WALKABLE LEDERACH

FINAL REPORT: April 3, 2024

ACKNOWLEDGMENTS

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CHAPTER ONE

Project Overview

CHAPTER CONTENT

- Background
- Lederach Beginnings
- Study Area Planning Context
- Previous Plans and Studies
- Development and Redevelopment Activity
- Vision and Goals

BACKGROUND

The Village of Lederach is a quaint historic village near the center of Lower Salford Township, Montgomery County. Given years of development and modern traffic patterns, the village is less inviting to bicyclists and pedestrians. Lederach was settled in the colonial period in the early 1700's as people moved west from Philadelphia. As it developed, Lederach became an important stopping point along the Philadelphia-Norristown-Allentown stagecoach route. Today, Lederach consists of a business core with local shops, offices, restaurants, and clusters of residential development on the periphery, in a generally rural part of Lower Salford Township. The historic development pattern has resulted in a roadway network that is narrow for vehicular travel and creates an unsafe environment for people who are walking or biking due to the limited space between roadways and adjacent properties.

Lederach is located at the intersection of six roads, consisting of several roadway classifications from Principal Arterial (PA 113 Harleysville Pike) to Major Collectors (Salfordville Road, Cross Road) to Local Roads (Old Skippack Road and Morris Road). This, coupled with narrow cartways, creates a bottleneck during peak hours. Traffic queuing is particularly high on PA 113 (Harleysville Pike) in both directions, as well as on Salfordville Road and Cross Road. Signal installation at the six-point intersection, completed in 2019, has improved safety for vehicular travel but did not address pedestrian connections and road crossings.

The Walkable Lederach Feasibility Study builds upon past and ongoing efforts to improve safety, access, and livability within Lower Salford Township. The plan was developed through various community engagement efforts, including steering committee meetings, stakeholder engagement, and public meetings, to gather input from residents, businesses, and key stakeholders. This collaborative approach helps to develop a plan that reflects the diverse needs and aspirations of the community. Through this approach, the study presents strategies to enhance walking and biking in and around the Village of Lederach that support a mix of uses and retain and celebrate Lederach's unique historical character.

What We Heard...

Public engagement and stakeholder outreach played a pivotal role during all stages of the Walkable Lederach Feasibility Study. Look for *"What We Heard..."* dialog boxes throughout the report to see how public input helped shape the outcomes and recommendations of this study.

PA 113 RELOCATION

Known also as the Lederach Bypass and PA 113 Alternative Route

The concept of building a new roadway and "relocating" PA 113 was identified over 40 years ago to address longstanding congestion at the six-points intersection in the heart of Lederach. Over time, Lower Salford Township has coordinated with PennDOT, Montgomery County, developers, and others to advance planning for the PA 113 Relocation, also known as the Lederach Bypass. The proposed route for the new roadway was identified and is located east of Harleysville Pike (existing PA 113) and generally between Whittaker Way (to the south) and Landis Road (to the north). The township has secured most of the right-of-way needed for the new roadway, with the exception of a triangular sliver approaching Landis Rd from the north. The land secured for the PA 113 Alternate Route is currently undeveloped and predominately grass or vegetated. The township has developed a conceptual plan for the roadway and a parallel shared-use path along the corridor. A segment of the shared-used path just north of Morris Road was constructed in conjunction with the adjacent land development. The township has been pursuing federal and state funding for design and construction.

In 2018-2019, PennDOT pursued installation of the traffic signal at the six-points intersection due to a planned detour in the area. PennDOT and the township agreed to make the signal permanent at this location. As part of the signal installation, Old Skippack Road was restricted to one-way (westbound) at the intersection. This improvement provided safety benefits at the intersection and relief to some congestion, but motorists continue to experience delays and queues from various approaches.

Lower Salford Township initiated this study to plan for the future of the Village of Lederach considering current and future conditions, both with and without the potential PA 113 Alternate Route.

What We Heard...

When asked about the potential PA 113 Alternate Route, responses from the public and stakeholders were varied with some supporting the idea and others in opposition. This feedback was documented and helped shape the develop of the feasibility study.

TCDI Grant Funding

In 2022, Lower Salford Township was awarded a Transportation and Community Development Initiative (TCDI) grant from the Delaware Valley Regional Planning Commission (DVRPC) to develop a feasibility study for Walkable Lederach. The TCDI grant program funds local planning initiatives that also advance the goals of the region's long-range plan, Connections 2050: Plan for Greater Philadelphia. The projects funded under TCDI focus on land use, transportation, and economic development planning.

LEDERACH BEGINNINGS

The Village of Lederach has a rich history that is evident in much of the existing architecture and landmarks throughout the Village Core. Retaining and enhancing this historic character was identified as one of the core principles of this plan.

The area surrounding what is now known as Lederach was initially settled by German and Swiss immigrants, who established several large family farms. Among these settlers were members of the Lederach family, who arrived in the early eighteenth century, when the area was known as Skippack. The Lederach's local land holdings grew over the first half of the 1700s, such that the majority of the present-day village is built on land previously belonging to the farm of Andrew Lederach. Even in these much earlier days, significant regional transportation routes traversed the area, including what was known as Skippack Road, which opened in 1728 and served travelers to and from the city of Philadelphia and points in between.

Statue recognizing Paul E. Lederach Jr.

Source: Pennsylvania Historical and Museum Commission (PHMC)

Henry Lederach, great-grandson of Andrew Lederach, built the first house in the village in 1825 and subsequently developed a blacksmith shop, a general store, and a hotel. It is for Andrew Lederach that the village was originally named Lederachville. Lederachville developed around a six-leg intersection and at the top of a ridge with beautiful views of the valley below. A stagecoach line served the village on a route bounded by Allentown and Norristown. Subsequently shortened to "Lederach," it continued to grow and develop as a rural village and the surrounding area eventually developed with a low-density suburban character. Lederach family descendants still live in the village today.

STUDY AREA PLANNING CONTEXT

The Walkable Lederach Feasibility Study is delineated into three focus areas, each with a different set of existing challenges and potential opportunities.

VILLAGE CORE

This area is located in and around the general vicinity of the six-point intersection. Improvements in the Village Core focus on improving safety by creating a more walkable village and enhancing connections to existing resources.

GATEWAYS

This area focuses on the roadways approaching the Village Core and focuses on strategies to calm traffic and increase awareness of the village by creating a sense of arrival through gateway treatments and wayfinding elements.

EDGE

The widest scope focuses on connections for walking and biking that link to important regional resources. These include the existing trail networks, parks and open spaces, and neighboring municipalities.

Walkable Lederach Study Scope Map

PREVIOUS PLANS AND STUDIES

This plan builds upon the past and ongoing planning efforts within the township and surrounding region. As part of the project, relevant plans and studies were gathered and reviewed to maintain consistency with established local and regional goals and objectives.

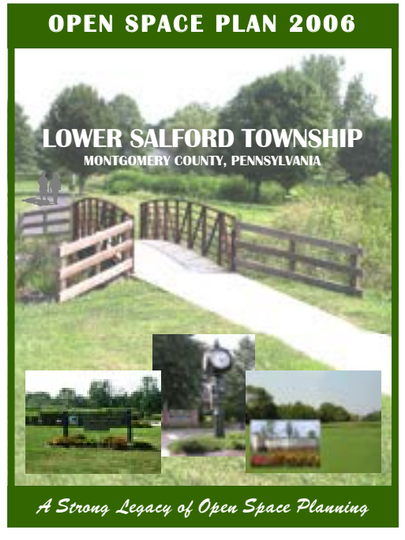
PA 113 Heritage Corridor Transportation & Land Use Study (2005)

The PA 113 Heritage Corridor Transportation and Land Use Study provides a summary of existing conditions and future land use and transportation along the thirty-mile PA 113 Heritage Corridor. The corridor runs from Upper Providence Township, Montgomery County to Tinicum Township in Bucks County. The goal of the project was to provide municipalities along the corridor with strategies to preserve the heritage of the corridor though a combination of land use controls and ordinances, and promote transportation improvements that increase safety and foster development.

Within the report, Lederach is mentioned within the discussion of existing corridor conditions as an area with both residential village and village center land uses and highlights the six-point intersection that plays a prominent role in the village's landscape. The report highlights poor sight distances, curves, and limited shoulder widths along the corridor through the village as existing issues. The plan points to an alternate route around Lederach as a possible long-term solution. The report also proposes adjusting the roadway alignment through the village center to allow for additional sidewalk and pedestrian amenities.

Lower Salford Township Open Space Plan (2006)

Lower Salford Township created the Open Space Plan to serve as a guide to the Township in acquiring new open space and create connections between existing open spaces through an enhanced trail network. The plan also serves as a required document to be eligible to apply for funding through Montgomery County's Green Fields/ Green Towns program.



The plan highlights the importance of protecting existing green space and historical/cultural resources, as well as expanding opportunity to connect these resources via trails. The plan points to local connections through sidewalks/community paths as well as on-road bicycle facilities and off-road trails to interconnect with the larger county trail system.

The Village of Lederach is specifically referenced several times throughout the document, including as a Village Conservation area (along with Vernfield and Mainland). The plan also highlights potential open space linkage opportunities along the Perkiomen Creek and future trail alignments along Salfordville Rd and municipal owned land around the Lederach Golf Course. All six roadways running through Lederach are described as scenic village roads and the plan highlights the importance of the 113 Heritage Corridor in terms of both historical/cultural resources and connectivity within the region.

Indian Valley Regional Comprehensive Plan (2015)

This study from the Montgomery County Planning Commission was created to provide planning guidance to the six-municipality region known as Indian Valley located in north central Montgomery County (including Salford, Telford, Souderton, Franconia, Upper Salford, Lower Salford). The Plan provides a regional level snapshot of existing conditions (per 2015) and future recommendations related to a range of topics (Natural Environment, Open Space, Community Facilities, Transportation, Economic Development, Housing, and future Land Use). The plan presents a set of overarching goals for the region. Those directly related to transportation include:

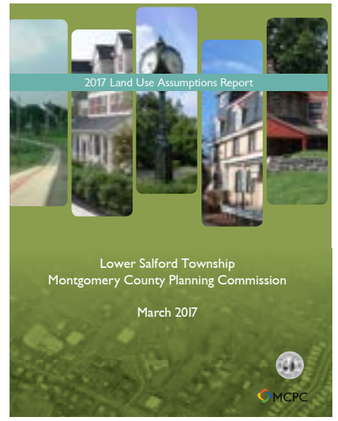
- Provide appropriate public infrastructure and community amenities with new development.
- Support new recreation opportunities.
- Promote a safe and efficient multi-modal transportation system.

In addition, the plan also proposes objectives to reach these goals. Objectives that relate to this feasibility study include:

- Parks, Recreation and Trails
  - Coordinate parks, recreational and trail opportunities among the six Indian Valley municipalities.
  - Continue to implement the parks, recreational and trail goals of the municipal Open Space plans.
  - Coordinate planned trail connections between key residential, retail and employment centers and open space and recreational areas within the region.
  - Encourage planned trail connections with adjacent communities outside the region.
  - Develop active and passive recreational opportunities within the region.
- Transportation
  - Identify problematic traffic areas and develop mitigation strategies.
  - Encourage sidewalks and trails in new development where appropriate.
  - Develop a local and regional trail network.
  - Encourage the development of multi-modal transportation opportunities.

The plan also highlights Harleysville Pike (PA 113) as one of two principal arterials corridors in the region (the other being PA 63). This corridor is highlighted both for its high traffic volumes and importance to regional connectivity. This corridor also appears at the top of the Montgomery County Planning Commission Recommended Transportation Projects – First Priority list (PA 113: Relocation at Lederach Village).

Act 209 Transportation Impact Fee Study (2017 - 2018)



The Pennsylvania Municipalities Planning Code (MPC) authorizes municipalities to enact transportation impact fees for new development and prescribes a process for developing and calculating the fee. In Pennsylvania, the process to develop and calculate the fee is often referred to as an Act 209 Transportation Impact Fee Study. In 1998, Lower Salford Township undertook its first Act 209 Study and the study was updated most recently in 2017 - 2018. Following the requirements for an Act 209 Study, the township first developed the Land Use Assumptions Report in 2017, followed by the Roadway Sufficiency Analysis and Transportation Capital Improvements Plan in 2018.

The Land Use Assumptions Report projects future growth and development within the township. The report documents how the creation and use of the village commercial zoning district has benefited the Village of Lederach through redevelopment efforts to bolster the local economy. The report also lists the PA 113 Alternate Route project as one of two major roadway bypass realignments and states that the project will help ease traffic congestion by rerouting around the Lederach six-point intersection, making the area more pedestrian friendly, help reduce noise pollution, and help retain the historic character of the village. It identifies the PA 113 corridor as an area for growth in residential development but projects relatively modest both residential and nonresidential development in and around the Village of Lederach.

The Roadway Sufficiency Analysis identifies deficiencies and improvements based on existing conditions, future conditions, and future conditions with projected development. The intersections of Harleysville Pike (PA 113) and Morris Road/Salfordville Road and Harleysville Pike (PA 113) and Cross Road were both identified with deficiencies in existing conditions and installation of traffic signal control as needed improvements. (Note: This study was completed prior to installation of a traffic signal at these intersections.)

In accordance with the MPC requirements, impact fees can only be used for costs related to improvements attributable to future development and must be designated in the Transportation Capital Improvements Plan. The capital improvements table for future conditions with project development includes construction of PA 113 Alternate Route. As such, Lower Salford Township can collect and utilize transportation impact fees to implement the PA 113 Alternate Route.

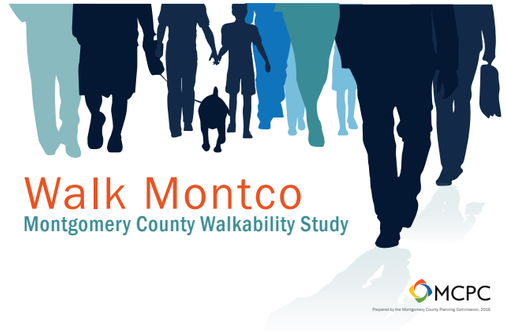
MONTCO 2040: A Shared Vision – The Comprehensive plan for Montgomery County (2015; Updates - 2021)

The Montgomery County Planning Commission developed this plan to serve as a long-range plan to provide municipalities with a framework for developing local policy related to growth and development as well as guidance for to regional issues that span municipal boundaries. The plan is intended to be an implementable and measurable plan and is based around a series of three interrelated themes: **Connected Communities**, **Sustainable Places**, **Vibrant Economy**. The plan recognizes the overlap among themes and presents holistic goals and strategies for their implementation with this in mind. Some goals that directly relate to this plan in include

- Improve transportation quality and expand options for county residents and workers
- Expand and connect county trails, local trails, greenways, natural areas, and parks
- Support strong downtowns and community destinations, including mixed use areas, arts and culture focal points, libraries, and other gathering places
- Provide more opportunities for residents to exercise and have healthy lifestyles
- Improve transportation access to businesses

The PA Route 113 Relocation project (to relocate the roadway around Lederach Village) appears on the County's "Vision Roadway Projects" list, which highlights priority projects that do not currently have dedicated funding. The project is listed as a "Major Capital" project and is one of two projects within Lower Salford to be included on the priority list (other: Oak Drive Extension).

Walk Montco – Montgomery County Walkabilty Study(2016)



This plan, produced by the Mongomery County Planning Commission Board, was created to help implement a key goal within the county's comprehensive plan goal to "Improve Transportation Quality and Expand Options for County Residents and Workers." The study provides a comprehensive look at the existing walkability within Montgomery County, as well as guidelines and case studies to help improve safety, comfort, and access for people who walk. The a defining goal in the plan is: "Advocate for more sidewalks and pedestrian-oriented design of developments".

The plan identifies the existing network of trails and sidewalks, as well as walkable neighborhoods throughout the county, as important features that support walkability. Lower Salford Township specifically is recognized as an area with an excellent trail system that supplements sidewalks and provides increased access to parks and open space resources. However, the plan also identifies existing gaps in these networks, as well as design concerns such as high traffic speeds, existing land uses, and lack of streetscaping and pedestrian crossings that limit safety and comfort for people who walk. Based on mapping and analysis provided in the plan, the Village of Lederach is an example of an area that disconnected from the larger network of sidewalks and trails within Lower Salford Township.

Bike Montco – The Bicycle Plan for Montgomery County (2018)

This plan, produced by the Mongomery County Planning Commission Board, represents the second county-wide bicycle plan (following the 1998 Bicycling Road Map). The plan builds upon past efforts and serves as an update to address current and emerging challenges and opportunities for biking within the county. The plan's vision statement ("In Montgomery County, bicycling will be a fundamental part of daily life where all bicyclists can enjoy a safe, convenient ride every time they put their foot on a pedal") aims to increase access to safe and comfortable bicycling for people of all ages and abilities.

Bike Montco
The Bicycle Plan for Montgomery County

The plan presents six core themes that were identified through a combination of public outreach, research, and steering committee guidance. Each theme presents an overarching goal followed by actionable objectives to bring it to fruition. The six themes and their accompanying goals are listed below:

- ***Connected Communities:*** Connect communities with a robust network that supports bicycling as a daily transportation option.
- ***Equity:*** Expand bicycling opportunities for everyone.
- ***Safety:*** Ensure that bicycling is safe for all.
- ***Education and Enforcement:*** Support education and enforcement efforts that increase awareness of bicycling.
- ***Health and Environmental Sustainability:*** Promote bicycling as a healthy and environmentally sustainable way to travel.
- ***Vibrant Economy:*** Create and nurture a county bicycling industry.

The plan also presents a planned bicycle network comprised of 783 miles of county, state, and local roadways. To build the network, a Level of Traffic Stress analytical tool (developed by DVRPC) was used to categorize all roads within the county based on a bicycle comfort level ranging from 1-4 (1 – Everyone; 2 – Interested but Concerned; 3 – Enthused and Confident; 4 – Strong and Fearless). This feature helps the plan also serve as a tool to flag which roadways should have bicycle facilities installed when they come up for reconstruction or major rehabilitation.

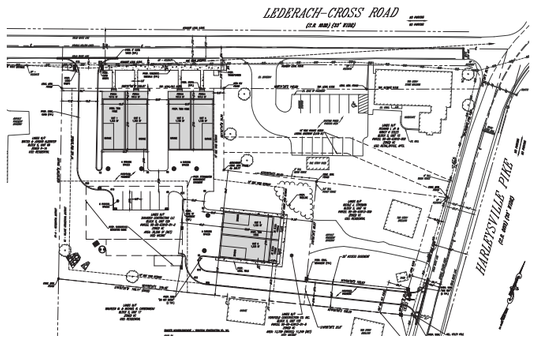
Within the Village of Lederach, PA 113, Cross Road, and Salfordville Road all received an LTS rating of 4 followed by Old Skippack Road and Morris Road with an LTS rating of 3. These roadways act as barriers that prevent all but experienced and confident cyclists from reaching lower stress networks in surrounding areas that present connections to key destinations and resources. Based on the analysis, the county developed a set of priority routes to build out the planned bicycle network over time. Both PA 113 and Salfordville Road were identified as Priority Bike Routes within the planned network.

DEVELOPMENT AND REDEVELOPMENT ACTIVITY

Over the last 30 years, property owners, business owners, and developers have invested in the development and redevelopment of properties in the Village of Lederach. The land development and redevelopment activity has been guided by the township's Village Commercial Zoning District requirements. Several of the redevelopment projects have included restoration and renovation of buildings from the 1800s, which has helped to preserve of the historic character in the village. Some of the more recent land use changes in the village included development of three new single family homes on the west side of Old Skippack Road, renovation of corner building between Harleysville Pike and Old Skippack Road for commercial uses (currently a dance studio), and opening of the Lederach Corner Store Piano Bar (June 2023). This section highlights other land development activity that has been proposed, but not yet constructed.

Lederach Village Homes

This proposed residential development includes 29 apartment units on two separate lots on the north and south sides of Morris Road in the Village Core and Village Gateway areas. The approved land development plan includes a path along Morris Road, new mid-block crossing of Morris Road, and an internal sidewalk network that provides connections to some adjacent properties. This proposed development would bring more residents to the village and create new pedestrian connections. The township approved the land development plan, but the schedule for construction is unknown.



Lederach – Cross Road

This proposed residential development includes six new units (three sets of twins) situated on parcels that fronts both Cross Roads and Harleysville Pike in the Village Core. The land development plan includes a new sidewalk connection along Cross Road. The township is reviewing preliminary land development plans.

Redevelopment Projects

Recent projects to redevelop existing, historic structures within the Village Core have added new destinations that celebrate and maintain the existing character of the village. Two examples of this can be seen at 501 Old Skippack Road (Denise Gucwa's School of Dance) and 701 Cross Road (Lederach Corner Store Piano Bar).

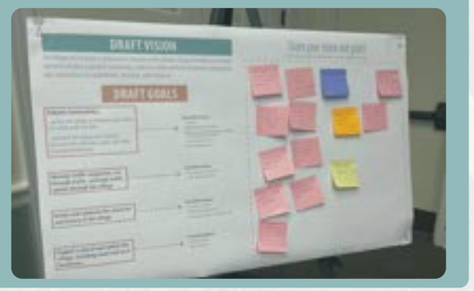
VISION AND GOALS

The vision and the goals presented on these pages were developed based on stakeholder and public input and reflect the key issues, assets, and opportunities within the Village of Lederach. 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. For each goal, the menu of considerations highlight potential capital improvements or policy updates to address key issues and fulfill the goals.

What We Heard...

During both public meetings, several residents raised questions and concerns about the vision of making Lederach more walkable. Some noted that there are relatively few businesses and destinations for people to walk to in the village. Others expressed concerns about high traffic volumes and travel speeds, which create an uncomfortable environment for walking and may not change with additional pedestrian infrastructure. Others questioned the need for investments and improvements in the village and expressed concerns about impacts to private property. This feedback helped to shape priorities included in the implementation plan. Continued community conversations and public input are critical steps in the implementation process.

During Public Meeting #1, community members identified open spaces and natural landscapes as important elements of the village character. Based on this input, a new goal was added to reflect the support of enhanced open spaces, natural landscapes, and historic resources.



DRAFT 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.

