

A FEASIBILITY STUDY for

# THE CRESHEIM TRAIL

**Fort Washington State Park to Valley Green  
Philadelphia and Montgomery Counties**



**Submitted to:**

**Friends of the Cresheim Trail**

**Final Report - May 23, 2008**

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*Friends of the Cresheim Trail*

**Final REPORT**  
**May 23, 2008**

**CRESHEIM TRAIL**  
**FEASIBILITY STUDY**

*Improving Pedestrian and Bicycle Links between  
Ft. Washington State Park and Forbidden Drive and  
the Surrounding Communities*

Philadelphia and Montgomery Counties, Pennsylvania

**DCNR Project Number: BRC-RTP-11-4**

This project was funded in part through a grant administered by the Pennsylvania Department of Conservation and Natural Resources. Funding was also provided by The Foundation of the Rotary Club of Chestnut Hill and the Township of Cheltenham.

Additional funding was raised and provided by Friends of the Cresheim Trail through numerous private donations.

The views expressed herein are those of the author(s) and do not necessarily reflect those of the Pennsylvania Department of Natural Resources, nor any of their sub-agencies.

# Cresheim Trail

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# I. INTRODUCTION



# Introduction

## Project Scope

The Cresheim Trail study investigates the feasibility of a multi-use recreational trail linking portions of Whitemarsh, Springfield and Cheltenham Townships in Montgomery County to the Wissahickon section of Fairmount Park in Philadelphia. Other surrounding municipalities and neighborhoods will also connect to the trail. The length of the proposed trail is approximately 6 miles. The trail will connect to Wissahickon Creek at both its north and south ends. A spur trail connecting the main trail to Arcadia University in Cheltenham Township has also been studied.

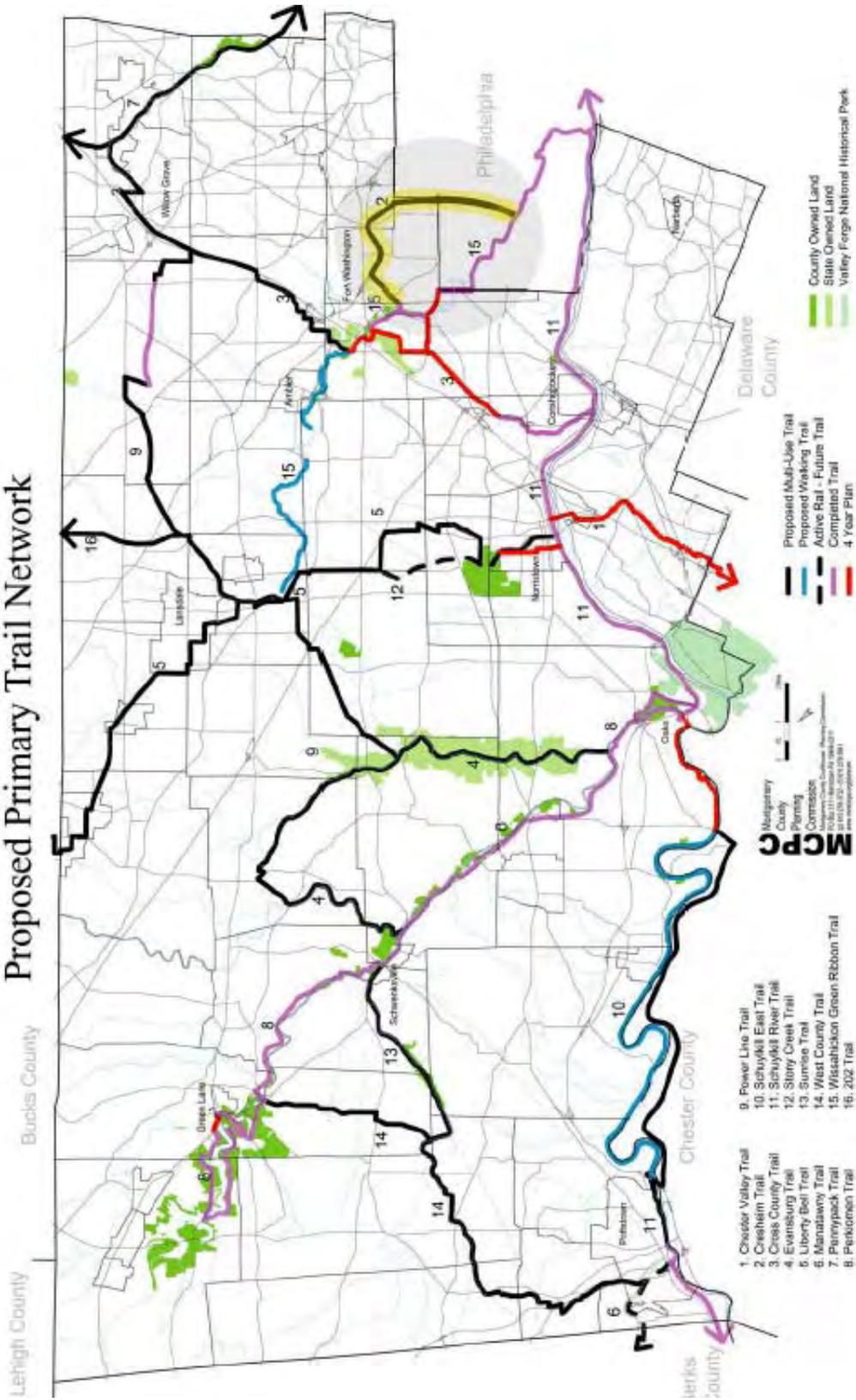
This feasibility study looks at links between the proposed trail and the communities that it serves. Connections to the communities east of Route 309 are proposed at Willow Grove Avenue and also by an existing grade separated underpass at the Springfield Township School complex. Opportunities and constraints affecting the proposed trail alignment are considered in this study and recommendations for proceeding with the subsequent phases of implementation are proposed.



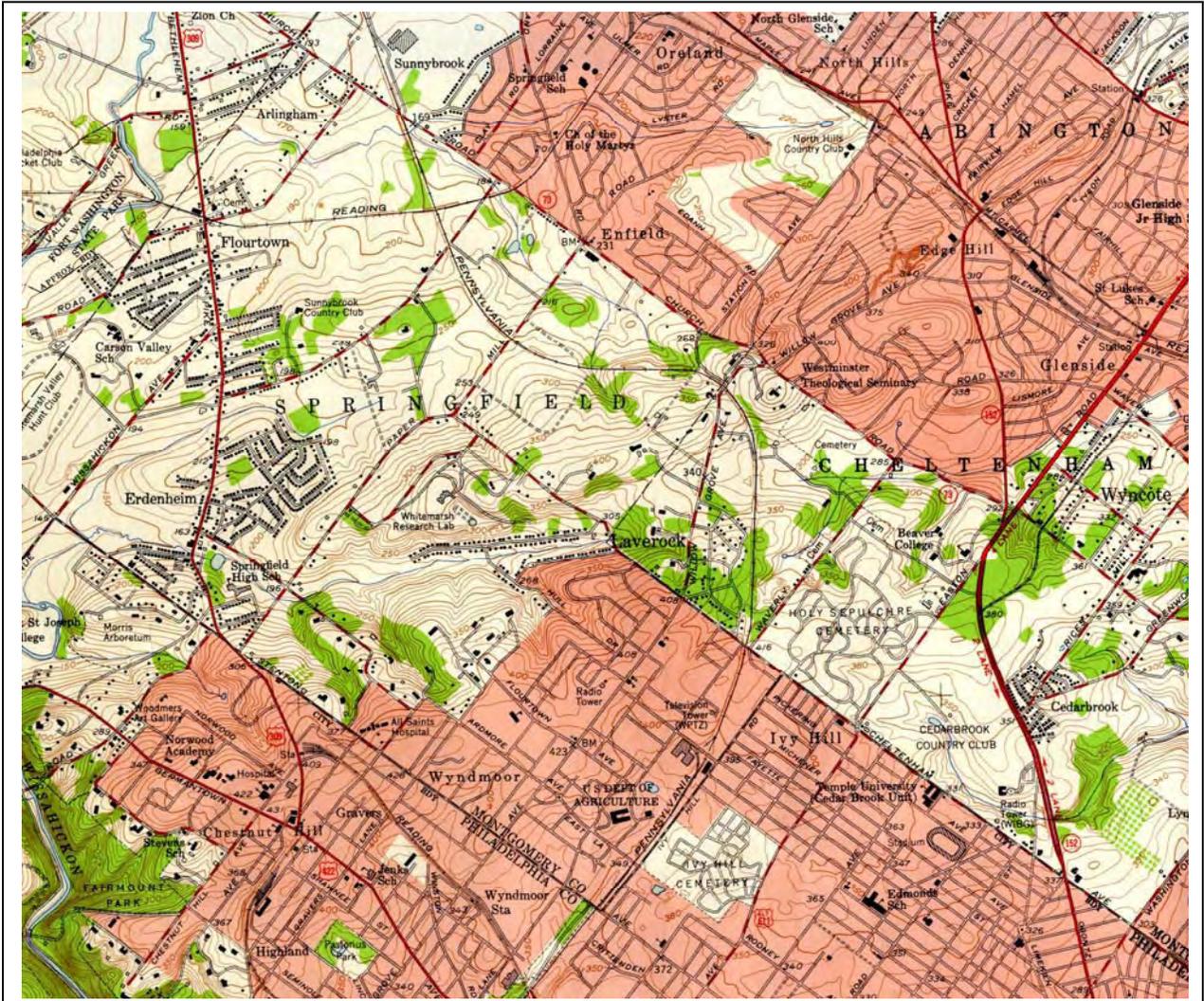
Proposed Cresheim Trail – See detailed map on page 51



# Montgomery County Proposed Primary Trail Network



Location of Cresheim Trail within the Regional Trail Network



This 1956 U.S. Geologic Survey Map shows part of the route of the Pennsylvania & Reading Railroads in Montgomery and Philadelphia Counties.

The Cresheim Trail builds upon the area’s rich railroad legacy. From its northern end, the trail follows the abandoned right-of-way of the Reading Railroad Plymouth Branch in an easterly direction to its former crossing with the Pennsylvania Railroad Fort Washington Club Branch. From this junction, the trail proceeds south and east, following the former Pennsylvania Railroad right-of-way.

This right-of-way is now occupied by Pennsylvania Route 309, a limited access highway, and PECO electric transmission lines. Much of the proposed trail will run within easements from PECO, PennDot and other institutions and public entities.

The proposed Cresheim Trail links densely populated neighborhoods in four municipalities with existing trails and parklands along Wissahickon Creek. These neighborhoods offer a rich



mixture of housing, shopping and industry. The trail will provide connections to work, shopping and schools, as well as recreational opportunities.

Recommendations proposed in this study take into account comments and feedback gathered in public participation through a structured stakeholder process. The proposed trail alignment and configuration were developed through a series of meetings and public forums with the project steering committee.

## Project Partners

The progress that has been achieved would not have been possible without the talent and vision of the project's many partners. These partners generously contributed their time and ideas through participation on the Trail Study Committee. Funding for this study has been generously provided by the Pennsylvania Department of Conservation and Natural Resources (DCNR), the Foundation of the Rotary Club of Chestnut Hill, the Township of Cheltenham, and numerous contributors of matching funds.

The Cresheim Trail project partners include:

- **Bicycle Coalition of Greater Philadelphia**
- **Brenton Associates, Inc.**
- **Campbell Thomas & Company**
- **Cheltenham Township**
- **Fairmount Park Commission**
- **Friends of the Wissahickon**
- **Montgomery County**
- **Pennsylvania Department of Conservation & Natural Resources**
- **Pennsylvania Department of Transportation**
- **Philadelphia City Planning Commission**
- **Philadelphia Department of Recreation**
- **Philadelphia Parks Alliance**
- **Philadelphia Streets Department**
- **Philadelphia Water Department**
- **Springfield Township**
- **Whitemarsh Township**



Examining a possible alignment at Germantown Avenue

## Regional Context

The proposed Cresheim Trail is located within Montgomery and Philadelphia Counties, Pennsylvania. The Cresheim Trail will enhance an important and extensive trail system already existing in this densely populated region. The portions of this trail system that do exist are fragments which are not yet fully connected; therefore the service they are intended to provide is compromised.

Within Montgomery County the trail will complete a loop by connecting at its northern end to the Green Ribbon Trail at Fort Washington State Park. This northern segment also includes a spur or arm trail, at Westminster Theological Seminary which connects to Arcadia University. This off-shoot will also serve other recreational trails on the east side of Route 309, and the Tookany Creek Watershed.

Within the City (and county) of Philadelphia, the proposed trail will link to Fairmount Park through the Wissahickon Valley trails at the Valley Green Inn, an historic and particularly beautiful section of this urban forest. At this juncture, the Forbidden Drive provides direct access to Center City Philadelphia to the south and to Chestnut Hill to the north.

Forbidden Drive and the Wissahickon Trail link at Ridge Avenue with the Schuylkill River Trail, which links Philadelphia to Valley Forge National Historical Park, continuing on to the Appalachian Mountains. The Schuylkill River Trail comprises an important element of the Schuylkill River National Heritage Area. There are only 37 National Heritage Areas, and six of them are in Pennsylvania, lending the connecting trails project a national importance, beyond the immediate beneficial local impact of a completed recreational corridor.



## Benefits of the Trail

The Cresheim Trail will provide recreational, educational and economic benefits including:

### Recreational Needs

- Links four municipalities by a bike/hike trail: Philadelphia, and Whitemarsh, Springfield and Cheltenham Townships.
- Links communities with the Wissahickon and its trails at both ends: Forbidden Drive at Valley Green and the Green Ribbon Trail in Fort Washington State Park.
- Provides a continuous link to downtown Philadelphia, to the Schuylkill River trail to Valley Forge and beyond, and the Green Ribbon trail to many other destinations
- Offers safe walking and biking routes to various schools and institutions close to the trail, i.e. Springfield High School, Church of the New Covenant, Houston School, Hari Krishna, Holy Cross School, Chestnut Hill Academy, Lutheran Seminary, Springside School and the Westminster Theological Seminary
- Rehabilitates trails in the Wissahickon: from Buttercup Cottage on Cresheim Valley Drive to Valley Green on Forbidden Drive
- Creates a new trail in the area of the Wissahickon which has no trails now, between R-8 railroad trestle over Germantown Ave. and Buttercup Cottage on Cresheim Creek Road
- Opens up a trail head at Lincoln Drive and Allen Lane with a long feeder trail
- Provides an open space plan for two abandoned railroad grades in the four municipalities.
- Offers nature study opportunities.
- Provides a link between two important local birding areas: Fort Washington State Park and Carpenter's Woods in Fairmount Park.
- Provides access to various historic sites, such as the ruins of various mills along the Wissahickon, various significant military action in 1777, including two battles between forces led by George Washington and the British and Germans, Washington's encampment and fortified position at Fort Washington State Park, historic buildings, and native stone quarries, and Cresheim Cottage.

### Park Needs

- Links local parks by a Greenway: the Wissahickon section of Fairmount Park, Mermaid Park in Springfield and Fort Washington State Park
- Advances the trail plan of Montgomery County
- Relieves stress on the Valley Green section of Fairmount Park by reducing parking demand at existing trailheads, and diffusing out trail usage.

### Conservation Needs

- Clean up the old industrial sites in Springfield along Ivy Hill Road; some of these old industrial sites are now an unsafe, refuse-filled wasteland.
- Encourage removal of invasive plants
- Will help to re-establish a healthy, beautiful and productive environment for users of the trails.



- Will inspire local residents to participate in improvement activities in this area.
- Can inspire development of ongoing educational programs by serving as a curricular laboratory for local school districts.
- Will help to re-establish vegetative riparian buffers along Cresheim Creek and benefit wildlife within area.

### Immediate and Future Benefits

- Preservation and restoration along the trail
- Establishes appropriate management and organizational structures to assure a coordinated, ongoing, action-oriented maintenance program.
- Gives citizens the choice to either walk or bike to various village and neighborhood centers, reducing the need to drive.
- Improves pedestrian and bicycle access to several educational institutions. These include the Springfield Township School Complex, LaSalle College High School, Arcadia University, Westminster Theological Seminary, New Covenant Campus.
- Encourage physical activity to improve the health and welfare of users of the park.
- Preserve the natural stability of the Cresheim Creek and watershed lands.
- Create more parkland.

### Study Goals and Objectives

The purpose of this study is to assess the feasibility of a multi-use trail linking Whitemarsh, Springfield and Cheltenham Townships with the Ft. Washington State Park and the Wissahickon Section of Fairmount Park and the surrounding neighborhoods. This study proposes a final trail alignment, as well as some interim alignments until full build-out is achieved. The study proposes additional steps to achieve its implementation.

As the study progressed, meetings were held with the Steering Committee. Workshops were held to engage the public in sharing information and ideas. Members of the Steering Committee are key advocates for the implementation of this project. Issues of trail implementation and maintenance were discussed with the Steering Committee.

A phased implementation plan for the trail is included in this report. The phasing maps are on pages 42-45. This phased implementation plan is supported by opinions of probable construction costs for the trail's various segments.

### Trail Characteristics

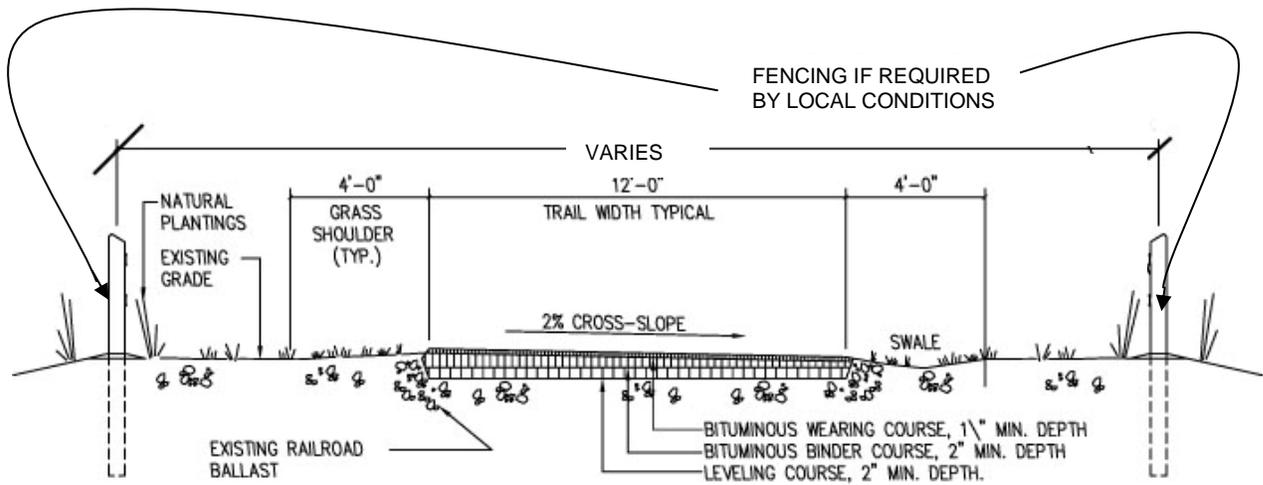
The Cresheim Trail connects urbanized areas in the City of Philadelphia and Montgomery County with forested parklands in the Wissahickon Valley. The trail passes through older urbanized areas in Philadelphia's Mount Airy neighborhood and newer suburbs in Whitemarsh, Springfield and Cheltenham Townships. At both Germantown Avenue and Bethlehem Pike the trail passes neighborhood business districts. A portion of the trail between



Stenton and Cheltenham Avenue passes business and industrial sites. This finely textured mix of uses provides a rich and varied trail user experience.

The trail connects the Wissahickon and Tookany Creek watersheds. Largely following the right-of-way of abandoned railways, the trail rises at a gentle gradient from the Wissahickon Creek to its crest at Sandy Hill and then descends the ridge to re-connect with the Creek. The trail shares the PECO transmission right-of-way in its central portion.

The Cresheim Trail will be designed as a multi-use recreational trail. The recommended typical design section is shown below. This section would be modified to fit various environmental conditions that are encountered. Where land is available, a multi-use off-road trail is proposed. Where existing conditions restrict the feasibility of a full off-road multi-use trail section at this time, temporary bicycle lanes or routes complemented by off-road paths for pedestrians and other recreational users are proposed.



1 TYPICAL TRAIL CROSS SECTION  
 D-1 SCALE: 1/4" = 1'-0"

**SECTION A: Multi-use Hiker/ Biker Trail (12' wide)**

Off-road sections of the trail will be designed to accommodate maintenance and emergency vehicles. Bridges and underpasses will be designed with adequate clearance and load-bearing capacity to support emergency vehicles.

Design of the interface between the trail and adjacent properties is an important aspect of the trail design process. Fencing and landscaping will protect the privacy of adjacent residential users. Gates will be provided to permit access by adjacent property owners where desired. Informational signage will direct trail users to nearby businesses. Public use and enjoyment of the trail will be enhanced by informational signage.



**Recommended signage includes:**

- **Orientation and directional signage**
- **Signage indicating location on the trail. This includes road names at crossings and mileage markers.**
- **International signage at road intersections indicating support facilities such as eateries and nearby recreational facilities.**

### **Projected Use**

The Cresheim Trail will provide a green corridor through urbanized areas of Philadelphia and Montgomery Counties.

The trail will serve recreational users as well as commuters going to work and school. The trail will provide a connection for recreational users to the regional park system. Several schools are located adjacent to the trail. These schools include: Springfield Township Elementary School, Middle School, and High School, LaSalle College High School, Westminster Theological Seminary, and the New Covenant Church Campus. The trail will provide enhanced safety and amenity for students and faculty choosing to commute by bicycle to Arcadia University and Chestnut Hill College.

The trail is an extension of the Wissahickon Section of Fairmount Park. The Wissahickon Section of Fairmount Park is very heavily used on weekends. The Cresheim Trail will relieve some usage pressures on Fairmount Park.

The trail passes through census tracts 2103, 2104, and 2105 in Springfield Township; and census tract 2025 in Cheltenham Township. The 2000 census indicates that population in all of these census tracts exceeds 1000 persons per square mile. That census indicates that tracts 2104 and 2105 in Springfield Township have populations in excess of 3000 persons per square mile.

### **Determination of Feasibility**

The proposed trail is an established element of the Montgomery County Trail Plan (1996). It provides a connection between densely populated neighborhoods in Philadelphia and Montgomery Counties to important parklands along Wissahickon Creek. Constructing the trail through these urbanized neighborhoods will be costly. Construction of two pedestrian bridges over heavily trafficked highways is proposed. The urbanized character of the areas through which the trail passes is both a compelling reason for proceeding with the trail, and a source of engineering challenges.

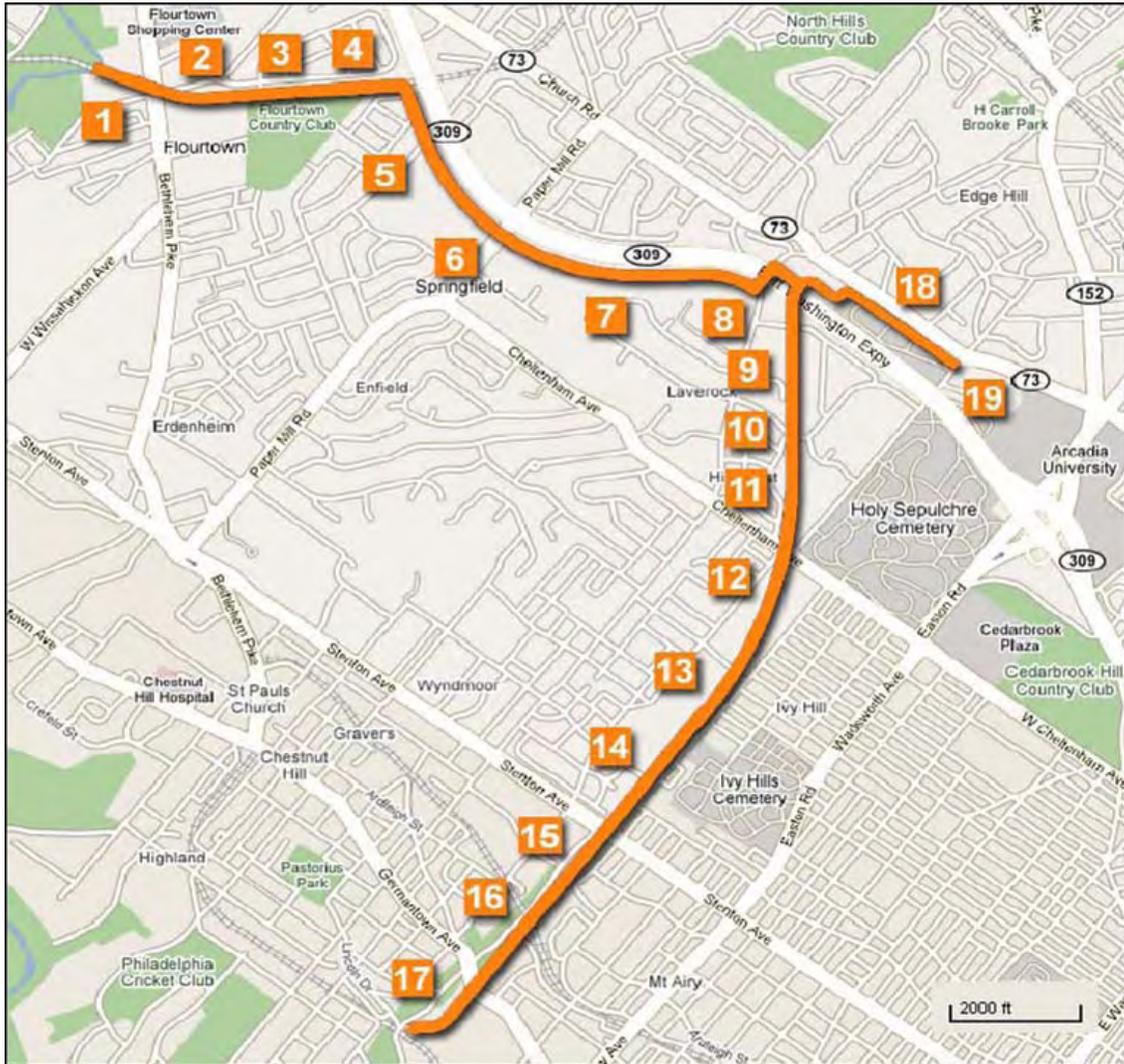


## II. RECOMMENDATIONS



# Recommendations

## A. Trail Alignment

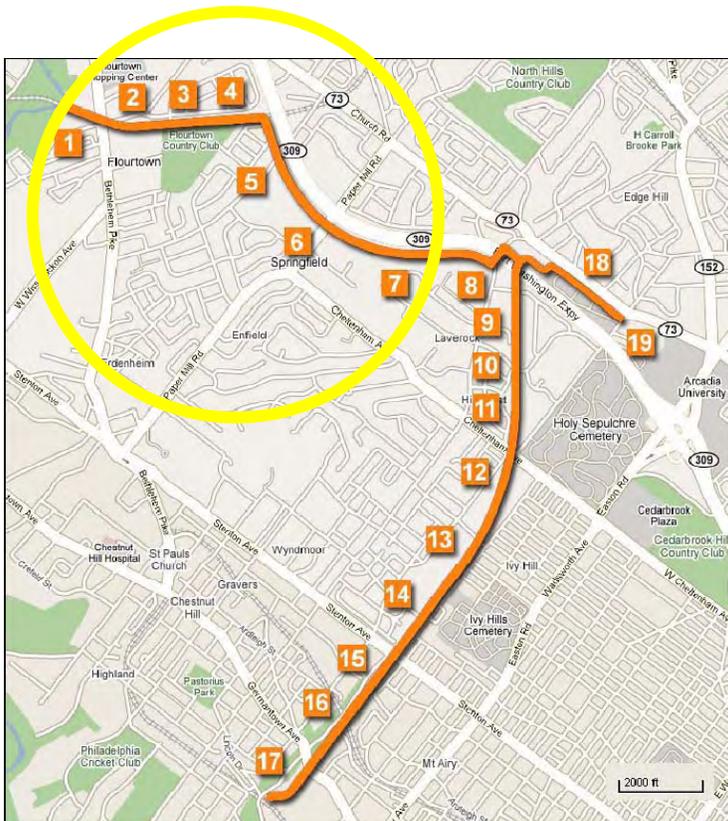


Proposed Trail Alignment Map

The proposed trail alignment was submitted to the Trail Advisory Committee for their review and comment. The Trail Advisory Committee represents citizens and major stakeholders within the trail corridor. The proposed trail alignment represents the consensus of the Committee with no major exceptions. Trail head facilities including parking and bathroom facilities are available at Valley Green in Fairmount Park, and at Laurel Beech Park in Springfield Township and at Fort Washington State Park. A segment-by-segment analysis provides a detailed discussion of each trail segment.



