

2017 UPDATE PHILADELPHIA TRAIL PLAN





CHOP SRT Bridge | SRDC

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THE YEAR IN TRAILS

2017 TRAIL PLAN UPDATE PURPOSE

The Philadelphia Trail Master Plan is a recommendation of *Philadelphia2035*, the City's Comprehensive Plan. This recommendation is listed 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. The 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 Office of Transportation and Infrastructure Systems, previously named the Mayor's Office of Transportation and Utilities.

The 2017 Philadelphia Trail Plan Update builds on the Philadelphia Trail Master Plan adopted by the Philadelphia City Planning Commission in 2013 and its subsequent annual updates in 2014 and 2015. This report features the progress made in 2016 by the Philadelphia Trail Committee and our non-profit development partners towards expanding the Philadelphia trail network, including the secured funding, project advancement, and next steps.

In addition, the 2017 Update contains a revised priority ranking for proposed trail projects citywide as well as a newly developed priority ranking for the rehabilitation of existing trails in order to ensure the adequate stewardship of city resources. All of these elements are intended to promote the advancement of the Philadelphia trail network as it relates to the *Philadelphia2035* Citywide Vision.

Due to limited funding for trail and park projects, the City recognized the need for prioritizing proposed trail projects to serve Philadelphians citywide and to best use available planning, design, and construction funding.

The Trail Master Plan outlines four overarching goals of the Philadelphia trail network: connectivity, safety, encouragement of physical activity, and open space. The purpose of the City trail planning process is to ensure that proposed trail development projects in Philadelphia meet these goals. As the status of the trail network is constantly changing, the annual update offers the opportunity to document and reevaluate these priorities from year-to-year in order to provide Philadelphians with a connected and comprehensive system of trails.

Philadelphia Trail Committee

The Philadelphia Trail Committee is the implementing body of the Trail Master Plan. The Committee includes City agencies with direct roles in trail implementation, including design, construction, permitting, and project review. The Committee meets biannually and makes decisions on funding priorities for each major trail funding program with the goal of presenting one voice on trail priorities within the City of Philadelphia.

