



BUTLER AVENUE



DECEMBER 2009

REVITALIZATION STRATEGIES

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The **Delaware Valley Regional Planning Commission** is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.



The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

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1. EXECUTIVE SUMMARY

The corridor improvement represented by the US 202 Parkway project offered another chance for New Britain Township, Chalfont Borough, and New Britain Borough to join together and explore shared community and transportation goals. The Parkway's opening will relieve traffic volume along Butler Avenue, the present alignment of US 202. The expected reduction of through traffic from the artery introduces the opportunity to consider the Butler Avenue corridor as a Community Arterial—both transportation facility and community asset.

In response, the Delaware Valley Regional Planning Commission (DVRPC) was commissioned to conduct the *Butler Avenue Revitalization Strategies* study. Under the direction of the study area's multi-faceted Joint Steering Committee (JSC), DVRPC staff performed planning, visioning, and public outreach exercises to develop a conceptual streetscape and circulation plan for the Butler Avenue study corridor. Placemaking and transportation management techniques and improvements were identified to create a safer and more vibrant corridor, and also support its transportation needs.

Cultural and natural landscapes vary considerably along the corridor. As a consequence, in order to supply a unique, but uniform image DVRPC design concepts were directed at branding the corridor: "Butler Avenue," and *adding* uniform identity and consistent views along the streetscape. Visual treatments (banners, directional signs, crosswalks, planted islands, and gateways) are the desired placemaking components of the conceptual plan. Continuous pedestrian facilities and wider application of access management strategies are recommended to enhance the corridor's transportation function.

Ultimately, a final plan and implementation strategy was prepared based upon the technical and committee work and outreach activities conducted with property owners along the corridor. Order of magnitude construction costs were estimated for the recommended plan elements (grand total of \$3.7 million), and arranged by timeframe and municipality. Information on funding assistance programs was provided to assist municipal officials.

Change is assured. The Parkway project is presently in construction, and due for opening by 2012. Growth is exhibited in recent development and redevelopment activity, and continued growth is forecasted for the long-term future. The three corridor municipalities have a longstanding tradition of

working together regionally to plan and implement mutually agreeable solutions. They are well versed in implementing traditional transportation improvements.

The municipalities have successfully directed the land development application review and approval process, and participated in the PennDOT highway occupancy permitting process. These experiences have yielded driveway designs for existing development along Butler Avenue that already incorporate highway access management techniques. Additionally, site development reviews are yielding land development proposals that require frontage improvements. These improvements simultaneously accommodate the development's access needs, benefit through traffic's mobility, and provide sidewalks for passing pedestrians.

The study area municipalities are vested in planning and implementing interconnected trail and sidewalk networks as dedicated facilities for non-motorized travel, and integrating streetscape improvements to promote friendlier pedestrian environments. The *Tri-Municipal Master Trails Map* and The Butler Avenue Streetscape Project serve as examples. The Streetscape Project was initiated on a conceptual level more than five years ago and contains similar components as this study distributed along 1.5 miles in Chalfont and New Britain Boroughs. In May 2009, the boroughs were awarded \$1.2 million in federal and state transportation assistance to construct the improvements.

The *Butler Avenue Revitalization Strategies* study extended the view and expanded the set of improvement options available for the corridor. The public review of the conceptual plan added value and strength—conditions that will benefit the imminent construction of The Butler Avenue Streetscape Project, and advancement of the recommendations of the *Butler Avenue Revitalization Strategies* project.

2. INTRODUCTION

In matters of traffic and transportation—New Britain Township, Chalfont Borough and New Britain Borough have a longstanding tradition of working together to investigate and resolve common problems.

- In 1992, the three municipalities culminated a joint traffic study¹ which identified actions to correct safety and mobility deficiencies along the municipal network of arterial highways.
- In 2005, the municipalities published their *Tri-Municipal Master Trails Map*² as the vision for completing trail networks to better serve schools, parks, and train stations within their jurisdictions; and interconnect with existing trails within neighboring municipalities.
- In 2007, as part of outreach exercises performed by the Pennsylvania Department of Transportation (PennDOT) related to the environmental evaluation and preliminary engineering stages of the SR 0202 Section 700 Parkway project.³

Common values are expressed in each municipality's Comprehensive Plan. Among others, these include: preserving natural resources; emphasizing and protecting local character, identity, and historic resources; promoting friendlier pedestrian environments; and managing vehicular movement along the arterial highway network. Their plans indicate multi-lateral support for the replacement of the Butler Avenue Bridge over the Neshaminy Creek, the extension of Bristol Road, and the US 202 Parkway project, as improvements which support their common values.

The corridor improvement represented by the Parkway project offered a chance for the three municipalities to join together again, to cooperatively explore and consider the future of Butler Avenue, the present alignment of US 202, as a Community Arterial—both transportation facility and community asset. **Figure 1** illustrates the Butler Avenue study corridor in a regional context.

¹ *Joint Traffic Study for Chalfont, New Britain Township and New Britain Borough*, Carroll Engineering Corporation, April 1992

² CKS Engineers, August 5, 2005

³ The US 202 Parkway is currently in construction. The transportation project will afford two to four additional vehicular travel lanes, on a new alignment, in the corridor between the Doylestown Bypass and Montgomeryville. The constructed project will contain continuous sidewalks / bike lanes on both sides of the travel lanes, and a continuous multi-use path within the Parkway's landscaped right-of-way. All stages of the eight mile long roadway improvement will be complete and opened to traffic in 2012.

Staff from the Delaware Valley Regional Planning Commission (DVRPC) was charged to conduct the planning / visioning study with the direct involvement of the Butler Avenue municipalities. Staff enlisted the involvement of important decision makers, stakeholders, and the public as part of the study process. The study's multi-faceted Joint Steering Committee (JSC) ultimately involved elected and appointed municipal staff, the state's legislative contingent in the study area, and key agency staff representatives. The JSC's membership and DVRPC's study team are identified in **Table 1**.

DVRPC provided design and technical services to develop a conceptual streetscape and circulation plan to supply a unique, but uniform image of the Butler Avenue corridor while continuing to support its transportation needs across the three municipalities. The work was performed with the direct participation of the JSC, and the involvement of the public—to improve levels of understanding and determine levels of acceptance.

Communication took place through working meetings with the JSC (April 24, 2008, November 13, 2008, and July 1, 2009), and via a public meeting with Butler Avenue property owners (August 13, 2009). Through design and discussion a conceptual plan for Butler Avenue was developed which contained roadway connectivity, highway access management, sidewalk and trail continuity, and streetscape design elements. Cost estimates, funding sources, and an implementation strategy were produced to aid in advancing the recommendations.

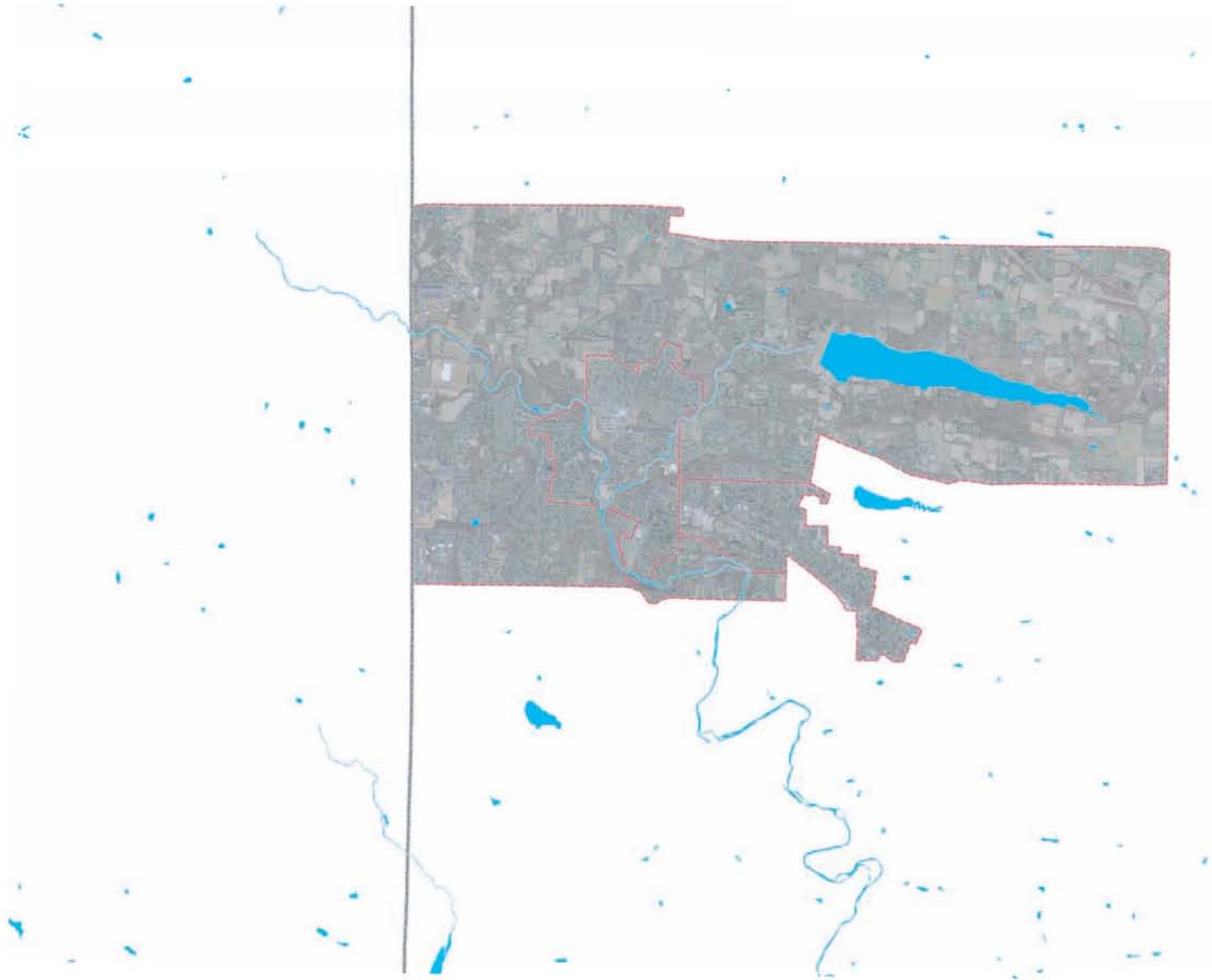
TABLE 1: Membership of the Joint Steering Committee (JSC)

Member	Title	Representing
Eileen Bradley	Township Manager	New Britain Township
Richard Brahler	Senior Transportation Planner	Bucks County Planning Commission
Robert Cotton	Supervisor	New Britain Township
Heather Cevasco	Chief of Staff	Office of State Senator Charles McIlhinney
Alex Flemming	Senior Long Range Planner	SEPTA
Robert Harle	Resident	New Britain Township
Mary Pat Holewinski	Councilwoman	New Britain Borough
Curt Heintzelman	Chief of Staff	Office of State Representative Katharine Watson
Francis Hanney	Assistant District Traffic Engineer - Services	PennDOT Engineering District 6-0
Marilyn Jacobson	Councilwoman	Chalfont Borough
Cathy Kichline	Assistant Township Manager	New Britain Township
William Rickett	Executive Director	TMA Bucks
Mary Raulerson	District 6-0 Consultant - Project Manager	PennDOT Engineering District 6-0
Melissa Shafer	Borough Manager	Chalfont Borough
Robin Trymbiski	Borough Manager	New Britain Borough
Narayana Velaga	District 6-0 Consultant - Portfolio Manager	PennDOT Engineering District 6-0
Katharine Watson	State Representative	144 th Legislative District, PA House of Reps.
Maureen Wheatley	Senior Community Planner	Bucks County Planning Commission

DVRPC Staff Study Team

Name	Title	Role
Jerry Coyne	Manager, Office of Transportation Studies	Traffic Circulation Elements
Ryan Gallagher	Project Implementation Coordinator	Funding and Implementation Programs
Eric Grugel	Regional Planner	Trail and Sidewalk Networks, Pedestrian Enhancements
Gregory Heller	Planning and Design Analyst	Plans, Ordinances, and Streetscape Elements
Kelly Rossiter	Regional Planner	Human and Natural Environments

Source: DVRPC, September 2009



3. EXISTING CONDITIONS

While signed for north-south travel, US 202 bisects the study area on a west to east axis, and serves all three municipalities with the local name: Butler Avenue.

Limekiln Pike / Main Street (PA 152) bisects the area on a north-south orientation. County Line Road and Swamp Road (PA 313) border the broad study area on the west and east, respectively. The Lansdale / Doylestown branch of SEPTA's R5 Regional Rail Line traverses the study area on a west to east axis—crossing Butler Avenue at the intersection of Bristol Road (also the boundary between Chalfont and New Britain Boroughs).

The Tri-municipal study area (**Figure 2**) covers almost 18 square miles of land area. From an aerial perspective, the most noticeable feature on the landscape is Lake Galena in Peace Valley Park, in New Britain Township. All the same, in 2000, the study area was home to approximately 17,700 residents and contained just over 6,600 jobs (**Table 2**).

Land Use and Natural Features

Inspection reveals that the maturity and degree of development varies across the three jurisdictions. The vast majority of the study area's land use (**Figure 3**) is devoted to single family residential development. Undeveloped and wooded tracts and parklands are also plentiful. Commercial and community service uses are centered along Butler Avenue. Industrial tracts border the railroad, and as a consequence comprise a significant share of New Britain Borough's land area.

The cultural landscape varies considerably along the corridor, and is not demarked by municipal boundaries. New Britain Township is an auto-era, suburban community with land remaining for continued development. Large tract highway-oriented commercial centers are typical on the western end of the corridor nearest County Line Road. Eastward from there, land use transitions to single family subdivisions.

Chalfont has a defined business district in a traditional, walkable sense. The core extends along Butler Avenue between Neshaminy Creek crossings, and radiates up Main Street to the Chalfont train station. The Borough promotes its image with Victorian themes that reflect the downtown's architecture. The

business district is within the designated Chalfont Historic District, and so is much of Butler Avenue's alignment within the Borough.

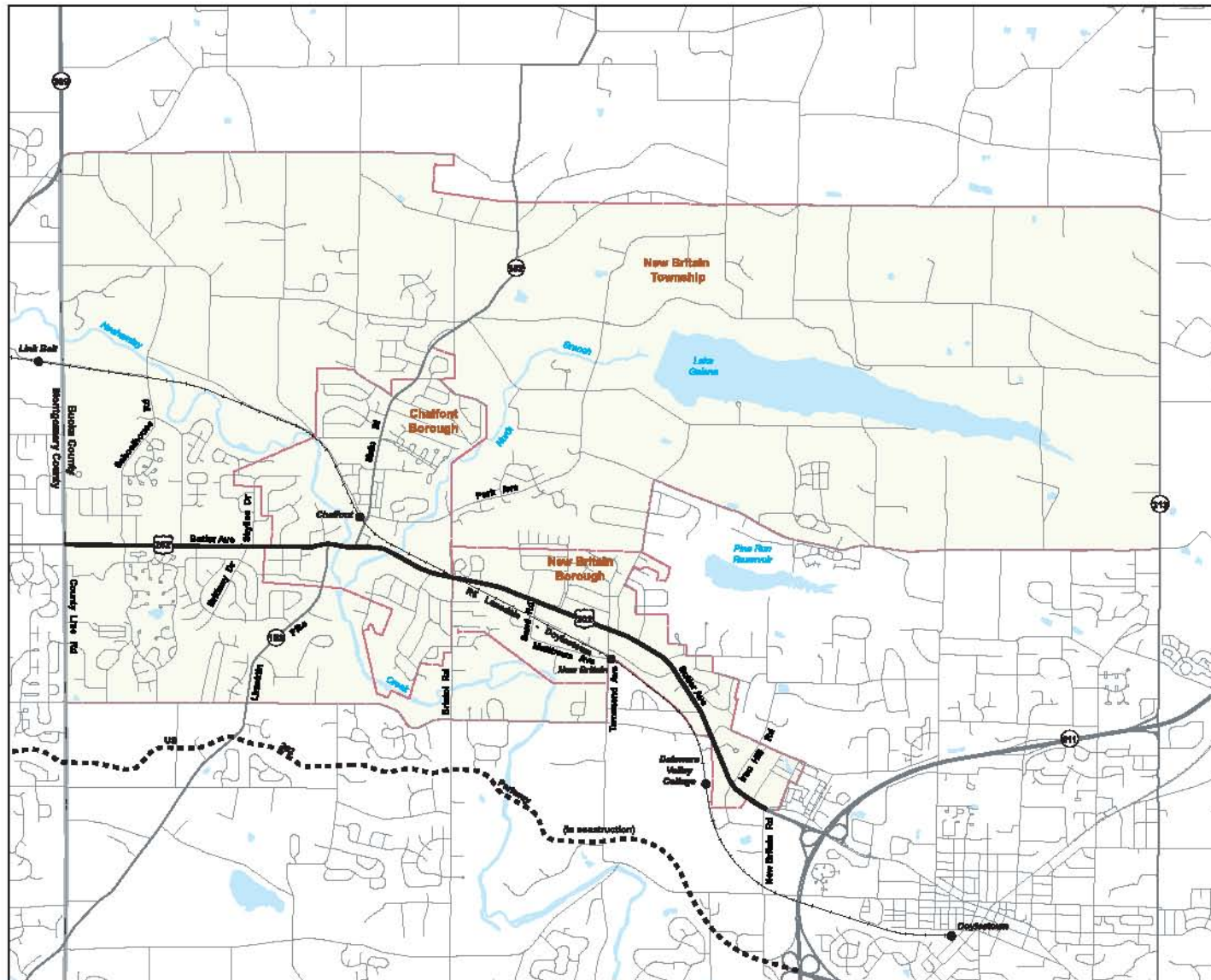
Otherwise suburban, New Britain Borough preserves a rural feel east of the Tamenend Avenue intersection. Lands adjacent to Butler Avenue in this area fall within two historical districts, the James Place Historic District and the Farm School Historic District (which includes the spacious campus of the Delaware Valley College).

