

Chapter 3: Primary Trail Network

OVERVIEW

The Countywide Primary Trail Network is comprised of the Recreation Greenways identified through the process described in Chapter 2 of this Plan. They were identified at a large scale; as such, they show potential segments, but not specific alignments. The Primary Trails can be considered “planning corridors” for more detailed trail studies in the future. While several Primary Trails have already been constructed, many are just conceptual. As more detailed studies are completed on these trails, alternate routes may need to be considered.

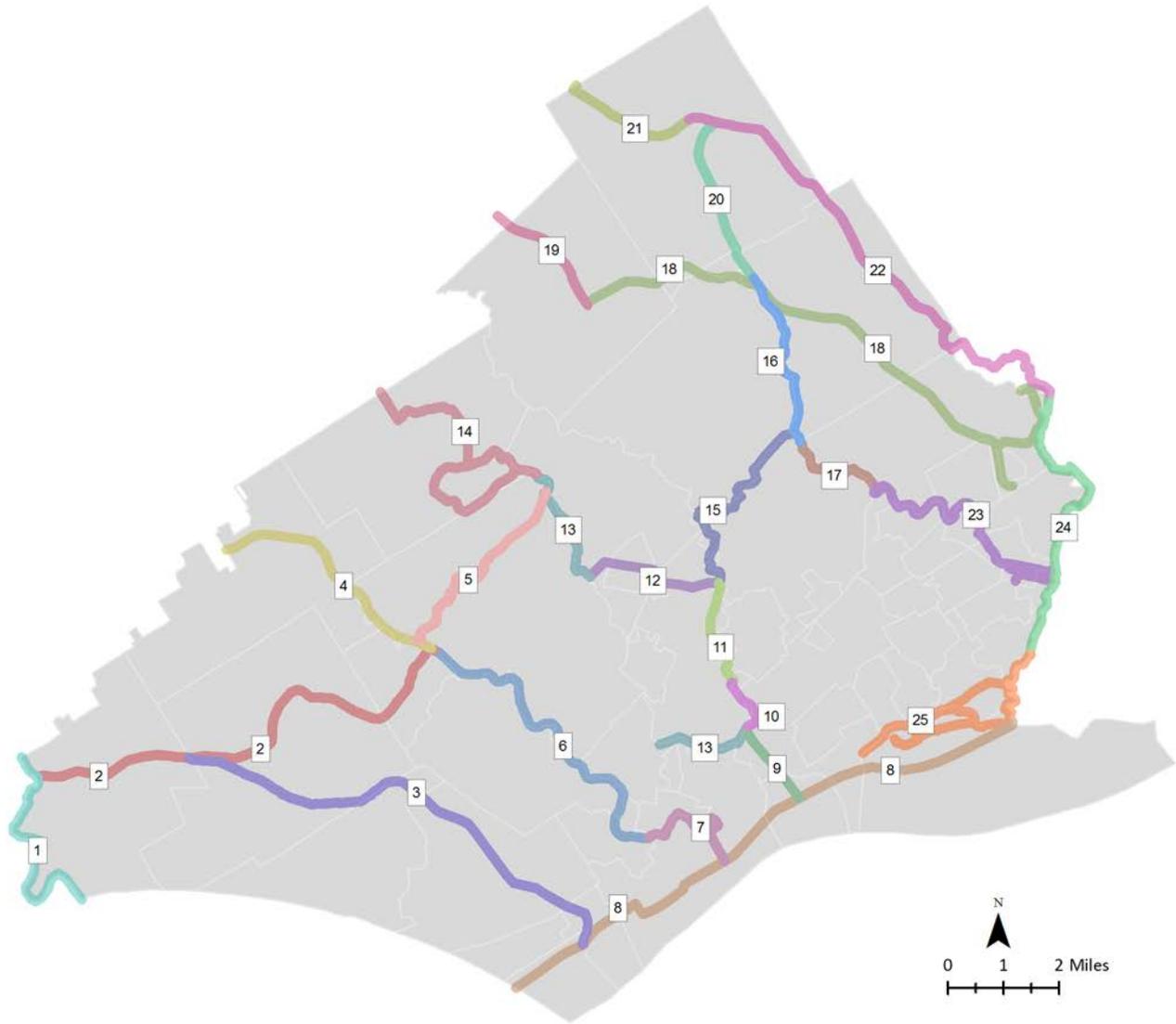
The Primary Trails identified in this plan (see Map 3-1) are intended to be Type I and Type II (hard-surface) off-road connector trails owned or managed at the County, municipal, or multi-municipal level. Existing earthen and/or crushed stone trails that represent long-distance routes or continuations of paved trails are included in this category, and should be considered for paving as degree of use warrants. It is recommended that newly developed Primary Trails be designed to meet ADA standards where feasible (exceptions may include extremely sensitive natural features or limited use). If an entirely off-road trail is not feasible, some sections may be sited on sidewalks, roadsides, and/or roadway in the interim.

The Primary Trails serve as the main spokes in the countywide network of trails. The purpose behind creating the Primary Trail Network is to direct the energies of the County and municipalities into developing their trail systems in such a manner that they either construct segments of the Primary Trail Network or design their internal trail network to connect to Primary Trails. As such, municipalities should consider making local trail connections to the Countywide Primary Trail Network when possible. This can be accomplished through a local planning process involving identification in a comprehensive plan, open space plan, or both. Local trails should link into downtowns, housing developments, and other hubs in a municipality, and trails and paths should be planned as an interwoven network.

When combined, the 25 Primary Trails identified form a network of interconnected, non-motorized travel and recreation connections near and between all corners of Delaware County, as well as to existing and proposed trails in adjacent counties. This network will provide County residents, some of which live in the most densely populated urban centers, with non-motorized access to major publicly-owned recreation land and facilities. Such access can help to spur economic development in the County’s urban centers in two ways. First, the network will draw trail users into existing downtown commercial districts, creating the possibilities for increased recreation-based commerce. Second, the existence of regional trails in densely developed areas will also provide their residents with increased access to open space and recreational facilities, a feature which has been shown to increase the value of residential housing and increase municipal tax revenues (GreenSpace Alliance; Delaware Valley Regional Planning Commission 2011).

The 25 Primary Trails identified in this plan are presented as the general locations for possible links in a countywide network of trails, and should not be regarded as a detailed plan for all future trail or municipal trail alignments in the County. Primary Trail Corridors are not presumed to be the only logical locations for multi-municipal multi-use trails. In fact, unforeseen changes in land use in the County may make some of these recommended Primary Trail Corridors impractical or infeasible to implement.

Map 3-1: Countywide Primary Trail Network



- | | | |
|---|--|--|
| 1 - Brandywine Creek Greenway | 10 - Blue Route Bikeway - Leiper to Kinder Connector | 19 - Route 252 Bicycle Route |
| 2 - Octoraro Rail Trail | 11 - Blue Route Bikeway - Leiper-Smedley Trail | 20 - Blue Route Bikeway - Ithan-Darby Creek Valley |
| 3 - PECO Right-of-Way Trail | 12 - Media-Smedley Connector Trail | 21 - Radnor Trail |
| 4 - Chester Creek Trail - North Extension | 13 - Ridley Creek Greenway (North & South Sections) | 22 - Forge to Refuge Trail |
| 5 - Rocky Run Trail | 14 - Ridley Creek State Park Trails | 23 - Darby Creek Stream Valley Park Trail |
| 6 - Chester Creek Trail | 15 - Blue Route Bikeway - Smedley to Darby Creek | 24 - Cobbs Creek Trail |
| 7 - Chester Creek Trail - East Coast Greenway (ECG) Connector | 16 - Darby Creek Trail - Haverford Township | 25 - Heinz Refuge Trails |
| 8 - East Coast Greenway | 17 - Darby Creek Trail - Drexel Hill Connector | |
| 9 - Blue Route Bikeway - East Coast Greenway (ECG) Connector | 18 - Newtown Square Branch Rail Trail | |

PROFILES OF COUNTYWIDE PRIMARY TRAIL CORRIDORS

The following trail profiles are intended to provide an overview for each of the proposed trails in the Network. The details provided include a brief description (general direction, relevant history, physical characteristics, and key hubs), as well as other relevant information provided in the sidebar on the right-hand side of this page. Each description is immediately preceded by a map highlighting the corridor and points of interest along the route.

Note: For readability, the map only displays potential destinations within 2,000 feet of the trail corridor. As such, it is important to recognize that there are numerous destinations not identified on the map. For example, the map for Trail 8: East Coast Greenway does not display Market Square Memorial Park and Governor Printz Park. These are incredibly important destinations that should be considered in more detailed planning of these trail corridors.

Countywide Primary Trail Corridors

The 25 County Primary Trails are identified on Map 3-1. The trail profiles on the following pages are ordered according to the trail numbering of this map. For a list of which trails are in each municipality, see Appendix II-E.

Status:

Potential: General corridor has been identified, but not further studied

Proposed: Corridor was studied for feasibility, and alignment or study is in progress

Design: Detailed design and construction document in progress or complete

Construction: Is currently under construction

Existing: Has been constructed and is open

Surface Type(s):

Paved; Crushed Stone; Boardwalk; Earthen; and/or Undetermined

Ownership:

The owner(s) of the land through which the trail traverses

Municipalities:

The municipalities through which the trail traverses

Potential Links:

Municipalities which have potential to connect to this trail

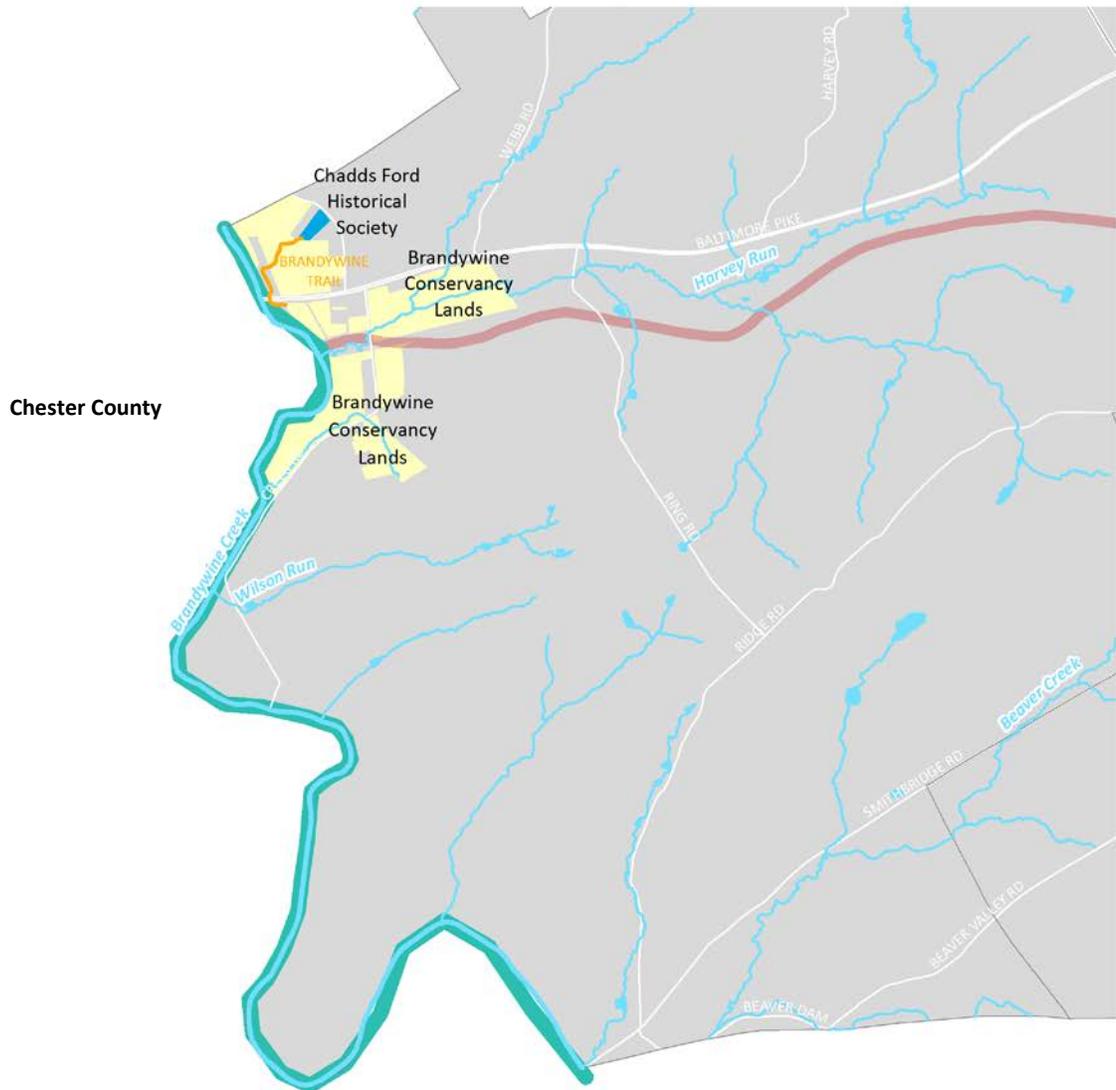
Primary Trail Connections:

Primary Trails that connect to or have potential to connection this trail

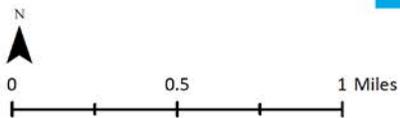
Hub Connections:

Hubs/Destinations (parks, schools, commercial centers, etc.) to which this trail connects

Map 3-2: Brandywine Creek Greenway



- | | | |
|-------------------------------|---|---|
| 1 - Brandywine Creek Greenway | Federal Park | Homeowner's Association Open Space |
| 2 - Octoraro Rail Trail | State Park | Conservation Organization Protected Lands |
| Existing Trails | County Owned Land | Cemetery |
| | Municipal Owned Land | Private and Public Golf Courses |
| | School District Open Space and Recreation | Private Outdoor Recreational Facility |
| | Institutional Property w/ Open Space | Indoor Recreation Facilities |



1: BRANDYWINE CREEK GREENWAY

DESCRIPTION

The Brandywine Creek Greenway (BCG) is a regional planning initiative of the Brandywine Conservancy and twenty-four municipalities, including Chadds Ford Township in Delaware County. The study area extends northwest into Chester County along the creek valley.

The Brandywine Creek Greenway is a pedestrian trail and bicycle route from Chester County through Chadds Ford Village to the Delaware state line along the Brandywine Creek. A trail and bikeway connection along or roughly parallel to the Brandywine Creek provides a key connection between Chester County's and Delaware County's trail networks and an interstate connection to Delaware and the First State National Monument. Additional easements on private property may be necessary.

The Concept Plan for the Brandywine Creek Greenway (2014) includes a scenic river corridor and major corridor around Brandywine Creek as well as part of the Octoraro Rail Trail corridor (specific possible trail alignments, where applicable, are yet to be determined). Chadds Ford Township is working closely with the Brandywine Conservancy on strategies to implement conservation and trail development initiatives from that concept plan. BicyclePA Route L is a state designated bicycle route located on Creek Road and Rocky Hill Road, paralleling Brandywine Creek.

Refer to www.brandywinegreenway.org for more information on planning for the Brandywine Creek Greenway.

Status:

Potential; Existing

Surface Type(s):

Boardwalk; Earthen;
Undetermined

Ownership:

Brandywine Conservancy;
PennDOT (road rights-of-way); Private Property Owners

Municipality:

Chadds Ford Township

Potential Links:

Birmingham Township
(Chester County)
Pennsbury Township (Chester County)
State of Delaware

Primary Trail Connections:

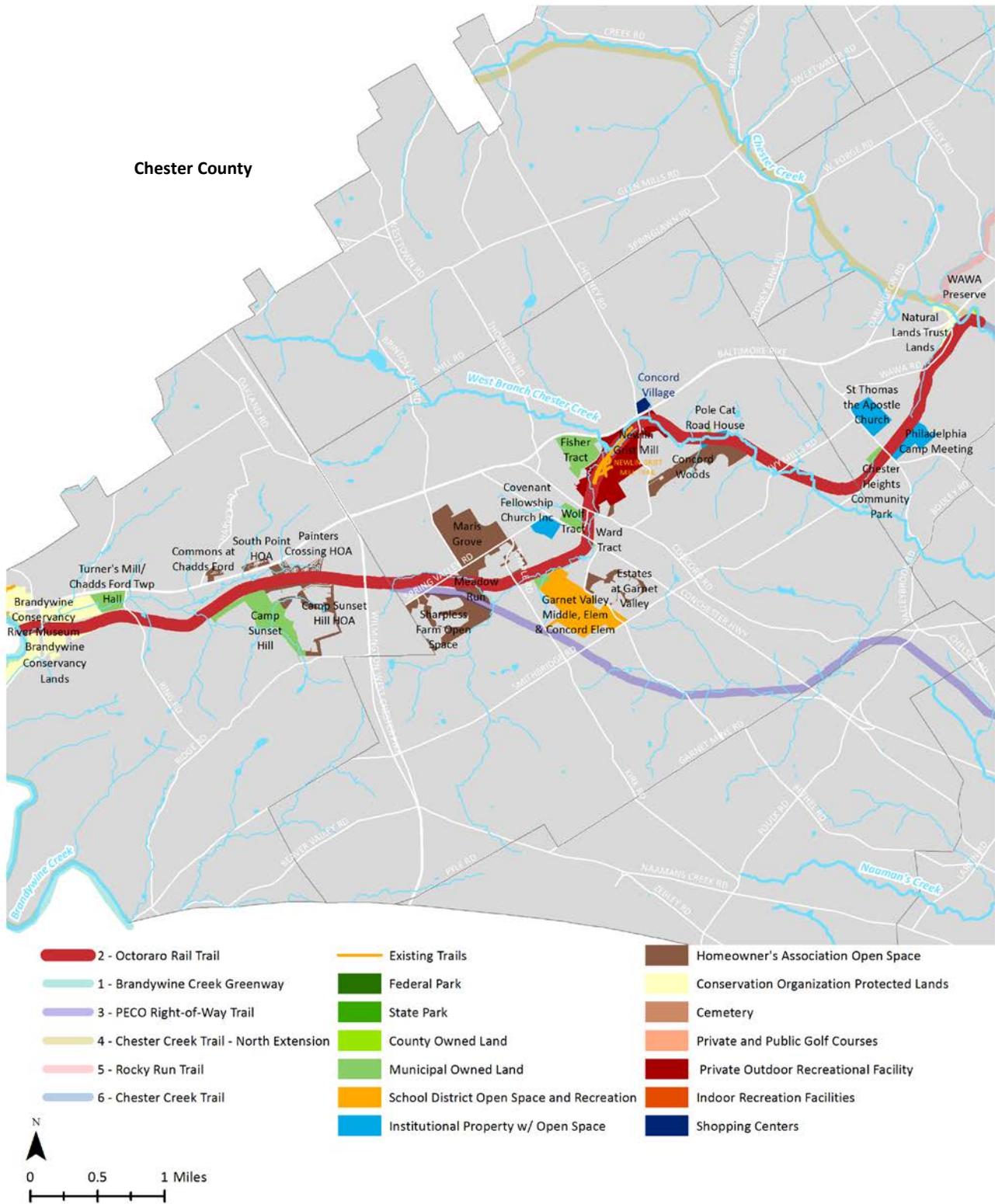
2 - Octoraro Rail Trail

Hub Connections:

Brandywine Battlefield State Park
Brandywine Conservancy Lands
Brandywine River Museum of Art
Chadds Ford Historical Society
Chadds Ford Village



Map 3-3: Octoraro Rail Trail



2: OCTORARO RAIL TRAIL

DESCRIPTION

The Octoraro Rail Trail is a potential multi-use trail that utilizes portions of a rail right-of-way through parts of western Delaware County and into Chester County. The Octoraro right-of-way is currently owned by SEPTA, and it is shared and leased in some locations for overhead and underground utilities. The right-of-way is in good condition with few obstacles; many of the tracks remain in place. Although the right-of-way runs near housing developments at times, most of the rail bed runs through undeveloped land, including former farmland.

