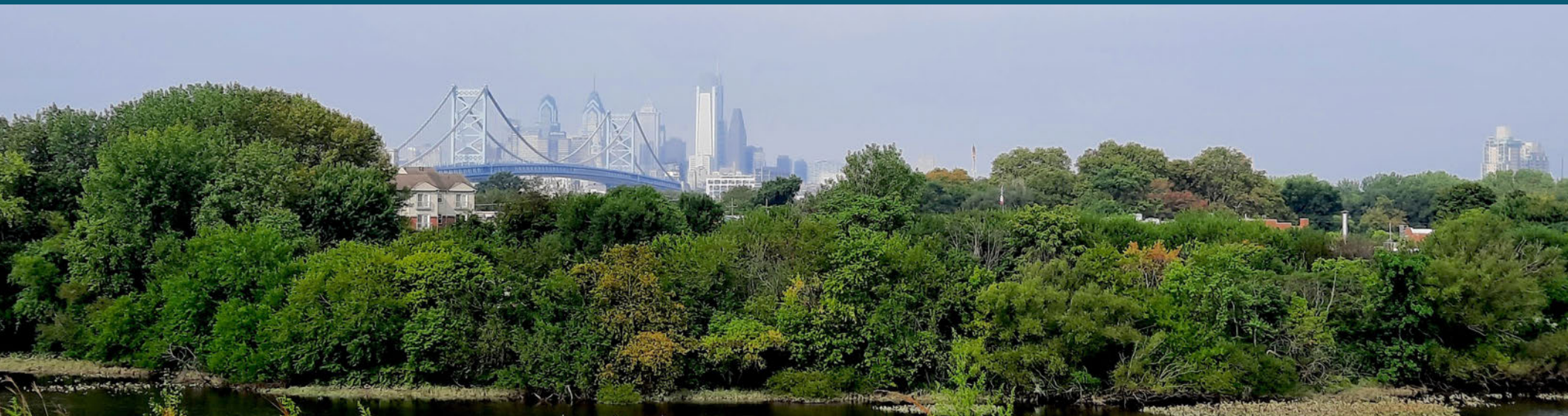


Moving the Circuit Forward to Reach **500 MILES BY 2025**



Strategies to accelerate the completion of the Circuit Trails

5th Edition

**THE
CIRCUIT
TRAILS**

Published by the Bicycle Coalition of Greater Philadelphia on December 2024

A Letter from the Circuit Trails Coalition Chair & Vice Chairs

When the vision for the Circuit Trails was introduced more than a decade ago, we knew how important it was to make it safer and easier for people to walk and bike in their neighborhoods. We knew that creating more trails throughout our region—and connecting those trails to each other and the places people want to go—is what it would take for people to be able to get outside and to get around, whether or not they drive. But we also knew this was a bold vision, and it would take a clear plan to move us forward.

We set a target years ago that we wanted to see 500 trail miles built by the end of 2025, and to complete the entire 800+ mile Circuit Trails Network by 2040. We created the “Moving the Circuit Forward” report to take stock of our progress toward those goals and to outline the actions, policies, and strategies necessary to build and connect more trails, more quickly. It’s a playbook that the entire region can follow.

As we approach our first milestone at the end of 2025, there is a deepening appetite for trails. Recent victories give us momentum and create new opportunities to bring more trails into the pipeline. Many leaders in our region and thousands of their constituents agree with us that trails are not just “nice to have” but “need to have.” For safety. For fun. For transportation. For family. For health. For convenience. For community. For the planet.

One example can be seen in Pennsylvania. Our county commissioners and the metropolitan planning organization committed \$120 million in federal Carbon Reduction Program funds to construct significant trail corridors that create new ways to get outside and get around for our neighbors. Combined with other funding included in the region’s transportation improvement plan, \$278 million is committed to building new Circuit Trail connections in Pennsylvania and New Jersey.

We are grateful for the leaders in our region who are moving the Circuit forward and to the staff at the Delaware Valley Regional Planning Commission who bring these commitments to fruition. The Circuit Trails are a goal within our region’s Long Range Transportation Plan. The commitment and expertise of these leaders and staff are essential to meeting the Circuit Trail Coalitions’ goals, and the transportation goals of our region.

This is progress—and we need more. We have 24 miles left to fully fund or build, in order to reach our goal of 500 miles by 2025. We have the trail projects and the opportunity to get it done. What’s needed is more urgent action from our region’s leaders.

What’s at stake is more than miles. It’s the well-being of the people who live in our communities, the quality of place and the quality of life of our entire region.

“Moving the Circuit Forward” is a plan to get us where we need to go—making it safer and easier for people to move in their communities at a human speed. Connecting with each other. Connecting with nature. And connecting to the places they need to go. Join us in gratitude and join us in demanding “MORE!”

Patrick Starr	Anya Saretzky	Justin Dennis
Circuit Trails Coalition	Circuit Trails Coalition	Circuit Trails Coalition
Chair	Pennsylvania Co-Chair	New Jersey Co-Chair



I. Executive Summaryp.5

II. Backgroundp.6

III. Trail Status as of 2024p.7

IV. Policy Recommendationsp.8

Recommendations for Counties.p.8

Recommendations for DVRPCp.10

Recommendations for NJ State Departmentsp.11

Recommendations for NJDOTp.12

Recommendations for NJDEPp.13

Recommendations for PennDOTp.14

V. Circuit Critical Gapsp.16

VI. Full List of Circuit Trails by Countyp.17

Burlington Countyp.18

Camden County.p.20

Gloucester Countyp.22

Mercer County.p.24

Bucks Countyp.26

Chester Countyp.28

Delaware Countyp.30

Montgomery County.p.32

Philadelphia Countyp.34

VII. Map of Fully Funded Circuit Trails Projectsp.36

VIII. List of Fully Funded Circuit Trails by Countyp.37

This report was prepared by members of the Circuit Trails Coalition, including: John Boyle & Patrick Monahan, Bicycle Coalition of Greater Philadelphia; Daniel Paschall & Sofia Barandiaran, East Coast Greenway Alliance; Tim Brill, New Jersey Conservation Foundation; Chris Sturm & Zeke Weston, New Jersey Future; Patrick Starr, Pennsylvania Environmental Council; Anya Saretzky & Brandi Horton, Rails-to-Trails Conservancy; Justin Dennis, Trust for Public Land and Corey Hannigan, Tri-State Transportation Campaign.

Data provided by the Delaware Valley Regional Planning Commission. Support for this report was provided by the William Penn Foundation.



Moving the Circuit Forward to Reach 500 miles by 2025

I. Executive Summary

The *Moving the Circuit Forward to Reach 500 Miles by 2025* report serves as a clear call to action, emphasizing the most pressing issues facing Pennsylvania and New Jersey in terms of economic development, climate resiliency, mobility and bicyclist and pedestrian safety. The Circuit Trails Coalition has identified strategies and recommendations to accelerate the pace of trail funding and construction that fosters sustainable and equitable growth of the network that improves our quality of life for all residents throughout the Greater Philadelphia and South Jersey Region.

The completion of 500 miles of Circuit Trails by 2025 is not just a short-term goal but a critical milestone that must be achieved by committing to the development of the region’s active transportation network that is safe and accessible for all. Achieving this goal requires not only the implementation of strategies and recommendations tailored to the nine counties, Delaware Valley Regional Planning Commission, key state agencies and municipal governments, but also ongoing collective commitment from all stakeholders to seize this vital opportunity.

To successfully complete 500 miles by 2025, the Circuit Trails Coalition has identified obstacles that are preventing the Circuit Trails from advancing. Over the past 11 years, the Coalition made observations that turned into recommendations for how the region can accelerate the progress of the Circuit Trails network. Previous editions of *Moving the Circuit Forward* effectively outline our short-term goal of completing 500 miles of trail by 2025 and detailing the significant progress we have made to date. **Presently, the Circuit Trails Coalition’s efforts to accelerate trail development has led to the creation of the following strategies and recommendations that were included in previous editions of the report:**

- Recommendations for the Circuit Trails Coalition**
- Convene stakeholder working groups or task forces around specific trail segments.
 - Prioritize particular trails and identify critical gaps.

- Recommendations to Counties**
- Select prioritized Circuit Trails projects and commit to allocating \$10 million annually to each of the New Jersey and Pennsylvania Transportation Improvement Programs.
 - Seek additional project management capacity from State DOTs through TASA (Transportation Alternative Set-Aside) Technical Assistance funds.

- Recommendations for NJDOT**
- Incorporate trail projects into the Complete Streets checklist and better coordinate trail development with the highway planning process.

- Recommendations to PennDOT**
- Provide TASA funds for Technical Assistance for Circuit trail projects from statewide funds.

While the Circuit Trails Coalition has made major strides, our region is at a critical juncture where immediate, strategic actions—backed by state and regional-specific strategies and recommendations—are essential to catalyze further progress of the Circuit Trails network. To reach our goal, urgent action is required across several prioritized areas that have been identified by the Coalition, emphasizing the necessity for collaborative strategic planning and allocation of available funds to accelerate the pace of the Circuit Trails network.

II. Background

In 2013, the Greater Philadelphia region committed itself to the goal of completing 750 miles of the Circuit by 2040 when the Delaware Valley Regional Planning Commission (DVRPC) adopted the Circuit as a regional bicycle/pedestrian project in its Connections 2040 Long-Range Plan.¹ This goal was increased to 800+ miles of completed trails and is embedded in the DVRPC Connections 2050 Plan for Greater Philadelphia, which cited the Circuit as an integral component to the region’s multimodal transportation network.²

The Circuit Trails Coalition is comprised of 60+ member organizations and is governed by representatives of those organizations on a [14-member steering committee](#) that works in collaboration with state and local agencies, Pennsylvania and New Jersey departments of transportation (DOT) and DVRPC to hasten the development of the Circuit Trails, marketing the network to the public and highlighting the Circuit’s multiple benefits.

In order to ensure that the region is on track toward its 2040 goal, the Circuit Trails Coalition set an ambitious short-term goal in 2017 of completing 500 miles by 2025, which was cited in DVRPC’s 2021 long-range plan.³

Throughout 2018 and 2019, elected officials of each county in the DVRPC region publicly supported this goal in the form of county resolutions passed by each governing body. Similarly, volunteers who support the Circuit Trails asked their township 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.

¹ DVRPC (2013), [Connections 2040 Plan for Greater Philadelphia](#), Pg. 106

² DVRPC, (2021) [Connections 2050 Plan for Greater Philadelphia Policy Manual](#), Pg. 30

³ DVRPC, (2021) [Connections 2050 Plan for Greater Philadelphia Policy Manual](#), Pg. 72-73

In 2020, the Circuit Trails Coalition rallied support across the region to urge all county commissioners to prioritize the connectivity of trail and active transportation networks. Residents throughout the region became [Circuit Citizens](#) to help advance the development of the network by advocating for the completion of trail projects and to help work toward the Coalition’s short-term goal of completing 500 miles of trails by 2025. Today, there are 11,360 members who receive the latest developments and events on the Circuit Trails and 1,440 Circuit Citizens who engage with the Circuit Trails Coalition’s advocacy efforts to help accelerate trail development.

This report is the fifth edition of an inventory and set of recommendations prepared by members of the Circuit Trails Coalition to identify segments that could contribute to reaching the 500 miles by 2025 goal. There are three important resources that guide the Circuit Trails Coalition toward tracking progress and building out the Circuit.

The first resource is maintained by staff from the DVRPC. They maintain an interactive map of the Circuit with 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 resource is maintained by the Pennsylvania Environmental Council (PEC). In 2021, PEC published the [Circuit Trails Gap Analysis](#) which categorized the **In Progress**, **Pipeline** and **Planned** trail segments through an analytical approach that ranked them based on potential equity impact if constructed. In 2022, PEC released its [interactive online viewer of the Gap Analysis](#) which is updated twice a year.

