



# The 291 Road Diet and the East Coast Greenway

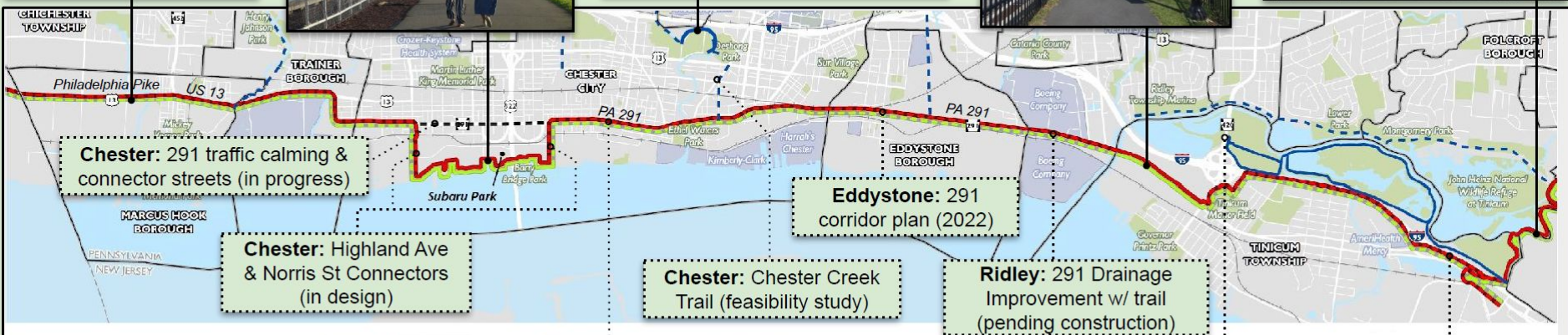
Philadelphia Western Trails Summit  
Haverford, PA  
February 10, 2024

# Agenda

- **The East Coast Greenway in Delaware County**
- **Improving Safety on Route 291**
- **Updates along the Corridor**
  - **City of Chester: Putting Together the Pieces**
  - **Ridley Township: Route 291 Drainage Improvement Project**
  - **Tinicum Township: East Coast Greenway Connections**



# East Coast Greenway in Delaware County



- East Coast Greenway**
  - Existing (Green line)
  - Proposed (Red line)
- September 11th National Memorial Trail**
  - Existing (Red line)
  - Proposed (Red line)
- Delaware County Primary Trail Network**
  - Existing (Blue line)
  - Proposed (Blue dashed line)

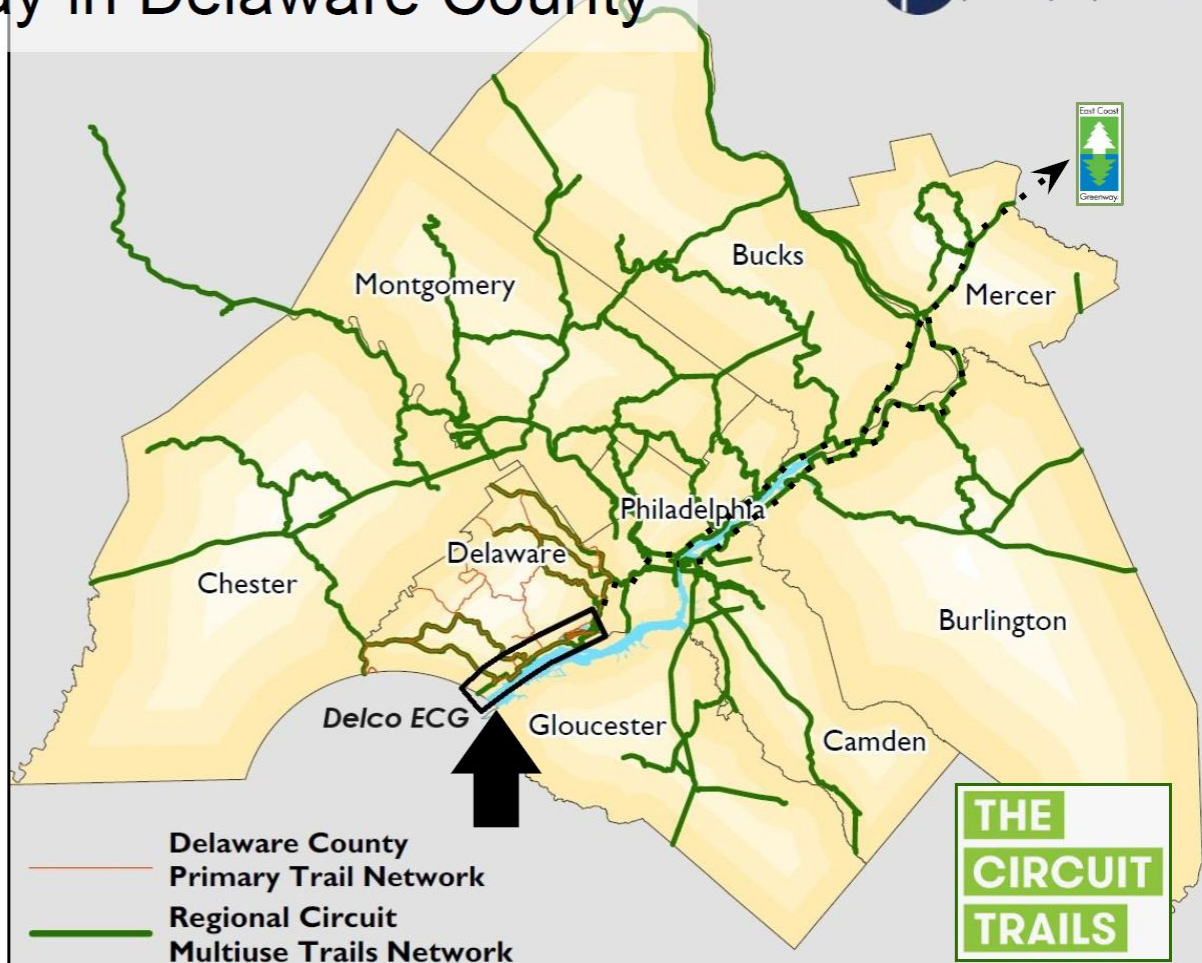
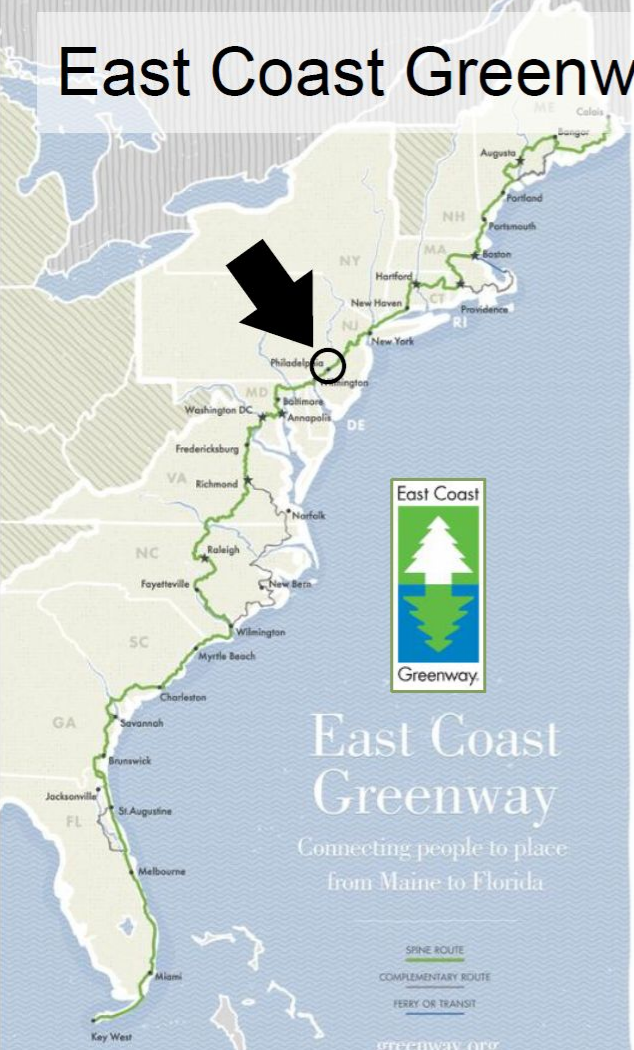


**Chester, Ridley: 291 safety improvements (feasibility study)**

**Heinz-to-Prospect Park: 420 Bridge over Darby Creek w/ trail (under construction)**

**Tinicum: ECG to Heinz (feasibility study)**

# East Coast Greenway in Delaware County



- Delaware County Primary Trail Network
- Regional Circuit
- Multiuse Trails Network



A photograph of a street scene on Route 291. The street is paved with asphalt and has a white dashed line down the center and yellow double lines on the left. On the right side, there are several parked cars, including a dark blue SUV in the foreground. The buildings are multi-story, with brick and concrete facades. A church steeple is visible in the background. The sky is blue with scattered white clouds. A semi-transparent dark grey rectangle is overlaid on the image, containing white text.

