

# THE CIRCUIT TRAILS

Aug 23, 2021

To the Delaware Valley Regional Planning Commission:

**The Circuit Trails Coalition** submits these public comments on Connections 2050 Plan for Greater Philadelphia and the Connections 2050 Plan for Greater Philadelphia Process and Analysis Manual, collectively known as “the Plan” to the Delaware Valley Regional Planning Commission (DVRPC).

The Plan is prepared by the region’s Metropolitan Planning Organization, the DVRPC, every four years to present “a vision for the orderly growth and development of the region and a fiscally constrained financial plan for how the region intends to invest reasonably anticipated transportation revenue.” It is a critically important document because it lays out how the region will spend federal transportation funds, which in turn has a dramatic impact on the region’s transportation infrastructure, future growth patterns and land use, and the concomitant impact on the environment: greenhouse gas emissions, air quality and water quality.

We believe that it is imperative that Greater Philadelphia’s 2050 Long Range Plan (the Plan) move the region toward significantly reducing its greenhouse gas emissions for three compelling reasons.

First, the effects of climate change are here, playing out on a daily basis.

- July 2021 was the Earth’s hottest month in 142 years, according to global data released by the NOAA’s National Centers for Environmental Information.
- In early August 2021, the Intergovernmental Panel on Climate Change issued its landmark report and findings that humans have altered the environment at an “unprecedented” pace and that there is no scientific doubt that humans are fueling climate change.
- The entire world is experiencing unprecedented fires, severe flooding, more powerful hurricanes and tornadoes, increasingly hotter summers, melting glaciers and ice sheets and consequently, steadily rising sea levels. And Greater Philadelphia is experiencing many of these impacts, especially hotter summers, more severe flooding and severe and unpredictable weather events.

Second, the transportation sector is the leading source of climate emissions [nationally](#); [in NJ it is the largest source](#) of total GHG emissions and [in PA it is the 3rd largest](#). The Plan is a transportation plan and should address how the region will reduce GHG emissions from the transportation sector. Electrifying the transportation system cannot be the only strategy to do this. There is a compelling need to make swift, immediate reductions in transportation emissions that have equitable benefits to everyone in the region. Investing in infrastructure that will shift modes to non-motorized travel should be a central part of this strategy.

Third, the region may possibly receive a once-in-a-generation boost in transportation funding in 2021 if Congress passes and President Biden enacts the surface transportation reauthorization bill (“the Infrastructure bill”) and a larger budget bill that directly addresses climate change (“the budget plan”).)

In light of the imperiled state of the world’s and the region’s environment, the call to action by the world’s most pre-eminent scientists, and the possibility of significantly new funding that the region hasn’t witnessed in decades, we want the Plan to step up to this challenge. However, in our view, the Plan’s current array of investments and commitment to bicycle/pedestrian infrastructure in the near term are not enough to significantly move the region to reduce its greenhouse gasses from the transportation sector.

Due to a lack of concrete commitments and mechanisms that would change how bicycle/pedestrian projects are funded in the near term under current funding constraints, the Plan runs the risk of being a “business-as-usual” blueprint in terms of how it proposes to spend the transportation dollars that it currently receives and may receive in the future for a [“Code Red for Humanity” emergency](#). We find that prospect unacceptable.

**The Plan needs a greater investment commitment to shift modes.**

Decreasing the 71% of commuters in the Philadelphia/Wilmington/Camden Metropolitan Area [who drive alone](#) by encouraging more to become transit/bike/pedestrian commuters MUST be a top priority for the Plan. In the United States, nearly 60% of trips are [less than 6 miles](#) and [48% of trips are less than 3 miles](#). The Greater Philadelphia region likely has similar figures.

Additionally, [over 30% of Philadelphia County households do not have access to a motor vehicle](#). 11% of Camden County households do not have access to a car; 10.5% of Delaware County and the other counties have rates between 4-6% (2015-2019 ACS Data; [PA county data](#); [NJ county data](#)). Transportation funding should address the needs of these residents as well as it serves the needs of motorists. Electrifying motor vehicles and remote working should not be the only investment strategy for reducing Greenhouse Gas emissions from the transportation sector.

The Plan should concentrate its investment in new infrastructure that will promote carbon-less transportation. However, from its current “funded” budget, the Plan only allocates a little over 4% on bicycle/pedestrian projects (\$1.6B) and the rest on \$37.8B on roadway system

preservation, improvement, expansion and other purposes. Even more disturbing is that most of the \$1.6 Billion is not programmed, whereas much of the other roadway categories are programmed (see Tables 65-66 of the Process and Planning Manual). In other words, making revenue available now to bicycle/pedestrian projects is not prioritized by the Plan and is only a future pledge.

