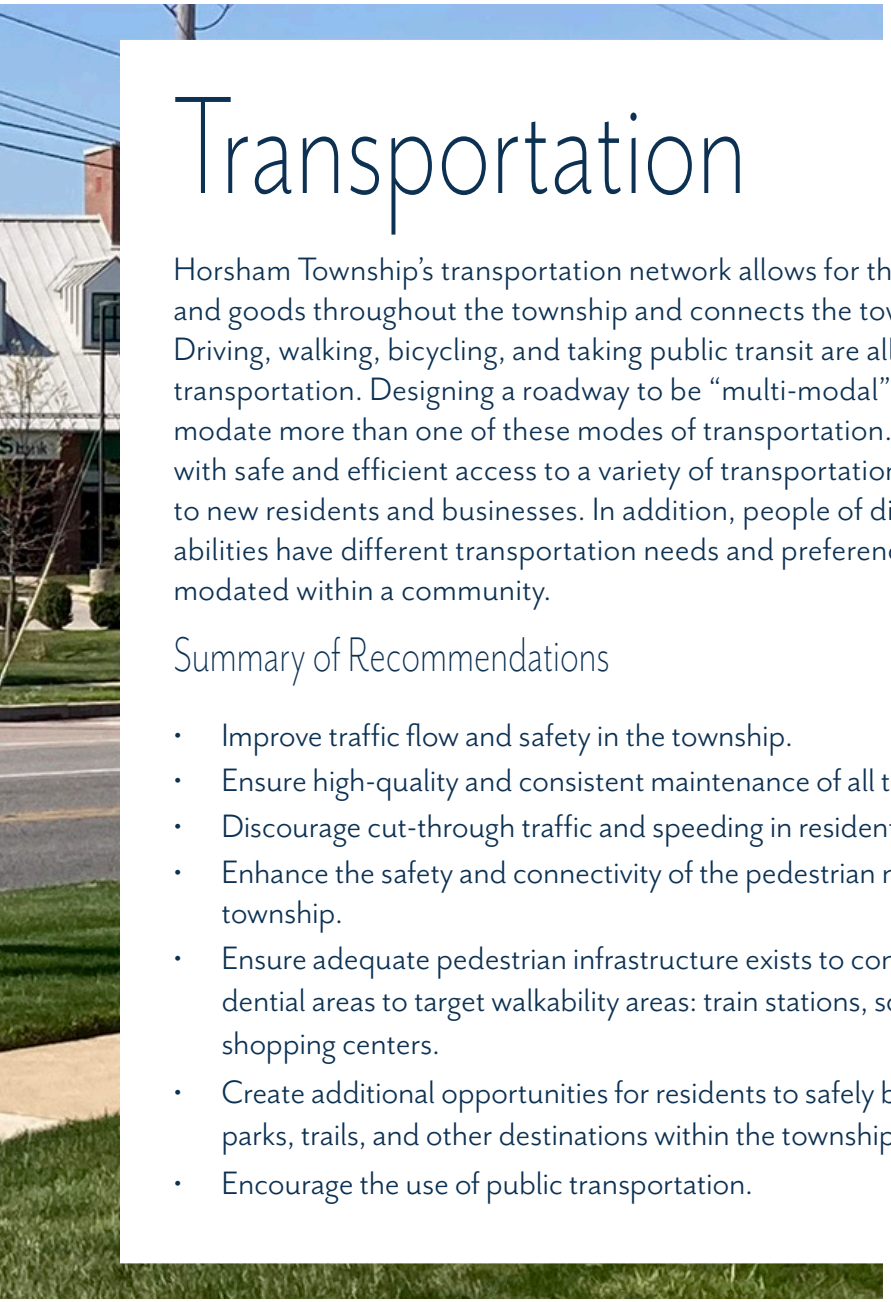
Recent intersection improvements at Welsh Road and Limekiln Pike expanded the sidewalk network, improved pedestrian crossings, and added dedicated turn lanes for vehicular traffic flow.

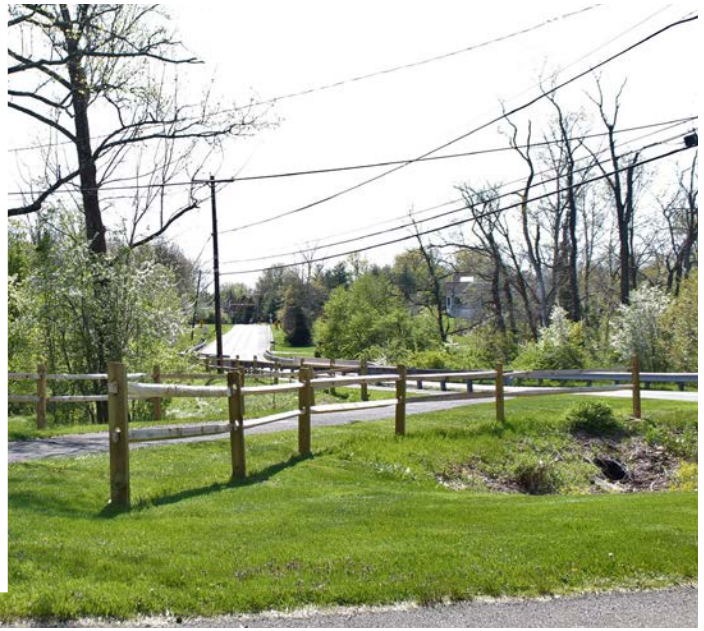


Transportation

Horsham Township's transportation network allows for the daily movement of people and goods throughout the township and connects the township to the greater region. Driving, walking, bicycling, and taking public transit are all examples of "modes" of transportation. Designing a roadway to be "multi-modal" allows it to safely accommodate more than one of these modes of transportation. In general, a community with safe and efficient access to a variety of transportation options is more attractive to new residents and businesses. In addition, people of different ages and physical abilities have different transportation needs and preferences that should be accommodated within a community.

Summary of Recommendations

- Improve traffic flow and safety in the township.
- Ensure high-quality and consistent maintenance of all township-owned roads.
- Discourage cut-through traffic and speeding in residential neighborhoods.
- Enhance the safety and connectivity of the pedestrian network throughout the township.
- Ensure adequate pedestrian infrastructure exists to connect the township's residential areas to target walkability areas: train stations, schools, parks, libraries, and shopping centers.
- Create additional opportunities for residents to safely bicycle from their homes to parks, trails, and other destinations within the township.
- Encourage the use of public transportation.



Top: Horsham's local residential streets are often characterized by sidewalks and established street trees.
Bottom: A sidepath along Cedar Hill Road provides a connection between Cedar Hill Road Park and the Power Line Trail.

Community Transportation Patterns

Nearly all of Horsham households own at least one vehicle (see Table 15 below) and over 75% of Horsham resident workers drive alone during their commute to work (see Table 16 to the right). However, a number of Horsham Township households have no vehicle available and therefore rely on other means of transportation such as walking and public transit. The average commute time for Horsham residents is 27.7 minutes, which is typically similar to or lower than the adjacent municipalities (see Table 16 to the right).

The community survey responses provided helpful insights into common transportation concerns from the community. The roadways that the community is most concerned about with regards to traffic safety (including vehicular, pedestrian, and bicyclist safety) are Easton Road (Route 611) and Horsham Road (Route 463) with 48% and 37% of respondents selecting them, respectively. Speeding is the number one concern identified, followed by lack of sidewalks, congestion, lack of bicycling facilities, and reckless driving. *See Appendix A for the full community survey results.*

Over 42% of survey respondents selected improving road conditions or traffic concerns as one of their top three priority for the township over the next 20 years. In addition, 21% of respondents selected improving pedestrian and bicycle safety and 6% selected expanding public transit access and shuttle services.

Table 16. Commute to Work Characteristics: 2022

MUNICIPALITY	% OF WORKERS 16 YEARS AND OVER						
	DRIVE ALONE	CARPOOL	PUBLIC TRANSPORTATION	WALK	OTHER (INCLUDING BICYCLE)	WORK FROM HOME	AVERAGE COMMUTE TRAVEL TIME TO WORK (MINUTES)
Horsham Township	*75.1%*	*4.8%*	*2.9%*	*1.1%*	*0.2%*	*15.9%*	*27.7*
Lower Gwynedd Township	*67.8%*	*4.5%*	*2.0%*	*2.0%*	*2.7%*	*20.9%*	*30.7*
Montgomery Township	*70.2%*	*6.8%*	*3.9%*	*1.2%*	*0.6%*	*17.4%*	*30.2*
Upper Dublin Township	*67.6%*	*3.4%*	*4.8%*	*1.5%*	*0.8%*	*22.0%*	*28.1*
Upper Moreland Township	*74.0%*	*7.8%*	*3.0%*	*1.3%*	*0.6%*	*13.3%*	*27.8*
Montgomery County	*69.4%*	*6.0%*	*3.4%*	*2.1%*	*1.1%*	*18.0%*	*28.2*
Warminster Township	*79.9%*	*5.3%*	*2.5%*	*1.1%*	*0.7%*	*10.5%*	*29.3*
Warrington Township	*70.4%*	*4.6%*	*3.6%*	*1.7%*	*1.0%*	*18.6%*	*31.5*
Bucks County	*74.9%*	*5.8%*	*2.3%*	*1.2%*	*0.9%*	*14.9%*	*29.9*

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Table 15. Number of Vehicles per Household: 2022

MUNICIPALITY	% OF HOUSEHOLDS BY # OF VEHICLES PER HOUSEHOLD			
	NO VEHICLE AVAILABLE	1 VEHICLE AVAILABLE	2 VEHICLES AVAILABLE	3 OR MORE VEHICLES AVAILABLE
Horsham Township	*1.5%*	*28.7%*	*41.5%*	*28.3%*
Lower Gwynedd Township	*7.6%*	*31.2%*	*39.9%*	*21.4%*
Montgomery Township	*3.4%*	*24.7%*	*47.0%*	*24.9%*
Upper Dublin Township	*3.1%*	*19.9%*	*54.0%*	*23.0%*
Upper Moreland Township	*5.2%*	*34.3%*	*39.3%*	*21.2%*
Montgomery County	*5.2%*	*31.8%*	*42.6%*	*20.4%*
Warminster Township	*6.7%*	*34.6%*	*39.1%*	*19.7%*
Warrington Township	*1.9%*	*26.0%*	*45.1%*	*27.0%*
Bucks County	*4.7%*	*28.2%*	*41.4%*	*25.7%*

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Horsham Road (S.R. 463) is an important arterial that connects the township from east to west.

Vehicular Transportation

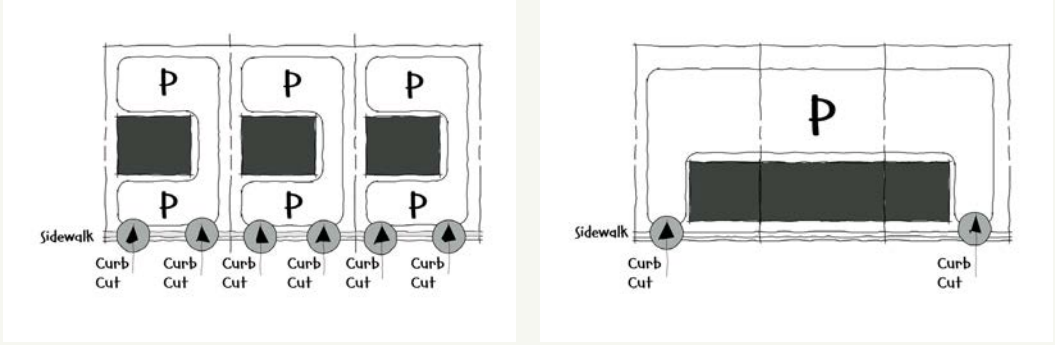
Horsham Township, established in 1717, remained a largely agrarian community with limited industrial and commercial activity for over 200 years.[1] As development activity increased in the mid-20th Century, the township remained a low-density residential community with scattered non-residential uses. The timing and pattern of development encouraged vehicular transportation over other modes of transportation.

