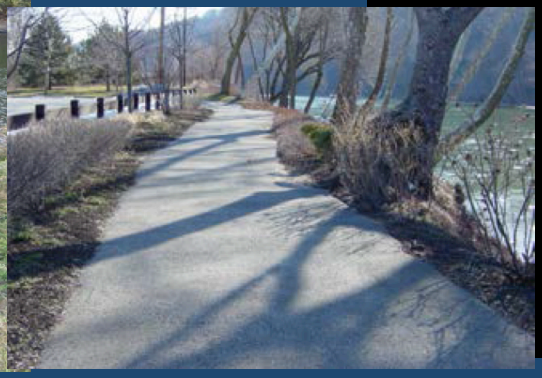
BOROUGH OF CONSHOHOCKEN
Schuylkill Riverfront Linkages Study and Recommendations

COUNTY OF MONTGOMERY, STATE OF PENNSYLVANIA



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Funding assistance has been provided by the Pennsylvania Department of Conservation and Natural Resources through the Schuylkill River Heritage Area Grant Program

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County of Montgomery
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A. Project Background, Description and Purpose

The Borough of Conshohocken recognizes that its waterfront along the Schuylkill River is a tremendous asset, particularly for its scenic and recreational value. In recognition of this, the Borough's 2006 Open Space Plan recommended enhancing this amenity by constructing a bicycling and walking trail, and other attractions along the riverfront. In addition, the Open Space Plan recommended improving accessibility to the riverfront by creating better recreational links from the Borough's neighborhoods to its waterfront, and connecting those links to the Schuylkill River Trail (SRT) and the Cross County Trail (CCT), recreational trails that run through Conshohocken to the surrounding region.

In 2006, the Schuylkill River Heritage Area provided a grant to the Borough to study conditions in the Borough and, based on the findings, recommend the best locations for two bicycle and pedestrian routes, one for each side (western and eastern) of the Borough, that would connect the residential neighborhoods to the riverfront. The study was to give particular consideration to providing safe means of negotiating traffic along streets and crossing intersections and the railroad tracks. This report describes the study and its findings.

This report will begin with a description of the study process, and a description of the study area. The study area discussion will include a general description of its geography and zoning, the regional recreational trails that run through the Borough, and existing conditions, such as street characteristics and land uses within the study area. The next section will present the analysis used to select the best bicycle/pedestrian route locations. This portion of the report will present the assumptions needed to begin the analysis, the criteria that were used to narrow down the options, the routes eliminated based on those assumptions and criteria, and an analysis of the options chosen for consideration. The report will conclude with the recommended best routes, and will provide other recommendations for enhancing the waterfront, and funding sources for implementing the recommendations.

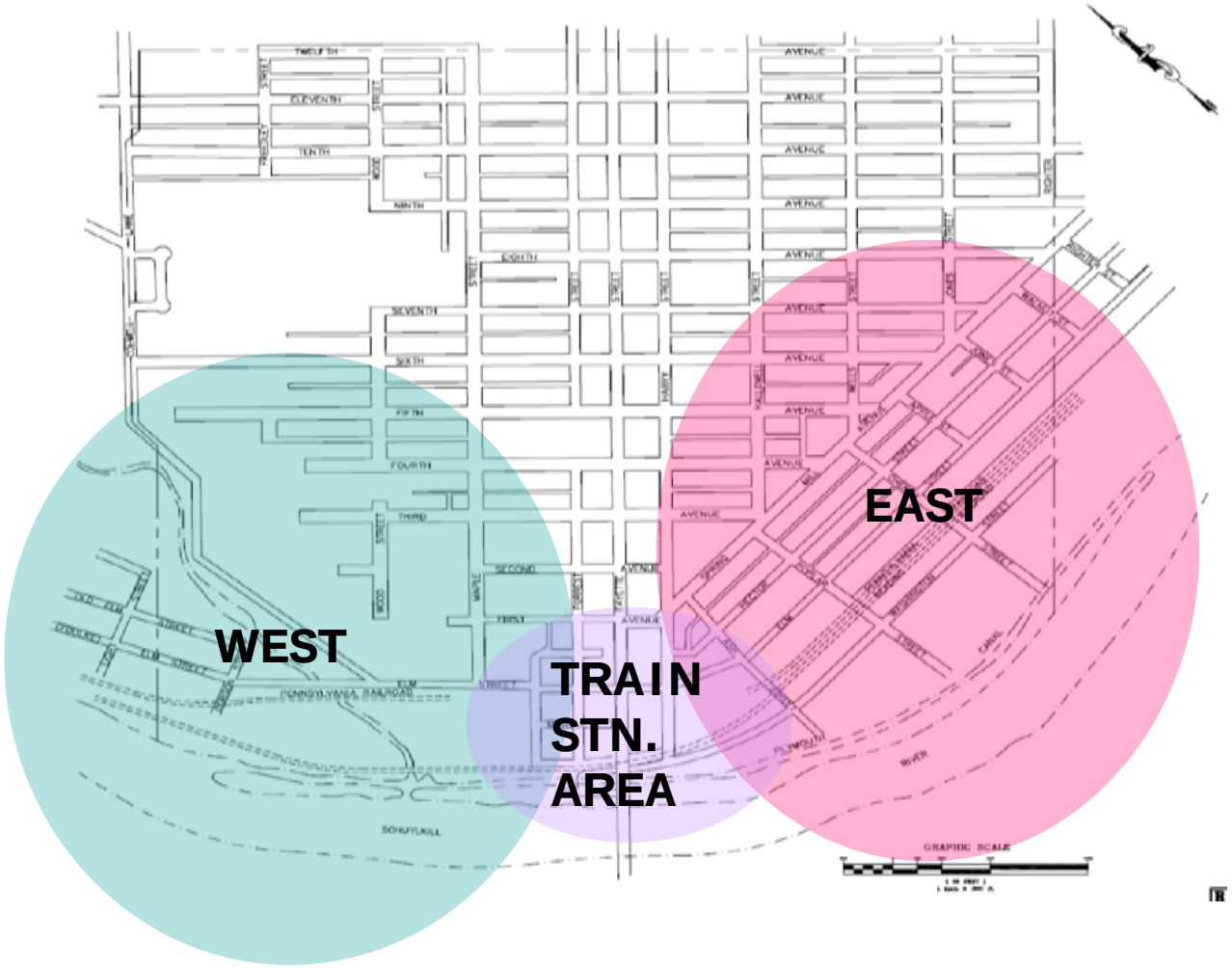
B. Study Process

Remington, Vernick and Beach Engineers, Inc. (RVB) began work on this project by gathering information from Borough representatives and reviewing Borough planning documents. Those documents were: the Open Space Plan, the Downtown Linkage Streetscape Plan, the Recreation Plan, the Comprehensive Plan, the Conshohocken Train Station Vision Plan, and various plans proposed by private developers for riverfront development. In April of 2007, RVB representatives met with a steering committee that the Borough formed to guide this project. At that meeting, RVB representatives presented for discussion options for bicycle/pedestrian path linkages, and preliminary recommendations for riverfront amenities. Committee members provided feedback, which included certain issues that needed further study, additional linkage route options, and their opinions about the presented options. Remington and Vernick made another presentation on March 11, 2008 at a publicly advertised meeting to obtain public input on the project. Using the committee's and public's input, and considering existing constraints, RVB determined which paths would be optimal for linking the neighborhoods and the riverfront using bicycle/ pedestrian routes. Recommendations based on this analysis are provided herein.

