

TOWAMENCIN TOWNSHIP

SIDEWALK CONNECTIVITY STUDY

Public Meeting #1 – November 10, 2022

Please note this presentation is being recorded.

During the presentation feel free to type questions in the Q&A box. We will answer question during the Q&A session after the presentation.

Agenda

1. Team Introduction
2. Project Scope
3. Project Schedule
4. Existing Data & Inventory
5. Trails 101 – users, design guidelines
6. Public input
7. Next Steps
8. Discussion

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Project Committee

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Simone Collins Philosophy

Simone Collins Landscape Architecture is a planning and design firm committed to creating an ecologically enduring society.



Conduct careful research.



Respect ecological context and limits of each site.



Build on sustainable practices of the past.



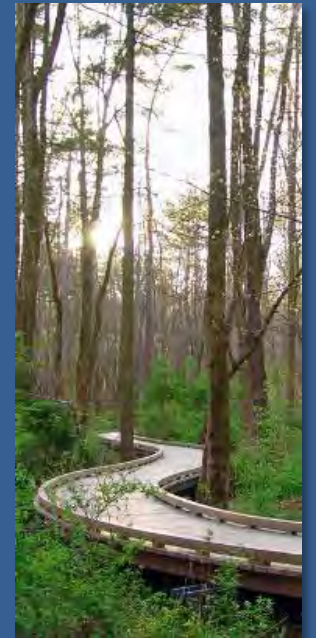
Employ new methods prudently.



Conserve materials and energy.



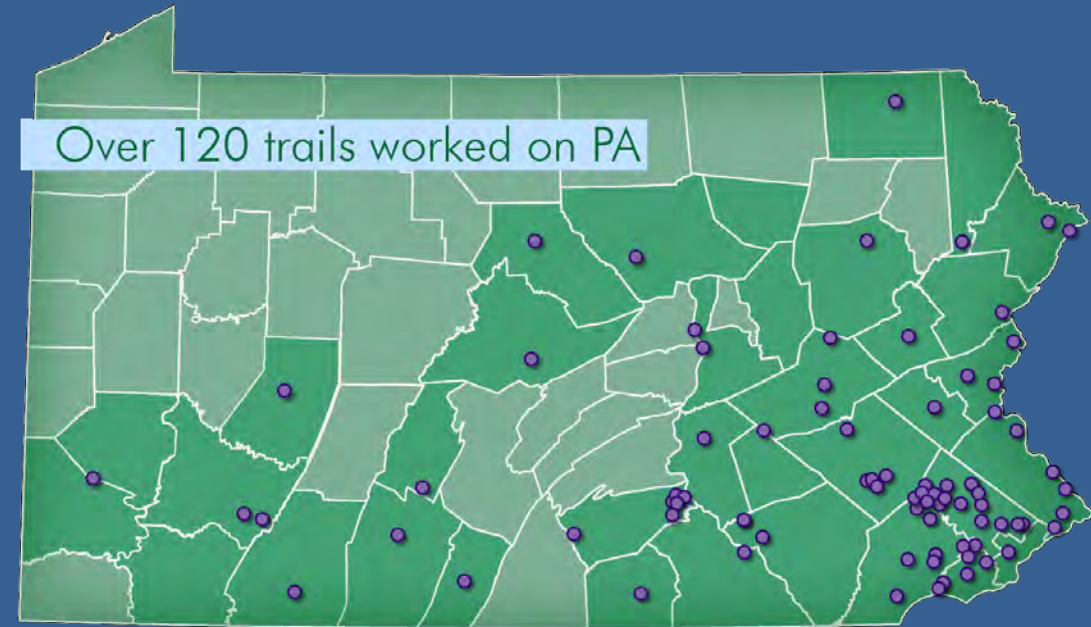
Support local economies.



Design biologically & culturally diverse communities.

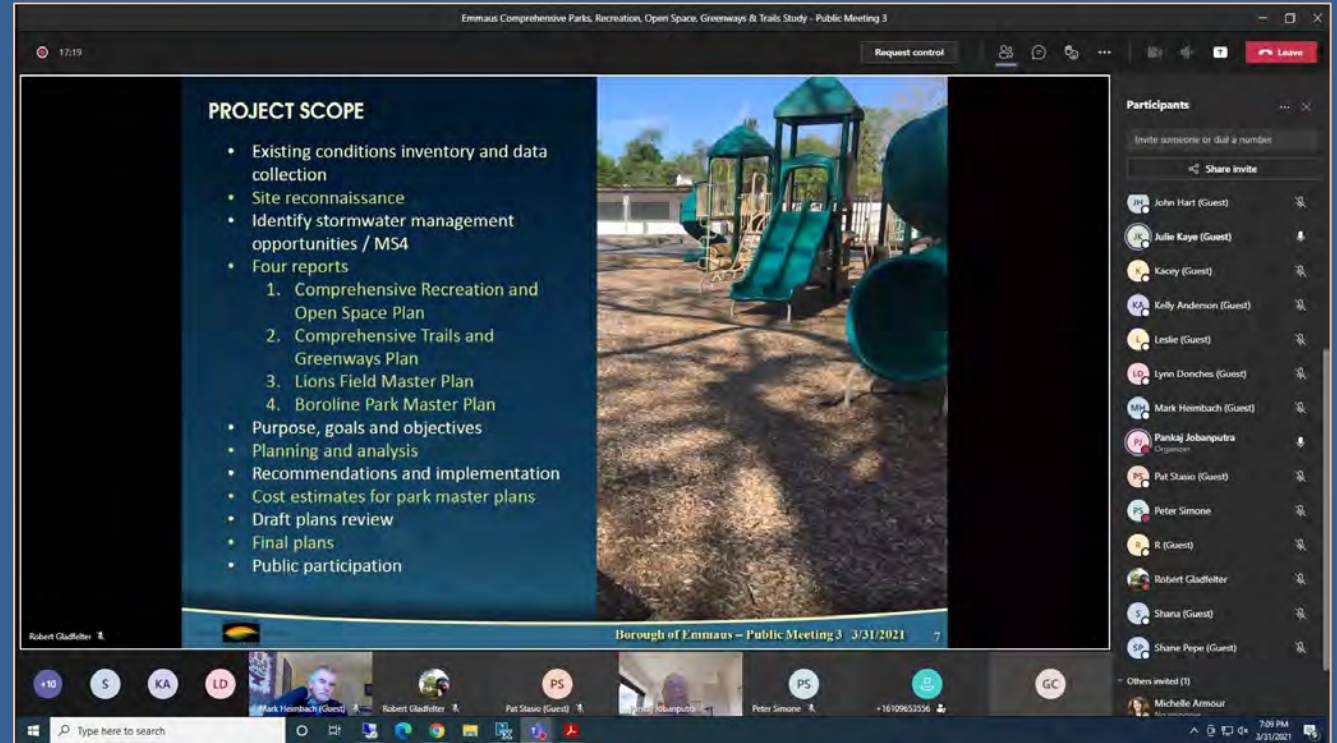
Simone Collins Landscape Architecture

- South Bethlehem Greenway
- Allegheny Highlands Trail (Great Allegheny Passage)
- Schuylkill River Trail – several portions
- Wissahickon Trails Master Plan
- Radnor Township TAP Trail (just constructed)



Hybrid Meeting Format

Meetings will be: In person & virtual using Microsoft Teams



Project Scope

“The purpose of this Connectivity Study is to decide where new sidewalks and trails are most needed and which of those facilities are the highest priority. Once these decisions are made, the Township should consider embarking on a systematic implementation of this connectivity system with funding from a variety of state and federal sources. Implementation of this connectivity system will require years and this plan is the first step to a more connected Township.”

1. Inventory, map and evaluate all existing sidewalks & trails
2. Field reconnaissance and data collection including conference with PennDOT for any matters involving State Roads.
3. Public Participation including public meetings, online survey and online mapping.
4. Prepare project mapping to illustrate locations of proposed connectivity facilities.
5. Prepare Costs, Prioritization and Funding Strategy.
6. Prepare Narrative and Report summarizing all information throughout process of study.

Project Schedule

Towamencin Connectivity Study – Project Schedule



Meeting	Purpose	Date	Time
Committee Meeting #1	Project overview, initial site analysis, brainstorming	Monday, October 10, 2022	7:00 - 8:30 PM
Public Opinion Survey/ Wikimapping Period	Write and administer Public Opinion Survey/ Wikimapping	Monday, October 3, 2022 – Thursday, April 13, 2023	
Public Meeting #1	Project Overview / Public Brainstorming	Thursday, November 10, 2022	7:00 - 8:30 PM
Committee Meeting #2	Review Public Meeting/survey, analysis process, initial concepts	Monday, December 5, 2022	7:00 - 8:30 PM
Public Meeting #2	Analysis / Concepts	Thursday, February 9, 2023	7:00 - 8:30 PM
Committee Meeting #3	Concept refinement, draft plan overview	Monday, March 6, 2023	7:00 - 8:30 PM
Public Meeting #3	Draft Plan Presentation	Thursday, April 13, 2023	7:00 - 8:30 PM
Public Review Period	45-Day Draft Plan Review	Thursday, April 13, 2023 – Monday, May 29, 2023	
Board of Supervisors Meeting	Review Draft Plan	Wednesday, May 10, 2023	7:00 - 8:30 PM
Committee Meeting #4	Review comments and make revisions	Monday, June 5th, 2023	7:00 - 8:30 PM
Public Meeting #4	Present final plan	Thursday, June 22, 2023	7:00 - 8:30 PM

- 4 Public meetings
- 4 Committee meetings
- Selected Key Person Interviews
- Opinion Survey (6 mo.)
- Wikimapping
- Press Releases
- Township Staff meetings



Data and Inventory





Lower Salford

Hatfield

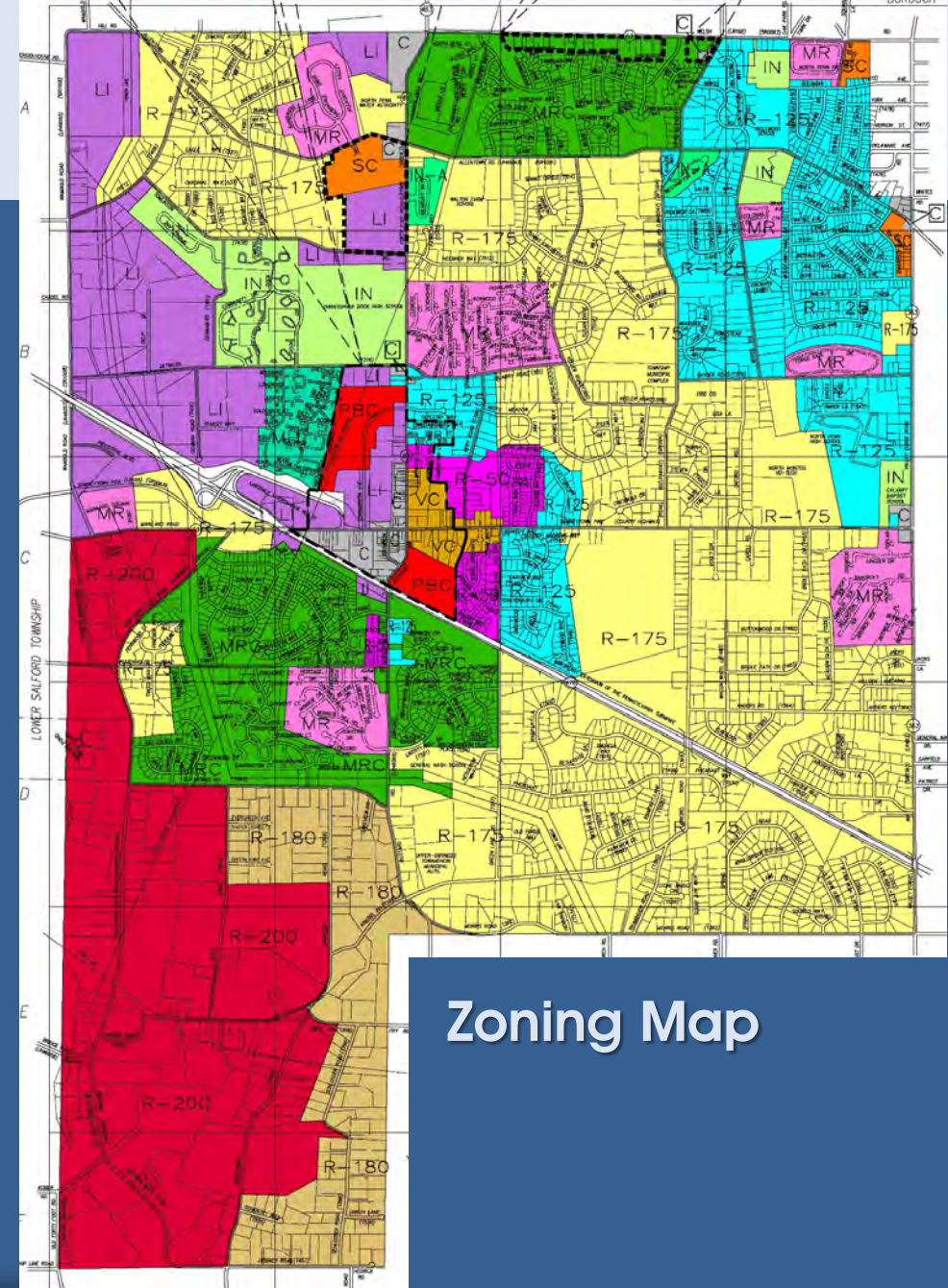
Lansdale

Upper Gwynedd

Worcester

Existing Conditions

Future residential growth is likely to occur in areas that are redeveloped with higher densities that include multi-family dwelling units. The Village Center is one likely growth area.



