

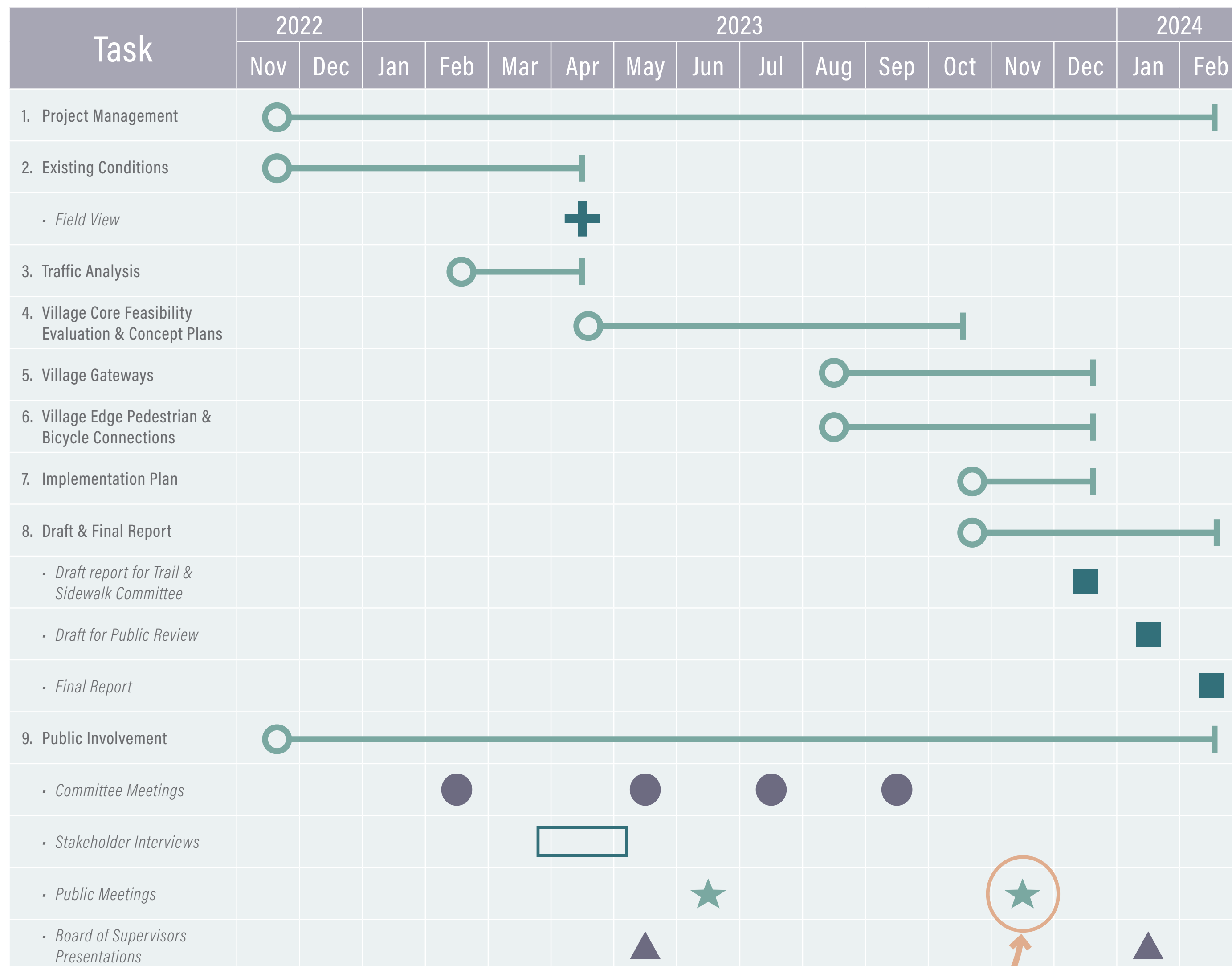
# PROJECT OVERVIEW

## Project Purpose

Develop and evaluate the feasibility of ways to:

- Make Lederach more walkable
- Provide regional bicycle and pedestrian connections
- Retain and promote the village character
- Plan for traffic and circulation

## Project Schedule



We are here →

## STUDY AREA



## Funding Source

- Transportation and Community Development Initiative (TCDI) grant administered by DVRPC

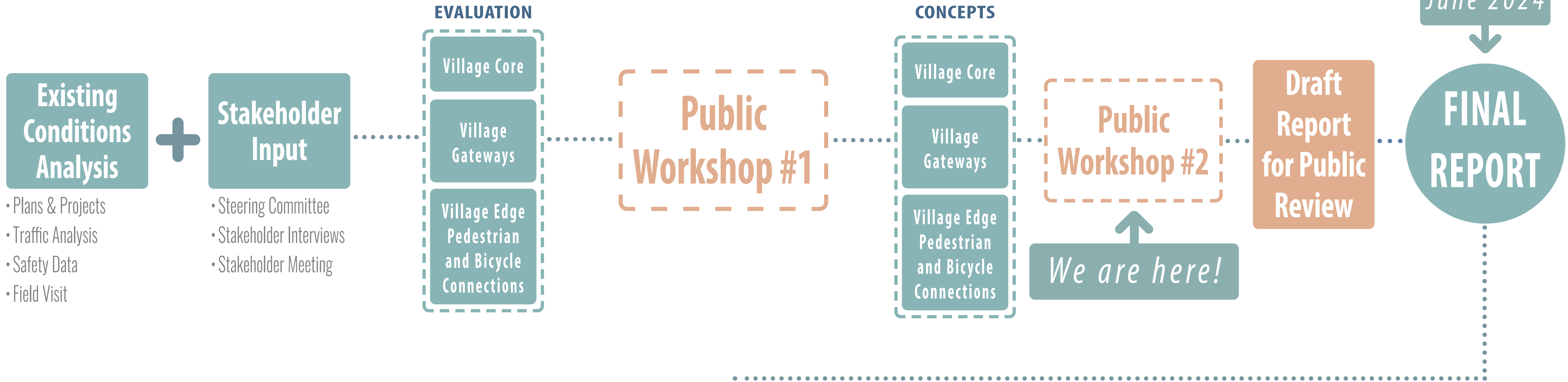
## Project Team

- Lower Salford Township – Project Sponsor
- McMahan, a Bowman company – Prime
- NTM – Environmental

