



SCHUYLKILL RIVER
GREENWAYS
NATIONAL HERITAGE AREA

Schuylkill River Water Trail

Access Project Priorities 2025



Photo: Kara Foran
Pictured: JR Fisher

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Introduction to Priority Recommendations

The Schuylkill River Water Trail stretches 120 miles and features over 40 public access points, along with numerous private docks and boat ramps. However, many of these landings and docks are in need of repair or upgrades, and large portions of the river lack any public access. As the designated manager of the Schuylkill River Water Trail, Schuylkill River Greenways is dedicated to addressing these challenges and fulfilling its mission 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 are listed first, followed by the access points on the Schuylkill River which 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:

LOCATION

Proximity to population centers and distance to other access sites are considered. Existing gaps in river access have been mapped. There are 6 gaps greater than 5 river miles on the main branch of the Schuylkill. Ideally, paddlers would be able to access the water trail every three to four miles and there would be adequate parking and amenities available at every access point.

USERS SERVED

Consideration is given to existing and proposed access sites that are in areas with high population densities. While most paddlers bring their boats to the river by car, pedestrian access for boating, fishing, and other riverside activities by local residents is prioritized, especially in urban centers.

PROGRAMMATIC OPPORTUNITIES

River access sites near the Schuylkill River Trail and river access sites that are integral to SRG and Take It Outdoors programming are prioritized. Programming includes events like the annual Schuylkill River Sojourn, Pedal & Paddle events, and TIO sponsored group outings and classes. These programs are integral to SRG's mission and vision for the future of the river.

NAVIGABILITY

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.

SCALE

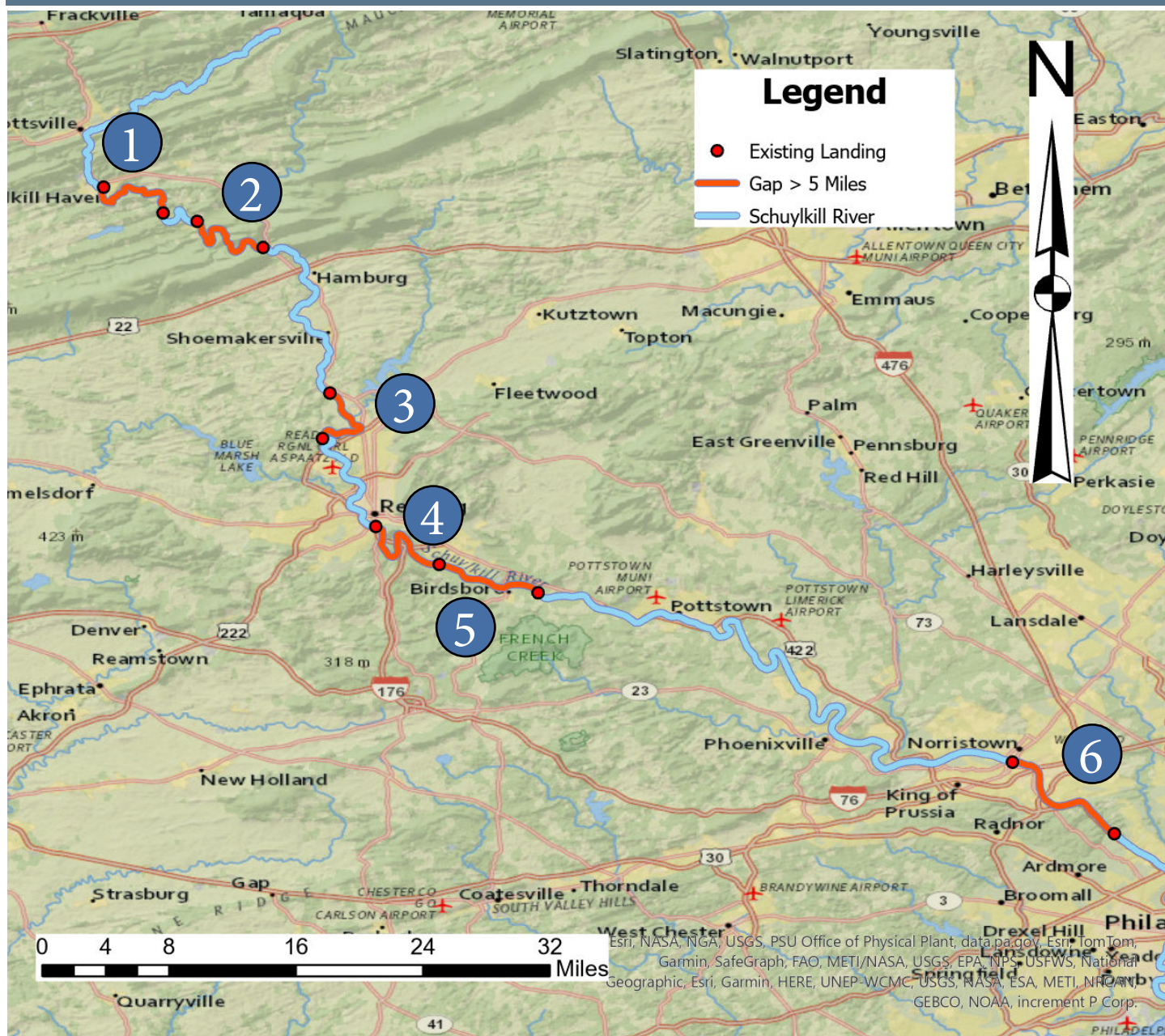
The size of the project, including the amount of land acquisition, engineering, and funding that would be needed can affect the priority. Large scale projects are considered, but weighed against the staffing needs that arise from site-specific complexities.

PARTNERS

The support of partners, local communities and municipalities is considered.

It is important to note that while this criteria has been used to identify the project priorities set forth in this plan, SRG also views development of public river access points from a practical and opportunistic standpoint. Sometimes, opportunities or needs arise which are not consistent with the priorities laid forth in this plan. The recommendations in this plan are flexible and can change to meet opportunities and needs that arise. SRG is committed to integrating new information and adapting this plan, as necessary.

Access Gaps Greater Than 5 Miles Below Schuylkill Haven



1 Schuylkill Haven to Auburn Dam Boat Launch: 6.6 River Miles

2 Auburn 895 Landing to Port Clinton: 7.6 River Miles

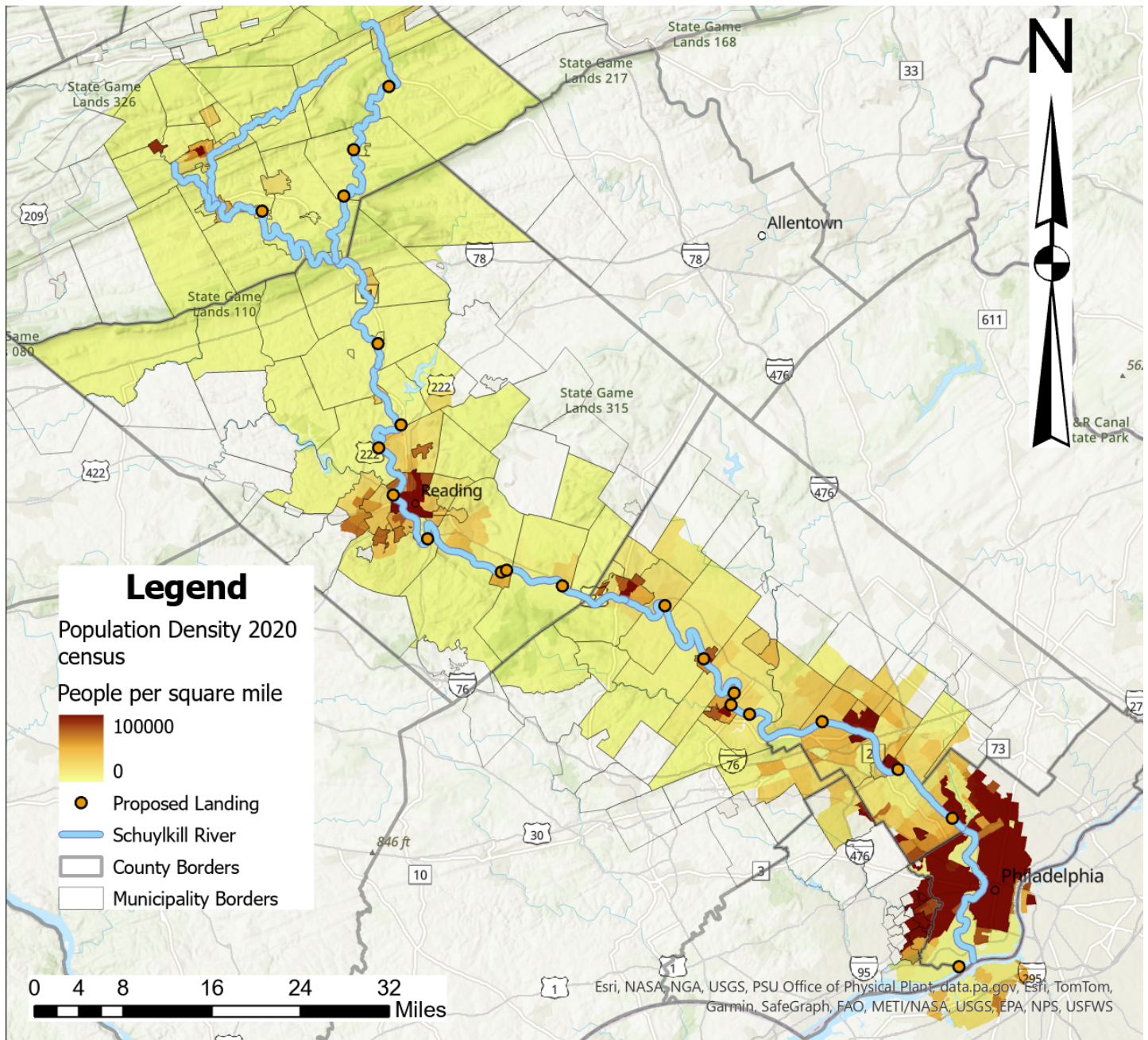
3 Leesport Landing to Jim Dietrich Park: 5.4 River Miles

