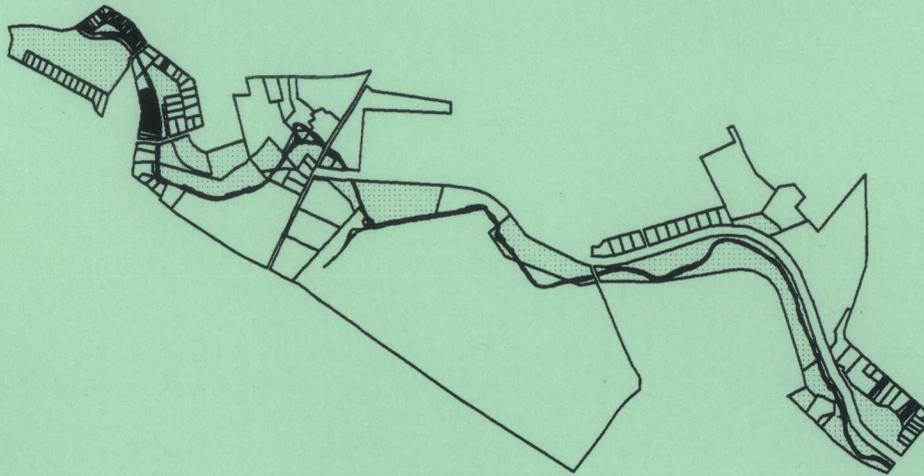


Final Report

TOOKANY CREEK TRAIL MASTER PLAN

Township of Cheltenham
Montgomery County, Pennsylvania



Prepared by:



HERITAGE
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December 27, 1999

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Montgomery County, Pennsylvania

Beginning in 1926...

“The aim of the Commissioners has been to establish in each of the principal subdivisions of the Township a suitable recreational and playground area located in the valley lands in the Township and connecting these areas with parkways.”

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EXECUTIVE SUMMARY

Heritage Conservancy was hired by the Township of Cheltenham to develop a trail master plan for the 2.2-mile segment of the historic Tookany Creek Parkway from High School Park to Central Avenue. The purpose of the Tookany Creek Trail Master Plan is to develop an orderly plan in which the natural, historic and man-made resources are protected and interpreted and recreation opportunities are increased for the community residents of the Township of Cheltenham. This assures a desirable quality of life for community residents through the preservation of community character and enhancement of amenities.

The township identified the following several goals as part of the trail master planning process, which the planning team interpreted into a formal master plan:

- To develop a formal/permanent linear trail to link several Township parks together from Central Avenue in Cheltenham to High School Road in Elkins Park. The design shall also include a linkage with the proposed trail system in Abington Township.
- To organize community meetings for resident input and review of the proposed trail plan.
- To provide an alternate route of transportation between these two areas other than roadways.
- To provide public access areas to the creek and a variety of forms of recreation on the trail (i.e. walking, running, biking, fishing, etc.).
- To provide a means for a leisurely walk, to commune with nature, and to enjoy the beauty of the surrounding landscape. Emphasis shall be placed on water resources within the Tookany Creek watershed and preservation of our natural resources.
- To provide a permanent link of open space and natural resources through a portion of the Township to be enjoyed now and by future generations to come.
- To provide a master plan which will enable the Township of Cheltenham to apply for various state and federal funding.

The Tookany Creek Trail Master Plan seeks to translate the goals of the Township of Cheltenham into a design for the trail that will promote and advance the overall planning objectives of the various groups that have been involved, from the township officials and staff, to community residents. The master plan contained herein provides strategies to enhance the quality of life for community residents, protect the natural resources of the linear park, provide for the leisure interests of the community, spark new ideas and innovation in the delivery of recreation and create a rallying point for diverse interests to collaborate for leisure benefit.

The multi-disciplinary team of Heritage Conservancy, Toole Recreation Planning and Rettew Associates, Inc. began the trail master planning process in June 1998 with the development of a base map for the Tookany Creek trail on a geographic information

system (GIS) from existing township and public utility data. The resource inventory and analysis was performed in the field through gathering and examining the natural and man-made resources and mapping the results. Supplemented by existing natural resource GIS data, a global positioning system (GPS) was used to collect specific data and conditions for direct download into the GIS system. The key personal interviews conducted generally indicated support for the project.

The planning team met to review the specific findings of the resource inventory, site analysis, key person interviews, and to develop a series of site specific recommendations, opportunities and constraints as they relate to the township-identified goals. A public meeting was conducted to present the findings, build support for the project and receive comment before developing the conceptual master plan.

Development of the draft conceptual plan involved team effort in deciding appropriate utilization of the resources and potential ways to optimize the recreational opportunities along the linear park. The team studied in-depth the issues of balancing the natural and man-made environment, program, safety, liability, and financial factors to determine the best location of the trails.

Two conceptual plan alternatives were developed detailing the trail tread, trailheads, picnic areas, road crossings, signage, and support facilities. Both alternatives were the same concepts with the exception of the bike lane location along the road in one alternative. A second public meeting was held to receive comment from the township officials and residents.

The design of the master plan is based on the two conceptual plans and modified to its final form with consideration of input received from the public meeting, key person interviews and meetings with the board of commissioners. The master plan details common design issues and elements such as accessibility, trail tread, facilities and road crossings by map segment. A cost analysis is provided indicating the anticipated development costs of each of the identified issues and elements of the master plan. The development of the Tookany Creek trail is an investment in the future for residents of the Township of Cheltenham, and like any capital improvement, should be planned.

Likewise, it is imperative that management and operation of the trail be planned. Effective trail management and operation is important to the success of the Tookany Creek trail. The master plan discusses recommendations for managing the Tookany Creek trail. It clearly defines essential planning components such as sample trail rules and regulations, trail etiquette, safety concerns and management, risk management, signage and routine inspection and hazard abatement. A discussion of current maintenance practices, recommended maintenance task planning, and maintenance standards is included to identify the level of care park and recreation facilities receive.

Trail operation and maintenance tasks are outlined along with the annual operating budget revenue sources and funding.

As a result of the team's master planning efforts, we anticipate that the information contained in this report and on the maps will mesh the community's burgeoning interests in the environment, eco-tourism, health and fitness and life-long leisure pursuits while preserving the significant natural and historic resources of the Tookany Creek Parkway. The Tookany Creek Trail Master Plan is a conceptual document that can be used as a blue print to guide decision making, support funding initiatives and direct future development phases of the project.

Introduction

The Township of Cheltenham encompasses an area of approximately 5,600 acres of land (8.73 square miles) located in the eastern portion of Montgomery County, Pennsylvania. Founded in 1683, the township is surrounded by Abington and Springfield townships, Jenkintown Borough, and, along three sides of its borders, the City of Philadelphia.

Today, almost 98 percent of the township is developed, with two percent being undeveloped or vacant land. Roughly 60 percent of the land cover is residential. The Township of Cheltenham contains a series of interconnected residential communities with a population of almost 35,000 people. Nearly twelve percent of the land is dedicated to open space in the form of both public and semi-public uses consisting of parks, playgrounds, parkways, golf courses and other private facilities, and vacant land. Open space is second only to residential usage in acreage consumed. About one-half of this acreage is incorporated into the municipal park system. Cheltenham's 350-acre park system is considered one of the finest and most comprehensive in the Delaware Valley region. It began in 1926 when the Glenside War Memorial Park, at Keswick Avenue and Waverly Road, was acquired as the first recreational project in the township.

During the 1930s, the Township of Cheltenham increased its park holdings. Among the parcels acquired and developed were Wall Park, including the National Register-listed Richard Wall House, c. 1682; H. Carroll Brooke Park, named in memory of a former president of the Board of Commissioners; Cheltenham Hills Bird Sanctuary, along the Reading Company right-of-way between Washington Lane and Church Road; Curtis Arboretum; and Tookany Drive and Park, more commonly referred to today as Tookany Creek Parkway. Tookany Creek Drive was constructed during the Great Depression as a Federal Public Works Administration project and was dedicated in 1946. The Tookany Creek Parkway has been recognized as a scenic drive.

The Tookany Creek Parkway, which totals more than 130 acres, is a linear park straddling the Tookany Creek. The Tookany Creek's headwaters begin in the upper reaches of Abington Township, Montgomery County and flow into the Township of Cheltenham in almost a north-to-south direction bisecting the Township. The creek then flows out of the Township, draining into the City of Philadelphia in Fairmount Park. The Tookany is the main tributary of the Tookany Creek subwatershed, a 14.0 square mile drainage area in Montgomery County that discharges into the Lower Delaware River Drainage Basin. Part of the Delaware River Watershed, the creek drains into the Delaware River near the Tacony-Palmyra Bridge.

Tookany Park offers a variety of active and passive recreational uses for residents. Active uses include playground facilities, baseball and soccer fields, and basketball and tennis courts. Passive recreational uses include the Kleinheinz Memorial Nature Pond, scenic vistas and, along the shorelines of the Tookany Creek within the parkway itself, a six-mile long pedestrian trail system. This trail provides a continuous greenway

corridor linking several neighborhoods of Glenside and Jenkintown Borough, in the northeast half of the Township, to a section of Fairmount Park in North Philadelphia at the southeastern end of Cheltenham.

There are no permanently protected properties along the Tookany Creek; however, Ashborne Country Club is temporarily protected open space under Act 515. This 106-acre, 18-hole golf course on Ashbourne and Oak Lane Roads is adjacent to the Tookany Creek Parkway and the creek, thus enhancing the open space qualities.

Elkins Park School, part of the school district lands at New Second Street and Kingwood Road, is a 20-acre property above the steep slopes of the Tookany Creek. It contains active recreation opportunities for residents in the form of tennis courts and a track field.

Chapter 1 - Resource Inventory and Site Analysis

The purpose of the resource inventory is to develop a baseline of the township's resources for this planning project by assembling disparate data sets and maps to produce a current base map. Presently, there exists hard copy mapping for the study area (Topographic Maps of the Township of Cheltenham, Quinn & Associates, 1972) that includes the entire Tookany Creek but does not include all of the study area roads, vegetation and fixed features. Some information does not exist in paper map form, such as the stormwater facilities, or was unavailable (overhead electric facilities). The site analysis evaluates the potential of the proposed trail master plan while understanding the features of the resource inventory.

Process

The base map was developed from existing township and public utility data from various eras and from field data collected by Heritage Conservancy staff. The field data was collected using a Trimble, GeoExplorer II, Global Positioning System (GPS) unit, and on occasion, a measuring wheel for verification of road widths and distances. While collecting the field data, the team also evaluated and documented the conditions of the existing trail, woodlands and creek and evaluated the potential opportunities for the trail and amenities. The data was subsequently entered into the GIS system and maps printed.

The data was compiled using ESRI GIS software (PC Arc/INFO and ArcView GIS). The study area is mapped at a scale of 1" = 50' and covers eight 24" x 36" sheets. Digital tax parcel, natural resource and infrastructure data was developed for the entire study area. Tax parcels adjacent to the creek were digitized using hard copy tax parcel maps and registered to a series of control point locations from the 1972 Quinn & Associates Topographic Maps, Township of Cheltenham. Other data layers developed include drainage structures, trees with a 12 inch or larger caliper, vegetation lines, walls, dams, fences, topography at ten foot intervals and spot elevations of key fixed points.

The resource inventory and site analysis involved the gathering and examination of natural and man-made resources and the mapping of findings on the base map. The data was digitized by hand where existing information was available and collected in the field using the GPS for features such as visible culverts, storm drains and erosion points. Generalized land use, off-site land uses and impacts, and their relationship to the park; landscaping -- existing trees, shrubs, lawn, gravel and paving; soils and limiting subsurface conditions; riparian stream buffers and quality; floodway and 100 year FEMA flood line and National Wetlands Inventory (NWI) were also examined.

The Township of Cheltenham's "Municipal Parks, Open Space, and Recreation Plan" (Carter van Dyke Associates, 1995) was reviewed for basic information on the inventory and direction of the trail master plan.

The planning team met to prepare a composite site analysis of the significant natural and man-made elements and features along the 2.2 mile section of the Tookany Creek. A composite map of opportunities and constraints relating to the trail was drawn considering the team's findings and incorporating recreational opportunities and scenic views. The eight Tookany Creek trail map sheets, drawn at a scale of 1"= 50' indicates the team's findings.

Key Person Interview Findings

Interview findings generally indicate support for the Tookany Creek trail. The level of support ranges from expression that the citizens are happy to have the trail to people who actually want to help with its development through time and financial contributions. Those that oppose the trail live on the Tookany Creek Parkway and have already expressed their specific concerns to the Township.

Observations

As is customary on trail projects, the team experienced mostly support with concern expressed by those closest to the trail. There is always concern about security and loss of privacy that has not borne out in the research or experience on other trail projects. While neighbors of the trail are seeing anti-social uses of the trail within the trail vicinity, other trails have had a reduction in this type of behavior once a formal, planned trail is put into place. The trail becomes easier to patrol and attracts desirable trail users, reducing the attraction for non-desirable use. A concern of the supporters of the trail is that the small number of individuals opposed to the project might influence the township not to proceed with the project.

Positive Comments

- The Tookany is as important visually for those who are driving through the area as for those using it as pedestrians or cyclists.
- For older interviewees, the trail brings back happy memories of times shared in the great outdoors hiking and walking with families and friends; they want the trail to provide the same memories for future generations.
- Preserve the environmentally sensitive areas.
- Restore native vegetation and remove invasive species.
- People want to know where it is located.

Concerns

- The ballfields that were developed block the trail; remove them.
- Wants curfews for teens.
- Maintain privacy for neighbors.
- Concern about stream crossings and where they would be.
- Neighbors on Tookany Creek Parkway voiced their concerns about the trail. They do not want the trail connected to the little patch of woods by their homes; concerns about security problems and loss of privacy; do not want people coming into their

neighborhoods. Although the township said they would post no parking signs, the neighbors are opposed to that because they want to be able to park on the road too. They suggested taking the trail through Mill Road instead.

- Parking: Where will people park?

Description of Tookany Creek Trail Map Sheets

Sheet 1 - Block 44,45 &46 High School Park

High School Park is the formal entrance to the Tookany Creek trail. The park was recently designed by Andropogon Associates in October 1996 and on-going implementation is being carried out by Friends of High School Park.

There are two ways to access the trails - down the extensive steps from the top of the meadow and from High School Road. The latter has a small off-street parking area for about 12 cars, with additional on-street parking on both sides of the Road. Ogontz Park, not included in this study, is a major recreation area for township residents. Parking is at a premium in the area, especially in softball season and on peak summer evenings. The parking lots at High School Park are usually full, and cars are parked on both sides of High School Road.

After exiting the High School Road bridge, Tookany Creek has dropped out much silt and has eroded the banks on the park side. Banks on both sides are steep and unstable. Japanese knotweed (*Polygonum cuspidatum*) predominates among various non-native invasive species. Friends of High School Park have begun to replant much of the wood-chipped trail edges with native, herbaceous plants and shrubs and trees. As one walks along the creek path, beds of native wildflowers are a pleasant and colorful experience in some of the more open, sunny areas. There are large native sycamore (*Platanus occidentalis*), ash (*Fraxinus* spp.), silver maple (*Acer saccharinum*) and red maple (*A. rubrum*) trees that provide shade along the creek and on the wooded hills of the park.

The opposite bank of the creek is private property. There are no plans to locate the trails along this bank.

The Mill Road bridge ends the park experience, with no connection to the creek on the opposite side of the street. The bridge is three feet wide, precluding safe passage of multiple users of the trail.

The auto salvage part company, which has creek frontage, may be willing to grant a 12' easement (moving the chain link fence back from the creek edge) for continuity of the linear trail. East of the auto salvage yard is a township owned parcel.

Within this partially wooded parcel, the creek once again is visually blocked by a thick vegetation line consisting of large canopy trees such as boxelder (*A. negundo*), silver

maple, black walnut (*Juglans nigra*), sycamore and an understory consisting of shrubs, vines and herbaceous plants. There are many weedy, exotic species here including tree-of-heaven (*Ailanthus altissima*) and Japanese knotweed. Bittersweet vine (*Celastrus orbiculatus*), and Japanese honeysuckle (*Lonicera japonica*) climb opportunistically, smothering saplings and weighing down even the largest canopy trees. This has partially contributed to widespread damage to many of the trees during recent storms. The added weight has exacerbated the problem evidenced by large, fallen branches and snapped trunks that litter the landscape.

The vegetation patterns are defined by a lawn which meanders around the lot. Within this mown area is a pool of mature trees (sycamore, black walnut) with an understory consisting primarily of stinging nettles (*Urtica dioica*) and poison ivy (*Rhus radicans*). Some very large sycamores and boxelders stand alone in the lawn. The surrounding vegetation line wraps around from the creek and moves inland, enclosing the lot. There is a stand of mature white pines (*Pinus strobus*) and some Japanese maples (*A. palmatum*) at the upstream boundary.

The backs of homes along Church Road can be seen in an opening in the vegetation. The line picks up again and contains Japanese maple, viburnums, sycamores, mulberry (*Morus spp.*), ash and a variety of herbaceous plants.

Proceeding downstream, the Tookany Creek once again becomes accessible. The creek is lined with a finely crafted stone retaining wall with a mown grass strip running parallel to it. There are mature specimen trees dotting the lawn, including black locust (*Robinia psuedoacacia*), dogwood (*Cornus florida*), silver maple, willow (*Salix spp.*) and Japanese maple. Two park benches are located here as well. The opposite bank of the creek has no retaining wall and there are signs of erosion, Japanese knotweed and evidence of small scale dumping (landscape debris) by the adjacent property owners.

The mown lawn area appears to be excessive. The development of a riparian buffer or vegetation in this area would contribute to the health of the creek. The grass strip is bordered to the east by a residential street. Across the street are single family homes.

Recommendations

- Remove the Japanese knotweed.
- Stabilize the streambanks using biotechnical methods such as coconut fiber logs.
- Widen the pedestrian bridge along Mill Road to safely connect residents across the creek.
- Decrease lawn mowing on township owned property to restore the native vegetation, especially along the riparian buffer.
- Educate the public about the importance of the riparian buffer to the health of the creek to discourage dumping along creek banks.
- Continue the efforts in High School Park, especially the removal of knotweed and reestablishment of desirable species.

Sheet 2 - Block 47a Ellis A. Gimbel Park

Across Harrison Avenue is the entrance to Ellis A. Gimbel Park, containing four little league baseball fields. A vegetation line composed predominantly of black walnut, ash, red and silver maples, cherry (*Prunus spp.*) and spicebush (*Lindera benzoin*) separates the Tookany Creek from the ball fields.

The vegetation was dense and healthy with few invasive species evident until Texas Eastern excavation removed at least the first twenty feet of the riparian buffer on both sides of the creek at Harrison Avenue. To date, the vegetation has not been replaced.

The trail through the wooded area is a rough narrow path abruptly cut off at the eastern end of the park by mounds of dirt from the new playing field. The new field at the far corner of the park that has been built on fill dirt and construction rubble remains as of July 1999. Many trees have been either completely or partially submerged and subsequently show signs of mortality, and creek access has been eliminated. There is now a steep, unvegetated drop to the creek as opposed to the more gradual slope that previously existed. One corner of this new ball field is beginning to sink, an indication that subsidence may be occurring. The township has cordoned off the area until action is taken to remove the fill.

Recommendations

- Remove the fill that was used to create the additional ball field and replant where necessary to restore the riparian buffer.
- Create a more diverse landscape along the mown area by the parkway by planting herbaceous meadow species.
- Remove knotweed and invasive vines such as bittersweet from the lot at the end of the parkway and replant with native species.

Sheet 3 - Block 47 (sewer outfall & woodland)

The views in this area of the creek are breathtaking. Mature trees and understory have protected the creek banks, except for the infrequent upstream erosion. The surrounding development is barely visible, enhancing the trail experience.

As the trail continues through a mature woodland area, which is mostly township-owned, it reaches a point where a private residence (Berstein property, whose property lines extend into the creek) blocks access to the creek. At this point, the remnants of a former pedestrian bridge, which at one time traversed the Tookany Creek, are evident. Nearby residents have reported that, in the past, high water and debris took out the bridge.

The trail picks up on the opposite side of the creek and winds through thick underbrush including stinging nettles and poison ivy. Just beyond the crossover point, the creek bends sharply where an island is located. Here a concrete dam-like structure diverts

flow around the island and to the large culverts under New Second Street. On one occasion, deer were sighted in this area.

The New Second Street bridge has a four-foot wide, concrete sidewalk. This will not safely accommodate multi-users of the trail, especially on this highly traveled road.

The road inlet drains into the creek on the east side of the bridge as evidenced by silt bars and erosion there.

Once across New Second Street, there is a park-like, corner lot containing mature red and black oaks, beech (*Fagus sylvatica*) and mown grass. A dense vegetation line runs along the creek of ash, red and silver maple with some witch hazel (*Hammamalis vernalis*), sugar maple (*A. saccharum*), hemlock (*Tsuga canadensis*), viburnum and tree-of-heaven. There is no existing trail at this point.

The Elkins Park School and athletic fields sit at the top of a steep hill that runs down to the creek. The creek continues under the Tookany Creek Parkway, where it is traversed by a mica-schist stone bridge. There are three-foot wide sidewalks along the bridge. Across the parkway the creek continues south behind a fire school which is inaccessible to the public. Consequently, the trail commences along the Tookany Creek Parkway in front of the fire school.

Recommendations

- Procure the appropriate easements so that access will be permitted through the Bernstein property.
- Address the accessibility issues with regard to the trail system. Remove the noxious plants such as stinging nettles.
- Address the erosion issue at the New Second Street bridge.
- Find alternative way to safely cross New Second Street.

Sheet 4 - Block 61 From Fire School to Jenkintown Road

At the beginning of the trail is an outdoor fitness center containing a variety of mounted "low-tech" equipment. A small grove of canopy trees such as European beech (*Fagus sylvatica*) and littleleaf linden (*Tilia cordata*) immediately follow the center. The trail is covered with gravel. Beyond a narrow vegetation line is the open, treeless, fire field. This quickly gives way to thick vegetation. A fairly steep-sloped, dirt road leading from the parkway crosses the trail at the border of the Ashbourne Country Club. This road leads to a clearing where piles of wood chips are located. Some of these mounds come within 50 feet of the Tookany Creek.

The creek can be seen meandering through the golf course of the Ashbourne Country Club. There is a narrow vegetation buffer separating the creek banks from the manicured lawn of the course. A series of two wooden bridges with steps traverse the creek within the country club.

A chain-link fence, delineating the country club's boundaries, runs alongside the trail and vegetation line. Outside the fence, trees such as red and sugar maples, black locust, and hemlock line the trail. All the hemlocks are either dead or dying, and many of the sugar maples are in decline.

A portion of the creek can be seen where there is a break in the fence line. The trail along this area is covered with wood chips and runs uncomfortably close to the parkway. For this reason, pedestrians appear to be eschewing the mulched path in favor of walking closer to the fence line. Consequently, erosion, including exposed root systems and large areas devoid of grass, has resulted underneath many of the trees.

The vegetation within the wooded tree line consists of canopy trees such as tulip poplar (*Liriodendron tulipifera*), shagbark hickory (*Carya ovata*), oaks, maples, and ash. Dogwoods, viburnum, spicebush and a mixture of herbaceous plants, including ferns and Solomon's seal inhabit the understory.

The tree line meanders, widening and narrowing the open space between it and the parkway. There are plantings of sweetbay magnolias (*M. virginiana*), river birches (*Betula nigra*) and rhododendron (*Rhododendron spp.*) in a wide area of lawn. The trail veers away from the parkway's edge and runs behind the birches. There appear to be some rough trails into the denser vegetation at this point.

Recommendations

- Protect trail users from the road traffic with guards.
- Repair eroded paths.

Sheet 5 - Block 51 & 52 To Jenkintown Road

The trail continues along Tookany Creek Parkway. Just beyond the river birches, there are ornamental burning bushes (*Euonymus alatus*) planted next to the trail. At this point the width is so narrow that pedestrians must walk on the parkway pavement in order to continue on the trail, creating a serious safety hazard.

Beyond this point, the narrow width gives way to an open expanse of grass edged by the treeline. The trail does not meander into this clearing, but continues to run along the edge of the parkway. There are large Norway maples (*A. platanoides*) along the path and many of their saplings and seedlings in the understory. The Norway maple is a weedy, exotic tree which crowds out the desirable native species. Approaching Jenkintown Road, is a large wooded lot. The interior woodlot contains several large honeylocust trees (*Gleditzia triacanthos*) and a thick understory of mixed shrubs including spicebush and viburnums. The creek at this point is beyond the boundaries of the golf course but is still inaccessible due to the thick vegetation. The trail continues along the parkway under some large European beeches. It is a gravel-surfaced path at this point.

The trail comes to the intersection of Tookany Creek Parkway and Jenkintown Road and picks up across the road along the parkway. At this point there are possible alternative locations to the trail that would bring pedestrians closer to the creek. The existing trail crosses a stone bridge traversing Jenkintown Creek and curves down, eventually rejoining the Tookany Creek. The stone bridge is currently part of the trail system. Like many other original stone crafted bridges along the parkway, it is not wide enough to handle multi-users of the trail. The trail, covered in wood chips, leads to a footbridge crossing the Tookany Creek, which creates a loop trail allowing access to both sides of the Tookany. The bridge appears to need some repairs and upgrading.

The north side of the creek is lined with a mica schist retaining wall approximately 16-18" across. The trail runs close to this wall and is mown to the edge providing open views to the creek. The surrounding area consists of large expanses of lawn punctuated by large specimen trees. There are white and red oaks, sycamores, sugar maples and ashes. Three large Norway spruces line the path. There is little understory vegetation at this point except for a 20' wide section of knotweed along the creek. The retaining wall tapers down to the same level as the creek and ends where a small beach area begins.

Recommendations

- The overall quality of the trail along the country club corridor is good to fair. Though efforts have been made to establish a standard path using wood chips for delineation, pedestrians have chosen, for a variety of reasons, an alternate course. The worn trail should be evaluated and, where possible, adapted to fit the needs of the public. In cases where it is necessary to divert traffic, trees or shrubs and guardrails should be strategically located to encourage the desired flow.
- The very invasive Norway maple trees should be removed. If the seedling source is not removed, this maple will eventually replace the desirable tree species in the area, thus affecting the entire understory.
- The golf course owners may be persuaded to evaluate their landscape management practices and see if there are improvements that can be made to ensure the health of the Tookany Creek.
- An assessment should be made of any potential problems resulting from the wood chip piles that are near the creek.
- The potential for an alternate route at the Jenkintown Road intersection may be explored.

