

PHILADELPHIA TRAIL PLAN

2024 UPDATE



Delaware River Trail at Pier 3 | PCPC

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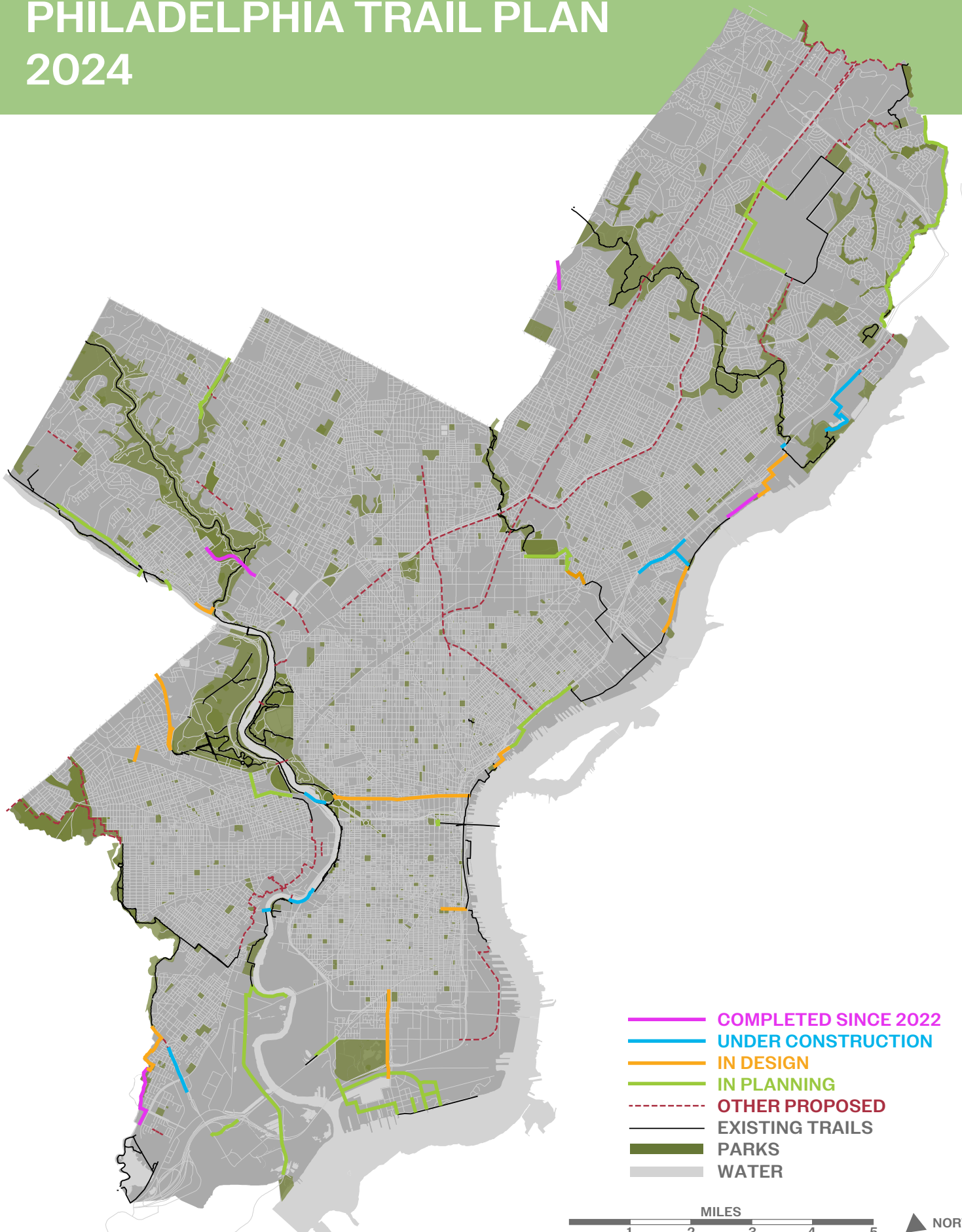
Ribbon cutting for Fox Chase - Lorimer Trail in Northeast Philadelphia featuring state, city, and regional partners | PCPC

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Indego has expanded to trails on the Schuylkill and Delaware Rivers | PCPC
PHILADELPHIA TRAIL PLAN | 2024 Update 3



2024 TRAIL PLAN UPDATE PURPOSE

The Philadelphia Trail Master Plan is a recommendation of Philadelphia2035, the City's Comprehensive Plan. This recommendation is listed in the Renew section under Goal 6.1 Watershed Parks and Trails: Complete, expand, and connect watershed parks and trails in the city and the region. The Trail Master Plan process began in the spring of 2011 as a joint effort of the Philadelphia City Planning Commission (PCPC) and Philadelphia Parks & Recreation (PPR), in collaboration with the Office of Transportation and Infrastructure Systems (OTIS).

The 2024 Philadelphia Trail Plan Update builds on the Philadelphia Trail Master Plan adopted by the PCPC in 2013 and subsequent annual updates through 2022. It also summarizes recommendations from the City of Philadelphia's Trail & Sidepath Maintenance Study, which was published in 2022. This report features progress by the Philadelphia Trail Committee and non-profit development partners towards expanding the Philadelphia trail network, including the secured funding, project advancement, and next steps.

