



# Hatfield Township Sidewalk Connect Plan

September 2019

Prepared For:  
Hatfield Township

Prepared By:



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## Acknowledgements

The Hatfield Township Sidewalk Connect Plan was completed by McMahon Associates, Inc. on behalf of Hatfield Township. This plan was adopted by resolution of the Hatfield Township Board of Commissioners on September 25th, 2019. Funding for the project was 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 .



# Chapter 1: Introduction





## 1. Introduction

### A | Purpose

Hatfield Township is nearly ten square miles in size and possesses a wide range of public amenities for its over 17,000 residents, visitors and businesses, including more than 260 acres of open space, numerous parks, multi-purpose trails and an award-winning aquatic center. The Township is uniquely situated around the Borough of Hatfield which offers opportunities for retail shopping, dining and employment. These amenities and features in the Hatfield area can be accessed by many places in the Delaware Valley region due to the availability of SETA regional rail and bus transportation service. The Hatfield Township Board of Supervisors seeks to plan for and implement alternative modes of travel for residents, visitors and employees in the Township to access these amenities and services.

### B | Goals

The Hatfield Township Sidewalk Connect Study takes a comprehensive approach to evaluating existing pedestrian transportation issues in the Township and identifying ways to improve the sidewalk network. The Hatfield Sidewalk Connect Plan seeks to address the pedestrian needs of all residents, businesses and visitors of Hatfield Township. The

recommendations in this study promote one or more of these three primary goals:

1. Enhance the transportation network to improve access for pedestrians of all capabilities.
2. Encourage non-vehicular travel to reduce traffic congestion, promote healthy lifestyles, and support economic development.
3. Build on recent and ongoing planning efforts and studies by the Township.

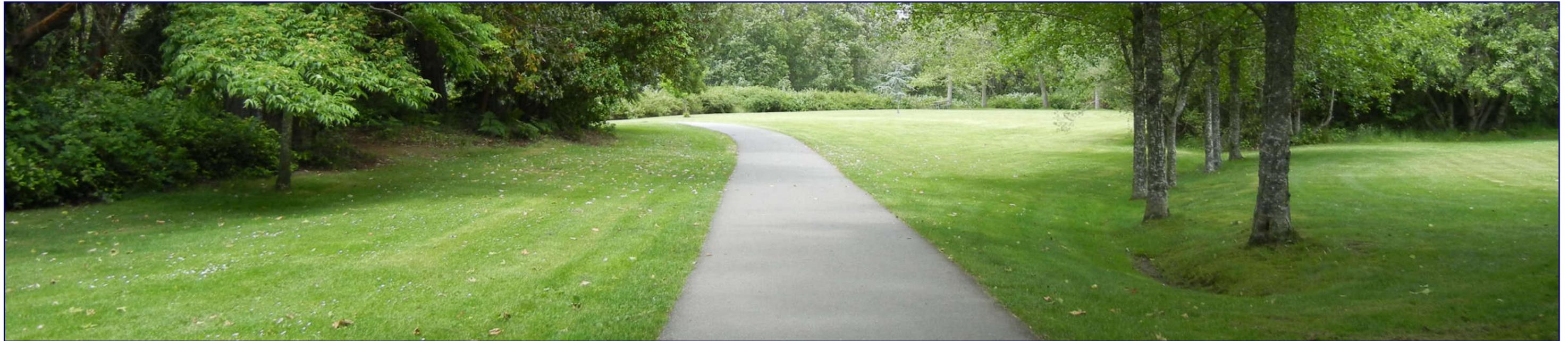
### Why improve pedestrian accommodations?

**Improved facilities for walking, biking and public transit make communities more socially and economically vibrant.**

- Property values are higher in compact communities.
- Homes closer/better access to trails and train stations sell for more
- Better accessibility to shops, restaurants, businesses drives up revenue.

# Chapter 2: Stakeholder and Public Involvement





## 2. Stakeholder and Public Involvement

### A | Plan Development

The development of the plan included a comprehensive public outreach process for Hatfield Township residents and businesses to provide input on existing pedestrian access issues and suggest solutions to improve the sidewalk and trail network. In order to ensure community engagement in the issues, various opportunities to provide comments and input were made available during various phases of this project. Participants were able to identify problematic areas for pedestrians through the completion of an online public input survey and improvement suggestion map. The public input process helped to focus the scope of the study on the most problematic pedestrian access issues facing Hatfield Township and develop impactful improvement recommendations.

A Study Advisory Committee (SAC) was appointed by the township Board of Supervisors to guide the development of the Hatfield Sidewalk Connect Plan and ensure that the three primary goals were achieved. The members were comprised of representatives from Township elected officials and staff, regional transportation organizations, the business community and Township residents. Members of the SAC for this project can be found in Table 1.1.

The project team collaborated with the SAC to finalize and refine the project scope, identify community stakeholders, assist in the development of public outreach content, identify potential improvements to the sidewalk and trail network and review deliverables throughout the project process. Township staff and the SAC assisted in identifying public meeting locations, advertising public meetings and other outreach efforts, and facilitating discussion at the public meetings. Three SAC meetings were convened during the project to complete the following tasks:

- Meeting 1: Reviewed the goals of the plan, existing facilities and pedestrian generators, public engagement strategy and received input for the project website and community survey.
- Meeting 2: Reviewed an updated existing conditions inventory, pedestrian generators and the results of the public engagement survey and project website suggestions map. Identified gaps in the network and pedestrian facility improvement areas in the Township.
- Meeting 3: Review final draft of plan.

**Table 1.1: Study Advisory Committee**

Individual	Organization
Bob Rodgers	Commissioner
Ken Amey	Hatfield Township
Aaron Bibro	Hatfield Township
Ashley Broudy	Hatfield Township
John Wolff	Hatfield Township
Jane Robertson	Hatfield Township Police
Matt Edmond	Montgomery County
Kim Korejko	Delaware Valley Regional Planning Commission
Fran Hanney	PennDOT District 6-0
Anthony Johnson	Partnership TMA
Bob Smyrl	Hatfield Chamber of Commerce
Jeff Wert	Hatfield Parks & Recreation Board
Sandie Musoleno	Township Resident
Tina Sowicz	Hatfield Neighborhood Watch
Scott Brown	Former Commissioner

### B | Community Engagement Strategy

Public involvement was a key component of the Hatfield Sidewalk Connect Plan. Making sure that residents were able to provide their input on the issues and opportunities facing pedestrian transportation in Hatfield Township is essential to building community support for future implementation of recommended improvements that would result from the sidewalk plan. For these reasons, a comprehensive community engagement strategy was included in the scope of work for the project. The community engagement strategy included two ways for people to become involved early on in the development of the plan. A pedestrian improvements suggestions map on the project website and a voluntary online survey. Both of these methods proved to be successful and allowed the project team to collect input on what concerns community members have and adjust the scope of the project to best address those concerns. Analysis and recommendations were focused on the areas that were most commonly identified by participants. Recommendations to address the primary community issues were developed and evaluated by the project team with the assistance of the SAC. The community engagement strategy is described in detail in this chapter of the document.

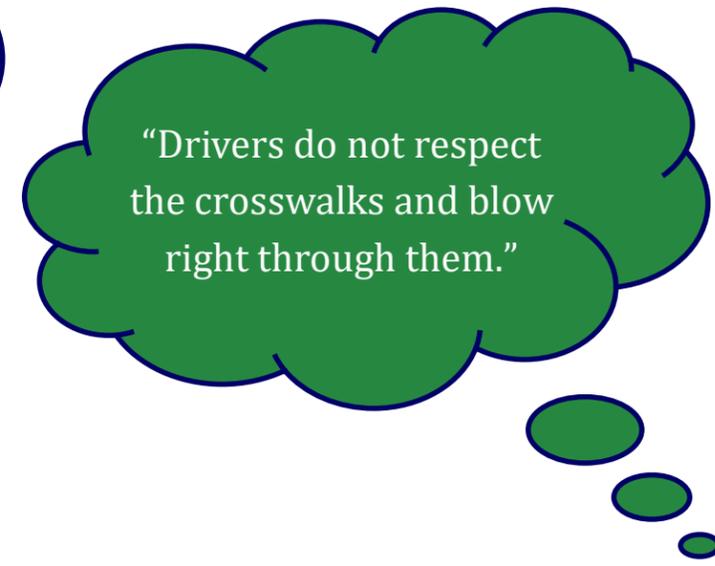
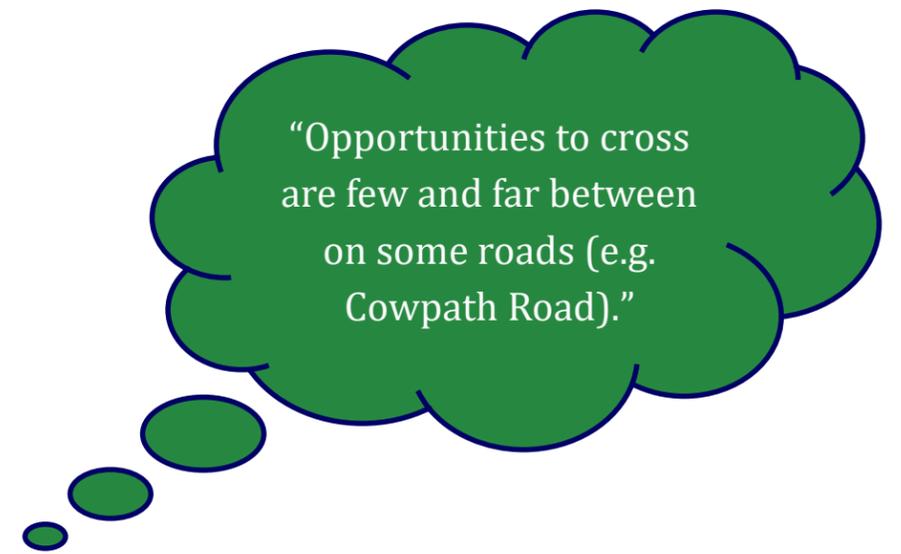
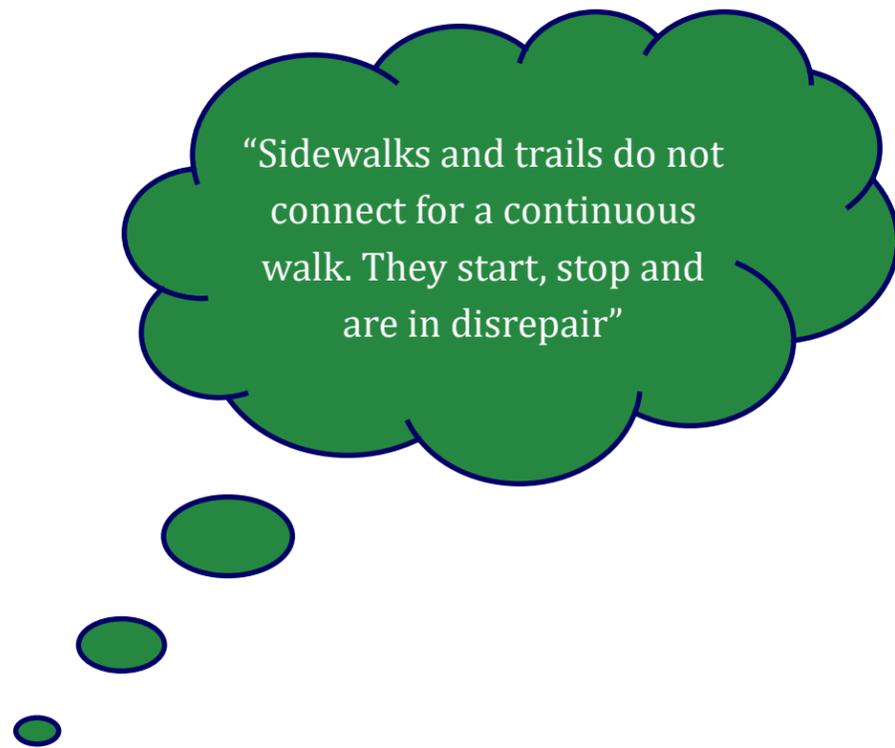
### C | Community Online Survey

