## Contents

| Priority Recommendations                        | 3 |
| Criteria                                       | 4 |
| Schuylkill River Sections                     | 5 |
| Access Gaps Greater than 5 miles Below Schuylkill Haven | 6 |
| Relative Population Density by Municipality   | 7 |
| Priorities 1, 2, 3 and 4 for Access Projects  | 8 |
| River Access - Tamaqua to Hawk Mountain       | 10 |
| River Access - Terry Reilly Park to Perry Township | 15 |
| River Access - Shoemakersville to Reading     | 26 |
| River Access - Reading to Pottstown           | 37 |
| River Access - Pottstown to Norristown        | 49 |
| River Access - Norristown to Philadelphia     | 65 |
| River Access - Philadelphia                   | 79 |
| Summary - Priority #1 and #2 Access Projects  | 85 |
The Schuylkill River Water Trail has more than 40 public access points along its 126 mile length and there are many more private docks and boat ramps. Many of these landings and docks are in need of repair or improvement, and there are long sections of the river with no public access. It is the mission of the Schuylkill River Greenways to connect people to the Schuylkill River.

This report identifies and prioritizes existing and proposed Schuylkill River Water Trail access projects. It describes the existing and proposed docks, boat ramps, and unimproved paths that are available for public use; and proposes new ramps in areas of the river where there is no public access. Privately owned ramps and docks are not listed except when they are used for SRG programming. Existing and proposed ramps and docks that are managed by other groups with no need of assistance from Schuylkill River Greenways are identified in this report but not given a project priority number. Access locations on the Little Schuylkill River and the West Branch of the Schuylkill River are listed first, and then the access points on the Schuylkill River are listed in order of River Mile beginning upstream.

Schuylkill River Greenway’s Mission

The mission of the Schuylkill River Greenways National Heritage Area is to connect residents, visitors and communities to the Schuylkill River and the Schuylkill River Trail by serving as a catalyst for civic engagement and economic development in order to foster stewardship of the watershed and its heritage.
### Criteria

Mission-based and practical criteria are considered in prioritizing the water trail access projects:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCATION</td>
<td>Proximity to community centers and distance to other access sites are considered. Existing gaps in river access have been mapped. There are 9 gaps greater than 5 miles long on the main branch of the Schuylkill. Ideally, paddlers would be able to access the water trail every two to three miles and there would be adequate parking and amenities available. Every riverside community would have an access to the river and a community focal point along the water's edge.</td>
</tr>
<tr>
<td>USERS SERVED</td>
<td>Consideration is given to existing and proposed access sites that are in areas with high population densities. While most paddlers will bring their boats to the river by car, pedestrian access for boating, fishing, and other riverside activities by local residents is prioritized.</td>
</tr>
<tr>
<td>SRG PROGRAMS</td>
<td>River access sites near the Schuylkill River Trail and river access sites that are integral to SRG programming are prioritized.</td>
</tr>
<tr>
<td>NAVIGABILITY</td>
<td>Sites along the main branch of the Schuylkill that can be used year-round are given a higher priority than sites on the West Branch and the Little Schuylkill that are only navigable at high water levels.</td>
</tr>
<tr>
<td>SCALE</td>
<td>The size of the project including the amount of land acquisition, engineering, and funding that would be needed.</td>
</tr>
<tr>
<td>PARTNERS</td>
<td>The support of partners, local communities and municipalities is considered.</td>
</tr>
</tbody>
</table>
Upper Section: The West Branch, The Little Schuylkill, and the Schuylkill River above Schuylkill Haven

The Upper Section is everything on the main branch of the Schuylkill River above Schuylkill Haven, including the West Branch of the Schuylkill River and the Little Schuylkill River above where it joins the Schuylkill River in Port Clinton. This upstream section of the river is only navigable when the water level is high and fun to paddle.

Middle Section: The Schuylkill River from Schuylkill Haven to the Fairmount Dam

The Middle Section is the Schuylkill River between Schuylkill Haven and the Fairmount Dam. Reliable water levels for fun paddling increase moving downstream and in the pool areas behind dams. Paddlers often put in below the Tulpehocken Creek during summer months to avoid sections that are too rocky or shallow to navigate easily.

Lower Section: The Schuylkill River from the Fairmount Dam to the Delaware River

The Lower Section is the tidal portion of the Schuylkill River below the Fairmount Dam and extending to the Delaware River. The daily changes in the water level due to tides, the industrial nature of the adjacent landscape, and the prevalence of motor boat traffic present special challenges for paddlers on this lower stretch of the Schuylkill. There are limited areas along the bank of the river where a paddler could exit the river in case of an emergency. Walls protecting the adjacent industrial properties from tidal waters and flooding create a barrier. The landscape along the river is industrial and urban through most of this section.
Access Gaps Greater than 5 miles below Schuylkill Haven

1. Schuylkill Haven to Auburn Boat Launch 6.6 miles
2. Auburn 895 to Port Clinton Park 7.5 miles
3. Peter Yarnell Park to Leesport Access 6.8 miles
4. Leesport Access to Jim Dietrich Park 5.4 miles
5. Jackson’s Landing to Gibraltar Bridge 7.2 miles
6. Gibraltar Bridge to Union Meadows Park 5.7 miles
7. Towpath Park to Trinley River Park 6.9 miles
8. Longford Park to Betzwood 5.9 miles
9. Bridgeport to Flat Rock Park 7.8 miles
Relative Population Density by Municipality

Population Density by Municipal Boundary

LOW  HIGH

Map Key
- Red Circle: Existing Access
- Blue Line: Schuylkill River and Branches

Population Density by Municipal Boundary

SCHUYLKILL COUNTY
BERKS COUNTY
MONTGOMERY COUNTY
CHESTER COUNTY
PHILADELPHIA

Schuylkill River Water Trail Access Project Priorities 2019
## Priorities 1,2,3 and 4 for Schuylkill River Water Trail Access Projects