Many of Horsham's existing thoroughfares, including County Line Road, Horsham Road, and Welsh Road, date back to the township's early development and have expanded over time as development increased. The significant early settlements in the township were centered around the intersections of major roadways that are still heavily used today: Horshamville at Horsham and Easton Roads, Prospectville at Limekiln Pike and Horsham Road, and Maple Glen on Welsh Road between Limekiln Pike and Norristown Road.[2]

[1] "2003 Horsham Township Park and Recreation Plan Update Chapter 2." Horsham Township. https://www.horsham.org/files/documents/document1662113235040115.pdf.

[2] "Horsham History." Horsham Township. https://www.horsham.org/pview.aspx?id=10480.

Example of Redevelopment Scenario with Driveway Consolidation



Commercial development of individual parcels along auto-oriented corridors over-time often results in an excessive and inefficient number of vehicular access points (example above, left) which can contribute to roadway congestion and safety issues. Access management improvements could be achieved through redevelopment by encouraging lot consolidation, shared driveway access, and shared parking (example above, right) so as to reduce the number of curb cuts onto the main roadway. Minimizing the number of curb cuts can also improve the pedestrian environment by ensuring a more continuous pedestrian walkway. Fewer un-signalized vehicular access points can also improve traffic flow and safety.

Community Survey Feedback

A majority of survey respondents indicated that maintaining roads and bridges in good condition should be a high priority for roadway improvements. In addition, 47% of respondents selected improving signal timing as a high priority, which could include adding more left-turn signals. The community survey results indicated mixed community feelings on the provision of additional street lights with 30% indicating it should be a high priority and 24% indicating it should be a low priority.

Road Ownership

Today, the majority of the residential roads through the township are owned and maintained by the township; however many of the higher-traffic roads through the township are either county-owned or state-owned roads (see Map 7 on the following page).

PennDOT Roads

The Pennsylvania Department of Transportation (PennDOT) owns and maintains nearly 24 miles of roads in Horsham Township, including: Welsh Road (Route 63), Blair Mill Road, County Line Road, Norristown Road, Limekiln Pike (Route 152), Easton Road (Route 611), Bethlehem Pike (Route 309), and portions of Horsham Road (Route 463). PennDOT reviews any Highway Occupancy Permit (HOP) applications for new developments that will take vehicular access off of a state-owned road.

The PennDOT Connects program allows for a greater focus on coordinating with municipalities earlier in the project planning for PennDOT roadway and bridge projects in order to identify and incorporate multi-modal improvements based on local priorities.

Route 611 Coordinated Improvements

Route 611 Decade of Investment was a PennDOT initiative that recommended a series of coordinated improvements along Route 611/Easton Road. The study also evaluated adjacent major roads for improvements, including Limekiln Pike, Blair Mill Road, Norristown Road, Lower State Road, Welsh Road, and Norristown Road. Generally the recommended transportation improvements are related to mitigating weekday peak period traffic congestion with intersection or roadway widening improvements and non-traffic congestion related improvements such as signage, pedestrian enhancements, pavement markings, or other community-driven transportation improvements.

Route 611 Corridor Improvement Plan

Horsham Township is undertaking a comprehensive, multi-modal improvement plan for the Route 611 (Easton Road) corridor from Blair Mill Road to County Line Road. This plan will build upon previous studies by incorporating updated data and a "preferred alternative" in order to move forward with future funding requests and/or infrastructure improvements related to the WGNAS redevelopment.

Horsham Road & Limekiln Pike Intersection Improvements

Improvements to the intersection of Horsham Road (Route 463) and Limekiln Pike (Route 152) are recommended in the *Route 611 Transportation Study*, to provide additional capacity through the intersection. Additional improvements planned include the installation of two new traffic signals, 5-foot wide sidewalks, ADA curb ramps, and a new signalized pedestrian crossing. Project funding included $1 million from the Commonwealth Financing Authority and $3 million from the PennDOT Multimodal Transportation Fund.[3]

Horsham Road Bridge Replacement

This project will increase the width of the existing bridge structure on Horsham Road across Park Creek to allow for two lanes of traffic in both directions. This project is being undertaken to allow Horsham Road to be widened to a five lane cross section from Babylon Road to Limekiln Pike at a future date.

Blair Mill Road Widening Project

A series of improvements is planned for Blair Mill Road in conjunction with Upper Moreland Township. The project is being completed in three phases:

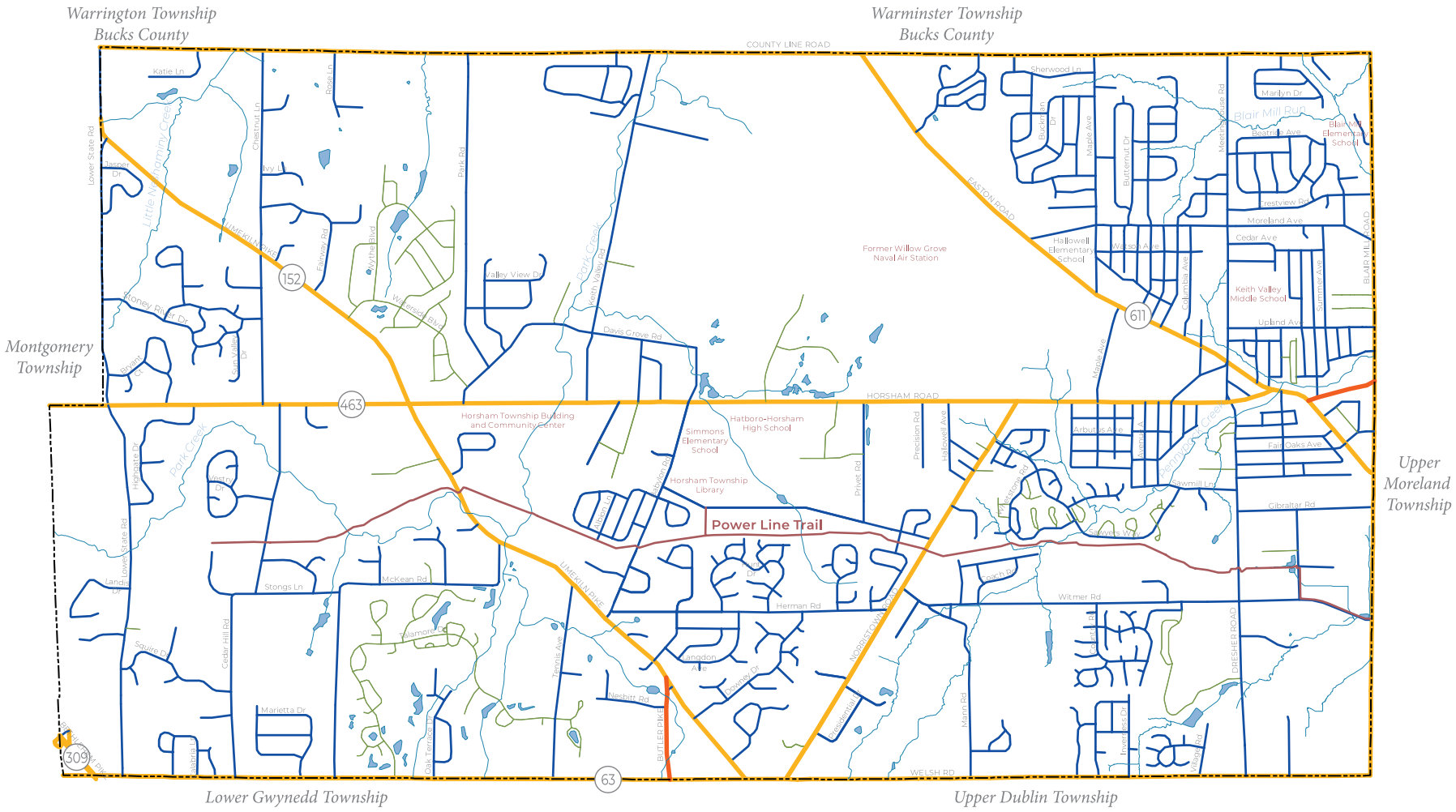
- **Phase 1** – *completed* – included improvements at eastern end of Blair Mill Road at Easton Road
- **Phase 2** – *current phase* – widening eastbound Blair Mill Road approaching Easton Road, improvements at the intersection of Blair Mill Road and Commerce Avenue/Witmer Road, and improvements at the intersection of Blair Mill Road and Horsham Gate/Willow Grove Pointe shopping centers
- **Phase 3** – *under design* – improvements to the northern and eastern corners of the intersection of Blair Mill Road and Easton Road, pedestrian improvements along the corridor, and widening of Blair Mill Road to five lanes from Welsh Road to Easton Road.

Montgomery County Roads

Montgomery County owns and maintains 1.5 miles of roads in Horsham Township, including: Butler Pike and Horsham Road (from Easton Road to Blair Mill Road). The Montgomery County Roads and Bridges Department maintains county-owned roads, and also reviews any Highway Occupancy Permit (HOP) applications for new developments that will take vehicular access off of a county-owned road.

[3] PennDOT Multimodal Transportation Fund Awards: https://content.pahouselink.com/wp-content/uploads/2018-19-PennDOT-Multimodal-Transportation-Fund-Awards.pdf

Map 7. Road Ownership



Private Roads

Township Roads

County Roads

PennDOT Roads

Source: PennDOT

0 0.25 0.5 1 Miles

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Montco Pikes

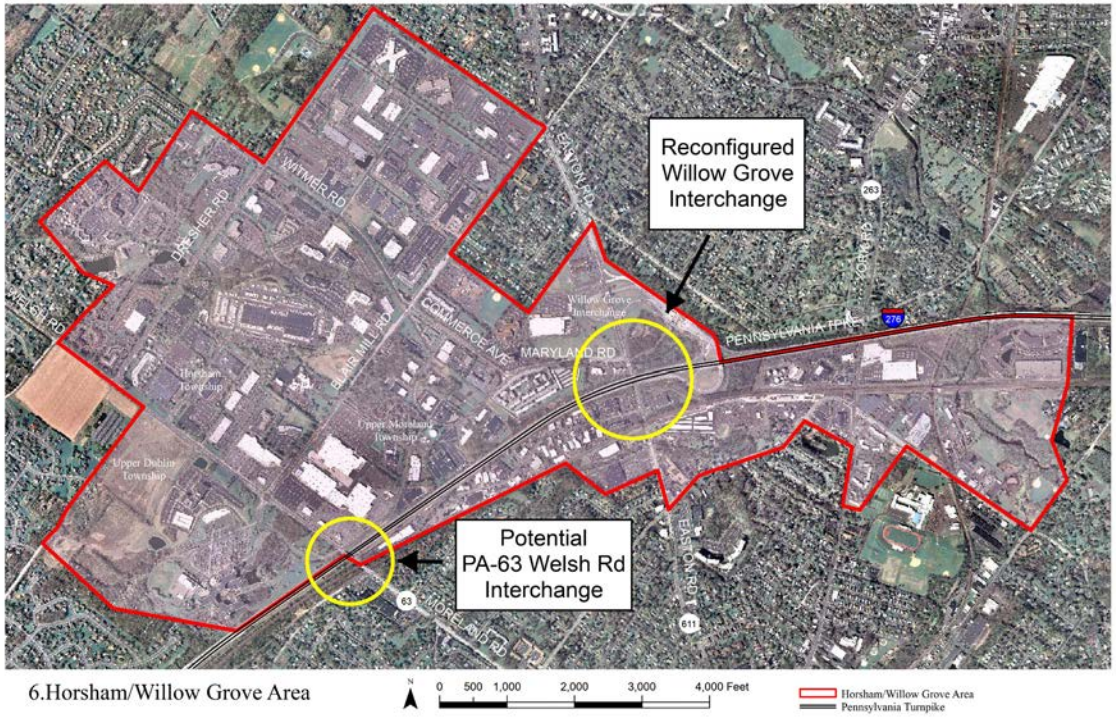
Montco Pikes,[4] published in July 2022, studies six major county-owned corridors, including Butler Pike, and presents a long-term vision for each in terms of both overall character and function. Key issues identified for Butler Pike that are relevant to Horsham Township include safety and operational issues at the intersection with Welsh Road and overall lack of connectivity for pedestrians and bicyclists. Improvements to the intersection of Butler Pike and Welsh Road were identified as a high priority. The study recommends reconfiguring this intersection in order to add turning lanes and upgrade pedestrian crossings and signals.