An online survey was used to solicit input on the pedestrian access and circulation issues facing Hatfield Township. Thirty-six individuals participated in the survey over the course of several weeks in the Spring of 2019. The questions in the survey consisted of a series of multiple choice, ranking, and open-ended questions. The survey covered topics ranging from safety of the existing pedestrian network, deterrents to walking more, current and desired walking destinations, issues with sidewalks and crosswalks. The following are the highlights of the survey:

- A slight majority of respondents are confident that they can walk safely to their destination in the Township.
- The biggest deterrents to walking more in the Township are sidewalks do not exist on my desired route, high speed vehicular traffic and difficulty crossing streets

- The most important factors in choosing a walking route are sidewalks that are in good repair and meet ADA standards, avoiding busy road crossings and selecting the most scenic route.
- The most popular walking destinations in the Township are playgrounds and parks, the grocery store and destinations in Hatfield Borough.
- The majority of respondents agree existing pedestrian crossings are well marked and pedestrian signals allow enough time to cross the street.
- The majority of respondents do not agree that there are enough pedestrian crossings, drivers obey the speed limit and other traffic rules and walking routes are well lit at night.
- The issue observed most with existing crosswalks is that markings are missing or need to be refreshed.

The full results of the online survey can be found in Appendix A.



### D | Community Stakeholder Interviews

Interviews were conducted with selected residents and employees of Hatfield Township and Hatfield Borough to gather further input regarding pedestrian activity and issues with sidewalks and crossings. The following are the highlights of the stakeholder interviews:

- Employees of local businesses commute to work on regional rail using the Colmar Station. More would likely use the train if more comfortable pedestrian routes were available to their destination.
- More people would use parks but walking routes can be difficult.
- Walking is challenging due to traffic volumes and high speeds
- Improved walking routes are needed to shopping destinations, the post office, recreational fields and restaurants.
- More off-road walking and biking facilities are needed.
- Improved wayfinding signage for parks is needed.
- Lighting facilities are needed for wooded trail segments.

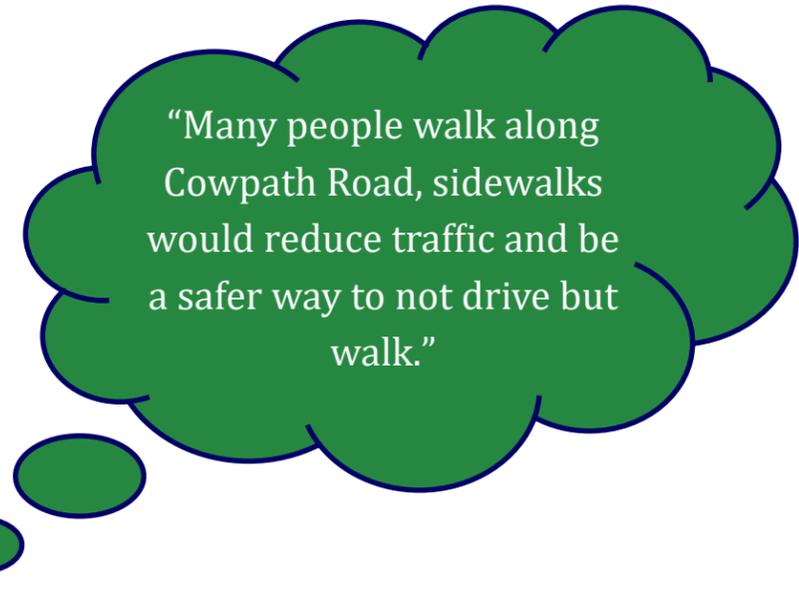
### E | Defining Community Concerns

The primary goal of the public outreach process was to help focus the scope of the project on the issues in Hatfield Township that were the highest concern to the community. In addition to the online survey, the project website provided the community the opportunity to provide comments regarding potential pedestrian improvements in various areas of the Township.

A variety of comments were received for sidewalk connections to shopping, parks and public transportation and suggestions for improvements to pedestrian crossings. In total, 46 unique public comments were received. The majority of the sidewalk segment improvements to fill in missing gaps were for Cowpath Road and roads in the northern areas of the Township such as East Orvilla

Road, Unionville Pike, East Vine Street, Lenhart Road, Walnut Street and Maple Avenue. Comments were also provided for sidewalk connections to the south of Cowpath Road along Derstine Road, Forty Foot Road and Koffel Road. Comments pertaining to intersection and mid-block walking tended to be concentrated around pedestrian generators such as shopping, medical services, trails and public amenities.

Comments regarding specific improvement suggestions for segments of roadways or intersections are shown on Figure 2.1 A corresponding numbered index of the comments is listed in Appendix B.