### Page 1 of 2: from Tamaqua to the Tulpehocken Creek

<table>
<thead>
<tr>
<th>Priority</th>
<th>Name</th>
<th>River Mile</th>
<th>Gap &gt; 5 miles</th>
<th>Population</th>
<th>Programming</th>
<th>Scale</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Terry Reilly Park</td>
<td>126.2 W. Branch Sch.</td>
<td>medium</td>
<td>low</td>
<td>medium</td>
<td>Medium</td>
<td>Existing</td>
</tr>
<tr>
<td>4</td>
<td>Tamaqua Community Center</td>
<td>124.7 Little Sch.</td>
<td>low</td>
<td>low</td>
<td>large</td>
<td>large</td>
<td>Existing</td>
</tr>
<tr>
<td>2</td>
<td>Tamaqua Dam Portage</td>
<td>120.7 Little Sch.</td>
<td>low</td>
<td>low</td>
<td>medium</td>
<td>Medium</td>
<td>Proposed</td>
</tr>
<tr>
<td>4</td>
<td>Ringgold Area</td>
<td>113.1 Little Sch.</td>
<td>low</td>
<td>low</td>
<td>large</td>
<td>Large</td>
<td>Proposed</td>
</tr>
<tr>
<td>3</td>
<td>Hawk Mountain Area</td>
<td>107.6 Little Sch.</td>
<td>low</td>
<td>low</td>
<td>large</td>
<td>Large</td>
<td>Proposed</td>
</tr>
<tr>
<td>3</td>
<td>Schuylkill Haven Island Park</td>
<td>120.0</td>
<td>medium</td>
<td>high</td>
<td>small</td>
<td>Small</td>
<td>Existing</td>
</tr>
<tr>
<td>2</td>
<td>Landingville Park</td>
<td>115.1</td>
<td>✔️</td>
<td>low</td>
<td>low</td>
<td>Medium</td>
<td>Proposed</td>
</tr>
<tr>
<td>2</td>
<td>Landingville Fire</td>
<td>115.0</td>
<td>✔️</td>
<td>low</td>
<td>low</td>
<td>Medium</td>
<td>Proposed</td>
</tr>
<tr>
<td>3</td>
<td>Auburn Dam Portage</td>
<td>111.5</td>
<td>✔️</td>
<td>low</td>
<td>high</td>
<td>Large</td>
<td>Existing</td>
</tr>
<tr>
<td>1</td>
<td>Auburn 895 Landing</td>
<td>109.8</td>
<td>low</td>
<td>high</td>
<td>medium</td>
<td>Medium</td>
<td>Existing</td>
</tr>
<tr>
<td>1</td>
<td>Port Clinton Park</td>
<td>102.3</td>
<td>medium</td>
<td>high</td>
<td>medium</td>
<td>Medium</td>
<td>Existing</td>
</tr>
<tr>
<td>1</td>
<td>Peter Yarnell Park</td>
<td>95.5</td>
<td>low</td>
<td>high</td>
<td>medium</td>
<td>Medium</td>
<td>Existing</td>
</tr>
<tr>
<td>1</td>
<td>Shoemakersville</td>
<td>92.6</td>
<td>✔️</td>
<td>medium</td>
<td>low</td>
<td>Medium</td>
<td>Proposed</td>
</tr>
<tr>
<td>1</td>
<td>Perry Township</td>
<td>91.5</td>
<td>✔️</td>
<td>low</td>
<td>low</td>
<td>Large</td>
<td>Proposed</td>
</tr>
<tr>
<td>3</td>
<td>Leesport Access</td>
<td>88.7</td>
<td>medium</td>
<td>medium</td>
<td>small</td>
<td>Small</td>
<td>Existing</td>
</tr>
<tr>
<td>4</td>
<td>Cross Keys Bridge</td>
<td>85.9</td>
<td>✔️</td>
<td>medium</td>
<td>low</td>
<td>Large</td>
<td>Proposed</td>
</tr>
<tr>
<td>1</td>
<td>Jim Dietrich Park</td>
<td>83.3</td>
<td>✔️</td>
<td>low</td>
<td>high</td>
<td>Large</td>
<td>Existing</td>
</tr>
<tr>
<td>1</td>
<td>Lower Felix Dam Park</td>
<td>81.4</td>
<td>low</td>
<td>medium</td>
<td>small</td>
<td>Small</td>
<td>Proposed</td>
</tr>
<tr>
<td>4</td>
<td>Tulpehocken Creek</td>
<td>76.9</td>
<td>high</td>
<td>could</td>
<td>large</td>
<td>Large</td>
<td>Proposed</td>
</tr>
<tr>
<td>3</td>
<td>Kerper's Landing</td>
<td>75.5</td>
<td>high</td>
<td>medium</td>
<td>large</td>
<td>Large</td>
<td>Existing</td>
</tr>
<tr>
<td>4</td>
<td>Bertolet</td>
<td>75.5</td>
<td>high</td>
<td>low</td>
<td>medium</td>
<td>Medium</td>
<td>Existing</td>
</tr>
</tbody>
</table>
## Priorities 1,2,3 and 4 for Schuylkill River Water Trail Access Projects

**Page 2 of 2: from the Tulpehocken Creek to Philadelphia**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Name</th>
<th>River Mile</th>
<th>Gap &gt; 5 miles</th>
<th>Population</th>
<th>Programming</th>
<th>Scale</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Jackson's Landing</td>
<td>74.6</td>
<td>high</td>
<td>medium</td>
<td>small</td>
<td>existing</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Angelica Creek</td>
<td>73.5</td>
<td>high</td>
<td>high</td>
<td>small</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Poplar Neck Park Landing</td>
<td>71.7</td>
<td>medium</td>
<td>low</td>
<td>small</td>
<td>closed</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Birdsboro (Tunnel of Love) Rt 345</td>
<td>63.7</td>
<td>medium</td>
<td>low</td>
<td>medium</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Doberstein Camping</td>
<td>59.9</td>
<td>low</td>
<td>low</td>
<td>small</td>
<td>existing</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Morlatton Village</td>
<td>58.6</td>
<td>low</td>
<td>high</td>
<td>medium</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Sanatoga</td>
<td>49.2</td>
<td>✔️</td>
<td>low</td>
<td>medium</td>
<td>large</td>
<td>proposed</td>
</tr>
<tr>
<td>1</td>
<td>Parkerford</td>
<td>46.6</td>
<td>✔️</td>
<td>low</td>
<td>high</td>
<td>large</td>
<td>proposed</td>
</tr>
<tr>
<td>4</td>
<td>Trinley River Park</td>
<td>44.5</td>
<td>low</td>
<td>high</td>
<td>small</td>
<td>existing</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Spring City (Bridge Street)</td>
<td>42.1</td>
<td>high</td>
<td>low</td>
<td>medium</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Spring City Access (Gay St)</td>
<td>41.3</td>
<td>high</td>
<td>low</td>
<td>small</td>
<td>existing</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>French Creek</td>
<td>35.7</td>
<td>high</td>
<td>medium</td>
<td>medium</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Pawlings Road Area</td>
<td>31.7</td>
<td>✔️</td>
<td>high</td>
<td>medium</td>
<td>large</td>
<td>proposed</td>
</tr>
<tr>
<td>4</td>
<td>Port Indian</td>
<td>26.3</td>
<td>high</td>
<td>low</td>
<td>large</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Norristown Dam Upstream</td>
<td>24.1</td>
<td>high</td>
<td>high</td>
<td>small</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Conshohocken/West Conshohocken</td>
<td>20.2</td>
<td>✔️</td>
<td>high</td>
<td>high</td>
<td>large</td>
<td>proposed</td>
</tr>
<tr>
<td>1</td>
<td>Flat Rock Dam Portage</td>
<td>15.6</td>
<td>high</td>
<td>high</td>
<td>large</td>
<td>existing</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Venice Island Manayunk</td>
<td>13.7</td>
<td>high</td>
<td>high</td>
<td>medium</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Fairmount Dam Portage</td>
<td>8.5</td>
<td>high</td>
<td>medium</td>
<td>large</td>
<td>proposed</td>
<td></td>
</tr>
</tbody>
</table>

