



## **DRAFT CORRIDOR KICKOFF MEETINGS SUMMARY**

### **MONTCO PIKES – A VISION PLAN FOR 6 COUNTY ROADS**

**August 25 - 27, 2020**

---

#### **Project Overview**

The Montgomery County Planning Commission is overseeing the preparation of Montco Pikes to develop a vision for the future of six county-owned corridors. The study will identify the mobility needs along the corridor while taking into account public input and the plans of the communities along the corridor. Additional design and engineering will be required before any improvements can be constructed, and improvements will likely be implemented in a phased approach over time, based on needs and available resources. The Montco Pikes project is an important first step in planning for the future transportation needs along the corridors.

#### **Corridor Kickoff Meetings Overview**

The purpose of the corridor kickoff meetings was to introduce the Montco Pikes project to the staff and planning commission of municipalities along the corridor and to gather their input regarding transportation and land use issues to evaluate during the existing conditions analysis phase of the project. One kickoff meeting was held for each study corridor. The municipal manager and planning commission chairperson from each municipality located along the study corridor were invited to the meeting and were encouraged to invite other key municipal staff members such as police, public works, planning, etc. and their elected officials.

Due to restrictions on social gatherings in response to the COVID-19 pandemic, the corridor kickoff meetings were held virtually through the Zoom video conferencing platform. After a brief introduction from Montgomery County Planning Commission staff, the consultant team gave an overview presentation. The presentation provided an overview of the project purpose, scope and schedule. This overview presentation was the same for each corridor.

After a brief review of the respective corridor's study limits and general characteristics, a series of virtual exercises were conducted to receive input from the meeting attendees for the corridor, including the following:

- **Rapid Response Questions** – a series of three questions were presented to the meeting attendees for which they were asked to provide one-word or brief answers to describe the corridor.
- **Municipal Roundtable** – a representative from each municipality was asked to present and summarize key overarching issues or concerns along the corridor they would like to see addressed in the plan and municipal transportation and land use plans for the corridor.
- **Mapping Key Issues** – each municipality was asked to identify on an interactive GIS map of the corridor the hot spots or locations that are in most need of improvements, areas residents identify as concerns the most, locations or areas with issues related to congestion, safety, roadway conditions, walking, biking, and access to transit. In addition, the attendees were asked to identify major land developments proposed on or near the corridor.
- **Future Improvements Poll** – the municipal meeting participants were asked to choose their top three transportation improvement types. Options included those types of improvements related to safety, congestion, maintenance, bicycle/pedestrian, maintenance and transit.

Each meeting was wrapped up with an overview of public outreach efforts for the project through the project website/MindMixer platform and social media to promote the project and solicit input regarding the project from the general public. A sample agenda and slide presentation that were used for the meetings are attached to this meetings summary.

Following the corridor kickoff meetings, Montgomery County Planning Commission staff contacted each of the municipalities that were unable to attend their respective corridor meeting requesting input from municipal staff for the existing conditions phase of the project. In addition, a social media package was sent to each of the municipal managers for each of the six study corridors for their use to assist in promoting the project website and MindMixer platform in order to gather input from the general public.

For each of the corridor kickoff meetings, a summary is provided, including attendees, summary of municipal stakeholder input and the results of the priority future improvements poll. After each meeting summary, a map and list of comments from the Mapping Key Corridor Issues is provided for the corridor.

**Geryville Pike Meeting**

**Date:** August 25, 2020; 10:00 AM

**Municipal Attendees:**

Upper Hanover Township: Stefan Laessig

Marlborough Township: Jon Leshar, Darren Morgan

Project Team: Montgomery County Planning Commission, Montgomery County Roads and Bridges, McMahon Associates, Gannett Fleming

**Municipal Stakeholder Input:**

*Rapid Response Questions*

<b>Describe Geryville Pike in one word.</b>	Rural, Winding, Narrow (2), Bucolic, Limiting, Traffic
<b>What is your favorite place on Geryville Pike?</b>	Unami Creek Park, Camp Hart and Camp Garrison, Intersection of Geryville and Sumneytown (gateway into Sumneytown)
<b>What is one thing you would change about Geryville Pike?</b>	The Ditches, Add Shoulders / Bike Lanes, Line Striping, Make Safer for Pedestrians and Bikers, Intersection of Geryville Pike and Main Street (Route 63)

**Municipal Roundtable**

Upper Hanover Township

- No current plans to extend water or sewer infrastructure.
- Lower level of development anticipated due to not a lot of developable land.
- Majority of the township consists of R1 and R2 zoning.
- Many old structures close to the road.

Marlborough Township

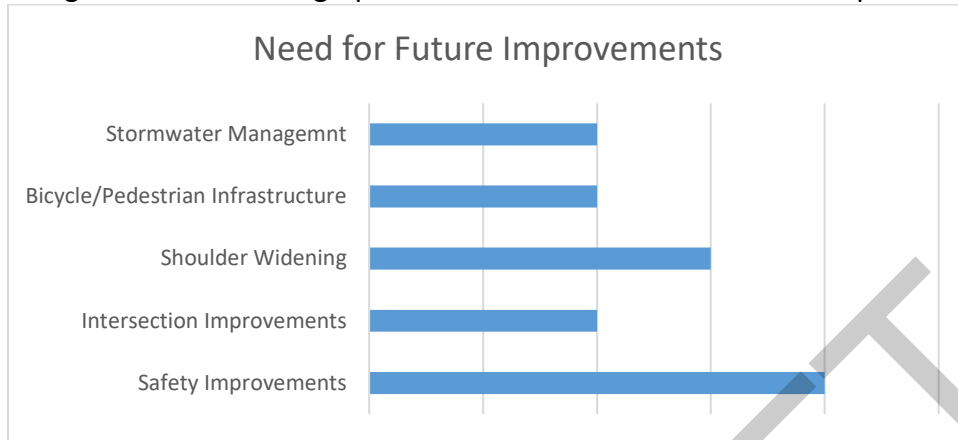
- Speeding complaints: Speed limit 35 – Average actual speed 45
- Through traffic diverting from Lansdale and Quakertown Turnpike Interchanges.
- Winter maintenance complaints – particularly between Wooden Bridge and Magazine
- Focus on Sumneytown Village and access through Geryville.
- Make area a destination for eco-tourism.
- Desire for pedestrian/bike access.
- The Township is planning to update Act 537 plan.

**Mapping Key Corridor Issues:**

Please see the attached map and spreadsheet to review the input provided during the mapping discussion at the meeting.

**Priority Future Improvements:**

Meeting participants were polled to identify the improvements that they thought were most needed along the corridor. The graph below illustrates the results of that poll.



DRAFT

**Easton Road Meeting**

**Date:** August 25, 2020; 2:00 PM

**Municipal Attendees:**

Cheltenham Township: Mathew Areman, Joe Stuckert, Henry Sekawungu, Aaron Holly

Abington Township: Absent

Upper Moreland Township: Matthew Candland, Claire Warner

Project Team: Montgomery County Planning Commission, Montgomery County Roads and Bridges, McMahon Associates

**Municipal Stakeholder Input:**

*Rapid Response Questions*

<b>Describe Easton Road in one word.</b>	Connector, congested, shopping, bypass, spine, inconsistent
<b>What is your favorite place on Easton Road?</b>	Pho and Beyond Restaurant, Keswick area, Downtown Glenside, Roslyn
<b>What is one thing you would change about Easton Road?</b>	Walkability, better pedestrian experience, vehicle flow, better bus stops, more drainage systems, decorative crosswalks fall apart way too easily

**Municipal Roundtable**

Cheltenham Township

- Traffic and congestion are significant issues.
- Major stormwater management project planned.
- The corridor serves (particularly Glenside) as main street. Economic development and parking are key issues.
- Planning for Arcadia University’s connection to Easton Road (over Limekiln pike) and other pedestrian crossings are needed in the area of the university.
- The township has an upcoming update to their comprehensive plan.
- Traffic lights along the corridor need better synchronization.
- A Wawa development is planned at the intersection of Easton Road/West Waverly Road.

Abington Township

- Corridor serves as spine for Roslyn and Keswick/Glenside.
- Zoning changes in 2017 for targeting revitalization, better design treatments, pedestrian facilities and transit.
- Crestmont and Roslyn are targets for Transit Oriented Development and revitalization.
- The township applied for a grant for sidewalks (unsuccessful) for Easton Road.
- Impacts from the planned Willow Grove Mall redevelopment are important.
- Traffic backups created at the Susquehanna Road intersection by trains stopping at the SEPTA Roslyn regional rail station.

- There is an interest in providing bike lanes along the corridor.
- The safety of pedestrian crossing design and spacing is a concern throughout the corridor.
- The Sussman family of car dealerships continues to expand along the corridor.
- Congestion and pedestrian traffic are generated by traffic at the Copper Beach Elementary School during school arrival and dismissal periods.
- Intersection improvements are needed for Bradfield Road, Woodland Road and Hamilton Avenue.
- Residents are most concerned with corridor traffic congestion and bicycle and pedestrian safety.
- Improvements to the streetscape are needed for consistency throughout the corridor.

#### Upper Moreland Township

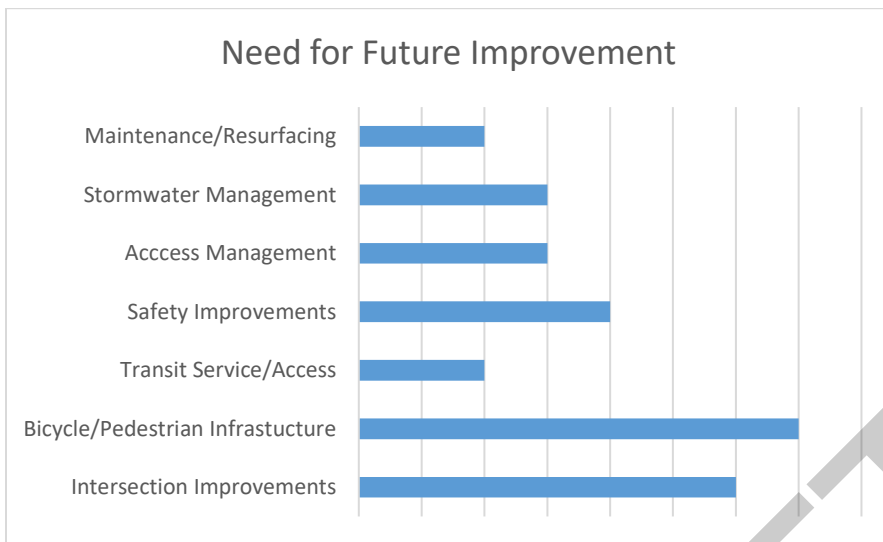
- The rear of the Willow Grove Shopping Center faces Easton Road. Working with shopping center to redevelop/redesign shopping center.
- SEPTA has been planning for Willow Grove Train Station relocation, including expanded parking or parking garage.
- Large residential apartment development recently at PA 611/Davisville Road intersection across from train station. The Township is trying to build upon those redevelopment efforts.
- Location near Turnpike entrance creates congestion on PA 611
- Goal for more pedestrian activity in Willow Grove downtown area. Recently received wayfinding grant. Desire to keep neighborhood/main street feel.

#### **Mapping Key Corridor Issues:**

Please see the attached map and spreadsheet to review the input provided during the mapping discussion at the meeting.

#### **Priority Future Improvements:**

Meeting participants were polled to identify the improvements that they thought were most needed along the corridor. The graph below illustrates the results of that poll.



DRAFT

**Germantown Pike Meeting**

**Date:** August 26, 2020; 10:00 AM

**Municipal Attendees:**

Lower Providence Township: Don Delamater, Mark Kuberski

Skippack Township: Absent

Worcester Township: Tommy Ryan, Stacy Crandell

East Norriton Township: Absent

Project Team: Montgomery County Planning Commission, Montgomery County Roads and Bridges, McMahan Associates

**Municipal Stakeholder Input:**

*Rapid Response Questions*

<b>Describe Germantown Pike in one word.</b>	Scenic, congested, highway, un-bikeable
<b>What is your favorite place on Germantown Pike?</b>	Fairview Village View, Evansburg State Park, Evansburg Village, view of city on clear day
<b>What is one thing you would change about Germantown Pike?</b>	Provide center turn lane, shoulders, bike lanes, intersection improvements

**Municipal Roundtable**

Lower Providence Township

- Congestion is an issue due to through traffic between developing residential areas in western Montgomery County and employment opportunities in eastern Montgomery County.
- The township hopes through traffic is reduced after the Route 422 construction is complete.
- An update was recently started for the township comprehensive plan.
- Improvements are under design for improvements at Evansburg Road.
- A TCDI Study evaluated a connector road between Ridge Pike and Germantown Pike.
- Improvements are under design by PennDOT for the river crossing near Collegeville Borough.

Worcester Township

- Congestion issues are generated by through traffic during peak periods.
- The most significant traffic volume issue is at the Valley Forge Road intersection. A mixed-use development is proposed at the intersection.
- Need for dedicated left-turn or center left-turn lanes along the corridor.
- Interested in gateway features for the corridor on each end of the Township boundary.
- Higher density residential development opportunities exist on the south side of the corridor.
- The township is banking sidewalk/ trail easements along the corridor.
- A hot spot for the Township is the Trooper Road intersection. Realignment of the Trooper Road approaches is needed.
- The township is currently updating their comprehensive plan.



**East Norriton Township**

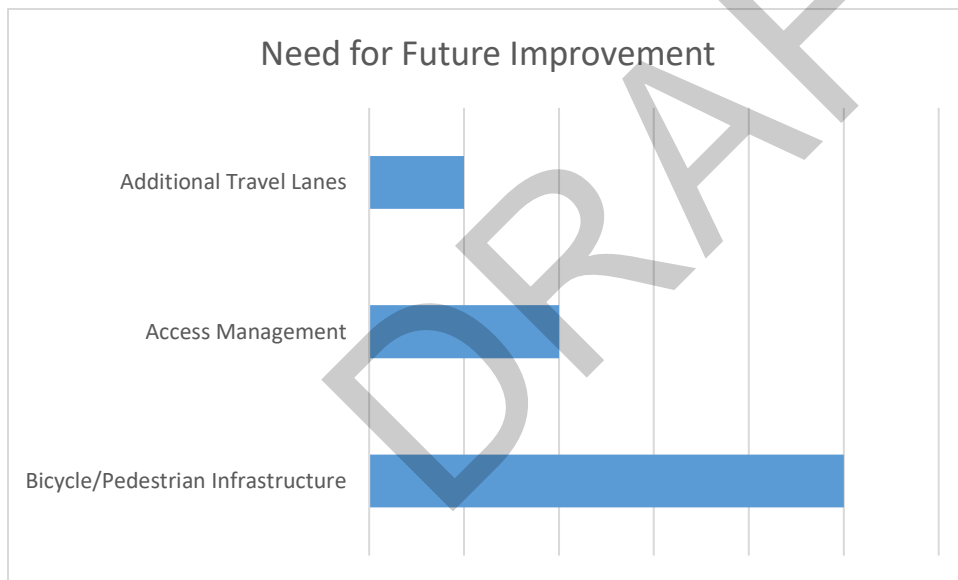
- Traffic flow issues are created by weaving movements at changes in the cross section.
- The alignment of the intersections of Sunset Avenue and Sandra Lane create issues optimizing the operation of the traffic signals at these locations.
- No sidewalks exist on the south side of the corridor to connect pieces of trail.
- Older buildings present constraints for widening the corridor.

