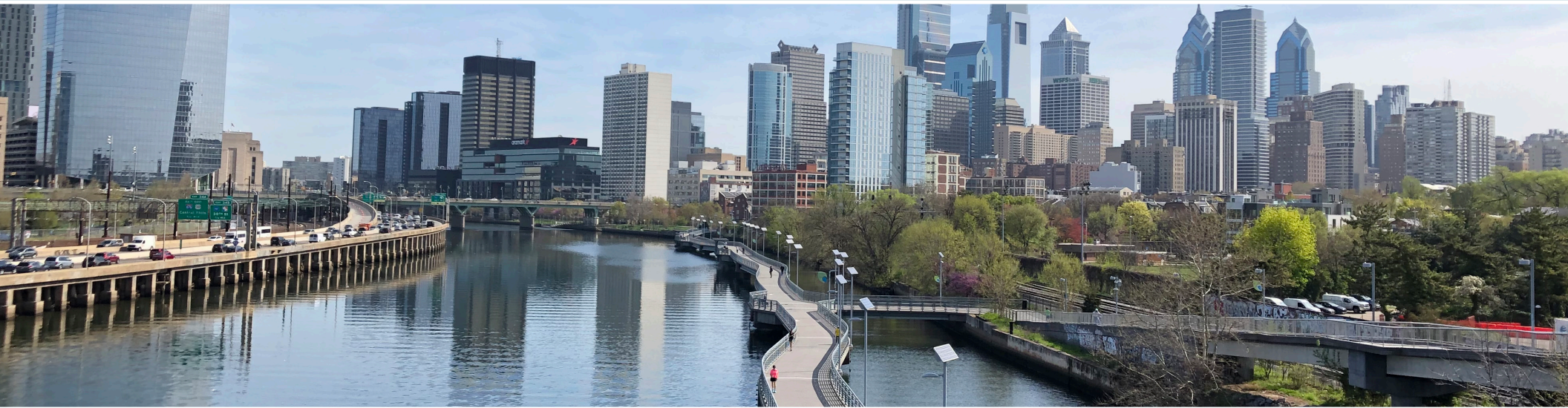


Moving the Circuit Forward to Reach **500 MILES BY 2025**



THE CIRCUIT TRAILS

Strategies to accelerate the completion of The Circuit Trails

4th Edition

Published by the Bicycle Coalition of Greater Philadelphia on March 2023

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; Justin Dennis, Trust for Public Land; and support from Rails-to-Trails Conservancy staff. Data provided by the Delaware Valley Regional Planning Commission.

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Delaware River Trail in Philadelphia

Moving the Circuit Forward to Reach 500 miles by 2025

I. 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. 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.¹

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 the 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.²

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 resolutions including all nine counties that are home to Circuit Trails in the Greater Philadelphia Region.

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

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

This report is the fourth 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.

Lastly, 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 to development. The TIM also provides users the ability to produce detailed downloadable reports of information included in the tool.



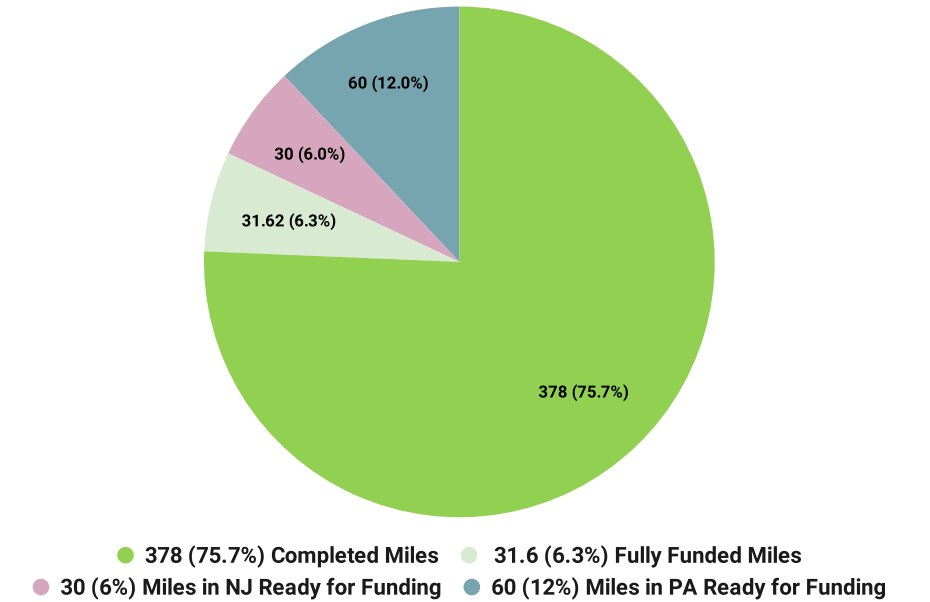
The Philadelphia Skyline from the Delaware River Heritage Trail

II. Trail Status as of 2023

From 2022 to 2023, the Circuit Trails completed **20 miles** in Greater Philadelphia and South Jersey, not including an additional 1.3 miles of trail improvement to the network. This brings the total to 378 miles of existing trails region-wide. An additional 32 miles are fully funded, meaning that 47 trail projects rights-of-way are secured and construction is anticipated.

In order to achieve the 500 miles by 2025 goal, approximately **90 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. Upon further review, the 90 remaining miles include 30 miles in New Jersey and 60 miles in Pennsylvania. If the Greater Philadelphia and South Jersey area is to reach the short-term goal, **each county needs to fully fund or construct 3 miles of trail each year to reach 500 miles by 2025**.

Reaching 500 miles by 2025



	PA	NJ	Total miles	Total segments
Fully Funded	20 miles	11.12 miles	31.12 miles	47 segments
In Progress	44.08 miles	26.74 miles	70.82 miles	87 segments
Pipeline*	91 miles	30.56 miles	121.56 miles	78 segments
Total miles of Fully Funded, In Progress and Pipeline segments	155.08 miles	68.92 miles	224 miles	212 segments
Completed miles	284.66 miles	93.34 miles	378 miles	306 segments
Completed, Fully Funded, In Progress & Pipeline miles	439.74 miles	162.26 miles	602 miles	

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

V. 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 meet the goal of 500 miles by 2025, the current pace of trail funding and development on the Circuit Trails falls short. Between 2015 and 2023, 82 miles of new trails were added regionally, which comes to an average of 10.25 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, the Delaware Valley Regional Planning Commission (DVRPC) and key state agencies and municipal governments. These recommendations address identified obstacles and support counties and municipalities in more quickly funding and building more miles of Circuit Trails.

Recommendations for Counties

1. Select prioritized Circuit Trails projects ([see the Full List of Circuit Trails by County](#)) and commit to allocating \$10 million annually on the New Jersey and Pennsylvania Transportation Improvement Programs toward those projects ([Recommendation #1 in conjunction with Recommendation #4](#)).

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: **discretionary funding** that is allocated to state DOTs and Metropolitan Planning Organizations (MPO) on a "formula basis," **competitive funding** 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. Discretionary Funding Programs: There are a dozen discretionary federal funds 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)
- Highway Safety Improvement Program (HSIP)

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

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Neighborhood Equity & Access Program (NEAP)
- Transportation Alternatives Set-Aside (TASA)
- Coastal Zone Management (CZM)
- (the soon to be available) Active Transportation Infrastructure Investment Program (ATIIP)

3. Community Project Funding Requests: Lastly, 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. DVRPC’s 2050 Connections Plan projects that 4.5% of the region’s “funded” transportation investments will be spent on bicycle/pedestrian projects,³ which comes to approximately \$220 Million over 4 years across the two TIPs, or roughly \$55 Million/year.

³ [Connections 2050 Plan for Greater Philadelphia: Process and Analysis Manual: Board-Adopted Version](#), DVRPC, 2021

Recommendations for Counties (con't.)

Based on calculations made by the Circuit Coalition of funding that is currently allocated to bicycle/pedestrian projects in the PA TIP (FY23-FY26) and the NJTIP (FY22-FY26), **there is a gap of approximately \$10-20 Million annually that the county members and DOTs should be allocating to bike/ped projects in the DVRPC region based on the commitment made in the 2050 Connections Plan.**⁴

By our count, 32 Circuit projects are programmed on each of the two TIPs (22 in Pennsylvania, 10 in New Jersey). These projects currently have roughly \$66 Million allocated toward their construction.

Given that the \$10-20 Million gap identified above is for all bicycle/pedestrian projects, **we urge the county members of the Delaware Valley Regional Planning Commission to work in conjunction with their State DOTs to allocate \$10 million of federal funds annually from discretionary programs listed above (CRP, STBG, CMAQ) toward prioritized Circuit Trail projects that the counties select for programming onto the TIP.**

2. Seek additional project management capacity from State DOTs through TASA (Transportation Alternative Set-Aside) Technical Assistance funds.

In order to address the challenges presented by a lack of staff capacity, the Circuit Trails Coalition recommends that the counties seek additional project management capacity from their state DOT through TASA to hire dedicated trail project management staff to help deliver completed Circuit projects. At a national scale, this is the largest source of trail, walking and biking funding which makes the case for the counties to pursue this opportunity for the development of the Circuit Trails.