Eastern Montco Interchanges Working Group

Starting in 2022, Horsham Township began partnering with Montgomery County, Abington Township, Hatboro Borough, Upper Dublin Township, and Upper Moreland Township to create the Eastern Montco Interchanges Working Group. This working group's purpose is to provide an ongoing opportunity for the municipalities, the county, elected officials, property owners, and other stakeholders to coordinate efforts on the creation of three planned PA Turnpike interchanges on Virginia Drive, Welsh Road, and Willow Grove (at Easton Road) from the *Pennsylvania Turnpike Corridor Reinvestment Project*[5] and improvements to the adjacent roadway network.

Horsham Township Roads

The majority of roads within the township are township-owned and maintained. The township Public Works Department is responsible for many road maintenance tasks, including pothole repair and snow removal.



Source: Pennsylvania Turnpike Corridor Reinvestment Project

Act 209 Transportation Impact Fee

As authorized by the Municipalities Planning Code, the township has enacted a transportation impact fee ordinance in order to help fund off-site road improvements necessary to support new growth and development. To advance this objective, the township enacted a transportation impact fee that is levied on a development at the time a building permit is issued. The township's transportation impact fee ordinance was first adopted in 1991, and was last updated in 2013.

The first step in creating a transportation impact fee is to form a Transportation Impact Fee Advisory Committee. Then the municipality passes a resolution establishing the transportation impact fee and completes the following documents prior to establishing the actual fee amount:

1. **Land Use Assumption Report** – predict and evaluate anticipated growth and land development within each transportation service area over a 5-year planning time period
2. **Roadway Sufficiency Analysis** – define the transportation service area boundaries, evaluate intersections, and establish desired level of service
3. **Capital Improvements Plan** – list improvements needed to achieve desired level of service (see Table 17 on the following page for a summary of the improvements in the 2012 capital improvements plan)

[4] Montco Pikes: https://www.montgomerycountypa.gov/montcopikes
[5] PA Turnpike Corridor Reinvestment Project: https://www.montgomerycounty-pa.gov/1553/PA-Turnpike-Corridor-Reinvestment-Projec

Table 17. Summary of 2012 Capital Improvements Plan

CONDITION	TSA	INTERSECTION	IMPROVEMENT
Existing Conditions	East	*Meetinghouse Rd/Moreland Ave*	*NB Meetinghouse Rd RTL; signal modifications*
		Horsham Rd/Norristown Rd	*EB Horsham Rd RTL; change cycle length; signal modifications*
		Horsham Rd/Maple Ave	*SB Maple Rd RTL; change cycle length; signal modifications*
		Horsham Rd/Dresher Rd	*Change cycle length; signal modifications*
		Blair Mill Rd/Easton Rd	*Convert New Rd to one-way WB; signal modifications*
	West	*Country Line Rd/Easton Rd*	*Remove Privet Rd approach; extend NB Easton Rd LTL; signal modifications*
		Horsham Rd/Chestnut Ln	*Signal modifications*
		Horsham Rd/Limekiln Pk	*Signal modifications*
		Horsham Rd/Keith Valley Rd	*Change cycle length; signal modifications*
		Horsham Rd/Babylon Rd	*Change cycle length; signal modifications*
		Horsham Rd/Precision Dr/New Base Rd	*Change cycle length; signal modifications*
		Horsham Rd/Privet Rd	*Change cycle length; signal modifications*
		Lower State Rd/Welsh Rd	*SB Lower State Rd channelizing island; signal modifications*
		Norristown Rd/Welsh Rd	*Provide protected-permitted NB Norristown Rd left turn movement; signal modifications*
Pre-Development Conditions	East	*Horsham Rd/Norristown Rd*	*WB Horsham Rd dual LTL; construct SB Norristown Rd receiving lane; signal modifications*
		Horsham Rd/Maple Ave	*EB Horsham Rd dual LTL; construct NB Maple Ave receiving lane; signal modifications*
		Horsham Rd/Dresher Rd	*NB Dresher Rd RTL; signal modifications*
		Norristown Rd/Welsh Rd	*NB Norristown Rd RTL; signal modifications*
		*Norristown Rd/Witmer Rd**	*Change cycle length; signal modifications*
		*Norristown Rd/Herman Rd**	*Change cycle length; signal modifications*
	West	*Country Line Rd/Easton Rd*	*NB and SB Easton Rd dual LTLs; signal modifications*
		Horsham Rd/Chestnut Ln	*Signal timing adjustments*
		Horsham Rd/Limekiln Pk	*EB Horsham Rd RTL*
Post-Development Conditions	East	*Easton Rd/Moreland Ave*	*Signalization; NB and SB Easton Rd protected-permitted left turn phasing; construct NB Easton Rd LTL*
		Easton Rd/Maple Ave (north)	*NB and SB Easton Rd RTLs; NB and SB Easton Rd protected-permitted LT phasing; EB Maple Ave dual LTLs, dedicated RTL; signal modifications*
		Moreland Ave/Maple Ave	*Signalization and coordinate with Easton Rd signals*
		Easton Rd/Meetinghouse Rd	*Signal modifications*
		Horsham Rd/Norristown Rd	*NB Norristown Rd protected-permitted LT phasing and RTL; SB Norristown Rd left and thru-right lanes; extend EB Horsham Rd LTL and add protected-permitted LT phasing; signal modifications*
		Horsham Rd/Maple Ave	*Pre-development improvements not required; signal modifications*
		Blair Mill Rd/Easton Rd	*Remove New Rd approach; signal modifications*
		Runway Blvd/Maple Ave	*Norristown Rd and Maple Ave connections to Runway Blvd; signalization*
	West	*Country Line Rd/Keith Valley Rd*	*Signal modifications*
		County Line Rd/Easton Rd	*EB and WB County Line Rd RTLs; construct NB Easton Rd thru-right lane***
		Easton Rd/WGNAS Main Gate	*Signal modifications*
		Horsham Rd/Chestnut Ln	*Construct EB Horsham Rd LTL*
		Horsham Rd/Limekiln Pk	*Additional EB and WB Horsham Rd thru-lanes; signal modifications*
		Horsham Rd/Davis Grove Rd	*Additional EB and WB Horsham Rd thru-lanes*
		Horsham Rd/Keith Valley Rd	*Additional EB and WB Horsham Rd thru-lanes; signal modifications*

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; ITS = Intelligent Transportation Systems; RTL = Right Turn Lane; LTL = Left Turn Lane

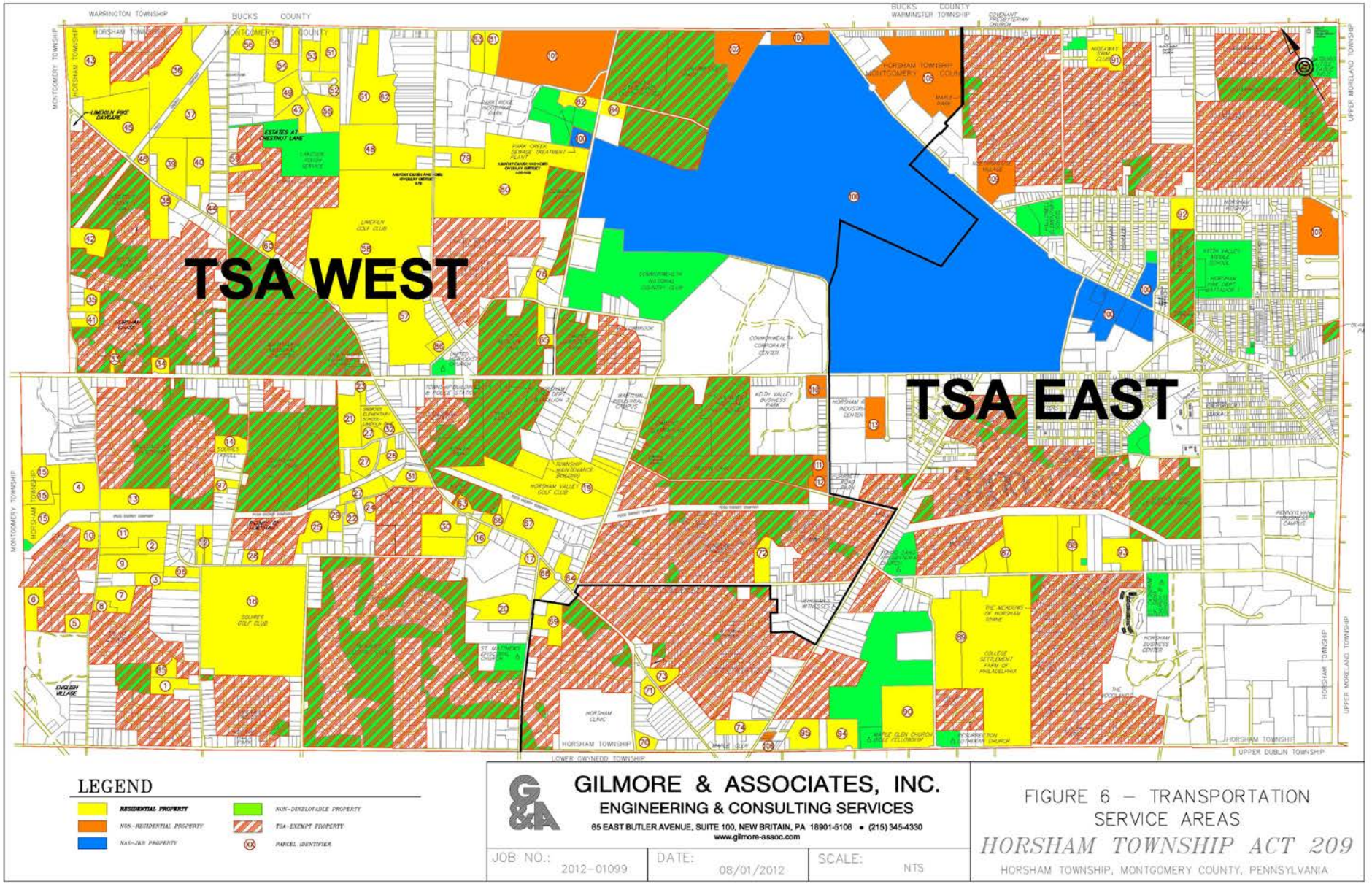
* Improvements required due to improvements at Horsham Road and Norristown Road

** Improvement not feasible due to unavailable right-of-way and physical constraints

Map highlighting the locations of a potential new Turnpike interchange at Welsh Road and reconfigured Willow Grove interchange at Easton Road in relationship to Horsham Township's business park area.