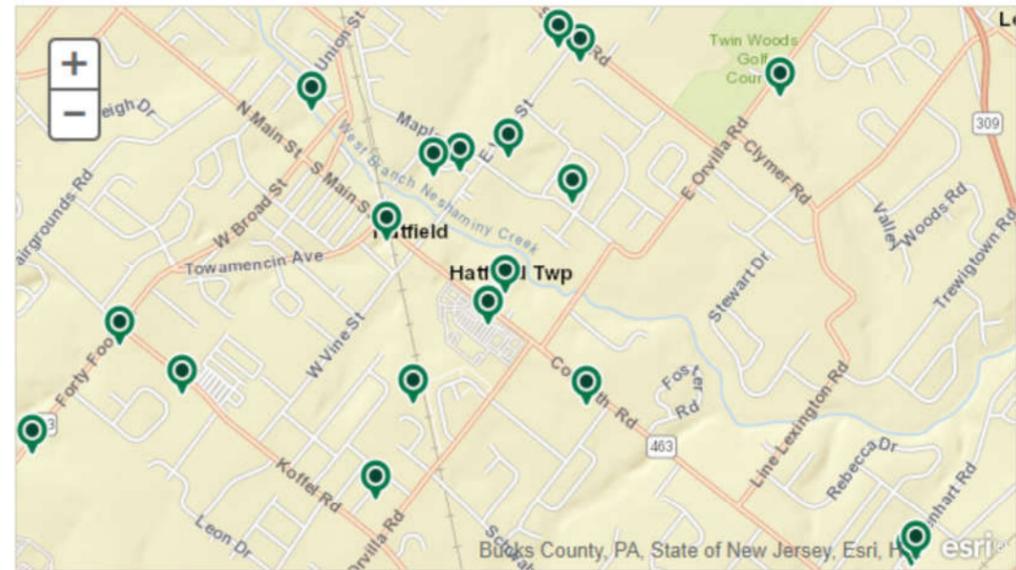
A Walkable Community

**How can we grow while encouraging walkable neighborhoods?**

Views 359  
Interactions 101  
Closed

Add an Idea in this Topic

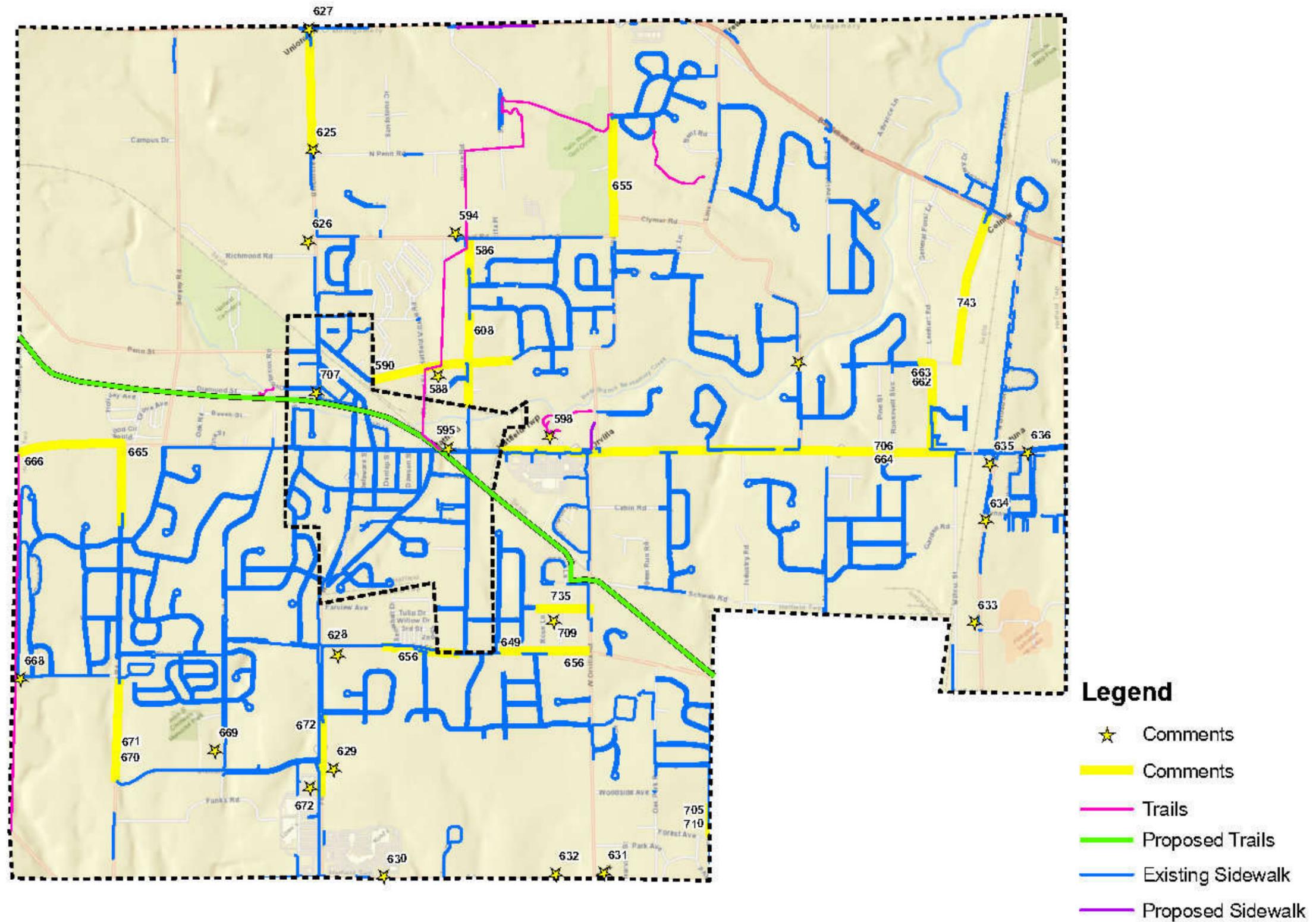
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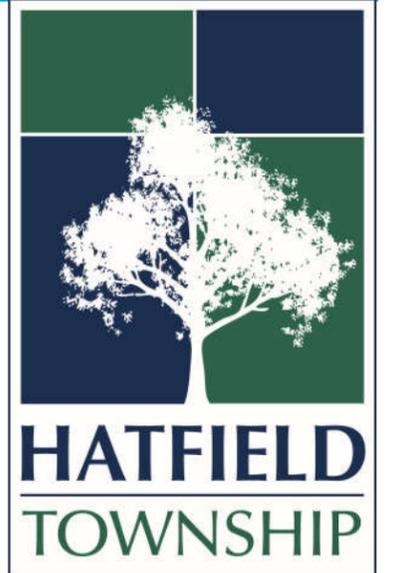
Help identify areas in the Township where the pedestrian network is inadequate. This could be areas where there is a missing section of sidewalk, difficult road to cross, missing curb ramps, sidewalk that is broken or in disrepair, etc. How do these areas compare to the areas where it is easy to navigate as a pedestrian?



Figure 2.1: Community Comments



# Chapter 3: Existing Conditions Evaluation





### 3. Existing Conditions Evaluation

#### A | Pedestrian Generators

As shown on Figure 3.1, Hatfield Township contains a variety of commercial, institutional and recreational land uses that currently generate pedestrian traffic or have the potential to increase or generate new pedestrian traffic in the future. Many of the commercial and industrial land uses that can generate pedestrian traffic are located along the arterial and collector road corridors in the Township such as Cowpath Road, Orvilla Road, Forty Foot Road, Broad Street, and Koffel Road. The classifications, Average Daily Traffic, and posted speed limits of these road corridors that run through the Township can be found in Table 3.1.

In addition, public transportation generates pedestrian activity. Hatfield Township has the SEPTA Bus Route 132 which has bus stops in the western area of the Township along Unionville Pike north of Hatfield Borough and on Forty Foot Road to the south of the Borough. The Route 132 provides service through the Hatfield Borough with stops on Broad Street, Market Street and Union Street. In addition, the Route 132 runs through the eastern edge of the Township with stops along Cowpath Road and North Broad Street providing a direct connection to the Abington Lansdale

Hospital.

SEPTA Regional Rail also passes through the eastern edge of Hatfield Township. The Lansdale Doylestown service runs parallel to the North Broad Street and Walnut Street corridors. The Colmar Station is located at the intersection of Cowpath Road and Walnut Street and the Link Belt Station is located to the south of the intersection of Walnut Street and County Line Road.

#### Why evaluate existing road conditions?

**It is important to know the characteristics of the road corridors along which the majority of the pedestrian generators are located.**

- Higher speeds and volumes create more dangerous conditions for pedestrians
- Knowing road characteristics aid in evaluating the most dangerous areas in the Township for pedestrians

**Table 3.1: Roadway Characteristics**

Road	Functional Classification	ADT	Year of ADT	Posted Speed (MPH)
Cowpath Road	Minor Arterial	13281	2019	45
Orvilla Road	Minor Arterial	12390	2015	40
Forty Foot Road	Minor Arterial	15925	2018	35
Broad Street	Major Collector	9138	2019	25
Koffel Road	Minor Collector	5775	2018	35

### B | Existing Sidewalks

Figure 3.2 shows the existing sidewalks in Hatfield Township and Hatfield Borough. Sidewalks are present along many of the streets throughout the Borough extending into Hatfield Township. Sidewalks are present along arterial and collector roadways such as Forty Foot Road/West Broad Street/Unionville Pike, Cowpath Road, Fairground Road and North Broad Street, however gaps exist along many of these corridors. The most consistent sidewalk networks can be found in more recently developed residential neighborhoods.

### C | Existing Multi-use Trails

Figure 3.3 shows that Hatfield Township is home to several existing and proposed multi-use trails. The Frick's Chestnut Trail extends from Twin Woods Golf Course running parallel to Vine Street for most of its length. Shorter trails can be found in the Hatfield Township Nature Area located along Cowpath Road to the east of the Borough. New regional trails are planned in Hatfield Township that will connect to locations surrounding Hatfield Township. The Liberty Bell Trail will run along North Broad Street and Cowpath Road to the east.

### D | Pedestrian Safety Summary

Pedestrian crash data from the most recent five years was reviewed to determine whether potential safety issues are present that could be correctable with improvements to existing facilities or the construction of new facilities. A total of eleven pedestrian crashes occurred during the most recent five-year period of 2013 – 2017, including two fatalities. All crashes had no contributing factor, or the crashes were due to driver error or distracted driving.

## Existing Parks and Trails in Hatfield Township

 <p><b>Chestnut Street Trail</b> • 1.5 mile multi-purpose trail between School Road and Hatfield Borough</p>	 <p><b>Lenhart Road Preservation Area</b> • 6-acre property with an internal mulched foot path, resting benches and parking</p>
 <p><b>Frick's Trail</b> • Multi-purpose trail connecting Frick's Meetinghouse, School Park Road and the Chestnut Street Trail</p>	 <p><b>Melody Brook Park</b> • Small park area with a picnic table and resting benches</p>
 <p><b>Chestnut Street Trail Park</b> • Passive park on the corner of School Road and Vine Street; rest point along Chestnut Street Trail</p>	 <p><b>School Road Park</b> • 36-acre area with athletic fields, resting benches, and multiple internal trails; accessible via Chestnut Street Trail</p>
 <p><b>Hatfield Community Park</b> • Recreational hub for Township Residents; accessible via Chestnut Street Trail</p>	 <p><b>Schweiker Park</b> • 14-acre recreation area with athletic fields, concession stand and on-site parking</p>
 <p><b>Hatfield Township Arboretum</b> • 5-acre site containing more than 200 trees, resting benches and internal trails</p>	 <p><b>Shade Tree Commission Nursery</b> • Tree nursery with resting benches and on-site parking</p>
 <p><b>Hatfield Township Nature Area</b> • 28 acres of minimally developed open space with an internal color-coded trail system</p>	 <p><b>Stratford Avenue Park</b> • Open space containing a ¼ mile trail with resting benches and fitness stations</p>
 <p><b>John S. Clemens Memorial Park</b> • 8-acre park with sports facilities and an internal paved trail that connects to another trail along Clemens Road</p>	 <p><b>Walnut Street Cabin</b> • 2-acre passive park area with internal trail and a foot bridge</p>



