

GAP ANALYSIS OF THE CIRCUIT TRAILS NETWORK

A System for Prioritizing Trail Segments in the Circuit Trails Network with a Focus on Linking Expansion and Community Impact



Credit: Thom Carroll Photography



pennsylvania environmental council

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Circuit Trails Gap Analysis



INTRODUCTION

Why Do a Gap Analysis?

ABOUT THE PENNSYLVANIA ENVIRONMENTAL COUNCIL

The Pennsylvania Environmental Council (PEC) played a founding role in the establishment of the Circuit Trails Coalition in 2013 and has been elected to the Steering Committee for nine years. More than 100 miles of Circuit Trails have been opened to public use for commuting and recreation since that time. PEC facilitates trail building coalitions because trails are critical outdoor recreation infrastructure that connect Pennsylvanians with our abundant yet threatened natural resources and promotes a conservation and stewardship ethic. Trails also serve as an economic and community building tool that ideally bring diverse Pennsylvanians together to enjoy, protect and restore our natural resources.



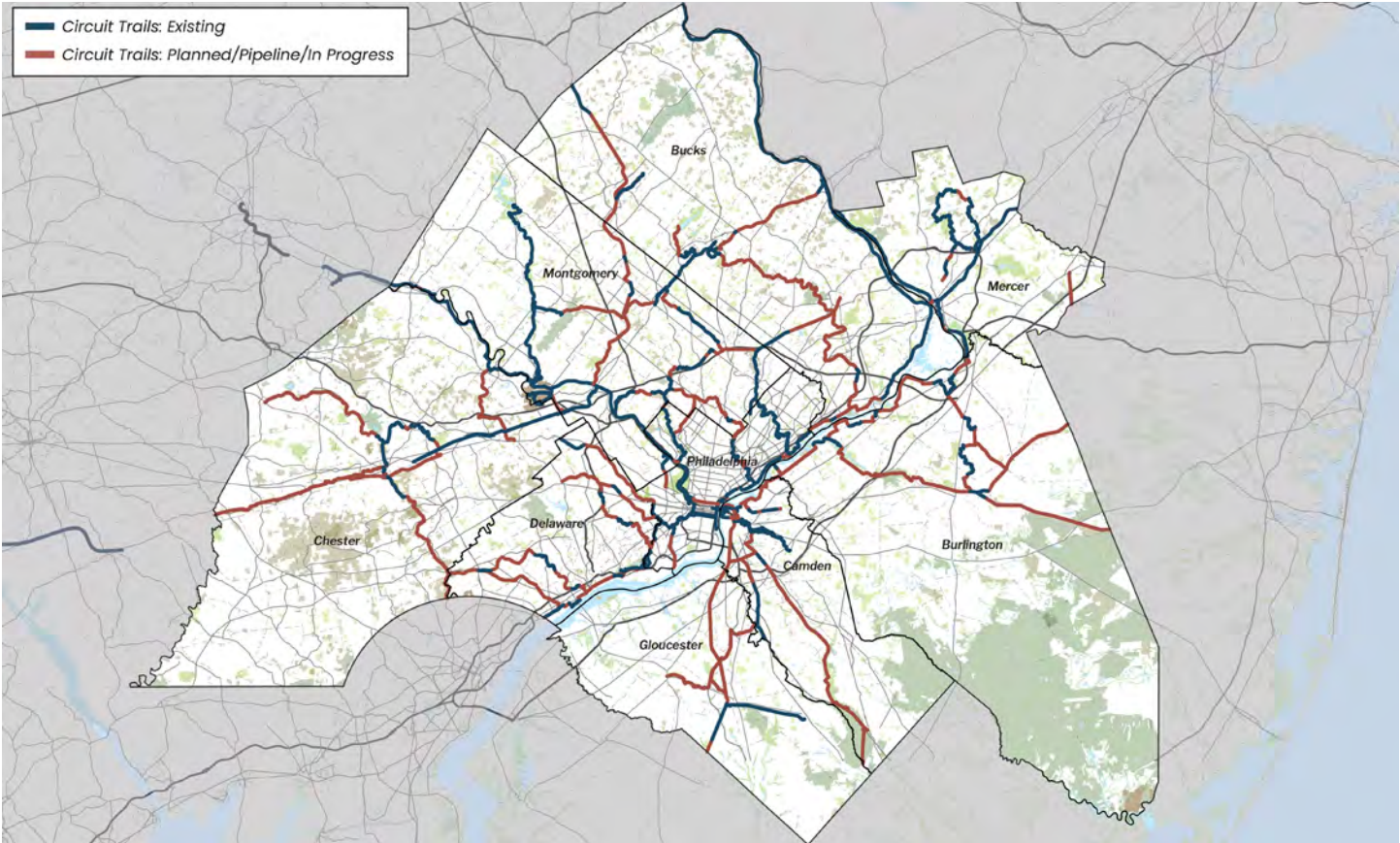
Credit: Josh Raulerson, Pennsylvania Environmental Council

ABOUT THE CIRCUIT TRAILS COALITION

The Circuit Trails Coalition promotes, supports, and advocates for multi-use trails in the Greater Philadelphia Region. The Coalition seeks to complete the Circuit Trails network to provide a significant regional trail system across nine counties within Pennsylvania and New Jersey, making the many public benefits of trails available to more people. To fulfill this mission, 65 Coalition member organizations led by an elected Steering Committee of member representatives collaborate with public agencies, elected officials, non-profit organizations, institutions, and individuals from throughout the region.



Credit: Thom Carroll Photography



The intent of filling gaps in the Circuit Trails network is to increase trail access to under-resourced communities and to create a more robust network where more people are connected to one another, nature, and the places they want and need to go.

Credit: Sonia Szczesna, Tri-State Transportation Campaign

INTRODUCTION

The Circuit Trails Coalition works to grow the Circuit Trails network, adding trail miles and making the network more accessible and inclusive to more people. Coalition members know that trail development is often opportunistic (the metaphorical “low-hanging fruit”) and is carried out by numerous trail builders. The result is often discontinuous trails (gaps), and a lack of trail development in under-resourced communities. For this reason, while it is important to continue to expand the trail network outward, it is sometimes more important to fill gaps within the existing trail network – gaps that may connect miles of trails to one another; provide trail access to under-resourced communities; and connect users to parks, transit, and jobs.

To promote a more systematic approach to filling gaps and to highlight the need to advance trails serving under-resourced communities, PEC launched an effort in 2021 to inventory and analyze the almost 300 trail segments yet to be completed within the Circuit Trails network. PEC was motivated to undertake this project by the Covid-19 pandemic and the increased urgency to center racial and social justice in our work that was incorporated into the newly adopted Strategic Plan for the Circuit Trails.

The result is a methodology and tool that not only identifies gaps in the network by status (e.g., planned or in-progress) and county, but also ranks each segment by various factors. The tool makes it possible to generate lists of segments that (once completed) would have the greatest impact on Black and Brown residents, low-income communities, and densely populated areas; or that would enhance system connectivity thereby increasing people’s access to parks, water, transit, and job centers. (More details follow under Methodology.)

Covid-19 has highlighted the importance of safe, convenient, free outdoor spaces to exercise, recreate, gather, and travel. In response to social distancing requirements and the widespread closure of indoor facilities, trail usage has increased nationwide, and the Circuit Trails network is no exception. Just as Covid-19 has exposed the inequities of so many American

systems, it has demonstrated inequitable access to safe outdoor spaces in the region, particularly within low-income, historically disinvested neighborhoods and Black and Brown communities, where the need for safe spaces to exercise and recreate is perhaps nowhere more acute.

Galvanized by a summer of protests across the country in 2020 and the ensuing national conversation on systemic racism and justice in America, the Circuit Trails Coalition redoubled its commitment to equity and inclusion. Building on work already completed or underway, including PEC’s Inclusionary Trail Planning Tool Kit (2018), and the Justice, Equity, Diversity, and Inclusion (JEDI) Task Force established in 2018, the Coalition commissioned research designed to understand apparent disparities in trail use, maintenance, and development. Funded by the William Penn Foundation, the research scope plumbed the perceptions of trails and barriers to trail use among under-resourced and under-represented groups in Camden, NJ; Trenton, NJ; Cobbs Creek, Philadelphia; and Norristown, PA. The report, *Equity of Access to Trails*, strongly informed the Circuit Trails’ strategic planning process in the summer of 2021 that “centered” the recommendations of the report in the proposed work of the Coalition for the next 3 years.

While the Circuit Trails Coalition will continue to advocate for projects that help to achieve [500 Miles by 2025](#), a Coalition goal for many years, the group will also prioritize projects based on their social impact.

PEC’s GIS-based gap analysis tool will be available online to advocates and partners to use to manipulate the data in order to generate gap lists ranked by particular factors, like population density or access to transit. When considering whether certain factors should be prioritized over others, users will be able to generate multiple lists in order to compare how weighting certain factors alters the outcome.

PEC hopes this tool is useful to advocates and practitioners who promote trail development, apply for project funding, and push forward trail projects. The Gap Analysis Tool aims to demonstrate the real impact of particular projects, and direct funding and attention towards projects that increase justice, equity, and inclusion.

Credit: Thom Carroll Photography



PEC’s Circuit Trails Gap Analysis differs from the Pennsylvania Department of Conservation and Natural Resources’ (DCNR) Priority Trail Gaps in focus, though the identified gaps do overlap. For example, the Spring Garden Street Greenway – part of the East Coast Greenway, a vital link in Philadelphia’s bicycle infrastructure network, and a crucial connection between the Delaware River Trail and Schuylkill River Trail – is both a DCNR Priority Trail Gap and a segment that ranks highly in this analysis. However, where DCNR is primarily concerned with identifying and inventorying recreational trail gaps across the state, PEC conducted this analysis to institute a methodology for prioritizing trail segments within the heavily urbanized Circuit Trails network that present the greatest benefit to under-resourced communities and under-represented trail users. To learn more about [DCNR’s Priority Trail Gaps](#) and their trail gap criteria, see their page on trail development and [online GIS map](#).

Circuit Trails Gap Analysis



PROCESS & METHODOLOGY

Circuit Trails Gap Analysis

BACKGROUND

In 2017 an intern at the Bicycle Coalition of Greater Philadelphia (BCGP) created a relatively simple methodology – as a starting point – to prioritize Circuit Trails segments based on their perceived “Community Impact.” In 2020, PEC staffers Zhenya Nalywayko, Lizzie Hessek, and Helena Kotala worked with Patrick Monahan from BCGP to rethink this 2017 analysis and make it more reflective of trail conditions on the ground as well as the Circuit Trails Coalition’s goals for equitable development. In many ways, this 2020 study was the inspiration behind our current Gap Analysis.

The Community Impact Assessment considered trail segment length, population size adjacent to trail segments, population demographics of adjacent census tracts, connections the segment would create, and the [Indicators of Potential Disadvantage \(IPD\)](#) scores of adjacent census tracts (discussed in greater detail below) as defined by the Delaware Valley Regional Planning Commission (DVRPC). This 2020 BCGP analysis started the ongoing Coalition-wide conversation over which trail segments the Circuit Trails should prioritize moving forward.

The present Gap Analysis is a much more detailed look at some of the same variables as the 2020 BCGP Community Impact analysis both qualitatively and quantitatively. This Analysis, as discussed in greater detail in “Methodology” below, considers many more variables and was thoroughly vetted by a team of local experts including PEC, DVRPC, and BCGP staffers as well as many members of the Circuit Trails Coalition, county planners from across the region, local community advocates, and more. Like DCNR’s statewide trail gap analysis, PEC’s Gap Analysis includes a set of criteria for determining what trail segments made it onto the list in the first place (see below).

It is PEC’s hope that the present Gap Analysis continues and refines the conversation started by

BCGP’s 2020 Community Impact Study with the hope of aiding the Circuit Trails Coalition in prioritizing trail segments for development based on a comprehensive bundle of DEIJ principles.

PROCESS

In the summer of 2021, while the Circuit Trails Coalition crafted a new three-year strategic plan, PEC launched an effort to refine and enhance the analysis to address the expressed interest in creating shared trail priorities and identifying critical trail gaps being discussed by Circuit Trails stakeholders. PEC set out to identify the planned, pipeline, and in-progress trail segments the Circuit Trails Coalition would prioritize between April 2022 and 2025.

Building on the prior work, PEC developed a draft methodology, selecting the factors to consider when analyzing gap segments and how heavily each factor would be weighted in the analysis. Aligning with the Coalition’s values around justice, equity, diversity, and inclusion, which were emerging as central principles of the Coalition’s new strategic plan, PEC staff included IPD score, number of connecting trail miles, and other factors. (More details follow under Methodology.)

With a draft methodology to consider, PEC turned to members of the Circuit Trails Coalition to provide feedback, input, and direction. These CTC members included the Bicycle Coalition of Greater Philadelphia, Delaware Valley Regional Planning Commission, East Coast Greenway Alliance, Natural Lands, New Jersey Conservation Foundation, Rails to Trails Conservancy, and Tri-State Transportation Campaign.

Factors of critical interest were arrived at via numerous run-throughs of the analysis, which generated lists of gaps by county, status, and factor. PEC then met again with Review Team members to review the lists based on what we know, essentially conducting a gut check of the lists. With deep knowledge of many trail segments, CTC members

were able to identify gaps that needed to be reconsidered and factors within the methodology that needed to be tweaked (e.g., incorporating population density by census block, not census tract). After making these adjustments, PEC had established a final methodology, described below.

METHODOLOGY

First, it is important to note that segments included in PEC’s Gap Analysis are categorized as “planned,” “pipeline,” and “in-progress,” as defined by DVRPC and the Circuit Trails Coalition.

Planned, Pipeline, & In Progress

Planned trails and trail segments are documented in local, county, or regional plans. They represent excellent opportunities for regional-scale, multi-use trails. Studies or plans may have been prepared for these trails, but a sponsor is not actively working to move them forward.

DVRPC, local governments, and non-profit organizations are actively working to move **Pipeline** trails forward by conducting studies, acquiring rights-of-way, engaging local communities, and laying the groundwork to obtain funding for future design and construction.

In Progress trails and trail segments are currently being designed or built.

Priority Segment Criteria

From the total list of planned, pipeline, and in-progress segments, PEC’s Gap Analysis considered eight factors (also called “variables”), each described in more detail below:

- Indicator of Potential Disadvantage (IPD) Score (race, ethnicity, and income only)
- Number of trail miles the gap connects
- Population density
- Connection to employment centers
- Connection to a park
- Access to public transit
- Personal vehicle access
- Length of trail segment

Each variable received a score between 0-3. For example, when considering “access to public transit,” trail gaps that come within .10 mile of a transit station received the highest score of 3, those within .25 mile received a 2, and those within 0.5 received a 1. Gaps farther than 0.5 from a transit station received a score of 0.

Criteria Weighting

The Circuit Trails Coalition is motivated by the belief that trails are for the use, enjoyment, and benefit of everyone. This belief underscores the importance of justice, equity, diversity, and inclusion as core values in all aspects of trail planning, programming, outreach, and advocacy.



Credit: Circuit Trails Coalition

Therefore, PEC and collaborators weighted certain factors in its analysis, making some variables more influential than others in each segment’s final score. The variable of highest priority, IPD Score, was multiplied by 2.5. Other variables were multiplied by 2 and 1.5. One variable, length of trail segment, was multiplied by 1, which did not alter its original score.

- IPD Score race, ethnicity, and income (x2.5 multiplier)
- Number of trail miles the gap connects (x2 multiplier)
- Population density (x2 multiplier)
- Connection to employment (x1.5 multiplier)
- Connection to a park (x1.5 multiplier)
- Access to public transit (x1.5 multiplier)
- Vehicle access (x1.5 multiplier)
- Length of trail segment (x1 multiplier)

The **IPD Score** is a tool created by DVRPC to develop an equity analysis for the greater Philadelphia region. The tool uses U.S. Census American Community Survey 2015-2019 five-year estimates data to identify protected classes and population groups of interest, each of which serves as an “indicator” in the analysis. These groups are youth, older adults, females, racial minorities, ethnic minorities, foreign-born people, people with limited English proficiency, people with disabilities, and people who earn a low income (as defined by a household’s poverty status within the last 12 months).

DVRPC has mapped the concentration of these populations and calculated an “IPD Score” for each Census tract, which is determined by standard deviations relative to an indicator’s regional average. The score classifies the concentration of the population groups of interest on a scale from “well below average” to “well above average.” IPD scores range from 0 to 36, where 0 is the lowest concentration of a population group and 36 is the highest concentration of a population group.

In this gap analysis, PEC considered only three elements of the IPD Score: racial minorities, ethnic minorities, and low income, information available from DVRPC. The reasoning behind including only these three elements was that they best captured

disadvantaged communities where increased trail mileage would have a major impact in conjunction with the other variables outlined below. The resulting IPD score is multiplied by 2.5, indicating a strong preference for projects that serve Census tracts with higher concentrations of population groups of interest: racial minorities, ethnic minorities, and low-income earners.

The **number of trail miles the gap connects** identifies the miles of existing, built trails and fully funded in-progress segments the completed gap would connect, allowing people a through-line to more places, connecting communities via trail, and building out a more robust trail network. We grouped fully funded in-progress segments with existing segments based on the knowledge that these segments will be completed soon. This variable is multiplied by 2, indicating a preference for projects that have significant impacts on connectivity.

Population density takes into consideration the population density of census block groups within a half mile radius of the trail. The block group with the highest population density was used. This variable is multiplied by 2, indicating a preference for projects that will impact a greater number of people.

Connection to employment considers the number of jobs in census blocks within a half-mile radius of the trail segment. Relatively affordable and safe access to employment is highly valued, hence this variable is multiplied by 1.5.

Connection to a park considers whether the trail segment would increase access to the natural environment, namely state, county, and major city parks, and water. The scoring of this factor is 0 (no connection to a park), 1 (connection to a park or parks without significant water bodies such as lakes or streams) or 2 (connection to a park as well as water). This factor is multiplied by 1.5.

Access to public transit considers the trail segment’s proximity to bus, rail, or trolley. Closer segments received a higher score, while those farther away received a lower score. Segments over a half mile from a transit station received a score of 0. This factor is multiplied by 1.5.

Access to a personal vehicle considers the rate of access to a personal vehicle by census block. Trail segments that pass within a half mile of blocks with over 50% of residents without access to a personal vehicle received the highest score of 3, while those that are near blocks where less than 10% of residents do not have access to a personal vehicle received a score of 0. This factor is multiplied by 1.5.

Length of the segment considers the distance of the gap segment. While adding miles of trails is a priority of the Circuit Trails Coalition, overly favoring segment length could disadvantage shorter critical gaps in denser communities that serve more people. Consequently, segment length is multiplied by 1.

