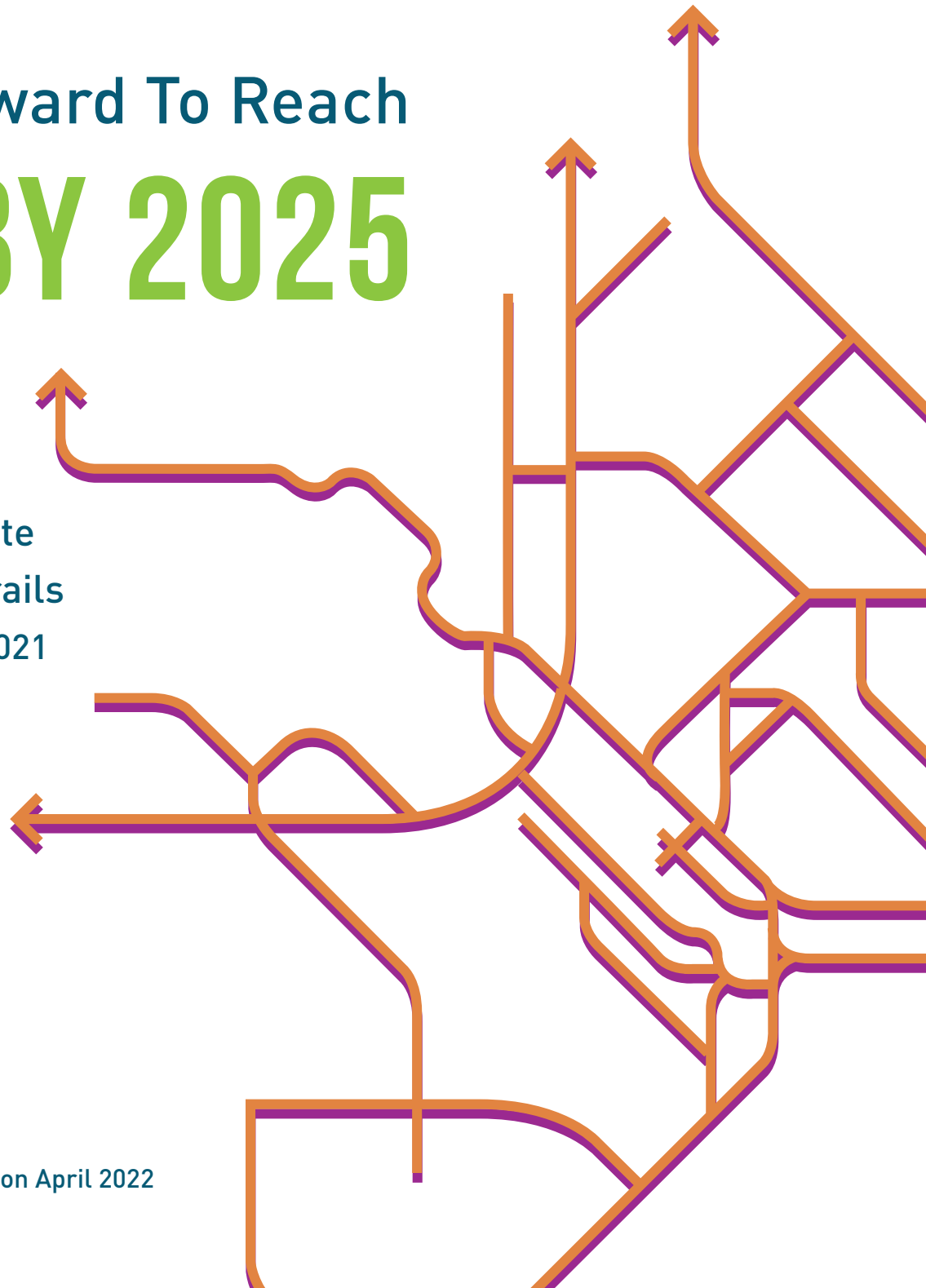


Moving the Circuit Forward To Reach **500 MILES BY 2025**

How Greater Philadelphia can accelerate
and advance progress on The Circuit Trails
The Circuit Trails Coalition — Status as of 2021

**THE
CIRCUIT
TRAILS**

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This report was prepared by members of the Circuit Trails Coalition Steering Committee, including Sarah Clark Stuart & Patrick Monahan, Bicycle Coalition of Greater Philadelphia; Patrick Starr & Zhenya Nalywayko, Pennsylvania Environmental Council; and Sonia Szczesna, Tri-State Transportation Campaign. Data provided by the Delaware Valley Regional Planning Commission.

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Delaware River Heritage Trail - NJ Transit Riverline Crossing



Delaware River Heritage Trail - Cramer Hill Waterfront Park

Moving the Circuit Forward To Reach 500 miles by 2025

I. Background

In 2013, Greater Philadelphia committed itself to the goal of completing 750 miles of the Circuit by 2040. This goal has increased to completing 800+ miles of trails and is embedded in the region’s Connections 2050 plan for Greater Philadelphia, which cited the Circuit as one of the region’s significant major bicycle and pedestrian initiatives.¹ The Circuit Trails Coalition is governed by a steering committee that is comprised of elected representatives from the 65+ member organizations that work in collaboration with 25 state and local agencies and the Delaware Valley Regional Planning Commission to promote Circuit Trails development, marketing it to the general public and highlighting the Circuit Trails multiple benefits.

In order to make sure that the region keeps on track toward its 2040 goal, in 2017, the Circuit Trails Coalition set an ambitious short term goal of working to ensure that 500 miles of the Circuit Trails are completed by 2025, which was cited in DVRPC’s 2045 long-range plan as well as the recently published Connections 2050 long-range plan for the region.²

Throughout 2018 and 2019, the elected leadership of each county in the DVRPC region publicly supported this goal in the form of resolutions passed by each governing body. Similarly, volunteers who support the Circuit Trails asked their town or borough mayors, supervisors, commissioners or committee persons to support the goal by passing local resolutions. Over 100 townships, counties and municipalities passed such resolutions including all nine counties that are home to Circuit Trails in Greater Philadelphia and South Jersey.

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

The first is maintained by staff from the Delaware Valley Regional Planning Commission. They provide a [GIS map](#) of the Circuit and the status of each individual trail segment. Every six months, DVRPC staff report to the Circuit Trails Coalition on the number of miles completed, what’s in progress, in the pipeline or trails that are documented in local, county or regional plans.

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

Throughout 2018 into the summer of 2020, PEC and the members of the Circuit Trails Coalition Steering Committee updated the information in the Pipeline Manager to improve the Coalition’s understanding of each individual segment’s status. As of 2021, PEC advanced their database and created the “**Circuit Trails Gap Analysis**” (See Pgs 4 & 5) which categorizes the In Progress, Pipeline and Planned segments through eight variables which have identified several critical gaps in the nine county region.

¹ [Connections 2050 Plan for Greater Philadelphia Process and Analysis Manual](#), DVRPC, 2021

² [Connections 2050 Plan for Greater Philadelphia Policy Manual](#), DVRPC, 2021

II. An Analysis on the Circuit's Critical Gaps

In 2018, the Bicycle Coalition of Greater Philadelphia evaluated the impact the trails have on residents in the 9-counties that make up the Greater Philadelphia Region. This analysis was defined as the Community Impact Score and was based on equity, length, population and connectivity. The analysis combined these results which led to scores ranging from 0 to 11.9. An example of a high scoring trail from this analysis is the Burlington-Camden Trail from Euclid Street to 34th Street which proposes use of the currently unused railroad bridge over Route 130 for pedestrians and cyclists to cross safely between the popular "Merchantville Mile" and the Dudley Grange Park Trail.

In 2021, the Pennsylvania Environmental Council (PEC), conducted an analysis that was built upon the process to identify critical gaps through the Community Impact Scores. This updated evaluation of the trails has been defined as the **Circuit Trails Gap Analysis**. 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 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 and an exact alignment has not been identified. 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. And **In Progress** trails and trail segments are currently either being designed or under construction.

From the total list of planned, pipeline, and in-progress segments, PEC's Gap Analysis considered the following eight variables:

- Indicator of Potential Disadvantage (IPD) Score³
 - 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

The table shown on page 5 are the top three results from the 9-counties in the region. Each variable received a score between 0-3. The analysis combined these results which led to scores ranging from 5.25 to 35.5. It should be noted that this new tool created by PEC is a living document and will evolve as the network expands over the years. 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. **Analysis and methodology created by:**

3 [Indicators of Potential Disadvantage \(IPD\) Scoring and Analysis](#), DVRPC, 2019

