

PILGRIM PARK TRAIL **FEASIBILITY** STUDY

PILGRIM PARK TRAIL FEASIBILITY STUDY



A Section of the Darby Creek Trail
Upper Darby Township, Delaware County, Pennsylvania

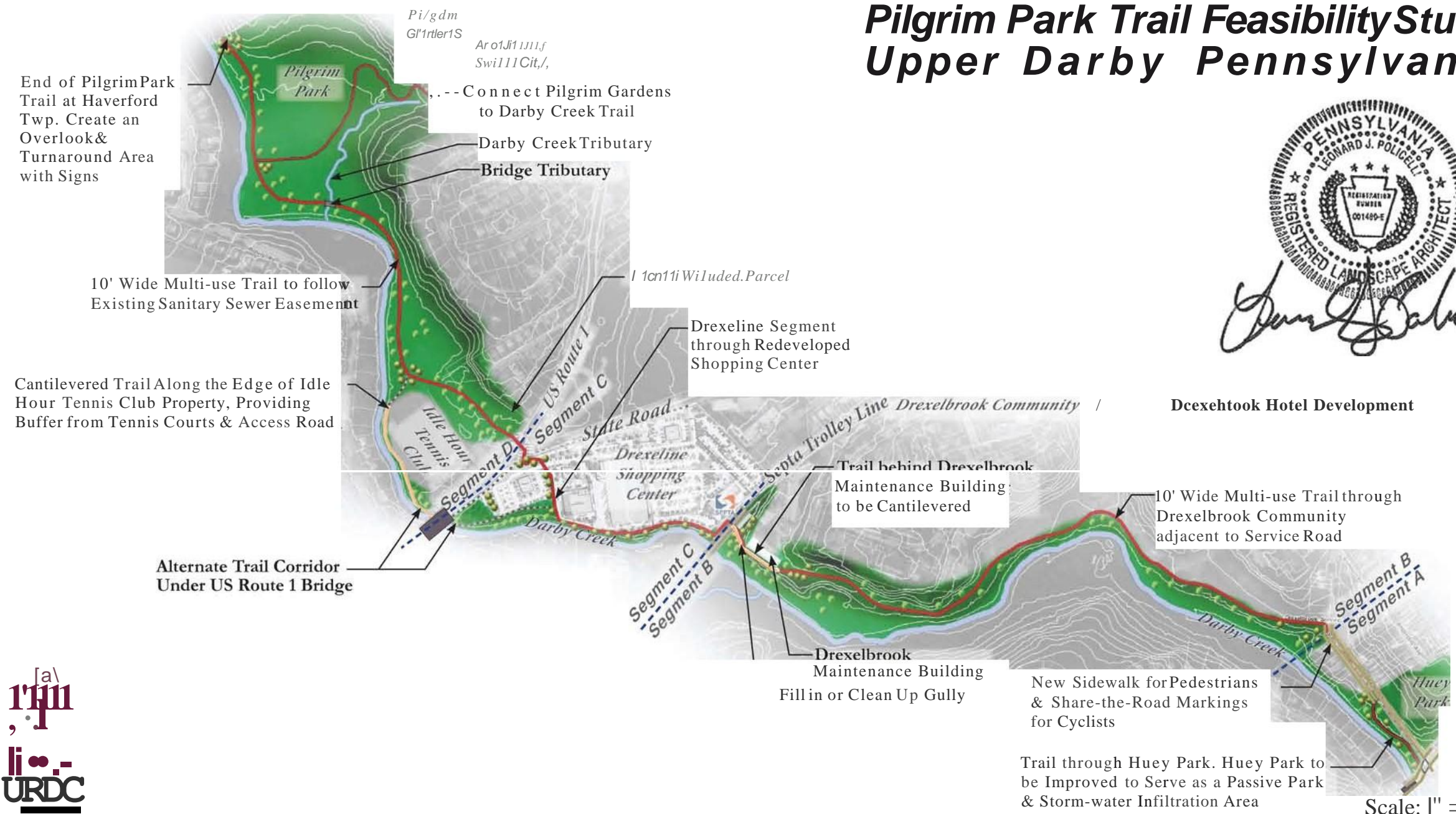


Pilgrim Park Trail Feasibility Study Upper Darby Pennsylvania



Leonard J. Policelli

Drexelbrook Hotel Development



PURPOSE

The purpose of this study is to enhance the quality of life by improving access to recreation in Upper Darby Township, to improve water quality by enhancing the riparian buffer along the Darby Creek, and to continue to build and expand the local and regional trail network. This study outlines a plan to extend the trail along the Darby Creek in the Township. This will involve closing trail gaps, and proposing connections to destinations both within and outside of the Township. The plan will investigate ways to connect to regional trail networks in adjacent municipalities.