Concord Township and Chester Heights Borough are currently preparing a joint feasibility study of the right-of-way (not including the portion in Chadds Ford Township) for potential as a trail.

Concord Township has previously proposed the Octoraro right-of-way for use as a trail. It has been included in the Township's comprehensive plan since 1988. The trail is also being included in the Township Comprehensive Recreation Open Space and Greenways Plan, which is under development as of 2015. The trail was also shown as a long term opportunity in Chester Heights Borough's 2013 Comprehensive Plan.

As of 2015, Chadds Ford Township is pursuing development of the Harvey Run Trail in the corridor between the Brandywine Conservancy headquarters and the Township Building (Turners Mill/Pyle's Studio historic structure). This trail is parallel to the Octoraro right-of-way on land owned by the Township, the Conservancy, and PECO.



Status:

Potential; Proposed

Surface Type(s):

Undetermined

Ownership:

SEPTA (Octoraro right-of-way); Chadds Ford Township; Brandywine Conservancy; PECO (Harvey Run Trail); Private Property Owners

Municipalities:

Chadds Ford Township (potential)
Chester Heights Borough (potential)
Concord Township (proposed)

Potential Links:

Thornbury Township
Pennsbury Township (Chester County)

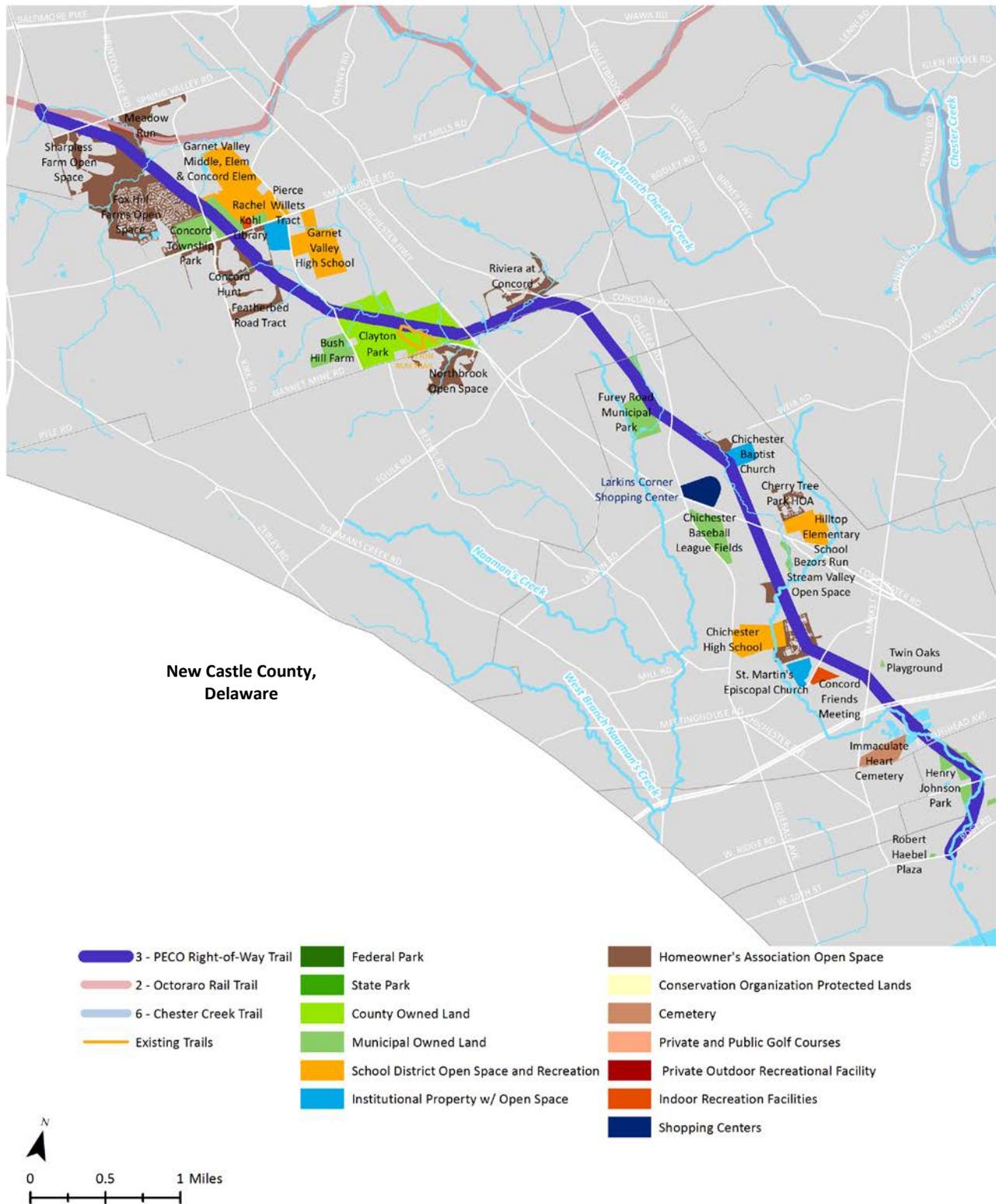
Primary Trail Connections:

- 1 - Brandywine Creek Greenway
- 3 - PECO Right-of-Way Trail
- 4 - Chester Creek Trail – North Extension
- 6 - Chester Creek Trail

Hub Connections:

Brandywine River Museum
Chester Heights Community Park
Concord Township Elementary School
Garnet Valley Middle School
Newlin Grist Mill Park
Wawa SEPTA Regional Rail Station (planned)

Map 3-4: PECO Right-of-Way Trail



3: PECO RIGHT-OF-WAY TRAIL

DESCRIPTION

Like the Chester Creek Trail, the PECO Right-of-Way Trail connects the Octoraro Rail Trail to the East Coast Greenway. The right-of-way, owned by PECO, contains high tension electrical wires. Underground utilities have also leased parts of the right-of-way.

There is limited information about the overall feasibility of a trail in this right-of-way, as no feasibility study has been completed for a trail over its entire length. Concord has included it in past Township-wide planning and is exploring it again in its current Comprehensive Recreation Open Space and Greenways Plan. PECO could be an amenable partner, as the company has welcomed paved trails on its rights-of-way in other places in the region, such as the Powerline Trail in Horsham Township, Montgomery County.

The PECO right-of-way connects a number of large parks with schools and housing developments. Obstacles include crossing Conchester Road (US 322) twice, Route 452, and routing the trail through the industrial area south of Meetinghouse Road in Upper Chichester and to the other side of Interstate 95 in order to access Trainer Borough's Henry Johnson Park.

Concord Township Park on Smithbridge Road contains a paved looped trail in the right-of-way under PECO high-tension lines. The conceptual plan for Clayton County Park also shows an internal multi-use trail network in the park along the right-of-way.

Status:

Potential

Surface Type(s):

Undetermined

Ownership:

PECO; Others that PECO may have leased or sold portions to; Delaware County; Municipalities; Private Property Owners

Municipalities:

Bethel Township
Concord Township
Trainer Borough
Upper Chichester Township

Potential Links:

Aston Township
Chadds Ford Township
Marcus Hook Borough

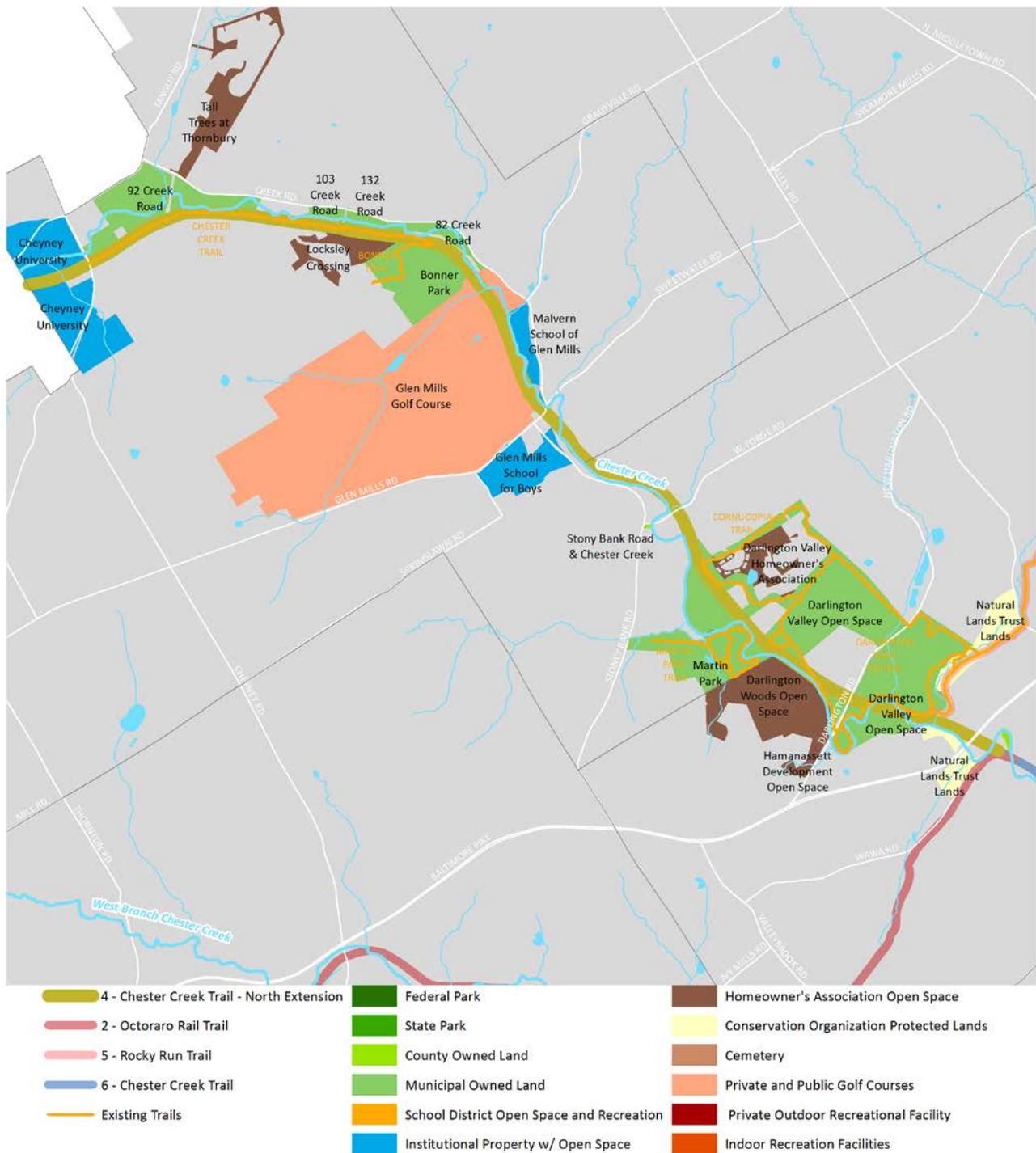
Primary Trail Connections:

2 - Octoraro Rail Trail
8 - East Coast Greenway

Hub Connections:

Clayton County Park
Chichester High School
Concord Township Park
Furey Road Municipal Park
Garnet Valley Middle School
Henry Johnson Park

Map 3-5: Chester Creek Trail – North Extension



4: CHESTER CREEK TRAIL – NORTH EXTENSION

DESCRIPTION

The Chester Creek Trail – North Extension continues where the northern end of the Chester Creek Trail leaves off. It follows the Chester Creek valley northward to the Cheyney University campus located at the County boundary. The surrounding Glen Mills area is scenic and contains interesting natural features and is rich with cultural history.

Thornbury Township has acquired small properties along Chester Creek for the purpose of securing this greenway and installing an earthen hiking path. After crossing Baltimore Pike north of the Chester Creek Rail Trail, the trail traverses through Darlington Valley Open Space in Middletown Township, and can use portions of the existing trail network within this park.

Status:

Potential; Proposed; Existing,

Surface Type(s):

Earthen; Undetermined

Ownership:

Thornbury Township;
Middletown Township;
Darlington Woods; Private
Property Owners

Municipalities:

Chester Heights Borough
Middletown Township
Thornbury Township

Potential Links:

Edgmont Township
Thornbury Township (Chester
County)

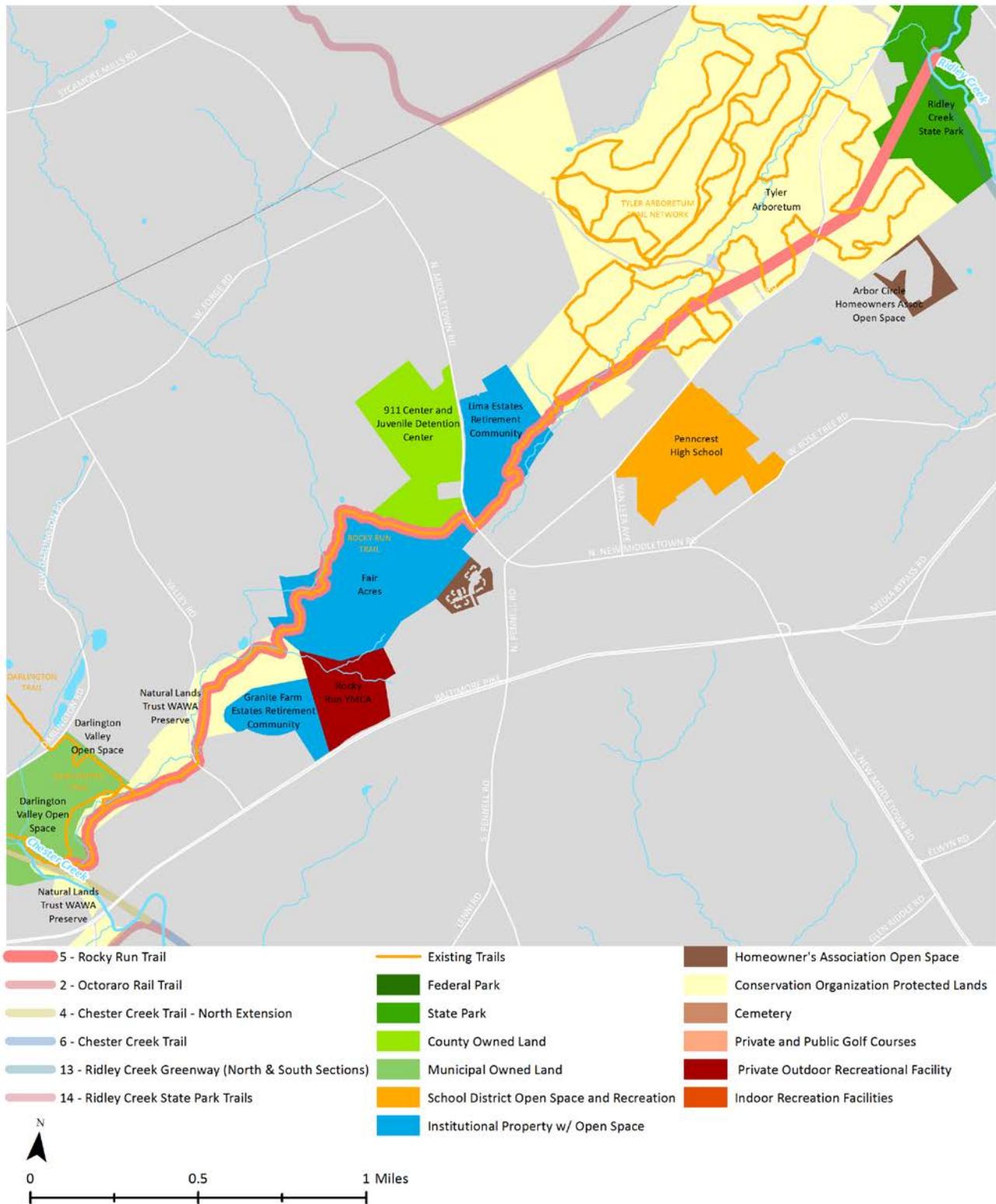
Primary Trail Connections:

2 – Octoraro Rail Trail
5 - Rocky Run Trail
6 - Chester Creek Trail

Hub Connections:

Bonner Park
Cheyney University
Glen Mills Station (historic
site)
Martin Park
Wawa SEPTA Regional Rail
Station (planned)

Map 3-6: Rocky Run Trail



5: ROCKY RUN TRAIL

DESCRIPTION

The Rocky Run Trail is situated in an area north of and generally parallel to Baltimore Pike. The approximately 2.5-mile, 10-ft wide earthen hiking trail traverses Middletown Township along Rocky Run, a tributary of Chester Creek. Parking lots on Valley Road (mid-trail) and Darlington Road (western end, on the connecting Darlington Trail) serve users of the trail.