State	County	Trail	Segment Description	Status	Miles	Score
PA	Bucks	Neshaminy Creek Trail	Fulton Ave to Bridgetown Pike	Planned	8.44	21
PA	Bucks	Neshaminy Creek Trail	Route 13 to Maine Ave	Planned	2.12	21
PA	Bucks	Liberty Bell Trail	Main St (Telford) to Perkasie	Planned	4.71	19.5
NJ	Burlington	Delaware Heritage River Trail	Route 130 Bypass to D&R Canal South	Planned	2.51	23.5
NJ	Burlington	Delaware Heritage River Trail	Commerce Lake Boulevard to Jones St	Planned	1.38	23
NJ	Burlington	Delaware Heritage River Trail	Riverton Station to Norman Ave & River Drive	Planned	3.18	22.5
NJ	Camden	Camden County Link	State St to near Memorial Ave	Planned	0.91	32
NJ	Camden	Camden Greenways	Haddon Ave to Newton Ave	Planned	0.33	30
NJ	Camden	Cooper River Trail - South	Baird Blvd.	Planned	0.23	27.5
PA	Chester	Devault-Warner-Paoli	Warner Spur to SRT	Pipeline	5.60	25.75
PA	Chester	Schuylkill to Susquehanna Greenway	CVT Extension to Downingtown - P&T Line	Pipeline	8.60	25.5
PA	Chester	Devault-Warner-Paoli	Paoli to CVT	Pipeline	1.35	24.5
PA	Delaware	Newtown Square Branch	Naylor's Run Trail: Section 6, 7, 8	Planned	2.04	29.25
PA	Delaware	Darby Creek Trail	Cobbs Creek Trail to SEPTA Line	Planned	3.59	29
PA	Delaware	Newtown Square Branch	Naylor's Run Trail: 4, 5	Planned	0.69	24.25
NJ	Gloucester	Dinosaur Trail	Blackwood Rail Trail to Delsea Drive	Planned	3.14	18.5
NJ	Gloucester	Dinosaur Trail	Chester Branch Ck to Rowan University	Pipeline	2.65	17.5
NJ	Gloucester	Harrison - Mullica Hill Trail	Mullica Hill Trail to Chestnut Branch	In Progress	6.33	13.25
NJ	Mercer	East Coast Greenway	Calhoun St. Bridge Connector	Planned	0.19	32.5
NJ	Mercer	Delaware Heritage River Trail	D&R Canal Connector - Cass St. to Union St.	Pipeline	0.23	28
NJ	Mercer	Delaware Heritage River Trail	D&R Canal Connector	Pipeline	0.80	19.5
PA	Montgomery	Liberty Bell Trail	Schuylkill River Trail to Township Line Rd	Planned	6.79	35.5
PA	Montgomery	Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	1.30	28.25
PA	Montgomery	Parkside Cynwyd Trail	City Line Ave to Montgomery Ave	Pipeline	0.47	24.75
PA	Philadelphia	East Coast Greenway	Delaware Ave to Pennsylvania Ave & Joan of Ark Trail	In Progress	2.36	34.25
PA	Philadelphia	Schuylkill River Trail	Wissahickon Gateway	In Progress	0.31	30.5
PA	Philadelphia	Forge to Refuge	Market Street to City Line Ave	Pipeline	2.17	28.25

III. Trail Status as of 2021

In order to achieve the 2025 goal, approximately **98 miles** of trail need to be fully funded or completed in the next four years.

The Circuit Trails completed **8.77 miles** in the Greater Philadelphia Region not counting an additional 17 miles in Berks County and 3.5 miles of trail improvement to the network. This brings the total to 362 miles build in the region. Approximately 40.12 miles are “in progress” and fully funded, meaning that 44 trail projects rights-of-way are secured and design is underway. Completion of the 40.73 miles by 2025 is relatively assured, with about 57 miles of trail that are actively being worked on to reach the goal. 119.78 miles have been identified as in a “pipeline” stage, meaning that although a feasibility study has been conducted for these 87 trail projects, design of the project is not completed, or additional obstacles exist, such as lack of public right-of-way.

In total, there are 159.9 miles of trails that are “in progress” that are either not fully funded or in the “pipeline” stage. If 97.8 of those 159.9 miles could be programmed into DVRPC’s TIP by 2025, the 500 mile goal can be achieved. There are approximately 244 additional miles of Circuit Trails that are “planned”, which means that they are mapped and appear in local, county master plans or trail plans, but the process for conducting feasibility, design and construction has not yet begun. Since the Circuit’s beginning in 2012, more miles have been added to the network, bringing the total potential mileage to 827.

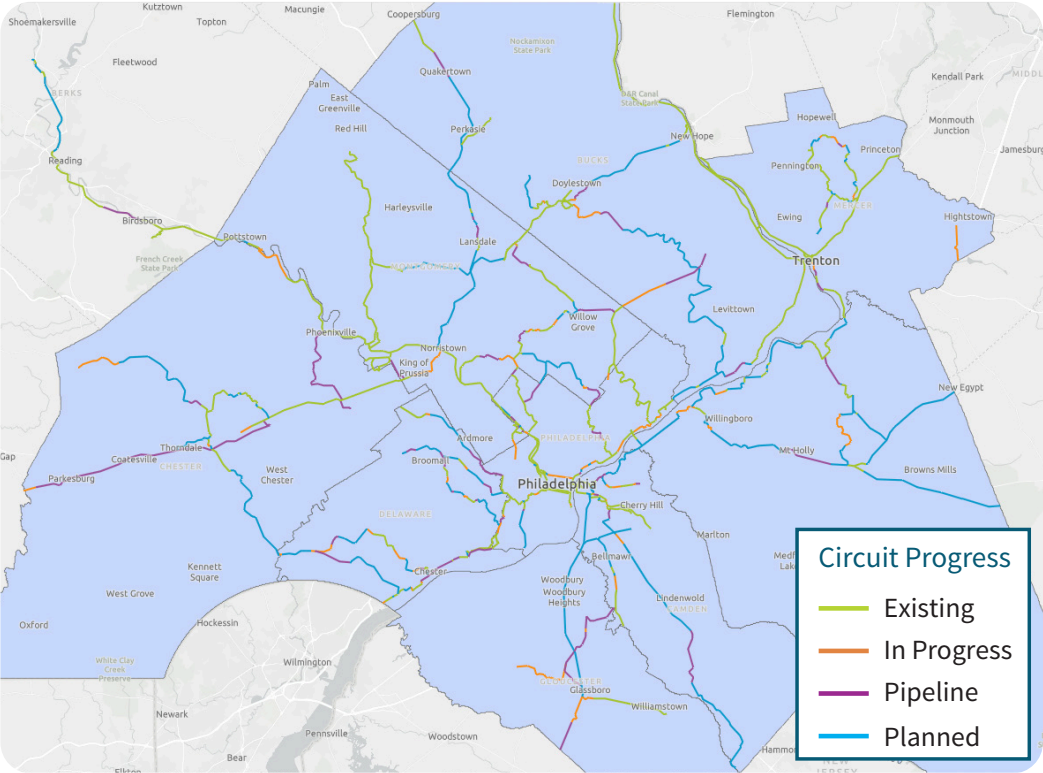
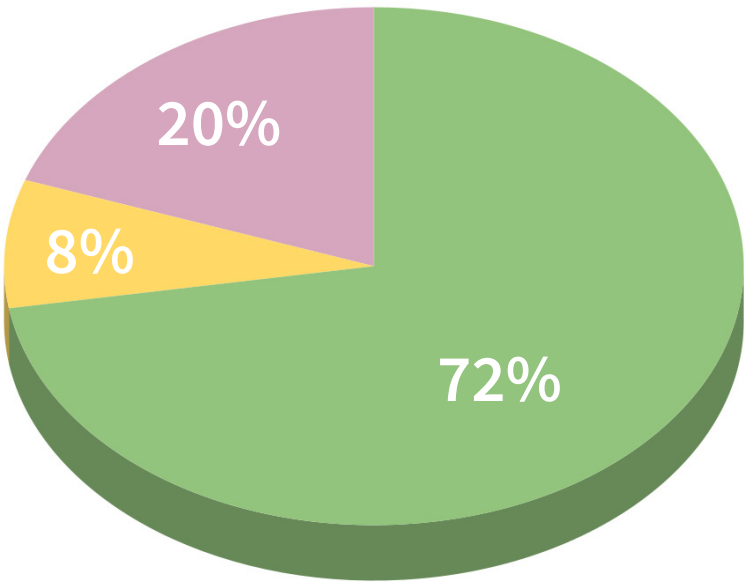
	PA	NJ	Total miles	Total segments
Fully Funded In Progress	23.05 miles	17.07 miles	40.12 miles	44 segments
In Progress	23.23 miles	17.50 miles	40.73 miles	32 segments
Pipeline	83.55 miles	36.23 miles	119.78 miles	87 segments
Total miles of Fully Funded In Progress, In Progress and Pipeline segments	129.83 miles	70.80 miles	200.63 miles	163 segments
Completed miles	271.23 miles	90.80 miles	362.03 miles	201 segments
Completed, In Progress & Pipeline miles	401.06 miles	161.60 miles	562.66 miles	

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

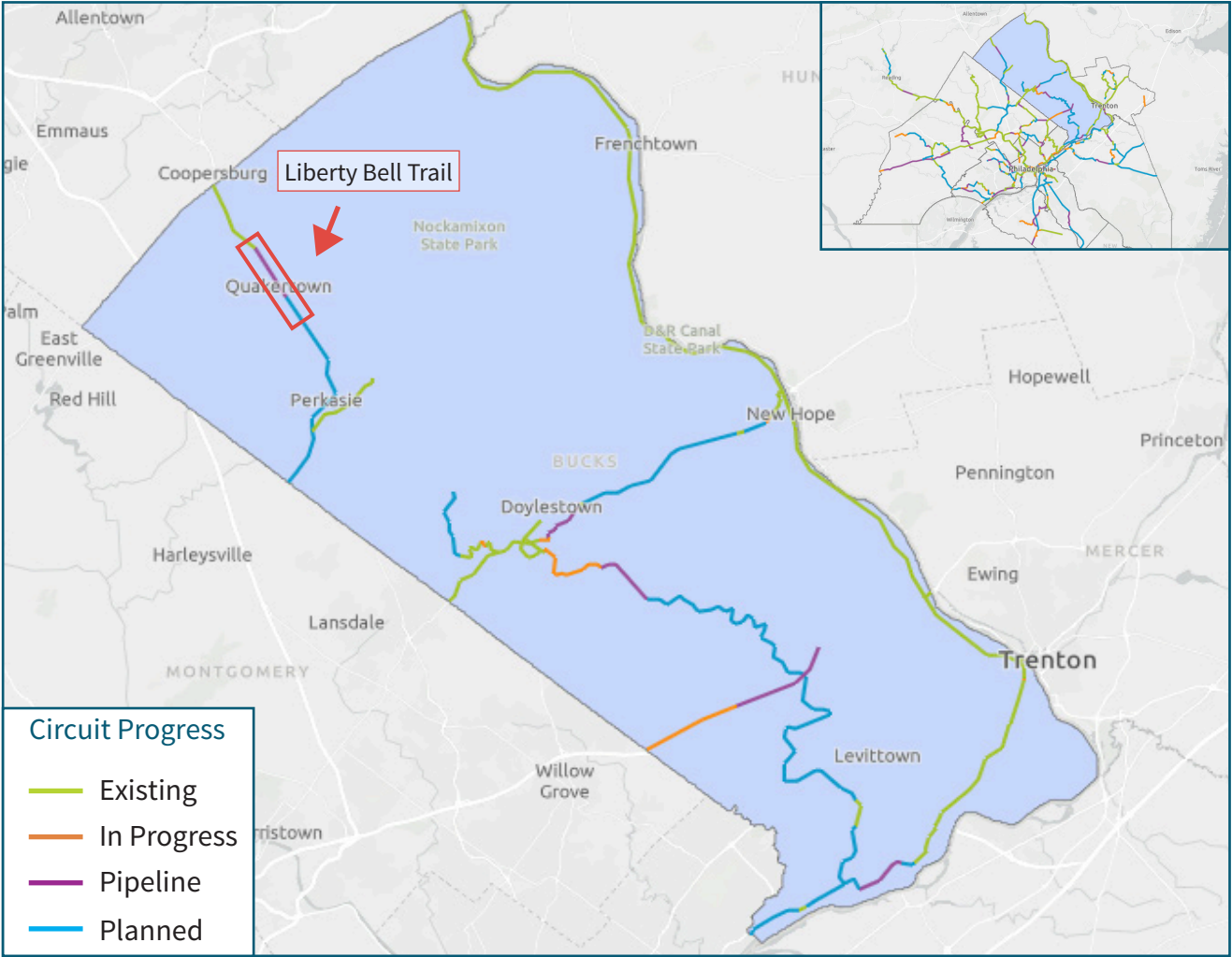
The following lists sort the 119 trail segments that are the "in progress" or "pipeline" categories by county. The table provides the trail segment's name, the trail corridor that it is part of, its mileage and its status. As of 2021, 40.12 miles have been identified as In-Progress and fully funded. Of the 362 miles that are existing, the 40.12 fully funded miles bring the Coalition's goal to 402 of the 500 miles by 2025 goal.

