

Section 5.3

An Active Transportation Plan

New Britain Borough, Bucks County

The following section of the New Britain Borough Comprehensive Plan Update was prepared with encouragement and funding support from the WalkWorks Program. Funding is provided by the Pennsylvania Department of Health through the State Physical Activity and Nutrition grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.



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

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NEW BRITAIN BOROUGH

A Friendly Place to Live

Acknowledgements

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Proclamation

Whereas, the Borough of New Britain recognizes that the health and well-being of its residents are critical for a prosperous and sustainable community; and

Whereas, the Borough of New Britain has partnered with WalkWorks, a program that increases opportunities for walking as a means of physical activity, ultimately to improve the health status of the residents; and

Whereas, there is unmistakable evidence that demonstrates that physical activity is a major modifiable behavior that aids in the reduction and management of many chronic diseases; and

Whereas, walking is a single form of physical activity that has the power to heal bodies, connect generations and promote healthy mental well-being; and

Whereas, walking is accessible to almost everyone and is not expensive;

NOW, THEREFORE BE IT RESOLVED, I David Holewinski, Mayor of the Borough of New Britain, Pennsylvania do hereby proclaim walking as the official exercise of the Borough of New Britain throughout 2019 and 2020 and call upon the Borough residents to support the goals of the New Britain Borough's WalkWorks program by walking daily to transform their health and the health of our community.

Given under my hand and the seal of the Borough of New Britain this twentieth day of June in the year of our Lord two thousand and nineteen.

A handwritten signature in black ink, appearing to read "David Holewinski". The signature is stylized with large, sweeping loops and a long, horizontal tail stroke.

David Holewinski, Mayor

Active Transportation Plan

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Introduction

In January 2019, New Britain Borough was awarded a grant from the WalkWorks Program, of the Pennsylvania Department of Health, to support the preparation of an Active Transportation Plan component of a comprehensive plan update. With help from the Borough's Planning Commission, committee volunteers, staff, and consultants, this section of the comprehensive plan draws on the information of other sections, and shares recommendations and potential costs associated with making improvements to the Borough's active transportation network—the network of non-vehicular routes used by residents and visitors of all ages and abilities.

What is a WalkWorks Active Transportation Plan?



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

New Britain Borough's Active Transportation Plan

New Britain is home to nearly 3,000 residents who live in the epicenter of an expanding regional trail system; with immediate access to two (2) commuter train stations; and, in close proximity to major employment, universities, and health care facilities. If ever there was a borough suited for an active transportation plan, it is New Britain.

Findings of the plan:

1. New links to the regional Circuit Trails are possible;
2. Connections to existing parks, nature preserves, trains, and shopping are highly desired;
3. New sidewalks, street crossings, wayfinding signage are needed throughout;
4. Twelve (12) Walking 'loop' opportunities exist with the potential to create and promote:
 - a. Multiple ¼ Mile, 2/3 Mile, 1 Mile and 2 Mile Walking Loops
 - b. A Neshaminy Creek 5K Race
 - c. A Pine Run Creek 5K Race
5. Each improvement opportunity is eligible for local, regional, and state grants.

The Benefits of Active Transportation Plans

The benefits of being more active, being in nature, using walking trails, gathering with friends for exercise and improving the walkability of communities, including all forms of non-motorized mobility, are well documented and ever increasing in their numbers. Active transportation plans serve to capture local support for improving the facilities of non-motorized networks and to promote the implementation of supported improvements.

For this plan, non-motorized transportation includes pedestrian and bicycle modes of travel: walking, jogging, running, bicycling, and using a wheel chair, stroller, scooter, or recumbent bicycle. Reasons for travel include commuting, exercising, recreation, and excursions for leisure and/or to reach a destination.



Walking just 20 minutes/day helps:

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

Spending time outdoors improves your cognitive reasoning by 50%

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

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

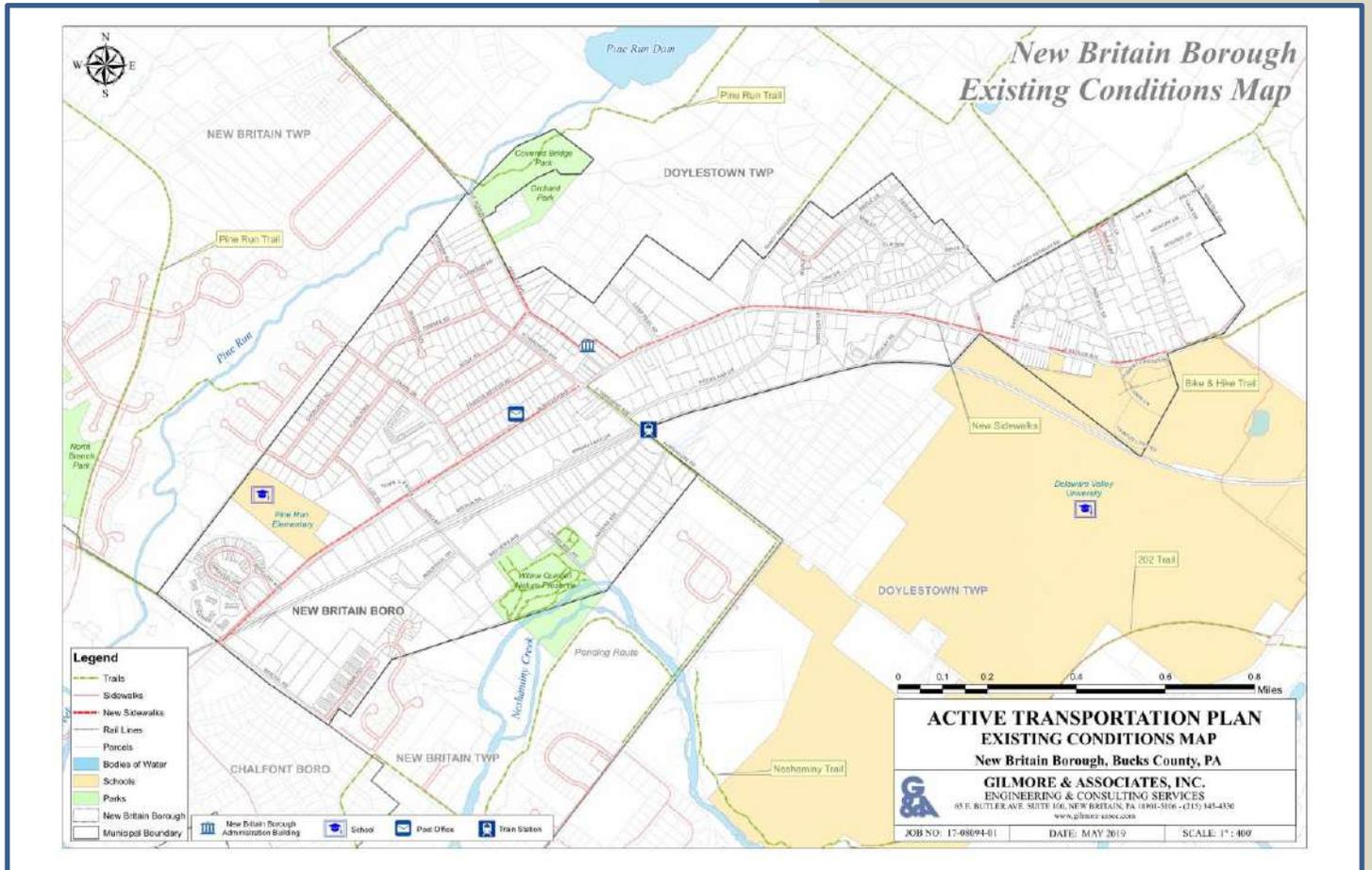
Sources:

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

American Trails.org
Pa DCNR
Outdoor Industry Foundation

University of Cincinnati
National Parks Services
Livable Landscapes

National Association of Homebuilders
National Association of Realtors
Outdoor Industry Association



Map 1. Existing Conditions Map

New Britain Borough Active Transportation Plan Stakeholder/Steering Committee

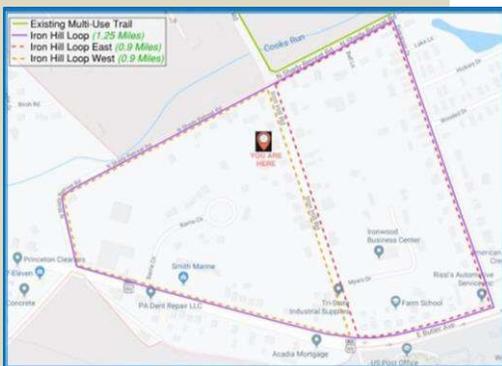
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Walking is #1 exercise you can do for the rest of your life!

Purpose, Goals and Methodology

The slogan of New Britain Borough is: “**A Friendly Place to Live.**” Despite suffering decades of traffic congestion caused by a regional thoroughfare, the Borough never lost hope for relief, or its welcoming charm. Traffic congestion has an immediate and nationally documented impact on a person’s physical and psychological connections to a community. Pedestrian and bicycle network improvements were nearly impossible given the weight of traffic through the Borough. With the completion of the PA Route 202 Bypass, tens of thousands of vehicles are now rerouted away from downtown New Britain, every day. Businesses, neighbors, school students, and developers in New Britain finally have the opportunity to realize the Borough’s vision to develop a walkable community and enhance their unique sense of place, connected to surrounding natural, scenic, cultural, historic, recreational, and employment resources. The Purpose of the New Britain Borough Active Transportation Plan section of the comprehensive plan update, is to memorialize the interests Borough residents to achieve greater pedestrian and bicycle connectivity, and to assist with the implementation of the needed improvements.



