkiomen and Pennypack Trails. Philadelphia has a full time trail planner in its Office of Transportation, Infrastructure & Sustainability and the Parks & Recreation Department maintains many of its Circuit Trails, supplemented by friends groups and community development corporations. Philadelphia has three community development corporations that take the lead on development of its two major trails, the Schuylkill River and Delaware River Trails. Lastly, Philadelphia has a Trails Master Plan (2013) that was updated in 2017 and 2018. **The Circuit Trails Coalition encourages all counties to learn from one another to improve their capacities to advance trail development, including through adoption of these best practices.**

Recommendations for PennDOT

5. Enhance coordination of Circuit trail projects with state road projects with a full time District-Level Bicycle-Pedestrian Coordinator.

PennDOT Connects is the Commonwealth's process for institutionalizing better coordination between Pennsylvania Department of Transportation (PennDOT) District offices and local governments and plans before the scoping and delivery of capital projects³. District offices work with Regional Planning Organizations and Metropolitan Planning Organizations and municipalities to discuss what kinds of bicycle and pedestrian improvements (along with other issues such as transit access, stormwater management, utility issues, etc.) should be incorporated into or accommodated by capital projects.

The PennDOT Connects process is being implemented between District 6 and DVRPC and consequently opportunities to advance Circuit Trail projects are identified when they intersect with capital projects. However, the process would be enhanced if **PennDOT District 6 had a full time Bicycle-Pedestrian Coordinator**. Currently, the duties of a bike-ped coordinator comprise one-fourth of one traffic engineer's job responsibilities in District 6.

Recommendations for NJDOT

Since 2015, New Jersey has built approximately 10 miles of trail within the Circuit Trails network; in order to meet 500 miles by 2025, it needs to build 60 more miles. This has prompted the Circuit Coalition to examine Pennsylvania's practices and policies that have lead to advancing the trail network. The following recommendations are focused on ways that the New Jersey can increase mileage in the coming years based on that examination.

6. Create new positions to accelerate New Jersey trail projects.

To accelerate trail development in the New Jersey counties, we recommend that the New Jersey Department of Transportation (**NJDOT**) **create a comparable position at DVRPC as the Pennsylvania Department of Transportation (PennDOT)'s Project Implementation Manager**. The role of this position is to guide trail applicants through the PennDOT review process, ensuring that trail projects meet relevant design standards. We recommend that NJDOT hire a "Project Liaison" to assist trail sponsors with trail project implementation at each of New Jersey's MPOs (DVRPC, North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO)). These project liaisons should also regularly communicate and coordinate efforts with the New Jersey Circuit Trails Council.

7. Incorporate trail projects into the Complete Streets checklist and better coordinate trail development with the highway planning process.

The NJDOT recently released its newest Complete and Green Streets Model Policy. This policy ensures that streets are designed for all types of mobility, not just vehicular traffic. The success of a street designed in accordance to the new Complete & Green Streets policy will be one that accommodates people walking to transit, people riding bicycles or scooters, and people driving. **NJDOT can encourage the development of trails by adding their development to the Complete & Green Streets checklist and calling them out as recommended facilities.**

“Opportunities to accelerate multi-use trail development that would advance active transportation” could be added to the model Complete Street Checklist (such as the one listed on p.19 of the new guidance) in order to ensure that any state road improvements are coordinated with opportunities to advance local trails during the capital project planning process. In cases where there are particularly dangerous corridors along highway stretches, **NJDOT should consider the opportunity for off-road trails to facilitate safe bicycle and pedestrian travel along the corridor.**

8. Use existing federal funding sources for design of trails and increase the maximum size of TASA construction awards.

Transportation Alternatives Set-Aside (TASA) Program funding in New Jersey is often restricted to construction. While design is an option on the TASA application, it is only awarded in combination with construction. In addition, local public agencies are strongly discouraged from applying for design funding through TASA because the design process can add many years onto projects. Because of this, what often happens is that projects must seek funding for design from other sources, delaying or even stopping the process of developing a trail. NJDOT should loosen the restrictions on the use of TASA funding in order to fund the design stages of trail development independently of construction in order to allow more projects to move forward.