In unforested sections at Fair Acres and Lima Estates, lawn comprises the surface of the trail, which has no defined edge. The only at-grade road crossings occur at Valley Road, which has low volume, and Middletown Road at a signalized intersection.

The upstream (eastern) portion of the trail runs east from Valley Road, first behind the Wawa dairy farms, through meadows and forest behind the Granite Farms Estates retirement community, along the edges of Delaware County's Fair Acres Geriatric Center, along Lima Estates retirement community, ending at a connection with one of the Tyler Arboretum's hiking trails. A spur of the Rocky Run Trail connects to the parking lot of the Rocky Run YMCA.

The downstream (western) portion runs through a densely wooded area before connecting to Middletown Township's Darlington (2 ¾ mile loop) and Cornucopia (1 ¼ mile loop) Trails near Chester Creek. This trail could also potentially connect to the planned Chester Creek Trail and its potential northern extension.

This plan proposes that the existing trail be extended, in some fashion, through or alongside Tyler Arboretum to Ridley Creek State Park. Such a trail could make a connection to Penncrest High School.

Status:

Potential; Existing

Surface Type(s):

Earthen; Undetermined

Ownership:

Middletown Township;
Delaware County; Natural
Lands Trust; Lima Estates;
Tyler Arboretum

Municipality:

Middletown Township

Potential Links:

Chester Heights Borough
Edgmont Township
Thornbury Township
Upper Providence Township

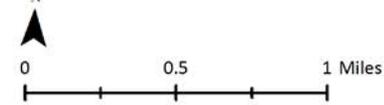
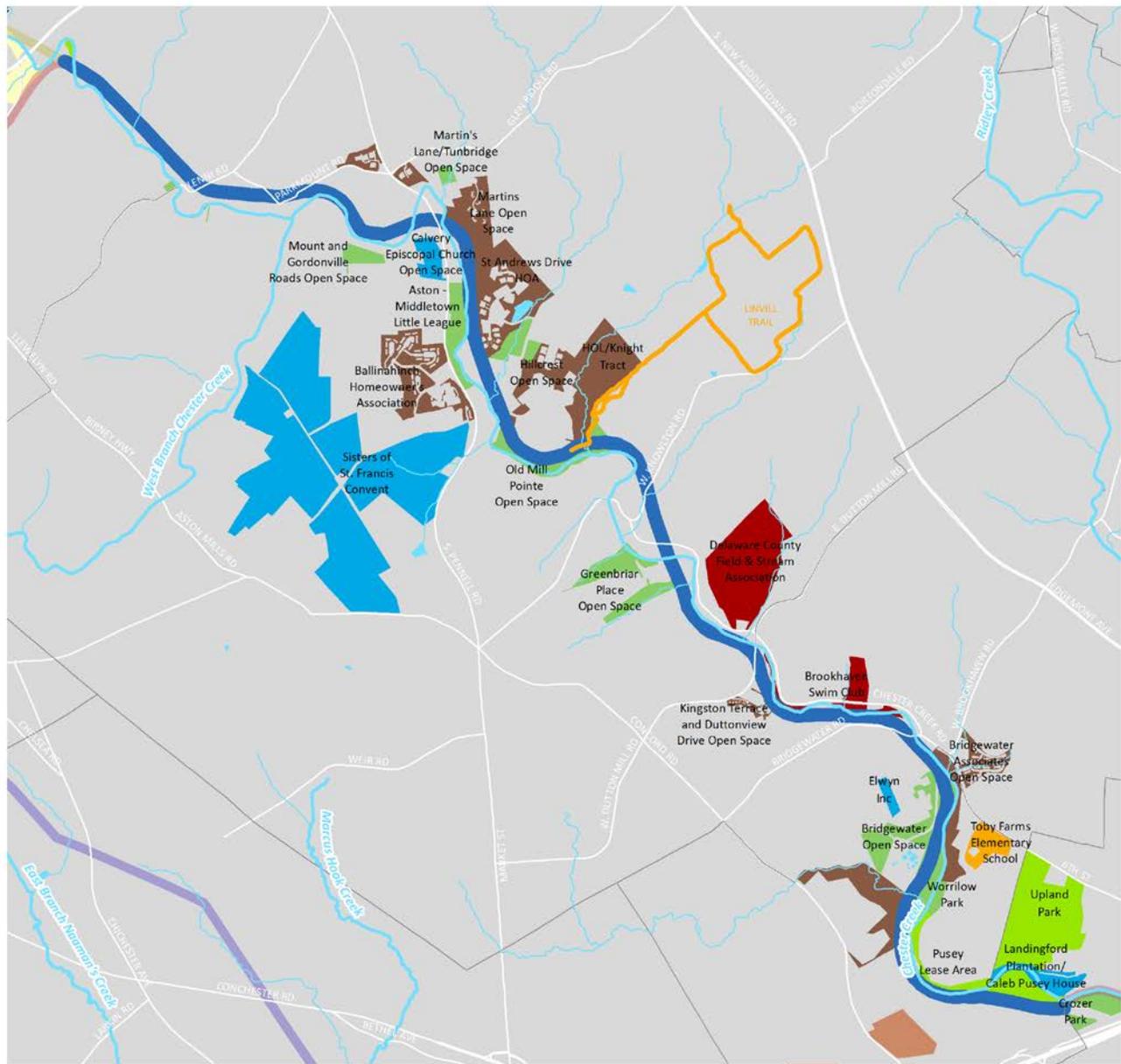
Primary Trail Connections:

4 - Chester Creek Trail –
North Extension
13 - Ridley Creek Greenway
(North)

Hub Connections:

Fair Acres Geriatric Center
Lima Estates
Penncrest High School
Rocky Run YMCA
Ridley Creek State Park
Tyler Arboretum
Wawa SEPTA Regional Rail
Station (planned)

Map 3-7: Chester Creek Trail



6: CHESTER CREEK TRAIL

DESCRIPTION

The 6.5-mile Chester Creek Trail follows a former rail line, the Chester Creek Branch, which parallels Chester Creek north to south in central Delaware County. It has the potential to be a major route joining the Chester Heights/Middletown/Glen Mills area to Crozer Park and Upland County Park areas. A feasibility study for the Chester Creek Trail was completed in 2002 for the Friends of the Chester Creek Branch. The study identified 3 phases for construction.

The middle section of the trail (Phase I), consists approximately 2.70 miles through Middletown and Aston Townships. It will be the first to be completed, with construction to begin in 2015. The route stretches between Lenni Road and Creek Road with potential connections to Middletown Township's trail system at Linvilla Orchards, located at the southern end of this phase.

The southernmost section (Phase II) continues for 2.90 miles from Creek Road, south along Chester Creek to the trail's southern terminus at Incinerator Road in Chester Township. The southernmost point is near the Caleb Pusey Historic Site and Upland County Park. A connection can be made across Incinerator Road into Chester City's Crozer Park (see #7-Chester Creek Greenway Trail in the City of Chester).

Phase III, located at the northern end, will be a 0.80-mile rail with trail from Lenni Road to the planned Wawa SEPTA Regional Rail Station near Baltimore Pike which will accommodate an extension of the existing Media/Elwyn line.

Status:

Phase I: Construction
Phase II: Proposed
Phase III: Proposed

Surface Type(s):

Paved; Crushed Stone

Ownership:

SEPTA right-of-way (Phase I segment leased to Delaware County and subleased to the Friends of the Chester Creek Branch)

Municipalities:

Aston Township
Chester Heights Borough
Chester Township
Middletown Township

Potential Links:

Brookhaven Borough
Chester City
Upland Borough

Primary Trail Connections:

2 - Octoraro Rail Trail
4 - Chester Creek Trail – North Extension
7 - Chester Creek Trail – East Coast Greenway (ECG) Connector

Hub Connections:

Crozer Park
Linvilla Orchards
Neumann University
Upland County Park
Wawa SEPTA Regional Rail Station (planned)



7: CHESTER CREEK TRAIL – EAST COAST GREENWAY (ECG) CONNECTOR

DESCRIPTION

Chester Creek Trail – East Coast Greenway (ECG) Connector is a continuation of the Chester Creek Trail, roughly following the creek until making a connection to the East Coast Greenway.

The trail extends downstream along Chester Creek from Incinerator Road into Chester City’s Crozer Park, through a few other City parks and school properties, connects across the Creek into Deshong Park, and terminates at the East Coast Greenway. A trail alignment along this route would help to revitalize the area near Deshong Park and allow for a connection to the City’s central business district.

From Deshong Park and Eyre Drive Recreation Area, a safe street side route could be planned southward paralleling the Creek and Penn Street. There is a County-owned property (151 Fifth Street) that fronts Penn Street and Rt. 291, which could potentially be utilized for this trail alignment. From there a safe crossing of Route 291 (Third Street) is needed to connect to the East Coast Greenway at Ethel Waters Park.

At the western edge of Crozer Park, the Chester Creek Branch right-of-way turns south toward Interstate 95. This corridor presents the potential for an additional connection to neighborhoods, Crozer Park, and the East Coast Greenway in Chester City. The Concord Road bridge over the Chester Creek Branch was recently replaced with a bridge in order to preserve the underpass for future trail use. The corridor continues southward between Carla’s Lane and Lamokin Street until 7th Street. It could then connect to the East Coast Greenway via City streets between 7th street and the 2nd Street corridor.

Status:

Potential

Surface Type(s):

Crushed Stone; Earthen;
Undetermined

Ownership:

Chester City; Delaware
County Industrial
Development Authority;
Delaware County

Municipality:

Chester City

Potential Links:

Chester Township
Upland Borough

Primary Trail Connections:

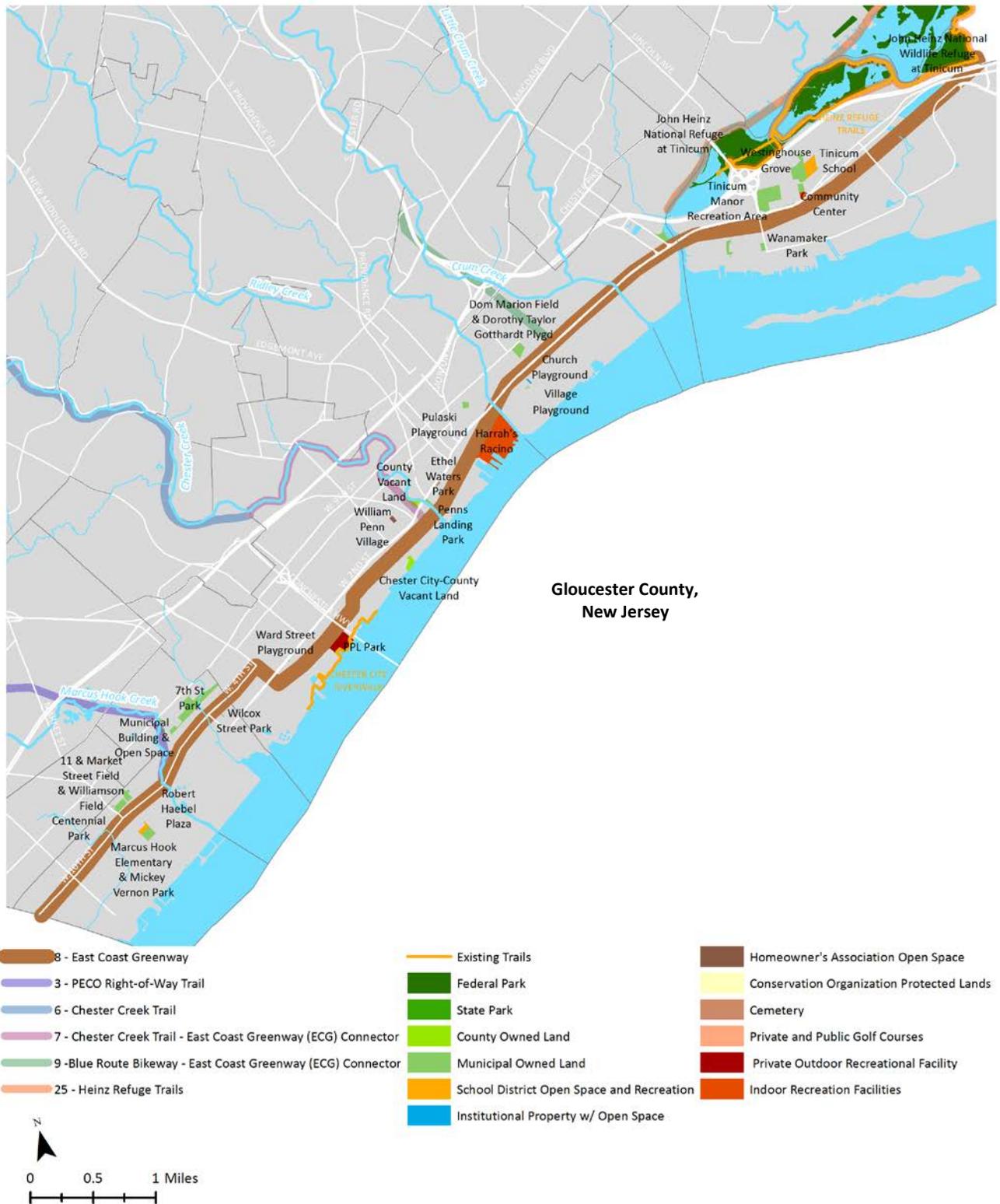
6 - Chester Creek Trail
8 - East Coast Greenway

Hub Connections:

Chester City CBD
Chester City Hall
Chester High School
Crozer Park
Deshong Park
Ethel Waters Park
Eyre Drive Recreation Area



Map 3-9: East Coast Greenway



8: EAST COAST GREENWAY

DESCRIPTION

The East Coast Greenway (ECG) will be a continuous, paved, mainly off-road, bicycle route from Maine to Florida connecting major urban areas. DCPD staff has been working with the East Coast Greenway Alliance (ECGA, www.greenway.org) to map out a route for the Greenway through Delaware County. The corridor roughly follows BicyclePA Route E, a state designated bicycle route that is delineated through the Delaware River Corridor along portions of Route 13 and Route 291. The Trainer Borough portion of the ECG (bicycle lanes) was completed in 2012.



The East Coast Greenway travels through six Delaware County municipalities, connecting the City of Philadelphia and the State of Delaware. It passes by several significant regional amenities, including PPL Park in the City of Chester, Philadelphia International Airport, and John Heinz National Wildlife Refuge in Tinicum. There are also a number of north-south Primary Trails which connect to the ECG.

The *Delaware County Industrial Heritage Parkway, Route 291/13 Beautification and Greenway Plan* (2002) makes recommendations for beautifying the corridor and constructing a multi-use path along this route. The plan included consistent landscaping and signage guides, among other amenities, for communities to develop a consistent corridor. A bridge was recently rebuilt along this route over Darby Creek and included a portion of the road surface reserved for a multi-use path. A more recent study researched ownership history of potential off-road corridors, particularly active and inactive rail corridors.



