

Transportation Plan

Broadly defined, the transportation plan is a plan for the movement of people and goods throughout the township. More specifically, it documents township roadway classifications and traffic volumes, while providing recommendations on mitigating congestion and safety problems. It also examines alternative transportation modes such as public transit and pedestrian and bicycle pathways. With the degree to which the recommendations contained in this chapter are implemented, it would not only allow for the continued efficient flow of people and goods, but will also help to maintain and enhance the quality of life currently enjoyed in the township.

This chapter is comprised of three main sections: roadways, public transit, and pedestrian/bicycle pathways. Each section contains its own specific set of recommendations.

Roadways

The township's original comprehensive plan of 1965 presents a bold, optimistic outlook on the future of Whitemarsh's road network. Traffic congestion would be eliminated through the construction of new roads and bridges; expressways are envisioned bisecting the township and a bridge would provide a direct connection to the Schuylkill Expressway. Hazardous intersections would be eliminated through improvements and realignments. An ambitious document, it is a reflection of a time when the answer to current woes was new construction that was bigger and therefore better. While the merits of new expressways and wider roads are still a debatable point, for the township it is moot. Despite the fact that this plan contained many valid ideas, most of the new roadway opportunities have been lost through subsequent development and a greater appreciation for older structures makes road widenings difficult.

Therefore, this plan is more pragmatic in its scope, but comprehensive in examining the township's road network for areas that need improvements. It recognizes that the primary obstacles to efficient traffic flow in Whitemarsh are the physical constraints, such as the lack of formal turn lanes or poorly synchronized traffic lights, that exist along the township's busy corridors. This plan's recommendations are designed to eliminate or lessen these constraints, thereby decreasing congestion and improving safety.

This section provides background data on the roads and their functional classification. It concludes with the township's recommendations for the road network.

Roadways: Background Data

1. **Functional Classification System.** Functional classification groups roads into a hierarchy by the service and function that they provide and were developed as a planning tool for comprehensive transportation. Based on standards established by the American Associate of State Highway and Transportation Officials (AASHTO), it is used by the Pennsylvania Department of Transportation (PADOT) and Montgomery County for appropriate design guidelines, as well as to coordinate road functions and highway improvements among neighboring municipalities, the county, the region, and the state. By using this method, a logical and efficient roadway network can be established.
2. **Road Hierarchy.** The hierarchy of roads includes expressways and other limited access highways, arterials, collectors, and local roads. These can be further divided according to the urban or rural character of an area, such as designating principal and minor arterials or major and minor collectors.

Two major considerations in classifying roads are access to abutting property and travel mobility. Accessibility refers to the level of control over traffic entering or exiting a roadway to or from

adjacent properties. Mobility refers to the ability of a road to move traffic. For example, expressways emphasize a high degree of mobility but have virtually no access to abutting properties. Local roads, on the other hand, primarily provide access to abutting properties, while discouraging the mobility of through traffic.

Another criterion used to classify a highway is by the volume of traffic it carries. The most common way to gauge traffic on a particular road is by measuring its Average Daily Traffic (ADT). Due to the diversity of Montgomery County from highly urbanized to very rural areas, a range of ADT is considered within each category of functional classification. For example, a principal arterial in eastern Montgomery County may carry a significant higher volume of traffic than a road with the same classification in the western part of the county because of the density of development and concentration of activity centers.

- A. **Expressway.** The highest level of road classification is the expressway, which is a multi-lane highway with fully controlled access usually provided only at grade separated interchanges. Expressways are used in corridors that need to move high volumes of traffic at high speeds while providing high levels of safety and efficiency and usually traverse and connect metropolitan areas.

- B. **Arterial.** An arterial provides a high degree of mobility in order to better serve trips of longer length. Since access to abutting property is not their major function, access controls are desirable to enhance mobility. Arterials include state numbered routes such as PA-73 (Skipack Pike) and other important roads like Germantown Pike. Arterials are divided into two sub-classes:
 - 1. **Principal Arterial** - A principal arterial is any major highway which is not an expressway. Generally it provides between two and four through lanes of travel depending on traffic volume and land use intensity. It serves major activity centers and carries a high proportion of cross-county traffic.
 - 2. **Minor Arterial** - Minor arterials interconnect with and augment principal arterials. They typically accommodate trips between 3 and 5 miles in length. They are spaced at intervals consistent with population density and carry traffic within or between several municipalities of the county. Further, they link other areas not connected by principal arterials and provide key connections between roads of higher classification.

