An Active Transportation Plan
Prepared for Morrisville Borough, Bucks County

Prepared with support and partial funding 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.

Adopted by Morrisville Borough Council
October 2019

Prepared September 2019, by:
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Engineering & Consulting Services
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# Table of Contents

Introduction .................................................................................................................................................... 1  
What is a WalkWorks Active Transportation Plan? ................................................................. 1  
An Active Transportation Plan for Morrisville Borough ......................................................... 1  
We All Need to Be More Active ................................................................................................. 2

Purpose, Goals and Methodology ................................................................................................. 4  
Goals and Methodology ....................................................................................................................... 4  
Planning Studies ............................................................................................................................... 5

Public Participation ......................................................................................................................... 6  
Stakeholders/Steering Committee & Public Input ........................................................................ 6

Existing Conditions ......................................................................................................................... 8  
Existing Conditions ........................................................................................................................... 8  
Barriers ............................................................................................................................................... 11

Recommendations ........................................................................................................................... 13  
Goals and Objectives ........................................................................................................................ 15  
Design Considerations ..................................................................................................................... 18  
Active Routes ....................................................................................................................................... 19  
General Costs ........................................................................................................................................ 22

Action Plan ......................................................................................................................................... 23  
Partnerships & Funding Opportunities .......................................................................................... 23  
Action Plan Table ............................................................................................................................. 24

Appendices  
Public Participation  
Funding Opportunities  
Related Plan Reviews  
Health in All Policies Resolution

## List of Maps, Tables and Figures

**MAPS**  
- Map 1. Existing Conditions Map  
- Map 2. Barriers Map  
- Map 3. Pedestrian and Bicycle Recommendations Map  
- Map 4. Pedestrian and Bicycle Active Routes Map

**TABLES**  
- Table 1. Commuter & Traffic Data  
- Table 2. Population by Age  
- Table 3. Morrisville Borough Proposed Active Transportation Routes- Destinations  
- Table 4. General Cost Estimates  
- Table 5. Morrisville Borough Active Transportation Plan- Action Plan
Introduction

In January 2019, Morrisville Borough was awarded a grant from the WalkWorks Program, of the Pennsylvania Department of Health, to support the preparation of an Active Transportation Plan. To ensure the plan was well and duly discussed, the Borough selected a stakeholder/steering committee, invited volunteers to participate, and together with their municipal engineer and consulting planners, recruited feedback from the public. The resulting plan provides recommendations and action steps to enhance the borough pedestrian and bicycle network, for residents of all ages and abilities, and to ensure they can get active, 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 goal of increasing physical activity.

An Active Transportation Plan for Morrisville Borough

Morrisville is one of the most historic and most important gateway communities in Pennsylvania. Signors of the Declaration of Independence, soldiers of the American Revolution, George Washington, and now more than 8,000 residents are part of the story of a borough, on the edge of the Delaware River, opposite the City of Trenton, New Jersey. Nearly 85,000 people live in Trenton, and, each day, tens of thousands of vehicles move through Morrisville, to and from New Jersey.

This plan discovered Morrisville is ready for a more ‘people-centered’ town, a more engaging and interesting non-motorized transportation network, and for the improvement of eleven (11) separate ‘walking loop’ active transportation routes.

For this plan, “non-motorized transportation” includes:

- walking,
- jogging,
- running,
- bicycling, or
- using a wheel chair,
- stroller,
- scooter, or
- recumbent bicycle.

Reasons for it include:

- commuting,
- exercising,
- recreation,
- tourism,
- exploring,
- reaching a destination.
We All Need to Be More Active

It seems easier to tell a friend or family member to, ‘eat better,’ ‘get in shape,’ or buy the latest healthy juice gizmo, than it is to do these things on our own. Maybe we hope our friends will sort out the details, the complicated steps, to getting healthy. Keep it simple, take the first step to getting healthier and just to get a little 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 really well documented and ever increasing in their numbers.

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!!

Walking paths, routes and outdoor trails help:

- local economies by attracting tourists—the typical cycling tourist spends $60/day;
- promote local businesses with signage;
- improve property values—trails can increase a property’s value $9 every foot closer to a trail;
- improve your mental health—spending time outdoors improves cognitive reasoning by 50%;
- the outdoor recreation which adds $730 billion and 6.5 million jobs to the US economy each year.

A Word on Obesity in Bucks County (to inspire):

- the adult obesity rate is nearly 23%
- the low income preschooler is 13.9%
- the adult diabetes rate is 8.2%

Sources:
- U.S. News and World Report
- American Hiking Society
- American Heart Association
- University of Cincinnati
- National Parks Services
- Nat’l Int. Children’s Health Quality
- American Trails.org
- Pa DCNR
- Outdoor Industry Foundation
- National Association of Homebuilders
- National Association of Realtors
- Outdoor Industry Association
- LiveStories.com-Statistics
Morrisville Borough
Active Transportation Plan Stakeholder/Steering Committee

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Justin Bowers, Borough Council
Eileen Dreisbach, Municipal Recreation Board
Don Diretto, Morrisville Planning Commission
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Delaware Canal and D&L Trail
Walking is the #1 exercise you can do for the rest of your life!
Purpose, Goals & Methodology

Morrisville Borough is one of just a few municipalities, in Pennsylvania, with a walk-to-school program. Each day, elementary school children cross busy streets with the help of parents and crossing guards. It is also one of few municipalities to serve as a gateway community to another state, and a state capital. Tens of thousands of cars contribute to vehicle counts and congestion that make walking, bicycling, and using mobility alternatives a major challenge. And, Morrisville is one of few municipalities, anywhere, with riverfront parks and two major regional trails, one of which will reach from Florida to Maine. The potential for improvement in Morrisville is great.

The purpose of the Morrisville Borough Active Transportation Plan is to identify real opportunities for change in the pedestrian and bicycle network and to inspire the change to happen.

Methodology

Morrisville Borough staff, with help from the municipal engineer and planners, established a stakeholder/steering committee of volunteers, a 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 shared; walkability assessments conducted and recommendations compiled.

- Reviewed local & regional plans 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

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

Crossing Guard Ready for School Children to Cross PA Route 1 Ramp along Pennsylvania Ave.
Photo: May 2019
Planning Studies

The following studies were reviewed for their pedestrian and bicycle goals, recommendations, and priorities, specifically related to Morrisville Borough:

- Morrisville Borough Comprehensive Plan (2008)
- Morrisville Borough Open Space Plan Update (2009)
- Morrisville Borough Downtown: A Blueprint for the Future
- Morrisville Walkway Development Plan (1985)
- Delaware River Heritage Area Concept Plan (1997)
- 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)
- 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 Morrisville Borough’s Active Transportation Plan included feedback collected from: committee meetings, survey questionnaires, key person interviews, public workshops, and news articles. Improving the pedestrian and bicycle network is universally a priority amongst everyone involved. So important is the subject that residents and committee members braved severe storms for the first public workshop; with one committee member riding a bicycle to the workshop and other attendees using flashlights to illuminate the maps and display boards.

Stakeholder/Steering Committee

The stakeholder/steering committee held regular meetings and additionally conducted walkability assessments to inventory and describe existing conditions. Members of the committee represented health advocacy and outreach groups, regional trails, state agencies, emergency rescue crews, schools, recreation groups, and the Borough.

Public Input

Power Point presentations, display boards, surveys, maps, and handouts were used to collect the interests and priorities of the public. Attendees learned about the benefits of being more active, discussed the meaning and opportunity of active transportation routes, and added to a list of favorite destinations.

Top Destinations

- downtown and local businesses,
- restaurants,
- food markets,
- parks and regional trails, and,
- schools.
Destinations

- Parks & Recreation
  - Williamson Park
  - Patriots Park
  - A-Field
  - Morrisville Dog Park
  - Morrisville Riverfront Preserve
  - Manor Park South
  - Levee Trail
  - D&L and East Coast Greenway trails
  - Graystone Woods
  - Red Bridge over D&L
  - Proposed Bridge over Canal at Bridge St
  - Boat Ramp
  - Calhoun St Bridge walking path
  - Bridge St Bridge walking path

- Community
  - Morrisville Presbyterian
  - Morrisville United Methodist
  - Holy Trinity
  - First Baptist Church of Morrisville
  - Morrisville Free Library
  - Summerseat
  - Municipal Building/Morrisville Police
  - Bucks County District Court
  - Senior Center
  - Youth Center
  - YMCA

- Schools
  - Morrisville High School
  - Grandview Elementary School
  - Holy Trinity School

- Downtown and Businesses
  - Bridge Street Businesses
  - 21 Locks Brewing Company
  - Robert Morris Plaza
  - Morrisville Shopping Center
  - Café Antonio
  - ActorsNET
  - Giant Foods
  - Morrisville Lanes
  - Delmor Bowling Lanes
  - Dairy Queen
  - Dacey’s Pub
Existing Conditions

Morrisville Borough is located directly across the Delaware River from Trenton, New Jersey. Nearly 85,000 residents live in Trenton, and as the capital city, that total number swells by thousands each work day. Three automobile (and one rail) bridges connect the Borough and City. Each pulls huge amounts of traffic through Morrisville, or receives it from New Jersey and delivers it to local streets.

