



Active Transportation Plan



HISTORIC BRISTOL BOROUGH



Prepared for:

**Bristol Borough,
Bucks County,
Pennsylvania**

September 2019

2019 Active Transportation Plan

Bristol Borough, Bucks County

Adopted by Resolution of Bristol Borough Council on September 9th, 2019.

Funding is provided by the Pennsylvania Department of Health through the State Physical Activity and Nutrition grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.

RESOLUTION # 2019-21

RESOLUTION TO ADOPT AN ACTIVE TRANSPORTATION PLAN

WHEREAS, the Borough of Bristol, of the County of Bucks, believes the health and well-being of the residents of Bristol Borough are critical for a prosperous and sustainable community; and

WHEREAS, the Borough recently adopted a Health in All Policies resolution to put forth the Borough's approach to future decision-making, one that considers the inclusion of 'health,' and the underlying social determinants of health, a priority; and

WHEREAS, the Borough received grant funding through the WalkWorks Program of the University of Pittsburgh to support the preparation of an Active Transportation Plan to help analyze the existing conditions of, make recommendations for, and thereafter pursue the implementation of changes to the Borough which when complete will make the Borough more 'walkable,' bicycle-friendly, approachable and accessible for residents and visitors of all ages and abilities, and more inspiring for the sake of creating and maintaining healthy and Active lifestyles; and

WHEREAS, the Borough seeks to adopt the Active Transportation Plan and soon thereafter pursue additional grants and support for the implementation of the plan: and

Be it RESOLVED, that the Borough of Bristol of Bucks County, adopts the 2019 Active Transportation Plan with the support and recommendation of staff, steering committee and residents to be hereafter used as a guide for improving the pedestrian and bicycle network and encouraging residents and visitors to use the proposed active transportation routes for leisure, recreation, and good health.

Be it FURTHER RESOLVED,

I, Joseph Larrisey, duly qualified Secretary of the Borough of Bristol, of Bucks County, PA, hereby certify that the forgoing is a true and correct copy of a Resolution duly adopted by a majority vote of the Council at a regular meeting held September 9, 2019 and said Resolution has been recorded in the Minutes of the Borough of Bristol and remains in effect as of this date.

IN WITNESS THEREOF, I affix my hand and attach the seal of the Borough of Bristol, this 9th day of September 2019.

Bristol Borough

Name of Applicant

Bucks

County



Secretary

2019 Active Transportation Plan

Bristol Borough, Bucks County

Prepared with support from the Pennsylvania Department of Health Preventive Health and Health Services Block Grant, from the Centers for Disease Control, and encouragement from the WalkWorks Program, an initiative of the University of Pittsburgh, Center for Public Health Practice.



Prepared for Bristol Borough, Bucks County by:



For more information regarding the content of this document, please contact:

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Acknowledgements

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Tony Devine, Member
David Girard, Member
Greg Pezza, Member
Louis Quattrocchi, Member
Tony Riccio, Member
Hon. Joseph Saxton, Mayor

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Donald McCloskey, Bristol Borough Planning
Bill Pezza, Raising the Bar/Bucks County Community College
Angelo Quattrocchi, Running Club Advocacy
Kris Kern, Heritage Conservancy
Brian Greene, D&L National Heritage Corridor
Thom Stead, Delaware Valley Regional Planning
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Scott Burton, PA Dept. of Transportation
James Dillon, Borough Manager
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Planning Consultant



Kent A. Baird, AICP, Community Planner
Liz Rosencrans, Junior Planner

In 2017, Bristol Borough was awarded #1 Small Town in America, and with help from the WalkWorks Program, and other future grants, will stay #1. For more information contact:

Bristol Borough Administration
250 Pond Street, Bristol, PA
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Introduction

January 2019, Bristol Borough was awarded a grant from the WalkWorks Program, of the Pennsylvania Department of Health, to support the preparation of an Active Transportation Plan. With input from the public and help from the Borough's committee of volunteers, staff, and consultants, the plan puts forth recommendations and general costs of making improvements to the Borough's active transportation network—that network of routes used by residents and visitors, of all ages and abilities, when not in a vehicle. And, more than just making sure people can travel throughout the borough without a car, Bristol Borough's plan encourages them to use these Active Transportation Routes to get fit, get active, get healthy, and stay healthy.

What is a WalkWorks Active Transportation Plan?



WalkWorks plans provide a strategy for improving the health and well-being of Pennsylvania's residents, and visitors, through the improvement of pedestrian and bicycle networks, including the creation of local walking programs, with the ultimate goal of increasing physical activity. Common elements of these plans include walkability assessments, public input, and recommendations to change existing infrastructure and local attitudes towards getting healthy.

The Bristol Borough Active Transportation Plan

Bristol Borough is located just 20 miles from the City of Philadelphia, 90 minutes from New York City, by train or car, and now, with a riverside wharf, a 2 hour boat ride to the Delaware Bay. It is the crossroads of two regionally important pedestrian trails, and the destination of several others. Access to employment, schools, health care, and recreation is smoother for residents of Bristol than most any other borough in the region. Almost 10,000 people call Bristol home, and the party is just getting started. In 2017, Bristol was named the #1 Small Town in America and, ever since then, the Borough has seen marked increase in event attendance and use of local recreation and entertainment facilities, especially parks and trails. Where this plan set out to answer the question if active transportation routes were of interest, it soon discovered:

1. Improving the condition of the regional Circuit Trails is a **very high** priority;
2. Walking to schools, shops, and parks is integral to life in Bristol, and **must** be improved;
3. **Eight (8)** separate **walking 'loop' active transportation routes** are desired, with locals seeking near immediate implementation.

The Benefits of Being More Active

The benefits of being more active, being in nature, using walking trails, gathering with friends for exercise and improving the walkability of communities, including all forms of non-motorized mobility, are well documented and ever increasing in their numbers.

An active transportation plan can help serve to capture local support for improving the facilities of non-motorized networks and to promote the implementation of supported improvements. For this plan, non-motorized transportation includes pedestrian and bicycle modes of travel: walking, jogging, running, bicycling, and using a wheel chair, stroller, scooter, or recumbent bicycle. Reasons for travel include commuting, exercising, recreation, and excursions for leisure and/or to reach a destination. Bristol Borough is blessed with two nationally supported, regional trails, and a local hospital, Lower Bucks Hospital, to help promote getting more active.



Walking just 20 minutes/day helps:

- lower your blood pressure 4-10 points;
- lower your risk of an early death by 30%; and
- lower your risk of heart disease, diabetes, strokes, cancer and depression!!

Spending time outdoors improves your cognitive reasoning by 50%

Dedicated walk routes and trails improve community economics by attracting tourists, promoting local businesses, and improving property values:

- Trails can increase a property's value \$9 per foot closer to a trail
- Outdoor recreation adds \$730 billion and 6.5 million jobs to the US economy
- 50% of recreational cyclists earn more than \$100,000; the typical cycling tourist spends \$60/day

Sources:

U.S. News and World Report
American Hiking Society
American Heart Association

American Trails.org
Pa DCNR
Outdoor Industry Foundation

University of Cincinnati
National Parks Services
Livable Landscapes

National Association of Homebuilders
National Association of Realtors
Outdoor Industry Association



Map 1. Existing Conditions Map

Bristol Borough Active Transportation Plan Stakeholder/Steering Committee

Louis Quattrocchi, Lower Bucks Hospital & Borough Council
 Donald McCloskey, Bristol Borough Planning
 Bill Pezza, Raising the Bar/Bucks County Community College
 Angelo Quattrocchi, Running Club Advocacy
 Kris Kern, Heritage Conservancy
 Brian Greene, D&L National Heritage Corridor
 Thom Stead, Delaware Valley Regional Planning
 Dan Paschall, East Coast Greenway Alliance
 Paul Gordon, Bucks County Planning Commission
 Scott Burton, PA Dept. of Transportation
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 Elizabeth Rosencrans, Junior Planner



Bristol Borough Waterfront Park
(primary walking destination)

Walking is the **#1 exercise** you can do
for the rest of your life!

Purpose, Goals and Methodology

Bristol Borough (aka Historic Bristol Borough) was once the county seat and the historic destination for the Delaware Canal, the watery delivery route of the fuel that fed the American Industrial Revolution. Without the industrial spirit of Bristol, there's no telling where Bucks County and the City of Philadelphia would be. And, rather than stay caught in the memories, Bristol Borough competed for, and was awarded #1 Small Town in America, in 2017. Borough Council has a vision of making Bristol the best place to live, work and play, for everyone.

The purpose of the Bristol Borough Active Transportation Plan is to showcase the opportunity for, and thereafter push for the implementation of, non-motorized routes that help residents and visitors get where they want to go, and to get healthy on the way there.

Goals

- ***To enhance walkability*** through a connected Pedestrian and Bicycle Network
- ***To plan Active Transportation Routes to local destinations***
- ***To improve resident health*** through the provision of pedestrian and bicycle alternatives to vehicular travel and of access to routes for recreation

Methodology

Bristol Borough staff, with help from the municipal engineer and planners, as consultants, established a committee of volunteers and borough-wide focus area, and set about gathering relevant mapping data and public input for the plan. Locally available plans were reviewed; questionnaires, handouts, and surveys were shared; walkability assessments conducted and recommendations compiled.

Steps Taken

- Reviewed local and regional plans, reports and studies;
- Reviewed Community Health Needs Assessments;
- Mapped existing active transportation facilities;
- Mapped key destinations;
- Reviewed existing vehicle and pedestrian counts;
- Gathered public input;
- Compiled recommendations; and
- Prepared Generalized Engineer- Cost Estimates

Plans, Reports and Studies

The following plans and studies were reviewed for pedestrian and bicycle goals, recommendations, and priorities, specifically relevant to Bristol Borough:

- ❖ *Bristol Borough Comprehensive Plan 2006*
- ❖ *Bristol Borough Open Space Plan Update 2010*
- ❖ *Delaware River Heritage Trail 1997*
- ❖ *Historic Bristol Borough's Freshwater Tidal Marsh: Conservation Plan 2008*
- ❖ *Bucks County Comprehensive Plan 2011*
- ❖ *Bucks County Open Space and Greenways (2011)*
- ❖ *Bucks County Waterfront Revitalization Plan 2005*
- ❖ *Bucks County Bicycle Master Plan (2013)*
- ❖ *Green Spaces Great Places 2018*
- ❖ *DVRPC Connections 2045 (2017)*
- ❖ *DVRPC Pedestrian Bicycle Friendly Policies, Practices, and Ordinances*
- ❖ *DVRPC Aging in Place-Municipal Implementation Tool #12 (2007)*
- ❖ *DVRPC Age Friendly Communities-Municipal Implementation Tool #30 (2017)*
- ❖ *Jefferson Health-Northeast Community Health Needs Assessment 2018*
- ❖ *Rothman Orthopedic Specialty Hospital Community Health Needs Assessment 2018*
- ❖ *St. Mary Medical Center & St. Mary Rehabilitation Hospital Community Health Needs Assessment 2016*



Public Participation

Public Participation in Bristol Borough’s Active Transportation Plan included feedback collected through: committee meetings, survey questionnaires, key person interviews, and public workshops. In each, improving the pedestrian and bicycle network was met with considerable support. The overall enthusiasm for making changes to the sidewalks, walking paths, regional trails, and even the destinations, especially parks, is very high; and, at one of two public input gathering events, residents of adjacent municipalities called Bristol Borough “their hometown”- even though they’d never lived there. Residents and visitors alike seek near term improvements to the network.

Stakeholder/Steering Committee

The stakeholder/steering committee held regular meetings and additionally conducted walkability assessments to inventory the existing conditions. Each member, representing local health advocacy groups, regional trails, state agencies, and volunteering in Bristol, strongly support the recommendations of this plan.

Public Input

Residents and stakeholders were given the chance to take part in the planning of their pedestrian and bicycle network.

Power point presentations, display boards, surveys, and maps were used to collect the interests and priorities of the public.

Attendees were informed of trail benefits, discussed trail alignments, and added to the possible list of trail destinations.



Public Input Gathering:
Bristol Borough First Friday

Public Input Findings & Top Picks

Bristol residents and visitors have a special affinity for the waterfront, the local Spurline Trail, the Delaware Canal, and its towpath now used by the regional D&L Trail, and the Main Street shops and restaurants. They additionally would love to see improvements to the routes to hospital, Silver Lake Nature Center and disconnected neighborhoods.

Top Picks

- Parks & Recreation
 - Bristol Waterfront Park
 - Lions Park
 - Grundy Recreation Center
 - Bristol Jr-Sr High School Track
 - Silver Lake County Park
 - Delaware Canal State Park & Lagoon Park
 - Bristol Marsh Nature Preserve & Overlook
 - Memorial Fields
 - Jefferson Avenue Playground
 - Otter Street Playground
 - Riverfront North Trail
 - Spurline Park & Trail
 - East Coast Greenway Trail
 - D&L Trail
 - River Access
- Community
 - Margaret R. Grundy Memorial Library & Museum
 - Bristol Train Station
 - Post Office
 - Bristol Community Garden
 - Lower Bucks Hospital
- Schools
 - Snyder-Girotti Elementary School
 - Bristol Jr-Sr High School
- Downtown and Businesses
 - Mill Street Businesses
 - Bristol Selecto Supermarket
 - Amish Market
 - Wawa's
 - Bath Street Market & All Bikes & Cycles store
 - Bristol Commerce Shopping Center
 - Rt 13 Business District
 - Rite-Aid
 - Anchor Yacht Club
 - Cesare's Ristorante



Photos by: Bucks Visitors Bureau

Existing Conditions

Bristol Borough enjoys a classic grid pattern street system developed nearly in the beginning of Colonial America. Today, a fair amount of the Borough could be seen as walkable, if not for the shift in perspective. Sidewalks do exist, but many show serious age, mix of surface treatments, and lack of compliance to current standards, including Americans with Disabilities Act (ADA) compliance. Riverfront trails and canal-side trails exist, but most lack consistent signage, travel width and crossing safety. Street crossings and lighting are being upgraded, and destination worthy park planning is in the works, but not nearly as fast as demand suggests is needed. Significant barriers also exist to future active transportation routes, including major roads and rail lines.