**Mapping Key Corridor Issues:**

Please see the attached map and spreadsheet to review the input provided during the mapping discussion at the meeting.

**Priority Future Improvements:**

Meeting participants were polled to identify the improvements that they thought were most needed along the corridor. The graph below illustrates the results of that poll.



**Swamp Pike Meeting**

**Date:** August 26, 2020; 2:00 PM

**Municipal Attendees:**

Limerick Township: Dan Kerr, Brian Skelton, Tim Haas, Khal Hassan (Pennoni Associates)

New Hanover Township: Sue Smith

Douglass Township: Peter Hiryak, Andrew Duncan

Project Team: Montgomery County Planning Commission, Montgomery County Roads and Bridges, McMahon Associates, Gannett Fleming

**Municipal Stakeholder Input:**

*Rapid Response Questions*

<b>Describe Swamp Pike in one word.</b>	Limited, substandard, scenic, inconsistent, congested, funnel
<b>What is your favorite place on Swamp Pike?</b>	New roundabout, Limerick Community Park, none (just pass thru), Fruitville,
<b>What is one thing you would change about Swamp Pike?</b>	Speed, widen

**Municipal Roundtable**

- The municipalities view the corridor as changing in function in recent years due to the amount of growth in traffic that has occurred in the region due significant housing and commercial development, but the corridor has not changed in character.
- The municipalities would like to see a cross section for Swamp Pike in the future with wider shoulders and left turn lanes at key intersections and land uses, however they do not want the corridor widened for additional travel lanes.

**Limerick Township**

- Would like to see better pedestrian access and connections, particularly on the southern end of the corridor near Ridge Pike.
- Planning for a significant expansion to the Limerick Community Park, including traffic improvements along Swamp Pike in the area of the park.

**Douglass Township**

- Although the portion of Swamp Pike through Gilbertsville is not included in the scope of Montco Pikes, congestion through the borough causes traffic to divert to secondary roads in the township.
- Regional planning and coordination are required for consistency along the corridor in the future.
- Douglass and New Hanover Township do not envision significant widening of the corridor due to constraints.

**New Hanover Township**

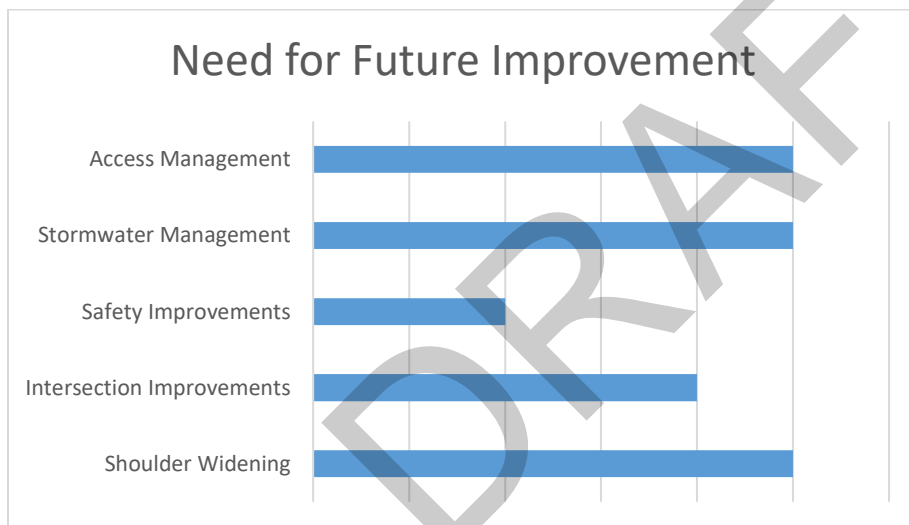
- Significant residential and mixed-use development along the corridor which will require improvements for safe and efficient access and traffic operation.
- Promoting improved bicycle and pedestrian access and connections of parallel roads to help reduce local traffic and turning movements on Swamp Pike.

**Mapping Key Corridor Issues:**

Please see the attached map and spreadsheet to review the input provided during the mapping discussion at the meeting.

**Priority Future Improvements:**

Meeting participants were polled to identify the improvements that they thought were most needed along the corridor. The graph below illustrates the results of that poll.



**Butler Pike Meeting**

**Date:** August 27, 2020; 10:00 AM

**Municipal Attendees:**

Plymouth Township: Robert Heger

Whitemarsh Township: Rick Mellor, Krista Heinrich (Gilmore & Associates), Chris Ward

Ambler Borough: Absent

Whitpain Township: Ken Corti, Roman Pronczak

Upper Dublin Township: Paul Leonard, Jim Ennis

Horsham Township: Eric Frary

Project Team: Montgomery County Planning Commission, Montgomery County Roads and Bridges, McMahon Associates, Gannett Fleming

**Municipal Stakeholder Input:**

*Rapid Response Questions*

<b>Describe Butler Pike in one word.</b>	Busy, variable, narrow, sinkholes, colonial, old, congested, non-walkable
<b>What is your favorite place on Butler Pike?</b>	REI, Ambler Borough, Broad Axe Village, Tennis Ave trees, Phil’s Tavern, Militia Hill area,
<b>What is one thing you would change about Butler Pike?</b>	Butler and Germantown intersection, shoulders and sidewalks/trails, drainage, configuration, walkability

**Municipal Roundtable**

Plymouth Township

- The Township would like to improve biking and walkability.
- Need to improve bus stops along the corridor.
- Flash flooding occurs from the Wissahickon Creek.
- Planning for a corridor pedestrian connection between Broad Axe and Ambler Borough.

Whitemarsh Township

- Traffic and congestion are issues at the intersections with Ridge Pike, Germantown Pike (offset intersection) and Spring House Road.
- Large truck turning movements an issue at the offset intersection with Germantown Pike.
- Access management is needed at the existing shopping centers and commercial areas.
- Walkability and biking improvements are needed along the corridor.
- Potential for infill land development
- Stormwater management improvements are needed along the corridor.
- The township looks forward to using Montco Pikes for land development review purposes.
- Recently completed comprehensive plan updates

#### Whitpain Township

- Traffic congestion is an issue at the intersections of Skippack Pike and Morris Road.
- Wissahickon Creek recently flooded Butler Pike.
- Need safer bus stops and pedestrian crossings for SEPTA Route 95.
- Stormwater management improvements are needed.

#### Ambler Borough

- Redevelopment of the Liberty Gas Station for a possible bank. No formal application submitted to date.
- Ambler Crossing – land development and building permit approval for approximately 114 residential apartments at 250 S. Maple Avenue.
- Lakeview Project – No formal applications submitted for additional possible office / apartment units on North Maple Avenue. Project was discussed two years ago by Summit Reality.

#### Upper Dublin Township

- Lack of pedestrian connectivity into Ambler Borough and the train station.
- Trail connections and sidewalk improvements needed along the corridor.
- Comprehensive plan identified need for increased bike and walkability.
- Plan near Temple campus for residential development and to provide trail to Butler Pike.
- Maintenance improvements planned in the County's 2020 program.

#### Horsham Township

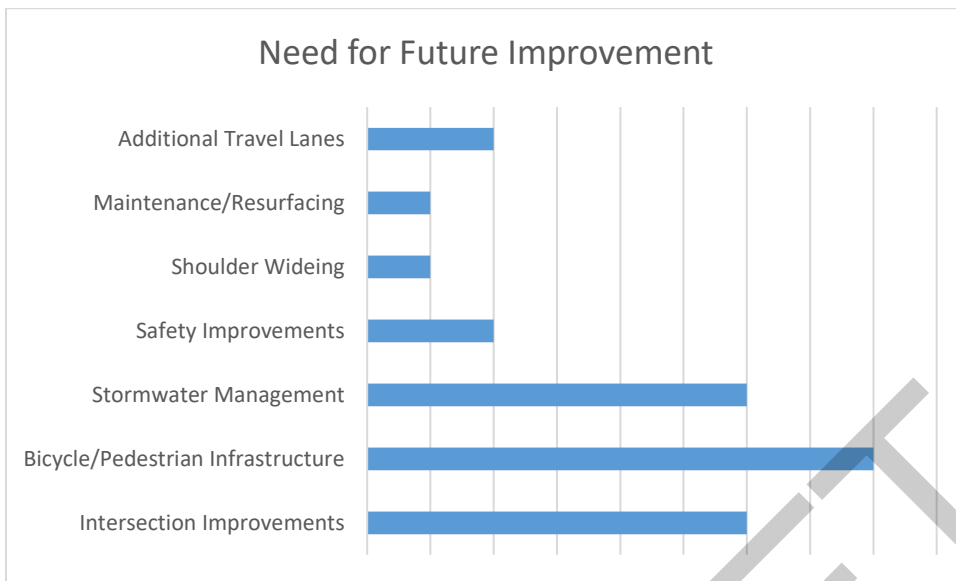
- A small half-mile segment of the corridor is located in the township.
- The shoulders are very narrow or are not present on the roadway.
- No sidewalks or trails along the corridor in the township.
- Potential for residential subdivision development in the township near the corridor.
- Geometric and sight distance issues at the Welsh Road intersection.

#### **Mapping Key Corridor Issues:**

Please see the attached map and spreadsheet to review the input provided during the mapping discussion at the meeting.

#### **Priority Future Improvements:**

Meeting participants were polled to identify the improvements that they thought were most needed along the corridor. The graph below illustrates the results of that poll.



DRAFT

**Sumneytown Pike Meeting**

**Date:** August 27, 2020; 2:00 PM

**Municipal Attendees:**

Towamencin Township: Robert Ford

Upper Gwynedd Township: Denise Hull, Sandra Zaddell, Liz McNaney, Megan Weaver

Lower Gwynedd Township: Jamie Worman

North Wales Borough: Absent

Project Team: Montgomery County Planning Commission, Montgomery County Roads and Bridges, McMahon Associates, Gannett Fleming

**Municipal Stakeholder Input:**

*Rapid Response Questions*

<b>Describe Sumneytown Pike in one word.</b>	Tight, narrow, busy, congested, unwalkable, restrictions, chokepoints
<b>What is your favorite place on Sumneytown Pike?</b>	Parkside Place, Merck, Gwynedd Mercy, Nor-Gwyn Pool
<b>What is one thing you would change about Sumneytown Pike?</b>	Sumneytown & Valley Forge intersection improvement, sidewalk/path connections, widen, pedestrian/bicycle improvements, bridge, coordinated signals

**Municipal Roundtable**

Upper Gwynedd Township

- Concerned about congestion, stormwater management and walkability, particularly for the segment of the corridor west of North Wales Borough.
- Implemented a traffic management overlay district to assist with better access management practices and design.
- Upper Gwynedd and Towamencin expressed an interest in widening the corridor to have a consistent five-lane cross section between Forty Foot Road and Suplee Road.

Towamencin Township

- Concerns related to the volume of traffic and congestion created by the connection to the Northeast Extension of the Pennsylvania Turnpike.
- The proposed Main Street mixed use development located near the intersection of Forty Foot Road could have a significant impact on the corridor.
- A bottleneck is created between the five-lane cross section between the Turnpike interchange area and the five-lane cross section located to the west in Upper Gwynedd, particularly at the Valley Forge Road intersection.

Lower Gwynedd Township

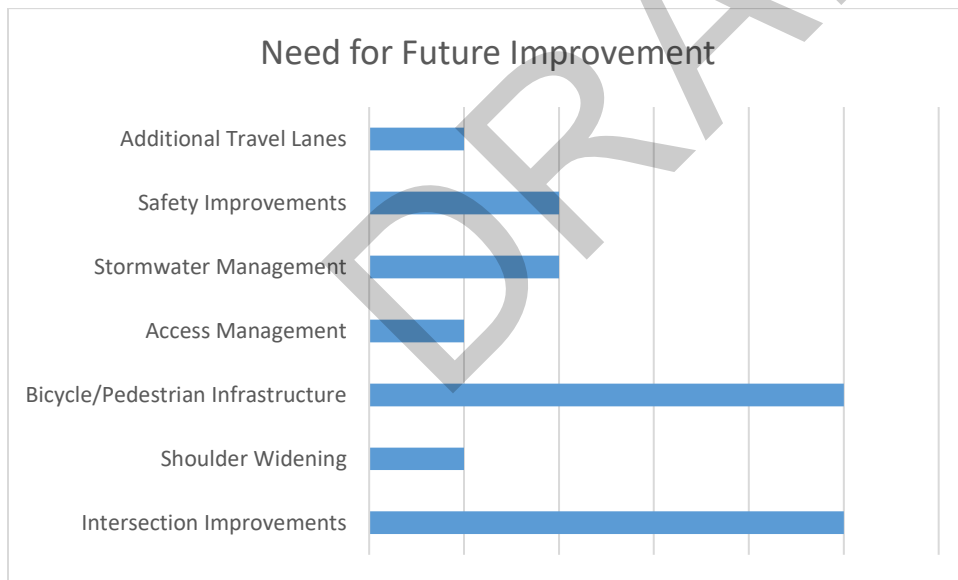
- Concerned about the impacts from the widening of Route 202.
- Concerned about additional traffic that could be generated by the redevelopment of the Merck site and expansion of the Gwynedd Mercy campus.
- Completing the design and construction of improvements to Bethlehem Pike intersection in Spring House.
- Interested in safety related improvements implemented over time at other key intersections along the corridor.

**Mapping Key Corridor Issues:**

Please see the attached map and spreadsheet to review the input provided during the mapping discussion at the meeting.