The third resource is a database maintained by PEC called the Trail Implementation Manager (TIM), which provides a more detailed tracking of Circuit Trail segmentation and alignment, and includes the ability to track detailed information about stakeholders, managing agencies, and obstacles

III. Trail Status as of 2024

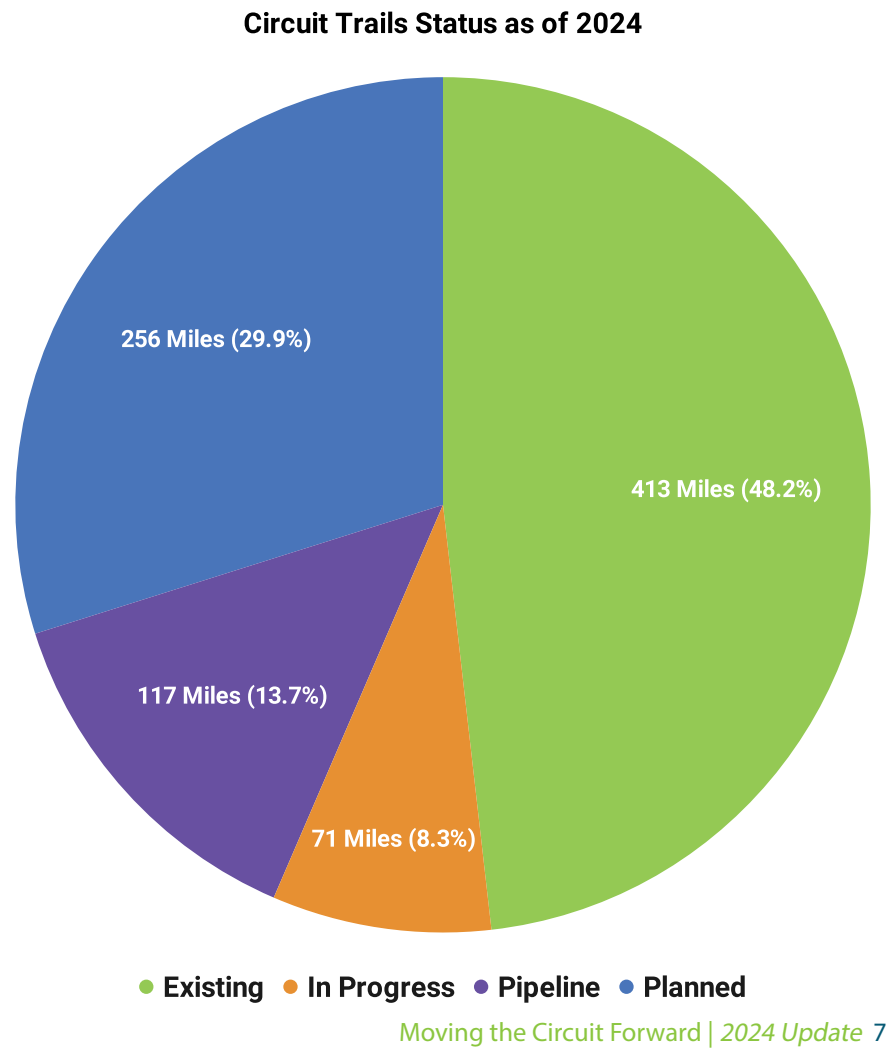
The Circuit Trails completed **10 miles** in the Greater Philadelphia and South Jersey areas. This brings the total to **413 miles of existing trails** across the network, including Berks County. An additional **63 miles are fully funded** as of August 2024, meaning that 79 trail projects rights-of-way are secured and construction is anticipated.

In order to achieve the 500 miles by 2025 goal, approximately **24 more miles of trail need to be fully funded or completed by the end of 2025**. For each of the 9 counties, the Circuit Trails Coalition has identified trail projects that it believes are ready for federal, state or local funding.

In 2024, the Circuit Trails Coalition established the New Jersey and Pennsylvania Trail Development Committees that provide support and coordinate with the 9 counties and their priority Circuit Trails projects. Additionally, the Coalition has shifted to holistic trail development that includes more intentionality on trail maintenance and equitable programming and access, given many more miles to maintain, steward and activate.

If the Greater Philadelphia and South Jersey area is to reach the short-term goal of reaching 500 fully funded or completed miles of Circuit Trails by 2025, **each of the nine counties will need to fully fund or construct an additional 2.6 miles by the end of 2025**.

to assist in identifying opportunities to accelerate the development of the network. The TIM also provides users the ability to produce detailed downloadable reports of information included in the tool.



IV. Policy Recommendations

In the Greater Philadelphia and South Jersey areas, trails and active transportation networks are essential infrastructure for equitably addressing the most pressing issues facing Pennsylvania and New Jersey’s economic development, climate resiliency, mobility and bicyclist and pedestrian safety.

While there are a sufficient number of trail segments to reach the goal of 500 miles by 2025, the current pace of trail funding and development on the Circuit Trails is insufficient. **Between 2015 and 2024, 90 miles of new trails were added regionally, which comes to an average of 10 miles a year.** In this report, the Circuit Trails Coalition identifies a number of strategies and recommendations to accelerate the pace of trail funding and construction.

To successfully reach the goal of 500 miles by 2025, the Circuit Trails Coalition has identified obstacles that are slowing down or preventing Circuit Trails from advancing. The Circuit Trails Coalition convenes regularly, sharing knowledge and information about how the two states and nine counties work to develop trails. Over the years, the Coalition has made observations that have developed into recommendations as to how the region can accelerate the progress of the Circuit Trails network.

We offer these policy recommendations tailored to the various entities that impact the Circuit Trails, including: the nine counties, DVRPC and key state agencies and municipal governments. These recommendations address identified obstacles and support counties and municipalities toward accelerating the development of the Circuit Trails.

Recommendations for Counties

- **Establish a working group in partnership with the Circuit Trails Coalition, the state DOTs and the county board members of the Delaware Valley Regional Planning Commission to select the county’s priority Circuit Trails projects ([see full lists of projects by county on pg. 17](#)) in preparation for the state’s draft Transportation Improvement Programs.**

The NJ and PA TIPs--the states’ transportation improvement programs--are the regionally agreed-upon list of specific priority infrastructure projects for the four counties of South Jersey and five counties of Southeastern Pennsylvania. Each TIP lists all projects for which federal funds are designated, along with non-federally funded projects that are regionally significant. Once federal funds have been allocated toward a project, it is considered to be programmed onto the TIP.

There are three types of federal funding that trails are eligible for: **formula funding** that is allocated to state DOTs and Metropolitan Planning Organizations on a “formula basis”, **competitive or discretionary funding** for which project sponsors apply and are selected through a competitive process, and Congressionally appropriated funding. A comprehensive list of formula and competitive funding programs are available at this page entitled [Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds](#) prepared by U.S. DOT. Additionally, Rails-to-Trails Conservancy manages a comprehensive guide to new funding sources for trails that can be accessed here: railstotrails.org/funding.

1. Formula Funding Programs: There are several formula funding programs that are available for Circuit Trails projects, including, but not limited to:

- Carbon Reduction Program (CRP),
- Surface Transportation Block Grant Program (STBG),
- Congestion Mitigation Air Quality (CMAQ),
- Recreational Trails Program (RTP), and
- Highway Safety Improvement Program (HSIP)

2. Discretionary or Competitive Grant Programs: Sponsors can apply for federal funds from, among others:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE),
- Reconnecting Communities Program,
- Safe Streets and Roads for All (SS4A),
- Active Transportation Infrastructure Investment Program (ATIIP),
- Coastal Zone Management (CZM), and
- Transportation Alternatives Set-Aside (TASA)

3. Community Project Funding Requests: Project sponsors can ask Members of Congress to provide funding through the federal appropriation process. Congressionally Directed Spending Projects also get included onto the TIP.

Recommendations for Counties (con’t.)

By our count, 33 Circuit Trails projects were programmed on each of the recently updated TIPs (10 in New Jersey, 23 in Pennsylvania) that list projects from 2023 to 2028. In total, \$278 million has been allocated toward these projects (\$62 million in New Jersey and \$216 million in Pennsylvania) between the period of time shown above.

We urge the New Jersey county members of Delaware Valley Regional Planning Commission to work in conjunction with their State DOTs to allocate \$10-\$20 million of federal funds annually from the discretionary programs listed above toward priority Circuit Trail projects that the counties select for programming onto the TIP.

Recommendations for DVRPC

- **Designate funds for Circuit related projects through federal funding sources and create a process for counties in New Jersey to select their priority projects to be programmed on the TIP.**

DVRPC’s Connections 2050 long-range plan identifies the target allocations and resulting revenue for each funding category including \$1.6 billion for bike and pedestrian projects over the 29 year period,⁴ which is 4.5% of the total allocated amount for Major Regional Projects. In Pennsylvania, the Circuit Trails Coalition convened meetings with the Southeast Pennsylvania County Commissioners and County Planners to select priority Circuit Trails projects that are in progress and nearing their fully funded status to receive discretionary federal funding. A process was created between the PA counties and DVRPC to program their priority projects on the recently updated PA TIP by allocating a total of \$216 million for 23 projects.

In New Jersey there is a need to develop a process with the counties that will program Circuit related projects that are in progress and nearing fully funded status that equates to the total allocated amount listed for bike and pedestrian projects in the long-range plan.

- **Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regional major regional bicycle/pedestrian projects.**

In order to understand if 4.5% of its funded transportation investments (as stated in the Connections 2050 Process and Analysis Manual Board Adopted Version) is truly going toward bicycle/pedestrian projects, **DVRPC should appropriately tag or benchmark projects that are**

⁴ DVRPC, (2021) [Connections 2050 Plan for Greater Philadelphia Policy Manual](#), Pg. 157

Recommendations for DVRPC (con’t.)

exclusively “bicycle/pedestrian improvements” in the two TIPs to accurately track TIP funding by mode. Currently, DVRPC does tag projects as bicycle/pedestrian in its online “search” feature, but it’s not possible to tabulate the full amount of funding that those projects comprise. Also, DVRPC does not tag projects as multimodal where significant bicycle/pedestrian improvements are included.

Recommendations for NJDOT and NJDEP

- **Successful trail programs in other states are underpinned by strong relationships between the state’s transportation and public open space governing agencies. To accelerate the pace of trail development in New Jersey, we recommend NJDOT and NJDEP develop closer working relationships by:**

- Coordinating another NJ Trails & Greenways Summit, co-sponsored by DEP and DOT.
- Developing a shared definition of trails (recreation) vs. shared multi-use paths (transportation) based on design standards
- Developing a regional trail corridor designation process to support the development of multi-county projects, similar to what is employed in PA
- Developing a formal partnership to sponsor federal or state grant applications for designated regional trail corridors and provide greater early design funding to support project development
- Growing the project pipeline for trails by sponsoring applications for multi-county projects and providing early funding to help projects initiate more quickly.
- Coordinating all trail, bike ped, and active transportation planning processes led by both agencies

Recommendations for NJDOT

Staffing and Funding

- **Promote the Local Bicycle and Pedestrian Planning Assistance Program.** Currently, the program is not promoted at all, making it challenging to learn about and access. Promoting the program and highlighting case studies of its previous projects will create demand for more funding and staff support, which is critical before IIJA and BIL funds expire to ensure the strongest leverage ratio and impact possible.
- **Create opportunities for technical assistance and capacity support for local project sponsors, such as through one of the following approaches:**
 - **Add regional active transportation and trail coordinators.** NJDOT could fund the positions through its annual budget or by using 5% of its allocated Technical Assistance funding that is part of the Transportation Alternatives Set-Aside Program (TASA) to fund these positions.
 - **Increase the scope and capacity of the DOT on-call consultants** for local governments to conduct trail project planning and feasibility studies, design, and project implementation.

