



ACTIVATING GREEN LANE

Active Transportation and Revitalization Plan



July 2022

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Acknowledgments

Activating Green Lane

Green Lane Borough

This plan, with funding support from the Delaware Valley Regional Planning Commission's Transportation and Community Development Initiative (TCDI), will provide a long-term planning blueprint to safely and feasibly connect Green Lane Borough with the Perkiomen Valley Trail and the regional trail network while simultaneously revitalize the Borough. Trails have been proven to have a positive effect on stimulating local economies by drawing users into town to rest, recreate and potentially spend money. This study will look at potential connections to the Perkiomen Valley Trail, identify strengths and weaknesses associated with each connection and then examine the feasibility from an engineering and legal standpoint as well as ways to revitalize the Borough of Green Lane.

PROJECT SPONSOR

Green Lane Borough

214 Main Street
Green Lane, PA 18054

FUNDING PROVIDED BY

Transportation and Community Development Initiative

Delaware Valley Regional Planning
Commission

CONSULTANT

Traffic Planning and Design, Inc.

2500 E High Street
Pottstown, PA 19464

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Austin Bishop, *Borough Resident*

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Kelly Weiss, *Perkiomen Valley Brewery*

Ronda Gray, *Borough Resident*

Bob Gray, *Borough Resident*



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**BOROUGH OF GREEN LANE
MONTGOMERY COUNTY, PENNSYLVANIA**

RESOLUTION NO. 2022 – 07

WHEREAS, the Borough of Green Lane recognizes that the Delaware Valley Regional Planning Commission provides sound and integrated land use and transportation planning and coordination of planning at all levels of government in order to:

- Support local planning projects that will lead to more residential, employment or commercial opportunities in areas designated for growth or redevelopment;
- Improve the overall character and quality of life within the region to retain and attract business and residents;
- Enhance and utilize the existing transportation infrastructure capacity to reduce demands on the region's transportation network;
- Reduce congestion and improve the transportation system's efficiency by promoting the use of transit, bike, and pedestrian transportation modes;
- Build capacity in our older suburbs and neighborhoods;
- Reinforce and implement improvements in designated Centers; and;
- Protect our environment through growth management and land preservation.; and

WHEREAS, the *Active Transportation and Trail-End Revitalization Plan* endorsement is a review process developed by the Delaware Valley Regional Planning Commission (DVRPC) to assure compliance with municipal, county, and regional agencies and policies that meet the goals of the Delaware Valley Regional Planning Commission's long range plan, *Connections 2040*; and

WHEREAS, plan endorsement may require the preparation and of additional planning documents to ensure implementation as the means by which a municipality assesses the consistency of its existing community vision and planning documents with the *Connections 2040* plan; and

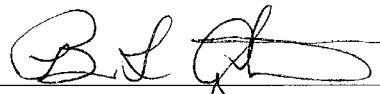
WHEREAS, the Mayor and Council of the Borough of Green Lane have obligated the funds provided to them through the Transportation and Community

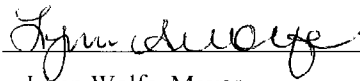
Development Initiative (TCDI) to plan for the sustainable growth of the Borough of Green Lane and recommends that the Mayor and Council approve it for inclusion in the Borough of Green Lane's Master Plan.

NOW THEREFORE BE IT RESOLVED that the Mayor and Council of the Borough of Green Lane approve endorsement of the *Active Transportation and Trail-End Revitalization Plan* developed by Traffic Planning and Design, Inc., of Pottstown.

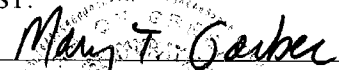
FURTHER RESOLVED, if any provision of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect; all other resolutions or parts thereof which are in conflict with this resolution are hereby repealed; and this Resolution shall become effective as provided by law.

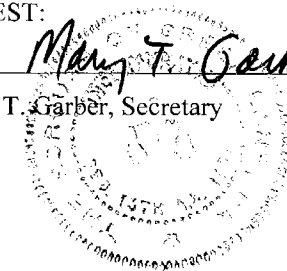
APPROVED this 14th day of July, 2022, by the Borough Council of the Borough of Green Lane.

By: 
Brian Carpenter, Council President

By: 
Lynn Wolfe, Mayor

ATTEST:


Mary T. Garber, Secretary



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Introduction + Background

Introduction + Background

CRAFTING A PLAN FOR GREEN LANE

Green Lane Borough is small borough with a population just over 400 residents situated in the northern section of Montgomery County. Green Lane is within close proximity to the Perkiomen Valley Trail; however, the downtown area of the Borough is disconnected from the regional trail. A more direct and inviting connection could have a profound impact on Green Lane. The Borough could become a very important location along the regional trail network. This has the ability to spur investment and re-development efforts catalyzing a dramatic revitalization effort.

With the potential of the Highlands Trail being constructed to the east of Green Lane, and the Perkiomen Trail already existing to the west, the Borough has the fortune of being sandwiched in between two regional trails. The opportunity exists for Green Lane to define itself as a “Trail Town” and become a destination for trail users throughout the region.

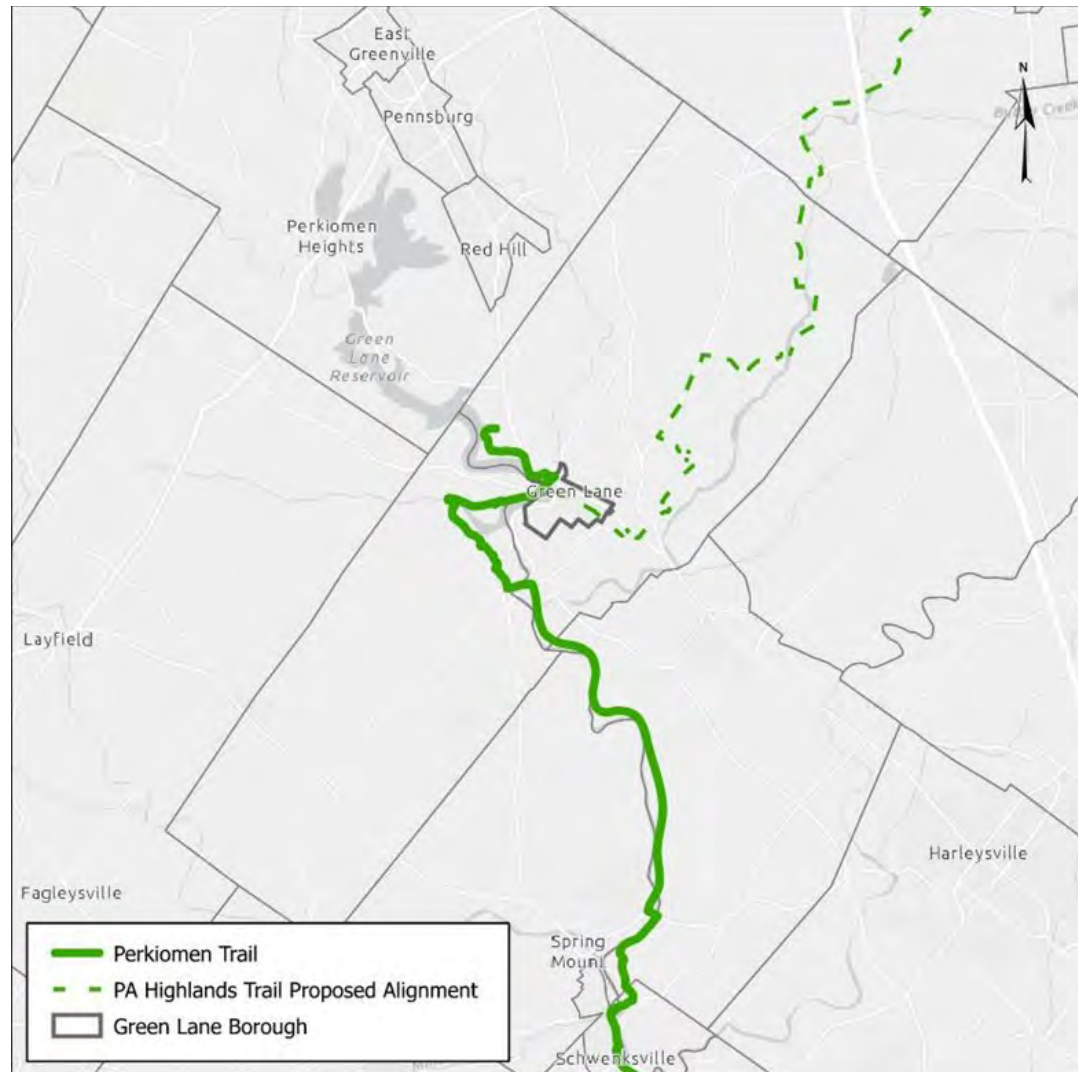


Figure 1: Study Context and Limits

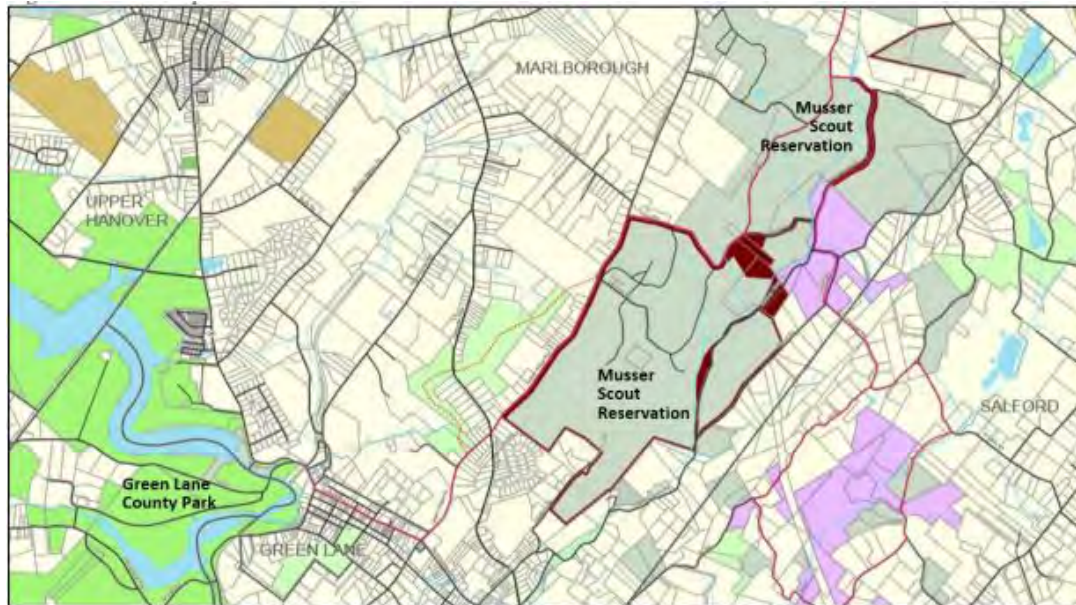


Figure 2: PA Highlands Trail Source: Feasibility Study for the PA Highlands Trail within Musser Scout Reservation

PENNSYLVANIA HIGHLANDS TRAIL

The Pennsylvania Highlands Trail Coalition presently has a grant application with the Delaware Valley Regional Planning Commission to prepare a feasibility study of how to connect Green Lane Borough to existing trail easements within the Musser Scout Reservation in Marlborough Township. This trail is envisioned as an off-road multi-use trail surfaced with crushed stone or trail surface aggregate.

