



Springfield Township

Trails & Connectivity Plan

MONTGOMERY COUNTY, PA



December 2023

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Springfield Township

Trails & Connectivity Plan

PREPARED BY MONTGOMERY COUNTY PLANNING COMMISSION

*Unless otherwise noted, all photos are provided by MCPC or Springfield Township.
Cover photos by MCPC and Brad Maule, Friends of the Cresheim Trail.*

December 2023

RESOLUTION NO. 1621

**ADOPTION OF THE SPRINGFIELD TOWNSHIP
TRAILS & CONNECTIVITY PLAN**

WHEREAS, the Board of Commissioners of Springfield Township Department is dedicated to enriching the lives of the people who live, work or visit Springfield Township, through attractive parks and recreation facilities, diverse recreation opportunities, and excellent public service, and

WHEREAS, the Board of Commissioners established a goal to create a robust plan to connect neighborhoods, businesses, schools and civic institutions and recreational facilities together, and

WHEREAS, Springfield Township partnered with the Montgomery County Planning Commission to create the desired plan, and appointed a Task Force composed of elected officials, township staff, and representatives from local advisory and stakeholder groups to guide the planning process, and to solicit and receive public input throughout the planning process, and

WHEREAS, the Task Force conducted a public outreach survey from August to November 2022, conducted two open house meetings and met with students from both the Springfield Middle and High Schools to introduce the project to the community and to solicit feedback on transportation gaps and preferred routes, and

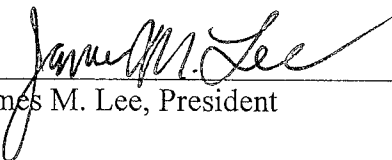
WHEREAS, the draft plan was presented to the Board of Commissioners at a public meeting held on October 11, 2023, and public comments were encouraged through December 1, 2023, and

WHEREAS, the plan is intended as an aspirational guide for Township officials to achieve the desired Township connectivity.

NOW, THEREFORE, BE IT RESOLVED: That the Board of Commissioners of Springfield Township does hereby adopt the Springfield Township Trails & Connectivity Plan of 2023.

ADOPTED this 13th day of December, 2023.

BOARD OF COMMISSIONERS OF
SPRINGFIELD TOWNSHIP

By: 
James M. Lee, President

ATTEST:

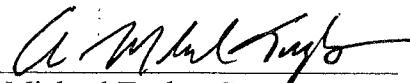

A. Michael Taylor, Secretary



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Introduction

Purpose of Plan

Excerpts from Springfield’s 2012 *Comprehensive Plan Update: A Vision for 2025*:

Transportation Objective

6.1: *Increase resident access to all modes of transportation including walking, bicycling, and public transit by **creating safe pedestrian and bicycle connections between existing/proposed parks, trail systems, institutional open space, commercial areas, neighborhoods and public transit stops.***

Transportation Objective

6.3: *Maintain and improve the existing pedestrian network and create new sidewalks or trail networks to enhance community walkability. Fill in gaps in the existing sidewalk network. Explore ways to convert informal pedestrian paths to a public pedestrian network.*

GOAL 8: ENERGY AND RESOURCE CONSERVATION: *Adopt policies and practices that make Springfield more environmentally sustainable. ...*

Energy and Resources Conservation Objective

8.2: *Complete the pedestrian network throughout the township that links neighborhoods with commercial districts, schools, parks, and trails.*

Springfield Township is already known for its desirable neighborhoods, beloved businesses, popular parks, and excellent schools and civic institutions. But to best leverage these assets and enable all residents and visitors of the Township to enjoy them to the fullest extent possible, a robust plan to connect them all together is in order. While driving a motor vehicle to one’s destination has been the default for the majority of people over the last many generations, more and more people have recognized the significant recreation, transportation, environmental, health and wellness and economic benefits that foregoing the automobile can offer. The onset and residual effects of the COVID-19 pandemic have brought much attention to the importance of having access to the outdoors and to a network of trails, paths, and other routes. Sidewalks and public streets are an important component of this, but a comprehensive network of trails and routes of varying levels of planning and design is fundamental to fulfill the goals of increased connectivity and recreational opportunities across the Township.

Whether it’s enjoying the outdoors, exercising, walking the dog, or just getting from Point A to Point B, residents and visitors of Springfield have different needs depending on whether they are on foot or using a bike, scooter, or other personal mobility device, and whether they are out for fun or for getting where they need to go. This plan will enable the Township to prioritize, advocate for and develop a Community-wide Trail Network.

Why Trails? Why Routes?

Trails are simply pathways for nonmotorized users—that is, people *not* using cars or other types of motor vehicles like motorcycles, ATVs or snowmobiles. Trails can take many different forms: they can range from a narrow, foot-beaten dirt path only permitting pedestrians on foot, to a 12-foot-wide asphalt trail able to be used simultaneously by pedestrians, cyclists and others (these are called “multiuse trails” or “shared-used paths”). The thing that they all have in common is that they are *off-road* and *separated from vehicular traffic*.

However, because Springfield has matured in its physical growth and less land is available for new, “greenfield” development, there are also fewer opportunities to build extensive networks of new, separated trails across the Township. To account for this, this plan includes many other types of network improvements that increase the number and reach of routes for pedestrians, cyclists and more.

A Note on Terminology

The reader will oftentimes see the terms “trails,” “routes,” and “trails and routes,” but should understand that they are intended to be used interchangeably and to refer to all possible components of a non-motorized or active transportation network. This plan will also use the terms “walking,” “biking,” “pedestrians” and “cyclists” when referring to the potential users of the network and the modes of transportation permitted within the network; however, it should be understood that included within these terms are those who use assistive mobility devices like wheelchairs or power scooters, as well as other pedestrian conveyances such as skateboards, scooters, roller skates or rollerblades, unless otherwise restricted by law. While it is also common to include horseback riding and cross-country skiing as permitted uses on multiuse trails, these uses are excluded from discussion unless specifically included otherwise.

Plan Organization

The following chapters discuss the issues analyzed and data collected during the planning process. This includes describing previous planning efforts, the types of public involvement performed, the methods used to inventory and analyze the several factors impacting connectivity in the Township and the recommended trail and route improvement projects.

Goals of This Plan

- Identify routes for a trail network that would **maximize connectivity** between **key destinations** in an **equitable manner**.
- Find routes that are **safe, inviting, accessible,** and **easy** for users of all ages and abilities.
- Create a list of **clear, implementable projects** to guide Springfield’s decision making in developing a trail network.

Planning Process

Springfield Township partnered with the Montgomery County Planning Commission (MCPC) to create this plan. In order to provide guidance, oversight and direction on the planning process, the township appointed a Task Force composed of local elected officials, township staff, and representatives from local advisory and stakeholder groups. The Task Force reviewed and commented upon the research reports, maps and recommendations of the MCPC project team.

As a part of the efforts to inform and receive input from the public, the project team conducted a public outreach survey from August to November 2022 (in which over 800 Springfield residents participated), an interactive mapping application which gave the public opportunities to visually describe current barriers and future opportunities for pedestrians and cyclists, presentations and discussions with students from both Springfield Middle and High Schools, and two public open houses which introduced

the project to meeting attendees and solicited their feedback on preferred routes, the results of which are discussed further in the next chapter.

The project team additionally performed analyses on the gaps in the existing pedestrian and cycling networks in the Township, including where neighborhoods and populations may be disproportionately impacted by these gaps, and identified key linkages between key destinations identified through public outreach using existing and proposed connections. Lastly, the project team weighted the feasibility of each proposed route and consulted with the Task Force on rating the relative priority of each recommended trail and route segment.

