

# Philadelphia TRAIL MASTER PLAN

SPRING 2013

DRAFT



PHILADELPHIA  
2035

# PHILADELPHIA TRAIL MASTER PLAN



*Schuylkill Banks Trail*



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**PARKS &**  
RECREATION

## Philadelphia Trail Master Plan Spring 2013

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Friends of Cresheim Valley Trail

Schuylkill River Development Corporation(SRDC)

Philadelphia Industrial Development Corporation (PIDC)

Delaware River City Corporation (DRCC)

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# 1. INTRODUCTION AND SCOPE

Philadelphia is known for multi-purpose trails, watershed parks, such as the Wissahickon Valley Park and Pennypack Park, and waterfront passive recreation areas. The City and its non-profit partners are expanding the existing trail network along the Schuylkill and Delaware Rivers, within watershed parks, and through neighborhoods. This Plan will define priorities for future trail development in Philadelphia.

## > Why Plan?

The Citywide Trail Master Plan process began in the Spring of 2011 as a joint effort of the Philadelphia City Planning Commission and Philadelphia Parks & Recreation, in collaboration with the Mayor's Office of Transportation & Utilities. Due to limited funding for trail and park projects, the City recognized the need for prioritizing proposed trail projects to serve Philadelphians citywide and best use available planning, design, and construction funding.

The Trail Master Plan is a recommendation of *Philadelphia2035*, Philadelphia's Comprehensive Plan in the Renew section under Goal 6.1 Watershed Parks and Trails: complete, expand, and connect watershed parks and trails in the city and the region.

Trails increase the quality of life for residents of surrounding neighborhoods and have significant recreation, transportation, health, and economic value. A key goal of Philadelphia Parks & Recreation *Green2015* is uniform proximity to green space within a 10 minute walk of all Philadelphia residents to encourage active recreation and community greening. The Philadelphia trail network is also used for commuting to work and other trip types, particularly along the Schuylkill River Trail and Schuylkill Banks. A 2009 Rails to Trails Conservancy analysis of the Schuylkill River Trail estimated an annual impact of \$7.3 million in hard and soft goods purchases by trail users along the length of the trail. *Green2015* cited a large projected increase in property values for park and trail-adjacent properties as well as significant cost savings for city government services due to greening of pervious surfaces, including stormwater management and air pollution mitigation.

There is great need and momentum for trail development in Philadelphia. In the past two years, several miles of trails were renovated or completed and 7 miles are under construction with an additional 8.5 miles in design and 13.2 miles in the planning and feasibility stages. (See Map 1) These projects are led by Philadelphia Parks & Recreation, the Schuylkill River Development Corporation, the Delaware River City Corporation, the Manayunk Development Corporation, and other non-profit partners.

The push for design and construction of new trails is fueled by an awareness of the positive impact of public open space and linear parks for exercise and transportation, as well as local, state, and federal leadership and funding. While each project that offers the

Excerpt from:  
*Philadelphia2035*  
Citywide Vision

**Goal 6.1:**  
Complete, expand, and connect watershed parks and trails in the City and the region.

**Objective 6.1.1:**  
Create a citywide trails master plan to coordinate the planning and construction of trail systems within Philadelphia.

**Objective 6.1.3:**  
Create a trail corridor network that connects parks, neighborhoods, and trails citywide.



Schuylkill Banks Trail at JFK Boulevard

public access to recreation space has a notable positive impact, in the development of trail projects in Philadelphia there is no one entity charged with prioritizing areas where trails are most needed or quantifying the demand and support for proposed projects. The expanding trail network puts increasing pressure on City resources for long-term maintenance as well as repairs after storm events.

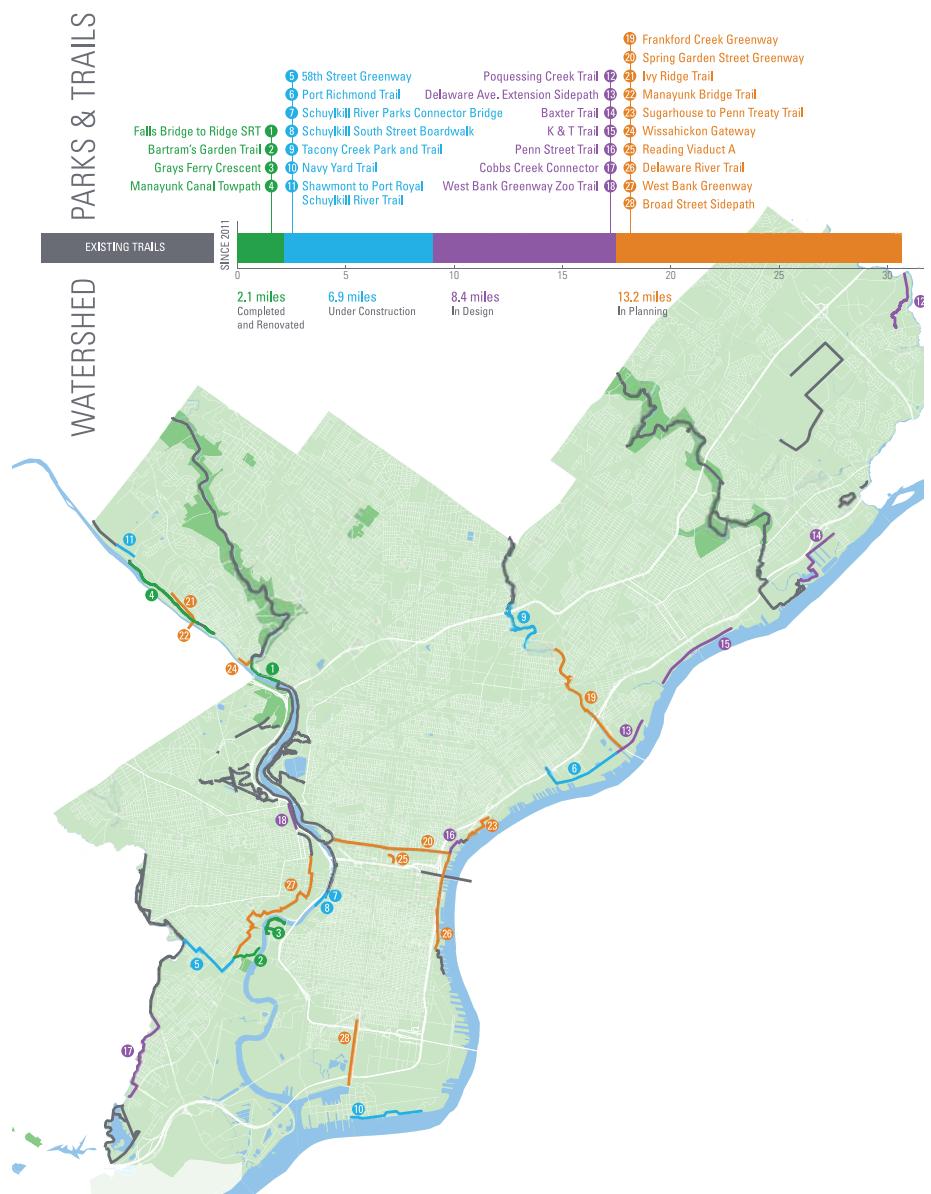
Recent construction projects and feasibility and design studies were funded by:

- Federal Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program,
- Delaware Valley Regional Planning Commission (DVRPC) and William Penn Foundation Regional Trail Program,
- PA Department of Conservation and Natural Resources (DCNR) grants,
- PA Department of Environmental Protection Coastal Zone Management grants, and
- City of Philadelphia capital dollars through Philadelphia Parks & Recreation and the Department of Commerce.

In addition, the Circuit regional trail network, organized by DVRPC and the William Penn Foundation, is a regional trail network planning effort with several key links through Philadelphia. This regional effort will assist key development projects in the City and City coordination with the Circuit through this plan.

Each of the non-City funding programs has a clear set of goals for funded projects with the exception of the City of Philadelphia. In the future, City of Philadelphia funded projects and City-supported projects through other funding sources will adhere to the goals and priorities set forth in this plan.

## Map 1: On-going Trail Projects, as of December 2012



DVRPC REGIONAL TRAILS PROGRAM



Greater Philadelphia's  
Regional Trail Network

## > Goals of the Trail Network

The goals of the Philadelphia trail network are fourfold: Connectivity, Safety, Encouragement, and Open Space.

**Connectivity**- To build on the existing trail network, expand the network to reach underserved areas, and fill gaps in both the trail network and the bicycle and pedestrian networks.

The Boxers' Trail in East Fairmount Park is a multi-purpose trail that fills a gap in the pedestrian network, as there are no sidewalks on adjacent park roads. It connects wooded sections of the park to historic houses, sports fields, Mander Recreation Center, and the Sedgley Woods Disc Golf Course.



*Boxer's Trail*

**Safety**- To provide an off-road alternative to pedestrian and bicycle facilities.

The Kelly Drive portion of the Schuylkill River Trail is a separated bicycle and pedestrian trail along the river that protects cyclists from the heavy vehicular traffic on the drive.



*Kelly Drive Trail*

**Encouragement**- To provide more opportunities for Philadelphians to engage in physical activity both for recreation and transportation.

The Cobbs Creek Trail is adjacent to the Cobbs Creek Community Environmental Education Center on 63rd Street at Catharine Street. The presence of an important community asset on the trail encourages users to consider non-motorized transportation modes to reach the center.



*Cobbs Creek Center for Environmental Education on the Cobbs Creek Trail*

**Open Space**- To provide better access to the open space network and develop new open spaces.

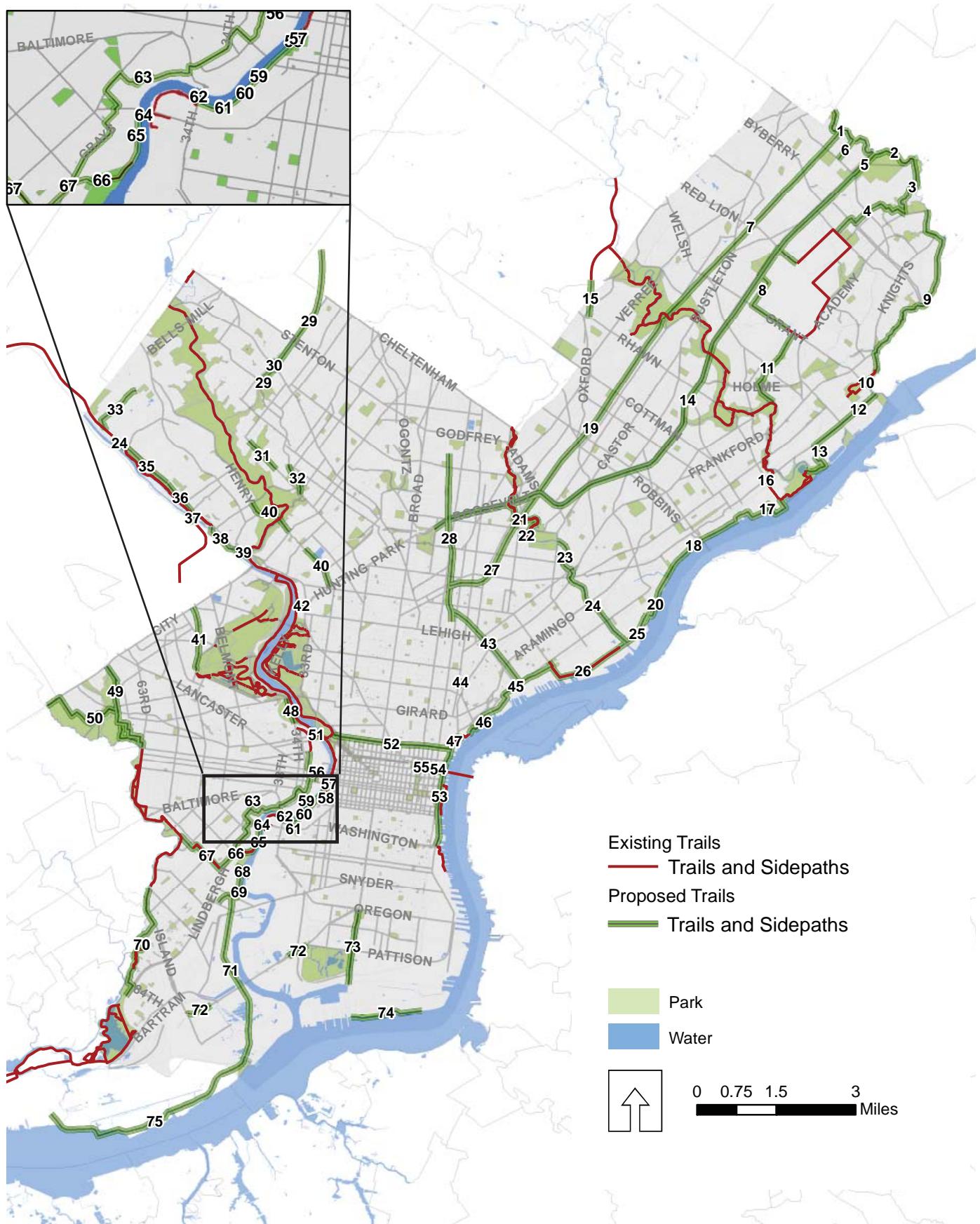
The location of the Pennypack Trail along the creek enables the public to access natural lands that were not previously accessible. The linear nature of the 12-mile trail affords views of distinct habitats, from wooded areas to the Delaware River waterfront.

The purpose of this Plan is to ensure that the trails in Philadelphia meet the goals of the trail network. The Plan quantifies and inventories existing trail facilities, identifies the alignment, demand, and City priority for proposed trail projects, and clarifies the process of trail development and construction in Philadelphia.



*Pennypack Creek Trail*

## Map 2: Existing and Proposed Trails



## > Process

The Plan effort included City staff, a Steering Committee of key City agency representatives, and an Advisory Committee of advocacy, regional, state, and trail development entities. Over 1.5 years, the Steering and Advisory Committees met several times to guide the development of Plan analysis and results.

The resulting analysis is a list of the seventy-five proposed trail projects citywide in stages of development from vision to planning/feasibility study to pre-construction, each with an associated priority ranking. The proposed trail alignments are shown on Map 2. Each of the alignments was scored in five main factors: Project Status, Demand, Connectivity, Feasibility, and Cost. Under the factors were 28 criteria, such as Close to Schools, In area of Zero Auto-Ownership, Major Riverfront Spine Trail, Part of a Multi-Agency Project, or Investment Needed to Make Connection.

The project team assigned a score under each criterion for each project and tallied and weighted the values with guidance from the Steering and Advisory Committees. The analysis matrix with the criteria scores for each project will be updated yearly since many of the projects are moving through the development process and criteria may change with time. The result of this analysis matrix is a three-tiered list of high, medium, and low priority proposed trails, based on the extensive analysis described in this plan, shown on Map 3.

## > Analysis Results

The resulting list of high, medium, and low priority proposed trails will shape how the City of Philadelphia demonstrates support for trail projects, through funding, letters of support, involvement on Steering Committees, and maintenance and operating agreements for long-term maintenance of trails.

This priority ranking will serve as a guide for City departments and non-City trail development partners alike and will shape

## > Steering Committee

Philadelphia City Planning Commission  
Philadelphia Parks & Recreation  
Mayor's Office of Transportation & Utilities  
Commerce Department  
Streets Department  
Philadelphia Water Department  
Philadelphia Redevelopment Authority  
Philadelphia Industrial Development Corporation  
Mayor's Office of Sustainability

## > Advisory Committee

PA Department of Conservation & Natural Resources  
Montgomery County  
Delaware County  
Bucks County  
Lower Merion Township  
Bicycle Coalition of Greater Philadelphia  
SE Pennsylvania Transit Authority  
Schuylkill River Development Corporation  
Delaware River City Corporation  
Delaware River Waterfront Corporation  
Clean Air Council  
East Coast Greenway Alliance  
Del. Valley Regional Planning Commission  
Pennsylvania Environmental Council  
The Schuylkill Project  
Friends of the Wissahickon  
Friends of Cresheim Valley Trail

trail development in Philadelphia. The Plan includes a description of each proposed trail alignment analyzed as well as information beneficial to groups interested in developing trails, such as communication guidelines for groups proposing new trail concepts, standard trail design and wayfinding signage guidelines.

The Steering Committee for this Plan will remain the Philadelphia Trail Committee, a group of City employees with a lead staff in the Planning Commission. Using this Plan as a guide, the group will organize the City's response to proposed trails. The group will hear proposals from City and non-profit development partners for new trail projects. Finally, the committee will coordinate regular updates of this Plan, as needed.

## > How to Use This Plan

City employees who deal with environmental or health issues, planning, parks and recreation, or specific neighborhoods can use this plan to determine where trails are planned and which trail concepts will impact the department's area of focus.

Non-profit environmental and trail development partners will use this plan to determine the status of proposed trail

projects and how projects rank on the City priority list. Our partners can reference this plan as evidence of City priority of a proposed project. If an entity's focus project does not rank as a high priority, City staff can work with the entity to explain the methodology behind City priority areas or strategize potential alternative proposed projects, as staff time allows.

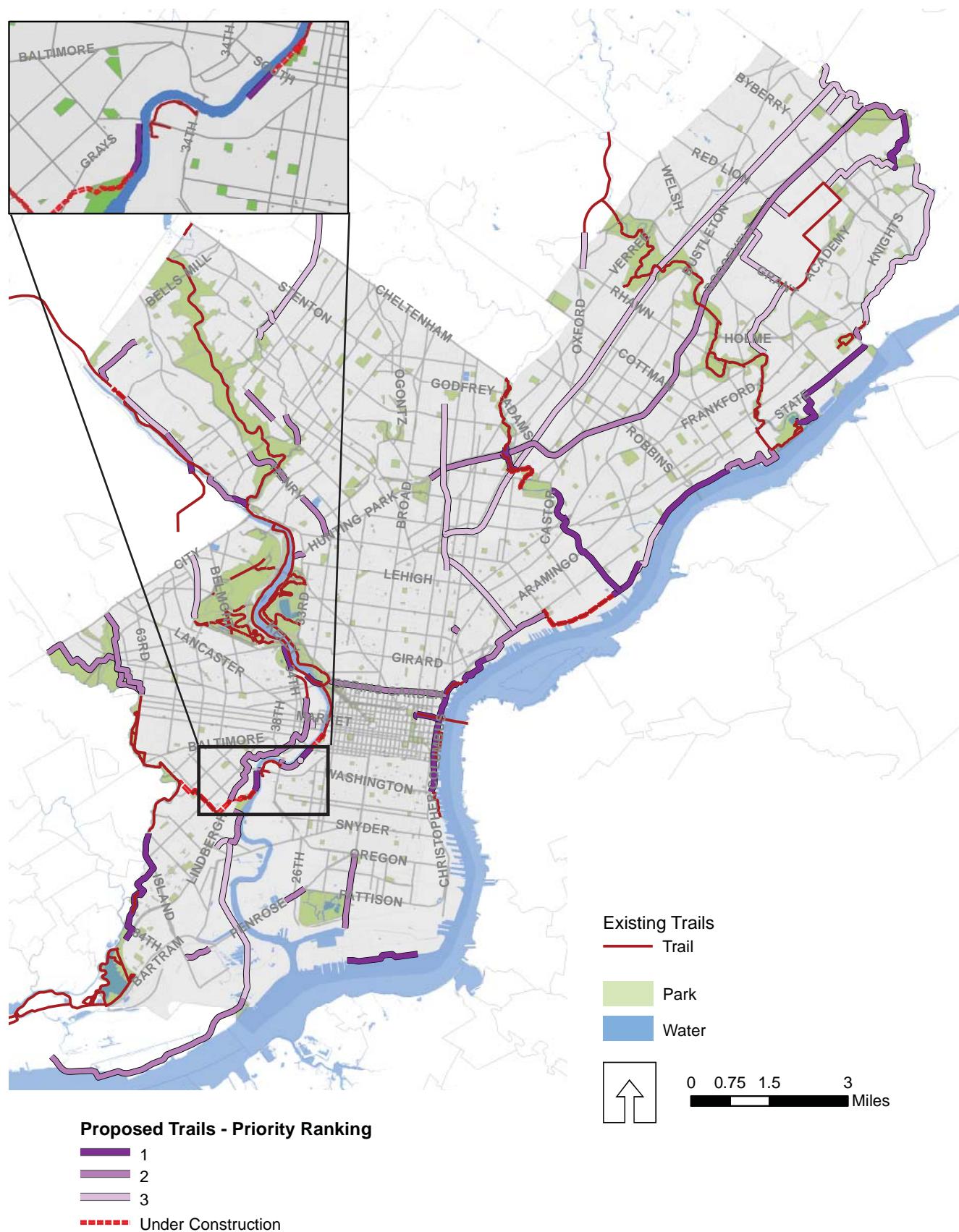


K & T Trail at Lardners Point Park



Schuylkill Crossing Bridge at Schuylkill Park

## Map 3: Proposed Trails with Priority Ranking



## 2. EXISTING TRAILS

Philadelphia's trail and greenway network spans more than 200 miles, including portions of the regional Schuylkill River Trail, the Pennypack Trail, and Forbidden Drive in the Wissahickon Valley Park.

### > Trail Types

**A trail is a path for non-motorized modes.** Although all projects in this plan are referred to as trails in a general sense, each project is also given a type code that classifies it according to its alignment relative to nearby roadways. Within this type code, the term "trail" is only used to describe those trails located off the roadway and far enough away from it that intersections are few and far between. The Pennypack Trail, Forbidden Drive, and most sections of the Schuylkill River Trail are classic examples of this type of trail.

**A sidepath is a paved right-of-way that is parallel and adjacent to a roadway, and which may legally be used by cyclists.** Typically, these are multi-use paths shared with pedestrians and other non-motorized users, and often they may be converted sidewalks. Because it is illegal in Philadelphia for anyone over the age of 12 to cycle on a sidewalk, sidepaths must be designated by the Streets Department after review by the City Planning Commission, with the exception of sidepaths on City-owned park land. Portions of Kelly Drive and MLK Drive trails have well-known and well-used sidepaths.

**"Greenway" is a term used to describe an existing or planned bike route that may also accommodate other uses.** The route may be off-road, a sidepath, on-road, or any combination of these. A designated greenway route may change and evolve over time, as in the case of the East Coast Greenway, where the long-term goal is to make the whole route, from Maine to Florida, off-road. The on-road portions of a greenway may include bike lanes, sharrows, or low-traffic roadways, usually with identifying signage. While the East Coast Greenway (ECG), as a regional/national route, is well-known, there are numerous shorter, individually named segments that have been developed or that are proposed as part of it. A recently-constructed example is the 58th Street Greenway, in southwest Philadelphia, which is a combination of sidepaths, bike lanes, a cycle track, and sharrows.

### > Inventory

There are over 200 miles of existing trails in Philadelphia, including a portion of the well-known Schuylkill River Trail and several Department of Parks & Recreation watershed park trails, such as Cobbs, Pennypack and Tacony Creek Trails.



**Trail:** Schuylkill River Trail at Port Royal Avenue



**Sidepath:** Kelly Drive



**Sidepath and Greenway:** 58th Street Greenway at Harley Road, with East Coast Greenway signage

As part of this planning effort, the PCPC team created a complete inventory of existing trails and sidepaths, shown in Table 1 and Map 4. Some trails listed have portions outside of Philadelphia; the mileage values shown include the segments inside Philadelphia boundaries only. Though mileage totals are shown here and throughout the plan when referring to specific trail segments, distance values are estimates only and do not represent survey or GPS (Geographic Positioning System) – level detail.

This inventory incorporates Philadelphia Parks & Recreation trail data with other sources for a comprehensive inventory of all Philadelphia trail data in one location, including those segments not usually included in City of Philadelphia inventories, such as the Heinz National Wildlife Refuge trails, the Northeast Airport Trail, and the Delaware River Trail.

The trails included in the majority of existing trails maps are mostly paved, though some bike-able crushed stone surface trails are included, such as Forbidden Drive and the Manayunk Canal Towpath. Soft surface dirt trails are included on Map 4 and the inventory table for information and context but are not discussed at length. These soft surface trails include the extensive network in West Fairmount Park, Wissahickon Creek Park, Pennypack Park, and in Philadelphia Parks & Recreation watershed parks.

**Table 1: Existing Trail Inventory by Type and Location**

Park	Map Key	Name	Type	Surface	Responsible Entity	MILES
East Fairmount Park	1	Boxer's Trail	Trail/Sidepath	Various Surface	PPR	3.29
	2	Kelly Drive Trail	Trail/Sidepath	Paved	PPR	5.25
	3	Falls Bridge Sidepath	Sidepath	Paved	PPR	0.23
West Fairmount Park	4	Centennial Loop	Trail	Paved	PPR	3.43
	5	Chamounix Drive Sidepath	Sidepath	Paved	PPR	0.77
	6	Greenland Road Sidepath	Sidepath	Paved	PPR	0.17
	7	MLK Drive Sidepath	Trail/Sidepath	Paved	PPR	4.16
	8	Ford Road Sidepath	Sidepath	Paved	PPR	0.25
	9	Lansdowne Sidepath	Sidepath	Paved	PPR	0.31
	10	West Fairmount Park Trolley Trail	Trail	Paved	PPR	0.25
	11	West Bank Greenway	Sidepath	Paved	Streets Dept.	0.59
		East and West Park Soft Surface Trails	Trail	Soft Surface	PPR	12.56
Schuylkill River Trail	12	Schuylkill Banks Trail	Trail	Paved	SRDC	0.51
	13	Schuylkill River Trail	Trail	Paved	PPR	0.68
	14	Schuylkill River Park Connector Bridge	Bridge	Paved	SRDC	0.14
	15	Grey's Crescent Trail	Trail	Paved	SRDC	0.88
	16	Manayunk Canal Trail	Trail	Various	PPR	2.28
Wissahickon Valley Park	17	Forbidden Drive	Trail	Unpaved	PPR	5.35
	18	Wissahickon Bike Path	Trail	Paved	PPR	1.26
		Wissahickon Soft Surface Trails	Trail	Soft Surface	PPR/Friends of the Wissahickon	54.84
Cobb's Creek Park	19	Cobb's Creek Trail	Trail/Sidepath	Various Surface	PPR	5.58
	20	Eastwick Park Trail	Trail	Paved	PPR	0.51
		Cobb's Creek Soft Surface Trails	Trail	Soft Surface	PPR	41.76
Tacony Creek Park	21	Tacony Bike Trail	Trail	Paved	PPR	2.04
		Tacony Creek Soft Surface Trails	Trail	Soft Surface	PPR	2.19
Pennypack Park	22	Pennypack Park Trail	Trail	Paved	PPR	12.07
	23	Pennypack Lorimer Connector	Trail	Unpaved	PPR/Montgomery County	0.19
		Pennypack Soft Surface Trails	Trail	Soft Surface	PPR	33.75
Poquessing Park	24	Poquessing Creek - Lower Trail	Trail	Paved	PPR	0.21
		Poquessing Creek Soft Surface Trails	Trail	Soft Surface	PPR	7.60
Heinz Refuge	25	Heinz Wildlife Refuge Trail	Trail	Unpaved	US Fish & Wildlife	2.06
Bartram's Trail	26	Bartram's Trail	Trail	Paved	Bartram Association	0.30
Delaware River Trail	27	Delaware River Trail	Trail	Paved	DRWC	0.59
	28	Penn's Landing	Trail	Paved	DRWC	0.69
Other Trails	29	Race Street Connector Trail	Trail	Paved	SRDC	0.06
	30	Ben Franklin Bridge Trail	Trail	Paved	DRPA	0.99
	31	Fluehr Park Trail	Trail	Paved	PPR	0.87
	32	Northeast Airport Sidepath	Sidepath	Paved	PPR	4.12
	33	SugarHouse Casino Trail	Trail	Paved	SugarHouse	0.15
		Miscellaneous Sidepaths	Trail	Paved	PPR	1.43
<b>TOTAL</b>						<b>214.35</b>
NOTE: Some trails listed here have portions outside of Philadelphia, which were not included in the total mileage.						
NOTE: Values are calculated estimates and not verified by field survey.						