DRAFT 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

CHAPTER TWO

Lederach Today

CHAPTER CONTENT

- Land Use Context and Character
- Transportation Context
- Environmental Context
- Opportunities, Key Issues, and Considerations

LAND USE CONTEXT AND CHARACTER

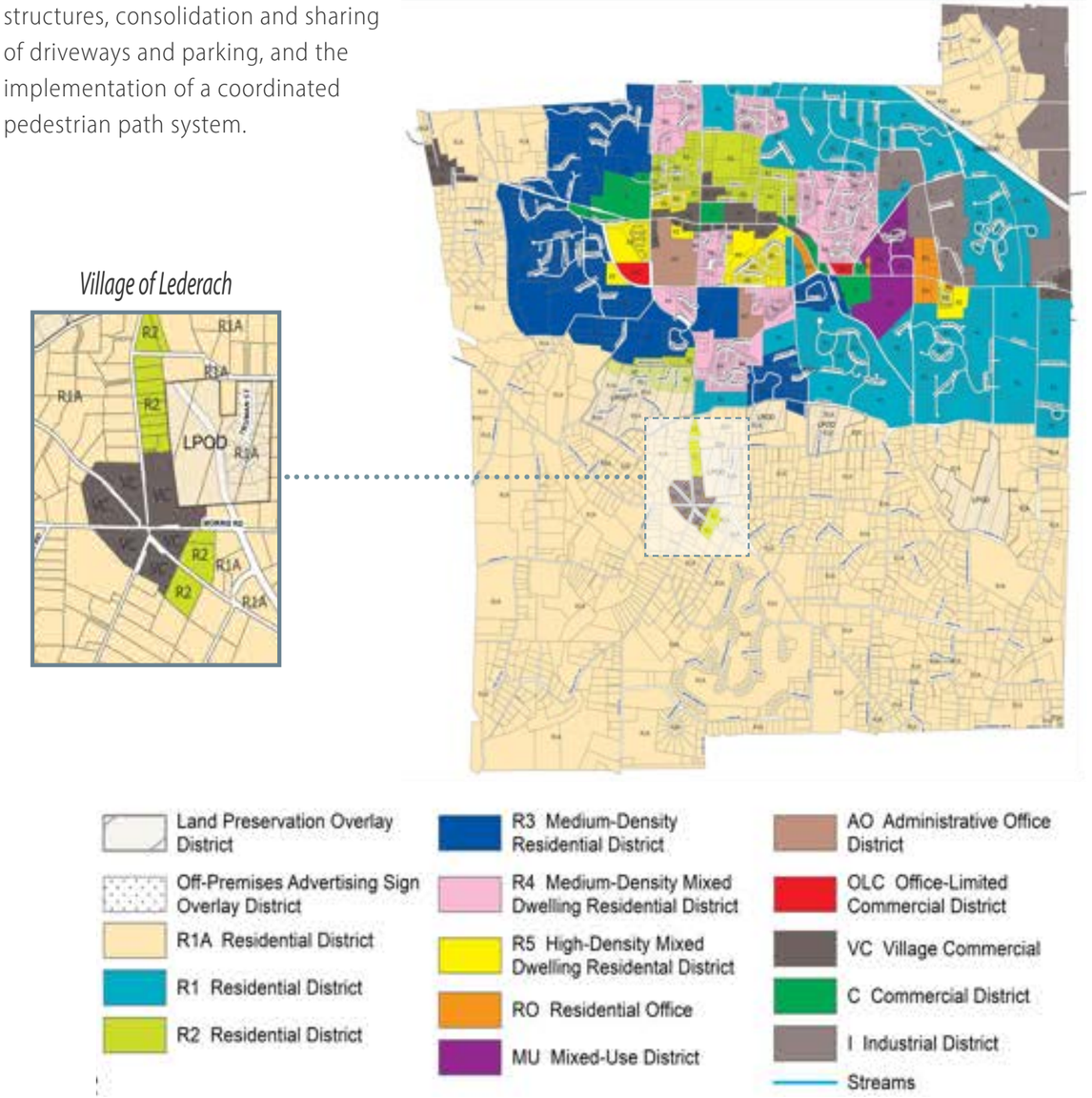
TYPE AND MIX OF LAND USES

The Village of Lederach, particularly in and around the Village Core, features a mix of land uses. These include residential, office, and commercial uses. Many older buildings have been restored and renovated to support different types of uses, including a range of small scale commercial services. The broad range of businesses and services located in the Village Core include restaurants, hair salons, medical offices, engineering/architecture offices, financial services offices, physical therapy, post office, and dance studio. The Village Core also includes some open spaces and agricultural uses, particularly a grass field on both sides of Salfordville Road and a field just east of PA 113 between Old Morris Road and Morris Road. . Outside of the Village Core area, typical uses include low density residential, office, and agriculture.

VILLAGE COMMERCIAL ZONING

The Village Core and parts of the Village Gateway areas are zoned as Village Commercial District under Lower Salford Township's Zoning Ordinance. In addition to Lederach, this designation also applies to the township's other village areas, including Mainland, Vernfield, and parts of Harleysville. The regulations enumerated in the ordinance are intended to align development and land use to be consistent with the township's vision for its village areas. This includes the preservation and adaptive re-use of existing structures, consolidation and sharing of driveways and parking, and the implementation of a coordinated pedestrian path system.

Lower Salford Township Zoning Map

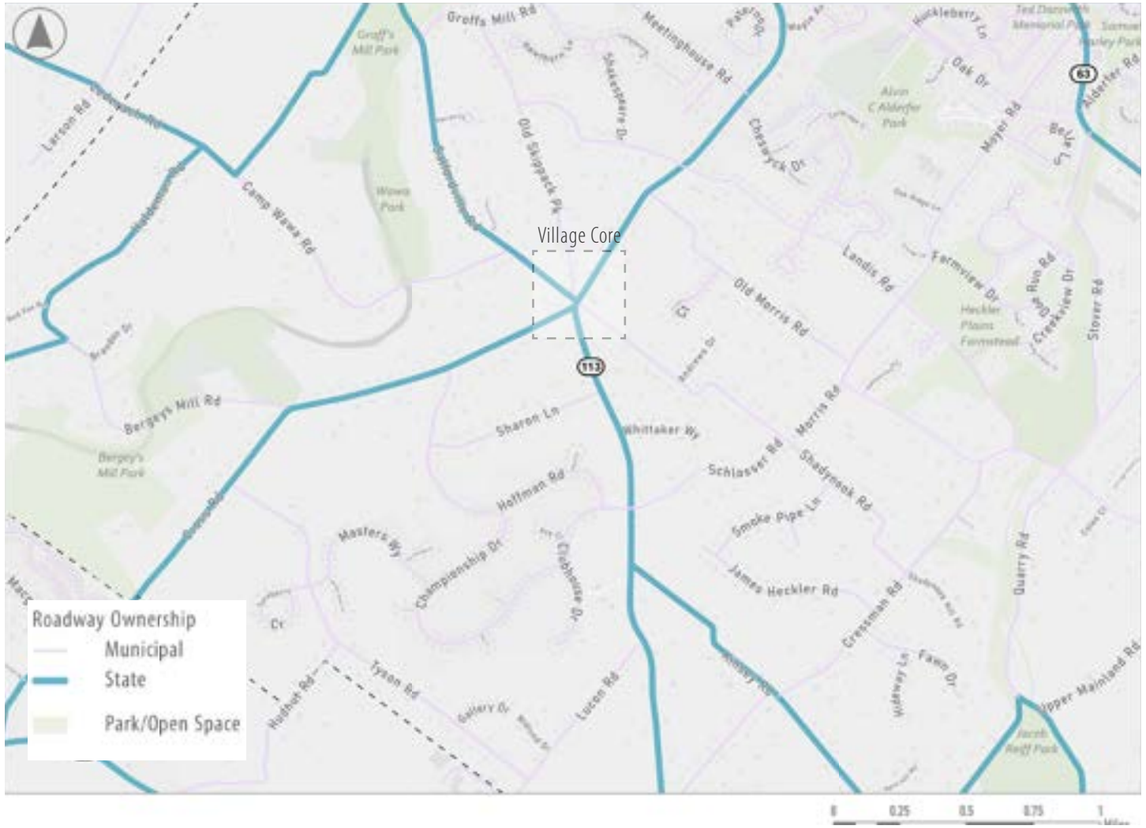


TRANSPORTATION CONTEXT

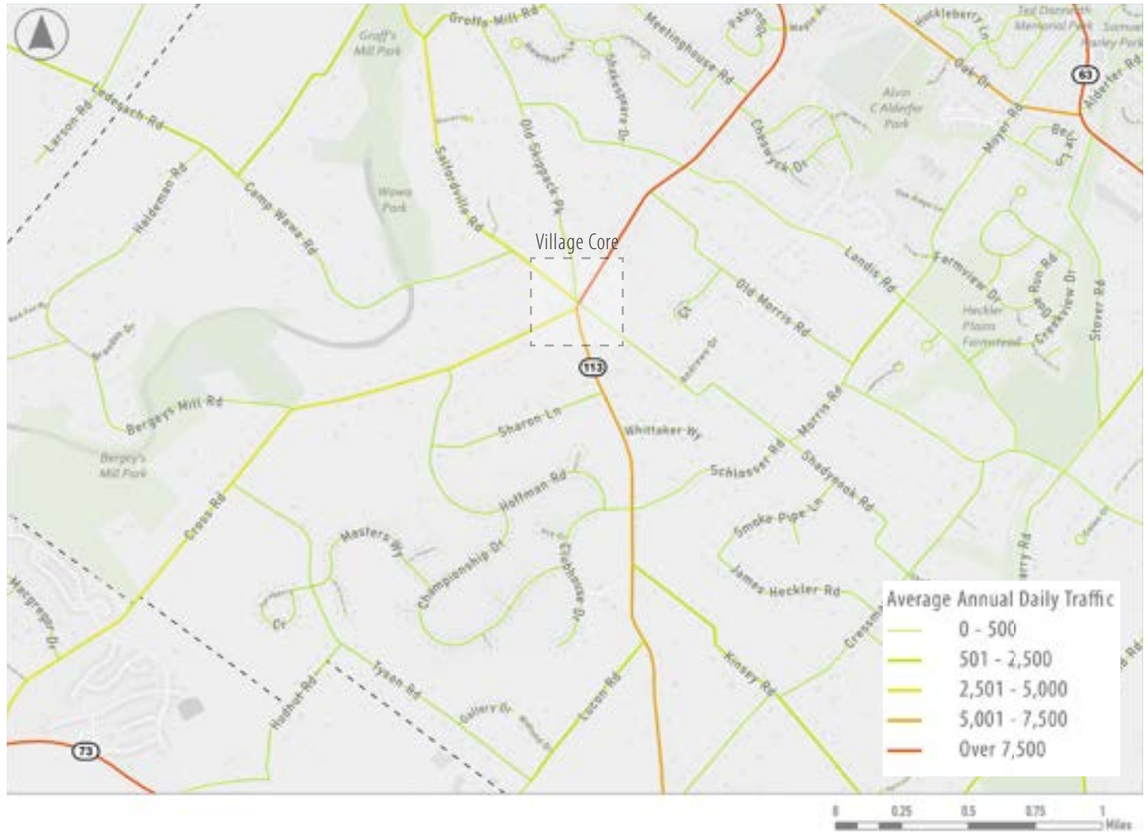
ROADWAY OWNERSHIP

Roadway ownership influences the planning and design of any transportation improvements, including bicycle and pedestrian facilities that may be within the public right-of-way or cross a roadway. Roadway ownership can also influence design and maintenance requirements and potential funding sources for improvements. Three roadways that make up the six-point intersection are state-owned (Salfordville Road, Cross Road, and PA 113) so coordination with PennDOT is necessary for any improvements along these routes.

Roadway Ownership Map



Average Annual Daily Traffic Volumes Map



TRAFFIC VOLUMES

The six-point intersection in the heart of Lederach is the convergence of a principal arterial (PA 113) and two major collectors (Salfordville Road and Cross Road). Based on PennDOT data for Annual Average Daily Traffic (AADT), PA 113 carries over 10,000 vehicles per day north of the village and over 7,000 vehicles per day south of the village. Salfordville Road and Cross Road each carry over 3,500 vehicles per day. These traffic volumes highlight how the crossroads of Lederach is important for regional mobility.

TRAFFIC ANALYSIS

Traffic counts were collected at key study intersections in November 2022 and analyzed to determine existing traffic levels of service (LOS) and delays. Looking at both existing conditions and future 2035 conditions, four approaches at the six intersection are approaching (LOS E) or over (LOS F) capacity during the afternoon peak period. There are not currently significant delays in the afternoon period at other study intersections to the north and south of the village.

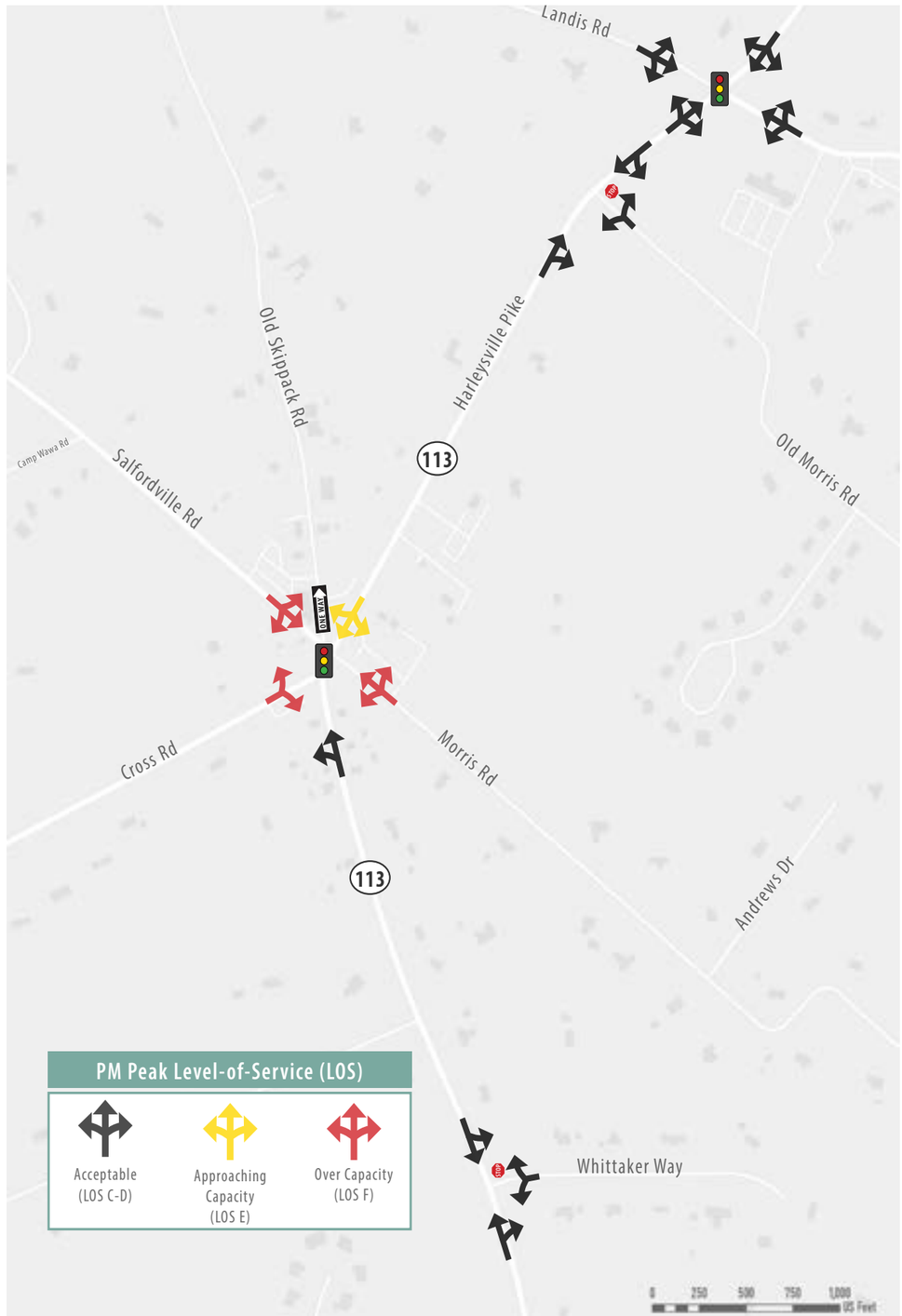
These findings correspond to anecdotal data from key stakeholders and the public that pointed to long delays and high traffic volumes at Lederach's six-point intersection, especially during evening peak times.

Additional information can be found in ***Appendix E - Traffic Analysis Memo***.

What We Heard...

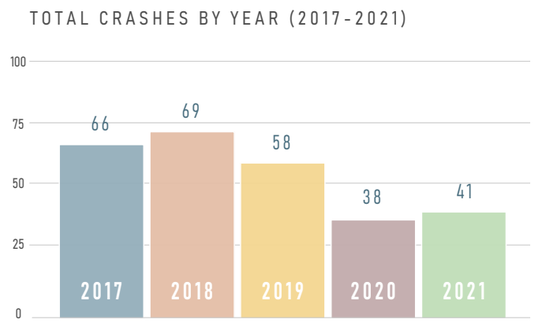
Key stakeholders and attendees at the Public Meeting #1 pointed to heavy traffic volumes (especially truck traffic) and delays within the Village Core as a major concern. Some asked about whether the intersection could be timed differently to better account for traffic volumes and decrease wait times.

2022 Existing and 2035 Future Base Levels of Service



SAFETY ANALYSIS

Reportable crashes within the entire township were reviewed using PennDOT's Pennsylvania Crash Information Tool for the five-year period between 2017-2021. A reportable crash is one in which there is injury to anyone involved and/or a vehicle must be towed from the scene and cannot be driven.



There were an average of 54 crashes/year between 2017-2021 with a high of 69 in 2018 and a low of 38 in 2020 (likely due to reduced driving during COVID-19 related travel restrictions). Crashes involving pedestrians (0.7%) and bicycles (0.7%) represented a relatively small percentage of the 272 total reportable crashes within the township. Additional crashes involving pedestrians or bicycles may have occurred in the study area but were not reported to PennDOT. Looking at data for all crashes can be useful for determining trends and hotspots with potentially unsafe conditions for all users. The heatmap on the following page reveals where crashes were clustered within the township. The PA 113 corridor has a clustering of crashes, including at the six-point intersection in the village.

In addition to crash analysis, representatives from the Lower Salford Police provided the following input and insights regarding existing safety issues in and around the Village of Lederach.

- ***Six-point intersection***
  - Line of sight is the biggest issue, particularly due to the bend in PA 113 at the intersection. Line of sight issue around corner of PA 113 northbound/southbound
  - Vehicles traveling southbound on PA 113 have a difficult time navigating the right turn onto Cross Road (and have hit signs/guide rail).
  - Issues with visibility of vehicles traveling northbound on PA 113 and turning left onto Salfordville Road, sometimes causing rear-end accidents.
- ***Roadways with excessive speeds***
  - Cross Road
  - Salfordville Road between Groff's Mill and Freeman School Road
  - PA 113 between Schlosser Road and Whittaker Road northbound experiences high speeds (due to wide width, straight away, and down hill slope) that continue to six-point intersection
  - Lucon Road (also has high cut-through traffic)
- ***Problem intersections outside of the Village Core***
  - PA 113/Schlosser Road (Clubhouse Road) (key issues include limited sight lines and high speeds)
  - PA 113/Lucon Road

Reportable Crashes Heat Map (2017-2021)

Crashes within Lederach were concentrated within the Village Core at the six-point intersection. Of the 18 total crashes, eight were classified as "Angle" crashes and six were "Rear-end".

It is also important to note that 13 of 18 crashes took place prior to 2019 when the traffic signal was installed. This reduced crash rate points to improved safety due to the signal installation.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Lower Salford Township has developed a fairly extensive network of sidewalks and paths connecting to key destinations throughout the township. However, the Village of Lederach is one area that is currently disconnected from this larger network. Although there are some internal sidewalks and walkways adjacent to businesses within the Village Core, they are not well connected to each other and do not extend beyond the Village Core area.

Just beyond the Village Core, a section of the shared use path along the PA 113 Alternative Route was constructed in conjunction with an adjacent land development. There are also existing footpaths within Wawa Park and Bergey's Mill Park.

Based on anecdotal comments, there is bicycle traffic through the village. However, it is primarily limited to experienced riders who are comfortable riding with traffic on roadways with high volumes and speeds. There are no dedicated on road bicycle facilities in the study area.

What We Heard...

Residents mentioned the many parks, open spaces, and trail amenities within Lower Salford Township and surrounding areas as important resources. However, many shared that they had to drive to those destinations because they did not feel comfortable walking or biking along existing routes.

Existing and Planned Bicycle and Pedestrian Infrastructure Map

ENVIRONMENTAL CONTEXT

This section provides an overview of environmental resources identified within the study area, including natural resources, cultural resources, farmland, socioeconomic resources, and sensitive wastes. The environmental evaluation was based on a desktop review of available data and a limited field view. Some environmental features in and around the Village of Lederach are unique community assets and key destinations for walking and biking trips. This includes nearby parks and open spaces. Some of the resources may require further investigations and coordination as part of future planning and design processes connections and improvements identified in this study. See ***Appendix A - Environmental Constraints Memo*** for additional details and maps.

Some environmental features in and around the Village of Lederach are unique community assets and key destinations for walking and biking trips. This includes nearby parks and open spaces. The following summary of natural resources, cultural resources, farmland, socioeconomic resources, and sensitive wastes in the study area highlights environmental resources that were identified based on a review of available data and limited field view. Some of the resources may require further investigations and coordination as part of future planning and design processes connections and improvements identified in this study.

Natural Resources

This part of the review investigated surface waters, groundwater wells, wetlands, and threatened and endangered species. The study area contains ten streams, these being unnamed tributaries to either East Branch Perkiomen Creek or West Branch Skippack Creek. The entire study area is within Zone X Floodplain as categorized by the Federal Emergency Management Agency (FEMA). The Zone X Floodplain is defined as "An area of minimal flood hazard, usually depicted on flood insurance rate maps as above the 500-year flood level". Several groundwater wells were identified, most of which are used for domestic water withdrawal. One wetland and two potential wetlands were also identified. One potential conflict with a Pennsylvania Fish and Boat Commission (PFBC) unidentified threatened species was identified via the Pennsylvania Natural Diversity Inventory (PNDI) Environmental Review Tool. Coordination with the PFBC would be required once a potential project scope of work is finalized.

East Branch of Perkiomen Creek in Wawa Park

Cultural Resources

This topic area included investigations of above-ground historic resources and archaeology. Two historic resources were identified in the study area that have been determined to be eligible for listing in the National Register of Historic Places (NRHP), these being the Lederach Historic District and the Andrew Lederach Homestead. No known archaeological sites are located within or in the vicinity of the study area.

Farmland Resources

While there are several mapped soils within the study area listed as farmland of statewide importance soils and prime farmland soils, the study area is exempt from the provisions of the Farmland Protection Policy Act (FPPA) because it is identified as an urbanized area as per the US Census Bureau. There are prime agricultural lands in active agricultural use within the study area. Two parcels, 711 Cross Road and 660 Harleysville Pike, are enrolled in the agricultural preferential tax assessment program Act 319. There are no Agricultural Security Areas (ASAs) or agricultural easements in the study area.

711 Cross Road Farmland along Salfordville Road

Sensitive Wastes

Review of available data identified one facility regulated by the Pennsylvania Department of Environmental Protection (PADEP), this being an active land recycling location. The Dennis Fish Landscape Design and Contractor facility is an active cleanup location due to soil contamination. It is located at the corner of Harleysville Pike (PA 113) and Morris Road. There are no federally regulated EPA sites within the study area.

Socioeconomic Resources

This topic area review, similar to the cultural resources review, also identified the Lederach Historic District and the Andrew Lederach Homestead as resources. These resources and Wawa Park, located just outside of the study area, are noted as resources under Section 4(f) of the US Department of Transportation Act of 1966, which governs the use of land from publicly owned parks, recreation areas, historic resources, and National Wildlife Refuges for transportation projects. Analysis of environmental justice (EJ) indicators found that the three census block groups that make up the study area all have lower percentages of low-income and people of color populations than Montgomery County as a whole. Finally, the review of socioeconomic resources also included community facilities. Two such facilities, Grand View Health Primary Care Lederach and Advent Lutheran Church, were identified.

Entrance to Wawa Park

OPPORTUNITIES, KEY ISSUES, AND CONSIDERATIONS

The following opportunities, key issues, and considerations were developed through analysis of existing conditions (including field observations), as well as input from stakeholders and the public.

EXISTING OPPORTUNITIES

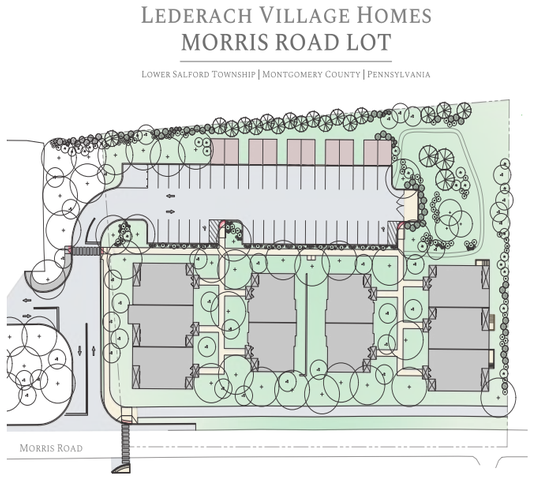
HISTORIC CHARACTER

Village Core features historic structures with unique architecture and character that create inviting spaces to visit.

INTERNAL CONNECTIONS

Existing, privately owned internal pedestrian paths could provide a basis for an off-road connected pedestrian network.

NEW DEVELOPMENT



Development and redevelopment may bring new residents and businesses to the village.

GATEWAY TREATMENTS

Roadway and roadside spaces on Cross Road, PA 113, and Salfordville Road provide opportunities for gateway treatments to create sense of arrival, village identity, and calm traffic.

TRAIL RESOURCES

There is an opportunity to connect the village to the township's nearby existing network of sidewalks and trails.