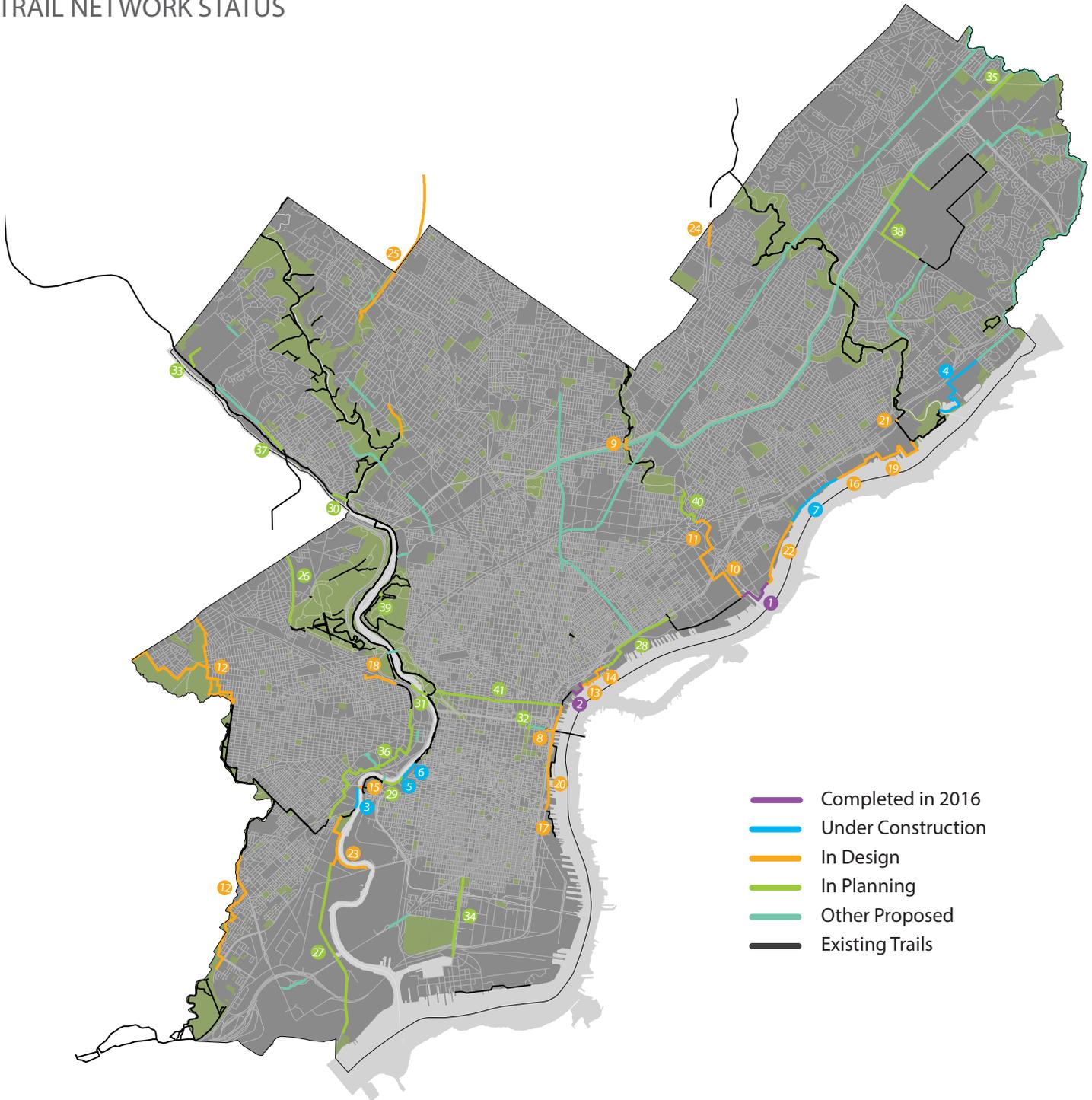
K&T Trail Groundbreaking, Spring 2016



K&T Trail Under Construction, Fall 2016 | DRCC



TRAIL NETWORK STATUS



24.1
COMPLETED
MILES

4.2
UNDER
CONSTRUCTION

19.2
IN
DESIGN

27.1
IN
PLANNING

TRAIL NETWORK PROGRESS IN 2016

This section reflects the updated status of Philadelphia trails since the 2015 Plan update. The map details the status of trail projects citywide, including several projects that are now complete. These segments are no longer included in the priority analysis, since they have reached completion.