Natural features influencing the Butler Avenue corridor, and examined in this effort included: watersheds, surface water, floodplains, slopes, and agricultural soils. Multi-use trails and parks exist and/or are proposed throughout the study area's stream valleys. Concentrations of land in Chalfont, in the vicinity of the convergence of the two branches of the Neshaminy Creek, are located within the 100-year floodplain. To protect these resources, Chalfont's zoning code does not permit unregulated encroachment or coverage in flood hazard areas or on floodplain soils. Other than these observations no environmental concerns were identified through these analyses.

TABLE 2: Study Area Population and Employment

Population		2000 - 2035 Growth		
Municipality	2000	2035	Absolute	Percent
Chalfont Borough	3,900	4,731	831	21.3%
New Britain Borough	3,125	2,497	-628	-20.1%
New Britain Township	10,698	16,304	5,606	52.4%
Study Area Total	17,723	23,532	5,809	32.8%
Employment		2000 - 2035 Growth		
Municipality	2000	2035	Absolute	Percent
Chalfont Borough	1,963	2,163	200	10.2%
New Britain Borough	1,047	1,438	391	37.3%
New Britain Township	3,610	4,289	679	18.8%
Study Area Total	6,620	7,890	1,270	19.2%

Source: DVRPC Board Adopted Population and Employment Forecasts for the Delaware Valley Region, December 2007



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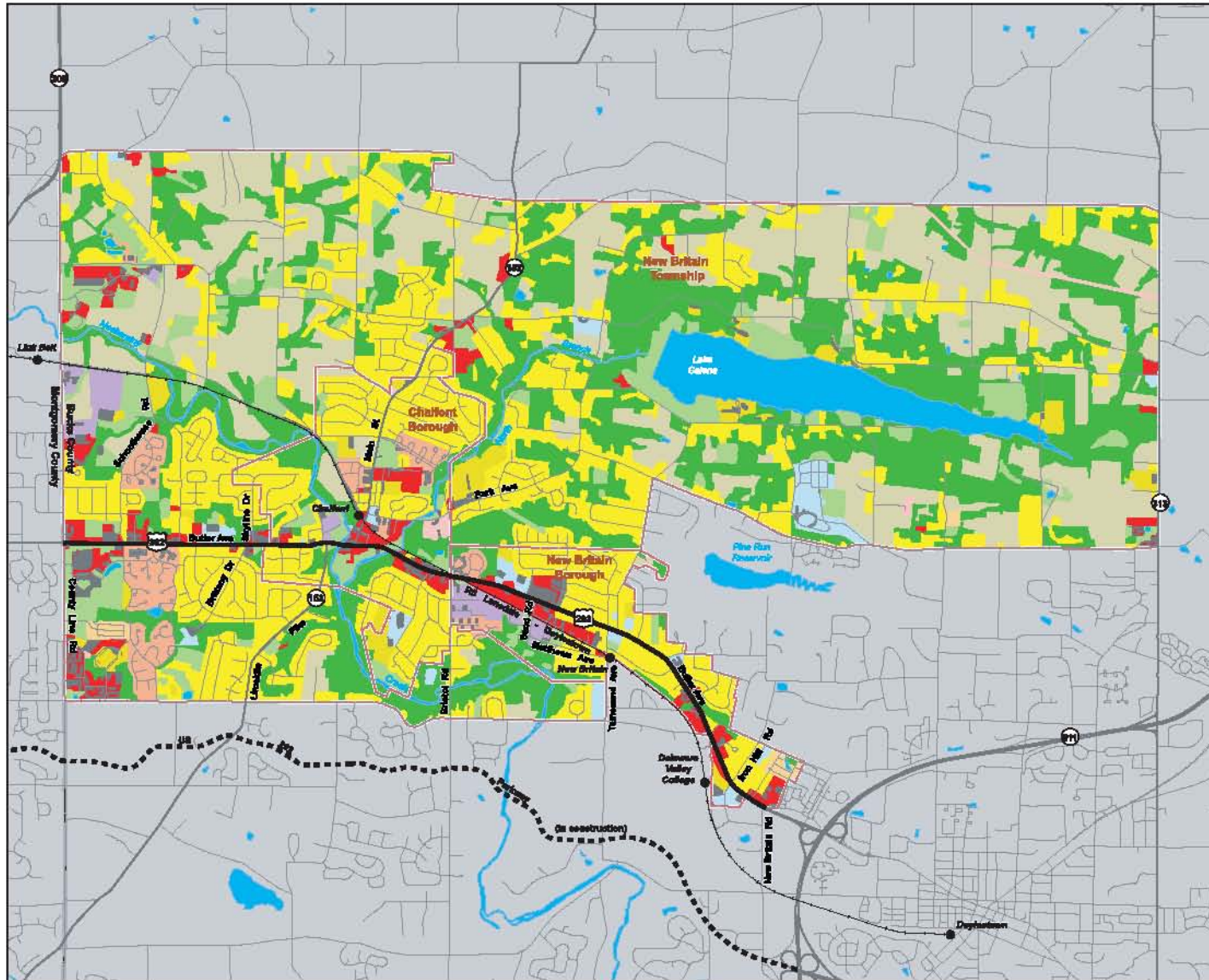
**Figure 2:
Study Area**

- Butler Avenue
- - - US 202 Parkway (in construction)
- Study Area

Source: DVRPC, PENNDOT, TAMA, PADEP

0 0.25 0.5 0.75 1
Miles

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Figure 3:
Land Use (2005)


- DVRPC Land Use Category**
- Agriculture
 - Commercial
 - Community Services
 - Manufacturing: Light Industrial
 - Parking
 - Recreation
 - Residential: Mobile Home
 - Residential: Multi-Family
 - Residential: Single-Family Detached
 - Transportation
 - Utility
 - Vacant
 - Water
 - Wooded
 - Butler Avenue
 - US 202 Paricway (in construction)
 - Study Area

Source: DVRPC, PENNDOT, TAMA, PADEP

0 0.5 1 Miles



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Transportation Facilities

The Butler Avenue study highway segment is approximately five miles in length. It is characterized by two travel lanes (one in each direction). The highway is classified as a Principal Regional Arterial. Ideally, principal arterials offer higher degrees of mobility for longer trips, and serve high levels of traffic demand. Situated in a mature setting where access is controlled, but not limited, Butler Avenue also accommodates local travel demands associated with adjacent and nearby developments.

The state-of-the-practice for balancing competing demands for mobility and land access along Butler Avenue has to date been achieved by applying access management techniques along the corridor. Traffic signals regulate flow at 10 intersections with public roadways, versus driveways serving developments or private properties. Unsignalized, or stop sign controlled, driveway designs along the corridor often preclude left-turn exiting movements (by channelization, sign or pavement markings). As such, turning movements and interruptions along the arterial are minimized and more effective use is made of existing traffic lanes (maximizing capacity).

Development pressures and expected traffic relief resulting from the Parkway may be combining to erode the practices of the past along Butler Avenue. Similarly the new traffic relief route may offer the opportunity to reduce the official functional classification and in turn relax the standards of practice.

Posted speed limits generally vary in line with the degree of development adjacent to the highway. West of Chalfont, in New Britain Township, posted speeds are 45 miles per hour through the commercial zones and 35 through residential areas. East of Chalfont, through New Britain Borough, posted speed limits are 40 miles per hour. Through Chalfont, and particularly its business district, posted speeds are 25 miles per hour. Daily traffic volumes (**Figure 4**) are between 17,000 and 20,000 west of Chalfont, approximately 17,000 vehicles per day east of Chalfont, and between 20,000 to 21,000 vehicles per day through Chalfont.

The Lansdale / Doylestown railroad branch crosses Butler Avenue at-grade at the Bristol Road intersection. The crossing is protected by gates and flashing lights. The train-actuated crossing protection is integrated into the operation of the traffic signal regulating the Bristol Road and Butler Avenue intersection. SEPTA is relocating the passing-siding adjacent to the

intersection, to remove its disruptive affects on the traffic signal's operation and consequent traffic delays at the Butler and Bristol intersection—at times when trains dwell along the siding. The new siding is being constructed between County Line Road and Schoolhouse Lane, and will be able to store 10 car trains versus five.



*Above shows the at-grade train crossing at Bristol Road.
Source: DVRPC, February 2008*



*The pedestrian environment includes areas with no sidewalks or very narrow pedestrian paths, as shown above.
Source: DVRPC, February 2008*

There are four passenger rail stations in or immediately proximate to the study area served by SEPTA's R5 Lansdale / Doylestown regional rail line (**Figure 5**). These include:

- Link Belt Station (located in Hatfield Township, Montgomery County)
- Chalfont Station
- New Britain Station (located in Doylestown Township), and
- Delaware Valley College Station (also in Doylestown Township)

Service on the Doylestown branch is provided at 30-minute intervals during weekday peak periods in the predominant direction of travel (i.e., inbound toward Central Philadelphia during the morning, and outbound from Center City in the late afternoon / evening). Outside of these time periods and on weekends, hourly service is provided. In 2007, Chalfont Station was patronized by about 150 weekday riders and Link Belt by 80. Both the Delaware Valley College and New Britain Stations served 65 passengers—each below SEPTA's service standard threshold for regional rail stations (75 weekday riders).

Parking spaces for SEPTA riders are supplied at each station except Link Belt. Permits from the Delaware Valley College are required to park and ride from that station. The daily parking lot at the Chalfont Station is fully utilized, and SEPTA supplements its 53-space daily parking lot with a remote permit parking lot (located at the St. James Lutheran Church / Fire Company shared parking lot). Twenty five (25) permits of the 48 permits for sale were still available for purchase as of the date of this report.⁴ It was learned through this study that the Fire Company's facility is moving from the property, and the ground is for sale. As such, SEPTA's lease for the remote parking lot is in jeopardy. SEPTA is considering purchasing the Fire Company property to assure its continued use for station parking.

Limited public bus services are available within the study area. The Doylestown rushbus, operated by TMA Bucks, serves the Greater Doylestown Area. One service branch operates at 60-minute intervals on weekdays and Saturdays between Doylestown and the Delaware Valley College via Butler Avenue.

⁴ www.septa.org

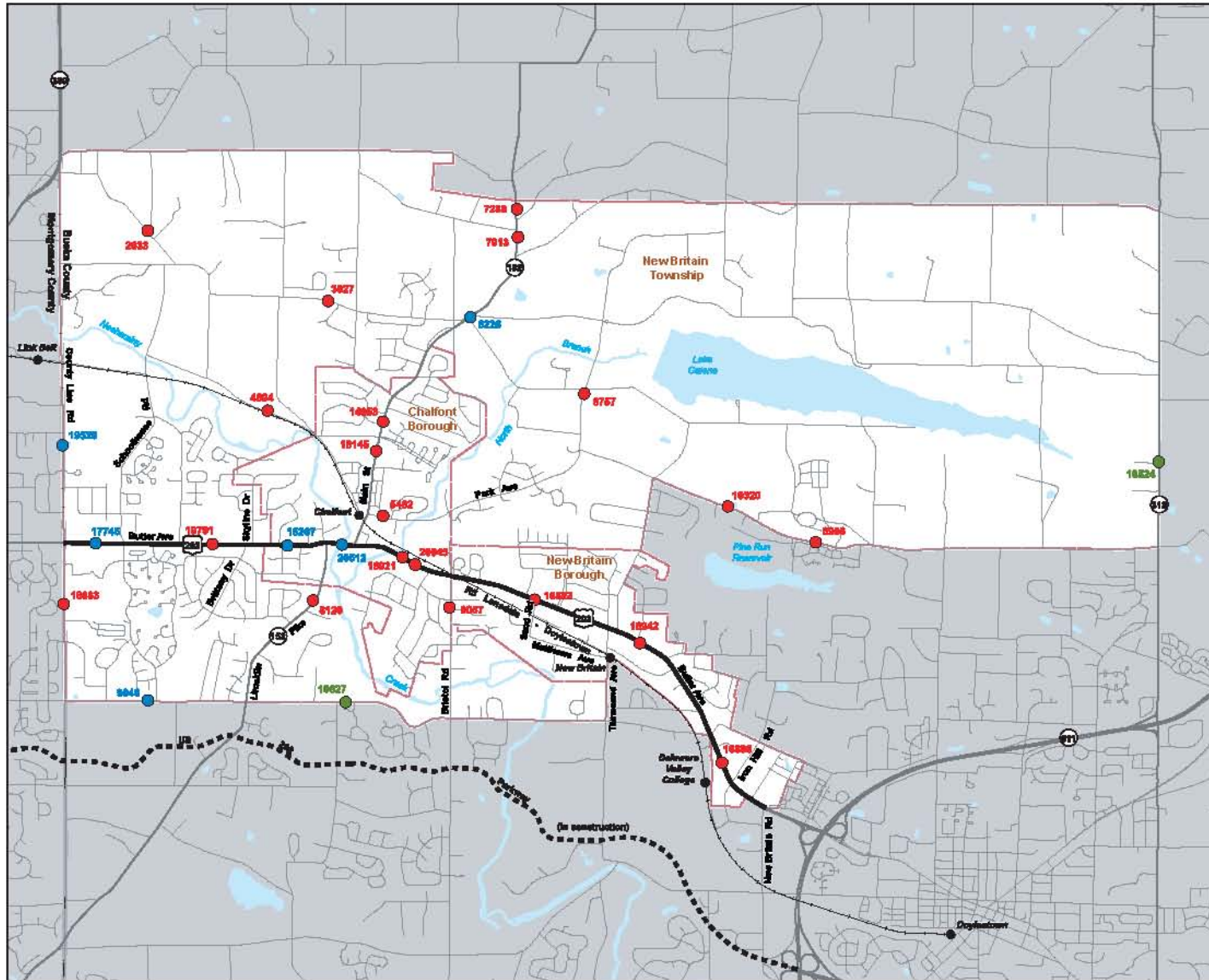
Sidewalks and Trails

Sidewalks and trails are integrated throughout the study area to accommodate non-motorized travel. In practice, however, sidewalks are not necessarily continuous or logically extended to all generators (e.g., schools, shopping centers, etc.) along Butler Avenue. Furthermore, pedestrian crossing prohibitions exist in some of the corridor's commercial areas. As mentioned earlier, the three municipalities have collaborated in developing a comprehensive trail plan which they are incrementally constructing as opportunity and funding allow. Their plan acknowledges the networks of the neighboring towns, and identifies the attractiveness and value of the nearby multi-modal Parkway project, but is not necessarily consistent with the regional multi-use trails network being developed by planners at BCPC and DVRPC. Through the study process, DVRPC staff prepared a broad area, and hybrid conceptual sidewalk and trail network to establish that consistency. The network was displayed as part of the technical materials provided at the November 13, 2008 JSC meeting.

For this study product, DVRPC staff prepared an up-to-date inventory of the existing trail and sidewalk network (**Figure 6**) upon which a foundation for recommending and completing a continuous trail and sidewalk network along Butler Avenue could be established—one that is consistent with both the municipal and regional plans.

