

Trail & Sidepath Maintenance Study

JULY 2022



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Study Overview

Philadelphia's trail and sidepath network represents a vital component of the City's transportation network. There are approximately 175 miles of trails in Philadelphia, which includes about 100 miles of hard surface trails or sidepaths within the public right-of-way. Many miles of this network have been completed recently and over 34 miles are in the pipeline for future completion. However, short- and long-term maintenance of this network has been a critical gap in the City's trails program for many reasons that relate to policy, operations, and funding. Addressing this gap through proactive planning, policies, and procedures will help the City in advancing a well-maintained, interconnected, and high-quality trail and sidepath network for the city.



Recognizing this need, the City of Philadelphia's Office of Transportation, Infrastructure, & Sustainability (OTIS), with support from the Department of Parks & Recreation, the Department of Streets, and the Philadelphia City Planning Commission, initiated the *Philadelphia Trail & Sidepath Maintenance Study*. Funding for this effort – including the use of WSP USA, Inc. (WSP) as the project consultant – was provided by the Delaware Valley Regional Planning Commission (DVRPC) Transportation and Community Development Initiative (TCDI) program. The purpose of the study is to support the City's goal of maintaining a high-quality trail and sidepath network by developing a comprehensive plan for maintaining the existing and future network. Key elements include:

- Understanding and documenting existing trail/sidepath maintenance practices, operations, and challenges;
- Identifying existing trail/sidepath maintenance costs and developing a Trail Maintenance Cost Calculator to estimate future maintenance budget needs;
- Conducting stakeholder interviews and peer city case studies to incorporate stakeholder perspectives and best practices into the study; and
- Developing comprehensive recommendations to address trail/sidepath maintenance responsibilities, policies, and funding.

Findings and recommendations from this study will help bolster the usefulness, safety, and longevity of the City's trail/sidepath network; create efficiencies related to maintenance policies and procedures; and inform decisions related to balancing trail/sidepath expansion and growth with routine maintenance.

Study Timeline

Beginning in June 2021, the project team – consisting of OTIS and WSP staff - engaged in a collaborative process working with various City agencies and local nonprofit and advocacy organizations to develop the study (see **Figure 1**). The initial phases of the study focused heavily on data collection to characterize the status of the existing network including maintenance operations, budget sources, and trail usage, as well as identify stakeholder perspectives and challenges. Based on this information, the project team compiled a list of key recommendations and walked through these findings with the identified stakeholders and the public to finalize this study report.

Figure 1: Project tasks and timeline



Existing Conditions Analysis

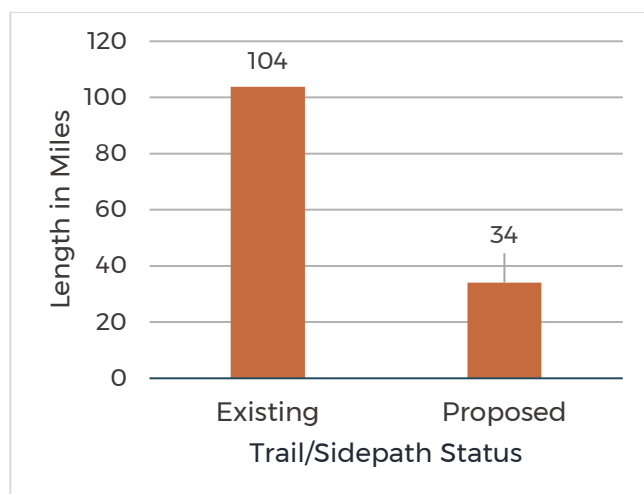
Trail and Sidepath Inventory

One of the first steps was to define the existing and planned trail and sidepath network in the City. For the purposes of this study, only off-road trails and sidepaths within the public right-of-way were included (i.e., no on-road bicycle lanes). The project team compiled the inventory by obtaining the most current GIS data from the Philadelphia Parks and Recreation Department (PPR) and the Philadelphia City Planning Commission (PCPC) and updating this information based on local knowledge.

The compiled inventory shows there are approximately 104 miles of paved trails and sidepaths in the City of Philadelphia, while about 34 miles are in the feasibility, design, or construction stages, indicating that the City's trail/sidepath network will likely grow significantly in the coming years (see **Figure 2**). It's important to note this represents a "snapshot" in time that is continuously changing as the network develops.

Overlaying this data with the 100-Year Federal Emergency Management Agency (FEMA) Flood Zones layer helps portray the impact of flood risk and associated maintenance needs of the network, especially due to large storm events such as Hurricane Ida in September 2021. In regard to maintenance responsibilities, the GIS data identifies geographic nonprofit organizations (also referred to as "stewardship partners") that partner with the City to maintain and upkeep various segments of trails/sidepaths. Maps showing the existing/proposed trail network, the 100-Year FEMA overlay, and stewardship partners are included in **Appendix A**.

Figure 2: Existing and proposed trail and sidepath network mileage



Source: PPR and PCPC



Photo: Effects of Hurricane Ida along the Manayunk Towpath/Schuylkill River Trail. September 2021.



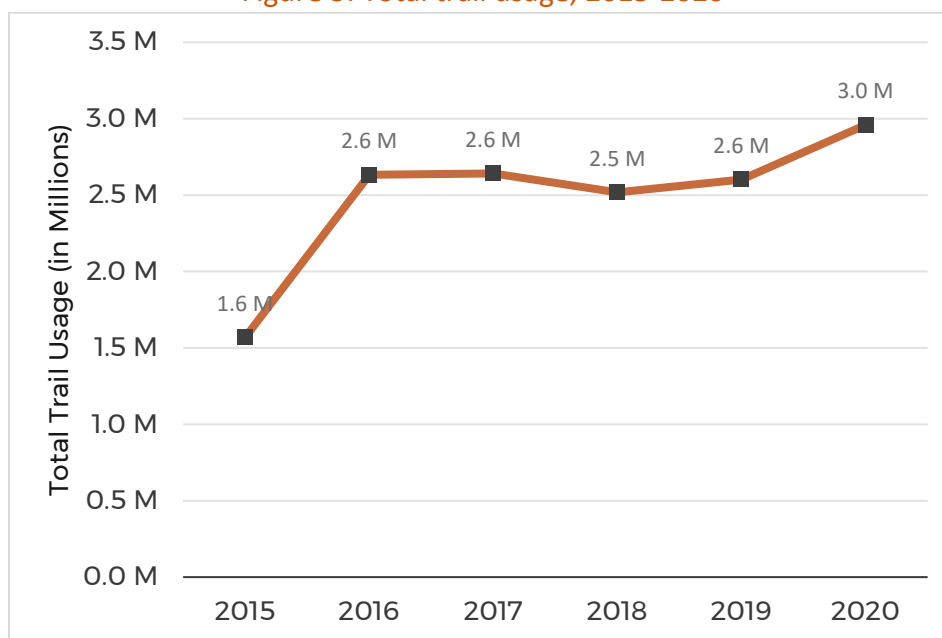
Photo: Effects of Hurricane Ida on Manayunk Towpath/ Schuylkill River Trail. September 2021.

Trail Usage Analysis

As another component of the existing conditions analysis, the project team analyzed DVRPC 2015-2020 trail count data to understand how usage trends have changed over recent years and how that might impact future maintenance needs. The data was available for four specific locations across the City's trails network – Delaware River Trail at Port Richmond, Schuylkill River Trail at Kelly Drive, Schuylkill River Trail at Schuylkill Banks, and Wissahickon Trail.

While examining this data, the project team noticed significant undercounting and overcounting on specific days of some months. The project team discussed these data points with DVRPC and agreed to replace them with average counts from adjacent years to improve data consistency. Summarizing the final counts shows that the number of trail users at these locations have gone up since 2018 with a 3% increase from 2018 to 2019, followed by a 14% hike in 2020, a considerable jump that also impacts the overall need for maintenance (see **Figure 3**). It is likely that the increase in 2020 was at least partially due to the COVID-19 pandemic, which – at least in the short term – had similar effects on trail usage across the country. **Appendix B** shows the trail counts at each of the above-mentioned locations.

Figure 3: Total trail usage, 2015-2020

*Source: DVRPC*

Existing Maintenance Costs

Defining existing trail and sidepath maintenance costs is an essential first step in: (a) helping the City departments estimate their future needs, and (b) identifying gaps between existing, estimated expenditures and available funding. To collect this data, the project team coordinated with City staff to obtain information from a variety of sources including PPR's internal cost tracking system (Performo), trail-specific 311 call logs provided by PPR, GIS and Excel cost data provided by PPR, publicly available City budget data, and maintenance invoices. The project team used this information to compute average annual costs for specific maintenance tasks and activities conducted by PPR. The analysis did not include maintenance provided by non-City entities such as landscaping, trash removal, fence repair, removal of invasive species, etc.

Table 1 summarizes the primary cost categories associated with trail maintenance in Philadelphia along with underlying data sources and key assumptions. It is important to note that trail maintenance does not have a separate line item in the City's budget and is very difficult to extract from overall park maintenance costs for labor, equipment, and materials. Determining annual costs specific to trail maintenance was an investigative process that was highly dependent on what data is available and how it could be analyzed to only include trails. As such, it is likely that **Table 1** represents a minimum/base level of costs and may not include all costs associated with trail maintenance activities.

Table 1: Existing trail and sidepath maintenance costs by tasks

Expense Type	Average Annual Cost	Year	Contracted Out	Data Source and Details
Mowing (Turf)	\$385,200	2021	Yes	<ul style="list-style-type: none"> ○ Sourced from PPR ○ Includes paved and unpaved trails mowing labor + supplies
Tree Removal	\$10,800	2019	Yes	<ul style="list-style-type: none"> ○ Sourced from 311 Logs
Litter and Trash Removal	\$49,725	2021	No	<ul style="list-style-type: none"> ○ Sourced from OpenDataPhilly/ PPR ○ Includes Seasonal Maintenance Attendants (SMAs) salaries
Illegal Dumping	\$9,550	2021	No	<ul style="list-style-type: none"> ○ Sourced from PPR ○ Includes labor + equipment + disposal
Fencing, Signage, Painting, and Amenities	\$2,250	2016-2021	Yes	<ul style="list-style-type: none"> ○ Sourced from PPR-Performo ○ Includes Skilled Trades labor + materials
Remedial Surface Upkeep	\$3,950	2016-2021	Yes	
Lighting	\$8,800	2016-2021	Yes	
Storm-related	\$162,550	2021	Both	<ul style="list-style-type: none"> ○ Sourced from PPR-Storm-Ida-costs
In-House Staff Time	\$200,000	2021	No	<ul style="list-style-type: none"> ○ Sourced from PPR-District Managers ○ Includes PPR Operations Staff (FTE) costs
Totals	\$832,825			

It is also important to note that a few common trail maintenance tasks were not included in the analysis for various reasons, as described below:

- **Structural inspections and repairs** – this expense can vary dramatically from year to year and is not tracked specifically to trails;
- **Snow clearing** – this expense can also vary dramatically from year to year and data was not available for trail-specific expenses;
- **Drainage clearing** – interviews indicated this task: (a) is not performed regularly and (b) when performed, is not a significant cost related to other tasks; and
- **Vegetation management** – in general, PPR-maintained trails feature minimal landscaping and – aside from tree removal - there was no way to estimate or attribute this cost to trails.

Stakeholder Outreach

Stakeholder Interviews

The project team engaged in an extensive outreach and engagement process working with a diverse group of internal (City) and external stakeholders to gain a detailed understanding of current maintenance practices, issues, challenges, and opportunities. The purpose of these meetings was to evaluate current trail/sidepath maintenance funding, operations, and challenges; inventory existing and available maintenance agreements between the City and its non-profit stewardship partners; and understand stakeholder experiences and perspectives on maintenance agreements, budgets, policies, and protocols.

The project team conducted small group stakeholder interviews with City staff – including upper management and district-level management – along with larger stakeholder meetings with local geographic nonprofits (stewardship partners) and nonprofit advocacy organizations. **Table 2** lists each of these meetings with their purpose and attendees. **Appendices C and D** provide the presentations and one-page summaries for these meetings.

Table 2: Summary of stakeholder meetings

Date	Meeting with	Participant Stakeholders
7/30/2021	Upper-Level Operations Management	<ul style="list-style-type: none"> ○ Susan Buck, City of Philadelphia, Parks and Recreation ○ Stephen Lorenz, City of Philadelphia, Streets Department
9/2/2021	Upper-Level Management	<ul style="list-style-type: none"> ○ Aparna Palantino, City of Philadelphia, Parks and Recreation ○ Richard Montanez, City of Philadelphia, Streets Department
10/20/2021	PPR District Operations Managers and Stewardship Coordinator	<ul style="list-style-type: none"> ○ John Smeltzer, City of Philadelphia, Parks and Recreation ○ Dan Schulke, City of Philadelphia, Parks and Recreation ○ Jason Mifflin, City of Philadelphia, Parks and Recreation
10/25/2021	Geographic Nonprofit Organizations (Stewardship Partners)	<p>Representatives from:</p> <ul style="list-style-type: none"> ○ Bartram’s Garden – BG ○ Delaware River Waterfront Corporation – DRWC ○ Friends of Wissahickon – FOW ○ Manayunk Development Corporation – MDC ○ Pennsylvania Department of Conservation and Natural Resources – PA DCNR * ○ River Front North – RNP ○ Schuylkill River Development Corporation – SRDC ○ Tookany/Tacony-Frankford Watershed – TTF

Date	Meeting with	Participant Stakeholders
05/02/2022	Advocacy Groups	Representatives from: <ul style="list-style-type: none"> ○ Bicycle Coalition of Greater Philadelphia ○ Clean Air Council ○ East Coast Greenway Alliance ○ Pennsylvania Department of Conservation and Natural Resources * ○ Pennsylvania Environmental Council ○ Philadelphia City Planning Commission* ○ William Penn Foundation *

** Attending for informational purposes*

The stakeholders interviewed through this process also helped gather the existing conditions data discussed in the previous section, supported the public outreach and engagement component of the study, and served as an informal steering committee for providing guidance and support on existing and proposed maintenance practices and policies.

Case Studies

Supplementing the stakeholder outreach findings, the project team investigated peer cities to explore ongoing and emerging best practices and lessons learned for trail and sidepath maintenance. The project team identified two cities – the City of Pittsburgh, PA and Washington, DC – based on regional proximity, similarity in climate, population size relative to metro area, and experience with maintaining and expanding their respective trail networks. After conducting an initial review of each city’s maintenance practices, operations, and budget, the team identified local trail program administrators/leads and organized virtual interviews to gain first-hand knowledge of their current practices, challenges, and lessons learned. Findings from this task are detailed in the formatted case studies provided in **Appendix E**.



Source: City of Pittsburgh Draft 2020 Bike Master Plan

Public Outreach and Survey

The public outreach component of the *Philadelphia Trail and Sidepath Maintenance Study* involved educating the general public about existing trail maintenance practices/challenges and gathering feedback via an online website and survey. The City Office of Transportation, Infrastructure, & Sustainability (OTIS) developed a project information webpage with presentations and one-page summaries from the stakeholder meetings, along with a link to an online survey with 11 questions focused on trail maintenance in Philadelphia.

The purpose of the online survey was to better understand public concerns and gauge priorities related to trail and sidepath maintenance. The survey was open for a two-week period between Tuesday May 17, 2022, and Tuesday May 31, 2022, and received 792 responses. Stakeholders identified during the planning process assisted with promoting these surveys through their newsletters and social media networks.

Following are the key takeaways from the survey findings:

- Smooth and clear surface, litter free/enough trash receptacles, and proper lighting were identified as the three most important qualities for a well-maintained trail or sidepath.
- More than half (52%) of respondents strongly agreed or agreed that trails and sidepaths are generally well-maintained, while about 23% strongly disagreed or disagreed.
- About two-thirds (67%) of respondents reported physical obstacles (such as potholes or fallen trees) impact their ability to use a trail or sidepath, of which more than 60% were not sure about how to report the issue.
- An even larger share (72%) responded that flooding or damage from large storms impacted their ability to use trails/sidepaths for commuting (6%), recreation (64%), and both (30%) purposes.

Refer **Appendix F** for the list of questions and additional findings from the survey results.

Study Recommendations

The study team used the data collected in earlier tasks and extensive input from stakeholders to develop a set of policy and program recommendations aimed at improving trail maintenance processes and outcomes. The recommendations presented below are grouped by themes and include both short-term and long-term policy and programmatic changes. Many of the recommendations will involve further exploration to determine feasibility and next steps.

Policy, Budget, and Operations Recommendations

1. **“Make the Case” for Dedicated Maintenance Funding**

- a) **Document existing and future trail maintenance costs** on a “per mile” and annual basis. Use these values to “make the case” to City Council and other City leaders so that consistent and proportional dedicated funding is needed:
 - *This study estimated **existing** trail maintenance costs based on available cost data from PPR. The cost data should be reviewed and updated on a periodic basis.*
 - *For tasks that lacked sufficient cost data, such as snow plowing, begin collecting data in a format that can be applied to future updates.*
 - *This study also developed a “Trail Maintenance Cost Calculator” to estimate **future** costs and integrate maintenance considerations into the planning/design process (described later in this section and included in **Appendix G**). Unit costs and assumptions used in the calculator should also be updated on a periodic basis.*
- b) **Encourage advocacy groups** to help lobby for trail maintenance funding:
 - *While local non-profit organizations often focus on capital projects to expand the trail network, they can also play a key role in advocating for improved trail maintenance.*
- c) **Develop a concise Return-on-Investment argument** for expanding and maintaining the trail system:
 - *Compile existing research regarding the monetized benefits of trails (related to property values, tourism, public health, etc.) and communicate these benefits to decision-makers.*
- d) **Communicate the equity-related implications** of trail maintenance and how trails are linked to expanding recreational opportunities and access to Philadelphia neighborhoods:
 - *Refer to the “Equity of Access to Trails” report by William Penn Foundation: <https://williampennfoundation.org/what-we-are-learning/equity-access-trails>.*

2. Funding Recommendations:

- a) **Investigate how commercial businesses and/or Business Improvement Districts (BIDs)/Neighborhood Advisory Committees (NACs) may be able to contribute to trail maintenance funding:**
 - *Reference the Manayunk Development Corporation and Washington DC Case Study (**Appendix E**) as models.*
- b) **Explore creation of a policy that sets-aside a percentage** (i.e., 1%, 2%, etc.) of the capital construction cost for a trail project to a dedicated trail maintenance fund.
- c) **Investigate the applicability of grant programs** that could be pursued to bolster trail maintenance and operations funding. Potential programs include:
 - *Federal Recreational Trails Program (RTP)*

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). The RTP legislation identifies eight categories of permissible uses for how States may use RTP funds, which includes trail maintenance and restoration, trailside and trailhead facilities, and equipment for construction and maintenance: (https://www.fhwa.dot.gov/environment/recreational_trails/).
 - *Pennsylvania Department of Conservation and Natural Resources (DCNR) Community Conservation Partnership Program*

DCNR's Bureau of Recreation and Conservation assists local governments and recreation and conservation organizations with funding for projects related to parks, recreation, and conservation. The Community Conservation Partnerships Program grants can fund trail projects including the acquisition, planning, development, rehabilitation, or maintenance of designated routes on land or water for motorized and non-motorized recreation activities. This includes the purchase of equipment for trail construction or maintenance: (<https://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx>).
 - *American Trails – Trails Fund*

The Trail Fund will be administered by the Trails Move People Coalition, a diverse coalition of trail user groups, led by American Trails, and will support grants for trail maintenance, research, and stewardship training all across the country, serving all

types of trail users. The amount of funding available and number of grants we can offer will vary year by year, pending funding.

<https://www.americantrails.org/apply-for-the-trail-fund>

- *Rails-To-Trails (RTC) Conservancy Doppelt Family Trail Development Fund*

Launched in 2015, the RTC Doppelt Family Trail Development Fund supports organizations and local governments that are implementing projects to build and improve specific multi-use trails. A wide range of projects and activities are eligible under the grant, including capacity building for local nonprofit organizations, trail construction, trail signage, improvements to existing trails and significant maintenance tasks.

[\(https://www.railstotrails.org/our-work/grants/doppelt/\)](https://www.railstotrails.org/our-work/grants/doppelt/)

- *City of Philadelphia – Operations Transformation Fund (OTF)*

While it is unclear whether this program will continue under future City administrations, the OTF has \$10 million that will be distributed over the City's next two fiscal years (FY 2022 and FY 2023). These projects must transform municipal operations and increase government impact by providing services to Philadelphia residents more efficiently and more equitably.

<https://www.phila.gov/programs/operations-transformation-fund/>

- d) **Explore other city mechanisms to protect dedicated funding** for trail maintenance (e.g., the Commerce Department, PCPC, or others)

3. **System/Process Recommendations**

- a) **Integrate future trail/sidepath maintenance costs** into the decision-making process during the planning and design stages of a project:
 - *The Trail Maintenance Cost Calculator developed as part of this study was designed to support this recommendation.*
- b) **Identify and evaluate maintenance costs over the entire life cycle** of a trail project:
 - *Expand initial version of Trail Maintenance Cost Calculator to also compare Lifecycle Maintenance Costs vs. Capital Rebuild Costs.*
- c) **Refine and institutionalize a prioritization process** for trail maintenance:
 - *In recent years, PCPC has explored the development of a technical evaluation process to prioritize trail maintenance based on predetermined metrics.*
 - *Continue work with PCPC to update/refine and formalize this process.*

- *Work with DVRPC to expand the number of permanent count stations on trails within the City to better inform maintenance needs and priorities based on usage patterns*
- d) **Consider implementing additional trail maintenance best practices** across the network to improve safety, cleanliness, and the overall trail user experience:
 - *Provide dedicated trash removal team following weekends (particularly in warmer months).*
 - *Install mile markers throughout the trail system to improve locational information for 311 requests, emergency response, and security calls.*

4. Equipment/Labor Recommendations

- a) **Confirm ability for PPR to purchase maintenance equipment** through the City's capital budget:
 - *The Pittsburgh Case Study (**Appendix E**) identified that the City of Pittsburgh has used this approach successfully.*
 - *As part of this study, the team reviewed the City's current Capital Eligibility Guidelines (2020) and did not find anything explicitly prohibiting purchase of equipment through the capital budget (as long as it costs \$15,000 and has a useful life of at least 5 years).*
- b) **Contingent on funding, increase the amount of PPR staff** that are dedicated to inspecting and maintaining the City's trail system:
 - *Skill sets should include tree maintenance/pruning, landscaping, damage from erosion/roots, inspection of small bridges, etc.*
 - *PPR interviews suggest a 5-to-8-member trail crew could be sufficient, but further evaluation is needed.*
- c) **Explore the feasibility of establishing a local trail ranger/ambassador program:**
 - *Along with their ambassador function, trail rangers would supplement PPR maintenance staff by performing routine, day-to-day maintenance tasks.*
 - *A classic example is the Washington Area Bicyclist Association's Trail Rangers program as described in the Washington DC Case Study (see **Appendix E**).*
 - *Coordinate with the Pennsylvania Environmental Council (PEC), who is also exploring an ambassador program for the regional trail network.*
- d) **Identify ways to retain, transfer, and solidify institutional knowledge** for:
 - *A formal training program on trail-related maintenance for City staff and stewardship organizations;*

- e) **Conduct a Return-on-Investment evaluation** for performing trail maintenance tasks in-house versus contracting to outside vendors:
 - *This evaluation should result in recommendations for each type of trail maintenance task/activity.*
- f) Investigate feasibility and benefit of re-establishing a small repair shop for PPR so that staff can repair certain types of equipment in-house without contracting out (which can result in long wait times).

5. Stewardship Partner Recommendations

- a) **Stewardship partners could benefit from having maintenance agreements** with the City that clearly delineate roles/responsibilities, particularly when budgeting for annual expenses:
 - *As part of this study, the team researched existing agreements between the City and outside partners for trail maintenance and operations. The only agreement found was from 2006 between the Fairmount Park Commission and the Schuylkill River Development Corporation.*
 - *Develop several tiers of agreements based on the varying capacity levels of stewardship partners (i.e., volunteer/friend groups vs. staffed organizations).*
 - *Work with stewardship partners to determine if maintenance agreements are a good fit for each group.*
- b) **Foster better communication** between stewardship partners and PPR District Operations Managers:
 - *Consider having at least one meeting each year that brings together stewardship partners, PPR leadership, and PPR District Operations Managers to coordinate on big-picture maintenance issues and share lessons learned.*
- c) **Create a list of common trail design and maintenance standards** that can be applied across the park system:
 - *Existing design guides can serve as a starting point but should be supplemented with any requirements/considerations specific to Philadelphia. Available resources may include:*
 - *AASHTO Guide for the Development of Bicycle Facilities (2012);*
 - *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (2021);*
 - *PennDOT Publication 13M - DESIGN MANUAL PART 2 - Highway Design;*
 - *Pennsylvania Trail Design and Development Principles: Guidelines for Sustainable Non-Motorized Trails; and*

– United States Department of Agriculture Forest Service (USFS) Trail Construction & Maintenance Notebook (2007).

- d) **Identify actionable strategies** to address the issue of stewardship partners being enjoined in **trail-related lawsuits** with corresponding legal costs and insurance increases that can pose an existential threat to these groups:
- *Communicate the severity of the issue to elected officials, stakeholders, and the general public, including the adverse impacts on trail maintenance if stewardship groups are forced to dissolve;*
 - *Communicate the purpose, status, and limitations of Pennsylvania House Bill 1694 (HB 1694) to City leaders, politicians, and advocate groups;*
 - i. *At the time of this study, HB 1694 is still under consideration in the Pennsylvania General Assembly:*
<https://legiscan.com/PA/bill/HB1694>
 - *Investigate legislative options above and beyond HB 1694 to reduce potential impacts to stewardship partners from these lawsuits;*
 - *Investigate the potential of creating “pooled insurance options” for stewardship partners to reduce insurance rates (either through the City or outside organizations).*
- e) **Identify space within the park system for equipment storage facilities** that can be used by stewardship partners (either dedicated or shared with P&R)

Trail Maintenance Cost Calculator

One of the recommendations from this study is to better integrate future trail and sidepath maintenance costs into the decision-making process during the planning and design stages of a project. For this purpose, the project team developed a “Trail Maintenance Cost Calculator” to assist City staff and their consultants in conducting high-level estimates for understanding the trail/sidepath maintenance needs of a project.