The Plan states as a goal that it will reduce greenhouse gasses to “net zero”, yet it in addition to spending \$34.6B on roadway preservation, it still plans to fund 4% of its roadway funding, or \$1.6 Billion, on road system expansion, the same amount it intends to spend on bicycle/pedestrian projects. Spending the same amount on road expansion as it does on bicycle/pedestrian projects does not advance greenhouse gas emissions reductions or advance shifting to more sustainable and affordable modes of transportation.

Although the Plan’s “Vision” budget promises to spend 17% of roadway funding on bicycle/pedestrian projects, which is a big contrast to the “funded” 4%, it’s not reassuring to see that in the near term, the Plan allocates very little of that funding in the first twelve years. The bulk of the “Vision” budget promised for bicycle/pedestrian projects is committed between 2033-2050.

**The Plan needs to change the current approach to transportation funding that is inherently biased against bike/ped funding.** Bicycle/pedestrian projects are traditionally funded completely differently than road and bridge projects. Sponsors must raise funds for bike/ped projects in a manner that is never required of road and bridge projects<sup>1</sup>.

Bike/ped projects are currently funded largely by federal competitive grants (Transportation Alternatives Set Aside, Congestion Mitigation Air Quality, and Coastal Zone Management) and state competitive grants (New Jersey DOT’s Bikeways funds, NJDEP’s Recreational Trails Funding, Pennsylvania’s two multimodal transportation funds, and PA DCNR’s Community Conservation Partnership Program grants, for example). The burden is on sponsors to spend years of staff capacity to scrape together planning and design funds before these construction grant programs can even be applied to (for PennDOT’s and DCED’s Multimodal funds, the sponsor must provide a 30% local match and for DCNR funding, 50%). The reliance on competitive funding for these projects rewards communities with more resources with the capacity to apply for these funds, creating an equity issue regarding which townships and counties are able to build active transportation projects.

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<sup>1</sup> As an example, the Spring Garden Connector, a Circuit project, received both a DCNR and a Regional Trails Fund (William Penn Foundation capitalized) grant to conduct a preliminary feasibility study in 2015. The project was placed in the Circuit line item and shares a MPMS number with other trail projects, but the burden is now on the City of Philadelphia to scrape together \$4.2 Million for a full design and engineering study. Only if it can raise those funds can it apply for the \$50-60 million that is necessary for construction. This is a standard operating procedure for every bike/ped project. Generally, sponsors never have to grant funds for road projects.

The small amount of funding that has been allocated in the PA TIP for the Circuit Line Item (roughly \$6 Million) and NJ TIP for Circuit Trails came from those programs and the funding is nowhere near enough to pay entirely for the projects. They are only placeholders.

Never or rarely has the region allocated any of its Surface Transportation Program funds towards Circuit projects. It's possible that a rare case is the I-95 cap to re-create Penn's Landing.

**The Plan's "Funded" Allocation for Bike/Ped is illusory**

The Plan currently "allocates" \$1.6 Billion to bicycle/pedestrian projects, out of \$37.8 billion that is "funded" for the region. If the region did actually spend \$1.6 Billion, this would come to 4.2% of the roadway budget that the Region will spend given the current amount of funds it receives from the federal government. Over the lifetime of the Plan, that comes to \$55M added every year that should be designated to bicycle/pedestrian projects. The irony is that only a limited number of bicycle/pedestrian projects are placed on the TIP (Currently the PA TIP has 38 projects and the NJ TIP has 13) and almost all of the funding for those projects comes from competitive grant programs. The Plan lacks a mechanism that will truly program \$1.6 Billion of Surface Transportation Program funds to bike/ped projects over the 29 years of this Plan.

The Plan calls the Circuit and Philadelphia's High Quality Bicycle Network "Major Regional Projects," but there is no plan to fund these projects under the "Funded Plan", they are only in the "Vision Plan."

Currently, the Funded Plan allocates \$6 Million for the Circuit and \$227 Million for the I-95 cap project. Combined together, that comes to \$233 Million, which is 0.62% of the available funding for NJ and PA roads (\$37.8 billion). What will the rest of the \$1.6 Billion be spent on and when?