Sheet 6 - Block 62 Between Jenkintown Road & Kleinheinz Pond

The trail meets a heavily used sandy beach area. Here pedestrians have direct access to the creek waters. There are substantial deposits of silt and stone creating a wide, walkable area adjoining the bank. Conversely, the opposite bank shows signs of heavy erosion in the form of deep ruts and exposed root systems. A vegetation line consisting of canopy and understory species runs along the creek. There is a 50-foot long area of Japanese knotweed which dominates the understory at one point.

The area between the trail and parkway has an expansive, park-like atmosphere. There is a large area of lawn with mature shade trees dotting the landscape. The lawn is mown right to the tree trunks, and there is generally little, if any, understory except along the creek banks. A notable exception is a grove of ash trees, the dominant canopy species, which contains an understory of large witchhazels. This area appears to be well maintained, mulched and weeded. There are also some exotic viburnums and native shadbush (*Amelanchier canadensis*) along the edge of this grove. The large canopy trees vary from good to fair condition. Because of the extensive mowing, very few young trees and almost no seedlings or saplings exist. Some of the older specimens are showing signs of decline.

Small pockets of standing water, possibly indicating wetlands, have been observed in this vicinity. Although no NWI wetlands have been indicated, a more in-depth wetland delineation should be undertaken in the areas where trails will traverse.

Along the Tookany Creek the trail is an unsurfaced, though clearly visible, path worn through the grass. The points where pedestrians access the creek are delineated this way. At one point a well-worn path veers off the main trail and enters another wide, stony, beach-like area which appears to be a popular resting place. The path is heavily eroded, but the creek bed itself is very stable. The opposing bank shows signs of serious erosion.

The trail continues east between the tree-studded lawn and the thick vegetation line along the creek. There are boxelders and mulberrys and several dead, or near-dead, hemlocks within the knotweed dominated understory. Soon the creek comes into view, lined with another stone retaining wall. Once again, the lawn is mown to the creek banks, allowing an unobstructed view.

Kleinheinz Memorial Pond is opposite the existing trail. It is one of the few areas that offer parking along the parkway. Some people have been observed parking at the pond and crossing the busy parkway. It currently poses a safety issue.

Recommendations

- Remove dead and/or dying hemlocks.
- Remove Japanese knotweed from banks and replant with appropriate native plants.
- Establish some no-mow and herbaceous planting areas within park area to encourage seedling regeneration and habitat.
- Address erosion along banks through shoring up/replanting strategy.
- Create ramp or boardwalk to beach areas to limit erosion from foot traffic.
- Develop a formal crossing area at Kleinheinz Pond.
- Assess potential of wetlands prior to building trail path.

Sheet 7 - Block 62 Kleinheinz Memorial Pond to Boy Scout Memorial Cabin

The trail continues down both sides of the Tookany Creek. Directly across from Kleinheinz Memorial Pond, the stone wall ends along the Parkway side of the creek. The bank begins to experience some minor erosion problems, and invasive species have begun to take over; Japanese knotweed can be seen along both sides of the creek in varying densities. Between the parkway and the creek the trail winds through mowed lawn and larger specimen trees. There are maples, tulip poplars, ash and black walnut trees as well as cherry, catalpa and muscledwood (*Carpinus* spp.). The dirt trail meanders through lawn, which is mowed underneath the larger trees.

Across from the ten-foot wide macadam driveway off the parkway to the unnamed creek, Texas Eastern Gas company has relocated some of their lines recently. As a result of the excavation, several trees had to be removed and the grass area from the parkway to the creek bank regraded. The trail needs to be relocated and the final landscape material for the area determined by the township.

On the wooded side of the creek, the narrow trail continues to vary from leading into the interior to offering magnificent views of the creek, creating a pleasant experience. Across from the Boy Scout Memorial Cabin in this wooded area, there is severe erosion as a result of bike ramps. There are large trees surrounding it; however, due to the bike ramps, all the understory vegetation has been removed and bare soil has been formed into hills and valleys, all within about ten to twenty feet of the creek flow. The finely crafted stone bridge over the unnamed creek only has a four-foot wide pavement, which limits multiple users safely crossing the trail.

Just north of the bike area is a wooden pedestrian bridge that spans what appears to be an ever-growing erosion channel from the development on the upper hill. The bridge foundation looks marginally safe; the ground beneath appears to be washing out. There is an estimated 20-foot drop beneath the bridge to the creek.

Recommendations:

- Replant the excavated area with native plants, and locate the trail away from the parkway traffic.
- Prohibit bikes from the environmentally sensitive area on the wooded trail.
- Restore the highly eroded bike area and creek bank with biotechnical methods.
- Bridge the unnamed creek at the far south end with a boardwalk.

Sheet 8 - Block 73 Unnamed Tributary to Central Avenue

After crossing the bridge over the unnamed tributary, the distance between the creek and Parkway narrows. The existing path comes close to the parkway creating a safety issue for multiple users of the trail. At one point, a large diameter silver maple is three feet from the roadbed and the creek is only about eight to ten feet away.

Limited parking and the lack of public restrooms are problems. The gravel parking lot is utilized by both the trail users and those accessing Griffen playground and field. There is no parking at the field. Crossing from the parking lot to the field is unsafe because of sightlines. There is not sufficient parking for all users.

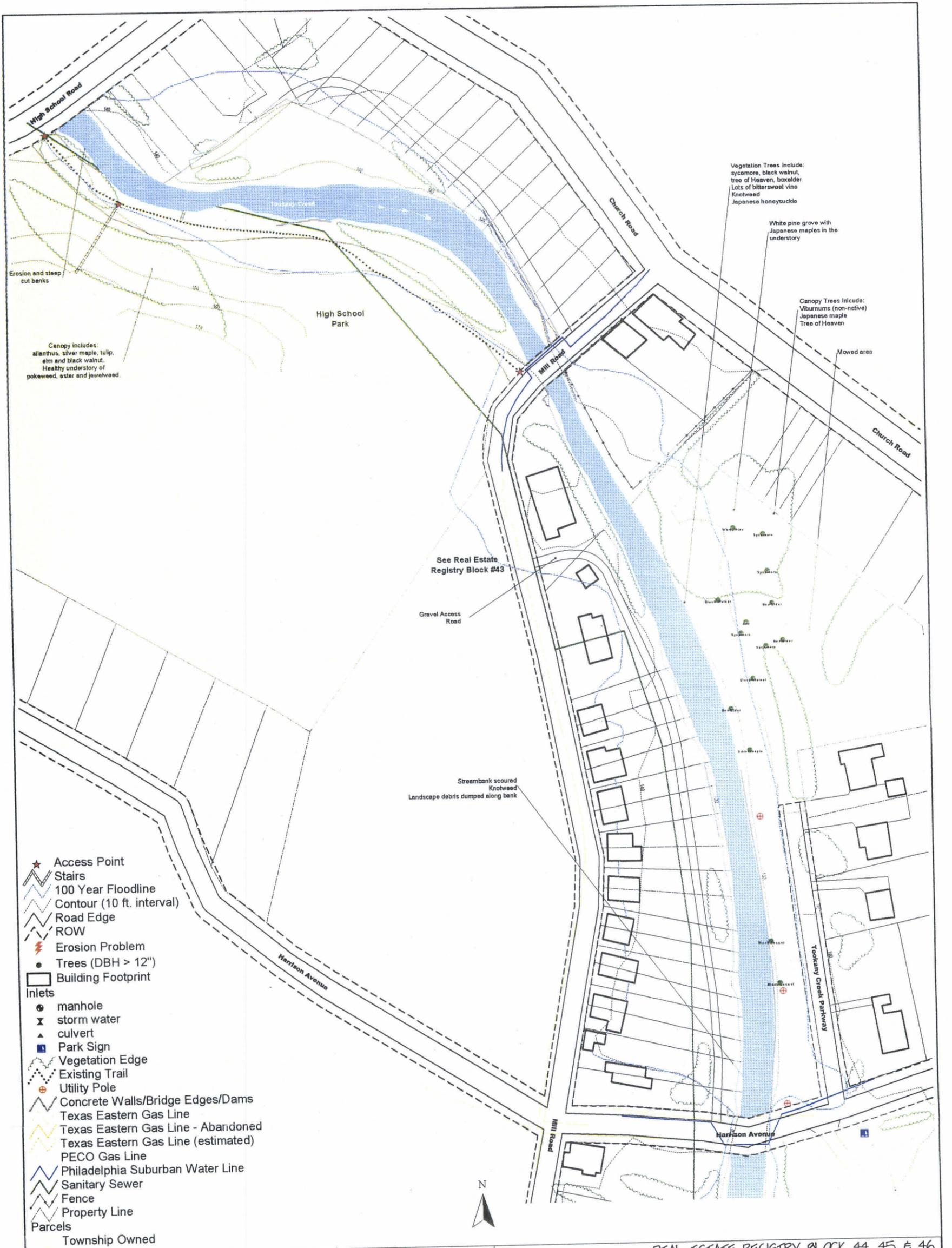
Restrooms are necessary to accommodate the crowds from the playing fields. As a trail head, it will also be important.

There remains a little-used, pedestrian only, brick, ramp access off Ashbourne Road. It connects inside the park with the trail in the wooded area.

Recommendations:

- Redirect pedestrians safely to the field from the parking lot.
- Explore feasibility of a boardwalk around the silver maple over the creek.
- Provide parking alternative at Griffen field.
- Restroom facilities should be considered at the parking area.
- Install a kiosk to provide information to residents at the beginning of the bridge trail loop.

Inventory & Analysis Maps
Maps 1-8



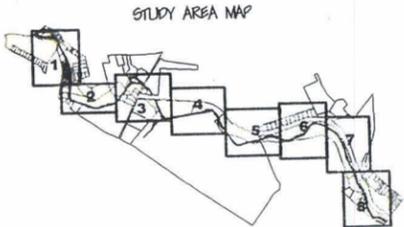
REAL ESTATE REGISTRY BLOCK 44, 45 & 46
 SHEET 1 OF 8

TOOKANY CREEK TRAIL MASTER PLAN INVENTORY AND ANALYSIS MAP CHELTENHAM TWP., MONTGOMERY CO., PA

Projected Completed By:

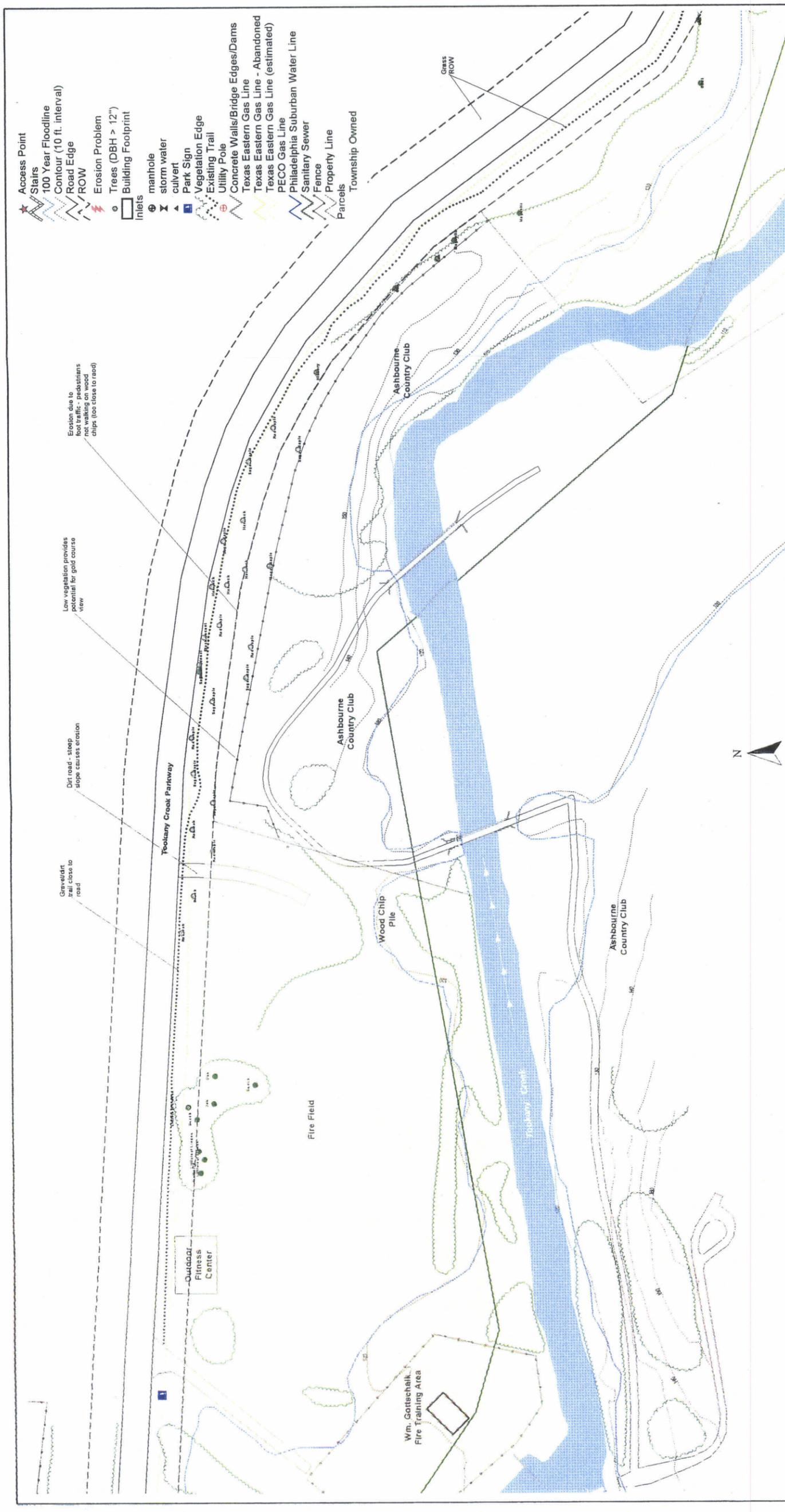


Subconsultants:
 Rettew Associates, Inc. &
 Toole Recreation Planning



DATA SOURCES: Office of Assessor's Topographic Maps of Cheltenham Township 1972, Cheltenham Township Engineer's Office, Real Estate Registry Block Maps 1939, Texas Eastern Transmission Corp. Distribution Plans 1958, Philadelphia Electric Company Gas Transmission Maps 1970-1975, Philadelphia Suburban Water Company Distribution Map #195-1954, Cheltenham Township Sanitary Sewer Maps 1927-1933

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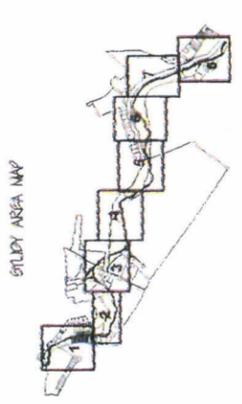
PART OF REAL ESTATE REGISTRY BLOCK 61
SHEET 4 OF 6

TOOKANY CREEK TRAIL MASTER PLAN INVENTORY AND ANALYSIS MAP

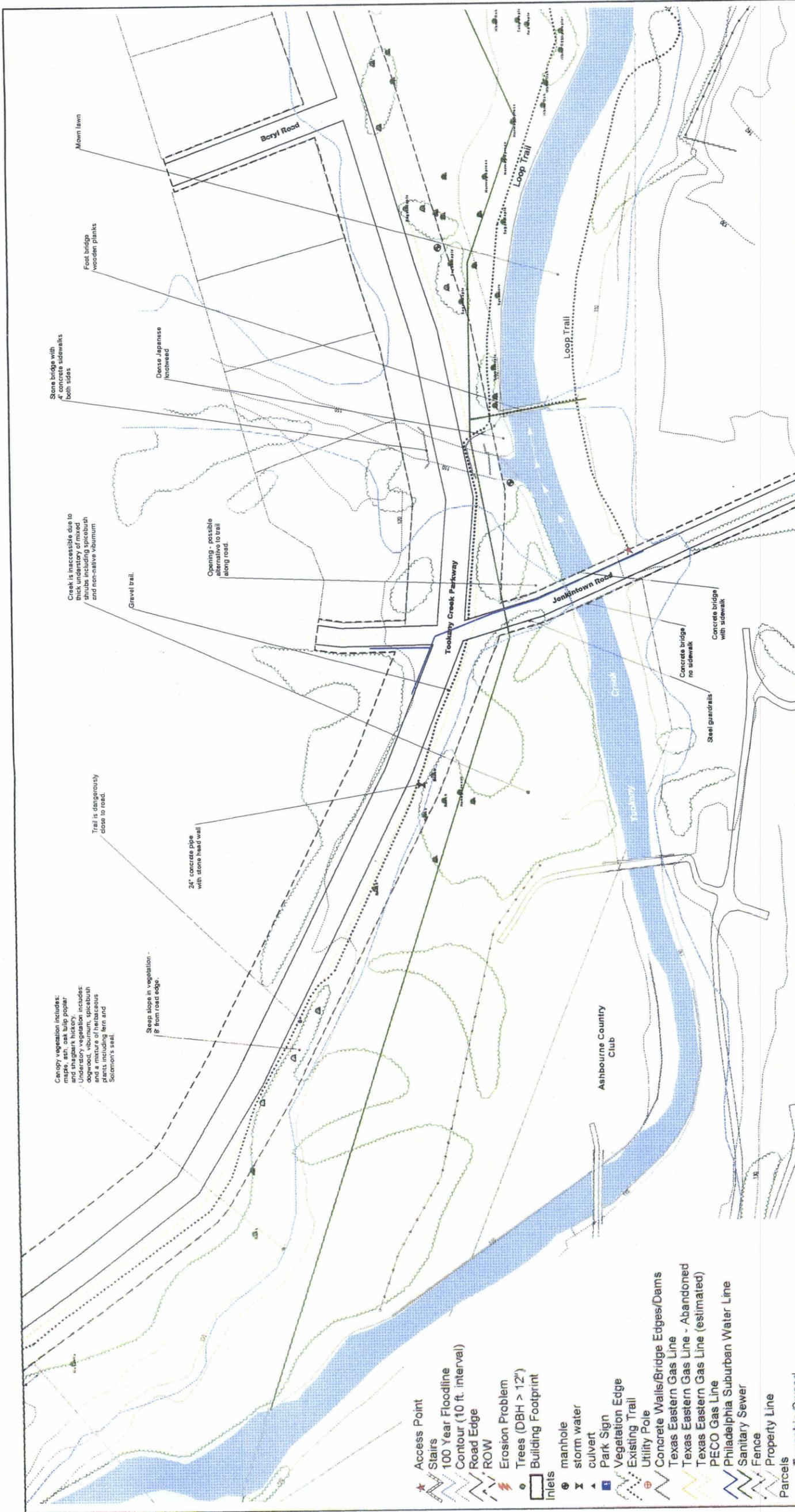
CHELLENHAM TWP., MONTGOMERY CO., PA



Projected Completed By:
 Subconsultants:
 Rettew Associates, Inc. &
 Toole Recreation Planning



DATE: 10/15/08
 DRAWN BY: J. H. HERRICK
 CHECKED BY: J. H. HERRICK
 PROJECT: TOOKANY CREEK TRAIL MASTER PLAN
 SHEET: 4 OF 6



PART OF REAL ESTATE REGISTRY BLOCK 61 & 62
SHEET 5 OF 6

TOOKANY CREEK TRAIL MASTER PLAN INVENTORY AND ANALYSIS MAP CHELTENHAM TWP., MONTGOMERY CO., PA

Projected Completed By:

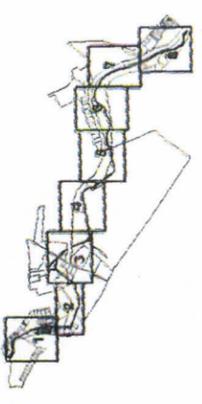


Subconsultants:
Retlaw Associates, Inc. &
Toole Recreation Planning

Legend:

- ★ Access Point
- ▲ Stairs
- 100 Year Floodline
- Contour (10 ft. interval)
- Road Edge
- ROW
- Erosion Problem
- Trees (DBH > 12")
- Building Footprint
- Inlets
- ⊕ manhole
- ⊗ storm water culvert
- ▲ Park Sign
- Vegetation Edge
- Existing Trail
- Utility Pole
- Concrete Walls/Bridge Edges/Dams
- Texas Eastern Gas Line
- Texas Eastern Gas Line - Abandoned
- Texas Eastern Gas Line (estimated)
- PECO Gas Line
- Philadelphia Suburban Water Line
- Sanitary Sewer
- Fence
- Property Line
- Parcels
- Township Owned

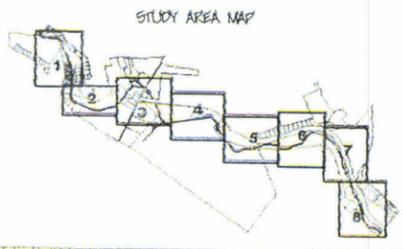
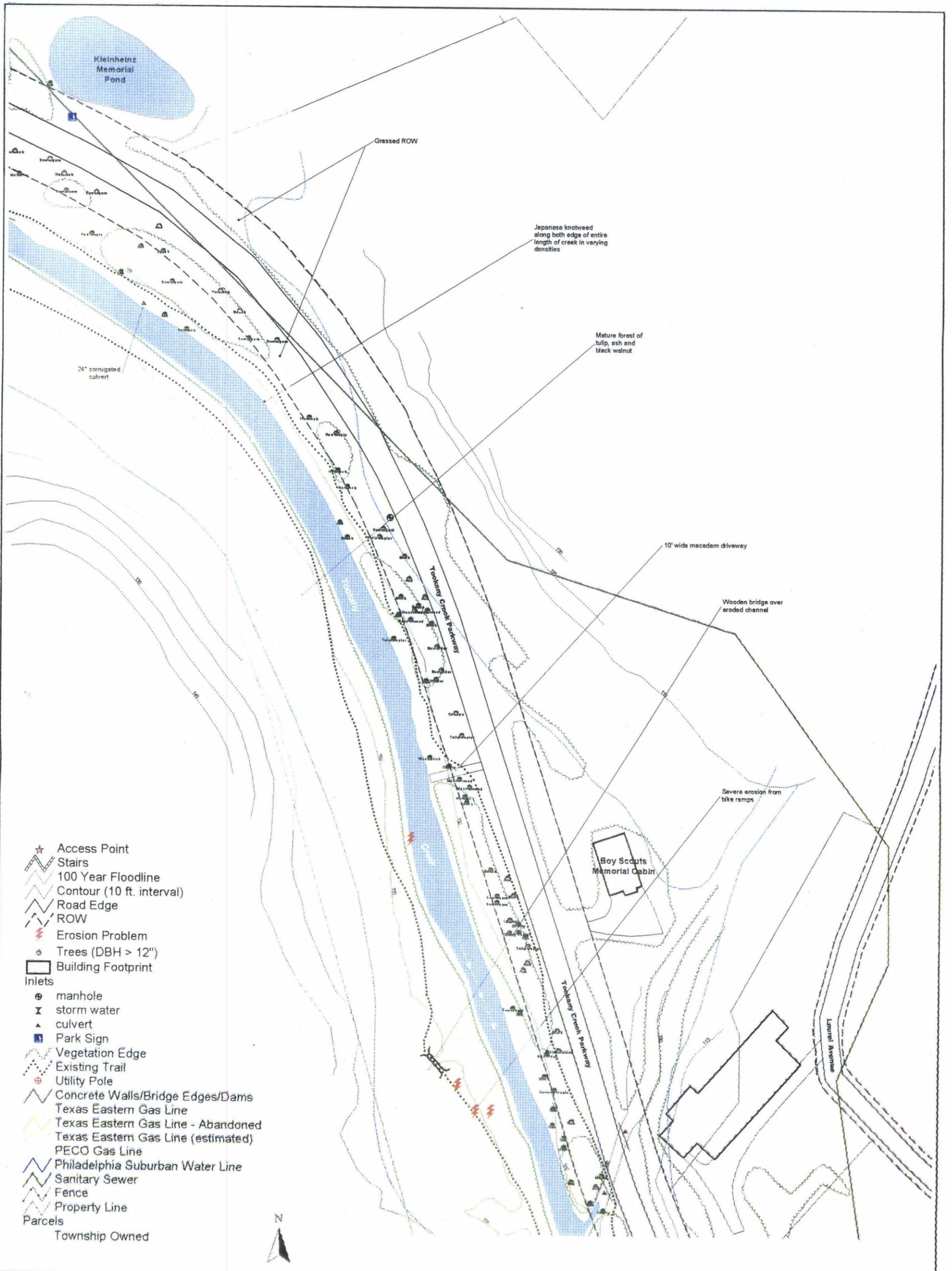
STUDY AREA MAP



0 50 100 150 200 Feet

DPA/ACB: Anne A. Burt, Director of Planning, Dept. of Planning, Chester County, PA. 100 North Merkle Street, P.O. Box 100, Pottsville, PA 17870-0100. Phone: 610-261-1000. Fax: 610-261-1001. Email: aburt@chestercountypa.gov. Date: 10/1/2011.

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DATA SOURCES: Census & Associates Topographic Maps of Cheltenham Township 1977, Cheltenham Township Property Maps, Real Estate Registry Block Maps 1989, Lewis & Clark Transportation Corp. Cheltenham Maps 1989, Philadelphia Electric Company Map 1989, PECO Gas Line Map 1989, Philadelphia Suburban Water Company Distribution Map 1988-1989, Cheltenham Township Survey Map 1983-1985.

The information contained in this map is prepared in accordance with the standards of the American Society of Professional Surveyors. It is not to be used for any other purpose without the express written consent of the surveyor.

