



***LOWER GWYNEDD TOWNSHIP SIDEWALK & TRAIL STRATEGIC PLAN
PREPARED FOR: LOWER GWYNEDD TOWNSHIP, MONTGOMERY COUNTY, PA***

TOWNSHIP BOARD OF SUPERVISORS

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TOWNSHIP STAFF

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JAMIE WORMAN, ASSISTANT TOWNSHIP MANAGER

JOHN FARRELL, TOWNSHIP PROJECT MANAGER

SANDI L. FEIGHT, DIRECTOR OF PARKS & RECREATION

PREPARED BY:



GILMORE & ASSOCIATES, INC.
ENGINEERING & CONSULTING SERVICES

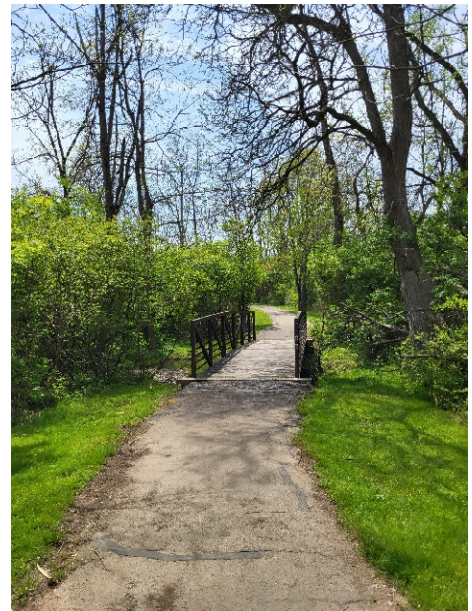
CHAPTER 1: INTRODUCTION

Lower Gwynedd Township is one of the oldest municipalities in Montgomery County. The Township is 9.4 square miles in area with just over 12,200 residents according to the United States Census Bureau's July 2022 estimate. The Township contains over 42 miles of trails (Township Owned, Privately Owned w/ Access Easements, and shared use Equestrian/Pedestrian trails) and an additional 21 miles of sidewalk for a total of 62 miles of existing pedestrian pathways. The Township recognizes that their pedestrian pathways are vital to the community and have been identified in recent years as a priority area for investment and improvements. To that end, the Board of Supervisors commissioned the Sidewalk & Trail Strategic Plan to better catalog existing pedestrian pathways and identify priority connections where future funding should be focused.

THE PLAN PURPOSE

The goals of this plan are specifically listed below:

- Develop an accurate existing Sidewalk & Trail map using GIS, existing mapping, site visits, and community & staff input.
- Identify "Community Nodes", which represent destinations for pedestrian travel. Including, but not limited to SEPTA Stations / Bus Stops, Parks, Schools, Religious Facilities, Shopping, Large Employers, Retirement Facilities, Daycare / Learning Facilities.
- Through Township Staff and community involvement, identify "Future Priority Connections" that will fill gaps in the existing trail network or extend pedestrian facilities to the "Community Nodes".
- Provide Sidewalk & Trail Priority Connections map for utilization in evaluating the merits of SALDO waiver requests and guide planning of future capital improvement projects.
- Review Township Ordinances (Zoning, SALDO, Curb & Sidewalk Repair) to provide recommendations for revisions or additions that will help to further the Township's goal of providing a greater level of pedestrian connectivity throughout the Township.
- Coordination with Bowman to call out existing trail / sidewalk crossings on the map and reference their work to provide recommendations for safety upgrades at specific crossings



Trail in Oxford Park

CHAPTER 2: PROCESS

Project Milestone	Timeframe
Project Kickoff Meeting w/ Township Staff	September 30, 2024
Presentation of Existing Sidewalk & Trail Map to Park & Recreation Board	November 19, 2024
Project Update Meeting w/ Township Staff	December 12, 2024
Presentation of Priority Connection Map to Park & Recreation Board	January 21, 2025
Presentation of Priority Connection Map to Environmental Advisory Council	March 12, 2025
Presentation of Priority Connection Map & SALDO Recommendations to the Planning Commission	March 19, 2025
Project Update Meeting w/ Township Staff to Discuss Montco Planning Comments	April 3, 2025
Final Presentation to Park & Recreation Board	April 15, 2025
Initial Presentation to Board of Supervisors	May 2025
Public Input at Board of Supervisors	June 2025
Final Presentation to Board of Supervisors	July 2025

The foundation for the “Priority Connections” depicted on the Sidewalk & Trail Priority Connections Map is feedback from the Park & Recreation Board, Environmental Advisory Council, Township Planning Commission, Township Staff, residents who attended the public meeting presentations, and the Township Board of Supervisors. The project team worked collaboratively with Township Staff to refine the Existing Sidewalk & Trail Map by conducting site visits, reviewing easement documents, and reaching out to landowners / various stakeholders.