In addition to the list of trail segments, the Circuit Trails Action Team has identified priority trail projects in the 9-county region to reach the interim campaign goal of 500 miles by 2025 and to connect the Circuit's critical gaps. The Action Team's purpose is to build awareness, support and urgency for the completion of the Circuit Trails in the Greater Philadelphia area. The following maps accompany the list of trails for each county, highlight the priority trail segment lead by the county's Action Team and show the Circuit's trail status as of 2021.

- Existing: 362 Miles
- Fully Funded: 40 Miles
- 500 Miles by 2025 Goal: 98 to go!



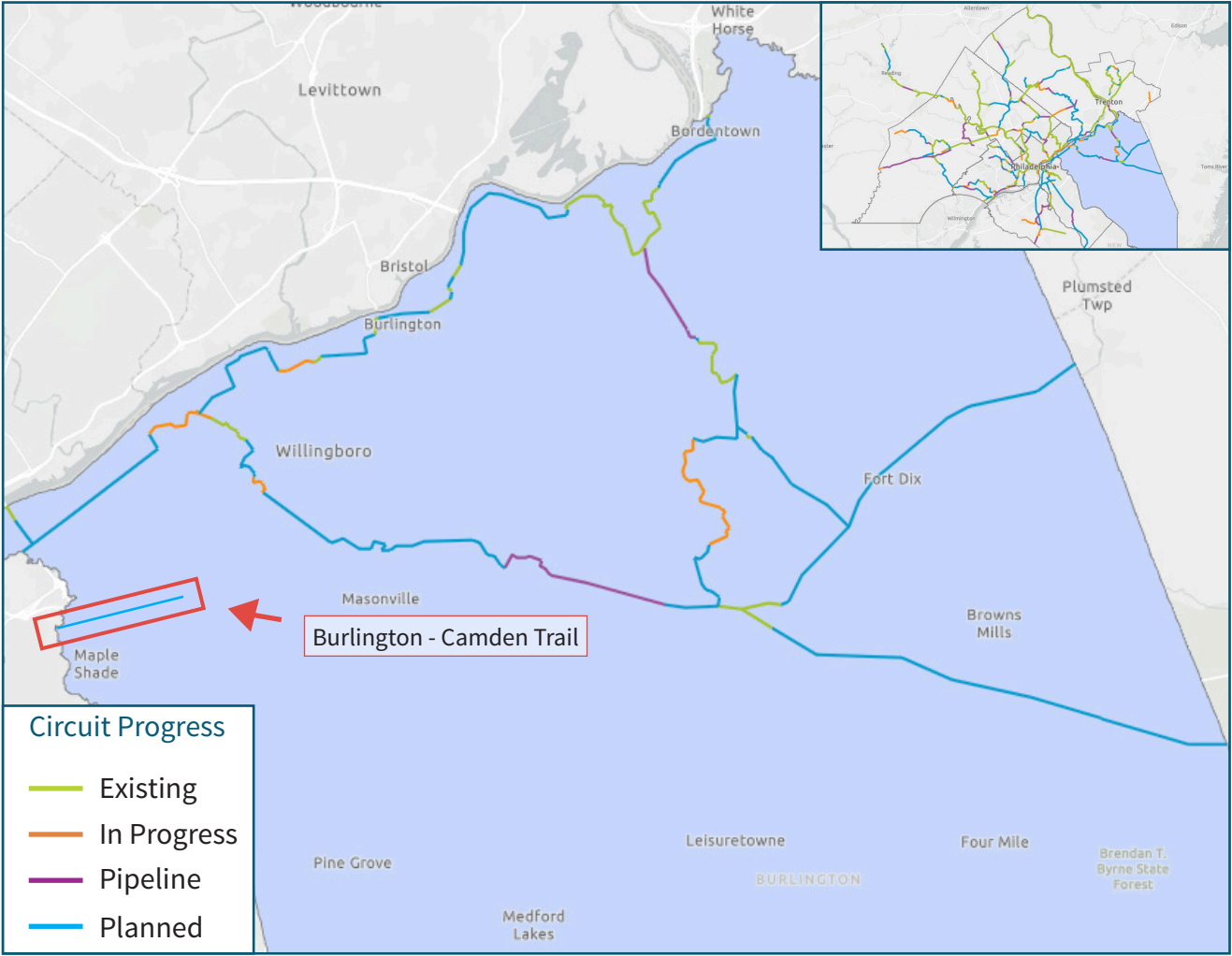
Bucks County



The following table sorts the 15 trail segments in Bucks County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in orange are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team's priority trail project is highlighted in red** in the table below and is shown on the map on page 8.

Trail	Segment Description	Status	Miles
East Coast Greenway	D&L Canal - Bridge Street Crossing	Fully Funded	0.08
Neshaminy Creek Trail	Coleman Parcel to Upper State Road	Fully Funded	0.58
202 Trail	Central Park to Warden Rd	In Progress	0.58
202 Trail	Solebury Trail - W Bridge St to Sugan Rd	In Progress	0.27
East Coast Greenway	Cedar Ave/River Rd to Mill Creek	In Progress	2.21
Neshaminy Creek Trail	611 and Almshouse Road to Central Park	In Progress	1.22
Neshaminy Creek Trail	Valley Road to 611 and Almshouse	In Progress	2.22
202 Trail	Warden Rd to Poole's Corner	Pipeline	2.13
East Coast Greenway	Mill Creek to Mill St	Pipeline	0.62
East Coast Greenway	Neshaminy Creek to Cedar Ave/River Rd	Pipeline	0.80
Liberty Bell Trail	Fairview Ave to Veterans Park	Pipeline	2.53
Liberty Bell Trail	Rich Hill Road to Fairview Ave	Pipeline	2.21
Neshaminy Creek Trail	Dark Hollow Rd to Mill Rd	Pipeline	1.21
Neshaminy Creek Trail	Mill Rd to Valley Rd	Pipeline	1.40
Newtown Rail Trail	Bristol Rd to Newtown Borough	Pipeline	5.86
Total Miles:			23.94