According to the Infrastructure Investment and Jobs Act (IIJA), 5% of TASA funds can be used for technical assistance to “administer the program, provide technical assistance to project applicants, and assist in the application process, including planning, design, NEPA, permits and project management.”⁵ In 2022, the Circuit Coalition sent letters to both PennDOT and NJDOT requesting that they make 5% of their TASA funds available for technical assistance. PennDOT agreed in principle to this request and is currently working with the five SEPA Counties on the terms. NJDOT acknowledged receiving the letter sent to them, but has not yet responded to the Circuit Coalition’s request.

The Circuit Coalition **recommends that the four New Jersey counties write to NJDOT requesting that TASA funds be dedicated toward technical assistance to advance Circuit related projects in their county.**

⁴ [Public Comments on the 2050 Connections Plan for Greater Philadelphia](#), The Circuit Trails Coalition, 2021

⁵ [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#), USDOT, 2022

Recommendations for Counties (con't.)

3. Adopt best practices to advance Circuit Trails.

Throughout the region, there are counties that have robust planning and development departments that allow them to take advantage of grant opportunities to fund and build out Circuit Trails. Generally, these counties have the most miles of Circuit Trails built and have been most successful at winning local, state and federal grants.

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

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

In New Jersey, Camden and Burlington counties have full time employees who work on trail development, among other responsibilities. In Pennsylvania, Chester County Planning Commission has a full time trail planner and the Chester County Department of Facilities has a capital projects manager who focuses 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 shared between the Streets Department and Parks and Recreation Department, 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 was last updated in 2022.⁶

The Circuit Trails Coalition **recommends all counties to learn from one another to improve their capacities to advance trail development, including through adoption of these best practices.** The members of the Circuit Coalition continue to host meetings with the County Commissioners in New Jersey and Pennsylvania with the intention to provide a collaborative environment for the promotion of best practices and strategic planning to accelerate the development of the Circuit in each of the nine counties.

⁶ [Philadelphia Trail Plan 2022 Update](#), Philadelphia City Planning Commission, 2022

Recommendations for DVRPC

4. Create a process for counties to propose their priority bicycle/pedestrian projects for federal funding so they are programmed on the TIPs ([Recommendation #4 in conjunction with Recommendation #1](#)).

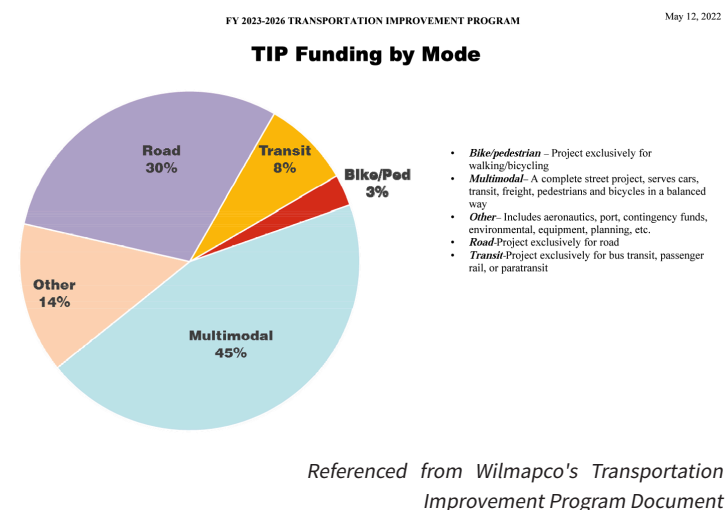
In order to reach 500 miles by 2025, there is a need to both increase funding for Circuit related projects and to make them a higher priority. DVRPC's Connections 2050 long-range plan allocates \$1.6 billion for bike and pedestrian projects over the 29 year period,⁷ which is 4.5% of total investments anticipated for road related projects, but it does not provide a mechanism to program that funding on the two state TIP. As a result, the TIPs fall short on delivering what the Long-Range Plan lists for intended trails and bike/ped projects.

To bring funding for trail projects up to a level that would make it equitably distributed throughout the region, **the counties and DVRPC must develop a transparent public process to propose Circuit Projects that are in progress and nearing their fully funded status to receive discretionary federal funding.** This “process” recommendation would remedy the issue of underfunding and help place trails at a level playing field with roads and bridges.

5. Accurately categorize TIP funding by mode to determine the percentage of TIP funds dedicated to significant 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 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.

As an example, WILMAPCO tags each project as either “road”, “transit”, “bicycle/pedestrian,” “multimodal”, and “other” and produces a pie chart showing how much of their funding is dedicated by mode.⁸ This should be standard practice to produce a similar pie chart from the PA and NJ TIPs.



⁷ [Connections 2050 Plan for Greater Philadelphia: Process and Analysis Manual: Board-Adopted Version](#), DVRPC, 2021

⁸ [FY 2023-2026 Transportation Improvement Program](#), Wilmapco, 2022

Recommendations for PennDOT

6. Provide TASA funds for Technical Assistance for Circuit trail projects from statewide funds

PennDOT is currently considering how to fulfill the August 2022 request made by the Circuit Trails Coalition that it use 5% of its TASA funds for technical assistance for Circuit Projects. **We urge PennDOT to use a portion of TASA funding available for statewide distribution to the five SEPA counties through DVRPC.**

Recommendations for NJDOT

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 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) and South Jersey Transportation Planning Organization (SJTPO)). These project liaisons should also regularly communicate and coordinate efforts with the New Jersey Circuit Trails Council.

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

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 to the project’s timeline. 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 57 miles of Circuit trails in New Jersey that are “in progress” and “in pipeline,” 26 miles are ready for design and/or construction. The demand for TASA funding greatly outstrips what is available on a per project basis.

Recommendations for NJDOT (con't.)

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.

9. Designate TASA funds for technical assistance.

The IJA is explicit that 5% of TASA funds can be used for technical assistance to “administer the program, provide technical assistance to project applicants, and assist in the application process, including planning, design, NEPA, permits and project management.” States may hire staff or issue contracts to other entities and can assist MPOs with their processes.

In the four New Jersey counties that make up DVRPC, we believe there are many Circuit Trails capital projects that could be eligible for federal funds and there are developing regional active transportation networks in the other two MPO regions.

We urge NJDOT to use 5% of its allocated Technical Assistance funding that is part of the Transportation Alternatives Set Aside Program (TASA) to fund new project manager positions at Local Aid and/or New Jersey’s three Metropolitan Planning Organizations to manage trail, bike and pedestrian projects such as the Circuit Trails across the state.

Recommendations for NJDEP

10. 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 additional 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

Recommendations for NJDEP (con't.)

coordination and capacity within the state government to push for the construction of an interconnected statewide trail network incorporating the Circuit Trails and other regional networks in Central and South Jersey.

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

In addition to addressing the staffing issues, **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 \$24,000. 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.

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 incorporating funds from programs such as the Preservation Act, Green Acres, Blue Acres, Recreational Trails, the Highway Safety Funds, and more. Additionally, NJDEP should streamline the process by creating easy to use checklists for filling out applications and provide pre-application assistance to municipalities and counties looking to utilize such funds.

IV. 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.

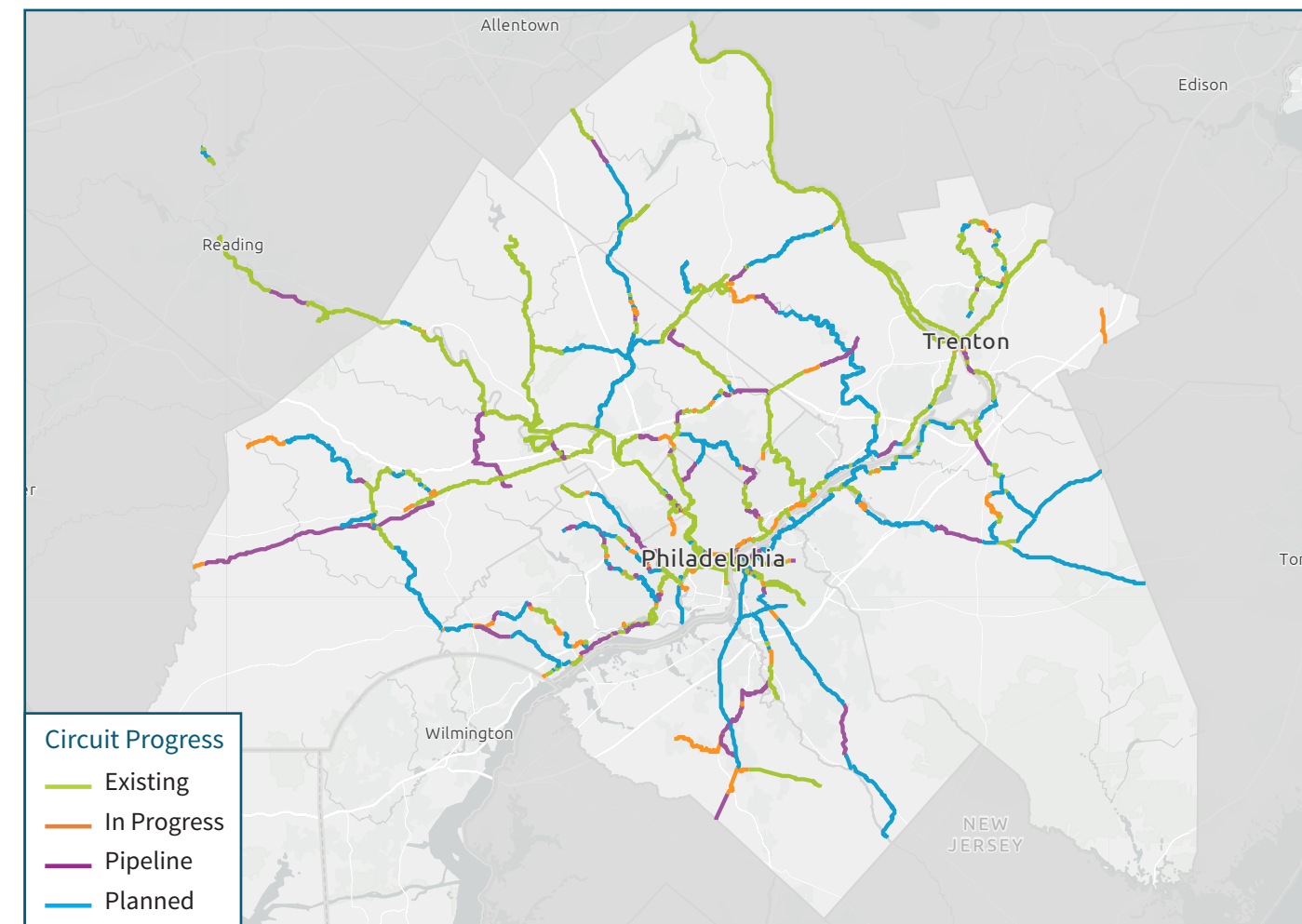
As the Circuit Trails Coalition continues to advocate for the development of trail projects to reach 500 miles by 2025, the Gap Analysis is a useful tool for advocates and practitioners who promote trail development, apply for project funding, and push forward trail projects. The following lists of trails 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:**