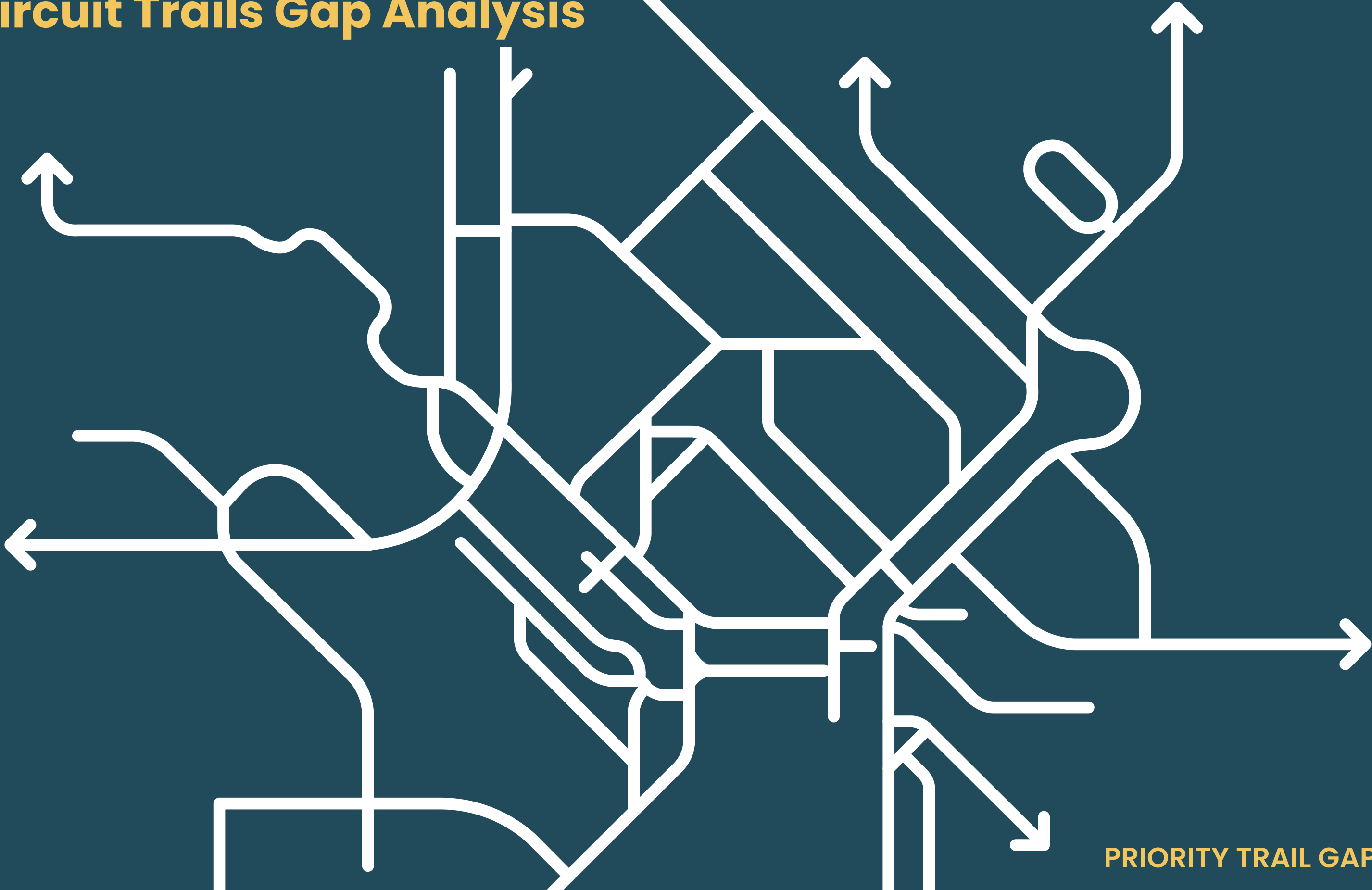
In the next section, you’ll get to see these criteria and our formula in action in a variety of lists organizing the priority trail segments by state, county, and topical focus area.

Note: the data used in our Circuit Trails Gap Analysis came from multiple sources, including the United States Census Bureau and various state and county departments. If you have any questions regarding our data, please contact Helena Kotala at HKotala@pecpa.org.



Credit: Circuit Trails Coalition

Circuit Trails Gap Analysis



PRIORITY TRAIL GAPS

Priority Trail Gaps

TOP 10 PRIORITY TRAIL SEGMENTS OVERALL

Using the methodology, criteria, and process described in [“Methodology” on page 13](#), we ran our analysis on all 252 eligible Circuit Trails segments. We heavily weighted factors such as population density, income levels, and racial/ethnic diversity in our formula.

This produced a master list of Priority Trail segments within the Circuit Trails network (see the top 10 priority Circuit Trails segments overall to the right on p. 39). We then split this list into the following sub-category lists, described in further detail in this section:

- Pennsylvania Priority Segments, [p. 22](#)
- New Jersey Priority Segments, [p. 26](#)
- Priority Segments with a Focus on Diversity, Equity, Inclusion, & Justice (DEIJ), [p. 30](#)
- Priority Segments with a Focus on Access to Employment, [p. 34](#)
- Priority Segments with a Focus on Access to Alternative Transportation, [p. 38](#)
- Priority Segments with a Focus on Access to Recreation, [p. 42](#)
- Philadelphia County Priority Segments, [p. 46](#)
- Camden County Priority Segments, [p. 48](#)
- Delaware County Priority Segments, [p. 50](#)
- Montgomery County Priority Segments, [p. 52](#)
- Burlington County Priority Segments, [p. 54](#)
- Chester County Priority Segments, [p. 56](#)
- Bucks County Priority Segments, [p. 58](#)
- Mercer County Priority Segments, [p. 60](#)
- Gloucester County Priority Segments, [p. 62](#)

The outcomes were not entirely intuitive, and they challenged some of our assumptions about what constitutes a priority. This led to us rethinking and

reworking a few of our criteria and their weighting in our formula, as well as refining several of our criteria to better match our intended purpose of including them. We followed this up by working through all 252 segments one-by-one – performing a qualitative “gut check” with local experts to complement our quantitative analysis – which resulted in several segments being manually moved up or down their respective lists, combined with other segments to better reflect the reality on the ground, or removed from the list altogether.

Our intention with this Analysis – and with the lists contained herein as well as our associated online interactive map (discussed further in [“What’s Next?” on page 66](#)) – is to highlight various priority trail segments throughout the Circuit Trails network, and to empower those who drive trail project development such as counties and local governments with hard, tested data supporting the significance of the segments in this report.

Of the top 10 priority trail segments overall, most are in dense areas with high percentages of low income and non-white populations with less access to outdoor recreation, transportation options, and job opportunities relative to the region overall. This was the intended aim of our Analysis.

Further, all are located in or adjacent to old, dense core communities and inner ring suburbs such as Camden, Trenton, and Philadelphia as well as Cheltenham, Norristown, Upper Darby, and more.

Based on the outcomes of this Analysis – and in addition to the Pennsylvania Environmental Council’s (PEC’s) ongoing work on and support of the Liberty Bell Trail elsewhere in Montgomery and Bucks counties – PEC has identified the number one priority trail segment overall for development: the Liberty Bell Trail from the Schuylkill River Trail to Township Line Road (which we are calling the Liberty Bell Trail’s “Southern Connection”).

Despite our experience with the Liberty Bell Trail and understanding of its importance to the communities it touches as well as to the Circuit Trails network overall, we were surprised to see the Southern Connection rank at the top of the 252-segment list. As it turns out,

the Southern Connection ranks so highly due to its connectivity score, passage through relatively low-income, diverse, dense suburbs, and connection to parks, public transportation, and job centers.

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. Liberty Bell Trail	Southern Connection	Planned	Montgomery, PA	6.79	35.5
2. ECG	Delaware Ave to Pennsylvania Ave	In Progress	Philadelphia, PA	2.12	34.25
3. ECG	Calhoun St. Bridge Connector	Planned	Mercer, NJ	0.19	32.5
4. Camden County Link	State St to near Memorial Ave	Planned	Camden, NJ	0.91	32
5. Schuylkill River Trail	Wissahickon Gateway	In Progress	Philadelphia, PA	0.31	30.5
6. Camden Greenways	Haddon Ave to Newton Ave	Planned	Camden, NJ	0.33	30
7. Newtown Square Branch	Naylor's Run Trail: Section 6, 7, 8	Planned	Delaware, PA	2.04	29.25
8. Darby Creek Trail	Cobbs Creek Trail to SEPTA Line	Planned	Delaware, PA	3.59	29
9. Forge to Refuge	Market Street to City Line Ave	Pipeline	Philadelphia, PA	2.17	28.25
10. Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	Montgomery, PA	1.30	28.25

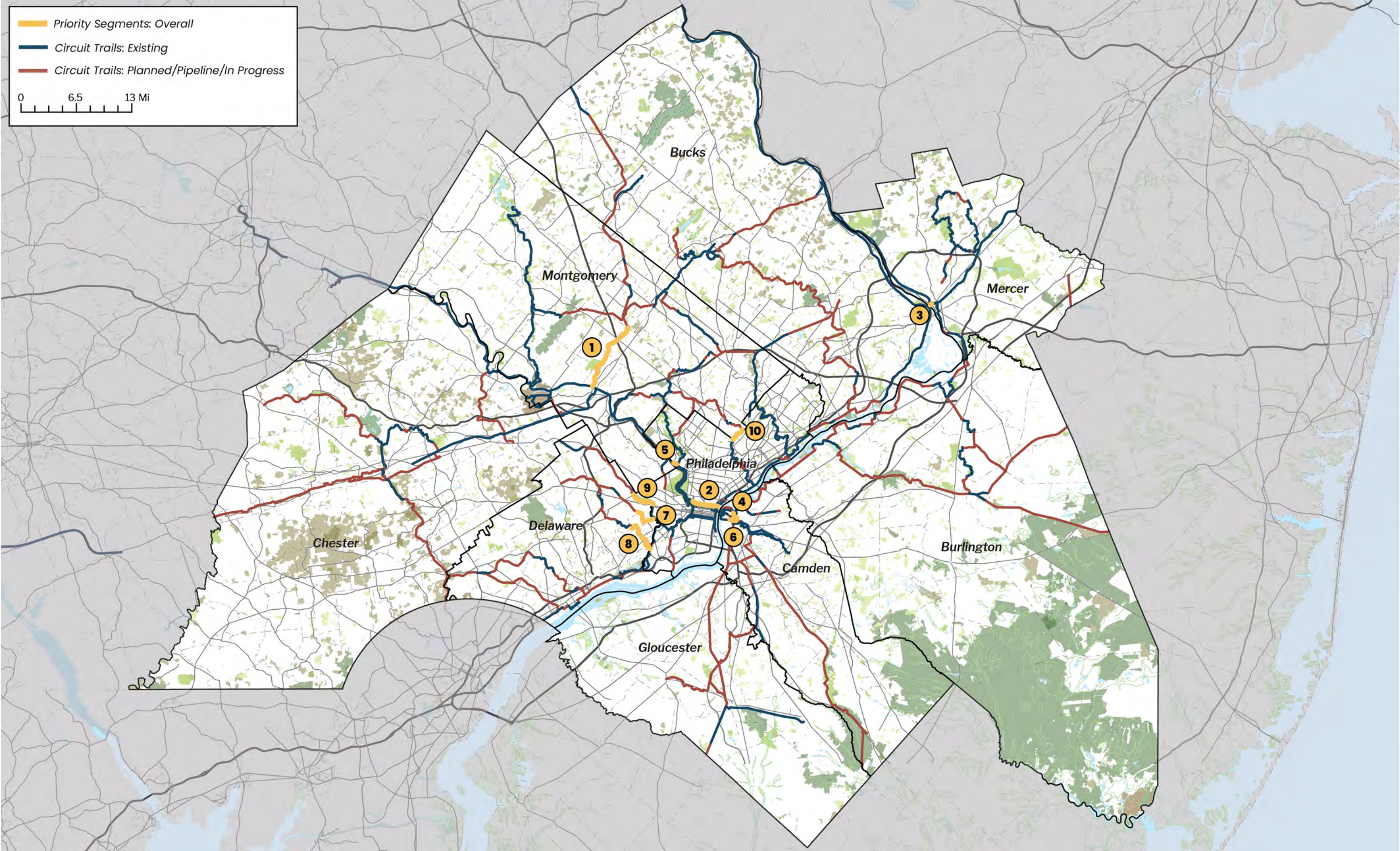
Table 1: Top 10 Priority Trail Segments Overall

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Priority Segments: Overall

Circuit Trails: Existing

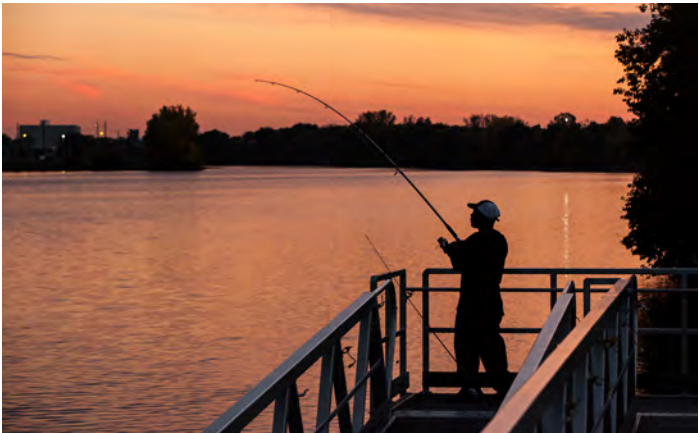
Circuit Trails: Planned/Pipeline/In Progress



TOP 10 PRIORITY SEGMENTS IN PENNSYLVANIA

As expected, the top 10 priority trail segments in Pennsylvania also fall within dense areas with high percentages of low income, non-white populations with less access to outdoor recreation, alternative transportation options, and job opportunities than residents of the region as a whole.

Specifically in Pennsylvania, many of the top 10 segments either lie within the City of Philadelphia or within its inner ring suburbs, connecting communities to the jobs, transportation, and cultural attractions Philadelphia has to offer as a major east coast city.



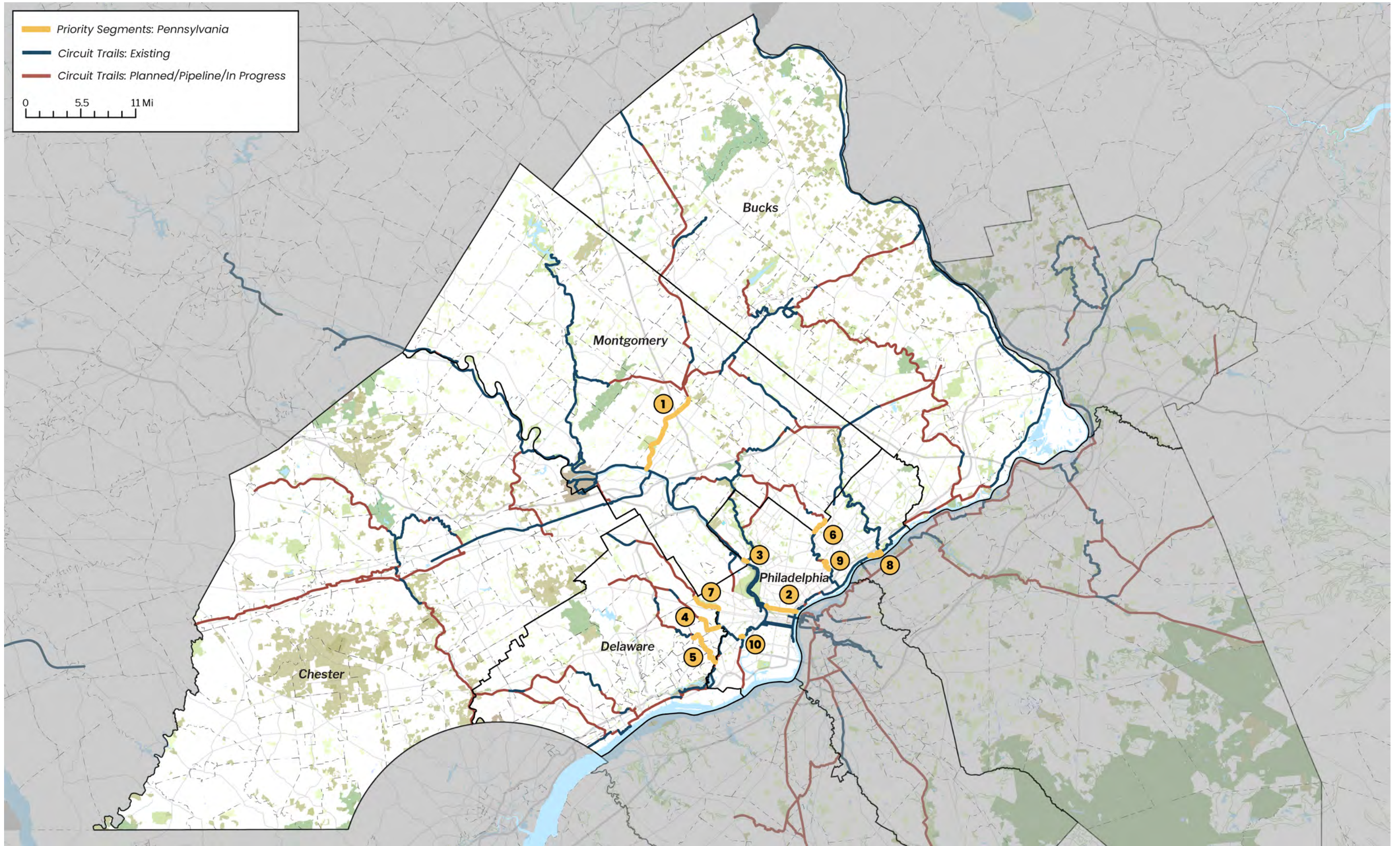
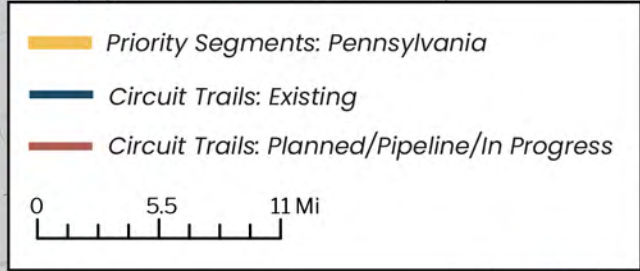
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While 5 of these top 10 priority trail segments in Pennsylvania are within the City of Philadelphia, the Liberty Bell Trail through Norristown and the Darby Creek and Newtown Square Branch Trails in Upper Darby rank above the majority of the Philadelphia segments. Either way, all but one (#10, the Devault Line Trail segment of the Devault-Warner-Paoli Line Trail) of the top 10 priority trail segments in Pennsylvania are in dense, relatively low income, diverse parts of the region.

As noted above, PEC is already pursuing progress on the Southern Connection of the Liberty Bell Trail in Montgomery County, and we are also pushing development of the Newtown Square Branch Trail (specifically, Segments 6, 7, and 8) forward in Upper Darby Township.