C. Study Area

Since the main goal of this study is to choose the best bicycle/ pedestrian routes for enabling travel from the Borough's residential areas to the Borough's riverfront, the study area was delineated within the borough's boundaries. Also, since another goal of the project was to determine how best to overcome impediments to access to the Borough's riverfront, and most of those constraints are located in the Borough's southern area, study was concentrated in the southern and riverfront area of the Borough. Extending through the entire study area are the Schuylkill River Trail (SRT) and the R-6 SEPTA rail line. The SRT is a recreational trail that extends from Center City Philadelphia to Valley Forge National Park, and within Conshohocken runs for 1.2 miles generally parallel to the R-6 SEPTA line. The study area has been delineated into three areas: the western area, the train station area, and the eastern area (see Figure 1). Boundaries and descriptions of these lands are provided below.

Figure 1 – Study Area



Western Portion of the Study Area (See Figure 2)

The western sector of the study area is bounded on the north by Sixth Avenue, on the south by the Schuylkill River, on the east by Forrest Street and on the west by the Borough's border with Plymouth Township. On the west side of this portion of the study area is Plymouth Creek, which runs on the west side of and generally parallel to Colwell Lane, and empties into the Schuylkill River. Running along Plymouth Creek is the Cross County Trail (CCT), a recreational trail that begins in this section of Conshohocken, and continues northward to Plymouth Township. The CCT has not yet been completed, but will eventually extend through Montgomery County to Bucks County. There are some informal paths that have been created linking the area along Colwell Lane to the Cross County Trail.

The northeastern portion of this sector is occupied by row homes and detached housing. Between this residential area and Colwell Lane and Elm Street are very steep, sloping lands that are not conducive to development. Just south of Elm Street and west of Fayette Street are some office buildings, and the newly developed, high-density Grande @ Riverview condominiums. Another condominium building, the final phase of the Grande development, is planned adjacent to and west of the two existing Grande buildings. When completed, the Grande @ Riverview development will contain approximately 400 housing units. Along the waterfront, west of Plymouth Creek are vast parcels of undeveloped land, and closer to Fayette Street are industrial buildings.

The zoning district for the land below the railroad in this area is the Specially Planned District 3, which requires developers to reserve 15% of their land as open space concentrated along the river. Property owners are not required to provide public access within these provided open areas. A developer has proposed to replace some of the existing industrial structures in this area with office buildings, a walking trail, benches, picnic tables, a segment of the currently being developed riverfront trail, and access to this trail from the west and east sides of the proposed building.

The SEPTA railroad tracks run in an east/west direction just south of the existing and proposed condominium buildings. The SRT runs along the north side of the railroad tracks from Fayette Street to western edge of the Grande buildings, and turns northward before it reaches the Plymouth Creek. Just south of the intersection of Elm Street and Colwell Lane, the SRT splits into two paths. In one direction the trail becomes the CCT and runs under a bridge supporting the SRT. In the other direction, the SRT continues westward via the bridge and then leads to Plymouth Township. Before reaching Plymouth Township, the SRT first runs by the south side of a gas

station/convenience store and accessory parking lot, and then passes by the south side of a borough-owned parking lot located at the end of Corson Street.

The significant east/west streets in this portion of the study area are: Sixth, Fifth, Fourth, Third, Second, and First Avenues, and Elm Street. Elm Street in this area is thirty-five feet wide. The north/south streets in this area are Colwell Lane, and Corson, Wood, Maple, Oak, and Forrest Streets. Colwell Lane is a heavily traveled road with fast moving traffic. Just outside of the Borough's western boundary is Light Street, another road running in a north/south direction. All of these roads are two-way, except Forrest Street and First Avenue, which run northward and westward, respectively. There are traffic signals at the following intersections: Colwell Lane and Elm Street, and Oak and Elm Streets. Maple Street is thirty-five feet wide and has parallel parking on both sides. Fifth and Sixth Avenues have varying widths, parallel parking along some sections, and diagonal parking along other segments.

Train Station Area/Central Portion of the Study Area (See Figure 3)

The central portion of the study area is generally bound to the north by First Avenue, to the west by Oak Street, to the east by Ash Street, and to the south by the river. Within this area is the train station for the R-6 SEPTA regional rail line. The outbound and inbound waiting platforms are currently located on the west side of Fayette Street, and the train station building is located on the West side of Fayette Street on the block between Washington and Stoddard Streets. The SRT runs along the north side of the train tracks under the Fayette Street bridge. Access to Fayette Street is provided by stairs near the outbound platform or via Harry Street, which slopes upward to Fayette Street. Office buildings are the dominant uses in this area.