Zoning Map

R-200 RESIDENTIAL		MRC MIXED RESID. CLUSTER		SC SHOPPING CENTER	
R-180 RESIDENTIAL		MR MULTI FAMILY RESIDENTIAL		PBC PLANNED BUSINESS CAMPUS	
R-175 RESIDENTIAL		MH MOBILE HOMES		LI LIMITED INDUSTRY	
R-125 RESIDENTIAL		C COMMERCIAL		IN INSTITUTIONAL	
R-50 RESIDENTIAL		VC VILLAGE COMMERCIAL		IN-A INSTITUTIONAL-A	

Future Conditions ?

County / Municipality	2010 Census	2015 Forecast	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	Absolute Change 2010-2040	Percent Change 2010-2040
Schwenksville Borough	1,385	1,392	1,411	1,458	1,504	1,523	1,530	145	10.5%
Skipack Township	13,715	14,199	14,871	15,776	16,680	17,203	17,587	3,872	28.2%
Souderton Borough	6,618	6,642	6,711	6,874	7,036	7,105	7,129	511	7.7%
Springfield Township	19,418	19,445	19,522	19,703	19,884	19,961	19,988	570	2.9%
Telford Borough (pt.)	2,665	2,680	2,723	2,825	2,927	2,970	2,985	320	12.0%
Towamencin Township	17,578	17,935	18,366	18,897	19,428	19,733	19,840	2,262	12.9%

DVRPC population projections show modest growth. 2021 census numbers show 18,000 residents, slightly lower than DVRPC projections.

Another factor might be the growing number of residents who may be able to work from home. How this affects local sidewalk and trail use is yet to be seen. If folks continue to value outdoors activities, there could be an increase in use.

Inflow/Outflow Commuting Report

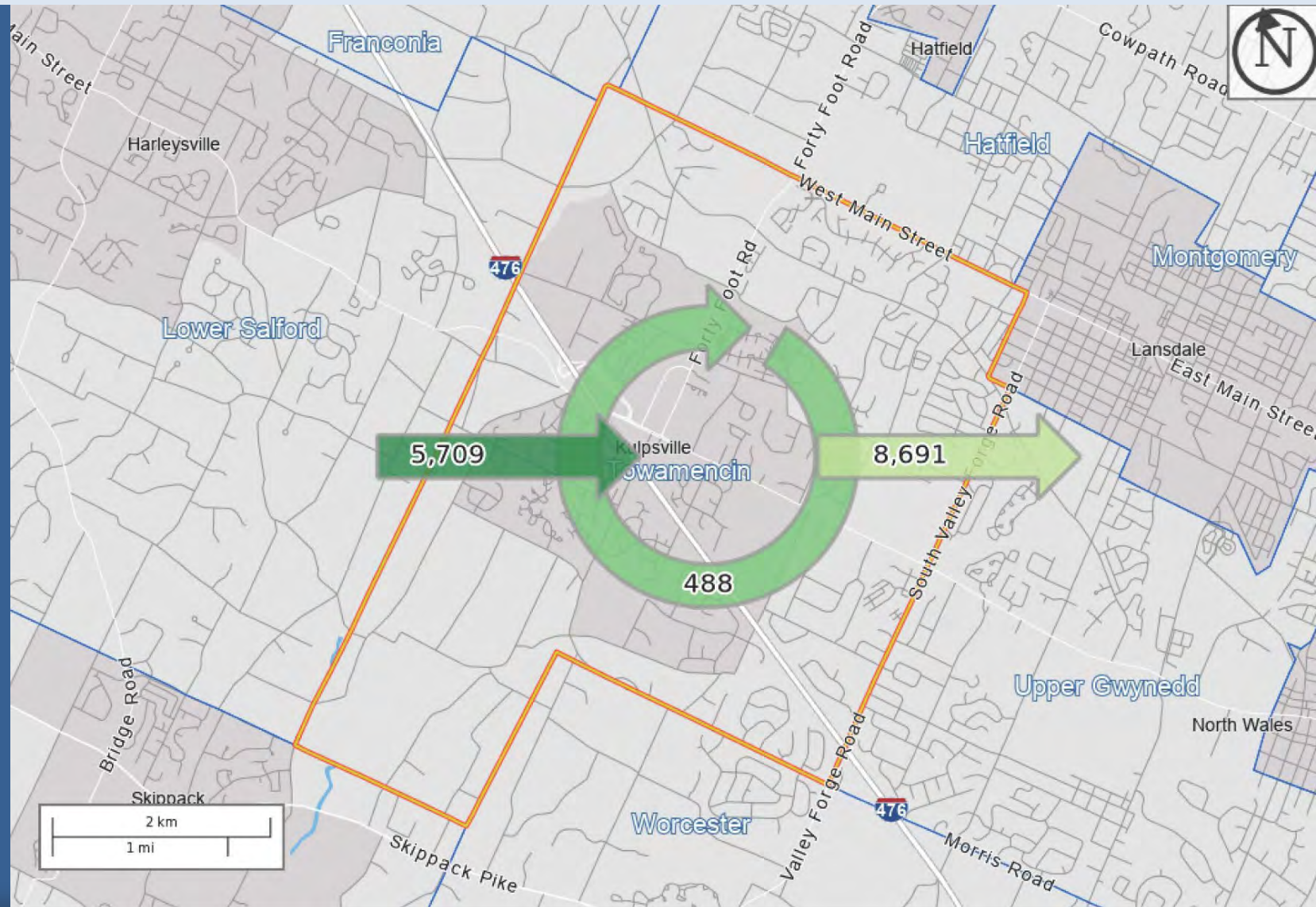
US Census Bureau's "OnTheMap" website provides information about the number of people commuting for all jobs in and out of Towamencin Township.

Map Legend

Inflow/Outflow





- ◆ Employed and Live in Selection Area
- ◆ Employed in Selection Area, Live Outside
- ◆ Live in Selection Area, Employed Outside

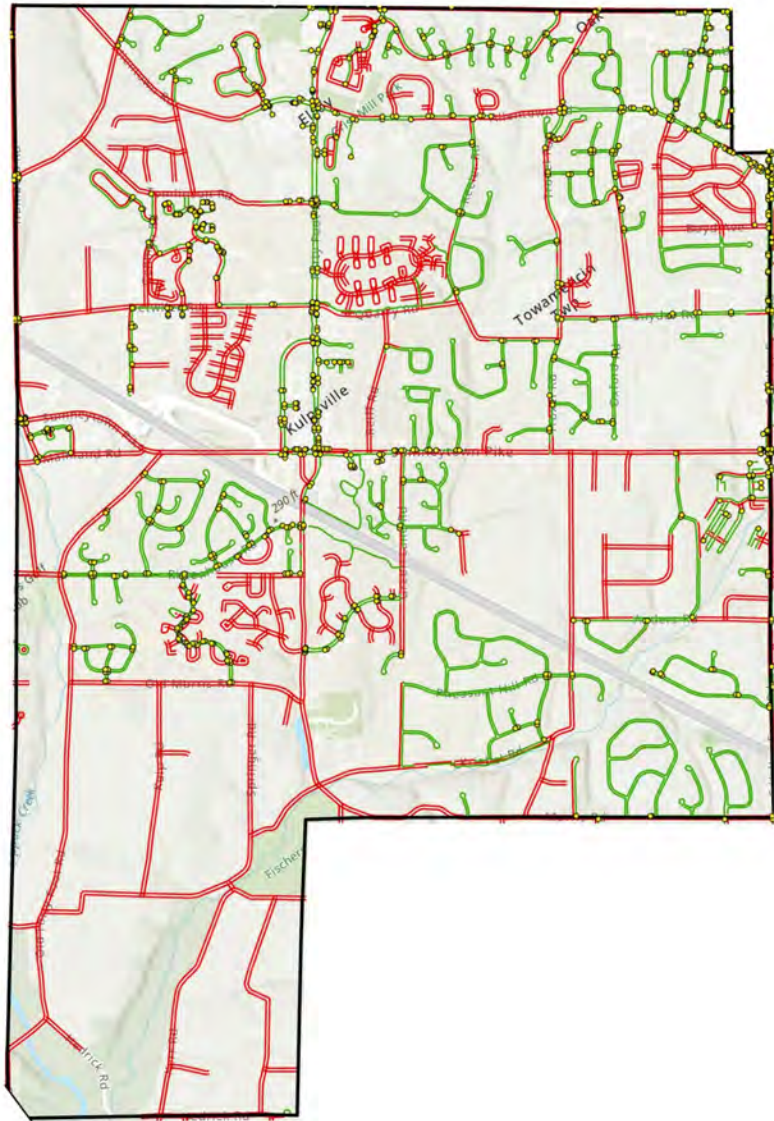
Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