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. Liberty Bell Trail	Southern Connection	Planned	Montgomery, PA	6.79	35.5
2. ECG	Delaware Ave to Pennsylvania Ave	In Progress	Philadelphia, PA	2.12	34.25
3. Schuylkill River Trail	Wissahickon Gateway	In Progress	Philadelphia, PA	0.31	30.5
4. Newtown Square Branch	Naylor's Run Trail: Section 6, 7, 8	Planned	Delaware, PA	2.04	29.25
5. Darby Creek Trail	Cobbs Creek Trail to SEPTA Line	Planned	Delaware, PA	3.59	29
6. Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	Montgomery, PA	1.30	28.25
7. Forge to Refuge	Market Street to City Line Ave	Pipeline	Philadelphia, PA	2.17	28.25
8. ECG	Tacony - Holmesburg Gap	In Progress	Philadelphia, PA	1.49	27.5
9. Tookany-Tacony-Frankford	Torresdale Ave to Castor Ave	Pipeline	Philadelphia, PA	1.00	27
10. Devault-Warner-Paoli	Devault Line Trail	Pipeline	Chester, PA	5.60	25.75

Table 2: Top 10 Priority Trail Segments in PA



TOP 10 PRIORITY SEGMENTS IN NEW JERSEY

As with Pennsylvania and the Circuit Trails region overall, the top 10 priority trail segments in New Jersey fall within dense areas with high percentages of low income, non-white populations with less access to outdoor recreation, alternative transportation options, and job opportunities than residents of the region as a whole.

Specifically in New Jersey, all 10 of the top 10 priority trail segments fall within either Trenton or Camden. The #10 ranked trail, the Cooper River Bridge section of the Camden County Link, also has pieces in Collingswood and Pennsauken. This concentration



Credits: Thom Carroll Photography

is understandable given Camden and Trenton’s average densities, income levels, and demographic diversities relative to the Circuit Trails region as a whole.

That said, the top 10 priority trail segments in New Jersey rank slightly lower on average than the top 10 priority trail segments in Pennsylvania (average score of 29.55 in PA versus an average score of 27.8 in NJ), primarily because of their lack of connectivity to longer completed trails, access to public transportation options, and access to outdoor recreation opportunities compared to their Pennsylvania counterparts.

It is exciting to note that four of the top 10 trail segments on this list are part of the Camden County Link trail, which Camden County has recently committed to substantially completing by 2025.

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. ECG	Calhoun St. Bridge Connector	Planned	Mercer, NJ	0.19	32.5
2. Camden County Link	State St to near Memorial Ave	Planned	Camden, NJ	0.91	32
3. Camden Greenways	Haddon Ave to Newton Ave	Planned	Camden, NJ	0.33	30
4. DRHT	D&R Canal Connector - Cass St. to Union St.	Pipeline	Mercer, NJ	0.23	28
5. Cooper River Trail - South	Baird Blvd.	Pipeline	Camden, NJ	0.23	27.5
6. DRHT	Centennial Dr to Cramer Hill Park Trail	Planned	Camden, NJ	0.17	26
7. Cooper River Trail - South	Euclid/Kaighn Ave	Planned	Camden, NJ	0.05	26
8. Camden County Link	Admiral Wilson Blvd Trail	Pipeline	Camden, NJ	0.50	25.5
9. Camden County Link	Collings-Knight Trail	Pipeline	Camden, NJ	0.88	25.5
10. Camden County Link	Cooper River Bridge	In Progress	Camden, NJ	0.06	25

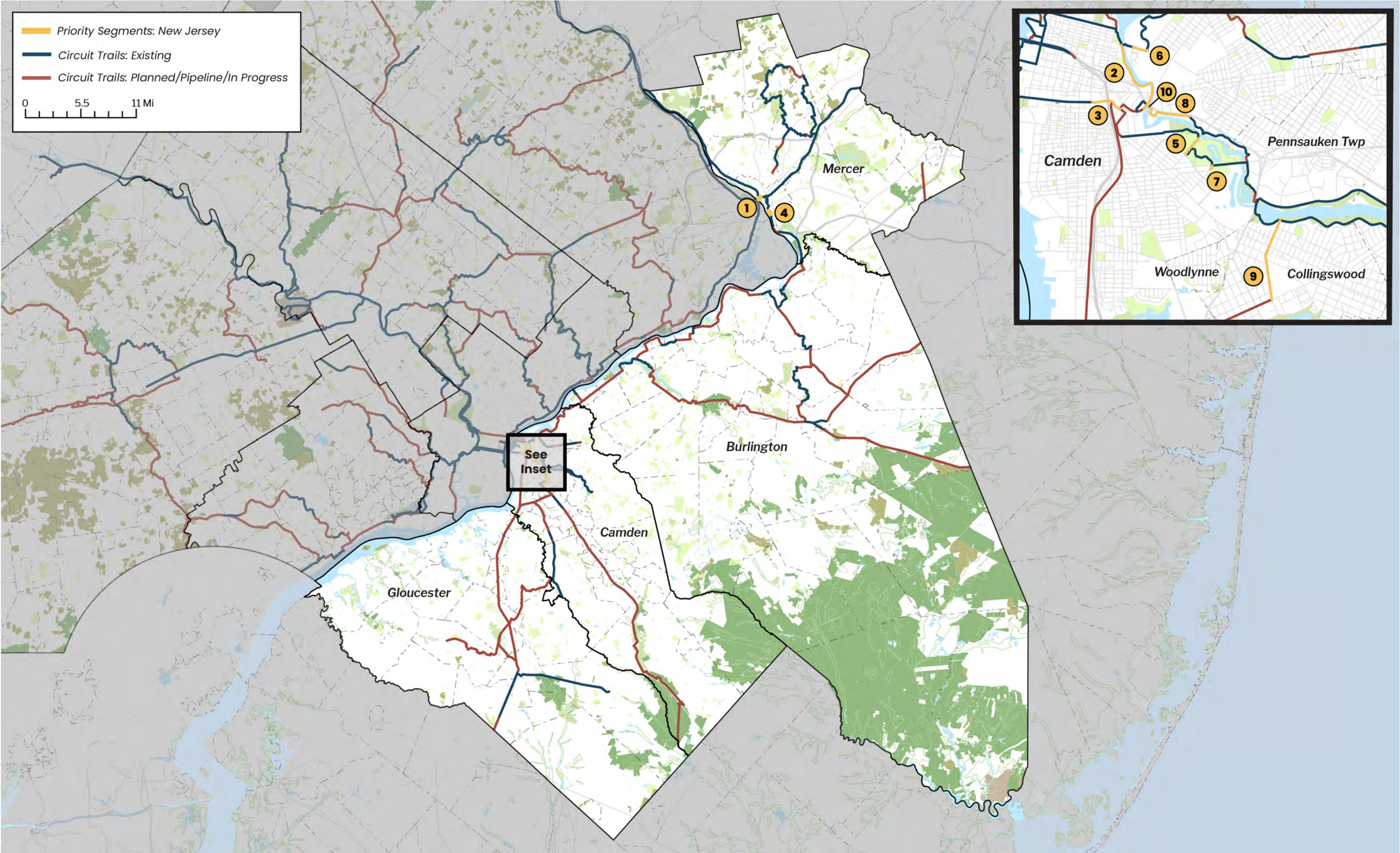
Table 3: Top 10 Priority Trail Segments in NJ

Priority Segments: New Jersey

Circuit Trails: Existing

Circuit Trails: Planned/Pipeline/In Progress

0 5.5 11 Mi





Credit: Thom Carroll Photography

FOCUS: DIVERSITY, EQUITY, INCLUSION, & JUSTICE

The top 10 priority segments in the table at right on page 31 are those that would go the farthest toward benefiting lower-income, dense, diverse populations and increasing the diversity, equity, inclusion, and justice of the Circuit Trails system. As part of the region’s critical transportation infrastructure, knowing where populations are concentrated that lack access to cars and need proximate access to amenities is key.

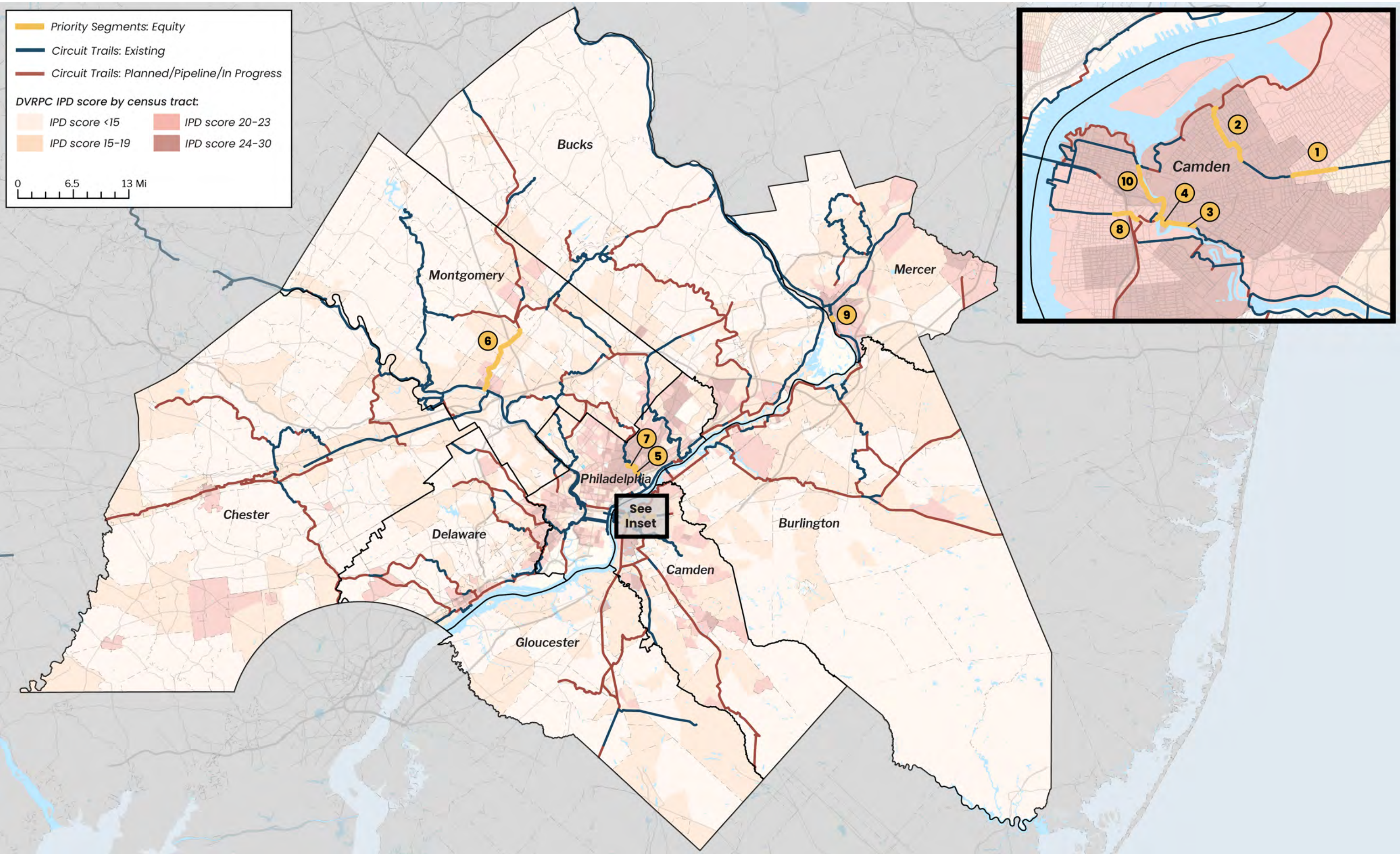
Given the explicit focus of our Gap Analysis on prioritizing the development of trail segments that would benefit diverse, lower income, more densely populated areas, it makes sense that these segments all have some of the highest scores overall. These segments all fall within older core cities with large populations of non-white, low-income populations, including Philadelphia, Camden, Trenton, and Norristown.

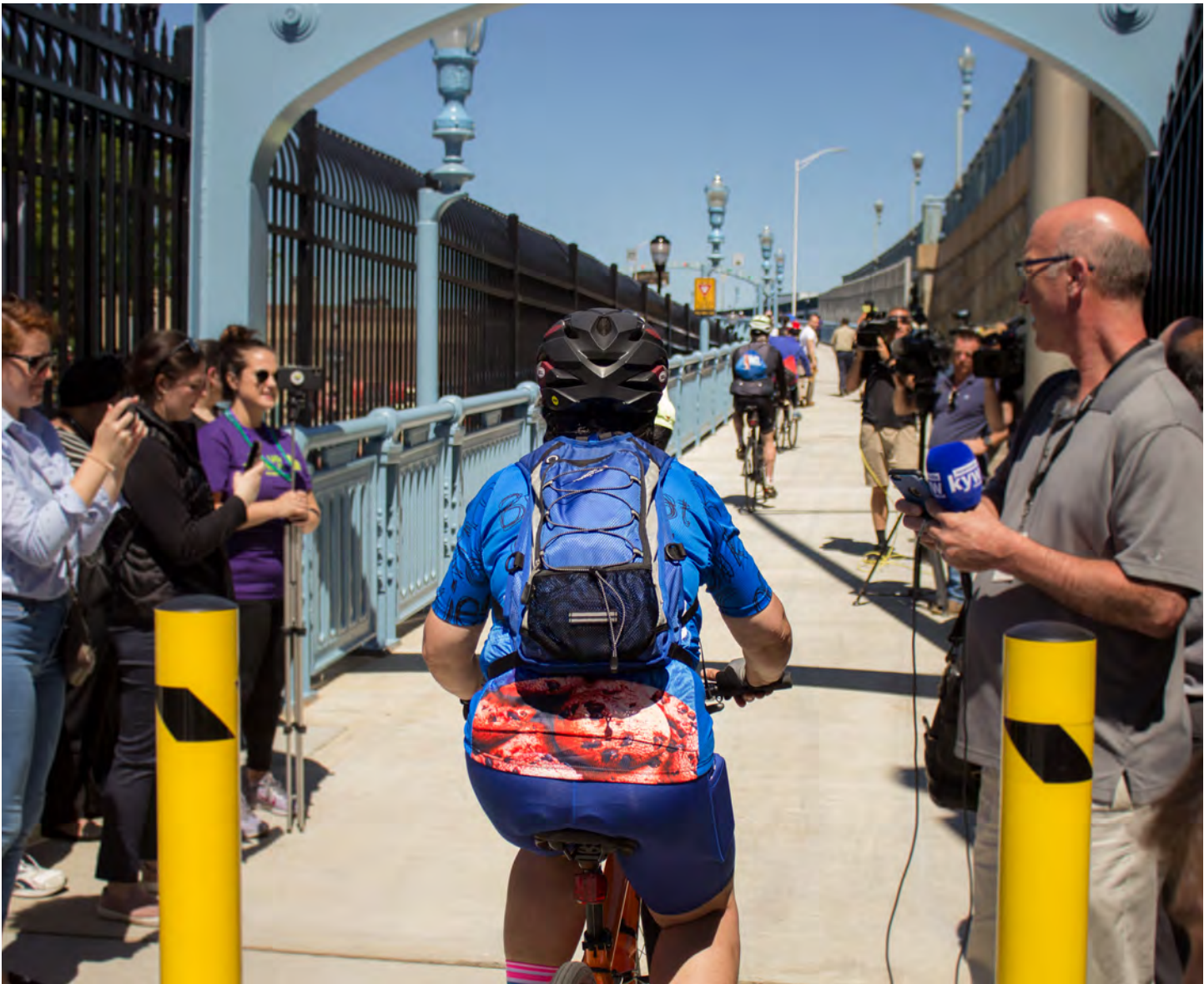
Further developing – and ideally constructing – these 10 segments would greatly increase the equity of the Circuit Trails network. Building these trails will:

- Provide myriad physical, mental, and emotional benefits to communities that often have lower life expectancies and public health indicators than wealthier, whiter neighbors.
- Create access to public transportation and direct links to outdoor recreation and job centers in areas that have historically been cut off from such opportunities.
- Reflect a targeted effort by the Circuit Trails Coalition to improve access to trails specifically by and for communities that up to this point have too often been overlooked.
 - » This is Objective #1 of Goal #1 of the Circuit Trail Coalition’s recently completed [Strategic Plan](#).

Main Trail	Segment Name	Segment Status	County & State	Mileage	IPD Score, Pop. Density	Total Score
1. Merchantville Trail	N 36th St to Euclid Ave	In Progress	Camden, NJ	0.57	36 14,395/ Census Block	24.5
2. Merchantville Trail	Baldwin's Run Tributary Trail to Pleasant St	Planned	Camden, NJ	0.89	36 14,395/ Census Block	23.5
3. Camden County Link	Admiral Wilson Blvd Trail	Pipeline	Camden, NJ	0.50	36 9,482/ Census Block	25.5
4. Camden County Link	Cooper River Bridge	In Progress	Camden, NJ	0.06	36 9,482/ Census Block	25
5. Tookany-Tacony-Frankford	Torresdale Ave to Castor Ave	Pipeline	Philadelphia, PA	1.00	33 25,426/ Census Block	27
6. Liberty Bell Trail	Schuylkill River Trail to Township Line Rd	Planned	Montgomery, PA	6.79	33 22,456/ Census Block	35.5
7. Tookany-Tacony-Frankford	Castor Ave to Ramona	Planned	Philadelphia, PA	0.72	33 21,549/ Census Block	24
8. Camden Greenways	Haddon Ave to Newton Ave	Planned	Camden, NJ	0.33	33 13,672/ Census Block	30
9. DRHT	D&R Canal Connector - Cass St. to Union St.	Pipeline	Mercer, NJ	0.23	33 13,493/ Census Block	28
10. Camden County Link	State St to near Memorial Ave	Planned	Camden, NJ	0.91	33 12,359/ Census Block	32

Table 4: Top 10 Priority Trail Segments to Further DEIJ





Credit: Paige Knapp

FOCUS: ACCESS TO EMPLOYMENT

The top 10 priority trail segments here are those that would have the biggest impact on increasing access to employment opportunities for communities within the Circuit Trails region. Circuit Trails are alternative transportation and already thousands of commuters use trails as a convenient, low-cost, clean, and safe form of transport.

Constructing these 10 priority trail segments would greatly increase access to employment using Circuit Trails, which would not only help residents of the

region, but would also benefit local businesses and economies. Further, given their potential to create jobs, increase foot traffic to small businesses, and stimulate local economies, these trail segments could be politically popular at the local/state scale.

Many of the top 10 priority trail segments focused on access to employment fall in central Philadelphia, Camden, and Trenton, likely due to their high concentration of jobs and public transportation to access those jobs. Others lie in eastern Chester County, with its concentration of employment around King of Prussia and Exton, the Philadelphia International Airport – a major regional employment center – and Bala Cynwyd.