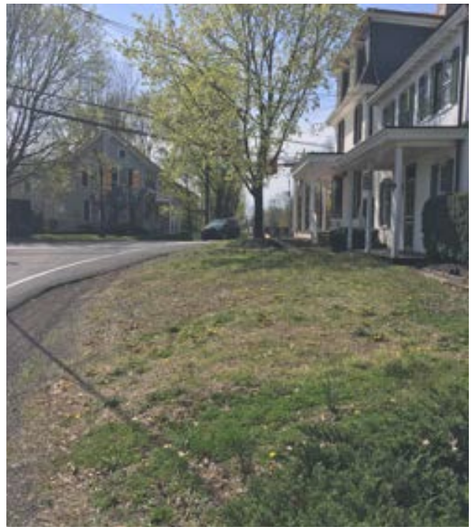
PARKS AND GREEN SPACE

Parks and open space resources outside the Village Core (Wawa Park, Bergey's Mill Park, etc.) represent desirable destinations for walking and biking.

OFF-ROAD CONNECTIONS

Coordination with current property owners could lead to off-road connections (through easements or other partnerships) to overcome limitations of constrained roadways.

OPEN SPACES



Currently underutilized open spaces within Village Core could present opportunities to create welcoming public spaces to encourage residents and visitors to gather.

What We Heard...

Attendees at Public Meeting #1 identified opportunities to connect to existing regional parks (Upper Salford Park, Groff's Mill Park, Evansburg State Park) and trail networks (Perkiomen Trail, Heckler Plains Trail Network, Lower Salford Township Trails) in surrounding areas as an important element of the plan.

KEY ISSUES AND CONSIDERATIONS

LACK OF SIDEWALKS

Although some commercial properties have installed sidewalks on their properties, these segments are disconnected and their is no existing sidewalk network within the Village Core.

TIGHT SPACES

The historic nature of the Village Core features many structures that are built close to the existing roadway leaving limited space for sidewalks or other amenities.

LIMITED VISIBILITY

The unique, 6-leg configuration of the intersection leads to multiple turning movements and limited sight lines that increase conflicts and unpredictability between vehicles and pedestrians.

NO CROSSINGS

Lack of pedestrian accommodations creates long, uncomfortable crossings, that are unmarked and difficult to navigate for people who walk.

HIGH VOLUMES/SPEEDS

Although the new traffic signal has improved operations at intersection, there is still a large amount of traffic volume (including trucks) through the Village Core.

CUT-THROUGH TRAFFIC

Drivers currently utilize existing surface parking lots (Bay Pony Inn) as a cut-through to circumnavigate the signal and one-way operations on Old Skippack Road. Creates an unsafe environment for patrons and other pedestrians who walk in the area.

LACK OF GATEWAYS

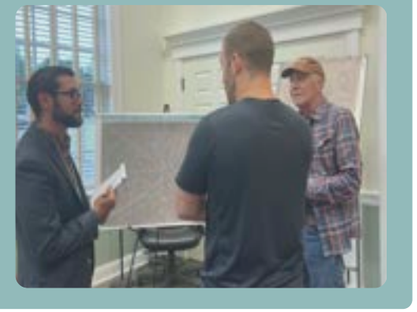
There are no existing gateways to alert motorists to the identity and need to travel slower due to the village context.

CONFUSING SIGNAGE

Misplaced, damaged, and/or inconsistent signage can create confusion among vehicles and pedestrians and lead to lack of awareness and increased conflicts.

What We Heard...

Key stakeholders and attendees at Public Meeting #1 emphasized the importance of the historic character of the village and the need to make sure improvements retain and enhance these features while also improving safety and connectivity.



CHAPTER THREE

Study Process

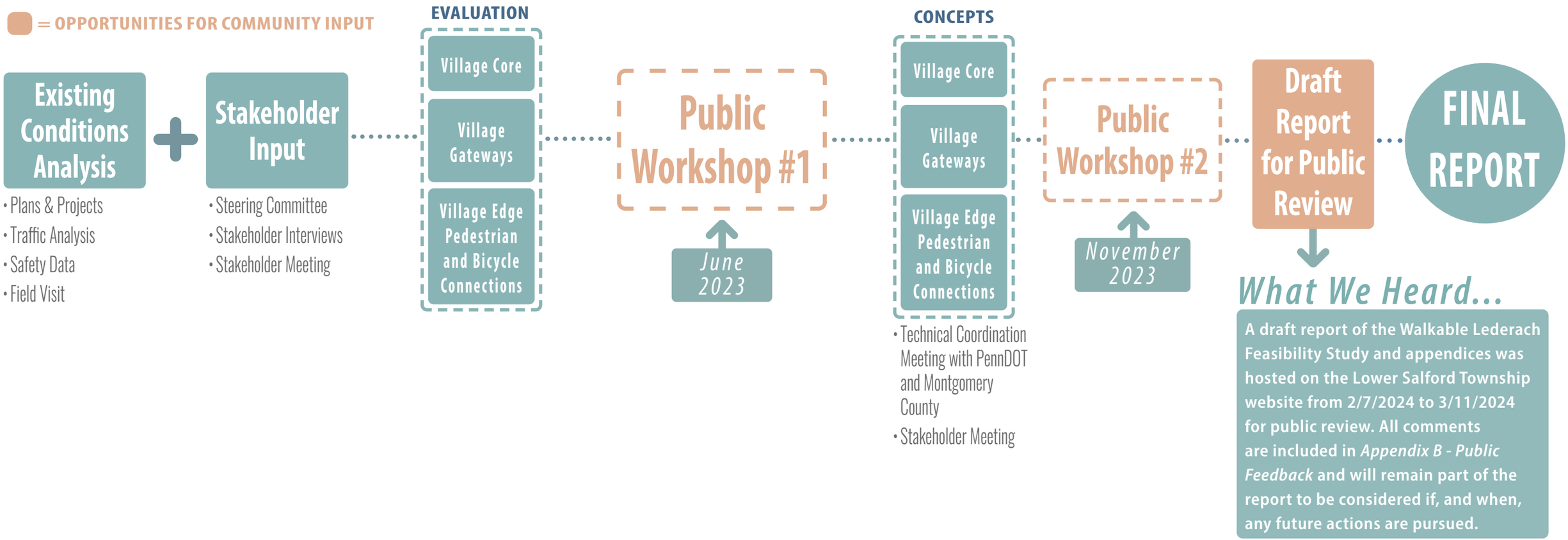
CHAPTER CONTENT

- Study Process Overview
- Study Elements
- Stakeholder and Public Engagement
- Harleysville Pike and PA 113 Alternate Route
- Traffic Count Data and Analysis
- Alternatives and Future Traffic Analysis
- Considerations for the Future of Harleysville Pike/PA 113 Alternative Route

STUDY PROCESS OVERVIEW

The chart below presents an overview of the feasibility study process and highlights how stakeholder and public input was used to identify, refine, and prioritize improvement options. Key steps in the feasibility evaluation process are listed below.

- Reviewing previous plans.
- Coordinating with the township and Montgomery County regarding ongoing projects, including land development proposals.
- Conducting a field visit in April 2023.
- Gathering data and developing basemaps to illustrate existing conditions.
- Synthesizing key opportunities, issues, and constraints.
- Completing traffic analysis for options involving the PA 113 Alternate Route and potential modifications to operations on Harleysville Pike.
- Reviewing current design criteria, design requirements, and other best practices related to roadways, intersections, traffic signals, traffic calming treatments, as well as bicycle and pedestrian infrastructure.
- Identifying potential treatment options that may be appropriate in the Village Core, Village Gateways, and Village Edge.
- Developing and evaluating options for providing safe, accessible, and attractive bicycle and pedestrian connections in the Village Core, Village Gateways, and Village Edge.
- Identifying selected improvements based on feasibility evaluation and input from stakeholders and the public for the Village Core, Village Gateways, and Village Edge.
- Developing conceptual design exhibits/renderings, and order of magnitude cost estimates for priority capital projects.
- Identifying next steps and prioritizing improvements for implementation of selected improvements.
- Identifying policy updates, plans, and partnerships that can also help achieve the vision and goals



STUDY ELEMENTS

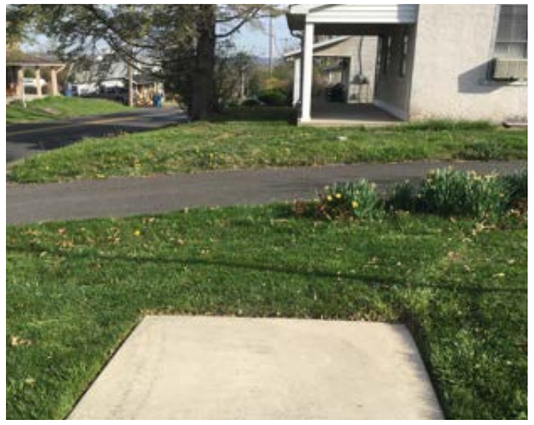
The following chapters present a summary of the feasibility evaluation process and findings in each of the three focus areas: Village Core, Village Gateways, and Village Edge. Each chapter includes the following common elements:

- Existing Conditions
- Potential Treatment Options
- Potential Improvements / Connections
- Capital Improvement Projects
- Plans, Policies, and Partnerships
- Synthesizing key opportunities, issues, and constraints.

This chapter provides additional background information and key assumptions for each of these common elements.

Existing Conditions

The existing conditions evaluation included review of previous plans, compilation of readily available Geographic Information System (GIS) data, and development of basemaps. Additionally, traffic counts were collected at selected study intersections. A key element of the existing conditions assessment was a field view conducted on April 11, 2023 by a team of planners and engineers. The field view included documenting existing conditions with photographs, field measurements, and sketches. It served as the foundation for identifying potential improvements to help improve connectivity and safety in the Village Core and surrounding area. While Chapter 2 provides an overview of existing conditions in the study area as a whole, Chapters 4, 5, and 6 highlight some of the key issues within the Village Core, Village Gateways, and Village Edge.



Sidewalk abruptly ending along Old Skippack Road

Tight roadway conditions along PA 113 south of the Village Core

Assessing cut through conditions at Bay Pony Inn

Concrete traffic island installed to block lane for one-way traffic on Old Skippack Road

Existing brick walkway on commercial property within the Village Core

Mowed path at Bergey's Mills Park

Potential Treatment Options

Chapters 4, 5, and 6 identify potential treatment options that were considered of the Village Core, Village Gateways, and Village Edge. The treatment options are facilities that may be appropriate for the Village of Lederach to improve safety and connectivity. Presentation of the treatment options includes a brief description and illustrative photo for reach facility. For some facilities, additional information is provided regarding design guidelines and local examples. The treatment options also helps to define terminology used in this study.

The following design guidelines and publications were used as references for not only identifying and evaluating the feasibility of different treatment options, but were also in the development of concept plans and renderings included in this study.

- *A Policy on Geometric Design of Highways and Streets (Green Book)*, *Sixth Edition (2011)*, American Association of State Highway and Transportation Officials (AASHTO).
- *Roadside Design Guide, Fourth Edition (2011),* American Association of State Highway and Transportation Officials (AASHTO).
- *Guide for the Development of Bicycle Facilities, Fourth Edition (2012),* American Association of State Highway and Transportation Officials (AASHTO).
- *Guide for the Planning, Design and Operation of Pedestrian Facilities, Second Edition (2021)*, American Association of State Highway and Transportation Officials (AASHTO).
- *Manual of Uniform Traffic Control Devices (MUTCD) (2009)*, Federal Highway Administration (FHWA).
- *Bikeway Selection Guide (2019),* Federal Highway Administration (FHWA).
- *Small Town and Rural Multimodal Networks (2016)*, Federal Highway Administration (FHWA).
- *Urban Bikeway Design (2011),* National Association of City Transportation Officials (NACTO).
- *Design Manual, Part 2 (DM-2): Contextual Roadway Design, Publication 13 (September 2023, Change No. 4),* PennDOT.
- *Design Manual, Part 2 (DM-2): Highway Design, Publication 13M (September 2023, Change No. 10),* PennDOT.
- *Traffic Engineering Manual, Publication 46 (August 2009, Change 1 - March 2014),* PennDOT.
- *Pennsylvania's Traffic Calming Handbook, Publication 383 (July 2012),* PennDOT.
- *Access Management: Model Ordinances for Pennsylvania Municipalities Handbook, Publication 574 (April 2005, Updated February 2006),* PennDOT.
- *Pennsylvania Trail Design and Development Principles: Guidelines for Sustainable Non-motorized Trails (2013),* Pennsylvania Department of Conservation and Natural Resources (DCNR).

Potential Improvements / Connections

Chapters 4, 5, and 6 present a map with potential improvements or connections in the Village Core, Village Gateways, and Village Edge. The Potential Improvements/Connections illustrate the general locations and types of facilities were identified based on previous plans, data analysis, field visits, and input from the steering committee and public. Proposed connections will likely require further feasibility evaluation, engineering, permitting, utility coordination, and property owner coordination before any improvements can be constructed. Further evaluation may change the specific alignment of the potential improvements/connections. Also, changes in conditions or travel patterns should be monitored and may influence the need or type of improvements.

Capital Improvement Projects

Chapters 4, 5, and 6 present how the potential improvements and connections can be implemented in a phased approach as separate capital improvement projects. Each chapter includes a capital improvement project map, followed by project summaries that include a brief description, key considerations, and next steps for implementation. Each capital improvement project can provide meaningful connections and benefits.

Like pieces of a puzzle, the projects fit together and help to achieve the overall vision and goals of a more walkable Lederach. Some of the factors considered when identifying the scope and limits of each project include public input, constructibility, potential right-of-way requirements, grant funding opportunities, and integration with other projects. While they can be implemented separately, there may be opportunities to combine certain projects into one, making implementation more cost efficient. Implementation of any improvements is dependent upon available funding and other resources. Chapter 7 presents an implementation strategy and identifies projects that can be implemented in the near-, mid-, and long- term.

Concept Plans and Renderings

More detailed concept plans and renderings are provided in Chapters 4 and 5 for projects within the Village Core and Village Gateways. They are based on readily available data compiled for this feasibility study and do not reflect topographic survey. Preliminary engineering and final design will be required to evaluate necessary construction activities and prepare construction documents. Additionally, various permits may be required depending on the existing conditions, proposed improvements, and jurisdiction of permitting agencies. The design and permitting processes for these proposed improvements will involve additional coordination with property owners and will result in refinements to the conceptual plans and preparation of more detailed plans.

Cost Estimates

Construction cost estimates are provided for several priority capital improvement projects. The order of magnitude estimates are for planning and budgeting purposes. The estimates provide a general range for project development and construction and do not include right-of-way, utility relocation, permitting, or construction inspection. Those are additional costs that should be estimated based on additional conceptual design. All estimates are based on recent available bid data and were escalated to 2026 dollars.

Plans, Policies, and Partnerships

In additional to capital improvements, the vision and goals for a more walkable Lederach an be achieved through additional plans, policy updates, and partnerships. Chapters 4, 5, and 6 highlight specific plans, policies, and partnerships that are relevant in the Village Core, Village Gateways, and Village Edge. Property owner coordination is identified as a key element for advancing any new policies or projects in the Village Core, Village Edge, and Village Gateways.

STAKEHOLDER AND PUBLIC ENGAGEMENT

What We Heard...

The planning process included several stakeholder and public engagement activities to share information and gather input to shape the feasibility study. The activities included ongoing steering committee involvement, two in-person public meetings, stakeholder interviews and meetings, as well as online tools to gather public input. Meeting materials and presentations were made available to public via the township website throughout the project for those unable to join in person.

BOARD OF SUPERVISORS PRESENTATIONS

The public outreach activities kicked-off with a brief presentation to the Lower Salford Township Board of Supervisors during their regularly scheduled meeting on May 3, 2023. The presentation included an overview of the project scope and highlighted future opportunities for public input. The presentation was posted on the township's website for review.

STEERING COMMITTEE

The Lower Salford Township Trails and Sidewalk Committee (TSC) served as the steering committee throughout the course of the Walkable Lederach Feasibility Study. This ad hoc committee is made up of members representing various township boards and entities including the Board of Supervisors, Planning Commission, Parks and Recreation, Police Committee, and Communications Committee. The committee reviewed draft materials and provided feedback and guidance throughout the planning process.

STAKEHOLDER ENGAGEMENT

Stakeholder Interviews

Several key stakeholders who live and/or own businesses within the Village of Lederach were interviewed via telephone to gather local knowledge of existing conditions and community needs.

Stakeholder Meetings

The project team also held two in-person stakeholder meetings with several business and property owners in the Village Core. The first meeting was held on June 8, 2023 and included a group discussion about the project overall, as well as preview materials for the first public meeting. During the second meeting on October 12, 2023, stakeholders joined representatives from the township and consultant team in the field to discuss locations for potential improvement options in person. Stakeholders provided valuable feedback including concerns and potential opportunities that helped guide the plan development moving forward. See ***Appendix B - Public Feedback*** for a summary of input received at the two stakeholder meetings.

TECHNICAL COORDINATION MEETING

A technical coordination meeting with representatives from PennDOT District 6 and the Montgomery County Planning Commission was held in the field on October 12, 2023. The meeting included a field visit to discuss the draft conceptual improvements, focusing on the Village Core and Village Edge. See ***Appendix B - Stakeholder and Technical Meeting Minutes*** for a more detailed meeting summary.

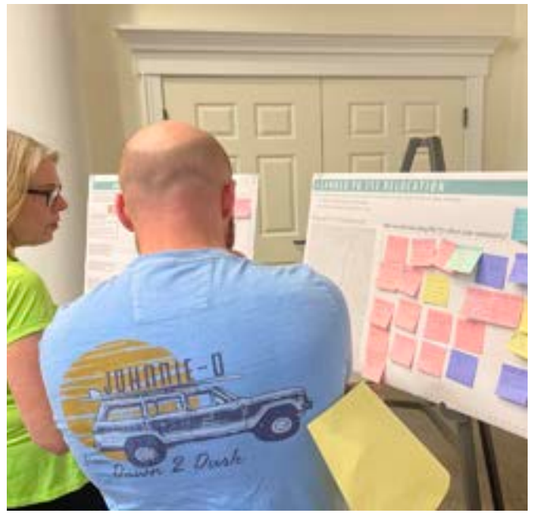
PUBLIC MEETINGS

The first public meeting was hosted at the Lower Salford Township Municipal Building on June 15, 2023 from 6:30 - 8:30 PM. The meeting was announced on the township's website and invitations were mailed to property owners within 5000 feet of the six-point intersection. The event was structured in an open-house-style format with more than 85 people in attendance. Participants were invited to visit stations with boards explaining various aspects of the plan and work that had been done to create the initial set of improvements for the Village Core, Gateways, and Edge focus areas. In addition, there was a brief overview presentation.

Many of the stations included interactive elements where participants were asked to provide their insights on the existing conditions within the community and feedback on potential elements of the plan. Members of the project team and steering committee were on hand at each station to answer questions and engage in meaningful discussion with participants. Materials from the open house were posted on the township website, including an interactive survey.

A second public meeting was hosted at the Lower Salford Township Municipal Building on November 16, 2023 from 6:30 - 8:30 PM. The event was structured in a similar open-house-style format as the first public meeting and attendees were again encouraged to visit stations with boards highlighting potential improvements for the Village Core, Gateways, and Edge focus areas. More than 50 people attended the second public meeting and provided feedback on potential improvements and priorities. Comment forms were available at the meeting and on the Township's website for two weeks after the meeting. See ***Appendix B - Public Feedback*** for a full summary of feedback received at both public meetings.

Input gathered from both public meetings was used to help refine various elements of the plan to reflect local priorities and goals.



HARLEYSVILLE PIKE AND PA 113 ALTERNATE ROUTE

Lower Salford Township has been planning for an alternative route for PA 113 for over 40 years to address safety issues and chronic congestion at the six-point intersection in the heart of the Village of Lederach. While the traffic signal installed at the six-point intersection in 2018 - 2019 has provided some safety and operational benefits, congestion and delays are still an issue. The township is continuing to pursue resources to advance design and construction of the PA 113 Alternate Route. The project includes design and construction of a new roadway and shared use path located east of Harleysville Pike, generally between Whittaker Way (to the south) and Landis Road (to the north).

Listed below are some of the township's recent activities related to the PA 113 Alternate Route.

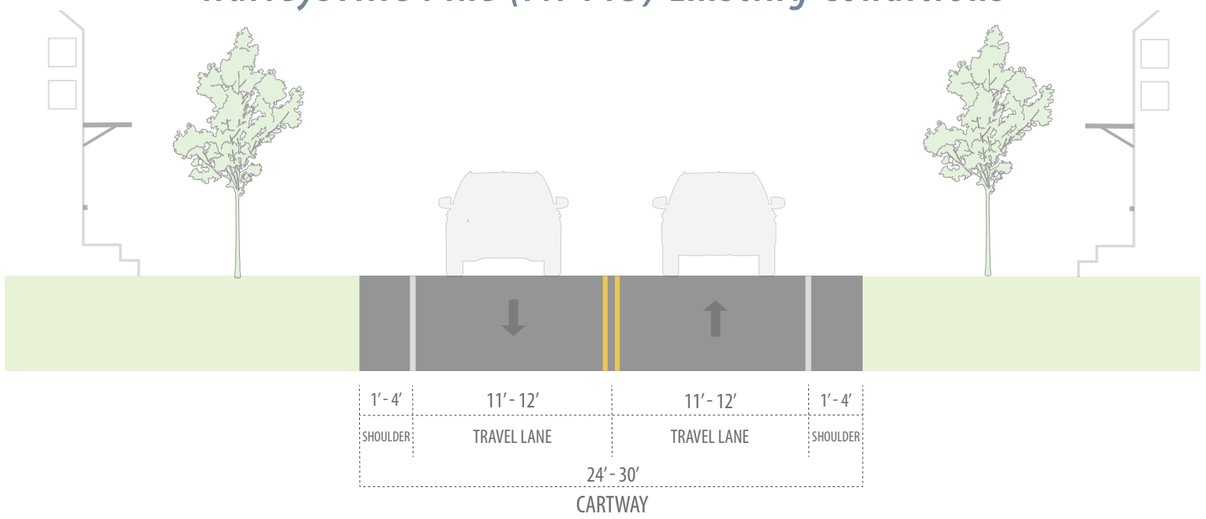
- The township has secured significant portions of the right-of-way and it is reserved for the roadway and shared use path.
- The project has been included in several township, county, and regional plans. For example, it is listed on Lower Salford Township's Capital Improvements Plan, last updated and 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.

The township and other project partners understand that it may take several more years to secure funding and advance engineering for the PA 113 Alternate Route. As part of planning for the future, this feasibility study included evaluation of the options for Harleysville Pike if the PA 113 Alternate Route is built.

HARLEYSVILLE PIKE (PA 113): EXISTING CONDITIONS

Harleysville Pike (PA 113) through the Village of Lederach is generally a two-lane roadway with varying width minimal shoulders. It carries between 9,100 and 11,800 vehicles per day and has a posted speed limit of 35 - 45 MPH within the project area.

Harleysville Pike (PA 113) Existing Conditions



Through the Village of Lederach, there are steep slopes, walls, vegetation, front porches, and buildings located close to Harleysville Pike roadside. There is no space to widen the roadway for additional travel lanes or turn lanes without significant impacts to adjacent properties. There is also limited space to retrofit bicycle and pedestrian facilities along the roadway. Given the physical constraints and importance of maintaining the historic character of the village, options for converting Harleysville Pike to one-way operations were developed and evaluated. One-way operations could provide additional space for bike lanes, sidewalks, gateway treatments, or other improvements.