**Priority Future Improvements:**

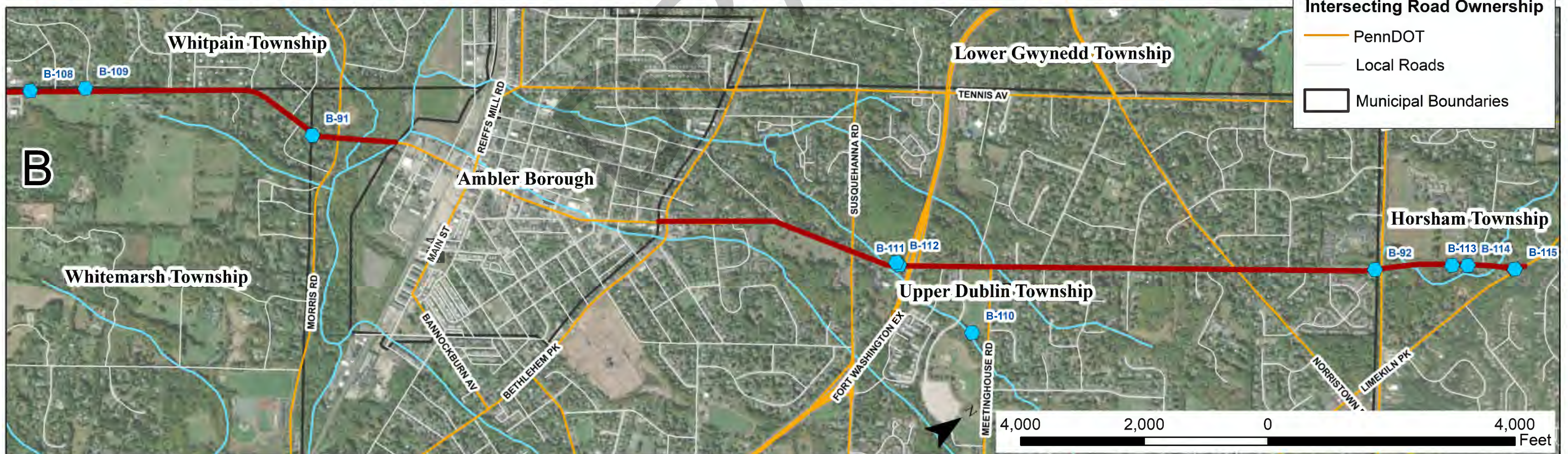
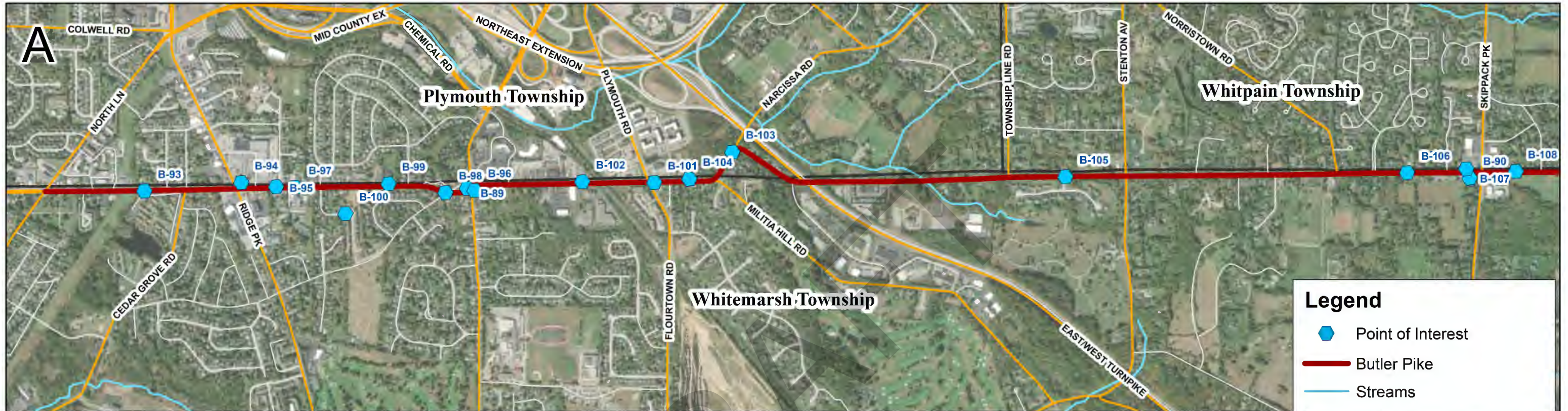
Meeting participants were polled to identify the improvements that they thought were most needed along the corridor. The graph below illustrates the results of that poll.





# Butler Pike, Corridor Kickoff Meeting

Mapping Key Corridor Issues



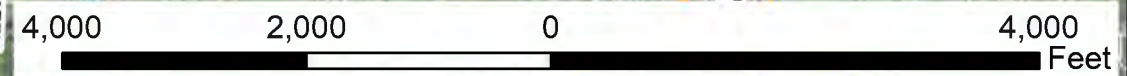
**Legend**

- Point of Interest
- Butler Pike
- Streams

**Intersecting Road Ownership**

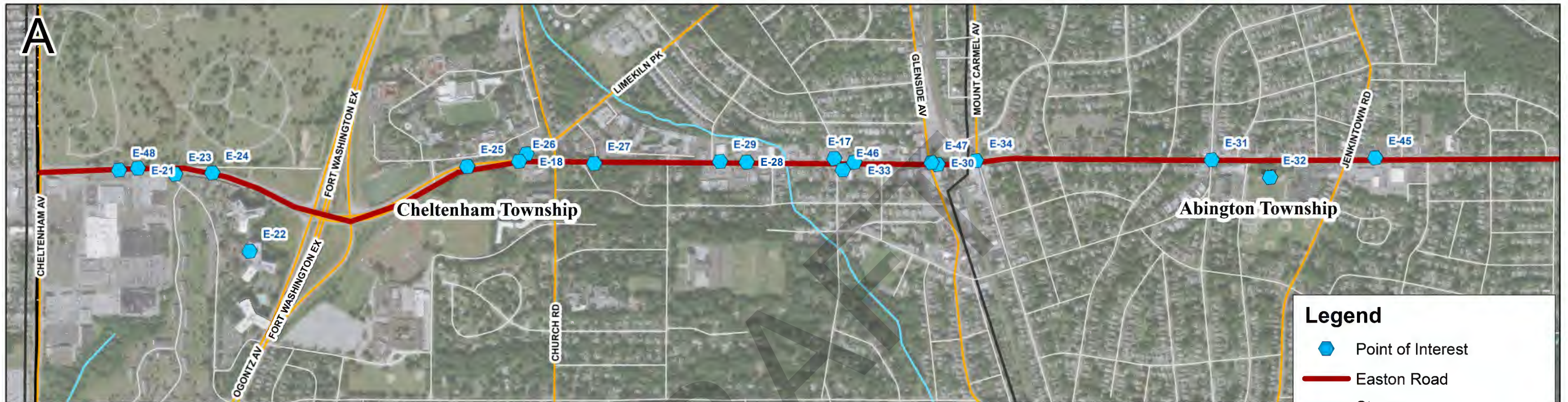
- PennDOT
- Local Roads

Municipal Boundaries



# Easton Road, Corridor Kickoff Meeting

Mapping Key Corridor Issues



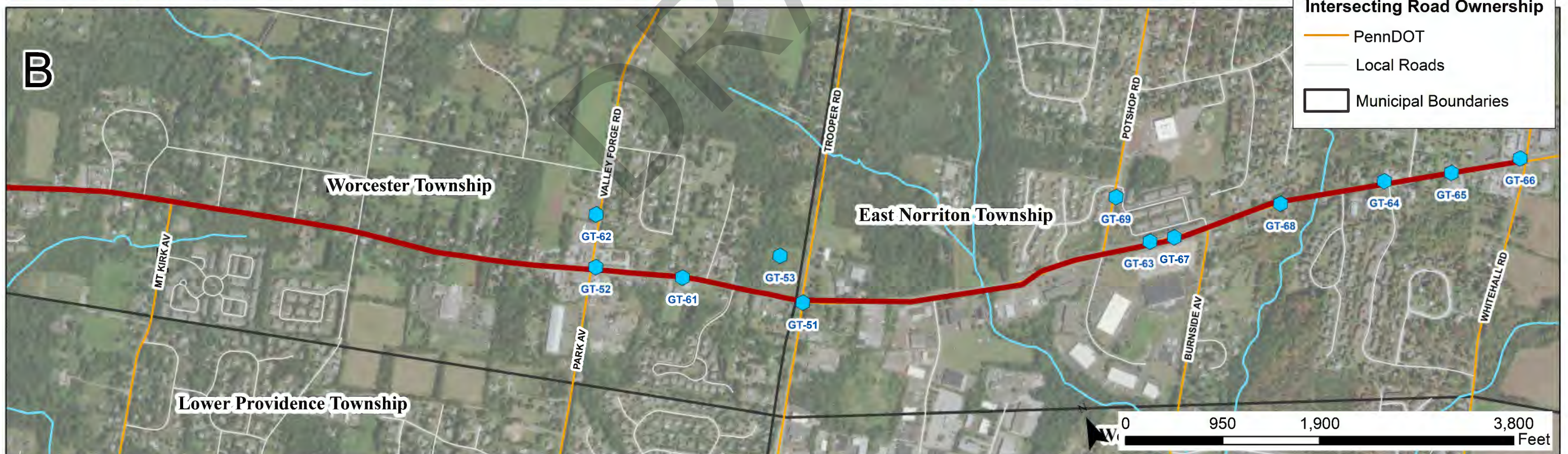
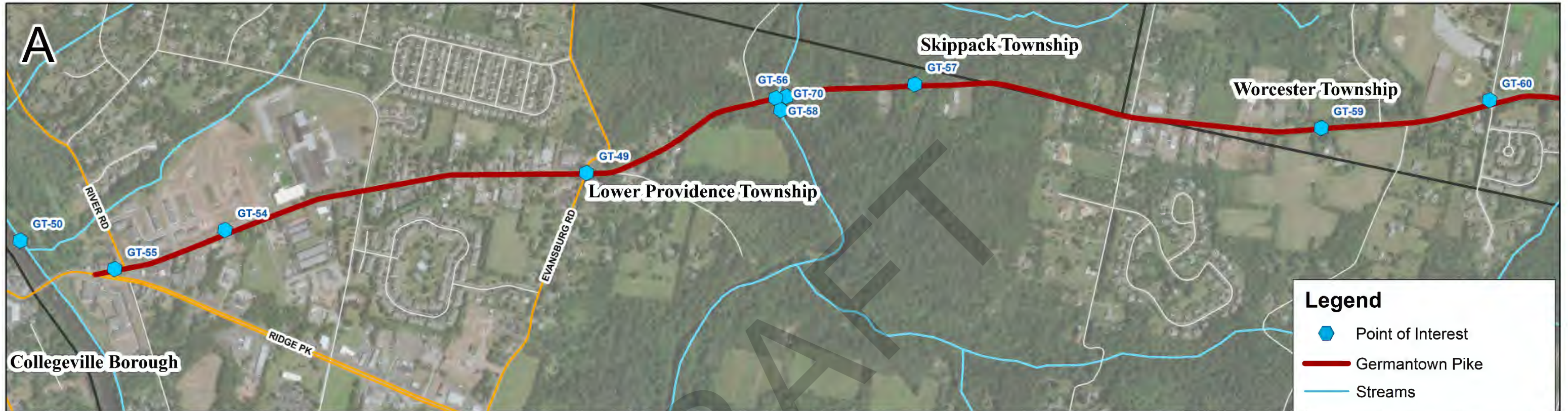
**Legend**

- Point of Interest
- Easton Road
- Streams
- Intersecting Road Ownership**
- PennDOT
- Local Roads
- Municipal Boundaries



# Germantown Pike, Corridor Kickoff Meeting

Mapping Key Corridor Issues



**Legend**

- ◆ Point of Interest
- Germantown Pike
- Streams

**Intersecting Road Ownership**

- PennDOT
- Local Roads
- Municipal Boundaries



# Geryville Pike, Corridor Kickoff Meeting

Mapping Key Corridor Issues



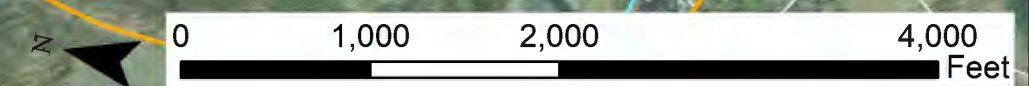
**Legend**

- Point of Interest
- Geryville Pike
- Streams

**Intersecting Road Ownership**

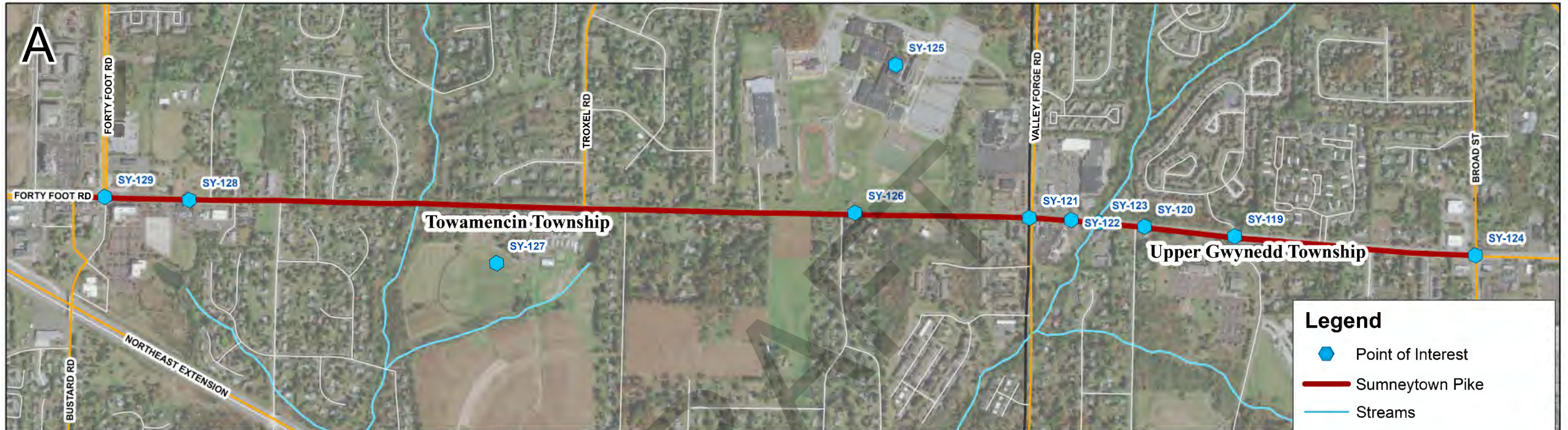
- PennDOT
- Local Roads

Municipal Boundaries



# Sumneytown Pike, Corridor Kickoff Meeting

## Mapping Key Corridor Issues



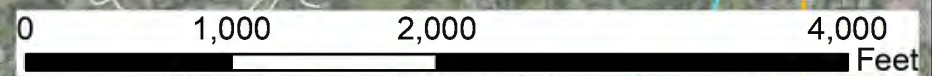
**Legend**

- ◆ Point of Interest
- Sumneytown Pike
- Streams

**Intersecting Road Ownership**

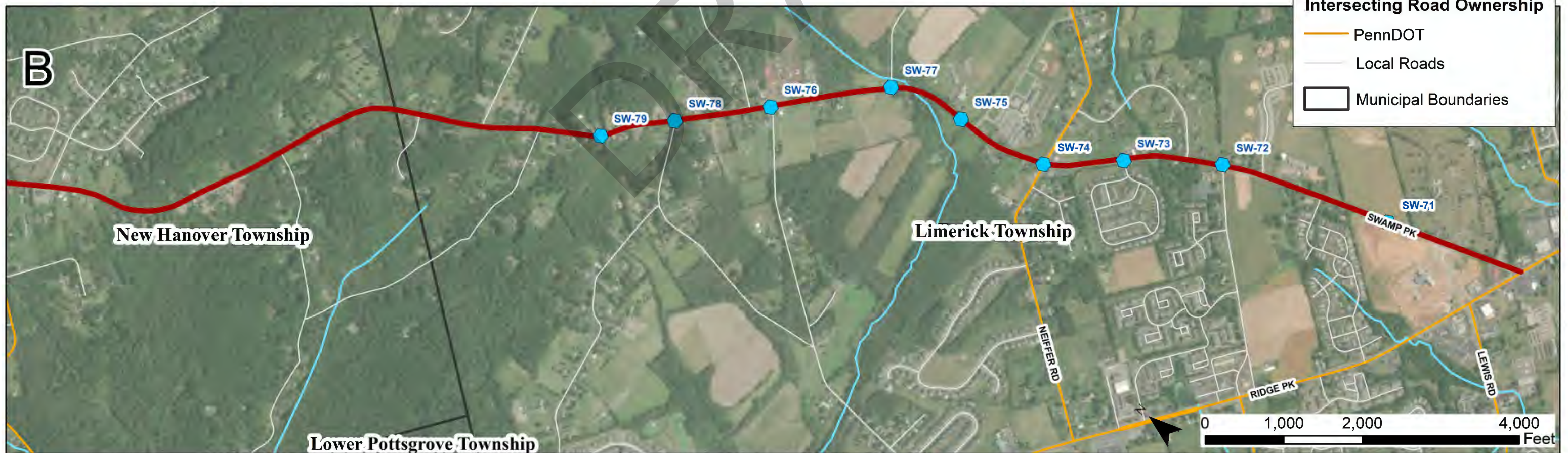
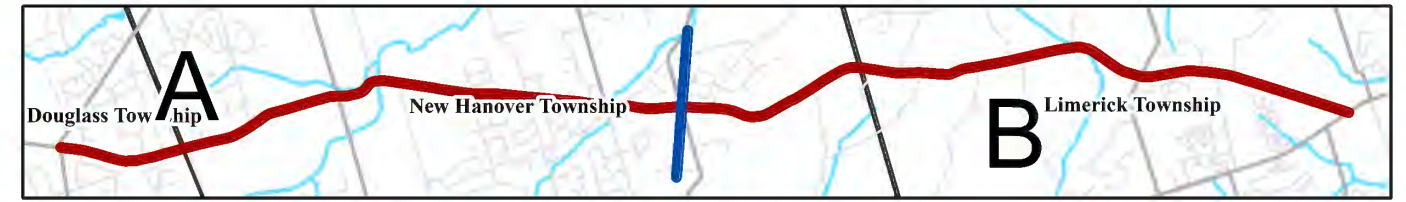
- PennDOT
- Local Roads