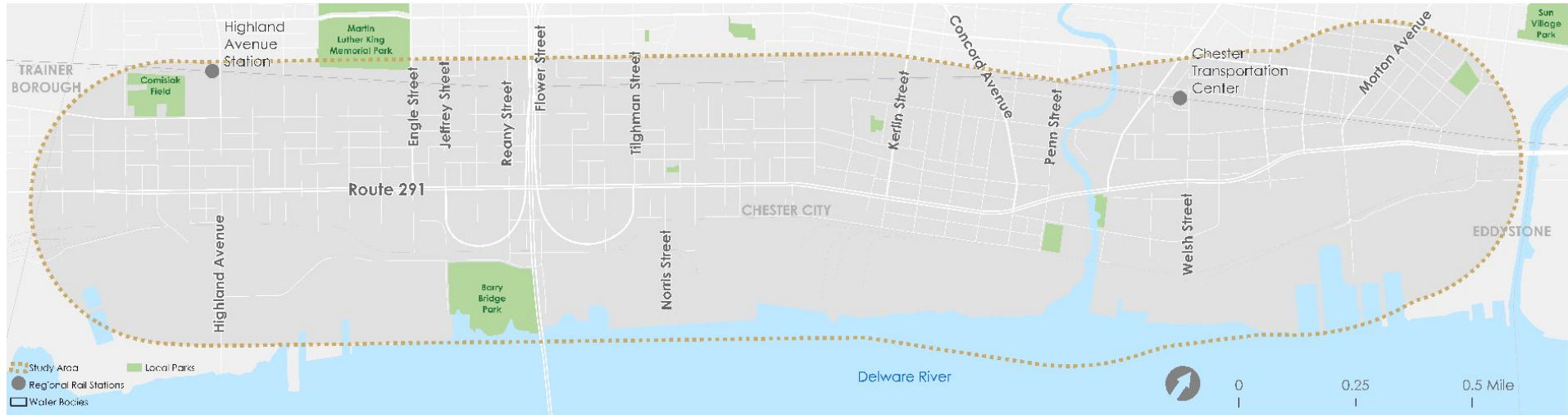
# Improving Safety on Route 291

**Cathy Spahr, Planner IV, Delaware County Planning Department  
Tara Hofferth, Kittelson and Associates**

# Study Overview

This study will assess the **feasibility of a road diet and multimodal safety improvements** along Route 291 from Irving Street to Ridley Creek.

It will also make recommendations for the **dedicated East Coast Greenway facility** through Chester City and Ridley Township.





# Improving Safety on Route 291

Delaware County, PA



Delaware County  
Pennsylvania

Please provide any feedback, comments, or questions you have on improving safety on Route 291.

My name is Tykera Beauford. I am the daughter of the late Tyrine Beauford who passed away on his motor cycle 2009 May 19<sup>th</sup>. I have the unfortunate privilege of seeing his crash site imprint on the huge Pole by Harahs casino. Please make 291 safe for all whose on those roads !!





# Reduce All Crashes

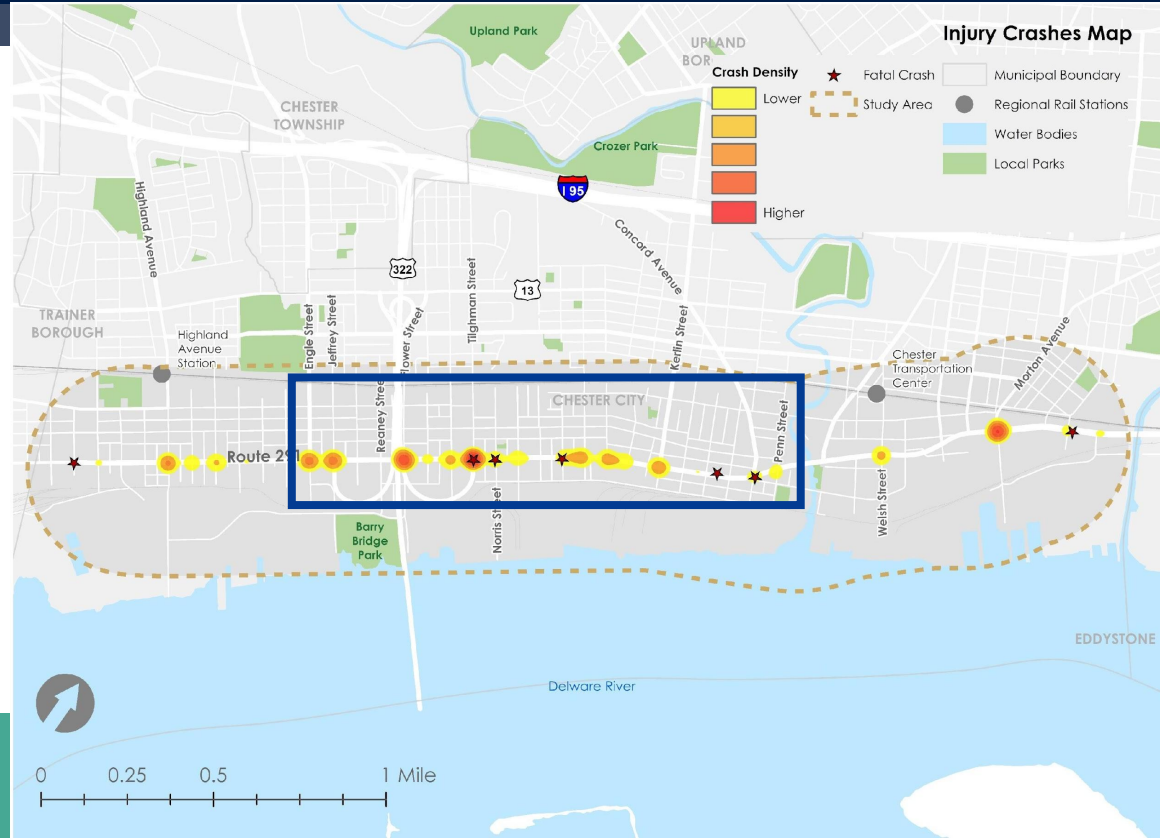


Reduce All Crashes



# 290

Total Crashes  
Along this Section  
of Route 291 From  
2017 to 2021



# Objectives



Improve Safety For All



Create Connections for Walking & Biking



Optimize Roadway Operations



Balance Residential and Industrial Needs



Plan for Implementation





# Toolkit

## IMPROVING SAFETY ON ROUTE 291

- TRUCK ROUTE TREATMENTS
- PLACEMAKING
- SIGNALS & INTERSECTIONS
- MULTIMODAL ACCESS
- TRAFFIC CALMING
- GREENWAY TREATMENTS


### SEPARATED BIKE LANE



1

A separated bike lane is within the street right-of-way and separated from motor vehicle traffic by a physical barrier, such as planters, flexible delineator posts, parked cars, landscape median, or a mountable curb.

### ROAD DIET



5

A road diet involves reducing or repurposing lanes to change the purpose, width, directionality, or other characteristics of the roadway. This can slow vehicles and make room for a bicycle facility.

### SPEED / RED LIGHT CAMERAS



9

Speed or red light running cameras can reduce motorist speeds and impact driver behavior where physical infrastructure is less feasible or effective. Additional legislation and certification might be needed to implement.

### PEDESTRIAN REFUGE



13

A pedestrian median refuge island provides added protection for pedestrians and bicyclists crossing at an intersection or mid-block. The refuge improves pedestrian visibility, reduces conflict points, and reduces crossing distance.

### SHARED USE PATH / TRAIL



2

This facility is shared between people biking and walking. A shared use path (SUP) or trail provides the highest level of separation and the lowest level of traffic stress for cyclists.

### RAISED MEDIAN



6

A raised median provides horizontal deflection to slow vehicles along a roadway. Raised medians provide an opportunity to incorporate a pedestrian refuge or green stormwater infrastructure.

### SPEED LIMIT MARKINGS & SIGNS



10

Painted speed limit markings and more speed limit signs provide a visual reminder of the desired and allowable roadway speed. Speed limits can also be reduced where appropriate.

### MARKED CROSSWALK



14

High-visibility reflective crosswalk markings should be incorporated at controlled intersections and at priority mid-block crossings. According to FHWA, "a high-visibility marked crosswalk can reduce pedestrian crashes up to 49%."

### GREEN PAINT



3

Green and/or white pavement markings draw attention to cyclists moving through or past conflict areas, including intersections and driveways.

### CURB EXTENSION / BULBOUT



7

Curb or sidewalk extended into the street, either at an intersection or mid-block, narrows the street, reduces pedestrian crossing distance, improves visibility of pedestrians, and reduces right-turning vehicle speeds.

### BUFFERS & RUMBLE STRIPS



11

Buffers and/or rumble strips can be used to separate different modes or traffic traveling in opposite directions. These treatments can enforce separation between fast moving traffic and a parking lane, bike lane, or turn lane.

### CROSSWALK VISIBILITY



15

Signage and warning beacons can be used in advance of marked pedestrian crossings to increase driver yielding.

### BICYCLE SIGNAL



4

Bicycle signals indicate when bicyclists can cross. They also restrict conflicting vehicle movements. Bicycle-only signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists.

### INTERSECTION VISIBILITY



8

Marking off areas using pavement markings, flexible delineator posts, or other visual or physical elements delineates space where on-street parking is restricted. This maintains visibility at driveways and intersections.

### SIDEWALK WIDENING



12

A complete and connected sidewalk network increases pedestrian access and safety. Along an urban corridor, bike sidewalk clear width should be at least 6-ft wide, or ideally wider.

### INTERSECTION MARKINGS



16

Pavement markings visually separate modes to reduce pedestrian and cyclist exposure. Separate signal phases for bicyclists and pedestrians eliminate conflict points.

## IMPROVING SAFETY ON ROUTE 291

- TRUCK ROUTE TREATMENTS
- PLACEMAKING
- SIGNALS & INTERSECTIONS
- MULTIMODAL ACCESS
- TRAFFIC CALMING
- GREENWAY TREATMENTS

### FLASHING PEDESTRIAN SIGNAL



17

Rectangular Rapid Flash Beacons (RRFBs) include a flasher that lets motorists know pedestrians are crossing. These are especially applicable at uncontrolled, mid-block or trail crossings.

### TRAFFIC SIGNALS AT INTERSECTIONS



21

Full signalization of an intersection impacts traffic operations and controls the movements of all road users. This can slow traffic, improve mobility, and accommodate pedestrians and cyclists.

### STREET LIGHTING



25

Pedestrian-scale lighting improves pedestrian security and comfort, especially at crossings, key destinations, and transit stops. Street lights improve visibility for drivers.

### TRAIL WAYFINDING & AMENITIES



29

Signs direct pedestrians and bicyclists toward destinations in the area, typically including distance and average walking or biking times. Other amenities might include benches, shelters, trees, and art.

### PEDESTRIAN COUNTDOWN SIGNAL



18

A pedestrian countdown signal includes an accessible push button, appropriate signage, and a pedestrian signal that indicates remaining walk time. Fixed, rather than actuated, signals are most preferred in urban areas.

### ROUNDABOUT



22

A roundabout is an intersection treatment with channelized approaches that reduces speeds. Roundabouts minimize conflict points and maintain a safe flow of traffic.

### STREET TREES



26

Street trees provide shade and comfort to people on the sidewalk. They also contribute to a lively sense of place. Street trees must be placed and maintained to allow for motorist visibility.

