Active Transportation Plan

HISTORIC BRISTOL BOROUGH

Prepared for:
Bristol Borough, Bucks County, Pennsylvania
September 2019
2019 Active Transportation Plan

Bristol Borough, Bucks County


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 foregoing 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.

[Signature]

Name of Applicant

[Signature]

County

[Signature]

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

Bristol Borough Administration
250 Pond Street, Bristol, PA
www.bristolborough.com
Acknowledgements

Bristol Borough Council

Ralph DiGuiseppe, President
Betty Rodriguez, Vice President
Lorraine Cullen, Member
Tony Devine, Member
David Girard, Member
Greg Pezza, Member
Louis Quattrocchi, Member
Tony Riccio, Member
Hon. Joseph Saxton, Mayor

Active Transportation Plan 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
James Dillon, Borough Manager
Kurt Schroeder & Amanda Fuller, Municipal Engineer

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
www.bristolborough.com
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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
Bristol Borough
Active Transportation Plan
Stakeholder/Steering Committee

Louis Quattrocchi, Lower Bucks Hospital & Borough Council
Donald McCloskey, Bristol Borough Planning
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Angelo Quattrocchi, Running Club Advocacy
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Paul Gordon, Bucks County Planning Commission
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James Dillon, Borough Manager
Kurt Schroeder & Amanda Fuller, Municipal Engineer
Gilmore & Associates, Inc., Planning Consultants
Kent A. Baird, AICP, Community Planner
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.

<table>
<thead>
<tr>
<th>Commuter &amp; Traffic Data</th>
<th>Bucks County</th>
<th>Bristol Borough</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commuters</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average travel time to work (minutes)</td>
<td>29.8</td>
<td>21.7</td>
</tr>
<tr>
<td>Percentage Driving alone to work</td>
<td>81.9%</td>
<td>76.3%</td>
</tr>
<tr>
<td>Percent Walking/Biking to work</td>
<td>2%</td>
<td>5.5%</td>
</tr>
<tr>
<td>Residents working within municipality</td>
<td>41.3%</td>
<td>9.5%</td>
</tr>
<tr>
<td>Residents commuting outside of municipality</td>
<td>58.7%</td>
<td>90.5%</td>
</tr>
<tr>
<td><strong>Top 5 places commuting to:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Philadelphia (11.6%)</td>
<td>City of Philadelphia (13.9%)</td>
<td></td>
</tr>
<tr>
<td>Bensalem Township (4.8%)</td>
<td>Bristol Township (12.4%)</td>
<td></td>
</tr>
<tr>
<td>Middletown Township (4.3%)</td>
<td>Bristol Borough (9.5%)</td>
<td></td>
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<tr>
<td>Bristol Township (3.6%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Falls Township (2.4%)</td>
<td>Middletown Township (6.4%)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Top Transportation Routes</th>
<th>Road</th>
<th>AADT</th>
<th>Road</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top 5 Routes and Average Annual Daily Traffic counts (AADT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 1 (Lincoln Hwy)</td>
<td>38,050</td>
<td>Old Route 13</td>
<td>7,761</td>
<td></td>
</tr>
<tr>
<td>I-95 (Delaware Expwy)</td>
<td>27,928</td>
<td>Green Lane</td>
<td>7,627</td>
<td></td>
</tr>
<tr>
<td>PA 611 (Easton Rd)</td>
<td>20,842</td>
<td>Pond Street</td>
<td>7,377</td>
<td></td>
</tr>
<tr>
<td>US 13 (Bristol Pk)</td>
<td>20,707</td>
<td>Farragut Avenue</td>
<td>6,571</td>
<td></td>
</tr>
<tr>
<td>PA 413 (New Rodgers Rd)</td>
<td>19,864</td>
<td>Mill Street</td>
<td>6,105</td>
<td></td>
</tr>
</tbody>
</table>

| 5 Year Crash Summary | | | |
|----------------------|-------------------------|--------------------------|
| Total Crashes (2013-2017) | 29,929 | 165 |
| Total Fatal | 0.8% | 241 |
| 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

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
Sidewalks-Mixed Surface

Street Crossings-Some Improved

Curb Ramps and Entry Crossings

Updated Trail Access Needed

Trails

Updated Signs Needed

Missing Trail Signs

Condition of Signage

Vibrant Downtown

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.