STUDY GOALS

- Develop a safe alternative multi-use trail along the Darby Creek, within Upper Darby Township, connecting recreation and community activity nodes for pedestrians and cyclists.
- Connect the Pilgrim Park Trail proposed in this plan to the trail currently in the design development phase in the eastern portion of the Township and to the Haverford Heritage Trail system to the north.
- Increase the visibility and viability of businesses that cater to recreation and trail users by providing formalized access to commerce centers.
- Identify ways to increase public awareness of existing trails, development plans for future trails, connections and trail amenities.
- Engage Township departments; Leisure Services; Public Health, Public Works, Police, and Finance to contribute insight into the proposed trail system to ensure its sustainability for future generations.



*Informal Darby Creek Trail Route
through Pilgrim Park*



Narrow sidewalk on Bloomfield Avenue and multiple driveway aprons. The Drexelbrook entrance can be seen at the top of the hill.

SEGMENT A
ROSEMONT AVENUE TO DREXELBROOK

COMMUNITY
STRENGTHS

- +ADA and Pedestrian Improvements have been made at the Intersection of Rosemont and Bloomfield Avenues
- +Trail route can connect to piece being installed as part of Drexelbrook Hotel Development

WEAKNESSES

- Bloomfield Avenue has a narrow cartway and limited Right of Way past the curb.
- Residents on Bloomfield Avenue own land to Darby Creek
- Existing sidewalk is less than 5' wide and is not continuous
- Multiple driveway aprons to cross and existing slope will make ADA compliance difficult

OPPORTUNITIES

- +Huey Park area presents opportunity for native riparian buffer installation and educational component
- +Drexelbrook hotel development's new entrance will slow traffic at the curve on Bloomfield Avenue
- + Share the road markings can be installed on Bloomfield Avenue for cyclists riding the Darby Creek Trail

THREATS

- Residents may not support wider sidewalks and trail traffic on their street
- Keeping trail users on both sides of the street safe will require appropriate warning and safety signs.

SEGMENT B
DREXELBROOK COMMUNITY TO SEPTA
STATION

STRENGTHS

- +Trail location south of the Drexelbrook Community along a service road and adjacent to the Darby Creek will be installed as part of the current hotel development project
- + Existing grades provide ADA compliance
- +Trail location will be easily accessible to patrol vehicles

WEAKNESSES

- Drexelbrook service road is used for storage of vehicles and debris, and has an isolated feel.
- Crossing Septa rails and the gully presents an obstacle
- Banks along the Darby Creek are steeply sloping and densely wooded, making trail placement challenging