Sidewalks

Bike Lanes

TRAFFIC COUNT DATA AND ANALYSIS

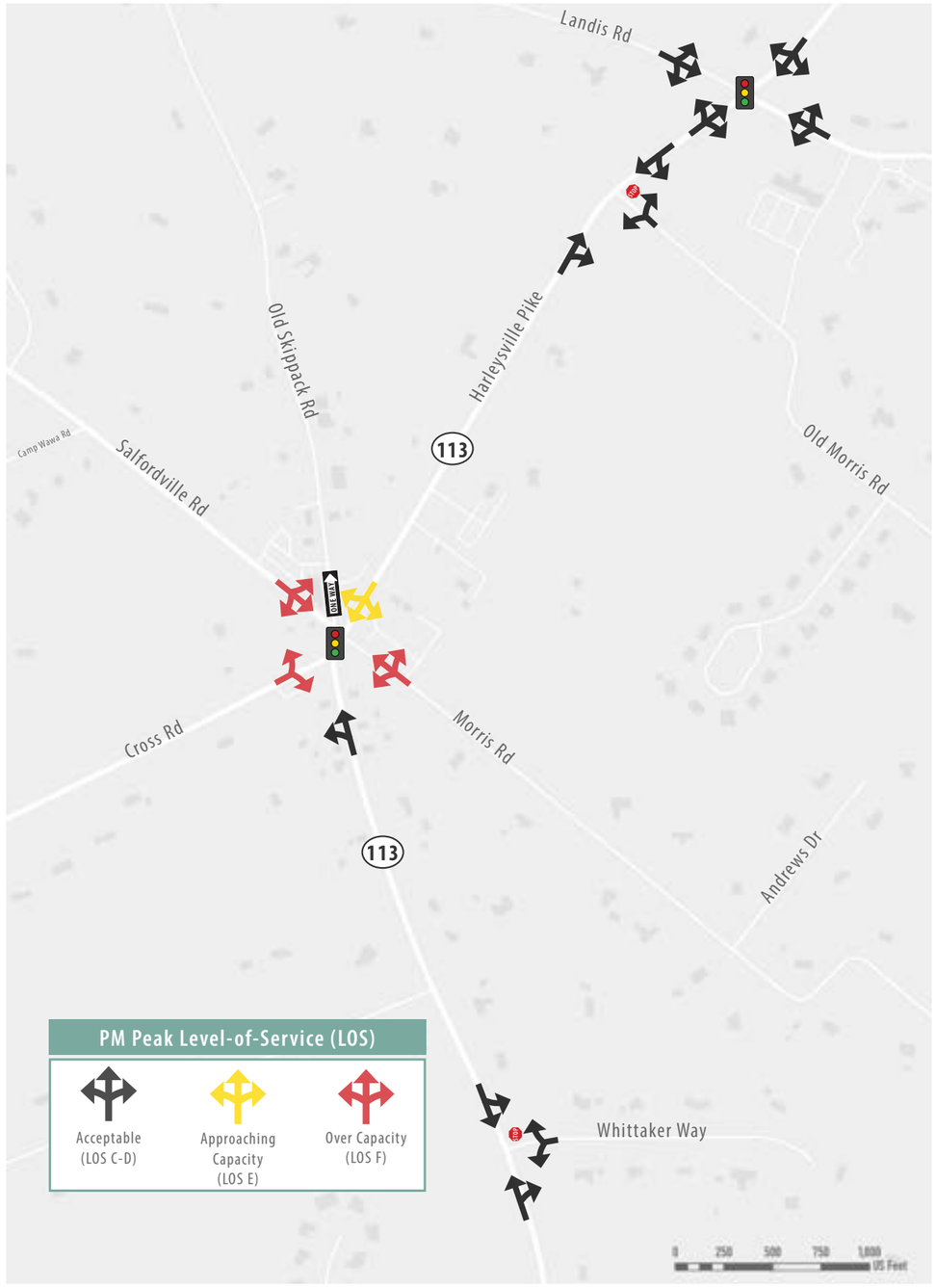
Traffic counts were obtained from PennDOT's Traffic Information Repository (TIRe) website and turning movement counts were conducted Wednesday, November 9, 2022 during the weekday morning and afternoon peak periods at the following study intersections along Harleysville Pike (PA 113):

- Landis Road (signalized)
- Old Morris Road (unsignalized)
- Morris Road/Salfordville Road (SR 1017)/ Old Skippack Road (signalized)
- Cross Road (SR 1020) (signalized)
- Whitaker Way (unsignalized)

Existing 2022 peak hour traffic volumes were projected to 2035 future peak hour traffic volumes by applying a regional growth rate and adding additional traffic anticipated to be generated by proposed land development in the study area. Existing and future traffic volumes were analyzed to determine the capacity/level-of-service. At the six-point intersection, three of the approaches operate over capacity at level-of-service F under existing conditions (2022) and future conditions (2035) afternoon peak period conditions.

See ***Appendix E - Traffic Analysis Memo*** for additional details regarding the traffic count data and capacity/level-of-service analysis.

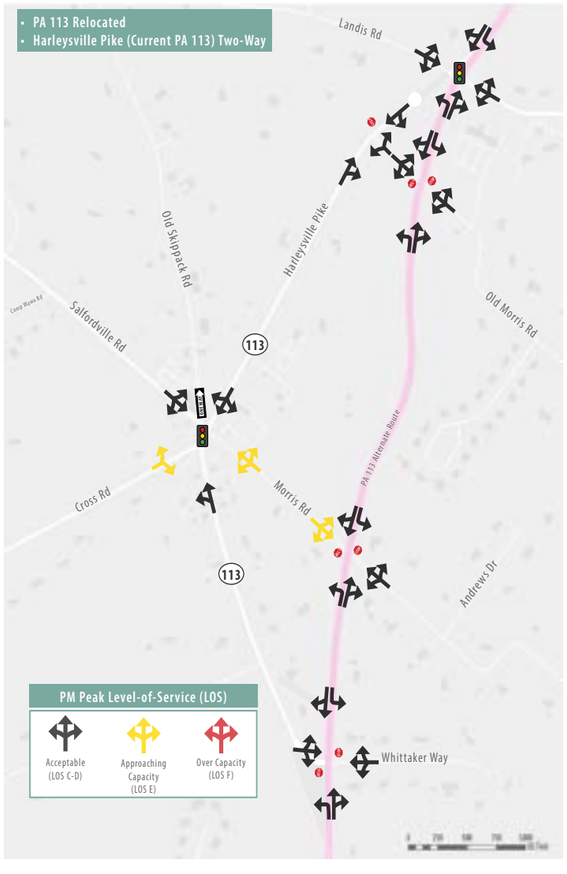
2022 Existing and 2035 Future Base Levels of Service



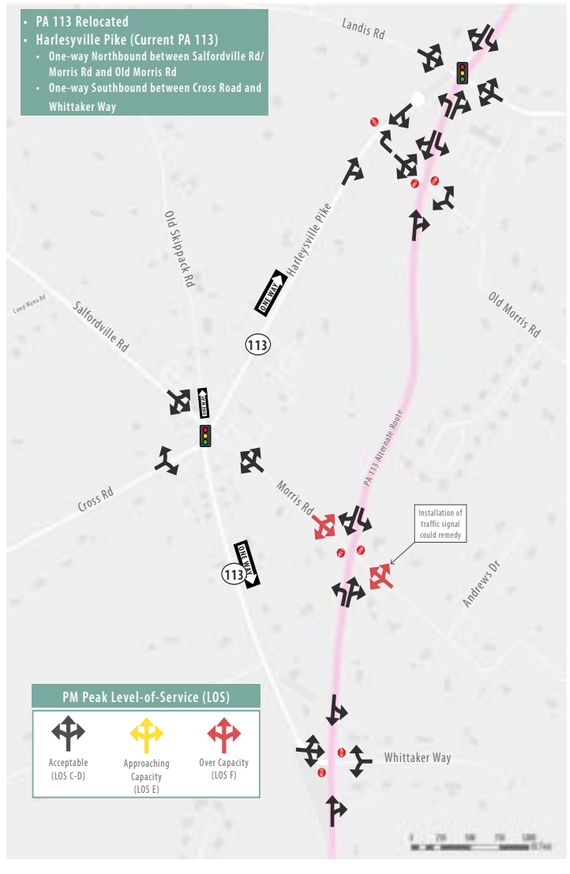
Alternatives and Future Traffic Analysis

Implementation of the PA 113 Alternate Route will likely change traffic patterns in the study area and particularly traffic volumes along Harleysville Pike (PA 113). Future (2035) traffic volumes were analyzed for four build alternatives that all include the PA 113 Alternate Route. Alternative A includes two-way operations on both Harleysville Pike (PA 113) and Route 113 Alternate Route. Alternatives B, C, and D include different one-way configurations for Harleysville Pike (PA 113). The alternatives and results of the future conditions (2035) capacity/level-of-service are summarized below. In general, Alternatives B, C, and D show some potential operational improvements at the six-points intersection, but the change in traffic patterns may create operational deficiencies at other intersections, particularly along the PA 113 Alternate Route.

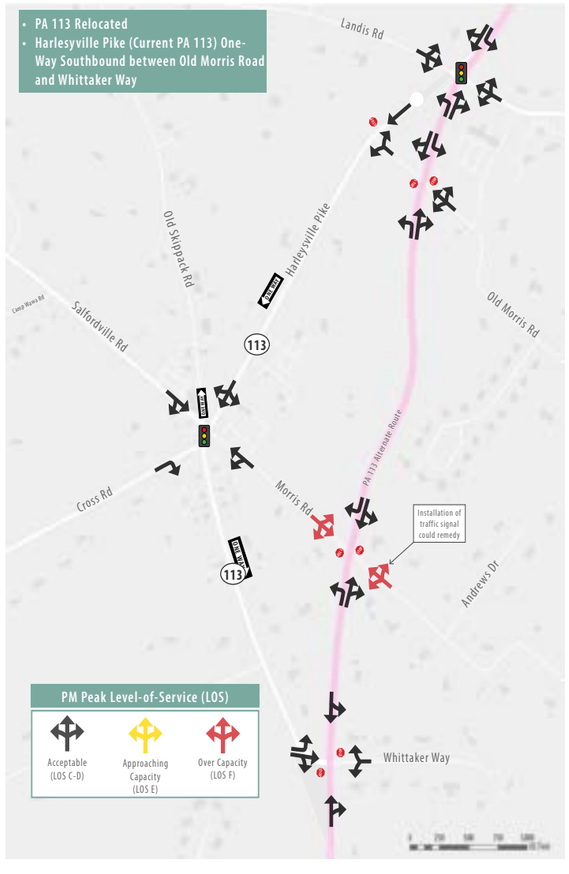
Alternative A



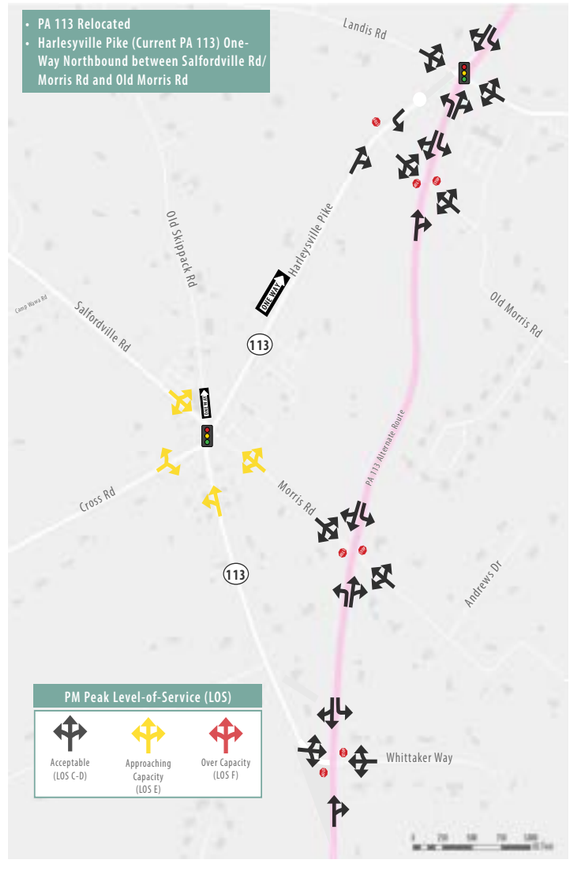
Alternative B



Alternative C



Alternative D



Considerations for Future of Harleysville Pike/PA 113 Alternative Route

What We Heard...

The alternatives for future operations of Harleysville Pike and the PA 113 present both advantages and disadvantages. During the first round of stakeholder and public engagement, participants provided feedback on the PA 113 Alternate Route overall and the option of one-way operations for Harleysville Pike.

Public feedback related to the potential PA 113 Alternate Route was generally split between support and opposition. Supporters noted that the alternate route could reduce traffic (particularly truck traffic) in the village, address chronic congestion, and help to support a more walkable Lederach. Key concerns expressed by participants included not fully addressing traffic issues at the six-point intersection, potential negative impacts to local businesses and commercial viability in the village, potential negative impacts to open space and adjacent residential properties.

The majority of respondents did not support additional consideration of one-way options for Harleysville Pike in conjunction with the PA 113 Alternate Route. Key concerns expressed by participants included potential negative impacts to local businesses, increased traffic on other local roads, and additional traffic delays.

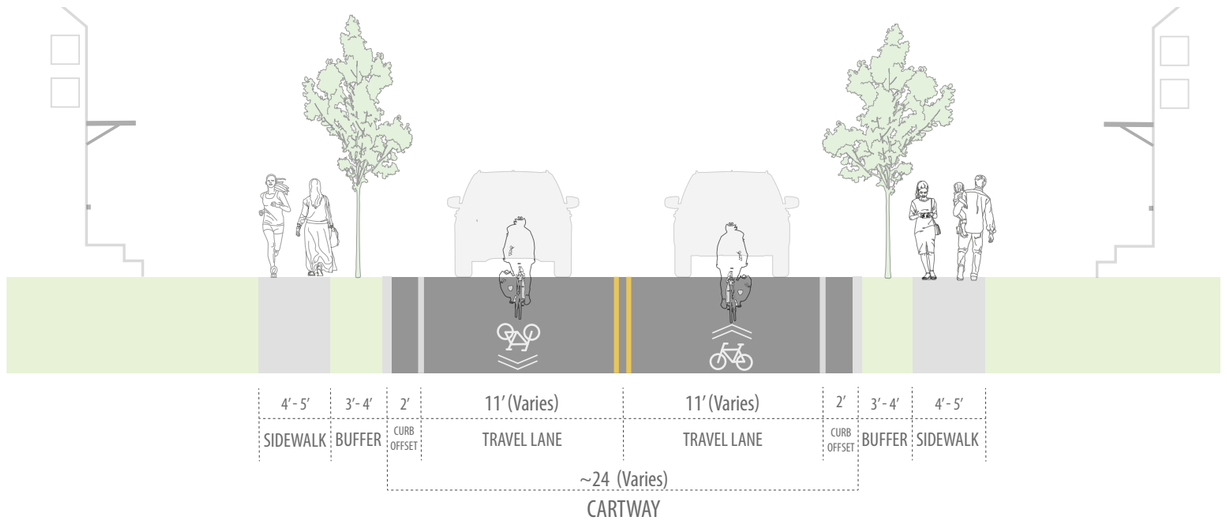
See *Appendix B - Public Feedback* for more details on the public feedback and comments received.

Based on stakeholder and public input, summarized below are key considerations for the future planning and design for the Harleysville Pike and PA 113 Alternate Route.

- 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.

Since one-way scenarios for Harleysville Pike are dismissed from further consideration, the future vision includes retrofitting sidewalks on both sides of the roadway. In some constrained locations, it may be necessary to reduce the width of the buffer between the curb and sidewalk. The feasibility of providing sidewalks is not dependent on the implementation of the PA 113 Alternate Route. If traffic volumes and speeds decrease on Harleysville Pike, it may be feasible to create a shared lane bikeway facility with pavement markings and signs. Dedicated bike lanes on Harleysville Pike may be feasible north of Landis Road.

Harleysville Pike (PA 113) Future Vision



CHAPTER FOUR

Village Core

CHAPTER CONTENT

- Village Core Overview
- Potential Treatment Options
- Existing Conditions
- Potential Improvements
- Capital Improvement Projects
- Plans, Policies, and Partnerships

VILLAGE CORE OVERVIEW

The Village Core is centered around the six-point intersection of PA 113 Harleysville Pike, Salfordville Road, Cross Road, Old Skippack Road, and Morris Road. This intersection formed the historic center of the village. Several historic properties remain in the Village Core and have been repurposed for current active use, including as restaurants/bars and offices. Other uses in the Village Core include residential and retail.

Despite its village character and relative density of development, the lack of a complete pedestrian infrastructure network makes it difficult to walk between the various village destinations. Implementing new pedestrian facilities to address this issue is complicated by the physical constraints of the built environment. In several locations in the Village Core, for instance, buildings and property lines directly abut roadways which also do not have additional space beyond their existing travel lanes. This chapter identifies feasible potential improvements that would enhance walkability within the existing constraints and context.

Large parking lot behind Bay Pony Inn Restaurant

Traffic barrier installed on Old Skippack Road

Historic properties and signal pole at six-point intersection

Village Core Overview Map

Tight spaces at Cross Road/PA113

Existing walkways along Cross Road

Tight spaces along Morris Road

Potential Treatment Options

This section identifies types of improvements that can be used to enhance the comfort, safety, and overall experience of pedestrians and bicyclists. The following photos and descriptions also help to define some of the terminology that is used in the plan. The existing conditions and constraints of the Village Core informed the development of improvement options. The steering committee, stakeholders, and members of the public guided the refinement of these options throughout the planning process.

What can we do along roadways?

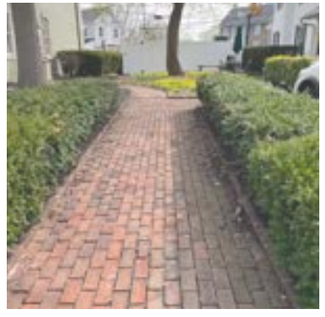
SIDEWALKS



Description:

Pathways parallel to the road that are intended for use by pedestrians, often with numerous access points to adjacent land uses. Typically physically separated from the roadway with a curb and/or verge that may contain grass, vegetation, pavers, and sometimes street trees. Sidewalks are typically concrete, but can be constructed with asphalt, bricks, or pavers.

WALKWAYS



Description:

Internal pedestrian paths that can be located within public spaces or through commercial areas. Walkways can be made from a variety of materials to fit local context and provide complete separation from the roadway. Walkways can be combined with pedestrian scale lighting and landscaping to enhance user experience.

RAISED CROSSWALKS/INTERSECTIONS


Description:

Marked and elevated areas that are an extension of the sidewalk at mid-block locations or intersections. They can be used to increase pedestrian safety, calm traffic, and add to the community character. When used for traffic calming, they are most effective when placed in a series. They may be constructed of asphalt, brick, or stone pavers.

MARKED CROSSWALKS

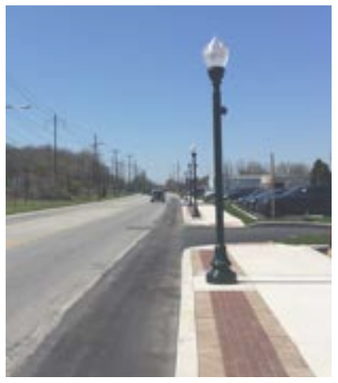


Description:

Marked crosswalks are pavement markings designating a location for pedestrians to cross a road, often connecting sidewalks, paths, or multi-use trails. High visibility crosswalks are most visible to motorists, but other materials such as brick pavers can be used to fit local context. Crosswalks can also be raised to act as a traffic calming measure.

PEDESTRIAN SCALE LIGHTING





Description:

Pedestrian-scale street lights, 10 to 12 feet in height, help provide security along sidewalks, as well as help to provide aesthetic appeal to the streetscape. Based on feedback, potential lighting improvements would be concentrated at intersections and not along roadways to maintain village character, avoid light pollution, and enhance safety and visibility at crossings.

What We Heard...

During Public Meeting #1, participants were asked to provide feedback on how appropriate certain treatments would be within the Village of Lederach by placing dots on a scale of "Not Right for Lederach" to "Love it for Lederach".

Public feedback pointed to wide support for sidewalks, walkways, and crosswalks with some concerns about limiting concrete and providing a design that is compatible with the historic nature of the village.

Similarly, participants supported the idea of pedestrian scale lighting but wanted to make sure that lighting was limited to intersection and crossing areas and lighting choices catered to historic character and environmental concerns for local wildlife.

Participants were not in favor of on-street parking with many citing concerns of a lack of space along roadways.

How can we enhance user experience?

LANDSCAPED SPACES



Description:

Landscaping can help soften hardscaped areas and increase aesthetic appeal. It can also serve a functional purpose by helping manage stormwater or providing habitat for native species. Utilizing low growing varieties is key consideration to ensure adequate visibility along corridors.

SEATING AREAS



Description:

Seating areas can be provided along sidewalks, paths, park areas, or at scenic vistas. Seating can include benches, outdoor dining, or seat walls.

INTERPRETIVE/WAYFINDING SIGNAGE


Description:

A range of directional signs, pavement markings, or interpretative signs that are used to identify a facility and provide basic information, such as directional arrows, mileage, map, or narrative.

What We Heard...

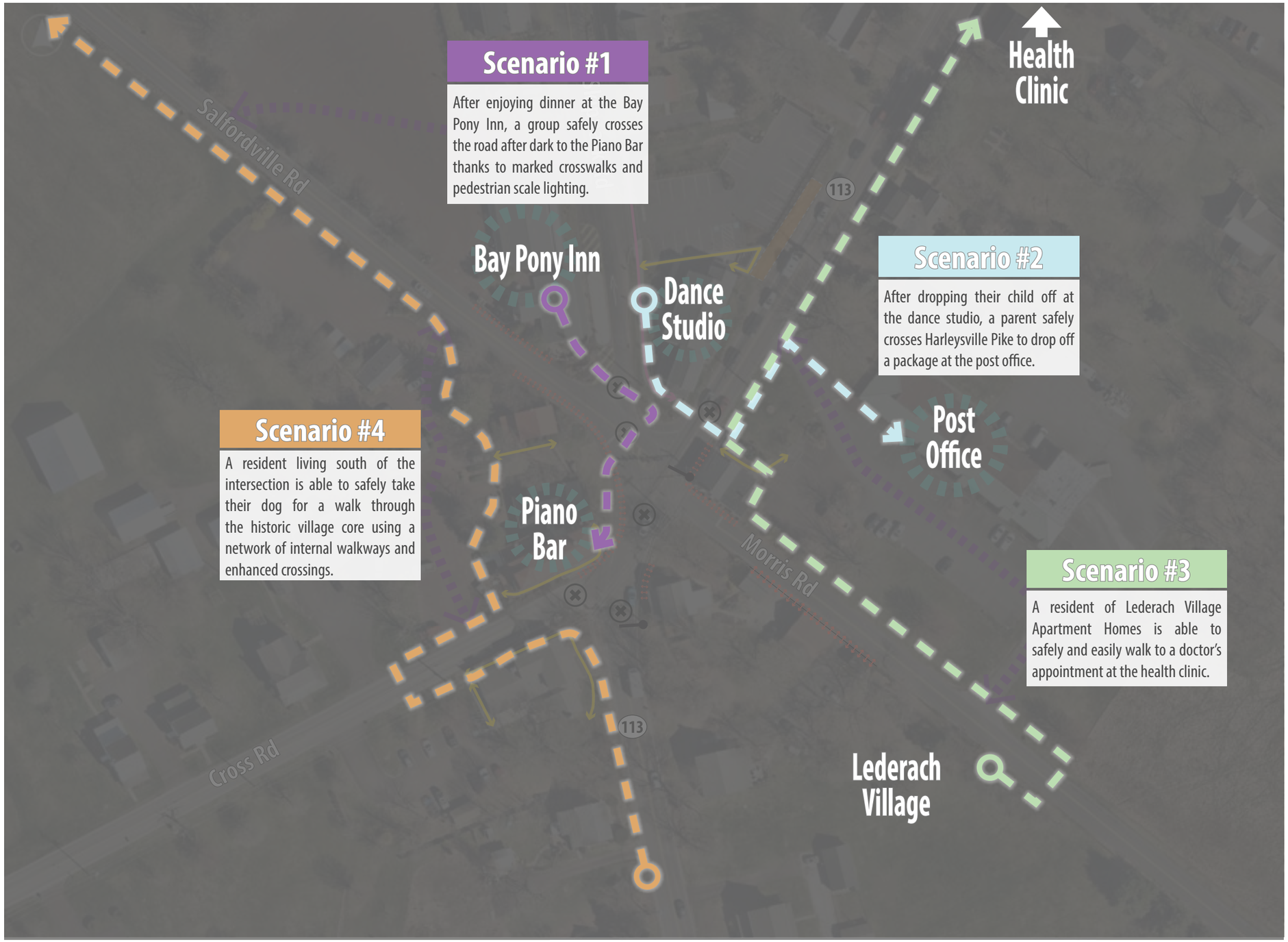
Public feedback during Public Meeting #1 pointed to wide support for landscaped spaces, street trees and seating areas. As with other elements, participants expressed concerns about selecting treatments that fit in with the local historic context and character of the village.