A PLAN FOR CONNECTING GREEN LANE TO THE REGIONAL TRAIL NETWORK

A trail user presently does not have direct access to the downtown section of Green Lane. During summer months with the

highest usage rates of trails, vegetation blocks the view of the Borough and it is possible that trail users may not even know that there is a town across the creek from the trail. Identifying a safe and direct alignment to the trail is paramount for the success of this project. Several possible alignments for

a more direct connection to the Perkiomen Valley Trail exist. Each of these alignments has its benefits as well as challenges. TPD has closely examined each of these and detailed the strengths, weaknesses and potential fatal flaws.



Figure 3: Overview of PA Highlands Trail; Source: PA Highlands Trail Coalition

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Green Lane Today - Existing Conditions

Green Lane Today - Existing Conditions

GRAVEL PIKE

Gravel Pike (PA Route 29) is the primary north/south roadway within Green Lane Borough. The average daily traffic along this route within the downtown section is 5,396 vehicles with roughly 500 of those vehicles being heavy trucks. Along this roadway exists the local post office, the Perkeomin Valley Brewery, two restaurants, Reed's Barber Shop,

the Goschenhoppen Country Store Museum, Sunoco Gas Station and food mart along with several residential properties..



PA 29 Gravel Pike Existing Conditions





MAIN STREET

Main Street (PA Route 63) is the primary east/west roadway within Green Lane Borough. The average daily traffic along this route within the downtown section is 10,994 vehicles with nearly 1,000 of those vehicles being heavy trucks. This roadway is primarily residential along with the Green Lane Fire Company and several currently vacant commercially zoned buildings. Both sides of the roadway are fully lined with sidewalk.



Main Street Existing Conditions

DAILY TRAFFIC VOLUMES

This map shows the overall average daily traffic volumes as well as daily truck volumes of state-owned roadways in and surrounding Green Lane Borough. Nearly ten percent of the vehicles travelling along Main Street are heavy trucks as the road carries just under 1,000 trucks daily. A similar ratio of heavy trucks occurs along PA 63 Gravel Pike with nearly 500 heavy trucks daily. These trucks can make the corridors intimidating for bicyclists and pedestrians making it essential to accommodate for all roadway users.

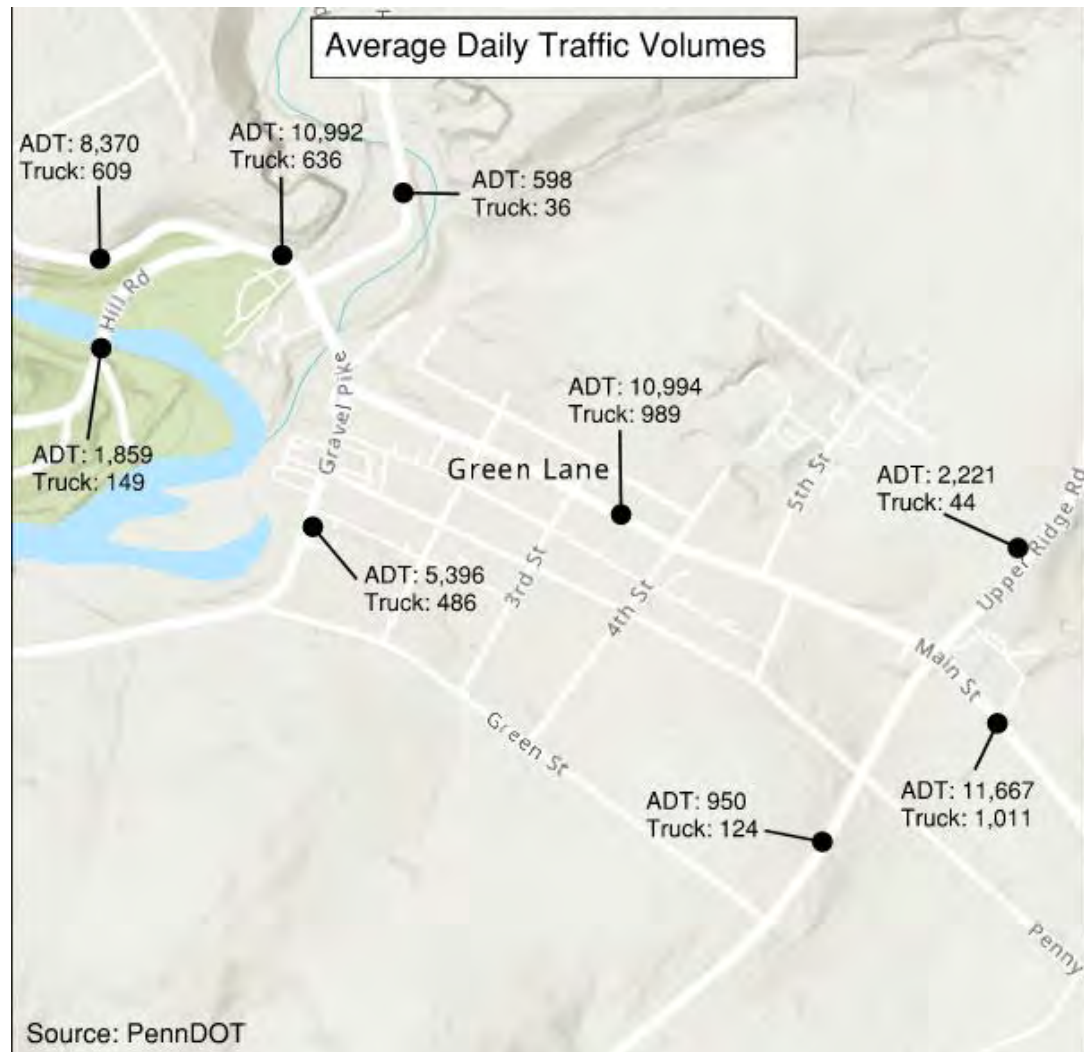


Figure 4: Average Daily Traffic

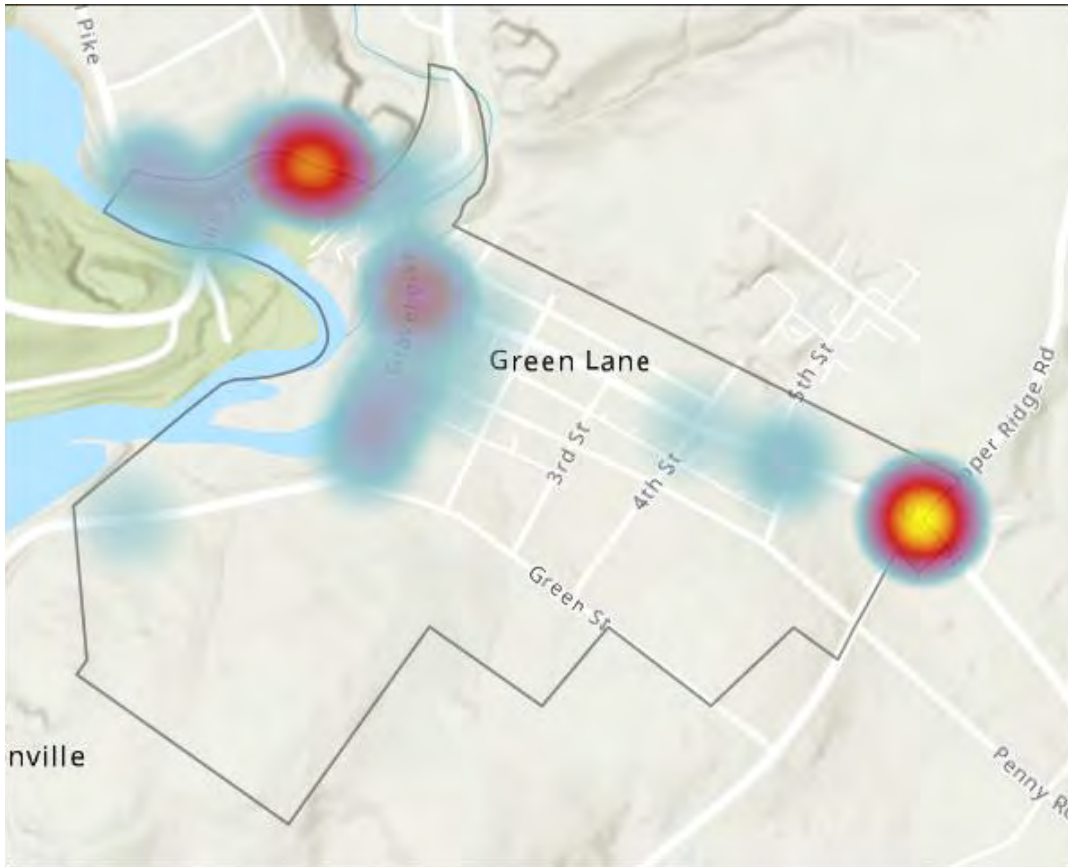


Figure 5: Crash Heat Map

CRASH HISTORY

Traffic Planning and Design has examined a five-year period of crash data provided by PennDOT to identify areas where crashes have been occurring within the Borough. The area that has the most crashes over that period is the intersection of Upper Ridge Road and Main Street (PA 63). The second area that possessed a cluster of crashes is around the intersection of Gravel Pike PA 29 and Hill Road. This is close to the location where Borough residents presently access the Perkiomen Trail. The third distinct area is at the intersection of Gravel Pike and Main Street extending south to include most of Gravel Pike within the Borough.

ISAAC SMITH PARK

Isaac Smith Park is a large locally owned facility with picnic pavilions, basketball courts, open fields and restroom facilities. This park is highly popular and hosts numerous sports on its large fields. There is no off-street parking at this location, however there is an ample supply of on street parking along the perimeter of the park and throughout the Borough on the surrounding road network.

Behind the Green Lane Fire Department is a large parking area that could be utilized by the

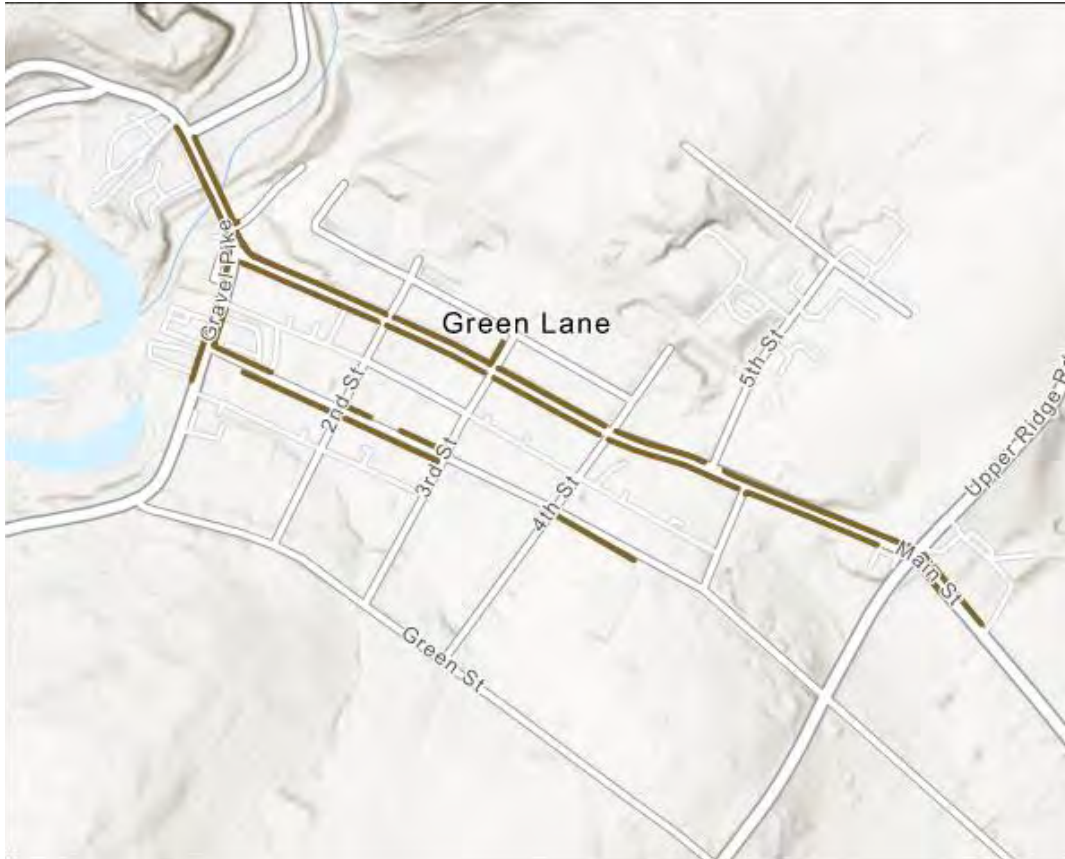
Borough to host events. Also, an agreement could be reached with the fire department to designate a portion of this parking area to allow visitor parking to the Borough. Additionally, on the opposite side of Green Street from Isaac Smith Park exists a cleared field that could potentially be developed into an extension of the park, or a parking area if future usage of the park outgrows the supply of on-street parking.