- C. **Collectors*.** Collectors provide a mix of accessibility and mobility. They typically serve trips up to four miles in length and channel or distribute traffic to or from a road of a higher classification. Collectors are also divided into two sub-classes:
 - 1. **Major Collector** - A major collector provides a combination of mobility and access with a priority on mobility. Ideally, access is partially controlled with preference given to through traffic. Access is permitted with at-grade intersections and major access driveways of selected land uses such as a retail or employment center. It accommodates trips within and between neighboring municipalities. Further, it may serve as a major road through large industrial or office parks or provide key connections between roads of higher classification.
 - 2. **Minor Collector** - A minor collector provides a combination of mobility and access with a priority on access. It allows access to abutting property with little or no restriction. Generally, minor collectors accommodate shorter trips within a municipality. It is spaced to collect traffic from local roads and neighborhoods and channel it to major collectors and arterials.

** In Whitmarsh, PADOT/County do not distinguish between major and minor collectors. Their right-of-way criteria groups these into one category. The township does have this distinction and this discrepancy is discussed below.*

D. **Local Roads.** Local roads and streets have relatively short trip lengths, generally not exceeding one mile. Because property access is the main function, there is little need for mobility or high operating speeds. This function is reflected by use of a lower posted speed between 20 and 30 miles per hour. They provide a link between property access and the collector road network. Through traffic is discouraged from using local roads.

Figure 8-1 shows how PADOT/Montgomery County classifies Whitemarsh’s road network.

Figure 8-1
Road/Street Hierarchy - Whitemarsh Township

Classification	Road/Street
Expressway	PA Turnpike (US Interstate 276) PA Route 309 Fort Washington Expressway
Principal Arterial	Germantown Pike Ridge Pike Skippack Pike (Rt. 73) Church Road (Rt. 73) Bethlehem Pike Pennsylvania Avenue (btw. Bethlehem Pike and Rt. 309) Butler Pike (btw. Germantown Pike and Upper Dublin Twp.)
Minor Arterial	Flourtown Road Morris Road Joshua Road Hector Street Barren Hill Road Pennsylvania Avenue (Rt. 309 to Springfield Twp.) Stenton Avenue (btw. Joshua Road and Springfield Twp.)
Collector (major and minor)	Thomas Road North Lane Cedar Grove Road Spring Mill Avenue Lee Street Church Road Mill Road Cricket Road Valley Green Road Camp Hill Road Harts Lane (btw. Ridge Pike and Barren Hill Road) West Valley Green Road (btw. Cricket Rd and Bethlehem Pike)

All other roads/streets are classified as local roads.

Figure 8-2

Highway Functional Classification and Design Guidelines

Functional Classification	Right-of-Way ⁽¹⁾	Number ⁽²⁾ of Lanes	Travel ⁽³⁾ Lane Width	Left ⁽³⁾ Turn Width	Paved ⁽⁴⁾ Shoulder Width	Parking ⁽⁵⁾ Lane Width	Bicycle ⁽⁶⁾ Lane Width	Border Area ⁽⁷⁾		
								Curbing	Grass	
									Sidewalks/ Paths ⁽⁸⁾	
EXPRESSWAYS	120'-130'									
	Urban	4-6	12'	N/A	10'-12'	N/A	N/A	N/A	N/A	10'
	Rural	4-6	12'	N/A	10'	N/A	N/A	N/A	N/A	10'
ARTERIALS	Principal	80'-100'								
	Minor	80'-100'								
	Urban	2-5	11'-14'	10'-12'	8'-10'	10'-12'	4'-5'	8"	4'	4'-12'
	Rural	2-5	11'-14'	10'-12'	4'-10'	N/A	4'-5'	N/A	N/A	4'-12'
COLLECTORS	Major	60'-80'								
	Minor	60'								
	Urban	2-5	10'-14'	10'-12'	6'-10'	7'-10'	4'-5'	8"	4'	4'-12'
	Rural	2	10'-12'	10'-12'	2'-8'	N/A	4'-5'	N/A	N/A	4'-12'
LOCAL ROADS	50'									
	Urban	[Total Cartway Width 26 to 30 Feet]						8"	4'	4'-12'
	Rural	[Total Cartway Width 20 to 30 Feet]						N/A	N/A	4'-12'

NOTES:

1. Right-of-Way: The right-of-way is variable in order to accommodate highly urbanized and laterally restricted areas as well as unrestricted areas.
2. Number of Lanes: The number of lanes is variable in order to accommodate the traffic volume, turning movements and land capacity demand for selected level of service. This number does not include right turn lanes where needed.
3. Range of Travel Lane Width: The width of lanes is based upon minimum and desirable standards as well as other conditions such as being adjacent to a curb or the anticipation of heavy truck traffic.
4. Shoulder: The width of shoulders is based upon minimum and desirable standards as well as other conditions such as highly urbanized and laterally restricted areas, or the anticipation of heavy truck traffic.
5. Parking Lane: The width of a parking lane is based upon minimum and desirable standards as well as other conditions such as lot size, intensity of development or potential for use as a traffic lane where required by future demand.
6. Bicycle Lane: A portion of a roadway which has been designated by striping, signing or pavement markings for the preferential or exclusive use of bicyclists.
7. Border Area: The presence of curbing, grass strip and sidewalks will depend upon adjacent land uses and site conditions. Otherwise, the border area would consist of a drainage swale and slope.
8. Sidewalks/Paths: The width of sidewalks is based upon minimum standards as well as other conditions such as within an urbanized area. Paths for multi-use purposes, pedestrians/bicyclists may be desirable in lieu of sidewalks in rural areas or parallel to an expressway.