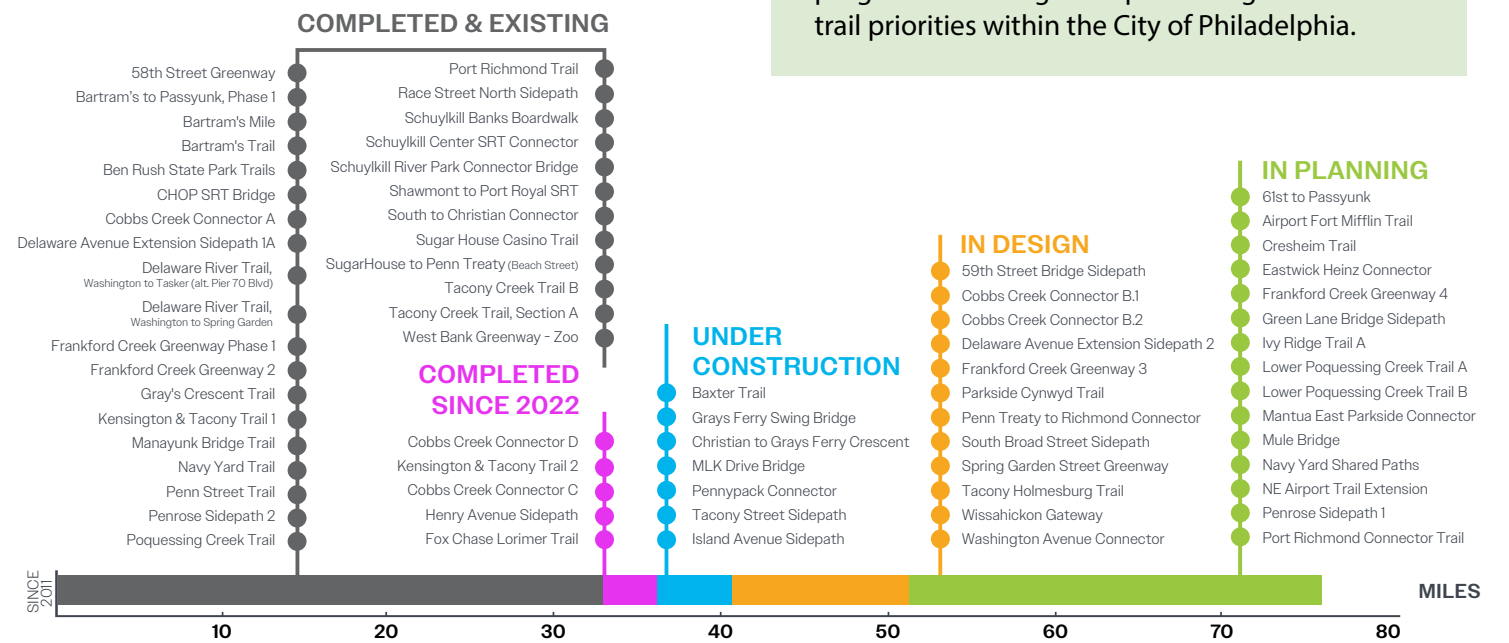
The 2024 Update contains a revised priority ranking for proposed trail projects citywide. All of these elements are intended to promote the advancement

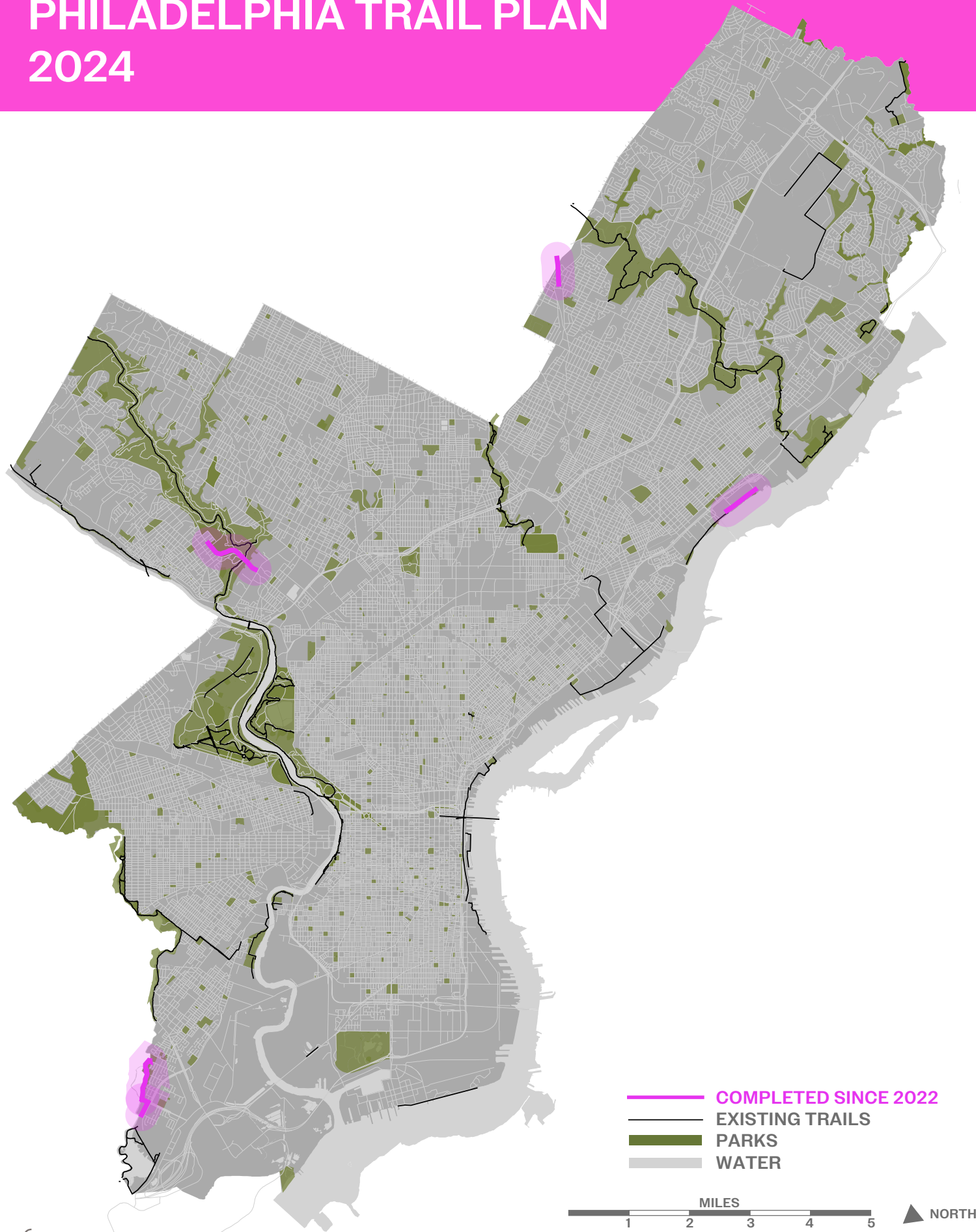
of the Philadelphia trail network as it relates to the Philadelphia2035: Citywide Vision. Due to limited funding for trail and park projects, the City recognized the need for prioritizing proposed trail projects to serve Philadelphians citywide and to best use available planning, design, and construction funding.