## Map 4: Existing Trails - Hard and Soft Surface

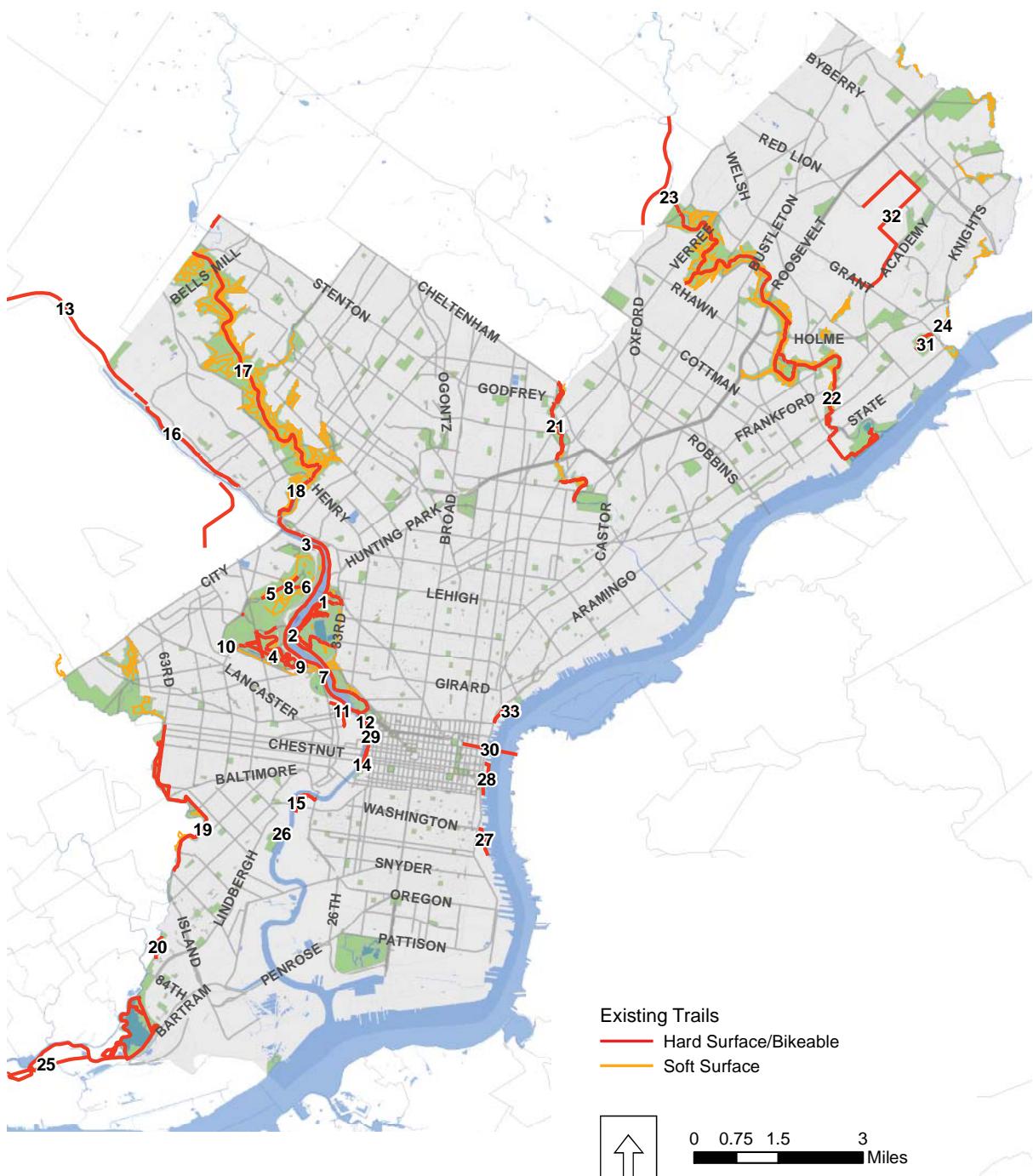


Table 2: Existing Trails - Hard and Soft Surface Summary

Type	Mileage	% Total
Hard-Surface Bikeable Trails	61.2	28.6%
Soft-Surface Dirt Trails	152.7	71.4%
<b>Total</b>	<b>213.9</b>	

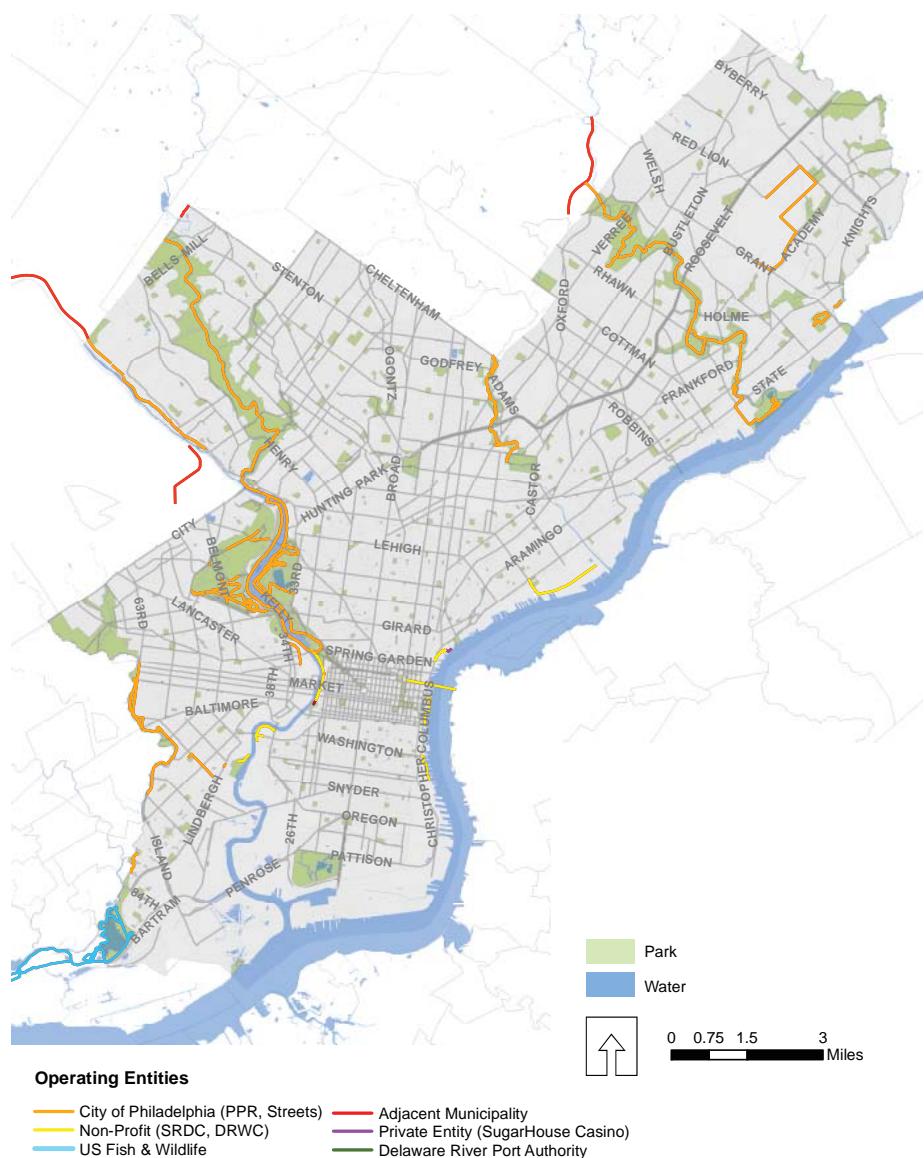
NOTE: Values are calculated estimates and not verified by field survey.

## > Operations & Maintenance

Several entities operate and maintain existing Philadelphia trails, including Philadelphia Parks & Recreation (PPR), US Fish & Wildlife Service, Schuylkill River Development Corporation (SRDC), the Delaware River City Corporation (DRCC), and the Delaware River Waterfront Corporation (DRWC), among others.

Trails in the City of Philadelphia are maintained by Philadelphia Parks & Recreation, often with the support of non-profit partners like the Friends of the Wissahickon. Select trails and sidepaths within the roadway right-of-way are maintained by the Streets Department, such as the West Bank Greenway. Areas under management by non-profit operation and maintenance entities, such as SRDC and DRWC, maintain their respective trails, including Schuylkill Banks and Penn's Landing. Two entities maintain trails on state or transportation infrastructure property, the US Fish & Wildlife Service and the Delaware River Port Authority, at Heinz National Wildlife Refuge and on the Ben Franklin Bridge Trail, respectively. Finally, there are limited trails on private property, such as the SugarHouse Casino.

## Map 5: Existing Trails by Operating Entity



Ben Franklin Bridge Trail



Schuylkill River Trail at Schuylkill Banks



Pennypack Trail at Pennypack on the Delaware Park

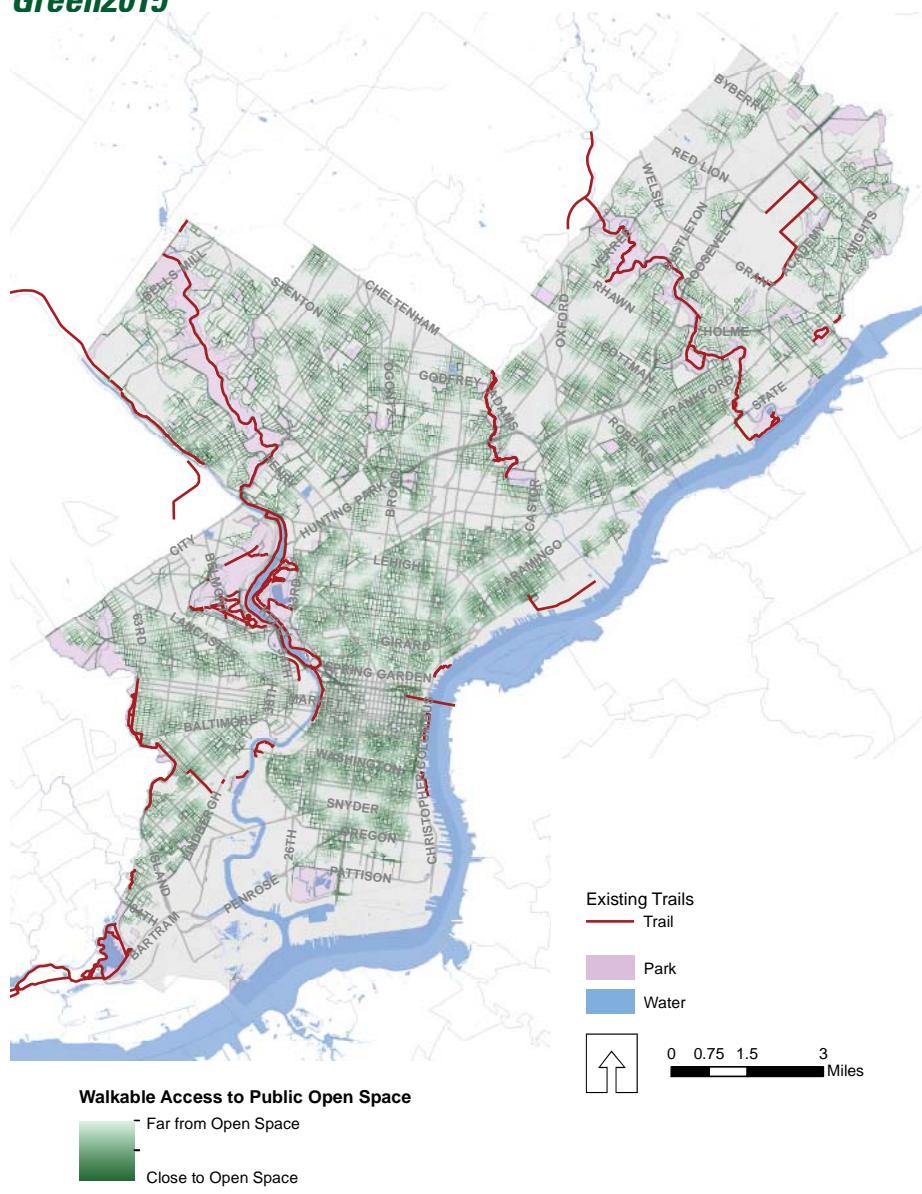
Typical trail maintenance responsibilities include snow removal, trash collection, repaving as needed, and repair and clearing of debris after storm events. These tasks are currently handled by the operating entity. For all trails on City land, if the currently operating entity is not the City and that entity ceases to exist, the City acquires maintenance responsibility for the facility. This is a key reason to prioritize future trails, as many proposed trails are on City land and maintenance responsibilities would fall to the City if other entities dissolve.

#### > Relation to Existing Parks and Bicycle and Pedestrian Networks

One goal of this plan is to expand the trail network to reach areas underserved by the existing open space network. A way to measure the existing coverage is to compare existing trails to the *Green2015* Walkable Access to Public Open Space Map. This analysis measured a 10-minute walking distance from residential areas to each park in the City and the resulting map identifies the areas with a low concentration of green space, shown as a lack of green shading on the map. There are significant areas with little or no access to public open space. One criterion in the proposed trails priority analysis is whether the trail fills a gap in green space, as described in the next chapter.

Another goal is building the connectivity of the trail network to serve more destinations. For example, there are several significant parks that are isolated, as they are not linked to other parks via the trail network, including FDR Park in south Philadelphia and Poquessing Creek Park and Benjamin Rush State Park in the far northeast.

**Map 6: Existing Trails with Walkable Access to Open Space, Green2015**



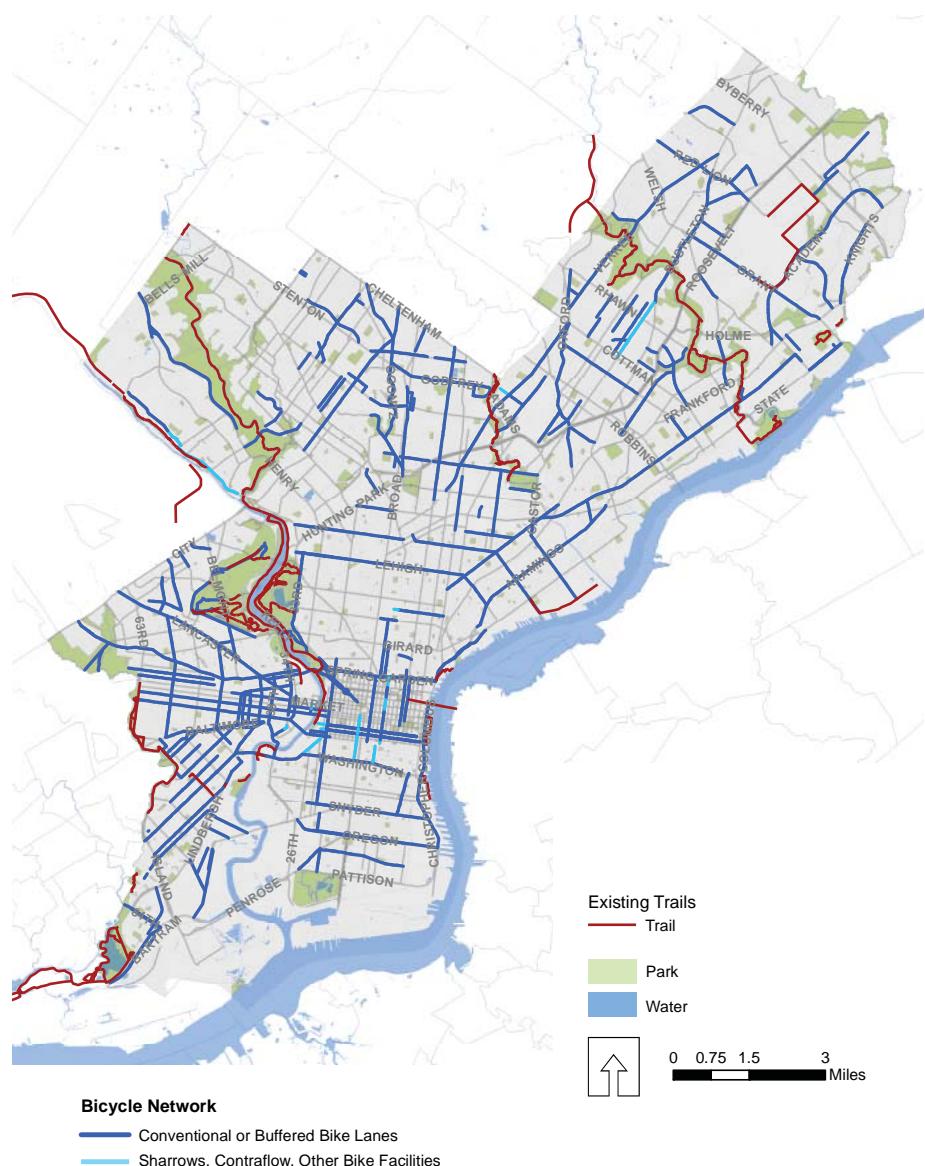
In addition to the typical recreation and transportation uses, trails are used to connect and supplement the pedestrian and bicycle networks. In some cases, these connections are sidepaths that function as sidewalks as well as trails, sometimes because the anticipated use by pedestrian and/or cyclists is low (Northeast Airport Trail) or because the right-of-way is limited and vehicular traffic is heavy and fast (Kelly Drive Trail). There are several proposed sidepaths listed in this plan originally proposed in the 2012 *Philadelphia Pedestrian & Bicycle Plan* that will meet the safety and connectivity goals.

## > Best Practices

The existing more than 100 miles of hard surface trails in Philadelphia faced significant design challenges and conflicts in the design and development stages. Over the years, the City and consultants devised best practice strategies to meet and overcome conflicts and provide Philadelphia trail users with a safe and successful trail experience. Among these best practices are sustainable maintenance techniques, which involves locating trails in areas and along slope grades optimal for stormwater runoff, maximizing the user experience with visually interesting landscapes and safe sight distance, and avoiding areas of frequent washouts or land erosion, wherever possible. A toolbox of typical design details is included in the appendices of this plan.

For new trails, development entities should continue to go through the Streets Department plan review process, which includes review by Philadelphia Parks & Recreation, and the Planning Commission, as well as review by the Philadelphia Trail Committee, formed by this planning process. Several best management practices are evident in the existing trail network:

## Map 7: Existing Trails with Bicycle Network



### Width of Trails and Sidepaths

- 8 foot minimum width
- 10-12 foot preferred
- Buffer between sidepath and roadway travel lanes
- 2-foot minimum buffer zone adjacent to paved trail, 3-foot with retaining wall or vertical structure

### Roadway and Rail Crossings

- Roadway striping
- Pedestrian, cyclists, and vehicle-oriented signage
- Flashing beacons for maximum visibility of the crossings

### Safety Signage

- Motor vehicle and trail user-oriented safety signage

### Educational and Wayfinding Signage

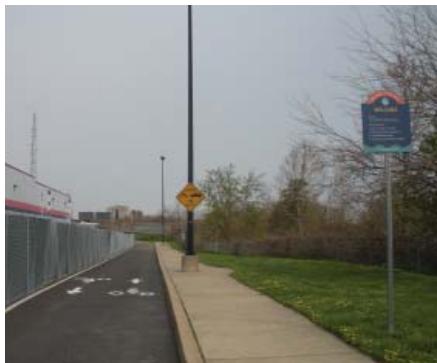
- City-wide standard wayfinding signage for cyclists on and off-road
- Park-specific educational interpretive signage.

## Trail Width

Shawmont to Montgomery County Line section of the Schuylkill River Trail, a 12-foot wide trail with earthen buffers on both sides.



Though the Delaware River Trail between Tasker Street and Pier 70 Boulevard is an interim solution until development of the waterfront progresses, the trail is 10 - 12 foot wide.



Where a trail crosses a seldom-used parking lot and no adjacent land is available for the trail use, an informal trail can be delineated on the pavement with an appropriate easement, like the Washington Avenue portion of the Delaware River Trail, shown here.



## Roadway and Rail Crossings

Schuylkill River Trail at MLK Drive, below and below right, a signalized crossing with bicycle, pedestrian, and vehicle-oriented signage and push-button activated signals



Where a trail intersects a rail crossing, such as the Schuylkill River Trail at Race Street, the City has built controlled rail crossings for safety.



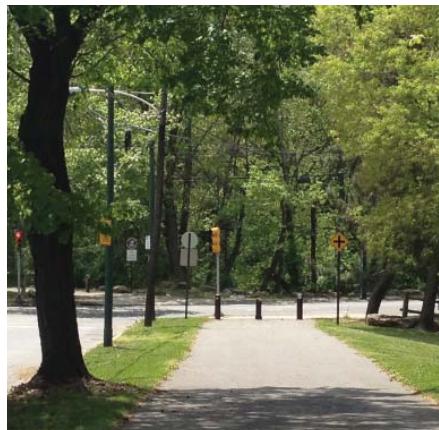
Where a trail intersects with a street, bollards and trail-oriented stop signs are standard.



The Tacony Creek Trail at Rising Sun Boulevard features a wide continental crosswalk. Rising Sun will be repaved in the coming years and will feature a median and trail crossing signage.



Where a trail terminates or crosses a roadway, clear signage to indicate a road crossing, along with bollards is the standard treatment.



## Safety Signage

Where trails cross roads, standard MUTCD signage alerts trail users and vehicles to each others presence and expected behavior.



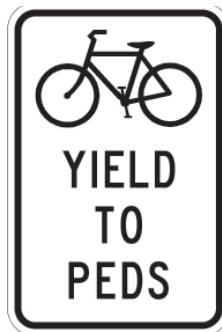
MUTCD signs W11-15  
and W11-15p



Stop sign at the terminus of the Bartram's Garden Trail that directs cyclists to ride with traffic.



MUTCD sign R9-5



MUTCD sign R9-6

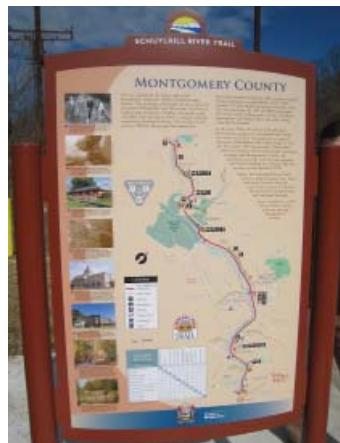
## Educational and Wayfinding Signage



The Streets Department installed bicycle directional signage in 2011 and 2012 in locations chosen by the Planning Commission with funding by the Department of Public Health. There are approximately 370 signs citywide on- and off-road and this system is a standard for on new trails.



Wayfinding and educational signage in Fairmount Park.



Bike Route E signage indicates the PennDOT-designated on-road route through the city.



# 3. PROPOSED TRAILS & PRIORITIZATION

Expansion of the trail network is happening throughout the City and should follow the goals of this plan. Proposed trails detailed here represent trails from the vision, conceptual, feasibility, and final design stages. Each is described in this chapter and ranked by five factors: Project Status, Demand, Connectivity, Feasibility, and Cost.

## > Expanding the Network

As discussed in Chapter 1, trail expansion in Philadelphia is happening at a fast pace with more than 2 miles of trail constructed in the last year, nearly 7 miles in construction, and 8.5 miles in design. These projects are led by the City of Philadelphia and non-profit trail development partners, such as SRDC, DRCC, DRWC, and others. Due to limited design, construction, and City operations and maintenance funding, the expansion of the trail work should adhere to City priorities and the goals of this plan: Connectivity, Safety, Encouragement, and Open Space. Building on the existing high use trails, filling in gaps in the network, targeting areas with greatest need for access to open space are key objectives for trail network expansion.

## > Inventory

The proposed trails detailed on the following pages are numbered from north to south, as shown on Map 8.

The inventory consists of a one-page summary for each proposed trail that includes a location map, photos and graphics, a brief description of the project and status, and a statement of how the trail scored on each of the five prioritization factors. Each trail is classified by type, and many proposed trails may be a combination of one or more of the following types: trail, on-road, or sidepath. The agency or organization that proposed the trail, or that is sponsoring development, is listed under "entity". The inventory is a snapshot in time and designed to be updated annually. The inventory is organized by trunk trails or trail types, as follows and noted on each inventory sheet:

1. Watershed Park Trails
2. Schuylkill River Trail
3. Delaware River Trail
4. Sidepaths/Roadway Adjacent
5. Miscellaneous
6. Completed or Under Construction

In the inventory set, the order of proposed trail under each trunk trail or trail type is from high to low priority based on the results of the criteria analysis described in the next section of this chapter. The proposed trails range from the vision stage, for example, on an industrial waterfront or former rail right-of-way, to trails with final design plans and secured property ownership along the length of the alignment. More details about the methodology for criteria analysis are detailed in Appendix A.

## Prioritization Factors & Criteria

### Prior Commitments

- Project Status
- Dedicated Planning Document

### Demand

- Close to Schools
- Close to Parks
- Close to Recreation Centers
- Close to High Use Regional Rail Station
- Close to High Use Subway/EI Station
- Close to High Use Bus Stop
- In Area of Zero Auto Ownership
- In Area of High Bicycle Commuting
- In Area of High Pedestrian Commuting
- Adjacent to High Use Trail
- Enabling Access to Waterfront/Natural Area
- Fills a Gap in Walkable Distance to Open Space Map

### Connectivity

- Completes a Gap in the Trail Network
- Completes A Gap in and will support the Bicycle Network
- Connects to On-Road Greenway
- Major Riverfront Spine Trail
- Feeder to Existing Trail

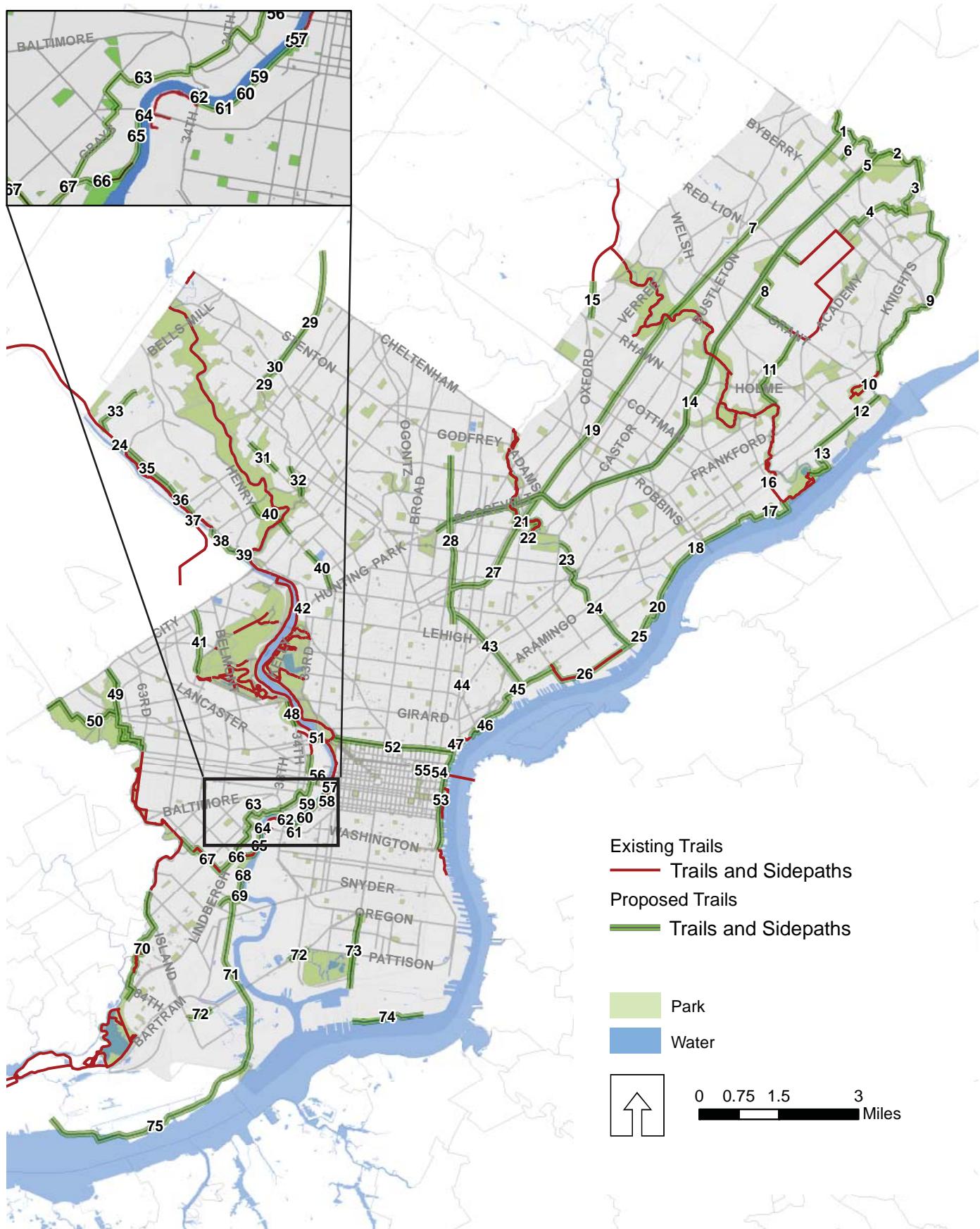
### Feasibility

- Barriers
- Land Ownership
- Part of Multi-Agency Project
- On City, State, Federal-Owned Land
- Dedicated Group for Development and Stewardship
- PWD Restoration Priority Area
- Investment Needed to Make Connection

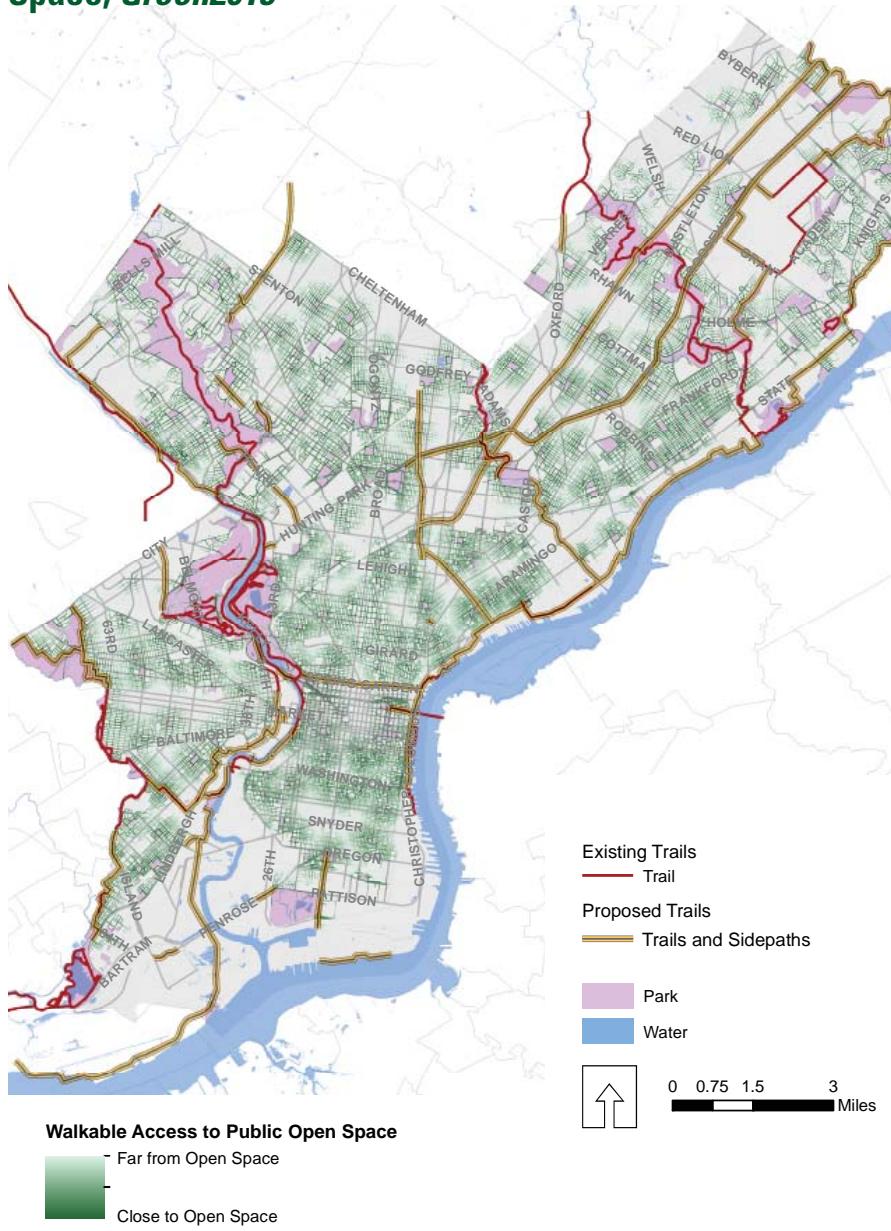
### Cost

- Cost Estimate

## Map 8: Existing and Proposed Trails



## Map 9: Proposed Trails with Walkable Access to Public Open Space, Green2015



### > Prioritization Process and Results

Prioritization of proposed trail projects is a major goal of this effort. This plan analyzed City trail priorities by five factors: prior commitments, demand, connectivity, feasibility, and cost. Under the five factors are 28 total criteria, each with a numerical value to reflect how the proposed trail satisfies the criteria. The sum of the scores under each factor were weighted to 1/5 of the total project score. Each of the 75 proposed trail projects were run through the 28 criteria and given a cumulative ranked score. Several of the criteria were

over-weighted to reflect a higher importance. Where possible, the criteria analysis was geographically based. Example maps include: completes a gap in the bicycle network, fills a gap in the Walkable Access to Public Open Space map, and in an area of zero auto ownership. A detailed methodology report and a full set of maps are included in the appendix.