Main Trail	Segment Name	Segment Status	County & State	Mileage	Conn. Mileage, Employ. Score	Total Score
1. Gulph Road Connector	Chester Valley Trail to Valley Forge Loop Trail	Pipeline	Montgomery, PA	2.18	91.55 miles 3/3	21.75
2. Devault-Warner-Paoli	Warner Spur to SRT	Pipeline	Chester, PA	5.60	91.55 miles 3/3	25.75
3. Devault-Warner-Paoli	Paoli to CVT	Pipeline	Chester, PA	1.35	91.55 miles 3/3	24.5
4. Devault-Warner-Paoli	CVT to Devault Line	Pipeline	Chester, PA	3.24	91.55 miles 3/3	18.25
5. ECG	Calhoun St. Bridge Connector	Planned	Mercer, NJ	0.19	67.65 miles 3/3	32.5
6. Schuylkill River Trail	Wissahickon Gateway	In Progress	Philadelphia, PA	0.31	36.56 miles 3/3	30.5
7. Tidal Schuylkill River Trail	Bartram's to Fort Mifflin	Planned	Philadelphia, PA	3.24	29.94 miles 3/3	20
8. Camden County Link	State St to near Memorial Ave	Planned	Camden, NJ	0.91	29.63 miles 3/3	32
9. Camden Greenways	Haddon Ave to Newton Ave	Planned	Camden, NJ	0.33	29.43 miles 3/3	30
10. ECG	Delaware Ave to Pennsylvania Ave	In Progress	Philadelphia, PA	2.12	29.43 miles 3/3	34.25

Table 5: Top 10 Priority Trail Segments for Access to Employment

Priority Segments: Employment

Circuit Trails: Existing

Circuit Trails: Planned/Pipeline/In Progress

Employment Centers:

500-1000 jobs

1000-3000 jobs

>3000 jobs

0

6.5

13 Mi

This map illustrates the Philadelphia region, including Bucks, Montgomery, Mercer, Chester, Delaware, Gloucester, Camden, and Burlington counties. It highlights employment centers and circuit trails. The legend indicates that orange shading represents employment centers with 500-1000 jobs, light red represents 1000-3000 jobs, and dark red represents more than 3000 jobs. Blue lines represent existing circuit trails, and red lines represent planned, pipeline, or in-progress trails. Yellow lines with numbers 1 through 10 indicate priority segments for employment. A scale bar shows distances of 0, 6.5, and 13 miles. The map also shows major water bodies like the Delaware River and Schuylkill River, and the Atlantic Ocean to the east.



Credit: Paige Knapp

FOCUS: ACCESS TO PUBLIC TRANSPORTATION

The top 10 priority trail segments in the list at right would greatly increase access to public transportation via the Circuit Trails network.

A significant number of people throughout the Circuit Trails region do not have access to a private automobile. Increasing access to public transportation via these priority trail segments will also mean increasing access to everything else discussed in this report: job centers, parks and outdoor recreation, communities near and far, and much more.

Additionally, linking people to place via trails reduces the region’s need to rely on cars for transportation, which will in turn lessen emissions of greenhouse gases, ease traffic congestion, and improve air quality.

These priority trail segments are well spread across the Circuit Trails network. The majority fall within Philadelphia, Camden, and Trenton – where the bulk of the region’s public transportation hubs are located – but others pop up in suburban Montgomery County and rural Chester County, linking more dispersed communities to local population centers like Downingtown.

Main Trail	Segment Name	Segment Status	County & State	Mileage	Transit Score, Vehicle Score	Total Score
1. Schuylkill to Susquehanna Greenway	CVT Extension to Downingtown - P&T Line	Pipeline	Chester, PA	8.60	3/3 1/3	25.5
2. Liberty Bell Trail	Schuylkill River Trail to Township Line Rd	Planned	Montgomery, PA	6.79	3/3 2/3	35.5
3. Ivy Ridge Trail	Ivy Ridge Station to Shawmont Ave	Planned	Philadelphia, PA	1.17	3/3 1/3	23.5
4. Ivy Ridge Trail	Manayunk Bridge to Ivy Ridge Station	Pipeline	Philadelphia, PA	0.57	3/3 1/3	21.75
5. ECG	Calhoun St. Bridge Connector	Planned	Mercer, NJ	0.19	3/3 3/3	32.5
6. Schuylkill River Trail	Wissahickon Gateway	In Progress	Philadelphia, PA	0.31	3/3 2/3	30.5
7. DRHT	Centennial Dr to Cramer Hill Park Trail	Planned	Camden, NJ	0.17	3/3 2/3	26
8. Camden County Link	State St to near Memorial Ave	Planned	Camden, NJ	0.91	3/3 3/3	32
9. ECG	Delaware Ave to Pennsylvania Ave	In Progress	Philadelphia, PA	2.12	3/3 2/3	34.25
10. Camden Greenways	Haddon Ave to Newton Ave	Planned	Camden, NJ	0.33	3/3 2/3	30

Table 6: Top 10 Priority Trail Segments for Access to Public Transportation

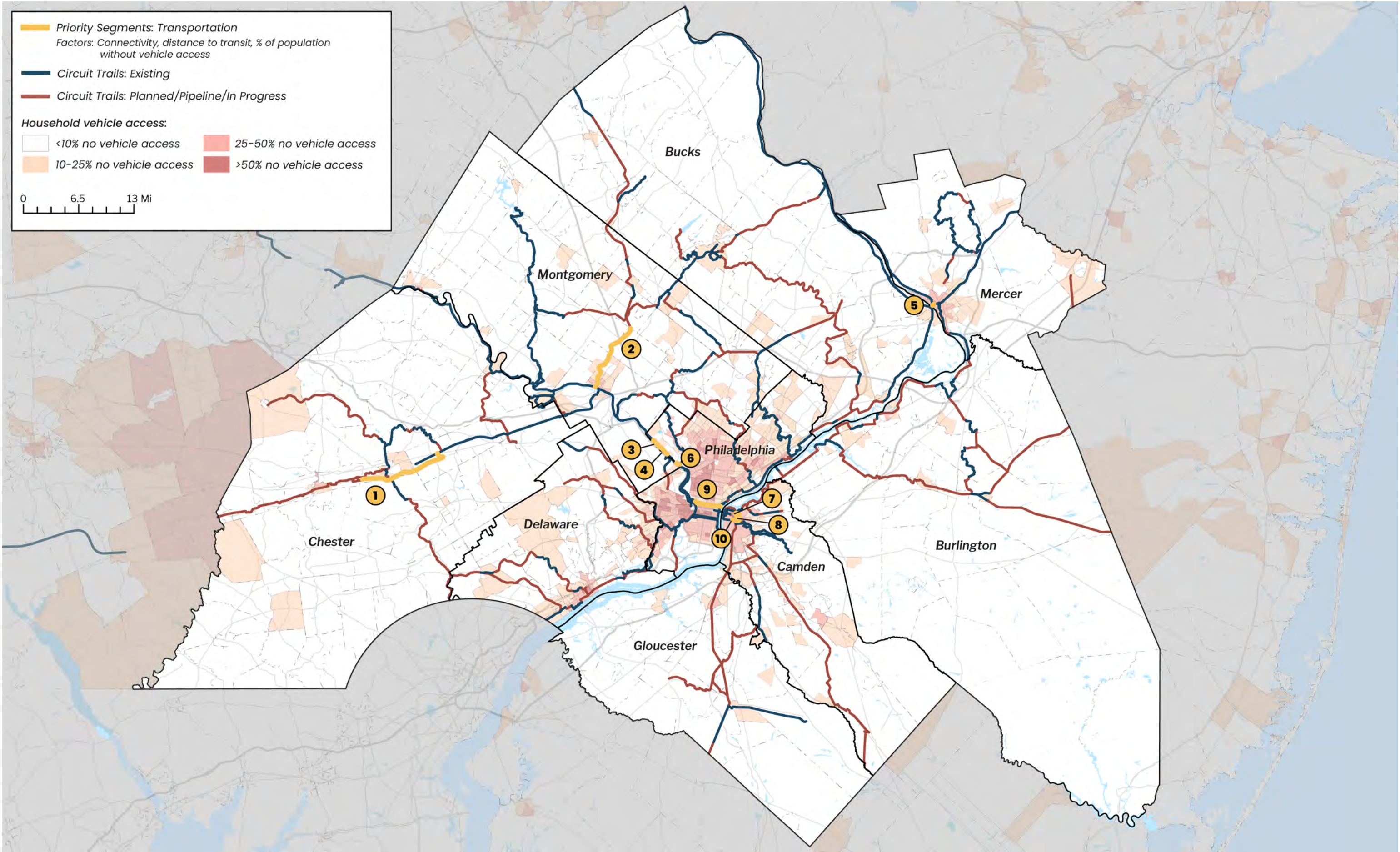
Priority Segments: Transportation
Factors: Connectivity, distance to transit, % of population without vehicle access

Circuit Trails: Existing
Circuit Trails: Planned/Pipeline/In Progress

Household vehicle access:

<10% no vehicle access	25-50% no vehicle access
10-25% no vehicle access	>50% no vehicle access

0 6.5 13 Mi





Credit: Thom Carroll Photography

FOCUS: ACCESS TO PARKS & RECREATION

These top 10 priority trail segments would have the biggest impact on increasing access to parks and recreation across the Circuit Trails.

It is a central goal of PEC as well as the Circuit Trails Coalition to increase equitable access to parks, water, and outdoor recreation via the construction of the Circuit Trails network. It is our firm belief that the more people get outside and enjoy nature, the more likely they will be to support environmental protection, conservation, and advocacy. Additionally, time spent outdoors on a regular basis has considerable public health, mental health, and community-building benefits.

Trail segments on this list will connect trail users to a variety of outdoor recreation opportunities, from state and national parks to local community parks and waterways, including:

- The Chester Valley Trail to Valley Forge National Historic Park
- The Power Line Trail to Evansburg State Park
- The Lawrence Hopewell Trail to Mercer County Park
- The southern connection of the Liberty Bell Trail to several municipal parks along its corridor, as well as the Schuylkill River at its terminus in Norristown

Main Trail	Segment Name	Segment Status	County & State	Mileage	Conn. Mileage, Park Score	Total Score
1. Gulph Road Connector	Chester Valley Trail to Valley Forge Loop Trail	Pipeline	Montgomery, PA	2.18	91.55 miles 2/2	21.75
2. Liberty Bell Trail	Schuylkill River Trail to Township Line Rd	Planned	Montgomery, PA	6.79	91.55 miles 2/2	35.5
3. Schuylkill River Trail	Mule Bridge	Planned	Montgomery, PA	0.20	91.55 miles 2/2	22.5
4. Schuylkill River Trail	Mule Bridge	Planned	Philadelphia, PA	0.10	91.55 miles 2/2	22.5
5. Power Line Trail	Gwynedd Township Line to Skippack Trail	Planned	Montgomery, PA	4.61	91.55 miles 2/2	16.75
6. Schuylkill River Trail	Washington St. to Keystone Blvd.	Planned	Montgomery, PA	0.54	91.55 miles 2/2	21
7. ECG	D&L Canal - Levittown Parkway Crossing	Planned	Bucks, PA	0.02	86.26 miles 2/2	19.75
8. LHT	Taft Communications to Princeton Pike	Planned	Mercer, NJ	0.55	82.19 miles 2/2	19
9. Schuylkill River Trail	Wissahickon Gateway	In Progress	Philadelphia, PA	0.31	36.56 miles 2/2	30.5
10. ECG	Bartram's Garden Driveway	Planned	Philadelphia, PA	0.20	35.71 miles 2/2	26

Table 7: Top 10 Priority Trail Segments for Access to Parks & Recreation

Priority Segments: Recreation

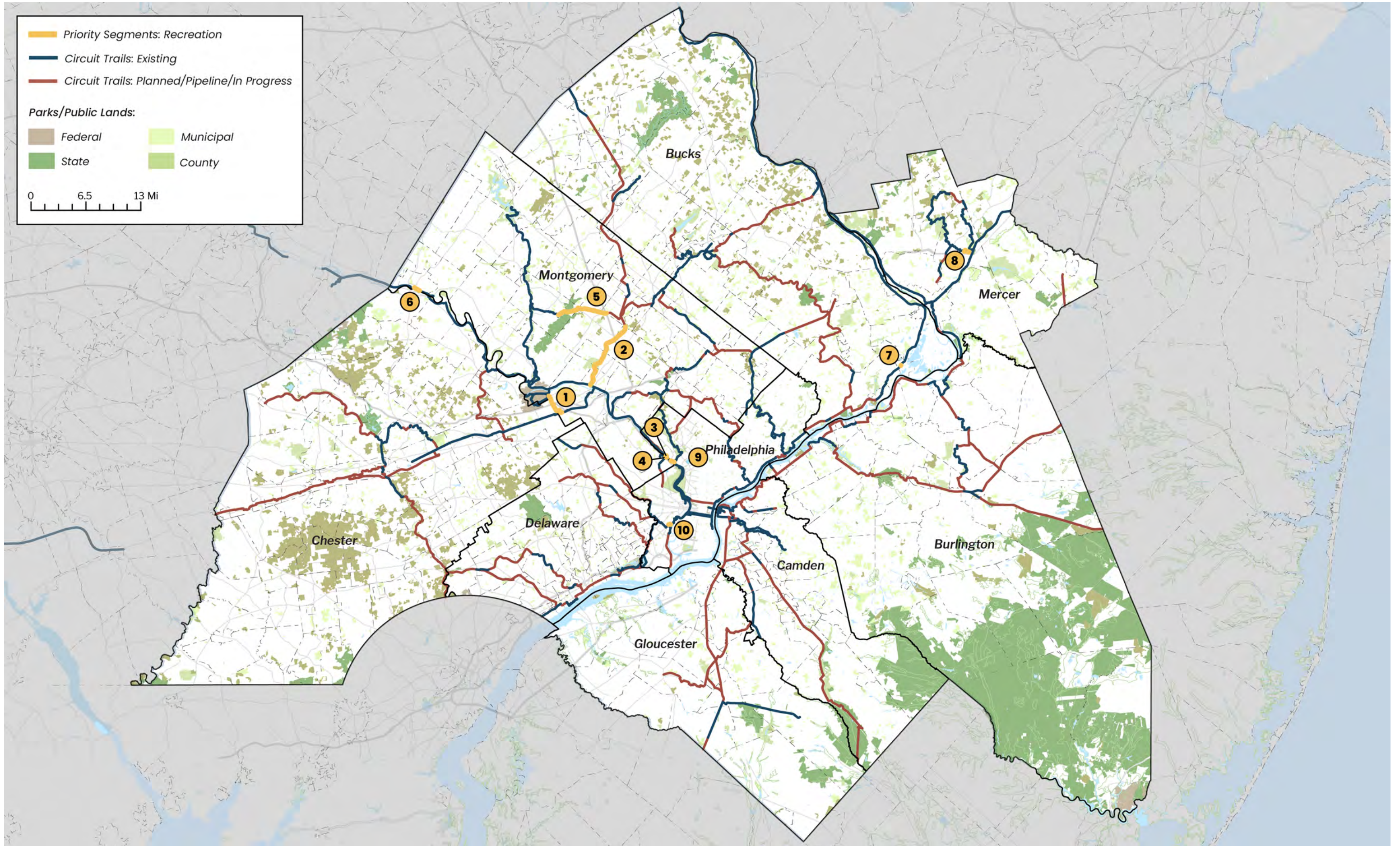
Circuit Trails: Existing

Circuit Trails: Planned/Pipeline/In Progress

Parks/Public Lands:

Federal	Municipal
State	County

0 6.5 13 Mi



TOP PRIORITY SEGMENTS BY COUNTY

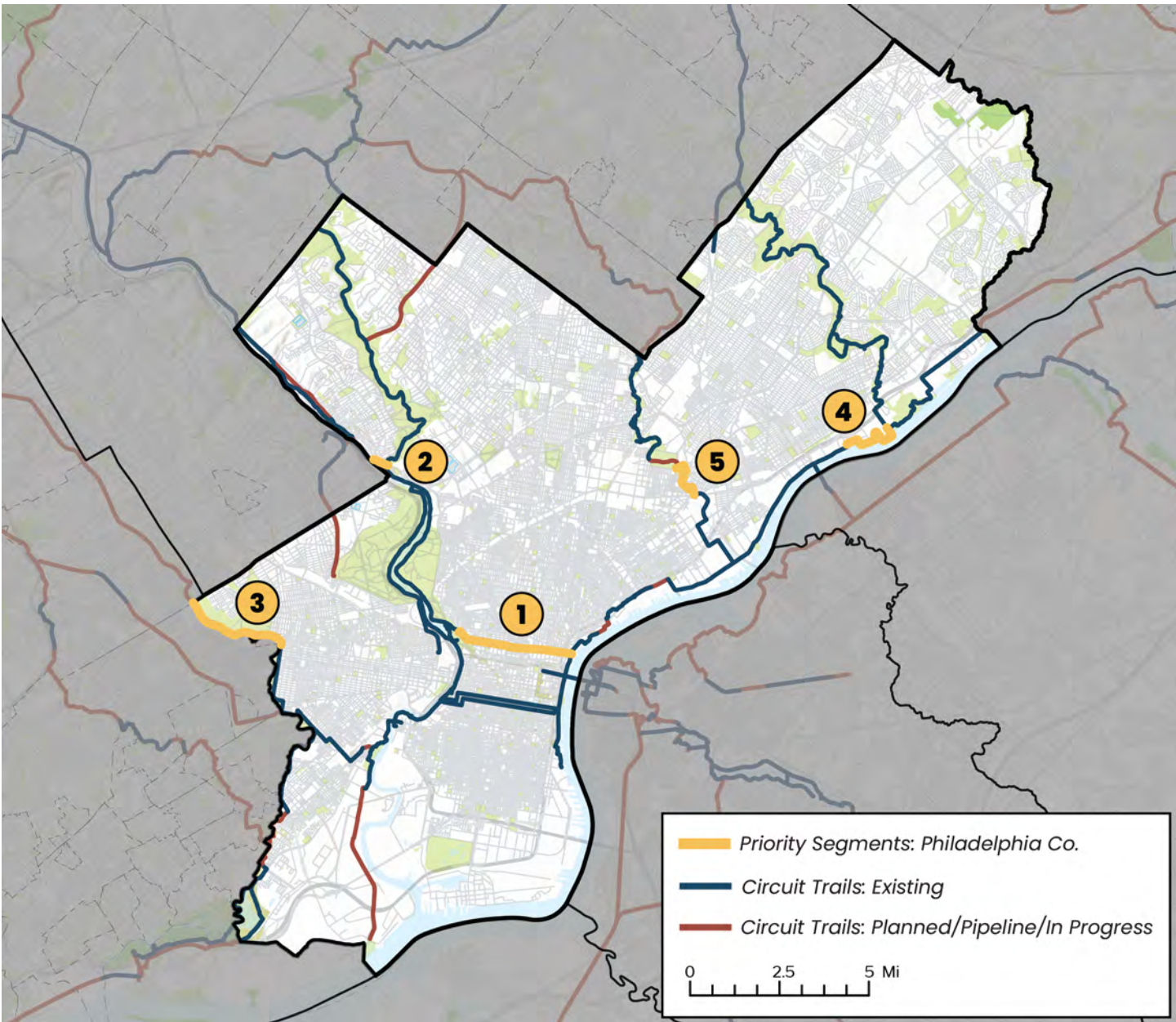
Philadelphia County, PA

Average Score: 27.1

The top 10 priority trail segments in Philadelphia rank higher overall than those of all other counties in the region.

In a sense, the Circuit Trails network begins and ends in Philadelphia. Philadelphia is the hub of the network, and as a major US city, has both higher and lower incomes, greater diversity, more job centers, and more access to public transportation than virtually anywhere else in the region. The value of a lower cost, alternative form of transportation – of connecting – to jobs and recreation also has the greatest value to underserved residents in Philadelphia.