---

![Schuylkill River Water Trail Access Project Priorities 2019](image)
River Access - Tamaqua to Hawk Mountain

Map Key

- Existing Access
- Proposed Access
- Private Access used for SRG programming
- SRT - Existing
- SRT - Planned

Sources: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

Content may not reflect National Geographic's current map policy.

Schuylkill River Water Trail Access Project Priorities 2019
The access at Tamaqua Community Park is on the Little Schuylkill River, 22 miles upstream from Port Clinton. The park is adjacent to stores and other community amenities. The access is a steep earth and gravel ramp directly off of a paved walking trail that parallels the river. The ramp is primitive and could benefit from a redesign to create a wider, less steep ramp. Access for fishing from a new ramp should be considered.

This section of the river is only deep enough for paddling during high water levels and it is heavily used for kayaking when the water conditions are favorable. A parking area and drop-off area would be needed. Alternative access locations in town could be considered such as the undeveloped Hess lot near the US 209 bridge.
Tamaqua Dam Portage

OWNER: General State Authority, Comm of Pennsylvania  MUNICIPALITY: Walker Township, Schuylkill County

This State property on the Little Schuylkill River is not open to the public. The dam lacks a formal portage. The site is approximately 100 acres with a 17 acre pond. It is a beautiful, rural property except for the remnants of dredging operations that remain on site including concrete structures and rusting pipes. The pond is heavily silted. If this dam were to be breached and removed, the shallow pond could be converted to wetlands or fields. This section of the river is only deep enough for paddling during high water levels, though the pond could be used year-round. Paddlers currently put in below the dam to run the Little Schuylkill.

Temporary access could be established to allow for paddlers to portage the dam. Long term plans for the property should be evaluated before a more formal water access is considered. A new portage is a #2 priority. A new access with parking is a #4 priority.
Options for the location of a river access for New Ringgold should be explored.

There is an unimproved access to the Little Schuylkill River across the private property of River Outdoor Adventures LLC and Robert Jischke just south of the Route 895 Bridge. There is also a parcel north of the bridge belonging to the Community Fire Company of New Ringgold that should be considered. There might be an interest in water access for fire trucks. New Ringgold has a park with a ball field and tennis court about 650 feet downriver from the 895 Bridge. Installing a new ramp on this public land should be explored with New Ringgold Borough. There is also an unofficial primitive access from Schuylkill Road north of New Ringgold beneath the “Monastery” Bridge.

This section of the river is only deep enough for paddling during high water levels.
Hawk Mountain Area

OWNER: Unknown  MUNICIPALITY: East Brunswick Township, Schuylkill County

LS - River Mile  107.6

Locations for a new water access should be explored where Hawk Mountain Road crosses the Little Schuylkill River in Drehersville. This area is 5.5 miles south of New Ringgold and would be a good terminus for a short trip from New Ringgold. The Hawk Mountain Sanctuary does some kayak programming, and would benefit from a new access for this area. This section of the river is only deep enough for paddling during high water levels.
River Access - Terry Reilly Park to Perry Township

Map Key
- Existing Access
- Proposed Access
- Private Access
- Used for SRG programming
- Gap > 5 miles
- SRT - Existing
- SRT - Planned

Legend:
- TERRY REILLY PARK
- SCHUYLKILL HAVEN ISLAND PARK
- LANDINGVILLE PARK AND FIRE CO.
- AUBURN DAM PORTAGE
- AUBURN RT. 895 LANDING
- PORT CLINTON PARK
- KERNSVILLE PORTAGE
- HAMBURG PARK
- PETER YARNELL PARK
- New Ringgold Area
- Hawk Mountain Area

Map: River Access - Terry Reilly Park to Perry Township

Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.
The water access at Terry Reilly Park is on the West Branch of the Schuylkill River, 6 miles upstream from Schuylkill Haven Island Park. It has a steep gravel ramp adjacent to a large parking area accessed from PA 901. It can be used as it is but would benefit from improvements to decrease the grade and improve the surface of the ramp, and provide signage and picnic facilities.

This section of the river is only deep enough for paddling during high water levels so the site is underused most of the year. Selkirk Enterprises is the property owner. They are part of Reading n'thracite and a holding of the Rich Family.
Schuylkill Haven Island Park

OWNER: Schuylkill Haven Borough  MUNICIPALITY: Schuylkill Haven Borough, Schuylkill County

The existing ramp at Schuylkill Haven Island Park is well used when there is enough water flowing to make paddling fun. It is supported by a large park with abundant parking, restrooms, and other amenities. It is the starting point of the Schuylkill River Sojourn.

The existing access site is in need of improvement. Dropoff requires a lengthy carry or using the driveway and performing an awkward three point turn. There are also conflicts with Irish Flats Trail users. A new ramp at this location or a short distance down river should be less steep and wider. There could also be improvements to the existing benches.
Landingville Park, Landingville Fire

OWNER: Landingville Borough, Comm. of PA, and Landingville Fire Co  MUNICIPALITY: Landingville Borough, Schuylkill County

Landingville is 4.9 miles downriver from the Schuylkill Haven Island Park access and is in a 6.6 mile gap in the water trail. There are two possible locations for a boat ramp: the Landingville Borough Park, river right, on the downstream side of the Meadow Drive (SR 2011) Bridge, and the Landingville Fire Co. property, river right, on the upstream side of the Meadow Drive (SR 2011) Bridge.