How to Use This Plan

This plan provides guidance to Springfield staff, elected and appointed officials on prioritizing important trail and connectivity projects to implement. While Springfield Township might be the initiating entity in most projects indicated in this plan, it will require ongoing coordination and partnership with a number of agencies and organizations, such as MCPC, Pennsylvania Department of Transportation (PennDOT), adjacent municipalities and advocacy organizations such as the Friends of Cresheim Trail and the Circuit Trails Coalition. These entities can also use the plan as a resource and as evidence of Township priorities. The Township may also work with private developers and property owners to ensure trail or route plans impacting properties proceeding through land development can be accommodated in the future or incorporated into construction plans.



Inventory and Analysis

The inventory and study techniques of this planning process focused on three major categories of research: 1.) analysis of past planning to ensure continuity with previous studies while allowing for the natural evolution of the community's priorities, 2.) analysis of the existing access to trails and the relative quality and relevance of existing facilities, including the origins and destinations of potential trail users, and 3.) analysis of public input to find preferences for future connections and the 'collective wisdom' of the community around existing connectivity barriers.

Past Planning

A Master Trails Plan should take into account all recent and relevant municipal planning efforts to date, building on the projects and priorities that have been in the works for several years. While plans can become stale if a community's priorities have changed or if certain factors have become irrelevant, there are still lessons that can be taken into account. Many of the municipal or comprehensive plans summarized below do not include a justification or discussion of how or why trail alignments were chosen or, as later plans show, why other trails were not included, which limits the present ability to assess decision-making on trail-planning over time. This plan will discuss recommended trail alignments in depth and the analysis that led to their inclusion.

Springfield Municipal Plans

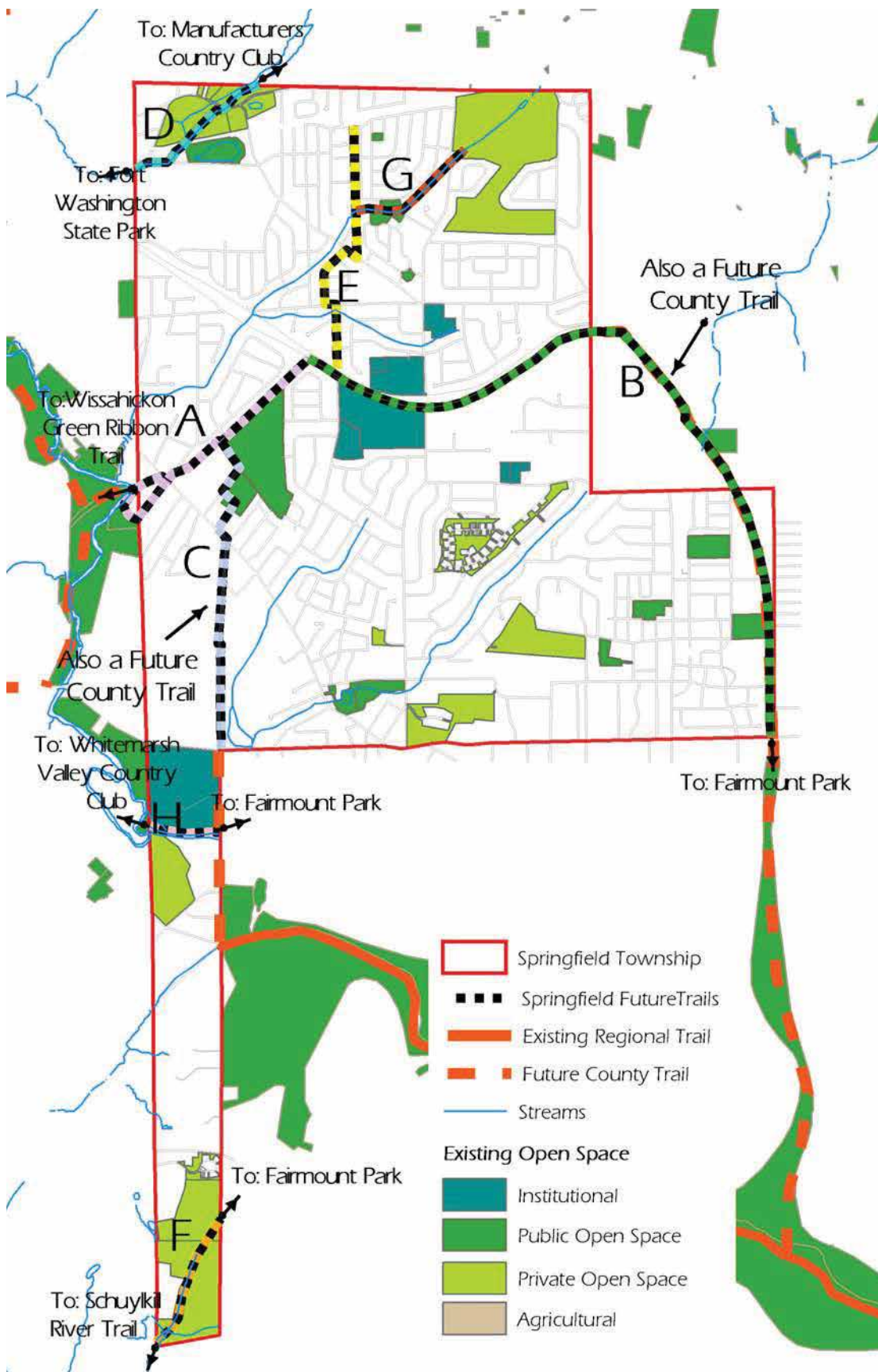
2005—OPEN SPACE PLAN

Produced in accordance with Montgomery County's Green Fields/Green Towns Program, the Open Space Plan inventories existing protected spaces and vulnerable properties, and comprehensively analyzes and prioritizes open space to reserve or preserve. While not strictly a trails plan, Chapter 7 does outline potential open space linkages and categorizes them into short- and long- term priorities. Short-term priorities include: Cresheim Trail/Wissahickon Green Ribbon Trail Connector (AKA Plymouth Rail Trail), Cresheim Trail, Wissahickon Avenue Trail Connector, Bethlehem Pike- Fairmount Park, and Sandy Run Creek. Long-term priorities include: Oreland Connector, Manor Creek, North Hills Country Club- Oreland Ballfield, and Wissahickon Creek. The Open Space Plan also takes the County and abutting municipal plans into consideration mainly because of potential connections between the areas. Existing and future trails as well as public open space service areas are shown in the map on page 6.

2008—PARKS AND RECREATION PLAN

The Springfield Parks and Recreation Plan is a comprehensive document that provides background knowledge of the planning process as well as Township characteristics, benefits of open space/trails, recommendations to achieve open space/trail goals, and a strategy to achieve the goals. Chapter 7, Greenways and Trails, is particularly significant