Municipal Boundaries



# Swamp Pike, Corridor Kickoff Meeting

## Mapping Key Corridor Issues



**Legend**

- ◆ Point of Interest
- Swamp Pike
- Streams

**Intersecting Road Ownership**

- PennDOT
- Local Roads
- Municipal Boundaries



**Geryville Pike**

<b>Map ID</b>	<b>Comments</b>
GV-1	Poor drainage, water pooling
GV-2	Poor drainage, water pooling
GV-3	Crash cluster at PA 663
GV-4	Buck Road/Corridor issue - road crossing sight lines (specifically for bicycles and drivers)
GV-5	Truck (tow truck) traffic generated by car parts yard
GV-6	Old School Road - Skewed intersection - issue at this location and other locations along corridor
GV-7	Sharp turn/horizontal geometry, James Road intersection configuration
GV-8	Poor drainage, water pooling between Brinkman and Campbell. winter ice on roadway surface
GV-9	Sight distance at Hendricks Road from vertical geometry
GV-10	Generally winding road/horizontal geometry
GV-11	Crashes - vertical geometry during winter conditions
GV-12	Flooding of Unami Creek over Geryville Pike
GV-13	Safety of turning movements at Sumneytown Pike
GV-14	Lack of pedestrian connections between Sumneytown and Unami Creek Park
GV-15	Speed of vehicles in westbound direction, sight lines, angle - Sumneytown Hotel parking traffic
GV-16	Historic Village - buildings tight to intersection may limit improvement options

DRAFT

## Easton Road

Map ID	Comments
E-17	Proposed land development for gas station
E-18	Pedestrian bridge across Easton Road planned
E-19	Possible change in existing land use to allow for mixed-use office/retail/residential
E-20	Area targeted for future Transit Oriented Development (TOD) area
E-21	Area is not pedestrian friendly due to high speeds (309 to Cheltenham)
E-22	High pedestrian volumes from Towers at Wyncote. No crosswalks across Easton Road to access transit on opposite side of roadway.
E-23	Left turns from Greenwood Avenue onto Easton Road prohibited, but not obeyed.
E-24	Concrete medians present a maintenance issue (trash, debris)
E-25	Concrete medians present a maintenance issue (trash, debris)
E-26	Pedestrian safety concerns due to faded crosswalks
E-27	Pinch point - 2 lanes down to 1
E-28	Congestion - Royal Avenue to Glenside Avenue
E-29	Limekiln Pike to Waverly Road - less pedestrian friendly
E-30	Downtown Glenside - lack of parking and access to businesses
E-31	Keswick Village Area - revitalization area
E-32	Redevelopment opportunity site
E-33	Residential on north side and community facilities on south side. Pedestrian facilities across Easton important.
E-34	Some recent redevelopment activity in Glenside area. Zoning update encourages multi-use or mixed commercial uses.
E-35	Tyson Road and Edgehill Road Reconstruction Project
E-36	Pedestrian Access to elementary school
E-37	Roslyn - potential TOD Potential infill development on Giant site.
E-38	The Township is promoting more dense development in the area
E-39	Redevelopment Interest in the area
E-40	Future Transit Oriented Development (TOD) area
E-41	Improvements needed to complete sidewalk network
E-42	Mixed use and residential development potential in the area
E-43	Buildings rear back up to Easton Road deters pedestrian traffic
E-44	Better connections needed from Willow Grove Park Mall to Willow Grove Train Station
E-45	Stormwater drainage issues
E-46	Glenside Avenue: Congestion/Left turn queuing issues at intersection
E-47	Waverly Road: Congestion/Left turn queuing issues at intersection
E-48	Pedestrian crossings at bus stops are difficult



**Germantown Pike**

<b>Map ID</b>	<b>Comments</b>
GT-49	Evansburg Road: Congestion. Acquired row for future improvements. McMahon working on signal improvements. Need turn lanes on Germantown Pike.
GT-50	Future second bridge across Perkiomen Creek
GT-51	Since there is only one travel lane in the southbound direction, traffic on Germantown Pike is forced to stop for vehicles waiting to turn onto Trooper Road. This creates an unsafe condition due to the roadway geometry.
GT-52	There is a high volume of cross traffic at Valley Forge Road, which results in backups on both Germantown Pike and Valley Forge Road.
GT-53	Incoming land development
GT-54	Limited pedestrian connections - lack of sidewalks
GT-55	Segment between Ridge and River road to be closed
GT-56	Pedestrian mobility needs through Evansburg State Park
GT-57	Parallel off-road trail potential
GT-58	Stone arch bridge – narrow. Potential constraint.
GT-59	No pedestrian or bicycle facilities
GT-60	Kriebel Mill Road: Highway Occupancy Permit project proposed to address issues
GT-61	Center left turn lanes needed
GT-62	Valley Forge Road – congestion; most heavily traveled intersection in township
GT-63	Poor transition between cross sections - weaving
GT-64	Sunset Avenue/Sandra Lane off-set intersection, older traffic signals need upgrades
GT-65	Potential historic buildings close to roadway – potential constraint
GT-66	Poor transition between cross sections
GT-67	Pavement marking improvements needed
GT-68	Segments of trails, but not fully connected
GT-69	Need pedestrian connection to elementary school
GT-70	Flooding during "extreme" weather events

**Swamp Pike**

<b>Map ID</b>	<b>Comments</b>
SW-71	New townhomes development to be constructed
SW-72	Township plans to realign Kugler Rd to align with Zeigler Road
SW-73	Stormwater/flooding/ponding issues.
SW-74	Stormwater drainage issues; water flow across intersection.
SW-75	Possible second Spring Ford high school location.
SW-76	Smith Road: left turns difficult at intersection
SW-77	Erosion & flooding issues.
SW-78	Fruitville Road: left turns difficult at intersection
SW-79	S-curve/horizontal geometry issues
SW-80	Off road trail - structure under design.
SW-81	Property developing with connection to Swamp Pike. Addition of left & right turn lanes at site drives
SW-82	Leidy Road/Luthern Road Area: stormwater/flooding issues. Sharp left-turn/horizontal geometry issues. Church parking up against road – potential constraint
SW-83	Flooding up to nearby buildings.
SW-84	Luthern Road: sight distance issues.
SW-85	Proposed town center access point
SW-86	Possible future development. Access issues for homes.
SW-87	Gilbertsville Road congestion/traffic volumes
SW-88	Houses close to road – potential constraint.

**Butler Pike**

<b>Map ID</b>	<b>Comments</b>
B-89	Offset intersection with Germantown Pike
B-90	Need for northbound right turn lane onto Skippack Pike
B-91	Morris road needs a separate left turn lane
B-92	Welsh Road: No left turn lane, sight distance difficult, pedestrian crossings needed
B-93	Inconsistent sidewalks. Existing sidewalks only on Plymouth Township side
B-94	Ridge Pike Intersection: sidewalk to connect
B-95	Poor access management turning in and out of commercial locations
B-96	Germantown Pike: offset intersection, historic area – possible constraint
B-97	Poor access management
B-98	Germantown Pike: skewed intersection alignment
B-99	Poor connections between side roads parallel to corridor
B-100	Neighborhood pedestrian/bicycle connections
B-101	Congestion/high traffic volume area - connection to Turnpike/476/76
B-102	Stormwater management issues
B-103	Infill development, horizontal curve/geometry issues
B-104	Stormwater drainage issues, ponding water
B-105	Stormwater drainage issues
B-106	Development proposed in Whitemarsh
B-107	Culvert - issue (ownership)
B-108	Poor pedestrian connectivity
B-109	Safer bus stops needed near larger developments
B-110	Plans to provide pedestrian connection from Temple campus into Ambler
B-111	Trash and debris from people exiting 309 Expressway
B-112	Roadside mowing needed to discourage litter
B-113	Access management needed for current and future development
B-114	Walkability and shoulders for biking - Bike Montco Network
B-115	Segment functions adequately for traffic. Walkability improvements needed.

**Sumneytown Pike**

<b>Map ID</b>	<b>Comments</b>
SY-116	Wellington Drive: difficulty pulling out of intersections.
SY-117	Washouts and flooding issues.
SY-118	Oakland Place: trouble turning to/from the side street at this intersection. Sight distance issues with left turn out.
SY-119	Suplee Road Area: lane use issue with right turn only lane due to change in cross section - accidents.
SY-120	Sidewalk not contiguous.
SY-121	Valley Forge Road: crosswalks are confusing. Difficult to cross the corridor.
SY-122	Bicycle traffic on the road particularly on weekends.
SY-123	Flooding issues at the bridge.
SY-124	Sidewalk needs in the area
SY-125	Potential addition of 9th grade to North Penn High School
SY-126	Narrow road. Students cross Valley Forge Road to get to shopping center.
SY-127	Possible redevelopment opportunity
SY-128	Main street mixed use development north Sumneytown/Forty Foot Road intersection. Super Wawa development on northeast corner of intersection.
SY-129	Higher traffic in the area associated with future Amazon fulfillment center.



## **Topic Name: Issues on Montco Pikes**

### **Idea Title: Improve intersection from Geryville to Sumneytown Pike**

Idea Detail: It can be very dangerous to pull out from Geryville onto Sumneytown Pike. There have been numerous accidents at this intersection because of speeders on Sumneytown Pike and poor visibility to see southbound traffic on Sumneytown Pike when coming from Geryville.

Idea Author: Nick H

Number of Stars 25

Number of Comments 2

Address: 4677 Geryville Pike 18054, United States

Comment 1: I live at this intersection and have been asking for years for someone to address the safety issues. I wish I could post pictures, because I would add one of yet another accident that just happened in the exact same spot the bus picks up my child. It's terrible and no one feels safe.

Going back to 2012:

"Your current concern, as expressed in your December 18th e-mail, is the intersection of Geryville Pike and Route 63 and vehicles pulling out of Geryville onto Route 63. Geryville Pike is not a State Highway. It is a County Owned Road and Montgomery County is responsible for ensuring the safety of its road's intersection with the State Highway. We have forwarded your concerns about this location to the Montgomery County Department of Roads and Bridges for its review. We will continue to monitor this location as we do all State Highways in District 6-0. If Marlborough Township or Montgomery County make additional requests or recommendations for this location, we will certainly work with them to examine and/or implement additional measures.

Sincerely,

Francis J. Hanney, Traffic Services Manager"

It's WAY past time for something to be done to make this intersection safer for those who live on and travel these two roads. It is time to step up, MontCo. | By Sandra H

Comment 2: I live at this intersection and have been asking for years for someone to address the safety issues. I wish I could post pictures, because I would add one of an accident that happened just yesterday and one of the school bus picking up my child this morning in the exact same spot. It's terrible.

Going back to 2012:

"Your current concern, as expressed in your December 18th e-mail, is the intersection of



Geryville Pike and Route 63 and vehicles pulling out of Geryville onto Route 63. Geryville Pike is not a State Highway. It is a County Owned Road and Montgomery County is responsible for ensuring the safety of its road's intersection with the State Highway. We have forwarded your concerns about this location to the Montgomery County Department of Roads and Bridges for its review. We will continue to monitor this location as we do all State Highways in District 6-0. If Marlborough Township or Montgomery County make additional requests or recommendations for this location, we will certainly work with them to examine and/or implement additional measures.

Sincerely,

Francis J. Hanney, Traffic Services Manager"

It's WAY past time for something to be done to make this intersection safer for those who live on and travel these two roads. STEP UP, MONTCO. | By Sandra H

**Idea Title: Bike lanes along Geryville Pike**

Idea Detail: This is a popular bike route, but dangerous roads to bike on at times.

Idea Author: Heidi N

Number of Stars 21

Number of Comments 1

Comment 1: It takes a brave soul to want to bicycle on Geryville Pike! G.P. is a pretty narrow road. Good luck with that. | By Jack P

**Idea Title: 2 lanes in both directions at all times.**

Idea Detail: Germantown Pike should be 2 lanes at all times, eliminating pinch points in East Norriton, for example, will help traffic flow better.

Idea Author: Benjamin G

Number of Stars 19

Number of Comments 0

**Idea Title: Prioritize pedestrian friendliness for all solutions.**

Idea Detail: Retain the walkability of communities by prioritizing pedestrians. Widening roads will create a community barrier. Time traffic signals so that pedestrians can cross safely and



not compete with turning vehicles.

Idea Author: Doris F

Number of Stars 18

Number of Comments 0

**Idea Title: Add Sidewalks**

Idea Detail: There are no sidewalks in this part of Germantown Pike even though there is a bus stop (at the intersection with Park Ave) and parks not far from the road (like Eskie and Norristown Farm Park). It is dangerous to walk and bike here.

Idea Author: Veronika H

Number of Stars 18

Number of Comments 0

Address: 1031 Ethel Ave 19403, United States

**Idea Title: Make MontCo Bike commuter friendly!**

Idea Detail: We have SO much traffic in this area. We can greatly reduce it by encouraging people to CYCLE as a way to commute to work and school. This is also great for health and the environment!

Idea Author: Deanne M

Number of Stars 18

Number of Comments 0

**Idea Title: Add sidewalks and bike lanes**

Idea Detail: Several areas of Swamp Pike are neither pedestrian nor bike friendly. We desperately need attention in these areas!

Idea Author: Monique B



Number of Stars 17

Number of Comments 0

Address: 902 Oak Dr 19464, United States

**Idea Title: Improve traffic flow along Germantown to reduce intersection congestion and difficulty turning from Butler Pike.**

Idea Detail: Improve traffic flow along Germantown to reduce intersection congestion and difficulty turning from Butler Pike.