If a new access could be built on the Fire Co. property, the existing park would not be disturbed. There is adequate room for parking and a gravel or asphalt drive on the Fire Co. land. A gravel or concrete ramp could be installed at a gentle grade from the existing field to the river.
Auburn Dam Boat and Canoe Launch

OWNER: Comm. of Pennsylvania  MUNICIPALITY: South Manheim Township, Schuylkill County

This is a PA Fish and Boat Commission facility. There are separate ramps for motor boats and kayaks/canoes. There is a 500 foot driveway from Meadow Drive (SR 2011) to the kayak/canoe ramp. Rocks and other obstacles at the water’s edge should be removed. A parking area should be designated near the kayak/canoe ramp. 400 feet to the south of this ramp is a ramp for motor boats on trailers.

No SRG help needed.
Auburn Dam Portage

OWNER: Comm. of Pennsylvania  MUNICIPALITY: West Brunswick Township, Schuylkill County

This difficult portage is 0.1 miles long and follows a steep rocky path river-left of the dam. The vegetation around the path is not sufficiently cleared. Access to the portage from the land for maintenance or emergency services is extremely difficult.

A new portage should be developed that is easier to use, but there is a conflict between the logical spots to take-out and put-in and the standard safety distances from the dam; 200’ upstream and 100’ downstream. These distances are not practical for this portage location.
Auburn (PA-895) Landing
River Mile 109.8 RL

OWNER: Shaner, Schuylkill County, Omnova
MUNICIPALITY: West Brunswick Township, Schuylkill County

This access is used as the starting point for the popular trip through “The Chutes” and down to Port Clinton. This well-used access is in need of an upgrade.

Additional parking, a path to the ramp site and a gently sloping access ramp should be considered. The connection to the SRT should be emphasized. There is a bicycle and pedestrian crossing at the road and another one under the bridge. The SRT is proposed to follow the edge of the Shaner property north of the river access.
Port Clinton Park is a popular launch site and a camping spot on the Schuylkill River Sojourn. The access in Port Clinton Park has two eroded gravel and stone ramps. Large rocks at the river entrance area cause poor footing for paddlers. Some maintenance of the access could relocate these rocks.

Recommended improvements include a gentler sloped approach, a concrete ramp and additional parking. The landing is in a large park. A new circulation design for boat drop-offs should be considered. If the stand pipe at the top of the river bank is no longer in use, it should be removed.
Kernsville Portage

OWNER: Comm of Pennsylvania  MUNICIPALITY: Tilden Township and Hamburg Borough, Berks County

The portage around the Kernsville Dam will become obsolete if the dam is removed. Access in this area should be considered after the future of the dam is determined.

No SRG help needed.
Hamburg Park

OWNER: Hamburg Borough
MUNICIPALITY: Hamburg Borough, Berks County

This is a well maintained gravel access drive and ramp at the northern (upstream) end of Hamburg Park. A rocky, small rapid at the put-in could be shaped into a small eddy by moving some of the river rocks at this location.

There is also a signed, small, grass ramp on the southern (downstream) end of the park. This ramp is overgrown, unnecessary, and should be removed. The SRWT access sign should be relocated to the gravel ramp.

No SRG help needed.
This concrete ramp and asphalt approach was recently installed. Improved parking, fencing and a handicapped accessible parking space and path have been designed. These improvements will be built in the Spring of 2020.
Shoemakersville

OWNER: Shoemakersville Borough  MUNICIPALITY: Shoemakersville Borough, Berks County

The Shoemakersville Borough and Perry Township area is one of the longest gaps between water access points. A new access ramp is a top priority for this stretch. While it would be ideal to have river access at both these sites, one or the other would fill in the service gap.

The proposed Shoemakersville site is on river left, 350 feet downstream of the new Miller Street Bridge crossing the Schuylkill. The Borough has a property they are using as a garage and maintenance facility and have developed a large gravel area adjacent to the river with a water stand pipe for emergency vehicle water draws. There is adequate room to build a gravel or concrete boat ramp with adjacent parking within this gravel lot.
The Perry Township and Shoemakersville Borough area is one of the longest gaps between water access points. A new access ramp is a top priority for this stretch. While it would be ideal to have accesses at both these sites, one or the other would fill in the service gap.

Perry Township owns a 5.8 acre parcel of undeveloped land .5 miles upstream of the Main St. Bridge in Mohrsville that has been identified as a potential access. The ramp, approach path, parking, and site driveways would all need to be built. There is excellent potential for an entrance drive from Mohrsville Road.
Leesport Access

OWNER: Leesport Borough Authority  MUNICIPALITY: Leesport Borough, Berks County

River Mile  88.7  RL

The access on Leesport Borough Authority property is downstream of the Wall Street Bridge adjacent to a small Borough Park with a WWII Tank. There are available user services in Leesport. There is informal parking in a small grass field, a grass approach that was paved at one time but has deteriorated, and an eroded stone and dirt ramp.

This location should be improved with designated parking, a gravel or asphalt approach and a gravel or concrete ramp. There are long access gaps upstream and downstream from this access.

This river access is adjacent to the Schuylkill River Trail which crosses the Schuylkill River on the Wall St. Bridge and connects to the Leesport town center.
This site has potential for an access 2.5 miles upriver from Jim Dietrich Park. It is a former silt basin surrounded by a high berm. It is leased to Bern Township for municipal purposes. Significant grading may be needed, and part of the property appears to be wetlands.

Vehicular access would be from Cross Keys Road near Cross Keys Road Bridge. A new entrance with drives, parking, a gravel or paved approach and a gravel or concrete ramp would be needed.
This well-used ramp should be improved. It is a steep gravel and dirt path that is eroding. The river bank is steep here and there is no place to rest boats at the water's edge during high water levels.

A new access with gentle slopes and a concrete ramp should be designed near the existing ramp. A new path down from the parking area could come to the same put-in spot along the gravel beach. The park drive to the parking area is a one lane, gravel drive and difficult to maintain. There is abundant parking and the surrounding park has many amenities including camp sites. Use of camp sites must be pre-arranged.
Lower Felix Dam Park

OWNER: Muhlenberg Township  MUNICIPALITY: Muhlenberg Township, Berks County

River Mile  81.4  RL

There is an existing unimproved access adjacent to the parking area at the downriver side of Felix Dam Park, about 1/3 of a mile downstream from the Rt. 222 Bridge.