Figure 3.1: Pedestrian Generator Map

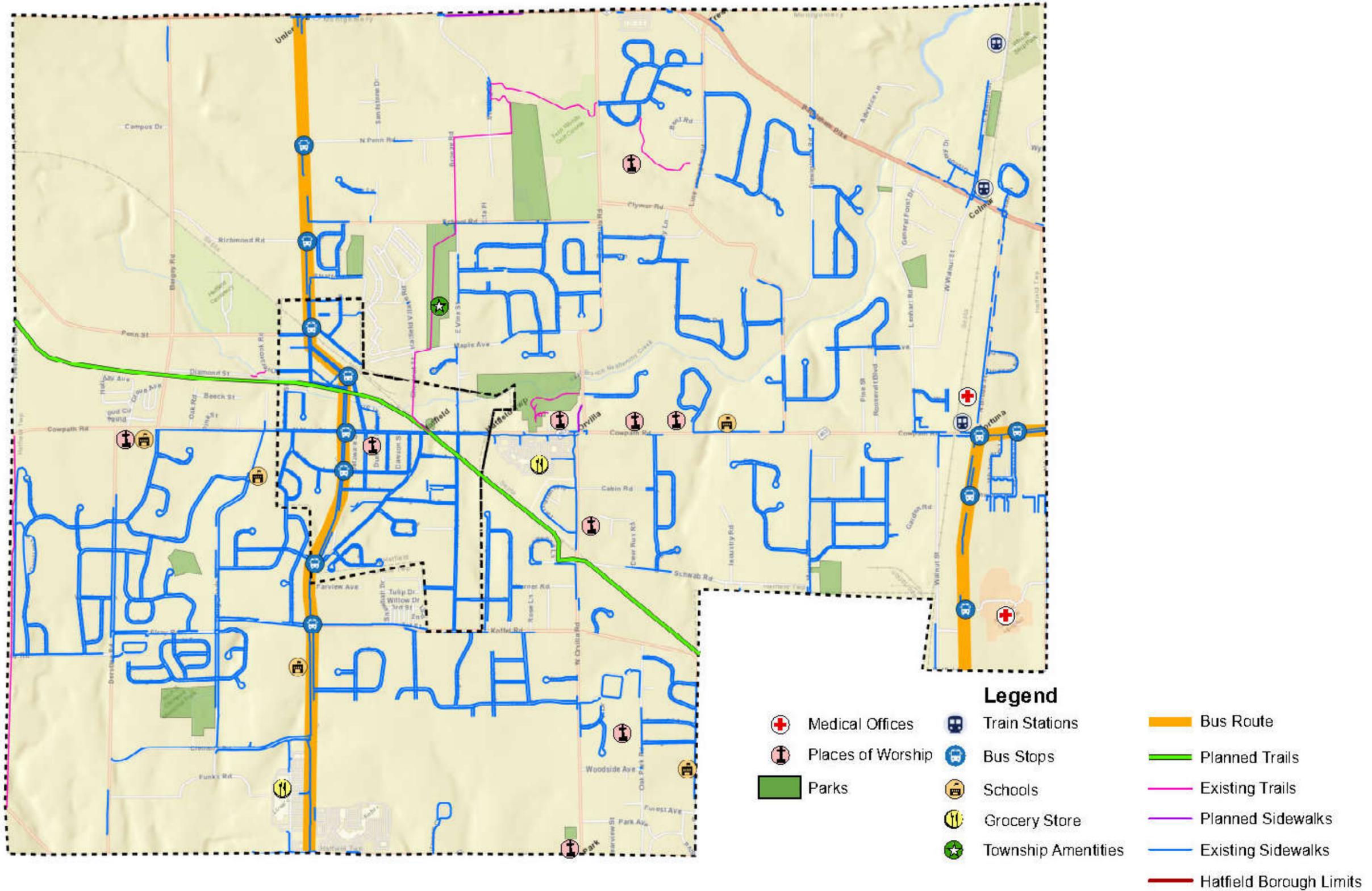


Figure 3.2: Existing Sidewalk Network

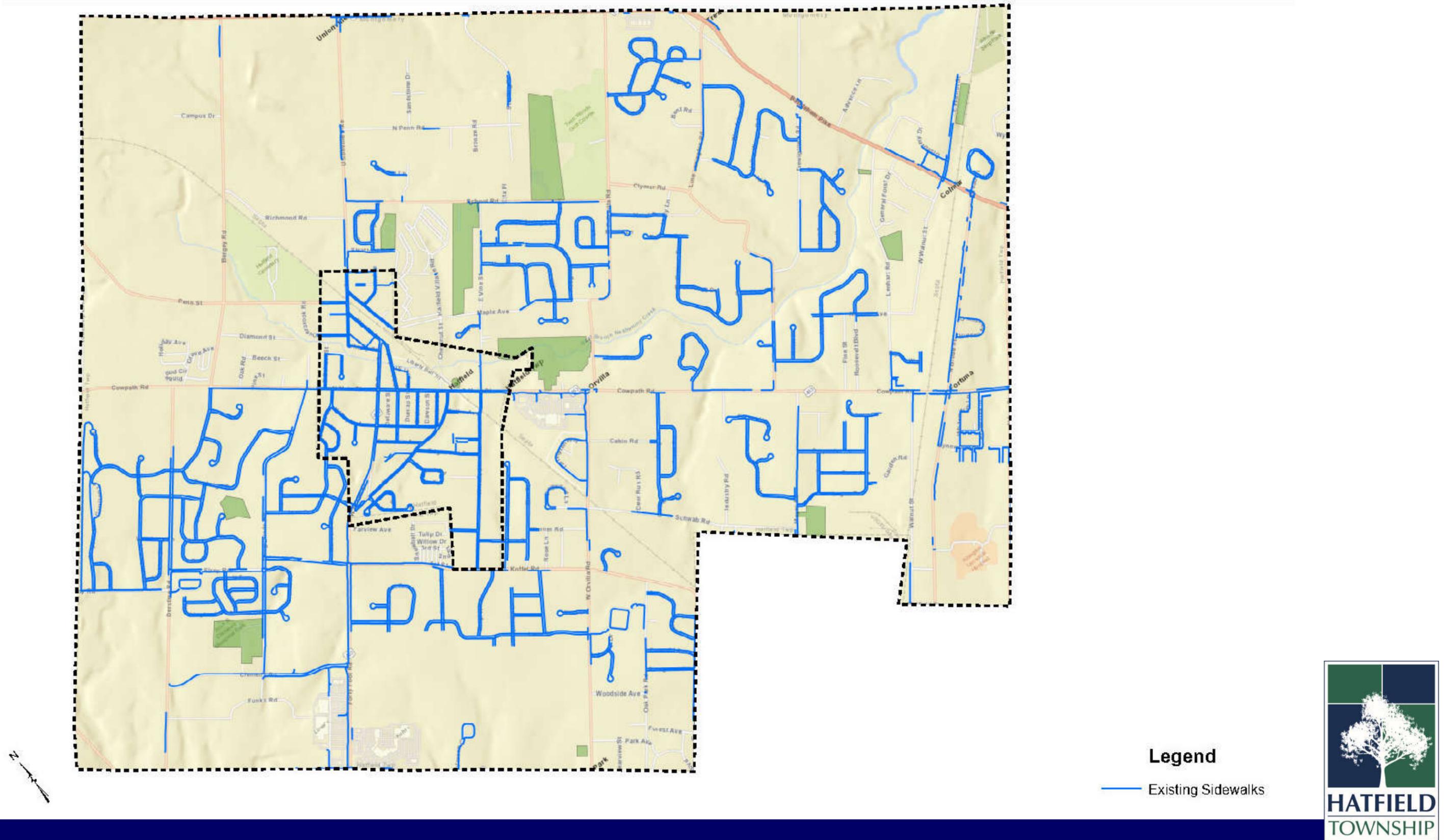
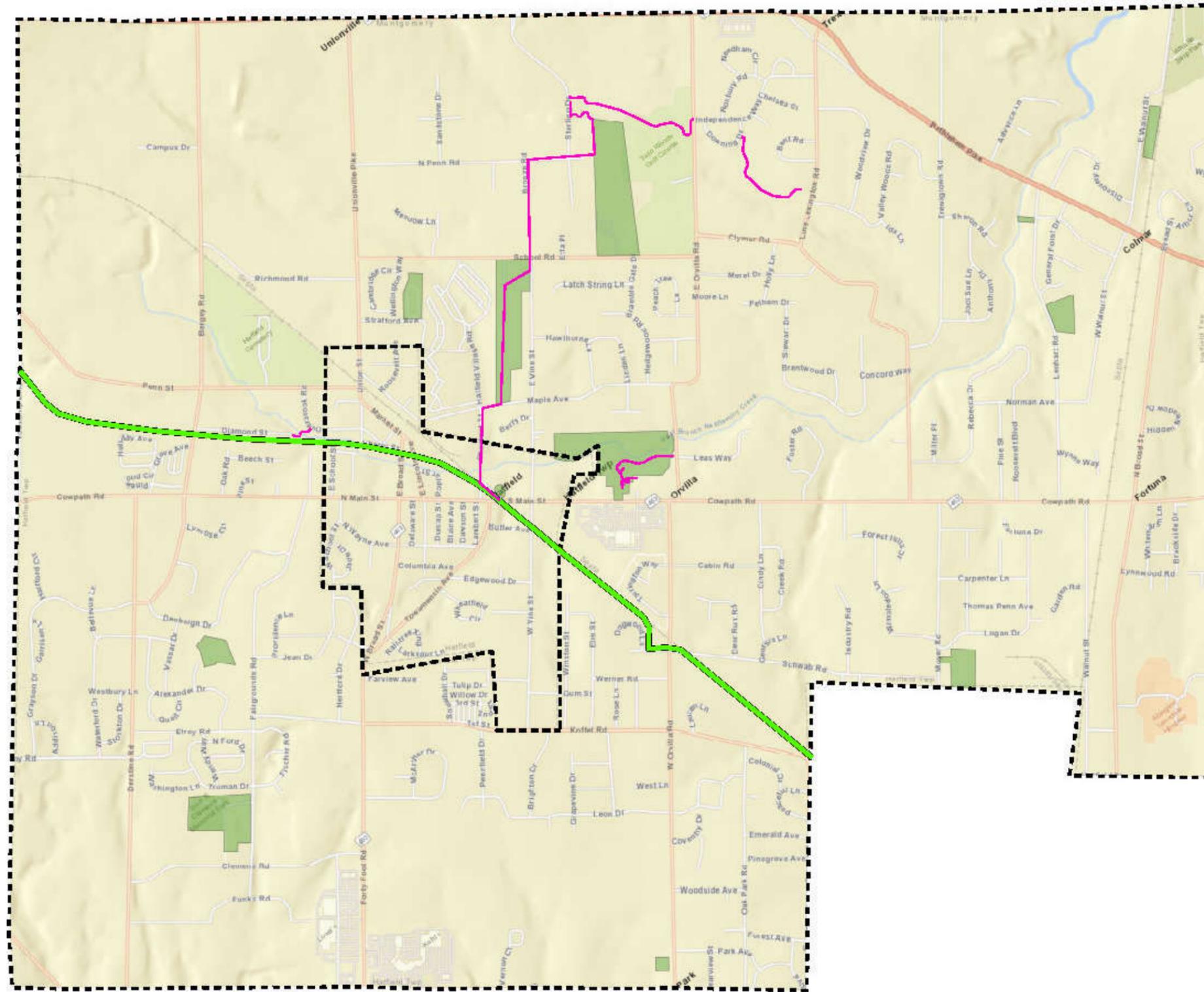