Idea Author: Brandon B

Number of Stars 16

Number of Comments 0

Address: 100 W Germantown Pike 19462, United States

**Idea Title: Bicycle lanes, better crossing at Germantown and chemical Td**

Idea Detail: Love to have bike lanes and the intersection at chemical and Germantown is very difficult to cross when coming from the bike path. Cars can not be seen because of the trees and bushes

Idea Author: Lauren T

Number of Stars 13

Number of Comments 0

**Idea Title: Prioritize community concerns and vision over developers.**

Idea Detail: Long-term residents often suffer the damage and disruption that developers cause. Road widening and additional lanes disrupt community connections and create wastelands. Developers have their way by threatening local governments and offering meaningless concessions such as tree screens on land and highways, make their money and disappear. Residents live with the permanent impacts of development and communities are riven by larger highways while suffering the loss of demolished heritage. Find alternatives to road





"improvements" necessitated by increased population density and additional vehicular traffic. Instead of facilitating development, assist communities in standing up to suburban blight caused by loss of open space.

Idea Author: Doris F

Number of Stars 13

Number of Comments 0

**Idea Title: Need sidewalks or shared use paths to connect Collegeville Borough to Evansburg State Park.**

Idea Detail: Sidewalks or shared use paths are needed along Germantown Pike and Ridge Pike between Collegeville Borough and Evansburg State Park. If you walk these roads, you will see the worn tracks of pedestrians that walk in the grass. The rate of speed travelled on these vehicular-dominated corridors is way too fast. Evansburg State Park could become a local and regional bike-ped destination if only people could get there without having to get into their car to safely access it. Cars travel even faster on Ridge Pike because there are 2 lanes in at least one direction. Narrow the travel lanes and give this extra space to a sidepath, protected shoulder, or shared use path.

Idea Author: Adam S

Number of Stars 13

Number of Comments 1

Address: 3811 Germantown Pike 19426, United States

Comment 1: I love the idea of shared-use paths, accommodating both pedestrians and bikers.  
| By Mary-Margaret M

**Idea Title: Expand bike/pedestrian trail**

Idea Detail: Add bike sharrows or expand bike/pedestrian trail along Sumneytown Pike to connect with trail in front of Gwynedd Mercy

Idea Author: Mary-Margaret M

Number of Stars 12



Number of Comments 0

Address: 1325 Sumneytown Pike 19002, United States

**Idea Title: 2 lanes in both directions at all times with turning lanes**

Idea Detail: Making Germantown Pike 2 lanes at all times and adding appropriate turning lanes will help move traffic along.

Idea Author: Benjamin G

Number of Stars 11

Number of Comments 1

Comment 1: This is an excellent suggestion. There is definitely a problem from the Virginia Rd intersection to Arch Rd in particular with traffic suddenly stopping for left turns and cars making sudden lane changes to go around the stopped vehicles. This would make that section so much safer. | By Darla K

**Idea Title: Improve traffic light timing**

Idea Detail: Traffic on Butler Pike often only gets about 5 cars through per traffic light cycle. Being one-lane and having a sharp right turn from northbound onto Ridge often slows it down even more.

Idea Author: Brandon B

Number of Stars 11

Number of Comments 0

Address: 100 W Ridge Pike 19428, United States

**Idea Title: Drainage Ditch maintenance, or improvement to be more maintenance free**

Idea Detail: The drainage ditch along this stretch of Geryville Pike is hard to maintain as a homeowner (even though it is township land). Improve the drainage ditch along the road by adding weed cloth and a few layers of rock to keep down the really high weeds and grass in the summer which make it hard to see pulling out of the driveway. Manual weedwacking of



this by the homeowner is a bit dangerous and vehicles speed on this stretch. I have been almost hit a few times.

Idea Author: Brad T

Number of Stars 9

Number of Comments 0

Address: 4217 Geryville Pike 18073, United States

**Idea Title: Celebrate the history & architecture of Plymouth Meeting Village**

Idea Detail: Six properties located at or near the intersection of Butler and Germantown Pikes are individually listed on the National Register of Historic Places. The Village is Pennsylvania's first National Historic Register District. A developer's plans to subdivide one of the six properties have been withdrawn, creating an opportunity for the preservation of an 11-acre homestead and for its adaptive reuse. Especially now, when diversity and inclusion are finally getting the attention they deserve, the historic village and its role in the Underground Railroad warrant an infusion of creative exploration and capital.

Idea Author: Sydelle Z

Number of Stars 9

Number of Comments 2

Comment 1: We need to preserve the unique history of this space! | By Pamela B

Comment 2: This is a great idea! | By Doug H

**Idea Title: Upgrade/construct sidewalks on Butler and Germantown Pikes**

Idea Detail: The historic Village of Plymouth Meeting, centered at the crossroads of Butler and Germantown Pikes, needs sidewalks, or upgraded sidewalks, that complement the Village architecture. Bury the utility lines and remove the intrusive "boxes," especially at the northeast corner of the intersection. Six National Register of Historic Places-listed properties are located near the crossroads. These should be celebrated and preserved, especially in conjunction with the extension of the Cross County Trail through the Village.

Idea Author: Sydelle Z



Number of Stars 9

Number of Comments 0

**Idea Title: Sidewalk needed on Bethlehem Pike between Springhouse and Bulter**

Idea Detail: Sidewalks should run the full length between Springhouse (Intersection of where Penlynn Blue Bell meets Bethlehem Pike) all the way to Ambler (where Bethlehem Pike meets Bulter Ave). Currently, some spots have side walk, and some do not. Completing this would allow for better access to local businesses, as well as more children to be able to access the Wissahickon High School campus by foot. Thank you.

Idea Author: Deanne M

Number of Stars 9

Number of Comments 0

**Idea Title: Incentives for telecommuting**

Idea Detail: What incentives can be put in place to encourage more telecommuting and other more sustainable commuting options (such as carpooling and public transit)? Fewer commuters could result in environmental improvements, as well as less traffic on the roads.

Idea Author: Elizabeth B

Number of Stars 8

Number of Comments 0

**Idea Title: Upgrade traffic signals along Germantown Pike**

Idea Detail: Upgrade the traffic signals to include left turn arrows at all intersections and be properly timed. There are times when you have the red light at an intersection and there is no traffic on the cross street. Sensors are needed to determine when there is heavy traffic and when there is little to no traffic at intersections.

Idea Author: Doug H

Number of Stars 8



Number of Comments 0

**Idea Title: Rework the merge on Germantown Pike at Whitehall Road.**

Idea Detail: Going west, just past Whitehall Road, Germantown Pike narrows from 2 lanes to 1 lane, requiring motorists to merge. This is also at the exit/entrance from Wawa. I travel this road daily and other motorists often refuse to merge from the right lane. I have narrowly avoided accidents and been forced into oncoming traffic at times. Either widen Germantown Pike to 2 lanes to Potshop Road or maybe make the right lane exit into Wawa, instead of being a through lane. The way it is now is not safe!

Idea Author: Doug H

Number of Stars 8

Number of Comments 1

Comment 1: I've experienced the same dangerous situations with traffic in the right lane. Good suggestion. | By Darla K

**Idea Title: Safe travel for bikers**

Idea Detail: This is a dangerous intersection for bikers and pedestrians.

Idea Author: Mary-Margaret M

Number of Stars 8

Number of Comments 0

Address: 350 Susquehanna Rd 19002, United States

**Idea Title: Adding a turning lane**

Idea Detail: The intersection at Germantown Pike and Trooper Road intersection gets HIGHLY congested at peak hours. A turning lane off of Trooper Road would help

Idea Author: Veronika H

Number of Stars 8



Number of Comments 0

Address: 1022 Windy Hill Rd 19403, United States

**Idea Title: Geryville Pike to Sumneytown Pike More Walkable**

Idea Detail: The section of Geryville Pike between Sumneytown Pike and Upper Ridge Road is very residential, but it is difficult for residents to walk from Geryville Pike to Unami Creek Park on Geryville Pike or to the local businesses and restaurants on Sumneytown Pike. A sidewalk on this section of Geryville Pike and perhaps a stop sign at the intersection of Geryville Pike and Magazine Road would make the road more walkable and reduce the frequent speeding on Geryville Pike.

Idea Author: Elisabeth M

Number of Stars 8

Number of Comments 0

**Idea Title: More bike/pedestrian access on Swamp Pike near Manderach Park**

Idea Detail: It would be beneficial to increase pedestrian/bike safety on roads near Manderach Park.

Idea Author: Jen W

Number of Stars 8

Number of Comments 0

**Idea Title: Sidewalk or trail to King of Prussia**

Idea Detail: I see people walking to and from Bridgeport to Dekalb Pike in a dangerous spot where cars turn right into Bridgeport and along the congested 202. What happened to the trail project to connect to the CVT to Norristown? Could there at least be sidewalks?

Idea Author: Marilyn L

Number of Stars 7



Number of Comments 2

Comment 1: Hi Marilyn,

Even though this isn't part of the Montco Pikes project, I do have some positive news to share for you in this area. There is a sidewalk project with construction underway right now along DeKalb Pike between Saulin Boulevard and Bridgeport - one of the Upper Merion Township supervisors recently posted a picture on Facebook of it (<https://www.facebook.com/SupervisorGregWaks/photos/a.80068673845/10158888311428846/>).

In addition, the Chester Valley Trail Extension project through Upper Merion and Bridgeport is about to begin construction; it will be a couple year process to construct the trail, which will cross US 202 at Saulin Boulevard.

Matthew Popek  
MCPC Senior Transportation Planner | By Matthew P

Comment 2: Fully support this -- there was supposedly a plan to do this about 2 years ago (?). It was going to join the SRT near the east end of Norristown all the way out to KoP. Not sure what happened, but we need it. | By Brandon B

**Idea Title: Speed Control**

Idea Detail: Speed Limit is currently 35 MPH. Every day cars, trucks, and motorcycles race down this road on this straightaway. In 5 years living here, 3 cars have gone off the road into my yard where kids play. Although it is no passing zone, every day, multiple times a day cars pass each other, and cars regularly are doing at least 50 to 55, and many times faster. In addition, they blow through the 4 way stop sign at Upper Ridge and Geryville Pike.

Idea Author: Brad T

Number of Stars 7

Number of Comments 0

Address: 4217 Geryville Pike 18073, United States

**Idea Title: Swamp Pike - more sidewalks/biking lanes/public transportation**

Idea Detail: To simply walk across the street to see friends, you have to walk along the small



shoulder of the road, navigate traffic averaging 35+ miles per hour (usually higher), and then creep along the opposite shoulder to get to their house or neighborhood. I would love to see sidewalks along the stretches of road where there are adjacent neighborhoods and small businesses.

Biking along Swamp Pike is challenging as well because of the fast moving traffic and tight, bumpy shoulders. I am not sure what is the best solution for bikers, but again, a sidewalk would make a massive difference.

Lastly, public transportation is scarce and needed in our area. A lot of people who could afford housing in our area, cannot afford personal transportation. Public transportation would be especially helpful in connecting people to the SEPTA line and businesses along Ridge Pike.

Idea Author: Kristian D

Number of Stars 7

Number of Comments 0

**Idea Title: Reopen the road**

Idea Detail: Fix the bridge.

Idea Author: Brandon B

Number of Stars 6

Number of Comments 0

Address: Delancey Pl 19462, United States

**Idea Title: Sidewalk/Secure trail to the Green Ribbon trail**

Idea Detail: The sidewalk ends at the bridge that crosses the Wissahickon. Sidewalks or a secure trail that allows Ambler residents to get to the Green Ribbon trail would be helpful.

Idea Author: Mary-Margaret M

Number of Stars 6

Number of Comments 0

Address: 305 W Butler Ave 19002, United States





**Idea Title: Barndt Road & Rt 63 Trfc Light has helped Geryville Pike Users**

Idea Detail: Not so much an idea but more of a Thank You for the installation of the traffic light at Barndt Road and Route 63. It has helped users of Geryville Pike quite a bit. The light provides a brief break in the flow of cars traveling through Sumneytown and makes it easier and safer for Geryville Pike drivers to make the turn onto Route 63 in Sumneytown.

Idea Author: Jack P

Number of Stars 6

Number of Comments 0

**Idea Title: Pedestrian issues**

Idea Detail: I have nearly been hit going across the cross walk here a few times. Also when the intersection is very busy Ive had to wait several minutes to cross the street because cars don't stop turning.

Idea Author: Julie R

Number of Stars 6

Number of Comments 0

Address: 1290 S Broad St 19446, United States

**Idea Title: Sidewalk accessibility**

Idea Detail: The sidewalks here are not wheelchair accessible, they don't connect to the adjacent sidewalk/parking lots (except the one by the bank.

Idea Author: Julie R

Number of Stars 6

Number of Comments 0

Address: 1003 Sumneytown Pike 19446, United States



**Idea Title: Swamp Pike speed makes bike/ ped presence very unsafe**

Idea Detail: Swamp Pike between Limerick and New Hanover has very high vehicle speeds. If I drive the speed limit, I get tailgated. Just checking the mailbox on this road is uncomfortable. Biking or walking on Swamp Pike is just plain dangerous due to absence of shoulder and high vehicular speeds. Many vehicular accidents in the s-turns near Schaeffer's Auto (near Fruitville Rd) due to vehicles entering the turns at high speeds.

Idea Author: Adam S

Number of Stars 6

Number of Comments 0

**Idea Title: Divided bike lanes**

Idea Detail: With the turns and higher rates of speed being driven on Swamp Pike, divided bike lanes would be crucial for increasing safety. Due to the amenities along this roadway, it's unlikely that many people would use this for commuting unless going to a workplace but there is real value in recreational biking here.

Idea Author: Jennie J

Number of Stars 6

Number of Comments 0

Address: 2960 Raspberry Ln 19525, United States

**Idea Title: Swamp Pike**

Idea Detail: Traffic is abysmal going through Gilbertsville on Swamp Pike. Development in the area is out of control with even more to go forward. We see no great road work on the part of developers. At Wilson Rd and Swamp/Bartman Rd and Swamp are particular death traps and there are multi-light issues both directions following the intersections so putting a light there would just add to the problem. Coincidentally, there is a development slated across from the Bartman intersection and one development already started adjacent to that intended development..... what a traffic nightmare. Please don't think about traffic circles.

We do appreciate (sarcasm) the traffic circle at the end of Swamp where it meets Ridge Pike,



at the assisted living, cemetery and soon to be townhouses. Who came up with that one????

Idea Author: jane D

Number of Stars 6

Number of Comments 0

**Idea Title: Sumneytown Pike Walking Path & Bike Lane**

Idea Detail: Need safe paths for walking and biking between Gwynedd Mercy College and Bethlehem Pike on Sumneytown. High speed traffic, narrow shoulders, and accelerating vehicles entering from Gwyn Ayre development adds another dimension of risk.

Idea Author: Scott R

Number of Stars 6

Number of Comments 0

**Idea Title: Additional lanes at Germantown Pike/Chemical Rd traffic light**

Idea Detail: Additional lanes heading straight ( towards Butler Pike /Lafayette Hill) would help with congestion as well as safety. Cars are constantly in turning lane and cut off drivers heading straight on Germantown Pike.

Idea Author: Linda T

Number of Stars 5

Number of Comments 0

**Idea Title: Add driving lanes and MMT to Germantown Pike throughout**

Idea Detail: Traffic congestion occurs even on the weekends from Valley Forge Rd to Whitehall rd since there are inadequate travel and turn lanes. 5 lanes, 2 each direction with a center turn lane would help ease congestion

Idea Author: Brian G

Number of Stars 5



Number of Comments 0

**Idea Title: Add 2 lanes and MMT on Sumneytown from 363 to Kulpsville**

Idea Detail: This section of Sumneytown pike gets extremely congested during the week from the high school and all the businesses, yet Sumneytown is 1 lane in each direction and the intersection can't handle the volume of traffic. The turnpike was updated to handle more traffic but not the local road. This stretch needs 2 lanes each direction with a center turn lane.