Status:

Proposed; Existing

Surface Type(s):

Paved

Ownership:

Municipalities; PennDOT;
 Private Property Owners

Municipalities:

Chester City
 Eddystone Borough
 Marcus Hook Borough
 Ridley Township
 Tinicum Township
 Trainer Borough

Potential Links:

Darby Township
 Glenolden Borough
 Lower Chichester Twp.
 Norwood Borough
 Prospect Park Borough
 Ridley Park Borough
 Upper Chichester Township
 State of Delaware

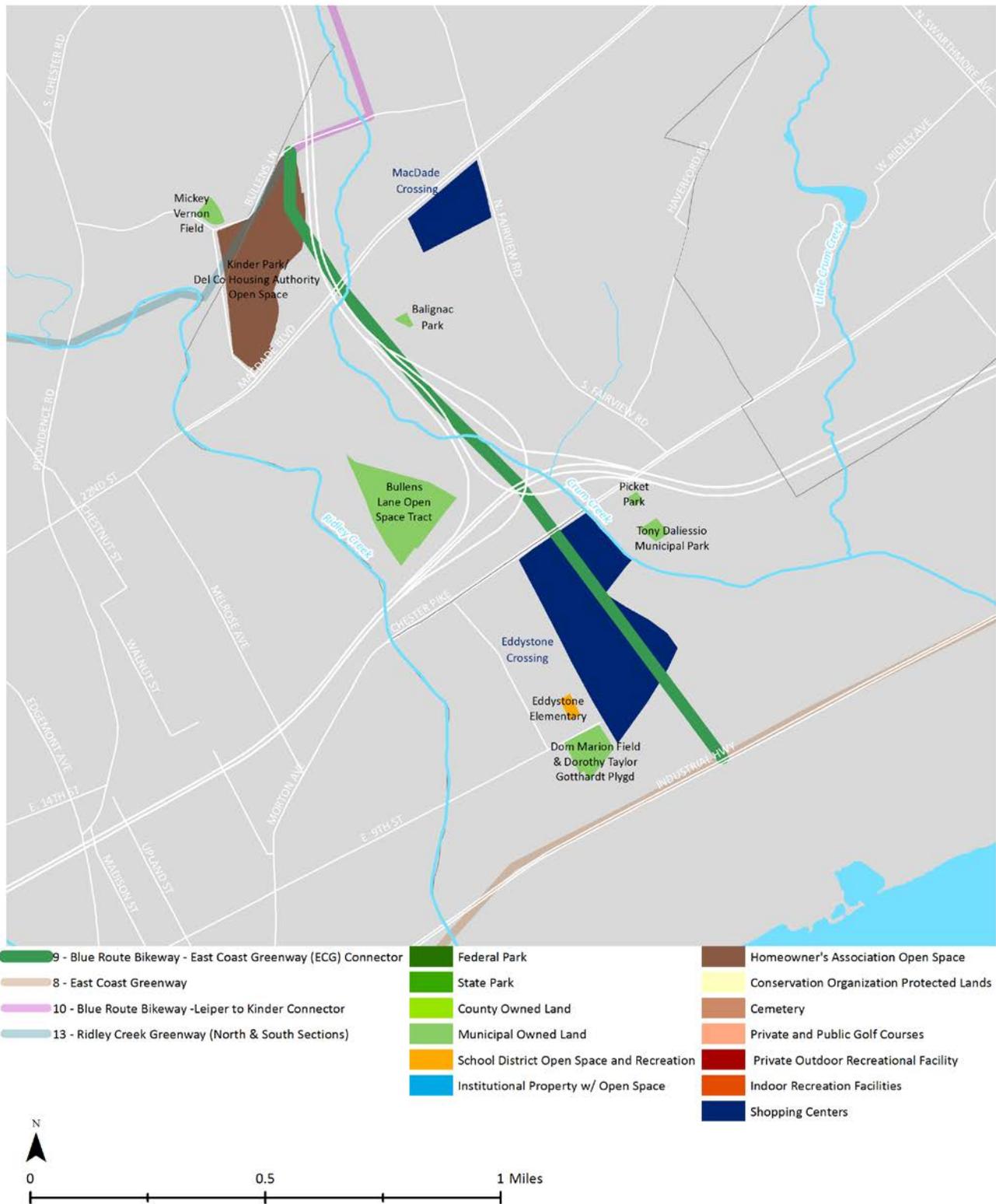
Primary Trail Connections:

3 - PECO Right-of-Way Trail
 7 - Chester Creek Trail – East Coast Greenway (ECG) Connector
 9 – Blue Route Bikeway – East Coast Greenway (ECG) Connector
 25 - Heinz Refuge Trails

Hub Connections:

Governor Printz Park
 John Heinz NWR
 Market Sq. Memorial Park
 Philadelphia Int'l Airport
 PPL Park/Barry Bridge Park
 Wharf at Rivertown

Map 3-10: Blue Route Bikeway – East Coast Greenway (ECG) Connector



9: BLUE ROUTE BIKEWAY – EAST COAST GREENWAY (ECG) CONNECTOR

DESCRIPTION

The Blue Route Bikeway – East Coast Greenway Connector ties the Blue Route Bikeway – Leiper to Kinder Connector (#10) to the East Coast Greenway (#8) with a multi-use trail. This involves the development of a trail from Bullens Lane near MacDade Boulevard in Ridley Township, south through the Borough of Eddystone, to a location near to the Delaware River waterfront where the final East Coast Greenway alignment will be.

Due to the relative proximity of the Blue Route Bikeway – Leiper to Kinder Connector and the East Coast Greenway, it makes sense to connect these corridors. However, a feasibility study is necessary to identify the exact route of a trail. Obstacles include the crossing of Interstate 95, Chester Pike, and a freight rail line. Alternate or spur connections could include Sun Village Park in Chester City and the Smiley Street Area of Ridley Township. The Baldwin Tower complex and Eddystone Crossings (Wal-Mart) shopping center would be great trail partners and would also benefit greatly from a completed trail.

Status:

Potential

Surface Type(s):

Undetermined

Ownership:

Undetermined

Municipalities:

Chester City
Eddystone Borough
Ridley Township

Potential Links:

Chester City

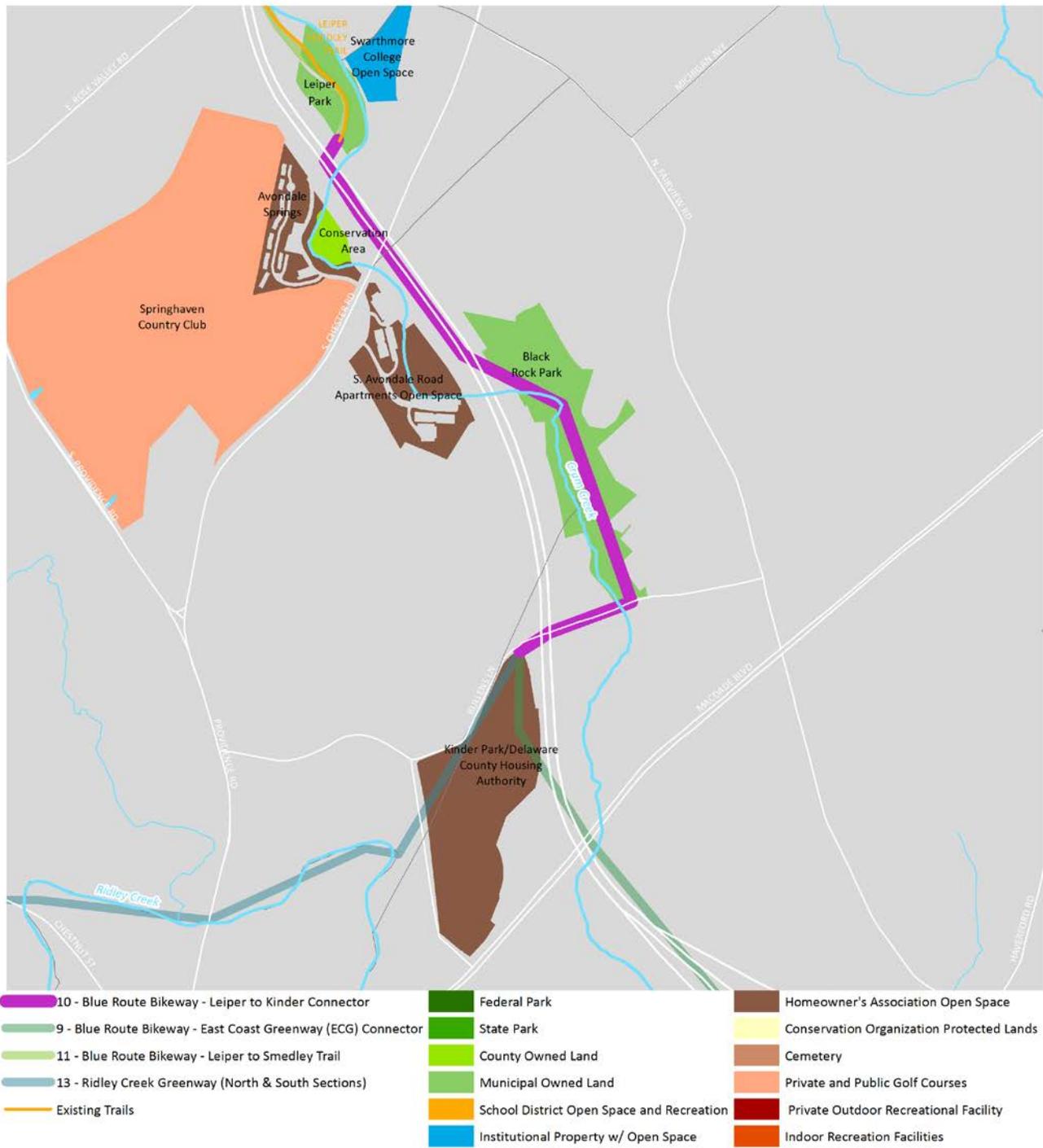
Primary Trail Connections:

8 - East Coast Greenway
10 - Blue Route Bikeway –
Leiper to Kinder
Connector

Hub Connections:

Baldwin Tower complex
Bullens Lane Open Space
Tract

Map 3-11: Blue Route Bikeway – Leiper to Kinder Connector



10: BLUE ROUTE BIKEWAY – LEIPER TO KINDER CONNECTOR

DESCRIPTION

This Blue Route Bikeway – Leiper to Kinder Connector connects the southern end of the Blue Route Bikeway – Leiper-Smedley Trail in Nether Providence Township to Bullens Lane near MacDade Boulevard in Ridley Township.

The northwest side of Ridley Township near Black Rock Park is a densely populated area that would greatly benefit from connection to a major trail network. A multi-use trail can be built where desire paths currently exist from Avondale Road, past an apartment complex, and then under I-476 to Black Rock Park. A path from Black Rock Park south through Township-owned woods on a sewer right-of-way could also be formalized.

A multi-municipal feasibility study is necessary to identify the most feasible route to connect the three primary corridors that join in the area near where Bullens Lane crosses over I-476: the Bikeway – Leiper to Kinder Connector, the Blue Route Bikeway – East Coast Greenway (ECG) Connector, and the south end of the Ridley Creek Greenway.

Status:

Potential

Surface Type(s):

Undetermined

Ownership:

PennDOT; Ridley Township

Municipalities:

Nether Providence Township
Ridley Township
Swarthmore Borough

Potential Links:

Chester City
Swarthmore Borough

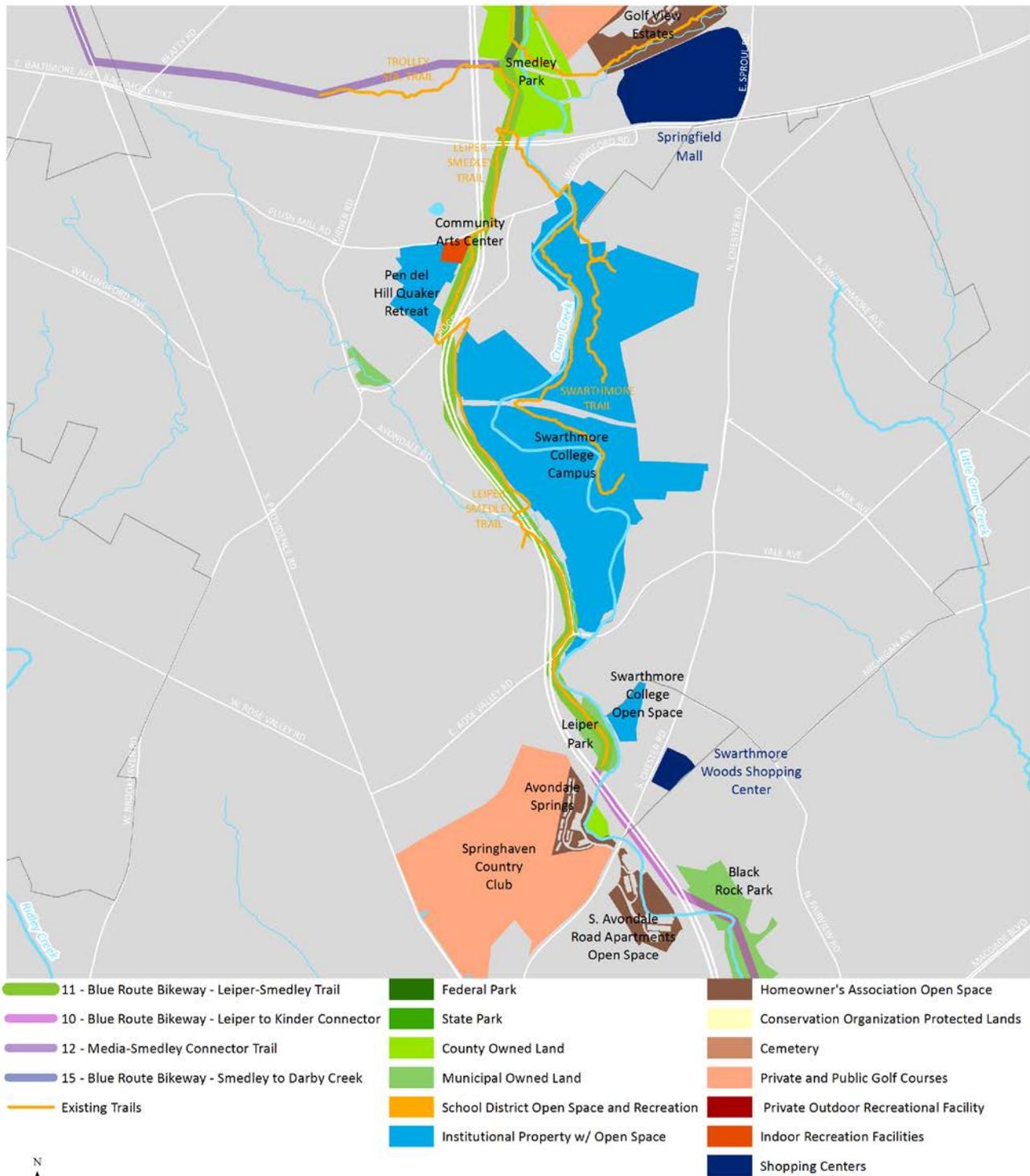
Primary Trail Connections:

9 - Blue Route Bikeway – East Coast Greenway (ECG) Connector
11 - Blue Route Bikeway – Leiper-Smedley Trail
13 - Ridley Creek Greenway

Hub Connections:

Apartment complexes on Avondale Road
Black Rock Park
Delaware County Housing Authority

Map 3-12: Blue Route Bikeway – Leiper-Smedley Trail



11: BLUE ROUTE BIKEWAY – LEIPER-SMEDLEY TRAIL

DESCRIPTION

The Blue Route Bikeway – Leiper Smedley Trail is a 2.2-mile paved trail that runs roughly parallel to I-476 and Crum Creek. The width ranges between five and ten feet, which is adequate in most portions for a multi-use trail of this type. It is used by many people for walking and jogging. The trail alignment was first planned as part of the “Blue Route Bikeway” by the Delaware County Planning Department in the 1970s and 1980s. It was built in conjunction with the construction of Interstate 476, locally known as the “Blue Route,” which opened in December of 1991.

The two endpoints of the Trail are at Smedley County Park (via a crossing of Baltimore Pike at a traffic light) and the historic Leiper House in Nether Providence Township. The Trail may also be accessed from a small parking lot at Avondale Road under an overpass of I-476.

Rogers Lane and Plush Mill Road serve as overpasses over I-476, allowing trail users to get from one side of the highway to the other. One key destination along the trail is the Community Arts Center of Wallingford. In 2013, a sidewalk was completed from the Wallingford train station to Rogers Lane and Turner Road, providing safe access to transit and more residential areas from the Trail. Further spur trails and paths are planned to interconnect the Trail with more neighborhoods in the Township.

Status:

Existing

Surface Type(s):

Paved

Ownership:

PennDOT; Nether Providence Township

Municipality:

Nether Providence Township

Potential Links:

Ridley Township
Swarthmore Borough
Springfield Township

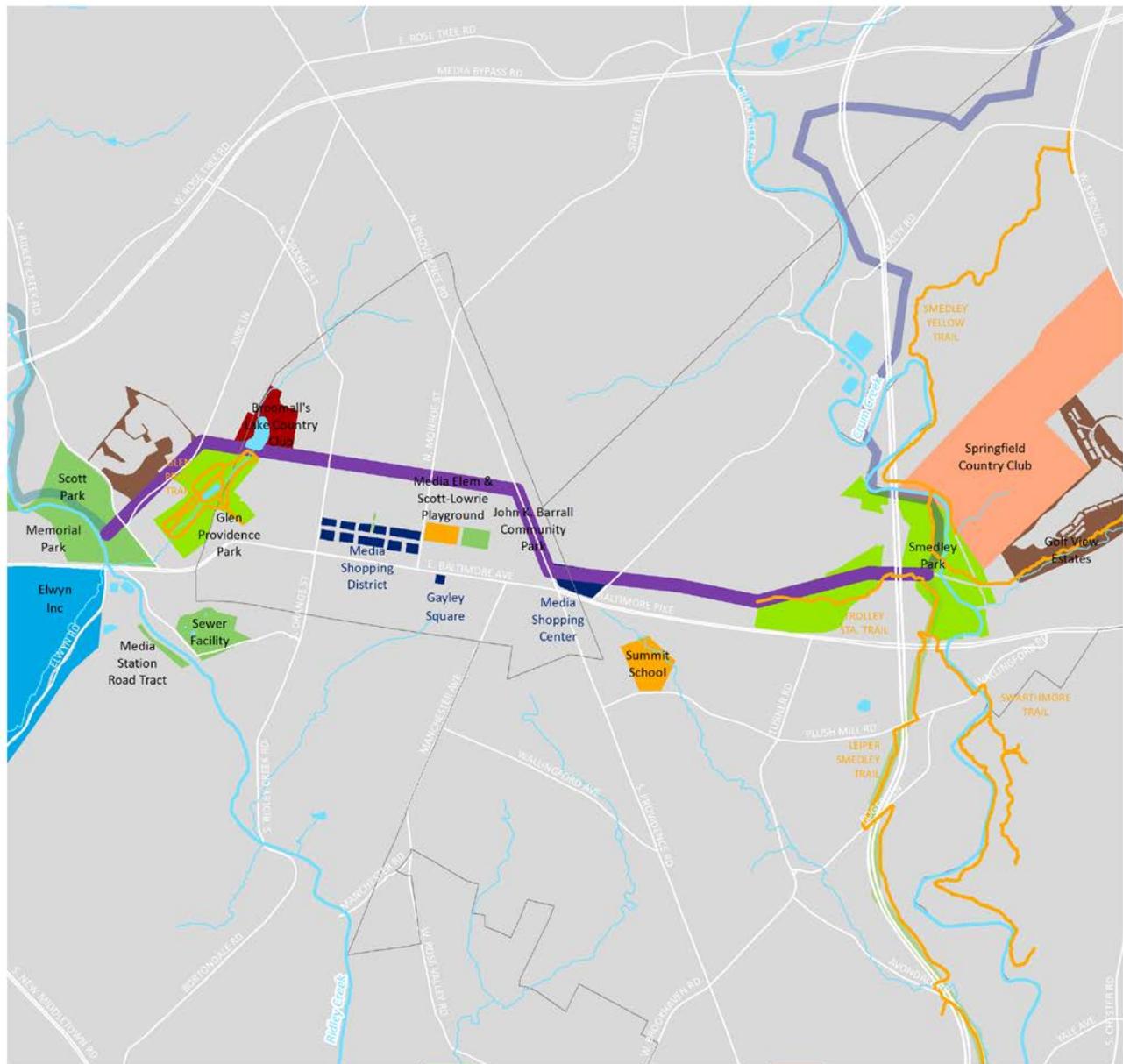
Primary Trail Connections:

10 - Blue Route Bikeway –
Leiper to Kinder
Connector
15 - Blue Route Bikeway –
Smedley to Darby Creek

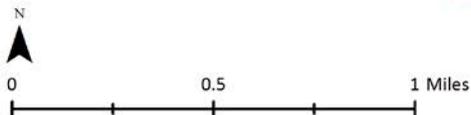
Hub Connections:

Leiper Park
Smedley County Park
Wallingford Community Arts
Center

Map 3-13: Media-Smedley Connector Trail



- | | | |
|---|---|---|
| 12 - Media-Smedley Connector Trail | Federal Park | Homeowner's Association Open Space |
| 11 - Blue Route Bikeway - Leiper-Smedley Trail | State Park | Conservation Organization Protected Lands |
| 13 - Ridley Creek Greenway (North & South Sections) | County Owned Land | Cemetery |
| 15 - Blue Route Bikeway - Smedley to Darby Creek | Municipal Owned Land | Private and Public Golf Courses |
| Existing Trails | School District Open Space and Recreation | Private Outdoor Recreational Facility |
| | Institutional Property w/ Open Space | Indoor Recreation Facilities |
| | | Shopping Centers |



12: MEDIA-SMEDLEY CONNECTOR TRAIL

DESCRIPTION

The Media-Smedley Connector Trail provides the opportunity for an easy, safe, and legal route for bicyclists and pedestrians to travel from Media Borough east through Smedley County Park (Pine Ridge/Penza Tract entrance), and from the Borough west to Scott Park and the Mineral Hill Area. A multi-use trail within the west side of Smedley Park (Penza Tract) has been proposed in a long range plan by the County.