The Trail Maintenance Cost Calculator is based on average costs incurred for trail/sidepath maintenance in the City of Philadelphia and the Greater Philadelphia region as provided by City agencies (primarily PPR) and its nonprofit partners. The tool accounts for various characteristics in estimating these costs including trail/sidepath length; mowing width, design factors such as availability of lighting (if any) and extent of landscaping (if any); and geographic parameters such as the likelihood of flooding along the trail/sidepath.

The project team envisions this tool as a high-level cost estimator for internal use by the City and its partners and selected the Microsoft Excel format for ease of use and transferability. This file

format will enable the City to continue to develop and improvise the tool, for example, by updating unit cost values or adding parameters once this work order is completed. See the supplemental file “**Trail Maintenance Cost Calculator_Version 1.0.xlsx**” for the tool and its underlying data sources and assumptions. **Appendix G** presents a blank worksheet from the cost calculator tool.

Plan Implementation

At the time of this study, the City is in the hiring process to replace its Trails & Transportation Program Manager. This position’s salary is funded jointly by the Streets Department and PPR and will be housed within the Streets Department. The shared nature of this position reflects the interconnectedness of trail planning, design, construction, and maintenance responsibilities across these departments.

As such, implementation of this study’s recommendations will be led by the Trails & Transportation Program Manager, which will require coordination and balancing of priorities for each department as well as coordination with PCPC and the advocacy and stewardship communities. The timing of this study is beneficial for this new hire to ensure that maintenance considerations are top of mind as Philadelphia’s trail and sidepath network expands and maintenance needs increase in future years.

Appendix A

Trail and Sidepath Network Mapping

Disclaimer: The maps in this section represent a snapshot in time capturing the status of trails in October 2021.

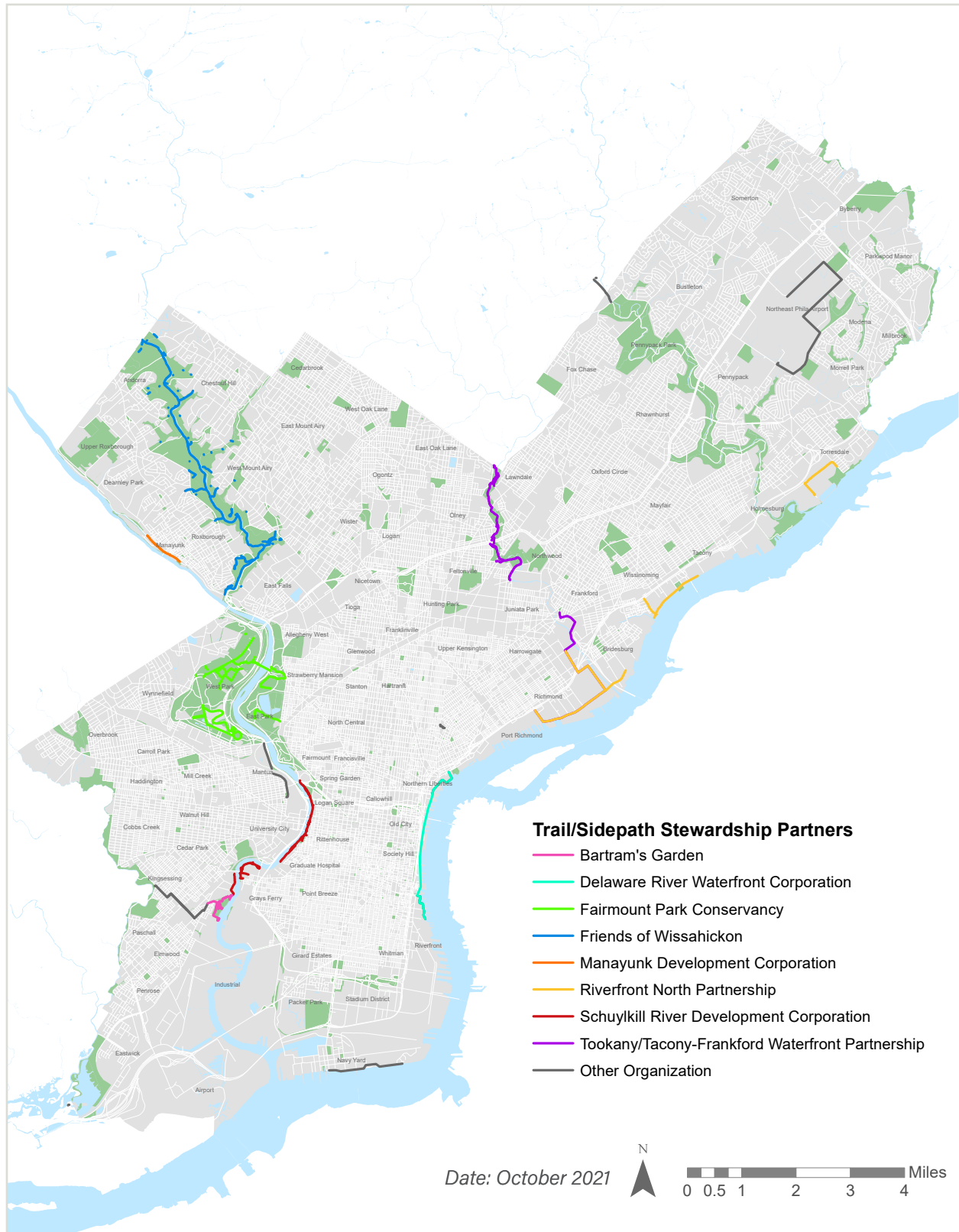
Trail/Sidepath Status

- Existing
- Construction
- Design
- Feasibility/Pipeline

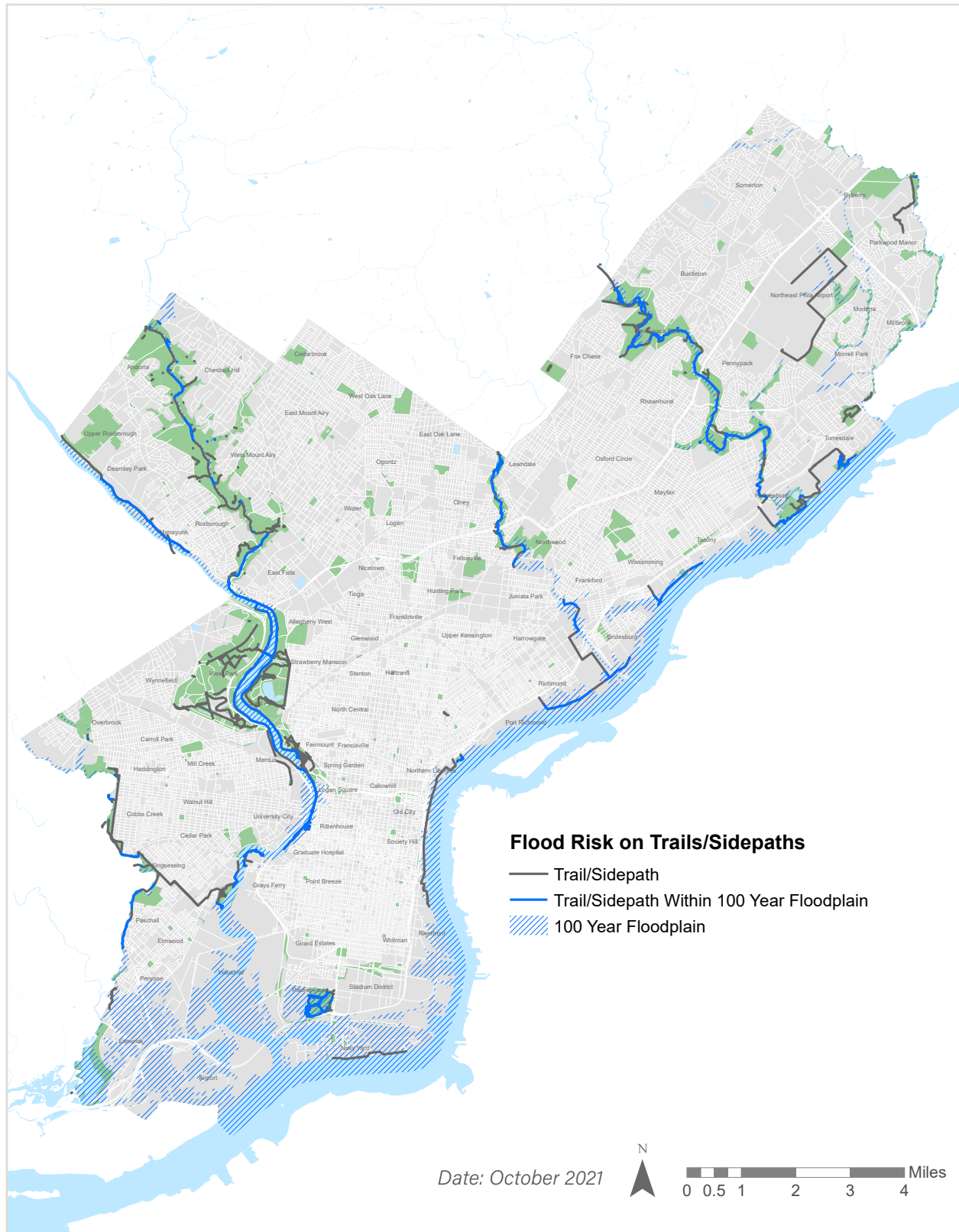
Date: October 2021

0 0.5 1 2 3 4 Miles

City of Philadelphia Trail and Sidewalk Network - Stewardship Partners



City of Philadelphia Trail and Sidewalk Network - Flooding Risk

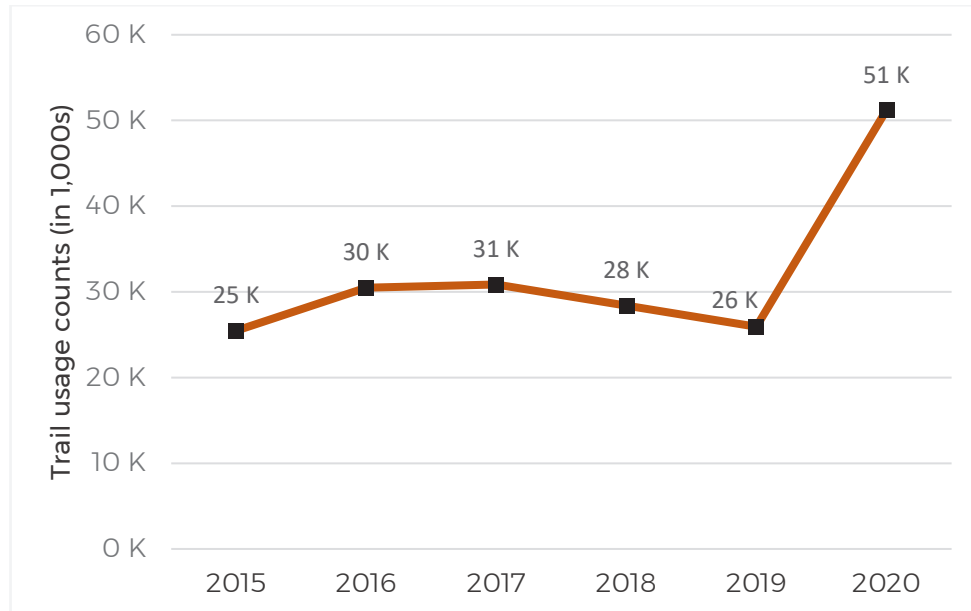


Appendix B

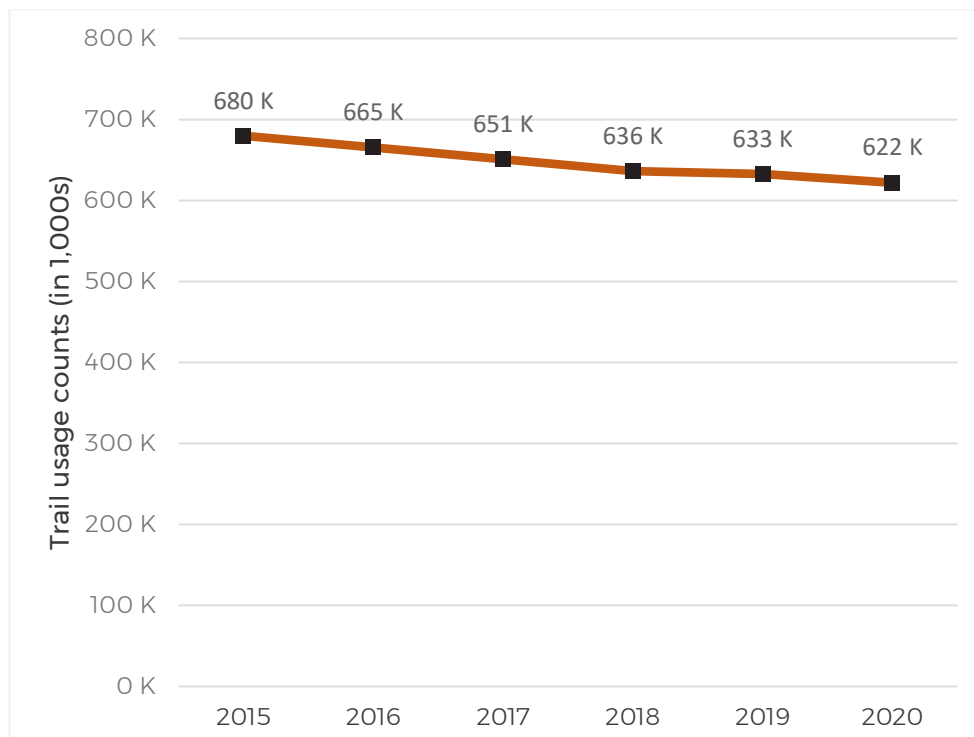
DVRPC 2015-2020 Trail Usage Counts

DVRPC 2015-2020 Trail Usage Counts - City of Philadelphia

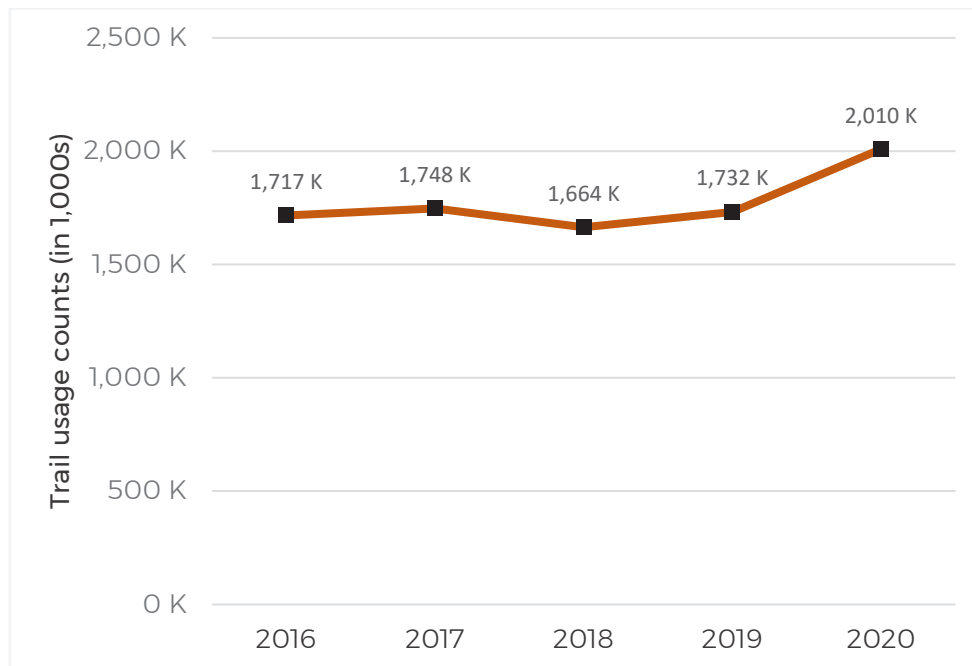
Delaware River Trail at Port Richmond



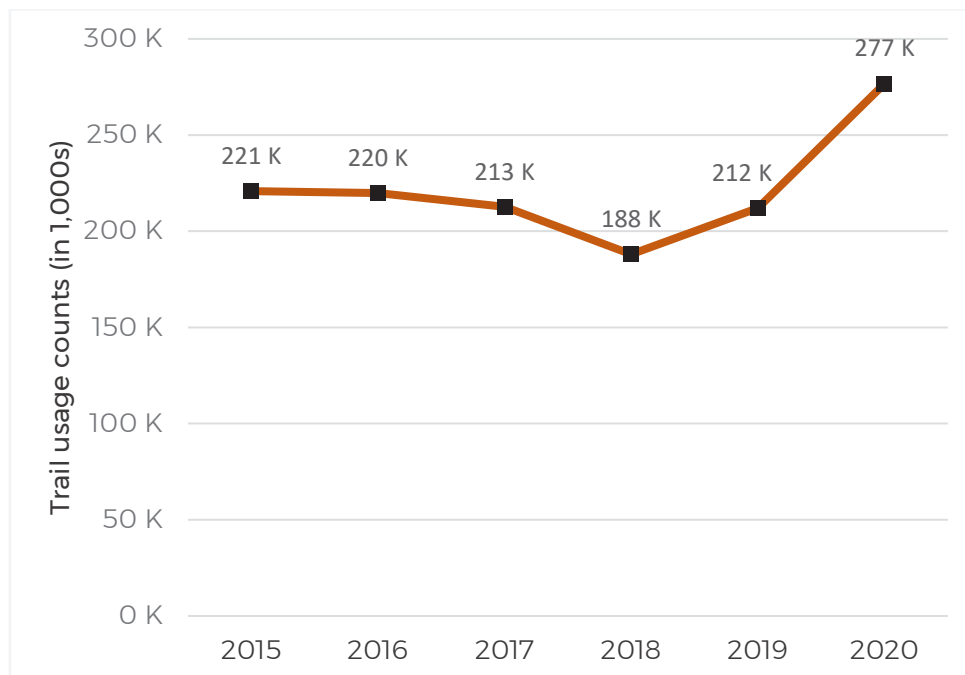
Schuylkill River Trail at Kelly Drive



Schuylkill River Trail at Schuylkill Banks



Trail usage counts – Wissahickon Trail



Appendix C

Stakeholder Outreach Materials - Presentations

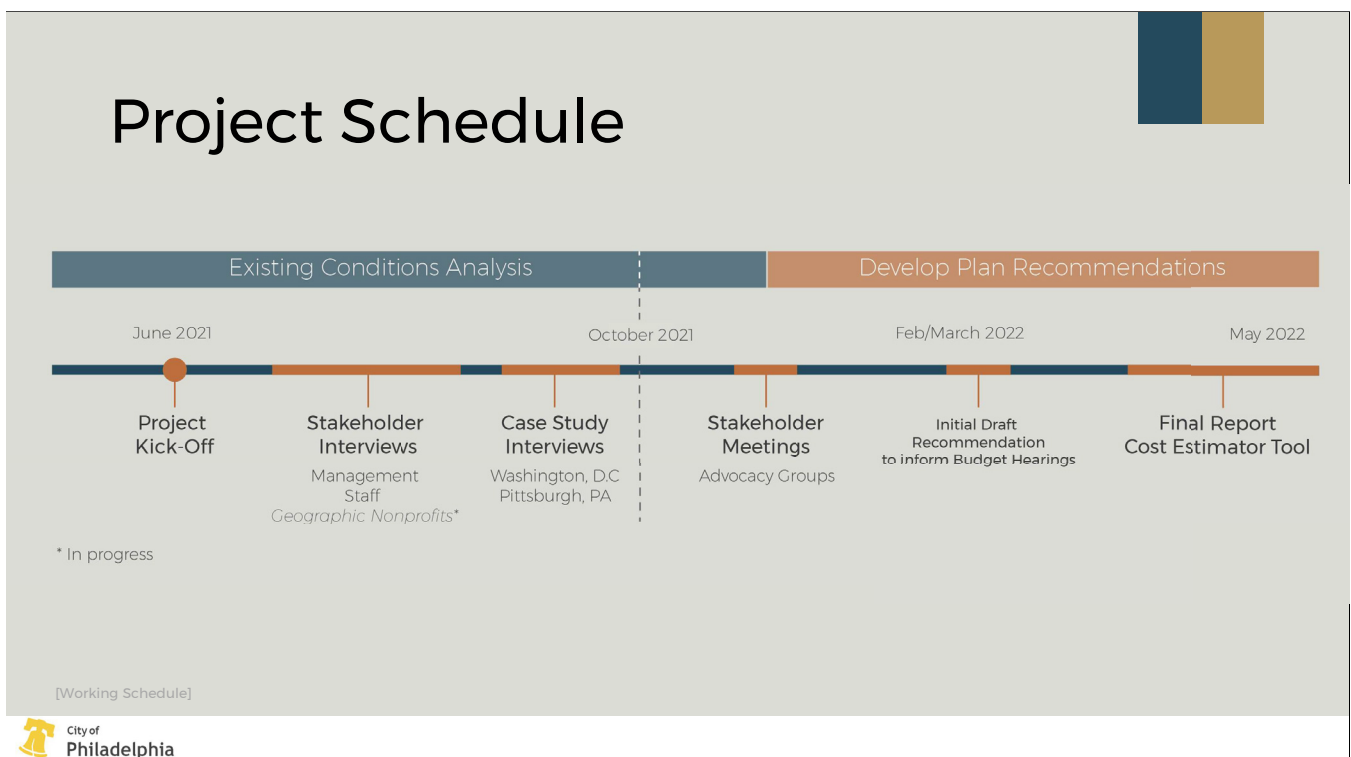


Philadelphia Trail & Sidepath Maintenance Plan

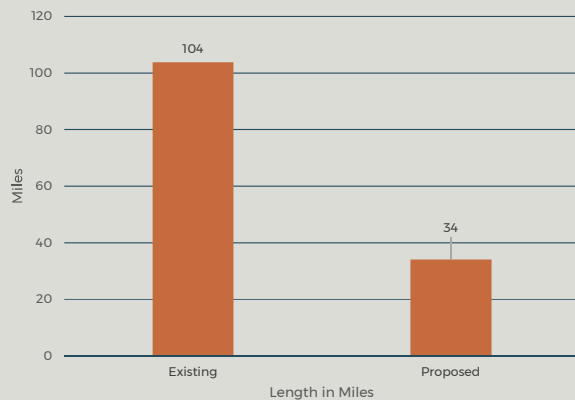
*Non-Profit Stakeholder Meeting
City of Philadelphia*

Location - Bartram's Garden
10/25/2021, 1:30 – 3:30 PM

 City of Philadelphia



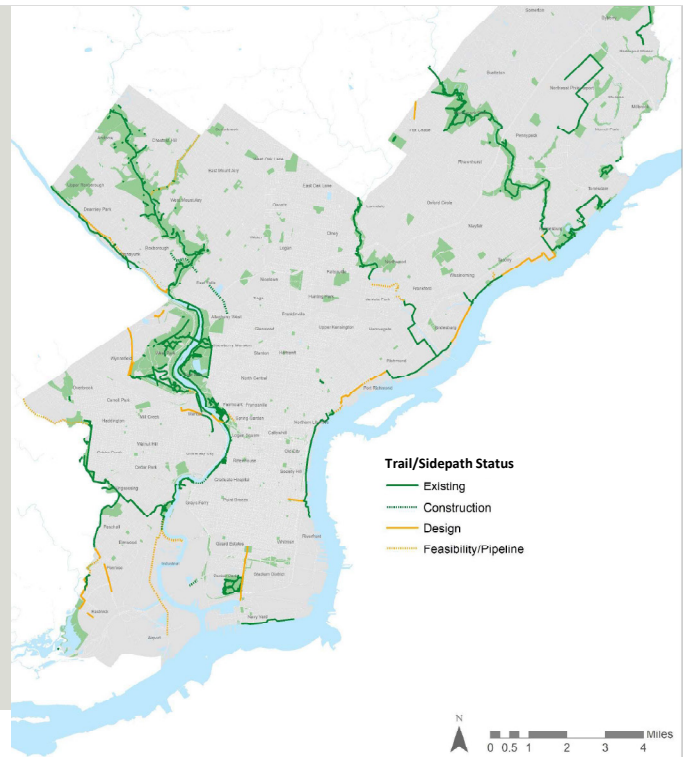
Trail/Sidepath Status



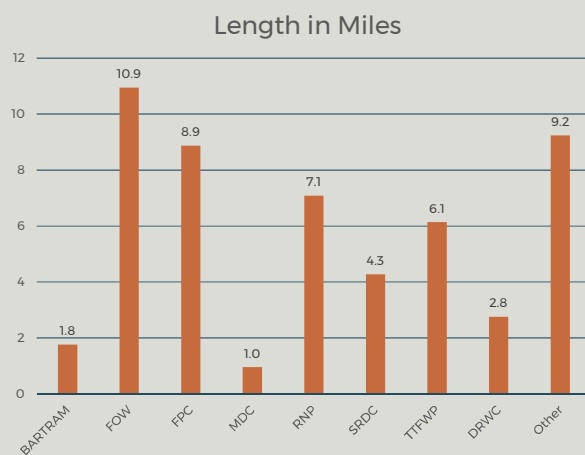
"Existing" includes only paved trails and sidepaths

"Proposed" includes Construction, Design, and Feasibility/Pipeline

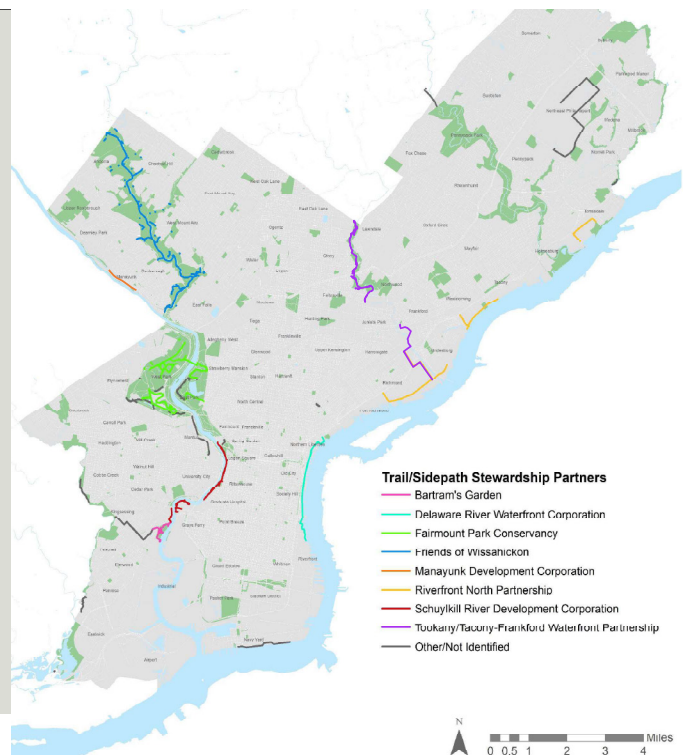
Source: Parks and Recreation and PCPC



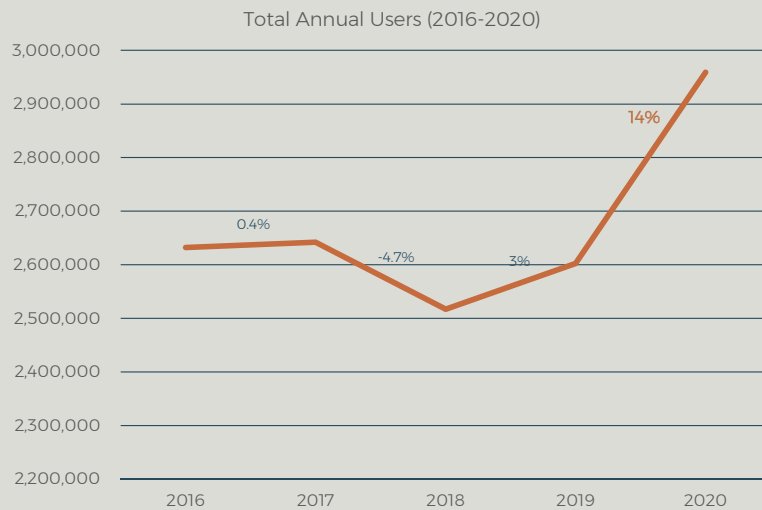
Trail/Sidepath Stewardship Partners



Source: Parks and Recreation and PCPC



Overall Trail/Sidepath Usage

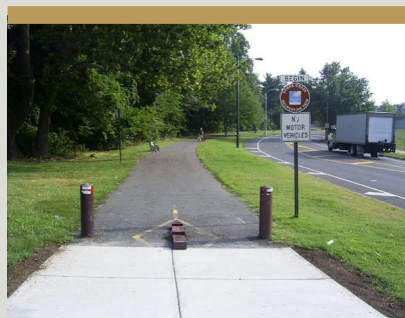


Facilities included in this analysis:
Kelly Drive, Schuylkill Banks, Port
Richmond, Wissahickon

* The trail counts are collected from DVRPC from 2014 - 2020. In certain years, the project team noticed undercounting and overcounting for specific days of the month. After careful consideration, the project team identified "consistent" average counts from adjacent years and substituted for "inconsistent" months of the year.