### 1. Segment One/ Bethlehem Pike to Willow Grove Avenue: (Detail 1 through 7)



Trail Map – Segment 1

At its northern end, the trail provides a link between the community of Flourtown and Fort Washington State Park. The trail connects at this end to the Green Ribbon Trail, a part of the Montgomery County’s regional system.

The trail follows the abandoned Reading Railroad right-of-way in an easterly direction, crossing Bethlehem Pike. East of Bethlehem Pike the abandoned right-of-way has been incorporated into the Acme Parking Lot.

The abandoned right-of-way (typically 66 feet wide) passes between the Penn Oak community and the Flourtown Country Club. Some residents of the Penn Oak Road community have expressed concern about the impact of the trail upon the privacy and security of their properties.

The topographic relationship of the trail to the Penn Oak Road properties varies along this section. The railroad right-of-way follows a steady rising gradient, while the yards of the adjoining properties follow the natural topography more closely. In the central section of this stretch, the railroad embankment is raised approximately 8 feet above the adjoining yards. The option of displacing the trail onto the Flourtown Country Club property was proposed. This option could disrupt existing hedge row vegetation at the edge of the golf course.

East of the Flourtown Country Club, residential lots adjacent to Norfolk Road abut the trail. Fences and landscaping associated with some of these properties may encroach on the trail. East of the Penn Oak Road properties, there is a storm water detention facility for Route 309. Land appears to be available for a trail easement on this PennDot property.

Haws Lane traverses Springfield Township School Complex in an East-West direction. The trail provides an off-road link between the Springfield Township School complex and the neighborhoods north of Haws Lane. An at-grade crossing is proposed at Haws Lane. Trail orientation signage, and also, appropriate traffic signage and safety controls should be provided at this crossing. The trail reaches the PECO right-of-way adjacent to State Route 309. At this location, State Route 309 and the PECO right-of-way follow the alignment of the abandoned Pennsylvania Railroad right-of-way. The trail follows this south to Philadelphia.



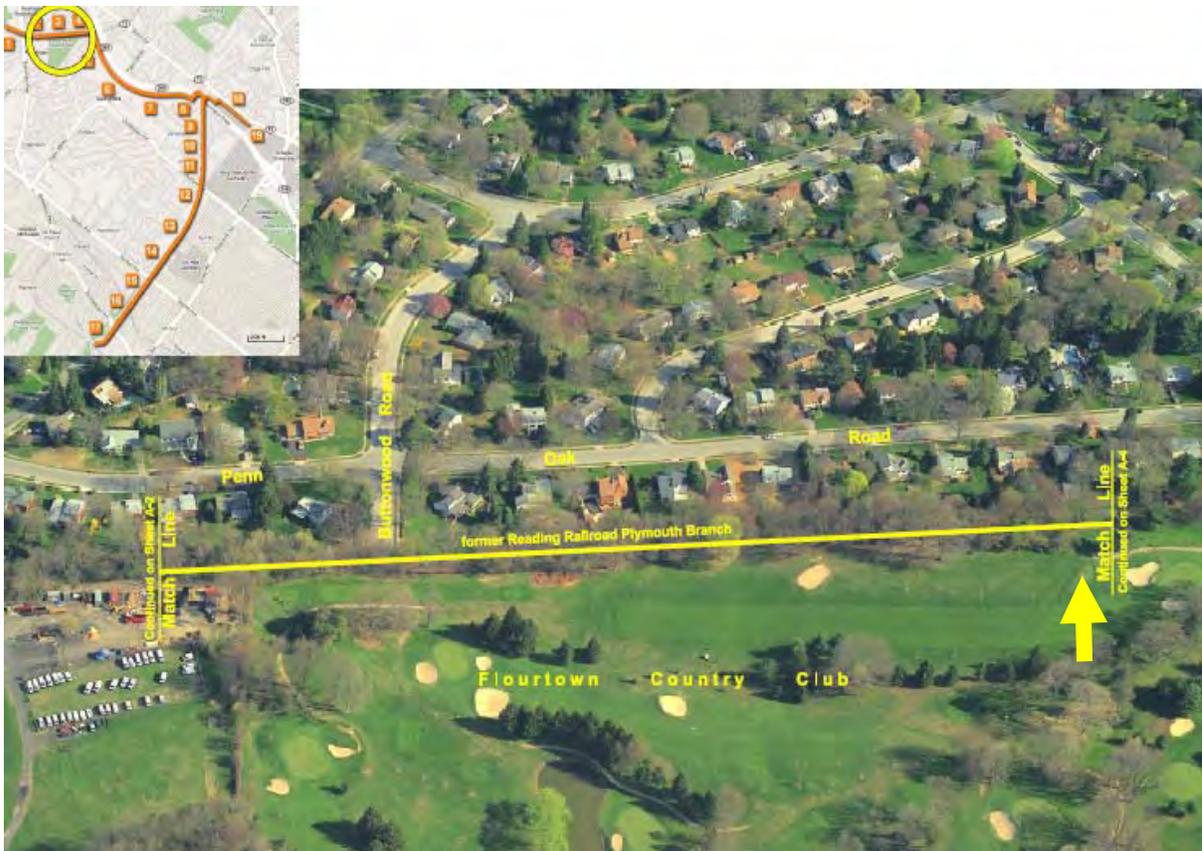
Trail Map – Segment 1-Detail 1



Proposed trail corridor between Penn Oak Road and the Flourtown County Club



Trail Map – Segment 1- Detail 2



Trail Map – Segment 1 – Detail 3



Trail Map – Segment 1-Detail 4



Trail Map – Segment 1-Detail 5



Trail Map – Segment 1- Detail 6

The Springfield School Complex consists of an elementary school, middle school and high school. The proposed trail would follow the northern edge of the access road and parking lot through the school complex. Construction of a trail bridge over heavily trafficked Paper Mill Road appears feasible. This grade separated crossing would provide an important connection at the core of the township.



Looking south towards Paper Mill Road through Springfield School parking lot

South of Paper Mill Road, the trail follows the PECO right-of-way across land adjacent to La Salle College. Some right-of way acquisition from this owner appears necessary to connect the proposed pedestrian bridge back to the south side of Paper Mill Road. Trail orientation signage is proposed at this location.



Approaching Willow Grove Avenue, the PECO right-of-way is constrained by right-of-way limits, steep slopes and a drainage swale. The trail must rise to the elevation of the Willow Grove Avenue Bridge to achieve a grade-separated crossing.



Route 309 looking south toward Willow Grove

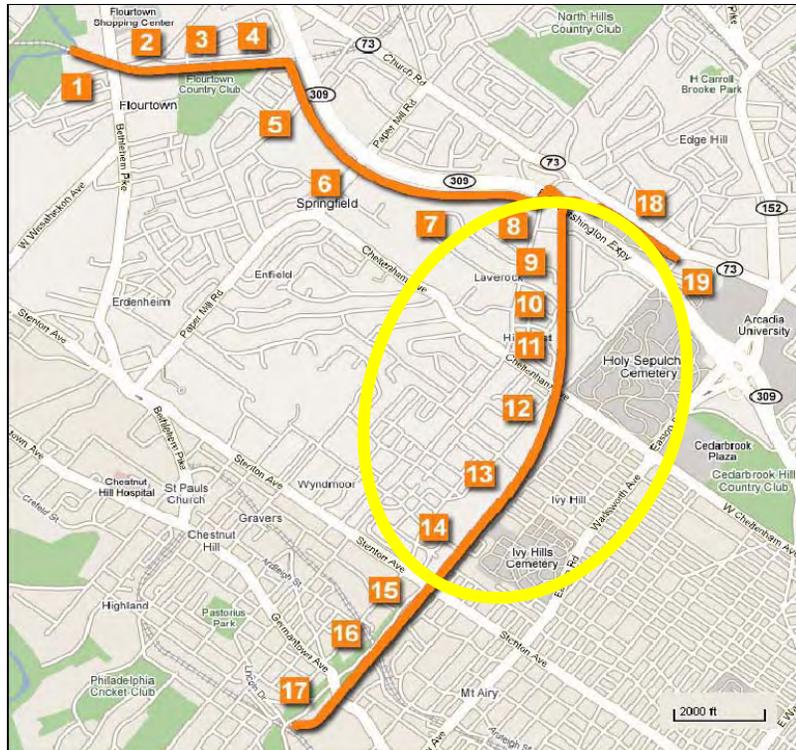


Trail Map – Segment 1- Detail 7



## 2. Segment Two/ Willow Grove Avenue to Stenton Avenue: (Detail 8 through 14)

The Willow Grove Avenue bridge should be improved to provide a pedestrian/ bicycle crossing over Route 309. This crossing provides a key connection to Westminster Theological Seminary, Arcadia University and ultimately the Tookany Creek Greenway. The Westminster Theological Seminary's students and faculty must often cross Willow Grove Avenue to work at an affiliated facility. The Seminary's administration wishes to see safety improvements at this crossing. Safety improvements at this crossing point will serve both the trail and the seminary.



Trail Map – Segment 2

Crossing to the south side of Willow Grove Avenue, the trail requires an easement along the south edge of the seminary property. A ped/ bike bridge is proposed connecting back to the PECO right-of-way on the east side of Willow Grove Avenue. The PECO right-of-way south of Willow Grove Avenue to Cheltenham Avenue passes through a relatively pastoral landscape. The meadow is well maintained by PECO.

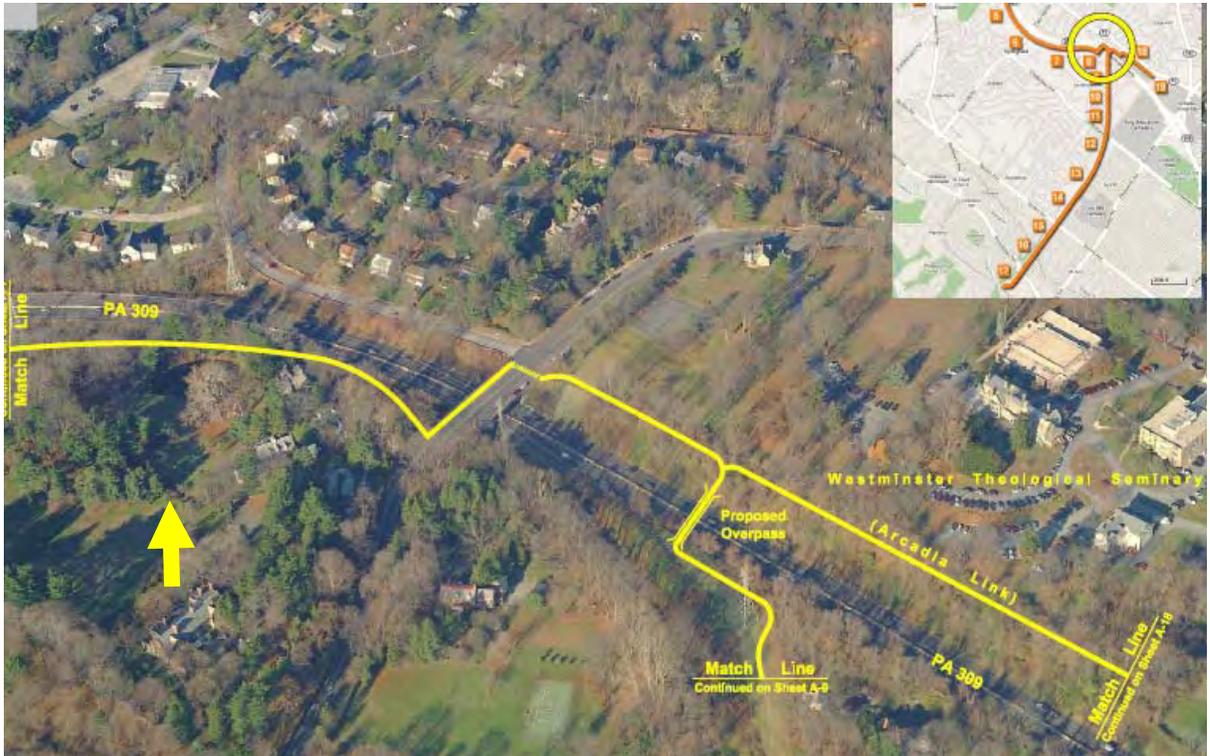
A grade separated crossing is proposed at Cheltenham Avenue. This would involve tunneling through the embankment materials beneath Cheltenham Avenue. The embankment consists of fill materials. Spur trails to make the connection from the trail gradient to Cheltenham Avenue are needed.

South of Cheltenham Avenue to Queen Street, the trail passes through an industrial area. Within this area, there are some encroachments. A portion of the right-of-way has also leased for parking and storage. The PECO right-of-way within this industrial area is of low landscape value.

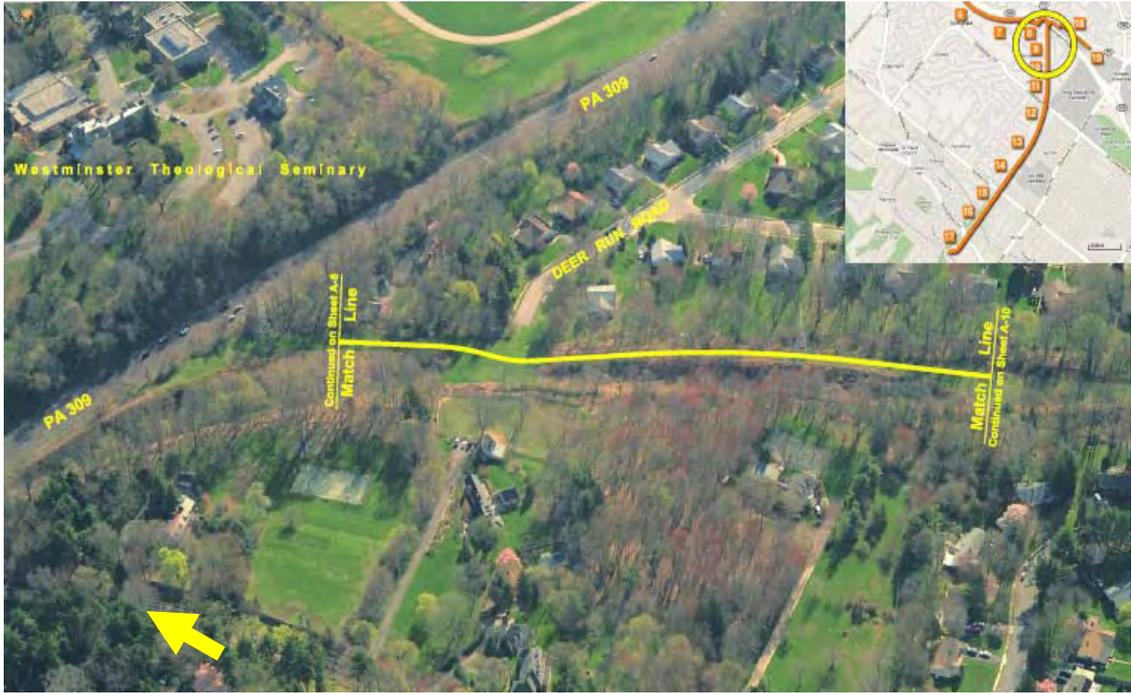
Between Queen Street and Stenton Avenue, land use transitions from industrial to public park/research facility to suburban residential. A connection to Springfield Township's Mermaid Park is proposed. Way-finding signage should be provided at the crossings of major roadways, and at Mermaid and Laurel Beech Parks.



Looking west PECO right-of-way between Cheltenham & Willow Grove Avenues



Trail Map – Segment 2- Detail 8



Trail Map Segment 2- Detail 9



PECO right of way at Queen Lane



Trail Map – Segment 2- Detail 10



Trail Map – Segment 2- Detail 11



Trail Map – Segment 2- Detail 12



Trail Map – Segment 2- Detail 13



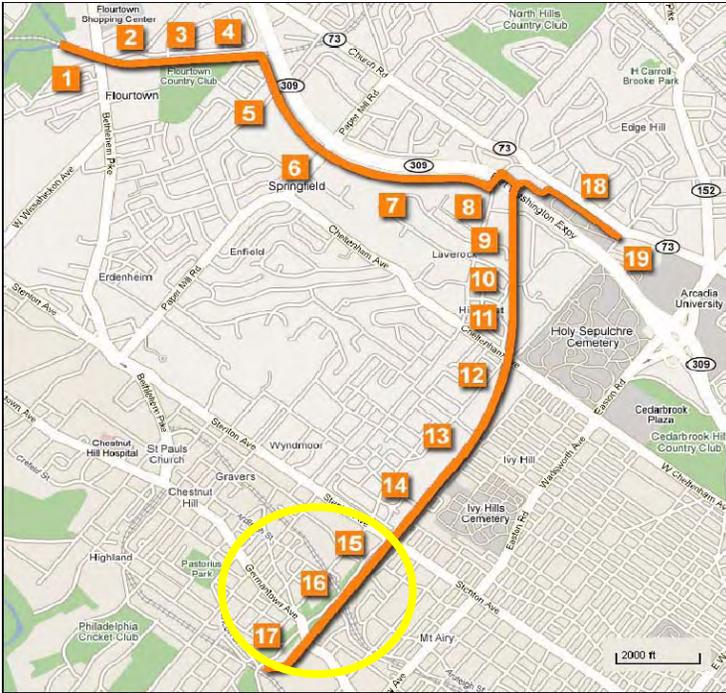
Trail Map – Segment 2- Detail 14



Mermaid Park, Springfield Township



### 3. Segment Three/ Stenton Avenue to Valley Green. (Detail 15, 16, 17)



Trail Map – Segment 3

A grade separated crossing is proposed at Stenton Avenue. This would involve tunneling through the embankment materials beneath Stenton Avenue. The embankment consists of fill materials. Spur trails to make the connection from the trail gradient to Stenton Avenue are needed. The project engineer has indicated that coring through the embankment supporting Stenton Avenue is feasible.

Between Stenton and Germantown Avenue the trail follows the PECO right-of-way, east of Cresheim Valley Drive. Cresheim Valley Drive is a Fairmount Road property. A connection to the Gowen Estates neighborhood of Mount Airy is proposed at Anderson Street.



PECO right of way looking south at Stenton Avenue



Trail Map – Segment 3 – Detail 15

Bicyclists will follow an on-road route from Germantown Avenue through Chestnut Hill to Forbidden Drive. The back streets of Chestnut Hill provide a scenic, low volume route for bicyclists. Orientation signage and safety signage should be provided for the bicycle route.

Pedestrians will cross Germantown Avenue on the abandoned railroad bridge. This bridge is recognized as a gateway between the Northwest Philadelphia neighborhoods of Mount Airy and Chestnut Hill. Mount Airy, USA, the local community development agency, has plans to improve this bridge, as a work of civic art. Mount Airy, USA is negotiating with PECO and the Pennsylvania Department of Transportation to assume the bridge. Trail design across this bridge must be coordinated with Mount Airy USA’s plans for the artwork.

Initial visual inspection of the Germantown Avenue bridge, by the project engineer, indicates that the basic structural elements of the bridge are adequate for the proposed use. PennDot engineers have expressed concerns that the structural iron supports could present a safety hazard for motorists on Germantown Avenue.

South of Germantown Avenue, the hiking (pedestrian) trail leaves the PECO right-of-way to descend from the railroad embankment to the floodplain of Cresheim Creek. This land is within the Wissahickon section of Fairmount Park. Many existing trails in this section of the park have deteriorated from erosion and lack of maintenance.

The Friends of the Wissahickon in cooperation with the Fairmount Park Commission have initiated a “Sustainable Trails Initiative” to take a comprehensive look at this trail system. The best alignment for the Cresheim Trail within this section of the park will be determined as part of this “Sustainable Trails Initiative”.



Trail bridge over Germantown Avenue to be improved



Trail Map – Segment 3 – Detail 16



Trail Map – Segment 3 – Detail 17

It is anticipated that the hiking trail will be reduced to a 5 foot width to minimize disturbance. In order to pass under the SEPTA bridge, the trail must descend to the grade of Cresheim Valley Drive. The proposed trail is constrained by slopes and roadside drainage swales as it follows the east side of Cresheim Valley Drive.

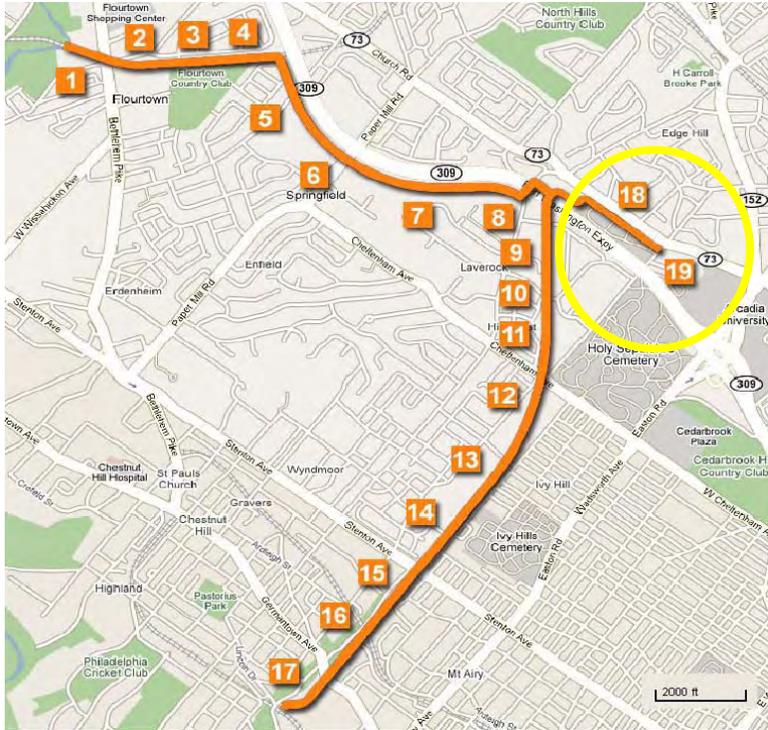
Way-finding signage should be provided at Germantown Avenue and for the on-road bicycle trails through Chestnut Hill.



Cresheim Valley Drive, west of Germantown Avenue



#### 4. Segment 4/ Link to Arcadia University and the Tookany Watershed (Details 18 & 19)



Trail Map – Segment 4

A segment of the trail extends easterly from the theological seminary to Arcadia University. Two alternative alignments are to be considered for this segment. One alternative would be to follow the eastern edge of Route 309 to Waverly Road and then Waverly Road to Church Road and the university. This alignment may require obtaining an easement from the Holy Sepulchre Cemetery. Obtaining this easement appears costly.



View looking south across Holy Sepulchre property to Route 309

A second alternate is to obtain an easement along the eastern edge of the Theological Seminary property and connect to Church Road. Construction of an off-road trail on the west side of Church Road appears feasible.



Trail Map – Segment 4 – Detail 18



Option 1: The trail requires an easement along the southeast edge of the Westminister Theological Seminary property.



Trail Map – Segment 4 – Detail 19



Option 2: Shoulder of Church Lane north of Waverly.



## B. Proposed Easements and Property Acquisition

Easements for trail construction and maintenance will be required from Westminster Theological Seminary, La Salle College High School and the Springfield School District. CTC & Co., on behalf of the Cresheim Trail Committee, has been negotiating with PECO since July of 2006, regarding a licensing agreement for use of their property through which the proposed trail would traverse. PECO owns the section from just north of the Allen Lane Station through to the old Plymouth Branch rail bed west of Haws Avenue.

In November of 2007, PECO forwarded an actual agreement, being studied by Friends of the Wissahickon, as they may assume responsibility for the licensing agreement, until some time in the future when a municipality or other official entity is designated to continue into the future with that responsibility on a long term basis.

## C. Operation & Maintenance

- 1. Proposed Agency Responsibilities** - The proposed trail crosses four municipalities, the City of Philadelphia and Springfield and Cheltenham and Whitemarsh Townships as part of the Montgomery County Trail System. It is anticipated that within the City of Philadelphia the trail will be treated as part of the Fairmount Park System. It is recommended that Montgomery County's Department of Parks and Heritage Services will assume maintenance responsibility. Trail development will impose additional management responsibilities for these agencies. An important step in the trail implementation process is to clarify and formalize maintenance responsibilities for each trail segment.
- 2. Overview and Description** - Successful operation will rely on a continued and regular program of maintenance of the trail and support facilities. A well executed maintenance and management program will not only ensure a quality recreational or travel experience for the trail user but is also an essential ingredient of a risk management plan for the trail operator. Sufficient manpower and resources must be devoted to a regular maintenance schedule in order to meet these goals.

The western portion of the trail within Philadelphia is located in Fairmount Park. The Fairmount Park Commission maintains the trail systems within the Park. The work of the Park Commission professional staff is supplement by the Friends of the Wissahickon and other volunteer organizations. In addition to maintenance of trails within the boundaries of the park, it is anticipated that the Fairmount Park Commission will maintain a trail easement within the PECO right-of-way from Germantown Avenue to the city line. The bridge over Germantown Avenue will be maintained by Mount Airy, USA.

It is anticipated that portions of the trail within Montgomery County will be maintained by Montgomery County Parks & Heritage Services. Maintenance of parks and trails within the City of Philadelphia has for many years suffered from decreasing funding and staffing levels. Volunteer community groups such as the Philadelphia Parks Alliance and Friends of the Wissahickon have come to play an important role, supplementing the efforts of the Park Commission's paid staff. The Rotary Club of Chestnut Hill and the Friends of the Wissahickon are sponsors of the current study. The Friends of the Wissahickon already have in place a strong volunteer and fund raising network. Wissahickon Restoration Volunteers is organized primarily to promote maintenance and restoration efforts within the watershed.



A combination of factors including steep alignments, erodible soils, badly managed stormwater flows and heavy use have resulted in the degradation of many of the existing trails within the Wissahickon Valley section of Fairmount Park. The Friends of the Wissahickon in collaboration with the Fairmount Park Commission have undertaken a “Sustainable Trails Initiative”. It is understood that the Park Commission will incorporate the findings of this study into the design process for the Cresheim Trail as it moves forward. The citizens of Montgomery County have approved and funded the “Green Fields/ Green Towns” program. This program mandates an ambitious recreational trail development and open space preservation program. Montgomery County Parks and Heritage Services already maintains many portions of the county trail network.

The maintenance guidelines that follow are necessarily somewhat generalized, and will need to be re-evaluated at such a time when a detailed capital improvement program has been defined. The maintenance implications of trail improvements should be reviewed carefully when considering capital improvements. One particular area of concern, given the existing landscape conditions, is the problem of drainage and flooding that can quickly undermine pavement structures. Money saved during the trail development process may be spent many times over if inadequate design and development creates a greater than normal maintenance burden. Trail maintenance is a major program that is related to trail safety, attractiveness, and image. The trail operator risks liability for accidents, if maintenance is ignored or negligently executed.

It is anticipated that the operating agencies will develop management systems for their respective segments of the trail. It is recommended that consulting agreements entered into for trail design services include a requirement that a detailed trail maintenance manual and schedule be provided.

