

2018 UPDATE
PHILADELPHIA TRAIL PLAN





Bartram's Mile | Top Photo: SRDC, Bottom Rendering: Parks & Recreation

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THE YEAR IN TRAILS

2018 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 (PCPC) and Philadelphia Parks & Recreation (PPR), in collaboration with the Office of Transportation and Infrastructure Systems (OTIS).

The 2018 Philadelphia Trail Plan Update builds on the Philadelphia Trail Master Plan adopted by the PCPC in 2013 and its subsequent annual updates in 2014, 2015, and 2017. This report features the progress made in 2017 by the Philadelphia Trail Committee and non-profit development partners towards expanding the Philadelphia trail network, including the secured funding, project advancement, and next steps.

The 2018 Update contains a revised priority ranking for proposed trail projects citywide. 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.

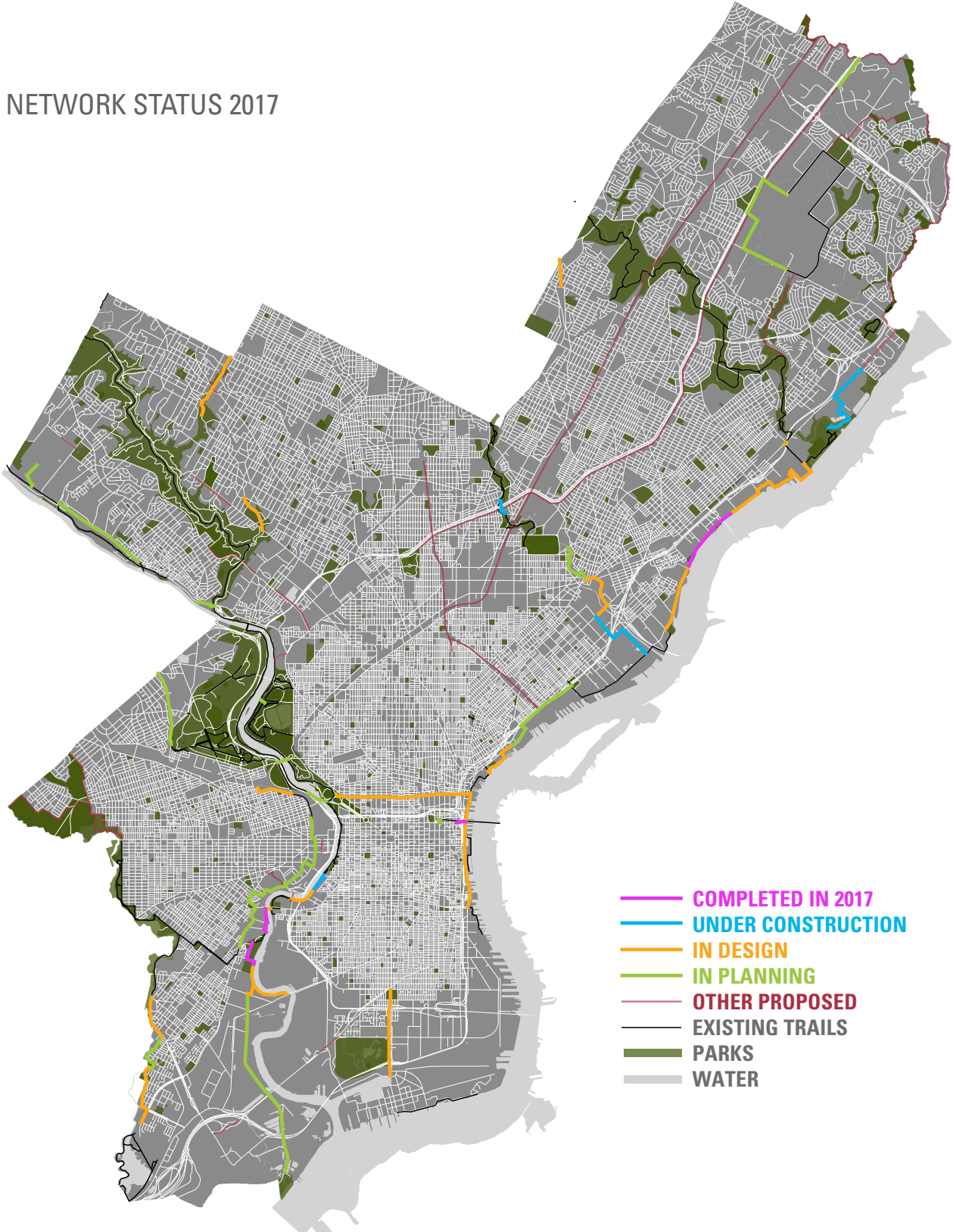


Kensington & Tacony Trail 1, Spring 2017 | DRCC



Bartram's Mile Grand Opening, Spring 2017 | SRDC

TRAIL NETWORK STATUS 2017



Completed
26.3
miles
(2011-2017)