Burlington County

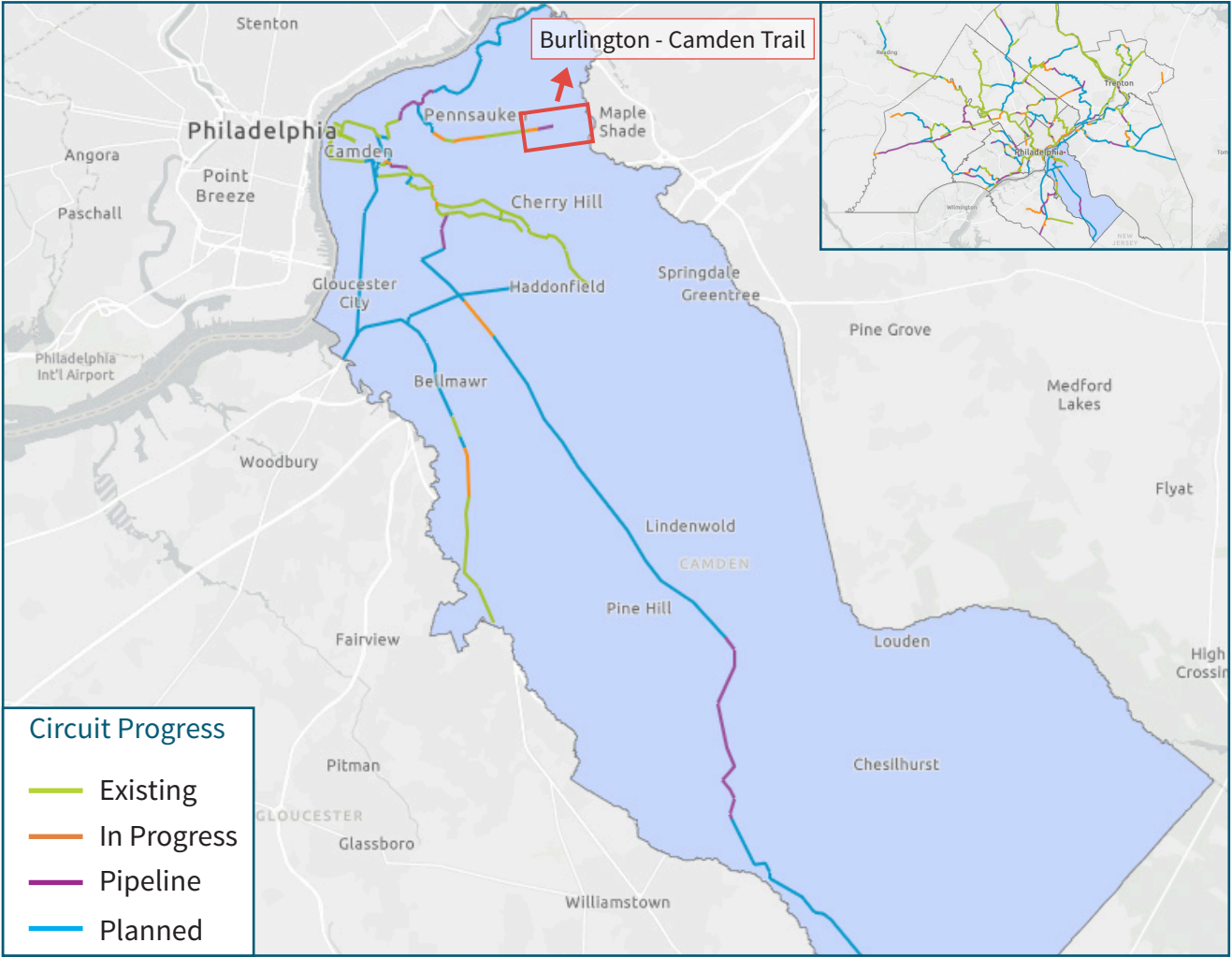


The following table sorts the 8 trail segments in Burlington County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in yellow are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team's priority trail project is highlighted in red in the table below and is shown on the map on page 10.**

Trail	Segment Description	Status	Miles
Arney's Mount Trail	Juliustown Rd to Jacksonville Rd	Fully Funded	2.87
Arney's Mount Trail	Pemberton Rd to Juliustown Rd - Segment 2	Fully Funded	1.49
Delaware River Heritage Trail	Cooper St to Woodlake Park	Fully Funded	1.03
Delaware River Heritage Trail	Norman & River Dr to PA Ave at Rancocas Ck	Fully Funded	1.70
Rancocas Creek Greenway Trail	Pennsylvania Ave to Pennington Park	Fully Funded	0.34
Rancocas Creek Greenway Trail	Creek Road - Anderson Farm to Little Woods	In Progress	2.49
Kinkora Trail	Old York Rd to Village of Columbus	Pipeline	2.63
Rancocas Creek Greenway Trail	Long Bridge Park to Route 206	Pipeline	4.62
Merchantville Trail	Burlington - Camden Trail	Conceptual	N/A
Total Miles:			17.16



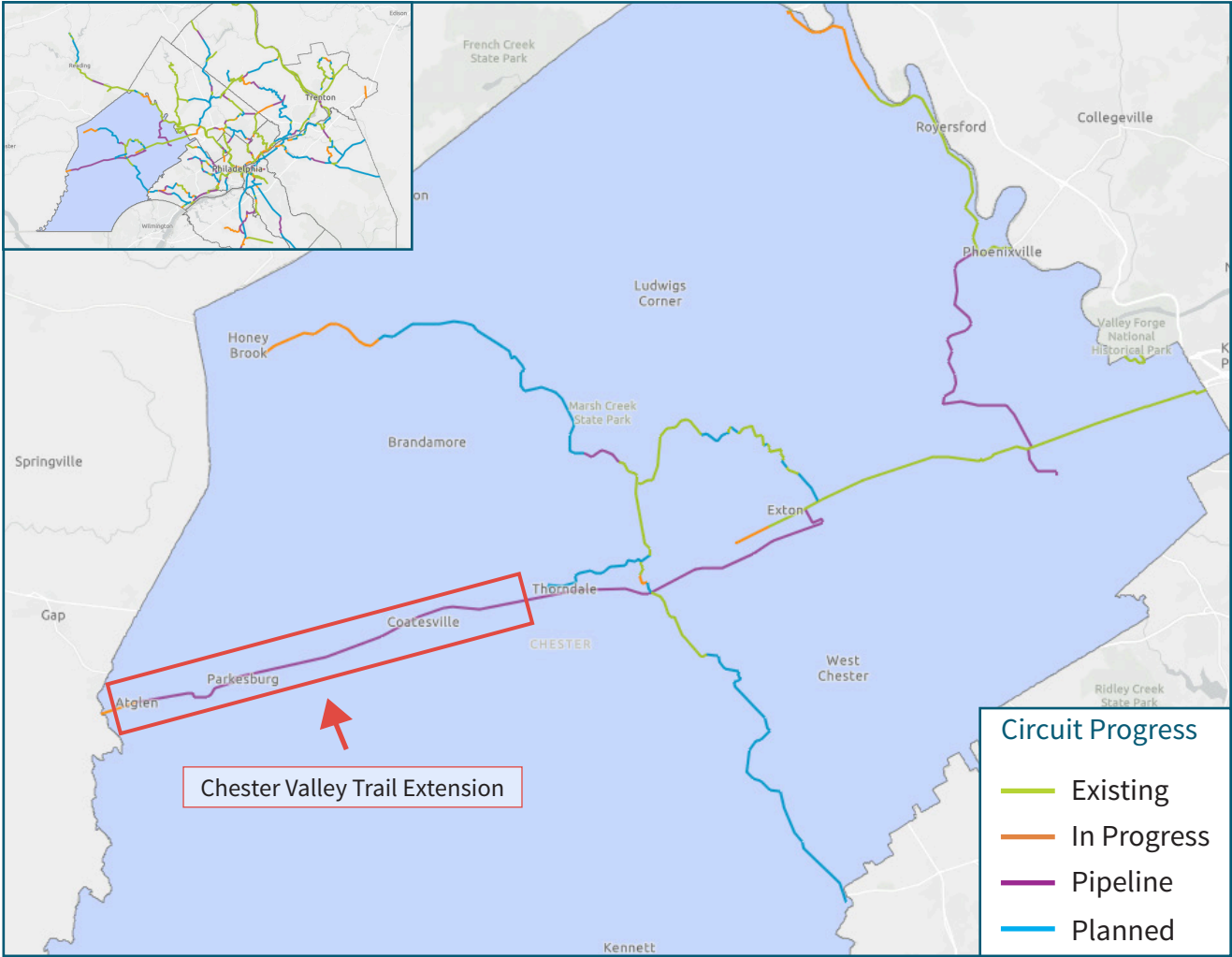
Camden County



Trail	Segment Description	Status	Miles
Camden County Link	Merchant St to Station Ave	Fully Funded	1.08
Gloucester-Mt. Ephraim	Evesham Road to Oak Avenue	Fully Funded	1.18
Merchantville Trail	Cove Rd to Bethel Ave	Fully Funded	0.25
Merchantville Trail	Stockton Park Trail	Fully Funded	0.35
Camden County Link	Cooper River Bridge	In Progress	0.06
Camden County Link	Pub Connector	In Progress	0.10
Camden County Link	Riverbirch Trail	In Progress	0.20
Camden County Link	Somerdale Rd to Wakonda Rd	In Progress	0.45
Camden County Link	Upper Great Egg Harbor Greenway	In Progress	4.73
Camden County Link	Warwick Road to Somerdale Road	In Progress	0.70
Merchantville Trail	N 36th St to Euclid Ave	In Progress	0.57
Camden County Link	Admiral Wilson Blvd Trail	Pipeline	0.50
Camden County Link	Browning Ave to Champion Ave	Pipeline	0.61
Camden County Link	Collings Ave to Oakland Ave	Pipeline	0.89
Camden County Link	Collings-Knight Trail	Pipeline	0.88
Camden County Link	Lower Great Egg Harbor Greenway	Pipeline	7.71
Camden County Link	Route 130 Crossing	Pipeline	0.20
Camden County Link	Schwartz Blvd to Cross Keys Rd	Pipeline	2.02
Camden County Link	Station Avenue to Clements Bridge Road	Pipeline	0.71
Cooper River Trail - South	Baird Blvd.	Pipeline	0.23
Delaware River Heritage Trial	24th Street to Baldwin's Run Tributary Trail	Pipeline	0.68
Delaware River Heritage Trial	Baldwin's Run Trail - Kroc Center	Pipeline	0.22
Delaware River Heritage Trial	Baldwin's Run Trail - Kroc Center to N 36th St	Pipeline	0.31
Merchantville Trail	Bethel Ave to Union Ave (Burlington - Camden Trail)	Pipeline	0.36
Total Miles:			24.98

The following table sorts the 24 trail segments in Camden County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in yellow are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team’s priority trail project highlighted in red** in the table to the left and is shown on the map on page 12.