Media Borough's Comprehensive Plan (adopted in 2014) recommends a designated on-road east-west route through the Borough. Media and Nether Providence can work together on a study to connect the east end of this route to Smedley County Park. This should include coordination with stakeholders such as the owner of the Media Shopping Center, the Chesley Office Campus (Henderson Group), and other private landowners and residents.

The western terminus of the trail is in Scott Park in Middletown Township which was addressed as part of a group of parks along Ridley Creek in the *Mineral Hill Area Park Master Plan* (2014). In addition to Scott park, the study area is comprised of Mineral Hill County Park and Middletown Township's Memorial Park on the west side of the creek, and the Lavin Tract in Upper Providence on the east side of the creek. The plan calls for a trail network throughout the parks and makes recommendations for possible pedestrian connections beyond the site, including a safe route connecting to the Borough and the County's Glen Providence County Park which is situated in Media Borough and Upper Providence Township.

Status:

Potential; Proposed

Surface Type(s):

Paved; Undetermined

Ownership:

Municipalities; Delaware County; Private Landowners

Municipalities:

Media Borough
Nether Providence Township
Upper Providence Township

Potential Links:

Middletown Township
Springfield Township

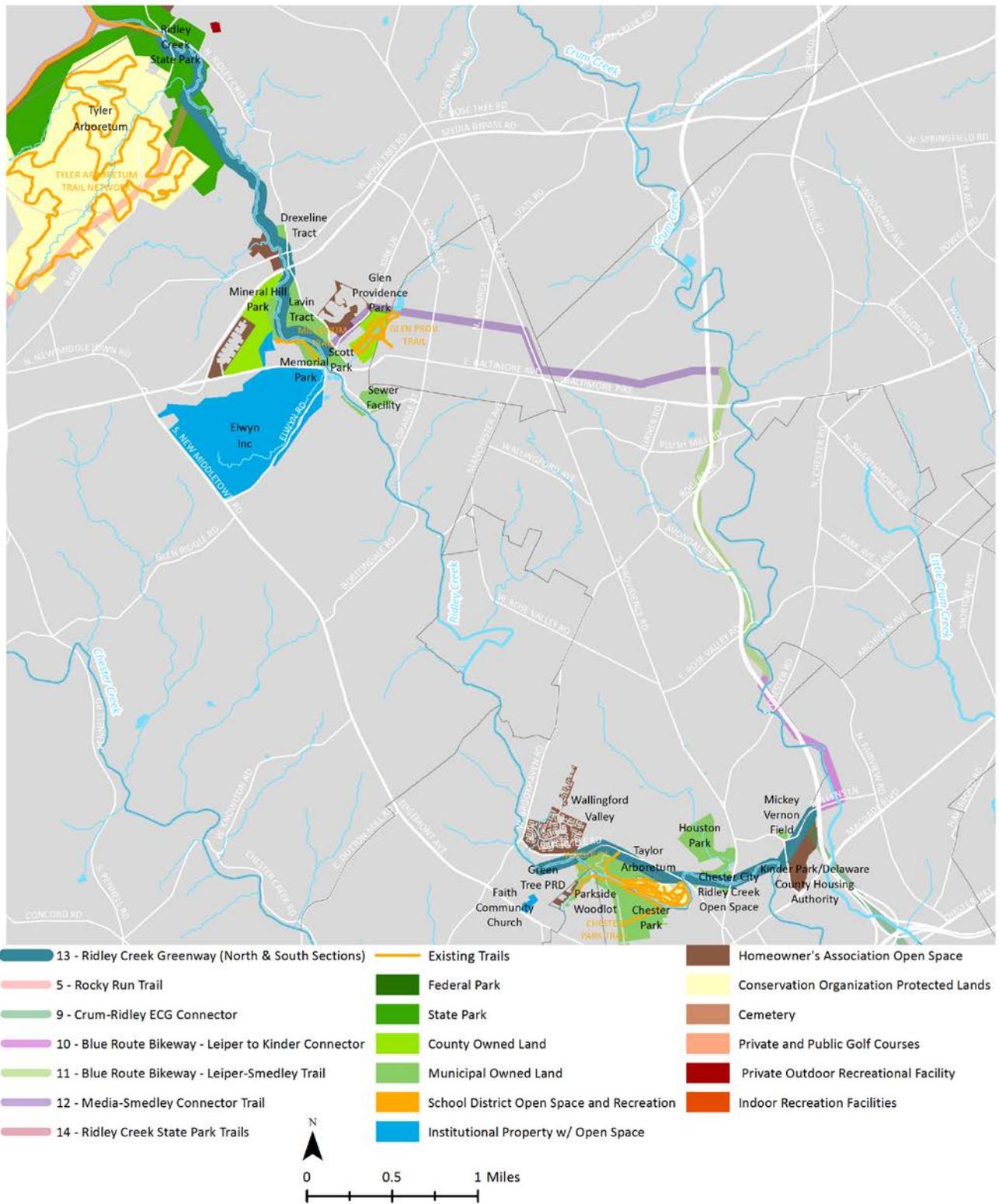
Primary Trail Connections:

- 11 - Blue Route Bikeway – Leiper Leiper-Smedley Trail
- 13 - Ridley Creek Greenway (North)
- 15 - Blue Route Bikeway – Smedley to Darby Creek

Hub Connections:

Downtown Media
Memorial Park
Mineral Hill County Park
Scott Park
Smedley County Park

Map 3-14: Ridley Creek Greenway (North and South Sections)



13: RIDLEY CREEK GREENWAY (NORTH AND SOUTH SECTIONS)

DESCRIPTION

The Ridley Creek Greenway has two Primary Trail sections: north and south.

The northern section of the Ridley Creek Greenway connects Ridley Creek State Park’s paved multi-use trail to areas to the south of the Park. The Greenway travels southward along the stream valley leading to Mineral Hill Area Parks (Mineral Hill County Park, Memorial Park in Middletown Township, and Scott Park in Upper Providence Township) and Primary Trail #12 – Media-Smedley Connector Trail.

The south section of this corridor connects the Ridley Creek and Crum Creek stream valleys. It connects Parkside and Brookhaven Boroughs to the Network through the City of Chester and Nether Providence Townships. The southern section travels through several municipal parks and open space, but alignment would need to be determined in a more detailed feasibility study.

At this time, there does not appear to be a feasible route for a trail along the Ridley Creek stream valley between the northern and southern sections.

Status:

Proposed; Potential

Surface Type(s):

Undetermined

Ownership:

Municipalities;
Commonwealth of
Pennsylvania

Municipalities:

Brookhaven Borough
Chester City
Middletown Township
Nether Providence Township
Parkside Borough
Upper Providence Township

Potential Links:

Media Borough
Ridley Township
Rose Valley Borough

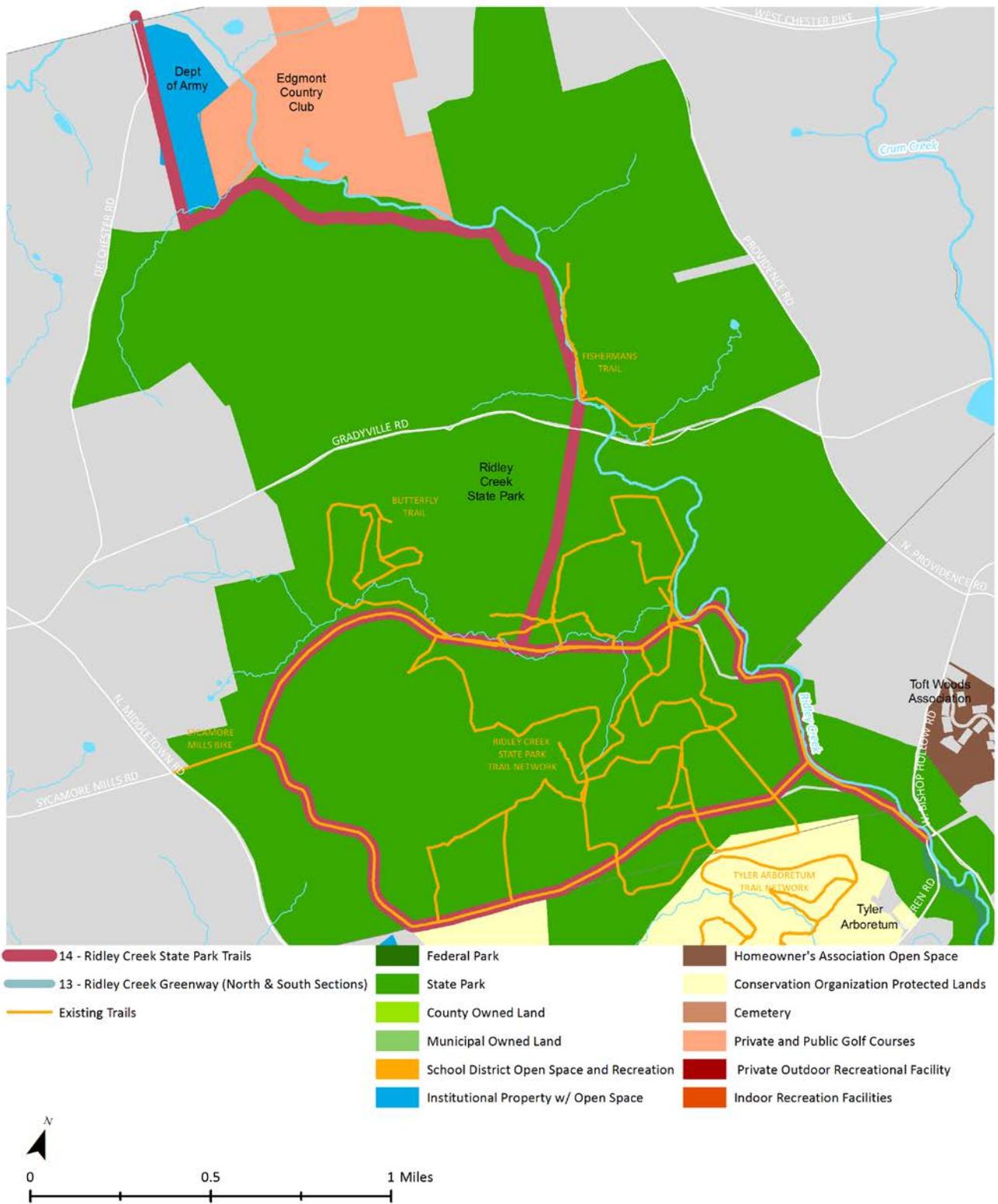
Primary Trail Connections:

5 - Rocky Run Trail
9 - Blue Route Bikeway – East
Coast Greenway (ECG)
Connector
10 - Blue Route Bikeway –
Leiper to Kinder
Connector
12 - Media-Smedley
Connector Trail
14 – Ridley Creek State Park
Trails

Hub Connections:

Chester Park
Houston Park
Glen Providence County Park
Mineral Hill Area Parks
Parkside Woodlot
Ridley Creek State Park
Taylor Arboretum

Map 3-15: Ridley Creek State Park Trails



14: RIDLEY CREEK STATE PARK TRAILS

DESCRIPTION

One of the most popular recreational trail systems in the County exists at Ridley Creek State Park. The 5-mile multi-use loop consists of a wide paved trail, also used for limited vehicular access for park personnel. There are both flat sections and long hills. Due to the popularity of this trail and the State Park, it is both a Primary Trail, providing a key north-south connection, and a significant destination in the Countywide Network.

Part of this trail, which is alongside Ridley Creek, is very popular for running, walking, bicycling, in-line skating, and pushing strollers. The park contains many more miles of earthen hiking trails of various levels of difficulty and accessibility. They run throughout the woods in the southern portion of the park and intersect at many points with the multi-use trail. They are identified by different colored blazes. The trails are maintained by park staff and volunteers from the Friends of Ridley Creek State Park.

The portion of the park north of Gradyville Road includes trails designated only for horses. A feasibility study could be developed to identify a route for a paved creekside trail at the northwestern end of the park to Delchester Road and the U.S. Army Reserve property. The trail could be a potential inter-county multi-use connection when combined with a safe crossing of West Chester Pike at the traffic light. This would not only be a stream valley trail, but also a key trail connection on the route of the Revolutionary War Campaign of 1777 or “Brandywine Battle Path.” It would connect to the Okehocking Preserve on the other side of West Chester Pike in Willistown Township, and potentially connect to Chester County’s planned trail network.

At the southern end of the park, there is long-range demand for an off-road multi-use trail on State Park property in Middletown Township. This potential route would connect trails and destinations in the park (such as the multi-use loop) to points south in the stream corridor, such as the Mineral Hill Area parks and Media Borough (See Primary Trail #13).

Status:

Proposed; Existing

Surface Type(s):

Paved; Earthen

Ownership:

Commonwealth of Pennsylvania

Municipalities:

Edgmont Township
Middletown Township

Potential Links:

Newtown Township
Upper Providence Township
Willistown Township (Chester County)

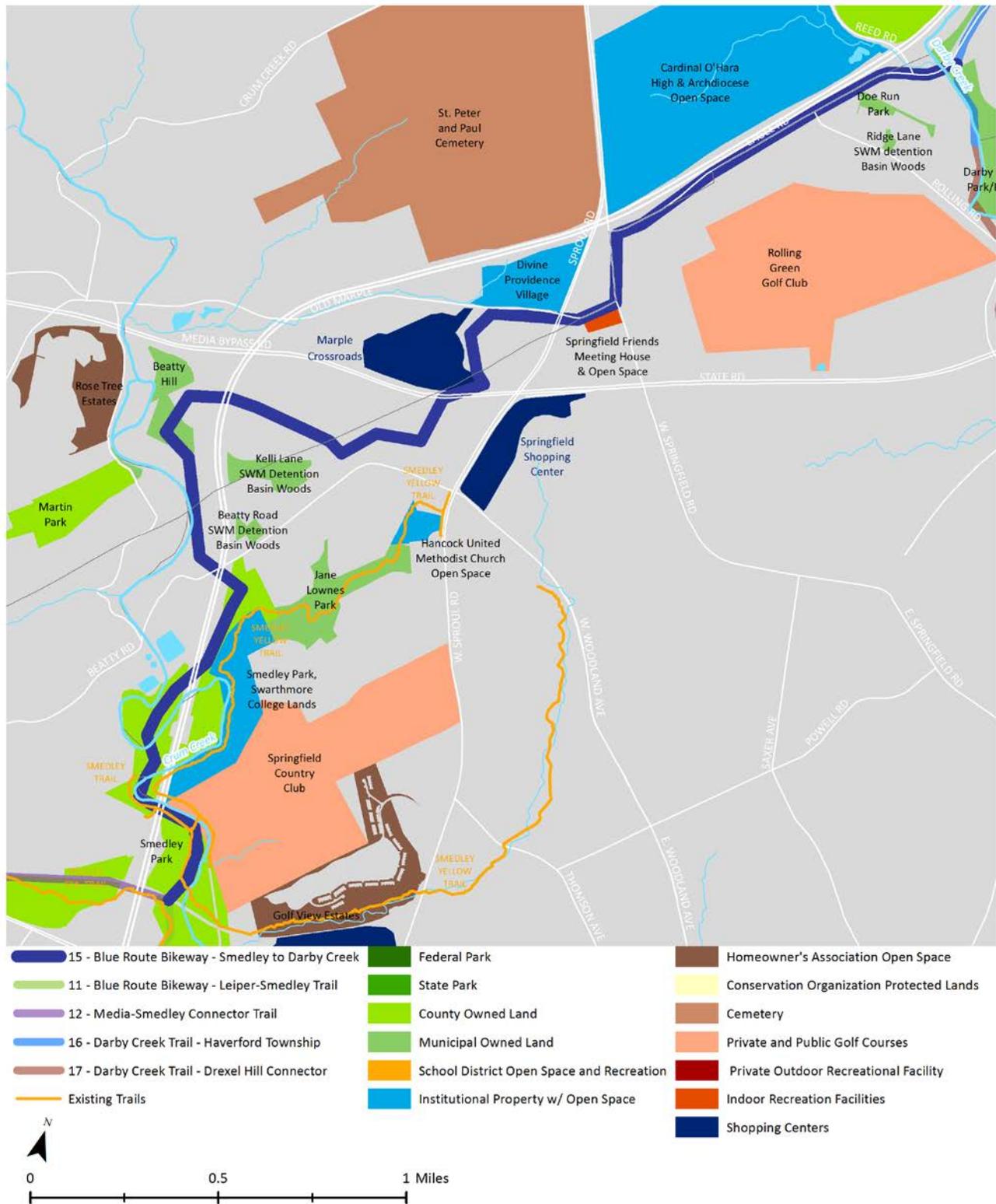
Primary Trail Connections:

5 - Rocky Run Trail
13 - Ridley Creek Greenway

Hub Connections:

Ridley Creek State Park picnic areas and parking lots
Tyler Arboretum

Map 3-16: Blue Route Bikeway – Smedley to Darby Creek



15: BLUE ROUTE BIKEWAY – SMEDLEY TO DARBY CREEK

DESCRIPTION

The Blue Route Bikeway – Smedley and North Trail parallels Interstate 476 from Smedley County Park to Darby Creek. It connects to the #11 – Blue Route Bikeway – Leiper-Smedley and #12 – Media-Smedley Connector Trails in the south and to #16 – Darby Creek Trail – Haverford Township and #17 – Darby Creek Trail – Drexel Hill Connector in the north.