**Table 50: MAJOR REGIONAL BIKE AND PEDESTRIAN PROJECTS—FUNDED PLAN**

Facility	Project Scope	Location	Timing	Cost (Millions of YOE \$)
I-95 at Penn's Landing	Access and community improvement via cap over I-95 from Chestnut Street to Walnut Street in Center City.	Philadelphia	2022–2026	\$ 227.8
The Circuit (PA Programmed)	Various trail and greenway segments of the Circuit Trails regional trail network.	All PA Counties	2022–2026	\$ 6.0

Source: DVRPC, 2021.

**Nearly all "funded" revenue for the Bicycle/Pedestrian category is not yet programmed, while most Road System Expansion funding is programmed.**

The "funded" budget has as much money dedicated to road system expansion as it does to bicycle/pedestrian projects (roughly \$1.6B for each). But the difference between "available revenue" versus "balance to be programmed" between the two categories is very different. Of the \$1.6 B intended to be spent on bicycle/pedestrian projects, between both states, \$1.54B is the "balance to be programmed" (see Tables 65 and 66.) In contrast, out of \$1.6B intended for road system expansion, that category only has .39M "balance to be programmed." This means

that under the “funded” budget, most of the allocated revenue has already been committed to roadway system expansion, while very little has been committed to bicycle/pedestrian projects.

**The Plan’s “Vision” for Bike/Ped projects in the first 12 years of 29 years is inadequate.**

The “Vision” Plan for Bike/Ped is more in line of the need for bike/ped infrastructure (\$13.8 Billion out of \$82.3 Billion, which comes to 16.7% of all road funding over the next 29 years), but there is nothing designated for the Circuit or Philadelphia’s High Quality Bicycle Network in the Pennsylvania subregion for first 12 years (other than the I-95 cap project.) \$99.1 million is designated for Bike/Ped Major Regional Projects in the New Jersey Subregion in the first 12 years, although for what exactly is unclear. The Circuit and Philadelphia’s High Quality Bike Network needs to be funded now, not starting in 2033.

**Table 22: PENNSYLVANIA SUBREGION BIKE/PED CAPITAL VISION (R3)**

R3	Bike/Ped	2022–2026	2027–2032	2033–2040	2041–2050	Total
R3.01	Major Regional Bike and Pedestrian Projects	\$227.8	\$-	\$1,225.7	\$1,859.0	\$3,312.5
R3.02	Minor On-Road Facilities	\$ 815.7	\$ 1,151.6	\$ 1,888.4	\$ 3,080.0	\$ 6,935.7
R3.03	Minor Off-Road Facilities	\$ 23.9	\$ 33.7	\$ 55.3	\$ 90.2	\$ 203.2
R3	TOTAL	\$1,067.4	\$1,185.3	\$3,169.5	\$5,029.1	\$10,451.3

*All figures in millions of YOE dollars. Figures may not add up due to rounding.  
Source: DVRPC, 2021.*

**Table 23: NEW JERSEY SUBREGION BIKE/PED CAPITAL VISION (R3)**

R3	Bike/Ped	2022–2025	2026–2031	2032–2040	2041–2050	Total
R3.01	Major Regional Bike and Pedestrian Projects	\$ 36.3	\$ 63.1	\$ 118.2	\$ 174.0	\$ 391.7
R3.02	Minor On-Road Facilities	\$ 337.1	\$ 464.4	\$ 783.1	\$ 1,346.9	\$ 2,931.5
R3.03	Minor Off-Road Facilities	\$ 12.9	\$ 18.0	\$ 29.9	\$ 49.5	\$ 110.3
R3	TOTAL	\$ 386.3	\$ 545.5	\$ 931.2	\$ 1,570.4	\$ 3,433.45

*All figures in millions of YOE dollars. Figures may not add up due to rounding.  
Source: DVRPC, 2021.*

**The Plan Doesn’t Reflect Current Commitments to Completing the Circuit and Bike/Ped Projects that Strengthen Neighborhood Connections**

The Long Range Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia’s High Quality Bicycle Network and other bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.

At the very least, the Plan should reflect the county and municipal commitment made to build 500 miles by 2025 and Philadelphia’s goal to reach 40 miles of protected bike lanes by 2025. Each of the nine counties adopted resolutions in 2018 and 2019 in favor of reaching the 500 mile goal. Over [100 municipalities](#) in the region did the same, adopting resolutions in favor of building 500 miles of the Circuit by 2025. Although the Plan mentions the 500 miles by 2025 as a goal, it attributes that goal to the Circuit Trails Coalition and not to the region as a whole. The

Plan states on p. 5 in the Introduction that DVPRC is “investing to make that [the 500 mile goal] happen.” But, the Regional commitment should be stronger and reflect the current commitment of the counties and municipalities.