Prior Planning Documents

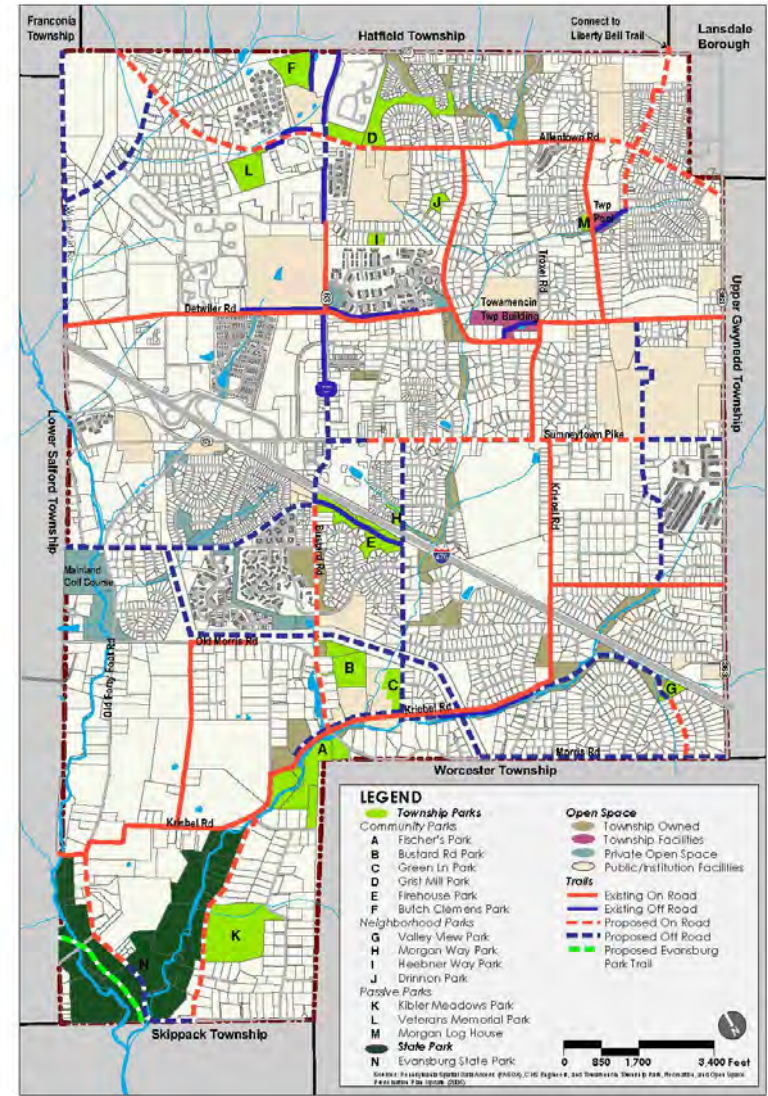
Legend

-  Curb Ramps
-  Towamencin Boundary
-  Sidewalks
-  Sidewalk Gaps



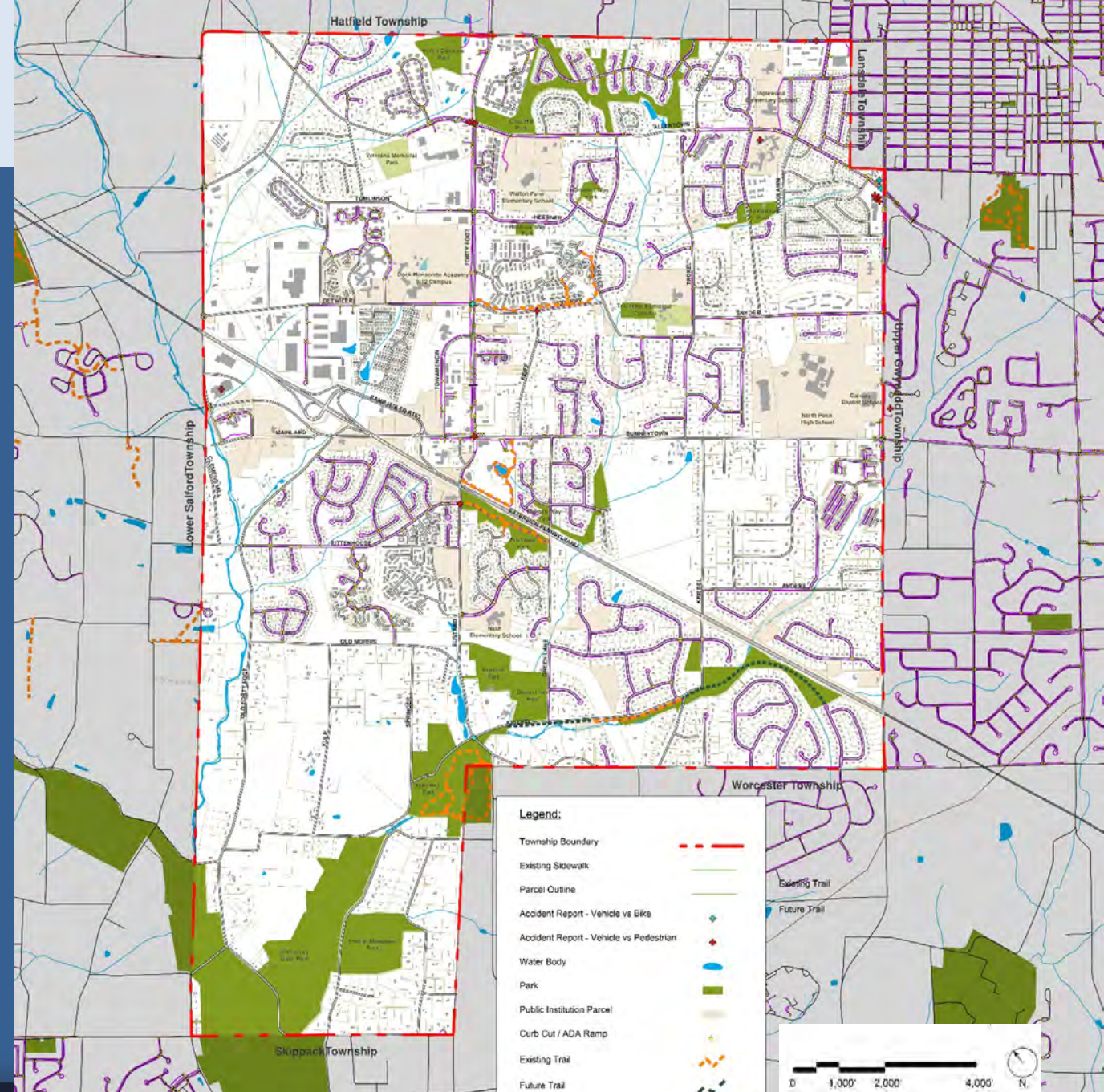
**DVRPC:
Sidewalks vs.
No Sidewalks**

SC: Parks and Trails System Evaluation 2019

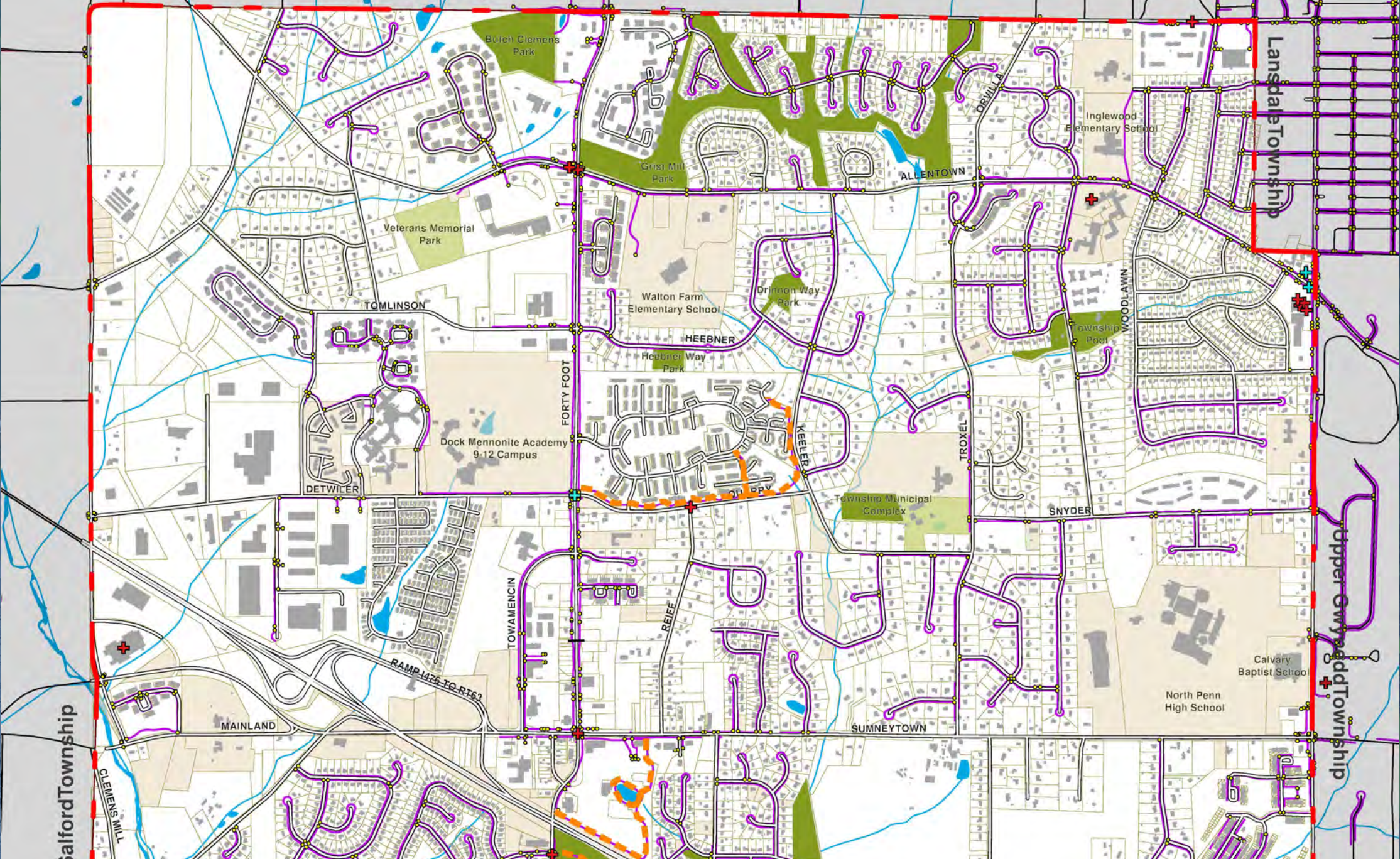


Existing Conditions Map

Combined: DVRCP Existing Sidewalks & SC Parks and Trails System Maps



Hatfield Township



Salford Township

Lansdale Township

Upper Merion Township

Hatfield Township

ALLENTOWN

TOMLINSON

HEEBNER

DETWILER

Dock Mennonite Academy
9-12 Campus

SUMNEYTOWN

MAINLAND

RAMP I-476 TO RT63

TOWAMENCIN

REIFF

SNYDER

WOODLAWN

ORVILLE

Bolch Clemens Park

Walton Farm Elementary School

Inglewood Elementary School

Veterans Memorial Park

Drinnon Way Park

Heebner Way Park

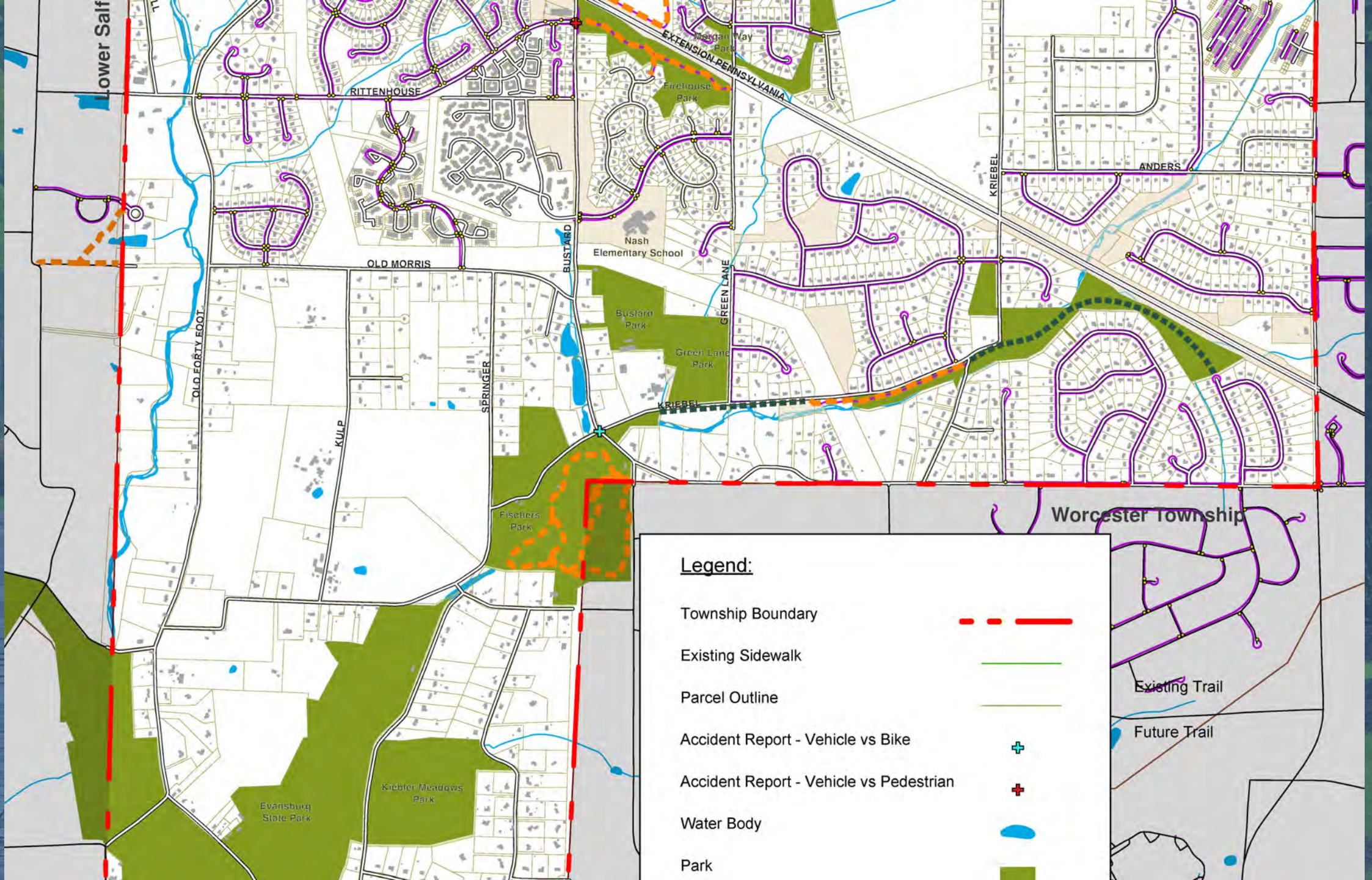
Township Pool

Township Municipal Complex

Calvary Baptist School

North Penn High School

CLEMENS MILL



Legend:

Township Boundary - - - - -

Existing Sidewalk — — — — —

Parcel Outline — — — — —

Accident Report - Vehicle vs Bike +

Accident Report - Vehicle vs Pedestrian +

Water Body ●

Park ■

Existing Trail — — — — —

Future Trail — — — — —

Worcester Township

Lower Salf

RITTENHOUSE

OLD MORRIS

EXTENSION PENNSYLVANIA

Nash Elementary School

ANDERS

KRIEBEL

OLD FORTY FOOT

BUSTARD

GREEN LANE

KULP

SPRINGER

KRIEBEL

Fishers Park

Evansburg State Park

Kriebler Meadows Park

Firehouse Park

Bustard Park

Green Lane Park

Existing Trail

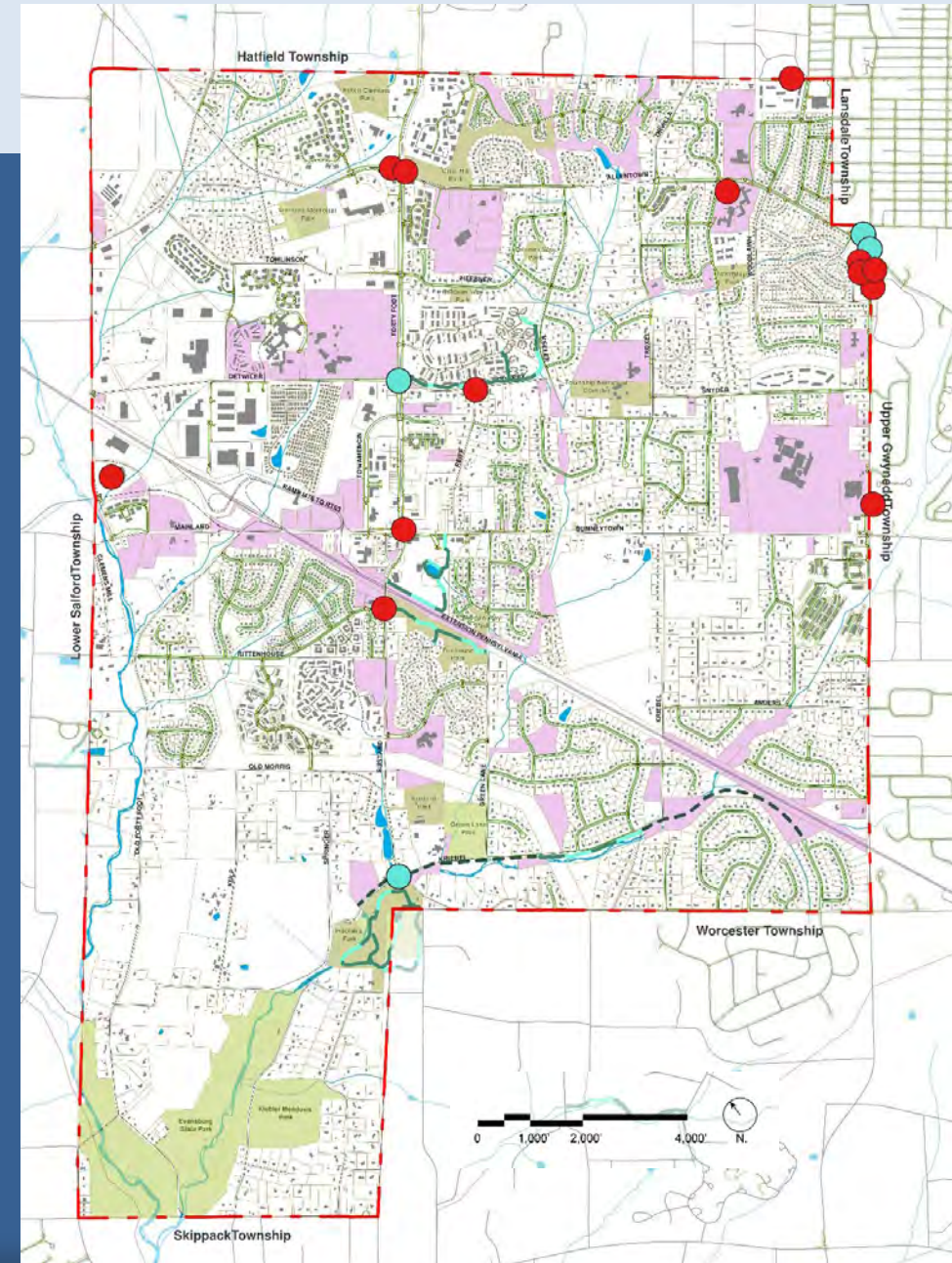
Future Trail

Accident Reports

Report Date / Time	Location & Address	Accident Type
8/31/2022 8:07	SUMNEYTOWN PIKE/BUSTARD RD LANSDALE PA 19446, TOWAMENCIN TWP, PA	Vehicle vs Pedestrian
10/3/2021 14:11	ALLENTOWN RD/FORTY FOOT RD TWMC, TOWAMENCIN TWP, PA	Vehicle vs Pedestrian
7/11/2021 8:26	QUARRY RD/REIFF RD TWMC, TOWAMENCIN TWP, PA	Vehicle vs Pedestrian
6/2/2021 17:14	S VALLEY FORGE RD/ALLENTOWN RD, LANSDALE, PA 19446	Vehicle vs Pedestrian
5/26/2021 10:50	VALLEY FORGE RD/ALLENTOWN RD TWMC, TOWAMENCIN TWP, PA	Vehicle vs Pedestrian
12/27/2020 8:34	1290 ALLENTOWN RD, WEST, LANSDALE, PA 19446	Vehicle vs Pedestrian
10/16/2020 13:41	BUSTARD RD & RITTENHOUSE RD, HARLEYSVILLE, PA 19438	Vehicle vs Pedestrian
10/9/2020 0:18	WELSH RD, LANSDALE, PA 19446	Vehicle vs Pedestrian
7/8/2020 15:42	DETWILER RD/FORTY FOOT RD TWMC, TOWAMENCIN TWP, PA	Vehicle vs Bike
8/13/2019 11:34	VALLEY FORGE RD/ALLENTOWN RD TWMC, TOWAMENCIN TWP, PA	Vehicle vs Pedestrian
7/17/2019 15:42	S VALLEY FORGE RD & ALLENTOWN RD, LANSDALE, PA 19446	Vehicle vs Pedestrian
7/12/2019 14:22	1551 VALLEY FORGE RD, UPPER GWYNEDD TWP, PA	Vehicle vs Pedestrian
6/22/2019 11:54	BUSTARD RD/KRIEBEL RD TWMC, TOWAMENCIN TWP, PA	Vehicle vs Bike
6/15/2019 15:02	ALLENTOWN RD & S VALLEY FORGE RD, LANSDALE, PA 19446	Vehicle vs Bike
4/26/2019 16:40	780 VALLEY FORGE RD, TOWAMENCIN TWP, PA	Vehicle vs Bike
3/11/2019 22:57	1501 INDUSTRIAL BLVD, TOWAMENCIN TWP, PA	Vehicle vs Pedestrian
9/28/2018 14:47	850 VALLEY FORGE RD, TOWAMENCIN TWP, PA	Vehicle vs Pedestrian

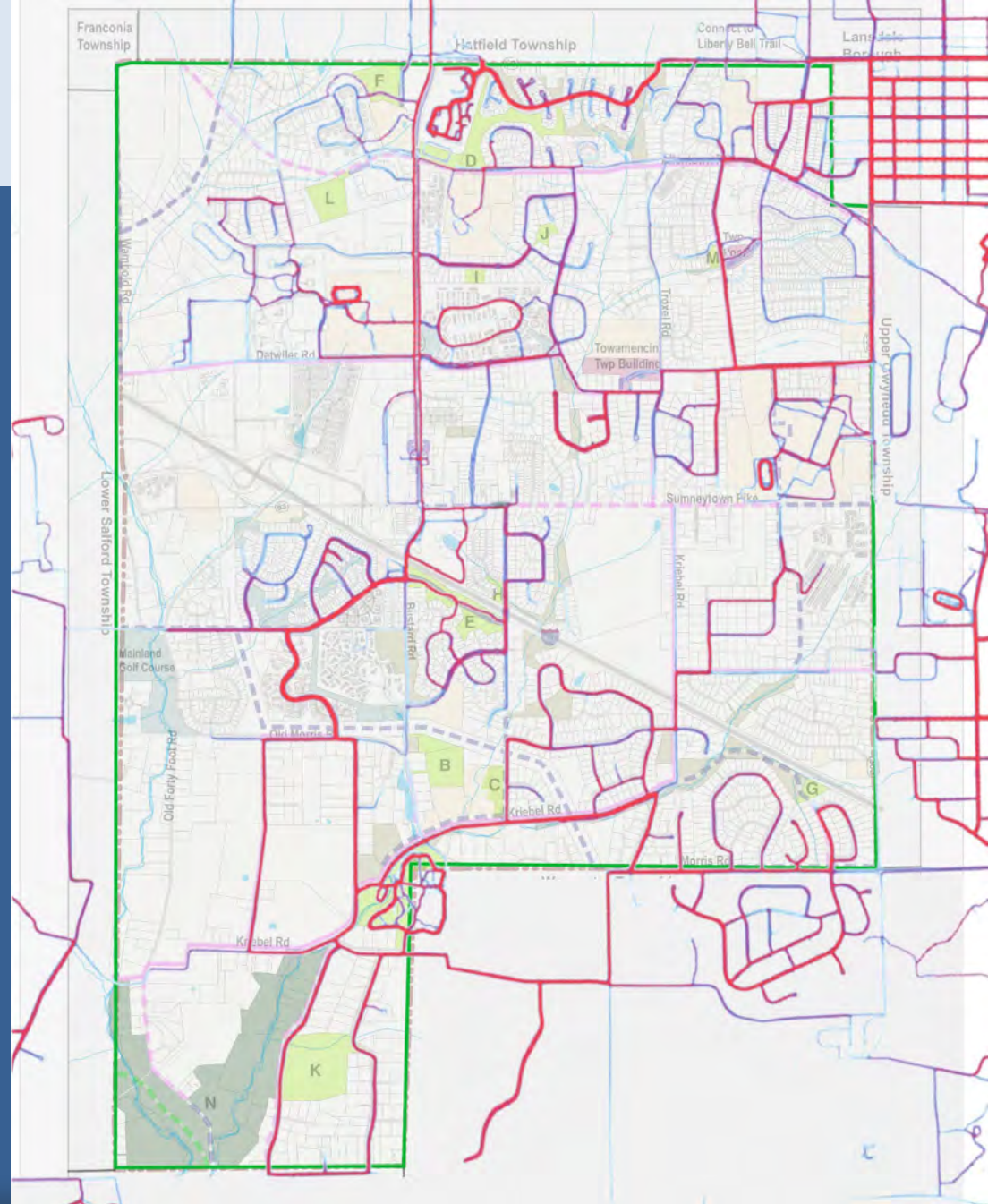
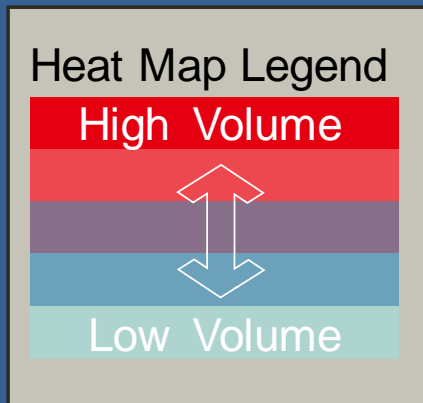
● Vehicle vs Bike