SOURCE: Derived from design ranges specified by AASHTO, PennDOT, and other design manuals.

A comparison between PADOT and the county's classifications and those in existing township documents (Subdivision and Land Development Ordinance, 1993 Official Right-of-Way Map) indicates some discrepancies. For example, many roads listed by the township as collectors are classified local roads by PADOT and the county. Another example is that, unlike PADOT and the county, the township does not distinguish between principal and minor arterials.

These discrepancies are not desirable; as part of the implementation of the Comprehensive Plan, all of these should be resolved. Recommendations on this issue are found later in this chapter.

3. **Road Design Guidelines.** The design standards shown in Figure 8-2 for road functional classifications serve as overall guidelines for development of roads and related improvements. From a road engineering viewpoint, they are considered to be the minimum and desirable standards a community should follow, based on a number of standard sources (A Policy on Geometric Design of Highways and Streets by AASHTO, 1990; Pennsylvania Department of Transportation Design Manual, Part 2, Highway Design [Publication 13; 1990]; and Guide for the Development of Bicycle Facilities by AASHTO, 1991). However, as indicated by the descriptions below, local conditions and other planning considerations can affect their use in a community. For example, existing development may effectively establish the width of a right-of-way and therefore it may not meet the ideal standard. By ordinance, Whitemarsh has established road right-of-way widths for major township-owned roads and state and county roads. This and related information are shown in Figure 8-3.

Figure 8-3

Right-of-Way Widths in Whitemarsh Township

Road	Right-of-Way Width	Twp. Classification	Jurisdiction of Road
Ridge Pike	80 feet	Arterial	County
Germantown Pike	80 feet	Arterial	State
Butler Pike	80 feet	Arterial	State <i>(south of North Lane)</i> County <i>(north)</i>
Bethlehem Pike	80 feet	Arterial	State
Skippack Pike	100 feet	Arterial	State
Pennsylvania Avenue	80 feet	Major Collector	State
Morris Road	80 feet	Major Collector	State
Church Road	80 feet	Arterial	State
Joshua Road	60 feet	Major Collector	State
Flourtown Road	80 feet	Major Collector	State
Barren Hill Road	80 feet	Major Collector	State
Cedar Grove Road	60 feet	Major Collector	State
Stenton Avenue	80 feet	Major Collector	State

It is discernible in Figures 8-1, 8-2, and 8-3 that there are no real conflicts between PADOT and the township on the right-of-way of these major roads. Most of the conflicts involve designations and even here there is some overlap (both arterials and major collectors could have right-of-way of 80 feet). Still differences remain and every effort should be made to resolve them.

Roadway Recommendations

While the township no longer enjoys the road construction opportunities available to earlier generations, this does not mean that important projects are not still possible. Rather it simply means that such projects will be more modest in scope and, unlike the massive road building programs instituted throughout the county during the two decades following World War II, will be more constricted by-and respectful of-the natural and built environment.

1. **Existing Road Improvement Projects.** At this time, three road improvement projects involving the township are being implemented. In either the planning or engineering phase, the township is involved in their implementation. The potential impacts of these projects are examined and incorporated, where appropriate, into the plan.
 - A. **Fort Washington Project.** PADOT is administering this project which involves closing Lafayette Avenue between Morris Road and Bethlehem Pike, owing to the bad sight distance at Bethlehem Pike; building a new bridge on Bethlehem Pike over the R-5 Southeastern Pennsylvania Transportation Authority (SEPTA) train line; and providing a safe, direct connection between the east and west segments of Pennsylvania Avenue by creating a separate travel lane along part of Route 309. The township has been involved in the design process of this project.
 - B. **Ridge Pike.** A county consultant is studying the corridor throughout the township for traffic safety and efficiency improvements. These range from roadway resurfacing to examining the possibility of widening the eastbound travel lane to two full lanes from Harts Lane to Philadelphia. The township is involved as part of the study group. Specific township concerns for this corridor are as follows:
 1. More and longer turn signals at key intersections.
 2. Improving traffic efficiency at intersections with turning lanes, where possible.
 3. Working with the county to implement bike lanes and sidewalks, where appropriate. (This is discussed further below in the Recommendations Section of Pedestrian and Bicycle Pathways.)
 - C. **Cold Point Village.** The county is recommencing efforts to improve traffic flow through the historic village by relocating Butler Pike and eliminating the jog at the intersection of Plymouth Road, Butler Pike and Flourtown Road. A concept which was discussed in the 1965 Comprehensive Plan, the present proposal is to relocate Butler Pike west of the village, bypassing it entirely. Flourtown Road would be relocated south, to align with Plymouth Road. The township has anticipated this project. Land planning efforts regarding the village have focused on the impact of this project by promoting a new zoning district which would preserve its historic character but also increase its economic viability, through allowing office conversions in the older homes. The township will be part of the study group for this project.
2. **Traffic Impact Fee Ordinance.** Despite the constraints to extensive road widenings and other improvements, the township still has the ability to make minor improvements to cartways and intersections as part of the land development process. The Subdivision and Land Development Ordinance requires