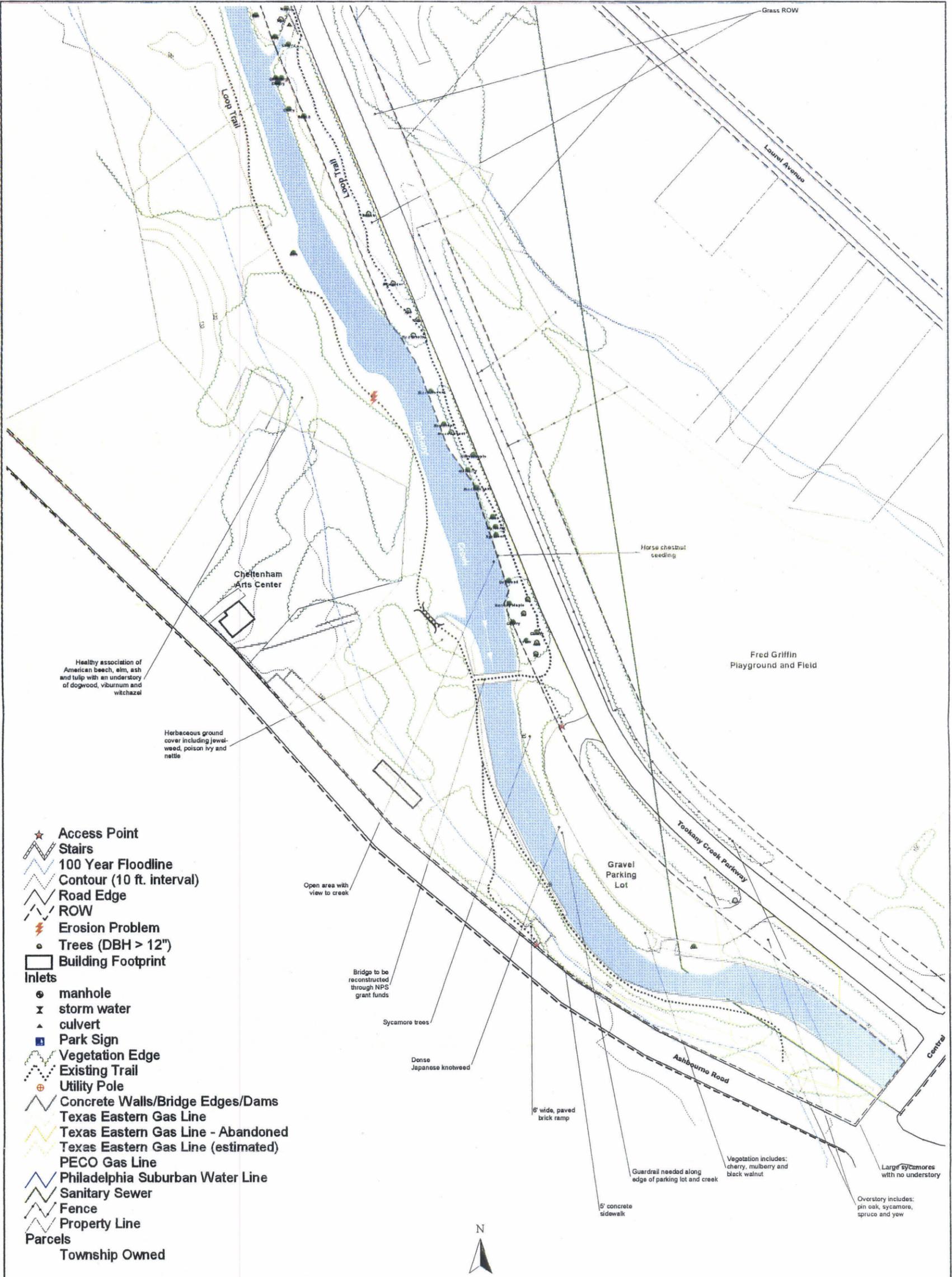


REAL ESTATE REGISTRY BLOCK 62
SHEET 7 OF 8
TOOKANY CREEK TRAIL MASTER PLAN
INVENTORY AND ANALYSIS MAP
CHELTENHAM TWP., MONTGOMERY CO., PA

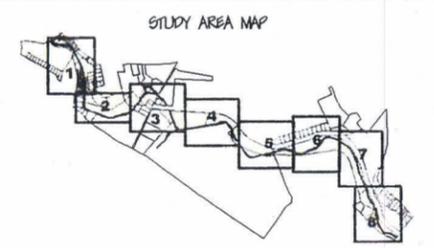
Projected Completed By:



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Toole Recreation Planning



- ★ Access Point
- ⚡ Stairs
- ⬆ 100 Year Floodline
- ⬆ Contour (10 ft. interval)
- ⬆ Road Edge
- ⬆ ROW
- ⚡ Erosion Problem
- Trees (DBH > 12")
- ▭ Building Footprint
- Inlets
- manhole
- ⊗ storm water
- ▲ culvert
- Park Sign
- ⬆ Vegetation Edge
- ⬆ Existing Trail
- ⊕ Utility Pole
- ⬆ Concrete Walls/Bridge Edges/Dams
- ⬆ Texas Eastern Gas Line
- ⬆ Texas Eastern Gas Line - Abandoned
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- ⬆ PECO Gas Line
- ⬆ Philadelphia Suburban Water Line
- ⬆ Sanitary Sewer
- ⬆ Fence
- ⬆ Property Line
- Parcels
- Township Owned



DATA SOURCES: Shaw & Associates Topographic Maps of Cheltenham Township 1972, Cheltenham Township Engineer's Office, Real Estate Registry Block Maps 1933, Texas Eastern Transmission Corp. Construction Plans 1938, Philadelphia Electric Company Gas Transmission Maps 1918-1938, Philadelphia Suburban Water Company Distribution Maps 1920-1941, Cheltenham Township Sanitary Sewer Map 1927-1932.

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REAL ESTATE REGISTRY BLOCK 73
SHEET 8 OF 8
**TOOKANY CREEK TRAIL MASTER PLAN
INVENTORY AND ANALYSIS MAP**
CHELTENHAM TWP., MONTGOMERY CO., PA

Projected Completed By:



Subconsultants:
Rettew Associates, Inc. &
Toole Recreation Planning

Chapter 2 - Tookany Creek Trail Master Plan

Goals

The Township of Cheltenham developed goals for the Tookany Creek trail and the master planning process. These goals guided the development of the Tookany Creek trail master plan. The goals are summarized as follows:

- To develop a formal/permanent linear trail to link several Township parks together from Central Avenue in Cheltenham to High School Road in Elkins Park. The design shall also include a linkage with the proposed trail system in Abington Township.
- To organize community meetings for resident input and review of the proposed trail plan.
- To provide an alternate route of transportation between these two areas other than roadways.
- To provide public access areas to the creek and a variety of forms of recreation on the trail (i.e. walking, running, biking, fishing, etc.).
- To provide a means for a leisurely walk, to commune with nature, and to enjoy the beauty of the surrounding landscape. Emphasis shall be placed on water resources within the Tookany Creek watershed and preservation of our natural resources.
- To provide a permanent link of open space and natural resources through a portion of the Township to be enjoyed now and by future generations to come.
- To provide a master plan which will enable the Township of Cheltenham to apply for various state and federal funding.

The Tookany Creek Trail Master Plan is a conceptual document that can be used as a blueprint to guide decision making, support funding initiatives and direct future development phases of the project. This conceptual plan does not address the assessment and engineering of roads, road crossings, bridges and other site features within the trail corridor.

Trail Users

The Tookany Creek trail is located entirely in the Township of Cheltenham, which is located in the southeast portion of Montgomery County. The Township is bordered on the east and south by the City of Philadelphia and on the north and west by the Montgomery County Township's of Upper Dublin, Abington, and Springfield. The Township of Cheltenham is primarily a residential community with residents of diverse ethnic and cultural backgrounds. In 1990 the Township had a population of 34,923. The population of the Township will provide a ready audience for the proposed trail. Recreation surveys consistently identify trail use as one of the most popular recreation activities in the Commonwealth which is enjoyed by a broad cross-section of the population.

It is anticipated that the Tookany Creek trail will be used during all four seasons of the year by a variety of users including walkers, joggers, cyclists and cross-country skiers. Cross-country skiing was not a use that was initially discussed as in high demand in the community, but the trail corridor can easily be developed to accommodate winter cross-country skiing. Motorized vehicles will not be permitted on the trail except for maintenance and security purposes.

As a public recreation facility the trail must provide opportunities for persons with disabilities by complying with the Americans with Disabilities Act (ADA). The entire length of trail does not need to meet the requirements of the ADA but the activity of using a trail should be provided to persons with disabilities and all points of interest along the trail must be accessible to all users. If the trail is to accommodate bicycles the design should meet the criteria established by the American Association of State Highway and Transportation Officials (AASHTO) for development of bicycle facilities. Trail users and user criteria are identified below.

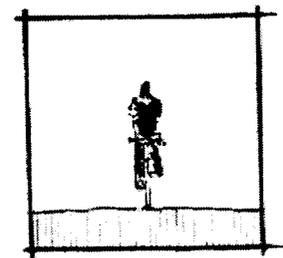
Pedestrians/Persons with Disabilities

- Travel Speed - 3 to 7 miles per hour
- Vertical Clearance - 7 feet
- Sight and Stopping Distance - 50 feet
- ADA Requirements - Maximum 5% grade (1:20) without handrail, maximum 8% grade (1:12) with handrail
- Trail Width - 5 feet minimum
- Trail Surface Preference - Compacted aggregate (pedestrians), bituminous (persons with disabilities)
- Trail Support Facilities - Restrooms, benches, drinking fountains, picnic tables, telephones



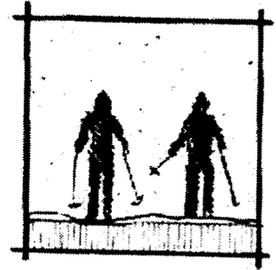
Cyclists

- Travel Speed - 20 miles per hour
- Vertical Clearance - 8 feet
- Sight and Stopping Distance - 150 feet
- Trail Width - 10 feet with 2-foot shoulders (8 feet minimum)
- Trail Surface Preference - Compacted aggregate or bituminous
- Trail Support Facilities - Restrooms, benches, drinking fountains, picnic tables, telephones, bike racks/lockers



Cross-Country Skiers

Travel Speed -	2 to 8 miles per hour
Vertical Clearance -	7 feet
Sight and Stopping Distance -	50 feet
Trail Width -	7 feet
Trail Support Facilities -	Restrooms, benches, drinking fountains, picnic tables, telephones, shelter



Other Trail Uses

During the planning process in-line skating was discussed as a possible use on the trail. Citizen input indicated a strong desire to have the parklands remain as natural as possible. Citizens advocated a natural surface tread for the trail, which prohibits the use of in-line skating. Equestrian use did not emerge during the planning process as a need in the community.

This master plan documents the detailed design proposed for the Tookany Creek trail. The master plan is based on the two conceptual plans and modified to its final form with consideration of input received from the public meeting, key person interviews and meetings with the Board of Commissioners. The description of the Tookany Creek Trail Master Plan is organized by trail segments preceded by a discussion of trail users and common design issues and elements.

The master plan is a blueprint for a linear public recreation facility that will meet the needs of multiple users and provide opportunity for exercise, enjoying nature, spending time with family and friends and exploring the Tookany Creek corridor.

Concept plans for the Tookany Creek trail were initially conceived to serve three main trail user groups, pedestrians, persons with disabilities and cyclists. The public participation process revealed that citizens and municipal officials preferred keeping the trail, within the natural portions of the corridor, as natural as possible. Citizens did not want to have a paved or stonedust trail in these natural areas. Additionally, citizens preferred a narrow trail that does not dominate the landscape. Cyclists require a minimum 10-foot wide tread for two-way, dual lane travel. The trail tread designs are proposed to meet citizens preferences and vary from a four-foot earthen tread in the natural area to an eight-foot stone tread in the open area parallel to the Tookany Creek Parkway. The tread surface and material decisions defined the users of the Tookany Creek trail as walkers, joggers and the occasional cross-country skier. Cyclists will be prohibited from using the trail.

Conceptual plan Alternative #2 recommended bike lanes as an alternative to the bike trail within the park site. Several residents, in attendance at the public meeting, favored the concept of providing bike lanes along the Tookany Creek Parkway. The Township

of Cheltenham municipal officials and staff further consider this option from a safety and traffic standpoint and concluded that the bike lanes should not be part of the Tookany Creek trail project.

Common Design Issues and Elements

There are design issues and elements of the Tookany Creek trail that are overriding and consistent for the entire length of the trail corridor. These issues and elements are discussed below.

Accessibility

The trail, as a public recreation facility, must be accessible to persons with varying mobility and abilities as required by the Americans with Disabilities Act (ADA). The ADA requires that at least one accessible route connect all accessible areas of a site. The development of the Tookany Creek trail must consider the ADA and provide a barrier free path of travel for all users and equivalency in recreation opportunity. The recreation experience provided by the Tookany Creek trail is a linear travel experience. The trail connects community facilities such as schools and parks. These facilities are also accessible via vehicular routes and accommodated with accessible parking spaces. The trail functions as a linear corridor for recreation purposes. The linear recreation experience of using a trail and providing access to the Tookany Creek will be provided to all potential users regardless of physical ability. Two main portions of the Tookany Creek trail will be accessible to all users. The trail leading from the High School Park trailhead will be accessible from High School Road to Mill Road and the trail leading from the Griffin Park trailhead will be accessible to New Second Street.

The route must be firm, stable and slip resistant to meet ADA requirements. There are no recipes for the construction of trails that meet this requirement. The conceptual plans recommended a stonedust trail surface. The stonedust is placed over a base layer of stone (2A coarse aggregate) and the smaller stonedust particles fill the voids in the stone base and provide a surface that meets ADA requirements. After consideration of the conceptual plans, the Township of Cheltenham determined that only the stone base (2A coarse aggregate in a gray or reddish-brown color) should be utilized. The stone does contain fine particles and when compacted may provide an acceptable surface. Due to the larger aggregate size there may be areas, which are void of fines, which must be mitigated. Additionally, experience has shown that over time the larger aggregate will move to the top of the stone surface and create additional voids. To maintain an accessible surface, ongoing maintenance will be required to fill any voids that occur.

Public trailheads must have designated accessible parking spaces that connect to an accessible route that leads to the trail corridor. Additionally, an accessible route must connect all public facilities located at the trailheads and along the corridor, to include picnic areas. The trail tread must be developed with a maximum graded slope of five-percent and a maximum cross slope of two-percent.

The ADA also requires provisions at public facilities for persons with eyesight impairment. Braille lettering should be provided on all informational signs and maps. The design and location of all support facilities should be accessible to all persons. Picnic tables should accommodate persons in a wheel chair and height of telephones and drinking fountains should be compatible with ADA requirements.

Trail Tread

The Tookany Creek trail is proposed with a variety of trail treads. The trail tread surface determinations were made following extensive citizen and municipal official input. The outcome of this input was the desire of citizens to keep the portions of the trail that are in the most natural settings as natural as possible. Citizens did not want to have a paved or stonedust trail on the secondary loop between Jenkintown Road and Central Avenue and the main trail between New Second Street and High School Road. There are three types of trail treads proposed; manufactured wood chip surface, stone (2A coarse aggregate) surface in a gray or reddish-brown color and earthen surface.

Between High School Road and Mill Road an eight-foot wide wood chip trail is proposed. The anticipated users of this area of the trail are pedestrians, joggers and persons with disabilities. The wood chip surface aligns with the proposed park improvements to High School Park as outlined in the Conceptual Plan completed by Andropogon Associates. Wood chips provide a surface that is natural looking and comfortable for walking. To date manufactured or engineered wood chips have been determined to meet accessibility criteria of the ADA. Manufactured wood chips are created from natural hardwood that has been chipped to form small pieces that mat together, forming an accessible surface. Typical bark or landscape mulch does not meet the requirements of the ADA. It is important to provide adequate drainage beneath the surface of the wood chips and direct surface water away from the trail. As a natural material, wood chips will disintegrate over time and require periodic replenishment and maintenance.

Between Mill Road and New Second Street a four-foot wide earthen trail is proposed with the exception of a stone area in Gimbel Park. This stretch of trail is the most natural with mature forest vegetation enclosing the Tookany Creek and creating a quiet natural setting. Citizens strongly suggested that the trail in this area should be a footpath for casual walking and enjoying nature. An informal narrow footpath exists along the creek. Clearing to provide adequate width and height clearance will be required to improve the trail for public use. This portion of the trail will not meet ADA accessibility criteria.

Between New Second Street and Central Avenue an eight-foot wide stone trail is proposed. The trail in this area is primarily along the north side of the Tookany Creek Parkway and within the maintained parkland that parallels the roadway. This stretch of trail is anticipated to receive the highest amount of use and will attract users traveling between Elkins Park Middle School, Kleinheinz Memorial Pond, and Griffin

Park. The trail will accommodate walkers, joggers and cross-country skiers. The stone surface will provide an accessible recreation experience.

The secondary trail loop on the south side of the Tookany Creek between Jenkintown Road and Central Avenue is proposed as a four-foot side earthen trail. The trail in this area is within a natural woodland setting and an informal trail currently exists. Similar to the trail between Mill Road and New Second Street the informal path will require improvements to provide adequate width and height clearance. This portion of the trail will not meet ADA accessibility criteria.

Field observations did not reveal significant areas of poor drainage along the designated corridor. The trails should be developed at grade so that water does not pond adjacent to the trail tread. Stormwater should be directed away from the trail if possible. Specific information on drainage requirements will be completed at the engineering and construction document stage of the project. There are several areas along the trail where the physical space to locate the trail is very narrow or obstructed by mature trees. To maintain a continuous trail in these areas pedestrian or cantilever bridges are proposed to carry the trail. This solution must be evaluated through engineering and site specific design.

Trailheads

Two trailhead locations are provided, at the ends of the proposed corridor. These facilities have features in common such as parking, information kiosk, benches, trash receptacles, drinking fountains and telephones. The western trailhead is in High School Park. The conceptual plan for High School Park illustrates a parking area and trail entrance at High School Road on the northern side of the park. The eastern trailhead is proposed in Griffin Park near the parking area on the south side of the Tookany Creek Parkway. These areas are proposed to be improved as trailheads with the elements noted above.

The facilities within the trailheads should match and complement the other elements along the trail to unify the design. Trailheads should orient the trail user, be convenient to use, readily accessible from the trail and designed with low maintenance in mind.

Road Crossings

The trail crosses nine roadways between High School Park and Griffin Park. Crossings include one Pennsylvania Department of Transportation road, New Second Street; the remaining roads are township roads. Six of the road crossings are located along the trail corridor and the remaining three crossings are provided so that trail users can cross the Tookany Creek Parkway to points of interest in the park. Trail users are required to stop at all at-grade intersections between a public road and the trail and yield to crossing traffic. Each at-grade road crossing will have traffic control bollards, which will warn trail users of the crossing and promote safe crossing. Trail users will be funneled between the bollards to the crossing. Both sides of the trail approach to the crossing

will have wood guide rail to confine users to the designated crossing area. A stop sign and road name sign will be placed on the bollards. A minimum 150-foot clear sight triangle must be provided on both sides of the crossing. The roadways will have typical crosswalk markings applied to the road surface. The final road crossing design indicating the trail alignment, safety features and signage will be defined in the engineering phase. A detailed engineering study is recommended to determine the best location and method for the trail to cross New Second Street and the necessary safety features to enhance user safety. PennDOT will make the final assessment and decision regarding the installation of roadway signs and crossing improvements at New Second Street.

Support Facilities

Support facilities for the Tookany Creek trail include benches, picnic tables, bollards, drinking fountains, trash receptacles, and telephones. These elements should be similar in design and detail to unify the corridor and to lower on-going maintenance costs. These facilities should meet the regulation of the ADA in design, installation and placement.

Signage

Signage should be located throughout the trail, at trailheads, and rest areas to orient the user and provide information and direction regarding the trail and trail use. A logo for the Tookany Creek trail should be created and incorporated into signs and other site features to identify the corridor. Signs should be constructed of similar materials and have similar design themes. By unifying the signs along the trail, the facilities of the trail will be readily recognized and identified in the community.

Signage at trailheads should be developed into a kiosk structure that is multi-sided to provide a variety of information such as trail policies and trail map.

Segment Descriptions

The master plan designs of each segment along the 2.2-mile corridor are described below. The descriptions of road crossing solutions are described in the segment west of the crossing.

High School Road to Mill Road

Trail Tread - Between High School Road and Mill Road an eight-foot wide wood chip trail tread is proposed to align with other trails proposed in High School Park. The trail will begin at High School Road and continue to Mill Road on the south side of the Tookany Creek. The trail should connect to other trails in High School Park.

Facilities - Facilities in this segment include the following:
Parking - The existing parking located along High School Road should be upgraded to maximize parking spaces and provide handicap accessible

parking spaces. The surface of the parking area should be paved and parking spaces striped.

Signage – A kiosk is proposed at the trail entrance near High School Road and the parking area. The kiosk should be developed to provide information about the trail including a trail map showing the trail and municipal parks that the trail connects and trail use policies. Additional signage should direct users to points of interest in High School Park.

Support Facilities – Benches, trash receptacles, a drinking fountain and a pay telephone should be located at the trailhead for the convenience of trail users.

Crossings - *High School Road* – A crosswalk and safety signage should be located to safely direct trail users across High School Road to Ogontz Park. The exact location of the crossing should be determined in the field based on sight distance.

Mill Road – On the west side of Mill Road the trail will cross the creek on a pedestrian bridge so that trail users will be on the north side of the Mill Road bridge to cross the road. This location has preferred sight distance to the south side of the road bridge. A crosswalk and safety signage is proposed for this at-grade crossing. The exact location of the crossing should be determined in the field based on sight distance.

Mill Road to New Second Street

Trail Tread - Between Mill Road and New Second Street a four-foot wide earthen trail is proposed with the exception of a stone portion of trail located within Gimbel Park. The trail will be located within a 12-foot access easement on private property east of Mill Road and will follow the north side of the Tookany Creek to the intersection with Harrison Avenue. West of Harrison Avenue is a short road extension of the Tookany Creek Parkway that provides access to four private residences. The trail should be located between the parkway and the creek in this area to provide maximum separation from the residences. East of Harrison Avenue the trail enters Gimbel Field as an eight-foot stone trail parallel to the access drive. The trail will provide access to several sports fields in Gimbel Park and continue to the east, descending through the sloped wooded area to the trail alignment, parallel to the creek. The trail traverses the lawn area between two existing ballfield fence lines. Drainage is directed to the east in a swale located in the lawn area. Where the lawn area is too narrow for both the swale and trail, drainage improvements such as an inlet and culvert may be required in lieu of the swale. The trail from Harrison Avenue, east to the point where it aligns parallel with the Tookany Creek should be stone material to provide a stable, firm, slip resistant surface. Within the park the trail should be graded to provide an accessible route. The trail along the Tookany Creek corridor will not be accessible due to the proposed earthen tread. The transition area between the park and

creek corridor should be graded to meet accessibility regulations with a maximum of five-percent slope. Although the transition area is connecting an accessible and non-accessible portion of the trail, it is recommended that the trail be developed to meet accessibility requirements in the transition area to allow the future upgrade of the trail with minimal construction. The trail alignment crosses the Tookany Creek near the point where a previous bridge crossed the creek. At this point, on the north side of the creek the trail is on private property and an access easement will be required from the property owner. After crossing the creek the trail continues along the south side of the creek to New Second Street. Two options for crossing New Second Street are provided. Facilities in this segment include the following:

Facilities -

Traffic Control Gate and Sign – A gate or bollards for traffic control should be placed on both sides of the Tookany Creek trail crossing to discourage use of the existing driveways that terminate near the location. A sign should be provided to direct trail users along the trail corridor and away from private property.

Buffer – A vegetative buffer is proposed to the south of the trail at the New Second Street at-grade road crossing. At this point the trail is located close to private property and the buffer will enhance the privacy of the residence.

Safety Sign – Signs alerting users of other recreational activities in the area should be placed on the trail where the trail approaches the ballfields.

Crossings -

Harrison Avenue – A crosswalk and safety signage is proposed for this at-grade crossing.

Trail Crossing of Tookany Creek – The creek crossing options includes a wood pedestrian bridge or an at-grade trail crossing constructed of culverts installed parallel to the creek under a concrete walkway. A detailed stormwater engineering study will be required for either option to determine the elevation and configuration of the proposed structures.

New Second Street - A detailed engineering study is recommended to determine the best location and method for the trail to cross New Second Street and the necessary safety features to enhance user safety. Both a surface route and a route that travels under the New Second Street Tookany Creek bridge have been identified as options. The surface route, which provides an at-grade crossing of New Second Street will require safety upgrades for the proposed pedestrian crossing. The safety needs of school children using the trail at this crossing should be considered in the engineering and design process. PennDOT will make the final assessment and decision regarding the installation of roadway signs and crossing improvements at New Second Street.

New Second Street to Jenkintown Road

Trail Tread - Between New Second Street and Jenkintown Road an eight-foot stone trail tread is proposed. The trail will be on the north side of the Tookany Creek Parkway to a point opposite the Township of Cheltenham Fire Training Area where a crosswalk and safety signage will be provided to lead trail users across the parkway where the trail continues on the south side of the parkway. The trail will cross the Tookany Creek with a pedestrian bridge north and parallel to the roadway bridge opposite Carter Lane. An easement may be required on the east side of the creek to construct the pedestrian bridge and provide access. The trail location east of the Fire Training Area should be separated as possible from the adjacent Tookany Creek Parkway to enhance user safety.

Facilities - Facilities in this segment include the following:

Signage – Signage should direct users along the trail route and identify the trail linkage to the Elkins Park Middle School

Guide Rail – Guide rail should be provided between Tookany Creek Parkway and the trail to enhance safety where distance separation can not be achieved.

Rest Area – A rest area is proposed on the east side of New Second Street. Two rest areas are provided on the south side of the Tookany Creek Parkway; one at the Ashbourne Country Club where trail users can view the golf course and a second in the wooded is west of Jenkintown Road. An observation platform with a view of the stream is proposed in this area near a large tree. Benches and a trash receptacle should be provided for trail users to sit and rest at each area.

Support Facilities – Benches, trash receptacles, a drinking fountain and a pay telephone should be located at the trailhead for the convenience of trail users.

Crossings - *Tookany Creek Parkway at Elkins Park Middle School* – A crosswalk and safety signage is proposed for this at-grade crossing.

Jenkintown Road – A crosswalk and safety signage is proposed for this at-grade crossing.

Jenkintown Road to Central Avenue

Trail Tread - Between Jenkintown Road and Central Avenue two trails are proposed. An eight-foot wide stone trail tread on the north side of the creek and a four-foot wide earthen trail tread on the south side of the creek. Access to the earthen trail from the main trail corridor is via two pedestrian bridges. One pedestrian bridge is located east of the Jenkintown Road crossing and the second is located just west of the Griffin Park parking area. These structures should be evaluated by a bridge engineer for use as part of the Tookany Creek trail. The main trail corridor traverses a large open area opposite Beryl Road. In this area the trail should be located near the creek and two areas of creek access should be provided as noted on the master

plan. A crossing to Kleinheinz Memorial Pond should be provided with safety signage, traffic control bollards and painted crosswalk. The Kleinheinz Memorial Pond area is designated as a secondary trailhead. Parking is available in this location and a trail should direct users to the crosswalk to safely cross to the trail on the south side of the Tookany Creek Parkway. A pedestrian bridge will be necessary to carry trail users across an existing culvert east of Kleinheinz Memorial Pond. The trail should meander between the mature trees that exist on this portion of the corridor. Trees should be preserved as possible in this area but selective removal may be necessary to provide the trail tread. The trail tread may be narrowed to preserve trees but signs to alert users will be necessary. Two crossings to Griffin Park are provided, at the playground and near the trailhead at the parking area. Crosswalks and signage should be provided. A future extension of the main trail corridor is indicated on the master plan. The earthen trail on the south side of the creek will be developed to align with the existing informal trail. Additional clearing may be required to provide the width and height clearance necessary for the trail. Areas of erosion along the stream and trail must be stabilized. Trail links to the Cheltenham Arts Center and Ashbourne Road are proposed.