Source: Pennsylvania Act 209 Transportation Impact Fee Study, Horsham Township, Montgomery County, October 2012.

Figure 13. Transportation Service Areas Map



Source: Horsham Township

Due to its size, the township is divided into two Transportation Service Areas (TSA) (see Figure 13 on the previous page). Funds received through the transportation impact fee must be segregated from general funds and separated by individual TSA. Developers can receive credits for right-of-way and off-site transportation improvements installed as part of their construction project. The amount of the transportation impact fee is $2,366 per peak hour trip in the TSA East and $2,235 per peak hour trip in the TSA West.[6]

Private Roads

Some more recent developments, especially those along single cul-de-sac roads, incorporate roads that are maintained privately, often by a homeowner's association.

[6] Horsham Township Ordinances, Chapter 122 Impact Fees, §122-14 Calculation of per-peak-hour trip fee. https://ecode360.com/28381573

Municipal Liquid Fuels Program

The Municipal Liquid Fuels Program funds a range of projects to support the construction, reconstruction, maintenance, and repair of public roads or streets. The amount of a municipality's allocation is based on its population and miles of roads on its approved liquid fuels inventory.

According to PennDOT's Municipal Liquid Fuels Allocations Report dated February 11, 2022, Horsham was allocated a gross total of $754,855.27 with $3,965.20 subtracted to cover costs for the required bridge inspections for a net allocation of $750,890.07 for 2022. Annually, a municipality may use 20% of their net allocation for the purchase of major equipment, which for Horsham is $150,178.01.

More information: https://www.penndot.pa.gov/Doing-Business/LocalGovernment/LiquidFuels/MunicipalLiquidFuelsProgram/Documents/2022-MLF-Allocation.pdf

New Technologies in Transportation

When planning for the long-range future of a community, it is important to consider how new technologies and trends in transportation could impact the community. For example, app-based companies such as Uber and Lyft have increased the convenience of ridesharing and ridehailing.

In addition, it is anticipated that some vehicular trips could be accommodated using autonomous vehicle technology in the future. Although the time frame for implementation of this type of technology is uncertain, it is possible that autonomous vehicles could be used for deliveries before they are used more readily for personal vehicular trips.

Battery-operated electric vehicles are an increasingly popular vehicle choice due to lower maintenance and fuel costs and reduced greenhouse gas emissions. Although most individuals with electric vehicles install chargers at their homes, having the option to charge your electric vehicle at your workplace or while you are running errands is also helpful. In response to this trend, many municipalities are encouraging the installation of charging stations with dedicated parking spaces for electric vehicle charging as part of developments of a certain size.

Electric vehicle charging stations can be added to parking lots in commercial areas to allow employees and visitors to charge their electric vehicles when they are away from home.

Road Classification

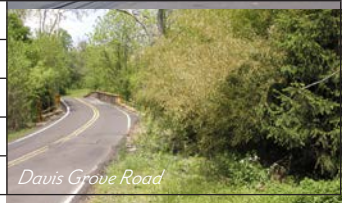
Each road segment in the township is also classified based on the role that it serves as part of the overall roadway network (see Map 8 on the following page). The vast majority of roadways classified as arterial roads are not township-owned. Characteristics of each of the road classifications are outlined in Table 18 to the right.

Traffic Counts

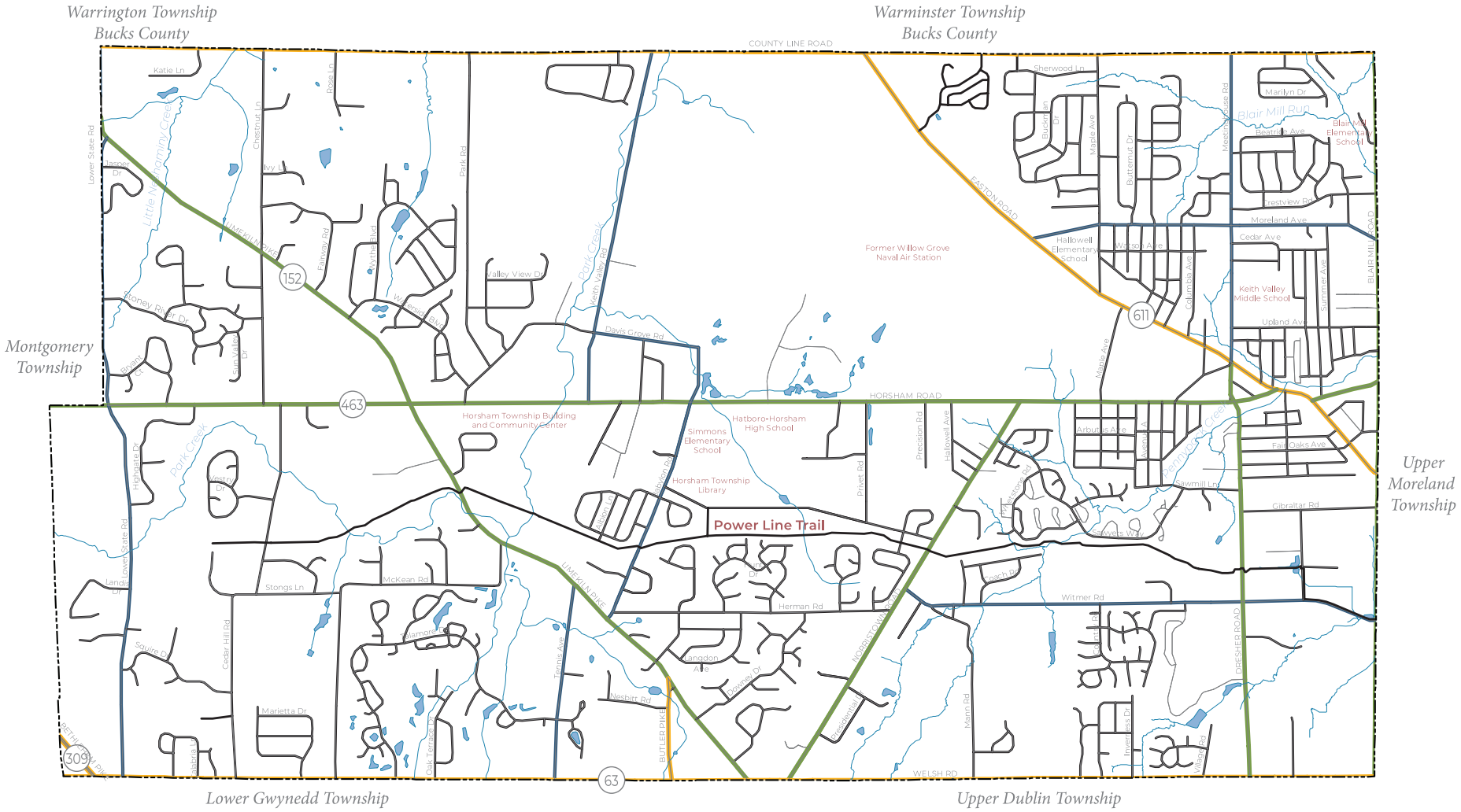
Traffic count data from the Delaware Valley Regional Planning Commission (DVRPC) provides an estimate of the average amount of traffic that circulates through Horsham Township. DVRPC collects traffic count data using several different methods and time frames. Adjustment factors are applied to the data collected in order to estimate the Annual Average Daily Traffic (AADT).

Map 9 on page 70 shows the most recently collected traffic count data from many of the major roadways in the township. Some of the most heavily traveled roads include Route 611 (with nearly 27,000 vehicles per day), Route 309 (with nearly 23,000 vehicles per day), County Line Road (with over 22,000 vehicles per day), and Horsham Road (with nearly 22,000 vehicles per day).

Table 18. Road Classification Descriptions

CLASSIFICATION	PRIMARY PURPOSE	HORSHAM TOWNSHIP EXAMPLES	
Principal Arterial	*Serve major activity centers and provide longer-distance, inter-area travel; carry high proportion of area vehicular volume*	*Easton Road (Route 611)*	 *Easton Road (Route 611)*
		Bethlehem Pike (Route 309)	
		Welsh Road (Route 63)	
		Butler Pike	
		County Line Road	
Minor Arterial	*Interconnect with principal arterials and accommodate trips of moderate length*	*Horsham Road (Route 463)*	 *Limekiln Pike (Route 152)*
		Limekiln Pike (Route 152)	
		Norristown Road	
		Blair Mill Road	
		Dresher Road	
Collector	*Distribute trips from arterials through residential areas; collect traffic from local roads; connect to arterial roads*	*Meetinghouse Road*	 *Lower State Road*
		Keith Valley Road	
		Lower State Road	
		Tennis Avenue	
		Witmer Road	
Local Road	*Provide direct access to individual homes and businesses, not meant to accommodate thru-traffic or long-distance traffic*	*Maple Avenue*	 *Davis Grove Road*
		Cedar Hill Road	
		Sawyers Way	
		Davis Grove Road	
		Herman Road	