Idea Author: Brian G

Number of Stars 5

Number of Comments 1

Comment 1: I totally agree. I will drive several miles out of the way to avoid Sumneytown Pike when Merck or NPHS is starting or letting out. | By ronald P

**Idea Title: Bike route needed on Butler Pike between Ambler & Conshy**

Idea Detail: With all the construction and traffic, we desperately need a bike path along Butler pike from Ambler to Conshohocken (which would also serve Ambler to Plymouth Meeting/Lafayette Hill). This would alleviate many commuting issues between 2 major towns in the county. Thank you for considering!

Idea Author: Deanne M

Number of Stars 5

Number of Comments 0

**Idea Title: Pedestrian Bridge over Butler Pike for Green Ribbon Trail**

Idea Detail: It isn't particularly safe crossing Butler Pike to continue on the Green Ribbon Trail.

Idea Author: Mary-Margaret M

Number of Stars 4

Number of Comments 0



Address: W Butler Ave 19002, United States

**Idea Title: Bus service on Butler Pike between North Lane and Ridge Pike**

Idea Detail: Identify opportunities for pedestrian and bus stop improvements for SEPTA Routes 95 and 97

Idea Author: Mark C

Number of Stars 3

Number of Comments 0

Address: 1738 Butler Pike 19428, United States

**Idea Title: 4 way Pedestrian crossing**

Idea Detail: It would make the intersections safe for pedestrians if there was a 4 way crossing instead of a 2 way.

Idea Author: Julie R

Number of Stars 3

Number of Comments 0

Address: 815 Sumneytown Pike 19446, United States

**Idea Title: Sidewalk issues**

Idea Detail: The sidewalk on the side of road the shopping center is on ends at bridge. Forcing pedestrians into the street of oncoming traffic. Please consider adding a connecting sidewalk or some kind of barrier/visibility infrastructure to connect the sidewalks.

Idea Author: Julie R

Number of Stars 3

Number of Comments 0



Address: 985 Sumneytown Pike 19446, United States

**Idea Title: Sidewalk to connect Germantown Pike from Lower Providence to Collegeville**

Idea Detail: A sidewalk extension is needed to connect Germantown Pike from Lower Providence to Collegeville. This will allow pedestrian traffic between Lower Providence and Collegeville over the Collegeville bridge. Both Lower Providence and Collegeville are currently being developed with townhomes, senior homes, convenience stores, and more.

Idea Author: Dean M

Number of Stars 3

Number of Comments 1

Address: 4015 Germantown Pike 19426, United States

Comment 1: Hi Dean, this is already planned.

<https://www.collegevilledevelopment.org/penn-dot-collegeville-road-improvements/> | By Brian G

**Idea Title: Improve sidewalks along the Easton Rd corridor through Roslyn**

Idea Detail: Much of the Easton Road corridor between Edge Hill Rd. and Welsh Rd is in poor condition and not compliant with ADA. Improved ADA crossings are needed. Additionally, we could use dedicated bike lanes.

Idea Author: Carl K

Number of Stars 3

Number of Comments 0

**Idea Title: Side walk from the shops at Skippack/Butler along Butler to Ambler**

Idea Detail: Many people walk from Ambler to these shops and back. It is a dangerous road for walkers and even a thin sidewalk would be helpful.

Idea Author: Ann E

Number of Stars 3



Number of Comments 1

Address: 848 Ivy Rd 19002, United States

Comment 1: A multipurpose pathway that includes pedestrian and bike traffic would be preferable. There are so few ways to safely get out of Ambler by bike and connect to trails such as the Cross County Trail. I just pray when I am on Butler pike that nobody is on their cell phone and they see all my flashing lights on my bike. | By Mary-Margaret M

**Idea Title: Need for severe "neck craning" merging east from Whitehall Road**

Idea Detail: While the intersection of Germantown Pike and Whitehall Road is located at the terminus of the County-owned portion of the Pike, "merging eastwards" from here is a serious problem. (I am referring to the merge lane located in front of the East Norriton Fire Company's sub-station.) This access lane needs to be redesigned for improved driver safety. How many accidents have occurred at this intersection since it's redesign in the last decade?

Idea Author: Kim H

Number of Stars 3

Number of Comments 0

**Idea Title: Bike Racks along bridge and better signange for trail access.**

Idea Detail: Bike racks and signage

Idea Author: Mary A

Number of Stars 3

Number of Comments 0

Address: Chestnut Ave 19002, United States

**Idea Title: Incorporate more opportunities for public transportation**

Idea Detail: Reduce traffic and the need for wider roads by adding opportunities for public transportation. Building highways for cars is far more expensive than increasing the frequency of train and bus service and planning intermodal connections across the county.



Idea Author: Doris F

Number of Stars 2

Number of Comments 0

**Idea Title: Curb cut design doesn't always benefit targeted group**

Idea Detail: Most curb cut projects don't seem to include funding for the reconfiguration of below ground infrastructure. To account for this incompatibility, the slopes of many cuts are too steep. Many have drainage problems that bring dangerous ice jams and lakes at the bottoms of ramps. It's a safety hazard, particularly at crossings on the busy roads under study. There must be a better way to serve the handicapped population.

Idea Author: Doris F

Number of Stars 2

Number of Comments 0

**Idea Title: Add a left turn arrow for the traffic traveling towards Ambler on Butler Pike and turning left onto Morris**

Idea Detail: The lack of left turn arrow leads to back ups at rush hour and a number of accidents

Idea Author: Ann E

Number of Stars 2

Number of Comments 0

Address: W Butler Ave 19002, United States

**Idea Title: Bike Sharrows/**

Idea Detail: The intersection of Butler and Susquehanna is too narrow and unsafe for biking/walking. Too few avenues for getting out of Ambler on bike.

Idea Author: Mary-Margaret M





Number of Stars 1

Number of Comments 0

Address: 1225 E Butler Pike 19002, United States

**Idea Title: Bus service between US 202 and North Wales Borough**

Idea Detail: Identify pedestrian and bus stop improvement opportunities for SEPTA Bus Route 96

Idea Author: Mark C

Number of Comments 0

Address: 645 S Sumneytown Pike 19454, United States

**Idea Title: Bus service between Norristown Rd and Ambler Borough**

Idea Detail: Identify opportunities for pedestrian and bus stop improvements

Idea Author: Mark C

Number of Comments 0

Address: 761 W Butler Pike 19002, United States

**Idea Title: Weight restricted bridge**

Idea Detail: Repair bridge to allow transit buses to traverse without waivers

Idea Author: Mark C

Number of Comments 0

Address: W Butler Ave 19002, United States

**Idea Title: Bus service between Cheltenham Avenue and Willow Grove**



Idea Detail: Identify pedestrian and bus stop improvements for portions of Routes 18, 22 and 77.

Idea Author: Mark C

Number of Comments 0

Address: 322 N Easton Rd 19038, United States

**Idea Title: Improve timing of light at Susquehanna and Butler Pike**

Idea Detail: At 3:30-4pm traffic starts to back up on Butler pike as people are waiting at the intersection to get from Ambler to the 309 interchanges. It is a long frustrating wait through several lights.

Idea Author: Mary-Margaret M

Number of Comments 0

**Idea Title: Bike Sharrows/Lanes**

Idea Detail: There are very limited avenues for getting out of Ambler safely by Bike.

Idea Author: Mary-Margaret M

Number of Comments 0

Address: 305 W Butler Ave 19002, United States

**Idea Title: Need Help With Stop Sign At Geryville Pike & James Rd**

Idea Detail: When traveling north on Geryville Pike and you arrive at the stop signs at Geryville, James Rd, and St Pauls Church Rd, it is difficult and dangerous to make a left turn onto James. If south-bound traffic on Geryville is heavy, drivers do not wait long enough for you to safely turn onto James. You eventually just have to be aggressive and make the turn in front of traffic. Try it some time for yourself at rush hours.

My only thoughts to eliminate the issue is to install traffic lights

OR move St Pauls Church Rd so it aligns with Geryville OR make St Pauls Church into a dead end so that there is no longer access to it from Geryville. That would allow you to move the south-bound stop sign on Geryville over to James Rd. It's an unusual intersection. Like I said, try it for yourself some time.



Idea Author: Jack P

Number of Comments 0

**Idea Title: Discourage speeding on Easton Road.**

Idea Detail: Drivers don't observe speed limits. They ignore yellow lights and try to get through the intersections after lights are red. There must be a way to make Easton Road safer for bicyclists and pedestrians.

Idea Author: Doris F

Number of Comments 0

**Idea Title: Traffic Light Needed on Sumneytown @ Wellington Dr**

Idea Detail: High-speed traffic from Bethlehem Pike intersection to Gwynedd Mercy College. Need way for cars and pedestrians to safely enter the road at Wellington Dr (Gwyn Ayre development) which would also allow cars to periodically enter from Brushtown Rd (busy road).

Idea Author: Scott R

Number of Comments 0

**Idea Title: Need continuous sidewalk**

Idea Detail: pedestrians going from bus stop on germantown pike to ridge shopping center are forced into the roadway due to sidewalk ending,

Idea Author: David L

Number of Comments 0

Address: 2070 Butler Pike 19462, United States

**Idea Title: Frequent red light running where Germantown & Potshop intersect**

Idea Detail: Could cameras be installed at this intersection?



Idea Author: Kim H

Number of Comments 0

**Idea Title: Not ideal for Bikers , traffic calming would be helpful**

Idea Detail: Concern for bikers , too congested

Idea Author: Mary A

Number of Comments 0

Address: 911 E Butler Pike 19002, United States

**Idea Title: Make small bus sections on Easton Rd & other roads more visible**

Idea Detail: Blocks with mostly small storefronts are also "invisible" to commuters causing danger when

- drivers are trying to find a location
- drivers are trying to park in front of a business and other cars are whizzing past
- pedestrians feel less safe visiting a block with only one or two stores open
- young people aren't as safe in area without lots of other people going about their business

Idea Author: Margaret M

Number of Comments 0

**Idea Title: Provide safe connection between bike trail and Butler Pike**

Idea Detail: Bicycle trail ends at Chemical and Germantown and there is no safe way to proceed in any direction. Butler Pike is a short distance away and allows cyclists to get to Flourtown or continue on Butler. Please establish a safe connection between the two.

Idea Author: Ken K

Number of Comments 0

**Idea Title: Establish safe connection between bike trail and Butler**

Idea Detail: The bike trail ends at Chemical Road and Germantown. There's no safe way to



proceed from that intersection. What's needed is a connector to Butler Pike that provides safe and convenient access.

Idea Author: Ken K

Number of Comments 0

Address: 100 W Germantown Pike 19462, United States

**Idea Title: Traffic lights should recognize cyclists**

Idea Detail: The traffic light at Waverly and Easton is only one of many that does not recognize cyclists. A cyclist on Waverly will not get a green light until a car comes along. It's particularly difficult to cross Easton Road because of the high volume of traffic.

Idea Author: Ken K

Number of Comments 0

Address: 154 S Easton Rd 19038, United States

DRAFT



## **Survey: Need for Future Improvements**

**Question: Butler Pike: What type of transportation improvements are needed and appropriate in the future? (Select your top 3 options)**

**Safety Improvements : 21**

**Intersection Improvements : 39**

**Additional Travel Lanes : 20**

**Shoulder Widening : 20**

**Maintenance/Resurfacing : 9**

**Bicycle/Pedestrian Infrastructure : 39**

**Transit Service/Access : 7**

**Access Management : 1**

**Stormwater Management : 9**

**No Improvements Needed : 1**

**Other (please describe in the comments - indicate which corridor) : 5**

**Not familiar with this corridor : 29**

**Question: Add your comments here for Butler Pike**

**11th Ave in Conshy through Flourtown is a mess, both paving and traffic light timing.**

**Butler Pike is a barrier to walkability. It has no sidewalks. Intersection crossings are dangerous.**

**Butler Pk and Germantown Pk intersection is woefully outdated. With increased number of apartments and businesses, this intersection was ok in the 50s and possibly the 60s, but certainly not adequate now. I know there**



are issues given the historical buildings on three of the corners, but the inconvenience and dangers associated with gridlocked traffic must take precedence.

Butler Pk at Germantown has a jog creating confusion for many drivers. If this intersection eliminated the jog and went straight through it would create a safer environment for drivers, pedestrians and families entering Friends School off of Germantown Pk.

Children and teens are regularly seen walking and biking on Butler between Germantown and Ridge where there is no sidewalk and little to no shoulder.

Dog leg at Butler Pike and Germantown Pike Needs to be straightened somehow.

Germantown Pk., Ridge Pike, Chemical Rd.and Butler Pk. all need bypasses. The historical properties in Plymouth Township and Whitemarsh Township must be preserved and left alone. Make a by-pass for the townships to stay away from all of those roads.

Here I am mainly focusing on the section of Butler between Ambler and Skippack Pike. The intersection with Morris Road is dangerous. No turn on red has helped, but turn left arrows would help further.

The slight hill on Butler adjacent to this intersection suffers terribly from water running across it which gets treacherous when the road freezes to make an icy hill.

Side walks between Ambler and the shops/restaurants at Broad Axe village would allow safe pedestrian access.

Historic preservation of the Butler and Germantown intersection is **IMPERATIVE.**

It's tough to see the yellow lines when it rains, maybe you could put reflectors in like the turnpike has.

not familiar with it

Other than the intersection of Butler & Germantown Pike, Butler pike can use major upgrades at that intersection, then basic safety and intersection improvements to make possible a large change in Public's Transit use. Get cars of the streets.



**Protected bike lanes for non-motorized vehicle travel. A multiuse trail on Penllyn Pike would be a suitable alternative.**

**Re-align Butler Pike at Germantown so the lanes line up,**

**Should have light sensors at germantown and butler. Maybe even make parts of butler one way**

**Sidewalks and bike lanes if possible would be a terrific addition for quality of life, safety, reducing carbon emissions and car usage and foster a more neighborhood feel.**

**Safety on the roads is of course the most important to protect the health and welfare of people. Bike lanes and sidewalks would help people walk and bike to run errands, exercise and get between towns in a safe manner. This will help local economics, the sense of community and lifestyle.**

**Sink holes have been a issue.**

**The intersection of Butler and Germantown is particularly dangerous and seriously outdated for the amount of traffic it is currently handling. The awkward intersection at Narcissa and Butler has always been an issue for as long as I can remember (25+ years).**

**too much traffic**

**very dangerous to ride bike on many stretches. Need at least adequate shoulders and ideally separate bike / pedestrian path.**

**Question: Easton Road: What type of transportation improvements are needed and appropriate? (Select your top 3 options)**

**Safety Improvements : 25**

**Intersection Improvements : 30**

**Additional Travel Lanes : 7**

**Shoulder Widening : 4**





**Maintenance/Resurfacing : 8**

**Bicycle/Pedestrian Infrastructure : 29**

**Transit Service/Access : 7**

**Access Management : 3**

**Stormwater Management : 6**

**No Improvements Needed : 1**

**Other (please describe in the comments – indicate which corridor) : 1**

**Not familiar with this corridor : 41**

**Question: Add your comments here for Easton Road**

**Consistency with number of travel lanes**

**Easton Rd, and generally: Sidewalks are needed everywhere. Everywhere. Especially areas in the more exurban neighborhoods. Or along "vinegar hill" of Susquehanna Rd. If a person lives near Abington Hospital and works at Rydal Park or Whole Foods, the safe walk is quite long. Building sidewalks where there are none is very expensive, but worth it in the long run. Consider a 10-year plan to build sidewalks on every road in the county. I'd chip in more taxes for this. This would reduce car traffic**

**Not sufficiently familiar with it**

**Regarding your summary of Easton Rd. comments, it might be helpful to have uniform signage in all communities that identifies parking areas, bus stops, transit, crossings, etc. Sometimes individual communities initiate their own signage programs. A driver moving through the community can't absorb different signage for the same amenity. Uniform signage placed where it can be easily read is important.**

**Same comments**

**The congestion gets really bad during certain hours**



The entrance to Roslyn Train station (Easton & Susquehanna Rds) is not only dangerous, its almost invisible. Something needs to be done to improve this transit station entrance, and the intersection of Easton Rd and Susquehanna Rds is dangerous for kids to attempt to cross on their way to / and from school.( Also ...There are no crossing guards for this intersection and with the Regional rail crossing right there ...) ? A scary / ugly intersection for anyone to cross.