Facilities -

Facilities in this segment include the following:

Picnic Area/Rest Area - In the open area opposite Beryl Road picnic tables, benches and trash receptacles should be provided for convenient use. The picnic tables should be located in shaded areas and benches should be placed to provide a view of the creek and surrounding open space.

Parking - The existing parking located at Griffin Park should be upgraded to maximize parking spaces and provide designated handicap accessible parking spaces.

Signage - A kiosk is proposed at the trail entrance near the Griffin Park parking area. The kiosk should be developed to provide information about the trail including a trail map showing the trail and municipal parks that the trail connects and trail use policies.

Support Facilities - Benches, trash receptacles, a drinking fountain and a pay telephone should be located at the trailhead for the convenience of trail users.

Crossings -

Tookany Creek Parkway at Kleinheinz Pond - A crosswalk and safety signage should be located to safely direct trail users across High School Road to Ogontz Park. The exact location of the crossing should be determined in the field based on sight distance.

Tookany Creek Parkway at Griffin Park Playground - A crosswalk and safety signage is proposed for this at-grade crossing.

Tookany Creek Parkway at Griffin Park Parking Lot - A crosswalk and safety signage is proposed for this at-grade crossing.

Cost Analysis

The development of the Tookany Creek trail will be an investment in the recreation opportunities for residents of the Township of Cheltenham. Creating this opportunity will require the investment of significant capital expenditures. To guide the development of the trail, a cost opinion has been prepared which indicates the anticipated development costs.

All costs provided in this plan are estimates based on the findings of this master plan and historical cost data for trail and associated facility development. The estimates are based on field observations and the maps produced as part of this project. Topographic and planimetric surveys were not completed for the project area, which is needed to complete detailed grading and engineering for the project. Typically, the development of a trail will occur in phases over several years. This phased development can be based on defined trail segments or development tasks. As the trail is developed, consideration should be given to escalation costs based on inflation over the base cost provided herein. Design and engineering fees have been estimated and are included in the following cost opinion.

TABLE 1

Cost Opinion				
Item No.	Work Item	No. of Units	Unit Cost	Total Cost
1	Demolition/Site Preparation			\$57,850.00
	A. Clearing and Grubbing	3 AC	\$5,500	\$16,500.00
	B. Selective Thinning	1 LS	\$10,000	\$10,000.00
	C. Strip/Stockpile/Replace Topsoil	12,000 CY	\$2.20	\$26,400.00
	D. 10' High Chain Link Fence	150 LF	\$33.00	\$4,950.00
2	Erosion Control Measures			\$42,625.00
	A. Silt Fence	7,000 LF	\$1.98	\$13,860.00
	B. Stabilized Construction Entrance	15 EA	\$935.00	\$14,025.00
	C. Rock Filter	15 EA	\$275.00	\$4,125.00
	D. Rip Rap	250 TON	\$28.60	\$7,150.00
	E. Jute Lining	1,500 SY	\$2.31	\$3,465.00
3	Site Grading			\$76,197.00
	A. Excavation/Grading	8,510 CY	\$3.30	\$28,083.00
	B. Fine Grading	29,740 SY	\$1.10	\$32,714.00
	C. Grade Embankments	2,000 CY	\$3.30	\$6,600.00
	D. Drainage Swale	3,200 LF	\$2.75	\$8,800.00
4	Trail Surface			\$130,717.95
	A. Fine Grade and Compact Shoulders	165,000 SF	\$0.14	\$23,595.00
	B. 4" Manufactured Wood Chips	375 CY	\$33.00	\$12,375.00
	C. 6" 2A Stone Subbase	3350 CY	\$7.15	\$23,952.50
	D. 8" 2A Stone Subbase	6,635 SY	\$10.67	\$70,795.45

TABLE 1 (continued)

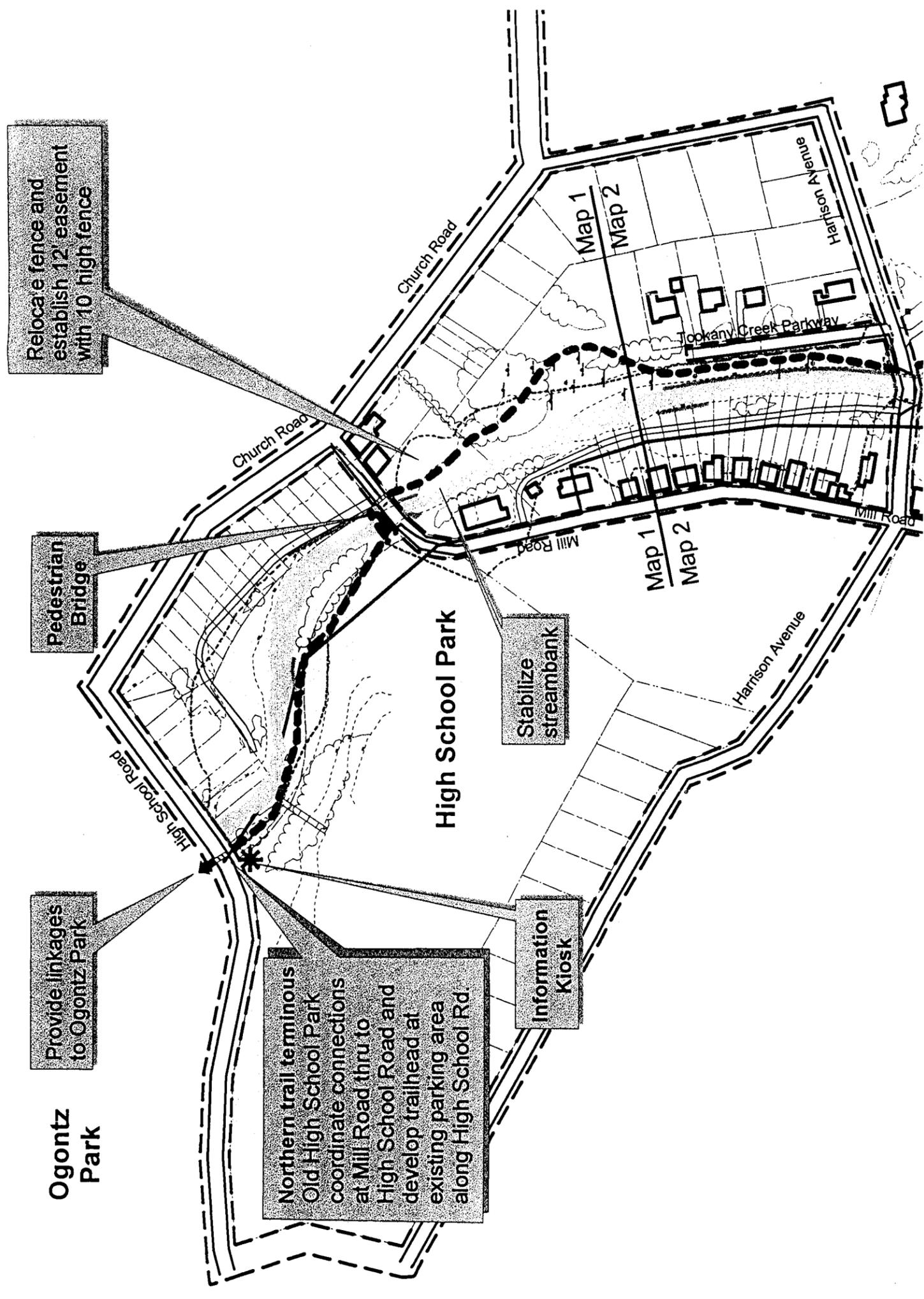
Cost Opinion				
Item No.	Work Item	No. of Units	Unit Cost	Total Cost
5	Landscaping			\$73,040.00
	A. Permanent Seeding	165,000 SF	\$0.12	\$19,965.00
	B. Landscape Restoration	1 LS	\$8,800.00	\$8,800.00
	C. Planting - Evergreen Trees	30 EA	\$165.00	\$4,950.00
	D. Planting - Shade Trees	40 EA	\$302.50	\$12,100.00
	E. Planting - Flowering Trees	50 EA	\$192.50	\$9,625.00
	F. Planting - Shrubs	1 LS	\$17,600.00	\$17,600.00
6	Site Amenities			\$93,940.00
	A. Safety/Directional Signage	1 LS	\$6,050.00	\$6,050.00
	B. Informational Signs	1 LS	\$8,800.00	\$8,800.00
	C. Guiderail	1000 LF	\$12.10	\$12,100.00
	D. Collapsible Bollards	20 EA	\$797.50	\$15,950.00
	E. Water Fountain	2 EA	\$2,970.00	\$5,940.00
	F. Mile Marker	12 EA	\$137.50	\$1,650.00
	G. Benches	15 EA	\$1,320.00	\$19,800.00
	H. Picnic Tables	8 EA	\$1,320.00	\$10,560.00
	I. Trash Receptacles	6 EA	\$935.00	\$5,610.00
	J. Main Entrance Sign	2 LS	\$3,300.00	\$6,600.00
	K. Traffic Signs	1 LS	\$880.00	\$880.00
7	Trailhead Improvements			\$5,830.00
	A. Re-stripe Parking Areas	1500 LF	\$0.22	\$330.00
	B. Informational Kiosk	2 EA	\$2,750.00	\$5,500.00
8	Stream Access Points			\$2,750.00
	A. Clear and Stabilize	5 EA	\$550.00	\$2,750.00
9	Observation Platform			\$3,300.00
	A. Observation Platform	150 SF	\$22.00	\$3,300.00
10	Invasive Species Eradication			\$18,150.00
	A. Application and Plantings	1 LS	\$18,150.00	\$18,150.00
11	Streambank Stabilization			\$29,040.00
	A. Immediate Stabilization	1 LS	\$14,520.00	\$14,520.00
	B. Additional Stream Studies	1 LS	\$14,520.00	\$14,520.00
12	Survey			\$36,300.00
	A. Survey	1 LS	\$36,300.00	\$36,300.00
13	Road Crossings			\$29,700.00
	A. Signage and Pavement Markings	9 EA	\$3,300.00	\$29,700.00
14	Bond, Mobilization, and Layout			\$29,257.44
	A. Bond, Mobilization, and Layout	1 LS	\$29,257.44	\$29,257.44
15	Traffic Protection			\$24,576.25
	A. Traffic Protection	1 LS	\$24,576.25	\$24,576.25
16	Design and Engineering Fees			\$191,694.76
	A. Design and engineering fees	1 LS	\$95,847.38	\$95,847.38
	B. Construction Management	1 LS	\$95,847.38	\$95,847.38
17	Contingency			\$86,733.44
	A. 10% Contingency	1 LS	\$86,733.44	\$86,733.44
TOTAL:				\$931,702

The above costs do not include any fees associated with design or construction for lighting work, bridge work (including replacement and permitting), utility extensions, and any restrooms and maintenance/storage facilities.

RETTEW Associates, Inc. is not a construction contractor and therefore probable construction cost opinions are based solely upon our experience with construction. This requires RETTEW to make a number of assumptions as to actual conditions which will be encountered on the site; the specific decisions of other design professionals engaged; the means and methods of construction the contractor will employ; contractors' techniques in determining prices and market conditions at the time, and other factors over which RETTEW has no control. Given these assumptions which must be made, RETTEW states that the above probable construction cost opinion is a fair and reasonable estimate for construction costs.

Master Plan
Maps 1-5

Tookany Creek Trail Master Plan



Northern trail terminous
 Old High School Park
 coordinate connections
 at Mill Road thru to
 High School Road and
 develop trailhead at
 existing parking area
 along High School Rd.

Legend

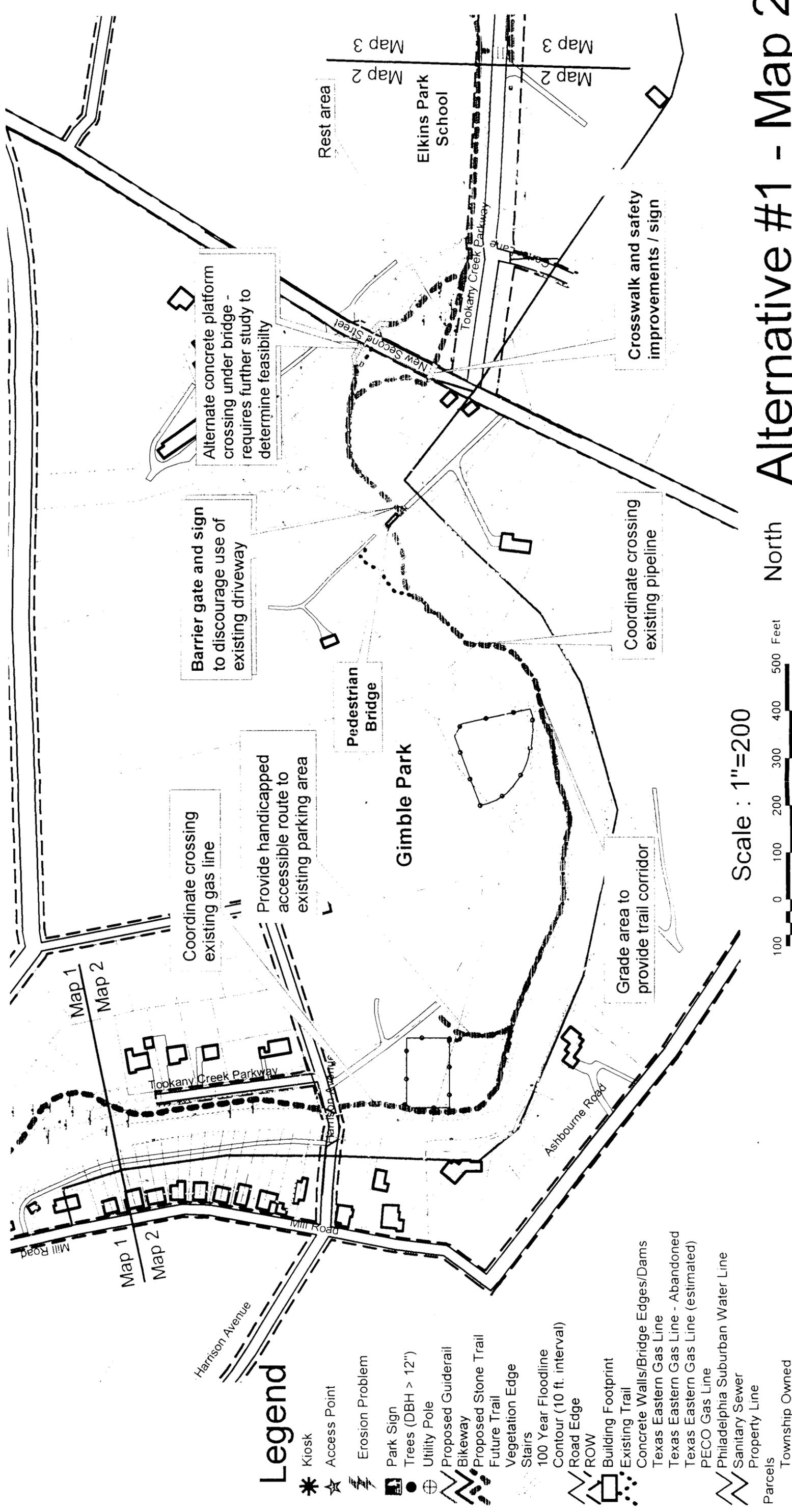
- * Kiosk
- ★ Access Point
- ⚡ Erosion Problem
- 🗺️ Park Sign
- 🌳 Trees (DBH > 12")
- ⊕ Utility Pole
- 🚶 Proposed Guiderail
- 🚲 Bikeway
- 🛤️ Proposed Stone Trail
- 👤 Future Trail
- 🌿 Vegetation Edge
- 🪜 Stairs
- 🌊 100 Year Floodline
- 📏 Contour (10 ft. interval)
- 🛣️ Road Edge
- 📏 ROW
- 🏠 Building Footprint
- 👤 Existing Trail
- 🧱 Concrete Walls/Bridge Edges/Dams
- ⚡ Texas Eastern Gas Line
- ⚡ Texas Eastern Gas Line - Abandoned
- ⚡ Texas Eastern Gas Line (estimated)
- ⚡ PECO Gas Line
- ⚡ Philadelphia Suburban Water Line
- 🚰 Sanitary Sewer
- 🏠 Property Line
- 🏠 Parcels
- 🏠 Township Owned

Scale : 1"=200



Alternative #1 - Map 1

Tookany Creek Trail Master Plan



Alternate concrete platform crossing under bridge - requires further study to determine feasibility

Barrier gate and sign to discourage use of existing driveway

Coordinate crossing existing gas line

Provide handicapped accessible route to existing parking area

Pedestrian Bridge

Gimble Park

Grade area to provide trail corridor

Coordinate crossing existing pipeline

Crosswalk and safety improvements / sign

Legend

- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
- Utility Pole
- Proposed Guidemural Bikeway
- Proposed Stone Trail
- Future Trail
- Vegetation Edge
- Stairs
- 100 Year Floodline
- Contour (10 ft. interval)
- Road Edge
- ROW
- Building Footprint
- Existing Trail
- Concrete Walls/Bridge Edges/Dams
- Texas Eastern Gas Line
- Abandoned Texas Eastern Gas Line
- Texas Eastern Gas Line (estimated)
- PECO Gas Line
- Philadelphia Suburban Water Line
- Sanitary Sewer
- Property Line
- Township Owned

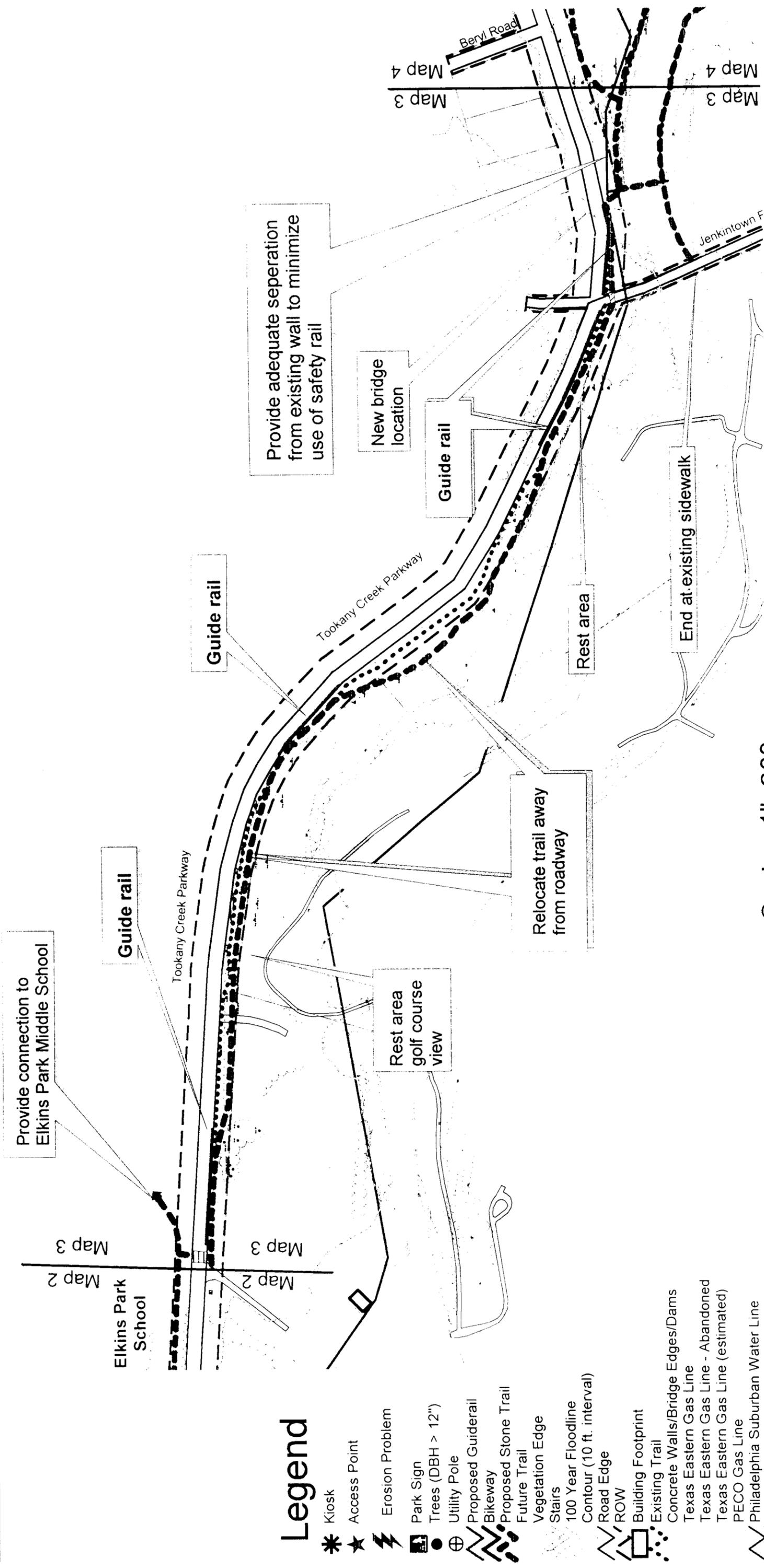
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North

Alternative #1 - Map 2

Tookany Creek Trail Master Plan



Legend

- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
- Utility Pole
- Proposed Guiderrail Bikeway
- Proposed Stone Trail
- Future Trail
- Vegetation Edge
- Stairs
- 100 Year Floodline
- Contour (10 ft. interval)
- Road Edge
- ROW
- Building Footprint
- Existing Trail
- Concrete Walls/Bridge Edges/Dams
- Texas Eastern Gas Line
- Texas Eastern Gas Line - Abandoned
- Texas Eastern Gas Line (estimated)
- PECO Gas Line
- Philadelphia Suburban Water Line
- Sanitary Sewer
- Property Line
- Parcels
- Township Owned

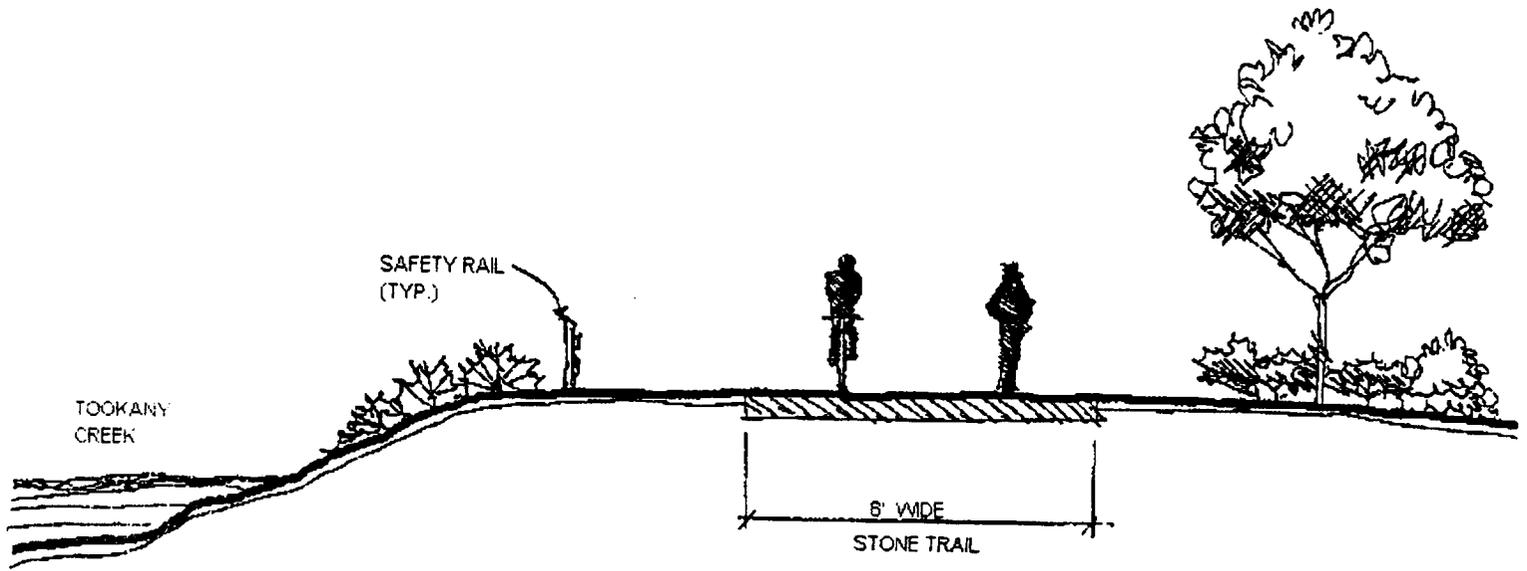
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North