Plus, Mayor Kenney committed to the 40 mile goal in both his Strategic Transportation Plan and his Vision Zero 2025 Action Plan. Currently, the Plan makes no mention of the 40 miles of protected bike lanes that Philadelphia has pledged to build. The Long Range Plan should reference those commitments and reflect the necessary investments to make those commitments possible.

**Reaching 500 miles of the Circuit is affordable.**

The Plan estimates that building out the remaining 473.5 miles of the Circuit over 29 years to be \$560.1 million (Table 51 - \$369.4 Million for PA and \$190.7 Million for NJ). That comes to roughly \$1.25 million per mile. The Plan further states that there are 82 miles in design or under construction, largely (but probably not 100%) funded by competitive grants won over the past 10-15 years.

Given that there is a 150 mile gap between the miles currently completed (354) and the goal of 500 miles by 2025, the maximum cost of achieving the 500 mile goal is \$180 million, which is only 11% of the \$1.6 Billion that the Plan proposes spending on the Bicycle/Pedestrian category.

According to the Circuit Trails Coalition’s Moving the Circuit Forward report, roughly 136 Circuit miles in PA are “In Progress” or “in Pipeline” and roughly 93 miles are in the same status in New Jersey. The cost of building all of those miles comes to roughly \$275 million.

	PA	NJ	Total miles	Total segments
In Progress	43.53 miles	37.95 miles	81.48 miles	71 segments
Pipeline	92.96 miles	55.49 miles	148.45 miles	71 segments
Total miles of In Progress and Pipeline segments	136.49 miles	93.44 miles	229.93 miles	142 segments
Completed miles	269.37 miles	83.89 miles	353.26 miles	190 segments
Completed, In Progress & Pipeline miles	405.86 miles	177.33 miles	583.19 miles	

Whether the counties and DOTs focus on building 150 miles or 230 miles, the total cost is only 11-17% of the \$1.6 billion that the Plan proposes to allocate to bike/ped projects under its “funded” scenario.

The question is how will the counties and DOTs make \$180-\$275 Million available now so that the miles of trails can be built in the next 5 years?

### **The Circuit Projects are identified.**

For several years, the Circuit Trails Coalition has worked with its county partners and DVRPC staff to identify the specific segments that make up the gap of 230 miles that can get the region to 500 miles by 2025. The 230 miles is approximately 142 different segments and each of them has been identified by county in the 2021 edition of Moving the Circuit Forward. A [table of the segments is at the end of this letter](#). The counties should select which of these projects will get the region to 500 miles and add them to each of the two TIPs.

### **Summary of Recommendations**

- 1. The Plan should have an explicit commitment to fully fund both the completion of the Circuit Trails and safe neighborhood bicycle/pedestrian connections that will allow anyone in the Region to safely access the Circuit in the next twelve years.**  
The Plan must make a stronger, more concrete commitment to completing the Circuit, Philadelphia's High Quality Bicycle Network and other major and minor bicycle/pedestrian projects in the near term (the first twelve years) that will significantly shift people from out of their cars to a combination of biking and walking or taking transit.
- 2. Program \$60M annually from the Surface Transportation Program to Bicycle/Pedestrian projects.** \$60M represents \$1.6B spread over 29 years. The Plan should develop a mechanism or system for programming those funds from the Surface Transportation Program funds; not competitive grant funds. We recommend that DVRPC either fully fund the Circuit and other Major Regional Bicycle/Pedestrian projects on the Transportation Improvement Programs for NJ and PA or set up a Bicycle/Pedestrian fund that is in the range of \$60Million per /year that can be drawn down for selected bicycle/pedestrian projects that contribute towards Major Regional Bike/Ped Projects.
- 3. Commit to the 500 miles of Circuit Trails by 2025 and accelerate the completion of Circuit Trail projects to meet the goal.** Select the "In Progress" and "In Pipeline" projects to the PA and NJ TIPs that will add 150 miles to the Circuit and use Surface Transportation Program funding to program them
- 4. Commit to spending 17% of new transportation road dollars on Bike/Ped projects.** Based on the Vision plan that \$13.9B out of \$82.2B will be allocated to bicycle/pedestrian projects, the Plan should expressly commit to spending 17% of any new roadway funding that emerges from the Infrastructure bill and FY2022 Budget bill on bicycle/pedestrian projects.