# HOW DID WE GET HERE?

# WHERE ARE WE GOING?

 = OPPORTUNITIES FOR COMMUNITY INPUT



# HOW DO WE IMPLEMENT THE PLAN?

DEPENDENT ON FUNDING

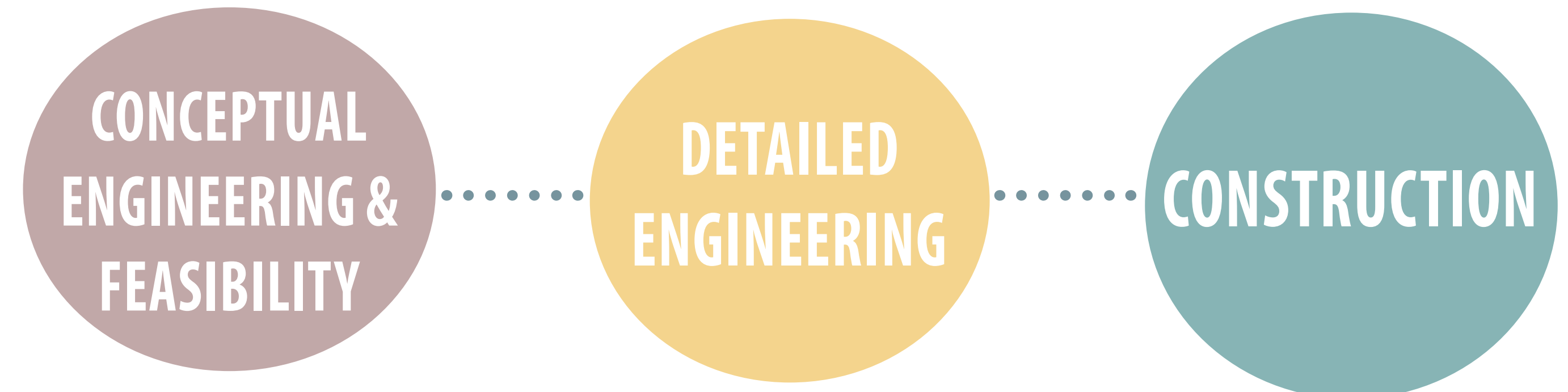
BASED ON COMMUNITY INPUT

**CAPITAL IMPROVEMENTS**

- Public Improvement Projects
- Land Development Projects

**POLICIES & PROGRAMS**

- Zoning Amendments
- Subdivision and Land Development Ordinance (SALDO) Amendments
- Community Initiatives

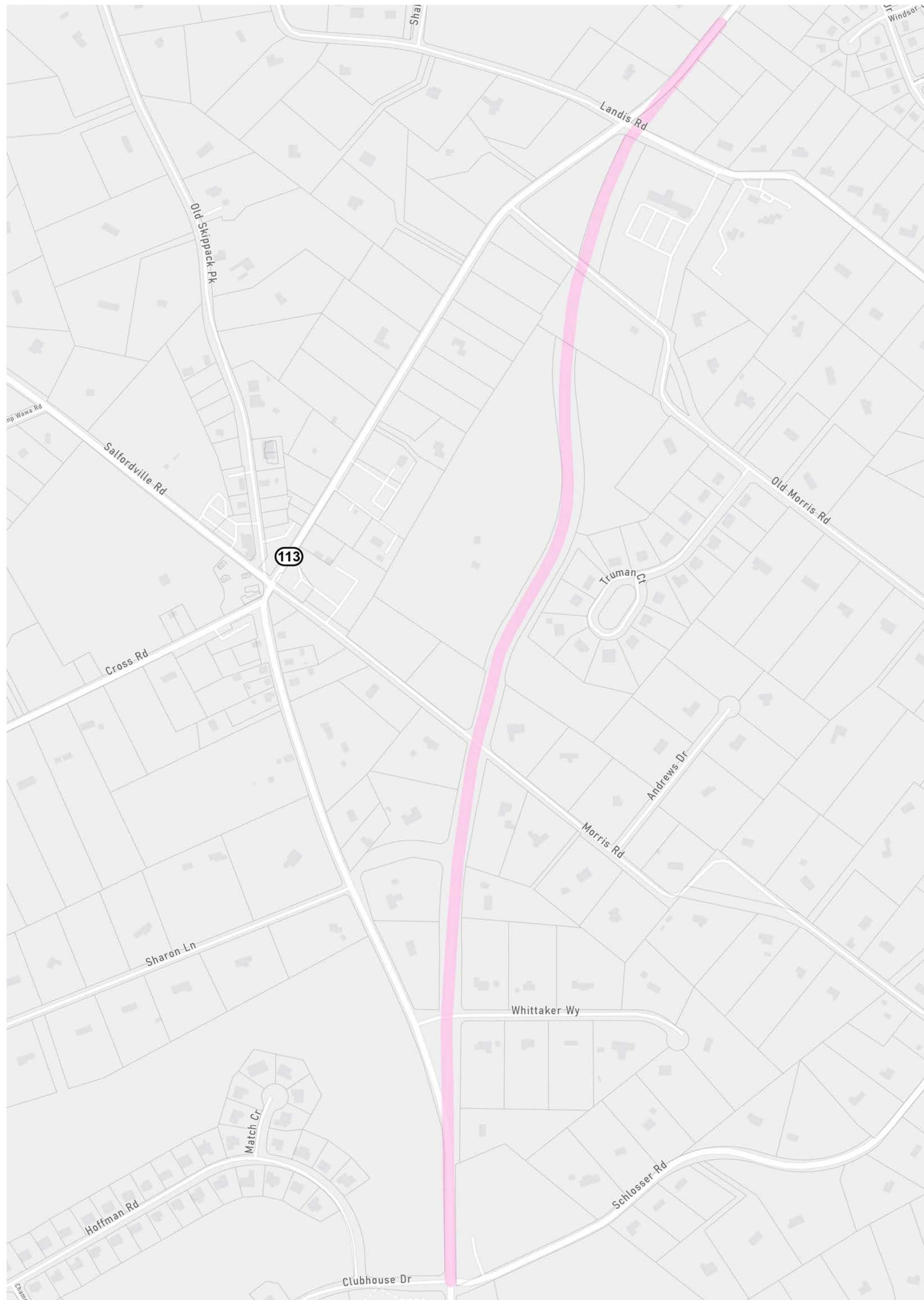


- Permitting
- Property Owner Coordination
- Utility Coordination



# PA 113 ALTERNATE ROUTE

## Proposed PA 113 Alternate Route



Lower Salford Township has been planning for an alternative route for PA 113 for over 40 years and is continuing to pursue resources to advance design and construction of the roadway and shared use path. Recent activities related to the project include:

- » The township has secured significant portions of the right-of-way that is reserved for the roadway and path.
- » The project has been included in several township, county, and regional plans. For example, it is listed on Lower Salford Township's Capital Improvements Plan, last updated and adopted by the Board of Supervisors in 2018 as part of the township's traffic impact fee ordinance.
- » The township has submitted several grant applications to request funding for engineering through various federal and state programs, and will continue to pursue additional funding opportunities.

## What We Heard...

How would relocating PA 113 affect your community?

Public feedback related to the potential PA 113 Relocation was generally split between support and opposition.

How would changing Harleysville Pike to one-way affect your community?

The majority of respondents did not support additional consideration of one-way scenarios for Harleysville Pike (in conjunction with the PA 113 Alternate Route).