Under
Construction
3.5
miles

In
Design
16.7
miles

In
Planning
19.6
miles

TRAIL NETWORK PROGRESS IN 2017

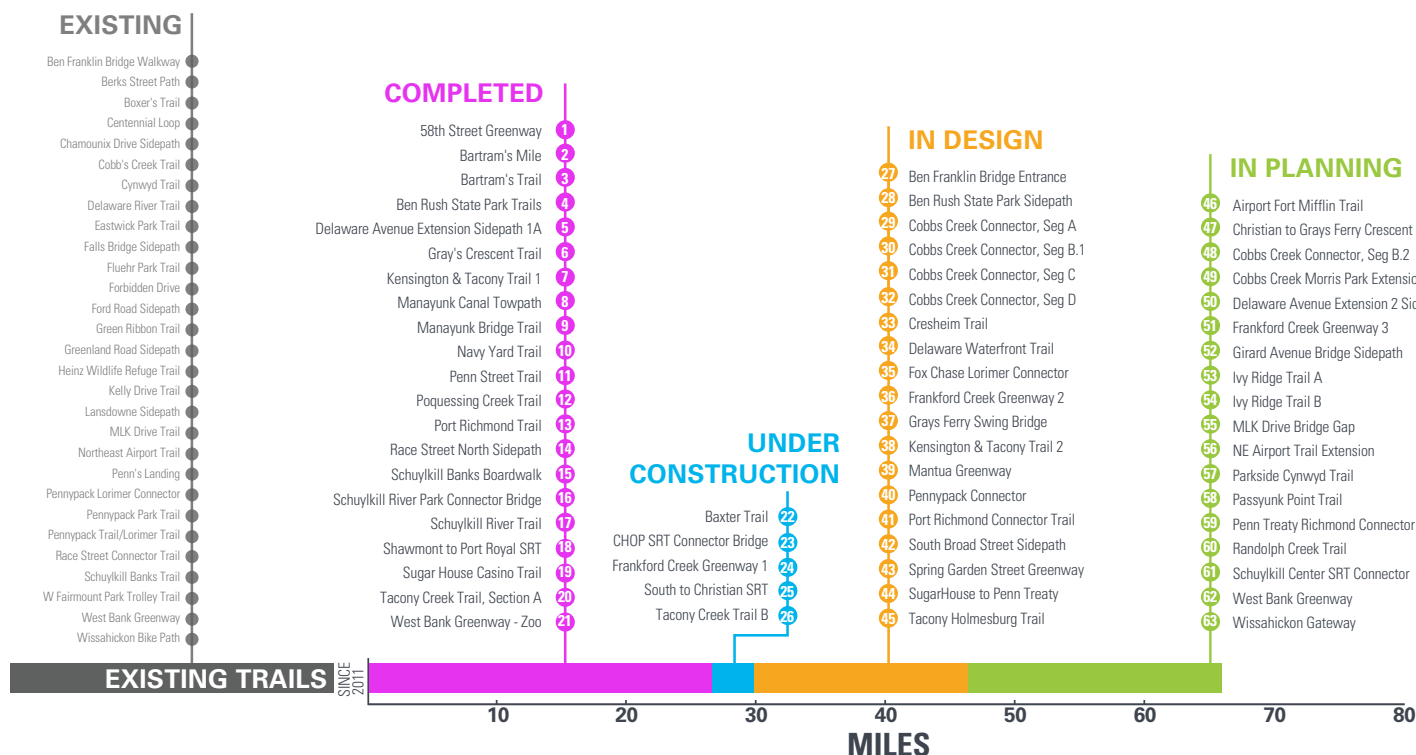
This section reflects the updated status of Philadelphia trails since the 2017 Plan update. The map details the status of trail projects citywide, including several projects that are now complete. These segments are no longer included in the priority analysis, since they have reached completion.

