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Upper Providence Township

Active Transportation Plan

Prepared by

McMAHON

Prepared for

TOWNSHIP OF UPPER PROVIDENCE
MONTGOMERY COUNTY, PA
EST. 1805

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1 | Introduction

The Active Transportation Plan identifies strategies for implementing infrastructure improvements and programs that were previously recommended in the Upper Providence Township Trail and Sidewalk Map, Walk Montco / Bike Montco, and the Phoenixville Region Multimodal Transportation Plan. The Trail and Sidewalk Map, completed in 2017, identified priority trail and sidewalk connections throughout Upper Providence Township. Walk Montco (2016) and Bike Montco (2018) established broad policies for improving the walking and bicycling network within Montgomery County. The Phoenixville Region Multimodal Transportation Plan (2018) identified strategies for improving the multimodal transportation network in the broader Phoenixville region in Chester and Montgomery counties. The Active Transportation Plan builds upon these efforts by identifying a clear path towards creating a truly multimodal transportation network in Upper Providence Township.

Community Input

The public involvement strategy for the Active Transportation Plan was shaped by the Covid-19 Pandemic. Limits on public gatherings for much of 2020 required an approach that focused community engagement efforts to online formats. As such, no in-person public meetings were held during the development of the Active Transportation Plan.

Project Website

An online platform was created to promote a community conversation on issues related to active transportation in Upper Providence Township. This project website was linked from the township webpage, advertised via social media, and advertised via flyers posted in public locations throughout the township. Over the course of the project, various surveys, interactive maps, and project updates were posted on the project website. Residents were able to provide feedback, and their comments helped shape the recommendations in the Active Transportation Plan. A summary of the feedback received thought the online community engagement platform can be found in the appendix.

Meetings

A stakeholder committee consisting of community representatives and local subject matter experts met three times during the development of the Active Transportation Plan. A listing of the meetings and primary discussion topic is below. Meeting summaries are included in the Appendix. Additionally, the project team provided a brief project update at the Board of Supervisors regularly scheduled August meeting.

- Stakeholder Meeting 1: Project Introduction, Identification of Issues and Opportunities
- Stakeholder Meeting 2: Review of Existing Conditions, Identification of Priority Focus Areas
- Stakeholder Meeting 3: Review of Draft Documentation

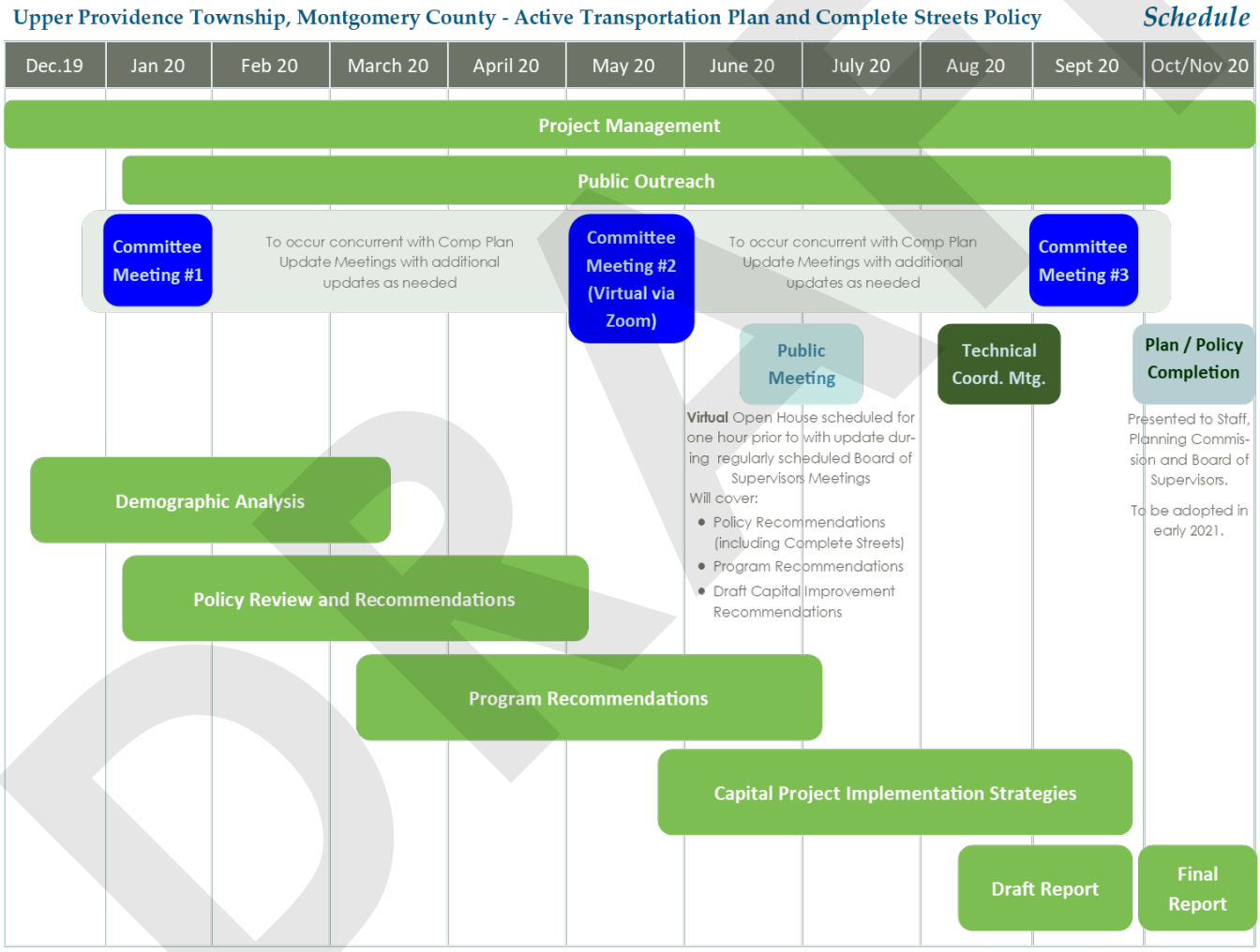
Adoption Process

The Active Transportation Plan and Complete Streets Policy were adopted at a regularly scheduled Board of Supervisors meeting in January 2021. The documents were advertised for (30) days prior to the Board Action to allow the public to review and provide comment on the draft documents.

Project Timeline

This project followed an approximately 11-month schedule concluding with the adoption of the Active Transportation Plan and Complete Streets Policy. The process started with a review of existing conditions, existing municipal policies, and ordinances, and projects recommended in previous planning documents. From there, the project team identified approaches to improving Upper Providence Township policies and programs to encourage active transportation in the community. Next, the previously recommended capital improvements were prioritized and strategies to implement the top priorities were developed. It is anticipated that the Active Transportation Plan will be incorporated into the Comprehensive Plan Update. Which is to be adopted sometime in early 2021.

The draft project schedule, updated to respond to the Covid-19 Pandemic is located below.



Active Transportation Plans

An active transportation plan identifies strategies to better accommodate biking, walking, and public transit in a community. Upper Providence Township's Active Transportation Plan includes recommendations for prioritizing infrastructure investments and programs that will encourage and enable more people to walk, bike, or use public transit in the community. The plan takes into account key destinations (such as township parks) as identified by key stakeholders and individuals in the community, in order to prioritize recommendations.

Base Demographics

Analyzing the base demographics of Upper Providence Township helps to understand the factors that influence lifestyle and transportation decisions in the community. The demographic data presented below was accessed during the development of the Active Transportation Plan. As such, it is up to date as of the completion of the report in October 2020.

Population

Resident Population

23,589
People
Total Population
Upper Providence Township County Subdivision, Montgomery County, PA

Sources: US Census ACS 5-year

Obesity Rate

36.7%

Obesity rate among adults in Upper Providence Township.

Source: Public Health Management Corporation; 2018 Southeastern PA Household Health Survey

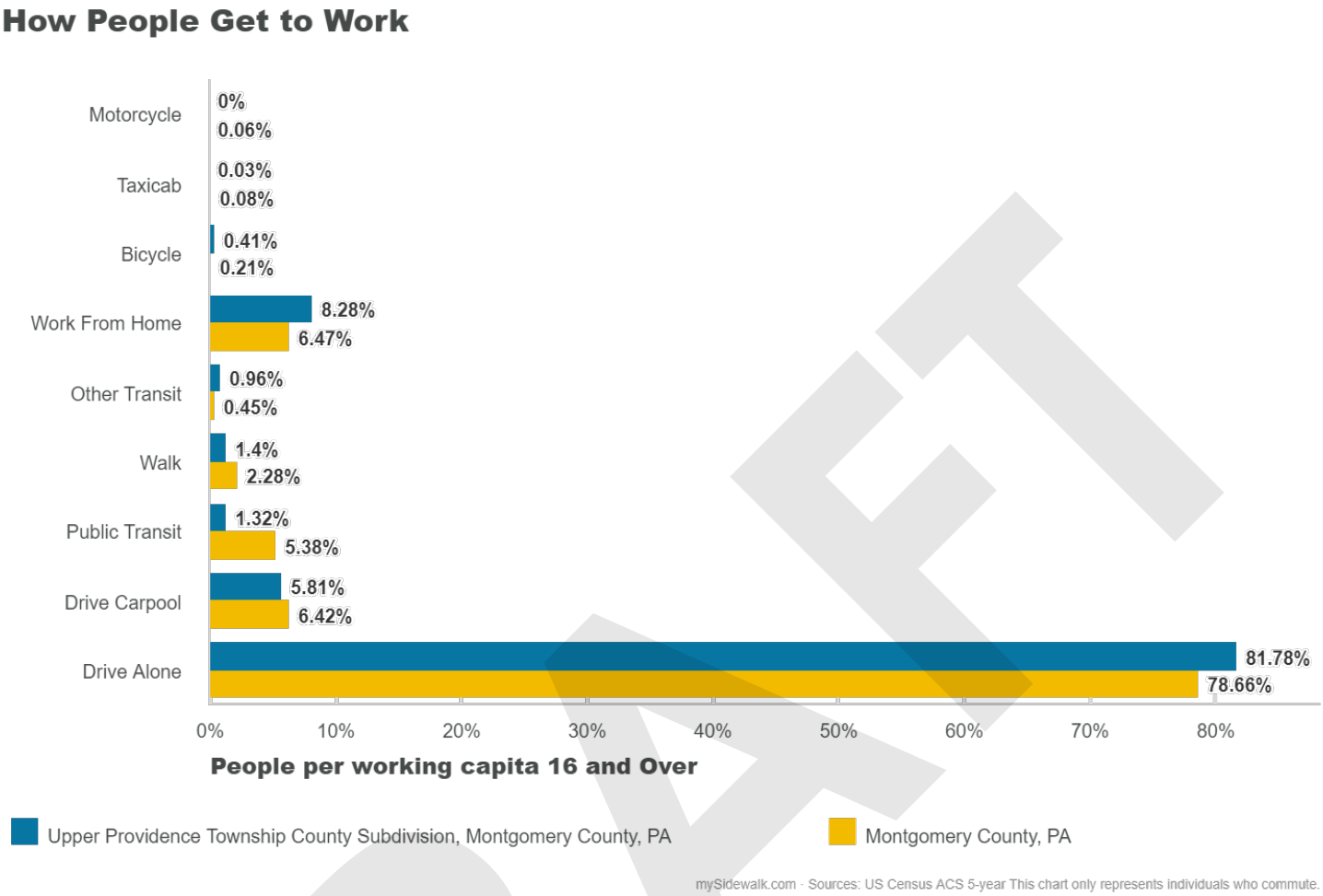
Physical Activity Among Adults

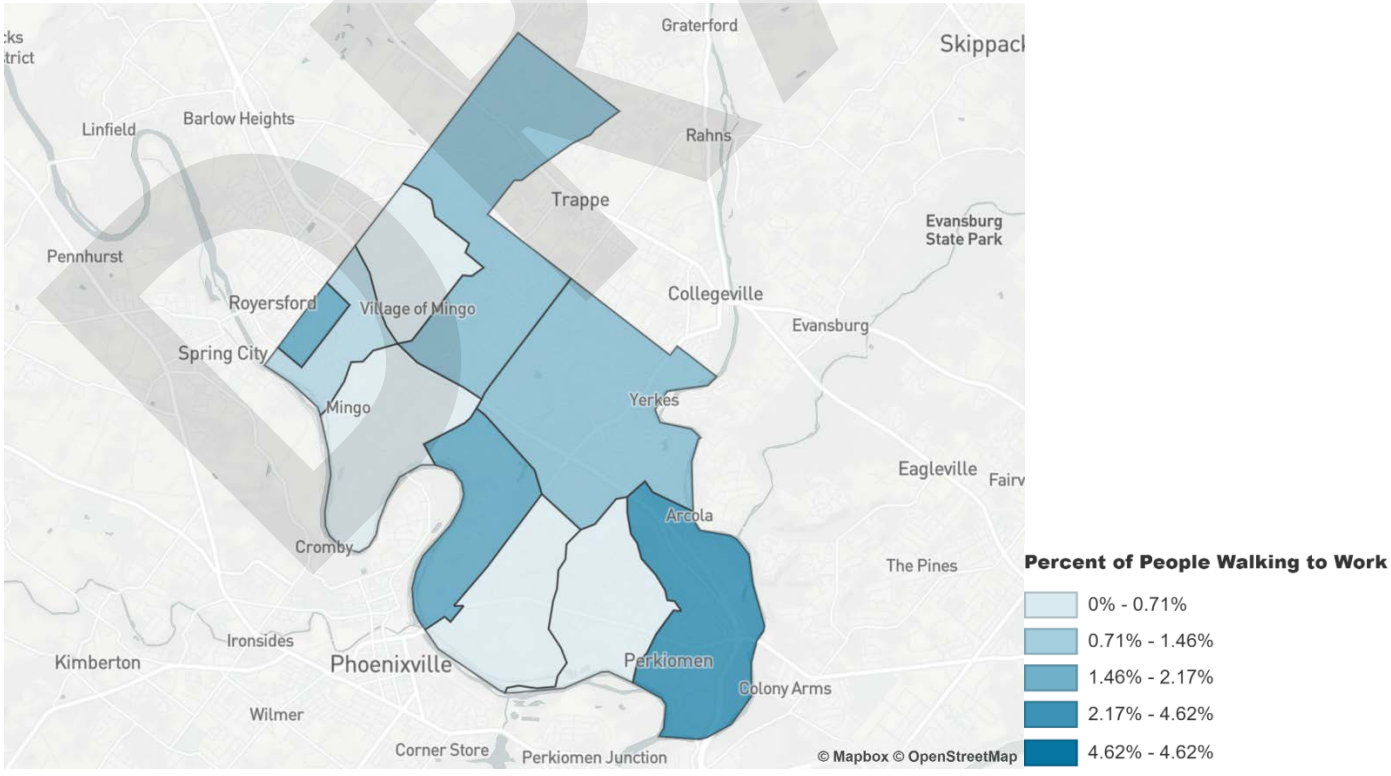
39.7%

Of Upper Providence Township residents exercise less than 3 times per week.