### CORRIDOR BRANDING



30

Trail and corridor branding provide a sense of place and direct users to destinations. This branding can connect various facilities within a greater region.

### EXTRA PEDESTRIAN CROSSING TIME



19

A leading pedestrian interval (LPI) gives pedestrians advance signal time to begin crossing before conflicting vehicles start turning. LPIs are especially helpful at wide, busy intersections.

### DIRECTIONAL SIGNAGE



23

Providing clear signs and pavement markings along a corridor can reduce confusion and direct motorists to key destinations.

### GREEN STORMWATER INFRASTRUCTURE



27

Green Stormwater Infrastructure (GSI) in sidewalks, medians, and curb extensions collects stormwater runoff and filters it through special soil and plants before it soaks into the ground or is released slowly back into the sewer system.

### TRUCK SIGNAGE



31

Signs and pavement markings can be used to direct and restrict truck traffic. Through-movement truck traffic can be discouraged while trucks accessing industry along the corridor can be directed to make safe, slow movements.

### TRANSIT AMENITIES



20

Transit amenities include shelters, benches, kiosks, and access to other services and amenities. There should be sidewalk access and safe roadway crossings near transit stops.

### TRAFFIC SIGNAL TIMING



24

Traffic signal timing changes can optimize traffic operation and reduce queuing and congestion. Signal timing might also provide priority to different modes, such as transit vehicles.

### ASPHALT ART



28

Asphalt art can be used to visually delineate space in the roadway to improve safety and revitalize public space.

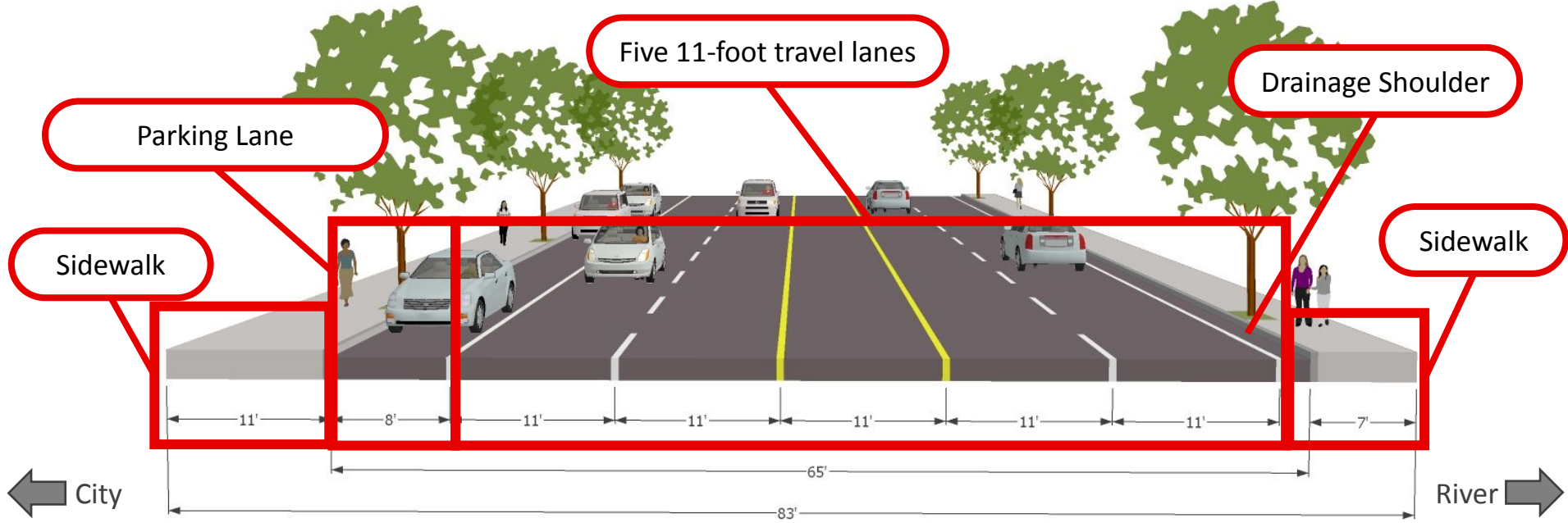
### TRUCK APRON



32

A truck apron is mountable by trucks or buses, but not by smaller vehicles. This means that the radius at intersections or driveways can be tightened to improve safety for pedestrians while still allowing wider truck turning movements.

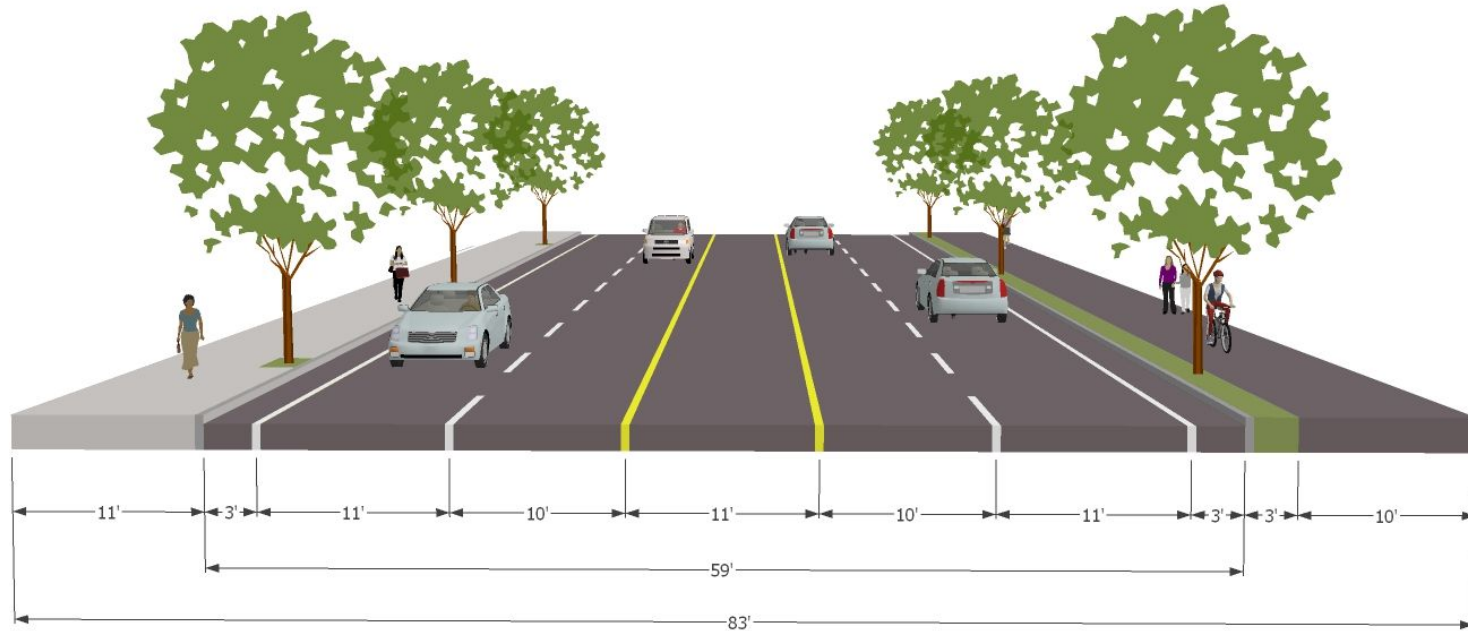
# Typical Existing Section





# Alternative A

- Maintains 5 lanes of traffic
- Includes safety improvements
- Shared use path
- Eliminate the on-street parking lane
- Reduce the curb-to-curb width



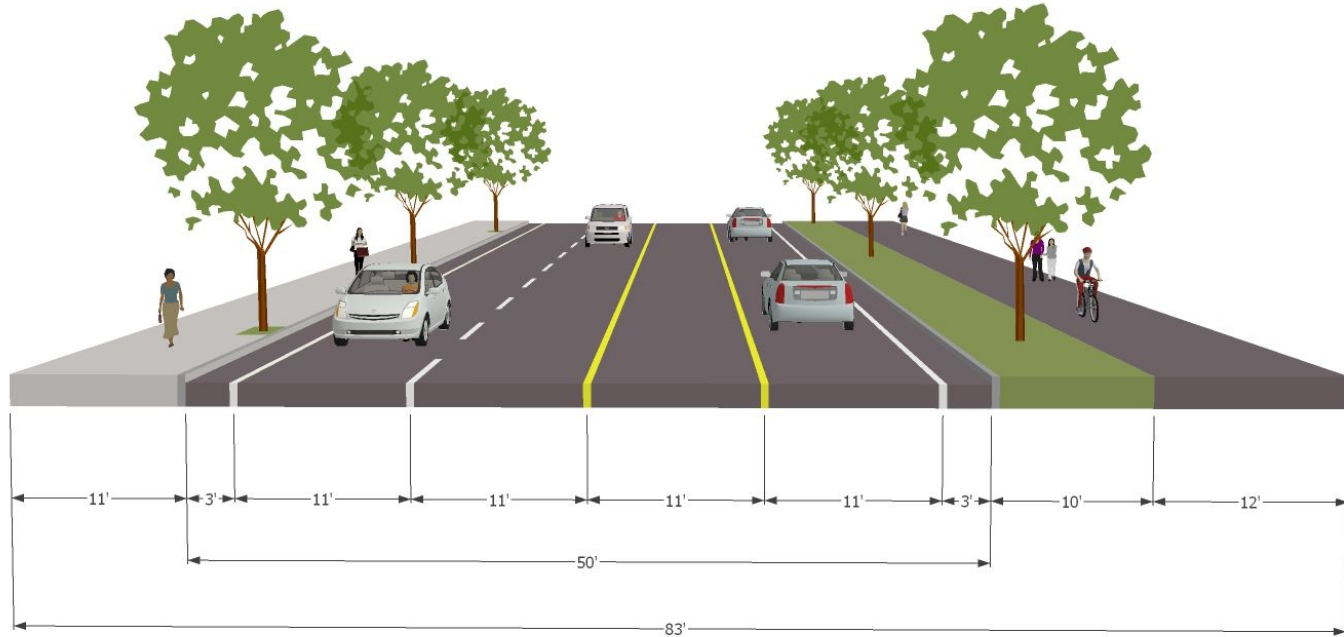
← City

River →



# Alternative B2

- Hybrid 5-lanes, 3-lanes, 4-lanes
- Includes safety improvements
- Shared use path (or separate bike path)
- Maintain some on-street parking
- Reduce the curb-to-curb width