Planning

- **Adopt a statewide trails (i.e. shared-use path) network plan as part of the DOT Bicycle and Pedestrian Master Plan.** This plan should include a list of priority statewide and regional trail corridors, should be developed through a robust public process that build on the network visioning led by advocates, municipalities, counties, and MPOs, and should include measurable goals and benchmarks for constructing new bike/ped infrastructure in the master plan.
- **Utilize the DOT Long-Range Transportation Plan for 2050 and State Transportation Improvement Program to allocate formula funding to trails projects.** Despite increasing demand, trail development is hampered by the challenges of securing limited competitive grant funding. NJDOT should follow the [precedent](#) recently set in the DVRPC-PA FY2025 TIP, where about \$120 million of Carbon Reduction Program funds were programmed for Circuit Trails projects over twelve years, and use the LRTP and STIP to unlock more formula funds for trails.
 - Make trail development a priority in the Long-Range Transportation Plan for 2050.
 - Update scoring criteria for project inclusion in the STIP to better prioritize active transportation, equity, safety, and carbon reduction.
 - Work with MPOs and Counties to identify priority trail projects for formula fund allocation.
 - Prioritize spending under the Carbon Reduction Program explicitly for trails. Prioritize other formula funds for active transportation and trail connectors.

Recommendations for NJDOT (con't.)

- **Adopt a Reconnecting Communities Policy recognizing the injustices caused by transportation infrastructure that disconnects communities.** Identify priority locations for reconnection and implement restorative measures such as pedestrian and bicycle bridges, road diets, sidewalks, shared-use paths, and where appropriate, highway decommissioning.
- Pursuant with the Department’s Complete Streets Policy, complete and publish a checklist of pedestrian, bicycle and transit accommodations for new and retrofit transportation facilities, and publish documentation where exemptions have been granted.

Recommendations for NJDEP

Projects

- **Work with Circuit partners to develop a high-profile trail corridors in the DVRPC region to complement the state’s investments in the Essex-Hudson Greenway.** By committing to an entire corridor, the State enables neighboring municipalities to think more intentionally about trail connections to that corridor, and often complete complementary public space and public realm improvements along segments in their communities.

Staffing and Funding

- Increase Recreational Trails Program staffing and funding to \$10 million statewide; the maximum size of the individual awards should be increased, and the restrictions should be eased. This will allow grantees to use the funds to study, plan, design, construct, and maintain trail facilities. New funding for this program could result from increases to the state budget, or moving funds from existing programs specifically for activities related to expanding and improving active transportation, trail, and open active recreation facilities.

Planning

- **Streamline the trail planning process by developing easy-to-use checklists and resources for completing applications and providing pre-application assistance to municipalities and counties seeking to utilize such funds.**

Planning

- **Pursuant to the Statewide Comprehensive Outdoor Recreation Plan, update the NJ State Trails Plan to emphasize active transportation.** Developed through a robust public process, this plan should prioritize network connectivity and equitable access, encourage sustainable alternatives to motor vehicles (e.g. walking, cycling, micromobility), utilize trails and multimodal connections to expand the reach of transit, and prioritize trail development as an essential part of both open space conservation and clean transportation.

Recommendations for PennDOT

Enhance coordination of Circuit trail projects that intersect with PennDOT state road projects

- 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 projects. 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. **We recommend on-going coordination with members of the Circuit Trails Coalition and enhancing PennDOT’s strategy to include trail projects in addition to bicycle and pedestrian projects when reviewing considered projects.**

- To advance this partnership, the Circuit Trails Coalition recommends coordination with DVRPC and PennDOT District 6 in creating a mapping tool to identify upcoming projects that overlap with Circuit Trails (both existing and future trails), which should be reviewed through the PennDOT Connects and other planning processes in order to consider any additional design changes that could further advance trail and trail connector development and safety for people biking and walking.

Additionally, the mapping tool should include PennDOT District 6 projects that overlap with Circuit projects, planned and existing, which need review for advancing trails and bike/pedestrian connections to and from the trails.

- **Establish an ongoing communications plan between PennDOT District 6, DVRPC, and the Circuit Trails** to periodically review and flag any overlapping projects with ample time for the project teams to make necessary changes to support the advancement of the Circuit Trails in each project.

Additionally, there needs to be an established process and an on-going communications plan between PennDOT District 6 and the Circuit Trails Coalition to ensure any potential design changes are flagged with enough time for the project teams to make necessary changes to support the advancement of the Circuit Trails in each project.



V. Circuit Critical Gaps

In 2017, the Bicycle Coalition of Greater Philadelphia evaluated the impact the trails have on residents in the 9-counties that make up the Greater Philadelphia and South Jersey area. This analysis was defined as the Community Impact Score and was based on equity, length, population and connectivity. 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 is the [Circuit Trails Gap Analysis](#).

From the total list of planned, pipeline, and in-progress segments, PEC's Gap Analysis considered the following eight variables (note: the "Fully Funded - In Progress" segments were not included in the analysis, as they were classified as "existing"):

- Indicator of Potential Disadvantage (IPD) Score
- 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. **The analysis combined these results which led to scores ranging from 0 to 36, where 0 is the most minimal potential equity impact if a trail is constructed and 36 is the biggest potential equity impact.**

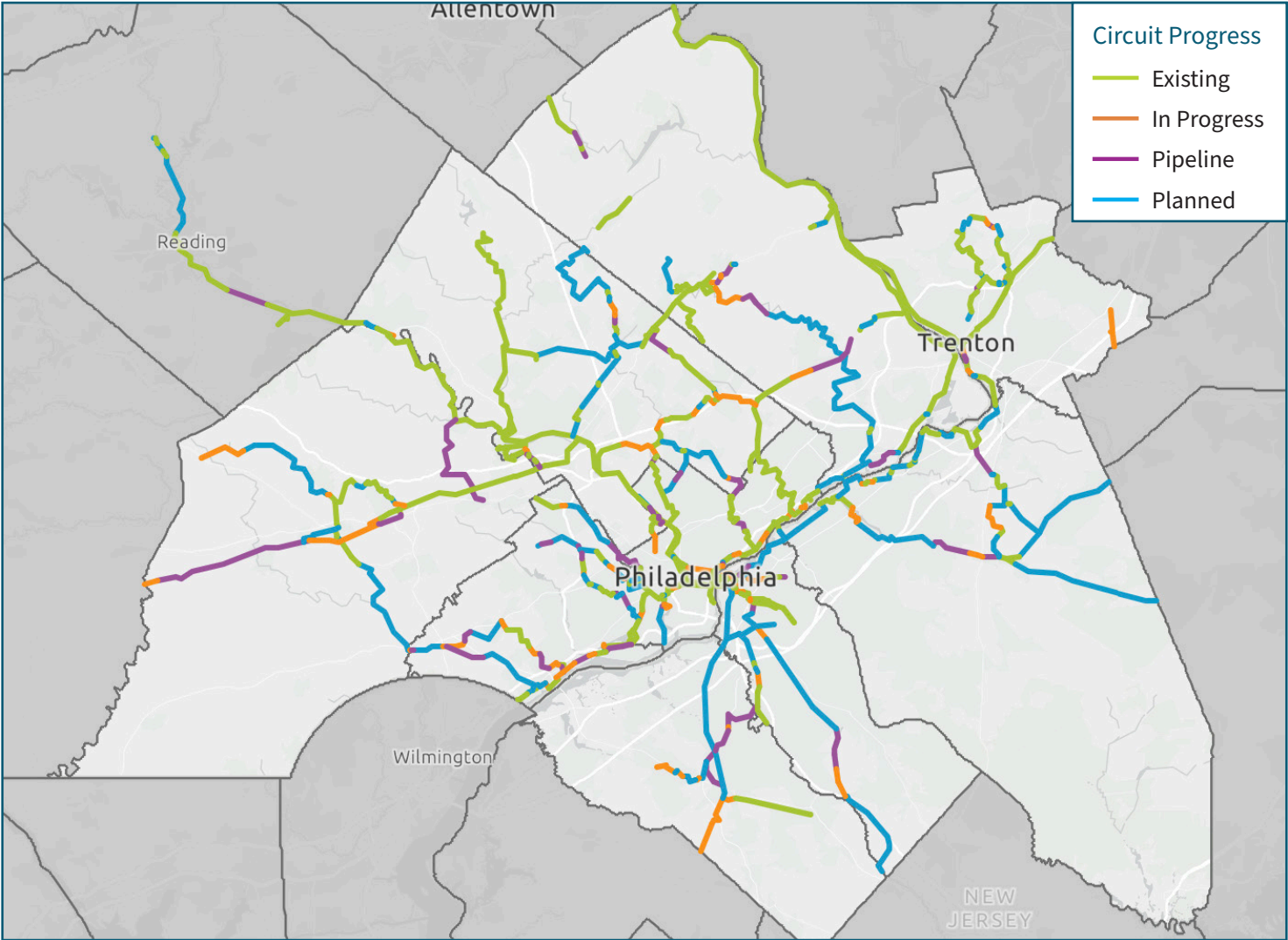
As the Circuit Trails Coalition continues to advocate for the development of trail projects to reach 500 miles by 2025, the Gap Analysis is a useful tool for advocates and practitioners who promote trail development, apply for project funding, and push forward trail projects. The following lists of trails by county include each trail segment's score. An interactive map that will be continually updated twice a year is [available online](#) in addition to the report that was published in 2022.

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. The Coalition urges counties to steer their county resources of staff and capital funding to trail segments in priority municipalities. It's crucial to reject the "low hanging fruit" paradigm that favors higher capacity communities with greater local resources. The Circuit Trails Gap Analysis provides a means of steering into disadvantage and need. **Analysis and methodology by:**