NJDOT should also increase the maximum amount of TASA awards to create more trails that can be used for transportation. Trails can cost as much as \$1 million per mile, and the maximum TASA grant amount is currently set at \$1 million. Out of the 60 miles of Circuit trails in New Jersey that are “in progress” and “in pipeline,” 30 miles are ready for design and/or construction. The demand for TASA funding greatly outstrips what is available on a per project basis.

Trails should also be considered in this year’s update of the Highway Safety Improvement Plan (HSIP). Specifically, trail crossings should be prioritized and Highway Safety Improvement Program funding should be used to address these sorts of issues. This would greatly help with trails that already exist, but have little or no indication of a crossing when they intersect with roadways.

Recommendations for NJDEP

9. Enhance staffing and capacity for NJDEP's Recreational Trails Program.

NJDEP's Recreational Trails Program has one full-time staff member responsible for all of the grants awarded through the State's Recreational Trails Program. **The Recreational Trails Program needs more staff in order to pro-actively promote, plan and manage trail development projects within the state** while serving as an advocate for trails among other departments and groups, such as NJDOT, the various MPOs, and the New Jersey Trails Council. Establishing an expanded trails program within NJDEP (or other appropriate department) would ensure that there is coordination and capacity within state government to push for the construction of an interconnected statewide trail network incorporating the Circuit Trails and other regional networks in North and South Jersey.

10. Create a larger "Trail Planning, Design and Construction Fund" for NJ Circuit Trail Projects.

In addition to addressing the staffing problem, **funding through the Recreational Trails Program should be increased overall and the maximum size of individual awards should be increased and restrictions eased** so that the funds can be used to not only plan and study trails, but also design, construct, and maintain them. In 2015, approximately \$1 million was available statewide for trail projects, and the maximum grant award was \$24,000⁴. Clearly, such small individual awards are only adequate to fund modest plans and studies, not the much larger amounts needed for trail design and construction activities.

An expanded grant program could be modeled off of the Pennsylvania Department of Conservation and Natural Resources' (DCNR's) Community Conservation Partnerships Program (C2P2) which is meant to improve Pennsylvania's outdoor recreation assets by giving grants for a variety of projects, including significant dollars for trail development (approximately \$8 million statewide per year). This program is made up of a variety of funding sources such as the Land and Water Conservation Fund, Keystone Fund, Recreational Trails Funds, Heritage Areas Funding, etc. New Jersey should create a similar fund to promote trail planning, design, construction, and maintenance by bringing together funds from programs such as the Preservation Act, Green Acres, Blue Acres, Recreational Trails, Highway Safety Funding, and others. Not only that, NJDEP should also create easy to use checklists for filling out applications and provide pre-application assistance to municipalities and counties looking to utilize such funds.

⁴ https://www.nj.gov/dep/greenacres/trails/pdf/rtp_faq_3-2016.pdf

Recommendations for the Circuit Trails Coalition

11. Convene stakeholder working groups or task forces around specific trail segments.

The advocacy and friends groups that are members of the Circuit Trails Coalition should collaborate with trail sponsors to **convene stakeholder working groups or task forces around specific trail segments, especially segments that are in the Pipeline category**. Currently, there is a Forge to Refuge Task Force dedicated to advocating for that trail. Recently, Pennsylvania Environmental Council has been working with Franconia, Hatfield, Landsdale, North Wales, Perkasie, Richland, Quakertown and Upper Gwynedd townships to further develop the Liberty Trail. And the Bicycle Coalition is working with Philadelphia's Office of Transportation, Infrastructure & Sustainability, the Tookay/Tacony-Frankford Watershed Partnership, and the Frankford Community Development Corporation to start community engagement around closing a gap in the Tookany/Tacony-Frankford Trail. Enhanced collaboration and coordination to help support trail projects in the pipeline category is greatly needed.

