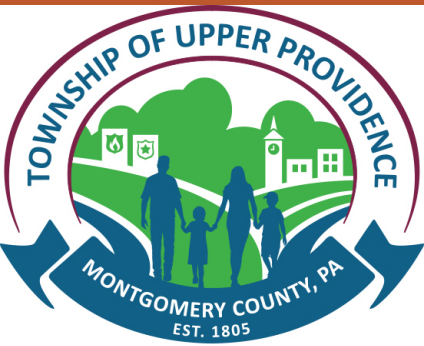


# 2021 APA –PA Presentation:

IT DOESN'T HAVE  
TO BE HARD:  
IMPLEMENTING  
COUNTY AND  
MUNICIPAL  
COMPLETE  
STREETS POLICES

OCTOBER 18, 2021

# It doesn't have to be hard: Implementing Complete Streets Policies



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Overview of Upper Providence Township, Montgomery County Pennsylvania

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Regional and UPT Trail System

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Internal Connections to larger network

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Prioritize and formalize connections

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Comprehensive Planning Effort

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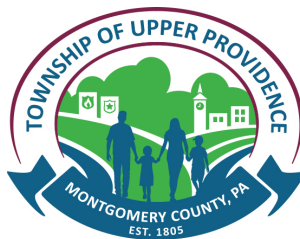
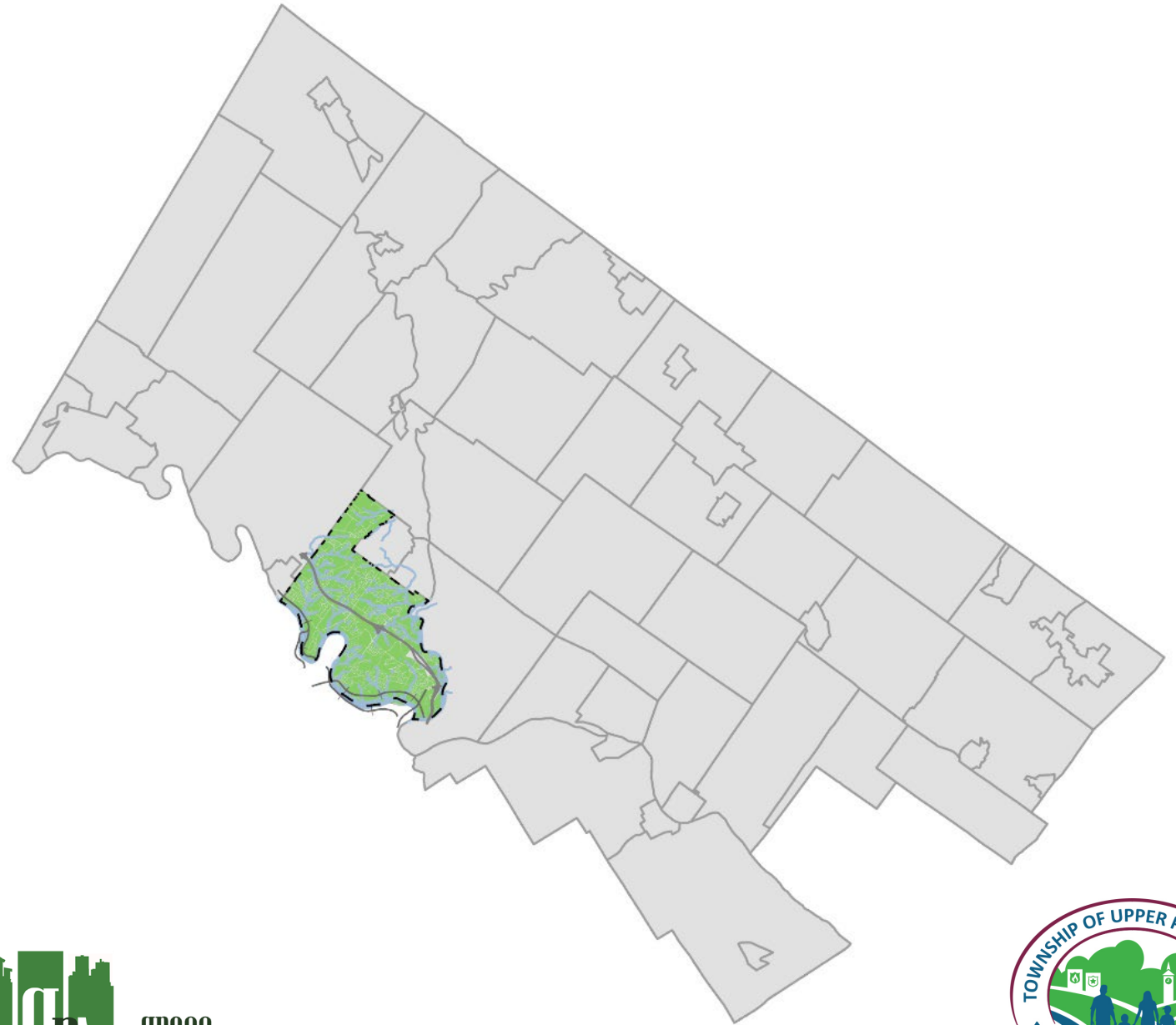
Working within SALDO