Primary Goals

- **To Enhance Walkability** through a Connected Pedestrian and Bicycle Network
- **To Plan Active Transportation Routes to Local Destinations**
- **To Improve Resident Health** through the provision of pedestrian and bicycle alternatives to vehicular travel and of access to routes for recreation

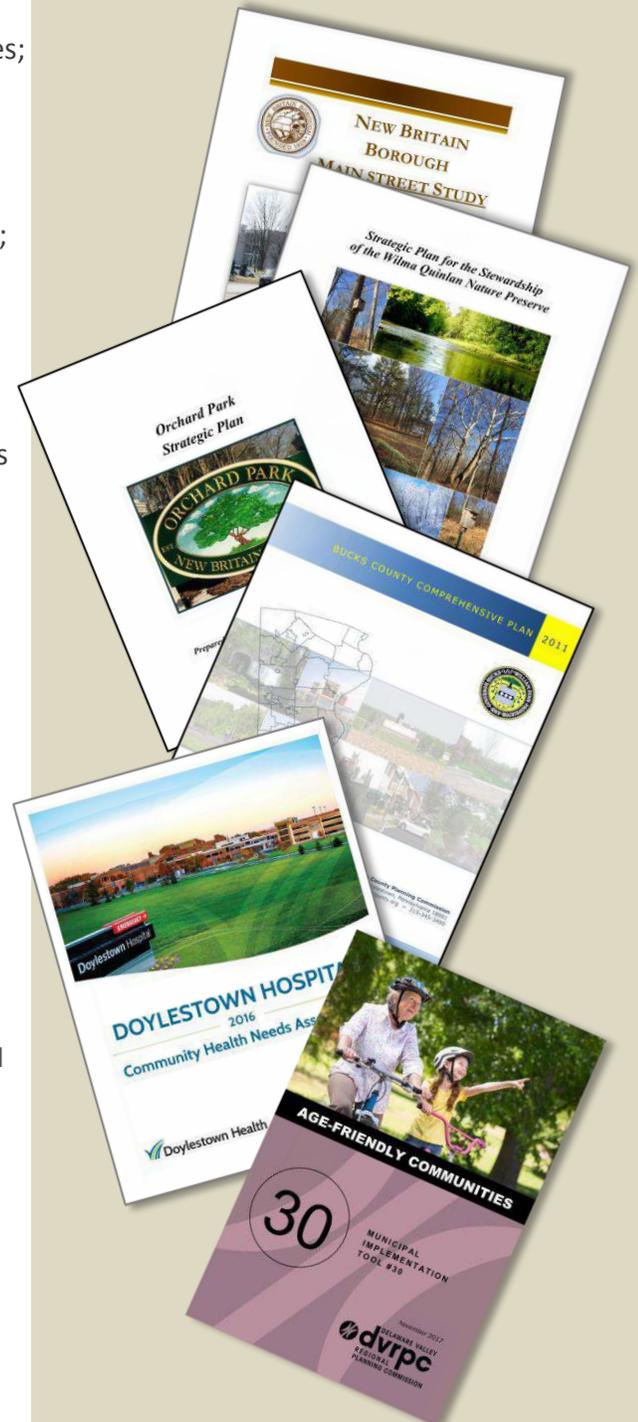
Methodology

With the help of the New Britain Borough Planning Commission, acting in part as the Stakeholder/Steering Committee for this plan, New Britain established a borough-wide study area, recruited help from volunteers, residents, staff, planners, and engineers; disseminated questionnaires and handouts; gathered public input; conducted walkability assessments; and prepared the active transportation plan as a section to the comprehensive plan update.

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

The following studies and Community Health Needs Assessments were reviewed:

- **New Britain Borough**
 - Comprehensive Plan 2007
 - Main Street Study 2016
 - 2017 Roadway Condition and 5 Year Construction Plan
 - Street Light Plan
 - Park and Nature Preserve Plans
- **Bucks County**
 - Comprehensive Plan 2011
 - Open Space and Greenways Plan 2011
 - Bicycle Master Plan 2012
- **Green Spaces Great Places 2018**
- **Delaware Valley Regional Planning Commission**
 - Connections 2045
 - Pedestrian Bicycle Friendly Policies, Practices, and Ordinances
 - Age Friendly Communities-Municipal Implementation Tool #30 (2017)
- **Abington Hospital-Jefferson Health Community Health Needs Assessment 2016**
- **Grand View Health Community Health Needs Assessment 2016**
- **Doylestown Hospital**
 - Community Health Needs Assessment 2016
 - Community Health Needs Assessment 2016-Implementation Plan



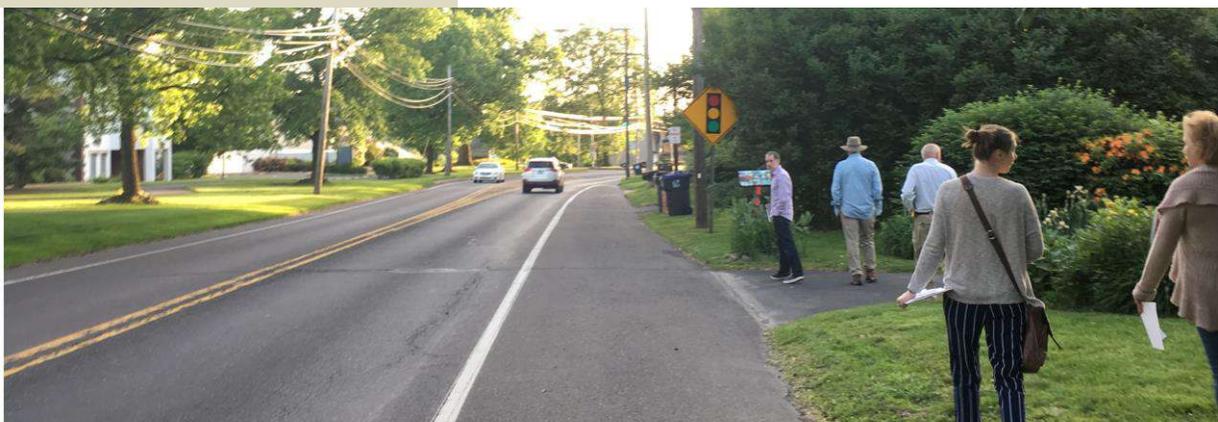
Public Participation

Public input is vitally important when preparing any community plan, especially for an Active Transportation Plan. The intent of an active transportation plan is to assess and then direct a community toward implementing change for the benefit of all its residents, and even its visitors. At its core, the plan needs to describe where and how the people want to travel, without a vehicle, and that isn't possible without their input!

New Britain Borough excels at collecting public input, and thus far has a minimum of two years-worth of comprehensive planning and now active transportation planning public outreach to support making improvements. Participation includes feedback collected through: committee meetings, survey questionnaires, previous online surveys, key person interviews, public workshops, and news articles. In all of the above, the Pedestrian & Bicycle Network was met with considerable support.

Stakeholder/Steering Committee

The members of the committee held regular and publicly scheduled meetings, on the third Tuesday of each month. Discussions and presentations held each meeting included opportunity for public feedback and interaction. Additionally, the committee made special arrangement to conduct two (2) walkability assessments in the community, to assist with the evaluation of existing conditions and opportunities and constraints for active transportation routes.



Steering Committee Walkability Assessment Tour

Public Input

New Britain Borough established a sequence of public events for the preparation of the comprehensive plan update. Beginning with initial economic development, main street, and street light studies, New Britain found great support for revitalizing areas of blight, establishing redevelopment districts, connecting to regional trail and transit systems, and seeking grants for making the borough more walkable.

For the comprehensive plan, including the Active Transportation Plan section, Power Point presentations, display boards, surveys, questionnaire brochures, and maps were used to collect the interests and priorities of the public. Attendees were informed of outdoor recreation benefits, discussed active route alignments, and added to the possible list of network destinations. The public shared their input at the Borough's Town Hall meeting November 29, 2017 and at the New Britain Civic Day on June 1, 2019.

Public Meeting Findings:

- **Walkability is the #1 priority;**
- Improvements to existing trails and roads, streetscapes, University Village and Streetlights are critical;
- Strong desire to increase number of exercising and outdoor exploring areas;
- Strong desire to create more connections to schools, healthcare and neighboring communities;
- Strong desire for completely connected sidewalks and trails with longer route lengths (over 50% willing to walk/bike 4+ miles to get healthier);
- Favorite Destinations include nature areas, parks and trails, and shopping on Butler;
- Most important amenities needed—new wayfinding and amenities signage



Public Input Gathering:
New Britain Town Hall Meeting



Public Input Gathering:
New Britain Civic Day

Existing Conditions

New Britain Borough in 2019

New Britain developed along its main thoroughfare, Butler Avenue, once commonly referred to as old PA 202. Over half of the traffic travelling through the Borough is experienced along Butler, and it carries nearly 13,000 vehicular trips daily to places like Doylestown Borough to the east, and Norristown and King of Prussia to the west. According to Smart Growth America’s biannual report, “*Pennsylvania is ranked the 33rd most dangerous state for people walking, and is the 20th most dangerous for older adults.*” Walkability improvements to the Borough are especially needed for existing older residents.

In 2010, the US Census reported 3,037 persons living in New Britain Borough. By 2017, the number was expected to grow to 3,044, according to estimates of the Delaware Valley Regional Planning Commission. Neither of these numbers accurately account for the impact of approved residential apartment developments, or the existence of the Delaware Valley University, both delivering hundreds of cars to New Britain roadways, and supporting hundreds more possible active transportation route users. Important to the improvement of or creation of new active transportation routes is the commuter and traffic data of the Borough. Thousands more vehicles than Borough residents travel through the Borough each day.