Source: Public Health Management Corporation; 2018 Southeastern PA Household Health Survey

Commute Modes





Walkability Index

Walkability Index

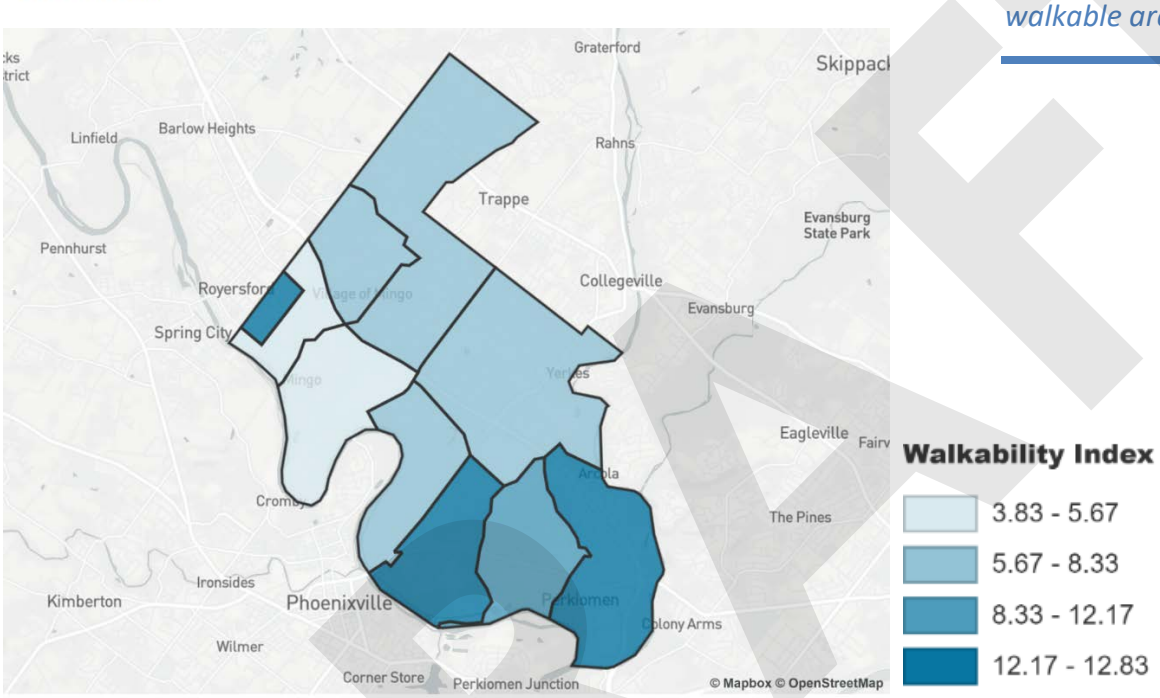
7.67

Upper Providence Township County Subdivision, Montgomery County, PA

11.59

Montgomery County, PA

Sources: EPA



The EPA National Walkability Index characterizes each geography in terms of relative walkability on a 1-20 point scale. Higher values, those closer to 20, are areas with a high level of walkability while low values, those closer to 1, are less walkable areas.

Commute Mean Travel Time

Commute Mean Travel Time

30.21

Minutes

Upper Providence Township County Subdivision, Montgomery County, PA

28.99

Minutes

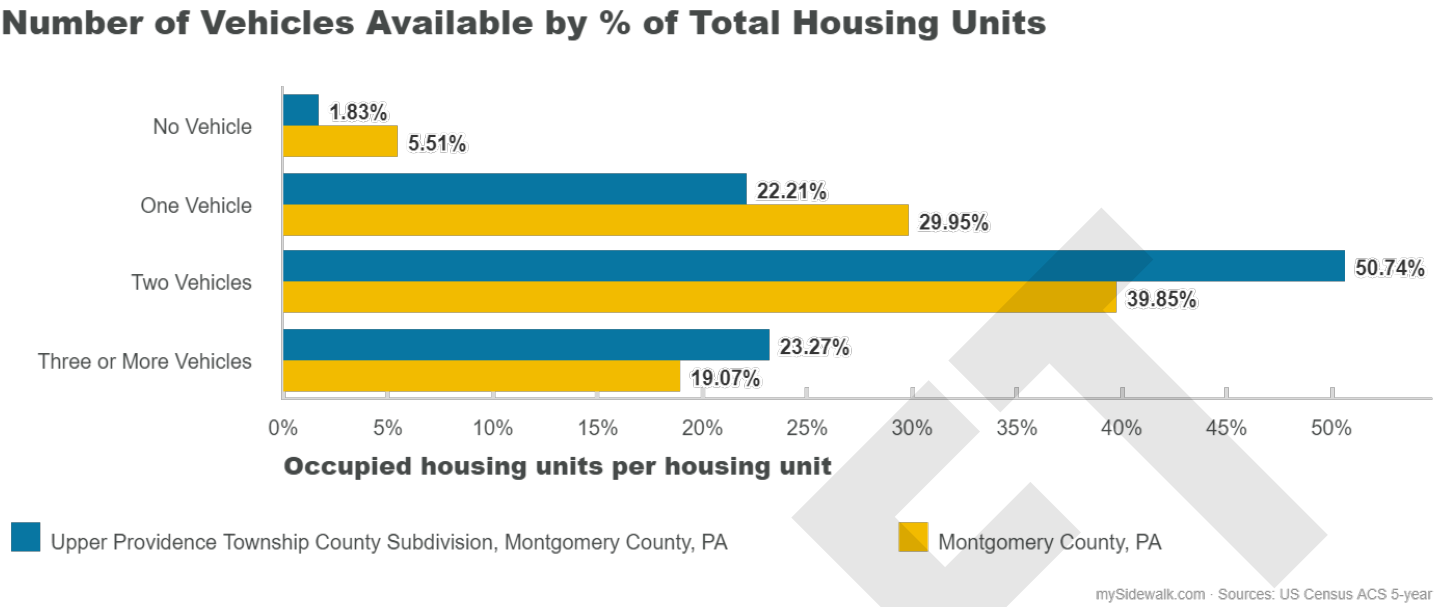
Montgomery County, PA

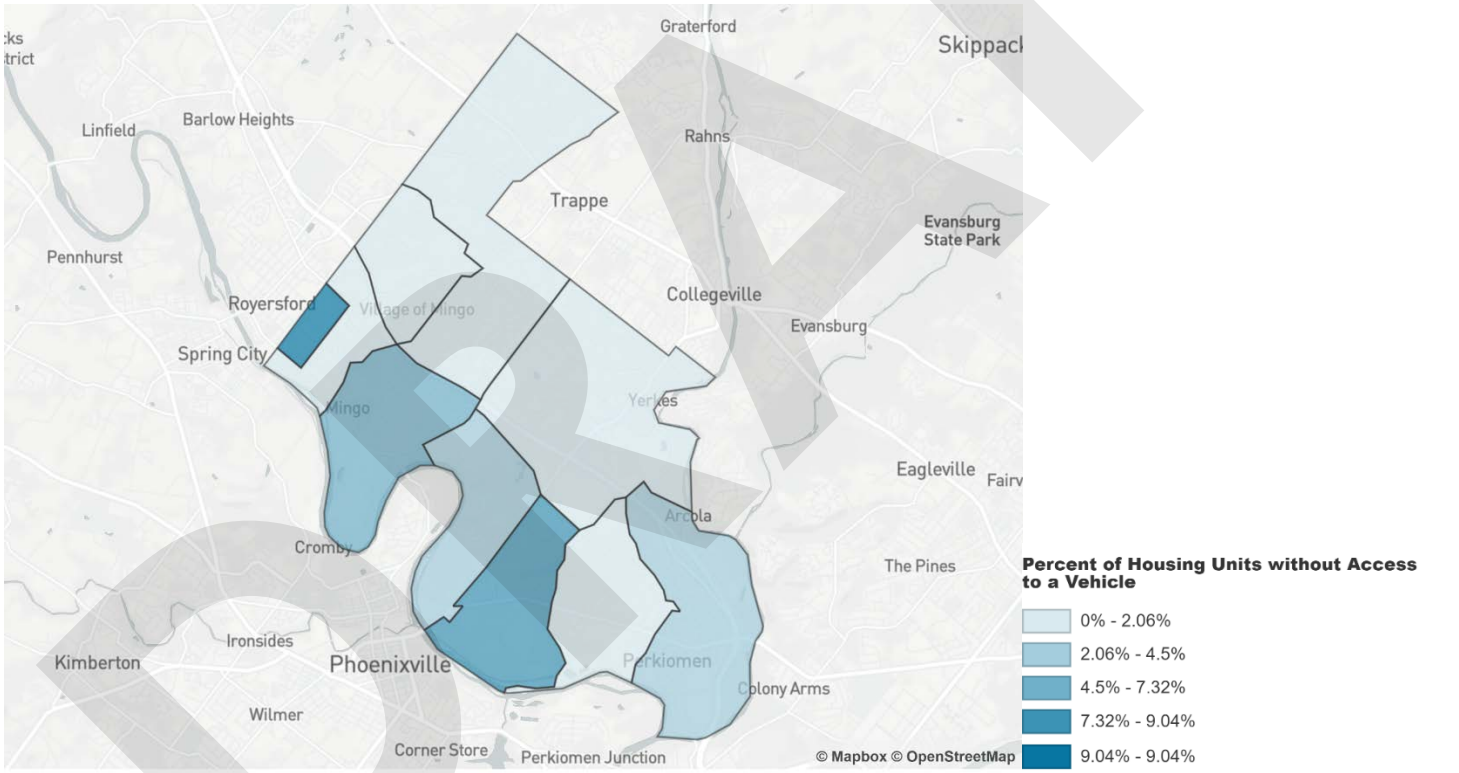
⬇ 4.03%

*% Diff. shows the *percentage increase or decrease* as compared to the original geography.

Sources: US Census ACS 5-year

Residents Access to Vehicles





Percent of Income Spent on Transportation

Percent of Income Spent on Transportation - Median Income Families

22.79%

Upper Providence Township County Subdivision, Montgomery County, PA

21.13%
Montgomery County, PA

⬇ 7.3%

Percent of Income Spent on Transportation - Low Income Individuals

61.47%

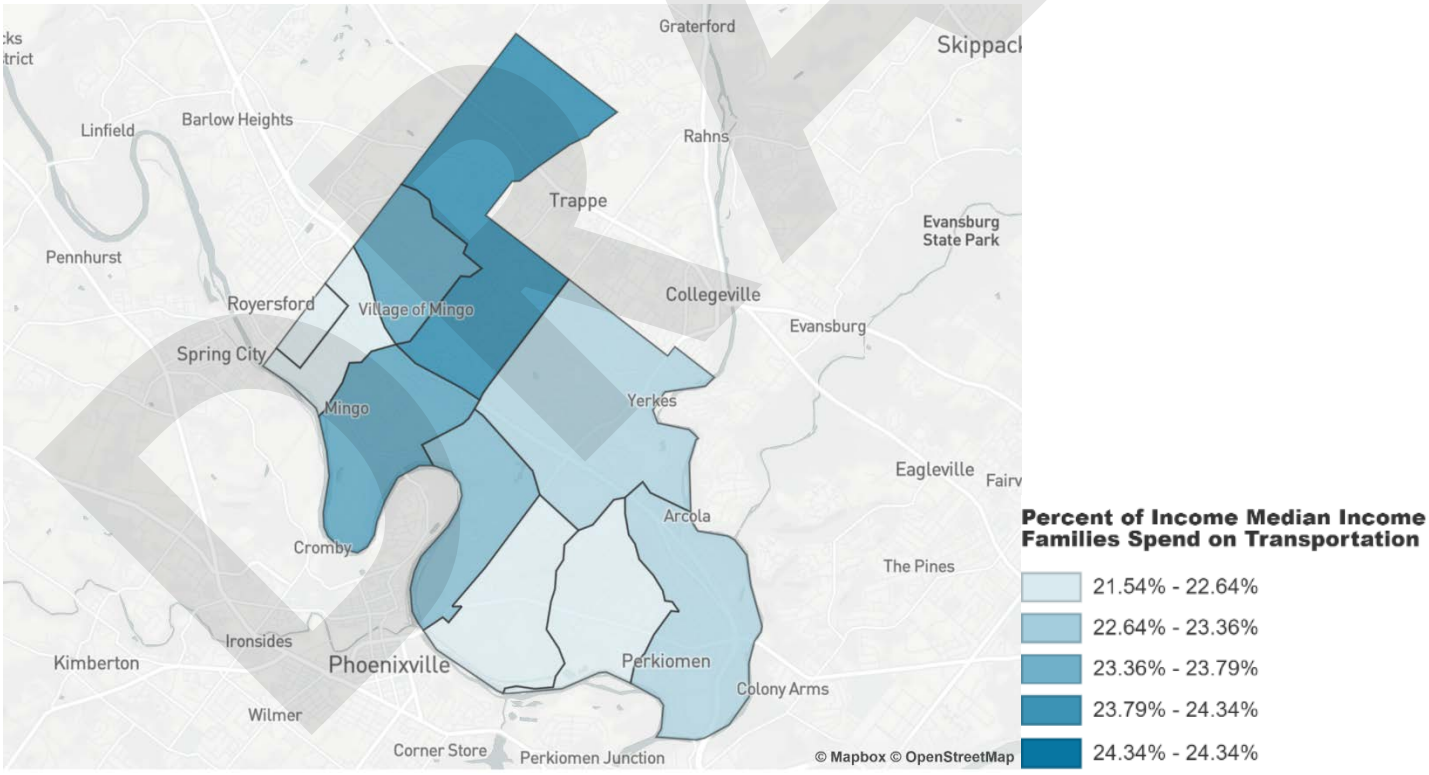
Upper Providence Township County Subdivision, Montgomery County, PA

54.81%
Montgomery County, PA

⬇ 10.83%

*% Diff. shows the *percentage increase or decrease* as compared to the original geography.

Sources: US HUD & DOT, LAI; US HUD and DOT



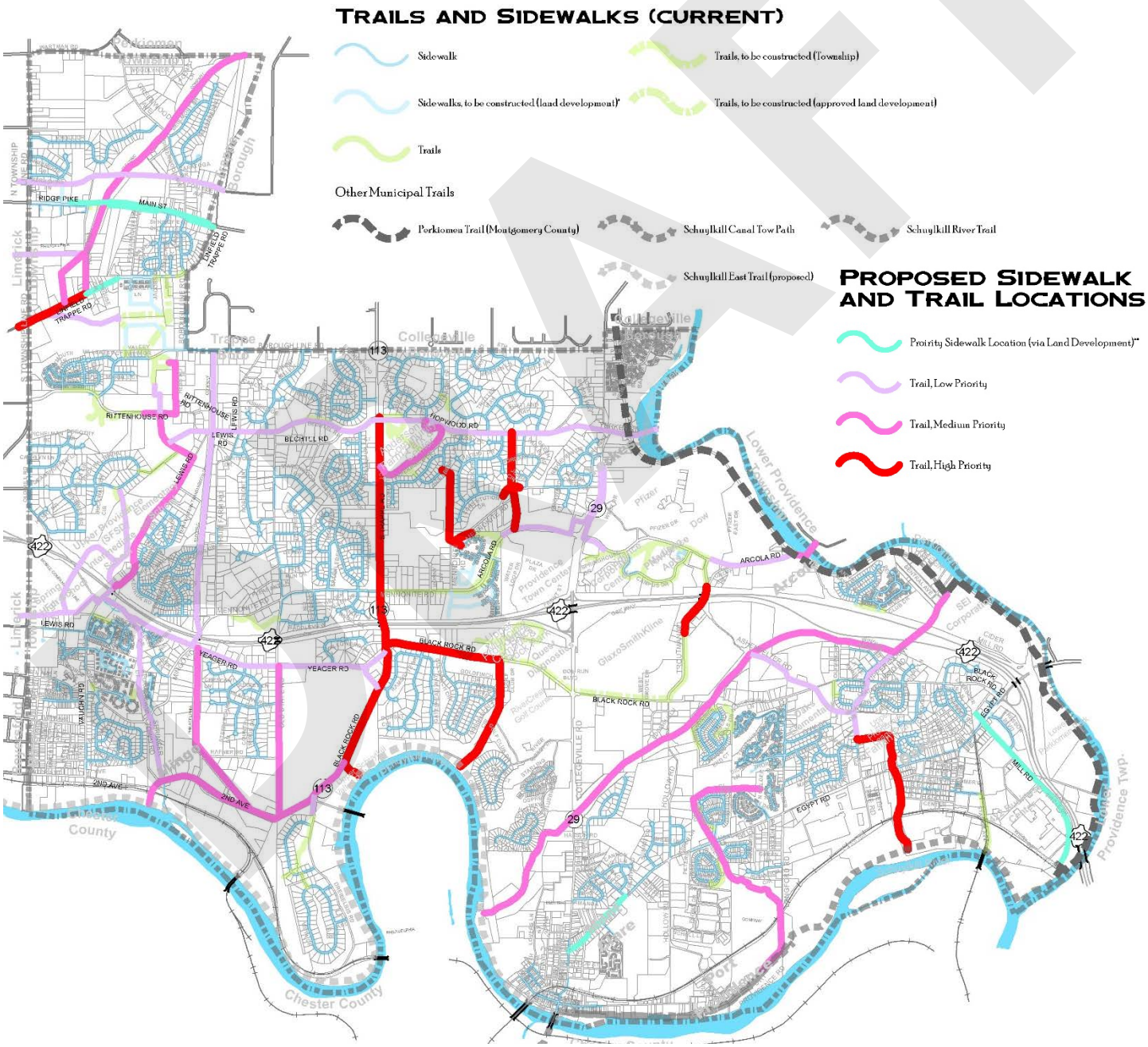
Previous Recommendations

Active transportation and healthy lifestyles have been the subject of multiple planning studies in Upper Providence Township over the years. Recommendations included capital projects to improve the physical infrastructure that supports active transportation and allows people to move about the township without relying on cars alone. Additionally, these previous efforts recommended programs that support healthy lifestyles. Understanding the recommendations that were made in the past and which ones have been implemented helps to prioritize the recommendations for this Active Transportation Plan.