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Complete Streets Policy and implications for land development

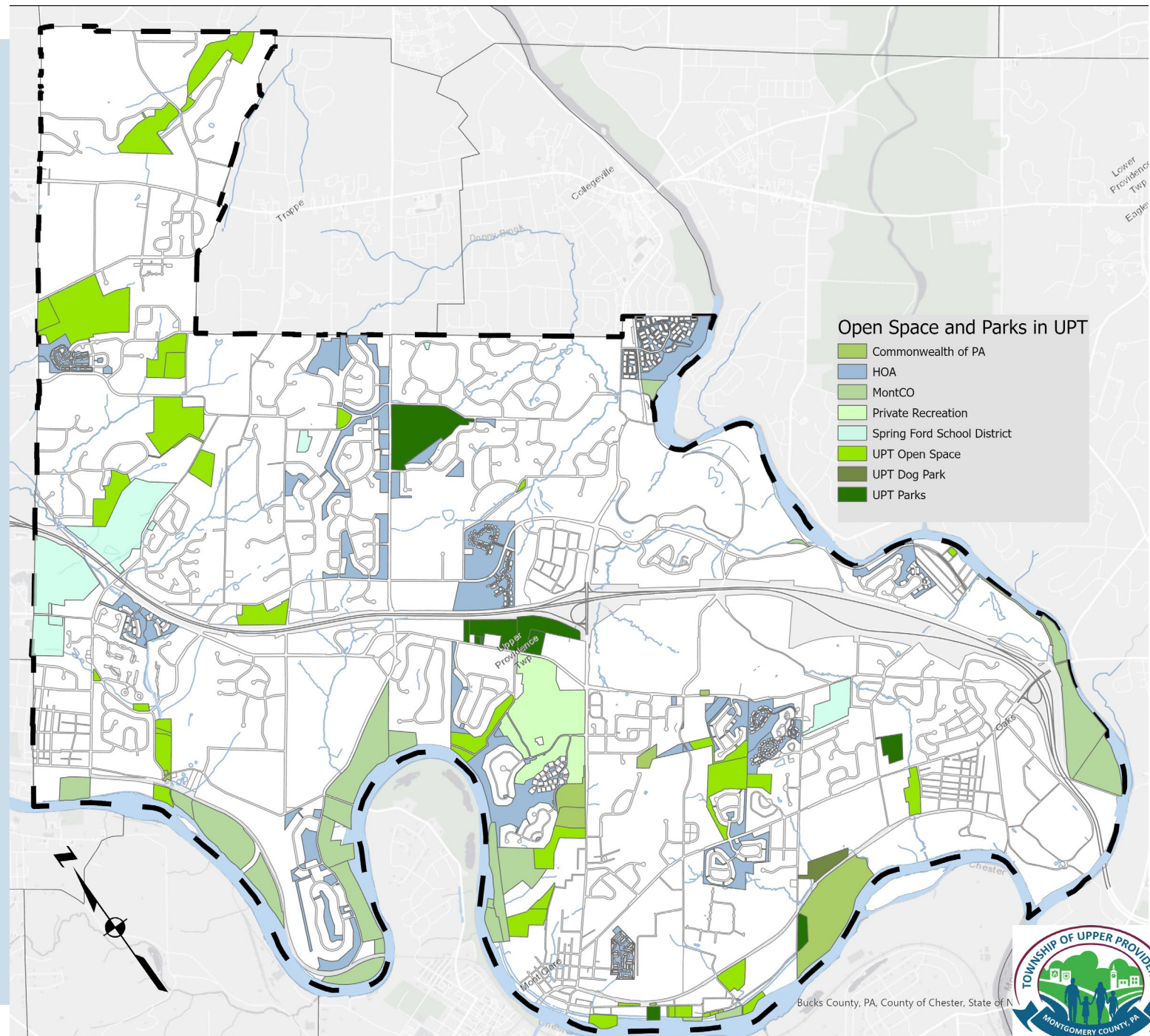
# Upper Providence Township:

- 2020 Population Estimate: 24,622
- 5.1% Growth since 2010
  - 2000 to 2010: 10.6% Growth
  - 1990 to 2000: 59% Growth
- Township is approximately 90% built out
  - One parcel over 100 acres
  - Two parcels between 50 and 100 acres
  - Less than a dozen between 20 and 50 acres



# Upper Providence Township:

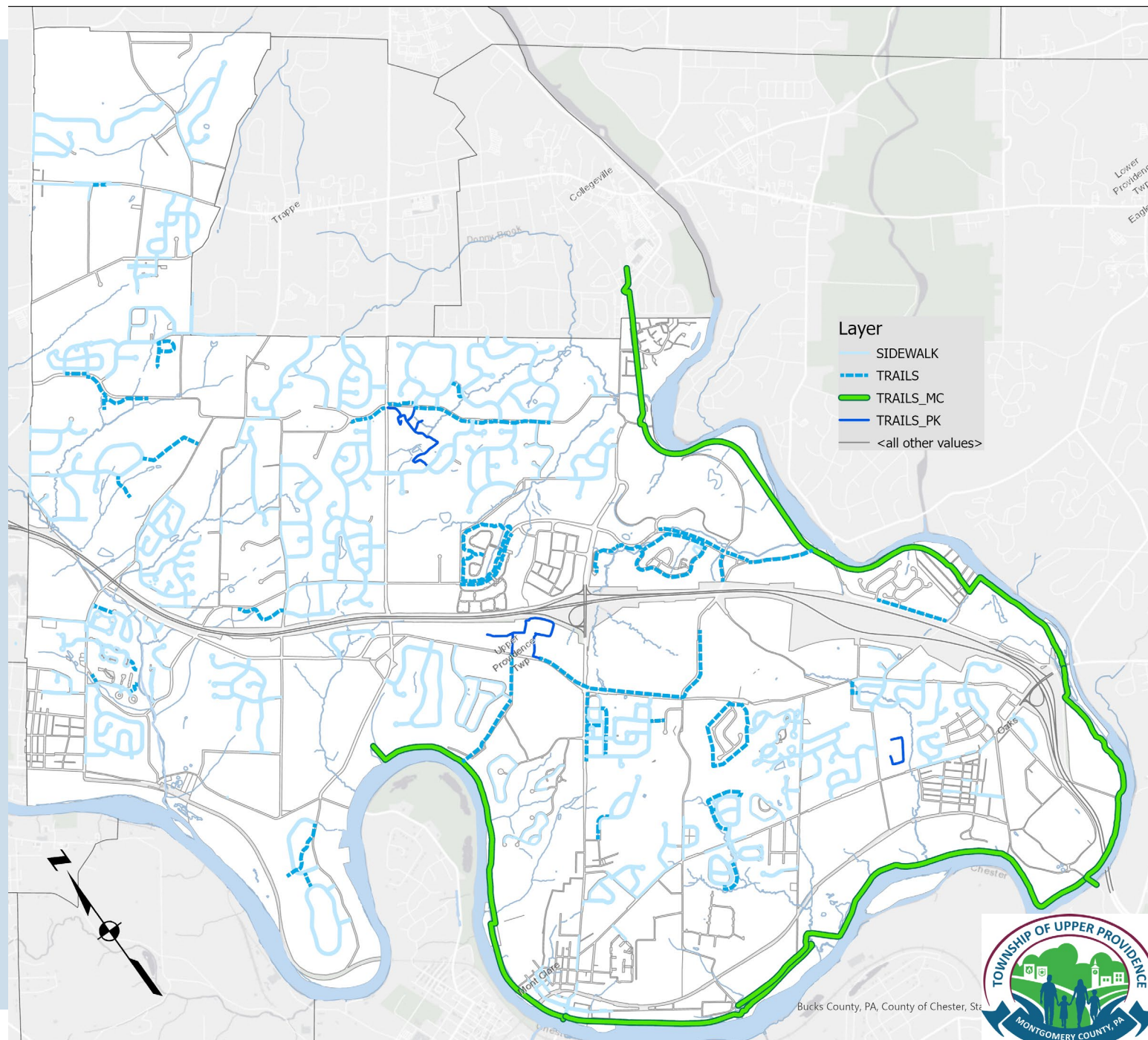
- Bordered by Perkiomen Creek (east) and Schuylkill River (south)
- Route 422 effectively cuts the Township in half
- Land Area:
  - 40%: single family detached homes
  - 5.2% Township Open Space
  - 10% Open space owned by others (Commonwealth, MontCo, HOA)