● Vehicle vs Pedestrian



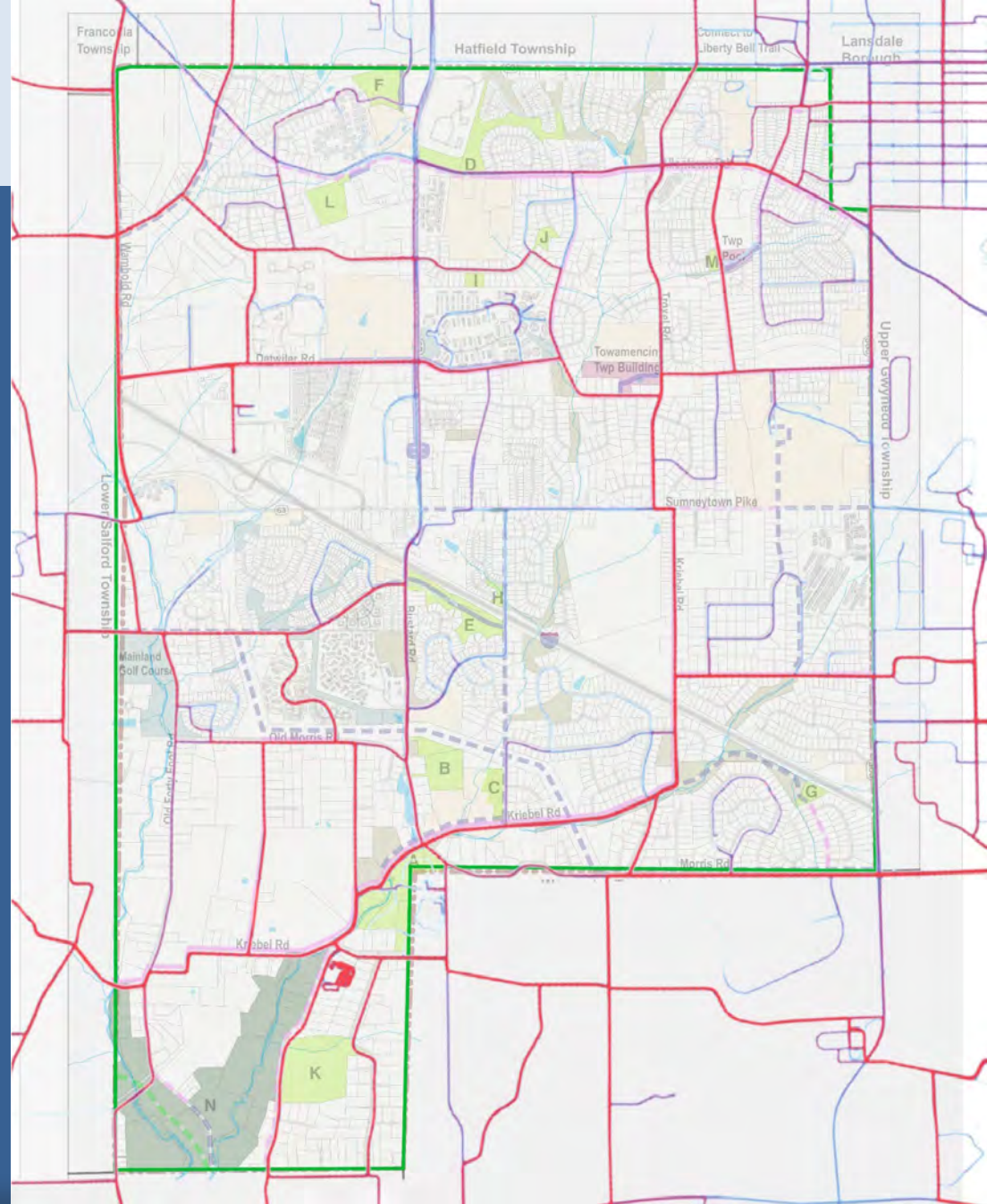
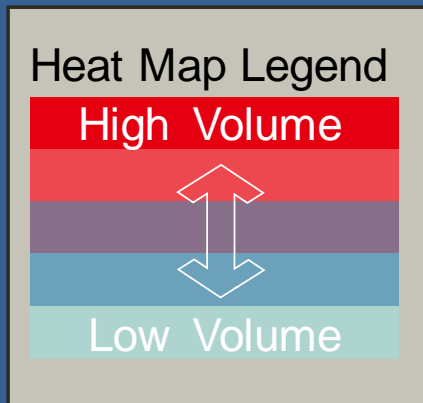
Data: STRAVA – Run

Strava is a social network for athletes to track exercise. The heatmap shows 'heat' made by aggregated, public activities over the last year. The heatmap is updated monthly. Activity that athletes mark as private is not visible.



Data: STRAVA – Cycling

Strava is a social network for athletes to track exercise. The heatmap shows 'heat' made by aggregated, public activities over the last year. The heatmap is updated monthly. Activity that athletes mark as private is not visible.



Kreibel Road Trail

KRT Phase 1 and 2 construction documents have been bid out. Installation of the two sections should occur within the near future.

Is there a chance to expand this trail to provide more connections?

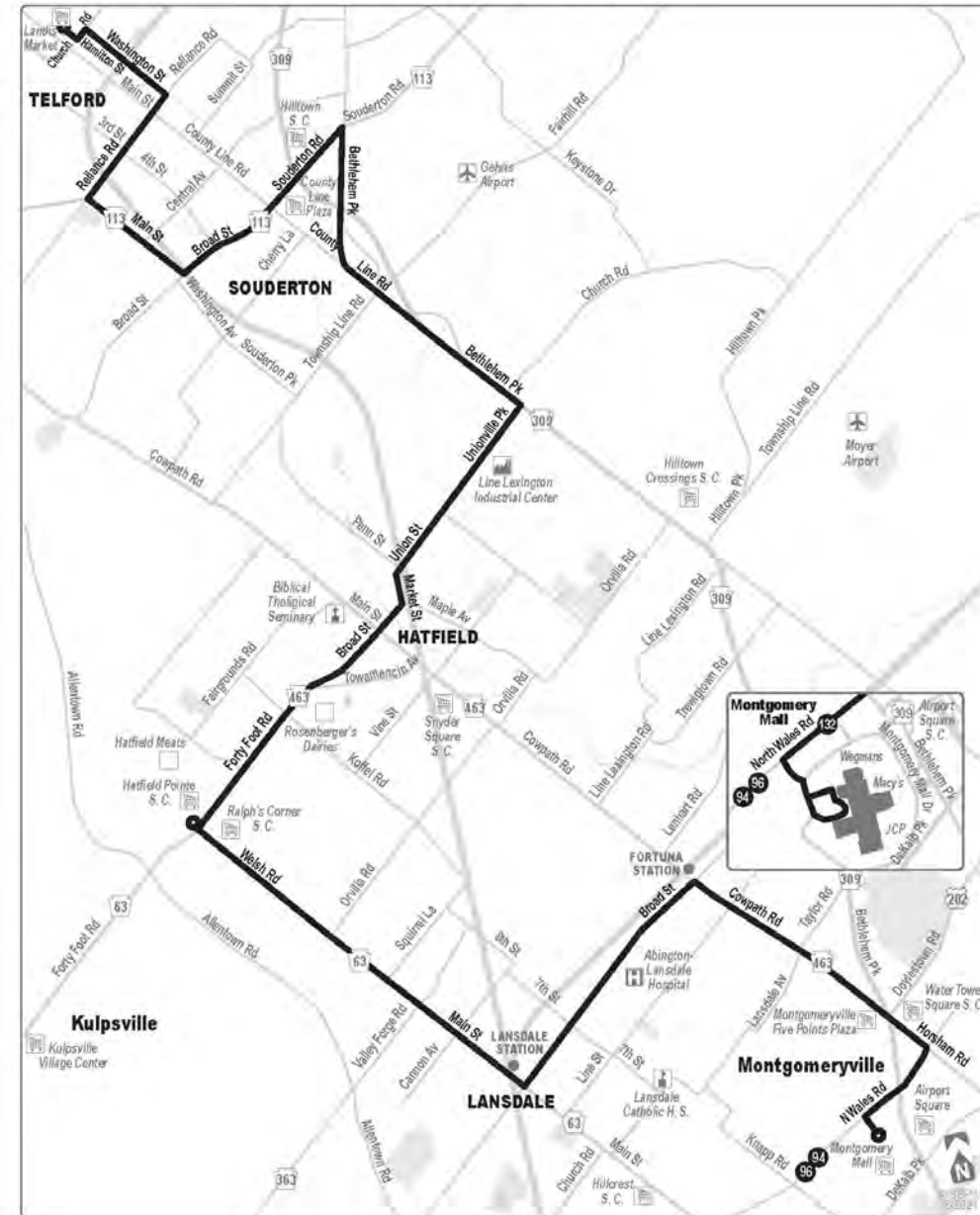
- Existing KRT - - - - -
- KRT Phase 1 - . - . - .
- KRT Phase 2 -



Bus Routes

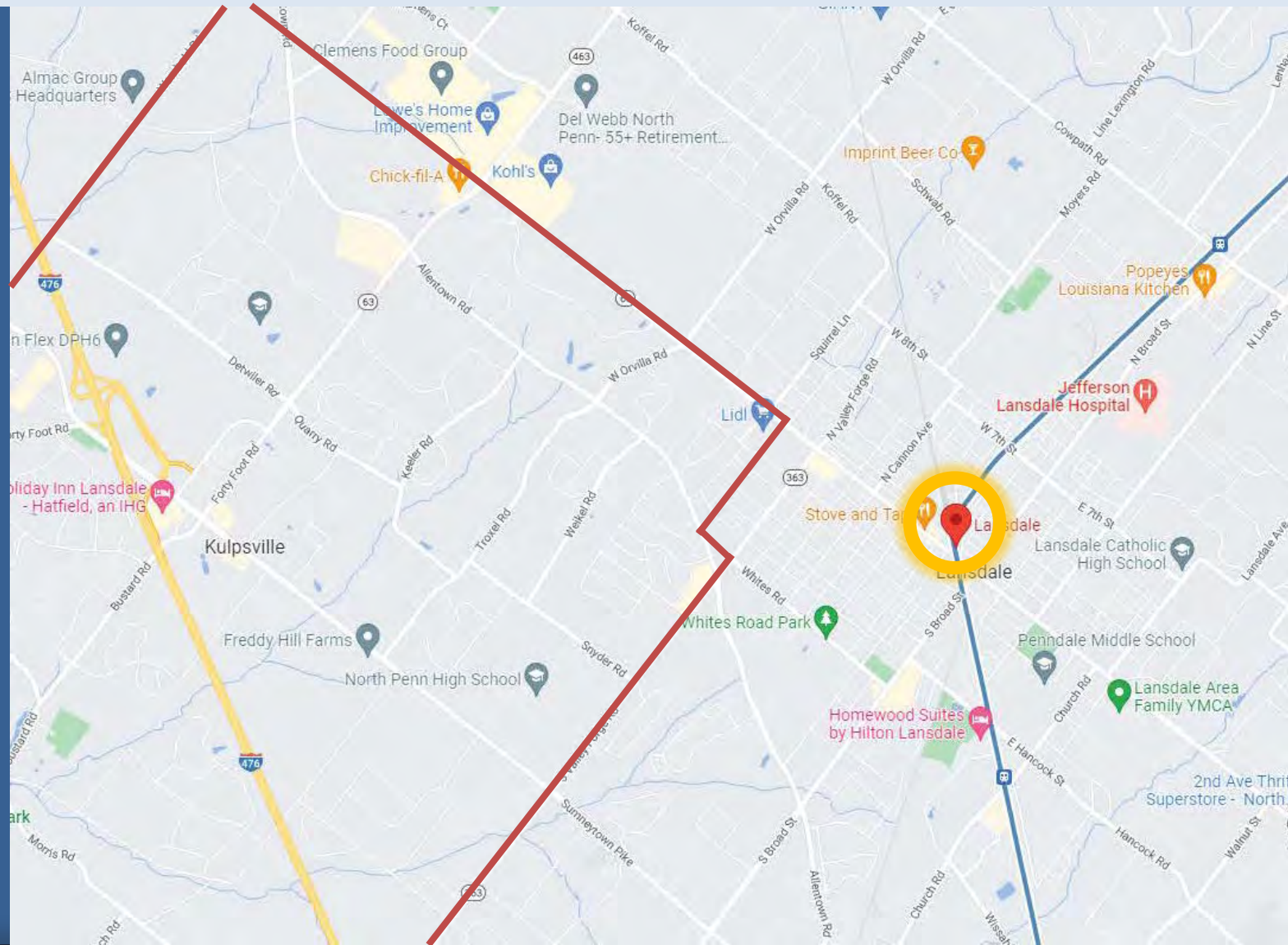
Only bus route - Rt. 132 - runs at the edge of the Township along Welsh Road

Route 132



SEPTA Regional Rail

- Lansdale is the closest station for the Regional Rail
- 15-minute walk to Township boundary
- 4.0 miles to center of Township (Forty Foot Road and Sumneytown Pike)



Walk Score

“Walk Score” is a website that provides ratings for walking, biking, and public transportation at an address. Ratings are scored between 0-100, with 100 being the best rating.

Walk Score measures the walkability of any address to nearby amenities, Transit Score measures access to public transit, and Bike Score measures whether a location is good for biking.

Comparable Locations

Car-Dependent ?
A location in Montgomery County
Commute to **Downtown Norristown**

59 min 60+ min 60+ min 60+ min [View Routes](#)

[Favorite](#) [Map](#) [Nearby Apartments](#)

Walk Score 7
Car-Dependent
Almost all errands require a car.

Bike Score 17
Somewhat Bikeable
Minimal bike infrastructure.

[About your score](#)

Skippack Township

120 Azalea Way
A location in Flourtown
Commute to **Dewstown Philadelphia**

52 min 60+ min 60+ min 60+ min [View Routes](#)

[Favorite](#) [Map](#) [Nearby Apartments](#)

[More about 120 Azalea Way](#)

Walk Score 50
Somewhat Walkable
Some errands can be accomplished on foot.

[About your score](#)
[Add scores to your site](#)

Springfield Township

Car-Dependent ?