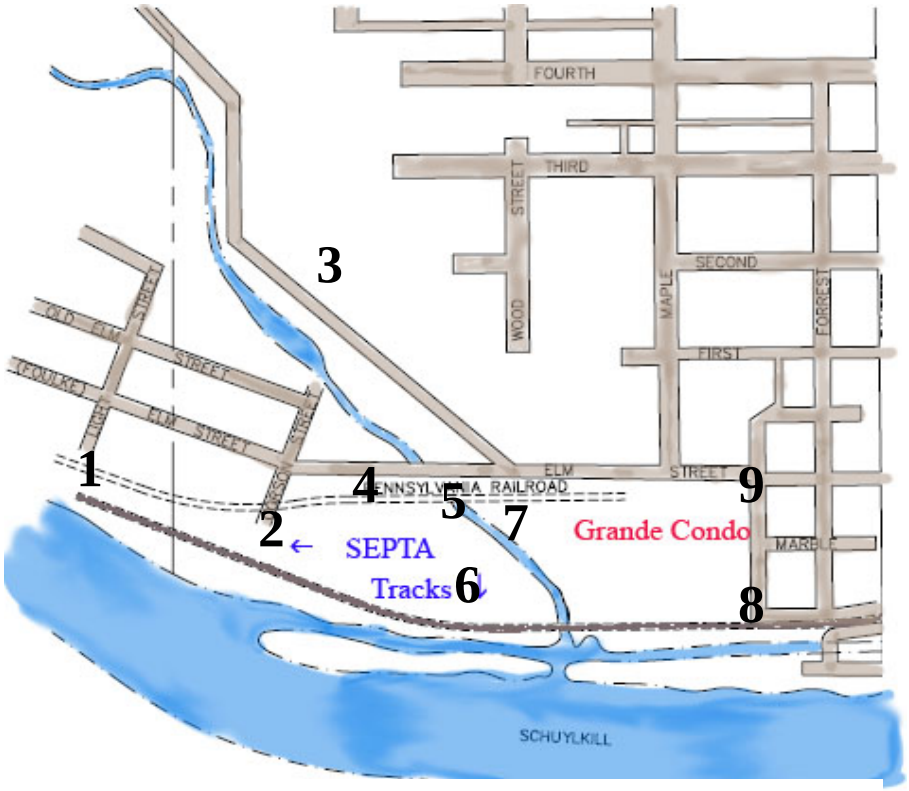
In September of 2006, the Borough held a visioning session to brainstorm ideas for improving the train station facilities in this area. Among the ideas introduced at that session were relocating the platforms to the east side of the Fayette Street bridge, and providing new platform shelters. Also proposed were two buildings at the intersection of Fayette and Elm Streets, one at the southeast corner to contain retail on the street level and parking on the upper floors, and one building at the northwest corner to contain retail on the ground level and residential uses on the upper floors. Using suggestions that came out of the visioning session, Kise, Straw and Kolodner, Inc. (KSK), the Borough Planner, prepared a vision plan for this train station area and submitted the report to the Borough.

Figure 2 – Western Portion of Study Area

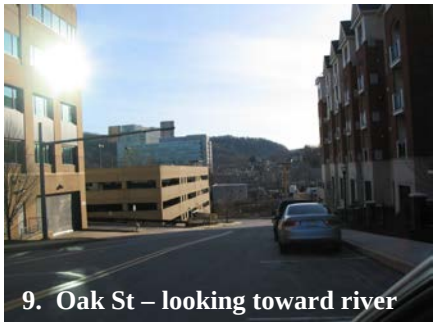
1. Stairs at end of Light Street going down toward RR tracks

2. Parking lot - southern tip of Corson Street

3. Colwell Lane



(Numbers on map correspond with numbers on photographs)

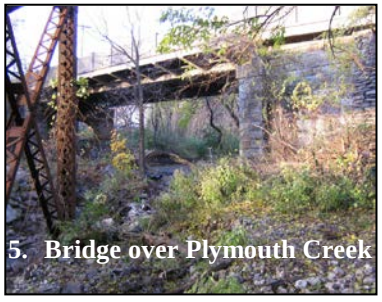


9. Oak St – looking toward river

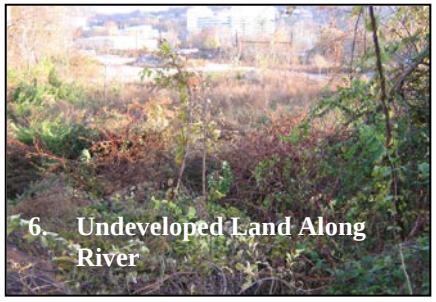
8. Oak Street – looking toward Elm St.

7. Beginning of CCT, at its intersection with SRT

4. SRT westbound



5. Bridge over Plymouth Creek



6. Undeveloped Land Along River

Eastern Portion of the Study Area (See Figure 3)

The eastern side of the study area is bounded on the north by Spring Mill Avenue, on the south by the Schuylkill River, on the east by Borough's border and on the west by Ash Street. Recently, developers of the properties along the riverfront in this area have installed a riverfront path that extends generally from Cherry Street to Ash Street. The developer of the property west of Ash Street has proposed to extend this riverfront path from Ash Street to the Fayette Street bridge. Most of the land below the railroad is zoned as a Specially Planned District 2 (SP-2). A small triangular area adjacent to the Borough's eastern border and below the railroad is zoned as a Specially Planned District 3 (SP-3). Both of these zoning districts require a 100-foot wide area of land adjacent to the Schuylkill River that must be preserved for public access to the river. There is a residential area located north of the SEPTA tracks, bike path, and Washington Street that is compiled mostly of row-homes. A good portion of these row-homes are new construction and/or recently rehabilitated homes. South of Washington Street are several high-density residential buildings to the east, and office buildings closer to the Fayette Street bridge. Applications have been submitted for additional office buildings in the area close to the Fayette Street bridge.

The north/south streets in this area from east to west are Walnut, Jones, Apple, Cherry, Poplar, and Ash Streets. Of these, Walnut, Jones and Apple Streets terminate at Elm Street, not reaching the river. Walnut Street runs southward and is partially in the adjacent Whitemarsh Township. Jones Street runs one-way southward from Spring Mill Avenue to Hector Street, and two-ways from Elm Street to Hector Street. Apple Street is a two-way street. Cherry Street runs one-way southward, and extends to the river where there is a boat ramp. Currently a chain acts as a barrier to the use of the boat ramp which is for emergency use only. Poplar Street also has a one-way direction southward, and extends to the recently installed riverfront path. Ash Street runs in a two-way direction from Washington Street to Elm Street, and then runs one-way northward from Elm Street to Spring Mill Avenue. At the southern end of Ash Street there is an easement that runs from the end of the street to the river. Cherry, Poplar and Ash Streets are all thirty feet wide, and all provide scenic views looking toward the river from Spring Mill Avenue.

The major east/west streets in this area from north to south are: Spring Mill Avenue, Hector Street, Elm Street and Washington Street. Heavy, fast moving traffic occurs at times along Washington Street, a two-way road, and along Elm Street and East Hector Street which is a major westbound thoroughfare . East of Ash Street, Elm Street runs one-way eastward and is thirty-five feet wide. Traffic on Elm Street flows eastward until it turns northward along

Apple Street and continues eastward on Hector Street. There are no traffic control signs or signals at the intersections of Hector Street and Apple, Jones and Walnut Streets, nor are there any such controls at the intersection of Elm and Apple Streets. With heavy traffic at times, the lack of controls impairs one's ability to cross Hector and Elm Street at these points.

The SEPTA railroad tracks run parallel to and between Washington and Elm Streets in an east/west direction. The SRT runs along the rail line on its north side.

Borough-owned land in this area includes a park on the north side of Elm Street between Ash and Poplar Streets, and a piece of land between Elm Street and the railroad just east of Cherry Street.

