

Lehigh Valley Greenways Conservation Landscape SUCCESS STORY

By: Pennsylvania Environmental Council
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Bridge Street Feasibility Study (2013)

SUMMARY

The current East Coast Greenway route travels from Trenton, NJ across the Delaware River where it shares an alignment with the D&L Canal Trail through Bristol, PA. Currently five small but important obstructions keep the trail from being a continuous path. These obstructions make the trail impassable for many users including families, persons with disabilities and inexperienced cyclists. PEC decided to assume responsibility and coordinate the obstruction removal process. PEC is currently directly involved in the elimination of three obstructions including Bridge Street. Working with local and regional stakeholders PEC devised a plan to solve this obstruction by installing two ramps from the trail to cross Bridge Street at-grade.



CHALLENGE

Bridge Street is elevated above the trail. Its supporting berm acts as a barrier, forcing users to leave the trail, weave through private property to get to the sidewalk along Pennsylvania Avenue and then rejoin the trail after crossing Bridge Street – a solution for advanced users, but hardly accommodating, intuitive, safe, or legal. The current crossing lacks trail connection, signage, road stripping and signals. There is a stairway on the south side of the trail, but no infrastructure on the north side.

FUNDING:

Grant Award:
\$10,000.00

Match:
\$13,683.80

Total Project Cost:
\$23,683.80

PARTNERSHIP IS KEY

Friends of the Delaware Canal
Delaware & Lehigh National
Heritage Corridor, Inc.
DVRPC
Morrisville EAC
DCNR
Bucks County Planning
Commission
Morrisville Borough
East Coast Greenway Alliance
Delaware Canal State Park



SOLUTION

Upon conclusion of the final steering committee meeting it was decided by the committee that the preferred alternative was a ramp from up from the trail, crossing Bridge Street, and another ramp back down from the trail. Member's felt that this was the only option that would allow users a seamless transition from one side of the trail to the other.

The fourth and final meeting in April, 2014 provided a report to the committee. The committee was overwhelmingly in favor of the plan with no opposition voiced from any members present. That same month PEC presented the plan to the Borough Township Council where they unanimously voted in favor of the plan. Work is underway to secure the necessary easements to allow for construction in 2016.

RESULTS

As a result of this project PEC leveraged and additional \$13,683.80 towards resolving an important obstruction on the D&L Canal Trail. Over the course of four meetings we worked with 20 stakeholders who provided valuable input and raised the awareness of this challenging project.

With full support from Morrisville Borough PEC has taken steps to implement the feasibility study by taking steps toward final design and construction. PEC has engaged one of the two owners of property on either side of Bridge Street. As the report details, DCNR would need to hold small easements on each property in order to construct the ramps. The property to the south of Bridge Street (owned by Sky King Fireworks) is agreeable to having an easement on their property, although preferred an outright purchase of half of their parcel which includes a pond area. DCNR has expressed their preference for only the small easement. The property to the north is owned by Bucks County Redevelopment Authority and they too are agreeable to an easement for the trail.

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