This corridor is one of the limited east-west trail opportunities in the County’s Primary Trail Network. A trail along this corridor can connect the Crum Creek and Darby Creek stream valleys and thus Primary Trails in the Darby Creek watershed with western Delaware County.

This trail was part of the Blue Route Bikeway route delineated by the Delaware County Planning Department in 1985 but was never implemented. The exact route should be re-examined with a more detailed study to determine an updated alignment.

Status:

Potential; Proposed; Existing

Surface Type(s):

Crushed Stone;
Undetermined

Ownership:

PennDOT; Ridley Township

Municipalities:

Marple Township
Nether Providence Township
Springfield Township

Potential Links:

Haverford Township
Swarthmore Borough
Upper Darby Township

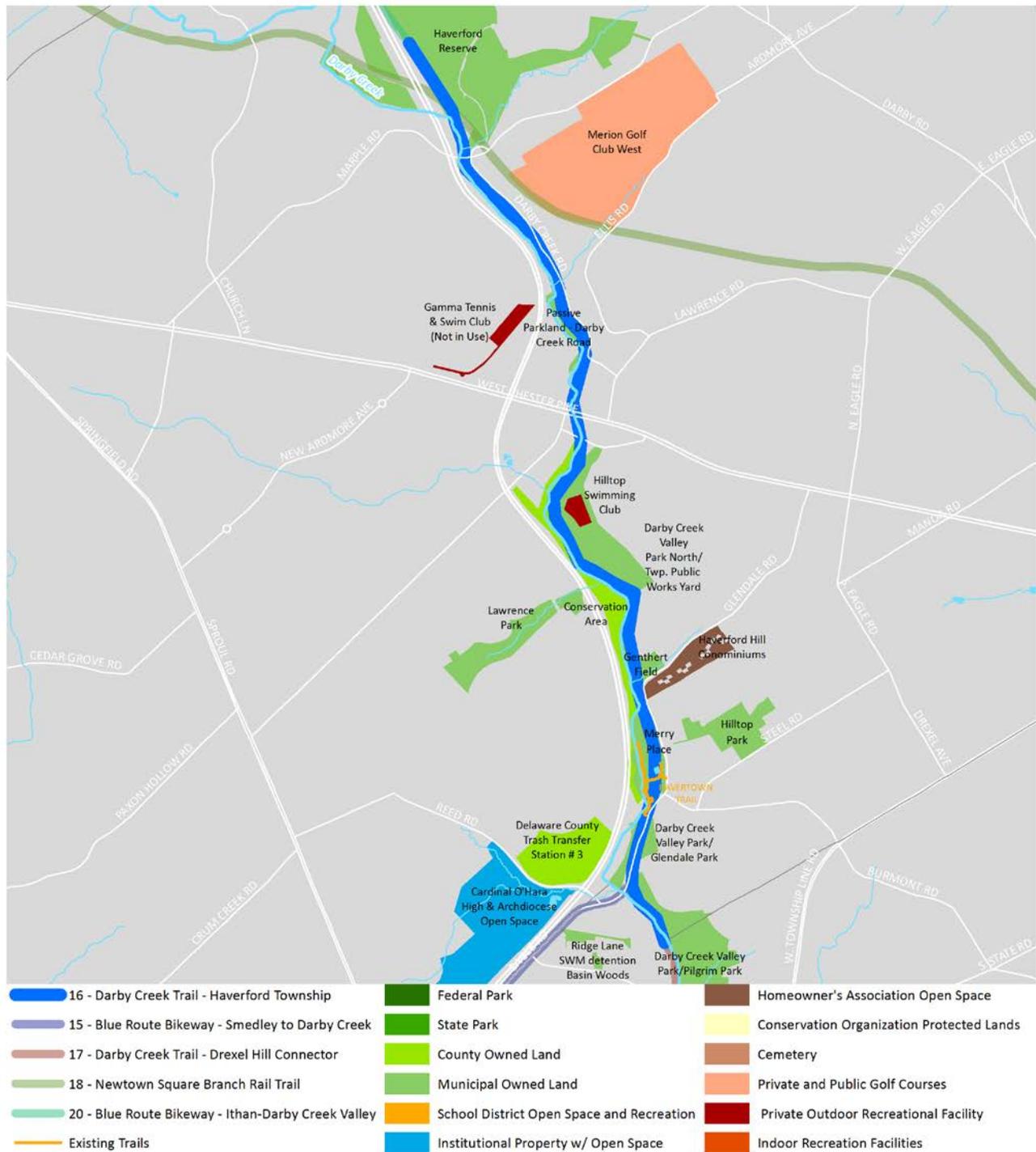
Primary Trail Connections:

11 - Blue Route Bikeway –
Leiper-Smedley
12 - Media-Smedley
Connector Trail
16 - Darby Creek Trail –
Haverford Township

Hub Connections:

Cardinal O’Hara High School
Smedley County Park
Pilgrim Park

Map 3-17: Darby Creek Trail – Haverford Township



16: DARBY CREEK TRAIL – HAVERFORD TOWNSHIP

DESCRIPTION

Haverford Township opened the first segment of its portion of the Darby Creek Trail in 2013. Formerly a dirt and gravel hiking path on a cleared sewer easement, it is now a paved multi-use trail, connecting trailheads at Merry Place Park on Glendale Road and the Township public works yard off of Old West Chester Pike and Hilltop Road. The trail, which is over one mile long, includes benches, guard rails, and views of Darby Creek.

This segment is the middle section of the full trail proposed by Haverford Township, which includes extending the trail to the Haverford Reserve in the north and Glendale Park in the south. In order to complete this trail northward, the next step involves further study of potential crossings of West Chester Pike.

Haverford Township is studying options to extend the trail from Merry Place to Glendale Field. There is an opportunity from there to cross Burmont Road and work with Upper Darby Township to pave a trail through Pilgrim Park on the cleared sewer right-of-way and connect to #17 – Darby Creek Trail – Drexel Hill Connector.

Status:

Potential; Proposed; Existing

Surface Type(s):

Paved; Crushed Stone;
Earthen

Ownership:

Haverford Township

Municipality:

Haverford Township

Potential Links:

Marple Township
Radnor Township
Upper Darby Township

Primary Trail Connections:

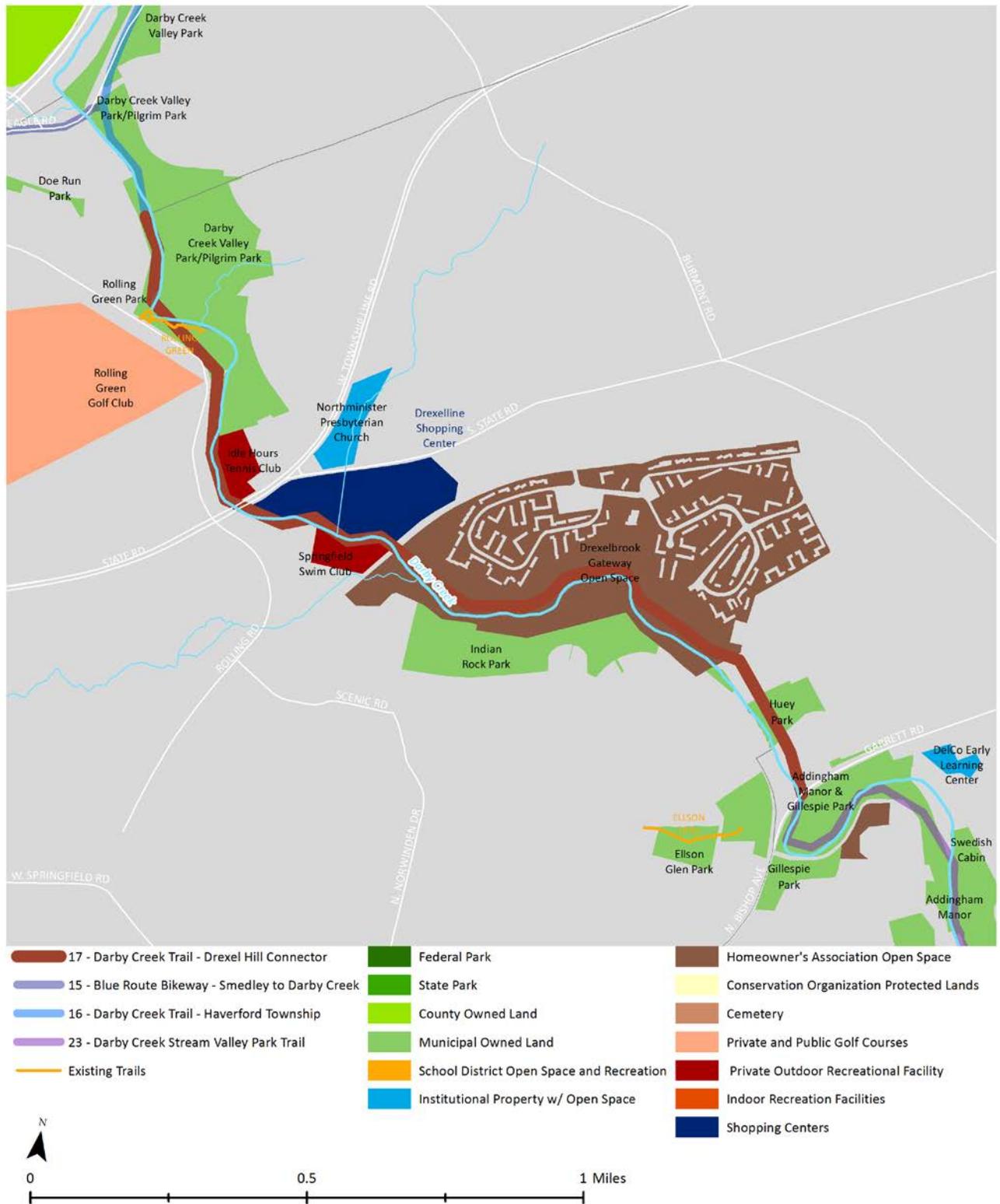
15 - Blue Route Bikeway –
Smedley to Darby Creek
17 - Darby Creek Trail –
Drexel Hill Connector
18 - Newtown Square Branch
Rail Trail
20 - Blue Route Bikeway –
Ithan-Darby Creek Valley

Hub Connections:

Glendale Field
Haverford Reserve
Haverford Township public
works yard
Merry Place
Pilgrim Park



Map 3-18: Darby Creek Trail – Drexel Hill Connector



17: DARBY CREEK TRAIL – DREXEL HILL CONNECTOR

DESCRIPTION

The Darby Creek Trail – Drexel Hill Connector is a continuation of #16 – Darby Creek Trail – Haverford Township. It follows the creek and connects the north end of the planned Darby Creek Stream Valley Park Trail at Upper Darby Township’s Addingham open space.

The sewer right-of-way serves as a prime opportunity for multi-use trail development. The public is currently using the sewer authority’s right-of-way as a trail. It would be safer and more accessible if it were to become an official trail. The right-of-way runs through public open spaces transected by the Upper Darby and Haverford Township boundary. A multi-municipal trail study is necessary to coordinate the connection of these trails.

A more detailed study is necessary to determine a safe crossing of Township Line Road at State Road (near Darby Creek). Land on both sides of Township Line Road near this crossing is held by the owner of the Drexeline Shopping Center. The trail will also need to cross the SEPTA Media trolley line. The Drexeline Station, located between Drexeline Shopping Center and Drexelbrook, offers a logical location for this crossing while also providing access to and from public transit.

Upper Darby Township can partner with Drexelbrook (apartment complex and catering and banquet facilities) to locate a trail from Drexeline to Drexelbrook parking lot, which would be striped to designate a trail along the edge of its property, near Darby Creek. Bloomfield Avenue, once designated as share-the-road, can bring trail users to the Rosemont Avenue bridge. On the south side of Rosemont Avenue, Bloomfield Avenue turns into a Township-owned driveway leading into the Township’s Addingham open space. This driveway can be improved as part of the trail.

Status:

Potential; Proposed

Surface Type(s):

Paved; Undetermined

Ownership:

Upper Darby Township;
Drexelbrook; Private
Landowners

Municipality:

Upper Darby Township

Potential Links:

Haverford Township
Springfield Township

Primary Trail Connections:

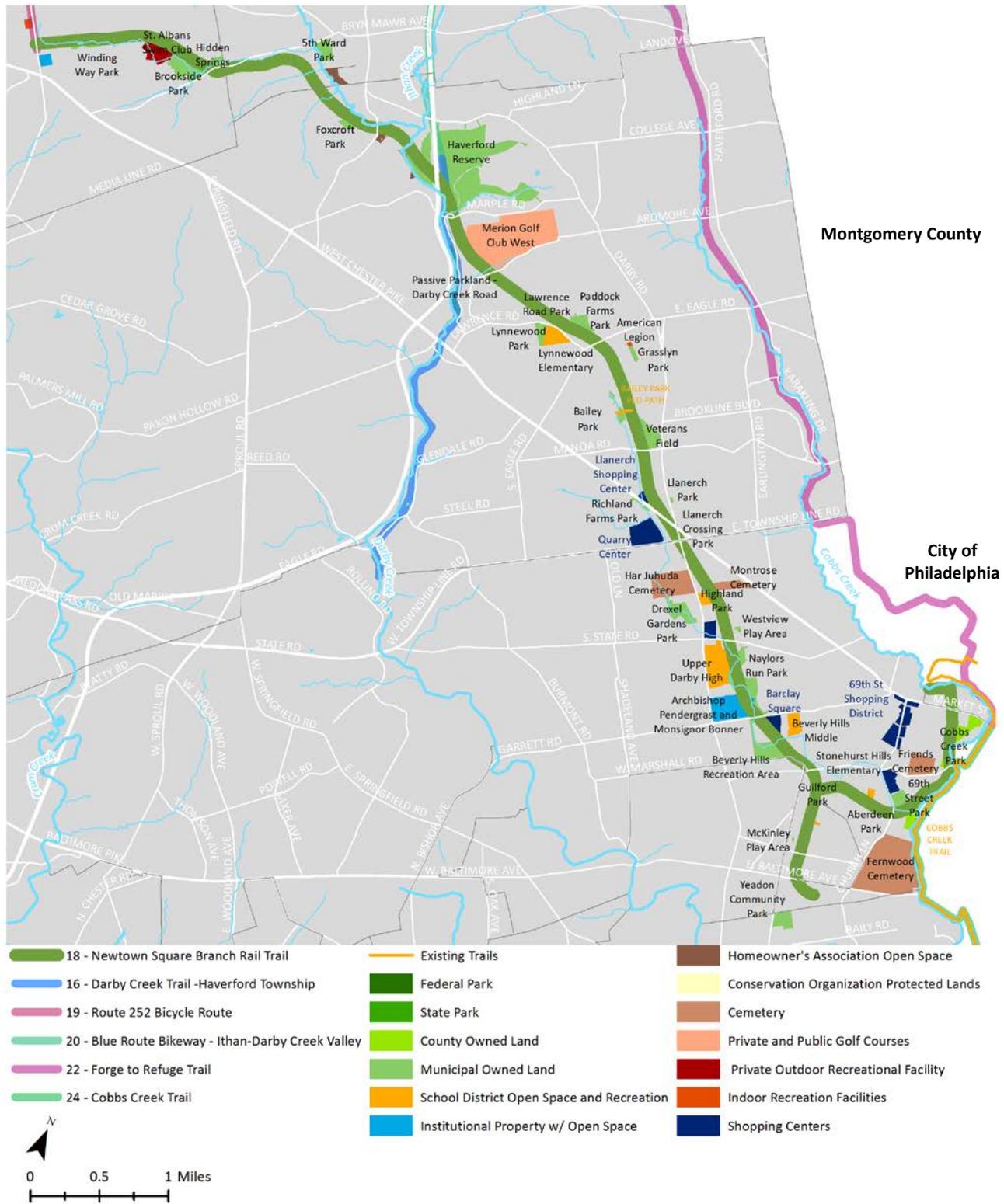
16 - Darby Creek Trail –
Haverford Township
23 - Darby Creek Stream
Valley Park Trail

Hub Connections:

Aronomink Swim Club
Drexeline Shopping Center
Drexelbrook
Idle Hour Tennis Club
Indian Rock Park
Pilgrim Park



Map 3-19: Newtown Square Branch Rail Trail



18: NEWTOWN SQUARE BRANCH RAIL TRAIL

DESCRIPTION

The Newtown Square Branch is an unused rail right-of-way running generally northwest to southeast in Newtown, Radnor, Marple, Haverford, and Upper Darby Townships. The former rail line was operated by the Pennsylvania Railroad, but is now owned by a number of private entities. PECO maintains overhead electric lines on an aerial easement along this corridor.