← City

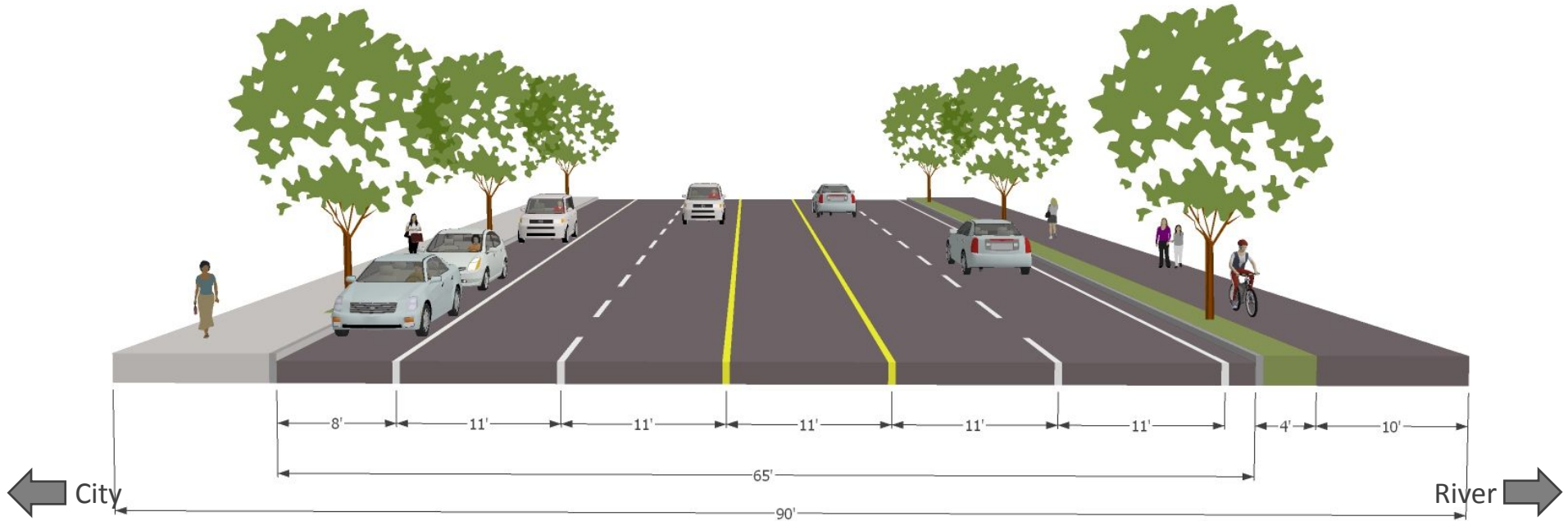
River →





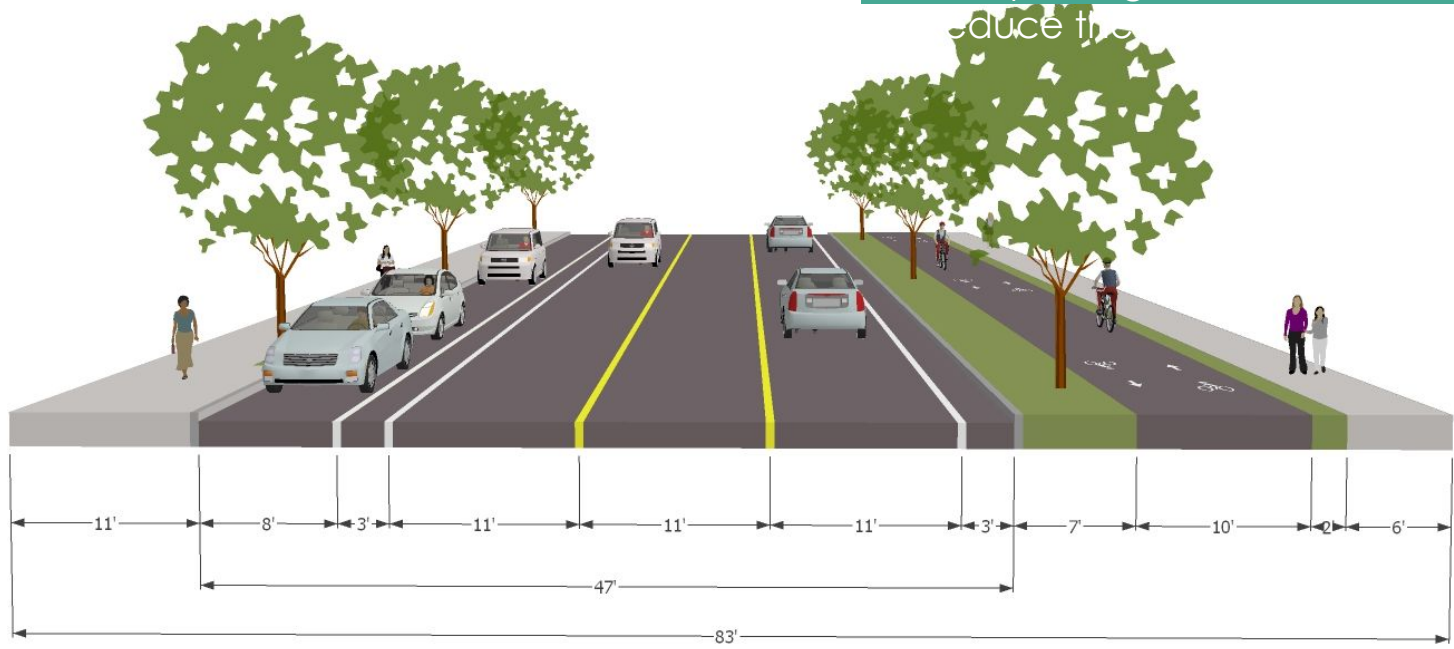
# Alternative A2

- Maintains 5 lanes of traffic
- Includes safety improvements
- Shared use path
- Maintain the on-street parking lane
- Maintain the curb-to-curb width



# Alternative B

- Reduces to 3 lanes of traffic
- Includes safety improvements
- Shared use path (or separate bike path)
- Maintain the on-street parking lane
- Add parking buffer



← City

River →

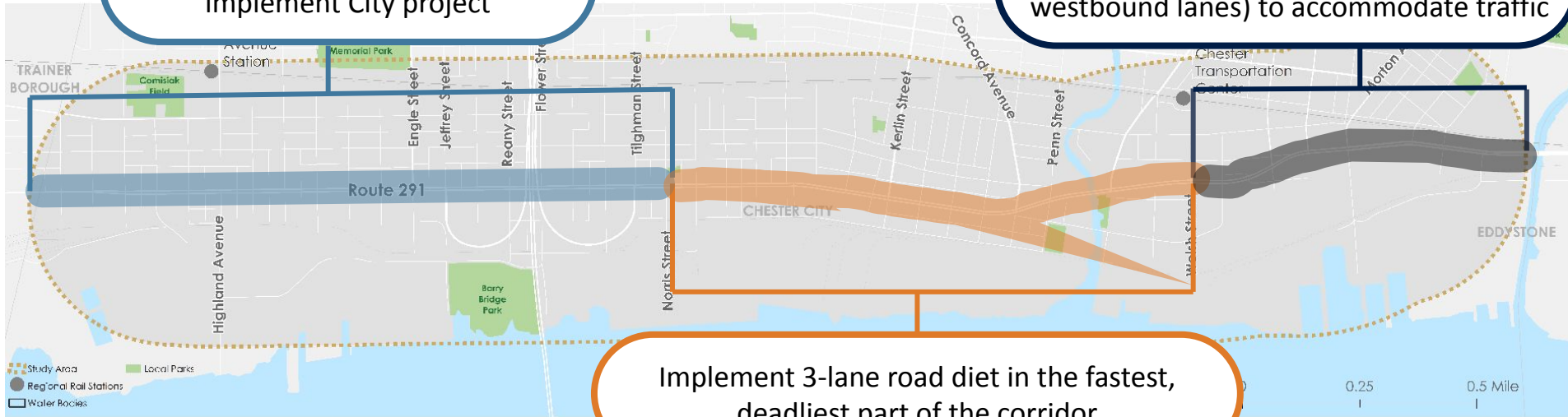




# Alternative B2

Maintain cross section /  
implement City project

Implement 4-lane road diet (with 2  
westbound lanes) to accommodate traffic



Implement 3-lane road diet in the fastest,  
deadliest part of the corridor



# Reduce Fatal & Serious Injury Crashes



Reduce Fatal & Serious Injury Crashes

Reduce All Crashes



5 Lanes, No Safety Improvements



Reduce to 3 Lanes

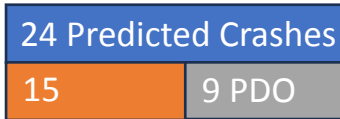


**Alternative A –**  
Keep 5 Lanes, Make Safety Improvements



Reduces potential severe crashes by 40%

**Alternative B –**  
Reduce to 3 Lanes, Make Safety Improvements



Reduces potential severe crashes by 63%

Severe Crash = Fatal & Serious Injury  
PDO = Property Damage Only Crashes  
Predicted Crashes per Year





# Reduce Fatal & Serious Injury Crashes

By 2050, that's...