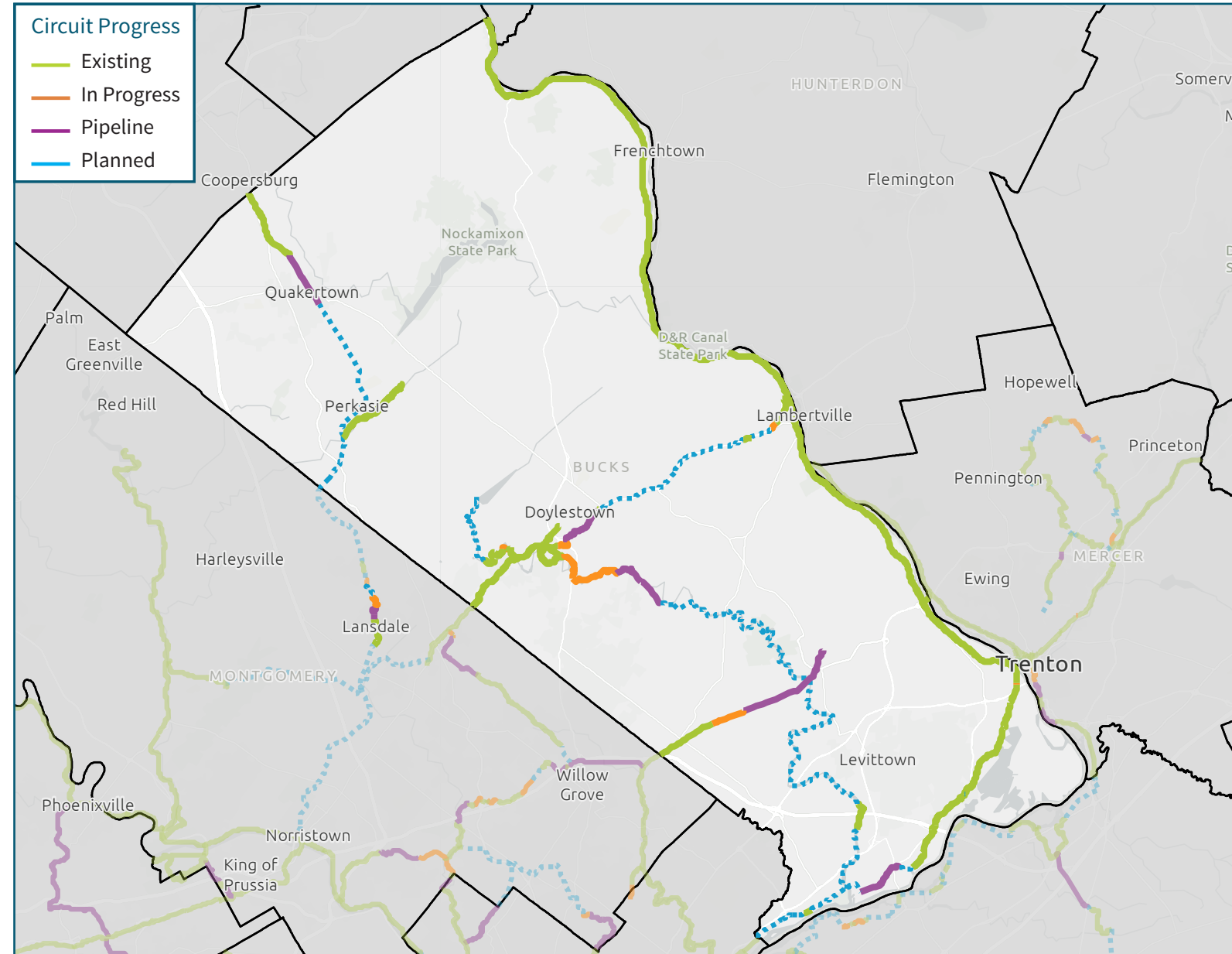


V. Full list of the Circuit Trails by County

The following lists sort the trail segments that have been identified as candidates for federal, state or local funding to accelerate their trail status. Each table provides the trail segment's name, the trail corridor that it is part of, its mileage, trail status, funding status and its priority score. As of March 2023, 31.6 miles have been identified as fully funded throughout the region. Of the 378 miles that are existing, the 31.6 fully funded miles, there are **90 miles that need to be fully funded or completed to reach the Coalition's goal of 500 miles by 2025**. The Circuit Coalition has identified over **150 miles in New Jersey and Pennsylvania to reach this goal**. An interactive web map of the network [can be accessed here](#).