Map 8. Road Classification



Source: PennDOT

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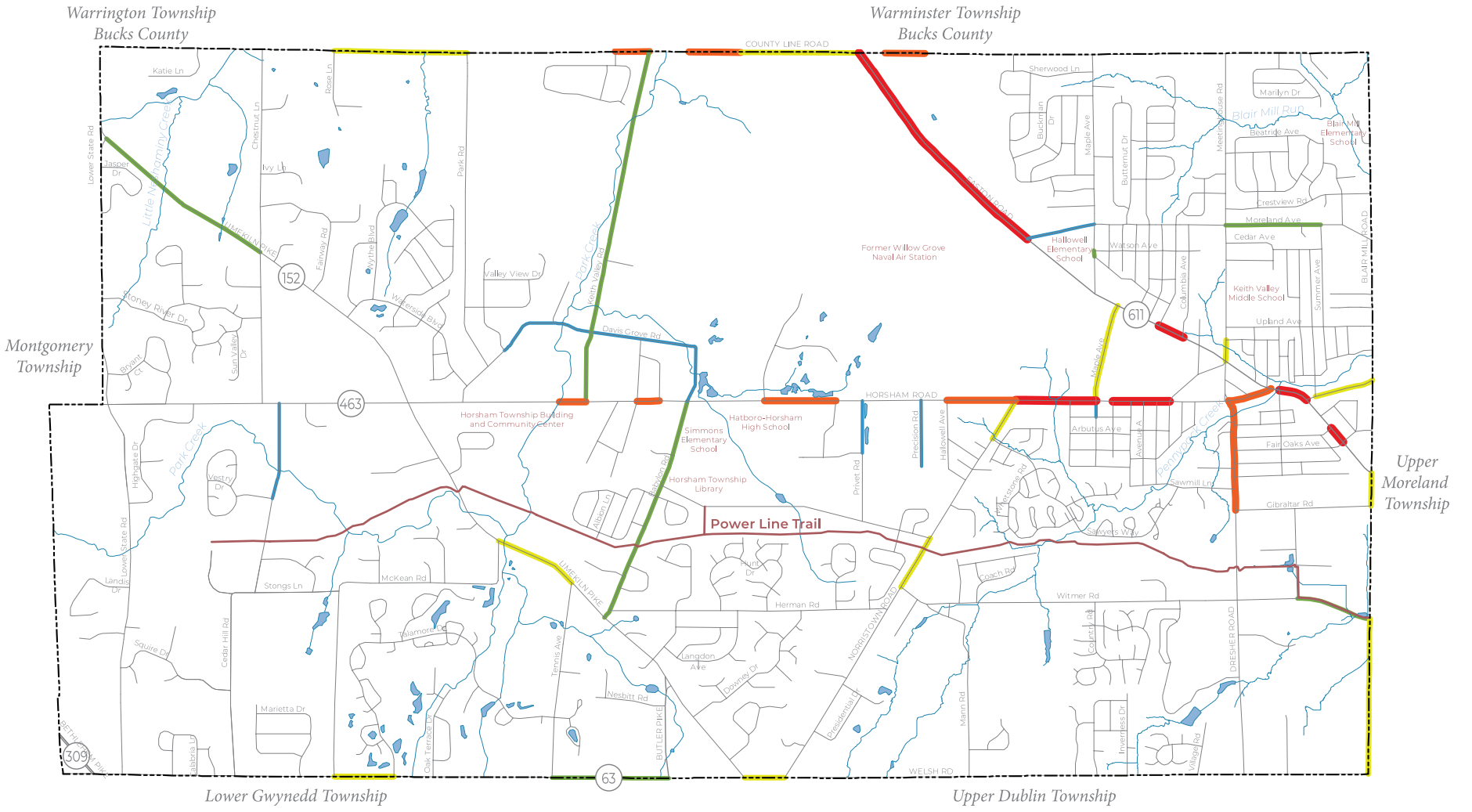
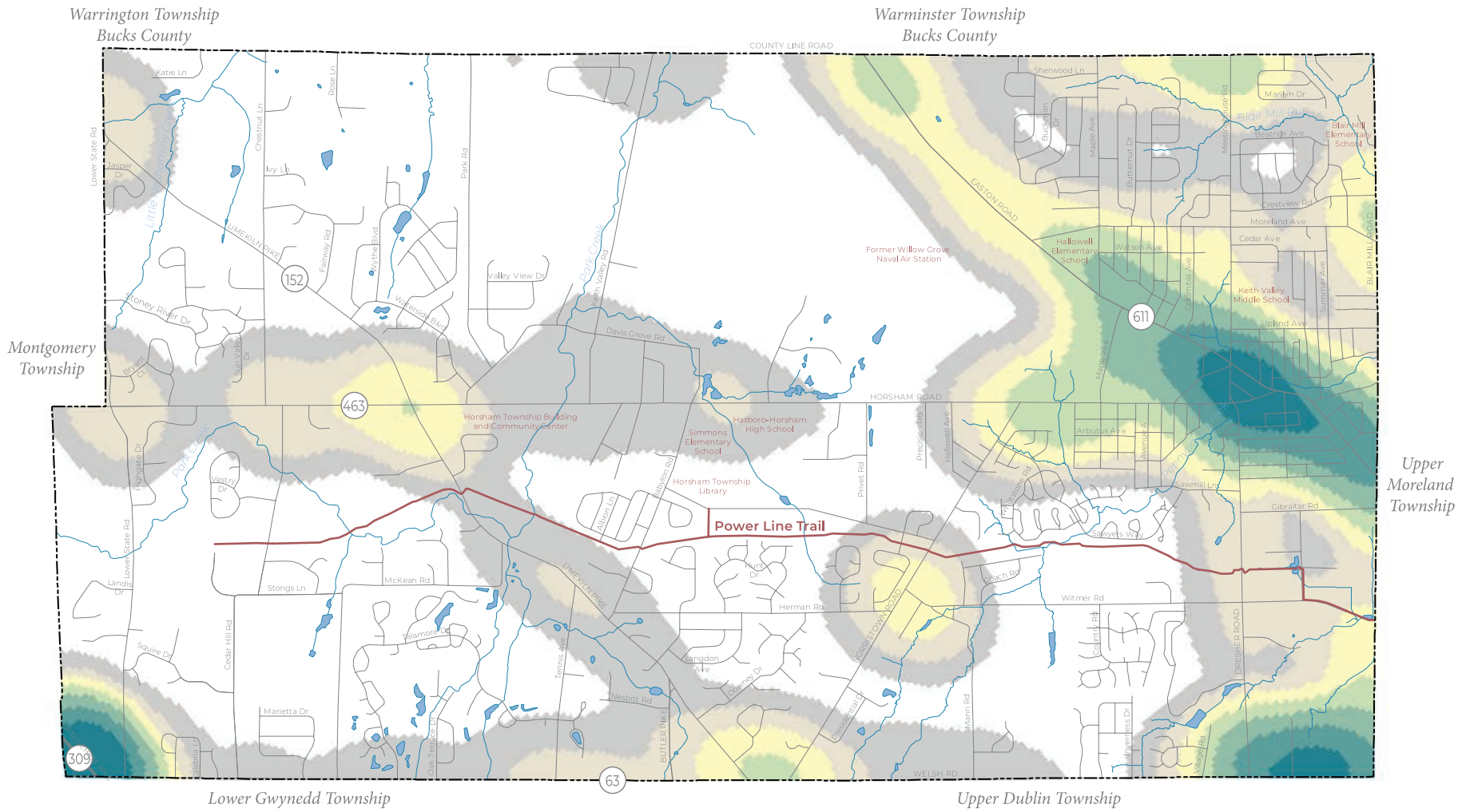
Map 9. Traffic Counts (Vehicles per Day)



Source: DVRPC

Map 10. Crash Density: 2017-2021



Source: PennDOT

0 0.25 0.5 1 Miles

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Crash Data and Patterns

Map 10 on the previous page highlights areas of the township where there has been a greater density of reportable crashes[7] between 2017 and 2021[8] within Horsham Township. For the most part, roadways with higher traffic volume and higher densities of driveways and intersections, have higher rates of crashes.

DVRPC's Crash Statistics webmap[9] provides another way to summarize recent crash data. From 2016 to 2020, there were over 1,200 reportable crashes in Horsham Township (including along roads that coincide with the township border), which resulted in seven fatalities, including one pedestrian. The number of crashes annually decreased during this time period from a peak of 295 in 2018 to 185 in 2020.

This mixed-use development at Easton Road and Blair Mill Road incorporated a network of internal pedestrian pathways.

[7] A reportable crash is defined as "a crash resulting in a death within 30 days of the crash; or injury in any degree, to any person involved; or crashes resulting in damage to any vehicle serious enough to require towing" (PennDOT).

[8] Crash data is available online: https://www.dotcrashinfo.pa.gov/PCIT/queryTool.html.

[9] "Crash Statistics." Delaware Valley Regional Planning Commission. https://www.dvrpc.org/webmaps/crash-data/

Community Survey Feedback

Improving the walkability of the township by adding sidewalks and enhancing pedestrian crossings was identified as a community transportation priority through the comprehensive plan community survey with 49% of respondents indicating that adding sidewalks where they are missing should be a high priority. In addition, 41% of respondents felt that installing pedestrian signals and/or pedestrian crosswalks at major intersections should be a high priority. Specifically, respondents mentioned a desire to connect neighborhoods with sidewalks, to install sidewalks on roads that connect to the Power Line Trail, and to improve pedestrian safety around parks and schools.

Walkability

Sidewalk Network

Map 11 on page 74 shows the location of existing sidewalks and trails, as well as locations where additional sidewalks and walkability enhancements could create logical connections and/or increase access to pedestrian destinations.

One component of the sidewalk gap and walkability analysis evaluated areas without sidewalks that are located within a certain walkable distance of common pedestrian destinations such as public parks, public schools, the township library, and retail commercial areas.

The following walking distance buffers were applied to each of these pedestrian destinations and road segments without sidewalk currently that are located within the specific walking distance of one or more destinations are highlighted in purple in Map 11.

- **Public Schools** – ½-mile radius walking distance
- **Public Parks** – ¼-mile radius walking distance
- **Township Library** – ¼-mile radius walking distance
- **Retail Commercial Corridors** – ¼-mile radius walking distance
- **Roads with Bus Stops** – ¼-mile radius walking distance
- **Power Line Trail Access Points** *(including planned trail access point on Lower State Road)* – ¼-mile radius walking distance

In addition to the buffer walking distance to pedestrian destination analysis, other criteria were also considered. Roadways on which bus routes run (see public transportation section below) were also prioritized, recognizing that bus transit riders are also pedestrians as they need to be able to walk between the bus stop and their home or final destination. Logical connections

between existing sidewalks, or between multiple areas identified in the walkability analysis, are also highlighted as it is beneficial to link multiple walkable areas together to expand the network.

This analysis was used to identify sidewalk gaps with the most potential to increase walkability if new pedestrian infrastructure were constructed in that location due to its proximity to one or more walking destinations. Locations where the installation of sidewalks or other pedestrian infrastructure would improve pedestrian access to one or more walking destinations and/or connect existing sidewalks could be a focus of further study. However, other engineering and design factors, such as grading, stormwater drainage, curbing, and right-of-way width, will all influence the feasibility and cost of sidewalk construction on each individual site. All of these factors would be considered by the township on a case-by-case basis as development is proposed or other opportunities to construct pedestrian infrastructure arise.

Crosswalks

Ensuring pedestrian crosswalks are clearly marked wherever sidewalks are present currently, or where they are installed in the future, is also important to creating pedestrian-friendly routes to walking destinations within the township. The type of crosswalk installed can also be impactful, as some types of crosswalks have been shown to be more visible to drivers, especially during inclement weather.

Although traditional-style crosswalks may be appropriate in some locations, such as low-volume neighborhood streets, communities are increasing choosing to install high-visibility

As redevelopment occurs, logical sidewalk connections and small sidewalk gaps could be filled.

In less dense areas of the township, off-road trails or sidewalks on just one side of the street may adequately serve pedestrian needs, especially where logical pedestrian crossings are provided.

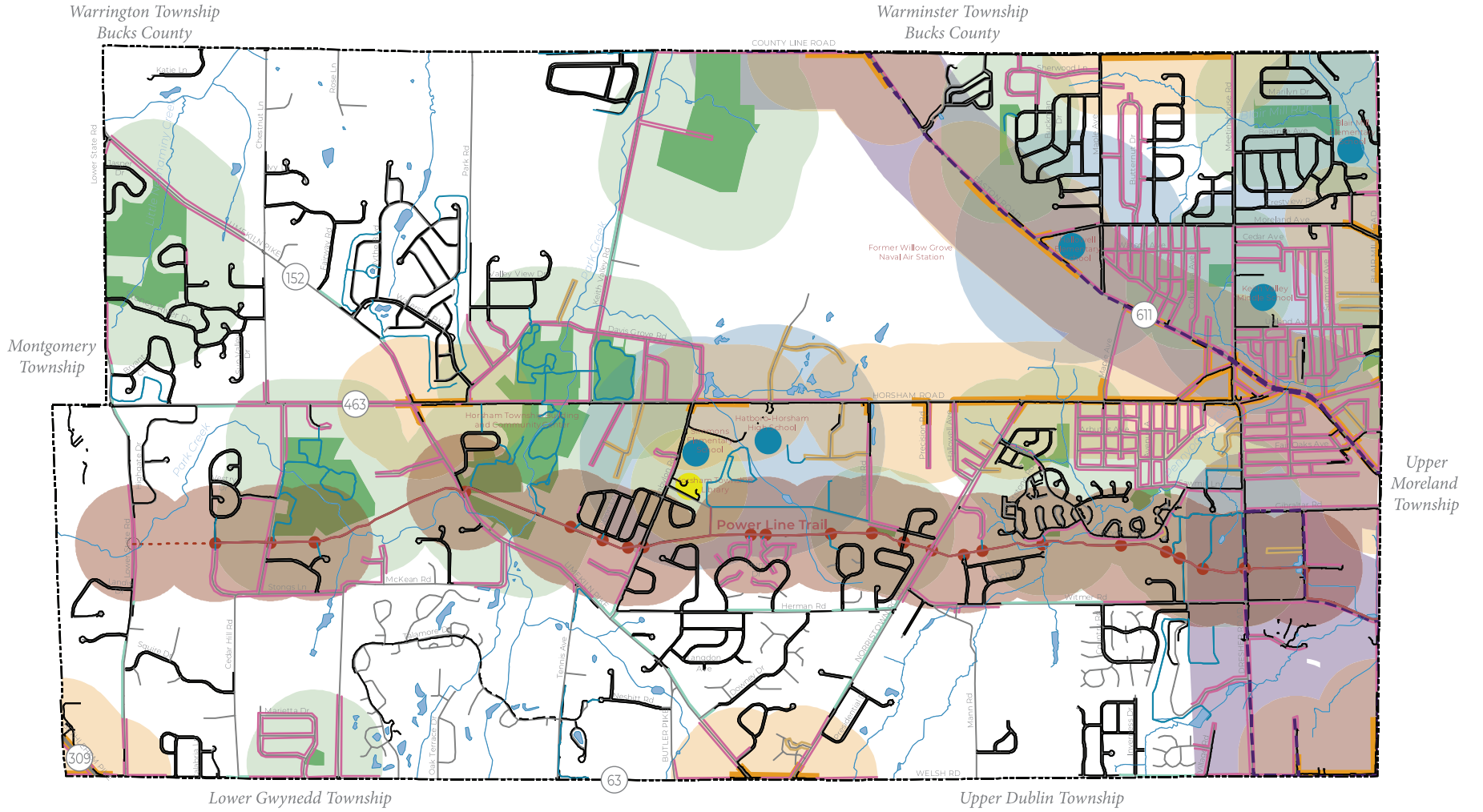
Alternate pedestrian path configurations and paving materials can be considered where limitations such as natural resources make traditional sidewalk installation infeasible.