TOWNSHIP ADVISORY BOARD INPUT

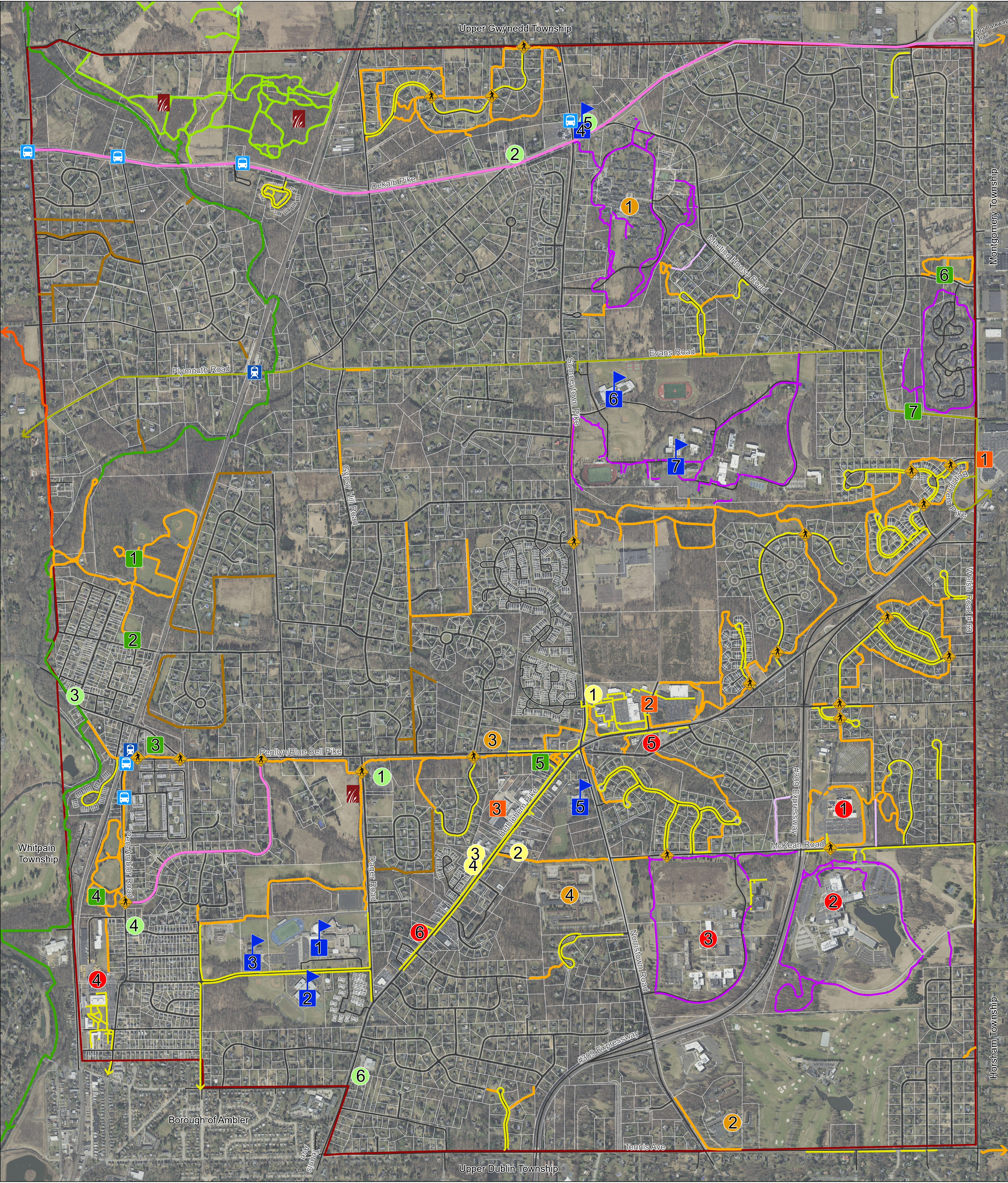
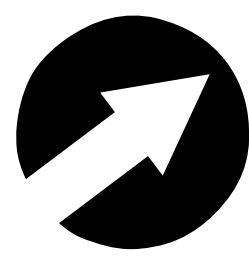
The strategic plan was presented to the Parks & Recreation Board, Environmental Advisory Council, and Township Planning Commission at various points in the project timeline and the drafts were posted on the Township website with comments being received via email. Additionally, comments were received via email from the Montgomery County Planning Commission as they reviewed the Priority Connection Plan in conjunction with their work on the Township’s Comprehensive Plan update. After each meeting with an advisory committee the project team met with Township Staff to discuss feedback that was received and evaluate the potential for comments to be incorporated into the plan. Comments which were received, but not incorporated into the plan are identified in an appendix with brief discussion on each item.

CHAPTER 3: EXISTING TRAIL AND SIDEWALK MAP

For the purposes of the Existing Sidewalk & Trail Map, all “Pedestrians Pathways” in the Township are identified and depicted. These include Township Owned Trails, County Owned Trails, Privately Owned Trails for which the Township has pedestrian access easements, Equestrian Trails which are open to pedestrians via description in the easement, and public sidewalks. Additionally, designated crossings, which were evaluated by Bowman as part of their study are called out on the map. The scope of the study was to evaluate “mid-block” crossings which occur when a trail or sidewalk crossing occurs at an intersection that does not have all way stop control. The decision to target these locations was made due to the potential for these crossings to require various safety upgrades. Future study of crosswalks may be necessary; however, it is important to note that ADA upgrades at crosswalk locations are routinely made as part of the Township’s annual road resurfacing program and are required whenever Liquid Fuels funding is used to pay for the resurfacing. Lastly, Community Nodes that were identified during the planning process are also depicted on the map.

Lower Gwynedd Township

MONTGOMERY COUNTY, PENNSYLVANIA



Legend

- Train Stations**
 - 1. Gwynedd Valley Train Station
 - 2. Penllyn Train Station
- Bus Station**
- Parks**
 - 1. Penllyn Woods
 - 2. Penllyn Park
 - 3. Ingersoll Park
 - 4. Pen Ambler Park
 - 5. Veterans Memorial Park
 - 6. Oxford Park
 - 7. John C. Parry Bird Sanctuary
- Large Employers**
 - 1. Ambler Area YMCA
 - 2. Janssen J&J
 - 3. Spring House Innovation Park (SHIP)
 - 4. Ambler Yards
- Religious Facilities**
 - 1. Bethlehem Baptist Church
 - 2. Church of the Messiah
 - 3. China Grace Christian
 - 4. New Beginnings Community Church of Ambler
 - 5. Gwynedd Friends Meeting
 - 6. First Korean Presbyterian Church of Philadelphia
- Retirement Facilities**
 - 1. Foulkeways at Gwynedd
 - 2. Gwynedd Estates Oak Bridge Terrace
 - 3. Silver Stream Road Nursing and Rehabilitation Center
 - 4. Spring House Estates Oak Bridge Terrace
- Natural Lands Preserve**
- Schools**
 - 1. Wissahickon Senior High School
 - 2. Wissahickon Middle School
 - 3. Lower Gwynedd Elementary
 - 4. Gwynedd Friends School
 - 5. Gwynedd Mercy Academy Elementary
 - 6. Gwynedd Mercy High School
 - 7. Gwynedd Mercy University (includes Saint Charles Borromeo Seminary)
- Daycare/Learning Facilities**
 - 1. Mi Casita Preschool Spring House
 - 2. Goddard School of Spring House
 - 3. Springhouse Early Learning Daycare & Nursery
 - 4. KUMON Math and Reading Center of Spring House
- Shopping**
 - 1. Gwynedd Crossing Shopping Center
 - 2. Spring House Village
 - 3. Bethlehem Pike Shopping District
- Township Building/ Police Department/ Wissahickon Fire Company Substation**
 - 6. Jefferson Health

- Schools**
- Existing Crossings Reviewed for Plan**
- BicyclePA Route S**
- Bike Lane**
- Easement/ Emergency Only**
- Equestrian Trail**
- Natural Lands Trail**
- Private Open**
- Sidewalk**
- Trail**
- Wissahickon Trails**
 - Crossways Trail**
 - Green Ribbon Trail**