2005 Open Space Plan: Existing and Future Trails

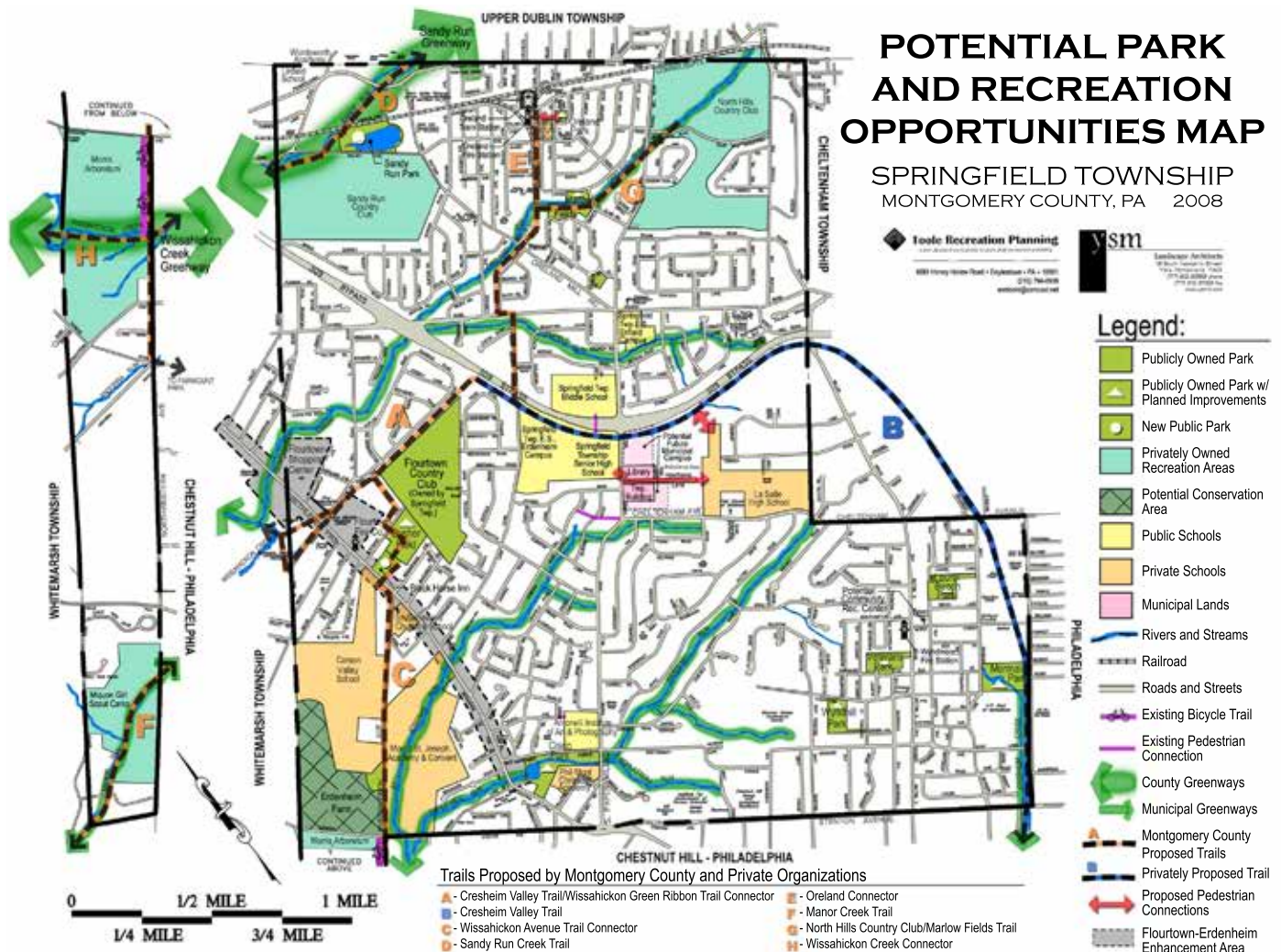


for the purposes of this plan: this chapter outlines trail initiatives and the Township's greenway and trail network potential as well as the associated strengths, challenges, opportunities, and recommendations.

Potential park and recreation opportunities are shown in the map below, though changes have been made from the 2005 plan that are not explained. The Bethlehem Pike-Fairmount Park trail is no longer on the map. Other potential linear connections not on the map but called out in the plan include: Paper Mill Run, Schlatters Run, Joseph's Run, Enfield Run, Sunnybrook Creek, and Andorra Run.

Public participation results of this plan are mentioned in the 2013 Springfield Comprehensive Plan Update/Vision for 2025: "The plan indicates that the public participation process revealed that while the township is not opposed to a trail system, there are residents with concerns about public safety, individual property rights and the loss of privacy by adjoining neighbors that must be addressed as part of any trail planning effort".

2008 Parks And Recreation Plan: Potential Park and Recreation Opportunities



2014—COMPREHENSIVE PLAN: VISION FOR 2025

Prepared by the Township and MCPC, this plan outlines the community goals and objectives and inventories land use, transportation, natural resources, and cultural resources. Many maps/figures throughout the Plan can be of interest, such as historical

sites and scenic vistas, but of particular interest is the existing and proposed trail map (shown on the next page).

The Bethlehem Pike-Fairmount Park Trail from the 2005 Open Space Plan is again not included. The Wissahickon Ave Trail Connector, included in both previous plans, is not shown either. This is the only plan that marks the Wissahickon Green Ribbon trail—labeled as a proposed trail. Other proposed trails include: Cresheim Valley Trail/Wissahickon Green Ribbon Trail Connector, Cresheim Valley Trail, Sandy Run Creek Trail, Oreland Connector, Manor Creek Trail, North Hills Country Club/Marlow Fields Trail, and the Wissahickon Creek Connector.

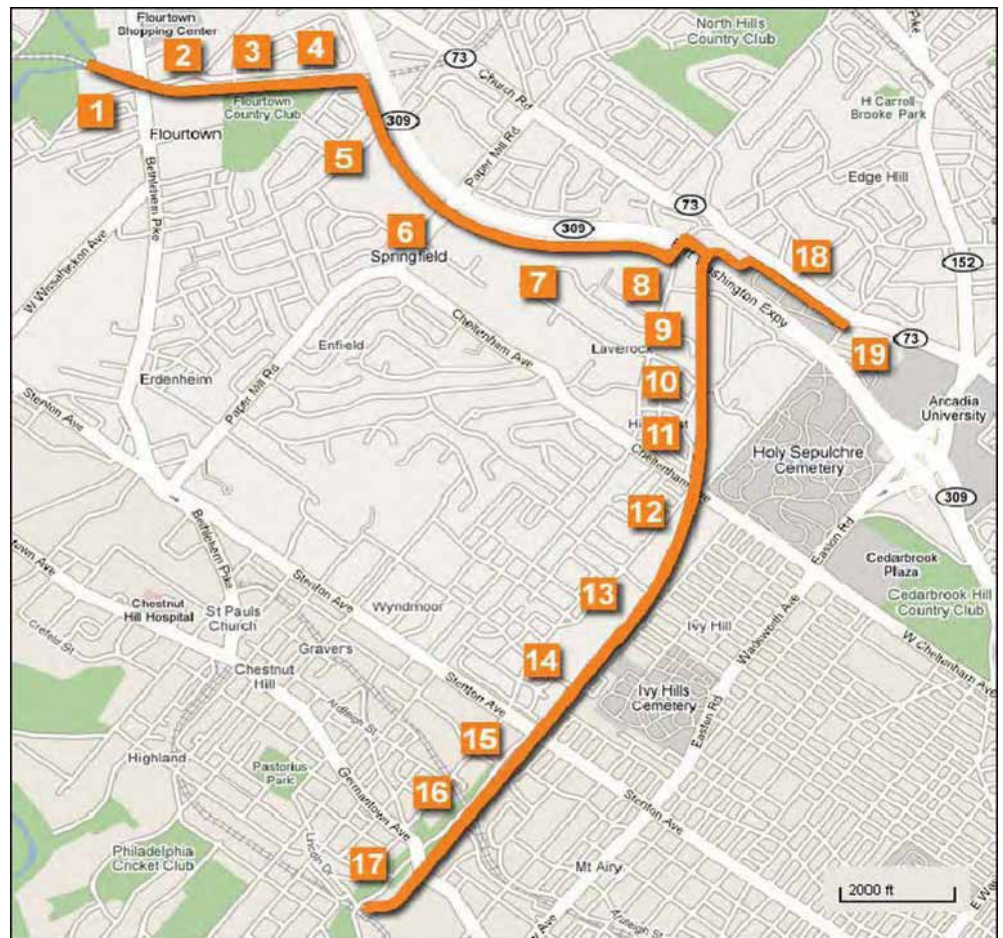
Chapter 8 outlines seven long-term goals that arose from key findings with the 2008 Park and Recreation Plan and can be seen on page 7. Of note are goals number three, “interconnect the neighborhoods of the community and the region” and number seven, “increase public awareness and stewardship regarding parks, recreation greenways, trails and natural resources conservation in Springfield Township”. It ends by outlining recommendations and implementation plans. It also ensures compatibility with the County plans and abutting municipal plans.