The Trail Master Plan outlines four overarching goals of the Philadelphia trail network: connectivity, safety, encouragement of physical activity, and open space. The purpose of the City trail planning process is to ensure that proposed trail development projects in Philadelphia meet these goals. As the status of the trail network is constantly changing, the annual update offers the opportunity to document and reevaluate these priorities from year to year in order to provide Philadelphians with a connected and comprehensive system of trails.

PHILADELPHIA TRAIL COMMITTEE

The Philadelphia Trail Committee is the implementing body of the Trail Master Plan. The Committee includes City agencies with direct roles in trail implementation, including design, construction, permitting, and project review. The Committee meets regularly and makes decisions on funding priorities for each major trail funding program with the goal of presenting one voice on trail priorities within the City of Philadelphia.





This section reflects the updated status of Philadelphia trails as of **June 30, 2024**. The accompanying map on page 4 of this document details the status of trail projects citywide, including several projects that are now complete.

COMPLETED

Since the 2022 Trail Master Plan Update, 2.8 miles have been completed, including Cobbs Creek Connector C, Cobbs Creek Connector D, Kensington & Tacony Trail 2, Fox Chase Lorimer Trail, and Henry Avenue Sidepath.

Cobbs Creek Connector C is an off-road facility that extends from Eastwick Park to the intersection of Lindbergh Boulevard and 84th Street.

Cobbs Creek Connector D is a sidepath adjacent to Lindbergh Boulevard from 84th Street to the entrance of John Heinz National Wildlife Refuge.

The Kensington & Tacony Trail 2 stretches from Lardner's Point Park to Magee Avenue and serves as an off-road segment of the expanding Delaware River Trail.

The three trails listed above serve as segments of the East Coast Greenway.

The Fox Chase Lorimer Trail is an off-road connection from SEPTA's Fox Chase station at the terminus of the Fox Chase Regional Rail Line to the Pennypack Trail in Northeast Philadelphia and to Lorimer Park in Montgomery County.

Henry Avenue Sidepath was completed between School House Lane and Walnut Lane in Northwest Philadelphia as a component of PennDOT's Henry Avenue Safety Improvement Project. The planned portion between Penn Street and Roberts Avenue was not constructed and returns to the concept phase as Henry Avenue Sidepath 2.



Cobbs Creek Connector C in Southwest Philadelphia | PCPC



Kensington & Tacony Trail Phase 2 in Northeast Philadelphia | PCPC



Henry Avenue Sidepath in Northwest Philadelphia | PCPC

THE YEAR IN TRAILS

UNDER CONSTRUCTION

The **Pennypack Connector** includes a sidepath and crossing improvements at the intersection of State Road and Rhawn Street in Northeast Philadelphia. This segment will close a gap on the Pennypack Trail between Pennypack Park and Pennypack on the Delaware park. This segment is anticipated to be completed in summer 2024.

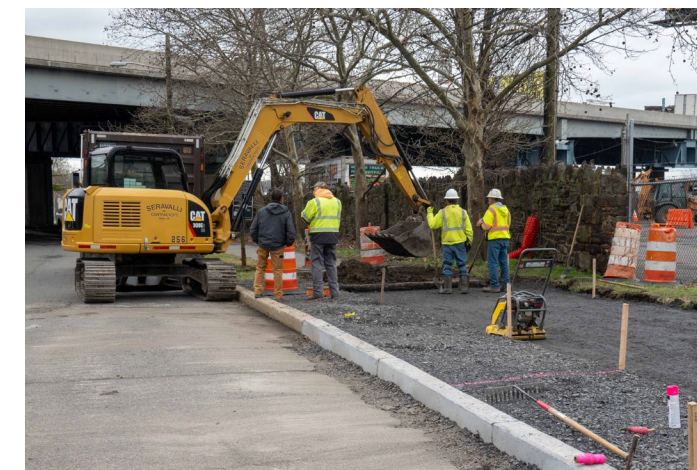
Construction on two major gaps in the Schuylkill River Trail is anticipated to be completed in Summer 2025. A cable-stayed suspension bridge is being erected below the terminus of Schuylkill Banks from **Christian Street to Grays Ferry Crescent**. Further south, the **Grays Ferry Swing Bridge**, which is being constructed off-site for future installation, will connect Grays Ferry Crescent and Bartram's Garden. These segments will extend the continuous length of the Schuylkill River Trail by 2.75 miles.