## Considerations and Outcomes...

- » Keep Harleysville Pike designated and signed as PA 113, even if/when an alternative route is built, is important to supporting the viability of commercial land uses within the Village of Lederach. Refer to the "PA 113 Relocation" project as "PA 113 Alternate Route" to convey that the designation of PA 113 might not change to the new roadway.
- » Evaluate options to provide a trail connection within the right-of-way secured for the PA 113 Alternate Route, possibly in advance of building a new roadway connection.
- » Further evaluate options for the road design, including intersections and connections at the northern and southern ends.
- » Dismiss one-way scenarios for Harleysville Pike from further consideration.
- » Focus on identifying improvements in the Village of Lederach that are not dependent on implementation of the PA 113 Alternate Route.





# VISION

The Village of Lederach is sustained as a bucolic and walkable village that reflects its historic character, fosters a sense of community, embraces small and local businesses, and provides safe connections for pedestrians, bicyclists, and motorists.

The vision statement is aspirational and the goal statements will guide development and implementation of a range of strategies to achieve the vision over the next decade and beyond.

# GOALS

## Enhance Connectivity...

...within the village so residents and visitors can safely walk and bike

...between the village and existing/planned trails, bikeways, parks, and other recreational resources

### Considerations:

- Sidewalks
- Internal walkways and paths
- Pedestrian crossing improvements: marked crosswalks, pedestrian signals
- On-road bicycle facilities
- Traffic calming measures

## Manage traffic congestion, cut through traffic, and high traffic speeds through the village

### Considerations:

- New roadway connections
- Traffic calming measures

## Retain and celebrate the character and history of the village

### Considerations:

- Gateway treatments
- Streetscape design features
- Interpretative and/or wayfinding signs

## Support a mix of uses within the village, including small and local businesses

### Considerations:

- Gathering spaces
- Shared parking

## Enhance and connect to existing open spaces, natural landscapes, and historic resources

### Considerations:

- Sidewalks and paths
- Public access easements
- Interpretative and/or wayfinding signs
- Open space preservation



# VILLAGE CORE - POTENTIAL IMPROVEMENTS

DRAFT - 11/16/23



## Walkways Mix of Public/Private

- Existing (Yellow solid arrow)
- Potential (Yellow dashed arrow)

## Sidewalks/ Pedestrian Paths

- Existing (Pink solid arrow)
- Potential (Pink dashed arrow)
- Developer (Orange dashed arrow)

## Tight Spaces



## Destinations



## Outdoor Community Spaces

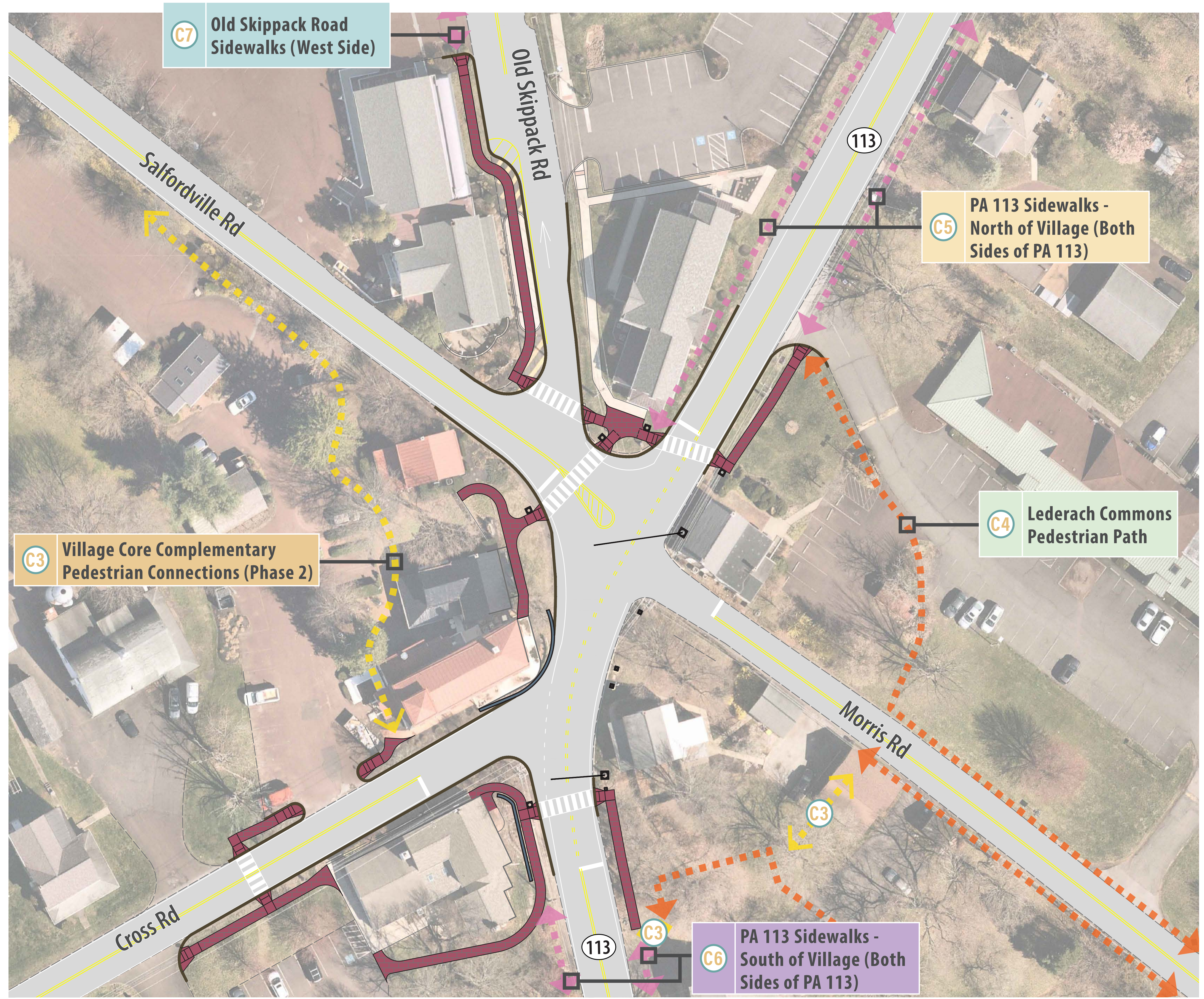


## Marked Crosswalks





# Village Core Pedestrian and Intersection Enhancements



This is a conceptual plan that illustrates potential improvements. Further engineering will be required to determine the ultimate improvements. The design and permitting processes will involve additional coordination with property owners and will result in refinements to the conceptual plans.