Commuter & Traffic Data				
	Bucks County		New Britain Borough	
Commuters				
Average travel time to work (minutes)	29.8		25.8	
Percentage Driving alone to work	81.9%		72.4%	
Percent Walking/Biking to work	2%		8.2%	
Residents working within municipality	41.3%		2.8%	
Residents commuting outside of municipality	58.7%		97.2%	
Top 5 places commuting to:	City of Philadelphia (11.6%)		City of Philadelphia (7%)	
	Bensalem Township (4.8%)		Doylestown Twonship (6.3%)	
	Middletown Township (4.3%)		Doylestown Borough (5.8%)	
	Bristol Township (3.6%)		Horsham Township (3.3%)	
	Falls Township (2.4%)		New Britain Borough (2.8%)	
Top Transportation Routes				
	Road	AADT	Road	AADT
Top 5 Routes and Average Annual Daily Traffic counts (AADT)	US 1 (Lincoln Hwy)	38,050	Butler Avenue	12,920
	I-95 (Delaware Expwy)	27,928	Keeley Avenue	4,589
	PA 611 (Easton Rd)	20,842	Bristol Road	5,888
	US 13 (Bristol Pk)	20,707	South Shady Retreat Rd	2,898
	PA 413 (New Rodgers Rd)	19,864	South Tamenend Ave	2,158
5 Year Crash Summary				
Total Crashes (2013-2017)	29,929		78	
Total Fatal	0.8%	241	0%	-
Total Injured	52%	15,577	47.4%	37

*Data compiled from the Delaware Valley Regional Planning Commission & US Census Bureau

Table 1. Commuter & Traffic Data

Existing and Planned Walking and Bicycling Facilities:

Sidewalks—exist in abundance, albeit in dated designs, in the northwest quadrant of the Borough; but only fewer areas scattered throughout the rest of the borough. A primary sidewalk link is in the planning, design and construction phases along Butler Avenue. *Existing Sidewalks (46,561 LF), New Sidewalks in the process of being implemented currently (13,575 LF)*

Trails—when complete the regional Circuit Trails will include Neshaminy Creek Greenway Trail and Route 202 Trail as well as multi-municipal trails through adjacent townships. *Existing trails within the Borough total 12,650 linear feet and include Pine Run Trail, Neshaminy Creek Greenway Trail, Route 202 Trail, Wilma Quinlin Nature Preserve trails, Keeley Avenue multiuse path and S Tamanend Avenue multiuse path.*

Crossings, Curbs, Signage and Street Painting—select curbs and crossings are receiving improvement attention currently but overall major intersections are in need of design and improvement. Lack of wayfinding signage and amenity signage is in need of attention.



SIDEWALKS



CURB RAMPS



CROSSINGS



PARKING



TRAILS

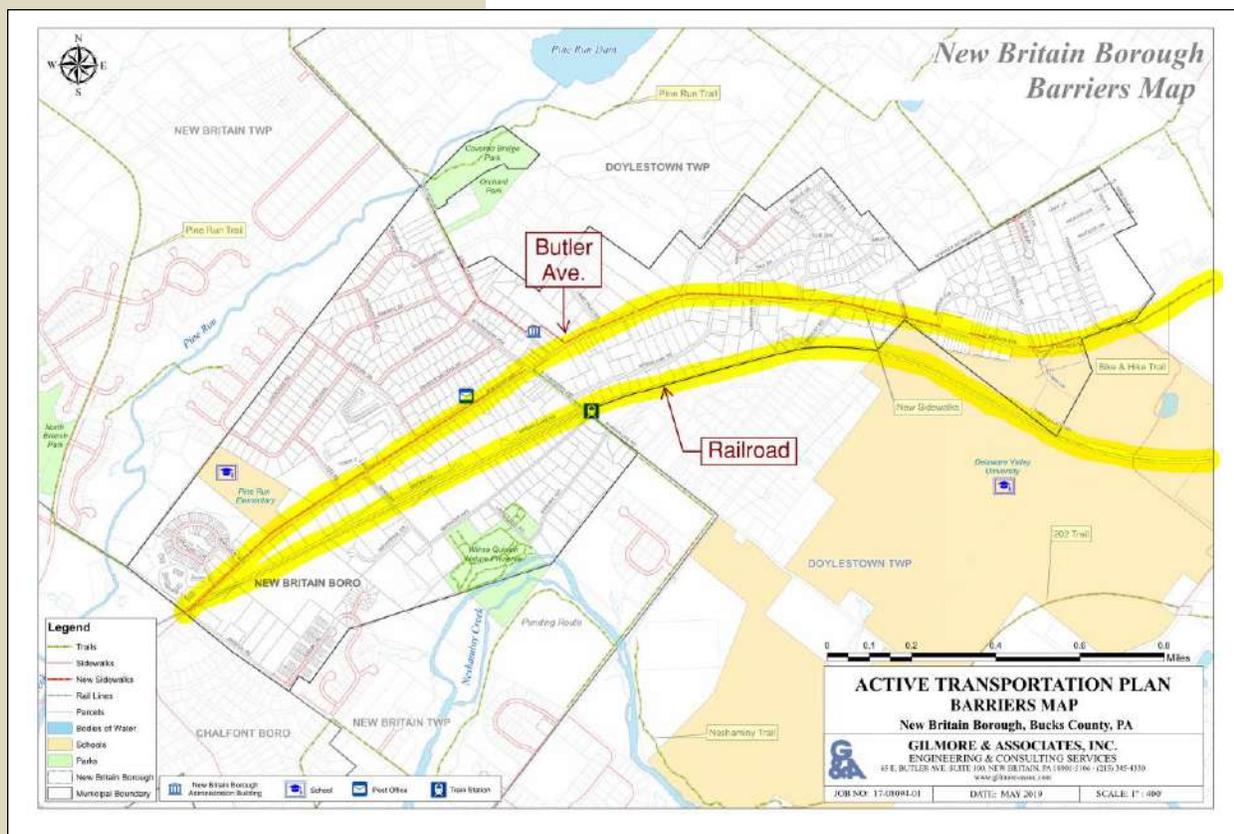


CONNECTIONS

Barriers

There are multiple physical barriers within the Borough that prevent safe pedestrian mobility. The most present barriers include the active rail line (9,365 feet within the Borough) and Butler Avenue, both of which laterally divide the municipality from its eastern border to its western. Pedestrian and bicycle conflicts mainly occur due to a lack of facilities and crossings that do not meet current safety standards, limiting multimodal movement through these locations.

Low-income housing and distance from the Borough's 'Main Street' are also barriers that affect the probability of a community having sidewalk or trail connections to New Britain's businesses and community resources along Butler Avenue and beyond. These locations were not always considered in the past as priority areas to connect into the Pedestrian and Bicycle Network.



Map 2. Barriers Map

Resident Need

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

Recommendations

Goal 1: To Enhance Walkability through a Connected Pedestrian and Bicycle Network.

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

Goal 1A: Improve Existing Pedestrian/Bicycle Facilities

Throughout the New Britain, neighborhoods vary in their exhibit of sidewalks. Those with existing sidewalks show age and gradual upgrades to comply with ADA standards. Along Butler Avenue a single nearly continuous sidewalk is in phased construction and mostly complete in the western half of the Borough. Grant funding is committed to much of the east. Thereafter the following objectives should be pursued:

Objective 1A.1: Pursue a sidewalk inventory study to identify sidewalk widths and determine where ADA improvements are needed;

Objective 1A.2: Enhance existing, and add new, wayfinding, directional and safety signage to existing trails;

Objective 1A.3: Ensure existing trails and sidewalks continue to be maintained for resident enjoyment.

Goal 2: To Plan Active Transportation Routes to Local Destinations.

New Britain Borough will study, plan, design, and promote active transportation routes throughout the municipality, and even toward and connecting to regional trail systems. Active routes will take on greater meaning to residents and visitors through the promotion of their possible route length and destination importance, even if to create a loop for beginning and ending a health-improvement outing—walking, bicycling, strolling or rolling with wheelchair or other approved health support device. Specific routes have been identified for each of the portions of the borough roughly divided by the Butler Avenue and Tamanend-Keeley-Almshouse street system.

Goal 2A.1: Enhance Connectivity and Create Active Routes and Awareness

New Britain 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.1: Link disconnected sidewalks;

Objective 2A.2: Identify trail connections to link residents to destinations and other walking routes;

Objective 2A.3: Enhance or install pedestrian and bicycle crossings, vehicle stop bars and pedestrian signals where appropriate at signalized vehicular intersections;

Objective 2A.4: Enhance or install wayfinding and amenity signage;

Objective 2A.5: Improve roadway markings on residential roads determined by volume and speed to be safe for walking;

Objective 2A.6: Enhance or install trail safety signage.

Objective 2A.7: Enhance Trail Amenities

Goal 3: To Improve Resident Health—through the provision of pedestrian and bicycle alternatives to vehicular travel and of access to routes for recreation.

The installation of new active transportation routes, in New Britain 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).

Goal 3A.1: “Brand” Active Transportation Routes

Objective 3A.1: Identify routes ranging from ¼ mile to 4 miles or greater

Goals 3B.1: Enhance Awareness of Active Transportation routes

Objective 3B.1: Provide residents/visitors with accessible information regarding all routes;

Objective 3B.2: Inform residents of the health benefits of walking, bicycling, and being active.

Design Considerations

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

Common Path/Trail/ Route Types



Macadam



Crushed Stone



Natural



Boardwalk



Bike Lane



Sharrow



Sidewalk



Country Road

The New Britain Borough Active Transportation Plan identifies twelve (12) 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 New Britain, to the extent visually possible; recommendations are made to further study the engineering requirements of sidewalk repairs and for in road cycling.