The federally funded reconstruction of the **Martin Luther King, Jr. (MLK) Drive Bridge** commenced in March 2023 and includes the installation of an expanded sidepath where a narrow sidewalk existed before. This segment will provide a connection between Eakins Oval and MLK Drive and is anticipated to be completed in 2025.

Construction of the **Island Avenue Improvement Project** began in April 2023 and includes a shared-use path between Suffolk and Woodland Avenues in Southwest Philadelphia. This project is the result of a partnership between Philadelphia Department of Streets, the Federal Highway Administration, PennDOT, and SEPTA, and is anticipated to be completed in 2025.

The **Tacony Street Sidepath**, a component of PennDOT's 95 Revive Section BS2, is under construction in Northeast Philadelphia and is expected to be complete in 2026.

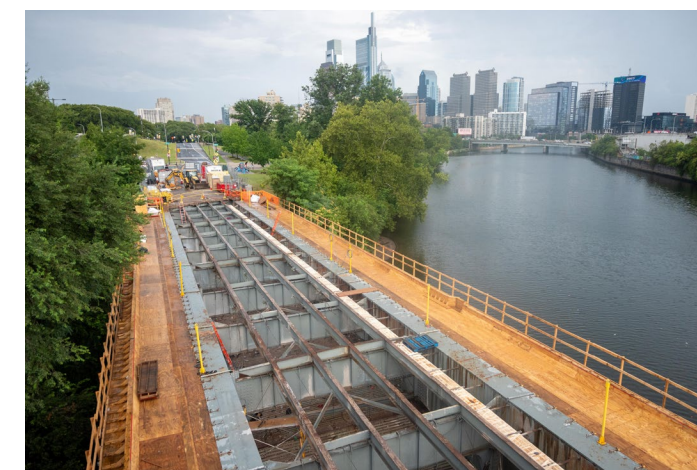
About 0.4 miles of the **Penn Treaty to Richmond** segment have been constructed by developers of The Battery and Northbank properties on the banks of the Delaware River in Fishtown. The segment remains categorized in the design phase as work continues to connect these projects to the greater trail network.



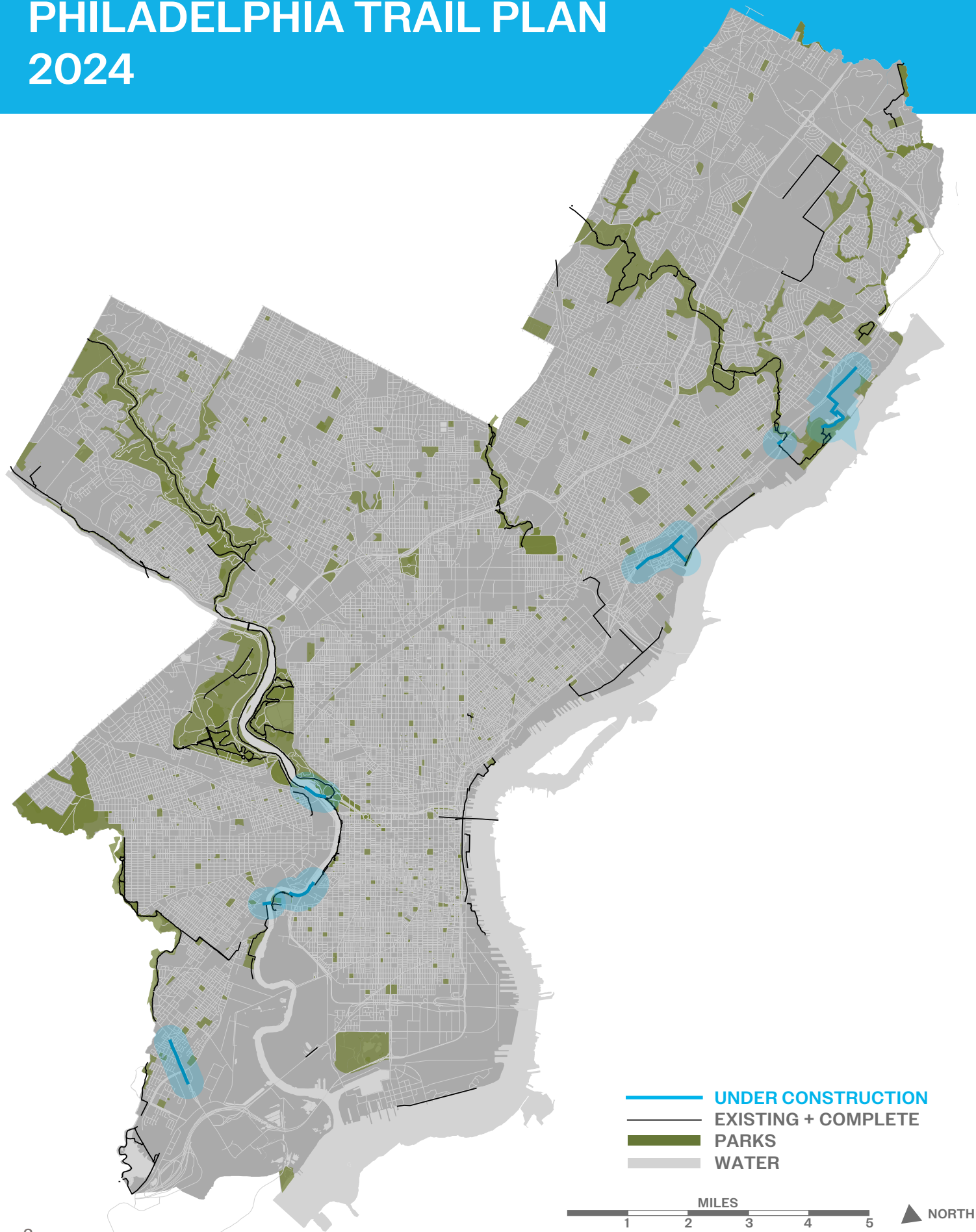
Construction of Pennypack Connector at State & Rhawn | PCPC