## Graphic Legend

Sidewalk	Protective wall	Walkways	Sidewalks/ Pedestrian Paths - Public
Curbing	Pedestrian Signal		Sidewalks/ Pedestrian Paths - Developer
High Visibility Crosswalk	Signal Pole		

### Additional Options for Improvements (not shown on Conceptual Plan)

- Relocate traffic signal pole(s)
- Landscaping (native plants)
- Wayfinding and interpretative signage
- Pedestrian scale lighting at the intersection
- Stamped asphalt treatments
- Raised intersection (dependent upon PA 113 Alternate Route)



# Village Core Pedestrian and Intersection Enhancements

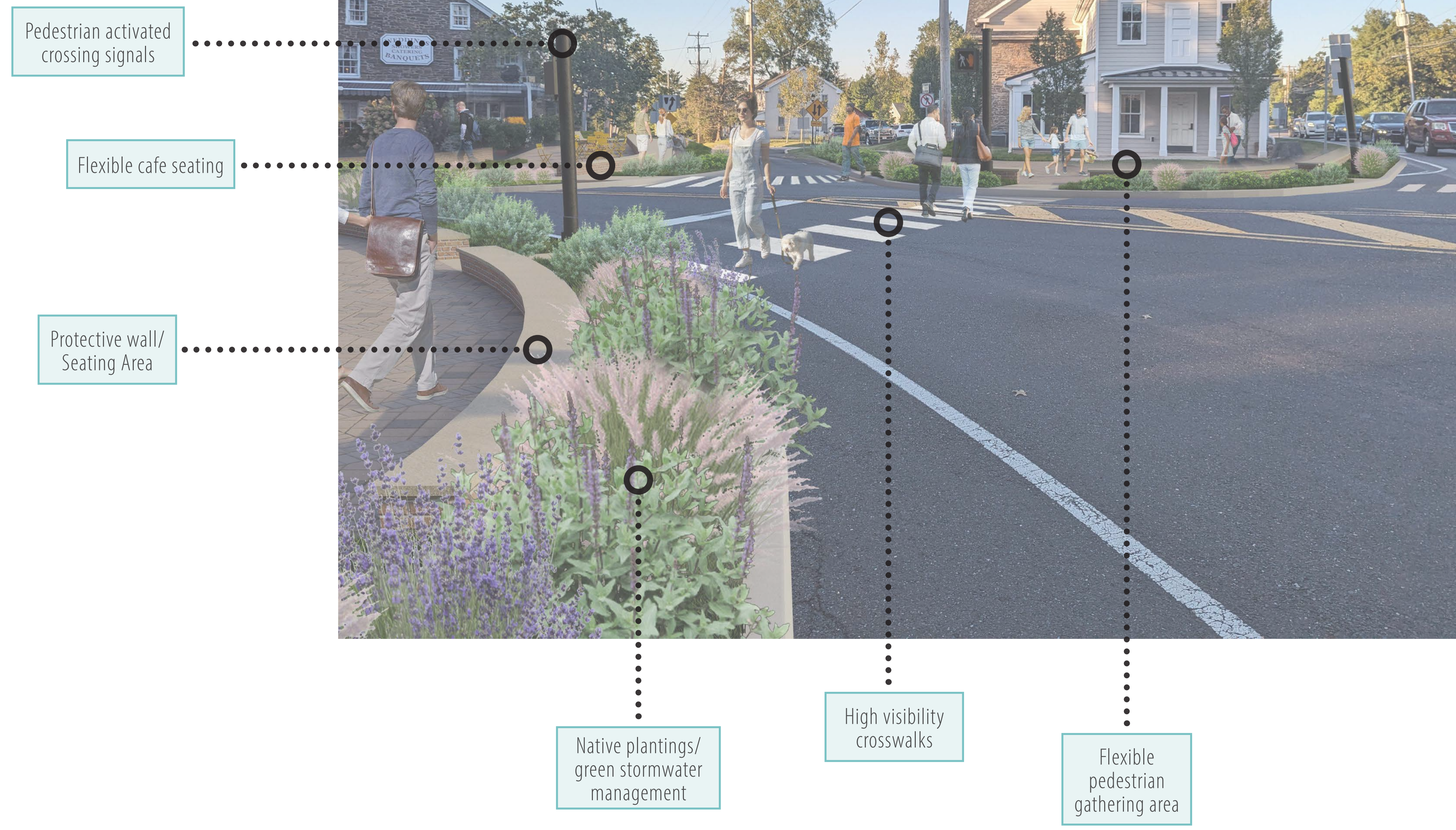
## Village Core Enhancements

The following rendering displays some of the potential enhancements included in the conceptual plan and what they could look like in a real world context. The primary goal of these enhancements is to improve pedestrian safety and access within the Village Core by creating an interconnected network of walkways, sidewalks, and crossings that connect to welcoming spaces.



The existing intersection is uncomfortable for pedestrians and features long, unpredictable crossings with no crosswalks and no protection from oncoming traffic. Areas of open space are undefined, underutilized, and disconnected from one another creating an unwelcoming center of the Village Core.

## POTENTIAL ENHANCEMENTS





# What improvement is most important to you?

## VILLAGE CORE - CAPITAL PROJECTS MAP



## Village Core Capital Improvement Projects

ID	Name	Description	Votes
C1	<b>Old Skippack Road / Bay Pony Inn Pedestrian and Intersection Enhancements</b>	Replace the existing concrete island on Old Skippack Road (in front of the Bay Pony Inn) with new curb and sidewalks that provides space for landscaping and seating. Marked crosswalks, ADA compliant curb ramps, and pedestrian signals for the crossings of Old Skippack Road and PA 113.	
C2	<b>Salfordville Road / Cross Road Pedestrian and Intersection Enhancements</b>	New sidewalks, walkways, marked crosswalks along portions of Salfordville Road and Cross Road, along with pedestrian signals and ADA compliant curb ramps.	
C3	<b>Complementary Pedestrian Connections</b>	Internal walkways within properties that provide key connections to sidewalks and crosswalks.	
C4	<b>Lederach Commons Pedestrian Path</b>	Pathway connection within Lederach Commons property to connect areas along Morris Road to the Village Core.	
C5	<b>PA 113 Sidewalks - North of Village (Both Sides of PA 113)</b>	New sidewalks along PA 113 north of the Village Core.	
C6	<b>PA 113 Sidewalks - South of Village (Both Sides of PA 113)</b>	New sidewalks along PA 113 south of the Village Core.	
C7	<b>Old Skippack Road Sidewalks (West Side)</b>	New sidewalks along Old Skippack Road north of the Village Core.	
C8	<b>Village Core Wayfinding and Interpretive Signage</b>	Installation of wayfinding and interpretive signage at strategic locations to help orient and direct people and highlight unique historic features of the village.	