The Borough is working with the Lions Club to identify funding sources to renovate and

improve the bathroom facilities. This park will play a key role in helping draw trail users into the Borough. When using trails for long rides, finding a public bathroom facility can often be a difficult task. Long group rides often plan to take break stops along their planned ride route in areas where they can rest, buy food and use a clean bathroom facility. With Green Lane's location between the Perkiomen Valley Trail and the future Highland's Trail, it is quite possible that the Borough will be a planned rest stop for many future trail users.



Present Day Facilities at Isaac Smith Park



Sidewalk Coverage
Source: DVRPC

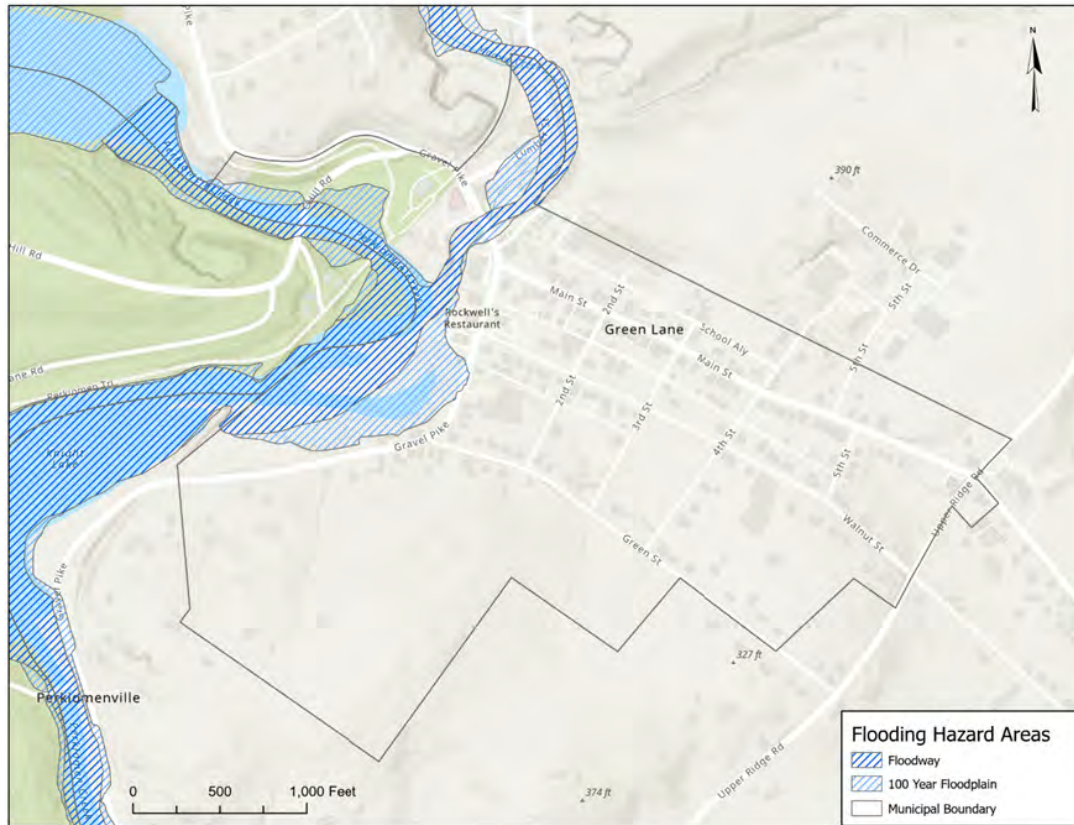
SIDEWALK COVERAGE

The above map depicts sidewalk coverage within the Borough. Main Street is lined with sidewalks along both side of the roadway. A project is underway to complete the sidewalk network along Gravel Pike. The majority of the other residential streets within the borough have relatively low traffic volumes and are wide enough to accommodate pedestrians.

MONTCO 2040 PROJECT GREEN LANE – ROUTE 29 PEDESTRIAN IMPROVEMENTS

Grant Award: \$199,375

Green Lane will install new pedestrian improvements along Gravel Pike to provide better access to the downtown area and the nearby Perkiomen Trail. Improvements include curb and sidewalk, ADA ramps, a crosswalk at Walnut Street, minor drainage improvements, and a retaining wall. This area receives a lot of fast-moving vehicular traffic, and this project dovetails nicely with the borough's recent planning efforts.



FLOODING ISSUES

With the close proximity to the Perkiomen Creek and low elevations, much of the Borough of Green Lane is affected by flooding during strong storms. The below map shows the floodways along with the 100 Year Flood Plain.


Most recently the Borough sustained significant damage in 2021 as a result of the remnants of Hurricane Ida.

Figure 8: Flooding Hazard Areas

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MONTGOMERY COUNTY



FLASH FLOOD DAMAGE
GREEN LANE, MONTGOMERY COUNTY

FOLLOW NBC PHILADELPHIA ON FACEBOOK




4:15 88° 

NBCUNIVERSAL INC. - JULY 12, 2019 10:30 PM

Family's Home Nearly Washed Away During Floods in Montgomery County

A family is trying to figure out what's next after flash floods Thursday in Green Lane, Montgomery County, Pennsylvania, washed out a large portion of their foundation. They waited on their roof while the damage occurred.

[Read Less](#)

News Coverage of Recent Severe Flooding Incident

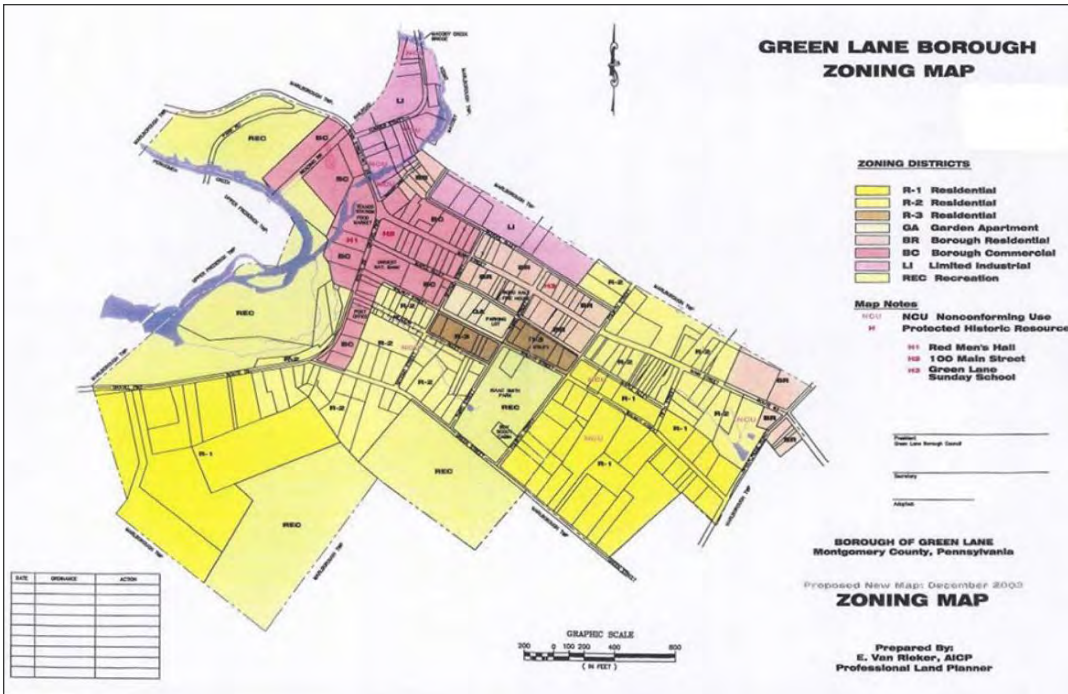


Figure 9: Borough Zoning Map

ZONING

Zoning regulates what types of development can occupy a space and what types of uses are permitted.

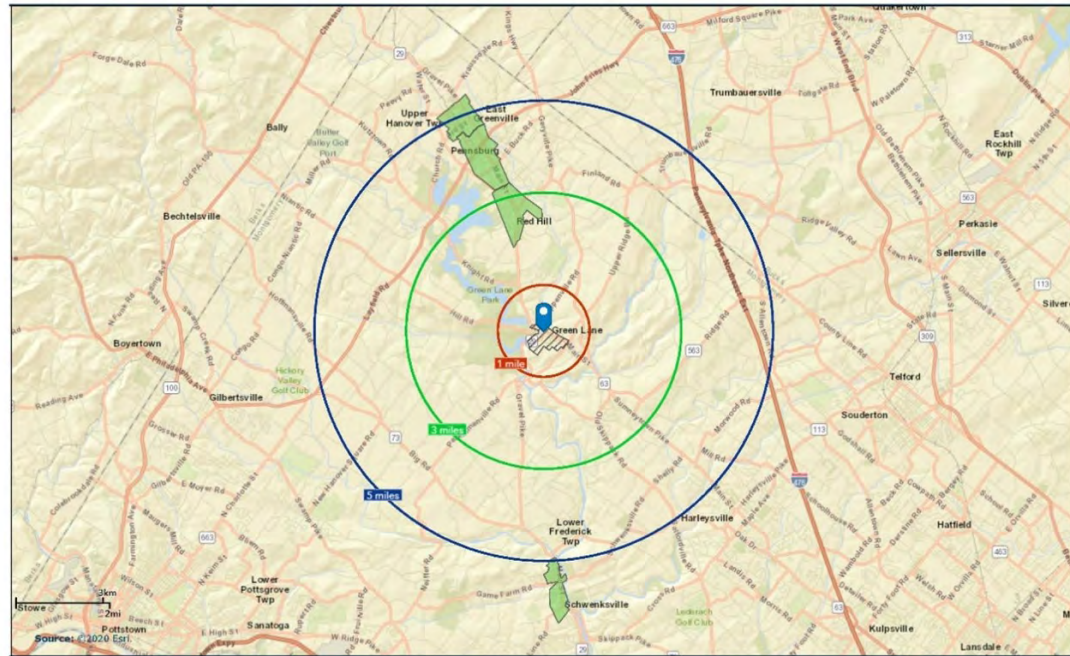
The zoning map on the right shows that while a large portion of the Borough is zoned residential or recreation, the Gravel Pike corridor is mostly zoned commercial. In addition, at the intersection of Gravel Pike and Main Street, there are three commercially zoned buildings that are presently unoccupied. These are prime opportunities to stimulate revitalization efforts and contribute economic growth to the Borough.