Participant responses were split between opposition and support on the concept of interpretive/wayfinding signage. Some indicated interest in an approach that helps highlight historic aspects of the village.

WALKABLE SCENARIOS

When thinking about possible improvements for the Village of Lederach, it is helpful to envision places where people might desire to walk within the village for various reasons. These "walkable scenarios" help identify important connections between destinations as well as understand existing challenges and potential opportunities to enhance safety and connectivity for residents and visitors.

VILLAGE CORE - WALKABLE SCENARIOS



Existing Conditions

OVERVIEW

The historic nature of the Village Core has led to many properties being built right up to the roadway leaving tight spaces with little to no room for sidewalks or other facilities. There are however various existing walkways on privately owned property that could provide alternative options if connected to form a larger network.

At the six-point intersection, the addition of the traffic signal has improved overall operations and safety as well as access for secondary roadways (Salfordville Road, Cross Road, and Morris Road). It has also resulted in a variety of turning movements that can be unpredictable for people in vehicles and those on foot or bicycle when navigating the Village Core. Public feedback indicated concerns about long delays at the signal, especially during peak hours. This has led to some drivers utilizing existing parking areas as cut-through routes to avoid the intersection altogether.

These factors served as important considerations when developing potential improvements that improve safety for all kinds of users while also preserving the historic character of the Village Core.

VILLAGE CORE - EXISTING CONDITIONS MAP

Cut Through Traffic

Walkways
Mix of Public/Private

Sidewalks

Tight Spaces

Destinations

Unmarked/ Prohibited Pedestrian Crossing

Informal Drop-Off/ Pick-Up Zone

Traffic Signal and Mast Arm

Potential Improvements

OVERVIEW

In addition to existing conditions, feedback from the steering committee, local stakeholders, and residents played an essential role in developing potential improvements that fit the unique needs and context of the village. This criteria helped form the project goals that served as the guiding principles for the potential improvements and are listed below.

- Enhance Connectivity...

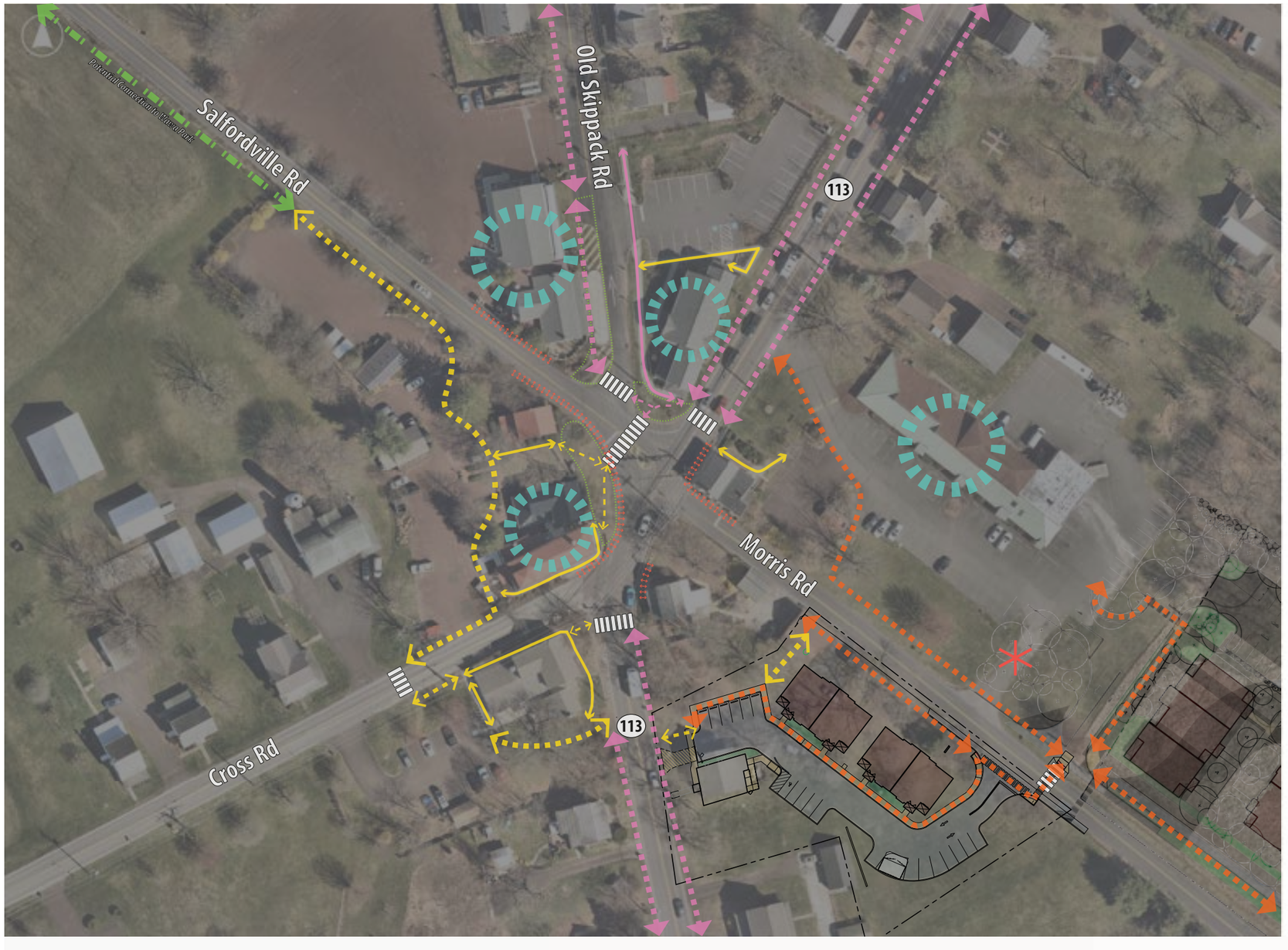
  ...within the village so residents and visitors can safely walk and bike

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

- Manage traffic congestion, cut through traffic, and high traffic speeds through the village
- Retain and celebrate the character and history of the village
- Support a mix of uses within the village, including small and local businesses
- Enhance and connect to existing open spaces, natural landscapes, and historic resources

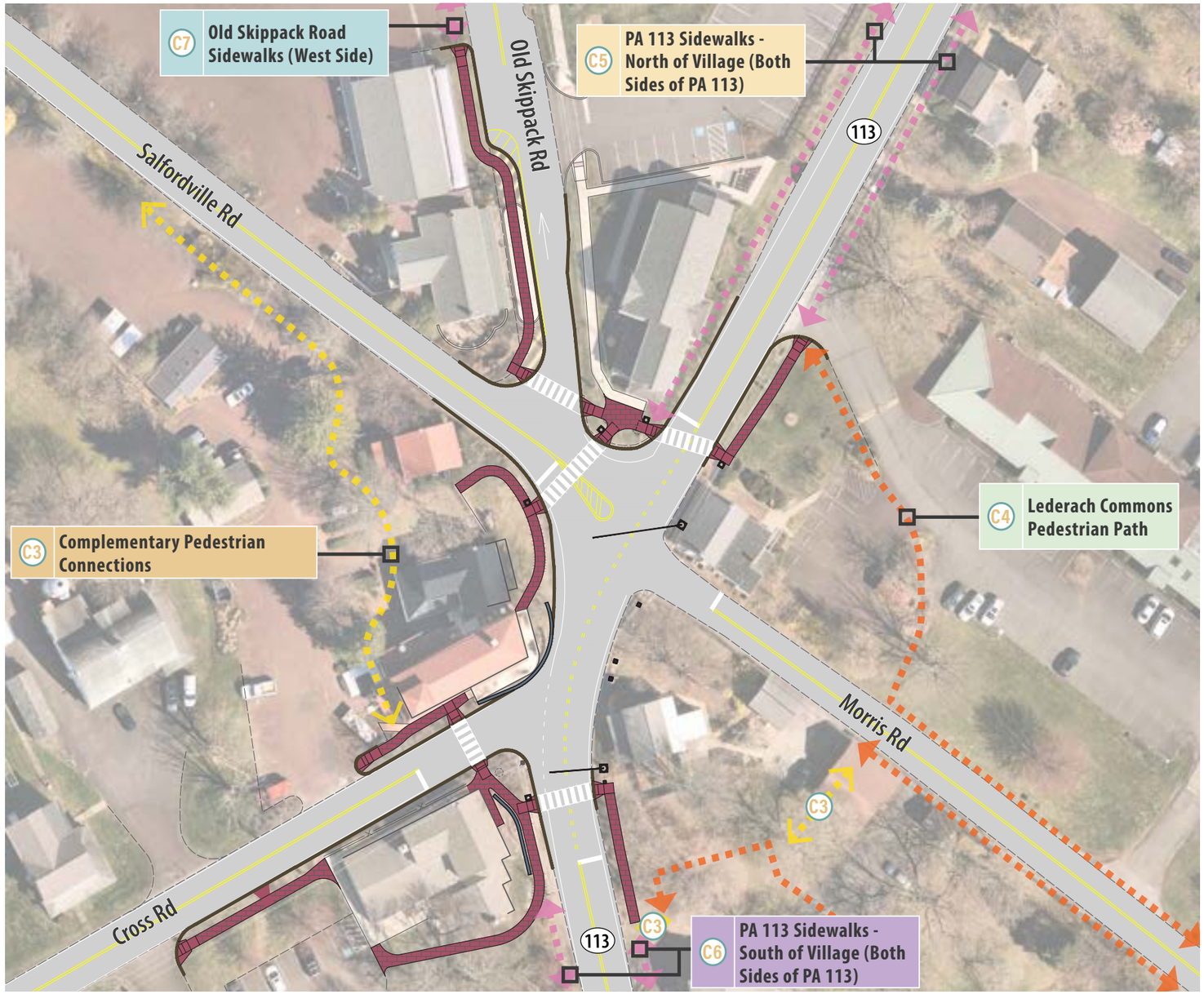
The various potential improvements shown in the map provide a vision for how to enhance safety and make the Village Core more walkable. Tackling all these improvements at once would be an overwhelming and costly undertaking. Identifying and prioritizing potential capital improvement projects is one way to help gain momentum and gradually build out the vision through a more manageable, phased approach.

VILLAGE CORE - POTENTIAL IMPROVEMENTS MAP



Village Core Pedestrian and Intersection Enhancements

Option 1: Pedestrian Enhancements with Existing Traffic Signal Poles



Overview

The existing lack of pedestrian crossings combined with high traffic volumes and unpredictability of the six-point intersection creates a uncomfortable environment for anyone attempting to navigate the area on foot. This conceptual plan illustrates potential improvements that expand upon existing off-road walkways to create a network of paths that connect to high visibility crosswalks at the intersection. Improvements are displayed at a high level and will require further engineering to determine the ultimate components and alignments. The design and permitting processes will involve additional coordination with property owners and will result in refinements to the conceptual plans.

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)

Graphic Legend

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

Village Core Pedestrian and Intersection Enhancements

A secondary option for the intersection enhancements involves reconfiguring the layout of traffic signals within the Village Core. This strategy could help better retain the historic character of the village. Two potential options are described below and displayed on the map on the following page.

Option 2a: Multiple Smaller Traffic Signal Poles

Considerations

- Would result in more overall pole locations but could be paired with pedestrian signals
- Need to determine if the design and materials fit with historic context of Village Core
- Will need to determine right of way constraints

Option 2b: Relocate Primary Signal Pole to Southeast Corner of Intersection

Considerations

- Would move existing traffic signal from current location on historic property
- Coordination will be needed with parcel property owner and existing utilities
- Will need to determine right of way constraints

Existing and Potential Traffic Signal Locations

Existing Signal Location

Option 2a

Option 2b

Village Core Pedestrian and Intersection Enhancements

Overview

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.

EXISTING CONDITIONS

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

CAPITAL IMPROVEMENT PROJECTS

The map below identifies a set of eight potential capital improvement projects that the township could focus on to help build out the potential improvements to the Village Core. Identifying specific projects will also be beneficial when exploring potential grant funding to make the improvements a reality. The following sections provide additional details for each project including a project overview, key considerations, and next steps. A summary of the capital improvement projects can be found in Chapter 7, including additional information on phasing.

C1	**Old Skippack Road / Bay Pony Inn Pedestrian and Intersection Enhancements**
C2	**Salfordville Road / Cross Road Pedestrian and Intersection Enhancements**
C3	**Complementary Pedestrian Connections**
C4	**Lederach Commons Pedestrian Path**
C5	**PA 113 Sidewalks - North of Village (Both Sides of PA 113)**
C6	**PA 113 Sidewalks - South of Village (Both Sides of PA 113)**
C7	**Old Skippack Road Sidewalks (West Side)**
C8	**Village Core Wayfinding and Interpretive Signage** (locations throughout Village Core)

VILLAGE CORE - CAPITAL PROJECTS MAP

C1 Old Skippack Road / Bay Pony Inn Pedestrian and Intersection Enhancements

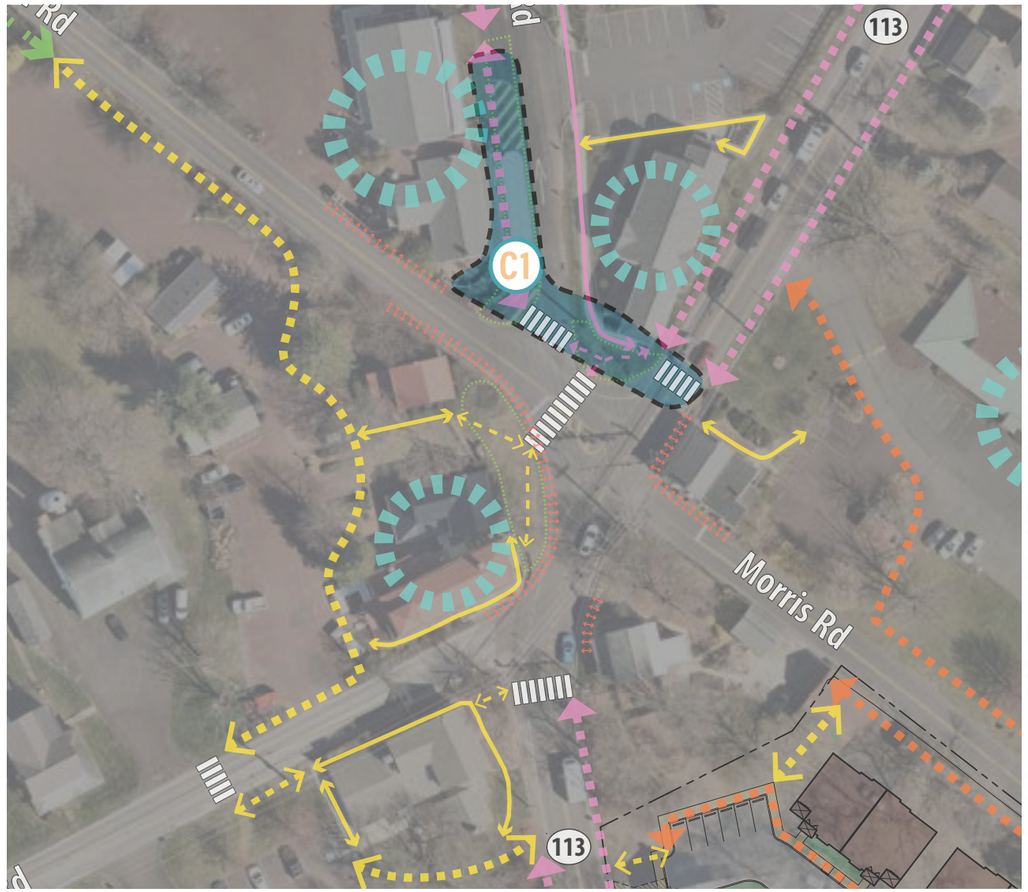
Overview

The existing traffic island in front of the Bay Pony Inn was installed to facilitate the new one-way operation of Old Skippack Road. Although the feature accomplishes this goal, it is not aesthetically pleasing or functional beyond blocking traffic and takes away from the historic character of the Village Core. Transforming this feature into a more welcoming and pedestrian friendly gathering space was identified as a potential capital improvement project that received wide support. An early action item for this project could possibly feature a pilot phase to test potential concepts and grow support for the project and the larger set of enhancements to the Village Core.

Cost Estimates (2026 dollars)

Project Development - $120,000 - $170,000
Construction - $430,000 - $480,000

EXISTING CONDITIONS



Considerations

- Coordination with property owners on potential easements or use agreements
- Maintenance and/or liability responsibilities

Next Steps

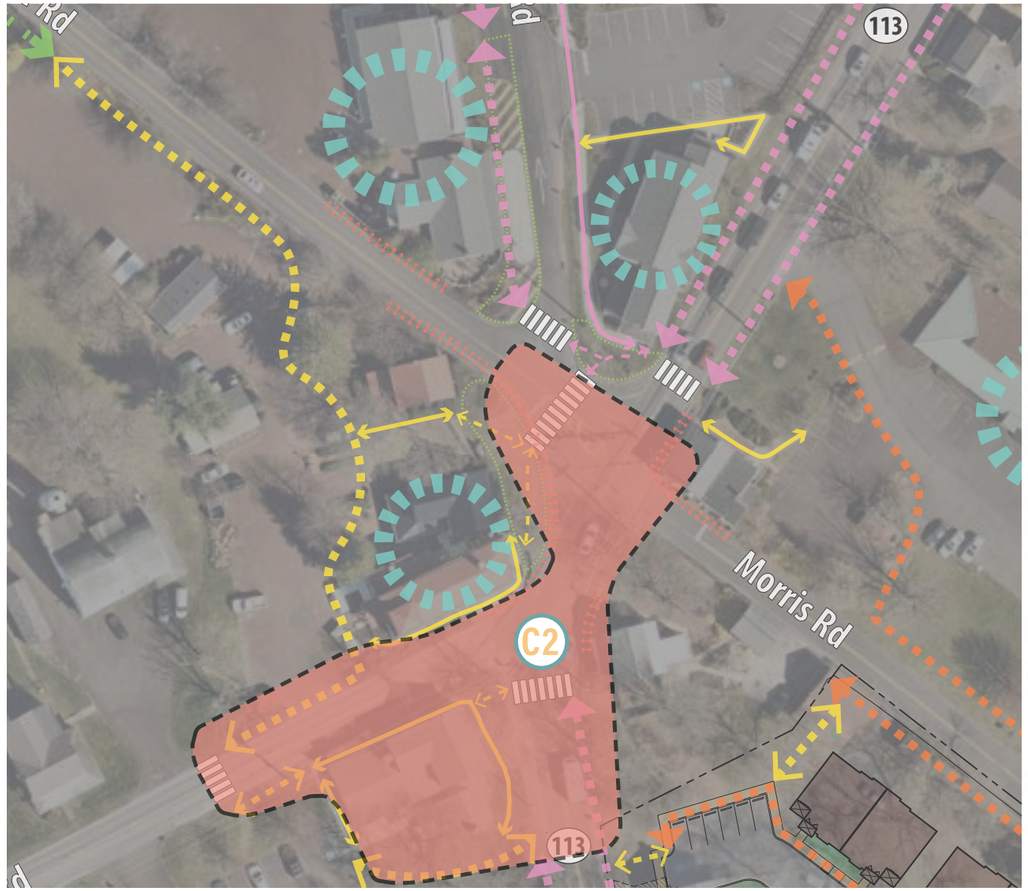
- Coordination with property owners to determine potential features
- Development of design guidelines to provide consistency and maintain historic character
- Identify and pursue funding for design and construction

C2 Salfordville Road / Cross Road Pedestrian and Intersection Enhancements

Overview

Salfordville Road and Cross Road both feature tight spaces with limited area for any types of improvements along the roadway. These issues are most pronounced where the two roads meet at the intersection where a guide rail is located directly adjacent to the road edge with the newly developed Lederach Piano Bar just behind. This results in a tight turning area with limited visibility for vehicles that is even more difficult to navigate for more vulnerable road users such as pedestrians and bicyclists. This project would include crossing enhancements at both Salfordville Road and Cross Road in the form of high visibility crosswalks with pedestrian signals. These crossings would be connected by a combination of sidewalks that would expand upon existing internal walkways on surrounding properties.

EXISTING CONDITIONS



Considerations

- Coordination with property owners on potential easements or use agreements
- Maintenance and/or liability responsibilities

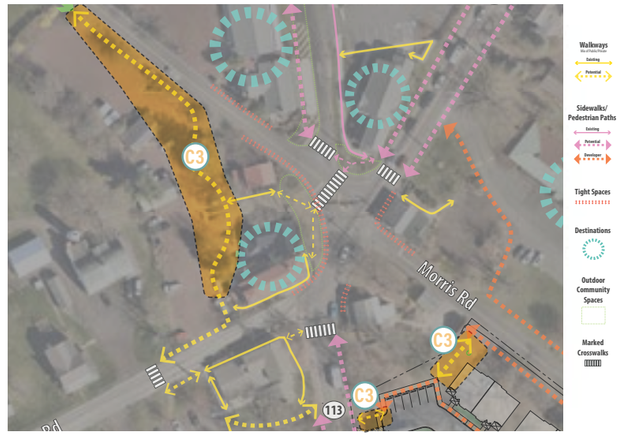
Next Steps

- Coordination with property owners to determine potential features
- Development of design guidelines to provide consistency and maintain historic character
- Identify and pursue funding for design and construction

C3 Complementary Pedestrian Connections

Overview

Due to space constraints along the majority of roadways, walkability enhancements within the Village Core include utilizing and extending existing off-road, internal walkways. These additional connections complement existing walkways and help form a more cohesive network throughout the Village Core.



Considerations

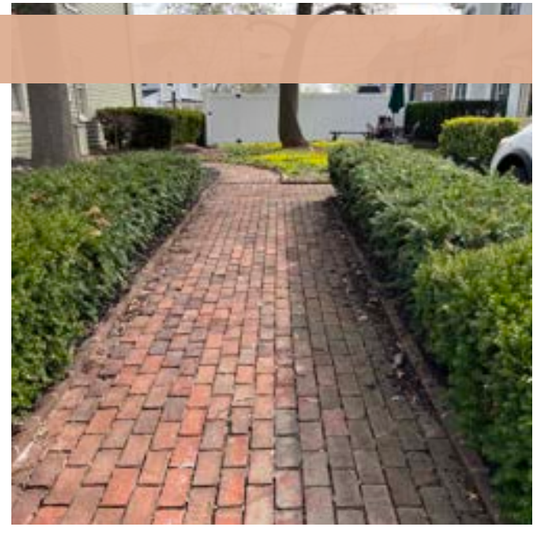
- Coordination with property owners on potential easements or use agreements
- Maintenance and/or liability responsibilities
- Need for consistent design

Next Steps

- Coordination with property owners to regarding potential walkway alignment, easements (if needed), maintenance, and other issues.
- Development of design guidelines to ensure consistency and maintain historic character

EXISTING CONDITIONS

Parking area behind existing commercial area



Example of existing off-road, internal walkways

C4 Lederach Commons Pedestrian Path

Overview

This path would provide a continuous sidewalk or pedestrian path (5 - 6 foot wide minimum) connection between Morris Road and PA 113 in the Village Core that avoids tight spaces near the six-point intersection. The path could be complemented by other elements (plantings, seating areas, wayfinding, etc.) to enhance user experience.

Considerations

- Connection to intersection and pedestrian crossings
- Opportunities for an enhanced outdoor community space in conjunction with the pedestrian path

Next Steps

- Coordinate with property owners of Lederach Commons and Lederach Architecture

EXISTING CONDITIONS

Entrance to Lederach Commons from PA 113

Tight spaces along Morris Road leading to intersection

C5 PA 113 Sidewalks - North of Village (Both Sides of PA 113)

Overview

New sidewalks along PA 113 north of the Village Core that provide connections to residential and commercials areas along the corridor.