Completing the top 10 priority trail segments for Philadelphia will fill in crucial gaps, including the missing piece of the Schuylkill River Trail from the Wissahickon Transportation Center to Manayunk



Brewing Company and the newly opened Delaware River Trail with the Schuylkill River Trail via the Spring Garden Street Greenway, which is currently under design. There are also some crucial community connections included in Philadelphia’s top 10 priority trail segments, such as the East Coast Greenway in Southwest Philadelphia, which would have the added benefit of calming the currently hazardous Cobbs Creek Parkway.

Building the top 10 priority trail segments in Philadelphia benefits not just Philadelphians and visitors to Philadelphia, but the Circuit Trails region as a whole.



Credit: Daniel Paschall, East Coast Greenway Alliance

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. ECG	Delaware Ave to Pennsylvania Ave & Joan of Ark Entrance Trail	In Progress	Philadelphia, PA	2.36	34.25
2. Schuylkill River Trail	Wissahickon Gateway	In Progress	Philadelphia, PA	0.31	30.5
3. Forge to Refuge	Market Street to City Line Ave	Pipeline	Philadelphia, PA	2.17	28.25
4. ECG	Tacony - Holmesburg Gap	In Progress	Philadelphia, PA	1.49	27.5
5. Tookany-Tacony-Frankford	Torresdale Ave to Castor Ave	Pipeline	Philadelphia, PA	1.00	27

Table 8: Top 10 Priority Trail Segments in Philadelphia County

Camden County, NJ

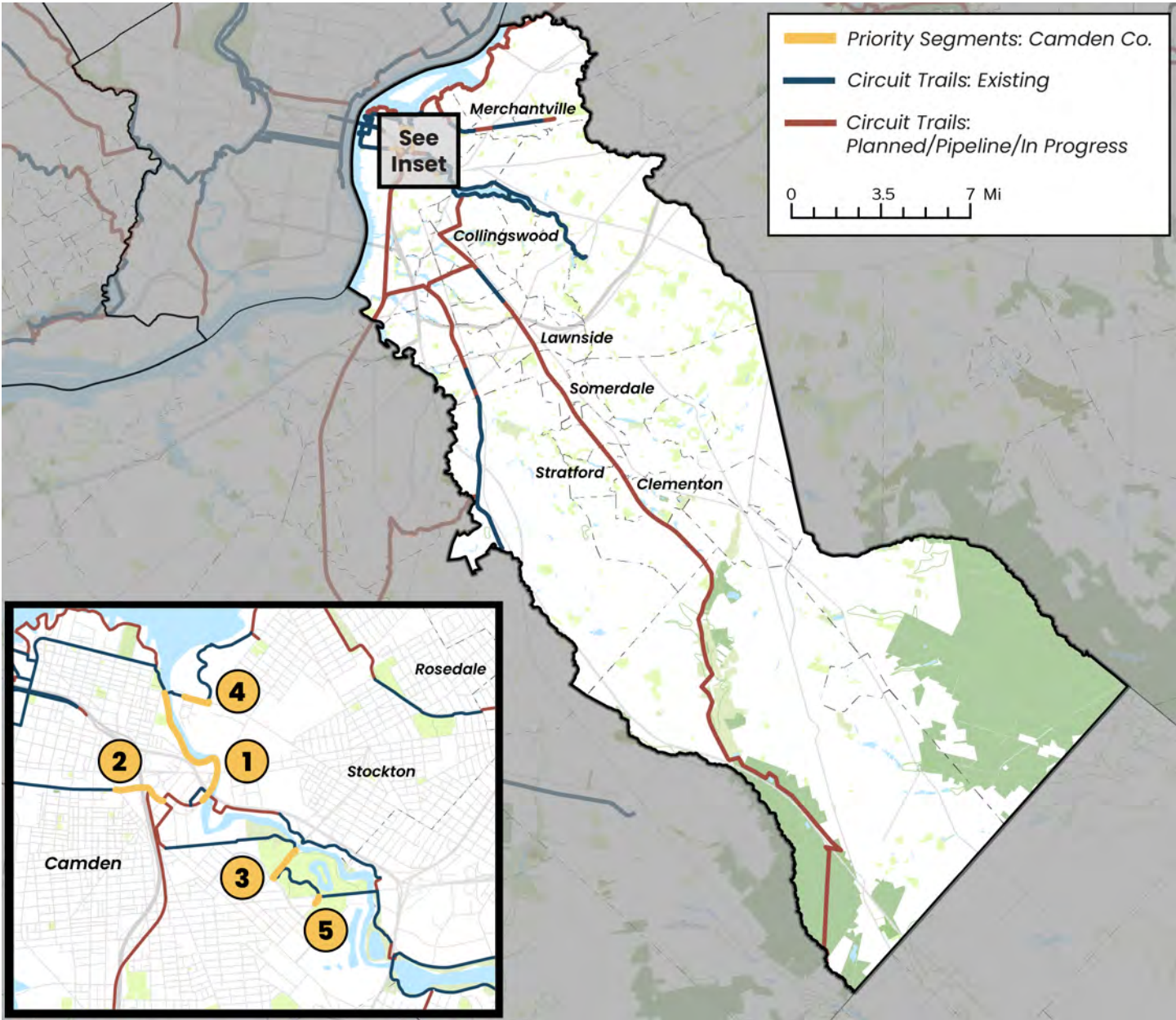
Average Score: 26.35

Camden County priority trail segments have some of the top scores out of all New Jersey segments, largely due to the City of Camden’s dense population, low income levels, and demographic diversity relative to the Circuit Trails region overall.

Building these segments is crucial to the success of the Circuit Trails network and could have a major impact on Camden area residents’ lives by providing currently non-existent opportunities for alternative

transportation, access to employment centers, parks and recreation, and connections to Philadelphia and the remainder of Camden County, including the wilderness of the Pine Barrens.

Ten of the top 11 priority trail segments (there were two segments tied for 10th) fall within the City of Camden. Only the 9th-ranked priority rail segment, the North 36th Street to Euclid Avenue section of the Merchantville Trail is not within Camden City limits, though it does begin at the Camden-Pennsauken border.



Credits: Thom Carroll Photography



Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. Camden County Link	State St to near Memorial Ave	Planned	Camden, NJ	0.91	32
2. Camden Greenways	Haddon Ave to Newton Ave	Planned	Camden, NJ	0.33	30
3. Cooper River Trail - South	Baird Blvd.	Pipeline	Camden, NJ	0.23	27.5
4. DRHT	Centennial Dr to Cramer Hill Park Trail	Planned	Camden, NJ	0.17	26
5. Cooper River Trail - South	Euclid/Kaighn Ave	Planned	Camden, NJ	0.05	26

Table 9: Top 10 Priority Trail Segments in Camden County

Delaware County, PA

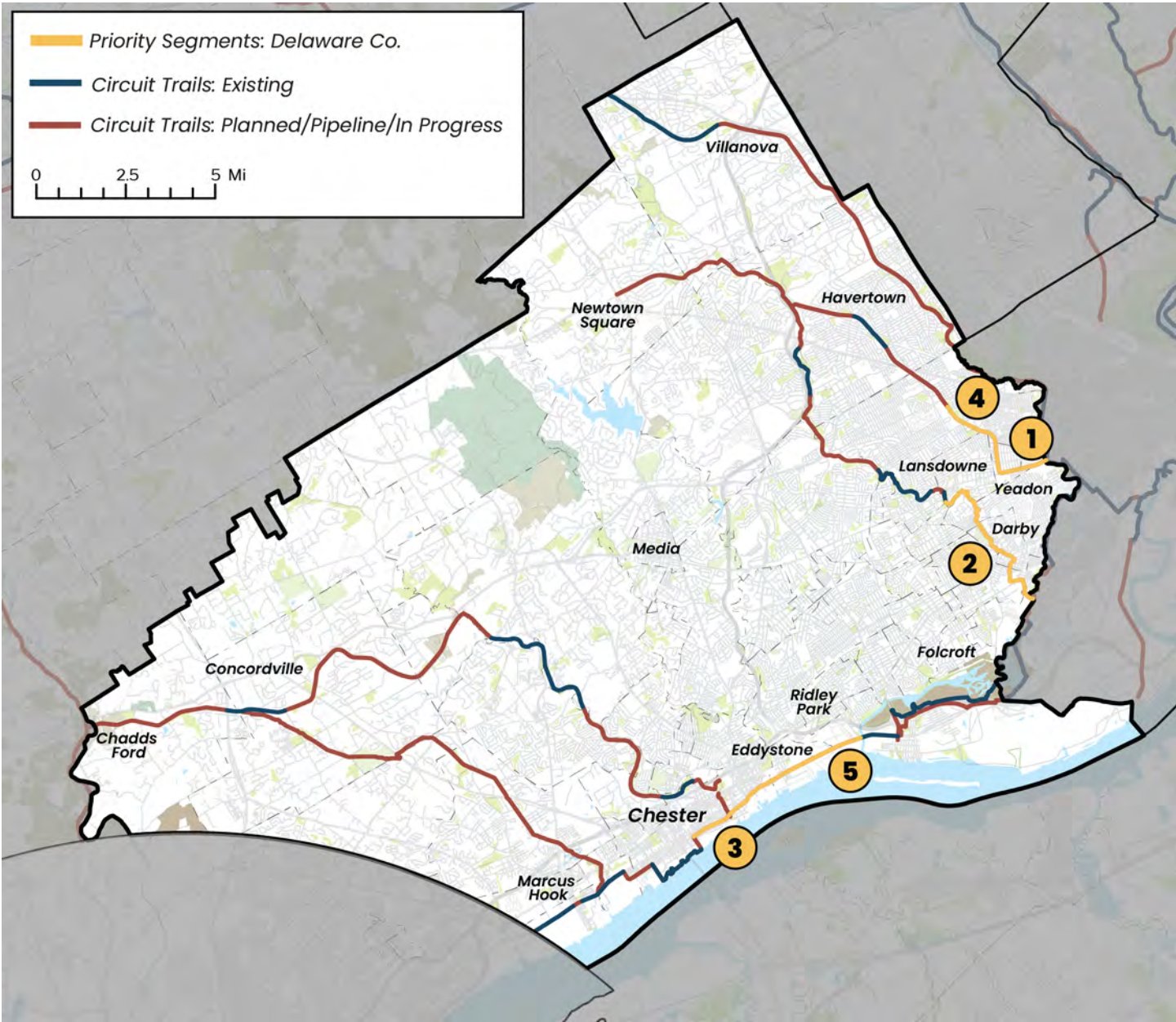
Average Score: 24.3

The top 10 priority trail segments in Delaware County have some of the highest scores overall, specifically in diverse, low income, dense inner ring suburbs like Upper Darby, and struggling post-industrial cities like Chester.

These trail segments have not received the attention they deserve, and they speak to the importance of investing in access to outdoor recreation, job centers, and public transportation via trails in aging, core

suburbs and de-populated, post-industrial cities across the Circuit Trails region.

For example, Upper Darby is the 6th most populated municipality in the Commonwealth, the most populous municipality in Delaware County, and the most densely populated municipality in southeastern Pennsylvania outside of Philadelphia. It is also far more socioeconomically diverse than the Circuit Trails region overall, yet has not historically received the investment that its relative size and importance as a center in Delaware County might suggest.



Prioritizing the top 10 priority trail segments in Delaware County will:

- Improve quality of life for area residents by providing connections to Philadelphia, the region, employment opportunities, parks and outdoor recreation, and alternative transportation
- Make hazardous roads like PA-291 safer while also expanding the East Coast Greenway
- Ameliorate some of the historic legacy of environmental injustice in Delaware County, specifically in the City of Chester



Credit: Kyle McIntyre

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. Newtown Square Branch	Naylor’s Run Trail: Section 6, 7, 8	In Progress	Delaware, PA	8.44	29.25
2. Darby Creek Trail	Cobbs Creek Trail to SEPTA Line	Planned	Delaware, PA	2.12	29
3. ECG	Chester City 2nd St/Rt. 291 - Norris St to Ridley Creek	Pipeline	Delaware, PA	0.02	26.5
4. Newtown Square Branch	Naylor’s Run Trail: 4, 5	Planned	Delaware, PA	1.25	24.25
5. ECG	291/Industrial Highway Trail	Pipeline	Delaware, PA	4.71	24

Table 10: Top 10 Priority Trail Segments in Delaware County

Montgomery County, PA

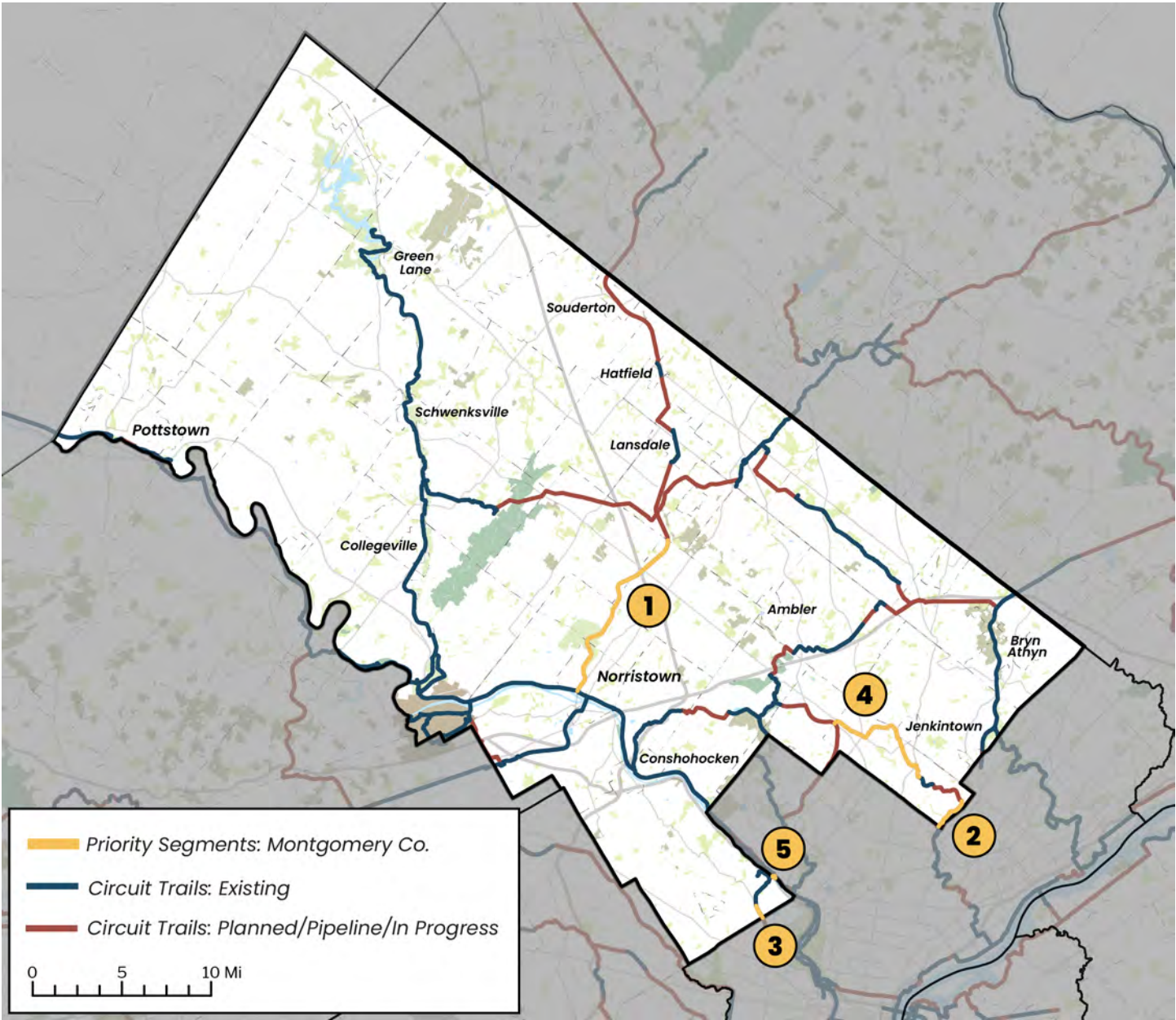
Average Score: 24.05

Scores for the top 10 priority trail segments in Montgomery County rank in the middle of the pack in the Circuit Trails region. However, Montgomery County includes the top-ranked priority trail segment overall, the Southern Connection of the Liberty Bell Trail.

Of the top 10, the top-ranked segments all fall within the relatively low-income, dense, diverse, post-industrial Norristown area, as well as communities

in eastern Montgomery County that are nearby and connect to Philadelphia. These top-ranked segments weave through dense inner ring suburbs such as Elkins Park, Glenside, and Lower Merion.

Building these trail segments would connect trail users across Montgomery to Bucks, Delaware, and Chester counties – all of which provide high connectivity throughout the Circuit Trails network – to the City of Philadelphia, and offer opportunities for alternative transportation and access to outdoor recreation, job centers, public transportation, and the cultural attractions of the region.