A gravel or asphalt approach and a concrete ramp are recommended to replace the unimproved river access. There is available parking in the existing lot with an entrance drive from River Road. Muhlenberg Township is an enthusiastic partner.
No improvements are recommended. There is a primitive, steep portage through Kelly's Lock Overlook Park that has been used as an access. Paddlers wanting to run Kelly's multiple times use this portage.

No SRG help is needed.
This is a beautiful wooded site at the confluence of the Tulpehocken Creek and the Schuylkill River. There are remnant structures of a dam and machinery on the Tulpehocken Creek. The City of Reading owns this property including 9 acres of waterfront.

There are plans for Berks County to combine this property with Stonecliffe Park. A park master plan is needed. The Schuylkill River Trail travels through the site and connects to the Union Canal Trail.

A new access is proposed for this site. A paved or gravel driveway, parking, a paved approach and a gravel or concrete ramp would need to be constructed.
This is a primitive access at the Bertolet fishing dock across the river from Kerper’s Landing. The approach is under the Rt. 422 Bridge. With the projected Rt. 422 work, West Reading Borough has taken a renewed interest in their waterfront property.

There are concrete stairs and wood stairs down to the riverbank. Improvements to this access would include a concrete ramp and clearing rocks and debris to create an on-water path to the center of the river for kayaks. There is parking, and a suitable slope next to the pier that can be easily accessed.

This is the only Reading area access on river right. It is the only access point for West Reading. Driving to the site can be confusing. Wayfinding signage should be considered and should include wayfinding from Wyomissing Borough.
Kerper’s Landing

OWNER: Redevelopment Authority  MUNICIPALITY: City of Reading, Berks County

River Mile 75.5  RL

This long concrete ramp is located in Reading Park Property and bordered by Riverfront Drive. There is street parking on Riverfront Drive and a long portage to the ramp. The Schuylkill River Trail crosses through the park near this ramp.

This access is badly damaged. A new design for a concrete ramp is recommended. The current ramp alignment is not sustainable, and has resulted in severe erosion. The site is steep and narrow and presents numerous engineering, safety, and maintenance challenges.

This would be a large-scale project but would provide river access for a large number of people in the City of Reading.
River Access - Reading to Pottstown

Map Key
- Existing Access
- Proposed Access
- Private Access (used for SRG programming)
- Gap > 5 miles
- SRT - Existing
- SRT - Planned

Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.
Jackson's Landing
OWNER: City of Reading  MUNICIPALITY: City of Reading, Berks County

This access is in an attractive park between the river and Canal Street. There is limited parking. Additional parking should be provided. There is a paved drive, a grassy approach and a primitive, gently sloped ramp. There is some erosion of the dirt and gravel ramp. This access could be improved with a more substantial ramp of gravel or concrete and a gravel or paved approach. A trail in the park connects to the Neversink Trail.

This site offers the most practical option for river access within Reading if the parking issues can be resolved. It would be easier and less expensive to design and build than the long concrete ramp at Kerper's Landing. There are restaurants nearby. The park has an active friends group, but needs more general maintenance.
Angelica Creek

OWNER: City of Reading Sewage Plant MUNICIPALITY: City of Reading, Berks County

This is a proposed access that would connect to Berks Nature. Berks Nature would like to have a ramp at this location to support their programming and provide access to their facility from the river. Minor grading is needed to establish a gravel or paved approach and a gravel ramp.

There is no public vehicular access to this site. The proposed access could be reached by crossing a private, gated parking lot off of Brentwood Drive if the owner allowed access.

SRG will work with Berks Nature on the design of the path from this access back to their building which passes a fire training center and a private business.
Poplar Neck Park Landing

OWNER: WBLF Acquisition O LLC  MUNICIPALITY: Birdsboro Borough , Berks County

Under previous ownership, the access at this former park site was available to be used by authorized groups. The wide, gently sloped riverbank has a wide gravel bank. A river access at this location would fill a difficult gap. The property has an existing primitive ramp that is occupied by a mobile pump to take river water to the landfill.

Cumru Township has a recycle station on the property. The property is easily accessible from the intersection of Rt. 724 and I-176.
Gibraltar Bridge

OWNER: Exeter Township (access) Timothy Reeser (approach)  MUNICIPALITY: Exeter Township, Berks County

River Mile 67.4 RL

This long gravel access at the base of the Gibraltar Road Bridge can be easily reached from Gibraltar and Exeter Township. It was recently rebuilt by PennDOT as part of the Gibraltar Bridge Project. It is not currently available for use because there is no agreement in place with the private landowner. It may be possible for SRG to assist the township in pursuing an agreement. This should be investigated.

No SRG help needed.
Birdsboro (Tunnel of Love) Rt 345

OWNER: Birdsboro Slag Products Co Inc  MUNICIPALITY: Exeter Township, Berks County

River Mile 63.7 RL

This proposed access would be on river left in the Tunnel of Love channel of the river along Bridge Street between the Rt. 345 bridge and the railroad bridge 550 feet upstream. There are rough steps to the river immediately downstream of the railroad bridge that should be removed.

Some grading will be needed to bring the approach down the steep bank alongside River Road. Parking should be located on the east side of the Rt. 345 bridge. Pedestrian access would need to be secured from the ramp area across the Rt 345 bridge's sidewalk into Birdsboro.
Union Meadows Park

OWNER: Union Township  MUNICIPALITY: Union Township, Berks County

River Mile 61.7 RR

This access is part of Union Meadows Park, a large park off of Rt. 724. The park has restrooms, ball fields, and ample parking. The Schuylkill River Trail runs through the park. It is a PA Fish and Boat Commission access ramp that can accommodate boats on trailers as well as kayaks and canoes. Some years, this access is used as a water stop on the Schuylkill River Sojourn.

No SRG help needed.
Doberstein Campground

OWNER: Schuylkill River Greenway Association  MUNICIPALITY: Union Township, Berks County

River Mile  59.9  RR

This unimproved access serves the primitive campground that is only accessible from the Schuylkill River Trail. There is no parking. There is minor erosion around the wood steps leading down to the river. New signage at the river’s edge could help paddlers locate the camp ground.

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Morlatton Village

OWNER: Berks County Historic Preservation Trust  MUNICIPALITY: Amity Township, Berks County

Morlatton Village River Mile 58.6 RL

A new access is proposed approximately 150 feet downriver from the historic Morlatton Village buildings off of Old Philadelphia Pike on Amity Township property. An ramp here would give Amity Township their own river access.