For the purposes of this study, the following local and regional planning documents were reviewed:

Upper Providence Township Trail and Sidewalk Plan Map (2017)

The Trail and Sidewalk Plan Map inventoried existing multimodal features in Upper Providence Township. That inventory was used to identify priority missing trail and sidewalk connections. This map was adopted by the Board of Supervisors in 2017.



Courtesy: Upper Providence Township

Upper Providence Township Comprehensive Plan (2010)

The 2010 Upper Providence Township Comprehensive Plan established an objective for the community to:

> "Provide for the connection of existing neighborhoods to parks and other public facilities through the use of trails and sidewalks as a way of promoting social interaction within the township."

This provided the groundwork for the township to continually work towards improving bicycle and pedestrian connections throughout the community by requiring developers to construct sidewalks and implementing capital improvements to build trails.

Phoenixville Region Multimodal Transportation Study (2018)

Two of the priority projects identified in the Phoenixville Region Multimodal Transportation Study were improvements to the intersection of PA Route 29 and Jacobs St./Walnut St. in Mont Clare and a trail link along Route 29 between Black Rock Rd. and Providence Town Center.

The improvements recommended for the intersection in Mont Clare included improved pedestrian crossings at the realigned intersection and improved sidewalks. These recommendations are illustrated in the graphic below. Upper Providence Township has received grant funding to implement these improvements and the design is nearly complete and permitted, with construction expected to commence in 2021.

Proposed improvements to the Jacob Street, Walnut Street and PA 29 intersection. Source: Pictometry.

Courtesy: Chester County Planning Commission

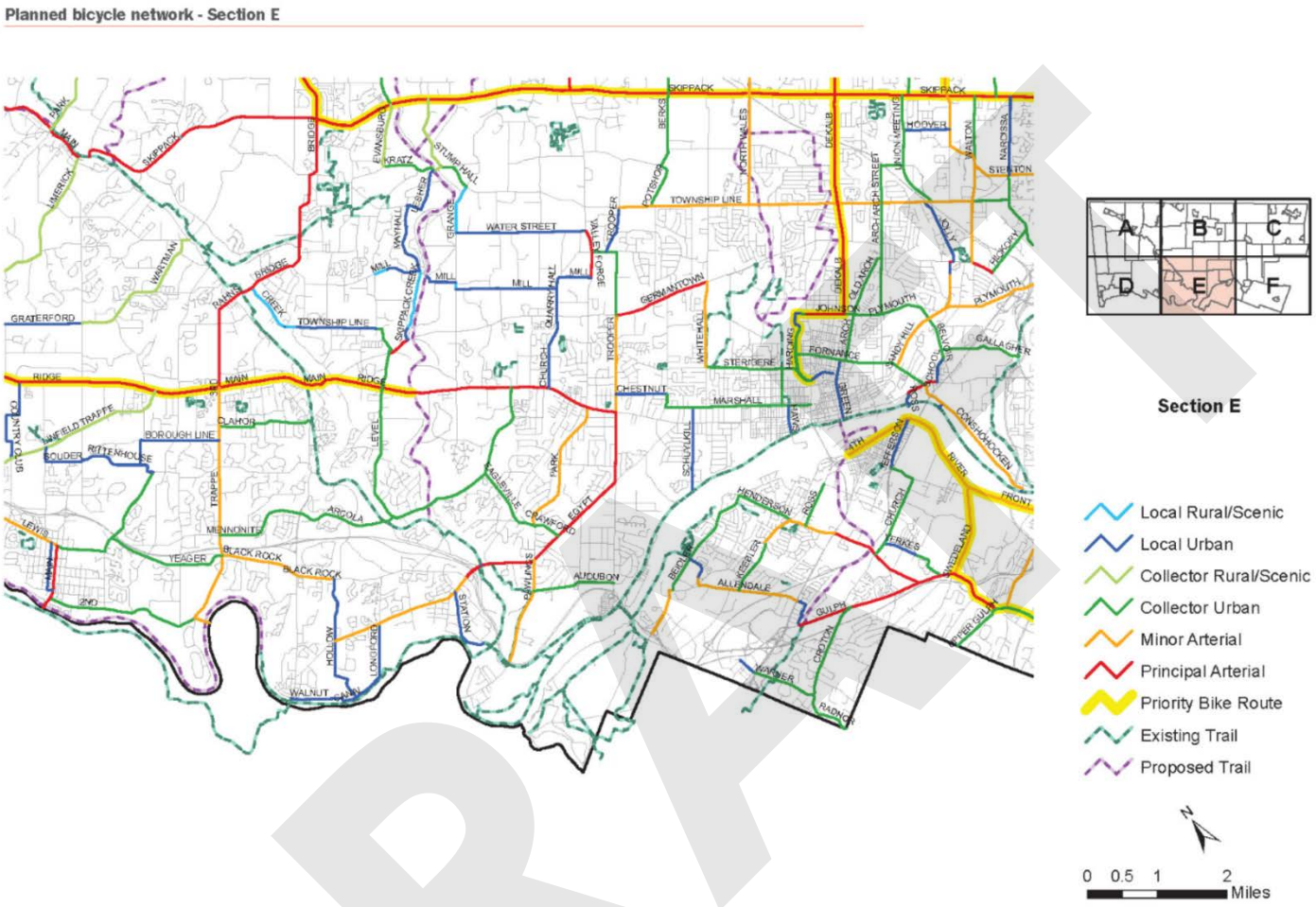
The trail link along PA Route 29 was identified to close a gap in the existing trail network in Upper Providence and provide a multimodal connection to major destinations in the area such as the GlaxoSmithKline (GSK) Campus, Providence Town Center, and the Arcola Corporate Campus.

Aerial view toward the west of the PA 29 and US 422 interchange and surrounding area. Source: Pictometry.

Courtesy: Chester County Planning Commission

Bike Montco (2018)

Bike Montco established a Planned Bicycle Network that establishes a vision of a future on-road bicycle network throughout Montgomery County. One of the priority bike routes identified in the Planned Bicycle Network passes through the northern corner of the township along W. Main Street.



Courtesy: Montgomery County Planning Commission

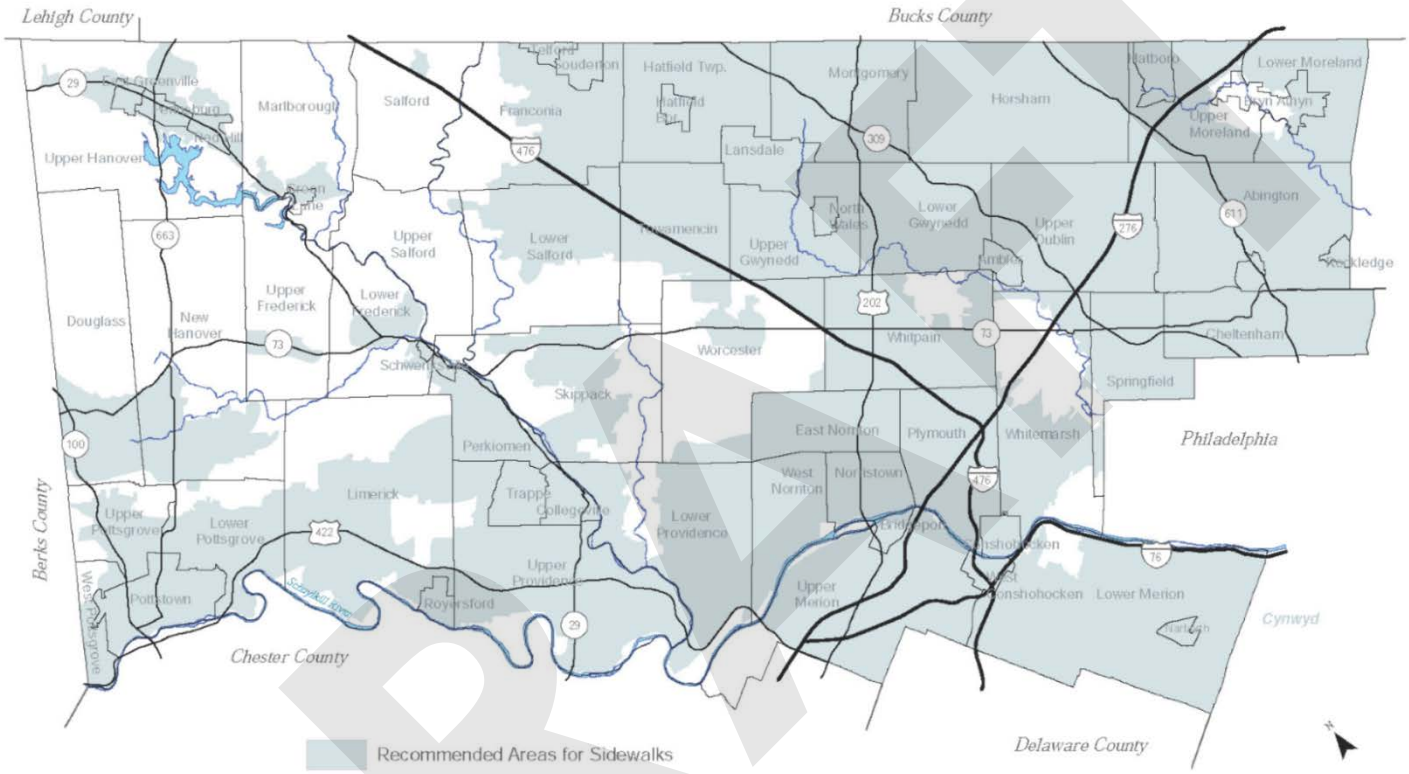
Additionally, Bike Montco established guidelines of the type of on-road bicycle facilities that are recommended based on the context of roadways. This guidance could easily be incorporated into township code.

Walk Montco (2016)

To implement Montgomery County's vision of improving active transportation opportunities, the County developed Walk Montco in 2016.

> The Walk Montco study focuses on walkability opportunities and challenges throughout Montgomery County. It recommends standards for improving walkability in general and offers specific recommendations for four selected focus areas. The plan also provides guidance on how to implement and fund walking improvements.

Additionally, the report recommends sidewalks for much of Upper Providence Township, as shown on the map below.



Courtesy: Montgomery County Planning Commission

Ongoing Efforts

Upper Providence Township is continually looking for opportunities to improve access to recreational opportunities in the community such as Anderson Farm Park, Black Rock Park, Hess Park, Longford Park, MacFarlan Park, and Port Providence Road Park. Leveraging State, local, and private funds have enabled the construction of the multimodal network the township enjoys today. A clear vision for closing the remaining gaps in the network will be developed through this Active Transportation Plan.

The township has been actively involved in improving the multimodal mobility of the community. In addition to requiring sidewalks, the township coordinates with developers to have trails and paths constructed through the land development process. These facilities help to provide local connections to the larger trail and sidewalk network in Upper Providence Township. Recently, paths along GSK's frontages of Black Rock Road and Route 29, and the trail networks within Madison Providence, Arcola Corporate Campus, Reserve at Providence Crossing, and White Springs at Providence were constructed through land development projects. The township plans to continue to work with developers to improve pedestrian connectivity in the community through coordination during the land development process.

In addition, the township has actively sought grant funding to leverage local investment in the community's active transportation network. The construction of a trail connection from the northwest quadrant of Route 29 and Black Rock Road north to Black Rock Park is an example of Upper Providence Township's commitment to providing a connected active transportation network in the community. The township is continually looking for opportunities to improve bicycle and pedestrian connections, and this Active Transportation Plan will coordinate capital investments and township policy.

During the development of this plan, Upper Providence Township was actively looking for ways to improve the Perkiomen Trail crossings of Arcola Road and Cider Mill Road and coordinating with regional planning partners to assess the feasibility of improving multimodal connections in the Mont Clare/Port Providence area, including improvements to the Schuylkill River Trail. These two projects are discussed further in Chapter 4 – Implementation Strategies.

The efforts of this Active Transportation Plan and Complete Streets policy are being closely coordinated with the Upper Providence Township Comprehensive Plan Update. The Active Transportation Plan will be adopted as an element to the Comprehensive Plan, and the Complete Streets Policy will be a first step in implementing the recommendations in the plan.

Additionally, Upper Providence Township offers various "Active Lifestyle" programs that are available through the township's Parks and Recreation Department. These programs include various activities that encourage residents to enjoy the township's various parks and the community center. The offerings include: classes, fitness, cycling, strength training, yoga, camps, silver sneakers, and special events.

2 | Existing Conditions

Trail and Sidewalk Network

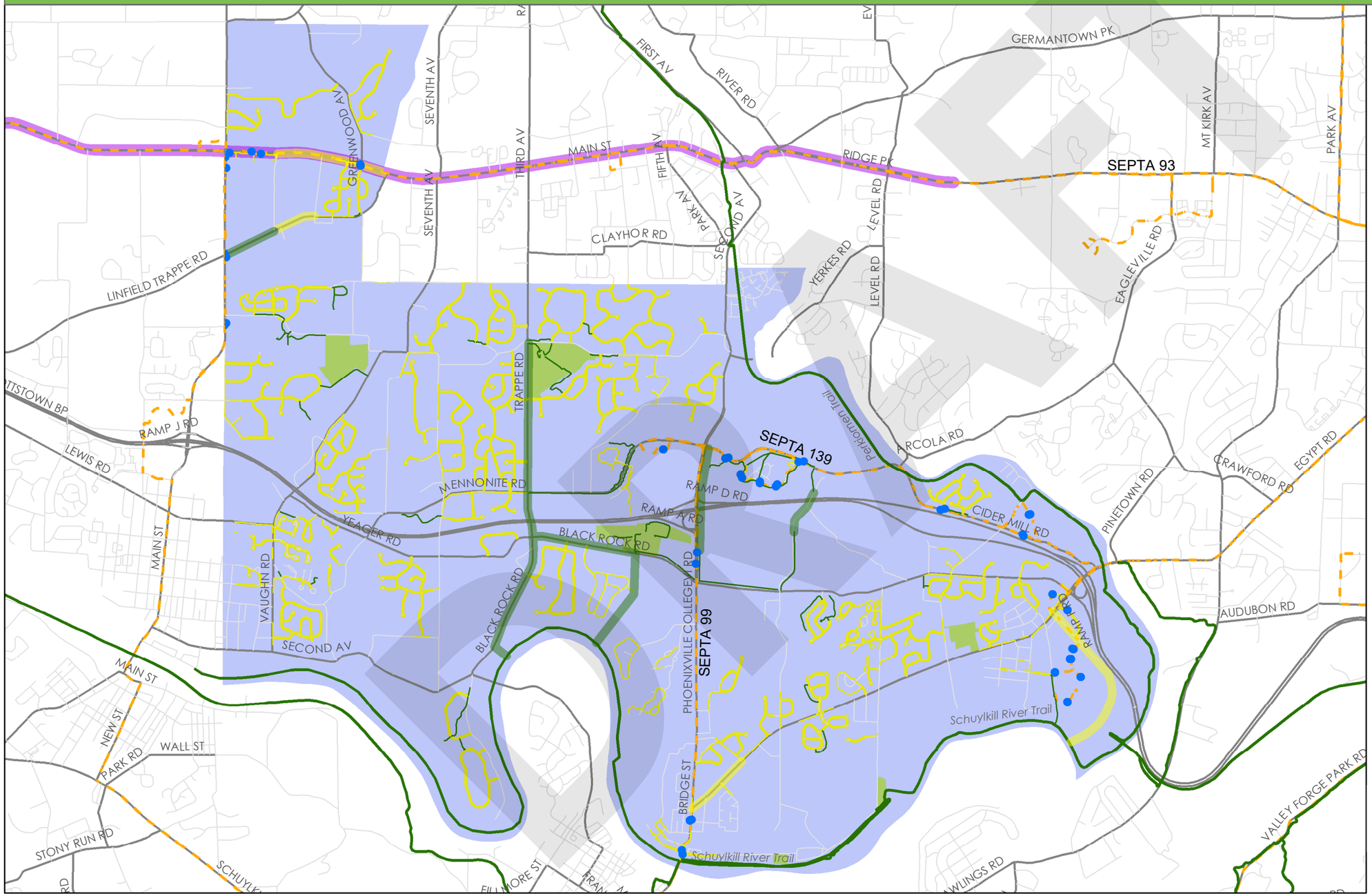
Like many suburban townships, Upper Providence has a development pattern that relies heavily on automobiles. Many developers have been required to install sidewalks within their developments. As a result, there the linear feet of sidewalks in the township is quite high. These sidewalks improve the character and aesthetic of residential streets while providing a place for people to walk near their homes. However, the sidewalk network has many missing gaps. There is a distinct lack of connections between residential neighborhoods.