Primary Maintenance Tasks

- Mowing
- Tree Removal and Maintenance
- Vegetation Management
- Drainage Clearing
- Short Dumping
- Vandalism/Graffiti
- Fencing, Signage, Amenities
- Surface Repair
- Clearing Snow
- Skilled Trade related tasks



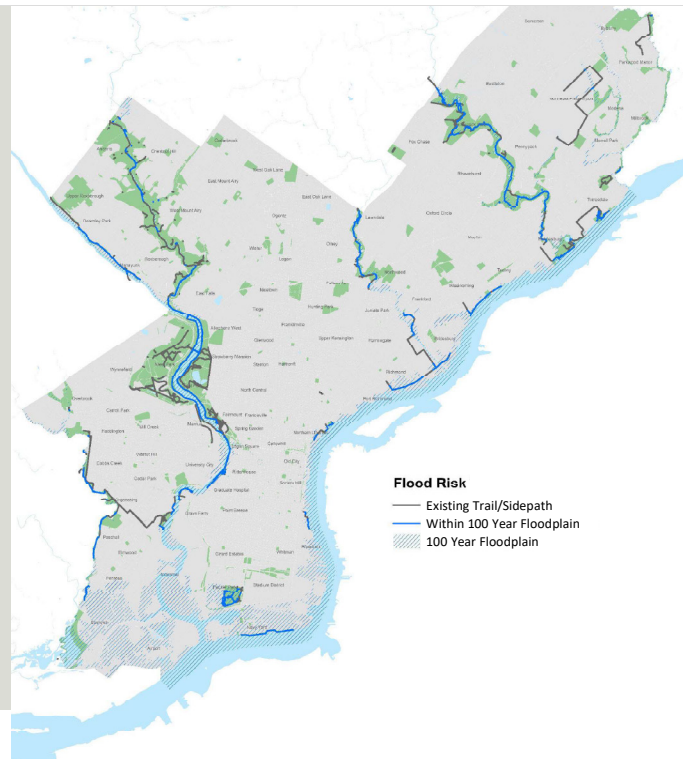
Location: Cobbs Creek



Location: Cobbs Creek

Existing Trails/Sidepaths & 100 Year Floodplain

- 42% of existing trails and sidepaths in Philadelphia are located within the 100-year floodplain



Impacts from Ida



Location: Wissahickon, Canoe Club Parking Lot



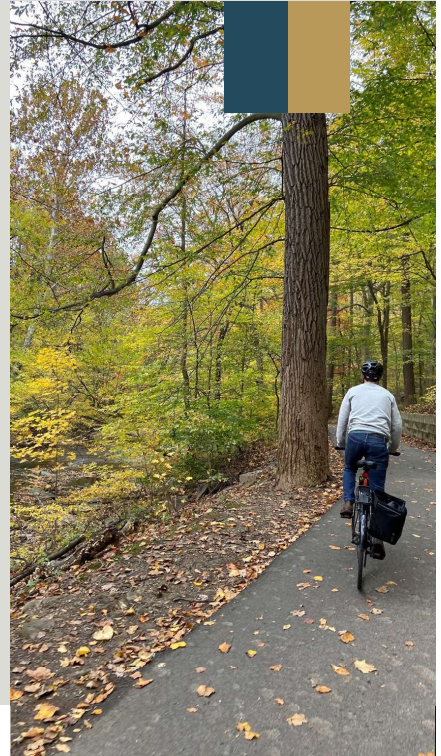
Location: Manayunk Towpath



Location: Manayunk Towpath

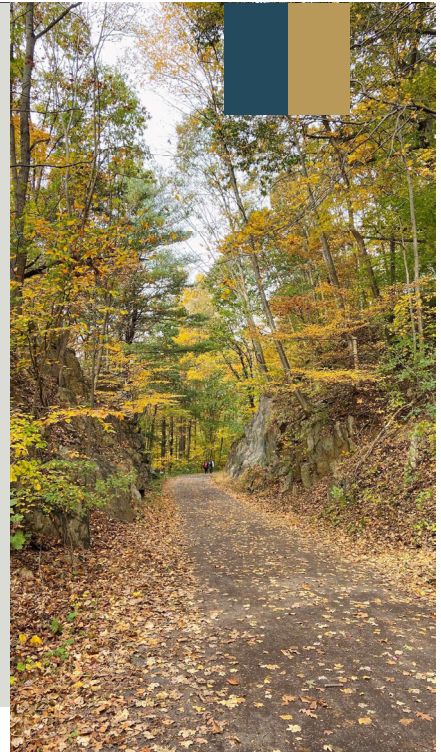
Agenda

- Discussion Questions (40 mins)
- Break (10 mins)
- Brainstorming Session (40 mins)
- Wrap Up (15 mins)



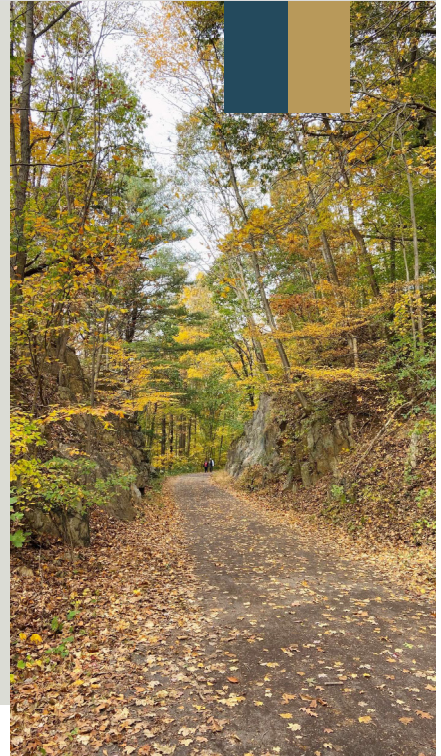
Discussion Questions

- How does trail maintenance intersect with each organization's overall responsibilities?
 - What type of trail maintenance activities does your group perform regularly?
 - How do you interact with City agencies? What are the synergies as well as challenges?



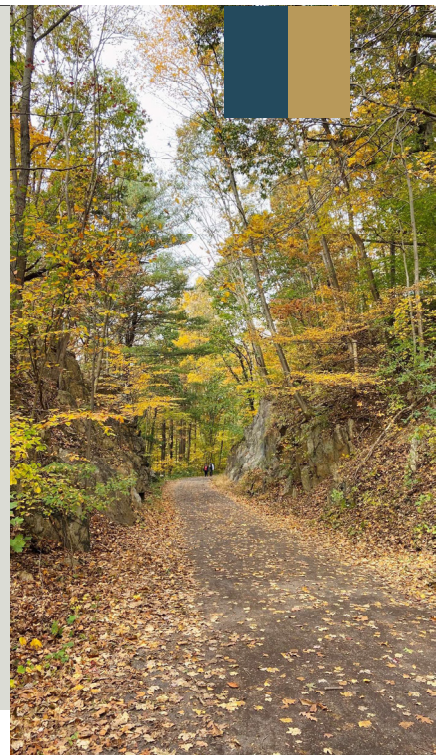
Discussion Questions

- Which trail maintenance activities does your organization prioritize and why?
 - How have maintenance needs changed over the past few years?
 - What do you anticipate being the most pressing future needs?
 - How do capital project-based partners transition to a maintenance capacity?



Brainstorming Activity

- Please use the post-it notes to record your thoughts on the following questions:
 - What is working well about trail maintenance? What is not working well about trail maintenance?
 - What actions or strategies could be employed to improve what isn't working well?
 - What are the most effective strategies to advocate for more trail maintenance dollars?



Philadelphia Trail & Sidepath Maintenance Plan

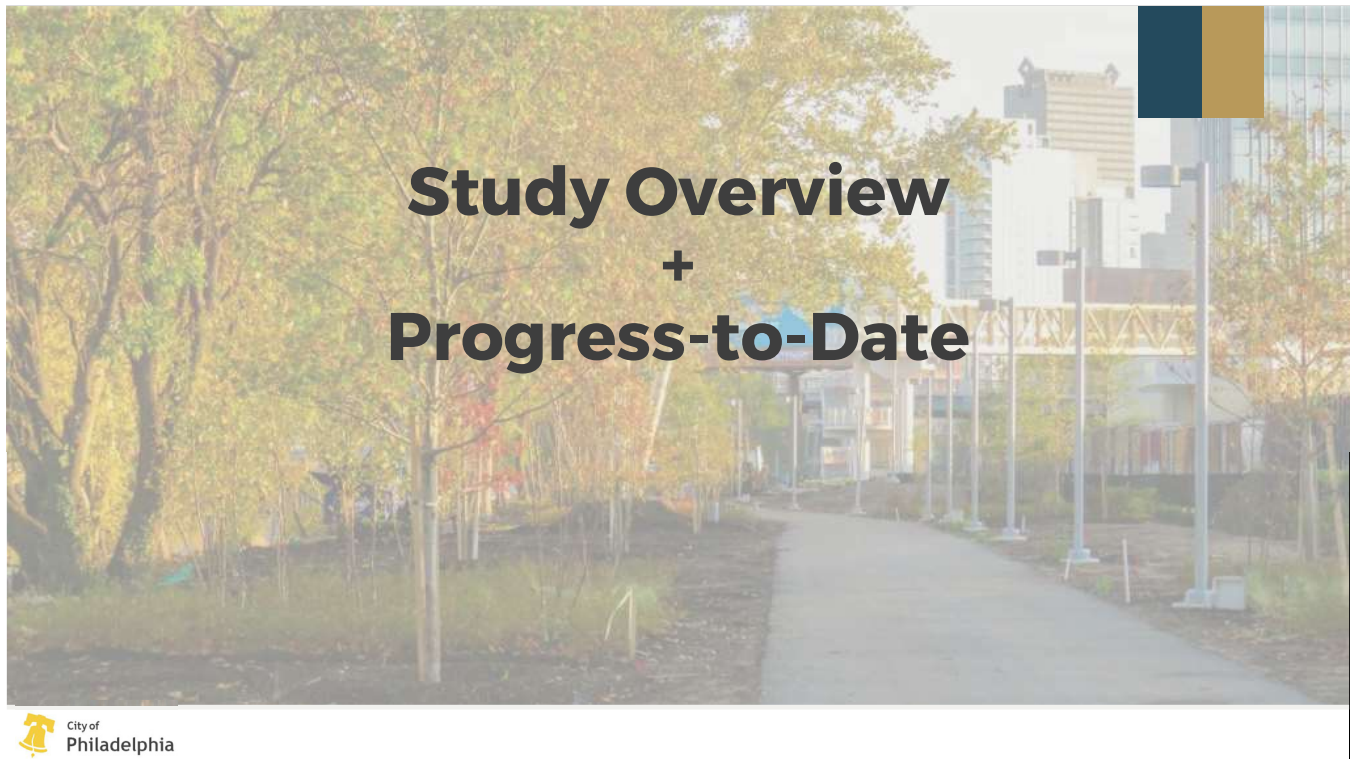
*Advocacy Group Meeting
City of Philadelphia*

Virtual Meeting
5/2/2022, 11:00 – 12:30 PM

Agenda

- Study Overview and Progress-to-Date
- Stakeholder Input
- Brainstorming Session
- Wrap Up





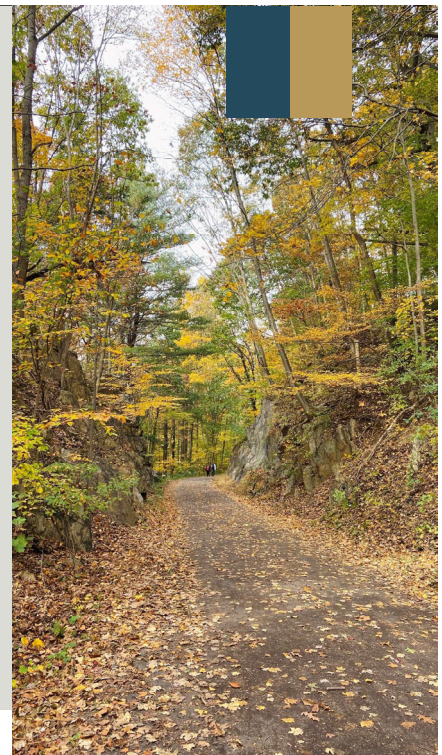
Study Overview

OTIS is leading this **policy-oriented** study to:

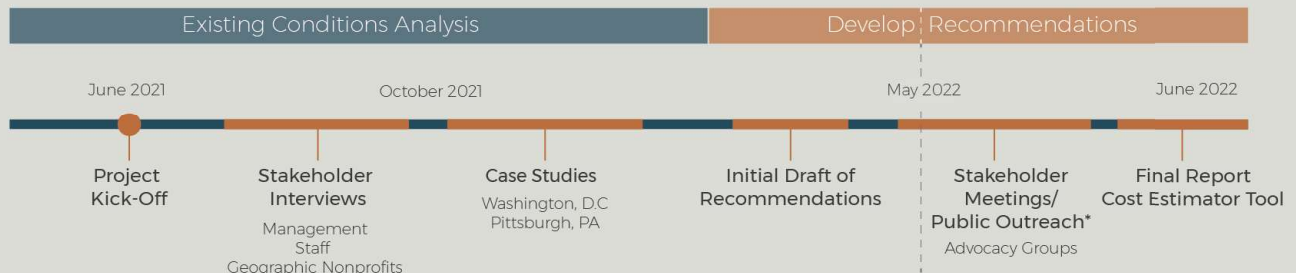
- document existing challenges to trail and sidepath maintenance, and
- recommend strategies to improve maintenance practices & outcomes across Philadelphia's trail network

The scope of this study:

- includes paved trails and sidepaths
- does not include on-road bicycle facilities



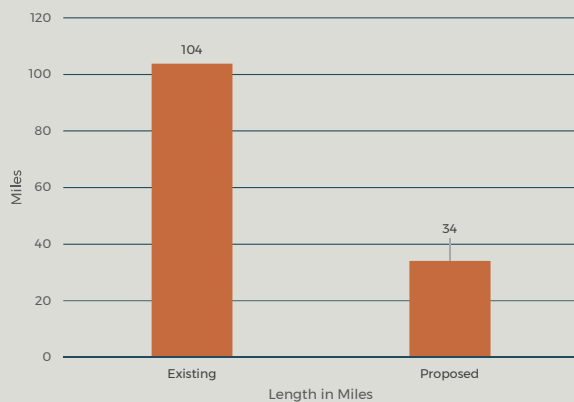
Project Timeline



* In progress

[Working Schedule]

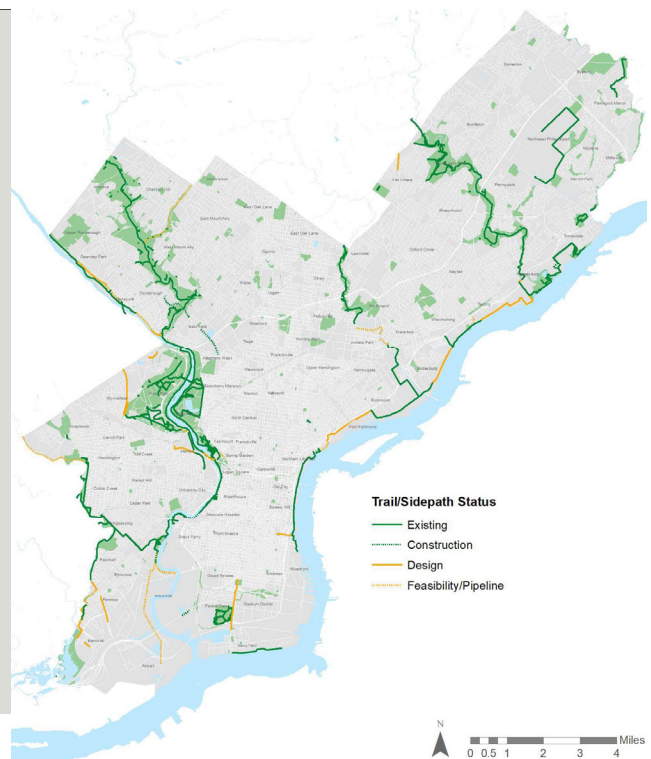
Trail/Sidepath Status



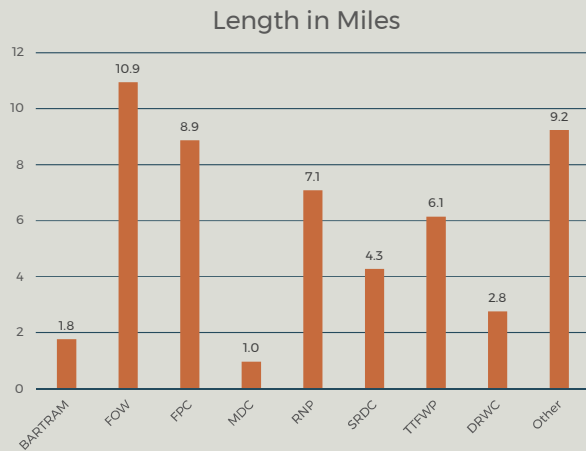
"Existing" includes only paved trails and sidepaths

"Proposed" includes Construction, Design, and Feasibility/Pipeline

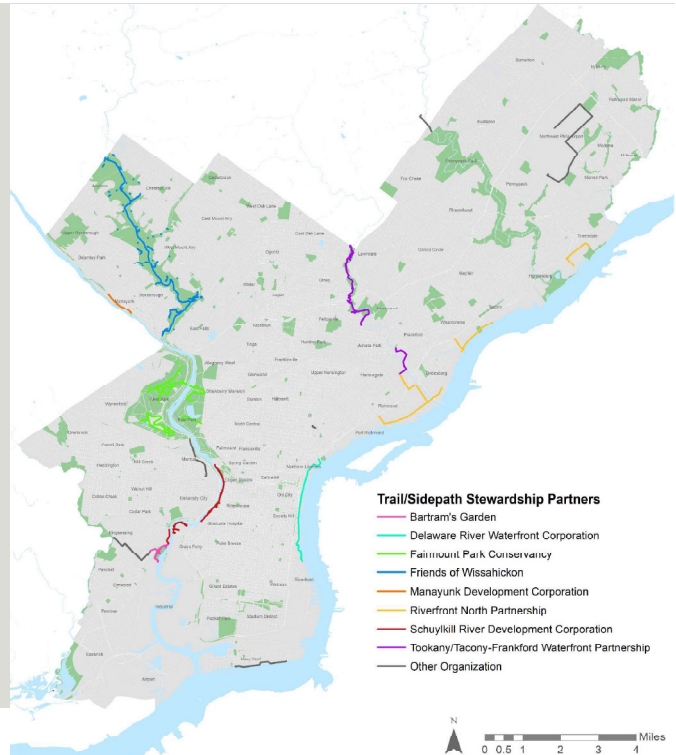
Source: Parks and Recreation and PCPC



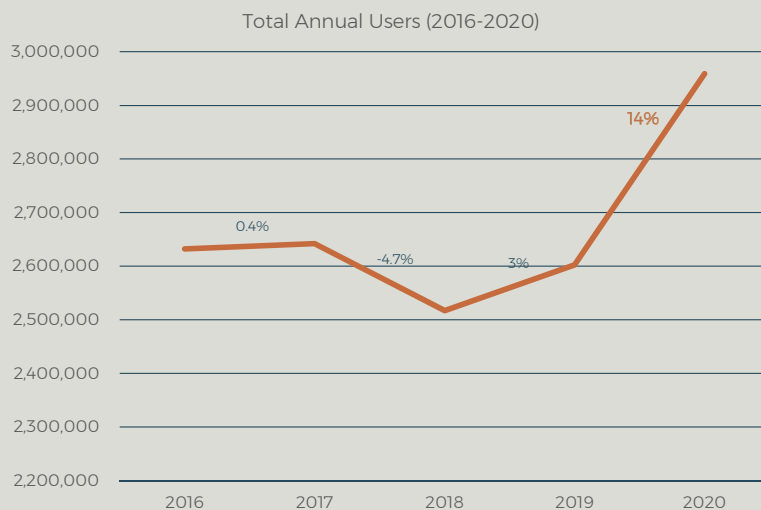
Trail/Sidepath Stewardship Partners



Source: Parks and Recreation and PCPC



Trail/Sidepath Usage



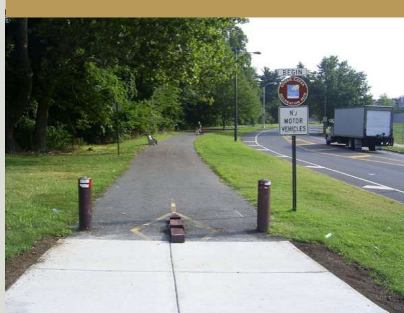
Source: DVRPC

Facilities included in this analysis:
Kelly Drive, Schuylkill Banks, Port Richmond, Wissahickon

* The trail counts are collected from DVRPC from 2014 - 2020. In certain years, the project team noticed undercounting and overcounting for specific days of the month. After careful consideration, the project team identified "consistent" average counts from adjacent years and substituted for "inconsistent" months of the year.