Commuter and traffic data for the Borough are staggering: nearly 76,552 Average Annual Daily Trips are recorded and nearly all Borough working residents commute outside Morrisville each day; very few locals walk or bike to work.

According to a traffic congestion study, prepared by global consulting firm INRIX, traffic congestion in the U.S. cost $305 billion in 2018, an increase of $10 billion from 2016. And, vehicle miles travelled in the U.S. are on the rise.
To energize car-commuters into more active lifestyles, and combat the effects of commuting, borough improvements are needed; especially to sidewalks, curb ramps, and street crossings. Existing trails in the borough also show a variety of missing linkages and outdated ramps and safety features common with Americans with Disabilities Act compliance currently.

Existing Conditions GIS & DVRPC Data:

Existing Bike Lanes or Sharrows—0
Existing Sidewalk—73,949 linear feet
Existing Trails—13,864 linear feet
  - D&L Trail 18,694 lf,
  - Levee Trail 3,870 lf,
  - Calhoun St Bridge (as regular route) 850 lf,
  - Bridge St Bridge (as regular route) 450 lf
DVRPC Pedestrian/Bicycle Counts
  - 159 AADB on Bridge St (2016)
  - 200 AADP-Calhoun St., in Trenton
Existing Rail Line—12,100 lf

<table>
<thead>
<tr>
<th>Age</th>
<th>Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;18</td>
<td>649</td>
</tr>
<tr>
<td>18-64</td>
<td>6952</td>
</tr>
<tr>
<td>≥65</td>
<td>977</td>
</tr>
</tbody>
</table>

Table 2. Population by Age

To energize the entire borough, even more improvements are needed. US Census and the Delaware Valley Regional Planning Commission suggest though the population is slightly younger, compared to the county, Morrisville is aging without the replacement of school aged children. Age does not preclude someone from being active, but mobility needs and signage needs can be different.
In recent years, staff and Borough consultants have sought and been awarded large grants to improve some parks, sidewalks, curbs, and crossings. However, some sections of the borough are in need of large scale improvement.
Barriers

The existing barriers to the pedestrian and bicycle network, and any proposed active transportation route, are significant. East-West bound traffic on U.S. Route 1 travels through Morrisville, and while its traffic does not immediately impact the downtown, travelers using its interchange in the borough do.

North-South bound traffic is additionally complicating improvements. Vehicles heading to and from three bridges on the Delaware, or to employment centers beyond the borough still need the borough to serve as a gateway, and /or a pass-through connection.

Active freight and commuter/passenger train (AMTRAK) lines split the southern 1/3 of the borough and deserve more signage and crossing safety from the train companies.
Recommendations

Goal 1: Improve What We Have.

Morrisville Borough seeks to increase the active nature of its residents, a community of mostly commuters, and in order to do so, will make improvements to the local pedestrian and bicycle network, and seek opportunities for residents, families, and visitors to use specific sidewalks, multi-use trails, and shared roads. Improvements will allow walking, jogging, strolling, rolling, bicycling, and neighborhood-to-neighborhood and destination visits, to enjoy active transportation routes, walking loops, and trips to shopping, business, schools and parks. Much of the Borough would benefit from the following objectives:

Objective 1A: Improve Lighting and Visibility of Existing Trails—develop a Lighting Plan for the Levee Trail and prepare a strategy with D&L National Heritage Corridor for the D&L Trail;

Objective 1B: Prepare a Sidewalk Inventory—to identify sidewalk widths and determine where ADA improvements are needed;

Objective 1C: Enhance Existing and Add New Signage— for wayfinding, directional and safety signage and especially coordinate with D&L and East Coast Greenway;

Objective 1D: Create a Trail and Sidewalk Maintenance Plan—Develop a collaborative and volunteer based plan to ensure existing trails and sidewalks continue to be maintained for resident enjoyment; include partners such as Friends of the Delaware Canal.

Goal 2: Make the Connections

Morrisville 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.

Morrisville Borough seeks to plan all new active transportation routes using, in part, existing sidewalks and trails, 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 5,227 linear feet throughout, and additionally and especially along Trenton Avenue.

Objective 2B: Identify Trail Connections—to link residents to destinations and other walking routes (see Action Plan list);

Objective 2C: Install New Bicycle Facilities—to extend the duration at, and enjoyment of existing and proposed destinations.

Objective 2D: Improve Pedestrian and Bicycle Crossings—enhance or install pedestrian and bicycle crossings, vehicle stop bars and pedestrian signals where appropriate at signalized vehicular intersections (see Action Plan);

Objective 2E: Redesign Waterway Crossings for Safe Pedestrian and Automotive Travel—at any location along the D&L and East Coast Greenway possible, especially ‘Red Bridge’;

Objective 2F: Enhance Wayfinding & Amenity Signage—unify design, enhance and/or install wayfinding and amenity signage, at proposed twenty-three (23) Action Plan gateway, trailhead and rest area, and Active Transportation Route locations;

Objective 2G: Introduce Roadway Markings for Safe Walking Roads—including three primary locations for painting of share the road symbols and roadway markings on residential roads determined to have volume and speed safe for walking;

Objective 2H: Enhance Trail Safety Signage— especially enhance or install trail safety signage such as pedestrian stop signs at roadway connections of Levee Trail, Manor Park, and Franklin Street.

Objective 2I: Enhance Trail Amenities— along existing and new trails to support trail users with improved lighting, rest areas, signage and restroom resources.

Goal 3: Create a “Brand” for Our Active Transportation Routes

The installation of new active transportation routes, in Morrisville 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 +— for the establishment of eleven (11) proposed active transportation routes, with associated distances, with wayfinding and health signage installed.
Goal 4: Inform and Educate

Objective 4A: Provide Easy to Access and Share Trail and Bike Info—Provide residents/visitors with accessible information regarding all routes; regarding existing and possibly new walking groups, especially those which include participants of all ages, ie. Ivan’s House existing programs, and nationally, “Healthy Kids Running” youth activities; and prepare a trail map with the trail complexity and destinations. Creation of online trail maps and where possible interactive map features, is critical.

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

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

The Morrisville Borough Active Transportation Plan identifies eleven (11) 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 Morrisville, to the extent visually possible; recommendations are made to further study the engineering requirements of sidewalk repairs and for in road cycling.
Map 4. Pedestrian and Bicycle Active Routes

ACTIVE ROUTE LEGEND

1. D&L-Levee Loop
2. Franklin Loop
3. D&R-D&L Lunch Loop
4. Crown Loop
5. Melvin-Nolan Loop
6. South Side Loop
7. South Side Long Loop
8. Wright Loop
9. Palmer Loop
10. Summerseat Loop
11. Lafayette Loop