A location in Montgomery County

Commute to **Downtown Norristown**

40 min 60+ min 60+ min [View Routes](#)

[Favorite](#) [Map](#) [Nearby Apartments](#)

Walk Score 18

Car-Dependent

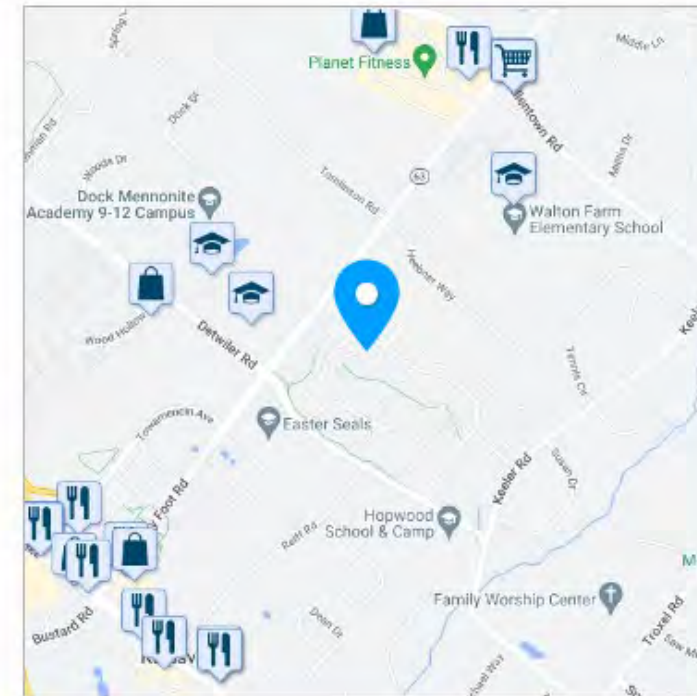
Almost all errands require a car.

Bike Score 33

Somewhat Bikeable

Minimal bike infrastructure.

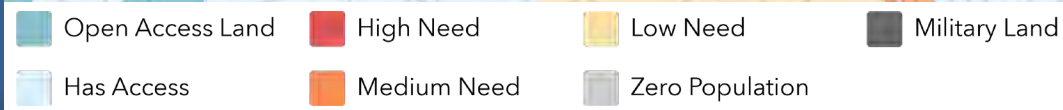
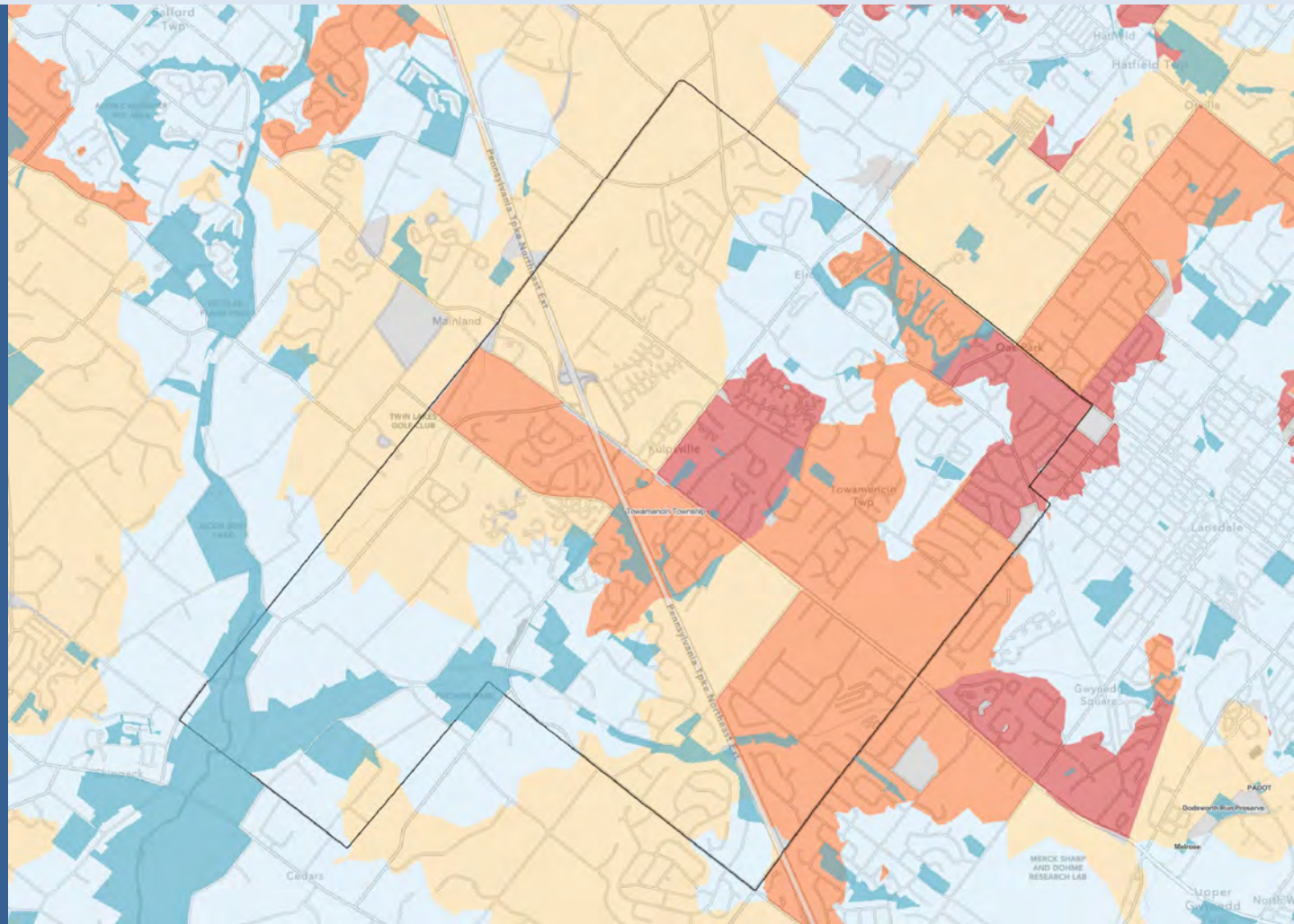
[About your score](#)
[Add scores to your site](#)



DCNR Accessibility to Parks, Trails, + Open Space Tool

Maps and stats based on a 10-minute walk to parks, trails, and public open spaces. Summary stats are at the township level.

Level of need is based on population density, youth population density, and low-income population density within each county.



10-Minute Walk Stats	Statewide	Towamencin Township (Montgomery County)
Population Served:	53%	28.12%
Kids Served:	54%	29.51%
Low-Income Served:	60%	25.78%
Minorities Served:	75%	29.56%

Major Destinations

- Parks
- Schools
- Township building
- Large residential neighborhoods
- Retail Centers
- Employment Centers
- Connections to adjacent communities

Sidewalks (& curbs) are typically required for Land Development Approval. These improvements can be waived or deferred by the Board of Supervisors. For years, sidewalks were often waived, although this is less the case in recent years. Deferral places sidewalk construction costs in escrow for construction at a later date.

Once in place, sidewalks must be maintained in good condition by the property owner. Snow must also be removed within 24 hours.



Trails 101 – User Groups



User Groups

Pedestrians



User Groups

Pedestrians



Active Lifestyle



User Groups

Pedestrians



Active Lifestyle



Experienced

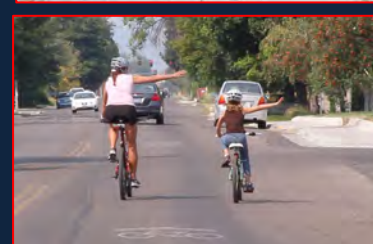


Cyclists

Casual



Child



User Groups

Pedestrians



Active Lifestyle



Experienced



Cyclists

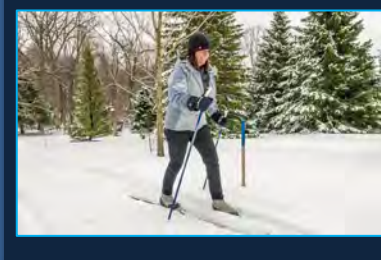
Casual



Child



Other Users





Trails 101 – Design Manuals



Design Manuals

Pennsylvania Trail Design & Development Principles

Guidelines for Sustainable, Non-motorized Trails



pennsylvania
DEPARTMENT OF CONSTRUCTION
AND NATURAL RESOURCES

Statewide Pedestrian and Bicycle Planning Handbook



September 2014
DOT-SP-14-01/SP-14-018
FHWA-SP-14-018

Prepared for:
U.S. Department of Transportation
Office of Planning
Federal Highway Administration



Accessibility Guidebook for Outdoor Recreation and Trails



SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE



U.S. Department of Transportation
Federal Highway Administration

Incorporating On-Road Bicycle Networks into Resurfacing Projects



U.S. Department of Transportation
Federal Highway Administration

MARCH 2015

Don't Give Up at the Intersection

Designing All Ages and Abilities Bicycle Crossings



NACTO

MAY 2019



DECEMBER 2016

Small Town and Rural Multimodal Networks



U.S. Department of Transportation
Federal Highway Administration

Designing Streets for Kids



Global Designing Cities Initiative

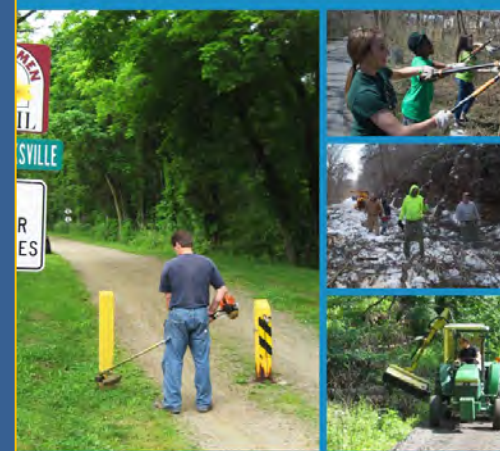
Trails for All People



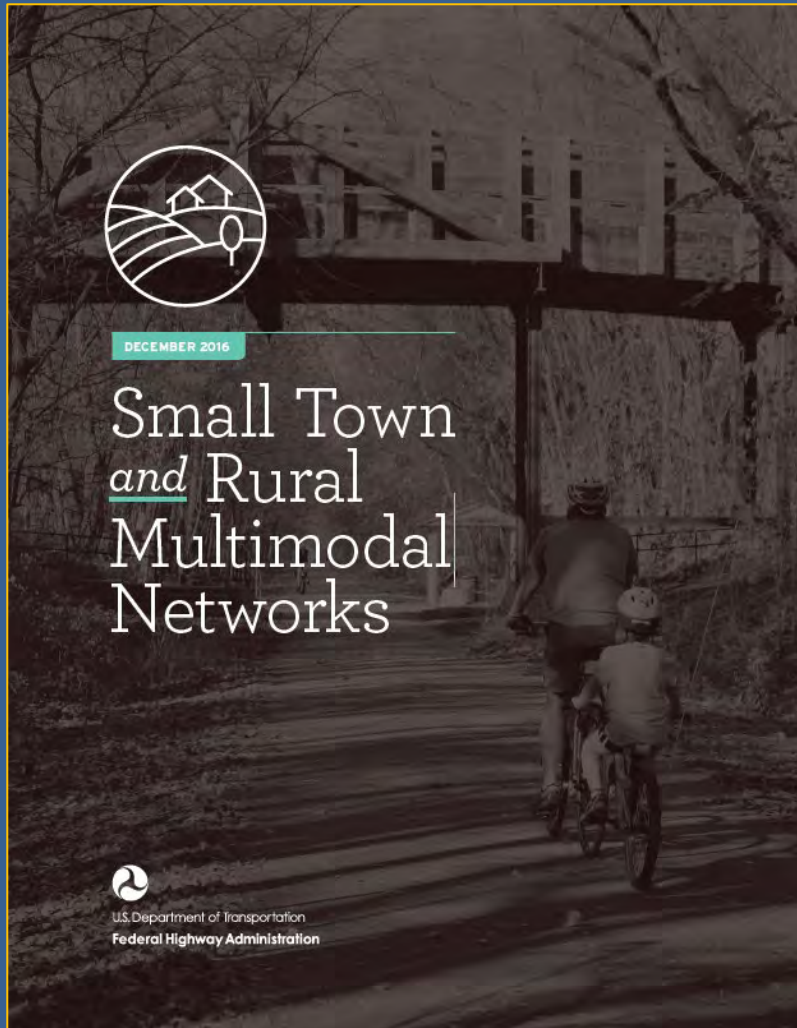
Guidance for Accessibility and Inclusive Design



Maintenance Practices and Costs of Rail-Trails

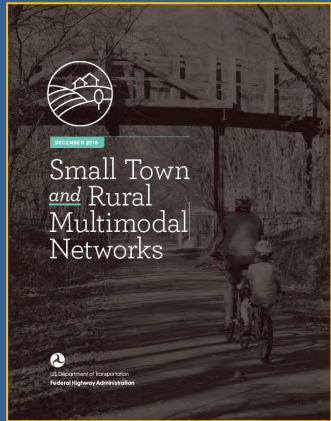


Small Town and Rural Multimodal Networks



- Facility design guide focused on suburban, small town, and rural areas.
- Provides example applications and case studies
- Applications based on roadway characteristics, configuration, and adjacent land use.
- Applications Include:
 - Bicycle Boulevards
 - Separated Bike Lanes
 - School connections
 - Speed Management
 - Bridges
 - Advisory Shoulders
 - Side paths
 - Sidewalks
 - Access to public lands

Small Town and Rural Multimodal Networks



Bicycle Boulevard

Bicycle boulevards provide a bicycle-priority route designed to offer convenient, low-stress access to local destinations and through neighborhoods. Combinations of access management, traffic calming, and crossing treatments work in concert to enhance the bicycling experience.