General Costs

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

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

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

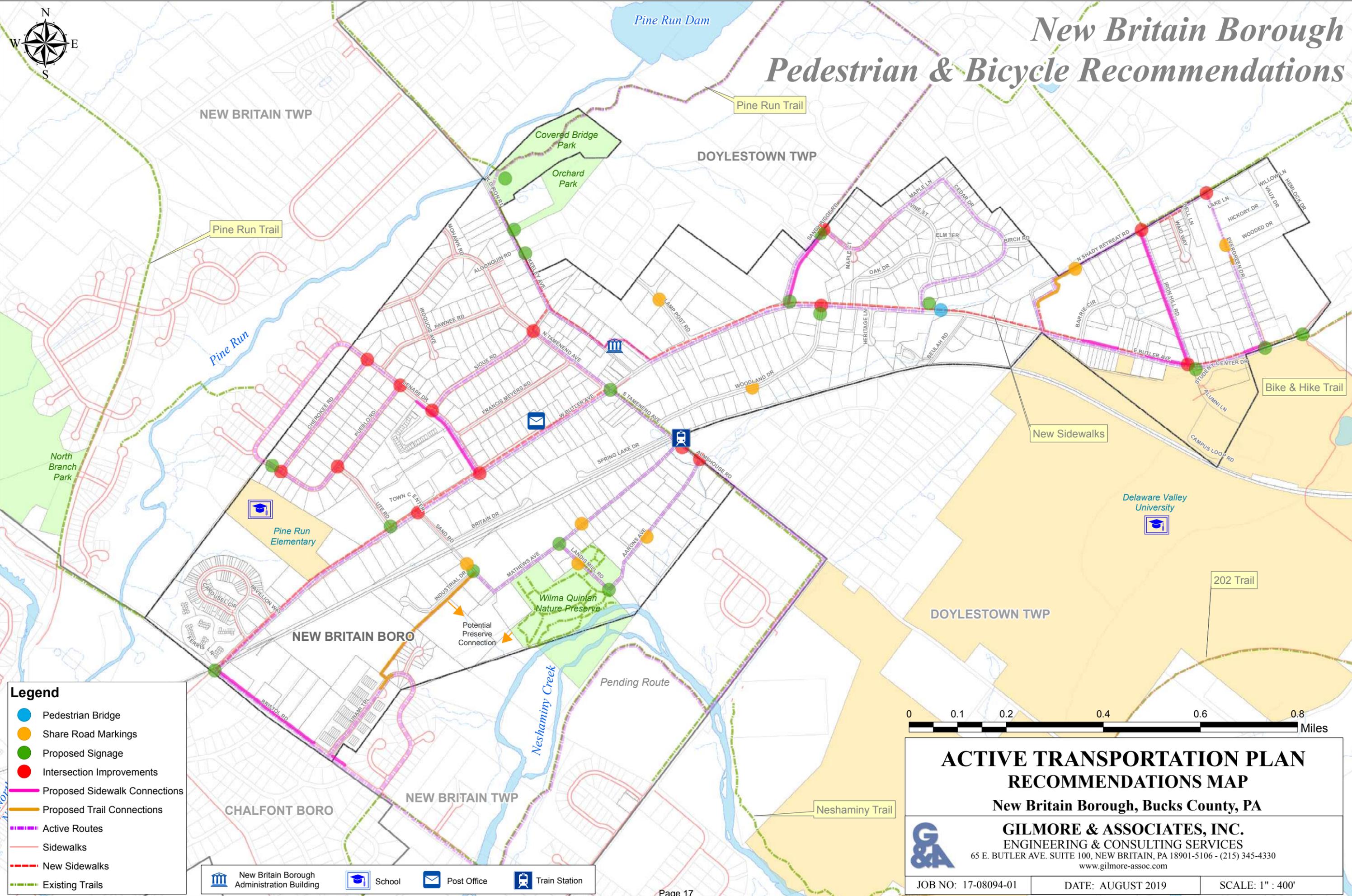
General Cost Estimates

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

Table 2. General Cost Estimates



New Britain Borough Pedestrian & Bicycle Recommendations



Legend

- Pedestrian Bridge
- Share Road Markings
- Proposed Signage
- Intersection Improvements
- Proposed Sidewalk Connections
- Proposed Trail Connections
- Active Routes
- Sidewalks
- New Sidewalks
- Existing Trails

New Britain Borough Administration Building
 School
 Post Office
 Train Station



**ACTIVE TRANSPORTATION PLAN
RECOMMENDATIONS MAP**

New Britain Borough, Bucks County, PA

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JOB NO: 17-08094-01 DATE: AUGUST 2019 SCALE: 1" : 400'

Map 2. Pedestrian and Bicycle Recommendations Map

Action Plan

Implementing the recommendations of New Britain Borough Active Transportation Plan will be the shared responsibility of the elected officials, commissions, staff, volunteer committees, residents, businesses, and consultants and professionals who care about the universal and inclusive approach to getting residents out and getting more active. Each recommendation is presented as part of a whole, with the greater goal of getting the entire Borough pedestrian and bicycle network entirely connected—and in the nearest term possible. Some recommendations will impact the Borough financially in ways which require strategic and funding partnerships and others may require respectful negotiations with private landowners.

Partnerships

New Britain Borough is actively cultivating partnerships with local businesses, charity groups, and the local university to create a funding and promotion strategy for the comprehensive plan.

Funding Opportunities

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

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

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



New Britain Borough Active Transportation Plan-Action Plan

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

	Priority	Action
Goal 1: To Enhance Walkability through a Connected Pedestrian and Bicycle Network.		

Goal 1A: Improve Existing Pedestrian/Bicycle Facilities

Objective 1A.1: Pursue a sidewalk inventory study to identify sidewalk widths and determine where ADA improvements are needed

A.I. Conduct survey with ADA specialist and volunteers	1	Boro
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Objective 1A.2: Enhance existing, and add new, wayfinding, directional and safety signage to existing trails

A.I. Prepare a sign plan with list of locations, contractors, and costs	1	Boro
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Objective 1A.3: Ensure existing trails and sidewalks continue to be maintained for resident enjoyment

A.I. Combine volunteer effort of Parks, Preserves, Shade Tree Committee	3	Boro
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	Priority	Action
Goal 2: To Plan Active Transportation Routes to Local Destinations.		

Goal 2A: Enhance Connectivity and Create Active Routes and Awareness

Objective 2A.1: Link disconnected sidewalks

A.I. Butler Avenue- 0.16 Miles (845 ft) between Shady Retreat and Iron Hill roads (total needed to connect to new)	2	Partners
--	---	----------

A.I. Bristol Road-0.03 Miles (158 ft) near Unami Trail	1	Boro
--	---	------

A.I. Sandy Ridge Rd-0.16 Miles (845 ft) from Butler Ave to Maple Ln	2	Boro
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A.I. Bristol Road-0.25 Miles (1,320 ft) Unami Trail to Butler Ave	1	Boro
---	---	------

A.I. Iron Hill Rd-0.29 Miles (1,531 ft) from Butler Ave to Pine Run Trail	1	Boro
---	---	------

A.I. Lenape Dr.-0.2 Miles (1,056 ft) from Butler Ave to existing	2	Boro
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A.I. Butler Avenue-0.04 Miles (211 ft) from Iron Hill Rd to Evergreen	1	Boro
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Objective 2A.2: Identify trail connections to link residents to destinations and other walking routes

A.I. Between Unami Trail and Green Valley Way-pursue 0.04 Miles (211 ft) of trail	1	Boro
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A.I. From Green Valley Way to Industrial Dr.-pursue 0.29 Miles (1,531 ft) of trail	1	Boro
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A.I. Trail connection to Wilma Quinlin along Borough easements	1	Boro
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A.I. Redesign Evergreen Roadblock to allow pedestrian and bicycle access	1	Boro
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A.I. Support trail connection through the Knoell Property-developer proposed 4' wide trail planned along Shady Retreat	2	Partners
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A.I. Support New Britain Township's efforts to complete the Neshaminy Creek Greenway Trail with connections along Bristol Rd	3	Partners
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A.I. Support potential future efforts by Doylestown Township to expand trails and trail connections to New Britain Borough	2	Partners
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Objective 2A.3: Enhance or install pedestrian and bicycle crossings, vehicle stop bars and pedestrian signals where appropriate at signalized vehicular intersections

A.I. Implement traffic stop bars and crosswalks at every pedestrian pathway/roadway crossing to improve pedestrian and bicycle safety	2	Boro
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A.I. Add pedestrian safety signage at all crossings and where future trails approach roadways	1	Boro
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A.I. Add pedestrian signals at all signalized vehicle intersections to meet current standards	3	Boro
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A.I. Improve existing pedestrian crossing facilities (update ramps, crosswalks, and signage to ADA standards) especially at:		
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• Cherokee Road and Pueblo Road-update ramps and add crosswalks	3	Boro
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• Cherokee Road and Lenape Drive-update ramps and add crosswalks	3	Boro
--	---	------

• Pueblo Road and Ute Road-update ramps and add crosswalks	3	Boro
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• Pueblo Road and Lenape Drive-update ramps and add crosswalks	3	Boro
--	---	------

• Aarons Ave. and Almshouse Rd-safely connect travelers to the existing crosswalk/implement another crosswalk	2	Boro
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• Mathews Avenue and Almshouse Road-add a crosswalk and pedestrian features	2	Boro
---	---	------