In recent years, Upper Providence Township has been working towards closing some of those gaps with trail projects. The township has worked with developers to build trail and side path connections along the frontages of developments, and the township has built some trail connections itself.

Additionally, the community benefits from having two major regional trails pass through it. The Schuylkill River Trail follows the Schuylkill River along the southern edge of the township, and the Perkiomen Trail follows the Perkiomen Creek along the eastern edge of the township. Both of these trails are part of the regional trail network called “The Circuit”. These facilities provide a regional active transportation connection to the surrounding communities and beyond.

Existing Active Transportation Features

Upper Providence Township, Montgomery County PA



Legend

Existing Features

- Sidewalks
- Local Trails
- Regional Trails
- SEPTA Bus Stops
- SEPTA Bus Routes

Previously Proposed

- *Sidewalk*
- *Trail*
- *BikeMontco Network*

Data Sources: Upper Providence Township; Montgomery County; SEPTA

N

0 0.5 1 2 Miles

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

Project Number: 819890
Date: 2/18/2020

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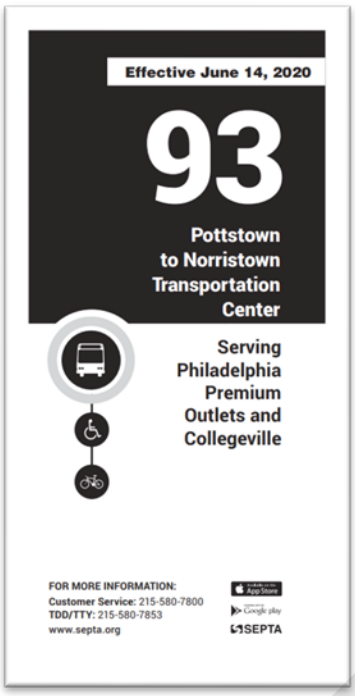
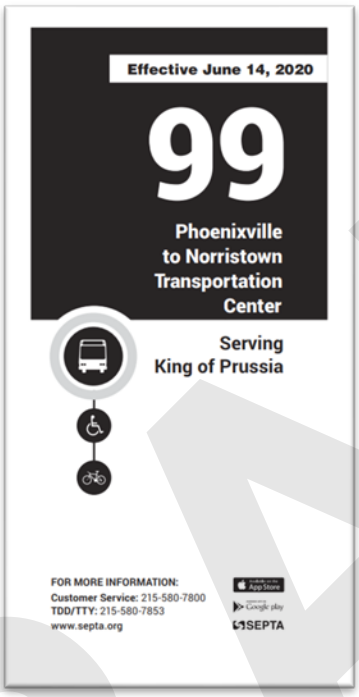
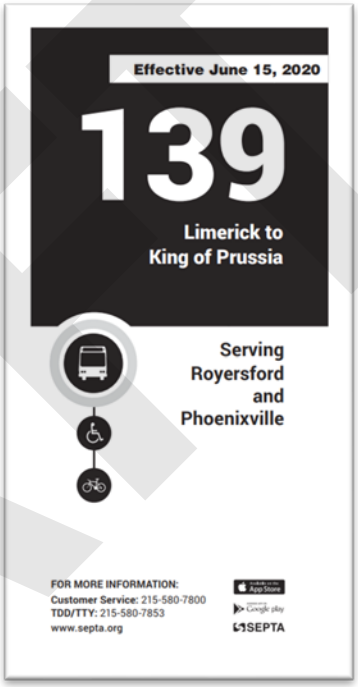
Transit Connections

While there is no regional rail station in Upper Providence, there are three SEPTA bus routes in the township that provide connections to Norristown; where commuters can utilize the Manayunk/Norristown Line or the Norristown High Speed Line to connect to Philadelphia. The presence of these bus routes is great for the community and the people who rely on the service. While efforts have been made to provide better transit accommodations in Upper Providence Township in association with newer land developments, many of the existing bus stops lack the basic pedestrian accommodations like ADA accessible landing pads, sidewalk, and/or crosswalk connections to the intended destinations.







Both of the bus stops depicted below for example, technically meet SEPTA's minimum qualifications for a stable loading surface and accessible path; however, there is a clear discrepancy between the two in practical application. The stop on the left was installed along Ridge Pike as part of a recent land development and includes a bus shelter, trash receptacle, curb-height loading pad, and sidewalk connections to adjacent destinations. The stop on the right is located along Cider Mill Road and consists only of a sign, requiring current transit users to utilize the roadway shoulder as the loading pad and path to adjacent destinations.

Upper Providence Township can use future land development and capital improvements as an opportunity to improve transit infrastructure. SEPTA's Bus Stop Design Guidelines provide a great basis for the design of future transit improvements, but coordination with SEPTA is key to providing improvements that best serve the community. Every land development plan should be checked against this document and SEPTA routes should be coordinated, where applicable, in order to evaluate enhancing bus stop potential.

On-Road Bicycling

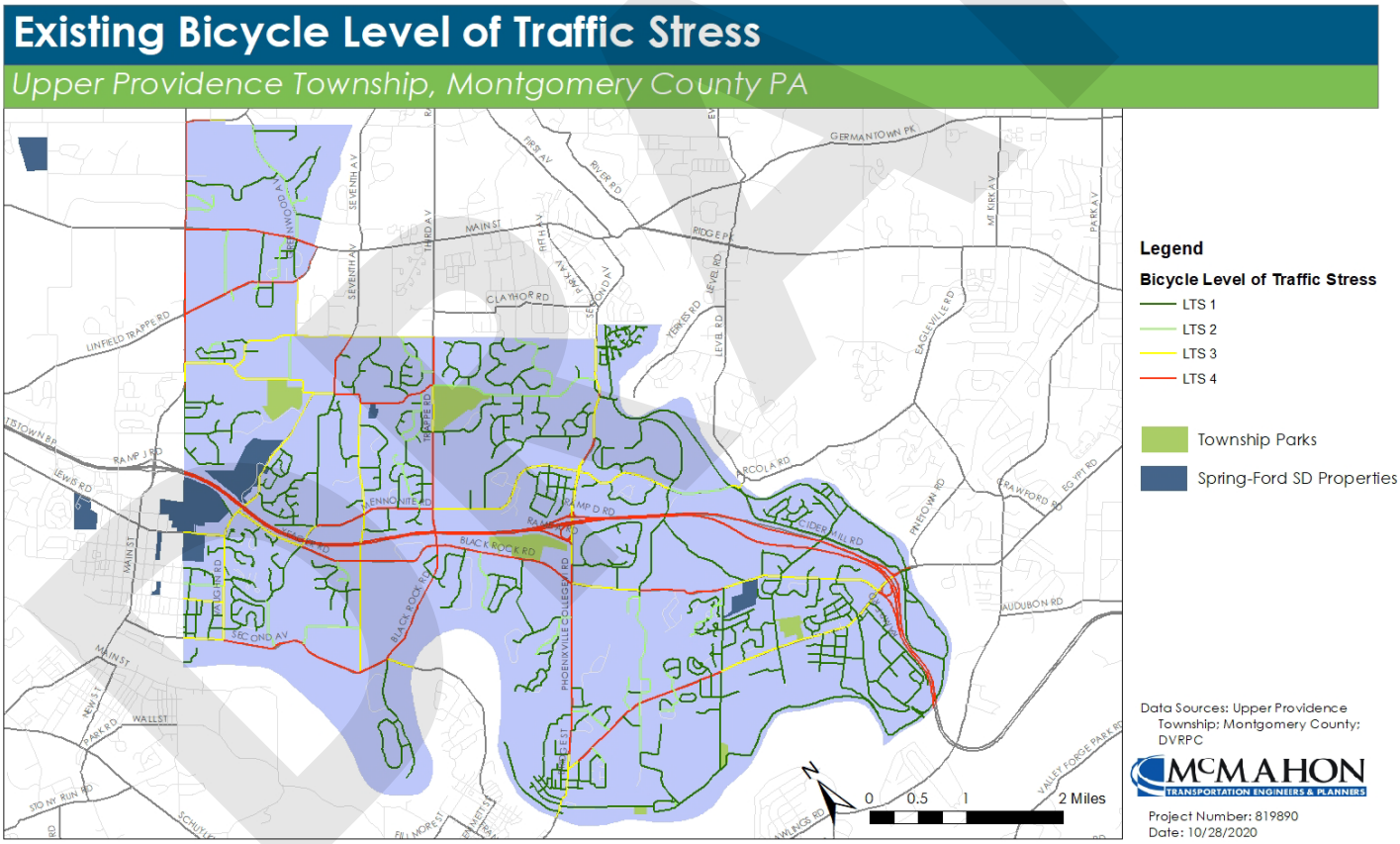
Thanks to the burgeoning local trail network and established regional trails in the community, many residents enjoy cycling. On road cycling can be a dangerous proposition for many of the roadways in the township. The Delaware Valley Regional Planning Commission (DVRPC) developed a method for identifying the safety of bicycling on roadways in the region. The "Bicycle Level of Stress" measures the number of lanes, effective vehicle speed, and presence/type of bicycle facility to categorize roads into three stress levels: LTS 1 is relaxing and suitable for most riders; LTS 2 is comfortable for most adults; LTS 3 is comfortable for confident bicyclists; and LTS 4 is uncomfortable for most.

LTS 1
Relaxing, Suitable for most riders

LTS 2
Comfortable for most adults

LTS 3
Comfortable for confident bicyclists

LTS 4
Uncomfortable for most



Additionally, DVRPC's analysis of the Bicycle Level of Stress identifies "Islands" where there are small networks of low stress roadways that are disconnected from other low stress roads. This helps to identify the locations that may require an on-road improvement or off-road alternative (trail) to make a safe active transportation connection in the community. More information can be found on DVRPC's website at: https://www.dvrpc.org/webmaps/BikeStress/

Destinations

Through working with the committee and public outreach efforts, various destinations were identified in the township. The top destinations include:

- Schools
- Parks
- The Schuylkill River Trail
- The Perkiomen Trail
- Upper Providence Town Center
- Oaks (Target, Lowes, BJ's, Greater Philadelphia Expo Center)
- The Court at Upper Providence/Shoppes at Upper Providence
- Major Employers (DOW, GSK, SEI)

Linking these destinations with opportunities for people to walk, bike, and use public transit is key to improving the overall active transportation network in Upper Providence Township. These destinations were kept in mind when identifying capital improvement recommendations and priorities for Upper Providence Township to focus on in the future.

3 | Recommendations

Network Recommendations

Multimodal Toolbox

Various transportation infrastructure features, also known as facility types, may be considered to improve active transportation connections in the community. Each of these facility types serve a different purpose to enhance the multimodal network and serve the transportation needs of all individuals, regardless of transportation mode.

The Active Transportation Toolbox identified on the following pages is presented in several different categories. Each category is based on the type of improvement appropriate given the local context:

- Off-Road Facilities
- On-Road Facilities
- Bicycle and Pedestrian Road Crossings
- Public Transportation
- Bicycle Amenities
- Access Management
- Traffic Calming
- Streetscapes
- Wayfinding

The toolbox includes a brief description and an illustrative photo for each facility type. For some facilities, additional information is provided regarding design guidelines and local examples.

These facility types are used to describe the potential connections identified in the Active Transportation Network. However, they can be useful beyond the purposes of this report as a guide for municipalities to determine the appropriate facility type given unique local circumstances.

Off-Road Facilities

Sidewalk

Description: Walkway parallel to the road that is intended for use by pedestrians, often with numerous access points to adjacent land uses. The walkway is typically physically separated from the roadway with a curb and/or verge. The verge may contain grass, vegetation, pavers, and sometimes street trees.

Surface Materials: Concrete, Brick, Pavers, Asphalt

Dimensions: 5 feet wide (minimum)

A buffer, when provided, may range in width and 4 feet as a typical width.

Local Examples: Various Locations within the Township

Multi-Use Trail

Description: A combined bikeway and walkway that is designed for shared use by bicyclists and pedestrians of all abilities, as well as other non-motorized modes of transportation. Trails along or adjacent to a roadway are physically separated from vehicular traffic by a verge, fencing, or other barrier.

Surface Materials: Asphalt, Crushed Stone

Dimensions: 10-12 feet wide (8 feet is permissible in certain situations)

When a trail is adjacent to a roadway, a 5-foot-wide buffer is recommended between the edge of the shoulder and the trail. If this width is not feasible, a suitable physical barrier is recommended.

Local Examples: Schuylkill River Trail; Perkiomen Trail

Improved Path

Description: Walkway for use by pedestrians of all abilities. Improved paths may be through or adjacent to developed or undeveloped land.

Surface Materials: Asphalt, Crushed Stone

Dimensions: < 8 feet wide (6 feet typical)

Local Examples: Various Homeowners Association Paths/Trails

On-Road Facilities

Bicycle Lane

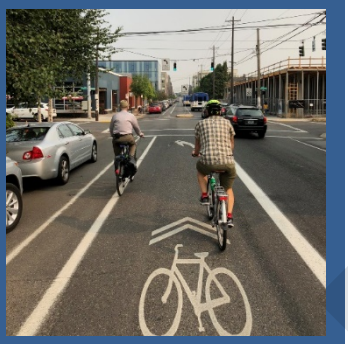
Description: A portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive public use by bicyclists. Bicycle lanes are located directly adjacent to motor vehicle travel lanes and operate in the same direction as motor vehicle traffic.

Dimensions: 5-6 feet wide recommended (4 feet minimum in certain situations)

Local Example: Arcola Road south of Route 29.

The township has and should continue to evaluate locations within the township for bike lane accommodations such as along Arcola Road (north of Route 29) and along sections of Black Rock Rd. and Route 113 in the surrounding vicinity of the township building.

Shared Travel Lane (Sharrow)



Description: A roadway with signage and pavement markings to indicate the use of a travel lane by both bicycles and motor vehicles. Pavement markings may include a "sharrow," which is a bicycle symbol with two chevron arrows denoting the direction of travel.

Dimensions: The dimensions of the shared lane marking symbol (sharrow) shall be 112 inches from the top of the "v" symbol to the bottom of the bicycle symbol and 40 inches wide.

Local Example: Share the Road signs are present along sections of Walnut Street and Port Providence Road within the township.

Bicycle Boulevard

Description: Design treatments to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic. Pavement markings, such as sharrows, and signage make users aware of the priority for bicycle travel and provide wayfinding. A bicycle boulevard can include traffic calming, access management, and other strategies to create a safe and low-stress environment for biking.