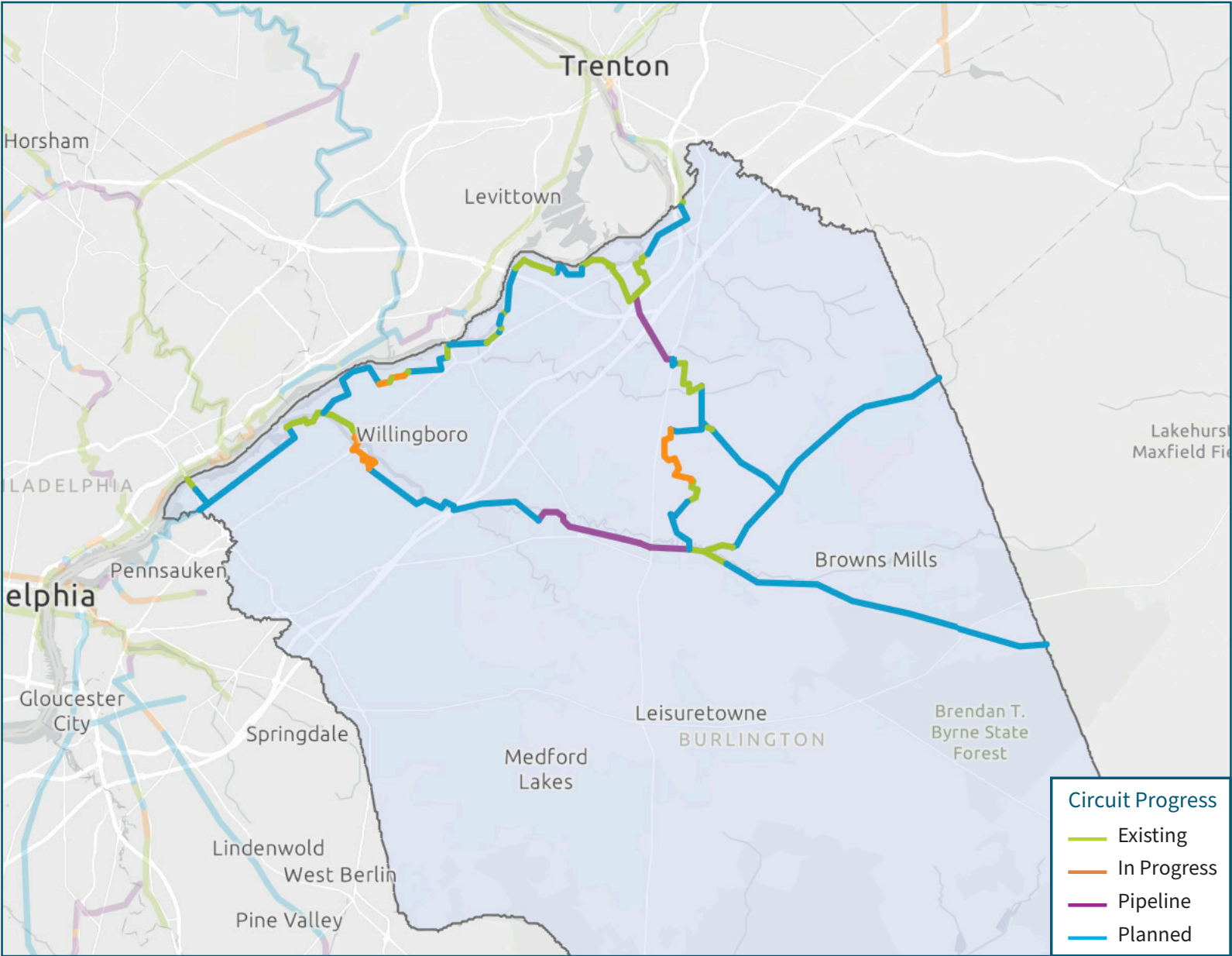


VI. Full list of the Circuit Trails by County

The following lists sort the trail name, the trail segment that it is part of, trail status, its mileage, and its priority score. **In total, there are 25.63 miles that are In Progress and 95.23 miles in Pipeline throughout the Greater Philadelphia Region.** Of the 413 miles that are existing and the 63 fully funded miles ([see lists of fully funded projects by county on pg. 36](#)), **there are 24 miles that need to be fully funded or completed to reach the Circuit Trails Coalition's goal of 500 miles by 2025.** An interactive web map of the network's status [can be accessed here](#).



Burlington County

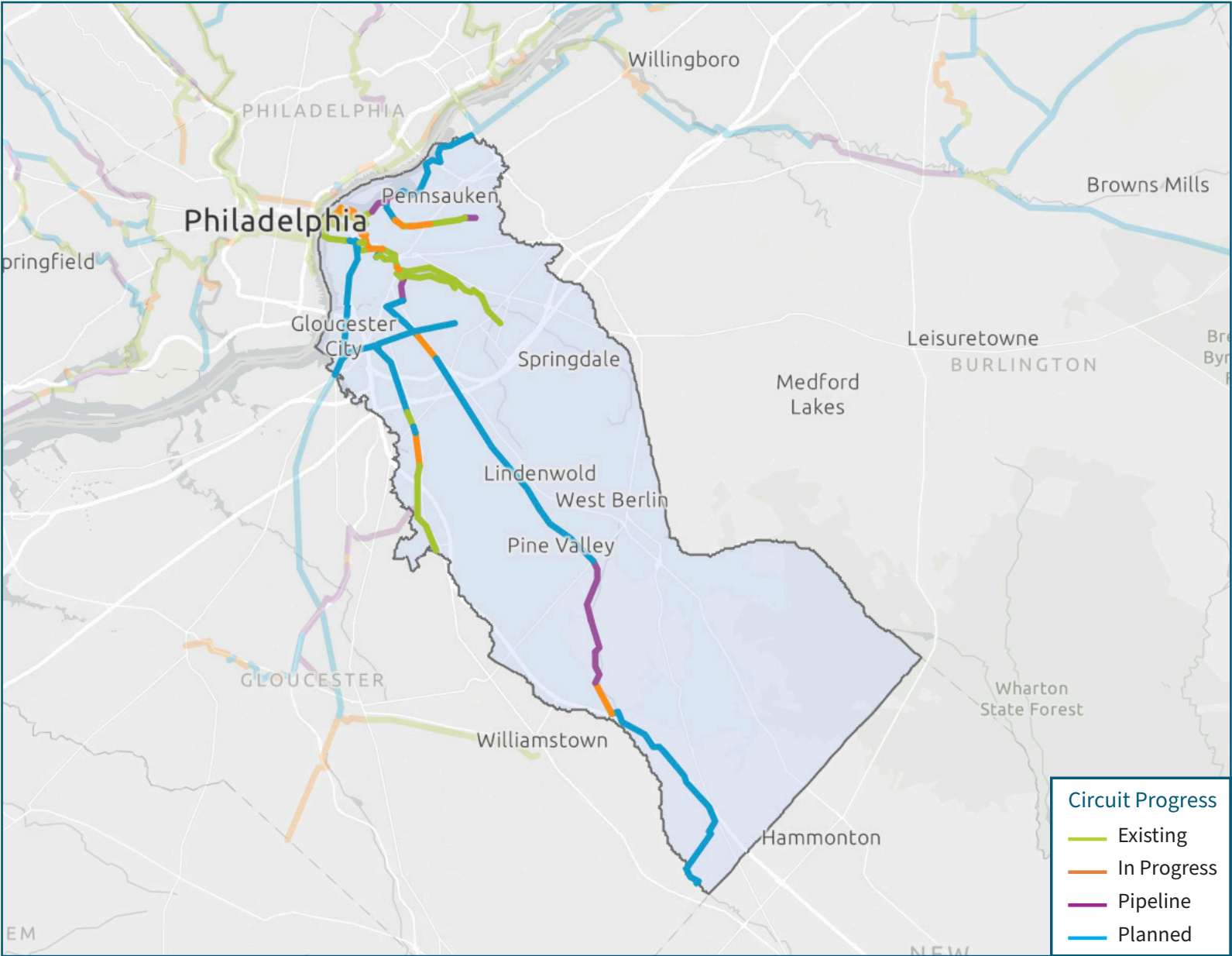


The following table sorts the 2 trail segments in Burlington County that have been identified as projects that have not reached fully funded status that are In Progress and Pipeline status. Additionally, the [Gap Analysis Score](#) is listed to identify priority projects that require action to reach 500 miles by 2025.

Trail	Segment Description	Trail Status	Miles	Priority Score
Rancocas Creek Greenway Trail	Long Bridge Park to Route 206	Pipeline	4.62	22.25/36
Kinkora Trail	Old York Rd to Village of Columbus	Pipeline	2.71	8.25/36
		Total Miles:	7.33	



Camden County



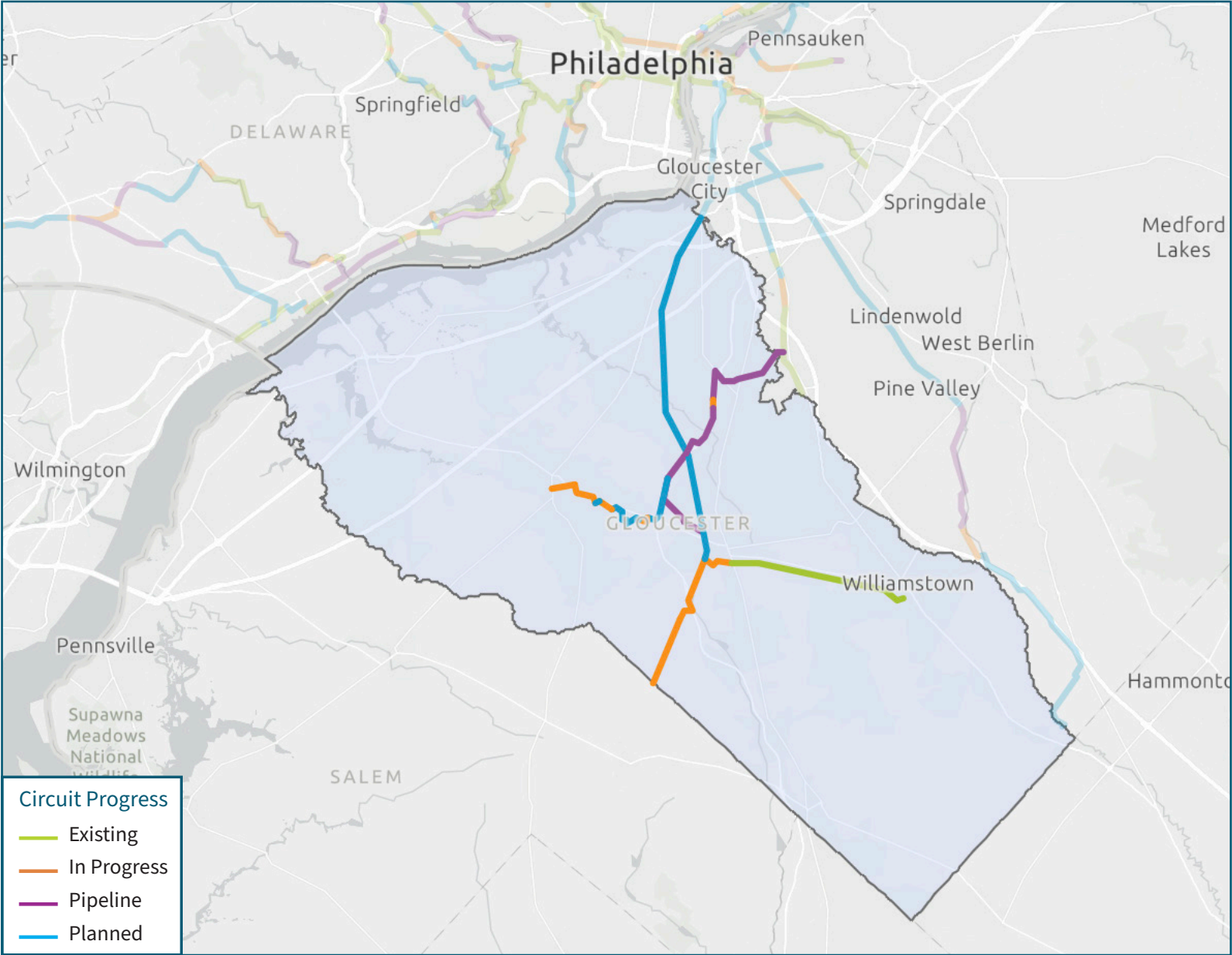
The following table sorts the 6 trail segments in Camden County that have been identified as projects that have not reached fully funded status that are In Progress and Pipeline status. Additionally, the [Gap Analysis Score](#) is listed to identify priority projects that require action to reach 500 miles by 2025.