ECONOMIC ASSESSMENT

Population

With only 410 residents, it is difficult for Green Lane residents, alone, to support a wide variety of businesses, such as a full-service grocery store, or specialty goods as services such as a bicycle shop or clothing retailer.

Within a 1, 3, and 5-mile radius of the Gravel Pike/Main Street intersection, the population increases to 1,787 (1-mile), 12,072 (2-mile), and 36,344 (5-mile). While Green Lane businesses could attract people from the 1-3-5 mile areas, Green Lane is in competition with nearby towns, such as Red Hill, Pennsburg, East Greenville, and Schwenksville, all of which have a greater set of established businesses.



April 05, 2021

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Radius Map of Green Lane

Selected Demographics

Individuals looking to establish a business in a community pay attention to community demographics. In general, Green Lane is older, whiter, and less affluent compared to Montgomery County and Pennsylvania.

Table 1: Selected Demographics

	Green Lane	Montgomery Co.	Pennsylvania
Median Age	51	41	41
65+	26%	18%	18%
Percent White	100%	79%	80%
Median Income	\$58,417	\$91,546	\$61,744
Percent Poverty	4.6%	6%	12.4%

Source: US Census Bureau, 2019 Five-Year Estimates

Commercial Land Use

Green Lane's key commercial corridors include Gravel Pike and Main Street, both of which have a small number of commercial land uses. Most commercial space is occupied, however, there are at least three key vacancies properties that, if occupied, would contribute to Green Lane's commercial core.

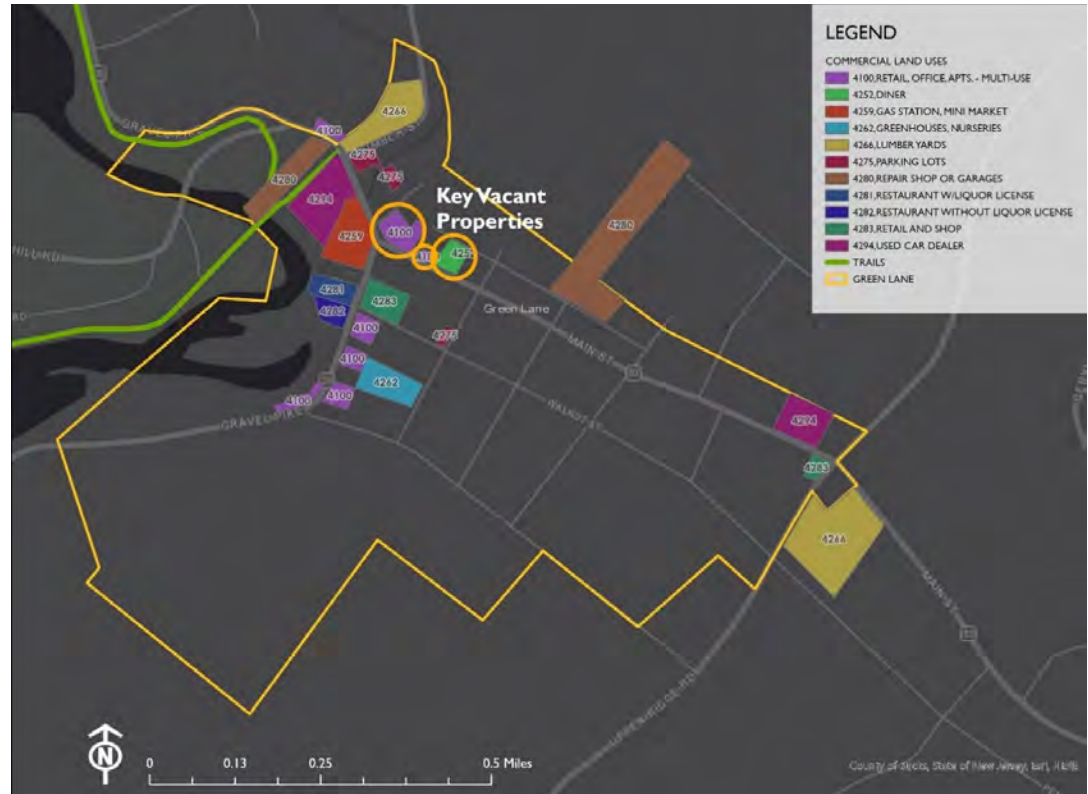
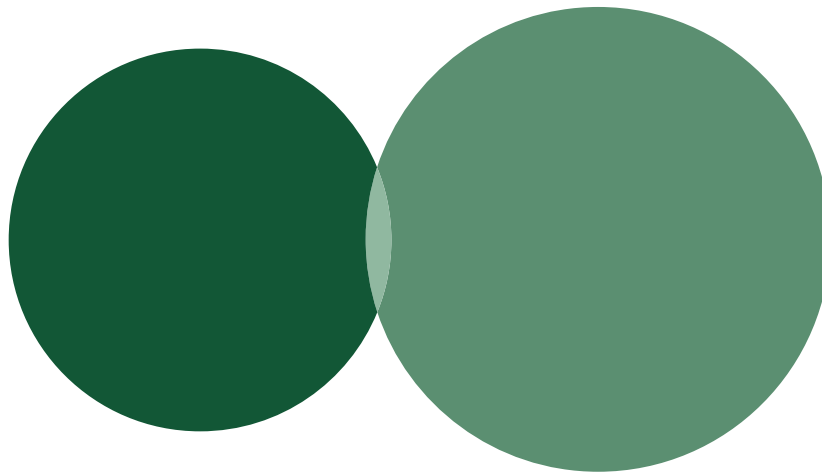


Figure 10: Map Showing Commercial Land Uses within Borough (top right)

Old Yoder's Market Property (bottom left)

Vacant Buildings along Main Street
Source: Google (bottom right)





- 194 - Employed in Section Area, Live Outside
- 292 - Live in Selection Area, Employed Outside
- 3 - Employed and Live in Section Area

Inflow/Outflow Job Counts in 2018

Workflow

Key figures from US Census Bureau's on the Map data, indicate that:

- » Of the 197 jobs in Green Lane, 194 are occupied by people who do not live in Green Lane. Only three are occupied by a Green Lane resident.
- » Just over 70% of Green Lane residents leave the Borough for work.

A community such as Green Lane exports more workers than it imports has fewer people to support business during normal working hours.

Retails Sales and Leakage

Green Lane has few businesses at which citizens and visitors can buy everyday needs or special purchases. Therefore, most retail expenditures happen outside of the community (this is called retail leakage). Spending areas with leakage may represent local business opportunities. Some of the spending categories with the greatest local demand (but little or no supply) include:

- » Food and Beverage Stores (\$1,266,460 spent elsewhere)
- » General Merchandise (\$1,135,791 spent elsewhere)
- » Clothing & Accessories (\$440,959 spent elsewhere)

Interestingly, Green Lane has a surplus of

\$631,152 in the Food Services & Drinking Places, which means that people from outside of Green Lane are visiting local establishments.

Sports and Leisure Market Potential

According to Esri's Sports and Leisure Market Potential Data, trail related activities within Green Lane and the 1-3-5-mile radius areas that have a higher Market Potential Index (MPI) are in the table below. Activities with a higher MPI may mean there may be business opportunity, such as a outfitter, a bicycle rental service, or an opportunity for organized events that serve this activity, such as a 5K or organized bike ride (e.g. 100-mile century ride).

Summary

The information included in this memo is an initial look at some of the economic factors to consider when a community is thinking about economic revitalization efforts. While we have more work to do, initial economic data indicates that Green Lane needs to think beyond Borough borders to support most new business activity. Fortunately, demand for trail activities and outdoor activities in the area is high. This places Green Lane in a good position to craft a revitalization plan that capitalizes on active visitors and provides local residents with needed goods and services.

Table 2: Sports and Leisure Market Potential

	Green Lane	1-Mile	3-Mile	5-Mile
Mountain Biking	101	101	102	112
Bicycling	106	119	124	125
Hiking	116	118	121	123
Jogging/Running	108	105	108	113
Walking for Exercise	104	114	117	122
Canoeing/Kayaking	126	125	132	133
Fishing	115	111	123	119

DATA NOTES

Retail Sales and Leakage Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement. <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

Sports and Leisure Market Potential Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average. Esri's Sports and Leisure Market Potential data "are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households." Esri forecasts for 2020 and 2025.

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The Public Pulse



The Public Pulse

PUBLIC SURVEY RESULTS

Green Lane Borough is seeking ways to increase active transportation within the Borough and improve the connection between the borough residents and businesses with the Perkiomen Trail. Making the Borough more walkable and bikable with improved connections to the regional trail facilities is an important revitalization tool that can stimulate business investment and draw in new potential residents which will increase property values as well.

Project Purpose

Green Lane Borough is ideally situated in the northern part of Montgomery County and is serviced by the Perkiomen Regional Circuit Trail. Accessing the trail is not an easy task for the average resident of the Borough, however. The residential sections of the borough are separated from the trail by the Perkiomen and Macoby Creeks. To access the trail, one must traverse along busy roadways with high volumes of truck traffic and traverse potentially dangerous intersections. The connection to the trail can be extremely challenging for people with physical disabilities as well.

Survey Objectives

1. Discover what if any impediments are contributing to why Borough residents are having trouble accessing the regional trail network

2. Identify what types of new businesses would be viewed positively by Green Lane Borough Residents and visitors
3. Identify potential improvements along the transportation network that could stimulate economic revitalization within the Borough

Survey Questionnaire

The survey was available via both electronic online survey as well as paper surveys. The survey contained fourteen total questions including some demographic questions.

Questions were generally multiple choice or asked responders to rank items. Several questions were to assess the ease of accessing the Perkiomen Trail from either a residence or business within the Borough. Other questions were added to identify what kind of businesses would be desirable to residents and visitors to stimulate investment and revitalization efforts within Green Lane. Several questions allowed responders to type or write in their responses if they were not included in the multiple-choice selections.

The poster is divided into two main sections. The top section has a green background with white text that reads: "Help us make Green Lane a TRAIL FRIENDLY TOWN". Below this, in white text on the green background, it says: "Please join us and tell us your thoughts, ideas & concerns!". The bottom section features a photograph of a street scene with a gas station and a building. To the left of the photo is a logo for "ACTIVATING GREEN LANE" which depicts a stylized landscape with a path leading to a building. To the right of the photo, the text reads: "COMMUNITY OPEN HOUSE" in orange, "Isaac Smith Park Pavilion" in black, "May 19th, 2021" in black, and "5:30 PM - 7:00 PM" in black. Below this, in smaller black text, it says: "A brief presentation followed by questions/answers will begin at 6:15 pm". Further down, "CITIZEN SURVEY" is written in orange. Below that, in black text, it says: "Please provide your input through our online survey and answer several questions that will help guide future growth and transformation to keep Green Lane Borough's future bright." followed by the URL "https://tinyurl.com/ActivateGreenLane". A QR code is located to the right of this text. At the bottom, in smaller black text, it says: "Paper copies of the survey are available upon request. To request a paper copy, please call the Borough office at 215-234-8633. Office hours are Tues - Thurs, 9:30 am to 12:30 pm." Finally, at the very bottom, in green italicized text, it says: "We look forward to hearing your thoughts, ideas & concerns!"

Methods

Survey was administered between April 4, 2021 through August 29, 2021. This includes both the online and paper versions of the survey. A total of 169 people submitted the survey combined through both methods.

- » Paper Survey Distribution
- » Electronic Survey

Paper Survey Distribution

Paper versions of the survey were available to the public and copies were available at the Post office in Green Lane along Gravel Pike and at the Borough offices within the Green Lane Fire Company along Main Street.