Conclusion

Given the diverse circumstances, deriving a common theme for revitalizing the corridor from the identities of the individual municipalities or the adjacent land activity was not a conspicuous endeavor. On the other hand, designing a uniform identity *to add* to the corridor seemed more appropriate. As such, staff's visioning was directed to supplying consistent views by: adding or retrofitting desired visual placemaking treatments (banners, directional signs, crosswalks, planted islands, etc.); providing continuous pedestrian facilities; and branding the corridor as: "Butler Avenue."



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Figure 4:
Annual Average
Daily Traffic Volumes
(AADT)

AADT Year

- 2005
- 2006
- 2007

— Butler Avenue

- - - US 202 Parkway (in construction)

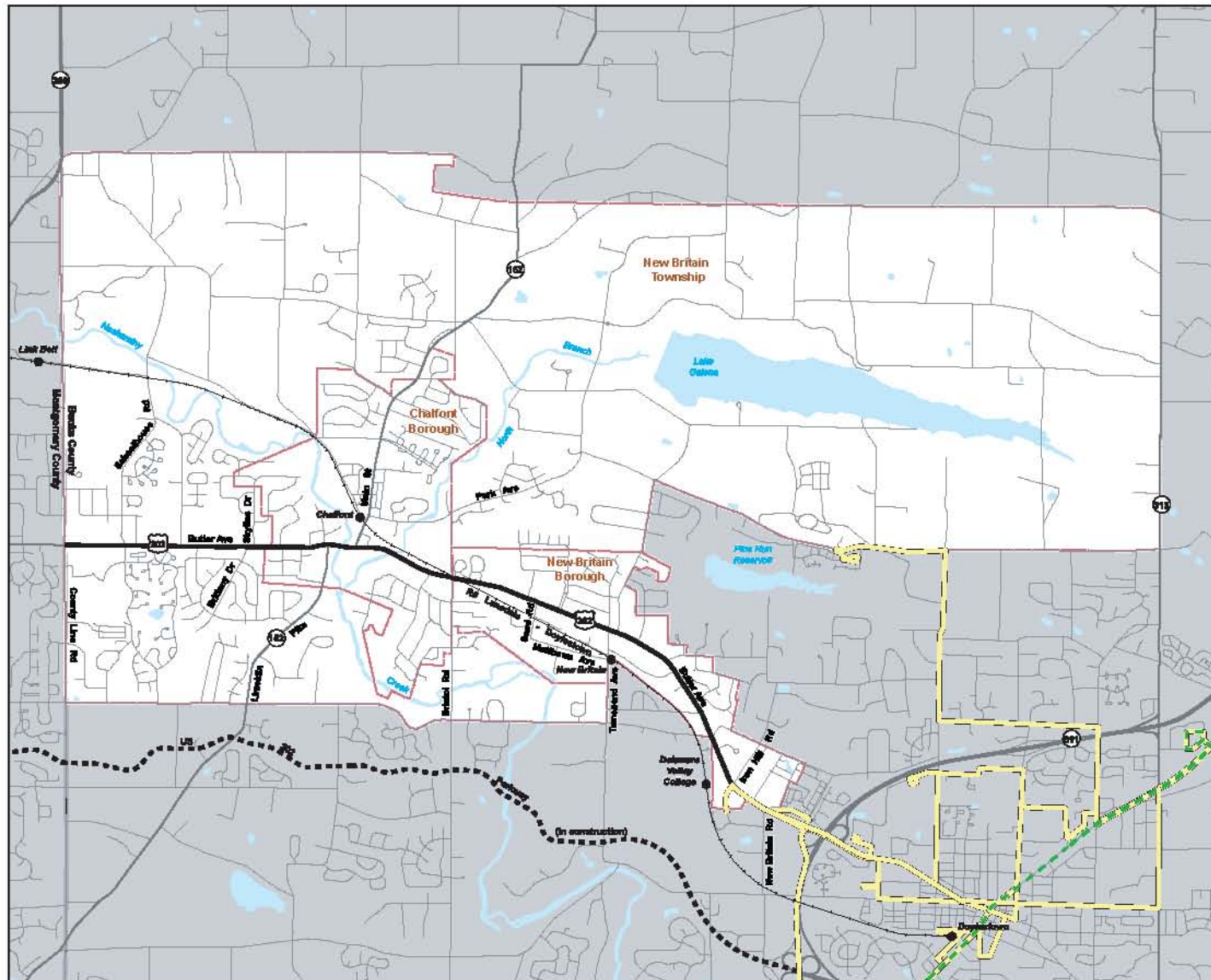
□ Study Area

Source: DVRPC, PENNDOT, TAMA, PADEP

0 0.5 1

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**Figure 5:
Public Transportation
Services**

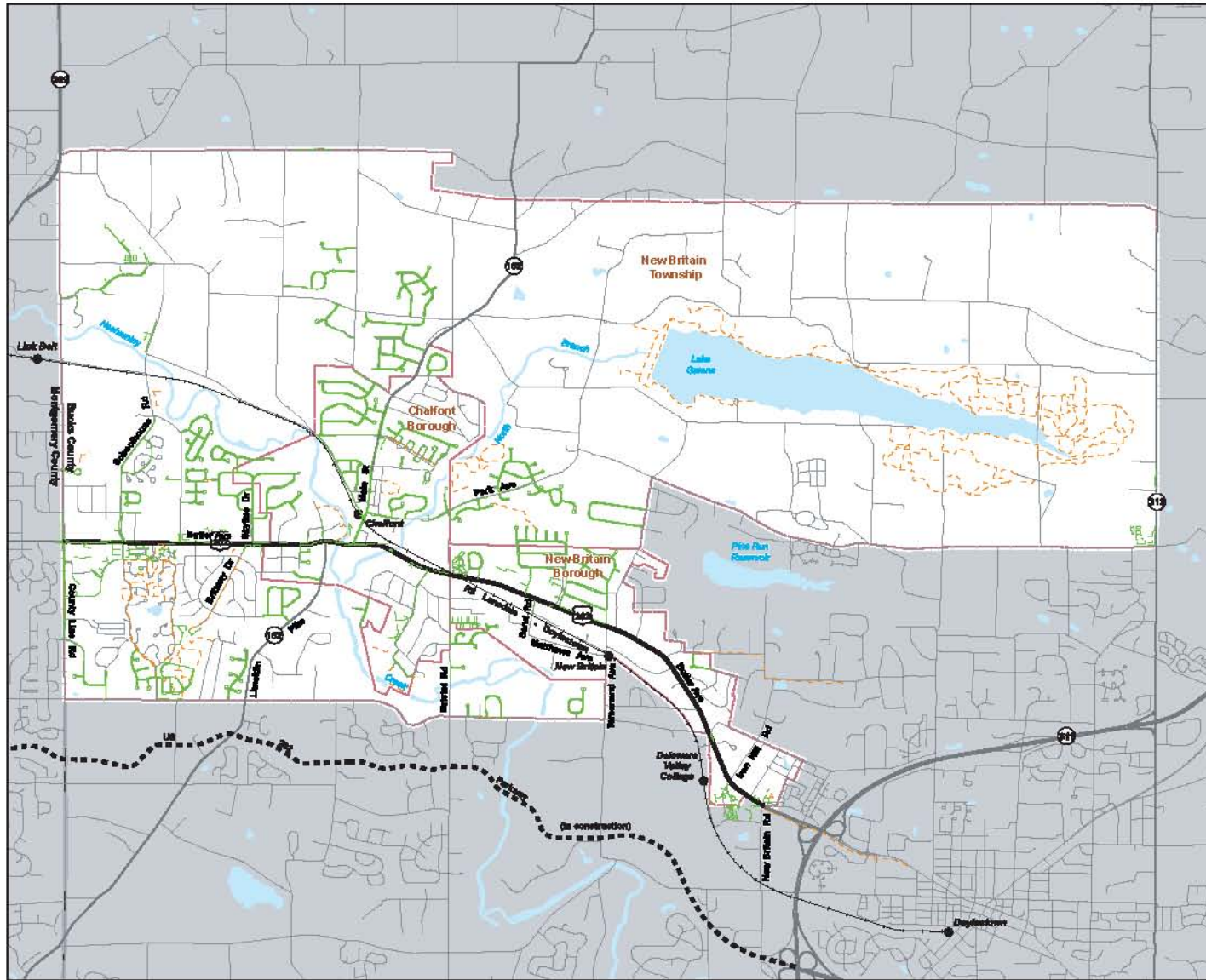
Facility or Service

- Rail Station
- RS (SEPTA)
Central Philadelphia to Doylestown
- B5 (SEPTA)
Bus Route - B5 (SEPTA)
- Doylestown trolleys
(Doylestown TMA)
- Butler Avenue
- - - US 202 Parkway (In construction)
- Study Area

Source: DVRPC, PENNDOT, TANA, PADEP

0 0.25 0.5 0.75 1
Miles

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BUTLER AVENUE
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Figure 6:
Sidewalks and Trails

- Sidewalk
- - - Trail
- Butler Avenue
- - - US 202 Parkway (in construction)
- Study Area

Source: DVRPC, PENNDOT, TANA, PADEP

0 0.1 0.2 0.3 0.4 Miles

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4. ELEMENTS OF CHANGE

The long-term future course of each municipality is described in its Comprehensive Plan. As previously stated, each of the three municipalities strongly emphasize protecting local character, identity, and historic resources; preserving natural resources; promoting friendlier pedestrian environments; and managing vehicular movement along the arterial highway network. Typically, future land patterns are envisioned in Comprehensive Plans along with the expected population changes and the infrastructure requirements needed to accommodate the growth.

Zoning is one of the municipality's tools to implement its Plan. Overlay districts can add regulations within or across zoning districts to preserve natural features, promote historic value, foster village and/or mixed-use placemaking, and guide transfer of development and/or highway access management practices, etc. Each can be considered an element of smart growth principles and design.

Growth in the study area is assured. DVRPC forecasts population and employment as part of its mission to plan for the long-term future of the Philadelphia metropolitan region. Current socioeconomic forecasts indicate that by 2035 an additional 5,800 residents (+33% versus 2000 Census levels) and 1,300 jobs (+19%) will settle into the Tri-municipal study area (refer to **Table 2**, shown previously). Most of the change is forecasted for New Britain Township, but not all.

An examination of land development applications over the broad Tri-municipal study area (submitted to the Bucks County Planning Commission for the three years spanning 2005 to 2007) indicated close to one-half million square feet of business space (retail, office, and industrial), and 178 new dwellings in the pipeline for review and approval. **Table 3** enumerates the distribution.

Through new greenfield development and/or site redevelopment, the data confirms the growth potential for New Britain Township, and also highlights the continued viability of the Boroughs. Nearly one-half (15) of the proposals are located within one-quarter mile of Butler Avenue and will most certainly contribute traffic to the artery. Eight of the development properties have frontage on the highway, and through land development design and approval (by the municipalities), and highway permitting (by PennDOT) can make positive contributions to public thoroughfares. For example, two

redevelopment projects (the Wawa site at County Line Road in New Britain Township, and the Rite Aid project at Bristol Road in Chalfont) are constructing frontage improvements that will simultaneously incorporate their site's vehicular ingress and egress requirements, aid in moving through traffic, and provide sidewalks for passing pedestrians.

DVRPC's Year 2035 Long-Range Plan for the region (*CONNECTIONS, The Regional Plan for a Sustainable Future*), which guides highway infrastructure investment through land use and transportation planning, includes regionally important transportation projects which advance the goals of the region. Study area projects that are in the plan include:

- The US 202 Parkway Improvement (presently in construction)
- County Line Road Widening - Construct a continuous four-lane cross-section (minimum) along County Line Road from Kulp Road to US 202 (Butler Avenue)
- The Bristol Road Extension - Construct a new two-lane roadway between Butler Avenue, at the R5 Line railroad crossing, and Park Avenue. The new connection will provide a traffic relief route for the center of Chalfont, and the constructed project will offer opportunities for more direct pedestrian and trail connections across the corridor (presently obstructed by the Pine Run creek and the Lansdale / Doylestown railroad branch right-of-way).

The improvement types are consistent with the strategies recommended in the Regional Congestion Management Process (CMP) which provides an initial level of clearance for use of federal transportation funds in air quality non-attainment areas. The CMP assures that modal balance is considered and provided during planning and selection of improvement projects.

In turn, the Transportation Improvement Program (TIP) for the region documents which projects are being developed with federal funds. The current TIP (FY 2009 - 2012) includes funding for:

- Widening County Line Road (PennDOT MPMS project identification #57623).⁵
- Replacing the County Line Road Bridge over the West Branch of the Neshaminy Creek (PennDOT MPMS project identification #13338)

⁵ It is worth noting that frontage widening in association with recent development has already supplied pieces of the extra capacity in the segment, and that the remaining widening will be let for construction in 2010.

- Replacing the Butler Avenue Bridge over the Neshaminy Creek (PennDOT MPMS project identification #13236)
- Building the Lindenfield Pedestrian Bridge and Fairview Park Trail Connection (PennDOT MPMS project identification #77448)

Constructability issues have hampered the Bristol Road Extension's progress. The project's alignment shares the boundary and the support of all three municipalities, and the north end of the Extension (i.e., at Park Avenue) has been constructed as part of a residential subdivision. The roadway's southerly junction at Butler Avenue and the railroad is a complex proposition, and much of the remaining alignment crosses the environmentally sensitive Pine Run stream valley. PennDOT, the project sponsor, is investigating the Extension's deliverability through preliminary engineering activities prior to committing an estimated \$15,000,000 on the TIP to complete it.

Other local public works and grant applications are ongoing. The Butler Avenue Streetscape Project,⁶ a comprehensive proposal for curb, sidewalk, crosswalk, and planting islands along one or both sides of Butler Avenue for 1.5 miles through Chalfont and into New Britain Borough is an example. The Boroughs have been actively using the conceptual plan to incrementally implement streetscape-style improvements that will promote walkability and placemaking along the corridor. They have used the streetscape plan in applications for grants and aid to construct the improvements. In May 2009, Chalfont and New Britain Boroughs successfully secured a total of \$1.2 million in matching funds to construct the project. Funds were supplied through the Safe Routes to Schools (SRTS), and the Pennsylvania Communities Transportation Initiative (PCTI)—federal and state assistance programs. DVRPC staff serves as administrative agent for the project's further development on behalf of PennDOT.

⁶ Prepared by CKS Engineers, Inc. for the Borough of Chalfont (8/11/04, and most recently revised 7/15/08)

Table 3: Recent Land Development Activity in the Tri-Municipal Study Area

Municipality (# of proposals)	Retail Space (square feet)	Office Space (square feet)	Industrial Space (square feet)	Dwelling Units (count)
Chalfont Borough (5)	37,000	16,000	---	86
New Britain Borough (9)	15,000	52,000	70,000	---
New Britain Township (19)	111,000	31,000	150,000	92
Totals	163,000	99,000	220,000	178

Source: Bucks County Planning Commission's Act 247 data (2005 through 2007)

5. CONCEPTUAL PLAN DEVELOPMENT

Smart growth tenets underlie the planning steps used to develop the conceptual plan for the Butler Avenue corridor.

- Concentrated mixed-use development patterns can promote non-vehicular travel, and can serve as a foundation for placemaking
- Integrated and connected circulation systems serving adjacent neighborhoods or developments can provide more suitable options for walking and bike travel, and alternative lower order routes for local trips when driving
- Sidewalks and/or trails are important components of the transportation infrastructure and should be continuous between uses and extended to special generators
- Coordinated development patterns require fewer driveways to serve them and can result in fewer disruptions along the adjacent highway
- Managed access can promote more orderly and safer vehicular flow conditions, and serves to optimize the function of existing infrastructure
- Consolidated development patterns can be supported by fewer parking spaces



The preliminary plan was developed with significant input from the project's Joint Steering Committee. The photograph shows a sidewalk prioritization session. Source: DVRPC, November 2008

Building towns and places, not sprawl, is a major thrust of smart growth philosophy. Chalfont's business district is a traditional town center, and an example of smart growth. Placemaking elements involve a range of components that together help create a unique visual identity. Placemaking may include building placement and orientation, using consistent architectural styles, and adding "streetscaping" elements to the areas and roadways that surround them.

Streetscaping includes items such as banners, pedestrian-oriented street lamps, trees, brick pavers, and benches. Placemaking may also include the adoption of consistent colors, materials, and textures for sidewalks, crosswalks, and wayfinding signage. These elements can create a consistent visual theme, in turn raising the profile and promoting the area's vitality. Consistent placement and appearance of necessary directional signage along a corridor also contributes to a sense of place. Appropriate use of signage reduces confusion associated with visual clutter and leads to more predictable travel movements.