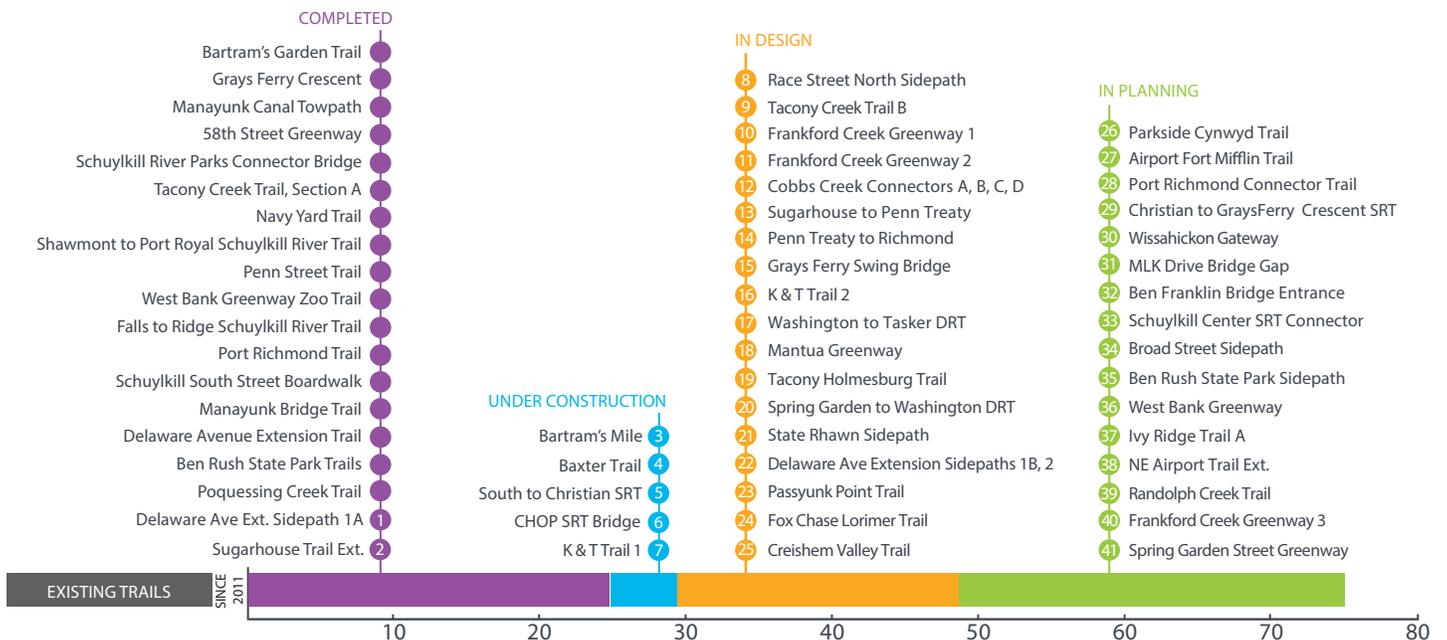
The 2016 Proposed Trail Network includes 2 trail projects new to the plan. Both of these, Delaware Avenue Extension 1B and Delaware Avenue Extension 2, are a continuation of the first segment that was completed in March 2016. Phase 1B will run from Orthodox Street to Buckius Street while Phase 2 will run from Buckius Street to the Frankford Arsenal Boat Launch. Part of the I-95 reconstruction efforts, both segments are currently in design with construction scheduled to begin in 2020.

There were two name changes for trail segments: Christian Street Bridge was renamed the CHOP SRT Bridge (for the connection to the Children’s Hospital of Philadelphia at the Schuylkill River Trail) and the Schuylkill Crossing at Grays Ferry was renamed the Grays Ferry Swing Bridge.

There were more than 24 miles of trail completed between the beginning of the planning process in 2011 and the end of 2016. Notable completed projects in 2016 include the Delaware Avenue Extension 1A Sidepath and the Sugar House Trail Extension. These are two new segments of the Circuit, the 750-mile network of existing and proposed trails in the greater Philadelphia region. More information can be found at www.CircuitTrails.org.

There are more than 3 miles of trail currently under construction, including a major link along the North Delaware Trail, known as the Baxter Trail, which will connect from Pennypack on the Delaware to Pleasant Hill Park. Two sections of the Schuylkill River Trail are under construction and due to open in Spring 2017, from South Street to Christian Street and Bartram’s Mile, respectively.

Nearly 20 miles of trail are in preliminary or final design, including the Mantua Greenway, Frankford Creek Greenway Phase 2, K & T Trail Phase 2, and the Fox Chase-Lorimer Trail. An additional 27 miles of trail remain in the planning phase.



FUNDING SECURED IN 2016

The City of Philadelphia and trail development partners secured more than \$11 million in state, federal, and local funding for construction, design, and planning studies for trail projects in 2016.

Sources include the William Penn Foundation/Delaware Valley Regional Planning Commission Regional Trails Program, the Pennsylvania Redevelopment Assistance Capital Program (RACP), Congestion Mitigation and Air Quality Program (CMAQ), Pennsylvania Department of Conservation and Natural Resources (DCNR) Community Conservation Partnerships Program and the Pennsylvania Transportation Alternatives Program. City of Philadelphia Capital Budget Funds supported construction of new trails in FY2016 and FY2017.