Commuter & Traffic Data				
	Bucks County		Bristol Borough	
Commuters				
Average travel time to work (minutes)	29.8		21.7	
Percentage Driving alone to work	81.9%		76.3%	
Percent Walking/Biking to work	2%		5.5%	
Residents working within municipality	41.3%		9.5%	
Residents commuting outside of municipality	58.7%		90.5%	
Top 5 places commuting to:	City of Philadelphia (11.6%)		City of Philadelphia (13.9%)	
	Bensalem Township (4.8%)		Bristol Township (12.4%)	
	Middletown Township (4.3%)		Bristol Borough (9.5%)	
	Bristol Township (3.6%)		Bensalem Township (6.7%)	
	Falls Township (2.4%)		Middletown Township (6.4%)	
Top Transportation Routes				
	<i>Road</i>	<i>AADT</i>	<i>Road</i>	<i>AADT</i>
Top 5 Routes and Average Annual Daily Traffic counts (AADT)	US 1 (Lincoln Hwy)	38,050	Old Route 13	7,761
	I-95 (Delaware Expwy)	27,928	Green Lane	7,627
	PA 611 (Easton Rd)	20,842	Pond Street	7,377
	US 13 (Bristol Pk)	20,707	Farragut Avenue	6,571
	PA 413 (New Rodgers Rd)	19,864	Mill Street	6,105
5 Year Crash Summary				
Total Crashes (2013-2017)	29,929		165	
Total Fatal	0.8%	241	2.4%	4
Total Injured	52%	15,577	66.7%	110

*Data compiled from the Delaware Valley Regional Planning Commission & U.S. Census Bureau

Table 1. Commuter & Traffic Data

Existing Bicycle Lanes—0

Existing Sidewalk—70,228 linear feet

Existing Trails—23,395 linear feet

- D&L Trail/ECG—7,147 LF
- Spurline-trail—15,146 LF
- Riverfront North Trail— 2,810 LF
- Waterfront Park—1,102 LF

Figure 1. Existing Conditions

Pedestrian and Bicycle Counts:

- West Gateway—14-41 AADB

Significant Barriers:

Active rail lines —9,565 linear feet

In-active rail lines —1,860 linear feet

Route 13

Figure 2. Bicycle Counts and Significant Barriers



Sidewalks-Mixed Surface



Trails



Missing Trail Signs



Street Crossings-Some Improved



Updated Signs Needed



Condition of Signage



Curb Ramps and Entry Crossings



Missing Trail Signs



Vibrant Downtown



Updated Trail Access Needed



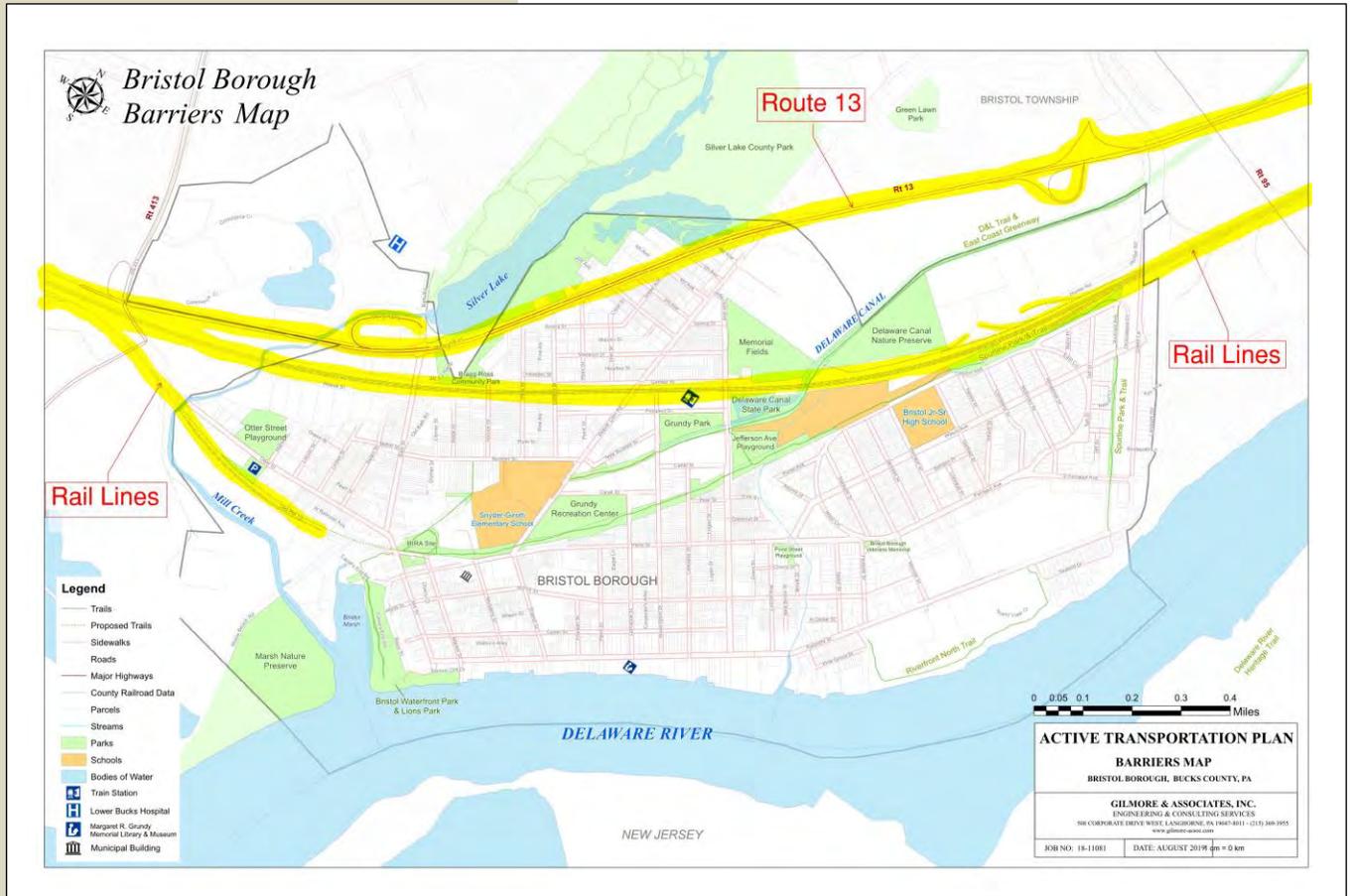
Pedestrian Facilities- Some Improved



Recreation Opportunities and Destinations

Barriers

There are significant barriers to the installation of new active transportation routes in Bristol Borough. They primarily include active and inactive rail lines, and very busy roadways; such as Pond Street and ultimately traffic from Route 413 and Route 13. Areas of industrial use still exist and present user enjoyment barriers without the addition of new signage and lighting.



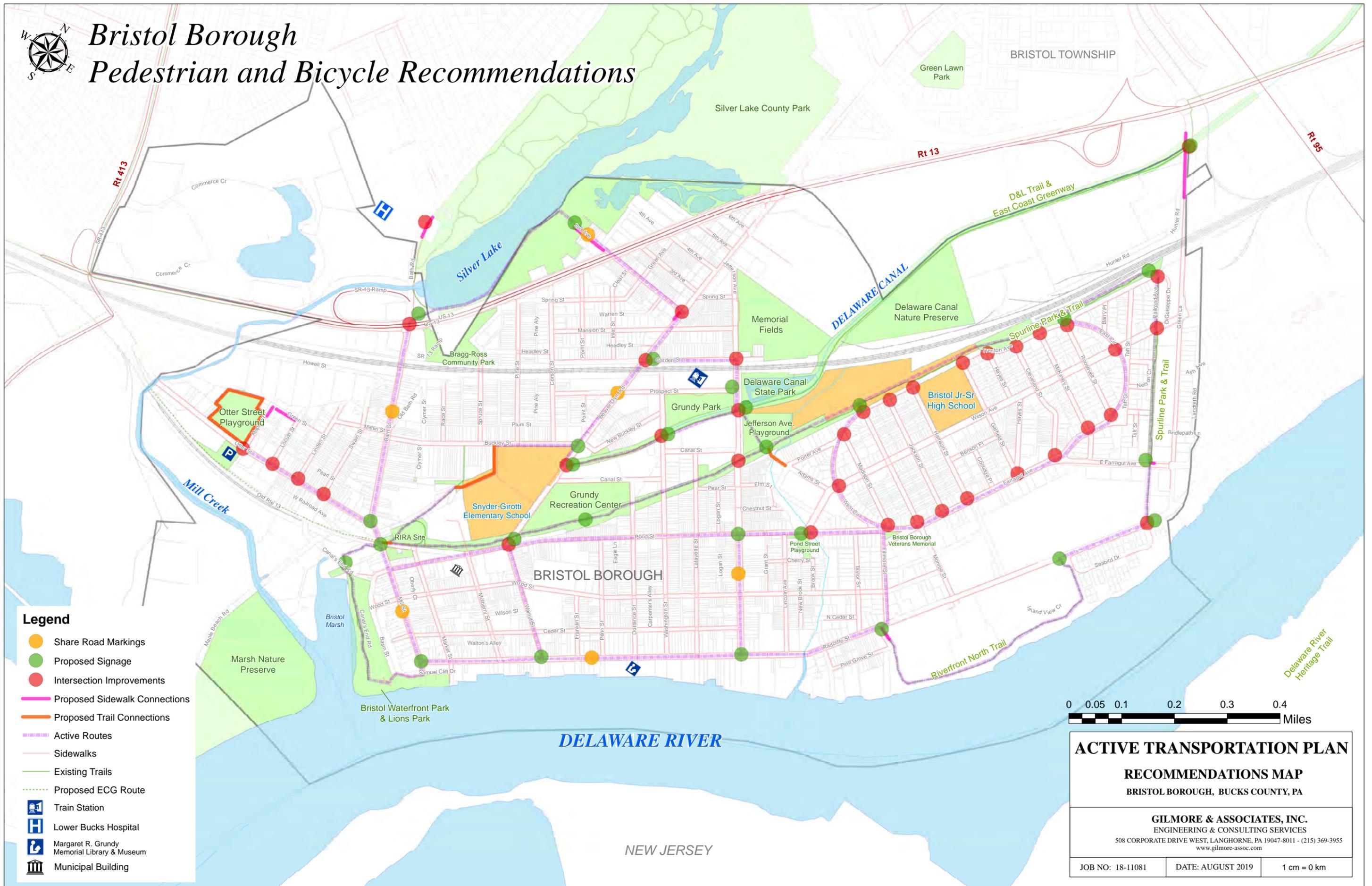
Map 2. Barriers Map

Resident Need

- Connected walking routes for exercise and health
- Connections to community resources and destinations like businesses, parks and natural areas
- Links to neighborhoods so all residents have access to an Active Route/destinations



Bristol Borough Pedestrian and Bicycle Recommendations



Legend

- Share Road Markings
- Proposed Signage
- Intersection Improvements
- Proposed Sidewalk Connections
- Proposed Trail Connections
- Active Routes
- Sidewalks
- Existing Trails
- Proposed ECG Route
- Train Station
- Lower Bucks Hospital
- Margaret R. Grundy Memorial Library & Museum
- Municipal Building



ACTIVE TRANSPORTATION PLAN
RECOMMENDATIONS MAP
 BRISTOL BOROUGH, BUCKS COUNTY, PA

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 www.gilmore-assoc.com

JOB NO: 18-11081	DATE: AUGUST 2019	1 cm = 0 km
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Map 3. Pedestrian and Bicycle Recommendations Map

Recommendations

Goal 1: Improve Existing Pedestrian/Bicycle Facilities

Bristol Borough seeks to increase the ‘walkability’ of its community and the active nature of its residents, for their health and the prosperity of the town, and that includes opportunities for residents, families, and visitors with bicycles to use specific sidewalks, multi-use trails, and shared road active routes as well. On road cycling, anywhere, requires significantly different facilities, and personal concentration and courage to navigate busy streets and thoroughfares. Walkability improvements will allow walking, jogging, strolling, rolling, and neighborhood-to-neighborhood and destination bicycling.

Much of the Borough would benefit from the following objectives:

Objective 1A: Prepare a Sidewalk Inventory study to identify sidewalk widths and determine where ADA improvements are needed throughout the Borough, including Active Routes;

Objective 1B: Enhance Existing and Add New Signage including: wayfinding, directional and safety signage to existing trails;

Objective 1C: Maintain Existing Trails and Signage Ensure existing trails and sidewalks continue to be maintained for resident enjoyment.

Goal 2: Increase Connectivity

Bristol Borough will study, plan, design, and promote active transportation routes throughout the municipality, and even toward and connecting to regional trail systems. Active routes will take on greater meaning to residents and visitors through the promotion of their possible route length and destination importance, even if to create a loop for beginning and ending a health-improvement outing—walking, bicycling, strolling or rolling with wheelchair or other approved health support device. Specific routes have been identified in this plan.

Bristol Borough seeks to plan all new active transportation routes using, in part, existing sidewalks, trails and neighborhood roads, and in part creating entirely new sidewalks, trails, and connectivity. Actionable items can be found in the enclosed Action Plan.

Objective 2A: Link Disconnected Sidewalks to formalize the missing linkage currently in excess of 2,100 linear feet;

Objective 2B: Identify Trail Connections to Other Routes especially trail connections to link residents to destinations and other walking routes;

Objective 2C: Improve Pedestrian and Bicycle Crossings—enhance or install pedestrian and bicycle crossings, vehicle stop bars and pedestrian signals where appropriate at signalized vehicular intersections;

Objective 2D: Enhance Wayfinding & Amenity Signage—unify design, enhance and/or install wayfinding and amenity signage;

Objective 2E: Introduce Roadway Markings for Safe Walking Roads—including painting of roadway with symbols and roadway markings on residential roads determined by volume and speed to be safe for walking;

Objective 2F: Enhance Trail Safety Signage— especially enhance or install trail safety signage, including stop signs at roadway connections, such as Spurline Trail with Radcliffe Road.

Goal 3: “Brand” Active Transportation Routes

The installation of new active transportation routes, in Bristol Borough, will include the plan, design, and construction of physical routes, the branding and marketing of the unique features of each route, and the promotion of the benefits of being active, using the new routes, and sustaining a healthy lifestyle (see Recommendations Map as well as Action Plan).

Objective 3A: Identify Routes Ranging ¼ Mile to 4 Miles +

Goal 4: Increase Awareness-Get the Word Out

Objective 4A: Provide Easy Access to Trail and Bike Info—Provide residents/visitors with accessible information regarding all routes;

Objective 4B: Educate, Inform, and Promote the Benefits— continuously inform residents of the health benefits of walking, bicycling, and being active through use of trail maps, benefits handouts and studies, and document links to the Borough website.

Design Considerations

Bristol Borough has a variety of existing sidewalk, trail, and bicycle types currently, and will improve on the inventory for active transportation planning purposes.

Common Path/Trail/ Route Types



Macadam



Crushed Stone



Natural



Boardwalk



Bike Lane



Sharrow



Sidewalk



Country Road

The Bristol Borough Active Transportation Plan identifies eight (8) separate active transportation routes, or active routes.

Each route will consist of the walking and bicycling routes of existing and new sidewalk paths, macadam surfaced multi-use trail paths, new pedestrian crossings and signage, and even in some cases, in road bicycling routes.