Use: Local residential roadways, typically in a small-town context

Bicycle and Pedestrian Road Crossings

Marked Crosswalk

Description: Pavement markings designating a location for pedestrians to cross a road, often connecting sidewalks, paths, or multi-use trails. Crosswalks must be a minimum of 6 feet wide. Various crosswalk applications are available, including high visibility crosswalk markings, such as continental crosswalks and stamped asphalt crosswalks. Standard painted double line crosswalks are recommended, but certain circumstances will warrant the use of the higher visibility markings. When it is determined that patterned and/or colorized crosswalks are preferred (such as in the surrounded Town Center area), stamped asphalt applications are preferred.

Local Examples: Stamped asphalt crosswalks are present along sections of Arcola Road north of Route 29 as well as within the Providence Town Center and White Springs Development.

Traffic Signal Equipment

Description: Traffic signal equipment for pedestrians can include pedestrian pushbuttons, Accessible Pedestrian Signals (APS), passive detection for bicyclists or pedestrians, pedestrian signal heads, pedestrian countdown signal heads. APS equipment communicates information about the "WALK" and "DON'T WALK" intervals for pedestrians who are blind or have low vision. Countdown pedestrian signal heads show how much time remains before the traffic signal changes. Refer to the Upper Providence's Township's Traffic Signal Specifications should be referenced for further details and requirements.

Flashing Warning Device

Description: A flashing warning device can be used in combination with pedestrian crossing signs and a marked crosswalk at uncontrolled crossing locations. Signs and flashing warning devices can be side-mounted or overhead. Additionally, flashing warning devices can be user activated. Rectangular Rapid Flashing Beacons (RRFBs) are one example of a flashing warning device.

Public Transportation

Bus Bay

Description: Area adjacent and separate from the travel lanes on a roadway that provides space for buses to pick-up or drop-off passengers without impeding the flow of traffic. Bus bays are typically used on roadways with higher traffic volumes, higher speeds, or on congested corridors. They are also typically used for bus stops with higher ridership.

Bus Shelter

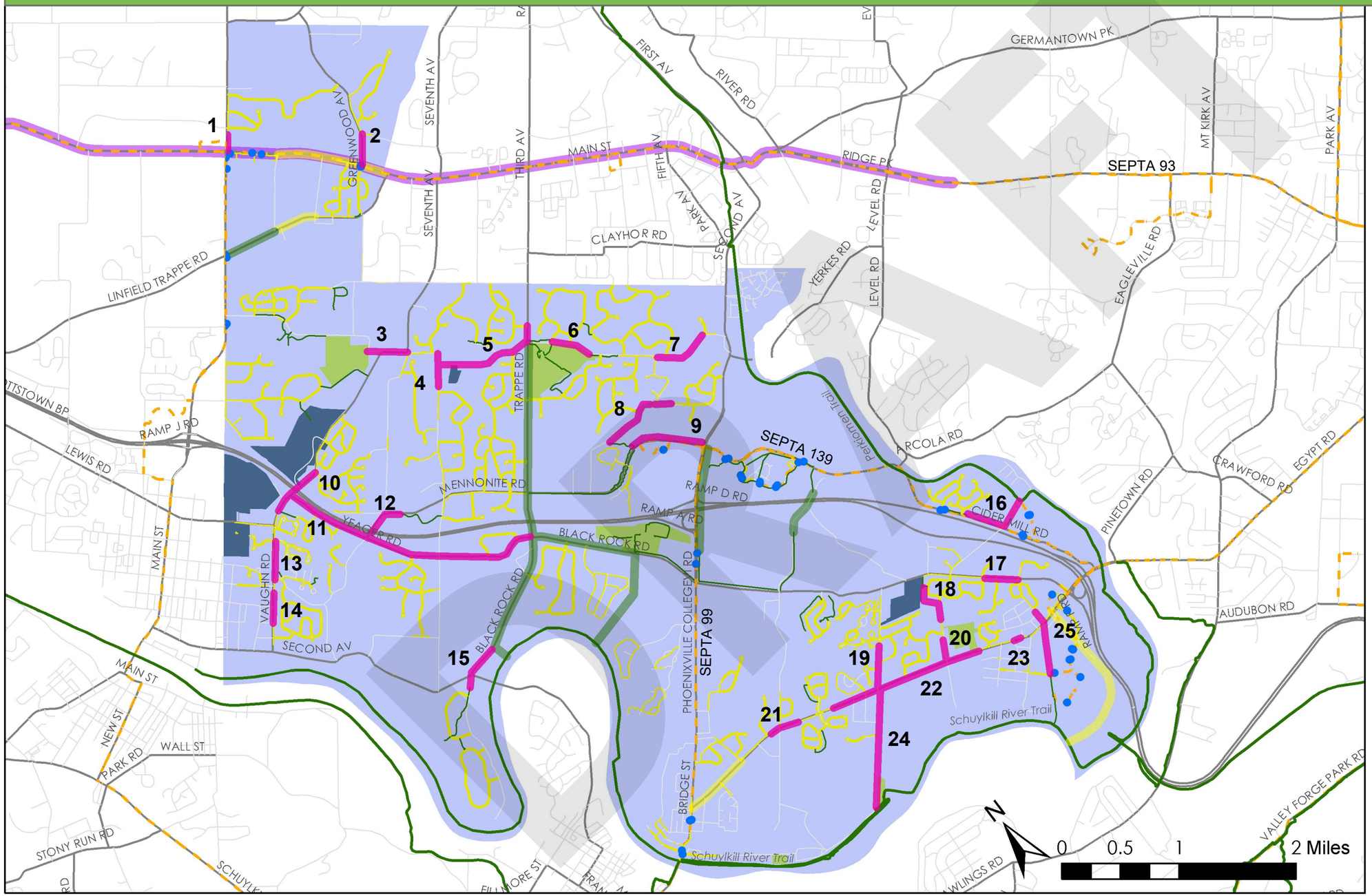
Description: Structure located at a bus stop to provide transit riders with protection from the elements while waiting for a bus. Shelters are often placed at stops with higher ridership. Shelters can include signage, traveler information, and benches.

Bus Stop Loading Pad

Description: A level loading area where the front, side, or rear door of a bus open to receive and discharge passengers. The clear area allows deployment of a front door ramp on the bus. The loading pad should be a firm and slip-resistant surface, such as concrete. Additionally, it should be free of conflicts, such as landscaping or street furniture. The loading pad should be a minimum of 5 feet wide along the curb and 8 feet deep.

Recommended Multimodal Transportation Network

Upper Providence Township, Montgomery County PA



Legend

- Recommended Multimodal Connections

Existing Features

- Sidewalks
- Local Trails
- Regional Trails
- SEPTA Bus Stops
- SEPTA Bus Routes
- Township Parks
- SFASD Properties

Previously Proposed

- *Sidewalk*
- *Trail*
- *BikeMontco Network*

Data Sources: Upper Providence Township; Montgomery County; SEPTA

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

Project Number: 819890
Date: 7/13/2020

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Recommended Capital Improvements

The recommended capital improvements are identified on the Recommended Multimodal Transportation Network Map and outlined in the table below.

Map #	Description	Linear Feet
1	Sidewalk along N. Township Line Road between Berkshire Lane and Ridge Pike	728
2	Sidewalk along Greenwood Ave. between College Ave. and Main Street	1,390
3	Trail along S. Lewis Road/Rittenhouse Road between Fruit Farm Rd. and Township Open Space	1,821
4	Sidewalk along Old State Road between Bechtel Road and Marshwood Drive	1,490
5	Pedestrian connection along Bechtel Rd/S. Trappe Rd. between Old State Rd. and Corkwood	5,046
6	Trail along Hopwood Rd. at Anderson Farm Park	1,794
7	Trail along Hopwood Rd. between Morgan Lane and Dony Brook Way	2,497
8	Complete pedestrian connections along Mennonite Road	3,113
9	Trail along Arcola Road between Route 29 and Water Loop Ln.	4,061
10	Trail along S. Lewis Road to connect Spring Ford Schools	2,412
11	Trail along Yeager Road between Black Rock Road and S. Lewis Road	11,819
12	Trail along Mingo Road between Yeager Road and Nine Oaks Swim Club	2,000
13	Sidewalk along Vaughn Road between Providence Forge Road and Springertown Road	1,722
14	Sidewalk along Vaughn Road between 5th Ave. and 3rd Ave.	1,358
15	Trail along Black Rock Road between Bennington Road and River Road	2,081
16	Pedestrian connection into SEI property to serve SEPTA bus route	3,054
17	Sidewalk along Black Rock Road between Leatherwood Drive and Gumbes Road	1,491
18	Sidewalk along Oaks School Drive	2,001
19	Sidewalk along the East side of Longford Road between Egypt Road and Lisa Marie Lane	1,888
20	Sidewalk along Green Tree Road from Egypt Road to MacFarlan Park	1,007
21	Sidewalk along Egypt Road from Summit Drive to Regency at Providence existing sidewalk	1,351
22	Sidewalk along Egypt Road from Regency at Providence to Page Lane	6,986
23	Sidewalk along Egypt Road from Highland Avenue to Brower Avenue	326
24	Pedestrian connection along Longford Road from Egypt Road to Longford Park/ Reynolds' Dog Park	5,334
25	Sidewalk along Station Avenue from Egypt Road to Montgomery Avenue	2,926

Complete Streets Policy

Concurrent with the development of this plan, Upper Providence Township developed a Complete Streets Policy to guide municipal decision making towards improving the active transportation network.

Complete streets policies are documents that identify procedural approaches to designing roadways that serve the needs of all users, regardless of age, ability, or mode of transportation. Upper Providence's Complete Streets Policy will identify the parties responsible for ensuring that complete streets principles are considered in the design process for all transportation projects in the township.

The National Complete Streets Coalition identifies 10 core elements that all complete streets policies strive to uphold:

1. Include a vision for how and why the community wants to complete its streets
2. Specify that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
3. Apply the policies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
4. Make any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
5. Encourage street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
6. Ensure the policies are adoptable by all agencies to cover all roads.
7. Direct the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
8. Direct that Complete Streets solutions will complement the context of the community.
9. Establish performance standards with measurable outcomes.
10. Include specific next steps for implementation of the policy.

(Source: Smart Growth America)

Ordinance Recommendations

Upper Providence Township's Zoning and Subdivision and Land Development Ordinance (SALDO) were reviewed for the Phoenixville Region Multimodal Transportation Plan. This review identifies how active transportation themes are covered in each of the ordinances. This review was used as a basis to develop the list of recommendations below. Upper Providence Township should consider these recommendations when updating the municipal land use regulations:

- Update definitions of pedestrian facilities.
- Identify clear regulations for requiring bus shelters.
- Define trail facilities.
- Update the requirements for the installation of trail facilities for new land developments.
- Require trails to be installed for every new land development.
- Define ownership and maintenance responsibilities of trails related to new land developments.
- Define bicycle facilities.
- Identify clear regulations for where and what type of bicycle facilities are required to be installed for new land developments.
- Identify ownership and maintenance responsibilities for on-road bicycle facilities.

- Identify design standards for on-road bicycle facilities.
- Develop standards for required bicycle parking.

Sample definitions of active transportation facilities are included in the Phoenixville Region Multimodal Transportation Plan. Upper Providence Township should consider including these definitions in the Zoning Ordinance and SALDO.

The Upper Providence Township Official Map should be updated to include the infrastructure improvements identified in this plan.

Program Recommendations

There are a number of programs and initiatives that can support active transportation in Upper Providence Township.

PennDOT Connects

The PennDOT Connects program provides an opportunity for municipalities to coordinate with PennDOT, the county, DVRPC, and other planning partners during the implementation of maintenance and capital improvement projects. This coordination is vitally important to advancing community visions.

Increased communication and coordination, during the pre-planning phase is critical for active transportation plan implementation moving forward. It is the local and county governments opportunity to raise awareness of their local pedestrian and transportation priorities/plans. It is critical that local representatives, county planning staff, representatives from SEPTA, as well as other community stakeholders, have the opportunity for input prior to expending resources on engineering/permitting costs.

Traffic Calming

Traffic calming measures are physical changes to a roadway designed to reduce speeding and cut-through traffic, particularly on residential streets. Traffic calming measures are often implemented in conjunction with bicycle and pedestrian infrastructure to create a safer and more comfortable environment for walking and biking. Upper Providence Township may consider developing and adopting a traffic calming policy to outline a process for evaluating and implementing traffic calming measures. These policies often address how municipalities respond when residents' express concerns related to speeding or cut-through traffic. The policy can include processes for residents to request a traffic calming study, key steps in the evaluation process, and criteria for determining if traffic calming measures should be installed. PennDOT's Traffic Calming Handbook includes a sample traffic calming process and policy outline.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increase safe, healthy, and equitable mobility for all users. Vision Zero involves a multidisciplinary and systems approach to improve policies and roadway environments to prevent fatal and severe crashes. This involves a shift from considering traffic deaths inevitable rather than preventable and focus on managing speeds. Municipalities can make a Vision Zero Commitment and develop a Vision Zero Action Plan to outline steps, metrics, and a timeline to achieve zero traffic deaths in the community. In Pennsylvania, Bethlehem, Harrisburg, and Philadelphia have made a commitment to Vision Zero.

Enforcement Programs

There are a number of state and local laws and regulations that address bicycle and pedestrian safety issues. Ensuring compliance with these laws can help to provide a safe environment for walking, biking, driving, and riding public transit. Listed below are several ideas of ways to enhance the enforcement of laws that impact bicycle and pedestrian safety.

- Use of non-motorized patrols
- Training for law enforcement officials on walking/biking laws
- Use of driver feedback speed signs
- Targeted speed enforcement, particularly for shared use facilities

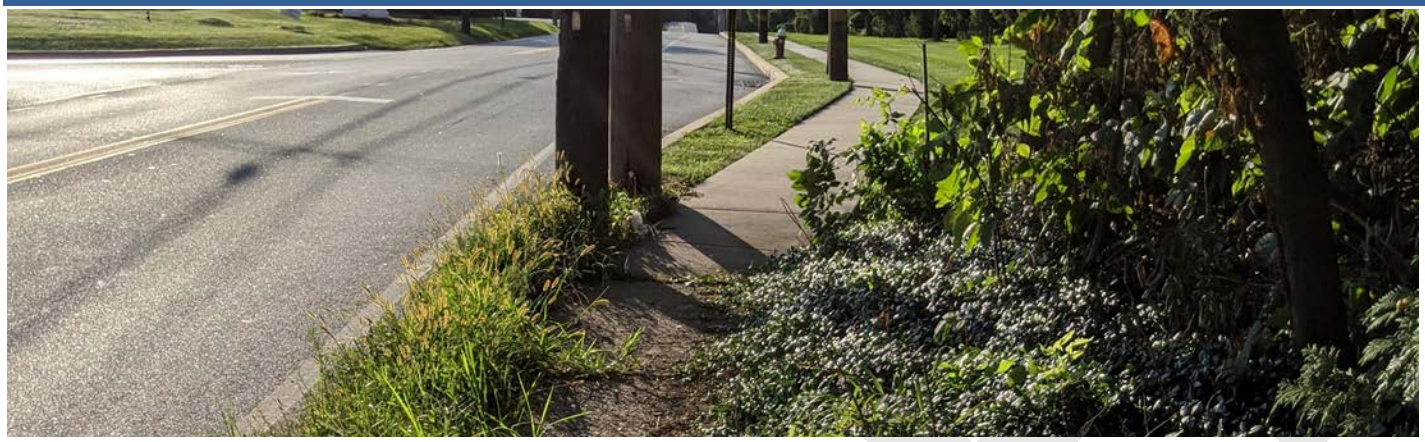
Education and Encouragement Programs

Educating people about the health and safety benefits of walking and biking and encouraging people to walk and bike may help to increase walking and biking activity. The following list includes potential activities and events that could be held to promote and raise awareness for active transportation. The activities could incorporate education, exercise, art, history, nature, recreation, and fun for all ages. Municipalities may need to revise or update ordinances and requirements for holding special events, particularly for street closures.

- Beautification / Clean-up events
- Bike lessons for kids and adults
- Bike rodeos for kids
- Bike to work day rallies
- Block parties / Free street events
- Downtown / Historic district walking tours
- Public art installations (temporary or permanent)
- Charity walks / Running races / Bike races / Triathlons
- Trail Opening Events
- Walk / Bike tracking and challenge activities
- Walk / Bike to School Day activities
- Walk / Bike safety lessons offered at schools or libraries
- Walk at Lunch Day Activities

Programs can be led and managed by a variety of entities or organizations. A regional council or coalition of volunteers who are interested and invested in active transportation can play a key role in implementing programs, as well as advocating for projects and policies. A grassroots coalition can also promote awareness of issues related to walking and biking, provide education, and create accountability. Some of the most successful programs are developed as a partnership between various organizations.