Many trail projects in Philadelphia receive funding from multiple programs, which reflects the leveraging opportunities for public and private funding across multiple sources.

2016 Philadelphia Trail Funding Sources/Awards

City of Philadelphia Capital Budget (FY 2016)

Delaware River Trail
Schuylkill River Trail

Congestion Mitigation and Air Quality (CMAQ)

Fox Chase Lorimer Trail

DVRPC - Transportation & Community Development Initiative

Wissahickon Gateway Study

PA DCED - Multimodal Transportation Fund

Schuylkill River Trail, 58th Street to 61st Street

PA DCNR Community Conservation Partnerships

Martin Luther King Drive Trail Rehabilitation
Schuylkill River Trail, Christian to Grays Ferry Crescent

PA DEP - Coastal Zone Program

Schuylkill River Trail, 58th Street to 61st Street

PA Transportation Alternatives Program

Manayunk Bridge Trail
Kensington & Tacony Trail, Phase 2

PennDOT - Multimodal Transportation Fund

Schuylkill River Trail, South to Christian

Pennsylvania Office of the Budget - RACP

Schuylkill River Trail, Bartram's Mile to Passyunk Point

William Penn Foundation/DVRPC Regional Trails

Martin Luther King Drive Trail Rehabilitation

Proposed Fox Chase Lorimer Alignment



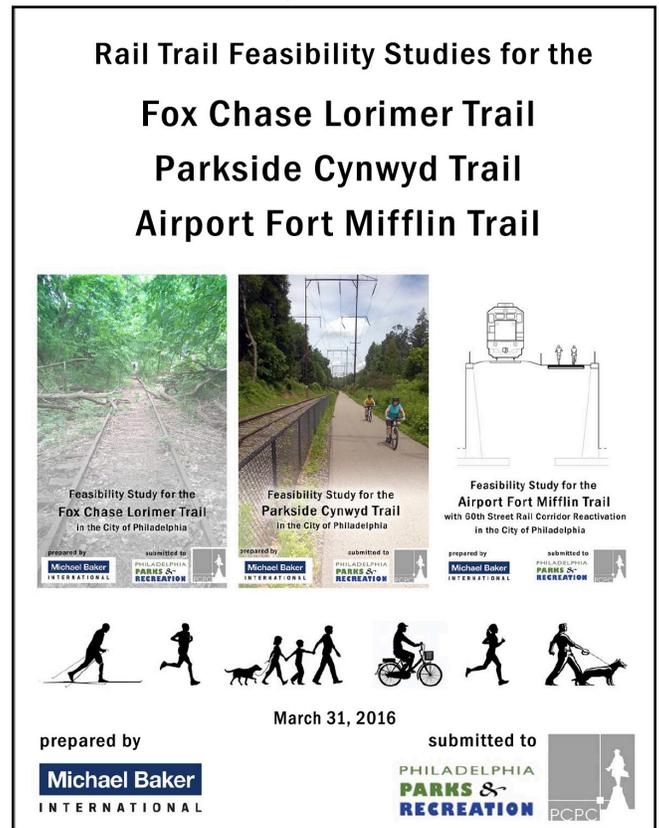
PROJECT ADVANCEMENT

In June 2016, the City of Philadelphia completed a Transportation and Community Development Initiative (TCDI) study, using funds provided through the Delaware Valley Regional Planning Commission, to investigate the feasibility of developing shared-use paths on three rail corridors in the City. Prepared by Michael Baker International with guidance from the steering committee, the report included feasibility studies for the Fox Chase Lorimer Trail in Northeast Philadelphia, the Parkside Cynwyd Trail in West Philadelphia, and the Bartram's Fort Mifflin Trail in Southwest Philadelphia. The three feasibility studies offer preliminary construction cost estimates, note conflicts, and explore potential alignments for the abandoned and existing rail corridors. While the Bartram's Fort Mifflin Trail has a longer time horizon, the realization of the Parkside Cynwyd and Fox Chase Lorimer Trails are anticipated in the next few years, with the latter receiving \$868,000 in CMAQ funding in 2016.