Some placemaking elements also provide safety benefits including more visible crosswalks and street lighting. In some cases, placemaking elements have also been shown to have a traffic calming effect. The impact is perhaps psychological, giving drivers the perception that they are in a destination—like a town center—where it is necessary to drive more slowly with increased awareness and caution. Areas may have a significant level of pedestrian activity or a density of businesses, but if they do not convey this fact through their visual treatment and roadside context, drivers may pass through without taking notice.

DVRPC staff assembled inventories of existing trails and sidewalks; and plans and proposals for new land developments from the corridor municipalities and in-house sources. Highway inventories were obtained through field observations and improvement plans obtained from the municipalities and PennDOT. The conceptual design approaches used in determining the suggested roadway network improvements were broadly influenced by the contents of two PennDOT publications: *Access Management—Model Ordinances for Pennsylvania Municipalities Handbook* (April 2005, updated February 2006); and the *Smart Transportation Guidebook* (March 2008).

Transportation elements address safety, circulation, and mobility conditions for pedestrians, bicyclists, and motorists. Conceptual improvements include: traffic signal spacing; driveway placement and design; and provisions for shared access and integrated roadway, sidewalk, and trail networks.

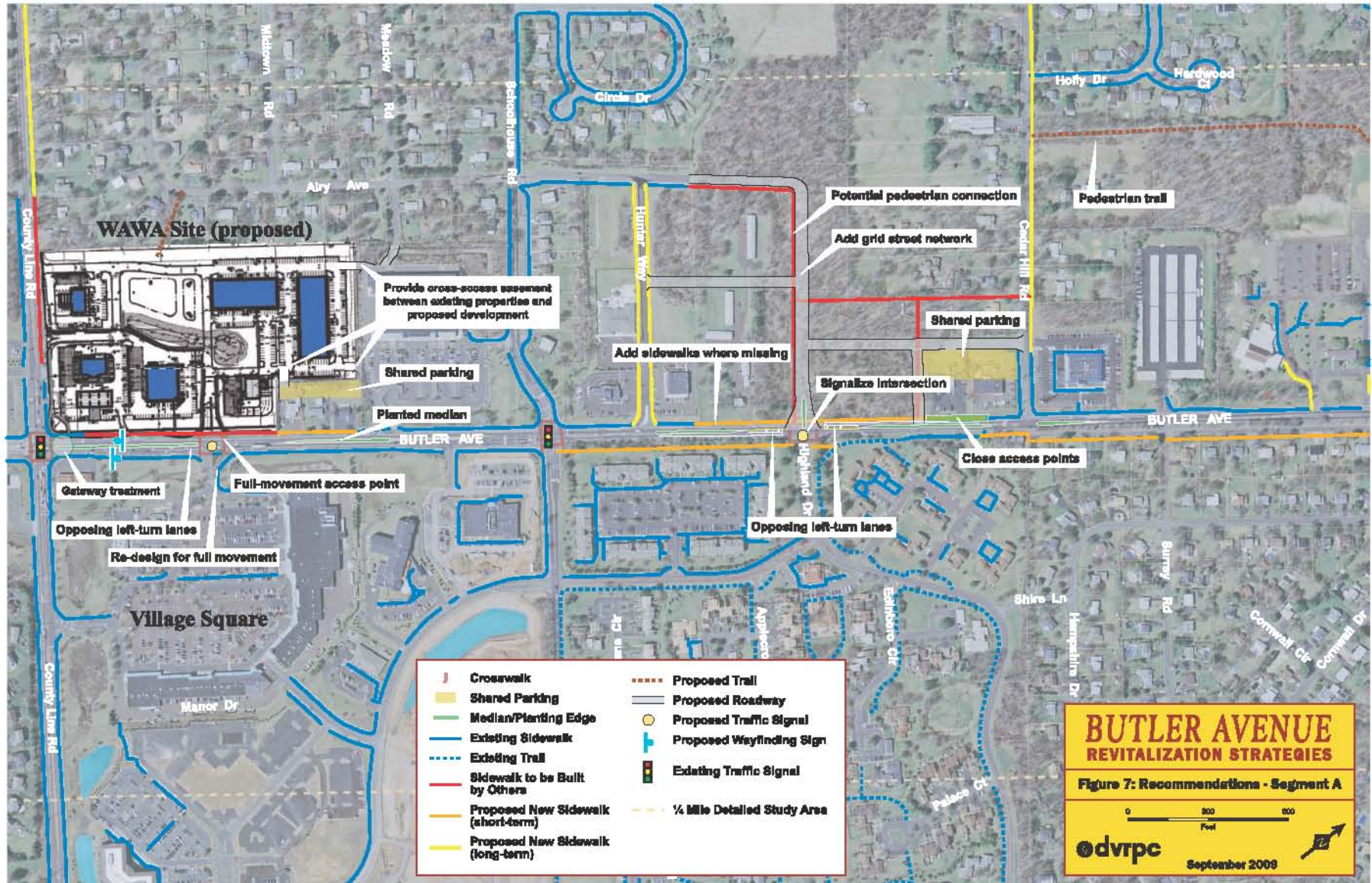
Placemaking and streetscaping concepts were developed for the Chalfont business district to strengthen the downtown's traditional feel, to promote pedestrianism among existing and proposed uses and to address a potential need for more commuter parking spaces for the SEPTA train station. The concept includes parking relocation and shared parking arrangements in line with redevelopment of the business district. Except for discussion, the concept for the borough's commercial district is offered as a visualization of a complete redevelopment of the downtown.

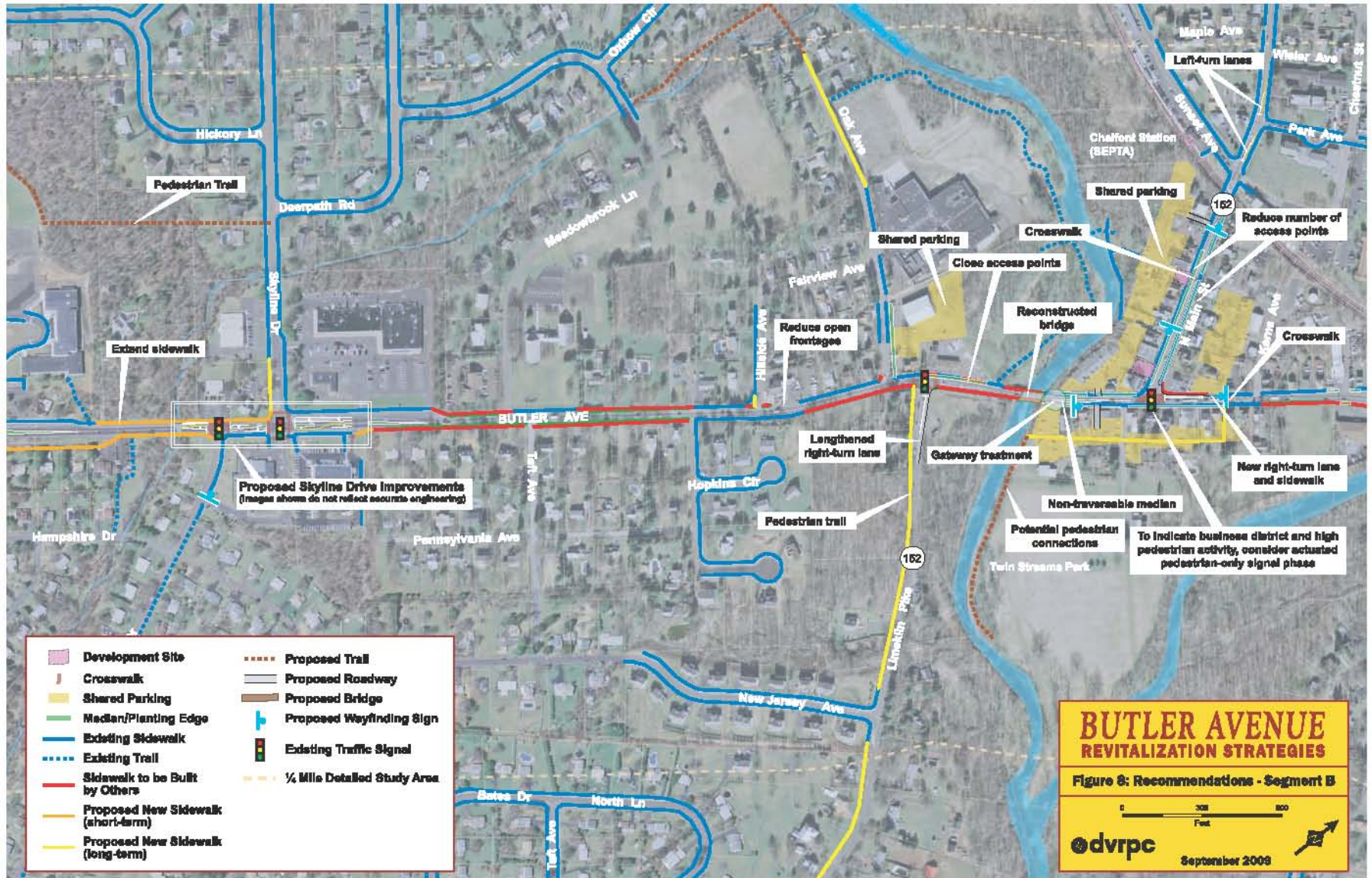
An initial plan was prepared assessing available components from which missing pieces could be identified, and gaps filled for a continuous corridor plan. The preliminary plan was displayed and discussed with the JSC, and subsequently with Butler Avenue property owners (via a public meeting conducted in August 2009) to obtain comments and reactions. Both steps were necessary in developing the plan's final content and prioritizing its recommendations. A summary of the property owners meeting is provided in **Appendix A**. The final recommended plan is described in Chapter 6.

6. RECOMMENDED PLAN

DVRPC staff considered and integrated the comments and priorities offered on the preliminary plan to formulate the final recommended plan for the Butler Avenue corridor. Order of magnitude construction costs and information on funding assistance programs were developed as an assist to the decision makers.

The final conceptual plan is laid out from west to east on **Figure 7** through **Figure 12**. An enlarged view of the Chalfont Business District is shown on **Figure 13**. Components of the plan are grouped and described by municipality in the following sections.





BUTLER AVENUE
REVITALIZATION STRATEGIES

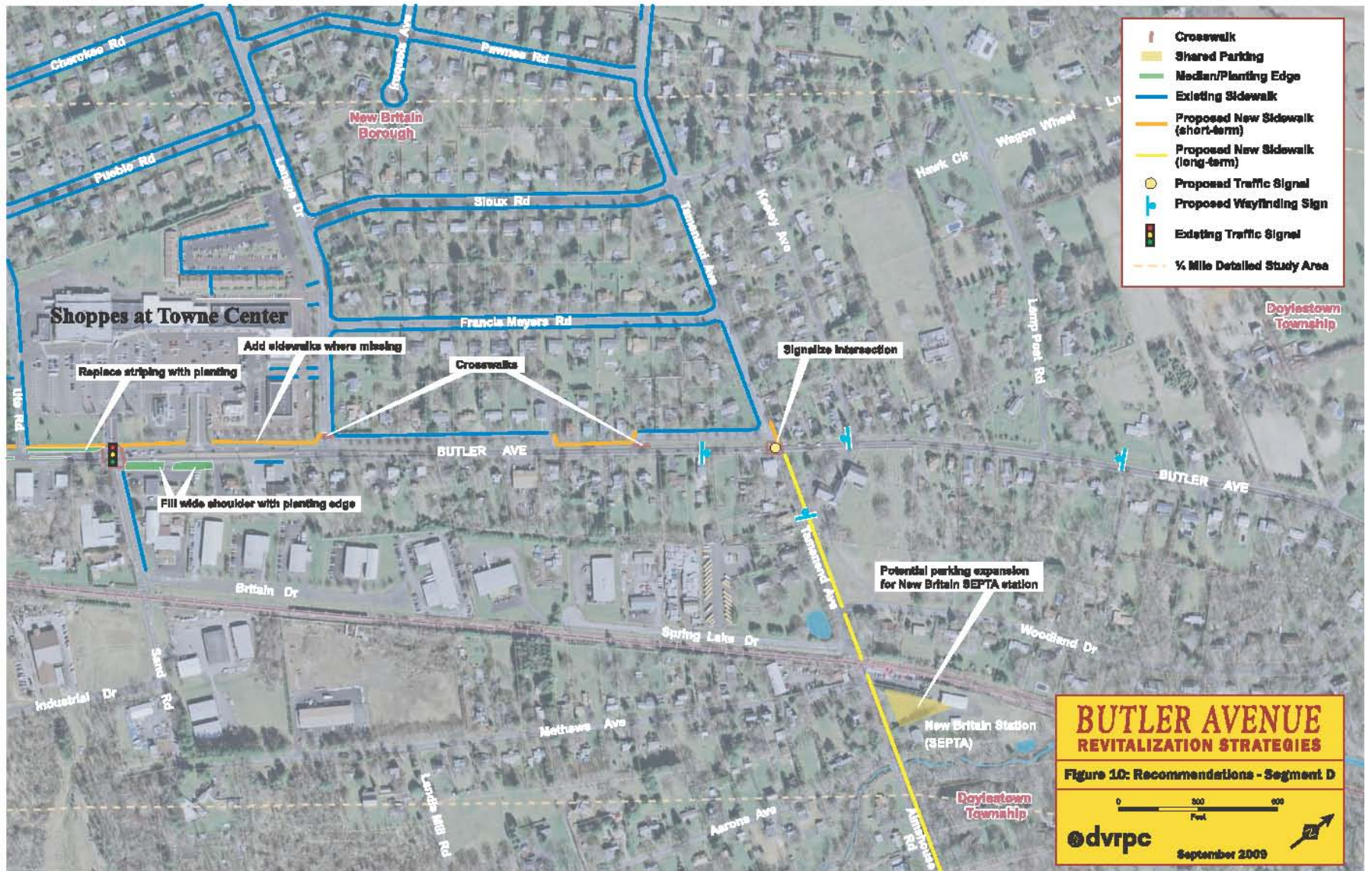
Figure 8: Recommendations - Segment B

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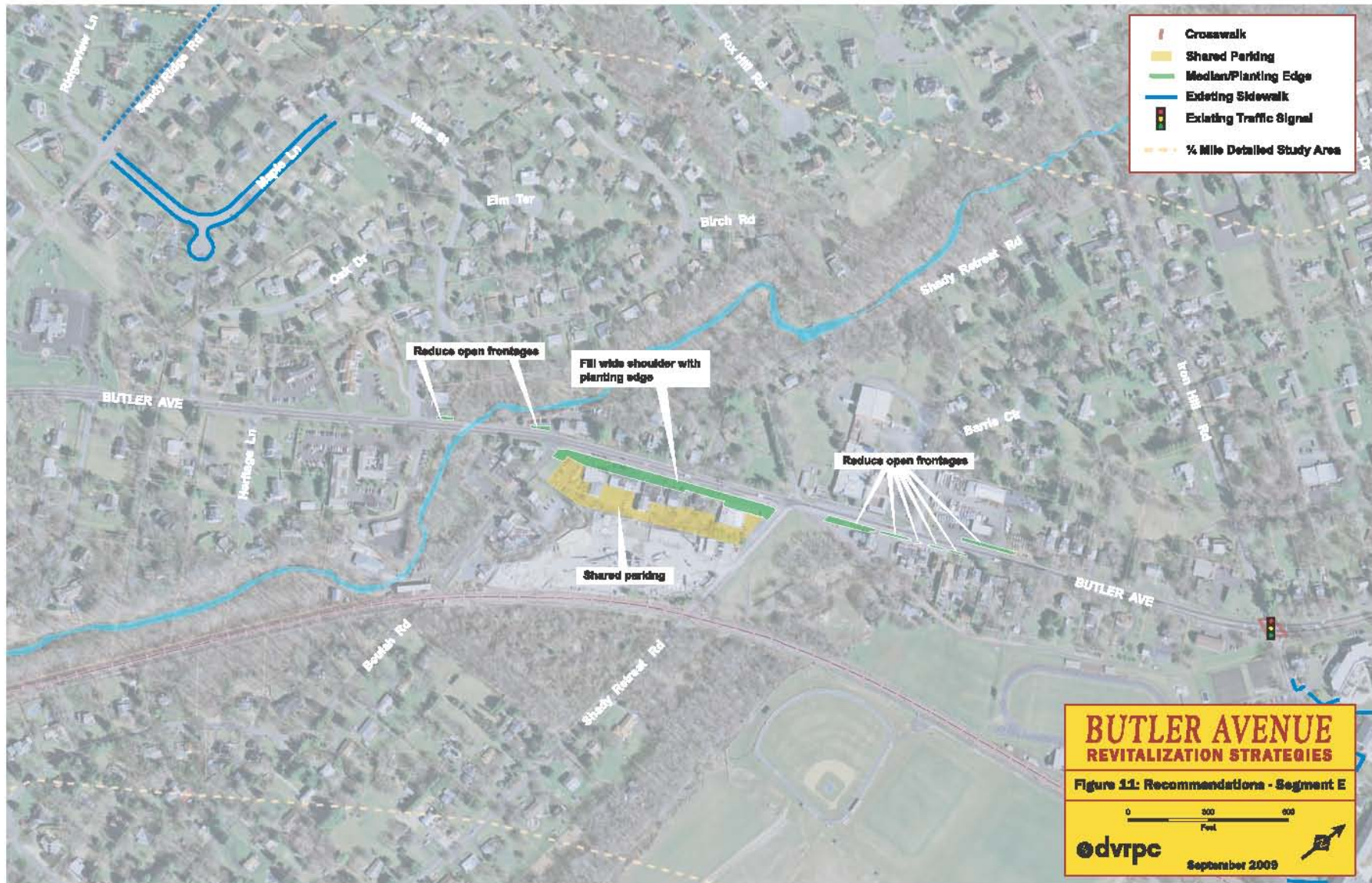
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September 2009