Figure 3.3: Existing / Planned Trail Network



- Legend**
- Planned Trails
  - Existing Trails



# Chapter 4: Pedestrian Solutions





## 4. Pedestrian Solutions

### A | Project Development

Based up on the gaps in the sidewalk network that became evident during the development of the existing sidewalk inventory, the results of the online survey and the online public comment map, various pedestrian project locations were identified by the SAC as high priorities. The priority project locations reflect the findings of the existing condition analyses that Hatfield Township’s arterial and collector roads are in need of sidewalk connections to fill in the gaps, improvements are needed for some of pedestrian crossings to the access to public transportation services is needed for residents, businesses and employers.

The project locations were placed into one of three categories based on the type of improvement, including Sidewalk, Pedestrian Crossings and Bus Stops. For each of the categories, Tables 4.1 – 4.3 provide the location, description and relative cost of the improvements.

**Table 4.1: Sidewalk Project Locations**

Sidewalk Project Locations	Description	Relative Cost	Destination Served
Maple Avenue	Install sidewalk from East Vine Street to existing sidewalk along Maple Avenue	\$\$	Township Aquatic Center and Chestnut Street Trail
Orvilla Road	Install sidewalk from existing sidewalk near School Road to Merle Road and Clymer Road.	\$\$	School Road Park
Unionville Pike	Install sidewalk along Unionville Pike from North Penn Road to connect businesses to Bethlehem Pike	\$\$\$	Businesses, SEPTA Bus Stops
Line Lexington Road	Install pedestrian path over Neshaminy Creek. Requires a separate pedestrian bridge or existing bridge improvements.	\$\$\$	Residential Neighborhoods



**Table 4.2: Pedestrian Crossing Improvements**

Potential Ped Crossing Project Locations	Description	Relative Cost
School Road @ Twp Building	Install RRFB at trail crossing across School Road in front of Township Building	\$
Orvilla Road @ School Road	Install marked pedestrian crossing and ADA curb ramps to connect existing sidewalk on Orvilla Road to existing sidewalk on School Road	\$
Maple Avenue & Vine Street	Install marked pedestrian crossings and ADA curb ramps at intersection of Maple Avenue and Vine Street to aid pedestrians in gaining access to south end of Township Park (overlap with Maple Avenue potential sidewalk location)	\$



**Table 4.3: SEPTA Bus Stop Enhancements**

Potential Bus Stop Improvement Locations	Description	Relative Cost
Broad Street @ Medical Campus Drive	Investigate how to provide safe pedestrian access to the Abington Lansdale Hospital	\$\$\$
Bethlehem Pike & Unionville Pike	Provide pedestrian routes from bus stop to multiple surround businesses (overlap with Unionville Pike potential sidewalk location)	\$\$
Forty Foot Road & Clemens Road	Formalize bus stop to better serve large shopping center and industrial park (Hatfield Meats, Etc.)	\$



### B | Planning Level Costs

The improvements recommended in the Hatfield Sidewalk Connect Study are consistent with existing pedestrian facilities provided in Hatfield Township and the region. Planning level costs have been provided in Table 4.4 to illustrate the approximate costs associated with various proposed improvements and pedestrian features that can be added to a project to enhance the effectiveness and aesthetics of the facility. The cost estimates were developed using various resources and recent projects completed in the area. Project costs may rise based upon a variety of factors including but not limited to stormwater management, ADA accessibility issues, landscaping costs, utilities, right-of-way, and other unforeseen factors. More detailed cost estimates can be developed once specific improvements have been selected for further review, a conceptual design is prepared, and Hatfield Township commits to complete the project or release it for public bid.

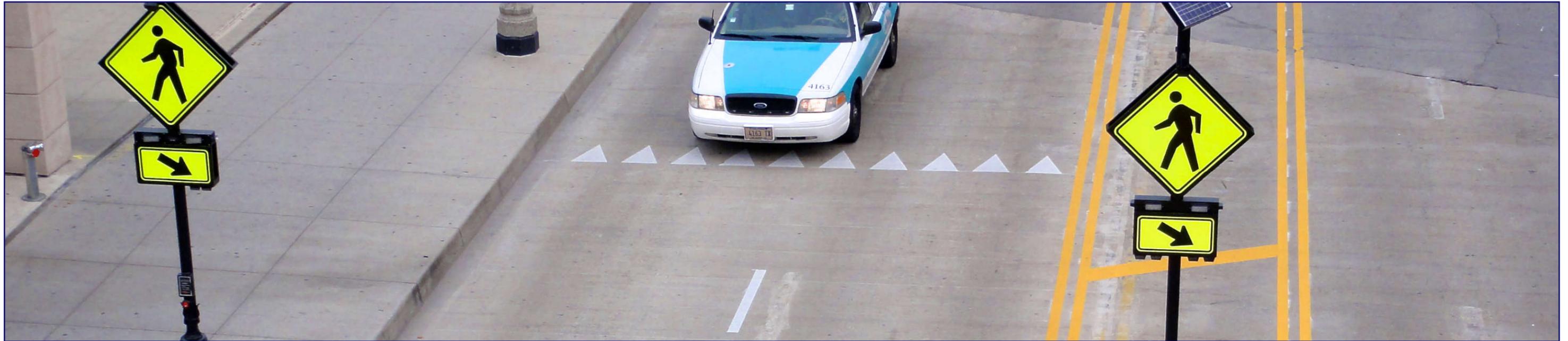
**Table 4.4: Potential Bus Stop Improvement Locations**

Improvement Type	Approximate Cost	Notes
Rectangular Rapid Flashing Beacon (RRFB)	\$40,000– Overhead \$30,000– Postmounted	Per installation (one in each direction); add
Curb Extension	\$20,000-\$30,000 each corner	Assumes both sides of corner and associated drainage improvements
Median Island	\$20 to \$30 per square foot	Includes landscaping and curbing, does not include roadwaywidening
ADA Curb Ramp	\$6,500 per ramp	
Sidewalk	\$20 per linear foot	5 feet wide
Sidewalk with grass buffer and curb	\$75 per linear foot	Does not include drainage improvements
Textured Crosswalk	\$5,000-\$10,000 per crossing	Based on previous borough projects
Painted Crosswalk	\$1,500—Continental Style; \$250—two 6 inch lines	
Raised Crosswalk (painted)	\$25,000 per crosswalk	Assumes no drainage improvements
Raised Crosswalk (textured)	\$30,000 per crosswalk	Assumes no drainage improvements
Stop Sign (or warning sign)	\$300 to \$500 each	
Driver Feedback Radar Speed Signs (solar)	\$7,500each	
Overhead Streetlight	\$2,000each	Utility pole mounted



# Chapter 5: Implementation Plan & Funding Strategies





## 5. Implementation Plan & Funding Strategies

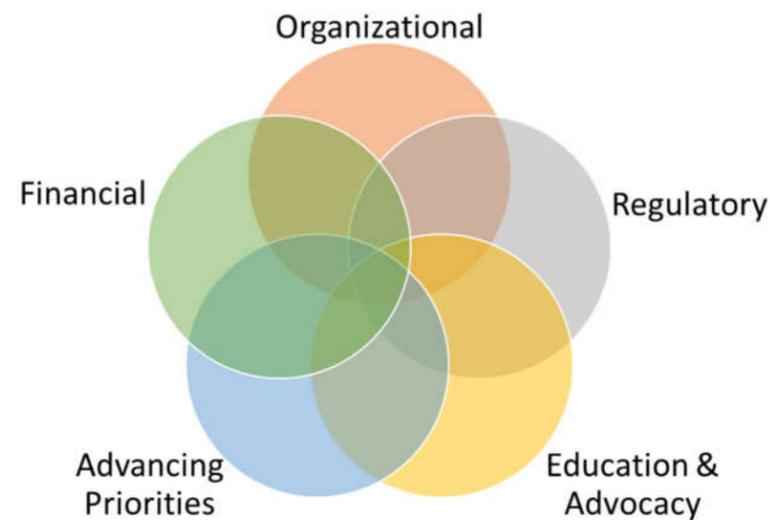
### A | Action Plan

To advance the implementation of recommendations in this study, various resources must be identified, mobilized, and coordinated. This action plan should be put into immediate use to lay the foundation for future improvements to Hatfield Township’s sidewalk network. The recommended action plan should be re-evaluated periodically as individual projects/initiatives are completed or as funding for implementation becomes available.