Trail Plans for Springfield by Others

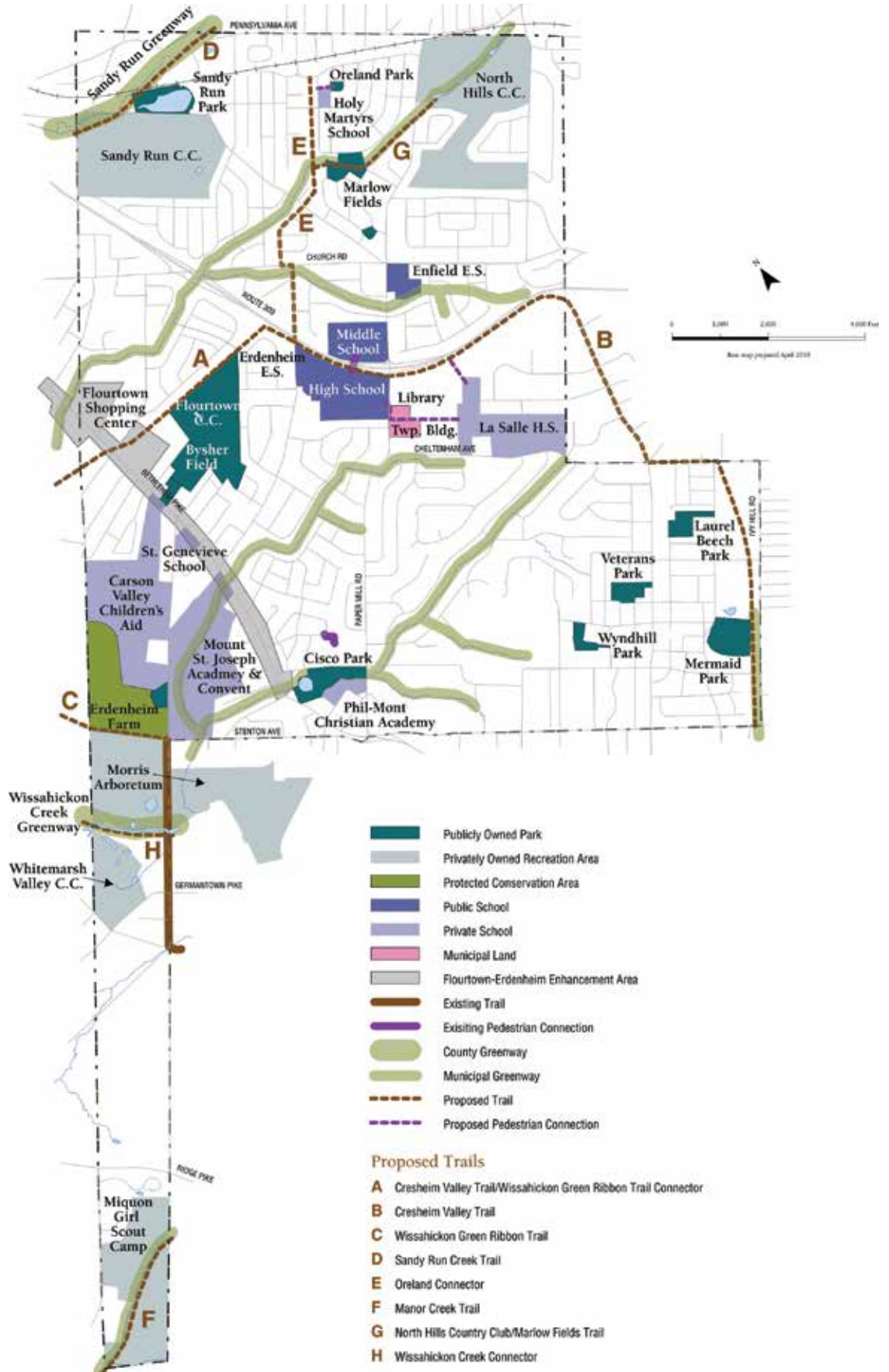
2008—CRESHEIM TRAIL FEASIBILITY STUDY

This study, commissioned by the Friends of the Cresheim Trail, outlines the feasibility of expanding the Cresheim Trail, a multi-use recreational trail, which would span from Fort Washington State Park to Valley Green in Philadelphia and Montgomery Counties. In Montgomery County, the trail would link Whitemarsh, Springfield, and Cheltenham Townships. It is noted that the proposed trail will be challenging and costly, especially the construction of two pedestrian bridges. The recommended trail alignment is shown in the map to the right. Associated operation, maintenance, easement, property acquisition, costs, and implementation information is included in the plan. To date, segments 7