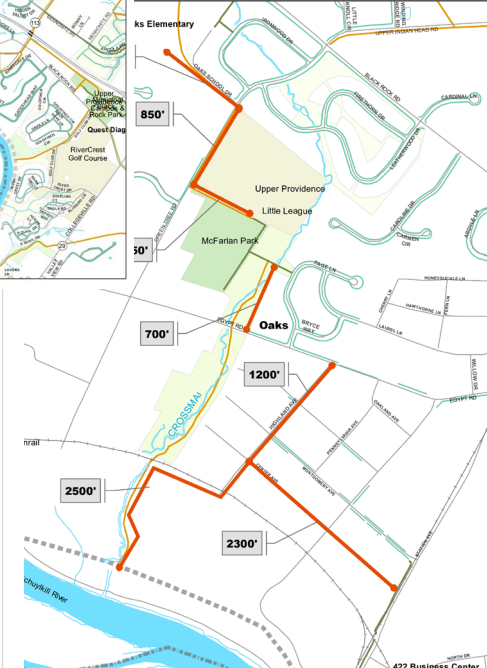
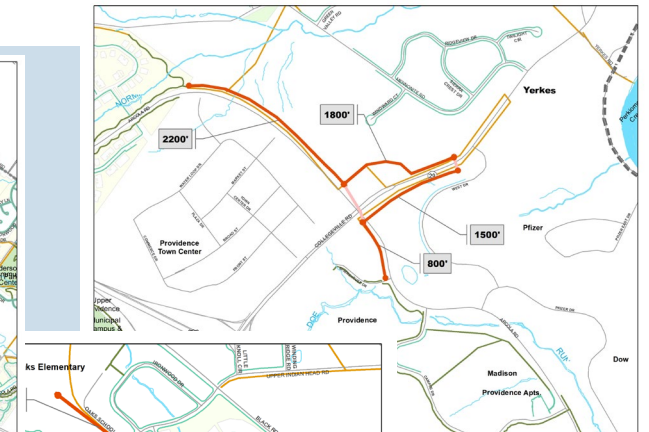
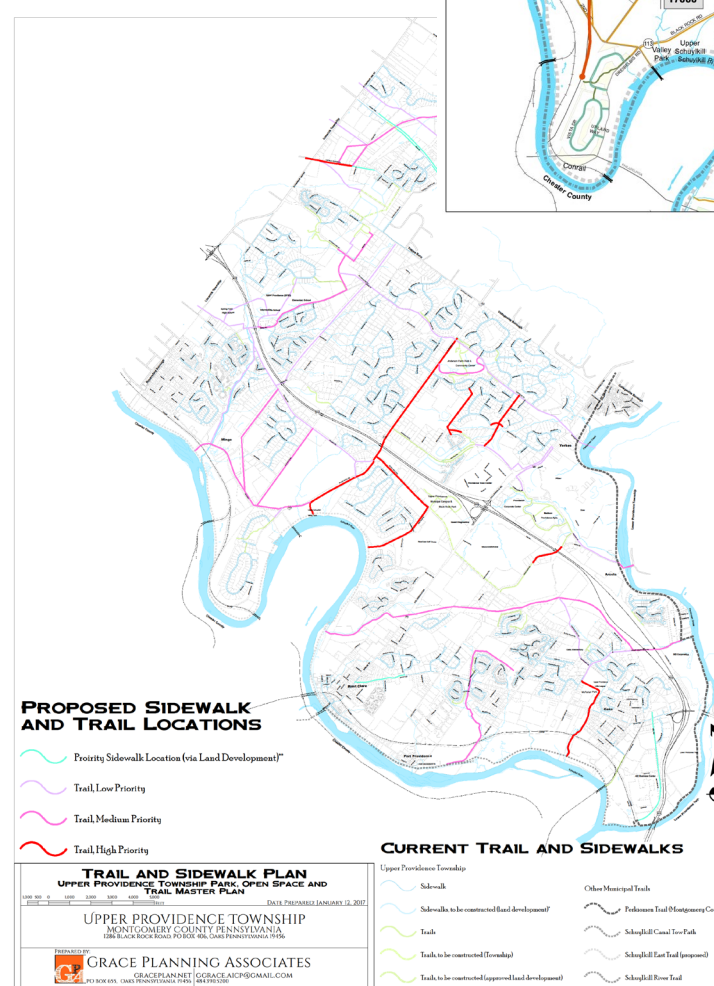
# Upper Providence Township