There were two name changes for trail segments: Cobbs Creek Connector B was divided into two segments and renamed Cobbs Creek Connector B.1 and B.2. The State-Rhawn sidepath is now referred to as the Pennypack Connector. In addition, the Delaware Avenue Extension Sidepath 1.B and 2 segments were combined and are referred to as the Delaware Avenue Extension Sidepath 2.

There were more than 26 miles of trail completed between the beginning of the planning process in 2011 and the end of 2017. After many years of planning and design, construction on 3 trail segments were completed in 2017 including Bartram's Mile, Kensington & Tacony Trail 1, and the Race Street North Sidepath.

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. The Frankford Creek Greenway Phase 1, Sugarhouse to Penn Treaty segment of the Delaware River Trail and Tacony Creek Trail B are all expected to be completed in 2018, while construction on the Cobbs Creek Connector A and Grays Ferry Swing Bridge are expected to break ground in 2018.

Nearly 17 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 Spring Garden Street Greenway. An additional 20 miles of trail remain in the planning phase.



FUNDING SECURED IN 2017

The City of Philadelphia and trail development partners secured more than \$15 million in federal, state, and local funding for construction, design, and planning studies for trail projects in 2017.

Sources include the William Penn Foundation/Delaware Valley Regional Planning Commission Regional Trails Program, Department of Conservation of Natural Resources, and the Pennsylvania Department of Transportation. City of Philadelphia Capital Budget Funds continued to support construction of new trails in FY2018.

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

2017 Philadelphia Trail Funding Sources & Awards

City of Philadelphia Capital Budget (FY 2018)

Delaware River Trail

Schuylkill River Trail

PA DCED Greenways, Trails, & Recreation Program

Parkside-Cynwyd Trail

PA DEP Coastal Zone Management

Bartram's to 61st St

PA DCNR Community Conservation Partnerships

Cobbs Creek Connector B.1

Schuylkill River Trail, Christian to Grays Ferry Crescent

PennDOT - Multimodal Transportation Fund

Schuylkill River Trail, South to Christian

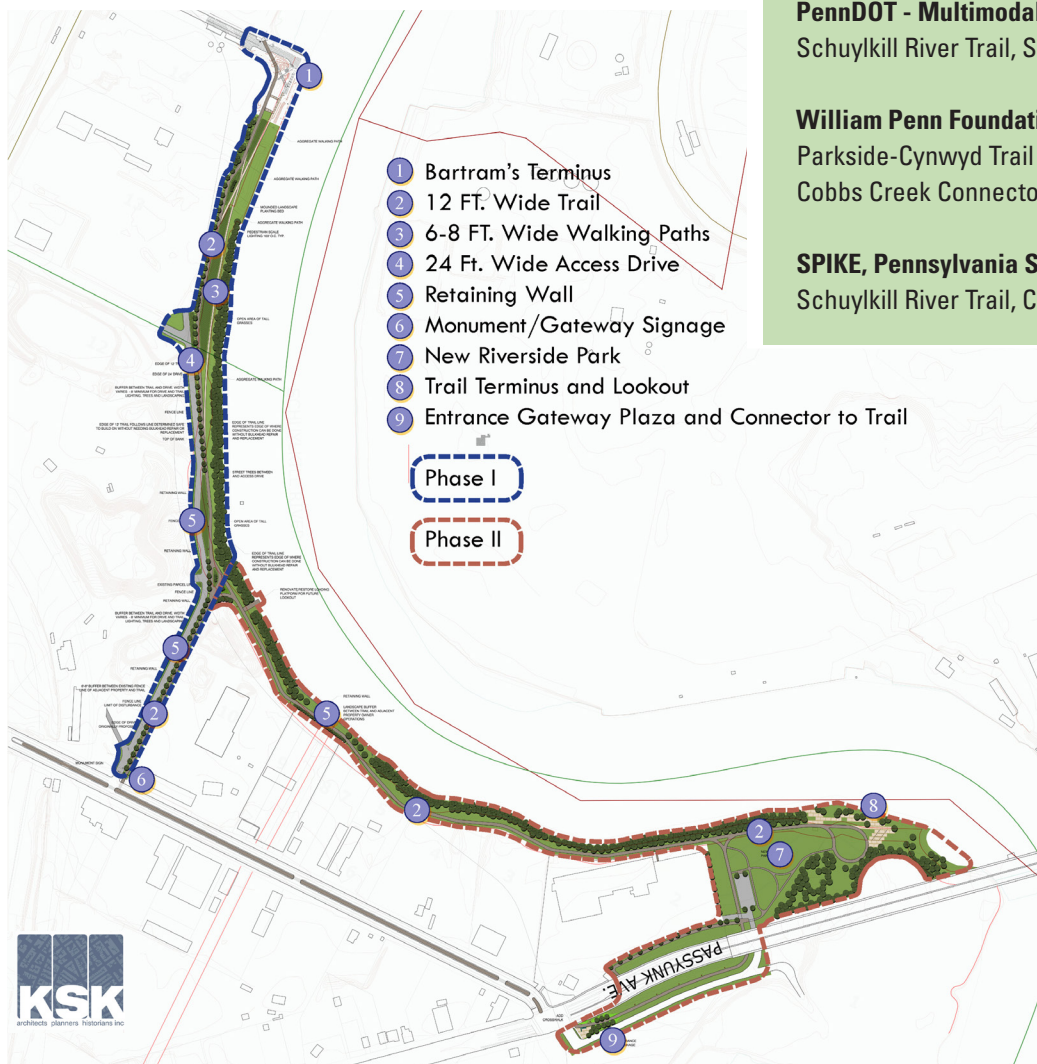
William Penn Foundation/DVRPC Regional Trails