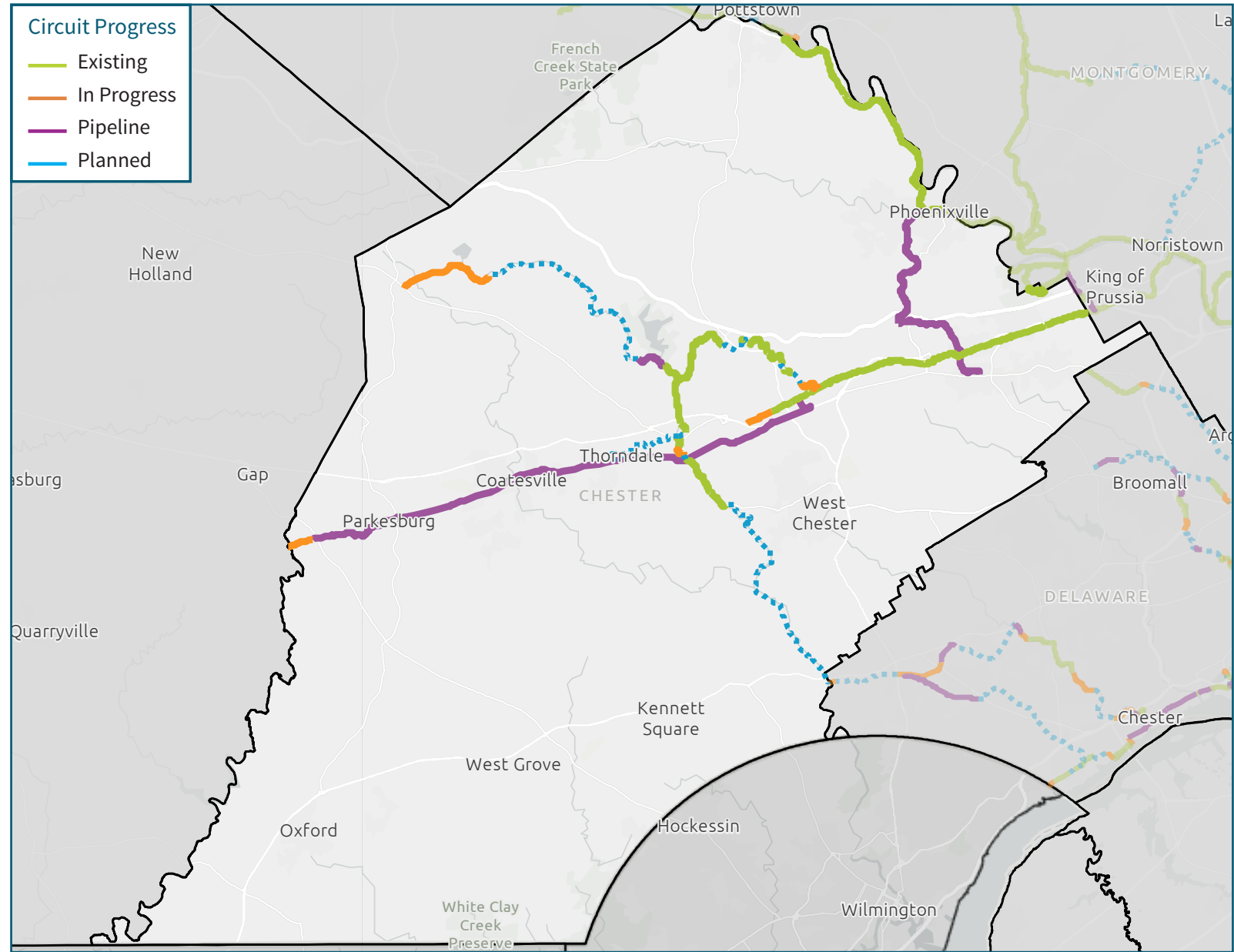
Bucks County



The following table sorts the 10 trail segments in Bucks County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
202 Trail	Warden Rd to Poole's Corner: Doylestown Township	Pipeline	Federal	2.14	11.75
Liberty Bell Trail	Fairview Ave to Veterans Park	Pipeline	Federal	2.38	13.75
Neshaminy Creek Trail	611 and Almshouse Road to Central Park	In Progress	Federal	1.23	17.25
Neshaminy Creek Trail	Mill Road to Dark Hollow Road	Pipeline	Federal	1.20	10.25
Neshaminy Greenway	Core Creek Park to Playwicki Park	Planned	Federal	2.00	21
Newtown Rail Trail	Churchville Nature Center to Newtown Borough	Pipeline	Federal	4.41	17.75
202 Trail	Central Park to Warden Rd	In Process	State/Local	0.58	13.75
202 Trail	Solebury Trail - W Bridge St to Sugan Rd	In Progress	State/Local	0.27	15.25
East Coast Greenway	Bristol ECG - Cedar Ave to Old Route 13	Pipeline	State/Local	2.20	16.5
Neshaminy Creek Trail	Valley Road to 611 and Almshouse	In Process	State/Local	2.22	17.25
Total Miles:				18.63	

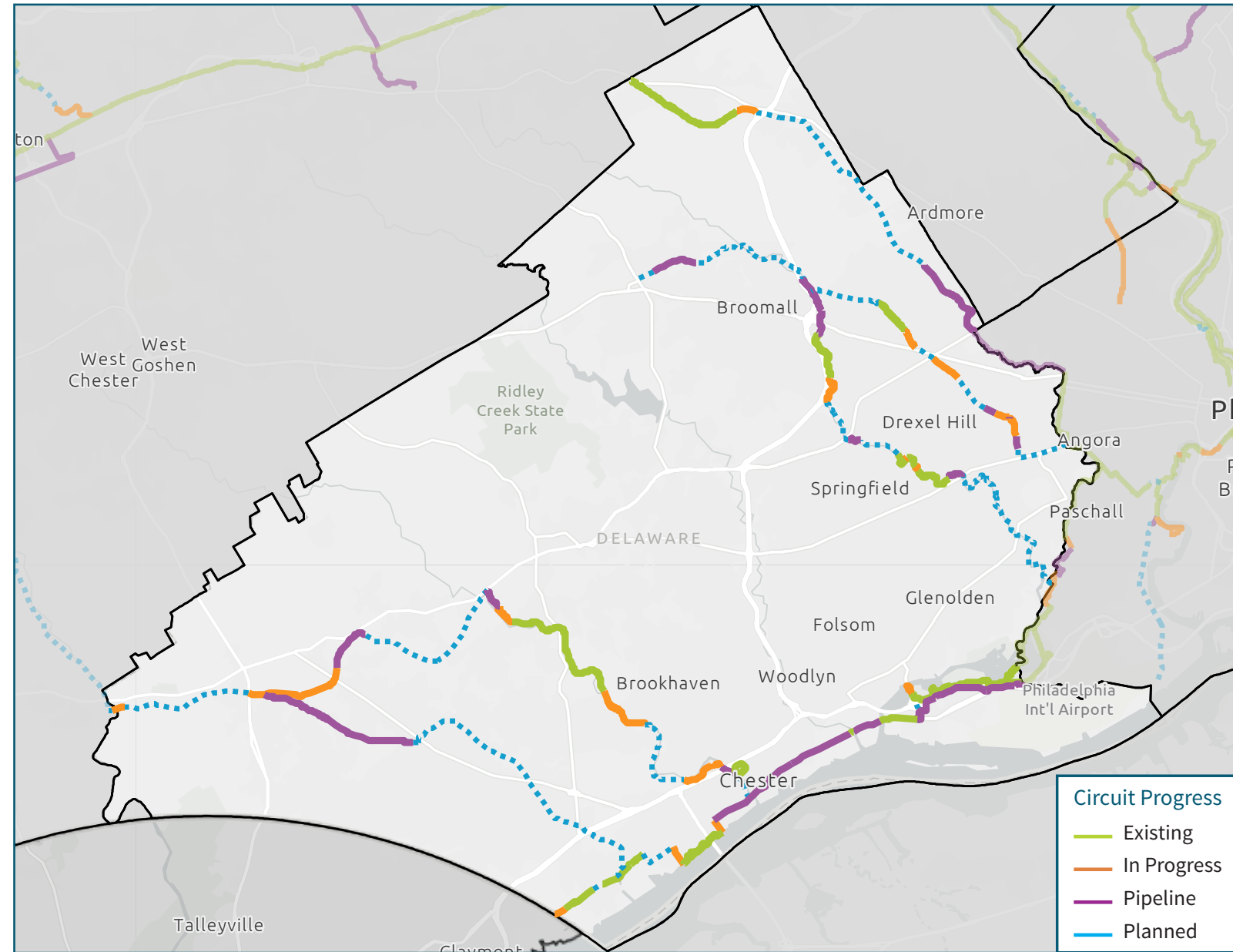
Chester County



The following table sorts the 10 trail segments in Chester County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
Chester Valley Trail	Atglen Borough to Lancaster	In Progress	Federal	1.03	9.75
Chester Valley Trail	Beaver Creek Segment (Caln Township)	Pipeline	Federal	3.49	18.5
Chester Valley Trail	CVT Extension to Downingtown - P&T Line	Pipeline	Federal	8.60	25.5
Chester Valley Trail	P&T Line to Atglen Borough	Pipeline	Federal	12.99	20
Brandywine Creek Trail	Robbins Road to Johnstown Park	In Progress	State/Local	0.45	17
Devault-Warner-Paoli	CVT to Devault Line	Pipeline	State/Local	3.24	18.25
Devault-Warner-Paoli	Devault Line	Pipeline	State/Local	3.24	18.25
Devault-Warner-Paoli	Paoli to CVT	Pipeline	State/Local	1.35	24.5
Devault-Warner-Paoli	Warner Spur to SRT	Pipeline	State/Local	5.6	25.75
Struble Trail	Glenmore Village to Wyebrook Farm Road	Planned	State/Local	2.90	8.25
Total Miles:				42.89	