Primary Maintenance Tasks

- Mowing
- Tree Removal and Maintenance
- Vegetation Management
- Surface Repair
- Drainage Clearing
- Short Dumping
- Vandalism/Graffiti
- Fencing, Signage, Amenities
- Clearing Snow



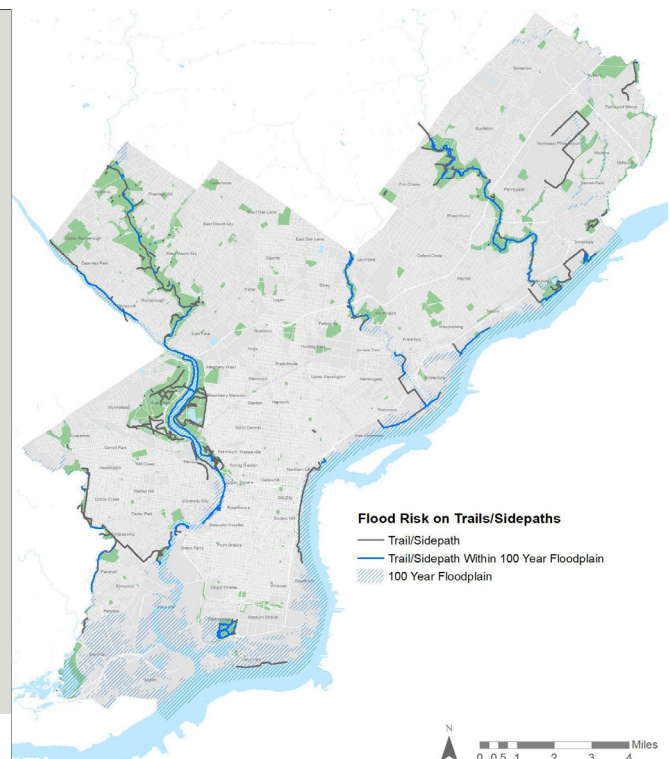
Location: Cobbs Creek



Location: Cobbs Creek

Existing Trails/Sidepaths & 100 Year Floodplain

- 42% of existing trails and sidepaths in Philadelphia are located within the 100-year floodplain



Impacts from Ida



Location: Wissahickon, Canoe Club Parking Lot



Location: Manayunk Towpath



Location: Manayunk Towpath

Stakeholder Input

PPR/Streets Staff

Common Themes Discussed:

- **Logistics** of how trail maintenance gets accomplished:
 - Interplay between PPR & Streets
 - Role of stewardship groups
- Challenges related to overall **maintenance budget, staffing, equipment**, etc.
- Transition from Fairmount Park Commission (FPC) to Parks & Recreation (PPR)

Geographic Nonprofits

Common Themes Discussed:

- Need for **formal maintenance agreements**
- Need for **common trail design/maintenance standards**
 - communicated and applied across the PPR districts
- **Retain, transfer, and solidify** institutional knowledge
- Storage facilities and/or shared facilities with PPR are needed
- Short-dumping and flooding are major challenges
- Challenges posed by **trail-related lawsuits**

Geographic Nonprofits

Suggestions/Recommendations:

- Partner with Commerce Department on **marketing the value of trails**
- Involve maintenance staff earlier in planning and design of trails
- **Regular meetings** to coordinate on trail maintenance
 - include PPR leadership, District Managers, and Geographic Nonprofits
- Document **“per mile” costs** of trail maintenance to better advocate for more resources

Case Study Best Practices

CASE STUDY – WASHINGTON, DC

- DDOT maintains a database of trail maintenance needs and activities
 - This data can help with data-driven prioritization as well as estimating budget needs
- DDOT now has dedicated trail maintenance funding
 - Starting FY 2022, DDOT will budget \$300,000 specifically for trail maintenance (along with one FTE staff member)
 - New requirement to include maintenance estimates with their capital budget request



Case Study Best Practices

CASE STUDY – PITTSBURGH, PA

- Funding trail maintenance equipment through the capital budget
 - The Department of Mobility and Infrastructure (DOMI) has used this strategy to buy a thermoplastic striping machine along with a power-broom tractor (for clearing 6' wide swath)
- Coordinating letters for funding in advance of the budget season
 - DOMI reaches out to trail advocacy groups two months in advance of the budget season to help coordinate letters to politicians

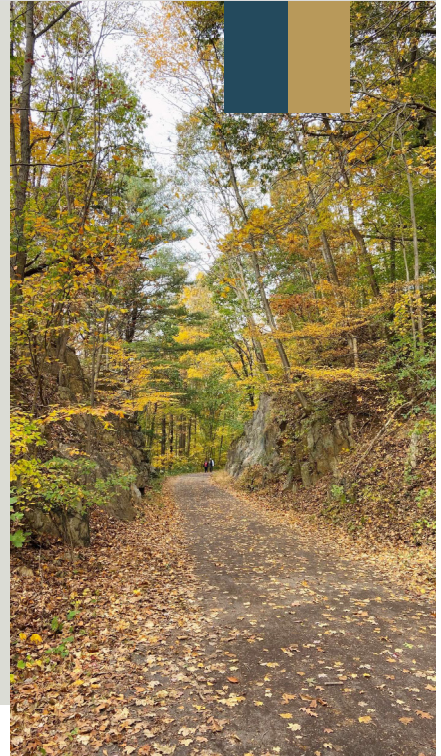


Brainstorm Session



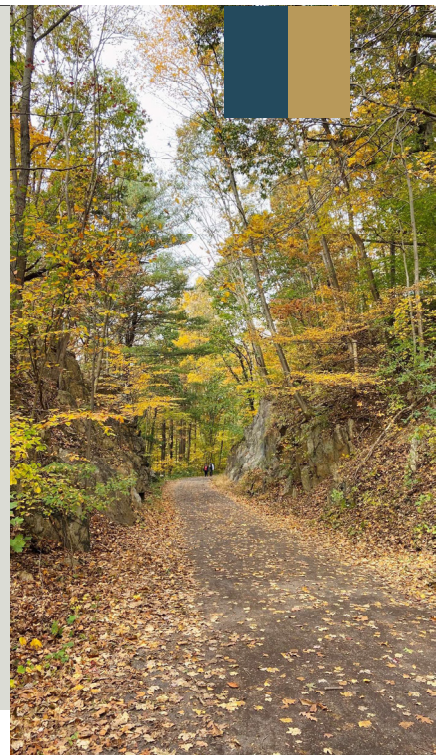
Discussion Questions

- How can advocacy organizations become more involved in trail maintenance issues?
 - How does your group currently advocate around trail maintenance?
 - What efforts has your group undertaken in the past?



Discussion Questions

- How can advocacy organizations become more involved in trail maintenance issues?
 - Lobbying for increased maintenance funding to sit in a dedicated fund
 - Advocacy around legal challenges
 - Advocacy around budget season



Appendix D

Stakeholder Outreach Materials - Meeting Summaries

Philadelphia Trail & Sidepath Maintenance Plan

*City Stakeholder Meeting #1
City of Philadelphia*

*Location – Sister Cities Park, Philadelphia
07/30/2021, 11:00 – 12:30 PM*

Attending

- Robert Armstrong, City of Philadelphia, OTIS
- Susan Buck, City of Philadelphia, Parks and Recreation
- Stephen Lorenz, City of Philadelphia, Streets Department
- John Federico, WSP
- Rebecca Son, WSP

Background Information

- Trail maintenance is integrated into P&R overall maintenance and includes all trails and sidepaths, but curb-to-curb facilities are responsibility of Streets Department
- Trail maintenance is prioritized based on current need, with no formal prioritization process
- ‘Friends’ or advisory groups currently assist with a range of maintenance activities
- Design-related challenges include ensuring adequate drainage and maintaining access to more isolated trails, including those in the Pennypack
- The City is typically notified about maintenance concerns via 311 requests, City Council, and Friends groups
- Currently, trail maintenance spending is not tracked or budgeted for separately. However, staff estimated that turf maintenance and trash collection are two of the largest cost items.
- Climate change and extreme weather events (storms, snow) make it difficult to estimate annual expenditure needs for trails
- The number and length of trails in Philly continue to increase, which increases the need for maintenance investment. This trend is not sustainable as park funding has not been increasing.

Philadelphia Trail & Sidepath Maintenance Plan

City Stakeholder Meeting #2 *City of Philadelphia*

Location – Virtual
09/02/2021, 12:00 – 1:00 PM

Attending

- Robert Armstrong, City of Philadelphia, OTIS
- Aparna Palantino, City of Philadelphia, Parks and Recreation
- Richard Montanez, City of Philadelphia, Streets Department
- John Federico, WSP
- Rebecca Son, WSP

Background Information

- The City has no official trail maintenance prioritization policy; it is mostly based on demand
- Very limited resources are available for trail maintenance
- Once a sidewalk is designated as a sidepath, the Streets department becomes responsible for clearing off snow
- Grants and state/federal funding only cover capital costs, not maintenance costs
- Maintenance is rarely discussed during planning and design of a new trail
- Capital projects receive more interest than ongoing maintenance, making it difficult to prioritize maintenance in budgeting
- Capital budgets cannot be used for operating costs based on Commonwealth law
- Turf, clearing vegetation, and trash (illegal dumping) are largest maintenance costs overall

Suggestions/Recommendations

- Demonstrate benefits of well-maintained trails to advocate for more resources
- Establish life cycle costs and benefits of trails early in the design phase
- Develop calculator tool to estimate trail maintenance costs during planning/design
- Research best practices from other peer cities regarding trail maintenance budgeting and policy
- Increase communication with Friends, advisory, and advocacy groups around trail maintenance expectations

Philadelphia Trail & Sidepath Maintenance Plan

City Stakeholder Meeting #3 City of Philadelphia

*Location – Philadelphia Horticultural Center
10/20/2021, 10:00 – 1:30 PM*

Attending

- Robert Armstrong, City of Philadelphia, OTIS
- John Smeltzer, City of Philadelphia, Parks and Recreation
- Dan Schulke, City of Philadelphia, Parks and Recreation
- Jason Mifflin, City of Philadelphia, Parks and Recreation
- John Federico, WSP
- Rebecca Son, WSP

Meeting Summary Notes

- Trail maintenance is currently conducted on an “as-needed” basis, typically after major storm events and/or based on 311 and other requests
- Timing, cost, and availability of staff determines what combination of in-house labor and contracted help is used for on-going trail maintenance or a one-time cleanup event
- Commuter trails are generally prioritized over recreational trails for maintenance
- Staff is typically informed about maintenance needs through 311 requests, Friends groups, Councilmembers, or other stakeholders, and often through social media.
- Having designated maintenance staff for specific parks/trails has worked well
- Trail amenities are less often being included in trail design due to maintenance budget constraints
- There are five staff who work almost exclusively along trails, mostly related to trash pickup and brush clearance. P&R also hires about 100 seasonal maintenance staff each year.
- Staff estimated that an 8-member crew would be needed to adequately maintain trails on a city-wide level
- To better maintain trails, staff capacity would need to be increased with additional full-time trails staff. In particular, P&R could use in-house tree maintenance/pruning capabilities.
- Maintenance events organized by Friends groups are helpful not only in maintaining the trails but also building volunteer capacity

Philadelphia Trail & Sidepath Maintenance Plan

*Non-Profit and City Stakeholder Meeting
City of Philadelphia*

*Location - Bartram's Garden, Philadelphia
10/25/2021, 1:30 - 3:30 PM*

Participant Organizations

- Bartram's Garden
- Delaware River Waterfront Corporation
- Friends of the Wissahickon
- Manayunk Development Corporation
- Pennsylvania Department of Conservation and Natural Resources
- Riverfront North Partnership
- Schuylkill River Development Corporation
- Tookany/Tacony-Frankford Watershed

Common Themes Discussed

- Formal maintenance agreements are important to assign and budget for maintenance responsibilities
- Need for common trail design and maintenance standards that are communicated and applied across the P&R Districts in a consistent manner
- Retain, transfer, and solidify institutional knowledge
- Addressing lawsuits requires legal and political solutions
- Storage facilities and/or shared facilities with P&R are needed
- Illegal-dumping and flooding are particularly difficult challenges

Suggestions/Recommendations

- Partner with Commerce Department on marketing the value of trails
- For smaller organizations, assistance is needed with preparing social media packets
- Involve maintenance staff earlier in planning and design of trails
- Expand GPS mapping for 311 purposes
- Have regular meetings with PPR leadership and District Managers to coordinate on maintenance
- Document "per mile" costs of trail maintenance to better advocate for more resources

Philadelphia Trail & Sidepath Maintenance Plan

*Advocacy Group Stakeholder Meeting
City of Philadelphia*

*Virtual Meeting
5/2/2022, 11:00 – 12:30 PM*

Participant Organizations

- Bicycle Coalition of Greater Philadelphia
- East Coast Greenway Council
- Pennsylvania Environmental Council
- Clean Air Council
- William Penn Foundation
- Philadelphia City Planning Commission
- PA Department of Conservation & Natural Resources
-

Common Themes Discussed

- Further discussion is needed about the City's role in supporting stewardship partners when it comes to trail-related lawsuits.
- Some stakeholders are unclear about the delineation between Parks & Recreation and Streets Department responsibilities when it comes to trail and sidepath maintenance.
- Many Philadelphians don't know how to report a maintenance issue on a trail or sidepath. Even if they do, it can be difficult to identify specific locations because the 311 application requires a street address.
- The City's approach to trail/sidepath maintenance should be integrated with maintenance for other non-motorized transportation (such as bike lanes and sidewalks) since they form a connected active transportation network across the City.

Suggestions/Recommendations

- Explore the potential to create a new conservancy to raise, hold, and distribute philanthropic funding related to trail/sidepath maintenance
- Better integrate equity considerations into trail maintenance prioritization
- Mile makers and cameras are potential tools to improve location tracking and security along trails

Appendix E

Case studies

SUMMARY TABLE

Network Summary

67

Miles of
Existing Trails
Network

35

Miles (or
52% increase)
Planned for the
Upcoming Years

Maintenance Agencies

- District Department of Transportation's (DDOT's):
 - Department of Public Works
 - Urban Forestry Division
 - Park Rangers Program
- National Park Service (NPS)

Partnerships

- Washington Area Bicyclist Association (WABA)

CASE STUDY – WASHINGTON, DC

Current Maintenance Practices

Agency Responsibilities

- *Most trails in DC fall under District Department of Transportation's (DDOT's) maintenance responsibility or the National Park Service (NPS)*
 - NPS is responsible for much of the trail system because they own so much land in the District
 - DDOT has a Memorandum of Understanding (MOU) with NPS
- *Departments involved within DDOT:*
 - Department of Public Works (DPW)
 - Urban Forestry Division (UFD)
 - Grant-funded program called "Park Rangers Program"
- *DC Department of Recreation is primarily focused on recreation centers and thus has a very limited role with trails maintenance*

Partnerships

- *Washington Area Bicyclist Association (WABA) is one of DDOT's biggest partners*
 - WABA also has a Trail Ranger program
- *No formal "Friends of the Trail" or similar groups in DC*

Division of Responsibilities

- *Varies from trail to trail and by maintenance type. For example:*
 - Rock Creek Trail and Crescent Trail fall under NPS responsibility
 - DDOT is responsible for the entirety of the Metropolitan Branch Trail
 - For the Anacostia Trail, NPS is responsible for mowing, signage, trash removal, and other day-to-day activities; while DDOT is responsible for streetlights, trail surface repaving, and structural repairs
- *Within DDOT, maintenance is divided based on responsibilities:*
 - Department of Public Works manages all trail and street sweeping
 - Urban Forestry Division mows the trails and is responsible for all trees in the District
 - Park Rangers Program handles lighting maintenance, sweeping broken glass, bush trimming, etc. but will call 311 for tasks beyond their capability



Source - DDOT Draft 2021 Maintenance Plan

BEST PRACTICES/ LESSONS LEARNED

Data Collection and Organization

DDOT maintains a database of trail maintenance needs and activities. This data can help in advancing data-driven prioritization of trail maintenance as well as estimating budget needs.

Budgeting Strategy

Starting FY 2022, DDOT will budget \$300,000 for trail maintenance (non-personnel services such as materials) in their Maintenance Division budget.

Snow Removal Prioritization

DDOT has a clear breakdown of trails and bike lanes to be prioritized for snow removal. The team also makes an effort to communicate which trails are not identified as priority.

CONTACT

Michael Alvino
Bicycle and Pedestrian Program
Specialist
District Department of
Transportation (DDOT)
michael.alvino@dc.gov

- *DDOT has Reimbursement Maintenance Agreements with two Business Improvement Districts (BIDs) that cover graffiti removal, sign replacement, sanitation, and snow removal*
 - DDOT has included trails in these agreements for the last four years. The first year was a \$15,000 agreement and it is now up to \$30,000

Budget and Funding

- Trail maintenance is covered under the *“Bike and Pedestrian Active Transportation Program”* Activity
- *Starting FY 2022, DDOT will budget \$300,000 for trail maintenance (non-personnel services – materials, etc.) in their Maintenance Division budget.* The trail maintenance line item will also include one FTE (Full Time Equivalent) staff member for trails. DDOT is planning to budget similar funds for maintenance of their on-street bike network and priority bus network
 - Along with this new funding, DDOT has been mandated to include maintenance estimates in their capital budget
- *Strong support for trails from the Mayor’s Office and City Council, including capital projects out of FY 2022 and 2023 COVID Relief Funding*

Major Challenges

Prioritization and Tracking

- *Need for a more equitable and data-driven approach to maintenance decisions*, as current decisions are mostly based on the “squeakiest wheel”. DDOT maintains a database of trail maintenance needs and activities that can help with future data-driven prioritization as well as estimating budget needs
- *Need to consider maintenance requirements earlier in the process, during design and planning*

Snow Removal

- DDOT staff including from the Planning Division are required to work snow removal. Team members are trained for plowing based on an old maintenance agreement, which may not be the most sustainable approach, particularly as the trail network grows

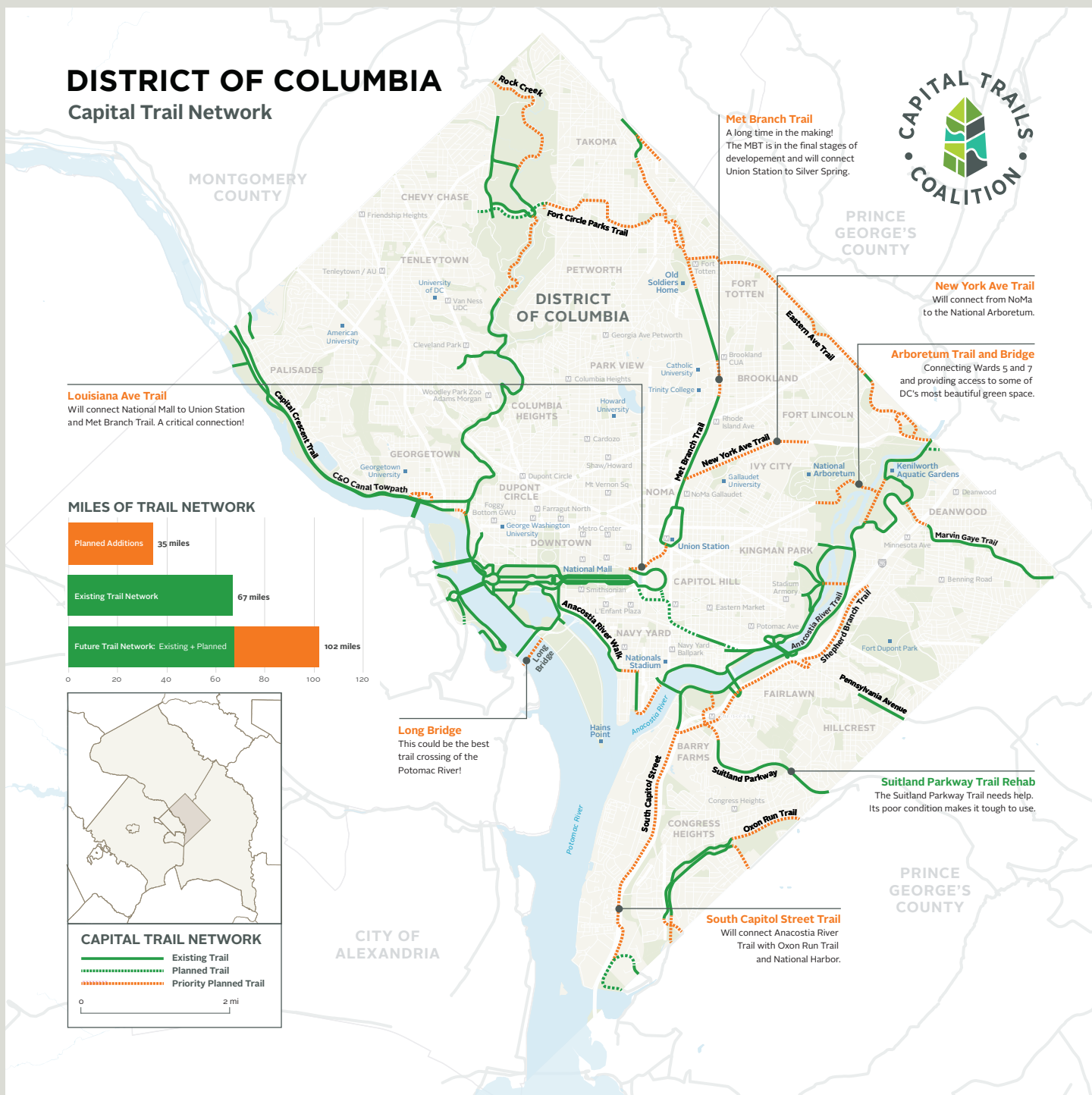


Figure 1. Washington, DC Trail Network (Source- Capital Trails Coalition)

SUMMARY TABLE

Network Summary

36

Miles of
Existing Trails
Network

27

Miles (or
75% increase)
Planned for the
Upcoming Years

Maintenance Agencies

- City of Pittsburgh's:
 - Department of Mobility and Infrastructure (DOMI)
 - Department of Public Works (DPW)
 - Citiparks

Partnerships

- Friends of the Riverfront
- Riverlife



Source - City of Pittsburgh
Draft 2020 Bike Master Plan

CASE STUDY – PITTSBURGH, PA

Current Maintenance Practices

Agency Responsibilities

- *Trails are maintained by the City of Pittsburgh's:*
 - Department of Mobility and Infrastructure (DOMI) – primarily handles capital projects/traffic operations
 - Department of Public Works (DPW) – primary responsibility for trail maintenance activities
 - Citiparks - works on non-transportation-related maintenance tasks for parks

Partnerships

- *Non-profit partners include:*
 - Friends of the Riverfront – handles user-focused and stewardship-related events
 - Riverlife – handles large-scale capital greenway projects
- *No formal maintenance agreements between DOMI and partners*

Division of Responsibilities

- *For the primary trail maintenance tasks:*
 - Snow/leaf removal – primarily handled by DPW; timeliness can be an issue due to trails being a much lower priority than roads
 - Trail resurfacing – primarily handled by DOMI through funding allocated for street paving in the capital budget.
 - Day-to-day maintenance (pruning, vegetation removal, trash, etc.) – primarily handled by Friends of the Riverfront, often through volunteer/stewardship events
- *Routine tasks such as mowing/landscaping, tree removal, lighting, pavement repairs, and maintenance of amenities in parks are DPW's responsibility, which extends to trails*
- *Large-scale, weather-related maintenance activities fall under DPW's Construction Division*
 - For example, landslides have been a growing problem that require costly solutions such as new retaining walls
 - For fixes exceeding several thousand dollars, DPW needs to dedicate a line item for those capital costs (up to \$50K)

BEST PRACTICES/ LESSONS LEARNED

Budgeting Strategy

The City recently included \$100K in their capital budget for trail maintenance equipment, which has been very helpful in addressing trail maintenance needs

Advocating for Funding

DOMI reaches out to trail advocacy groups two months in advance of the budget season to help coordinate letters to politicians

CONTACT

Nicholas Ross
Municipal Traffic Engineer
Department of Mobility and
Infrastructure (DOMI)
City of Pittsburgh
nicholas.ross@pittsburghpa.gov

Budget and Funding

- *No significant line item for trail maintenance/operations in the City's budget*
 - DOMI has \$100K budgeted for trail maintenance, but it is relatively small in proportion to the needs
 - Trail repaving is covered under DOMI's capital budget
- *Recently, DOMI submitted approximately \$100K in the capital budget for maintenance equipment*
 - In the past, DOMI used this approach to fund a thermoplastic striping machine, including staff training. They also purchased a power-broom tractor that can clear 6 feet along trails through the capital budget
- *Non-government partners such as non-profits are completely funded through Pittsburgh's strong network of philanthropic foundations*

Major Challenges

Prioritization and Tracking

- *The City's Streets Division uses a technical evaluation process for developing an initial list for street paving, however, this list is most pertinent to streets.* The list is then reviewed by the district council members, which is when trails typically get considered and added to the list
- The City uses a system of Work Orders that allows them to track time and some skills; however, the system is not applied on every activity completed

Lack of Dedicated Funding for Non-Profit Partners

Labor and Equipment Shortages



Source - City of Pittsburgh Draft 2020 Bike Master Plan



Figure 2. Pittsburgh Bicycle and Trails Network (Source- Bike Pittsburgh)

Appendix F

Public Outreach Survey and Results

List of Survey Questions

Q1. Do you use trails and sidepaths primarily for:

- a. Commuting
- b. Recreation
- c. Both

Q2. Do you participate with any organized volunteer organizations that do trail maintenance (light landscaping, trash removal, etc.)? (Yes/No)

Q3. If you answered yes to Q2, what is the name of the organization? (optional)

Q4. Please rank the items below in order of importance for having a well-maintained trail or sidepath (with 1 being the highest importance)

	1	2	3	4	5	6
Smooth and clear surface						
Litter free/enough trash receptacles						
Well lit						
Amenities such as benches, water fountains, restrooms						
Well-maintained grass/landscaping						
Ensuring accessibility is maintained for all ages and abilities (eg, ramps not blocked)						

Q5. Based on your own observations, do you believe that the trail(s) and sidepaths you use are generally well maintained?