A.I. Redesign intersections for a safer and more cohesive multimodal interaction		
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	Priority	Action
• Butler Avenue and Sand Road-intersection upgrade	1	Boro
• Butler Avenue and Lenape Drive-intersection upgrade with new signalization	3	Boro
• Lenape Drive Sioux Road-new potential Town Center Office Park entrance and intersection	2	Boro
• N Tamenend Avenue and Sioux Road-intersection upgrade	1	Boro
• Butler Avenue and Iron Hill Road-intersection upgrade	1	Partners
• Butler Avenue and Woodland Drive-midblock crossing with pedestrian facilities	2	Boro
• N Shady Retreat Road and Evergreen Drive-install pedestrian facilities	1	Boro
• N Shady Retreat Road and Iron Hill Road-enhance pedestrian facilities	1	Boro
• W Sandy Ridge Road and Maple Lane-enhance pedestrian facilities	1	Boro
A.I. Redesign waterway crossings for safe pedestrian and vehicle		
• Pedestrian Bridge over Cooks Run on Butler Ave. between Cedar Dr. and Beulah Rd.	3	Boro
Objective 2A.4: Enhance or install wayfinding and amenity signage		
A.I. Enhance gateways with 'Pedestrian and Bicycle Friendly Community' signage	1	Boro
A.I. Pursue Trailhead opportunities throughout the Borough		
• Seek opportunities for rest benches, restrooms, and kiosks	1	Partners
• Partner with townships to develop Trailhead at Covered Bridge Park	2	Partners
• Potential Trailhead at corner of Cedar Drive and Butler Avenue	2	Partners
A.I. Install wayfinding signage to local businesses and destinations		
• At all Trailhead locations	1	Partners
• At Tamenend Avenue and Butler Avenue intersection	1	Partners
• At Pueblo and Cherokee roads for 'New Britain Township North Branch Park'	1	Partners
• At Sandy Ridge Rd. and Butler Ave. for Train Station via Woodland Dr.	1	Partners
• At Woodland Dr. and Butler Ave. directing travelers to Train Station	1	Partners
• At Butler Ave. and Iron Hill Rd directing to Businesses and University trails	1	Partners
A.I. Wayfinding signage to, and along Active Routes		
• 1/4 mile distance markers along all identified Active Routes, with route name and directional arrow		
→ At Landis Mill Road and Mathews Ave for distinction between multiple Active Routes	1	Boro
→ At Sandy Ridge Road and Maple Lane for distinction between multiple Active Routes	1	Boro
→ At Industrial Drive and Mathews Ave for Active Route and Wilma Quinlan	1	Boro
→ At Landis Mill Road and Aarons Avenue to direct to Active Route vs. Wilma Quinlan	1	Boro
→ At Butler Ave. and Evergreen Dr. to direct along Active Routes vs. Bike & Hike Trail	1	Boro
→ At Butler Avenue and Iron Hill Road to direct along Active Routes vs. Delaware Valley University internal trail network	1	Boro
→ At Orchard Park directing to Orchard Park, Covered Bridge Park, and Active Route	1	Boro
• Directional signage to Active Routes	1	Boro
• At a crossing when trail mingles with additional routes	1	Boro
A.I. Re-evaluate existing signage to improve visibility & compatability with trail	2	Boro
Objective 2A.5: Improve roadway markings on residential roads determined by volume and speed to be safe for walking		
A.I. Paint share the road symbols (pedestrian and bicycle) on residential roads not in need of sidewalk or trails		
• Especially: Sand Rd, Aarons Ave, Landis Mill, Mathews Ave, Evergreen Dr., Lamp Post Rd, Woodland Dr. & N Shady Retreat	1	Boro
Objective 2A.6: Enhance or install trail safety signage		
• Add trail user safety stop signs to major, or unanticipated roadway connections		
→ Wilma Quinlin Trail abutment with Landis Mill Road and Aarons Avenue	1	Boro

	Priority	Action
Objective 2A.7: Enhance Trail Amenities		
<ul style="list-style-type: none"> • Improve trail amenities for existing and new trails to support users <ul style="list-style-type: none"> → lighting, educational signs and kiosks, bike repair stations and bathroom access 	2	Boro
<ul style="list-style-type: none"> • Add benches every 1/4 Mile along routes and at all trailhead and destination locations <ul style="list-style-type: none"> → All benches should have a backrest and at least 1 armrest to meet ADA standards → Locations: Town Center, Pine Run Elementary School, Orchard Park, Train Station, Butler Avenue Parklets, Lenape Dr and Sioux Rd, and Butler Ave intersections with Sandy Ridge Rd, Cedar Dr, Shady Retreat Rd, Iron Hill Rd, Pavillion Way and Bristol Rd 	2	Boro
	2	Boro, Partners

Priority Action

Goal 3: To Improve Resident Health—through the provision of pedestrian and bicycle alternatives to vehicular travel and of access to routes for recreation.

Goal 3A: “Brand” Active Transportation Routes

Objective 3A.1: Identify routes ranging from ¼ mile to 4 miles or greater

A.I.	<p>develop the Unami Trail Loop (2/3 mile) using existing sidewalks, sidewalk and trail connections and signage includes Unami Trail, trail connection, Green Valley Way, Bristol Road, sidewalk connection and signage</p> <p>→ Destinations: Neighborhoods and other Active Routes</p>	1	Boro
A.I.	<p>develop the Unami Double (2 1/2 miles) using existing sidewalks, sidewalk and trail connections, and signage includes Unami Road, proposed trail connections, Industrial Drive, Mathews Avenue, S Tamenend Avenue, Butler Avenue and Bristol Road</p> <p>→ Destinations: Neighborhoods, Wilma Quinlan Nature Preserve, Tamenend Trail, Train Station, Butler Avenue Businesses, Pine Run Elementary, other Active Routes</p>	1	Boro
A.I.	<p>develop the Neshaminy 5K (3 1/4 miles) using existing sidewalks, sidewalk and trail connections, proposed Neshaminy Creek Greenway Trail and signage includes Bristol Road, Butler Avenue, existing trail on Tamenend and Upper State, proposed Neshaminy Creek Greenway Trail back to Bristol Road</p> <p>→ Destinations: Neighborhoods, Wilma Quinlan Nature Preserve, Tamenend Trail, Neshaminy Creek Greenway, Train Station, Butler Avenue Businesses, Pine Run Elementary, other Active Routes</p>	2	Partners
A.I.	<p>develop the Mathews Short Run (0.8 Miles) includes Landis Mill Road, Aarons Avenue, Almshouse Road, Mathews Avenue</p> <p>→ Destinations: Neighborhoods, Wilma Quinlan Nature Preserve, Tamenend Trail, Train Station</p>	2	Boro
A.I.	<p>develop the Pueblo Cherokee Loop (3/4 miles) includes Pueblo Road, Lenape Drive, Cherokee Road</p> <p>→ Destinations: Neighborhoods and other Active Routes</p>	2	Boro
A.I.	<p>develop the Pueblo Pheasant Loop (4/5 miles) includes Pueblo Road, Lenape Drive, Pheasant Run Drive</p> <p>→ Destinations: Neighborhoods, New Britain Township and Trail/North Branch Park connection, links to other Active Routes</p>	2	Boro
A.I.	<p>develop the Sioux Butler Loop (2/3 mile) includes Sioux Road, Lenape Drive, Butler Avenue, Tamenend Avenue</p> <p>→ Destinations: Neighborhoods, Tamenend Trail, Butler Avenue Businesses</p>	2	Boro
A.I.	<p>develop the Pine Run 5K (3 miles) includes Old Ironhill Road, Pine Run Trail, Sandy Ridge Road, Butler Avenue, sidewalk connection to Keeley Avenue</p> <p>→ Destinations: Neighborhoods, Covered Bridge Park, Orchard Park, Pine Run Trail, Doylestown Trail, link to Butler Avenue Businesses</p>	1	Partners
A.I.	<p>develop the Iron Hill Loop (1 1/4 Miles) includes Shady Retreat Road and trail, Evergreen Drive, Butler Avenue</p> <p>→ Destinations: Neighborhoods, Doylestown Trail, Delaware Valley University, link to Butler Avenue Businesses and connection to other Active Routes</p>	1	Boro

		Priority	Action
A.I.	develop the Iron Hill Loop East (0.9 Miles) includes Iron Hill Road, Shady Retreat Road trail, Evergreen Drive, Butler Avenue → Destinations:Neighborhoods, Doylestown Trail, Delaware Valley University, link to Butler Avenue Businesses and connection to other Active Routes	1	Boro
A.I.	develop the Iron Hill Loop West (0.9 Miles) includes Iron Hill Road, Shady Retreat Road, Butler Avenue → Destinations: Neighborhoods, Doylestown Trail, Delaware Valley University, link to Butler Avenue Businesses and connection to other Active Routes	1	Boro
A.I.	develop the Maple Cedar Loop West (1 1/4 Miles) includes Maple Ln, Cedar Drive, Butler Avenue, Sandy Ridge Road → Destinations:Neighborhoods, Doylestown Trail, link to Butler Avenue Businesses and safe route to Train Station	3	Boro
A.I.	Support future trail expansions and connections to nearby destinations outside of the Borough	1	Partners
Goals 3B: Enhance Awareness of Active Transportation routes			
Objective 3B.1: Provide residents/visitors with accessible information regarding all routes			
A.I.	Develop a Borough Trail Map that shows existing routes including length, difficulty, and destinations	1	Boro
A.I.	Provide the Borough Trail Map at Borough Hall, park kiosks, and popular destinations	1	Boro
A.I.	Make the Borough Trail Map available online	1	Boro
A.I.	Explore the feasibility of developing an interactive Borough Trail Map with GPS for residents to track their health achievements	2	Partners
Objective 3B.2: Inform residents of the health benefits of walking, bicycling, and being active			
A.I.	Include the benefits of walking/biking on the Borough Trail Map	1	Boro
A.I.	Share handouts/studies with residents on the Borough website stressing the benefits of outdoor recreation	1	Boro

Table 3. 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.

Active Transportation Plan

Appendices



IN-HOUSE MEMORANDUM

Date: Monday, December 11, 2017
To: Sam Bryant, New Briatain Borough Manager
From: Elizabeth Rosencrans, Junior Planner
cc: Kent A. Baird, AICP, Community Planner
Reference: New Britain Town Hall Meeting Display Board Review

Summary

Since the last Town Hall Meeting in 2013, the community has stressed a desire for a walkable town above all, followed by a Butler Avenue streetscape and budding local businesses. The interactive display boards from New Britain's Town Hall Meeting on Thursday, November 29, 2017 show these past goals remain a top priority for the community.

1. The community personally marked Exercising and Exploring as their highest park and recreation need, while the remaining Community, Family and Other park and recreation needs were priorities for the town's focus.
2. The community personally marked Town Character as their highest town planning need, coming in at double the town vote for town character, followed by the Environment. For New Britain the people chose Land Use as the most important town planning need gaining triple the personal Land Use votes, followed by Parks and Recreation.
3. The community personally marked Trails and Roads as their favorite area moving forward in the coming years reaching nearly triple the Trail and Road votes for the town, with New Britain ranking highest for the remaining Streetscapes, University Village and Streetlight projects.

When it came to town planning needs the community felt very strongly about planning for and improving New Britain's town character. This shows that past desires recognized in the Main Street Study to create a streetscape and improve the character of New Britain is still a high priority for the community. The high number of town votes for Land Use conveys that this is an area New Britain needs to focus on and again relates to the communities continuing desire to see New Britain transformed from a pass through to a destination town.