The projects were ranked by highest to lowest score and divided into three priority groups: high, medium, and low. The priority ranking is indicated on the inventory sheet for each project.

A **High Priority** project is in the highest third of the total criteria scores. The Philadelphia Trail Committee will work with the development entity to move the project towards design and construction. Those projects that are a high priority will likely receive full City support including potential City involvement on project development and a City representative on the project steering committee, as desired by the development entity. The project team can use the high priority status in this plan as a tool for garnering public and private involvement and support from funding sources.

A **Medium Priority** project is in the middle third of the total criteria scores. The Philadelphia Trail Committee may work with the development entity to move the project towards final design. Those projects that are a medium priority could receive City support including potential City involvement on project development and a city representative on the project steering committee, as desired by the development entity. The project team can use the medium priority status in this plan as a tool for outreach and support from funding sources.

A **Low Priority** project is in the lowest third of the total criteria scores. Those projects that are a low priority could receive City advice on altering the project scope, location, or associated amenities to increase the rank of the project and therefore increase City support of the project. Planning Commission staff may work with the trail development entity to move the project towards preliminary design, as applicable.



## Watershed Parks

# 21. Tacony Creek Trail - B



### > Project Status and Description

The Tacony Creek Trail, portion B, is located just to the north of portion A, detailed on the previous page. While portion A ends at the intersection of Whitaker & Loudon, portion B will extend the trail under Roosevelt Boulevard to enable trail users to continue on the portion of the existing Tacony Creek Trail that extends more than 2 miles to Montgomery County. Segments of portion B are in construction due to flexibility in the bid cost estimates and funding schedule for portion A. Therefore, the main gap in portion B is now under Roosevelt Boulevard. The project score highly in project status because final design documents are complete.

### > Demand

The project scores highly in demand because it is within a major regional park, in close proximity to several park and recreation facilities and schools, and enables public access to the previously inaccessible section of Tacony Creek Park.

### > Connectivity

The project scores high in connectivity because it will fill a gap in a major trail, the Tacony Creek Trail, and will serve as a feeder trail to the East Coast Greenway and Frankford Creek Greenway.

### > Feasibility

The project scored high in feasibility because land ownership is secured, the project is on City-owned land, and the Tacony Creek is a high PWD restoration priority.

### > Cost

The project ranked high in the cost category because of the lower construction cost compared to similar projects in Philadelphia.

### > Priority

The project is in the highest priority category.

### > Entity

The project is within land owned by and will be maintained by Philadelphia Parks & Recreation.



Entity	Philadelphia Parks & Recreation
Status	Final Design
Type	Trail
Length	Approximately 0.7 mi
Rank	High Priority



## Watershed Parks

# 23. Frankford Creek Greenway - A



### > Project Status and Description

The Frankford Creek Greenway section A is located along the Frankford Creek from Castor Avenue to Kensington Avenue. The Frankford Creek is an area unlike other major watershed areas in that Philadelphia Park & Recreation park land and public access does not exist along the waterway. This portion of the creek is a former industrial area and in a culvert and there is opportunity for development of a multi-use trail along mostly privately-owned and underutilized land. Philadelphia Parks & Recreation and Planning Commission jointly secured funding from DVRPC Regional Trails Program for a feasibility study of the greenway, including section B. The project scores high in project status because it is mentioned in several planning documents and is featured in previous dedicated plans by PWD and other entities.

### > Demand

The project scores highly in demand because it is in close proximity to several park and recreation facilities, in an area of high pedestrian commuting, in an area of zero vehicle households, and enables public access to a waterway.

### > Connectivity

The project scores high in connectivity because it will connect to the Tacony Creek Trail, Tacony Frankford Greenway (on-road), and the on-road bicycle network. With section B, it will connect to the Delaware River Trail and the East Coast Greenway.

### > Feasibility

The project scores in the mid-range in feasibility because it is a PWD restoration priority and partially on City land.

### > Cost

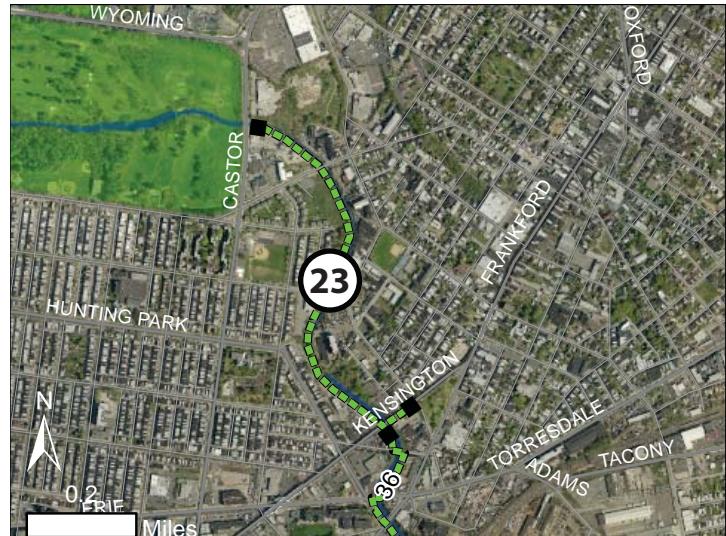
The project ranks in the mid-range in the cost category because of the estimated property acquisition and construction cost.

### > Priority

The project is in the highest priority category.

### > Entity

The project is led by Philadelphia Parks & Recreation and Philadelphia City Planning Commission.



Entity	City of Philadelphia (PCPC/PPR)
Status	Feasibility Study
Type	Trail
Length	Approximately 0.8 mi
Rank	High Priority



## Watershed Parks

### 3. Poquessing Park Trail



#### > Project Status and Description

The Poquessing Park Trail is located in the upper Northeast, directly adjacent to Benjamin Rush State Park and the City boundary with Bensalem Township, Bucks County. The trail will link Junod Playground with Benjamin Rush State Park on a right-of-way through PIDC and privately-owned land and via an abandoned portion of Mechanicsburg Road through Poquessing Creek Park. There are completed final design documents for the project, a secured easement from PIDC and the private owner, and funding is secured through DCNR and the City of Philadelphia capital budget.

#### > Demand

The project scores in the mid-range in demand because it enables access to previously inaccessible natural areas along Poquessing Creek and fills a gap in the Walkable Access to Public Open Space map.

#### > Connectivity

The project scores high in connectivity because completes a gap in the trail network and will connect a neighborhood and the bicycle network to a major regional park asset, Benjamin Rush State Park.

#### > Feasibility

The project scored in the high mid-range in feasibility because land ownership is secured, it is primarily on government-owned land, and portions of the project are a PWD restoration priority.

#### > Cost

The project ranked high in the cost category because it is relatively inexpensive compared to similar projects citywide.

#### > Priority

The project is in the highest priority category.

#### > Entity

The project will be constructed and maintained by Philadelphia Parks & Recreation.



Entity	Philadelphia Parks & Recreation
Status	Final Design Completed
Type	Trail
Length	Approximately 1.3 mi
Rank	High Priority



*The trail will run along the abandoned Mechanicsburg Road, above, and a utility easement, below.*



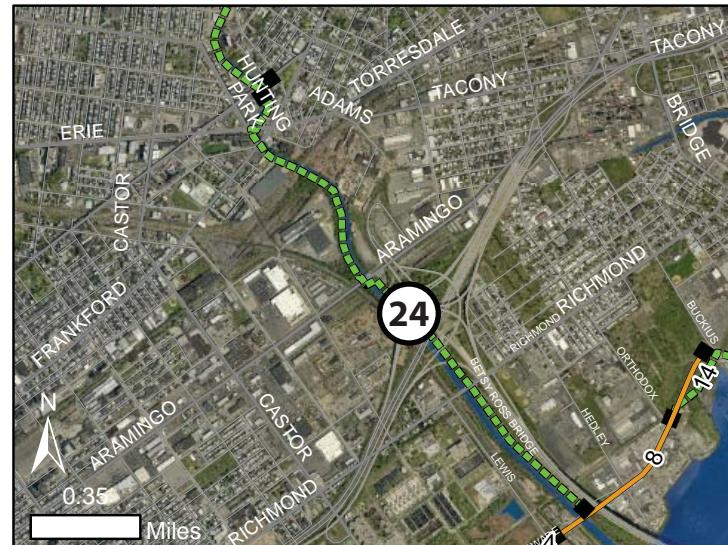
## Watershed Parks

# 24. Frankford Creek Greenway - B



### > Project Status and Description

The Frankford Creek Greenway section B is located along the Frankford Creek from Kensington Avenue in the north to the confluence of the Delaware River to the south. The land is mostly industrial and the vacant industrial landscape presents clear opportunities for redevelopment and public access. The Philadelphia Parks & Recreation and Planning Commission Frankford Creek Greenway Feasibility Study extends to this section of the proposed trail. There is potential for trail development to coordinate with PennDOT reconstruction of the Betsy Ross Bridge interchange, now in final design, and land area directly north of the Betsy Ross Bridge. Philadelphia Parks & Recreation and Planning Commission are coordinating with those agencies on next steps. The project scores high in project status because it is mentioned in several planning documents and is featured in dedicated plans by PWD and other entities.



### > Demand

The project scores highly in demand because it is in close proximity to several schools, park and recreation facilities, areas of high concentration of zero vehicle households, pedestrian and bicycle commuters, and enables access to the waterfront. It would also fill a gap in the Walkable to Public Open Space map.

Entity	City of Philadelphia (PCPC/PPR)
Status	Feasibility Study
Type	Trail
Length	Approximately 2.0 mi
Rank	High Priority

### > Connectivity

The project scores high in connectivity because it would connect the Tacony Creek Trail to the Delaware River Trail and the East Coast Greenway and close a gap in the bicycle network.

### > Feasibility

The project scores low in feasibility because land ownership is not secured and there are significant right-of-way issues around the Betsy Ross I-95 interchange. Potential coordination with PennDOT and DRPA could alleviate those issues.

### > Cost

The project ranks low in the cost category because of the high estimated land acquisition and construction cost.

### > Priority

The project is in the highest priority category.

### > Entity

The project is led by Philadelphia Parks & Recreation and Philadelphia City Planning Commission.



Potential trail right-of-way adjacent to the Betsy Ross Bridge



## Watershed Parks

# 70. Cobbs Creek Connector



### > Project Status and Description

The Cobbs Creek Connector Trail will extend the Cobbs Creek Trail from the current terminus at 70th Street and Cobbs Creek Parkway to the Heinz National Wildlife Refuge at 86th Street and Lindbergh Boulevard. The Clean Air Council completed an alternatives analysis and conceptual design in late 2012 which breaks the route into 4 sections. Section A, the northernmost section, is on Philadelphia Parks & Recreation land from 70th Street to Woodland Avenue along Cobbs Creek Parkway. This section is the most relevant to City discussion at this time, as it would connect directly to the existing Cobbs Creek Trail. Philadelphia Parks & Recreation and the Clean Air Council are seeking funding for final design and construction of section A. Section B runs from Woodland Avenue to Cibotti Recreation Center. Long-term section C runs through Eastwick Park, which is under review by the US Environmental Protection Agency due to the close proximity to the Clearview Landfill site. A remediation plan is presently in design. A short-term on-road alignment for Section C is detailed in the plan. Section D starts at the intersection of 84th and Lindbergh and creates a gateway to the Heinz Refuge with a cycletrack on Lindbergh. The project scores moderately high in project status because there is some funding for design and a conceptual design is complete.

### > Demand

The project scores in the mid-range in demand because it is not in close proximity to high-use transit stops or an existing high use trail. The project would enable access to natural areas previously inaccessible.

### > Connectivity

The project scores high in connectivity because it extends an existing trail and fills a gap in the trail and bike networks and will serve as part of the East Coast Greenway when completed.

### > Feasibility

The project scored in the mid-range in feasibility. There are four distinct parts; two sections off-road and two sections roadway adjacent within the roadway right-of-way. There is full public land ownership along the proposed route.

### > Cost

The project ranked low in the cost category as construction costs are estimated at more than \$3M for all sections.

### > Priority

The project is in the high priority category.

### > Entity

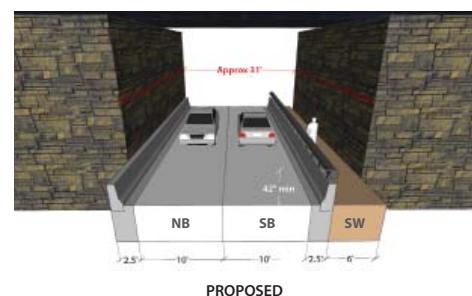
The project is partially on City of Philadelphia roadway right-of-way and Philadelphia park land, Philadelphia Parks & Recreation is involved in the project in those locations. Preliminary planning and design is coordinated by the Clean Air Council.



Entity	Philadelphia Parks & Rec, Clean Air Council
Status	Feasibility and Preliminary Design
Type	Trail and On-Road
Length	Approximately 2.5 mi
Rank	High Priority



From Cobbs Creek Connector Trail Alternatives Analysis and Conceptual Design Report (2012)



## Watershed Parks

# 49. Cobbs Creek Extension - B



### > Project Status and Description

The Cobbs Creek Extension, section B, is a conceptual trail alignment extending the Cobbs Creek Trail from the current terminus at 63rd and Market Streets northward along the park to serve additional residential areas and connect to Morris Park. North of Haverford Avenue, in Morris Park, there are proposed soft-surface trails. The area between Cobbs Creek Park and Morris Park is largely unprogrammed space and there are areas along the bordering roadways that do not have sidewalks and would be ideal for a trail. The project scored in the mid-range in project status because it is conceptual.

### > Demand

The project scored high in demand because it is in close proximity to several park and recreation facilities, close to a high use transit station and an area of high concentration of pedestrian commuters, and enables public access to a previously inaccessible natural area.

### > Connectivity

The project scored in the mid-range in connectivity because it extends and would connect to a major trail, the Cobbs Creek Trail, would serve as a feeder to the East Coast Greenway, and completes a gap in the pedestrian and bicycle networks.

### > Feasibility

The project scored high in feasibility because land ownership is secured, as it is City of Philadelphia land, and there is potential to coordinate with the Philadelphia Water Department on the project due as it is adjacent to Cobbs Creek, a priority restoration waterway.

### > Cost

The project ranked high in the cost category because of the low estimated construction cost.

### > Priority

The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia land but no group is yet leading development of the trail.



Entity	City of Philadelphia
Status	Conceptual
Type	Trail
Length	Approximately 2.0 mi
Rank	Unknown



## Watershed Parks

# 2. Poquessing Creek Trail Extension - A



### > Project Status and Description

The Poquessing Creek Trail Extension section A is a conceptual trail from Roosevelt Boulevard at the north to the Philadelphia Parks & Recreation Poquessing Creek Trail project (number 6 on the map) to the south. The alignment is within Benjamin Rush State Park and could run along the creek. An alternate alignment to this trail is along internal park roads, but this option does not connect to the natural areas along the creek. The project is shown on the Benjamin Rush State Park Development Plan, now under construction, but it is unclear whether this portion of the development plan is part of short term implementation. The project scored in the mid-range in project status as it is mentioned in previous planning documents.

### > Demand

The project scored low in demand because it is not close to a high concentration of neighborhood amenities. However, it would enable public access to previously inaccessible natural areas and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored in the mid-range in connectivity because it would complete a gap and support the pedestrian and bicycle networks.

### > Feasibility

The project scored high in feasibility because land ownership is secured within Benjamin Rush State Park and there is a dedicated group for stewardship, the PA Department of Conservation and Natural Resources.

### > Cost

The project ranked high in cost because of the estimated construction cost.

### > Priority

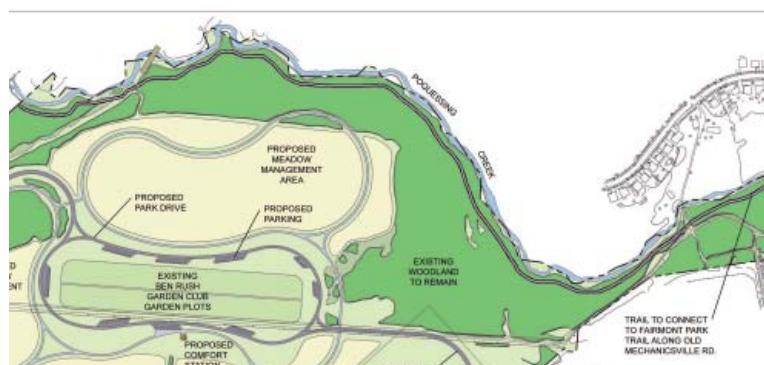
The project is in the medium priority category.

### > Entity

The project would be led by the PA Department of Conservation and Natural Resources, the land owner and steward of Benjamin Rush State Park.



Entity	PA Dept of Conservation and Natural Resources
Status	Feasibility
Type	Trail
Length	Approximately 0.9 mi
Rank	Medium Priority



## Watershed Parks

# 10. Lower Poquessing Creek Trail - A



### > Project Status and Description

The Lower Poquessing Creek Trail section A is a conceptual trail that would connect the SEPTA Torresdale Station to Holy Family University, Nazareth Academy High School and residential areas along the creek. This street right-of-way is already used primarily for non-motorized users, as the roadway is closed off from Grant Avenue along Tulip and Stevenson Streets with barriers. The project scored low in project status because it is conceptual only at this time.

### > Demand

The project scored low in demand because it is not a densely populated area. The trail would enable public access to a previously inaccessible green area. Also, there is some demand for a path on this location because it is already used as an unofficial path.

### > Connectivity

The project scored in the mid-range in feasibility because it would add a link in the pedestrian and bicycle networks and connect to the East Coast Greenway on State Road via Grant Avenue.

### > Feasibility

The project scored in the mid-range for feasibility because land ownership is not secured and there is no dedicated group for stewardship. However, Holy Family University could potentially be the stewardship group.

### > Cost

The project ranked high in the cost category because of the low estimated construction cost.

### > Priority

The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia roadway right-of-way. There is no dedicated group to lead the project at this time.

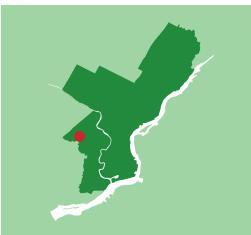


Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 0.25 mi
Rank	Medium Priority



## Watershed Parks

# 50. Cobbs Creek Extension - A



### > Project Status and Description

The Cobbs Creek Trail Extension, section A, is a conceptual trail project to extend the Cobbs Creek Trail to meet a proposed trail outside of city limits, the Valley Forge to Refuge Trail. This larger regional trail, now in the conceptual design stage, will connect Valley Forge Park to the Heinz National Wildlife Refuge. The existing Cobbs Creek Trail terminates at 63rd and Market Street and this conceptual trail runs from that point to a point along City Line Avenue. There is a working golf course on this part of Philadelphia Parks & Recreation land and the trail alignment will avoid any conflict in course operations. The project scored low in project status because it is in the conceptual design phase.



### > Demand

The project scored in the mid-range in demand because it is in close proximity to several schools and recreation areas, close to a high use transit station, and would enable public access to natural land now inaccessible.

### > Connectivity

The project scored high in connectivity because it would extend a major trail, the Cobbs Creek Trail, serve as a feeder to existing trails and an on-road trail, the East Coast Greenway, and complete a gap in and be supported by the bicycle network.

Entity	Various
Status	Conceptual
Type	Trail
Length	Approximately 2.8 mi
Rank	Medium Priority

### > Feasibility

The project scored high in feasibility because land ownership is secured, as it is City of Philadelphia land, and there is potential to coordinate with the Philadelphia Water Department on the project due as it is adjacent to Cobbs Creek, a priority restoration waterway.



### > Cost

The project ranked in the mid-range in the cost category because of the estimated construction cost.



### > Priority

The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia land and the project is being led by a group of non-profit partners with City involvement.

## Watershed Parks



# 1. Poquessing Creek Trail Extension - B

### > Project Status and Description

The Poquessing Creek Trail Extension section B is a conceptual trail from Roosevelt Boulevard at the south to a major utility right-of-way to the north in northeast Philadelphia. The concept is to extend the Poquessing Creek Trail as a major waterway trail, like the Wissahickon, Tacony, or Pennypack Trails. This portion would connect to the Poquessing Southampton Trail, Pennypack Poquessing Connector Trail, and residential neighborhoods. The project scored low in project status because it is conceptual only at this time.

### > Demand

The project scored low in demand because it is not adjacent to many community amenities. However, it would enable public access to previously inaccessible open space.

### > Connectivity

The project scored low in connectivity because it would not connect directly to existing trail assets.

### > Feasibility

The project scored in the mid-range in feasibility because it is on City of Philadelphia parkland.

### > Cost

The project ranked high in the cost category because of the estimated construction cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is on City of Philadelphia parkland but no entity is leading the planning effort at this time.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 1.6 mi
Rank	Low Priority



## Watershed Parks

# 9. Lower Poquessing Creek Trail - B



### > Project Status and Description

The Lower Poquessing Creek Trail section B is a conceptual trail along the Poquessing Creek. This segment of the creek has little public access and many challenges, such as the at-grade Woodland Road. The project is mentioned in the *Fairmount Park Poquessing Creek Master Plan* as a long term goal. The project scored low in project status as it is a conceptual trail at this time.

### > Demand

The project scored in the mid-range in demand as it is near a high use transit station, would enable public access to a previously inaccessible natural area, and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored low in connectivity as it would not connect to existing trails. However, there is a potential for a combined Poquessing Creek Trail and it does link to a portion of the existing Lower Poquessing Creek Trail.

### > Feasibility

The project scored low in feasibility as there are several significant property and environmental challenges along the alignment.

### > Cost

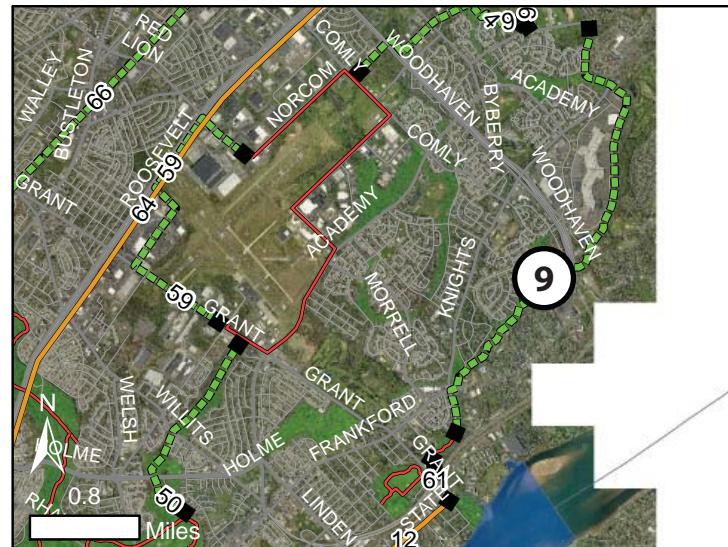
The project ranked in the mid-range in cost because of the estimated construction cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is on City of Philadelphia park land. No group is leading the project at this time.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 3.9 mi
Rank	Low Priority



## Schuylkill River Trail

# 59. South Street Catharine Trail



### > Project Status and Description

The South Street Catharine Connector is a trail extension south of the South Street Bridge along the Schuylkill River. The trail would extend the Schuylkill River Trail one more link to the south towards Catharine Street, where it would dead-end until a roadway connection or bridge is constructed. The project is spearheaded by Schuylkill River Development Corporation in close collaboration with Philadelphia Parks & Recreation. The land between the rail line and the river is owned by Children's Hospital of the University of Pennsylvania, the Philadelphia Redevelopment Authority, and Pennsylvania Energy Company (PECO). Easement proceedings are underway and ultimately the City of Philadelphia will hold the easement and SRDC will maintain the trail. The project scores highly in project status because expanding and completing the Schuylkill River Trail is mentioned in several planning documents and the project is moving ahead towards final design and construction.

### > Demand

The project scores highly in demand because it is in close proximity to several schools, park and recreation facilities, and areas of zero auto ownership and high pedestrian commuting. It is also adjacent to and will extend a major high use trail.

### > Connectivity

The project scores high in connectivity because it extends and will be part of a major spine trail, the Schuylkill River Trail.

### > Feasibility

The project scored high in feasibility because the easement process is under way and there is a dedicated stewardship and maintenance group, the Schuylkill River Development Corporation.

### > Cost

The project ranked high in the cost category because of the relatively low construction cost.

### > Priority

The project is in the highest priority category.

### > Entity

The project will be operated and maintained by the Schuylkill River Development Corporation along with PPR.



Entity	Schuylkill River Development Corporation
Status	Preliminary Design
Type	Trail
Length	Approximately 0.7 mi
Rank	High Priority



## Schuylkill River Trail

# 39. Wissahickon Gateway



### > Project Status and Description

The Wissahickon Gateway is located at the confluence of the Wissahickon Creek and the Schuylkill River in northwest Philadelphia. This is also the intersection of the Kelly Drive Trail, the Wissahickon Trail, and the on-road portion of the Schuylkill River Trail along Main Street into Manayunk. There is currently no trail at this location and trail users utilize the sidewalk and road at this pinch point. The SEPTA Wissahickon Transfer Station is also at this intersection, which generates significant pedestrian and bus traffic. The gateway concept is to build a bridge over the Wissahickon for trail users parallel to the Ridge Avenue vehicular and pedestrian bridge and widen the sidewalk from the typical 6-8 foot width to a 10 - 12 foot sidepath along Main Street connecting to the Penncoyd Trail, number 37 on the map to the right. Philadelphia Parks & Recreation led a feasibility and preliminary design study, completed in 2013, and is commencing final design in the coming months. The project score highly in project status because it is mentioned frequently in past planning documents and there is a dedicated study towards next steps.



### > Demand

The project scores in the mid-range in demand because it is along a high use trail and enables public access to previously inaccessible waterfront and open space.

Entity	Philadelphia Parks & Recreation
Status	Preliminary Design
Type	Trail/Sidepath
Length	Approximately 0.3 mi
Rank	High Priority

### > Connectivity

The project scores very high in connectivity because it closes a gap in the pedestrian, bicycle, and trail networks and is part of a major spine trail, the Schuylkill River Trail.

### > Feasibility

The project scored in the mid-range in feasibility because land ownership is not yet secured and there may be some easements needed from PECO and private property owners. Also, there is no identified dedicated group for stewardship and maintenance.