Existing Sidewalk and Trail Map

Lower Gwynedd Township, Montgomery County, PA



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www.gilmore-assoc.com

JOB NO: 20-2401058

DATE: JULY 2025

SCALE: 1" : 700'

CHAPTER 4: SIDEWALK & TRAIL PRIORITY CONNECTIONS MAP

Through input from Township Advisory Boards, resident comments, Township Staff, and the Board of Supervisors, the Sidewalk & Trail Priority Connections Map was created. The plan identifies pedestrian pathway connections that the Township should prioritize when evaluating Land Development & Subdivision projects as well as where to focus grant requests and Township funds. There are some locations where specific sides of a road are identified due to the presence of existing pedestrian pathways in the area. Other locations, such as Sumneytown Pike / Norristown Road from Upper Dublin to Upper Gwynedd simply call out the corridor as a priority. The project team thought this to be important due to the impediments (right-of-way acquisition, tree clearing, grading, stream crossings, etc.) of establishing pedestrian pathways along both sides for the entire length of this corridor. The specific criteria that were utilized by the project team when evaluating the viability of priority connections are provided below:

- Emphasize pathways that create connections to Community Nodes.
- Connect neighborhoods, which are currently isolated based on existing pathways.
- Where feasible, make connections to existing facilities in adjacent municipalities.
- Consider areas where future development is reasonably anticipated.
- Enhance pedestrian safety in areas where people are currently walking, but there may not be existing designated pathways.
- Provide connections to further previous Township efforts.

Evaluating the feasibility of each priority connection is beyond the scope of this strategic plan. Items such as existing right-of-way width, topographic challenges, vegetation removal, stream crossings, etc. were not considered when determining where to place priority connections. As more detailed evaluations occur in the future, the location and alignment of priority connections may need to be revised.

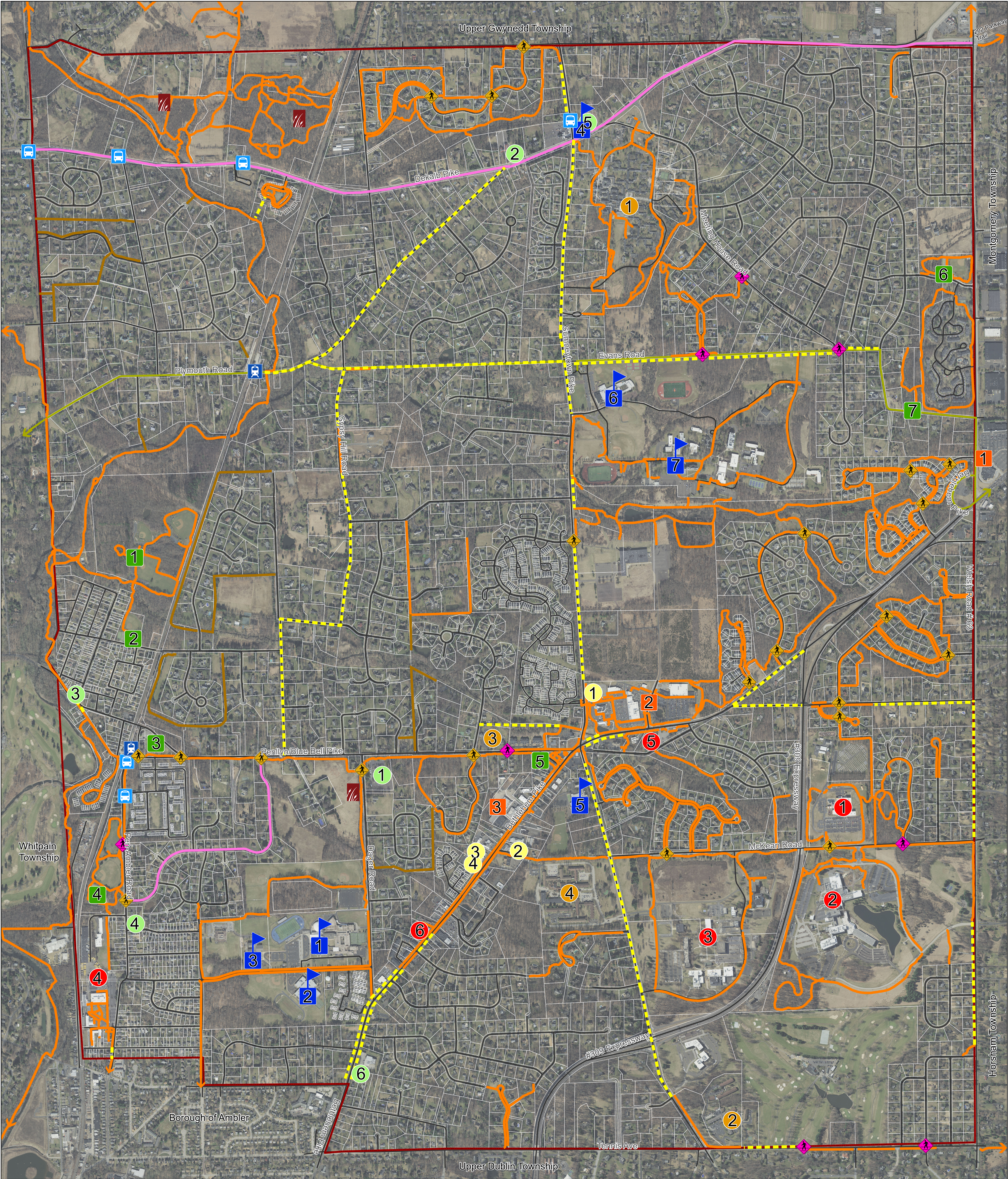
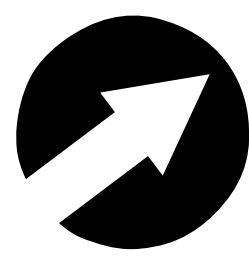
Below are specific examples of priority connections depicted on the map and the project team's reasoning for considering each as a priority:

- *Norristown Road / Sumneytown Pike Corridor (From Upper Dublin to Upper Gwynedd):* Connection is considered a priority due to the ability to provide pedestrian connectivity across the entire Township. Additionally, there are several large land development projects that are anticipated to occur in the future where sidewalks could be installed at no cost to the Township.
- *Bethlehem Pike (From Mt. Pleasant Ave to White Field Ct):* Continue sidewalk on both sides of the road to complete previous phases of projects with the goal of having continuous pedestrian pathways on both sides of Beth Pike from Ambler to the Municipal Complex.
- *Evans Road (From Gwynedd Valley SEPTA Station to Tanglewood Drive):* Connect GMU campus and surrounding neighborhoods to the GV SEPTA Station. Connection will also be made to existing GMU and LGT trail networks in the immediate area.
- *Plymouth Road (From GV SEPTA to DeKalb Pike):* Connect residents to additional modes of transportation and provide trail access to isolated neighborhoods.