The upcoming projects board showed that the community is still highly in support of improving the walkability of their town and bettering town areas recognized in the Main Street Plan. High town votes for the University Village, Streetlights and Streetscapes show these are areas the community desires their town to pursue, yet the close ranking personal votes in these categories show their personal excitement for these projects as well. Trails and Roads ranked the highest for personal votes showing that the public recognizes the other 3 categories as important to improve the town and town character, but feel that walkability is the most important town improvement for the people.

For their park and recreation needs the community values the ability to exercise and explore their natural areas, a responsibility they put upon themselves, but they make it clear that their town needs to take responsibility for the community, family and amenities portion of their parks. These boards show the people of New Britain feel it is important for their town to recognize its parks and recreational areas as vital areas of the community and places for the community to gather and connect.

Green Stickers—represented participants personal favorite

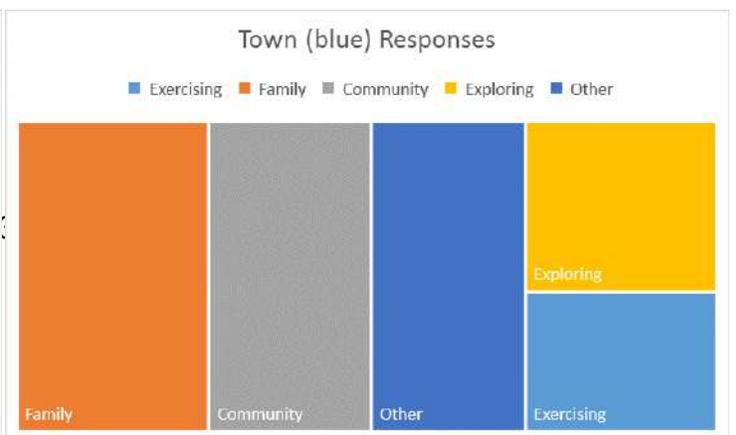
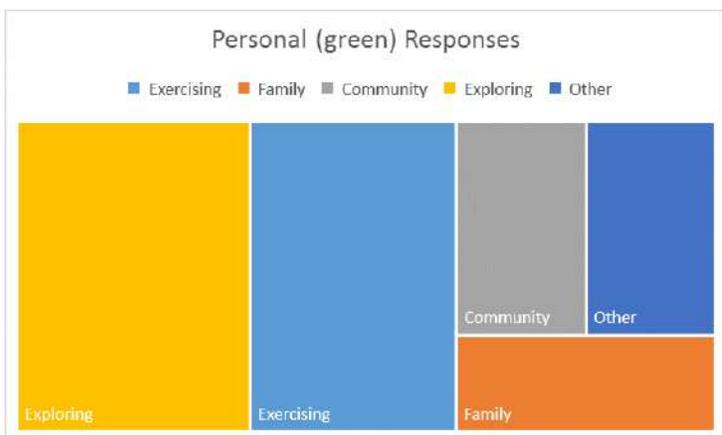
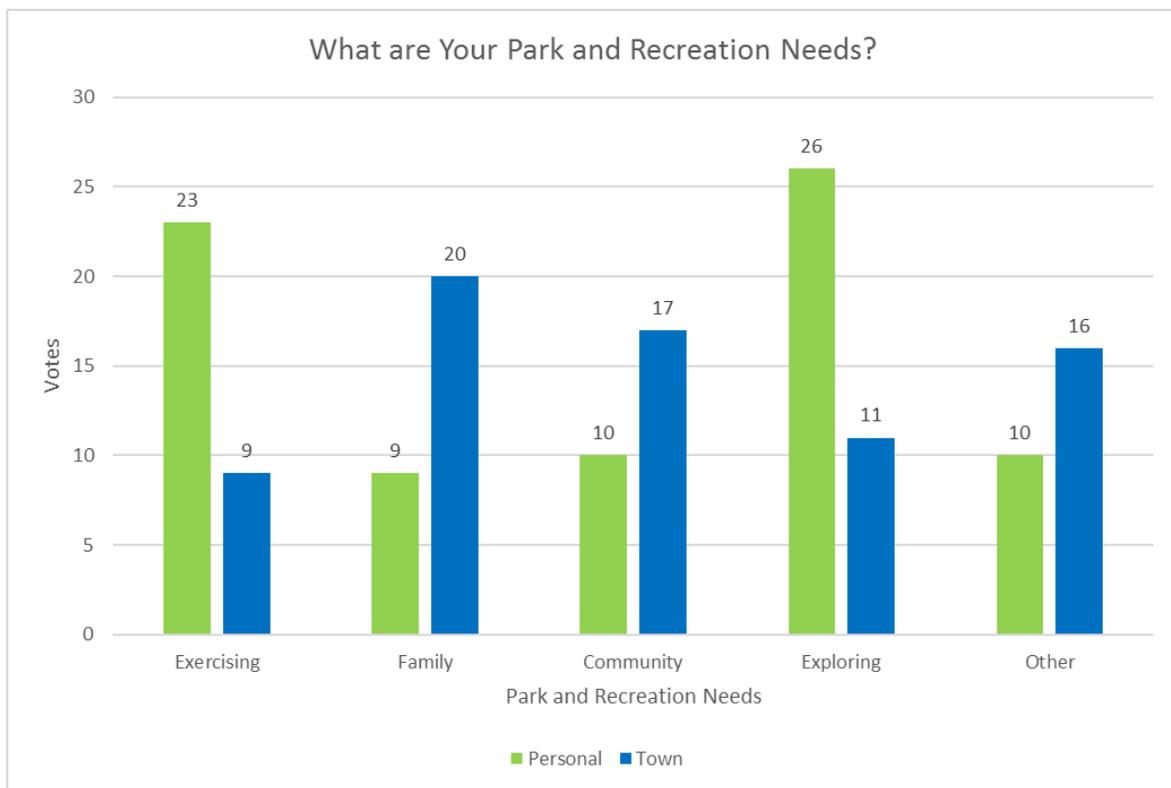
Blue Stickers—represented participants favorite pick for the town

What are Your Park and Recreation Needs			
Categories	Description	Green	Blue
Exercising	Walking, Running, Riding, Rolling, Fitness stations	23	9
Family	Playgrounds, Paths, Sport fields & Courts, Seasonal activities	9	20
Community	Gathering Spaces, Gardening, Special events, Clean-ups & Volunteering, Artwork, Historic sites & Museums	10	17
Exploring	Hiking, Nature viewing, Trails, Habitat, Environmental education	26	11
Other	Restrooms, Lighting, Signage, Universal play areas, Benches	10	16
Total		78	73
Overall Total		151	

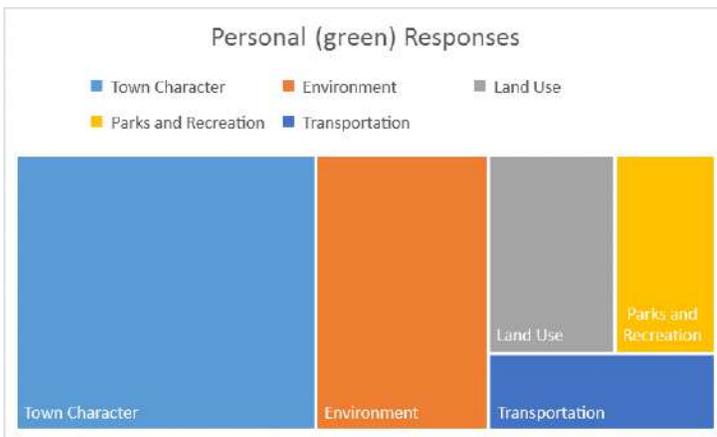
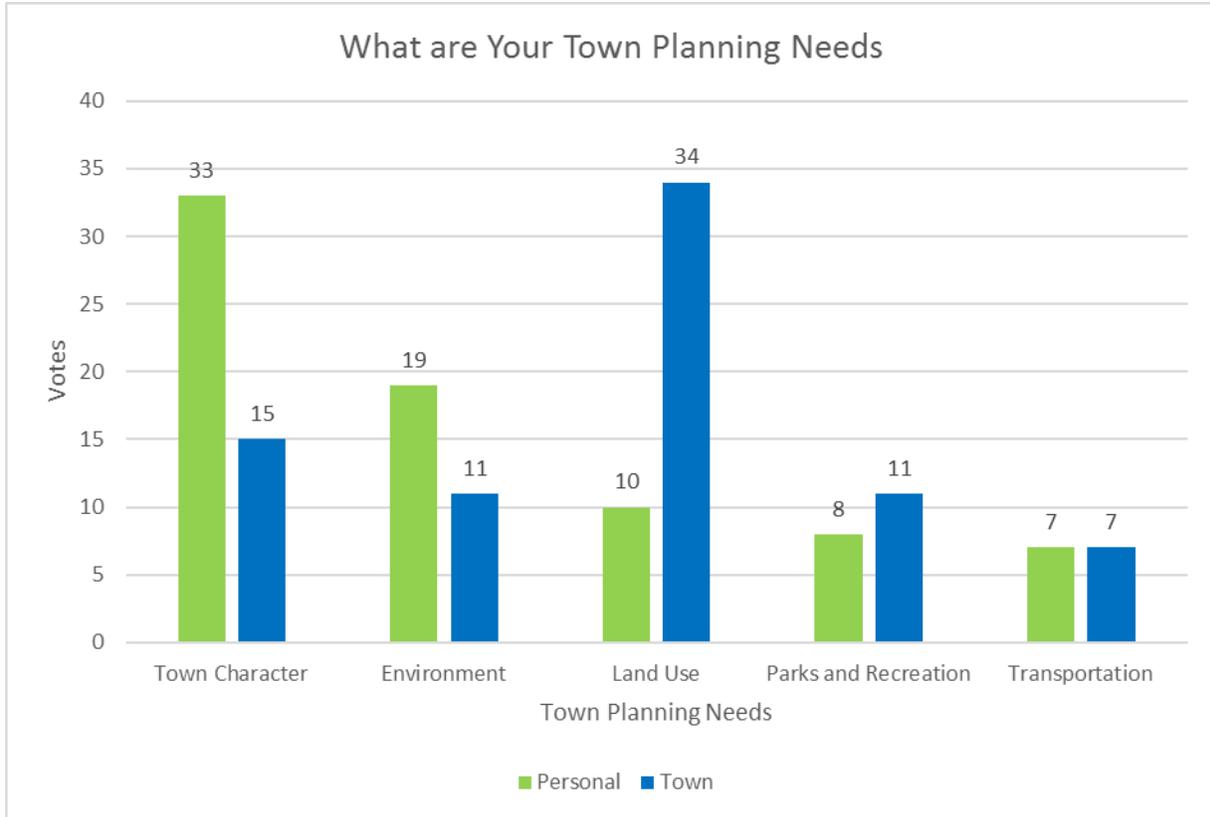
What are Your Town Planning Needs			
Categories		Green	Blue
Town Character		33	15
Environment		19	11
Land Use		10	34
Parks and Recreation		8	11
Transportation		7	7
Total		77	78
Overall Total		155	