- a. Strongly agree
- b. Agree
- c. Neither agree nor disagree
- d. Disagree
- e. Strongly Disagree

Q6. Have physical obstacles (potholes, fallen trees, short dumping, etc.) impacted your ability to use a trail or sidepath? (Yes/No)

Q7. If you answered “yes” to the previous question, please let us know if you:

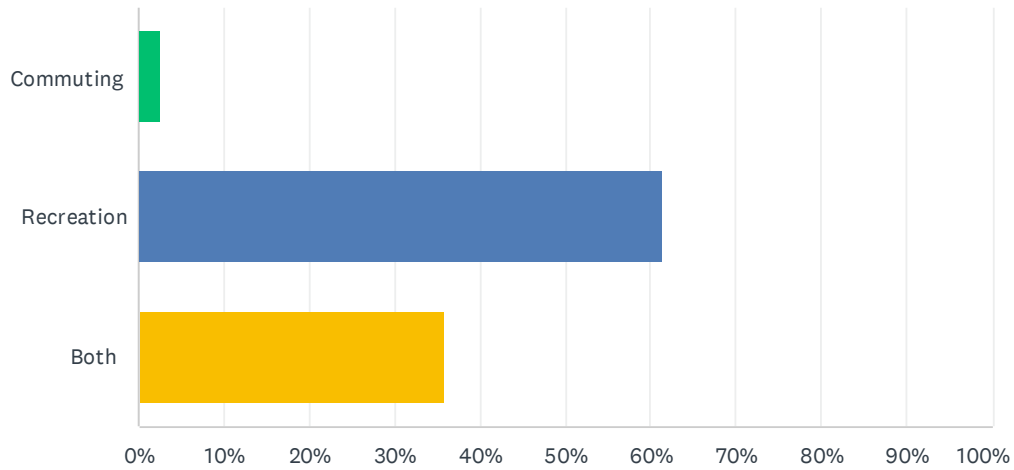
- a. Reported the issue by calling Philly311
- b. Reported the issue using the Philly311 mobile app
- c. Reported the issue to your local ward leader/councilperson/other official
- d. Did not feel it necessary to report the issue
- e. Wasn't sure how to report the issue

List of Survey Questions

- Q8. Has flooding or damage from large storms impacted your ability to use a trail? (Yes/No)
- Q9. If you answered “yes” to the previous question, did it affect:
- a. Using the trail for commuting/errands
 - b. Using the trail for recreation
 - c. Both
- Q10. This [PDF](#) is a summary of trail-related outcomes and recommendations from a meeting the study team had on October 25, 2021, with geographic-based non-profit organizations that help clean up various trails in Philadelphia. Please use the space below to provide your thoughts about outcomes from this meeting.
- Q11. This [PDF](#) is a summary of trail-related outcomes and recommendations from a meeting the study team had on May 2, 2022, with advocacy-based non-profit organizations that help advocate for a stronger trail network in Philadelphia. Please use the space below to provide your thoughts about outcomes from this meeting.

Q1 Do you use trails and sidepaths primarily for:

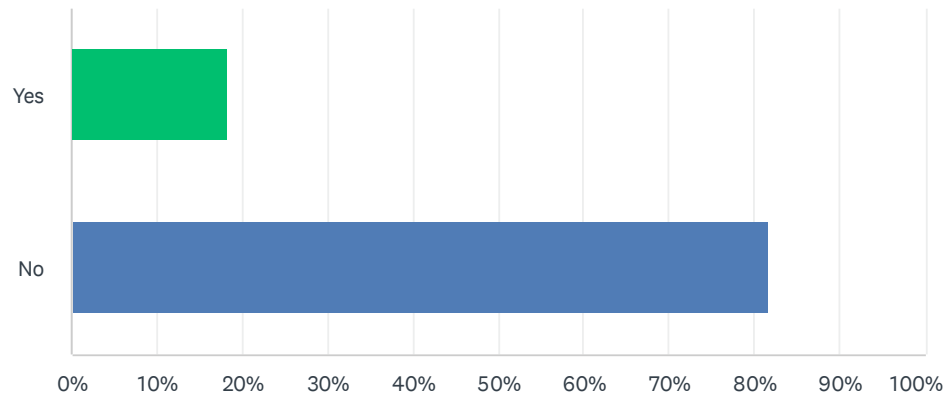
Answered: 791 Skipped: 1



ANSWER CHOICES		RESPONSES	
Commuting		2.65%	21
Recreation		61.44%	486
Both		35.90%	284
TOTAL			791

Q2 Do you participate with any organized volunteer organizations that do trail maintenance (light landscaping, trash removal, etc.)?

Answered: 792 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	18.31%	145
No	81.69%	647
TOTAL		792

Q3 If you answered yes to Q2, what is the name of the organization? (optional)

Answered: 163 Skipped: 629

#	RESPONSES	DATE
1	Friends of the Wissahickon	5/31/2022 4:55 PM
2	Master Watershed Stewards and TTF Watershed	5/31/2022 4:21 PM
3	Belmont trails	5/31/2022 3:33 PM
4	none	5/31/2022 2:50 PM
5	Friends of Cobbs Creek	5/31/2022 2:39 PM
6	Friends of the Wissahickon	5/31/2022 2:20 PM
7	N/a	5/31/2022 1:14 PM
8	Na	5/31/2022 1:01 PM
9	na	5/31/2022 12:54 PM
10	Philadelphia Bicycle Coalition	5/31/2022 11:15 AM
11	Penn State Water Stewards	5/31/2022 11:14 AM
12	N/A	5/31/2022 10:20 AM
13	NA	5/31/2022 10:14 AM
14	I just show up on volunteer days	5/28/2022 5:14 PM
15	Philadelphia horticultural society (planting street trees)	5/28/2022 4:28 PM
16	N/a	5/28/2022 4:24 PM
17	Friends of Wissahickon	5/28/2022 10:05 AM
18	No	5/28/2022 9:50 AM
19	N/a	5/28/2022 9:40 AM
20	The Locks Beautification	5/28/2022 9:17 AM
21	no	5/28/2022 8:34 AM
22	-	5/28/2022 7:08 AM
23	n/a	5/28/2022 6:22 AM
24	N/A	5/28/2022 5:54 AM
25	Na	5/28/2022 4:30 AM
26	Friends of Pretzel Park, Friends of Wissahickon	5/27/2022 10:21 PM
27	n/a	5/27/2022 8:23 PM
28	Na	5/27/2022 7:32 PM
29	SRT	5/27/2022 7:28 PM
30	Roxborough Manayunk conservancy	5/27/2022 6:59 PM
31	NA	5/27/2022 6:38 PM

32	I don't regularly, but I have volunteered with FPC. I'm aware of FOW and Belmont Trails Alliance.	5/27/2022 5:24 PM
33	Na	5/27/2022 5:23 PM
34	Roxborough conservancy	5/27/2022 5:15 PM
35	Friends of the Wissahickon	5/27/2022 3:47 PM
36	N/a	5/27/2022 3:04 PM
37	n/a	5/27/2022 3:01 PM
38	Friends of the Wissahickon	5/27/2022 2:52 PM
39	.	5/27/2022 2:33 PM
40	FDR Park Volunteers	5/27/2022 2:22 PM
41	Wissahickon Park	5/27/2022 2:07 PM
42	Na	5/27/2022 2:07 PM
43	N/A	5/27/2022 1:58 PM
44	Belmont trails alliance	5/27/2022 1:42 PM
45	N/A	5/27/2022 1:15 PM
46	N/a	5/27/2022 12:02 PM
47	n/a	5/27/2022 11:06 AM
48	Friends of the Wissahickon	5/27/2022 10:59 AM
49	na	5/27/2022 10:16 AM
50	Love your park	5/27/2022 6:13 AM
51	Fitler Club	5/26/2022 2:16 PM
52	.	5/25/2022 9:51 PM
53	N/a	5/25/2022 9:18 PM
54	FOPP (formerly), Holmesburg Civic	5/25/2022 9:02 PM
55	Friends of the poquessing	5/25/2022 9:02 PM
56	Friends of the poquessing	5/25/2022 8:41 PM
57	Roxborough manayunk conservatory	5/25/2022 7:45 PM
58	Fairmont Conservatory	5/25/2022 7:03 PM
59	na	5/25/2022 5:42 PM
60	na	5/25/2022 3:34 PM
61	TTFW	5/25/2022 3:33 PM
62	Riverfront North Partnership	5/25/2022 2:25 PM
63	Cobbs creek cleanup	5/25/2022 2:00 PM
64	N/a	5/25/2022 1:20 PM
65	Friends of Wissahickon	5/25/2022 12:01 PM
66	Friends of Penn Treaty Park	5/25/2022 11:11 AM
67	Friends of Wissahickon	5/24/2022 9:31 PM
68	N	5/24/2022 7:29 PM
69	friends of wissahickon and philly tree people	5/24/2022 7:01 PM

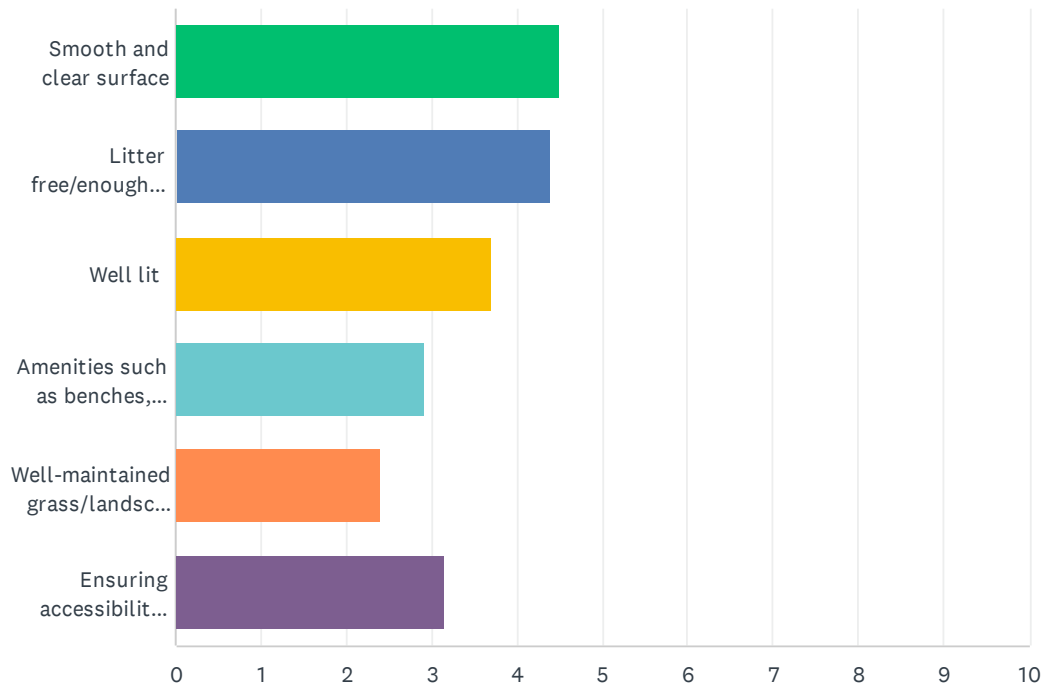
70	Manayunk group	5/24/2022 5:55 PM
71	Bicycle Coalition	5/24/2022 2:44 PM
72	friends of the wissahickon	5/24/2022 1:30 PM
73	N/A	5/24/2022 12:58 PM
74	TTF Watershed Partnership	5/24/2022 12:09 PM
75	Friends of Wissahickon	5/24/2022 10:31 AM
76	Friends of Wissahickon, Friends of the Rail Park	5/24/2022 10:24 AM
77	N/A	5/23/2022 9:10 PM
78	Jorba and NICA	5/23/2022 8:59 PM
79	TTF	5/23/2022 4:14 PM
80	PRIVATELY	5/23/2022 11:55 AM
81	n/a	5/23/2022 10:49 AM
82	Belmont Trails Alliance	5/23/2022 9:40 AM
83	Belmont Plateau Trails Alliance	5/22/2022 7:07 AM
84	No	5/21/2022 7:54 PM
85	United by Blue	5/21/2022 12:43 PM
86	Cobbs Creek Ambassadors, TTF Partnership	5/21/2022 12:08 PM
87	NA	5/20/2022 11:48 PM
88	Belmont Trail Alliance	5/20/2022 10:55 PM
89	Friends of Wissahickon	5/20/2022 3:35 PM
90	Manayunk Development Corporation	5/20/2022 2:40 PM
91	The Mill Studios	5/20/2022 2:38 PM
92	n/a	5/20/2022 2:26 PM
93	FOW, Schuylkill Banks	5/20/2022 1:15 PM
94	Fairmount Park Conservancy / Friends of the Wissahickon	5/20/2022 1:09 PM
95	N-a	5/20/2022 12:25 PM
96	MDC	5/20/2022 11:52 AM
97	Wissahickon Interested Citizens / NW Coalition of Civics	5/20/2022 11:29 AM
98	Manayunk Development	5/20/2022 11:09 AM
99	Riverfront North Partnership	5/20/2022 10:48 AM
100	N/A	5/20/2022 10:45 AM
101	-	5/20/2022 9:45 AM
102	n/a	5/20/2022 9:26 AM
103	Friends of Wissahickon	5/20/2022 8:05 AM
104	N/a	5/20/2022 12:29 AM
105	Town Watch	5/19/2022 11:41 PM
106	Not available	5/19/2022 10:33 PM
107	Lemon Hill neighbors	5/19/2022 6:53 PM

108	The Discovery Center	5/19/2022 6:05 PM
109	FDR Park, Jefferson Park and Fairmount Park volunteers	5/19/2022 4:25 PM
110	Love Your Park	5/19/2022 4:24 PM
111	Schuylkill banks	5/19/2022 4:23 PM
112	Schuylkill Banks	5/19/2022 3:58 PM
113	Cobbs Creek Cleanups	5/19/2022 3:57 PM
114	girl scouts	5/19/2022 3:51 PM
115	Belmont Plateau Trails Alliance	5/19/2022 3:31 PM
116	PWD, Fairmount Park Conservancy	5/19/2022 3:28 PM
117	Belmont trails alliance	5/19/2022 3:24 PM
118	Friend of Wissahickon (hiking trails only, volunteered a handful of times)	5/19/2022 3:06 PM
119	I don't join any organized groups, but regularly pick up trash on my own.	5/19/2022 3:02 PM
120	Belmont Plateau Trails Alliance	5/19/2022 12:04 PM
121	Poquessing	5/19/2022 11:16 AM
122	Na	5/19/2022 11:09 AM
123	No	5/19/2022 10:09 AM
124	SRT	5/19/2022 10:04 AM
125	Love your park	5/19/2022 9:39 AM
126	Na	5/19/2022 8:25 AM
127	Friends of the Wissahickon	5/19/2022 7:31 AM
128	City of Philadelphia Town Watch Integrated Services-Safe Corridors Program	5/19/2022 7:28 AM
129	N/a	5/19/2022 7:27 AM
130	Friends of Pennypack	5/19/2022 2:43 AM
131	na	5/19/2022 1:04 AM
132	Fairmount Park Conservancy & Friends of Cresheim Trail	5/18/2022 9:59 PM
133	na	5/18/2022 9:56 PM
134	FOW	5/18/2022 9:23 PM
135	Riverfront north	5/18/2022 8:45 PM
136	United by blue	5/18/2022 8:05 PM
137	Phila Parks & Recreation; Fairmount Park Conservancy; Belmont Plateau Trails Alliance	5/18/2022 7:06 PM
138	FOW	5/18/2022 5:06 PM
139	cobbs creek trail cleanup	5/18/2022 4:47 PM
140	N/A	5/18/2022 3:58 PM
141	East Falls Development Corp.	5/18/2022 3:50 PM
142	srdc	5/18/2022 2:55 PM
143	SRDC	5/18/2022 2:18 PM
144	FOW	5/18/2022 2:01 PM
145	N/A	5/18/2022 1:18 PM

146	Manayunk Development Corporation	5/18/2022 1:02 PM
147	West poplar neighborhood clean up, friends of wissahickon	5/18/2022 11:39 AM
148	Friends of pretzel park	5/18/2022 11:27 AM
149	Friends of Lemon Hill	5/18/2022 11:22 AM
150	why would i be doing their job?	5/18/2022 11:21 AM
151	Friends of the Wissahickon	5/18/2022 11:15 AM
152	Interested in finding one	5/18/2022 11:06 AM
153	Na	5/18/2022 11:00 AM
154	n/a	5/18/2022 10:48 AM
155	NA	5/18/2022 10:43 AM
156	Friends of the Wissahickon	5/18/2022 10:31 AM
157	N/A	5/18/2022 10:18 AM
158	Cobbs creek cleanup	5/18/2022 8:51 AM
159	Love your park	5/17/2022 3:46 PM
160	The organization that cleans up along Cobbs Creek	5/17/2022 3:27 PM
161	Cobbs Creek Ambassadors	5/17/2022 1:32 PM
162	UC Green	5/17/2022 1:08 PM
163	Bike Coalition, Passyunk Square Civic, Kirkbride HSA	5/17/2022 12:29 PM

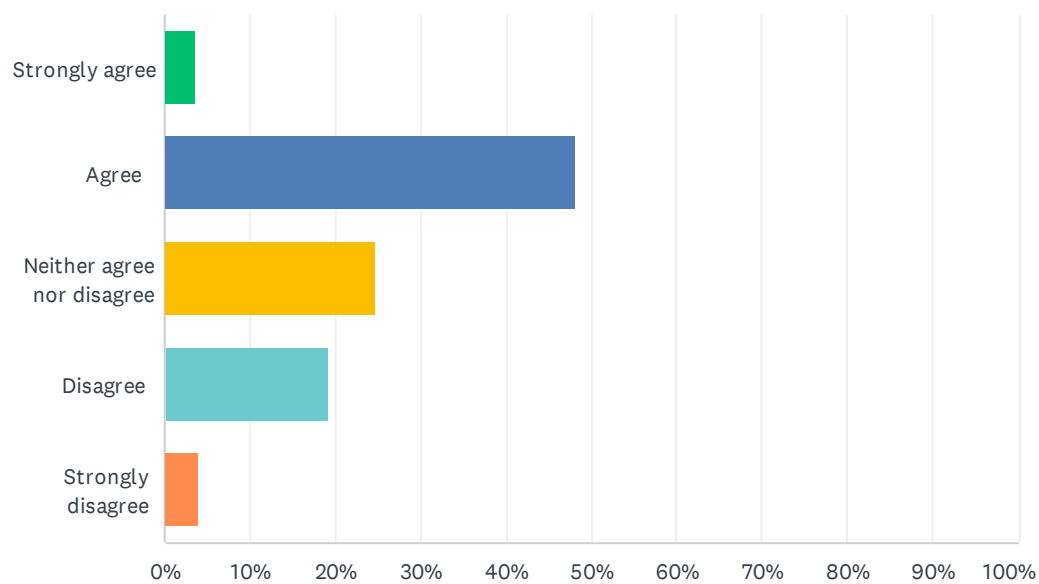
Q4 Please rank the items below in order of importance for having a well-maintained trail or sidepath (with 1 being the highest importance) :

Answered: 786 Skipped: 6



Q5 Based on your own observations, do you believe that the trail(s) and sidepaths you use are generally well maintained?

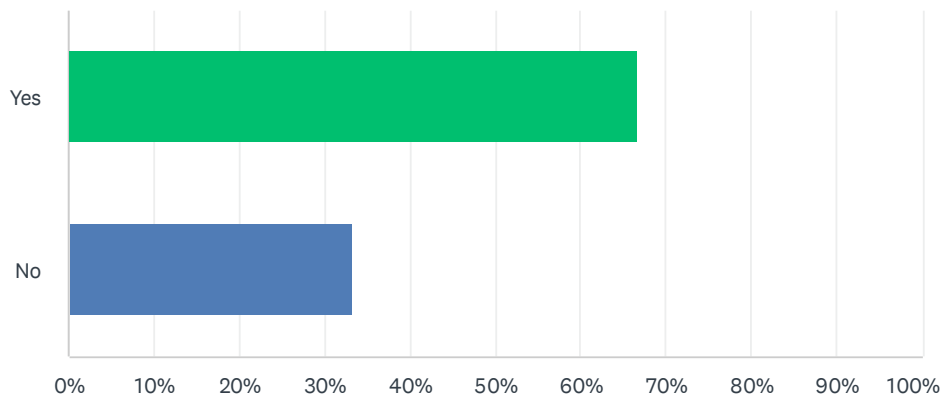
Answered: 791 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	3.67%	29
Agree	48.29%	382
Neither agree nor disagree	24.78%	196
Disagree	19.22%	152
Strongly disagree	4.05%	32
TOTAL		791

Q6 Have physical obstacles (potholes, fallen trees, short dumping, etc.) impacted your ability to use a trail or sidepath?

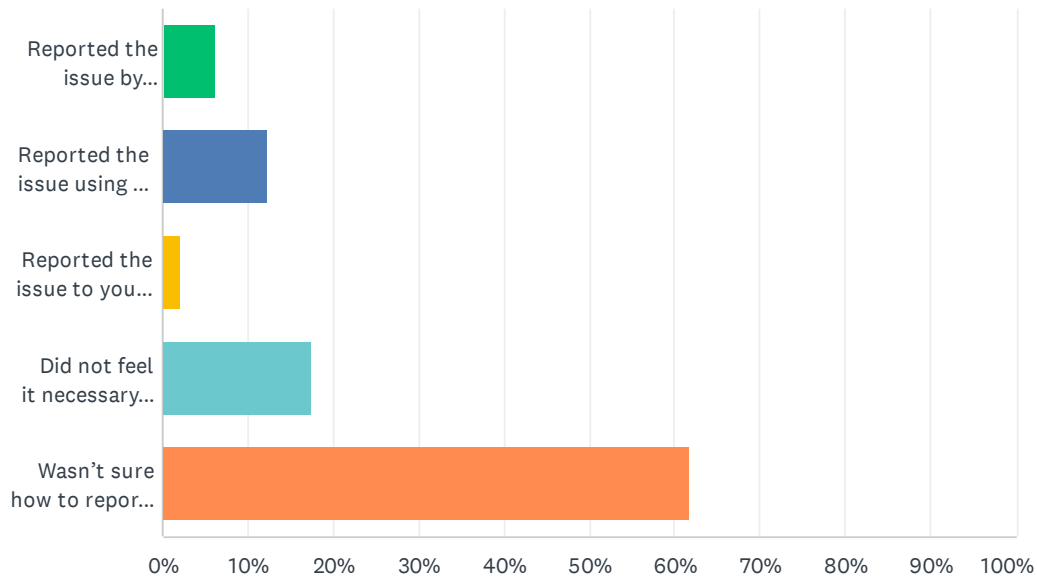
Answered: 790 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	66.84%	528
No	33.16%	262
TOTAL		790

Q7 If you answered “yes” to the previous question, please let us know if you:

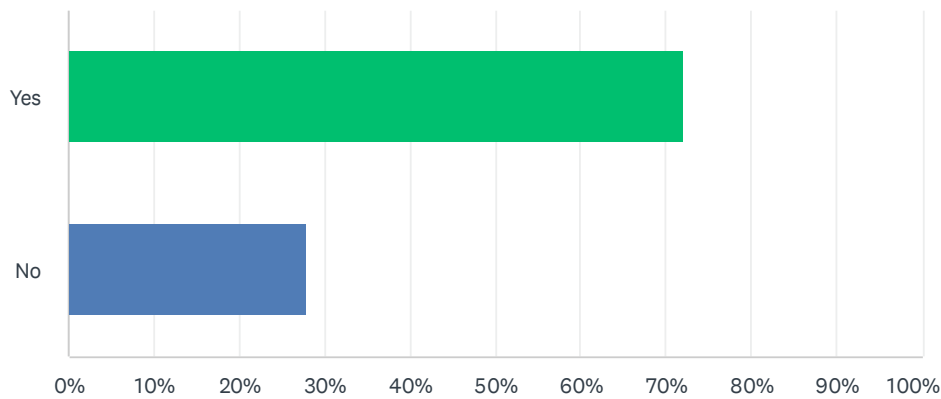
Answered: 583 Skipped: 209



ANSWER CHOICES	RESPONSES	
Reported the issue by calling Philly311	6.17%	36
Reported the issue using the Philly311 mobile app	12.35%	72
Reported the issue to your local ward leader/councilperson/other official	2.06%	12
Did not feel it necessary to report the issue	17.50%	102
Wasn't sure how to report the issue	61.92%	361
TOTAL		583

Q8 Has flooding or damage from large storms impacted your ability to use a trail?

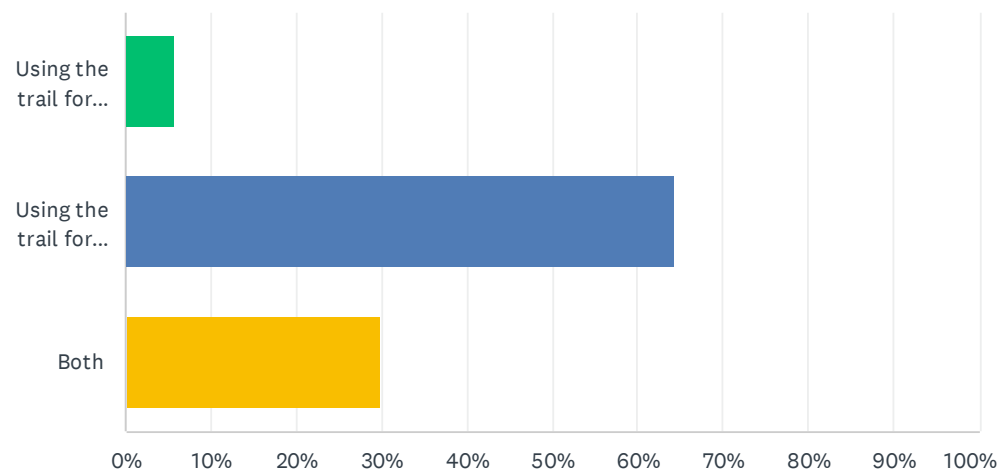
Answered: 791 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	72.06%	570
No	27.94%	221
TOTAL		791

Q9 If you answered “yes” to the previous question, did it affect:

Answered: 608 Skipped: 184



ANSWER CHOICES		RESPONSES	
Using the trail for commuting/errands		5.76%	35
Using the trail for recreation		64.47%	392
Both		29.77%	181
TOTAL			608

Q10 This PDF is a summary of trail-related outcomes and recommendations from a meeting the study team had on October 25, 2021, with geographic-based non-profit organizations that help clean up various trails in Philadelphia. Please use the space below to provide your thoughts about outcomes from this meeting.