5. **Place Philadelphia's High Quality Bicycle Network as one project on the PA TIP** and program the identified cost of \$800 million from the Surface Transportation Program.
6. **Support the Regional Vision Zero Target goal of zero traffic deaths by 2050** with concrete strategies and actions, such as building out Philadelphia's High Quality Bicycle Network, targeting highway safety spending, and declaring the region's need for Pennsylvania and New Jersey to enact legislation to legalize automated speed enforcement cameras.
7. **Create a Bike/Pedestrian Category Technical Committee** made up of county planners and DOT staff to recommend projects to the two TIPs.
8. **Create a Bike/Ped Project Expediter Unit** with new staff positions at DVRPC to help bike/ped project sponsors move projects through the federal contract process.

In conclusion, there are significant opportunities to strengthen the 2050 LRP and accelerate the development of more bicycle/pedestrian facilities and to add 150 miles to the Circuit in the near term to help reduce GHG emissions from the transportation sector. We hope that the Final LRP incorporates our recommendations.

Sincerely yours,



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Chair, Circuit Trails Coalition Steering Committee  
Executive Director, Bicycle Coalition of Greater Philadelphia



Patrick Starr,  
PA Vice-Chair, Circuit Trails Coalition Steering Committee  
Executive Vice President, PA Environmental Council



Sonia Szczesna  
NJ Vice-Chair, Circuit Trails Coalition Steering Committee  
Director of Active Transportation, Tri-State Transportation Campaign



# Full list of the Circuit Trails Segments that are In-Progress

The following lists sort the 142 trail segments that are the “in progress” or “pipeline” categories by county. The list provides the trail segment’s name, the trail corridor that it is part of, its mileage and if it’s in the pipeline category, its Community Impact score. The Community Impact score is from an analysis conducted by the Bicycle Coalition of Greater Philadelphia in 2020 to evaluate the impact these trails will have on citizens of the 9-county Greater Philadelphia Region based on equity, length, population and connectivity. The combined results led to scores ranging from 0 to 11.9.

County	Trail	Segment Description	Status	Community Impact Score	Miles
Bucks	202 Trail	Solebury Trail - W. Bridge Street to Sugaan Road	In Progress	3.08	0.27
Bucks	D&L Canal Towpath	D&L Canal - Bridge Street Crossing	In Progress	6.73	0.08
Bucks	East Coast Greenway	Bensalem - Biddle Lane to Station Ave.	In Progress	5.95	0.68
Bucks	Liberty Bell Trail	California Road to Coopersburg	In Progress	1.85	3.01
Bucks	Neshaminy Creek Trail	611 & Almhouse Road to Central Park	In Progress	3.43	1.23
Bucks	Neshaminy Creek Trail	Upper State Road to Neshaminy Creek	In Progress	7.08	0.45
Bucks	Neshaminy Creek Trail	Upper State Road to Unami Jr High Section	In Progress	N/A	1.52
Bucks	Newtown Rail Trail	County Line Road to Bristol Road	In Progress	6.12	2.54
Burlington	Arney’s Mount Trail	Pemberton Road to Juliustown Road - Segment 2	In Progress	1.11	1.49
Burlington	Arney’s Mount Trail	Juliustown Road to Jacksonville Road	In Progress	1.13	2.87
Burlington	DRHT	Norman & River Drive to PA Ave. at Rancocas Creek	In Progress	5.41	1.70
Burlington	DRHT	Route 130 Bypass	In Progress	3.54	4.64
Burlington	Rancocas Creek Greenway Trail	Pennsylvania Ave. to Pennington Park	In Progress	5.25	0.34
Camden	Camden County Link	Merchant Street to Station Ave.	In Progress	4.72	1.08
Camden	Camden County Link	Cross Keys Road to New Brooklyn County Park	In Progress	5.86	5.10
Camden	Camden County Link	Sommerdale Road to Wakonda Road	In Progress	5.92	0.45
Camden	Camden County Link	Pub Connector	In Progress	12.00	0.10
Camden	Camden Greenways	Riverbirch Trail	In Progress	9.00	0.05
Camden	Delaware River Heritage Trail	Cramer Hill Park Trail	In Progress	8.54	0.77
Camden	Gloucester - Mt. Ephraim Trail	Evesham Road to Oak Ave.	In Progress	8.52	1.53
Camden	Gloucester - Mt. Ephraim Trail	Clements Bridge Road to Brown Ave.	In Progress	N/A	1.84
Camden	Merchantville Trail	Cove Road to Bethel Ave.	In Progress	9.28	0.25
Camden	Merchantville Trail	N. 36th Street to Euclid Ave.	In Progress	11.90	0.57
Camden	Merchantville Trail	Stockton Park Trail	In Progress	10.50	0.35
Chester	Brandywine Creek Trail	Robbins Road to Johnstown Park	In Progress	7.47	0.59
Chester	Chester Valley Trail	Chester Valley Trail - 4a	In Progress	6.34	1.04
Chester	Schuylkill River Trail	Parkerford Road to Route 422	In Progress	5.71	4.11
Delaware	Chester Creek Trail	Kerlin Street to Incinerator Road	In Progress	8.66	0.72
Delaware	Chester Creek Trail	Bridgewater Road to Creek Road	In Progress	7.09	1.31
Delaware	Darby Creek Trail	Baltimore Ave. to Kent Park	In Progress	10.16	0.31
Delaware	Darby Creek Trail	Swedish Cabin to Rosemont	In Progress	10.45	0.30
Delaware	East Coast Greenway	Marcus Hook Bike Lanes	In Progress	4.67	0.26