D. Narrowing Down the Options

After synthesizing the information gathered from borough representatives and the public, including mapping borough-owned property, easements, and routes that are already used by bicyclists and pedestrians, the following framework was established for developing a preliminary list of linkage options, evaluating each option, and arriving at the best options.

The following assumptions were made:

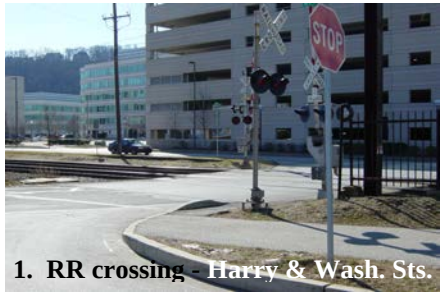
1. The main goal for choosing the routes is to provide two safe and convenient connections to the Conshohocken riverfront from both the western (west of Fayette Street) and eastern (east of Fayette Street) residential areas in the Borough.

2. The best routes will mitigate major impediments to accessing the river safely and conveniently, such as slopes and fast, heavy traffic.

3. Necessary costs, such as those needed to acquire land or to perform major traffic-calming initiatives, will be minimized.

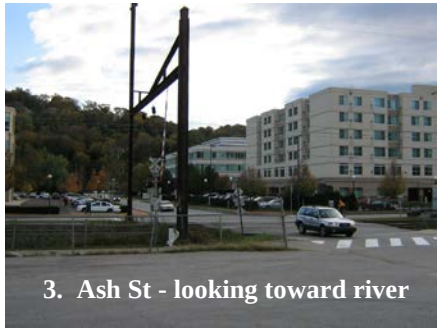
4. At this time, SEPTA is not interested in approving a train track crossing on the western side of the study area.

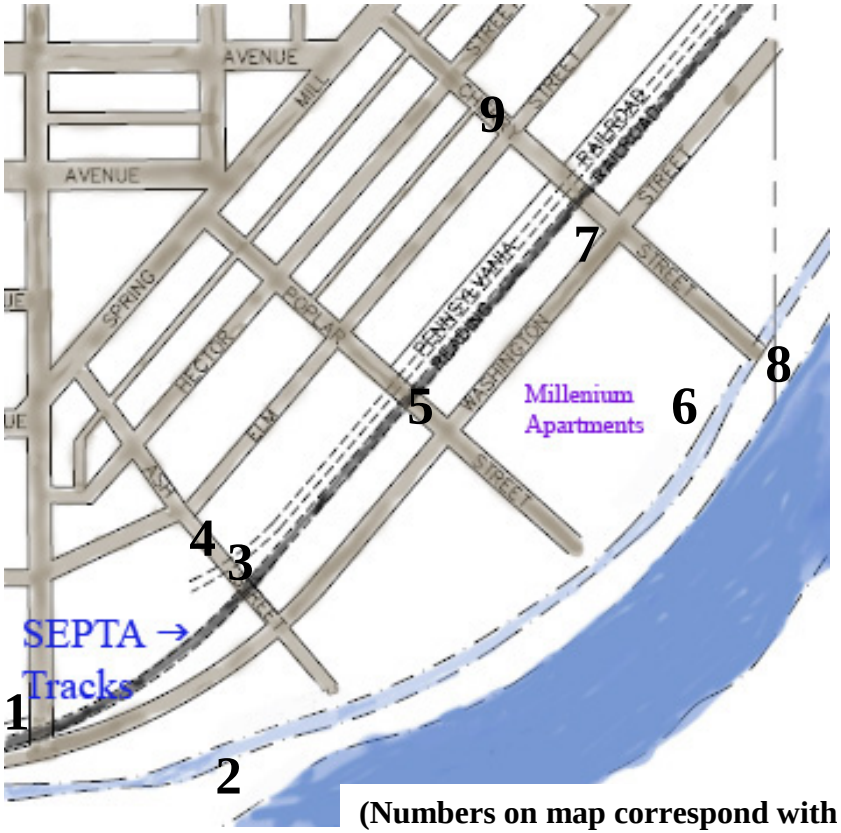
Figure 3 – Eastern Portion of Study Area



1. RR crossing - Harry & Wash. Sts.

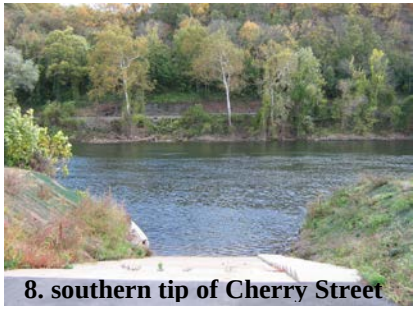

2. Conshohocken Riverfront Trail – looking eastward


3. Ash St - looking toward river

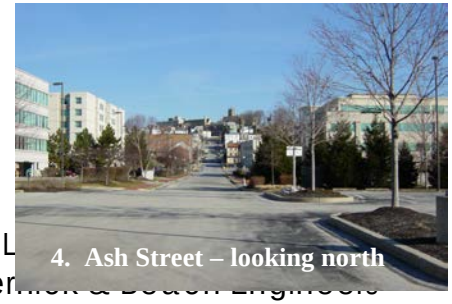


(Numbers on map correspond with numbers on photographs)


9. Cherry St – looking toward river.


8. southern tip of Cherry Street


7. SRT – looking westward


4. Ash Street – looking north


5. Poplar Street – looking north


6. Conshohocken Riverfront Trail

Based on the above assumptions, the following list was developed of characteristics the chosen route must have in order to be considered as an option:

1. The route will not require installation of a bike lane intended for travel in the opposite direction of a one-way road.

2. In order to limit costs borne by the Borough for land acquisition, the route will be located within a right-of-way, borough-owned land, or both.

3. Since obtaining traffic-control devices on state roads can be difficult, a route requiring crossing state roads will have a one-way traffic control where traffic is moderately light, and two-way controls where traffic is heavy and fast-moving.

4. The route will have topography that is not so steep as to make construction of a bike route very difficult.

Based on the above assumptions and criteria, the following routes and areas for locating routes were eliminated:

<u>Routes Eliminated on the West Side of the Study Area</u>

1. The area west of Wood Street, east of Colwell Lane, south of Fifth Street and north of Elm Street because of its highly steep grades

2. Paths south of the SRT because such routes would require crossing the train tracks

<u>Routes Eliminated on the East Side of the Study Area</u>

1. An “Up route” on Walnut Street because such a route would require crossing Hector Street, which is a state road that at this point exhibits heavy traffic and traffic control devices for only one direction.

2. An “Up route” on Jones Street between Spring Mill Avenue and Hector Street because this segment of Jones Street runs one-way down to the river

3. An “Up route” on Jones Street from Elm Street to Hector Street because such a route would require crossing Hector Street, which would be dangerous at this point because of heavy traffic and traffic control devices for only one direction.