### > Cost

The project ranked in the mid-range in the cost category. The City is pursuing funding for final design.

### > Priority

The project is in the highest priority category.

### > Entity

The project is under the purview of Philadelphia Parks & Recreation.



Courtesy of Michael Baker, Inc. from the *Wissahickon Gateway Feasibility Study*, 2013



# Schuylkill River Trail

## 68 . Bartram's South



### > Project Status and Description

The Bartram's South Trail is located along the Schuylkill River with Bartram's Garden at 56th Street to the north and 58th Street to the south. The project is part of Bartram's Mile, similar to Bartram's North, but the trails are bisected by Bartram's Garden and the existing Bartram's Garden Trail. Approximately 50-feet in from the top of river bank along the alignment is owned by Philadelphia Parks & Recreation, which will ensure public access as the vacant land is developed. The project scored highly in project status as it is mentioned in several plans.

### > Demand

The project scores in the mid-range in demand because it is in an area of high bicycle commuting and zero vehicle households and will enable public access to the waterfront.

### > Connectivity

The project scores in the mid-range in connectivity because it will extend and be part of the Schuylkill River Trail.

### > Feasibility

The project scores in the mid-range in feasibility because land ownership is secured along the waterfront and roadway portions are within the street right-of-way.

### > Cost

The project ranks high in the cost category because of the low estimated cost.

### > Priority

The project is in the medium priority category.

### > Entity

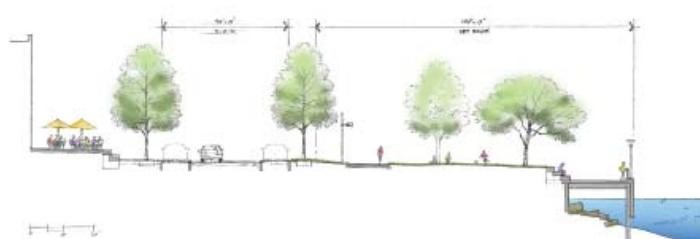
The project is led by Philadelphia Parks & Recreation.



Entity	Philadelphia Parks & Recreation
Status	Preliminary Design
Type	Trail
Length	Approximately 0.4 mi
Rank	Medium Priority



Courtesy of PennPraxis/Philadelphia Parks & Recreation



## Schuylkill River Trail

# 64. Schuylkill Crossing at Gray's Ferry



### > Project Status and Description

The Schuylkill Crossing at Gray's Ferry is a proposed trail bridge connecting the existing Grays Crescent trail to the proposed Bartram's North trail. The concept is to use an existing rail swing bridge, now in the open position, and raise the bridge in the closed position and build approaches for trail users. Challenges include the required height of the bridge to accommodate the barge traffic to upstream industry, land ownership and new development on the Bartram's North parcel, and the high construction cost. The Schuylkill River Development Corporation has completed the feasibility study and it working towards funding final design of the structure.

### > Demand

The project scores highly in demand because it is in an area with high pedestrian commuting and enables access to waterfront and natural areas.

### > Connectivity

The project scores high in connectivity because it extends and will be part of a major spine trail, the Schuylkill River Trail.

### > Feasibility

The project scored low in the feasibility category because of a high investment needed to finish the project, lack of multi-agency partners, and barriers, in this case the aging infrastructure and waterway use restrictions.

### > Cost

The project ranked low in the cost category because of the high estimated construction cost.

### > Priority

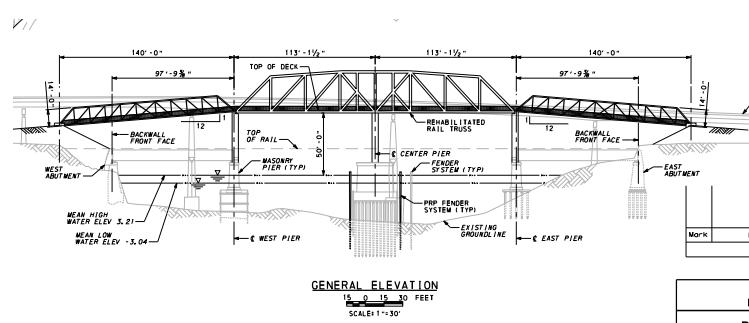
The project is in the medium priority category.

### > Entity

The project is led by the Schuylkill River Development Corporation.



Entity	Schuylkill River Development Corporation
Status	Feasibility Study Completed
Type	Trail Bridge
Length	Approximately 0.1 mi
Rank	Medium Priority



# Schuylkill River Trail

## 65. Bartram's North



### > Project Status and Description

The Bartram's North Trail is located along the Schuylkill from the Grays Ferry Bridge south to Bartram's Garden and is part of Philadelphia Parks & Recreation Bartram's Mile project. The project is led by Philadelphia Parks & Recreation with support by Penn Praxis and the William Penn Foundation and in close collaboration with city agencies. The Philadelphia Industrial Development Corporation (PIDC) is the major land owner of the now-vacant industrial land on the bank, which they are targeting for low-impact industrial compatible with adjacent recreation uses. PPR is seeking funding for final design and construction for this portion and the entire Bartram's Mile project area. The project score highly in project status because it is mentioned in several past planning studies.

### > Demand

The project scores in the mid-range in demand because it is in close proximity to several schools and park and recreation facilities and will enable access to previously inaccessible waterfront.

### > Connectivity

The project scores in the mid-range in connectivity because it extends and will be part of a major spine trail, the Schuylkill River Trail.

### > Feasibility

The project scored low in feasibility because land ownership is not secured and there is no dedicated group for maintenance and stewardship. However, this does not reflect that there is close collaboration with PIDC on potential property ownership and that this is a high priority PPR project.

### > Cost

The project ranked high in the cost category because of the estimated construction cost.

### > Priority

The project is in the highest priority category.

### > Entity

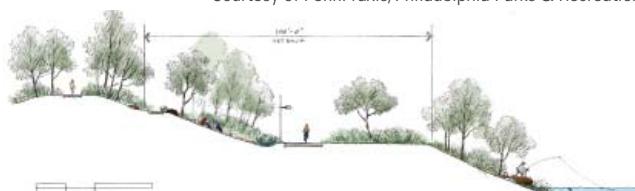
The project is led by Philadelphia Parks & Recreation.



Entity	Philadelphia Parks & Recreation
Status	Preliminary Design
Type	Trail
Length	Approximately 0.4 mi
Rank	High Priority



Courtesy of PennPraxis/Philadelphia Parks & Recreation



## Schuylkill River Trail

# 69. Schuylkill South - Airport Trail



### > Project Status and Description

The Schuylkill South Airport Trail is a conceptual trail between the end of the current Bartram's Mile project, just south of Bartram's Garden, to the proposed Airport Fort Mifflin Trail, along a rail right-of-way to the south. The trail would run along the waterfront and through underutilized industrial land. The trail would be part of the Schuylkill River Trail. The project scored in the mid-range in project status because a completed Schuylkill River Trail is mentioned in several planning documents, though it is conceptual only at this time.

### > Demand

The project scored high in the mid-range in demand because it is in an area of low auto ownership and high bicycle commuting, would enable public access to a previously inaccessible waterfront, and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored high in connectivity because it would serve as a major riverfront spine trail, the Schuylkill River Trail.



Entity	Schuylkill River Development Corporation
Status	Conceptual
Type	Trail
Length	Approximately 0.5 mi
Rank	Medium Priority

### > Feasibility

The project scored low in feasibility because land ownership is not secured.

### > Cost

The project ranked in the mid-range in the cost category because of the estimated land acquisition and construction cost.

### > Priority

The project is in the medium priority category.

### > Entity

The project is on private land but could be secured by the City and maintained by the Schuylkill River Development Corporation.



## Schuylkill River Trail



# 61. Catharine to Grays Crescent Trail

### > Project Status and Description

The Catharine to Grays Crescent Trail is a key link in the Schuylkill River Trail between Catharine Street to the north and the existing Grays Crescent Trail to the south. There are significant challenges along this alignment, including a very narrow land area between the existing rail tracks and the river bulk head, property ownership, bridge abutments, and water-based delivery of industrial goods by boat. Though this is a major missing link in the Schuylkill River Trail, planning for this section is stalled because of these challenges. The project scored in the mid-range in project status as it is mentioned in several planning documents.

### > Demand

The project scored high in demand, as it is in close proximity to several schools, park and recreation facilities, in an area of low auto ownership and high bicycle and pedestrian commuting, would enable access to a previously inaccessible waterfront, and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored high in connectivity as it would fill a missing link in the Schuylkill River Trail, a major riverfront spine trail.



Entity	Schuylkill River Development Corporation
Status	Conceptual
Type	Trail
Length	Approximately 0.5 mi
Rank	Medium Priority

### > Feasibility

The project scored in the mid-range in feasibility because land ownership is not secured. There is a stewardship group, the Schuylkill River Development Corporation.

### > Cost

The project ranked low in the cost category because of the high estimated construction cost.

### > Priority

The project is in the medium priority category.

### > Entity

The stewardship group for the project as it is planned and developed will be the Schuylkill River Development Corporation.



## Schuylkill River Trail

# 71. Airport Fort Mifflin Trail



### > Project Status and Description

The Airport Fort Mifflin Trail is a conceptual trail between the lower Schuylkill at 63rd Street and Fort Mifflin on the Delaware River. The trail abuts a rail alignment that may be repurposed and rebuilt to serve PHL Airport freight rail users. There is potential to build a public trail amenity along the rebuilt rail right-of-way to serve the adjacent neighborhoods and function as an extension to the Schuylkill River Trail. This is an informal concept at this time, though the Planning Commission is working with the Department of Aviation and other City agencies on this as the Airport Capacity Enhancement Program is finalized. The project scored in the mid-range in project status because it has been mentioned in past planning documents.

### > Demand

The project scored in the mid-range in demand as it would enable public access to a previously inaccessible waterfront and fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored high in connectivity as it would complete a gap in the trail network and serve as a major riverfront trail, the Schuylkill River Trail.

### > Feasibility

The project scored low in feasibility as it stands right now; however, with cooperation from the PHL Airport, it could be very feasible.

### > Cost

The project ranked low in the cost category because of the high estimated property acquisition and construction cost. However, these costs would not be significantly over the potential concurrent rail expansion project.

### > Priority

The project is in the low priority category. This status may be amended with on-going collaboration with PHL and the Department of Aviation.

### > Entity

The project is on private land but could be stewarded by PHL Airport.



Entity	Philadelphia Department of Aviation
Status	Conceptual
Type	Trail
Length	Approximately 3.0 mi
Rank	Low Priority



## Delaware River Trail

# 25. Delaware Avenue Extension Sidepath



### > Project Status and Description

The Delaware Avenue Extension Sidepath is on the North Delaware River waterfront between Lewis Street and Orthodox Street. The roadway project is led by the Philadelphia Street Department to extend the roadway to alleviate truck traffic through the Bridesburg neighborhood, as it will enable trucks to access the waterfront industrial parcels north of the Betsy Ross Bridge via Delaware Avenue. The project will include a sidepath varying in width from 8 - 12 feet and connect directly to the Port Richmond portion of the Delaware River Trail. The project is in the final design stage and is funded by the City in the capital program. Further phases of the project may extend the roadway and sidepath to Bridge Street with a potential link to the K & T Trail.

### > Demand

The project scores mid-range in demand because it doesn't currently connect any assets, as the Port Richmond Trail is under construction and there are limited park and recreation facilities nearby at this time. It does fill a gap in the Walkable Access to Public Open Space Map.

### > Connectivity

The project scores high in connectivity because it extends a major spine trail, the Delaware River Trail, and it will complete a gap in the trail network.

### > Feasibility

The project scored in the mid-range in feasibility as it is partially in the City right-of-way, but full land ownership is not yet secured.

### > Cost

The project ranked high in the cost category because it is a sidepath as part of a roadway project and therefore relatively low cost to design and construct.

### > Priority

The project is in the highest priority category. It is a key gap in the proposed trail network with little to no alternative route available.

### > Entity

The project is on City of Philadelphia roadway right-of-way and will be maintained by the Streets Department and the Delaware River City Corporation.



Entity	City of Philadelphia Streets Department
Status	Final Design Completed
Type	Sidepath
Length	Approximately 0.8 mi
Rank	High Priority



Courtesy of the Philadelphia Streets Department and Urban Engineers

## Delaware River Trail

# 18. Kensington & Tacony Trail



### > Project Status and Description

The Kensington & Tacony Trail is along the North Delaware River waterfront and largely along on a former K & T Rail right-of-way between roughly Princeton Avenue to the north and Old Frankford Creek near Van Kirk Street to the south. The project is led by the Delaware River City Corporation (DRCC) in close collaboration with Philadelphia Parks & Recreation. The project is funded by the City of Philadelphia, the PA Department of Conservation and Natural Resources, and other sources. The project score highly in project status because it is nearing complete final design documents and property acquisition is nearly complete.

### > Demand

The project scores in the high to medium range in demand because it is in close proximity to several schools, enables public access to a previously inaccessible area of the waterfront, and fills a gap in the walkable to public open space map.

### > Connectivity

The project scores very high in connectivity because it is a major riverfront trail, completes a gap in the trail network, and connects to and will be the designated East Coast Greenway.



Entity	Delaware River City Corporation
Status	Final Design Completed
Type	Trail
Length	Approximately 1.7 mi
Rank	High Priority

### > Feasibility

The project scored high in feasibility because land ownership is mostly secured, there is some dedicated funding for construction, and there is dedicated stewardship and maintenance entity, the Delaware River City Corporation.

### > Cost

The project ranked in the mid-range in the cost category because of the construction cost. However, much of the funding for construction is presently secured.

### > Priority

The project is in the highest priority category.

### > Entity

The project will be constructed primarily on City of Philadelphia or eased land and will be maintained by the Delaware River City Corporation.



Future K & T trailhead at the Old Frankford Creek boat launch. The portion of the K & T Trail that is completed as part of Lardner's Point Park.



## Delaware River Trail

### 13. Baxter Trail



#### > Project Status and Description

The Baxter Trail is located in northeast Philadelphia between Pennypack on the Delaware Trail and Linden Avenue. The design and construction of the trail is being coordinated by the Delaware River City Corporation and the project is in final design. There are several constraints to the project, including a fire arms practice range and a PWD property, both which required rerouting of earlier trail concepts due to security and safety concerns. A portion of the trail will run as a sidepath along State Road. The project scores highly in project status because it is in final design.

#### > Demand

The project scores in the mid-range in demand because it is not within close proximity to schools, parks, or transit stations. It does enable public access to a previously inaccessible waterfront area and fills a gap in the Walkable Access to Public Open Space map.

#### > Connectivity

The project scores high in connectivity because it links to an existing trail, the Pennypack Trail, in Pennypack on the Delaware Park, and will serve as part of the East Coast Greenway.

#### > Feasibility

The project scored high in feasibility because the lane is primarily City-owned, land ownership is secured, and there is some dedicated funding for construction. In addition, there is a dedicated stewardship and maintenance group, the Delaware River City Corporation.

#### > Cost

The project ranked low in the cost category because of the high construction cost.

#### > Priority

The project is in the highest priority category.

#### > Entity

The project is primarily on City of Philadelphia land and street right-of-way and will be maintained by the Delaware River City Corporation.



Entity	Delaware River City Corporation
Status	Final Design
Type	Trail/Sidepath
Length	Approximately
Rank	High Priority

*The State Road portion of the Baxter Trail, which will be a sidepath on the east side of State Road.*



## Delaware River Trail

# 46. Penn Treaty Richmond Connector Trail



### > Project Status and Description

The Penn Treaty Port Richmond Connector Trail is located between the existing Sugarhouse Casino Trail to the south and Richmond Street near Delaware Avenue to the north. This area is undeveloped along the waterfront and a mix of privately owned, PECO, and Philadelphia Parks & Recreation land. Portions of this project, mainly those south of Penn Treaty Park, are in conceptual design by the Delaware River Waterfront Corporation (DRWC) and DRWC is seeking funding for addition work in Penn Treaty Park in coordination with Philadelphia Parks & Recreation. The project scores in the mid-range in project status because it is in the conceptual design stage.



### > Demand

The project scores in the mid-range in demand as it is close to several schools and park and recreation centers. It is in an area of high pedestrian commuting and will fill a gap in the Walkable Access to Public Open Space map.

Entity	Delaware River Waterfront Corporation
Status	Conceptual
Type	Trail
Length	Approximately 0.7 mi
Rank	High Priority

### > Connectivity

The project scores high in connectivity because it extends and will be part of a major spine trail, the Delaware River Trail, and will serve as a portion of the East Coast Greenway.

### > Feasibility

The project scored high in feasibility because is partially on publicly owned land, Penn Treaty Park, and there is a dedicated group for stewardship, the Delaware River Waterfront Corporation.



### > Cost

The project ranked high in the cost category because of the low estimated construction cost.

### > Priority

The project is in the highest priority category.

### > Entity

The project is on partially on City of Philadelphia park land and will be maintained by the Delaware River Waterfront Corporation.

## Delaware River Trail

### 45. Port Richmond Connector Trail



#### > Project Status and Description

The Port Richmond Connector Trail is located along the Delaware River waterfront between Richmond Avenue and Delaware Avenue to the south and Allegheny Avenue and the Port Richmond Trail to the north. This section of the Delaware River Trail is the northernmost segment under the purview of the Delaware River Waterfront Corporation and discussed in the 2011 *Central Delaware Waterfront Master Plan* as an important link to connect the central and northern sections of the Delaware River Trail. Due to the undeveloped waterfront along this portion of the river, one trail development scenario is trail planning and construction as the land is developed. Another is to coordinate with PennDOT along with the reconstruction of I-95 and repurpose the roadway detour route post-construction when it is no longer needed for vehicle use. The project scores in the mid-range in project status because it is conceptual only but discussed in several plans.



#### > Demand

The project scores highly in demand because it is in close proximity to several schools and park and recreation facilities, near areas of high concentration of zero vehicle ownership households, in an area of high pedestrian and bicycle commuting, and enables access to waterfront not previously publicly accessible.

#### > Connectivity

The project scores high in connectivity because it extends and will be part of a major spine trail, the Delaware River Trail, and will serve as a portion of the East Coast Greenway.

#### > Feasibility

The project scored low in feasibility because land ownership is not secured, however, there is potential to use PennDOT right-of-way for the trail in coming years.

#### > Cost

The project ranked low in the cost category because of the potential to construct the trail as part of development in the area or as part of an existing roadway right-of-way.

#### > Priority

The project is in the medium priority category.

#### > Entity

The project is within the purview of the Delaware River Waterfront Corporation.

## Delaware River Trail

# 53. Delaware Waterfront Trail



### > Project Status and Description

The Delaware River Trail is located along the Delaware River waterfront from Spring Garden Street to Washington Avenue. Portions of the trail along the Delaware River to the north and south may be named the Delaware River Trail, as well, but for the purpose of this study the boundaries are as described here. The concept of the trail is a sidepath along Delaware Avenue to accommodate cyclists, pedestrians, and other trail users. The project is led by the Delaware River Waterfront Corporation in close collaboration with the City of Philadelphia and PennDOT, since much of the improvements are within the roadway right-of-way. The trial will connect to the Penn Street Trail to the north and the Delaware River Trail at Washington Avenue to the south. The project score highly in project status because it is supported in several planning documents, including the 2011 *Master Plan for the Central Delaware* and subsequent design and traffic engineering studies.



### > Demand

The project scores highly in demand because it is in close proximity to schools, park and recreation facilities, in an area of high pedestrian commuting, and enables access to the waterfront along Penns Landing.

Entity	Delaware River Waterfront Corporation
Status	Preliminary Design
Type	Sidepath
Length	Approximately 1.9 mi
Rank	High Priority

### > Connectivity

The project scores high in connectivity because it is a major spine trail, connects to the East Coast Greenway, and will support the bicycle network.

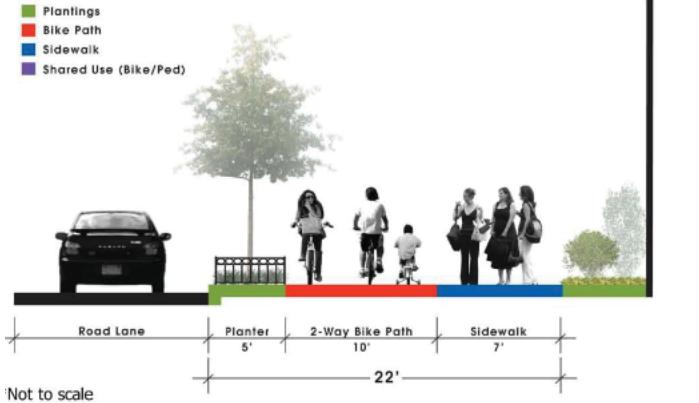
### > Feasibility

The project scored high in feasibility because the majority of the proposed alignment is within street right-of-way and there is a dedicated group for stewardship, the Delaware River Waterfront Corporation.

Courtesy of RBA Group

### Cross Section #4

- Road/Road Barrier
- Plantings
- Bike Path
- Sidewalk
- Shared Use (Bike/Ped)



### > Cost

The project ranked low in the cost category because of the high construction cost.

### > Priority

The project is in the highest priority category.

### > Entity

The project is mostly on City of Philadelphia and PennDOT roadway right-of-way and will be maintained by the Delaware River Waterfront Corporation.

## Delaware River Trail

# 75. PHL Airport Waterfront Trail



### > Project Status and Description

The PHL Airport Waterfront Trail is a trail concept along the Delaware River Waterfront from Fort Mifflin in lower south Philadelphia to Tinicum Township. There is an opportunity for the project to be developed as part of the PHL Capacity Enhancement Project (CEP), an expansion project underway at PHL for the next several decades to enhance physical property and airline capacity at PHL. As part of the CEP, the existing public 2-lane roadway along the airport perimeter will no longer exist, as a runway will extend into the water and river bank will be claimed for airport use. This project is a unique opportunity to enable public access along the waterfront, a key goal in several adopted Philadelphia planning documents. There are several precedent projects of public trails adjacent to airport facilities. The project scores low in project status because it is in the conceptual stage.

### > Demand

The project scores in the mid-range in demand. It is not near residential areas or amenities, but would enable public access to a previously inaccessible waterfront and natural area and fills a gap in the Walkable to Public Open Space map.

### > Connectivity

The project scores high in connectivity because it would complete a gap in the trail network, connect directly to a major spine trail, the Schuylkill River Trail, and function as part of the East Coast Greenway.

### > Feasibility

The project scored high in feasibility because there is potential for trail construction to be coordinated with the airport expansion program.

### > Cost

The project ranked in the mid-range in cost because of the estimated construction cost. However, there are no detailed cost estimates at this time.

### > Priority

The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia Department of Aviation land and the conceptual planning is led by the Philadelphia Planning Commission.



Entity	Philadelphia Division of Aviation
Status	Conceptual
Type	Trail
Length	Approximately 4.3 mi
Rank	Medium Priority



## Delaware River Trail

### 17. North Delaware Greenway - Gap B



#### > Project Status and Description

The North Delaware Greenway Gap B is located along the Delaware River waterfront from Princeton Avenue to Rhawn Street. The proposed trail connects directly to the K & T Trail to the south and the Pennypack Trail and Pennypack on the Delaware Park to the north. This portion of the trail is conceptual only but has a dedicated planning document, the 2009 *North Delaware Greenway Gaps Feasibility Study*, and therefore the project scored in the mid-range for project status.

#### > Demand

The project scores in the mid-range for demand. It would enable public access to the Delaware River waterfront and fill a gap in the Walkable to Public Open Space map.



#### > Connectivity

The project scores high in connectivity because it connects to a major trail, the Pennypack Trail, and will serve as a major spine trail, the Delaware River Trail. It will also be part of the East Coast Greenway and connect directly to the K & T Trail.

#### > Feasibility

The project scored in the mid-range for feasibility because of potential property acquisition and environmental remediation issues. There is a dedicated group for stewardship, the Delaware River City Corporation.

Entity	Delaware River City Corporation
Status	Conceptual
Type	Trail
Length	Approximately 1.5 mi
Rank	Medium Priority

#### > Cost

The project ranked in the mid-range in the cost category because of the high estimated construction cost.

#### > Priority

The project is in the medium priority category.

#### > Entity

The project will likely be developed and maintained by the Delaware River City Corporation.



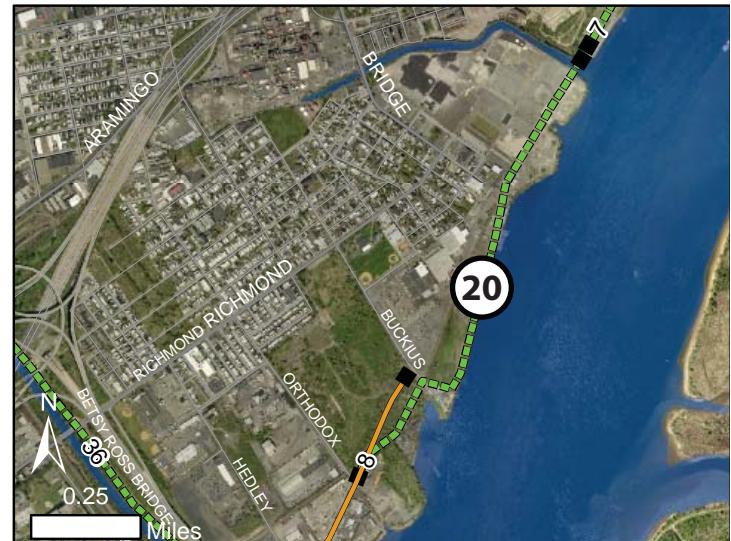
## Delaware River Trail

# 20. North Delaware Greenway - Gap A



### > Project Status and Description

The North Delaware Greenway is an extension of the Delaware River Trail along the North Delaware River waterfront. Links include previously detailed trails, such as the Delaware Avenue Extension sidepath, K&T Trail, and Baxter Trail. Gap A is a section of the proposed trail between Orthodox Street and Old Frankford Creek. This section is particularly challenging because previous industrial uses call for extensive environmental remediation before a trail use is feasible. If the Delaware Avenue Extension project does continue northward beyond Orthodox Street, a sidepath along the roadway could serve as this portion of the river trail and connect to the K & T just north of Old Frankford Creek. This portion of the trail is conceptual only but has a dedicated planning document, the 2009 *North Delaware Greenway Gaps Feasibility Study*, and therefore the project scored in the mid-range for project status.



### > Demand

The project scores low in demand because it is not in close proximity to park and recreation facilities or transit stations. It would enable public access to the Delaware River waterfront.

### > Connectivity

The project scores high in connectivity because it extends a major spine trail, the Delaware River Trail, and would serve as part of the East Coast Greenway.

### > Feasibility

The project scored lower in feasibility because land ownership is not secured and there are significant environmental remediation barriers. There is a dedicated group for stewardship, the Delaware River City Corporation.

### > Cost

The project ranked low in the cost category because of the high estimated land acquisition, remediation, and construction costs.

### > Priority

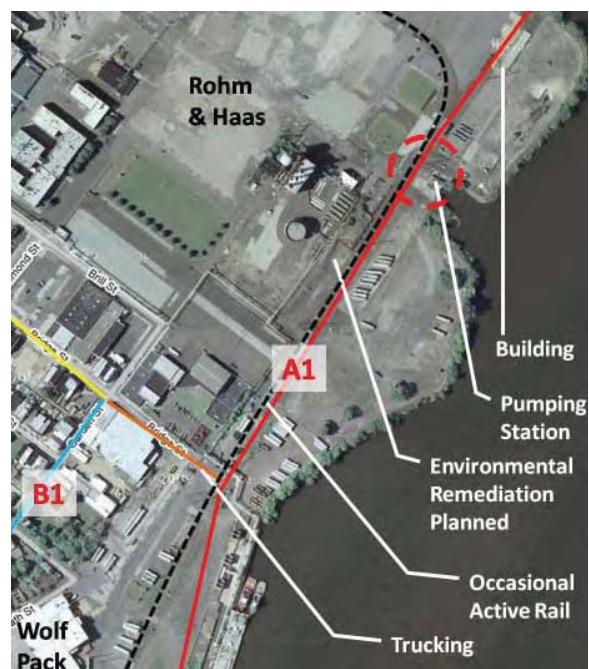
The project is in the low priority category, though construction of the K & T Trail and Delaware Avenue Extension Sidepath will potentially increase the priority as it will be a missing link in the network.

### > Entity

The project is under the purview of the Delaware River City Corporation.

Entity	Delaware River City Corporation
Status	Conceptual
Type	Trail
Length	Approximately 1.2 mi
Rank	Low Priority

*An example of challenges along the alignment, from the North Delaware Greenway Gaps Feasibility Study, courtesy of Pennoni Associates*



## Sidepath/Roadway Adjacent

# 51. MLK Drive Bridge Sidepath



### > Project Status and Description

The MLK Drive Bridge Sidepath is a conceptual sidepath along the MLK Drive Trail that will replace a narrow sidewalk along MLK Drive. With the exception of experienced cyclists, trail users utilize the sidewalk between the fish ladder and the Schuylkill River Trail entrance. The sidewalk is narrow, approximately 5-6 feet maximum, and not separated from the roadway with a buffer or fence. Cyclists, those with strollers and dogs, and runners cannot pass comfortably. A 2012 DVRPC study, *Improving Safety for All Users on Martin Luther King Drive*, recommended narrowing the vehicular right-of-way to three lanes on the bridge over the Schuylkill River and using the space for a 10-12 foot sidepath. Additional traffic analysis, City support, and funding will be needed to move the project forward. The project scored high in project status because it is mentioned in several past planning documents.