OPPORTUNITIES

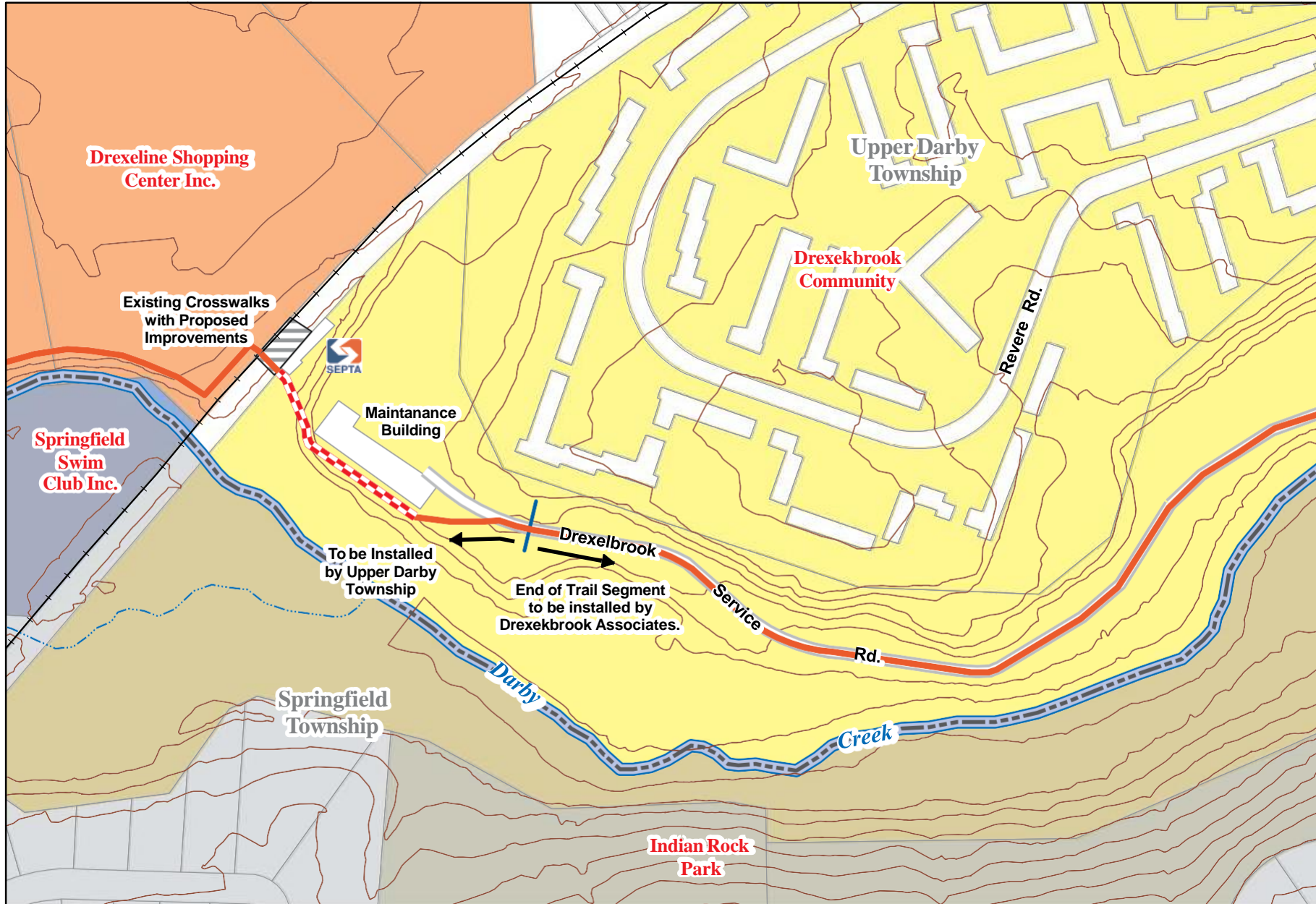
- +Trail will be accessible to the public transportation network
- +Trail will be accessible to visitors and residents of Drexelbrook
- +Viewsheds of the Darby Creek may be possible on this segment of the trail

THREATS

- Septa may not support a new trail crossing at a Septa station for non Septa riders
- Gully between Drexelbrook and Drexeline Septa Station will be costly to construct
- Development plans call for a 5' wide "trail", which will only accommodate walkers. A typical multi-use trail is 8'-12' wide to accommodate cyclists and pedestrians.
- Drexelbrook is a private development and agreements will be required for trail uses and township access.



Proposed Pilgrim Park Trail route behind Drexelbrook community on service road





One proposal would see the trail route follow behind this billboard from the shopping center down the creek banks and under the new US Route 1 bridge

SEGMENT C
SEPTA STATION TO US ROUTE 1
CROSSING

STRENGTHS

- +Trail through the Drexeline Shopping Center will be installed as part of re-development plans
- + PennDOT pedestrian crossing of US Route 1 is existing
- +Trail route through Drexeline is ADA compliant and connects to local businesses and to public transportation

WEAKNESSES

- Darby Creek views and natural setting is lost in this segment
- US Route 1 is a difficult and busy crossing for trail riders
- Banks along the Darby Creek are steeply sloped and heavily vegetated, making navigation of them difficult and costly if under the bridge option is selected

OPPORTUNITIES

- +Trail will be accessible to the public transportation network
- +Trail will be accessible to places to eat, shop and rest