- Regional Trail Nexus:
  - Perkiomen Trail
  - Schuylkill River Trail
- Route 422 effectively cuts the Township in half
- 2018 Facilities Survey cited that trail connections was the #1 need in the Township
- No connectivity between neighborhoods (subdivisions), parks and trails



# Plan Development:

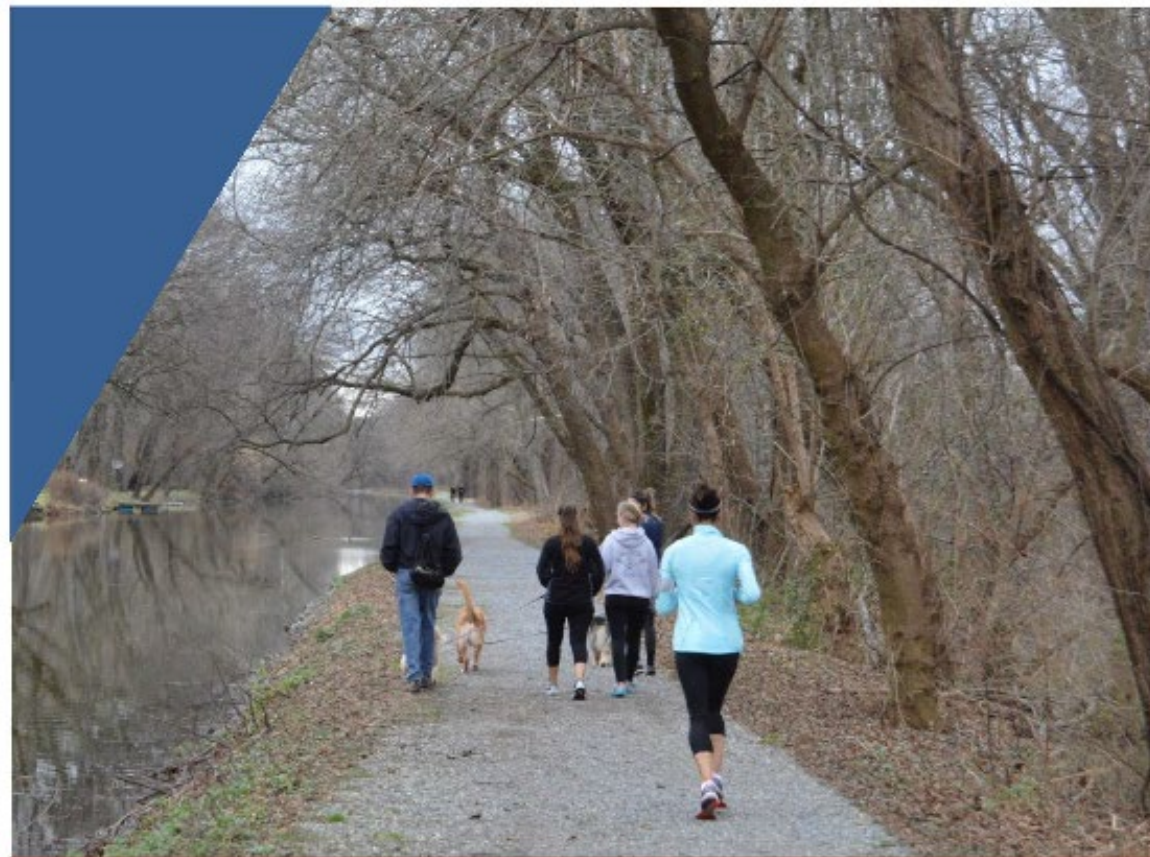
- Start with:
  - 15-year-old Trail Master Plan
  - 10-year-old Comprehensive Plan
  - 12-year-old Park, Recreation, and Open Space Master Plan
  - 14-year-old Official Map
- Receive a generous grant from WalkWorks for Plan and Policy development
- Begin an 11-month planning process that is community outreach driven
- Part of Comprehensive Planning effort:
  - McMahon: Complete Streets and Active Transportation Plan
  - Gilmore and Associates: Park Master Plan
  - Comprehensive Plan Update