4 Jackson's Landing to Reeser's Landing: 7.2 River Miles

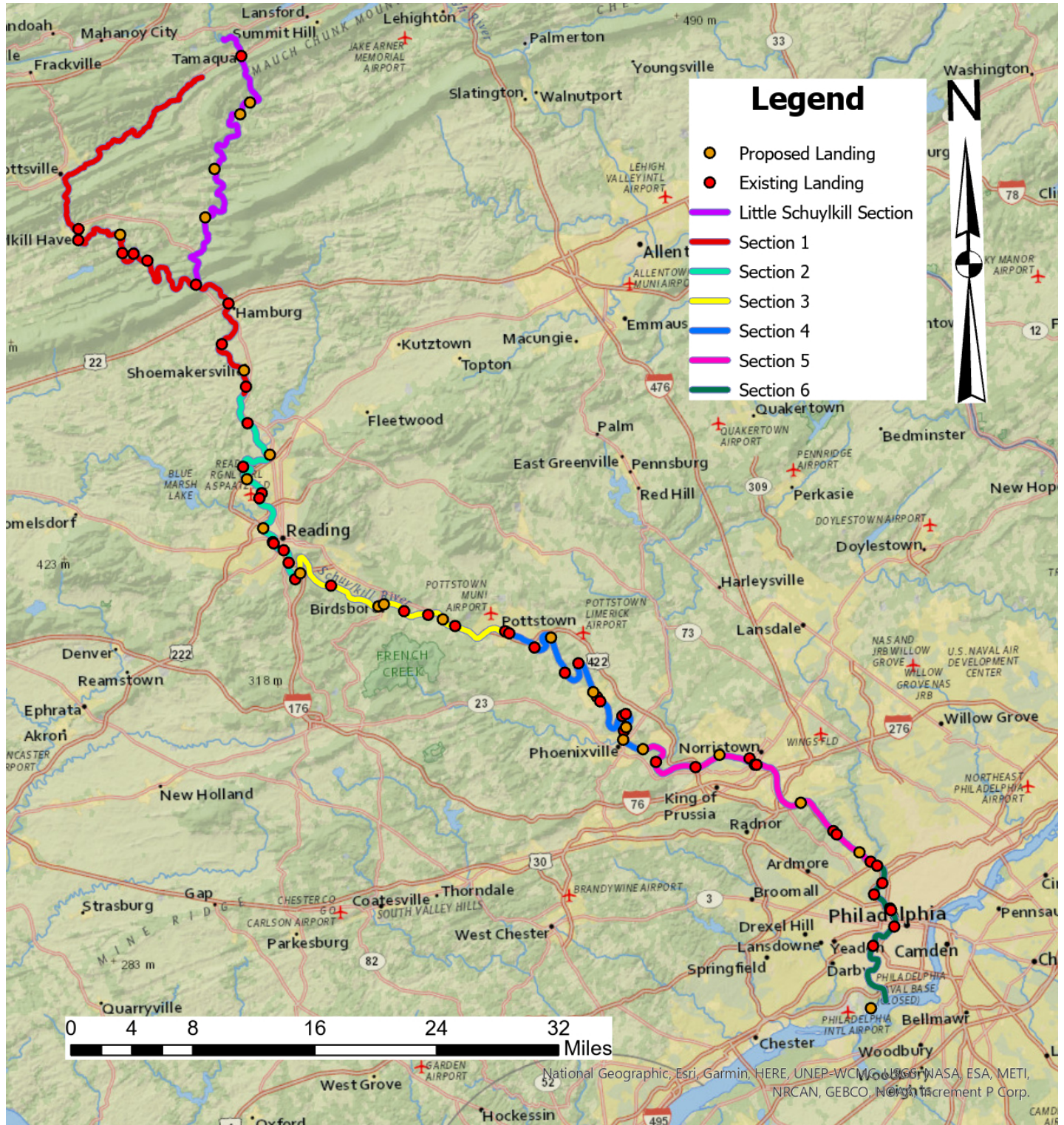
5 Reeser's Landing to Union Meadows: 5.7 River Miles

6 Bridgeport Access to Flat Rock Park: 7.9 River Miles

Relative Population Density by Municipality



River Sections Map



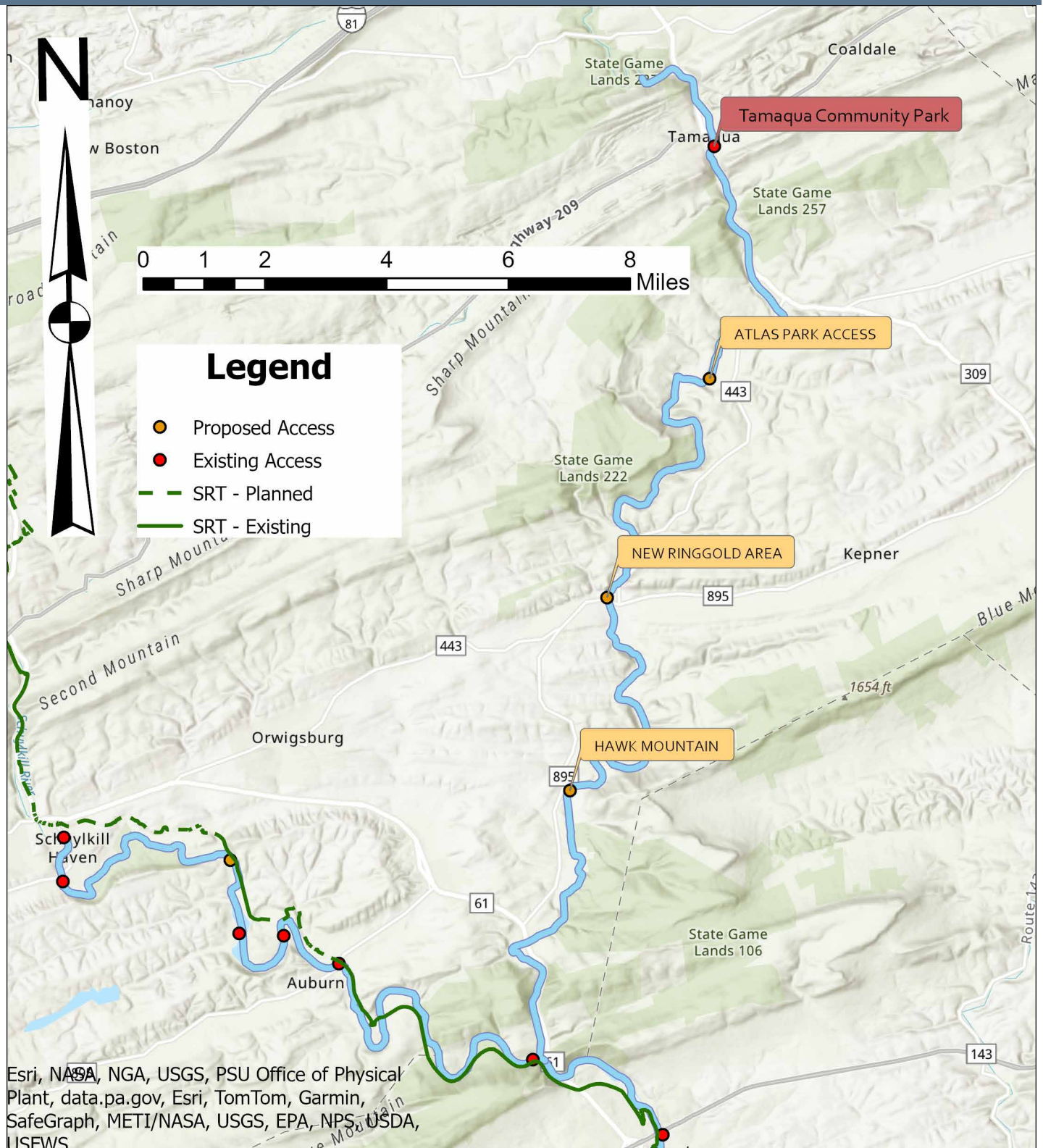
Access List: Quick Reference Guide

Landing Name	Page	Priority	Existing or Proposed
Tamaqua Community Park	11	3	Existing
Atlas Park Access	12	3	Proposed
New Ringgold Area	13	3	Proposed
Hawk Mountain	14	3	Proposed
Schuylkill Haven Island Park	16	None	Existing
Landingville Landing	17	1	Proposed
Auburn Dam Boat Launch	18	None	Existing
Auburn Dam Portage	19	2	Existing
Auburn 895 Landing	20	1	Existing
Port Clinton Landing	21	None	Existing
Hamburg Park	22	None	Existing
Peter Yarnell Park Landing	23	None	Existing
Five Locks Boat Launch	24	None	Existing
Perry Township Landing	26	None	Existing
Leesport Landing	27	2	Existing
Cross Keys Bridge	28	1	Proposed
Jim Dietrich Park Landing	29	None	Existing
Epler's Access	30	None	Existing
Lower Felix Dam Park	31	None	Existing
Pioneer Grove Park	32	None	Proposed
Kelly's Lock	33	3	Existing
Tulpehocken Creek	34	2	Proposed
Bertolet	35	2	Existing
Kerper's Landing	36	2	Existing
Jackson's Landing	37	None	Existing
Angelica Creek Landing	38	None	Existing
Lock 54 Landing	40	None	Existing
Poplar Neck Landing	41	1	Proposed
Reeser's Landing	42	1	Existing
Armorcast Water Landing	43	2	Proposed
Union Meadows Landing	44	3	Existing

Access List: Quick Reference Guide

Landing Name	Page	Priority	Existing or Proposed
Doberstein Campsite Landing	45	None	Existing
Morlatton Village Landing	46	3	Proposed
Ganshawawny Landing	47	1	Existing
Pottstown Riverfront Park Landing	48	3	Existing
Coventry Floating Dock	50	None	Existing
Towpath Water Landing	51	None	Existing
Sanatoga	52	3	Proposed
Parkerford	53	1	Proposed
Trinley Park Landing	54	None	Existing
Royersford Launch	55	None	Existing
Spring City Gay Street	56	None	Existing
Phoenixville Access	57	None	Existing
Upper Schuylkill Valley Park	58	None	Existing
Black Rock Dam Portage	59	None	Existing
Schuylkill Canal Park (Lock 60)	60	None	Existing
Longford Park	62	3	Existing
Betzwood Access	63	None	Existing
Norristown Riverfront Park	64	None	Existing
Norristown Dam Portage	65	3	Existing
Bridgeport Access	66	None	Existing
Conshohocken Landing	67	1	Proposed
Flat Rock Park	68	None	Existing
Flat Rock Portage	69	1	Existing
Venice Island	70	1	Proposed
East Falls	72	None	Existing
East Park Canoe House	73	None	Existing
West Park Access (Dragon)	74	None	Existing
Lloyd Hall	75	None	Existing
Schuylkill Banks	76	None	Existing
Bartram's Garden	77	None	Existing
Fort Mifflin	78	3	Proposed

River Section: Little Schuylkill



Tamaqua Community Park

40.7948296°N, -75.9663673°W

River Mile: LS-124.7 RR

Municipality: Tamaqua Borough
Manager: Tamaqua Borough Authority

Existing



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 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 higher water levels, and it is heavily used for kayaking when the water conditions are favorable. A parking area and drop-off area are needed. Alternative access locations in town could be considered such as the undeveloped Hess lot near the US 209 bridge.



Atlas Park Access

40.739469436°N, -75.96918363°W

River Mile: LS-120 RL

Municipality: West Penn Township
Manager: West Penn Township

Proposed



West Penn Township is currently in the process of developing a large riverside park. About 2 to 3 years down the line, in phase 2 of the park project, they hope to add a landing to the park. The section of the park where they would like to put the landing will have parking for about 30 cars, completed in phase 1, and will have ample space to add a boat launch. SRG is happy to provide technical support and capacity building to West Penn Township as they seek to provide public river access at the future Atlas Park site.



New Ringgold Area

40.687911°N, -76.002672°W

River Mile: LS-113.1 RR

Municipality: New Ringgold Borough
Manager: New Ringgold Borough

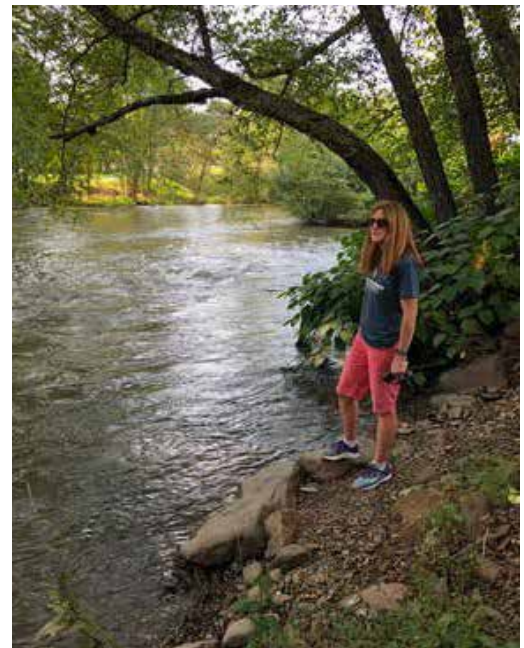
Proposed



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 from private property 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. Access for emergency vehicles should also be considered. New Ringgold has a park with a ball field and tennis courts 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 higher water levels.