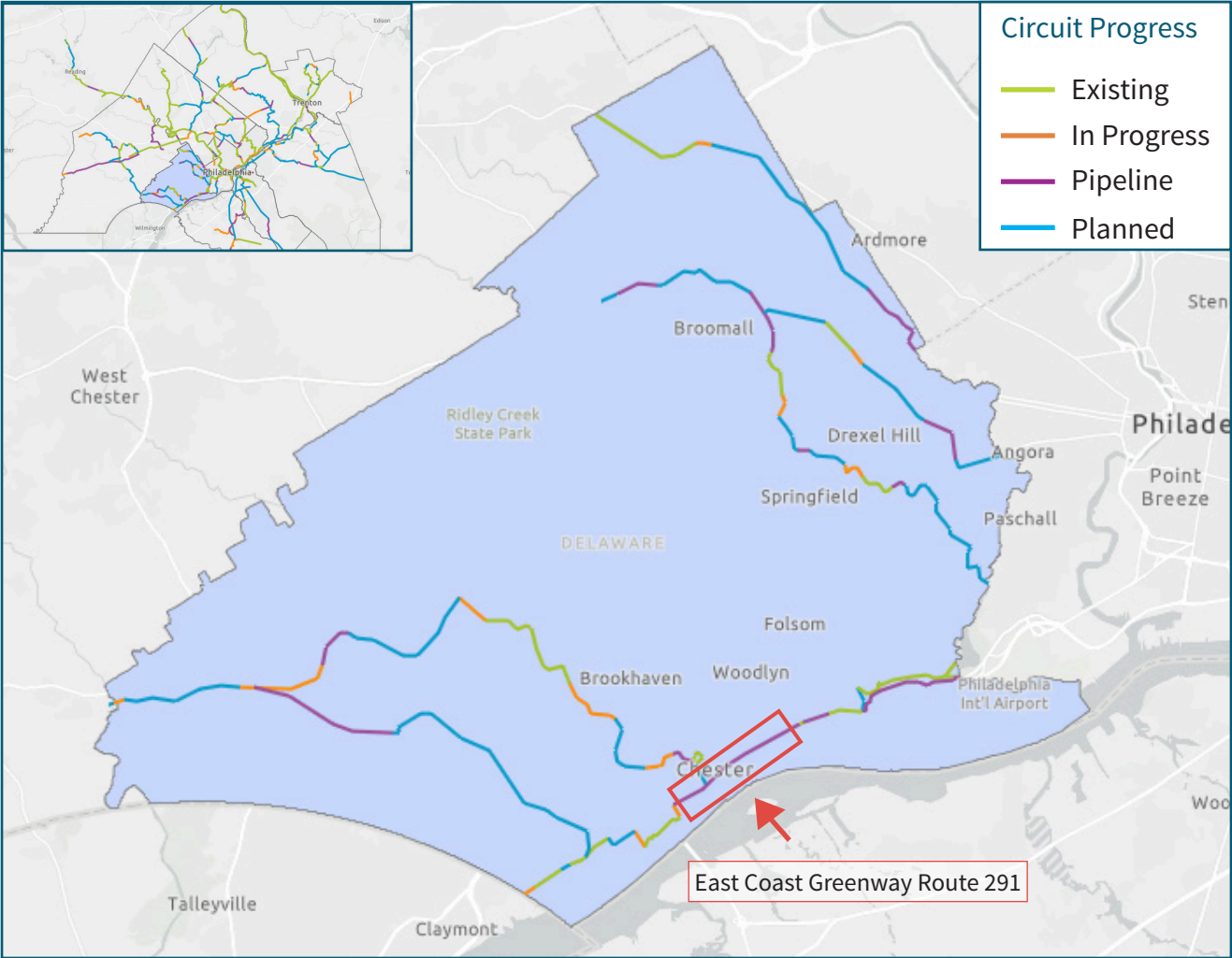
Chester County



The following table sorts the 11 trail segments in Chester County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in yellow are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team's priority trail project is highlighted in red** in the table below and is shown on the map on page 14.

Trail	Segment Description	Status	Miles
Schuylkill River Trail	Parkerford Rd to Route 422	Fully Funded	4.11
Schuylkill to Susquehanna Greenway	Chester Valley Trail - 4a	Fully Funded	1.04
Brandywine Creek Trail	Robbins Road to Johnstown Park	In Progress	0.45
Schuylkill to Susquehanna Greenway	Enola Low Grade	In Progress	2.98
Struble Trail	Chestnut Tree Rd to Honey Brook	In Progress	3.85
Brandywine Creek Trail	P&T Trail to Robbins Road	Pipeline	0.41
Devault-Warner-Paoli	CVT to Devault Line	Pipeline	3.24
Devault-Warner-Paoli	Paoli to CVT	Pipeline	1.35
Devault-Warner-Paoli	Warner Spur to SRT	Pipeline	5.60
Schuylkill to Susquehanna Greenway	CVT Extension to Downingtown - P&T Line	Pipeline	8.60
Struble Trail	Dorlan's Mill Road to Reeds Road	Pipeline	1.24
Total Miles:			32.87

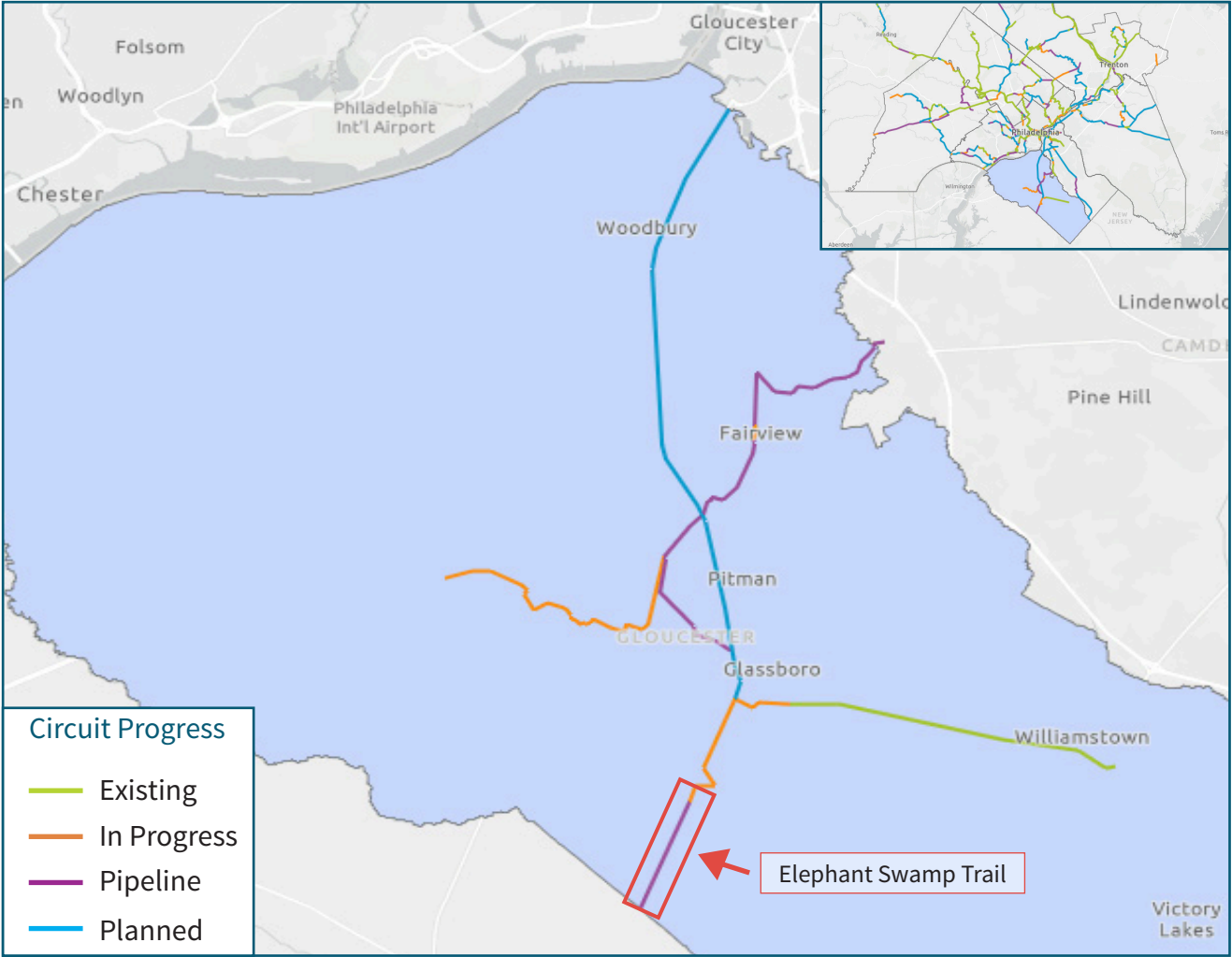
Delaware County



Trail	Segment Description	Status	Miles
Chester Creek Trail	Kerlin St to Incinerator Rd	Fully Funded	0.71
East Coast Greenway	Marcus Hook Bike Lanes-State Line to Braskem Plant	Fully Funded	0.26
Octoraro Trail	Temple Road to Route 202	Fully Funded	1.12
Chester Creek Trail	Bridgewater Rd to Creek Rd	In Progress	1.31
Darby Creek Trail	Baltimore Ave to Kent Park	In Progress	0.27
Octoraro Trail	Concord Road to Temple Road	In Progress	0.85
Chester Creek Trail	Lenni Rd to Wawa Station	Pipeline	0.72
Chester Creek Trail	Preston Place to Kerlin St	Pipeline	0.74
Darby Creek Trail	Darby Creek to Haverford Reserve	Pipeline	0.68
Darby Creek Trail	Pilgrim Park to Merry Place	Pipeline	0.79
Darby Creek Trail	West Chester Pike Underpass	Pipeline	0.24
Darby Creek Trail	West Chester Pike Underpass to Darby Creek	Pipeline	0.50
East Coast Greenway	291/Industrial Highway Trail	Pipeline	2.34
East Coast Greenway	4th Avenue to Jansen Avenue	Pipeline	0.53
East Coast Greenway	Airport Business Park to 4th Avenue	Pipeline	0.52
East Coast Greenway	Chester City 2nd St/Rt. 291 - Norris St to Ridley Creek	Pipeline	1.88
East Coast Greenway	Chester City Highland Ave - 2nd St to Waterfront	Pipeline	0.36
East Coast Greenway	Chester City Norris St - Waterfront to 2nd Ave	Pipeline	0.29
East Coast Greenway	Jansen Avenue to Manor Park	Pipeline	0.72
Forge to Refuge	City Line Ave to Eagle/Wynnewood Rd	Pipeline	1.82
Forge to Refuge	I-476 Underpass to Radnor Trail	Pipeline	0.34
Forge to Refuge	Sproul Rd to I-476	Pipeline	0.30
Garnet Valley Greenway	Clayton Park to Route 202	Pipeline	3.19
JHNWR-Worm Hole-Tinicum	I-95 Wormhole	Pipeline	0.18
JHNWR-Worm Hole-Tinicum	JHNWR to Airport Business Park	Pipeline	0.57
Octoraro Trail	High Trail and Bridge	Pipeline	0.24
Octoraro Trail	Polecat Road to Concord Road	Pipeline	1.12
Octoraro Trail	Ring Rd to Creek Rd (Phase 2)	Pipeline	0.72
Octoraro Trail	Route 202 to Heyburn Road (Phase 1)	Pipeline	1.23
Total Miles:			24.56

The following table sorts the 29 trail segments in Delaware County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in yellow are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team's priority trail project is highlighted in red** in the table on the left and is shown on the map on page 16.