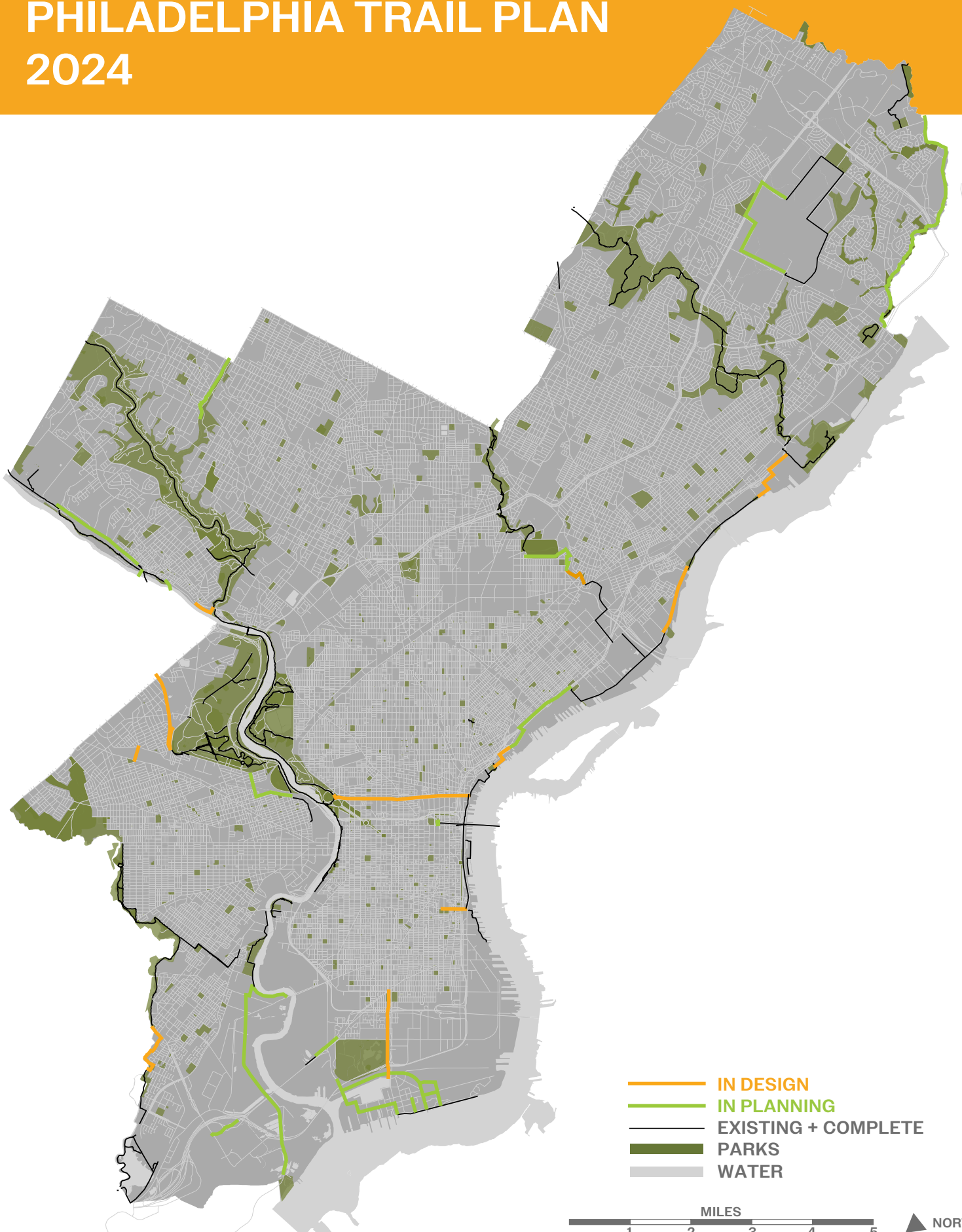


Christian to Grays Ferry Crescent will close a major gap in the SRT | PCPC



Replacement of MLK Drive Bridge deck will include a sidepath | PCPC





PROJECT ADVANCEMENT

Through 2024, the City of Philadelphia continued its efforts to design and study trail alignments previously identified in the Trail Master Plan. Three trail projects advanced to the pre-construction/bid phase.

Washington Avenue Connector will convert excess roadway to a separated multi-use trail with landscaping and social spaces. This segment will improve neighborhood access to the waterfront by closing a gap in the High-Quality Bike Network on Washington Avenue between 4th Street and the Delaware River Trail.

South Broad Street Sidepath will be constructed on the west side of South Broad Street between Pattison Avenue and League Island Boulevard, improving the connection between NRG Station, FDR Park, and The Navy Yard.

Cobbs Creek Connector B.1 will be a sidepath along Island Avenue from Woodland Avenue to the vicinity of Wheeler Street. This will shrink the gap in the Cobbs Creek Trail by about 1/4 mile and serve as a segment of the East Coast Greenway.