The elements of this system should include:

- **Inventory of the trail and its related facilities.**
- **Setting of goals and standards for the quality of maintenance, hours of operation.**
- **Developing the tasks necessary to achieve maintenance quality levels.**
- **Assigning the maintenance tasks to designated groups or individuals.**
- **Monitoring the quality and frequency of the work.**
- **Implementing a control system for tracking accomplishments and relevant costs.**
- **Evaluating the maintenance management program.**

Important maintenance tasks that management agencies must consider are indicated in the table on the following page.



Table I. Major Maintenance Tasks

ACTIVITY	DESCRIPTION	FREQUENCY	COMMENTS
Mowing	4-foot min. wide each side of trail (where applicable)	3-4 times annually	Flail type mower best - less debris on trail
Pruning	Prune woody vegetation 4-feet back from sides of trail –14-foot vertical clearance – remove invasive vines	Annually	Vegetation Management Pro-gram may reduce this task long term
Removal of Trees/ Limbs	Evaluation/ removal of unhealthy or dead trees and limbs	Annual	Fallen trees may remain as access control and to minimize disturbance
Signage	Maintain directional and informational signs	Permanent signs - periodically as required	
Access Control	Replace damaged access control devices	Periodically as required	Estimated frequency: 10% annually due to vandalism
Trail Surface	Resurface	Periodically as required	Based on municipal schedule
Drainage Structures	Clean inlets, keep swales clear of debris	Minimum - Annually	Complete rehabilitation during construction would dramatically reduce necessity for this type of maintenance after storms
Litter Pick Up	Trailside-litter pickup Access area litter pickup	Weekly or as required Weekly	Encourage continued user ‘carry-in, carry-out’ policy
Lighting & Security	Maintain equipment	Monthly	
Trash Collection	Removal of trash from receptacles at access areas	Weekly	Problems with non-user trash. Some agencies do not have trash containers at access points for this reason
Bridges	Inspection by P.E. every 2 years Maintenance of bridge to ensure structural integrity	Annually by PennDOT (if State Highway), or Municipal Engineer	Bridges associated with public roads are already on a regular inspection schedule.
Graffiti Control	Repaint bridges/ abutments as required	Annual/spot basis	

**3. Law Enforcement** - Trail design should allow for convenient patrolling by public safety vehicles. The installation of lighting and call-boxes is recommended. It is recommended that the operating hours for the trail be restricted to from dawn to dusk.

**4. Security and Risk Management** - Trail managers should take necessary steps to provide both a safe trail for the users and to protect themselves from liability claims. Hazardous conditions and nuisances should be identified and removed during the original



construction of the trail. Those that cannot be removed should have warning signs posted.

An effective maintenance program is critical for trail safety. The maintenance program should provide for regular safety inspections. Proper tree work and vegetation management are an important part of the safety program. This includes trimming of vegetation to maintain adequate sight distance for traffic safety and crime prevention purposes.



Hercules Club (*Aralia spinosa*) dominates this south facing slope above Cresheim Creek.

In addition to reducing trail hazards, documentation of trail maintenance activities is essential in combating possible liability claims. Through written records of good maintenance practices, the managing agencies will be able to protect themselves from liability claims. In terms of property ownership and liability, it should be noted that Pennsylvania recreational use laws largely protect landowners from liability related to recreational use of their properties as long as no fee is charged and the landowners uses due diligence to maintain the property and/or warn recreational users of any safety hazards.

5. **Vegetation Management** - Effective vegetation management is a critical dimension of the maintenance program. Vegetation management is also an important component of trail safety and the natural scenic interest of the trail. Adequate sight distance along the trail should be maintained for crime prevention purposes. Hazardous tree limbs and other obstructions should be promptly removed.



The following system-wide standards for vegetation management are proposed:

**Mowing** - Herbaceous material should be mown three to four times a year with a minimum of 4-feet from the trail edge. Where the trail adjoins meadows, roadways or grain fields, a flail type mower is recommended as rotary types blow the screenings, gravel and mulch (surfacing) off the trail.

**Removal of Vegetation from Trail surfaces** – In order to maintain the integrity of trail surfaces, invasive vegetation should be eradicated through very limited and selective application of herbicides.

**Woody vegetation control** - Trees and shrubs should be controlled by an annual mowing along the edges of the trail (where trail is adjacent to fields, meadows and managed grass areas). Removal of woody vegetation in this width should minimize the need for frequent mechanical or hand pruning to maintain adequate horizontal and vertical clearances. Selective removal or “limbing up” of trees should also be scheduled to maintain or create desirable views from trail. Trees should also be kept clear of all drainage structures, bridges and walls that may be subject to mechanical damage by tree roots.

**Control of Poison Ivy and Invasive Plant Species and Vegetation Control** - Vegetation control should discourage poison ivy along trail and the removal of invasive plant species such as Goutweed and Mile a Minute weed.

6. **Trail Marking and Orientation System** - A trail marking and orientation system benefits both users and trail managers. This system helps trail managers to coordinate maintenance activities. The trail marking system could also help save lives in the event that emergency services might be required. It is recommended that identification signage be placed on bridges and overpasses and at key intersections. This will aid trail users in reporting their location in the event of an emergency.
7. **Interpretive Program** - Interpretive signage and kiosks along the trail and at potential trailheads could help educate trail users on the historic, cultural, and natural resources along the creeks and in the surrounding communities.
8. **Trailhead Facilities** - Trail amenities including orientation signage, parking, restroom and picnic facilities will enhance the users’ experience. Parking, restrooms and picnic facilities are currently available at Valley Green in Fairmount Park. Laurel Beech Park in Springfield Township, located a short distance from the trail, also has comfort stations and restrooms. Some trail users might also make use of Laurel Beech Park’s parking facilities.



### D. Opinion of Probable Costs

1. **Acquisition:** The trail follows the PECO power right-of-way in Montgomery County. Easements must be negotiated with PECO and La Salle College High School. Portions of the PECO right-of-way have been leased to tenants. Easements will have to be negotiated with these tenants. For the spur to Arcadia University, easements will be needed from the Westminster Theological Seminary. If the alignment along the edge of Holy Sepulcher Cemetery is selected, an easement will be required from the archdiocese. Part of the trail in Philadelphia County also utilizes the PECO right-of-way.
2. **Construction** - Table III. Opinion of Probable Costs by phase appears in Appendix C. In our opinion, the sum of all phases is as follows:

<b>Phase 1</b>	<b>\$536,788.00</b>	<b>1.8 miles approx.</b>
<b>Phase 2</b>	<b>\$329,288.00</b>	<b>0.7 miles approx.</b>
<b>Phase 3</b>	<b>\$1,235,560.00</b>	<b>2.2 miles approx.</b>
<b>Phase 4</b>	<b>\$4,805,934.00</b>	<b>3.1 miles approx.</b>
<b>TOTALS</b>	<b>\$6,907,570.00</b>	<b>7.8 miles approx.</b>

**Comprehensive Trails Costs – by phase**

3. **Maintenance** - Maintenance costs generally range from \$5,000 to \$7,000/per mile/per year for similar trails. We recommend that the responsible agencies use a figure of \$7,000 per mile to estimate maintenance costs during the first year after development. This figure can be evaluated at the end of the first year. This cost can be used for fundraising purposes as well as to solicit volunteer help for maintenance. Many trail operators have been able to supplement their maintenance program by creating partnership agreements with local businesses, clubs and organizations. Formal cooperative agreements can be made with these partners that clearly define the roles and responsibilities of each party. Developing an effective maintenance management system is an on-going process.



## E. Implementation, Priorities & Phasing Plan

### **Phase I – Links to the Wissahickon Creek Trails:**

This phase consists of two segments of trail, both linked to existing trails along the Wissahickon Creek. One segment would extend from Valley Green on park trails to the abandoned rail bed, and then on the rail bed up to Stenton Avenue. This segment seems to have little controversy, and would extend the Wissahickon Trail system to neighborhoods in Chestnut Hill and Mt. Airy. The other segment would extend the trail which currently crosses Wissahickon Creek in Fort Washington State Park out to Bethlehem Pike, giving access to commercial areas in Flourtown, and park and trail access to the adjacent neighborhoods.

### **Phase 2 – Spur trail to Arcadia University:**

This trail segment would link the campuses of Westminster Theological Seminary and Arcadia University to the sidewalk system taking people into the center of Glenside. Here again, few residences are affected, and little opposition would be expected.

### **Phase 3 - Bethlehem Pike to Paper Mill Road**

This segment is currently the subject of considerable community concern. However, its physical construction would be fairly easy as no major structures would be required. This phase would extend the access to the Wissahickon to numerous communities in Springfield Township, while providing safe off-road access to the Springfield Township school complex between Haws Avenue and Paper Mill Road.

### **Phase 4 - Paper Mill Road to Stenton Avenue**

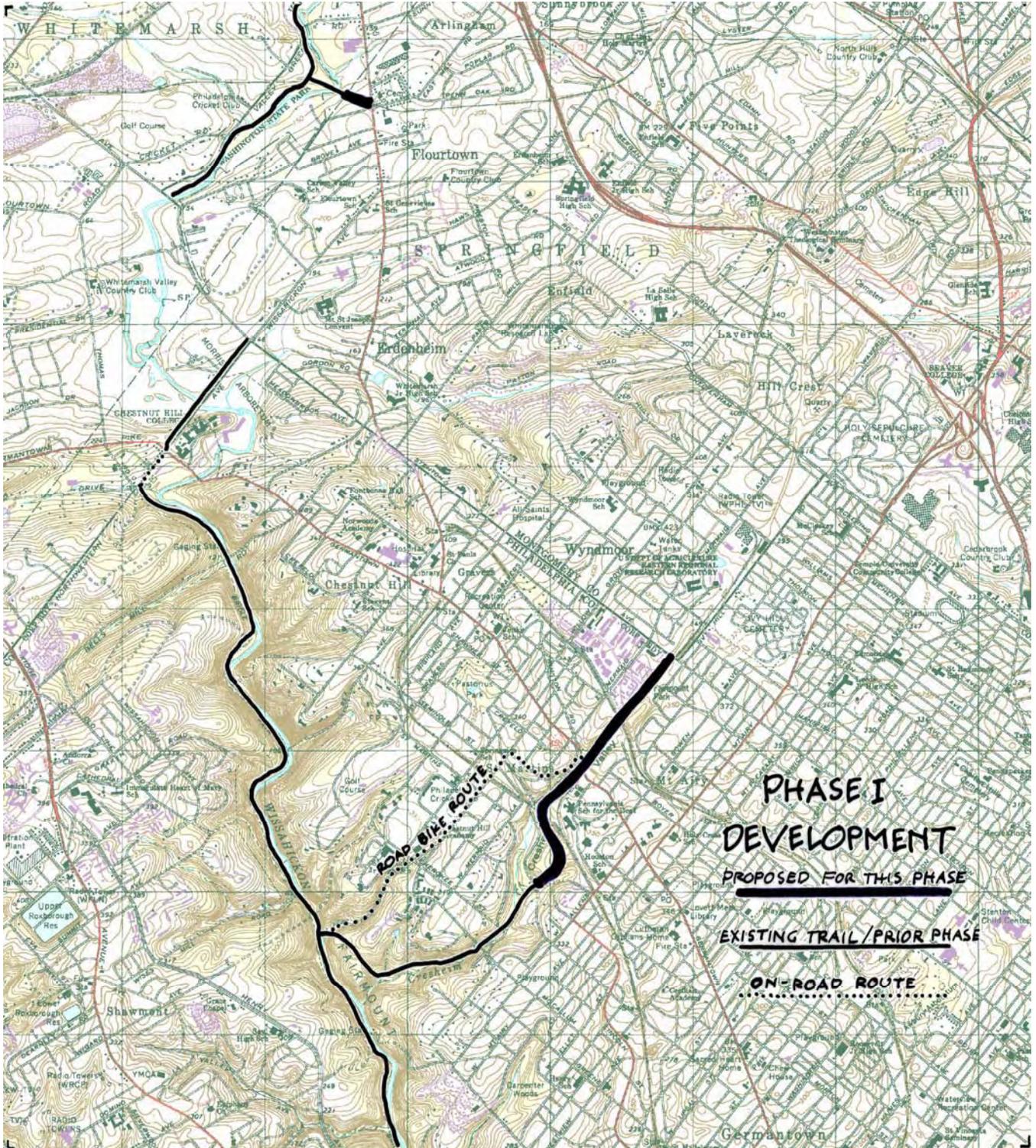
This final segment presents some of the greater topographic challenges to trail construction, and in turn requires the larger portion of funding. Bridges will be needed across Paper Mill Road and Route 309, and underpasses at Cheltenham Avenue and Stenton Avenue. In addition, environmental concerns will need to be addressed in the old industrial area between Cheltenham Avenue and Stenton Avenue. There is also considerable community concern in this section which will need to be addressed during design and construction.

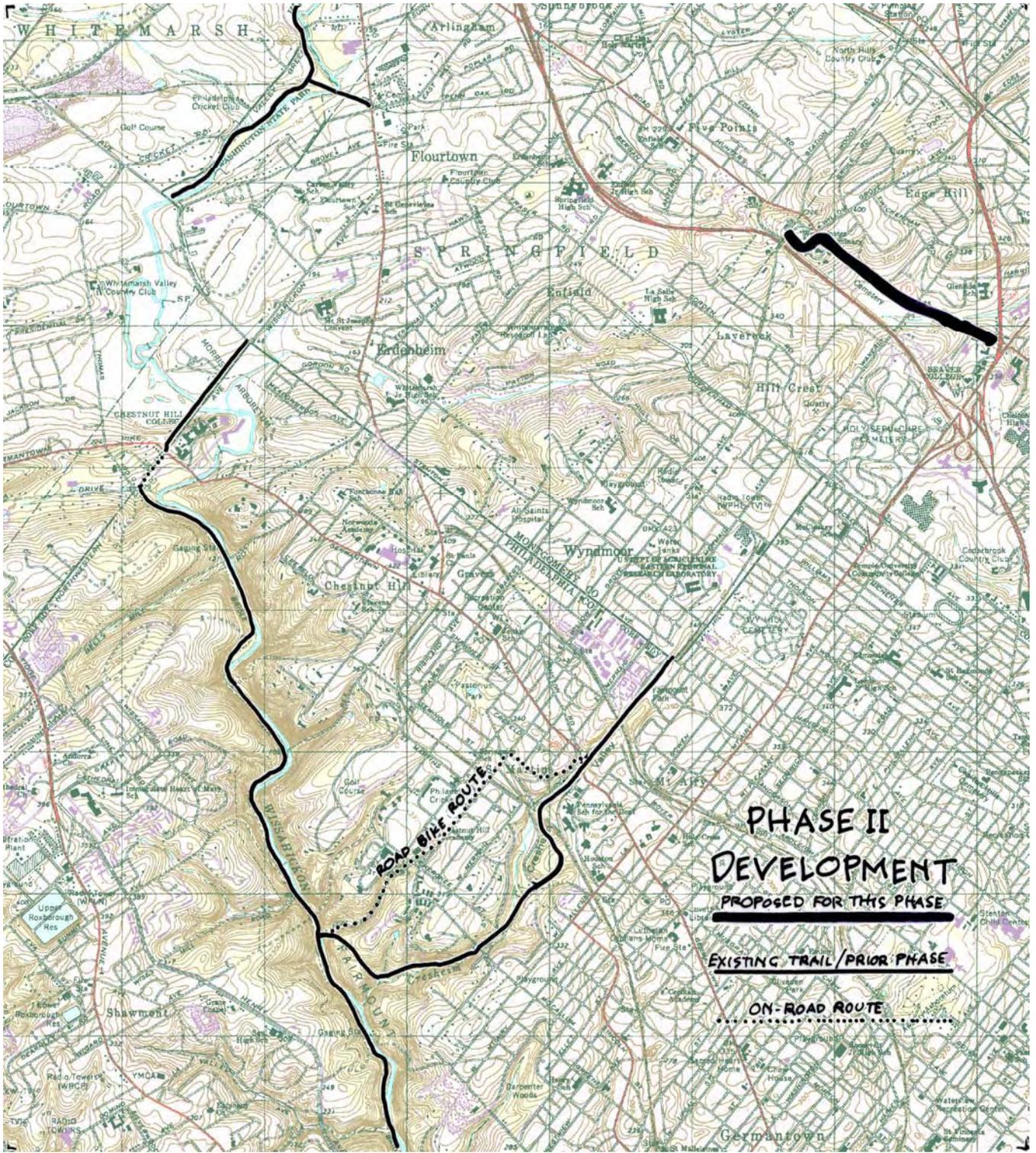


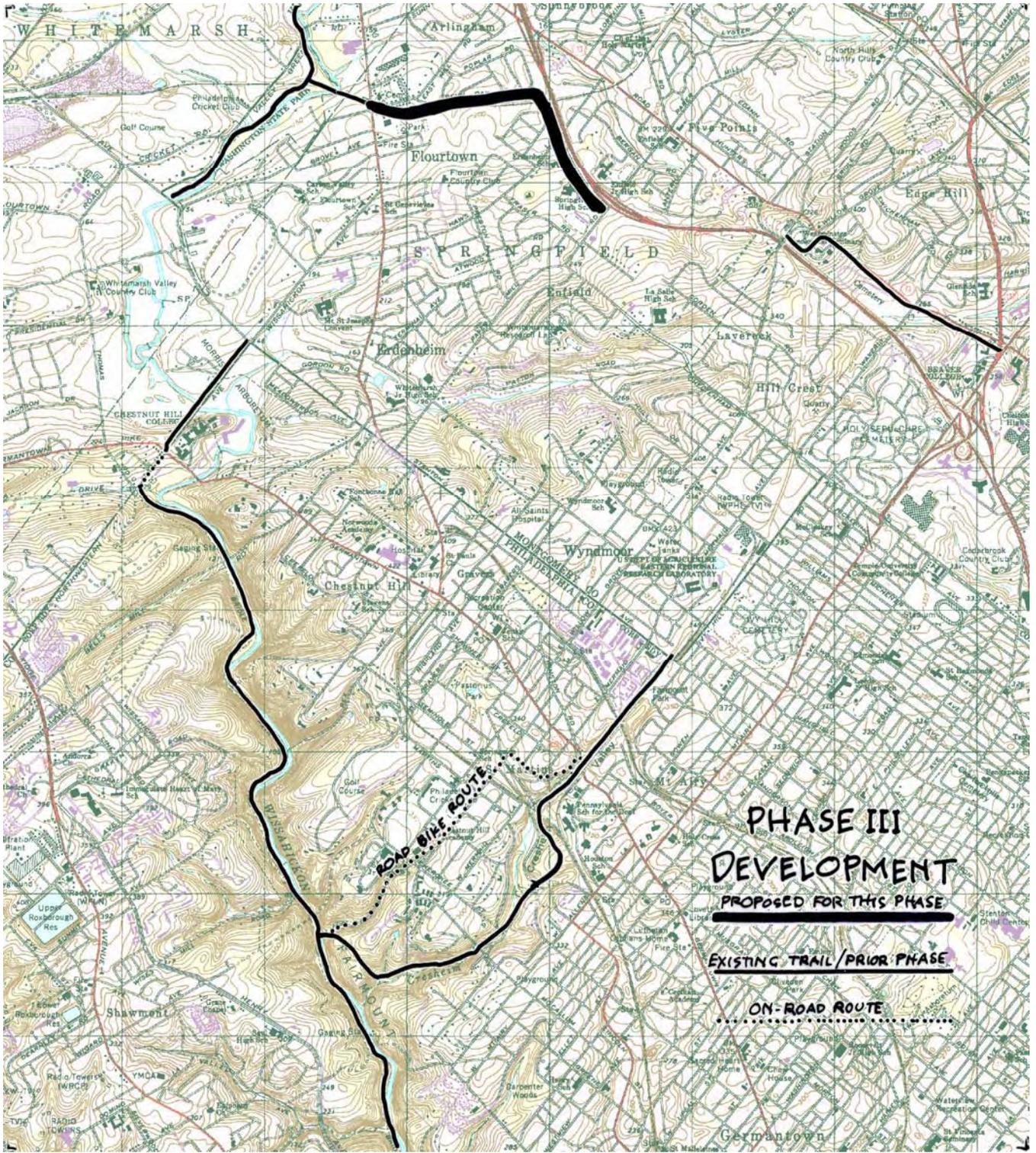
**Table II. Timetable and Resources for Implementation**

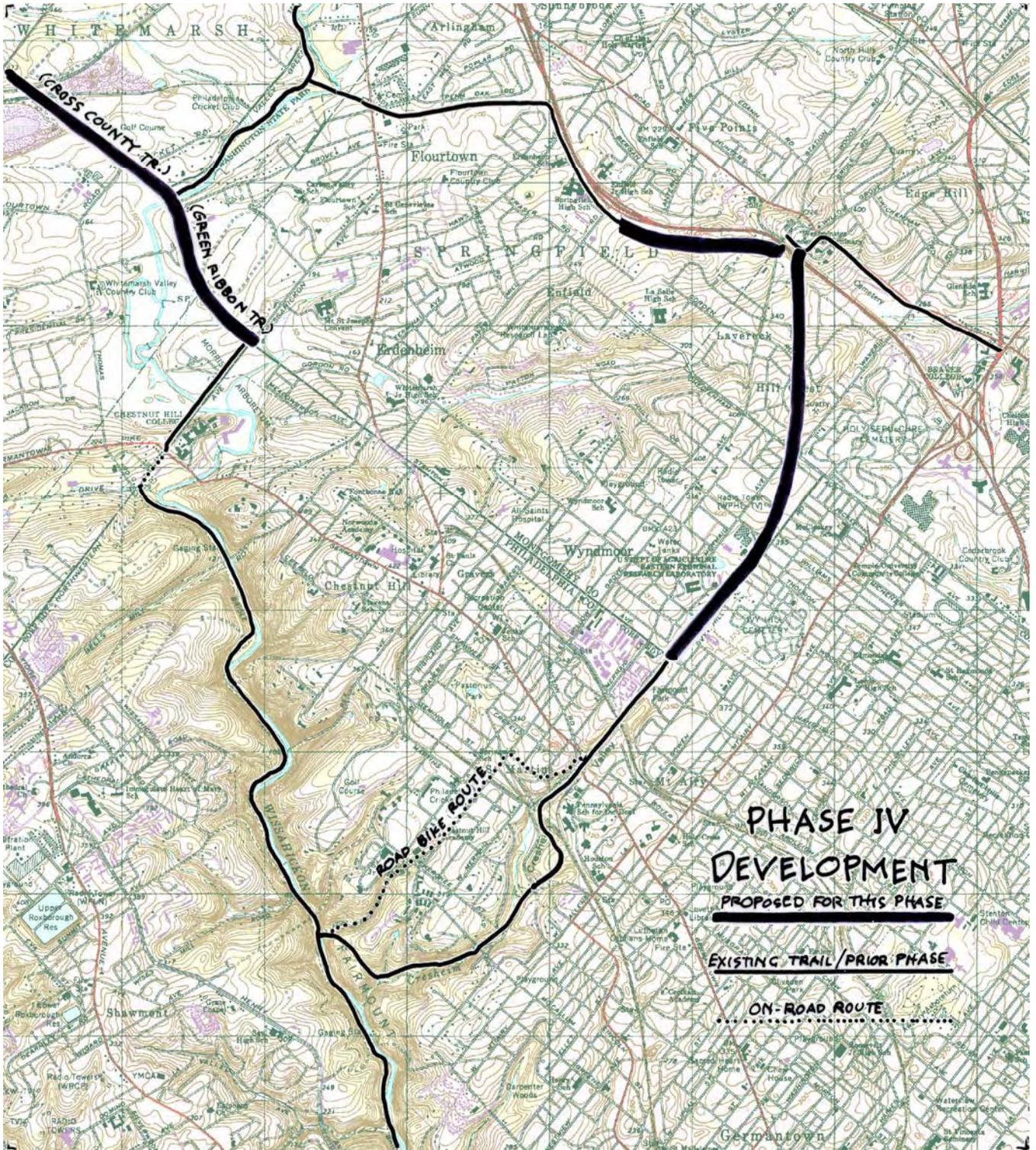
Period	Key Tasks	Primary Responsible Parties
	<b>Overall Planning/ Program Coordination</b>	
On-going	Provide advocacy for regional trail systems, public outreach and education. Continue to involve local businesses in planning for the trail's economic development.	Friends of Cresheim Trail, Bicycle Coalition of Greater Philadelphia, DVRPC
On-going	Enhance existing organization or create new non-profit whose primary focus is to support trail initiatives in southeastern Pennsylvania	Bicycle Coalition of Greater Philadelphia, Clean Air Council, East Coast Greenway Alliance, DVRPC, SRDC
	<b>Trail Planning and Design</b>	
Winter 2008- Fall 2009	Incorporate the proposed access improvements into State, County and municipal transportation, recreation and land use plans. Continue coordination with local jurisdictions to provide links to regional systems.	Montgomery County, Springfield Township, Cheltenham Township, City of Philadelphia
Winter 2008	Select a sponsoring organization to apply for funds for Phase 1 Design	Montgomery County, Fairmount Park Commission
	<b>Trail Operation and Maintenance</b>	
On-going	Enhance existing organization or create a new entity to advocate for trail operation & maintenance	Friends of the Wissahickon
	<b>Anticipated Final Design and Construction</b>	
2009-2010	Preliminary and Final Design, Acquisition and Approvals for entire trail.	Sponsoring Organization
2011	Construction – Phase I	Sponsoring Organization

The four phasing maps follow this page.











## F. Potential Funding Sources

A comprehensive list of funding sources is provided in Appendix E of this report. Sections of the trail in Montgomery County are already incorporated into the County Trails Master Plan. Funds from Montgomery County's Green Fields-Green Towns can be used to fund this initiative or match other sources.

## G. Community Outreach

To establish and build support for the trails, an outreach effort by the Friends of the Cresheim Trail is recommended to include and not limited to resolutions, letters of support, tours and activities such as sojourns, trail rides, walks and hikes.

## H. Recommendations for Future Action

The Montgomery County Department of Parks and Heritage Services and the Fairmount Park Commission are organizations with exceptional expertise in the construction and management of recreational trails. It is recommended that these organizations will be responsible for construction and management within their respective jurisdictions.



### III. METHODOLOGY



## Methodology

### A. Existing Plans and Field Survey

The findings in this report are the products of information found in existing planning studies, synthesized with field observations, and input from the public participation process.

Information on existing conditions was obtained from aerial photographs downloaded from the US Geological Survey's "Terraserver" website. The information on these photographs was supplemented and updated by field observation. Information on rights-of-way was obtained from municipal engineering records. An environmental reconnaissance was performed.

### B. Other Related Plans

Planning documents incorporated into this study include:

- The Montgomery County Trail Plan  
Montgomery County Department of Parks (1996)
- Wissahickon Park Trail Sustainability Assessment  
IMBA International Mountain Bicycling Association (October 2004)
- Sustainable Trails Initiative  
Friends of the Wissahickon (ongoing)
- Fairmount Park Trails Plan
- Cheltenham Township Plan

The trail planning effort within Fairmount Park has been carefully coordinated with ongoing efforts by the Friends of the Wissahickon and the Fairmount Park Commission to develop a sustainable trail system within the park.

### C. Public Participation

Public support for the Cresheim Trail has been gathering for many years. Early in the planning process a Steering Committee was formed, consisting of community representatives, Philadelphia city agencies, and Montgomery County and Cheltenham and Springfield Township representatives, non-profits, major landowners and the business community.



Trail Planning Workshops have provided a second mode of public participation. Four trail planning workshops were held. Trail planning workshops were held to present the findings of the analysis phase during the summer of 2006, and then to present the draft report. Two workshops were held in Springfield Township and two in Cheltenham Township. These workshops were well attended. Questionnaires were distributed to attendees at these workshops in order to encourage public comment. Summaries of the questionnaire responses are provided in Appendix B.

A third mode of public participation has been direct outreach with principal stakeholders. The Property Owner Meetings Table below documents these meetings.