Legend
- Proposed Signage
- Active Routes
- Trails
- Morrisville Free Library
- Municipal Building
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-Levee Loop (2 mile)</td>
<td>Levee Trail</td>
</tr>
<tr>
<td></td>
<td>Williamson Park</td>
</tr>
<tr>
<td></td>
<td>D&amp;L Trail</td>
</tr>
<tr>
<td></td>
<td>Bridge Street Businesses</td>
</tr>
<tr>
<td></td>
<td>21 Locks Brewing Company</td>
</tr>
<tr>
<td></td>
<td>Links to the Municipal Building</td>
</tr>
<tr>
<td></td>
<td>Public Library</td>
</tr>
<tr>
<td></td>
<td>YMCA</td>
</tr>
<tr>
<td></td>
<td>Schools</td>
</tr>
<tr>
<td></td>
<td>Churches across the Red Bridge</td>
</tr>
<tr>
<td>Franklin Loop (3/4 mile)</td>
<td>Levee Trail</td>
</tr>
<tr>
<td></td>
<td>Williamson Park</td>
</tr>
<tr>
<td></td>
<td>D&amp;L Trail &amp; Links to the Library</td>
</tr>
<tr>
<td></td>
<td>YMCA &amp; Schools across the Red Bridge</td>
</tr>
<tr>
<td>D&amp;R-D&amp;L Lunch Loop (3 mile)</td>
<td>Levee Trail</td>
</tr>
<tr>
<td></td>
<td>Williamson Park</td>
</tr>
<tr>
<td></td>
<td>Bridge St. &amp; Calhoun St. Bridges</td>
</tr>
<tr>
<td></td>
<td>City of Trenton</td>
</tr>
<tr>
<td>Crown Loop (0.9 mile)</td>
<td>Neighborhoods</td>
</tr>
<tr>
<td></td>
<td>Graystone Woods</td>
</tr>
<tr>
<td></td>
<td>Links to Trent Ave. &amp; Pennsylvania Ave. Businesses</td>
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<tr>
<td>Melvin-Nolan Loop (1.75 mile)</td>
<td>Neighborhoods</td>
</tr>
<tr>
<td></td>
<td>Morrisville High School</td>
</tr>
<tr>
<td></td>
<td>Grandview Elementary School</td>
</tr>
<tr>
<td>South Side Loop (1.25 mile)</td>
<td>Neighborhoods</td>
</tr>
<tr>
<td></td>
<td>Morrisville Riverfront Preserve</td>
</tr>
<tr>
<td></td>
<td>Morrisville Dog Park</td>
</tr>
<tr>
<td>South Side Long Loop (2.25 mile)</td>
<td>Neighborhoods</td>
</tr>
<tr>
<td></td>
<td>Morrisville Riverfront Preserve</td>
</tr>
<tr>
<td></td>
<td>Morrisville Dog Park</td>
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<td></td>
<td>Manor Park South</td>
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<tr>
<td></td>
<td>Senior Center</td>
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<tr>
<td></td>
<td>Bucks County District Court</td>
</tr>
<tr>
<td></td>
<td>Youth Center</td>
</tr>
<tr>
<td></td>
<td>Dacey’s Pub</td>
</tr>
<tr>
<td></td>
<td>Businesses along Bridge St. and west of Philadelphia Ave.</td>
</tr>
<tr>
<td></td>
<td>Other active routes</td>
</tr>
<tr>
<td>Wright Loop (1 mile)</td>
<td>Neighborhoods</td>
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<tr>
<td></td>
<td>Youth Center</td>
</tr>
<tr>
<td></td>
<td>Businesses west of Philadelphia Ave.</td>
</tr>
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<td>Other active routes</td>
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<td>Palmer Loop (2 miles)</td>
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<td></td>
<td>Morrisville High School</td>
</tr>
<tr>
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<td>Morrisville Free Library</td>
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<td></td>
<td>D&amp;L Trail</td>
</tr>
<tr>
<td></td>
<td>Bridge St. Businesses &amp; Shopping Centers</td>
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<td></td>
<td>Other active routes</td>
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<tr>
<td></td>
<td>Links to the Holy Trinity School &amp; YMCA</td>
</tr>
<tr>
<td>Summerseat Loop (0.75 mile)</td>
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<tr>
<td></td>
<td>Summerseat</td>
</tr>
<tr>
<td></td>
<td>Patriots Park</td>
</tr>
<tr>
<td></td>
<td>Other active routes</td>
</tr>
<tr>
<td>Lafayette Loop (1.25 mile)</td>
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<td></td>
<td>Morrisville Free Library</td>
</tr>
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<td></td>
<td>A-Field</td>
</tr>
<tr>
<td></td>
<td>Trenton Ave. &amp; Pennsylvania Ave. Businesses</td>
</tr>
<tr>
<td></td>
<td>Other active routes</td>
</tr>
</tbody>
</table>

Table 3. Morrisville Borough Proposed Active Transportation Routes- Destinations
Achieving the goals of the Morrisville 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.

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

### General Cost Estimates

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Unit</th>
<th>Cost</th>
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<td><strong>Pathway</strong></td>
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<tr>
<td>5' wide Sidewalk</td>
<td>LF</td>
<td>$150.00</td>
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<tr>
<td>10' wide accessible Trail</td>
<td>LF</td>
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<tr>
<td>Bike Lane</td>
<td>LF</td>
<td>$9.50</td>
</tr>
<tr>
<td>Sharrow</td>
<td>EA</td>
<td>$400.00</td>
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<tr>
<td><strong>Crossings</strong></td>
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<td>Crosswalk - 8' wide (painted)</td>
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<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 4. General Cost Estimates
Action Plan

Implementing the recommendations of the Morrisville Borough Active Transportation Plan will result in a healthier and more engaging community. It will require the commitment of elected officials, commissions, staff, volunteer committees, residents, businesses, and consultants and professionals. Each recommendation is presented in the Action Plan table as part of a whole, with a greater goal of connecting the entire Borough pedestrian and bicycle network. Some recommendations will impact the Borough financially in ways which require strategic partnerships.

Morrisville Borough is part of a consortium of partners who actively work with local businesses, charities, and the county to create and promote revitalization.

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 include private foundations and non-profit groups. Funding sources change from year to year: in some cases available funds have decreased and in others the variety 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.*
**GOAL 1: Improve What We Have**

<table>
<thead>
<tr>
<th>Objective 1A: Improve Lighting and Visibility of Existing Trails</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.I. Develop and implement a Levee Trail Lighting Plan</td>
<td>1</td>
<td>Yr 1-2</td>
</tr>
<tr>
<td>A.I. Coordinate lighting with D&amp;L Trail from US Rt 1 to new Canal tunnel</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 1B: Prepare a Sidewalk Inventory</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.I. Develop inventory of condition, widths and ADA compliance especially</td>
<td>2</td>
<td>Yr 3-5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 1C: Enhance Existing and Add New Signage</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.I. Coordinate with D&amp;L and East Coast Greenway for style and cost, and match local signs</td>
<td>1</td>
<td>Yr 1-5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 1D: Create a Trail and Sidewalk Maintenance Plan</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.I. Develop a collaborative and volunteer based plan</td>
<td>1</td>
<td>Yr 1-5&gt;</td>
</tr>
</tbody>
</table>

**GOAL 2: Make the Connections**

<table>
<thead>
<tr>
<th>Objective 2A: Link Disconnected Sidewalks</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.I. 158 LF (0.03 miles) needed between Crown Street sidewalks and D&amp;L access</td>
<td>1</td>
<td>Yr 1-3</td>
</tr>
<tr>
<td>A.I. 845 LF (0.16 miles) needed along Williamson Park and Delmorr Ave from Franklin St to existing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 158 LF (0.03 miles) needed on Melvin Ave between existing sidewalks, south of Doloro Dr</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 581 LF (0.11 miles) needed between Melvin Ave existing sidewalks and Rennard Ln sidewalks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 53 LF (0.01 miles) connect Trenton Ave bridge sidewalk with Trenton Ave &amp; Calhoun St Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 898 LF (0.17 miles) needed between existing Anderson Ave sidewalks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 581 LF (0.11 miles) needed between existing Wright Ave sidewalks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 1,214 LF (0.23 miles) needed between existing W Philadelphia Ave sidewalks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 158 LF (0.03 miles) needed on Riverview Ave between existing sidewalks and Philadelphia Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 475 LF (0.09 miles) needed from existing Delmorr Ave sidewalks to Philadelphia Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 106 LF (0.02 miles) needed between existing Park Ave sidewalks and Levee Trail ramp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. connect and improve sidewalks, ramps and driveway crossings on W Trenton Ave.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. Pursue partnership with Falls Township to fill pedestrian gaps along W Trenton Ave</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 2B: Identify the Trail Connections</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.I. 158 LF (0.03 miles) needs ADA improvement between Palmer Ave and D&amp;L crossing</td>
<td>1</td>
<td>Yr 1-3</td>
</tr>
<tr>
<td>A.I. 264 LF (0.05 miles) trail connection needed Franklin Street, D&amp;L Trail, Williamson Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 1,320 LF (0.25 miles) needed from Manor Park South to Pennsylvania Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. 634 LF (0.12 miles) needed from Dorset Dr. to W Palmer St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. Support the design of a Williamson Park perimeter trail</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 2C: Install New Bicycle Facilities</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.I. Bike racks and repair stations are needed throughout the Boro</td>
<td>2</td>
<td>Yr 1-2</td>
</tr>
<tr>
<td>A.I. Install bike gutters (tire guides) along pedestrian park/trail staircases</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 2D: Improve Pedestrian and Bicycle crossings</th>
<th>Priority</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.I. Install traffic stop bars and crosswalks at every pedestrian pathway/roadway crossing</td>
<td>1</td>
<td>Yr 1-2</td>
</tr>
<tr>
<td>A.I. Add pedestrian safety signage at all crossings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. Add pedestrian signals at all signalized vehicular intersections</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.I. Improve existing pedestrian facilities to ADA standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Update ramps and add crosswalks at:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trenton Ave at: Doloro Dr, Nolan Ave, Lincoln Ave, Taft Ave, Hamilton Ave, Jefferson Ave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trenton Ave at: Lafayette Ave, Carlisle Dr</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rennard Ln and Carlisle Dr</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highland Ave at Pennsylvania Ave</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
A.I. Redesign Key Intersections with Pedestrian Facilities

- Calhoun Street and Trenton Avenue-install and improve pedestrian facilities
- Cleveland Ave and Pennsylvania Ave- also add a Rectangular Rapid Flash Beacon (RRFB)
- Franklin St and Delmorr Ave- also add mid-block crossing

**Objective 2E: Redesign waterway crossings for safe pedestrian and automotive travel**

**2 Yr 2-5**

Objective 2F: Enhance Wayfinding & Amenity Signage

**1 Yr 1-5**

A.I. Install "Pedestrian and Bicycle Friendly Community Signs"

A.I. Establish New Trailheads with Rest Areas, Kiosks and Potentially Restrooms

- Franklin Street and Delmorr Ave corner across from Williamson Park

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

- At Palmer St and Lafayette Ave and Pennsylvania Ave to Trenton Avenue Businesses
- At Palmer St and Cox Ave to Morrisville High School and Grandview Elementary
- At Palmer St and Grandview Ave to Grandview Elementary and Morrisville High School
- At Nolan Ave and Trenton Ave to Trenton Ave Businesses
- At Nolan Ave and Trenton Ave to Morrisville High School and Grandview Elementary
- At D&L Trail and Bridge St to Bridge Street Businesses
- At Lafayette Ave and W Hamilton Ave to A-Field