The action plan is broken into five categories for implementation:

-  **Organizational**—policies & coordination items
-  **Regulatory**—ordinance updates
-  **Financial**—budgeting & grant resources
-  **Education & Advocacy**—promoting transportation options
-  **Advance Priorities**—studies, design & maintenance

Projects recommended in this study could be categorized in several implementation categories. The strategies employed to advance one recommendation may have an impact on how another recommendation could be implemented. Hatfield Township should consider each recommendation holistically while advancing each implementation strategy. Various stakeholders will need to be engaged to advance the recommendations in this plan. Those



entities are identified in Table 5.1 below. The responsible entity(ies) for each action item are identified on the following pages.

**Table 5.1: Key Implementation Stakeholders**

Responsible Entity	Abbreviation
Hatfield Township Board of Commissioners	BOC
Township Staff	Staff
Planning Commission	PC
Parks & Recreation Committee	PR
Zoning Hearing Board	ZHB
North Penn School District & Private Schools	Schools
Legal Staff	Legal
Police Department	Police
Consulting Firm	Consultant

**Organizational**—policies & coordination items

1. **Form a Multimodal/Pedestrian Committee.** The goal would be to champion the recommendations of this study, as well as address routine issues related to pedestrians. The committee should include representatives from the Township Board of Supervisors and Planning Commission members. Representatives from the Parks & Recreation Committee should be considered to promote collaboration on shared goals and projects. [BOC, PC]
2. **Coordinate with adjacent municipalities on regional mobility issues.** Several of the pedestrian routes were identified based on connections to neighboring municipalities and regional multimodal facilities. Continue coordination with adjacent municipalities, particularly on regional sidewalk and trail alignments and connections. [BOC, Staff]
3. **Coordinate with Montgomery County Planning Commission and Delaware Valley Regional Planning Commission (DVRPC).** Montgomery County and DVRPC both play key roles in programming federal and state funds for transportation improvements projects including bicycle and pedestrian facilities. Coordination with the Montgomery County Planning Commission to ensure that transportation improvement needs are consistent with Walk Montco and included on their inventories that are submitted to PennDOT and DVRPC. Coordinate with both Montgomery County and DVRPC regarding potential federal and state funding for improvements, including competitive grant programs and updates to the region’s Transportation Improvement Program (TIP). [Staff, Consultant]
4. **Coordinate with PennDOT.** PennDOT plays a key role for both capital improvements and maintenance of state-owned roadways. Coordination with PennDOT is important for both capital projects and development projects, both of which may require a Highway Occupancy Permit (HOP) from PennDOT along state roadways or for installation of traffic or pedestrian

signals. Also, if the necessary right-of-way is available, PennDOT may be able to provide low-cost improvements as part of maintenance projects. [PC, Staff, Consultant]

5. **Coordinate with key stakeholders.** Property owners, business owners, and developers are key partners for implementation. For capital improvement projects, it will be important to coordinate with property and business owners on design details and construction schedules. Additionally, for improvements that can be implemented through the land development process, it will be important to coordinate with developers regarding the integration of multimodal transportation improvements into land development plans. Lastly, the borough can be proactive in acquiring additional right-of-way and easements, as necessary. [BOC, Staff, Consultant] .

**Regulatory**—ordinance updates

1. Modify the Township’s Subdivision and Land Development Ordinance to support the previously identified recommendations. [BOC, Staff, PC, Legal, Consultant]
2. Modify the Township’s Zoning Ordinance to support the previously identified recommendations. [BOC, Staff, PC, ZHB, Legal, Consultant]
3. Deny requests seeking to not provide pedestrian accommodations due to the lack of activity/connectivity in the area of the proposed land development project. In order to fulfill the Township’s long-term multi-modal vision, the Township should not accept such reasoning as a justification for a waiver for not providing pedestrian accommodations. [BOC, PC, Consultant]
4. Review the Township code regulating posted speed limits, and revise to include the installation of regulatory / informational / warning signage and pavement markings that promote multimodal travel throughout the Township. [BOC, Staff,

Legal, Consultant]

5. Implement pedestrian crossing education and enforcement program. [BOC, Staff]

**Financial**—budgeting & grant resources

1. Identify and track funding sources, which have historically changed based on Federal and State priorities and legislation. (A list of available grant opportunities at the time this document was prepared is included.) [BOC, Staff, Consultant]
2. Pursue grants to assist in the funding of further engineering and feasibility studies, construction of pedestrian and bicycle accommodations, and advocacy and safety programs. [BOC, Staff, Consultant]
3. Identify funding resources to advance multi-modal recommendations and priorities. Local match dollars can make grant applications more competitive. In some cases, services (i.e., engineering, planning, right-of-way acquisition, etc.) in lieu of a monetary contribution can be considered. Seek multi-municipal grant opportunities as appropriate for key connections. [BOC, Staff, Consultant]
4. Combine construction of new pedestrian facilities and accommodations during routine maintenance projects when feasible. [Staff, Consultant]



**Education & Advocacy**—promoting transportation options

1. Work with North Penn School District and private schools to promote walking, biking and physical activity among school-aged children. [Staff, Schools]
2. Distribute educational materials such as newsletters, email blasts, website postings, and pamphlets promoting multimodal travel safety. [Staff]
3. Promote walking groups within the Township. Walking tours can be led by knowledgeable residents to promote walking within the community. [Staff, PR]
4. Work with Partnership TMA, WalkWorks, and other advocacy groups to identify and promote safe walking routes, address local policies to increase safe walking routes, and develop walk-to-school programs. [Staff]

**Advance Priorities**—studies, design & maintenance

1. Monitor and record daily traffic volumes, pedestrian volumes, and travel speeds along the key roadways throughout the Township. These data are key determinants in multimodal accommodation selection as well as roadway design. By providing a routine update of these key data, the Township can better monitor its multi-modal needs. [BOC, Police]
2. Provide detailed engineering of future pedestrian accommodations and facilities as each individual project progresses. [BOC, Consultant]
3. Undertake a multimodal review of all other future projects that may have an impact on the local transportation network. Pedestrian considerations should be accommodated in the land development and zoning approval process, when feasible.

[BOC, PC, ZHB, Consultant]

4. Develop a wayfinding signage system and provide signage to key destinations within the Township and area for all users. [BOC, PR, Staff, Consultant]
5. Advance priority capital improvements into design, engineering, and construction. Priority improvements. [BOC, Staff, Consultant]

**B | Funding Opportunities**

Given the variety of improvements identified, additional funding beyond the Township’s general budget will likely be needed for the next stage of implementation. From programs to feasibility studies to design and construction, different funding sources are appropriate depending on the type of project. Several potential funding sources are available from federal, state, regional, and private institutions. Some of these opportunities are highlighted below.

**Federal**

Fixing America’s Surface Transportation (FAST) Act is the federal transportation bill that was signed into law in December 2015. The FAST Act authorizes federal government spending on highway, public transportation, bicycle/pedestrian, and other projects for the fiscal years 2016 through 2020. Multimodal improvements are eligible for federal funding through several core highway funding programs highlighted below. Programming of federal transportation funds for specific projects is done at a regional level, with some projects awarded federal funds through competitive grant processes. Most federal funding programs require a minimum 20 percent of the project costs to be funded through non-federal sources; these could be state, local, or private funds.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** The CMAQ program provides funding to reduce emissions and improve air quality to meet National Clean Air Act standards. Projects must demonstrate emissions benefits either directly or by reducing congestion. Eligible projects include traditional traffic flow

improvements and bicycle and pedestrian facilities that are not exclusively recreational and reduce vehicle trips. A portion of the region’s CMAQ funds have historically been awarded through a competitive grant process

- **Surface Transportation Program (STP):** The STP program provides flexible funding for improvements on federal-aid highways, bridges and tunnels on any public road, bicycle and pedestrian infrastructure, and transit capital projects. STP funds are programmed on the region’s Transportation Improvement Program (TIP). A portion of the STP funds are set aside for the Transportation Alternatives program described below.
- **Transportation Alternatives (TA) Set-Aside:** The TA Set-Aside program provides funding to support a variety of alternative modes of transportation, including walking and bicycling. Eligible activities include planning, design, and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. A portion of the state and region’s TA Set-Aside funds will be awarded through a competitive grant process.



**State**

Pennsylvania’s Transportation Funding Bill, known as Act 89 of 2013, was signed into law in November 2013 and provides stable and long-term funding for Pennsylvania’s transportation system, including highways, roads, bridges, mass transit, and other modes. Overall, it provides \$2.3 billion per year for transportation investments in Pennsylvania. Additionally, it provides a 60 percent increase in Liquid Fuels allocations to municipalities for local roads and bridges over the previous bill. Funding programs made available by Act 89 to local municipalities are listed below.