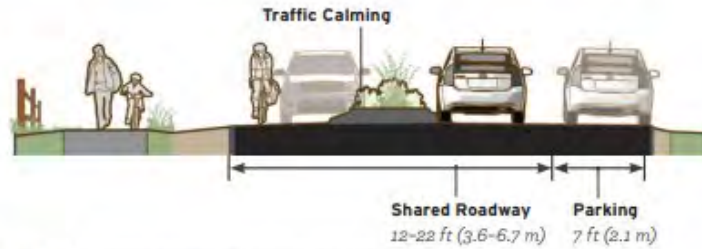


Figure 2-4. Common elements of a bicycle boulevard

GEOMETRIC DESIGN



Figure 2-5. Bicycle boulevards combine road markings, traffic-calming measures, and crossing improvements designed to enhance the comfort and priority of bicyclists traveling along the route.

Sidewalk

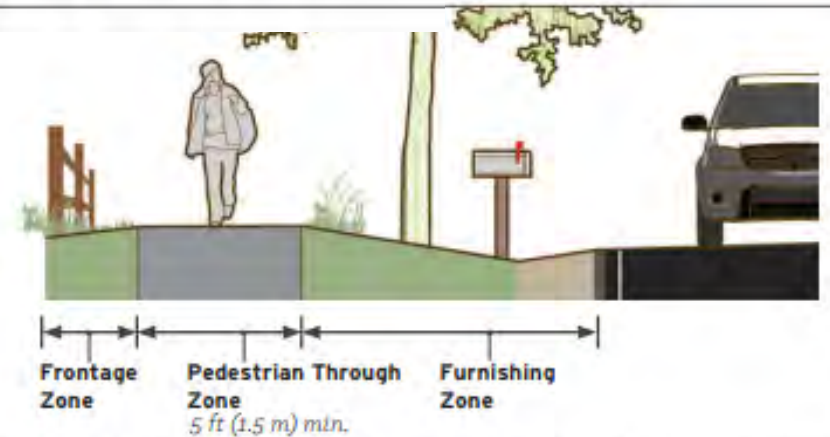
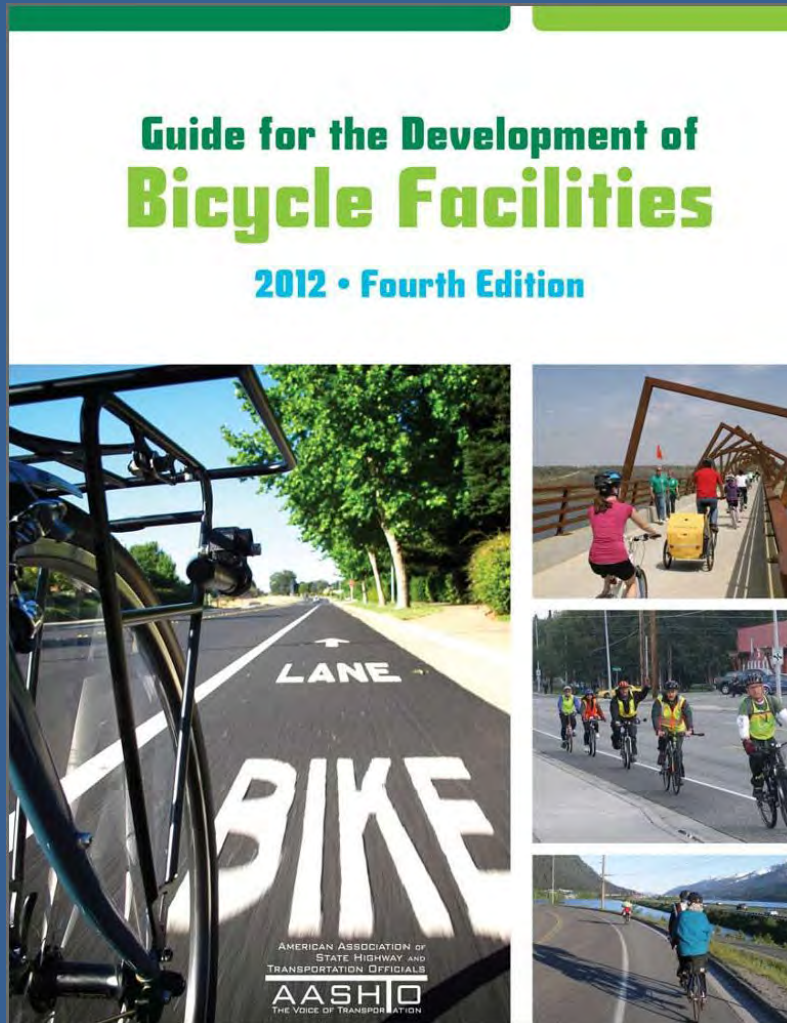


Figure 4-14. Sidewalks should be physically separated from the roadway by an unpaved buffer separation, barrier or curb edge.

Guide for the Development of Bicycle Facilities



- Prepared by the American Association of State Highway and Transportation Officials (AASHTO)

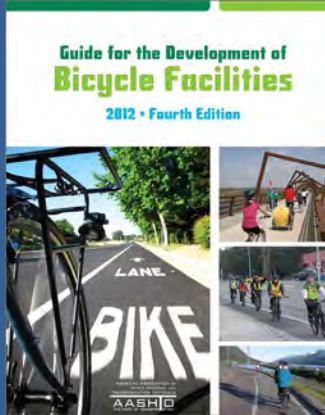


- **On-Road Facilities** – Bicyclists ride within the existing cartway.



- **Shared Use Paths**– Completely separated from the roadway. Also known as ‘off-road trails’, ‘greenways’, ‘shared use paths’, and/or ‘multi-use paths’.

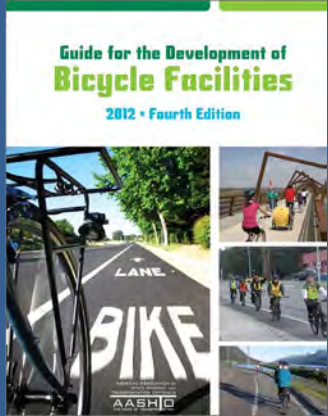
AASHTO – On-Road Facilities



BIKE LANES

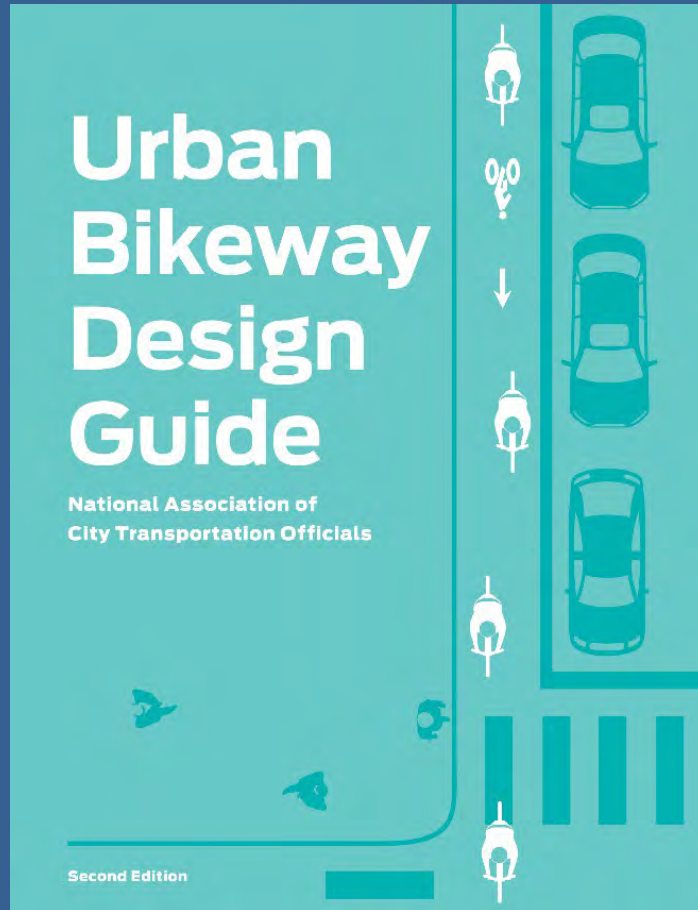
- Bicyclists operate within a designated portion of the roadway that is separate from motor vehicle traffic
- Bike Lane Widths
 - Not adjacent to Curb = 4' minimum
 - Adjacent to curb or other obstacle = 5' minimum
 - Adjacent to Parallel Parking = 5' minimum (7' preferred) – to be placed between parking lane and vehicle travel lane
- 6' – 8' bike lanes allow bicyclist to pass without leaving the bike lane
- MUTCD Signage – R3-17 'Bike Lane' at periodic intervals

AASHTO – Shared Use Paths



- Characterized as Bikeways that are physically separated from the roadway by a physical barrier or open space
- Should comply with current ADA requirements
- Typical Users include:
 - Upright Adult Bicyclists
 - Recumbent Bicyclists
 - Bicyclists pulling trailers
 - Hand Cyclists
 - Child Bicyclists
 - Inline Skaters
 - Roller Skaters
 - Skateboarders
 - Kick Scooter Users
 - Pedestrians
 - Runners

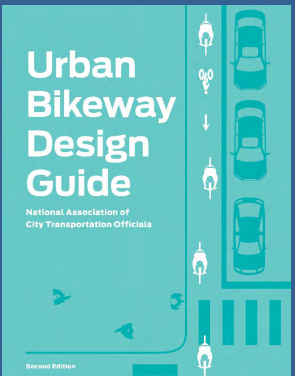
NATCO – Trail Facility Types



<https://nacto.org/publication/urban-bikeway-design-guide/>

- Additional guidelines for the development of trails – AASHTO standards should still be followed
- Provides additional guidelines for:
 - Bike Lanes
 - Cycle Tracks
 - Intersection Treatments
 - Bicycle Signals
 - Bikeway Signing and Marking
 - Bicycle Boulevards

NATCO – Trail Facility Types



Design Guidance

Shared Lane Markings

Required Features:

- The Shared Lane Marking is used within the United States as the bike-and-chevron "sharrow" illustrated in MUTCD figure 9C-9.
- Shared Lane Markings shall not be used on shoulders, or to designate bicycle detection at signalized intersections. (MUTCD 9C.07.03)

Recommended Features:

- Frequent, visible placement of markings is essential. The number of markings along a street should correspond to the difficulty bicyclists experience taking the proper path or position. SLMs used to bridge discontinuous bicycle facilities or along busier streets should be placed more frequently (50 to 100 feet) than along low traffic bicycle routes (up to 250 feet or more). SLMs used along low volume routes can be staggered by direction to provide markings close together.¹⁰

Optional Features:

- For wayfinding purposes the orientation of the chevron marking may be adjusted to direct bicyclists along discontinuous routes.
- Color may be used to enhance the visibility of the shared lane marking and to further encourage desired lane positioning.¹⁰
- Dotted line markings may accompany the shared lane marking to further encourage desired lane positioning.¹⁰

Modified Shared Lane Markings as seen in Portland, OR

Optional Shared Lane Marking Applications:

- Preferred placement on 25 mph streets: center of travel lane
- Minimum placement: 4 feet
- Minimum placement: 12 feet
- Lateral placement is critical to encourage riders to avoid the "door zone." The door zone represents an area where bicyclists must be especially aware of hazards that could be presented by the driver side door. Dedicated bicycle facilities can be designed to highlight this awareness. See guidance for Bike Lanes and Cycle tracks for more information.

STRIPING – SHARROWS

Design Guidance

Conventional Bike Lane

Recommended Features:

- When adjacent to a sidewalk, the desirable side of the bike lane is the side closest to the sidewalk. When adjacent to a street, the desirable side is the side closest to the street.
- When adjacent to a sidewalk, the desirable side of the bike lane is the side closest to the sidewalk. When adjacent to a street, the desirable side is the side closest to the street.

Recommended Features:

- When adjacent to a sidewalk, the desirable side of the bike lane is the side closest to the sidewalk. When adjacent to a street, the desirable side is the side closest to the street.