2008 Cresheim Trail Feasibility Study: Proposed Trail Alignment



2014 Comprehensive Plan Update: Recreational Facility Needs and Proposed Trails

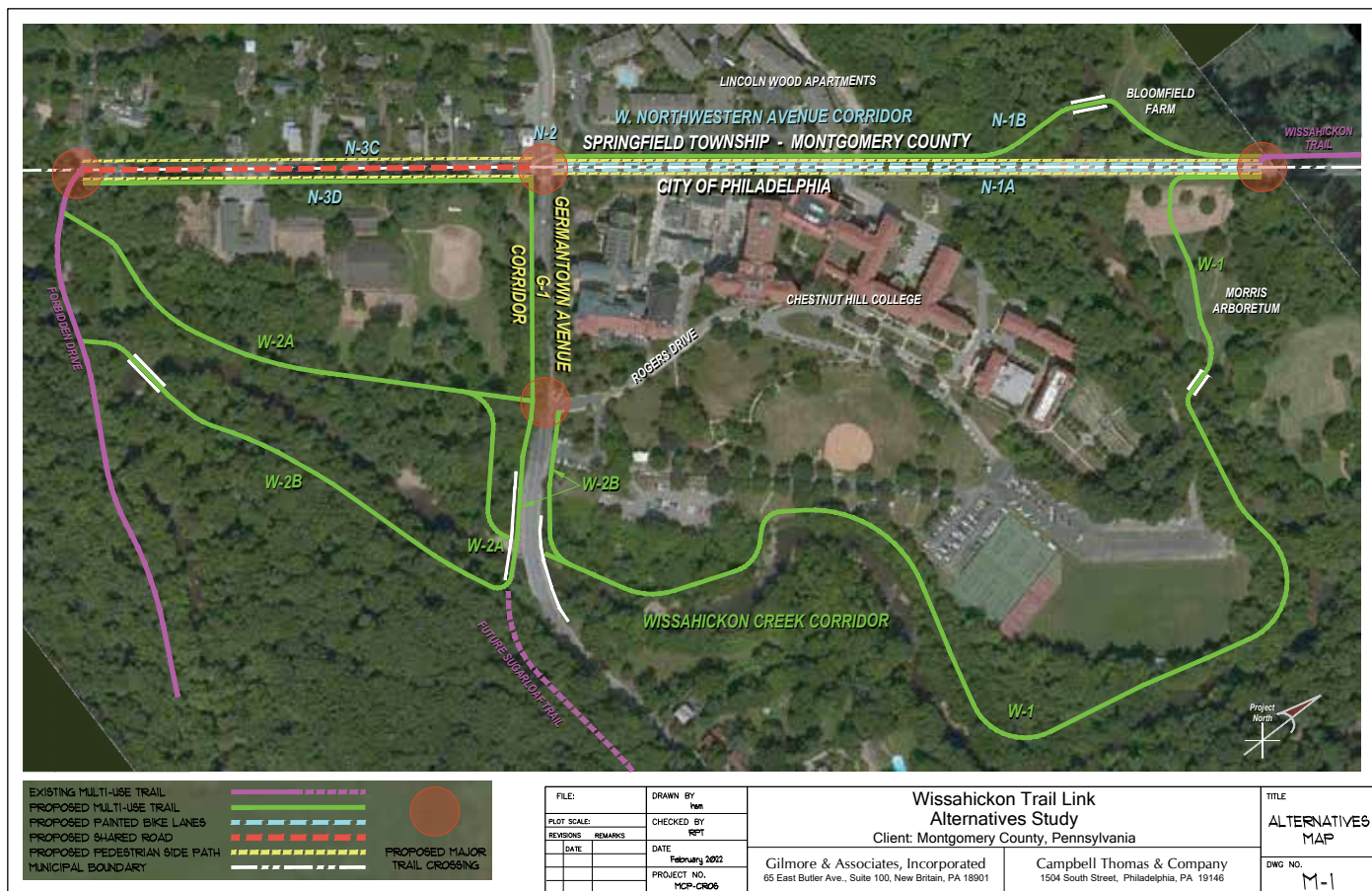


and 8 have been constructed in Springfield. The proposed alignment in this plan would rely on using PECO right of way. At the time of publication, the sponsoring organization (i.e. the entity who would build and manage the trail) had not been identified.

2022—WISSAHICKON LINK BETWEEN MORRIS ARBORETUM AND FORBIDDEN DRIVE

This feasibility study, commissioned by MCPC and published in 2022, focuses on potential alignments that would link an existing trail segment of the Wissahickon Green Ribbon Trail (GRT) at Morris Arboretum with Forbidden Drive in Philadelphia. This segment will be a part of a 20 mile trail connecting the Cross County Trail in Plymouth, Whitemarsh, Upper Dublin and Upper Moreland Townships to the Wissahickon Trail. Major property owners along this segment were mostly supportive of the idea of a trail link depending upon future designs and final plans: the trail alternatives map is the second map shown below. The report identified alternatives in both Philadelphia and Montgomery County. Any alternative pursued in Philadelphia would have to be managed and constructed by Philadelphia, which at the time of publication had not committed to any alternative. An alternative similar to N1-B in the second map below is being pursued by Montgomery County.

2022 Wissahickon Trail Link Plan: Alternatives Study

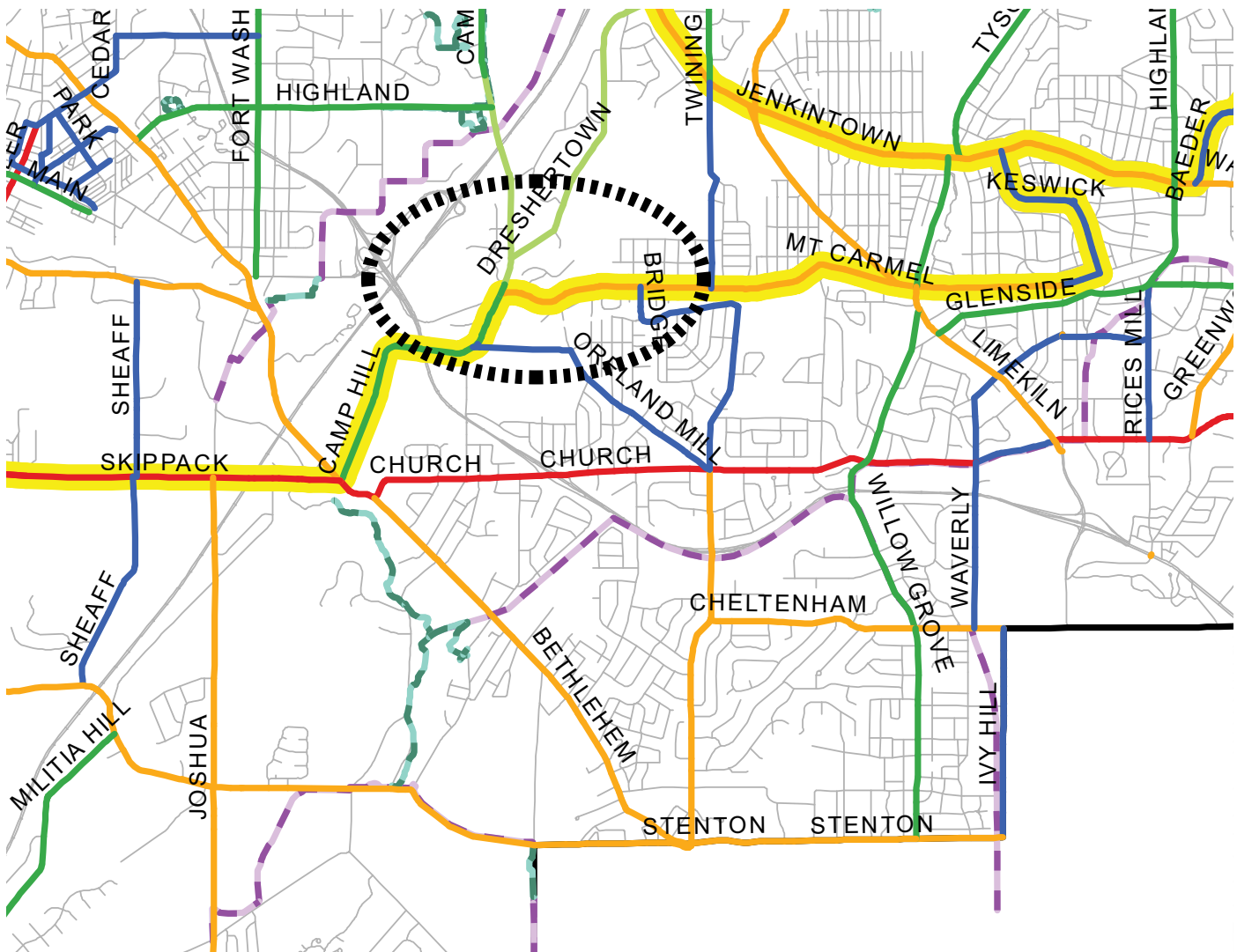


Regional Trail Plans by Others

2018—Bike Montco: The Bicycle Plan for Montgomery County

MCPC commissioned a countywide bike plan in 2018 which specifically looked at on-road bike facilities (as opposed to off-road trails and routes). The study took a different approach than previous bike plans, in that it focused on connecting existing networks of 'low-stress streets'. That is, streets that the novice or average cyclist could ride without the need for bike lanes or other facilities because traffic volumes are low and speeds are relatively slow. 'Priority Bike Routes,' highlighted in yellow below, are the main roads which should be prioritized for bike facilities because they are major connectors of these low-stress street networks. The specific bike facility would be determined by the functional classification, geometry, and speed limit of the street. Of particular interest to Springfield are Camp Hill Road and Pennsylvania Avenue, both identified as Priority Bike Routes. A trail system should aim to connect or accommodate connections to these routes.