Hawk Mountain

40.642036°N, -76.0155°W

River Mile: LS-107.6 RR

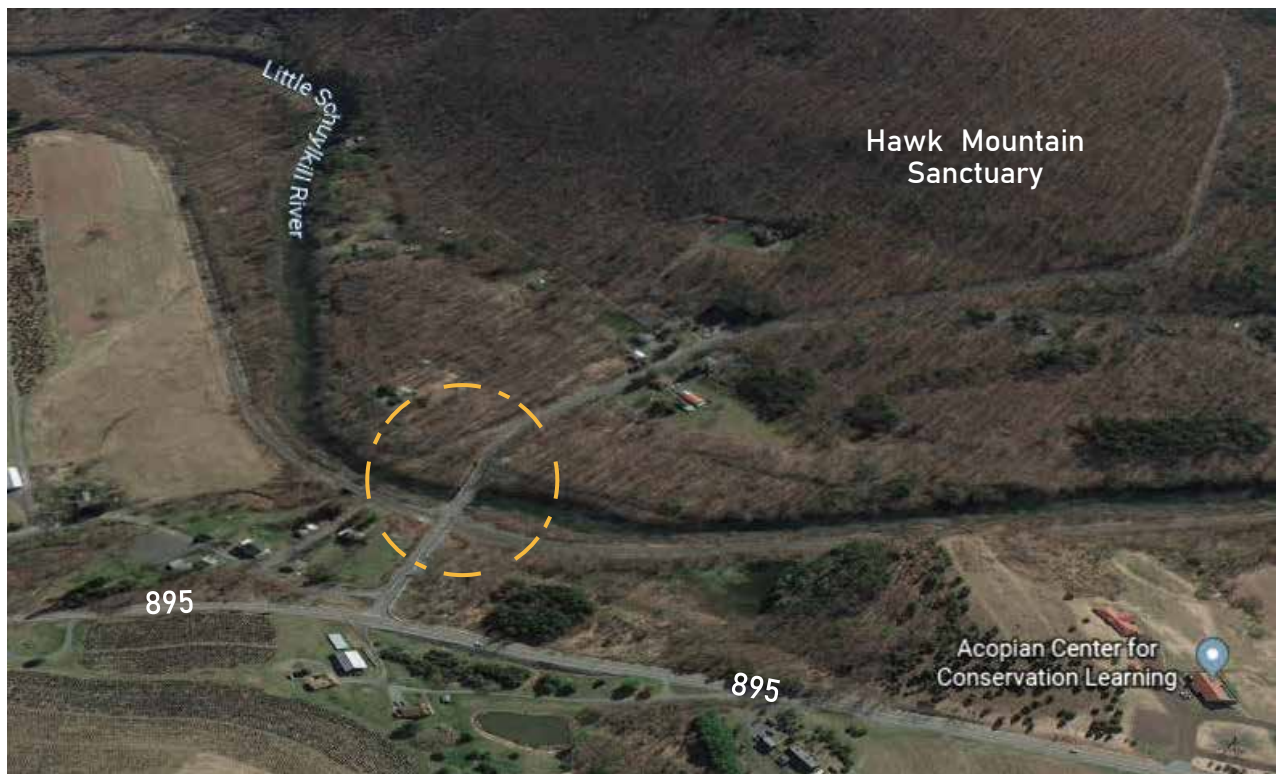
Municipality: East Brunswick Township
Manager: East Brunswick Township

Proposed

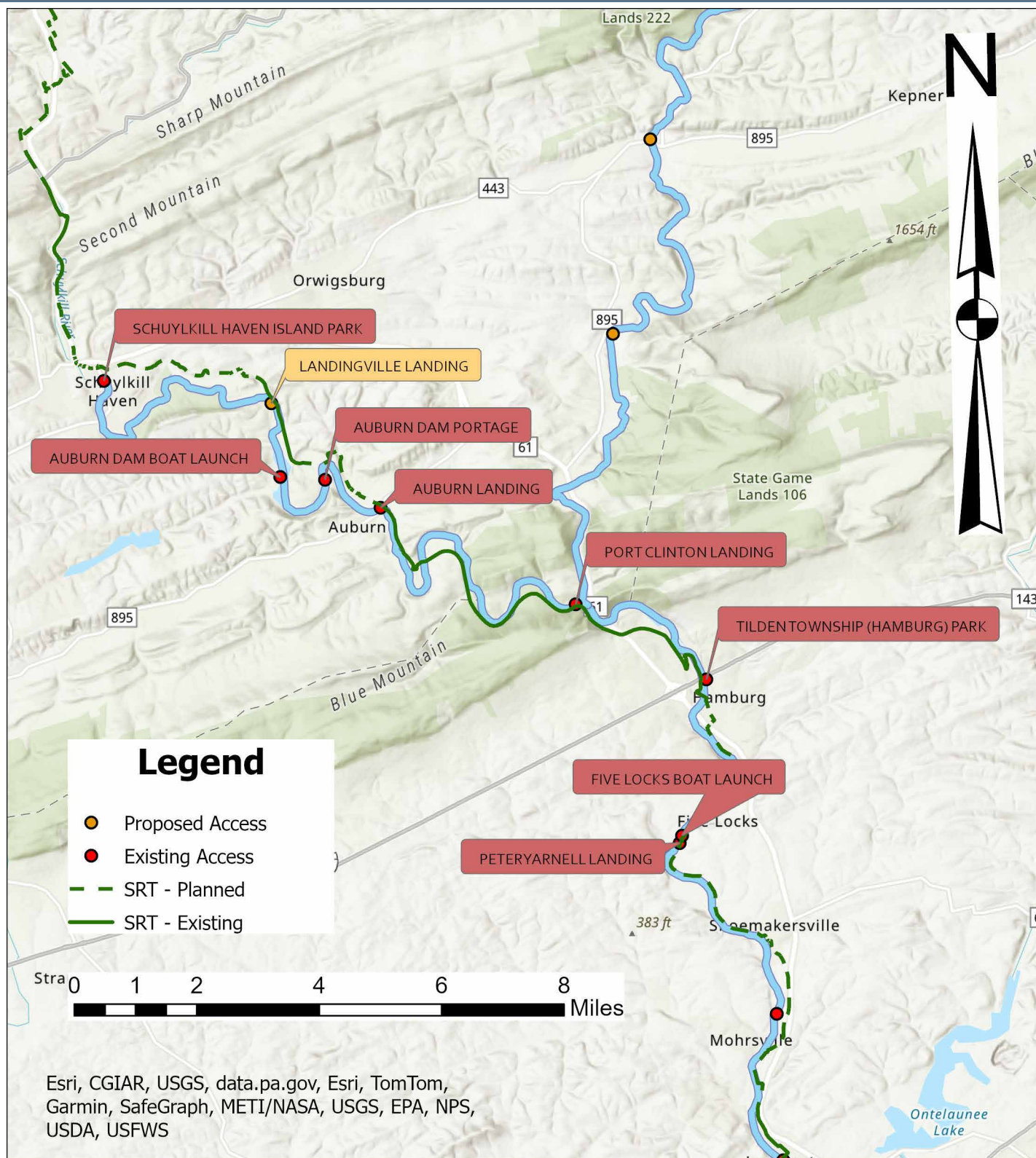


Locations for a new water trail access should be explored where Hawk Mountain Road crosses the Little Schuylkill River in Dreherstown. This area is 5.5 miles south of New Ringgold and would be a good terminus for a short trip from New Ringgold. Hawk Mountain Sanctuary does some kayak programming, and would benefit from a new access for this area.

This section of the river is only deep enough for paddling during higher water levels.



River Section 1: Schuylkill Haven to Shoemakersville



Schuylkill Haven Island Park

40.6331476°N, -76.1739354°W

River Mile: 120 RR

Municipality: Schuylkill Haven Borough

Manager: Schuylkill Haven Borough

Existing



Construction on the improved Schuylkill Haven Island Park landing was completed in 2024. Improvements include a new concrete pre-fabricated boat ramp to accommodate kayaks and non-motorized boats, improved signage, and accessible parking. Schuylkill Haven Island Park is a large, well-maintained community park and is the starting point of the Schuylkill River Sojourn.



Landingville Landing

40.627089°N, -76.122078°W

River Mile: **114.8** RR

Municipality: Landingville Borough
Manager: Landingville Fire Company

Proposed



Landingville Borough is 4 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 Launch

40.6095722°N, -76.1197709°W

River Mile: **113.4** RR

Municipality: South Manheim Township

Manager: Pennsylvania Fish and Boat Commission

Existing



This is a PA Fish and Boat Commission facility. There are separate ramps for motorboats and kayaks/canoes. There is a 500-foot driveway from Meadow Drive to the kayak/canoe ramp. Rocks and other obstacles at the waters 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 motorboats on trailers.



Auburn Dam Portage

40.6087972°N, -76.1058549°W

River Mile: **111.5** R?

Municipality: West Brunswick Township
Manager: Commonwealth of Pennsylvania

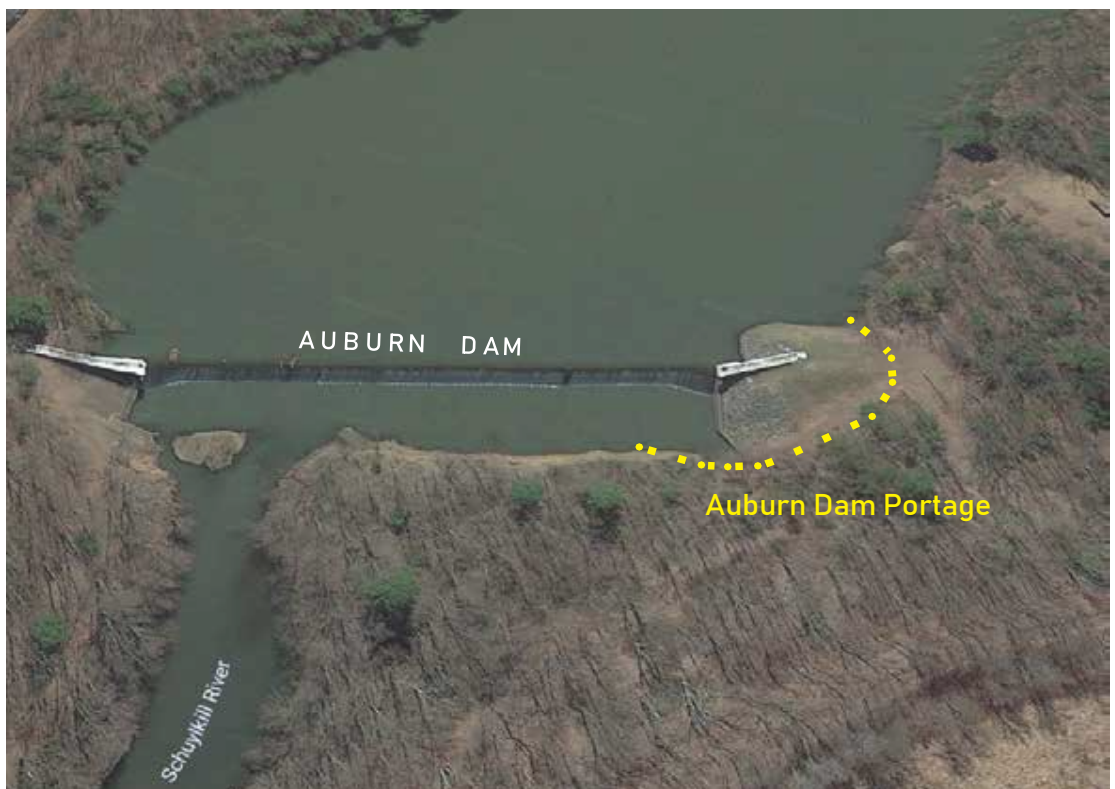
Existing



Priority 2

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 895 Landing

40.6019359°N, -76.0887216°W

River Mile: **109.8** RL

Municipality: West Brunswick Township
Manager: Shaner, Schuylkill County

Existing



This is a well-used landing that is often used as the starting point for the popular trip through “The Chutes.” The access is currently an unimproved naturally occurring slope into the river, which becomes muddy with rain. This is a trailhead where the SRWT and the SRT connect.

Additional parking would greatly benefit this location, as it is heavily used during the busy summer months. The site could also be improved by adding amenities such as a path to the ramp, restrooms, picnic tables and benches.



Port Clinton Landing

40.5781294°N, -76.0286723°W

River Mile: **102.2** RL

Municipality: Port Clinton Borough
Manager: Port Clinton Borough

Existing



The improvements to the Port Clinton Landing were completed in 2021, and they included a new landing, an accessible path to the landing, and new water trail signage. The site is now well equipped to serve as the camping site for night 2 of the Schuylkill River Sojourn, and should not need further improvements over the next 5 years.