(Note that the Borough’s 2006 Open Space Plan recommends the installation of pedestrian crossing signs with flashing beacons at the intersections of Hector Street with Jones and Walnut Streets. If this occurs, it could change the feasibility of bike routes requiring crossing at Jones and Walnut Streets.)

4. An “Up route” on Apple Street because such a route would require crossing Hector Street which would be dangerous because of heavy traffic and traffic control devices for only one direction.

5. “Up routes” on Harry, Cherry and Poplar Streets because these streets run one-way down to the river

6. A “Down route” on Jones Street because to reach the river, such a route would require traveling westward on Hector or Elm Streets, which on these segments run one-way eastward.

7. A “Down route” on Walnut Street because this street runs one-way up

8. A “Down route” on Apple Street between Hector Street and Elm Street because such a route would require going down Apple Street, which on this segment runs one-way north.

9. A “Down route” on Ash Street between Spring Mill Avenue and Elm Street because this portion of the road has a one-way direction going up.

E. Options Identified

Using the parameters set forth above, the following route options were identified:

"Down Route" Options Identified for the East Side of the Study Area

1. A route going down Poplar Street from Spring Mill Avenue and continuing to the Conshohocken Riverfront Path

2. A route going down Cherry Street from Spring Mill Avenue and continuing to the Schuylkill River

3. A route going down Apple Street from Spring Mill Avenue, turning right onto Hector Street, turning left onto Cherry Street, and continuing to the Schuylkill River

"Up Route" Options Identified for the East Side of the Study Area

A route going up Ash Street from the Schuylkill River to Spring Mill Avenue

West Side – Down Route Options

Since crossing the train tracks on the west side of Fayette Street is not currently feasible, to enable a linkage from the neighborhoods on the west side of the Borough to the river, the proposed options are intended to lead to the SRT. The SRT will lead bicyclists/ pedestrians to Harry Street on the east side of Fayette Street where bicyclists/ pedestrians can cross the train tracks. The Borough should acquire an easement from this train track crossing to the riverfront path proposed by developers in this area. This proposed riverfront path will connect to the existing riverfront path at Ash Street. Path users can access the river via existing easements at Ash and Cherry Streets.

The following route options were identified as linkages from the neighborhoods on the west side of the Borough to the proposed riverfront paths. Some of the options will require acquisition of an easement in addition to the one described above.

1. A route going down Maple Street, turning left onto Elm Street, turning right onto Oak Street, and turning left onto the SRT.

2. A route going down Maple Street, turning right onto Elm Street, crossing Elm Street before reaching Colwell Lane to access the western side of the Grande property, turning right onto a proposed easement that will lead to the intersection of the CCT and SRT

3. A route going down Maple Street, turning right onto Elm Street, turning left onto the Corson Street parking lot, and going through the parking lot to the SRT

4. A route going westward on Fifth Street, crossing Colwell Lane, going through the Ardmore Tire parking lot via a proposed easement, crossing Plymouth Creek via a proposed bridge to the CCT, making a left onto the CCT, and continuing to the CCT/SRT intersection.

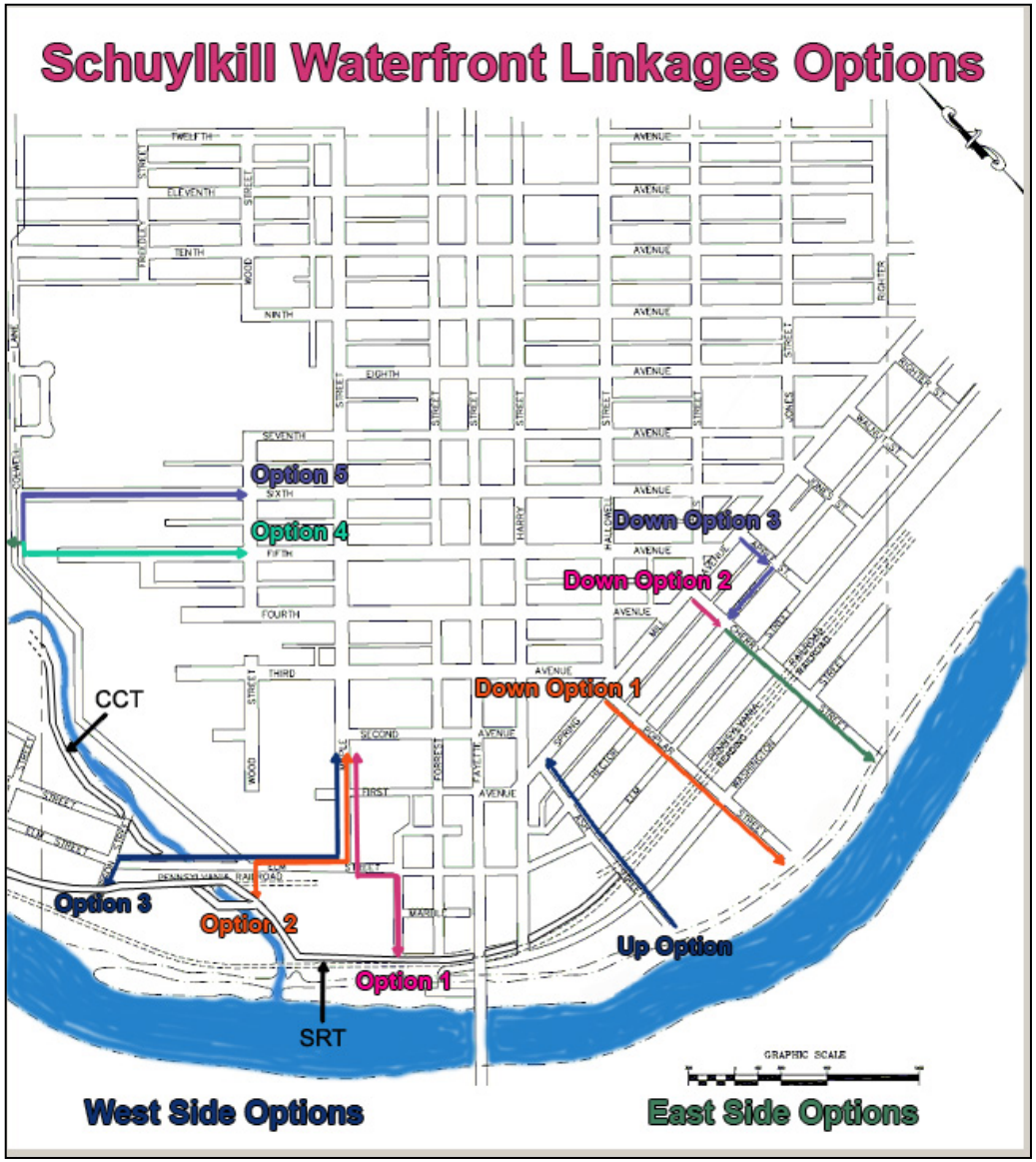
5. A route going westward on Sixth Street, turning left onto Colwell Lane, going through the Ardmore Tire parking lot via a proposed easement, crossing Plymouth Creek via a proposed bridge to the CCT, making a left onto the CCT, and continuing to the CCT/SRT intersection.