Gloucester County

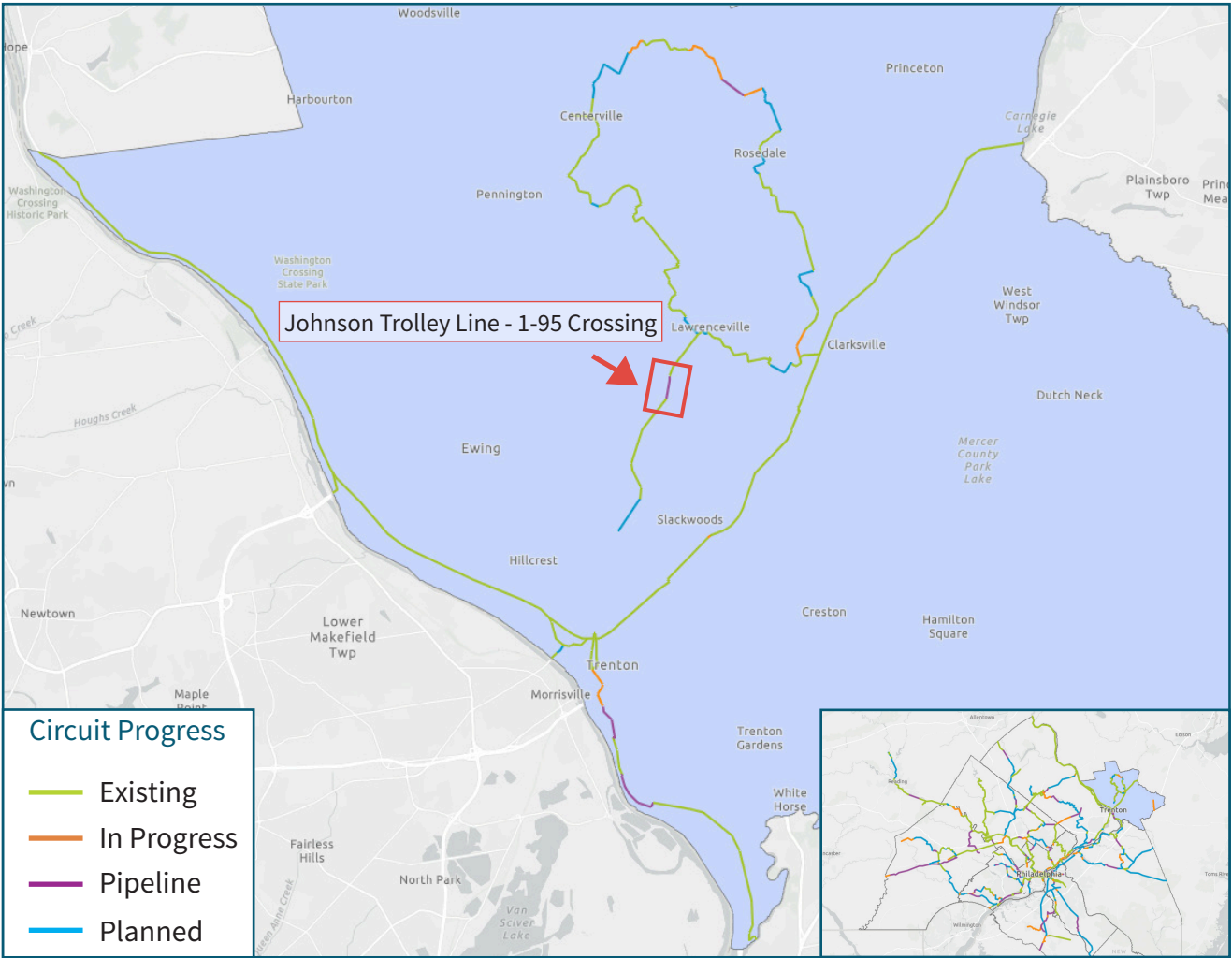


The following table sorts the 10 trail segments in Gloucester County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in yellow are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team's priority trail project is highlighted in red** in the table below and is shown on the map on page 18.

Trail	Segment Description	Status	Miles
Bridgeton Secondary	Sewell St to Elephant Swamp Trail	Fully Funded	1.13
Monroe Township Bike Path	Bridgeton Secondary to Delsea Drive	Fully Funded	3.50
Dinosaur Trail	E College Drive	In Progress	0.32
Harrison - Mullica Hill Trail	Mullica Hill Trail to Chestnut Branch	In Progress	6.33
Bridgeton Secondary	Elephant Swamp Trail	Pipeline	1.18
Dinosaur Trail	Chester Branch Ck to Rowan University	Pipeline	2.65
Dinosaur Trail	Delsea Drive to E College Dr	Pipeline	1.12
Dinosaur Trail	E College Drive	Pipeline	0.32
Dinosaur Trail	E College Dr to Gloucester Light Rail	Pipeline	2.15
Dinosaur Trail	Gloucester Light Rail to Chester Branch Ck	Pipeline	1.14
Total Miles:			19.54



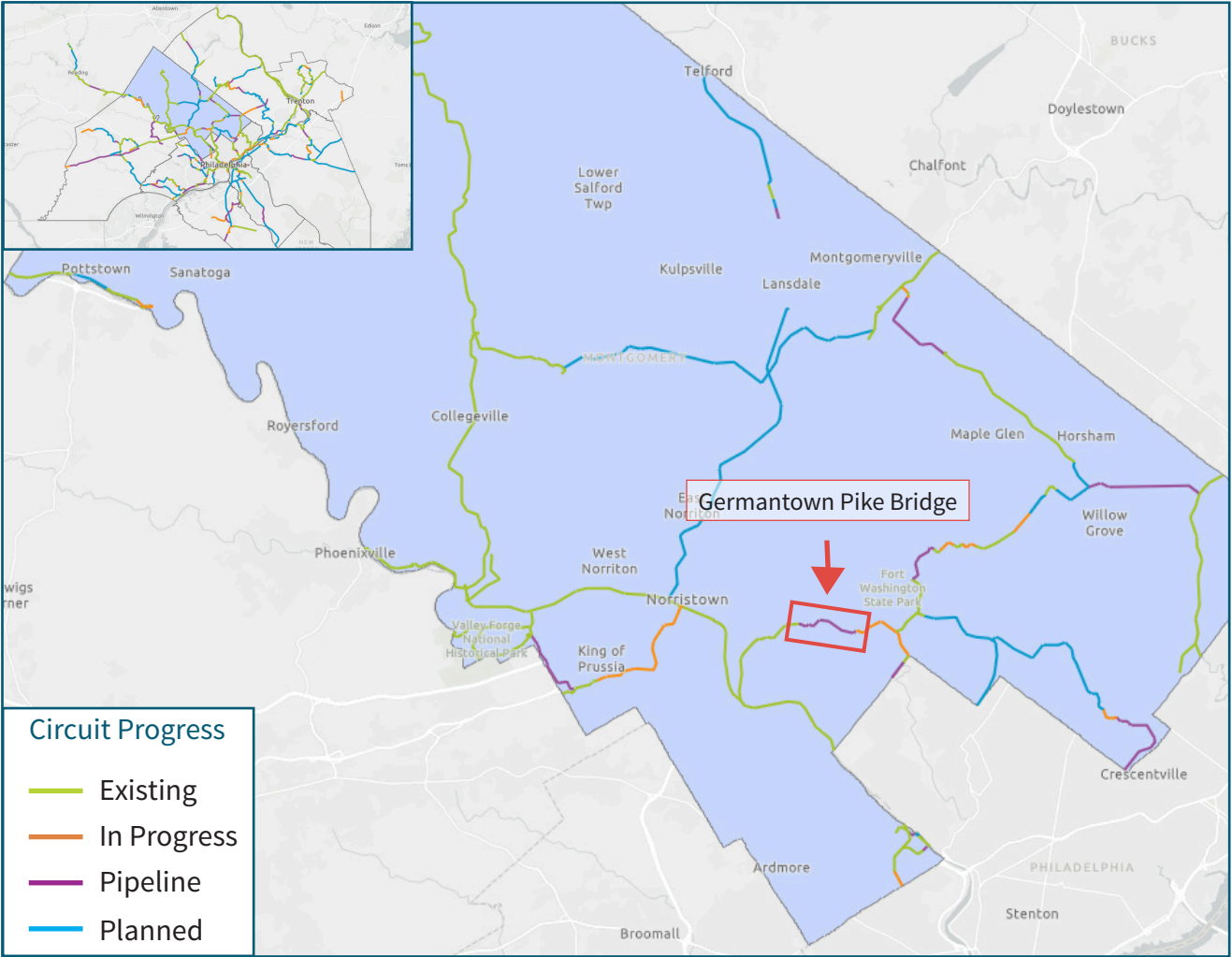
Mercer County



The following table sorts the 14 trail segments in Mercer County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in yellow are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team's priority trail project is highlighted in red** in the table below and is shown on the map on page 20.