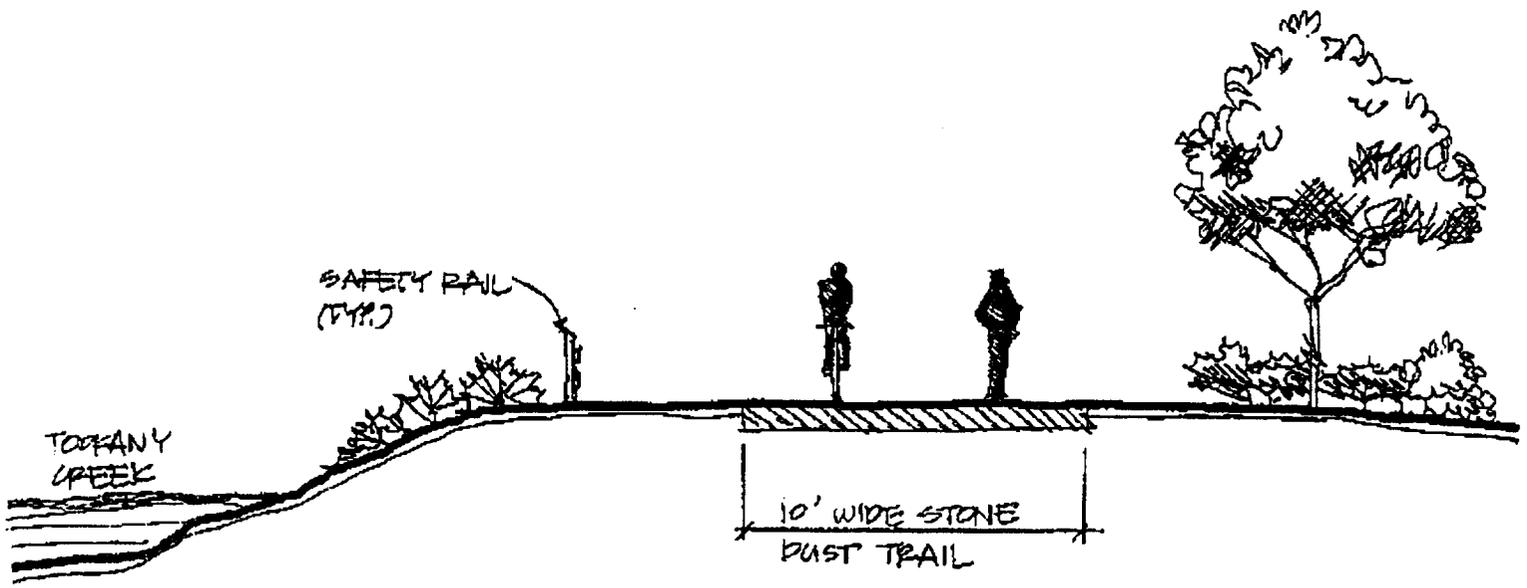
Alternative #1 - Map 3

Typical Trail Cross Sections
Pedestrian Bridge

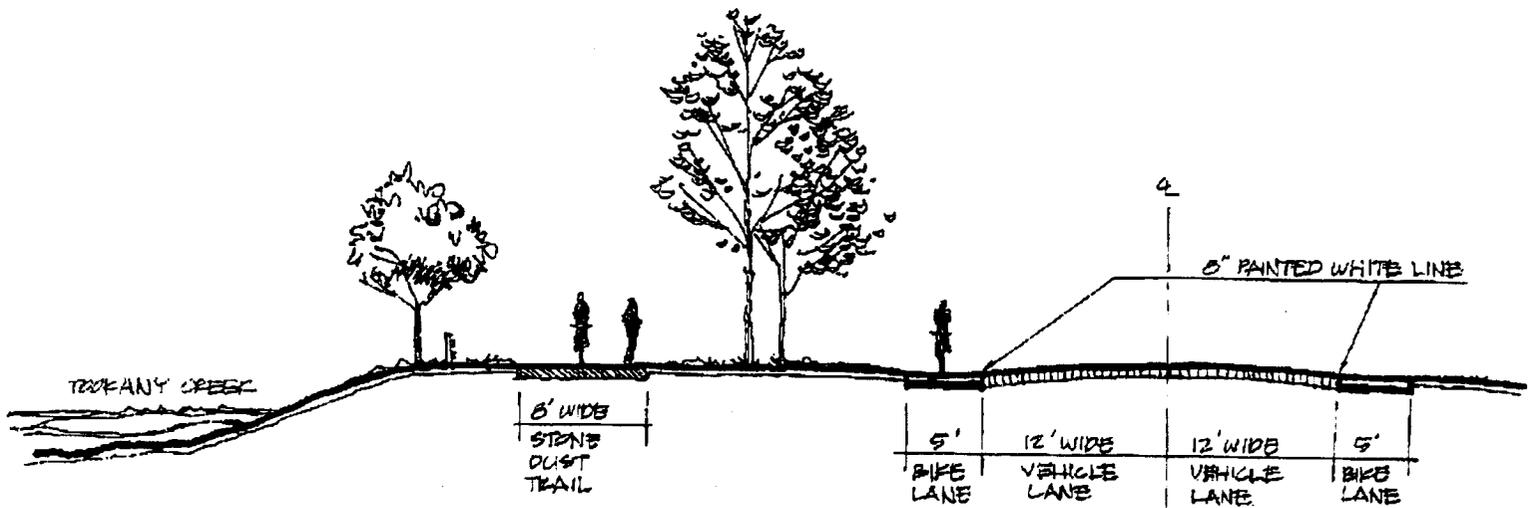


Typical Trail Cross Section

Not to scale



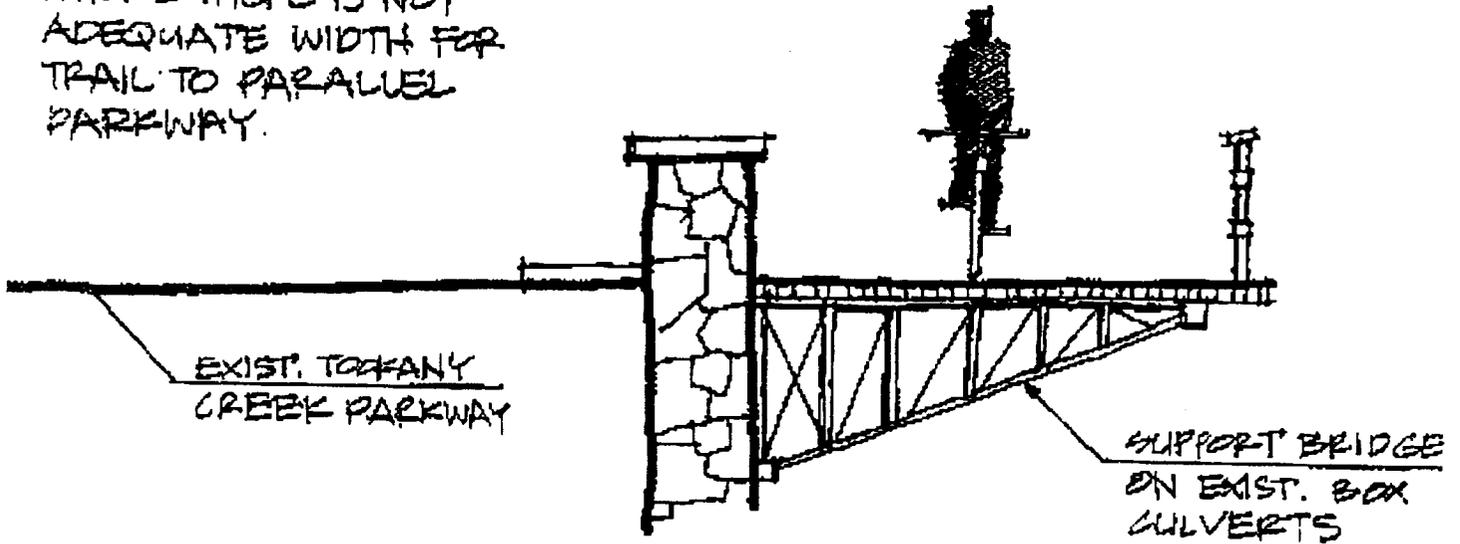
Typical Trail Cross Section



Typical Trail Cross Section

Not to scale

TO BE UTILIZED IN AREAS
WHERE THERE IS NOT
ADEQUATE WIDTH FOR
TRAIL TO PARALLEL
PARKWAY.



Pedestrian Bridge - Concept

Not to scale

Chapter 3 - Trail Operation and Maintenance

Effective trail management and operation is crucial to the success of the Tookany Creek trail. A safe, clean and attractive trail will provide an important public service to the people of Cheltenham, generate public support, enhance safety and minimize risk. The best way to protect the investment of the financial and human resources in the trail is through skilled management.

The purpose of the Tookany Creek trail is to provide public access to the creek and a variety of forms of recreation on the trail such as walking, running, biking and fishing. The trail will offer citizens a safe, clean and attractive area to enjoy the natural environment, commune with nature, enjoy the beauty of the surrounding landscape and engage in fitness and wellness activities for a healthy lifestyle. It is the Township's goal to preserve the natural resources, protect the Tookany Creek watershed and provide a permanent link of open space through this portion of the Township.

The Township of Cheltenham exemplifies a cooperative approach to park management. The Department of Parks and Recreation works closely with the Public Works Department in maintaining the parks. Public Works has the direct responsibility of park maintenance. The Director of Parks and Recreation coordinates with the Public Works Director. Citizen comments, complaints and inquiries funnel into both departments and are managed/answered collaboratively.

Other departments are also involved in assuring the proper care and management of the parks and park visitors. These include the Police Department and Emergency Management Services (EMS). The Police Department has established a bicycle patrol that patrols the park regularly on a variable schedule. EMS provides emergency medical care for park visitors who are injured on-site.

In addition to township services, Cheltenham is fortunate in having a strong cadre of citizen volunteers. The Friends of High School Park is a support organization that is involved with the development, operation and programming of High School Park. With over 400 member families, the Friends of High School Park provides a model for the formation of friends groups in other parks including the Tookany Creek trail. The Township is interested in expanding volunteerism through the development of additional friends groups.

In a work session, the Director of Parks and Recreation, the Director of Public Works, the Park Maintenance Foreman and the Assistant Township Manager identified ideas and areas of concern which need to be addressed in the long-term operation and management of the trail. These include the following issues:

- Establishing a volunteer group for the trail
- Determining how maintenance will be accomplished along the trail

- Use of summer workers with an available pool of applicants which is on a downward trend
- Maintenance equipment needed
- Trail safety
- Resource protection and policies for maintenance geared towards natural resource management
- Training the maintenance team to maintain the trail in as natural condition as possible as opposed to a traditional "manicured" type of park commonly expected by the public
- Need to educate the public that the trail will take on a different appearance because it will be more natural instead of "manicured"
- Control is needed for development along the trail; township policies should be established to protect the trail and require township approval for any development in the trail corridor.

Trail Operation

The Township of Cheltenham has adopted general regulations for parks and playgrounds under ordinances 1431 and 1515. A copy of the regulations is included in the appendix.

The current township regulations should be evaluated in light of the development of the Tookany Creek trail. They are geared to traditional developed parks. The trail has a different type of use than developed parks with active recreation facilities that may require adjustment of the regulations. For example, the hours of operation of the parks are from 8:00 a.m. to 8:30 p.m. in peak season and 8:00 a.m. to 6:00 p.m. in non-peak season. Trail users like to exercise closer to dawn and dusk which implies that the hours of operation should coincide with safe trail use. Another example that the commissioners should consider revising is section 201-4 E under "Unlawful Acts". This section refers to no picnicking in township parks. However, this master plan recommends placing picnic tables at several locations along the trail, as it is a good passive recreation activity. The ordinance should be amended to allow three to four locations for the picnicking.

The following is an example of rules and regulations from the Cumberland Valley Rail Trail. It can be used as a model for consideration and adaptation in Cheltenham.

Sample Trail Rules and Regulations

1. Hours of permitted use: Dawn to Dusk
2. No motorized vehicles, except motorized wheelchairs.
3. No hunting or trapping.
4. No firearms or other weapons.
5. No alcoholic beverages or illegal drugs.
6. No littering or dumping. Pack out your own trash.
7. Soliciting and posting of signs prohibited.

8. Camping and fires prohibited.
9. Do not destroy, damage, or remove flora, fauna, artifacts, rocks or other township property.
10. Do not trespass on adjacent properties.
11. Bicyclists, including child passengers, must wear ANSI or Snell certified helmets.
12. Obey posted signs and traffic controls.
13. Stop at all roads. Yield to vehicular traffic. Use caution.
14. Stay to the right except to pass. Prior to passing, bicyclists must give audible warning (ring bell or say "passing on your left").
15. Upon reaching impassable areas, follow posted conditions (if any) or turn around.
16. Dogs must be under immediate and positive control and on a leash not exceeding six feet in length. Do not allow dogs to defecate on traveled portion of this property. Owners and handlers of all animals will be responsible for damage or injury.
17. Enter and exit at designated points only,
18. Stop and move to side when a patrol, maintenance or emergency vehicle is passing.
19. Obey all lawful instructions of township officials. Races and other speed competitions are prohibited without permits.
20. Permits are required for fund-raisers, special events, and groups exceeding 50 persons.

Trail Etiquette

Civility on the trail will contribute to its success. Interviews for trail master plan found that adjacent landowners had concerns about their privacy, solitude, and protection of their property. Both trail visitors and adjacent landowners will benefit from visitors using proper trail etiquette. It is in part a public education process. Courtesy recommendations include:

- For increased personal safety, take a friend along.
- Be polite to other users
- Keep noise levels to a minimum.
- Carry water. No water is available on the property.
- Be alert for severe weather. No shelters are provided.
- Plan ahead. Restrooms are available at Gimbel Field.
- Respect the privacy of adjacent landowners. Do not loiter near residences.
- Do not litter
- Do not destroy any plants or animals

Safety Management

The Township of Cheltenham is currently developing a safety management policy. The study is expected to be completed within the year. Once it is completed, it is expected to apply to the Parks and Recreation Department including the Tookany Creek trail. Any recommendations generated from this study should be incorporated into the operations and management plan for the Tookany Creek trail.

Safety Concerns

The Commissioners of the Township of Cheltenham have the utmost concern for the safety of trail visitors and the protection of public property. Interviews with the Police Department indicate that the problems on the trail are related to bicycle thefts mainly during the summer months. There have been no reported incidents of other crime or undesirable behavior. The police bicycle patrols have contributed to trail safety by establishing a presence on the trail several times during the week.

Interviews with the Emergency Management Services indicate their concern about not being able to get over to the south side of the creek. EMS also reported the need for additional 911 call boxes which are recommended for placement in the trail design.

Risk Management

Security is important from three perspectives: protecting park visitors, protecting the resources of the park, and managing the revenues of the Township of Cheltenham by minimizing exposure to lawsuits. The goal is to make the trail a safe and enjoyable place. The Township of Cheltenham is insured under the Delaware Valley Insurance Trust (DVIT). Under DVIT, the Township receives two annual inspections of all township property. This includes one annual inspection of parks and recreation areas and equipment. The Parks and Recreation and Public Works Departments report that these inspections have yielded favorable findings of township recreation and park facilities.

“Risk management is the practice of controlling the possibility and severity of foreseeable accidents and administering due.”

Signage and Posting of Regulations

The rules and regulations adopted should be posted at trail heads as well as in public information materials. Trail signage from a safety perspective should include three types:

- 1) Regulatory signs for traffic control: provide operational guidance such as stop and yield, right-of-way and speed limit.
- 2) Warning - point out dangerous conditions (existing or potential) or changes in surface conditions such as bridges or road crossings.
- 3) Guidance signs - offer trail information, points of interest, interpretation, facilities, and trail location markers. Guidance signs are particularly important regarding the changing appearance of the trail towards more natural conditions. Public education is important so that the citizens understand that the Township is not reducing its maintenance but instead is improving the quality of maintenance for resource protections and wildlife habitat. Interviews for the Tookany Creek trail found that there are many people in the community with expertise and interest in natural resources and wildlife. The Township could tap their knowledge for the development of interpretive signs along the trail.

The Township Solicitor should review and approve all regulatory and safety signage. EMS expressed concerns about people swimming and diving into the creek. Since debate and opinion vary on posting hazards and prohibiting activities for safety reasons, the decisions about wording and signage is best worked out through the township's legal and insurance advisors.

The image of the trail as a township recreation facility can be conveyed through a well-designed, attractive, properly scaled sign system. The Township indicated that a minimum of signage along the trail would be preferred in keeping with the solitude and peaceful landscape of the Tookany. There should be strict design guidelines for all trail signage. Since the Township intends to develop the trail with grants and other non-township sources, potential sponsorships may generate revenues for trail development. This could be recognized in a signage system. Policies on incorporating sponsor names on signage should be developed to insure that it is in keeping with Township goals. Potential sponsorship identified on the signs. Design guidelines are discussed in the trail development section.

The Tookany Creek Parkway is eligible for designation as a scenic by-way. Since this is an honor that helps to build community pride, the Township should consider making the application for the official designation and signage.

Routine Inspection and Hazard Abatement

The Township of Cheltenham has a regular program of parks and recreation facility inspections. Work crews inspect playgrounds and footbridges weekly. The trail will also be inspected weekly. The inspections should be based on the trail design standards. All potential hazards should be identified, notation of their exact locations made, the level of risk to the public, and the degree of severity for the most likely injuries made. The inspections should be recorded and filed with the Township of Cheltenham. This is consistent with current township policy of going right out to fix hazards such as fallen trees as soon as someone calls in to report it.

Problem Correction

Following the inspection or the reporting of hazards on the trail, the Township of Cheltenham needs to correct the problem. Some problems need to be addressed immediately while others may be deferred until a later time. To determine how urgent the correction of the problem is, the following scale can be used to set priority. The scale devised by the National Playground Safety Institute could serve as a model for a trail hazard guide:

Class A Hazards: conditions likely to cause fatality, permanent disability, or loss of body part

Class B Hazards: conditions likely to cause serious injury or illness, resulting in temporary disability.

Class C Hazards: conditions likely to cause minor, non-disabling injury.

If the problem cannot be corrected immediately, the Township of Cheltenham should clearly identify the hazard and prevent use of and/or access to the area until it can be repaired. Whatever action is taken should be documented and filed with the Township.

Accident Reports and Use

Accident reports should document the necessary facts about each accident, names and addresses of victims and witnesses, documentation about the injury and treatment, property damage, and information for follow-up. The purpose of the report is to determine the cause of the accident, not to find fault. Reports should be used to guide the Township of Cheltenham in future planning and management improvements on the trail for enhanced visitor safety or protection of public property.

Forms and Record Keeping

All forms developed by the Parks and Recreation Department should be reviewed and approved by the township administration and the Township Solicitor. The forms should be consistent with township policies for tracking and reporting as well as for minimizing exposure to liability.

Volunteers and Insurance

The Volunteer in Public Service Act of 1988 provides some immunity for volunteers if they cause an injury but it does not afford total protection against litigation for the Township of Cheltenham. Volunteers could sue the Township if they are injured volunteering or someone else could sue Cheltenham if a volunteer causes damage. Since Cheltenham will be relying on volunteers for support, the Township should include coverage of volunteers working on behalf of the trail in its insurance policy. Training should be given in projects that warrant training just as it would be required for paid staff.

The Township has forms for volunteers to complete when they are working on park projects. The Township should consider establishing and implementing administrative procedures for volunteerism including the completion of the forms for the purpose of insurance coverage which should be maintained on file with the township's Risk Manager at all times.

Maintenance

For the Tookany Creek trail, planners met in work sessions with the Cheltenham Department of Parks and Recreation, the Public Works Department, and the Assistant Township Manager about trail management and maintenance, expectations for the future, alternatives and projected costs in order to project realistic estimates.

Current Operations

Maintenance management is the process by which the Township of Cheltenham plans, directs, conducts and evaluates maintenance of the trail. Trail maintenance is conducted by the Department of Public Works with input by the Department of Parks and Recreation. In Public Works, there is a Park Foreman, nine workers and a shared worker who spends half his time in the parks and half on buildings. Workers rove throughout the township parks.

It is important to note that while the Tookany Creek trail will be developed under this master trail plan, the Township is already doing trail maintenance with existing conditions. Maintenance includes trimming, trash removal, removal of fallen trees and dangerous limbs, and grass mowing. Mowing and trimming at present are extensive being done weekly. Maintenance hours are directed towards mowing and trimming primarily. Since the trail design reflects a movement towards more natural conditions, mowing and trimming patterns will change.

Maintenance Task Planning

A maintenance plan will help to keep the trail safe and attractive, assist the Township in work scheduling and recruitment of volunteers and provide a tracking method for the planning, control and documentation.

An important part of maintenance planning is setting standards for the quality of maintenance desired and within the attainable realm of the resources available. For example, the Township of Cheltenham wants the trail to be maintained in the most natural manner possible. This has implications for such tasks as tree pruning. A quick pruning job will provide functional trail maintenance but probably not result in an aesthetic or natural appearance. If the Township sets a standard for a trail that is to be natural in appearance, then work quality standards and guidelines should follow. The California State Park System offers sample guidelines for trail pruning.

California State Park Trail Pruning Guidelines

1. Do not toss debris. Randomly discarded branches are an eyesore.
2. Place debris out of view. Requires the extra effort of dragging branches under, around or behind shrubs.
3. Place cut end away from trail to help disguise the debris.
4. Each cut branch should be touching the ground to promote decomposition. This means that brush piles are to be discouraged.
5. Pruning should be done sensitively so that the trail appears natural and not as if a chain saw just blasted through. Trail users should not be aware that any maintenance work has recently been done.
6. Prune to the collar of any branch stem for the health of the tree and a more natural looking result.

By setting quality standards, the Township will be able to decide how the trail should look as well as to provide guidance to township work crews and volunteers on how the maintenance tasks should be performed. Should the Township determine that they wish to contract with a private business or enter into a partnership with another organization, the standards can provide a basis for discussion. By monitoring trail use and seeing the impact of the types of use on the trail, the Township can decide over time the nature and frequency of maintenance tasks as well as make recommendations for the rules and regulations affecting trail use with recognition of the limits of maintenance the Township of Cheltenham can provide.

Maintenance Standards

Maintenance standards set forth the level of care park and recreation facilities receive. The National Recreation and Park Association offers a maintenance standard classification system with six modes. Modes refer to the "way of maintenance" ranging from most intensive to least intensive. By using the term mode, Cheltenham can avoid the stigma that classification such as letter grades or "classes" may evoke. It is perfectly acceptable and it makes a good deal of sense to establish different modes of maintenance for different types of facilities. For example, in the case of a trail, trail heads traditionally receive more frequent maintenance to keep them clean. In contrast, natural areas require less frequent but defined maintenance to preserve the resources. Establishing maintenance standards helps the Township to direct resources towards where the need is greatest and the benefit the most. The modes range as follows:

- Mode I - State of the Art Maintenance
- Mode II - High Level Maintenance
- Mode III Moderate Level Maintenance
- Mode IV - Moderately Low Level Maintenance
- Mode V - High Visitation Natural Areas
- Mode VI - Minimum Level Maintenance

Mode I is usually reserved for a high quality diverse landscape for such areas as the township building, urban squares or high visitation parks. Given the Township's goal of keeping the trail as natural as possible, and the resources available, park maintenance should be primarily Mode V for high visitation natural areas. Park areas that support the trail such as Griffen Field should be maintained at Mode II, high level maintenance because of the high level of park visitation and the parkways visibility as a thoroughfare and potential designation as a scenic by-way. Since existing parks will serve as trail heads, no new ones will be developed for the trail. Since park maintenance is already underway for the established parks, trail maintenance costs will be separate. The following tasks reflect the maintenance park maintenance care consistent with the modes.

Turf Care

Mode VI - Mowing patterns along the creek should be revised. A minimal 10' buffer along the creek should be established with paths created for public access to the creek at specific points. At present the grass is mowed to the creek bed every week from April to October. To decrease non-point source pollution (NPS), a major problem associated with the Tookany Creek water quality. It is recommended to allow the riparian buffer to persist through the stages of plant succession to a multi-layered forest structure. Paths to the creek should be mowed every other week to allow for ease in walking. There would be no fertilizer or weed control used as it contributes to non-point source pollution.

Litter Control

Mode III would be the standard for litter control. Minimum service is once per week with twice per week for high use areas. Should higher visitation require more frequent service, the Township could upgrade the Mode to a Mode II when litter is picked up daily for high use times.

Pruning

Pruning would be considered a Mode V. The Township of Cheltenham now prunes twice a year. With the change from a manicured to resource protection, pruning methods need to be revised. The Montgomery County Extension Service will be offering a pruning program for municipal work forces in the summer of 1999 in Cheltenham. Park maintenance workers should be encouraged to participate to enhance their skills in this area.

Disease and Insect Control

Mode V - Pest control and herbicide application is contracted out in the Township of Cheltenham. This area would be protected from disease and insects as soon as there is evidence of a problem. An integrated pest management system (IPM) is recommended with minimal use of chemicals

Lighting

There is no trail lighting.

Surfaces and Trails

Mode IV - Trails would be renewed twice a year with replenishment of materials. Paths would be checked daily to repair problems, remove debris.

Repairs

Repairs to trail furniture and pedestrian footbridges are done at Mode I. Painting is done when it looks bad. Benches are repaired immediately. Graffiti is removed right away.

Inspections

Equipment is inspected annually by DVIT and the Township. The Township would inspect the trail weekly. This is a mode III level.

Floral Plantings

No floral plantings would be introduced unless they were in a special location. They would only be done by volunteers. The park could have native flowering trees and shrubs that would require minimal care. Therefore, floral plantings would be a Mode V.

Equipment Needs

One of the biggest challenges on the trail from both a safety and maintenance perspective is crossing the creek to get to the south side via the numerous pedestrian footbridges. To achieve both goals, a park utility vehicle is needed. The vehicle should be an all-terrain, four - wheel with a cab and a bed with a wheel base of under 48 inches. The capability of the vehicle to add attachments easily such as a front-end loader would be a plus. Interviews with the Public Works Department, Parks and Recreation Department, Police Bicycle Patrol and Emergency Management Services revealed support for the concept of having a park vehicle. It would:

- Establish a presence on the trail that would help to reduce any undesirable activities
- Provide for a sense of safety with a watchful eye on the trail
- Enable the EMS, Police and/or Fire personnel to get across the creek for rescues
- Provide the maintenance crews a way to get across the creek and maintain the south side
- Maintenance crews could get materials and supplies to south side of the trail
- EMS could use the vehicle for special events
- It would eliminate the need to borrow similar vehicles from other townships for special events.

Maintenance Tasks, Scheduling, and Costs

Table 4 presents routine and cyclic maintenance tasks and costs. Costs are estimated based upon 1999 dollars. Since the Township does not have a cost-tracking system but can project the amount of time spend on mowing and trimming along the Tookany, the following costs are estimates. Exact calculations cannot be made. More defined costs could be identified as the Township implements the maintenance program and tracks labor and equipment costs. The purpose of estimating maintenance costs is to help the Township to plan for additional maintenance requirements as a result of developing the trail. Projecting costs also enables the Township to explore alternatives such as volunteers as a means of reducing township costs. The average township wage rate is \$21 per hour including wage and benefits. Summer part time wage rates range from \$6.50 to \$8.00 per hour. An hourly average of \$7.25 is used for estimating purposes. Estimated operating costs for the park utility vehicle based upon manufacturer's

suggestion is \$500 per year. Other costs such as police protection, vehicles and equipment, and administration are included in the existing operating budgets of the respective departments.