Moving Forward			
Categories	Description	Green	Blue
Trails & Roads	DART, Trail connections, Walkability	27	9
Streetscapes	Gateways, Signage, Branding	10	18
University Village	Mix of uses, Business promotion	24	26
Streetlights	Dark skies areas, New lights, Energy Efficiency	17	20
Total		78	73
Overall Total		151	

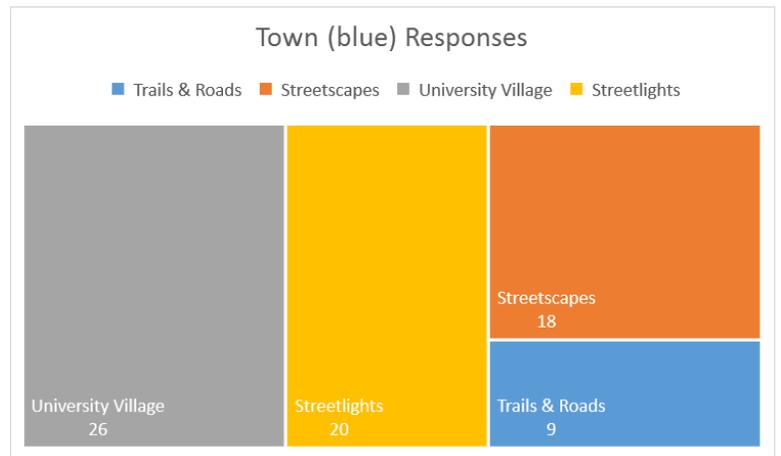
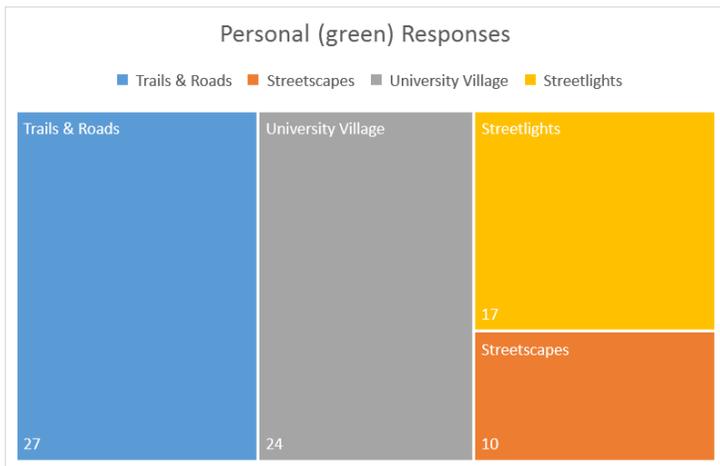
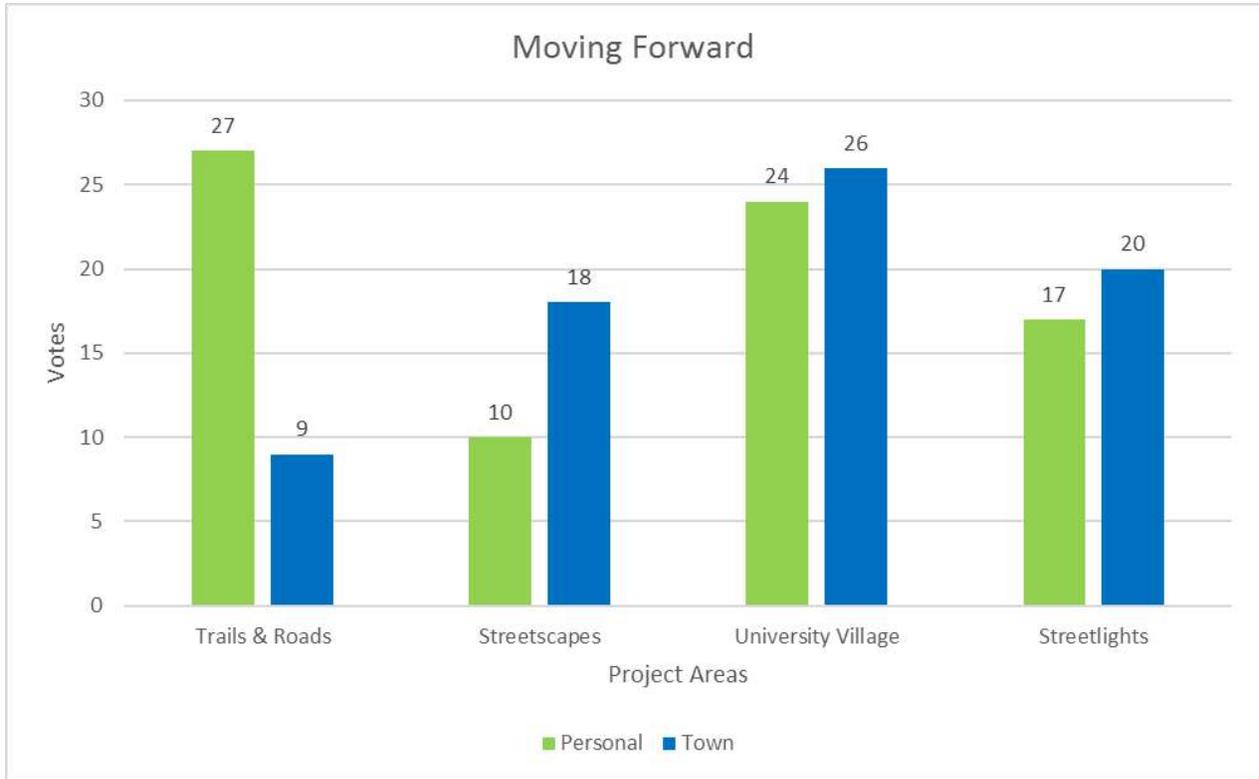
What are Your Park and Recreation Needs?



What are Your Town Planning Needs?



Moving Forward





**New Britain Borough
Town Hall Meeting**

Lenape Valley Church
November 2017

**Survey Results
Town Hall Meeting 2017**



A Friendly Place to Live



Participant Breakdown	
Residents	100
Business Owner	3
Other	3
Resident & Business Owner	4
Total	110

Borough Priorities

	Trails / Sidewalks	Road Quality	Parks	Natural Environment
Higher Priority	84.55%	91.82%	88.18%	86.36%
Lower Priority	15.45%	8.18%	11.82%	13.64%
	Economic Development	Community Events	Access to Public Water & Sewer	Taxes
Higher Priority	82.73%	70.00%	68.18%	86.36%
Lower Priority	17.27%	30.00%	31.82%	13.64%

1. Walkability
2. Streetlights
3. Roads
4. Covered Bridge Park
5. Orchard Park
6. Nature Preserve
7. Community Events
8. Desired Businesses