Trail	Segment Description	Trail Status	Miles	Priority Score
Merchantville Trail	N 32nd St to N 36th St	In Progress	0.18	24.5/36
Delaware River Heritage Trail	Cramer Hill Park to Baldwin's Run Tributary Trail	Pipeline	0.7	19.5/36
Camden County LINK Trail	Upper Great Egg Harbor River Greenway	Pipeline	4.72	16.5/36
Delaware River Heritage Trail	Baldwin's Run Trail	Pipeline	0.53	15/36
Camden County LINK Trail	Cooper River Trail South to Collings Ave	Pipeline	0.88	25.5/36
Merchantville Trail	Bethel Ave to Union Ave	Pipeline	0.35	15/36
Total Miles:			7.36	



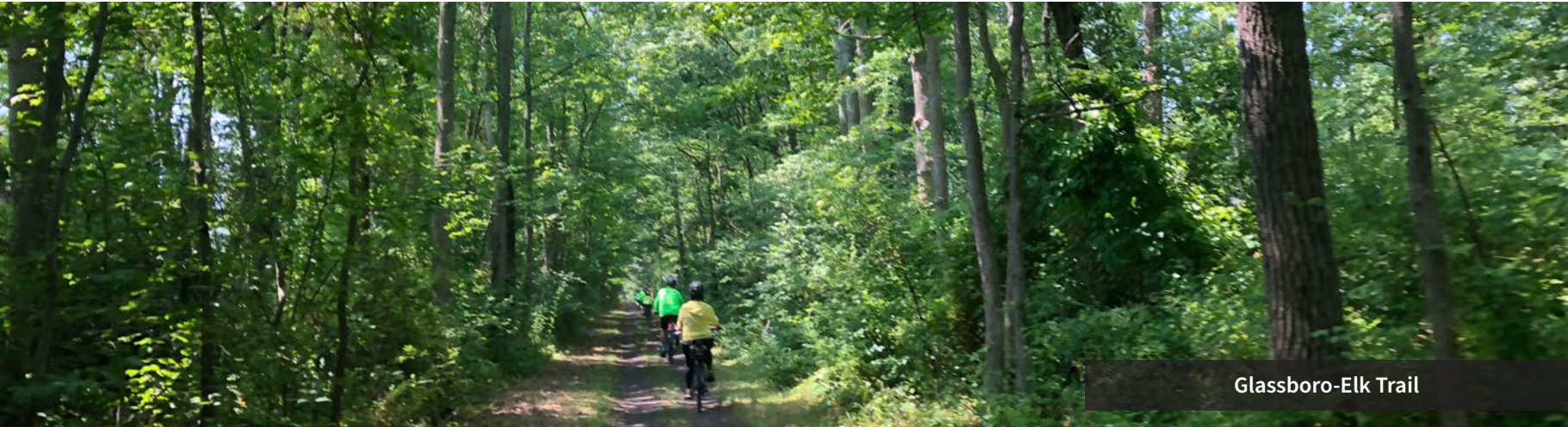
Credit: Thom Carroll - Merchantville Mile

Gloucester County



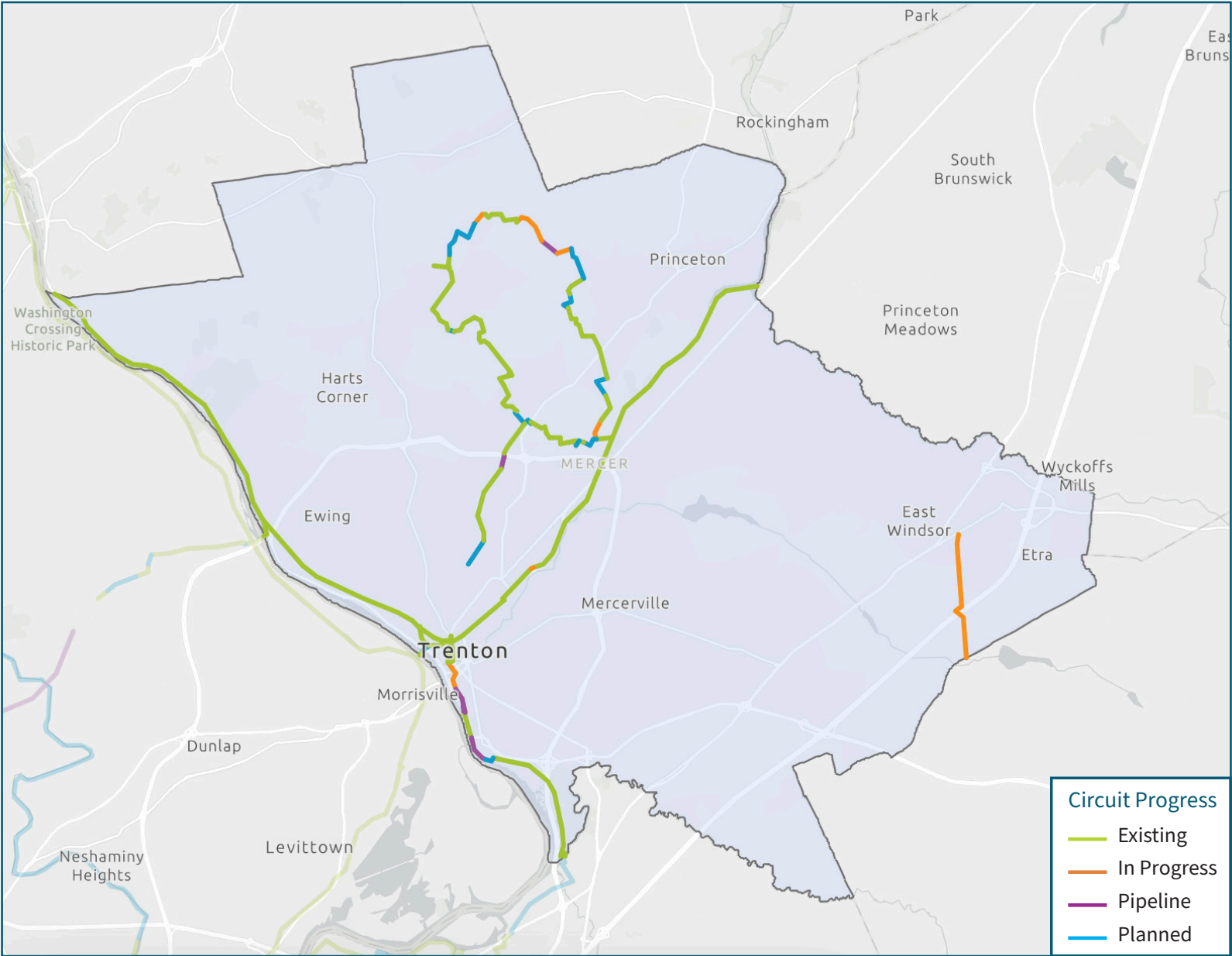
The following table sorts the 8 trail segments in Gloucester County that have been identified as projects that have not reached fully funded status that are In Progress and Pipeline status. Additionally, the [Gap Analysis Score](#) is listed to identify priority projects that require action to reach 500 miles by 2025.

Trail	Segment Description	Trail Status	Miles	Priority Score
Harrison - Mullica Hill Trail	Main St to Griffin Rd	In Progress	1.87	13.25/36
Harrison - Mullica Hill Trail	Griffin Rd to Bishop Rd	In Progress	0.64	13.25/36
Dinosaur Trail	E College Dr	In Progress	0.33	8/36
Harrison - Mullica Hill Trail	Richwood Rd to Mullica Hill Rd	In Progress	0.47	13.25/36
Dinosaur Trail	Chester Branch Ck to Rowan University	Pipeline	2.65	17.5/36
Dinosaur Trail	Blackwood Barnsboro Rd to Gloucester Light Rail	Pipeline	2.15	10.5/36
Dinosaur Trail	Blackwood Rail Trail to E College Dr	Pipeline	4.26	12/36
Dinosaur Trail	Gloucester Light Rail to Chester Branch Ck	Pipeline	1.14	7.25/36
Total Miles:			13.51	



Glassboro-Elk Trail

Mercer County

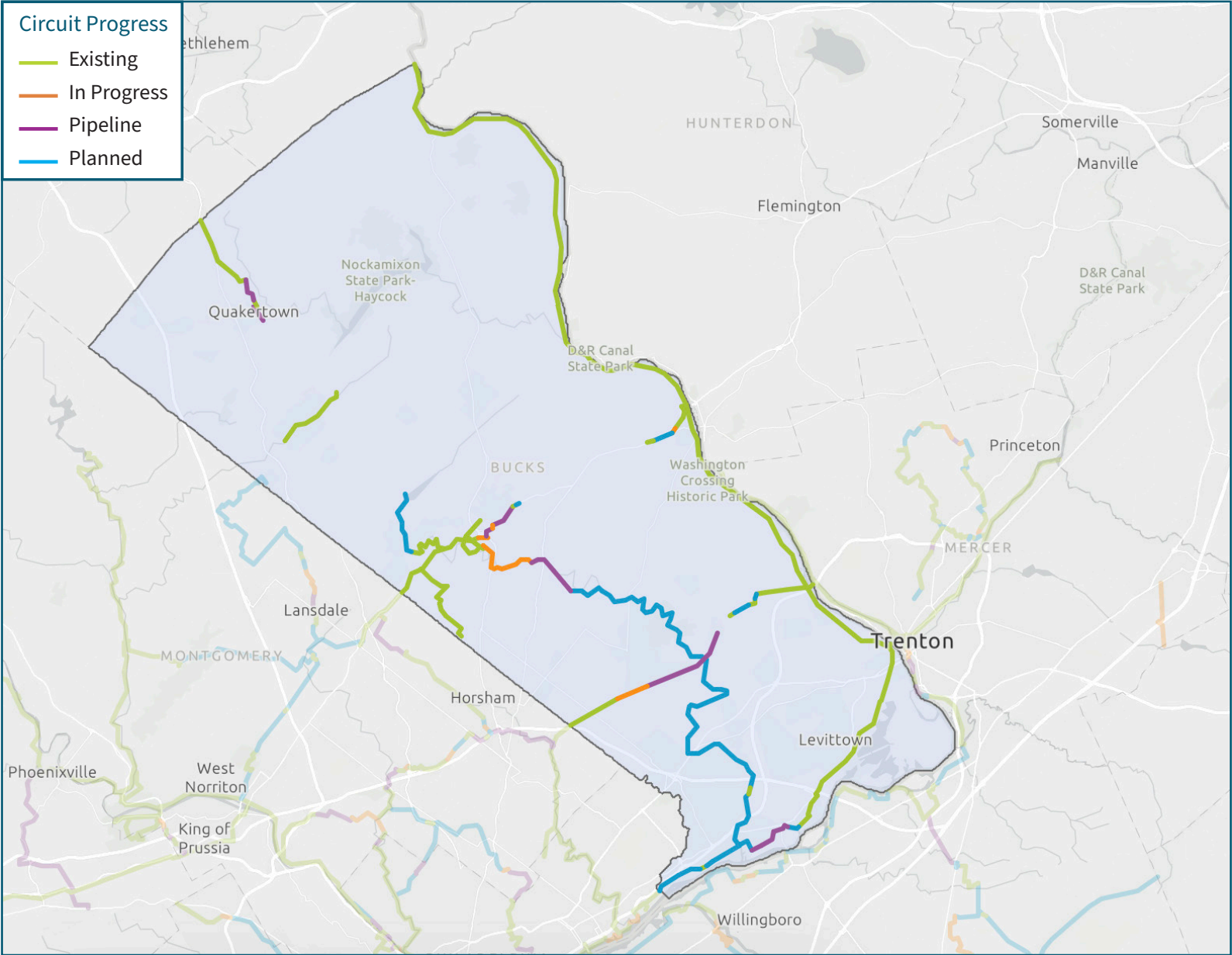


The following table sorts the 8 trail segments in Mercer County that have been identified as projects that have not reached fully funded status that are In Progress and Pipeline status. Additionally, the [Gap Analysis Score](#) is listed to identify priority projects that require action to reach 500 miles by 2025.