There is abundant parking in two gravel lots near this site and a Trailhead for the Schuylkill River Trail. A new approach drive, drop off loop and ramp are needed. Achieving a gently sloped ramp will require significant grading.

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Ganshahawny Park

OWNER: Douglass Township  MUNICIPALITY: Douglass Township, Berks County

This well-used access off of Old Philadelphia Pike is a large concrete ramp in a park with a picnic pavilion and parking, and can be used by boats on trailers as well as kayaks and canoes. SRG uses this ramp for its Pedal and Paddle events.

Future improvements to the parking configuration should be considered. SRG will be installing a new water trailhead sign in the park.

No SRG help needed.
This gravel ramp adjacent to the parking lot in Riverfront Park was recently regravelled. It is immediately adjacent to the Schuylkill River Trail and the SRG Office and is used for SRG Programming. No help is needed from SRG, except for the relocation of the Water Trail Sign.
Riverside Park - Hanover Street Access  

OWNER: North Coventry Township  
MUNICIPALITY: North Coventry Township, Chester County  

This is a PA Fish and Boat Commission ramp immediately downstream of Hanover Street across the river from Pottstown. The large concrete ramp accommodates boat trailers for motor boats as well as kayaks and canoes. It has ample parking. A new dock is being planned to replace one that was removed because of storm damage.

No SRG help needed.
**Towpath Park**

OWNER: East Coventry Township  
MUNICIPALITY: East Coventry Township, Chester County

This is a PA Fish and Boat Commission ramp. The large concrete ramp accommodates boat trailers for motor boats as well as kayaks and canoes. This large, concrete ramp is part of East Coventry's Towpath Park on New Schuylkill Road (Rt. 724). Vehicular circulation for boat trailers backing onto the ramp is challenging because of the narrow drive and short distance between the river and the drive.

SRG and the Stroud Research Center have recently installed a Water Quality sensor adjacent to the access. The proposed SRT will run through this park and is expected to be built by Chester County within the next two years. East Coventry Township is developing a master plan for Towpath Park.

No SRG help needed.
Sanatoga

OWNER: Chester County and PECO  MUNICIPALITY: East Coventry Township, Chester County

Two new access points are proposed for the long gap between Towpath Park and Trinley River Park: Sanatoga and Parkerford. Sanatoga Access and Parkerford Access would be 2.5 miles apart.

The Sanatoga site is a former silt basin property. There is an existing access road dividing large Chester County and PECO parcels. Beyond the access road, a new approach, parking, and ramp are needed near the remnants of a former bridge abutment.

Significant grading and a new gravel or concrete ramp are needed. The existing approach road runs from Sanatoga Road for 0.4 miles through a beautiful wooded site.
Two new access points are proposed for the long gap between Towpath Park and Trinley River Park: Sanatoga and Parkerford. Sanatoga Access and Parkerford Access would be 2.5 miles apart.

The local municipalities, Chester County and SRG are creating a master plan for this area of Parkerford that will address water access, parking, connection to the SRT, interpretation of historic structures and other park amenities. The proposed location for this access will be determined through the master planning process.

The access will be sited on Chester County or East Coventry Township property in the area upstream from the confluence of the Schuylkill River and Pigeon Creek, downstream from the Linfield Bridge.
Trinley River Park

OWNER: Limerick Township  MUNICIPALITY: Limerick Township, Montgomery County

This large, concrete ramp is part of Limerick Township's Trinley River Park off Railroad Street/Trinley Mill Rd. It is a PA Fish and Boat Commission facility and can accommodate motor boats as well as kayaks and canoes.

No SRG help is needed.
Spring City (Bridge Street)
OWNER: PECO  MUNICIPALITY: Spring City Borough, Chester County

There is a primitive access immediately downstream of the Spring City Bridge down a short bank along an informal path. This area is adjacent to the Schuylkill River Trail. There is no convenient parking for a water access here, but the site is easily accessible by foot from Spring City. A gently sloping gravel approach path and ramp should be considered to provide pedestrian river access for Spring City.
Royersford Access

OWNER: Royersford Borough  MUNICIPALITY: Royersford Borough, Montgomery County

Royersford Borough has river access from a new boat dock in Riverfront Park along 1st Avenue. It is well used. Across and slightly downriver from this dock is the Spring City Gay Street boat ramp.

No SRG help needed.
Spring City Access (Gay St)
OWNER: Spring City Borough  MUNICIPALITY: Spring City Borough, Chester County

This is an established access on Borough property accessed by a gravel drive off of Gay Street. It is adjacent to the SRT. There is a concrete ramp and a grass parking area.

Improved signage and designated parking would make this access more inviting. Chester County has recently improved the area for the SRT including trail parking.

This is a PA Fish and Boat Commission ramp. The large concrete ramp accommodates boat trailers for motor boats as well as kayaks and canoes.
Phoenixville Access Black Rock

OWNER: Comm. of Pennsylvania  MUNICIPALITY: Phoenixville Borough, Chester County

This is a PA Fish and Boat Commission ramp immediately downstream of the Black Rock Road (Rt. 113) bridge over the Schuylkill. The large concrete ramp and docks accommodate boat trailers for motor boats as well as kayaks and canoes. There is ample parking.

No SRG help needed.
On river left just downstream of the Phoenixville Access is this boat launch in Upper Schuylkill Valley Park off of Black Rock Road. This large Montgomery County park provides a large parking lot, a concrete ramp and dock and an accessible fishing deck.

No SRG help needed.
Chester County is building a new portage around Black Rock Dam on river right with two ramps, a turn-around and drop-off area, and parking. It is expected to be complete in 2021.

No SRG help needed.
The existing river access is immediately adjacent to the parking area opposite Lock 60. This is a very heavily used access for boating as well as fishing and wading/swimming. The river access is part of the Lock 60 loop that takes paddlers down the river and up the canal back to Schuylkill Canal Park. A larger riverfront opening should be considered for this park. There is also an access directly to the canal below the lock. This access uses rough steps and a small dock.

The third paddling route that can be used by organized groups is the trip through the canal. This is a popular event on the Schuylkill River Sojourn. Currently the forebay that connects the lock to the river is heavily silted and this route is impassable during periods of low water flow. Dredging this forebay would be needed to restore this access.