Credits: Thom Carroll Photography



Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. Liberty Bell Trail	Southern Connection	Planned	Montgomery, PA	6.79	35.5
2. Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	Montgomery, PA	1.30	28.25
3. Parkside Cynwyd Trail	City Line Ave to Montgomery Ave	Pipeline	Montgomery, PA	0.47	24.75
4. Tookany-Tacony-Frankford	High School Rd to Cresheim Valley Trail	Planned	Montgomery, PA	4.64	24.5
5. Schuylkill River Trail	Mule Bridge	Planned	Montgomery, PA	0.20	22.5

Table 11: Top 10 Priority Trail Segments in Montgomery County

Burlington County, NJ

Average Score: 21.2

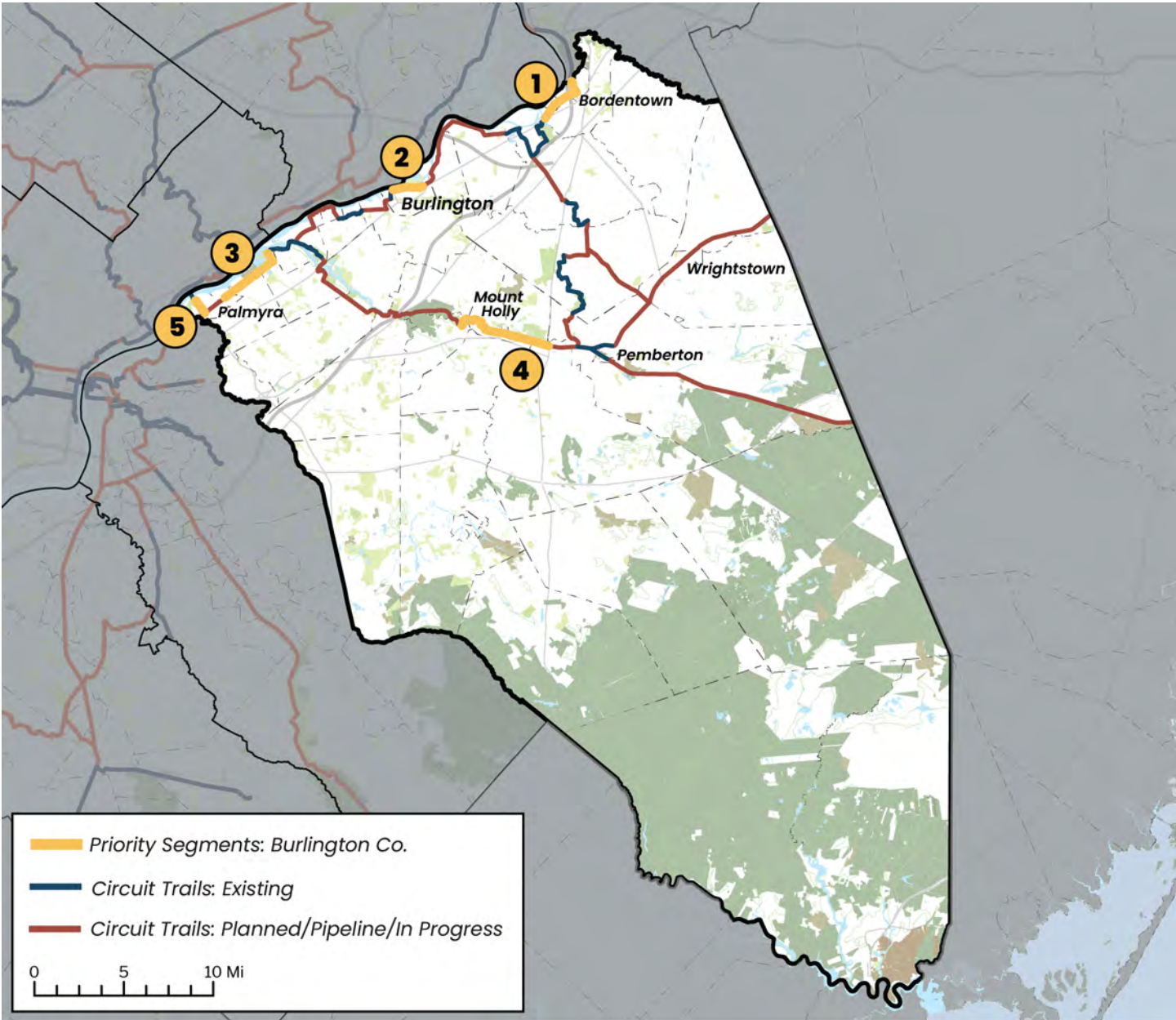
The top 10 priority trail segments in Burlington County have lower scores overall due to Burlington’s lower population density, higher income levels, and lack of demographic diversity relative to the larger Circuit Trails region.

However, some of these segments, such as those along the Delaware River Heritage Trail (DRHT), pass through the more disadvantaged areas of Burlington County and could serve those communities well

with connections to parks, employment, public transportation, and access to Camden, Trenton, and Philadelphia.

For example, several of the top segments, such as the Route 130 Bypass section of the DRHT, lie within post-industrial riverside communities like Bordentown and Florence.

By constructing some of the segments on this top 10 list, residents could enjoy easier access to nearby job centers as well as the expansive Pine Barrens.



Credits: Thom Carroll Photography, Circuit Trails Coalition

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. DRHT	Route 130 Bypass to D&R Canal South	Planned	Burlington, NJ	2.51	23.5
2. DRHT	Commerce Lake Boulevard to Jones St	Planned	Burlington, NJ	1.38	23
3. DRHT	Riverton Station to Norman Ave & River Drive	Planned	Burlington, NJ	3.18	22.5
4. Rancocas Creek Greenway Trail	Long Bridge Park to Route 206	Pipeline	Burlington, NJ	4.62	22.25
5. Tacony-Palmyra Bridge	Tacony-Palmyra Bridge to Broad St	Planned	Burlington, NJ	0.73	21.75

Table 12: Top 10 Priority Trail Segments in Burlington County

Chester County, PA

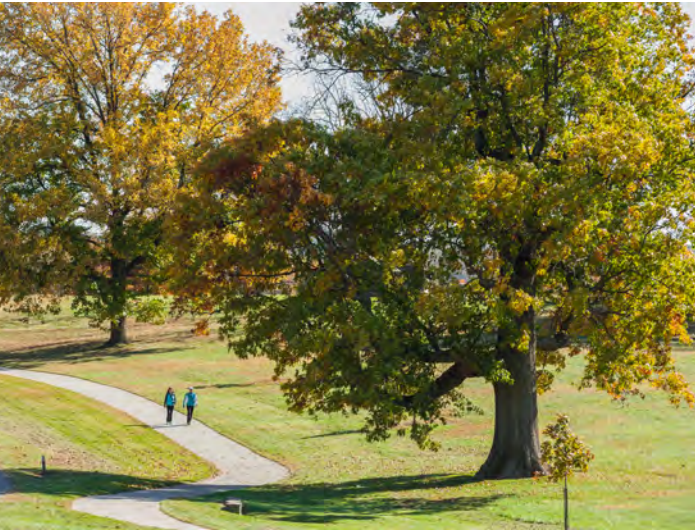
Average Score: 20.25

Chester County in Pennsylvania has lower scores for its top 10 priority trail segments overall. However, one of the top 10 priority segments for the entire region is the proposed Devault Line Trail, which links important communities and job centers such as Phoenixville, Malvern, and Great Valley.

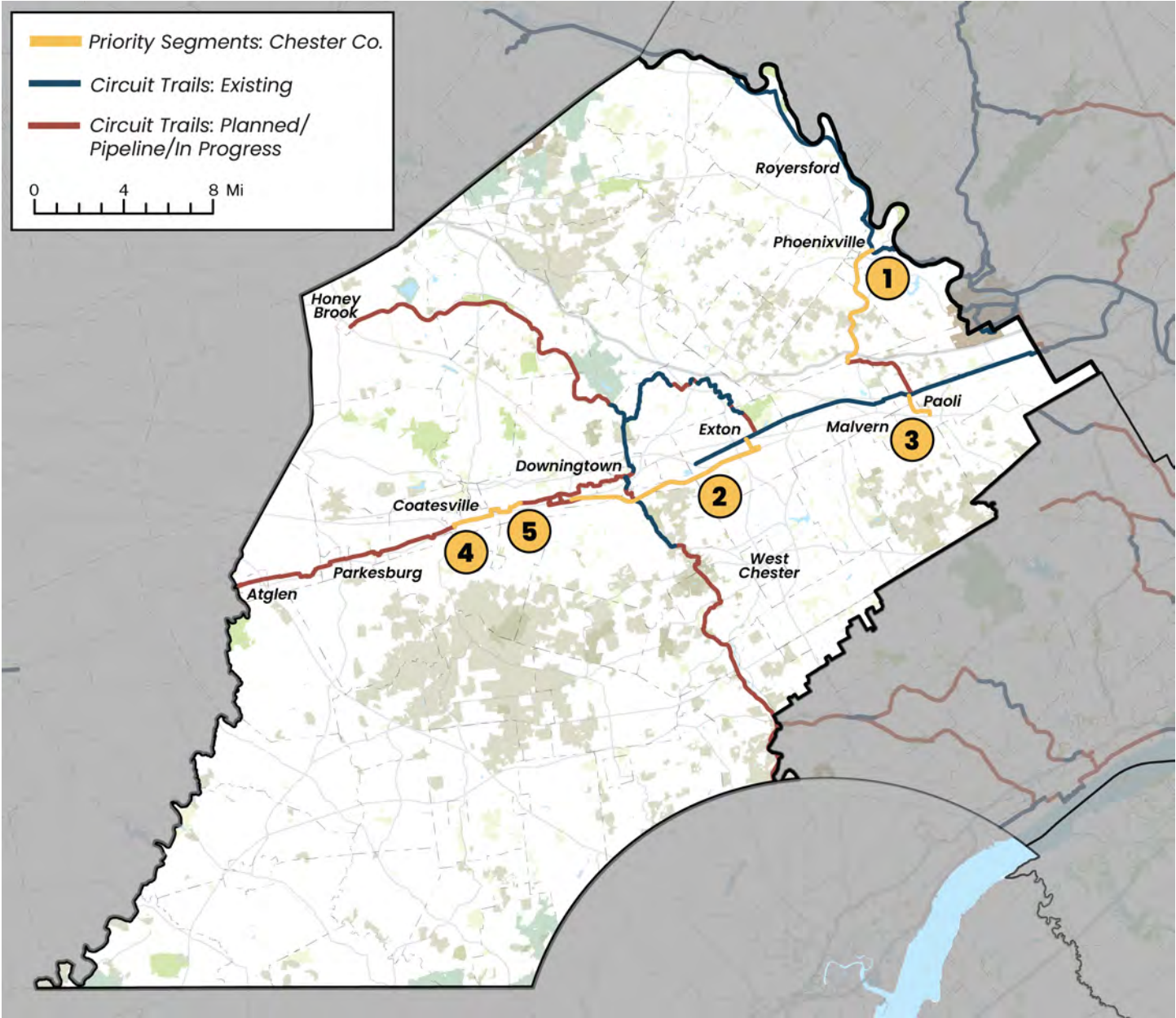
That said, some of the priority segments provide connections to the Chester Valley Trail and Schuylkill River Trail – vital spines of the Circuit Trails network –

as well as to Lancaster County. Building these priority trail segments would link even more communities to these incredible, lengthy trails, allowing more long-distance travel within the Circuit Trails network.

Of the priority trail segments that rise to the top, most are in older municipalities with lower income levels and more densely packed populations than the rest of Chester County, such as Coatesville and Downingtown. It is worth noting that these municipalities are all along the Chester Valley corridor, a historic center of population for the county alongside Phoenixville.



Credits: Thom Carroll Photography



Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. Devault-Warner-Paoli	Devault Line Trail	Pipeline	Chester, PA	5.60	25.75
2. Schuylkill to Susquehanna Greenway	CVT Extension to Downingtown - P&T Line	Pipeline	Chester, PA	8.60	25.5
3. Devault-Warner-Paoli	Paoli to CVT	Pipeline	Chester, PA	1.35	24.5
4. Schuylkill to Susquehanna Greenway	Coatesville	Planned	Chester, PA	1.59	20
5. Schuylkill to Susquehanna Greenway	High School Connector	Planned	Chester, PA	1.68	19

Table 13: Top 10 Priority Trail Segments in Chester County

Bucks County, PA

Average Score: 18.65

Like Burlington and Chester counties, the top 10 priority trail segments in Bucks County have lower scores overall, mostly due to Bucks County’s lower population density, higher income levels, and lack of demographic diversity relative to the Circuit Trails region as a whole.

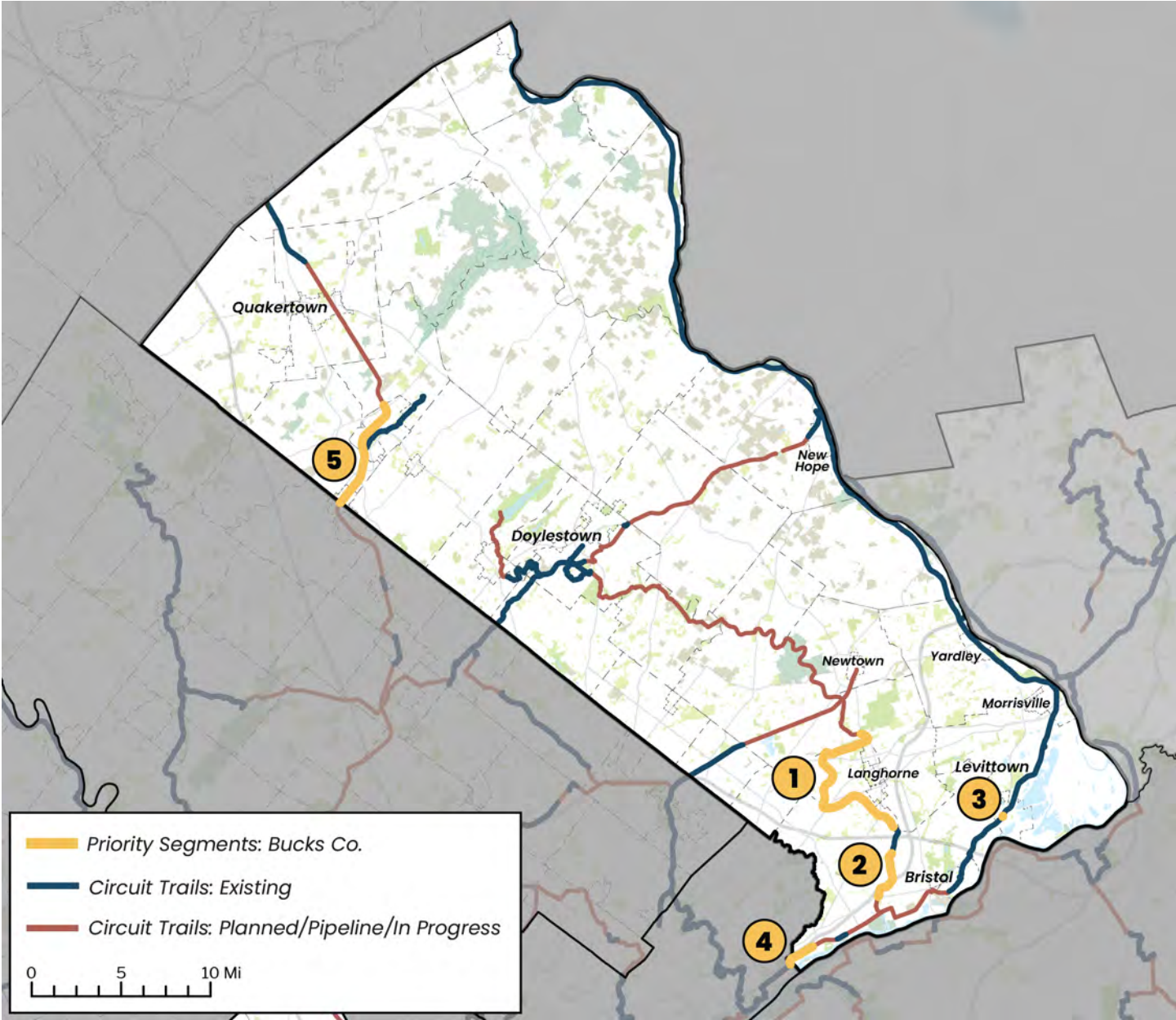
As a result, 8 of the top 10 priority trail segments in Bucks County are located in Lower Bucks County along the East Coast Greenway and Neshaminy

Creek Trails. These trails pass through the more disadvantaged areas of Bucks County – such as Bristol Township – and as a result should be prioritized for development as they could connect local communities to outdoor recreation and employment opportunities, as well as public transportation and nearby Philadelphia.

The remaining two trails fall among the cluster of small boroughs comprised of Telford, Sellersville, Perkasia, and Doylestown – dense older municipalities with considerable job centers and sizable/intact existing local trail systems



Credits: Thom Carroll Photography



Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. Neshaminy Creek Trail	Fulton Ave to Bridgetown Pike	Planned	Bucks, PA	8.44	21
2. Neshaminy Creek Trail	Route 13 to Maine Ave	Planned	Bucks, PA	2.12	21
3. ECG	D&L Canal - Levittown Parkway Crossing	Planned	Bucks, PA	0.02	19.75
4. ECG	Bensalem - Poquessing Ck to Kings Ln	Planned	Bucks, PA	1.25	19.75
5. Liberty Bell Trail	Main St (Telford) to Perkasia	Planned	Bucks, PA	4.71	19.5

Table 14: Top 10 Priority Trail Segments in Bucks County

Mercer County, NJ

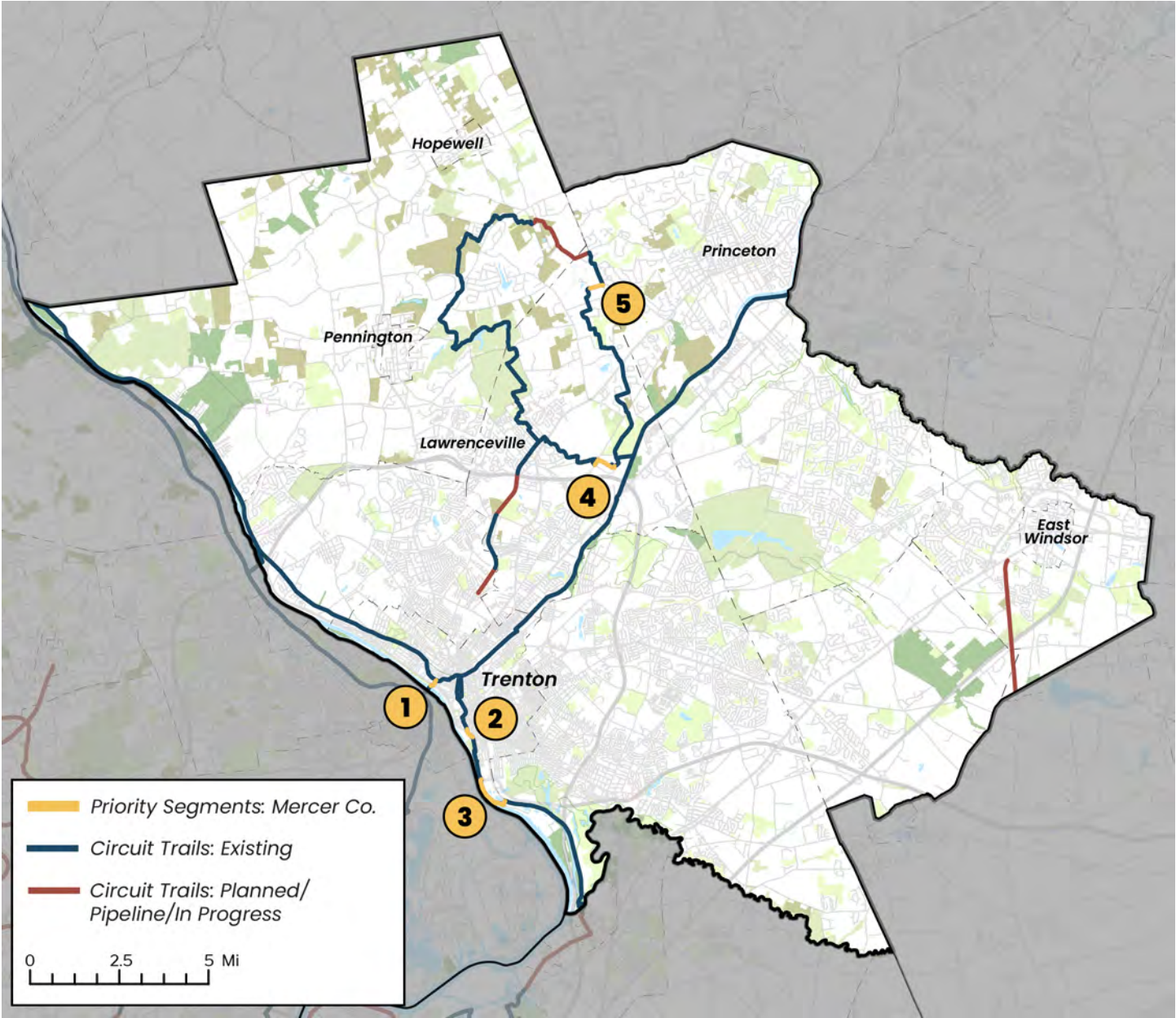
Average Score: 18.6

There is a wide range of scores for the top 10 priority segments in Mercer County. This is because while most of the County is whiter and wealthier than the DVRPC region as a whole, the Trenton area in particular supports much more diverse and lower-income populations.