A.I. Wayfinding signage to, and along Active Transportation Routes

- Add 1/4 mile distance markers along proposed routes, with route name and directional arrow
  - At Pennsylvania Ave and Trenton Ave for distinction between routes
  - At Pennsylvania Ave and Palmer St for distinction between routes
  - At Palmer St and Harper Ave for distinction between routes
  - At Harper Ave and Clymer Ave to distinguish Patriots Park/Summerseat and routes
  - At D&L Trail and Palmer to distinguish multiple routes
- At D&L Trail and E Franklin St for routes, Williamson Park, D&L, and Levee Trail destinations
- At D&L Trail and Bridge St for multiple routes and Bridge Street Businesses
- At Bridge St and Delmorr Ave for multiple routes and Williamson Park
- At Bridge St and Park Ave for multiple routes, Levee Trail, Williamson Park
- At Bridge St and Park Ave for the City of Trenton
- At Bridge St and Pennsylvania Ave for distinction between routes
- At Pennsylvania Ave and Anderson Ave for multiple routes
- At Philadelphia Ave and Pennsylvania Ave to distinguish multiple routes
- At Philadelphia Ave and Riverview Ave for multiple routes
- At Calhoun St and Delmorr Ave for distinction between multiple routes

A.I. Directional signage to closest active transportation routes

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

A.I. Place trail signage with directions to public restrooms, healthcare & lodging

**Objective 2G: Introduce Roadway Markings for Safe Walking Roads**

**2 Yr 2-5**
A.I. Paint share the road symbols (pedestrian and bicycle) on:
  • Nolan Ave, Baker Ave, Coleman Ave, Melvin Ct and portions of Philadelphia Ave
  • Ridge Ave, Highland Ave and Crown St intersection

A.I. Paint bicycle sharrow symbols on roadways where multiuse pathways are not feasible
  • Mark Trenton Avenue, Pennsvilla Avenue and Bridge Street with Bicycle Sharrow symbols

Objective 2H: Enhance Trail Safety Signage

<table>
<thead>
<tr>
<th>Yr</th>
<th>Objective Description</th>
</tr>
</thead>
</table>
| 3 Yr 3-5 | Add trail user safety signage like stop signs to major, or unanticipated roadway connections
  • proposed Manor Park Trail intersection with Pennsylvania Avenue
  • Levee Trail ends
  • Franklin Street proposed trail intersection with Delmorr Ave |

Objective 2I: Enhance Trail Amenities

<table>
<thead>
<tr>
<th>Yr</th>
<th>Objective Description</th>
</tr>
</thead>
</table>
| 1 Yr 1-5 | Improve trail amenities to existing and new trails to support users
  • lighting, benches, educational signs and kiosks, bike repair stations and bathroom access |

GOAL 3: Create a "Brand" for Our Active Transportation Routes

Objective 3A: Identify routes ranging from 1/4 mile to 4+ miles

<table>
<thead>
<tr>
<th>Yr</th>
<th>Objective Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Yr 1-5</td>
<td>Develop the D&amp;L-Levee Loop (2 mile) using existing sidewalks, sidewalk and trail connections and signage, includes; Levee Trail to Bridge St., D&amp;L connection to Delmorr to Levee Trail</td>
</tr>
<tr>
<td></td>
<td>Develop the Franklin Loop (3/4 mile) using existing and proposed trails, trail connections and signage includes; Franklin St. proposed trail and crossing, Levee Trail, Delmorr crossing to D&amp;L Trail back to Franklin</td>
</tr>
<tr>
<td></td>
<td>Develop the D&amp;R-D&amp;L Lunch Loop (3 mile) using existing sidewalks and trails, trail connections and signage includes Use the Levee Trail and pedestrian facilities on Calhoun St bridge and Bridge St Bridge to connect with the D&amp;R Trail</td>
</tr>
<tr>
<td></td>
<td>Develop the Crown Loop (0.9 mile) using existing sidewalks, connection improvements and signage includes; Crown St, Trenton Ave, Pennsylvania Ave, Ridge Ave</td>
</tr>
<tr>
<td></td>
<td>Develop the Melvin-Nolan Loop (1 3/4 mile) using existing sidewalks, trail connections, crossing improvements and signage includes; Melvin Ave, Rennard La, Carlisle Dr, Trenton Ave, Nolan Ave, Morrisville High School proposed trail, Palmer St</td>
</tr>
<tr>
<td></td>
<td>Develop the South Side Loop (1 1/4 mile) using existing &amp; proposed sidewalk, crossing improvements and signage, includes; Bridge St, Delmorr Ave, Philadelphia Ave, Pennsylvania Ave</td>
</tr>
<tr>
<td></td>
<td>Develop the South Side Long Loop (2 1/4 mile) using existing &amp; proposed sidewalks, crossing improvements and signage, includes Bridge St, Delmorr Ave, Philadelphia Ave, Riverview Ave, Delaware Ave, Penn Ave, Manor Park South proposed Trail, Pennsylvania Ave</td>
</tr>
<tr>
<td></td>
<td>Develop the Wright Loop (1 mile) using existing &amp; proposed sidewalks, crossing improvements and signage, includes; Anderson Ave, Wright Ave, W Philadelphia Ave, Pennsylvania Ave</td>
</tr>
<tr>
<td></td>
<td>Develop the Palmer Loop (2 miles) using existing &amp; proposed sidewalk, trail connection &amp; crossing improvements and signage, includes; Palmer St, D&amp;L Trail, Bridge St, Cox Ave</td>
</tr>
<tr>
<td></td>
<td>Develop the Summerseat Loop (3/4 mile) using existing sidewalks, crossing improvements and signage, includes; Palmer St, Harper Ave, Clymer Ave, Lafayette Ave</td>
</tr>
<tr>
<td></td>
<td>Develop the Lafayette Loop (1 1/4 miles) includes Lafayette Ave, W Trenton Ave, Pennsylvania Ave</td>
</tr>
<tr>
<td></td>
<td>Develop the Manor Park Loop (3/4 mile) using existing sidewalks and trail connections and signage, includes; Manor Park South proposed Trail, Pennsylvania Ave</td>
</tr>
</tbody>
</table>

Page 26
GOAL 4: Inform and Educate

Objective 4A: Provide Easy to Access and Share Trail and Bike Info

A.I. Promote and support existing and proposed Walking Groups
   Consider Ivans House, youth groups, senior center, and Healthy Kids Running
A.I. Develop a Borough Trail Map with trail length, difficulty, and destinations
A.I. Provide the Borough Trail Map at Borough Hall, park kiosks, and popular destinations
A.I. Make the Borough Trail Map available online
A.I. Explore the feasibility of developing an interactive Borough Trail Map with GPS for residents to track their health achievements

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

A.I. Include the benefits of walking/biking on the Borough Trail Map
A.I. Share benefits handouts/studies with residents on the Borough website

Table 5. Morrisville Borough Active Transportation Plan-Action Plan

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

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

Steering Committee Meetings & Walkability Assessment

The Steering Committee for Morrisville’s Transit Plan consisted of individuals from a wide range of disciplines, including municipal officials, engineers, local and regional trail and community planners and coordinators, EMS and various health workers, local community groups and state transportation experts. The committee met regularly throughout the plan's development and provided critical information regarding local priorities, past and present safety and mobility efforts, route options and priority concerns.

The provided input through multiple meetings, questionnaires and a walkability assessment, through which the committee examined the Borough's existing conditions and helped to identify top priorities moving forward with resident accessibility, safety and enjoyment as the driving force behind their recommendations.
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 Morrisville 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 Morrisville, 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.

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: Morrisville Borough ATP Steering Committee

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

Reference: Morrisville–Active Transportation Plan (ATP)
           Steering Committee Meeting #1—Minutes

Summary

The first Steering Committee (SC) Meeting for the Morrisville Borough Active Transportation Plan was held at Morrisville Borough Hall, 5:00PM on Wednesday, May 22, 2019, to introduce the project background, basics, and early goals of the plan. There were 12 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. Debbie Smith, Council President, and Scott Mitchell, Borough Manager, and Kent Baird opened the meeting with welcoming remarks. Member attendees followed with introductions of: Borough Council, the municipal engineer, Capital Health and Morrisville EMS, Ivins Outreach Center, Keystone Municipal Services, East Coast Greenway Alliance (ECG), and PA Department of Transportation.