The right-of-way can be converted into a multi-use trail beginning at Route 252 near Goshen Road at the SAP campus and ending near 69th Street in Upper Darby. The corridor connects a number of parks along the route and parallels Foxes Run for some of its length in Newtown Township. From Newtown Township, the railbed runs through the southwest corner of Radnor Township and into the northwest corner of Marple Township, where it runs beside Darby Creek. From there the corridor connects into Haverford Township and Upper Darby Township where it traverses multiple municipal open spaces, shopping centers, and schools. Key destinations include Haverford YMCA, Veterans Field in Haverford, Upper Darby High School, Delaware County Memorial Hospital, Archbishop Prendergast and Monsignor Bonner High School, and 69th Street Park.

The major physical obstacles to the completion of this trail are the gaps where four very large railroad bridges were removed north of Eagle Road in 1963, when the line was abandoned. Smaller bridges at other locations may also be necessary.

Haverford purchased the portion of the right-of-way between Manoa Road and Eagle Road from private owners and, with volunteer help from the Friends of Haverford Trails, has moved forward in developing some of the trail with a wood chip surface. There already are plans and funding in place to upgrade it to a paved surface. This segment links the Skatium to the Haverford Area YMCA.

Upper Darby Township developed The Naylor’s Run Trail Feasibility Study in 2011 to determine the best strategy for planning, building, and managing a segment between Manor Avenue to the north and Baltimore Pike to the south. The Cardington Branch (not included in the 2011 Study) is an abandoned rail bed spur in Upper Darby which connects the Newtown Square Branch to Millbourne along Naylor’s Run and could join this trail to #22 – Cobbs Creek Trail and #24 – Forge to Refuge Trail.



Status:

Potential; Existing

Surface Type(s):

Paved; Earthen; Undetermined

Ownership:

Haverford Township; PECO (aerial easement); Private Landowners

Municipalities:

Haverford Township
 Marple Township
 Newtown Township
 Radnor Township
 Upper Darby Township

Potential Links:

East Lansdowne Borough
 Lansdowne Borough
 Millbourne Borough
 Yeadon Borough
 City of Philadelphia

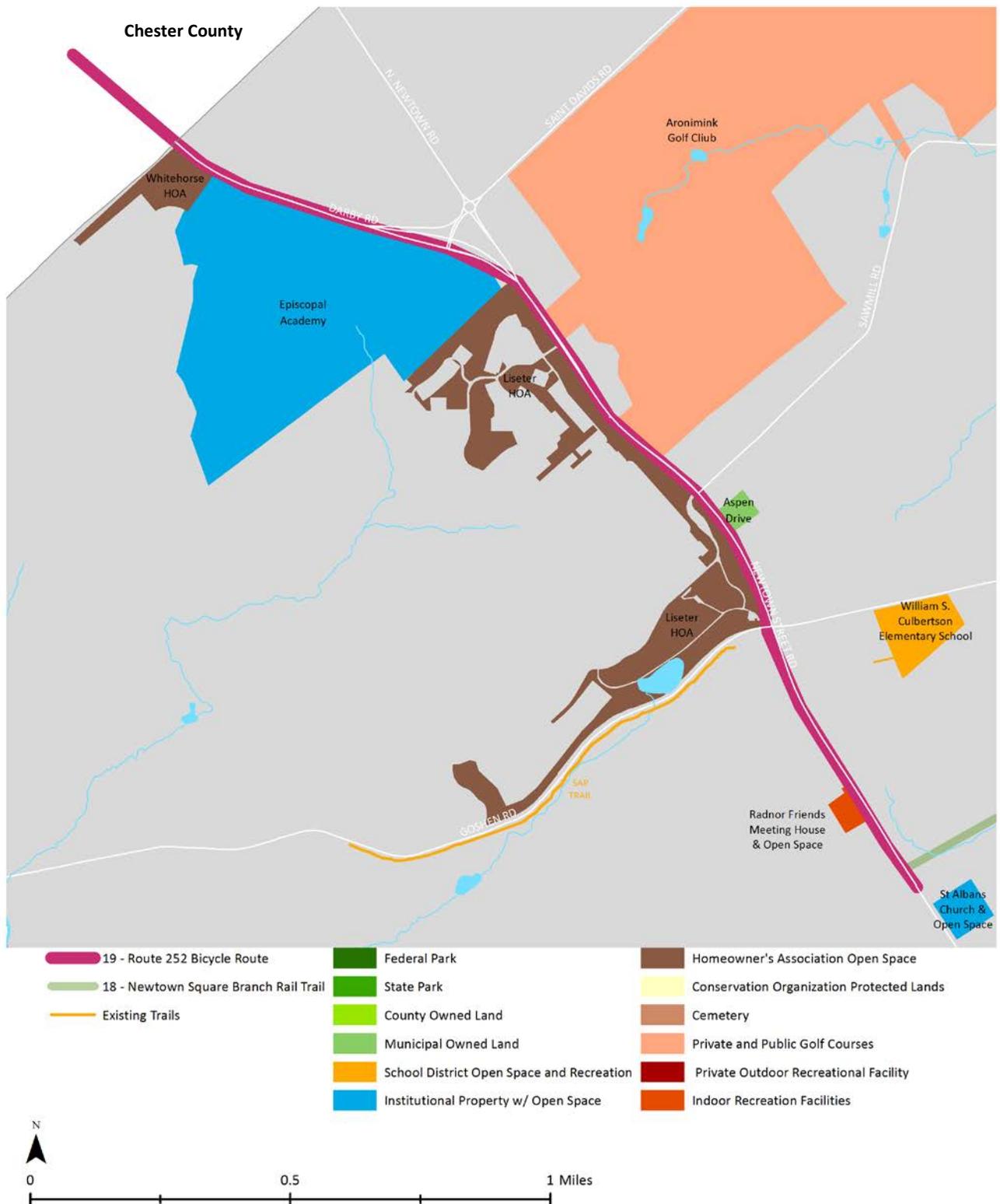
Primary Trail Connections:

16 - Darby Creek Trail – Haverford Township
 19 - Route 252 Bicycle Route
 24 - Cobbs Creek Trail

Hub Connections:

69th Street Park
 Bailey Park
 Beverly Hills Recreation Area
 Foxcroft Park
 Haverford Reserve
 Naylor's Run Park
 Skatium
 Upper Darby High School
 Veteran’s Field
 Winding Way Park

Map 3-20: Route 252 Bicycle Route



19: ROUTE 252 BICYCLE ROUTE

DESCRIPTION

A Route 252 Bicycle Route trail can be either an on-road bikeway or a sidepath (separated path alongside a road) along PA Route 252. This corridor provides an opportunity to extend the County trail network along Route 252 (also known as Newtown Street Road (south of St. Davids Road) and Darby-Paoli Road (north of St. Davids Road)) to the County boundary between Newtown Township and Easttown Township, Chester County.

In the *Delaware County Bicycle Plan* (2009), Route 252 is identified as a primary corridor, and the 5th highest ranked road on the County's On-Road Bicycle Improvement Network.

The corridor can become a popular route for non-motorized access between Newtown Square and the town of Berwyn at Route 30, as well as a connection from Delaware County to the Chester Valley Trail – a major Chester County multi-use trail.

Status:

Potential; Proposed; Existing (on-road without enhancements)

Surface Type(s):

Paved; Undetermined

Ownership:

PennDOT; Homeowners Association; Private Landowners

Municipality:

Newtown Township

Potential Links:

Radnor Township
Easttown Township (Chester County)

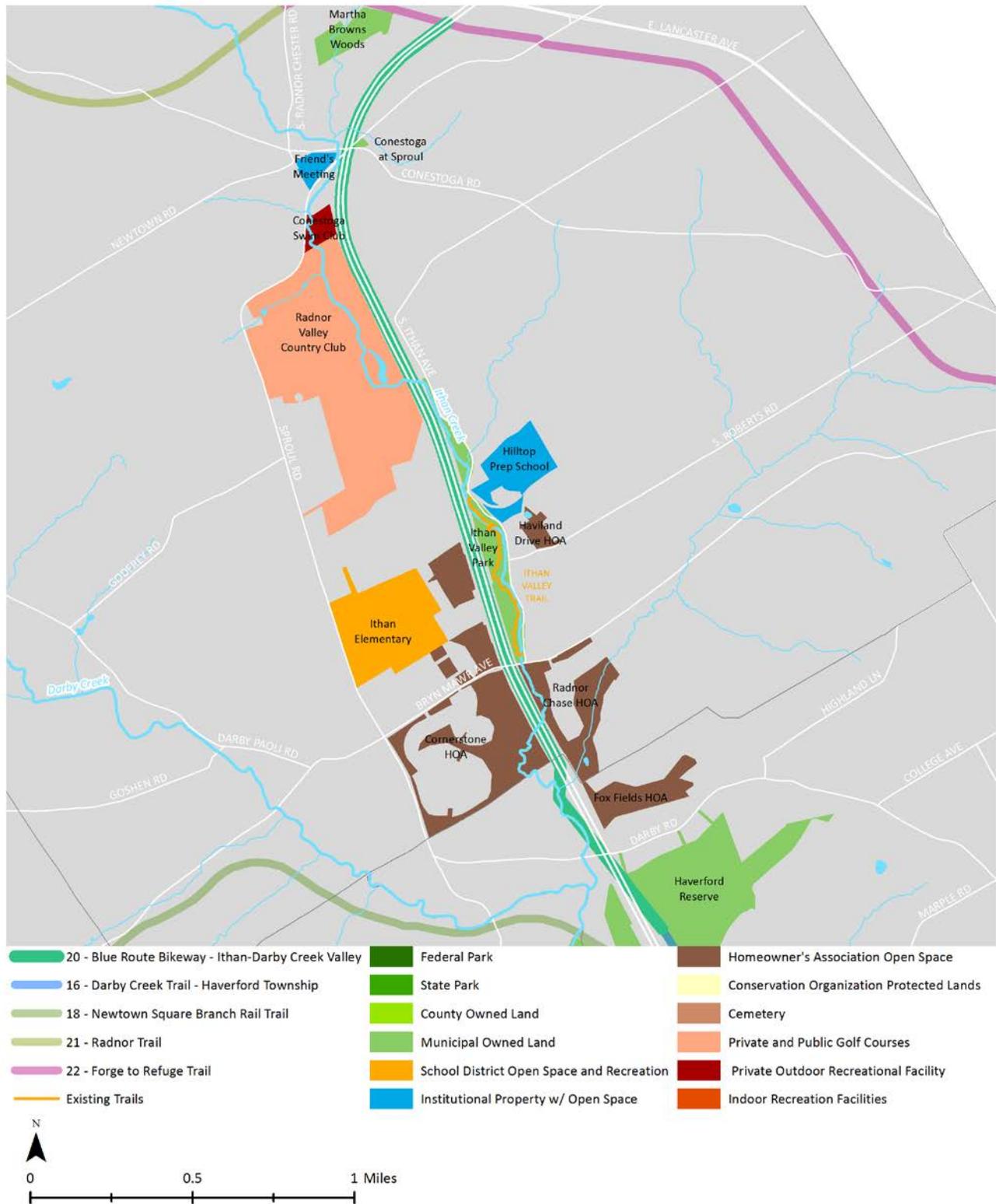
Primary Trail Connections:

18 - Newtown Square Branch Rail Trail

Hub Connections:

Ellis Preserve
Episcopal Academy
Liseter development
SAP corporate campus

Map 3-21: Blue Route Bikeway – Ithan-Darby Creek Valley



20: BLUE ROUTE BIKEWAY – ITHAN-DARBY CREEK VALLEY

DESCRIPTION

The Blue Route Bikeway – Ithan-Darby Creek Valley connects the Haverford Reserve, including several other trails that converge there to Radnor Township’s trail network and the Forge to Refuge Trail. To this end, a potential recreational trail could be routed north-south around and between I-476 and Ithan Creek.

The corridor follows the proposed alignment of the Blue Route Bikeway, which was part of the proposed Blue Route Bikeway route delineated by the Delaware County Planning Department in 1992, but never implemented. The intent was for it to be mostly aligned within the right-of way of I-476. The route could still be developed as a trail and connect Conestoga Swim Club, Radnor Valley Country Club, Ithan Elementary School, and Ithan Valley Park.

If a trail within the Blue Route right-of-way is not feasible for the entire distance, an attempt should be made to connect the Haverford Reserve to Bryn Mawr Avenue/Ithan Valley Park with a multi-use trail. Connections east from there could be made with improvements to the road network for bicycling and walking.

Both the Radnor Chase and Cornerstone homeowners’ associations own common open space land along Ithan Creek. It is necessary for Radnor Township to coordinate and partner with them for a trail along Ithan Creek leading to the Haverford Reserve recreation area to be feasible.

Note: The Draft Radnor Township Greenways and Open Space Network Plan (June 2014) did not include the Blue Route Bikeway - Ithan-Darby Creek Valley Trail as one of its priority trail routes. The County supports the further study of these trail possibilities as means to create inter-municipal connections between Radnor Township and its neighbors to the south.

Status:

Potential

Surface Type(s):

Undetermined

Ownership:

PennDOT; Municipalities;
Homeowners Associations

Municipalities:

Radnor Township
Haverford Township

Potential Links:

Lower Merion Township
(Montgomery County)

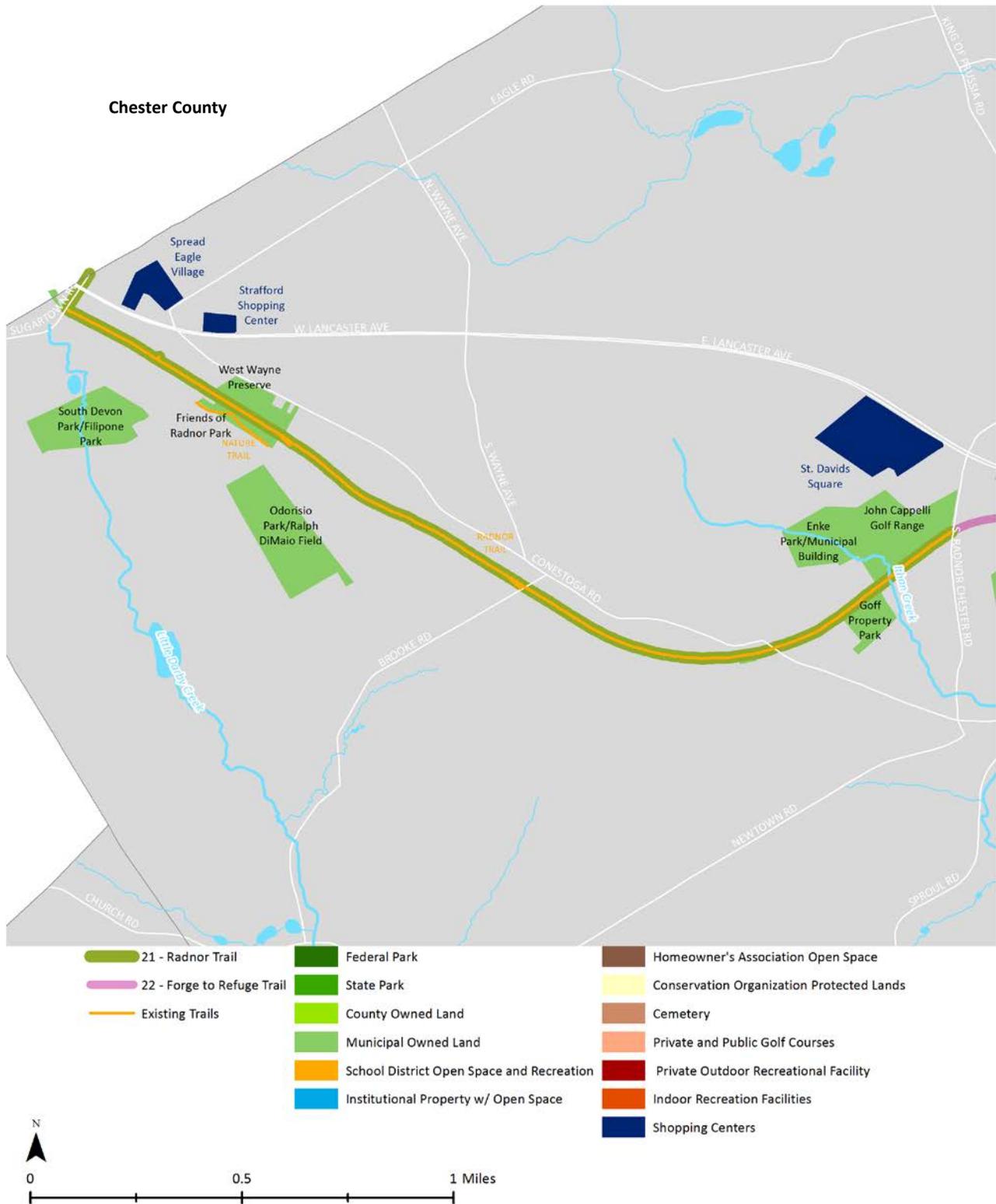
Primary Trail Connections:

16 - Darby Creek Trail –
Haverford Township
18 - Newtown Square Branch
Rail Trail
22 - Forge to Refuge Trail

Hub Connections:

Conestoga Swim Club
Haverford Reserve
Ithan Elementary School
Ithan Valley Park
Radnor Valley County Club

Map 3-22: Radnor Trail



21: RADNOR TRAIL

DESCRIPTION

The 2.4-mile Radnor Trail has been a very popular recreational trail in northern Radnor Township since it opened in 2005. It is a fully paved multi-use trail that is practical for various forms of recreation such as walking, bicycling, running, in-line skating, dog-walking, and strollers.