4 | Implementation Strategies



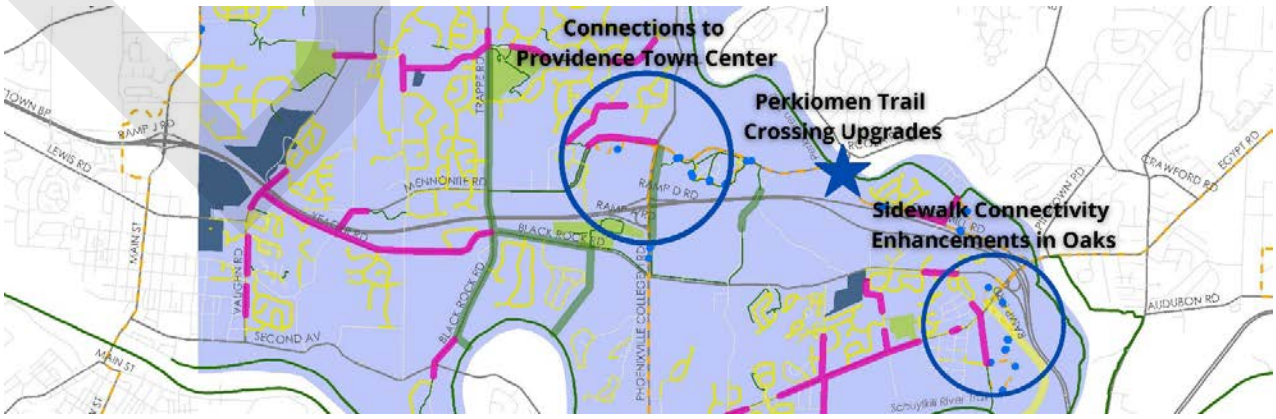
This Plan is the culmination of years of hard work by Upper Providence Township and planning partners to provide a transportation network that serves the needs of the community. It provides a path forward to continually improve the active transportation network in the community.

As demonstrated in this report, the foundation for an active transportation network already exists in Upper Providence Township. The township has been proactive in requiring sidewalks, trails, transit supportive facilities, and other transportation features through land development, and Upper Providence has worked to close some of the gaps in the multimodal network. However, infrastructure projects like these take time; continued development of the network will likely occur in a phased approach over time. It will require commitment and dedication by various project partners to build connections, update policies, and promote programs. These incremental changes over time will help to achieve a truly multimodal transportation network in Upper Providence Township.

The following summary of implementation priorities includes priority capital improvement projects, a list of potential funding options, and strategies for measuring success.

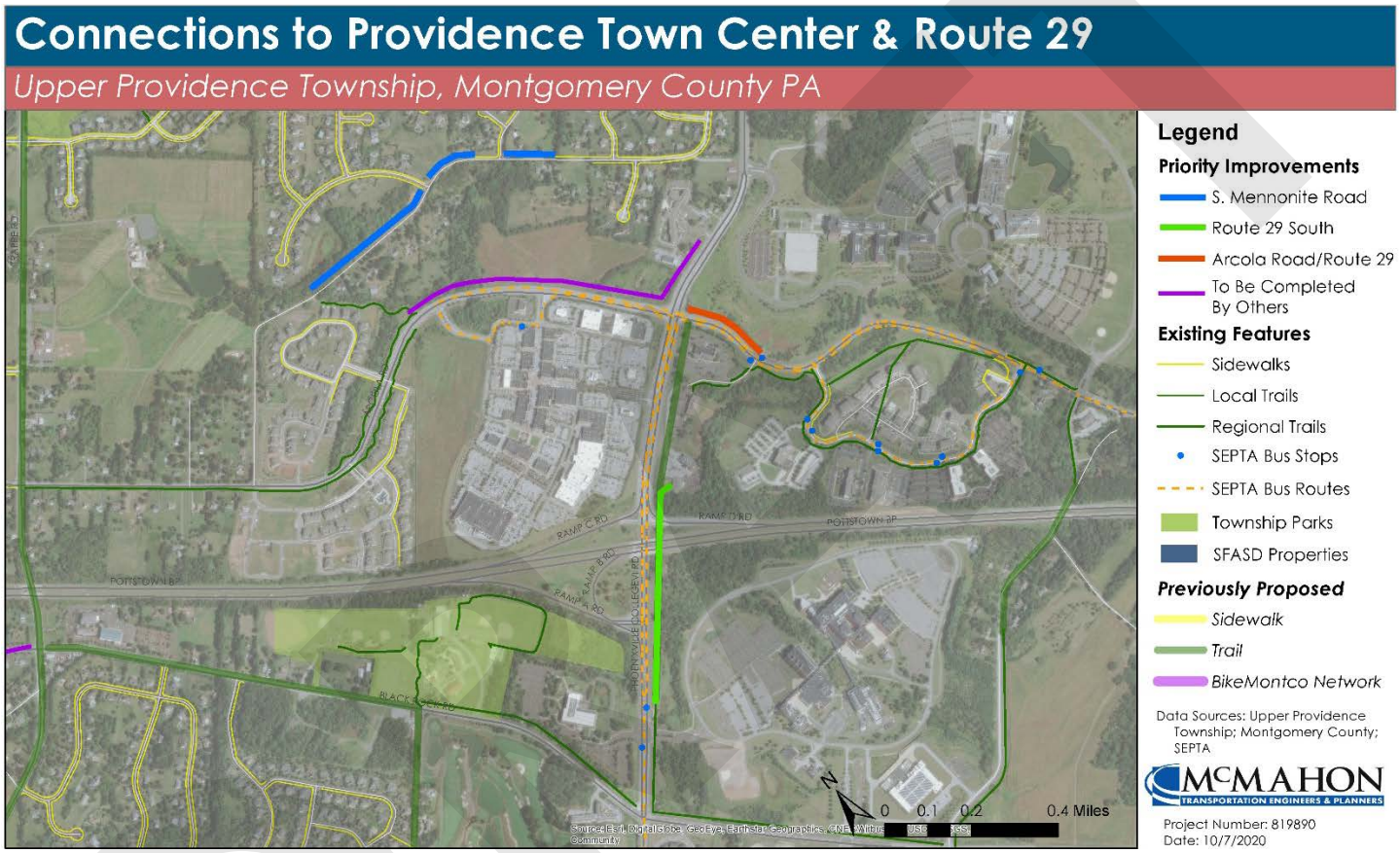
Priority Capital Improvement Projects

Areas of the township were identified as primary focus areas where additional focus on recommendations was given. Recommendations to improve the multimodal network in these areas focused on building off of existing infrastructure and ongoing efforts in the township. Additionally, improvements at a key trail crossing in the township were identified as a third focus area, because Upper Providence Township has been working to advance improvements that will enhance safety of trail users and motorists. The three focus areas are identified on the map below. Further details about the recommendations can be found on the following pages.



Priority 1 - Connections to Providence Town Center & Route 29

Providence Town Center is a large retail complex surrounded by residential, office, and commercial uses. This area of the township has received a lot of land development activity in recent years, which is expected to continue. Upper Providence Township has required developers to build sidewalks and paths that are open for public use through the land development process. Building off of the existing infrastructure, there are still a few missing connections that would need to be retrofitted to create a complete multimodal network in this part of the township. The map below illustrates a few key improvements and identifies a phased approach to implementing the recommended improvements. The phases were determined using priorities identified by the stakeholder committee. Funding availability and other project timing will dictate the implementation of these projects.



Phase	1	2	3
Project	S. Mennonite Road	Route 29 South Connection	Arcola Road & Route 29 Crossing
Cost Estimate*	$1,000,000 - $1,500,000	$1,500,000 - $2,000,000	$400,000 - $600,000

These recommended improvements are further detailed on the following pages.

**Note: Opinions of cost are in 2020 dollars and are subject to change based on plan/design preparation and revisions with any agency review, field conditions, etc. The approximation of costs indicated are for use in "order of magnitude" budgeting, but in no way intended to be construed as a final cost for each project. Final costs are contingent only on actual bids from contractors, based on the final design plan submission and formal bidding.*

Phase 1 – S. Mennonite Road

Components

- Trail or path connection along the north side of S. Mennonite Road

Benefits

- Connects to existing trails and sidewalks in the area
- Provides access to Providence Town Center from residential areas

Constraints and Cost Drivers

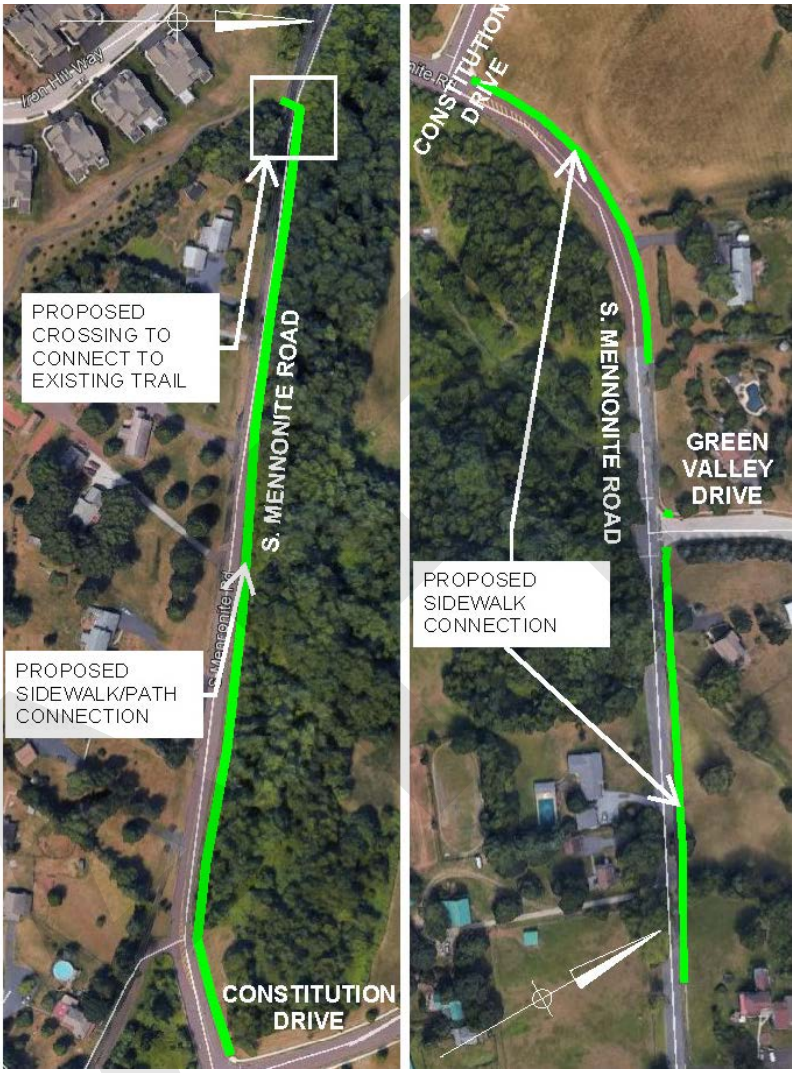
- Culvert crossing extensions/impacts
- Utility impacts
- Tree removal/replacement
- Steep embankments
- Driveway modifications
- New ADA curb ramp construction
- Right-of-Way

Planning Level Construction Cost Estimate

- $1,000,000 - $1,500,000

Next Steps

- Evaluate available funding sources for project development and construction
- Coordinate with affected property owners to identify support or concerns
- Develop detailed concept plan and refine cost estimate



Phase 2 – Route 29 South Connection

Components

- Trail connection on east side of Route 29 from Goddard school to doe Run Boulevard
- Portions of trail pedestrian path would pass under US 422 and within shoulder sections
- One signalized crossing of 422 WB off-ramp

Benefits

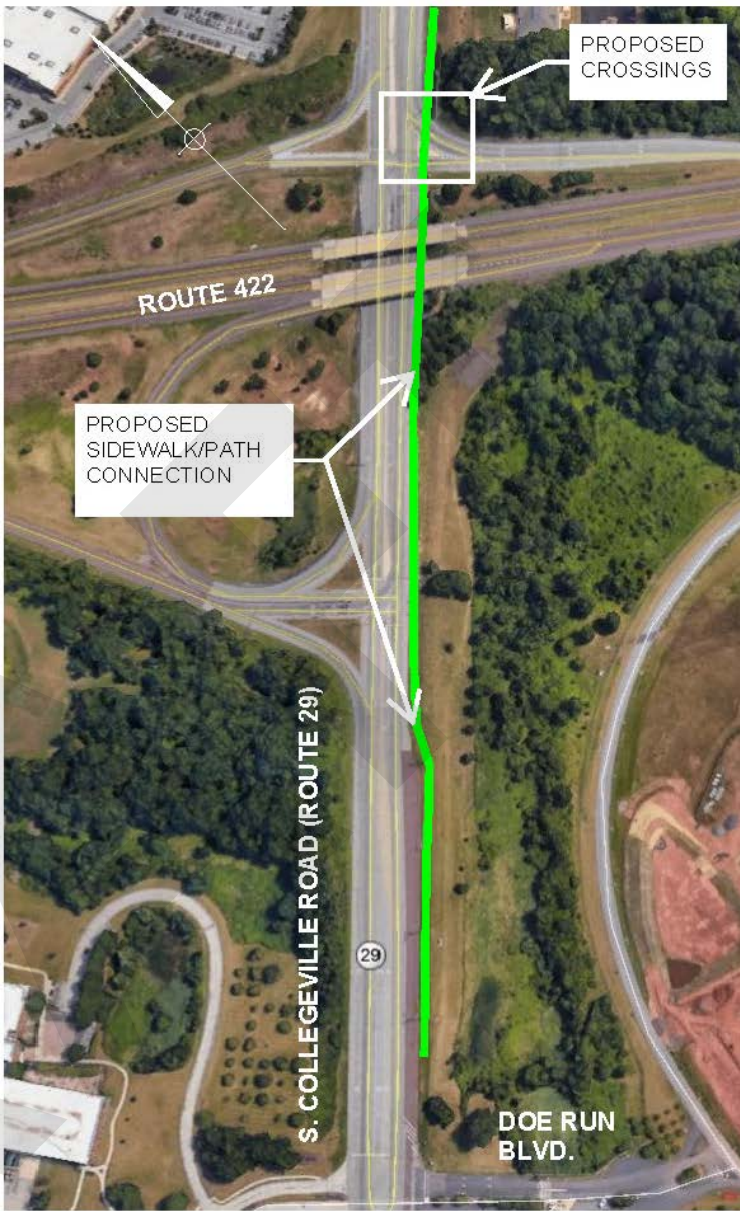
- Connects recently constructed Black Rock Trail to destinations to the north
- Allows for modification to existing transit stops along Route 29 (e.g. new bus pads, etc.)