III. Power Point Presentation

   1. Kent Baird and Liz Rosencrans 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;
• 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:

• Handling heavy traffic conditions to develop safe walking routes and crossings
• Wayfinding signage and mile markers to help EMS response; especially on levee
• Partnering with local businesses located along walking routes (Dairy Queen)
• Destinations to add to the map: Heritage Center Theater, red bridge, Senior Center
• Highlight trail connections with signage
• Expand/formalize existing routes (Library Route, Preserve to Williamson Park, etc.)
• Improve sidewalk conditions and enforce maintenance to maintain access–past walking groups with seniors and school children can no longer work due to conditions and traffic
• Parks as a major destination (Williamson Park, Patriots Park)
• Bridge improvements, ownership and designs
• ID mileage of walking routes for residents
• Incorporate social media and mobile access for information on walking routes
• Tree issues–growing trees warping sidewalks and curbs–how to combat?
• Heavy foot traffic from 11:30AM-2PM and local walking groups visit from Trenton
• Walkability grants were awarded to the school district in the past
• Walking District–improvements for kids walking to school
• Tripping hazards with older warped sidewalks
• Potential Stakeholders: crossing guards, NJ DOT walking group,
• Road markings important for altering automotive drivers
• Tuesday August 6th–potential date for 2nd Public Meeting
• Bike racks and repair stations are definitely needed
• Pedestrian bridge is needed at Clymer and Harper
• Crossing guards could be good stakeholder interviewees
• DCNR Restrooms–maintained by the Borough–potential improvements
• Painting and restriping for sharrows and bike lanes
• ADA and Federal regulations
• There is a need to put PA Bike Route E on top of the D&L now,
• For future reference PADOT will replace curb ramps as part of proposed state projects
V. Additional Items:

1. ECG will share current trail and bike plans, trail alignments, and GIS data
2. G&A will coordinate with steering committee to coordinate the next mtg.
3. Ivins Outreach Center will help G&A connect with school walking groups and the school district, senior center, Holy Trinity and YMCA

The Meeting was adjourned around 6:30PM.

Note: tentative date of next committee meeting to be determined by email poll/Doodle Poll
MEMORANDUM

Date: June 19, 2019

To: Morrisville Borough ATP Steering Committee

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

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

Summary

The second Steering Committee (SC) Meeting for the Morrisville Borough Active Transportation Plan was held at Morrisville Borough Hall, 5:00PM on Wednesday, June 19, 2019, to introduce the project background, basics, and early goals of the plan. There were 9 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 (path links, signage, safety);
- Destinations for residents & visitors;
- Public Input—taking participation to public events & upcoming opportunities;
- 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 (in no particular order)
  - Boat Ramp
  - Graystone Woods
  - Churches (Morrisville Presbyterian, Morrisville United Methodist, Holy Trinity, First Baptist Church of Morrisville)
  - Delmor Bowling Lanes
  - Morrisville Lanes
  - Business District
  - Giant Foods
  - Schools (Morrisville High School, Grandview Elementary School, Holy Trinity School)
  - Bridge Street Businesses
  - A-Field
  - Morrisville Shopping Center
  - Café Antonio
  - ActorsNET
  - Calhoun Bridge
  - Levee
  - Williamson Park
  - Red Bridge over D&L
  - Morrisville Free Library
  - Patriots Park
  - Summerseat
  - Trenton-Morrisville Bridge
  - Municipal Building/Morrisville Police
  - Proposed Bridge over Canal at Bridge St
  - Lock 21 Brewing Company
  - Downtown
  - Dairy Queen
  - Robert Morris Plaza
  - Morrisville Dog Park
  - Morrisville Riverfront Preserve
  - Manor Park South
  - Bucks County District Court
  - Senior Center
  - Dacey’s Pub
  - Youth Center

- Local loops to schools, restaurants, businesses and parks identified
- Identified missing sidewalk connections with park destinations
- Identified missing paths within Williamson, non-ADA links (stair connections to the Levee) and potential bicycle improvements (bike gutters)
- No bike lanes/sharrows within the Borough (thin roadways/heavy traffic)
- Identified past efforts to develop a train station in the Borough
- Wayfinding needed at bridges to guide walkers to amenities/routes
- Identified a need for bike repair stations (local bike shop recently closed)
- Identified disconnected roadways
- Identified potential trail opportunity for lot to be developed
- Prioritized crossings at heavy truck traffic areas along Pennsylvania Ave (Philadelphia Ave or Cleveland Ave)
- Identified PennDOT Bike Route E along Trenton Ave (high stress road)
- Alternative bike routes identified along lower stress roads
- Identified Walking Route for next meeting along the Levee and D&L
IV. Additional Items:

1. Next meeting will be a walking meeting.

2. 1st Public Meeting will be held in July. Potential locations include:
   i. July Agenda Meeting (Tuesday, July 2nd)
   ii. Public Open House at the Borough
   iii. Community events with the YMCA, local Churches, Library, or Summerseat

3. Consider the National Night Out event on August 2nd for the 2nd Public Meeting.
   i. G&A will coordinate with Danielle Larison to potentially secure a space.

The Meeting was adjourned around 6:45PM.

Note: next meeting will be a Walking Meeting scheduled for Wednesday, June 26th at 5PM. Committee members will meet at Williamson Park (parking adjacent Palmer St)
**Please Sign In**

**Steering Committee Meeting**

**Date:** 6/19/19

<table>
<thead>
<tr>
<th>Name &amp; Organization</th>
<th>Contact Email</th>
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<tbody>
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</tr>
<tr>
<td>Steve Ware</td>
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<td>Scott Mitchell</td>
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<td>Morrisville Borough</td>
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<td>Council President</td>
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<td>Morrisville Borough</td>
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<td>East Coast Greenway</td>
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<td>Bucks County Alliance</td>
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MEMORANDUM

Date: June 27, 2019

To: Morrisville Borough ATP Steering Committee

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

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

Summary

The third Steering Committee (SC) Meeting for the Morrisville Borough Active Transportation Plan was a walking meeting that followed a route selected by the committee along the Levee Trail and the D&L Trail for 1.23 miles. The committee met at 5:00PM on Wednesday, June 26, 2019, at Williamson Park to examine the route. 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

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
- Consider bike lane/sharrow potential along Bridge St to enhance ‘downtown’ feel and bicycle access to the D&L
- Pedestrian crossings existing along Bridge Street-limited along Delmorr
• Some crossings in need of updates (faded paint, missing ramps/detection warning surfaces, missing signage)
• Existing sidewalks in OK condition
• Bridge St difficult for bicyclists
• D&L in need of maintenance/widening at certain sections
• Consider trailhead locations along the D&L/Williamson Park
• Potential rest areas along D&L ROW
• Lighting needed along Levee and potentially D&L
• Consider adding artwork along trails/murals under bridges
• Trail connections needed in Williamson-consider multi-use perimeter trail
• Wayfinding and informational signage-need more and existing needs updates
• Consider mile markers along D&L
• Consider shifting Williamson Park/D&L link from Palmer to Franklin- heavier foot traffic, avoids mid-block crossing, shifts pedestrian traffic away from parks main entrance, potential trailhead location.

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 6:45PM.
Please Sign In
Steering Committee Meeting
Date: 6/26/19

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<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
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<tbody>
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<td>Debbie Smith</td>
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<td>Boro</td>
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<td>Justin Bourne</td>
<td>Council/EMU</td>
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<tr>
<td>Liz Rosencrens</td>
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<td><a href="mailto:lrosencrens@gilmore-assoc.com">lrosencrens@gilmore-assoc.com</a></td>
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</table>
Goal: To investigate the opportunities and constraints of a “Better-Health Loop” in the Borough.

Opportunities:
1. Existing trails
2. Existing connections to sidewalks
3. Existing Crosswalks
4. Some Lighting
5. Some seating on levee
6. Potential to add artwork along the trail

Constraints:
1. Missing/ Hidden Signage
2. Difficult Crossing Conditions
3. Missing internal park trail connections
4. No seating on D&L
5. Missing lighting on D&L/Levee
6. ADA links to levee

Feasibility

- [ ] Sidewalks
  - Existing/ok need

- [ ] Multi-Use Trail (5-8ft)
  - Existing levee / D&L (gravel)
  - Consider making Williamson Perimeter multi-use trail-line w/ levee trail.

- [ ] Pedestrian Crossings
  - Along Bridge St & at main park entrance → need imp.

- [ ] Lighting
  - On streets
  - Need on levee 1 & maybe D&L
  - Need for wayfinding to levee
  - Add markers on & D&L
  - Pot benches / rest areas

- [ ] Bike Lane/Sharrow
  - None
  - Consider for Bridge St → conducts w/ parking availability
Morrisville Borough
Active Transportation Plan
Stakeholder Interview

Step 1: Tell us about yourself (circle one):
Name & Title: [redacted]
Your Organization: [redacted]
Your address: [redacted]
Your phone number: [redacted]
Your email: [redacted]
Step 2: How do you feel about Morrisville Borough’s Pedestrian and Bike Facilities?

Do you use Morrisville’s Pedestrian/Bike facilities – trails, bike paths, sidewalks, etc. (check one?): Yes
Which ones do you use the most? Trail, bike path, sidewalk, etc.
What are some positive aspects of the facilities? Easy to use, well-maintained, safe.
What are some aspects of the facilities you would like to see improved? Paved sidewalks, better signage.

Step 3: Help us elevate Morrisville’s Pedestrian and Bicycle Network

What are some strategies to improve the network? Increase green spaces, add bike lanes, improve crossing zones.