West Side Up Route Options

All of the above “down route” paths would allow bicyclists/ pedestrians to go in the reverse direction and could therefore be “up route” options.

Figure 4 below illustrates the chosen options.

Figure 4


Schuylkill Waterfront Linkages Options
Option 5
Option 4
Down Option 3
Down Option 2
Down Option 1
CCT
Option 3
Option 2
Option 1
Up Option
SRT
West Side Options
East Side Options

E. **Analysis of Options**

Desirable and Undesirable Characteristics

To decide on which routes are the best options, RVB created a decision matrix and scoring system assigning to each option positive points to desirable characteristics and negative points to undesirable characteristics. Points were weighted according to each characteristic's importance, with the highest and lowest number of points being assigned to the most and least important characteristics, respectively. Below is a list of those characteristics and the corresponding points that were assigned to each.

Positive Characteristics

1. *Path is known to be a route currently used by bicyclists /pedestrians* – For the purpose of this study a bicyclist's judgment has been given a high amount of deference, and routes that are currently used by bicyclists have already been deemed acceptable by them. Therefore, this characteristic was assigned the greatest number of points (3).

2. *Entire route provides adequate room for a separate bike lane on the road* – This characteristic was weighted heavily because there is evidence that when there is a delineated, dedicated bicycle lane on a road, bicyclists both feel more safe and are more safe from automobile traffic. This characteristic was assigned two (2) points.

3. *Provides more direct route to/from river* - Since the goal of this project is to provide linkages from the Conshohocken residential neighborhoods to the riverfront, each option was ranked in terms of its directness to the riverfront and assigned points to reflect that rank. Routes were assigned three (most direct), two (less direct), or one (least direct) points.

4. *Route is flat relative to other options* – This characteristic considered important as flatter slopes are more comfortable for bicyclists. Routes with this characteristic were assigned one (1) point.

5. *Route provides a view of scenic vista* – The characteristic was considered important because routes that are scenic are more pleasant to ride through than other routes. Routes with this characteristic were assigned one (1) point.

Negative Characteristics

1. *Route would be relatively costly compared to other options* – Routes to which this characteristic was attributed would require such things as acquisition of an easement or construction of a bridge over the Plymouth Creek. – This characteristic was considered to be the most negative because high costs could pose a threat to the feasibility of a route or cause a delay in its construction. Routes with this characteristic were assigned four negative (-4) points. Routes for which an easement could be obtained through negotiation with a developer were not attributed with this characteristic since obtaining such easements could possibly be done through negotiating with developers to provide such.

2. *Part or all of the route exhibits heavy traffic* – This characteristic was weighted heavily with three negative (-3) points because in general bicyclists feel less safe on roads with heavy traffic.

Table 1 below lists each option, points assigned to each option based on its characteristics, and the total score for the option.

Table 1

		Known to be an Already Used Path	Whole Route Provides Adequate Room for Separate Lane on road	Directness to the riverfront	Scenic Vista	Flatter slopes	Higher cost (requires easement on already developed site and/or bridge construction)	Heavy Traffic for part of route	Score
Option Number	**Points**	**3**	**2**	**Ranking**	**1**	**1**	**-4**	**-3**	
	East Side Down								
1.	**Poplar**		2	3	1				6
2.	**Cherry**	3	2	3	1				9
3.	**Apple-Hector-Cherry**			2	1				3
	East Side Up								
	Ash								0
	West Side Up & Down								
1.	**Maple-L on Elm-Oak**	3		3				-3	3
2.	**Maple-R on Elm-easement leading to CCT/SRT intersection**	3		2		1		-3	3
3.	**Maple-R on Elm-Corson Street parking lot**			2				-3	-1
4.	**6th St-L on Colwell-Cross Ardmore Tire Parking Lot-cross Plymouth Creek-CCT-SRT**			1		1	-4		-2
5.	**5th St-Ardmore Tire Parking Lot-cross Plymouth Creek-CCT-SRT**			1		1	-4		-2