Growing retail commercial corridors, such as Welsh Road near Blair Mill Road, are often pedestrian destinations where walkability improvements could be beneficial.

Figure 14. Common Crosswalk Types

Continental, or ladder-style, crosswalks (above right) with solid white blocks parallel to the motorist's line of sight have been shown to be more noticeable to approaching motorists than traditional crosswalks (above left) which consist of two parallel lines which can blend into other roadway markings and are less visible, especially during inclement weather. Source: SRTS Guide: "Marking and Signing Crosswalks," http://guide.saferoutesinfo.org/engineering/marked_crosswalks.cfm

Map 11. Existing Sidewalk Network & Walkability Analysis



Source: Montgomery County Planning Commission

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Many of the township's signalized intersections have been upgraded with continental-style crosswalks, ADA curb ramps, and pedestrian push-button signals.

Many of Horsham's residential streets are characterized by established street trees, sidewalks, and a grass verge, which encourage walking and slower vehicular speeds.

continental-style crosswalks in many locations. Installation of higher-visibility, continental-style crosswalks should be prioritized at intersections where pedestrian safety issues have been identified; adjacent to pedestrian destinations such as schools and parks; and on roadways where high levels of pedestrian activity and/or high volumes of vehicular traffic have been observed. In general, all of the crosswalks at an intersections should be painted in the same pattern or style.

Traffic Calming

Community survey respondents provided feedback regarding speeding on some of the township's major roadways such as Horsham Road, Welsh Road, and Dresher Road. Some residents have suggested lowering speed limits to make neighborhood commercial areas such as Maple Glen feel more walkable. Some techniques such as integrated signal timing, dynamic speed signs, and targeted enforcement can help control speed on major roadways. It is also important to balance the need for a roadway to carry a certain volume of traffic with minimal delay to avoid drivers choosing to divert onto local residential roads.

Although the community survey responses have not indicated a significant issue with cut-through traffic on neighborhood streets, targeted traffic calming measures around neighborhood commercial areas, schools, and parks may be beneficial. Traffic calming techniques could include corner bumpouts, raised crosswalks, flashing stop signs, etc.

Safe Routes to School

The term "Safe Routes to School" refers generally to any programs that are aimed at expanding or improving opportunities for school-age children to safely and conveniently access their schools by walking or bicycling. Having the option to walk or bicycle to school can also have health benefits. Children who walk or bicycle to school are typically able to incorporate additional physical activity into their school day, which can contribute to their overall health and school performance. A combination of programming, education, and infrastructure improvements can be implemented to advance the goals of a Safe Routes to School program.

Bikeability

Although the township's many arterial and collector roads provide convenient and direct access between destinations, the lack of bicycle infrastructure and high volumes of vehicular traffic on these roadways makes bicycling through the township using the road network more challenging. The township's Power Line Trail provides a valuable bicycling opportunity for both recreational and commuting needs; however, on-road connections to the trail and trail crossing enhancements may be beneficial.

Community Survey Feedback

Many community survey respondents expressed a desire to bicycle through the township more but cited safety concerns and a lack of infrastructure as challenges. Over 21% of survey respondents identified the installation of bike lanes as a high priority in terms of bike and pedestrian improvements in the township. Many comments called for bicycle facilities connecting trails and parks, while others felt that specific infrastructure is needed to separate bicyclists from motor vehicles, especially on narrow roads. Survey feedback also identified some challenges around the existing at-grade crossings of the Power Line Trail, especially along Norristown Road.

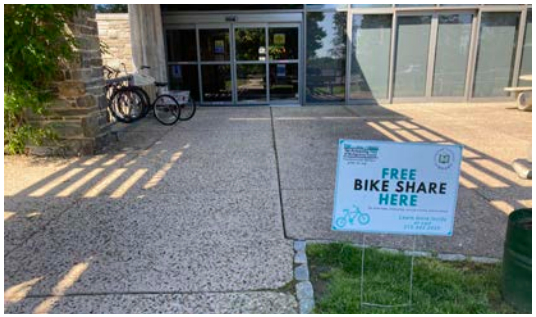
Existing & Proposed Bicycle Infrastructure

A 1.1-mile portion of Limekiln Pike from Horsham Road to Tennis Avenue is the only roadway in Horsham Township that currently has bicycle infrastructure. Some of this stretch of roadway contains an unprotected bike lane, a lane that designates an area for bicyclists separate from the vehicular traffic but without any physical barrier between the two. Other parts of the roadway contain only a sharrow, a street marking that indicates that bicyclists and motorists are intended to share the roadway. These improvements were installed as part of the DVRPC/PennDOT Connects Bike-Friendly Resurfacing Program[10] which identifies roads where bike-friendly improvements can be implemented through restriping as part of PennDOT's regularly-scheduled resurfacing projects.

Bike Montco: The Bicycle Plan for Montgomery County[11] (adopted in 2018) provides key policies and recommended design improvements to enhance bicycle safety in the county. The county-wide planned bicycle network, which was identified using an analysis of level of traffic stress data and other best practices, consists of 783 miles of roadways where on-road bicycle infrastructure is recommended in order to connect citizens to the county trail network and other destinations.

Map 12 on the following page shows the *Bike Montco* planned bicycle network through Horsham Township, which highlights those roads where bicycle facilities are recommended. Several roadways in Horsham Township are identified as part of the *Bike Montco* planned bicycle network including: Blair Mill Road, Dresher Road, Horsham Road, Lower State Road, and Meetinghouse Road. In addition, Limekiln Pike, Norristown Road, and Horsham Road east of Norristown Road are identified as part of the Priority Bike Route in *Bike Montco*, which when completed would connect the county trail system and establish long-distance, on-road bike routes. The existing Power Line Trail and section of Limekiln Pike with existing on-road bicycle facilities are also shown in this map.

Several options for the most appropriate type of bicycle facility (e.g., bike lane, sharrow, paved shoulder) on each roadway segment identified as part of the *Bike Montco* planned bicycle network is shown in Figure 15 on the following page. The recommended bicycle facility types are based on the roadway type and the posted speed limit.



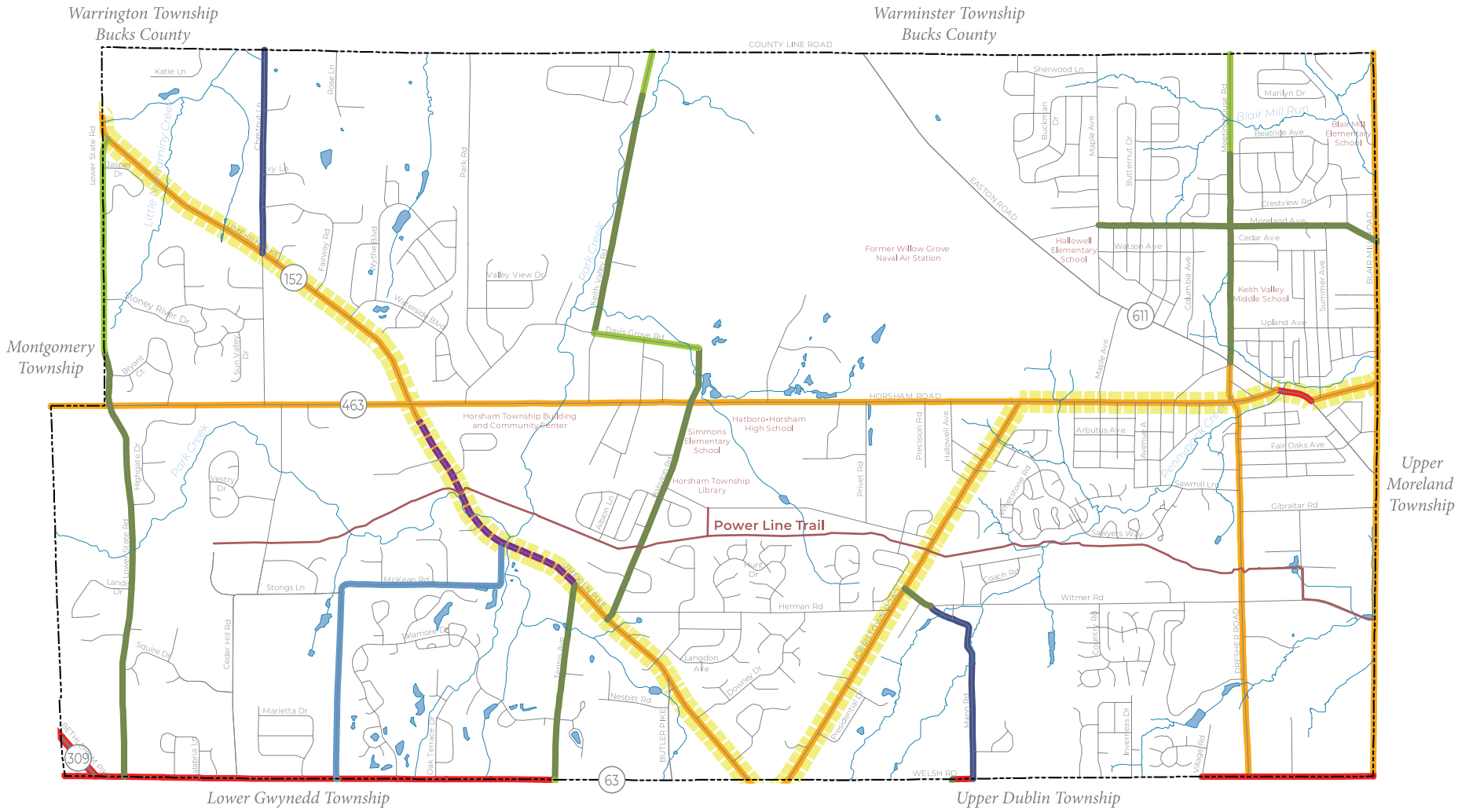
A bike share program is offered at the Horsham Township Library, which is located near the Power Line Trail.