Hamburg Park

40.5596916°N, -75.9885864°W

River Mile: 98.6 RL

Municipality: Hamburg Borough
Manager: Hamburg Borough

Existing



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.



Five Locks Boat Launch

River Mile: 95.7 RL

Municipality: Perry Township

Manager: Pennsylvania Fish and Boat Commission

Existing



This PA Fish and Boat Commission concrete ramp and asphalt approach was recently installed. Improved parking, fencing and a handicapped accessible parking space and path have been added as well.



Peter Yarnell Park Landing

40.5211351°N, -75.9978457°W

River Mile: 95.6 RL

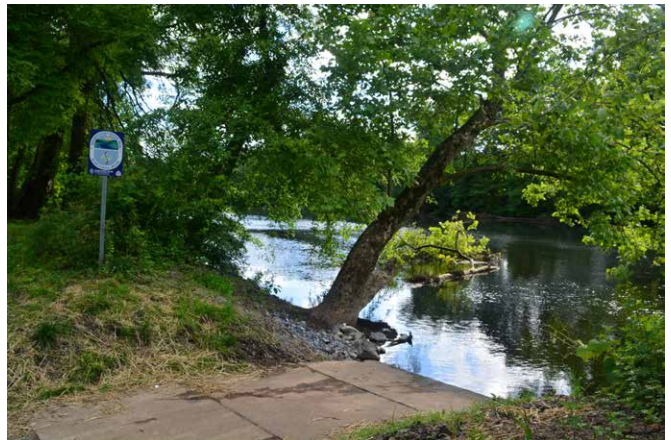
Municipality: Perry Township

Manager: Schuylkill River Greenways Association

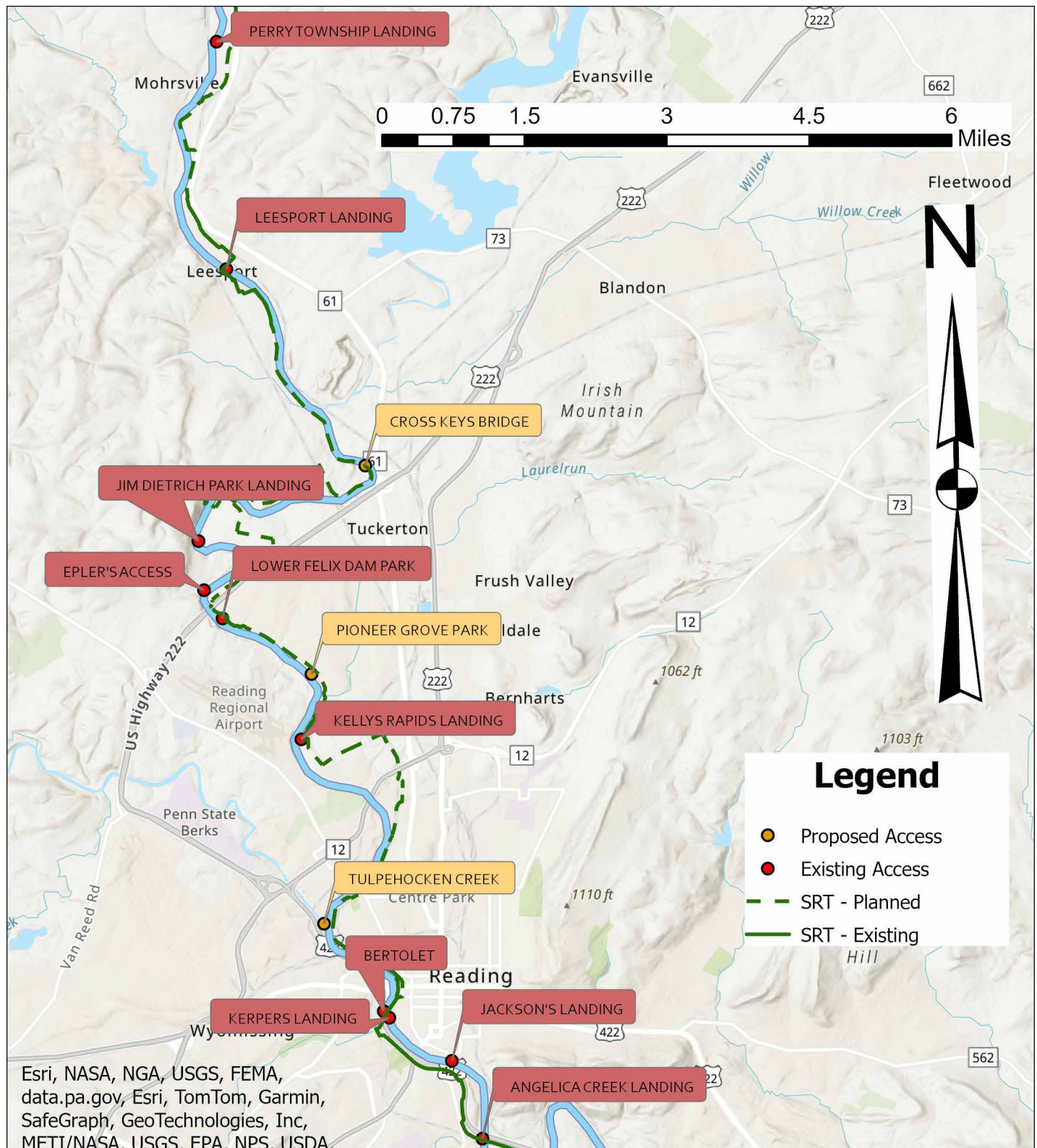
Existing



The improvements to Peter Yarnell Park were completed in 2020 and include a new prefabricated concrete boat ramp, an asphalt approach to the ramp, and improved parking with ADA accessible parking.



River Section 2: Shoemakersville to Reading



Perry Township Landing

40.480232°N, -75.9688671°W

River Mile: 91.5 RL

Municipality: Perry Township

Manager: Perry Township

Existing



Perry Township Landing, opened in 2021, includes a small concrete ramp to accommodate kayaks and non-motorized boating equipment, 16 parking spots including one paved accessible spot. The landing should not need further improvements over the next 5 years.



Leesport Landing

40.4454626°N, -75.9678103°W

River Mile: 88.7 RL

Municipality: Leesport Borough
Manager: Leesport Borough

Existing



The access on Leesport Borough Authority property is downstream of the Wall Street Bridge adjacent to a small Borough Park with a WWII Tank, and the Post Office. 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 (Perry Township is 2.8 miles upstream, and Jim Dietrich is 5.4 miles downstream).

The Leesport 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.



Cross Keys Bridge

40.4150439°N , -75.9408667°W

River Mile: 85.9 RR

Municipality: Bern Township

Manager: Department of Forests and Waters, State of Pennsylvania

Proposed



This site came to be proposed when SRG was made aware of the site being used as an informal river access, and subsequent complaints from neighboring residents unhappy about the trash at the site from the use. Recently, people were parking beside Cross Keys Road, and walking under/beside the bridge to a small beach area to access the river. "No Trespassing" signs have been posted in an effort to curb use at this site.

The site is graded favorably for engineering. There are two parcels that the use is happening on (upstream of the bridge), one owned by a private landowner and one owned by DCNR. The DCNR owned parcel stretches downstream of the bridge, and this part of the property is also an option to engineer into a landing, however access roads would have to be built. If possible, in the future, SRG remains open to providing technical support for a landing in this area in the interest of preserving public access to the river. This is an attractive site, as the future SRT alignment will pass through this area.



Jim Dietrich Park Landing

40.4040579°N, -75.9744837°W

River Mile: 83.3 RL

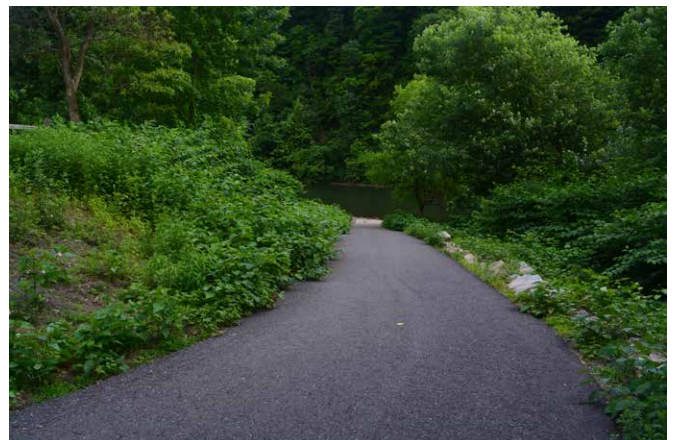
Municipality: Muhlenberg Township

Manager: Muhlenberg Township

Existing



This site was constructed in 2021 and is now owned and maintained by Muhlenberg Township. It features 15+ parking spots including handicap parking, a long ramp made of prefabricated concrete slabs, interpretive signage, and connections to the other amenities within the park.



Epler's Access

40.396527°N, -75.973608°W

River Mile: 82 RR

Municipality: Muhlenberg Township

Manager: Pennsylvania Fish and Boat Commission



This is an improved Pennsylvania Fish and Boat Commission managed landing in Muhlenberg Township off Marina Lane. There is a large parking area with a large gravel ramp that can accommodate motorboats as well as kayaks.



Lower Felix Dam Park

40.392201°N, -75.970013°W

River Mile: **81.6** RL

Municipality: Muhlenberg Township

Manager: Muhlenberg Township

Existing



No SRG help needed.

This recently improved landing features over 15 designated parking spots and a long, accessible ramp constructed from prefabricated concrete slabs. The ramp leads users directly to a small gravel beach along the riverbank.

The site serves both land and water trail users. This site is a popular fishing spot for local residents and popular for families to access the water.



Pioneer Grove Park

40.383388°N, -75.952418°W

River Mile: 1 RL

Municipality: Muhlenberg Township
Manager: Muhlenberg Township

Proposed



Slightly upstream from Kellys Lock Overlook, there is an improved and unofficial landing at Pioneer Grove Park. Muhlenberg Township has received grant funding from the PA Fish and Boat Commission to construct a kayak launch at Pioneer Grove Park in the Township, across from the Muhlenberg Twp. Recreation Building along River Road. The launch will be able to accommodate motorized and non-motorized vessels. There is an existing parking lot, picnic tables and pavilions, and a gravel drive in the park. The Schuylkill River Trail also passes through this park.