Reduce Fatal & Serious Injury Crashes

Reduce All Crashes

5 Lanes, No Safety Improvements



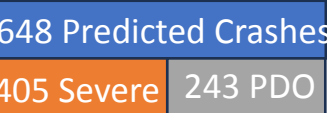
Reduce to 3 Lanes



**Alternative A –**  
Keep 5 Lanes, Make Safety Improvements



**Alternative B –**  
Reduce to 3 Lanes, Make Safety Improvements



*Severe Crash = Fatal & Serious Injury  
PDO = Property Damage Only Crashes  
Predicted Crashes by 2050*



# Putting Together the Pieces

Chester Segment of the East Coast Greenway

- Highland Avenue
- Norris Street
- W. 2nd Street (Highland – Norris)
- Chester Creek Connector Trail





**East Coast Greenway**  
 Existing  
 Proposed



**September 11th National Memorial Trail**  
 Existing  
 Proposed



**Delaware County Primary Trail Network**  
 Existing  
 Proposed



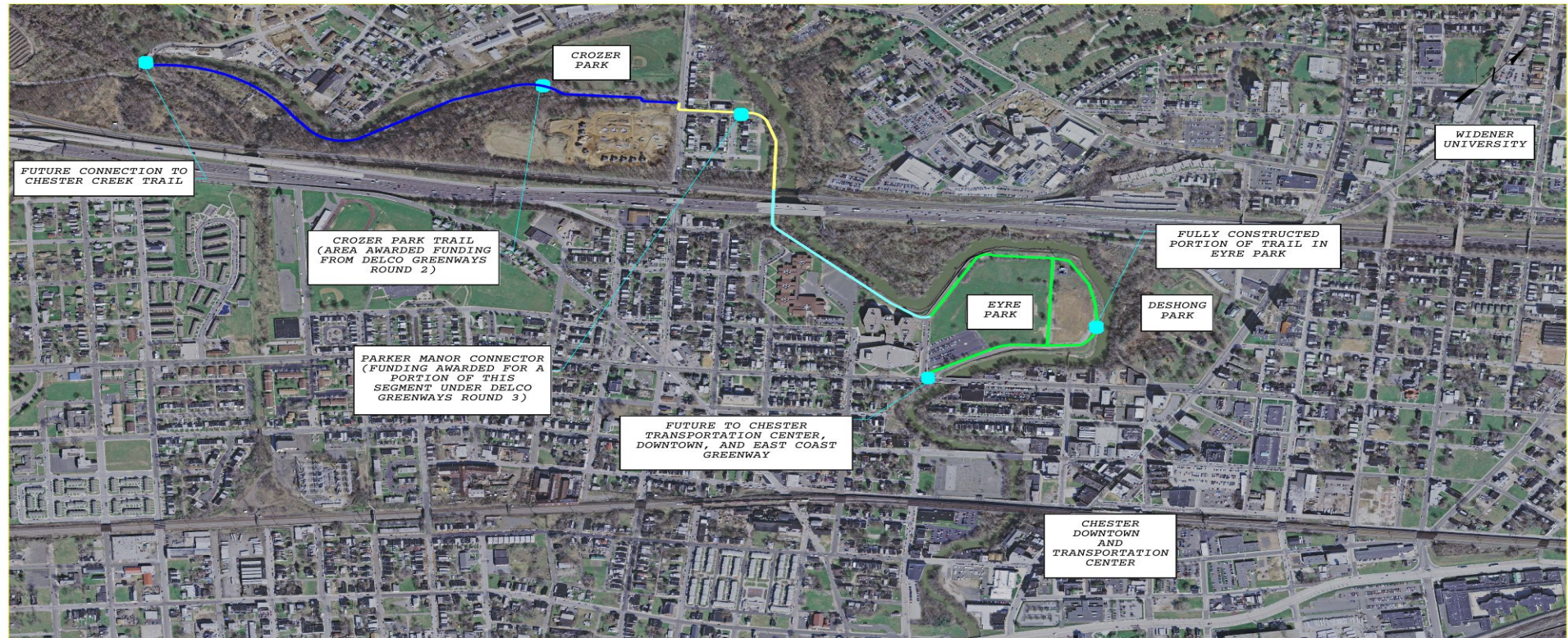
**Open Space Master Plan Update**

Proposed Road Improvements  
 Proposed Multi-Use Path

**Chester Creek Trail**  
**East Coast Greenway**  
**Garnet Valley Greenway**

Map created by Delaware County Planning and adapted by East Coast Greenway Alliance