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

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 of 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

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.
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.

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

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.

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

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.).

GOAL 1: Improve Existing Pedestrian/Bicycle Facilities

<table>
<thead>
<tr>
<th>Objective</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1A: Prepare a Sidewalk Inventory</td>
<td>2</td>
<td>Yrs 3-5</td>
</tr>
<tr>
<td>A.I.</td>
<td>Conduct a survey with ADA specialists and volunteers</td>
<td></td>
</tr>
<tr>
<td>Objective 1B: Enhance Existing and Add New Signage</td>
<td>1</td>
<td>Yrs 1-5</td>
</tr>
<tr>
<td>A.I.</td>
<td>Coordinate new and existing signs through a sign plan with list of locations, contractors, and costs</td>
<td></td>
</tr>
<tr>
<td>Objective 1C: Maintain Existing Trails and Sidewalks</td>
<td>1</td>
<td>Yrs 1-5&gt;</td>
</tr>
<tr>
<td>A.I.</td>
<td>Coordinate public works, landowners, and volunteers to ensure existing trails and sidewalks continue to be maintained for resident enjoyment</td>
<td></td>
</tr>
</tbody>
</table>

GOAL 2: Increase Connectivity

<table>
<thead>
<tr>
<th>Objective</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 2A: Link Disconnected Sidewalks</td>
<td>1</td>
<td>Yrs 1-2</td>
</tr>
<tr>
<td>A.I.</td>
<td>264 LF (0.05 miles) needed along Bath Rd from existing sidewalks to Lower Bucks Hospital entry</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>422 LF (0.08 miles) needed along 2nd Ave to SR. 13</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>686 LF (0.13 miles) needed along Green Ln from Hunter Rd to Wawa sidewalk</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>158 LF (0.03 miles) needed along Maple St between existing sidewalks</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>264 LF (0.05 miles) needed along Green St between existing sidewalk and Locust St</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>106 LF (0.02 miles) needed along Beaver Dam Rd from 2nd Ave to existing sidewalk</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>53 LF (0.01 miles) needed along E Farragut Ave from Spurline Trail to Wawa</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>158 LF (0.03 miles) needed along Pine Grove St between existing sidewalks</td>
<td></td>
</tr>
<tr>
<td>Objective 2B: Identify Trail Connections to Other Routes</td>
<td>1</td>
<td>Yrs 1-3</td>
</tr>
<tr>
<td>A.I.</td>
<td>264 LF (0.05 miles) trail connection needed from Adams St and Porter Ave to Spurline Trail along existing footpath</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>739 LF (0.14 miles) D&amp;L Trail connection needed behind Snyder-Girotti Elementary School near original canal path</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>1,480 LF (0.28 miles) perimeter trail needed within Otter Street Playground</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>106 LF (0.02 miles) needed to distinguish Spurline Trail at Mill St/Bath St/Old Rte 13 intersection</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>Pursue future trail connections to the Mill (Otter)- Queen Anne Creek Greenway</td>
<td></td>
</tr>
<tr>
<td>Objective 2C: Improve Pedestrian and Bicycle Crossings</td>
<td>1</td>
<td>Yrs 1-2</td>
</tr>
<tr>
<td>A.I.</td>
<td>Install traffic stop bars and crosswalks at every pedestrian pathway/roadway crossing</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>Add pedestrian safety signage at all crossings</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>Add pedestrian signals at all signalized vehicular intersections</td>
<td></td>
</tr>
<tr>
<td>A.I.</td>
<td>Improve existing pedestrian facilities (update ramps, crosswalks, and signage to ADA standards)</td>
<td></td>
</tr>
</tbody>
</table>

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)
**Objective 2D: Enhance Wayfinding & Amenity Signage**

<table>
<thead>
<tr>
<th>Year</th>
<th>Yrs</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1-5</td>
<td>Redesign intersections for a safer and cohesive multimodal interaction</td>
</tr>
</tbody>
</table>

### 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

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

- 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 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. 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 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 amenities identified
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 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 & compatibility

Objective 2E: Introduce Roadway Markings for Safe Walking Roads

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

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

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

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
GOAL 4: Increase Awareness—Get the Word Out