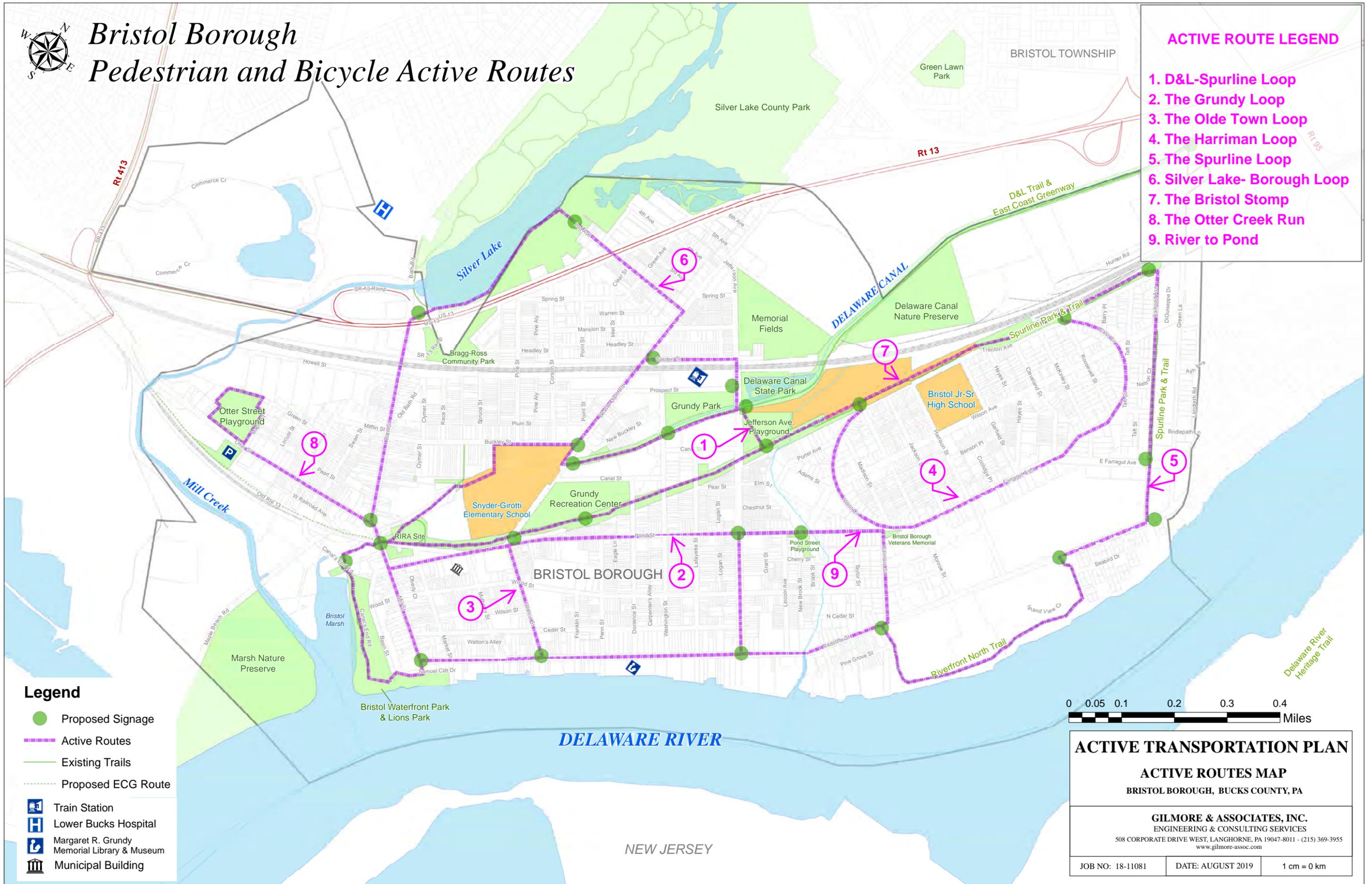
Common trail path types used regionally have been confirmed for use in Bristol, to the extent visually possible; recommendations are made to further study the engineering requirements of sidewalk repairs and for in road cycling.



Bristol Borough Pedestrian and Bicycle Active Routes

ACTIVE ROUTE LEGEND

1. D&L-Spurline Loop
2. The Grundy Loop
3. The Olde Town Loop
4. The Harriman Loop
5. The Spurline Loop
6. Silver Lake- Borough Loop
7. The Bristol Stomp
8. The Otter Creek Run
9. River to Pond



Legend

- Proposed Signage
- Active Routes
- Existing Trails
- Proposed ECG Route
- Train Station
- Lower Bucks Hospital
- Margaret R. Grundy Memorial Library & Museum
- Municipal Building



ACTIVE TRANSPORTATION PLAN

ACTIVE ROUTES MAP

BRISTOL BOROUGH, BUCKS COUNTY, PA

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JOB NO: 18-11081

DATE: AUGUST 2019

1 cm = 0 km

Active Routes

The Active Routes identified were each planned with the intent of connecting residents to multiple important destinations, while providing a recreational route get residents out, active and healthy. The destination links found along each route are listed in the below table.

Bristol Borough Proposed Active Transportation Routes-Destinations		
Loop Name:	Destinations:	
D&L-Spurline Loop (1.75 mile):	Bristol Spurline Trail D&L Trail Snyder-Girotti Elementary School Grundy Recreation Center Jefferson Ave. Playground & Community Park	Delaware Canal State Park Grundy Park Neighborhoods Links to Train Station & Memorial Fields
The Grundy Loop (1.75 mile):	Neighborhoods Mill Street Businesses Margaret R. Grundy Memorial Library Grundy Museum Municipal Building	Historic Buildings on Radcliffe St. Bristol Waterfront Park & Lions Park Links Grundy Park Grundy Clock Tower Other active routes
The Olde Town Loop (1 mile):	Neighborhoods of 1681 Bristol Mill Street Businesses Municipal Building	Historic Buildings on Radcliffe St. Bristol Waterfront Park Other active routes
The Harriman Loop (1.5 mile):	Bristol Spurline Trail & Park Bristol Jr-Sr High School and Track Neighborhoods	Bristol Borough Veterans Memorials Other active routes
The Spurline Loop (4.25 miles):	Bristol Waterfront Park & Lions Park Bristol Marsh Snyder-Girotti Elementary School Grundy Recreation Center Jefferson Ave. Playground & Community Garden Bristol Jr-Sr High School and Track Spurline Park & Playground	Wawa Riverfront North Trail Radcliffe Street Historic Locations Mill Street Businesses Neighborhoods Other active routes
Silver Lake-Borough Loop (2.25 miles):	Neighborhoods Lower Bucks Hospital Silver Lake County Park & Trails Silver Lake Nature Center Silver Lake Nature Center Earthship Snyder-Girotti Elementary School	Grundy Recreation Center Radcliffe Street Historic Locations Mill Street Businesses Bristol Waterfront Park Lions Park & Bristol Marsh Other active routes
The Bristol Stomp (5.25 miles):	Neighborhoods Lower Bucks Hospital Silver Lake County Park & Trails Snyder-Girotti Elementary School Grundy Recreation Center Jefferson Ave. Playground & Community Garden Bristol Jr-Sr High School and Track Spurline Park & Trail	D&L trail connections Wawa Riverfront North Trail Radcliffe Street Historic Locations Mill Street Businesses Bristol Waterfront Park Lions Park & Bristol Marsh Other active routes
Otter Creek Run (0.5 mile):	Neighborhoods Otter Street Playground & Playing fields Other active routes	
River to Pond (1 mile):	Neighborhoods Pond Street Playground Bristol Borough Veterans Memorials Other active routes	

Table 2. Bristol Borough Proposed Active Transportation Routes- Destinations

General Costs

Achieving the goals of the Bristol Borough Active Transportation Plan will require significant forethought with regard to the availability and timing of funds; funds to plan, design, and construct each upgrade or new improvement.

Improvements small and large can have an immense impact on walkability. Even seemingly small improvements can have large expense, and immediately change the outcome of a poorly planned improvement.

Engineers and planners prepared the enclosed General Cost Estimates, in basic units, to support the Borough's prioritization of improvements.

General Cost Estimates

Improvement	Unit	Cost
<i>Pathway</i>		
5' wide Sidewalk	LF	\$ 150.00
10' wide accessible Trail	LF	\$ 200.00
Bike Lane	LF	\$ 9.50
Sharrow	EA	\$ 400.00
<i>Crossings</i>		
Crosswalk - 8' wide (painted)	LF	\$ 30.00
Crosswalk (raised)	EA	\$ 6,500.00
Painted Stop Bar	LF	\$ 15.00
ADA Curb Ramp	EA	\$5K-\$10K
Detectable Warning Surface	SF	\$ 65.00
Pedestrian Signal Heads	EA	\$ 650.00
Pedestrian Push Buttons	EA	\$600-\$1,200
Rectangular Rapid Flashing Beacon	EA	\$ 85,000.00
<i>Signage</i>		
Trailhead Kiosk	EA	\$ 12,000.00
Wayfinding/Directional	EA	\$ 6,500.00
Educational	EA	\$ 1,800.00
Distance Markers	EA	\$ 125.00
<i>Amenities</i>		
Bench	EA	\$ 1,200.00
Lighting	EA	\$ 5,000.00
Emergency Call Box	EA	\$ 1,800.00
Trash Can	EA	\$ 1,000.00
Dog Station	EA	\$ 150.00
Bike Rack	EA	\$ 1,800.00
Bike Repair Station	EA	\$ 2,500.00
<i>Outreach/Media</i>		
Borough Trail Map (online)	EA	\$ 2,000.00
Borough Trail Map (printed)	LS	\$ 6,000.00
Interactive Map/App Development	LS	\$ 3,750.00
<i>Programs</i>		
Bike Share	LS	\$ 12,000.00
Sponsored Community Walks	LS	\$ 5,000.00

Table 3. General Cost Estimates

Action Plan

Implementing the recommendations of Bristol Borough Active Transportation Plan will require the commitment of elected officials, commissions, staff, volunteer committees, residents, businesses, and consultants and professionals who care about the universal and inclusive approach to getting residents out and getting more active. Each recommendation is presented as part of a whole, with the greater goal of getting the entire Borough pedestrian and bicycle network entirely connected—and as soon as possible. Some recommendations will impact the Borough financially in ways which require strategic and funding partnerships.

Partnerships

Bristol Borough is actively cultivating partnerships with local businesses, charity groups, and the local hospital to create a funding and promotion strategy. Most notably the following groups have consistently supported Bristol in its wide variety of improvements:



Funding Opportunities

Primary sources of funding include the use of municipal dollars, earned from tax revenue, fees, developer concessions, and borrowing. Federal, State, County, and local funding opportunities are available to help plan, design, and construct the recommendations of this plan to improve the health, safety, and mobility of residents. Secondary sources of funds include private foundation monies and contributions from private donors, benefactors and non-profit groups.

Funding sources change from year to year: in some cases available funds have decreased and in others the variety of funds is more interesting; for example, the Commonwealth now has funding for trail maintenance and equipment. The active transportation recommendations of this plan incorporate multi-modal means of transportation, recreation facilities, and streetscape improvements, and are therefore eligible for grant support through multiple funding sources.

See the Funding Opportunities Appendices for a full breakdown of potential grant sources.



Bristol Borough Active Transportation Plan-Action Plan

Recommendations are provided in the form of Goals, Objectives and Action Items (A.I.).

	Priority	Timeline
GOAL 1: Improve Existing Pedestrian/Bicycle Facilities		
Objective 1A: Prepare a Sidewalk Inventory	2	Yrs 3-5
A.I. Conduct a survey with ADA specialists and volunteers		
Objective 1B: Enhance Existing and Add New Signage	1	Yrs 1-5
A.I. Coordinate new and existing signs through a sign plan with list of locations, contractors, and costs		
Objective 1C: Maintain Existing Trails and Sidewalks	1	Yrs 1-5>
A.I. Coordinate public works, landowners, and volunteers to ensure existing trails and sidewalks continue to be maintained for resident enjoyment		
GOAL 2: Increase Connectivity		
Objective 2A: Link Disconnected Sidewalks	1	Yrs 1-2
A.I. 264 LF (0.05 miles) needed along Bath Rd from existing sidewalks to Lower Bucks Hospital entry		
A.I. 422 LF (0.08 miles) needed along 2nd Ave to SR. 13		
A.I. 686 LF (0.13 miles) needed along Green Ln from Hunter Rd to Wawa sidewalk		
A.I. 158 LF (0.03 miles) needed along Maple St between existing sidewalks		
A.I. 264 LF (0.05 miles) needed along Green St between existing sidewalk and Locust St		
A.I. 106 LF (0.02 miles) needed along Beaver Dam Rd from 2nd Ave to existing sidewalk		
A.I. 53 LF (0.01 miles) needed along E Farragut Ave from Spurline Trail to Wawa		
A.I. 158 LF (0.03 miles) needed along Pine Grove St between existing sidewalks		
Objective 2B: Identify Trail Connections to Other Routes	1	Yrs 1-3
A.I. 264 LF (0.05 miles) trail connection needed from Adams St and Porter Ave to Spurline Trail along existing footpath		
A.I. 739 LF (0.14 miles) D&L Trail connection needed behind Snyder-Girotti Elementary School near original canal path		
A.I. 1,480 LF (0.28 miles) perimeter trail needed within Otter Street Playground		
A.I. 106 LF (0.02 miles) needed to distinguish Spurline Trail at Mill St/Bath St/Old Rte 13 intersection		
A.I. Pursue future trail connections to the Mill (Otter)- Queen Anne Creek Greenway		
Objective 2C: Improve Pedestrian and Bicycle Crossings	1	Yrs 1-2
A.I. Install traffic stop bars and crosswalks at every pedestrian pathway/roadway crossing		
A.I. Add pedestrian safety signage at all crossings		
A.I. Add pedestrian signals at all signalized vehicular intersections		
A.I. Improve existing pedestrian facilities (update ramps, crosswalks, and signage to ADA standards)		
Wilson Ave- add ADA ramps and crosswalks at West Circle (east side) and East Circle intersections (west side)		
Madison St-add ADA ramps and crosswalks at Trenton Ave (south side) and Pond St (north side)		

Monroe St-add ADA ramps and crosswalk at Trenton Ave (south side) and Farragut Ave (north side)
Jackson St-add ADA ramps and crosswalk at Trenton Ave (south side) and Farragut Ave (north side)
Harrison St-add ADA ramps and crosswalk at Trenton Ave (south side) and Farragut Ave (north side)
Garfield St-add ADA ramps and crosswalk at Trenton Ave (south side) and Farragut Ave (north side)
Hayes St-add ADA ramps and crosswalk at Trenton Ave (south side) and Farragut Ave (north side)
Cleveland St-add ADA ramps and crosswalk at Trenton Ave (south side) and Farragut Ave (north side)
McKinley St-add ADA ramps and crosswalk at Trenton Ave (south side) and East Cir (north side)
Roosevelt St-add ADA ramps and crosswalk at Trenton Ave (south side) and East Cir (north side)
Spurline Trail connections with Monroe St, Jackson St, Harrison St, Garfield St, Hayes St, Cleveland St, McKinley St- add crosswalks
Spurline Trail and Wilson Ave-update ramps
Spurline Trail and Radcliffe St- add Rectangular Rapid Flashing Beacon
D&L Trail crossings at Beaver Dam Rd, Washington St and Jefferson Ave- need ADA ramps, crosswalks and signage
Jefferson Ave and Garden St-ADA ramps, crosswalks and signage
Beaver Dam Rd and Garden St- ADA ramps and crossing improvements
2nd Ave and Beaver Dam St-add ADA ramps and crosswalk to 2nd St
Otter St intersections with Maple St, Locust St, Linden St and Swain St- update ADA ramps and crosswalks on N side of Otter St
Wilson Ave and Pond St-update curb ramps

A.I. Redesign intersections for a safer and cohesive multimodal interaction

Spurline Trail intersection with Railroad Ave and DiGuiseppe Dr-redesign intersection for safe pedestrian travel along the Spurline Trail
Spurline Trail intersection with Beaver Dam Rd and Pond St- redesign to reduce travel distance and increase sight lines, consider curb bump-outs
Spurline intersection with Jefferson Ave- consider a curb bump-out to reduce site limitations
SR 13 and Bath St- extend traffic medians to provide a pedestrian safety island, reduce crossing distance and raise vehicular awareness
Otter St, Maple St and Otter Street Playground parking-redesign parking entrance to allow for pedestrian crossings
Bath St and Lower Bucks Hospital-add pedestrian facilities at hospital entrance

Objective 2D: Enhance Wayfinding & Amenity Signage 1 Yrs 1-5

A.I. Add 'Pedestrian & Bicycle Friendly Community' to Borough Gateways

A.I. Pursue Trailhead opportunities throughout the Borough

Active Routes Trailhead at 2nd Ave and Silver Lake County Park
Active Routes Trailhead at Silver Lake County Park Trail and SR 13 and Bath St intersection
Spurline Trail Trailhead at Jefferson Ave Playgorund and Community Garden
Active Routes Trailhead at Radcliffe St and Pine Grove St
Spurline Trailhead at Railroad Ave and Trenton Ave
Enhance East Coast Greenway and D&L Trailhead at Canals End Rd with more signage and wayfinding, including Active Route information

