

SUMNEYTOWN PIKE – KEY ISSUES

Safety and operational issues at key intersections

There are several key intersections along Sumneytown Pike that have crash densities higher than the corridor average:

- Forty Foot Road
- Dekalb Pike (US 202)
- Bethlehem Pike

In addition, the intersection with Suplee Road has a lane drop that forces westbound traffic in the far right lane into a right turn only lane. This causes congestion and safety issues. Several side streets have difficulty turning onto Sumneytown Pike because of poor sight distance. There is currently a widening project underway on US 202 in the vicinity of Sumneytown Pike. The Bethlehem Pike intersection experiences a poor Level of Service during peak hours due to a change in the cross sections on Norristown Road and Bethlehem Pike. A project for capacity improvements at the Bethlehem Pike intersection is currently in design.

Lack of consistent roadway cross section causes bottlenecks

Sumneytown Pike narrows from five lanes to two lanes between Forty Foot Road and Valley Forge Road. This reduction in the number of lanes causes traffic to back up during peak periods and is confusing to motorists. Municipalities along the corridor have indicated they would like to see a five-lane roadway from Forty Foot Road to Suplee Road.

Development along the corridor will increase traffic

There are several developments proposed along the Sumneytown Pike corridor:

- Future Amazon fulfillment center near Northeast Extension interchange
- Wawa at Forty Foot Road
- Main Street Town Center mixed use development near Forty Foot Road
- Possible redevelopment of the Freddy Hill Farms site
- Potential addition of 9th grade to North Penn High School
- Redevelopment of the Merck site
- Expansion of the Gwynedd Mercy Campus

If all of these potential developments are constructed, it will put strain on the existing cross section of Sumneytown Pike. The section of the roadway in Towamencin & Upper Gwynedd Township (west of North Wales) is mostly one lane in each direction with left turn lanes at major intersections. The section of the roadway in Upper Gwynedd Township (east of North Wales) and in Lower Gwynedd Township is only one lane in each direction. There are left turn lanes at major intersections.

Flooding and maintenance issues due to the lack of drainage features, topography, and creek crossings

There is limited stormwater management infrastructure in some sections on Sumneytown Pike. Today, most stormwater runs off the roadway into roadside ditches, which require routine maintenance. In addition, there are approximately four locations where Sumneytown Pike crosses a creek or stream. In some of these locations, roadway flooding can occur during storm events. In particular, the segment of Sumneytown Pike that crosses Towamencin Creek to the east of Valley Forge Road and the segment of Sumneytown Pike that crosses Haine-Dittingers Creek near Gwynedd Manor Drive often floods during major weather events.

Interest and support for bicycle, pedestrian and bus accommodations, but constraints to providing dedicated infrastructure along the corridor

Community members noted that it is a popular bike route, but may not be safe for biking given the lack of dedicated facilities. In addition to biking, stakeholders highlighted the interest and need for pedestrian connections and crossings in specific locations, such as the area near the North Penn Market Place. The horizontal and vertical geometry, as well as structures, utility poles, residential fences/decorative walls and heavily wooded and vegetated areas close to the roadway, impact the feasibility of providing dedicated bicycle and pedestrian facilities along Sumneytown Pike. Community members have also expressed interest in bus service between US 202 and the Borough of North Wales. Sumneytown Pike currently has no pull off areas for a bus stop.

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