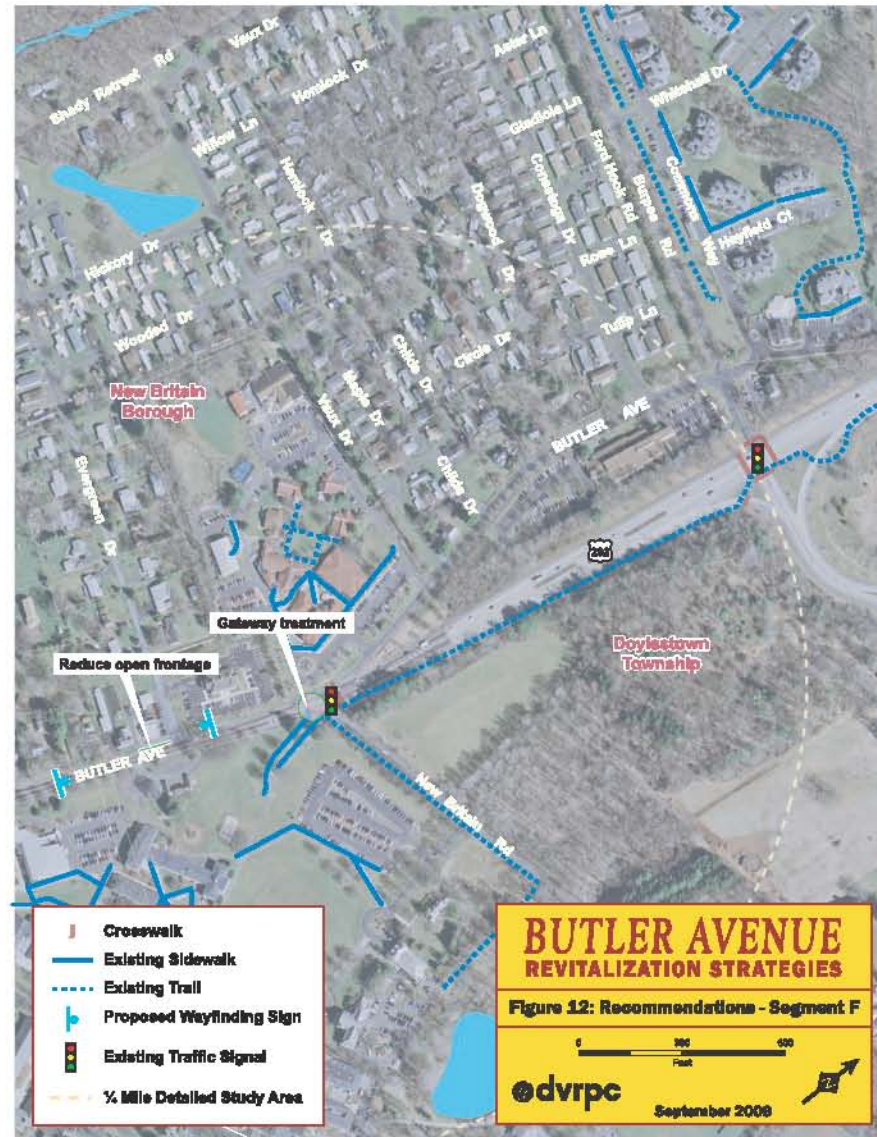
BUTLER AVENUE
REVITALIZATION STRATEGIES

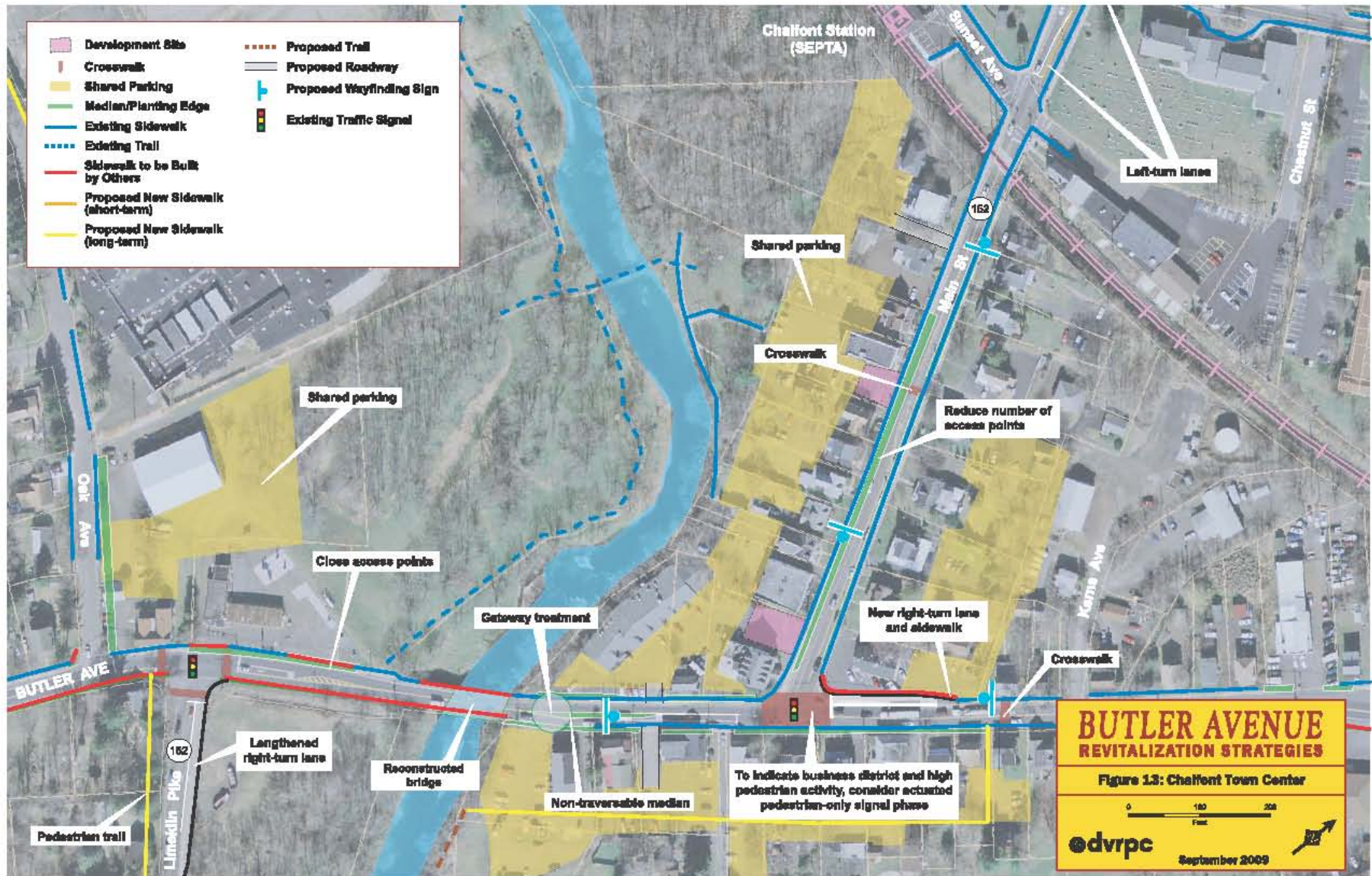




BUTLER AVENUE
REVITALIZATION STRATEGIES







New Britain Township Plan

Interconnected roadways linking adjacent neighborhoods or developments (via cross-access easements) provide lower order routes for walking or biking. In the case of vehicular travel, enhancing the local highway network supplies alternates to the arterial highway, so that short-hops and turns (and thus volume and disruption) along the arterial are managed / minimized.

Given the presence of large tracts of undeveloped lands, roadway connection and inter-parcel circulation schemes were prepared for the suburban corridor conditions at the western end of the corridor in New Britain Township. Potential access points along Butler Avenue were "cited" for 600-foot separations between signalized intersections to coincide with developing a Community Arterial concept for Butler Avenue, and the land development and highway access permit approval practices / pressures that are now shaping the corridor. Given this assumption, spacing between unsignalized driveways should be a minimum of 300 feet (and these with turning restrictions—as is the current practice).

Driveway assessments along Butler Avenue considered redundant access, open frontage access, and potential roadway connections between adjacent properties. The conceptual plan's suggestions also include driveway definition, consolidations, and relocations to secondary side streets as measures to maintain / promote order and flow along Butler Avenue. These actions can be realized through the official plans and maps of the municipality, through the development review and approval process, and via the highway occupancy permit process (for new developments, and redevelopment applications—where a change in ownership or use is proposed).

Additionally, the roadway identity can be enhanced with a gateway near the western entrance to the township (**Figure 14**).



Figure 14: New Britain Township Gateway Photo Simulation
Source: DVRPC, September 2009

Chalfont Borough Plan

In the Borough of Chalfont's town center pedestrianism and the view from the street are paramount. The concept integrates the PA 152 (Main Street / Limekiln Pike) axis from the train station to the proposed Twin Streams Park. The principal strategies illustrated in the town center are applying streetscaping elements and creating shared parking arrangements (see **Figure 15**). Changes in adjacent land use and roadway environment are introduced or reinforced with a gateway treatment on each side of Chalfont's downtown.

Shared parking allows two or more land uses to "claim" the same parking spaces in fulfillment of the requirements of the municipal zoning ordinance—the underlying assumption being that different land uses experience their respective peak demand for parking spaces at different times of the day. An office building, for example, which typically experiences peak demand during weekday daytime business hours, could share the same parking spaces with a restaurant whose demand for parking peaks in the evening. Parking demand can also vary by day of the week. A typical peak parking period for most professional services is on a weekday. Most religious institutions see parking demand peak on the weekend. The concept is in play at all shopping centers, and in the shared St. James Church / Fire Company parking lot also being used by SEPTA for permit parking spaces to supplement commuter parking at the Chalfont train station.

By encouraging shared parking, a municipality can reduce the total number of parking spaces required relative to the total number of spaces needed for each land use. Developers benefit from lower construction costs by having to provide fewer parking spaces. Less land devoted to parking means less impervious surface and a healthier ecosystem. Shared parking also requires fewer driveways and access points, resulting in safer pedestrian and sidewalk conditions, more efficient traffic flow, and reduced driver conflicts due to fewer intersecting turning locations. One of the greatest benefits of shared parking is that it allows for a more efficient use of land, by significantly reducing the amount of land devoted to parking. Opportunity for potential infill development may result—without the need for additional parking. **Appendix B** contains sample language for use in developing a shared parking ordinance.

In the conceptual plan, downtown sidewalk travel is enhanced by eliminating individual curb cuts to most properties, and relocating parking to the rear of

the buildings (fronting on both Butler Avenue and Main Street). Joint driveways and cross access supplants the present condition. Shared parking and continuous sidewalks support the commercial activities, the proposed Twin Streams Park, and commuter parking for the Chalfont train station. Parking treatments should seek to reduce permeable pavement, as possible, to mitigate stormwater runoff issues.

Traffic improvements in the downtown include a lengthened right-turn lane on the Limekiln Pike northbound approach to Butler Avenue, and a formalized right-turn lane on the Butler Avenue westbound approach to Main Street (i.e., in front of Manhattan Bagel). These will be constructed by PennDOT as components of the Butler Avenue Bridge Replacement over the Neshaminy Creek.

The parking and circulation concepts illustrated for the Chalfont business district are very long-range. The vision needs to be examined more carefully, vetted with the business community and residents, and implemented through a major downtown revitalization and redevelopment plan. All constructed projects will have to conform to applicable state, municipal and historical district codes.



Figure 15: Chalfont Borough Streetscaping Photo Simulation
Source: DVRPC, September 2009

New Britain Borough Plan

East of Chalfont's center to the Tamenend Avenue intersection, the highway returns to a developed suburban corridor with strip commercial activity. The conceptual plan's circulation recommendations cite reduced open frontages, driveway closures and consolidations. The Bristol Avenue Extension project is recommended as it enhances mobility and affords connectivity across the broad study area. On a micro-level, the extended roadway also supplies opportunities for improved access to an existing residential development, and closure of a redundant driveway intersecting Butler Avenue. Planted, non-traversable medians are proposed along Butler Avenue to direct and protect turning traffic volumes in the vicinity of the Bristol Road Extension at-grade railroad crossing, and along commercial frontages.

South of Butler Avenue, extended roadways (e.g., Matthews Avenue and Industrial Drive) link adjacent industrial properties to distribute and disperse traffic, and provide a safer pedestrian environment between the New Britain train station and the industries. Interconnection with Sand Road provides for connection to a signalized crossing at Butler Avenue.

East of the Tamenend Avenue intersection Butler Avenue's abutting land use turns decidedly residential, on larger single family lots. The view from the road becomes seemingly rural. Consistent with the changing land use, and opinions expressed at the August 2009 public meeting, sidewalk / trail proposals are discontinued east of Tamemend Avenue. The Tamenend Avenue intersection is slated for a new traffic signal. No separate left-turn lanes are proposed as part of the signal design—reflecting aspirations for Butler Avenue as a community asset, not just a thoroughfare. Textured crosswalks are identified in the conceptual corridor plan to accompany the signalized intersection, to reiterate the corridor's theme and to convey a changing landscape to the westbound driver.

Through the end of the corridor, at the PA 611 Bypass expressway interchange, traffic management strategies are proposed which reduce open frontages and driveway access points. Locations where development frontage widening exists are recommended for replanting to restore a two-lane rural roadway feel to the section.

Enhancement of the existing island at the eastern end of the corridor is recommended to provide an updated gateway (**Figure 16**). Beside the visual benefit, the gateway will inform and influence the behavior of westbound

Butler Avenue traffic entering the study corridor from the multi-lane cross section through the PA 611 Bypass interchange.



Figure 16: New Britain Borough Gateway Photo Simulation
Source: DVRPC, September 2009

Sidewalks and Trails

The corridor plan supplies a series of trail and sidewalk recommendations to complement non-motorized travel networks envisioned in the *Tri-Municipal Master Trails Map* and the region. To establish the baseline, and be comprehensive and coordinated, DVRPC staff prepared an inventory and map of existing sidewalk and trail facilities in the study area (**Figure 6**, shown earlier in this report) to compare with: ongoing projects (e.g., the Butler Avenue Streetscape Project, the Parkway Improvement project); proposals (e.g., the Tri-municipal trails plan, and the regional trails network); and specific generators in the study area.

In turn, the base sidewalk network was brought into focus within one-quarter mile on either side of Butler Avenue, and reviewed for gaps and consistency with the other elements of the conceptual plan for the corridor. Suggestions for extending or adding sidewalks to the corridor followed. This information was subsequently mapped and displayed to obtain input and determine preferences during the August 2009 public meeting.

DVRPC staff also prepared an independent technical ranking of the plan's sidewalk and trail components for priority setting as a fall-back in the event that property owner input / direction was inconclusive (refer to **Appendix C**).

Streetscape Elements

Uniform-style banners and wayfinding signs, as they may be applied within the corridor are illustrated in **Figure 17**. Strategic placement of these elements along the corridor, along with the textured crosswalks and planted median islands will build identity, promote placemaking, and supply visual continuity along the corridor.