that any development, residential or nonresidential, over a certain size, be required to perform a transportation impact study to determine what impact the development will have on the local road network (Section 105-21.a). While these studies describe the various necessary and desirable road improvements, unless the township has a traffic impact fee ordinance, the developer can only be held responsible for improving roads immediately adjacent to the site.

Under Act 209, which was passed by the Pennsylvania Legislature in 1990, a municipality can impose a fee on a developer to make improvements to roads or intersections that the transportation study has determined are impacted by the development but are not adjacent to the site. The implementation of this impact fee would be a useful tool for funding necessary road improvements throughout the township.

3. The township should continue to work with Upper Dublin Township's rescape committee to promote streetscape beautification and pedestrian safety along Pennsylvania Avenue in Fort Washington and the Flourtown/Erdenheim Enhancement Association to promote similar efforts along Bethlehem Pike in the township's Flourtown section.

Township Ordinances

The following changes are recommended for the township's Zoning and Subdivision and Land Development Ordinances to improve traffic flow and efficiency.

1. **Zoning Ordinance.** The zoning for nonresidential areas should be amended to encourage shared parking lots and common access drives, particularly in older areas where the lots are narrow and the streetscape characterized by numerous curb cuts. These are not desirable, especially along busy thoroughfares. Numerous curb cuts increase turning movements, which slow down traffic and create safety hazards. In particular, the proposed new zoning districts for Plymouth Meeting and Cold Point should be written to promote these.
2. **Subdivision Ordinance.** In the township and throughout Montgomery County, there is a trend to develop residential subdivisions with only one access point to an exterior road and to not connect to existing adjacent stub streets. Together and separately this trend results in increased congestion because users of internal roads are forced onto one exterior road. Basically, the more directional choices given an individual, the more traffic is dispersed. To ameliorate the former, the Subdivision Ordinance should be amended to allow only a certain number of houses in a subdivision that has only one access point. Any amount over this number would be required to provide an additional access. Regarding the latter, while sometimes controversial with existing residents, the township should strongly enforce connections to adjacent stub streets for new developments.
3. **Coordination.** As discussed earlier there are differences between the township's classification of streets and those of the County/PADOT. While some are minor, others are not. This is especially true with the township's 1993 Official Map, which classifies numerous streets as collectors while PADOT/County lists them as local roads. While some on the map, such as Haggy's Mill Road, which is now a dead end, should be reclassified to a lesser classification, others such as Crescent Avenue and Spring Mill Road are valid collectors. Since PADOT/County is updating their road classification list, the township should update the official map and submit the valid collector roads to PADOT/County for reconsideration.

4. **Scenic Roads.** While this section has primarily been interested in road improvements, the township does contain numerous roads with rural amenities that add to the traditional character of Whitemarsh. Building upon the efforts of the township's Open Space Committee in the 1996 Open Space Plan, the following roads have been designated scenic roads in Whitemarsh:

- A. River Road - from Barren Hill Road to Harts Lane.
- B. Manor Road.
- C. Flouertown Road - from Stenton Avenue to Fountain Green Lane.
- D. Cricket Road.
- E. Valley Green Road - from Stenton Avenue to the Wissahickon Creek Bridge.
- F. Stenton Avenue - from the Springfield Township line to the Highway Materials Quarry.
- G. Militia Hill Road - from Stenton Avenue to Skippack Pike.
- H. Stenton Avenue - from Militia Hill Road (south segment) to the PA Turnpike.
- I. Skippack Pike - from Butler Pike to Sheaff Lane.
- J. Sheaff Lane - from Stenton Avenue to Skippack Pike.
- K. Morris Road - from Beech Road to Lafayette Avenue.
- L. Barren Hill Road - from Harts Lane to Scarlett Oak Drive.
- M. Andorra Road - from Park Avenue to Springfield Township.

While it is recognized that certain improvements should be made to some of these roads for safety reasons, they should be exempt from such suburban improvements as curbs and extensive widenings in order to preserve their character. To ensure their preservation the township should encourage conservation easements along these roads and consider innovative zoning techniques.