# Plan Recommendations

- 25 Capital Improvements of varying size and impact
  - Fill in sidewalk connections
  - Connection between neighborhoods
  - Trail connections to regional trails
- Ordinance Recommendations
  - Updated definitions
  - Update requirements for trail installation
  - Clearly define Ownership and maintenance responsibilities
  - Define bicycle facilities; regulations for provision of bicycle facilities
- Design Standards



## Upper Providence Township Active Transportation Plan



Prepared by

 **McMAHON**

Prepared for



# Critical Policy Recommendations

- Prioritizes an interconnected and integrated multimodal transportation system for all transportation, land development projects, redevelopment projects
  - Shall apply to the smallest of projects to the largest
- Stresses coordination between Board of Supervisors, PC, advisory agencies (PennDOT), and staff
- Outlining audit requirements and dates
- Stresses use of best practices and (re)evaluation of practices frequently to ensure

Priority Capital Improvement Projects	Enhancements
Priority 1 – Connection to Providence Town Center	<ul style="list-style-type: none"> <li>• Phase 1 - S. Mennonite Road</li> <li>• Phase 2 – Rte. 29 South Connection</li> <li>• Phase 3 – Rte. 29 Crossing</li> </ul>
Priority 2 – Pedestrian circulation in Oaks	<ul style="list-style-type: none"> <li>• Phase 1 – Egypt Rd. Sidewalk</li> <li>• Phase 2 – Station Ave. Sidewalk</li> <li>• Phase 3 – Mill Rd. Sidewalk</li> <li>• Phase 4 – Gumbes Rd. Sidewalk</li> </ul>
On going effort – Perkiomen Trail Crossings	<ul style="list-style-type: none"> <li>• Short term improvements including veg. clearing, updated signage, pavement markings</li> <li>• Long term improvements include pedestrian and bicycle safety improvements</li> </ul>
On going effort – Schuylkill River Trail Improvements	<ul style="list-style-type: none"> <li>• Paving and potential widening of trail sections</li> <li>• Long term improvements include pedestrian and bicycle safety improvements</li> </ul>



# Complete Streets Policy

## Vision:

Promote a transportation network that safely serves the needs of all residents and visitors regardless of age, ability, or mode of travel while supporting the Township's vision of enhancing the character of the community.

- Goals:
  - Clear messaging on importance of balanced transportation network
  - Equitable fund allocation
  - Training of staff and decision makers
  - Public participation
  - Partnerships and coordinated efforts
- Implementation: development of an integrated and connected multimodal transportation system of complete streets that serves all neighborhoods and populations and must strive to
  - Protect the environment
  - Improve safety
  - Stimulate the economy
  - Promote wellness
  - Promote equitable transportation options and resources
- Coordination between outside agencies (PennDOT, MCPC), local decision makers, adjacent jurisdictions
- Regular audit of implementation required
- Policy applies to design elements and transit amenities
- Best practices and adaption to current guidelines required

# Annual Reporting and Checklists

- Report by the Planning Commission (or Designee) to the Board of Supervisors detailing the implementation and exceptions
  - Similar to Annual Planning Commission report required by MPC
  - Includes new/existing infrastructure installed, traffic safety analysis w/ reporting of accidents, etc.
- Checklist to be used by Governing Body, Staff and consultants to:
  - Govern complete streets process
  - Guide design, construction and funding
  - Keep the process public

## Bicycle and Pedestrian Road Crossings

### Marked Crosswalk



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

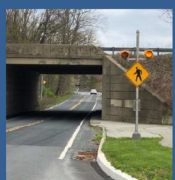
**Local Examples:** Stamped asphalt crosswalks are present along side of Route 29 as well as within the Providence Town Center and WI

### Traffic Signal Equipment



**Description:** Traffic signal equipment for pedestrians can include Accessible Pedestrian Signals (APS), passive detection for pedestrian signal heads, pedestrian countdown signal heads. APS information about the "WALK" and "DON'T WALK" intervals for pedestrians have low vision. Countdown pedestrian signal heads show how the traffic signal changes. Refer to the Upper Providence's Specifications should be referenced for further details and requirements.