THREATS

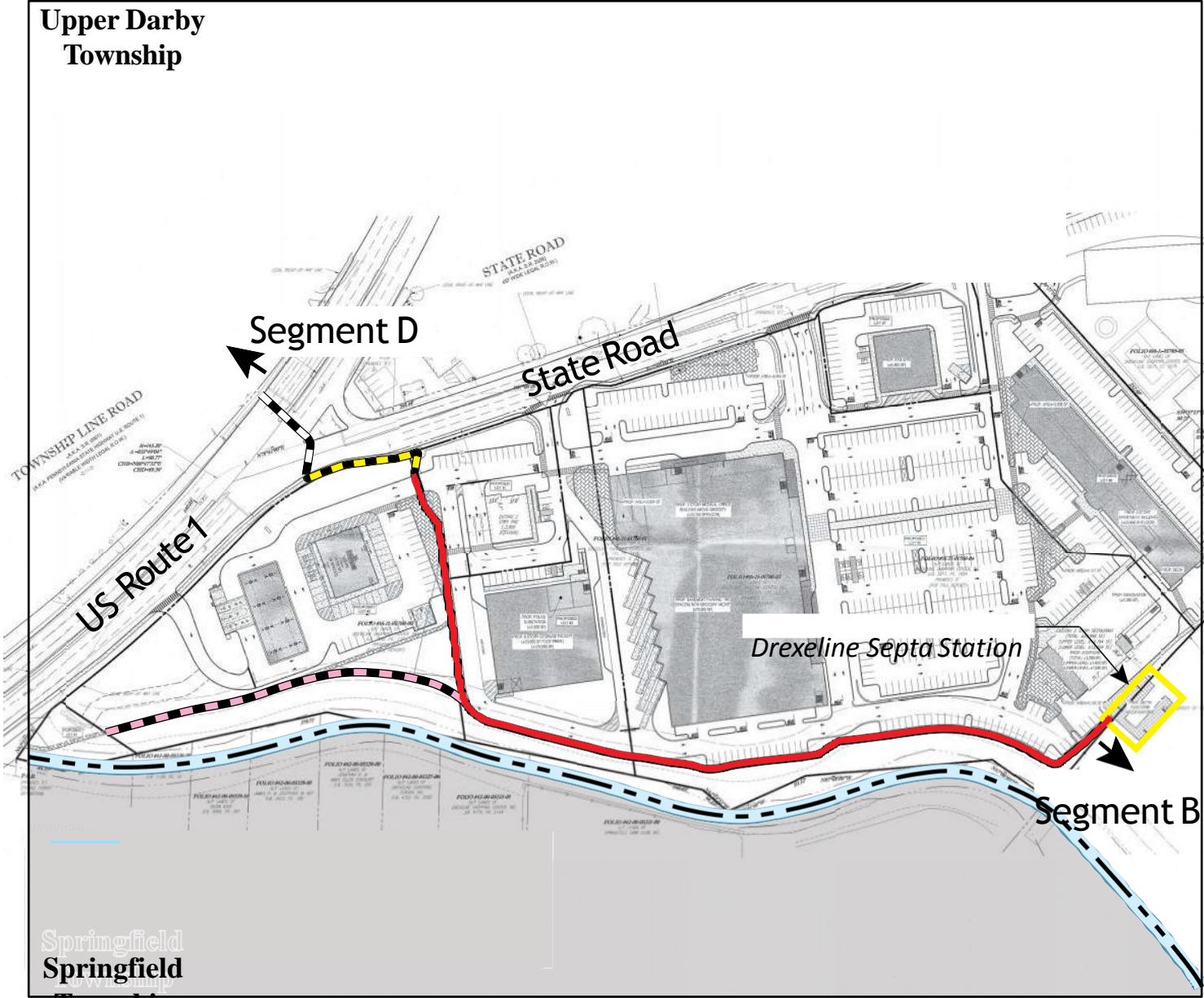
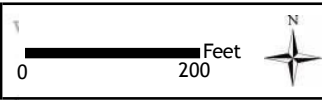
- Drexeline development plans call for a 5' wide "trail", which will accommodate pedestrians. A typical multi-use trail is 8'-12' wide to accommodate cyclists and walkers.
- Trail traffic may be prioritized below commercial vehicular traffic. Safety and warning signs will be a priority to avoid conflicts
- Drexeline is a private development and agreements will be required for trail uses and township access.