Proposed Intersection Improvements

Various intersections have been identified by the township's traffic consultant in recent traffic studies as needing improvements for traffic flow and efficiency. Some of these intersections and their recommendations are listed in Figure 8-4.

These constitute only the most recently recommended improvements throughout the township. As development occurs, the township should expand upon these recommendations to ensure that traffic continues to flow efficiently.

Alternative Transportation Modes

Besides making improvements to facilitate the movement of automobiles, it is desirable to examine alternative methods of transportation, such as public transit, pedestrian pathways or bicycles. To the extent that these options can be utilized, road congestion, the result of reliance on the automobile, can be lessened.

Figure 8-4

Intersections

Intersection	Recommendation(s)
River Road and Barren Hill Road	Install a traffic signal
Harts Lane and Barren Hill Road	Install a traffic signal
Barren Hill Road and Ridge Pike	Install a traffic signal and additional eastbound lane
Cedar Grove, Barren Hill Roads and Hector Street	Improve traffic signal timing and install a right turn lane
Manor Road and Ridge Pike	Improve traffic signal timing and the eastbound right turn lane should be modified to a shared through/right turn lane
Harts Lane and Ridge Pike	Improve traffic signal timing and create a southbound right turn lane
Ridge Pike and Joshua Road	Left turn lane on Ridge for west bound traffic. Change traffic signal to allow for a left turn only phase and a phase which allow all movements from east and west Increase the signal time by 5 seconds for all Joshua Road traffic
Germantown Pike and Joshua Road	Expand the intersection to two through lanes and one left turn lane only
Joshua Road and Flourtown Road	Additional lanes and improve signal timing
Germantown and Butler Pikes ⁽¹⁾	Additional lanes and improve signal timing
Bethlehem/Skipack Pikes/Camp Hill Road	Improve signal timing
Bethlehem Pike and Pennsylvania Avenue	Improve signal timing
Cedar Grove and Joshua Roads	Install a traffic signal
Cedar Grove Road and Butler Pike	Improve signal timing and phasing change; use paint strips to add an additional northbound and southbound lane on Butler Pike

⁽¹⁾ This would be difficult given the proximity of historic buildings at this intersection.

Public Transportation

Whitemarsh is extensively served by both commuter rail and bus lines operated by the Southeastern Pennsylvania Transportation Authority (SEPTA). Presently, the following service is available:

- **Rail Service.** Two rail lines operate in Whitemarsh. The R-5 commuter rail line runs north-south between Philadelphia and Doylestown, in Bucks County. This line has one station in the township at Fort Washington. Presently, efforts are underway to develop more parking at this station. The other rail line is the R-6 which runs between Philadelphia and Norristown. The R-6 has two stations in Whitemarsh: Miquon and Spring Mill. Recently, SEPTA created a new 105 space parking lot at Spring Mill. Figure 8-5 shows the rail lines and the location of their township stations.
- **Bus Service.** Augmenting these two rail lines are six bus lines that serve the township. They primarily operate on the township’s major arterials.

- The Route 94 bus operates between Chestnut Hill in Philadelphia and Lansdale Borough. In Whitemarsh, it runs along Bethlehem Pike. Access to Montgomery Mall is provided.
- The Route 95 bus operates between Gulph Mills and Penn Square, both located in Montgomery County. In the township, it operates on Butler Pike, south of Germantown Pike and provides access to the Plymouth Meeting Mall and Conshohocken.
- The Route 98 bus operates between Willow Grove (Upper Moreland Township) and Oaks (Upper Providence Township). Among its key destinations are the Plymouth Meeting Mall and the Plymouth Meeting Office Center. Its route operates on Butler Pike in Whitemarsh.
- The Route 97 bus operates between Spring Mill and Penn Square. In Whitemarsh it operates primarily on Butler and Germantown Pikes and North Lane. It provides access to the R-6 Spring Mill Station and the Norristown Transportation Center.
- The L bus operates between Plymouth Meeting Mall and Center City. In Whitemarsh, it runs on Germantown Pike.
- The Route 27 bus also operates between Center City and the Plymouth Meeting Mall. In Whitemarsh it runs on Ridge and Butler Pikes.

To promote bus service in Whitemarsh, the township should take an active role in promoting bus pads, shelters and benches.

Future Proposals

Two future rail improvements are being considered which will have an impact on Whitemarsh. The Schuylkill Metro, which will link Reading to Philadelphia, is being planned for the existing R-6 rail line. It is being designed as a Metro Line, a hybrid of a regional rail and light rail line. The other proposed rail line is known as the Cross County Metro. It is proposed to extend from Chester County to Trenton, New Jersey along the old route of the Trenton cut-off, which runs diagonally through the center of the township. Presently, the feasibility of extending it from Chester County to Norristown is being studied. To ensure that the township's concerns are considered for these proposals, it is recommended that it begin a dialogue with SEPTA and the county.