Please contact Scott Mitchell or Kent Baird with any questions:
Scott Mitchell
Borough Manager
Morrisville Borough
33 Union Street, Morrisville, PA 19067
Kent Baird, AICP
Community Planner
Glimore & Associates, Inc.
baird@glimoreassoc.com / 215-345-4330

Morrisville Borough
Active Transportation Plan
Stakeholder Interview

Step 2: How do you feel about Morrisville Borough’s Pedestrian and Bike Facilities?

Do you use Morrisville’s Pedestrian/Bike facilities – trails, bike paths, sidewalks, etc. (check one?): Yes
Which ones do you use the most? Trail, bike path, sidewalk, etc.
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Kent Baird, AICP
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baird@glimoreassoc.com / 215-345-4330

What kind of amenities/destinations/connections do you feel the Borough needs (check all that apply)?
- Shopping
- Recreation
- Community Resources
- Mail access
- Transportation Links
- Educational Signs and Bike Lanes

What opportunities exist? This is an opportunity for the Borough to improve pedestrian and bike facilities.

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

Do you have any other comments, ideas, or thoughts regarding Morrisville’s Pedestrian & Bicycle Facilities?
-I think the bike lanes are a great addition to the Borough. Keep up the good work!

Please contact Scott Mitchell or Kent Baird with any questions:
Scott Mitchell
Borough Manager
Morrisville Borough
33 Union Street, Morrisville, PA 19067
Kent Baird, AICP
Community Planner
Glimore & Associates, Inc.
baird@glimoreassoc.com / 215-345-4330
Step 1: Tell us about yourself (circle one): □ Government/Non-Profit □ Business
Name & Title: [Redacted]
Your Organization: Borough Council
Interviewer: [Redacted]
How many people do you represent? [Redacted]

Step 2: How do you feel about Morristown Borough's Pedestrian and Bike Facilities?
Do you use Morristown’s Pedestrian/Bike facilities – trails, bike paths, sidewalks, etc. (check one)?
□ Yes □ No
If yes, do you frequent these facilities?
□ Yes □ No
How frequently do you use the facilities (check one)?
□ Very Satisfied □ Somewhat Satisfied □ Not Satisfied
Comments: "I would like to see more accessible trails.
How do you use the pedestrian and bike facilities (check all that apply)?
□ Walking □ Biking □ Nature Viewing □ Other

Step 3: Help us elevate Morristown’s Pedestrian and Bicycle Network
What is your relationship to the network? (check one)
□ Parent □ Student □ Other
What do you feel about the condition of the network today?
□ Satisfied □ Neutral □ Dissatisfied
Are there elements of the network you would like to change?
□ Yes □ No

Please contact Scott Mitchell or Kent Baid with any questions:
Scott Mitchell
Borough Manager
Morristown Borough
38 Union Street, Morristown, NJ 07960
Kent Baid, ACP
Community Planner
Gilmore & Associates, Inc.
Heard Avenue, suite 1
[Redacted]

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

What kind of amenities/destinations/connections do you feel the Borough needs (check all that apply)?
□ Shopping □ Recreation □ Library □ Educational Sign and Installations

What opportunities exist?
□ Pedestrian Crossing signs

What challenges are there?
□ Pedestrians from one destination to another need sidewalks in some areas, with poor roads.

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

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

Wildlife and native plants

Please contact Scott Mitchell or Kent Baid with any questions:
Scott Mitchell
Borough Manager
Morristown Borough
38 Union Street, Morristown, NJ 07960
Kent Baid, ACP
Community Planner
Gilmore & Associates, Inc.
Heard Avenue, suite 1
[Redacted]
Morrison Borough
Active Transportation Plan
Stakeholder Interview

Do you take part in pedestrian or bicycle travel, whether it's getting to work, running to the store, or just getting out for the sake of being on a trail? If so, Morrison Borough needs your help with the evaluation and improvement of our pedestrian and bicycle facilities. Let us know your multi-modal priorities and help us enhance our bike & trail network for the enjoyment of all!

Step 1: Tell us about yourself (circle one): ☐ Gov’t/Non-Profit ☐ Business
Name: [Redacted]
Title: [Redacted]
Your Organization: Delaware Valley Regional Planning Commission
Date & Time: 4/15/19
How many people do you represent? 1

Step 2: How do you feel about Morrison Borough’s Pedestrian and Bicycle Facilities?
Do you use Morrison’s Pedestrian/Bike facilities – trails, bike paths, sidewalks, etc. (check one)?
☐ Yes ☐ No
How happy are you with the facilities (check one)?
☐ Very Satisfied ☐ Somewhat Satisfied ☐ Not Satisfied
Comments: Morrison has a great pedestrian network
How do you use the pedestrian and bike facilities (check all that apply)?
☐ Walking ☐ Skiing ☐ Biking ☐ Jogging
☐ Hiking ☐ Nature Viewing ☐ Other
☐ Bicycling ☐ Nursing ☐ Pedestrian
Comments: Morrison has a great pedestrian network

Step 3: Help us elevate Morrison’s Pedestrian and Bicycle Network
What is your relationship to the network? [Redacted]
What do you feel about the condition of the network today?
[Redacted]
What challenges are there?
[Redacted]

Please contact Scott Mitchell or Kent Baird with any questions:
Scott Mitchell
Borough Manager
Morrison Borough
35 Union Street, Morrison, PA 16067
Kent Baird, AICP
Community Planner
Gilmore & Associates, Inc.
5508 Gilmore Drive, Suite 200
Pittsburgh, PA 15237

What kind of amenities/destinations/connections do you feel the Borough needs (check all that apply)?
☐ Benches ☐ Restrooms ☐ Bike Repair Stations ☐ Lighting ☐ Public Transportation Links
☐ Community Resource Links ☐ Neighborhood Links ☐ Park and Recreation Links ☐ Consulting
☐ ADA access ☐ Other

What opportunities exist?
[Redacted]

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

Do you have any other comments, ideas, or thoughts regarding Morrison’s Pedestrian & Bicycle Facilities?
[Redacted]

Please contact Scott Mitchell or Kent Baird with any questions:
Scott Mitchell
Borough Manager
Morrison Borough
35 Union Street, Morrison, PA 16067
Kent Baird, AICP
Community Planner
Gilmore & Associates, Inc.
5508 Gilmore Drive, Suite 200
Pittsburgh, PA 15237

What kind of amenities/destinations/connections do you feel the Borough needs (check all that apply)?
☐ Benches ☐ Restrooms ☐ Bike Repair Stations ☐ Lighting ☐ Public Transportation Links
☐ Community Resource Links ☐ Neighborhood Links ☐ Park and Recreation Links ☐ Consulting
☐ ADA access ☐ Other

What opportunities exist?
[Redacted]

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

Do you have any other comments, ideas, or thoughts regarding Morrison’s Pedestrian & Bicycle Facilities?
[Redacted]
Public Meetings

There were two public meetings held for Morrisville Borough’s Active Transportation Plan, including a public workshop on July 22, 2019, and an interactive setup at the Borough’s National Night Out on August 6, 2019. During both occasions residents were able to share their thoughts and concerns regarding the current and potential pedestrian and bicycle facilities in and around Morrisville. Input was collected through surveys, interactive display boards and mapping. The top findings included:

- Over 80% of respondents agreed with the existing facilities.
- 36% willing to travel 2 miles to get healthy with nearly half willing to go 1 or 4+ miles.
- Top destinations: Parks & Trails, Shopping & Downtown and neighborhoods.
- Top amenities along the routes: Benches, Bathrooms, Signage and Recreational Links.
Active Transportation Plan
Active Transportation Plan
To improve the mobility, safety and health of all residents

Public Meeting
Morrisville Borough Hall
Monday, July 22 @ 7:30PM

Morrisville 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 join us for our first Public Meeting, in a combined collaboration with the Planning Commission, to learn about the project. These active routes and safe connections are for you and your family, so please come and share your thoughts and ideas!
MEMORANDUM

Date: July 30, 2019
To: Morrisville Borough ATP Steering Committee
From: Kent Baird, AICP, Community Planner
Reference: Morrisville–Active Transportation Plan (ATP) Public Outreach Meeting #1

Summary

The first Public Outreach Meeting for the Morrisville Borough Active Transportation Plan was held 7:30PM on Monday, July 22, 2019. There were 16 individuals in attendance (see attached sign in sheet) (weather note—the borough received one of the most severe storms of the year this evening). The following is a summary of the meeting and comments.

Meeting Minutes

The meeting was led by Gilmore and Associates, Inc.’s Kent Baird

I. Sign in Sheet Shared

II. Introductions

This public meeting was promoted with an outreach flyer, publicly advertised, and held as an agenda item of the Borough Planning Commission. Don Diretto, Chairman of the Commission introduced Commission members and opened the meeting at 7:30PM. Don, Gary Amoss, and Steve Amend spoke passionately about the need for greater walkability in the Borough, and identified progress made over the years to introduce sidewalks, pedestrian crossings, signage and new parks. Amend hoped the plan could explore opportunities for a self-guided walking tour of historic sites in the borough.

Debbie Smith, President of Borough Council, and others in attendance echoed the support for past projects and success, and a willingness to continue to promote greater walkability and revisit past fundraisers, such as the Color Run, hosted by local Girl Scouts, the Market Day promoted by parks and recreation, and even new loops.
and trails to encourage more walking and outdoor activity, such as a possible ‘Dog Walking Trail’ given the large number of dog owners walking in the town, and using the new dog park.