Kelly's Lock

40.373871°N, -75.9550505°W

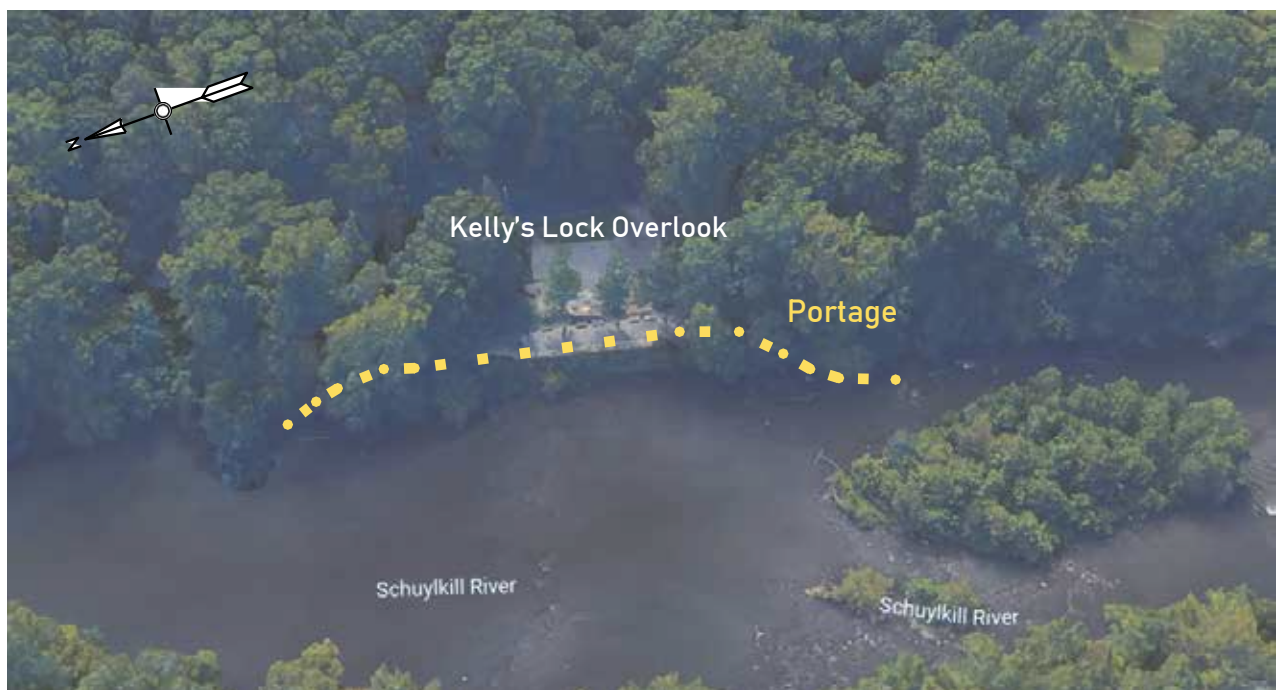
River Mile: 79.7 RL

Municipality: Muhlenberg Township
Manager: Muhlenberg Township

Existing



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. This portage is primarily used by experienced paddlers with small, whitewater boats.



Tulpehocken Creek

40.345249°N, -75.950992°W

River Mile: 76.9 RR

Municipality: City of Reading
Manager: City of Reading

Proposed



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 in Tulpehocken Creek. Plans have been made to have the Bushong Dam on Tulpehocken Creek removed, which will allow for more boat traffic in the creek and this section of the Schuylkill River. The City of Reading owns this property including 9 acres of waterfront.

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. The Schuylkill River Trail temporarily travels through the site and connects to the Union Canal Trail.



Bertolet
40.3317434°N, -75.9393971°W

River Mile: 75.5 RR

Municipality: West Reading Borough
Manager: West Reading Borough

Existing



Priority 2

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 Route 422 work, West Reading Borough has taken a renewed interest in their waterfront property. Improvements may be best timed after the completion of the 422 project.

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 a small parking area under the Rt 422 Bridge. Gentle slopes to the river's edge are suitable for carrying canoes and kayaks to the river.

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. Parking could also be improved and expanded in the area.

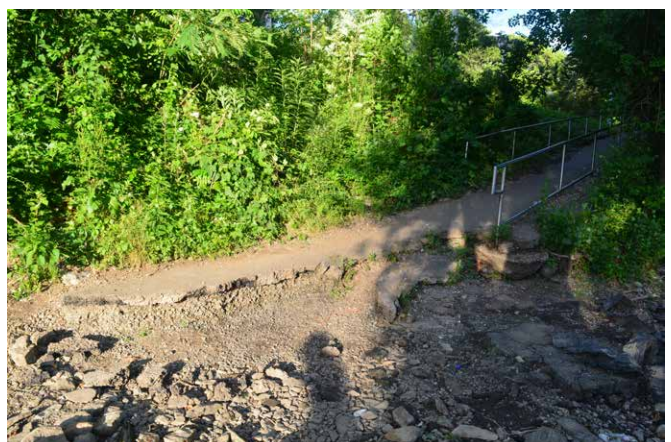




This long concrete ramp is in Reading Riverfront Park and is bordered by Riverfront Drive. There is street parking on Riverfront Drive, but the portage from this parking to the ramp is long. The Schuylkill River Trail crosses through the park near this ramp.

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 the 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 many people in the City of Reading. Short-term solutions should be considered while the City of Reading seeks funding for a larger remediation project. Public parking should be prioritized at this location as well.



Jackson's Landing

40.3239119°N, -75.925986°W

River Mile: 74.6 RL

Municipality: City of Reading
Manager: City of Reading

Existing



This access is in an attractive park between the river and Canal Street. There is limited parking close to the landing, but additional parking can be found at the newly constructed skate park nearby. A trail in the park connects to the Neversink Loop Trail. There are restaurants nearby.

The gravel ramp at this site is in very good shape, as are the stairs to the water near the ramp. This site offers the most practical option for river access within Reading. Water trail users have to park either on the street or at the skatepark and carry boats about 30 yards to the water.



Angelica Creek Landing

40.3119444°N, -75.9202816°W

River Mile: 73.6 RR

Municipality: City of Reading

Manager: Berks Nature

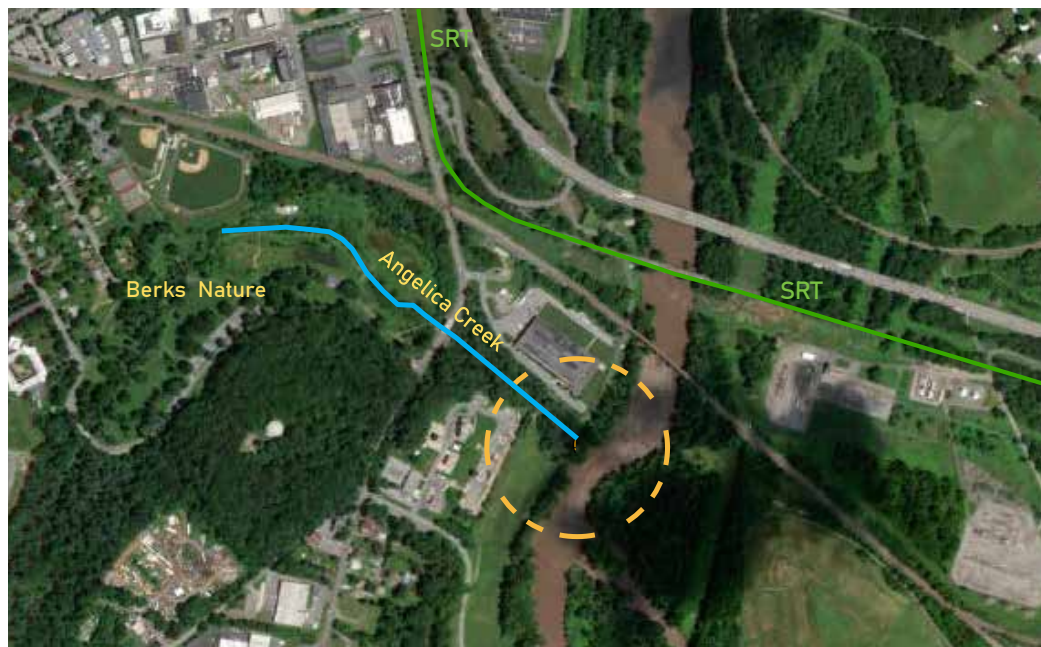
Existing



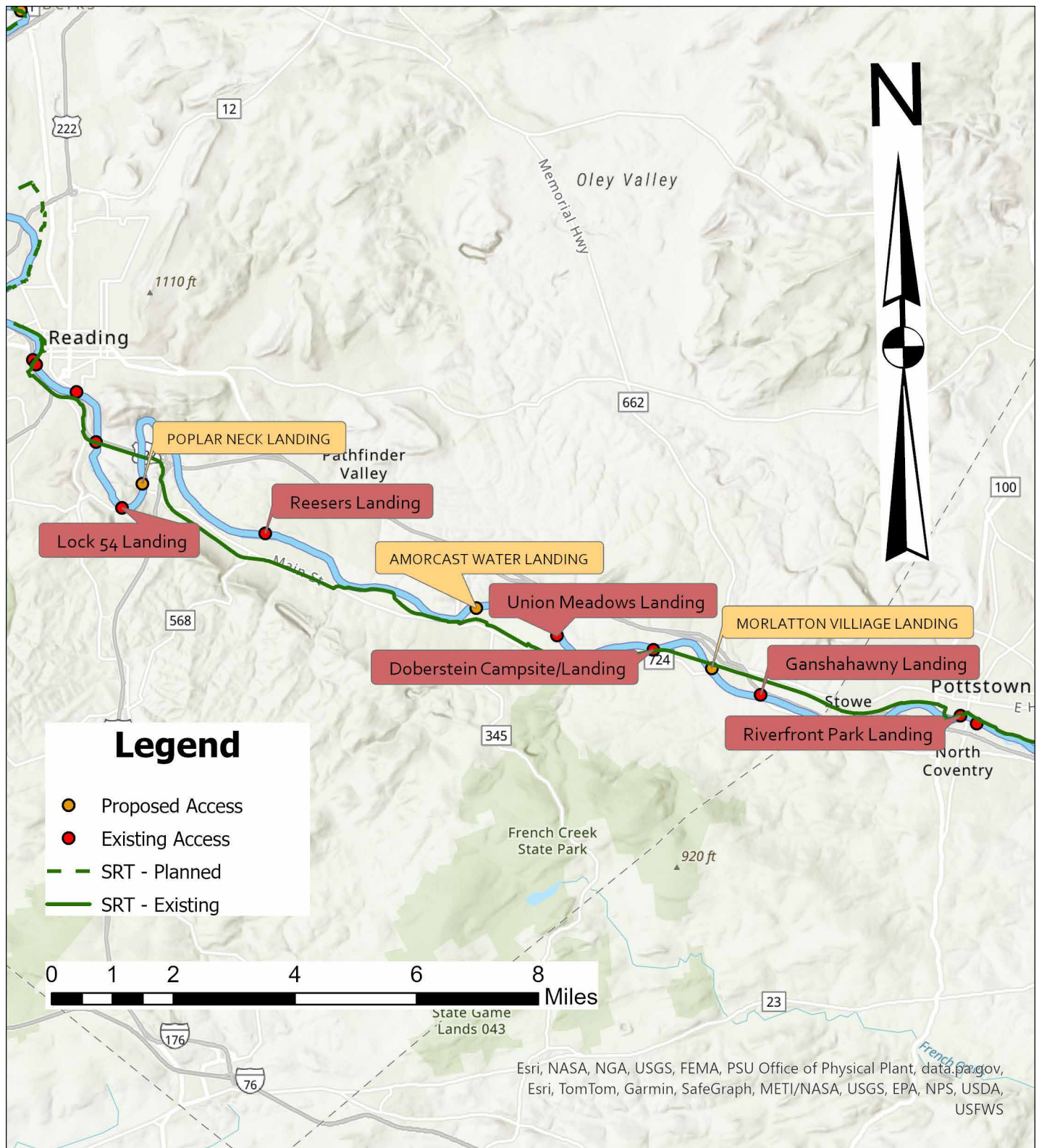
No SRG help needed.

This is an access that connects to Berks Nature. This site supports their programming and provides access to their facility from the river.

There is no vehicular access to this site; the public can only reach the landing from the river.



River Section 3: Reading to Pottstown



Lock 54 Landing

40.2961122°N, -75.9125568°W

River Mile: 72.3 RR

Municipality: Cumru Township

Manager: Schuylkill River Greenways Association

Existing



No SRG help needed.

This access is used for SRG related programming and can only officially be accessed by the river. The site includes a small driveway for maintenance vehicles, an NPS standard fire ring along with a primitive campsite, and a long walk to the river edge.

This site is intended to remain primitive and to be used for SRG programming use only. The site conditions are not suitable for a large, formal water access point like many others found along the SRWT. Additional regular maintenance is recommended.