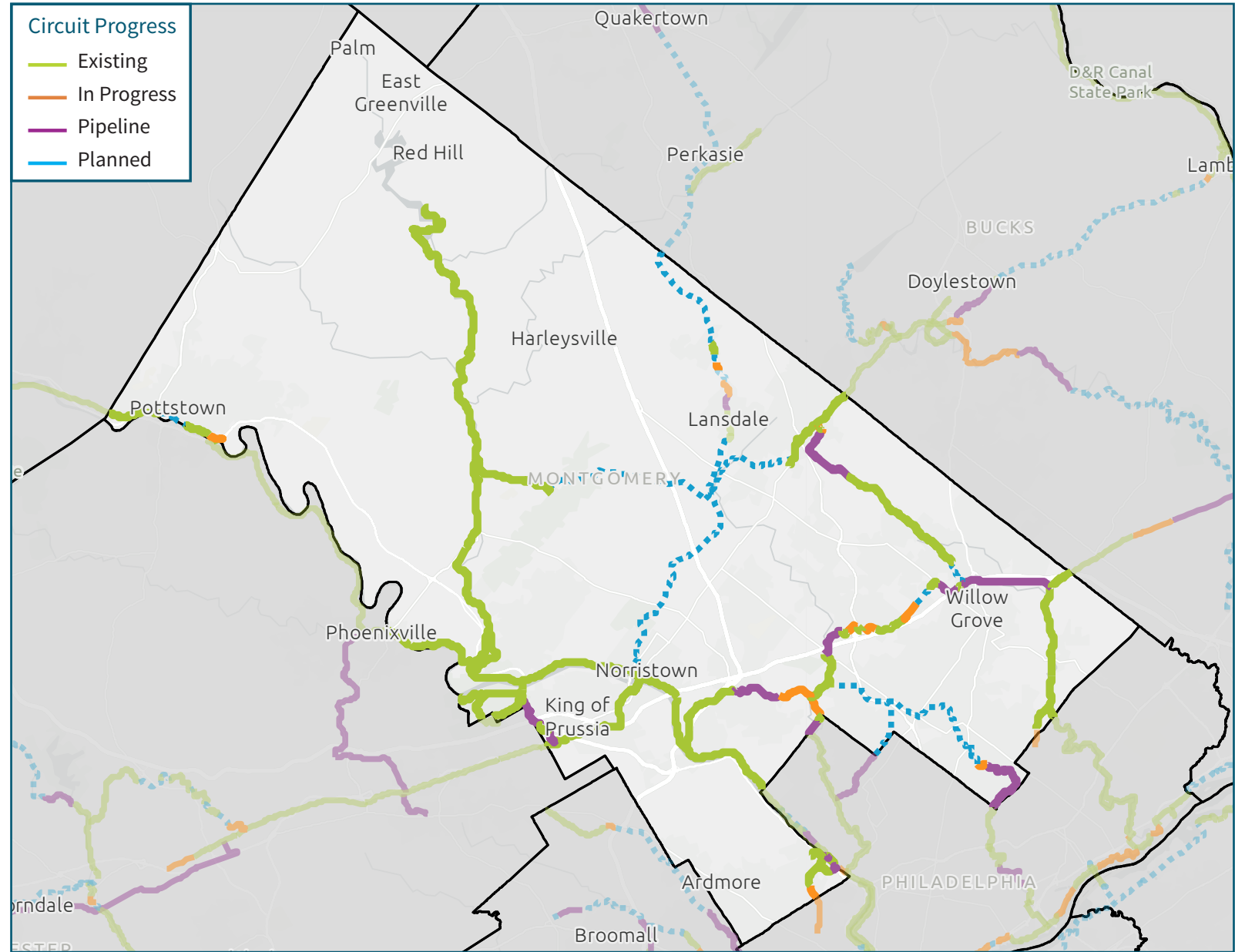
Delaware County



The following table sorts the 14 trail segments in Delaware County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
Chester Creek Trail	Lenni Road to Underpass	In Progress	Federal	0.45	13.25
East Coast Greenway	Norris St - Waterfront to 2nd Ave	In Progress	Federal	0.29	19
Newtown Square Branch	Beverly Hills Recreation Area to Garrett Rd	Pipeline	Federal	0.27	24.25
Newtown Square Branch	Essex Ave to Marshall Rd Crossing	In Progress	Federal	0.40	24.25
Newtown Square Branch	Marshall Rd Crossing	Pipeline	Federal	0.04	24.25
Newtown Square Branch	Marshall Rd to Beverly Hills Recreation Area	In Progress	Federal	0.25	24.25
Newtown Square Branch	Pembroke Ave to Essex Ave	Pipeline	Federal	0.22	24.25
Octoraro Trail	High Trail and Bridge	In Progress	Federal	0.24	5.25
Chester Creek Trail	Underpass to Wawa Station	Pipeline	State/Local	0.43	13.25
Darby Creek Trail	Baltimore Ave to Kent Park	Pipeline	State/Local	0.34	20
East Coast Greenway	2nd St - Norris St to Ridley Creek	Pipeline	State/Local	1.88	26.5
East Coast Greenway	Eddystone - Ridley Creek to Crum Creek Crossing	Pipeline	State/Local	1.29	26.5
East Coast Greenway	Ridley Twp. - Crum Creek Crossing to Darby Creek	Pipeline	State/Local	0.55	26.5
Octoraro Trail	Temple Road to Concord Road/Phase 1B	In Progress	State/Local	0.95	12.25
Total Miles:				7.6	

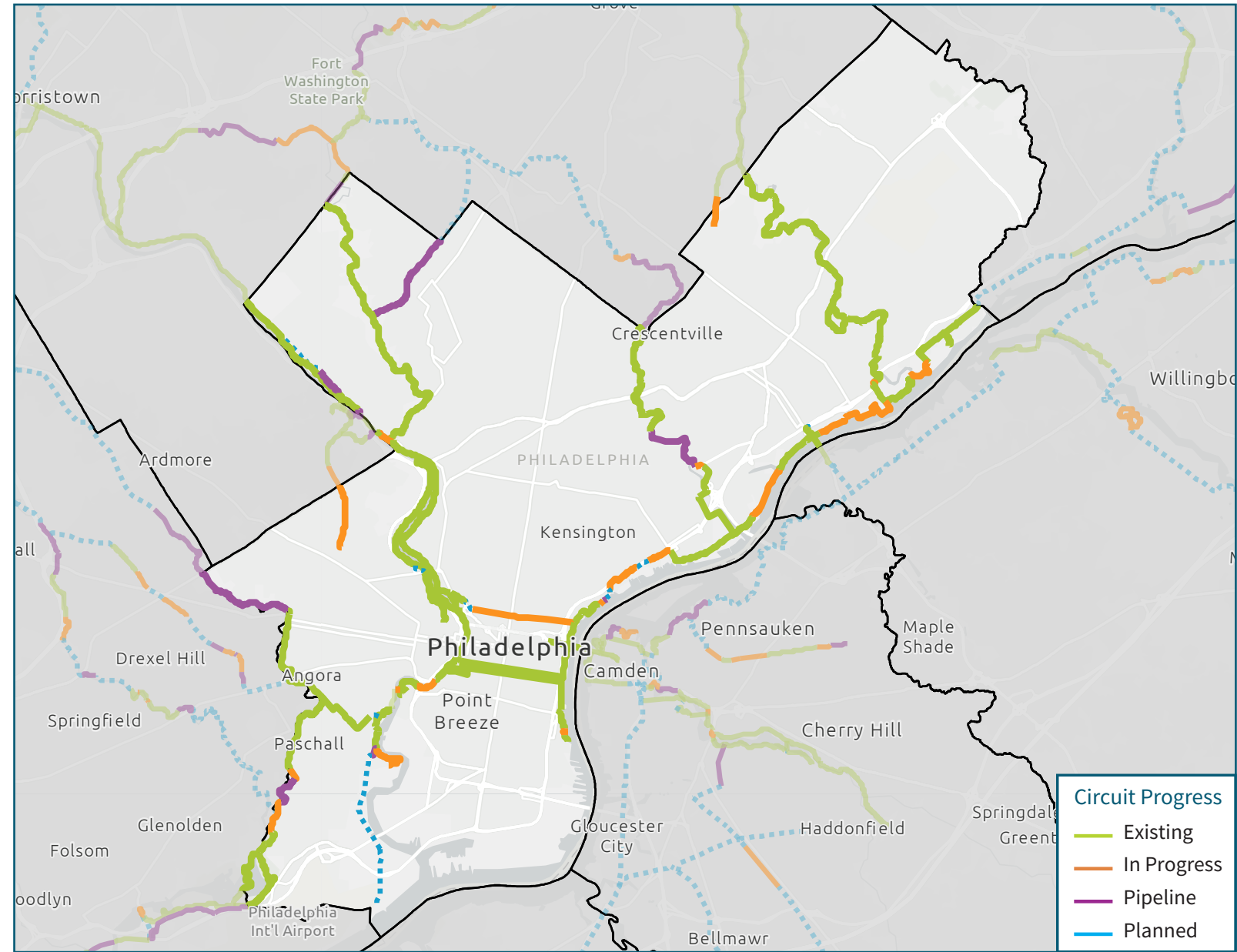
Montgomery County



The following table sorts the 14 trail segments in Montgomery County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
Cross County Trail	Dryden Rd to Willow Pointe Apts	Pipeline	Federal	0.84	11
Cross County Trail	Germantown Pike Crossing	Pipeline	Federal	0.06	16.25
Cross County Trail	Germantown Pike to Joshua Road	Pipeline	Federal	1.89	13.75
Cross County Trail	Powerline Trail to Byberry Rd	Pipeline	Federal	3.17	17
Cross County Trail	Willow Pointe Apts to Powerline Trail	Pipeline	Federal	0.18	13.5
Cross County Trail	Wissahickon Trail to Fort Washington Station	Pipeline	Federal	1.33	20.75
Cross County Trail	Bantry Drive to Near St. Georges Road	Pipeline	State/Local	0.71	12
Cynwyd Spur Trail	Cynwyd Spur	Pipeline	State/Local	0.31	15.25
Gulph Road Connector	Chester Valley Trail to Somerset Pl	Pipeline	State/Local	0.62	21.75
Gulph Road Connector	S Goddard Blvd to Joseph Plumb Martin Trail	Pipeline	State/Local	1.33	21.75
Tookany-Tacony-Frankford	Ashbourne Ave to Jenkintown Rd	Pipeline	State/Local	0.77	18.25
Tookany-Tacony-Frankford	Cheltenham Ave to Ashbourne Ave	Pipeline	State/Local	1.29	28.25
Tookany-Tacony-Frankford	Jenkintown Rd to New 2nd Street	Pipeline	State/Local	0.66	13.25
Wissahickon Trail	Northwestern Ave	Pipeline	State/Local	0.55	18
Total Miles:				13.71	