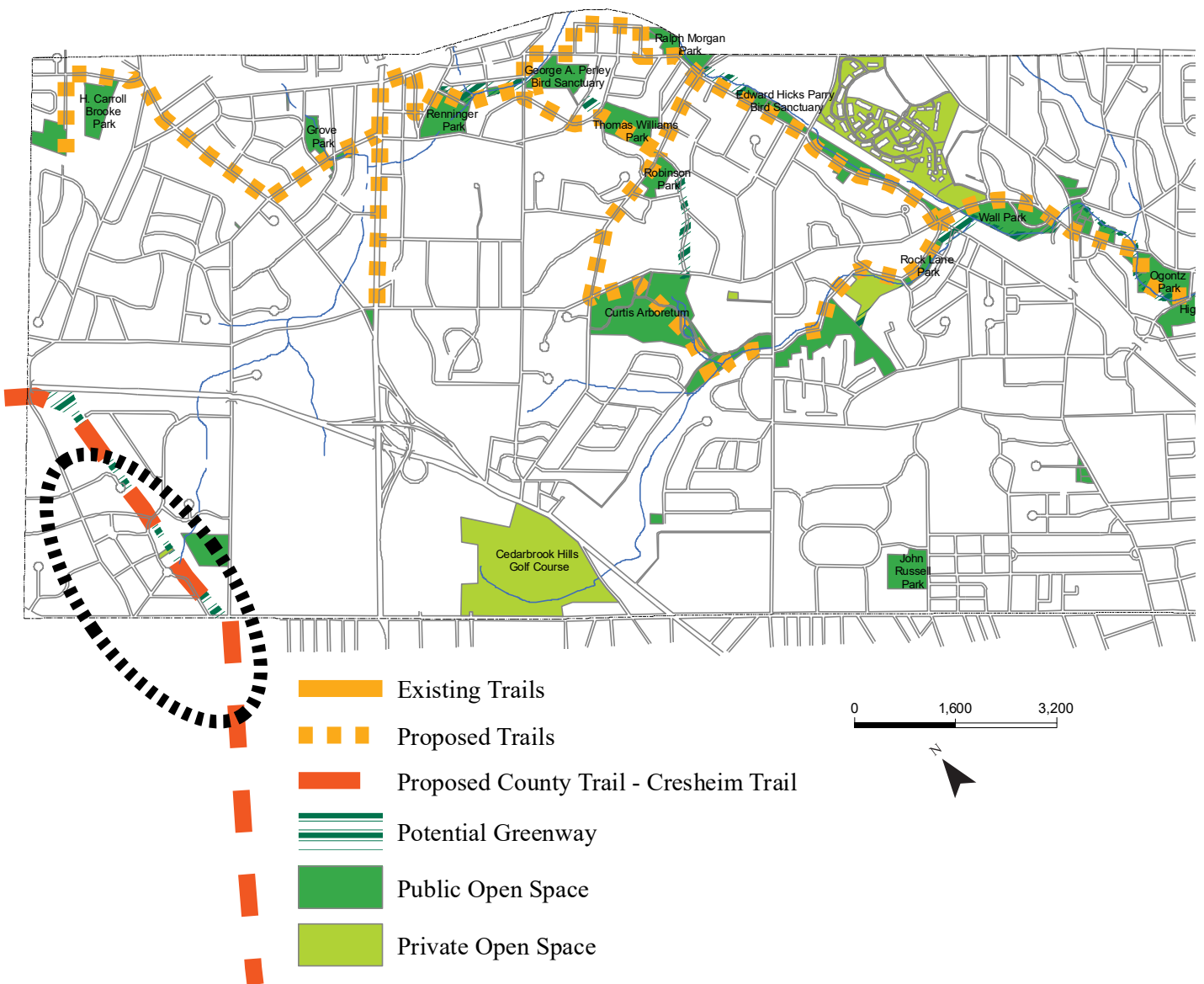
2018 Bike Montco, The Bicycle Plan for Montgomery County: Planned Bicycle Network



2005—Cheltenham Township Comprehensive Plan

The last planning Cheltenham pursued regarding trails is within their 2005 Comprehensive Plan (duplicated from their 2005 Open Space Plan), although a plan update is currently being performed. The Cresheim Trail is indicated in this plan, following the PECO right of way. Not indicated in this map is the Tookany Creek Trail, which theoretically would spur off from the Cresheim Trail near Springfield and would provide users with an east-west route across the Township to Philadelphia. Other trails identified in the plan indicate on-road alignments or greenways along stream corridors.

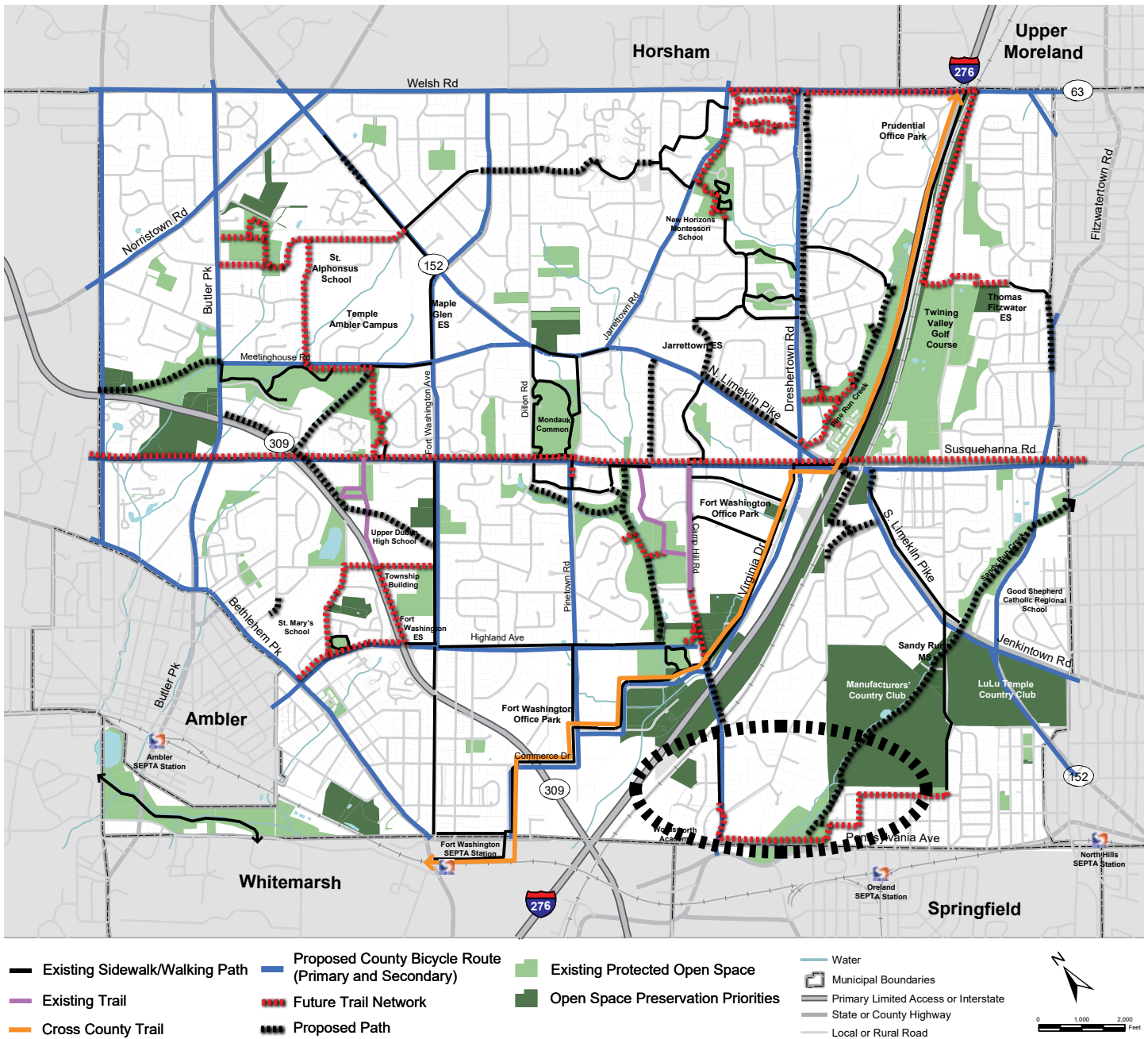
Conceptual Trail Network in Cheltenham Township