### > Demand

The project scored high in demand because it is in close proximity to major park and recreation amenities, near areas of low auto ownership, in an area of high pedestrian and bicycle commuting, near several high use transit stops, adjacent and part of a high use trail, the MLK Drive Trail and Schuylkill River Trail, and fills a gap in the Walkable Access to Public Open Space map.

Entity	City of Philadelphia
Status	Conceptual Design
Type	Sidepath
Length	Approximately 0.35 mi
Rank	High Priority

### > Connectivity

The project scored high in connectivity because it completes a gap in the trail network, completes a gap in the pedestrian and bicycle network, connects to the East Coast Greenway, is a part of a major riverfront spine trail, and is a feeder to a major trail.

### > Feasibility

The project scored high in feasibility because it is within City of Philadelphia roadway right-of-way.

### > Cost

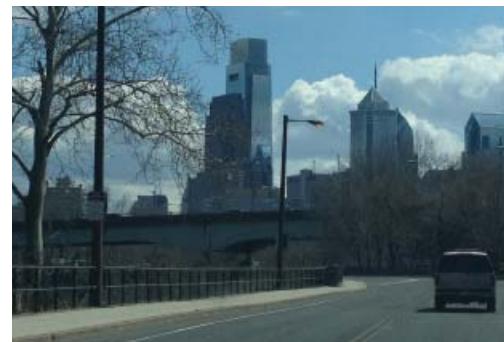
The project ranked high in the cost category because of the low estimated construction cost.

### > Priority

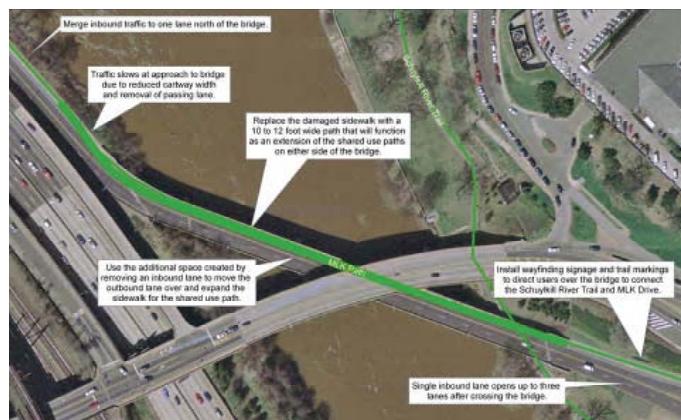
The project is in the highest priority category.

### > Entity

The project is on City of Philadelphia roadway right-of-way.

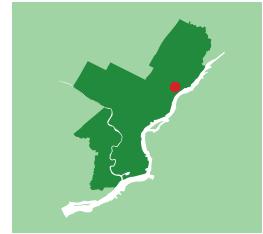


Courtesy of DVRPC



## Sidewalk/Roadway Adjacent

# 16. State Rhawn Sidewalk



### > Project Status and Description

The State Rhawn Sidewalk is a conceptual sidewalk to close at gap in the Pennypack Trail, a major 11-mile trail along the Pennypack Creek. The Pennypack Park trail section ends at State Road, just under the Interstate 95 overpass shown in the map to the right at Rhawn Street. Trail users then use a combination of road and sidewalk to access the entrance to Pennypack on the Delaware at the off-set continuation of Rhawn Street, to the south of the map, where there is a connecting sidewalk as a continuation of the trail to the park and Delaware River waterfront. This sidewalk will ultimately connect to the Delaware River Trail and could be built on City of Philadelphia roadway right-of-way. The project scored high in project status because it is mentioned in several plans, including the *Philadelphia Pedestrian & Bicycle Plan*.

### > Demand

The project scored in the mid-range in demand because it is adjacent to a high use trail, would enable increased public access to natural areas, and fills a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored high in connectivity because it will complete a gap in the trail network and serve as a feeder to a major trail, the Pennypack Trail.

### > Feasibility

The project scored high in feasibility because land ownership is secured by the City of Philadelphia.

### > Cost

The project ranked high in the cost category because of the low estimated construction cost.

### > Priority

The project is in the highest priority category.

### > Entity

The project is led by the Streets Department and the Planning Commission.



Entity	City of Philadelphia
Status	Conceptual
Type	Sidewalk
Length	Approximately 0.4 mi
Rank	High Priority



## Sidepath/Roadway Adjacent

# 52. Spring Garden Street Greenway



### > Project Status and Description

The Spring Garden Street Greenway is a concept for a partially separated center-lane trail combined with bicycle lanes along Spring Garden Street. The Pennsylvania Environmental Council partnered with the Philadelphia Water Department to study the feasibility of the greenway in 2011 and 2012; a final report is pending. The project will connect trail and bicycle facilities along the Delaware and Schuylkill Rivers and serve as part of the East Coast Greenway. The project scored highly in project status because it is mentioned in several previous plans and will soon to have a dedicated planning document.

### > Demand

The project scores highly in demand because it is in close proximity to several park and recreation facilities , is in an area of high pedestrian commuting, and borders several census tracts with low auto-ownership.

### > Connectivity

The project scores in the medium range in connectivity because it duplicates an existing bicycle facility, will serve as an on-road trail, and will serve as a feeder to existing trails.

### > Feasibility

The project scored high in feasibility because it is in the City right-of-way and is a PWD stormwater capture priority.

### > Cost

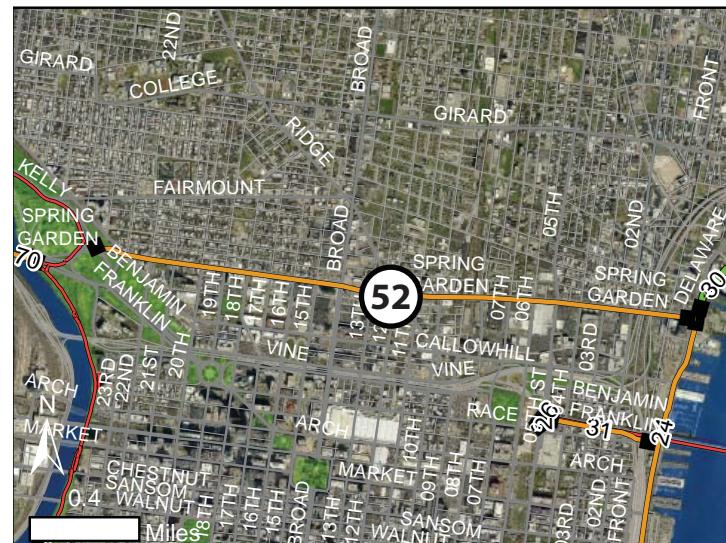
The project ranked low in the cost category because of the high estimated construction cost.

### > Priority

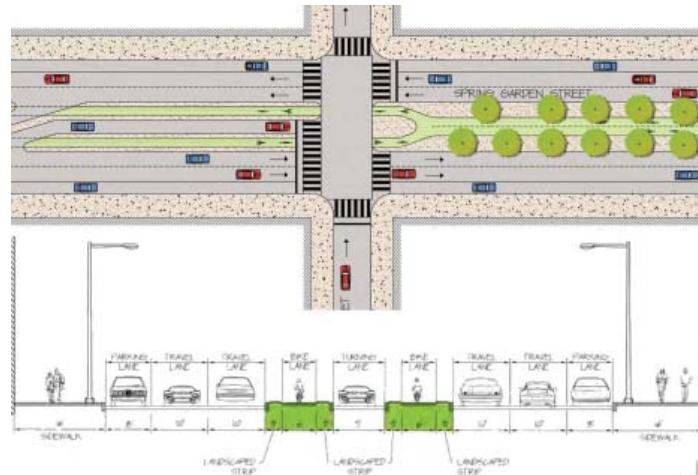
The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia roadway right-of-way. No maintenance entity is identified.



Entity	Pennsylvania Environmental Council
Status	Feasibility Study
Type	Sidepath
Length	Approximately 2.2 miles
Rank	Medium Priority



Courtesy of Sam Schwartz  
Engineers



## **Sidepath/Roadway Adjacent**

# **63. West Bank Greenway**



## > Project Status and Description

The West Bank Greenway is a trail concept on along the west bank of the Schuylkill River. The Schuylkill River Development Corporation completed the *West Bank Schuylkill River Trail Feasibility Study* in 2012 which laid out several potential alignments and treatment types for the greenway, including on-road, cycle track, and trail portions. The greenway is designed to be a pair to the Schuylkill River Trail on the east side of the Schuylkill and run from the West Bank Greenway Zoo section at Mantua and 34th to Bartram's Garden. The project scored in the mid-range in project status because it is has a distinct planning document.

## > Demand

The project scored high in demand because it is in close proximity to several schools, park and recreation facilities, and high use transit stations. It is in an area of high pedestrian commuting, enables access to previously inaccessible natural areas, and fills a gap in the Walkable to Public Open Space map.

## > Connectivity

The project scored in the mid-range in connectivity as completes a gap in the trail network, supports the bicycle network, connects to the East Coast Greenway and will serve as a feeder to a major trail, the Schuylkill River Trail, through several on-road connections.

## > Feasibility

The project scored high in feasibility because there is a dedicated group for stewardship, the Schuylkill River Development Corporation, it is in a high PWD restoration area, and portions of the alignment are on public land.

> Cost

The project ranked low in the cost category because of the high estimated construction cost, including several proposed bridges and cycle tracks.

## > Priority

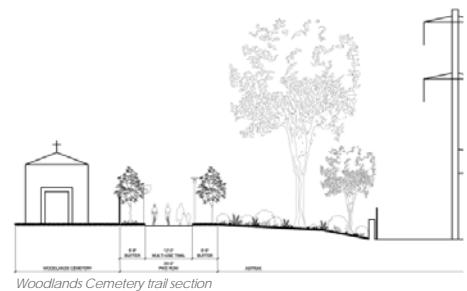
The project is in the medium priority range.

## > Entity

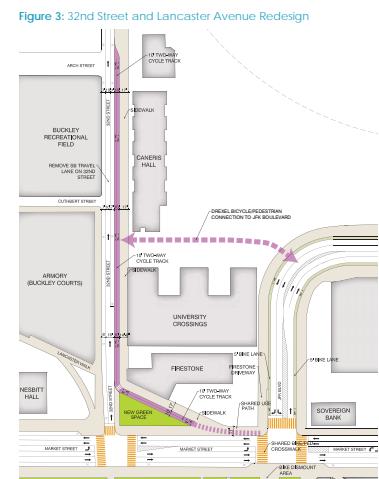
The project is led by the Schuylkill River Development Corporation.



Entity	Schuylkill River Development Corporation
Status	Feasibility
Type	Trail/Sidepath/Cycletrack
Length	Approximately 3.4 mi
Rank	Medium Priority



Courtesy of KSK, *West Bank Schuylkill River Trail Feasibility Study*



## Sidewalk/Roadway Adjacent

# 55. Benjamin Franklin Bridge Entrance Sidewalk



### > Project Status and Description

The Benjamin Franklin Bridge Trail is an important and iconic trail for both Philadelphia and Camden, yet it is not easy for cyclists and pedestrians to access the trail on either side. The connection between the end of the bridge walkway and Race Street at 5th Street is cobbled pavers and does not connect well to the sidewalk or street network for pedestrians and cyclists. A sidewalk would be appropriate in this location and there is right-of-way available for this improvement, as recommended in the 2012 *Philadelphia Pedestrian and Bicycle Plan*. The project scores in the mid-range in project status because it is mentioned as a priority project in the 2012 plan.

### > Demand

The project scores highly in demand because it is in close proximity to schools, several park and recreation facilities, and in an area of high pedestrian commuting.

### > Connectivity

The project scores in the mid-range in connectivity. It completes a gap between the trail network and existing bicycle network on 5th Street and the pedestrian network on Race and 5th.



Entity	Delaware River Port Authority
Status	Conceptual
Type	Sidewalk
Length	Approximately 0.07 mi
Rank	High Priority

### > Feasibility

The project scored high in feasibility because it is on land owned by the Delaware River Port Authority and significant width is available along the proposed sidewalk route.

### > Cost

The project ranked high in the cost category because of the low estimated cost of the project.

Graphic from the 2012 *Philadelphia Pedestrian & Bicycle Plan*, Bicycle Appendix

### > Priority

The project is in the highest priority category.

### > Entity

The project is on Delaware River Port Authority land and it would fall under that agency's purview if it were constructed.



## Sidewalk/Roadway Adjacent

# 5. Benjamin Rush State Park Sidepath



### > Project Status and Description

The Ben Rush State Park Sidepath is a conceptual trail and detailed in a 2009 Benjamin Rush State Park improvement study. The sidepath will run from the intersection of Southampton Road along Roosevelt Boulevard within the park between the new alignment of the entrance roadway and the Boulevard. The sidepath will serve as an entrance to the park and also as a pedestrian amenity along the Boulevard, as there are no sidewalks in this section. The project is underway as part of a \$4.7 million improvement program for the park and scheduled for completion in mid-2013. The project scored high in project status as it is mentioned in previous planning documents.

### > Demand

The project scored low in demand because it is not in close proximity to many schools or park and recreation resources. It is, however, close to many residential areas, enables pedestrian and bicycle access to previously inaccessible natural areas, and fills a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored low in connectivity because it would not connect to existing trail facilities. It could, however, connect to the Poquessing Southampton Trail, and will connect, through internal park pathways, to the Poquessing Creek Trail.

### > Feasibility

The project scored high in feasibility because land ownership is secured and construction is underway.

### > Cost

The project ranked high in cost because of the low estimated construction cost.

### > Priority

The project is in the medium priority category.

### > Entity

The project is led by the PA Department of Conservation and Natural Resources, the stewards of Benjamin Rush State Park.



Entity	PA Dept of Conservation and Natural Resources
Status	Under Construction
Type	Sidepath
Length	Approximately 0.6 mi
Completion	Late 2013
Rank	Medium Priority



## Sidewalk/Roadway Adjacent

# 73. Broad Street Sidewalk



### > Project Status and Description

The Broad Street Sidewalk is a project to enhance the sidewalk to a multi-use sidewalk between Oregon Avenue and the Navy Yard in south Philadelphia. The project was detailed as a high priority in the 2011 Philadelphia Pedestrian & Bicycle Plan due to the access challenges south of Oregon Avenue, such as uncontrolled interstate on and off ramps, inconsistent sidewalk width and condition, and the lack of safe pedestrian connections between the Navy Yard and the end of the Broad Street El at AT&T Station. There is demand for the sidewalk as employment at the Navy Yard is growing, pedestrians and cyclists citywide take transit and cycle to the stadium district, and nearby residents recreate in FDR Park. DVRPC completed a conceptual design of the sidewalk in early 2013. The project score in the mid-range in project status because of previous studies.



### > Demand

The project scores in the low range in demand because it is not in close proximity to a large number of high use transit stops or parks. However, it is close to schools and fills a gap in the Walkable Access to Public Open Space map.

Entity	DVRPC, City of Philadelphia
Status	Preliminary Design
Type	Sidewalk
Length	Approximately 1.1 mi
Rank	Medium Priority

### > Connectivity

The project scores in the low range in connectivity because it does not connect to the trail network. However, it will fill a gap in the pedestrian and bicycle networks and enhance connectivity to a regional park.

### > Feasibility

The project scored high in the mid-range in feasibility. The majority of improvements are recommended within the street right-of-way.

### > Cost

The project ranked high in the cost category because of the low estimated construction cost.

### > Priority

The project is in the medium priority range.

### > Entity

The project is on City of Philadelphia roadway right-of-way and there is no dedicated steward at this time.



Courtesy of DVRPC

## Sidewalk/Roadway Adjacent

# 32. Lincoln Drive Sidewalk



### > Project Status and Description

The Lincoln Drive Sidewalk is a concept for a sidewalk between Rittenhouse Street to the south and Johnson Street to the north along Lincoln Drive. It would connect a residential area with the Wissahickon Valley Park entrance at Rittenhouse Town. There are several small areas of sidewalk in disrepair along this stretch of Lincoln Drive as well as crosswalks at some major intersections, but no consistent sidewalk exists. A sidewalk in this location would expand public access to Wissahickon Valley Park, as the closest entrance to this area is at Rittenhouse Town but there is not direct pedestrian or bicycle access to that location without traveling on sidestreets with steep slopes and narrow sidewalks. The concept is for a sidewalk on the western side only. The concept of this sidewalk was first introduced in the *Philadelphia Pedestrian & Bicycle Plan* and the area is called out as a high priority missing sidewalk. The project scores in the mid-range in project status because it is mentioned in past plans.

### > Demand

The project scored high in demand because it is in close proximity to several schools, adjacent to an area of zero vehicle ownership census tracts, enables public access to previously inaccessible natural areas, and fills a gap in the Walkable to Public Open Space map.

### > Connectivity

The project scored in the mid-range in connectivity because it would serve as a feeder to the trail network in the Wissahickon Valley Park, including Forbidden Drive and the Wissahickon Path, and completes a gap in the bicycle and pedestrian networks.

### > Feasibility

The project scored high in feasibility because land ownership is secured, as the land is within City of Philadelphia street right-of-way, and the investment needed to develop is relatively low, as there are remnant of sidewalk bed in many places along the proposed alignment.

### > Cost

The project ranked high in the cost category because of the low estimated cost.

### > Priority

The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia roadway right-of-way.



Entity	City of Philadelphia
Status	Conceptual
Type	Sidewalk
Length	Approximately 0.6 mi
Rank	Medium Priority



## Sidepath/Roadway Adjacent

# 12. State Road Sidepath



### > Project Status and Description

The State Road sidepath is a key gap in the planned Delaware River Trail along the Delaware River in northeast Philadelphia. The proposed sidepath runs from Linden Avenue to Grant Avenue along a portion of the North Delaware Trail that is inaccessible along the waterfront due to several large gated residential communities. At Linden Avenue, the path would connect directly to the Baxter Trail and at the north to Bucks County. Conceptual design for this sidepath was done as part of the 2009 *North Delaware Greenway Gaps Feasibility Study*. Since the 2009 study, bike lanes were installed on this portion of State Road. The project scores mid-range in project status because it has advanced only to the conceptual design stage.

### > Demand

The project scores low in demand because it is not in close proximity to park and recreation facilities or high use transit stations. It does fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scores high in connectivity because it will connect to and serve as part of the East Coast Greenway and will complete a gap in both the bicycle network and the trail network.

### > Feasibility

The project scored high in feasibility because land ownership for the sidepath is primarily within the City of Philadelphia street right-of-way and it could support nearby PWD water restoration projects. Secured, there is dedicated funding, and construction is underway. In addition, the Delaware River City Corporation could potentially serve as a dedicated stewardship and maintenance group.

### > Cost

The project ranked low in the cost category because sidepaths are relatively inexpensive.

### > Priority

The project is in the highest priority category.

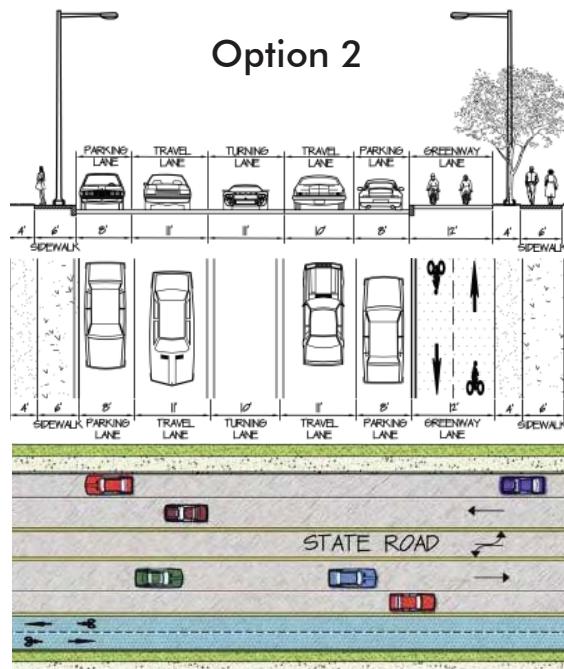
### > Entity

The project is on City of Philadelphia roadway right-of-way and could be maintained by the Delaware River City Corporation.



Entity	Delaware River City Corporation
Status	Conceptual
Type	Sidepath
Length	Approximately 0.8 mi
Rank	High Priority

*From the North Delaware Greenway Gaps Feasibility Study, courtesy of Pennoni Associates*



## Sidepath/Roadway Adjacent

# 54. Florist Street - Race Street Connector



### > Project Status and Description

The Florist Street - Race Street Connector is a sidepath and shared roadway concept that will connect the Benjamin Franklin Bridge entrance at 5th Street and Race with the Race Street Connector and Columbus Boulevard at Race and the Boulevard. Florist Street is currently a four-block street directly adjacent to the Ben Franklin Bridge to the south and features several different right-of-way widths and configurations with one travel lane and low traffic volumes. Between 2nd Street and 5th Street, there are opportunities for a sidepath along portions of the roadway, a shared roadway with a contra-flow cycling lane. Between 2nd Street and Columbus Boulevard, there is opportunity for a sidepath to allow cyclists westbound access from Columbus Boulevard to Olde City. The City will explore these options and move ahead with study on the alignment. The project score low in project status because it is conceptual only.



### > Demand

The project scores highly in demand because it is in close proximity to several schools, park and recreation facilities, high use transit stations, in an area of high pedestrian and bicycle commuting and near a high concentration of zero vehicle households..

Entity	City of Philadelphia
Status	Conceptual
Type	Sidepath
Length	Approximately 0.4 mi
Rank	High Priority

### > Connectivity

The project scores in the mid-range in connectivity because it fills a gap in the trail and bicycle networks and will serve as a feeder to two major trails, the Ben Franklin Bridge Trail and the Delaware River Trail.

### > Feasibility

The project scored in the mid-range in feasibility, as the conceptual alignment is within City street right-of-way.

### > Cost

The project ranked high in the cost category because of the low estimated project cost.

### > Priority

The project is in the highest priority category.

### > Entity

The project is on City of Philadelphia roadway right-of-way and could be developed by the City.

Photos courtesy of Google Earth



## Sidewalk/Roadway Adjacent

# 42. Hunting Park Drive Sidepath



### > Project Status and Description

The Hunting Park Sidepath is a conceptual sidepath alignment to better connect the Strawberry Mansion neighborhood of north Philadelphia with Fairmount Park and Kelly Drive. There is a sidewalk along some portions of Hunting Park currently, but, in some points, the width is as little as 2 feet, with very low height clearance at the Laurel Hill Cemetery bridge. There are no curb cuts and the roadway is unsafe for cyclists due to high speed vehicles and little to no shoulder. A sidepath concept could be tied to a gateway effort now underway by Laurel Hill Cemetery at the corner of Hunting Park Drive and Kelly Drive. The project was introduced in the *Philadelphia Pedestrian & Bicycle Plan*. The project scored in the mid-range in project status because it is conceptual but has been mentioned in previous planning documents.



### > Demand

The project scored in the mid-range in demand as it is in close proximity to several schools and park and recreation facilities, in an area of a high concentration of zero auto ownership households, and in an area of high bicycle commuting.

Entity	City of Philadelphia
Status	Conceptual
Type	Sidepath
Length	Approximately 0.2 mi
Rank	Medium Priority

### > Connectivity

The project scored in the mid-range in connectivity as it would serve as a feeder to a major trail, Kelly Drive Trail, and completes a gap in the bicycle and pedestrian networks.

### > Feasibility

The project scored in the mid-range in feasibility because it could be constructed on city-owned right-of-way.

### > Cost

The project ranked high in the cost category because of the low estimated construction cost.



### > Priority

The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia roadway right-of-way.



## Sidewalk/Roadway Adjacent

# 62. University Ave/34th Street Bridge Sidewalk



### > Project Status and Description

The 34th Street Bridge is an important connection between University City and Center City/South Philadelphia. On the southern descent of the bridge is an entrance to the Grays Ferry Crescent, a newer trail along the Schuylkill. The bridge itself is a drawbridge that has roadway grates across the entire travel lane and, just to the north of the bridge there are uncontrolled on and off ramps connecting to I-76. These features make the bridge and surrounding areas unsafe for cycling, yet there is a growing demand for cycling in this area as Penn has expanded some operations to the Grays Crescent and commuting in South and West Philadelphia continues to rise. The sidewalk is narrow (approximately 4 feet at pinch points) and not a pedestrian friendly environment. In the long term, if the I-76 interchange is reconfigured or the University of Pennsylvania invests in the roadway connection, it would be ideal to have a multi-use sidewalk on the west side of the bridge to more safely accommodate pedestrians and cyclists across the bridge and the on and off ramps to I-76. The project score mid-range in project status as it is not specifically mentioned in prior plans.

### > Demand

The project scores highly in demand because it is in close proximity to areas of high pedestrian and bicycle commuting and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scores in the mid-range in connectivity because it would serve as a feeder to the Grays Crescent Trail and would support the existing bicycle network.

### > Feasibility

The project scored in the mid-range in feasibility. It is within the roadway right-of-way, but it is unclear if there is space on the existing structure for a sidewalk.

### > Cost

The project ranked high in the cost category assuming there is space on the existing structure for a sidewalk.

### > Priority

The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia and PennDOT roadway right-of-way. No entity has taken ownership of the project to date.



Entity	City of Philadelphia
Status	Conceptual
Type	Sidewalk
Length	Approximately 0.1 mi
Rank	Medium Priority



## Sidepath/Roadway Adjacent

# 14. Roosevelt Boulevard Sidepath



### > Project Status and Description

The Roosevelt Boulevard Sidepath is a sidepath concept to connect the many neighborhoods, commercial areas, and park and recreation assets along the Boulevard. There are many areas of the Boulevard without sidewalks and the grid in north and northeast Philadelphia is skewed in several directions. A sidepath along the length of the Boulevard is a major opportunity because there is significant public right-of-way along the roadway and the sidepath would serve as a major bicycle and pedestrian connector between neighborhoods. The project is detailed at length in the *Philadelphia Pedestrian & Bicycle Plan*. The project scored in the mid-range in project status because it is mentioned in several previous planning studies.

### > Demand

The project scored high in demand because it is quite long and touches many neighborhoods. It is in close proximity to several schools, park and recreation facilities, and high use transit stations. It fills a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored high in connectivity because it would complete a gap in the trail network, complete gaps in and support the pedestrian and trail networks, and serve as a feeder to several major trails, including the Pennypack and Tacony trails.

### > Feasibility

The project scored low in feasibility because of the large scope and length of the proposed improvements. It would, however, be primarily on public roadway right-of-way.

### > Cost

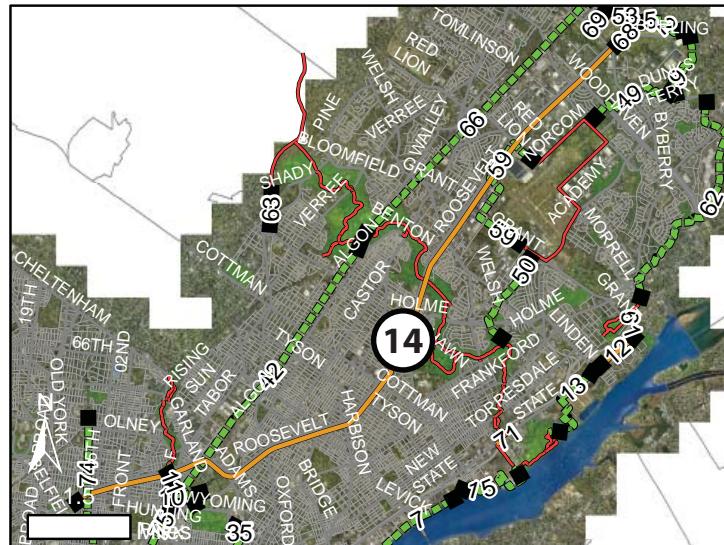
The project ranked low in the cost category because of the high estimated construction cost.

### > Priority

The project is in the medium priority category.

### > Entity

The project is primarily on City of Philadelphia roadway right-of-way but there is no identified steward for the project at this time.



Entity	City of Philadelphia
Status	Conceptual
Type	Sidepath
Length	Approximately 11.9 mi
Rank	Medium Priority

There are several areas along the Boulevard with no sidewalks, including areas adjacent to commercial and recreational uses, such as near Red Lion Road, below. This area is also in close proximity to a high school.



## Sidewalk/Roadway Adjacent

# 72. Penrose Avenue/Platt Bridge Sidepath



### > Project Status and Description

The Penrose Avenue/Platt Bridge Sidepath is a conceptual sidewalk that would improve access along Penrose Avenue and the Platt Bridge. There are existing bike lanes on Penrose Avenue east of the rail bridge that terminate at 26th Street. There is also a narrow path along Pratt Bridge for pedestrian and cyclist access to southwest Philadelphia, but no safe off-road approaches at either end of the bridge. There are sidewalks that terminate at 26th Street at the entrance to the Navy Yard. With increased employment at the Navy Yard and near the Airport and trail development along the Lower Schuylkill, pedestrian and cyclist access should be improved in this area. The sidepath is proposed in the *Philadelphia Pedestrian & Bicycle Plan*. The project scored in the mid-range in project status.