Planning studies were completed for [Lower Poquessing Creek Trail](#), [Mule Bridge](#), Ivy Ridge Trail (Roxborough Manayunk Conservancy), and [Delaware River Trail: Columbia Avenue to Lehigh Avenue Extension & Neighborhood Connections](#) (Delaware River Waterfront

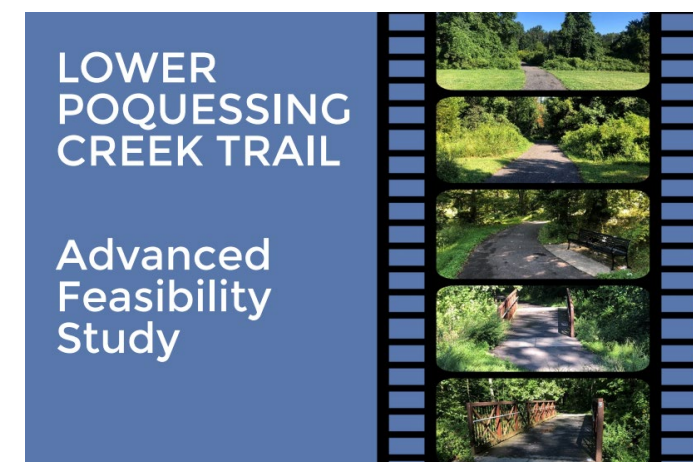
Corporation). The [Navy Yard Plan's 2022 Update](#) introduced a vision for 4.26 miles of shared paths accompanying its future development.

About 10 miles of trail are in the design stage, including Cobbs Creek Connector B.2, Delaware Avenue Extension Sidepath 2, Frankford Creek Greenway 3, Parkside Cynwyd Trail, Spring Garden Street Greenway, Tacony Holmesburg Trail, and Wissahickon Gateway. Shared Use Path designs are advancing for 59th Street Bridge in West Philadelphia and Green Lane Bridge in the Lower Northwest, and a sidepath was proposed on Hunting Park Avenue in North Philadelphia.

An additional 18 miles of trail remain in the planning phase, including 61st to Passyunk (formerly known as Bartram's to Passyunk Phase II) and Mantua East Parkside Connector (formerly known as Mantua Greenway).



VIEW 2 - MUMMER'S PLAZA - PROPOSED
Rendering of Washington Avenue Connector | DRWC



FINAL REPORT | March 2023
Lower Poquessing Creek Trail Feasibility Study | City of Philadelphia



Ivy Ridge Trail Conceptual Design Update | RMC
PHILADELPHIA TRAIL PLAN | 2024 Update 11

TRAIL FUNDING

2023/2024 Philadelphia Trail Funding Sources & Awards

City of Philadelphia Capital Budget

Department of Commerce - Schuylkill River Trail
\$1,000,000 for FY24 + \$1,800,000 for FY25

Department of Commerce - Delaware River Trail
\$500,000 for FY24 + \$700,000 for FY25

Parks & Recreation - Improvement of existing trails
\$500,000 for FY24

PA DCNR

Land acquisition for Schuylkill River Trail - \$600,000
Valley Green Run Trail - \$183,700

PA DCED

Frankford Creek Greenway, Phase 3 - \$250,000

PennDOT MTF

Bartram's to Passyunk, Phase 2 - \$400,000

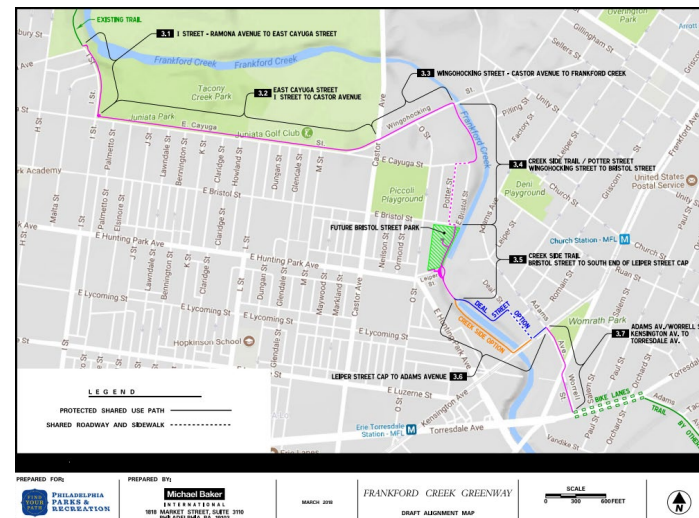
PennDOT TASA

Frankford Creek Greenway, Phase 3 - \$1,500,000
Cobbs Creek Connector B.2 - \$1,500,000
Belmont Trail Reconstruction - \$1,255,500

FUNDING SECURED THROUGH 2024

The City of Philadelphia and trail development partners secured over \$7.6 million in federal, state, and local funding for construction, design, and planning studies for trail projects since the last Trail Master Plan Update.

Sources include Pennsylvania Department of Conservation and Natural Resources (DCNR), Pennsylvania Department of Community and Economic Development (DCED), PennDOT Transportation Alternatives Set-Aside (TASA), and the PennDOT Multimodal Transportation Fund (MTF). The City of Philadelphia Capital Budget Funds continued to support construction of new trails.



Potential alignment of Frankford Creek Greenway | City of Philadelphia



Rendering of Mule Bridge from 2024 feasibility study | City of Philadelphia



Existing Mule Bridge, currently in planning phase | City of Philadelphia

PRIORITY STATUS UPDATE

UPDATED PRIORITY RANKING

As part of the 2024 update, the Philadelphia Trail Committee updated the priority scoring for each project. Factors like new funding, change in property ownership, new partnerships, and updated census data changed the score and priority rank for many projects. The new priority list reflects the updated scores and removal of completed projects.

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

- Watershed Park
- Delaware River Trail
- Schuylkill River Trail
- Sidepath/Roadway Adjacent
- Miscellaneous

Several major projects have progressed to a higher priority rank due to additional project funding, advancement in trail studies or design, property acquisition, and other factors.

EXISTING TRAIL REHABILITATION PRIORITIZATION

As we have worked to expand Philadelphia's trail network, it is important to ensure that the existing trails are well preserved and remain accessible for all users. In the 2017 update, existing trails older than ten years old were evaluated in order to create a prioritization for trail rehabilitation. While regular maintenance can increase the longevity of a trail, older trails will eventually require more intensive rehabilitation.