The pedestrian crossing @ Easton & Wesley is often ignored by autos when pedestrians are in the walkway. It's dangerous.

The train station in Roslyn is of course a big issue, but a simple short term solution is to not allow back to back trains to run through there, give at least 10 minutes spacing. The lower portion has been repaved but near the mall has been neglected. And also around the mall for southbound traffic you need to encourage people to use both lanes through the light at Old Welsh and merge together after the intersecting, overhead signage stating that point. The merge itself is designed correctly.

These questions aren't optional

Too much commercial Development to fix

Question: Germantown Pike: What type of transportation improvements are needed and appropriate? (Select your top 3 options)

Safety Improvements : 33

Intersection Improvements : 47

Additional Travel Lanes : 28

Shoulder Widening : 17

Maintenance/Resurfacing : 13

Bicycle/Pedestrian Infrastructure : 44

Transit Service/Access : 5

Access Management : 8



**Stormwater Management : 14**

**No Improvements Needed : 1**

**Other (please describe in the comments – indicate which corridor) : 4**

**Not familiar with this corridor : 13**

**Question: Add your comments here for Germantown Pike**

**Do not plan to make any lane changes between Meeting House Rd and Butler Pike. Back in 2004 2005 there were lane changes which caused significant problems at this end of Germantown Pike due to unsafe Site/ parking problems.**

**At Aldan Rd there is an incline on the Pike and with heavy traffic residents were unable to safely come in and out of the property along with residents not able to park on Germantown Pike because they do not have driveways. PennDot had to revert lane changes back.**

**For community, lifestyle and local economics sidewalks are the most important item. It will make the township have a more small town feel and will increase healthy lifestyles and reduce carbon footprints.**

**The safety is always the most important issue to me for the health and welfare of all.**

**The Butler and Germantown intersection needs to be improved for the flow of traffic as does the Germantown chemical road intersection. That said I think safety and bike lanes are more important**

**Germantown and Chemical Road is particularly dangerous! Germantown Pike between Chemical and Butler is horrendous at rush hour. Additionally, Germantown Pike around the Plymouth Meeting Mall has terrible access management problems for businesses on either side of the road.**

**Germantown Pike at Hearts Lain is a mess.**

**Germantown Pike is dangerous to walk in Whitemarsh. There are areas without no sidewalk where you must walk in the street or through parking lots. Germantown Pike in Whitemarsh does not shed rainwater. It**



consistently has standing water and hydroplaning is a serious issue.

Given the congestion in the area, protected bike lanes or a multi-use separated trail would provide a very important transportation link. Additionally, allowing for 'all hours' travel through the Norristown Fark Park to allow non-vehicles safe passage during darkness is extremely important.

Historic preservation of the Germantown and Butler intersection is **IMPERATIVE**.

If I remember correctly, the road does not have shoulders near New Hope Street.

Lots of water at entrance to neighborhoods including Whitemarsh Green following rain

My home is on the corner of Germantown and Grange Ave in Lower Providence Township. There are multiple accidents a year, many of which end up in the yards of the four properties on the corners, and many more near misses and oh so many horns. Please finially figure out what to do with this very busy intersection.

need additional lane

Need safer crossing at Chemical and Germantown for cyclists and pedestrians using the bike trail.

NO Parking on Germantown Pike. Can't see to pull out making a left or right turn onto Germantown Pike because cars and trucks block views.

Put reflectors in like the turnpike has.

Safer entrance and exit with Turnpike. Trying to go straight on Germantown from the Turnpike involves a quick lane switch in a congested section right before an intersection.

Safety improvements - heading west on Germantown and Whitehall road, where Germantown goes from 4 lanes to 2 lanes. Also the merger of Ridge Pike and Germantown road. Huge bottleneck during rush hours  
Intersection improvements - along Germantown adding left turn lanes and signals at high traffic intersections, ex Germantown and Evansburg



**Additional travel lanes Germantown/Whitehall to Collegeville**

See above

See previous comments

**Some very dangerous intersections, like the one with Thomas Road**

**Standing water or road flooding in areas is dangerous. Roadway is always in need of maintenance and the last time it was paved in plymouth some street lanes still haven't been marked and several sewers were never finished all around turnpike area.**

**Storm water runoff flows onto and across historic properties, washes topsoil, and undermines foundations. Pedestrian safety (and bike rider safety) have never been addressed, even at the most basic level of ensuring consistent sidewalks. The intersection is especially challenging. Utility boxes/poles were installed without regard to historic assets or pedestrian safety--the wires should be buried and the ugly boxes/poles removed.**

**The area has grown so much and it still has the same 2 lane road from valley forge road to Whitehall. Improving Multi-modal transportation, by adding more lanes, intersection improvements, public and pedestrian would greatly improve this section and ease traffic on ridge pike as well.**

**The stretch around Chemical Rd and Butler Pike is just pathetically bad organization**

**This Pike road needs major upgrade from Philadelphia boundary. The traffic runs slowly especially when behind a bus, no room to pass anywhere. Whitmarsh does everything it can to make Germantown Pike just not flow well. The intersection at Butler Pike is a speeders paradise. Light changes anywhere from 3 to 6 cars run the light. And we are talking almost every light. The light timing is awful, sometimes a turn light most times not causing running of the left lane turn lane.**

**Widely varied road surface conditions. Some areas are maintained, others are very rough with many potholes - large differences in manhole cover heights vs. road height creating hard bumps. Different surfacing used. No center or left turn lanes in many very congested areas with businesses. Traffic lights vary - some seem very old - no consistency with left turn lights. Lights at 202 in particular create long traffic jams morning and evenings.**



**Would like Evansburg / Collegeville area to be more walkable. Would like to see bike lanes**

**Years ago sidewalks were in place. When Peco did repairs 40 years ago they tore them up and never replaced in Evansburg. Evansburg is a small historic village so minimal space is here. The houses are very close to the road. and the water management here is horrendous.**

**Question: Geryville Pike: What type of transportation improvements are needed and appropriate? (Select your top 3 options)**

**Safety Improvements : 7**

**Intersection Improvements : 5**

**Additional Travel Lanes : 0**

**Shoulder Widening : 6**

**Maintenance/Resurfacing : 2**

**Bicycle/Pedestrian Infrastructure : 6**

**Transit Service/Access : 1**

**Access Management : 1**

**Stormwater Management : 2**

**No Improvements Needed : 0**

**Other (please describe in the comments – indicate which corridor) : 0**

**Not familiar with this corridor : 71**

**Question: Add your comments here for Geryville Pike**

**Between Wooded Ridge and Magazine Roads. Storm water runoff is eroding roadway and driveways that connect to the road.**



**Don't know it**

**Intersection at Geryville Pike and Magazine Road is dangerous. Be great to have a stop sign there to improve safety and reduce rampant speeding on Geryville Pike. Intersection at Geryville Pike and Sumneytown Pike is very dangerous too. Be great to improve safety there.**

**Please improve the intersection with Sumneytown Pike. It is extremely dangerous.**

**You must hold your breath every time you pull out of Geryville pike onto Sumneytown Pike so that when you are hit you have your own internal airbag.**

**The intersection with James Road is an odd 4 way stop and most drivers do not understand who has the right of way.**

**As a driver who frequently enters Geryville Pike from Hoppenville Rd, its sometimes difficult to see oncoming traffic coming northbound. However, Geryville Pike is not a busy road so the risk of getting hit is low.**

**Use better survey design**

**Question: Sumneytown Pike: What type of transportation improvements are needed and appropriate? (Select your top 3 options)**

**Safety Improvements : 25**

**Intersection Improvements : 29**

**Additional Travel Lanes : 19**

**Shoulder Widening : 13**

**Maintenance/Resurfacing : 10**

**Bicycle/Pedestrian Infrastructure : 38**

**Transit Service/Access : 6**

**Access Management : 2**



**Stormwater Management : 9**

**No Improvements Needed : 2**

**Other (please describe in the comments – indicate which corridor) : 1**

**Not familiar with this corridor : 36**

**Question: Add your comments here for Sumneytown Pike**

**Additional Lanes in Lower Gwynedd Township, parts of Upper Gwynedd and all of Main St in North Wales which is actually Sumneytown Pike.**

**Additional travel lanes - Sumneytown /Valley Forge RD intersection up to the PA Turnpike, and North Wales to route 202**

**Intersection improvements - Sumneytown and Valley Forge RD plus Valley Forge and Skippack are problematic during rush hours**

**Connecting boroughs and towns via bike goes a long way for community members.**

**Desperately need traffic light and/or pedestrian crossing for students, staff, residents at Montco VoTech entrance.**

**I like to see Sumneytown pike to have additional lanes and sidewalk on both sides of the road at a comfortable width. A bike path along them will be great so the residents can safely engage in biking for health improvements.**

**In Upper Gwynedd, the sidewalks on Sumneytown Pike either jump from one side of the road to the other, or are non-existent. There needs to be an unbroken sidewalk and bike lane on Sumneytown Pike between North Wales and Valley Forge Road. It would also be helpful if there was a bike lane between North Wales and Spring House along Sumneytown Pike.**

**Intersection at Sumneytown Pike and Geryville Pike is very dangerous. Would be great to improve safety there.**

**Many sections have virtually no shoulder and definitely no bike / pedestrian access**





**On Sumneytown often... bottle necks cause congestion (2 lanes merging to 1)... bikers/pedestrians (especially students) at risk on Pike - walkway needed... if Pike not widen than shoulders should be...**

**Perhaps timing/length of light would help at intersection of Valley Forge Rd/Sumneytown Pike around 7am when North Penn High students and Merck employees and others converge.**

**Please complete the work already started with the pedestrian access area on the new bridge over the Unami. This is inaccessible at this time despite the tax dollars spent to create it. There needs to be a safe way for users to use this and it would fit in well with the existing proposed Highland Trail network. <https://pahighlands.org/trail-planning/segments>**

**This can be combined with a traffic control system to improve the intersection with Gerryville Pike**

**Speed adherence - bridge needed over waterway next to Weis**

**Storm water management needed near Towamencin Creek. The Sumneytown Pike road floods from the creek as well as from water runoff from Clearview Road.**

**The area has grown so much and it still has the same 2 lane road from Supplee road to Forty Foot Rd. Improving Multi-modal transportation, by adding more lanes, intersection improvements, public and pedestrian access would greatly improve this section financially and ease traffic a lot especially during rush hour.**

**The following intersections could be improved with extra turn lanes:**

**Maple Ave, Harleysville**

**Valley Forge Rd, Lansdale**

**Otherwise, I think this Pike is in good shape**

**There are no sidewalks on some portion of the road between Broad Street and Valley Forge Road.**

**There are very few NE/SE safe travel options for non-vehicle traffic in this region. Having a protected bike lane or multi-use trail would greatly serve the region.**



There is a bottleneck where Sumneytown Pike reduces from 2 lanes to 1 just west of SR 0363 where traffic backs up every work day. Enabling the 2 lanes to go all the way through to the PA Turnpike entrance would help.

Why do I need to answer all these

Question: Swamp Pike: What type of transportation improvements are needed and appropriate? (Select your top 3 options)

Safety Improvements : 10

Intersection Improvements : 15

Additional Travel Lanes : 5

Shoulder Widening : 12

Maintenance/Resurfacing : 6

Bicycle/Pedestrian Infrastructure : 13

Transit Service/Access : 1

Access Management : 4

Stormwater Management : 5

No Improvements Needed : 0

Other (please describe in the comments – indicate which corridor) : 2

Not familiar with this corridor : 64

Question: Add your comments here for Swamp Pike

(continued from above), reduce car traffic, allow access to jobs for people who are not able to drive, allow opportunities for exercise for everyone. It's not much of a priority for the average Montco resident, I think, but it's important, even when people don't realize it. Thanks for asking me.



**Additional lanes - needed for Swamp Pike from Ridge Pike up to Gilbertsville to handle increasing traffic flow**

**Safety improvements - additional turn lanes and traffic signals on high traffic intersections**

**Bicycle/infrastructure in Gilbertsville. Bike riders have a difficult time on this section of Swamp Pike**

**Intersections need more turn lanes and better markings on speed limits**

**My selections here focus on the intersection of Ziegler road, which is located within a busy township park (Limerick Community/Manderach Park). They just added a dense housing development behind this park. Ziegler Road goes through the park (soccer fields, walking paths, playground) Visibility is poor from most directions. I suggest adding a traffic light here.**

**Pedestrian/bike path from the Village of Willow Run to Limerick Park. The park is so close but residents in our community have no safe access to walk or bike to the park. There are many residents who walk there but we must drive 1/4 mile to get there, and the bikers ride on the non-existent shoulder (not safe) to get to the park.**

**Seriously...**

**Swamp Pike and the surrounding feeder roads between rte 663 & Gilbertsville Rd. have become a popular shortcut for those travelling the rte 100 corridor to and from points east on Swamp Pike. This has already had a negative effect on accessing Swamp Pike and has had a direct impact on the number of accidents resulting from turns onto and off of feeder roads to and from Swamp Pike. These conditions clearly will become greatly exacerbated following the construction of the Town Center Project.**

**Swamp Pike from Rt 663 East Bound needs drainage work and re-paving.**

**Whoever has been doing road maintenance in Montco the last several years should be fired. They either don't know how to repave roads or don't do any follow up on the worker's performance during and afterwards. Ridge ave or ridge pike is also horrendous**

**Willow Run is a development of 149 homes along the Swamp Pike in Limerick Township. The Township plans to expand Limerick Community Park and create another entrance across from the Arcadia at Limerick Pointe**



**development at the Swamp Pike roundabout. Despite being across the street, Willow Run residents are unable to walk or bike safely to the entrance because of a lack of shoulder, sidewalk or trail and a lack of a safe crossing. Please include us in future planning.**

**Comments**

Number of Comments 0

DRAFT



## Survey: The Future of Montco Pikes

**Question: Provide your input on the potential improvements to Butler Pike.**

The intersection of Butler and Germantown is inconvenient but the historic nature of the buildings and the village should eliminate the option of realigning this intersection. Nearby intersections should be improved to reduce demand at this intersection

Too many speeders from Campus Dr to Township Line Rd. The road is straight and drivers drive way above speed limit and also make illegal pass for normal drivers. Need speed limit sign or Slow Down signs to remind drivers. Install flashing lights around Harriet Weatherill Park entrance or speed bumps to slow down traffic to allow safe turns. Install Pedestrian Crossing Signs and painted crosswalk from community at Dickinson Ln to Harriet Weatherill Park for safety. Please consider. Thanks!