Electronic Survey Distribution

SurveyMonkey was selected to host the online version of the survey. Green Lane Borough advertised and encouraged people to take the survey through advertising on the Borough's Facebook page as well as email blasts to residents.

Results

- » There was almost an even split between residents and non-residents of Green Lane that responded to the survey.
- » 49% of responders lived within the Borough while 51% lived outside of the Borough. 30 responders either work from home or work within the Borough while 106 work outside of the Borough.

- » Walking to the Perkiomen Trail from places of residence received an average score of 2.69 on a scale of 1-5.
- » People desire to see new businesses locate within the Borough and vacant properties be occupied. Responders expressed interest in seeing a sit-down restaurant (75%), specialty foods such as an ice cream shop or bakery (73%), Specialty shops such as a book store or bike shop (69%) and beverage shops such as a coffee shop or brewery (63%) as the top responses.
- » Both residents and visitors feel that the best amenities to make Green Lane Borough a destination for trail users include:
 - » Public restrooms
 - » Availability of food and drinks
 - » Events (Food truck rodeos, 5K races, live music)
 - » Water fountains and water bottle refill stations

The other main takeaways from the survey include:

What is the number one concern regarding vehicular traffic within the Borough?

Concern	Percentage	Number of People
Speed	37%	63
Pedestrian Crossings	29%	50
Volume (the amount of vehicles)	25%	42
Large Truck Volume	7%	12
Delay (waiting in traffic)	0.60%	1

What kinds of amenities would you like to see included at Isaac Smith Park?

Amenities	Percentage	Number of People
Trash receptacles	69%	109
Benches	66%	104
Picnic tables	57%	90
Parking	46%	73
Bike repair station	22%	36

What types of events do you feel that the Borough can host to draw trail users into the Borough?

Types of Events	Percentage	Number of People
Food events	76%	127
Food truck rodeos	72%	121
Kid friendly/family focused events	69%	115
Organized races (5K, 10K, Charity Bike Rides, etc.)	57%	96
Outdoor events (mud runs, fishing tournaments, etc.)	57%	96
Environmental/outdoor education events	54%	90
Art events	45%	76
Business strolls	11%	19



I would improve Green Lane by.....

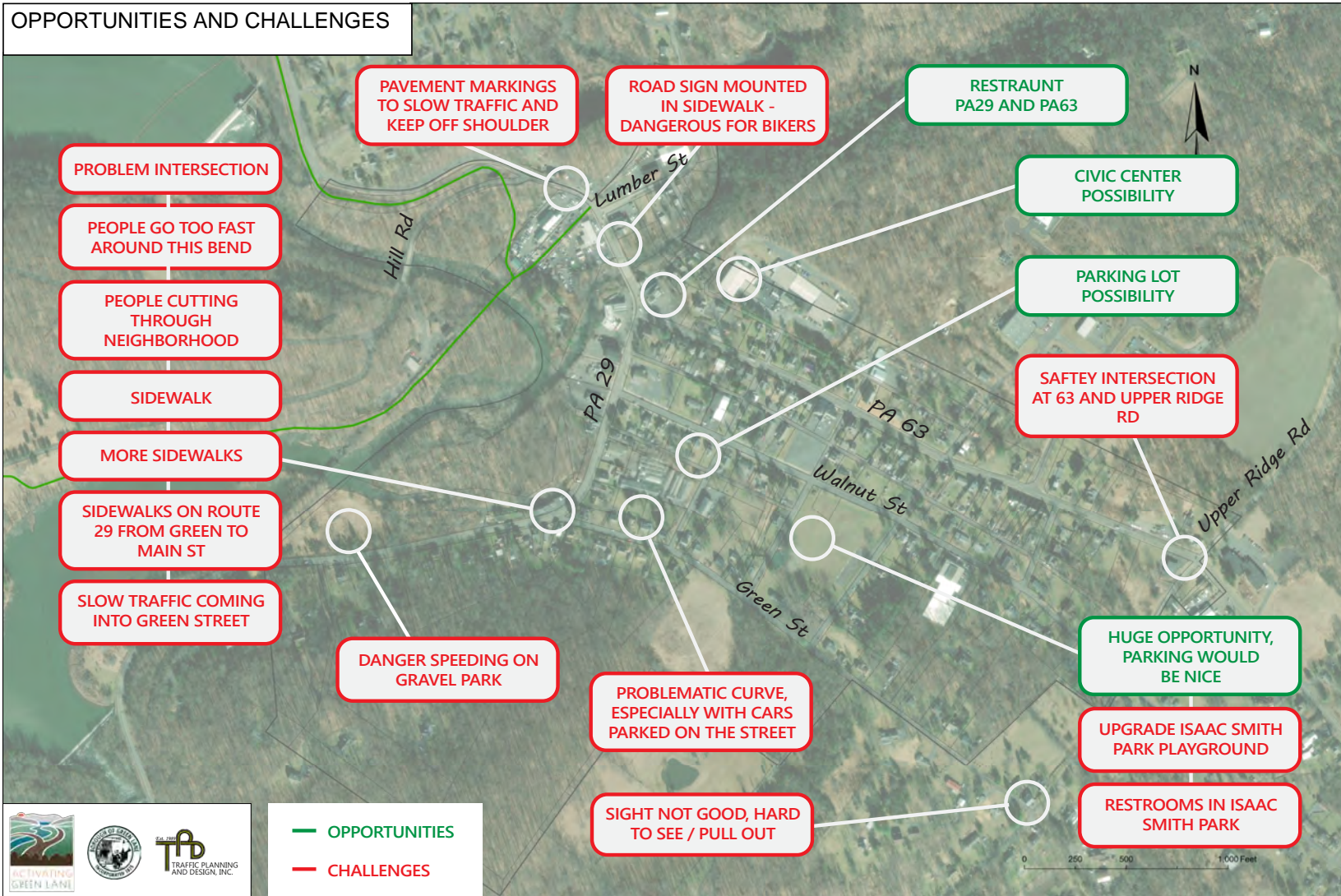


TRAILS ARE INCENTIVE
WALKING AROUND THE BLOCK
DELIGHTFUL UNTIL YOU APPROACH 29 OR 63
NO PROBLEMS WALKING MY DOG EVERY DAY!
GOOD! VERY RELAXING AND SAFE!
BEAUTIFUL! LOVE THE SMALL TOWN FEEL
LOVE WALKING AND RIDING AROUND TOWN...WISH IT WAS SAFER FOR YOUNG KIDS
ROADS ARE FAIRLY FLAT HERE TO PHILLY
NICE TO WALK AROUND PARK AND COUNTY PARK
WHAT YOU MAKE OF IT

Walking & bicycling around Green Lane is.....



OPPORTUNITIES AND CHALLENGES



Map of Public Feedback and Stakeholder Comments

If new businesses were to locate in Green Lane Borough, which types would you most likely support (visit, spend money)? Please write ideas around the image.

outdoor **restaurants** **foods** **Dollar** **Auto** **General** **Specialty**

Wine spa clothing/shoes store Drug hotel/motel Brewery books parts convenience Grocery Family ice garden outfitter tires therapist Health B&B Kitchen bicycle Walmart Personal Supermarket Care Spirits gifts AirBnBs Sit Food Home Coffee Goods Pharmacy guide cream lawn trucks services Lodging Target hostel trips Quick Natural Electronics serve barber merchandise bakery Furniture beautician massage

Word

BETTER RESTAURANTS MOM+POP SANDWICH SHOP

B+B

VRBO

MASSAGE
YOGA STUDIO
KAYAK SHOP

PLACES TO EAT

PLACES TO EAT
STORES (SMALL BUSINESS)

WAWA
FOOD
BICYCLE SHOP

FOOD
WINE
BEER
ICE CREAM

CHANGE ZONING TO ALLOW B+B'S

ANY SMALL MOM+POP SHOPS AND RESTAURANTS

BREAKFAST

BIKE SHOP

BETTER RESTROOM IN PARK
NICE RESTRAUNT

ICE CREAM



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Activating Green Lane - Improvement Plan

Activating Green Lane – Improvement Plan

IMPROVEMENT PLAN

The below map overview map of the Borough shows the location of all recommended improvements. More detail on the site improvement callout boxes can be found below:

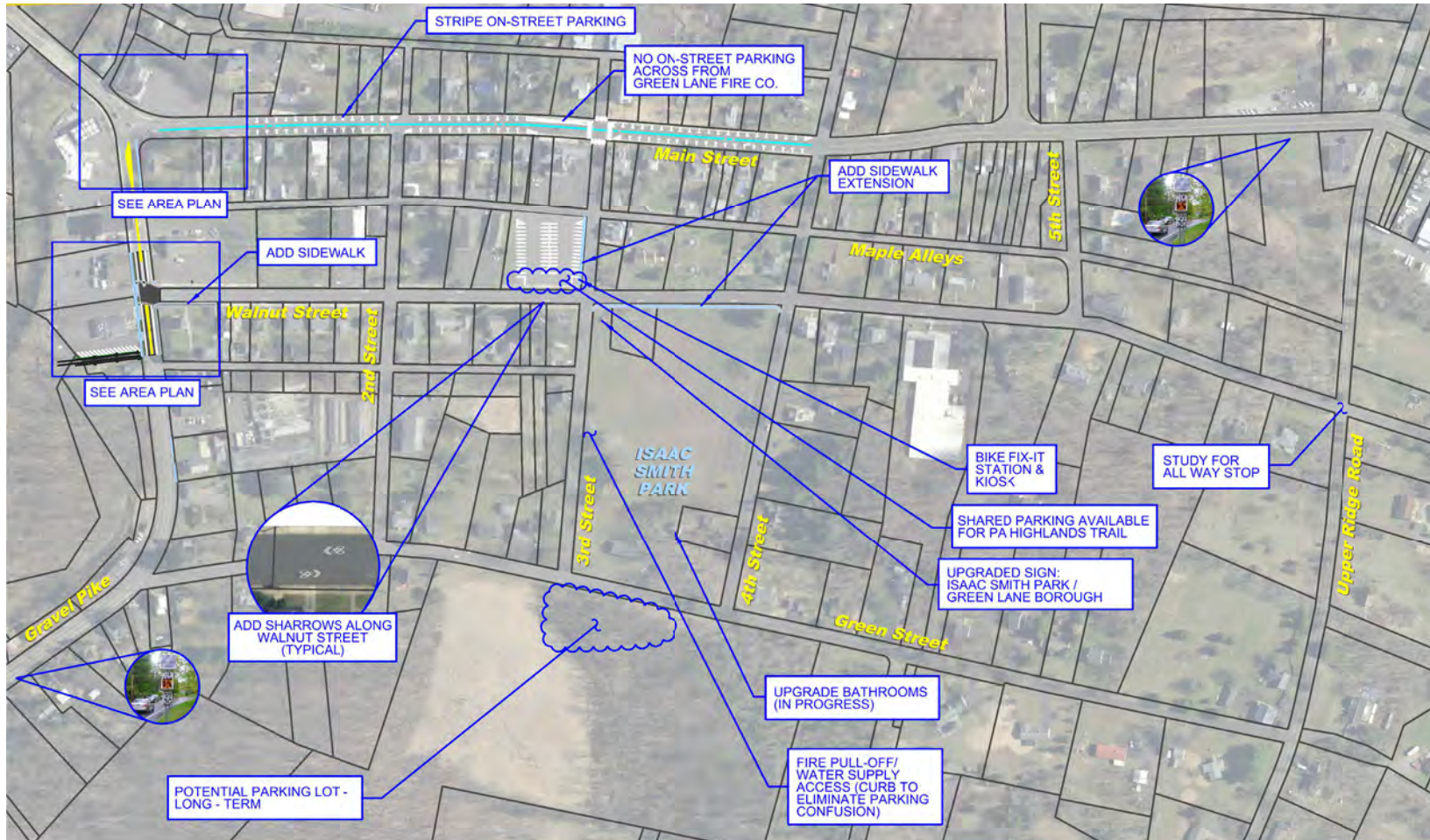


Figure 11: Borough Improvement Plan



Figure 12: Overview of Alternatives



PA 29 Gravel Pike

CONNECTING THE PERKIOMEN TRAIL TO THE BOROUGH

Overview of Alternatives

The TPD Team initially identified five (5) different alignments/alternatives for connecting Walnut Street to the existing Perkiomen Trail. These alternatives are depicted in Figure . The TPD Team evaluated each of these alignments regarding the engineering feasibility, potential environmental impacts, trail user comfort, and approximate construction costs.