12. Prioritize particular trails and identify critical gaps.

Obviously, it isn't easy to prioritize or rank 114 segments, or advance all of them simultaneously. But, the Circuit Trails Coalition does believe that would be useful to **identify those trails that would greatly increase regional connectivity and expose more of the region's population to riverways, natural resources, and the outdoors through Circuit Trails**. The Circuit Trails Coalition thinks there is merit to highlighting some critical trail gaps to document progress toward enhancing the use of Circuit Trails for recreation and transportation. The criteria that we believe are important to focus on include:

1. Likely to be achievable by 2025
2. Add significant connectivity → making the most of the miles
3. Relatively short distances that would increase usage exponentially
4. Be on the "in-progress" or "pipeline" list

III. Circuit Critical Gaps

Pennsylvania

1. Bridge Street in Morrisville will close the gap on 75 miles of continuous trail on the D&L Trail
2. Gray's Ferry Bridge & Christian to Crescent Connector will create 13 miles of continuous trail on the Schuylkill River Trail in Philadelphia
3. The Chester Valley Trail extension will link the Chester Valley Trail to the Schuylkill River Trail, thereby creating 89 miles of continuous trail on the CVT, SRT, Perkiomen, Skippack, Audubon and Valley Forge trails.
4. Wissahickon Gateway will close a long-standing gap in 34 miles of continuous trail on the SRT in Philadelphia and Montgomery County.
5. Central Delaware River Trail in Philadelphia will create 4 miles of new continuous trail in the most populated section of the Delaware River Trail.

New Jersey

1. D&R Connector Trail — Wellness Loop to D&R Canal South Mercer — will open up 82 miles of continuous trail.
2. The Rancocas Creek Greenway segment between the Rowan Estate and the Smithville Park will add 4.5 miles that should catalyze further trail development.
3. Lawrence Hopewell Trail gaps will create 22 miles of continuous trail
4. The Pub Connector will attain 8 miles of continuous trail
5. Elk Township Trail will create 14 miles of continuous trail.

IV. Full list of the Circuit Trails segments that are In-Progress and Pipeline

The following list sorts the 114 trail segments that are the “in progress” or “pipeline” categories by county. The table provides the trail segment’s name, the trail corridor that it is part of, its mileage and if it’s in the pipeline category, its Community Impact score. The Community Impact score is from an analysis conducted by the Bicycle Coalition of Greater Philadelphia in 2018 to evaluate the impact these trails will have on citizens of the 9-county Greater Philadelphia Region based on equity, length, population, and connectivity. The combined results led to scores ranging from 0 to 11.9. A more detailed explanation of our methodology can be found online⁵.

County	Trail	Segment Description	Status	Miles	Community Impact Score
Bucks	202 Trail	Solebury Trail - W Bridge St to Sugan Rd	In Progress	0.274	
Bucks	Bucks ECG	Bensalem - Biddle Ln to Station Ave	In Progress	0.684	
Bucks	Bucks ECG	Bensalem - Birch Ave to Cramer Drive	In Progress	0.396	
Bucks	Newtown Rail Trail	County Line Rd to Bristol Rd	In Progress	2.538	
Bucks	D&L Canal Towpath	D&L Canal - Bridge Street Crossing	In Progress	0.082	
Bucks	Liberty Bell Trail	California Rd to Coopersburg	In Progress	3.012	
Bucks	Neshaminy Creek Trail	Valley Road to 611 and Almshouse	In Progress	2.221	
Bucks	Neshaminy Creek Trail	611 and Almshouse Road to Central Park	In Progress	1.223	
Bucks	Neshaminy Creek Trail	Upper State Rd to Unami Jr High Section	In Progress	1.521	
Bucks	Newtown Rail Trail	Bristol Rd to Newtown Borough	Pipeline	5.858	6.992
Bucks	Neshaminy Creek Trail	Dark Hollow Rd to Mill Rd	Pipeline	1.213	4.642
Bucks	Neshaminy Creek Trail	Mill Rd to Valley Rd	Pipeline	1.403	4.452