Turn signal from west bound Butler Pike to south bound Bethlehem (in Ambler) should be added. Increased bike lanes along Butler Pike in Ambler.

We have good bike trails in the area. Adding bicycle traffic to this particular road could be counterproductive.

We should take this opportunity to really standardize and improve the road system by integrating bike lanes with curb separators and sidewalks the entire length of the road, we should be prioritizing pedestrian and bike traffic, if there is auto traffic delays because of it so be it, they should be taking public transport or live closer to work, this should also be coupled with a return to trolley service on fayette/butler pike too!

Yes, PLEASE add a left turning lane from North Lane onto Butler/Fayette St. If the turning car does not pull up far enough to let cars around them (ormore than one car in turning), then no one gets through the light and the road backs up. Also the traffic sensor at Station Ave/North Lane and Hector takes forever for the light to change. It used to be good, but it stopped being respondent about 2 years ago.

Needs improved pedestrian and cyclists crossing, i.e. flashing lights, designated line, narrowed road at any section where crossing occurs to slow traffic. (Great resource: <https://youtu.be/bglWCuCMSWc>). All crosswalks need to prioritize the person and not the car. Needs pedestrian and bike access like sidewalks and bike lanes



**NO to intersection re-alignment-Plymouth Meeting was founded here:  
Plymouth Meeting of Religious Society of Friends Meetinghouse-1708.  
Plymouth Friends School also here.HIstoric disctict: Abolitionist Hall &  
Hovenden House**

**None**

**Parking should alternate to the other side of the street to allow better flow of traffic.**

**Plan does not appear to include the addition of pedestrian and bicycle access to Morris road intersection — this would be a major omission, separating broad axe from ambler borough**

**Please God, no more road widening! Isn't the 202 nightmare enough? 202 through Blue Bell now has more lanes than the PA Turnpike in some places. Having a 5-lane highway through the middle of town has destroyed the beautiful, green feel of the area. Totally useless. Huge waste of money. (Who's family member owns the sound-barrier business? Someone is raking in millions in area tax dollars. Time for that to be investigated.) How many pedestrians are we talking about? There are bigger issues.**

**73 and Butler Pike Intersection needs much improvement. Not enough traffic getting through Butler Pike during peak hours.**

**A multiuse/off-road trail on Butler between Ambler and the Horsham powerline trail would be a very useful connection**

**A safe crosswalk for children crossing from Dickinson Ln (WhitemarshStation neighborhood) to Harriet Wetherill Park) would be greatlyappreciated. As we know, many cars don't obey the speed limit on ButlerPike. Especially along this straight away.**

**As a resident along Butler Pike, it is very encouraging that you are makingimprovements. Some additional ideas include: updated posted speed limits -vehicles drive WAY TOO FAST especially after the Butler/Narcissaintersection, additional sidewalks to safely walk to nearby shopping andrestaurants, pedestrian crosswalk with signal to cross Butler Pike and intothe Harriet Wetherill Park from Whitemarsh Station neighborhood. We appreciate the opportunity to provide feedback.**



**Consider roundabouts at busier, accident-prone intersections. Maybe at Skippack and Susquehanna.**

**Coordinate with the plans for the Cross County bikeway, especially the crossover at Germantown Pike. Also, safe crossing of the Green Ribbon Trail is important. Thanks for pointing those out.**

**Have a traffic lights timed for better traffic flow and put sensors to make lights change when no traffic is present for green light lane. Pave Pave Pave**

**I am an avid cyclist. I ride EVERY DAY. Butler pike needs wider shoulders for most of the road to be able to safely bike**

**I am In total agreement with the changes to Butler Pike on the stretch between Bethlehem Pike and limekiln Pike. A walking path and shoulder are recommended... something I have fumed about since I moved in 25+ years ago. It's extremely dangerous due to narrow roadway and no ability to walk or bike safely to ambler or maple Glen. In addition to the safety issue, this will surely increase pedestrians and consumers to ambler borough and maple Glen shopping areas.**

**I live in Plymouth Township near the intersection of Butler and Ridge. Improvements to the signal at that intersection would go a long way towards alleviating traffic in the area. Currently, at least 90% of the traffic on my residential street are vehicles cutting through the neighborhood so they can avoid delays at the signal. Pedestrian upgrades on Butler to make getting to Conshohocken safer would also be welcome. And realigning Butler and Germantown is long overdue.**

**I strongly support the addition of bike lanes and pedestrians walkways/sidewalks to this route. For the walkways would it be possible to add signage to describe historic areas. If possible additional buffering and green space would be great for the pedestrian routes**

**I'm totally against straightening Butler Pike as it crosses Germantown Pike affecting the historical structures of Abolition Hall, the Country Store, and Hovendan House, all which residents just won the battle to save. As a resident living off of Germantown Pike, I use that intersection many times aday and I don't want to lose the calming effect of the jig-jog that Butler Pike creates for traffic. Local traffic because of the allowed development has substantially increased, don't ruin history**



Instead of tearing up historical places, route a feeder road through the Meetinghouse Office complex to the existing Chemical Road and Germantown Pike intersection. This will relieve left turn traffic originating from Chemical to Butler and right turns from Butler to Germantown.

More can be done at Germantown and Butler --- adding side walks to connect to Flourtown road all the way from the corner its a dangerous intersection.

**Question: Provide your input on the potential improvements to Germantown Pike.**

The lanes are not consistent and signs are not easily viewable.

Use the Colonial School property to add a road from Germantown to Plymouth/Flourtown road to reduce traffic at Germantown and Butler

Walkability through Whitmarsh Township needs to be improved. Currently one walks through parking lots without sidewalks and crosses at dangerous intersections with no pedestrian infrastructure.

Add sidewalks where missing and bike lanes

Added bike/pedestrian facilities would be very positive for connectivity,thanks!

Center turn lane could help traffic to move more consistently. Germantown Pike near Chemical Rd and Butler Pike is a heavily congested area during peak hours. Need to expand lanes and light controls.

I like all of the additions, especially the pedestrian/bicycle areas.

I live at the intersection of Germantown Pike and Crosskeys Road. I suggest following for Germantown Pike Plan A: Add pedestrian and bicycle facilities between intersection with Ridge Pike and intersection with Evansburg Road. Since it's a single lane road (each way), it is scary to walk or ride a bike between these two intersections. Thank you.





**I strongly support adding clearly marked and protected pedestrian and cycling access to this routes. Pedestrian areas would benefit from signage, plantings and art.**

**I think the 2 lanes in each direction should extend to 363/Valley Forge Road, otherwise I am concerned there will be another pinch point at Trooper Road. At 363/Valley Forge Road most of the traffic turns either North or South onto 363.**

**Improved shoulder/protected bike lanes. Germantown Pike is a busy road with high speed travelers and tiny shoulders. Cyclists and pedestrians need to be protect by separated/protected trails and lanes. All crosswalks need toprioritize the person and not the car.**

**NA - any improvement would be great, as this is a very dangerous road forpedestrians/cyclists**

**Need two lanes all the way to Limerick from East Norriton. Pave from RT363 to Evansburg Rd. Tired of manhole covers in the middle of lane.**

**New asphalt, line painting, signage, etc. along the entire roadway. Expand road to four lanes up to Valley Forge Road when coming from the Pennsylvania Turnpike.**

**NO to road re-alignment. Historic disctrict. NO to driveway reduction. Driveway & light essential to school buses exiting Plymouth Meeting Friends School**

**None**

**Ridge Pk to Skippack Creek: Painted bike lanes here will only be used by adventurous recreational cyclists because cars go very fast on this stretch of road. Protected bike lanes would be necessary to encourage utilitycyclists going to Evansburg village.**

**Trooper to Whitehall: I think 5 lanes is excessive over development for this stretch and probably a waste of taxpayer money. I've never had a problem with congestion here. Better to go with a 3 lane configuration with center turn lane.**



**Question: Provide your input on the potential improvements to Easton Road.**

**NA - any improvement would be great, as this is a very dangerous road for pedestrians/cyclists**

**No comment at this time**

**None**

**Only seen on plans: North Lane, Ridge, Plymouth/Flourtown, Narcissa, Township Line, Skippack, Susquehanna, Morris, Welsh Road, 309,**

**Road needs to be widened**

**Sequence lights better and put in sensors so lights change more often. Wolf said that sensors would be put in all traffic lights and NOTHING done.**

**Add sidewalks where missing and bike lanes**

**I cannot think of anyone who rides on Easton Rd as it is a major road without proper infrastructure. If you intend to have cyclists and pedestrians use this road a completely separated path would be needed, much like 202 bypass trail. If so all crosswalks will need to prioritize the person and not the car.**

**Love the additional parking for the Keswick area.**



**Question: Provide your input on the potential improvements to Geryville Pike.**

The intersection of Geryville and 63 needs a traffic light!!! My kids even call it the turn of death! It is so dangerous and we live at the top of the ridge, so we travel on it daily. Please put a light to alleviate the danger.

The intersections of Geryville and St. Paul's Church Road, Geryville and East Buck Road and Geryville and Rt. 663 have been problem intersections due to site distance and other factors.

What can be done about flooding?

No comment

no comment at this time

Not on Butler Pike Brochue: only North Lane, Ridge, Plymouth/Flourtown, Narcissa, Township Line, Skippack, Susquehanna, Morris, Welsh Road, 309,

Really appreciate that the county is considering moving one of the stop signs at the intersection of Geryville Pike, James Road, and St. Paul's Church Road, When traveling north on Geryville, it is difficult to turn left onto James Rd during times of high traffic volume. Relocating the southbound Geryville Pike stop sign past St. Pauls Church Rd to in front of the barn there makes sense. There is very little traffic on St Pauls Church Road so the impact on that road should be minimum.

Add sidewalks where missing and bike lanes

Don't know where this is.

I live on geryville pike, adding a 6 foot shoulder to the road will be dangerously close to my front door. Also I would like to know will the property owners be compensated for the land you will be taking away ?

Love the idea of pedestrian access at the end near where sumneytown pikemeets. Is there any way we can connect this to the new bridge on Sumneytown Pike? We have used this crossing multiple times and the dash along sumneytown pike to geryville is terrifying!

It would be amazing to have Geryville provide safety measures in this space!



**Question: Provide your input on the potential improvements to Sumneytown Pike.**

The entrance exit to Foulkeways needs improvement. Possibly a center lane for turns, so traffic does not back up when someone tries to make a left turn into Foulkeways. It would also help with turning left exiting from Foulkeways at peak traffic times.

Need to expand lanes from Broad st to Rt 363. Bottlenecks just before Weis below Corpus Christi. And four lanes needed from 363 to turnpike.

New light at 63 and Geryville.

No comment

no comment at this time

No input

DRAFT



**None**

**Not shown on the Butler Pike brochure**

**Sumneytown Pike is largely residential. Please leave it that way.**

**5 lanes between forty foot and valley forge will negatively affect houses close to the road and several businesses along the way. Will Freddy hill lose its store and parking? Will Pudges have to be moved along with the other businesses there? Also, if you continue the westbound lane from suplee to where? If it doesn't continue past valley forge it will love the bottle neck rather than eliminate it. Also, how will this be paid for?**

**Add sidewalks where missing and bike lanes**

**First, we need clarity to what impact this proposal will make to individual properties. This proposal will destroy historic buildings and structures, ruin extremely old trees, ruin businesses, and add more traffic to a road where numerous cars speed and litter. This is NOT what is needed to improve our community and make it safer. We do NOT support this proposal!**

**Glad to see the improvements for Sumneytown Pike. I live in the GwynAyre development, and the consideration of a traffic light at Wellington offers improved safety for pedestrians and cars. Extending Moore Drive to that location or moving GMU entrance, would reduce some traffic issues. I bike and want a safer connection to 202 and its bikeway - connecting Spring House and improving usage. A walkway/trail along that stretch could use the original Liberty Bell Trolley ROW. Let's discuss!**

**I live in Sumneytown. When stopped at Geryville Pike and trying to make a left turn onto Sumneytown Pike is not easy. The traffic heading west on Sumneytown PIke is usually going well over the 35mph speed limit because it's at the bottom of 'Sumneytown Hill'. How can you get traffic to slow down- ? Allow local police to use radar? Good luck with that one!**

**I travel along Sumneytown Pike everyday and have at least one instance of: close call, aggressive driver honking, or debris to avoid everyday. Currently the Sumneytown and Dekalb intersection is terrible and is easily the most**



dangerous part of my ride due to road conditions, drivers not respecting me taking the lane, and lack of a bike lane. This seems to be like the best time to update this road since major construction is underway and the roads will need re-paving. Protected Lane needed!

If you are coming up Green Lane and trying to turn left onto Sumneytown Pike the light takes forever to change. There is no traffic coming either way on Sumneytown and you just sit a wait. Often you just have to give up and turn right on red. I don't know if the sensor does not work, or it is only set to work during certain hours. The light seems to change pretty quickly when cars are coming out of Towamencin Beverage onto Sumneytown, so the sensor facing that way seems to work.

Improvements need to be made at Bethlehem Pike and Sumneytown Pike intersection. There needs to be continuation of the 2 lanes of Sumneytown pike all the way through North Wales. This road is heavily traveled!!! Turning lanes needed!!

In 'future' sections, having a bike lane+sidewalk is a bit worthless; use that space to create a protected, off-road multiuse trail that actually protects users from car traffic, rather than just relying on painted lines for protection..

**Question: Provide your input on the potential improvements to Swamp Pike.**

The Limerick Township Planning Commission were particularly in support of the location of the proposed bicycle lanes adjacent to the Limerick Township Community Park.

Use a multi-use path separated by a curb from vehicular traffic. Otherwise cars, trucks, etc. will use the bike lane.



**Need four lanes from Ridge/Main in Limerickst to Boyertown.**

**No comment**

**no comment at this time**

**no input**

**None**

**Not seen on the Butler Pike brochure**

**Add sidewalks where missing and bike lanes**

**Consideration for pedestrians to cross Swamp Pike to safely access Manderach Park. I live right across Swamp Pike from the entrance to the park, myself and others are very careful to cross to the park but it is very dangerous**

**If you intend to have cyclists and pedestrians use this road a completely separated path would be need, much like 202 bypass trail. If so all crosswalks will need to prioritize the person and not the car.**

**I'm thinking----why are tax payers paying for improvements west of Charlotte St on Swamp Pike when the property in that area is potentially being over developed into a monstrosity of road entrance/exit nightmare with probable drainage issues and potential intersection debacles. The upgrades should fall onto the developer of the "town center" to comply with the most CURRENT standards for upgrades, including road drainage. Concentrate on drainage problem from previous over development.**

**In 'future' sections, having a bike lane+sidewalk is a bit worthless; use that space to create a protected, off-road multiuse trail that actually protects users from car traffic, rather than just relying on painted lines for protection..**