III. Presentation:

Mr. Baird shared a Power Point presentation with attendees to identify the purpose, goals and early progress of the plan. A special focus was placed on the intent and support of the WalkWorks Program, the grant source of the Borough’s Active Transportation Plan, and the need for promoting more physical activity. Mr. Baird highlighted the community data that caught his eye the most: nearly all of Morrisville Borough’s working residents (94%) commute out of the borough each day. Unlike other boroughs or communities with higher rates of public transit use, or multi-modal options, Morrisville suffers from high use of automobile and dramatically low rates of walk-to-work/bike-to-work activity. There is undoubtedly an automobile culture that may be difficult to change without strong promotion of new trails and outdoor recreation by the borough and local volunteers.

Mr. Baird also introduced both Paul Gordon, from the Bucks County Planning Commission, who spoke encouragingly about the pending county trail from Yardley Borough to the Neshaminy Creek Greenway, and Dan Paschal, Mid-Atlantic Coordinator of the East Coast Greenway, who spoke at length about the importance of connecting Morrisville to the county and the regional trail systems. Mr. Paschal encouraged Morrisville to promote the tourism strengths of being both a Delaware Canal/ D&L Trail town and East Coast Greenway trail town. When complete the ECG will carry bicyclists and trail users nearly 2,500 miles from Florida to Maine.

IV. Workshop Activities

Attendees were shared the opportunity to contribute their thoughts to two working display boards, a borough map, and survey questionnaire. Questionnaires were received from nearly all attendees and the results of each activity will be included in the plan. Overall, attendees were excited by the opportunity to promote more mobility options in the borough and to connect to major destinations and regional trails.

The Meeting was adjourned around 10PM.
Public Input Results

**Top Findings:**

→ 80% Somewhat Satisfied with Existing Facilities
→ Top Uses: Walking, Nature Viewing, Fitness
→ Top Destinations: Parks & Trails, Downtown, Neighborhoods
→ Top Needs: Benches, Wayfinding Signage, ADA Access

**Surveys**

![Satisfaction With Existing Facilities Pie Chart]

![Nondimensional Bar Chart]

**Display Boards**

Where Do You Really Want To Go?

Shopping & Downtown

Parks, Recreation & Regional Trails

Other Neighborhoods

Work & School

Train, Bus, or Carpool Stops

Other

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

How Far Would YOU Go to Get Healthy?

1/4 Mile

1/2 Mile

1 Mile

2 Miles

4+ Miles

Satisfaction With Existing Facilities

Very Satisfied

Somewhat Satisfied

Not Satisfied

20%

80%
# Please Sign In

**Public Meeting**

**Date:** 7/22/19

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<th>Name</th>
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<td>Scott Mitchell</td>
<td>Borough Manager</td>
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<tr>
<td>Tom Giaquinto</td>
<td>Mayor &amp; Personnel Comm.</td>
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<tr>
<td>Daniel Paschall</td>
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<td>Debbie Smith</td>
<td>Council President</td>
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</tr>
<tr>
<td>Kent Baird</td>
<td>Gilmore &amp; Associates</td>
<td><a href="mailto:Kbaird@gilmore-assoc.com">Kbaird@gilmore-assoc.com</a></td>
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Organizers of the Morrisville Night Out

MORRISVILLE BOROUGH >> Hundreds in Morrisville joined communities across the nation on August 6 for National Night Out.
For three hours at Williamson Park, families and seniors made their way past information booths, enjoyed live entertainment and chowed down on a banquet of food as the community came together to stomp out crime.

“This is a great event for the kids and for the community,” said second ward councilwoman Danielle Larison who chaired the event for the Morrisville Neighborhood Watch. “We have food trucks. We have the hamster balls. All the puppies and kitties are here. We have a flaming baton twirler this year and a game truck. And we have all of our vendors. It’s just a nice, community night out.”

The event also brought out the Pennsylvania State Police, the Bucks County Sheriff’s Department, a stroke and neurologic unit, the Morrisville Business Association, the Morrisville Opportunity Educational Foundation, about 40 antique vehicles, church, athletic local nonprofits groups and local Girl Scouts who spent the evening making slime.

Also stepping out of the history books to join in the fun were Founding Father John Adams (Joe Doyle) and suspension bridge designer John Roebling (James Cordingley). They were there to promote the ActorsNet of Bucks County and its 24th season, highlighted by Oscar Wilde’s “An Ideal Husband,” Joe Doyle’s “The Christmas Carol Conspiracy: Scrooge’s Revenge,” Shakespeare’s “King Lear” and Agatha Christie’s “Spider’s Web.”

Night Out committee members were also there selling raffle tickets for a chance to win a huge array of gift baskets. Proceeds from this year’s Night Out raffle will benefit the Morrisville Fire Company.

At a nearby table, a donated giant orange cooler was catching a lot of second looks. The Night Out Committee had placed a skeleton inside the cooler to draw attention to the raffle prize and to show the public just how big it really is.

“It’s always a good time to come out and support our emergency services. And people enjoy it,” said Council President Debbie Smith. “You don’t get better than people coming out and having a big party. We have a nice crowd and we’re excited about it. And everyone is having a good time.”

Adds Larison, “Tonight is all about stomping out crime and honoring our emergency services and thanking them for putting their lives on the line for the community. They are the ones who go out when that call comes in. Everyone else is running away when our first responders are
running to the scene. This event shows them that the Morrisville community cares.”

It’s also about neighbors supporting neighbors, adds Smith. “Morrisville is a small town community where our neighbors look out for our neighbors.”

The borough also used the Night Out opportunity to engaged the public on an active transportation plan being put together by the borough and funded through a WalksWork grant.

Throughout the evening, Night Out visitors shared their ideas on ways to enhance the town’s pedestrian and bicycle facilities and answered a survey of what they’d like to see enhanced.

According to Kent Baird, a community planner with Gilmore & Associates, the plan is aimed at improving the mobility, safety and health of residents as they walk, run, bike and roll through the borough to local destinations and regional resources.

“This is some of the best feedback we’ve had,” said Baird, noting that they’ve had residents as young as four and up to their 60s and 70s participate in the survey. “We’re now going to pour over this and look at the routes for getting to the schools safer, getting to the parks safer and getting to the downtown without the need of getting into your car and driving.

“We want people to get more active,” he continued. “We want to see them walking, biking and using their wheelchairs.

“People love the idea,” he said of the feedback they were receiving. “They want to be able to walk more. They want more lighting. They want more stop signs, better pedestrian crossings and bike racks. They have routes that they take around town with missing sidewalks. So we want to fill in those missing sidewalks.”

Of course, it will all cost money, said Baird. “This plan will help us get grants for the next round,” he said.

Representatives from 21 Locks were also at Night Out fielding questions about their brewery and full-service restaurant slated to open before the end of this year inside the former Lehigh Rubber Plant at West Bridge Street and the Delaware Canal.
The plant closed in December 2008 after 50 years in business. It was located across the street from the old Vulcanized Rubber Mill, which closed in 1980 and is now the site of the Mill Pond Shopping Center.

Brewers and Owners Decio Mendes and Kurt Holthenrichs handed out business cards and shared information about the progress of their business, which is expected to be a huge shot in the arm for the Bridge Street Business District when it opens its doors.

21 Locks will include 15,000 square feet of space, including a full production brewery, a full-service restaurant, a cafe and an outdoor Biergarten.

Night Out Morrisville is supported by the Morrisville Borough Neighborhood Watch, Morrisville-Yardley Area Rotary Club and Morrisville Fire Company 98.
Tell us about yourself:
Just your zip code please: 19007
How many people in your household: 8

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

What do you feel Morristown Borough needs more of? (check all that apply)
- Bicycles
- Bathrooms
- Bike Repair Stations
- Lighting
- Public Transportation Links
- Community Resource Links
- Neighborhood Links

Do you have any other comments, ideas, or thoughts regarding Morristown's Pedestrian & Bicycle Facilities?
More parking and better parks

Morristown 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 Morristown!

Tell us about yourself:
Just your zip code please: 19007
How many people in your household: 8

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

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

Thank You!

MORRISVILLE BOROUGH PA
Active Transportation Plan
SURVEY

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

Please return forms to Scott Mitchell, Community Planner, 35 Union Street, Morristown, PA 19007

Thank You!

MORRISVILLE BOROUGH PA
Active Transportation Plan
SURVEY

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

Please return forms to Scott Mitchell, Community Planner, 35 Union Street, Morristown, PA 19007
Morrisville 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 Morrisville!

Tell us about yourself:
Just your zip code please: 19067
How many people in your household: 4

How happy are you with the pedestrian/bicycle facilities so far?
(please circle)

☐ Very Satisfied
☐ Somewhat Satisfied
☐ Not Satisfied

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

☒ Beaches
☒ Bathrooms
☒ Bike Repair Stations
☒ Lighting
☒ Public Transportation Links
☒ Community Resource Links
☒ Neighborhood Links
☒ Park and Recreation Links
☒ Wayfinding Signage
☒ Educational Signs andWalls
☒ ADA Access
☒ Water Access
☒ Active Route Info Maps, Archive
☒ Other

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

____________________________________________________

Thank You!