Poplar Neck Landing

40.301736°N, -75.906115°W

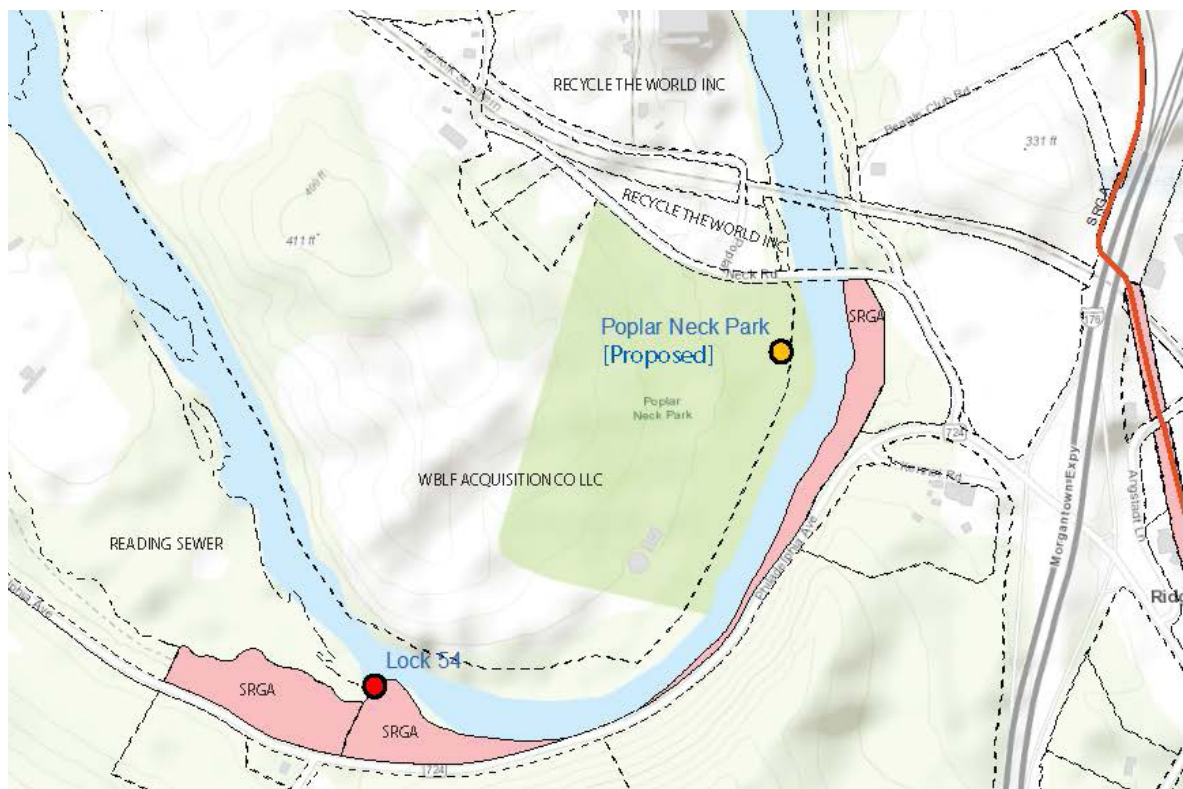
River Mile: 71.6 RL

Municipality: Birdsboro Borough
Manager: WBLF Acquisition LLC

Proposed



SRG is currently engaged in discussions with Cumru Township and nearby landowners to explore the possibility of placing a landing at the Poplar Neck site. This site used to provide public river access but has since been gated off and is no longer available to the public. A landing here would serve to fill a significant gap in the SRWT. The site is able to accommodate a non-motorized boat launch, parking, and a riverside path; as well as a pavilion, picnic tables, and other enjoyable amenities.



Reeser's Landing

40.2893277°N, -75.8681952°W

River Mile: 67.4 RL

Municipality: Exeter Township
Manager: Schuylkill River Greenways Association

Existing



SRG purchased this property in 2023 in order to preserve public access at this important site. Partnered with Exeter Township, SRG is currently seeking grant funding to complete the improvements at Reeser's Landing. The proposed improvements include a rebuilt boat ramp; signage; parking for the water trail, the Exeter Scenic (land) trail, and the Schuylkill River (land) Trail; and ADA accessible parking and river access. The landing will support motorized and nonmotorized boats and will include parking for vehicles with trailers. The site fills a significant gap in the SRWT.



Armorcast Water Landing

40.270486°N, -75.803093°W

River Mile: 63.2 RR

Municipality: Birdsboro Borough

Manager: Birdsboro Borough, Birdsboro Powerplant

Proposed



This proposed landing is located about 4 miles downstream of Reeser's Landing and 1.5 miles upstream of Union Meadows Landing, in Birdsboro. The area is lightly used by local residents as a swimming and tubing access. There is a large parking lot off Armorcast Road with an industrial road leading to a natural beach.

A landing here would provide Birdsboro their own river access. A partnership between SRG, Birdsboro Borough, and the Birdsboro Powerplant should be formed to study the possibility of a new river landing at this location.



Union Meadows Landing

40.2634945°N, -75.7781212°W

River Mile: **61.7** RR

Municipality: Union Township

Manager: Union Township

Existing



This well used access is part of Union Meadows Park, a large park off Rt. 724. The park has restrooms, ball fields, and parking. The Schuylkill River Trail runs through the park. The ramp 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.

The site would benefit from bollards, or some other physical blockage on the dirt road between the parking lot and ramp, as this area can become congested with parked vehicles during the busy summer season blocking boat trailer use.



Doberstein Campsite Landing

40.2595156°N, -75.7483165°W

River Mile: 59.9 RR

Municipality: Union Township

Manager: Schuylkill River Greenways Association

Existing



No SRG help needed.

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 campground.



Morlatton Village Landing

40.254855°N, -75.730291°W

River Mile: 58.7 RL

Municipality: Amity Township

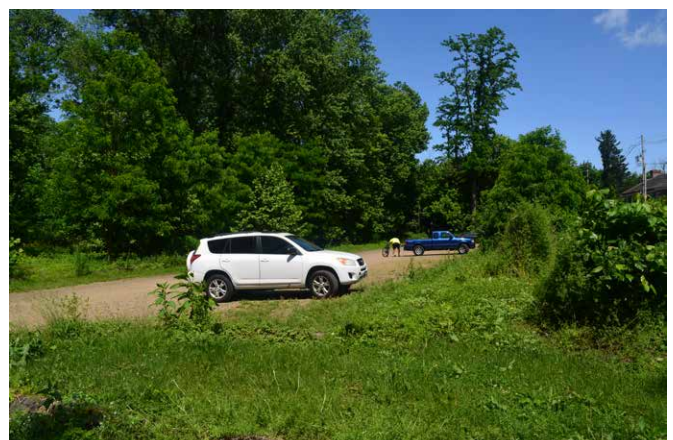
Manager: Berks County Historic Preservation Trust

Proposed



A new access is proposed approximately 150 feet downriver from the historic Morlatton Village buildings off Old Philadelphia Pike on Amity Township property. A 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. This site is very attractive to SRG because of the synergy between the historic buildings in the area, the SRT land trail, and the river itself. Any riverfront improvements should be designed in a way that does not negatively impact the landscape of the historic site.



Ganshahawny Landing

40.2482896°N, -75.7152288°W

River Mile: 57.8 RL

Municipality: Douglass Township

Manager: Douglass Township

Existing



This heavily used access point off Old Philadelphia Pike features a large concrete ramp within a park that includes a picnic pavilion and parking area. It accommodates both trailered boats and hand-carried watercraft such as kayaks and canoes. In partnership with Douglass Township, the engineering plans have been prepared for upgrades to Ganshahawny Park and is currently pursuing grant funding for construction.

Planned improvements include a second ramp designed to accommodate both boat trailers and emergency vehicles, upgrades to the existing ramp, significantly expanded parking, and the addition of a footpath for recreational use. These enhancements are much needed to better serve the high volume of visitors to this popular park.



Pottstown Riverfront Park Landing

40.2421478°N, -75.6533663°W

River Mile: 53.9 RL

Municipality: Pottstown Borough

Manager: Pottstown Borough

Existing



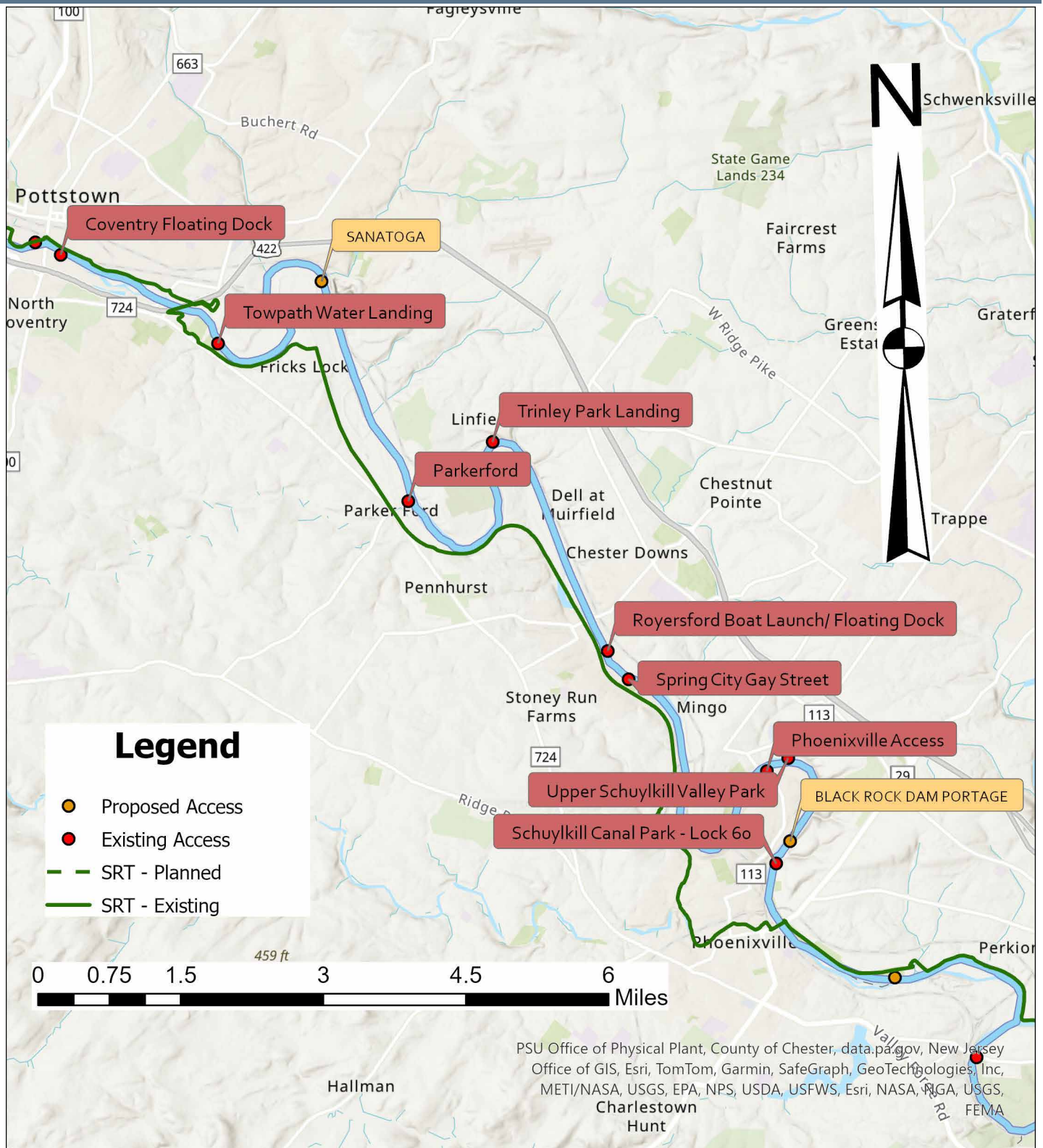
Priority 3

This gravel ramp adjacent to the parking lot in Riverfront Park is immediately adjacent to the Schuylkill River Trail and the SRG Office and is used for SRG and Take it Outdoors Programming.

Due to river eddy conditions at the ramp, users must wade through significant silt buildup in the shallow water around the ramp. TIO has proposed to either move the ramp slightly upriver to a site with better river conditions, or to install a floating dock. A dock with a gangway of approximately 10 feet would serve to allow easier access into the river, and would also provide the opportunity for mobility-friendly access into the river.