TABLE 4

Trail Operation and Maintenance Tasks		
Routine Maintenance Tasks	Frequency	Cost
Trail Inspection	Weekly	Labor: \$21 X 4 hours X 52 = \$4,368
Mowing	Leave 10' buffer from creek to be mowed annually and mow beyond buffer every other week April through October	Labor: \$21 X 14 times/yr. X 8 hrs. = \$2,352
Herbicide Application (Gyposphosphate only)	Once annually; include in outside contract for this service	\$300
Trimming and Pruning	Based on new pruning/trimming plan for natural resource management; estimated four times per year; control of invasive species	Labor = 5 person crew at \$21/leader and \$7.25 avg. wage rate for crew of 4 = \$50/hr. trim cost. \$50 X 16/yr. X 12 hrs. = \$9,600
Trail semi-annual restoration	Crowning, filling limestone path Drag, roll, groom, grade earth path	Labor: 40 hrs. X 3 workers X 2/yr. X \$21/hr. = \$5,460 Labor: 40 hrs. X 3 workers X 2/yr. X \$21/hr. = \$5,460
Trail patching/clearing/repair	Weekly	Labor = 8 hrs. X 52 X \$21 = \$8,736
Litter pick-up	104 times/yr.	Labor = \$21 X 104 X 4 hrs. = \$4,368
Utility Vehicle Operation and Maintenance	1-3% of purchase price over 10 yrs. Average: \$200/yr. Fuel: \$1/day/300 days	\$500
Security Patrols	Three times per week	Absorbed by Police Department
Trail furniture maintenance	Annual preventive maintenance and repairs: 6 trash receptacles, 15 benches, 8 picnic tables, bike racks	Labor: 90 hrs X 1/yr. X \$21 = \$1,890
Non-Scheduled Maintenance		
Sign replacement	As required	\$500
Graffiti/vandalism repair	Within 24 hrs. if possible	\$500
TOTAL Estimated Cost		\$44,034
Cyclic		
Bridge/culvert Inspections	Bridges were not in project scope. Assessment of bridge inspections in future should determine operating costs.	To be determined in future township planning work.
Trail resurfacing	Every 7 years - limestone Earth path grading, restoration - every 4 years	Limestone: \$5,000/mile X 1.31 miles = \$6,562 Earth: \$3,000/mile X 1.4 miles = \$4,200
Utility Vehicle	10 yr. life	\$8,000
Estimated Annual Operations/Cyclic	Over 10 years: average per year	\$46,822

Maintenance Alternatives

Volunteers and partnerships offer ways of providing trail maintenance at reduced costs to the Township while stimulating community stewardship. The Township has a working examples of community preservation, programming and maintenance of parks through the Friends of High School Park, Friends of Tookany Creek Park, Glenside Green, the Friends of Ralph Morgan Park and Friends of Robinson Park. It is anticipated that the Wyncote Audubon Society will be involved with the riparian forest restoration project in the Township. Scout troops also provide volunteer service for park projects. Interviews for the trail plan indicate that there is potential community support for involvement in caring for the trail. This could be tapped. The diversity of interests revealed in the interviews ranged from fitness and wellness buffs to environmentalists with expertise in natural resource management. Potential volunteer projects include:

- Adopting a trail segment
- Streambank stabilization
- Removal of invasive species
- Tree planting
- Clean-up days
- Scout projects
- Special events
- Naturalization of vegetation
- Development of resource management plans
- Courtesy patrols
- Trail watches or security patrols to be operated in a similar fashion with the town watch program
- Trail patching

Volunteer Requirements

It is important to consider that volunteers are not free. They require supervision, training, management of insurance forms, scheduling, recognition and coordination. These tasks require township staff time. While the oversight of volunteers requires time commitment, the payback is worthwhile in terms of the resources that are generated for accomplishing park maintenance and projects.

Operating Budget

The Township is already maintaining the Tookany Creek trail in its present condition. For example, the Township is spending about \$21,000 annually in labor costs for mowing, trimming, and trash removal. Other current annual operating costs include the police bicycle patrols, herbicide contract, equipment costs, and administration. Therefore the operating budget does not present an entire additional cost to the Township but reflects the estimated operating budget for the Tookany Creek trail based

on current township practices, trail management information from other trails, comparisons with other townships, equipment manufacturer's information and cost estimates. As the Township implements a maintenance plan for the trail, managers could establish a cost tracking system to determine the actual costs for maintaining the trail. Hard numbers generated through actual cost tracking will help decision-makers to make informed decisions about planning, directing and controlling operations and resources in the future.

Trail maintenance is one of the least expensive public recreation facilities to maintain. It also has a low per/user cost because of the large number of users of trails in comparison with other facilities such as ballfields. Comparisons on public recreation facilities show that while 5 out of 100 people will use a golf course; 12 out of 100 will use a pool; and four out of five will use a trail. Table 2 presents a suggested operating budget for the trail.

TABLE 5

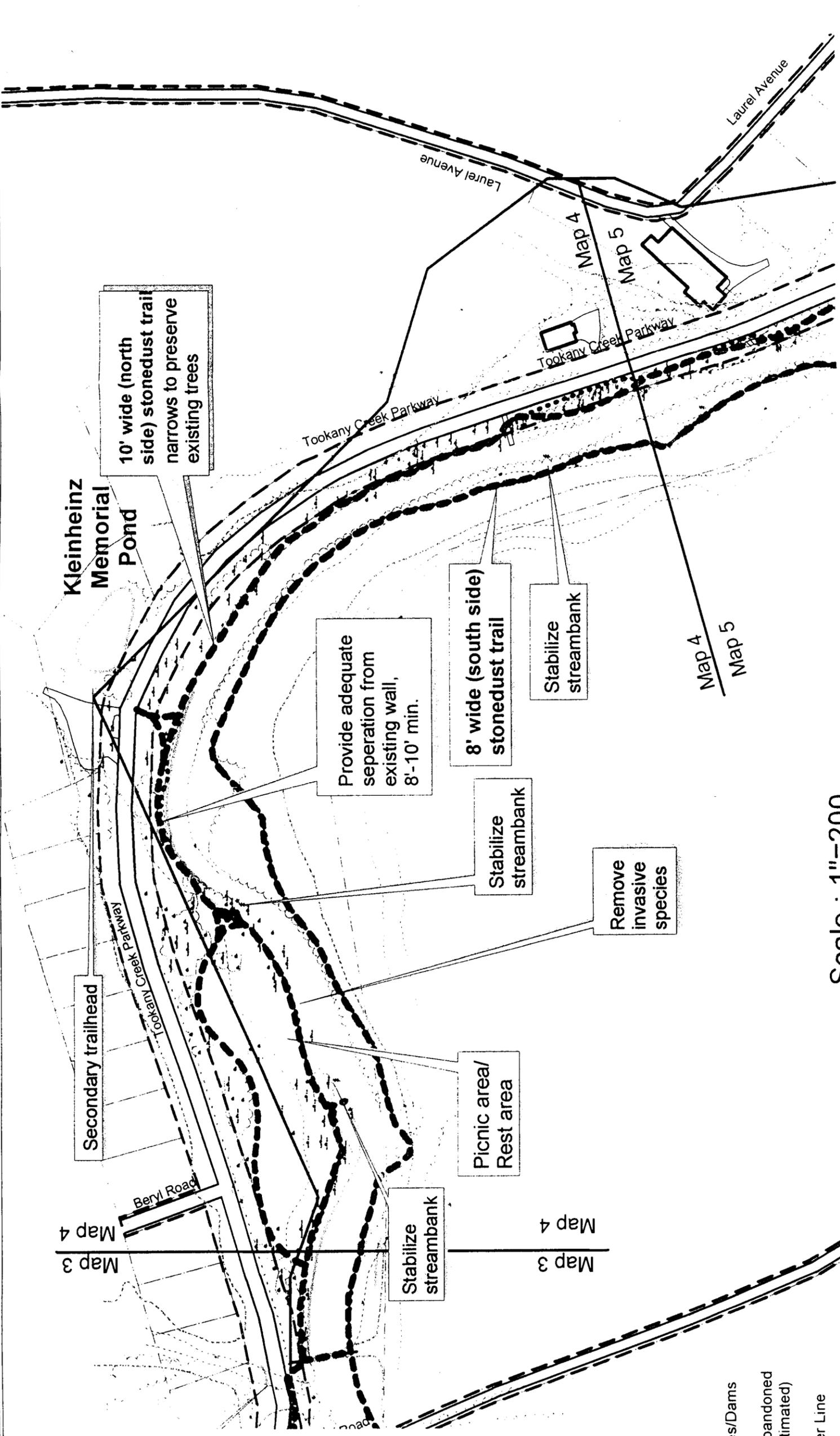
Annual Operating Budget	
Administration - public response, coordination on maintenance; volunteer management, programming	Included in P&R budget
Labor	\$42,234
Equipment	500
Herbicide contract	300
Security	Police
Materials & supplies (limestone, round-up, maintenance supplies)	4,000
Equipment Operation & Repair	500
Training - natural resource management	1,000
Contingency	1,000
Total Operating Budget	
Cyclic maintenance and equipment purchase annualized	2,800
Total Operating and Cyclic Maintenance Annually	\$52,334

Revenue and Volunteer Sources

Trails typically do not generate revenues. Most support for trails comes through volunteers and fundraising through friends groups. The Friends of High School Park provides a comparison with 400 member families at \$20 per membership generates about \$8,000 annually. This group has adopted creative approaches to revenue generation including:

- Partnerships with Genuardi's and Acme to receive a percentage of register receipts
- A holiday gift catalog through which people can make contributions to the park
- Book sales and magazine subscriptions in partnership with Rodale Press which generate fees through the park based on the sales
- Five Eagle Scouts have cleared areas for scenic views and hiking paths; established erosion control; removed invasive species; developed an educational area and built a bulletin board to inform the public about park news.

Tookany Creek Trail Master Plan



Legend

- * Kiosk
- ★ Access Point
- ⚡ Erosion Problem
- 🪵 Park Sign
- 🌳 Trees (DBH > 12")
- 📍 Utility Pole
- ➡ Proposed Guiderail
- 🚲 Bikeway
- ➡ Proposed Stone Trail
- ➡ Future Trail
- 🌿 Vegetation Edge
- 🪜 Stairs
- 🌊 100 Year Floodline
- 📏 Contour (10 ft. interval)
- 🛣️ Road Edge
- 🛣️ ROW
- 🏠 Building Footprint
- ➡ Existing Trail
- 🏗️ Concrete Walls/Bridge Edges/Dams
- ⚡ Texas Eastern Gas Line
- ⚡ Texas Eastern Gas Line - Abandoned
- ⚡ Texas Eastern Gas Line (estimated)
- ⚡ PECO Gas Line
- 🌊 Philadelphia Suburban Water Line
- 🗑️ Sanitary Sewer
- 📏 Property Line
- 📏 arcls
- 🏠 Township Owned

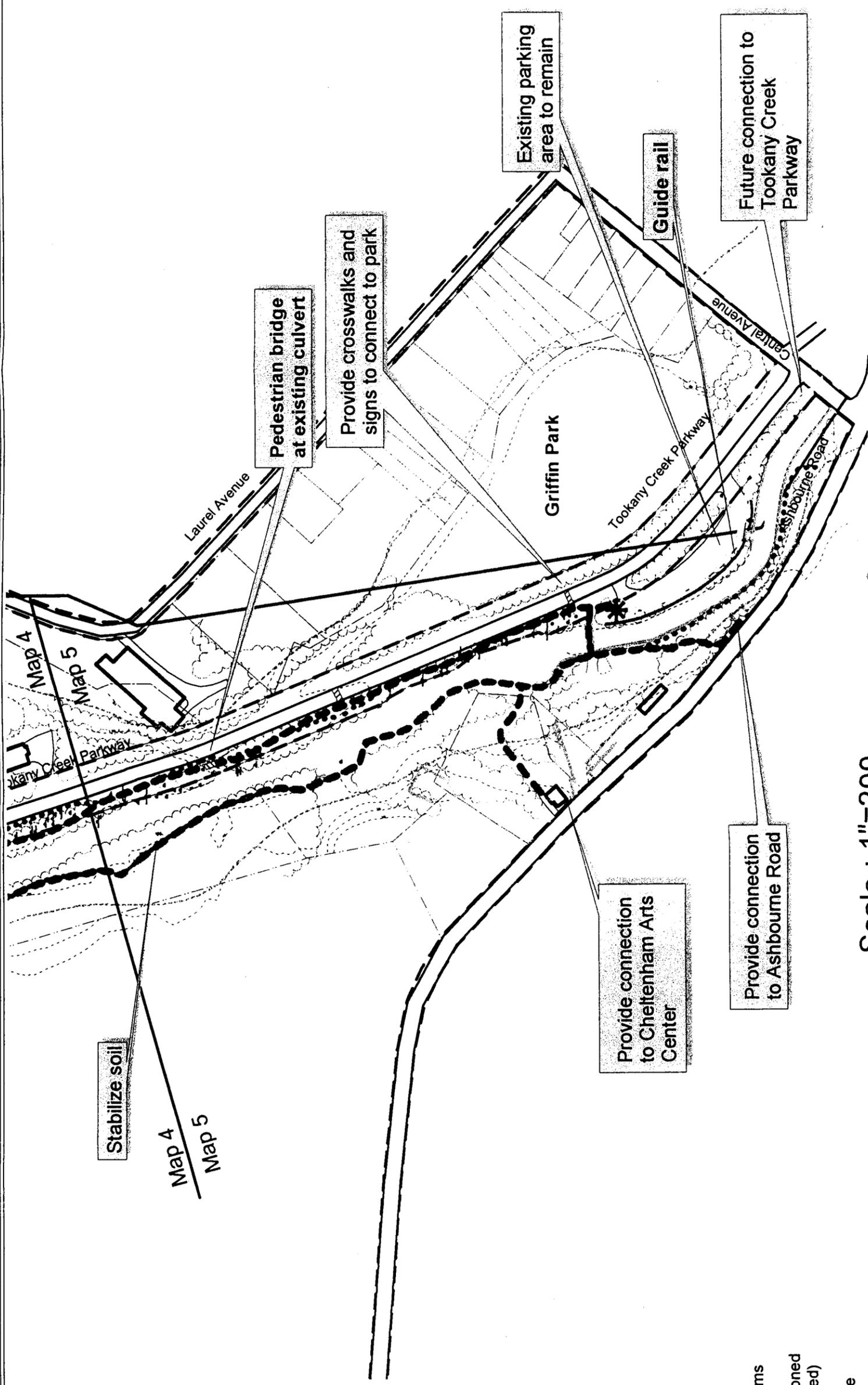
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North

Alternative #1 - Map 4

Tookany Creek Trail Master Plan



Stabilize soil

Map 4
Map 5

Pedestrian bridge at existing culvert

Provide crosswalks and signs to connect to park

Existing parking area to remain

Guide rail

Future connection to Tookany Creek Parkway

Provide connection to Cheltenham Arts Center

Provide connection to Ashbourne Road

Legend

- * Kiosk
- ★ Access Point
- ⚡ Erosion Problem
- 🗺 Park Sign
- Trees (DBH > 12")
- ⊕ Utility Pole
- ➡ Proposed Guiderrail Bikeway
- ➡ Proposed Stone Trail
- ➡ Future Trail
- ▨ Vegetation Edge
- ▨ Stairs
- ▨ 100 Year Floodline Contour (10 ft. interval)
- ▨ Road Edge
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- ▨ Building Footprint
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- ▨ Sanitary Sewer
- ▨ Property Line
- ▨ Parcels
- ▨ Township Owned

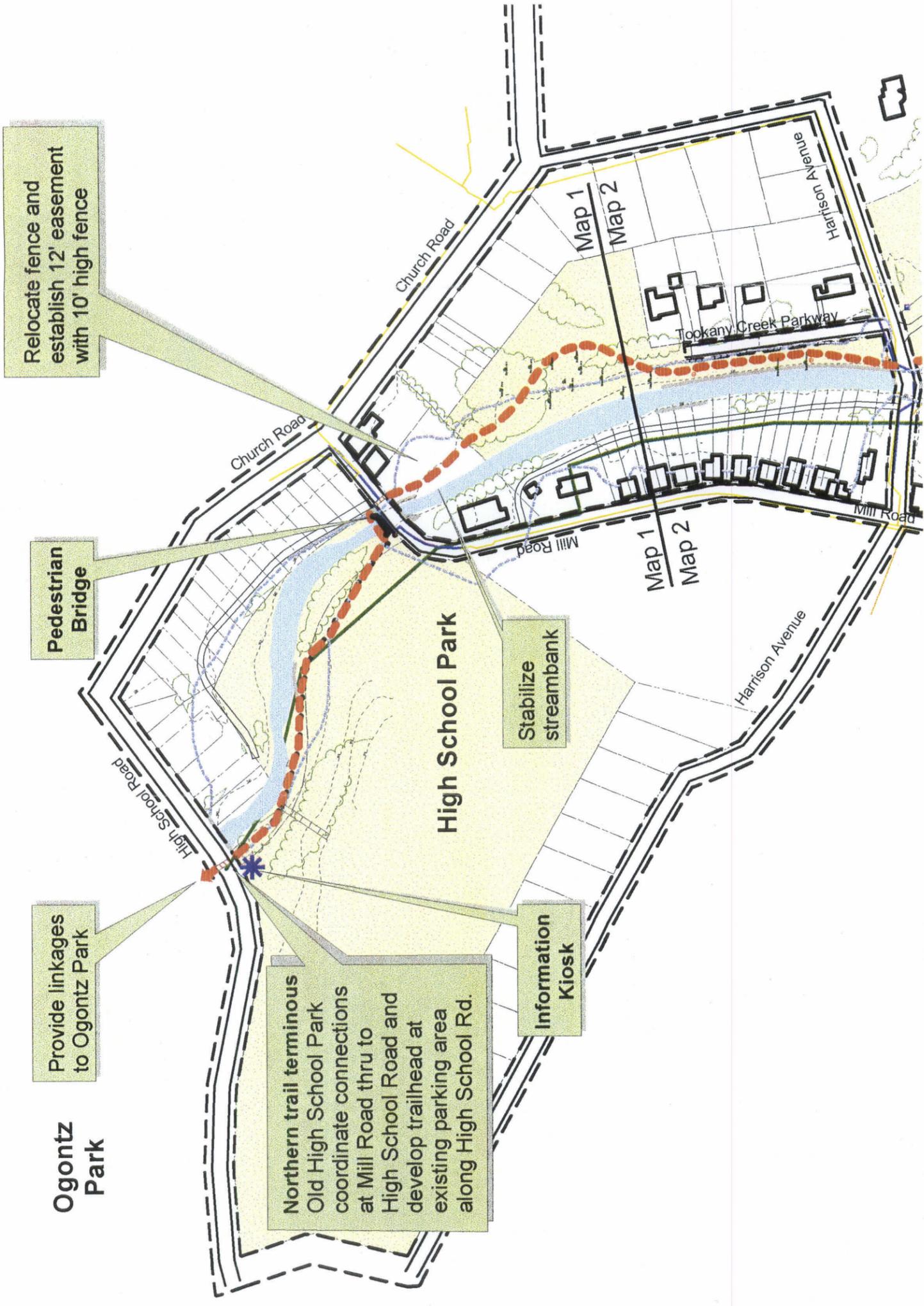
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North

Alternative #1 - Map 5

Tookany Creek Trail Master Plan



Relocate fence and establish 12' easement with 10' high fence

Pedestrian Bridge

Provide linkages to Ogontz Park

Northern trail terminous Old High School Park coordinate connections at Mill Road thru to High School Road and develop trailhead at existing parking area along High School Rd.

Stabilize streambank

Information Kiosk

Legend

- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
- Utility Pole
- Proposed Guiderrail Bikeway
- Proposed Stone Trail
- Future Trail
- Vegetation Edge
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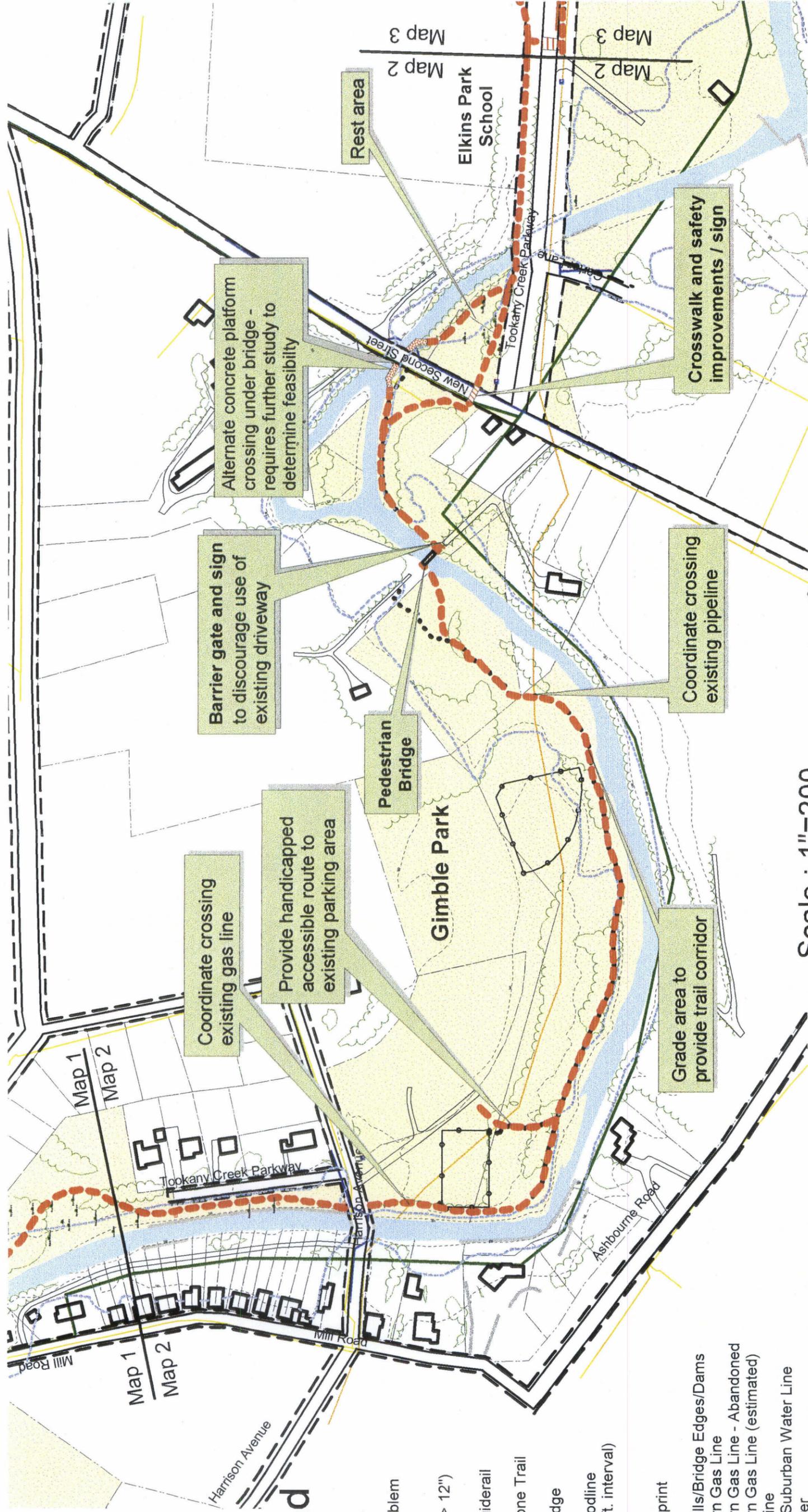
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North

Alternative #1 - Map 1

Tookany Creek Trail Master Plan



Legend

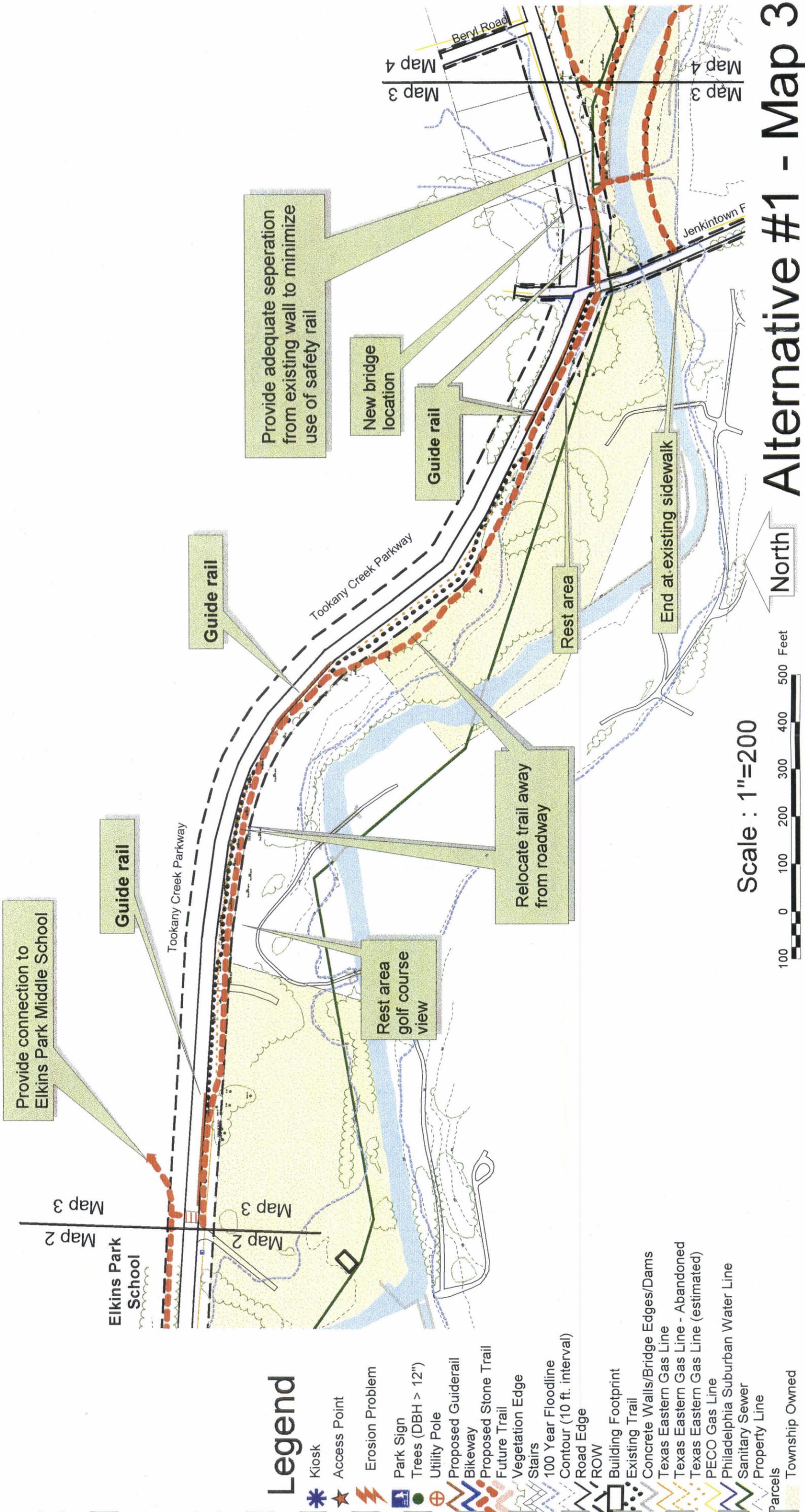
- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
- Utility Pole
- Proposed Guiderail
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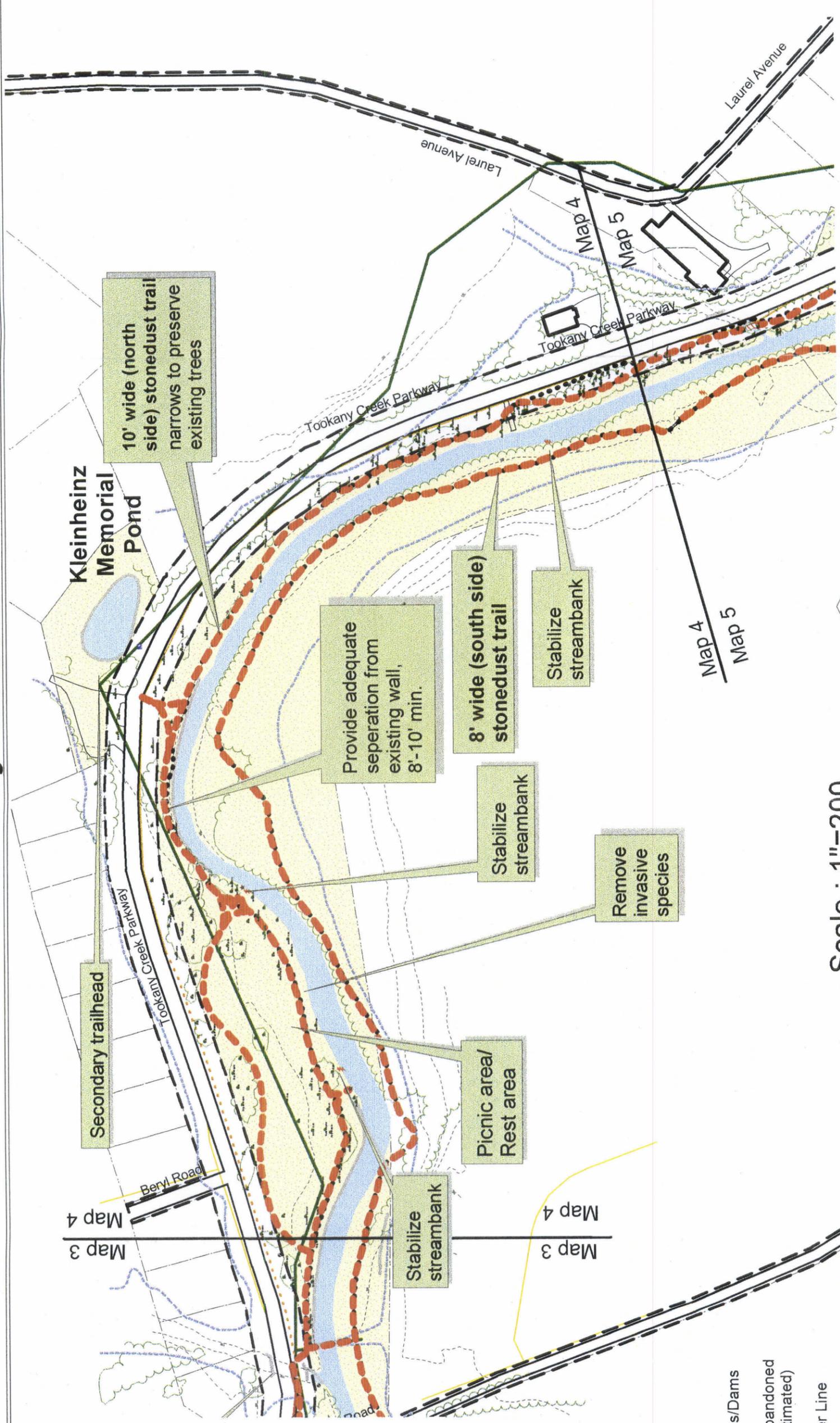
Alternative #1 - Map 2