A.I. Wayfinding/Amenity signage directing to local businesses and destinations

At all Trailheads should identify local businesses, destinations and amenities, with trail connections highlighted
At Bristol Spurline Trail and E Farragut Ave to Wawa
At Jefferson Ave and Prospect St to Train Station, Delaware Canal State Park, Grundy Park, Jefferson Ave Playground and Community Garden, D&L Trail, and Spurline Trail with routes to Mill St and ammenities identified

At Spurline to Grundy Recreation Center entrance
At Pond St/Wilson Ave to Pond St Playground
At Green La and D&L Trail/ECG to Wawa
At Radcliffe St and Mill St to Bristol Waterfront Park and Mill Street businesses
At Mill St and Pond St/Old Rte 13 to Mill Street businesses, Bristol Waterfront Park and Marsh, and regional trails

A.I. Wayfinding signage to, and along Active Routes and nearby destinations

1/4 mile distance markers along identified Active Routes:

Along the Spurline Trail where shifts are made between sidewalk and trail (Railroad Ave, Radcliffe, Riverfront North Trail, Pine Grove St, Mill St, Pond St)
At Trenton Ave and Railroad Ave for distinction between active route and Bristol Spurline Trail
At Spurline Trail and Jefferson Ave Playground for distinction between Spurline Trail, D&L Trail/ECG, and active routes
At Spurline Trail and Railroad Ave for distinction between active routes
At Radcliffe St and Jefferson Ave for distinction between active routes
At Radcliffe St and Walnut St for distinction between active routes
At Radcliffe St and Mill St for distinction between active routes
At Mill St and Pond St/ Old Rte 13 for distinction between active routes, Spurline, D&L and ECG
At Walnut St and Pond St for distinction between active routes
At Jefferson Ave and Pond St for distinction between active routes
At Spurline Trail and Monroe St for distinction between active routes and Spurline Trail
At Spurline Trail and Roosevelt St for distinction between active routes and Spurline Trail
At D&L Trail and Jefferson Ave for distinction between active routes and D&L Trail
At Beaver Dam Rd and Garden St for distinction between active routes
At Beaver Dam Rd and Buckley St for distinction between active routes
At Bath St and Otter St for distinction between active routes

A.I. Re-evaluate existing signage to improve visibility & compatability

A.I. Add signage directing to restrooms, healthcare & lodging

Objective 2E: Introduce Roadway Markings for Safe Walking Roads **2** **Yrs 2-5**

A.I. Paint share the road symbols (pedestrian and bicycle) on residential roads not in need of sidewalk or trails

on 2nd Avenue- to add extra caution as vehicles enter the trailhead
on Green Street

A.I. Paint bicycle sharrow symbols on roadways where multiuse pathways are not feasible

Pond Street, Jefferson Avenue, Radcliffe Avenue, Mill Street, Bath St, Beaver Dam Rd
--

Objective 2F: Enhance Trail Safety Signage **1** **Yrs 1-5**

A.I. Add trail user safety signage like stop signs to major, or unanticipated roadway connections

Spurline Trail intersections with Beaver Dam Rd and Radcliffe Rd
All D&L intersections with roadways (Beaver Dam Rd, Washington St, Jefferson Ave)

Objective 2G: Enhance Trail Amenities **3** **Yrs 3-5**

A.I. Enhance existing and add new trail amenities to trails to support users

lighting, benches, educational signs and kiosks, bike repair stations and bathroom access

GOAL 3: "Brand" Active Transportation Routes

Objective 3A: Identify Routes Ranging 1/4 mile to 4 Miles + **2** **Yrs 1-5**

- A.I. develop the **D&L-Spurline Loop (1 3/4 miles)** using existing and proposed sidewalks, trails and signage; includes Bristol Spurline Trail, trail connection between Spurline and D&L, D&L Trail, Beaver Dam Rd sidewalk, Buckley St sidewalk, proposed trail behind Snyder-Girotti Elementary back to Spurline Trail

- A.I. develop the **Grundy Loop (1 3/4 miles)** using existing sidewalks; includes Mill St, Radcliffe St, Jefferson Ave, Pond St, Old Rte 13 back to Mill St
- A.I. develop the **Olde Town Loop (1 mile)** using existing sidewalks; includes Mill St, Radcliffe St, Walnut St, Pond St and Old Rte 13
- A.I. develop the **Harriman Loop (1 1/2 miles)** using existing sidewalks and trails, proposed trail connections and signage; includes West Cir, Bristol Spurline Trail, East Circ, Farragut Ave
- A.I. enhance the **Spurline Loop (4 1/4 miles)** using improved crossings and signage along the existing Spurline Trail Improve pedestrian crossings and increase signage along the Spurline Trail
- A.I. develop the **Silver Lake-Borough Loop (2 1/4 miles)** using existing sidewalks and trails, proposed pedestrian connections and signage; includes Bath St, Silver Lake County Park trail, 2nd Ave, Beaver Dam Rd, Walnut St, Radcliffe St, Mill St back to Bath St
- A.I. develop the **Bristol Stomp (5 1/4 miles)** using existing sidewalks and trails, proposed sidewalks and signage; includes Bath St, Silver Lake County Park Trail, 2nd Ave, Beaver Dam Rd, Spurline Trail, Mill St back to Bath St
- A.I. develop the **Otter Creek Run (1/2 mile)** using existing sidewalk, proposed park trail and signage; includes Otter Street Park proposed perimeter trail, Otter St sidewalks
- A.I. develop the **River to Pond (1 mile)** using existing sidewalks and proposed signage includes Jefferson Ave, Pond St, Fillmore St, Radcliffe St back to Jefferson Ave
- A.I. support trail alignments and connections of the Heritage Conservancy, D&L and East Coast Greenway
- A.I. support future trail expansions and connections to nearby destinations outside of the Borough

GOAL 4: Increase Awareness-Get the Word Out

Objective 4A: Provide Easy Access Trail and Bike Info	3	Yrs 1-5
A.I. Promote Walking Groups, in the Borough, such as Grundy Walking Group, and use of multi-modal travel, such as bicycle, bus, etc.		
A.I. Modify Borough Trail Maps to show trail and route length, difficulty, and destinations		
A.I. Provide the Borough Trail Map at Borough Hall, park kiosks, and popular destinations		
A.I. Make the Borough Trail Map available online		
A.I. Explore the feasibility of developing an interactive Borough Trail Map with GPS for residents to track their health achievements		
Objective 4B: Educate, Inform, and Promote the Benefits	3	Yrs 1-5
A.I. Include the benefits of walking/biking on the Borough Trail Map		
A.I. Share benefits handouts/studies with residents on the Borough website		

Table 4. Bristol Borough Active Transportation Plan- Action Plan

Project Priority Levels are ranked from 1-3, with 1 being a top priority, and are determined based on project difficulty, feasibility, project length and cost, landowner negotiations and potential funding support.

Project Timelines span from 1-5 years with some recommendations extending past 5 years. Timelines are assigned based on a projects difficulty, including potential planning, design and construction needs, cost needs, and sequential placement where projects depend on the completion of other recommendations.

Appendices

Public Input

Steering Committee Meetings & Walkability Assessment

The Bristol Borough Active Transportation Plan Steering Committee met multiple times throughout the plan development and provided valuable input, including goals and priorities, past and current pedestrian and bicycle routes, local destinations, and route development.

Through regular meetings, questionnaires and a walkability assessment, the committee examined Bristol's existing conditions and helped to identify top priorities moving forward with resident accessibility, health, safety and enjoyment at the forefront of their decision making.



Goal: To investigate the opportunities and constraints of a "Better-Health Loop" in the Borough.

Opportunities:

- Existing trails
- Existing connections to multiple existing trails
- Some lighting
- Some D&L Signage
- _____
- _____

Constraints:

- Missing Wayfinding and Interpretive Signage
- Missing Crosswalks
- Missing lighting
- _____
- _____
- _____

Feasibility:

Sidewalks Pedestrian Crossings Bike Lane/Shareway

Multi-Use Trail (5-8%) Lighting Signage

Goal: To investigate the opportunities and constraints of a "Better-Health Loop" in the Borough.

Opportunities:

- Existing Sidewalks
- Existing Crossings
- Existing Lighting
- Access to multiple businesses
- Trail Connections
- _____

Constraints:

- Missing crosswalks and pedestrian facilities
- Narrow sidewalk width and condition
- Missing Wayfinding and Interpretive Signage
- Traffic
- _____
- _____

Feasibility:

Sidewalks Pedestrian Crossings Bike Lane/Shareway

Multi-Use Trail (5-8%) Lighting Signage

In January 2019, Bristol Borough was awarded a grant from the WalkWorks, a program of the Pennsylvania Department of Health. This grant will specifically support the preparation of an Active Transportation Plan that will enhance the mobility, safety and health of residents through improved facilities. When complete the Active Transportation Plan will provide recommendations and action steps to enhance the pedestrian and bicycle network of the Borough.

What is a WalkWorks Active Transportation Plan?

WalkWorks plans provide a strategy for improving pedestrian and bicycle routes and creating community based walking programs, with the ultimate goal of increasing physical activity and improving resident health throughout the state. Common elements of these plans include walkability assessments, stakeholder feedback, and museum and large recommendations.

Common Walkability Assessment Questions

- Walking Facilities and Maintenance**
 - Are there enough sidewalks and are they safe?
 - Are there enough curb cuts and curb ramps?
 - Are the sidewalks in good repair?
- Pedestrian Amenities**
 - Are there crosswalks and pedestrian crossing signals?
 - Is it easy to cross the streets?
 - What are the favorite destinations?
 - Is the walkability made pleasant by benches and landscaping?
- Bicycle Facilities and Pedestrians**
 - Are the bicycle and pedestrian facilities clearly marked?
 - Is there enough signage for bicycle routes and crossings?

WalkWorks List of Common Improvements

- Installation of curb ramps
- Repair of sidewalks
- Marking a new crosswalk
- Upgrade of pre-striping existing marked crosswalks
- Marking a shoulder area
- Update pedestrian signals to include countdown timers
- Stop sign installation
- Painting stop bars at stop-controlled crosswalk approaches
- Installation of pedestrian warning signs

Partner Visions for Bristol

Delaware and Lehigh National Heritage Corridor: D&L Trail Enhancement

The D&L Trail is a critical part of the walking and biking infrastructure in Bristol Borough. It connects people to nature, history, and healthy lifestyles. As the trail gets more connected it allows for economic development via tourism and increased property values. In Bristol, we would like to see the D&L Trail better connected to the local business districts, parks, and trailheads. This can be done with a combination of physical infrastructure like better trails, bike lanes, and wayfinding signage, but also with information that promotes the trails as destinations for both residents and visitors. By creating walkable/bikeable communities the D&L Trail helps improve the quality of life and becomes a critical resource that is valued by all.

Heritage Conservancy: Bristol Marsh Enhancement & Connections

Two of Heritage Conservancy's premiere nature preserves are centrally located here in Bristol Borough and Bristol Township. Together, Bristol Marsh and Croydon Woods represent a hub of key, environmentally sensitive lands as well as significant cultural and historic resources that bestow tremendous benefits to the community. Heritage Conservancy's long-term goals for these sites are twofold: protect and enhance the natural resources; and provide opportunities for the public to access, enjoy, and learn from these places. For nearly a decade, Heritage Conservancy has been actively stewarding Bristol Marsh Nature Preserve, and have recently begun similar efforts at Croydon Woods. To strengthen and advance the connection between Bristol Marsh and Croydon Woods, as well as making them more accessible to the public, Heritage Conservancy is currently working to create a 1.5 mile paved multi-use, public trail linking the two sites, featuring additional amenities such as lighting, benches, landscaping, and signage. This connection will bring significant benefits to the local communities, connect to the D&L Heritage Corridor, serve as a critical link along the East Coast Greenway and further the Circuit Trails Network of greater Philadelphia.

Delaware Valley Planning Commission: Bike Share Programs

The Delaware Valley Regional Planning Commission (DVRPC) shared their ongoing efforts to develop a regional Bike Share Program, and their excitement to include Bristol in the system. Below is a general description of the program:

DVRPC is currently engaged in a Regional Strategy and Best Practices for Bike Share Program Coordination. As part of this work, DVRPC is exploring options and good practice for regional coordination of bike share programs. This project is a regional project that will develop an appropriate framework for creating a platform for regionally coordinating bike share program(s). This framework will explore the following elements: 1) the development of system specifications and functionality that ensures both an effective system and system interoperability across geographical boundaries; 2) contract standardization between system owners and operators across the system network; and 3) a central management or direction team to coordinate and align system design, development, and implementation.



MEMORANDUM

Date: May 16, 2019

To: Bristol Borough ATP Steering Committee

From: Kent Baird, AICP, Community Planner
Elizabeth Rosencrans, Junior Planner

Reference: Bristol Borough—Active Transportation Plan (ATP)
Steering Committee Meeting #1—Minutes

Summary

The first Steering Committee (SC) Meeting for the Bristol Borough Active Transportation Plan was held at Bristol Borough Hall, 2:00PM on Wednesday, May 15, 2019, to introduce the project background, basics, and early goals of the plan. There were 9 individuals in attendance: both in person and via phone (*see attached sign in sheet*). The following is a summary of the meeting and steering committee comments.

Meeting Minutes

Meeting led by Gilmore and Associates, Inc.'s Kent Baird and Liz Rosencrans

- I. Sign in Sheet, Agenda, Walkability Handout, Questionnaire, and Map sent around
- II. Introductions
 1. Kent Baird opened the meeting with welcoming remarks. Member attendees followed with introductions of: Borough Council, Lower Bucks Hospital, the local running club, the municipal engineer, Heritage Conservancy (HC), East Coast Greenway Alliance (ECG), Delaware and Lehigh Heritage Corridor (D&L), Bucks County Planning, and PA Department of Transportation.
- III. Power Point Presentation
 1. Kent Baird shared a presentation with SC members with special focus on early findings for the background data, key plan components, project goals, and future grant funding. Key points included:

- The WalkWorks project and Active Transportation Plan with special emphasis on improving the health and well-being of residents and visitors;
- A focused scope of work, with a near term September timeline;
- Making Sense of Existing Conditions (sidewalks, trails, signage);
- Goals Aligning with Local Interests—local destinations and walking/biking loops;
- Public input gathering can be—traditional or include new outreach ideas.

IV. Existing Conditions/Opportunities Discussion

1. A rolling round table discussion included:

- The Spur Line Trail is the primary walking loop, with a very well used 4.25 mile loop but lacking signage at key areas, lighting in other areas;
- Borough-wide—there is wide variety of sidewalk type and width with a few multiuse macadam paths
- Signage very important for getting to/navigating active routes, and informing of trail information (miles/health benefits)
- Trail paths and sidewalks along the river are heavily used—wayfinding needed
- Mobile App and Paper Maps should have equal importance when designed
- Walking loops and online information should have a heavy focus on destinations and have branding; ie. historic loop, downtown loop, mural loop
- Many older individuals—need routes of varying difficulty and crossings
- Find a way to connect & unify the community to enjoy routes
- The hospital has internal trail paths,
- There is a great need to create Hospital sponsored walks, similar to the Lehigh Valley based hospitals
- Utilize residents and Borough Council for existing conditions/walkability
- Partnerships with local businesses to improve walkability/safety
- The Moose Lodge could be an opportunity for shared parking to create a trailhead of the Spur Line Trail
- Borough residents very much favor new signage and new artwork along walking routes
- There may be an opportunity to establish separate bike routes for different types of cycling, and especially guidelines for bicycling in groups
- A list, map, brochure, and kiosk of key destinations with distances is missing and vitally important
- Existing signs show evidence of vandalism but this only occurred after the signage aged and faded
- Silver Lake Nature Center and the Bristol Tidal Marsh Wetlands are regionally important destinations and each lack pedestrian friend approaches

- Parking has a big impact on Mill Street pedestrian experiences and speeds along Radcliffe Street
- The non-profit Delaware Canal 21 just kicked off their new plan to refurbish the historic Delaware Canal with a special focus on returning it to a fully watered canal, along which the walking path of the Spur Line Trail and the Delaware and Lehigh trails will be improved
- The Borough website could be updated to include branding and announcement of walking routes and walking clubs; ie. “Walk it Off” to promote walking at the end of Winter
- The Borough could initiate a new Bristol Bike Share program for visitors of the museums and the trails and the waterfront park

V. Additional Items:

1. ECG will share current trail and bike plans, trail alignments, and GIS data
2. HC will share plans and conservation/historical resources of the Borough
3. G&A will add research of interactive web apps for walking and biking
4. The Bicycle Coalition of Greater Philadelphia

The Meeting was adjourned around 4:15PM.

