



Closing a Top 10 Gap

for Equity, Economy, & the Environment

The Pennsylvania Department of Conservation and Natural Resources designated the Spring Garden Street Greenway a top ten trail gap in the state - out of over 300 trail gaps statewide.



Primary Benefits

- Safety**
- Raised, protected bike lanes that families and children would feel safe using
 - Safer access to the Community College of Philadelphia and six corridor K-12 schools
 - Shorter intersection crossings for older residents and people with mobility difficulties
 - Safer infrastructure for delivery bicyclists and others reliant on bicycle transportation
 - New intersections designed to create safer access to SEPTA bus stops

- Increased connectivity for historically cut-off Chinatown residents
 - Reduced transportation costs for people without access to a vehicle
 - Nearly half of residents in Poplar and Callowhill neighborhoods do not own a car
 - Connects the Schuylkill River Trail with the Delaware River Trail
 - Leverages tens of millions spent to build Philly's amazing river trails
 - Serves as a lynch pin for the entire Circuit Trails network
 - Eases congestion with modernized traffic signals to improve traffic flow
 - Helps connect Philadelphians to natural resources like Fairmount Park and rivers
- Connectivity**

- Greening**
- Safe bike infrastructure to encourage sustainable transportation and reduce emissions
 - New housing developments in progress increase corridor residents
 - Safe, non-car options are urgently needed to curb increased vehicle emissions
 - Increased access to the Schuylkill and Tidal Delaware River Water Trails
 - Green stormwater management solutions implemented by the PWD
 - Upgraded traffic signals decreases vehicle idling and emissions

The Big Picture

The rendering and image below show what Spring Garden Street could look like after design and construction of the Spring Garden Street Greenway.



The rendering of a parking-protected raised bike lane on Spring Garden Street shows how improved infrastructure could make the corridor safe for cyclists travelling between the Schuylkill River Trail and the Delaware River Trail, for pedestrians shopping and working on the corridor, and for vehicles that can move more efficiently.



This image of a parking-protected raised bike lane in Cambridge, Massachusetts shows how the Spring Garden Street Greenway concept can be implemented in a way that improves all modes of transportation and recreation.

Next Steps

The Spring Garden Street Greenway is a major missing piece of Pennsylvania's trail network as well as the 3,000-mile East Coast Greenway. With support for design, the project team can leverage opportunities to construct the Greenway in the next five years. The project team - led by the City of Philadelphia and supported by advocates - is applying to the federal RAISE program for construction funding. Before the project can move to construction, however, the team must secure funding for design engineering. Once design is complete, the Greenway can become a reality.