Trail	Segment Description	Status	Miles
D&R Canal Trail	Whitehead Road Crossing	Fully Funded	0.05
Delaware River Heritage Trail	D&R Canal Connector - Lalor St. Park to Cass St.	Fully Funded	0.38
Delaware River Heritage Trail	D&R Canal Connector - Union St. to Wellness Loop	Fully Funded	0.77
Lawrence Hopewell Trail	Dyson Tract	Fully Funded	0.51
Lawrence Hopewell Trail	Moores Mill-Mt. Rose Rd/Weldon Way to Bailey Drive	Fully Funded	0.46
Lawrence Hopewell Trail	Mt. Rose East	In Progress	0.93
Lawrence Hopewell Trail	Pretty Brook Road to Province Line Road	In Progress	0.34
Lawrence Hopewell Trail	Province Line Rd to Rosedale Rd	In Progress	0.29
Delaware River Heritage Trail	D&R Canal Connector	Pipeline	0.80
Delaware River Heritage Trail	D&R Canal Connector - Cass St. to Union St.	Pipeline	0.23
Johnson Trolley Line	Eggert Crossing Road to I-95	Pipeline	0.98
Johnson Trolley Line	I-95 Crossing	Pipeline	0.06
Lawrence Hopewell Trail	Cleveland Rd to Petty Brook Road	Pipeline	0.47
Union Transportation Trail	Old York Rd to Mercer St (Route 33)	Pipeline	2.87
Total Miles:			9.12

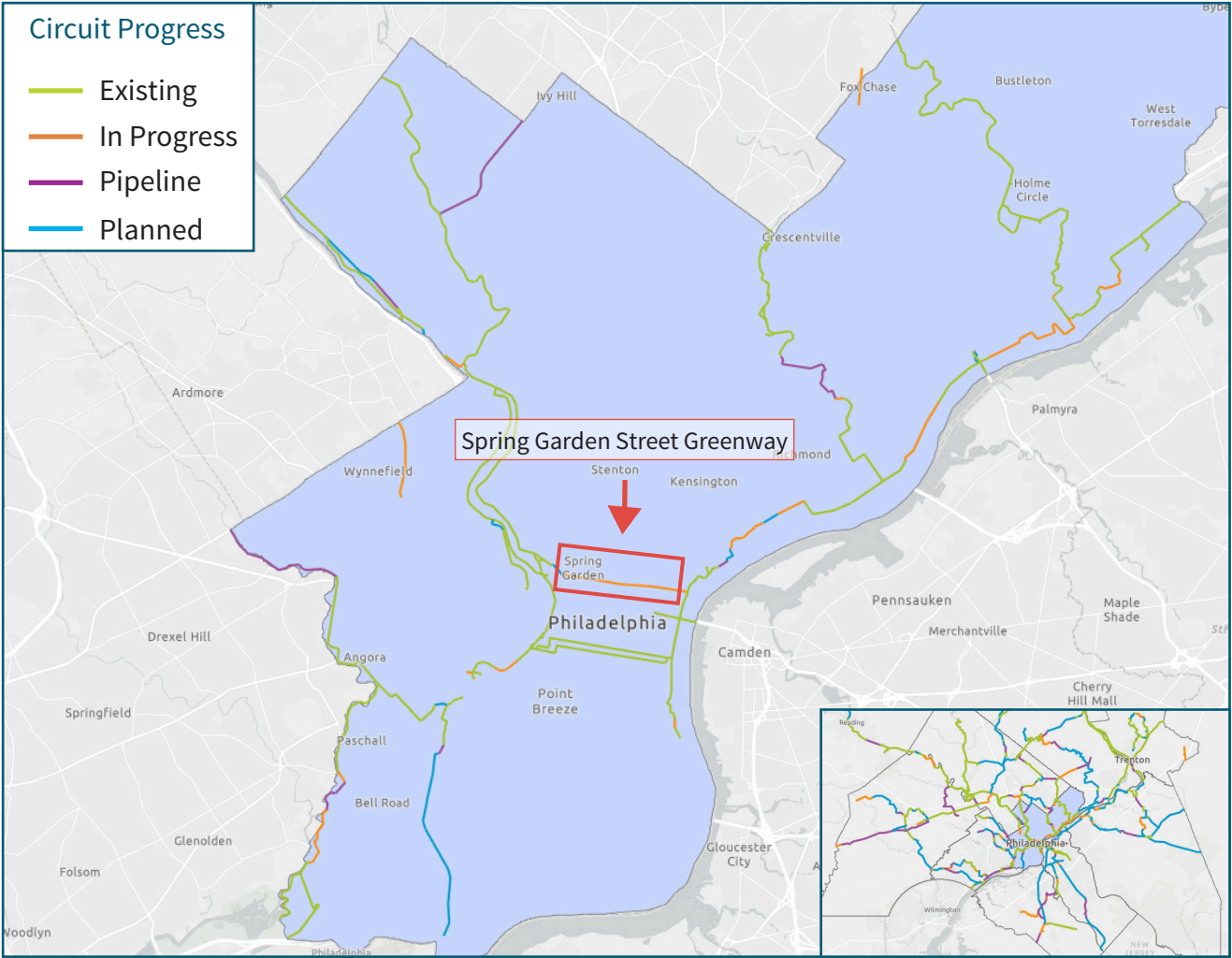
Montgomery County



Trail	Segment Description	Status	Miles
Cross County Trail	Commerce Drive to Pine Run Tributary	Fully Funded	0.56
Cross County Trail	Joshua Road to Wissahickon Trail	Fully Funded	1.13
Cross County Trail	PA 309 Overpass to LifeTime/TruMark	Fully Funded	0.17
Cross County Trail	Pennsylvania Ave to PA 309	Fully Funded	0.43
Cross County Trail	Sesquehanna Rd to Bantry Drive	Fully Funded	0.66
Power Line Trail	Horsham Rd to Montgomery Twp Gazebo Park	Fully Funded	0.13
Power Line Trail	Montgomery Twp Gazebo Park to 202 Parkway Trail	Fully Funded	0.28
Schuylkill River Trail	Route 422 to Sportsplex on Industrial Hwy	Fully Funded	0.66
Schuylkill to Susquehanna Greenway	Chester Valley Trail Extension East - Phase II	Fully Funded	3.75
Tookany-Tacony-Frankford	New 2nd St to Mill Rd	Fully Funded	0.55
Wissahickon Trail	Stenton Avenue Sidepath	Fully Funded	0.81
Pennypack Trail	Shady Lane to Philadelphia County Line	In Progress	0.19
Cross County Trail	Bantry Drive to Near St. Georges Road	Pipeline	0.71
Cross County Trail	Dryden Drive to Welsh Road	Pipeline	0.50
Cross County Trail	Germantown Pike Bridge	Pipeline	0.06
Cross County Trail	Germantown Pike Bridge to Joshua Road	Pipeline	2.04
Cross County Trail	Powerline Trail to Rt 611	Pipeline	0.59
Cross County Trail	Rt 611 to Byberry Rd	Pipeline	2.58
Cross County Trail	Welsh Road to Powerline Trail	Pipeline	0.63
Cynwyd Spur Trail	Cynwyd Spur Trail - The Connely Tract	Pipeline	0.38
Gulph Road Connector	Chester Valley Trail to Valley Forge Loop Trail	Pipeline	2.18
Parkside Cynwyd Trail	City Line Ave to Montgomery Ave	Pipeline	0.47
Power Line Trail	Biwood Rd to Horsham-Montgomery County Line	Pipeline	0.74
Power Line Trail	Gwynedd Township Line to Liberty Bell Trail	Pipeline	3.42
Power Line Trail	Horsham-Montgomery Township Line to Stump Road	Pipeline	1.07
Power Line Trail	Liberty Bell Trail to Gwynedd Township Line	Pipeline	1.64
Power Line Trail	Stump Rd to Horsham Rd	Pipeline	0.73
Tookany-Tacony-Frankford	Ashbourne Ave to Jenkintown Rd	Pipeline	0.77
Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	1.30
Tookany-Tacony-Frankford	Jenkintown Rd to New 2nd Street	Pipeline	0.66
Wissahickon Trail	Northwestern Ave	Pipeline	0.55
Total Miles:			30.31

The following table sorts the 31 trail segments in Montgomery County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in yellow are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team's priority trail project highlighted in red** in the table to the left and is shown on the map on page 22.

Philadelphia County



Trail	Segment Description	Status	Miles
Delaware River Trail	Spring Garden St to Washington Ave	Fully Funded	1.90
East Coast Greenway	Cobbs Creek Connector - Segment B, Phase I	Fully Funded	0.24
East Coast Greenway	Cobbs Creek Connector - Segment D	Fully Funded	0.32
East Coast Greenway	K&T Trail Phase 2	Fully Funded	0.74
East Coast Greenway	North Delaware Ave Extension - Phase 2	Fully Funded	1.14
East Coast Greenway	Richmond Street Bike Lanes - Susquehanna to Lehigh	Fully Funded	0.64
East Coast Greenway	Schuylkill Banks - Christian to Crescent	Fully Funded	0.42
East Coast Greenway	Schuylkill Banks - Gray's Ferry Swing Bridge	Fully Funded	0.10
Fox Chase - Lorimer	Philadelphia County Line to Rhawn St	Fully Funded	0.44
Pennypack Trail	State and Rhawn Crossing	Fully Funded	0.07
East Coast Greenway	Baxter Trail - Police Firing Range	In Progress	0.63
East Coast Greenway	Cobbs Creek Connector - Segment C	In Progress	0.81
East Coast Greenway	Spring Garden Street Greenway	In Progress	2.36
East Coast Greenway	Penn Treaty Park to PECO Substation	In Progress	0.18
East Coast Greenway	Tacony - Holmesburg Gap	In Progress	1.49
Parkside Cynwyd Trail	Parkside & 53rd St to City Line Ave	In Progress	1.29
Schuylkill River Trail	Wissahickon Gateway	In Progress	0.31
Cresheim Valley Trail	Chestnut Hill West Line to Stenton Ave	Pipeline	0.90
East Coast Greenway	Cobbs Creek Connector - Segment B, Phase 2	Pipeline	0.68
Forge to Refuge	Market Street to City Line Ave	Pipeline	2.17
Ivy Ridge Trail	Manayunk Bridge to Ivy Ridge Station	Pipeline	0.57
Tookany-Tacony-Frankford	Torresdale Ave to Castor Ave	Pipeline	1.00
Total Miles:			18.40

The following table sorts the 22 trail segments in Philadelphia County that are the “Fully Funded”, “In Progress”, and “Pipeline” categories by county. The table provides the trail corridor that it is part of, the trail segment’s name, its category, and its mileage. **The trails that are highlighted in yellow are in progress and fully funded**, meaning they have been accounted for in Circuit Trails Coalition’s short-term goal of reaching 500 miles by 2025. In total, there are 40 miles throughout the 9 county region that have been identified as fully funded. **The Circuit Action Team’s priority trail project is highlighted in red** in the table on the left and is shown on the map on page 24.