Objective 4A: Provide Easy Access Trail and Bike Info  

<table>
<thead>
<tr>
<th>A.I.</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Promote Walking Groups, in the Borough, such as Grundy Walking Group, and use of multi-modal travel, such as bicycle, bus, etc.</td>
</tr>
<tr>
<td></td>
<td>Modify Borough Trail Maps to show trail and route length, difficulty, and destinations</td>
</tr>
<tr>
<td></td>
<td>Provide the Borough Trail Map at Borough Hall, park kiosks, and popular destinations</td>
</tr>
<tr>
<td></td>
<td>Make the Borough Trail Map available online</td>
</tr>
<tr>
<td></td>
<td>Explore the feasibility of developing an interactive Borough Trail Map with GPS for residents to track their health achievements</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A.I.</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Include the benefits of walking/biking on the Borough Trail Map</td>
</tr>
<tr>
<td></td>
<td>Share benefits handouts/studies with residents on the Borough website</td>
</tr>
</tbody>
</table>

Objective 4B: Educate, Inform, and Promote the Benefits  

<table>
<thead>
<tr>
<th>A.I.</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Enhance the Spurline Loop (4 1/4 miles) using improved crossings and signage along the existing Spurline Trail to improve pedestrian crossings and signage</td>
</tr>
<tr>
<td></td>
<td>Develop the Silver Lake-Borough Loop (2 1/4 miles) using existing sidewalks and trails, proposed pedestrian connections and signage</td>
</tr>
<tr>
<td></td>
<td>Develop the Bristol Stomp (5 1/4 miles) using existing sidewalks and trails, proposed sidewalks and signage</td>
</tr>
<tr>
<td></td>
<td>Develop the Otter Creek Run (1/2 mile) using existing sidewalk, proposed park trail and signage</td>
</tr>
<tr>
<td></td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>Support trail alignments and connections of the Heritage Conservancy, D&amp;L and East Coast Greenway</td>
</tr>
<tr>
<td></td>
<td>Support future trail expansions and connections to nearby destinations outside of the Borough</td>
</tr>
</tbody>
</table>

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 project’s difficulty, including potential planning, design and construction needs, cost needs, and sequential placement where projects depend on the completion of other recommendations.
Appendices
The Bristol Borough Transit Master Plan Steering Committee met multiple times throughout the plan development and provided critical input, including goals and priorities, past and current pedestrian and bicycle efforts, local developments, 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.

Public Input

Steering Committee Meetings & Walkability Assessment

The Bristol Borough Transit Master Plan Steering Committee met multiple times throughout the plan development and provided critical input, including goals and priorities, past and current pedestrian and bicycle efforts, local developments, 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.
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
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Please Sign In
Steering Committee Meeting
Date: 5/15/19
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. 1\textsuperscript{st} Public Meeting will be held at a local event:
   - opportunities include July 5\textsuperscript{th} (Bristol’s 1\textsuperscript{st} Friday/Holiday Weekend) or a meeting coordinated with the Grundy Recreation Center – \textit{TBD}
   - consider a raffle/give away to draw people in
3. Consider Italian Day (in the beginning of September) for the 2\textsuperscript{nd} Public Mtg;
4. Discuss past DVRPC bike share studies with Thom Stead.

The Meeting was adjourned around 4PM.

\textbf{Note:} next meeting will be a Walking Meeting scheduled for \textbf{Thursday, June 20\textsuperscript{th} at 2PM}. Committee members will meet at \textit{529 Bath Street}. 
# Bristol Borough

**Active Transportation Plan**  
**Steering Committee**  
**Meeting # 2**

**Please Sign In**  
**Steering Committee Meeting**  
**Date:** 6/5/19

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**Building on a Foundation of Excellence**

65 E. Butler Avenue | Suite 100 | New Britain, PA 18901 Phone: 215-345-4330 | Fax: 215-345-8606  
www.gilmore-assoc.com
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.
Please Sign In
Steering Committee Meeting
Date: 6/26/19

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

![Map of Bristol with trail network]

**Opportunities:**
1. Existing trails
2. Existing connections to multiple existing trails
3. Some lighting
4. Some D&L Signage
5. Some bike racks (at 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 new dog stations
7. Missing benches/rest areas
8. Existing signage very worn