- **PennDOT Multimodal Transportation Fund (MTF):** Act 89 also established a dedicated Multimodal Transportation Fund that stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements, and allows targeted funding for priority investments in any mode. PennDOT awards funding to projects between \$100,000 and \$3 million through a competitive grant process.
- **Commonwealth Financing Authority (CFA) Multimodal Transportation Fund (MTF):** The CFA MTF has the same funding source and similar requirements as the PennDOT MTF. However, the competitive grant process is administered by the Pennsylvania Department of Community Development (DCED), and funding is awarded by the CFA.
- **Green Light-Go:** This program provides state funds for the operation and maintenance of traffic signals along critical and designated corridors on state highways. Act 89 of 2013 created this new funding program for designated corridors. In addition to Act 89, there are additional funding sources available from the state to advance transportation improvements in Pennsylvania communities. A few of the available funding programs are listed below.

- **Act 13 (Marcellus Shale Impact Fee) - Greenways, Trails and Recreation Program (GTRP):** The CFA administers the GTRP for the development, rehabilitation and improvements to public parks, recreation areas, greenways, and trails utilizing Act 13—Marcellus Shale Impact Fees. Grants are awarded annually and most projects require a 50 percent local match for the total project cost.
- **Community Recreation and Conservation Program:** The Department of Conservation and Natural Resources (DCNR) provides grants for trail and greenway projects through two Community Conservation Partnerships Program (C2P2) grant opportunities. The C2P2—Community Recreation and Conservation program requires a 50 percent match and eligible projects include feasibility studies, trail studies, master site development plans, and comprehensive recreation, park and open space and greenway plans; land acquisition for trails; and new development and rehabilitation of parks, trails and recreation facilities. The C2P2—Recreational Trails Program requires 20 percent match (except for land acquisition projects, which require 50 percent match) and eligible projects include development, rehabilitation and improvements to public parks, recreation areas, greenways, and trails. There is an annual application period for all C2P2 grants.
- **Automated Red Light Enforcement (ARLE) Grant Program:** PennDOT administers a grant program to distribute a portion of the revenue generated by Automated Red Light Running Enforcement (ARLE) in the state. The ARLE grant program is focused on improving safety and mobility and there is an annual competitive application period. Eligible projects include roadway capacity upgrades, such as auxiliary turning lanes, and pedestrian safety and mobility improvements. The ARLE grant program does not require a local match, but all project funding must be identified at the time of the application.

**Montgomery County**

The Montgomery County Board of Commissioners approved two new funding programs to help support the County’s Comprehensive Plan and Improve the transportation infrastructure in the County.

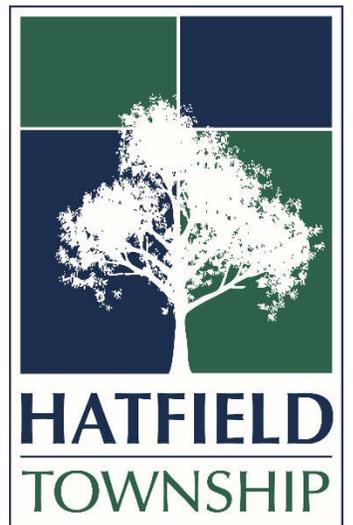
- **Montco 2040 Implementation Grant Program**  
The Montco 2040 Implementation Grant Program assists municipalities in making targeted physical improvements that achieve real progress toward the goals listed in the comprehensive plan. The program is open to a wide array of projects fitting within the comprehensive plan. Specific Focus Categories that highlight recent county planning initiatives are announced prior to each funding year.
- **Montgomery County Transportation Program**  
The county established a grant program named the County Transportation Program (CTP). The goal of this program is to continually improve and maintain a high-quality transportation network throughout its 62 municipalities. Using revenues from the \$5 County Vehicle Registration Fee (County Fee For Local Use), the County is funding critical county infrastructure. The money is restricted by state law to the maintenance and improvements of roads, bridges, and traffic signals.

**Regional**

The Delaware Valley Regional Planning Commission (DVRPC) has historically sponsored several competitive grant programs for municipalities and other entities in the Greater Philadelphia region based on federal, State, and private funding programs. DVRPC announces specific grant rounds when funding is available and coordinates project applications and selection. In previous funding rounds, grants have required local matching funds and/or local funding for all preconstruction activities. Applications are often more competitive if the sponsor can provide additional matching funds and if the design is advanced or complete.



# Appendix A



<b>1. Do you feel confident that you can walk safely walk to your destination in Hatfield Township?</b>	
Sometimes - Depends on the trip	19
Mostly - There are a few places that make me uncomfortable	12
Yes - I never think Twice	3
Never - It is too dangerous to walk around Hatfield Township	2

<b>2. What is the biggest deterrent to walking more in the Township? (Top 3)</b>	
Sidewalks do not exist on my desired route	27
High speed vehicles traveling on Township Roads	15
Difficulty crossing streets	15
Sidewalks in disrepair	7
Need more amenities outside of downtown	5
Hard to find way around	2
Lack of handicap accessibility	1

<b>3. What is most important to you when choosing your walking route? (All that apply)</b>	
Sidewalks in good repair and meet ADA standards	26
Avoid busy road crossings	24
Most scenic route	14
Shortest route	11
Places to stop and rest	9
Presence or absence of shade	6

<b>4. Which places do you typically walk to in Hatfield? (All that apply)</b>	
School	4
Grocery Store	9
Other Shopping	5
Services (doctor, dentist, bank, etc.)	7
Parks and Playgrounds	31
Work	4
Borough	11
Trail	29

<b>5. Which places would you walk to in the Township if a safe and convenient walking route was available? (All that apply)</b>	
School	8
Grocery Store	20
Other Shopping	23
Services	14
Parks and Playgrounds	25
Work	8
Borough	17
Trail	25

<b>6. Select the statements related to safety that you generally agree with:</b>	
Pedestrian crossings are well marked	18
Pedestrian signals allow enough time to cross the street	16
There are enough pedestrian crossings	10
Cars obey traffic rules and the set speed limit	9
Walking routes are well lit at night	5

<b>7. Which sidewalk issues do you observe most in the Township?</b>	
Sidewalks start and stop	18
Something else	9
Sidewalks are broken or cracked	3
Sidewalks are blocked with poles, signs, shrubbery, dumpsters, etc	6

<b>8. Which crosswalk issues do you observe most in the Township?</b>	
Something else	12
Traffic signals make pedestrians wait too long or do not give enough time to cross	5
Crosswalk striping is missing or needs to be refreshed	14
Trees or other plants block the view of traffic	3
Curb ramps are missing or need to be updated/repared	2

# Appendix B



Idea Reference Number	Idea Title	Comment
608	More sidewalks	A sidewalk is needed from East Vine on Maple to get to the walking path A continuous sidewalk is needed on East Vine from Berry Drive to Main Street
656	Give Koffel Rd continuous sidewalks & crosswalk	I would love to see Koffel rd be able to have continuous sidewalks - especially with the school on forty foot and the potential to walk to the shop rite shopping center. There are various spots on Koffel that are missing sidewalks & there's one place in particular where the sidewalk ends on one side & you have to cross the road to get to the other side to continue on sidewalk there but there's no visible crosswalk letting traffic know people might need to do this. Thanks for listening! :)
595	Clear lines for bike lanes	Where bike lane reaches cowpath its not clear where pedetrian or cyclist should be when turning right when crossing rr tracks. My kids went really close to the road.
664	sidewalks on Cowpath Rd. & have parks go somewhere...	1--Many people walk along Cowpath Rd., sidewalks would reduce traffic & be a safer way to not drive but to walk. 2--There are 2 parks on Lenhart Rd. that go no where. We can't even access one of them. The other is just a sitting area. Can these have some trails/loops, even if they are short ones? Can the one next to Produce Junction be connected to somewhere? 3--A better sign is needed for the Nature Park on Cowpath Rd. I know where it is & have driven by it many times, missing it. Would be nice if that was connected to a trail or a sidewalk when the new Orvilla Rd. project gets underway. Please have sidewalks on Orvilla Rd., too.
594	Traffic calming measures	This community is centered around the park. However crossing school rd is dangerous. Signage does not help. Blinking lights do nothing. A raised crosswalk to increase visibility and act as a method to slow traffic. I would also like to see narrower road, or placement of speed bumps throughout road.
711	Dedicated bike/pedestrian lanes	Need dedicated and separate bike and walking lanes on all major township and borough roads
588	Lights for pedestrians using the trail	Add lights and other things to stop cars safely for people using the trail to get to the pool - i.e.: when crossing Maple Avenue
586	sidewalk	It is very hard to walk from School Road to E Vine street. If you are walking from the township building you need to walk along the road until you hit the new development. A sidewalk would make it more walkable
598	How to access Hatfield Nature Area?	The only way to get there... is to drive! There should be a way for pedestrians to get here.
655	Frick's Meetinghouse	There should be a sidewalk that runs from Fricks meetinghouse down Orvilla, crossing at School road. And a sidewalk connecting to the existing sidewalk on school road. We also need traffic calming on Orvilla to allow safe crossing- (raised crosswalk,rumble strip, speeds bumps, etc.) Signs don't work.
609	Put in sidewalks	So many areas with no sidewalks to walk down the street let alone a walking path. Any home without a sidewalk must have their children put at risk daily and school buses must stop at each house to pick up these children for school. Talk about waste of time and money? Also traffic builds in areas already heavily travelled.
709	Liberty Bell Trail extension	Extend Liberty Bell Trail south toward West Point
667	Sidewalks or bike path	Sidewalk or bike path