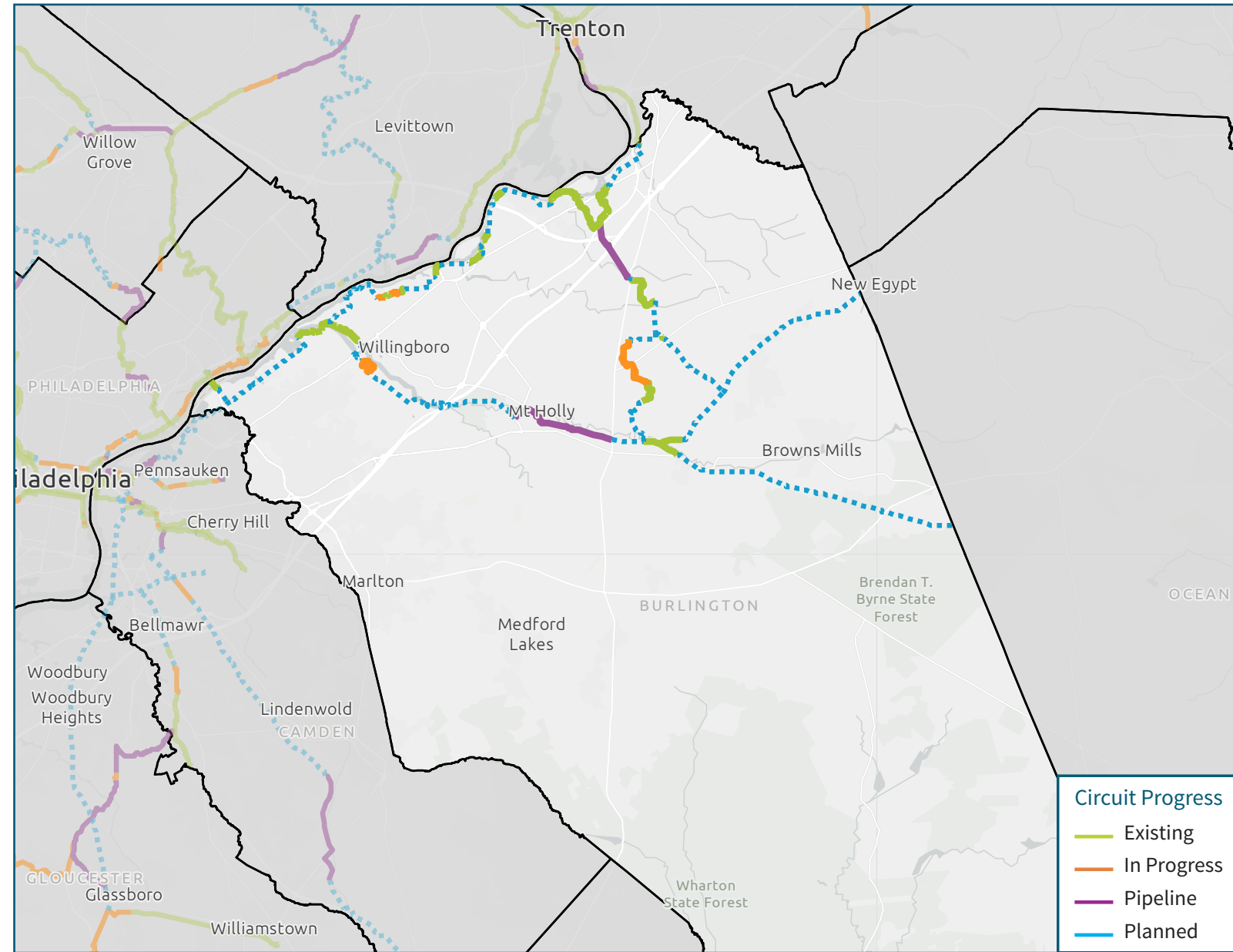
Philadelphia County



The following table sorts the 16 trail segments in Philadelphia County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
East Coast Greenway	Delaware Ave to Pennsylvania Ave (Spring Garden Connector)	In Progress	Federal	2.12	34.25
East Coast Greenway	Tacony - Holmesburg Gap	In Progress?	Federal	1.50	27.5
Schuylkill River Trail	Schuylkill Banks - Near 61st St to Passyunk Ave	In Progress	Federal	0.87	18.5
Schuylkill River Trail	Wissahickon Gateway	In Progress	Federal	0.42	30.5
Cresheim Valley Trail	Forbidden Drive to Stenton Ave	Pipeline	State/Local	2.20	21.25
Delaware River Trail	Tasker St to Reed St	In Progress	State/Local	0.15	N/A
East Coast Greenway	Baxter Trail - Police Firing Range	In Progress	State/Local	0.62	20.5
East Coast Greenway	Cambria St to Allegheny Avenue	In Progress	State/Local	0.50	12.25
East Coast Greenway	Cobbs Creek Trail - Segment B, Phase 2	In Progress	State/Local	0.81	24.25
East Coast Greenway	Penn Treaty Park to E. Palmer St	In Progress	State/Local	0.09	19.25
Forge to Refuge	Near N Gross St to City Line Ave	Pipeline	State/Local	2.16	28.25
Ivy Ridge Trail	Manayunk Bridge to Ivy Ridge Station	Pipeline	State/Local	0.57	21.75
Parkside Cynwyd Trail	Parkside & 53rd St to City Line Ave	In Progress	State/Local	1.29	24.75
Schuylkill River Trail	Mule Bridge	Pipeline	State/Local	0.10	22.5
Tookany-Tacony-Frankford	Torresdale Ave to Ramona Ave and I St	Pipeline	State/Local	1.68	27
Tookany-Tacony-Frankford	Adams Av to Worrell St	In Progress	State/Local	0.15	27
Total Miles:				15.23	

Burlington County

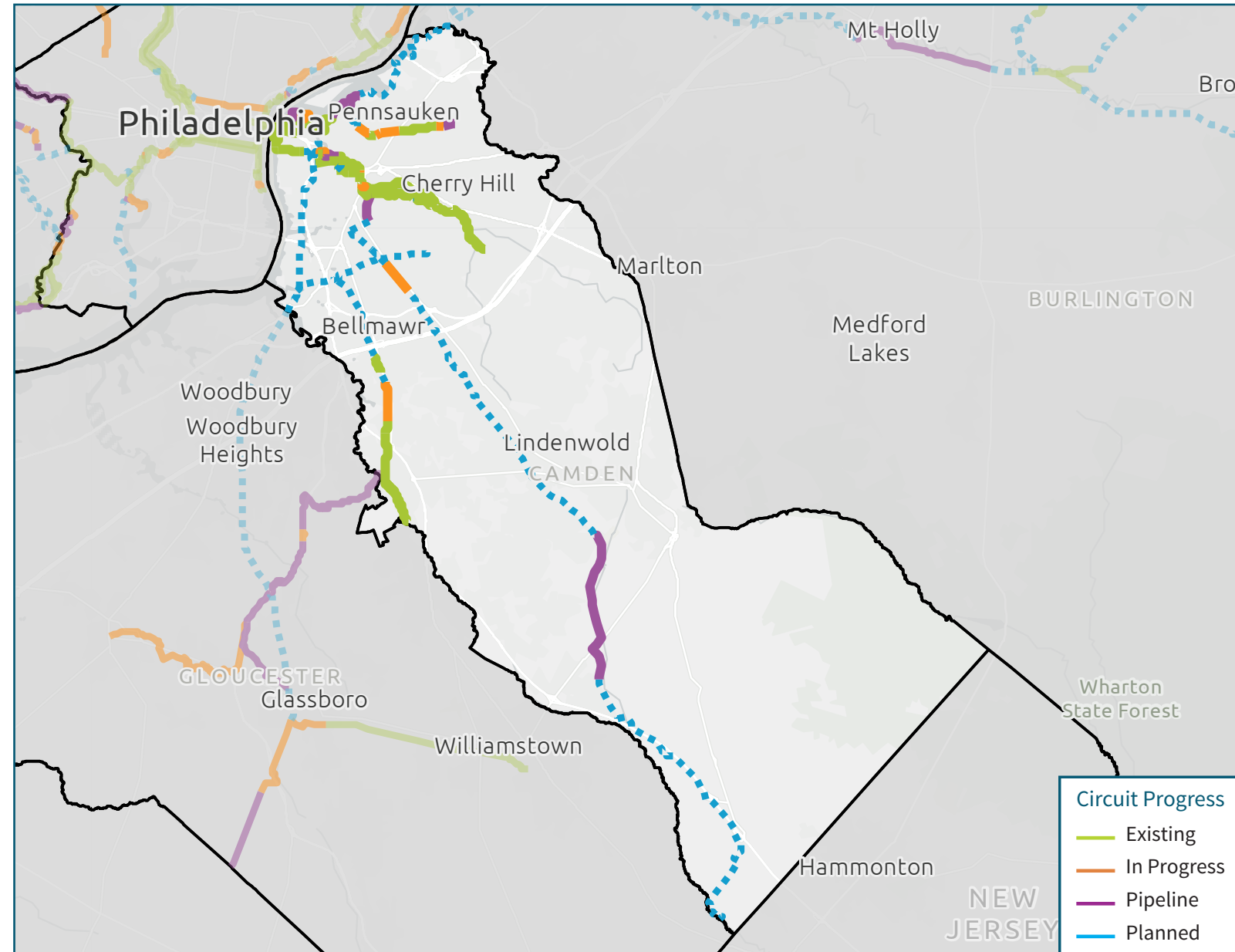


The following table sorts the 6 trail segments in Burlington County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
Arney's Mount Trail	Arney's Mount Park to Jacksonville Rd	In Progress	Federal	3.02	10.5
Rancocas Creek Greenway Trail	Laurel Run to Little Woods	Planned	Federal	2.1	10.75
Rancocas Creek Greenway Trail	RT 130/Rancocas Creek Crossing	Planned	Federal	1.49	16.75
Burlington - Camden Trail	Pennsauken Creek to Maple Shade	Conceptual	State/Local	Conceptual	N/A
Kinkora Trail	Old York Rd to Village of Columbus	Pipeline	State/Local	2.71	8.75
Rancocas Creek Greenway Trail	Long Bridge Park to Route 206	Pipeline	State/Local	4.62	22.25
Total Miles:				13.94	