2010—Upper Dublin Township Comprehensive Plan

Upper Dublin identifies two trails of interest along or into Springfield Township: one aligned along Pennsylvania Avenue and the other identified along the Sandy Run Creek running into Springfield, which could potentially connect all the way to Abington Township. The difference between a “Proposed Path” and a “Future Trail Network” trail is not clear in the plan, although it’s possible that a “Path” may be a pedestrian-only corridor, whereas a “Future Trail Network” trail may be designated as regional in nature and therefore accommodate more users as a multiuse trail. This plan cites prior bike planning by the County (identified as Primary and Secondary Routes in the map)

Trail and Bike Network

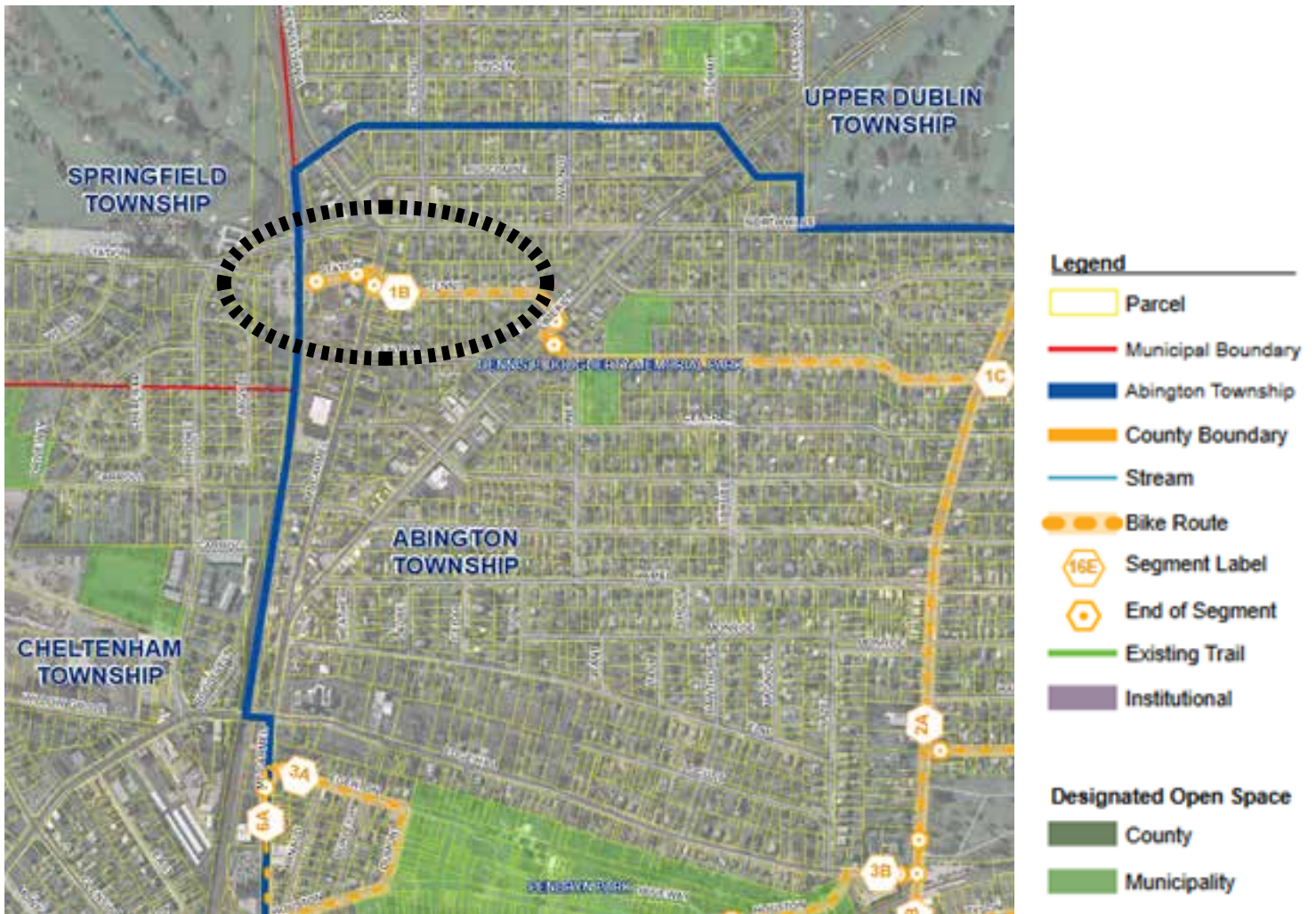


which has since been superseded by the routes and strategies identified in *Bike Montco*. As of this writing, Upper Dublin is conducting an update to their Open Space Plan which may slightly impact these connections.

2016—Abington Township Master Bike Plan

While Abington only maintains a small boundary with Springfield, the Abington Township Master Bike Plan does indicate a proposed on-road bike route which would intersect the township at Station Avenue. This bike route would only be indicated with on-road ‘Sharrows,’ indicating that cyclists would use the road without any further facilities (see below).

2016 Abington Township Master Bike Plan: Bicycle Network



2013 (Updated 2022)—Philadelphia Trail Plan Update

Of particular importance is the proposed Cresheim Trail within the City limits, which has been moved to being “In Design,” indicating that there is momentum for this multiuse trail to continue on into Montgomery County and Springfield.

2022 City of Philadelphia Trail Plan Update: Trail Network



2020—Whitemarsh Township Comprehensive Plan Update

The Whitemarsh Comprehensive Plan adapts several trails from its previous Open Space plans and integrates additional trails which may be beneficial to connect with Springfield trails. The Wissahickon Trail, identified as ‘proposed’ on the map below will connect to the existing segment along Northwestern Avenue in front of Morris Arboretum. This trail is at 90% design by the County and will be likely be under construction by the end of 2023. The Plan also identifies potential pedestrian connections into Springfield via Ridge Pike and Germantown Pike (in green hashed lines on next page).