Note: tentative date of Wednesday, June 5th, 2019 at 2PM for next committee meeting



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

Bristol Borough
Active Transportation Plan
Steering Committee Mtg #1

Please Sign In
Steering Committee Meeting

Date: 5/15/19

Name	Affiliation	E-mail
Louis Quattrocchi	Healthcare Councilman, Industry	louq@cbm1946.com
AMANDA FULLER	BOROUGH ENGINEER	afuller@gilmore-assoc.com
Kent Baird	Gilmore - Assoc.com	kbaird@gilmore-assoc.com
Kris Kern	Heritage Conservancy	kkern@heritageconservancy.org
Liz Rosencrans	GIA	erosencrans@gilmore-assoc.com
Paul Gordon	Bucks Co. Planning Comm	PGORDON@BUCKSCOUNTY.ORG
Daniel Paschall	East Coast Greenway Alliance	daniel@greenway.org
Brian Greene <i>[via conference call]</i>	D&L	programs@delawareandlehigh.org
Scott Burton	Penn DOT	scburton@pa.gov
EXCUSED ABSENT		
ANGELO QUATTROCCHI	Bicyclist / TRACK COACH	ANGELOQ@cbm1946.com
Bill Pezza	Pezza Raising The Bar	bpezza@comcast.net

BUILDING ON A FOUNDATION OF EXCELLENCE



MEMORANDUM

Date: June 10, 2019

To: Bristol Borough ATP Steering Committee

From: Kent Baird, AICP, Community Planner
Elizabeth Rosencrans, Junior Planner

Reference: Bristol Borough–Active Transportation Plan (ATP)
Steering Committee Meeting #2—Minutes

Summary

The second Steering Committee (SC) Meeting for the Bristol Borough Active Transportation Plan was held at Bristol Borough Hall, 2:00PM on Wednesday, June 5, 2019, to introduce the project background, basics, and early goals of the plan. There were 7 individuals in attendance (*see attached sign in sheet*). The following is a summary of the meeting and steering committee comments.

Meeting Minutes

Meeting led by Gilmore and Associates, Inc.'s Liz Rosencrans

- I. Sign in Sheet and Agenda sent around
- II. Power Point Presentation

Liz Rosencrans shared a presentation with SC members to review the project background and goals, highlight existing conditions and potential destinations, and plan for a public meeting; the Key points included:

- Project Goals–improve walkability borough-wide, provide active routes to destinations, improve health of residents;
- Existing Conditions–what we have and what we need (sidewalks, trails, signage);
- Destinations for residents & visitors;
- Public Input–taking participation to public events;
- Walking Meeting–develop & explore a walking route.

III. Map Activity (*see map attached*)

A rolling round table discussion and map mark-up to identify existing conditions, destinations and potential walking routes included:

- Destinations:
 - 1) Silver Lake County Park
 - 2) “
 - 3) Snyder-Girotti Elementary School
 - 4) Mill Street Businesses
 - 5) Bristol Jr-Sr High School Track
 - 6) Margaret R. Grundy Memorial Library & Museum
 - 7) Bristol Waterfront Park
 - 8) Bristol Selecto Supermarket
 - 9) Amish Market
 - 10) Grundy Recreation Center
 - 11) Delaware Canal State Park & Lagoon Park
 - 12) Train Station
 - 13) Riverfront Trail
 - 14) Spurline Park & Trail
 - 15) Bristol Jr-Sr High School
 - 16) Wawa
 - 17) Wawa
 - 18) Bristol Marsh Nature Preserve
 - 19) Bristol Marsh Overlook
 - 20) Bath Street Market & All Bikes & Cycles store
 - 21) East Coast Greenway Trail
 - 22) Bristol Commerce Shopping Center
 - 23) Croydon Woods
 - 24) Post Office
 - 25) Rt 13 Business District
 - 26) Bristol Community Garden
 - 27) Memorial Fields
 - 28) Rite-Aid
 - 29) Anchor Yacht Club
 - 30) River Access
 - 31) Cesare’s Ristorante

- Identified SEPTA Bus Routes
- Identified potential walking routes connecting residents to destinations
- Identified public access to the Delaware River
- Identified problem areas and needs for pedestrian improvements
- Identified Walking Route for next meeting along D&L and Spurline trails
- Recognized that many bikers slowly bike slower town roads
- Examine STRAVA heat map for popular biking & walking trails
- Some signage needed along D&L & ECG
- HC goals to link Bristol Marsh with Croydon Woods—utilize for pedestrian links
- Pedestrian safety improvements needed along Rt 13—*people crossing not at crosswalk*- consider recommending no right on red
- Differing needs of recumbent bicycles vs. traditional- higher safety risk on road
- Signage and education on Harriman loop
- Loops for schools important —*Bristol is a walking district*
- Bike share pros/cons and potential user groups
- Kayak access and launches

IV. Additional Items:

1. Next meeting will be a walking meeting – G&A will coordinate with the Gundy Center, walking group, and school and/or senior center to join the meeting;
2. 1st Public Meeting will be held at a local event:
 - opportunities include July 5th (Bristol's 1st Friday/Holiday Weekend) or a meeting coordinated with the Grundy Recreation Center –*TBD*
 - consider a raffle/give away to draw people in
3. Consider Italian Day (in the beginning of September) for the 2nd Public Mtg;
4. Discuss past DVRPC bike share studies with Thom Stead.

The Meeting was adjourned around 4PM.

Note: next meeting will be a Walking Meeting scheduled for **Thursday, June 20th at 2PM.** Committee members will meet at 529 Bath Street.



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

Bristol Borough
Active Transportation Plan
Steering Committee
Mtg # 2

Please Sign In
Steering Committee Meeting

Date: 6/5/19

Name	Affiliation	E-mail
Liz Rosencrans	G&A	erosencrans@gilmore-assoc.com
Don McCloskey	Bristol Borough Planning Com.	DonMcC219@ME.COM
Louis Quattrocchi	Bristol Borough Council LB: Hospital	louq@cbm1946.com
Scott Burton	Penn DOT	scburton@pa.gov
Paul Gorton	Bucks Co. Planning Commission	PWGORTON@BUCKSCOUNTY.ORG
Krist Kern	Heritage Conservancy	kkern@heritageconservancy.org
Amanda Fuller	Gilmore & Assoc.	a.fuller@gilmore-assoc.com

Bristol Borough Pedestrian Map

SEPTA
BUS ROUTE
129

SEPTA BUS
ROUTE 128



- Legend**
- Trails
 - Proposed Trails
 - Sidewalks
 - Roads
 - Major Highways
 - County Railroad Data
 - Parcels
 - Streams
 - Parks
 - Schools
 - Bodies of Water
 - Margaret R. Grundy Memorial Library & Museum
 - Municipal Building



ACTIVE TRANSPORTATION PLAN CONTEXT MAP

BRISTOL BOROUGH, BUCKS COUNTY, PA



DATE: JUNE 2019
1 cm = 0 km

NEW JERSEY

DELAWARE RIVER

BRISTOL BOROUGH

DELAWARE CANAL

Mill Creek

Silver Lake County Park

Green Lawn Park

Memorial Fields

Grundy Park

Grundy Recreation Center

Grundy Elementary School

Grundy Middle School

Grundy Senior Center

Grundy Community Center

Grundy Library

Grundy Post Office

Grundy Fire Station

Grundy Police Station

Grundy Fire Station



MEMORANDUM

Date: June 27, 2019

To: Bristol Borough ATP Steering Committee

From: Kent Baird, AICP, Community Planner
Elizabeth Rosencrans, Junior Planner

Reference: Bristol Borough—Active Transportation Plan (ATP)
Steering Committee Meeting #3—Minutes

Summary

The third Steering Committee (SC) Meeting for the Bristol Borough Active Transportation Plan was a walking meeting that followed a route selected by the committee along the Spurline Trail and D&L Trail for 1.75 miles. The committee met at 2:00PM on Wednesday, June 26, 2019 at 529 Bath Street to examine the route. There were 7 individuals in attendance, including Barbara Gerhard from the Grundy Walking Group (*see attached sign in sheet*). The following is a summary of the meeting and steering committee comments.

Meeting Minutes

The walk was led by Gilmore and Associates, Inc.'s Liz Rosencrans

- I. Sign in Sheet and Map/Walkability Assessment sent around
- II. Walk and Route Assessment

The committee walked a proposed route along existing trails and sidewalks to examine existing conditions, ease of mobility, access for pedestrians and bicyclists, and safety, with the consideration of persons of differing abilities in mind. Multiple opportunities and constraints were identified and are listed on the attached Walkability Notes sheet. The findings are summarized below:

- No bike lanes or sharrows- bikes either using the roadway or the multiuse trails
- Pedestrian crossing existing along Spurline, but lacking along D&L
- Some existing crossings in need of updates (faded paint, missing ramps/detection warning surfaces, missing signage, difficult sight lines)

- Lighting only along the Spurline/sidewalks- potentially needed along D&L
- No emergency call stations-consider adding
- Rest areas needed along trails
- Wayfinding and informational signage- need more and existing needs updates
- Amenity signage needed for nearby businesses and historic/community resources
- Mile markers (1/4 mile) could be useful for trail users/EMS responses
- Add art along trails
- Increase frequency of dog stations
- Relatively good tree coverage and path width-D&L in need of maintenance/widening at certain sections
- Northern D&L link behind Snyder-Girotti Elementary needs enhancements-explore potential of enhancing existing footpath connection behind school

III. Additional Items:

1. The next meeting will be the Public Meeting. G&A will be in touch with dates
2. Our last Steering Committee meeting will be held after the Public Meeting-TBD

The Meeting was adjourned around 4PM.



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

Bristol Borough
Active Transportation Plan
SC Mtg # 3
@ 2 PM

Please Sign In
Steering Committee Meeting

Date: 6/26/19

Name	Affiliation	E-mail
Angelo Quattrocchi	CBM	angelog@cbm1946.com
Barbara Gerhard	Grundy Library	bg@grundylibrary.org
Daniel Paschall	East Coast Greenway Alliance	daniel@greenway.org
PAUL GORDON	BUCKS CO RUNNING COMM	PAULGORDON@BUCKSCOUNTY.PA.GOV
Scott Burton	Penn DOT	scburton@pa.gov
Anne Ryan	Student Shadowing	lbaeryan@gmail.com
Liz Rosencrans	G&A	erosencrans@gilmore-assoc.com

Bristol

TP - SC #3 2PM

Compiled Notes

Goal: To investigate the opportunities and constraints of a "Better-Health Loop" in the Borough.

1. Uninviting
2. Narrow
3. No crosswalk
1. No Ramp
5. No DWS
6. No lighting

Add signage ~~to~~ to Grundy Rec ~~to~~

Bristol has many crossing guards

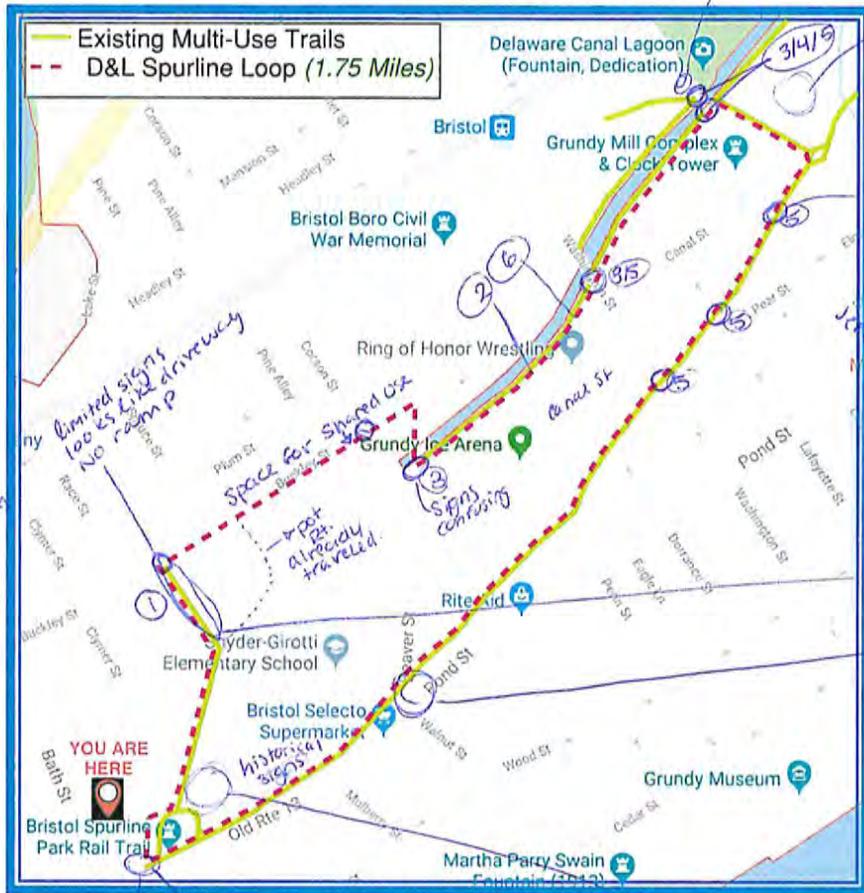
NO visible bike racks @ School OR mult. business along Rt.

Add 1/4 mi markers on trails

Add art along trails

Add historic signage/wayfinding

Some businesses link to D&L via stairs - no bike/ADA links -



Opportunities:

1. Existing trails
2. Existing connections to multiple existing trails
3. Some lighting
4. Some D&L Signage
5. Some bike racks (@businesses)
6. Relatively good tree coverage

Constraints:

1. Missing Wayfinding and Interpretive Signage
2. Missing Crosswalks
3. Missing lighting
4. NO emergency alerts
5. Missing DWS on some ramps
6. Need more dog stations
7. missing benches/rest areas
8. Existing signage VERY worn.

Feasibility

<input checked="" type="checkbox"/> Sidewalks	<input checked="" type="checkbox"/> Pedestrian Crossings	<input type="checkbox"/> Bike Lane/Sharrow
<u>existing</u>	<u>along spurline</u> <u>missing along D&L</u>	<u>NO</u>
<input checked="" type="checkbox"/> Multi-Use Trail (5-8ft)	<input checked="" type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Signage
<u>existing</u> <u>(spurline / D&L)</u> <u>macadam / Gravel</u>	<u>ONLY along sidewalks</u> <u>missing along D&L</u>	<u>Some D&L / Spurline</u> <u>↳ confusing at times</u> <u>@ lacking</u> <u>Need ammunuity & historical signage</u>



Bristol Borough Active Transportation Plan Stakeholder Interview

We are looking for all connections to help us build a network. We are getting to work, walking to the store, and getting to work on the way to work. Bristol Borough needs your help with the evaluation and development of your pedestrian and bicycle facilities. We will have your participation and input in preparing our plan. We will have your participation and input in preparing our plan.