The trail terminates at Sugartown Road in Devon (at Lancaster Avenue/Route 30 near the County boundary) in the north and Radnor-Chester Road in Wayne in the south. The trail currently connects a number of municipal parks, residential neighborhoods, small businesses, and the Wayne Arts Center.

The Trail, which was built on the unused Philadelphia & Western (P&W) rail right-of-way, can be accessed at seven locations. A narrower trail (about 5 ft. wide) extends north on Radnor-Chester Road, connecting the Radnor Trail to Lancaster Avenue.

The Forge to Heinz Trail (#22 – Forge to Refuge Trail) is an initiative to extend The Radnor Trail northward and southward. If the proposed Treddyffrin Township (Chester County) trail system is fully implemented, the Radnor Trail would be connected to Valley Forge National Park.

Status:
Existing

Surface Type(s):
Paved

Ownership:
Radnor Township

Municipality:
Radnor Township

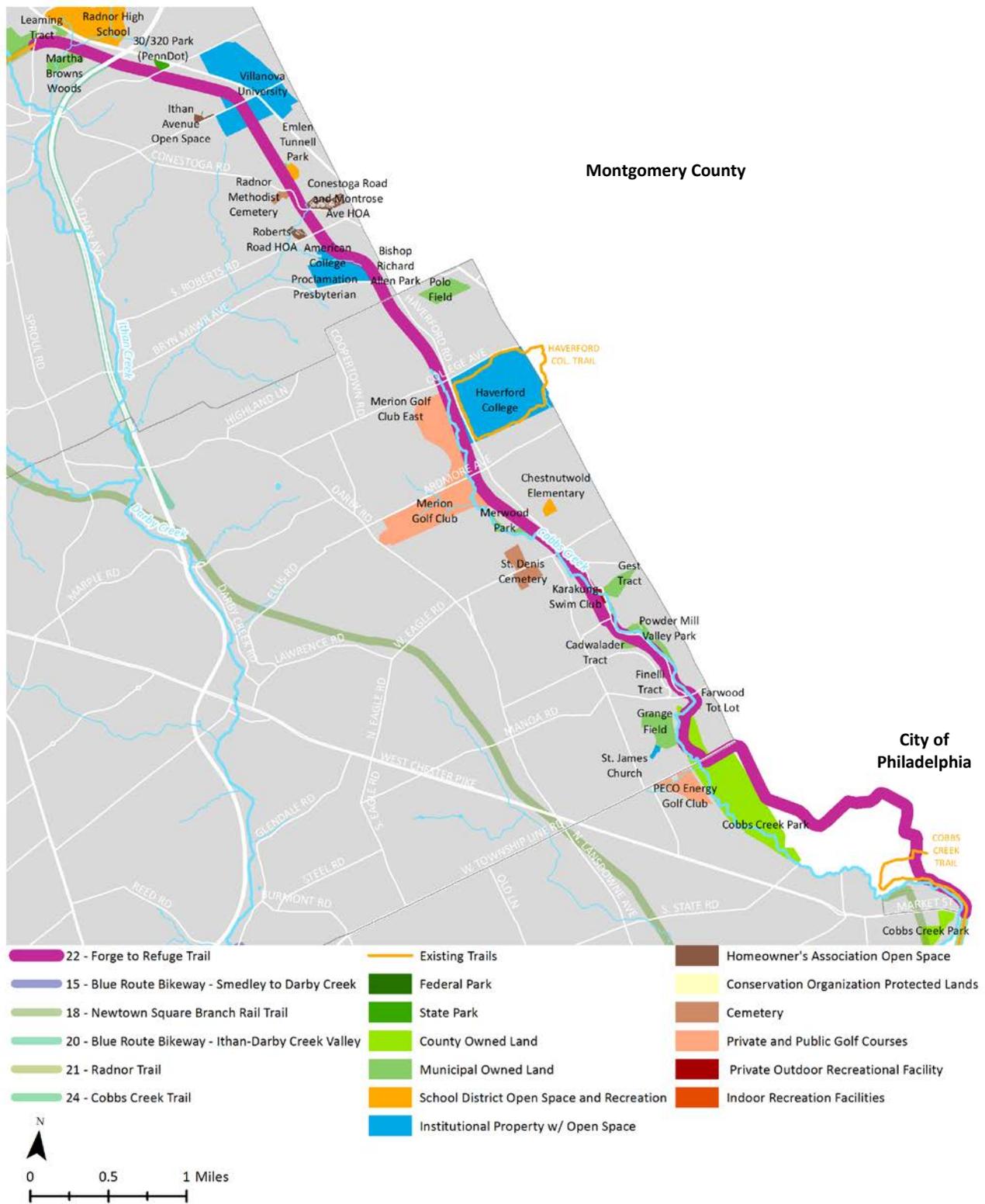
Potential Links:
Newtown Township
Lower Merion Township
(Montgomery County)
Treddyffrin Township (Chester
County)

Primary Trail Connections:
22 - Forge to Refuge Trail

Hub Connections:
Dittmar Park
Encke Park
Friends of Radnor Trails
Park
Orodisio Park
Wayne Arts Center



Map 3-23: Forge to Refuge Trail



22: FORGE TO REFUGE TRAIL

DESCRIPTION

The Forge to Refuge (or “Valley Forge to Heinz Refuge”) multi-municipal trail route is proposed to extend the Radnor Trail northward to Valley Forge National Historic Park and southward to Cobbs Creek Connector Trail. The Valley Forge to Heinz Refuge Steering Committee is the driving force of this trail initiative. Radnor Township is currently leading a feasibility study looking at the southern connection between the southern terminus of the Radnor Trail and the Cobbs Creek Connector Trail.

The southern segment begins at the south terminus of the Radnor Trail and traverses through the eastern edges of Radnor and Haverford Townships before entering the City of Philadelphia and connecting to Cobbs Creek Trail. It passes by and connects several key destinations, including Villanova University, Haverford College, and Cobbs Creek Park.

Note: The Draft Radnor Township Greenways and Open Space Network Plan (June 2014) did not include the Forge to Refuge Trail as one of its priority trail routes. The County supports the further study of these trail possibilities as means to create inter-municipal connections between Radnor Township and its neighbors to the south.

Status:

Proposed

Surface Type(s):

Paved

Ownership:

PennDOT; SEPTA; City of Philadelphia; Undetermined

Municipalities:

Radnor Township
Haverford Township
City of Philadelphia

Potential Links:

Millbourne Borough
Lower Merion Township
(Montgomery County)
Tredyffrin Township (Chester County)

Primary Trail Connections:

20 – Blue Route Bikeway –
Ithan Darby Creek Valley
21 - Radnor Trail
24 - Cobbs Creek Trail

Hub Connections:

Cobbs Creek Park
Grange Field
Haverford College
Powder Mill Park
Radnor High School
Villanova University



23: DARBY CREEK STREAM VALLEY PARK TRAIL

DESCRIPTION

The proposed Darby Creek Stream Valley Park Trail was the focus of the Darby Creek Stream Valley Park Master Plan (2010). The multi-use trail route will be located along the Darby Creek corridor between Upper Darby Township's Addingham open space at Garrett Road and Pine Street in Darby Borough. It will pass through Upper Darby Township, and Lansdowne, Clifton Heights, Yeadon, and Darby Boroughs. Much of the route is on municipal and County owned parkland and easements. A small number of additional easements will be needed to close gaps in the trail. Several alternative and additional routes have been identified on either side of the stream, contingent on the need for additional easements and bridges.

The Master Plan looked at the design of a 5.1 mile long stream valley trail and such amenities as parking, signage, bridges, fencing, and maintenance. The stream valley trail is a segment of the larger Darby Creek Greenway. The trail is intended to be developed primarily by the municipalities and by the County on each of their own parks and open space lands.

The Master Plan indicates that both Chestnut and Walnut Streets have the potential to serve as a safe bicycle route connection between the limit of the study area in the Master Plan and the Main Street bridge at Cobbs Creek. Main Street itself can be the pedestrian connection. The Cobbs Creek Connector Trail is a proposed a multi-use trail on the other side of the creek in the City of Philadelphia (see Primary Trail #24).

Portions of the trail exist at Lansdowne's Gateway Trail near Hoffman Park and at the Darby Transportation Center. The County is preparing to construct the next segment, a 1-mile section in Upper Darby Township from the Swedish Cabin through Kent County Park in the near future.

Status:

Proposed; Design; Existing

Surface Type(s):

Paved

Ownership:

Municipalities; Delaware County

Municipalities:

Clifton Heights Borough
Darby Borough
Lansdowne Borough
Upper Darby Township
Yeadon Borough

Potential Links:

Aldan Borough
Collingdale Borough
Colwyn Borough
Sharon Hill Borough
Springfield Township
City of Philadelphia

Primary Trail Connections:

17 - Darby Creek Trail –
Drexel Hill Connector
24 - Cobbs Creek Trail

Hub Connections:

Addingham
Bartram Park
Gillespie Park
Kent County Park
Shrigley Park
Hoffman Park
Norman Powell Park
Penn Pines Park
Pennock Woods



24: COBBS CREEK TRAIL

DESCRIPTION

The Cobbs Creek Trail includes the existing Cobbs Creek Trail (CCT) and the planned Cobbs Creek Connector Trail (CCC). The existing Cobbs Creek Trail is owned and managed by the City of Philadelphia, on its side of Cobbs Creek, which constitutes a portion of Delaware County’s eastern boundary. The north end of the CCT begins at 63rd and Market Streets/Route 3, just east of Millbourne Borough. This is the area where the proposed Forge to Heinz Trail connects to the CCT after coming through City parkland to the north.

A spur trail called the “Upper Darby Connector” trail enters Delaware County from a pedestrian bridge at the Cobbs Creek Community Environmental Education Center, linking to a residential neighborhood at Walnut Park Drive and Church Lane in Upper Darby. Other connections from the CCC to Delaware County include Marshall Road/Spruce Street in Upper Darby, Baltimore Pike/Route 13 in Upper Darby, N. Longacre Boulevard/Whitby Avenue in Yeadon, W. Cobbs Creek Parkway/65th Street in Yeadon near the Mount Moriah Cemetery. The south end of the existing CCT and the start of the planned CCC is at the Yeadon Borough boundary where Church Street becomes 70th Street.

The 58th Street Greenway, a connection to the Schuylkill River Trail and part of the East Coast Greenway, branches to the east between Longacre Boulevard and the W. Cobbs Creek Parkway bridges.

Clean Air Council has been the lead organization in planning the CCC. CCC connections into Delaware County include the Main Street/Woodland Avenue bridge to Darby (to link with the Darby Creek Stream Valley Park Trail), and the Hook Road connection to Heinz National Wildlife Refuge at 84th Street. The CCC is part of the East Coast Greenway and will bridge the gap between the Heinz Refuge trails and the 58th Street Greenway.

Status:

Proposed; Existing

Surface Type(s):

Paved

Ownership:

City of Philadelphia

Municipality:

City of Philadelphia

Potential Links:

Colwyn Borough
Darby Borough
Darby Township
Millbourne Borough
Tinicum Township
Upper Darby Township
Yeadon Borough

Primary Trail Connections:

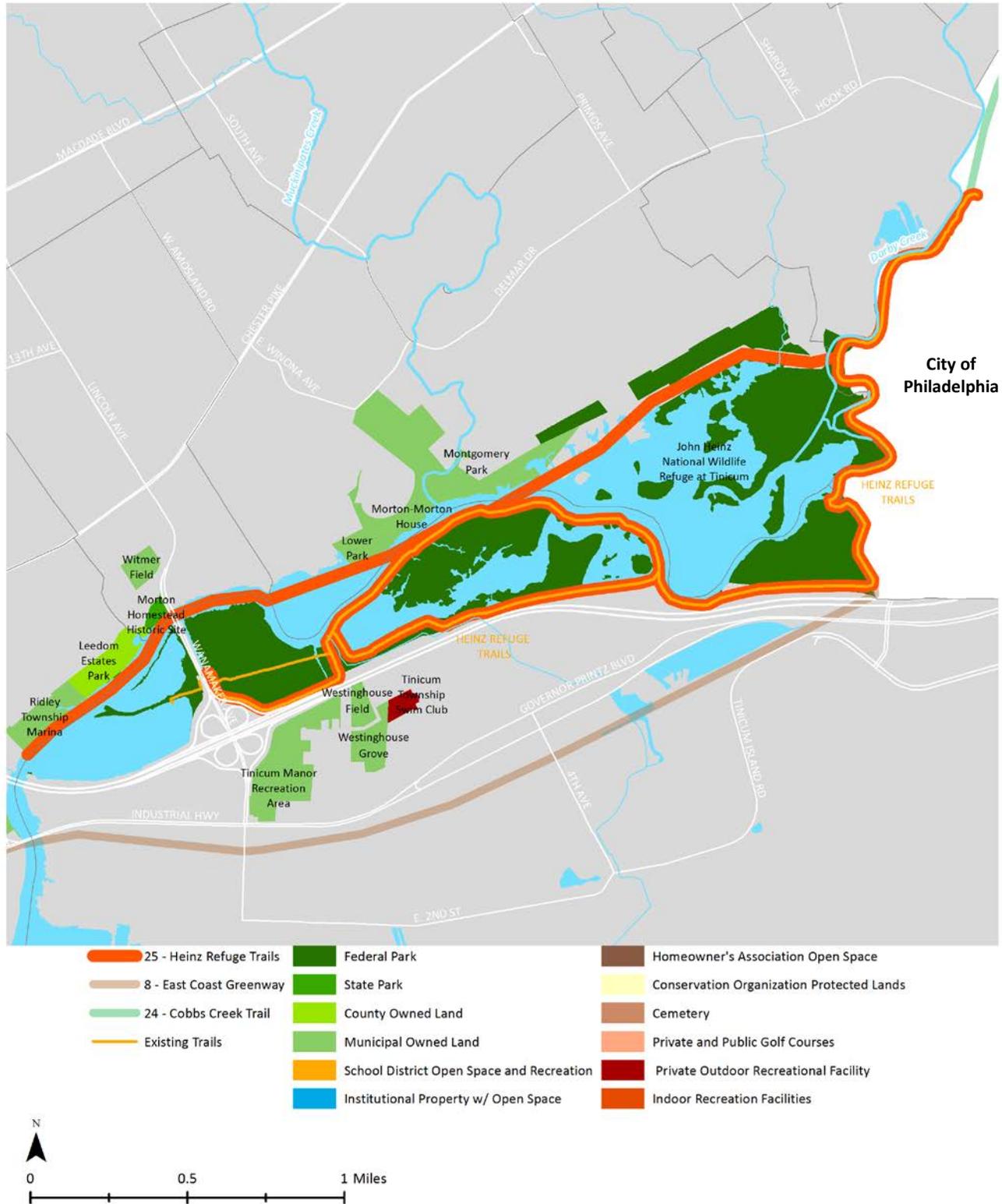
18 – Newtown Square Branch
Rail Trail
22 - Forge to Refuge Trail
23 - Darby Creek Stream
Valley Park
25 – Heinz Refuge Trails

Hub Connections:

Bosacco Park
Darby Borough CBD
John Heinz NWR
Mount Moriah Cemetery



Map 3-26: Heinz Refuge Trail



25: HEINZ REFUGE TRAIL

DESCRIPTION

The John Heinz National Wildlife Refuge at Tinicum is an important conservation greenway as it helps to support the largest remaining freshwater tidal wetland in Pennsylvania. The marsh provides habitat for rare and endangered plants and animals as well as a resting and feeding spot for migratory birds near the mouth of Darby Creek. It is also a great regional amenity as a recreation greenway.

The Refuge serves as both a Primary Trail and a key destination itself on the Network. It connects the Cobbs Creek Connector Trail to the East Coast Greenway while also providing significant loop trails within the Refuge. It contains over 10 miles of paved, crushed stone, and dirt trails stretching from its Cusano Environmental Education Center (CEEC) (physically located in Philadelphia) to Route 420 in Tinicum Township. There are also two boardwalk trails across the impoundment (marshland and mudflat reservoir) and one of its smaller coves. A canoe launch near the CEEC also makes the Refuge a recreational water trail stop.

The Heinz Refuge Access Study, a 2007 initiative of Clean Air Council, was developed to identify ways to provide better pedestrian access to the Refuge from Tinicum, the Eastwick neighborhood of Philadelphia, and the Philadelphia Airport. This study suggests ways the East Coast Greenway can connect to the Refuge's multi-use trail. One entrance point identified is the Prospect Park Borough (west) end of the Refuge at the Route 420 parking lot. Another proposed option is to run a trail under Interstate 95 on an unused trolley right-of-way near the Renaissance Inn in Tinicum. There is currently another study underway further examining connections to the Eastwick section of Philadelphia and the Route 420 parking lot north into Prospect Park.

Status:

Existing

Surface Type(s):

Paved; Boardwalk; Crushed Stone; Earthen

Ownership:

U.S. Fish and Wildlife Service,
Department of the Interior

Municipalities:

Tinicum Township
City of Philadelphia

Potential Links:

Darby Township
Folcroft Borough
Norwood Borough
Prospect Park Township
Ridley Township

Primary Trail Connections:

8 - East Coast Greenway
24 - Cobbs Creek Trail

Hub Connections:

John Heinz National Wildlife
Refuge