### Flashing Warning Device



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

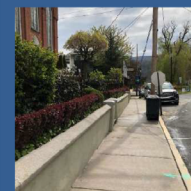
Upper Providence Township

28



## Off-Road Facilities

### Sidewalk



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

**Surface Materials:** Concrete, Brick, Pavers, Asphalt

**Dimensions:** 5 feet wide (minimum)

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

**Local Examples:** Various Locations within the Township

### Multi-Use Trail



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

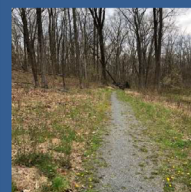
**Surface Materials:** Asphalt, Crushed Stone

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

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

**Local Examples:** Schuylkill River Trail; Perkiomen Trail

### Improved Path



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

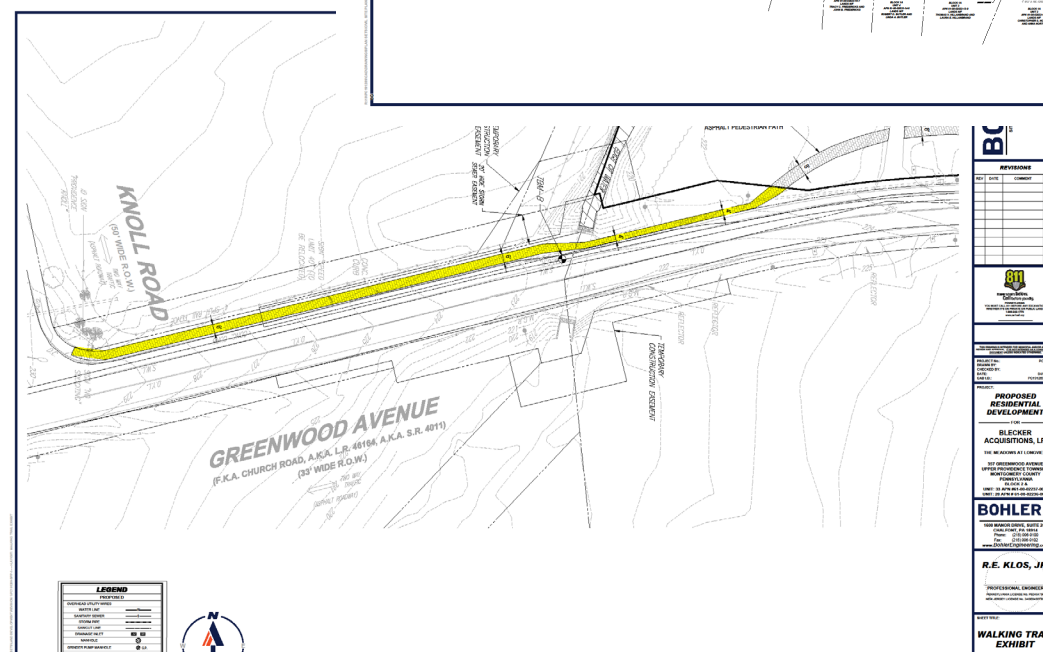
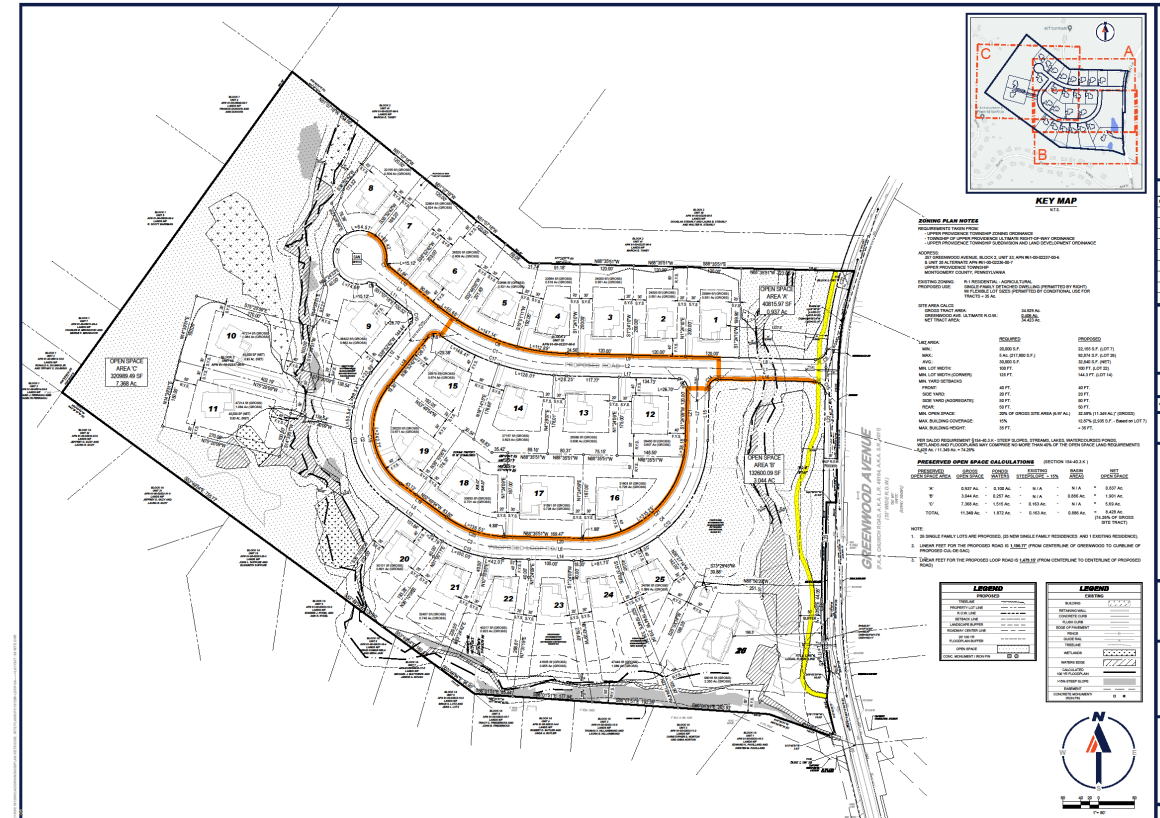
**Surface Materials:** Asphalt, Crushed Stone