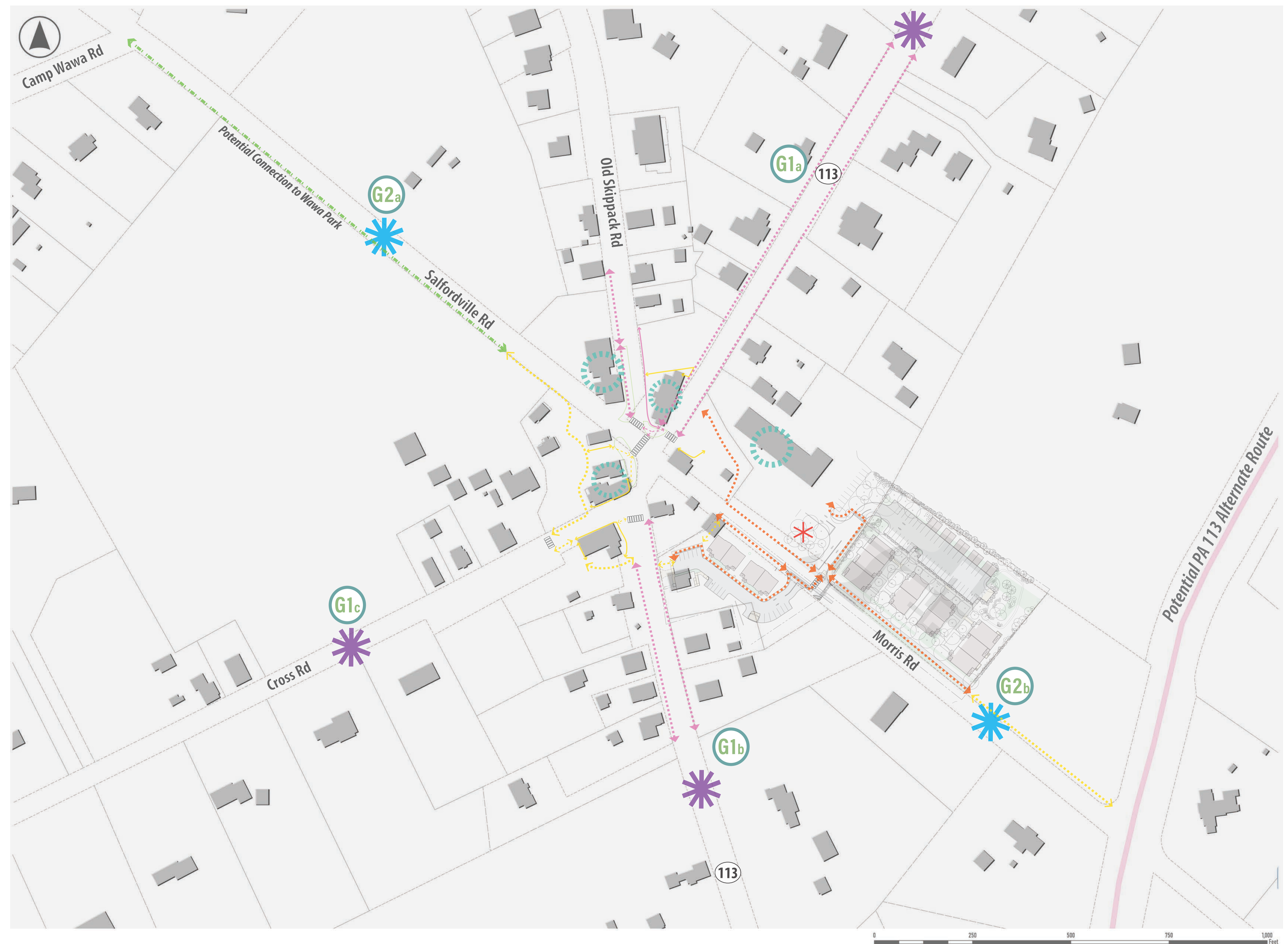


# CAPITAL IMPROVEMENT PROJECTS

- G1 Median Gateways:**
  - a. PA 113 North
  - b. PA 113 South
  - c. Cross Road