Trail	Segment Description	Trail Status	Miles	Priority Score
Lawrence Hopewell Trail	Carter Rd to Cleveland Rd	In Progress	0.93	9.75/36
Union Transportation Trail	Old York Rd to Mercer St (Route 33)	In Progress	3.12	11.25/36
Delaware River Heritage Trail	D&R Canal Connector - Marine Terminal Park South	In Progress	0.68	19.5/36
Delaware River Heritage Trail	D&R Canal Connector - Cass St to Union St	Pipeline	0.29	28/36
Johnson Trolley Line	Rider University	Pipeline	0.32	16/36
Lawrence Hopewell Trail	Cleveland Rd	Pipeline	0.47	11/36
Delaware River Heritage Trail	D&R Canal Connector - S. Riverwalk Park to Cass St	Pipeline	0.37	29.5/36
Johnson Trolley Line	I-295 Crossing	Pipeline	0.07	14.5/36
Total Miles:			6.24	



Bucks County

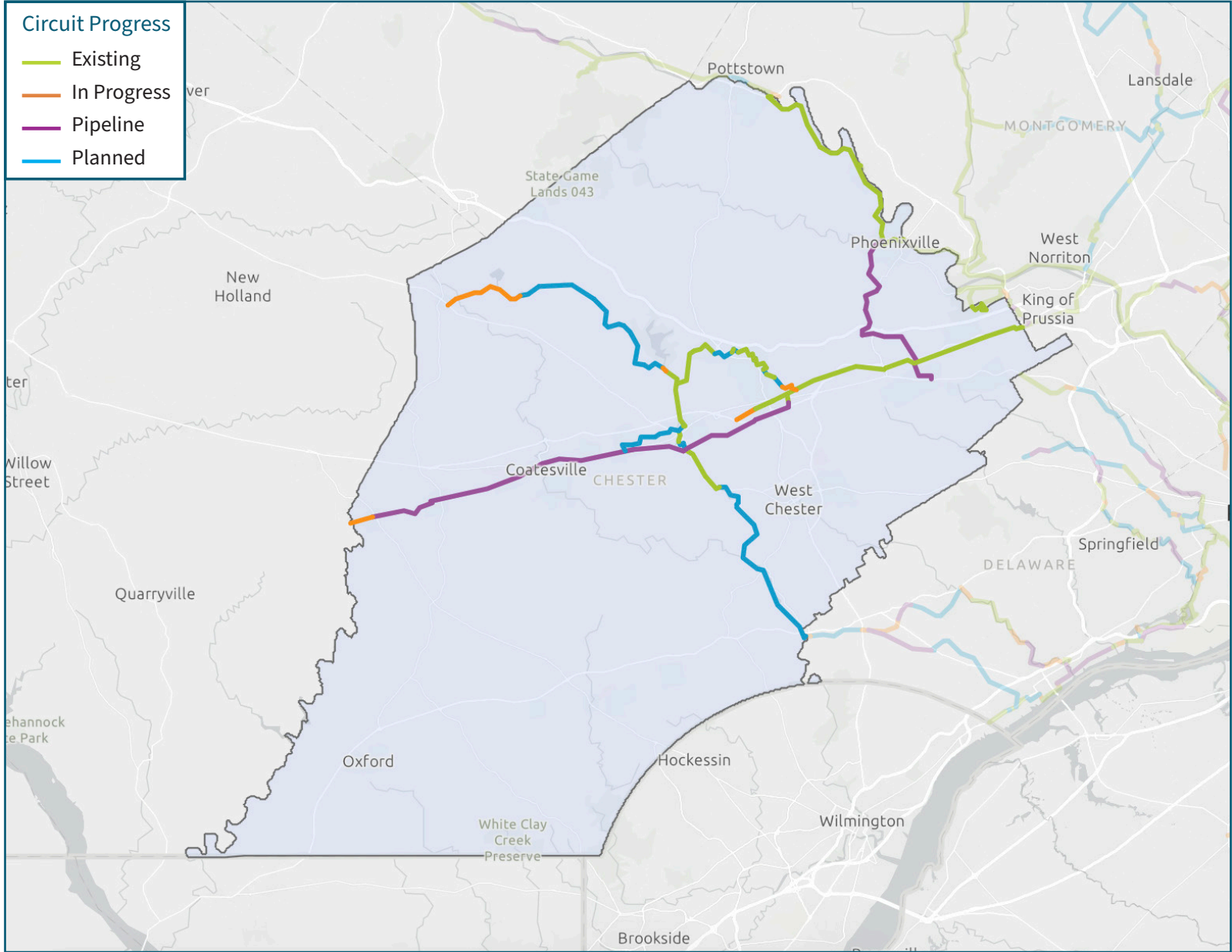


The following table sorts the 10 trail segments in Bucks County that have been identified as projects that have not reached fully funded status that are In Progress and Pipeline status. Additionally, the [Gap Analysis Score](#) is listed to identify priority projects that require action to reach 500 miles by 2025.

Trail	Segment Description	Trail Status	Miles	Priority Score
Neshaminy Creek Trail	611 and Almshouse Road to Central Park	In Progress	1.23	17.25/36
Bradford Dam Trail	Street Road Crossing	In Progress	0.02	N/A
Neshaminy Creek Trail	Valley Road to 611 and Almshouse	In Progress	2.22	18.25/36
Neshaminy Creek Trail	Mill Rd to Valley Rd	Pipeline	1.4	10.25/36
East Coast Greenway	Bristol ECG - Cedar Ave to Old Route 13	Pipeline	2.2	16.5/36
Newtown Rail Trail	Churchville Nature Center to Newtown Borough	Pipeline	4.41	17.75/36
Liberty Bell Trail	Fairview Ave to Mill St	Pipeline	0.83	13.75/36
Neshaminy Creek Trail	Dark Hollow Rd to Mill Rd	Pipeline	1.21	10.25/36
202 Trail	Warden Rd to Poole's Corner	Pipeline	2.14	11.75/36
Liberty Bell Trail	Walnut Bank Farm Rd to Veterans Park	Pipeline	1.13	12.25/36
Total Miles:			16.79	



Chester County

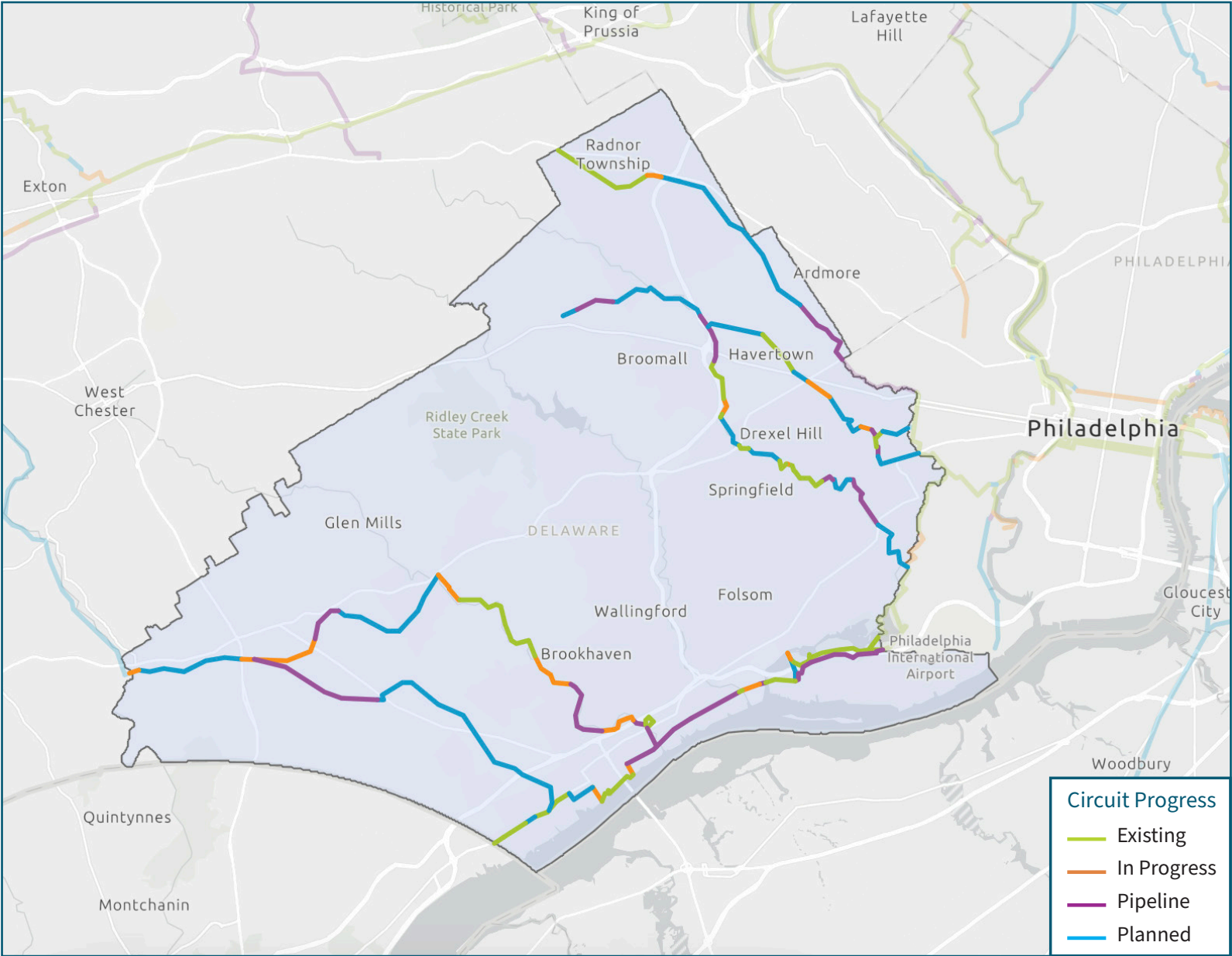


The following table sorts the 8 trail segments in Chester County that have been identified as projects that have not reached fully funded status that are In Progress and Pipeline status. Additionally, the [Gap Analysis Score](#) is listed to identify priority projects that require action to reach 500 miles by 2025.

Trail	Segment Description	Trail Status	Miles	Priority Score
Chester Valley Trail	Chester Valley Trail - 4a	In Progress	1.04	N/A
Brandywine Creek Trail	Robbins Rd to Johnsontown Park	In Progress	0.43	17/36
Struble Trail	Chestnut Tree Rd to Honey Brook	In Progress	3.85	13.25/36
Chester Valley Trail	Ship Rd to Whitford Bridge	Pipeline	1.83	25.5/36
Chester Valley Trail	P&T Line to Atglen Borough	Pipeline	12.99	20/36
Devault-Warner-Paoli	Warner Spur to SRT	Pipeline	5.6	25.75/36
Devault-Warner-Paoli	Paoli to CVT	Pipeline	1.35	24.5/36
Devault-Warner-Paoli	CVT to Devault Line	Pipeline	3.24	18.25/36
Total Miles:			30.33	