County	Trail	Segment Description	Status	Miles	Community Impact Score
Chester	Brandywine Creek Trail	Sewer Treatment Plant to Johnstown Park	In Progress	0.326	
Chester	Chester Valley Trail	Chester Valley Trail - 4a	In Progress	1.038	
Chester	Schuylkill River Trail	SRT - Rt 29 Bridge - Chesco	In Progress	0.117	
Chester	Schuylkill River Trail	Parkerford Rd to Route 422	In Progress	4.107	
Chester	Chester Valley Trail	CVT Extension to Downingtown - P&T Line	Pipeline	6.676	7.212
Chester	Struble Trail	Dorlan's Mill Road to Marshall Road	Pipeline	3.710	2.401
Chester	Brandywine Creek Trail	Route 322 to Sewer Treatment Plant	Pipeline	0.553	N/A
Chester	Devault-Warner-Paoli	Paoli to CVT	Pipeline	1.351	3.573
Chester	Devault-Warner-Paoli	CVT to Devault Line	Pipeline	3.241	1.5
Chester	Devault-Warner-Paoli	Warner Spur to SRT	Pipeline	5.601	5.214
Chester	Struble Trail	Glenmoore to Wyebrook Farm	Pipeline	2.745	0.89

⁵ https://docs.google.com/document/d/1EN6gv_DREtHK95nuZC3smmX8YBUoqGle2VEDaijdjLM/edit

County	Trail	Segment Description	Status	Miles	Community Impact Score
Delaware	Chester Creek Trail	Deshong Park - RTP Funded	In Progress	0.364	
Delaware	Chester Creek Trail	Kerlin St to Incinerator Rd	In Progress	0.714	
Delaware	Chester Creek Trail	Bridgewater Rd to Creek Rd	In Progress	1.309	
Delaware	Chester Creek Trail	Deshong Park - Stormwater Authority Funded	In Progress	0.207	
Delaware	Darby Creek Trail	Baltimore Ave to Kent Park	In Progress	0.312	
Delaware	Darby Creek Trail	Swedish Cabin to Rosemont Ave	In Progress	0.375	
Delaware	Forge to Refuge	I-476 to Radnor Trail	In Progress	0.356	
Delaware	Octoraro Trail	Concord Road to Route 202	In Progress	1.979	
Delaware	Darby Creek Trail	Pilgrim Park to Merry Place	Pipeline	0.789	6.812
Delaware	Darby Creek Trail	West Chester Pike Underpass	Pipeline	0.453	5.216
Delaware	Darby Creek Trail	West Chester Pike Underpass to Haverford Reserve	Pipeline	0.960	5.089
Delaware	JHNWR-Worm Hole-Tinicum	I-95 Worm Hole to 4th Ave in Tinicum	Pipeline	1.243	1.86
Delaware	Forge to Refuge	City Line Ave to Eagle/Wynnewood Rd	Pipeline	1.817	9.441
Delaware	Chester Creek Trail	Lenni Rd to Wawa Station	Pipeline	0.720	4.385
Delaware	Octoraro Trail	High Bridge	Pipeline	0.173	N/A
Delaware	Chester Creek Trail	Deshong Park to Kerlin St	Pipeline	0.538	8.859
Delaware	Delco ECG	Chester Branch Rail Trail - Morton Ave to Darby Ck	Pipeline	2.337	7.957
Delaware	Octoraro Trail	Wawa Station to Concord Rd	Pipeline	4.065	2.056