- G2 Roadside Gateways:**
  - a. Salfordville Road
  - b. Morris Road

## VILLAGE GATEWAYS - CAPITAL IMPROVEMENTS MAP



### Walkways

Mix of Public/Private

- Existing
- Potential

### Sidewalk/ Pedestrian Path

- Existing
- Potential
- Developer

### Destinations



### Gathering/ Open Space



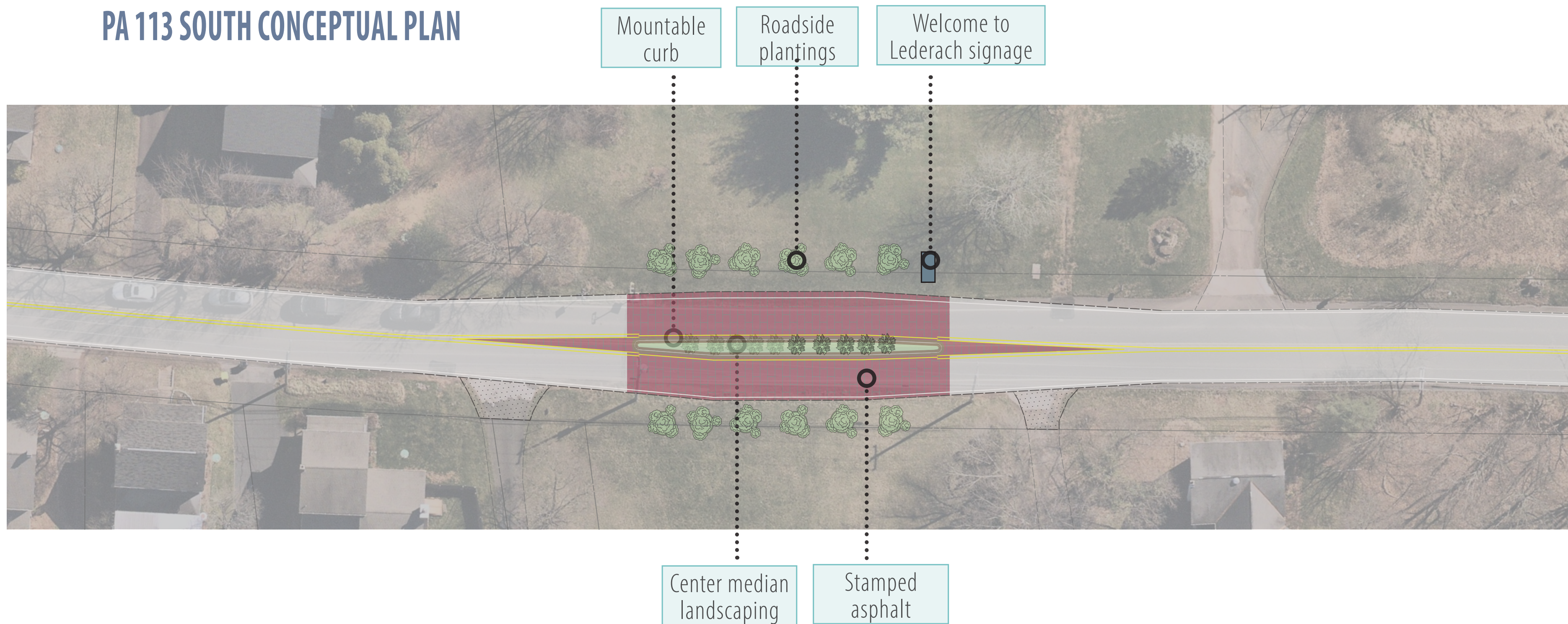
### Gateway Treatments

- Center Median
- Roadside



## G1. Median Gateway Treatments

PA 113 SOUTH CONCEPTUAL PLAN



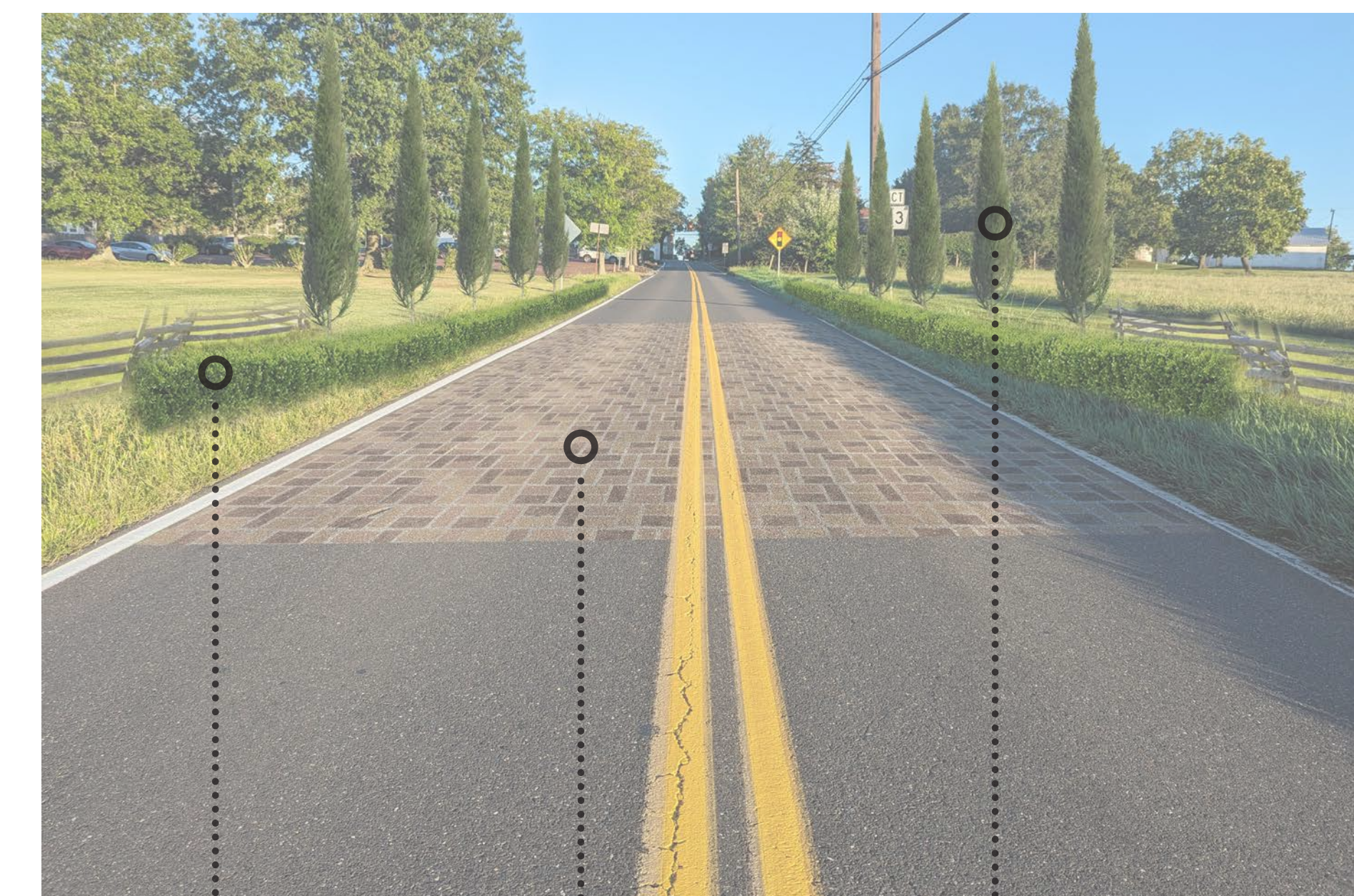
## G2. Roadside Gateway Treatments

SALFORDVILLE ROAD

EXISTING CONDITIONS



POTENTIAL ENHANCEMENTS



Hedge rows

Stamped asphalt

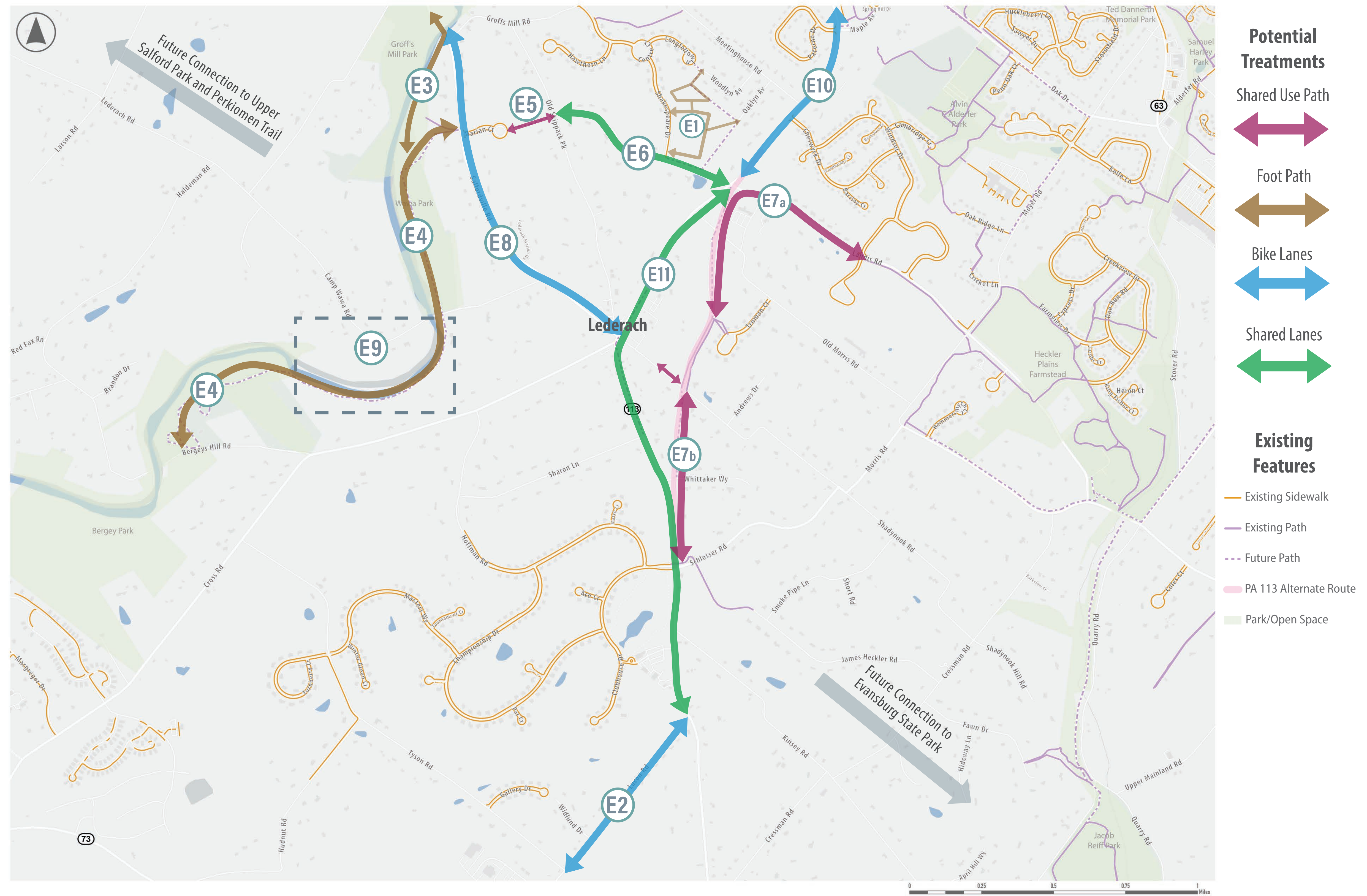
Vertical plantings



# CAPITAL IMPROVEMENT PROJECTS

- E1 Shakespeare-Oaklyn Loop**
- E2 Lucon Road Bike Lanes**
- E3 Groff's Mill Park Connection**
- E4 Wawa Park and Bergey's Mill Park Enhancements - Footpaths and Wayfinding**
- E5 Landis Road to Marian Court Shared Use Path**
- E6 Landis Road Shared Lanes**
- E7 PA 113 Alternative Route Shared Use Path**
  - a. Northern section + Landis Road
  - b. Southern section + Morris Road
- E8 Salfordville Road Bike Lanes**
- E9 Bergey's Mill Park to Wawa Park Footpath**
- E10 PA 113 North Bike Lanes**
- E11 PA 113 Shared Lanes**

## VILLAGE EDGE - CAPITAL IMPROVEMENT PROJECTS MAP





# What improvement is most important to you?

## Village Edge Capital Improvement Projects

ID	Name	Description	Votes
E1	<b>Shakespeare-Oaklyn Loop</b>	Small network of footpaths to be located in open space area between Shakespeare Drive and Oaklyn Avenue. These nature trails would connect to existing sidewalk network and provide scenic walking areas for residents.	
E2	<b>Lucon Road Bike Lanes</b>	Wide roadway would allow for bike lanes to provide safe space for people to ride bikes separated from traffic. Would provide connection to commercial areas to south and eventually to the Village Core.	
E3	<b>Groff's Mill Park Connection</b>	Extension of existing network of footpaths in Wawa Park along east branch of Perkiomen Creek to connect north to Groff's Mill Park. Would also include facilities on bridge to help pedestrians safely cross.	