Considerations

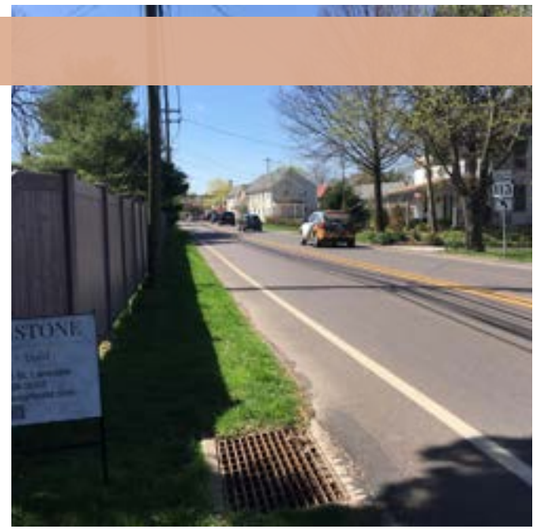
- High volume and high speed traffic
- Potential reduction in traffic volumes and speeds if the PA 113 Alternate Route is constructed
- Materials to fit historic context of the village
- Utilities lines along eastern side of roadway

Next Steps

- Determine right of way and potential easements
- Determine how to handle utilities

EXISTING CONDITIONS

Existing drop off area along western side of PA 113

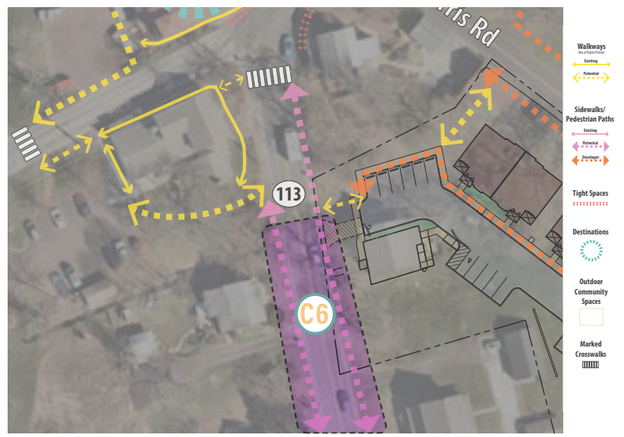


Tight spaces and utilities along PA 113 southbound

C6 PA 113 Sidewalks - South of Village (Both Sides of PA 113)

Overview

New sidewalks along PA 113 south of the Village Core that provide connections to residential areas along the corridor.



Considerations

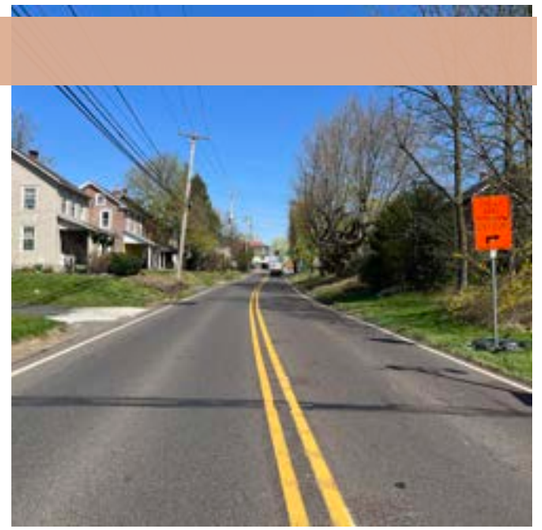
- Tight spaces
- Blind turns
- High speed/high volume traffic

Next Steps

- Coordination with property owners regarding features of the sidewalk design and potential easements

EXISTING CONDITIONS

Limited shoulder along PA 113 south of village

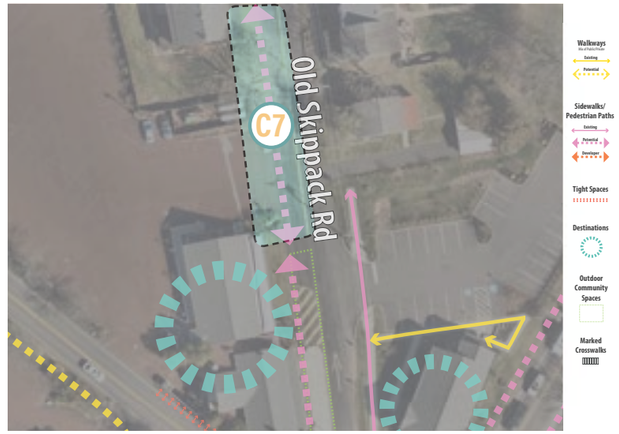


PA 113 south of village looking northbound

C7 Old Skippack Road Sidewalks (West Side)

Overview

New sidewalks along Old Skippack Road north of the Village Core that provide connections between residential areas and commercial areas including the Bay Pony Inn, and Dance Studio.



Considerations

- One-way operation of Old Skippack Road
- Cut-through traffic

Next Steps

- Coordinate with property owners regarding features of the sidewalk design and potential easements

EXISTING CONDITIONS

Incomplete sidewalk network along Old Skippack Road

Entrance to Bay Pony Inn parking lot (cut-through traffic)

C8 Village Core Wayfinding Interpretive Signage

Overview

Installation of wayfinding elements and interpretive signage at strategic locations throughout the Village Core to help orient and direct people as well highlight the unique historic features of the village.

Considerations

- Materials and design styles
- Locations and features to highlights
- Multilingual elements

Next Steps

- Evaluate potential wayfinding plan

Example of sign post wayfinding Lancaster, PA

Example of historical wayfinding Boiling Springs, PA

Plans, Policies, and Partnerships

OVERVIEW

In addition to capital improvement projects, there are a number of other strategies that can be utilized to help build positive momentum and turn potential improvements into a reality. These include can include strategies such as evaluating existing policies to provide standardized requirements that represent the priorities of the community. They also include identifying potential partnerships and opportunities for collaboration that are mutually beneficial for all stakeholders involved. The following section outlines some potential strategies for moving the plan forward and how they can be implemented.

Develop design guidelines for the Village of Lederach

Design guidelines provide a set of specifications for how to design and implement improvements within the village. These guidelines help maintain consistency and cohesion throughout the Village Core and serve as an important resource for developers to follow. Design guidelines could include selection of specific materials for sidewalks, walkways, knee wall, and pedestrian scale lighting Design guidelines should be created with input from local stakeholders to properly they reflect the unique needs and priorities of the community.

Initial considerations

- Determine scope of design standards and whether they will apply only to Village of Lederach or to all villages within the Township
- Incorporate planning and landscape design principles and best practices throughout the process
- Review and evaluate existing township ordinances related to roadway design to determine how they should be incorporated into design standards

Address cut-through traffic

Cut-through traffic was identified as a major concern within the Village Core among residents, business owners, and stakeholders. Feedback indicated that many drivers utilize existing commercial parking areas in order to circumnavigate the traffic signal at the six-point intersection. Increased vehicle traffic within these parking areas can create conflicts with pedestrians and can also be problematic as vehicles attempt to reenter the roadway due to limited visibility. Coordination with properties owners to identify root issues and develop potential strategies will be a key next step.

CUT-THROUGH LOCATIONS

Bay Pony Inn Case Study

The Bay Pony Inn presents a unique situation that could serve as a potential case study for how to handle cut-through traffic. The one-way operation of Old Skippack Road (added to facilitate the traffic signal) prevents people who live on the road from reaching the intersection and the Village Core without detouring north to Landis Road and back down PA 113. This has led to many people utilizing the Bay Pony Inn Parking area as a cut-through to avoid this longer route. Some potential options that could be considered:

- Creation of an alleyway connection to Salfordville Road adjacent to parking lot
- Close off one of the two entrances to parking area from Salfordville Road
- Curbing and/or landscaping to define parking spaces, driveways, and pedestrian walkways

Coordinate with property owners, business owners, and residents

Limited roadway widths and tight confines due to the historic nature of the Village Core make it difficult to install sidewalks and pedestrian amenities along the roadside. Due to this, many potential connections will need to rely on existing paths on privately owned property. Coordination with property owners, business owners, and residents will be essential to determine potential alignments of an expanded network of walkways as well as potential maintenance and use agreements.

CHAPTER FIVE

Village Gateways

CHAPTER CONTENT

- Village Gateways Overview
- Potential Treatment Options
- Existing Conditions
- Capital Improvement Projects
- Plans, Policies, and Partnerships

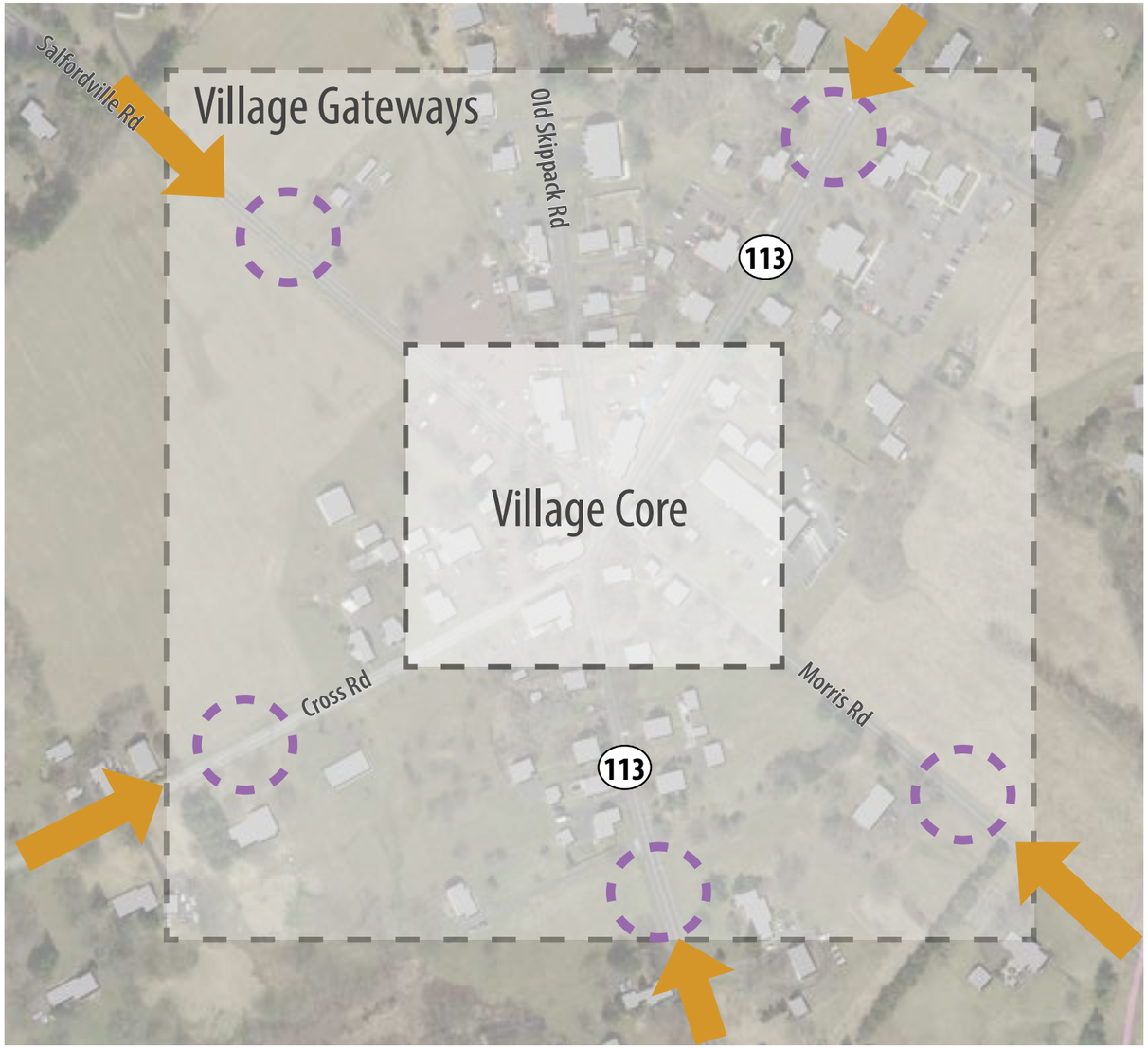
VILLAGE GATEWAYS OVERVIEW

Overview

Given the quaint nature of the Village of Lederach and the unique traffic patterns at the six-point intersection, motorist may pass through the village without realizing it. Also, speeding was identified as an issue on several roadways that lead to the Village Core. Gateway treatments can help address these issues by increasing awareness, reinforcing a sense of place, and calming traffic. This chapter identifies potential improvements to enhance gateways given the existing constraints and context of the village.

PA 113 looking north bound towards Village Core

Village Gateways Map



Potential Treatment Options

Median gateways and roadside gateways are two types of gateway treatments that were identified and evaluated as improvement options that might be appropriate for the village context and help to calm traffic. Gateways may include a combination of roadway and roadside features that send a message to motorists that they have reached a specific place and should reduce travel speeds.

Guiding Principles for Gateway Features:

- Provide a consistent look and feel for all gateways that is aesthetically appealing and appropriate for the village character
- Provide opportunities to create and reinforce the village identity
- Calm traffic by visually narrowing motorists' view and providing a combination of gateway treatments, including signs, medians, and roadside plantings
- Consider speed limit reductions during the design process
- Minimize ongoing maintenance requirements through the selection of design features and materials
- Maintain access to existing driveways
- Minimize impacts to private properties and major utilities

MEDIAN GATEWAYS

Description:

Median gateways include a raised center median island between the travel lanes as a main feature. The median may include low, native, slow growing vegetation that is easy to maintain, along with mountable curbs to accommodate larger vehicles. The median provides a slight shift in the travel lanes and gives a visual cue to encourage motorists to slow down. In addition to the median, other design features may include welcome signage, roadside landscaping, and textured pavement.

For the Village of Lederach, center medians with a curb-to-curb width of 6 feet were evaluated.

ROADSIDE GATEWAYS

Description:

Roadside gateways may include landscaping, signage, and other features along the roadside that help to create a sense of arrival and provide a visual cue to drivers that encourages them to slow down. Roadside gateways may also include textured pavement to also make motorists aware of a change in context. Roadside gateways may be more appropriate on roadways with limited right-of-way or other roadside features that limit the feasibility of a center median. Selection of roadside features should consider the need to maintain a clear zone and not introduce fixed objects that will create roadside hazards. Roadside plantings may include native species and should consider preserving existing view sheds.

Existing Conditions

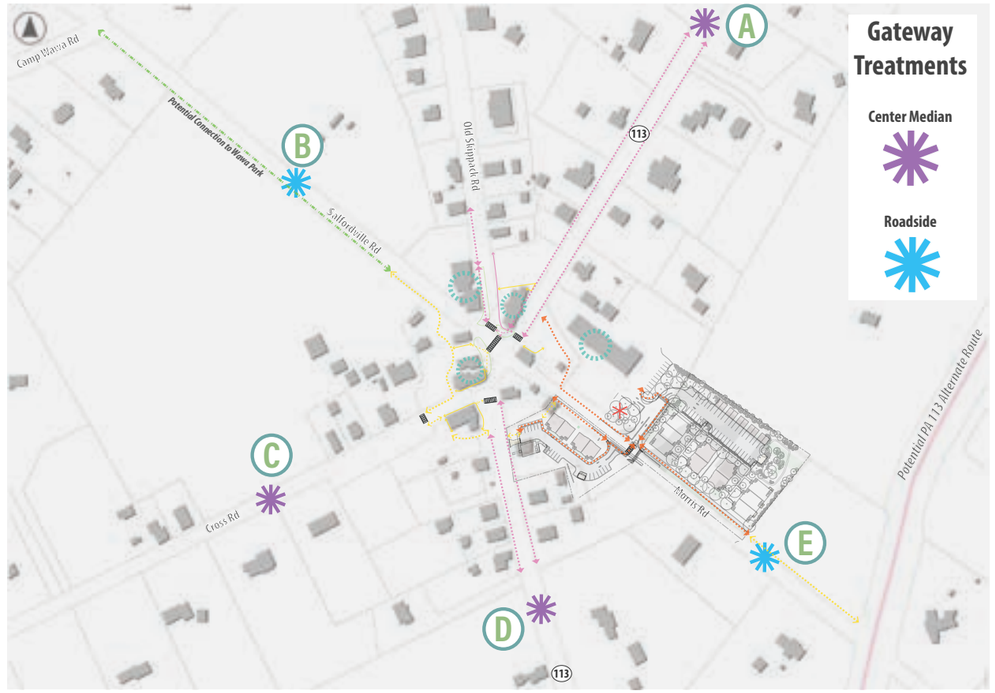
Existing roadways that lead to the Village Core feature no formal gateway treatments or means of indicating you are approaching the Village of Lederach. Currently, this leads to a lack of awareness to the presence of the village and can result in excessive vehicular speeds. Based on conversations with the Lower Salford police department, these high speeds are particularly problematic on northbound PA 113 approaching the village as vehicles pick up speed before reaching the curve in the roadway with limited visibility of other vehicles making left turns onto Salfordville Road. Five locations were identified and evaluated for potential gateway treatments.

PA 113 looking southbound towards Village Core

Salfordville Road looking eastbound towards Village Core

Cross Road looking northbound towards Village Core

Potential Village Gateway Location Map



PA 113 looking westbound towards Village Core

Morris Road looking eastbound away from Village Core

CAPITAL IMPROVEMENT PROJECTS

The five gateway improvements could be advanced to design and construction as individual capital projects or could be grouped for implementation. One option is to group the median gateways and roadside gateways given the similarities in scope. This grouping may also allow for savings during construction. The following sections provide additional details for this implementation option by presenting a concept plan/rendering and cost estimates for typical median gateway and typical roadside gateway. The design of any gateways should consider features that minimize future maintenance requirements. See Chapter 7 for additional information on prioritizing and phasing capital improvements.

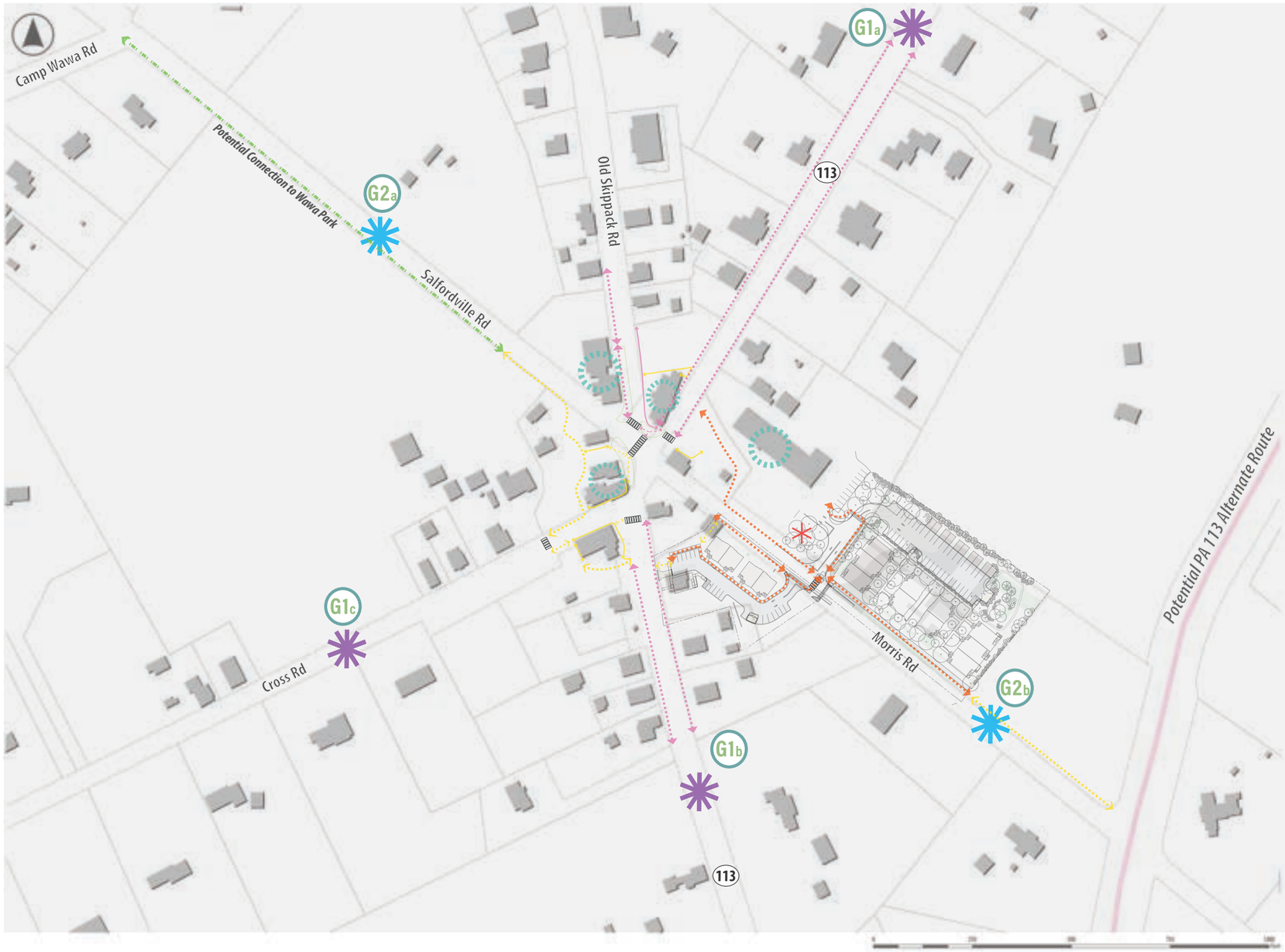
G1 Median Gateways:

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 Gateways

Median gateway treatments were identified for three locations: PA 113 north of the Village Core, PA 113 south of the Village Core, and Cross Road. Median gateway treatments were identified for these locations due to the higher traffic volumes, higher traffic speeds, and feasibility of providing a center median. In addition to a center median, other gateway treatments include landscaping and trees to visually narrow motorists' view and encourage them to slow down. Stamped asphalt for a segment of the roadway was also identified as a visual cue and aesthetic treatment that can be consistently applied for all gateways. Finally, the median gateways also include a sign to welcome and identify that motorists are entering the village. The concept plan below provides an example median gateway treatment along PA 113 south of the Village Core. Similar treatments could be installed at PA 113 north of the Village Core and Cross Road to create a consistent look and feel when approaching the village on these major roadways.

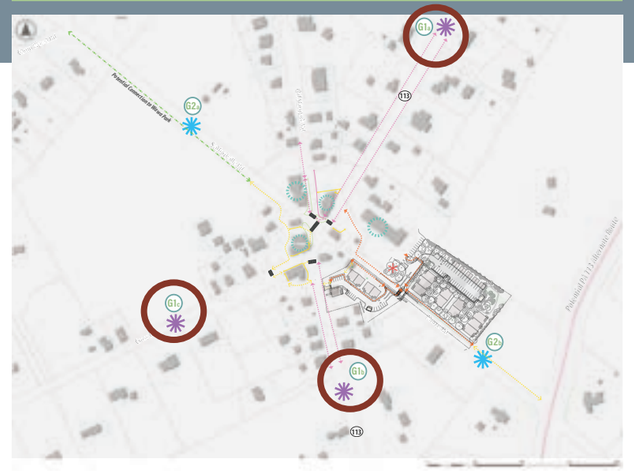
Cost Estimates (2026 dollars)

(for median gateway treatments at one location)

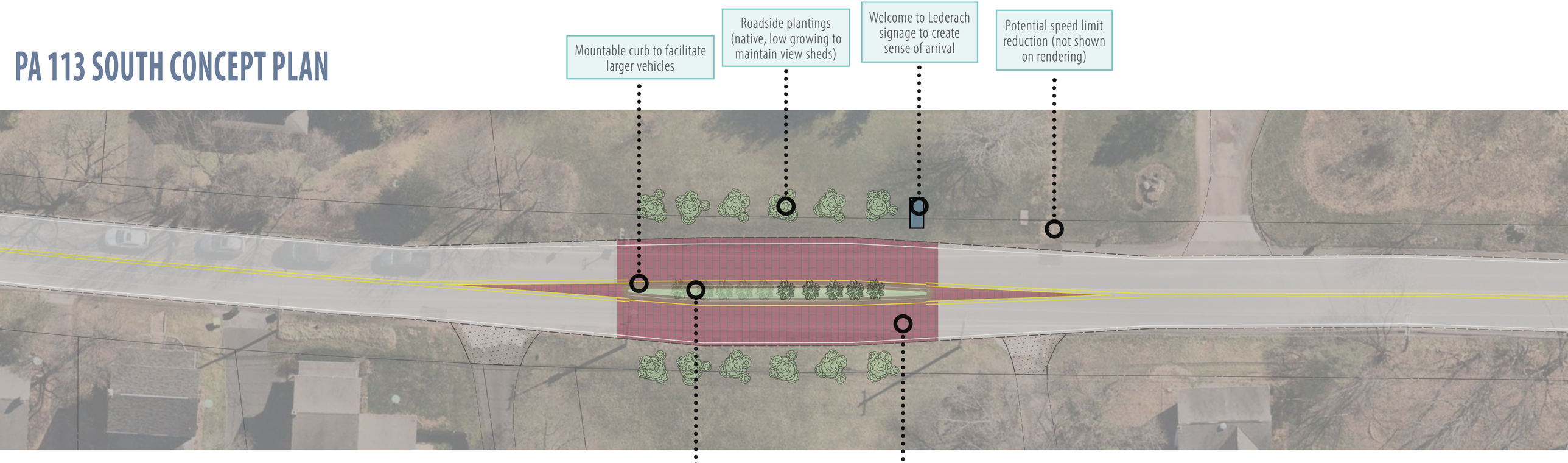
Project Development - $75,000 - $100,000

Construction - $350,000 - $400,000

VILLAGE GATEWAYS - CAPITAL IMPROVEMENTS MAP



PA 113 SOUTH CONCEPT PLAN



G2 Roadside Gateway Treatments

Roadside gateway treatments were identified for two locations: one on Salfordville Road and one on Morris Road. Roadside gateway treatments were selected for these locations due to lower traffic volumes, limited right-of-way widths, and existing roadside features. Roadside gateways may include landscaping, trees, and other features along the roadway edge to visually narrow motorists' view and encourage them to slow down. Stamped asphalt for a segment of the roadway was also identified as a visual cue and aesthetic treatment that can be consistently applied for all gateways. The rendering below shows potential roadside gateway treatments for the Salfordville Road approach to the Village Core. These improvements could also be combined with a reduction in the posted speed limit. The Morris Road roadside gateway is envisioned to include similiar design elements.