DEFICIENCIES ALONG GRAVEL PIKE (PA 29/PA 63)

Existing pedestrians and bicyclists currently traverse along Gravel Pike (PA 29/PA 63) to access the Perkiomen Trail. This route along the existing 4' width sidewalk is currently fraught with several physical obstacles and constraints, including signposts obstructing the sidewalk width, utility poles, and fencing.

In order to permit pedestrians and bicyclists to use an improved multi-use trail facility, the sidewalk would need to be widened to an 8' width (ideally 10' width). Widening the sidewalk to a 8' or 10' width was deemed infeasible due to the existing constraints, as well as the restrictions of the Gravel Pike (PA 29/PA 63) bridge over Macoby Creek and buildings along the west side of PA 29.

DEVELOPING A NEW TRAIL CONNECTION

After reviewing all alternatives, TPD and the Steering Committee identified the alignment that traverses along the north/east bank of the Perkiomen Creek (adjacent to the Borough's sewer plant) and then crosses the Macoby Creek with a new trail bridge crossing – illustrated in purple within Figure - as the preferred alternative. This alignment was determined to be the most direct and most feasible alternative.

TPD developed a concept plan (see Figure 13) that depicts the scope of improvements, including the proposed trail bridge crossing, an ADA-compliant observation platform, and multi-use trail.



Macoby Creek at envisioned crossing location



Figure 13: Concept Plan

While the proposed bridge would be located on Montgomery County parkland property, the preferred alignment would require the proposed trail to traverse along a business or residence to connect from Macoby Creek/Perkiomen Creek to Walnut Street; the TPD Team considered multiple alternatives, as depicted in Figure 13.

To assist in the review of the proposed alternative, the TPD Team developed two photo renderings of the proposed trail. These are displayed in Figure 14 and Figure 15.



Figure 14: Proposed Alignment - South of Chiaro's



Figure 15: Proposed Alignment - East of Chiaro's

Several currently vacant locations within Green Lane are prime locations for re-development to help re-vitalize the Borough. The below concept plan shows the potential for the intersection of PA 63 and Main Street. Minimum parking requirements can make it difficult to attract businesses to locate at these locations. This rendering shows what a shared parking area would look like which would resolve required parking areas for businesses at these locations. In addition, the pavement markings are carried through the Main Street corridor from Gravel Pike through the intersection of 4th Street.

ACTIVATING GREEN LANE

Green Lane Borough has strong foundation to be able to become a hub along the regional trail network. In addition to having a popular brewery, restaurants and places to visit, it also possesses a large local park with bathroom facilities and ample parking. Green Lane has potential to re-brand itself and create an identity as a "Trail Town" or a place that trail users plan to visit to stop for a rest, order food, use a bathroom and potentially bring in economic revenue to the local businesses.

Several other locations have seen dramatic revitalization efforts occur by marketing themselves as "Trail Towns" such as Jim Thorpe, PA. These type places have become destinations for people looking to access regional trails and can greatly add to the local economy through tourism dollars being spent by the trail users. Below are several zoning recommendations that would assist Green Lane achieve this goal.

ZONING RECOMMENDATIONS TO BUILD A TRAIL-FRIENDLY GREEN LANE

Evaluate Permitted Uses in the Borough Commercial District

It may be time for Green Lane to evaluate the uses allowed in the **Borough Commercial District**. Items to evaluate include:

- » Update list of uses to remove out-of-date uses, such as a Video Store, and include current uses that are not listed, such as allowance for a brewery/brew pub or a short-term rental (AirBnb, VRBO).
- » A key to building a vibrant downtown is clustering businesses that attract people, mainly pedestrians, to the Borough Commercial District throughout the day. Land uses that generate pedestrian activity and interest include retail establishments (such as a bicycle shop or an outfitters), coffee shops, specialty shops, restaurants, galleries, etc. These uses should be encouraged in Green Lane's most visible areas. Uses that are low pedestrian generators may include professional offices, medical offices, or store front churches such as those only open on the weekend. Encourage these types of uses in lower visibility / less pedestrian-oriented areas.
- » Provide incentives, such as reduced parking standards (see section below), for businesses that add to the vibrancy of the Borough Commercial District. Examples include restaurants, retail shops, breweries/brew pubs, small scale production/retail manufacturing (e.g., a chocolate shop that manufactures and sells chocolate at a location), or indoor recreation (e.g., an indoor climbing gym).

Expand the Definition(s) of Lodging to include Short Term Rentals (AirBnb, VRBO)

People visiting trail towns need places to stay. Green Lane does not have in-town lodging options, nor are their nearby hotels/motels. An AirBnb / VRBO search did not reveal local listings.

- » Based on our review of Green Lane's zoning ordinance, it does not appear that temporary lodging / short term rentals in a residential unit is an allowable use. Green Lane can evaluate residential areas and associated uses, such as accessory dwelling units, to determine if and how residential units can provide lodging options for Green Lane visitors. This should be a community conversation that balances the needs of residents, neighborhoods and affordable housing with visitor lodging and economic development needs.
- » Single Family residential lot sizes in Green Lane are relatively large: R-1: 0.92 acres/40,000 square feet, R-2: 0.23 acres/10,000 square feet and R-3: 0.20 acres/9,000 square feet. Reducing some lot sizes or creating a district with smaller lot sizes could increase the type of housing product available in Green Lane, including short-term rentals.

Expand Temporary Uses to Include Food Trucks/Mobile Food Vendors

Food trucks and other mobile vending options are a way to get people into Green Lane from the trails. Green Lane does not have a food truck/mobile food and *Chapter 282 – Peddling and Soliciting* does not adequately address food trucks / mobile food vendors.

» Many towns in Pennsylvania have developed food truck / mobile food vending ordinances and applications. Green Lane can look to its peers to identify application elements that are appropriate for food truck use in Green Lane.

- » **Norristown, PA**
- » **Greensburg, PA**
- » **Allentown, PA**

Right-size Commercial Parking in the Borough Commercial District

To create a vibrant commercial district that is bicycle and pedestrian oriented, Green Lane should evaluate its parking requirements.

» Some parcels with buildings in Green Lane have adequate space to accommodate the parking minimums required by Green Lane’s Zoning Ordinance, while other parcels do not have the space to accommodate parking minimums during a redevelopment project. *Green Lane should identify areas where parking*

minimums are prohibiting redevelopment and development parking strategies to ensure that all buildings are viable for redevelopment.

- » Current parking minimums outlined in the ordinance are, generally, based on a one parking space per a factor of gross square footage. For example, restaurants are required to provide one space for every 80 square feet of gross floor space. In comparison, the Borough of Schwenksville requires 1 spot for every 200 square feet of gross floor area.
- » For perspective: Chiaro’s Restaurant is 2,800 square feet. If this were a new project, Green Lane would require 35 parking spots (at 1 spot per 80 square feet of gross floor area) while Schwenksville would require 14 parking spots.

Green Lane should evaluate lower parking minimums to balance adequate parking with the negative impact large parking lots have on pedestrian and bicycle friendliness. Additionally, Green Lane can evaluate “softening” is parking areas with greater landscaping standards.

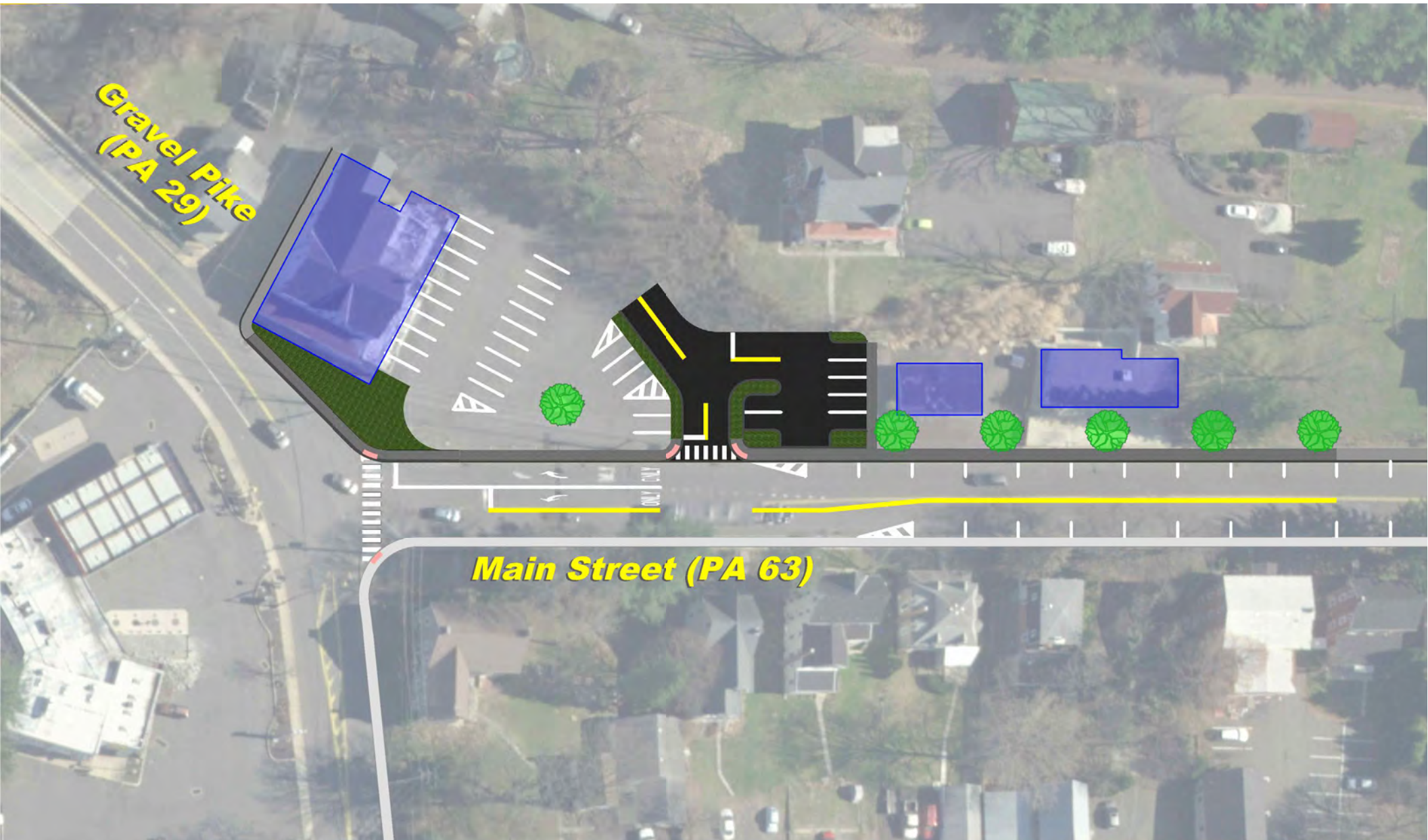
- » Incentivize businesses that generate pedestrian activity and interest by offering a parking reduction. For example, if the town wants more retail shops, reduce the parking minimum by 5% to encourage retail businesses to locate to Green Lane.
- » As Green Lane develops, the Borough

can implement a variety of strategies to increase or better use parking, without constructing new parking lots. Strategies include:

- » Work with the business community to create shared-use parking agreements.
- » Develop bicycle standards to require bicycle parking in redevelopment and development projects. The Association of Pedestrian and Bicycle Professionals has an *Essentials of Bike Parking* manual to guide bicycle parking efforts.
- » Investigate how to make shared parking inviting by better connecting parking to the pedestrian network and adding lighting for nighttime activity/safety.