Upper Darby Township

Pilgrim Park Trail Segment C

Septa Station to US Route 1 Crossing

-  Drexline Proposed Trail Corridor
-  Alternate Trail Corridor to US Route 1 Bridge Underpass
-  Existing Crosswalk
-  Proposed Sidewalk by Others
-  Adjacent Municipalities



Springfield Township



Trail corridor blocked by large fallen trees in Pilgrim Park

SEGMENT D
US ROUTE 1 TO PILGRIM
PARK

STRENGTHS

- +Trail corridor proposed for level terrain on Township owned land
- +Beautiful shaded path with good views of Darby Creek
- +Corridor has been cleared

WEAKNESSES

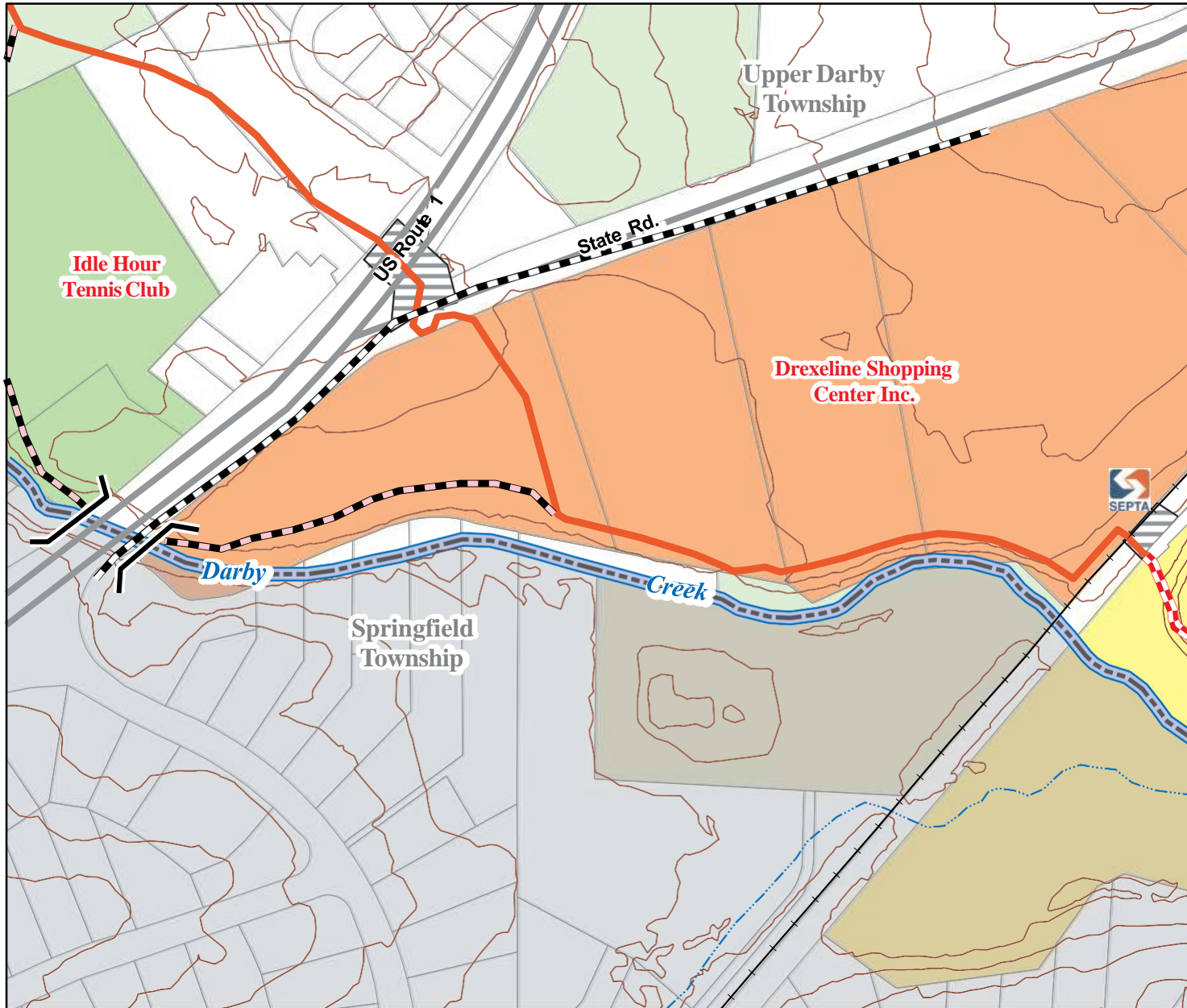
- This area is on floodplain and is wet with standing water puddles
- Trail corridor is shared with sewer authority
- Vegetation management will become an important maintenance task for the Township
- Steep slopes to the north of the corridor make ADA connections to adjacent neighborhoods difficult