- *Woodbridge Road to existing Carriages Trail*: Connect isolated neighborhood (Woodbridge Meadow) and the opportunity exists along a sewer easement, which runs adjacent to Willow Run. Circa 2017, a small section of trail and pedestrian bridge were installed as part of the Carriages Land Development, which allows for this connection to Sumneytown Pike.
- *N. Spring Garden Street (from Francis to existing Ambler Borough sidewalk)*: Gap of approximately 150 feet exists between Ambler Borough and Ambler Yards. Closing this gap would provide pedestrian access for Ambler residents to get into the Ambler Yards development.
- *Tennis Avenue (from Gwynedd Estates to Upper Dublin Sidewalk)*: Continue pedestrian access along Tennis Avenue. Natural resource impacts (stream crossing & woodland removal) make the alignment difficult on the Lower Gwynedd side, but installation of two mid-block crossings would allow for the use of existing sidewalk on the Upper Dublin side of Tennis Ave.
- *Welsh Road (from Llanfair Rd to Cedar Hill Road)*: Township installed a pedestrian bridge over Park Creek near Llanfair, which could allow for the installation of pedestrian pathways along Welsh Road to connect isolated neighborhoods and provide a connection to the trails within the Jansen Campus. Much work has been done recently along McKean Road to increase pedestrian access and safety and providing connections to the McKean Road improvements is a priority.
- *Cedar Hill Road (from existing trail near Red Stone Lane to Welsh Road)*: Connect to existing trail infrastructure and provide connectivity with other priority connections in the area.
- *Gypsy Hill Road (from Evans Road to Penllyn Blue Bell Pike)*: Connect neighborhoods and provide access along Gypsy Hill Road, which is currently unsafe but has been observed as a corridor that is traveled by pedestrians.
- *Cedar Hill Road (from 309 expressway to Bethlehem Pike)*: Anticipated redevelopment along with stretch creates potential for implementation of pedestrian facilities along Cedar Hill Road and Bethlehem Pike with the potential to explore a crossing to Tintern Drive or Fairland Drive.

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1. Gwynedd Crossing Shopping Center
2. Spring House Village
3. Bethlehem Pike Shopping District
- Priority Connections**
- BicyclePA Route S**
- Bike Lane**
- Equestrian Trail**
- Existing Pedestrian Sidewalk/Trails**
- Existing Crossings Reviewed for Plan**
- Future Crossings**

Sidewalk and Trail Priority Connections Map

Lower Gwynedd Township, Montgomery County, PA

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CHAPTER 5: ORDINANCE REVIEW & RECOMMENDATIONS

As part of this plan, a review of the Township’s existing ordinances relating to sidewalks & trails was performed. Specifically, the following ordinances were reviewed: Subdivision & Land Development, Zoning, Sidewalks, and Sidewalk & Curb Construction & Repair. Upon review, we offer the following recommendations for revisions to the Ordinances:

- SALDO 1230.45(a) – Currently this section requires sidewalk be installed along “both sides of existing and proposed streets”. Requiring sidewalk on the opposite side of an existing street to the subject property would constitute an “off-site” improvement, which is prohibited by the Municipalities Planning Code. Recommend revising the wording to “Sidewalks shall be provided along both sides of proposed streets and along existing streets abutting the subdivision and/or land development.
- SALDO 1230.45(e) & 1230.45(f) – Both of these sections reference accessibility standards for sidewalks and trail construction. Recommend the current referenced design standard be replaced with “Americans with Disabilities Act (ADA) and the PA Uniform Construction Code (UCC), which are the two most applicable regulatory documents for this work.
- SALDO 1230.198(d)(7) - This section requires that the final plan show proposed sidewalks & trails. We recommend expanding on this section to require the Ownership & Maintenance responsibilities for trails be added to the plan. Further recommendation would be a policy decision to, where deemed appropriate by the BOS, require trails to be privately owned/maintained with the establishment of a perpetual public pedestrian access easement.

CHAPTER 6: FUNDING SOURCES

The funding sources below are programs that may be explored by the Township to provide funding for the design and construction of the Priority Connections. Programs may change over time and many of the priority projects will have total project costs well in excess of the maximum grant amounts listed.

PennDOT Automated Red Light Enforcement Program (ARLE)

The *Pennsylvania Department of Transportation* provides funds through ARLE revenues to improve highway safety and reduce congestion through a wide range of projects that aim to reduce the number of violations and crashes at implementation sites, as well as provide benefits to highway users. Funded projects upgrade, improve, or install traffic-control signs and other forms of roadway markings and structures to increase road capacity and/or further pedestrian safety and mobility, and projects that work to enhance visibility or drainage, etc.

- Request Amount: Dependent upon available yearly revenues
- Match: None required

DCED Greenways, Trails, and Recreation Program (GTRP)

The *Pennsylvania Department of Community & Economic Development* administers funds from the Marcellus Legacy Fund for the planning, acquisition, development, rehabilitation, and repair of greenways, recreational trails, open space, park and beautification projects.

- Request Amount: Not to exceed \$250,000
- Match: 15% Cash/Equivalent
- \$100 application fee

DCED Local Share Account (LSA) Program

The *Pennsylvania Department of Community and Economic Development* presently offers funds from gaming revenues for projects in the public interest. These may include a wide range of projects that improve the quality of life in the community.

- Request Amount: \$25,000 to \$1,000,000
- Match: None required
- \$100 application fee

DCED Multimodal Transportation Fund

The *Pennsylvania Department of Community and Economic Development* presently offers matching grants for the development, rehabilitation, and enhancement of transportation assets. This can include, but is not limited to, streetscape improvement, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets, and transit-oriented development.