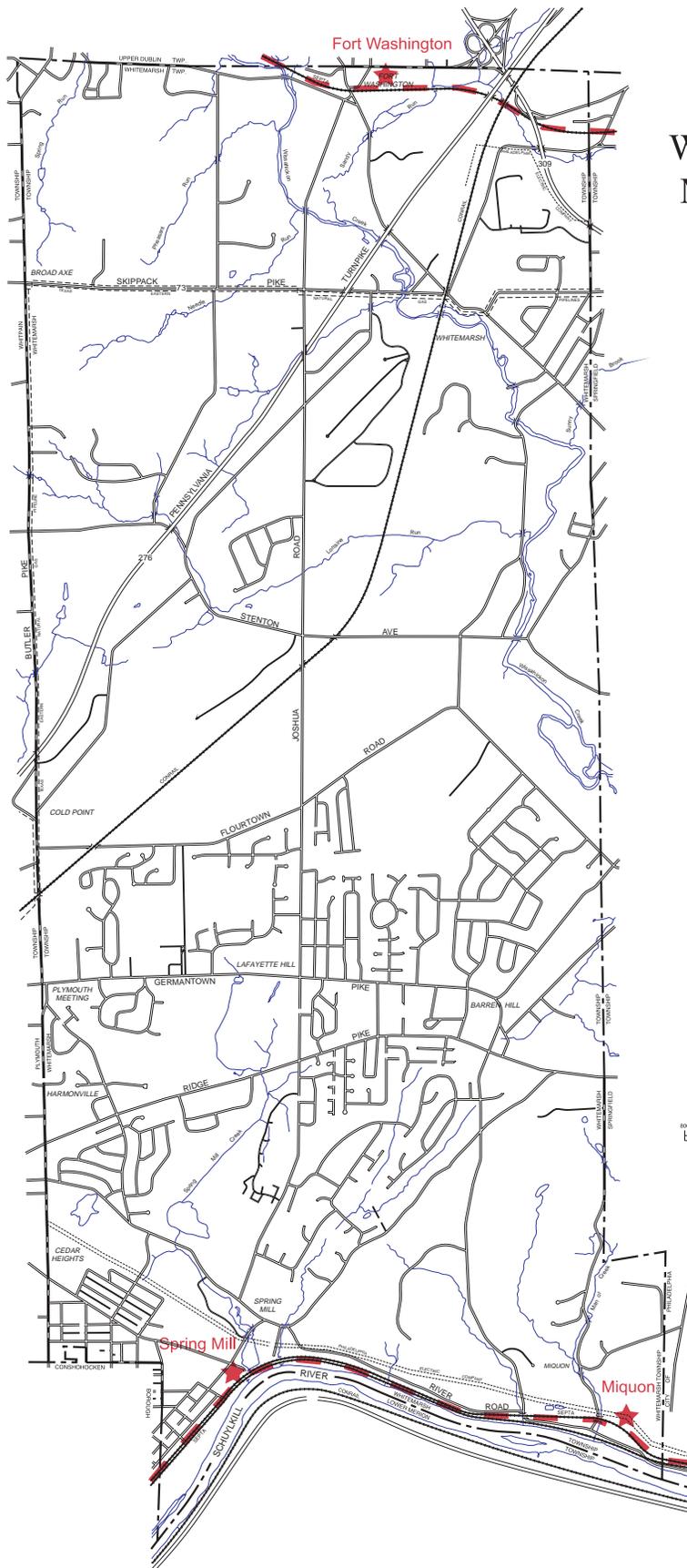
Bike Pathways

To promote safe bicycling along township roads, the township is supportive of Montgomery County's Bicycle Mobility Program, a program for the design and construction of on-road bicycle lanes. This program was the result of a joint effort by the Delaware Valley Regional Planning Commission (DVRPC), County Planning Commission, and PADOT. As part of this program, the county identified various township roads that could accommodate bike lanes. Figure 8-6 delineates these roads and categorizes them regarding their suitability for basic or advanced bikers.

When considering these roads, the township felt that the program did not provide for enough connections within the township. Figure 8-7 shows how the township wants to augment the program's roads with additional ones.

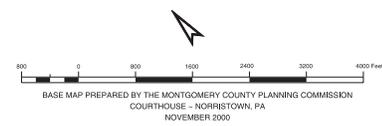
Pedestrian Pathways

Specifically, the township's main planning decision regarding these was to not grant waivers for either concrete sidewalks or hard surface walking paths during the land development process. While this is an important step, it will not make many connections to existing sidewalks segments in developed areas. Since