E4	<b>Wawa Park and Bergey's Mill Park Enhancements - Footpaths and Wayfinding</b>	Enhancements to existing network of footpaths within Wawa Park and Bergey's Mill Park increase access and help people better orient within the parks. Enhancements include trail surface improvements, stream crossings, trail loop linkages, and wayfinding signage.	
E5	<b>Landis Road to Marian Court Shared Use Path</b>	This small shared use path would serve as an important link to an existing sidewalk/path connection to the footpath trail network within Wawa Park as well as potential shared lanes along Landis Road. Enhanced crossings of Old Skippack Pike and Salfordville Road may also need to be considered in conjunction.	
E6	<b>Landis Road Shared Lanes</b>	This low volume, low vehicle speed roadway currently serves as a bike route around the village. Shared lane treatments could help increase awareness and could be paired with other traffic calming strategies to further enhance safety.	
E7	<b>PA 113 Alternative Route Shared Use Path</b> <i>a. Northern section + Landis Road</i> <i>b. Southern section + Morris Road</i>	The existing right-of-way for a potential PA 113 alternative route could be utilized to create a shared use path connection along the corridor. This could entail two sections with the northern portion continuing on Landis Road to connect to existing network of paths and a southern portion connecting to paths at Schlosser Road and west on Morris Road toward the Village Core.	
E8	<b>Salfordville Road Bike Lanes</b>	Bike lanes along this route would provide important connections to Wawa Park and Groff's Mill Park. Roadway widening may be needed in some sections.	
E9	<b>Bergey's Mill Park to Wawa Park Footpath</b>	This connection would close the existing gap between footpath networks in Wawa Park and Bergey's Mill Park and provide a cohesive path along the east branch of the Perkiomen Creek. Topography concerns and privately owned property would need to be taken into account.	
E10	<b>PA 113 North Bike Lanes</b>	Bike lanes along PA 113 north of the Landis Road would provide connection to Harleysville and existing network of paths.	
E11	<b>PA 113 Shared Lanes</b>	Due to existing traffic volumes, this treatment would only be feasible with lower volumes resulting from a PA 113 alternative route.	