During 2016, extensive community input led to the advancement of the design of the Mantua Greenway led by the Philadelphia City Planning Commission. The proposed greenway will follow Mantua Avenue and Parrish Street from the Spring Garden Bridge at 31st Street to the 40th Street Bridge. On-street bicycle connections along 40th Street to Fairmount Park would provide a connection to the proposed Centennial Commons. The Mantua Greenway will link to the existing West Bank Greenway at 34th Street and Mantua Ave, and will provide residents and those living outside the community with improved access to the Schuylkill River Trail, Fairmount Park, the Art Museum, and the Zoo. Funding for the design came from seven sources, including PA DCNR, PA DCED, the National Park Service, LISC, Philadelphia Department of Commerce, Philadelphia Water Department, and the Philadelphia City Planning Commission. Construction documents for this project will be completed by July 2017.

While construction on multiple segments of the Schuylkill River Trail continued throughout the year, including the near completion of the CHOP SRT Bridge, planning efforts for the extension of the trail south from 58th St to 61st St by the Schuylkill River Development Corporation (SRDC) also moved from studying the feasibility of the proposed segment into the preliminary design phase of the project.

Cover of the TCDI Rail Trail Study



Proposed Parkside Cynwyd Trail Location



PRIORITY STATUS UPDATE

Updated Priority Ranking

As part of the 2017 update, the Trail Committee updated the priority scoring for each project. The scoring and priority rank changed for many projects due to additional funding, change in property ownership, new partnership opportunities, updated Census data, and other factors. The scoring of many projects was amended and completed projects were removed from the analysis, resulting in the updated priority list.

The updated priorities by project type are shown on the following page. The proposed projects are organized into the following project types:

- Watershed Park
- Delaware River Trail
- Schuylkill River Trail
- Sidepath/Roadway Adjacent
- Miscellaneous

Several major projects have progressed to a higher priority rank due to additional project funding, advancement in trail studies or design, property acquisition, and other factors.

Sugarhouse Trail Extension



PROPOSED TRAIL PRIORITY STATUS – ANNUAL UPDATE

Watershed Parks				
Proposed Trail	RANK 2016	RANK 2015	RANK 2014	RANK 2013
Cobbs Creek Connector D	1	6		
Frankford Creek Greenway, Phase 2	2	2	2	3
Cobbs Creek Connector A	3	3		
Frankford Creek Greenway, Phase 1	4	1	2	3
Tacony Creek Trail B	5	4	1	1
Frankford Creek Greenway, Phase 3	6	5	3	2
Cobbs Creek Connector B	7	8		
Cobbs Creek Connector C	8	10		
Cobbs Creek Morris Park Connector B	9	9	5	4
Poquessing A	10	7	4	5
Cobbs Creek Morris Park Connector A	11	11	6	7
Lower Poquessing Creek Trail A	12	12	7	6
Randolph Creek Trail	13	13	8	
Poquessing B	14	14	9	8
Lower Poquessing Creek Trail B	15	15	10	9

Schuylkill River Trail				
Proposed Trail	RANK 2016	RANK 2015	RANK 2014	RANK 2013
South to Christian Connector	1	1	1	1
Bartram's North	2	2	2	5
Bartram's South	3	3	3	3
Grays Ferry Swing Bridge	4	4	5	4
Passyunk Point Trail	5	6	6	
Wissahickon Gateway	6	5	4	2
Christian to Greys Crescent	7	7	7	6
Airport Fort Mifflin Trail	8	8	8	7

Delaware River Trail				
Proposed Trail	RANK 2016	RANK 2015	RANK 2014	RANK 2013
Delaware Avenue Extension Sidepath, 2	1			
Delaware Avenue Extension Sidepath, 1B	2			
Kensington & Tacony Trail 1	3	2	3	2
Penn Treaty Richmond Connector	4	4	5	4
Baxter Trail	5	3	2	3
Kensington & Tacony Trail 2	6	5	4	2
Delaware Waterfront Trail	7	7	7	6
Tacony Holmesburg Trail	8	8	8	7
Port Richmond Connector Trail	9	6	6	5