**Dimensions:** < 8 feet wide (6 feet typical)

**Local Examples:** Various Homeowners Association Paths/Trails

# Exceptions

- Requires non-compliance with providing complete street elements to be documented and approved by the Board
- Reasons to grant an exception:
  - Demonstrate that there is no need
  - Equivalent project is provided or is planned
  - Adverse impact outweigh the benefits (cost, impact to existing)
- Similar to the process as a waiver from SALDO requirements, but not regulatory



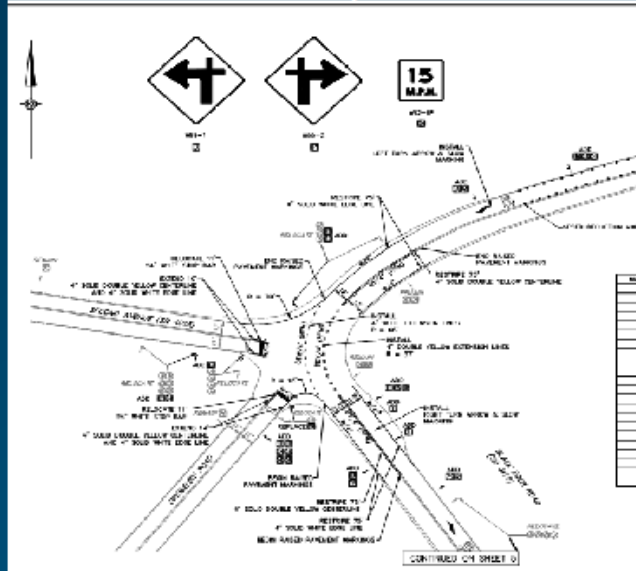


# Plan Update

- Working with active land developments to incorporate priority elements and connections
- Using identified priorities for project grant pursuits.
- Using plan priorities to beginning engineering and conceptual drawing to better position for grant applications.

## Dreibelbis Road / 2<sup>nd</sup> Avenue

### Short-term Safety Enhancement



## Dreibelbis Road / 2<sup>nd</sup> Avenue / Route 113

### Long-term Roundabout Concept Plan