Non-traversable planted center medians (to protect or prohibit turning traffic) are proposed at signalized intersections and at selected mid-block locations, within the commercial zones. Textured crosswalks are sited within the commercial zones, at selected midblock locations, and at all signalized intersections (current and proposed) along Butler Avenue. These treatments can help calm traffic flow, and are already being recommended for construction within the corridor municipalities (at the Chalfont Square Shopping Center, per the Borough's streetscape plan; and as part of the Skyline Drive / Brittany Drive intersection improvement project, in New Britain Township).

Local attractions for the wayfinding sign legends include:

1. Link Belt train station
2. Chalfont train station
3. New Britain train station
4. Delaware Valley College
5. Peace Valley Park / Lake Galena
6. Historic Downtown Chalfont
7. North Branch Park
8. Covered Bridge Park
9. National Shrine of Our Lady of Czestochowa

A consistent look and comprehensive application of the streetscape components are the revitalization plan's added ingredients for the corridor. Streetscape improvements can be affected and implemented via the town's codes, the development / redevelopment application, review and approval process, and grants and aid.



Figure 17: Collage of Streetscaping Elements, including Wayfinding Signage and Decorative Banners
Source: DVRPC, September 2009

7. IMPLEMENTATION

An implementation plan was prepared for the *Butler Avenue Revitalization Strategies*. Order of magnitude construction costs were estimated for the corridor's unfunded plan elements, and arranged by improvement type and municipality. **Table 4** provides the cost data. An independent technical ranking methodology was prepared for sidewalk segments by DVRPC staff (refer to **Appendix C**), and is offered to the degree that it may help in staging and investment decision making. Finally, a broad array of information on funding assistance programs was provided as an assist to the decision makers for advancing the corridor plan. Funding programs are described in **Appendix D**.

The information contained in Table 4 indicates that constructing the total improvement program is estimated at \$3.7 million. Almost one-half of the total costs are associated with recommendations in New Britain Township, and the rest shared equally between the Borough of Chalfont and the Borough of New Britain. The plan's thematic streetscape elements total \$2.1 million across the corridor. Roughly one-half of the construction costs are attributable to improvements in New Britain Township, while the remaining half is split about evenly between the Boroughs. Sidewalk, curb and ADA ramp improvements total \$1.6 million for construction; percentage shares are similar to previous descriptions. Sidewalk improvement costs have been itemized for segments along Butler Avenue for their importance to the corridor plan (\$0.8 million), and for selected cross streets for sidewalk connectivity purposes, etc. (\$0.9 million).

Implementation Strategy

Funding programs most familiar to DVRPC staff include the Transportation Enhancements (TE), and the Safe Routes to School (SRTS) funding programs administered throughout the Pennsylvania-side of the region (see Appendix D, pages D-1 and D-2). Both programs are managed by DVRPC staff, in conjunction with PennDOT, and their funds are highly sought after and utilized by municipal applicants. In both programs, applications are competitively reviewed, ranked and awarded to make the most use of the limited supply of funds. Funding ceilings are \$1.0 million (maximum) per application. The program's project pool and application process is refreshed on a two-year cycle.

Practical matters like construction efficiency, economies of scale, maintenance and protection of traffic, preserving quality of life for residents and businesses, etc. suggest that it makes the best sense to pursue a \$1.0 million (total construction costs) improvement package containing all recommended elements over a defined, concentrated geographic area.

Given the variety of improvement elements, their construction costs, typical funding thresholds and the practices for equitable distribution of available funds throughout the region, it is suggested that New Britain Township's elements (totaling \$1.8 million) be advanced in two separate application cycles. The Boroughs should partner again (as they have in the Butler Avenue Streetscape Project), and jointly apply in two consecutive application rounds. There is no prejudice (pro or con) in submitting in back-to-back application cycles. What is considered in any subsequent application *is* past performance—as a demonstration of the ability to effectively use the awarded funds to complete improvements as proposed.

In all cases, the streetscape elements included in this report are samples, designed by DVRPC staff for a uniform corridor appearance, and the cost estimates provided are for construction only. Agreement on the style that works best should be developed collaboratively by the municipalities, with the help of their historical commissions, the public, and the business community. These activities will result in more municipal expenditures. DVRPC staff suggests a community-based design competition to kick-start and possibly streamline the process.

Additional costs for developing the physical project, like engineering and design, can be expected. Typically, the costs of these activities are borne by the municipality and represent the applicant's match to secure the construction money provided through the TE and SRTS programs.

Improvements Staging

On a cursory level, it makes some sense to initiate construction at the ends of the corridor to start the corridor's new identity. Once in place, a constructed project can establish a center of mass which in turn can serve in promoting support for continuing the revitalization program. The information contained in Appendix C may be helpful in determining whether separate or joint applications, each totaling \$1.0 million for construction, can be formulated from this perspective, or if some other approach is preferred.

TABLE 4: Construction Cost Estimates of Recommended Improvement Program

Improvement type	New Britain Township	Chalfont Borough	New Britain Borough	Total	Unit cost assumptions:
<u>STREETSCAPE ELEMENTS:</u>					Concrete curb: \$40 / Linear foot (LF)
Planted medians (count)	\$350,000 (10)	\$80,000 (4)	\$130,000 (3)	\$560,000 (17)	Concrete sidewalk: \$70 / Square yard (SY)
Textured crosswalks (count)	\$600,000 (6)	\$210,000 (4.5)	\$332,000 (4.5)	\$1,142,000 (15)	ADA ramp: \$5,000 each
Banners (count)	\$9,150 (30)	\$61,350 (38)	\$18,300 (60)	\$88,800 (128)	Textured crosswalks: \$300 / SY
Wayfinding signs (count)	\$600 (2)	\$1,500 (5)	\$1,800 (6)	\$3,900 (13)	Planted median: \$115 / LF (assume 10' width)
Gateways (count)	\$75,000 (1)	\$150,000 (2)	\$75,000 (1)	\$300,000 (4)	Banner Unit Costs: Banner - \$35 / Square foot (SF) Poles - \$5,000 / pole (downtown Chalfont only) Brackets - \$25 / Bracket
Subtotal	\$1,034,750	\$502,850	\$557,100	\$2,094,700	Wayfinding Sign Unit Cost: \$300 / sign
<u>SIDEWALKS, CURBS, ADA RAMPS:</u>					Gateways: \$75,000 each (includes standard sign, crosswalks, curb ramps, landscaping, and lights).
Butler Avenue	\$485,500	\$74,200	\$218,900	\$778,600	
Cross Streets	\$266,300	\$402,500	\$189,000	\$857,800	
Subtotal	\$751,800	\$476,700	\$407,900	\$1,636,400	
Grand Total	\$1,786,550	\$979,550	\$965,000	\$3,731,100	

The table contains cost estimates for the conceptual improvement strategies illustrated in Figures 7 through 13. Estimates include installation costs and are based on current order of magnitude construction costs, as of the time of this document's publication. Source: DVRPC, September 2009

8. SUMMARY AND CONCLUSION

Chalfont Borough, New Britain Borough, and New Britain Township have actively collaborated to identify and address mutual transportation concerns. They have partnered on traffic safety and mobility studies directed at their shared network of arterial highways. They have participated and expressed their concerns in the engineering and design stages for the US 202 Parkway Improvement project. They have shown a mutual commitment to develop and construct networks of trails and sidewalks which in addition to serving recreational purposes, can serve as transportation facilities devoted to non-motorized modes. Their trail and sidewalk plans acknowledge the networks of the neighboring municipalities and the regional multi-use trail being constructed as part of the US 202 Parkway project.

When completed in 2012, the US 202 Parkway will relieve traffic volume along Butler Avenue. The expected reduction of through traffic from the artery supplied the opportunity to consider the Butler Avenue corridor as both transportation facility and community asset—in line with the aspirations of the three municipalities. DVRPC staff was commissioned to work with municipal representatives, PennDOT, and Bucks County, among others, in a planning and visioning exercise to explore that opportunity.

With the participation of the multi-jurisdictional study steering committee, staff developed and integrated a comprehensive array of traffic and pedestrian circulation strategies and streetscape themes—from ongoing plans and projects, and through independent work—to supply a unified vision to sustain the corridor's transportation function, enhance its livability and promote its economic viability. Ultimately these concepts were presented to the property owners along Butler Avenue to inform, fine-tune, and prepare a recommended improvement plan for the JSC.

Once the final plan was completed, cost estimates for unfunded improvement recommendations were prepared, and information on funding assistance programs was supplied. A suggested implementation strategy and an approach for staging the improvements were supplied as an assist for the decision makers.

It is worth mentioning that the study area municipalities are well versed in identifying and obtaining financial aid for infrastructure improvements. During the course of the study, Chalfont and New Britain boroughs successfully secured a total of \$1.2 million in matching funds to construct the Butler Avenue Streetscape Project a comprehensive proposal for curb,

sidewalk, crosswalk, and planting islands for 1.5 miles through Chalfont and into New Britain Borough. Funds were supplied through the Federal Safe Routes to School (SRTS), and the Pennsylvania Communities Transportation Initiative (PCTI)—federal and state assistance programs.

Other Related Recommendations

Through the committee work other observations and recommendations were offered by the JSC to extend the value and applicability of the study effort. These include:

- Use the report as a priority guide for constructing sidewalk and streetscape improvements within an individual municipality.
- Endorse the report's recommendations through multi-municipal adoption, and resolve to jointly implement the plan to gain more leverage in applications for funding assistance.
- Use the report as a rallying document and exhibit of Tri-municipal support of the Bristol Road Extension project.
- Petition PennDOT to provide signage along the US 202 Parkway which could also promote the Butler Avenue corridor. For example, install wayfinding signage (i.e., "to Butler Avenue Businesses") along and approaching important junctions of the US 202 Parkway (including County Line Road, PA 152 and Bristol Road).
- Use the study's methodological approach and inventory of funding programs to complete sidewalk and streetscape improvements along other municipal or state highways in their jurisdictions.
- Re-evaluate Butler Avenue's official highway functional classification after the Parkway opens to traffic. A reduction in the functional classification to minor arterial is more in line with a "Community Arterial." If justifiable, the lower classification may supply opportunities for implementing traffic calming strategies within commercial areas where posted speeds are 40 miles per hour or less (generally the case through Chalfont and New Britain Boroughs); and/or allow more context sensitive designs where roadway, intersection and driveway improvements are contemplated.

Finally, DVRPC staff recognizes that the informal Tri-municipal partnerships formed to address planning and implementing transportation improvements are models of inter-municipal cooperation. They have been successful, should be continued and considered for strengthening. Opportunities for smart growth are present in the study area's existing land use patterns, and

through the common goals expressed in the three municipalities' Comprehensive Plans. In many respects their shared values are akin to the Commonwealth of Pennsylvania's Keystone Principles for planning, growth, investment and resource conservation.

The Keystone Principles were designed to foster sustainable economic development and conservation of resources. Multi-municipal plans, as provided by the Pennsylvania Municipalities Planning Code, supply a framework for planning regionally and implementing locally—key criteria of the Principles. Formalizing planning and development relationships, by preparing and adopting a Multi-Municipal Comprehensive Plan and satisfying the criteria of the Keystone Principles, can also avail New Britain Township, Chalfont Borough and New Britain Borough preferential consideration in related land use and transportation investment decisions made by Commonwealth agencies.

APPENDIX A: MEETING WITH PROPERTY OWNERS (8/13/2009) – MEETING NOTES

APPENDIX A: MEETING WITH PROPERTY OWNERS (8/13/2009) – MEETING NOTES

On Thursday, August 13, 2009 DVRPC held a public meeting and workshop at the New Britain Township Building, to engage the public in shaping the recommendations for the this study. DVRPC sent letters inviting 291 property owners on Butler Avenue to this meeting, in order to engage the stakeholders most directly invested in the study corridor. Seventy-two members of the public showed up for the meeting – representing almost a 25 percent turnout rate – fairly high when compared to similar planning meetings and workshops.

Attendees were asked to sign-in, and received a project background fact sheet and a project / meeting comment form (copy enclosed).

The meeting included a brief presentation by DVRPC staff, with substantial time devoted to questions-and-answers. The attendees were also asked to participate in a hands-on sidewalk prioritization exercise, and to fill out a public comment form. Forty attendees filled out the comment forms, and several attached printed statements. The results of the written input follow. The sidewalk prioritization exercise and its results are summarized afterwards.

Who are the respondents?

Of the total respondents to the comment form, 65 percent live in New Britain Borough, while 12.5 percent live in Chalfont Borough, and 12.5 percent live in New Britain Township. Another 10 percent left this question blank. Just under half of the respondents (47.5 percent) reported that they work or go to school in the study corridor, with 22.5 percent of those working or going to school in New Britain Borough. Based on this information, it is notable that the majority of respondents are associated with New Britain Borough, while there is much lower representation from the other two corridor municipalities. These facts are worthwhile considering that the most vocal issue at the public meeting was related to sidewalks in New Britain Borough.

What Are the Problems?

When asked whether “Butler Avenue needs strategies to deal with traffic issues, and improve the communities,” 72 percent of respondents answered

“yes,” and 15 percent answered “no.” Thus, the majority of respondents agreed with the premise of this study. The next question asked respondents to identify the most important issues, to which 75 percent answered “traffic congestion.” The next highest scoring issues were “drivers speeding” (42.5 percent) and “economic development” (40 percent). Several respondents wrote in other problems, with three suggesting that pedestrian and bicycle conditions are problematic. Other respondents cited destruction of trees and noise pollution. [It is worth citing that the three top issues were principal reasons for conducting the study.]

Did the Recommendations Solve the Problems?

The respondents were divided as to whether the study’s recommendations to-date solved the identified problems. When asked whether “the strategies you saw today addressed the issues that are important to you” 50 percent answered “yes” or “somewhat.” Respondents were also divided as to whether they would be willing to pay for the improvements in the study with local tax dollars. To this latter question, only 2.5 percent of respondents said they were willing to pay for all of the improvements with local tax dollars, while 12.5 percent were willing to pay for most of them, 12.5 percent were willing to pay for few of them, 25 percent were willing to pay for some of them, and 40 percent were not willing to pay for any of the recommendations, as shown, with local tax dollars.

What Are the Solutions?

In the next section of the comment form, respondents were given a list of nine major strategies from the study, and asked whether they support or do not support each. The strategies receiving the highest number of “support” votes were “placemaking” elements in the historic boroughs” (65 percent), “Shared parking, allowing drivers to park once and walk to several nearby businesses” (60 percent), and “Access management, such as combining business driveways” (58 percent). Only two strategies received more “do not support” votes than “support” votes. These were “new recreational trail connections” (58 percent “do not support”), and sidewalks (50 percent “do not support”).

The geographic breakdown of the respondents’ answers to this question also shows some disparity in opinion between residents of the three municipalities. For example, 80 percent of Chalfont residents and 60 percent of New Britain Township residents marked that they support building

sidewalks and recreational trails. However, only 35 percent of New Britain Borough residents answered in support of these strategies.

Some respondents suggested other strategies that were not shown on the comment form. These were: sidewalks on one side of the roadway only, or only in the business districts; a bicycle trail parallel to the railroad tracks; providing cross-access easements between proposed large commercial developments and existing adjacent, smaller commercial properties; a tax abatement program for new businesses; making Keeley Avenue one-way approaching Butler Avenue; and a traffic management plan around Tamenend Avenue. In a public statement, the New Britain Borough Historic Preservation Committee wrote that it opposes sidewalks east of Lenape Road. These areas are decidedly residential with historic homes, trees, walls, etc. The historic character would be destroyed with sidewalks added to the streetscape. [A motion of six of the seven New Britain Borough Council members, submitted by email, expressed opposition to a blanket sidewalk policy that does not address the specific needs of the Borough.]

How Was the Meeting?

It is important for us at DVRPC to assess our effectiveness at presenting the material. The respondents seemed pleased overall with the meeting format and presentation. The majority of respondents (60 percent) answered that the graphics and illustrations were either “good” or “very good.” When asked whether the meeting format was “appropriate for you to learn about and understand the study,” 65 percent answered “yes,” and only 12.5 percent answered “no.” Some respondents provided feedback on the format of the meeting. One respondent felt there was not enough time for input, and another that it was hard to hear all of the comments. Others felt that additional public meetings should be held to continue public engagement and input.

Summary of the Written Comment Forms

While there were some vocal disagreements with elements of the study voiced at the public meeting, the responses on the comment forms are overall very positive in terms of the study’s approach and direction. It is clear that the respondents feel there are problems that need to be addressed, and that to some extent the study is addressing those problems. The issues of traffic and economic development, identified by respondents as the most significant issues facing the corridor, are also the issues that this study focuses on most heavily. In addition, the strategies favored by respondents –

placemaking, shared parking, and access management – are some of the top approaches recommended in this study.