OPPORTUNITIES

- +Trail is accessible to Township personnel and vehicles
- +Trail corridor is wide enough to meet multi-use trail standards
- +Work with Haverford Township to complete trail through Pilgrim Park
- + Opportunity to enhance riparian buffer, improve water quality and engage environmental groups











THREATS

- Trail on floodplain will require protection from flooding
- Isolated area may need to be patrolled to deter vandalism
- Township does not own property along US Route 1 to connect to Pilgrim Park land

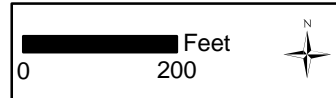


**Pilgrim Park Trail
SEGMENT C**

**Drexeline Shopping
Center to
US Route 1 Crossing**

-  Existing Sidewalk
-  10' Wide Multi-Use Trail
-  Alternate Multi-Use Trail
-  Existing Crosswalk
-  10' Contours
-  Darby Creek
-  Municipal Boundary
-  Township Owned Recreation
-  Private Recreation
-  Railroads














NOTE: The Township may need to add to the trail segment being installed by Drexeline to bring the trail to the recommended width for multi-use trails of 10'.

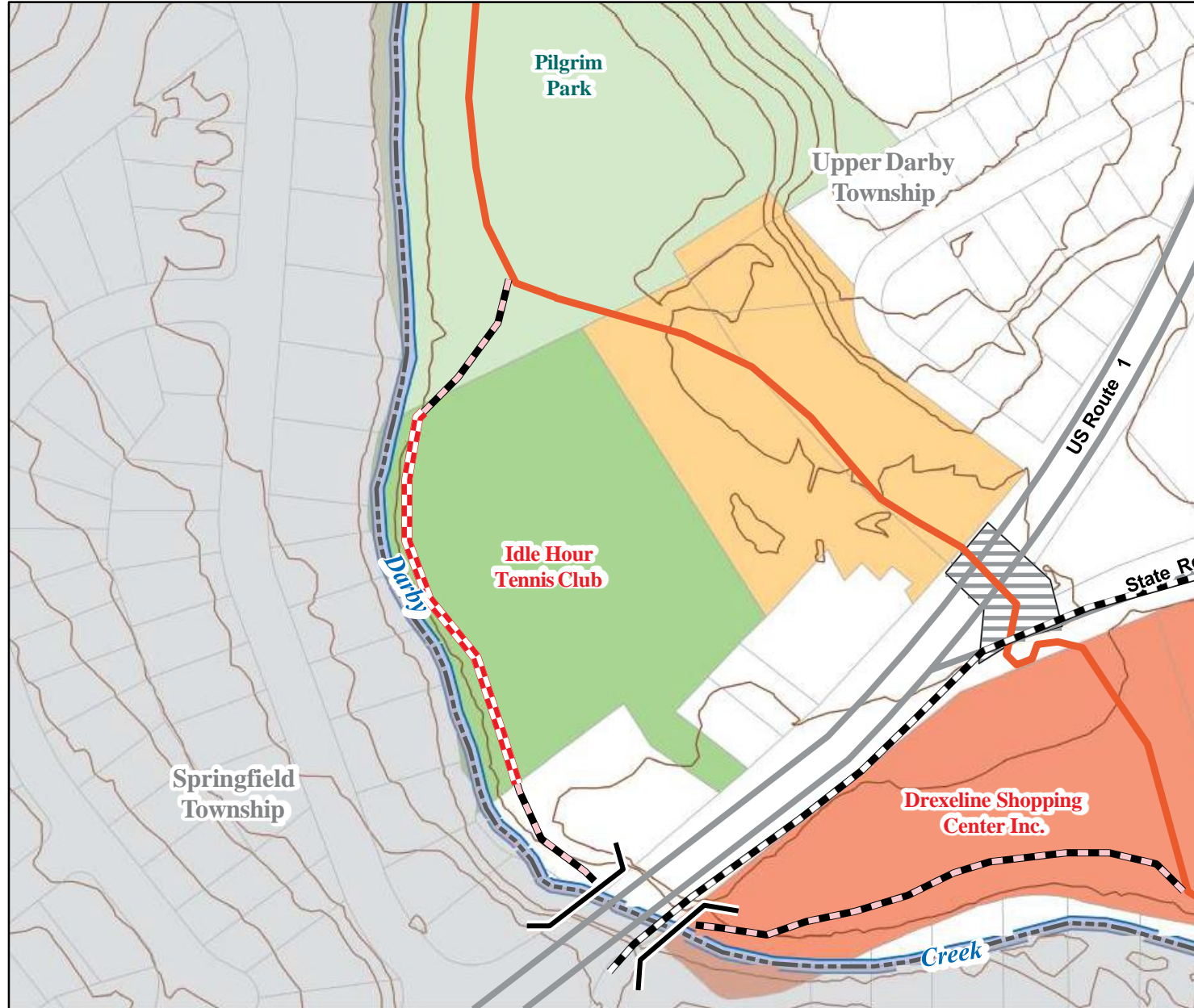


Upper Darby Township

**Pilgrim Park Trail
SEGMENT D**

**US Route 1 Crossing
to Pilgrim Park**

-  Existing Sidewalk
-  10' Wide Multi-Use Trail
-  Alternate Multi-Use Trail
-  10' Wide Cantilevered or Tiered Wall Multi-Use Trail
-  Existing Crosswalk
-  10' Contours
-  Darby Creek
-  Tributary
-  Municipal Boundary
-  Township Owned Recreation
-  Private Recreation
-  Vacant Mozino Property
-  Bridges



Rosemont Avenue to Drexelbrook Community				
	Description	Unit	Unit Cost	Total Cost
Huey Park Trail	8' Boardwalk	350 LF	350	\$122,500.00
	8' Paved Walk	60 LF	60	\$3,600.00