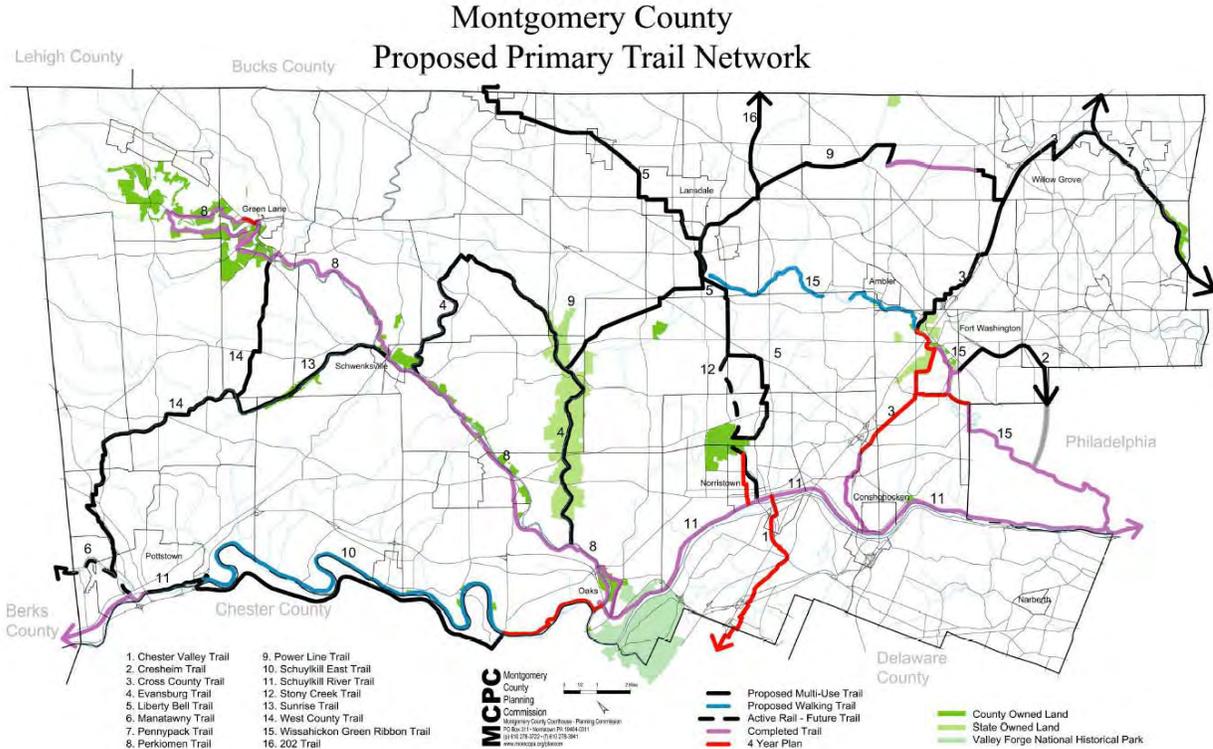
**Table IV. Property Owner Meetings Table**

Owner of Record North to South	Owner/Agent	K. Lunn	R. Thomas	C. Brenton	Mtg Date	Owner's Concerns/Notes
Acme	Brin Havir via John Wood		x		xx	Being pursued by Montgomery County as part of Wissahickon Trail link
Springfield School District	Bryan Havir via Kathleen	x	x	x	3/21/06	Traffic safety; crime; expense
LaSalle College H.S.	Mark A. Gibbons			x	1/12/06	Liability; send copy of state law
PECO	Susan Bushin, Real Estate Dept.	x	x	x	2/15/06	Send plan and tax map info before scheduling meeting
PennDot	Matt Bochanski			x	TBA	
Philadelphia Streets Department	Tom Branigan			x	7/06/06	
Fairmount Commission	Parks Stephanie Craighead / Chris Palmer	x	x	x	8/06/06	
Arcadia University Spur						
Westminster Theological Seminary	Sam & Sally Logan; Erik Davis		x		xx	
Holy Sepulcher Cemetery	Christopher Cummings		x		xx	
Arcadia University	Gail Hearn, Biology Dept.		x		LM 7/31/06	Flooding



### D. Trail Alignment

The presence of abandoned railroad right-of-ways leading from Fairmount Park’s Wissahickon section to densely populated neighborhoods in Springfield and Cheltenham Townships provides an opportunity for recreational trail development. This opportunity is recognized in Montgomery County Trail Plan (1996). The proposed trail alignment is shaped by the opportunity that these rights-of-way present.

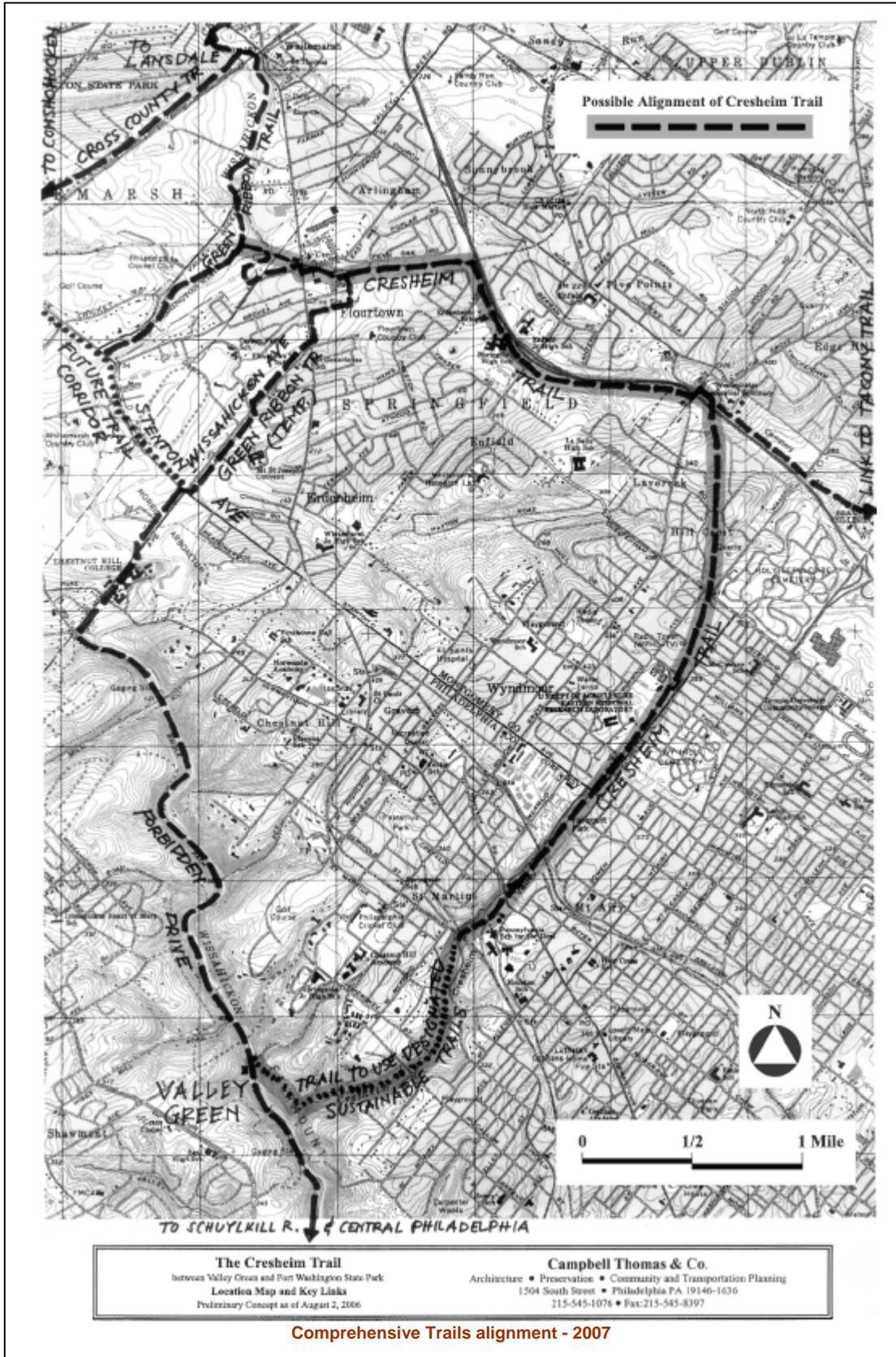


In order to confirm location feasibility, aerial photographs were examined to view neighborhood characteristics and other physical features. The location of rights-of-way, parklands, rail corridors and property ownership were also mapped. The Pennsylvania Department of Transportation’s plans for Route 309 improvements were obtained. Detailed ownership and right-of-way information was derived from these plans. An environmental assessment was performed to determine the likelihood of environmental contaminants.

The viability of using the abandoned railroad right-of-way depends on negotiating a license agreement with the right-of-way’s owner, PECO. PECO was involved early in the planning process, and performed extensive review of the alignment proposal.

Major highways and arterial roads interrupt the trail corridor. Professional engineers at Arora Associates evaluated the feasibility of providing grade separate crossings at these locations.

The proposed trail alignment also incorporates input from an extensive public review process. This public review process is described in the preceding section, and also in Appendix B of this report. Community workshops provided an opportunity for nearby property owners and neighborhood associations to review and comment on the project.





## IV. INVENTORY & ANALYSIS



## Inventory and Analysis

### A. Physical Conditions

The trail crosses an urbanized landscape. Its beginning and ending points are in the Wissahickon Valley watershed. Eastern portions of the trail cross into the Tookany Creek watershed. This area is heavily urbanized with the exception of the large parks at the trails north and south ends.

**1. Natural Features** - Landform within the study area consists of a series of low Piedmont ridges. Although relief is low, steep slopes occur at some locations in the stream valleys.



View looking west from the Westminister Theological Seminary Campus

Hydrology is characteristic of a highly urbanized watershed. Cresheim Creek, a tributary of the Wissahickon, exhibits low base flows and deeply incised banks caused by poorly managed urban storm runoff.

Flooding in the Fall of 2003, washed out roads and footbridges within the Cresheim Valley. The larger Wissahickon Creek watershed is less impacted by urbanization. The Wissahickon supports populations of trout and other species of fish.



The banks of Cresheim Creek west of Germantown Avenue are deeply incised. A stately beech tree is being undermined (extreme left). Footbridges over Cresheim Creek were washed out by floods in the fall of 2005 and remain closed.



The Wissahickon section of Fairmount Park and Fort Washington State Park provide contiguous woodland tracts of relatively rich wildlife habitat within a study area that is otherwise densely urbanized.

Woodlands within Fairmount Park are expertly managed to create wildlife habitat and maintain species diversity. Invasive plant species are systematically removed. Predation by deer species is controlled by hunting. Large mammals such as deer and fox and many species of birds inhabit this woodland. Pennsylvania's Department of Conservation and Natural Resources likewise manages the woodlands at Fort Washington State Park to promote habitat value.

Between these parklands, the trail follows the alignment of two abandoned railways. At its north end, the trail departs Fort Washington State Park, following the abandoned Reading Company right-of-way. The existing right-of-way functions as an informal neighborhood path. Pioneer species of shrubs and trees have begun to regenerate on the edges of the path. Proceeding east this right-of-way intersects with Route 309. The PECO right-of-way from Route 309 to Cheltenham Avenue is maintained as a meadow by the utility company. The section of the right-of-way between Cheltenham

and Stenton is characterized by industrial uses. Vegetation is characteristic of disturbed sites. Some debris and encroachments from abutting industries occur. Between Stenton and Germantown Avenue, the PECO right-of-way is elevated slightly above the floodplain of Cresheim Creek. This segment reflects a lower level of maintenance by the utility company. Forbs and meadow grasses dominate. This section of the right-of-way provides habitat for birds and small mammals, although many invasive species can be found. An abandoned railroad bridge at Germantown Avenue presents the opportunity for a grade separated crossing. West of Germantown Avenue, the trail will reclaim existing trails passing through preserved forest lands.



The PECO power line right-of-way exhibits long gentle slopes typical of railways. The continuity of the corridor is interrupted by several roadway embankments.

Connecting areas of woodland and meadow, the trail provides a wildlife corridor within an urbanized landscape. The Commonwealth's Wildlife Resource & Conservation Office has been contacted to confirm the absence of rare, threatened and endangered species within the corridor.

The abandoned railroad rights-of-way provide dry, well compacted bases for trail construction. These rights-of-way are constructed above historic flood plain levels. Minor ponding of water was observed on the PECO right-of-way south of Willow Grove Avenue. At this location the highway embankment interferes with historic drainage patterns.

**2. Existing Utilities, Easements, and Rights-of-way** - The trail alignment is determined by the abandoned Pennsylvania and Reading Company Railroad rights-of-way. Most of the Pennsylvania Railroad Right-of-Way is now owned by PECO. PECO electric transmission lines occupy this right-of-way. A portion of this right-of-way has become the right-of-way of Route 309, a limited access highway. Portions of the PECO right-of-way have been leased to adjacent property owners. A natural gas transmission line is also located in the PECO right-of-way. The Reading Company right-of-way may have reverted to the adjacent property owners.

**3. Hazardous Materials Reconnaissance** - Appendix D summarizes site observation and research performed to investigate the presence of environmental contaminants.

**4. Existing Land Uses and Future Development** - The trail begins and ends in public parkland. The central portion of the trail follows the PECO right-of-way through residential neighborhoods in Montgomery and Philadelphia Counties. The trail crosses commercial areas at Bethlehem Pike and Germantown Avenue. The trail also passes schools and other institutional properties. The trail passes through mature neighborhoods where land use is stable. One tract of undeveloped land abuts the trail south of Paper Mill Road. This tract has recently been acquired by LaSalle College High School.

**5. Historic and Cultural Resources** - The trail runs past or close to a large number of historic and cultural resources that are discussed in detail in the Appendix A.

**6. Links to Other Parks and Trails -**

**a. Connections to Existing Parks** - The trail provides a direct connection for neighborhoods in Springfield Township, Cheltenham and the City of Philadelphia to the Wissahickon Valley Park. In addition to this park of regional importance, the trail provides connections to two neighborhood parks, Mermaid and Laurel Beech Parks, in Springfield Township. School recreation sites at the Springfield Township School complex and at the New Covenant Church campus are also served by the trail.

**b. Regional Trail Connections** - The Cresheim Trail connects to the Green Ribbon Trail in Fort Washington Park at its northern end. The trail connects to Forbidden Drive within the



Wissahickon section of Fairmount Park at its southern end. This trail on Forbidden Drive provides a connection to the Schuylkill River Trail. In addition, the trail will provide a grade-separated crossing of Route 309, allowing connection through Arcadia University and Glenside to the Tookany Creek Trail system.

**c. Connections to Other Transportation Modes** - The Cresheim Trail will provide commuter access to SEPTA's commuter rail and bus system. The Wyndmoor and Mount Airy stations on the R-7 commuter rail line are conveniently accessed by the Cresheim Trail.

## B. Public Participation

The Cresheim Trail is the product of visionary leadership and sustained community support.

The Cresheim Trail project grows from a grassroots community initiative. In the 1990's the Friends of the Wissahickon proposed the construction of the trail to link with the Montgomery County trail system. Increased public involvement in the trail planning process began in 2003 when Mount Airy USA sponsored a design competition for making the abandoned Pennsylvania Railroad bridge over Germantown Avenue into a community gateway. The Rotary Club of Chestnut Hill's Projects Committee became interested in the bridge restoration project. This led to recognition of the abandoned railroad right-of-way's potential as a trail connecting to area of Springfield Township. Bob Thomas of Campbell Thomas & Company, advised the Projects Committee of Montgomery County's plans for a trail connecting to Philadelphia following this same right-of-way. Recognizing the value to the community of these connections, the Rotary Club's Projects Committee decided to become an advocate for the trail. The Friends of the Wissahickon, an important grassroots environmental organization, soon continued this new effort.

Key structures for public participation in this study are as follows:

- A Study Committee and the project consultants, Campbell Thomas & Company.
- Public planning workshops. See Appendix B.
- Direct interviews with key stakeholders in business and industry. The Property Owner Meetings Table (see Methodology, Section B) documents these meetings.

## C. Usage Feasibility

The trail connects densely populated residential neighborhoods in Montgomery and Philadelphia Counties with destinations of regional importance including Fairmount Park, Fort Washington State Park and Arcadia University. The Wissahickon section of Fairmount Park is heavily used. The trail will provide a greenway link to the park for residents of surrounding neighborhoods. This will relieve demand on overcrowded parking facilities within the park.



High speed arterial roads present barriers to bicycle and pedestrian movement within the study area. Schools, businesses and institutional users have expressed a desire for better pedestrian and bicycle access. The several grade separate crossings proposed in this study would encourage bicycle and pedestrian commuting. The trail would also provide a lunch time amenity for employees.

The perception that the environment is safe is critical to all users. Under current conditions, some potential trail users would feel isolated and threatened. Designation and development of the trail can release latent demand. Through many components recommended in this study including signage system, regular trail use facilitated by the completion of the trail for public use, and the active and visible participation of such organizations as an independent trail group, such perceptions would develop instilling a shared vision of the trail as integrated within the established network of community and recreation resources.

Both Philadelphia and Montgomery Counties generally restrict the use of off-road motorized vehicles on their trail systems.

### D. Legal Feasibility

Throughout most of the alignment, the proposed trail passes either through publicly owned land or PECO utility right-of-way. A trail easement agreement must be executed with PECO. Some portions of the PECO right-of-way have been leased to commercial and institutional users. Easement agreements will have to be negotiated with these leaseholders as well.

Easements for trail construction and maintenance will be required from Westminster Theological Seminary, La Salle College High School, and the Springfield School District. Permits are required from the Pennsylvania Department of Transportation for construction within the rights-of-way of State Roads.



## Appendix A

# HISTORIC & CULTURAL RESOURCES



## Cresheim Creek & Cresheim Valley

The Cresheim Creek rises at Hillcrest in Cheltenham Township (near the border between Montgomery County and Northwest Philadelphia at Holy Sepulcher Cemetery), it runs about 2.7 miles southwest, passing through part of Northwest Philadelphia and dividing Mount Airy from Chestnut Hill, before emptying into the Wissahickon Creek not far south of the Valley Green Inn.

Cresheim Valley Drive runs beside the creek from Stenton Avenue until southwest of SEPTA's R8 Regional Rail tracks, where it bends away to become Emlen Street. The stone pergola that stands at the southwest corner of the intersection of Germantown Avenue and Cresheim Valley Drive contains plaques honoring both the early German settlers of the Cresheim Valley and Samuel Newman Baxter, chief arborist of Fairmount Park from 1915 to 1945.

The area around the Cresheim Creek was originally inhabited by the Lenape Indians. Seventeenth-century settlers of the German Township named the creek after the village from which they had emigrated (which is now part of Monsheim, Alzey-Worms, Rhineland-Palatinate). The aforementioned pergola plaque gives the settlers' spelling of the name as Krisheim. The settlers arrived in the 1680s. In 1700, they built Cresheim Cottage, the earliest permanent building in the vicinity, which is still standing at the intersection of Germantown Avenue and Gowen Avenue. (It's the smaller part of the present building; the larger part was built circa 1748.)

## Farms, Mills & Turnpikes

During the 18th and the first half of the 19th-Century, several mills were in operation along the Wissahickon and Cresheim Creeks, but most of the land use was agricultural. Abandoned as steam power replaced water power, the old mills were taken over by the City of Philadelphia in the years after 1868 when the land became part of Fairmount Park. On the other hand, the transportation network has always been successful. Both Germantown Pike and Bethlehem Pike were among the earliest turnpikes and were major avenues leading to the center of Philadelphia from the rich farmlands and the limekilns outside the city. Chestnut Hill was a stop on the stagecoach line and developed commercially along Germantown Pike. Until after World War II there continued to be quite a bit of farming and animal husbandry in this area. Many of the late 19th-/early 20th-Century estates of the wealthy Philadelphia industrialists featured livestock breeding and agriculture.

## Cresheim Branch of the Connecting Railway

The former rail bed of the Cresheim Branch (Fort Washington Branch) of the Connecting Railway is now an easement for PECO power lines, which take advantage of the former rail bed's grading and open space. From 1893 to 1953, a branch of the Connecting Railway, variously called the Cresheim Branch or Fort Washington Branch, diverged from the Chestnut Hill Branch (present-day SEPTA R8 line) just north of the Allen

Lane station (behind what is now the campus of New Covenant Church and several schools) and ran next to the creek's bank from there to the creek's headwaters at Hill Crest (near Holy

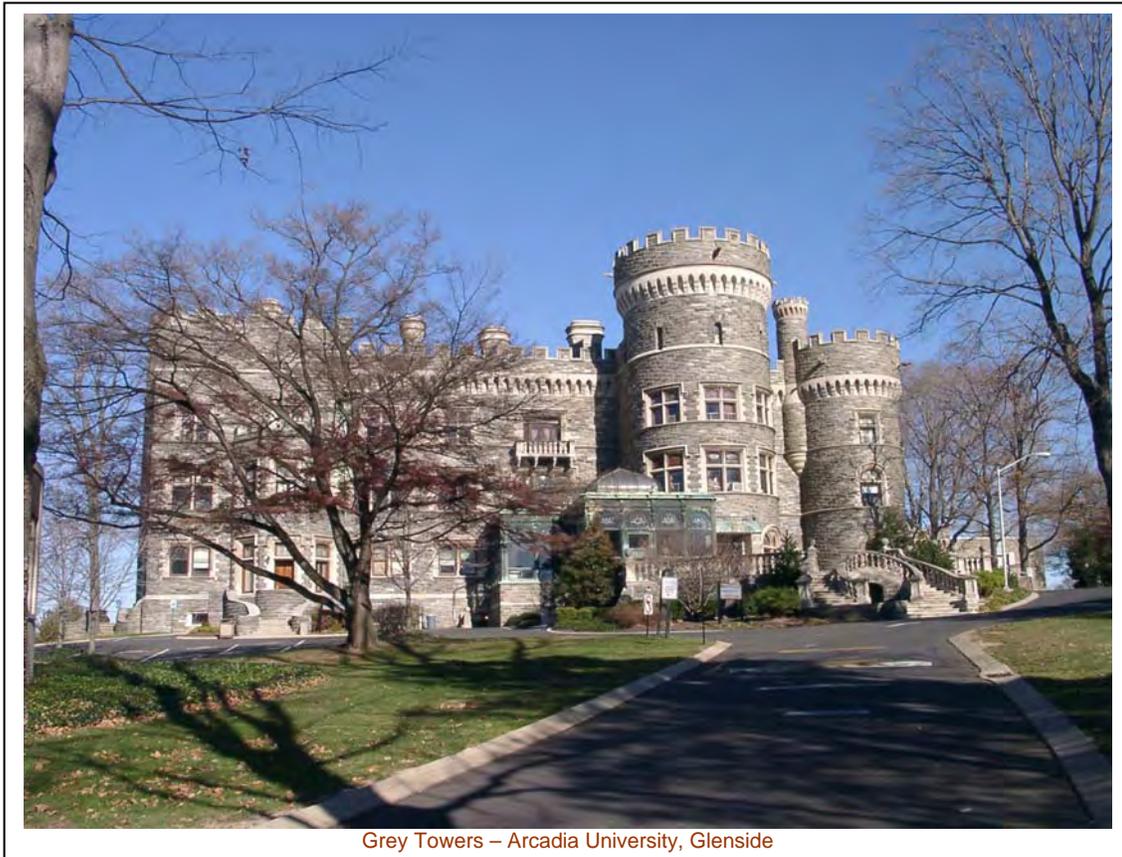


Sepulcher Cemetery). (Incidentally, the headwaters of Tookany Creek flow from this same hill eastward.) From Hill Crest, the rail bed curved through the village of Laverock to meet and follow the right-of-way that is now occupied by the Fort Washington Expressway portion of Route 309 to Fort Hill, near Fort Washington, where it connected with the Trenton Cut-Off.

The establishment of the Cresheim Branch Connecting Railway turned this heavily agricultural area into a commuter suburb. In the late 19th century large country estates of the wealthy appeared along the railroad right-of-way including Grey Towers, Falcon Hill, Sunset, Maryhill and the grandest of all Whitemarsh Hall. The former estate house is still in use, but alas Whitemarsh Hall was too big to survive.

## Grey Towers

Grey Towers, the manor house the on estate of William Welsh Harrison (also known as Grey Towers Castle to distinguish it from the estate of Gifford Pinchot in Milford, PA) is now part of the campus of Arcadia University in Glenside. The university (originally known as Beaver College and located in nearby Jenkintown) purchased the estate in 1929 for \$712,500. Classes were split between the two locations until 1962, when the school moved all of its operations to the Glenside area. Grey Towers is a registered National Historic Landmark.



Grey Towers – Arcadia University, Glenside



In 1881 Harrison, co-owner of the Franklin Sugar Refinery, purchased Rosedale Hall from J. Thomas Audenreid. By 1891 Mr. Harrison had enlarged the estate to 138 acres, and decided to expand the house and provide a gate house and more adequate stables. He employed the skills of 23 year-old architect Horace Trumbauer who completed the stables and gate house in 1892.

In 1893, the main house of Rosedale Hall was burned to the ground in a raging fire, during which the Harrison family fled to the stables for safety. Afterwards, the family moved into a house in Glenside proper, while Trumbauer was again employed to build a new home on the site. In March 1893, Trumbauer presented Harrison with plans for a grandiose mansion, inspired by Alnwick Castle, the medieval seat of the Dukes of Northumberland. The new house however, would include all the modern conveniences of the time, and the cost was estimated at \$250,000. Work was underway by the end of 1893.

The house is built of Wissahickon schist, a mica-rich grey stone quarried at nearby Chestnut Hill. Indiana limestone is used for exterior door and window trim, and other elements, such as the various gargoyles. The interiors of the castle reflect various French styles ranging from Renaissance through Louis XV. The massive twin mantles in the Great Hall are interpretations of a Renaissance mantle in the Salle des Gardes, in the François I wing of Château de Blois. The Library, now the President's office, and the Dining room, both on the south side of the Great Hall, contain many elements reminiscent of French Renaissance decoration. The walnut cabinetry and plaster friezes in the Library and the columns, caraytids and strapwork ceiling in the Dining room are inspired by interiors of the Château de Fontainebleau.

The Mirror Room and the Drawing Room, now known as the Rose Room, are on the north side of the Great Hall. It is thought that the entirety of the Mirror Room was ordered through the New York office of a French firm, crafted in France then shipped to Glenside, along with workers, to be installed. The ceiling was painted by François Lafon, and depicts the four seasons as women, accompanied by cupids, with the path of the Zodiac behind them.

In the Great Hall, which rises three stories to a grand barrel vaulted and gilded ceiling, the Grand Staircase leads to a large landing, which contains the Music Room. The ceiling was originally painted in a Renaissance style, but all that remains is the painting in the spaces of the archway, through which the room is accessed. Above the wainscoting of the Music Room, large tapestries depict Euterpe, the Muse of Music. All the tapestries in Grey Towers were provided by William Baumgarten and Co., Inc. of New York City. On each floor there is a balcony which rings the Great Hall, and tapestries line all of these spaces.

Upon completion, Grey Towers was one of the largest homes in the country, with forty rooms. The eclectic and grandiose style launched the career of the young Horace Trumbauer, who went on to design many other grand houses and buildings in the Philadelphia area.

William Welsh Harrison died in 1927, and in 1929 Beaver College purchased the estate from his widow. The castle currently houses the Offices of Admissions, Enrollment Management, and Financial Aid, and the Office of the President. The many vast bedrooms on the second and third floors are used as housing for students.

The castle, designated a National Historic Landmark in 1985, is much-loved by the students and staff of the University. There are many stories and myths surrounding the building and the Harrison family. According to legend, Mr. Harrison and his wife did not get along very well and eventually each lived in their own side of the house. Mr. Harrison was thought to have had



many affairs with different female servants. A popular story among students is that Mrs. Harrison, upon discovering that her husband was having an affair, took the servant into a room in one of the towers (one of the many sealed off and restricted) and beat her to death. To this day her blood stains cannot be removed from the floor. In one of the third-floor bedrooms, a mirror above the fireplace mantle had to be replaced because of a large crack. Yet, every time it is replaced it cracks soon after.