V. Policy Recommendations

While there are a sufficient number of trail segments that can potentially meet the goal of 500 miles by 2025, the current pace of miles of Circuit Trails being added is unlikely to enable the region to meet that goal. Between 2015 and 2021, 62 miles of new trails were added regionally, which comes to an average of 10.3 miles a year. The Circuit Trails Coalition wants to do what it can to enable this pace to increase.

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

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

Recommendations for DVRPC

1. Program the Circuit into the New Jersey and Pennsylvania Transportation Improvement Programs (TIP).

The TIP is an agreed upon list of specific priority infrastructure projects for the region (each state has their own TIP). The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. In order to reach 500 miles by 2025, there is a need to both increase funding for Circuit related projects and to make them a higher priority. To bring funding for trail projects up to a level that would make it equitably distributed throughout the region, DVRPC must allocate funding for the Circuit Trails projects that are in progress and nearing their fully funded status. DVRPC’s Connections 2050 long-range plan allocated \$1.63 billion for bike and pedestrian projects but lacked a mechanism to program that funding on the TIPs. The TIP has fallen short of promised funds for trails in previous cycles; this recommendation would prevent this issue from occurring years ahead in NJ & PA.

2. Enhance dedicated capacity for trail planning and development.

One of the most frequently cited reasons that some counties and municipalities give for not being able to advance more trail miles is that they do not have enough staff capacity or knowledge to easily procure trail planning, design and construction services.

The hardest and most resource intensive phase of trail development is often designing and engineering the trail and carrying it through permit review and approval process. **Enhancing current capacity at DVRPC or developing a process whereby DVRPC procures consultant services on behalf of municipalities or counties is critical immediately in order to fully avail the region of available federal infrastructure funding.**

3. Create a ROW acquisition team.

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

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

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

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

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

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

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

In Pennsylvania, a proven tool for trail corridor ownership and management is the multi-municipal authority enabled under Pennsylvania’s Municipal Authority’s Act (PA Statutes Title 53, Chapter 56). Lackawanna Heritage Valley Authority is one example. Authorities are granted powers akin to those of municipalities that can be exercised across the boundaries of member municipalities and are often used for the construction and operations of infrastructure such as wastewater treatment plants in order to achieve the efficiencies and cost-savings of collectivization. Parkways, parks and recreation grounds are also considered authorized purposes under this statute. Some Circuit Trails languish, in spite of real and obvious opportunity, due to the lack of an entity prepared to develop, own and operate the trail upon completion. The Circuit Trails Coalition believes that DVRPC should help facilitate the **establishment of Trail Authorities in both Pennsylvania and New Jersey when asked by local municipalities** in order to unlock the economic and community value these trails will bring.

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

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

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

Recommendations for Counties

5. Adopt best practices to advance Circuit Trails.

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

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

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

Camden and Burlington counties each have full time employees who work on trail development, among other responsibilities. Chester County Planning Commission has a full time trail planner and the Chester County Department of Facilities has a capital projects manager who focuses a good portion of their efforts on trails. Chester County’s Department of Parks also oversees maintenance of the three main county trails. The Montgomery County Planning Commission also has a full time trail planner, while the Parks, Trails and Historic Sites Department is responsible for maintenance of the Schuylkill, Perkiomen and Pennypack Trails. Philadelphia has a full time trail planner in its Office of Transportation, Infrastructure & Sustainability and the Parks & Recreation Department maintains many of its Circuit Trails, supplemented by friends groups and community development corporations. Philadelphia has three community development corporations that take the lead on development of its two major trails, the Schuylkill River and Delaware River Trails. Lastly, Philadelphia has a Trails Plan that has been updated annually with its latest version from 2021 available now. **The Circuit Trails Coalition encourages all counties to learn from one another to improve their capacities to advance trail development, including through adoption of these best practices.**

Recommendations for PennDOT

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

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

The PennDOT Connects process is being implemented between District 6 and DVRPC and consequently opportunities to advance Circuit Trail projects are identified when they intersect with capital projects. As of December 2019, PennDOT hired two full time Bicycle-Pedestrian Coordinators for District 6 to assist traffic engineers with the planning and implementation of trails.

Recommendations for NJDOT

Since 2015, New Jersey has built approximately 27 miles of trail within the Circuit Trails network; in order to meet 500 miles by 2025, it needs to build a minimum of 33 more miles. This has prompted the Circuit Coalition to examine Pennsylvania’s practices and policies that have led to advancing the trail network. The following recommendations are focused on ways that New Jersey can increase mileage in the coming years based on that examination.

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

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

³ [PennDOT Connects Implementation Report](#), PennDOT, 2018

Recommendations for NJDOT (con’t.)

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

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

NJDOT should also increase the maximum amount of TASA awards to create more trails that can be used for transportation. Trails can cost as much as \$1 million per mile, and the TASA grant amount is currently set at a soft cap of \$1 million. Out of the 54 miles of Circuit trails in New Jersey that are “in progress” and “in pipeline,” 18 miles are ready for design and/or construction. The demand for TASA funding greatly outstrips what is available on a per project basis.

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



Recommendations for NJDEP

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

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

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

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

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

Recommendations for the Circuit Trails Coalition

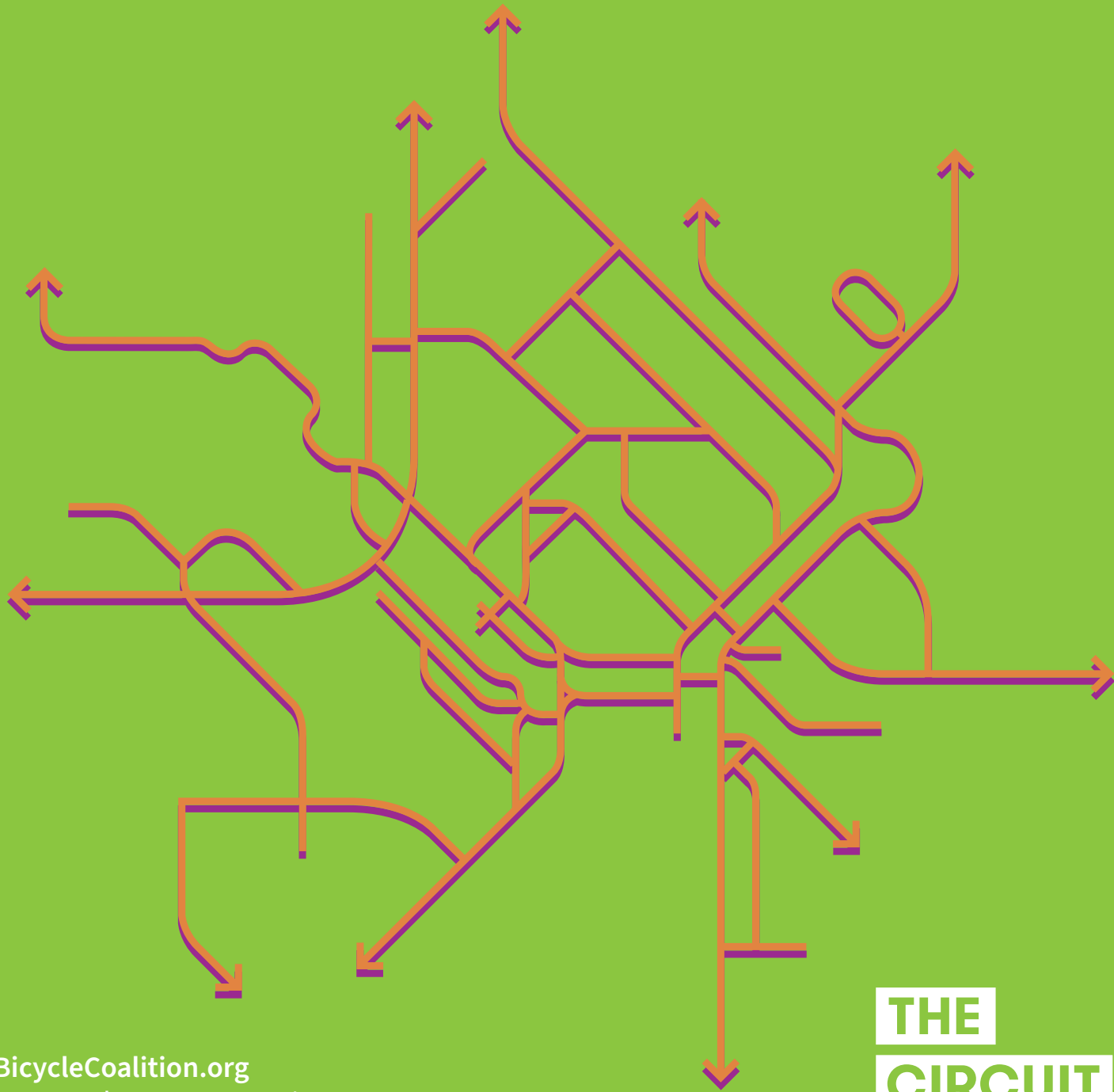
11. Convene stakeholder working groups or task forces around specific trail segments.

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

12. Prioritize particular trails and identify critical gaps.

Obviously, it isn’t easy to prioritize or rank 119 segments, or advance all of them simultaneously. But, the Circuit Trails Coalition does believe that would be useful to **identify those trails that would greatly increase regional connectivity and expose more of the region’s population to riverways, natural resources, and the outdoors through Circuit Trails**. The Circuit Trails Coalition thinks there is merit to highlighting some critical trail gaps to document progress toward enhancing the use of Circuit Trails for recreation and transportation. The criteria that we believe are important to focus on include:

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



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