Bloomfield Ave	5' Sidewalks	640 LF	50	\$32,000.00
	New 5' Sidewalk	300 LF	80	\$24,000.00
Road markings	Share the Road	4 EA	300	\$1,200.00
	Crosswalk w. Ramps & DWS Tiles	1 LS	2600	\$2,600.00
Signs	Std Warning/Street	8 EA	350	\$2,800.00
	Interpretive	1 EA	2500	\$2,500.00
	Custom Wayfinding	5 EA	500	\$2,500.00
Benches	ADA compliant	4 EA	2000	\$8,000.00
Huey Park Planting	Riparian Buffer/wetland	1 LS	32000	\$32,000.00
Lighting	TBD in design phase			
				\$233,700.00

Drexelbrook Community to Septa Station				
	Description	Unit	Unit Cost	Total Cost
Drexelbrook Community	Multi Use Trail to be installed by Drexelbrook Associates	1500 LF	0	\$0.00
Drexelbrook Community	5' Paved Trail Widening by Township if Drexelbrook Trail is 5'	1500 LF	60	\$90,000.00
From End of Drexelbrook Segment to Septa Station				
Alt 1. Deck & Bridge	Cantilevered Deck w. Steel/Concrete Piers	300 LF	1500	\$450,000.00
	Bridge to Septa Station	100 LF	1500	\$150,000.00
Alt 2. Tiered Wall	Tiered Wall	8000 FF	40	\$320,000.00
	Paved Trail	4000 SF	20	\$80,000.00
	Fill in Gully	1 LS	150000	\$150,000.00
Signs	Std Warning/Street	4 EA	350	\$1,400.00
	Custom Wayfinding	1 EA	500	\$500.00
Lighting in Drexelbrook	TBD in design phase			
				\$551,900.00 - \$691,900.00

Note: Estimates are based on general information taken from County and Township mapping sources and do not include costs for engineering, testing or permitting



The Township will need to work with Drexelbrook Development and Septa to complete the Pilgrim Park Trail



Upper Darby Township will need to work with MCB Real Estate, owners of the Drexeline Shopping Center, and PennDOT, to complete the Pilgrim Park Trail.