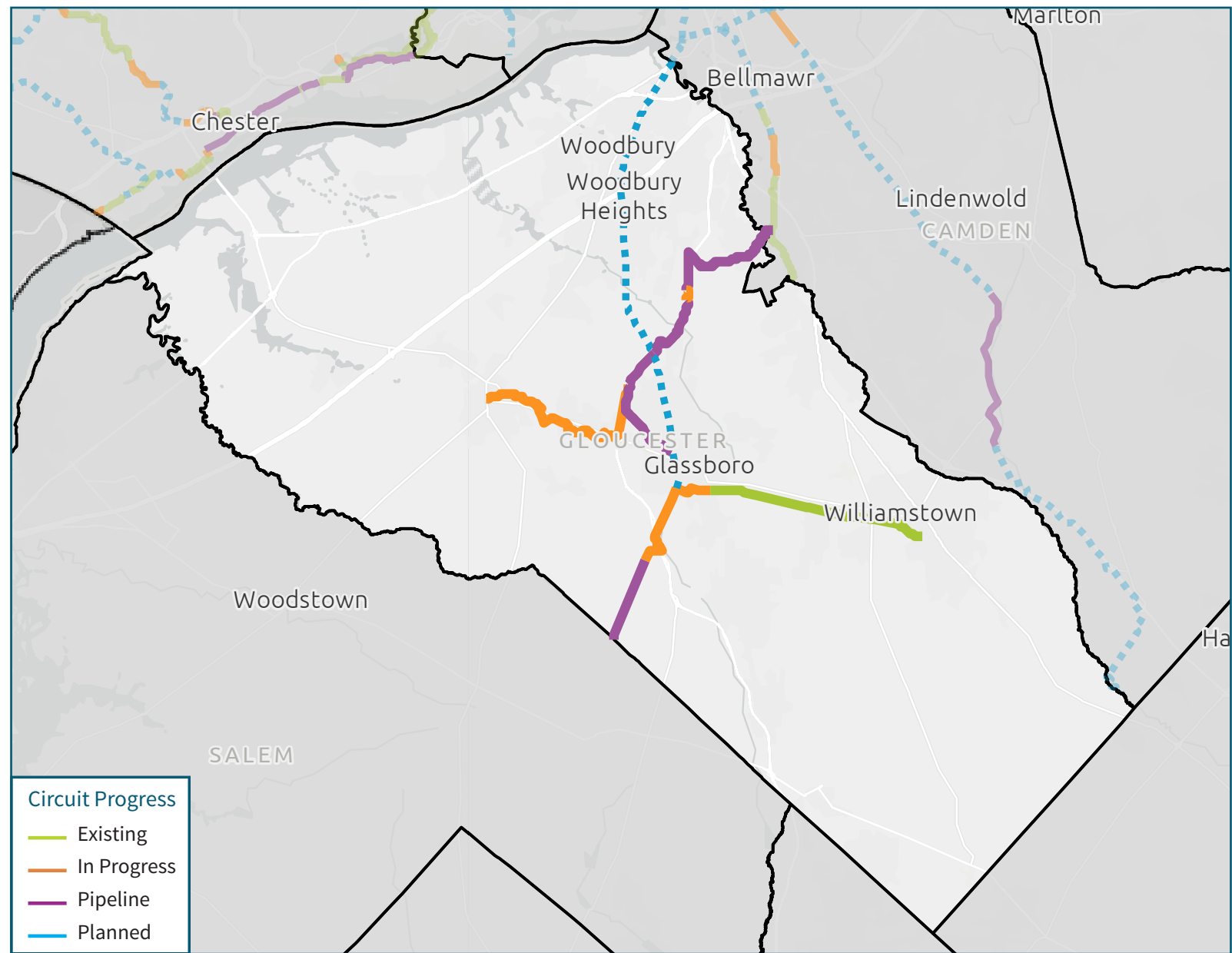
Camden County



The following table sorts the 8 trail segments in Camden County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
Camden County Link	Cooper River Bridge	In Progress	Federal	0.06	25
Cooper River Trail	Admiral Wilson Blvd Trail	Pipeline	Federal	0.50	25.5
Cooper River Trail	Pub Connector	In Progress	Federal	0.12	24
Cooper River Trail	Route 130 Crossing	In Progress	Federal	0.19	21
Merchantville Trail	N 36th St to Euclid Ave	In Progress	Federal	0.56	24.5
Camden County Link	Somerdale Rd to Wakonda Rd	In Progress	Federal	0.45	12
Camden County Link	State St to near Memorial Ave	Planned	Federal	0.91	32
Camden County Link	New Brooklyn County Park	Planned	Federal	1.51	18.75
Burlington - Camden Trail	Union Rd to Pennsauken Creek	Conceptual	State/Local	Conceptual	N/A
Total Miles:				4.3	

Gloucester County

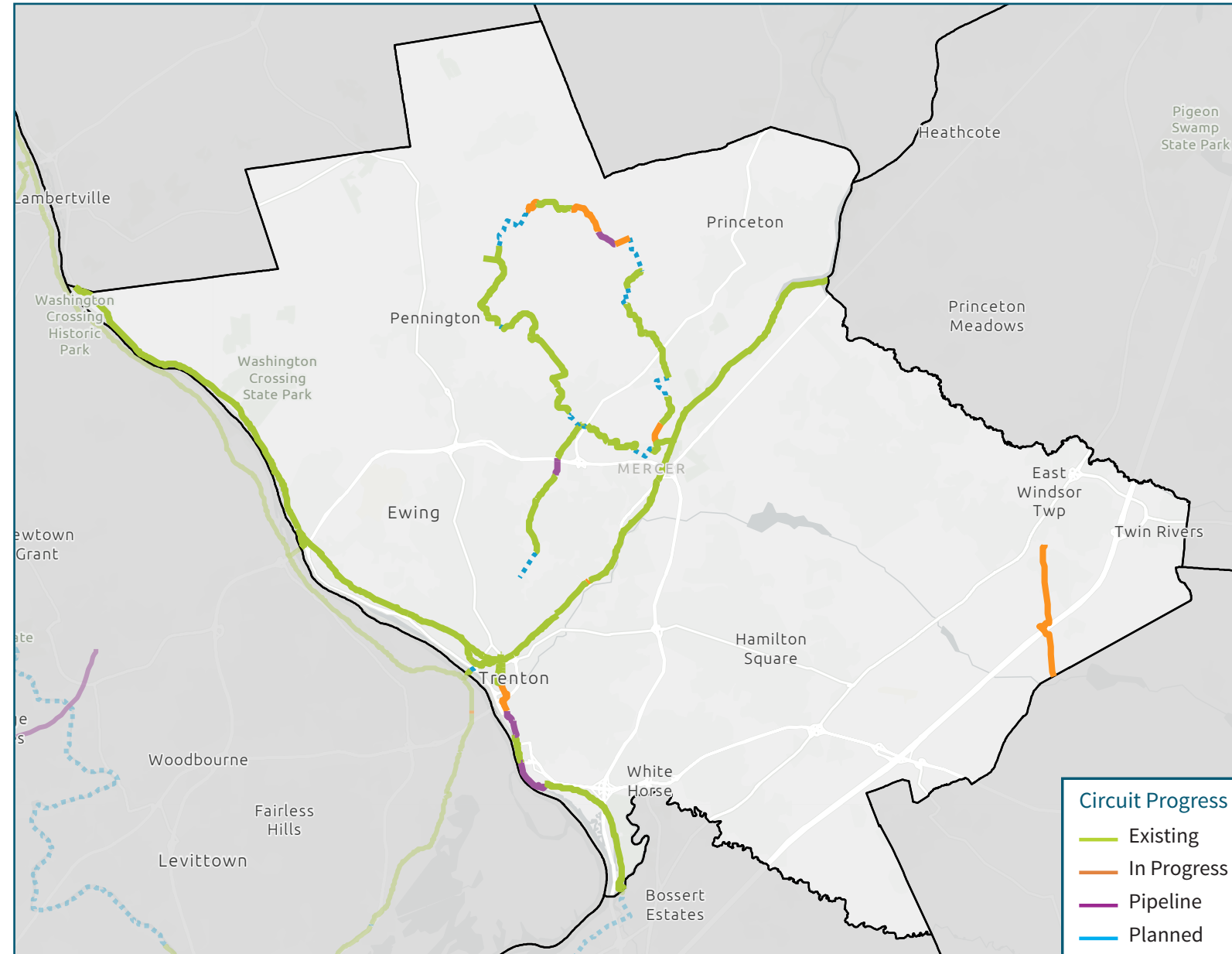


The following table sorts the 8 trail segments in Gloucester County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
Harrison-Mullica Hill Trail	Mullica Hill Trail to Chestnut Branch	In Progress	Federal	6.35	13.25
Glassboro Elk Trail	Elephant Swamp Trail	Pipeline	Federal	2.39	10.25
Dinosaur Trail	E College Dr	In Progress	State/Local	0.32	8
Dinosaur Trail	Blackwood Rail Trail to E College Dr	Pipeline	State/Local	4.26	12
Dinosaur Trail	Blackwood Barnsboro Rd to Gloucester Light Rail	Pipeline	State/Local	2.15	10.5
Dinosaur Trail	Gloucester Light Rail to Chester Branch Ck	Pipeline	State/Local	1.14	7.25
Dinosaur Trail	Chester Branch Ck to Rowan University	Pipeline	State/Local	2.65	17.5
Total Miles:				23.56	



Mercer County



The following table sorts the 11 trail segments in Mercer County that have been identified as ready for federal, state and local funding, and its Gap Analysis Score to identify priority projects that require action to reach 500 miles by 2025. Additionally, the Circuit Trails Coalition has identified priority trail projects (highlighted in green) in the 9-county region to ensure the region reaches the interim campaign goal of 500 miles by 2025 with the purpose of connecting the Circuit's critical gaps.