Limekiln Pike is identified as part of the Priority Bike Route in Bike Montco.

[10] "Bike-Friendly Resurfacing Program." Delaware Valley Regional Planning Commission. https://www.dvrpc.org/transportation/bicycle/bikefriendlyre-surfacing

[11] "BikeMontco: The Bicycle Plan for Montgomery County." 2018. Montgomery County Planning Commission. https://www.montgomerycountypa.gov/2684/Bike-Montco

Map 12. Existing and Proposed Bike Routes



PLANNED BICYCLE NETWORK (BIKE MONTCO)

- Local Rural/Scenic
- Local Urban
- Collector Rural/Scenic
- Collector Urban
- Minor Arterial
- Principal Arterial
- Priority Route
- Existing On-Road Bicycle Infrastructure

N

0 0.25 0.5 1 Miles

Source: Montgomery County Planning Commission

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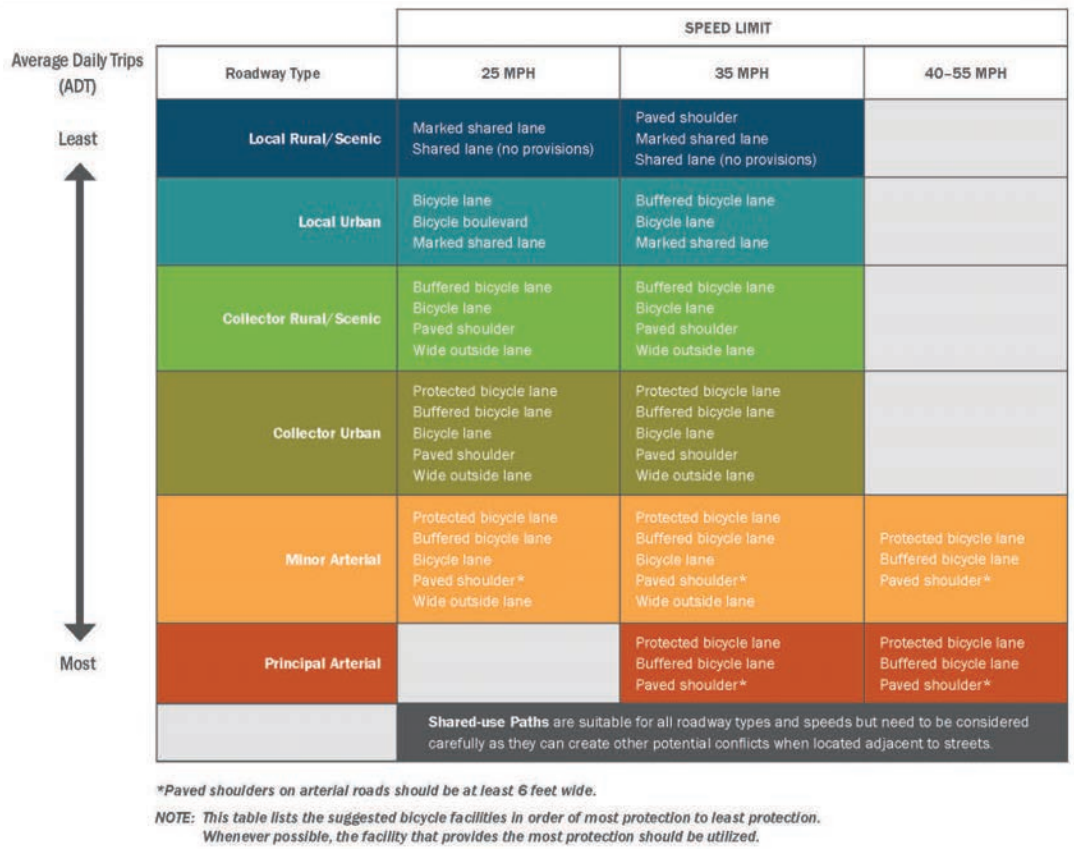
Figure 15. Recommended Facility Types for the Planned Bicycle Network



Average Daily Trips (ADT)	Roadway Type	SPEED LIMIT 25 MPH	35 MPH	40–55 MPH
Least ↓ Most	Local Rural/Scenic	Marked shared lane Shared lane (no provisions)	Paved shoulder Marked shared lane Shared lane (no provisions)	
	Local Urban	Bicycle lane Bicycle boulevard Marked shared lane	Buffered bicycle lane Bicycle lane Marked shared lane	
	Collector Rural/Scenic	Buffered bicycle lane Bicycle lane Paved shoulder Wide outside lane	Buffered bicycle lane Bicycle lane Paved shoulder Wide outside lane	
	Collector Urban	Protected bicycle lane Buffered bicycle lane Bicycle lane Paved shoulder Wide outside lane	Protected bicycle lane Buffered bicycle lane Bicycle lane Paved shoulder Wide outside lane	
	Minor Arterial	Protected bicycle lane Buffered bicycle lane Bicycle lane Paved shoulder* Wide outside lane	Protected bicycle lane Buffered bicycle lane Bicycle lane Paved shoulder* Wide outside lane	Protected bicycle lane Buffered bicycle lane Paved shoulder*
	Principal Arterial		Protected bicycle lane Buffered bicycle lane Paved shoulder*	Protected bicycle lane Buffered bicycle lane Paved shoulder*
		Shared-use Paths are suitable for all roadway types and speeds but need to be considered carefully as they can create other potential conflicts when located adjacent to streets.		

**Paved shoulders on arterial roads should be at least 6 feet wide.*

NOTE: This table lists the suggested bicycle facilities in order of most protection to least protection. Whenever possible, the facility that provides the most protection should be utilized.

Source: *Bike Montco*

Bicycle Amenities

Providing appropriate amenities for bicyclists, such as sufficient, secure, and convenient bicycle parking locations can help to encourage bicycling as an alternative mode of transportation within the township. For example, encouraging businesses near the Power Line Trail to provide amenities such as bicycle parking could make bicycling to work more attractive to some employees. The township library and township parks are also potential locations to target additional bicycle parking installations.

Off-Road Trails

There are a number of existing off-road trails in Horsham Township (see Map 11 on page 74). The most notable of these that has the potential to serve as both a recreational and commuting route is the Power Line Trail, which currently runs for 5.2 miles from Blair Mill Road to Biwood Road, nearly the entire length of the township. In 2024, the township is advancing towards constructing an additional approximately 0.3-mile segment of the Power Line Trail from Biwood Road to Lower State Road. *See the Parks & Recreation Chapter for more information.*

Through comprehensive plan outreach efforts, many residents have identified the Power Line Trail as one of their favorite features of Horsham Township. Additionally, there are a number of smaller trails that run within many of the parks; however, additional trails and sidewalks to connect to existing trails has been identified as an opportunity. Over 47% of respondents indicated that they would visit a park, community

Bicycle parking facilities in Samuel Carpenter Park.

center, trail, or other recreation site in the township more frequently if there were sidewalk connections or bike lanes.

Public Transportation

SEPTA Buses

SEPTA operates four bus routes with stops in Horsham Township (see Map 13 on the following page). The Route 55 bus runs along Easton Road/ Route 611 between the Olney Transportation Center in Philadelphia and Doylestown. Salus University, Jenkintown Borough, and Willow Grove are also convenient destinations along the Route 55 bus route.

In addition, the Route 80, Route 310, and Route 311 buses all provide access to the Horsham Business Parks with service variations based on the day of the week. Average weekday ridership on each of these routes is shown in Table 19 on page 81.

In 2024, SEPTA anticipates starting to implement a bus network redesign known as *Bus Revolution* with the goal of making strategic changes to bus routing and service to make the system overall more reliable and easier-to-use. As proposed at the time of this plan, *Bus Revolution* would simplify transit service to the Horsham Business Parks area of the township by eliminating the Route 80 service to the Olney Transit Center and the Route 311 service to the Willow Grove Station. However, the Route 310 would continue to serve the Horsham Business Parks area with added service on Gibraltar Road, Prudential Road, Witmer Road, and Blair Mill Road. Overall, the higher levels of residential and employee density on the eastern side of the township along Blair Mill Road and Easton Road continues to warrant frequent transit service and transit stop amenities such as bus shelters.

Community Survey Feedback

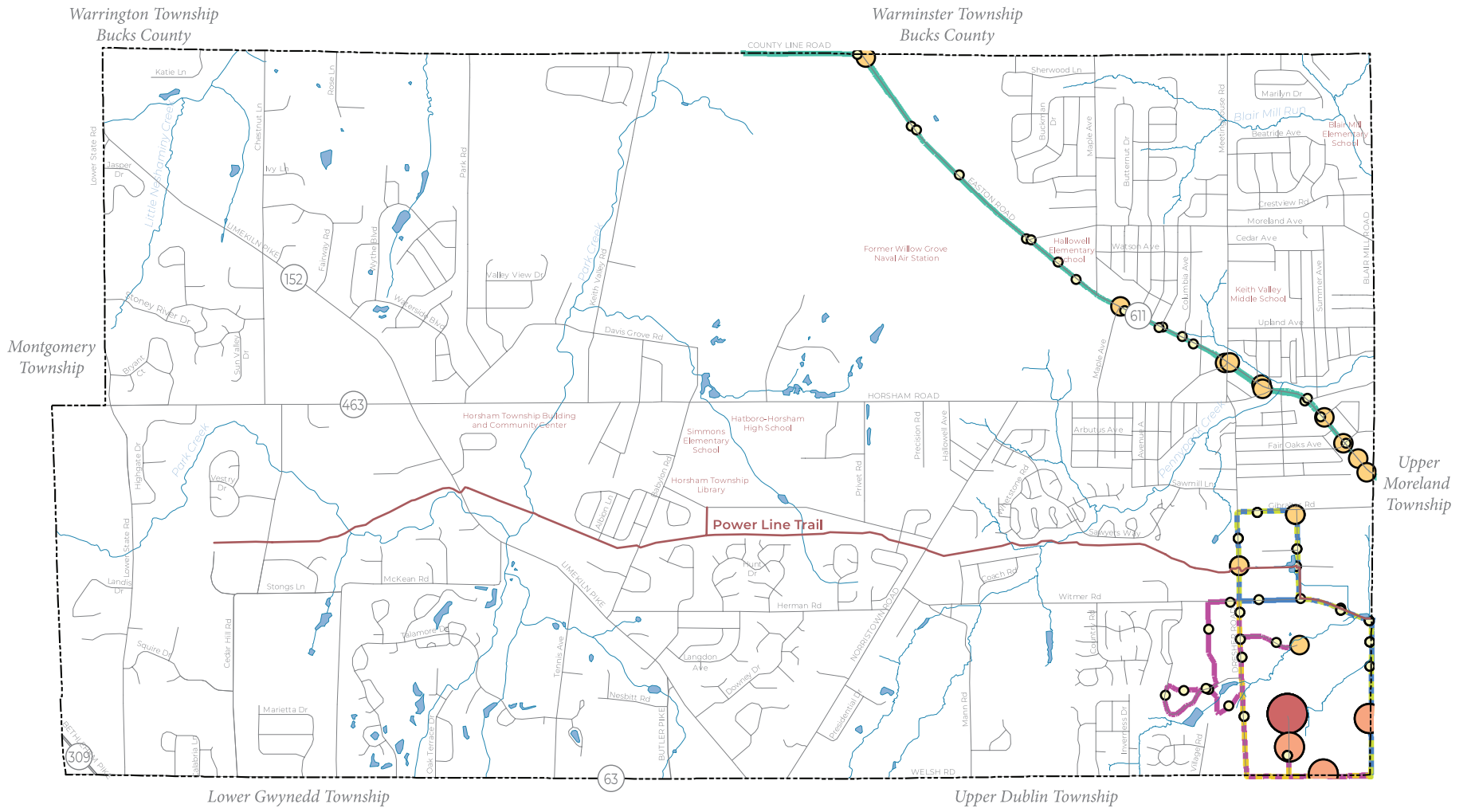
When asked what their primary mode of transportation is for daily travel, a little over 3% of respondents indicated that they use public transportation several times a week. Of those respondents who use public transportation, 95% choose to take regional rail as opposed to buses. In addition, 5 respondents indicated that they take NJ Transit.