Constraints and Cost Drivers

- Embankment impacts/grading
- Swale/Drainage Impacts
- Utility Impacts
- New installation and modification of existing traffic signal equipment
- New ADA curb ramp construction
- Guiderail impacts
- Right-of-Way

Planning Level Construction Cost Estimate

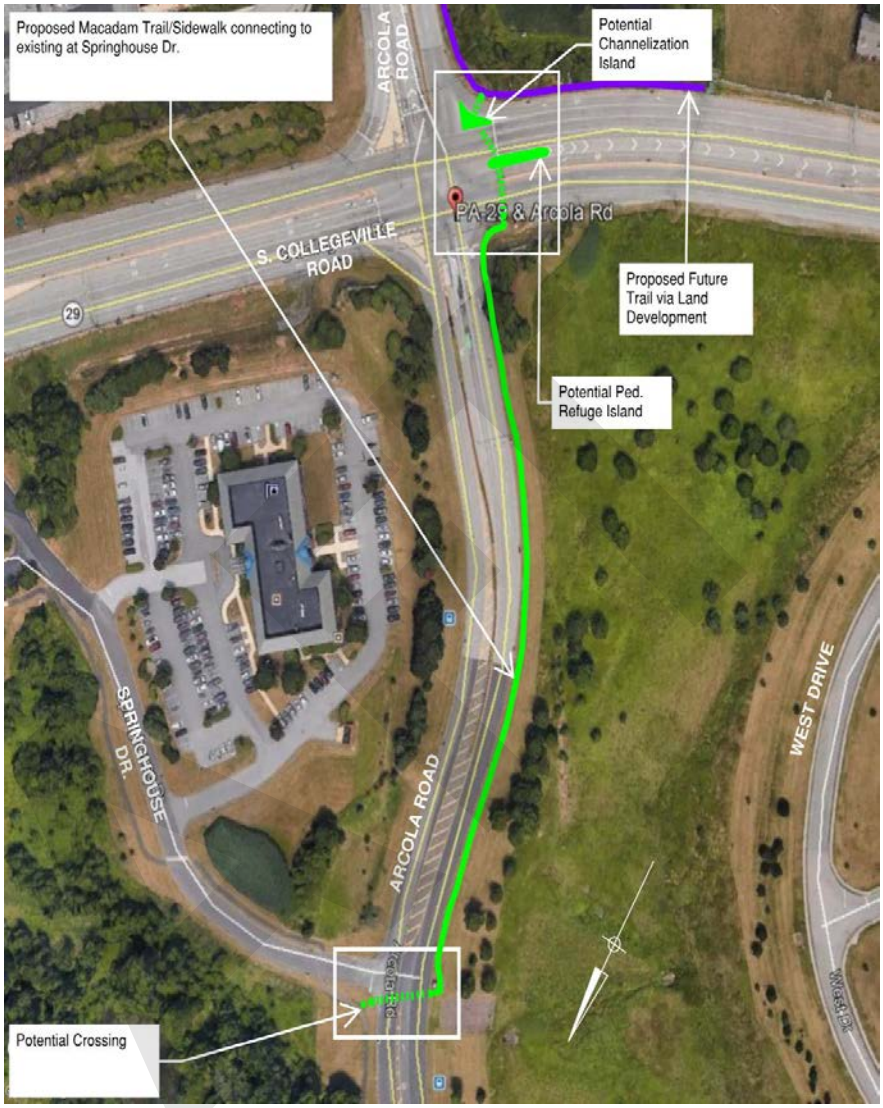
- $1,500,000 - $2,000,000



Next Steps

- Discuss project feasibility with PennDOT District 6-0
- Evaluate available funding sources for project development and construction
- Coordinate with affected property owners to identify support or concerns
- Coordinate with SEPTA to determine existing bus stop modifications/impacts
- Develop detailed concept plan and refine cost estimate

Phase 3 – Arcola Road & Route 29 Crossing



Components

- Crosswalk across Route 29 at Arcola Road
- Potential pedestrian refuge island
- Trail connection along Arcola Road to existing paths in Arcola Corporate Campus

Benefits

- Provides a desired crossing of Route 29 at a signalized intersection
- Connects to existing path network in Arcola Corporate Campus and leads to exiting bike lanes to the south
- Connects to future Trails and potential new bike lanes along Arcola Road to the north
- Allows for enhancements of existing transit stops (e.g. new bus pads, etc.)

Constraints and Cost Drivers

- New ADA curb ramp construction
- Channelized island and median refuge installation along Route 29
- New installation and modification of existing traffic signal equipment
- Existing feature impacts (lighting, fencing, mulch beds, etc.)
- Right-of-way

Planning Level Construction Cost Estimate

- $400,000 - $600,000

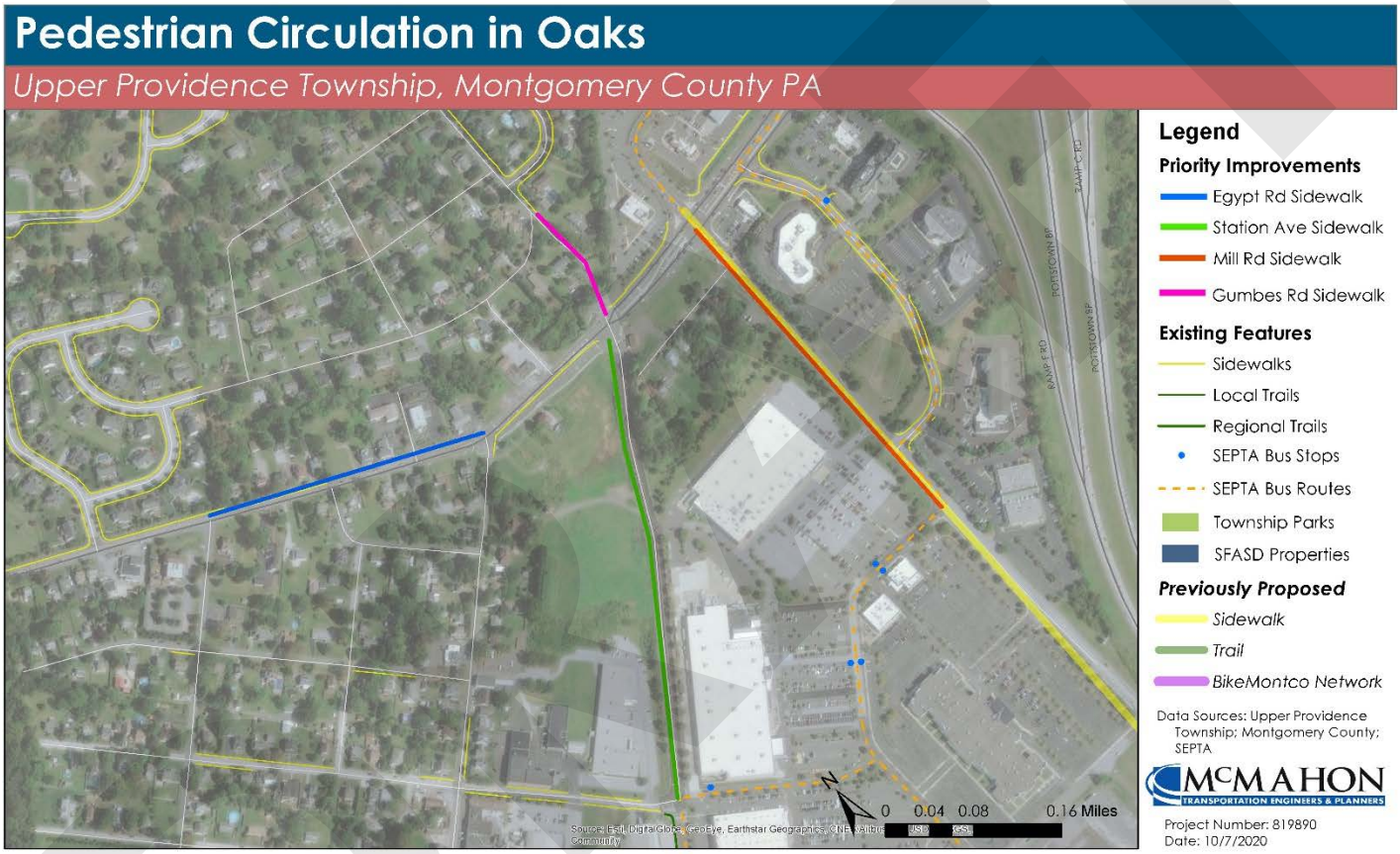
Next Steps

- Evaluate available funding sources for project development and construction
- Coordinate with affected property owners to identify support or concerns
- Coordinate with SEPTA to determine existing bus stop modifications/impacts
- Develop detailed concept plan and refine cost estimate

Priority 2 - Pedestrian Circulation Improvements in Oaks

The Village of Oaks is a residential and retail center in Upper Providence Township. It is home to approximately 1,700 people, various large retailers, the Philadelphia Expo Center at Oaks, and some light industrial uses. This area of the township has an industrial past, as it was home to a major tire manufacturing facility. Some areas of the village have long had sidewalks to support residents' ability to walk to work at the nearby factory. Additionally, through recent investment in the transportation infrastructure and land development activity in the area, sidewalks and trails have been built in the village. However, gaps in the pedestrian network still exist.

The map below illustrates a few key improvements and identifies a phased approach to implementing the recommended improvements, which as a whole will increase walkability and create a connected network to the Oaks retail center from points from the surrounding community from points west, north, and east. The phases were determined using priorities identified by the stakeholder committee. However, funding availability and other project timing will dictate the implementation of these projects.



Phase	1	2	3	4
Project	Egypt Road Sidewalk	Station Avenue Sidewalk	Mill Road Sidewalk	Gumbes Road Sidewalk
Cost Estimate*	$400,000 - $500,000	$700,000 - $850,000	$850,000 - $1,000,000	$400,000 - $600,000

These recommended improvements are further detailed on the following pages.

**Note: Opinions of cost are in 2020 dollars and are subject to change based on plan/design preparation and revisions with any agency review, field conditions, etc. The approximation of costs indicated are for use in "order of magnitude" budgeting, but in no way intended to be construed as a final cost for each project. Final costs are contingent only on actual bids from contractors, based on the final design plan submission and formal bidding.*

Phase 1 – Egypt Road Sidewalk

Components

- Crosswalk on Egypt Road at Highland Avenue
- Rehabilitate existing sidewalk on north side of Egypt Road from Highland Avenue to Oakland Avenue
- Construct small missing sidewalk connection from Oakland Avenue to Oaks Gymnastics
- Potential coordination with future land development

Benefits

- Completes sidewalks along Egypt Road connecting from Page Ln. to Station Ave.

Constraints and Cost Drivers

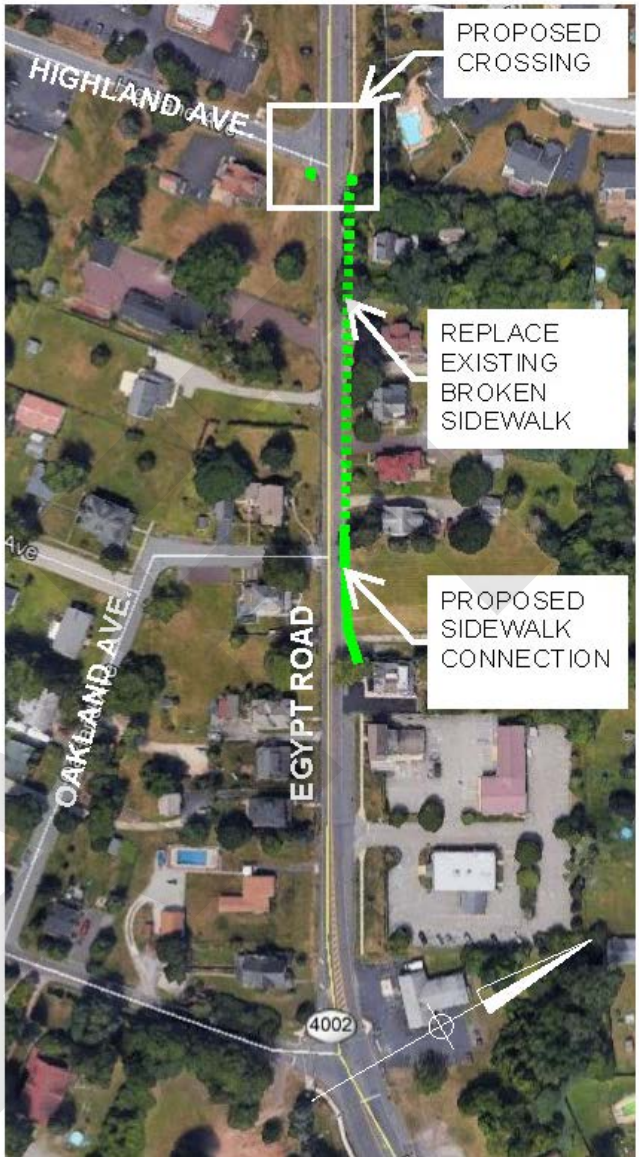
- New ADA curb ramp construction
- Existing driveway modifications
- Right-of-Way/Easements

Planning Level Construction Cost Estimate

- $400,000 - $500,000

Next Steps

- Evaluate available funding sources for project development and construction
- Coordinate with affected property owners to identify support or concerns
- Develop detailed concept plan and refine cost estimate



Phase 2 – Station Avenue Sidewalk and Potential "Road Diet"

Components

- Extend sidewalk along Station Avenue from Egypt Road to Montgomery Avenue
- Potential coordination with future land development

Benefits

- Connects to existing sidewalk network along Egypt Rd. further south; eventually connecting to Schuylkill River Trail (SRT) and Perkiomen Trail

Constraints and Cost Drivers

- New ADA curb ramp construction
- Embankment grading
- Utilities
- Tree removal/replacement
- Right-of-Way

Planning Level Construction Cost Estimate

- $700,000 - $900,000

Next Steps

- Evaluate available funding sources for project development and construction
- Coordinate with affected property owners to identify support or concerns
- Coordinate with township staff to determine if a reconfiguration of Station Avenue would be appropriate with current needs and surrounding land development (e.g. three-lane construction, streetscape elements, traffic calming measures, etc.)
- Coordinate with SEPTA to determine feasibility of new transit needs
- Develop detailed concept plan and refine cost estimate

Road Diet: A transportation engineering technique which involves reducing the number of traffic lanes and/or effective roadway width to improve safety or increase efficiency for all users.

Phase 3 – Mill Road Sidewalk

Components

- Extend sidewalk along Mill Road from Egypt Road to Marketplace Drive
- Potential coordination with future land development

Benefits

- Connects Egypt Rd. to existing sidewalk network further south

Constraints and Cost Drivers

- New ADA curb ramp construction
- Driveway/access modifications
- Utilities
- Tree removal/replacement
- Right-of-Way/Easements

Planning Level Construction Cost Estimate

- $850,000 - $1,000,000

Next Steps

- Evaluate available funding sources for project development and construction
- Coordinate with affected property owners to identify support or concerns
- Coordinate with SEPTA to determine feasibility of new transit needs
- Develop detailed concept plan and refine cost estimate

Phase 4 – Gumbes Road Sidewalk

Components

- Extend sidewalk along Gumbes Road to connect to Egypt Road
- Culvert Extension

Benefits

- Closes small gap in sidewalk network
- Connects residents between Black Rock Rd. and Egypt Rd. to retail area

Constraints and Cost Drivers

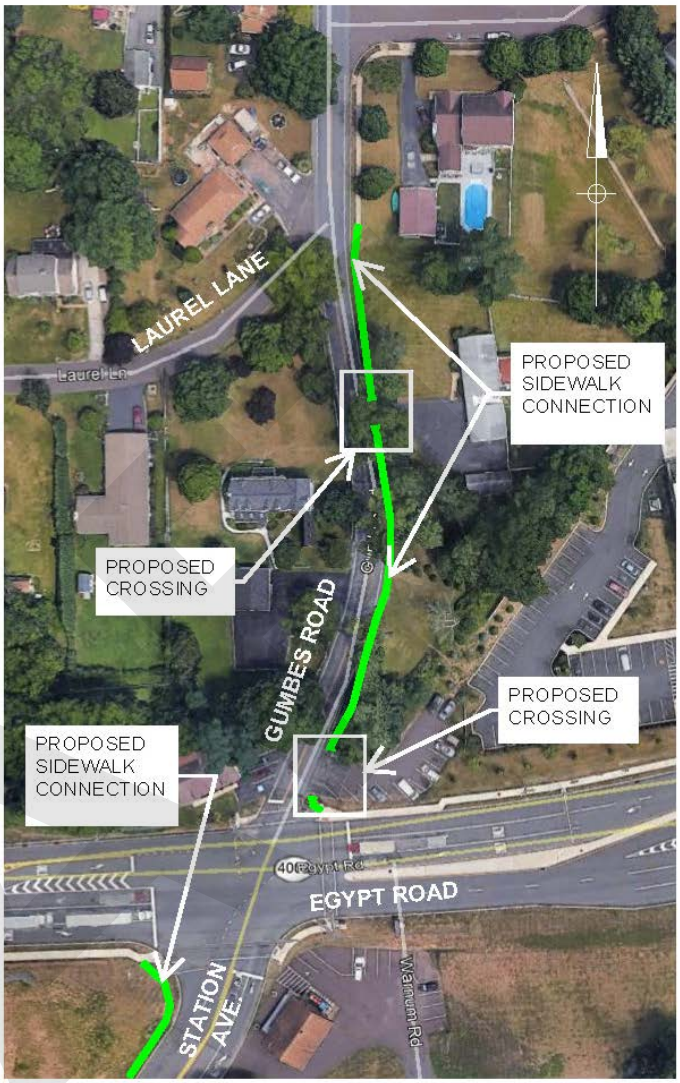
- Culvert crossing extension
- New ADA curb ramp construction
- Tree removal/replacement
- Steep grades
- Right-of-Way/easements
- Utilities