County	Trail	Segment Description	Status	Community Impact Score	Miles
Delaware	East Coast Greenway	Chester City Highland Ave. - 4th Street to Waterfront	In Progress	7.43	0.53
Delaware	Octoraro Trail	Concord Road to Route 202	In Progress	7.25	2.58
Gloucester	Glassboro - Elk Trail	Sewell St To Elephant Swamp Trail	In Progress	4.80	3.50
Gloucester	Harrison - Mullica Hill Trail	Mullica Hill Trail to Chestnut Branch	In Progress	2.93	5.94
Gloucester	Monroe Township Bike Path	Bridgeton Secondary to Delsea Drive	In Progress	7.20	1.13
Mercer	DRHT	D&R Canal South to Wellness Loop	In Progress	9.82	1.38
Mercer	DRHT	D&R Canal Connector - Lalor St. Park to Cass St	In Progress	10.50	0.37
Mercer	LHT	Carter to Cleveland Road	In Progress	2.55	0.93
Mercer	LHT	Moores Mill - Mt. Rose Rd to Bailey Court	In Progress	4.27	0.40
Mercer	LHT	Dyson Tract	In Progress	8.57	0.46
Mercer	LHT	Pretty Brook Rd	In Progress	6.60	0.34
Mercer	Scudder Falls Bridge Trail	Scudder Falls Bridge - Mercer County	In Progress	8.87	0.37
Montgomery	Chester Valley Trail	CVT Extension East - Phase II	In Progress	11.00	3.75
Montgomery	Cross County Trail	Joshua Road to Wissahickon Trail	In Progress	2.74	1.13
Montgomery	Cross County Trail	Pennsylvania Ave. to PA 309	In Progress	4.46	0.45
Montgomery	Cross County Trail	PA 309 Overpass to Life Time/TruMark Entrance	In Progress	6.69	0.20
Montgomery	Cross County Trail	Susquehanna Road to Bantry Drive	In Progress	6.00	0.87
Montgomery	Liberty Bell Trail	Stony Creek Park to Andale Section	In Progress	6.98	0.37
Montgomery	Parkside/Cynwyd Trail	City Line Ave. to Montgomery Ave.	In Progress	8.32	0.47
Montgomery	Pennypack Trail	Byberry Road to County Line Road	In Progress	8.30	0.83
Montgomery	Power Line Trail	Horsham Road to Montgomery Twp Gazebo Park	In Progress	4.93	0.13
Montgomery	Power Line Trail	Montgomery Twp Gazebo Park to 202 Parkway Trail	In Progress	6.80	0.28
Montgomery	Schuylkill River Trail	Route 422 to Industrial Highway	In Progress	8.04	0.70
Montgomery	Schuylkill River Trail	Stenton Ave. Sidepath	In Progress	6.53	0.81
Montgomery	Tookany Creek Trail	New 2nd Street to Mill Road	In Progress	6.08	0.55
Philadelphia	Delaware River Trail	Spring Garden Street to Washington Ave.	In Progress	7.05	1.9
Philadelphia	ECG - Allegheny to Art Museum	Spring Garden Street Greenway	In Progress	8.40	2.12
Philadelphia	ECG - Allegheny to Art Museum	Richmond Street Bike Lanes - Lehigh to Susquehanna	In Progress	4.80	0.71
Philadelphia	ECG - Cobbs Creek	Cobbs Creek Connector - Segment D	In Progress	9.74	0.32
Philadelphia	ECG - Cobbs Creek	Cobbs Creek Connector - Segment C	In Progress	7.93	0.81
Philadelphia	ECG - Cobbs Creek	Cobbs Creek Connector - Segment B, Phase 1	In Progress	10.10	0.24
Philadelphia	ECG - Riverfront North	K&T Trail Phase 2	In Progress	9.48	0.74
Philadelphia	ECG - Riverfront North	Tacony - Holmesburg Gap	In Progress	9.01	1.49
Philadelphia	ECG - Riverfront North	Baxter Trail - Police Firing Range	In Progress	10.32	0.63
Philadelphia	Fox Chase - Lorimer Trail	Rhawn Street to Shady Lane	In Progress	8.07	0.62
Philadelphia	Parkside - Cynwyd Trail	Parkside & 53rd to City Line Ave.	In Progress	8.10	1.29
Philadelphia	Pennypack Trail	State & Rhawn Crossing	In Progress	11.33	0.07
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - Grays Ferry Swing Bridge	In Progress	12.00	0.10
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - Christian to Crescent	In Progress	12.00	0.42
				<b>Total Miles:</b>	<b>81.48</b>