Please return forms to Scott Mitchell, Contact Kent Bailey with any questions:

Scott Mitchell
Borough Manager
Morrisville Borough
150 Union Street, Morrisville, PA 19067

Kent Bailey, AICP
Community Planner
Gilmore & Associates, Inc.

Help us enhance Morrisville’s pedestrian and bicycle facilities for the enjoyment of everyone!
I was at Morrisville NNO, at the table next to WalkWorks. I couldn't do a survey (I was working too) and was handed a survey.

Thd one i received is completed ... so here is the selections by some before me:
....3 people in household
....are you happy with the pedestrian-bicycle facilities? Answer not satisfied
....needs more of: Bike repair stations; lighting; park and recreation links
....other comments: make better use canal recreation

Now my answers:
.... zip 19067
.... 2 in household
.... Pedestrian-bicycle facilities - somewhat.. nice to see the sidewalkks being repaired
.... needs more of: park and recreation links; water access; other-variety of sports fields other than baseball.
.... comments...
1. clean the riverfront area from route 1 bridge to the preserve. Clearing the weeds and allowing another area to enjoy the river.
2. Love that we are trying to get downtown area populated with businesses. How do we get a Starbucks in the Cacace building on Bridge St,?

Sincerely
**Morristown Borough Active Transportation Plan Survey**

**Step 1: Tell us about yourself (Circle one):**
- Household
- Business

How many people in your Household or Business, including you? [ ]

**Step 2: How do you feel about Morristown Borough's Pedestrian and Bike Facilities?**
- Do you use Morristown's Pedestrian/Bike facilities - trails, bike paths, sidewalks, etc. (check all that apply)?
  - Yes
  - No

Happy are you with the facilities (check one)?
- Satisfied
- Somewhat Satisfied
- Not Satisfied

Comments:

**Step 3: How do you use the pedestrian and bike facilities (check all that apply)?**
- Walking
- Biking
- Standing

**Step 4: Help us elevate Morristown’s Pedestrian and Bicycle Network**

What kind of amenities/destinations/connections do you feel the Borough needs? (check all that apply)?
- Restaurants
- Pharmacy
- Retail Stores
- Schools
- Community Resource Links
- Neighborhood Links
- Public Transportation Links
- Bike Repair Stations
- Park and Recreation Areas
- Community Spaces
- Water Access

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

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

Please contact Scott Mitchell or Kent Rand with any questions:
Kent Rand, A.O.T.
Community Planner
35 Union Street, Morristown, NJ 07960
(973) 944-4320

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**Step 5: Tell us about yourself (Circle one):**
- Household
- Business

How many people in your Household or Business, including you? [ ]

**Step 6: How do you feel about Morristown Borough's Pedestrian and Bike Facilities?**
- Do you use Morristown's Pedestrian/Bike facilities - trails, bike paths, sidewalks, etc. (check all that apply)?
  - Yes
  - No

Happy are you with the facilities (check one)?
- Satisfied
- Somewhat Satisfied
- Not Satisfied

Comments:

**Step 7: How do you use the pedestrian and bike facilities (check all that apply)?**
- Walking
- Biking
- Standing

**Step 8: Help us elevate Morristown’s Pedestrian and Bicycle Network**

What kind of amenities/destinations/connections do you feel the Borough needs? (check all that apply)?
- Restaurants
- Pharmacy
- Retail Stores
- Schools
- Community Resource Links
- Neighborhood Links
- Public Transportation Links
- Bike Repair Stations
- Park and Recreation Areas
- Community Spaces
- Water Access

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

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

Please contact Scott Mitchell or Kent Rand with any questions:
Kent Rand, A.O.T.
Community Planner
35 Union Street, Morristown, NJ 07960
(973) 944-4320

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**Step 9: Tell us about yourself (Circle one):**
- Household
- Business

How many people in your Household or Business, including you? [ ]

**Step 10: How do you feel about Morristown Borough's Pedestrian and Bike Facilities?**
- Do you use Morristown's Pedestrian/Bike facilities - trails, bike paths, sidewalks, etc. (check all that apply)?
  - Yes
  - No

Happy are you with the facilities (check one)?
- Satisfied
- Somewhat Satisfied
- Not Satisfied

Comments:

**Step 11: How do you use the pedestrian and bike facilities (check all that apply)?**
- Walking
- Biking
- Standing

**Step 12: Help us elevate Morristown’s Pedestrian and Bicycle Network**

What kind of amenities/destinations/connections do you feel the Borough needs? (check all that apply)?
- Restaurants
- Pharmacy
- Retail Stores
- Schools
- Community Resource Links
- Neighborhood Links
- Public Transportation Links
- Bike Repair Stations
- Park and Recreation Areas
- Community Spaces
- Water Access

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

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

Please contact Scott Mitchell or Kent Rand with any questions:
Kent Rand, A.O.T.
Community Planner
35 Union Street, Morristown, NJ 07960
(973) 944-4320
Thank You!

MORRISVILLE BOROUGH PA
Active Transportation PA Plan

SURVEY

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

Please return forms to Scott Mitchell or Renne Baldwin with any questions.

Surveys received after October 4, 2019

Tell us about yourself:
Just your zip code please: 19067

How happy are you with the pedestrian/bicycle facilities so far? (Check one)
Currently maintained – Satisfactory

What do you feel Morrisville Borough needs more of?

Options: destinations/connections, infrastructure, or other?

Other:

What do you feel is the best way to connect our community to other communities?

Options: walking/biking trails, sidewalks, bus services, other?

Tell us about yourself:
Just your zip code please: 19067

How many people in your household?

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

Very Satisfied

Somewhat Satisfied

Not Satisfied

Thank You!

MORRISVILLE BOROUGH PA
Active Transportation PA Plan

SURVEY

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

Please return forms to Scott Mitchell or Renne Baldwin with any questions.

Surveys received after October 4, 2019

Tell us about yourself:
Just your zip code please: 19067

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

Currently maintained – Satisfactory

What do you feel Morrisville Borough needs more of?

Options: destinations/connections, infrastructure, or other?

Other:

What do you feel is the best way to connect our community to other communities?

Options: walking/biking trails, sidewalks, bus services, other?

Tell us about yourself:
Just your zip code please: 19067

How many people in your household?

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

Very Satisfied

Somewhat Satisfied

Not Satisfied

Surveys received after October 4, 2019
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 Morrisville Borough’s 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

**Morrisville Borough Comprehensive Plan 2008**

This handbook presents a vision for the growth and development of Morrisville Borough for the next ten years. It provides an overview of the current conditions, assets and future challenges to the borough. This plan focuses on housing, land use, natural, historic and cultural resources, community services and facilities, parks, recreation and open spaces, and transportation.

**Morrisville Borough Open Space Plan Update 2009**

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 public health and safety related issues as well as the quality of life.

**Morrisville Borough Downtown: A Blueprint for the Future**

The purpose of this document is to provide Morrisville Borough and its residents with a “blueprint” for achieving revitalization success in downtown Morrisville. The blueprint presents some of the why’s and what’s of Morrisville’s current conditions before describing future possibilities and a proposed structure for future revitalization efforts, including available resources.

**Morrisville Walkway Development Plan 1985**

This document is a plan for the creation of a series of pedestrian walkways through the central areas of Morrisville Borough. The walkways are designed to utilize portions of current and historic transportation corridors which have traversed the Borough since the days of its founding. It also includes the utilization of portions of the Delaware Riverfront, the towpath of the Delaware Canal, portions of former railroad rights-of-way, and elements from the Boroughs thoroughfare and park systems.

**Delaware River Heritage Area Concept Plan 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.

**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.

Township of Lower Makefield Comprehensive Master Plan Update 2019
This plan was put into place to prepare for the future of Lower Makefield Township and for the residents. The main focuses of the plan include past, current and future populations, natural environment, possible development for the community and basic

Downtown Trenton Bicycle and Pedestrian Plan 2016
This plan was created to organize recommendations in regards to bicycle and pedestrian use in the downtown Trenton area, while making sure the safety and mobility of the residents. The plan doesn't only focus on downtown aspects as it focuses on regional infrastructure as well. Completing the roads and trails along with the safety of the pedestrians is the main concern when completing the plan.

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, Claritas, 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.
MORRISVILLE BOROUGH
BUCKS COUNTY, PENNSYLVANIA

RESOLUTION NO. 1036

RESOLUTION TO IMPLEMENT HEALTH IN ALL POLICIES

WHEREAS, the health and well-being of the residents of Morrisville 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 Morrisville 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 Morrisville 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;

ADOPTED and RESOLVED this 19th day of August, 2019 in Council Chambers

COUNCIL OF THE BOROUGH OF MORRISVILLE

By:  

Debbie Smith, Council President

I certify that the foregoing is a true and correct copy of Resolution No. 1036, enacted by the Council of the Borough of Morrisville, County of Bucks, on the 19th day of August, 2019.

By:  

Scott Mitchell, Borough Secretary