Step 1: Tell us about yourself (circle one): Gov/Non-Profit Business
Name & Title: James Dillon, Borough Manager Date & Time: 6/5/19
Your Organization: Bristol Borough Planning Commission Interviewer: _____

Step 2: How do you feel about Bristol Borough's Pedestrian and Bike Facilities?
Do you use Bristol's Pedestrian/Bike facilities - trails, bike paths, sidewalks, etc. (check one)?
 Yes No (which do you frequent most?)
How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

How do you use the pedestrian and bike facilities (check all that apply)?
 Walking Bicycling Running Other _____
 Jogging Commuting Training

Step 3: Help us create Bristol's Pedestrian and Bicycle Network
What is your relationship to the network? Admin with planning for trails & bike facilities in the borough
What do you feel about the condition of the network today?
Missing ADA ramps, unclear signage & connections
Are there elements of the network you would like to change?
More signage, loop paths, more off road connecting for bicycles such as connecting Squawton
Are there elements of the network you would like to maintain or preserve?
Existing trails, connections to Bristol Marsh



Please contact James Dillon or Kent Baird with any questions:
James Dillon
Borough Manager
Bristol Borough
250 Pond Street, Bristol, PA 19007
kdillon@bristolpa.org / 715-345-4310



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Step 1: Tell us about yourself (circle one): Gov/Non-Profit Business
Name & Title: Staff Bishop, Greater St. Elizabeth's Episcopal Church Date & Time: 6/5/19
Your Organization: Greater St. Elizabeth's Episcopal Church Interviewer: _____

Step 2: How do you feel about Bristol Borough's Pedestrian and Bike Facilities?
Do you use Bristol's Pedestrian/Bike facilities - trails, bike paths, sidewalks, etc. (check one)?
 Yes No (which do you frequent most?)
How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

How do you use the pedestrian and bike facilities (check all that apply)?
 Walking Bicycling Running Other _____
 Jogging Commuting Training

Step 3: Help us create Bristol's Pedestrian and Bicycle Network
What is your relationship to the network? My organization maintains the network
What do you feel about the condition of the network today?
There are a lot of people for pedestrians but are all more focused on cyclists
Are there elements of the network you would like to change?
All more focused on cyclists
Are there elements of the network you would like to maintain or preserve?
The amount of sidewalks for pedestrians



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Bristol Borough
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kdillon@bristolpa.org / 715-345-4310



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How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

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 Jogging Commuting Training

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Are there elements of the network you would like to change?
All more focused on cyclists
Are there elements of the network you would like to maintain or preserve?
The amount of sidewalks for pedestrians



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Bristol Borough Active Transportation Plan Stakeholder Interview

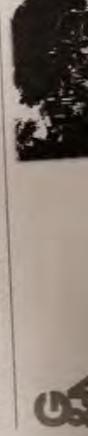
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Step 1: Tell us about yourself (circle one): Gov/Non-Profit Business
Name & Title: Angelo De Luca Date & Time: 6/5/19
Your Organization: Campanella Wine Cave Interviewer: _____

Step 2: How do you feel about Bristol Borough's Pedestrian and Bike Facilities?
Do you use Bristol's Pedestrian/Bike facilities - trails, bike paths, sidewalks, etc. (check one)?
 Yes No (which do you frequent most?)
How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

How do you use the pedestrian and bike facilities (check all that apply)?
 Walking Bicycling Running Other _____
 Jogging Commuting Training

Step 3: Help us create Bristol's Pedestrian and Bicycle Network
What is your relationship to the network? Local Business
What do you feel about the condition of the network today?
Very good
Are there elements of the network you would like to change?
None
Are there elements of the network you would like to maintain or preserve?
None



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 Yes No (which do you frequent most?)
How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

How do you use the pedestrian and bike facilities (check all that apply)?
 Walking Bicycling Running Other _____
 Jogging Commuting Training

Step 3: Help us create Bristol's Pedestrian and Bicycle Network
What is your relationship to the network? I am a local business
What do you feel about the condition of the network today?
The town is doing well but needs more bike paths
Are there elements of the network you would like to change?
None
Are there elements of the network you would like to maintain or preserve?
None



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How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

How do you use the pedestrian and bike facilities (check all that apply)?
 Walking Bicycling Running Other _____
 Jogging Commuting Training

Step 3: Help us create Bristol's Pedestrian and Bicycle Network
What is your relationship to the network? Local Business
What do you feel about the condition of the network today?
Very good
Are there elements of the network you would like to change?
None
Are there elements of the network you would like to maintain or preserve?
None



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Historic

BRISTOL BOROUGH



Active Transportation Plan



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

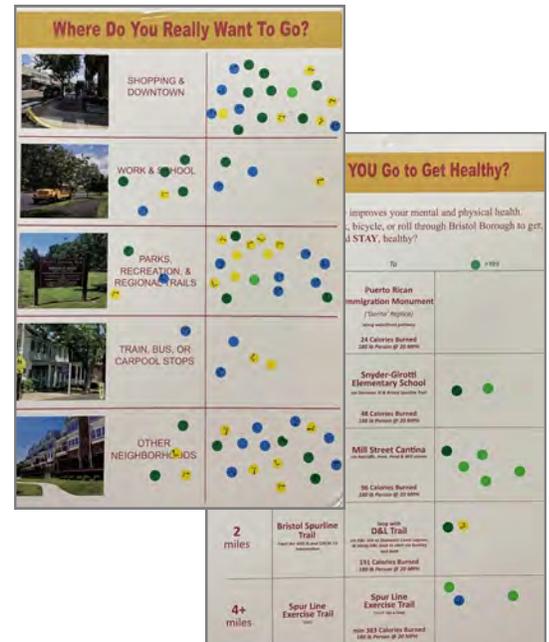


Public Meetings

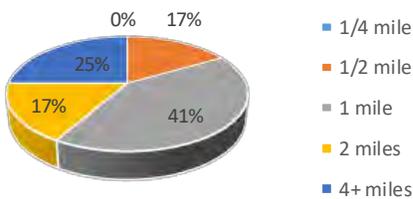
Two public meetings were held including, a general public meeting and workshop on July 31, 2019, and a public input station at Bristol's August First Friday event on August 2, 2019. Residents shared their thoughts on the existing and future pedestrian and bicycle facilities through surveys, interactive display boards, and mapping.

Top findings included:

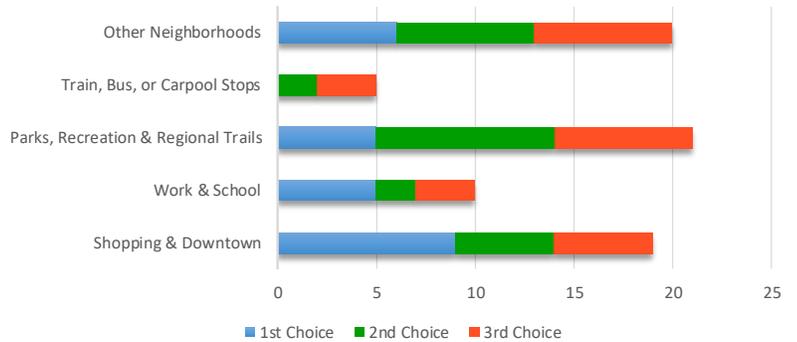
- 1/3 Very satisfied and over 2/3 Somewhat Satisfied with the existing facilities
- 40% willing to travel 1 mile to get healthy
- Top values: Walking, Biking and Birding
- Top Destinations: Downtown, parks and neighborhoods
- Top amenities along route: Benches, Bathrooms and Wayfinding Signage



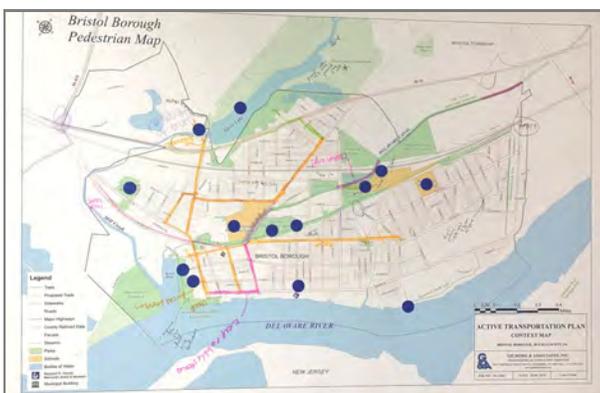
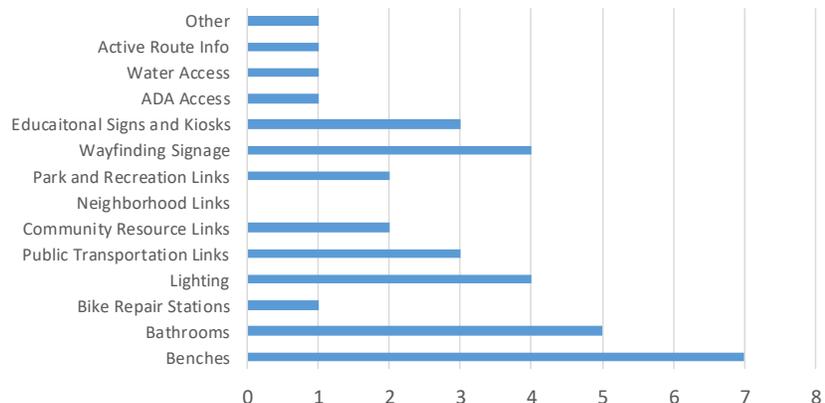
How Far Would YOU Go to Get Healthy?



Where Do You Really Want To Go



What amenities/destinations/connections are needed?





MEMORANDUM

Date: August 1, 2019

To: Bristol Borough ATP Steering Committee

From: Kent Baird, AICP, Community Planner
Elizabeth Rosencrans, Junior Planner

Reference: Bristol Borough—Active Transportation Plan (ATP)
Public Meeting #1—Minutes

Summary

The first Public Outreach Meeting for the Bristol Borough Active Transportation Plan was held at Bristol Borough Hall, 7:00PM on Wednesday, July 31, 2019, to introduce the public to the project and gather their thoughts and suggestions. There were 9 individuals in attendance (*see attached sign in sheet*). The following is a summary of the meeting.

Meeting Minutes

Meeting led by Gilmore and Associates, Inc.'s Kent Baird and Liz Rosencrans

- I. Sign in Sheet and Agenda provided at the door
- II. Introductions- all attendees introduced themselves and their top goals for the plan.
- III. Power Point Presentation

Kent Baird shared a presentation with SC members to review the project background and goals, highlight existing conditions and potential destinations, and plan for a public meeting; the Key points included:

- Project purpose and top goals- improving non-motorized mobility, safety & health
- Health, Community and Economic Benefits of getting outside
- Work accomplished so far
- Existing Conditions & Opportunities/Constraints

IV. Public Input Activities

The audience was encouraged to fill out a Survey and mark up interactive displays, including: Where Do You Really Want To Go-destination board, How Far Would YOU Go to Get Healthy-walking/biking distance board, and large map for identifying destinations, opportunities and constraints. Some of the top findings include:

- Top Destinations
 1. Shopping & Downtown
 2. Parks, Recreation, & Regional Trails
 3. Other Neighborhoods
- Majority willing to travel 1 mile to get healthy, followed by ½ mile
- Map Results:
 1. Destinations at the Library and Train Station
 2. Identified Spurline Trail as a popular route
 3. Jefferson Ave and Radcliffe St identified as safe walking routes
 4. Signage needs/locations identified along Spurline/D&L

V. Additional Items:

1. There was a low turnout due to Thunderstorms and Flood Warnings in the area. The attending committee members agreed additional public input should be pursued at the Borough's First Friday event, which draws a large number of residents.

The Meeting was adjourned around 9PM.

Note: additional public outreach will be held at Bristol Borough's *First Friday* event on Friday, **August 2, 2019** from **5-8PM** to obtain further public input.



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

**Please Sign In
Public Meeting**

Date: 7/31/19 7:00 PM

Name	Affiliation	E-mail
Liz Rosencrans	Gilmore's Associates	erosencrans@gilmore-assoc.com
Paul Gordon	Bucks Co. Planning Commission	PLUGORDON@BUCKSCOUNTY.ORG
Scott Burton	Penn DOT	sburton@pa.gov
Aqfordia Sawyer		ASawyer@hotmail.com
Lissi Quattrocchi		lissi@CBM1946.com
Ken F Baird	Gilmore + Assoc.	kbaird@assoc.com
Louis Quattrocchi	Bristol Borough/LBH	louq@cbm1946.com
Kris Kern	Heritage Conservancy	kkern@heritageconservancy.org
Daniel Paschall	ECCA	daniel@greenway.org



Bristol Borough
Active Transportation Plan
Stakeholder Interview

Do you have any information or insight you'd like to share with us about walking, running, or bike riding in your area? We're interested in hearing about any challenges you face, as well as any ideas you have for making walking, running, or bike riding safer and more enjoyable. We're also interested in hearing about any other transportation-related issues you'd like to discuss. Please feel free to provide any additional information or comments you'd like to share.

Step 1: Tell us about yourself (circle one): Household Business

Just your zip code please: 1907
How many people in your Household or Business, including you? 2

Step 2: How do you feel about Bristol Borough's Pedestrian and Bike Facilities?

Do you use Bristol's Pedestrian/Bike facilities - trails, bike paths, sidewalks, etc. (check one)? Yes No

How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

Comments: *Bristol has a good mix of sidewalks, but they are often in poor condition and need to be replaced or repaired.*

How do you use the pedestrian and bike facilities (check all that apply)?

- Walking
- Hiking
- Jogging
- Bicycling
- Nature Viewing
- Birding
- Commuting
- Traveling
- Fitness
- Other _____

Step 3: Help us elevate Bristol's Pedestrian and Bicycle Network

What kind of amenities/destinations/connections do you feel the borough needs (check all that apply)?

- Benches
- Bathrooms
- Bike Repair Stations
- Lighting
- Public Transportation Links
- Community Resource Links
- Neighborhood Links
- Park and Recreation Links
- Wayfinding Signage
- Educational Signs and Kiosks
- ADA access
- Water Access
- Active Route Interchanges/Linkage
- Other *Public Transportation*

Would you like more information on the health benefits of trails (check one)? Yes No

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle facilities?

Comments: *There is a need for more sidewalks and bike lanes in the downtown area.*

Please contact James Dillon or Kent Baird with any questions:
James Dillon, Borough Manager, Bristol Borough, 250 Pond Street, Bristol, VA 19007, jdillon@bristolva.gov / 715-345-4130
Kent Baird, ACP, Community Planner, Gilmore & Associates, Inc., 250 Pond Street, Bristol, VA 19007, kbaire@gilmoreandassociates.com / 715-345-4130



Bristol Borough
Active Transportation Plan
Stakeholder Interview

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Step 1: Tell us about yourself (circle one): Household Business

Just your zip code please: 19007
How many people in your Household or Business, including you? 20

Step 2: How do you feel about Bristol Borough's Pedestrian and Bike Facilities?

Do you use Bristol's Pedestrian/Bike facilities - trails, bike paths, sidewalks, etc. (check one)? Yes No

How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

Comments: *There are sidewalks, but they are often in poor condition and need to be replaced or repaired.*

How do you use the pedestrian and bike facilities (check all that apply)?

- Walking
- Hiking
- Jogging
- Bicycling
- Nature Viewing
- Birding
- Commuting
- Traveling
- Fitness
- Other _____

Step 3: Help us elevate Bristol's Pedestrian and Bicycle Network

What kind of amenities/destinations/connections do you feel the borough needs (check all that apply)?