# Full list of the Circuit Trails Segments that are Pipeline

County	Trail	Segment Description	Status	Community Impact Score	Miles
Bucks	East Coast Greenway	Croydon Woods to Mill Street	Pipeline	9.50	2.37
Bucks	Liberty Bell Trail	Rich Hill Road to California Road	Pipeline	3.03	6.23
Bucks	Liberty Bell Trail	Fairview Ave to Veterans Park	Pipeline	1.85	2.39
Bucks	Neshaminy Creek Trail	Dark Hollow Road to Mill Road	Pipeline	2.37	1.21
Bucks	Neshaminy Creek Trail	Mill Road to Valley Road	Pipeline	2.67	1.40
Bucks	Newtown Rail Trail	Bristol Road to Newtown Borough	Pipeline	6.32	5.86
Burlington	Kinkora Trail	Old York Road to Village of Columbus	Pipeline	4.58	2.63
Burlington	Rancocas Creek Greenway Trail	Long Bridge Park to Route 206	Pipeline	7.52	4.62
Camden	Camden County Link	Browning Ave. to Champion Ave.	Pipeline	7.04	0.79
Camden	Camden County Link	Champion Ave. to Oakland Ave.	Pipeline	6.53	1.16
Camden	Camden County Link	Station Ave. to Clements Bridge Road	Pipeline	5.56	0.71
Camden	Camden County Link	New Brooklyn Park Parking Lot to Cedar Brook Road	Pipeline	3.77	1.51
Camden	Camden County Link	Cooper River Trail South to Collings Ave.	Pipeline	6.67	0.87
Camden	Camden County Link	Lower Great Egg Harbor Greenway	Pipeline	1.74	7.70
Camden	Camden County Link	Gibbsboro Road to Berlin - Cross Keys Road	Pipeline	7.96	2.02
Camden	Cooper River Trail - South	Baird Boulevard	Pipeline	12.00	0.24
Camden	Cooper River Trail - South	Route 130 Crossing	Pipeline	12.00	0.18
Camden	Delaware River Heritage Trail	Baldwin's Run Trail	Pipeline	8.22	0.53
Camden	Delaware River Heritage Trail	24th Street to Baldwin's Run Trail	Pipeline	8.24	0.89
Camden	Merchantville Trail	Bethel Ave. to Union Ave.	Pipeline	8.74	0.36
Chester	Brandywine Creek Trail	P&T Trail to Robbins Road	Pipeline	5.83	0.30
Chester	Chester Valley Trail	CVT Extension to Downingtown - P&T Line	Pipeline	9.86	6.68
Chester	Devault-Warner-Paoli	Paoli to Chester Valley Trail	Pipeline	8.92	1.35
Chester	Devault-Warner-Paoli	Chester Valley Trail to Devault Line	Pipeline	6.07	3.24
Chester	Devault-Warner-Paoli	Warner Spur to Schuylkill River Trail	Pipeline	6.72	5.60
Chester	Struble Trail	Chestnut Tree Road to Honey Brook	Pipeline	2.88	3.85
Chester	Struble Trail	Dorlan's Mill Road to Reeds Road	Pipeline	3.29	1.23
Delaware	Chester Creek Trail	Lenni Road to Wawa Station	Pipeline	4.48	0.72
Delaware	Chester Creek Trail	9th Street to Kerlin Street	Pipeline	8.79	0.55
Delaware	Darby Creek Trail	Pilgrim Park to Merry Place	Pipeline	5.95	0.79
Delaware	Darby Creek Trail	West Chester Pike Underpass to Haverford Reserve	Pipeline	4.76	1.85
Delaware	Darby Creek Trail	West Chester Pike Underpass	Pipeline	5.96	0.47
Delaware	East Coast Greenway	Chester Branch Rail Trail - Morton Ave. to Darby Creek	Pipeline	9.50	2.34
Delaware	East Coast Greenway	Chester City - 2nd Ave - Norris Street to Crosby Street	Pipeline	7.75	1.27
Delaware	East Coast Greenway	Chester City - Norris Street - Waterfront to 2nd Ave.	Pipeline	8.31	0.29
Delaware	East Coast Greenway	I-95 Wormhole	Pipeline	9.09	0.24
Delaware	East Coast Greenway	Airport Business Park to Jansen Ave.	Pipeline	2.65	1.05