Parkside-Cynwyd Trail

Cobbs Creek Connector B.1

SPIKE, Pennsylvania Secretary of Transportation

Schuylkill River Trail, Christian to Grays Ferry Crescent



Proposed Alignment for Bartram's to 61st St and Passyunk Point | SRDC

PROJECT ADVANCEMENT

During 2017, the City of Philadelphia continued its efforts to study and design trail alignments previously identified in the Trail Master Plan.

PCPC initiated the Advanced Feasibility Study for the third phase of the Frankford Creek Greenway. Using funds provided through the Delaware Valley Regional Planning Commission, this study is working on filling the gaps between the Tacony Creek Trail and the East Coast Greenway. Work on this study will conclude in 2018.

During 2017, PCPC continued the advancement of the design of the Mantua Greenway. 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 Centennial Commons, currently under construction.

In January 2017, the shared-use path application for the Frankford Creek Greenway Phase 1 was approved by PCPC. Construction of this segment commenced in 2017 and will open in Spring 2018.

Design work by PPR for various Cobbs Creek Trail

segments continued to move forward. Final design for Segment A is moving forward and Segment D has finished its preliminary design while B.1 received funding in late 2017 for both design and construction from the Department of Conservation and Natural Resources.

Construction on multiple segments of the Schuylkill River Trail continued throughout the year, including the near completion of the CHOP SRT Bridge and South to Christian segments. Planning efforts for the extension of the trail south from Christian Street to the Grays Ferry Crescent with a proposed cable-stayed bridge, and from Bartram's Mile to 61st St by the Schuylkill River Development Cooperation (SRDC) continued in the preliminary design phase of the project.



Construction on South to Christian, Summer 2017 | SRDC

PRIORITY STATUS UPDATE

UPDATED PRIORITY RANKING

As part of the 2018 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.