Figure 16 represents a prime example of where shared parking could be utilized in Green Lane Borough. These currently vacant buildings have limited off-street parking available and there is simply no feasible way for these lots to add additional right of way as they are surrounded by development. The existing parking areas could service all three buildings if planned and designed properly. Different businesses can have varied peak hours and can effectively utilize the parking areas during different times of the day. Additionally, on-street parking is not illegal along Main Street. Several spaces can be delineated and marked on the roadway to provide additional parking to accommodate these businesses.

Figure 16: Main Street / PA 63 - Redevelopment and Shared Parking Plan



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Implementation Plan

Implementation Plan

SUMMARY OF IMPROVEMENT PLAN PROJECTS

PROJECT NAME	NEXT STEPS	ESTIMATED COST \$ ¹
Trail Bridge Connection to Perkiomen Trail	Apply for funding to conduct feasibility study to cross Perkiomen/ Macoby Creek	\$\$\$
Trail Crossing of Gravel Pike / PA 29	Meet with PennDOT to discuss mid-block trail crossing over state roadway and get approval	\$\$
Parking Striped along PA 63	Coordinate with PennDOT for pavement marking plan to apply delineated parking spaces along Main Street PA 63 and shift centerline	\$
Parking / Kiosk at Third and Walnut	Stripe the block surrounding Isaac Smith Park for parallel parking, purchase and install kiosk to collect parking fees	\$\$
Parking Expansion at Isaac Smith Park	Work with adjacent landowners on the opposite side of Green Street to allow for additional parking for large events	\$
Shared Parking for Vacant Commercial Properties	Coordinate with landowners to combine parking areas for potential new businesses	\$
Add Sidewalk on Walnut St between Gravel Pike and 2nd St	Meet with residents along the block and discuss project and impacts	\$
Add Sidewalk along Walnut Street between 3rd and 4th Streets on Park Property	Develop site plan and apply for funding	\$

1	DESCRIPTION OF COST
\$	Less than \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	Over \$500,000

SUMMARY OF IMPROVEMENT PLAN PROJECTS (CONTINUED)

PROJECT NAME	NEXT STEPS	ESTIMATED COST \$ ¹
Install Bike Fix-It Station in Parking Area behind Green Lane Fire Company	Coordinate with Fire Company to implement, purchase infrastructure to install	\$
Upgrade Bathrooms in Isaac Smith Park	In progress	\$\$
Upgrade Sign for Isaac Smith Park	Form borough committee to determine sign design	\$
Designate Shared Parking Spaces for Highlands Trail in Parking Area behind Green Lane Fire Company	Coordinate with Fire Company to carve out and designate spaces for trail users	\$
Add Sharrows along Walnut Street	Get approval from Borough Council, purchase paint or thermoplastic road paint for sharrows and install	\$
All-way Stop at Upper Ridge Road and Walnut Street	Coordinate with PennDOT and Marlborough Township to conduct study to see if all-way stop is warranted	\$

1	DESCRIPTION OF COST
\$	Less than \$100,000
\$\$	\$100,000 to \$500,000
\$\$\$	Over \$500,000

POTENTIAL FUNDING SOURCES FOR IMPROVEMENTS

DVRPC – TRANSPORTATION COMMUNITY DEVELOPMENT INITIATIVE

Primary Purpose: Promote Smart Growth, Enhance Existing Infrastructure, Enhance Transit/Bike/Ped Infrastructure

Amount: Maximum amount typically \$100,000; no match required

Application Period: February 1 – April 27, 2022, Guidelines release Feb. 1, 2022

More Information: <https://www.dvrpc.org/tcdi/>

MONTCO 2040 IMPLEMENTATION GRANT

Primary Purpose: Multimodal and Trail Projects

Amount: Up to \$200,000, 20% match

Application Deadline: March 1, 2022

More Information: <https://tinyurl.com/Montco2040>

MONTGOMERY COUNTY TRANSPORTATION PROGRAM

Primary Purpose: Road and Bridge Improvements (per Liquid Fuels)

Amount: Up to \$500,000, match varies

Application Deadline: August 2022, guidelines release in April 2022

More Information: <https://tinyurl.com/MontcoCTP>

Local Share Account - CFA

Primary Purpose: Infrastructure, Planning, Acquisitions, Engineering, Demolition

Amount: Up to a \$1,000,000 (No Matching Requirement)

Application Window: January 26- March 15, 2022

More Information: <https://dced.pa.gov/programs/local-share-account-lsa-statewide/>

Community Conservation Partnerships Program (C2P2) - PA DCNR

Primary Purpose: Public Parks, Trails, & Preserves

Amount: Up to \$500,000, 50% match

Application Window: January 18 – April 6, 2022

More Information: <http://tinyurl.com/TPD-C2P2>

Greenways, Trails and Recreation Program (ACT 13) - CFA

Primary Purpose: Parks, Greenways, and Trails

Amount: \$250,000 max, 15% match

Application Deadline: May 31, 2022

More Information: <http://tinyurl.com/TPD-Act13>

Automated Red Light Enforcement (ARLE) - PennDOT

Primary Purpose: Signal Upgrades

Amount: No min or max amount, no match required but encouraged

Application Window: June 1 - July 1, 2022

More Information: <http://tinyurl.com/TPD-ARLE>

Multimodal Transportation Fund - CFA/DCED

Primary Purpose: Roadway, Bridge, Multimodal, Transit, Freight Improvements

Amount: \$100,000 - \$3,000,000; 30% match

Application Deadline: July 2022

More Information: <http://tinyurl.com/TPD-MTF-CFA>

Multimodal Transportation Fund - PennDOT

Primary Purpose: Roadway, Bridge, Multimodal, Transit, Freight Improvements

Amount: \$100,000 - \$3,000,000; 30% match

Anticipated Deadline: November 2022 (anticipated)

More Information: <http://tinyurl.com/TPD-MTF-PennDOT>

PennDOT - Green Light Go »

Primary Purpose: Traffic Signal/Signal System Improvements

Amount: No minimum or maximum amount listed, 20% match

Application period: October 2022-January 2023

More Information: <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/index.html>

Transportation Alternatives Set-Aside - PennDOT

Primary Purpose: Multimodal Improvements

Amount: \$50,000 - \$1,000,000; pre-construction match

Application Window: Anticipated – Summer/Fall 2023

More Information: <http://tinyurl.com/TPD-TASetAside>

NEW FEDERAL GRANT PROGRAMS

Safe Streets and Roads for All

Summary: Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg’s National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation’s roadways. NOFO not yet available, more info to come (Spring 2022).

- » Develop or update a Comprehensive Safety Action Plan.
- » Conduct planning, design, and development activities in support of an Action Plan.
- » Carry out projects and strategies identified in an Action Plan.

Who is Eligible: Metropolitan planning organizations;

- » Counties, cities, towns, other special districts that are subdivisions of a State, and transit agencies;
- » Federally recognized Tribal governments; and
- » Multijurisdictional groups comprised of the above entities.

Funding Amount: \$5-6 billion over the next 5 years

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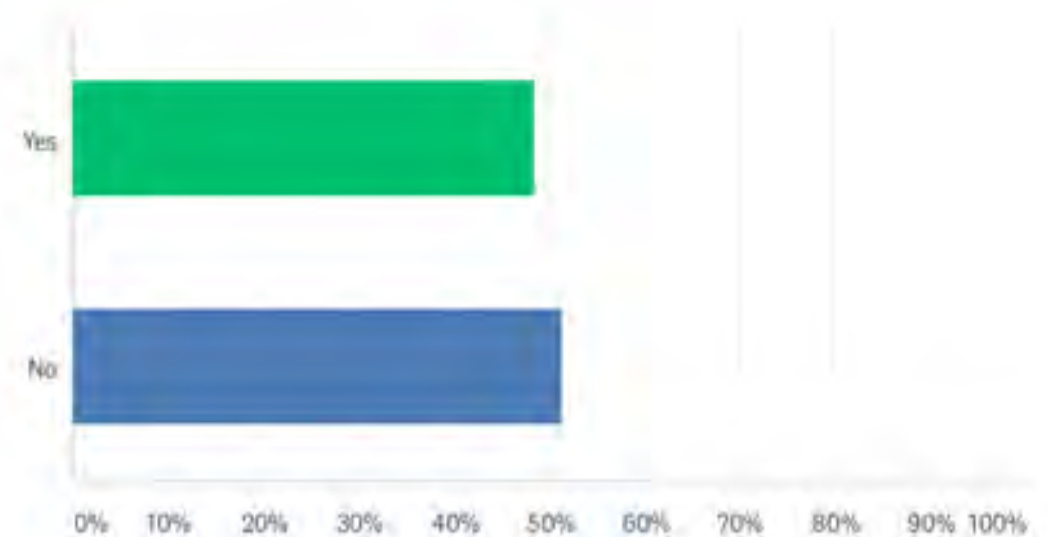
Appendix

Appendix

COMPLETE SURVEY RESULTS

Question #1: Are you a Borough Resident?

All 169 individuals answered this question. 82 responders or 48.5% of the total responses said they do live within the Borough. 87 responders or 51.5% of the total responses live outside of the Borough. Several individuals noted that while they do not live within the Borough, they live just outside of Green Lane proper.



Question #1: Are you a borough resident?

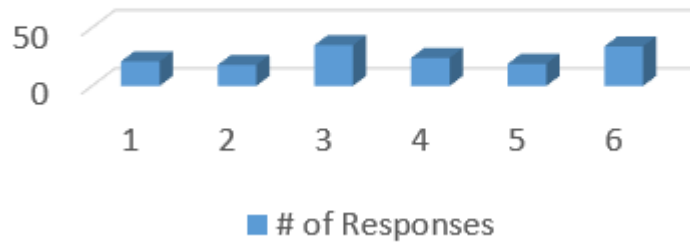
Question #2: Do you work within the Borough?

Two responders skipped this question so 167 responses were received. Just under 20% of the responders either with somewhere within the Borough or work from home.

ANSWER CHOICES	RESPONSES	
Yes, outside of the home	7.78%	13
Yes, I work from home	10.18%	17
Not employed/retired/disabled	18.56%	31
No	63.47%	106
TOTAL		167

Question #2: Do you work within the borough?

Comfort walking to Perkiomen Trail



Question #3: On a scale of 1-5 (1 being totally uncomfortable, and 5 being totally comfortable), how comfortable are you walking from your residence or place of work to the Perkiomen Trail?

ANSWER CHOICES	RESPONSES	
Speed	37.50%	63
Volume (the amount of vehicles)	25.00%	42
Delay (waiting in traffic)	0.60%	1
Others we should list?	0.00%	0
Pedestrian Crossings	29.76%	50
Large Truck Volume	7.14%	12
TOTAL		168

Question #4: What is the number one concern regarding vehicular traffic within the Borough?