**Feasibility**
- [ ] Sidewalks
  - Existing
- [ ] Multi-Use Trail (5-8ft)
  - Existing
  - (Spurline/D&L)
  - Macadam/Gravel
- [ ] Pedestrian Crossings
  - Along Spurline
  - Missing along D&L
- [ ] Lighting
  - Only along sidewalks
  - Missing along D&L
- [ ] Bike Lane/Sharrow
  - No
- [ ] Signage
  - Some D&L/Spurline
  - Confusing at times
  - Lacking
  - Need community/basketball guidance
  - Very clear when heading south that this is trail
  - Needs ramp/bump for walk/run
  - Needs sign for spurline
  - Sight lines blocked
  - Downtown signage needed
  - Community garden/basketball
  - Need D&T/Train signage
Bristol Borough
Active Transportation Plan
Stakeholder Interview

What is your relationship to the network today?

What factors influence the decision to use the network?

What are the barriers to using the network?

What is your opinion about the future of the network?

What opportunities exist to enhance the network?

What challenges exist?

Would you like more information on the health benefits of walking/cycling?

How do you think the network could be improved?

What are the benefits of using the network?

Would you like more information on the health benefits of public transportation?

What is your opinion about the future of public transportation?

What are the opportunities to enhance public transportation?

What are the challenges to using public transportation?

Would you like more information on the health benefits of car-free travel?

What is your opinion about the future of car-free travel?

What are the opportunities to enhance car-free travel?

What are the challenges to car-free travel?

Would you like more information on the health benefits of walking/cycling?

What is your opinion about the future of walking/cycling?

What are the opportunities to enhance walking/cycling?

What are the challenges to walking/cycling?

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What are the opportunities to enhance car-free travel?

What are the challenges to car-free travel?

Would you like more information on the health benefits of walking/cycling?

What is your opinion about the future of walking/cycling?

What are the opportunities to enhance walking/cycling?

What are the challenges to walking/cycling?
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 Activities: Walking, Biking and Birding
- Top Destinations: Downtown, parks and neighborhoods
- Top amenities along the routes: Benches, Bathrooms and Wayfinding Signage

**How Far Would YOU Go to Get Healthy?**

- 1/4 mile
- 1/2 mile
- 1 mile
- 2 miles
- 4+ miles

**Where Do You Really Want To Go**

- Other Neighborhoods
- Train, Bus, or Carpool Stops
- Parks, Recreation & Regional Trails
- Work & School
- Shopping & Downtown

**What amenities/destinations/connections are needed?**

- Other
- Active Route Info
- Water Access
- ADA Access
- Educational Signs and Kiosks
- Wayfinding Signage
- Park and Recreation Links
- Neighborhood Links
- Community Resource Links
- Public Transportation Links
- Lighting
- Bike Repair Stations
- Bathrooms
- Benches
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.
### Please Sign In

**Public Meeting**

**Date:** 7/31/19  7:00 PM

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Thank You!

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/bikeable Bristol.

Tell us about you:

How many people in your household:

How happy are you with the pedestrian/bicycle facilities so far?

Very Satisfied  Somewhat Satisfied  Not Satisfied

What do you feel Bristol Borough needs more of?

• Sidewalks
• Bike lanes
• Safe crossing areas
• Trails
• Public transportation
• Trees
• Public furnishings

Do you have any other comments, ideas, or thoughts regarding Bristol's pedestrian and bicycle facilities?

Thank You!

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/bikeable Bristol.

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Do you have any other comments, ideas, or thoughts regarding Bristol's pedestrian and bicycle facilities?

Thank You!

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/bikeable Bristol.

Tell us about you:

How many people in your household:

How happy are you with the pedestrian/bicycle facilities so far?

Very Satisfied  Somewhat Satisfied  Not Satisfied

What do you feel Bristol Borough needs more of?

• Sidewalks
• Bike lanes
• Safe crossing areas
• Trails
• Public transportation
• Trees
• Public furnishings

Do you have any other comments, ideas, or thoughts regarding Bristol's pedestrian and bicycle facilities?

Thank You!
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 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. Guglielmo

President

ATTEST:

Secretary

Approved this 5th day of August 2019.

Mayor