- Designated with a sign
- When possible, marking should be placed in the center of the travel lane to minimize wear and encourage bicyclists to occupy the full travel lane.
- On streets with posted 25 mph speeds or slower, preferred placement is in the center of the travel lane to minimize wear and encourage bicyclists to occupy the full travel lane. MUTCD guidance recommends minimum placement with no parking at 4 feet from the curb face.¹⁰
- On streets with posted 35 mph speeds or faster and motor vehicle volumes higher than 3,000 vpd shared lane markings are not a preferred treatment. On these streets other bikeway types are preferred.
- On streets with posted 25 mph speeds or slower, preferred placement is in the center of the travel lane to minimize wear and encourage bicyclists to occupy the full travel lane. MUTCD guidance recommends minimum placement with no parking at 4 feet from the curb face.¹⁰
- Color may be used to enhance the visibility of the shared lane marking and to further encourage desired lane positioning.¹⁰
- Dotted line markings may accompany the shared lane marking to further encourage desired lane positioning.¹⁰

Design Guidance

Time-Share Cycle Track

Recommended Features:

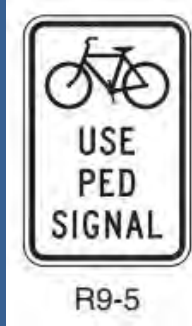
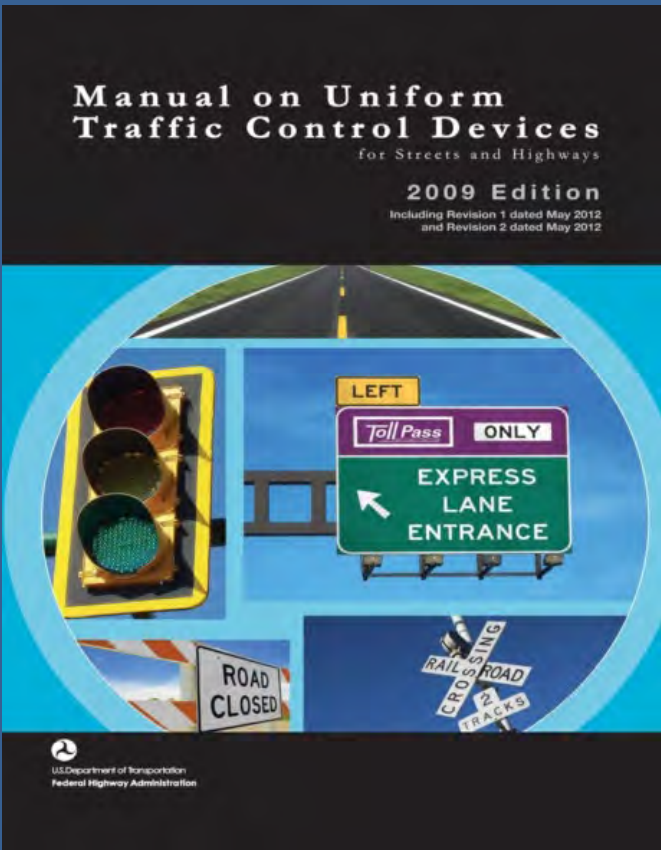
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- On streets with posted 35 mph speeds or faster and motor vehicle volumes higher than 3,000 vpd shared lane markings are not a preferred treatment. On these streets other bikeway types are preferred.
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- On streets with posted 35 mph speeds or faster and motor vehicle volumes higher than 3,000 vpd shared lane markings are not a preferred treatment. On these streets other bikeway types are preferred.

CYCLE TRACKS

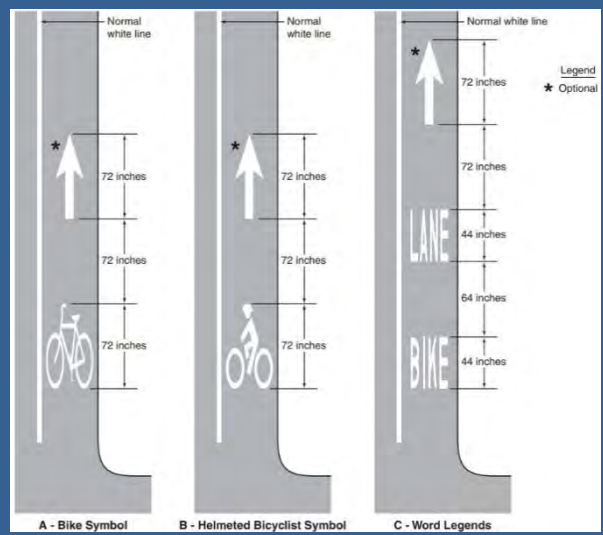
Recommended Features:

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MUTCD



- Manual of Uniform Traffic Control Devices
- Signage, Pavement Standards and highway traffic signals for both on-road and off-road trail facilities
- Provide for safe and efficient transportation



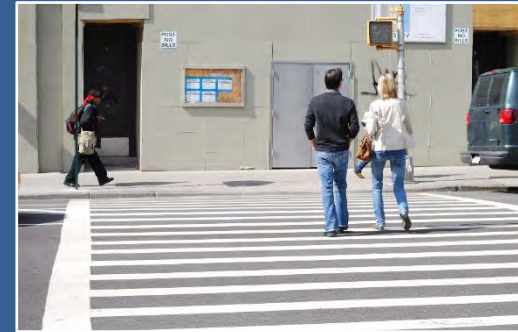


Improvement Toolbox



Improvement Toolbox

1. Sidewalk
2. Crosswalk
3. Speed Table
4. Speed Cushion
5. ADA Curb Cut
6. Rapid Flashing Beacon
7. Hand Man
8. Pedestrian Refuge Island
9. Multi-Use Trail
10. Sharrow
11. Bicycle Lane
12. Bump Out / Curb Extension



Sidewalks



Crosswalk



Speed Table



Speed Cushion



ADA Curb Cut



Rapid Flashing Beacon



Pedestrian Refuge Island



Multi-Use Trail



Bicycle Lane



Bump Out / Curb Extension



Stormwater curb extension, HOBOKEN



Card Technique – Public Input



Card Technique

GOALS

Goals for the project — initially broad, then specific

Facts - Good downtown, trails, walkable areas,
large University.

FACTS

CONCEPTS

Ideas for attaining project goals – Opportunities for connectivity
improvement

Partners - Groups, Businesses, Institutions to
create a partnership with

PARTNERS

Your Ideas, Comments, Suggestions...

GOALS

FACTS

CONCEPTS

PARTNERS

**DEVELOP A
WALKABLE
COMUNITY**

**TRUCK
TRAFFIC**

**POPULAR
DESTINATION**

**SCHOOL
DISTRICT**

**MAKE SAFER
FOR BIKES**

**ACCIDENTS AT
ALLENTOWN
RD + FOLK RD**

**SAFE
ROUTES FOR
PED / BIKES**

**THE
COUNTY**

**CONNECT
TO THE
PARKS**

**REGIONAL
HIGHWAY
ACCESS**

**NEIGHBORHOOD
DEVELOPMENT**

**LOCAL
BUSINESSES**

Discussion / Q&A



Please share your areas of concern on the map below.

Desired Routes

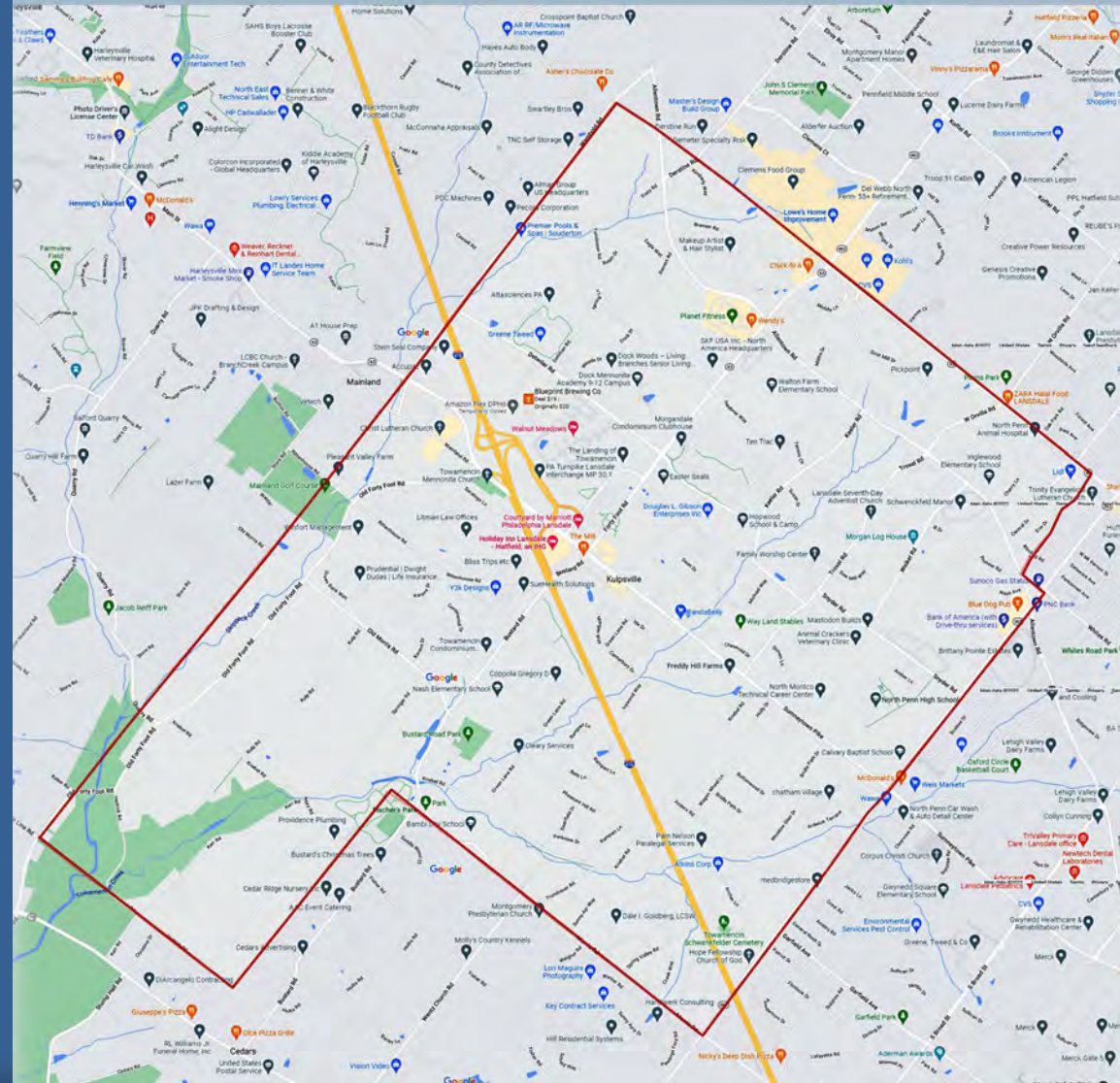
- Where would you like to see a route? On existing Trails, on low Volume Roads?

Destinations

- Schools
- Parks
- Business

Challenges

- Narrow Roads
- Needed Easements
- Difficult Intersections





Next Steps



Public Opinion Survey & WikiMapping



<https://qrco.de/Towamencin-Survey>



<https://qrco.de/Towamencin-Wikimap>

Next Steps

- **February 9th, 2023**
- We will review analysis and concepts of different sidewalk options

Towamencin Connectivity Study – Project Schedule

Meeting	Purpose	Date	Time
Committee Meeting #1	Project overview, initial site analysis, brainstorming	Monday, October 10, 2022	7:00 - 8:30 PM
Public Opinion Survey/ Wikimapping Period	Write and administer Public Opinion Survey/ Wikimapping	Monday, October 3, 2022 – Thursday, April 13, 2023	
Public Meeting #1	Project Overview / Public Brainstorming	Thursday, November 10, 2022	7:00 - 8:30 PM
Committee Meeting #2	Review Public Meeting/survey, analysis process, initial concepts	Monday, December 5, 2022	7:00 - 8:30 PM
Public Meeting #2	Analysis / Concepts	Thursday, February 9, 2023	7:00 - 8:30 PM
Committee Meeting #3	Concept refinement, draft plan overview	Monday, March 6, 2023	7:00 - 8:30 PM
Public Meeting #3	Draft Plan Presentation	Thursday, April 13, 2023	7:00 - 8:30 PM
Public Review Period	45-Day Draft Plan Review	Thursday, April 13, 2023 – Monday, May 29, 2023	
Board of Supervisors Meeting	Review Draft Plan	Wednesday, May 10, 2023	7:00 - 8:30 PM
Committee Meeting #4	Review comments and make revisions	Monday, June 5th, 2023	7:00 - 8:30 PM
Public Meeting #4	Present final plan	Thursday, June 22, 2023	7:00 - 8:30 PM

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NO
PARKING
BETWEEN
SIGNS