Constructing the priority trail segments through Trenton – specifically along the Delaware River Heritage Trail – would help residents access the

employment opportunities and cultural attractions Trenton has to offer. Constructing these trail segments would also enable Trenton residents to access other parts of the county via alternative and public transportation.

Other high-ranking priority trail segments in Mercer County include segments of the Lawrence Hopewell Trail and Johnson Trolley Line, which connect residents in Lawrenceville, Pennington, Hopewell, and the Princeton area to outdoor recreation opportunities across the county.



Credits: Thom Carroll Photography, Stephanie Fox

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. ECG	Calhoun St. Bridge Connector	Planned	Mercer, NJ	0.19	32.5
2. DRHT	D&R Canal Connector - Cass St. to Union St.	Pipeline	Mercer, NJ	0.23	28
3. DRHT	D&R Canal Connector	Pipeline	Mercer, NJ	0.80	19.5
4. LHT	Taft Communications to Princeton Pike	Planned	Mercer, NJ	0.55	19
5. LHT	Province Line Rd to Rosedale Rd	In Progress	Mercer, NJ	0.29	18

Table 15: Top 10 Priority Trail Segments in Mercer County

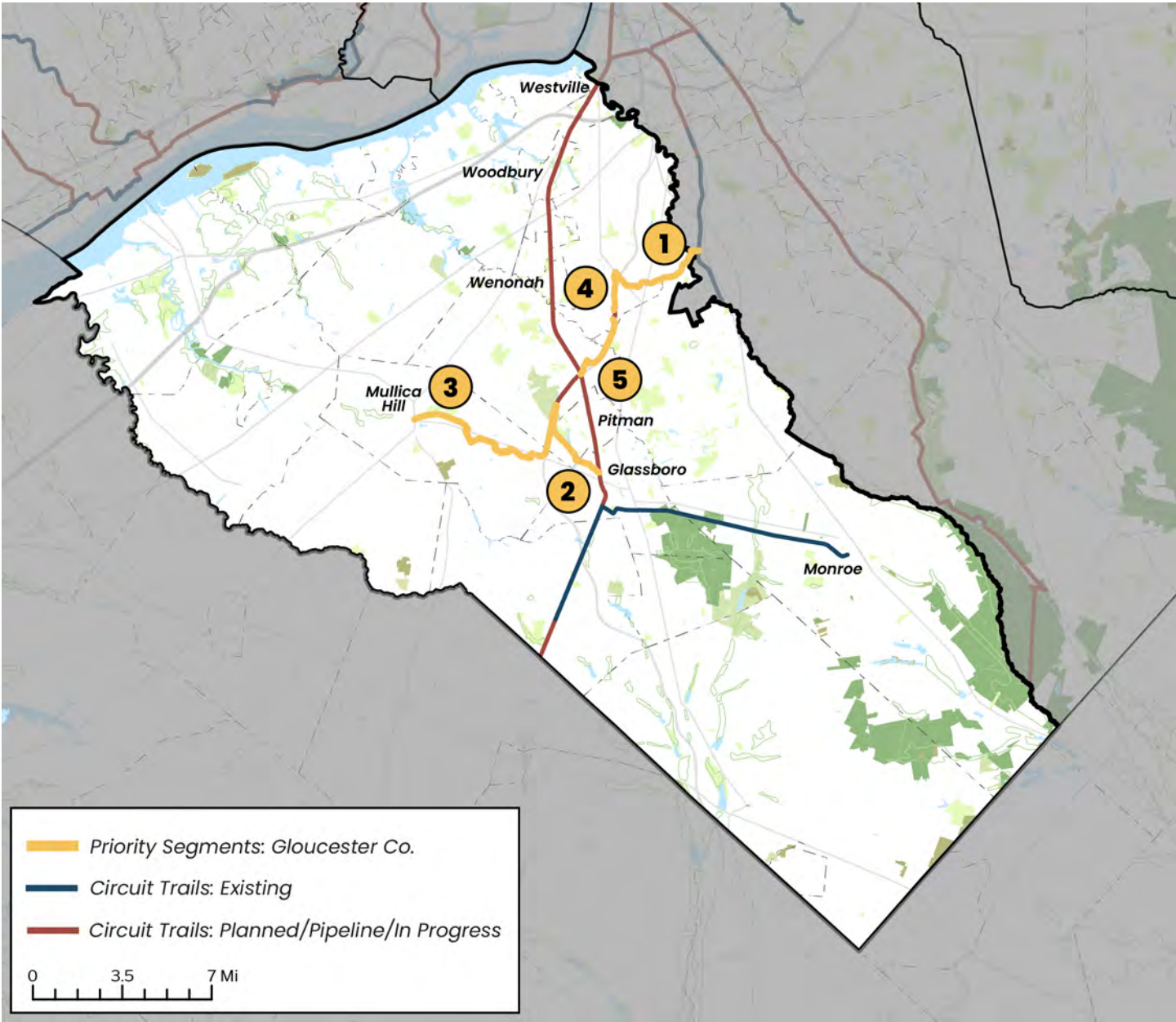
Gloucester County, NJ

Average Score: 14.35

There are not many Circuit Trails segments in Gloucester County, and as a result the top 5 priority trail segments in Gloucester County have low scores.

Locally important trails are just as vital as long-distance regionally significant trails like the Delaware River Heritage Trail or the Camden County Link, and need to be built if we are to complete the Circuit. The top priority trail segments along the Dinosaur and Harrison-Mullica Hill Trails connect to important

community resources such as Rowan University, historic communities such as Glassboro and Mullica Hill, and further to the south, the Pine Barrens.



Credit: Hongwen Guo

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
1. Dinosaur Trail	Blackwood Rail Trail to Delsea Drive	Planned	Gloucester, NJ	3.14	18.5
2. Dinosaur Trail	Chester Branch Ck to Rowan University	Pipeline	Gloucester, NJ	2.65	17.5
3. Harrison - Mullica Hill Trail	Mullica Hill Trail to Chestnut Branch	In Progress	Gloucester, NJ	6.33	13.25
4. Dinosaur Trail	Delsea Drive to E College Dr	Pipeline	Gloucester, NJ	1.12	12
5. Dinosaur Trail	E College Dr to Gloucester Light Rail	Pipeline	Gloucester, NJ	2.15	10.5

Table 16: Top 10 Priority Trail Segments in Gloucester County

Circuit Trails Gap Analysis



NEXT STEPS

What's Next?

The Gap Analysis: A Living Tool

PEC's Gap Analysis Map Tool will be available online to local advocates, state and county planners and practitioners, Circuit Trails Coalition partner organizations and anyone else who is interested in promoting the development of the Circuit Trails. Using the online interactive Gap Analysis Map – to be released in the Summer of 2022 and made available on PEC's website – users will be able to toggle map layers on and off to reveal different sets of priority trail segments based on their own interests, organizational missions, funding priorities, or just out of curiosity. For example, if someone using the Gap Analysis Map Tool was interested in identifying priority trail segments that would increase access to public transportation and outdoor recreation that also fall within low-income communities, that person would be able to filter the results using each of these layers, and more!

As much as we value the quantitative research that has and will continue to go into the formula behind our Gap Analysis, we also understand that – as a living document – it needs to pass the laugh test and incorporate qualitative data and local knowledge of what's happening on the ground. As our partners make use of the Map Tool, PEC will continue to welcome feedback and input on our methodology and results. PEC plans to update our methodology and Map Tool twice yearly:

- Through internal team conversations regarding the criteria and weight associated with each criterion in our formula.
- As part of our biannual check-ins with our county partners to ensure the status of each and every segment within the Circuit Trails network is accurately reflected in our Trail Implementation Manager (successor of our Circuit Pipeline Manager Tool).

We hope you all – specifically, our Circuit Trails Coalition partners, state and county planners and elected officials, local community advocates and stakeholders, and everyone else interested in seeing the Circuit Trails completed equitably and comprehensively – take an active role in using, promoting, and updating PEC's Gap Analysis Map and Tool.

If you have any thoughts or questions regarding this report or the Gap Analysis in general, don't hesitate to reach out to Zhenya Nalywayko at ZNalywayko@pecpa.org.



Credit: Thom Carroll Photography

Circuit Trails Gap Analysis



Appendix

FULL LIST OF CIRCUIT TRAILS PRIORITY TRAIL SEGMENTS

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Liberty Bell Trail	Schuylkill River Trail to Township Line Rd	Planned	Montgomery, PA	6.79	35.5
ECG	Delaware Ave to Pennsylvania Ave	In Progress	Philadelphia, PA	2.12	34.25
ECG	Calhoun St. Bridge Connector	Planned	Mercer, NJ	0.19	32.5
Camden County Link	State St to near Memorial Ave	Planned	Camden, NJ	0.91	32
Schuylkill River Trail	Wissahickon Gateway	In Progress	Philadelphia, PA	0.31	30.5
Camden Greenways	Haddon Ave to Newton Ave	Planned	Camden, NJ	0.33	30
Newtown Square Branch	Naylor's Run Trail: Section 6, 7, 8	Planned	Delaware, PA	2.04	29.25
Darby Creek Trail	Cobbs Creek Trail to SEPTA Line	Planned	Delaware, PA	3.59	29
Forge to Refuge	Market Street to City Line Ave	Pipeline	Philadelphia, PA	2.17	28.25
Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	Montgomery, PA	1.30	28.25
DRHT	D&R Canal Connector - Cass St. to Union St.	Pipeline	Mercer, NJ	0.23	28
Cooper River Trail - South	Baird Blvd.	Pipeline	Camden, NJ	0.23	27.5
ECG	Tacony - Holmesburg Gap	In Progress	Philadelphia, PA	1.49	27.5
Tookany-Tacony-Frankford	Torresdale Ave to Castor Ave	Pipeline	Philadelphia, PA	1.00	27

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
ECG	Chester City 2nd St/Rt. 291 - Norris St to Ridley Creek	Pipeline	Delaware, PA	1.88	26.5
DRHT	Centennial Dr to Cramer Hill Park Trail	Planned	Camden, NJ	0.17	26
Cooper River Trail - South	Euclid/Kaighn Ave	Planned	Camden, NJ	0.05	26
ECG	Bartram's Garden Driveway	Planned	Philadelphia, PA	0.20	26
Devault-Warner-Paoli	Warner Spur to SRT	Pipeline	Chester, PA	5.60	25.75
Schuylkill to Susquehanna Greenway	CVT Extension to Downingtown - P&T Line	Pipeline	Chester, PA	8.60	25.5
Camden County Link	Collings-Knight Trail	Pipeline	Camden, NJ	0.88	25.5
Camden County Link	Admiral Wilson Blvd Trail	Pipeline	Camden, NJ	0.50	25.5
Camden County Link	Cooper River Bridge	In Progress	Camden, NJ	0.06	25
Parkside Cynwyd Trail	City Line Ave to Montgomery Ave	Pipeline	Montgomery, PA	0.47	24.75
Parkside Cynwyd Trail	Parkside & 53rd St to City Line Ave	In Progress	Philadelphia, PA	1.29	24.75
Devault-Warner-Paoli	Paoli to CVT	Pipeline	Chester, PA	1.35	24.5
Merchantville Trail	N 36th St to Euclid Ave	In Progress	Camden, NJ	0.57	24.5
Tookany-Tacony-Frankford	High School Rd to Cresheim Valley Trail	Planned	Montgomery, PA	4.64	24.5
Newtown Square Branch	Naylor's Run Trail: 4, 5	Planned	Delaware, PA	0.69	24.25
ECG	Cobbs Creek Connector - Segment B, Phase 2	Pipeline	Philadelphia, PA	0.68	24.25
ECG	Cobbs Creek Connector - Segment C	In Progress	Philadelphia, PA	0.81	24.25
Camden Greenways	Pine St to Newton & 10th Street	Planned	Camden, NJ	0.37	24

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
ECG	291/Industrial Highway Trail	Pipeline	Delaware, PA	2.34	24
Camden County Link	Pub Connector	In Progress	Camden, NJ	0.10	24
Tookany-Tacony-Frankford	Castor Ave to Ramona	Planned	Philadelphia, PA	0.72	24
Ivy Ridge Trail	Ivy Ridge Station to Shawmont Ave	Planned	Philadelphia, PA	1.17	23.5
DRHT	Route 130 Bypass to D&R Canal South	Planned	Burlington, NJ	2.51	23.5
Merchantville Trail	Baldwin's Run Tributary Trail to Pleasant St	Planned	Camden, NJ	0.89	23.5
DRHT	Commerce Lake Boulevard to Jones St	Planned	Burlington, NJ	1.38	23
Camden County Link	Route 130 Crossing	Pipeline	Camden, NJ	0.20	23
Newtown Square Branch	Naylor's Run Trail: Sections 1, 2, 3	Planned	Delaware, PA	0.93	22.75
DRHT	Riverton Station to Norman Ave & River Drive	Planned	Burlington, NJ	3.18	22.5
ECG	Chester City Post Rd - Price St to Highland Ave	Planned	Delaware, PA	0.72	22.5
Camden Greenways	11th Street	Planned	Camden, NJ	0.30	22.5
Schuylkill River Trail	Mule Bridge	Planned	Montgomery, PA	0.20	22.5
Schuylkill River Trail	Mule Bridge	Planned	Philadelphia, PA	0.10	22.5
Rancocas Creek Greenway Trail	Long Bridge Park to Route 206	Pipeline	Burlington, NJ	4.62	22.25
DRHT	Harrison Ave Connector	Planned	Camden, NJ	0.06	22
Cresheim Valley Trail	Stenton Ave to Bethlehem Pike	Planned	Montgomery, PA	4.20	22
ECG	Chester City Highland Ave - 2nd St to Waterfront	Pipeline	Delaware, PA	0.36	22

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Ivy Ridge Trail	Manayunk Bridge to Ivy Ridge Station	Pipeline	Philadelphia, PA	0.57	21.75
Tacony-Palmyra Bridge	Tacony-Palmyra Bridge to Broad St	Planned	Burlington, NJ	0.73	21.75
Gulph Road Connector	Chester Valley Trail to Valley Forge Loop Trail	Pipeline	Montgomery, PA	2.18	21.75
Darby Creek Trail	Rosemont to Pilgrim Park	Planned	Delaware, PA	1.71	21.5
Camden County Link	Riverbirch Trail	In Progress	Camden, NJ	0.20	21.5
Chester Creek Trail	Preston Place to Kerlin St	Pipeline	Delaware, PA	0.74	21.5
Cresheim Valley Trail	Forbidden Drive to Chestnut Hill West Line	Planned	Philadelphia, PA	1.30	21.25
Forge to Refuge	Eagle/ Wynnewood Rd to Spring Mill Rd	Planned	Delaware, PA	4.21	21
DRHT	Baldwin's Run Trail to Griffith Morgan House	Planned	Camden, NJ	3.60	21
Neshaminy Creek Trail	Route 13 to Maine Ave	Planned	Bucks, PA	2.12	21
Neshaminy Creek Trail	Fulton Ave to Bridgetown Pike	Planned	Bucks, PA	8.44	21
Schuylkill River Trail	Washington St. to Keystone Blvd.	Planned	Montgomery, PA	0.54	21
Cross County Trail	Wissahickon Trail to Pennsylvania Ave	Planned	Montgomery, PA	1.68	20.75
Forge to Refuge	City Line Ave to Eagle/ Wynnewood Rd	Pipeline	Delaware, PA	1.82	20.75
Pemberton Rail Trail North	Juliustown Browns Mill Rd to Ocean County	Planned	Burlington, NJ	7.22	20.75
Rancocas Creek Greenway Trail	RT 130/ Rancocas Creek Crossing	Planned	Burlington, NJ	1.69	20.75
JHNWR-Worm Hole-Tinicum	I-95 Wormhole	Pipeline	Delaware, PA	0.18	20.75
Chester Creek Trail	ECG to 9th Street	Planned	Delaware, PA	0.52	20.5

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
ECG	Baxter Trail - Police Firing Range	In Progress	Philadelphia, PA	0.63	20.5
Chester Creek Trail	Incinerator Rd to Bridgewater Rd	Planned	Delaware, PA	1.61	20.5
DRHT	Jones St to Route 130 Bypass	Planned	Burlington, NJ	6.16	20
Darby Creek Trail	Baltimore Ave to Kent Park	In Progress	Delaware, PA	0.27	20
Schuylkill to Susquehanna Greenway	Coatesville	Planned	Chester, PA	1.59	20
Tidal Schuylkill River Trail	Bartram's to Fort Mifflin	Planned	Philadelphia, PA	3.24	20
ECG	D&L Canal - Levittown Parkway Crossing	Planned	Bucks, PA	0.02	19.75
DRHT	Pennsauken Creek to Riverton Station	Planned	Burlington, NJ	1.49	19.75
ECG	Bensalem - Poquessing Ck to Kings Ln	Planned	Bucks, PA	1.25	19.75
Rancocas Creek Greenway Trail	Pemberton Rail Trail to Ocean County	Planned	Burlington, NJ	11.82	19.5
DRHT	24th Street to Baldwin's Run Tributary Trail	Pipeline	Camden, NJ	0.68	19.5
Rancocas Creek Greenway Trail	Little Woods to Long Bridge Park	Planned	Burlington, NJ	5.38	19.5
Pennypack Trail	Shady Lane to Philadelphia County Line	In Progress	Montgomery, PA	0.19	19.5
DRHT	D&R Canal Connector	Pipeline	Mercer, NJ	0.80	19.5
Liberty Bell Trail	Main St (Telford) to Perkasio	Planned	Bucks, PA	4.71	19.5
DRHT	PA Ave to Cooper St	Planned	Burlington, NJ	3.54	19.25
DRHT	Griffith Morgan House to Pennsauken Creek	Planned	Camden, NJ	0.84	19.25

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
ECG	Penn Treaty Park to PECO Substation	In Progress	Philadelphia, PA	0.18	19.25
Camden County Link	Browning Ave to Champion Ave	Pipeline	Camden, NJ	0.61	19
LHT	Taft Communications to Princeton Pike	Planned	Mercer, NJ	0.55	19
ECG	Chester City Norris St - Waterfront to 2nd Ave	Pipeline	Delaware, PA	0.29	19
Schuylkill to Susquehanna Greenway	High School Connector	Planned	Chester, PA	1.68	19
Camden County Link	New Brooklyn County Park	Planned	Camden, NJ	1.51	18.75
Dinosaur Trail	Blackwood Rail Trail to Delsea Drive	Planned	Gloucester, NJ	3.14	18.5
Gloucester-Mt. Ephraim	West Jersey-Seashore to Smith Ln	Planned	Camden, NJ	2.68	18.5
Schuylkill to Susquehanna Greenway	Beaver Creek	Planned	Chester, PA	2.58	18.5
Camden County Link	Lower Great Egg Harbor Greenway	Pipeline	Camden, NJ	7.71	18.25
Camden County Link	Clements Bridge Road to Warwick Road	Planned	Camden, NJ	1.92	18.25
Tookany-Tacony-Frankford	Ashbourne Ave to Jenkintown Rd	Pipeline	Montgomery, PA	0.77	18.25
Devault-Warner-Paoli	CVT to Devault Line	Pipeline	Chester, PA	3.24	18.25
Schuylkill to Susquehanna Greenway	Caln Township	Planned	Chester, PA	4.56	18
Camden County Link	Laurel Road to Park Avenue	Planned	Camden, NJ	0.89	18
Camden County Link	Wakonda Rd to Laurel Rd	Planned	Camden, NJ	0.85	18
LHT	Province Line Rd to Rosedale Rd	In Progress	Mercer, NJ	0.29	18
Wissahickon Trail	Northwestern Ave	Pipeline	Montgomery, PA	0.55	18