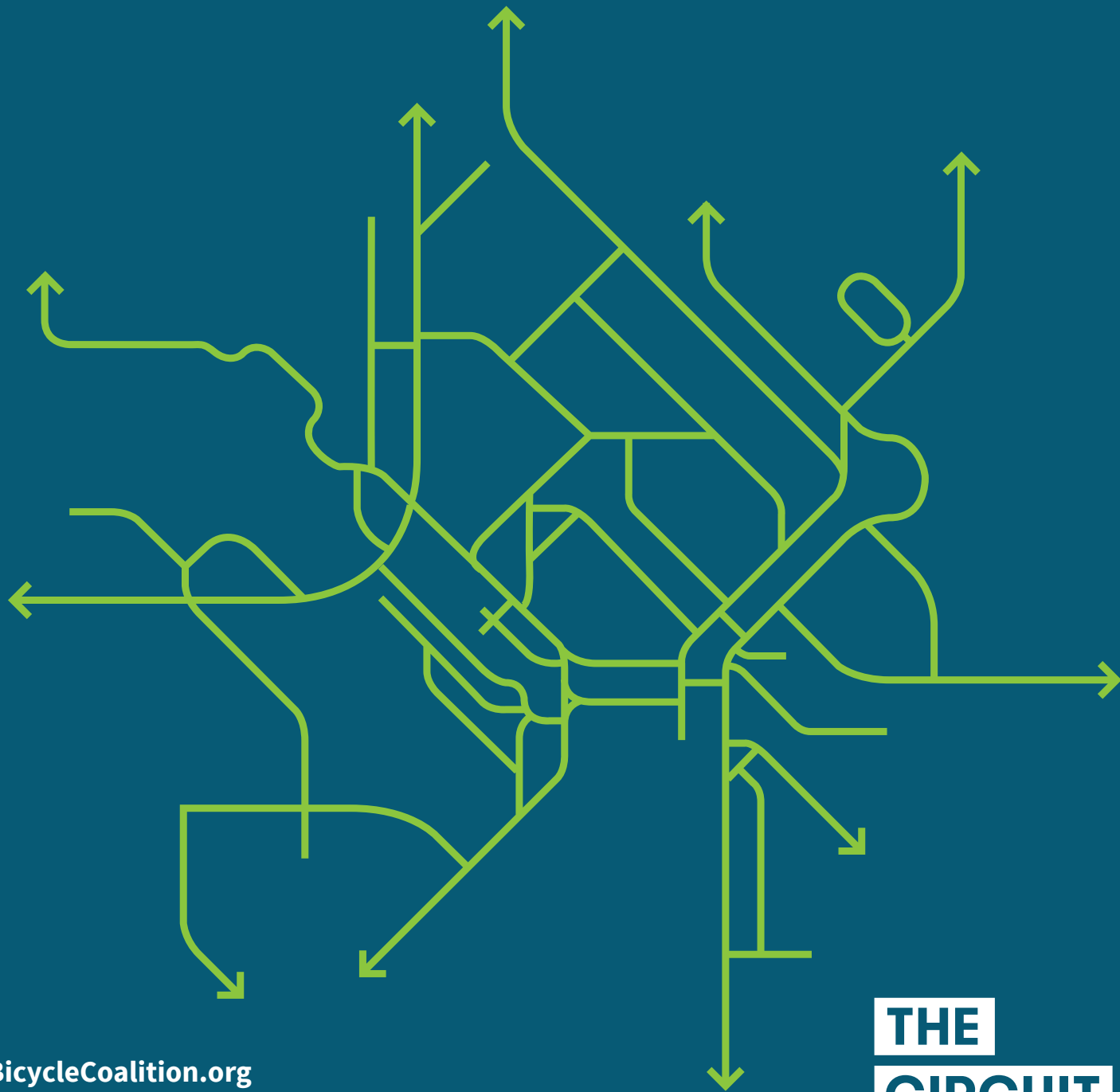
Trail	Segment Description	Trail Status	Funding Readiness	Miles	Priority Score
Delaware River Heritage Trail	D&R Canal Connector	Pipeline	Federal	0.94	19.5
Johnson Trolley Line	I-295 Crossing	Pipeline	Federal	0.07	14.5
Johnson Trolley Line	Rider University	Pipeline	Federal	0.32	16
Johnson Trolley Line	Spruce St to Whitehead Road Extension	Planned	Federal	0.65	15.5
Johnson Trolley Line	Spruce St. to City of Trenton	Planned	Federal	1.89	33.5
Delaware River Heritage Trail	D&R Canal Connector - Cass St. to Union St.	In Progress	State/Local	0.29	28
Lawrence Hopewell Trail	Petty Brook Rd	In Progress	State/Local	0.34	12
Lawrence Hopewell Trail	Carter Rd to Cleveland Rd	In Progress	State/Local	0.93	9.75
Lawrence Hopewell Trail	Mt. Rose Distillery West	In Progress	State/Local	0.4	N/A
Lawrence Hopewell Trail	Cleveland Rd	Pipeline	State/Local	0.47	11
Union Transportation Trail	Old York Rd to Mercer St (Route 33)	In Progress	State/Local	3.12	11.25
Total Miles:				9.42	

VI. Full list of Fully Funded Circuit Trails by County

County	Trail	Segment Description	Miles
Bucks	East Coast Greenway	D&L Canal - Bridge Street Crossing	0.08
Bucks	Neshaminy Creek Trail	Coleman Parcel to Upper State Road	0.37
Burlington	Delaware River Heritage Trail	Cooper St to Woodlake Park	1.02
Burlington	Rancocas Greenway Trail	Laurel Run	0.80
Camden	Camden County Link/DRHT	24th St Connector - Missing link in Cramer Hill Park	0.10
Camden	Camden County Link	Merchant St to Station Ave	1.07
Camden	Camden County Link	Riverbirch Trail	0.20
Camden	Gloucester Twp Health & Wellness Trail	Evesham Road to Oak Avenue	1.17
Camden	Merchantville Trail	Cove Rd to Bethel Ave	0.25
Camden	Merchantville Trail	Stockton Park Trail	0.37
Chester	Chester Valley Trail	Chester Valley Trail - 4a	1.04
Chester	Schuylkill River Trail	Parkerford Rd to Route 422	4.11
Delaware	Chester Creek Trail	Near Bridgewater Rd to Creek Rd	1.17
Delaware	Chester Creek Trail	Kerlin St to Incinerator Rd	0.71
Delaware	East Coast Greenway	PA-DE Stateline to Braskem	0.26
Delaware	Octoraro Trail	Temple Road to Route 202	1.12
Gloucester	Bridgeton Secondary (Monroe Township Bike Path)	Bridgeton Secondary to Delsea Drive	1.14
Gloucester	Dinosaur Trail	E College Drive	0.33
Gloucester	Glassboro Elk Trail	Sewell St to Elephant Swamp Trail	2.66
Mercer	Delaware and Raritan Canal Trail	Whitehead Road Crossing	0.05
Mercer	Delaware River Heritage Trail	Cooper Field to Trenton Wellness Loop	0.73

County	Trail	Segment Description	Miles
Mercer	Delaware River Heritage Trail	D&R Canal Connector - Lalor St Park to Cass St	0.37
Mercer	Lawrence Hopewell Trail	Maidenhead Meadows	0.51
Mercer	Lawrence Hopewell Trail	Moore's Mill-Mt. Rose Rd/Weldon Way to Bailey Drive	0.46
Mercer	Lawrence Hopewell Trail	Pretty Brook Road to Province Line Road	0.34
Montgomery	Cross County Trail	Pennsylvania Ave to PA 309	0.48
Montgomery	Cross County Trail	Commerce Drive to Pine Run Tributary	0.54
Montgomery	Cross County Trail	Susquehanna Rd to Bantry Dr and Beacon Hill Dr	0.67
Montgomery	Cross County Trail	PA 309 Overpass to LifeTime/TruMark	0.17
Montgomery	Cross County Trail	Joshua Road to Wissahickon Trail	1.33
Montgomery	Parkside Cynwyd Trail	City Line Ave to Montgomery Ave	0.47
Montgomery	Power Line Trail	Horsham Rd to Montgomery Twp Gazebo Park	0.13
Montgomery	Power Line Trail	Montgomery Twp Gazebo Park to 202 Parkway Trail	0.28
Montgomery	Schuylkill River Trail	Route 422 to Industrial Hwy	0.70
Montgomery	Tookany-Tacony-Frankford	New 2nd St to Harrison Ave	0.37
Montgomery	Wissahickon Trail	Stenton Avenue Sidepath	0.81
Philadelphia	East Coast Greenway	Cobbs Creek Connector - Segment D	0.32
Philadelphia	East Coast Greenway	Cobbs Creek Trail - Segment B, Phase 1	0.25
Philadelphia	East Coast Greenway	Cobbs Creek Trail - Segment C	0.81
Philadelphia	East Coast Greenway	K&T Trail Phase 2	0.63
Philadelphia	East Coast Greenway	North Delaware Ave Extension - Phase 2	1.13
Philadelphia	Fox Chase - Lorimer	Rhawn St to Shady Ln	0.62
Philadelphia	East Coast Greenway	Schuylkill Banks - Christian to Crescent	0.45
Philadelphia	East Coast Greenway	Schuylkill Banks - Gray's Ferry Swing Bridge	0.10
Philadelphia	East Coast Greenway	Susquehanna to Lehigh Ave	0.81
Philadelphia	Pennypack Trail	State and Rhawn/Pennypack Trail Connector	0.07

Total Miles: 31.12



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