This is a Montgomery County Park and there is a non-profit group, the Schuylkill Canal Association, that manages the lock. SRG partners with Montgomery County Parks and the Canal Association on programming at this park, but no facilities help is needed from SRG.

No SRG help needed.
Below the SRT trailhead at Ashland Street in Phoenixville there is a primitive access to French Creek near the railroad bridge that crosses the mouth of French Creek about 300 feet from the Schuylkill River.

A new gravel approach and gravel ramp is proposed for this site. Some grading will be needed to establish gentle slopes to the water. Any improvements must be upstream of the Norfolk Southern Railroad right-of-way and bridge.
The Longford Park access is an unimproved river access with a long portage to the canal at Longford Park. This is a large Upper Providence Park with restrooms and ample parking.

The portage is a path along a grassy power line right-of-way and brings paddlers to the southern tip of the canal for the trip back upriver to Schuylkill Canal Park. This is a popular loop trip. At the canal-end of the portage there is a new dock for access into the canal.
Pawlings Road Area

**OWNER:** Montgomery County and USA Dept of the Interior  
**MUNICIPALITY:** Lower Providence Township, Montgomery County

A new access is proposed near the Pawlings Road Bridge to fill the 6 mile gap between the Longford Park Access and the Betzwood Access.

Downstream of the bridge there is a large gravel parking area at Valley Forge National Historical Park. Upstream of the bridge is Montgomery County property. An access could be built on the Montgomery County property with parking in the VFNHP existing lot if PennDOT supported a walkway across the road or under the bridge.
Betzwood Access

OWNER: USA Dept of the Interior  MUNICIPALITY: West Norriton Township, Montgomery County

River Mile  28.3  RL

This is a large well-used ramp in Valley Forge National Historical Park adjacent to the Schuylkill River Trail immediately upriver from Sullivan's Bridge.

The NPS has plans to repair the deteriorated paved approach ramp. This is a PA Fish and Boat Commission ramp. The large concrete ramp accommodates boat trailers for motor boats as well as kayaks and canoes.

No SRG help needed.
River Access - Norristown to Philadelphia

Map Key
- Red: Existing Access
- Orange: Proposed Access
- Green: Private Access

- Black: Gap > 5 miles
- Gray: SRT - Existing
- Green: SRT - Planned

- Map credits: Content may not reflect National Geographic’s current map policy. Sources: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, Increment P Corp.
Port Indian

OWNER: West Norriton Township  MUNICIPALITY: West Norriton Township, Montgomery County

A new access is proposed on the West Norriton Township property at Port Indian off of West Indian Lane. This access would break up the 3.8 mile gap between Valley Forge NHP and Norristown.

This is a heavily-used area of the river that includes the pool above the Norristown Dam. While there are many private access points, a public access is recommended for this highly populated area.
Norristown Riverfront Park

OWNER: Norristown  MUNICIPALITY: Norristown, Montgomery County

This access is in Riverfront Park at the end of Haws Avenue before the bridge to Barbados Island. There is a large parking area and fishing bulwark. The park has picnic and game tables and seating. There is a second water access at the downstream end of the park that is less well maintained. The Schuylkill River Trail runs adjacent to the park.

This is a PA Fish and Boat Commission ramp. The large concrete ramp accommodates boat trailers for motor boats as well as kayaks and canoes.

No SRG help needed.
Upper Merion Boathouse

OWNER: Upper Merion Township  MUNICIPALITY: Upper Merion Township, Montgomery County

This boat house and large dock is on Upper Merion Property at the end of Water Street and is used by the private, Upper Merion Boathouse group. It is used primarily for sculling, and has been used for group paddle events for SRG.

Individual kayakers sometimes use the privately owned boathouse docks to take out for the portage around the Norristown Dam. While the Upper Merion Boathouse has been a good neighbor to paddlers, there is a use conflict here that could be resolved with a new take-out closer to the Norristown Dam.

No SRG help needed.
A new take-out for the portage around the Norristown Dam is recommended. A concept plan for this take-out has been prepared and SRG has had conversations with the private property owner and Upper Merion Township.

The proposed access requires a new, concrete ramp beyond the 200' safety zone of the dam, minor grading, an asphalt approach to the existing gravel drive, and a parking area.
A new put-in for the portage around the Norristown Dam was built in June 2019 on Bridgeport Borough property. Bridgeport Borough has agreed to take over minor maintenance. No additional help is needed from SRG now that the access is installed.
Conshohocken, West Conshohocken

**River Mile 20.2**

**OWNER:** Unknown  **MUNICIPALITY:** Conshohocken Borough, West Conshohocken Borough, Montgomery County

A new access is needed along the Conshohocken riverfront. This area is the center of a large 7.8 mile gap between river access points at Norristown and Flat Rock Park, and is in a highly-populated area that is not being provided with public river access. While there are many private and institutional river access facilities in this area, there is no public water access.

On river right, in West Conshohocken there is a private property with river access that is used for the Schuylkill River Sojourn by arrangement.

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Flat Rock Park is on River Road. It has a large concrete ramp and waterfront dock. There is a paved approach, restrooms, and a large parking area in this municipal park.

This access is ½ mile upstream of the Flat Rock Dam portage. This is a PA Fish and Boat Commission ramp. The large concrete ramp accommodates boat trailers for motor boats as well as kayaks and canoes.

No SRG help needed.
Flat Rock Dam Portage

**OWNER:** Unknown  **MUNICIPALITY:** Lower Merion Township, Montgomery County

**River Mile 15.6 RR**

This portage around Flat Rock Dam and the fish ladder is in need of significant repairs. The take-out is primitive. A wider, gently sloped gravel or concrete ramp is recommended and the vegetation on the sides of the path should be cleared back.

The take-out path leads to a gravel drive that passes around the dam. The stone and dirt path around the fish ladder becomes a stone and boulder field at the river's edge. A concrete access is recommended at the lower section of this stone and boulder path to the river. Lower Merion Township has plans to make improvements to Flat Rock Park including the area around the dam and the fish ladder. SRG supports the improvements to this access and will provide help to the township if possible.
The Manayunk Development Corporation has been leading the effort to establish a water access on Venice Island. The downstream wooded tip of Venice Island beneath a railroad bridge is the recommended location for a river access. SRG will help MDC to move this project forward.
Philadelphia Canoe Club
OWNER: Philadelphia Canoe Club  MUNICIPALITY: Philadelphia

This is a private boating club at the confluence of the Wissahickon Creek and the Schuylkill River, 700 feet upstream of the City Avenue Bridge. SRG partners with the club for programming events. It is not open to the public.