Answered: 267 Skipped: 525

#	RESPONSES	DATE
1	1. Increase sharing of resources between departments. For example, P&R should be able to easily borrow small snow plows and street cleaners from Streets. 2. Agree with expanding GPS mapping for 311 purposes. I've had 311 just close complaints because the location was not clear. 3. More trail counts would also help for advocating for more resources. 4. Design standards are needed to integrate trails with bus stops where they cross.	5/31/2022 4:55 PM
2	The focus needs to also be on creating safe and protected walking and bike lanes. We don't need more car lanes. We need more protected pedestrian lanes.	5/31/2022 4:40 PM
3	We as a family really enjoy being able to bike on these trails and enjoying to park our bikes and walk around in Manayunk.	5/31/2022 4:27 PM
4	So much trash and debris from the flood in 2021 that it smells and looks gross on the towpath - make manayunk pretty again!	5/31/2022 4:04 PM
5	I think it's a good start; but we have to make sure our trails are properly maintained and accessible	5/31/2022 3:51 PM
6	Sounds like a good list of priorities	5/31/2022 3:41 PM
7	Valuable highlights in the meeting, but also more need for protected/elevated bike lanes. Also connect east/west is important if we want increased bike commuting to decongest the roads of cars. Frankly just not safe to bike most places in this city. Fixing and cleaning up existing bike lanes is only a bandaaid on a broader infrastructural problem.	5/31/2022 3:21 PM
8	None	5/31/2022 2:50 PM
9	I would agree that formal maintenance agreements and budgeting more for trail maintenance should be a priority.	5/31/2022 2:47 PM
10	Invasive species removal should be a priority, where relevant	5/31/2022 2:39 PM
11	It would be lovely to also have some sort of connection to our elected officials, and/or have regular -BIKE- police patrols, actually enforcing safety rules (I understand the Supreme Court has ruled they don't have to do their job...but then, why are we paying them?). Also, it would be lovely to have a direct number to call whenever we are in danger. In the past there have been a couple of homeless folks that have been blocking paths/ramps and I do not know who to call. I have asked police for help (who happened to be on a street nearby) only to have them nod and do absolutely nothing. If the trails/paths aren't safe, folks won't use them (but at the same time, we need to get help for the folks that need it). Safety must be a priority, and the police SHOULD help, even if they feel they should just be paid to be pretty.	5/31/2022 2:39 PM
12	Would like more focus on facilities along trails (drinking water as first priority).	5/31/2022 2:24 PM
13	N/A	5/31/2022 2:20 PM
14	Even though I use the trails for recreation does not diminish their importance. Utilizing the green space as a place for commute, recreation, and education will only further Philadelphia. Also any landscaping done should be with native plants as lots of spaces have non natives that do not support wildlife.	5/31/2022 1:30 PM
15	Love these outcomes - my personal biggest priority is better trail surfaces - in Manayunk,	5/31/2022 1:29 PM

	many parts of trail are unusable after rain due mud, and gravel surfaces are tough for running/biking	
16	More coordination between city agencies and volunteer/neighborhood organizations is vital. Currently, it seems like there is not a lot of communication and coordination	5/31/2022 12:42 PM
17	Seems reasonable	5/31/2022 11:33 AM
18	It sounds like a good starting point to fix issues and I generally agree with the outlined points as important.	5/31/2022 11:19 AM
19	They look vague. Dumping and litter are big problems. This is acknowledged but I didn't see solutions.	5/31/2022 11:14 AM
20	I agree that illegal dumping poses a huge challenge; my family uses the Fairmount park trails often and we would report dumping to 311 if the locations were mapped	5/31/2022 10:48 AM
21	N/A	5/31/2022 10:20 AM
22	Hoping this meeting will have an affect on better maintenance of trails and parks.	5/31/2022 10:14 AM
23	Document "costs per mile" but also value in time saved seems incredibly important to get additional funding. You can move so many more people on a bike trail for commuting than you can a road.	5/31/2022 9:43 AM
24	They don't mention that it's almost impossible to walk your kids on Kelly drive trails bc aggressive bikers will run you all down. They should not be allowed on the paths. I literally walk with a 6' pole held horizontal to keep a protective barrier around my dog and small kids. (Bike path Manayunk too, they all think they are in the Tour de France and pedestrians are speed bumps)	5/31/2022 1:37 AM
25	I do not feel in a position to provide additional thoughts. It all looks reasonable. I don't know what the lawsuits are about.	5/30/2022 7:30 PM
26	connect places, not just along waterfronts (understanding land assembly is easiest here). Why not follow RR ROW throughout central corridors of the city (to Nicetown, Lawnside, Wynnewood, etc)?	5/29/2022 12:59 PM
27	no comment	5/29/2022 8:50 AM
28	n/a	5/28/2022 8:46 PM
29	Love our trails	5/28/2022 7:45 PM
30	I generally agree with the thoughts but would like to see some focus and resources from the city for trying to mitigate or prevent flooding so as to avoid having damage to clean up.	5/28/2022 7:19 PM
31	They did not cover the dangers inherent with atvs and motorbikes being used on the trails	5/28/2022 1:20 PM
32	Money should be allocated in budgets to maintain trails. It should not be always left to volunteers. The city should be prioritizing its trails as they are beneficial to all!	5/28/2022 11:10 AM
33	Expand GPS mapping for 311 purposes is important.	5/28/2022 10:47 AM
34	Dredge the filthy, disgusting, algae filled canal.	5/28/2022 9:50 AM
35	Looks promising	5/28/2022 9:42 AM
36	N/a	5/28/2022 9:40 AM
37	Increase and maintain communication amongst trails- I agree! This is important for idea sharing.	5/28/2022 9:21 AM
38	looks good.	5/28/2022 8:34 AM
39	I think it's hypocritical to require outside group to maintain trails when the streets department maintains streets directly through the city. We don't partner with community groups to sign maintenance agreements for every stretch of roadway.	5/28/2022 8:17 AM
40	Productive meeting discussing important topics	5/28/2022 8:10 AM
41	I think you need to consider accessibility in your outcomes. Not all of the trails are friendly for	5/28/2022 8:01 AM

	people with disabilities.	
42	Not really clear how much actionable plans are in this document.	5/28/2022 7:43 AM
43	Keep up the good work	5/28/2022 7:40 AM
44	Definitely a good idea to have all groups in the city who deal with trails on the same page	5/28/2022 7:30 AM
45	Expanding gps mapping for 311 seems like a great way to be able to quickly report issues on the trail.	5/28/2022 7:17 AM
46	-	5/28/2022 7:08 AM
47	Good start	5/28/2022 6:58 AM
48	There is a lot of trash particularly in the water ways along trails. You can see turtles/wildlife living among the trash. What's the plan for cleaning the water ways	5/28/2022 6:51 AM
49	No thoughts	5/28/2022 6:31 AM
50	n/a	5/28/2022 6:22 AM
51	Homeless people living on/near the trail is another major concern that wasn't addressed on this survey. Not only have il witnessed them littering on the trail, but it also makes the area feel unsafe. If the homeless issue is not addressed by police, the trail and neighborhood will suffer.	5/28/2022 5:54 AM
52	Na	5/28/2022 4:30 AM
53	Please continue to improve the trail It makes Manayunk truly a special place.	5/28/2022 12:02 AM
54	Not all important factors discussed	5/27/2022 11:16 PM
55	I agree with involving maintenance staff and with using GPS to better Mark trails	5/27/2022 10:50 PM
56	n/a	5/27/2022 8:23 PM
57	Would've liked to see more discussed around continuing to develop the trail connecting to the Cynwyd Trail for larger and more connected route. Also how to have more businesses/activities along the river close to the trail.	5/27/2022 8:07 PM
58	Very thorough .Nothing to add at this time.	5/27/2022 7:54 PM
59	Na	5/27/2022 7:32 PM
60	I'd recommend S.M.A.R.T. goals to communicate the plan for improving the trails as the outcome from this meeting feels a little vague/generic. Ex: Conduct quarterly well advertised (beginning 1 month in advance) volunteer cleanup opportunities with a clear point of communication (via website) to help reduce overall cost and improve the community's perception of the trails.	5/27/2022 7:31 PM
61	Please connect manayunk to Kelly drive! That stretch of road is so dangerous!	5/27/2022 7:28 PM
62	The Manayunk canal smells, really bad. Best long term option is to allow rive water in to clean out the old stale smelly water. The locks need to be rebuilt and the front of the canal near flat rock dam needs to be dredged. Unfortunately the Government will spend more money on buying more guns for law Enforcement and not clean up the canal.	5/27/2022 7:12 PM
63	NA	5/27/2022 7:03 PM
64	So far no real outcomes from the meeting	5/27/2022 6:59 PM
65	Didn't read. Just fix the damn city. We pay enough in taxes and there's garbage everywhere, the roads suck, the crime is terrible, and you're here talking about trails. Get your damn priorities straight.	5/27/2022 6:24 PM
66	Cobbs Creek is missing from the list of participants. It is one of the most important to include since the rec path parallels a busy road (good commuting path) and it has a ton of litter, needing help. Not to mention the clearcutting happening now. Would be helpful to see where trail amenities and cleanups fall in the plans. Also, what about safe access to these parks? Accessing the 'car barn' off Montgomery Ave is very dangerous and lacks bike parking/access, there are no restrooms, water fountains etc. Need sidewalk/path connecting these trails to Belmont Ave.	5/27/2022 5:24 PM

67	Na	5/27/2022 5:23 PM
68	It looks like the meeting addressed a lot of great points. I use the Manayunk Canal Towpath often to go into Main Street to go out to eat and also for recreational running. I avoid it at night because it's not well lit. I suggest some lighting put in from the Fountain Street steps to Green Street. Also, the Fountain Street steps have a lot of overgrown trees periodically and often makes it difficult to go down the stairs. Thanks!	5/27/2022 5:10 PM
69	We use the manayunk canal every day for recreational activities with our children and dog	5/27/2022 3:36 PM
70	N/A	5/27/2022 3:04 PM
71	In opinion, the biggest problem that Philly has with its trails (all public spaces, for that matter), is that a certain segment of the population seems committed to trashing/vandalizing anything that is nice. For whatever reason, the police/parks dept. seem totally incapable of stopping this. Therefore, like Center City, it seems that public/private partnerships, like Delaware, are probably needed in more places, just to keep things from constantly being trashed.	5/27/2022 2:22 PM
72	Na	5/27/2022 2:07 PM
73	Make it a beautiful, safe, and welcoming place	5/27/2022 1:58 PM
74	sounds good to me	5/27/2022 1:49 PM
75	Yes the local groups should work together to maintain the trails as this would be more effective than the city and could employ students, etc.	5/27/2022 1:29 PM
76	Dog bags provided on trails should be compostable. More recycling options	5/27/2022 12:50 PM
77	I'm glad this is being addressed. Climate change will continue to affect flooding in Manayunk, its trails, and nearby businesses. More communication on ways people can help raise awareness on clean up projects would be helpful.	5/27/2022 12:44 PM
78	I think MDC and Friends of the Wissahickon are leaders in this space, so knowing they were involved in the discussion makes me feel confident about the outcomes.	5/27/2022 12:42 PM
79	sounds good. maintain the train and continue expanding for connectivity to limit street exposure is key.	5/27/2022 12:13 PM
80	It is nice, but seems to ignore the issue of accessibility--the goals seem to maintain the pre-existing systems with little focus on growth	5/27/2022 12:12 PM
81	Biggest thing that bugs me is litter, trash, dumping.	5/27/2022 12:08 PM
82	N/a	5/27/2022 12:02 PM
83	Plan is acceptable	5/27/2022 11:37 AM
84	Includes some important issues and good ideas.	5/27/2022 11:06 AM
85	The document is kind of vague, so I don't really get a good sense of the outcomes from reading it.	5/27/2022 10:56 AM
86	I don't think there is a need to spend money to make people aware of trails. Trails see a high amount of use already and word of mouth is definitely working	5/27/2022 10:42 AM
87	Na	5/27/2022 10:16 AM
88	Ok	5/27/2022 10:13 AM
89	Stop focusing on domineering bikers	5/26/2022 4:37 PM
90	This doesn't have a lot of details, I'd like to understand whether or not the suggestions are viable or not, and if so what a timeliness may look like for them.	5/26/2022 2:16 PM
91	The trails I use were not represented at this meeting (pennypack and poquessing creek). Is there any coordination with groups specific to the northeast section of the city? I was happy to see a note about lawsuits and legislation. A lawsuit unrelated to trail maintenance cause friends of pennypack creek to dissolve. I had previously volunteered with that group to help keep the park clean.	5/26/2022 7:15 AM
92	People don't care when they live in and I do I'm trying to see him on this trash people dumping	5/26/2022 6:26 AM

	cars and 40 lb of tires everywhere	
93	🙄	5/25/2022 9:51 PM
94	The streets Department should create more protected bike lanes that intersect with trails.	5/25/2022 9:18 PM
95	i agree	5/25/2022 9:02 PM
96	Illegal dumping is on going issues, relying on people to report issues is an unfair burden on them.	5/25/2022 7:03 PM
97	Very informative update on the status of the project	5/25/2022 6:49 PM
98	I just wish there were better interventions to prevent conflict between bikes and people walking	5/25/2022 6:46 PM
99	How about safe from falling trees? a properly built so as to allow water to drain? Maintained by paid employees?	5/25/2022 5:42 PM
100	Not sure if a standard appearance is so important - I kind of like the idea that different trails may have different feel.	5/25/2022 5:18 PM
101	This is a very good list. I commute on trails every day and love the peace of them. I would really appreciate more maintenance in the way of trash removal and recepticals and keeping the trails clear of dirt and debris that often comes with ATV and dirt bikes coming onto the trails	5/25/2022 3:33 PM
102	Agree that it's important to maintain our existing trails, but the bigger need is to expand them! A short (<5 mile) trail is not that useful for cyclists. And our existing trails are woefully overcrowded (I'm thinking of the SRT... why aren't there separated bike & ped paths??).	5/25/2022 3:25 PM
103	This seems fine. My biggest issue on trails is that there lack clear signage (and people do not follow signage) separating bike and pedestrian spaces. Even on Delaware, pedestrians walk in the cycle lane the majority of the time.	5/25/2022 2:57 PM
104	Thanks for maintaining and expanding the trail system they are fundamental to Philly's livability.	5/25/2022 2:56 PM
105	Common trail design and maintenance is very important, including information and signage about connecting trails	5/25/2022 2:52 PM
106	Why wasn't FDR included in this conversation when the meadows are one of the most valuable trail resources we have in the city?	5/25/2022 2:18 PM
107	I like the commerce dept idea. It would be good for Philly if more saw trails as practical rather than recreational	5/25/2022 1:50 PM
108	While I'm grateful to the outside partners, the lack of basic maintenance for any kind of infrastructure whatsoever by the City is an ongoing disgrace. Streets, trails, and sidepaths should be swept by city workers, and potholes repaired promptly and competently. That they are not, erodes faith in not just this government but all government.	5/25/2022 1:22 PM
109	I mean the Wissahickon trail has been closed for over a year with little to no work done and no end in sight. Everything else seems like window dressing.	5/25/2022 1:20 PM
110	Definitely wish there was more about accessibility, that the trails have something for all mobilities to enjoy in some capacity. Otherwise, the illegal dumping seems pertinent and a common theme a la Ya Fav Trashman—what city entity is responsible for it?	5/25/2022 1:17 PM
111	There is no mention of maybe landscaping and decrease mowing. I do not feel there needs to be uniformity of trails - each area should be unique and therefore special and interesting in it's own way!	5/25/2022 12:23 PM
112	Seems good I guess	5/25/2022 12:01 PM
113	Would like to see Fairmount Parks be part of this effort. MLK Jr Drive sidepath (and more) is a frequently used trail for commuting and recreation. Trail maintenance could be improved there. For instance, Sept '21 post-flood issues on the path were not addressed for quite some time; some silt removal was never done, but instead left for mother nature to take care of over the cd months. It was slippery:unsafe in certain spots. Reported it to 311 to no avail.	5/25/2022 6:37 AM
114	No time to read right now	5/24/2022 7:29 PM

115	trails in this city, access and maintenance should be a high priority. safety, quality of life and health depend on it!!	5/24/2022 7:01 PM
116	None	5/24/2022 5:55 PM
117	Needs more focus on litter and unauthorized parking/parties	5/24/2022 3:35 PM
118	Involving maintenance staff early is key. Increasing awareness of how to report a path blockage or flood would be beneficial. More marketing of the value of the trails doesn't seem urgent to me - most people I know agree that the trail system is an invaluable asset to the city. But I guess the more the merrier.	5/24/2022 2:53 PM
119	almost no consideration given to the need for political backing and city/state government involvement in funding and facilitating	5/24/2022 2:44 PM
120	Each of these trail systems have common, as well as quite disparate needs due to usage as well as the overall goal of the protected area. The Wissahickon Valley is a major protected watershed resource with and extreme uptick in usage especially in recent summers. Support for erosion control, the provision of additional seasonal restrooms, and increase park security patrols is a critical need for this park system where mobile phone reception is especially spotty and car break-ins are frequent.	5/24/2022 1:30 PM
121	regular meetings with PPR leadership and District Managers to coordinate on maintenance is a huge thing that should have already been happening. I've walked, jogged and sat along the trails for many years and there are times when it's just so smelly or littered that it's disgusting. Regular meetings can help everyone maintain and clean up the trails in a very positive way.	5/24/2022 1:18 PM
122	Seems like a typical Philadelphia meeting where you discussed possibly investigating some things but in the end it accomplished nothing and was a waste of everyone's time	5/24/2022 12:58 PM
123	N/A	5/24/2022 12:09 PM
124	I agree with the maintenance theme. The city is great at creating, it is maintaining that is the challenge. I like the focus on maintenance.	5/24/2022 12:04 PM
125	You received some very helpful feedback-especially as it pertains to improving GPS for 311 app	5/24/2022 11:57 AM
126	The enormous amount of trash needs to be dealt with on a regular basis.	5/24/2022 10:14 AM
127	Trash and dumping don't seem to have been addressed, or flooding/storm damage.	5/23/2022 8:59 PM
128	Just because you write out a plan does not mean these people will actually go out and execute said plan. Actions speak louder than words.	5/23/2022 11:55 AM
129	Maintenance of current facilities is more important than building new. If the city doesn't have resources to maintain what we already have how can they take on more? Poor use of taxpayer funds. Much of the trails and parks are dirty, poorly maintained and with broken or not working lights.	5/23/2022 9:40 AM
130	Safety first	5/23/2022 9:07 AM
131	I'm disappointed by the lack of accessibility talk points in the meeting. I also would want there to be a focus on ensuring comfortable trails that provide shade from the summer sun and heat. Some trails have plenty of shade and trees, but others are completely exposed.	5/22/2022 7:32 AM
132	I'd like some conduct instruction/guidelines and etiquette, and some delineations for athletes vs commuters/recreational users. Of course there's the obligatory call out from behind "on your left!" But a lot of people wear headphones, and also a lot of people are oblivious to danger on the trails/pavement. As an athlete, I sometimes go 20 mph to train, and I've had accidents before with people who were just messing around. Also, I feel like there should be more advocacy and accessibility for low income neighborhoods. And finally, I'd like to see people actually be asked to participate in their park systems. Clean up days, ideas for improvement (asking actual people there, on the ground - not just a web survey) and have users be active partners in their own resources.	5/21/2022 7:54 PM
133	Create more staff capacity within the City government focused on trail development, maintenance, and programming	5/21/2022 12:08 PM
134	My concern is getting the pedestrian / bike bridge on the Wissahickon trail opened back up.	5/21/2022 11:12 AM

135	We love our trails! Manayunk's towpath was hit particularly hard during the recent flooding, and we would love to investigate any mitigation efforts that might help protect them in the future.	5/21/2022 8:44 AM
136	Agree with summary. Dumping and flooding are not uncommon	5/20/2022 11:48 PM
137	The meeting does not seem to center input from day-to-day trail users	5/20/2022 10:55 PM
138	What are the hashtags to promote trail use on social media? Where are clean up days posted? What specifically is the litter clean up hash tag for people that pick up trash on their walks?	5/20/2022 7:54 PM
139	I wasn't in attendance, didn't know it happened	5/20/2022 3:35 PM
140	looks good	5/20/2022 2:38 PM
141	themes discussed seem to be on the right path	5/20/2022 2:26 PM
142	These are all good recommendations. Maintenance is often overlooked in project priorities and funding. Maintenance of trails also varies across the City.	5/20/2022 1:44 PM
143	Nothing about outreach to underserved communities or amenities	5/20/2022 1:15 PM
144	It is encouraging to see that the city has so many partner organizations in this effort. I think it is important to help residents and would-be volunteers to understand who plays what role, and where they can go to give it receive help with a trail issue	5/20/2022 12:31 PM
145	N-a	5/20/2022 12:25 PM
146	Who is the non profit? The problem is multifaceted. The overarching one is when Parks n rec merged parks has continually gotten the sort end of the funding stick. Next Parks n Rec hemorrhaging personnel. If it wasn't for the amazing work the NW volunteers have contributed and the MDC and Kays' group the situation would be critical. Without increased funding nothing major will change it one of the reasons parks n rec is losing good people. The city should stop out sourcing every sub contract concerning the trail to Michael Baker. They are continuously awarded no bid open contract and I think the level of result is obvious. There should be a summit and a parks / trail czar appointed to coordinate all the disparate city agencies and volunteer groups so they are working in concert with each other and not cross purposes	5/20/2022 11:29 AM
147	I think the Outcomes are both accurate and logical. From appearances and outcomes of the City Of Philadelphia budget, Parks and Trails are not deemed as valuable as teh stakeholders believe them to be. Unfortunately, the City Council are not realizing the incredible commercial value that Trails bring to the City, with City residents, suburban residents and out of town recreationalists and commuters. A HUGE resource. HUGE!	5/20/2022 11:14 AM
148	Per Mile Costs Needed	5/20/2022 11:09 AM
149	Need more information on what was discussed.	5/20/2022 11:01 AM
150	They seem to encompass my experience and thoughts.	5/20/2022 10:48 AM
151	Missing is the need to keep motorcycles off the trails intended to be non-motorized. This is not that difficult - it takes a bit more frequent police presence and enforcement.	5/20/2022 9:35 AM
152	seems good	5/20/2022 9:26 AM
153	Fine and good: looking forward to the implementation of recommendations. Additional needs: ENFORCE the prohibition against ATVs, dirt bikes, and other motorized vehicles on paths--SO DANGEROUS; build bridge(s) over rail tracks at Race Street so the trail is accessible despite broken equipment and stalled CSX trails; then market not only the network of trails, but a beautiful span of car-free bridges	5/20/2022 9:22 AM
154	more involvement form Mayor's Office & City Council?	5/20/2022 7:41 AM
155	A clean, accessible and safe trail is vital.	5/20/2022 4:27 AM
156	Did not attend	5/20/2022 4:14 AM
157	Idk	5/20/2022 12:29 AM
158	Bike riders endanger pedestrians.	5/19/2022 11:02 PM
159	...looks good? I'm not sure why you're asking the public to review your meeting notes...	5/19/2022 10:33 PM