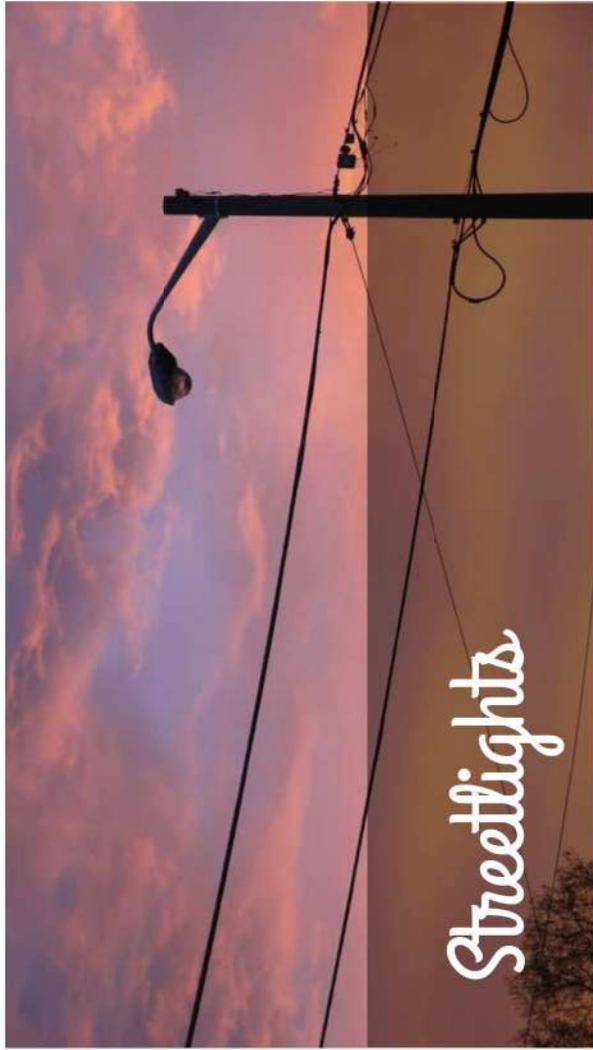
Community Walkability

Walkability

85% of the people surveyed felt that this was a priority or higher

Focused concern on walking improvement on Butler, DeVal, Keeley and Tamenend Ave

Council and Borough committees will work to address these concerns



Streetlights

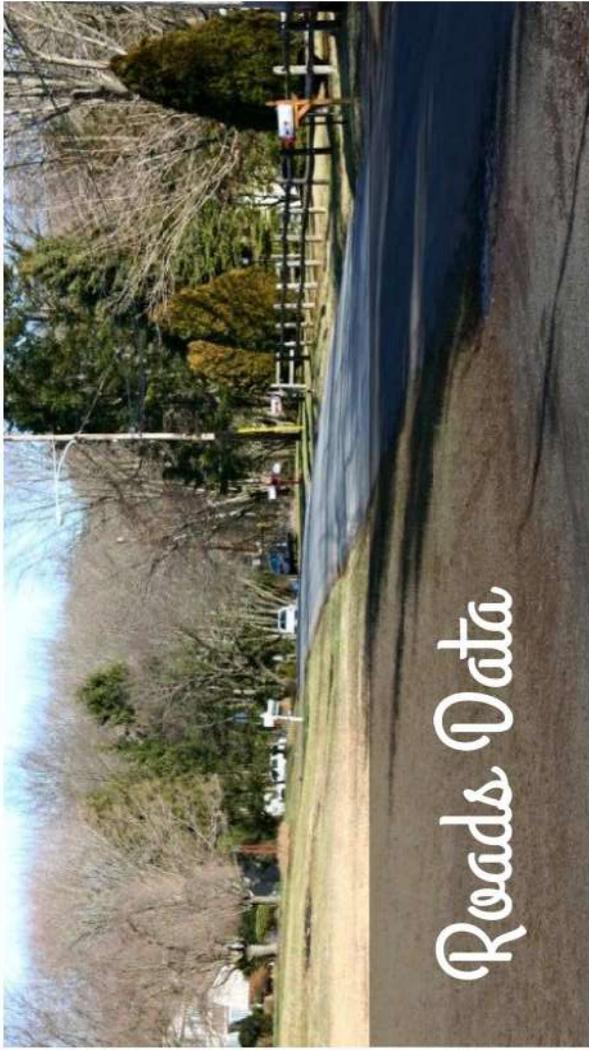
Streetlights



82% of people surveyed found the current street lighting to be fair or poor

Data results supported lighting plans for walkability with a focus of getting more light on sidewalks and trails

Streetlight and Public Safety Committees will be made aware of the public concerns and will work to address them



Roads Data

Borough Roads

92% of people ranked Roads as a priority or higher

82% found the roads to be in fair or poor condition

- Supports borough's plans to improve the roads
- Review of parking ordinances and signage



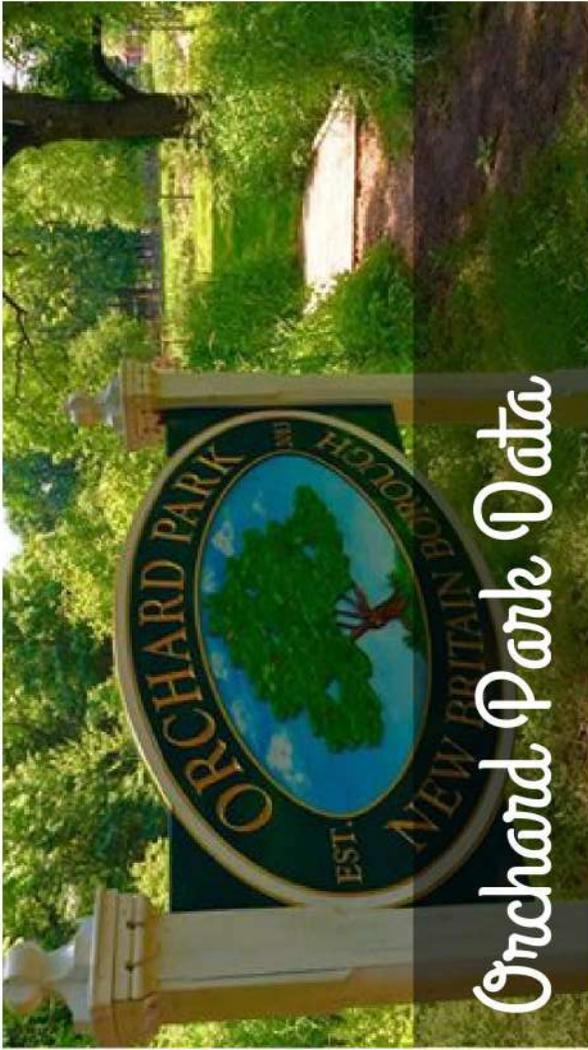
Covered Bridge Park Data

NOTE: Covered Bridge Park is NOT run by the Borough of New Britain, and therefore we cannot act on this data. The New Britain Civic Association owns and operates the park. The data will be shared with the Civic Association.



- 95% of people surveyed have visited the park!
- People like the trails and activities (namely soccer, camp and picnics)
- 58% of comments suggested a need for playground and equipment improvements
- 26% of comments suggested a need for seating, parking and landscaping improvements

Covered Bridge Park



Orchard Park Data



Orchard Park

- 42% of people surveyed have visited the park.
- 68% felt that there was a need to raise community awareness of the park.
- There was a feeling that the park lacked purpose.

Parks Committee will be made aware of the public concerns and will work to address them.



Nature Preserve Data

Nature Preserve

61% of people surveyed have visited the park.

56% felt that there was a need to raise awareness and improve signage.

There was a desire to expand the land and trails.

Info will be shared with the Nature Preserve Committee.



Community Event Data

Community Events

70% of the people surveyed felt that this was a priority or higher.

There was a desire to have live music and holiday and seasonal events.

This may be something for a Recreation Committee to look at.



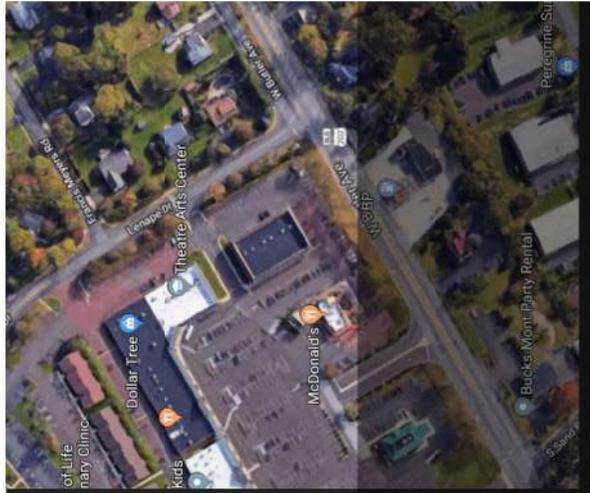
Desired Business Data

Desired Business

83% of the people surveyed felt that this was a priority or higher.

There was a large desire for a coffee shop and for restaurants.

Steve Barth has been made aware of the data and will work with the Community and Business Committee on this.



CHECKLIST

We are listening to your suggestions.

We will use this info to guide our planning and decision making.

Thanks for your input!



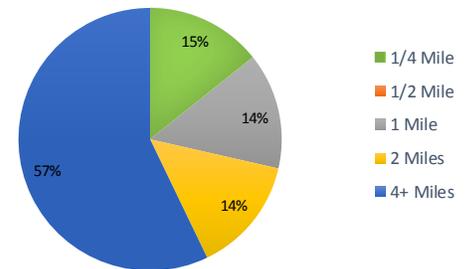
New Britain Borough: Active Transportation Plan

Public Meeting #1 at Covered Bridge Day – June 1, 2019

The first Public Meeting for our Active Transportation Plan took place at Covered Bridge Day, in the early afternoon of June 1, 2019. G&A staffed a table with survey handouts, interactive map and display boards, and health benefit displays.

Through the meeting we gathered public input on existing conditions for pedestrians and bicyclists and gauged just how far our residents are willing to go to get healthy!

How Far Would YOU Go to Get Healthy?



Findings include the following:

- Residents are relatively knowledgeable about existing biking/walking routes
- Over 50% are willing to walk/bike 4+ miles to get healthy/ reach a destination
- Want connections to communities and
- Want routes to Schools and Health Care
- Want a connected sidewalk/trail network
- Want trail extensions/ loops for longer active routes
- Want more trees along routes
- Want to maintain a community feel



Survey Handouts



BOROUGH OF NEW BRITAIN

COUNTY OF BUCKS

RESOLUTION 2019- 08

Resolving to Implement Health in All Policies

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

WHEREAS, WalkWorks, a program aimed at increasing opportunities for physical activity – with a focus on walking, has awarded funds to New Britain Borough for the development of an active transportation plan, which shall increase opportunities for physical activity and, ultimately, to improve the health status of the residents of the Borough;

WHEREAS, there is consistent epidemiological evidence that demonstrates that physical activity, including walking, is a major modifiable risk factor in the reduction of morbidity and mortality from many chronic diseases;

WHEREAS, there is 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, injuries caused by accidents and violence, they also 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 beyond the traditional health sector such as planning, land use, transportation, public safety, education, economic development, sustainability, climate change, parks, air and water quality, criminal justice, food access, and housing significantly affect the social determinants of health;

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

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

WHEREAS, codes, policies and guidelines can and 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 Council recognizes that diverse governmental entities and stakeholders have a role to play in attaining the highest level of health for all

people and simultaneously advance other goals such as promoting economic stability, transportation access and mobility, environmental sustainability and educational attainment;

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

ADOPTED and APPROVED, this 14th day of May, 2019 in Council Chambers.



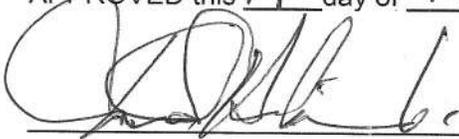
Robyne Kelemen

Council President



Borough Secretary

APPROVED this 17th day of May, 2019.



David Holewinski, Mayor