Whitemarsh Township Montgomery County Pennsylvania

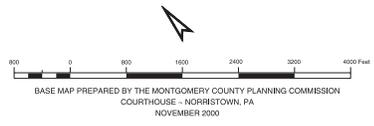
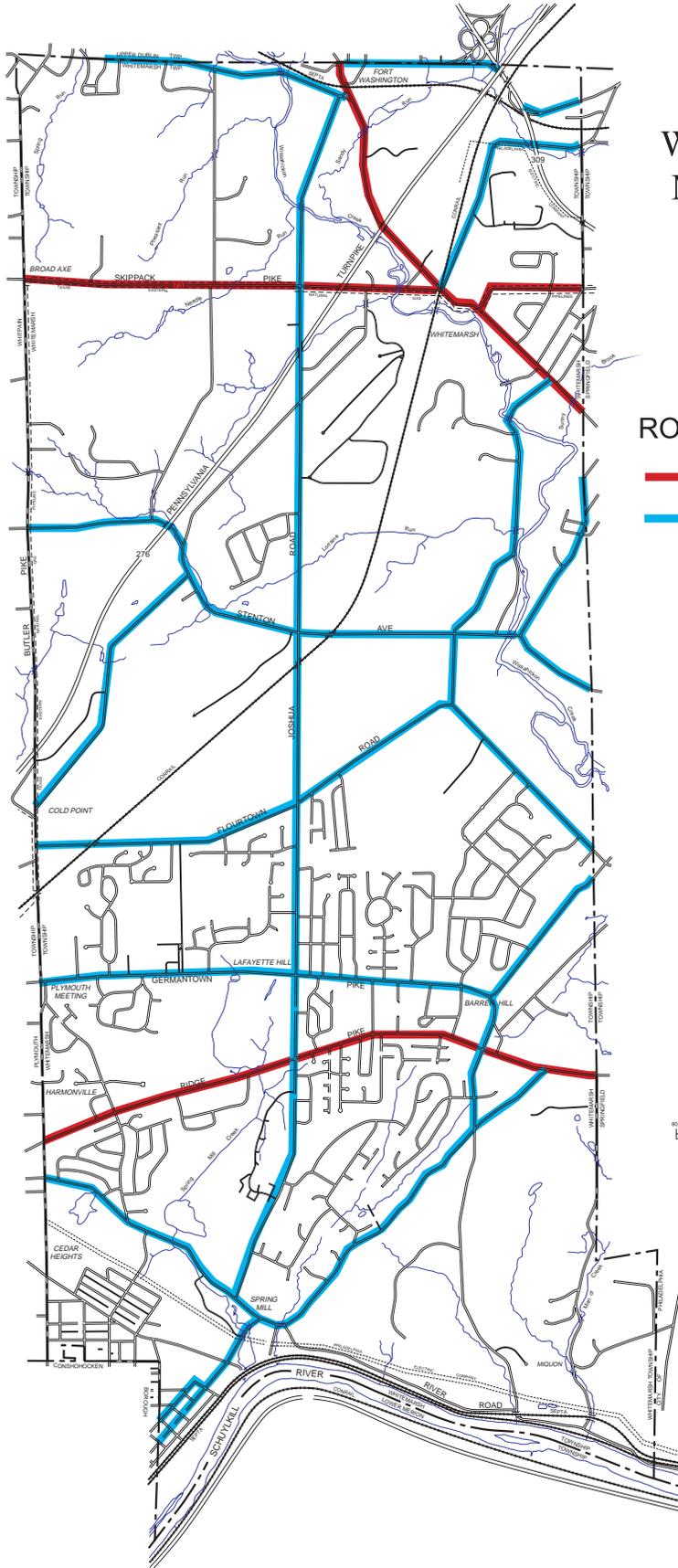
Figure 8-5
RAIL LINES and
TRAIN STATIONS