# PRIORITIES

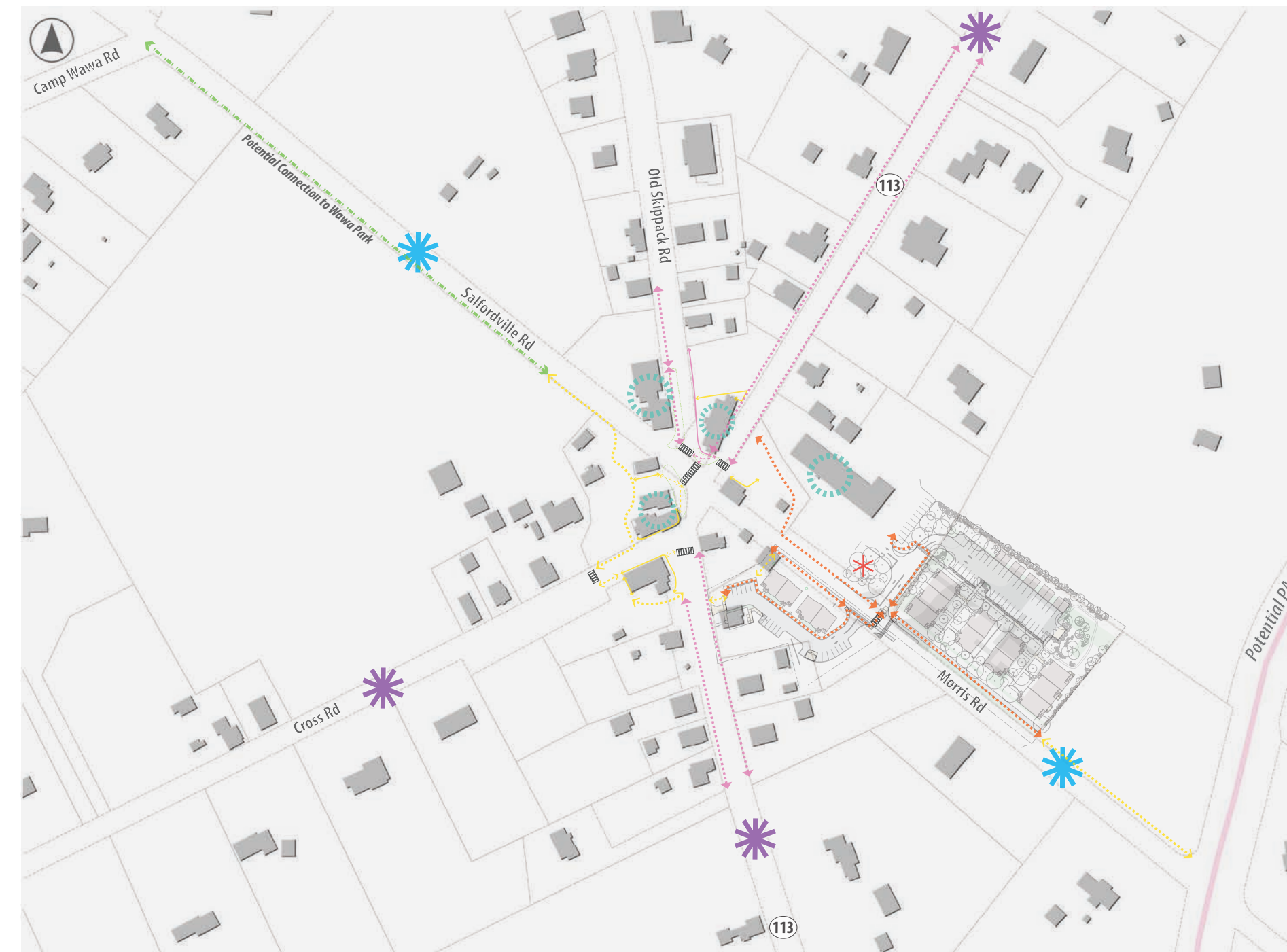
You are in charge of allocating funding to improve the Village of Lederach.  
Place your “buck” into the box associated with your priority project or area for investment.

## VILLAGE CORE



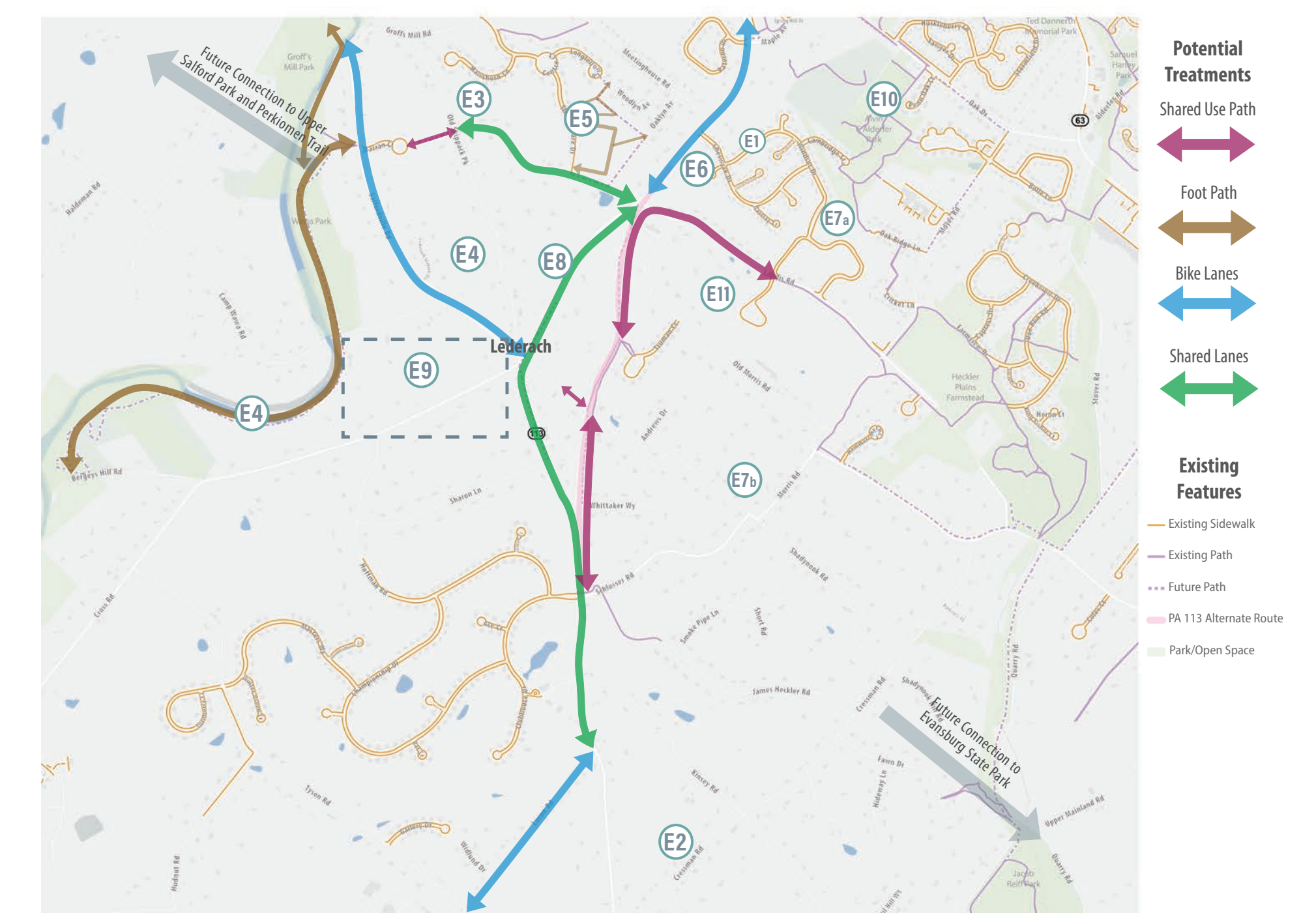
Potential new walkways, sidewalks, marked crosswalks, ADA ramps, pedestrian traffic signals, streetscape enhancements, and wayfinding/interpretive signs focused in and around the six-point intersection.

## VILLAGE GATEWAYS



Landscaping, medians, stamped asphalt, and welcoming signage to slow traffic and reinforce the village character and identity.

## VILLAGE EDGE



Sidewalks, shared use paths, and bikeways that provide connections to the village and other nearby destinations.

## OTHER

Do you have another idea for a priority improvement? Describe your project on the back of the “buck.”