Tier 1 Projects
Tier 2 Projects
Tier 3 Projects
New projects in 2016

See Methodology Paper in 2013 Appendix for Criteria and Scoring

Note: Rank is within Location Category only, not overall

Sidepaths				
Proposed Trail	RANK 2016	RANK 2015	RANK 2014	RANK 2013
Race Street North Sidepath	1	2	2	
MLK Drive Bridge Gap	2	1	1	1
Mantua Greenway	3	9	23	
Girard Avenue Bridge Sidepath	4	3	5	
State Rhawn Sidepath	5	4	3	2
Ben Franklin Bridge Entrance	6	7	7	3
Lincoln Drive Sidepath	7	5	4	4
Florist Street- Race Street Connector	8	6	6	6
South Broad Street Sidepath	9	10	10	11
State Road Sidepath	10	8	8	5
34th Street Bridge Sidepath	11	12	11	8
West Bank Greenway	12	14	13	10
Hunting Park Sidepath	13	11	9	7
Ben Rush State Park Sidepath	14	13	12	9
Germantown Ave Sidepath	15	18	17	15
Roosevelt Blvd Sidepath	16	15	14	12
Henry Avenue Sidepath	17	20	19	17
Penrose Sidepath	18	17	15	13
Spring Garden Street Greenway	19	16	16	14
Wissahickon Avenue Sidepath	20	19	18	16
31st Street Sidepath	21	21	20	18
NE Airport Trail Extension	22	22	22	19
Hagys Mill Sidepath	23	23	21	

Miscellaneous Locations				
Proposed Trail	RANK 2016	RANK 2015	RANK 2014	RANK 2013
CHOP SRT Bridge	1	3	2	6
Parkside Cynwyd Trail	2	2	5	3
Fox Chase Lorimer Trail Connector	3	4	6	9
Schuylkill Center - SRT Connector	4	5	3	4
Cresheim Valley Trail	5	7	8	5
Woodlands Cemetery Bikeway	6	9	9	
Ivy Ridge Trail A	7	6	4	2
Poquessing Southampton Trail	8	8	7	16
Pennypack Airport Connector	9	11	11	7
Lehigh Viaduct Trail	10	12	12	8
Tacony Pennypack Connector	11	10	15	13
Ivy Ridge Trail B	12	13	10	14
Fern Rock American Trail	13	17	17	15
Airport Poquessing Connector	14	15	14	11
Pennypack Poquessing Connector	15	14	13	10
Tacony Sedgely Trail	16	16	16	12

TRAIL MAINTENANCE & REHABILITATION

BEST PRACTICES

Proactive and coordinated trail maintenance is vital to ensuring the effective operation and stewardship of existing trails within the City of Philadelphia. As many trails are managed by different entities, it is important to identify trail management responsibilities and projected maintenance costs for each trail segment. The Mantua Greenway Management and Maintenance Plan, released as a draft in 2016 in coordination with the project's construction documentation, demonstrates best practices in this regard as it addresses trail management goals, management roles and responsibilities, specific tasks and schedules, in addition to operation cost estimates and funding requirements. This Maintenance Plan has the potential to serve as a model for use during the development of other trail segments.

The plan explicitly states the groups that comprise the "Core Management Team" and lists their associated responsibilities. For example, the Friends of the Mantua Greenway, which will oversee general operations and maintenance of the trail, has agreed to manage everything from public relations and fundraising to graffiti removal and sweeping. Routine trail maintenance tasks are then organized based on their frequency, with some activities occurring daily or weekly and others seasonally or annually. Coupled with estimated operations costs, these activities lay the groundwork for a successful trail maintenance strategy that will protect the Mantua Greenway as a key neighborhood and city asset.