### > Demand

The project scored in the low-range in demand because it is not close to residential demand criteria. However, it does fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored in the low-range in connectivity because it does not directly connect to other trails. However, it does fill a gap in the pedestrian and bicycle network.



### > Feasibility

The project scored high in feasibility because land ownership is likely secured as part of the roadway right-of-way.

### > Cost

The project ranked high in the cost category because of the low estimated construction cost.

### > Priority

The project is in the medium priority category.

Entity	City of Philadelphia
Status	Conceptual
Type	Sidewalk
Length	Approximately 0.9 mi
Rank	Medium Priority

### > Entity

The project is on PennDOT or City of Philadelphia roadway right-of-way. No entity leading development of the sidepath at this time.



## Sidewalk/Roadway Adjacent

# 30. Germantown Avenue Sidepath



### > Project Status and Description

The Germantown Avenue Sidepath is a conceptual sidepath that would serve cyclists in northwest Philadelphia. Germantown Avenue is one of only a few streets that cut through/under the park and utility right-of-ways in the northwest, but the roadway is not bikeable for most users because of cobblestones and trolley tracks. The sidepath concept would expand the sidewalk on one side of the roadway to accommodate both pedestrians and cyclists. The project was introduced in the *Philadelphia Pedestrian & Bicycle Plan*. The project scored low in project status because it is conceptual only but was mentioned in a prior planning document.

### > Demand

The project scored in the mid-range in demand because it is not close to many neighborhood amenities. It is, however, in an area of high pedestrian commuting.

### > Connectivity

The project scored low in connectivity because it would not connect to existing trails. However, it would serve as a key link in the bicycle network.

### > Feasibility

The project scored in the mid-range in feasibility because it would be entirely on City of Philadelphia roadway right-of-way.

### > Cost

The project ranked high in cost because of the low estimated construction cost.

### > Priority

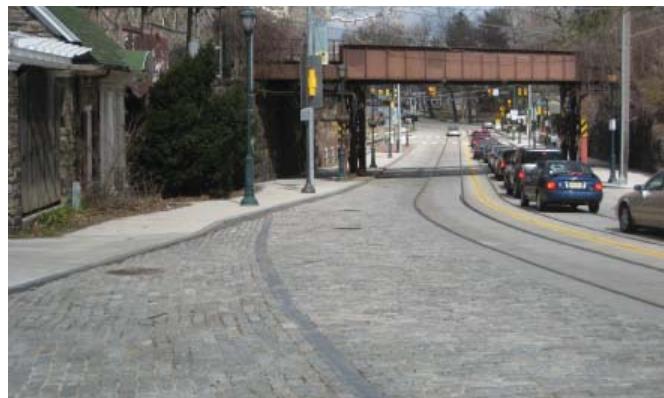
The project is in the low priority category.

### > Entity

The project is on City of Philadelphia roadway right-of-way but there is no entity leading the planning effort at this time.



Entity	Unknown
Status	Conceptual
Type	Sidepath
Length	Approximately 0.3 mi
Rank	Low Priority



## Sidewalk/Roadway Adjacent

# 31. Wissahickon Avenue Sidewalk



### > Project Status and Description

The Wissahickon Avenue Sidewalk is a conceptual sidewalk first introduced in the *Philadelphia Pedestrian & Bicycle Plan* as a way to fill a gap in the pedestrian and bicycle networks along this major roadway. There is significant roadway right-of-way in this area, but no sidewalks. This is a densely populated residential area and Wissahickon Avenue is the major thoroughfare that joins several park entrance roads. The project scored in the mid-range in project status because it was mentioned in previous planning documents.

### > Demand

The project scored low in demand because it is not in an area of high concentration of neighborhood amenities. However, it is in an area of high pedestrian commuting and enables public access to previously inaccessible green space.

### > Connectivity

The project scored in the mid-range in connectivity because it would serve as a link in the pedestrian and bicycle networks and serve as a feeder to a major trail, the Wissahickon Bike Path.

### > Feasibility

The project scored in the mid-range in feasibility as the major of the project would likely be on City of Philadelphia parkland and roadway right-of-way.

### > Cost

The project ranked high in the cost category because of the estimated construction cost.

### > Priority

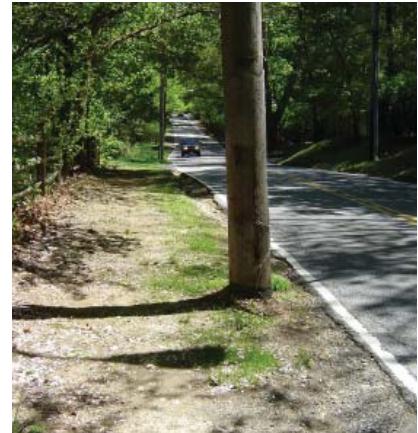
The project is in the medium priority category.

### > Entity

The project is on City of Philadelphia parkland and roadway right-of-way and but no entity is leading planning of the sidewalk at this time.



Entity	Unknown
Status	Conceptual
Type	Sidewalk
Length	Approximately 0.7 mi
Rank	Medium Priority



## Sidepath/Roadway Adjacent

# 40. Henry Avenue Sidepath



### > Project Status and Description

The Henry Avenue Sidepath is a conceptual sidepath along Henry Avenue first introduced in the *Philadelphia Pedestrian & Bicycle Plan*. The two locations of the sidepath are placed to fill gaps in the pedestrian and bicycle networks. The southern location is a major gap in the bicycle network adjacent to resident neighborhoods. The northern portion is a gap in both the bicycle and pedestrian network through a small area of commercial corridor and a larger area of the Wissahickon Creek Park. There is public right-of-way available in most areas along the proposed alignment for a sidepath. The project scored in the mid-range in project status because it is conceptual only at this time but mentioned in previous planning studies.

### > Demand

The project scored high in demand because it is in close proximity to several schools, park and recreation facilities, and high use transit stations. It is in an area of low auto ownership and high pedestrian commuting and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scores in the mid-range in connectivity as it would support and fill a gap in the pedestrian and bicycle networks and serve as a feeder to major trails, the Schuylkill River Trail and Wissahickon Bike Path, via adjacent roadways.

### > Feasibility

The project scored in the mid-range in feasibility as land ownership is mostly within City of Philadelphia parkland or roadway right-of-way.

### > Cost

The project ranked in the mid-range in cost because of the estimated construction cost.

### > Priority

The project is in the priority category.

### > Entity

The project is on City of Philadelphia parkland and roadway right-of-way but no entity is leading sidepath development at this time.



Entity	Unknown
Status	Conceptual
Type	Sidepath
Length	Approximately 1.9 mi
Rank	Medium Priority



## Sidewalk/Roadway Adjacent

# 56. 31st Street Sidewalk



### > Project Status and Description

The 31st Street Sidewalk project is a conceptual sidewalk introduced in the 2012 *Drexel University Campus Master Plan*. The concept fits into a long-term vision for development of the parking lots on both sides of the elevated rail tracks. The area adjacent to the tracks is now underutilized land adjacent to 31st Street, which is a dead end in this area. Once the lots are developed, there will be demand for a safe pedestrian way through between Market Street and Chestnut Street and the sidewalk could accommodate the demand. The project scored low in project status because it is conceptual at this time.

### > Demand

The project scored high in demand because it is in close proximity to several schools, park and recreation facilities, and high use transit stations, including 30th Street Station. It is in close proximity to an area of low auto ownership and high pedestrian commuting and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored low in connectivity because it would not connect to existing trail amenities. It may, however, connect to the proposed West Bank Greenway.

### > Feasibility

The project scored in the mid-range in feasibility because it is on university-owned land and could be developed along with adjacent land development.

### > Cost

The project ranked high in cost category because of the low estimated construction cost.

### > Priority

The project is in the low priority category.

### > Entity

Drexel University is initiating the planning for this project.



Entity	Drexel University
Status	Conceptual
Type	Sidewalk
Length	Approximately 0.2 mi
Rank	Low Priority



## Sidepath/Roadway Adjacent

# 8. Northeast Airport Trail Extension



### > Project Status and Description

The Northeast Airport Trail is located in northeast Philadelphia, adjacent to the Northeast Airport. An existing trail rings the airport property along portions of Grant Avenue, Academy Road, Comly Road, and Norcom Road and is used by the surrounding neighborhoods as a sidepath and passive recreation resource. The concept of the extension is to ring the airport to offer more opportunities for passive recreation and provide pedestrian accommodations along roadways that currently have no sidewalk, such as portions of Roosevelt Boulevard and Blue Grass Road. The project scored in the mid-range in project status as is it under preliminary design by the Department of Aviation.

### > Demand

The project scores low in demand because it is in an industrial area and far from most residential development. However, it fills a gap in the walkable access to public open space map.

### > Connectivity

The project scores low in connectivity because it does not connect to other trails in the network. However, there are other adjacent proposed trails.

### > Feasibility

The project scored low to mid-range in feasibility because the alignment is partially on private land, it is not a PWD restoration area, and there is no currently commitment for stewardship of the trail.

### > Cost

The project ranked high in cost because a sidepath is a relatively low-cost facility.

### > Priority

The project is in the low priority category.

### > Entity

The project is partially on PennDOT and City of Philadelphia roadway right-of-way and private land. Maintenance and ownership have not yet been discussed by the potential trail development entity, the Northeast Airport.



Entity	Philadelphia Department of Aviation
Status	Feasibility
Type	Sidepath
Length	Approximately 2.6 mi
Completion	Unknown
Rank	Low Priority



## Miscellaneous

# 37. Manayunk Bridge Trail



### > Project Status and Description

The Manayunk Bridge Trail is located on a former rail bridge spanning the Schuylkill River between the Cynwyd Trail and Manayunk neighborhood. The bridge is a landmark span that used to be a SEPTA rail line and is owned by SEPTA, who will lease it to the City for the trail use. The project score highly in project status because it is nearly fully funded and construction is pending.

### > Demand

The project scores in the low range in demand because it is not in close proximity to schools or high use transit stations. It is in close proximity to many parks, including parks in Lower Merion Township.

### > Connectivity

The project scores high in connectivity because it will connect to a major spine trail, the Schuylkill River Trail, and completes a gap in the trail network by connecting directly to the Cynwyd Trail in Lower Merion Township. It could also serve as the off-road link of the Schuylkill River Trail bypassing Manayunk's Main Street via the Cynwyd Trail and Pencoyd Trail.

### > Feasibility

The project scored in the mid-range in feasibility because an easement on the bridge is secured and there is a dedicated group for stewardship of the trail, the Schuylkill Project..

### > Cost

The project ranked in the mid-range in the cost category. However, nearly all funds are secured.

### > Priority

The project is in the highest priority category.

### > Entity

The project will be maintained by the City of Philadelphia and the Schuylkill Project.



Entity	City of Philadelphia/Lower Merion Twp
Status	Final Design
Type	Trail
Length	Approximately 0.3 mile
Completion	2014
Rank	High Priority



Courtesy of WR&A, Winter 2013



## Miscellaneous

# 36. Ivy Ridge Trail - A



### > Project Status and Description

The Ivy Ridge Trail, segment A, is located in northwest Philadelphia along the former Ivy Ridge rail right-of-way. The alignment of the proposed trail follows the rail right-of-way from the Manayunk Bridge to Port Royal Avenue at the regional rail station and parallels the Manayunk Canal section of the Schuylkill River Trail. The trail is now in the preliminary design phase, led by the Schuylkill Project, an arm of the Manayunk Development Corporation. The project scores highly in project status because it is currently under study and mentioned in previous planning documents.

### > Demand

The project scores in the mid-range in demand because it is in close proximity to a high use regional rail station but does not enable users access to new natural areas.

### > Connectivity

The project scores low in connectivity because it is parallel to an existing major trail. It will, however, serve as a feeder to the Manayunk Canal Trail and the Schuylkill River Trail.

### > Feasibility

The project scored high in feasibility because land ownership is cleared, if not yet secured, and there is a dedicated stewardship and maintenance group, the Schuylkill Project.

### > Cost

The project ranked high in the cost category because the right-of-way is mostly cleared and should not involve major grading.

### > Priority

The project is in the medium priority category.

### > Entity

The project is likely on SEPTA property and could be maintained by the Schuylkill Project.



Entity	Schuylkill Project
Status	Conceptual
Type	Trail
Length	Approximately 0.7 mi
Rank	Medium Priority



## Miscellaneous

# 38. Pencoyd Trail



### > Project Status and Description

The Pencoyd Trail is largely within Lower Merion Township but connects to Philadelphia in the Manayunk neighborhood. The trail will ultimately connect to the Wissahickon Gateway to the south and the Cynwyd Trail in Lower Merion to the north, which connects to the Manayunk Bridge Trail. The project is part of a private residential development in Lower Merion, which is close to receiving final approval. The trail will be built as part of the project in an agreement with Lower Merion Township and will connect to the Philadelphia side via the Pencoyd Bridge. The project scores in the mid-range in project status because it is mentioned in several plans but not yet in final design.

### > Demand

The project scores in the mid-range in demand because it is close to several parks and schools and enables public access to the waterfront.

### > Connectivity

The project scores in the mid-range in connectivity because it will connect to a major spine trail, the Schuylkill River Trail, and completes a gap in the trail network.



Entity	Private Developer
Status	Preliminary Design
Type	Trail
Length	Approximately 0.7 mi
Rank	Medium Priority

### > Feasibility

The project scores low in feasibility because of the dependence on a private developer to fund design and construction of the project. However, one plans are complete and funding is secured, this score will change.

### > Cost

The project ranked high in the cost category because of the estimated construction cost.

### > Priority

The project is in the medium priority category.

### > Entity

The project is on private land in coordination with Lower Merion Township.



Courtesy of Orsatti Associates

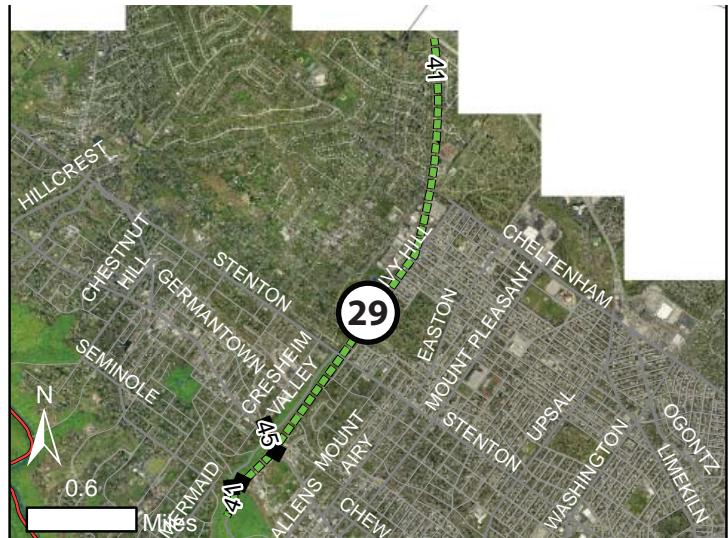
## Miscellaneous

# 29. Cresheim Valley Trail



### > Project Status and Description

The Cresheim Valley Trail is a trail concept along an unused PECO right-of-way linking Fort Washington State Park in Montgomery County with Wissahickon Creek Park in Philadelphia. Though this is a multi-municipality trail, this plan details only the section in Philadelphia. The 2008 Cresheim Trail Feasibility Study details the entire approximately 6 mile alignment. There are several major infrastructure pieces needed to complete the trail. The project scored in the mid-range in project status because it has a distinct study.



### > Demand

The project scored low in demand. It is close to several schools, but the area is well served by park and open space.

### > Connectivity

The project scored low in connectivity because it does not fill a gap in the trail or bicycle networks, though it would serve as a feeder to a major trail, Forbidden Drive and the Schuylkill River Trail.

Entity	Friends of Cresheim Valley Trail
Status	Feasibility
Type	Trail
Length	Approximately 3.0 mi (within Philadelphia)
Rank	Low Priority

### > Feasibility

The project scored low in feasibility because land ownership is not secured.

### > Cost

The project ranked low in the cost category because of the high estimated land acquisition and construction cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is led by the Friends of the Cresheim Valley Trail, a newly formed non-profit organization.

Alignment under a SEPTA rail line



## Miscellaneous

# 41. Parkside City Line Trail



### > Project Status and Description

The Parkside City Line Trail is a conceptual trail between West Fairmount Park at Parkside Avenue and the Cynwyd Trail in Lower Merion Township, Montgomery County along a portion of the underutilized SEPTA rail right-of-way. The rail right-of-way is currently 2-3 tracks wide but only one track is active at this time. A direct connection from West Park to the Cynwyd Trail would provide a direct off-road connection from this area to the Schuylkill River Trail via the Cynwyd Trail and Manayunk Bridge. A feasibility study for the trail was recommended in the *Philadelphia2035 West Park District Plan*. The project scored low in project status because it is conceptual and was mentioned in a previous planning document.

### > Demand

The project scored in the mid-range in demand because it is in close proximity to schools and recreation areas, close to a high use bus stop, in an area of high concentration of pedestrian commuters, and fills a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scores in the mid-range in connectivity because it fills a gap in the trail network, would support the bicycle network, and will serve as a feeder to a major trail, the Schuylkill River Trail.

### > Feasibility

The project scored in the mid-range in feasibility because land ownership is not secured by the City and there is no dedicated stewardship group or funding sources. However, there is potential for multi-agency coordination on the project with SEPTA and Montgomery County.

### > Cost

The project ranked high in the cost category because of the low estimated cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is on SEPTA rail right-of-way and no group is yet leading the development of the trail.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 1.2 mi (within Philadelphia)
Rank	Low Priority



## Miscellaneous

# 33. Schuylkill Center for Environment Education - SRT Connector



### > Project Status and Description

The Schuylkill Center for Environmental Education (SCEE) - Schuylkill River Trail Connector trail is a conceptual trail in northwest Philadelphia. The concept is to connect two major resources, the regional Schuylkill River Trail and the SCEE, a more than 300-acre conserved natural area with an environmental center and programming. The trail, which exists informally now along dirt paths and roads within the site, would create a formal connection to the Center from the highly-trafficked Schuylkill River Trail. Challenges to this alignment include the steep grade, crossing a PECO and Amtrak easement, a conservation easement across some of the alignment, and strong desire to keep trails within the SCEE boundary soft surface; the project will likely pursue non-traditional funding sources because it cannot be ADA accessible without extreme set-backs, environmental impacts, and cost. The project scored low in project status because it is in the conceptual stage and not mentioned in any planning documents.



### > Demand

The project scored low in demand because it is not adjacent to many schools, parks, or transit. However, it would be adjacent to a high use trail, the Schuylkill River Trail, enable public access to a previously inaccessible natural area, and fill a gap in the Walkable Access to Public Open Space map.

Entity	Schuylkill Center for Environmental Education
Status	Conceptual
Type	Trail
Length	Approximately 1.1 mi
Rank	Medium Priority

### > Connectivity

The project scored in the mid-range in connectivity as it will complete a gap in the trail network and serve as a feeder to a major high use trail.



### > Feasibility

The project scored high in feasibility because land ownership is secured and there is a dedicated stewardship group for the project, the staff at SCEE.



### > Cost

The project ranked high in the cost category because of the low estimated construction cost.

### > Priority

The project is in the medium priority category.

### > Entity

The project is led by the Schuylkill Center for Environmental Education with assistance from the City.

## Miscellaneous

# 60. Catharine Christian Street Bridge



### > Project Status and Description

The Catharine Christian Street Bridge is a conceptual bridge to connect trail users from the South Street Catharine Connector Trail on the riverbank side of the railroad tracks over the tracks and to the neighborhood and local roadway network at Schuylkill Avenue. The project is conceptual but was tentatively proposed as part of the planned Children's Hospital of Philadelphia project on the east side of the rail tracks. The project scored low in project status because it is conceptual only at this time.

### > Demand

The project scored high in demand because it is in close proximity to several schools and park and recreation facilities, in an area of low auto ownership and high pedestrian and bicycle commuting, would enable public access to a previously inaccessible waterfront area, and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored in the mid-range in connectivity because it would not connect to existing assets at this time. However, it would serve as a feeder to a major trail, the Schuylkill River Trail.

### > Feasibility

The project scored in the mid-range in feasibility because there is an identified stewardship group, the Schuylkill River Development Corporation, and there is an opportunity to cost-share on the project with a private development, CHOP.

### > Cost

The project ranked low in the cost category because of the estimated construction cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is on public and private land but could be maintained by CHOP if it is part of the proposed project.



Entity	Schuylkill River Development Corporation
Status	Feasibility
Type	Bridge
Length	Approximately 0.1 mi
Rank	Low Priority

## Miscellaneous

### 43. Lehigh Viaduct Trail



#### > Project Status and Description

The Lehigh Viaduct Trail is a conceptual trail connecting the Delaware River waterfront to neighborhoods in north Philadelphia via an unused rail viaduct, the Lehigh Viaduct. The project was recommended as a potential high-impact project in *GreenPlan Philadelphia*. The project scored low in project status because it is conceptual.

#### > Demand

The project scored high in demand because it is in close proximity to several schools, parks, recreation centers, and high use transit stations, in an area of high concentration of pedestrian and bicycle commuting and low vehicle ownership, and would fill a gap in the Walkable Access to Public Open Space map.

#### > Connectivity

The project scored low in connectivity because it would not connect to an existing trail, however it would connect to the proposed Delaware River Trail and the East Coast Greenway.

#### > Feasibility

The project scored low in feasibility because land ownership is not secured and there are significant barriers towards development, including likely environmental contamination, site control, .

#### > Cost

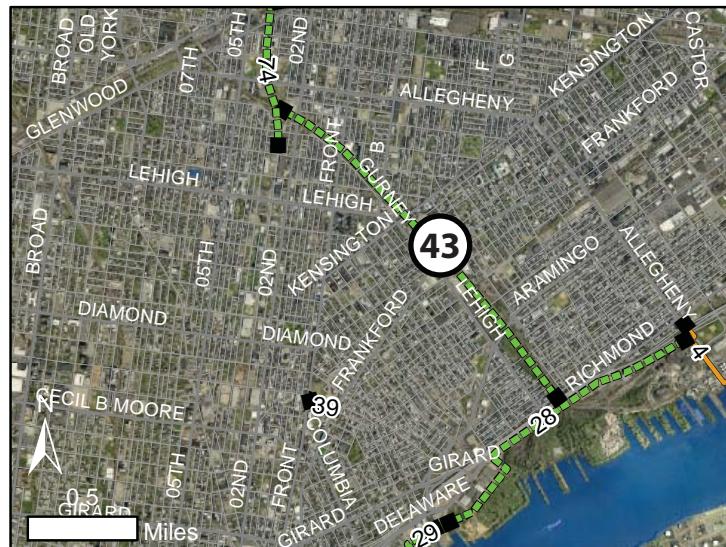
The project ranked low in the cost category because of the high estimated land acquisition and construction cost.

#### > Priority

The project is in the low priority category.

#### > Entity

The project is on privately-owned rail right-of-way and no group is leading the trail development effort at this time.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 1.9 mi
Rank	Low Priority



Courtesy of WRT, *GreenPlan Philadelphia*

## Miscellaneous

# 27. Tacony Sedgely Trail



### > Project Status and Description

The Tacony Sedgely Trail is a conceptual trail in the Juniata Park neighborhood within a utility right-of-way that was a former rail right-of-way. Portions of the alignment are clear and include graded land, while other portions are paved over. There is limited infrastructure that could serve the trail use, such as former rail bridges. However, there are several significant challenges to the alignment, namely property ownership and encroachment onto the former right-of-way. The alignment would connect directly to the newly-constructed portion of the Tacony Creek Trail to the north and the proposed Fern Rock American Trail to the south, through a predominantly industrial area. The project scored low in project status because it is conceptual only.

### > Demand

The project scored high in demand because it is in close proximity to several schools and park and recreation facilities, close to many high use transit stations, in an area of high pedestrian commuting, would enable access to a natural area not previously publicly accessible, and fills a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored in the low range because it does not connect existing facilities. However, it would serve as a feeder to a major trail, the Tacony Creek Trail, and completes a gap in the bicycle network.

### > Feasibility

The project scored low in feasibility because of the property acquisition and potential environmental remediation challenges.

### > Cost

The project ranked in the mid-range in the cost category because of the estimated construction cost.

### > Priority

The project is in the low priority category.

### > Entity

No entity is identified to lead the development effort for this trail.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 1.8 mi
Rank	Low Priority



## Miscellaneous

# 35. Ivy Ridge Trail - B



### > Project Status and Description

The Ivy Ridge Trail, segment B, is an extension of section A on the previous page from Port Royal Avenue to Shawmont Avenue. The project is in the conceptual stage and several properties have taken over the rail right-of-way for their own use. The project score low in project status because it is conceptual only.

### > Demand

The project scores low in demand. It is close to a high use transit station, the Port Royal regional rail station, but does not meet most of the other criteria.

### > Connectivity

The project scores low in connectivity because it is duplicative to the parallel Manayunk Canal Trail. However, it would serve as a feeder to the Schuylkill River Trail if constructed.

### > Feasibility

The project scored low in feasibility due to the property ownership and encroachment challenges along the right-of-way. There is a dedicated stewardship and maintenance group, the Schuylkill Project.

### > Cost

The project ranked low in the cost category because of the high estimated property acquisition cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is likely on SEPTA property and could be maintained by the Schuylkill Project.



Entity	Schuylkill Project
Status	Conceptual
Type	Trail
Length	Approximately 1.0 mi
Rank	Low Priority



## Miscellaneous

# 28. Fern Rock American Trail



### > Project Status and Description

The Fern Rock American Trail is a conceptual trail alignment in north Philadelphia within a former utility right-of-way. It would fill a clear gap in the trail network, as there are no trail facilities in north Philadelphia. The concept is to connect a wide utility right-of-way at American Street to the south with the Fern Rock Station to the north through several predominantly residential areas. There are several significant challenges to the alignment, including property acquisition, existing uses like parking and light-industrial on or along the trail alignment, and roadway crossings. An opportunity on the alignment includes a direct connection to the Logan Triangle area, which has potential for a major public green space development. The project scored low in project status because it is conceptual only.

### > Demand

The project scored high in demand because it is in close proximity to several schools and park and recreation facilities, close to many high use transit stations, in an area of zero auto ownership, and fills a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored low in connectivity because it does not connect to any existing facilities. However, it would complete a gap in and support the bicycle network.

### > Feasibility

The project scored low in feasibility because of the property acquisition, probable high infrastructure cost, and potential environmental remediation challenges

### > Cost

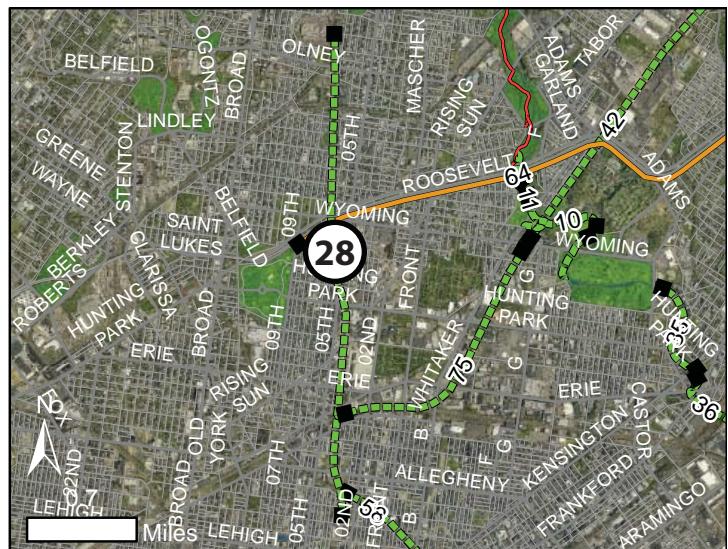
The project ranked in the mid-range in the cost category because of the estimated construction cost.

### > Priority

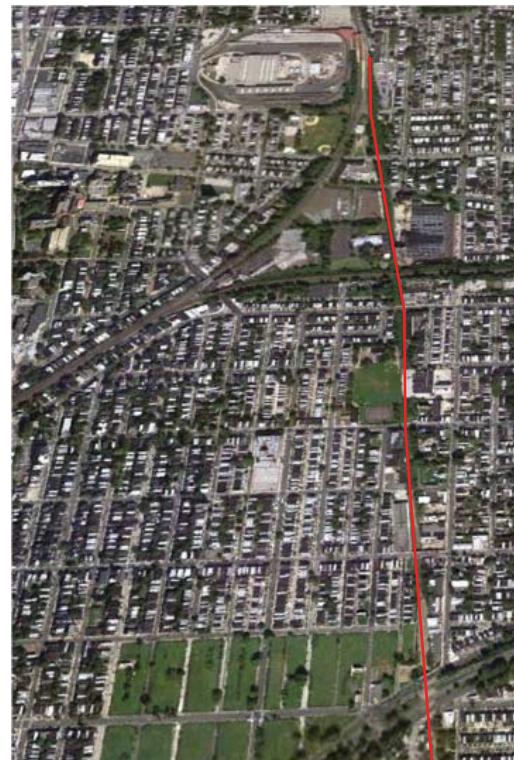
The project is in the low priority category.