The Sidewalk Prioritization Exercise

The sidewalk priorities exercise was conducted to allow the attendees to physically identify areas or segments along Butler Avenue that are desirable for walking and/or upgrade. Similarly, the respondents could indicate where sidewalks were not preferred. The indications were made using post-it notes applied to an aerial photo of the corridor.

The results of the sidewalk prioritization exercise are illustrated in **Figure A-1**, and generally mirror the written comments.

Conclusions

The most vocal issue, opposition of sidewalks, seems to be largely felt by residents of New Britain Borough, while the other two municipalities seem to favor sidewalks much more heavily. The input from the public meeting suggests that the recommended strategies should be applied in a way that is attentive to context and the different needs of residents and business owners in the three municipalities. At the same time, just because residents in one segment of the corridor are not supportive of a strategy, such as sidewalks, does not mean that the strategy should be denied to another supportive part of the corridor. It will be up to the three municipalities to work together to effectively carry some of these recommendations forward while being attentive to the needs and concerns of their constituents.

This public meeting was well attended, and the majority of attendees utilized the response forms to convey their input. The meeting and response forms were very valuable, and made it clear that as the corridor municipalities pursue some of the recommendations in this study, that it will be critical to involve the public in a substantive way. The residents of New Britain Township, Chalfont Borough, and New Britain Borough are clearly engaged, informed, and willing to be part of the process of shaping their communities’ future.

Actions to be taken with the Recommended Plan

The input from the comment forms and the sidewalk priorities exercise provided the basis for the study team to revise some of the less popular recommendations, so that the final report better reflects public opinion and input. As such the recommended conceptual plan for the final report will be redrawn and cost estimates revised, as follows:

- Recommendations for continuous sidewalks / trails in non-commercial areas in New Britain Borough—generally located along the south side Butler Avenue from Bristol Road to the eastern end of the corridor, at New Britain Road; and along the north side between Tamenend Avenue and New Britain Road—will be excluded.
- The sidewalk and streetscape improvements to be financed by others, including the SRTS / PCTI funded streetscape project in Chalfont and New Britain boroughs, will be identified on the plan and excluded from the cost estimates.
- The other streetscape / placemaking elements throughout the corridor including planted medians in commercial districts, textured crosswalks at signalized intersections, banners, wayfinding signs and gateways will be retained in the recommended plan.
- Timeframes for implementing the recommended streetscape improvements, and cost estimates for same, will be based on the technical ranking performed by DVRPC staff (summarized in **Figure C-1**).
- The highway access management elements—principally located in the commercial zones, including: driveway consolidation, relocation, definition and turning restrictions; minimum spacing of signalized and driveway intersections; and interconnecting roadways between large commercial properties and adjacent neighborhoods— will be retained.

NEW BRITAIN TOWNSHIP • CHALFONT BOROUGH • NEW BRITAIN BOROUGH



DRAFT COMMENT FORM FOR PUBLIC MEETING, JULY 2009

1. Do you agree that Butler Avenue needs strategies to deal with traffic issues, and improve the communities in New Britain Township, Chalfont Borough, and New Britain Borough?

- | | | |
|--------------------------|--------------------------|--------------------------|
| Yes,
I agree | No, I
disagree | Not
Sure |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2. What issues do you feel are the most important to address? (check all that apply)

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Traffic
congestion | Lack of
parking | Drivers
speeding | Transit
access | Economic
development |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Quality of
life | Trails and
recreation | Other (Please specify) | _____ | |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |

3. Did you feel the strategies you saw today addressed the issues that are important to you?

- | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|
| Yes | Somewhat | Not really | Not at all |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4. How many of the improvements that you saw today would you be willing to pay for with local tax dollars?

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| All of
them | Most of
them | Some of
them | Few of
them | None of
them |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

5. Do you support the community building / revitalization strategies that you heard about today? (check the box that applies)

Support Do not support

- | | | |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Access management, such as combining business driveways to reduce the number of turning vehicles and potential for accidents |
| <input type="checkbox"/> | <input type="checkbox"/> | Shared parking, allowing drivers to park once and walk to several nearby businesses |
| <input type="checkbox"/> | <input type="checkbox"/> | Increased parking for SEPTA stations |
| <input type="checkbox"/> | <input type="checkbox"/> | Adding sidewalks for safer pedestrian connections to schools, train stations, shopping, and residential developments |
| <input type="checkbox"/> | <input type="checkbox"/> | Wayfinding signage throughout the corridor, directing locals and out-of-towners to key destinations |
| <input type="checkbox"/> | <input type="checkbox"/> | "Placemaking" elements in the historic boroughs, such as banners, lamp posts, plantings, and decorative materials |
| <input type="checkbox"/> | <input type="checkbox"/> | Planted "gateways" at the entrances to each municipality with a decorative welcome sign |
| <input type="checkbox"/> | <input type="checkbox"/> | New recreational trail connections |
| <input type="checkbox"/> | <input type="checkbox"/> | Conversion of striped "gore" areas into decorative planted medians |

Continued on reverse

The image above shows the front of the comment form distributed at the August 13, 2009 public meeting.

6. Are there strategies other than those shown today that you would have liked to have seen? (If yes, please describe below)

Yes No

7. Whether or not you agree with the strategies, were the graphics and illustrations that you saw today clear and understandable? How would you rate their quality?

Very good Good Fair Poor

8. In which municipality do you live?

New Britain Township Chalfont Borough
New Britain Borough Not sure

9. Do you work or go to school in these municipalities? If so which?
(If you do not work or go to school in the study area, please leave blank)

New Britain Township Chalfont Borough
New Britain Borough Not sure

10. How did you learn about this meeting?

Letter in the mail Word of mouth Email Newspaper
Website Other

11. Was the format of the meeting appropriate for you to learn about and understand the study?

Yes No

If you answered "no," what additional information do you need?

12. Contact Information (optional)

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

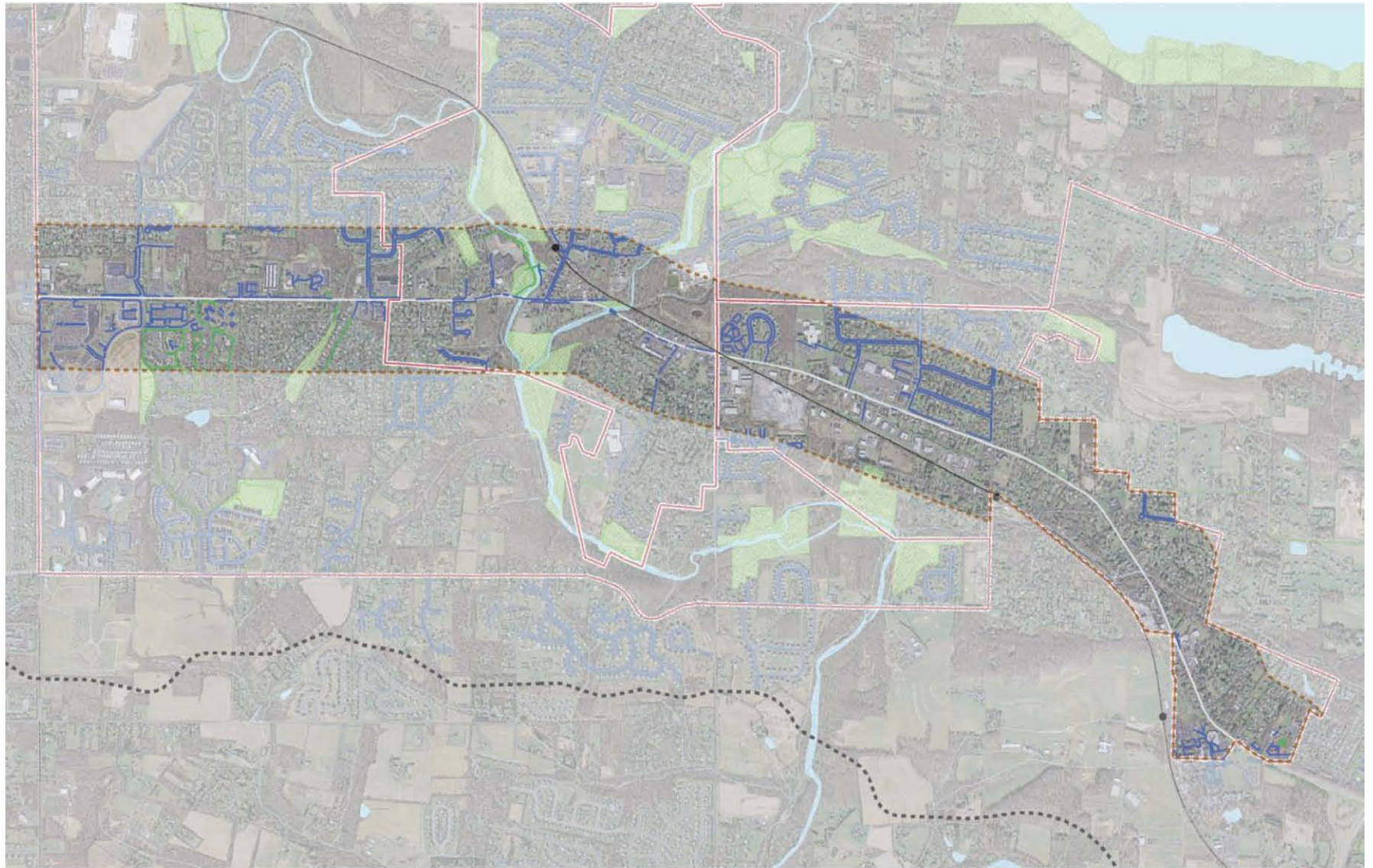
Email: _____

***Thank you for taking the time to share your comments.
Your input is very important to us and to this project.***

Please direct additional comments and questions to:

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Regional Planner, Office of Smart Growth
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krossiter@dvrpc.org

The image above shows the reverse of the comment form distributed at the August 13, 2009 public meeting.



APPENDIX B: SHARED PARKING SAMPLE ORDINANCE LANGUAGE

APPENDIX B: SHARED PARKING SAMPLE ORDINANCE LANGUAGE

Note: This language was adapted by DVRPC, based on several existing and model ordinances in the DVRPC region, including the Montgomery County Planning Commission’s Town Center District Model Ordinance.

Parking space requirements may be reduced through special exception of the [relevant municipal body or board], when owners or lessees of land with offsetting parking demand enter into a shared parking agreement. Shared parking may be located on adjacent or non-adjacent lots.

(1) All shared parking sites must be under common ownership or controlled by a reciprocal easement agreement, submitted to the [relevant municipality] for approval.

(2) Land owners or lessees instituting shared parking arrangements on abutting lots may combine parking facilities, circulation paths, and access points.

(3) Land owners or lessees instituting shared parking on non-adjacent lots shall not locate the farthest parking spot more than 800-feet from its associated land use. Additionally, the land use shall be accessible from the parking facility by a direct pedestrian connection that may be a sidewalk or internal circulation system.

(4) The minimum amount of shared parking required shall be calculated through the following formula:

(a) Combine the number of required parking spaces for each land use as if it were a separate use.

(b) Multiply this number for each land use by the corresponding percentage in the following table.

(c) For each land use, calculate the total for each of the six time periods.

(d) Add together the derived value for all land uses in question, for each time-period column.

(e) The column with the highest combined value shall be the minimum parking requirement.

Table B-1: Adjustment Factors to Parking Requirements for Shared Parking Arrangements

Uses	Monday-Friday			Saturday and Sunday		
	8 AM – 6 PM	6 PM – Midnight	Midnight – 8 AM	8 AM – 6 PM	6 PM – Midnight	Midnight – 8 AM
Residential	60%	100%	100%	80%	100%	100%
Office	100%	10%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	60%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	60%	100%	10%	70%	100%	20%
Entertainment	40%	100%	10%	80%	100%	50%
Institutional	100%	40%	5%	10%	10%	5%
Religious	20%	40%	5%	100%	50%	5%

Source: Montgomery County Planning Commission, February 2006

APPENDIX C: TECHNICAL RANKING OF CORRIDOR SIDEWALK SEGMENTS

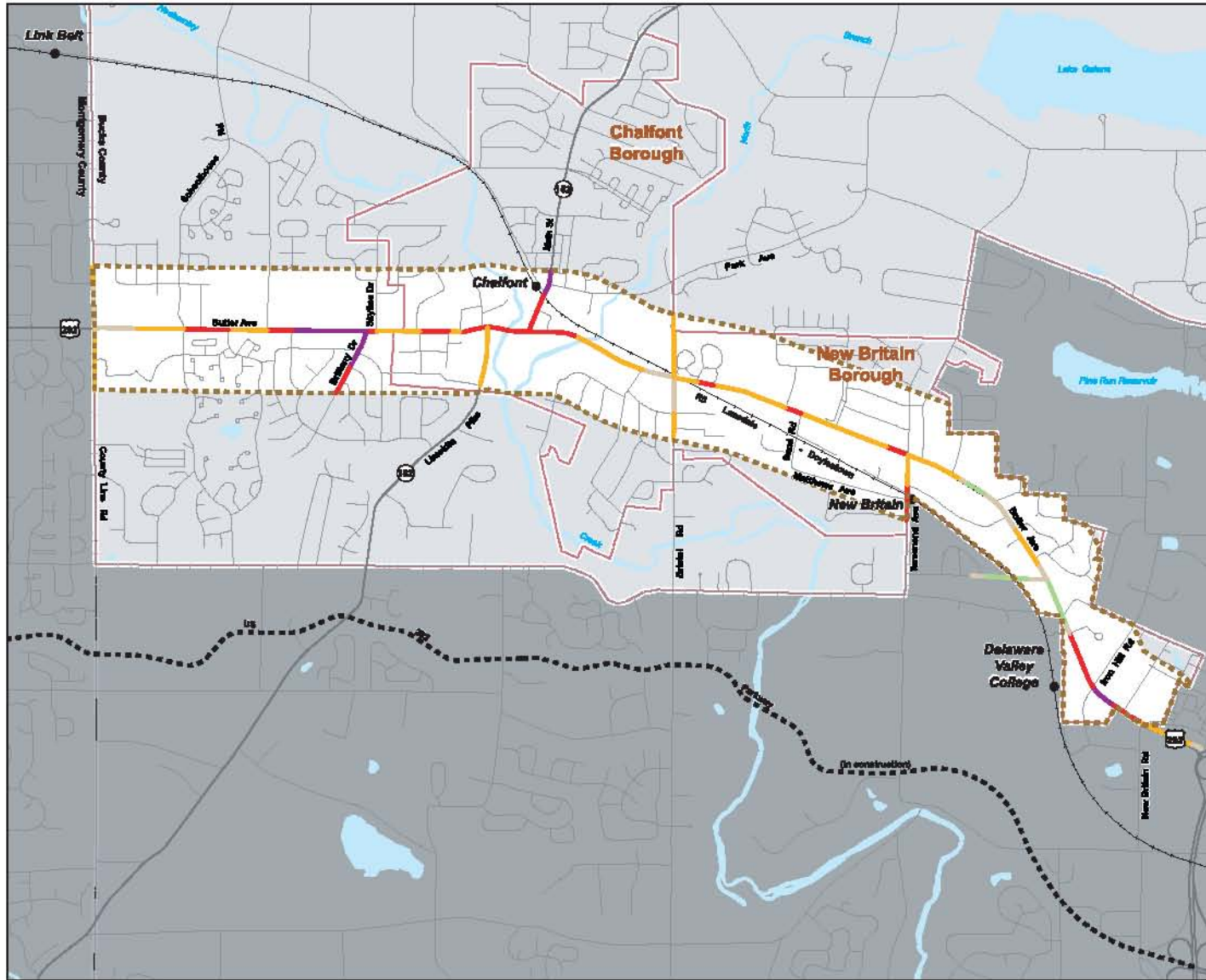
APPENDIX C: TECHNICAL RANKING OF CORRIDOR SIDEWALK SEGMENTS

The methodology used to prioritize sidewalks is adapted from a 2005 DVRPC pedestrian report, the Northampton Township Sidewalk Prioritization Study. That report prioritized sidewalk needs drawing from the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities (2005), and the PennDOT Statewide Bicycle and Pedestrian Master Plan, Pedestrian Facility Planning and Design Guidelines (1996).