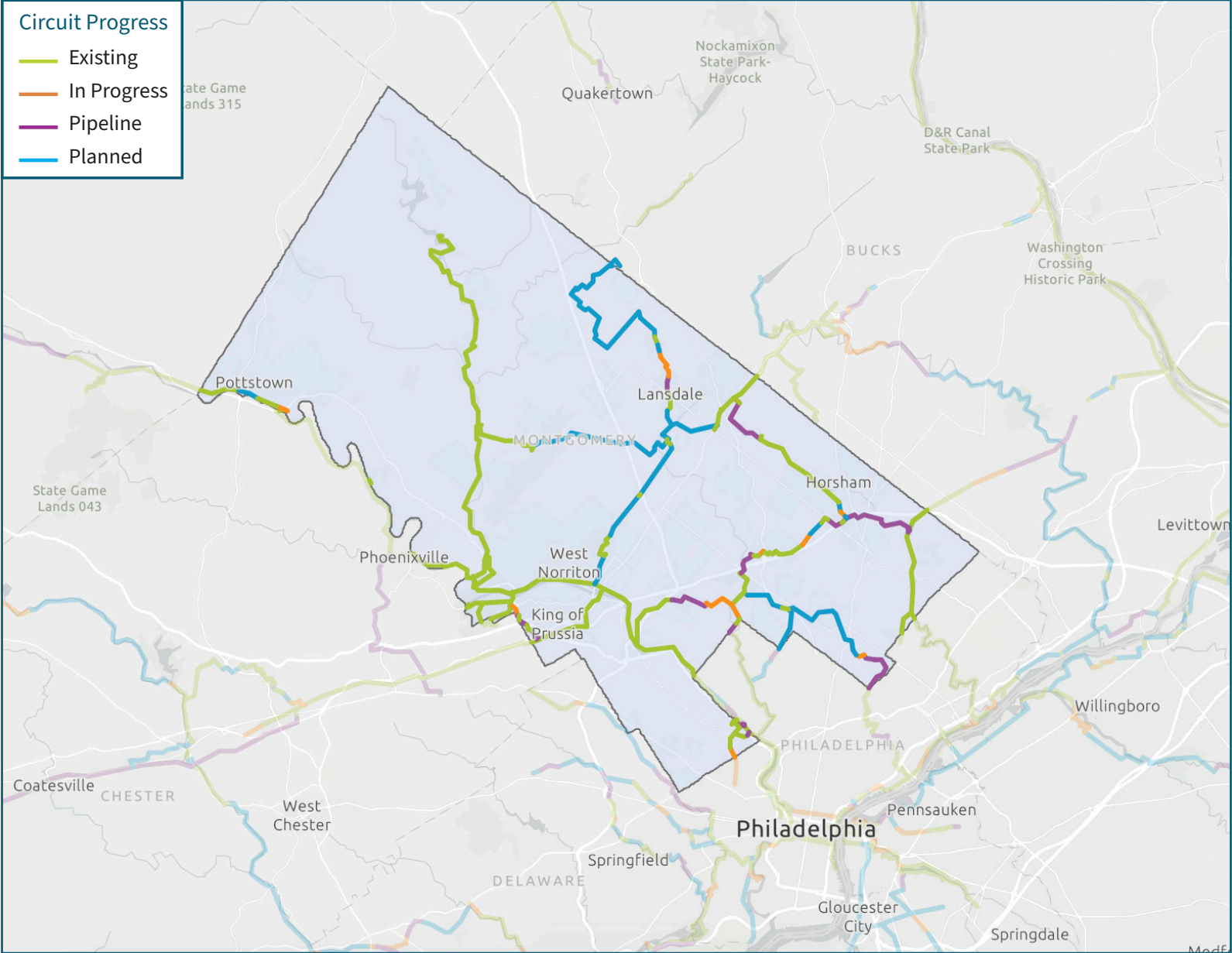


Delaware County



Trail	Segment Description	Trail Status	Miles	Priority Score
Chester Creek Trail	Near 13th St to Kerlin St	In Progress	0.24	21.5/36
Chester Creek Trail	Lenni Rd to Underpass	In Progress	0.46	13.35/36
Chester Creek Trail	Kerlin St to Incinerator Rd	In Progress	0.71	20.5/36
Chester Creek Trail	Underpass to Wawa Station	In Progress	0.43	13.25/36
Forge to Refuge	Blue Route to Radnor Trail	In Progress	0.36	12.75/36
Darby Creek Trail	Darby Creek Crossing near Gillespie Park	In Progress	0.06	N/A
Darby Creek Trail	Warrior Rd to Merry Place	In Progress	0.59	15.25/36
Naylor's Run Trail	Marshall Rd to Beverly Hills Recreation Area	In Progress	0.25	24.25/36
Octoraro Trail	Concord Road to Route 202	In Progress	1.98	13.25/36
Naylor's Run Trail	Pembroke Ave to Essex Ave	Pipeline	0.22	24.25/36
Chester Creek Trail	9th St to near 13th St	Pipeline	0.31	N/A
East Coast Greenway	Airport Business Park to Jansen Avenue	Pipeline	1.05	8.75/36
Darby Creek Trail	Darby Transportation Center to Hilldale Rd	Pipeline	1.49	N/A
East Coast Greenway	Jansen Avenue to Manor Park	Pipeline	0.73	14.75/36
Darby Creek Trail	West Chester Pike Underpass to Marple Rd	Pipeline	0.72	14.75/36
Chester Creek Trail	ECG to 9th St	Pipeline	0.5	20.5/36
Forge to Refuge	City Line Ave to Eagle/Wynnewood Rd	Pipeline	1.82	20.75/36
East Coast Greenway	I-95 Underpass to Airport Business Park	Pipeline	0.57	20.75/36
Darby Creek Trail	West Chester Pike Underpass	Pipeline	0.47	14.75/36
Darby Creek Trail	Baltimore Ave to Kent Park	Pipeline	0.34	20/36
Chester Creek Trail	Incinerator Rd to near Bridgewater Rd	Pipeline	1.75	20.5/36
East Coast Greenway	I-95 Underpass	Pipeline	0.18	20.75/36
Octoraro Trail	Pole Cat Rd to Concord Rd	Pipeline	0.97	13.25/36
Garnet Valley Greenway	Clayton Park to Route 202	Pipeline	3.2	17.25/36
Newtown Square Branch	Brookside Park to Greer Park	Pipeline	0.87	N/A
Naylor's Run Trail	Marshall Rd Crossing	Pipeline	0.13	24.25/36
Total Miles:			20.4	

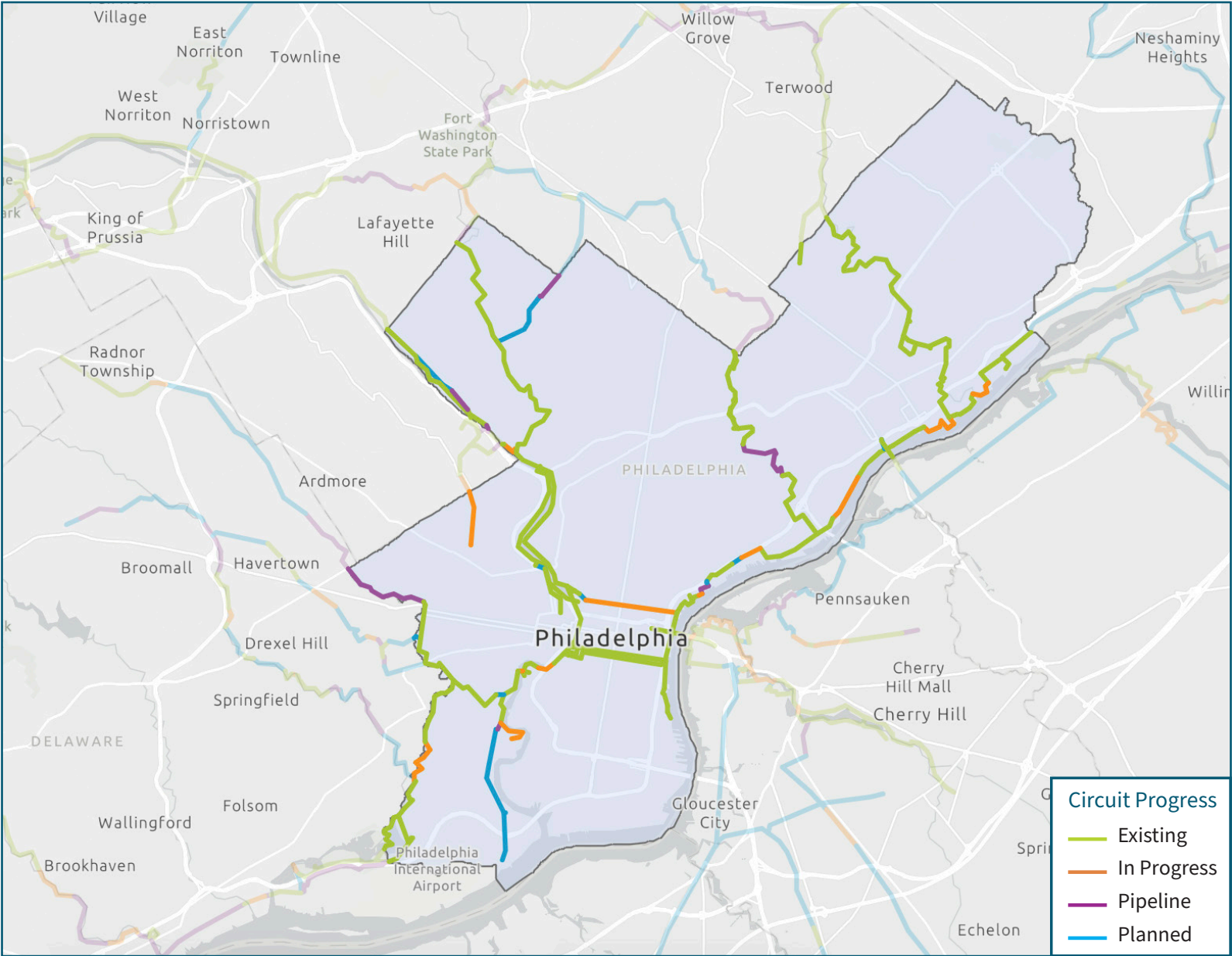
Montgomery County



The following table sorts the 17 trail segments in Montgomery County that have been identified as projects that have not reached fully funded status that are In Progress and Pipeline status. Additionally, the [Gap Analysis Score](#) is listed to identify priority projects that require action to reach 500 miles by 2025.

Trail	Segment Description	Trail Status	Miles	Priority Score
Gulph Road Connector	First Avenue to Ranger Station	In Progress	0.27	26.25/36
Gulph Road Connector	Ranger Station to Joseph Plumb Martin Trail	In Progress	0.19	26.25/36
Liberty Bell Trail	Wedgewood Park to Orvilla Rd	In Progress	0.64	13.5/36
Cross County Trail	Willow Grove YMCA to Byberry Road	Pipeline	1.89	17/36
Cynwyd Spur Trail	Cynwyd Spur	Pipeline	0.31	15.25/36
Gulph Road Connector	S Goddard Blvd to Freedom Drive	Pipeline	0.49	21.75/36
Gulph Road Connector	First Avenue Crossing	Pipeline	0.13	26.25/36
Gulph Road Connector	Chester Valley Trail to Somerset Pl	Pipeline	0.62	21.75/36
Liberty Bell Trail	3rd St and Cannon Ave	Pipeline	0.25	16.5/36
Liberty Bell Trail	Cannon Ave to Moyer's Road Park	Pipeline	0.43	16.5/36
Power Line Trail	Biwood Rd to Horsham Rd	Pipeline	2.54	11.75/36
Schuylkill River Trail	Mule Bridge	Pipeline	0.2	22.5/36
Tookany-Tacony-Frankford	Jenkintown Rd to New 2nd Street	Pipeline	0.66	13.25/36
Tookany-Tacony-Frankford	Ashbourne Ave to Jenkintown Rd	Pipeline	0.77	18.25/36
Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	1.3	28.25/36
West Laurel Hill Cemetery Trail	Righters Ferry Road	Pipeline	0.21	N/A
Wissahickon Trail	Northwestern Ave	Pipeline	0.55	18/36
Total Miles:			11.45	