Survey respondents were asked what factors would encourage them to use public transportation more frequently. The most common responses included more direct routes (31%), increased parking at stations (27%), a stop closer to their home or destination (25%), reduced cost (21%), and more frequent service (19%).

A trail connects Springhouse Drive with a larger trail network and other recreational amenities in Deep Meadow Park.

The Route 311 bus travels down Blair Mill Road near Welsh Road.

Map 13. Existing Public Transportation Network and Ridership (Spring 2022)



Source: SEPTA

Table 19. SEPTA Bus Route Statistics: 2022

BUS ROUTE	DESTINATIONS OUTSIDE OF THE TOWNSHIP	TOTAL AVERAGE WEEKDAY RIDERSHIP ALONG ROUTE
55	*Olney Transportation Center, Salus University, Jenkintown, Willow Grove, Warrington, Doylestown*	*2,139*
80	*Express to/from Olney Transportation Center*	*90*
310	*Horsham Breeze Red to/from Willow Grove*	*150*
311	*Horsham Breeze Blue to/from Willow Grove*	*96*

Source: Bus Revolution Route Profiles. SEPTA. https://www.septabusrevolution.com/routes/

SEPTA Regional Rail

Although there are no regional rail station stops within Horsham Township, several stations in nearby communities may still be convenient to commuters for park-and-ride activity. Surveys are periodically conducted by DVRPC to count the number of vehicles parked at each train station and the location of their registration relative to the train station in order to determine each station's park-and-ride catchment area. The number of vehicles registered to Horsham Township residents parked at nearby stations during recent surveys is listed in Table 20 on the following page showing that residents do utilize this form of public transportation. In addition, several bus routes connect portions of Horsham Township and several regional rail stations, including Willow Grove Station, providing another option for residents to access the Regional Rail network.

The Pennsylvania Lifestyle Campus and the Horsham Business Center have several bus stops to make transit ridership easier.

Paratransit Services

Paratransit services are low-cost transportation services offered to seniors and individuals with physical challenges that decrease their ability to use and access regular public transportation. SEPTA's Customized Community Transportation (CCT) program is a door-to-door service available to individuals that are functionally unable to use regular, accessible public transportation for some or all of their transportation needs. This service is only provided within ¾-mile of a regular, fixed-route bus or rail service, and only during the hours that the regular transit service is provided.

Table 20. Vehicles from Horsham Township Parked at Nearby SEPTA Stations

STATION	VEHICLES FROM HORSHAM TOWNSHIP PARKED AT STATION	YEAR SURVEYED	REGIONAL RAIL LINE
Fort Washington	*78*	*2019*	*Lansdale/Doylestown*
Hatboro	*43*	*2018*	*Warminster*
Willow Grove	*12*	*2017*	*Warminster*
Ambler	*11*	*2017*	*Lansdale/Doylestown*
Jenkintown-Wyncote	*10*	*2022*	*Main Line*
Glenside	*10*	*2015*	*Main Line*
Warminster	*8*	*2017*	*Warminster*
Fern Rock	*3*	*2018*	*Main Line*
Lansdale	*2*	*2022*	*Lansdale/Doylestown*
Hamilton	*3*	*2019*	*NJ Transit – Northeast Corridor*
Trenton	*2*	*2008*	*NJ Transit – Northeast Corridor*

Source: "Park and Ride Passenger Origins." Delaware Valley Regional Planning Commission. https://www.dvrpc.org/webmaps/parkride/

Shuttle Programs

Shuttle programs have been shown to encourage transit ridership by providing a convenient option for the "last mile" connection between a nearby Regional Rail Station and large employment centers such as hospitals and business parks. In 2023, Horsham Township launched the Horsham Office Parks Shuttle (H.O.P.S.) program with the support of Workspace Property Trust to shuttle employees between the Fort Washington Train Station and several stops within the Pennsylvania Lifestyle Campus and the Horsham Business Center.

The 14-seat Horsham Office Parks Shuttle bus is ADA-accessible and includes a bicycle rack.

Recommendations

Vehicular Transportation

Recommendation 8:
Improve traffic flow and safety in the township.

Implementation Strategies

A. Perform multiple road safety audits per year, prioritizing intersections for study based on crash data, community input, and guidance from the Horsham Township Police Department.
B. Work with property owners to explore opportunities to consolidate existing driveway access points on major arterial roadways and incentivize or require shared driveway and parking access as part of new commercial developments and redevelopments.
C. Consider implementing PennDOT's Access Management Model Ordinance. For example, the township's zoning and/or subdivision and land development ordinances could be amended to minimize the creation of new vehicular access points directly onto arterial roadways through requiring or encouraging shared driveways and other standards such as minimum spacing between driveways.
D. Work with PennDOT to explore options to install red light cameras and/or other dynamic enforcement technology along major arterial roadways.
E. Work with PennDOT and the township's traffic engineer to periodically evaluate the effectiveness of traffic signal timing along major arterial roadways to encourage drivers to travel at the posted speed limit while minimizing major delays.
F. Install additional signage and pavement markings to encourage drivers to obey traffic laws.
G. Continue to target speed enforcement and traffic safety improvements around school and park properties.
H. Work with Montgomery County to implement recommendations from the *Montco Pikes* corridor study for the county-owned sections of Butler Pike.
I. Continue to partner with PennDOT, Montgomery County, and adjacent municipalities to explore and implement traffic flow and safety improvements.
J. Continue to update the township's Act 209 study as needed, but at least every 10 years, and implement prioritized traffic improvement projects using traffic impact fees.
K. Evaluate standardizing and expanding the applicability of traffic impact studies in the township's ordinances.
L. Complete the *Route 611 Corridor Improvement Plan* and implement identified improvements.

Recommendation 9:
Ensure high-quality and consistent maintenance of all township-owned roads.

Implementation Strategies

A. Provide a mechanism that allows township staff, residents, and members of the public to report and track observed issues, such as potholes.
B. Continue to coordinate with utility companies and others to ensure the roadway (including the pavement, street markings, official signage, curbing, sidewalks, and landscaping) is properly restored in a timely manner after utility work and other projects are completed.
C. Continue to coordinate with PennDOT (through PennDOT Connects), and other appropriate agencies, regarding proposed and ongoing roadway and bridge projects and any proposed detours that could have impacts on local roads.
D. Continue to ensure high-quality and consistent maintenance of all township-owned roads, including pavement markings.

Recommendation 10:
Discourage cut-through traffic and speeding in residential neighborhoods.

Implementation Strategies

A. Identify common cut-through traffic corridors and install physical traffic calming strategies such as corner bulb outs, roundabouts, or diverters, in addition to educational strategies such as signage and pavement markings that discourage speeding and cut-through traffic.
B. Reduce total car traffic by creating and improving additional transportation methods.
C. Work with appropriate authorities to implement reduced speed limits, where deemed appropriate.

Walkability

Recommendation 11:
Enhance the safety and connectivity of the pedestrian network throughout the township.

Implementation Strategies

A. Install sidewalks on all public street frontages of all township-owned properties.
B. Work with property owners to explore opportunities to consolidate existing driveway access points on major arterial roadways and incentivize or require shared driveway and parking access as part of new commercial developments and redevelopments.
C. Continue to work with property owners and developers to create pedestrian paths to connect individual neighborhoods and residential subdivisions to commercial areas, schools, parks, and trails, where feasible.
D. Coordinate with PennDOT (through the PennDOT Connects program) to install pedestrian infrastructure, including ADA curb ramps, on roads as repaving projects occur.
E. Coordinate with Montgomery County and adjacent municipalities to implement the general recommendations of the *Walk Montco* plan.
F. Create and implement a township-wide plan to install ADA curb ramps at all intersections and crosswalks.

Recommendation 12:
Ensure adequate pedestrian infrastructure exists to connect the township's residential areas to target walkability areas: train stations, schools, parks, libraries, and shopping centers.

Implementation Strategies

A. Maintain a map of the township's existing sidewalks and pedestrian destinations. Require sidewalk installation as part of all new land developments, with a particular focus on sidewalk gap locations identified in Map 11 on page 74.
B. Using the walkability analysis in Map 11 on page 74, and considering other location-specific factors such as available right-of-way, grading, and drainage, identify a list of sidewalk locations that are practical to construct as part of a township-wide active transportation plan.
C. Work with the Hatboro-Horsham School District to pursue funding opportunities to install sidewalks, crosswalks, ADA ramps, and signage around schools through a Safe Routes to School program.
D. Work with the Hatboro-Horsham School District to create and promote events that encourage walking, such as a Walk to School Day.
E. Install signage at major intersections to remind drivers to yield to pedestrians. Install "no turn on red" signs where conflicts between vehicular traffic and pedestrians have been observed.
F. Install pedestrian push-buttons, count-down signals, and continental-style crosswalks at all signalized intersections where sidewalks are located.
G. Update the township's zoning and subdivision and land development ordinances to require wider sidewalks with grass buffers and streetscape landscaping along arterial and collector roads as redevelopment occurs.

Bikeability

Recommendation 13:
Create additional opportunities for residents to safely bicycle from their homes to parks, trails, and other destinations within the township.

Implementation Strategies

A. Coordinate with Montgomery County and adjacent municipalities to implement the general recommendations of the *Bike Montco* plan.
B. Identify and install locations for additional bicycle infrastructure, such as bicycle lanes and sharrows, on township-owned roads where low-volume neighborhood streets could be used to improve bicycle access to amenities such as parks and trails.
C. Coordinate with PennDOT, through the PennDOT Connects program and DVRPC/PennDOT Bicycle-Friendly Resurfacing Program, to install bicycle infrastructure on state-owned roads as repaving projects occur.
D. Evaluate the placement and effectiveness of new bike amenities such as bike parking on township-owned properties.

E. Continue to coordinate with Montgomery County, adjacent municipalities, and property owners such as PECO to expand and connect existing trails within or near the township, including the Power Line Trail and Cross County Trail East.
F. Increase trailhead amenities and parking to encourage biking on trails.
G. Amend the township's zoning and/or subdivision and land development ordinances to require bike amenities such as bike parking as part of all new multi-family and commercial developments and redevelopments.
H. Work with major employers to increase awareness and use of the trail connections within the township for their employees' commuting and recreation.
I. Consider creating an official map showing the township's planned locations of future trail connections so that future development and redevelopment projects along the trail routes can incorporate the trail right-of-way and interconnections, where applicable.

Public Transportation

Recommendation 14:
Encourage the use of public transportation.

Implementation Strategies

A. Coordinate with SEPTA staff and property owners to implement *Bus Revolution* recommendations, as appropriate.
B. Coordinate with SEPTA staff to periodically evaluate bus routes and bus stop locations based on feedback from community members and the Horsham Township Police Department regarding the safety and usability of existing bus stop locations.
C. Incorporate SEPTA bus stop design guidelines into the SALDO and incentivize bus shelter installation in the zoning ordinance, as redevelopment occurs adjacent to bus stops
D. Explore installing additional bus shelters where ridership levels warrant. Explore branding or advertising opportunities to fund the installation and maintenance of new bus shelters.
E. Support the implementation of a business park shuttle program to encourage employees to utilize transit.