- Benches
- Bathrooms
- Bike Repair Stations
- Lighting
- Public Transportation Links
- Community Resource Links
- Neighborhood Links
- Park and Recreation Links
- Wayfinding Signage
- Educational Signs and Kiosks
- ADA access
- Water Access
- Active Route Interchanges/Linkage
- Other _____

Would you like more information on the health benefits of trails (check one)? Yes No

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle facilities?

Comments: *There is a need for more sidewalks and bike lanes in the downtown area.*

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How happy are you with the facilities (check one)? Very Satisfied Somewhat Satisfied Not Satisfied

Comments: *Bristol has a good mix of sidewalks, but they are often in poor condition and need to be replaced or repaired.*

How do you use the pedestrian and bike facilities (check all that apply)?

- Walking
- Hiking
- Jogging
- Bicycling
- Nature Viewing
- Birding
- Commuting
- Traveling
- Fitness
- Other _____

Step 3: Help us elevate Bristol's Pedestrian and Bicycle Network

What kind of amenities/destinations/connections do you feel the borough needs (check all that apply)?

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- Bathrooms
- Bike Repair Stations
- Lighting
- Public Transportation Links
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- Neighborhood Links
- Park and Recreation Links
- Wayfinding Signage
- Educational Signs and Kiosks
- ADA access
- Water Access
- Active Route Interchanges/Linkage
- Other *Public Transportation*

Would you like more information on the health benefits of trails (check one)? Yes No

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle facilities?

Comments: *There is a need for more sidewalks and bike lanes in the downtown area.*

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Kent Baird, ACP, Community Planner, Gilmore & Associates, Inc., 250 Pond Street, Bristol, VA 19007, kbaire@gilmoreandassociates.com / 715-345-4130





Bristol Borough is developing an **Active Transportation Plan** to improve the mobility, safety and health of residents as they walk, run, bike and roll through the Borough to local destinations and regional resources. Please share your suggestions and ideas with us so we can make a walkable/bike able Bristol!



Tell us about yourself:
Just your zip code please, 19057
How many people in your household 3

How happy are you with the pedestrian/bicycle facilities so far? (check one)
 Very Satisfied Somewhat Satisfied Not Satisfied



- What do you feel Bristol Borough needs more of? (amenities/destinations/connections) check all that apply
- | | |
|---|--|
| <input checked="" type="checkbox"/> Benches | <input checked="" type="checkbox"/> Park and Recreation Links |
| <input type="checkbox"/> Bathrooms | <input type="checkbox"/> Wayfinding Signage |
| <input type="checkbox"/> Bike Repair Stations | <input type="checkbox"/> Educational Signs and Kiosks |
| <input type="checkbox"/> Lighting | <input type="checkbox"/> ADA Access |
| <input checked="" type="checkbox"/> Public Transportation Links | <input type="checkbox"/> Water Access |
| <input checked="" type="checkbox"/> Community Resource Links | <input checked="" type="checkbox"/> Active Route Info-maps, brochure |
| <input type="checkbox"/> Neighborhood Links | <input type="checkbox"/> Other _____ |

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle Facilities?
Widen Paths along Water!



Thank You!



Please return forms to James Dillon. Contact Kent Baird with any questions:
James Dillon
Borough Manager
Bristol Borough
250 Pond Street, Bristol, PA 19007
Kent Baird, AICP
Community Planner
Gilmore & Associates, Inc.
kbaird@gilmore-associ.com / 215-345-4330

Historic BRISTOL BOROUGH
Active Transportation Plan

SURVEY



Help us enhance Bristol's pedestrian and bicycle facilities for the enjoyment of everyone!



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Tell us about yourself:
Just your zip code please, 19001
How many people in your household _____

How happy are you with the pedestrian/bicycle facilities so far? (check one)
 Very Satisfied Somewhat Satisfied Not Satisfied



- What do you feel Bristol Borough needs more of? (amenities/destinations/connections) check all that apply
- | | |
|--|---|
| <input type="checkbox"/> Benches | <input type="checkbox"/> Park and Recreation Links |
| <input type="checkbox"/> Bathrooms | <input type="checkbox"/> Wayfinding Signage |
| <input type="checkbox"/> Bike Repair Stations | <input type="checkbox"/> Educational Signs and Kiosks |
| <input type="checkbox"/> Lighting | <input type="checkbox"/> ADA Access |
| <input type="checkbox"/> Public Transportation Links | <input type="checkbox"/> Water Access |
| <input type="checkbox"/> Community Resource Links | <input type="checkbox"/> Active Route Info-maps, brochure |
| <input type="checkbox"/> Neighborhood Links | <input type="checkbox"/> Other <u>fast lanes</u> |

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle Facilities?
have more fast lanes
on the main road
and
other parking



Thank You!



Please return forms to James Dillon. Contact Kent Baird with any questions:
James Dillon
Borough Manager
Bristol Borough
250 Pond Street, Bristol, PA 19007
Kent Baird, AICP
Community Planner
Gilmore & Associates, Inc.
kbaird@gilmore-associ.com / 215-345-4330

Historic BRISTOL BOROUGH
Active Transportation Plan

SURVEY



Help us enhance Bristol's pedestrian and bicycle facilities for the enjoyment of everyone!



Bristol Borough is developing an **Active Transportation Plan** to improve the mobility, safety and health of residents as they walk, run, bike and roll through the Borough to local destinations and regional resources. Please share your suggestions and ideas with us so we can make a walkable/bike able Bristol!



Tell us about yourself:
Just your zip code please, 19001
How many people in your household 1

How happy are you with the pedestrian/bicycle facilities so far? (check one)
 Very Satisfied Somewhat Satisfied Not Satisfied



- What do you feel Bristol Borough needs more of? (amenities/destinations/connections) check all that apply
- | | |
|--|---|
| <input checked="" type="checkbox"/> Benches | <input checked="" type="checkbox"/> Park and Recreation Links |
| <input type="checkbox"/> Bathrooms | <input type="checkbox"/> Wayfinding Signage |
| <input type="checkbox"/> Bike Repair Stations | <input type="checkbox"/> Educational Signs and Kiosks |
| <input type="checkbox"/> Lighting | <input type="checkbox"/> ADA Access |
| <input type="checkbox"/> Public Transportation Links | <input type="checkbox"/> Water Access |
| <input type="checkbox"/> Community Resource Links | <input type="checkbox"/> Active Route Info-maps, brochure |
| <input type="checkbox"/> Neighborhood Links | <input type="checkbox"/> Other _____ |

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle Facilities?



Thank You!



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Tell us about yourself:

Just your zip code please: 19007

How many people in your household: 5

How happy are you with the pedestrian/bicycle facilities so far? (check one)

Very Satisfied Somewhat Satisfied Not Satisfied



What do you feel Bristol Borough needs more of? (amenities/destinations/connections) check all that apply

- | | |
|--|---|
| <input type="checkbox"/> Benches | <input type="checkbox"/> Park and Recreation Links |
| <input checked="" type="checkbox"/> Bathrooms | <input type="checkbox"/> Wayfinding Signage |
| <input type="checkbox"/> Bike Repair Stations | <input type="checkbox"/> Educational Signs and Kiosks |
| <input type="checkbox"/> Lighting | <input type="checkbox"/> ADA Access |
| <input type="checkbox"/> Public Transportation Links | <input type="checkbox"/> Water Access |
| <input type="checkbox"/> Community Resource Links | <input type="checkbox"/> Active Route Info-maps, brochure |
| <input type="checkbox"/> Neighborhood Links | <input type="checkbox"/> Other |

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle Facilities?

Build big permanent bathroom near walk



Thank You!



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Bristol Borough
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Tell us about yourself:

Just your zip code please: 19007

How many people in your household: 1

How happy are you with the pedestrian/bicycle facilities so far? (check one)

Very Satisfied Somewhat Satisfied Not Satisfied



What do you feel Bristol Borough needs more of? (amenities/destinations/connections) check all that apply

- | | |
|--|---|
| <input checked="" type="checkbox"/> Benches | <input type="checkbox"/> Park and Recreation Links |
| <input checked="" type="checkbox"/> Bathrooms | <input checked="" type="checkbox"/> Wayfinding Signage |
| <input type="checkbox"/> Bike Repair Stations | <input type="checkbox"/> Educational Signs and Kiosks |
| <input checked="" type="checkbox"/> Lighting | <input type="checkbox"/> ADA Access |
| <input type="checkbox"/> Public Transportation Links | <input type="checkbox"/> Water Access |
| <input type="checkbox"/> Community Resource Links | <input type="checkbox"/> Active Route Info-maps, brochure |
| <input type="checkbox"/> Neighborhood Links | <input type="checkbox"/> Other |

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle Facilities?

marked dog walking areas



Thank You!



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Borough Manager
Bristol Borough
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Historic BRISTOL BOROUGH
Active Transportation Plan

SURVEY



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Tell us about yourself:

Just your zip code please: 19055

How many people in your household: 5

How happy are you with the pedestrian/bicycle facilities so far? (check one)

Very Satisfied Somewhat Satisfied Not Satisfied



What do you feel Bristol Borough needs more of? (amenities/destinations/connections) check all that apply

- | | |
|--|---|
| <input checked="" type="checkbox"/> Benches | <input type="checkbox"/> Park and Recreation Links |
| <input checked="" type="checkbox"/> Bathrooms | <input type="checkbox"/> Wayfinding Signage |
| <input checked="" type="checkbox"/> Bike Repair Stations | <input type="checkbox"/> Educational Signs and Kiosks |
| <input checked="" type="checkbox"/> Lighting | <input checked="" type="checkbox"/> ADA Access |
| <input type="checkbox"/> Public Transportation Links | <input type="checkbox"/> Water Access |
| <input type="checkbox"/> Community Resource Links | <input type="checkbox"/> Active Route Info-maps, brochure |
| <input type="checkbox"/> Neighborhood Links | <input type="checkbox"/> Other |

Do you have any other comments, ideas, or thoughts regarding Bristol's Pedestrian & Bicycle Facilities?



Thank You!



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Borough Manager
Bristol Borough
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Historic BRISTOL BOROUGH
Active Transportation Plan

SURVEY



Help us enhance Bristol's pedestrian and bicycle facilities for the enjoyment of everyone!



Funding Opportunities

Funding in the form of grants and loans are provided through local, state and national organizations year round. Below is a list of potential funding sources that should be pursued for the planning, design and construction of the recommendations made in the Active Transportation Plan for Bristol Boroughs pedestrian and bicycle facilities.

Automated Red Light Enforcement Program (ARLE)

The *Pennsylvania Department of Transportation* provides funds through ARLE revenues to improve highway safety and reduce congestion through a wide range of projects that aim to reduce the number of violations and crashes at implementation sites, as well as provide benefits to highway users. Funded projects upgrade, improve, or install traffic-control signs and other forms of roadway markings and structures to increase road capacity and/or further pedestrian safety and mobility, and projects that work to enhance visibility or drainage, etc.

- Request Amount: Dependent upon available yearly revenues
- Match: None required

• **Better Utilizing Investments to Leverage Development (BUILD)**

The *Pennsylvania Department of Transportation* administers funds from National Infrastructure Investments to support capital projects for surface transportation infrastructure that improve, repair, and develop transportation frameworks, economic revitalization, community connections and safety. FY2018 BUILD will administer a greater share of the awards to rural areas.

- Request Amount: Not to exceed \$25 Million; Minimum \$1 Million in rural area
- Match: Minimum 20% in Urban; Minimum 0% in Rural

• **Green Light Go**

The *Pennsylvania Department of Transportation* administers state funds through competitive grants to improve safety and mobility through congestion reduction and improving the efficiency of existing traffic signals on state and local highways. Funded projects study, develop, and implement or remove traffic assets, technologies, and plans.

- Request Amount: N/A
- Match: 20%

• **Transportation Alternatives Set-Aside Program (TA Set-Aside)**

The *Pennsylvania Department of Transportation* administers funding assistance for alternative transportation programs and projects that improve accessibility and mobility, public transportation and school links, recreation and environmental mitigation.

- Request Amount: \$50,000 minimum construction cost; Not to exceed \$1 Million unless regional or of statewide significance
- Match: None required

- **Multimodal Transportation Funds Program**

The *Pennsylvania Department of Transportation* and the *Department of Community & Economic Development* provides grants for projects that support safe and reliable transportation systems and encourage economic development. Supported projects develop or rehabilitate transportation assets for communities including but not limited to lighting, sidewalks, pedestrian safety, and streetscapes, as well as improving connectivity and/or utilization of existing assets.

- Request Amount: \$100,000 - \$3,000,000
- Match: 30% Cash

- **Greenways, Trails, and Recreation Program (GTRP)**

The *Pennsylvania Department of Community & Economic Development* administers funds from the Marcellus Legacy Fund for the planning, acquisition, development, rehabilitation, and repair of greenways, recreational trails, open space, park and beautification projects.

- Request Amount: Not to exceed \$250,000
- Match: 15% Cash/Equivalent
- \$100 application fee

- **Municipal Assistance Program (MAP)**

The *Department of Community & Economic Development* provides funds for local governments to the planning and implementation of multiple services including shared service activities, community planning, and floodplain management.

- Request Amount: Dependent upon available funds
- Match: 50%; 25% of which must be non-state funded

- **Community Conservation Partnership Program (C2P2) Trails**

The *Pennsylvania Department of Conservation & Natural Resources* presently offers matching grants for the planning, acquisition, construction, enhancement, and maintenance of multi-use trails and trail-related facilities. This can include, but is not limited to, interpretive signs, trail amenities, access roads and parking areas, and equipment required to build and maintain trails.

- Request Amount: Reasonable requests
- Match: 50%

- **Community Conservation Partnership Program (C2P2) Community Recreation and Conservation Planning**

The *Pennsylvania Department of Conservation & Natural Resources* presently offers matching grants to prepare for future planning, acquisition, development, and management of parks, recreation facilities, critical habitat, open space, natural areas, greenways, and river/watershed passageways.

- Request Amount: Reasonable requests
- Match: 50%

- **Community Conservation Partnership Program (C2P2) Land Acquisition and Conservation**
 The *Pennsylvania Department of Conservation & Natural Resources* presently offers matching grants for the purchase and/or donation of land for the purpose of recreation and park areas, critical habitat areas, greenways, and open space.

 - Request Amount: Reasonable requests
 - Match: 50%

- **Community Conservation Partnership Program (C2P2) Park Rehabilitation and Development**
 The *Pennsylvania Department of Conservation & Natural Resources* presently offers matching grants for the rehabilitation and development of public parks, both indoor and outdoor recreation facilities, small communities, greenways, and river conservation and restoration projects.

 - Request Amount: Reasonable requests
 - Match: 50%

- **Community Conservation Partnership Program (C2P2) Peer Circuit Rider Program**
 The *Pennsylvania Department of Conservation & Natural Resources* presently offers matching grants for expanding the local capacity for parks, recreation, and conservation through the partnership of municipalities, counties, and government councils and the hiring of a shared professional who is jointly funded by the formal partnership, commission, or authority.

 - Request Amount: Reasonable requests
 - Match: 10%

- **Community Conservation Partnership Program (C2P2) State and Regional Partnerships Funds**
 The *Pennsylvania Department of Conservation & Natural Resources* presently offers matching grants for the formation of collaborative initiatives that improve the capacity to develop and manage park and recreation facilities and advance conservation of resources through education, training, and implementation.

 - Request Amount: Reasonable requests
 - Match: Varies

- **PECO Green Region Open Space Program**
 Administered by *Natural Lands*, this program provides grants for municipalities in SE PA to preserve, protect, and improve open spaces. Eligible projects include: the acquisition of conservation easements or land for open space; habitat or capital improvements for passive recreation; and developing or updating open space plans.