- Request Amount: Not to exceed \$3,000,000
- Match: 30% of the non-federal share of project costs
- \$100 application fee

DCNR Community Conservation Partnership Program (C2P2) Trails

The *Pennsylvania Department of Conservation & Natural Resources* presently offers matching grants for the planning, acquisition, construction, enhancement, and maintenance of multi-use trails and trail-related

facilities. This can include, but is not limited to, interpretive signs, trail amenities, access roads and parking areas, and equipment required to build and maintain trails.

- Request Amount: Reasonable requests, “soft cap” for award amount is \$250,000
- Match: 50%

DCNR Community Conservation Partnership Program (C2P2) *Community Recreation and Conservation Planning*

The *Pennsylvania Department of Conservation & Natural Resources* presently offers matching grants to prepare for future planning, acquisition, development, and management of parks, recreation facilities, critical habitat, open space, natural areas, greenways, and river/watershed passageways.

- Request Amount: Reasonable requests, “soft cap” for award amount is \$250,000
- Match: 50%

Montco 2040 Implementation Grant Program

Montgomery County offers grants to municipalities to make targeted physical improvements that achieve real progress towards the goals of the County’s Comprehensive Plan, *Montco 2040: A Shared Vision*. Specific focus categories related to the three themes of the Comprehensive Plan (Connected Communities, Sustainable Places, Vibrant Economy) are highlighted each year; past categories have included, but are not limited to, adaptation and resiliency, including floodplain mitigation, heat island impacts, community gardens, and open space preservation, trails, paths, sidewalk connections, and bike facilities, support for downtowns and community destinations, including urban greening improvements and creating and improving public gathering spaces.

- Request Amount: Not to exceed \$250,000
- Match: 20% of the grant amount

PECO Green Region Open Space Program

Natural Lands, a non-profit organization dedicated to preserving open space and connecting people to the outdoors in eastern Pennsylvania and southern New Jersey, administers the PECO Green Region Open Space Program. The program provides funding for efforts to preserve, protect, and improve open space in southeastern Pennsylvania, including, but not limited to, park improvements, new and improved trails, open space preservation, and endangered species protections.

- Request Amount: Up to \$10,000
- Match: 50%

APPENDIX A
CATALOG OF RECEIVED COMMENTS

The following are internal notes related to feedback received during the public comment period and staff notes on how to address the feedback. All feedback was discussed with the Board of Supervisors and plan changes were made as a result of some of the feedback.

- Multiple residents asked the Township to consider a route that would connect residents living on or along Cedar Hill Road to the Spring House Village Shopping Center. While the plan shows a priority route on Cedar Hill going to Wesh Road, it was not identified going towards Bethlehem Pike. The primary limiting factor is that the bridge over Route 309 does not have any pedestrian access. Since it was erected in 2009, it is unlikely to be replaced in the near future. However, staff believe it may still be valuable to consider making the section of Cedar Hill between 309 and Bethlehem Pike a priority route, as well as the section of Bethlehem Pike between Cedar Hill and Fairland Drive, as the location has potential for future development. If the area does redevelop, a crosswalk on Bethlehem Pike may also be viable (at Tintern Dr. or Fairland Dr).
- Several residents suggested making Gypsy Hill Road a priority route, similar to the thoughts presented by Supervisor Martin at the 5/27 BOS meeting. Staff has evaluated the requests and suggests adding Gypsy Hill Road between Evans Road and Penllyn Pike as a priority route. We also recognize that the bridge between Hunt Seat Drive and Gwynedd Ave will be a challenge, and the Township will work to get the pedestrian portion on PennDOT's radar.
- Several residents expressed their support about the need for more sidewalks along Bethlehem Pike, particularly in the area near Dager Road. This area is already identified as a priority area, and staff suggest it remain as one.
- Another resident asked to consider extending the priority route on Bethlehem Pike south of Mount Pleasant Ave. to Tennis Ave. Along that stretch of Bethlehem Pike, the road is ½ owned by Ambler Borough. Staff suggests making it a priority to work with Ambler Borough to extend a walkway to Tennis Ave. and connect to the rest of the Borough.
- One resident asked why pedestrians are prevented from crossing Route 202 in several locations. During PennDOT's recent widening of 202, they evaluated appropriate locations for crossings, and eliminated others based on safety criteria.

- Another resident asked several questions about the process, including concerns about the walkability of the NW corner of the Township, bicycle accommodations, access to GMU trails, and connections across Welsh Road to shopping and other amenities. In response:
 - o The roads in the NW corner of the Township are generally not conducive to adding sidewalks, as it is composed of established neighborhoods with little room to build, and little chance for near-term redevelopment.
 - o GMU trails do not have restricted access; it is our understanding that access was limited when COVID began, but since then access has reopened.

- One resident asked to extend the sidewalk (that currently ends at the former Texaco lot) to the crosswalk between Gwynedd Hunt and Spring House Village, extend the sidewalk along the northern side Penllyn Pike to Wood Bridge Road, and add more bike lanes.
 - o The connection along Sumneytown Pike has been labeled as a priority, though not always on both sides of the road. In this case, walkers would need to cross to the Spring House Village side of the road at the five points traffic light to use the existing pathway.
 - o Rather than extend the sidewalk along Penllyn Pike on the NW side of the road, the plan calls for an evaluation of a crossing near the Carriages, to maximize use of the sidewalks and trails already in place.

- One resident asked about pedestrian bridge and trail along Wister Ave between Gwynedd Ave and Penllyn Pk. There was apparently a structure there several years ago. Staff searched for it, and were not able to locate it. This suggestion would take some research to determine if it is feasible.

- Another resident asked about several items:
 - o They would like to see more locations to cross Bethlehem Pike. This is a request that was explored, but the current road dynamics make this difficult, and unlikely to meet PennDOT standards. Identifying new mid-block crossings would likely be more productive as part of a more overarching look at revitalizing Bethlehem Pike, which could incorporate changes to make additional pedestrian crossings more feasible.
 - o They noted the lack of proposed crossings on Meeting House Road, and suggested specifically looking at the intersection with Lamplighter Lane. Staff agrees that this is worth exploring further.

- They asked about a crossing on Welsh between Darden and Evans Road. This area was evaluated, and there are too many physical obstacles to make a crossing in this area realistic.
 - They asked about adding more proposed crossings on Penllyn Pike, but the Township Traffic Engineer has suggested that it may not be feasible to safely add more.
 - They also mentioned that several equestrian trails are not maintained and difficult to locate/use. These are not maintained by the Township, so this will likely be true in some cases. For the purposes of planning, it was important to identify their location and understand where there was any existing potential pedestrian access.
 - Finally, they mentioned that several existing crosswalks need new paint. This is part of the suggestions proposed by the Township Traffic Engineer, though they were not available with the map on the website.
- Staff also received suggestions for updates to the existing pathways identified on the map. Each comment on the existing pathways was reviewed by Staff / the Township Engineer and amendments to the map have been made to correct discrepancies. Some of the suggestions were vetted and the map remains unchanged.