Schuylkill River Trail

County	Trail	Segment Description	Status	Miles	Community Impact Score
Montgomery	Chester Valley Trail	Chester Valley Trail Extension East - Phase II	In Progress	3.753	
Montgomery	Cross County Trail	Pennsylvania Ave to Rush Gears	In Progress	1.292	
Montgomery	Cross County Trail	Byberry Rd to County Line Rd	In Progress	0.832	
Montgomery	Cross County Trail	Joshua Rd to Wissahickon Trail	In Progress	1.12	
Montgomery	Cross County Trail	Pine Run to Sesquehanna Rd	In Progress	0.615	
Montgomery	Liberty Bell Trail	Hancock Street Park - Stony Creek Park to Andale Section	In Progress	0.383	
Montgomery	Liberty Bell Trail	TAP Funded Section- Andale Section to 3rd Street	In Progress	0.658	
Montgomery	Parkside Cynwyd Trail	City Line Ave to Montgomery Ave	In Progress	0.474	
Montgomery	Schuylkill River Trail	SRT - Rt 29 Bridge - Montco	In Progress	0.049	
Montgomery	Schuylkill River Trail	Route 422 Bridge	In Progress	0.266	
Montgomery	Schuylkill River Trail	Route 422 to Sportsplex on Industrial Hwy	In Progress	0.662	
Montgomery	Tookany-Tacony-Frankford	New 2nd St to Mill Rd	In Progress	0.552	
Montgomery	Wissahickon Trail	Stenton Avenue Sidepath	In Progress	0.806	
Montgomery	Cross County Trail	Germantown Pike to Joshua Rd	Pipeline	2.1	N/A
Montgomery	Cynwyd Spur Trail	Cynwyd Spur	Pipeline	0.376	4.27
Montgomery	Gulph Road Connector	Chester Valley Trail to Valley Forge Loop Trail	Pipeline	2.178	2.184
Montgomery	Liberty Bell Trail	Hatfield Section - Vine St to Lincoln Ave	Pipeline	0.433	N/A
Montgomery	Power Line Trail	Biwood Rd to 202 Parkway Trail	Pipeline	2.51	7.414
Montgomery	Schuylkill River Trail	Mont Clare Canal Towpath	Pipeline	1.576	5.036
Montgomery	Wissahickon Trail	Northwestern Ave	Pipeline	0.547	6.782