Sidewalk priorities are identified by assigning points to street segments meeting potential demand for pedestrian amenities. Points were assigned to Butler Avenue and selected intersecting streets based on proximity of a quarter mile to:

- Existing Sidewalks
- Parks
- Schools and Colleges
- Transit Stations
- Commercial Development
- Population Density

Figure C-1 illustrates sidewalk priorities along Butler Avenue. While a segment could receive one point for each category up to six total points, segments ranged from one to five points. Higher point totals indicate the potential for greater pedestrian activity, and therefore, need. This analysis was incorporated into the plan to help determine long-term and short-term recommendations



BUTLER AVENUE
REVITALIZATION STRATEGIES

Figure C-1:
Technical
Sidewalk Rankings
(DVRPC Staff)

- Focus Area
(1/4 mile from Etn. 202 centerline or street-level boundary)
- Sidewalk Priority Points**
 - 1 (lowest priority)
 - 2
 - 3
 - 4
 - 5 (highest priority)
- Study Area
- US 202 Parkway (in construction)
- Butler Avenue

Source: DVRPC, PENNDOT, TANA, PADEP

September 2009

APPENDIX D: FUNDING SOURCES AND IMPROVEMENT ASSISTANCE PROGRAMS

APPENDIX D: FUNDING SOURCES AND IMPROVEMENT ASSISTANCE PROGRAMS

With fewer new roadways being built, the need for effective management of the current transportation network is even more pronounced. This report has recommended many improvements, both large and small, that will lessen congestion, improve safety, and enhance the communities along Butler Avenue. The success of this report relies on the ability of local governments to bring these ideas to fruition, yet maintenance of the current transportation infrastructure often comes with a cost far larger than an individual municipality can manage.

To this end, the study team researched funding sources that can be used by the involved municipalities to complete many of the projects and improvements suggested in this report. The list below is not intended to be exhausted or comprehensive, but represents the best effort of the study team to combine the report's recommended improvements with known sources of funding for which the involved municipalities should qualify. Details and contact information were provided where available but may change over time. It is suggested that each organization be contacted directly to ensure that the eligibility, purpose, terms, etc. are still accurate.

I. ROADWAY / INFRASTRUCTURE

Sidewalks, non-traversable median, roadway configuration changes, gateway treatment, crosswalks, bridge reconstruction, new roadways/connections

Bikes Belong Coalition

Eligibility: Federal, state, regional, county and municipal agencies, nonprofits, organizations whose mission is expressly related to bicycle advocacy

Purpose: To fund bicycle facilities and paths which encourage facility, education, and capacity building

Terms: \$10,000 or less

Deadline: Applications accepted quarterly

Contact: Bikes Belong Coalition

Phone: 617-734-2111

Website: www.bikesbelong.org

Liquid Fuels Tax Program

Eligibility: Pennsylvania local governments

Purpose: Provides funds for any road related activity

Terms: Vary

Deadline: Annual

Contact: Pennsylvania Department of Transportation, District 6-0

Phone: 610-205-6539

Website: www.dot.state.pa.us

Pennsylvania Infrastructure Bank

Eligibility: Pennsylvania local governments and contractors

Purpose: To provide low-cost financing to municipalities and contractors for eligible transportation improvements

Terms: Low-interest loans from \$49,000 to \$3.9 million through a revolving loan fund for implementation

Deadline: Ongoing

Contact: Pennsylvania Department of Transportation (PennDOT)

Phone: 717-772-1772

Website: www.dot.state.pa.us

Surface Transportation Program (STP)

Eligibility: State and local governments

Purpose: Provides funding that can be used on any federal-aid highway, bridge projects, public roads, transit capital projects, and intra-intercity bus terminals

Terms: 80% of costs can be funded

Deadline: Project submissions accepted and considered on a two-year cycle

Contact: County Planning Transportation Department

Phone: n/a

Website: n/a

Transportation Enhancements Program (TE)

Eligibility: Pennsylvania local governments, counties, state or federal agencies, nonprofits

Purpose: For the funding of non-traditional projects designed to enhance the transportation experience, to mitigate the impacts of transportation facilities on communities and the environment, and to enhance community character through transportation-related improvements

Terms: 80% to 90% of costs can be funded

Deadline: Varies by state

Contact: Delaware Valley Regional Planning Commission (DVRPC)

Phone: 215-592-1800

Website: www.dvrpc.org/te

Federal Safe Routes to School Program (SRTS)

Eligibility: Federal or state agencies, Pennsylvania county or local governments, school districts, nonprofits

Purpose: To establish safe walking routes for children commuting to school.

Terms: 100% of total costs

Deadline: Varies

Contact: Pennsylvania Department of Transportation (PennDOT)

Phone: 717-787-8065

Website: www.dot.state.pa.us

Note: In addition to the funding programs listed above, Pennsylvania law permits local governments and municipal authorities to raise, through taxation, their own dedicated funds to use for transportation related improvements. The two mechanisms are: Act 209 of 1990 (as amended in 2000 by Act 68), which permits establishment of service areas for levying impact fees; and The Transportation Partnership Act—Act 47 of 1985, and amended in 1986, which permits formation of transportation development districts financed by special assessments or other local revenues. These laws attempt to equitably determine and distribute the cost of transportation improvements in proportion to those who will benefit from the improvements, including the municipality, PennDOT, and developers.

Establishing the foundation to legally pursue these means of raising municipal finances can be complicated and costly, and are not necessarily right for all municipalities. It should be acknowledged that New Britain Township has enacted an Act 209 traffic impact fee ordinance. Implementing Act 47 provisions are extremely limited throughout the Commonwealth, and require that all properties within a district be assessed (e.g., existing and new). In the region just Tredyffrin Township, in Chester County, has enacted a Transportation Development District (in 1993). More details regarding the crafting of an impact fee ordinance can be found in the Transportation Impact Fees Handbook published by PennDOT in November 2007.

II. TRAILS / RECREATION / ENVIRONMENT

Pedestrian trails, acquisition of parkland and open space, park improvements, vegetation acquisition, and maintenance

Affordable Housing Built Responsibly and Community Trees

Eligibility: State agencies and political subdivisions

Purpose: To provide financial assistance for the preparation of Outdoor Recreation Plans (SCORPs) and the acquisition and development of outdoor recreational facilities

Terms: Department of Environmental Protection must apply on the applicant's behalf. Grant can not exceed 50% of project cost.

Deadline: Continuous

Contact: National Park Service, Rivers and Trails Assistance

Phone: 215-597-9175

Website: www.npa.gov

Community Conservation Partnerships Program (C2P2)

Eligibility: Pennsylvania local governments

Purpose: To rehabilitate and develop parks and recreational facilities

Terms: A match of 50% is required

Contact: PA Department of Conservation and Natural Resources, Regional Recreation and Parks Supervisor

Phone: 215-560-1182

Website: www.inventpa.com

Kodak American Greenways Grants

Eligibility: Local, regional, or statewide nonprofits, public agencies, and community organizations

Purpose: Provides grants to stimulate planning and the design of greenways in communities

Terms: Maximum grant amount is \$2,500

Deadline: Annual

Contact: The Conservation Fund

Phone: 703-525-6300

Website: www.conservationfund.com

Local Municipal Resources and Development Program (LMRDP)

Eligibility: Pennsylvania local governments and nonprofits

Purpose: Provides grants to municipalities for improving the quality of life within the community

Terms: No maximum or minimum

Deadline: Continuous

Contact: Pennsylvania Department of Community and Economic Development, Customer Service Center

Phone: 800-379-7448

Website: www.newpa.com

PECO Green Regions

Eligibility: Municipalities in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties

Purpose: To protect, acquire, and enhance open space

Terms: Grants of up to \$10,000

Deadline: Spring and fall

Contact: Natural Lands Trust

Phone: 610-353-5597

Website: www.natlands.org

Pennsylvania Heritage Parks Program

Eligibility: Pennsylvania local governments, nonprofits, or federally designated commissions

Purpose: To promote public/private partnerships to preserve and enhance natural and historic recreation resources

Terms: Grants required a 25% to 50% match

Deadline: Annual

Contact: Schuylkill River Greenway Association

Phone: 484-945-0200

Website: www.schuylkillriver.org

Recreational Trails Program

Eligibility: Pennsylvania county and municipal governments, state and federal agencies, private organizations

Purpose: Provide grants for developing and maintaining recreational trails and trail-related facilities

Terms: 50% match is required

Deadline: Fall

Contact: Pennsylvania Department of Conservation and Natural Resources

Phone:

Website: www.dcnr.state.pa.us

Rivers, Trails, and Conservation Assistance

Eligibility: Local governments, states, and nonprofits

Purpose: Technical assistance to communities for trails and greenway planning

Terms: Technical assistance is for one year

Deadline: Annual

Contact: National Park Service, Rivers and Trails Assistance, Philadelphia Office

Phone: 215-597-1581

Website: www.nps.gov

Save a Tree, Plant a Tree

Eligibility: Montgomery and Bucks County local governments

Purpose: To support and create local parks and public spaces

Terms: Grants and technical assistance

Deadline: Yearly

Contact: Homebuilders Association of Bucks and Montgomery Counties

Phone: 215-657-1300

Website: www.builderfusion.com

Tree Improvement Grant

Eligibility: Pennsylvania local governments, volunteer groups, nongovernmental organizations for urban and community forestry projects

Purpose: To stimulate communities to initiative systematic programs for public trees which are not receiving regular care and to develop local resources for continuing tree care

Terms: Grant funds must be matched with non federal dollars. For municipalities with population of less than 5,000; 10 trees/year, \$1,500 maximum grant. For municipalities with population of 25,000 - 50,000; 40 trees per year, \$4,500 maximum grant.

Deadline: Varies

Contact: Pennsylvania Urban and Community Forestry Council

Phone: 717-783-0385

Website: www.dcnr.state.pa.us

TreeVitalize

Eligibility: County and local governments in Southeastern Pennsylvania

Purpose: To develop private public partnership to address tree coverage in Southeastern PA

Terms: Grants and technical assistance

Deadline: Varies

Contact: Pennsylvania Horticultural Society

Phone: 215-988-8874

Website: www.treevitalize.net

William Penn Foundation

Eligibility: Organizations must be classified as tax-exempt under Section 501(c) (3). Government agencies are not typically granted funding however local organizations may carry out a project or program on their behalf.

Purpose: The Foundation offers many different grants with varying purposes. Several focus on the conservation of significant regional landscapes and water resources.

Terms: Varies based on grant program

Deadline: Varies based on grant program and board meeting dates

Contact: Geraldine Wang

Phone: 215-988-1830

Website: www.williampennfoundation.org

III. LAND USE / REDEVELOPMENT

Transportation and Community Development Initiative (TCDI)

Eligibility: There are 225 municipalities or portions of municipalities throughout the region that are eligible to participate in the 2009 TCDI program, including the communities of Chalfont and New Britain Boroughs and New Britain Township

Purpose: To support local planning projects to improve transportation and encourage redevelopment

Terms: This is a cost reimbursable grant. Grants up to \$100,000 with 20% local match. TCDI grants may only be used for the planning or preliminary engineering stage of project.

Deadline: Varies based on funding availability

Contact: Karen P. Cilurso (kpcilurso@dvrpc.org)

Phone: 215-238-2876

Website: <http://www.dvrpc.org/TCDI/>

Elm Street Program

Eligibility: Pennsylvania local governments, redevelopment authorities, nonprofit economic development organizations, other nonprofits, BIDs, neighborhood improvement districts (Elm Street)

Purpose: Provides grants for planning, technical assistance and physical improvements to residential and mixed-use areas in proximity to central business districts

Terms: Maximum \$50,000 for administrative grants; Maximum \$250,000 for development projects and loans

Contact: Pennsylvania Department of Community and Economic Development

Phone: 866-GO-NEWPA (866-466-3972)

Website: www.newpa.com

Growing Greener II

Eligibility: Pennsylvania local governments and nonprofits

Purpose: Provides redevelopment grants to municipalities and nonprofits to help a community's downtown redevelopment effort, focusing on the improvement of downtown sites and buildings

Terms: No minimum or Maximum; Typical grants average between \$250,000 and \$500,000

Deadline: Varies

Contact: Pennsylvania Department of Community and Economic Development, Customer Service Center

Phone: 866-GO-NEWPA (866-466-3972)

Website: www.newpa.com

IV. HISTORIC PRESERVATION

Certified Local Governments Grant Program (CLG)

Eligibility: Limited to Certified Local Governments

Purpose: To promote and protect historic properties and planning for historic districts

Terms: Grants up to 60%

Deadline: Annual

Contact: Pennsylvania Bureau of Historic Preservation

Phone: 717-787-0771

Website: www.artsnet.org

Historic Preservation Grants

Eligibility: Pennsylvania local governments, historical societies, historic preservation organizations, conservancies, educational institutions, museum, and multi-purpose organizations

Purpose: To identify, preserve, promote, and protect the historic and archaeological resources of Pennsylvania for the public

Terms: Maximum \$5,000, with no match; over \$5,001 requires a 50/50 match

Deadline: Varies

Contact: Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation

Phone: 717-201-3231

Website: www.artsnet.org

Historical Marker Grants

Eligibility: Pennsylvania public agencies or nonprofits

Purpose: To support the manufacturing of approved state historical markers

Terms: 50/50 grants requiring a cash match; grants will not exceed \$650

Deadline: Ongoing

Contact: Pennsylvania Historical and Museum Commission

Phone: 717-787-8823

Website: www.artsnet.org

Keystone Historic Preservation Grant Program

Eligibility: Pennsylvania local governments and nonprofits

Purpose: Provides funding for preservation, restoration, and rehabilitation projects of historic resources listed or eligible for the National Register of Historic Places.

Terms: Grants will be funded at 50%.

Deadline: Varies

Contact: Keystone Historic Preservation

Phone: 800-201-3231

Website: www.artsnet.org

Local History Grants

Eligibility: Pennsylvania local governments, institutions, community groups, heritage organizations, or school districts

Purpose: Funding for the research, development, and execution of public programs that present Pennsylvania history

Terms: Grants up to \$5,000 with no matching funds; Grants between \$5,000 and \$15,000 require a 50% local match

Contact: Pennsylvania Historical and Museum Commission

Phone: 717-772-0921

Website: www.artsnet.org

Preservation Fund

Eligibility: Tax-exempt nonprofits and local governments

Purpose: To preserve properties listed or eligible for the National Register for Historic Places

Terms: Funds in low-interest loans and grants

Deadline: Varies

Contact: National Trust for Historic Preservation, Northeast Field Office

Phone: 215-848-8033

Website: www.preservationnation.org

Revolving Fund for Historic Property Acquisition

Eligibility: Government agencies, nonprofits or community groups

Purpose: To acquire threatened historic properties

Terms: Low-interest loans up to 96 months; grants up to \$50,000

Deadline: Ongoing

Contact: Preservation Pennsylvania

Phone: 717-234-2310

Website: www.preservationpa.org

The Arcadia Foundation

Eligibility: Organizations with zip codes 18000 -19000

Purpose: Grants to promote historic preservation, conservation, youth programs, and other elderly programs

Terms: Grants range from \$5,000 to \$10,000

Deadline: Annual

Contact: Arcadia Foundation

Phone: 610-275-8460

Website: n/a

BUTLER AVENUE REVITALIZATION STRATEGIES

Publication Number: 08060

Date Published: December 2009

Geographic Area Covered: New Britain Township, Chalfont Borough, and New Britain Borough in Bucks County, PA

Key Words: Bicycle planning, Complete streets, Circulation, Connectivity, Construction costs, Economic development, Funding programs, Highway access management, Mobility, Multi-municipal planning, Pedestrian mobility, Placemaking, Revitalization, Shared parking, Sidewalk network, Smart growth, Streetscaping, Traffic calming, Trails

Abstract: The corridor improvement represented by the US 202 Parkway project offered another chance for New Britain Township, Chalfont Borough, and New Britain Borough to join together to cooperatively explore and consider the future of Butler Avenue, the present alignment of US 202 as a Community Arterial—both transportation facility and community asset. Staff from the Delaware Valley Regional Planning Commission (DVRPC) was charged to conduct the planning / visioning study with the direct involvement of the Butler Avenue municipalities, working with the project's Joint Steering Committee (JSC) of local municipal officials and stakeholders. DVRPC provided design and technical services to develop a conceptual streetscape and circulation plan to supply a unique but uniform image of the Butler Avenue corridor, while continuing to support its transportation needs across the three municipalities.

At the direction of the JSC, DVRPC staff conducted a public meeting with property owners along the corridor to inform, take comments, and fine-tune the recommendations. Construction cost estimates and an implementation strategy were prepared for the streetscape and sidewalk elements contained in the final recommended plan.

Delaware Valley Regional Planning Commission

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**COME BACK
SOON!**

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