No SRG help needed.
The East Falls Development Corporation is building a new access adjacent to the SRT and an existing parking area about 1,000 feet upriver from the Falls Bridge. It is expected to be constructed in 2020.
This access off of Kelly Drive in Fairmount Park is adjacent to the Schuylkill River Trail and a large parking area about 700 feet downriver from the Strawberry Mansion Bridge. The concrete ramp can accommodate trailers.
West Park Access (Dragon Boat Dock)  

OWNER: Philadelphia  MUNICIPALITY: Philadelphia

This access is off of Martin Luther King Jr. Drive in Fairmount Park about 1/3 mile downriver of the Columbia Bridge. The large ramp accommodates boat trailers for motor boats as well as kayaks and canoes. The 2019 Sojourn has used this access as the take-out on Day 7.

No SRG help needed.
River Access - Philadelphia

Map Key
- Existing Access
- Proposed Access
- Private Access (used for SRG programming)
- SRT - Existing
- SRT - Planned

Content may not reflect National Geographic’s current map policy. Sources: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.
Lloyd Hall

OWNER: Philadelphia  MUNICIPALITY: Philadelphia

Lloyd Hall is at the eastern end of Boathouse Row. This access is used by appointment. A gate needs to be open for access to the dock. SRG has used this access as the final landing for the Schuylkill River Sojourn. Unless it can be redesigned to remain generally open, other access points should be considered to replace it.

No SRG help needed.
A new portage around Fairmont Dam is recommended. A portage that has a new take-out east of Lloyd Hall at the tip of the slackwater adjacent to the Schuylkill River Trail, a portage path using the SRT past the Fairmount Water Works, and a new put-in downriver of the Fairmount Water Works interpretive building could reduce the portage distance to 1/3 mile. The portage would use the Schuylkill River Trail. SRG should work with Philadelphia to try to move this project forward.
This water trail access dock is beneath the Walnut Street Bridge adjacent to the Schuylkill River Trail. It is currently used for Schuylkill Banks programming and tours. The dock is fenced and sometimes locked. There is no convenient parking.

Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Bartram's Garden Dock

OWNER: Philadelphia  MUNICIPALITY: Philadelphia

This access is a large dock and boathouse 900 feet downriver of the soon to be restored swing bridge. Bartram's Garden has extensive programming to get people on the river during the warm weather months.

No SRG help needed.
Fort Mifflin
OWNER: Philadelphia  MUNICIPALITY: Philadelphia

There is a large concrete ramp about 1000 feet upriver from Fort Mifflin on Army Corps of Engineers property on the Delaware River. This ramp has been used by prior arrangement for programming associated with Fort Mifflin.

No SRG help needed.
Summary - Priority #1 and #2 Access Projects

Priority 1 sites will be the focus of SRG’s efforts in the next two to three years. Priority 2 sites will be included in future planning for funding and design work. All of the priorities are included in SRG’s long range planning. Priority rankings will be reviewed regularly and are expected to shift as new access points are established, new partnerships are formed, and additional opportunities to connect more people to the Schuylkill River are available.

<table>
<thead>
<tr>
<th>Priority</th>
<th>Name</th>
<th>River Mile</th>
<th>Gap greater than 5 miles</th>
<th>Population Density</th>
<th>SRG Program</th>
<th>Scale</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Auburn 895 Landing</td>
<td>109.8</td>
<td>low</td>
<td>high</td>
<td>medium</td>
<td>medium</td>
<td>existing</td>
</tr>
<tr>
<td>1</td>
<td>Port Clinton Park</td>
<td>102.3</td>
<td>medium</td>
<td>high</td>
<td>medium</td>
<td>medium</td>
<td>existing</td>
</tr>
<tr>
<td>1</td>
<td>Peter Yarnell Park</td>
<td>95.5</td>
<td>low</td>
<td>high</td>
<td>medium</td>
<td>medium</td>
<td>existing</td>
</tr>
<tr>
<td>1</td>
<td>Shoemakersville</td>
<td>92.6</td>
<td>□</td>
<td>medium</td>
<td>low</td>
<td>medium</td>
<td>existing</td>
</tr>
<tr>
<td>1</td>
<td>Perry Township</td>
<td>91.5</td>
<td>□</td>
<td>low</td>
<td>low</td>
<td>large</td>
<td>proposed</td>
</tr>
<tr>
<td>1</td>
<td>Jim Dietrich Park</td>
<td>83.3</td>
<td>low</td>
<td>high</td>
<td>large</td>
<td>existing</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Lower Felix Dam Park</td>
<td>81.4</td>
<td>low</td>
<td>medium</td>
<td>small</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Angelica Creek</td>
<td>73.5</td>
<td>□</td>
<td>high</td>
<td>high</td>
<td>small</td>
<td>proposed</td>
</tr>
<tr>
<td>1</td>
<td>Parkerford</td>
<td>46.6</td>
<td>□</td>
<td>low</td>
<td>high</td>
<td>large</td>
<td>proposed</td>
</tr>
<tr>
<td>1</td>
<td>Norristown Dam Upstream</td>
<td>24.1</td>
<td>high</td>
<td>high</td>
<td>small</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Conshohocken</td>
<td>20.2</td>
<td>□</td>
<td>high</td>
<td>high</td>
<td>large</td>
<td>proposed</td>
</tr>
<tr>
<td>1</td>
<td>Flat Rock Dam Portage</td>
<td>15.6</td>
<td>high</td>
<td>high</td>
<td>large</td>
<td>existing</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Tamaqua Dam Portage</td>
<td>120.7 Little Sch.</td>
<td>low</td>
<td>low</td>
<td>medium</td>
<td>proposed</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Landingville Park</td>
<td>115.1</td>
<td>□</td>
<td>low</td>
<td>low</td>
<td>medium</td>
<td>proposed</td>
</tr>
<tr>
<td>2</td>
<td>Landingville Fire</td>
<td>115.0</td>
<td>□</td>
<td>low</td>
<td>low</td>
<td>medium</td>
<td>proposed</td>
</tr>
<tr>
<td>2</td>
<td>Jackson's Landing</td>
<td>74.6</td>
<td>high</td>
<td>could</td>
<td>small</td>
<td>existing</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Venice Island Manayunk</td>
<td>13.7</td>
<td>high</td>
<td>high</td>
<td>medium</td>
<td>proposed</td>
<td></td>
</tr>
</tbody>
</table>