### > Entity

No entity is identified to lead the development effort for this trail.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 3.2 mi
Rank	Low Priority



## Miscellaneous

# 6. Poquessing Southampton Trail



### > Project Status and Description

The Poquessing Southampton Trail is a conceptual trail along privately-owned land to connect a portion of Poquessing Creek Park to Ben Rush State Park. The trail will run through what is currently part of the former Byberry State Hospital site and connect to Southampton Road. From Southampton, there could be a sidepath to connect to Roosevelt Boulevard and Ben Rush State Park. Philadelphia Parks & Recreation is working on the project with a housing development company that is developing a residential project on the former hospital site. The project scored low in project status as it is conceptual at this time.



### > Demand

The project scored low in demand because it is not in close proximity to many school or park and recreation assets or in an area of high transit use or bicycle and pedestrian commuting. The trail would enable public access to a previously inaccessible open space and fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored low in connectivity because it would not connect to existing trail facilities. However, it may connect to the proposed Ben Rush State Park Sidepath, which, in turn, will connect to the Poquessing Park Trail.

Entity	City of Philadelphia/Private Property Owner
Status	Conceptual
Type	Trail/Sidepath
Length	Approximately 0.5 mi
Rank	Low Priority

### > Feasibility

The project scored low in feasibility because land ownership is not secured at this time. However, talks are under way with the private property owner.

### > Cost

The project ranked high in cost because of the low estimated construction and property acquisition cost.

### > Priority

The project is in the low priority category.

### > Entity

Philadelphia Parks & Recreation is working with a private property owner on this project.



## Miscellaneous

# 11. Pennypack Airport Connector



### > Project Status and Description

The Pennypack Airport Connector Trail is a conceptual trail between the Northeast Airport Trail and the Pennypack Trail in northeast Philadelphia. The trail runs along some park land and other undeveloped land between the two existing trails through residential neighborhoods. The project scored low in project status since it is conceptual only at this time.

### > Demand

The project scored low in demand as it is not near a high concentration of neighborhood amenities. However, it would enable public access to previously inaccessible green space and fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored in the mid-range in connectivity as it would serve as a link in the pedestrian and bicycle networks and also connect to a major trail, the Pennypack Trail.

### > Feasibility

The project scored low in feasibility as land ownership is not secured and there is no stewardship for trail development.

### > Cost

The project ranked high in the cost category because of the estimated construction cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is on City of Philadelphia parkland but there is no group identified to lead trail development at this time.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 1.6 mi
Rank	Low Priority



## Miscellaneous

# 15. Fox Chase Lorimer Trail



### > Project Status and Description

The Fox Chase Lorimer Trail is a conceptual alignment along an unused SEPTA rail right-of-way that connects to an exciting trail, the Lorimer Trail, in Montgomery County. The Lorimer Trail, in turn, connects to the Pennypack Trail. Extending the Lorimer Trail into Philadelphia and directly to the Fox Chase SEPTA station would expand commuting options for SEPTA users, enable Fox Chase and adjacent neighborhoods to access the Pennypack Trail without driving to the Pine Road entrance. In preliminary general discussions with SEPTA, they are amenable to a rail to trail conversion. The project scored low in project status because it is only a concept at this time.

### > Demand

The project scored in the mid-range in demand because it is close to a high use transit station, in an area of high pedestrian commuting, and would fill a gap in the Walkable Access to Public Open Space map.

### > Connectivity

The project scored low in connectivity because it is an extension of a minor trail, but it would complete a gap in and support the bicycle and pedestrian networks and serve as a feeder to a major trail, the Lorimer and Pennypack Trails.

### > Feasibility

The project scored low in feasibility because land ownership is not secured for a trail use and no stewardship group is identified for the project.

### > Cost

The project ranked high in the cost category because of the low estimated easement and construction cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is on SEPTA land. No group is leading the project at this time.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 0.7 mi
Rank	Low Priority



## Miscellaneous

# 7. Pennypack Poquessing Connector



### > Project Status and Description

The Pennypack Poquessing Connector is a conceptual trail along a utility right-of-way adjacent to a rail line in northeast Philadelphia. The alignment is used by local residents for passive recreation and there is space available in the right-of-way for a controlled trail use. There are several challenges to this alignment, including the close proximity to the railroad tracks and location under or adjacent to the utility. These challenges, however, have been overcome in many precedent right-of-way trails where utilities and public users successfully share space. The trail would connect two major watershed parks, the Pennypack and the Poquessing, and several neighborhoods and park and recreation sites. There is no established group leading the effort for the trail at this time, though there are several interested local parties. The project scored low in project status because it is conceptual at this time.

### > Demand

The project scored in the mid-range for demand because it is close to several schools and park and recreation facilities, would enable public access to previously inaccessible green areas, and would fill a gap in the Walkable to Public Open Space map.

### > Connectivity

The project scored high in connectivity because it would link two major park and recreation facilities, the Poquessing and Pennypack Parks, close a gap in the trail network, and serve as a feeder to a major trail, the Pennypack Trail.

### > Feasibility

The project scored low in feasibility because of property ownership and construction cost issues.

### > Cost

The project ranked low in the cost category because of the high estimated property acquisition, easement, and construction costs.

### > Priority

The project is in the low priority category.

### > Entity

No established group is leading the effort for the trail, though there are several interested local parties.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 5.5 mi
Rank	Low Priority



## Miscellaneous

# 4. Airport Poquessing Connector



### > Project Status and Description

The Airport Poquessing Connector is a conceptual trail to connect the Northeast Airport Trail to the Poquessing Creek Trail. The alignment runs along green undeveloped wooded and wetland areas and green space. This connection would enhance the recreation options for residents in the adjoining neighborhoods in the northeast. The project scored low in project status as it is conceptual at this time.

### > Demand

The project scored low in demand as it is not near a high concentration of neighborhood amenities. However, it would enable public access to previously inaccessible green spaces.

### > Connectivity

The project scored low in connectivity as it would connect to a minor trail at one end and a proposed trail at the other. However, it would serve as a missing link in the pedestrian and bicycle networks.

### > Feasibility

The project scored low in feasibility because land ownership is not secured and there is no stewardship group for the project.

### > Cost

The project ranked high in cost because of the estimated construction cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is likely on some City of Philadelphia owned land, but there is no entity leading trail development at this time.



Entity	Unknown
Status	Conceptual
Type	Trail
Length	Approximately 1.6 mi
Rank	Low Priority



## Miscellaneous

# 19. Tacony Pennypack Connector



### > Project Status and Description

The Tacony Pennypack Connector is a conceptual trail alignment along the PECO right-of-way between the Pennypack and Tacony Creek Parks. A trail along this alignment would create a linear connector between two important regional parks, connect many neighborhoods to each other and to park and trail amenities, and enable recreation loop concepts including this and adjacent trails in a larger network. There are several significant challenges along the alignment, including waterways, Roosevelt Boulevard, a shopping center, and the Naval Support Activity employment center. A feasibility study for the project is a recommendation of the *Lower Northeast Philadelphia 2035 District Plan*. The project scored low in project status because it is a vision at this time.

### > Demand

The project scored high in demand because it is in close proximity to several schools, park and recreation facilities, enables public access to previously inaccessible natural areas, and fills a gap in the Walkable to Public Open Space map.

### > Connectivity

The project scored in the mid-range in connectivity because it completes a gap in the trail network and will serve as a feeder to two major trails, the Tacony Creek Trail and the Pennypack Trail.

### > Feasibility

The project scored low in feasibility because land ownership is not secured and there is no stewardship group for the project.

### > Cost

The project ranked low in the cost category because of the high estimated construction cost.

### > Priority

The project is in the low priority category.

### > Entity

The project is on PECO right-of-way and there is no stewardship group for the project at this time.



Entity	Unknown
Status	Vision
Type	Trail
Length	Approximately 5.7 miles
Rank	Low Priority



## Completed/In Construction

# 22. Tacony Creek Trail - A



### > Project Status and Description

The Tacony Creek Trail, portion A, is located in the Juniata Park neighborhood between Whitaker Avenue and I Street, and on City of Philadelphia land and an easement from the Scattergood Foundation, the adjacent land owner. The project is an extension of the existing Tacony Creek Trail, which currently ends at Roosevelt Boulevard to the north. The project is funded by City of Philadelphia, the PA Department of Conservation and Natural Resources, and the DVRPC/William Penn Regional Trails Program. The project score high in project status because it is fully funded and completed.

### > Demand

The project scores highly in demand because it is in close proximity to several park and recreation facilities and schools and enables public access to a previously inaccessible area of Tacony Creek Park.

### > Connectivity

The project scores high in connectivity because it extends a major trail, the Tacony Creek Trail, and connects to two on-road facilities, the Tacony-Frankford Greenway and the East Coast Greenway, via Castor Avenue.



Entity	Philadelphia Parks & Recreation
Status	Completed
Type	Trail
Length	Approximately 1 mi
Completion	Spring 2013
Rank	Not Ranked - Completed

### > Feasibility

The project scored high in feasibility because land ownership is secured, the project is primarily on City-owned land, there is dedicated funding, and construction is underway.



### > Cost

The project ranked high in the cost category because of the lower construction cost compared to similar projects in Philadelphia.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is presently under construction.

### > Entity

The project is largely within land owned by and will be maintained by Philadelphia Parks & Recreation.



## Completed/In Construction

# 66. Bartram's Garden Trail



### > Project Status and Description

The Bartram's Garden Trail is a multi-purpose trail within Bartram's Garden in southwest Philadelphia. The trail is located on the portion of the historic garden grounds with meadows and waterfront access and features a future connection to trails along the Schuylkill River waterfront. The project is funded by City of Philadelphia and federal TIGER (Transportation Investment Generating Economic Recovery) funding. The project score highly in project status because it is fully funded and under construction.

### > Demand

The project scores highly in demand because it enables access to the waterfront, is close to several park and recreation amenities, is in an area of low auto ownership, and is in an area of high bicycle commuting.

### > Connectivity

The project scores high in connectivity because it is part of a major riverfront spine trail and the project completes a gap in the trail network.

### > Feasibility

The project scored high in feasibility because land ownership is secured, there is dedicated funding, and construction is underway. In addition, there is a dedicated stewardship and maintenance group, the John Bartram Association with Philadelphia Parks & Recreation.

### > Cost

The project ranked mid-range in the cost category because of the construction cost. However, all funds are secured and construction is complete.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because construction is complete.

### > Entity

The project is on land owned by the City of Philadelphia and maintained by the John Bartram Association.



Entity	Bartram's Garden Foundation
Status	Completed
Type	Trail
Length	Approximately 0.6 mi
Completion	Summer 2012
Rank	Not Ranked - Completed



## **Completed/In Construction**

## **48. West Bank Greenway - Zoo**



## > Project Status and Description

The West Bank Greenway Zoo segment is a 10-foot wide sidepath along 34th Street between Mantua Avenue and Girard Avenue. The project is part of the Philadelphia Zoo's Intermodal Transportation Center streetscape enhancements and will reinvigorate the eastern sidewalk of 34th Street with a multi-use sidepath, new streetscape features, and cleared sight lines to the Schuylkill River, and boathouse row. The sidepath connects to the West Bank Greenway to the south, which runs to Powelton Avenue and 31st Street. The Philadelphia Zoo is funding the project, which is approved by the City and PennDOT and will likely enter the construction phase in Spring 2013. The project scores high in project status because it is designed, funded and in construction.

## > Demand

The project scores highly in demand because it is in close proximity to schools, several park and recreation facilities, and areas of high concentration of zero auto ownership households. The project is in an area of high pedestrian commuting and will enable access to a natural area, Fairmount Park.

## > Connectivity

The project scores high in connectivity because it extends a major spine trail, the Schuylkill River Trail, to meet a roadway with existing bicycle infrastructure, South Street. There is potential to connect the facility down Lansdowne Drive to Sweetbriar and the MLK Trail.

## > Feasibility

The project scored high in feasibility because land ownership is secured, there is dedicated funding, and construction is pending.

> Cost

The project ranked high in the construction category because of the low cost nature of the sidepath.

## > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is presently under construction.

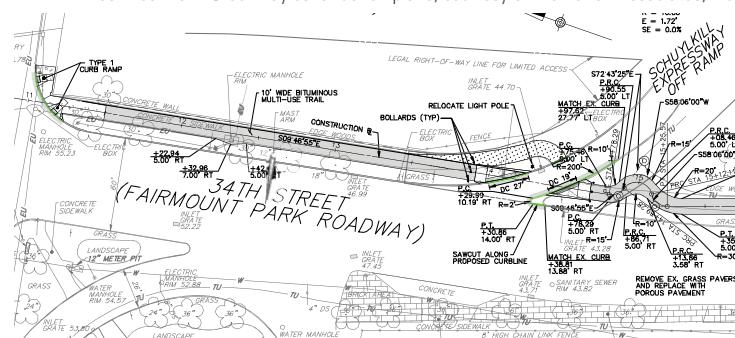
> Entity

The project is on City of Philadelphia park land by the Philadelphia Zoo.



Entity	Philadelphia Zoo
Status	In Construction
Type	Sidepath
Length	Approximately 0.5 mi
Completion	Fall 2014
Rank	Not Ranked - In Construction

Zoo West Bank Greenway construction plans, courtesy of McMahon Associates, Inc.



## Completed/In Construction

# 47. Penn Street Sidepath



### > Project Status and Description

The Penn Street Trail is located Delaware Avenue and Penn Street between Spring Garden Street to the south and Ellen Street to the north. The trail is in the pre-construction stage with completed final design drawings. The Delaware River Waterfront Corporation is leading the project with stormwater features, separated pedestrian and cyclist areas, a well-developed connection to the Spring Garden Street and Delaware Avenue bike lanes, and enhanced streetscape features. The trail is a designated sidepath by the City of Philadelphia, allowing for cyclists to ride on the sidewalk, which is a designated sidepath in this location. The project is funded by DRWC and the DVRPC Regional Trails Council. The project score highly in project status because it is fully funded and in construction.

### > Demand

The project scores in the mid-range in demand because it is in close proximity to several park and recreation facilities, enables access to the waterfront, and closes a gap in the Walkable Access to Open Space map.

### > Connectivity

The project scores high in connectivity because it is part of a major spine trail, the Delaware River Trail, and will serve as a portion of the East Coast Greenway.

### > Feasibility

The project scores high in feasibility because land ownership is within the street right-of-way and there is a dedicated group for stewardship, the Delaware River Waterfront Corporation.

### > Cost

The project ranked in the mid-range in the cost category because of the high construction cost, which also will include significant roadway rehabilitation on Penn Street.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is presently under construction.

### > Entity

The project is on City of Philadelphia roadway right-of-way and will be maintained by the Delaware River Waterfront Corporation.



Entity	Delaware River Waterfront Corporation
Status	In Construction
Type	Sidepath
Length	Approximately 0.4 mi
Completion	Mid 2013
Rank	Not Ranked - In Construction



Courtesy of the Delaware River Waterfront Corporation and RBA Group



## Completed/In Construction

# 26. Port Richmond Trail



### > Project Status and Description

The Port Richmond Trail is located along Allegheny and Delaware Avenues between Richmond Street and Lewis Street. The project is funded by City of Philadelphia and federal TIGER (Transportation Investment Generating Economic Recovery) funding. The project scores highly in project status because it is fully funded and in construction.

### > Demand

The project scores highly in demand because it is in close proximity to several park and recreation facilities and enables access to the waterfront at Pulaski Park.

### > Connectivity

The project scores high in connectivity because it connects directly to the East Coast Greenway and will serve as a major riverfront spine trail. It is supported by the on-road bicycle network.

### > Feasibility

The project scored high in feasibility because it is fully funded and under construction. There is a dedicated group for stewardship, the Delaware River City Corporation, and it is in the public right-of-way adjacent to the roadway.

### > Cost

The project ranked in the mid-range in the cost category. All funds are secured.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is presently under construction.

### > Entity

The project is on City of Philadelphia roadway right-of-way and will be maintained by the Delaware River City Corporation.



Entity	Delaware River City Corporation
Status	In Construction
Type	Sidepath
Length	Approximately 1.7 mi
Completion	Fall 2013
Rank	Not Ranked - In Construction



Port Richmond Trail under construction; Rendering courtesy of XXXXX



## Completed/In Construction

# 24. Schuylkill River Trail - Shawmont to Montgomery County Line



### > Project Status and Description

The Schuylkill River Trail Shawmont to Montgomery County Line project is located in northwest Philadelphia between Shawmont Avenue and the Montgomery County line along the Schuylkill River Trail. The project is funded by City of Philadelphia and federal TIGER (Transportation Investment Generating Economic Recovery) funding. The project consists of a widening of the trail from 8 feet wide to 10 feet and new construction of a trail from Port Royal Avenue to Nixon Street. The map to the right shows on the new construction portion of the project and the length in the table to the right includes this new portion only. The project score highly in project status because it is fully funded and under construction.



### > Demand

The project scores in the mid-range in demand because it is expanding access to open space and along a high-use trail, but is not near schools, many parks, or high-use transit stations.

### > Connectivity

The project scores high in connectivity because it fills a gap in a major spine trail, the Schuylkill River Trail.

### > Feasibility

The project scored high in feasibility because land ownership is secured, there is dedicated funding, and construction is underway.

### > Cost

The project ranked in the mid-range in the cost category.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is presently under construction.

### > Entity

The project is on City of Philadelphia property and will be maintained by Philadelphia Parks & Recreation.

Entity	Philadelphia Parks & Recreation
Status	In Construction
Type	Trail
Length	Approximately 0.4 mi
Completion	Spring 2013
Rank	Not Ranked - In Construction



## Completed/In Construction

# 58. Schuylkill Banks Boardwalk



### > Project Status and Description

The Schuylkill Banks Boardwalk is located between the terminus of the Schuylkill River Trail at Locust Street and the South Street Bridge. The project is funded by City of Philadelphia and federal TIGER (Transportation Investment Generating Economic Recovery) funding. The project scores highly in project status because it is fully funded and under construction.

### > Demand

The project scores highly in demand because it is in close proximity to several park and recreation facilities,

### > Connectivity

The project scores high in connectivity because it extends a major spine trail, the Schuylkill River Trail, to meet a roadway with existing bicycle infrastructure, South Street.

### > Feasibility

The project scored high in feasibility because land ownership is secured, there is dedicated funding, and construction is underway. In addition, there is a dedicated stewardship and maintenance group, the Schuylkill River Development Corporation.



Entity	Schuylkill River Development Corporation
Status	In Construction
Type	Trail
Length	Approximately 0.3 mi
Completion	Fall 2014
Rank	Not Ranked - In Construction

### > Cost

The project ranked low in the cost category because of the high construction cost. However, all funds are secured.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is presently under construction.

### > Entity

The project is on City of Philadelphia property and will be maintained by the Schuylkill River Development Corporation.



## Completed/In Construction

# 57. Schuylkill River Parks Connector Bridge



### > Project Status and Description

The Schuylkill Parks Connector Bridge is located at the present-day terminus of the Schuylkill River Trail and connects the trail to Schuylkill Park at Spruce Street independent of the rail crossing. The project was funded by the City of Philadelphia and federal TIGER (Transportation Investment Generating Economic Recovery) funding. The project score highly in project status because it is fully funded and under construction. As of Fall 2013, construction of the bridge is complete.

### > Demand

The project scores high in demand because it expands access to open space and the waterfront, and along a high-use trail. It is also near schools, many parks, high-use transit stations, and areas of low auto-ownership.

### > Connectivity

The project scores high in connectivity because it expands and connects to a major spine trail, the Schuylkill River Trail.

### > Feasibility

The project scored high in feasibility because land ownership is secured, there is dedicated funding, and construction is underway.

### > Cost

The project scored low in cost because it is a high-cost project.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is completed.

### > Entity

The project is on City of Philadelphia property and will be maintained by the Schuylkill River Development Corporation.



Entity	SRDC/Philadelphia Parks & Recreation
Status	Completed
Type	Trail Bridge
Length	Approximately 0.14 mi
Completion	Fall 2012
Rank	Not Ranked - Completed



## Completed/In Construction

# 74. Navy Yard Trail



### > Project Status and Description

The Navy Yard Trail is located in the Navy Yard in lower south Philadelphia along the Delaware River waterfront and serve employees and visitors. The project is led by the Philadelphia Industrial Development Corporation (PIDC) and was scheduled for completion several years ago, but bulkhead issues lead to a delay in construction for some portions of the trail. It is now in construction and scheduled for completion in Spring 2013. The project scores highly in project status as it is fully funded and near completion.

### > Demand

The project scores in the mid-range in demand because it is not close to residential areas, but enables public access to a previously inaccessible waterfront and natural area.



### > Connectivity

The project scores in the mid-range in connectivity will support the bicycle network but does not connect to other trails at this time. In the future, it may connect to the South Broad Street Sidepath.

Entity	Philadelphia Industrial Development Corp.
Status	Complete
Type	Trail
Length	Approximately 1.4 mi
Completion	Winter 2013
Rank	Not Ranked - Completed

### > Feasibility

The project scored high in feasibility because land ownership is secured and it is fully funded and under construction.

### > Cost

The project ranked high in the cost category because of the high construction cost. However, all funds are secured.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because construction is complete.

### > Entity

The project is on Navy Yard property and managed by the Philadelphia Industrial Development Corporation.



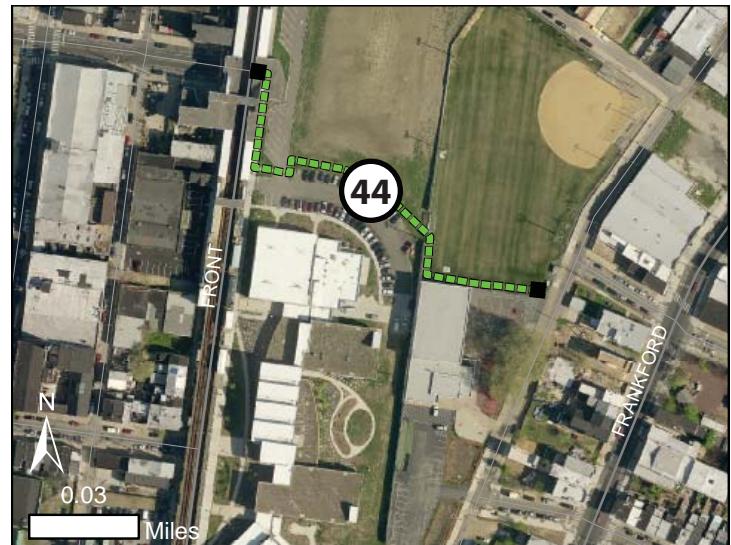
## Completed/In Construction

# 44. Berks Street Path



### > Project Status and Description

The Berks Street Path is a small segment of trail between Berks Street and Blair Street that connects a major transportation corridor at the El Station at Berks Street with the newly constructed Kensington High School, Shissler Recreation Center and the residential neighborhood east of Frankford Avenue. The path was included in the Philadelphia Pedestrian & Bicycle Plan as a desired pedestrian movement through from the Market Frankford El station to the recreation center and neighborhood. It was seen as an opportunity to add the path for this pedestrian movement during construction of the new high school. The project scores highly in project status because it was mentioned in previous plans and is now constructed.



### > Demand

The project scores in the mid-range in demand because it is in close proximity to several schools, parks and recreation centers and in an area of high concentration of zero vehicle households.

### > Connectivity

The project scores low in connectivity because it does not connect to other trail amenities. However, it directly connects a transit station to a recreation center for neighborhood access.

Entity	City of Philadelphia
Status	Completed
Type	Path
Length	Approximately 0.1 mi
Completion	2012
Rank	High Priority - Completed

### > Feasibility

The project scored high in feasibility because land ownership is secured and construction is complete.

### > Cost

The project scored high in the cost category because of the low construction cost.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is completed.

### > Entity

The project is on City of Philadelphia school and park land and is maintained by the City of Philadelphia.



## Completed/In Construction

# 67. 58th Street Greenway



### > Project Status and Description

The 58th Street Greenway is located in Southwest Philadelphia along 58th Street and Kingsessing Avenue, with connecting on-road facilities on 59th Street, Elmwood Avenue, and Lindbergh Avenue. The Pennsylvania Environmental Council initiated planning and preliminary design for the project. The project has several stormwater features, included in partnership with the Philadelphia Water Department. The project is funded by City of Philadelphia and federal TIGER (Transportation Investment Generating Economic Recovery) funding. The project score highly in project status because it is fully funded and under construction.

### > Demand

The project scores highly in demand because it is in close proximity to several park and recreation facilities, including Cobbs Creek Park and Bartram's Garden, and is in an area of zero vehicle households and high pedestrian commuting mode.

### > Connectivity

The project scores high in connectivity because it completes a gap in the on-road bicycle network between the Schuylkill River and Cobbs Creek Park and connects and is part of the East Coast Greenway.

### > Feasibility

The project scored high in feasibility because land ownership is secured, there is dedicated funding, it is a high PWD priority area, and construction is underway.

### > Cost

The project ranked mid-range in the cost category because of the higher construction cost. However, all funds are secured and it is nearly completed.

### > Priority

The project is in the highest priority category, though it was not part of the ranking scheme because it is presently under construction.

### > Entity

The project is on City of Philadelphia roadway right-of-way and will be maintained by the City of Philadelphia and the Philadelphia Water Department.



Entity	City of Philadelphia/Pennsylvania Environmental Council
Status	Under Construction
Type	Sidepath/On-Road
Length	Approximately 1.4 mi
Completion	Summer 2013
Rank	Not Ranked - Under Construction



Newly constructed 58th Street Greenway



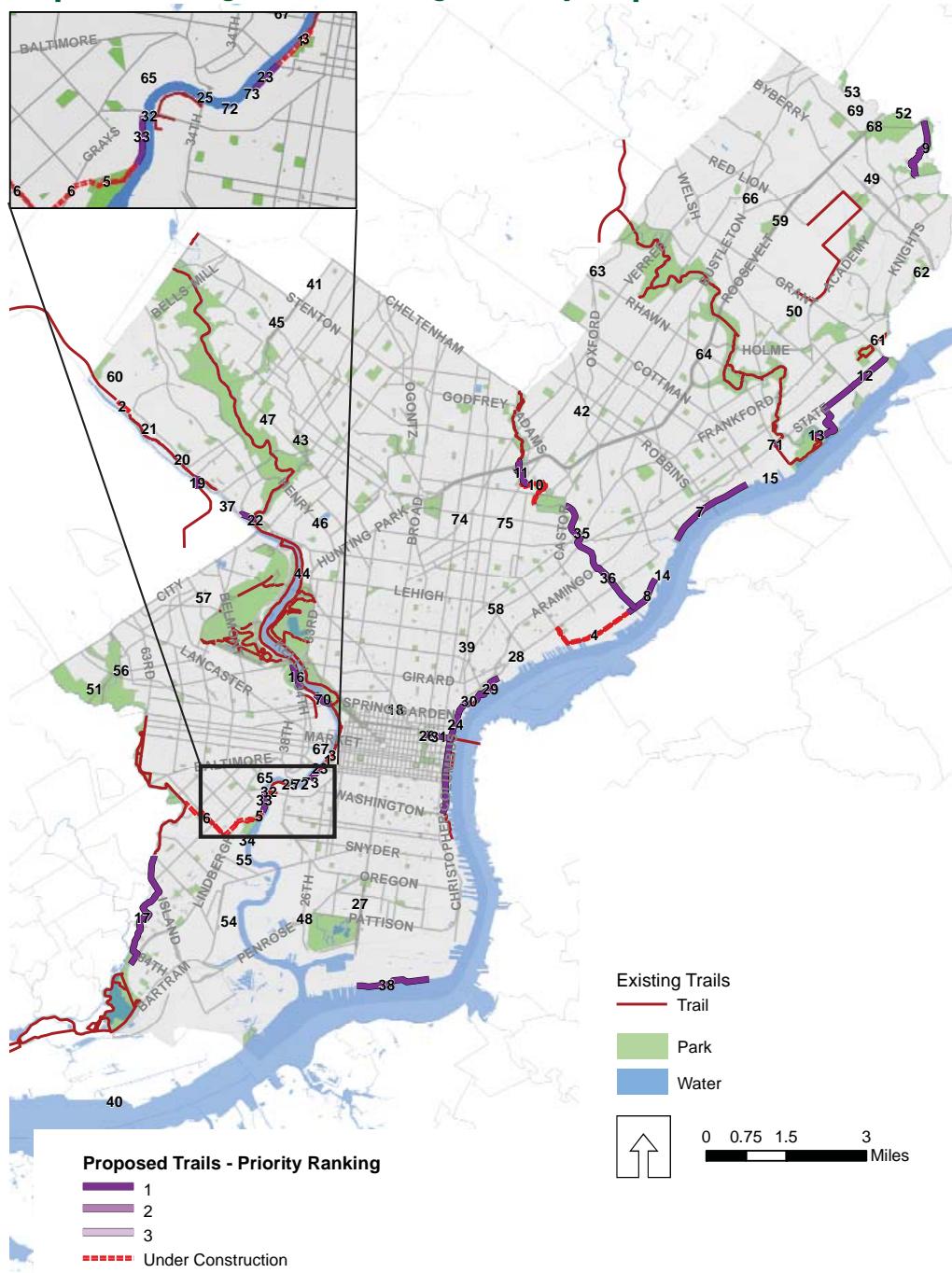


## > Network Expansion by Priority Rank

Because of the many variables that shape the course of a trail project, it is not realistic to assume that the network will grow precisely according to the priority scheme detailed in this plan. However, as an exercise to clarify the location of priority projects, the following set of maps indicate one way the trail network could grow.