The castle is also rumored to have been built entirely without the use of nails, and there are apparently many secret passages behind the fireplaces, that Mr. Harrison used to conduct his affairs. In addition, there is a series of underground tunnels connecting the main house to the stables and other outbuildings.



Whitemarsh Hall, Formal Gardens - 1924

## Whitemarsh Hall

One website dedicated to Whitemarsh Hall calls it, "America's vanished Versailles". The opening lines read, "Old money had its claim to the main line, west of the city. New money found company in the northern Philadelphia suburbs where the palatial estates were, in a fashion, paid for by hats (Stetson), ice cream (Breyer), magazines (Curtis), and oil and transportation (Elkins). Each was more opulent than the previous, but none outdid Whitemarsh Hall".

In 1916, the Edward and Eva Stotesburys commissioned Horace Trumbauer to design Whitemarsh Hall on a hill outside in Springfield, Montgomery County. Stotesbury was a senior partner at the Drexel & Company banking house, an associate of J. P. Morgan, and one of the wealthiest men in America. He met Trumbauer in 1909 when the architect designed an addition for the Union League of Philadelphia at Fifteenth and Sansom Streets.



After the Stotesburys married in 1912, Eva, who quickly became Philadelphia's leading socialite, twice commissioned Trumbauer to renovate their townhouse at 1923 Walnut Street near Rittenhouse Square. Following the renovations at their townhouse, Eva oversaw the construction of Brooklands, a grand Trumbauer house in Eccleston, Maryland, for her daughter Louise and son-in-law Walter B. Brooks Jr. By the time Trumbauer completed Brooklands in 1915, the Stotesburys had outgrown their townhouse.

Over the next five years, the architect, his staff, and contractors erected an enormous U-shaped, Georgian style mansion set in Jacques Gréber's sweeping informal English and formal French gardens. With 50-foot limestone columns at the main entrance, the palatial mansion comprised 147 rooms totaling 100,000 square feet of space, including 28 bathrooms, three elevators, and separate apartments for guests. The ballroom alone was 64 feet in length. The building also included a gymnasium, a movie theatre, and even a refrigerating plant. The grand residence of six stories, with three stories above ground and three below, required a staff of 70 butlers, maids, cooks, valets, chauffeurs, and gardeners.

The mansion was lavishly decorated with statues, paintings, and tapestry Stotesbury had collected over the years under the guidance of the famous art dealer Joseph Duveen, a collection later displayed at the Philadelphia Museum of Art. The many elegant rooms were embellished by the best decorators from Paris. The furniture was purchased in France, the floors were lined with exquisite Oriental rugs, and the plumbing fixtures were plated in gold. Although contemporary observers as well as historians have disputed Whitemarsh Hall's total cost, it certainly topped \$3 million dollars, an incredible amount in 1921.

Visitors to Whitemarsh Hall motored past the massive entry gates down two miles of white gravel drive where they were welcomed into the mansion and assigned a servant and chauffeur. When automobile manufacturer Henry Ford, himself a wealthy man, visited, he proclaimed "it was a great experience to see how the rich live." For about nine years the mansion was the site of lavish balls and receptions.



Whitemarsh Ruins today (serianni.com).



The intensity of party life dropped after the depression in 1929, and fell even more after 1933 when the Stotesburys were openly criticized for enjoying a life of splendor while most of the country suffered the hardships of the Great Depression.

Whitemarsh Hall required a staff of 150 and in 1929, \$1 million for annual upkeep. As long as someone was willing to finance the house and gardens, Whitemarsh Hall was beautiful and its future was secure. But, as changes to Trumbauer's practice demonstrate, the rich had already begun to live differently by the 1920s. Although Trumbauer would continue to design great buildings until his death in 1938, he would no longer plan the sprawling country estates and elegant seaside palaces that had made him famous before World War I. Whitemarsh Hall marked not only the apex but also the end of the Gilded Age.

Edward T. Stotesbury also died in 1938 and Mrs. Stotesbury soon closed the house and moved to their estate in Palm Beech, Florida. During World War II she donated the two mile long, eight foot tall steel fence to the War Department to be turned into 18,000 guns. During much of the war the property was used for warehousing the bulk of New York's Metropolitan Museum of Art's treasures as it was feared that the Nazis would bombard Manhattan from U-boats. Eva Stotesbury had already put the property on the market after her husband's death, but there were no buyers. The property did not sell until 1943.

The mansion was sold for \$167,000 to the Pennwalt Chemical Corporation to make into a research laboratory. Twenty years later, in 1963, Pennwalt built a new research center in the King of Prussia area and moved out of Whitemarsh Hall. The property was abandoned and vandalized over the following years. Demolished in 1980, suburban homes were built on the site. Some small remnants of the huge gardens still exist today.



How frail man and what he leaves behind (serianni.com)  
~ Entry to Guest Book - October 21, 1998 ~

There is a fountain, several statues, pieces of low concrete fence and the concrete gazebo-like structure with stairs. It was part of the garden, facing the back of the home. The main



entrance which was one mile from the back of Whitemarsh Hall still remains. The gate house also remains on Douglas Road off Willow Grove Avenue.

### Valley Green Inn

Cresheim Creek empties into the Wissahickon Creek near the Valley Green Inn. The Valley Green Inn is built on land that was part of a several hundred acre tract purchased from William Penn in 1685. It had absentee owners in England and Ireland until 1791 when it was bought by the Livezey family who ran a large grist mill downstream.

Around 1850, Thomas Livezey rented approximately three acres of land on the Wissahickon Creek below and adjoining the stone arch bridge to Edward Rinker. Rinker was allowed to build a house and had the privilege of having boats on the stream to accommodate picnics. On January 2, 1852 he paid \$50 for two years' rent.

The Valley Green Hotel was built during 1850-51 at the same time as the Wissahickon Turnpike (today's Lincoln Drive) was being completed. The turnpike brought recreational visitors into the Valley by carriage and horseback to view the lovely scenery. Rinker may have first built a smaller dwelling and then soon after built the larger building he named the Valley Green Hotel.



The Valley Green Inn today

There followed a succession of innkeepers throughout the nineteenth century, all who no doubt served catfish, waffles, and chicken dinners; the popular fare of other establishments along the Wissahickon and Schuylkill banks.



In 1868, the newly created Fairmount Park Commission appropriated the creek and its banks, including the turnpike, and they improved the condition of the road and removed the toll gates. The Livezeys then sold the hotel to the Park in 1873.

In 1899, the chief engineer of Fairmount Park recommended the building be demolished; it was in disrepair and the Park did not have the funds to renovate. Fortunately the building was saved by a local committee, headed by Charles W. Henry, which raised \$1228 for the restoration.

In 1901, a committee of women, arranged by Lydia T. Morris, was given permission by the Park to manage the newly restored Valley Green Hotel. They served light refreshments and afternoon tea to riders, pedestrians and wintertime skaters. These women managed the popular Valley Green Hotel in this manner for many years. At this time, the restaurant became officially known as the Valley Green Inn.

In the mid-1930's, the Friends of the Wissahickon, a large group dedicated to the preservation of the Valley, became interested in the Inn. Under the leadership of the Friends and Park Commissioner, Samuel Fleisher, a new foundation, a new roof and timbers were added. The Inn was re-dedicated at a ceremonial dinner in 1937. The Inn has been under the joint care of the friends of the Wissahickon and the Park Commission ever since yet remains a privately run business.

Throughout the years, the Inn has been the focus of numerous paintings, postcards and writings, as well as the setting for many special occasions. T.A. Daily wrote in 1922 that, "The charm of Valley Green varies not only with the seasons, but with the day of the week and the hour of the day."

References:	
Cresheim Creek & Valley Area Mills	<a href="http://en.wikipedia.org/wiki/Cresheim_Creek">http://en.wikipedia.org/wiki/Cresheim_Creek</a> <a href="http://www.workshopoftheworld.com/chestnut_hill/chestnut_hill.html">http://www.workshopoftheworld.com/chestnut_hill/chestnut_hill.html</a>
Grey Towers	<a href="http://en.wikipedia.org/wiki/Grey_Towers_Castle">http://en.wikipedia.org/wiki/Grey_Towers_Castle</a>
Whitemarsh Hall	<a href="http://libwww.library.phila.gov/75th/whitemarsh.htm">http://libwww.library.phila.gov/75th/whitemarsh.htm</a> <a href="http://www.serianni.com/wh.htm">http://www.serianni.com/wh.htm</a> <a href="http://en.wikipedia.org/wiki/Whitemarsh_Hall">http://en.wikipedia.org/wiki/Whitemarsh_Hall</a>
Valley Green Inn	<a href="http://valleygreeninn.com/history.htm">http://valleygreeninn.com/history.htm</a>



## Appendix B

# SUMMARY OF PUBLIC MEETINGS



## Summary of Public Meetings

Four public meetings were held. Meetings were held to invite public comment in the analysis phase and before completion of the draft feasibility report. A total of four public meetings were held. Two were held in Springfield Township and two in Cheltenham Township.

Phase	Date	Township	Attendance
Analysis Phase	6/19/2006	Springfield	95
Analysis Phase	8/2/2007	Cheltenham	37
Recommendations Phase	9/24/2007	Cheltenham	101
Recommendations Phase	9/26/2007	Springfield	75

### June 19, 2006 Notes from Public Meeting No. 1

Members of the public were invited to a meeting at Springfield Senior High School the evening of Monday June 19, 2006. Approximately ninety-five local residents attended.

Project: CRESHEIM TRAIL PUBLIC MEETING  
 Date: 9/24/07 Meeting #: 1

Campbell Thomas & Co., 1504 South Street—Philadelphia PA 19146-1636  
 Tel: 215-945-1926—Fax: 215-945-8397—Email: ccompbellthomas@campbellthomas.com  
 Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (if not already given)	FAX # (if not already given)	EMAIL (if not already given)
1	Mike Goldberg 14 Ho	us Ln Flourtown	903 215 233	1420	goformike@verizon.net
2	Roger Steinfur	WMA BCPD	215-996-2400	215-996-9400	rstefur@netscape.net
3	Mary Schmitt	PTC	267-268-0608		
4	David Scheid	PTC	267-375-7443		davescheid@yahoo.com
5	John and Mary Johnson	Cobden	215-836-2024	215-836-7026	computer@worldnet.att.net
6	Mark DeSistano		215-233-1105		mdelest@pathlink.net
7	Mariti Road	PTC/AMC	215-887-0678		MARIT@ROAD.COM
8	Richard Terry	SLU	215-675-1536		RT@QUADRASH.COM
9	Raymond W. ...		215-672-5196		RAY.TOMAR@NET
10	James Lauff	PPA/FPP	215-879-9157	215-879-9157	Friends@PhilliePark.com
11	Nanette Coleman	Cobden Rd	215-233-1367		lafemme.de.cole@comcast.net
12	James Coleman	Cobden Rd	" "	" "	" "
13	Anthony Milgarden	Chas Diamond	215-576-7638	215-576-1117	Amc@idrc@aol.com
14	Robert Hill	Newbold Lane	215-492-0106	215-492-2065	Jeffrey@CresheimTrail.com
15	Michael ...	Wilmington Ave	215-836-2830		metor@comcast.net
16	...				
17	...	William Avenue Ave	215-836-1476		
18	...	Autham Rd Flourtown	215-233-0220		coff.rose@gmail.com
19	Jo Ann Jablon		215-233-1125		jojablon@yahoo.com
20	Daniel Smith		215-248-6514		gdsg@comcast.net

Sample sign-in sheet for public meetings.

Information gathered during the inventory phase of the project and a preliminary trail alignment were displayed. Representatives of the consulting team and members of the Project Committee were on hand to provide explanations of the displays and answered questions about their contents.



**The following ideas emerged:**

Givens

1. Connection to Forbidden Drive
2. Expanded / improved playground for smaller children
3. Replacement of arboretum trees, with comparable species

**Collective ideas:**

1. Provide adequate signage and wayfinding information
2. Provide connection to Chestnut Hill and Mount Airy business districts
3. Provide connection to Glenside
4. Provide connection to Fort Washington State Park
5. Provide for horses and carriages, natural look and feel, no blacktop.
6. Provide a smooth surface suitable for bicycles
7. Provide exercise stations
8. Connect to Springfield library and municipal complex
9. Connect to Mt Airy at Anderson Street
10. Connect to Chestnut Hill Friends Meeting on Mermaid Lane
11. Replace the connection to Fort Washington State Park that was destroyed by the Route 309 improvements.
12. "New construction and roadways (Rte 309) and housing is discouraging walking and biking. A community that is not walkable is NOT a community."
13. Provide a connection to Oreland Train Station
14. Connect to Stenton Avenue
15. Provide a trail along west side of Mount Saint Joseph's.
16. Provide connections to public transportation with bike racks.
17. Connect to shopping at Flourtown and Wyndmore
18. Connect to bus route in Erdenheim
19. Anticipate cross-county use. Connection to Tacony and Elkins Park
20. Provide lighting for 24 hour to promote 24 hour use
21. Connect to Mermaid Park
22. Connect to Springfield High School



**Concerns expressed by residents**

- 23. Concern about wildlife encroaching on domestic areas, deer ticks
- 24. Increased volume of outsiders
- 25. Crime, trespassing, trash
- 26. Increase in property owner responsibility
- 27. Increased noise
- 28. Degraded quality of natural areas
- 29. Need to control off-road motorized vehicles
- 30. No temporary trail on Cobden
- 31. No formal presentation at workshop\
- 32. Flooding from trail runoff
- 33. Parking on residential streets
- 34. Increased traffic on West Wissahickon Avenue

**August 2, 2006 Notes from meeting with Laverock Neighbors**

Cheltenham Township arranged this meeting with the Laverock Neighbors. The meeting was held at Glenside Hall. The meeting was called to order at approximately 7:30 p.m. by Dave Kraynik, Township Manager. Paul R. Greenwald, Ward 2 Commissioner, was present, as well as Bryan Havir, Assistant Township Manager. Rob Ryan attended representing the Friends of Cresheim Trail. Approximately 50 citizens were present.

**Givens**

- 1. Nothing will be decided by the consultants without additional public input. There will be a second public meeting once a draft report has been prepared. Laverock citizens will be advised in advance of this meeting.
- 2. Many people in the Laverock community do not want to see Cobden Road designated as a temporary alternate route. The temporary alternate route on Cobden Road has been removed from the trail map. The current trail maps is dated August 2, 2006.

**Collective ideas**

- 1. The County should consider the ideas of the Cheltenham Township Commissioners in determining whether to proceed with the trail.
- 2. Consider as an alternate at this time to the PECO right-of-way through Laverock, following Waverley Road and passing under Route 309.
- 3. Concerns expressed by some residents



4. Crime and loss of privacy
5. Littering
6. Would construction of the trail help to solve drainage and vegetation management problems in the PECO right-of-way.
7. Neighbors don't want to see a trail head at the Cobden Road crossing. How would parking be controlled?
8. Appearance and location of sanitary facilities
9. Parking and cutting through yards.
10. Will Laverock's residents be equitably represented in the decision making process?
11. Impact on property values.
12. Liability to adjacent property owners.
13. Maintenance of fencing.
14. Additional costs to citizens of Cheltenham for construction and maintenance.
15. Will eminent domain be employed to take people's homes?
  
16. Land values will decline, if the area becomes less private.
17. Short dumping.
18. Will the trail be open at night?
19. Can Laverock residents participate on the steering committee?
20. Is a pedestrian bridge over Route 309 feasible? If not, will temporary alternates become permanent?



## September 24<sup>th</sup>, 2007 - Summary of Responses to Questionnaire at Public Meeting:

### Givens

1. Connection to Forbidden Drive
2. Connection to Ft. Washington State Park

### Collective ideas –

#### Items Wanted - Comments in favor

1. I ride Kelly drive into Center City. I put my bike on my car rack to get there. I live in Mt. Airy, and would definitely use the trail to get to Philadelphia. Would like to see dedicated right-of-ways and hills that are not too steep.
2. Use Schuylkill River Trail, Wissahickon, (Pennypack) and Perkiomen Trail. (The proposed trail) would make a great looped trail with the Wissahickon/Forbidden Drive.
3. Signage is extremely important - to denote directions to closest streets; distances and community/neighborhoods. When people are on the trail they don't have a good perspective of where they are; also trail rules; access to bathrooms; food and/or emergency services.
4. Great idea to connect trails to one another; gives the public a very positive involvement in their community and encourages recreation and health.
5. I use Schuylkill Trail, Forbidden Drive. This trail would be a terrific addition to the community. I sincerely hope it will be approved and built.
6. I complement the Cresheim trail committee for their hard work in developing this plan. I feel most of the concerns have been addressed. I appreciate the effort gone to, and I agree with the plans as stated at tonight's presentation.

**Cresheim Trail -Bicycle and Pedestrian Path Feasibility Study**  
**Draft Plan Public Workshops - Questionnaire**  
 September 24<sup>th</sup> and 26th, 2007

Welcome to the Draft Plan Public Workshop. To assist the project team in understanding your personal needs, concerns, ideas, and other thoughts about this study of a possible route for the proposed Cresheim Trail, we ask you to please provide your comments by answering the following questionnaire. Also use the map provided to mark your comments and answers. A member of the project team will be glad to assist you.

- 1- *Do you now use bike trails/sidewalks now?* Please highlight the routes that you use in the study area
- 2- *Would you use, or would like to use the proposed Cresheim Trail, and connecting trails?* Please mark any routes you would want to use on foot, bicycle, horse or roller blades. If there are trails or sidewalks that you would like to see built, but that don't appear on this draft plan, please mark them on the map, along with a brief description.
- 3- *What would you like to see included in this trail study?* What do you think would make the trail system most user-friendly, safe, beautiful, and convenient?
- 4- *Any other comments.* Please use the space below, the back of this paper and the map handout for all of your comments, as necessary.

① Yes Schuylkill River trail, Wissahickon, (Pennypack) Perkiomen Trail

② Yes - It would make a great looped trail with the Wissahickon/Forbidden Drive.

③ Signage is extremely important - To denote directions (to closest street), distances & community/neighborhood. Also people on the trail they don't have a perspective of where they are. Also trail rules, access to bathrooms, food & emergency services.

④ Great idea to connect trails to one another. Gives the public a very positive involvement in their community & encourages recreation & health.

Please use the back of this paper if needed.  
 This Study is funded by a grant from PA Department of Conservation and Natural Resources, and numerous other private and public matching funds.  
 g:\new-cresheim\draft plan workshop handout 2007-09-24 and 26.doc

Sample Questionnaire – Glenside Public Meeting – 09-24 & 26- 2007



7. Yes, (I use) forbidden Drive plus others around the city. Yes, (I would use the proposed CT) for biking. Please provide the usual posted maps with mileage points -perhaps local bike shops noted on maps. Prefer paved path.
8. I am excited by the possibility of this trail. I bike in Wissahickon Forbidden Drive and occasionally on the Schuylkill Trail. Would use proposed trail.
9. It sounds great. People who are against it don't understand it.
10. The proposed trail would be an advantage to avoid driving. I take my bike via auto from Laverock to Valley Green to ride or walk.
11. I am in favor of building the trail. I would hope the concerns of the trail antagonists can be addressed.
12. I favor easy access to nature trail, exercise area, enhanced neighborhood feature/investment.
13. Yes, I use Valley Green's Forbidden Drive, Kelly Drive, trail to Valley Forge. Yes I would use Proposed CT. Would like to see well marked, nicely paved, beautifully landscaped.
14. I would love to see a paved trail connecting Laverock with Valley Green and the Wissahickon all the way to Kelly Drive. Also connecting Laverock with Green areas further north and west. I would utilize the trail myself, and believe it would improve the value of Laverock properties.
15. Will there be: additional parking; bike racks; access to restrooms; call boxes for emergencies; access to refreshments; bike trail rangers patrolling the path?
16. What is the completion date? What is the sequence of completion by segment? How will this be funded?
17. Report should be finished in 6 weeks and posted for review.
18. As a member of the Phil. Trail Club and resident of Mt. Airy, I am very excited about the trail and view it as a very positive development for the communities near the trail. I hike frequently in Fairmount Park, Ft. Washington Park and the Green Ribbon trail. I would use the Cresheim Trail on a weekly basis.
19. Would like to see included trail kiosks; water coolers with cups and trash can; dedicated road crossings; under/overpass; fencing where the trail is close to private backyards; different types of surfaces; nature walk sections for pedestrians only; good signage; when can you get this done?
20. This enhances the attractiveness of communities near the trail. Exercise is beneficial to our health... It fosters appreciation of nature by bringing people outdoors; can be used as a way of travel without using motor vehicles.



21. As a long time hiker, I feel safer on a trail than anywhere else; I don't think muggers look at trails as a place to accost people.
22. Vary the surfaces so hikers are not on miles of finished surfaces. Current trails are used by the Philadelphia Trail Club. The extended C.T. would be a welcome alternative. Trails need to be clearly marked and side trails blazed.
23. Need access to facilities. What plans do you have to control the speed of cyclists?
24. I take Forbidden Drive from Valley Green into Center City. I must take Willow Grove Avenue from Cheltenham Township to reach Valley Green. It is dangerous to ride on parts of Willow Grove. I would use the trail and take it to Forbidden Drive on bike, also to walk our dog and let our children ride since we don't have sidewalks in our neighborhood. I envision these trails as safe routes to schools and high schools when our children are old enough to attend.
25. I would like to see how the Cheltenham Bike Path Master Plan would interface with the trail. Would Willow Grove and Waverly get traffic-calming technology so access to the trail at these roads would be safer?
26. Yes, I live near Stenton & Mermaid and ride for recreation, exercise, visits w/friends and for errands/shopping. I frequently ride down to Valley Green., the Canoe Club and Northwestern avenue. Also enjoy the Green Ribbon Trail and the new Wissahickon Trail from Flourtown to Ft. Washington Park. I appreciate the safety of riding on the trail as opposed to the intense traffic.
27. All these trails are beautiful and relaxing - I enjoy walks on these trails but my favorite is cross-country skiing when there is snow. I would love the proposed trail as it would be safer for my family and myself to enjoy and get off the roads.
28. I like the way the Park Trail links parking and toilet facilities, and places for water and snacks.
29. I'd love to be able to use the trail to go to the Springfield Library. I'd be glad to support on going development.
30. I would use the proposed CT because I use a similar route from my house to Springfield to Center City and Bala Cynwyd. The trail study should take paving into account because that is more durable and multipurpose. We should build as many bike trails as possible. It is time to be forward thinking.
31. I have been biking for many years, including commuting to work, and from home to downtown Philly. I have travelled many cities in many countries and many of them use trails, routes and roads to accommodate bikers. It is time for our communities to think and



develop bike trails that are well made, well maintained and convenient. Let's get going so people can start using them.

32. Absolutely would use a new trail. A safe corridor from Wissahickon Avenue to Stenton along Stenton Avenue to Valley Green avenue trailhead would be great.
33. Have hiked almost all of the proposed route. Yes, would use all of the proposed trail for bike and hike. Signage is important. Access points, locator maps; maintain cleanliness; prevent industrial sites along Ivy Hill Road from more dumping; provide a path along the creek between the FWSP Day Use area and the old RR bridge; connect Northwestern Avenue/Stenton and Valley Green/Stenton-Green Ribbon Trail; where possible preserve old buildings.
34. There will be lots of NIMBY's. Are there any documented incidents of vandalism/crime along any of the rail to trails developments? Local? State? National?
35. Yes, I use all public trails including newly opened Green Ribbon section in Ft. Washington Park. Yes I would use all of the proposed route and any feasible extensions or branches, primarily on bicycle. The grade and alignment should be as straight and level as possible, similar to the Schuylkill and Perkiomen trails - good alignment is safer particularly with heavy multipurpose use, and is much more conducive to utility use such as commuting and practical transportation. Natural trail usage can be accomplished by preserving natural features and with side trails.
36. Preserve as much as is practical, of the historic and natural features - do not destroy historic features as was done in the floodplain area of Green Ribbon Trail, Valley Green Rd to Militia Hill Park. I would be interested in contributing time to make this project work.
37. Ensure there is adequate parking for the estimated traffic on the trail, daily users by vehicle vs. # of parking spaces. Signs indicating where there is nearest available parking lot; also signs saying parking not permitted on streets for trail use.
38. I have used some trails: Forbidden Drive, Perkiomen to Valley Forge, Art Museum to suburb rides; would use them more with safe connecting trails like the one proposed. Probably need a traffic light at Willow Grove Avenue and Rt. 309.
39. I would use the C.T. between Laverock and Chestnut Hill and between Laverock and Ft. Washington and beyond (also to Arcadia University).
40. I would use foot/bike access to Forbidden Drive from Hillcrest.
41. Safety at major road crossing: Willow Grove Av.; Paper Mill Road; Haws Lane; Bethlehem Pike. Who controls the construction of the pedestrian bridge over Rt. 309? Will the entire trail be postponed until that bridge is complete? Are there phased openings?



42. I live here. (indicated on map). Would love to use many segments. I am 58 years old. Hope it gets done when I could get out and enjoy it. The trolley car ice cream stop! FYI- the 77-Rt bus also comes along Easton/Cheltenham Ave./Willow grove Ave./ Stenton Ave.

**Items Not Wanted - Comments not in favor**

1. No. It's a big waste of money and it goes to no where. No one is going to walk next to a highway. What's the point of having a trail going through a school campus?
2. No trail, period!!
3. My concern is about increased parking and traffic on residential streets near the trails. Why is it assumed trail users will absolutely park near the posted parking signs?
4. Does the trail have anything to do with the land development going on parallel to Church road (route 73)?
5. Who are the friends of the Cresheim Valley Trail? Are they residents of Montgomery County?
6. Who will maintain and up keep the trail? Will it infringe too much on homeowners? Wildlife displacement is a concern.
7. I do not use bike trail. I am not interested in using a bike trail. Would like to see included in trail study: success or lack there of for other trails; tax impact (property and income); homeowners insurance liability; benefit to Laverock residents; where is funding sources; who is paying for this study; plans for policing trail; plan for restricting entrance/use at off times; construction impact on residents.
8. What is the connection between cancer and power lines? Where are the studies regarding this site? Why not place the question on the lection ballot in November 2007?
9. If there is to be fencing on either side of this trail, where will the breaks/gates occur? What is this fencing going to be made of? How high will it be? Will there be a riding trail behind our house? Are horses going to be permitted?
10. How do you propose to finance and maintain this trail? By raising our taxes - which are already high?
11. What security patrols will be provided from dawn to dusk? A trail will invite bike races. How will this impact residents? Once the funding sources have been exhausted, how likely will there be an increase in taxes?
12. How will outside automobiles be discouraged from using the trail?



13. Negative: increased traffic/parking near trailheads; ongoing expense of maintenance/upkeep.
14. I am opposed to the project. I would like for Laverock to remain a quiet residential community. The trail will cause the influx of much activity.
15. Parking? Toileting? Supervision? Rangers? Times? Money to pay? Noise-screaming? How will you clean feces from dog walkers? etc.
16. No. The point at which the trail crosses Willow Grove Ave and runs along Rt. 309 is within 10 feet of our house. See section A-8. Who opens and closes gates? Who pays these people? What do police feel about patrolling additional area? How is dawn to dusk patrolled?
17. I use hillcrest flanked by church rd and Cheltenham Ave. do not want the trail near hill Crest Avenue because it would compromise privacy and create parking problems and forms of pollution (noise, trash, bright lights along proposed trail)
18. Worried about LaSalle High School development - presently students disrespect houses in area by walking on lawns and crowding streets. As a courtesy, LaSalle HS will not allow residents to use their track; albeit their students are allowed to park all over Cobden Road and trample over lawns.
19. I do have one concern as a Laverock neighbor: that no parking be permitted along Cobden road where the trail crosses, to avoid additional vehicular traffic in the neighborhood to access path. Also concerned for security and maintenance of trail. How will this be managed and funded?
20. Who pays safety, patrols, and upkeep? What kind of paving - gravel-dirt-paving? Tax increase? Snow removal? Power lines (danger)?
21. Major concern is parking at entrances to trail not be in residential areas of impact residential streets.
22. Yes. Valley green from Springfield - I don't see the benefit.
23. Waste of money! Who would use it? I never use bike trails/sidewalks and don't know anyone that does. I would never use the trail. Pointless. Horrible idea!!!
24. No trail!! ☹
25. What is paving made of? Are sustainable plants being used as a buffer to homes on Hillcrest Road, Cobden Road, etc. so there is natural privacy established and not just paths with grass? Will there be police monitoring and bike cops patrolling the area?
26. I assume no garish portable toilets (port-a-potty) installed along the trail. Also no harsh lighting behind residential housing.