Philadelphia County

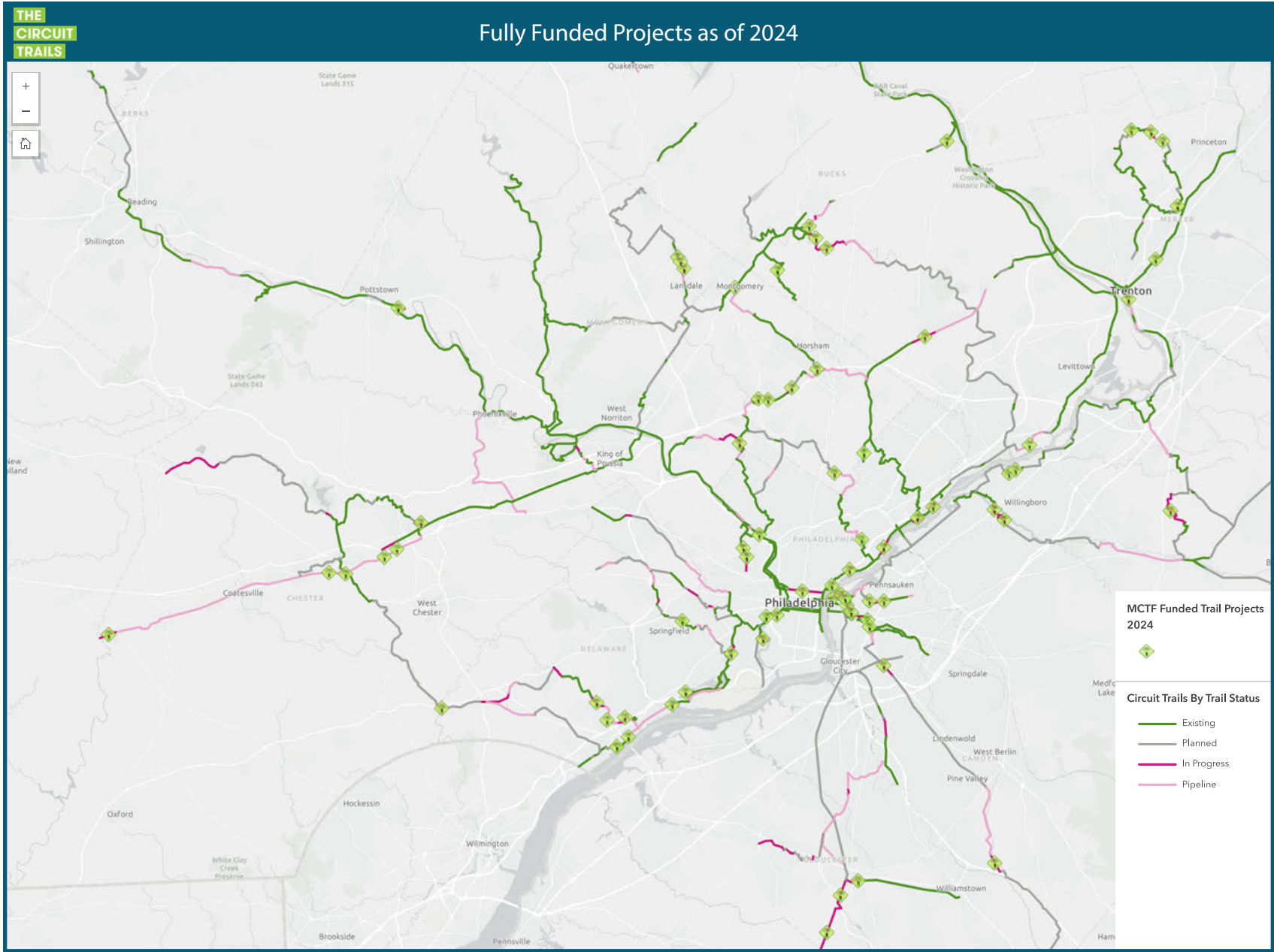


The following table sorts the 10 trail segments in Philadelphia County that have been identified as projects that have not reached fully funded status that are In Progress and Pipeline status. Additionally, the [Gap Analysis Score](#) is listed to identify priority projects that require action to reach 500 miles by 2025.

Trail	Segment Description	Trail Status	Miles	Priority Score
Cobbs Creek Trail	Cobbs Creek Trail - Segment B, Phase 1	In Progress	0.25	N/A
Tidal Schuylkill River Trail	Schuylkill Banks - Near 61st St to Passyunk Ave	In Progress	0.87	18.5/36
Cobbs Creek Trail	Cobbs Creek Trail - Segment B, Phase 2	In Progress	1.14	24.25/36
Tidal Schuylkill River Trail	Schuylkill Banks - 61st St Spur	Pipeline	0.19	26.5/36
Delaware River Trail	Battery to Susquehanna Ave	Pipeline	0.31	12.25/36
Schuylkill River Trail	Mule Bridge	Pipeline	0.1	22.5/36
Tookany-Tacony-Frankford	Torresdale Ave to Ramona Ave and I St	Pipeline	1.68	27/36
Ivy Ridge Trail	Manayunk Bridge to Ivy Ridge Station	Pipeline	0.57	21.75/36
Forge to Refuge	Near N Gross St to City Line Ave	Pipeline	2.16	28.25/36
Total Miles:			7.27	



VII. Map of Fully Funded Circuit Trails Projects



VIII. List of Fully Funded Circuit Trails by County

County	Trail	Segment Description	Miles
Bucks	202 Trail	Solebury Trail - W Bridge St to Sugan Rd	0.274
Bucks	202 Trail	Central Park to Wardens Rd	0.577
Bucks	Liberty Bell Trail	Moyer's Road Park and Wedgewood Park	0.552
Bucks	Newtown Rail Trail	Bristol Rd to Churchville Nature Center	1.467
Burlington	Arney's Mount Trail	Arney's Mount to Jacksonville Rd	3.025
Burlington	Delaware River Heritage Trail	Cooper St to Cherrix Ave	0.356
Burlington	Delaware River Heritage Trail	Roosevelt Park to Woodlake Park	0.503
Burlington	Rancocas Creek Greenway Trail	RT 130/Rancocas Creek Crossing	1.379
Burlington	Rancocas Creek Greenway Trail	Rainbow Meadow Park Trails	1.606
Camden	Camden County LINK Trail	Pub Connector	0.119
Camden	Camden County LINK Trail	State St to near Memorial Ave	0.912
Camden	Camden County LINK Trail	Merchant St to Station Ave	1.075
Camden	Camden County LINK Trail	Cooper River Bridge to Gateway Park	0.81
Camden	Camden County LINK Trail	New Brooklyn County Park	1.264
Camden	Camden County LINK Trail	Riverbirch Trail	0.195
Camden	Camden County LINK Trail	Route 130 Crossing	0.189
Camden	Camden County LINK Trail	Cooper River Bridge	0.062
Camden	Camden County LINK Trail	Erie Ave to Sadler's Poynt Park	0.491
Camden	Camden County LINK Trail	Sadler's Poynt Park & Pine Poynt Park	0.52
Camden	Camden County LINK Trail	Pine Poynt Park to Erie Ave	0.345
Camden	Camden County LINK Trail	Ulysses Wiggins Promenade to Coopers Poynt Park	0.095

List of Fully Funded Circuit Trails by County (con't.)

County	Trail	Segment Description	Miles
Camden	Gloucester Township Health & Wellness Trail	Evesham Rd to Oak Ave	1.17
Camden	Merchantville Trail	N 36th St to Euclid Ave	0.56
Camden	Merchantville Trail	Stockton Park Trail	0.367
Chester	Chester Valley Trail	Atglen Borough to Lancaster County	1.029
Chester	Exton Park Trail	Chester Valley Trail to Swedesford Rd	0.928
Chester	Chester Valley Trail	Whitford Bridge to Downington Trestle	3.352
Chester	Chester Valley Trail	Downington Trestle to Gallagherville	2.394
Chester	Chester Valley Trail	Downington Trestle	0.282
Chester	Chester Valley Trail	Whitford Bridge	0.106
Chester	Struble Trail	Dorlan's Mill Rd to Marsh Creek State Park	0.19
Delaware	Chester Creek Trail	Near Bridgewater Rd to Creek Rd	1.17
Delaware	East Coast Greenway	Highland Ave - 2nd St to the Waterfront	0.377
Delaware	East Coast Greenway	Norris St - Waterfront to 2nd Ave	0.291
Delaware	East Coast Greenway	Wannmaker Avenue Trail	0.376
Delaware	Industrial Heritage Trail	Ridley Twp. - Crum Creek Crossing to Stewart Ave	0.424
Delaware	Newtown Square Branch	Vernon Rd to Manoa Rd	0.385
Delaware	Octoraro Trail	High Trail and Bridge	0.239
Delaware	Industrial Heritage Trail	Ridley Twp. - Stewart Ave to Darby Creek	0.141
Delaware	Industrial Heritage Trail	Eddystone - Ridley Creek to Crum Creek Crossing	1.285
Delaware	Industrial Heritage Trail	2nd St - Norris St to Ridley Creek	1.875
Delaware	East Coast Greenway	Highland Ave to Post Rd	0.727

List of Fully Funded Circuit Trails by County (con't.)

County	Trail	Segment Description	Miles
Gloucester	Glassboro-Elk Trail	Elephant Swamp Trail	2.392
Gloucester	Monroe Township Bike Path	Sewell St to Elephant Swamp Trail and Bridgeton Secondary to Delsea Dr	3.801
Mercer	D&R Canal Trail	Whitehead Rd Crossing	0.047
Mercer	Delaware River Heritage Trail	Cooper Field to Trenton Wellness Loop	0.725
Mercer	Lawrence Hopewell Trail	Mt. Rose Distillery West	0.401
Mercer	Lawrence Hopewell Trail	Maidenhead Meadows Trail	0.51
Mercer	Lawrence Hopewell Trail	Pretty Brook Rd	0.34
Montgomery	Cross County Trail	Joshua Road to Wissahickon Trail	1.327
Montgomery	Cross County Trail	Pennsylvania Ave to PA 309	0.482
Montgomery	Cross County Trail	Susquehanna Rd to Bantry Dr and Beacon Hill Dr	0.665
Montgomery	Cross County Trail	Commerce Drive to Pine Run Tributary	0.539
Montgomery	Fox Chase - Lorimer	Near Blake Ave to Shady Ln	0.175
Montgomery	Liberty Bell Trail	Orvilla Rd to near Winston St	0.294
Montgomery	Parkside Cynwyd Trail	City Line Ave to Montgomery Ave	0.474
Montgomery	Power Line Trail	Horsham Rd to Montgomery Twp Gazebo Park to 202 Parkway Trail	0.403
Montgomery	Power Line Trail	Blair Mill Rd to Maryland Rd	0.362
Montgomery	Schuylkill River Trail	Route 422 to Industrial Highway	0.815
Montgomery	Tookany-Tacony-Frankford	New 2nd St to Harrison Ave	0.374
Montgomery	Wissahickon Trail	Stenton Avenue Sidepath	0.806
Montgomery	Cross County Trail	Germantown Pike Crossing and Germantown Pike Crossing to Joshua Road	1.893
Montgomery	Cross County Trail	Dryden Rd to Willow Pointe Apts and Willow Pointe Apts to Powerline Trail	0.838

List of Fully Funded Circuit Trails by County (con't.)

County	Trail	Segment Description	Miles
Montgomery	Cross County Trail	Powerline Trail to Willow Grove YMCA (Approx. Segment B)	2.048
Montgomery	Cross County Trail	Wissahickon Trail to Fort Washington Station (Bethlehem Pike)	1.328
Philadelphia	Delaware River Trail	Cottman Ave to Pennypack on the Delaware	1.279
Philadelphia	Delaware River Trail	North Delaware Ave Extension - Phase 2	1.128
Philadelphia	Delaware River Trail	Baxter Trail - Police Firing Range	0.617
Philadelphia	Delaware River Trail	Cambria St to Allegheny Ave	0.497
Philadelphia	Delaware River Trail	Penn Treaty Park to E. Palmer St	0.089
Philadelphia	Parkside Cynwyd Trail	Parkside & 53rd St to City Line Ave	1.288
Philadelphia	Pennypack Trail	State and Rhawn/Pennypack Trail Connector	0.075
Philadelphia	Schuylkill River Trail	Wissahickon Gateway	0.423
Philadelphia	Schuylkill River Trail	Schuylkill Banks - Gray's Ferry Swing Bridge	0.102
Philadelphia	Schuylkill River Trail	Schuylkill Banks - Christian to Crescent	0.453
Philadelphia	Spring Garden Street Greenway	Delaware Ave to Pennsylvania Ave	2.116
Philadelphia	Tookany-Tacony-Frankford	Adams Av to Worrell St	0.133
Philadelphia	Cresheim Trail	Germantown Avenue Crossing to Stenton Ave	0.605
Philadelphia	Cresheim Trail	Germantown Avenue Crossing	0.043
Total Fully Funded Miles:			63.37





**BICYCLE
COALITION**
OF GREATER
PHILADELPHIA

BicycleCoalition.org
1500 Walnut Street, Suite 1107
Philadelphia, PA 19102-3506
215-242-9253

**THE
CIRCUIT
TRAILS**

Circuittrails.org