Planning Level Construction Cost Estimate

- $400,000 - $600,000

Next Steps

- Evaluate available funding sources for project development and construction
- Coordinate with affected property owners to identify support or concerns
- Develop detailed concept plan and refine cost estimate



Ongoing Effort - Perkiomen Trail Crossing – Arcola Road and Cider Mill Road

Components

- Pavement Markings
- Advanced Warning Signage
- Potential future Rapid Rectangular Flashing Beacons (RRFB's)
- Vegetation Clearing
- Modified trail approaches

Benefits

- Improve site distance for approaching vehicles
- Improve visibility of pedestrians using trail crossings
- Increase safety for all users

Constraints and Cost Drivers

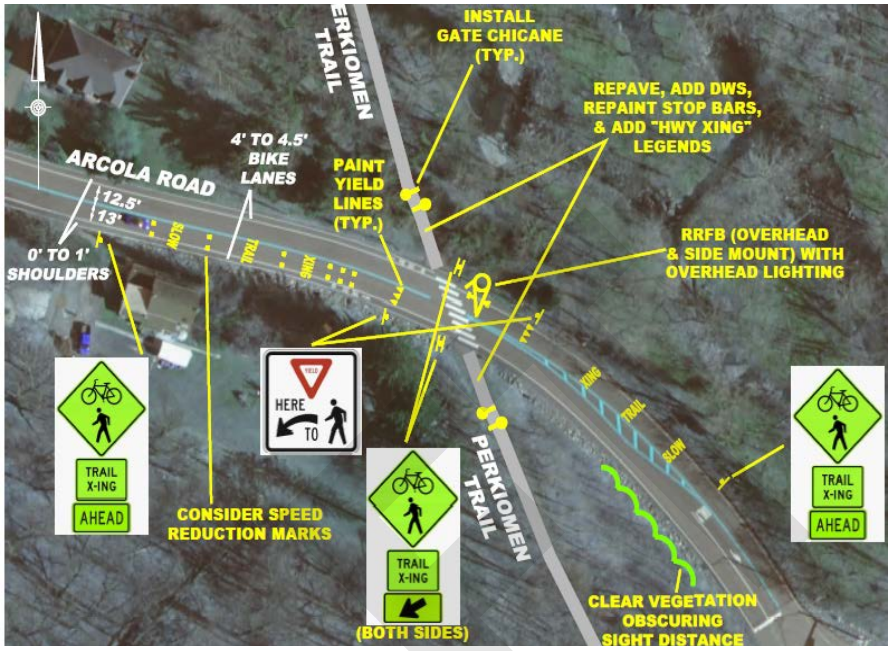
- Protected Eagle's Nest in area limits construction timeframes
- Paving existing natural trail sections
- Right-of-Way

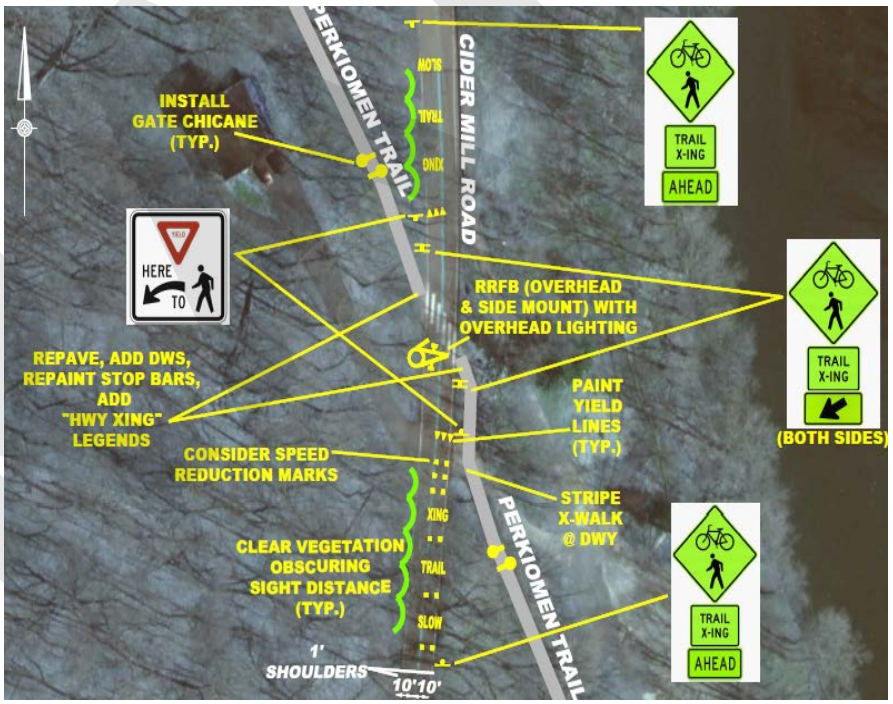
Planning Level Construction Cost Estimate

- Short Term
  - ~$30,000
- Long Term
  - ~$375,000

Next Steps

- Upper Providence Township is currently advancing the short-term vegetation clearing and sign work in 2020





Ongoing Effort – Schuylkill River Trail Improvements

Components

- Potential paving and widening of the Schuylkill River Towpath
- Potential complete streets improvements along Walnut Street/Port Providence Road to better accommodate all users

Potential Benefits

- Continuously paved Schuylkill River Trail from Philadelphia to Pottstown
- Improved safety for vulnerable users (pedestrians and bicyclists) along Walnut Street/Port Providence Road
- Removal of speed humps along Port Providence Road

Constraints and Cost Drivers

- To be determined via feasibility analysis

Planning Level Construction Cost Estimate

- Project costs are currently unknown.

Next Steps

- **Upper Providence Township currently exploring opportunities to fund a feasibility analysis**
- Perform analysis to determine feasibility of paving Schuylkill River Towpath or improving Walnut Street/Port Providence Road
- Identify funding sources for preferred alternatives
- Coordinate with affected property owners

List of Potential Funding Options

Funding for transportation projects in Pennsylvania can come in a variety of forms. Traditionally, transportation improvements have been funded through the State's Transportation Improvement Program; however, multimodal improvements like the ones identified in this study, can be funded through competitive grant programs or by other means.

Given the variety of improvements identified, additional funding beyond the municipal general budget will likely be needed for the next stage of implementation. From programs to feasibility studies to design and construction, different funding sources are appropriate depending on the type of project. Some of the grant opportunities available for implementation are listed below. The list below is as of November 2020, and is subject to change.

Program Administering Agency	Types of Projects*	Funding Details
Green Light – GO PennDOT	Existing traffic signal operations and maintenance improvements	Annual competitive grant program State funds (Act 101) 20% match
Community Conservation Partnerships Program (C2P2) DCNR	Plan, acquire & develop Greenways & trails Parks & recreation areas	Annual competitive grant program Various federal and state funds 20% - 50% match
Multimodal Transportation Fund (MTF) Commonwealth Financing Authority (CFA) with DCED PennDOT	Bicycle & pedestrian facilities Streetscapes Connectivity improvements Transit improvements Noise barriers	Two annual competitive grant programs State funds (Act 89) 30% match $100,000 minimum $3 million maximum
Automated Red Light Enforcement (ARLE) PennDOT	Traffic signal upgrades Safety improvements	Annual competitive grant program Funded by revenue from automated red light enforcement No match required
Greenways, Trails and Recreation Program (GTRP) CFA with DCED & DCNR	Greenways & trails Parks & recreation areas	Annual competitive grant program State funds (Act 13) 15% match $250,000 maximum
Transportation Alternatives Program (TAP) PennDOT	Bicycle & pedestrian facilities Stormwater management	Federal funds (MAP-21) 20% state/local cost share for all pre-construction $50,000 minimum $1 million maximum
Congestion Mitigation and Air Quality (CMAQ) DVRPC	Bicycle & pedestrian facilities Traffic flow & congestion reduction Transit improvements	Federal funds (MAP-21) 20% state/local cost share for all pre-construction $250,000 minimum for construction projects No maximum
Montco 2040 Implementation Grant Program Montgomery County Planning Commission	Physical improvements Meet stated goals of County Comp. Plan Bicycle, pedestrian, transit improvements, etc.	Annual competitive grant program County funds 20% match $200,000 maximum
Montco County Transportation Program (CTP) Montgomery County Planning Commission	Construction, maintenance, rehab of transportation facilities Traffic Signal upgrades Line Painting ADA Ramps Pedestrian Trails within roadway R/W	20% Municipal match for Grant, up to $250,000 total project. 50% match up to total grant award of $500,000. $850,000 maximum total project cost

Measuring Success

Long-term success of the Active Transportation Plan will be measured by the completion of linear miles of new multimodal transportation facilities, the number of newly connected destinations, enhancements of transit facilities (e.g. number of new bus pads and number of additional of transit stops), and enhancements to destinations. These capital improvements will not happen overnight; it will take diligent work on the part of planning partners and support of the local residents. Community leaders should update the list below periodically to check progress in implementation.

Linear Miles

This section indicates the potential linear miles of new infrastructure that facilitates biking or walking in the region. The list categorizes the number of existing and planned linear miles by the recommended facility types in this report. The specific location of these recommendations is illustrated on the Recommended Multimodal Transportation Network Map.

Potential Linear Miles of New/Improved Active Transportation Facilities

Facility Type	Existing Miles	Recommended Miles
Sidewalks	166	6.4
Local Multi-use Trails	11	6.6
Regional Multi-use Trails	4 – Paved 4.5 – Un-paved	Pave 1.5 miles of existing un-paved

Connected Destinations

The recommended facilities listed above will provide connections to various destinations within the region. The connected destinations are places that are desirable, useful, or attractive for people to access by walking, using a bicycle, or taking public transportation. The following table organizes these new connections by the type of transportation facility that would be utilized for a majority of the trip. The location of these destinations is illustrated on Recommended Multimodal Transportation Network Map.

Number of Destinations Potentially Connected by Multimodal Infrastructure

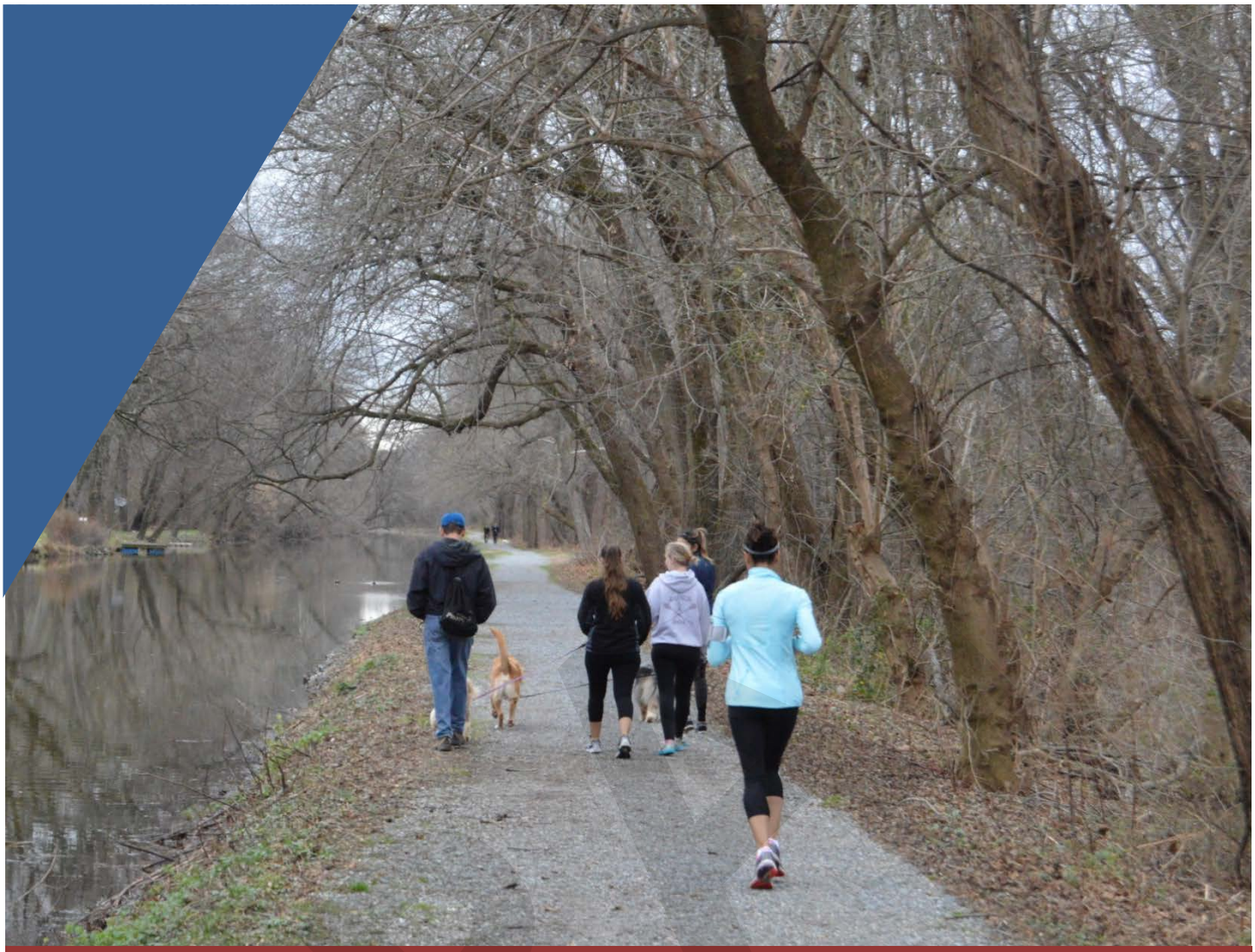
Primary Transportation Feature Type	List of Key Destinations Served	
Sidewalks	• MacFarlan Park • Port Providence Road Park • The Court at Upper Providence	• Spring Ford Area High School and Middle Schools • Oaks Elementary • Oaks Village
Multi-use Trails	• Anderson Farm Park • Black Rock Park • Hess Preserve • Schuylkill River Trail • Perkiomen Trail	• Providence Town Center • Longford Park/Reynold's Dog Park • GSK • SEI

Key Location Enhancements

The recommended Priority Capital Improvement Projects are intended to be the catalysts for improving the transportation network in Upper Providence Township. Each priority area includes multiple improvements that work together to provide a network of enhancements within a particular area of the township. The table below identifies the key recommendations for these locations. For more details, please see the Priority Capital Improvement Project Section in this chapter.

Enhancements at Key Locations in the Study Area

Priority Capital Improvement Project	Enhancements
Priority 1 – Connection to Providence Town Center & Route 29	• Phase 1 – S. Mennonite Road • Phase 2 – Route 29 South Connection • Phase 3 – Arcola Road & Route 29 Crossing
Priority 2 – Pedestrian Circulation in Oaks	• Phase 1 – Egypt Road Sidewalk • Phase 2 – Station Avenue Sidewalk • Phase 3 – Mill Road Sidewalk • Phase 4 – Gumbes Road Sidewalk
Ongoing Effort – Perkiomen Trail Crossings – Arcola Road and Cider Mill Road	• Short-Term Improvements Vegetative clearing to improve sight distances Updated advanced warning signage Pavement markings • Long-Term Improvements Rapid Rectangular Flashing Beacons (RRFB) Trail approach modifications
Ongoing Effort – Schuylkill River Trail Improvements	• Paving and potential widening of the Schuylkill River Canal Towpath • Pedestrian and Bicycle safety improvements along Port Providence Road



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