27. My property is adjacent to the proposed trail for approx 200 feet. What sort of public lavatories do you proposed for th4 trail? Trash receptacles? Where would these be placed? A tunnel or over the street Cobden Road crossing at Hillcrest in Laverock? Traffic signals? How wide would the tail be through Laverock? Insect and animal control? Emergency call boxes? Trash removal? Trail surface made of? Clearance of adjacent shrubs, foliage, weeds, trees, etc.?
28. Posted rules of use that is acceptable to contiguous properties. Limited access at entrance points only; emergency call boxes; trash control and removal; damage insurance for contiguous property owners; restrictions to walkers, joggers bicyclists; no motorized vehicles; prohibit use from dusk to dawn ("at won risk"); safe street crossing; access points only where there is ample parking that does not infringe on residential use; consider stairs access points with bridges where trail can be depressed.
- 



Officials and residents analyzed the map displays at the public meeting of 9-26-07



## September 26, 2007 Notes from Public Meeting No. 2

### Givens

1. Connection to Forbidden Drive
2. Connection to Ft. Washington State Park

### Collective ideas –

#### Items Wanted - Comments in favor

1. Philadelphia and Montgomery Counties could be more porous; we are one - Delaware Valley. We frequently bike, walk; make this trail happen. We would use all these new trails. Plan to try to avoid contested areas.
2. Big fences.
3. Use these trails all the time. These trails would be heavily utilized. I could use it to commute to Philadelphia from home.
4. Build it fast. Don't take forever to build it; property taxes will only go up; people are getting heavier, kids are spending less time outdoors in Springfield Township.
5. Yes, I use Green Ribbon Trail and Forbidden Drive and roads to get from H.S. to Green Ribbon Trail. I would use all these trails. Add trail to library, market, Flourtown Commons. Include map signs.
6. It is important to explain feasibility to opponents; just tell them what has made opponents at other trails happy: fence, hedges, gate, \$payment, increased property value
7. I use trails in the Wissahickon but currently drive to them because I am concerned about safety of biking on the streets. I would use the trail to connect from Mermaid Park to Valley Green and also to ride to friend's in other parts of Springfield Township. Please use solar generated lights.
8. I think this is important to pursue to help Springfield Township. Residents of all ages hike walk, bike and create more of a feeling of community.
9. I don't use them now. I will use them. Please clear/add to Emlen street sidewalk to make trail connection. Please include conveniently located rest stop facilities.
10. Yes I use them now. Yes I would use Cresheim Trail. I do not want to see stop signs put on highways slowing traffic down for trail crossings. Need underpass or bridge over Paper Mill and Willow Grove Avenue; Cheltenham and Stenton.



11. Yes, I frequently use and would use Forbidden drive and single-track trails; Schuylkill River, Perkiomen and green ribbon trail for biking, hiking and dog walking. Cresheim trail would provide a safer route for me to access valley green. Now I ride on Mermaid Lane. My children would be able to ride bikes to school in Springfield Township.
12. (Please provide) attractive signage, native plantings/landscaping, benches in both sun and shaded areas, occasional attractive trash cans; dog poop bag dispensers.
13. It is the most wonderful community improvement project for this area since the playground at Jenks 10 years ago.
14. What is holding up finishing the trail? I understand the money to complete the Green Ribbon Trail has been approved by the county; this can be done regardless of the Cresheim Trail outcome.
15. The Wissahickon section is unsafe now.
16. The trail will not be trail if there is no way for a horse. There should be some trail to the area where the Agriculture Property is - it would be a lovely ride. I used to be able to ride from Valley green, now I cannot.
17. The railroad bed was public domain - it should be used for transportation.
18. Traffic in this area is very congested; to get anywhere to take your life in your hands.
19. This is not going to be on private property. It is public property and electric co property.
20. I use Forbidden Drive, Green Ribbon and Manayunk trails. I would use proposed trails, would live to see Cresheim built; access it at Haws and 309.
21. How will trail cross busy streets: Paper Mill, Stenton, Cheltenham?
22. Would like to see Plymouth Branch of Reading RR be developed - there have been houses built & 309 underpass has been filled in.
23. Although residents adjacent to trail may have objections, the trail would be an improvement to the quality of life for the majority of the township residents.
24. I use Forbidden drive 2-5 times a week. I would use extended trail system. It needs a clear maintenance and security plan with responsibilities clearly delineated.
25. Attractive markers and directional signage to include environmental education.
26. I use Schuylkill trail, Forbidden Drive, Willow Grove, Montgomery. I would use access to Ft Washington state park.
27. Provide access which avoids steep climb out of "bowl" between Willow Grove and Paper Mill; access via LaSalle HS for Wynwood homes.
28. Yes, we use forbidden drive, but have to bike 2 miles on road to get there. Yes, we would use proposed C.T.; we are at Haws Lane; would prefer non-paved surface. Bridge over paper mill sounds great if feasible.



29. Use Wissahickon, Schuylkill, cross county, Perkiomen trail. I would use C.T. to access Forbidden Drive and avoid vehicular traffic on Mermaid Lane. Would connect to Schuylkill for biking, running, walking.
30. (Provide) plenty of access points; a few nice benches; I strongly support this project - it will enhance the quality of living in a great area.

**Items Not Wanted - Comments not in favor**

1. I use sidewalks, not trails. This will run exactly adjacent to my back yard. Strangers will be looking in my yard and windows - complete loss of privacy. Will you pay for my court fees when I am sued? Put money into fixing Bethlehem pike.
2. Please use money for things that matter: education, homeless people, prevention of crime/more police, jobs, enticing businesses, health care, etc.
3. Will my taxes increase?
4. I refuse to pay for things that don't matter. This trail is a perfect breeding ground for crime.
5. What about cancer from electrical wires?
6. I've been told that the RR trail off hillcrest had been sprayed w/poison - I this true?
7. The proposed trail will run through my back yard on my property. My two children play there and my wife sunbathes there. There are 52 homes directly along the planned trail, all on private property. Do not want to take private property from 52 homeowners.
8. I bought my property because it was on a quite loop street. Do not want strangers walking through, staring and talking to our children.
9. It looks bad for Springfield township, with all the negative residents. Very bad. No additional crime - did not say this.
10. The crime potential in an area like Flourtown is immense, despite the assurances that in Schuylkill Trail and Perkiomen trail there are no problems.
11. Flourtown is less than 3 miles from Philadelphia; if I were a burglar, I would salivate at the opportunity afforded by the proposed trail.
12. The creation of the trail will also result in the destruction of acres and acres of natural habitat for animals and birds.
13. What has been done about the flood plain areas? Will crushed stone be permitted?
14. Everyone in township must be included to approve plans - I would like to be consulted as to whether I want this on my property - the feasibility study has skipped over the homeowners.
15. I do not need a trail in my back yard; can't put my grandchildren out there for fear of their safety. Who wants these trails with the trash, dog mess, etc.? Why don't you take a good look at Bethlehem Pike?



16. Will pets be allowed? Who will clean up after them? Owners clean up only when watched by others.
  17. Too close to schools. Should not have people on school property during school hours. The HS track is not open to public, why should trail be?
  18. How will this increase property values?
  19. I don't think the idea of this trail is favorable. It will interrupt people's lives. It will take away their privacy. The promoters are not being realistic about homeowner's safety.
  20. Will medical issues related to cancer be addressed? Who do we contact regarding medical bills? What about youth death due to climbing the power towers?
  21. Why, for 4.5 miles do we have to disrupt our present lives?
  22. 2 million cost? Money? Build community - third place.
  23. Who pays for trails police protection on trails? Talk to affected homeowners about privacy and safety of community.
  24. I am concerned about safety for myself and my property; traffic through my area; increase in taxes; on ballot for a vote; police protection available on trail, day and night.
  25. Not in favor of trail close to private residences; concerned about my peace and harmony affected by cycling and joggers through our area; exposure to potential crime, trash, traffic.
  26. Old Reading RR runs behind my house. Have lived there for 43 years. Don't want trail 30ft from my second story windows. I regard this as an invasion of my privacy and no pressure from any group will change my mind.
- 



Both public meetings of September 2007 well attended by local residents





Sample Questionnaire – Page 2

4. If pedestrian walking and biking access were improved, would you, or your household or business be more inclined to use the new Trail?

- Yes No

5. If a pedestrian walking and biking access were improved, would you use your car less often?

- Yes No Not sure

6. If community connections or links were improved, in which activities would you or your household or business participate?

- Bike or walk to public transportation Cross country ski
Bike or walk to work Nature walks
Run or jog Horseback ride
Bike, hike, or walk recreationally other

7. From the following list of activities within your community, please check those path connections or links that you think are adequate, should be increased, or should be improved:

Table with 5 columns: Connection/Street/Road Activities, Adequate, Should be increased, Should be improved, No opinion. Rows include Walking paths, Jogging/fitness, Hiking connections to adjacent regional trails, Horseback riding, Bicycle paths, Mountain bike paths, Greenways (unpaved trails), Wildlife corridors, Neighborhoods to schools, Neighborhoods to religious services, Neighborhoods to public transportation, Neighborhoods to major business or retail centers.

8. Check off what features or connections are of the most interest and/or importance to you?

- Natural areas Parks
Rivers and streams Cemeteries
Library or other community places Shopping centers
Religious services or schools Visiting neighbors and other people
Transportation centers/stops Recreation areas/centers
Towns centers Schools and Colleges
other



Sample Questionnaire – Page 3

9. In regard to a path or trail, please indicate whether you would recommend *encouraging* or *discouraging* each of the following activities:

<u>Activity</u>	<u>Encourage</u>	<u>Neutral</u>	<u>Discourage</u>
Develop a pedestrian walking or biking network in and near your community (like the one along the Schuylkill River and Perkiomen Cr)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve walking or biking access to shopping centers and retail development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promote more secure bike racks at public transportation, shopping areas, and other destinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promote tourism in your community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve inter-municipal biking and walking connections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Develop links to the larger county-wide bike and hiking trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preserve undeveloped land along natural corridors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promote more access to natural resources-based recreational opportunities (Wissahickon, State Parks, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preserve our historic resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preserve our scenic character	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protect our wildlife habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strengthen municipal ordinances to preserve contiguous forested land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase walking and biking opportunities to travel throughout your community in a safe and interesting manner	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. What concerns/ issues might you have if more pedestrian biking and walking path connections were to be created in your community?

- Access to the trails or paths
- Increased volume of outsiders
- Increased volume of bicycle/pedestrian traffic
- Safety/risk of accidents
- More crime
- Trespassing
- More trash
- Degraded quality of the natural areas
- Land erosion
- Noise
- Increase in property owner responsibility
- other \_\_\_\_\_



Sample Questionnaire – Page 4

11. Would you be willing to financially support capital improvements to increase access and recreational opportunities throughout your community?

- Increase taxes  Yes  No
- Permits and/or user fees  Yes  No

12. Please check off one box indicating your level of interest in following the progress of the *Cresheim Trail Feasibility Study*.

- 1 great interest - want to attend and participate in all public meetings, receive written updates
- 2 some interest – would like to attend some meetings and possibly receives written updates
- 3 interested – would only like to receive written updates
- 4 somewhat interested- only interested in knowing if it affects my property or neighborhood
- 5 no interest

13. Please list your major destination points within your community and adjacent areas, and the corridor(s) or route(s) you currently travel, or would like to travel.

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14. Do you have any additional comments regarding the future of a local and regional bike and pedestrian path system?

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15. Do you want to be placed on our mailing or emailing list for updates and public meeting notices regarding the Cresheim Trail Feasibility Study?

- Yes  No

16. If yes, what is your name, mailing address, and email address?

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**Please fill this out return this survey questionnaire at one of the Study’s Public Workshops, or mail to Cresheim Trail Feasibility Study, c/o Campbell Thomas & Co., 1504 South Street, Philadelphia PA 19146-1636. Thank you!**



## Appendix C

### OPINION OF PROBABLE COST



**1. Opinion of Probable Costs by phase - Summary.**

<b>Phase 1</b>	<b>\$536,788.00</b>	<b>1.8 miles approx.</b>
<b>Phase 2</b>	<b>\$329,288.00</b>	<b>0.7 miles approx.</b>
<b>Phase 3</b>	<b>\$1,235,560.00</b>	<b>2.2 miles approx.</b>
<b>Phase 4</b>	<b>\$4,805,934.00</b>	<b>3.1 miles approx.</b>
<b>TOTALS</b>	<b>\$6,907,570.00</b>	<b>7.8 miles approx.</b>

Comprehensive Trails Costs – by phase

**2. Construction phasing is recommended as follows:**

**Phase I – Links to the Wissahickon Creek Trails:**

This phase consists of two segments of trail, both linked to existing trails along the Wissahickon Creek. One segment would extend from Valley Green on park trails to the abandoned railbed, and then on the railbed up to Stenton Avenue. This segment seems to have little controversy, and would extend the Wissahickon Trail system to neighborhoods in Chestnut Hill and Mt. Airy. The other segment would extend the trail which currently crosses Wissahickon Creek in Fort Washington State Park out to Bethlehem Pike, giving access to commercial areas in Flourtown, and park and trail access to the adjacent neighborhoods.

**Phase 2 – Spur trail to Arcadia University:**

This trail segment would link the campuses of Westminster Theological Seminary and Arcadia University to the sidewalk system taking people into the center of Glenside. Here again, few residences are affected, and little opposition would be expected. In Phase 4, this segment will link to the main trail.

**Phase 3 - Bethlehem Pike to Paper Mill Road:**

This segment is currently the subject of considerable community concern. However, its construction would be fairly easy as no major structures would be required. This phase would extend the access to the Wissahickon to numerous communities in Springfield Township, while providing safe-off-road access to the Springfield Township school complex between Haws Avenue and Paper Mill Road.

**Phase 4 - Paper Mill Road to Stenton Avenue:**

This final segment presents some of the greater topographic challenges to trail construction, and in turn requires the larger portion of funding. Bridges will be needed across Paper Mill Road and Route 309, as well as underpasses at both Cheltenham Avenue and Stenton Avenue. In addition, environmental concerns will need to be addressed in the old industrial area between Cheltenham Avenue and Stenton Avenue. There is also considerable community concern in this section which will need to be addressed during design and construction.











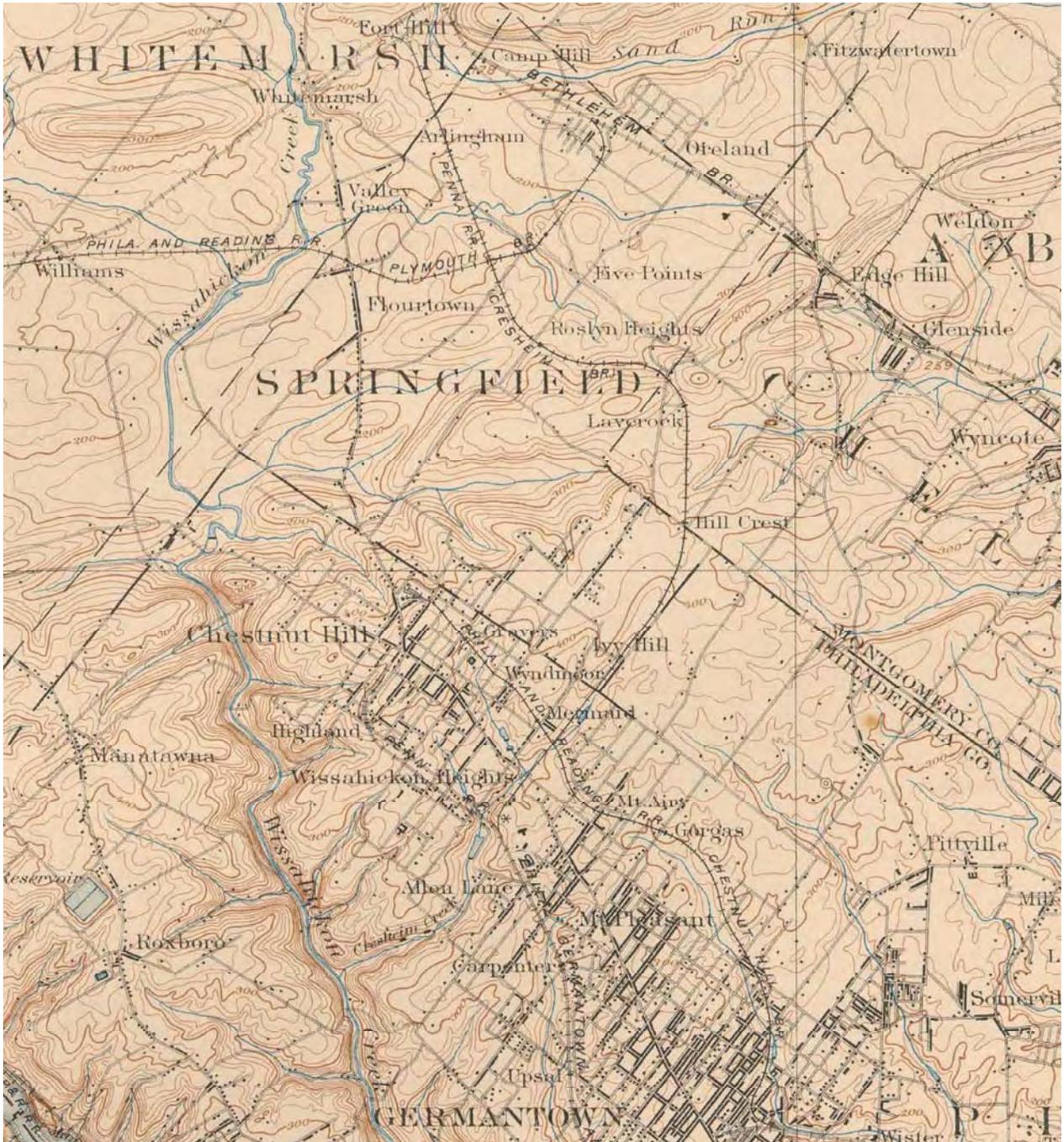
## Appendix D

# ENVIRONMENTAL REVIEW



# Environmental Review

During the course of field work for this study, the project team reviewed the three corridors for visual evidence of environmental limitations to trail development. In addition, the team consulted maps of the project area dating back to 1897, as well as historic photographs of the three corridors to assess evidence of former uses.



The Study Area in 1899



In sum, this preliminary review did not reveal any reason not to pursue construction of the Trail, although there are areas which will likely need remediation. Here are the observed environmental conditions for each section of the proposed trail corridor, going from Valley Green to Fort Washington State Park:

**Valley Green Inn to the Cresheim Branch Railroad Bed in Fairmount Park**

This section, which will be composed of one of trails outlined in the Sustainable Trails Plan, lies entirely within the Wissahickon and Cresheim Valley sections of Fairmount Park. This area has been parkland for over a century, and no negative environmental conditions have been observed.

**Cresheim Branch Railroad Bed from Fairmount Park to Route 309**

This rail bed has three major segments with division points at Stenton Avenue and Cheltenham Avenue. The railroad here was electrified, so future research may locate some contamination, but no stressed vegetation was observed.

From the link with Fairmount park up to Stenton Avenue no negative environmental conditions have been observed. This first segment abuts the Cresheim Valley section of Fairmount Park, and passes through woodland for its entire length. There was a siding just south of Germantown Avenue for coal deliveries to the former St. Martins Coal Company.

From Stenton Avenue to Cheltenham Avenue, much industry was developed in the first decade of the 20<sup>th</sup> century. Prior to that time, the area was composed of farmland and suburban estates (see the 1899 USGS map above). With the development of Arch T. Flower Steel and other industries, and other industries much dumping appears to have occurred up to the present day. Much of the railroad was in a cut, which has been filled in with dumped materials in many locations. There are bare spots of soil in some area, either due to the lack of organic material in the fill, or some pollution. Clearly, environmental testing will need to be performed in this section during detailed design of the trail. From Cheltenham Avenue up to Route 309 the rail bed passes through a largely residential area.



The Cresheim Branch in 1931 at the Reading RR Bridge



Looking south from Stenton Avenue in 1950



The right-of-way is moved and is actually quite attractive. The original railroad grade has been modified in some area by filling, but vegetation appears healthy, and no negative environmental conditions have been observed.

**Spur from Westminster Theological Seminary to Arcadia University.**

The major institutions along this spur segment of the proposed trail were developed from large country estates. Their principal buildings were the manor houses of the estates. The vegetation appears healthy, and the review of old maps shows no industrial activity. No negative environmental conditions have been observed in this segment.

**PECO Energy Power Line from Westminster Theological Seminary to west of Haws Avenue**

This segment parallels Route 309, and utilizes a corridor consisting of electric company service roads and the Springfield Township school grounds. No stressed vegetation or negative environmental conditions have been observed in this segment.

**Former Reading Plymouth Branch Rail bed from Route 309 to Fort Washington State Park**

Much of this segment of rail bed is already informally in use as a local trail. This former rail line was not electrified, and passed through a mostly agrarian, and then suburban landscape. There was rail service to industries on the west side of Bethlehem Pike, and this section should be examined in more detail during the design phase.

**Resources Attached:**

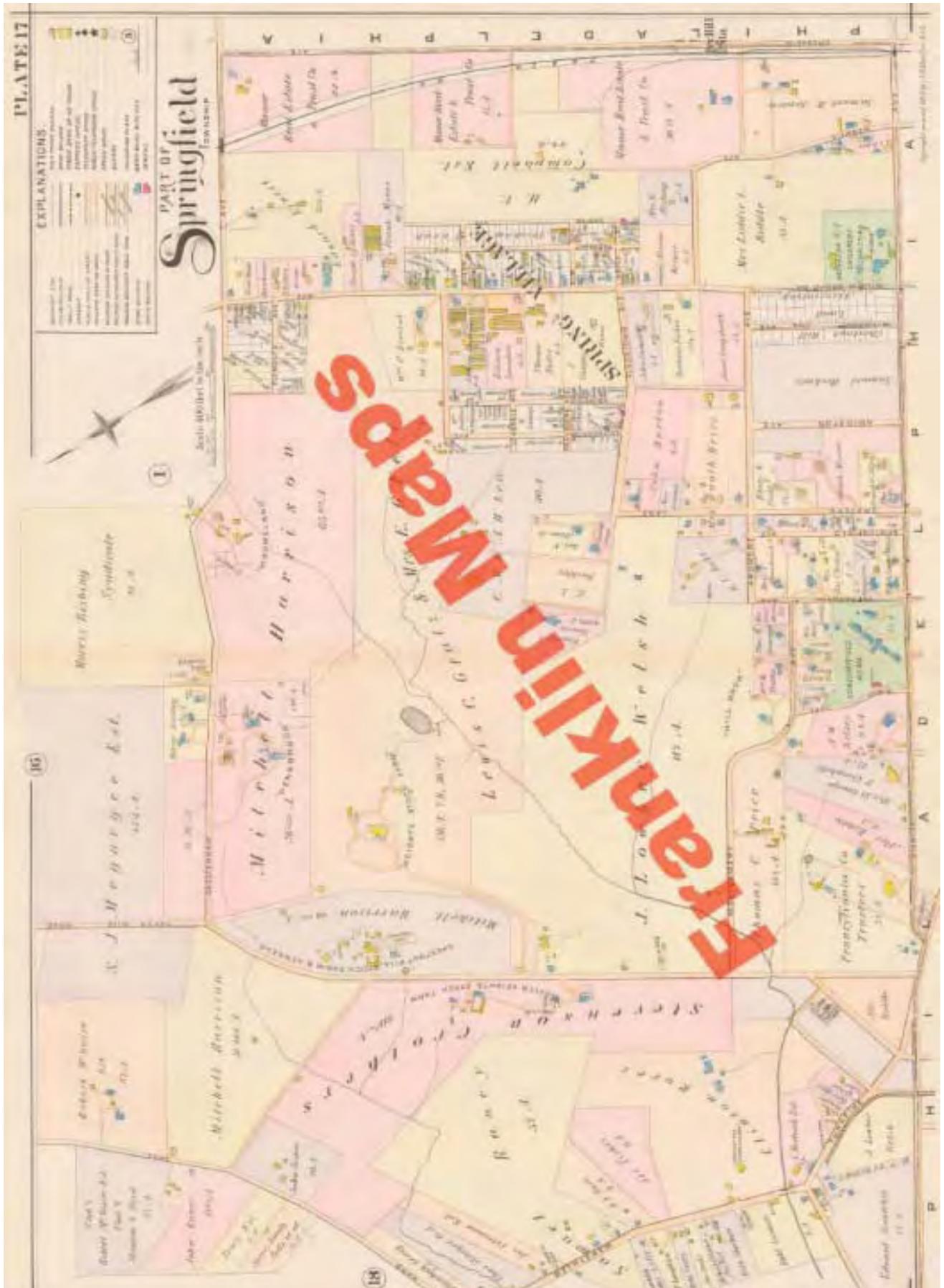
1897 Atlas Sheets of Springfield and Cheltenham Township. These three map sheets show individual buildings and properties at a large scale. At this time in history, the entire corridor consisted of suburbs, agricultural fields, and country estates. These maps are attached at the end of this appendix

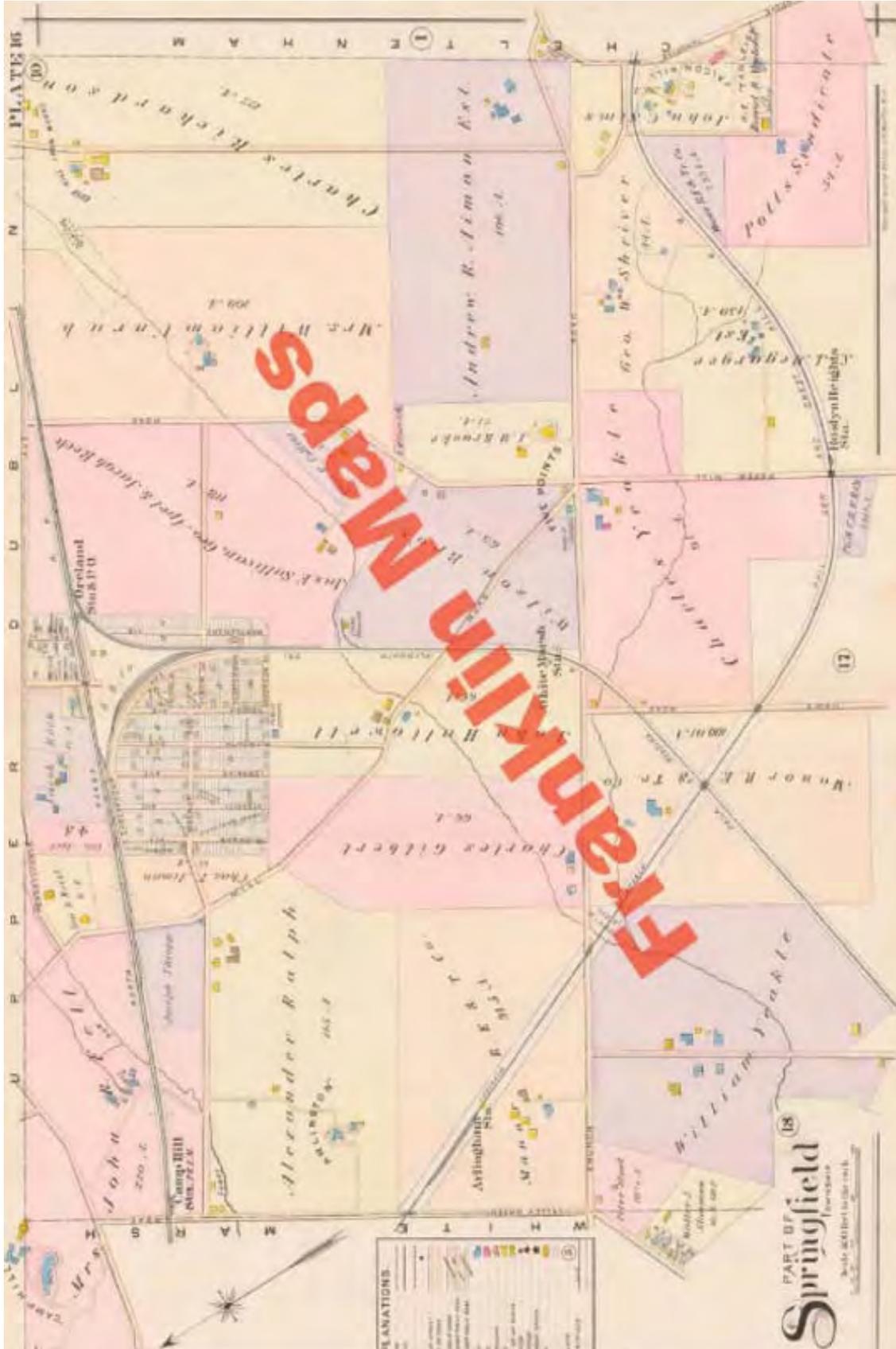
The 1899 USGS 15' Germantown Quadrangle appears at the beginning of this section.