 - Request Amount: Not to exceed \$10,000; can fund up to 50% of eligible activities
 - Match: Minimum 50% Cash

- **Redevelopment Assistance Capital Program (RACP)**

The *Pennsylvania Office of the Budget* administers funds from the Commonwealth for regional economic development, civic, cultural, recreational, and historical improvements through acquisition and construction projects.

- Request Amount: \$100,000 minimum total project cost
- Match: 50% non-stat

- **Regional Trails Program**

The *Delaware Valley Regional Planning Commission* (DVRPC) provides grants from the William Penn Foundation to plan, design, and construct multi-use trails which assist in completing the Greater Philadelphia's trail network, the Circuit. Projects that contribute to connecting trails across the region and provide access to waterways are also supported, and can range from initial feasibility studies to the construction of trails.

- Request Amount: N/A (Phase V funding ranged from \$25,000-\$325,636)
- Match: N/A

- **Rivers, Trails, and Conservation Assistance Program**

The *National Park Services* provides funding assistance to support resource conservation and recreation projects throughout the United States of America. The program links national conservation and recreation planning professionals with applicants to design, conserve and improve natural and recreational opportunities and connect the public to these resources.

- **Transportation and Community Development Initiative (TCDI)**

The *Delaware Valley Regional Planning Commission* offers grants for projects which analyze, plan, or design regional transportation systems that work to improve transportation efficiency, environmental protection, and quality of life for municipal residents and visitors. These grants promote projects that focus on public transit and alternative modes of transportation (bicycle and pedestrian) and growth management that aim to foster beneficial residential and commercial growth, while preserving lands and improving centers.

- Request Amount: \$25,000 – soft cap of \$100,000; \$175,000 for multi-municipal
- Match: 20%; 5% of which must be in-kind

- **Doppelt Family Trail Development Fund**

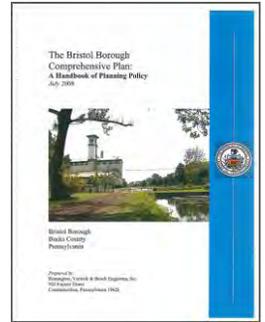
Rails to Trails Conservancy administers funds from the Doppelt Family Trail Development Fund to support the implementation and improvement of multi-use trails. Originally established in 2015 from an initial grant donation from the Doppelt Family, RTC awards around \$85,000 to 4-6 trail projects via a competitive grant round

- Request Amount: \$5,000 - \$50,000
- Match: N/A

Related Plan Reviews

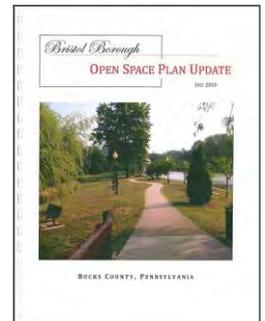
Bristol Borough Comprehensive Plan 2006

This handbook presents a vision for the growth and development of Bristol Borough for the next ten years, with a focus on land use, home owner occupancy levels, economic development, tourism and history, parks and conservation, vehicular circulation and additional emerging trends. The overriding goal of this plan is the enhancement of the built environment and maximization of available resources.



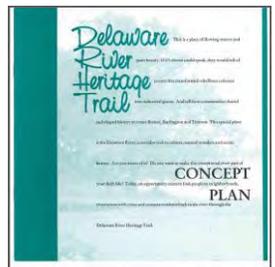
Bristol Borough Open Space Plan Update 2010

This plan was developed to satisfy the Municipal Open Space Program guidelines and address all of the concerns. The plan provides officials and the general public with direction and initiative on open space protection and preservation. The main goals and objectives are regarding open space resources and open space related issues, including park and recreational, natural, historic and scenic resources confronting the township.



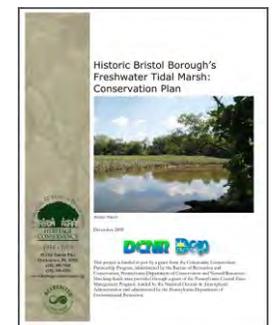
Delaware River Heritage Trail 1997

This plan develops a vision for the growth and development of the Delaware River Heritage Trail as a non-motorized multi-use recreational route along both sides of the river. The main goals and objectives of this plan are to link communities, inspire interest in the river's history and culture, promote health, boost local economies and support tourism, and build civic pride and community awareness.



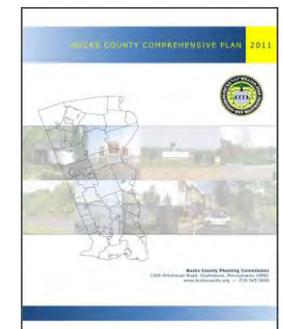
Historic Bristol Borough's Freshwater Tidal Marsh: Conservation Plan 2008

This plan develops a vision for the growth and development of Historic Bristol Borough's Freshwater Tidal Marsh. The Conservation Plan seeks to develop guidelines to meet the following goals: protect the ecosystem, improve, repair, and replace existing educational facilities and provide for increased educational opportunities in relation to the Marsh, and use the Marsh as a tool to assist in revitalizing historic Bristol Borough.



Bucks County Comprehensive Plan 2011

The Bucks County Comprehensive Plan is a guide for local officials, residents, developers, business owners, and interested agencies. The plan seeks to set forth a common vision of the future of Bucks County and to coordinate, educate, and guide development and preservation in appropriate areas of the county. Through multiple goals and recommendations, the plan will guide counties and municipalities to achieve the 8 Plan Principles: Protect Natural, Historic, and Scenic Resources, Preserve and Expand Parks, Open Space, and Agricultural Resources, Promote Energy Conservation and Efficiency, Protect Water Resources and Reduce Waste, Mitigate Hazards to Life and



Property, Provide Adequate Community Facilities and Services, Enhance Transportation Mobility, and Promote Economic Opportunity, Housing Diversity, and Efficient Use of Land.

Bucks County Open Space and Greenways Plan 2011

The purpose of this Bucks County Open Space and Greenways Plan is to provide a decision making, implementation and management tool designed to protect and create linkages between the County’s vast natural resources, open space and farmland, recreational facilities, and historic and cultural resources. The plan focuses on Environmental, Social, Recreational, Transportation, Economic, and Educational aspects.



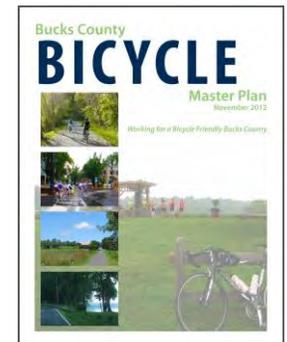
Bucks County Waterfront Revitalization Plan 2005

This plan provides a vision for the entire Lower Bucks County Delaware Waterfront. It provides a framework for the enhancement of the riverfront and adjacent lands and outlines steps to reach the vision. Through multiple goals and recommendations, the plan will guide counties and municipalities to achieve the 3 Plan Principles: Access and Transportation, Land Use, and Natural and Historic Resources and Recreation.



Bucks County Bicycle Master Plan 2012

The purpose of the Bucks County Bicycle Master Plan is to provide a vision for a county-wide bicycle network with regional and local connections. It will provide a resource for local municipalities, to assist with the planning and implementation of bicycle facilities across the County. The plan involves municipalities and other public and private sector partners in the County wide bike system in accordance with the role each wishes to play. This will create an environment in which pedestrians and bicyclists within Bucks County have the ability to conveniently and safely ride for transportation, recreation, and fitness purposes.



Green Spaces Great Places 2018

The purpose of the Green Spaces Great Places plan is to provide background on the Bucks County Open Space Program 1997 – 2017. It includes details of the program’s roots, how it worked, its successes and its challenges. The plan also discusses what is next and what commitments they have for the future.



DVRPC Connections 2045

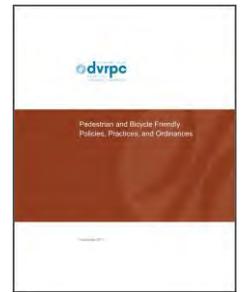
The regional long-range plan develops a vision for the growth and development of the Greater Philadelphia and Delaware Valley region for the next three decades, with a focus on transportation, land use, environment, economy, equity, and quality of life. Through multiple goals and recommendations, the plan will guide counties and municipalities to achieve the 5 Plan Principles: Sustain the Environment; Develop Livable



Communities; Expand the Economy; Advance Equity and Foster Diversity; and Create an Integrated, Multimodal Transportation Network.

DVRPC Pedestrian Bicycle Friendly Policies, Practices, and Ordinances

Prepared by DVRPC, this regional handbook presents information on practices, policies, and ordinances that support enhancements for pedestrian and bicycle safety and accessibility, to make improvements at the local level. The report specifically highlights planning for pedestrians and bicycles, educating and encouraging drivers and residents, and the typical codes and ordinances that deal directly with pedestrians and cyclists.



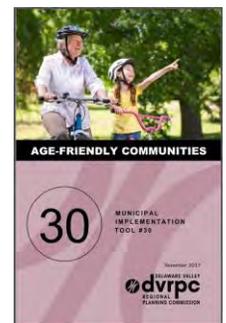
DVRPC Aging in Place-Municipal Implementation Tool #12 (2007)

This municipal implementation tool provides techniques to help municipalities accommodate the changing personal and physical needs of aging residents so they can remain in the community and maintain their independence. Techniques range from planning for affordable housing and promoting policies to enhance quality of life, to improving infrastructure to improve mobility and access to transit.



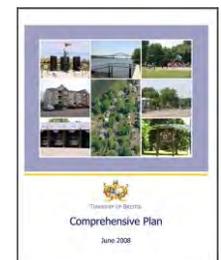
DVRPC Age Friendly Communities-Municipal Implementation Tool #30 (2017)

Developed to support the fulfillment of the region’s long-range plan, this municipal implementation tool provides techniques to help municipalities develop age-friendly communities, where older residents can age actively and independently. This tool specifically focuses on improving the eight domains identified by WHO and AARP, including: The Public Realm, Transportation, Housing, Social Participation, Respect and Social Inclusion, Civic Participation and Employment, Communication and Information, and Community Support and Health Services.



Bristol Township Comprehensive Plan 2006

Bristol Township is located in Bucks County neighboring Bristol Borough and the last time the Township Comprehensive plan was updated was in 1986. Since then new recommendations and goals for the township appeared, which are all mentioned in the 2006 comprehensive plan. The main purpose of the goals/plans imposed relate to the quality of life for the residents and also to have some economic benefits as well.



New Falls Township Comprehensive Plan 2004

This comprehensive plan focuses on population and demographic changes that occurred since the previous comprehensive plan (1991) and uses data from the 2000 Census Report. These changes benefit the residents, along with visitors, and also helps the township save money with updates to the current state of the township updating roadways, greenways, parks, businesses, etc.



Community Health Needs Assessments

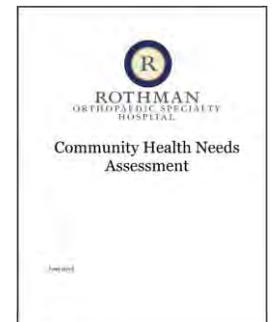
Jefferson Health-Northeast Community Health Needs Assessment 2018

Jefferson Health – Northeast is a Pennsylvania nonprofit organization with campuses in Philadelphia and Bucks County, Pennsylvania, that considers its community benefit service area to include proximate portions of Philadelphia and Bucks counties where almost 1,044,000 people live. This Community Health Needs Assessment (CHNA) utilizes information collected from the Public Health Management Corporation's household health survey, numerous secondary data and literature sources, and internal experts and external representatives of health care and community-based organizations who have knowledge of the health and social conditions of these communities.



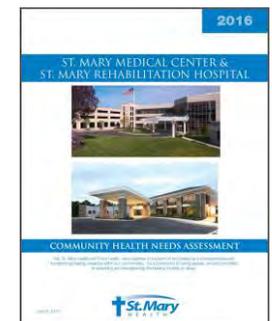
Rothman Orthopedic Specialty Hospital Community Health Needs Assessment 2018

Rothman Orthopedic Specialty Hospital (ROSH) is a Pennsylvania for profit organization located in Bucks County, Pennsylvania that considers its community benefit service area to include proximate portions of Bucks, Montgomery and Philadelphia counties where more than 1.2 million people live. This Community Health Needs Assessment (CHNA) utilizes information collected from the Public Health Management Corporation's household health survey, numerous secondary data and literature sources, and internal experts and external representatives of health care and community-based organizations who have knowledge of the health and social conditions of these communities.



St. Mary Medical Center & St. Mary Rehabilitation Hospital Community Health Needs Assessment 2016

St. Mary contracted with Public Health Management Corporation (PHMC) to assist with the Community Health Needs Assessment. This report summarizes the results of an assessment of the health status and unmet health care needs of residents of the St. Mary Medical Center and St. Mary Rehabilitation Hospital service area. Data sources included the Household Health Survey, which examined health status, health behaviors and utilization of and access to health care. This was supplemented by data from the U.S. Census of Population and Housing, Clarita's, Inc., Population Facts, and PA Department of Health Vitals Statistics. In addition, focus groups were conducted to gather input from healthcare providers, community partners (including individuals with expertise in public health, and special populations) and English and Spanish speaking clients from local clinics serving the poor to further identify unmet needs.



RESOLUTION NO. 2019-17

RESOLUTION TO IMPLEMENT HEALTH IN ALL POLICIES

WHEREAS, the health and well-being of the residents of Bristol Borough are critical for a prosperous and sustainable community;

WHEREAS, the WalkWorks program maintains a goal to increase the health of residents through the expansion of opportunities for physical activity, especially walking and bicycling, and has awarded funds to Bristol Borough for the preparation of an Active Transportation Plan, which will plan for increased opportunities and access to facilities for physical activity to ultimately improve the health of Borough residents;

WHEREAS, there is a growing awareness that health is influenced by the interaction of many factors and not simply by genetics, individual behavior, or access to medical care, and it is now widely accepted that conditions in the environments in which people are born, live, learn, work, play, and age, known as the social determinants of health, have the greatest influence on health outcomes across populations;

WHEREAS, the social determinants of health affect chronic disease rates, mental illness, as well as injuries caused by accidents and violence, and influence the adoption of healthy lifestyles by making it more or less difficult for individuals to choose behaviors that either promote or diminish health;

WHEREAS, policies implemented outside of the traditional health sector significantly affect the social determinants of health, including policies related to food access, housing, transportation, public safety, education, sustainability, climate change, parks, air and water quality, criminal justice, and economic development;

WHEREAS, interagency collaboration can lead to improved decision-making and outcomes and greater efficiencies in service delivery;

WHEREAS, addressing the social determinants of health can lead to reduced health care costs;

WHEREAS, Borough codes, policies and guidelines should promote physical and mental health for people of all ages, abilities and incomes; and

WHEREAS, by adopting a "Health in All Policies" approach, the Borough recognizes that all governmental entities and stakeholders have a role to play in attaining the highest level of health for all people concurrently with the progression of overarching Borough goals for economic development, transportation, sustainability, etc.;

THEREFORE, BE IT RESOLVED, that it shall be the policy of the Borough Council of Bristol Borough to apply a Health in All Policies approach to the Borough's decision-making by considering the inclusion of "health" in all future policy development and implementation, budgeting, and delivery of services;

Duly Resolved this 5th day of August 2019.

Bristol Borough

By: Ralph D. Guseyn
President

ATTEST:

J. Mary
Secretary

Approved this 5th day of August 2019.

Joseph A. Jach
Mayor