**LEGEND**

	CONSTRUCTED SECTION OF TRAIL
	DESIGNED SECTION OF TRAIL
	FUNDING SECURED
	PORTION OF TRAIL PROPOSED FOR FUNDING

**CHESTER CREEK TRAIL MAP**

CITY OF CHESTER  
 CHESTER, PA 19013  
 610.447.7700  
 DATED: OCTOBER 2022



# SR 0291 INDUSTRIAL HWY. DRAINAGE IMPROVEMENT PROJECT INCORPORATING A SHARED USE PATH



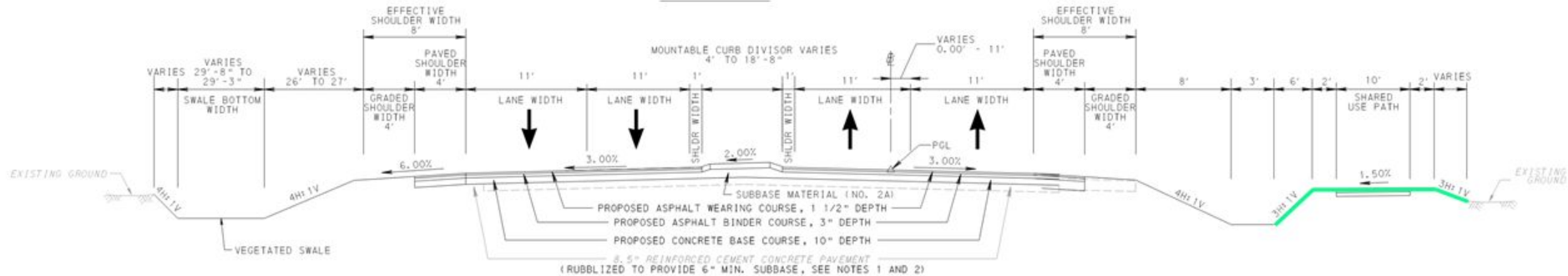


# LOCATION

## East Coast Greenway in Delaware County



# ROAD CROSS SECTION



SR 291 TYPICAL SECTION



# PROPOSED IMPROVEMENTS

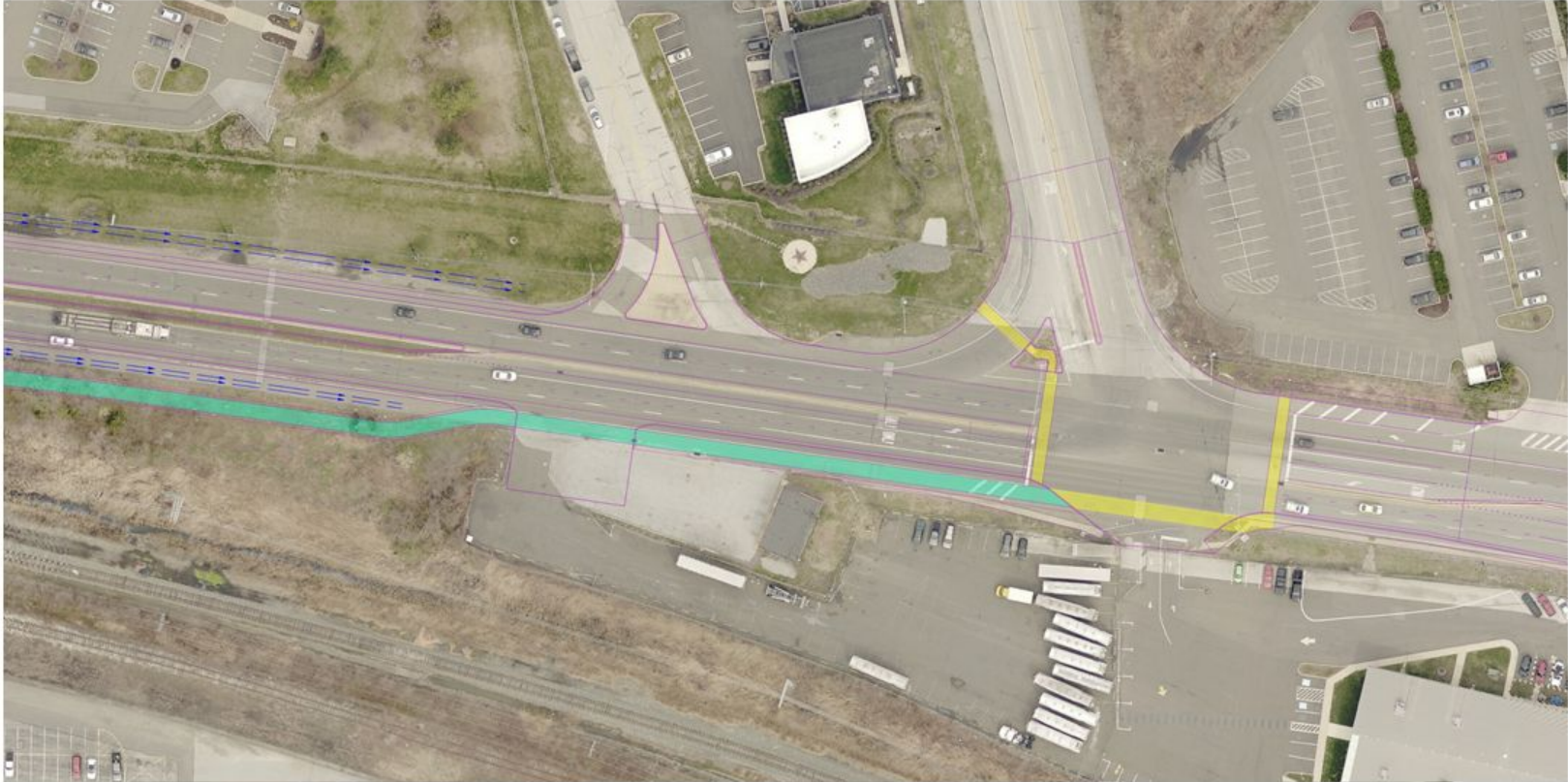




# PROPOSED IMPROVEMENTS



# PROPOSED IMPROVEMENTS



# SCHEDULE

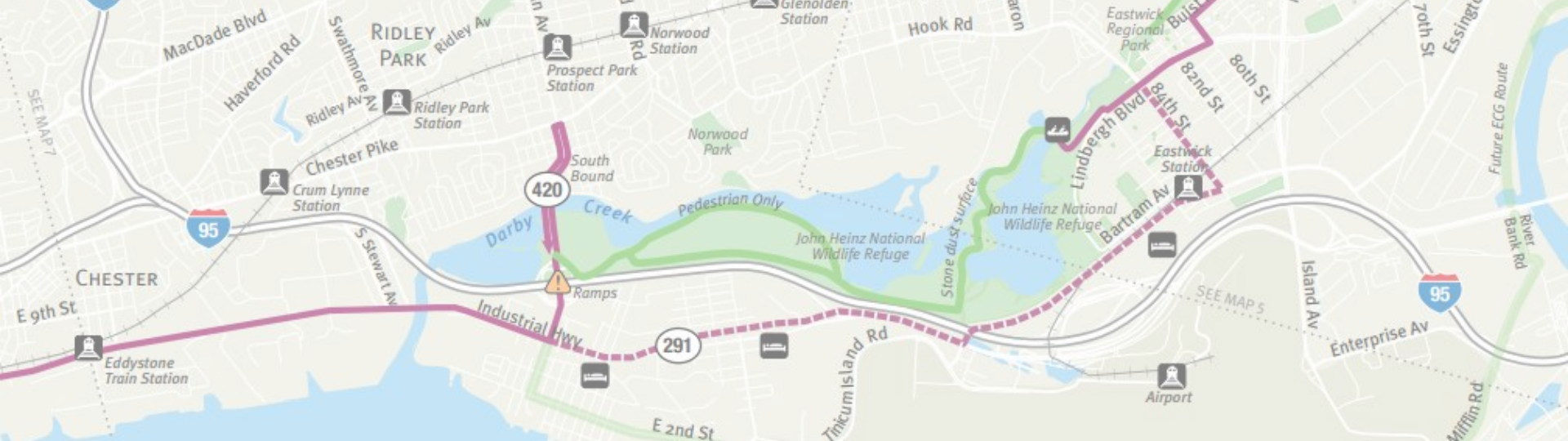
	2024				2025				2026				2027			
Task	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preliminary Design	█	█	█													
NEPA Studies		█	█	█												
Final Design			█	█	█	█	█									
Utility Conflict Resolution				█	█	█	█									
Section 404/105 Permitting				█	█	█	█									
ROW Acquisition				█	█	█	█									
Contracting								█	█							
Construction*									█	█	█	█	█	█	█	█

\*During construction, the road will be reduced to a single lane in each direction.

\*Existing sidewalks will remain open to pedestrians during construction.



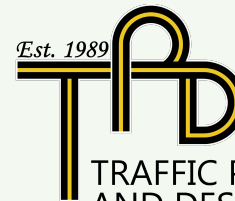




# EAST COAST GREENWAY: TINICUM CONNECTION

FEASIBILITY STUDY

UPDATE



TRAFFIC PLANNING  
AND DESIGN, INC.

# ADVANCING THE CREATION OF A NEW TRAIL

TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY

## WHY ARE WE HERE?

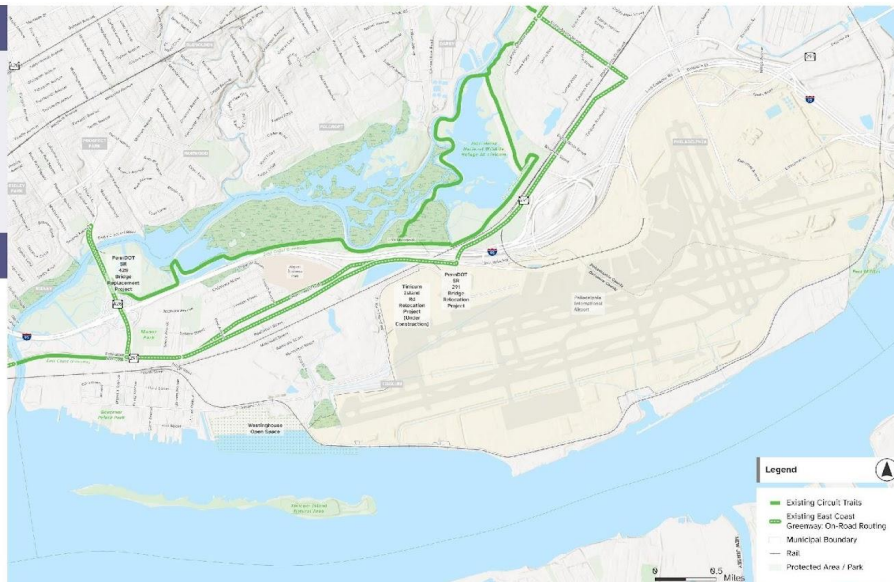
Tinicum Township hired TPD to **identify and determine the feasibility of a new off-road alternative to the current East Coast Greenway segment** that travels along Industrial Hwy (State Road PA 291).

## PRIMARY GOAL & STUDY AREA INFORMATION

The study area is within Tinicum Township, Pennsylvania. The project is investigating a potential off-road alternative connection between the existing Industrial Heritage Parkway/ East Coast Greenway Trail along State Road PA 291, and the John Heinz National Wildlife Refuge (Heinz NWR).

The preferred alternative identified through this study would be an alternative to the current route that requires bicycle and pedestrian users to navigate challenging high speed and high-volume roadways with no separate facilities.

This current on-road route, shown on the adjacent map, follows the Industrial Heritage Parkway/ East Coast Greenway Trail along State Road PA 291 to access the existing trail network in the John Heinz National Wildlife Refuge (Heinz NWR).



## WHAT IS A FEASIBILITY STUDY?

Before a planned connection can become a route, the partners and communities need to do some research to discover:

- What do we want to do?
- Can it be done? And how?
- What are the alternatives?
- What impact might it have?
- What would it take to be successful?
- How much would it cost?
- What would it take to get it designed and permitted?
- Are there funding opportunities to help implement the project?

## ADDITIONAL PROJECT OBJECTIVES

In addition to the primary goal of closing a gap in the trail network with a high-quality greenway, the objectives of this feasibility study also include:

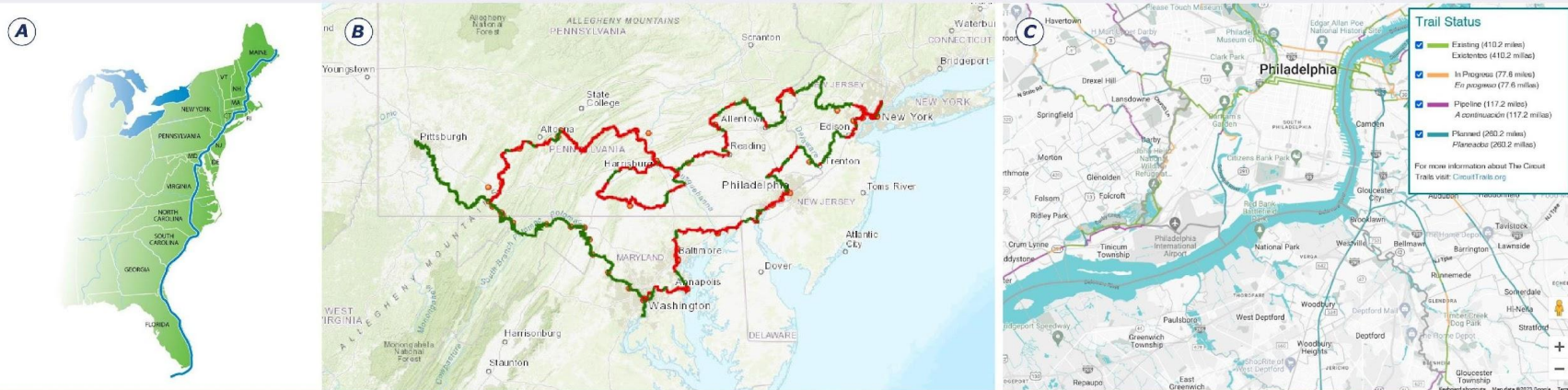
- 1 Connecting people with existing trails and cultural sites including the Heinz NWR; Fort Mifflin and the PA 291 Sidepath (existing East Coast Greenway)
- 2 Preserving and enhancing green space
- 3 Providing opportunities for better health and quality of life
- 4 Offering safe places to walk and bike for transportation and recreation

# ADVANCING THE CREATION OF A NEW TRAIL

TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY

## WHY IS THIS CONNECTION SO IMPORTANT?

This trail segment under study is included in the national **(A) East Coast Greenway** and **(B) 9/11 National Memorial Trail** networks. The trail segment is also included in **(C) The Circuit Trails** network covering the greater Philadelphia area.



## WHAT WOULD THE TRAIL LOOK LIKE?



As a future dedicated segment of the East Coast Greenway, the trail would need to be designed to the standards set out by the East Coast Greenway Alliance. These design standards identify the width of the trail, the preferred surface and specify that the trail must be accessible to people of all abilities.

Specifically, the design standards detail:

- Asphalt surface
- 10-12' wide (two-way bicycle traffic) or 14' wide for higher use segments
- A running slope of 5% or less
- A cross slope of 2% - 5%
- Bridges must be 16' wide to include 12' of usable trail and 4' of safety features such as walls and railings