1956 USGS 7.5' Germantown Quadrangle. This map show the study area just before heavy suburban development began following World War II. The industries served by the railroad in the area between Stenton and Cheltenham Avenues can be seen.

Photographs of the former Pennsylvania Railroad Fort Washington Branch from the Philadelphia City Archives.









## Appendix E

### POTENTIAL FUNDING SOURCES



**1. FEDERAL FUNDING SOURCES** - NOTE: Owing to the historic importance of the former rail lines and numerous sites along the trail corridor, several Presentation and Interpretation funding sources are cited.

Bicycle and pedestrian projects are broadly eligible for funding from almost all major federal-aid highway, transit, safety, and other programs. Bicycle projects must be principally for transportation, rather than recreation purposes and must be designed and located pursuant to the transportation plans required of states and Metropolitan Planning Organizations (MPOs). Additional federal funding sources not directly related to transportation can be used creatively to enhance and restore open space, wetlands, and wildlife habitat along trails and also to fund interpretation of cultural and natural resources.

**US Dept of Housing & Urban Development Community Development Block Grants (CDBGs)**

HUD provides these grants to communities for neighborhood revitalization, economic development and improvement of community facilities and services, especially in low and moderate income areas. These grants require no match of funds or services from the community. HUD provides entitlement to each of these communities annually and the community develops its own programs and sets funding priorities.

Recreation planning and development in low-income urban areas is an acceptable use of these funds. Seattle and Maryland have used these funds to develop rail-trails through urban areas—such trails can greatly enhance the quality of life in these areas and potentially bring new economic vitality to neglected areas.

More information on CDBGs can be found at: <http://mf.hud.gov:63001/dgms/gpi/display.cfm?>

**Land and Water Conservation Fund (LWCF)**

The LWCF was established in 1965 to help provide “close-to-home” park and recreation opportunities throughout the nation. Money for the fund comes from the sale or lease of non-renewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. A large portion of the annual LWCF allocation goes toward acquisition of land for federal land management agencies; however, a portion of the money is provided to cities, counties and park districts to acquire land and develop parks. LWCF funds are provided to each state annually by the National Park Service. State funding is based on a population formula. A state administers the program through a State Liaison Officer, who recommends projects to the National Park Service for approval. Local governments are eligible applicants. Communities must be able to match LWCF grants with a 50 percent provision of funding or services.

In order to qualify for funding, a project must meet two criteria. First, the project must be primarily for recreation purposes, not transportation. Second, the organization leading the project must guarantee that the project will be maintained in perpetuity for public recreational use. Any deviation from recreational use must be approved by the National Park Service, and property of at least equal recreational value must be provided to replace the loss.

- o Americans for Our Heritage and Recreation provides an overview of the LWCF program as well as links to the National Park Service and State Liaison Officers at [http://www.ahrinfo.org/lwcf\\_overview.html](http://www.ahrinfo.org/lwcf_overview.html)



- Pennsylvania's State Liaison Officer may be contacted at:

Bureau of Recreation and Conservation  
PA Dept. of Conservation and Natural Resources  
P.O. Box 8767  
Harrisburg, PA 17105  
Tel: 717-783-2659

- The National Park Service maintains the LWCF website: <http://www.ncrc.nps.gov>

### **National Endowment for the Humanities America's Cultural & Historic Organizations Planning Grants**

Public humanities programs promote the experience of lifelong learning in American and world history, literature, comparative religion, philosophy, and other fields of the humanities for broad public audiences. They invite reflection and conversation about important humanities ideas and questions. They offer new insights into familiar subjects and introduce us to unfamiliar ideas. NEH encourages projects that make creative use of new and emerging technologies to enhance the content of programs or to engage audiences in new ways.

Planning grants can be used to plan, refine, and develop the content and interpretive approach of programs that reach broad audiences, including exhibitions, interpretation at historic sites and houses, reading and discussion programs, Web-based or other digital projects, or other public programs that encourage discussion, analysis, and reflection in the humanities. Applicants should have already conducted preliminary consultation with scholars to help shape the humanities content of the project and with other programming advisers appropriate to the project's format. NEH encourages complex projects that reach exceptionally large audiences. More information can be found on the NEH website: <http://www.neh.gov/grants>

### **National Endowment for the Humanities *We the People* Grants**

To help Americans make sense of their history and of the world around them, NEH has launched the *We the People* program. As part of this program, NEH encourages projects that explore significant events and themes in our nation's history and culture and that advance knowledge of the principles that define America.

From the earliest days of American democracy, the study of history has been essential to the preservation of freedom. The Founders knew that democracy demanded wisdom. As Thomas Jefferson stated, "If a nation expects to be ignorant and free, it expects what never was and never will be."

Today it is all the more urgent that we study American history and culture. Defending the ideas and ideals of America requires more than a strong national defense. Americans must know our nation's past so we can uphold its guiding principles and labor toward a free and just society.

On Constitution Day 2002, the White House announced *We the People*, an NEH initiative to explore significant events and themes in our nation's history, and to share these lessons with all Americans.



*We the People:*

- *Enhances the teaching and understanding of American history through grants to scholars, teachers, filmmakers, museums, libraries, and other individuals and institutions.*
- *Provides opportunities for teachers to deepen their knowledge of American history through summer seminars and institutes.*
- *Supports the reading of classic literature through the We the People Bookshelf, a collection of books recommended for young readers and made available to schools and libraries for use in local programs.*
- *Preserves our nation's historic documents, such as newspapers and presidential papers, and supports scholarly research, while expanding access to these important documents.*
- *Explores the lives and deeds of heroic men and women from America's past through the annual "Heroes of History Lecture."*
- *Disseminates knowledge of American history through exhibitions, public programs, and partnerships with the state humanities councils.*
- *Encourages students to reflect upon important American principles and events through the annual "Idea of America" essay contest.*

More information including deadlines, eligibility & applications can be found at:

<http://www.wethepeople.gov/>

**National Endowment for the Humanities Implementation  
Interpreting America's Historic Places PLANNING Grants**

As part of its *We the People* program, NEH supports public humanities projects that exploit the evocative power of historic places to address themes and issues central to American history and culture, including those that advance knowledge of how the founding principles of the United States have shaped American history and culture for more than two hundred years. Interpreting America's Historic Places projects may interpret a single historic site or house, a series of sites, an entire neighborhood, a town or community, or a larger geographical region. The place taken as a whole must be significant to American history, and the project must convey its historic importance to visitors. The audience for Interpreting America's Historic Places projects is the general public. For additional information:

[http://www.neh.gov/grants/guidelines/AHCO\\_PlanningGuidelines.htm](http://www.neh.gov/grants/guidelines/AHCO_PlanningGuidelines.htm)

The goals of Interpreting America's Historic Places are to:

- enhance lifelong learning in American history by connecting nationally significant events, people, ideas, stories, and traditions with specific places;
- foster the development of interpretive programs for the public that address central events, themes, and issues in American history; and
- encourage consultation with humanities scholars and history organizations in the development of heritage tourism destinations

More information can be found on the NEH website:

<http://www.neh.gov/grants/guidelines/historicplanning.html>

**National Endowment for the Humanities Implementation  
Interpreting America's Historic Places IMPLEMENTATION Grants**



Implementation grants for Interpreting America's Historic Places enable organizations to install new or enhanced interpretive programs at places of significance in American history or culture. Applicants for implementation grants should have already done most of the planning for their projects, including consultation with scholars and programming advisers, elaboration of the key humanities themes, articulation of program components, and performance of relevant research.

Implementation grants are being offered as part of the Interpreting America's Historic Places program, which supports public humanities projects that exploit the evocative power of historic places to address themes and issues central to American history and culture. Projects may interpret a single historic site or house, a series of sites, an entire neighborhood, a town or community, or a larger geographical region. The place taken as a whole must be significant to American history, and the project must convey its historic importance to visitors.

More information can be found on the NEH website:

<http://www.neh.gov/grants/guidelines/historicimplementation.html>

### **North American Wetlands Conservation Act Small Grants Program**

The 1989 North American Wetlands Conservation Act (NAWCA) promotes long-term conservation of North American wetlands ecosystems and the waterfowl and other migratory birds, fish and wildlife that depend on such habitats. Principal conservation actions supported by NAWCA are acquisition, creation, enhancement and restoration of wetlands and associated habitat. The US Fish and Wildlife Service administers the Small Grants Program, which promotes long-term wetlands conservation through encouraging participation by new grantees

and partners who may not be able to compete in the regular grants program. The maximum grant award is \$50,000. The proposals must represent on-the-ground projects rather than educational, interpretive, or other types of projects. There is a 1:1 non-federal match requirement.

More information can be obtained through the US Fish and Wildlife Service's Division of Bird Habitat Conservation at: <http://northamerican.fws.gov/NAWCA/smgrants>

### **Preserve America Grants**

Preserve America grants are designed to support a variety of activities related to heritage tourism and innovative approaches to the use of historic properties as educational and economic assets. This matching grants program began October 1, 2005. These grants are intended to complement the bricks and mortar grants available under the Save America's Treasures program, and fund research and documentation, interpretation and education, planning, marketing, and training.

In FY 2006, \$5 million in federal Preserve America grant funding was awarded. Congress has approved up to \$5 million for Preserve America grants to be awarded in FY 2007, and a total of \$10 million has been requested for FY 2008.

Eligible recipients for these matching (50/50) grants include State Historic Preservation Officers, Tribal Historic Preservation Officers, designated Preserve America Communities, and



Certified Local Governments that are applying for Preserve America Community designation. Individual grants range from \$20,000 to \$150,000.

Further information on the application process and other details of the Preserve America grants program may be found at the National Park Service website :

<http://www.nps.gov/history/hps/hpg/preserveamerica/application.htm> , or at

<http://www.preserveamerica.gov/federalsupport.html>

## **SAFETEA-LU**

### **(Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)**

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as

well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment.

For more information about SAFETEA-LU go to the US Department of Transportation/Federal Highway Administration's website at <http://www.fhwa.dot.gov/safetealu/summary.htm>

Contacts are also available for every metropolitan or county planning organization nationwide.

In the Philadelphia metro region contact:

Delaware Valley Regional Planning Commission  
The Bourse Building  
111 S. Independence Mall East, 8th Floor  
Philadelphia, PA 19106  
215-592-1800



**- SAFEEA-LU Surface Transportation Program**

The Surface Transportation Program within SAFEEA-LU provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

For further detailed information on this funding program:

<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

**- SAFEEA-LU Transportation Enhancements Program**

Transportation Enhancement Activities offer communities the opportunity to expand transportation choices. Activities such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments increase opportunities for recreation, accessibility, and safety for everyone beyond traditional highway programs.

US Department of Transportation/Federal Highway Administration's website serves as a resource to States providing official legislation and guidance documents: <http://www.fhwa.dot.gov/environment/te/>

The National Transportation Enhancements Clearinghouse (NTEC) website provides a very good can get an introduction to TE, allows you to access a database of TE projects, to find your state TE contacts, to order TE related documents, and more. Go to: <http://www.enhancements.org/>

For Pennsylvania's Transportation Enhancements, Home Town Streets and Safe Routes To School Programs see <http://www.dot.state.pa.us/Penndot/Bureaus/CPDM/Prod/Saferoute.nsf>.

**- SAFEEA-LU Safe Routes To School Program**

Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. Today, however, the story is very different. Fewer than 15 percent of all school trips are made by walking or

bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles.

This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

The purpose of the Federal Safe Routes to School (SRTS) Program is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.



These websites provide an information on this Program:

<http://safety.fhwa.dot.gov/saferoutes/>

<http://www.saferoutesinfo.org/>

<http://www.dot.state.pa.us/Penndot/Bureaus/CPDM/Prod/Saferoute.nsf>

### **Transportation and Community and System Preservation Pilot Program (TCSP)**

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative comprising research grants to investigate the relationships between transportation, community, system preservation plans, practices. It seeks to identify & provide sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system of the United States.
- Reduce environmental impacts of transportation.
- Reduce the need for costly future public infrastructure investments.
- Ensure efficient access to jobs, services, and centers of trade.
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

*Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU, Public Law 109-203) authorized the TCSP Program through FY 2009. A total of \$270 million is authorized for this Program in FY's 2005-2009.*

For more information, the FHA's TCSP website: <http://www.fhwa.dot.gov/tcsp/>

### **Congestion Mitigation and Air Quality Improvement Program**

Congestion mitigation and air quality improvement funds are authorized for transportation projects within non-attainment areas, such as Philadelphia, defined by the Clean Air Act Amendments of 1990. To be funded, projects must contribute to attainment of the National Ambient Air Quality Standards. Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. Funding is provided through an 80 percent federal and 20 percent state or local match.

The Bureau of Transportation Statistics provides a guide to CMAQ funding as part of its Internet library, see: <http://ntl.bts.gov/data/energy-env/air/00489.html>

See also the Federal Highway Administration's website regarding CMAQ:

<http://www.fhwa.dot.gov/environment/cmaq.htm>

### **National Highway System (NHS)**

Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways. The facilities must be principally for transportation. Funding is provided through an 80 percent federal and 20 percent state or local match.



Information on this program is available at: <http://www.fhwa.dot.gov/environment/fundrec.htm>

### **Recreational Trails Program**

Funded through the Highway Trust Fund, the program is related to the Symms National Recreational Trails Act of 1991 and was originally created as the National Recreational Trails Trust Fund to provide for and maintain recreational trails that are part of Statewide Comprehensive Outdoor Recreation Plans (SCORP). Pennsylvania's SCORP program is titled the "Pennsylvania Recreational Trails Program." Funds under this program may be used for all kinds of trail projects, including trail maintenance, acquisition and development, and for improving access to and use of trails by persons with disabilities. The Pennsylvania Department of Conservation and Natural Resources administers the program, which is described more fully below under "State Grant Programs." National mandates require that, of funds apportioned to a state, 30 percent be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses. The latter funds are allocated at the state's discretion, but preference is given to projects with the greatest number of compatible recreational purposes or to those that provide for innovative recreational trail corridors used for motorized and non-motorized recreation.

Information on this program is available through the Federal Highway Administration's website: <http://www.fhwa.dot.gov/tea21/factsheets/rec-trl.htm>

### **Federal Lands Highway Program**

Provisions for pedestrians and bicyclists are eligible under the various categories of the program in conjunction with roads, highways, and parkways. Priority for funding projects is determined by the appropriate Federal Land Agency or Tribal government. These funds are used at the discretion of a state's department of transportation. Local municipalities may petition PennDOT to obtain funding. Bicycle facilities must be principally for transportation rather than recreation. Projects are 100 percent federally funded.

A new program category for refuge roads was added to FHLP. This program provides funds that may be used by the U.S. Fish and Wildlife Service and the FHWA for the maintenance and improvement of federally owned public roads that provide access to or within a unit of the National Wildlife Refuge System.

Refuge Roads funds may be used for:

- Maintenance and improvement of refuge roads;
- Maintenance and improvement of adjacent vehicular parking areas, provision for pedestrians and bicycles, and construction and reconstruction of roadside rest areas including sanitary and water facilities that are located in or adjacent to wildlife refuges;
- Administrative costs associated with such maintenance and improvements.

More information is available at: <http://www.fhwa.dot.gov/tea21/factsheets/fedland.htm>

### **Wetland Reserve Program (WRP)**

The WRP program, operated by the USDA Natural Resource Conservation Service (NRCS), is available to help restore wetlands on non-federal lands. Private landowners and state, county and local governments can get the cost share funds to pay 75 percent of the restoration costs by agreeing to maintain the restoration for at least 10 years. To sign up or get more information, contact the local NRCS or conservation district office. Conservation Districts are listed in the "county government" section of most phone books. In many states, they are called Soil and Water Conservation Districts. For more information on the program, see the Farm Bill Network website: <http://www.fb-net.org/wrp.htm>



### Save America's Treasures

The Federal Save America's Treasures program is one of the largest and most successful grant programs for the protection of our nation's endangered and irreplaceable and endangered cultural heritage. Since 1999, Congress has appropriated more than \$200 million for the physical preservation and conservation of the nation's most significant collections, sites, structures, and buildings.

Established in 1998 with an eye toward the arrival of the new millennium the grants were created as a unique opportunity to take stock of who we are as Americans...and to assess what we want to carry into the 21st century. From the Star-Spangled Banner, to the ancient cliff dwellings at Mesa Verde National Park, to historic monuments in our hometowns, the testaments to our diverse American experience can be found in communities across the country. Unfortunately, too many of the historic sites, monuments, artifacts and documents that tell America's story are deteriorating and in danger of being lost forever. These treasures urgently require conservation and preservation to survive into the next millennium. To focus public attention on the importance of our national heritage and the need to save our treasures at risk, the White House Millennium Council teamed with the National Trust for Historic Preservation in 1998 to establish Save America's Treasures.

Dedicated to the preservation and celebration of America's priceless historic legacy, Save Americas Treasures works to recognize and rescue the enduring symbols of American tradition that define us as a nation. Grants are available for preservation and/or conservation work on nationally significant intellectual and cultural artifacts and historic structures and sites. Intellectual and cultural artifacts include artifacts, collections, documents, sculpture, and works

of art. Historic structures and sites include historic districts, sites, buildings, structures, and objects.

Grants are awarded to Federal, state, local, and tribal government entities, and non-profit organizations through a competitive matching-grant program, administered by the National Park Service in partnership with the National Endowment for the Arts, the National Endowment for the Humanities, the Institute of Museum and Library Services and the President's Committee on the Arts and the Humanities

For more information see: <http://www.saveameericastreasures.org/>

### US Environmental Protection Agency - Green Building Funding Information

Numerous sources of funding for green building are available at the national, state and local levels for homeowners, industry, government organizations and nonprofits. The US EPA provides the links to help variety of funding sources including grants, tax-credits, loans, or others. For more information: <http://www.epa.gov/opptintr/greenbuilding/tools/funding.htm>



## 2. STATE GRANT PROGRAMS

Pennsylvania has five major programs supporting greenways and trails, administered by the Pennsylvania Department of Conservation and Natural Resources (PA DCNR), aside from federal transportation enhancement funds administered by the Pennsylvania Department of Transportation (PennDOT) as described in the previous section.

The five PA DCNR grant programs are:

- The Keystone Planning, Implementation and Technical Assistance Program
- The Keystone Acquisition and Development Grant Program
- The Keystone Land Trust Program
- The Pennsylvania Recreational Trails Program
- The Heritage Parks Program

The Department of Conservation and Natural Resources (DCNR), Bureau of Recreation and Conservation administers grants for funding of acquisition, development, planning, implementation, and technical assistance projects through the Keystone Recreation, Park and Conservation (Keystone) Fund. These Keystone grants are administered under the agency's Community Grant Program, Rails-to-Trails Grant Program, and Rivers Conservation Grant Program.

The Keystone Fund was established by passage of the Keystone Recreation, Park and Conservation Fund Act (Act 1993-50) signed on July 2, 1993. On November 2, 1993 the voters of the Commonwealth overwhelmingly approved a public referendum incurring bond indebtedness by the Commonwealth in the amount of \$50 million to provide for the funding of nature preserves and wildlife habitats and for improvements to and expansion of state parks, community parks and recreation facilities, historic sites, zoos and public libraries.

The Keystone Fund is currently supported by a 15% allocation from the State Realty Transfer Tax revenues.

PA DCNR's Recreational Trails Program provides funding to develop and maintain trails and trail-related facilities for both motorized and non-motorized recreational trail uses. DCNR's Bureau of Recreation & Conservation administers this program in consultation with the Pennsylvania Recreational Trails Advisory Board (PARTAB), which is composed of both motorized and nonmotorized recreational trail users. Funding for the Recreational Trails Program is provided to the Commonwealth through the Federal Highway Administration (FHWA) and the Transportation Equity Act for the 21st Century (TEA 21), and supplemented by state funds.

In addition, the PA DCNR uses Growing Greener funds to augment the already successful and highly requested Community Conservation Partnership grant programs. Over five years, DCNR will allocate Growing Greener funding over several existing grant programs to help more communities and organizations meet their conservation and recreation goals. The grant programs funded through Growing Greener include:

- Community Grants (also funded by Keystone 93)



- Rails to Trails Grants (also funded by Keystone 93)
- Land Trust Grants (also funded by Keystone 93)
- Heritage Park Grants

For more information: Bureau of Recreation and Conservation  
Rachel Carson State Office Building  
P.O. Box 8475  
Harrisburg, Pennsylvania 17105-8475  
(717) 783-4734

Or contact the Recreation and Park Advisor for Region I at:

Southeast Regional Office (Philadelphia)  
908 State Office Building  
1400 Spring Garden Street  
Philadelphia, PA 19130  
(215) 644-0609

Also, visit the PA DCNR grants home page: <http://www.dcnr.state.pa.us/grants.htm>

### **The Keystone Land Trust Program**

Land Trust Grants provide 50 percent state funding for acquisition and planning of open space and natural areas which face imminent loss. Lands must be open to public use and the acquisition must be coordinated with the communities or counties in which the property is located. Priority is given to habitat for threatened species. Eligible applicants are nonprofit land trusts and conservancies. The funds require a 50 percent match.

Although these funds are targeted to protecting critical habitat for threatened species, many of these lands also provide key open space, greenway, bikeway, trail and heritage corridor

opportunities and connections in greenway systems. Many land trusts and conservancies are undertaking greenway initiatives and are willing partners in greenway projects.

Keystone Planning, Implementation and Technical Assistance Program (PITA—DCNR)

Within DCNR's PITA Program are three separate programs of interest to the greenways and trail community:

- Community Grants
- Rails-to-Trails Grants
- Rivers Conservation Grants

Community Grants provide funds for comprehensive recreation, park and open space plans; greenway plans; site master plans for neighborhood or regional parks; peer-to-peer technical assistance to study park and recreation facilities issues; and other types of planning. Municipal governments (including counties), councils of government (COGs) and some authorities are the only eligible applicants.



Community Grants include a Circuit Rider program, a three-year position for a full-time recreation, greenway and/or park director to share services through an intergovernmental cooperative effort created by two or more municipalities. Available funding for the Circuit Rider's salary decreases gradually throughout the three-year period from 100 percent to 0 in the fourth year.

Rails-to-Trails Grants may be requested by appropriate non-profit organizations, as well as municipalities. PA DCNR funds up to 50% of eligible costs. Money is provided for rail-trail feasibility studies and master plans and for special-purpose studies, such as studies of bridges, tunnels and culverts, that may impact the conversion of a rail corridor to a trail. Site control, either through ownership or a long-term lease, is required in order to develop a master plan or special-purpose study; however, it is not a requirement for feasibility studies.

Rivers Conservation Grants are available to municipalities and appropriate non-profit organizations for conducting watershed and river corridor studies and plans, many of which include greenway and trail elements. PA DCNR funds up to 50 percent of the cost (maximum \$50,000 grant).

### **Keystone Acquisition and Development Grant Program**

The Keystone Acquisition and Development Grant Program includes three components:

- Community Grants
- Rails-to-Trails Grants
- Rivers Conservation Grants

Although these bear the same names as grant programs under the PITA grants, they are separate programs with distinct features.

Under the Community Grant Program, municipalities, COGs and some authorities are the only eligible applicants. These grants provide funding for the purchase of land for park, recreation, or conservation purposes, and the rehabilitation and development of park and recreation areas and facilities, including greenways and trails. Generally, funding is provided for up to 50% of eligible costs. Small Communities/Small Projects grants are included for municipalities with a population of 5,000 or less. Grants are limited to a maximum of \$20,000 and will provide up

to 100 percent funding of material costs and professional design fees. Grants are for the rehabilitation and development of basic outdoor park and recreation facilities and minor indoor recreation renovations.

The Rails-to-Trails Grant Program is open to municipalities and non-profit organizations. Funding is provided for up to 50% of eligible costs. Grant funds may be used for acquisition of abandoned railroad rights-of-way and adjacent land for trail use and access. Funds may also be used for rehabilitation and development of abandoned rail rights-of-way and support facilities for public recreational trail use.

Under the Rivers Conservation Grant Program, funding is available to both municipalities and appropriate organizations for acquisition and development projects recommended in an approved Rivers Conservation Plan (such as those created under the PITA Program). To be eligible for acquisition or development funding, the Rivers Conservation Plan must be listed in the Pennsylvania Rivers Registry. The state will fund up to 50 percent of the project up to a maximum of \$50,000.



### **The Pennsylvania Recreational Trails Program**

In addition, the Pennsylvania Recreational Trails Program provides grants between \$2,500 and \$100,000 for a wide range of trail development categories for both motorized and non-motorized trails: maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages; purchase and lease of recreational trail construction and maintenance equipment; construction of new recreational trails (with the exception of new trails on federal land); and acquisition of easements or property for recreational trails or trail corridors. The state will provide up to 80 percent of the funding (up to a maximum of \$100,000) except for acquisition projects, which require a 50 percent match. "Soft match" (credit for donations of funds, materials, services, or new right-of-way) is permitted from any project sponsor, whether a private organization or public agency. The Commonwealth may also use up to 5 percent of its funds for the operation of educational programs to promote safety and environmental protection related to the use of recreational trails.

The Department will also give consideration to projects that provide for the redesign, reconstruction, non-routine maintenance, or relocation of recreational trails to benefit the natural environment. Project sponsors are encouraged to enter into contracts and cooperative agreements with qualified youth conservation or service corps to perform trail construction and maintenance.

Recreational Trails Program grants are available to federal and state agencies, municipal government, organizations, and even private individuals. Grant money may be used for a variety of purposes, including work on trails to mitigate or minimize the impact on the natural environment, provide urban trail linkages, and develop trail-side and trail-head facilities. DCNR has a detailed grant application manual that includes necessary application procedures, forms, worksheets, sample contracts and agreements, and as well as an environmental survey form. DCNR also provides technical assistance and training workshops for interested applicants.

In Pennsylvania, the Recreational Trails Program is administered by the Department of Conservation & Natural Resources (DCNR), Bureau of Recreation & Conservation (BRC) in consultation with the Pennsylvania Recreational Trails Advisory Board (PARTAB), which is composed of both motorized and non motorized recreational trail users.