APPENDIX B
PEDSTRIAN CROSSING EVALUATION BY BOWMAN

MEMORANDUM

TO: Mimi Gleason, Township Manager
Lower Gwynedd Township

CC: John Farrell, Lower Gwynedd Township
Sandi Feight, Lower Gwynedd Township
Fred Zollers, Lower Gwynedd Township
Jim Hersh, Gilmore & Associates, Inc.

FROM: Chad Dixson, AICP
Brian Jones, PTP, TOPS

DATE: July 16, 2025

SUBJECT: Sidewalk and Trail Plan: Existing Trail Crossing Review

As requested, Bowman Consulting, Ltd (Bowman) has completed a preliminary review of existing trail crossings in the Township. The review is a supplement to the *Sidewalk and Trails Strategic Plan, July 2025* prepared by Gilmore & Associates, Inc. The potential improvements and future feasibility evaluations identified as a result of our review are intended for inclusion in the Strategic Plan, and serve as a planning tool for the Township Public Works Department for future upgrades to existing township owned roads and existing trails as part of the annual road program or special projects.

Scope of Preliminary Existing Trail/Pedestrian Crossing Review

The preliminary review of existing trail crossings included both a desk-top review and field view of the crossing locations. The review included existing crossings designated with pavement markings and/or signs. The preliminary review of each crossing location included the alignment of the crossing, existing signs, and pavement markings at the crossing and in advance of the crossing, and ADA compliant curb ramp facilities. The review of curb ramps was limited to a visual identification of ramps that are assumed to be compliant (recent construction by Township), clearly non-compliant, or ramps that should be evaluated further through a detailed field inspection in the future. The preliminary review did not include detailed sight distance or lighting evaluation of each crossing. The review did not include crossings of privately owned roads or driveways, sidewalk crossings at intersections, or crosswalks at signalized intersections. The existing trail crossings included in the preliminary review are located along the following trails:

- Penllyn Pike Trail
- Pen-Ambler Park Trail
- Trewellyn Farm Trail
- South/Middle/North Trewellyn Trail
- Cedar Hill Trail
- North Penn Oak Trail
- Wooded Pond Trail

Potential Trail Crossing Improvements

The purpose of the review was to provide preliminary recommendations, as needed, for existing crossings pertaining to location/alignment, signage and pavement markings, and ADA compliant curb ramp facilities. The attached spreadsheet of the existing crossings reviewed includes a list of potential modifications and

improvements for each crossing location. The following are examples of types of potential improvements identified in the spreadsheet:

- Crosswalk pavement markings
- Pedestrian Crossing warning signs at the crossing
- Pedestrian Crossing warning signs in advance of the crossing
- Supplemental plaques for Pedestrian Crossing warning signs
- Use of fluorescent pedestrian warning signs
- PED AHEAD pavement marking legend in advance of the crossing
- Transverse pavement markings in advance of a raised crossing
- ADA compliant curb ramps at crossing
- Realign or relocate trail crossing
- Provide pedestrian path or sidewalk leading to crossing
- Candidates for Rectangular Rapid Flashing Beacon (RRFB) located at crossing

Continental crosswalk markings are recommended for all crossings included in this preliminary review. Fluorescent yellow Pedestrian Warning signs are encouraged in most settings. Pedestrian Crossing warning signs should be accompanied by the appropriate supplemental plaque. Pedestrian Crossing warning signs posted back-to-back at the crossing and additional warning signs and pavement marking legends in advance of a pedestrian crossing are optional but should be considered and recommended in some instances based on the characteristics of the road such as road classification, geometry of the road, traffic volumes, and travel speeds.

Any signing and pavement marking additions or modifications on any public roadways should be consistent with the guidelines and specifications provided in the Manual on Uniform Traffic Control Devices (MUTCD), and applicable PennDOT Publications. Below are examples of continental crosswalk pavement markings and pedestrian crossing warning signs.



Pedestrian Crossing Warning Sign



Continental Crosswalk Pavement Markings



Pedestrian Crossing Ahead Warning Sign

Several existing crossing locations are identified for feasibility evaluations. Any significant modifications to existing trail crossings such as realignment, relocation of the crossing, addition of flashing warning devices, or new trail crossings will require the completion of a feasibility evaluation to determine the most appropriate improvements and pedestrian facilities.

It is noted that any improvements to trail crossings on roads within the right-of-way owned by Montgomery County and PennDOT may require a Highway Occupancy Permit (HOP). In addition, crossing improvements that include a Rectangular Rapid Flashing Beacon (RRFB), or other warning signals located on any public roadway require a PennDOT Traffic Signal Permit (TSP). Improvements at the following crossings included in the attached spreadsheet will require approval by Montgomery County and/or PennDOT:

- Trewellyn Farm Trail – Sumneytown Pike (County) and Wellington Drive (west) intersection
- Pen-Ambler Park Trail – Pen-Ambler Road (S.R. 2020) and Brights Lane intersection

It should be noted that Penllyn Pike is owned and maintained by Montgomery County. The trail crossings listed in the attached spreadsheet for the Penllyn Pike Trail cross roads owned by Lower Gwynedd Township in the vicinity of the Penllyn Pike corridor. Improvements to these crossings will not require approval from Montgomery County, unless the installation of the improvements encroaches the existing County legal right-of-way.

Priority Future Trail Crossings

The Priority Connections Map for the Strategic Plan identifies priority locations for new trail crossings. Upon initial review, the locations below warrant further consideration and evaluation in the future. Feasibility evaluations should be conducted prior to implementation in accordance with guidelines for pedestrian facilities and crossings provided by PennDOT. The following are general feasibility considerations for some locations and planned improvements for other crossings.

Penllyn Pike – A new crossing is identified in the Strategic Plan in the area of the Carriages at Lower Gwynedd development. The feasibility study is needed to determine if a location for the crossing is feasible due to horizontal and vertical geometry on Penllyn Pike and proximity of Penllyn Pike/Bethlehem Pike connector intersection. In addition, existing driveways, utility poles, stone walls, and other fixed objects located along the road in this area may impact the feasibility in some locations. ADA compliant facilities would be required on each side of the crossing. A new crossing will require Montgomery County HOP approval. If a crossing is implemented on Penllyn Pike, a RRFB signal is recommended for consideration by the Township, County, and PennDOT.