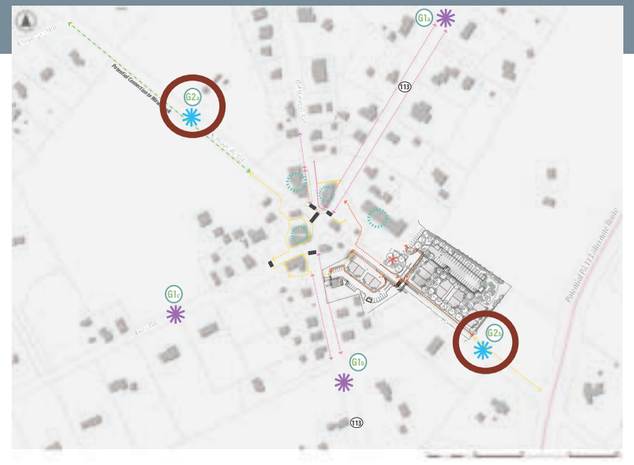
Cost Estimates (2026 dollars)

(for roadside gateway treatments at one location)

Project Development - $75,000 - $100,000

Construction - $150,000 - $200,000

VILLAGE GATEWAYS - CAPITAL IMPROVEMENTS MAP

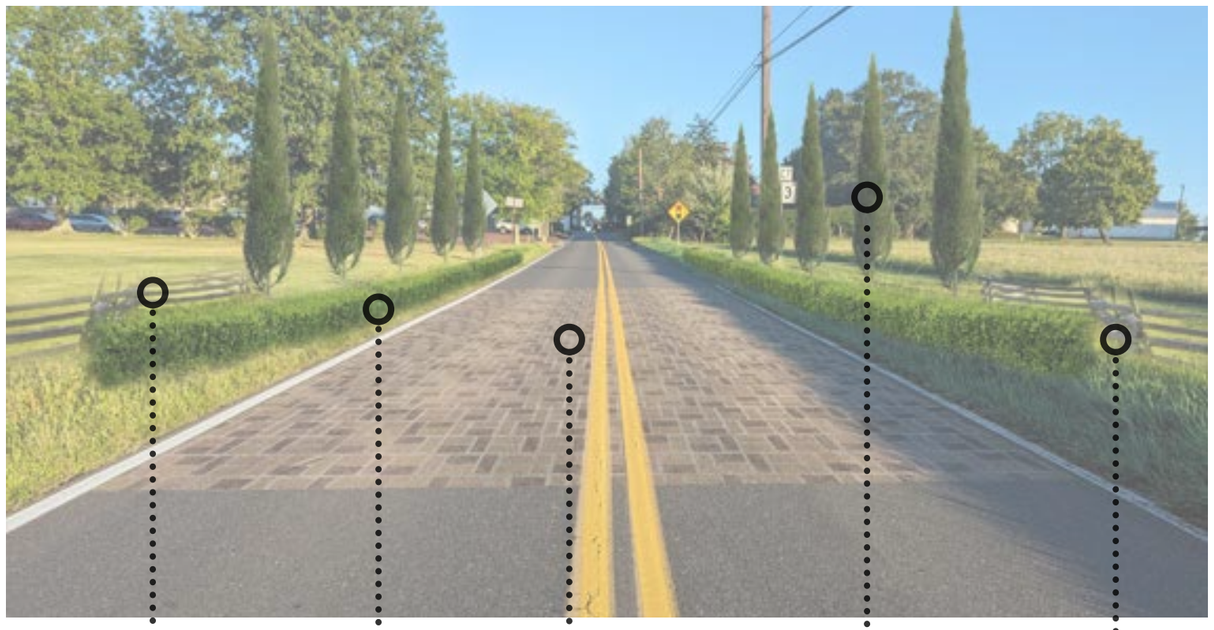


SALFORDVILLE ROAD: ROADSIDE GATEWAY RENDERING

EXISTING CONDITIONS

Salfordville Road on the approach to the Village Core has a speed limit of 40 MPH. The roadway relatively flat and provides open views with grass fields on both sides of the roadway. There are no indications for motorists that they are approaching a village.

POTENTIAL ENHANCEMENTS



Fence, knee wall, or other architectural element outside of the clear zone for the roadway (depending on property owner coordination)

Hedge rows

Stamped asphalt for increased traffic calming and consistency with Village Core

Vertical plantings (could be substituted with low growing plantings to preserve view sheds)

Potential speed limit reduction (not shown on rendering)

Plans, Policies, and Partnerships

OVERVIEW

In addition to capital improvement projects, there are a number of other strategies that can be utilized to help build positive momentum and turn potential improvements into a reality. These include can include strategies such as evaluating existing policies to provide standardized requirements that represent the priorities of the community. They also include identifying potential partnerships and opportunities for collaboration that are mutually beneficial for all stakeholders involved. The following section outlines some potential strategies for moving the plan forward and how they can be implemented.

Coordinate with Property Owners, Business Owners, and Residents

The township should conduct a comprehensive review to identify any land development commitments that are outstanding and determine how they could be utilized to help implement improvements identified in the plan. Additionally, due to space limitations, some potential improvements would need to be located outside the public right-of-way. Coordination with local property owners will be a key consideration to advance any of these improvements the design and construction.

CHAPTER SIX

Village Edge Connections

CHAPTER CONTENT

- Edge Connections Overview
- Potential Treatment Options
- Existing Conditions
- Potential Connections
- Capital Improvement Projects
- Plans, Policies, and Partnerships

EDGE CONNECTIONS OVERVIEW

OVERVIEW

The Village Edge describes the area within one to two miles of the Village Core and includes several township-owned parks, trails, and open space resources. In addition, there are regional parks and recreational resources managed by Montgomery County and the state that are just beyond the Village Edge. While the area is rich with parks and recreational resources, they are disconnected from the Village Core. There are few bicycle and pedestrian facilities within Village Edge, forcing people to drive to reach nearby parks and trails. This chapter explores options for closing gaps in the township's extensive sidewalk and trail network to connect the Village of Lederach with nearby destinations.

Network of footpaths within Wawa Park

Township path south of the Village Core

Footpaths at Bergey's Mill Park

Potential Treatment Options

Both on-road and off-road bicycle and pedestrian facilities were identified and evaluated as options to provide connections that support walking and biking in the Village Edge. The following potential treatments options include a brief description, illustrative photo, and basic design guidelines for each facility.

SHARED USE PATHS



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. Shared use paths along or adjacent to a roadway are physically separated from vehicular traffic by a verge, fencing, or other barrier.

Target Users

Bicyclists; Pedestrians; Other non-motorized users

Surface Materials

Asphalt; Compacted Stone; Concrete

Dimensions

10-12 feet wide (8 feet is permissible where there are constraints based on township ordinance but 10 feet required if state or federally funded) and wider may be appropriate in areas of heavy use and to facilitate mechanical maintenance. When a shared use path is adjacent to a roadway, a 5 foot wide buffer is required between the edge of the shoulder and the path. If this width is not feasible, a suitable physical barrier is required.

BIKE LANES


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.

Benefits

- Provides separate space dedicated for cyclists, which can offer added comfort for less experienced riders
- Allows bicycles to operate on a roadway without impeding motor vehicle traffic
- Encourages predictable positioning by bicyclists at intersections

Dimensions

5 - 7 feet wide (4 feet minimum)

SHARED ROADWAYS

Description:

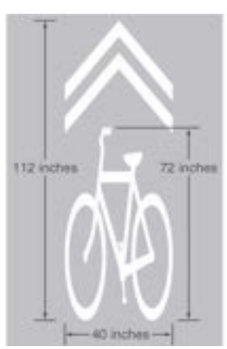
A roadway with signage and pavement markings to indicate the use of a travel lane by both bicycles and motor vehicles. Pavement markings may include a "sharrow," which is a bicycle symbol with two chevron arrows denoting the direction of travel.

Benefits

- Alert motorists to the potential presence of bicyclists that may occupy the travel lane
- Recommend proper lateral position for bicyclists by indicating where bicyclist can ride within lane
- Encourage safe passing of bicyclists by motorists
- Reduce the incidence of wrong-way bicycling
- Provide wayfinding

Design Features

- Shared lane pavement marking or "sharrow" placed in accordance with MUTCD, Section 9C.07
- Bicycle May Use Full Lane Sign (R4-11) placed in accordance with MUTCD, Section 9B.06
- Should be limited to roadways with proper speed and traffic volumes (under 25 MPH and 2,500 AADT) to safely accommodate bicyclists



FOOT PATHS

Description:

Walkway for use by pedestrians, typically for recreation purposes. Natural paths are often through or adjacent to undeveloped land. Sometimes foot paths follow the natural landscape or include steep slopes, steps, and stairs that are not fully accessible.

Target Users

Pedestrians

DIMENSIONS

Varies

Surface Materials

Grass; Dirt; Other natural surfaces; Steps and stairs

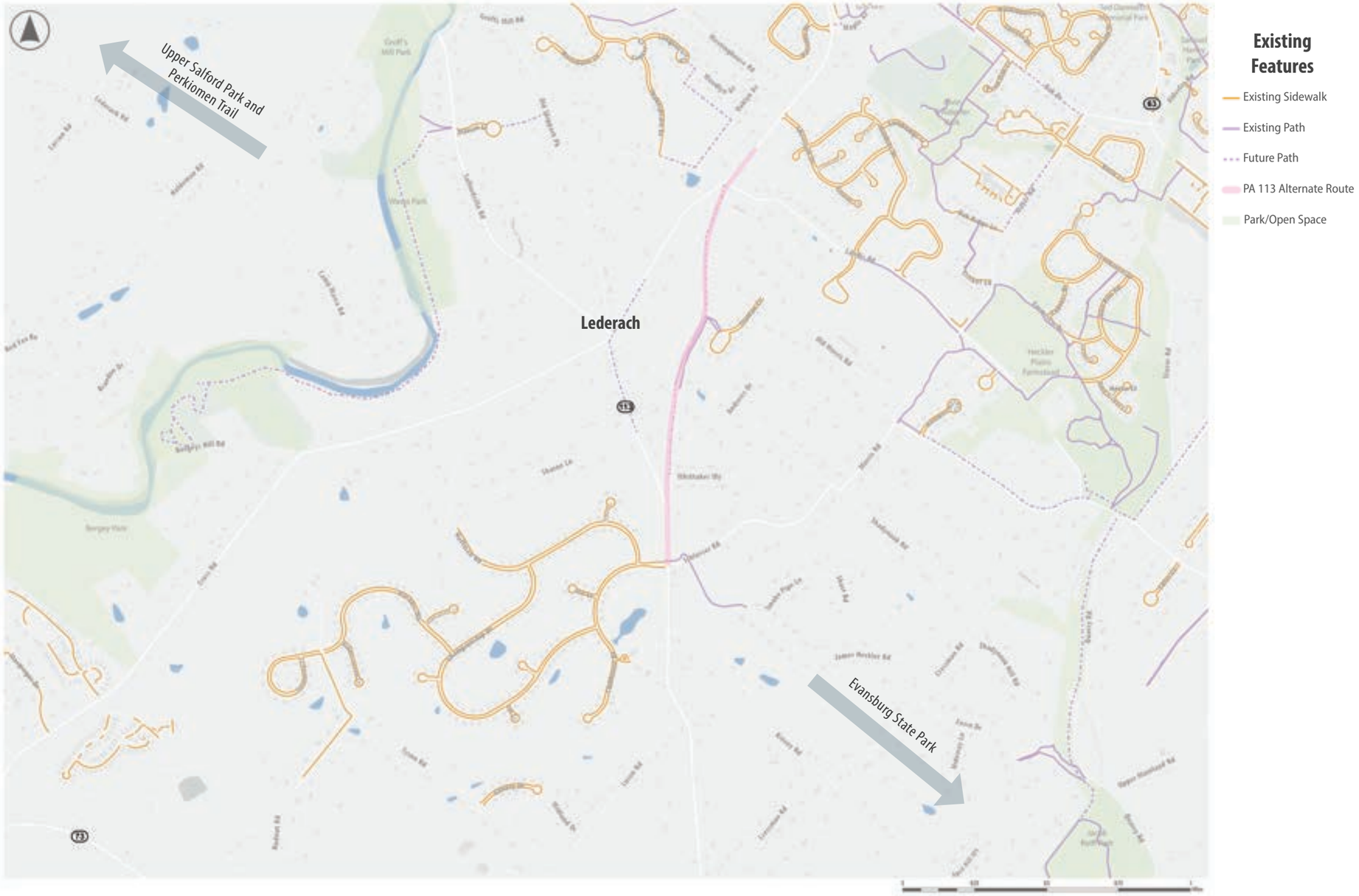
EXISTING CONDITIONS

The Village of Lederach is fortunate to be surrounded by a variety township, county, and state-owned parks, trails, and open space resources. These include Bergey's Mill Park to the east and Wawa Park and Groff's Mill Park within to northwest. Continuing northwest, the Upper Salford Park is around three miles from the village and features a newly established linkage to the Perkiomen Trail that provides connections to the regional trail network, known as the Circuit Trails.

To the east, Alvin C Alderfer Park and Heckler Plans Farmstead offer various offroad trails within two miles of the village. Evansburg State Park is a little further away (roughly seven miles) southeast of the village but would still be reachable via bicycle with the appropriate infrastructure.

In addition to parks and open space, the village is also surrounded by the existing network of sidewalks and paths owned and maintained by Lower Salford Township. This network could provide important linkages to many of the resources listed above and many others if the existing gaps were closed.

VILLAGE EDGE - EXISTING CONDITIONS MAP



POTENTIAL CONNECTIONS

The map to the right identifies potential connections that could help close existing gaps and link to parks, trails, and open space resources surrounding the Village of Lederach.

Potential connections include a variety of types of improvements ranging from offroad facilities such as foot paths and shared use paths to onroad features including bike lanes and shared lane treatments. Below are the guiding principles, developed through input from the steering committee and public outreach, that helped shape the potential connections.

Guiding Principles for Edge Features:

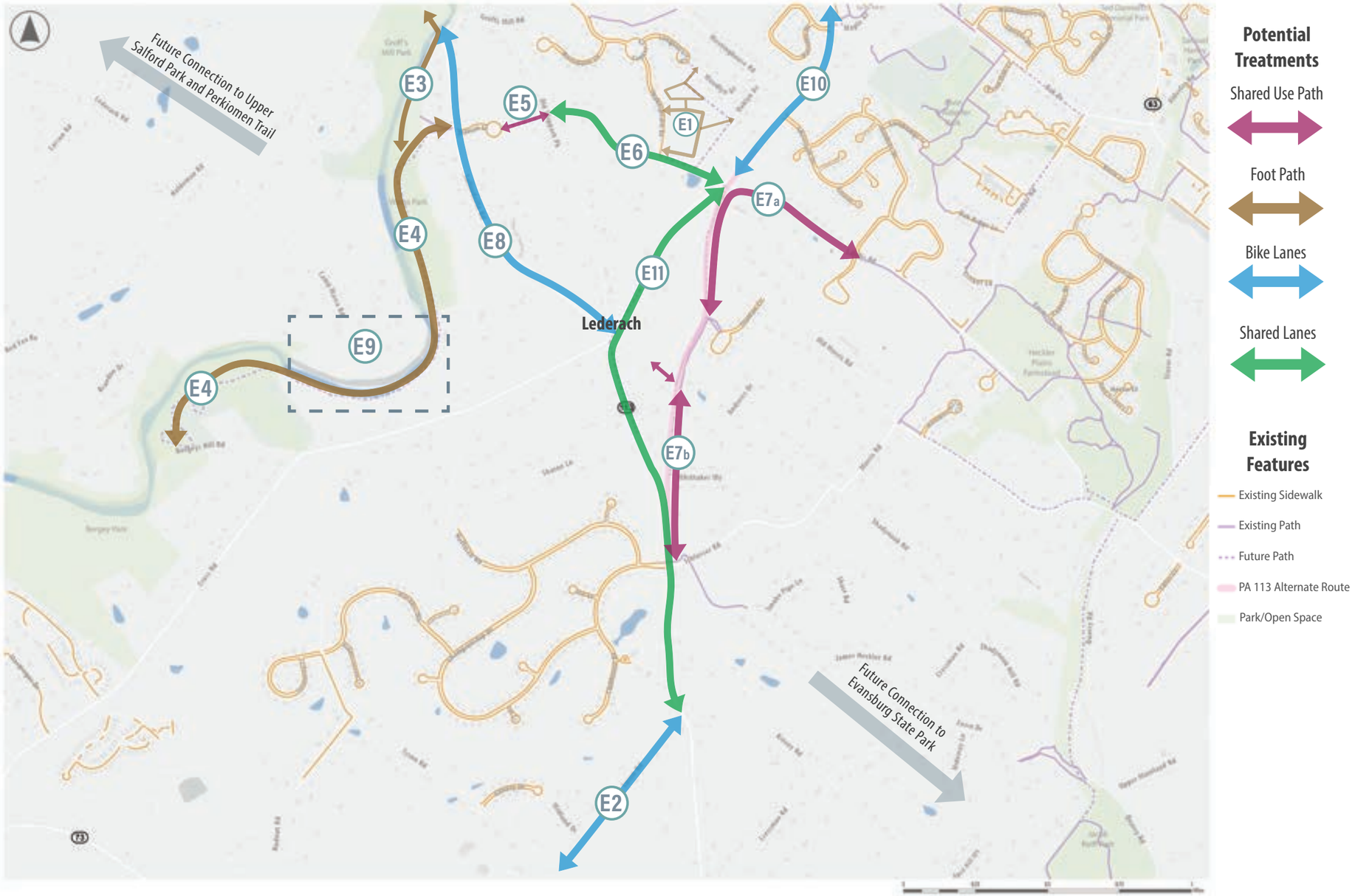
- Provide connections to existing resources within the township and surrounding municipalities
- Prioritize connections that link to and/or enhance existing infrastructure and close key gaps
- Utilize a range of facility types that provide comfortable connections for users of all ages and abilities

VILLAGE EDGE - POTENTIAL CONNECTIONS MAP MAP

CAPITAL IMPROVEMENT PROJECTS

The map below identifies 11 potential capital improvement projects to enhance connections in the Village Edge. These projects can be implemented in a phased approach over time, based on funding, resources, and feasibility. The following sections provide additional details for each project including a project overview and key considerations. A summary of the capital improvement projects can be found in Chapter 7 including additional information on phasing.

VILLAGE EDGE - CAPITAL IMPROVEMENT PROJECTS MAP



- **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: Morris Road to Landis Road*
  - b. *Southern section: Morris Lane to Schlosser 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

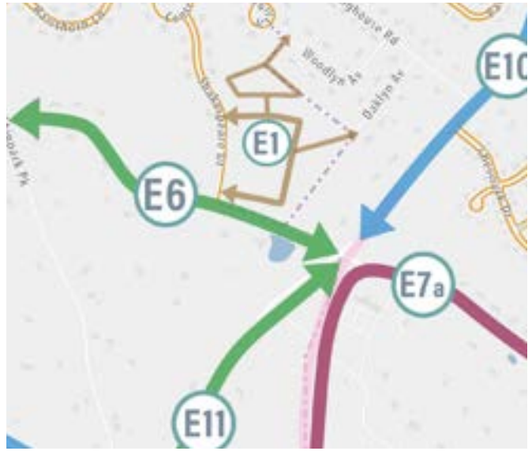
E1 Shakespeare-Oaklyn Loop

Overview

Small network of footpaths located in open space area between Shakespeare Drive and Oaklyn Avenue. These nature trails would connect to the existing sidewalk network and provide scenic walking areas for residents.

Considerations

- Evaluate potential alignments, as well as path width and surface materials
- Evaluate the need for additional amenities



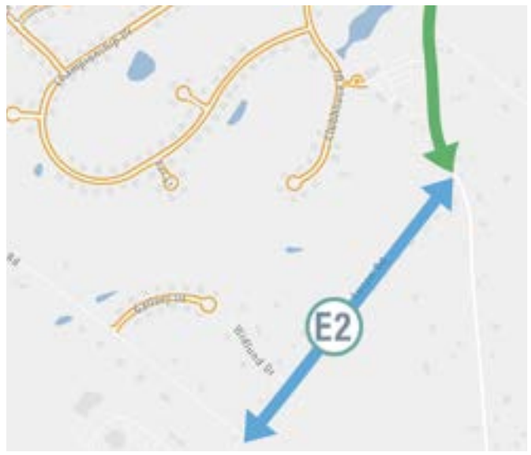
E2 Lucon Road Bike Lanes

Overview

Given the wide width of Lucon Road, striping bicycle lanes is a low cost improvement and will provide dedicated space for bicyclists. The bike lanes will provide a connection to commercial areas to the south and eventually a connection to the Village Core.

Considerations

- Determine bike lane widths and other design treatments



E3 Groff's Mill Park Connection

Overview

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.

Considerations

- Evaluate potential alignments, as well as path width and surface materials
- Coordinate with property owners on potential alignments, design feature, and easements

E4 Wawa Park and Bergey's Mill Park Enhancements - Footpaths and Wayfinding

Overview

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 may include trail surface improvements, slope stabilization, stream crossings, trail loop linkages, and wayfinding signage.

Considerations

- Evaluate and determine the scope of enhancements
- Consider ongoing maintenance of improvements

E5 Landis Road to Marian Court Shared Use Path

Overview

This short shared use path would serve as an important link between an existing sidewalk/ path and 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.

Considerations

- Evaluate potential alignments, as well as path width and surface materials
- Coordinate with property owners on potential alignments, design feature, and easements

E6 Landis Road Shared Lanes

Overview

This low volume, low vehicle speed roadway currently serves as an informal 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.

Considerations

- Curving roadway and limited visibility
- Determine appropriate signage and roadway marking

E7 PA 113 Alternative Route Shared Use Path

Overview

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 (E7a) continuing on Landis Road to connect to existing network of paths and a southern portion (E7b) connecting to paths at Schlosser Road and west on Morris Road toward the Village Core.