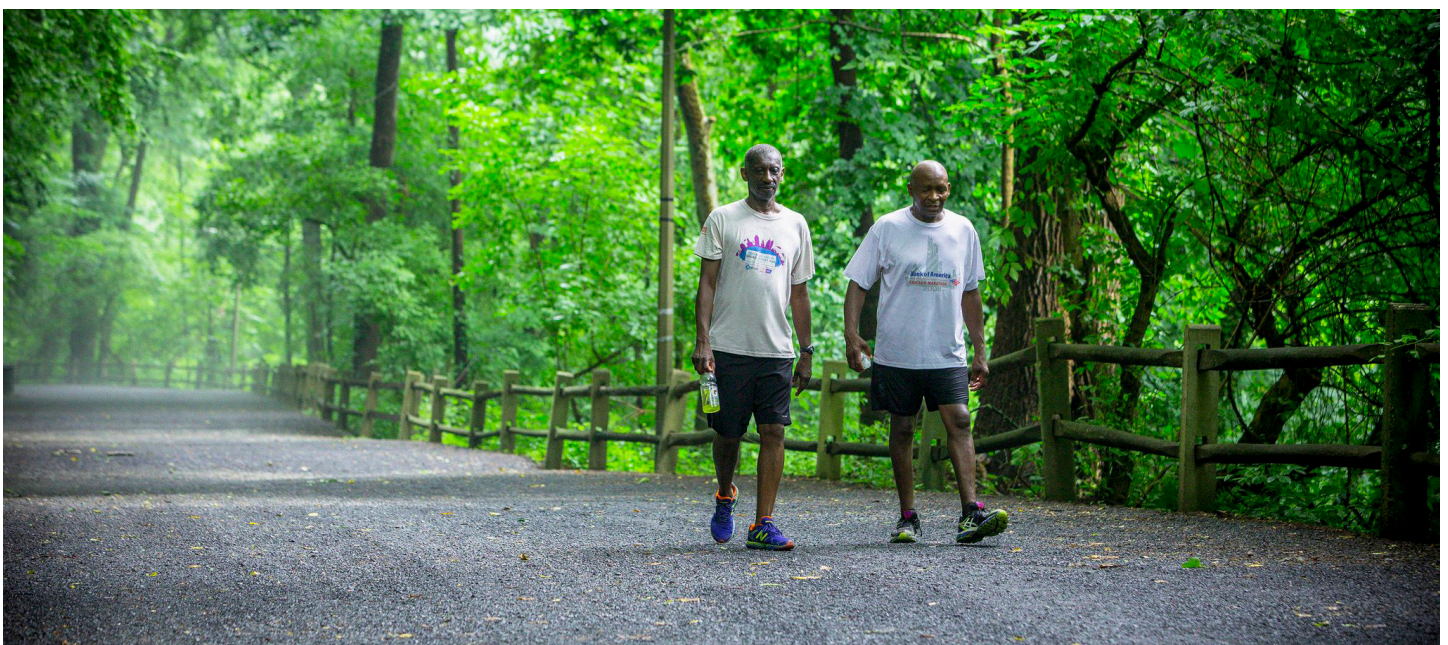
The updated priorities by project type are shown on the following page. The proposed projects are organized into the following project types:

- **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.

One methodology change was incorporated in the 2018 rankings; the cost estimate factor was improved to read as follows:

Determining the total funds needed for design and construction costs of each trail alignment is essential. Throughout the trail planning and design process, cost estimates will be established depending on the trail length, building materials, trail location, and type of trail. Scoring categories for this factor consider the following: for projects with design and construction cost values (i.e. approved cost estimate by engineering professional) and full funding (5), projects with a cost estimate and partial funding (4), projects with a cost estimate and no funding (3), projects with a partially developed cost estimate (2), and projects without a cost estimate (1).



PROPOSED TRAIL PRIORITY STATUS – ANNUAL UPDATE

Tier 1 Projects	See Methodology Paper in 2013 Trail Plan Appendix for Criteria and Scoring of Tiers
Tier 2 Projects	
Tier 3 Projects	
New projects in 2018	

Note: Rank is within Location Category only, not overall

Watershed Parks		
Proposed Trail	RANK 2018	RANK 2017
Frankford Creek Greenway, Phase 2	1	2
Frankford Creek Greenway, Phase 1	2	4
Cobbs Creek Connector B.1	3	7
Tacony Creek Trail B	4	5
Cobbs Creek Connector A	5	3
Cobbs Creek Connector D	6	1
Frankford Creek Greenway, Phase 3	7	6
Cobbs Creek Connector C	8	8
Cobbs Creek Connector B.2	9	7
Cobbs Creek Morris Park Connector B	10	9
Poquessing A	11	10
Cobbs Creek Morris Park Connector A	12	11
Randolph Creek Trail	13	13
Lower Poquessing Creek Trail A	14	12
Poquessing B	15	14
Lower Poquessing Creek Trail B	16	15

Schuylkill River Trail		
Proposed Trail	RANK 2018	RANK 2017
South to Christian Connector	1	1
Grays Ferry Swing Bridge	2	4
Bartram's South	3	3
Christian to Grays Crescent	4	7
Wissahickon Gateway	5	6
Passyunk Point Trail	6	5
Airport Fort Mifflin Trail	7	8