Significant work has taken place in the past year towards rehabilitation of existing trails. Parks & Recreation continued the rehabilitation of four bridges along the Wissahickon Bike Path. Design by the Streets Department for rehabilitations of MLK Drive and Falls Bridges include improved connections to the adjacent trails. Lastly, planning for the rehabilitation of the Kelly Drive Trail continued including efforts to restore the stone wall adjacent to the trail.

The table on this page shows the priority listing by tiers for the rehabilitation of existing trails.

Trail Name (Rehabilitation Project)	Category	2020 Tier
Ben Franklin Bridge Walkway	Sidepaths	1
Kelly Drive Trail	Schuylkill River Trail	1
Pennypack Park Trail	Watershed Parks	1
Schuylkill Banks Trail	Schuylkill River Trail	1
Cobbs Creek Trail	Watershed Parks	1
Falls Bridge Sidepath	Sidepaths	2
Forbidden Drive	Watershed Parks	2
Lansdowne Sidepath	Sidepaths	2
Tacony Creek Trail (upper)	Watershed Parks	2
Wissahickon Bike Path	Watershed Parks	2
Chamounix Drive Sidepath	Sidepaths	3
Delaware River Trail	Delaware River Trail	3
Fluehr Park Trail	Misc.	3
Ford Road Sidepath	Sidepaths	3
Greenland Drive Sidepath	Sidepaths	3
Northeast Airport Trail	Misc.	3

PROPOSED TRAIL PRIORITY STATUS

Tier 1 Projects
Tier 2 Projects
Tier 3 Projects
New projects in 2024

See Methodology Paper in 2013 Trail Plan Appendix for Criteria and Scoring of Tiers

Note: Rank is within Location Category only, not overall

Watershed Parks		
Proposed Trail	RANK 2024	RANK 2022
Cobbs Creek Connector D	complete	1
Cobbs Creek Connector C	complete	5
Cobbs Creek Connector B.1	1	2
Cobbs Creek Connector B.2	2	4
Frankford Creek Greenway, Phase 3	3	3
Frankford Creek Greenway, Phase 4	4	
Lower Poquessing Creek Trail A	5	9
Lower Poquessing Creek Trail B	6	10
Poquessing A	7	6
Cobbs Creek Morris Park Connector B	8	7
Cobbs Creek Morris Park Connector A	9	8
Poquessing B	10	11
Randolph Creek Trail	11	12

Schuylkill River Trail		
Proposed Trail	RANK 2024	RANK 2022
Christian to Grays Crescent	construction	1
Grays Ferry Swing Bridge	construction	2
Wissahickon Gateway	1	3
61st to Passyunk	2	4
Airport Fort Mifflin Trail	3	5
Mule Bridge	4	6

Delaware River Trail		
Proposed Trail	RANK 2024	RANK 2022
Kensington & Tacony Trail 2	complete	2
Baxter Trail	1	1
Delaware Avenue Extension 2	2	3
Penn Treaty Richmond Connector	3	4
Port Richmond Connector Trail	4	5
Tacony Holmesburg Trail	5	6
Delaware River Trail Port Extension	6	7

Sidepaths		
Proposed Trail	RANK 2024	RANK 2022
MLK Drive Bridge Gap	construction	1
Henry Ave Sidepath	complete	6
Island Ave Sidepath	construction	7
Tacony Street Sidepath	construction	9
Spring Garden Street Greenway	1	2
Mantua East Parkside Connector	2	4
South Broad Street Sidepath	3	5
Washington Avenue Connector	4	8
Henry Avenue Sidepath 2	5	
Girard Avenue Bridge Sidepath	6	10
Benjamin Franklin Bridge Entrance	7	11
West Bank Greenway	8	12
State Road Sidepath	9	13
Roosevelt Blvd Sidepath	10	14
Hunting Park North Philadelphia Sidepath	11	
Hunting Park Sidepath	12	18
Green Lane Bridge Sidepath	13	
59th Street Bridge Sidepath	14	
34th Street Bridge Sidepath	15	15
Wissahickon Avenue Sidepath	16	16
NE Airport Trail Extension	17	17
Penrose Avenue Sidepath 1	18	19
Ben Rush State Park Sidepath	19	20
Germantown Ave Sidepath	20	21
31st Street Sidepath	21	22
Hagys Mill Sidepath	22	24
Island Avenue to Cobbs B Sidepath	23	23

Miscellaneous Locations		
Proposed Trail	RANK 2024	RANK 2022
Fox Chase Lorimer Trail Connector	complete	1
Parkside Cynwyd Trail	1	2
Eastwick Heinz Connector	2	3
Cresheim Trail	3	4
Lehigh Viaduct Trail	4	6
Ivy Ridge A	5	5
Navy Yard Greenways	6	
Tacony Pennypack Connector	7	7
Woodlands Cemetery Bikeway	8	8
Pennypack Poquessing Connector	9	9
Pennypack Airport Connector	10	10
Fern Rock American Trail	11	11
Poquessing Southampton Trail	12	12
Tacony Sedgely Trail	13	13
Ivy Ridge Trail B	14	14
Airport Poquessing Connector	15	15

TRAIL & SIDEPATH MAINTENANCE STUDY

Many of Philadelphia's trails route through riverside parks and flood hazard zones. These areas see damage from major storm events. Funding for trail maintenance is limited, and there is a maintenance backlog. Proactive planning and policies to finance trail maintenance could address these issues in the future.

To attempt to address this issue, the City of Philadelphia initiated a [Trail & Sidepath Maintenance Study](#) which was published in July 2022. The study analyzed trail usage, identified existing maintenance practices and costs, conducted engagement with the public and with stakeholders who develop and manage the city's trail network, developed a maintenance cost calculator, and offered policy recommendations based on case studies.

