

# East-West Bicycle and Pedestrian Facilities Plan

## Responses to Frequently Asked Questions (FAQs)

### Trail purpose and users

The overarching goal of the East-West Bicycle and Pedestrian Facilities Plan is to provide over nine-miles of continuous and connected bicycle and pedestrian facilities linking the Struble Trail in Uwchlan Township with Hibernia County Park and destinations in between. The East-West Trail is envisioned to be a neighborhood connecting trail, used primarily by residents of East Brandywine, West Brandywine, and Uwchlan Townships for recreation purposes. It may also be used by some residents to walk to school, shops (particularly in Guthriesville), parks, and other destinations.

The conceptual design reflects the intended trail purpose and users. The trail width of six feet is designed to allow two people to walk side-by-side or pass each other. (Regional multi-use trails with higher levels of bicycle and pedestrian activity are typically ten feet to twelve feet wide.) Also, new trailhead facilities (with parking) are planned only at the Struble Trail Connection and Hibernia Park Connection because it is intended to serve residents that can walk (or bike) to the trail. Nearby similar neighborhood connector trails include the Uwchlan Trail and trails within the Applecross Development in East Brandywine Township.

### Liability

Pennsylvania has several statutes that provide some protection from liability associated with public use of property for recreational purposes, including trails. Below are links to resources with more general information about Pennsylvania's relevant statutory protections from liability:

- [Pennsylvania Land Trust Association's Guide to Reducing Liability Associated with Public Access](#)
- [Rails to Trails Conservancy and DCNR's Fact Sheet on Liability and Rail-Trails in Pennsylvania](#)

Additionally, trail easements secured for use of private property will likely identify responsibilities for liability for activities on the trail.

### Property Values

Few real estate features are universally appealing or repulsive and studies of the effect of trails on property values are inconclusive. Although not a direct comparison to the proposed community connector trail, [Return on Environment - The Economic Value of Protected Open Space in](#)

[Southeastern Pennsylvania - Summary Report](#) includes two local trail case studies with evidence of property value increases with proximity to trails in southeastern Pennsylvania.

### **Privacy, Safety, and Security**

The trail conceptual designs reflects the intended use as a community connector trail. In some locations, landscaping and fencing may be appropriate to provide a buffer between the trail and adjacent homes. The Townships will continue to work with property owners on the design, implementation, and maintenance of appropriate buffering to offer privacy for property owners immediately adjacent to off-road trail segments.

### **Trail Maintenance**

It is anticipated that the respective Townships will assume responsibility for maintaining the trail surface, signage, and other trail facilities. As policy, the municipalities do not perform winter maintenance for Township trails.

### **Examples of Trails within Residential Developments and On-Road Options**

There are several examples of nearby trails within residential developments, such as the trails within the Applecross Development in East Brandywine Township or the Uwchlan Trail in Uwchlan Township. There are fewer examples of on-road treatments, particularly within residential developments. The Greater Philadelphia Bicycle Coalition has a [map of on-road bicycle lanes within the Greater Philadelphia Region](#). While dedicated bicycle lanes were not presented as one of the on-road design treatment options at the public meeting, this map shows locations where on-road facilities are provided and are used to provide connections to trails or other bicycle and pedestrian facilities. The three on-road options presented at the public meeting were developed specifically for the East-West Trail to respond to the safety and wayfinding needs of trail users and reflect the context of the communities that the trail will serve. One of the options presented was an advisory shoulder, which includes providing dashed white lanes 5-feet from the edge of pavement on both sides of the roadway. Advisory shoulders are a new type of treatment in the United States. Information about the design and use of advisory shoulders, including case studies with pictures are included in the [Small Town and Rural Design Guide – Advisory Shoulder](#). Based on feedback received during the public meeting, the option of striping a shoulder for trail users on one side of the roadway is being further evaluated. One nearby example of this type of treatment is within the Hideway Farms development in East Brandywine Township.