Delaware River Trail		
Proposed Trail	RANK 2018	RANK 2017
Delaware Avenue Extension 2	1	1
Delaware Waterfront Trail	2	7
Kensington & Tacony Trail 2	3	6
Baxter Trail	4	5
Penn Treaty Richmond Connector	5	4
Port Richmond Connector Trail	6	9
Tacony Holmesburg Trail	7	8

Sidepaths		
Proposed Trail	RANK 2018	RANK 2017
MLK Drive Bridge Gap	1	2
Pennypack Connector	2	5
Spring Garden Street Greenway	3	19
Mantua Greenway	4	3
Girard Avenue Bridge Sidepath	5	4
South Broad Street Sidepath	6	9
Ben Franklin Bridge Entrance	7	6
Henry Avenue Sidepath	8	17
West Bank Greenway	9	12
State Road Sidepath	10	10
Roosevelt Blvd Sidepath	11	16
34th Street Bridge Sidepath	12	11
Wissahickon Avenue Sidepath	13	20
Hunting Park Sidepath	14	13
NE Airport Trail Extension	15	22
Ben Rush State Park Sidepath	16	14
Germantown Ave Sidepath	17	15
Penrose Sidepath	18	18
31st Street Sidepath	19	21
Hagys Mill Sidepath	20	23

Miscellaneous Locations		
Proposed Trail	RANK 2018	RANK 2017
Fox Chase Lorimer Trail Connector	1	3
CHOP SRT Bridge	2	1
Parkside Cynwyd Trail	3	2
Cresheim Trail	4	5
Schuylkill Center - SRT Connector	5	4
Lehigh Viaduct Trail	6	10
Ivy Ridge Trail A	7	7
Tacony Pennypack Connector	8	11
Woodlands Cemetery Bikeway	9	6
Pennypack Poquessing Connector	10	15
Pennypack Airport Connector	11	9
Fern Rock American Trail	12	13
Ivy Ridge Trail B	13	12
Poquessing Southampton Trail	14	8
Tacony Sedgely Trail	15	16
Airport Poquessing Connector	16	14

EXISTING TRAIL REHABILITATION PRIORITIZATION

As we have worked to expand Philadelphia's trail network, it is important to ensure that the existing trails are well preserved and remain accessible for all users. In the 2017 update, existing trails older than ten years old were evaluated in order to create a prioritization for trail rehabilitation. 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, 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.

Trail Name (Rehabilitation Project)	Category	2017 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.

EAST COAST GREENWAY

PHILADELPHIA EAST COAST GREENWAY UPDATE

The East Coast Greenway, an ambitious effort to create a 3,000 mile protected greenway spanning from Maine to Florida, will eventually become the nation's longest connected biking and walking route. Promoted by the East Coast Greenway Alliance, the effort will connect fifteen states and 450 cities and towns. By December 2017, the Delaware Valley Regional Planning Commission (DVRPC) announced that segments of the East Coast Greenway Trail within the Commonwealth of Pennsylvania has reached fifty percent toward completion.

The Philadelphia Trail Master Plan plays a vital role integrating the East Coast Greenway with Philadelphia's trail network. Philadelphia currently has ten existing trail segments connecting to the Greenway, including two segments completed in 2017. Eight additional trail segments are either under construction, in design, or in feasibility study.

The Spring Garden Street Greenway, currently in preliminary design, is integral to completing the Philadelphia segment of the East Coast Greenway as it will connect trail segments along the Schuylkill River with segments along the Delaware River.

Philadelphia East Coast Greenway		
Segment Status	Miles	% of total
Planning	3.25	13%
Design	7.83	31%
In Construction	0.63	3%
Complete	13.33	53%

East Coast



Greenway®



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. With the expected opening of a number of new trail segments in 2018, the committee will work with the Delaware Valley Regional Planning Commission to expand its program to measure trail use through regular trail counts.

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 Philadelphia Bike Map effort printed by PCPC through funds provided by the Department of Public Health, but to also update the [interactive web-based map](#) that was first published in 2017.



Grays Ferry Swing Bridge Property Transfer, Fall 2017

The updated version of the complete Philadelphia Trail Master Plan can be found on the PCPC website at:

www.phila.gov/CityPlanning/plans/Pages/TrailsMasterPlan.aspx

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Office of Transportation & Infrastructure
Systems
Philadelphia Parks & Recreation
Philadelphia City Planning Commission

Philadelphia Industrial Development
Corporation
Philadelphia Redevelopment Authority
Philadelphia Water Department
Streets Department