Mantua Greenway Rendering



EXISTING TRAIL REHABILITATION PRIORITIZATION

As Philadelphia’s trail network expands, it is important to ensure that the existing trails are well preserved and remain accessible for all users. While regular maintenance can increase the longevity of a trail, older trails will eventually require more intensive rehabilitation or reconstruction. Due to the limited funding available for rebuilding trails, the City recognized the need to create a priority listing for rehabilitation of existing trails, ten years old or older, similar to the priority listing created for proposed trails. Many of the factors used in the proposed trail prioritization, such as those related to proximity and connectivity, were carried over to the rehabilitation prioritization as they are still relevant indicators. In addition, new factors were incorporated that specifically relate to the status of existing trails, including overall condition, age, and grant program eligibility.

Overall, 26 factors were incorporated into the prioritization, with the following criteria weighted double to reflect City priorities:

- Daily Volume
- Equity Indicators
- Part of the Circuit
- Condition

The below table shows the priority listing by tiers for the rehabilitation of existing trails. Those trails less than ten years old were not evaluated.

Trail Name (Rehabilitation Project)	Category	2016 Tier
Ben Franklin Bridge Walkway	Sidepaths	1
Kelly Drive Trail	Schuylkill River Trail	1
MLK Drive Trail	Watershed Parks	1
Pennypack Park Trail	Watershed Parks	1
Schuylkill Banks Trail	Schuylkill River Trail	1
Cobb’s Creek Trail	Watershed Parks	2
Falls Bridge Sidepath	Sidepaths	2
Forbidden Drive	Watershed Parks	2
Lansdowne Sidepath	Sidepaths	2
Tacony Creek Trail (upper)	Watershed Parks	2
Wissahickon Bike Path	Watershed Parks	2
Chamounix Drive Sidepath	Sidepaths	3
Delaware River Trail	Delaware River Trail	3
Fluehr Park Trail	Misc.	3
Ford Road Sidepath	Sidepaths	3
Greenland Drive Sidepath	Sidepaths	3
Northeast Airport Trail	Misc.	3

What is the Circuit?

Greater Philadelphia is the proud home of the Circuit Trails, a vast regional network of hundreds of miles of multi-use trails that is growing in size each year. The Circuit connects our local communities, providing endless opportunities for both recreating and commuting. Once connected, the Circuit Trails will be one of the nation’s premier urban trail networks and it will provide multiple benefits to neighborhoods, communities and the region as a whole.