### **Heritage Parks Program**

Heritage Parks are large multi-county corridor and geographic areas that contain heritage elements of national or state significance related to historic industrial themes, such as oil, steel, coal, railroads, and transportation. Through public-private partnerships and a bottom-up

grassroots public participation process, regional management action plans are completed to protect and enhance the natural, cultural, recreational, historic and scenic resources of the area. These resources are interpreted, packaged and promoted to create economic development opportunities based on tourism for the area.

Most of the designated State Heritage Parks, including the Schuylkill River Heritage Corridor, and those being planned include greenways, trails and river corridor projects in their regional strategies for preservation, enhancement, interpretation, education and promotion. Some of the state's best greenway corridors are found in State Heritage Parks and have benefited from funding through the program.



DCNR administers the Heritage Parks Program in conjunction with a task force of other state agencies and non-profit organizations. Annual appropriations from the General Assembly are used to fund study, planning, implementation and management projects in officially designated State Heritage Parks in the Commonwealth. Heritage Parks Grants promote public-private partnerships to preserve and enhance natural, cultural, historic and recreation resources to stimulate economic development through heritage tourism. Grants are available to municipalities, nonprofit organizations or federally designated commissions acting on behalf of the municipalities in a heritage park area. The Schuylkill River Greenway Association coordinates and administers grants for the Schuylkill River Heritage Corridor. Grants are awarded for a variety of purposes including feasibility studies; development of management action plans for heritage park areas; specialized studies; implementation projects; and hiring of state heritage park managers. Grants require a 25-50 percent local match.

**Home Town Streets (HTS) and Safe Routes To School (SRS) Programs**

Aimed at improving Pennsylvania’s quality of life, Home Town Streets and Safe Routes to School are initiatives created by Governor Rendell in 2004 to improve downtowns, neighborhoods and walking routes by providing funds for sidewalks, curbing, street lights, pedestrian safety crossings and other downtown enhancements. The program seeks to facilitate the redevelopment of traditional downtown streetscapes and neighborhood corridors and to promote improved safety conditions for children going to and from school via non-motorized means (either walking or riding a bike.)

The HTS and SRS are federally funded programs administered at the state level. Similar to the Transportation Enhancements Program, both programs are designed to fund transportation and transportation-related improvements that often would not be funded using other available transportation monies. Like the TE Program, HTS and SRS require the applicant to provide a 20% match to the 80% federal/state transportation funds set aside for the project.

Both HTS and SRS are organized to make it easier for the applicant to obtain the required matching funds. Unlike TE, both HTS and SRS have a \$1,000,000 maximum project cost limit.

For Pennsylvania's Transportation Enhancements, Home Town Streets and Safe Routes To School Programs see:

- <http://www.dot.state.pa.us/Penndot/Bureaus/CPDM/Prod/Saferoute.nsf> and
- <http://www.dot.state.pa.us/penndot/Bureaus/CPDM/Prod/Saferoute.nsf/guidance?OpenPage>



### 3. FOUNDATION GRANTS AND OTHER PRIVATE FUNDING

Numerous large community, family, and corporate foundations make grants to greenway and trail groups. Copies of directories of foundations can be found in local libraries. The directories provide information on each foundation's grant making history and philosophy. One of the most well-known directories is *Environmental Grant making Foundations*, published annually by Resources for Global Sustainability, Inc., which maintains a database of over 47,000 grant programs that can be searched by keywords to determine the foundations serving a particular area and type of project. The directory is available as hard copy or on cd-rom. Foundations can also be located by searching the internet. Other resources for grant information include economic development agencies and trust officers at local banks, who manage small family foundations and charitable trusts.

#### **American Greenways Eastman Kodak Awards**

A partnership between The Conservation Fund and photo giant Eastman-Kodak has launched the American Greenways Eastman Kodak Awards (formerly the American Greenways DuPont Awards). The program provides small grants of \$500 to \$2,500 to groups and individuals planning and designing greenways throughout the United States. Grants can be used to cover planning, technical assistance, legal or other costs associated with greenway projects. Grants may not be used for academic research, general institutional support, lobbying, or political activities.

The deadline for submitting applications is June 1, and awards will be presented in early fall. To receive an application form contact: The American Greenways Program c/o The Conservation Fund, 1800 North Kent Street, Suite 1120, Arlington, Virginia 22209 or visit their website: <http://www.conservationfund.org>

#### **Bike Belong Coalition Grants Program**

The Bikes Belong Coalition is sponsored by the bicycle industry, with the mission of putting more people on bicycles more often. The Bikes Belong Coalition Grants Program <http://bikesbelong.org/site/page.cfm?PageID=21> provides grants of up to \$10,000 to nonprofit organizations and public agencies at the national, regional, and local level for facility, capacity, and education projects.

Priority is given to organizations that are directly involved in building coalitions for bicycling by collaborating the efforts of bicycle industry and advocacy groups. Requests are reviewed quarterly, please see the website each year for application deadlines and guidelines.

#### **Delaware Valley Regional Planning Commission Transportation and Community Development Initiative Grants**

The TCDI program is intended to assist in reversing the trends of disinvestment and decline in many of the region's core cities and first generation suburbs by:

- Supporting local planning projects that will lead to more residential, employment or retail opportunities;
- Improving the overall character and quality of life within these communities to retain and attract business and residents, which will help to reduce the pressure for further sprawl and expansion into the growing suburbs;



- Enhancing and utilizing the existing transportation infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
- Reducing congestion and improving the transportation system's efficiency.

Information on their grants programs can be located at the DVRPC website:

<http://www.dvrpc.org/planning/tcdi.htm>

### **General Mills/Hamburger Helper 'Hometown Helper' Grant**

This annual grant program seeks to improve communities throughout the country with awards ranging from \$500-\$15,000. Applicants must submit a 250-word essay describing how the grant will help the community. Individual applicants must be backed by a municipal/civic organization. Applications will be accepted August 1 – September 30. Winners will be selected on or before November 15.

Examples of funded projects include

- Lights or bleachers for the baseball, soccer or football fields
- Books for the school, library, or literacy programs
- Playground equipment for the park
- Boys & Girls Clubs Programs
- New uniforms for Little League teams
- Red Cross health and safety programs
- Swimming and lifeguard training
- Equipment or supplies for a local food bank
- YMCA/YWCA tutoring or job training initiatives

For more information, visit: <http://www.myhometownhelper.com>

### **Green Building Pages**

The Green Building Pages website is a sustainable building materials database and design tool for the environmentally and socially responsible designer, builder and client.

Information of "green" funding and grants is listed on their "Links & Resources" page under "Funding & Partnerships": [http://www.greenbuildingpages.com/links/weblinks\\_fund.html](http://www.greenbuildingpages.com/links/weblinks_fund.html)

### **Green Communities**

Green Communities is a five-year, \$555 million initiative to build more than 8,500 environmentally healthy homes for low-income families. Created by Enterprise in partnership with the Natural Resources Defense Council, Green Communities will transform the way America thinks about, designs, and builds affordable communities. The initiative provides grants, financing, tax-credit equity, and technical assistance to developers who meet Green Communities Criteria for affordable housing that promotes health, conserves energy and natural resources, and provides easy access to jobs, schools, and services. For more information see: <http://www.enterprisefoundation.org/resources/green/index.asp>



## Home Depot Foundation

The Home Depot Foundation was created in 2002 to further the community building goals of The Home Depot Company by providing additional resources to assist nonprofit organizations throughout the United States and Canada.

Just like The Home Depot, the Foundation relies on the participation of many corporate partners. Many of the vendors who help fill the company's shelves are also contributing their dollars to help The Home Depot Foundation build better communities. These companies share our vision for stronger, healthier, more sustainable neighborhoods in all the communities we serve.

The Home Depot Foundation mission is to build affordable, efficient and healthy homes while promoting sustainability by supporting nonprofit organizations with funding and volunteers.

To better support its mission, The Home Depot Foundation will award most of its grants by directly soliciting proposals from high-performing nonprofit organizations with the demonstrated ability to create strong partnerships, impact multiple communities and leverage grant resources.

The Home Depot's core purpose is to improve everything we touch, including the communities where we live and work. The Home Depot Foundation, The Home Depot and the many suppliers who contribute to the Foundation recognize the importance of giving back to our communities by engaging associates in meaningful volunteer activities. Preference will be given to grant requests that offer volunteerism opportunities and encourage community engagement.

Specifically, our Foundation supports organizations that have demonstrated success within one of the following program areas:

- Affordable Housing, Built Responsibly
- Healthy Community and Wildland Forests

For more information see: <http://www.homedepotfoundation.org/>

## Institute of Museum and Library Services/Connecting to Collections: Statewide Planning Grants

The Institute of Museum and Library Services (IMLS) (<http://www.ims.gov>) is the primary source of federal support for the nation's 122,000 libraries and 17,500 museums. The Institute's mission is to create strong libraries and museums that connect people to information and ideas. The Institute works at the national level and in coordination with state and local organizations to sustain heritage, culture, and knowledge; enhance learning and innovation; and support professional development.

IMLS invites proposals for statewide, collaborative planning grants to address the recommendations of the Heritage Health Index (HHI), a landmark study conducted by Heritage Preservation in partnership with IMLS. HHI found the collections held in the public trust by libraries, museums, and archives to be at great risk. The report offered four recommendations for collecting institutions:

- that they provide safe conditions for their collections;
- that they develop an emergency plan;
- that they assign responsibility for collections care; and



- that they marshal public and private support for and raise public awareness about collections care.

These grants are aimed at fostering effective partnerships among organizations that have a strong commitment to the collections stewardship goals of a given state, commonwealth, or territory. Over the course of 2007 and 2008, IMLS hopes to make one grant to each eligible state or territory so that each of these entities can move closer to achieving the recommendations of the HHI through an appropriate and achievable plan for action.

<http://www.heritagepreservation.org/HHI/>

IMLS and its partners have been drawing attention to the findings and recommendations of HHI. The Connecting to Collections: A Call to Action initiative has already resulted in a successful national summit on conservation and preservation, the signing of a cooperative agreement to create a conservation “bookshelf,” and the issuance of a request for proposals to support Connecting to Collections: The National Tour. The Statewide Planning Grants represent an equally important component of this national initiative.

<http://www.imls.gov/about/collections.shtm>

Application guidelines are available in PDF form. Please note that the Institute will only accept applications submitted through Grants.gov, the federal government’s online application system. All applicants who are using Grants.gov must register with Grants.gov before submitting their application. <http://www.imls.gov/about/collections.shtm>

Applicants who are not already registered should allow at least two weeks to complete this one-time process. <http://www.imls.gov/applicants/grantsgov/checklist.shtm>

Please direct any questions about the Statewide Planning Grants to Christine Henry, 202-653-4674, [chenry@imls.gov](mailto:chenry@imls.gov).

### **Kresge Foundation Green Building Initiative**

Encouraging nonprofit organizations to consider building green

The Foundation’s Green Building Initiative, launched in 2003, is intended to increase the awareness of sustainable or green building practices among nonprofits and encourage them to consider building green. Upfront planning and an integrated design process are necessary to achieve the full benefits of a green building. The Initiative offers educational resources and special grants to help nonprofits during this planning phase.

The Initiative’s Planning Grant program encourages nonprofits working in the arts, health, and human service areas to consider green for the first time. Grant guidelines in this program encourage environmentally-focused organizations to innovate, creating new models of sustainable design. Planning grants are available in amounts from \$25,000 to \$100,000.

The Initiative’s LEED Bonus Grant program for grantees in the Capital Challenge Grant Program is closed with a total of \$7,200,000 committed to 42 nonprofit organizations. These organizations will receive bonus grants of \$150,000 or \$250,000 when their projects became LEED certified by the U.S. Green Building Council (<http://www.usgbc.org>).

The Foundation also makes available a series of educational materials designed specifically for nonprofits, helping you understand the green approach and consider it next time you build. Download the brochures at right.

For more information

<http://www.betterbricks.com/custom/popupframeset.aspx?URL=http://www.kresge.org>



### **Lowe's Charitable and Educational Foundation (LECF)**

Founded in 1957, the Lowe's Charitable and Educational Foundation (LECF) has a long and proud history of contributing to grassroots community projects. LCEF awards more than \$3 million annually to diverse organizations and schools across the United States where Lowe's operates stores and distribution centers. The Foundation's primary philanthropic focus areas include K-12 public schools and non-profit community-based organizations.

Additionally, Lowe's is a proud supporter of Habitat for Humanity International, American Red Cross, United Way of America, and the Home Safety Council, and numerous other non-profit organizations and programs that help communities across the country. Lowe's also encourages volunteerism through the Lowe's Heroes program, a company-wide employee volunteer initiative.

For more information on all these programs please visit <http://www.Lowes.com/community>

### **New England Foundation for the Arts - Art & Community Landscapes Grant Program**

The Art & Community Landscapes is an artist-in-residency program created by the National Park Service, National Endowment for the Arts, and the New England Foundation for the Arts. It is intended to support public art that will become a catalyst for environmental awareness and stewardship in selected communities.

Each year two sites are pre-selected by a panel process to serve as the artist-in-residence sites. Each project site has an accompanying partner organization that will work with the selected artist to help implement their project and make connections in the local community. In 2005 these were the Allston Brighton Lincoln Street Green Strip, Boston, Massachusetts and RiverPlace on the Schuylkill River Water Trail, Reading, Pennsylvania.

Interested artists and artist teams should submit an application packet to NEFA. When applying for an ACL grant, artists choose from the list of available project sites and indicate their preferred project site on their application.

For more information see: [http://www.nefa.org/grantprog/acl/acl\\_grant\\_app.html](http://www.nefa.org/grantprog/acl/acl_grant_app.html)

### **Tourism Cares' Worldwide Grant Program**

Tourism Cares supports projects or programs with the goal of capital improvements that serve to protect, restore, or conserve sites of exceptional cultural, historic, or natural significance; or the education of local host communities and the traveling public about conservation and preservation of sites of exceptional cultural, historical, or natural significance.

A vital part of Tourism Cares' mission is to distribute grants to worthy tourism-related cultural, historic and natural sites around the world. To accomplish this, Tourism Cares administers two types of grant programs:

- The **Worldwide Grant Program** (by application) and
- The **Special Grant Programs** (by internal selection), such as the Globus American Icons or the Gulf Coast Restoration Grant Programs.

For more information see: <http://www.tourismcares.org/Grants.aspx>



### **National Trust for Historic Preservation Partners in Tourism**

Cultural heritage tourism is traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural attractions.

The website <http://www.culturalheritagetourism.org/aboutUs.htm> has been developed as a resource for organizations and individuals who are developing, marketing or managing cultural heritage tourism attractions or programs. These cultural heritage tourism practitioners can come from a variety of fields—tourism, historic preservation, the arts, humanities, museums, economic development, main street, heritage areas, and many other fields. Practitioners can include non-profit organizations, government entities, federal agencies and coalitions formed to bring these and other partners together. While the variety of different partners contribute to the richness of cultural heritage tourism, it can also make it more difficult to track down resources and how-to information.

This electronic clearinghouse includes member’s information, a coalition of the national organizations and agencies with an interest in cultural heritage tourism. For those just getting started, there are guiding principles and how-to steps for launching a new effort. The success stories featured here will both inspire and inform, and the resources section includes key contacts in virtually every state as well as national resources for funding, technical assistance and other programs. Links to partner organizations provide information on additional cultural tourism funding/grant opportunities.

### **Pew Charitable Trusts**

The Pew Charitable Trusts, based in Philadelphia, are a national philanthropy established 48 years ago. Through their grant-making, the Trusts seek to encourage individual development and personal achievement, cross-disciplinary problem solving and innovative, practical approaches to meeting the changing needs of a global community. Each year, the Trusts make grants of about \$180 million to between 400 and 500 nonprofit organizations in six areas: culture, education, environment, health and human services, public policy, and religion. In addition, the Venture Fund supports independent projects outside of these six areas that take an interdisciplinary approach to broad issues of significant interest or concern.

In particular, the Culture program selectively supports programs for artists and cultural organizations in Philadelphia and has funded history interpretive programs—the Heritage Investment Program has provided technical assistance and challenge grants to historic sites in Philadelphia and the region, and the Philadelphia History Exhibitions Initiative has assisted Philadelphia-area history museums in producing high-quality, innovative exhibitions. Such programs could be used to fund interpretation of trail related historic resources and sites.

More information on the Pew Charitable Trusts grants programs is available on their website: <http://www.pewtrusts.com/grants/>



## **Recreational Equipment, Incorporated (REI) Conservation and Recreation Grants**

REI awards conservation grants to organizations for the protection and enhancement of natural resources for use in outdoor recreation. Small grants of up to \$5,000 are offered to accomplish the following:

- Preservation of wild lands and open space
- Advocacy oriented education for the general public about conservation issues
- Building the membership base of a conservation organization
- Direct citizen action campaigns on public land and water recreation issues
- Projects working to organize a trails constituency or to enhance the effectiveness of a trails organization's work as a trails advocate at the state or local level

In addition to preserving and protecting the environment, REI also encourages people to get outdoors for recreation. Outdoor recreation grants support projects that do the following:

- increase access to outdoor activities
- encourage involvement in muscle-powered recreation
- promote safe participation in outdoor muscle-powered recreation and proper care for outdoor resources

More information can be found at REI's website:

[http://www.rei.com/reihtml/about\\_rei/grants.html](http://www.rei.com/reihtml/about_rei/grants.html)

## **Surdna Foundation**

This foundation is a national leader in funding greenway efforts and have funded the Florida Statewide Greenways Program. Surdna supports government, private and volunteer actions that produce a sustainable environment. They encourage the restoration of suburban and urban environments by public and community involvement in education, planning for and advocating environmental appreciation. One area of focus is alternative transportation, particularly reducing vehicle miles traveled and maximizing accessibility over mobility.

Information on Surdna grants programs can be found at: <http://www.surdna.org/programs/>

## **William Penn Foundation - Environment and Communities Grants Program**

The mission of the William Penn Foundation is to improve the quality of life in the Philadelphia region through efforts that: strengthen our children's future; foster rich cultural expression; and deepen our connections to nature and community. The foundation has provided substantial and consistent funding during the past few decades for greenway and trail

planning and development in the Philadelphia area, including a bi-state greenway project on the Delaware River, greenways development along the Delaware and Raritan Canal, and funding for the Mid-Atlantic Coordinator position associated with the East Coast Greenway in Pennsylvania. Religious organizations, non-profits and government agencies are eligible applicants.



The foundation's Environment and Communities grants program focuses on two priorities:

- **Sustainable Regional Development:** Our approach is based on the belief that older, urban neighborhoods, even those that have suffered decades of urban decline, have unique assets that distinguish them from their suburban counterparts. By enhancing and leveraging these assets, urban communities can reconnect to the regional economy and become more attractive places to live and do business. The changing field of community development highlights the need for comprehensive solutions that include systems change and market-oriented approaches.
- **Sustainable Watershed Assets:** Our approach emphasizes the essential relationship between land use and water quality. The Foundation has a long history of grantmaking to advance protection and restoration of watersheds: the lands that drain into a river system. Past initiatives have included major grant programs to protect and restore the Delaware and Schuylkill Rivers – waterways that historically have played important roles in shaping the growth and development of Greater Philadelphia and serve as major sources for drinking water.

Information about the foundation's Environment and Communities grants can be located at [http://www.william penn foundation.org/info-url\\_nocat3569/info-url\\_nocat.htm](http://www.william penn foundation.org/info-url_nocat3569/info-url_nocat.htm)

Information on Sustainable Regional Development can be located at

[http://www.william penn foundation.org/info-url\\_nocat3569/info-url\\_nocatshow.htm?docid=117092](http://www.william penn foundation.org/info-url_nocat3569/info-url_nocatshow.htm?docid=117092)



## Appendix F

### MEMO ON PUBLIC COMMENTS



## Memo on Public Comments Received After Public Posting

A total of 11 comments were received both electronically and via phone calls, during the review and comment period between February 1 and February 29, 2008. These are the only comments on record, other than the original comments collected during the public meetings process, documented in appendix B. This section lists only the comments received after posting.

The principal and repeated concerns cited in the post review comments are as follows:

1. **Security** – A sense of invasion from the outside world coupled with a apprehension of loss of privacy seems to be the primary concern, for most respondents. It was mentioned as a priority on 4 of the 11 comments. The degree of concern and objection is directly related to proximity to the actual trail (properties butting up against the proposed trail). For those in the vicinity but not adjacent to the trail, there is a worry of increased crime brought to the area by ‘outsiders’ using the trail.
2. **Taxes used on Project Cost** – Some respondents (3 of the total 11) expressed a disagreement on tax dollars being spent on this kind of project as “we have enough parks”, and prefer projects related to schools and classrooms for example. There was also concern about the total spent on project so far.
3. **Specific Location Comments** – The remainder of the comments pertain to suggestions about perceived potential problems or recommended improvements at specific locations:
  - a. South of Germantown Avenue, to point where it meets with Valley Green. Trail should be a dedicated path, not on road – will make path safer and more appealing.
  - b. Too steep and too narrow embankment on route 309 West of Willow Grove Avenue. (mentioned in three comments)
  - c. Cobden road crossing (mentioned on two comments)
  - d. Proximity to Penn Oak Road
  - e. Crime incident at 7900 Penn Oak Road
  - f. Having more cyclists and walkers with cell phones in Haverford can actually improve vigilance and security.
  - g. In favor of the trail because it will link to the Wissahickon and Schuylkill paths, making commute into down town safer and faster.
  - h. Trail construction disruption to trail adjacent residents.

## Response to Concerns of Trails Security and Safety

While we are not aware of regional trail crime statistics available for our area, all trail safety concerns raised by residents are valid, and will need to be addressed as the trial progresses. There is plenty of precedent of good effective design solutions that take into consideration lighting, signage, and visibility. The Radnor Trail, which opened in 2005 in a similar suburban area, was recently noted by the Radnor Police Department as being virtually free of crime. The trail is managed by the Radnor Township.



Trail users and residents in cities like Boulder and Anchorage who feel strongly about trail safety have organized trail watch programs, involving volunteers, sponsors, committees, officials and emergency responders. Taking an active role in crime prevention on trails becomes everyone's responsibility, as in any other area of our environment we care about.

The social activity of a trails watch program can be beneficial in itself, creating a potential for endless positive rewards from the trails system. The trail is in fact an arena for positive behavior, rather than a potential security threat. Abundant data exists indicating the health benefits of trails on a given population. Weighting the benefits against the need to set up new trails watch systems, the gains are highly profitable in improved quality of health and life.

As there are no available statistics to indicate whether crime escalates or declines in any given area, post trail implementation, creating a trail reports system would be one added tool for vigilance, regulation and future planning of trails. An example of this can be found at: <http://www.muni.org/TrailWatch/trailreport2008.cfm>

As relates to National Security, trails serve as an auxiliary evacuation route network. Cities like Washington D.C. and others already list their bicycle trails as part of their emergency announcement systems.

### **Response to Specific Location of Alignment Issues**

Embankment on Route 309 west of Willow Grove Avenue – Please refer to the two conceptual sketches of this specific embankment following this page. Both documents are for visual reference only.

The photo and plan sketches demonstrate there is ample room for the trail alignment on this embankment. There is at least approximately 20 feet between the highway curb and the right-of-way line. Only a minimum of eight to 10 feet are needed for the trail in this area.

The alignment would follow the sloped embankment up to the level of Willow Grove Avenue. The trail would sit as a ramp on columns on the drainage embankment, to reach the above road height.

This type of construction is similar to the Wissahickon Trail near Lincoln Drive and forbidden Drive in Philadelphia's Fairmount Park.

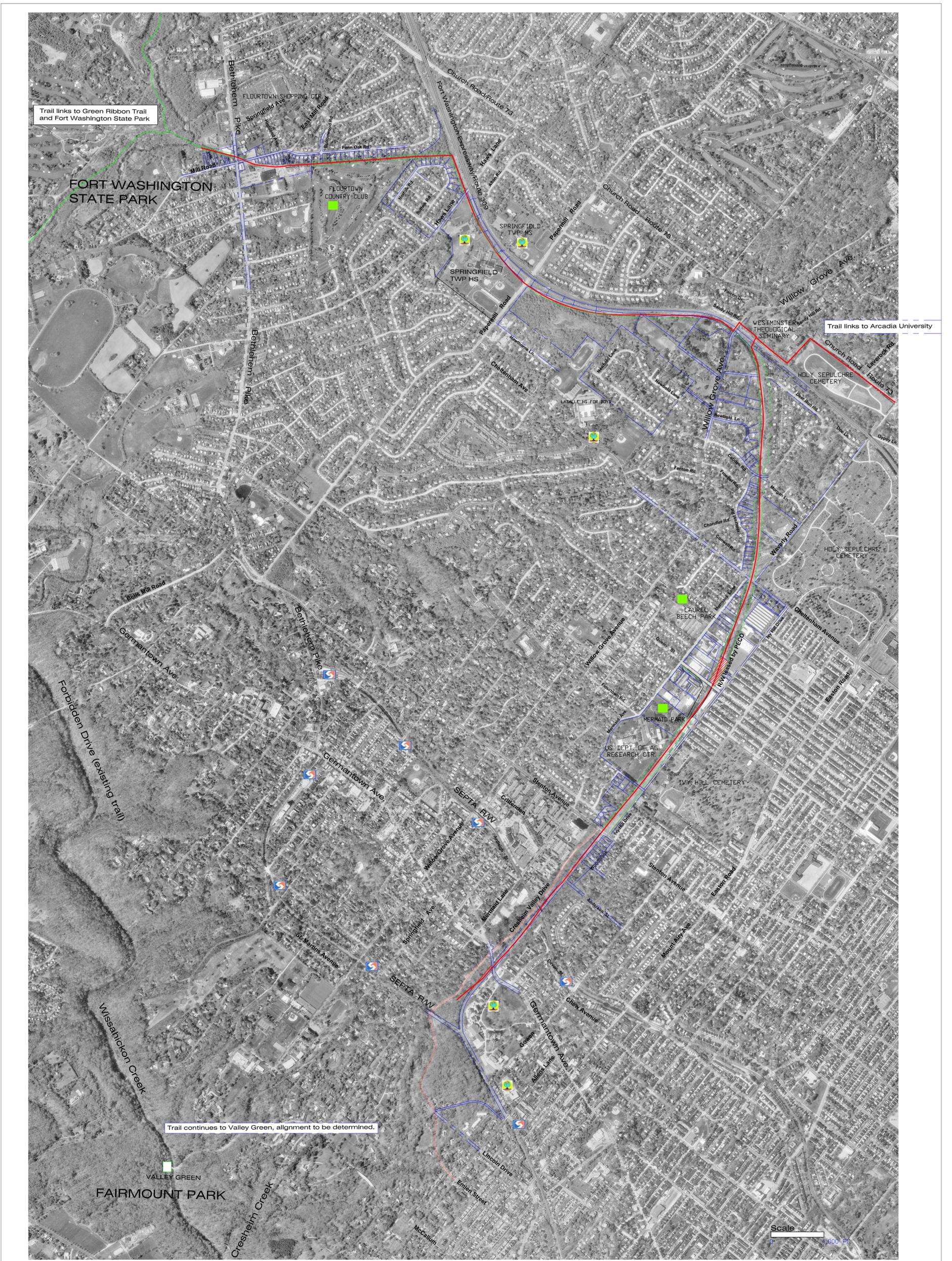


Cresheim Trail Feasibility Study - Panoramic view of embankment at Route 309 and Willow Grove Avenue and conceptual sketch of proposed CT alignment May 2008

# CT &C

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Community and Transportation Planning





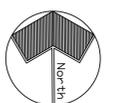
**FEASIBILITY STUDY FOR THE FOUNDATION OF THE ROTARY CLUB OF CHESTNUT HILL**  
**THE CRESHEIM TRAIL**

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REV: JSeptember 7, 2007

- LEGEND**
-  Proposed Trail Alignment
  -  Public Park
  -  Regional Rail Station
  -  School