The study estimated many of the annual costs of trail maintenance such as mowing, trash removal, lighting, and remedial upkeep. It also identified costs that could not be determined, such as structural inspection and repair, snow clearing, and vegetation management. Based on available information, the study projected a base financial need of \$832,825 annually. Improving and refining the provided Maintenance Cost Calculator will help inform budget needs.

The study recommends exploring the following strategies:

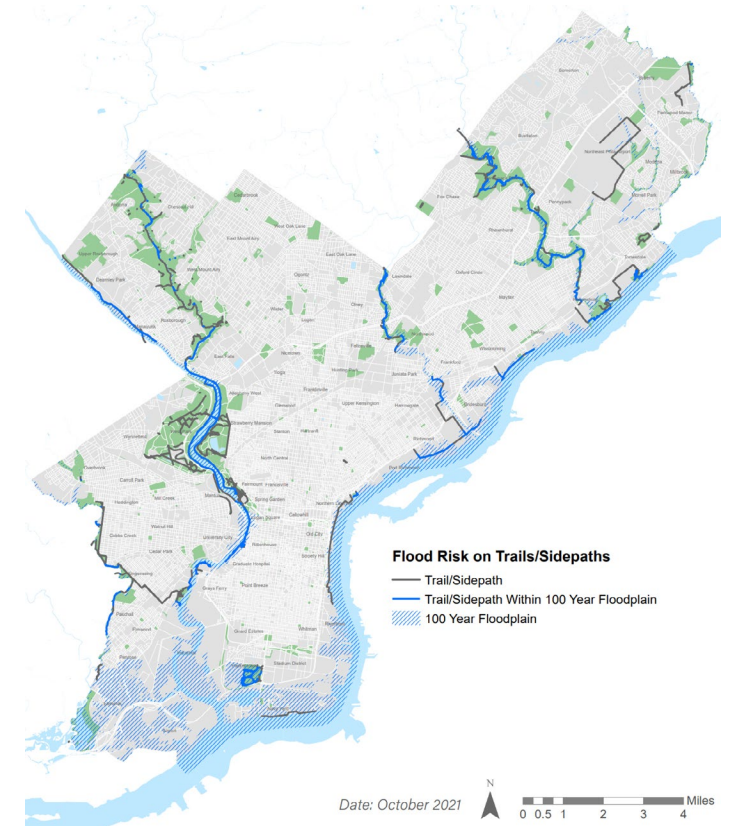
- Document periodic and annual per-mile maintenance costs.
- Encourage advocacy groups to lobby for maintenance funding.
- Create a Return-on-Investment argument emphasizing the monetized benefits of trails.
- Communicate equity implications and trails' impact on access to opportunities.
- Integrate maintenance costs into planning stages.
- Take advantage of relevant grant programs.
- Integrate more City agencies in trail programs.
- Refine the trail maintenance prioritization process.
- Purchase maintenance equipment and increase dedicated staff.
- Establish a trail ambassador program.
- Enhance partnerships with non-profits, business improvement districts, and friends groups.
- Establish clear maintenance agreements.

Trail & Sidepath Maintenance Study

JULY 2022



Trail & Sidepath Maintenance Study | City of Philadelphia



Trail and sidepath flooding risk | City of Philadelphia

NEXT STEPS

Age and extreme weather events have caused many segments of the existing trail network to deteriorate. Securing funding and refining strategies for trail maintenance are critical issues and will be guide future trail planning.

Closing gaps between trails and the High-Quality Bike Network will improve accessibility, and we are indentifying those gaps to plan for infrastructure improvements.

Future planning will reevaluate what type of facilities qualify as "trails." Although the Trail Master Plan has focused on a specific trail typology such as wide paved trails suitable for bicycle commutes, Philadelphians rely on trails for a wide variety of needs and are served by an equally wide assortment of pathways.

Riverfront development at the Navy Yard, Bellwether District, and Central Delaware waterfront represent significant opportunities to complete, expand and connect watershed parks and trails in Philadelphia. The City will continue to work with developers to meet these goals.

This Trail Master Plan Update updated the prioritization using data from the 2022 American Community Survey 5-year estimates and the 2020 Census. Future planning will incorporate the latest available data.

Finally, the committee will work with the Delaware Valley Regional Planning Commission to expand its program to measure trail use through regular trail counts.

The updated version of the complete Philadelphia Trail Master Plan can be found on the PCPC website at: www.phila.gov/CityPlanning/plans/Pages/TrailsMasterPlan.aspx

Planning studies listed in this report can be found at www.phila.gov/media/20231006121736/PCPC-Lower-Poquessing-Creek-Trail-Advanced-Feasibility-Study.pdf
www.phila.gov/media/20240517170058/Mule-Bridge-Feasibility-Study-Report-20240313_public.pdf
www.delawareriverwaterfront.com/places/delaware-river-trail1/trail-extension-columbia-ave-to-lehigh-ave



Along the Delaware River at Pennypack on the Delaware | PCPC



Along the Delaware River at the Navy Yard | PCPC

CREDITS

Philadelphia City Planning Commission Staff

Mason Austin, Director of Transportation
Mina Monavarian, Urban Designer, Art and Design
Dan Powers, City Planner 2, Transportation

Philadelphia Trail Committee

Department of Public Health
Law Department
Office of Sustainability
Office of Transportation, Infrastructure and Sustainability
Philadelphia Parks & Recreation

Philadelphia City Planning Commission
Philadelphia Industrial Development Corporation
Philadelphia Redevelopment Authority
Philadelphia Water Department
Streets Department