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Newtown Rail Trail	Bristol Rd to Newtown Borough	Pipeline	Bucks, PA	5.86	17.75
Dinosaur Trail	Chester Branch Ck to Rowan University	Pipeline	Gloucester, NJ	2.65	17.5
ECG	Mill Creek to Mill St	Pipeline	Bucks, PA	0.62	17.5
Camden County Link	Station Avenue to Clements Bridge Road	Pipeline	Camden, NJ	0.71	17.25
Neshaminy Creek Trail	611 and Almshouse Road to Central Park	In Progress	Bucks, PA	1.22	17.25
Garnet Valley Greenway	Clayton Park to Route 202	Pipeline	Delaware, PA	3.19	17.25
West Jersey-Seashore	Gloucester Light Rail to Station Ave	Planned	Camden, NJ	1.20	17
ECG	Marcus Hook Bike Lanes - Green St to Church St	Planned	Delaware, PA	0.20	17
Brandywine Creek Trail	Robbins Road to Johnsontown Park	In Progress	Chester, PA	0.45	17
Cross County Trail	Rt 611 to Byberry Rd	Pipeline	Montgomery, PA	2.58	17
Liberty Bell Trail	Sumneytown Pike to Lansdale	Planned	Montgomery, PA	0.97	17
Camden County Link	Oakland Ave to Merchant St	Planned	Camden, NJ	0.55	16.75
Power Line Trail	Gwynedd Township Line to Skippack Trail	Planned	Montgomery, PA	4.61	16.75
ECG	Wannamaker Ave - Rt 291 to Heinz Refuge	Planned	Delaware, PA	0.52	16.75
Gloucester-Mt. Ephraim	Clements Bridge Road to Evesham Road	Planned	Camden, NJ	0.29	16.5
Liberty Bell Trail	Main Street Crossing	Planned	Montgomery, PA	0.03	16.5
Camden County Link	Upper Great Egg Harbor Greenway	In Progress	Camden, NJ	4.73	16.5

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Liberty Bell Trail	3rd St and Squirrel Ln - TAP Section to Koffel Rd	Planned	Montgomery, PA	1.26	16.5
Neshaminy Creek Trail	Neshaminy Ck State Park to Route 13	Planned	Bucks, PA	0.79	16.5
Liberty Bell Trail	Lincoln Ave to Main St (Telford)	Planned	Montgomery, PA	3.92	16.5
ECG	Cedar Ave/River Rd to Mill Creek	In Progress	Bucks, PA	2.21	16.5
Cresheim Valley Trail	Chestnut Hill West Line to Stenton Ave	Pipeline	Philadelphia, PA	0.90	16.25
Neshaminy Creek Trail	Unami Jr High Section to Peace Valley Park	Planned	Bucks, PA	3.45	16.25
Cross County Trail	Germantown Pike Bridge	Pipeline	Montgomery, PA	0.06	16.25
Power Line Trail	Stump Rd to Horsham Rd	Pipeline	Montgomery, PA	0.73	16.25
Darby Creek Trail	Haverford Reserve to Newtown Street Rd	Planned	Delaware, PA	3.49	16.25
Camden County Link	Collings Ave to Oakland Ave	Pipeline	Camden, NJ	0.89	16
Brandywine Creek Trail	E. Pennsylvania Ave Connector	Planned	Chester, PA	0.37	16
Johnson Trolley Line	Eggert Crossing Road to I-95	Pipeline	Mercer, NJ	0.98	16
Uwchlan Trail	Chester Valley Trail to Swedesford Road	Planned	Chester, PA	0.45	15.75
JHNWR-Worm Hole-Tinicum	JHNWR to Airport Business Park	Pipeline	Delaware, PA	0.57	15.75
Johnson Trolley Line	Spruce St to Whitehead Road Extension	Planned	Mercer, NJ	0.65	15.5
Power Line Trail	Cross County Trail to Prudential Rd	Planned	Montgomery, PA	0.88	15.5
PECO Trail	ECG to Route 322	Planned	Delaware, PA	2.95	15.5

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Cynwyd Spur Trail	Cynwyd Spur Trail - The Connelly Tract	Pipeline	Montomery, PA	0.38	15.25
202 Trail	Solebury Trail - W Bridge St to Sugan Rd	In Progress	Bucks, PA	0.27	15.25
Darby Creek Trail	Pilgrim Park to Merry Place	Pipeline	Delaware, PA	0.79	15.25
Schuylkill to Susquehanna Greenway	West Coatesville_ Westwood	Planned	Chester , PA	3.37	15.25
DRHT	Woodlake Park to Commerce Sq Boulevard	Planned	Burlington, NJ	1.82	15
Merchantville Trail	Bethel Ave to Union Ave	Pipeline	Camden, NJ	0.36	15
Power Line Trail	Gwynedd Township Line to Liberty Bell Trail	Pipeline	Montgomery, PA	3.42	15
DRHT	Baldwin's Run Trail - Kroc Center	Pipeline	Camden, NJ	0.22	15
DRHT	Baldwin's Run Trail - Kroc Center to N 36th St	Pipeline	Camden, NJ	0.31	15
Liberty Bell Trail	Koffel Rd to Vine St	Planned	Montgomery, PA	1.16	15
Cross County Trail	Powerline Trail to Rt 611	Pipeline	Montgomery, PA	0.59	15
Camden County Link	Park Avenue to Blackwood-Clementon Road	Planned	Camden, NJ	0.94	14.75
Darby Creek Trail	West Chester Pike Underpass	Pipeline	Delaware, PA	0.24	14.75
Newtown Square Branch	Eagle Rd to Darby Creek Trail	Planned	Delaware, PA	1.25	14.75
East Coast Greenway	Jansen Avenue to Manor Park	Pipeline	Delaware, PA	0.72	14.75
Garnet Valley Greenway	ECG to Clayton Park	Planned	Delaware, PA	2.95	14.75
Johnson Trolley Line	I-95 Crossing	Pipeline	Mercer, NJ	0.06	14.5
Tookany-Tacony-Frankford	Mill Rd to High School Rd	Planned	Montgomery, PA	0.13	14.25

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
ECG	Neshaminy Creek to Cedar Ave/River Rd	Pipeline	Bucks, PA	0.80	14.25
Neshaminy Creek Trail	Bridgetown Pike to Forks of the Neshaminy	Planned	Bucks, PA	10.47	14.25
West Jersey-Seashore	Station Ave to East Atlantic Ave	Planned	Camden, NJ	1.49	14
Liberty Bell Trail	Township Line Rd to Sumneytown Pike	Planned	Montgomery, PA	1.92	14
Camden County Link	Blackwood-Clementon Road to Schwartz Blvd	Planned	Camden, NJ	0.64	13.75
202 Trail	Central Park to Warden Rd	In Progress	Bucks, PA	0.58	13.75
Cross County Trail	Germantown Pike Bridge to Joshua Road	Pipeline	Montgomery, PA	2.04	13.75
Liberty Bell Trail	Fairview Ave to Veterans Park	Pipeline	Bucks, PA	2.53	13.75
Darby Creek Trail	West Chester Pike Underpass to Darby Creek	Pipeline	Delaware, PA	0.50	13.75
Neshaminy Creek Trail	Valley Road to 611 and Almshouse	In Progress	Bucks, PA	2.22	13.75
Cross County Trail	Welsh Road to Powerline Trail	Pipeline	Montgomery, PA	0.63	13.5
Harrison - Mullica Hill Trail	Mullica Hill Trail to Chestnut Branch	In Progress	Gloucester, NJ	6.33	13.25
Chester Creek Trail	Lenni Rd to Wawa Station	Pipeline	Delaware, PA	0.72	13.25
Chester Creek Trail	Bridgewater Rd to Creek Rd	In Progress	Delaware, PA	1.31	13.25
ECG	PECO Substation to Susquehanna Ave	Planned	Philadelphia, PA	0.27	13.25
Octoraro Trail	Concord Road to Temple Road	In Progress	Delaware, PA	0.85	13.25
Tookany-Tacony-Frankford	Jenkindtown Rd to New 2nd Street	Pipeline	Montgomery, PA	0.66	13.25

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
ECG	Bensalem - American Drive to Neshaminy Ck Bridge	Planned	Bucks, PA	1.44	13.25
Octoraro Trail	Polecat Road to Concord Road	Pipeline	Delaware, PA	1.12	13.25
Struble Trail	Chestnut Tree Rd to Honey Brook	In Progress	Chester, PA	3.85	13.25
Power Line Trail	Horsham-Montgomery Township Line to Stump Road	Pipeline	Montgomery, PA	1.07	13
Forge to Refuge	I-476 Underpass to Radnor Tr	Pipeline	Delaware, PA	0.34	12.75
Arney's Mount Trail	Pemberton Trail to N. Pemberton Rd	Planned	Burlington, NJ	1.66	12.5
Pemberton Rail Trail North	Hanover St to Juliustown Browns Mill Rd	Planned	Burlington, NJ	2.60	12.5
Newtown Square Branch	Manoa Rd to Manor Ave	Planned	Delaware, PA	0.77	12.5
Schuylkill to Susquehanna Greenway	Parkesburg	Planned	Chester, PA	0.79	12.25
ECG	Ann Street to Allegheny Avenue	Planned	Philadelphia, PA	0.38	12.25
Octoraro Trail	Route 202 to Heyburn Road (Phase 1)	Pipeline	Delaware, PA	1.23	12.25
202 Trail	Rt. 313 to Aquetong Lake	Planned	Bucks, PA	6.95	12.25
ECG	Bensalem State Road - Neshaminy Creek Bridge	Planned	Bucks, PA	0.06	12.25
Darby Creek Trail	Darby Creek to Haverford Reserve	Pipeline	Delaware, PA	0.68	12.25
Dinosaur Trail	Delsea Drive to E College Dr	Pipeline	Gloucester, NJ	1.12	12
Rancocas Creek Greenway Trail	Route 206 to Pemberton Trail	Planned	Burlington, NJ	1.33	12
LHT	Pretty Brook Road to Province Line Road	In Progress	Mercer, NJ	0.34	12

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Camden County Link	Warwick Road to Somerdale Road	In Progress	Camden, NJ	0.70	12
Cross County Trail	Bantry Drive to Near St. Georges Road	Pipeline	Montgomery, PA	0.71	12
ECG	Bensalem - Station Ave to Birch Ave	Planned	Bucks, PA	0.23	11.75
202 Trail	Warden Rd to Poole's Corner	Pipeline	Bucks, PA	2.13	11.75
Camden County Link	Schwartz Blvd to Cross Keys Rd	Pipeline	Camden, NJ	2.02	11.75
Power Line Trail	202 Parkway Trail to Gwynedd Township Line	Planned	Montgomery, PA	0.37	11.75
Power Line Trail	Biwood Rd to Horsham-Montgomery County Line	Pipeline	Montgomery, PA	0.74	11.75
Brandywine Creek Trail	Delaware State Line to Strasburg Rd	Planned	Chester, PA	10.79	11.75
Liberty Bell Trail	Perkasie to Richland Twp	Planned	Bucks, PA	2.02	11.75
Power Line Trail	Liberty Bell Trail to Gwynedd Township Line	Pipeline	Montgomery, PA	1.64	11.75
Octoraro Trail	Wawa Station to Old Quarry Road	Planned	Delaware, PA	1.86	11.75
Camden County Link	Somerdale Rd to Wakonda Rd	In Progress	Camden, NJ	0.45	11.5
Arney's Mount Trail	Pemberton Rd to Juliustown Rd - Segment 1	Planned	Burlington, NJ	0.47	11.5
202 Trail	Aquetong Lake to New Hope	Planned	Bucks, PA	0.96	11.5
ECG	Bensalem - Biddle Ln to Station Ave	Planned	Bucks, PA	0.68	11.25
Schuylkill to Susquehanna Greenway	West Sadsbury	Planned	Chester, PA	1.10	11.25
Schuylkill to Susquehanna Greenway	Pomeroy to Parkesburg	Planned	Chester, PA	1.63	11.25

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Brandywine Creek Trail	Strasburg Road to Skelp Level Rd	Planned	Chester, PA	1.81	11.25
Brandywine Creek Trail	P&T Trail to Robbins Road	Pipeline	Chester, PA	0.41	11.25
Uwchlan Trail	Valley Hill Rd to Newcomen Rd	Planned	Chester, PA	0.22	11.25
JHNWR-Worm Hole-Tinicum	2nd St & Wanamaker Ave to Industrial Hwy/ Rt 291	Planned	Delaware, PA	0.08	11.25
Union Transportation Trail	Old York Rd to Mercer St (Route 33)	Pipeline	Mercer, NJ	2.87	11.25
LHT	Cleveland Rd to Petty Brook Road	Pipeline	Mercer, NJ	0.47	11
Struble Trail	Dorlan's Mill Road to Reeds Road	Pipeline	Chester, PA	1.24	11
Cross County Trail	Dryden Drive to Welsh Road	Pipeline	Montgomery, PA	0.50	11
Forge to Refuge	I-476 Underpass	Planned	Delaware, PA	0.18	10.75
Forge to Refuge	Sproul Rd to I-476	Pipeline	Delaware, PA	0.30	10.75
Rancocas Creek Greenway Trail	Creek Road - Anderson Farm to Little Woods	In Progress	Burlington, NJ	2.49	10.75
East Coast Greenway	4th Avenue to Jansen Avenue	Pipeline	Delaware, PA	0.53	10.75
Dinosaur Trail	E College Dr to Gloucester Light Rail	Pipeline	Gloucester, NJ	2.15	10.5
Bridgeton Secondary	Elephant Swamp Trail	Pipeline	Gloucester, NJ	1.18	10.25
Neshaminy Creek Trail	Mill Rd to Valley Rd	Pipeline	Bucks, PA	1.40	10.25
Neshaminy Creek Trail	Dark Hollow Rd to Mill Rd	Pipeline	Bucks, PA	1.21	10.25
Liberty Bell Trail	Rich Hill Road to Fairview Ave	Pipeline	Bucks, PA	2.21	10.25
LHT	Mt. Rose East	In Progress	Mercer, NJ	0.93	9.75
Uwchlan Trail	Caernarvon Dr to Sharp Ln	Planned	Chester, PA	0.13	9.75
Uwchlan Trail	E Uwchlan Ave to Tanner Dr	Planned	Chester, PA	0.27	9.75

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Uwchlan Trail	Swedesford Road to Old Valley Hill Road	Planned	Chester, PA	0.53	9.75
Schuylkill to Susquehanna Greenway	Enola Low Grade	In Progress	Chester, PA	2.98	9.75
Kinkora Trail	Island Rd to Fort Dix Rd	Planned	Burlington, NJ	3.79	9.25
Uwchlan Trail	JW Pepper Driveway to Eagleview Blvd	Planned	Chester, PA	0.98	9
Kinkora Trail	Old York Rd to Village of Columbus	Pipeline	Burlington, NJ	2.63	8.75
Kinkora Trail	Mansfield Community Park to Main St	Planned	Burlington, NJ	0.15	8.75
ECG	Bensalem State Rd- Camer Drive to American Drive	Planned	Bucks, PA	0.29	8.75
East Coast Greenway	Airport Business Park to 4th Avenue	Pipeline	Delaware, PA	0.52	8.75
Struble Trail	Reeds Road to Marshall Road	Planned	Chester, PA	2.48	8.5
Struble Trail	Glenmoore to Wyebrook Farm	Planned	Chester, PA	2.75	8.5
Arney's Mount Trail	Jacksonville-Jobstown Rd to Island Rd	Planned	Burlington, NJ	1.42	8.25
Kinkora Trail	Island Road	Planned	Burlington, NJ	1.30	8.25
Dinosaur Trail	E College Drive	In Progress	Gloucester, NJ	0.32	8
Struble Trail	Burgess Park to Indiantown Rd	Planned	Chester, PA	1.56	8
ECG	Bensalem - Kings Ln to Biddle Ln	Planned	Bucks, PA	0.16	7.75
Struble Trail	Wyebrook Farm to Chestnut Tree Rd	Planned	Chester, PA	1.10	7.75
Struble Trail	Marshall Road to Burgess Park	Planned	Chester, PA	0.95	7.5
Octoraro Trail	Heyburn Rd to Creek Rd (Phase 3)	Planned	Delaware, PA	0.57	7.25
Octoraro Trail	Old Quarry Ln to Polecat Road	Planned	Delaware, PA	1.08	7.25

Main Trail	Segment Name	Segment Status	County & State	Mileage	Total Score
Dinosaur Trail	Gloucester Light Rail to Chester Branch Ck	Pipeline	Gloucester, NJ	1.14	7.25
Neshaminy Creek Trail	Forks of the Neshaminy to Rushland Rd	Planned	Bucks, PA	1.12	7.25
Octoraro Trail	High Trail to Brandywine Trail	Planned	Chester, PA	0.08	7
Neshaminy Creek Trail	Rushland Rd to Dark Hollow Rd	Planned	Bucks, PA	0.56	6.75
202 Trail	Poole's Corner to Rt. 313	Planned	Bucks, PA	0.13	6
Octoraro Trail	Ring Rd to Creek Rd (Phase 2)	Pipeline	Delaware, PA	0.72	5.75
Octoraro Trail	High Trail and Bridge	Pipeline	Delaware, PA	0.24	5.25

Table 17: All Circuit Trails Priority Segments

HELPFUL LINKS

For a better sense of where trail development currently stands in the Circuit Trails network, check out the [Circuit Trails Coalition Moving the Circuit Forward, 2022](https://circuittrails.org/wp-content/uploads/Moving-the-Circuit-Forward-2021-report.pdf): <https://circuittrails.org/wp-content/uploads/Moving-the-Circuit-Forward-2021-report.pdf>

Also take a look at the [Circuit Trails Annual Report](https://circuittrails.org/wp-content/uploads/Circuit_Trails_Annual_Report2021.pdf) for 2021: https://circuittrails.org/wp-content/uploads/Circuit_Trails_Annual_Report2021.pdf

Lastly, it is worth taking a look at the [Capital Trails Coalition's Impact Report](https://www.capitaltrailscoalition.org/report/) to get a sense of the incredible benefits multi-use trails can have on a region, and on diverse, low-income areas in particular: <https://www.capitaltrailscoalition.org/report/>

Gap Analysis of the Circuit Trails Network

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