Tookany Creek Trail Master Plan



Alternative #1 - Map 3

Tookany Creek Trail Master Plan



Legend

- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
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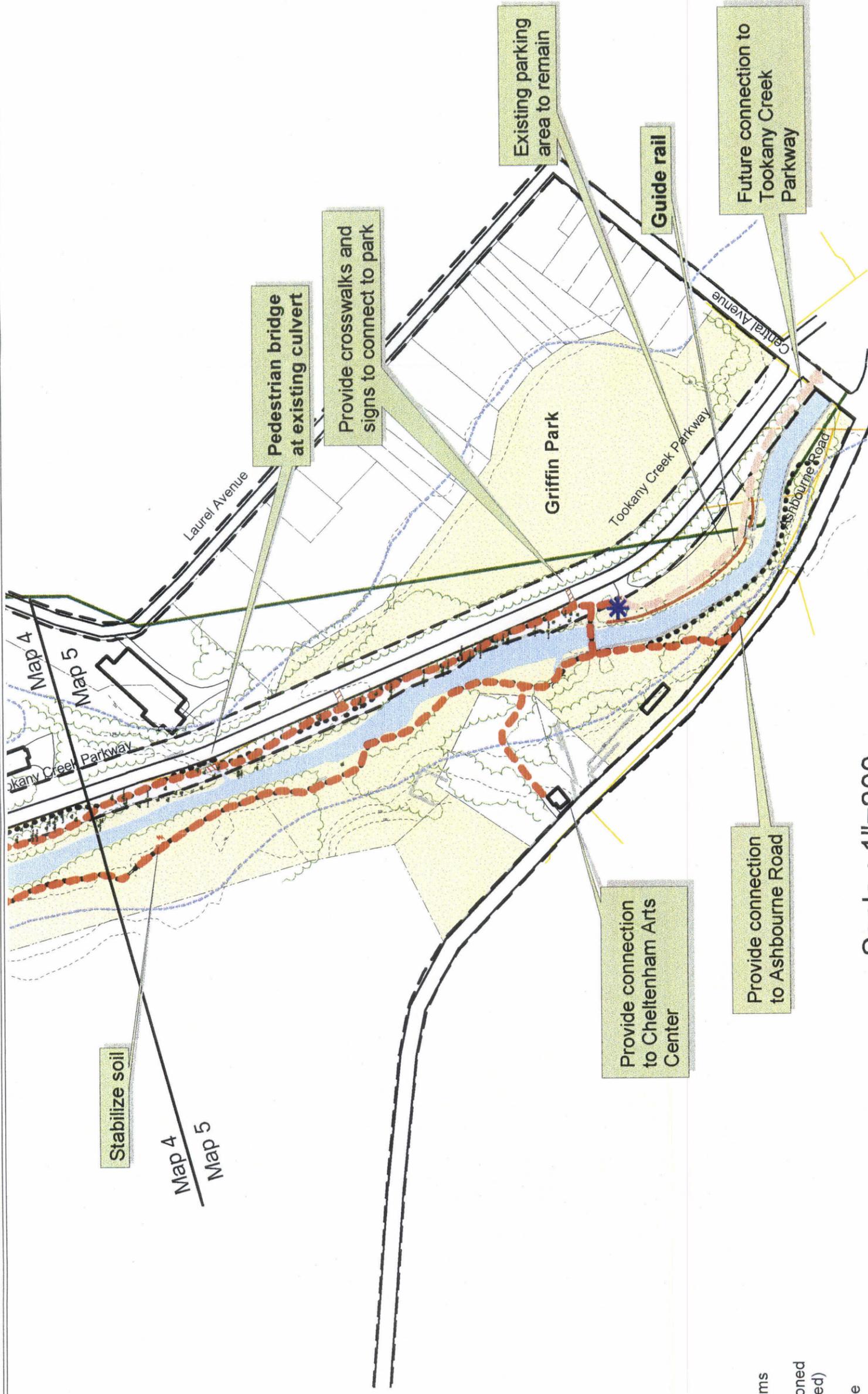
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North

Alternative #1 - Map 4

Tookany Creek Trail Master Plan



Stabilize soil
Map 4
Map 5

Legend

- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
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Scale : 1"=200



Alternative #1 - Map 5

Appendix
Alternative # 2: Maps 1-5

Appendix
Conceptual Trail Alternatives

Conceptual Trail Alternatives

One conceptual plan was initially developed for the Tookany Creek trail early in the planning process to align with the project goals, site opportunities and constraints and preliminary public input. Trailhead locations, access points, rest areas, trail links to other facilities and preliminary solutions for road crossings were provided. The conceptual plan was used by the township to apply for development funding. The process of gathering input from the general public and township officials continued following development of the first conceptual plan design. Based on this additional input and ongoing design and research a second conceptual plan was developed. Conceptual plan Alternatives #1 and #2 are identical with the exception of bike lanes proposed along the Tookany Creek Parkway in alternative #2. The components of the conceptual trail alternatives are described below and followed by maps of the trail layout.

Trail Tread

The Tookany Creek trail generally follows the Tookany Creek primarily traversing lands owned by the Township of Cheltenham. The main trail corridor is approximately two miles long with a western terminus at High School Road at High School Park and an eastern terminus at Central Avenue near the Philadelphia City boundary. A secondary trail corridor of approximately .75-miles is provided between Jenkintown Road and Central Avenue on the south side of Tookany Creek. A small loop is provided off of the main trail corridor in the area of Beryl Road. This loop is approximately .14-miles long and provides an alternative route around the large open lawn area.

The trail tread surfacing options were considered from an aesthetic and user perspective. Many residents expressed their desire for the trail to remain as natural as possible. Because undeveloped open space is limited within the Township and the green space along the creek is very narrow in many areas, residents opposed a wide paved trail. A natural material was preferred by residents for the trail surface material. Stonedust is proposed for the entire length of trail on both conceptual plans. Table 2 analyzes stonedust and bituminous trail materials options.

The main trail will be developed for multiple users to include pedestrians and persons with disabilities, cyclists and cross-country skiers. The secondary trail will be developed for pedestrians, persons with disabilities and cross-country skiers. Cyclists will not be permitted on the secondary loop.

TABLE 2

Trail Surface Material Comparison		
	Stone-dust	Bituminous
Characteristics	<ul style="list-style-type: none"> • Natural material • Soft but firm surface • Can rut with continuous use • Can get dusty in dry periods • Non-urban visual image 	<ul style="list-style-type: none"> • Man-made material • Hard surface • All-weather surface • Does not erode or rut • Becomes hot in warm weather • Urban visual image
Users	<ul style="list-style-type: none"> • Preferred by joggers • Compatible with cyclists, hikers, walkers, ATV's • Not compatible with in-line skaters • Acceptable but not preferred by equestrians • Accommodates vehicle use for construction, security, and emergency access • Winter use by cross-country skiers and snowmobiles 	<ul style="list-style-type: none"> • Preferred by in-line skaters • Compatible w/ cyclists, walkers • Acceptable but not preferred by hikers and joggers, ATV's • Not compatible w/ equestrian use • Accommodates vehicle use for construction, security, and emergency access • Can be plowed for winter use • Winter use by cross-country skiers and snowmobiles if not plowed
Short-term Maintenance	<ul style="list-style-type: none"> • Easily erodable in a flood event • Requires regular maintenance (raking) to keep a consistent surface • Requires maintenance of edge 	<ul style="list-style-type: none"> • Low maintenance
Long-term Maintenance	<ul style="list-style-type: none"> • Need to replenish and/or replace stone after flood event and rake smooth 	<ul style="list-style-type: none"> • Cracking due to freeze thaw cycle • May need swept off after flood event. • Areas to replacement may be required after a flood event
Costs	<ul style="list-style-type: none"> • Moderate installation costs - \$9-12.00/SY 	<ul style="list-style-type: none"> • High installation costs - \$15-18.00/SY
ADA	<ul style="list-style-type: none"> • Meet ADA requirements 	<ul style="list-style-type: none"> • Meets ADA requirements
Safety	<ul style="list-style-type: none"> • Slippery to all users on steep slopes • Users travel at moderate speeds 	<ul style="list-style-type: none"> • Stable surface • Users can travel at higher speeds
Construction Considerations	<ul style="list-style-type: none"> • Trail elevation at grade or depressed 1" to protect edge 	<ul style="list-style-type: none"> • Trail elevation at grade or depressed 1" to protect edge • Must provide adequate width for multiple users (8' min.) • Subgrade must be above elevation of high water table • Seasonal construction period

The main trail between High School Road and Central Avenue and the loop trail at Beryl Road are proposed to be 10-foot wide constructed of stonedust. This entire length of trail will be developed to meet the regulations of the ADA. An eight-foot wide stonedust loop trail is proposed on the secondary trail corridor between Jenkintown Road and Central Avenue on the south side of the Tookany Creek.

Both the main trail and secondary loop will be constructed as close to existing grade as possible. Transitional areas of grading will be required at the bridges crossing the creek to eliminate the existing grade differential and provide ADA accessibility.

Alternative #2 is similar to Alternative #1 but has the added feature of bike lanes developed along the Tookany Creek Parkway between New Second Street and Central Avenue. Cyclists currently travel along the Parkway within or adjacent to the vehicular lanes creating an unsafe situation for both motorists and cyclists. The addition of bike lanes will provide a safe location for cyclists that wish to ride for exercise or as an alternative mode of transportation. Separating these riders from the recreational riders on the stone dust trail will reduce user conflicts on the recreational trail.

Five-foot-wide bike lanes are proposed on each side of the Tookany Creek Parkway for one-way travel. The Tookany Creek Parkway is a two-way, two-lane roadway with a 100-foot wide right-of-way and a cartway that varies between 30 to 24 feet in width. The posted speed limit is 35 m.p.h. To provide continuous bike lanes on each side of the roadway and maintain the desired 12-foot vehicular cartway, an additional 4 to 10 feet of pavement will be required. Information provided in the *Pedestrian and Bicycle Safety and Accommodation* handbook, assembled for Pennsylvania Department of Transportation, indicates that a 24-foot wide street is the safest street that can be built. Safety falls as street width expands. By painting an 8" line to designate 24' vehicular travel lanes and five-foot bike lanes the safety of the Tookany Creek Parkway can be enhanced for all users. Vehicles will slow as the street narrows and bicycle safety will be enhanced.

There are existing obstacles to bike lane development such as the bridge structures along the roadway, trees in close proximity to the cartway and signs. At bridges, bicycle lanes should be expanded to six-foot width to accommodate the shy-distance created when cyclists ride adjacent to fixed vertical objects. The bridges at Tookany Creek Parkway east of Carter Lane and at Tookany Creek Parkway east of Jenkintown Road will require modifications to accommodate bike lanes along the Tookany Creek Parkway.

Bicycle facilities can be developed as either bike lanes, which are on-road facilities or as a trail separate from a roadway. There are differing benefits resulting from each approach to providing bicycle facilities. The table below outlines some of the findings and considerations when determining which approach to utilize in developing bicycle facilities.

TABLE 3

Bike Lane – Bike Trail Comparison		
	Bike Lanes	Bike Trail
Characteristics	<ul style="list-style-type: none"> • Developed adjacent to motor lanes, one-way directional on each side of the roadway • 4-5' wide, one-way bituminous lane • Bicycle use • Transportation emphasis 	<ul style="list-style-type: none"> • Developed separate from the motor lanes, one or two-way directional • 8-10' wide minimum • Surface material varies • Multi-use, typical • Recreation emphasis
Safety	<ul style="list-style-type: none"> • Establish the correct riding position for cyclists • Establish the correct riding direction for cyclists • Send a message to motorists that cyclists have the right-of-way • Guides cyclists through intersections in the safest, most predictable course • Creates a buffer between the pedestrian and motorists • Improves sight distance • Traffic calming effect 	<ul style="list-style-type: none"> • Separate from motor traffic • Provide a safe area for other recreation activities (jogging, walking, inline skating, etc.) • Conflicts at intersections and drives • Conflicts between wheeled users (cyclists, in-line skaters) and heeled users (walkers, joggers)
Functional	<ul style="list-style-type: none"> • Enhances roadway drainage and reduces hydroplaning • Adds turning radius at driveways and intersections • Increases total capacity of the roadway • Have same right-of-way as motorists • Structures exist but may require modification 	<ul style="list-style-type: none"> • May provides shortcuts to road routes (incentive to bicycle use) and connect to community trail system • Structures do not exist • Cyclists required to stop or yield at cross streets and drives
Maintenance	<ul style="list-style-type: none"> • Part of roadway maintenance • Extend pavement life if respaving existing travel lanes 	<ul style="list-style-type: none"> • Part of or separate from roadway maintenance • Must be built with consideration of maintenance vehicles

Trailheads/Picnic Areas/Rest Areas

Two trailheads are proposed for the Tookany Creek trail. A western trailhead is proposed at High School Park and an eastern trailhead is proposed at Griffin Park. These two existing parks create the termini to the trail as proposed. Because of the relatively short distance of the trail a central trailhead is not proposed.

The two trailheads will have similar facilities; vehicular parking for trail users, bike racks, trash receptacles, information signage, mile markers and benches. Limited vehicular parking currently exists at both of these sites. This master plan does not propose to expand the existing parking facilities to accommodate trail users. It is anticipated that the majority of trail users will be residents of the surrounding neighborhoods who will walk or bicycle to the trail. An accessible route from the handicap parking spaces will be provided to the trail. Bollards will be placed at the connection point from the parking areas to the trail to control access. Bollards will be collapsible to permit access by small maintenance vehicles. Public restroom facilities are not provided as part of this trail project. Due to the short length of the trail and the neighborhood audience restrooms are not necessary. Additionally, restrooms and parking, if developed, should be in association with the park sites where sustained activities occur.

Four rest areas are proposed along the Tookany Creek trail; near the intersection of New Second Street and Tookany Creek Parkway, in an area along the Parkway with a view of the Ashbourne Country Club, west of Jenkintown Road and in the large open area at the proposed loop across from Beryl Road. The rest area at the proposed loop will also provide picnic accommodations. Picnic tables, trash receptacles and benches are proposed in this area.

Road Crossings

There are nine road crossings along the 2-mile length of the trail. Each of the nine road crossings is an at-grade crossing. Only New Second Street is a Pennsylvania Department of Transportation roads the other roadways are Township roads. Preliminary road crossing improvements are noted below.

High School Road -	Install signage and paint crosswalk.
Mill Road -	Install signage and paint crosswalk.
Harrison Avenue -	Install signage and paint crosswalk.
New Second Street -	Complete detailed engineering study to determine proposed crossing and safety improvements.
Tookany Creek Parkway at Elkins Park Middle School-	Install signage and paint crosswalk.
Jenkintown Road -	Install signage and paint crosswalk.
Tookany Creek Parkway at Kleinheinz Pond -	Install signage and paint crosswalk
Tookany Creek Parkway at Griffin Park Playground -	Install signage and paint crosswalk
Tookany Creek Parkway at Griffin Park Parking -	Install signage and paint crosswalk

The conceptual study explored two alternative routes for crossing New Second Street; one route follows the creek edge and travels under the New Second Street bridge and the second route crosses New Second Street at-grade, close to the Tookany Creek Parkway intersection. A detailed engineering study is recommended to determine the best location and method for the trail to cross New Second Street and the necessary safety features to enhance user safety.

Support Facilities

Support facilities are critical components of a successful, enjoyable recreation trail. Trail users desire support facilities that make the trail convenient to use, such as benches placed in a shady location. Support facilities serve the additional purpose of connecting the trail through a vocabulary of elements. Benches and bollards and other facilities, which are similar in design and detail, unify the trail. Typical support facilities were identified with each user group. The Tookany Creek trail should have the following support facilities:

Benches -	Benches placed at each trailhead, rest stop and picnic area. Additional benches may be located along the trail for resting and locations should be chosen for their interest and/or shade.
Drinking Fountains -	Drinking fountains placed at trailheads.
Picnic Tables -	Picnic tables provided at designated picnic areas.
Bike Racks -	Bike racks placed at both trailheads.
Trash Receptacles -	Trash receptacles placed conveniently along the trail. Both trailheads, the picnic area and the rest areas should have trash receptacles.
Telephones -	Telephones provided at trailheads.
Guide Rail -	Guide rail shall be placed as necessary to control access, provide user separation from the adjacent roadway and for user safety in areas of steep side slopes and road crossing
Lights -	Lighting may be installed along the trail if the trail is available for night use.
Traffic Control Bollards -	Traffic control bollards placed in access trails to prohibit unauthorized vehicles entering the trail corridor. Bollards to be collapsible type for access by small maintenance vehicles.

Signage System

A comprehensive signage system is important to trail design. Signs serve many functions along a trail; to provide information, to identify direction, to identify the trail miles, and to alert users of safety concerns. Just as with support facilities, signs should be developed with similar design details to create a vocabulary of signs, which unify the trail design.

- | | |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mile Markers - | Markers located at one-quarter mile intervals along the length of the corridor. Mile identification numbers should be visible for both east and west bound users. |
| Informational Signs - | Information signs located at trailheads to provide information about the trail, such as trail use policies, trail map and other graphic displays. The trail maps will illustrate the trail and the Township parks, which the trails connect. |
| Interpretative Signs - | Interpretative signs placed at points of interest along the trail for educational and general interest purposes. |
| Directional Signs - | Directional signs placed at trailheads and access points to identify distance and direction to points of interest and destinations. |
| Traffic Signs - | Traffic signs placed on the trail and roads that cross the trail to warn trail users and vehicles of road crossings. |

Appendix
Alternative # 1: Maps 1-5

In addition to revenues, volunteers contribute a valuable number of hours and expertise. They work on such items as planning, park clean-ups, tree plantings and maintenance. In collaboration with the township administration and staff, such volunteerism should continue in the future. Capturing revenues and volunteers on this scale requires a friends group. A friends group can be established as a private non-profit organization under the Internal Revenue Service 501-C-3 code. This will enable the group to receive tax-free contributions.

Potential Revenue Generation for the Trail

The High School Park Friends has set a standard of comparison for other friends groups in the Township. Should a friends group be established for the trail, an estimate of half the memberships for High School Park could be used. This would generate about \$4,000 per year based on the \$20 fee and 200 member families. Since the trail would have a different market from High School Park, the Friends Group could develop sponsorships and programs with some revenue potential. This plan recommends a conservative approach to estimating revenue generation because of the nature of the facility and the fact that there are several friends groups within the community. While they have different focuses, the Department of Parks and Recreation needs to consider the fact that many friends groups may be approaching the same sponsors and members repeatedly; at some point the groups may want to discuss how to work collaboratively on this. With a population of almost 35,000 and many businesses, there is a good resource pool in the community.

Sponsorships are another popular form of revenue generation. In contrast to a charitable donation, corporate sponsorships have a marketing value to businesses. Having their name associated with positive public event or project has an actual cash value to businesses. The Department or a friends group could set up a few targeted events and recruit sponsorships within the region because of the scenic and natural nature of the trail. This, again, requires an orchestrated effort by the Department of Parks and Recreation with support from volunteers.

Recommendations for Managing the Tookany Creek trail

The Tookany Creek trail represents a new type of park resource for the Township of Cheltenham. In contrast to other parks in which the focus is on maintaining the parks for structured use and with emphasis on manicured facilities, the Tookany Creek trail requires a different type of maintenance. The focus needs to be on restoring the native landscape and managing the site as a natural environment. The trail abuts neighboring properties along a linear corridor necessitating special consideration of the neighbors. It is important to protect their privacy and property by keeping trail visitors within the public corridor. For the trail to be a good neighbor to the residents, effective management and supervision is required. The Township could consider the following recommendations:

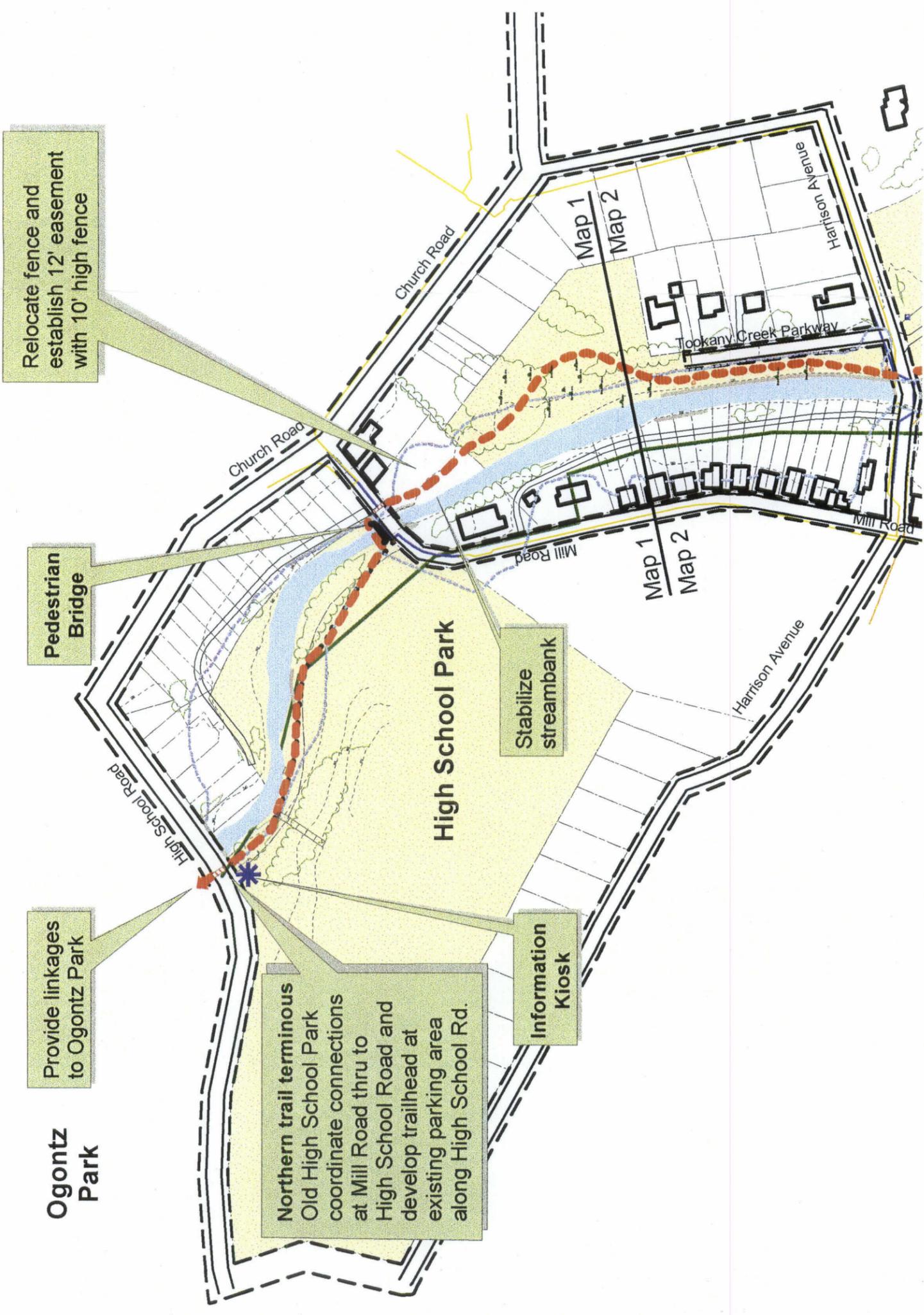
1. Establish a **stationary** maintenance person at the Tookany Creek trail. The person could be headquartered in Gimbel Field. The maintenance person would be responsible for the trail as well as other maintenance tasks in the area such as at the pond and the mulch pile, clean parking areas, inspect play equipment, repair fence, do routine maintenance. A stationary maintenance person would provide a daily presence on the trail helping to foster a sense of public safety, reduce negative behavior in the park, demonstrate the Township's commitment to the neighbors to manage the trail effectively, and provide park stewardship. Consideration should be given to adding a worker to the maintenance work force. The work hour projections for the trail merit a look at adding a worker within the scenario presented in the recommendations at the end of this chapter.