160	Nothing accomplished. Usual City chatter nothing gets done.	5/19/2022 9:54 PM
161	More bike infrastructure	5/19/2022 9:20 PM
162	Really doesn't discuss the 2 biggest issues. Lights are always burned out and snow is often not removed. Both making the trail un accessible	5/19/2022 8:10 PM
163	No mention of safety, and how to address the people living in tents along the path (across from 30th street)	5/19/2022 7:29 PM
164	Have Streets Dept send little mechanical sweepers down the trails to keep them clear. Trim tree limbs and grass to keep the trails open to full width and height. Improve the bike and ped access around trailheads to ensure that people can get there safely and easily.	5/19/2022 6:53 PM
165	Fine	5/19/2022 6:53 PM
166	This document didn't touch on the lack of comfort stations (bathrooms!) Or water fountains!!!	5/19/2022 6:39 PM
167	Like what I am seeing. Feeling a partnership will decrease the red tape between the political parties involved.	5/19/2022 5:59 PM
168	Illegal dumping is definitely a big problem. The city needs to fund the parks systems more.	5/19/2022 5:54 PM
169	BATHROOMS!!!!!!	5/19/2022 4:33 PM
170	I agree that issues of flooding, illegal dumping and adding storage facilities are important concerns. I did not see these issues addressed in recommendations. Just improved communication and PR were mentioned instead.	5/19/2022 4:25 PM
171	Address equity of resources - see the amount of golf carts driven up and down the new Delaware River trail for security or maintenance, vs the neglect of Tacony Creek trails. More resources need to be allocated to places that have historically seen large disinvestment and been ignored by the city.	5/19/2022 4:18 PM
172	For an equitable system, the city should clean up and maintain the trails, otherwise trails in poorer neighborhoods will be worse due to lack of community resources. This model of relying on partner orgs is inequitable.	5/19/2022 3:57 PM
173	I have very little knowledge of trail maintenance issues but it is noticeable when you cross over to Montgomery County from Philadelphia that they are doing a much better job in general.	5/19/2022 3:52 PM
174	I hope that all trails will be safe during daylight hours	5/19/2022 3:51 PM
175	I would add a note on working with law enforcement to improve the safety and perceived safety of the trails.	5/19/2022 3:49 PM
176	We have a great park system but after storms, trees, flooding and mud block pennypack park trails between Frankford Ave. and Holme Ave. it is a constant problem for days after a storm.	5/19/2022 3:46 PM
177	maintenance maintenance maintenance. funding funding funding. I am sure these are known outcomes prior to the meeting.	5/19/2022 3:44 PM
178	I like the idea about consistent standards across the trails in the city. Agree with all points and needs identified.	5/19/2022 3:31 PM
179	More signage on trails !	5/19/2022 3:24 PM
180	As far as a one page document goes, it seems fine and addresses some key issues. There isn't much to react to.	5/19/2022 3:06 PM
181	This pdf looks like a box-checking word salad. Curious to learn about the actual actions taken, KPIs, and ROI that stem from the listening tour.	5/19/2022 3:02 PM
182	City of Phila needs to prioritize accessible, safe trails to offer alternative transit options for all. Biking, walking, running should be available as a safe and fun option of experiencing the greater Phila area, esp. as the climate crisis becomes more extreme.	5/19/2022 12:23 PM
183	Keep in mind people with disabilities, wheelchairs, etc.	5/19/2022 12:18 PM
184	Is there a group that maintains the pennypack trail within the city that did not attend this meeting. This is where I see the most unaddressed flooding and maintenance issues. Flooding	5/19/2022 12:09 PM

	on the Kelly drive trail is common, but maintained. Erosion in pennypack is a continuing problem because it's not addressed and becomes cumulative.	
185	Signage is important and missing in many areas, explaining trail use, etiquette, and how to report problems or get involved.	5/19/2022 12:04 PM
186	It's a start!	5/19/2022 11:55 AM
187	Clean trails are different from well manicured golf course landscaping. Keep it clean, but keep it natural. No need to be artificial.	5/19/2022 11:48 AM
188	I been pleading with the City for 17 years to clear paths , install benches and the entrance to Penny pack park needs cement. It's the entrance at Bustleton and Benton Ave by the Bustleton bridge. Many Senior Citizens use that entrance... Every time it rains, we get holes in the main path. Thank you	5/19/2022 11:41 AM
189	These are good points, but they don't explicitly acknowledge city/PennDOT responsibilities for road and bridge maintenance along trails. For example the guardrails on the Ridge Avenue bridge over the Wissahickon Creek were washed out in fall 2021 and replaced with "temporary" plastic barriers that make the trail almost impassible.	5/19/2022 11:30 AM
190	Those seem like sound, reasonable goals	5/19/2022 11:21 AM
191	All very good. These people clearly know their stuff.	5/19/2022 10:28 AM
192	Don't know	5/19/2022 10:09 AM
193	The link did not work :/	5/19/2022 10:04 AM
194	Rangers patrolled parks in the Suburbs, Rangers are needed in Philly too.	5/19/2022 9:57 AM
195	East Falls Development Corporation or a similar East Falls organization should be a participant	5/19/2022 9:39 AM
196	You guys are awesome for engaging with the communities and your internal teams in this way! Thank you for listening and the finding awesome ways to keep our paths and trails good for all :)	5/19/2022 9:15 AM
197	All of those outcomes seem good to me. Maybe also include disability rights advocate orgs to ensure seamless accessibility across the trail network.	5/19/2022 8:59 AM
198	seems reasonable	5/19/2022 8:37 AM
199	I think making sure that there is some uniformity of maintenance expectations is key. The SRT near center city— schuylkill banks is very well maintained. The manayunk tow path. Not so much.	5/19/2022 8:26 AM
200	I don't have enough detail from this summary to have a whole lot of input!	5/19/2022 8:02 AM
201	illegal dumping is one of the biggest problems in the city	5/19/2022 7:42 AM
202	Prioritizing regularly scheduled maintenance is key	5/19/2022 7:27 AM
203	Start with the low hanging fruit(drainage, trash).	5/19/2022 2:43 AM
204	better backtrails in wissahickon and more forest trails in fairmount park	5/19/2022 1:04 AM
205	Please just get the bridge fixed from the Wissahickon to Forbidden Drive.	5/19/2022 12:16 AM
206	It seems like there were no outcomes from that meeting that address the issues in this survey.	5/18/2022 11:05 PM
207	It feels that the city is offloading their responsibility to non profits.	5/18/2022 10:56 PM
208	na	5/18/2022 9:56 PM
209	Seems good.	5/18/2022 9:41 PM
210	Security	5/18/2022 9:40 PM
211	n/a	5/18/2022 9:23 PM
212	Communication is lacking. The City should host sessions for all organizations involved with/responsible trails. Provide incentives for orgs that participate. Then they have equal access to resources and information and form better relationships	5/18/2022 9:18 PM

213	Looks like the main issues were discussed and the entities are aware of them. Flash flooding damage and major littering are the problems I have seen the most of over the years (mostly in the Wissahickon creek area)	5/18/2022 9:08 PM
214	Pennypack Park needs a formal non-profit steward	5/18/2022 8:54 PM
215	Ensuring accessibility by all Philadelphians, regardless of age, ability, or geographic location, should be the highest priority. Trails that do not take everyone's needs into account will not be utilized, and would be a waste of money. Also, consider a tax on car ownership that would help fund trail development/improvement/maintenance.	5/18/2022 8:44 PM
216	adding lights to make trails well lit should be addressed	5/18/2022 7:23 PM
217	Yes allocate resources fairly and share institutional knowledge with one another. Make sure you provide neighborhood access in Grays Ferry to trail.	5/18/2022 7:13 PM
218	I agree wholeheartedly with their assessment. I also think it's ridiculous that the city is depending on non-profits to perform essential city responsibilities like clean up and maintenance	5/18/2022 6:10 PM
219	Lack of city leadership on taking care of city trails	5/18/2022 6:02 PM
220	Where is mention of training and engaging volunteers? We want to clear the weeds and want to do it in groups, but why is there no mention of bringing us in? And does PA have a law yet to protect Friends groups from frivolous lawsuits? Volunteers are available! We want to help! And please keep our trails herbicide free! We have a law, let's enforce it!	5/18/2022 5:06 PM
221	There should be more investment in maintaining the cleanliness of trails/stopping illegal dumping and to not put the onus on users of the trails to report.	5/18/2022 4:58 PM
222	Too sparse and not enough details to have any thoughts	5/18/2022 4:45 PM
223	Partner with Commerce Department on marketing the value of trails. - Vendors along trails are valuable to cyclists that cannot leave their bikes to go indoors.	5/18/2022 3:58 PM
224	The City needs to take more direct responsibility for trail maintenance.	5/18/2022 3:50 PM
225	Groups that maintain trails, pick up litter, etc. must be given immunity from lawsuits.	5/18/2022 3:36 PM
226	Strongly agree with the need for unified signage across trails	5/18/2022 3:23 PM
227	meeting and coordinating work with PPR staff is critical. Non-profits should be supplementing work of PPR not doing PPR's work	5/18/2022 2:55 PM
228	seems okay	5/18/2022 2:54 PM
229	Based on these meeting minutes, it sounds like there is insufficient or zero planning for trail maintenance. Maintenance must be performed yearly and also be minimally disruptive since most trails do not have a bike friendly alternative nearby. I'm happy to see most of the topics discussed are related to maintenance and funding.	5/18/2022 2:51 PM
230	There should be more focus on making the paths and trails usable for all, including older residents. Trash cans and bathrooms are also vital. We wouldn't have to spend so much time and money on maintenance if there were more trash receptacles in this city.	5/18/2022 2:46 PM
231	Recommendations seem appropriate	5/18/2022 2:18 PM
232	Agree with all recommendations.	5/18/2022 2:15 PM
233	Doesn't really drive any action. I understand that there needs to be a level of administrative overhead to, however, there are no definitive action steps	5/18/2022 2:01 PM
234	Bartams garden is a gem and having it be hard to access from the rest of the city and piles of illegal dumping, despite being next to a sanitation yard is an embarrassment.	5/18/2022 1:45 PM
235	Not enough information provided by PDF	5/18/2022 1:42 PM
236	The 311 services (phone and app) are vital to the maintenance of the paths in the city. Unfortunately you cannot submit many possible claims to 311 because there is no street address to much of the pathways in the city. I suggest assigning addresses, creating a separate report feature for pathways within 311, or changing the criteria for submission to 311.	5/18/2022 1:35 PM

237	deciding to decide something later is non action	5/18/2022 1:18 PM
238	Common standards and retention of institutional knowledge are critical.	5/18/2022 1:08 PM
239	The city should work more hand-in-hand with these participating organizations by formulating maintenance agreements and provide more financial resources to these organizations to properly oversee the maintenance and repair of these trails.	5/18/2022 1:02 PM
240	Partnering trail usage and monitoring with local groups would be effective	5/18/2022 1:00 PM
241	Flooding is a big challenge. After Ida last fall, it took months for debris to be cleared from the trails. Inability to deal with nearly unrideable surfaces (from potholes, tree root growth, etc) seems to be unaddressed.	5/18/2022 12:36 PM
242	Creating maintenance standards across all of Philly's trails and sidepaths that are actually followed would be a huge step in the right direction for accessibility issues and will help these areas look more welcoming, promoting more use. Funding for trail and sidepath maintenance should be more of a priority for PPR. Could Rebuild money be used to help maintain parks and recreation centers? Rails to Trails has done a lot of research on trail maintenance and costs: https://www.railstotrails.org/build-trails/trail-building-toolbox/management-and-maintenance/maintenance-basics/#costs .	5/18/2022 12:26 PM
243	Most importantly, please establish a culture of not closing a 311 ticket until the problem is 100% resolved - and even after it's 100% solved, keep it open for an additional period of time to ensure it was resolved. Too often, tickets are closed prematurely. This leads to citizens feeling 311 is unreliable and then they stop using 311 altogether... Also, ensure uniform signage (goes along with common trail design).	5/18/2022 12:06 PM
244	none	5/18/2022 11:58 AM
245	No offense and I wish you luck and everything but I can't take seriously a survey that's being taken after the Washington Avenue debacle. The results from that survey were tossed out, leaving many people disenfranchised. So I wish you the best of luck, but I won't be filling out this survey.	5/18/2022 11:47 AM
246	The suggested recommendations should all be implemented. There certainly is a lack of consistency in facility design and maintenance operations. Public outreach and communication is also lacking, especially when a user is trying to identify the org that is responsible for a particular facility.	5/18/2022 11:42 AM
247	Feel it is important to address public facilities like bathrooms, water fountains, and trash receptacles. Phlllys trash system is not well managed so providing resources of where to better dispose of trash more available to the public may be beneficial	5/18/2022 11:42 AM
248	They are fine outcomes but aren't major difference makers. Maintenance by the city is what matters most.	5/18/2022 11:40 AM
249	Agreeable	5/18/2022 11:27 AM
250	I think better documenting the number of users (like at the DRT) can be helpful in advocating for the trails/side path as well	5/18/2022 11:21 AM
251	The city needs to be maintaining these trails, not private groups. Why is it that the city will allow me to work on public areas, but not let me plant a tree in front of my own house? Spend less money on creating 6 lane highways (delaware ave, ben franklin parkway) and spend more money on the side walks and bike lanes as they are currently doing.	5/18/2022 11:21 AM
252	I'm glad these issues are being discussed. Having good and usable trails/paths is not just a nice to have—it's essential. If people can spend more time outside safely, that will be beneficial for physical health, mental health, and community. Encouraging human transportation will also help curb the effects of climate change, pollution, etc.	5/18/2022 11:20 AM
253	I would like to see more budget allocated towards building new trails and maintaining existing trails. I like the idea of standardizing the trail design and maintenance standards such that we can better estimate the cost of building out new trails and upkeep of existing trails.	5/18/2022 11:15 AM
254	I wasn't aware of organizations doing trail maintenance. Will reach out to them	5/18/2022 11:06 AM
255	Cameras may help with illegal dumping along trails.	5/18/2022 11:01 AM

256	Definitely agree with gps mapping for 311, i found it difficult to report issues when attempting to do so	5/18/2022 10:57 AM
257	Make MLK DRIVE permanently car free and repave it	5/18/2022 10:49 AM
258	I really have no idea what this means in practical terms.	5/18/2022 10:48 AM
259	Definitely focus on marketing value of the trails and advocate for funding	5/18/2022 10:45 AM
260	Please just make the waterfront trails nicer. And please make overall safer bike lanes	5/18/2022 10:21 AM
261	I wasn't aware volunteering to assist with maintenance was an option. Also, there are low cost options for cameras and cameras that blow through batteries. Not sure of the legalities, but I think it could be helpful for safety reasons.	5/18/2022 10:18 AM
262	My immediate reaction is "Of course none of the participant organizations are in the Cobbs Creek Trail area." Super disappointing. Can we get some attention to trails in neighborhoods that aren't predominantly white, or that don't have the neighborhood or non-profit capacity to do the City's job for it? We deserve nice facilities, too.	5/17/2022 2:14 PM
263	the value of trails question is interesting: how is that defined and calculated and how does that impact the prioritization of trail and maintenance funding?	5/17/2022 1:50 PM
264	Very important: Document "per mile" costs of trail maintenance to better advocate for more resources	5/17/2022 1:32 PM
265	I was unable to attend but see the need to do more direct outreach to communities with trail systems that weren't included since each region has its own host of problems. I also want to encourage less reliance on volunteerism to maintain parks, trails and other city amenities that our taxes should be paying for salaried positions (or at the very least stipends, or a combo of both) to perform this upkeep.	5/17/2022 1:08 PM
266	The City needs to take responsibility for the conditions of trails within the city, rather than passing blame to partner organizations. These orgs are filling in for vital maintenance tasks that should be done by parks and rec, streets, or some other dept of city hall.	5/17/2022 12:30 PM
267	Relying on volunteers to perform this labor is shirking your responsibilities. Fully fund Parks and Rec, and pay people living wages to maintain our facilities. Until you can do that, stop building new facilities.	5/17/2022 12:29 PM

Q11 This PDF is a summary of trail-related outcomes and recommendations from a meeting the study team had on May 2, 2022, with advocacy-based non-profit organizations that help advocate for a stronger trail network in Philadelphia. Please use the space below to provide your thoughts about outcomes from this meeting.

Answered: 252 Skipped: 540

#	RESPONSES	DATE
1	1. Agree that maintenance should be integrated with other non-motorized transportation networks. 2. Trail maintenance should not be privatized as the primary option by the city. P&R should be fully funded to maintain trails to a baseline, and then private funding can maintain extra amenities.	5/31/2022 4:55 PM
2	The focus needs to also be on creating safe and protected walking and bike lanes. We don't need more car lanes. We need more protected pedestrian lanes.	5/31/2022 4:40 PM
3	Sounds good	5/31/2022 3:51 PM
4	Sounds good! Let's do it! One other thing I know we don't have the money for but would be fun is a bike counter like this: https://trueform.com/app/uploads/2017/08/Cycle-Counter-2.jpg	5/31/2022 3:41 PM
5	Sounds like communication problems are huge, and those are an easy fix!	5/31/2022 3:21 PM
6	Easier ways to report issues would be very helpful. I like the idea of using orgs already doing the work to help cover gaps parks and rec coverage.	5/31/2022 3:19 PM
7	None	5/31/2022 2:50 PM
8	Would like to see flooding issues along manayunk srt continue to be discussed	5/31/2022 2:48 PM
9	The city should absolutely be supporting community partners in trail and side path maintenance efforts. Equity and accessibility for disabled populations and marginalized communities should be a priority. I agree that the city should more robustly develop and communicate about a system for citizens to report trail issues.	5/31/2022 2:47 PM
10	This is correct: Due to the 311 requirement for an address we don't know how to report things, another person that needs to be involved: CSX. They need to take some responsibility for the homeless encampments, and the lanternfly spread. At this moment they do little maintenance to their areas, including the ones attached to the Schuylkill river trail. Once again I'd like to see a little more importance be given to safety, and regular biked patrols of the trails. Also, perhaps some funding for SMALL vehicles, as in the last month or so multiple large trucks have been doing maintenance, but they completely block the trail, during commute hours which makes it unsafe for everyone.	5/31/2022 2:39 PM
11	Like the idea of adding mile markers along trail for location identification	5/31/2022 2:24 PM
12	N/A	5/31/2022 2:20 PM
13	I like a lot of the suggestions. I would also add the increase in native rewilding and potential adding in more collaboration with Philly public schools in the future as an educational tool.	5/31/2022 1:30 PM
14	Would LOVE mile markers, especially now that I know how to report issues	5/31/2022 1:29 PM
15	Definitely need more education about how to report trail issues to appropriate agencies. Advocacy/volunteer groups need to be kept looped in to projects and changes run by the city so they can inform their constituents	5/31/2022 12:42 PM
16	Yes to making 311 more responsive and easier to use	5/31/2022 11:33 AM
17	Have public bathrooms been considered?	5/31/2022 11:26 AM

18	Agree with these points as well. Both sound like common sense areas for improvement.	5/31/2022 11:19 AM
19	This summary is a little more specific, but it looks like it still doesn't clearly state the obvious that we need to pay city employees to maintain trails.	5/31/2022 11:14 AM
20	Unclear how funding will be allocated equitably across sites- if we pursue this path	5/31/2022 10:43 AM
21	N/A	5/31/2022 10:20 AM
22	NA	5/31/2022 10:14 AM
23	Looks like great suggestions. The Philly Streets department should be prioritizing access to the path network via biking, walking, and transit (light rail and buses).	5/31/2022 9:43 AM
24	Mile markers / cameras / good Ideas & i would add security phones , signs telling how to report issues and speed Bumps for bikes. Also better native landscaping less pave-it-all approach and more trees	5/31/2022 1:37 AM
25	I agree with the concerns raised. The recommendations are quite vague ("integrate equity considerations into trail maintenance"?).	5/30/2022 7:30 PM
26	Stewardship and maintenance should be funded more from dedicated sources, just like highways.	5/29/2022 12:59 PM
27	n/a	5/28/2022 8:46 PM
28	I agree with the outcomes of this meeting. I would add making sure emergency dispatchers and others are familiar with mile markers and signposts for emergency response.	5/28/2022 7:19 PM
29	I concur with their findings. I have not used any of the trails in over a year due to fearing for my safety	5/28/2022 1:20 PM
30	I like the idea of cameras and markers. These items as well as better lighting will make people feel safer and want to use trails more.	5/28/2022 11:10 AM
31	Agree: Many Philadelphians don't know how to report a maintenance issue on a trail or sidepath. Even if they do, it can be difficult to identify specific locations because the 311 application requires a street address. Agree: Mile makers and cameras are potential tools to improve location tracking and security along trails. Disagree: Explore the potential to create a new conservancy to raise, hold, and distribute philanthropic funding related to trail/sidepath maintenance. -- Why create another bureaucracy that will eat up funds.	5/28/2022 10:47 AM
32	The equity point is important. I suspect the majority of Philadelphians are not using trails because they don't live close to them. This comment is outside scope, but I wish all residents had access to maintained safe trail-like walking paths for commonly walked routes around the city. The efforts to plant trees around city neighborhoods I find very important.	5/28/2022 9:42 AM
33	N/a	5/28/2022 9:40 AM
34	Agreed- better involvement from financial stakeholders and the city. I also don't really know how to report issues	5/28/2022 9:21 AM
35	looks good.	5/28/2022 8:34 AM
36	I agree that security is most important and also, signage posted on how to report to 311	5/28/2022 8:23 AM
37	This seems to be moving in the right direction. I appreciate the community feedback that was given.	5/28/2022 8:17 AM
38	Productive meeting discussing important topics	5/28/2022 8:10 AM
39	Glad that accessibility is mentioned. The items in this list are more relevant.	5/28/2022 8:01 AM
40	Create yet another organization? (to raise, hold, and distribute philanthropic funding...etc) - why add to the list of bureaucracy? No efforts in bringing back the Manayunk bicycle race - brought a lot of money to town and its outdoors aka covid friendly.	5/28/2022 7:43 AM
41	Keep up the good work	5/28/2022 7:40 AM
42	Sounds like good discussion topics. Hopefully this leads to positive outcomes	5/28/2022 7:30 AM
43	The first suggestion of having an overall conservancy seems very beneficial for have a	5/28/2022 7:17 AM

	centralized way of planning, maintenance and funding. I believe it would also help when looking at equity across the system.	
44	-	5/28/2022 7:08 AM
45	Agree	5/28/2022 6:58 AM
46	No thoughts	5/28/2022 6:31 AM
47	N/A	5/28/2022 5:54 AM
48	Na	5/28/2022 4:30 AM
49	I would support camera installation	5/28/2022 12:20 AM
50	Improve separation between bikers and pedestrians.	5/28/2022 12:02 AM
51	There are more constructive ideas shared. I believe the accessibility and access to bathrooms, fountains, etc is ver important and not discussed	5/27/2022 11:16 PM
52	n/a	5/27/2022 8:23 PM
53	Good to see focus on improving accessibility and how to keep trails clean and locations easily identifiable.	5/27/2022 8:07 PM
54	Great ideas.	5/27/2022 7:54 PM
55	Na	5/27/2022 7:32 PM
56	Same recommendation as above	5/27/2022 7:31 PM
57	Please connect manayunk to Kelly drive! That stretch of road is so dengerous	5/27/2022 7:28 PM
58	NA	5/27/2022 7:03 PM
59	None	5/27/2022 6:59 PM
60	I agree with the need to engage locals. There have been multiple occasions where large trees were completely blocking a path and I had no idea who to call	5/27/2022 6:49 PM
61	Didn't read. Just fix the damn city. We pay enough in taxes and there's garbage everywhere, the roads suck, the crime is terrible, and you're here talking about trails. Get your damn priorities straight.	5/27/2022 6:24 PM
62	City should consider how to design resilient trials that account for inundation due to more frequent and severe flooding our City is likely to see due to climate change.	5/27/2022 6:01 PM
63	Common theme #4 re non-motorized transportation is especially relevant.	5/27/2022 5:24 PM
64	Na	5/27/2022 5:23 PM
65	connect the delaware river trail all the way to the shcukyll trail	5/27/2022 3:41 PM
66	N/a	5/27/2022 3:04 PM
67	Suggestion #1 really makes sense, again, as the City/police just can't seem to enforce or keep up with the problems. Creating a large pool of philanthropic assets that are managed by groups like Delaware, Center City District, etc., is probably the route that needs to be taken--sadly enough. Hopefully, we will see a new wave of public leadership, one that truly focuses on community instead of maintaining "legacy power" and petty grifting. Sorry, but that is how so many of us see this!	5/27/2022 2:22 PM
68	Na	5/27/2022 2:07 PM
69	looks good	5/27/2022 1:49 PM
70	Yes there needs to be a better system for reporting trail issues	5/27/2022 1:29 PM
71	Same as above	5/27/2022 12:50 PM
72	I think the 311 application should be able to accept trail markers as a location, but I also think that we need to work on lighting more portions of local trails to ensure the safety of the users and increase traffic on the trails.	5/27/2022 12:42 PM

73	yes often when one is using a trail they aren't thinking to report issues with 311 like they would if they were sitting at home. 311 can assist but regular maintenance should occur by city staff to ensure a clean and appealing trail.	5/27/2022 12:13 PM
74	They raise some good points I hadn't considered--having a way to report issues on the trail would be great.	5/27/2022 12:12 PM
75	FYI	5/27/2022 12:02 PM
76	Agree with plan	5/27/2022 11:37 AM
77	Includes some important issues and good ideas.	5/27/2022 11:06 AM
78	I think the equity issue with regard to trail access and maintenance is extremely important. Trails should be properly maintained throughout the city regardless of the income level of the community, meaning that private donations for trail maintenance should not be targeted for particular areas. Significant funds and plans should be developed specifically for clearing trails after flooding (along the Schuylkill for example) as we experienced last September, as flooding event will only increase in the coming years as an impact of climate change.	5/27/2022 10:58 AM
79	I agree with the outcomes specified - these are major issues that need to be addressed.	5/27/2022 10:56 AM
80	Not sure who would be responsible for maintaining/ reviewing data from cameras - that seems like a large expense. Would like to see some data to indicate need and cost-benefit analysis though definitely agree that all users should feel safe on the trails	5/27/2022 10:42 AM
81	Na	5/27/2022 10:16 AM
82	Ok	5/27/2022 10:13 AM
83	You are not including most of the city. Nobody knows about these meeting	5/26/2022 4:37 PM
84	It would never occur to me to contact someone about a trail obstruction, because our parks department is so incredibly underfunded I would not assume anyone could do anything.	5/26/2022 2:16 PM
85	I'd like to know more about what was discussed or see links to supporting info.	5/26/2022 2:16 PM
86	Happy to see the first topic discussed was support related to lawsuits but disappointed there is no recommendation at this time. There are people and groups (Friends of Pennypack in particular) that are impactful in the community and unable to continue efforts.	5/26/2022 7:15 AM
87	O	5/26/2022 6:26 AM
88	Mile markers are Great idea. I think outside sources are an idea to maintain trails.... there's a lot going on in the city	5/25/2022 9:51 PM
89	Agreed	5/25/2022 9:18 PM
90	i agree	5/25/2022 9:02 PM
91	The city needs to be explicitly held accountable - especially the Streets Department - because it's past behavior shows that it cannot be trusted to follow through or perform adequately.	5/25/2022 8:03 PM
92	Concerned that merging bike lane and sidewalk maintenance will result in worse outcomes for both sidewalks and bike lanes as well as trails considering how poorly the city manages these.	5/25/2022 7:03 PM
93	I just wish there were better interventions to prevent conflict between bikes and people walking	5/25/2022 6:46 PM
94	A nonprofit to manage the trails is a great idea!	5/25/2022 5:18 PM
95	"trail/sidepath maintenance should be integrated with maintenance for other non-motorized transportation" -- Agree	5/25/2022 3:36 PM
96	See above. Expand the trails!!	5/25/2022 3:25 PM
97	Mile markers to report the location could be helpful, but I would hope they do not impede the visual experience on the trail. Trails can be "transportive" that make you feel like you're getting an escape from the City.	5/25/2022 2:57 PM
98	Public education on how and when and where to report issues would be a big help! I never know what is private/public so don't report issues.	5/25/2022 2:52 PM