River Section 4: Pottstown to Phoenixville



Coventry Floating Dock

40.2401577°N, -75.6483238°W

River Mile: 53.6 RR

Municipality: North Coventry Township

Manager: North Coventry Township

Existing

No SRG help needed.

The Riverside Park Access in North Coventry Township is located on S. Penn Street. The park contains a new ADA accessible floating dock, and an adaptive kayak launch with ADA parking. The concrete boat ramp is scheduled to be replaced in 2025 and will accommodate boat trailers for motorboats as well as kayaks and canoes. The park is managed by North Coventry Township.



Towpath Water Landing

40.2260985°N, -75.6174354°W

River Mile: 51.6 RR

Municipality: East Coventry Township

Manager: East Coventry Township

Existing



The boat ramp at Towpath Park in East Coventry Township currently accommodates boat trailers for motorboats as well as kayaks and canoes. In 2025, the Township will redevelop the park and relocate the boat ramp to the Heyser Tract section of the park. Construction of the new boat ramp is anticipated for 2027.





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.



Parkerford
40.2013065°N, -75.5803888°W

River Mile: 46.6 RR

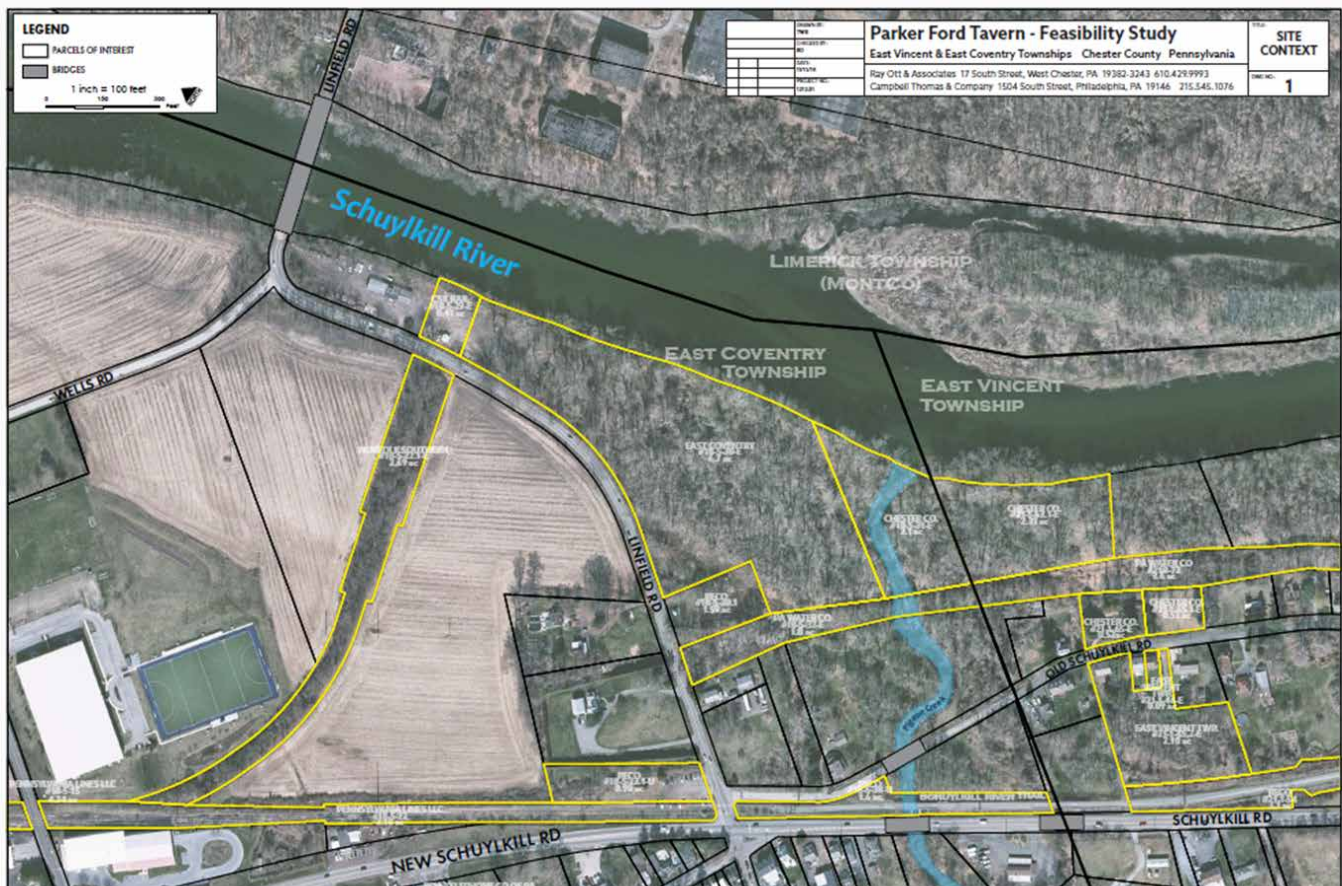
Municipality: East Coventry Township
Manager: East Coventry Township, Chester County

Proposed



Priority 1

The park is underdeveloped currently. A Master Plan prepared in 2024 shows future development of a loop trail, kayak launch and picnic area. The launch will likely be constructed using prefabricated concrete slabs and parking spaces for the access will feature between 15-20 spots and will include several handicap parking spots. This site intersects nicely with the SRT.



Trinley Park Landing

40.2100494°N, -75.5633621°W

River Mile: 44.4 RL

Municipality: Limerick Township
Manager: Limerick Township

Existing



This large, concrete ramp is part of Limerick Township's Trinley River Park off Railroad Street/Trinley Mill Rd. The facility can accommodate motorboats as well as kayaks and canoes.



Royersford Launch

40.1777637°N, -75.541486°W

River Mile: **41.7** RL

Municipality: Royersford Borough
Manager: Royersford Borough

Existing



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



Spring City Gay Street

40.173337°N, -75.5375163°W

River Mile: RR

Municipality: Spring City Borough
Manager: Spring City Borough

Existing



This is an established landing on Borough property accessed by a gravel drive off Gay Street. It is adjacent to the SRT. There is a concrete ramp and a large grassy area. The large concrete ramp accommodates boat trailers for motorboats as well as kayaks and canoes.

Improved amenities, signage, and designated parking would make this access more inviting, as parking on the grass is not allowed and the nearby parking for the SRT is about 200 yards away.



Phoenixville Access

40.1588171°N, -75.510528°W

River Mile: 37.9 RR

Municipality: Phoenixville Borough
Manager: Pennsylvania Fish and Boat Commission

Existing



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 motorboats as well as kayaks and canoes. There is ample parking.



Upper Schuylkill Valley Park

40.1607193°N, -75.5062042°W

River Mile: 37.7 RL

Municipality: Upper Providence Township
Manager: Montgomery County

Existing



On river left just downstream of the Phoenixville Access is this boat launch in Upper Schuylkill Valley Park off Black Rock Road. This Montgomery County park provides a parking lot, a concrete ramp and dock and an accessible fishing deck. The ramp only provides access for non-motorized boats.



Black Rock Dam Portage

40.1481075°N, -75.5064403°W

River Mile: 36.6 RR

Municipality: Phoenixville Borough

Manager: Montgomery County, State of Pennsylvania

Proposed



Chester County has future plans of designing and creating an improved portage on River Right. Until that project is completed, the designated portage is to take out on river left and follow the Schuylkill East Trail for approximately 0.4 miles around the upper canal and Lock 60 and put back in to the river at Schuylkill Canal Park.



Schuylkill Canal Park (Lock 60)

40.1446794°N, -75.509101°W

River Mile: 36.3 RL

Municipality: Upper Providence Township

Manager: Montgomery County

Existing



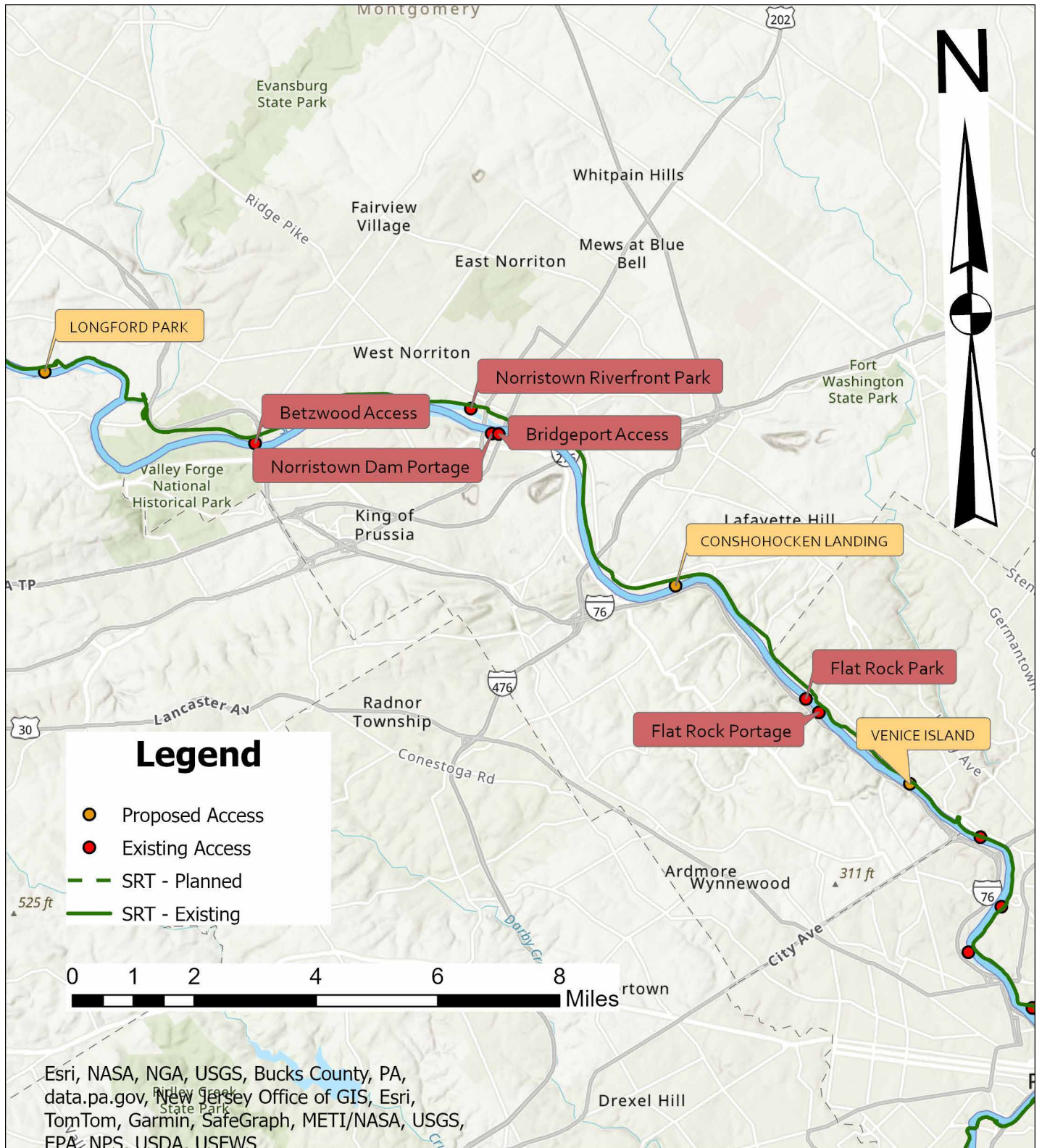
The existing river access is immediately adjacent to the parking area opposite Lock 60. This is a very heavily used access for boating and fishing. The river access is part of the Lock 60 loop that takes paddlers down the river and up the canal back to Schuylkill Canal Park.

There is also an access directly to the canal below the lock. This access uses a gravel ramp to the river and a small dock to the canal. This location is a popular stop on the Schuylkill River Sojourn.

Schuylkill Canal Park is a Montgomery County Park managed in partnership with the Schuylkill Canal Association. SRG partners with Montgomery County and the Schuylkill Canal Association on programming at this park, but no facilities help is needed from SRG.