Develop the headquarters by renovating an existing park building for storage, an office, and a restroom. Purchase a park utility vehicle. When developing specifications for the vehicle, parks and recreation, Public works and EMS should meet to develop specs for the vehicle that meets the needs of the three divisions. EMS should have access to the vehicle at all times including off-hours when an emergency may arise.

2. Develop a resource management plan. There are several county and federal agencies who can provide advice and direction usually free of charge. Montgomery County Extension Service and the Natural Resource Conservation Service (NRCS) are examples. However, because of the demands on agents who covers a large territory, it is important to get on their calendar months in advance. Friends of High School Parks and Glenside Green also have expertise in managing a more naturalized landscape. They could be tapped for assistance in developing methods for natural resource management. Heritage Conservancy also is available on a fee-for-service basis to develop an ecologically-oriented management plan
3. Establish a training program for the maintenance team. An employee development program for natural resource management should be generated from the cooperative planning. It could include recommendations generated from the cooperative planning with Montgomery County Extension Service and the Forestry Stewardship Plan. The training could begin this year by sending workers to the pruning and trimming workshop sponsored by the extension service and scheduled to be held in Cheltenham. The training program should be formalized to insure that the staff will go and prevent training from being de-railed by daily demands. Unless it is scheduled, it is unlikely to happen. With the level of support and interest among the residents for restoration and protection of the natural environment, this training would benefit the community.

4. Work towards establishing a Park Friends Group. The groups that have had the most success in the township have arisen from a core of citizens with a special interest in the project. The Township is now looking ahead to making a more aggressive approach towards establishing support groups. This is evident in the PADEP WRAP grant award for the streambank stabilization project in which the township is involving the Wyncote Audubon Society and Friends of High School Park.
5. Close collaboration between Public Works and Parks and Recreation is essential. Both departments were involved in developing this plan together. This joint venture needs to continue through implementation of the maintenance plan and management of the Tookany Creek trail.
6. Develop a public education program to inform the citizens of the township's plan to maintain the trail in a more natural way. Since this approach to maintenance will result in a change in appearance of the parkway, it is likely that there will be complaints from the citizens. Citizens may perceive this as a lower care of maintenance for the park. The resource management plan can include approaches to mowing and trimming that will convey the impression of a commitment to the maintenance of the trail. This is a project that is conducive to involvement of citizens with expertise in this area.
7. The Board of Commissioners Township Administration and Solicitor and the Department of Engineering, Zoning and Inspections should review and approve appropriate signage for the use and operation of the trail signs in accordance with the recommendations of this plan.
8. Any forms developed by Parks and Recreation should be reviewed by the Township Administration and the Solicitor prior to implementation for use in operating the trail. Forms for insurance and maintenance management establish a paper trail to demonstrate the township's level of care for public facilities and stewardship of land.

Tookany Creek Trail Master Plan



Relocate fence and establish 12' easement with 10' high fence

Pedestrian Bridge

Ogontz Park

Northern trail terminous Old High School Park coordinate connections at Mill Road thru to High School Road and develop trailhead at existing parking area along High School Rd.

Stabilize streambank

Information Kiosk

Legend

- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
- Utility Pole
- Proposed Guiderrail
- Bikeway
- Proposed Stone Trail
- Future Trail
- Vegetation Edge
- Stairs
- 100 Year Floodline
- Contour (10 ft. interval)
- Road Edge
- ROW
- Building Footprint
- Existing Trail
- Concrete Walls/Bridge Edges/Dams
- Texas Eastern Gas Line
- Texas Eastern Gas Line - Abandoned
- Texas Eastern Gas Line (estimated)
- PECO Gas Line
- Philadelphia Suburban Water Line
- Sanitary Sewer
- Property Line
- Parcels
- Township Owned

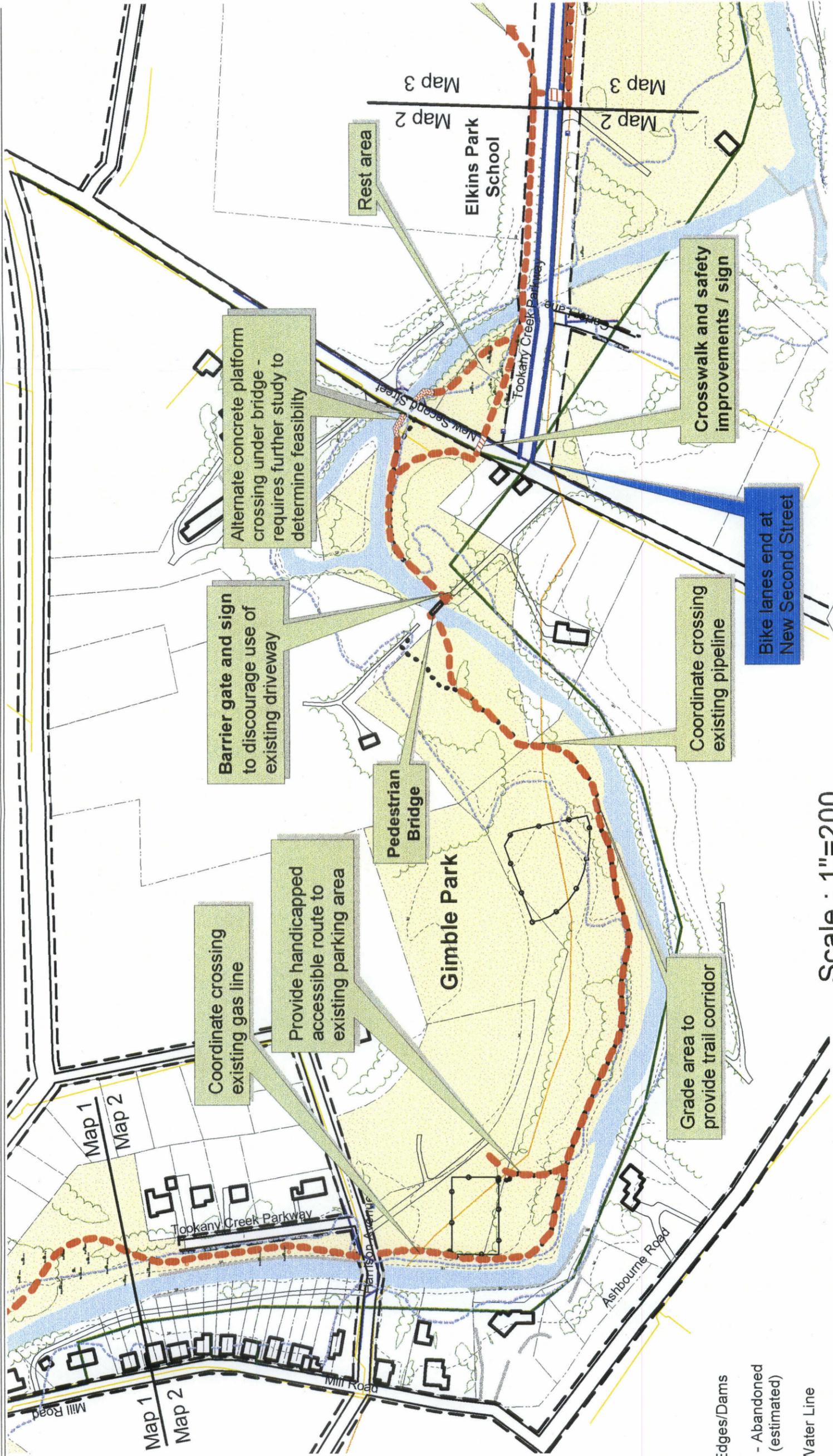
Scale : 1"=200



North

Alternative #2 - Map 1

Tookany Creek Trail Master Plan



Legend

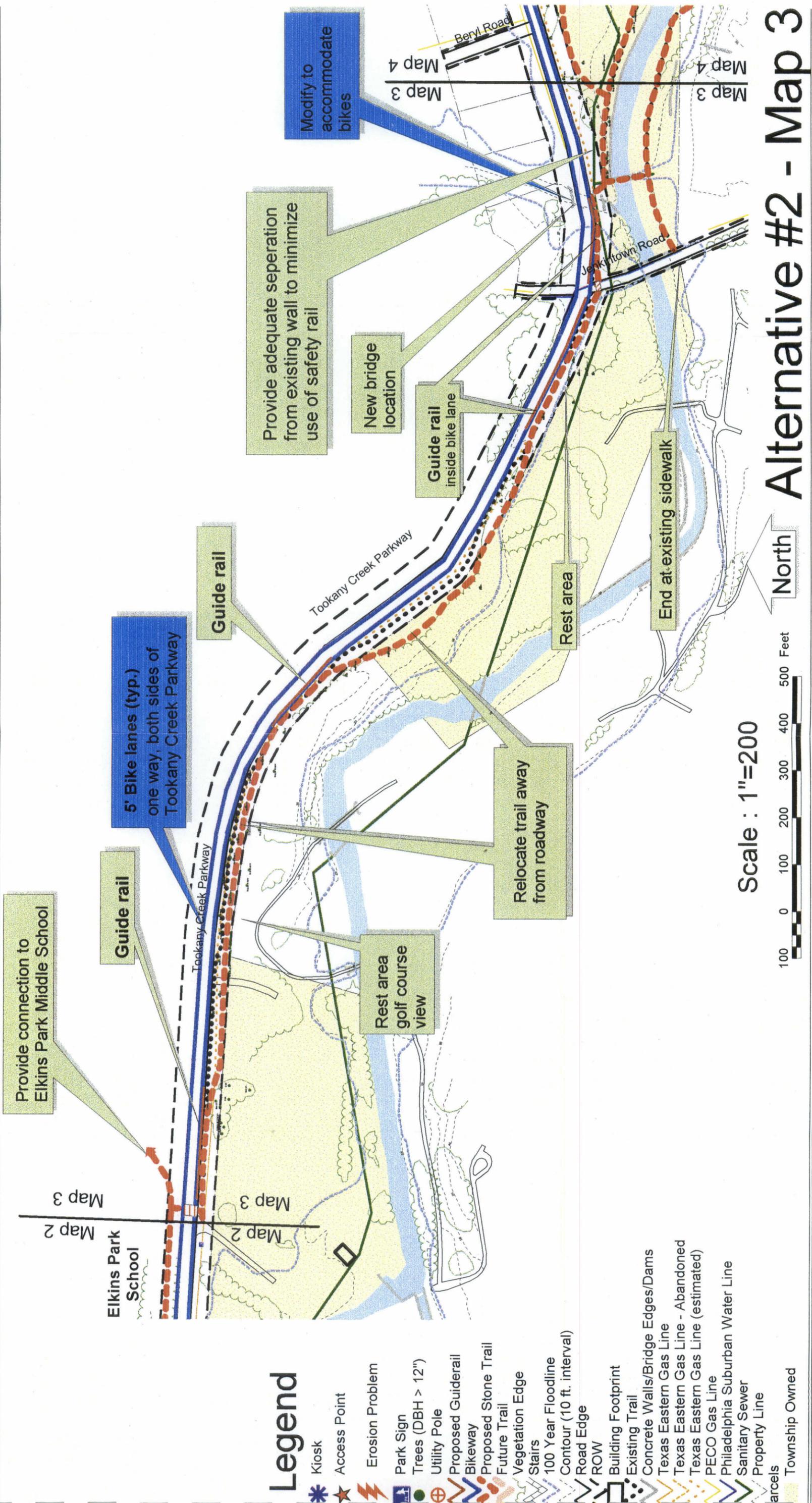
- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
- Utility Pole
- Proposed Guidetrail Bikeway
- Proposed Stone Trail
- Future Trail
- Vegetation Edge
- Stairs
- 100 Year Floodline
- Contour (10 ft. interval)
- Road Edge
- ROW
- Building Footprint
- Existing Trail
- Concrete Walls/Bridge Edges/Dams
- Texas Eastern Gas Line
- Texas Eastern Gas Line - Abandoned
- Texas Eastern Gas Line (estimated)
- PECO Gas Line
- Philadelphia Suburban Water Line
- Sanitary Sewer
- Property Line
- Parcels
- Township Owned

Scale : 1"=200



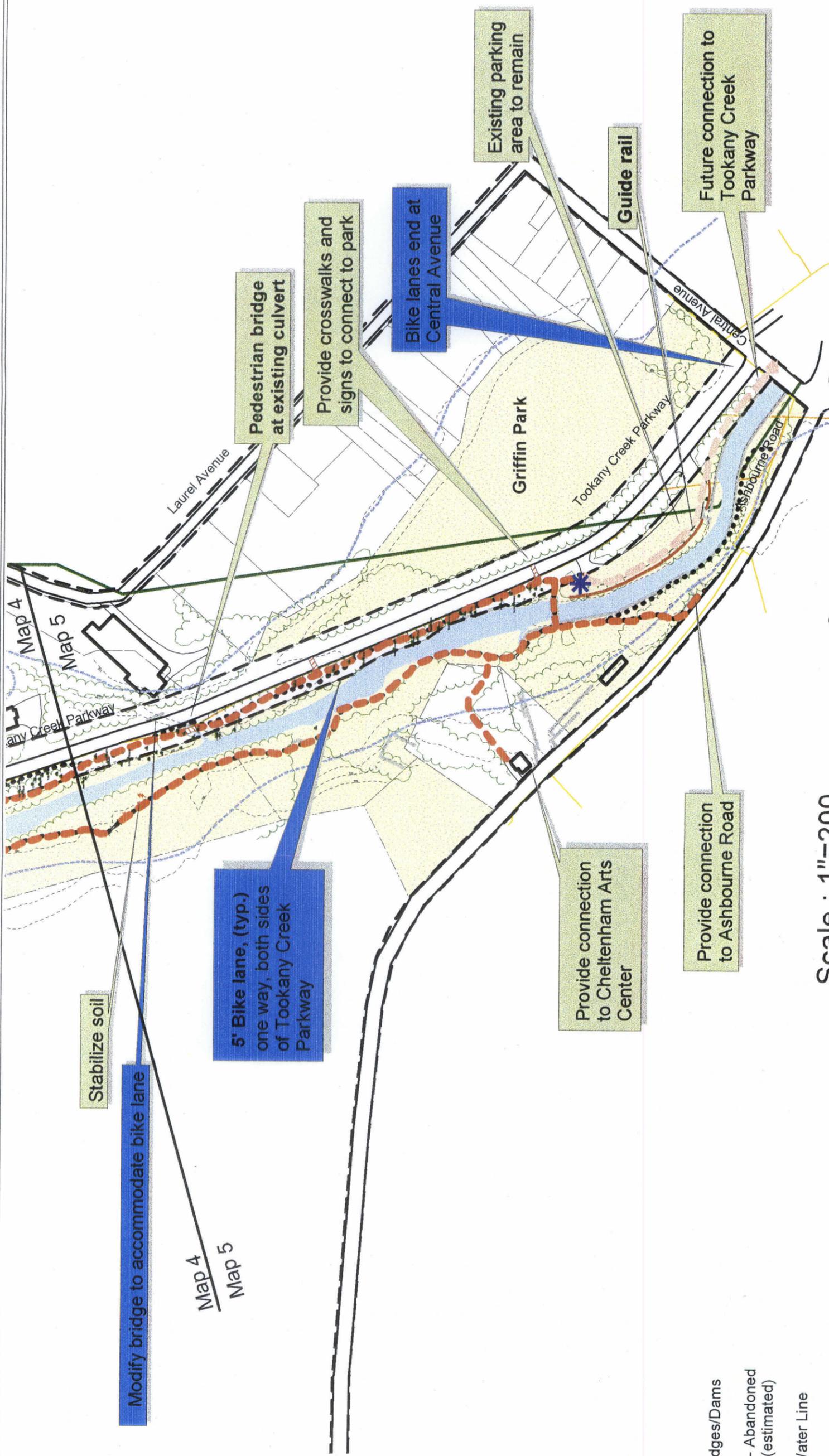
Alternative #2 - Map 2

Tookany Creek Trail Master Plan



Alternative #2 - Map 3

Tookany Creek Trail Master Plan



Legend

- Kiosk
- Access Point
- Erosion Problem
- Park Sign
- Trees (DBH > 12")
- Utility Pole
- Proposed Guiderrail Bikeway
- Proposed Stone Trail
- Future Trail
- Vegetation Edge
- Stairs
- 100 Year Floodline
- Contour (10 ft. interval)
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- Texas Eastern Gas Line - Abandoned
- Texas Eastern Gas Line (estimated)
- PECO Gas Line
- Philadelphia Suburban Water Line
- Sanitary Sewer
- Property Line
- Parcels
- Township Owned

Scale : 1"=200



Alternative #2 - Map 5

Appendix
Township of Cheltenham – General Regulations for Parks and Playgrounds

Chapter 201
PARKS AND PLAYGROUNDS

ARTICLE I
General Regulations

- § 201-1. Attire in parks.
- § 201-2. Parking and trespassing.
- § 201-3. Hours of use.
- § 201-4. Unlawful acts.
- § 201-5. Curtis Arboretum.
- § 201-6. Litter in parks.

- § 201-7. Bird haven in Cheltenham Hills Park.
- § 201-8. Violations and penalties.

ARTICLE II
Use of Parks

- § 201-9. Park policy.
- § 201-10. Use by nonresidents prohibited.

[**HISTORY:** Adopted by the Board of Commissioners of the Township of Cheltenham: Art. I, 12-29-1977 by Ord. No. 1431 as Ch. 12 of the Cheltenham Code; Art. II, 6-16-1981 as Ord. No. 1515. Amendments noted where applicable.]

GENERAL REFERENCES

Alcoholic beverages — See Ch. 90.
Animals — See Ch. 98.

Peace and good order — See Ch. 205.

ARTICLE I
General Regulations

[Adopted 12-29-1977 by Ord. No. 1431 as Ch. 12 of the Cheltenham Code]

§ 201-1. Attire in parks.

It shall be unlawful for any person or persons to use or be in any of the public parks in the Township of Cheltenham attired in a bathing suit, and no person or persons shall use or be in any public park without a shirt or other top garments except in areas dedicated to public swimming.

§ 201-2. Parking and trespassing.¹

It shall be unlawful for any person or persons to park upon the lands, other than driveways, of public parks owned by the township at any hour. Parking upon the roads, avenues or parking lots or areas of any such park or playground after closing hours and trespassing upon the lands, buildings and improvements of any park owned and conducted by the township after said closing hour is hereby forbidden and made unlawful. Public gatherings authorized by the township are excepted from the provisions hereof.

¹ Editor's Note: Amended at time of adoption of Code; see Ch. 1, General Provisions, Art. I.

§ 201-3. Hours of use.

All of the Cheltenham Township public parks shall be open to the public between the hours of 8:00 a.m. to 8:30 p.m. during the months of May, June, July and August, and between the hours of 8:00 a.m. to 6:00 p.m. during the other eight (8) months of the year, when notice thereof is posted.

§ 201-4. Unlawful acts.

- A. It shall be unlawful for any person to wash or make major repairs to any motor or other vehicle in any of the public parks situate in the Township of Cheltenham.
- B. It shall be unlawful for any person to bathe or swim in any creek or stream situate in any of the public parks of the Township of Cheltenham.
- C. It shall be unlawful for any owner or operator of any motor vehicle to park such vehicle in any of the public parks of the Township of Cheltenham, except in such place or places as have been specifically set apart for the parking of vehicles.
- D. It shall be unlawful for any person or persons to play baseball or engage in any other game in any of the public parks of the Township of Cheltenham, except in such place specifically provided and set apart for the playing of such games.
- E. It shall be unlawful for any person or persons to picnic in any of the public parks in the Township of Cheltenham except at the Cheltenham Swimming Pool and the Glenside Swimming Pool, while said pools are open to the public during the summer season.
- F. It shall be unlawful to cut, injure or destroy flowers, plants and shrubbery or in any way injure or do damage to any structures or improvements in the public parks or the township.

§ 201-5. Curtis Arboretum.

The Curtis Arboretum, Church Road and Greenwood Avenue, Wyncote, Pennsylvania, shall be open to the public between the hours of 8:00 a.m. to 8:30 p.m. during the months of May, June, July and August, and between the hours of 8:00 a.m. to 6:00 p.m. during the other eight (8) months of the year.

§ 201-6. Litter in parks.

No person shall throw or deposit litter in any park within the township except in public receptacles and in such a manner that the litter will be prevented from being carried or deposited by the elements upon any part of the park or upon any street or other public place. Where public receptacles are not provided, all such litter shall be carried away from the park by the person responsible for its presence and properly disposed of elsewhere as provided herein.

§ 201-7. Bird haven in Cheltenham Hills Park.

- A. There shall be and there is hereby established in that portion of the public parks of the township known as "Cheltenham Hills Park," situate at Cheltenham Hills, south of Washington Lane in said township, a bird haven, said park being all the park property owned by the township between Washington Lane and Church Road.
- B. Within the limits of said park, by reason of its devotion to such use, it shall hereafter be unlawful for anyone to bring into the same any weapon or firearm; to cause or create any fire for any purpose; to do any injury to trees, shrubbery and flowers therein; to deposit any litter or rubbish therein; or to in any way molest bird or animal life, birds' nests or houses therein or to bring within the limits of the park any dog or dogs except on a leash, the intent hereof being to create and maintain conditions favorable to birds and bird life for the benefit and the enjoyment of the public to whom the park will be open.

§ 201-8. Violations and penalties. [Amended 3-21-1989 by Ord. No. 1686²]

Any person or legal entity violating the provisions of this Article shall, upon summary conviction before a District Justice, pay a fine of not more than six hundred dollars (\$600.), together with costs of suit, collectible in the manner provided by law. Each violation after notice of an offense or service of a summons shall constitute a distinct and separate offense.

ARTICLE II**Use of Parks**

[Adopted 6-16-1981 as Ord. No. 1515]

§ 201-9. Park policy.

The Board of Commissioners reaffirms the following principles:

- A. All township parks shall be available for the lawful use and enjoyment of all persons without regard for race, color, national origin, ancestry, handicap or disability, religion, age, sex or place of residence.
- B. Police may remove from any township park any person who, upon the complaint of any individual and upon the police acknowledging probable cause, is violating any law, township ordinance, regulation or is otherwise disturbing the normal peaceful enjoyment of a township park or the area surrounding such park.
- C. The Board of Commissioners of Cheltenham Township reaffirms its long-established policy to make available all township public facilities for the lawful use and enjoyment of all persons without regard to race, color, national origin, ancestry, handicap or disability, religion, age or sex.

² Editor's Note: Amended at time of adoption of Code; see Ch. 1, General Provisions, Art. I.

§ 201-10. Use by nonresidents prohibited.

- A. Hereafter the use of Curtis Arboretum in Wyncote, Renninger Park in Glenside, Melrose Park Playground in Melrose Park, Rock Lane Park in Elkins Park and that portion of the Cedarbrook Playground leased by the township from the school district shall be restricted and limited to use by residents of Cheltenham Township only, except those nonresidents participating in organized activities approved or sponsored by the township's Park and Recreation Department.
- B. It shall be unlawful for any person or persons not a resident of Cheltenham Township to enter upon or use at any time the parks set forth in Subsection A above.

Appendix
Township Of Cheltenham - Letter Dated April 12, 1999

Township of Cheltenham

Montgomery County, Pennsylvania

Board of Commissioners

Harvey Portner, President
Michael J. Swavola, Vice President
Thomas Jay Ellis
Robert C. Gerhard, Jr.
Paul R. Greenwald
Charles D. McKeown
Jeffrey A. Muldawer



Administration Building

8230 Old York Road
Elkins Park, PA 19027-1589
Phone: (215) 887-1000
FAX: (215) 887-1561

David G. Kraynik
Township Manager

April 12, 1999

Re: Tookany Creek Trail Master Plan

Dear Fellow Resident:

This is an update on the progress of the Township's Tookany Creek Trail Master Plan. The plan is currently being completed by the Township's consultant, Heritage Conservancy, and should be delivered to the Township in the near future.

As a result of the feedback received at the special public meeting on January 20, 1999, the Commissioners have given direction to the Heritage Conservancy to complete the plan utilizing some basic and conservative concepts.

- 1) **Central Avenue to Jenkintown Road**
 - a) Eliminate the minor loop proposed in the vicinity of Beryl Road.
 - b) Design a trail on the north side of Tookany Creek consisting of compacted 2A modified stone in a grayish or reddish-brown color up to 8-feet in width, conditions permitting.
 - c) Design a trail on the south side of Tookany Creek consisting of a compacted dirt surface, 4-feet in width, conditions permitting.
- 2) **Jenkintown Road to New Second Street**
 - a) Design a trail on the north side of Tookany Creek consisting of compacted 2A modified stone in a grayish or reddish-brown color up to 8-feet in width, conditions permitting.
- 3) **New Second Street to Mill Road**
 - a) Design a trail consisting of a compacted dirt surface 4-feet wide.
 - b) Design a pedestrian crossing across the Tookany Creek.

4) **Mill Road to High School Road**

- a) Maintain the existing 8-foot wide trail on the south side of Tookany Creek consisting of a compacted wood chip surface.

5) **Bicycle Lanes**

Eliminate the construction of bicycle lanes in the plan.

6) **Road Crossings**

Include the appropriate recommendations for all pedestrian crossings across the necessary junctures of all roadways along the entire trail. These crossings include, but are not necessarily limited to, Tookany Parkway near Griffin Field, Tookany Parkway near Kleinheinz Pond, Tookany Parkway near Carter Lane, Tookany Parkway at New Second Street, Mill Road, and High School Road.

When addressing the crossing at New Second Street, consideration must be given to schoolchildren who cross the Parkway at New Second Street.

7) **Stream Bank Stabilization**

Removal of invasive plant material (i.e. knotweed), and revegetate with herbaceous trees, grasses and shrubs, where appropriate.

The Commissioners have agreed that the implementation of this plan will only be possible if significant grant funds are obtained for the project. The Township is currently competing for available grant funding but to date has not received any positive responses. You will be notified of a public meeting to unveil the final plan.

The Commissioners are firmly committed to the underlying principles of this plan that foster safe recreational and environmental opportunities while being very sensitive to the residential neighbors who abut the Tookany Creek.

Sincerely,



Harvey Portner
President
Board of Commissioners

HP:amf
xc: Board of Commissioners
David G. Kraynik, Township Manager

Appendix
Catalogue Cut of Utility Vehicle