



# IMPLEMENTING MONTCO PIKES

## ROLES IN IMPLEMENTING MONTCO PIKES

Montco Pikes will be used by both Montgomery County and local municipalities to implement the vision for each of the corridors and ensure that the corridors serve the twenty-first century needs of all people utilizing the corridor.

### Montgomery County

There are two primary ways that Montgomery County will utilize Montco Pikes.

#### HOP Reviews

Montgomery County will utilize the Montco Pikes Plan when reviewing highway occupancy permit (HOP) applications. The recommendations in Montco Pikes may become requirements for HOP approval, or simply discussion/negotiation points between Montgomery County and applicants. Typical ways Montco Pikes could be implemented by HOP applicants include dedication of right-of-way, traffic signal upgrades, installation of sidewalk or trail facilities, upgrading existing or providing new bus shelters, widened shoulders and the addition of intersection turning lanes, two-way center left turn lanes and through travel lanes.

#### Capital Improvement Programming

Montco Pikes will inform planning for capital improvements along the six corridors. Montgomery County may utilize a mix of public and grant funding to implement the improvements in Montco Pikes. However, the recommendations in the plan will require further engineering evaluation before implementation.

### Municipalities

The municipalities along each of the six corridors will utilize Montco Pikes to inform the land development review process, guide policy and ordinance updates, and direct capital improvement programming.

It is recognized that there may be some inconsistencies between the planning level future improvements identified in Montco Pikes and detailed traffic engineering studies completed by the municipalities along the corridor. Municipalities and land development applicants should not view Montco Pikes as superseding any municipal land development requirements.

## PROJECT FUNDING

There are many public funding sources at the federal, state, regional, county, and municipal levels that could be utilized to progress projects for a corridor depending on the scope and

estimated cost. The Transportation Improvement Program (TIP) may be the most appropriate funding source for larger corridor improvement projects that will have higher engineering and construction costs such as those with relative costs in the \$\$\$ and \$\$\$\$ categories. Projects for intersections or short corridor segments with a lower cost in the \$ and \$\$ categories may be best suited for state grant programs from PennDOT, DCED, DCNR, and other funding sources, if not funded by the county's capital budget.

When funding has been identified for the corridor and a project enters into detailed engineering, the Montco Pikes plan will be used as a guide by the county, municipalities, developers, PennDOT or others to develop more detailed limits of work and specific improvements. Impacts to nearby properties will certainly be one of the factors evaluated as part of the engineering process, and the county will seek public and stakeholder input at that time.

## **SUBDIVISION AND LAND DEVELOPMENT ORDINANCES**

The future vision proposed for the Montco Pikes corridors can serve as a basis for determining how local ordinances may be updated to address the proposed improvements. It is recommended that municipalities review their ordinances to determine if any standards need to be updated or added to accommodate the design criteria and improvements outlined in this document. The standards should be generally consistent with the recommended design criteria in Bike Montco and Walk Montco. The transportation themes from this document can serve as a starting point for developing definitions for municipal ordinances.

As discussed, Montco Pikes is consistent with the Montgomery County Complete Streets Policy. As such, the plan identifies strategies to ensure that each of the six corridors serves the needs of all users, regardless of age, ability, or mode of transportation.

Complete streets are designed, operated, and maintained to provide safe access for all users. Montco Pikes encourages all study area municipalities to adopt a complete streets policy that identifies procedural approaches to designing and maintaining roadways with this in mind. Effective complete streets policies identify the parties responsible for ensuring that complete streets principles are considered in the design process for all transportation projects. Montgomery County will work with municipalities to identify resources to develop their own complete streets policies.

### **Design Standards**

Elements can be incorporated into the design standards of ordinances. At a minimum, the design standards should include the following:

- Where a feature is required.
- When a feature is required.
- The dimensions of the feature and its elements, including minimum and/or maximum dimensions.
- Any additional design or construction requirements.

Listed below are potential areas where municipal ordinances may require amendments for the potential improvements along the six corridors.

### **On-Road and Bicycle Infrastructure**

The proposed improvements for on-road infrastructure include:

- Addition of a center two-way left turn lane to improve safety and roadway capacity.
- Additional travel lanes to improve capacity and eliminate lane drops.
- Widened shoulders to accommodate bicycles.
- Dedicated bike lanes with protections/buffers as appropriate.

- New traffic signals/upgrades to existing signals.

Municipalities should consider:

- Adopting definitions for on-road active transportation infrastructure.
- Including standards which are consistent with the design criteria presented in this document.
- Traffic signal specifications for ordinance design standards.
- Standards for access management best practices.

## **Off-Road Infrastructure**

### ***Sidewalks***

The proposed improvements for sidewalks include:

- Connecting existing sidewalk segments to provide a continuous path through the corridor.
- Construction of new sidewalk where there currently is none.
- Improving curb ramps to meet American with Disabilities Act (ADA) requirements.

Municipalities should consider:

- Adopting a definition for sidewalks, including reference to current ADA design standards.
- Requiring sidewalks along all street frontages for all new land development.
- Update standards to preferred sidewalks and buffer/verge areas.

### ***Trails***

Several trails exist near some of the corridors. The proposed improvements include:

- Connecting existing trail segments to create a continuous path through the corridor.
- Construction of new trails to provide improved pedestrian amenities.

Municipalities should consider:

- Adopting a definition for paths and trails.
- Including standards for the width, construction, and design of trails and paths based on the anticipated use of the proposed facility.

## **Public Transit**

Several of the corridors have SEPTA bus routes. The proposed improvements recommend upgrading bus stops to provide better accessibility and bus shelter amenities for riders.

Municipalities should consider:

- Requiring coordination with SEPTA during the land development review and approval process.
- Including standards for bus stops consistent with SEPTA and PennDOT bus stop design criteria.
- Requiring installation of new (or upgrades to existing) bus stops as part of land developments.

The table below indicates which municipal ordinances could be affected by the proposed improvements to the corridors. Municipalities should review their ordinances to determine if any changes are needed to accommodate the proposed improvements. It should be noted that all municipalities in the following table should review their ordinances pertaining to roadway/intersection design and right-of-way requirements.

Montco Pikes Corridor	Municipality	Ordinances Affected					
		Roadway/ Intersection Design	Right-of- Way	Sidewalks	Bike Lanes	Trails	Public Transit
Easton Road	Abington Township	X	X	X			X
	Cheltenham Township	X	X	X			X
	Upper Moreland Township	X	X	X			X
Butler Pike	Horsham Township	X	X			X	
	Upper Dublin Township	X	X			X	X
	Plymouth Township	X	X	X			X
	Whitemarsh Township	X	X	X			X
	Whitpain Township	X	X				X
Germantown Pike	East Norriton Township	X	X			X	X
	Worcester Township	X	X			X	
	Lower Providence Township	X	X			X	
Geryville Pike	Upper Hanover Township	X	X				
	Marlborough Township	X	X	X			
Sumneytown Pike	Lower Gwynedd Township	X	X	X	X		X
	Upper Gwynedd Township	X	X	X	X		X
	Towamencin Township	X	X	X	X		
Swamp Pike	Douglass Township	X	X	X			
	New Hanover Township	X	X	X			
	Limerick Township	X	X	X			