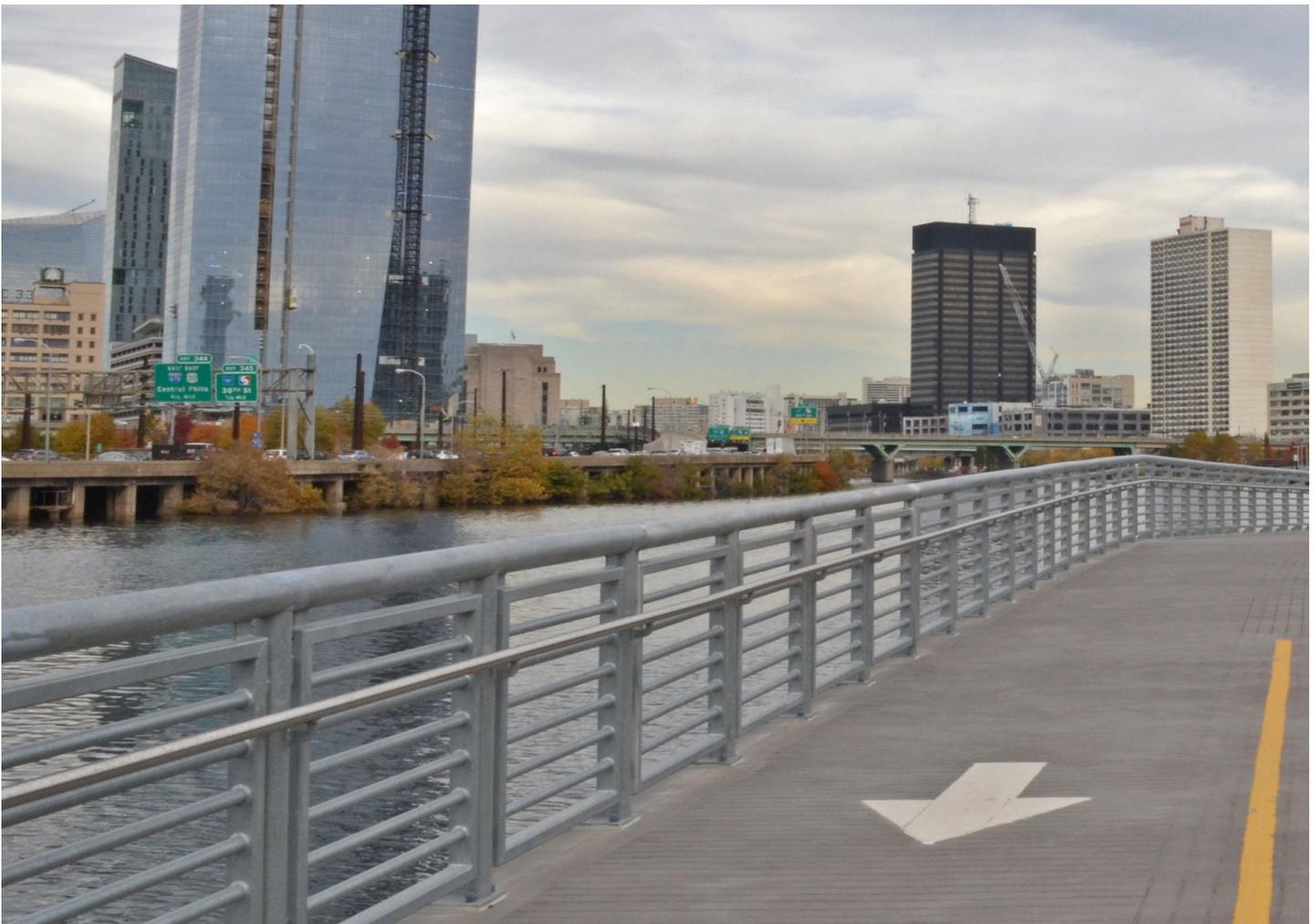
NEXT STEPS

The Philadelphia Trail Committee identified several issues to explore in greater depth in the coming years. Staff and the committee will set funding goals and continue to develop strategies for phasing and matching trail design and construction projects as new funding sources become available, such as the PA Multimodal Transportation Funds, the next round of the William Penn Regional Trail Fund, and other programs.

While staff updated the prioritization criteria to reflect current Census data, further consideration of other metrics and additional criteria will be considered for prioritization to reflect the health and economic impacts of trails. The committee also added existing trails into the rehabilitation prioritization process, as several major facilities are in need of reconstruction in the coming years and the committee looks forward to seeing the impact of this effort.

The Trail Committee will continue to build upon its previous efforts to collaborate on the funding of both the design and construction of additional trail segments. In addition, with the opening of a number of new trail segments in 2017, the committee will work with the Delaware Valley Regional Planning Commission to expand its program to measure trail use through regular trail counts.

Schuylkill Banks Boardwalk



Finally, the Committee will work to better communicate existing Philadelphia trail network assets to the public by pursuing not only a Trail Network Map, similar to the recent Bike Map effort printed by the Philadelphia City Planning Commission through funds provided by the Department of Public Health, but to design and release an interactive web-based map.

The updated version of the complete Philadelphia Trail Master Plan can be found on the Philadelphia City Planning Commission website at <http://www.phila.gov/CityPlanning/plans/Pages/TrailsMasterPlan.aspx>.

Credits

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Philadelphia Trail Committee

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Philadelphia City Planning Commission

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