Evans Road (S.R. 2016) – The Strategic Plan identifies two potential crossings in the area of Gwynedd Mercy University, one near the Parsons Lane intersection and the other near Meetinghouse Road. The feasibility study is needed to determine the most appropriate location for each of the crossings. Vertical and horizontal geometry along Evans Road (S.R. 2016) may have an impact on the location of crossings to meet design requirements. A sidewalk or trail with ADA ramps will be required on both sides approaching a crossing on Evans Road. If a crossing is implemented on Evans Road, a RRFB signal is recommended for consideration by the Township and PennDOT. PennDOT HOP and TSP approvals will be required for any new crossing and RRFB.

Tennis Avenue (S.R. 2020) – The Strategic Plan identifies two potential crossings, one in the area of the Old York Road Country Club and the other in the area of the Annasmead Road intersection. A sidewalk or trail with ADA ramps will be required on both sides approaching a crossing on Tennis Avenue. PennDOT HOP approval will be required for any designated crossings on Tennis Avenue. Project coordination will also be required with Upper Dublin Township, since Tennis Avenue serves as the boundary between the townships.

Penllyn Train Station Trail – The Township has recently received grants to design and construct a new trail along Pen-Ambler Road (S.R. 2020) connecting the Pen-Ambler Park and the SEPTA Penllyn Train Station. A master plan for the trail proposes new trail crossings of Pen-Ambler Road near Macklenberg Drive and at the intersection of Pen-Ambler Road and Old Penllyn Pike at the train station. In addition,

the trail will cross Stafford Drive at its intersection with Pen-Ambler Road. The scope of improvements for each crossing will be identified during the engineering design of the trail.

McKean Road – A new crossing is currently under design to be constructed by Janssen at the Wooded Pond Road intersection. The scope of improvements for the crossing includes pedestrian crossing warning signs at the crossing, warning signs and PED AHEAD pavement marking legends in advance of the crossing, and continental crosswalk pavement markings, and ADA ramps.

Meetinghouse Road – The Strategic Plan identifies a crossing at West Lamplighter Lane/Lamplighter Circle intersection. A crossing at this location would provide connections to the Lamplighter Circle and Parsons Lane Trails. A feasibility study is needed to evaluate the horizontal geometry and trees and vegetation along Meetinghouse Road that may have an impact on a crossing to meet design requirements. A sidewalk or trail with ADA compliant ramps will be required on both sides approaching a crossing on Meetinghouse Road.

Dekalb Pike (US 202) – New pedestrian crossings on Dekalb Pike are not included on the Priorities Connections Map. However, during the public comment period for the development of the Strategic Plan, comments were received with suggestions to add pedestrian crossings along the corridor in the Township. Pedestrian crossings were provided at the Sumneytown Pike intersection as part of the US 202 reconstruction project. Providing additional designated crossings along the corridor may be most appropriate at signalized intersections, however there are no sidewalk/paths or ADA ramps at the other existing signalized intersections. The Township may consider and evaluate the feasibility of adding crossings in the future if sidewalks or paths are developed in these areas. PennDOT approval would be required for any crossings along the corridor.

LOWER GWYNEDD SIDEWALKS AND TRAILS PLAN – EXISTING TRAIL CROSSING PRELIMINARY REVIEW – JULY 2025

PENLLYN PIKE TRAIL		
ROAD/STREET	SPECIFIC LOCATION	POTENTIAL IMPROVEMENTS
Wister Road	Across the Wister Road approach at Old Penllyn Pike	<ul style="list-style-type: none"> • Evaluate existing ADA ramp on north side of Wister Road. Replace as necessary. • Install ADA ramp on south side of Wister Road. • Evaluate feasibility of modifying Old Penllyn Pike cross section to enhance existing pedestrian path.
Old Penllyn Pike	Across Old Penllyn Pike approach to Penllyn Pike	<ul style="list-style-type: none"> • Install a Pedestrian Crossing warning sign with downward arrow plaque on the western side of Old Penllyn Pike to the south of Penllyn Pike facing southbound Penllyn Pike.
Brights Lane	Along Brights Lane, approximately 50 feet south of Penllyn Pike	<ul style="list-style-type: none"> • Trail crossing realignment (closer to Penllyn Pike) and ADA compliant ramps to be installed with 2025 road program.
Dager Road	Along Dager Road, approximately 250 feet south of Penllyn Pike	<ul style="list-style-type: none"> • Pedestrian crossing improvements and Rapid Rectangular Flashing Beacon (RRFB) installed 2022. • No improvements in short term future.
Foxfield Road	Across Foxfield Road approach to Penllyn Pike	<ul style="list-style-type: none"> • Install ADA compliant ramps on both sides of Foxfield Road at the crossing. • Evaluate location of pavement markings and signs with installation of ADA ramps.

PEN-AMBLER PARK TRAIL

ROAD/STREET	SPECIFIC LOCATION	POTENTIAL IMPROVEMENTS
Pen-Ambler Road (S.R. 2020) and Brights Lane intersection	2 crosswalks along Pen-Ambler Road (S.R. 2020), 1 to the north of Brights Lane and 1 to the south of Brights Lane	<ul style="list-style-type: none">• Conduct a feasibility evaluation to eliminate one of the existing crossings across Pen-Ambler Road (S.R. 2020). The study should recommend the crossing location that provides the best pedestrian visibility and also the location that provides the most suitable area to provide ADA ramps on each side of the crossing.• Provide continental crosswalk markings with ADA compliant ramps on both sides of the crossing.• Replace Pedestrian Crossing warning signs at and approaching the crossing with fluorescent yellow signs with the appropriate supplemental plaques. Signs at crossing should be posted back-to-back.• Install PED AHEAD pavement markings on Pen-Ambler Road (S.R. 2020) in advance of the crossing.

TREWELLYN FARM TRAIL

ROAD/STREET	SPECIFIC LOCATION	POTENTIAL IMPROVEMENTS
Sumneytown Pike (County) and Wellington Drive intersection	Across the eastern leg of Sumneytown Pike	<ul style="list-style-type: none">• Conduct feasibility study to evaluate the provision of a RRFB for the existing crossing of Sumneytown Pike.• Install sidewalk or trail along Wellington Road leading to/from the crossing.• Install ADA compliant ramps on both sides of Sumneytown Pike at the crossing.• Refresh the crosswalk and yield bar pavement markings on Sumneytown Pike (County).