Septa Station to US Route 1 Crossing					
Description		Unit		Unit Cost	Total Cost
Drexeline Shopping Center	Multi Use Trail to be installed by Drexeline	1300	LF	0	\$0.00
Drexeline Shopping Center	5' Trail widening by Township if Drexeline Trail is 5' wide	1300	LF	60	\$78,000.00
From end of Drexeline Segment along State Road to Existing Crosswalk					
Adjacent to sidewalk	Multi use Trail	190	LF	115	\$21,850.00
Landscaping	Street trees & Shrubs	1	LS	10000	\$10,000.00
Benches Near Crossing	ADA Compliant	2	EA	2000	\$4,000.00
Signs	Std Warning/Street	2	EA	350	\$700.00
	Custom Wayfinding	4	EA	500	\$2,000.00
					\$38,550.0
If Bridge Underpass Option is selected. Trail down to bridge from Drexeline					
Trail from Drexeline to Bridge	Multi-Use Paved Trail	700	LF	135	\$94,500.00
					\$38,550.00 - \$172,500.00

Although this section is largely being paid for by the Drexeline Shopping Center, the Township would be responsible, if the bridge underpass option is selected for the costs associated with navigating the creek banks from the end of the Drexeline property to the bridge abutment. This will involve some grading and vegetation removal, and walls or a deck of sorts may be necessary, due to the heavy flooding that occurs in this area. The Township would also be responsible for the development of the trail to the full width of 10' should the Drexeline re-development plan only provide for a 5' wide trail.

The cost above only reflects the cost to construct a paved trail, once the corridor has been designed, engineered, prepared and stabilized.

US Route 1 Crossing to Pilgrim Park					
Description		Unit	Unit Cost	Total Cost	
ALT 1 - Through Vacant Wooded Property to Pilgrim Park					
	Multi-Use Paved Trail	600 LF	115	\$69,000.00	
ALT 2 - Navigate Creek Bank to Pilgrim Park					
	Multi-Use Paved Trail	400 LF	135	\$54,000.00	
	Cantilevered Deck	700 LF	1500	\$1,050,000.00	
IN PILGRIM PARK					
	Multi-Use Paved Trail stabilized to be protected from flooding	2515 LF	150	\$377,250.00	
Signs	Std Warning/Street	3 EA	350	\$1,050.00	
	Custom Wayfinding	3 EA	500	\$1,500.00	
Tributary Crossing	Single Span Bridge	1 LS	10500	\$10,500.00	
Benches	ADA Compliant	6 EA	2000	\$12,000.00	
Landscaping	Riparian Buffer Enhancement	1 LS	20000	\$20,000.00	
Lighting	TBD Design Phase				

Note: Estimate does not include cost to purchase vacant property **\$491,300.00 - \$1,526,300.00**
 Note: Estimates are based on general information taken from County and Township mapping sources and do not include costs for engineering, testing or permitting

In this last trail segment, if the bridge underpass option is selected, there will be costs associated with navigating the creek banks from the end of the bridge abutment to Pilgrim Park. This will involve some grading and vegetation removal, and walls or a deck of sorts may be necessary, due to the heavy flooding that occurs in this area. More importantly, the Idle Hour Tennis Club does not want the trail on their property, or trail travelers making noise or riding past disturbing tennis players. This means the trail corridor must be placed with a healthy vegetated buffer or fence between the tennis road and the trail, and would most likely require building a boardwalk/cantilevered type trail.

The costs listed provide a range to construct the trail as it has been conceptualized. The costs represent current costs to construct a trail, once the corridor has been designed, engineered, prepared and stabilized.



Rendering illustrating a concept for the end point of the Pilgrim Park Trail if the trail does not continue immediately into Haverford Township. Viewsheds, like the one shown in this rendering, should be located along the trail route for visitors to relax and enjoy their surroundings.

ACKNOWLEDGEMENTS

Study Committee:

Daniel R. Lutz, P.E.	Township Engineer
Jeffrey N. Gentile,	Township Director of Licenses and Inspection
P.E. John	Township Director of Finance
McMullan	Assistant Township Engineer
Allison A. Lee,	Township Council
P.E. Don Bonnett	Township Council
Marc Manfre	Township Chief Administrative Officer
Thomas J. Judge, Jr.	

Township Council:

Jacob A. Bierling,	Barbarann Keffer
Jr. Laura Wentz	Patrick J.
Donald P. Bonnett	Spellman Lisa
Thomas P. Wagner	Faraglia
Robert S. Gwin	Marc Manfre
Sekela Coles	Sheikh M. Siddique

Mayor: Thomas N. Micozzie

With Assistance from: Urban Research & Development Corp.
Bethlehem, PA. urdc.com

This project was financed in part by a grant from the Community Conservation Partnerships Program, Keystone Recreation, Park and Conservation Fund, under the administration of the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation.