River Section 5: Phoenixville to Philadelphia



Longford Park

40.126835°N, -75.48611°W

River Mile: 34.1 RL

Municipality: Upper Providence Township
Manager: PennDOT, PAFBC

Proposed



The Longford Park access is an unimproved river access with a long portage to the canal at Longford Park. This is a large 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. A dock at the canal-end of the portage would serve to provide easier access for boats into and out of the canal. This site does have potential for future floods.



Betzwood Access

40.1084486°N, -75.4214679°W

River Mile: 28.3 RL

Municipality: West Norriton Township
Manager: West Norriton Township

Existing



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 large concrete ramp accommodates boat trailers for motorboats as well as kayaks and canoes.

Due to the nature of the ramp and erosion over time, the gaps between the concrete have become increasingly deep and do pose a safety risk to children, elderly, and differently-abled people.



Norristown Riverfront Park

40.1154026°N, -75.3543°W

River Mile: 24.6 RL

Municipality: Norristown Borough

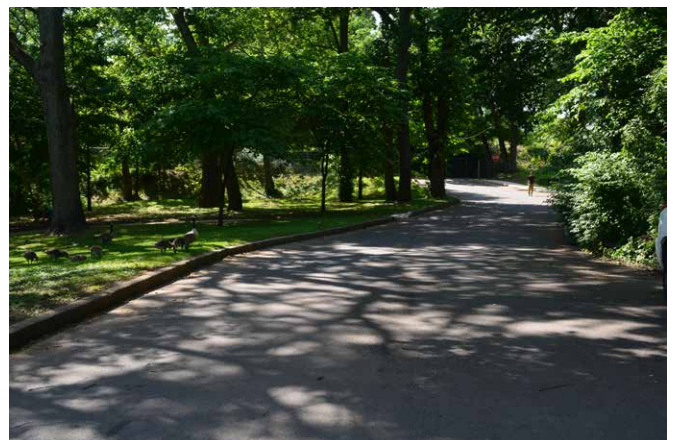
Manager: Norristown Borough

Existing



No SRG help needed.

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, though it is not maintained as well. The Schuylkill River Trail runs adjacent to the park. The large concrete ramp accommodates boat trailers for motor boats as well as kayaks and canoes.



Norristown Dam Portage

40.1092487°N, -75.3480344°W

River Mile: 24 RR

Municipality: Upper Merion Township

Manager: 212 Wood Street LLC

Existing



This dam portage is long and requires boaters to exit the river on private property with permission given from the property owner. Planning ahead and getting into contact with the property owner is required for this portage. Once off the river, boaters must carry their boats several hundred yards to the Bridgeport access below the dam. A public river exit in the area is recommended.

The Norristown Dam is the proposed site of a potential Montgomery County hydroelectric project. How this project may impact the portage of Norristown Dam is not known at this time. SRG will communicate updates on this project and impacts to the portage to water trail users as this project proceeds.



Bridgeport Access

40.1091502°N, -75.3458886°W

River Mile: 23.9 RR

Municipality: Bridgeport Borough
Manager: Bridgeport Borough

Existing



This access is fully developed and has been recently upgraded to allow for an easier put in into the river. This site includes plenty of parking and is constructed using prefabricated concrete slabs near the water and a short, paved drive down to the water. There are restaurants and other commercial opportunities in the area. This is a popular water access point for people in Montgomery County.



Whitemarsh / Conshohocken Landing

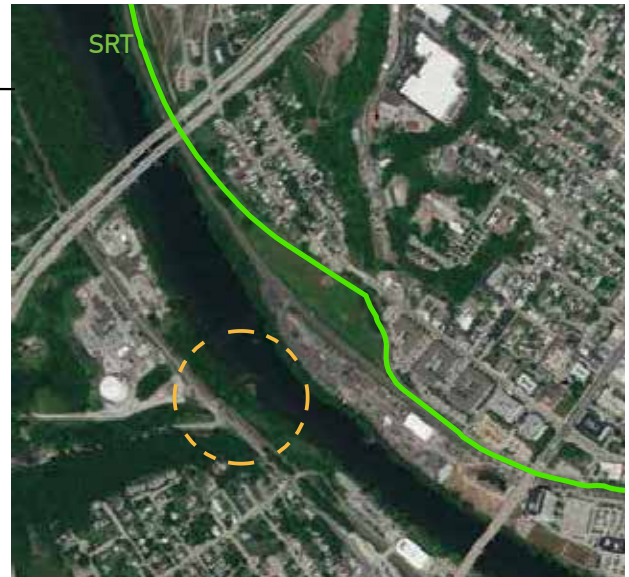
40.071801°N, -75.292344°W

River Mile: 19.2 RL

Municipality: Whitemarsh Township
Manager: TBD



A new access is needed to serve populations in Whitemarsh Township, Conshohocken Borough, and surrounding areas. This area is the center of a large 7.8-mile gap between Bridgeport Access and Flat Rock Park and is in a highly populated area that is not 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. A new landing is proposed adjacent to the future Villanova Boathouse.



Flat Rock Park

40.0440034°N, -75.2530305°W

River Mile: 16 RR

Municipality: Lower Merion Township
Manager: Lower Merion Township

Existing



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. The large concrete ramp accommodates boat trailers for motor boats as well as kayaks and canoes.



Flat Rock Portage

40.040759°N, -75.2490394°W

River Mile: 15.7 RR

Municipality: Lower Merion Township
Manager: ?

Existing



This portage around Flat Rock Dam and the fish ladder needs 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.



Venice Island

40.02308°N, -75.221505°W

River Mile: 14 RL

Municipality: Philadelphia
Manager: Manayunk Development Corporation

Proposed

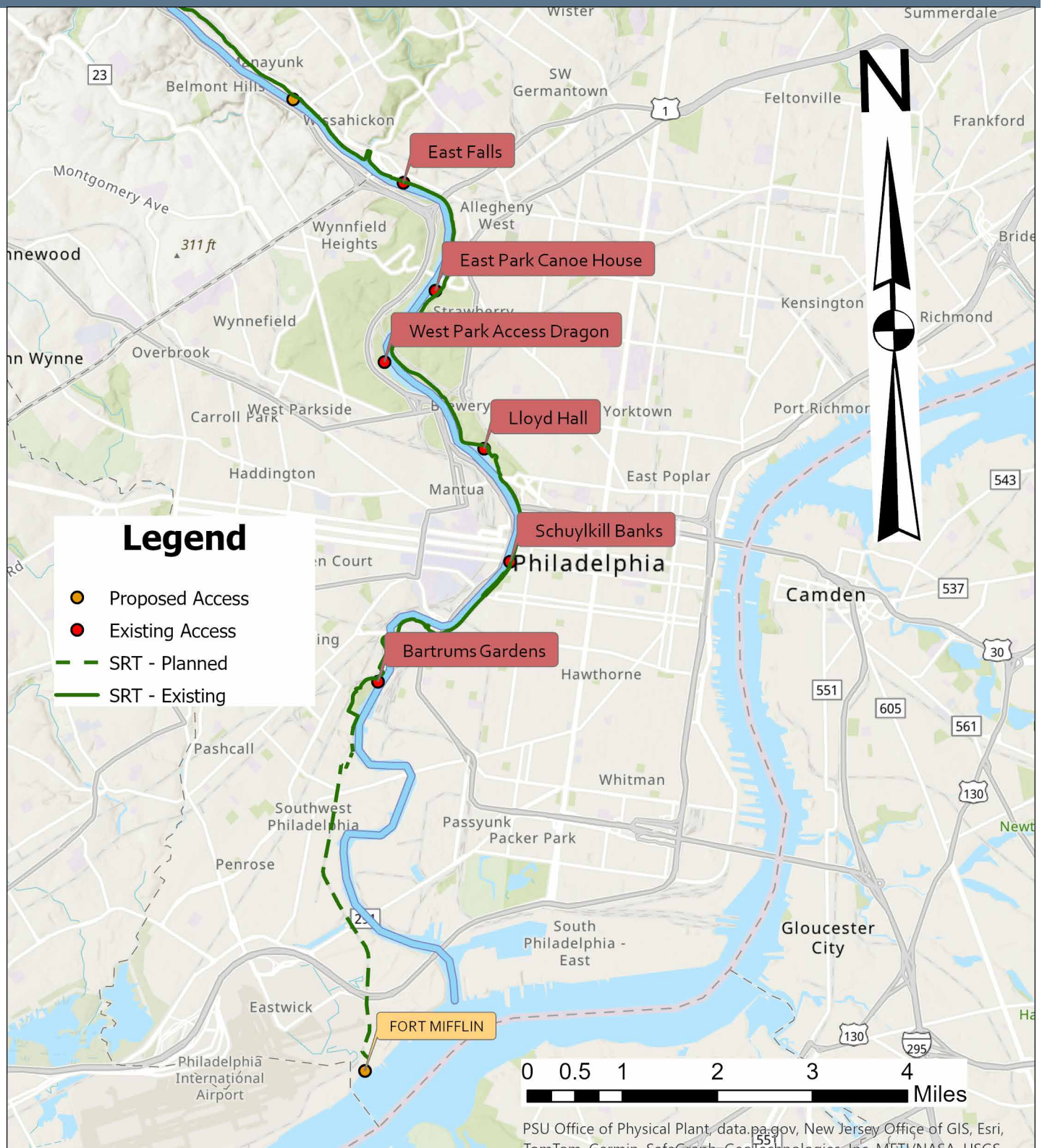


Priority 1

The Manayunk Development Corporation (MDC) 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 river access. SRG will help MDC to move this project forward. The railroad bridge above the site has previously been a hurdle in developing an access at this point, however the ownership of the bridge will be changing in the coming year, meaning that access at the site will become possible.



River Section 6: Philadelphia



East Falls

40.009895°N, -75.200145°W

River Mile: 12.2 RL

Municipality: Philadelphia

Manager: Philadelphia

Existing



This is a recently completed (2022), ADA-accessible ramp off Kelly Drive. The site includes a small parking lot and serves as a trailhead for the SRT. The concrete ramp accommodates kayaks, canoes and other non-motorized boats.



East Park Canoe House

39.99323°N, -75.194415°W

River Mile: 10.9 RL

Municipality: Philadelphia

Manager: Philadelphia

Existing



This access off 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)

39.982622°N, -75.204932°W

River Mile: 10 RR

Municipality: Philadelphia

Manager: Dragon Boat Club (?)

Existing



No SRG help needed.

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



Lloyd Hall

39.9689198°N, -75.1856856°W

River Mile: 8.5 RL

Municipality: Philadelphia

Manager: Philadelphia

Existing



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.



Schuylkill Banks

39.951576°N, -75.181136°W

River Mile: 8.1 RL

Municipality: Philadelphia
Manager: Philadelphia

Existing



This water trail access dock is slightly upstream from the Walnut Street Bridge adjacent to the Schuylkill River Trail, on the eastern side of the river. It is currently used for Schuylkill Banks programming and tours. The dock is fenced and sometimes locked, though access can easily be granted by calling and requesting. There is no convenient parking.



Bartrams Garden

39.9338418°N, -75.2080338°W

River Mile: 5.1 RR

Municipality: Philadelphia
Manager: Philadelphia

Existing



No SRG help needed.

This access is a large dock and boathouse located at Bartram's Garden. Bartram's Garden has extensive free and low-cost programming to get people on the river during the warm weather months. The parking area is roughly ¼ mile away from the dock area, through a hilly field, so parking and bringing one's own boat is challenging.



Fort Mifflin

39.874545°N, -75.212861°W

River Mile: 0 RR

Municipality: Philadelphia

Manager: Army Corps of Engineers, National Park Service

Proposed



Located at the confluence of the Schuylkill and Delaware Rivers on the bank of the Delaware, Fort Mifflin is an important historic site which could serve as a perfect downstream terminus for the Schuylkill River Water Trail. There is an existing concrete ramp about 1000 feet upriver from the fort on property owned by the Army Corps of Engineers, however a landing within the park could better serve the programming needs and opportunities in the area. A landing at this site would be aligned with SRG's mission as a National Heritage Area.