Sullivan's Bridge over the Schuylkill River

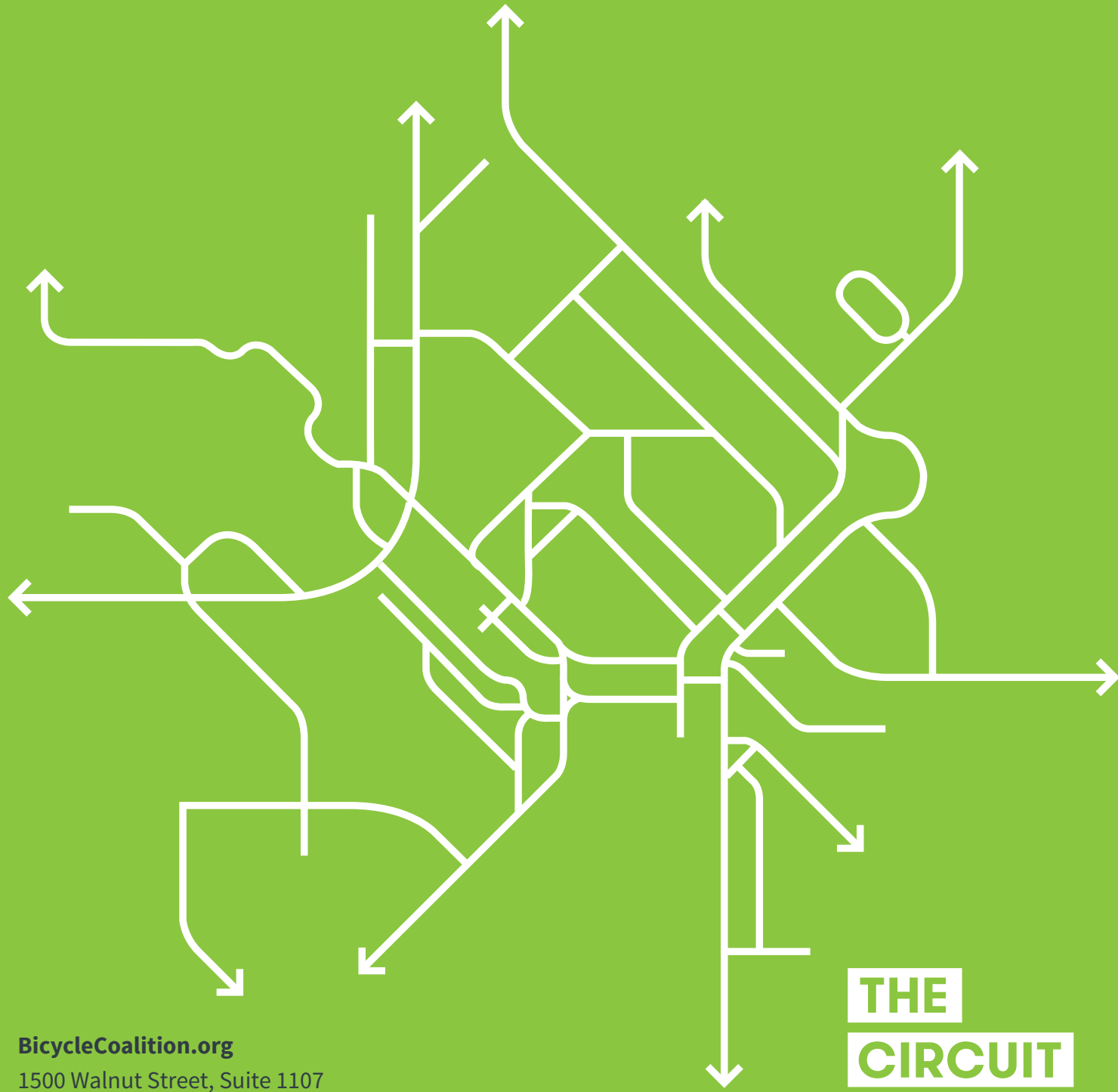
County	Trail	Segment Description	Status	Miles	Community Impact Score
Philadelphia	Cobbs Creek Trail	Cobbs Creek Connector - Segment D	In Progress	0.323	
Philadelphia	Cobbs Creek Trail	Cobbs Creek Connector - Segment C	In Progress	0.81	
Philadelphia	Cobbs Creek Trail	Cobbs Creek Connector - Segment B, Phase 2	In Progress	0.68	
Philadelphia	Cobbs Creek Trail	Cobbs Creek Connector - Segment B, Phase I	In Progress	0.238	
Philadelphia	Cobbs Creek Trail	Cobbs Creek Connector - Segment A	In Progress	0.492	
Philadelphia	Delaware River Trail	Spring Garden St to Washington Ave	In Progress	1.901	
Philadelphia	Delaware River Trail	Sugar House Casino to Penn Treaty Park	In Progress	0.176	
Philadelphia	Delaware River Trail	Richmond Street Bike Lanes	In Progress	1.018	
Philadelphia	Delaware River Trail	K&T Trail Phase 2	In Progress	0.743	
Philadelphia	Delaware River Trail	Tacony - Holmesburg Gap	In Progress	1.487	
Philadelphia	Fox Chase - Lorimer	Rhawn St to Shady Ln	In Progress	0.624	
Philadelphia	Parkside Cynwyd Trail	Parkside & 53rd St to City Line Ave	In Progress	1.288	
Philadelphia	Pennypack Trail	State and Rhawn Crossing	In Progress	0.074	
Philadelphia	Spring Garden Street Greenway	Delaware Ave to Pennsylvania Ave	In Progress	2.116	
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - Gray's Ferry Swing Bridge	In Progress	0.102	
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - Christian to Crescent	In Progress	0.423	
Philadelphia	Schuylkill River Trail	Wissahickon Gateway	Pipeline	0.309	8.976
Philadelphia	Cresheim Valley Trail	CHW Line to Stenton Ave	Pipeline	1.305	N/A
Philadelphia	Ivy Ridge Trail	Manayunk Bridge to Ivy Ridge Station	Pipeline	0.572	6.303
Philadelphia	Tookany-Tacony-Frankford	Section 3 - Torresdale Ave to Kensington Ave	Pipeline	0.162	3.893
Philadelphia	Tookany-Tacony-Frankford	Section 2 - Kensington Ave to Castor Ave	Pipeline	0.838	11.555
Philadelphia	Forge to Refuge	Market Street to City Line Ave	Pipeline	2.167	10.988
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - 61st to 56th St	Pipeline	0.511	8.26
Philadelphia	Delaware River Trail	North Delaware Ave Extension - Phase 2	Pipeline	1.135	
Philadelphia	Tookany-Tacony-Frankford	Adams Avenue Connector	Pipeline	0.968	