Whitemarsh Township Montgomery County Pennsylvania

Figure 8-6
COUNTY BIKE
MOBILITY PLAN:
ROADS IN WHITEMARSH

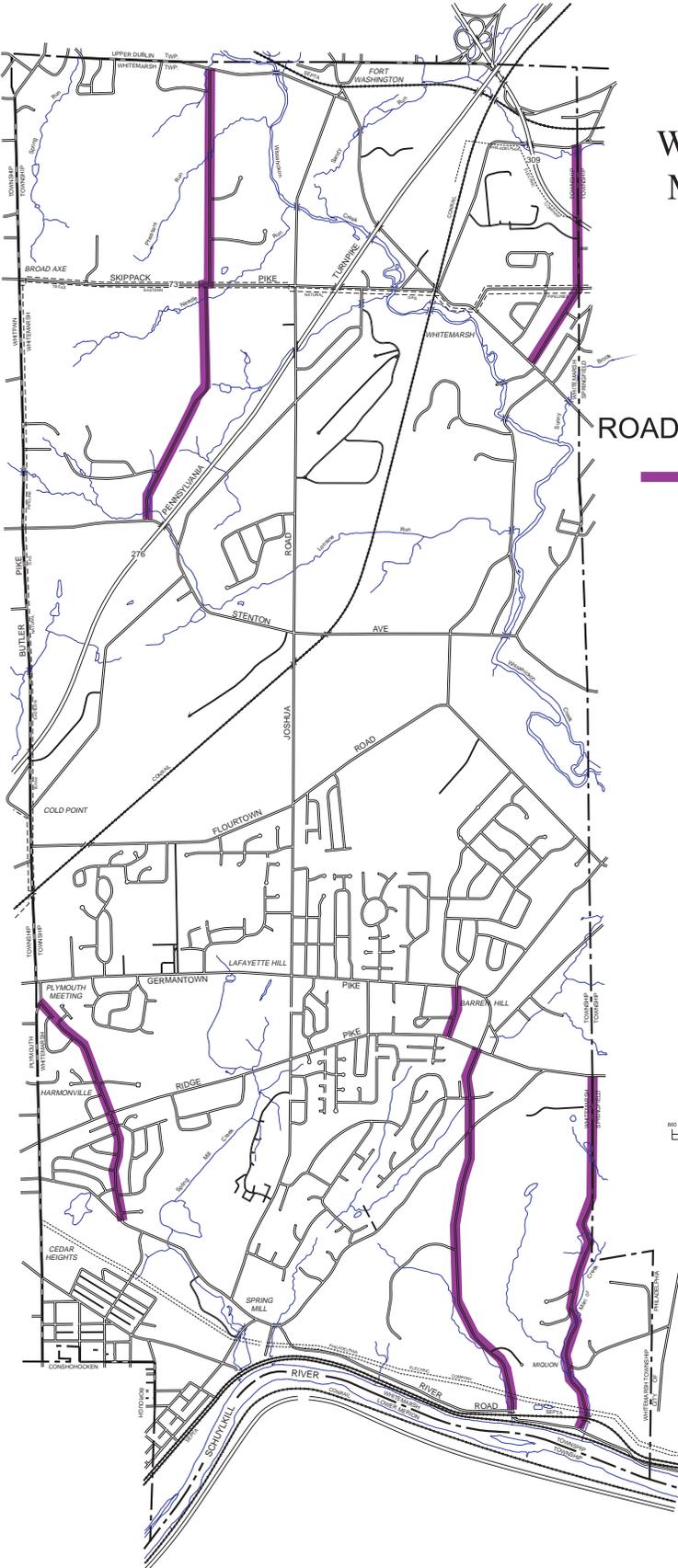
- Primary Bicycle Routes
- Secondary Bicycle Routes



Whitemarsh Township Montgomery County Pennsylvania

Figure 8-7 COUNTY BIKE MOBILITY PLAN: ROADS WHITEMARSH WANTS

Recommended Roads



BASE MAP PREPARED BY THE MONTGOMERY COUNTY PLANNING COMMISSION
COURTHOUSE - NORRISTOWN, PA
NOVEMBER 2000

these areas contain the township's population center, main commercial areas, and schools, the township should also consider designating certain areas or road segments as priority areas, places where the installation of sidewalks or walking paths is important. The following examples were chosen:

- Connect the fragments along Germantown Pike from Butler Pike to Church Road.
- Connect the fragments along Ridge Pike from Butler Pike to Church Road/Harts Lane.
- Install sidewalks or walking paths along Butler Pike from North Lane to Cold Point Village.
- Install sidewalks or walking paths along Cedar Grove Road at the Sherry Lake Apartments (to connect the existing segment on this road to Butler Pike). Also, rebuild the existing macadam path along Cedar Grove Road from Wells to Hector Streets
- Install a sidewalk or a walking path along Joshua Road from Ridge Pike to Skippack Pike, then continue along Lafayette Avenue into Fort Washington. (This would serve to connect the Lafayette Hill area with Fort Washington.) Also, consideration will be given to connecting sidewalk fragments along Joshua Road, south of Ridge Pike.
- Install a walking path along Morris Road from Sheaf Lane to Bethlehem Pike (this would connect the neighborhoods near Sheaf Lane and Morris Road, along with Germantown Academy to Fort Washington and the Wisshickon and Cross County Trails).
- Install a walking path along Flourtown Road from Joshua Road to Stenton Avenue (this provides a connection to the Wissahickon Trail from one of the township's largest neighborhoods).
- Install sidewalks/improve pedestrian circulation in Fort Washington. Specifically, consider these:
 - better access from the train station to the Village.
 - safer access from the Village to Germantown Academy and Progressions Institute.
 - support efforts to install sidewalks on Bethlehem Pike.
 - install sidewalks on Pennsylvania Avenue.

It should be noted that the Bicycle and Pedestrian Pathways are designed to augment the township's existing road and sidewalk network. Nature trails and off-road bicycle and pedestrian pathways are discussed in Chapter Ten, Open Space and Natural Features. The coordination between the above sidewalk recommendations and the proposed nature trails and off-road pathways, is shown in Figure 10-4.