County	Trail	Segment Description	Status	Community Impact Score	Miles
Delaware	East Coast Greenway	JHNWR to Airport Business Park	Pipeline	2.89	0.57
Delaware	Forge to Refuge	Jansen Ave. to Manor Park	Pipeline	4.93	0.72
Delaware	Forge to Refuge	City Line Ave. to Eagle/Wynnewood Road	Pipeline	4.52	1.82
Delaware	Forge to Refuge	Spring Mill Road to Radnor Trail	Pipeline	5.04	0.82
Delaware	Garnet Valley Greenway	Clayton Park to Route 202	Pipeline	7.91	3.20
Delaware	Octoraro Trail	Polecat Road to Concord Road	Pipeline	1.05	0.97
Delaware	Octoraro Trail	High Trail and Bridge	Pipeline	3.62	0.24
Gloucester	Glassboro - Elk Trail	Elephant Swamp Trail	Pipeline	0.56	1.18
Gloucester	Dinosaur Trail	Chester Branch Creek to Rowan University	Pipeline	5.96	2.65
Gloucester	Dinosaur Trail	Gloucester Light Rail to Chester Branch Creek	Pipeline	1.16	1.14
Gloucester	Dinosaur Trail	Delsea Drive to Gloucester Light Rail	Pipeline	4.87	3.53
Mercer	DRHT	Cass St to Union St	Pipeline	9.00	0.24
Mercer	Johnson Trolley Line	Eggert Crossing Road to I-295	Pipeline	7.74	0.98
Mercer	Johnson Trolley Line	I-95 Crossing	Pipeline	7.89	0.06
Mercer	LHT	Cleveland Rd	Pipeline	4.97	0.47
Mercer	Union Transportation Trail	Old York Rd to Mercer St (Route 33)	Pipeline	8.00	3.12
Montgomery	Cross County Trail	Germantown Pike Crossing to Joshua Road	Pipeline	2.69	2.10
Montgomery	Cross County Trail	Powerline Trail to Byberry Road	Pipeline	N/A	3.17
Montgomery	Cynwyd Spur Trail	Cynwyd Spur	Pipeline	10.08	0.38
Montgomery	Gulf Road Connector	Chester Valley Trail to Valley Forge Loop Trail	Pipeline	8.93	2.18
Montgomery	Liberty Bell Trail	Hatfield Section - Vine Street to Lincoln Ave.	Pipeline	6.98	0.43
Montgomery	Power Line Trail	Biwood Road to Horsham Road	Pipeline	4.20	2.54
Montgomery	Schuylkill River Trail	Northwestern Ave.	Pipeline	6.27	0.55
Montgomery	Tookany Creek Trail	Cheltenham Ave. to Ashbourne Ave.	Pipeline	9.59	1.30
Montgomery	Tookany Creek Trail	Ashbourne Road to Jenkintown Road	Pipeline	5.04	0.77
Montgomery	Tookany Creek Trail	Jenkintown Road to New 2nd Street	Pipeline	4.61	0.66
Philadelphia	Cresheim Trail	Forbidden Drive to Stenton Ave.	Pipeline	5.60	2.20
Philadelphia	ECG - Cobbs Creek	Cobbs Creek Connector - Segment B, Phase 2	Pipeline	8.28	0.68
Philadelphia	ECG - Riverfront North	North Delaware Ave. Extension - Phase II	Pipeline	10.20	1.14
Philadelphia	Forge to Refuge Trail	Market Street to City Line Ave.	Pipeline	9.50	2.17
Philadelphia	Frankford Creek Trail	Torresdale Ave. to I Street	Pipeline	9.86	1.68
Philadelphia	Ivy Ridge Trail	Manayunk Bridge to Ivy Ridge Station	Pipeline	5.53	0.57
Philadelphia	Schuylkill River Trail	Wissahickon Gateway	Pipeline	7.08	0.31
Philadelphia	Tidal Schuylkill River Trail	Schuylkill Banks - 61st Street to 56th Street	Pipeline	10.32	0.51
				<b>Total Miles:</b>	<b>148.45</b>