County	Trail	Segment Description	Status	Miles	Community Impact Score
Burlington	Arney's Mount Trail	Pemberton Rd to Juliustown Rd - Segment 2	In Progress	1.489	
Burlington	Arney's Mount Trail	Juliustown Rd to Jacksonville Rd	In Progress	2.864	
Burlington	DRHT	Norman & River Dr to PA Ave at Rancocas Ck	In Progress	1.699	
Burlington	DRHT	Route 130 Bypass	In Progress	4.635	
Burlington	Rancocas Creek Greenway Trail	Pennsylvania Ave to Pennington Park	In Progress	0.336	
Burlington	Kinkora Trail	Old York Rd to Village of Columbus	Pipeline	2.624	2.509
Burlington	Kinkora Trail	Village of Columbus Section	Pipeline	0.353	1.709
Burlington	Rancocas Creek Greenway Trail	Long Bridge Park to Route 206	Pipeline	4.621	7.568
Burlington	Rancocas Creek Greenway Trail	RT 130/Rancocas Creek Crossing	Pipeline	1.693	N/A

County	Trail	Segment Description	Status	Miles	Community Impact Score
Camden	Camden Greenways	Riverbirch Trail	In Progress	0.055	
Camden	Cooper River Trail	Pub Connector	In Progress	0.103	
Camden	Cross Camden County Trail	Merchant St to Station Ave	In Progress	1.075	
Camden	Cross Camden County Trail	Sommerdale Rd to Wakonda Rd	In Progress	0.450	
Camden	DRHT	State Street Bridge to 24th St	In Progress	0.695	
Camden	Gloucester-Mt. Ephraim	Clements Bridge Road to Brown Ave	In Progress	1.846	
Camden	Merchantville Trail	Pleasant St to Westfield Ave	In Progress	0.346	
Camden	Merchantville Trail	Cove Rd to Union Ave	In Progress	0.606	
Camden	Cross Camden County Trail	Cross Keys Rd to New Brooklyn County Park	Pipeline	6.246	N/A
Camden	Merchantville Trail	N 36th St to Euclid Ave	Pipeline	0.568	10.238
Camden	Cross Camden County Trail	Cooper River Trail South to Collings Ave	Pipeline	0.876	N/A
Camden	DRHT	Baldwin's Run Trail	Pipeline	0.527	8.042
Camden	DRHT	24th St to Baldwin's Run Trail	Pipeline	0.697	
Camden	Cross Camden County Trail	Browning Ave to Champion Ave	Pipeline	0.609	N/A

County	Trail	Segment Description	Status	Miles	Community Impact Score
Gloucester	Bridgeton Secondary	Sewell St to Elephant Swamp Trail	In Progress	3.498	
Gloucester	Harrison - Mullica Hill Trail	Mullica Hill Trail to Chestnut Branch	In Progress	5.935	
Gloucester	Monroe Township Bike Path	Bridgeton Secondary to Delsea Drive	In Progress	1.134	
Gloucester	Dinosaur Trail	Chester Branch Ck to Rowan University	Pipeline	2.652	4.009
Gloucester	Dinosaur Trail	Gloucester Light Rail to Chester Branch Ck	Pipeline	1.142	N/A
Gloucester	Dinosaur Trail	Delsea Drive to Gloucester Light Rail	Pipeline	3.523	N/A

County	Trail	Segment Description	Status	Miles	Community Impact Score
Mercer	DRHT	D&R Canal South to Wellness Loop	In Progress	1.381	
Mercer	LHT	Carter to Cleveland Road	In Progress	0.926	
Mercer	LHT	Moore's Mill-Mt Rose Rd to Bailey Court	In Progress	0.365	
Mercer	LHT	Dyson Tract	Pipeline	0.462	5.468
Mercer	DRHT	D&R Canal Connector	Pipeline	0.803	7.399
Mercer	Johnson Trolley Line	Eggert Crossing Road to I-95	Pipeline	0.979	N/A
Mercer	Johnson Trolley Line	I-95 Crossing	Pipeline	0.061	4.056
Mercer	Union Transportation Trail	Old York Rd to Mercer St (Route 33)	Pipeline	2.865	4.857
Mercer	LHT	Cleveland Rd to Province Line Rd	Pipeline	0.465	N/A



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