# ADVANCING THE CREATION OF A NEW TRAIL

TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY

## ALTERNATIVES DEVELOPMENT STEPS



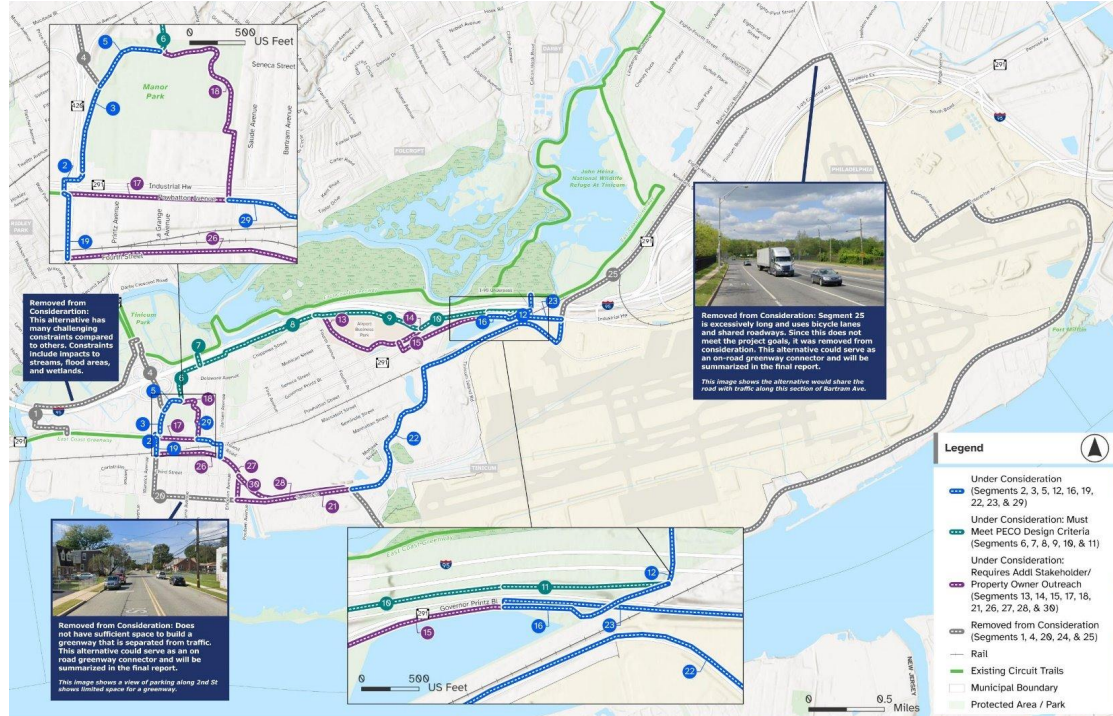
### 4 CATEGORIES

- 1 Under Consideration
- 2 Under Consideration: Must Meet PECO Design Criteria
- 3 Under Consideration: Requires Additional Stakeholder/Property Owner Outreach
- 4 Removed from Consideration

### HOW WE USED THE ANALYSIS

Based on the segment analysis, the team mapped

## 5 ALTERNATIVES



# HOW WE WILL GET TO A PREFERRED ALTERNATIVE

TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY

## ALTERNATIVE EVALUATION WE WILL USE

### EVALUATION CRITERIA (COMPLETE)



#### DIRECTNESS OF CONNECTION

Compared to other alternatives, how direct is this route for users to get from stated the project's start and end points?



#### ABILITY TO ACQUIRE ENVIRONMENTAL PERMITS

Based on known natural and human environmental impacts, which include things such as flood zones, sensitive species and habitats, areas with hazardous waste, and historic and archaeological sites, how likely is it that this option can be permitted?



#### QUALITY OF USER EXPERIENCE

Compared to other alternatives, what level of user experience does this alternative provide? Considerations include visual surroundings, separation from hazards, feeling of personal safety, connection to nature, and topography (is the alternative flat or hilly).



#### AVAILABILITY OF RIGHT-OF-WAY (Anticipated Property Owner Cooperation)

To what degree is right-of-way available or owned by property owners who would cooperate to build the alternative.



#### SECONDARY BENEFITS

Beyond the primary project goal, how well does this alternative provide opportunity for secondary benefits such as increased access for underserved populations (equity), economic development, connections to community resources, connections to places, etc.



#### SEPARATION FROM MOTORIZED VEHICLE CONFLICTS

Compared to other alternatives, how well does this alternative avoid motorized vehicle conflicts (such as busy intersections, high volume/high speed crossings and shared road conditions). Alternatives that have fewer traffic conflicts provide higher levels of safety for trail users.

### EVALUATION CRITERIA - NEED MORE INFORMATION (WILL BE PRESENTED AT THE NEXT COMMUNITY MEETING)



#### ABILITY TO CONSTRUCT

Based on an investigation of physical obstacles and constraints such as roads/railroads, utilities, topography, buildings, or waterways, how likely is it that this alternative can be built?



#### ALIGNMENT WITH COMMUNITY GOALS

Based on community leadership, public feedback, adopted plans or planning efforts, and stated local and organizational goals and objectives, what is anticipated level of community support for this alternative?



#### COST EFFECTIVENESS

Compared to other alternatives, how cost effective is this alternative?



#### POTENTIAL FOR FUNDING

Compared to other alternatives how likely is this route to qualify for known grant and funding opportunities?



#### POTENTIAL FOR TIMELY IMPLEMENTATION

Compared to other alternatives, how likely would this project be able to be designed, permitted and constructed?

## WHY ARE WE USING AN ABBREVIATED LIST?

Based on the project status, there are still some things we don't know such as:

- Construction Costs
- Public Sentiment ← WE'RE GATHERING THIS
- Local Leadership Support Levels
- Outcomes of Round 2 of Property Owner Engagement

## EXAMPLE OF HOW ALTERNATIVES WILL BE SCORED

### HOW DOES ALTERNATIVE A SCORE?

CRITERIA	ALTERNATIVE/SCORE	
	ALT A	ALT A-1
Directness of Connection	4	4
Ability to Acquire Environmental Permits	4	4
Quality of User Experience	3	3
Availability of Right-of-Way (Anticipated Property Owner Cooperation)	4	2
Secondary Benefits	3	3
Separation from Motorized Vehicle Conflicts	2	3
<b>TOTAL</b>	<b>20</b>	<b>19</b>

## WHAT DO THESE SCORES MEAN?

Based on a comparison of all alternatives, this alternative has been scored on how it ranks with respect to meeting this project evaluation criteria:

- 1**  
BELOW AVERAGE
- 2**  
AVERAGE
- 3**  
ABOVE AVERAGE
- 4**  
HIGHEST



# ALTERNATIVE A

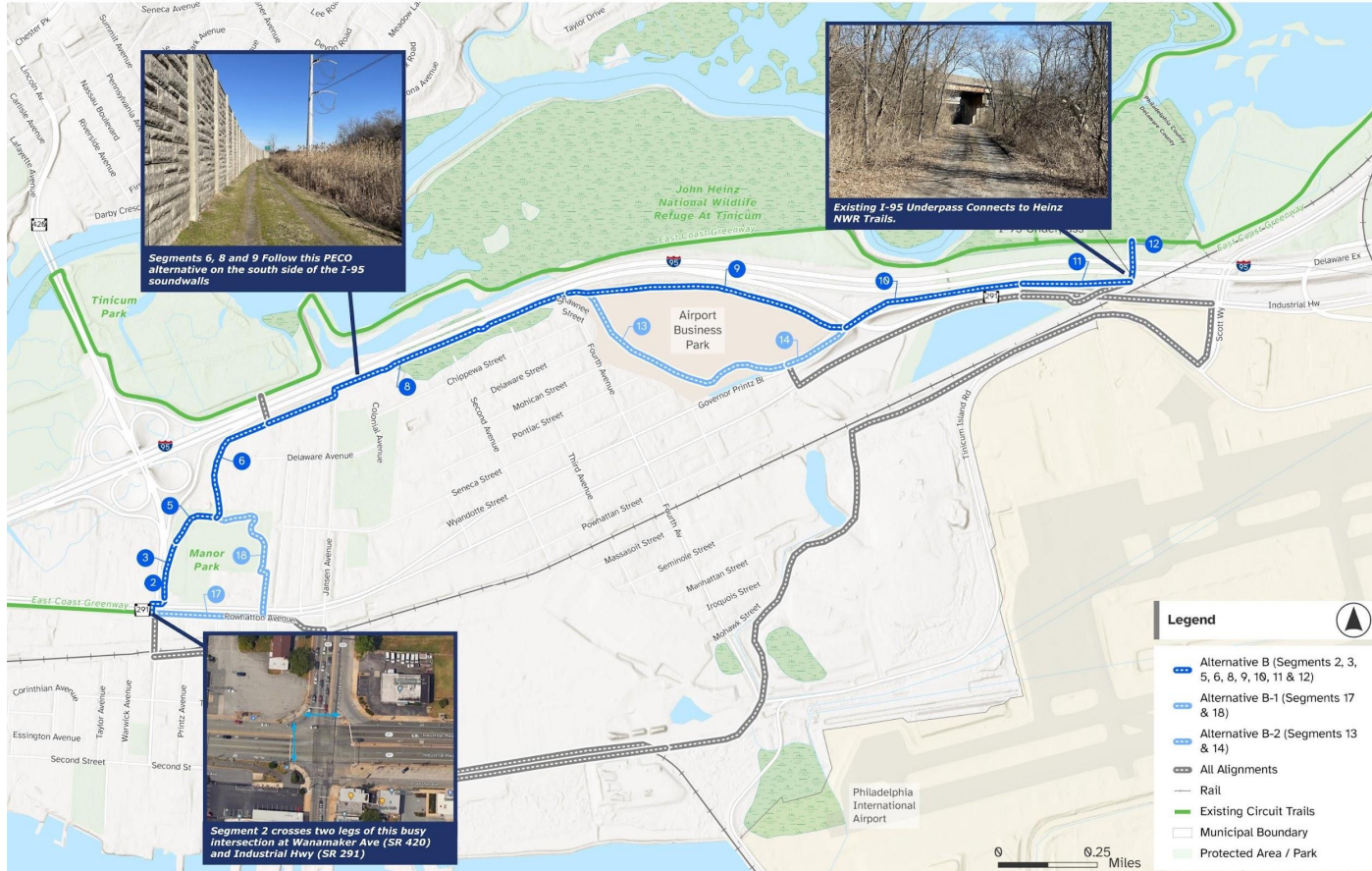
## TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY





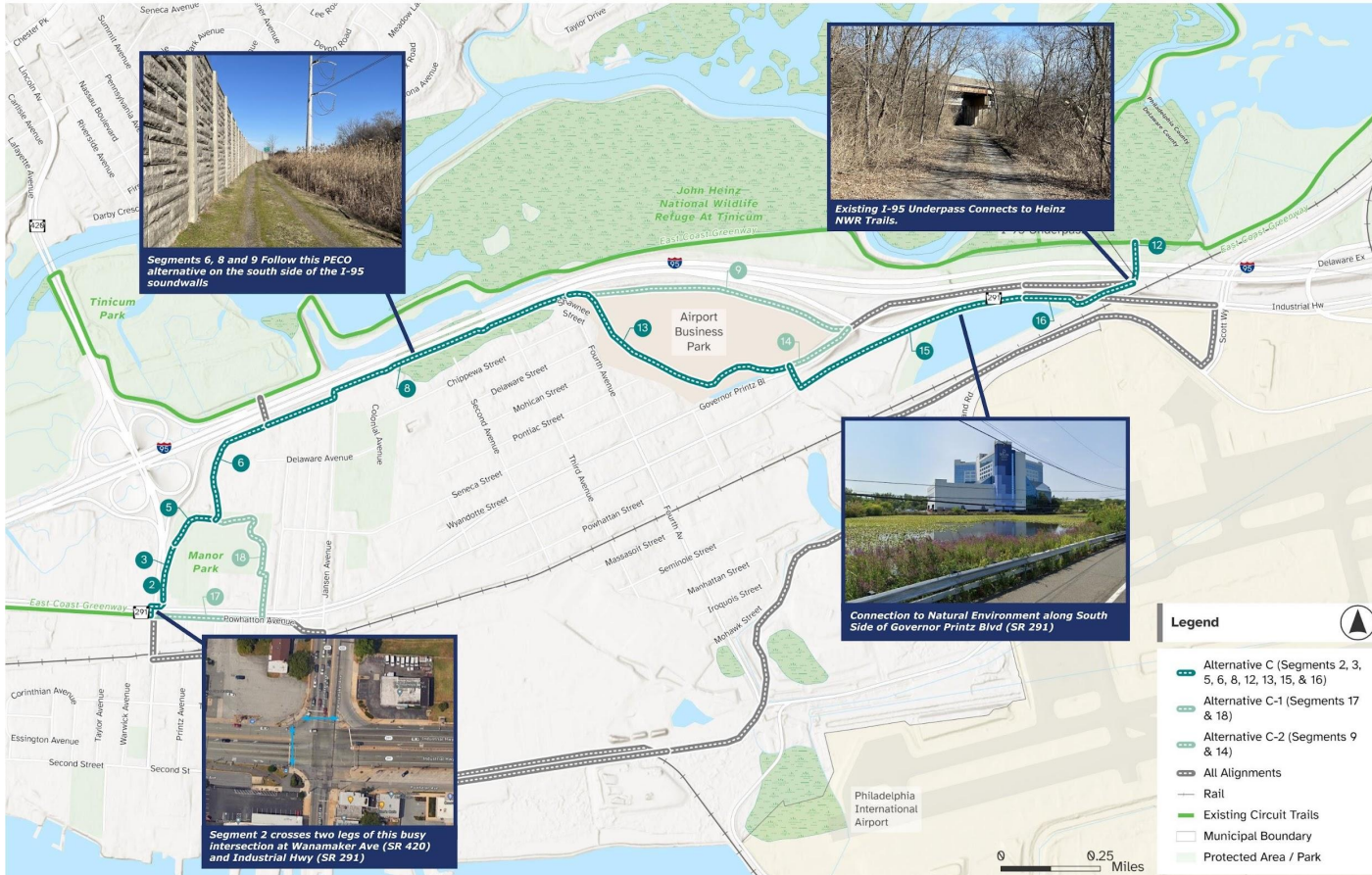
# ALTERNATIVE B

## TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY



# ALTERNATIVE C

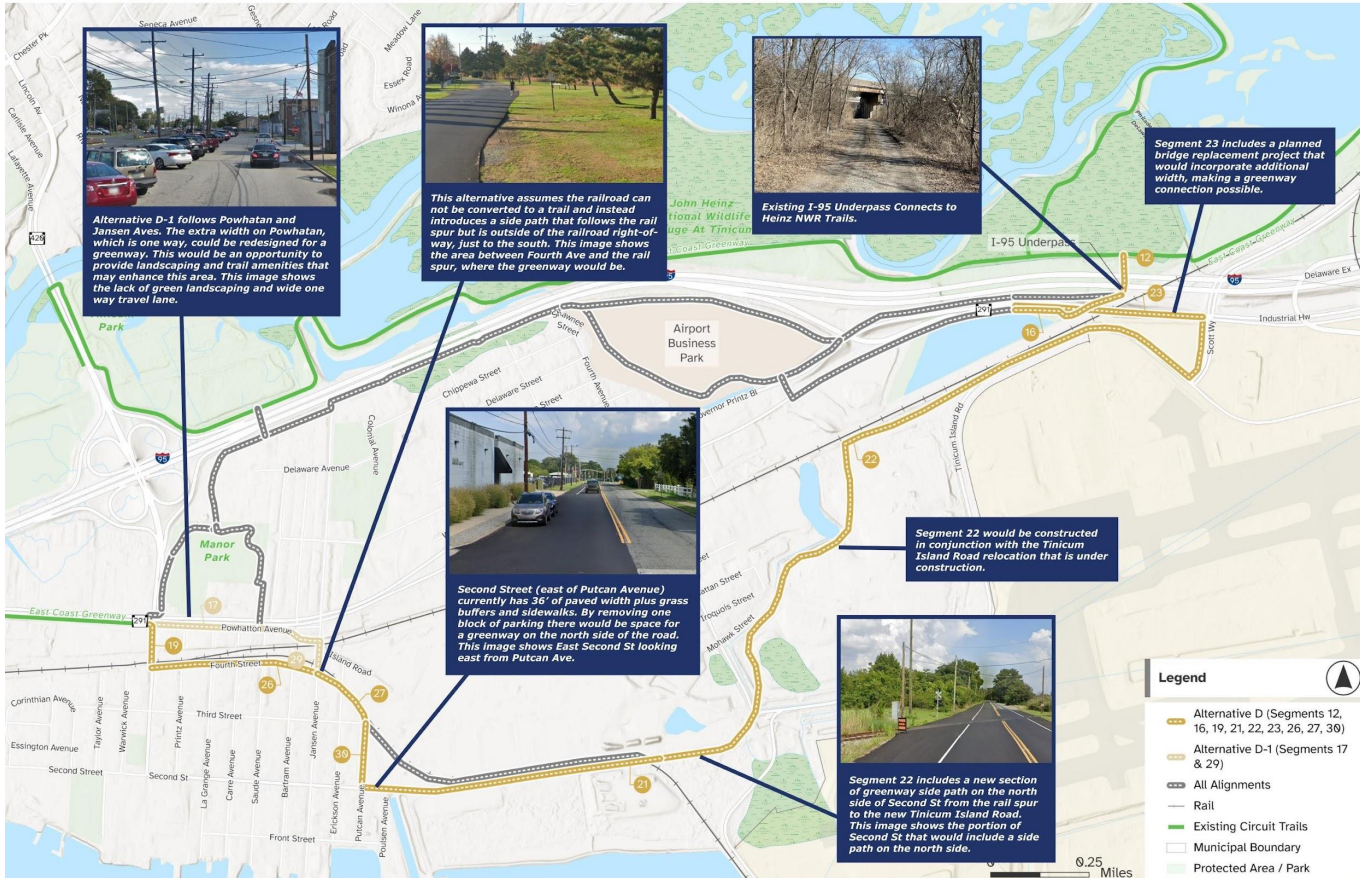
## TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY





# ALTERNATIVE D

## TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY





# ALTERNATIVE E

## TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY



# WHAT'S NEXT?

TINICUM EAST COAST GREENWAY TRAIL FEASIBILITY STUDY

## PRELIMINARY SCORES (BASED ON LIMITED CRITERIA)

CRITERIA	ALTERNATIVE/SCORE										
	ALT A	ALT A-1	ALT B	ALT B-1	ALT B-2	ALT C	ALT C-1	ALT C-2	ALT D	ALT D-1	ALT E
Directness of Connection	4	4	4	4	4	3	3	3	3	3	3
Ability to Acquire Environmental Permits	4	4	3	3	3	3	3	3	2	2	2
Quality of User Experience	3	3	2	2	2	3	3	3	3	2	3
Availability of Right-of-Way (Anticipated Property Owner Cooperation)	4	2	4	2	3	3	2	3	2	2	2
Secondary Benefits	3	3	2	2	2	3	4	3	3	3	3
Separation from Motorized Vehicle Conflicts	2	3	2	3	2	2	2	2	4	4	4
<b>TOTAL</b>	<b>20</b>	<b>19</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>17</b>

**Evaluation Scoring:**

Based on a comparison of all alternatives, this alternative has been scored on how it ranks with respect to meeting this project evaluation criteria:

4 = Highest 3 = Above Average 2 = Average 1 = Below Average

## ADDITIONAL ITEMS TO INVESTIGATE & CONSIDER (REPORTED AT NEXT COMMUNITY MEETING)



### ABILITY TO CONSTRUCT

Based on an investigation of physical obstacles and constraints such as roads/railroads, utilities, topography, buildings, or waterways, how likely is it that this alternative can be built?



### POTENTIAL FOR FUNDING

Compared to other alternatives how likely is this route to qualify for known grant and funding opportunities?



### ALIGNMENT WITH COMMUNITY GOALS

Based on community leadership, public feedback, adopted plans or planning efforts, and stated local and organizational goals and objectives, what is anticipated level of community support for this alternative?



### POTENTIAL FOR TIMELY IMPLEMENTATION

Compared to other alternatives, how likely would this project be able to be designed, permitted and constructed?



### COST EFFECTIVENESS

Compared to other alternatives, how cost effective is this alternative?

## WHAT'S NEXT

**1**  
**YOUR FEEDBACK!**  
(December 2023)



**2**  
**Additional Property Owner Outreach**  
(January & February 2024)



**3**  
**Finalize Alternative Evaluations & Determine Preferred Alternative**  
(March 2024)



**4**  
**Next Public Meeting**  
(April 2024)

# ONLINE SURVEY

Tinicum Heinz Connector Trail  
Feasibility Study



**TAKE THE SURVEY!**

[www.tinyurl.com/TinicumTrailSurvey](http://www.tinyurl.com/TinicumTrailSurvey)

This study will identify and determine the feasibility of a new off-road bicycle and pedestrian alternative to the current East Coast Greenway segment, which travels along Industrial Highway (State Road PA 291), and connect to the John Heinz National Wildlife Refuge (Heinz NWR). The preferred alignment identified through this study will be an alternative to the current route.

We have considered a number of route alternatives based on a range of criteria, settling on five possible route options. Take the online survey to help us rank them!

For more information, contact:  
David Schreiber, Township Manager  
(dschreiber@tinicumtownshipdelco.com)