99	I agree with trail markers. That and maybe posted maps would help a lot on the more northern areas of Kelly Drive.	5/25/2022 2:18 PM
100	Would like to know more about what “equity concerns” means. Philly has used it as a vague excuse to not make improvements in other areas.	5/25/2022 1:50 PM
101	Don't like the idea of cameras on the trails—feels invasive and just a way for policing money to insert itself. Mile markers, sure.	5/25/2022 1:17 PM
102	I don't know, but don't you dare secede MLK drive back to the cars.	5/25/2022 1:09 PM
103	I don't feel there needs to be connected networks of trails.	5/25/2022 12:23 PM
104	Agree with themes from this meeting! See my previous comments.	5/25/2022 6:37 AM
105	Please summarize in bullet points next time y'all do a survey	5/24/2022 7:29 PM
106	None	5/24/2022 5:55 PM
107	Needs more focus on litter and unauthorized parking/parties. And I am opposed to further surveillance of citizens.	5/24/2022 3:35 PM
108	All of these recommendations are pragmatic. I don't know how to report a problem on a path and if I did, how could I describe my location? I like that these groups made recs to fix that. Also, I imagine the philanthropic interest in the trail system is sizable, so creating an entity that can administer the funds seems a no-brainer.	5/24/2022 2:53 PM
109	Totally agree that the city needs a cohesive plan for maintenance that includes all types of non-car transportation corridors.	5/24/2022 2:44 PM
110	The greater Los Angeles area parks and wilderness zones(as well as other California areas) utilize daily or annual parking passes (\$5/day or \$20/year or a National Parks pass) to help subsidize park maintenance and moderate trail usage. These were for parking at trail heads or in park maintained lots. Walking or biking into parks required no fee. Such a strategy could be hugely beneficial to support funding initiatives to improve parks. Those rates are examples not suggestions, and did not ever seem to inhibit usage by diverse selection of people.	5/24/2022 1:30 PM
111	These are huge and super important: Better integrate equity considerations into trail maintenance prioritization • Mile makers and cameras are potential tools to improve location tracking and security along trails	5/24/2022 1:18 PM
112	Same as the last meeting. It's a lot of buzzwords and no substance	5/24/2022 12:58 PM
113	N/A	5/24/2022 12:09 PM
114	I agree with the second suggestion for improved maintenance	5/24/2022 12:04 PM
115	Some decent feedback. Equity and security are huge..., especially in a city that needed to be sued to put in the necessary ADA sidewalk cuts for those in wheel chairs	5/24/2022 11:57 AM
116	I strongly agree that trails/sidepaths should be considered in the wider context of bike and pedestrian infrastructure in the city. Lack of connections between these networks makes both less useful, accessible, and safe, particularly for those using trails to commute.	5/24/2022 10:33 AM
117	Agreed	5/24/2022 10:14 AM
118	Too many groups running overlapping projects and infrastructure. Consolidate into a bike and pedestrian council.	5/23/2022 8:59 PM
119	Just because you write out a plan does not mean these people will actually go out and execute said plan. Actions speak louder than words.	5/23/2022 11:55 AM
120	Maintenance of current facilities is more important than building new. If the city doesn't have resources to maintain what we already have how can they take on more? Poor use of taxpayer funds. Much of the trails and parks are dirty, poorly maintained and with broken or not working lights.	5/23/2022 9:40 AM
121	safety first	5/23/2022 9:07 AM
122	I agree that there is limited knowledge in the community on how to report issues. However, there are so many potholes and uneven surfaces that there is almost too much to report.	5/22/2022 7:32 AM

123	These are great suggestions. I understand how there could be lack of clear delineation between responsibility of trail/park maintenance; but I think parks department would be the sensible choice for maintenance.	5/21/2022 7:54 PM
124	Work with trail adjacent businesses to promote and fund maintenance of trails.	5/21/2022 12:08 PM
125	My concern is getting the pedestrian / bike bridge on the Wissahickon trail opened back up.	5/21/2022 11:12 AM
126	The idea of a conservancy is a good one, if it happens it's something we'd be interested in contributing to. Mile marker cameras also sound like a nice idea but are probably impractical considering the power requirements.	5/21/2022 8:44 AM
127	Agree. Not clear streets vs parks and rec. Did not know to use 311 for trails. Not sure how to report due to street address. Have run into this issue regarding illegal parking on streets that adjoin park space. Parking dept does not enforce and only says to call police. That is not as easy as reporting online or via social media. Illegal parking makes it harder to access parks	5/20/2022 11:48 PM
128	I agree that the trail maintenance should be as consistent as road maintenance and security could be enhanced	5/20/2022 10:55 PM
129	Most bikes are really really considerate, as a person who walks with dogs, I would love to promote the use of bells on side paths so I have time to urge my dogs off the trail. Part of a yellow trail bridge was knocked off during a storm. I didn't know who to contact or if I should just go get my drill. I would like to be able to check data about trails- how many people checked in, if there were loose dogs reported, and if any sick or dangerous wild animals were reported in the area.	5/20/2022 7:54 PM
130	I wasn't in attendance, didn't know it happened	5/20/2022 3:35 PM
131	It seems there is a slow response on cleanup efforts and it's left to volunteer groups.	5/20/2022 3:23 PM
132	looks good	5/20/2022 2:38 PM
133	themes discussed seem to be on the right path	5/20/2022 2:26 PM
134	I agree that a lot of people do not know about 311.	5/20/2022 1:44 PM
135	No community partners identified or outreach strategies suggested. Also amenities!	5/20/2022 1:15 PM
136	Consider involving more running or walking based groups as well as potentially a group representing more diversity (SRPS, BOMF, Ulyftu)	5/20/2022 12:56 PM
137	Agree	5/20/2022 12:25 PM
138	Certainly need more mile markers and maps on trails.	5/20/2022 11:26 AM
139	It's a difficult scenario. It's important to have some trail markers in logical increments, especially for public safety and emergency response. However, it's also important not to over-do signage in a natural outdoors space. A tricky balance. But, for the trail corridor that sees so much traffic, the trail markers are an absolute neccessity for emergency response and public safety.	5/20/2022 11:14 AM
140	2nd Theme is a real issue along towpath in Manayunk	5/20/2022 11:09 AM
141	I agree with mile markers and the rest of the reccomendations, I disagree with cameras at every mile marker...we have enough surveillance	5/20/2022 11:01 AM
142	Mostly good, but it's time to stop discussion about the City's role in supporting stewardship partners when it comes to trail-related lawsuits and do something about it. The Stewardship Partners do an inordinate amount of the work at their own risk. Without them the system will be an abject failure.	5/20/2022 10:48 AM
143	I think 311 is difficult to use and have seen numerous things that I should have reported but haven't. I don't care for the street address aspect of 311, nor should anyone who uses 311 need to establish an account in order to report.	5/20/2022 9:35 AM
144	seems like some good ideas	5/20/2022 9:26 AM
145	The Philly Streets Department should not be responsible for trail maintenance. They do not have the interest, skills, leadership, or ability to do so! Please provide resources to PPR or others instead. And yes, absolutely should be maintained as part of an integrated	5/20/2022 9:22 AM

transportation network. Additional philanthropic support is necessary, as City has not invested the necessary resources. Perhaps that will change with the Mayoral administration. Fingers crossed. Please finance a bridge over the Race Street crossing at the Schuylkill so that idling CSX trains and broken equipment doesn't prohibit access!!

146	More involvement from Mayor's Office and City Council?	5/20/2022 7:41 AM
147	Having the street-based bike lanes maintained is equally important. If we can't access the trails because the bike paths are filled with hazards, it's all pointless.	5/20/2022 4:27 AM
148	A stronger Trail network would be great	5/20/2022 4:14 AM
149	Idk	5/20/2022 12:29 AM
150	Again, looks good...	5/19/2022 10:33 PM
151	Pointless City chatter. Probably create another job and over pay a project manager.	5/19/2022 9:54 PM
152	More bike infrastructure	5/19/2022 9:20 PM
153	I agree. I have called 911 and 311 both on the trail and they both tell me they need an address and that Kelly drive at the grandstand is not an address	5/19/2022 8:10 PM
154	Glad they addressed some concerns with cameras. But what do they do other than just film the issue, and not be able to address it bc the criminal disappeared or was wearing a mask? It's not useless but it's not helpful. What about blue light phones, like they have on campuses?	5/19/2022 7:29 PM
155	Good	5/19/2022 6:53 PM
156	I disagree with the need for creating a new conservancy. Just make the existing one more efficient.	5/19/2022 6:39 PM
157	More funding is needed from the city!	5/19/2022 5:54 PM
158	Though it seems enlightening, I don't envision any trail/sidewalk improvements moving north of Tacony.	5/19/2022 4:43 PM
159	Excellent points in themes discussed but none addressed in recos. Need to explain how to better integrate park maintenance , report trail problems d to whom (when 311, Streets or Parks).	5/19/2022 4:25 PM
160	Keep on prioritizing litter and dumping cleanup- completely affects the health and well-being of both the environment and the people using the trails!	5/19/2022 4:24 PM
161	Agreed on the major issues of maintenance, who is responsible, and holding the city and partners accountable for equity based investments into the trails that connect neighborhoods and should offer safe pathways to all neighbors.	5/19/2022 4:18 PM
162	The point about integrating trail planning and maintenance with sidewalk and bike lane planning and maintenance is critical. A great trail is useless if it is too hard to access it. I agree re equity considerations, and 311 definitely sucks - hard to pinpoint the location, and too many questions to wade through to report something simple, like a downed tree or construction activity blocking ROW.	5/19/2022 3:57 PM
163	I would agree with these recommendations	5/19/2022 3:49 PM
164	SIGNAGE. I think trails sidebaths cannot be conflated with bike paths. both services need maintenance and infrastructure, but a bike can use a quality trail.	5/19/2022 3:44 PM
165	Yes to equity considerations. Yes to mindfulness of the opportunity to connect p&r holdings with street and trail connectors.	5/19/2022 3:31 PM
166	As far a one page document goes, it seems fine and addresses some key issues. There isn't much to react to. Most city trails have some basic maintenance, but it would be good to have a few (two or three) P&R staff who are dedicated to maintenance in the field. Stop hiring people to work in offices, distribute surveys, and coordinate meetings. We need people who want to roll up their sleeves and do hard work in the field.	5/19/2022 3:06 PM
167	This has a lot of buzzwords that feel good....ish? But what are the concrete actions of the campaigns being undertaken to address the issues.	5/19/2022 3:02 PM
168	Mile markers would be helpful in the event of reporting an emergency, injury, or reporting to	5/19/2022 2:26 PM

311.

169	Non-profit orgs and advocacy groups are taking the brunt of the work that the City of Phila should be doing to invest and prioritize a stronger trail network.	5/19/2022 12:23 PM
170	I like the idea of mile markers! Besides security (which is obviously the most important benefit), it's nice to know how far you've gone on a path.	5/19/2022 12:11 PM
171	My organization is missing	5/19/2022 12:04 PM
172	We shouldn't have to rely on philanthropy to maintain city amenities like trails.	5/19/2022 11:55 AM
173	Trail networks are a great idea! Please keep responsible minded when doing thing such as lighting. Please do not install lights above 2800K and keep them aimed straight down to hit the trail, nothing more.	5/19/2022 11:48 AM
174	My thoughts are that election is coming...	5/19/2022 11:41 AM
175	We need multiple raised/protected bike lanes that go East/West from the Delaware River into West Philly. The Delaware River Trail's recently completed bike trail is a starting point to what we need to make cycling safe for more Philadelphia residents and visitors. The SRT trail needs to be widened with a clear, identifiable separation between cyclists and pedestrians. Kelly Drive needs a road diet and traffic calming to protect the safety and enjoyment of those using the trails. It's also pathetic that cars have been allowed to drive up to the river. End this chaos. MLK Blvd also needs more traffic calming or it should be removed completely and converted to a permanent trail system.	5/19/2022 11:41 AM
176	The city should do more to integrate trails with street infrastructure, such as bike lanes. The more people who commute via trails, the fewer cars on the road. The city should not be outsourcing the costs of this vital infrastructure.	5/19/2022 11:30 AM
177	Very insightful. These people clearly know what they're talking about.	5/19/2022 10:28 AM
178	Was not there	5/19/2022 10:09 AM
179	The link does not work :/	5/19/2022 10:04 AM
180	Rangers patrolled parks in the Suburbs, Rangers are needed in Philly too.	5/19/2022 9:57 AM
181	This stuff is good too. I would also include coordination among neighboring counties for trail maintenance. Why does MontCo not plow their trails in the winter?? The SRT (and all trails) should be consistently maintained no matter what county I'm in. The trail network is only as good as it's least maintained stretch.	5/19/2022 8:59 AM
182	give more money to non-motorized transport. actually try to achieve vision zero goals. this isn't hard stuff.	5/19/2022 8:37 AM
183	Agree with these points. As they say once women and children feel safe riding on a trail then we know that we have succeeded	5/19/2022 8:26 AM
184	Agreed on not knowing the best way to report damage! Would love there to be mile markers - helps to locate myself in space on trails when they traverse neighborhoods	5/19/2022 8:02 AM
185	City agencies need to communicate and plan together. The Streets Department needs to be retrained overall, they often make public statements about what they do not do, I rarely see solutions to issues even beyond trails. They still prioritize cars over everything else, I'd love to see new multi model equity focused people in the agency.	5/19/2022 7:27 AM
186	This presents as a wish lists not a focused, results driven project. Basic issue(grass/weeds once managed and cut/removed regularly are now ignored.	5/19/2022 2:43 AM
187	na	5/19/2022 1:04 AM
188	No comment.	5/19/2022 12:16 AM
189	People don't report report maintenance issues because they do not have faith that their reporting will be answered or anything will change. The public does not have faith that you will do anything positive to make things better.	5/18/2022 11:05 PM
190	I think this calls out the need for the city to actually lead this project. Additionally the need to view these trails and paths as part of commuting paths that deserve the same attention as	5/18/2022 10:56 PM

	roads	
191	Conservancy is a good idea. Well-maintained parks and trails sell themselves	5/18/2022 10:51 PM
192	na	5/18/2022 9:56 PM
193	What's a sidepath? Do you mean sidewalks? Let parks do parks and let streets and L&I (and the cops) handle sidewalks.	5/18/2022 9:41 PM
194	n/a	5/18/2022 9:23 PM
195	hire workers to "patrol" trails for problems	5/18/2022 9:18 PM
196	Good to see these things are being discussed. Funding is a thing that needs to be maintained at good levels. Outdoor recreation spaces are so important generally, and especially since the ongoing Covid-19 pandemic, due to important needs for socially distant outdoor recreation and exercise to combat Covid-19 related backsliding in health both physical and mental. Littering is a constant problem that needs ongoing help to subdue.	5/18/2022 9:08 PM
197	mile markers & cameras are a wonderful idea and would greatly add to safety	5/18/2022 7:23 PM
198	Thank you for meeting, but sounds like all talk.	5/18/2022 7:13 PM
199	City council needs to dedicate funding specially for trails. A dedicated budget for repairing potholes, washouts, flooding, and snow plowing. Parks and Rec needs funding to maintain trails. They are underfunded so maintenance gets picked up by local partners- making it inequitable across the city. Schuylkill River Development Corp, Manayunk CDC, and Fairmount Park Conservancy weren't included in this meeting?! 311 doesn't require a street address? I've successfully submitted requests in the middle of parks. We don't need cameras. We need signage, wayfinding along trails, trailheads with maps & distances. Cameras don't make people feel safe. Maps do. I feel safer when I know where I am and how to navigate.	5/18/2022 7:06 PM
200	Lack of clear city leadership on trail maintenance responsibility, pushing city responsibility off to volunteer organizations is not a viable method for trail maintenance. Lack of vision for integrated trail and bike network. Lack of taking a plan on how to deal with security and harassment issues trails like the SRT are prone to.	5/18/2022 6:02 PM
201	Equity, equity, equity! Everyone in this city deserves well maintained trails.	5/18/2022 6:01 PM
202	Yes, we really do need to support our advocacy groups so that they can operate without fear of lawsuits.	5/18/2022 5:06 PM
203	Seems a good start	5/18/2022 4:45 PM
204	Citizens of Philadelphia have completely lost faith in 311. If you want people to report trail issues you need to rebrand that section of 311 as the Trail Support Team.	5/18/2022 3:58 PM
205	See above	5/18/2022 3:50 PM
206	Need to make 311 work in parks!	5/18/2022 3:36 PM
207	I agree that I'd have no idea how to report an issue on a trail.	5/18/2022 3:23 PM
208	sometimes we over-think this stuff, it isn't rocket science but it does require that everyone who is being paid to do a job, does in fact do a job and this isn't always the case. focus on the basics--litter, potholes, lighting, landscaping. do the best you can with the resources you have. but everybody has to work or go find a job they like better.	5/18/2022 2:55 PM
209	I think it would be good to make it easier to do 311 reporting	5/18/2022 2:54 PM
210	I think the focus should be on improving the trails. How the city handles lawsuits has no bearing on the function of the trail. All we want is a well maintained trail, clearly marked, and free from parked cars.	5/18/2022 2:51 PM
211	There should be more focus on making the paths and trails usable for all, including older residents. Trash cans and bathrooms are also vital. We wouldn't have to spend so much time and money on maintenance if there were more trash receptacles in this city.	5/18/2022 2:46 PM
212	I like the idea of mile markers and cameras. People should feel safe on the paths and I think that is a worthwhile priority to consider.	5/18/2022 2:39 PM
213	Recommendations seem appropriate	5/18/2022 2:18 PM

214	Agree with all recommendations.	5/18/2022 2:15 PM
215	I really like the idea of enhancing safety and tracking on the trails. Safety on the trail is a huge concern to my wife and I, especially since the number of commuters have dropped, causing there to be less people to determine bad actors.	5/18/2022 2:01 PM
216	Very much agree with partnering on overlap between trails and bike lanes/public transport (eg making it easier to go between the city and trails)	5/18/2022 1:47 PM
217	Agree about intergrating maintenence with trails and bike paths near by to form a better network. 311 is unreliable for more serious streets, I+i, dumping issues that it seems like including parks and rec issues in it would only big down more serious issues.	5/18/2022 1:45 PM
218	Strongly agree with bullet point: The City's approach to trail/sidepath maintenance should be integrated with maintenance for other non-motorized transportation (such as bike lanes and sidewalks) since they form a connected active transportation network across the City.	5/18/2022 1:42 PM
219	See previous response about difficulty reporting pathways to 311, as noted in the document. Additionally, pathways and bike lanes should be consistently marked with wayfinding strategies for ease of use and continuity. MLK should be bus and pedestrian/bike only. There should be more protected crossings for people using pathways across the city (think Kelly drive and Columbus Blvd).	5/18/2022 1:35 PM
220	Trail safety should be a top priority.	5/18/2022 1:27 PM
221	the fuck does equity have to do with a trail in the woods	5/18/2022 1:18 PM
222	Mile markers would be useful. Cameras are much more expensive to maintain. Probably not as useful.	5/18/2022 1:08 PM
223	More funding is needed to improve and maintain trails	5/18/2022 1:02 PM
224	Pennypack Park big decline since Friends of Pennypack Park forced to suspend operations	5/18/2022 12:53 PM
225	I agree that the City's approach to trail/sidepath maintenance should be integrated with maintenance for other non-motorized transportation. I use bike lanes but constantly have to go into traffic because of debris in the bike lane, which is frustrating and dangerous (and makes the bike lane pointless because of the obstruction). I agree that funding for trail maintenance should be a priority - if a group is created to raise this money, how will it be fairly distributed around trails and sidepaths? And, will the group be responsible for finding new funding sources rather than going to the state and local sources that organizations already rely on for funding?	5/18/2022 12:26 PM
226	The city should refer to bike lanes as wheels lanes since there can be an negative association with bikers, but in actuality, the wheels lane can be used by roller skaters, foot scooters, skateboards, etc (more equity for a larger cohort, not just bikers)... Wheels lanes and side paths are all part of the same network. Please ensure communication between departments. Too often, there is a culture of deflecting responsibility to other departments within the city government.	5/18/2022 12:06 PM
227	none	5/18/2022 11:58 AM
228	The common themes listed are definitely in need of being addressed. Installation of permanent mile markers is long overdue and would greatly improve navigation, maintenance operations, and public safety. Many other Circuit trails, especially in Montgomery County, already have mile markers.	5/18/2022 11:42 AM
229	Adequate lighting was also not addressed in either of these bulletins. As a woman, I would feel more comfortable if trails were well lit so I could feel more comfortable traveling at night.	5/18/2022 11:42 AM
230	Making more plans fro donations isn't going to make a difference. Trails need to be a city budget item.	5/18/2022 11:40 AM
231	Agreeable	5/18/2022 11:27 AM
232	Please don't put cameras up on the trail. Philly citizens have a right to privacy in their free time and on their commutes. We don't not need 24 hour surveillance to keep trails safe.	5/18/2022 11:21 AM
233	I don't want non-profit groups doing this- the city is approving hundreds of development permits every day. Make sure those permits provide adequate sidewalks, tree planting, and pathways.	5/18/2022 11:21 AM

Trail & Sidepath Maintenance Study

234	Saying "equity considerations into trail maintenance prioritization" is rather vague and meaningless. What is meant here? I would also suggest improvements to 311 would go a long way. My own efforts to submit issues to them have shown me that the system is buggy and unusable, and that the office is apparently overworked and unable to deal with issues presented.	5/18/2022 11:20 AM
235	Looks like we are on the right path.... no pun intended.	5/18/2022 11:15 AM
236	Strongly agree that 311 needing an exact address is a huge hindrance to reporting issues not just on trails/paths but throughout Fairmount Park especially.	5/18/2022 11:02 AM
237	Picking a location on the map when identifying a trail-related issue would help circumvent the problem of providing a "street address"	5/18/2022 11:01 AM
238	I agree with clearer information on reporting issues, lighting on the SRT in particular has been a concern recently but has shown large delays	5/18/2022 10:57 AM
239	I really have no idea what this means in practical terms.	5/18/2022 10:48 AM
240	Curious about what the equity concerns are and how that will impact funding of center city trails	5/18/2022 10:45 AM
241	Agree with the point that the 311 app isn't really capable of effectively handling a lot of the issues I find on the trails and in the park. I usually have to 'do my best' and hope 311 doesn't just dismiss what I've reported.	5/18/2022 10:23 AM
242	Please make the waterfronts nicer and safer bike lanes everywhere	5/18/2022 10:21 AM
243	I wasn't aware of the options to volunteer for maintenance. Also, there are several options for low cost cameras that have low cost battery replacement options. Could be worth it in areas of illegal dumping. Or even fake cameras with warning signs. The cameras don't even need to be real.	5/18/2022 10:18 AM
244	#7 didn't have an "other" selection so putting it here - "Didn't report it because didn't think the City would actually respond"	5/18/2022 8:51 AM
245	Trails need to be thought of as transportation corridors that have wayfinding signage, maintenance, lighting, and intersection treatments like streets and highways do.	5/17/2022 3:27 PM
246	Again: why do neighborhood/community/private organizations need to do the City's job for it? I know we have a low-income tax base but come on, y'all. The city can fund things like sensitivity/diversity training for cops (which we know won't do anything) but you can barely maintain trails without fancy organizations like the Delaware River Waterfront Corporation. It's embarrassing, it's inequitable, and it's unacceptable.	5/17/2022 2:14 PM
247	all good points, need dedicated funding sources	5/17/2022 1:50 PM
248	This is important: Many Philadelphians don't know how to report a maintenance issue on a trail or sidepath. Even if they do, it can be difficult to identify specific locations because the 311 application requires a street address.	5/17/2022 1:32 PM
249	Don't rely on philanthropy alone or volunteers. Create good city jobs to do this work and build ownership of the trails.	5/17/2022 1:27 PM
250	Each trail within the network should have dedicated staff determined by the size and scope of each trail and what it connects to. Volunteer labor is being exhausted by doing the work our taxes should pay for.	5/17/2022 1:08 PM
251	A lot of issues I've experienced with trails occur where they meet streets - e.g. the Ridge Ave bridge over Wissahickon creek, where the plastic temporary barriers narrow the sidewalk to the point of unusability for bikers/pedestrians trying to access the SRT along Kelly Dr. Also, all along Kelly Dr, where there is mud and sand and other debris at street crossings, which causes dangerous conditions	5/17/2022 12:30 PM
252	Stop building new facilities until you can figure out how to maintain existing ones.	5/17/2022 12:29 PM

Appendix G

Trail Maintenance Cost Calculator - Sample Worksheet

Philadelphia Trail & Sidepath Maintenance Calculator

HOW TO USE THE CALCULATOR



Input Cells
Calculated Cells
Selected Input

GENERAL PROJECT INFORMATION	
Project Name:	
Project Location:	
Anticipated Opening Year:	
Trail or Sidepath?	
Date of Estimate:	
Estimate Generated By:	

Design Inputs	
Within 100-Year FEMA Flood Plain?	
Type of Lighting	
Extent of Landscaping	
Project Type by Use	
Proposed Mowing Width (Feet):	
Proposed Length (Miles):	

ANNUAL MAINTENANCE COST ESTIMATE	
Vegetation Management	Annual Cost
Mowing	\$ -
Tree Removal	\$ -
Landscaping Maintenance	
<i>Extent of Landscaping -</i>	FALSE
Subtotal	\$ -
Trail and Trailhead Surface & Infrastructure	Annual Cost
Remedial Surface Upkeep	\$ -
Snow Removal	\$ -
Fencing, Signage, Painting, and Amenities	\$ -
Lighting	
<i>Absent</i>	FALSE
Subtotal	\$ -
General Trail Maintenance	Annual Cost
Litter and Trash Removal	\$ -
Subtotal	\$ -
Non-Reoccurring Maintenance	Annual Cost
Illegal Dumping	\$ -
Storm-Related	
<i>Not Within 100-Year FEMA Floodplain</i>	FALSE
Subtotal	\$ -
Labor	Annual Cost
Year Round Trail Maintenance Staff	\$ -
Subtotal	\$ -
Trail/Sidepath Usage Factors	
General Type of Trail or Sidepath	
0	FALSE
TOTAL MAINTENANCE COST/YEAR	\$ -
AVERAGE MAINTENANCE COST/MILE	#DIV/0!