669	Sidewalks or bike path on Elroy lead to Clemens park	Bike path and sidewalks on cowpath, minninger and Elroy give safe access to us community, connect the community and provide walkable/ bikeBle access to Clemens park
670	Sidewalk / bike path Clemens Road	Add sidewalk and bike path from Derstine to connect to the other side of Clemens road and give safe access from Derstine to the shopping areas. Right now you can safely walk or bike down fairgrounds to Clemens road and the shopping areas but if you are on Derstine you can not do this safely. Derstine and Clemens would be another good area for a traffic light. This idea would also require bike or sidewalk paths on Derstine to Cowpath
692	We need to have bike paths not sidewalks and streets lights.	Perhaps, solar generating lights on paths in certain parks. but we should keep with the "dawn to dusk" park rules as not to encourage use of the parks after hours.
662	Put a sidewalk on Lenhart connecting Norman to existing sidewalk.	This will connect several neighborhoods( Walnut, Norman, Rebecca) to Fortuna-trains, pizza and Rite Aide.
663	Add sidewalk from Norman to existing sidewalk on Lenhart.	This will connect the neighborhoods on Walnut, Norman and Rebecca with Fortuna trains pizza and Rite Aide.
623	SEPTA Route 132 Bus stops	Provide pedestrian and bus supportive facilities
625	SEPTA Route 132 Bus Stops 28749 and 28802	Provide pedestrian and bus supportive facilities
626	SEPTA Route 132 Bus Stops 30954 & 30955	Put in pedestrian and bus supportive facilities
627	Bus stop - pedestrian challenges	Identify ways to move people from transit to points around the intersection
628	SEPTA Route 132 Bus Stops 28740 & 29652	Connect sidewalk to bus stops on southbound side, ID way to provide accessibility for northbound bus stop
629	SEPTA Route 132 Bus Stops 32043 and 32044	Formalize bus stops to serve industrial park and northern end of shopping center
630	SEPTA Bus Stop 28735	Connect existing bus stop to adjacent sidewalk and provide access into Ralph's Corner for persons with disabilities
631	SEPTA Bus Stop 28732	Formalize bus stop in concert with access to gas station and intersection
632	SEPTA Route 132 Bus Stop 28730	Improve bus stop and connections to adjacent residential areas
633	SEPTA Route 132 Bus Stops 28714 and 28837	figure out improvements to get passengers to the hospital grounds and adjacent uses
634	SEPTA Route 132 Bus Stops 28713 and 28838	Improve access management to define sidewalks, provide ADA connections from existing sidewalks to stopped buses
635	SEPTA Route 132 Bus Stops 28712 and 30958	Provide adequate waiting area and sidewalk connections northbound on Broad, provide ADA connection between bus stop and sidewalk southbound
636	SEPTA Route 132 bus stops 28840 and 30963	Provide accessible paths from stopped buses to existing sidewalks

665	Sidewalks and traffic light	Add sidewalk that stops in front of castle heights the whole way to Derstine and then in front of St Maria Garetti. Add a traffic light at Derstine and cowpath for safety.
666	Sidewalk to connect to minninger	Add bike path and or sidewalks to connect cowpath to minninger and make Boro accessible to people. Also makes for a nice walk run or bike ride
649	Street lights	Maple Ave between the stop sign at Vine and the apartments is very dark at night and there is a decent amount of foot traffic after dark and with no sidewalks it is dangerous.
590	Sidewalks for safety	This little strip has no sidewalks and people trying to go to pool or walking trails walk in the street and cars are crazy driving on this stretch of road
705	Oak Park Rd.	Narrow road, fast moving cars, many walk and bike here. Calm traffic, widen, add dedicated bike/pedestrian lane.
706	Sidewalks on Cowpath Rd	Need sidewalks on both sides of Cowpath road from Hatfield Borough to Orvilla Rd.
707	Liberty Bell Trail	Continue Liberty Bell Trail north toward Souderton.
710	Oak Park Elementary	Need sidewalk from Oak Park Elementary to Forest Ave.
668	Continue sidewalks and safe bike path	A connected safe loop for walking biking running
671	Sidewalks from cowpath to Clemens rd on Derstine	Sidewalks from Cowpath to Clemens Road on Derstine
672	Sidewalk connecting school to sidewalk at shopping area	I see middle schoolers walking/biking from the school to the chick a filet or dunkin after school. Keep them safe by adding sidewalks and safe bike lane
694	bike/walk pathway	We need to open up this are along the Neshaminy Creek as it will pull pedestrian traffic off roads without sidewalk and into the safety of our parks. It also will give access and accountability to those who continuously place large amount of trash back near this creek annually
743	Add sidewalk near Link Belt Rail Station	With many people walking to/from that station along East Walnut Street either to work or Wawa, a sidewalk would be a welcomed addition and make or safer pedestrian access around the curve and past the Boy Scouts Cabin and new bridge.
735	Connect sidewalks between Werner Rd and W Orvilla Rd	The idea is to extend the sidewalks that we have in Werner RD (near Elm St) to Orvilla Rd. There are kids in Werner Rd and Dogwood Line. The kids are taking school buses and playing during the good weather. As well, this road starts to be busy with cars which they are coming with Orvilla. It will be great to have the option for people to walk from this area directly to the Giant store, and other shops that we have there. Thank you

# Appendix C



Locations	Limits	Description	Relative Cost	Destination Served	Priority Level (1-3)
<b>Sterling Drive</b>	North Penn Road to Fricks Trail	Install sidewalk to bridge gap in existing trail along Sterling Drive	\$	Fricks Trail and School Road Park	1
<b>Maple Avenue</b>	East Vine Street to Chestnut Street Trail	New sidewalk installation along north side of Maple Avenue.	\$\$	Township Aquatic Center, Parks, and Chestnut Street Trail	1
<b>Orvilla Road</b>	Merle Road to Clymer Road	Install sidewalk to eliminate gap between existing sidewalk along School Road and existing sidewalk along Orvilla Road	\$\$	School Road Park	1
<b>Unionville Pike</b>	North Penn Road to Bethlehem Pike	Install sidewalk along Unionville Pike to connect businesses to Bethlehem Pike.	\$\$\$	Businesses, SEPTA Bus Stops	1
<b>Lenhart Road</b>	Norman Road to Cowpath Road	Install sidewalk along Lenhart Road to connect existing sidewalk network on Norman Ave to Cowpath Road	\$\$	Fortuna Rail Station, Businesses	2
<b>East Vine Street</b>	Hawthorne Lane to Maple Avenue	Install sidewalk along E Vine Street to extend existing sidewalk to Maple Avenue.	\$\$	Township Aquatic Center and Chestnut Street Trail	2
<b>Derstine Road</b>	Elroy Road to Clemens Road	Install sidewalk connecting existing sidewalk network on Derstine Road to the existing sidewalk along Clemens Road.	\$\$\$	Businesses and Clemens Park	2
<b>Line Lexington Road</b>	Over West Branch Neshaminy Creek	Install Pedestrian path over the creek. Requires pedestrian bridge or existing bridge improvements	\$\$\$	Residential Neighborhoods	2
<b>Cowpath Road</b>	AM Kulp Elementary to Moyer Road	Install sidewalk along Cowpath Road, Line Lexington Road and Moyer Road to connect with existing sidewalks. This would provide improved access to elementary school, as well as connect two neighborhoods across Cowpath Road	\$\$\$	AM Kulp Elementary	2

<b>Forty Foot Road</b>	McArthur Road to Welsh Road	Install sidewalk connecting existing sidewalk along Forty Foot Road	\$	Businesses	3
<b>Werner Road</b>	Elm Street to Orvilla Road	Install sidewalk along Werner Road to connect existing sidewalk to Orvilla Road. This would provide improved access to the Future Liberty Bell Trail.	\$\$	Businesses along Cowpath Road	3
<b>Derstine Road</b>	Bergey Road to Cowpath Road	Install sidewalk connecting existing sidewalk along Destine Road	\$\$	Church	3
<b>East Vine Street</b>	Hedgewood Road to School Road	Install sidewalk along E Vine Street to connect existing sidewalk near Hedgewood Road to School Road.	\$\$	Township Building and Aquatic Center	3
<b>Cowpath Road</b>	Township Line Road to Bergey Road	Install sidewalk along Cowpath Road from Township Line Road to connect to existing sidewalk along Cowpath at Bergey Road.	\$\$\$	Church, Wambold Road Trail System	3
<b>Walnut Street</b>	County Line Road to Bethlehem Pike	Install sidewalk along Walnut Street to provide access to Colmar Regional rail station and businesses along Bethlehem Pike	\$\$\$	Regional Rail Station, Businesses	3
<b>Walnut Street</b>	Bethlehem Pike to Lenhart Road	Install sidewalk along Walnut Street to provide access to Colmar regional rail station and Bethlehem Pike	\$\$\$	Regional Rail Station, Businesses	3
<b>Koffel Road</b>	Orvilla Road to Forty Foot Road	Install sidewalk along Koffel Road to eliminate gaps in the existing network.	\$\$\$	Pennfield Middle School	3

Pedestrian Crossing Project Locations	Description	Relative Cost
School Road @ Twp Building	Install RRFB at trail crossing across School Road in front of Township Building	\$\$\$
Orvilla Road @ School Road	Install marked pedestrian crossing and ADA curb ramps to connect existing sidewalk on Orvilla Road to existing sidewalk on School Road	\$
Maple Avenue & Vine Street	Install marked pedestrian crossings and ADA curb ramps at intersection of Maple Avenue and Vine Street to aid pedestrians in gaining access to south end of Township Park (overlap with Maple Avenue potential sidewalk location)	\$

Bus Stop Improvement Locations	Description	Relative Cost
Broad Street @ Medical Campus Drive	Provide safe pedestrian access to the Abington Lansdale Hospital	\$\$\$
Bethlehem Pike & Unionville Pike	Provide pedestrian routes from bus stop to multiple surrounding businesses	\$\$
Forty Foot Road & Clemens Road	Formalize bus stop to better serve large shopping center and industrial park (Hatfield Meats, Etc.)	\$
Improve all bus stops in Township	Implement ADA accessibility upgrades at all bus stops. (12 Total)	\$\$