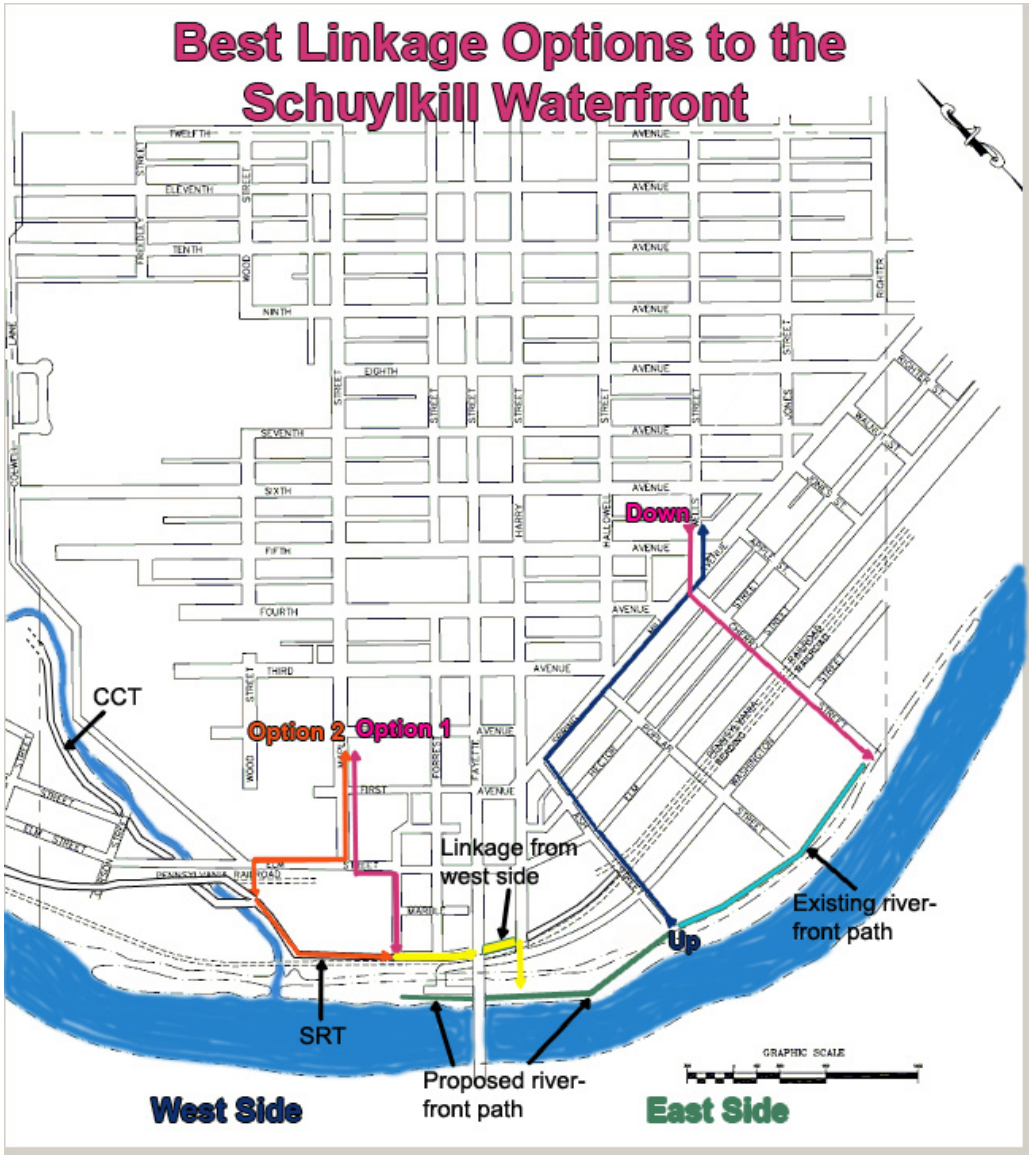
F. Conclusions

Based on the scores indicated in Table 1, for the east side, the best “down route” option is Cherry Street (Option #1). For improved wayfinding, we recommend that this route and its corresponding signage start on Wells Street just above Fifth Street. The route should then cross Spring Mill Avenue and continue on Cherry Street to the river. The best “up route” option on the east side is Poplar Street. At the intersection of Poplar Street and Spring Mill Avenue, the “up route” should make a right on Spring Mill Avenue, make a left onto Wells Street, and end at the same point where the “down route” began.

For the west side, the best “down routes” are Options 1 and 2, the routes starting on Maple Street and accessing the SRT via Oak Street or a proposed easement on the Grande property. The SRT will lead bicyclists to Harry Street on the east side where bicyclists can cross the train tracks and access the proposed riverfront path via a proposed easement. The proposed riverfront path will connect to the existing riverfront path at Ash Street. Path users can access the river via existing easements at Ash and the soon to be dedicated street which is an extension of Cherry Streets. Finalization of this street dedication should be completed to complete this connection as well as the East side connection. As stated above, Routes 1 and 2 also provide acceptable “up route” paths.

Figure 5 illustrates the above-described best route options.

Figure 5


Best Linkage Options to the Schuylkill Waterfront
Down
CCT
Option 2
Option 1
Linkage from west side
Existing river-front path
Up
SRT
Proposed river-front path
West Side
East Side
GRAPHIC SCALE

G. Signage

Standard directional signage for bicycle routes should be used along the linkages. Below are some suggested signs along with guidelines for locating them. Figure 6 below is a map showing suggested locations for signage along the proposed paths.

This sign should be placed approximately 250 feet before the bike route begins

These signs should be placed at the beginning and end of the bike route

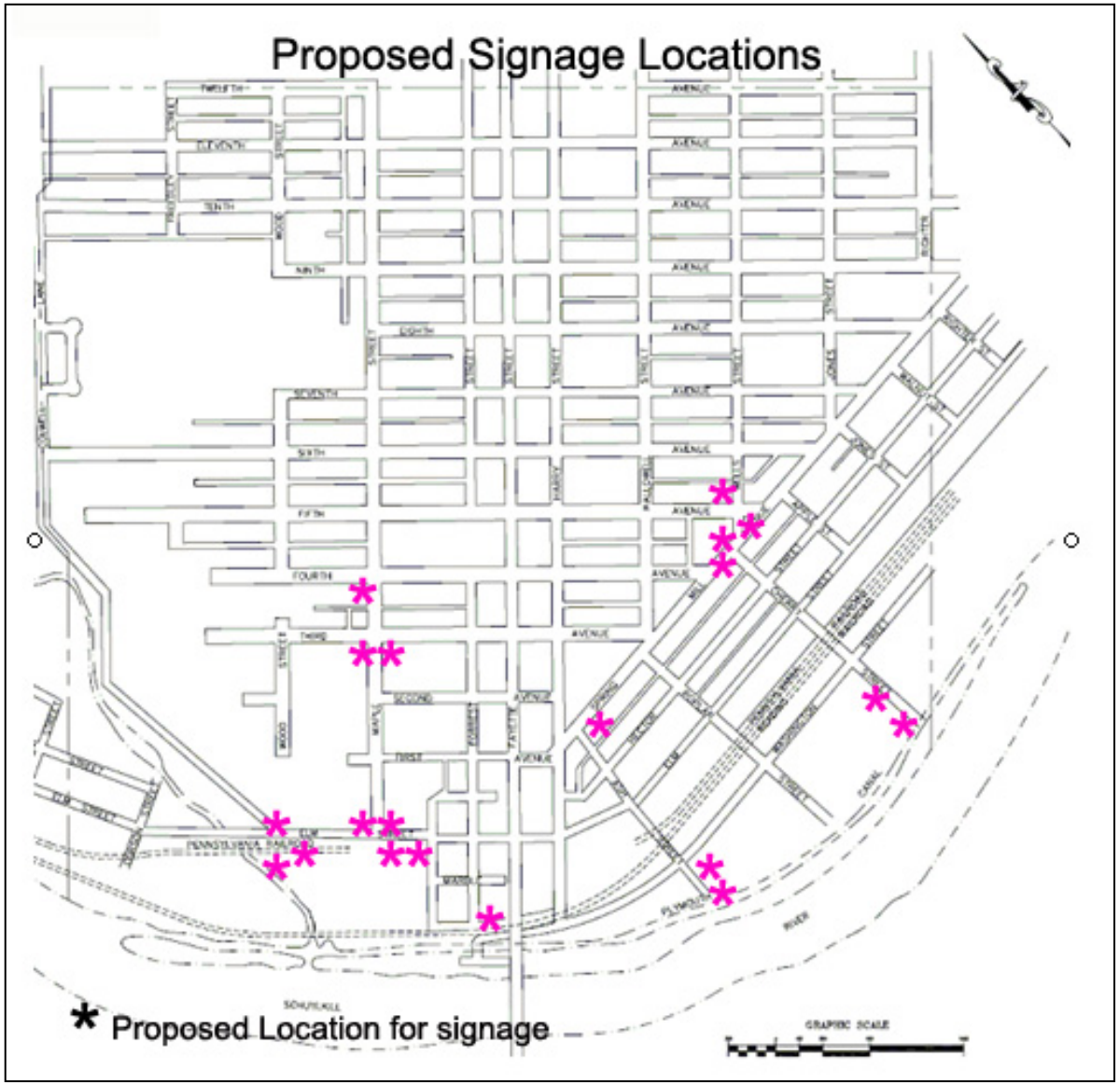
This sign should be placed every ¼ mile where a designated bike lane has been provided on a road.