SOUTH/MIDDLE/NORTH TREWELLYN TRAIL

ROAD/STREET	SPECIFIC LOCATION	POTENTIAL IMPROVEMENTS
Fairland Drive	Along Fairland Drive to the west of Bethlehem Pike	<ul style="list-style-type: none">• Install a continental crosswalk across Fairfield Drive.• Evaluate ADA ramps on both sides of Fairfield Drive to confirm if they are ADA compliant. Replace as necessary.• Install fluorescent yellow Pedestrian Crossing warning sign with downward arrow plaque on each side of the crossing.

SOUTH/MIDDLE/NORTH TREWELLYN TRAIL

ROAD/STREET	SPECIFIC LOCATION	POTENTIAL IMPROVEMENTS
Fairland Drive	Along Fairland Drive in the vicinity of 1230 Fairland Drive	<ul style="list-style-type: none"> • Install a continental crosswalk across Fairfield Drive. • Evaluate ADA ramps on both sides of Fairfield Drive to confirm if they are ADA compliant. Replace as necessary. • Install fluorescent yellow Pedestrian Crossing warning sign with downward arrow plaque on each side of the crossing.
Sloan Way	Along Sloan Way north of Johnson Way	<ul style="list-style-type: none"> • Install fluorescent yellow Pedestrian Crossing warning sign with Ahead plaque on the NB Sloan Way approach to the crossing. • Install a downward arrow plaque under the existing Pedestrian Crossing warning signs on both sides of the crossing (relocate existing No Parking signs on post). Consider replacing existing signs at the crossing with fluorescent signs. • Install transverse pavement markings along both approaches to the raised crossing. Relocate Raised Crosswalk warning signs to start of transverse pavement markings. • Install ADA compliant ramps on both sides of Sloan Way at the crossing.
Sloan Way	Along Sloan Way in vicinity of 1500 Sloan Way	<ul style="list-style-type: none"> • Install a downward arrow plaque under the existing Pedestrian Crossing warning signs on both sides of the crossing (relocate existing neighborhood signs from posts). Consider replacing existing signs at the crossing with fluorescent signs. • Install transverse pavement markings along both approaches to the raised crossing. Relocate Raised Crosswalk warning signs at start of transverse pavement markings. • Install ADA compliant ramps on both sides of Sloan Way at the crossing.
Darden Drive	Along Darden Drive in vicinity of 1650 Darden Drive	<ul style="list-style-type: none"> • Install a fluorescent yellow Pedestrian Crossing warning sign with downward arrow plaque on both sides of crossing. • Remove existing Pedestrian in Crosswalk signs on NB and SB Darden Drive approaches to crosswalk. • Install transverse pavement markings along both approaches to the raised crossing. • Install Raised Crosswalk signs in advance of the crossing on both NB and SB Darden Drive approaches. • Install ADA compliant ramps on both sides of Darden Drive at the crossing.

CEDAR HILL TRAIL

ROAD/STREET	SPECIFIC LOCATION	POTENTIAL IMPROVEMENTS
Bardsey Lane	Along Bardsey Lane to the north of Peterman Lane	<ul style="list-style-type: none">• Align the crossing so it crosses Bardsey Lane at 90-degrees.• Evaluate ADA ramps on both sides of Bardsey Lane to confirm if they are ADA compliant. Replace as necessary.• Install a fluorescent yellow Pedestrian Crossing warning sign with downward arrow plaque on both sides of crossing.
Peterman Lane	Along Peterman Lane to the north of Bardsey Lane	<ul style="list-style-type: none">• Evaluate ADA ramps on both sides of Peterman Lane to confirm if they are ADA compliant. Replace as necessary.• Install a fluorescent yellow Pedestrian Crossing warning sign with downward arrow plaque on both sides of the crossing.• Install a Pedestrian Crossing warning sign with Ahead plaque on the SB Peterman Lane approach to the crossing.
Cedar Hill Road and Peterman Lane Intersection	Across the northern leg of Cedar Hill Road	<ul style="list-style-type: none">• Upgrade existing Pedestrian Crossing warning signs with downward arrow plaques to be posted back-to-back at crossing.• Install PED AHEAD pavement markings along the NB and SB Cedar Hill approaches in advance of the crossing.• Install an ADA compliant ramp on the eastern side of Cedar Hill Road.
Red Stone Lane	Along Red Stone Lane in the vicinity of 940 Red Stone Lane	<ul style="list-style-type: none">• Install a fluorescent yellow Pedestrian Crossing sign with downward arrow plaque on both sides of the crossing.• Install ADA compliant ramps on both sides of Red Stone Lane.

NORTH PENN OAK TRAIL

ROAD/STREET	SPECIFIC LOCATION	POTENTIAL IMPROVEMENTS
North Penn Oak Road	Along North Penn Oak Road in the vicinity of 916 North Penn Oak Road.	<ul style="list-style-type: none">• Install a downward arrow plaque under existing Pedestrian Crossing warning signs on both sides of the crossing. Consider replacing existing signs at the crossing with fluorescent signs.• Install ADA compliant ramps on both sides of North Penn Oak Road.
South Penn Oak Road	Along South Penn Oak Road in the vicinity of 876 South Penn Oak Road.	<ul style="list-style-type: none">• Install downward arrow plaque under existing Pedestrian Crossing warning signs on both sides of the crossing. Consider replacing existing signs at the crossing with fluorescent signs.• Install ADA compliant ramps on both sides of North Penn Oak Road.
North Penn Oak Road and Swedesford Road Intersection	Across the North Penn Oak Road approach to Swedesford Road	<ul style="list-style-type: none">• Install a continental crosswalk across the North Penn Oak Road approach to Swedesford Road.

WOODED POND TRAIL

ROAD/STREET	SPECIFIC LOCATION	POTENTIAL IMPROVEMENTS
McKean Road	Along McKean Road at Stone House Road	<ul style="list-style-type: none">• Pedestrian crossing improvements and Rapid Rectangular Flashing Beacon (RRFB) installed 2023.• No improvements in short term future.
McKean Road	Along McKean Road at Ambler YMCA driveway	<ul style="list-style-type: none">• Pedestrian crossing improvements and Rapid Rectangular Flashing Beacon (RRFB) installed 2023.• No improvements in short term future.