RELATIVE COMFORT AND VEHICULAR TRAFFIC CONCERNS QUESTIONS

Questions #3: On a scale of 1-5 (1 being totally uncomfortable, and 5 being totally comfortable), how comfortable are you walking from your residence or place of work to the Perkiomen Trail?

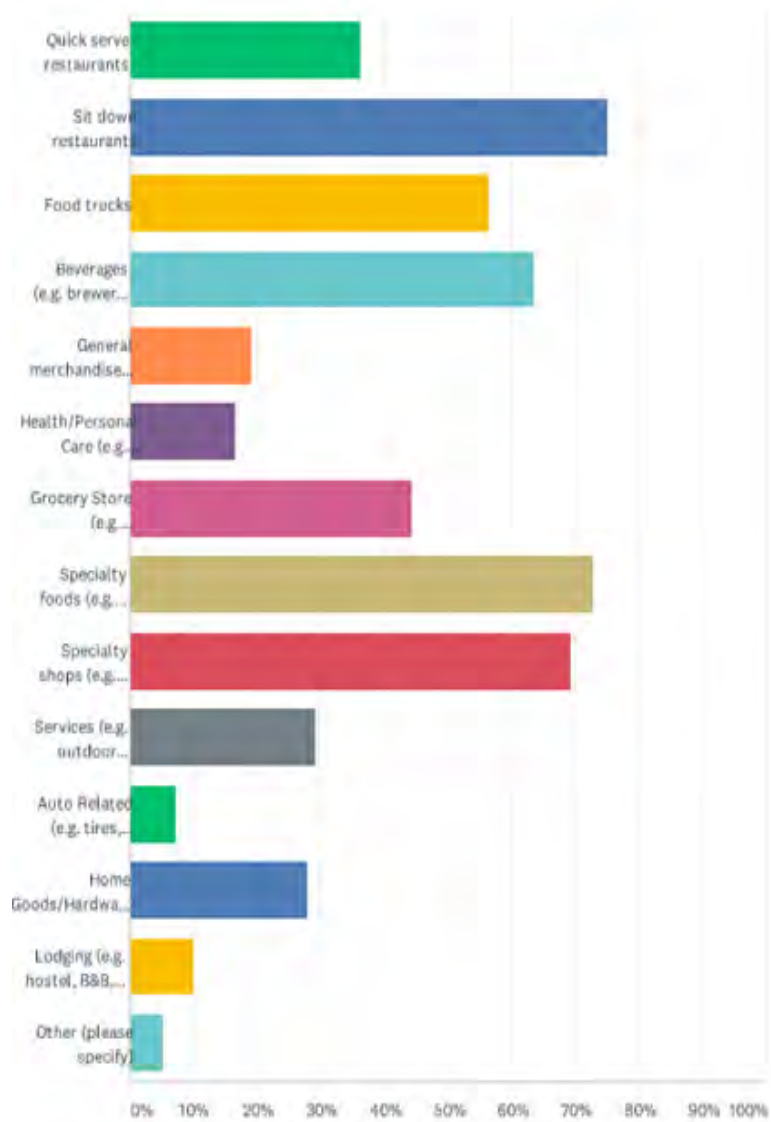
The average answer was 2.7 however looking more closely at the numbers, there were a similar number of responses in the 0 and 1 category as there were in the 4 and 5 categories. This is interesting because many people express that they have minimal comfort while many others are very comfortable accessing the trail. This may be due to the location of their residence or place of employment, or just their overall comfort level walking along and navigating busy roads and intersections.

Question #4: What is the number one concern regarding vehicular traffic within the Borough?

Vehicular speeds and pedestrian crossings are the two largest concerns for the responders. Improvements to the pedestrian network including crossings can have a traffic calming effect

Question #5: If new businesses were to locate in Green Lane Borough, which types would you most likely support (visit, spend money)? Check all that apply.

Sit down restaurants and specialty food stores were the top choices indicating a desire of residents and visitors to have more dining and food options available. These top two choices were followed closely by beverage shops/stores, specialty shops and food trucks. Further supporting the desire of people to have more dining options available.



Question #5: If new businesses were to locate in Green Lane Borough, which types would you most likely support (visit, spend money)? Check all that apply.

Question #6: Successful towns along trails have a variety of things to invite people from the trail into the town. As a RESIDENT, which of these items do you feel would make Green Lane Borough a “destination” for trail users? Check all that apply. (Please skip if non-resident.)

126 individuals answered this question and 43 skipped. This question was intended for Borough Residents only however approximately 40 individuals who are not Borough residents provided responses. A reason for this may be that as noted above, several responders do not live within Green Lane proper, but they live just outside of the Borough limits. Many of these individuals may identify as Borough residents and consider Green Lane their hometown.

Question #7: Successful towns along trails have a variety of things to invite people from the trail into the town. As a VISITOR, which of these items do you feel would make Green Lane Borough a “destination” for trail users? Check all that apply. (Please skip if resident.)




137 individuals answered this question and 32 skipped this. 50 Borough residents responded to this question although it was

intended for non-residents. This question was designed to identify the types of amenities that would attract visitors into the Borough.

Questions # 6 and 7 are essentially the same, however, 6 asks “as a RESIDENT” and 7 asks “as a VISITOR” what items would make Green Lane Borough a “destination” for trail users. The responses were nearly identical. The top four choices were overwhelmingly:

- » Public Restrooms
- » Events such as Food Truck Rodeos, 5k event races, Art in the Park etc.
- » Water Fountains/Water Bottle Refill Stations
- » Food and Drink

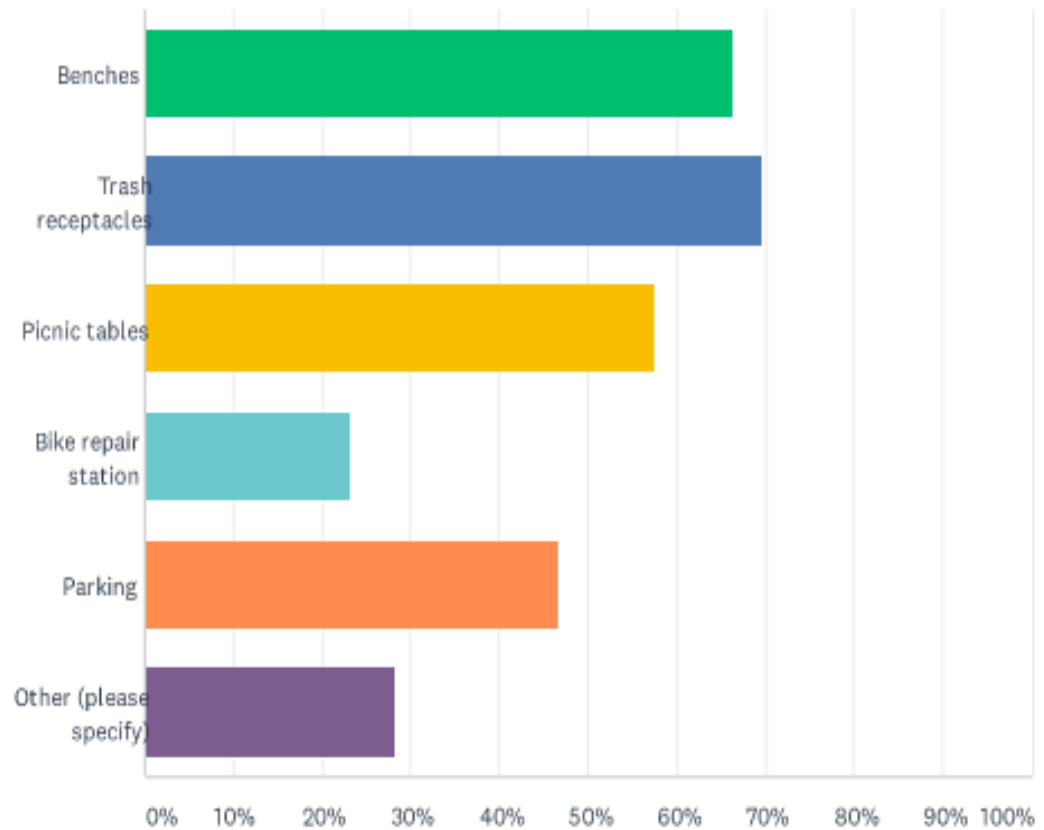
Question #8: How likely are you to use the following greenway or greenway connector types for recreation and transportation needs? (Use the bubbles to indicate your willingness).

	FAIRLY LIKELY	NOT LIKELY	NOT SURE	TOTAL	WEIGHTED AVERAGE
 Combination Sidewalks with Cycletrack or Protected Bike Lane (Separated from the roadway with curbing or other vertical element)	67.88% 112	20.61% 34	11.52% 19	165	0.47
 Designated Roadway Shoulders	53.29% 89	32.34% 54	14.37% 24	167	0.21
 Traditional Asphalt, Concrete, or Crushed Gravel Greenway	86.14% 143	7.83% 13	6.02% 10	166	0.78
 Traditional Greenway with Natural Surface Shoulder	83.03% 137	7.88% 13	9.09% 15	165	0.75
 Sidewalks with Bicycle Boulevard (Signs, Markings and Traffic Calming)	58.79% 97	21.21% 35	20.00% 33	165	0.38
 Sidewalks with Bike Lane	48.78% 80	32.32% 53	18.90% 31	164	0.16
 Sidewalk with Buffered Bike Lane	65.45% 108	21.21% 35	13.33% 22	165	0.44
 Multi-use sidepath (shared bicycle and pedestrian facility adjacent to a roadway)	65.06% 108	21.08% 35	13.86% 23	166	0.44
 Shared Streets	23.49% 39	58.43% 97	18.07% 30	166	-0.35

Question #8: How likely are you to use the following greenway or greenway connector types for recreation and transportation needs? (Use the bubbles to indicate your willingness).

Question #10: What kinds of amenities would you like to see included at Isaac Smith Park?

A large number of people that selected "Other" indicated that public restrooms and water fountains would be desirable amenities to have at Isaac Smith Park. There were many other great comments added as write-ins to this section. A full list of amenities can be found in the appendix of this report.



Question #10: What kinds of amenities would you like to see included at Isaac Smith Park?

Question #11: What types of events do you feel that the Borough can host to draw trail users into the Borough?

Food Events and Food Trucks were the top choices for attracting trail users into the Borough followed closely by Kid friendly/family friendly events. Several individuals

who chose "Other" responded that they enjoy peace and quiet of the Borough and are fearful of what additional vehicular and foot traffic may bring. With this in mind, it is critical that any planned improvements respect the resident's privacy and safety. Many other comments are directed at making the town more walkable and

pedestrian friendly. Balancing future projects to maximize the town's walkability and connections to the regional trail network along with respecting the resident's desire for privacy must be taken into consideration for each potential improvement that the Borough plans.

ANSWER CHOICES	RESPONSES	
Food truck rodeos	72.89%	121
Organized races (5K , 10K, Charity Bike Rides, etc.)	57.83%	96
Art events	45.78%	76
Food events	76.51%	127
Business strolls	11.45%	19
Environmental/outdoor education events	54.22%	90
Outdoor events (mud runs, fishing tournaments, etc.)	57.83%	96
Kid friendly/family focused events	69.28%	115
Other (please specify)	16.27%	27
Total Respondents: 166		

Question #11: What types of events do you feel that the Borough can host to draw trail users into the Borough?

Question #13: Your age is:

There was a wide range in responders ages. The average age was 46.9 years old however there were responses from people aged 18 through 80 years old.

Question #14: Are there children (under 18) in your household or do children frequently visit your household?

ANSWER CHOICES	RESPONSES	
Yes	54.55%	90
No	45.45%	75
TOTAL		165

Question #14: Are there children (under 18) in your household or do children frequently visit your household?