This sign should be placed every ¼ mile where there is a bike route along a road with no designated bike lane.

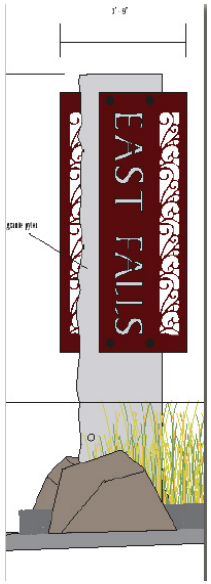
This sign can be used on steep “up routes” to make drivers aware that bikers may wobble and require use of the entire lane.

These directional signs should be installed at each intersection where the bicycle route changes direction.

Figure 6

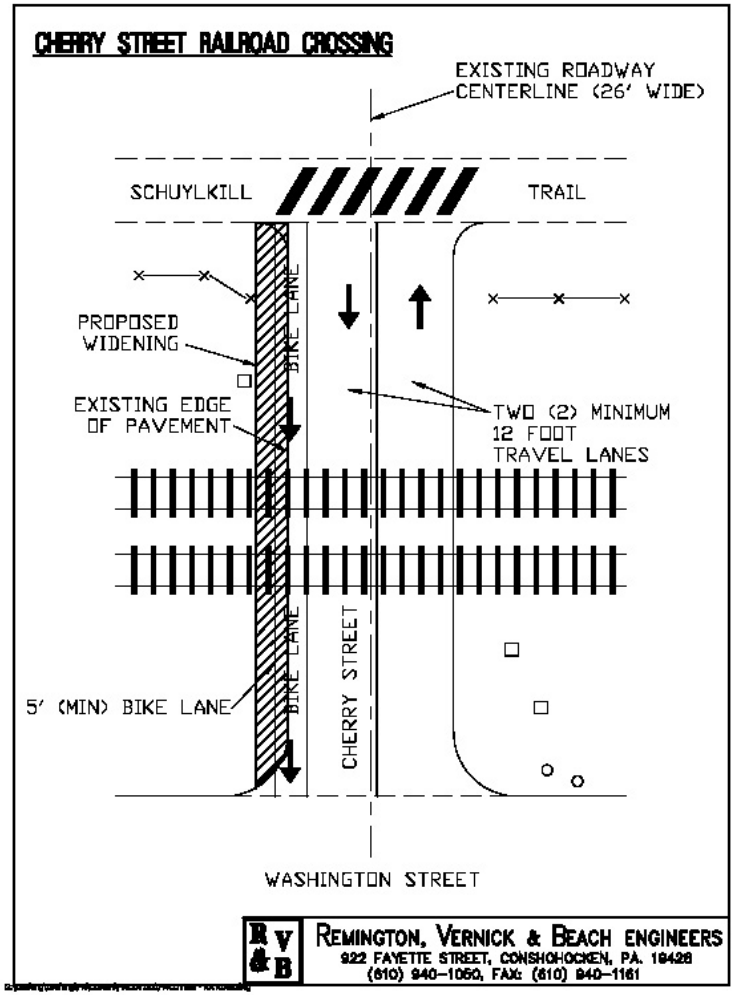

Proposed Signage Locations
* Proposed Location for signage

Wayfinding signage notifying people that they are on the paths taking them to and from the Conshohocken riverfront should be provided on the same pole or in the same location as the standard bicycle route signage. As Conshohocken is within the Schuylkill River National & State Heritage Area, the Borough should refer to the Master Sign Program for the Heritage Area when selecting signage. In addition, the chosen signage should be consistent with other signage installed throughout the Borough. Below are some examples of wayfinding signage that could be used.



H. Railroad Crossings

As stated above, the proposed linkages will cross the railroad tracks at Harry, Ash and Cherry Streets. Improved crossings are recommended. Below is a recommended design for the crossing at Cherry Street. Similar designs can be used for Harry and Ash Streets.



H. Other Recommendations

In addition to directional and wayfinding signage, also recommended are streetscaping, greening and banners along the linkages to entice people to use these routes. Also, the waterfront should be developed as a destination that attracts a variety of people. The area should encourage uses such as fishing, boating, walking, and sitting. Finally, it should provide a safe and attractive environment with attractive landscaping and lighting. Other ideas include:

- A dog park at the East link.
- Boathouses for access to the water
- A small concession may be appropriate at the East link.
- A promenade, picnic areas, and small plazas on either side.
- Lighting underneath the Fayette Street Bridge

I. Funding

There are several sources of potential funding for the proposed project. The following is a partial list of potential sources from federal and state agencies as well as non-profit and private organizations that would provide grants to initiatives such as the Schuylkill Linkages project.

Federal Source

- National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program
- Federal Highway Administration Recreational Trails Program

Pennsylvania Sources

- Department of Environmental Protection: Stormwater Management Act assistance and reimbursements
- Department of Community and Economic Development: Community Revitalization Program, Elm Street Program, Industrial Sites Reuse Program, Main Street Program.
- Department of Natural Resources and Conservation: Community Conservation Partnerships Program

- Pennsylvania Infrastructure Investment Authority (PENNVEST): brownfield redevelopment and water/sewer issues assistance
- Pennsylvania Department of Transportation: Safe Routes to School program, Home Town Streets program, and Transportation Enhancement Program for trails, streetscapes, public transit facilities, traffic calming, and landscaping.

Sources from Regional Organizations

- Delaware Valley Regional Planning Commission (DVRPC): Transportation and Community Development Initiative (TCDI) program
- Schuylkill River Heritage Area (SRHA)
- Montgomery County : “Green Fields, Green Towns” Open Space Program

Sources from Private or Non-Profit Organizations

- PECO “Green Region”: grants for municipalities in southeastern Pennsylvania associated with open space Protection
- Kodak American Greenways Awards Programs: Grants for the protection of open space through the Conservation Fund: eligible to organizations to support trail and greenways programs
- Pew Charitable Trusts: grants for private, non-profit organizations
- Claneil Foundation: eligible grants to organizations for the awareness of the environment