Considerations

- Determine path width and material types
- Property ownership and potential easements
- Additional amenities to enhance user comfort

Cost Estimates (2026 dollars)

E7a *Project Development - $440,000 - $500,000*
Construction - $1.9 million - $2.4 million

E7b *Project Development -$375,000 - $425,000*
Construction - $1.5 million - $1.8 million

E8 Salfordville Road Bike Lanes

Overview

Bike lanes along Salfordville Road would provide important connections between the Village Core and Wawa Park and Groff's Mill Park. Bike lanes require further feasibility evaluation due to the narrow cartway and shoulder widths along the roadway, as well as steep slopes adjacent to the roadway. Bike lanes may be more feasible between Marian Court and Groff's Mill Park.

Considerations

- Evaluate the feasibility of implementing bike lanes based on the roadway width and roadside features

E9 Bergey's Mill Park to Wawa Park Footpath

Overview

This connection would close the existing gap between footpaths 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 are key considerations and may impact feasibility of creating this connection.

Considerations

- Coordinate with property owners regarding potential alignments, design features, and easements.

E10 PA 113 North Bike Lanes

Overview

Bike lanes along PA 113 north of the Landis Road would provide connection to Harleysville and existing network of paths. This section of PA 113 is included in Bike MontCo as a "Priority Bike Route" and generally has wider shoulders, which makes dedicated bike lanes more feasible.

Considerations

- High vehicle speeds and volumes
- Determine appropriate type of bike lane treatments

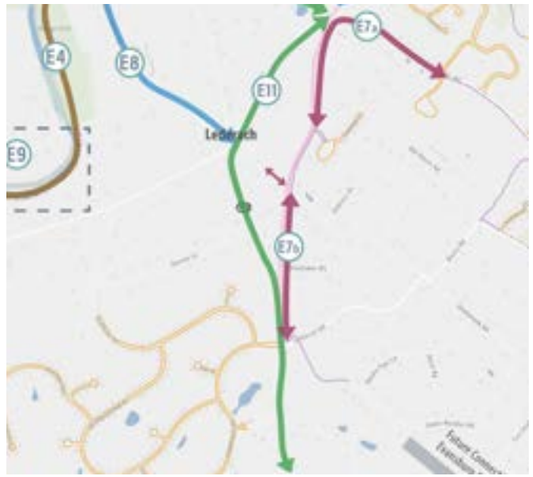
E11 PA 113 Shared Lanes

Overview

Due to existing traffic volumes, this treatment would only be feasible with lower volumes resulting from implementation of the PA 113 Alternative Route.

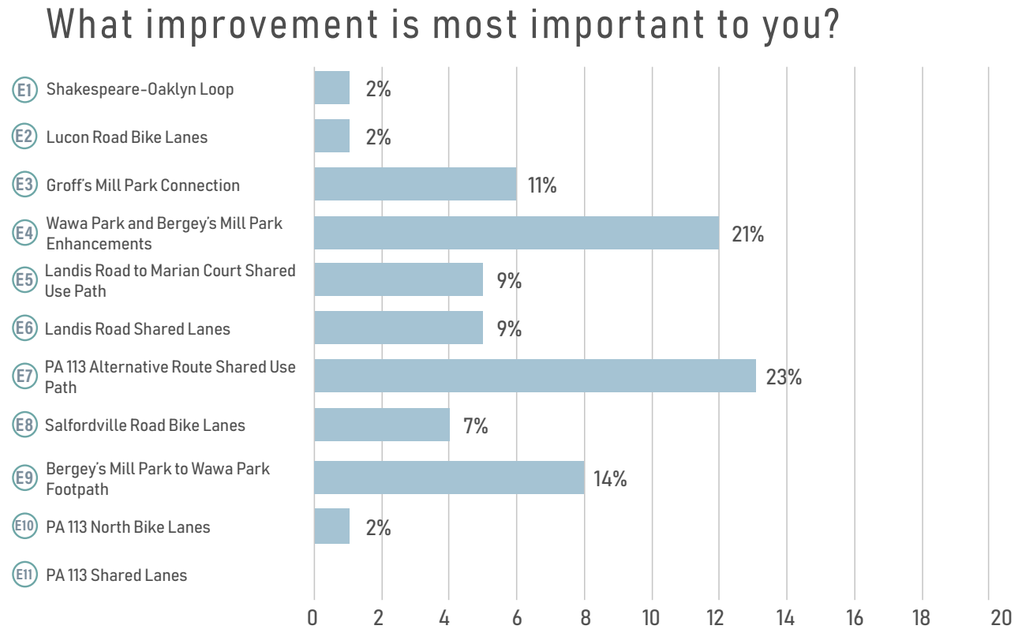
Considerations

- High vehicle speeds and volumes
- Determine signage and roadway marking locations
- Dependent upon construction of the PA 113 Alternate Route.



What We Heard...

During Public Meeting #2, participants were asked to prioritize projects by voting on which Village Edge connections were most important. E7 - PA 113 Alternative Route Shared Use Path received the most votes (23%), followed by E4 - Wawa Park and Bergey's Mill Park enhancements(21%), and E9 - Bergey's Mill Park to Wawa Park Footpath (14%).



Plans, Policies, and Partnerships

OVERVIEW

In additional to capital projects and physical connections, additional plans and partnerships are necessary to connect various destinations in the Village Edge.

Continued consideration and evaluation by Township's Sidewalks and Trails Committee

The Lower Salford Trails and Sidewalks Committee has served a vital role in the development of this study, providing input and guidance throughout the planning process. The continued support of this committee comprised of members from various township boards and commissions will be important so that proposed connections and improvements are incorporated into near- and long-term planning efforts to expand trail and sidewalk access throughout the township.

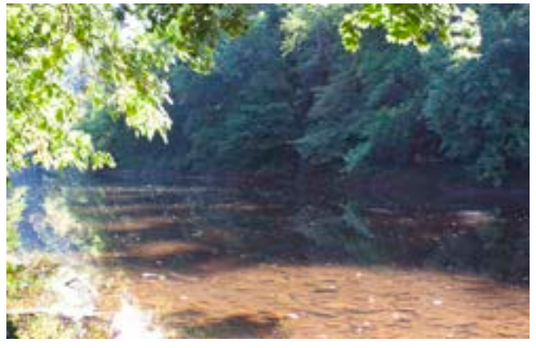
Evaluate feasibility of connection to Perkiomen Trail

The Perkiomen Trail is a 20-mile offroad trail that utilizes a former rail bed of the Perkiomen Line of the Reading Railroad. The trail spans multiple municipalities and connects to a variety of parks and open space resources as well as other regional trail assets including the Circuit Trail Network. The trail serves as a vital outdoor recreational resource for Montgomery County and its residents.

Upper Salford Township recently completed a trail connection project between the Upper Salford Park and the Perkiomen Trail. This connection represents not only expands access to local trail and open space resources, but all provides a link to the larger Circuit Trails regional network. Exploring ways to connect Lower Salford Township and the Village of Lederach to this network would be a major achievement. A key next step is to work with Upper Salford Township to evaluate potential alignments and options for providing this connection for bicyclists and pedestrians.

Evaluate feasibility of connection to Evansburg State Park

Evansburg State Park, located roughly seven miles south of Lederach, represents another important regional destination for outdoor recreation. The park features a network of trails open spaces, and water resources. A key next step is coordinating with Towamencin and Skippack Townships to evaluate options for providing this connection for bicyclists and pedestrians.



CHAPTER SEVEN

Achieving the Vision

CHAPTER CONTENT

- Implementation Process Overview
- Potential Funding Opportunities
- Identifying and Setting Priorities
- Action Items - Capital Improvement Projects
- Action Items - Plans, Policies, and Partnerships

IMPLEMENTATION PROCESS OVERVIEW

This feasibility study presents a range of capital improvements and other strategies to create a walkable Lederach. Implementation of these action items will not happen over night. Rather, it will occur in a phased approach over time. Availability of funding and other resources, as well as additional community input, will continue to drive implementation. This chapter provides a set of actionable next steps for implementation, identifies potential funding sources, and identifies other strategies for continued partnerships and collaboration.

This study presents the planning and initial feasibility phase for potential connections. Further feasibility evaluation, detailed engineering, permitting, property owner coordination, and utility coordination will likely be required before improvements can be constructed. The conceptual and detailed engineering phases will include additional opportunities for public input.

HOW DO WE IMPLEMENT THE PLAN?

DEPENDENT ON FUNDING

BASED ON COMMUNITY INPUT

CAPITAL IMPROVEMENTS

- Public Improvement Projects
- Land Development Projects

CONCEPTUAL ENGINEERING & FEASIBILITY

DETAILED ENGINEERING

- Permitting
- Property Owner Coordination
- Utility Coordination

CONSTRUCTION

POLICIES & PROGRAMS

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

POTENTIAL FUNDING OPPORTUNITIES

Identifying funding is a critical next step to advance design or construction for any capital improvement. Some projects may be relatively low cost, implementable by staff or volunteers, or tied to another project, while others may require phasing and funding from multiple sources.

While the full responsibility of funding the projects identified in this plan will not fall solely on the township, all improvements will require some investment from the township; whether time, materials, or capital. It is important for the township to consider the improvement projects, policies, and other strategies in this plan when preparing future budgets. Investment from the township can be used to leverage other funding sources, and it can be used for matching funds for competitive grant programs.

There are a number of competitive grant funding programs that could be pursued, specifically for bicycle and pedestrian improvements. A summary of the current competitive grant programs is provided to the right. Each grant program has different eligibility for the type of project, use of funds, matching requirements, and timelines for implementation. Grant programs typically require the project sponsor to provide matching funds.

Program – Administering Agency	Details	Eligible Project Phases				Anticipated Application Period
		Planning	Design	ROW	Construction	
Montco 2040: Implementation Grant Program - Montgomery County Planning Commission	- Funds for physical improvements that serve to implement the county's comprehensive plan - 20% match; $200,000 maximum				✓	Annual: Spring
Regional Trails Program - Delaware Valley Regional Planning Commission (DVRPC)	- DVRPC-administered funding from the William Penn Foundation - Funds for trail projects that connect to Circuit Trails (e.g. Perkiomen Trail) - No match required; $500,000 maximum for planning, design, or engineering; $1,000,000 for construction	✓	✓		✓	Biennial (Typical)
Transportation Alternatives Set Aside (TASA) - Pennsylvania Department of Transportation (PennDOT) - Delaware Valley Regional Planning Commission (DVRPC)	- Federal transportation funds - Match requires funding all pre-construction activities - $50,000 minimum and $1 - $1.5 million maximum - 2 year timeframe to complete design, right-of-way, and utility clearance				✓	Biennial (Typical)
Local Share Account (LSA) - Statewide - Commonwealth Financing Authority (CFA) with Department of Community and Economic Development (DCED)	- Competitive grant program for distribution of gaming revenues through the state - No match required; $25,000 minimum and $1 million maximum	✓	✓	✓	✓	Undefined
CFA/DCED – Multimodal Transportation Fund (MTF) - Commonwealth Financing Authority (CFA) with Department of Community and Economic Development (DCED)	- Annual competitive grant program for state funds (Act 89) - 30% match; $100,000 minimum; $3 million maximum - 2 - 3 year timeframe to complete the grant funded activities - Design and engineering cannot exceed 10% of the grant award		✓	✓	✓	Annual: March-July

PennDOT – Multimodal Transportation Fund (MTF) - PennDOT	- Annual competitive grant program for state funds (Act 89) - 30% match (based on grant award); $100,000 minimum and $3 million maximum - 3 year timeframe to complete the grant funded activities - Design and engineering cannot exceed 10% of the grant award			✓	✓	Annual: September - November
Greenways, Trails and Recreation Program (GTRP) - CFA with DCED & Department of Conservation of Natural Resources (DCNR)	- Annual competitive grant program for state funds (Act 13) - 15% match; $250,000 maximum - 2 - 3 year timeframe to complete the grant-funded activities - Design and engineering cannot exceed 10% of the grant award		✓		✓	Annual: February - May
Community Conservation Partnerships Program (C2P2) - Department of Conservation and Natural Resources (DCNR)	- Annual competitive grant program - Various federal and state funds available for trails and improving access to recreational opportunities - Match requirement depends on program, 20% - 50%	✓	✓		✓	Annual: January - April
Municipal Assistance Program (MAP) - Department of Community and Economic Development (DCED)	- Grant program with rolling applications (always accepting applications) - 50% match required	✓				Rolling: February - April
Safe Streets For All - U.S. Department of Transportation	- Federal transportation funds - 20% match requirement - Planning and Demonstration Grants: $100,000 - $10 million - Implementation Grants: $2.5 - $25 million; Projects must be identified in an Action Plan	✓	✓	✓	✓	Annual
Community Challenge Grant - AARP	- Quick-action projects that increase mobility options and connectivity - Grant awards typically $15,000 or less				✓	Annual: January - March
Smart Growth Grant - National Association of Realtors	- Educational programs and activities that support active transportation - Level One: up to $1,500; Level Two: up to $5,000; Level Three: up to $10,000	✓				Annual: January - October
T-Mobile Hometown Grants - T-Mobile (Smart Growth America and Main Street America)	- Competitive grant program selected on a quarterly basis - Community projects that foster connections in towns with populations less than 50,000 - $50,000 maximum				✓	Quarterly: March, June, September, December

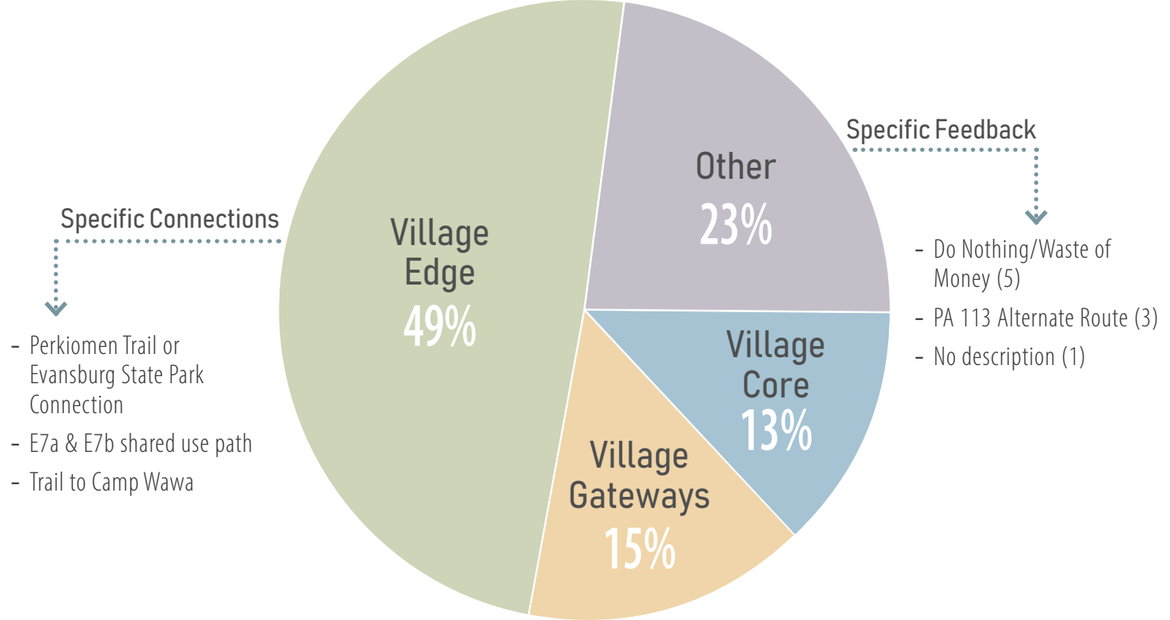
IDENTIFYING AND SETTING PRIORITIES

In a world of limited resources and competitive funding sources, setting priorities and knowing where to concentrate efforts is a vital step in advancing ideas into design and construction. Furthermore, working to set priorities that accurately reflect the expressed needs and desires of the local community is a foundational piece of the puzzle. Stakeholder outreach and a series of public meetings served as a way to introduce concepts and gather feedback regarding local priorities that helped refine the potential improvements and direct efforts to options that were most important to the local community.

During the second public meeting, participants were provided a hypothetical situation where they were responsible for allocating funds to improve the Village of Lederach. Each person received one "transportation buck" and were asked to spend on a preferred priority project area (Village Core, Village Gateways, Village Edge, or Other). Participants were also given the opportunity to indicate on their buck a specific project they would prioritized within that area if they wished.

What We Heard...

Close to half of respondents indicated that they would prioritize improvements to the Village Edge with some pointing out specific connections they would like to see. Around a quarter of respondents chose "Other" and listed where they thought priority should be given.



ACTION ITEMS - CAPITAL IMPROVEMENT PROJECTS

This section provides an implementation matrix that can be used as a tool for prioritizing and moving potential capital improvement projects beyond the conceptual phase and towards design and construction. The matrix is grouped by project focus area (Village Core, Village Gateways, and Village Edge Connections) and provides a project ID (that corresponds to the Capital Improvement Projects Overview Map for each area), the project name, a brief description, and potential phasing. A detailed description of the phasing categories can be viewed below.

Description of Phasing Categories

	- Near-term implementation timeframe (< 5 years) - Can be implemented without other planned improvements - Connects to existing sidewalks, paths, or key destinations - Fewer constraints - Higher priority based on stakeholder and public support
	- Mid-term implementation timeframe (5 – 10 years) - Requires implementation of near-term improvements - Builds upon connections within the village core and other destinations - Requires additional feasibility evaluation and/or property owner coordination
	- Long-term implementation timeframe (10 + years) - Requires implementation of near- and mid-term improvements - Expands access to areas outside the village core and other regional destinations - Requires additional feasibility evaluation, property owner coordination, and/or municipal partnerships

Village Core Capital Improvement Projects

ID	Name	Description	Phasing
C1	**Old Skippack Road / Bay Pony Inn Pedestrian and Intersection Enhancements**	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	**Salfordville Road / Cross Road Pedestrian and Intersection Enhancements**	New sidewalks, walkways, marked crosswalks along portions of Salfordville Road and Cross Road, along with pedestrian signals and ADA compliant curb ramps.	
C3	**Complementary Pedestrian Connections**	Internal walkways within properties that provide key connections to sidewalks and crosswalks.	
C4	**Lederach Commons Pedestrian Path**	Walkway connection within Lederach Commons property to connect areas along Morris Road to the Village Core.	
C5	**PA 113 Sidewalks - North of Village (Both Sides of PA 113)**	New sidewalks along PA 113 north of the Village Core.	
C6	**PA 113 Sidewalks - South of Village (Both Sides of PA 113)**	New sidewalks along PA 113 south of the Village Core.	
C7	**Old Skippack Road Sidewalks (West Side)**	New sidewalks along Old Skippack Road north of the Village Core.	
C8	**Village Core Wayfinding and Interpretive Signage**	Installation of wayfinding and interpretive signage at strategic locations to help orient and direct people and highlight unique historic features of the village.	

Description of Phasing Categories

●	- Near-term implementation timeframe (< 5 years) - Can be implemented without other planned improvements - Connects to existing sidewalks, paths, or key destinations - Fewer constraints - Higher priority based on stakeholder and public support
◉	- Mid-term implementation timeframe (5 – 10 years) - Requires implementation of near-term improvements - Builds upon connections within the village core and other destinations - Requires additional feasibility evaluation and/or property owner coordination
◎	- Long-term implementation timeframe (10 + years) - Requires implementation of near- and mid-term improvements - Expands access to areas outside the village core and other regional destinations - Requires additional feasibility evaluation, property owner coordination, and/or municipal partnerships

Village Gateways Capital Improvement Projects

ID	Name	Description	Phasing
G1	**Median Gateways: PA 113 North, PA 113 South, Cross Road**	Median gateway treatments at three locations that include a center median with low plantings, roadway section with stamped asphalt, roadside trees and landscaping, and a welcome sign. Evaluate a reduction in the posted speed limit on the roadways at the approach to the village in conjunction or after installation of gateway treatments	●
G2	**Roadside Gateways: Salfordville Road, Morris Road**	Roadside gateway treatments including roadway section with stamped asphalt, roadside trees and landscaping, and potentially other architectural treatments. Evaluate a reduction in the posted speed limit on the roadways at the approach to the village in conjunction or after installation of gateway treatments.	●

Village Edge Capital Improvement Projects

ID	Name	Description	Phasing
E1	**Shakespeare-Oaklyn Loop**	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	**Lucon Road Bike Lanes**	Wide roadway would allow for bike lanes to provide safe space people to ride bike separated from traffic. Would provide connection to commercial areas to south and eventually to the Village Core.	●
E3	**Groff's Mill Park Connection**	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.	◉

Description of Phasing Categories

- Near-term implementation timeframe (< 5 years)
- Can be implemented without other planned improvements
- Connects to existing sidewalks, paths, or key destinations
- Fewer constraints
- Higher priority based on stakeholder and public support

- Mid-term implementation timeframe (5 – 10 years)
- Requires implementation of near-term improvements
- Builds upon connections within the village core and other destinations
- Requires additional feasibility evaluation and/or property owner coordination

- Long-term implementation timeframe (10 + years)
- Requires implementation of near- and mid-term improvements
- Expands access to areas outside the village core and other regional destinations
- Requires additional feasibility evaluation, property owner coordination, and/or municipal partnerships

E4	**Wawa Park and Bergey's Mill Park Enhancements - Footpaths and Wayfinding**	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	**Landis Road to Marian Court Shared Use Path**	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	**Landis Road Shared Lanes**	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	**PA 113 Alternative Route Shared Use Path** *a. Northern section: Morris Road to Landis Road* *b. Southern Section: Morris Lane to Schlosser Road*	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	**Salfordville Road Bike Lanes**	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	**Bergey's Mill Park to Wawa Park Footpath**	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	**PA 113 North Bike Lanes**	Bike lanes along PA 113 north of the Landis Road would provide connection to Harleysville and existing network of paths.	
E11	**PA 113 Shared Lanes**	Due to existing traffic volumes, this treatment would only be feasible with lower volumes resulting from a PA 113 Alternative Route.	

ACTION ITEMS - PLANS, POLICES, AND PARTNERSHIPS

In addition to physical improvements, there are also a number of key action items related to reviewing and updating existing plans and policies as well as fostering local/regional partnerships. The following table provides a summary of key action items that can help spur implementation of potential improvements. (See Chapters 4-6 for additional details on each action item.) These policy and program action items require dedication of staff resources, commitment of volunteers, and sometimes funding for additional technical support.

Plans, Policies, and Partnerships Summary Table

Area	Item	Description	Key Action Items
Village Core	*Develop design guidelines for the Village of Lederach*	Developing design guidelines and reviewing existing SALDO requirements (including right-of-way and roadway design elements) will help create consistent best practices and ensure that features are compatible with the historic character of the village. Including local key stakeholders in this process will be key.	- Determine whether design guidelines will be unique to Lederach or applicable more broadly to other villages in the Township - Identify ways to involve key stakeholders in the planning process and incorporate landscape architecture components
Village Core	*Address cut-through traffic*	Existing commercial developments experience cut-through traffic as a result intersection operations. Developing strategies to alleviate cut-through traffic will help increase pedestrian safety and access within and around these areas.	- Identify existing issues - Coordinate with property owners - Use Bay Pony Inn as a potential case study to explore existing issues and possible solutions
Village Edge	*Continued consideration and evaluation by Township's Sidewalks and Trails Committee*	It is important to ensure that potential improvements identified in the plan are incorporated into future trail and sidewalk planning within the township. This committee will continue to serve a key advisory role in helping to make potential connections a reality.	- Continue regular discussion and evaluation of plan components of as part of committee meetings
Village Edge	*Evaluate feasibility of connection to Perkiomen Trail*	The Perkiomen Trail is a major regional trail resource and linking to it (and potentially to Upper Saucon Park as well) would represent a vital connection for the Village of Lederach and surrounding area.	- Coordinate with Upper Salford Township - Identify funding and initiate a feasibility study
Village Edge	*Evaluate feasibility of connection to Evansburg State Park*	Evansburg State Park regional park that supports hiking and other outdoor recreational activities less than three miles away from the Village of Lederach.	- Coordinate with Towamencin and Skippack Townships - Identify funding and initiate a feasibility study
Village Core/ Gateways/ Edge	*Coordinate with property owners, business owners, and residents*	Due to space limitations, some potential improvements will need to be located on private property. Coordinating with property owners will be key to determine potential alignments, easements, maintenance, etc.	- Coordinate with property owners to implement previous land development commitments - Ensure upfront coordination regarding design, potential ownership/easements for public access, maintenance, liability, and other considerations for improvements on private property