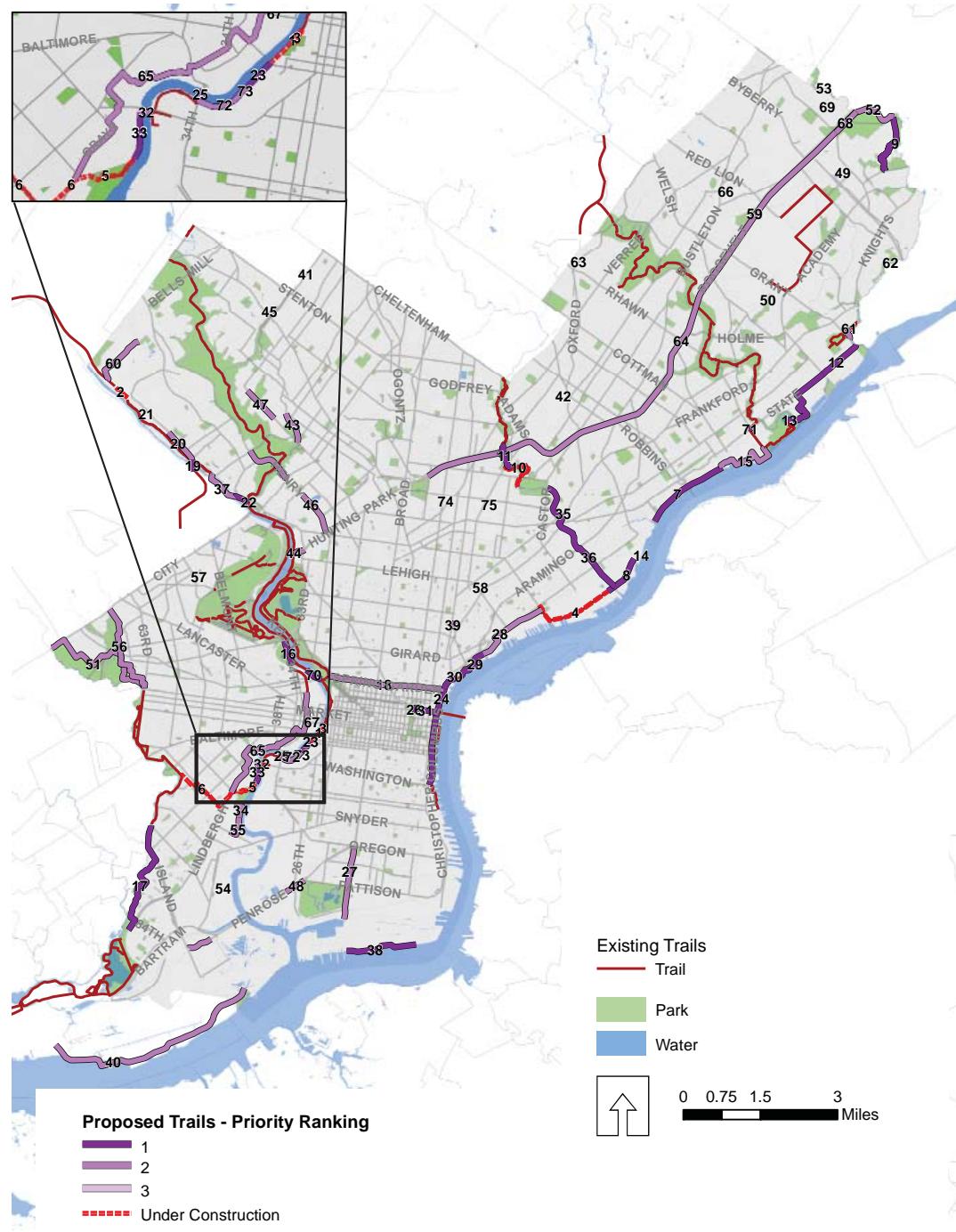
By showing high priority trails with the existing trail network on the map, major waterfront and watershed park trails expand and connect the network citywide, including along the Schuylkill and Delaware Rivers, and Frankford, Cobbs, and Poquessing Creeks.

**Map 11: Existing Trails with High Priority Proposed Trails**



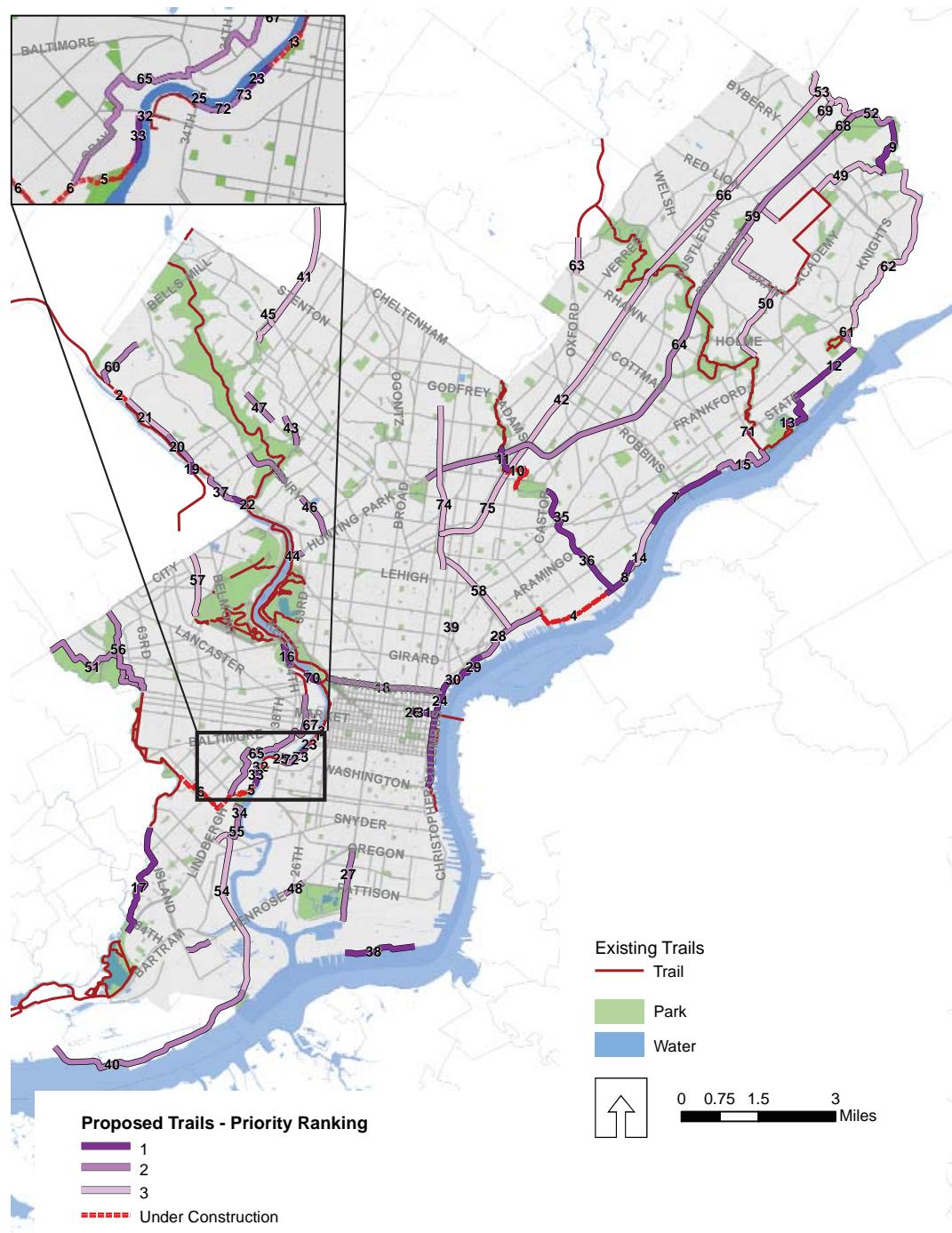
Adding medium priority trails to the existing network and the high priority projects, the network expands further along the waterfronts and major spines and sidepaths such as the South Broad Street and Roosevelt Boulevard Sidepaths link neighborhoods and major destinations along major transportation corridors.

## Map 12: Existing Trails with High and Medium Priority Proposed Trails



Finally, the addition of low priority projects fills in major gaps along industrial landscapes in the Lower Schuylkill and in north Philadelphia and includes major multi-municipal connections, such as the Fox Chase and Parkside rail trail links and the Cresheim Valley Trail.

## **Map 13: Existing Trails with All Priority Ranking Proposed Trails**





# 5. IMPLEMENTATION

Implementation of the Trail Master Plan will involve the Philadelphia Trail Committee coordination with trail development entities, targeted follow up on next steps tasks, including promotion, user analysis, and construction and maintenance guidelines.

## > Using the Priority Rankings

As stated in earlier chapters, the priority rankings stated within reflect City of Philadelphia priority proposed trail projects. Priority rankings are organized in Table 3 by project status to assist groups in choosing the appropriate project for funding opportunities, as opportunities are often targeted towards planning and preliminary design or final design and construction.

Entities with projects in the low priority category may wish to amend their project so that it can receive a higher priority ranking. Planning Commission staff is available to discuss strategies that could increase a project's ranking, such as forming a stewardship group to lead planning and design efforts, increased connections to the pedestrian and bicycle networks, cost reduction, and actively seeking funding sources for development.

Priority rankings will vary with change in demographics, the adjacent trail, bicycle, and pedestrian networks, property ownership, and other factors. This list and document should be used as a guide only and it is recommended that groups considering a project contact the Planning Commission for additional information.

## > City of Philadelphia Coordination

The Philadelphia Trail Committee will be led by the Planning Commission with close coordination from Philadelphia Parks & Recreation, the Mayor's Office of Transportation & Utilities, and other city agencies. The Philadelphia Trail Committee will have several major roles as the trail network expands in the coming years:

1. To set the City's priorities for funding programs, such as grants from the DVRPC Regional Trails Council, Department of Conservation and Natural Resources, US DEP Coastal Zone Management Program, among others.
2. Review new trail proposals by City or non-profit trail development groups and determine level of City involvement in the project.
3. Serve a Steering Committee or Advisory Committee role for trail development projects.
4. Update this plan.
5. Encourage study of next steps, such as entity/City memoranda of understanding for operations and maintenance, and a design manual for standard trail features.



Schuylkill Crossing at Schuylkill Park



Lardners Point Park

ID	Project	Project Status
10	Tacony Creek Trail A	Construction
5	Bartram's Garden Trail	Complete
4	Port Richmond Trail	Construction
2	Schuylkill River Trail - Shawmont to Montgomery County	Construction
1	Schuylkill Banks Boardwalk	Construction
3	Schuylkill River Parks Connector Bridge	Construction
39	Berks Street Path	Construction
6	58th Street Greenway	Construction
16	West Bank Greenway - Zoo	Pre Construction
30	Penn Street Trail	Pre Construction
8	Delaware Avenue Extension Sidepath	Final Design
11	Tacony Creek Trail B	Final Design
7	Kensington & Tacony Trail	Final Design
13	Baxter Trail	Final Design
9	Poquessing Park Trail	Final Design
38	Navy Yard Path	Final Design
19	Manayunk Bridge	Final Design
70	MLK Drive Bridge Gap	Feasibility
23	South Street Catharine Connector	Feasibility
71	State Rhawn Sidepath	Feasibility
22	Wissahickon Gateway	Feasibility/Prelim Design
17	Cobbs Creek Connector	Feasibility/Prelim Design
32	Schuylkill Crossing at Gray's Ferry	Feasibility
20	Ivy Ridge Trail A	Feasibility
18	Spring Garden Greenway	Feasibility
35	Frankford Creek Greenway: Phase 1	Planning
26	Ben Franklin Bridge Entrance	Planning
24	Delaware Waterfront Trail	Planning
36	Frankford Creek Greenway: Phase 2	Planning
34	Bartram's South	Planning
33	Bartram's North	Planning
65	West Bank Greenway	Planning
37	Pencoyd Trail	Planning
68	Ben Rush State Park Sidepath	Planning
27	Broad Street Sidepath	Planning
15	N Delaware Gap: Princeton to Rhawn	Planning
41	Cresheim Valley Trail	Planning
14	N Delaware Gap: Orthodox to Old Frankford Creek	Planning
29	Penn Treaty Richmond Connector	Conceptual
28	Port Richmond Connector Trail	Conceptual
43	Lincoln Drive Sidepath	Conceptual
12	State Road	Conceptual
31	Florist Street- Race Street Connector	Conceptual
44	Hunting Park Sidepath	Conceptual
40	PHL Waterfront Trail	Conceptual
25	34th Street Bridge Sidepath	Conceptual
72	Catharine to Greys Crescent	Conceptual
57	Parkside - City Line Trail	Conceptual
60	Schuylkill Center - SRT Connector	Conceptual
64	Roosevelt Blvd Sidepath	Conceptual
48	Penrose Sidepath	Conceptual
45	Germantown Ave Sidepath	Conceptual
47	Wissahickon Avenue Sidepath	Conceptual
46	Henry Avenue Sidepath	Conceptual
67	31st Street Sidepath	Conceptual
73	Catharine/Christian St Bridge	Conceptual
58	Lehigh Viaduct Trail	Conceptual
75	Tacony Sedgely Trail	Conceptual
21	Ivy Ridge Trail B	Conceptual
74	Fern Rock American Trail	Conceptual
69	Poquessing Southampton Trail	Conceptual
56	Cobbs Creek Extension - B	Vision
55	Schuylkill South- Airport Trail	Vision
52	Poquessing 2	Vision
61	Lower Poquessing Creek Trail A	Vision
51	Cobbs Creek Extension	Vision
50	Pennypack Airport Connector	Vision
54	Airport Fort Mifflin Trail	Vision
63	Fox Chase Lorimer Trail Connector	Vision
53	Poquessing 3	Vision
66	Pennypack Poquessing Connector	Vision
49	Airport Poquessing Connector	Vision
62	Lower Poquessing Creek Trail B	Vision
59	NE Airport Trail Extension	Vision
42	Tacony Pennypack Connector	Vision

**Table 3: Proposed Trails by Priority Rank**

High Priority
Medium Priority
Low Priority

## > Starting a New Project

As discussed in previous chapters, as groups move proposed trails from the conceptual stage to final design and construction, consultation with the Philadelphia Trail Committee is an essential part of the process. Trail development entities should involve the Philadelphia Trail Committee in three ways at distinct stages of project development:

1. The trail development entity should first present the project to the full committee. The committee will discuss the project, where it may fit on the priority rank scale, and potential alignment, property ownership, environmental, and funding challenges. The development entity should contact Planning Commission staff before starting a project or pursuing project funding to schedule this initial meeting.
2. A member of the committee should serve on the Steering Committee for the project to ensure that the goals, design guidelines, and priorities in this plan are represented throughout the trail development process.
3. Philadelphia Parks & Recreation and Department of Public Property representatives from the committee should meet with the trail design team at the onset of project design and throughout the design process to ensure that standard and sustainable trail design principles are met, particularly as many projects on city land may fall to the city to maintain at some point in the future.

City buy-in will enable a group to seek funding and more seamlessly work with the Streets Department on roadway conflict and complete street review issues, the Planning Commission on zoning, property acquisition, and sidepath regulation issues, Philadelphia Parks & Recreation on planting and maintenance responsibilities, maintenance and design guidelines, and linkages to existing trails, Philadelphia Water Department on stormwater review and drainage issues, and other city entities on easements, property acquisition, and other development issues. The Philadelphia

Trail Committee has representatives from each of these city agencies.

In addition, staff at the Planning Commission are available to discuss proposed projects, how they may fit into the prioritization scheme, and next steps towards project development.

## > Next Steps

The next steps toward implementation of this plan involve expanding the visibility and promotion of existing trails, setting design and construction standards for new trail development, outlining general guidelines for property acquisition and easement procedures, detailing existing trail maintenance priorities, and identifying baseline and projected trail user counts. Other tasks may be identified as needs become apparent. There is opportunity for City agency partners to take the lead on follow up tasks. The schedule and responsible parties for the next step projects has yet to be determined.

## > Updating the Analysis

Trail alignments, property status, and funding specifics evolve over time and as developing groups move projects from conceptual and preliminary design to final design and construction documents. As these variables change, the criteria score and priority rank may also change for many projects. Planning Commission staff will work with the Philadelphia Trail Committee and the applicable trail development entities to update project status and this plan, as needed.



# Appendix A - Methodology

The scoring of proposed trails for the Philadelphia Trail Master Plan is based on the following methodology. Some criteria were weighed for importance and to reflect City priorities, as informed by the Steering and Advisory Committees and detailed in the following pages.

Criteria were divided in five factors, shown in the sidebar to the right.

## > Scoring

Scoring is based on a 1-4 scale in most cases, as indicated by the below scale. Additional scoring information and exceptions to the 1-4 scale are detailed in the below criteria descriptions.

- 4 = Criteria complete
- 3 = Criteria partially complete
- 2 = Some progress on criteria
- 1 = Low to no progress on criteria

## > Weighting of Factors

Each of the 5 factors, Prior Commitments, Demand, Connectivity, Feasibility, and Cost, represent an equal portion of the total score for the proposed project. Weighting of specific criteria is detailed at the end of this memorandum.

## FACTOR A: Prior Commitments

### 1. Project Status

If a project is more advanced towards construction, more points are given for the score. The levels of project progression are as follows. During the planning process, some projects moved from Pre-Construction to Construction or Completion. Though these will not be ranked in the prioritization results of the Master Plan, they were included in the analyses for comparison sake.

- Construction
- Pre-Construction
- Final Design
- Feasibility/Preliminary Design
- Planning
- Conceptual
- Vision

### 2. Dedicated Planning Document for Trail Segment

Trail segments with dedicated planning and feasibility studies are more likely to receive funding and support for future project phases. The values include:

- 4 = Dedicated Plan for the specific trail segment
- 3 = Segment mentioned as part of a larger corridor plan for the trail
- 2 = Part of on-going planning for the larger trail network
- 1= No specific plan or mention in a larger network plan

### 3. Support in Planning Documents

Trail supported in prior planning documents, such as the following, reflect a higher value in this category.

## Prioritization Criteria

### Prior Commitments

- Project Status
- Dedicated Planning Document

### Demand

- Close to Schools
- Close to Parks
- Close to Recreation Centers
- Close to High Use Regional Rail Station
- Close to High Use Subway/El Station
- Close to High Use Bus Stop
- In Area of Zero Auto Ownership
- In Area of High Bicycle Commuting
- In Area of High Pedestrian Commuting
- Adjacent to High Use Trail
- Enabling Access to Waterfront/Natural Area
- Fills a Gap in Walkable Distance to Open Space Map

### Connectivity

- Completes a Gap in the Trail Network
- Completes A Gap in and will support the Bicycle Network
- Connects to On-Road Greenway
- Major Riverfront Spine Trail
- Feeder to Existing Trail

### Feasibility

- Barriers
- Land Ownership
- Part of Multi-Agency Project
- On City, State, Federal-Owned Land
- Dedicated Group for Development and Stewardship
- PWD Restoration Priority Area
- Investment Needed to Make Connection

### Cost

- Cost Estimate

- Fairmount Park Trail Master Plans
- *Philadelphia2035*
- *Green2015*
- *Philadelphia Pedestrian and Bicycle Plan*
- PWD Plans
- Other City and City-supported plans

## **FACTOR B: Demand**

### **4. Close to Schools (Range 1 – 4)**

The number of Schools within a 1-mile buffer of the proposed trail alignment determines the overall score here. These values were compared and categorized into four quartiles, corresponding to a value of 4 for many schools, a value of 1 for few or no schools, etc. An extra point was added where trails are adjacent to or go through university areas.

### **5. Close to Parks (Range 1 – 4)**

This score is the number of Parks within a 1-mile buffer of the trail alignment. Park facility types considered are: Neighborhood Parks, Regional Parks, Tot Lots, Golf Facility, Tennis Facility, Older Adult Facility, Playground, and Stadium/Concert Stage, as designated by Philadelphia Parks & Recreation. These values were compared and categorized into four quartiles, corresponding to a value of 4 for many parks/recreation centers, a value of 1 for almost no parks. Extra value was given to those parks of high usage, watershed parks, and parks of regional significance.

### **6. Close to Recreation Centers (Range 1– 4)**

This value is the number of Recreation Centers within a 1-mile buffer of the trail alignment. These values were compared and categorized into four quartiles, corresponding to a value of 4 for many parks/recreation centers, and a value of 1 for almost no park/recreation centers.

### **7. Close to High Use Regional Rail Station (Range 0 – 4)**

Based on SEPTA ridership numbers, this value reflects the number of the top 25 Philadelphia regional rail stations within 1 mile of the trail alignment as measured by weekday ridership boardings in Philadelphia (not total SEPTA ridership by station, which is regional). This value was calculated for all segments and then ranked by actual number of regional rail stations within close proximity, as no value is over 3. Where a proposed trail would lead directly to a SEPTA station, such as Ivy Ridge A, Fox Chase Lorimer Trail, or Lower Poquessing Creek Trail A, the score is 4 to reflect direct commuter access potential.

### **8. Close to High Use SEPTA/EI Station (Range 0 – 4)**

Based on SEPTA Market-Frankford and Broad Street Line ridership values, this is the proximity within 1-mile from the top 25 high speed rail stations (by total weekday ridership numbers.) This value was calculated for all segments and then ranked by actual number of stations within close proximity to trails, as no value is over 4.

### **9. Close to High Use Bus Stop (Range 0 – 3)**

Based on SEPTA ridership numbers, this is proximity within 1-mile from the top 25 bus stops (by total weekday ridership values). This value was calculated for all segments and then ranked by actual number of high use bus stops within close proximity, as no value is over 3.

### **10. In Low Auto-Ownership Area (Range 1– 4)**

This is the percentage of households with zero vehicles, based on Census ACS from 2005-2009. A score of 1 is 0-18%, a score of 2 is 18-36%, a score of 3 is 36-55%, a score of 4 is 55-100% of households. Where the proposed trail runs through more than one Census tract,

the score reflects the Census tract(s) with the majority of the trail alignment.

#### **11. In Area of high bike commuters (Range 1 – 4)**

According to the Census ACS from 2005-2009, this is based on the percentage of total commuters who bicycle to work. The bicycle mode may be part of other modes during the trip, such as walking or transit. The cycling rates range from 0% to 17.2% of all commuting trips. These are organized in quartiles and scored 1-4 accordingly to quartile.

#### **12. In Area of high pedestrian commuters (Range 1 – 4)**

Based on Census ACS 2005-2009, this value is the percentage of total commuters per Census tract who walk as a part of their commute to work. The walking mode may be part of other modes during the trip, such as bicycle or transit. The walking rates range from 0% to 81.9% of all commuting trips. These are organized in quartiles and scored 1-4 according to quartile.

#### **13. Adjacent to High Trail (Range 0 – 4)**

This value is based on the proximity of a proposed trail to existing trails with high usage. "High usage" is based on trail counts performed seasonally by Philadelphia Parks & Recreation on major multi-purpose trails. This value reflects the present use/demand for trails on existing trails with PPR counters.

#### **14 .Enable access to Waterfront or Natural Area Previously Inaccessible (Range 1 – 4)**

This value reflects increasing public access to waterfronts, parks, or other natural features currently inaccessible to the public. Examples include a waterfront trail, trail along park space that was previously passive or inaccessible, and encouraging access to National Wildlife Refuge or major watershed park. A value of 4 denotes significant access improvement; 1 denotes no access improvement.

#### **15. Will fill a gap in the "Walkable to Public Open Space" Analysis Map (Range 0 – 4)**

The Walkable to Public Open Space analysis was done as part of Green2015 and Phila2035 and indicates areas of the City that are within ½ mile from public open space, which is a 10-minute walk from open space. The value given reflects whether the proposed trail will fill a gap in the area walkable to public open space, as the proposed trails are assumed to be counted as open space with green elements. A value of 4 will fill a gap and provide additional public open space to the trail-adjacent community; a value of 0 will not fill a gap.

### **FACTOR C: Connectivity**

#### **16. Completes a Gap in the Trail Network (Range 1 – 4)**

If the trail segment completes a gap in the larger trail network, the score here is high. This score reflects a connection made by a trail segment forming a link between two existing trails, not a spur off of a trail that is a trail dead-end.

#### **17. Completes a Gap in and will be supported by the Bicycle Network (Range 0 – 4)**

If the trail segment completes a gap in the on-road bicycle network and will be supported by the existing bicycle network through signage or existing infrastructure, the score here is high.

#### **18. Connects to On-Road Greenway (Range 1 – 3)**

Several signed and mapped on-road greenways exist in Philadelphia, including the East Coast Greenway, Cobbs Creek Greenway, and Frankford Creek Greenway. Connects to these amenities are not reflected in the trail connections or bike connections criteria, since these are not separated facilities and do not always have on-road bicycle infrastructure. The presence of a

connection here indicates a higher score.

#### **19. Major Riverfront Spine Trail (Range 1 – 4)**

If the trail will serve as a part of a major riverfront trail, such as the Schuylkill River Trail or Delaware River Trail, the scoring in this category is high. A value of 1 indicates the segment will not be part of a major spine trail, which a value of 4 indicates that the segment will be part of a major spine trail.

#### **20. Will serve as a feeder to major existing trail (Range 1 – 4)**

If the trail segment will serve as a feeder trail to existing trails, the score is high. Main trunk trails are not considered feeder trails for this analysis.

### **FACTOR D: Feasibility**

#### **21. Barriers (Range 1 – 4)**

If there are significant issues regarding property ownership, encroachment, topography, adjacent conflicting land use, or soil history, the score will be lower here. Many trail segments do not have feasibility studies yet, therefore this is a preliminary analysis based on PCPC review of potential trail alignments. Funding for construction was not considered in this analysis, as it is a common need for all proposed trail segments.

#### **22. Land Ownership (Range 1 – 4)**

If there are significant land ownership barriers, i.e. land that is in speculation or planned for a high-yield use that will overlap with the trail alignment, the score here will be low. Though there are ways to integrate trails with industry, waterfronts, and through small corridors, this score will reflect the extra time and investment necessary to deal with these property ownership issues.

#### **23. Part of Multi-Agency Project (Range 0 – 4)**

If the project has the potential to be part of a PWD, PennDOT, Streets Department, or other multi-agency project with a high probability of cost-sharing for design and construction, the score here is higher.

#### **24. Alignment on City, State, or Federally – Owned Land (Range 1 – 4)**

If the trail alignment is located on City, State or Federally owned vacant or underutilized land, there is typically a higher chance for success of securing the alignment. The presence of government owned land along the alignment is reflected in this score.

#### **25. Dedicated group for Development, Stewardship (Range 1 – 4)**

A high value is given in this category if there is a dedicated, long-term group for stewardship, maintenance, and development of the trail. Examples include SRDC, DRWC, DRCC. Where the proposed trail alignment is within Park & Rec lands or in the Streets Department public right-of-way, the City of Philadelphia does not count as a dedicated stewardship group. Non-profit groups involved in the development of the trail concept do not count towards this category, as long-term stewardship and maintenance is typically not part of such planning and feasibility studies.

#### **26. PWD Restoration Priority (Range 1 – 4)**

Based on Philadelphia Water Department data from 2011, this analysis includes two factors: Status (in design, designed 30 or 70 percent, bid open, in queue for design) and upcoming Sewer and Water Projects (water, green infrastructure, planting, sewer). PWD project locations are chosen based on the highest positive impact to the water and sewer system, typically within the combined sewer service area (CSO). In addition, PWD is a major cost-

sharing partner in trail construction in Philadelphia, and the location, potential water quality impact, and partnering opportunities between water and trail projects can significantly impact the build-ability of a trail segment. A score of 4 demonstrates high density of water or sewer projects in close proximity and high potential to partner with PWD, while a score of 1 demonstrates low potential to partner and little or no water or sewer projects in the direct vicinity.

### **27. Investment needed to Develop (Range 1 – 4)**

If the investment needed to make a connection or meet recreation or commuting needs is significant, this value will be low. If the investment needed to make a connection is low or funding is already secured, this value will be high. This is the ‘bang for the buck’ measure but also reflects prior-secured funding. Many proposed trails have no feasibility study, therefore this is a preliminary analysis based on PCPC knowledge of those trail alignments.

## **FACTOR E: Cost**

### **28. Cost Estimate**

To determine the total cost needed to design and construction each trail alignment, the team performed a data gathering and cost estimate exercise. For projects recently completed or under construction, real design and construction costs were combined for this cost. For those projects without design or construction cost values, estimates were performed to include general cost/mile ranges taken from previous projects designed and constructed in Philadelphia. The estimates were then compared on a range with five scoring categories: (1) less than \$500K, (2) \$500K - \$2.5M, (3) \$2.5M - \$5M, (4) \$5M - \$8M, and (5) \$8M and above. More details on this estimate are in the Plan document.

## **Weighting of Criteria**

Criteria were divided into five factors – Prior Commitments, Demand/Need, Connectivity, and Feasibility. Since some factors had more criteria, the factors were weighted equally 20% of the total score.

Some criteria were weighted double to reflect City priorities:

- Project Status
- In area of zero auto ownership
- Completes a gap in and will be supported by the bicycle network
- Major Riverfront Spine Trail
- Dedicated group for development and stewardship

To reflect the importance of completing gaps in the trail network and capitalizing on existing trail facilities, the following was given triple weight:

- Completes a gap in the trail network