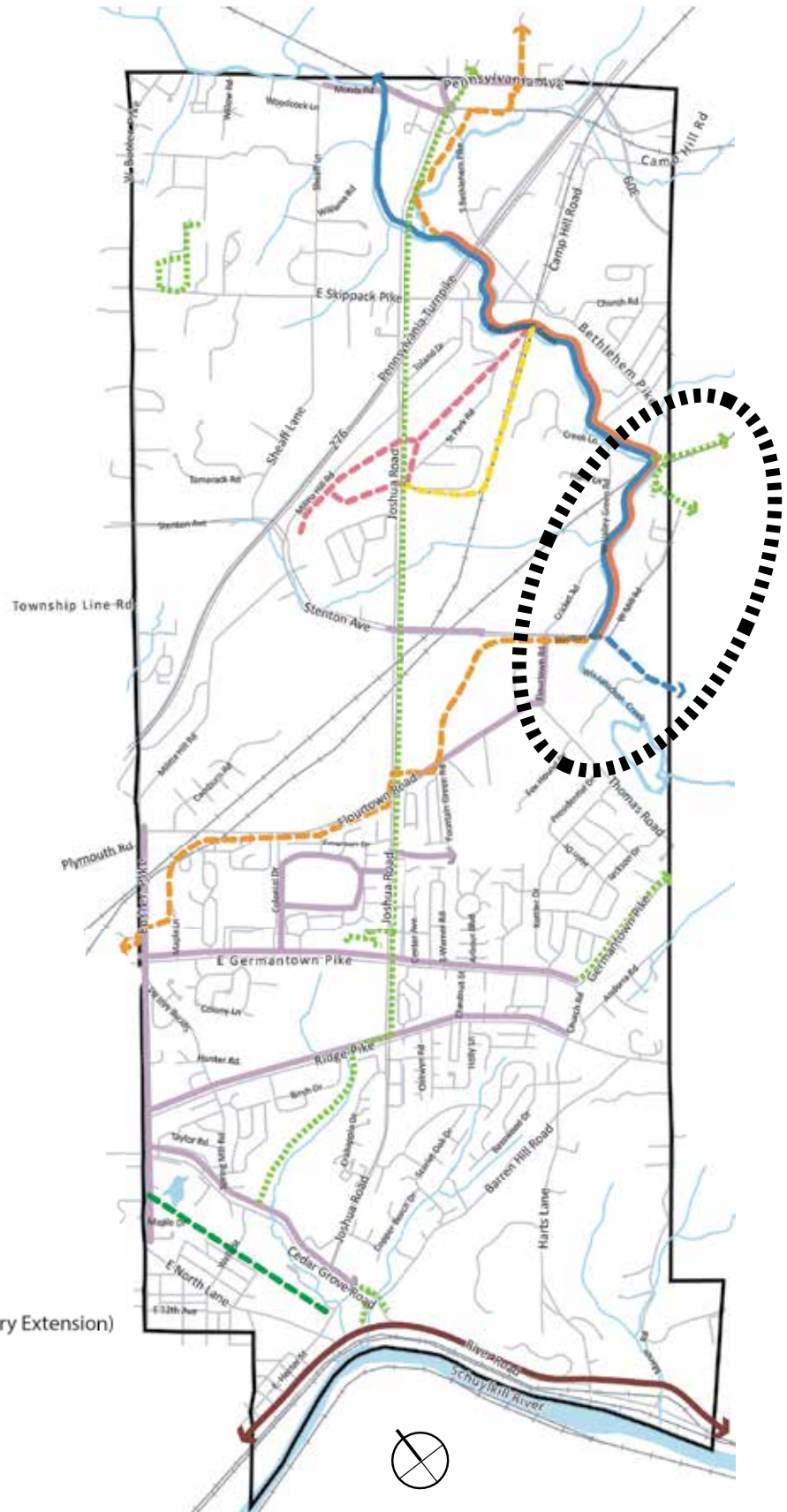
2020 Whitemarsh Township Comprehensive Plan Update: Trails

Trails

The Township has approximately 11 miles of existing trails, in addition to five miles of planned natural trails. These trails include a portion of the Schuylkill River trail, the Wissahickon Trail, and other walking and biking trail systems.

Proposed trail systems will extend through the mid-section of the Township connecting to the Wissahickon Trail, and providing trail access to surrounding municipalities.

- ⋯ Trail Related Recommendations
- Schuylkill River Trail (existing)
- Wissahickon Trail (existing)
- - - Wissahickon Trail (proposed)
- Cross Country Trail (existing)
- - - Cross Country Trail (proposed)
- - - Fort Washington Trail
- - - Fort Washington Trail (Cross Country Extension)
- - - Miracle-Nature Trail (proposed)
- Other Trails



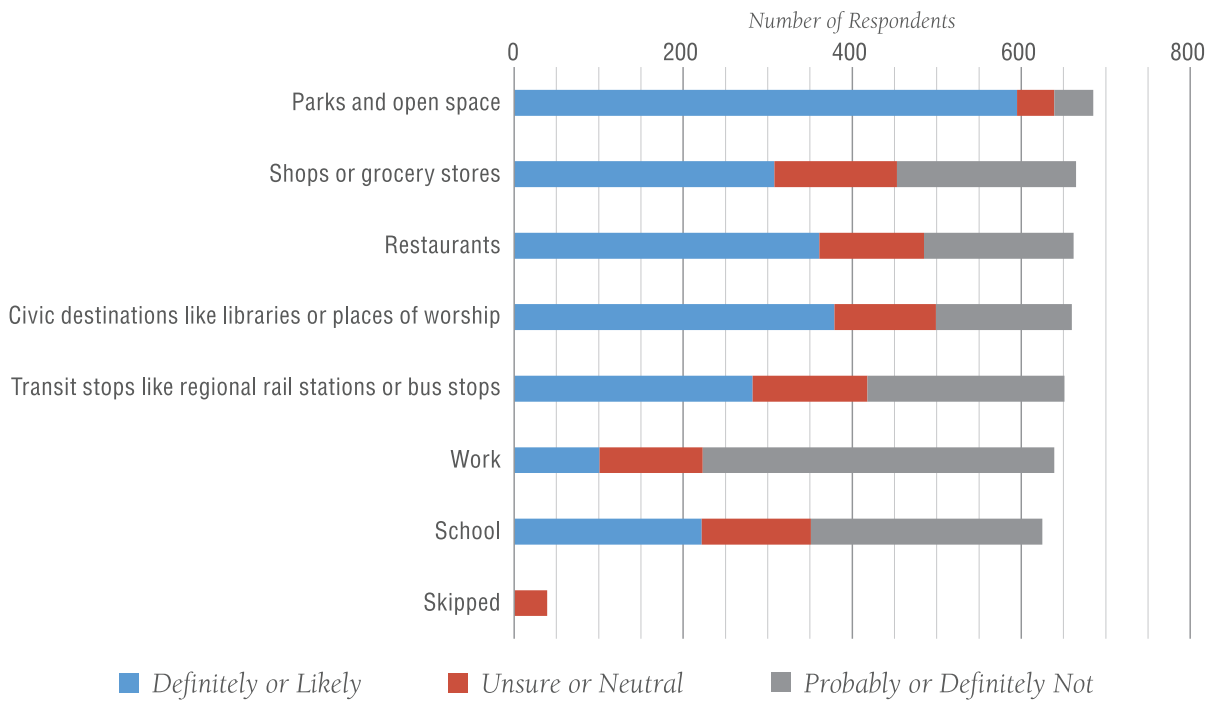
Public Participation Results

Input from Springfield residents, whether they were new to trails or were already avid users, was invaluable. Quantitative and qualitative data taken from the surveys, public meetings and one-on-one discussion provide guidance and direction to the project team in how to align trails to where Springfielders wanted to go, what barriers needed to be addressed and surmounted, and how to best provide sensitive design solutions to respect community wishes while supporting increased mobility and connectivity for all. Some of the major takeaways from the public engagement include:

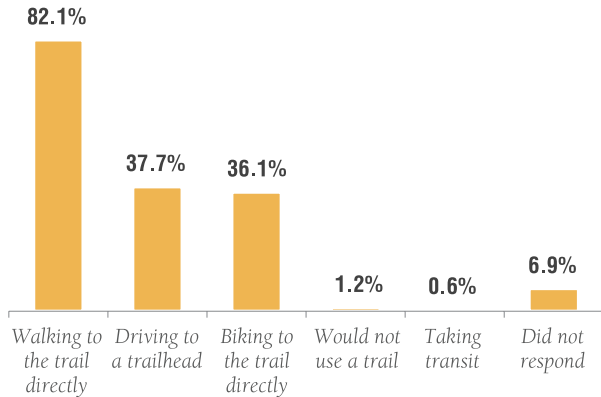
- *Over 82% of survey respondents said that they would prefer to walk to a trail over driving or another method of travel.* This suggests that Springfield can best implement a network plan by ensuring trails and routes are within a 10-minute walking distance of every resident in the Township.
- *The greatest barrier to reaching trails is the current gap in trail or sidewalk coverage, as well as the lack of close-by trails.* Since there are many major regional multiuse trails which lie just outside the township boundaries, filling in the gaps to get to these assets should be prioritized.
- *Over 90% of survey respondents would definitely or likely use trails and routes for each of the following activities: fitness or exercise, experiencing nature, and recreation.* Aligning trails and routes to connect to the major parks and open spaces of the community, as well as focusing on a high-quality trail user experience, will ensure that trail users receive an experience that matches their preferences and expectations—and that they keep coming back for more. Even though other activities and uses for trails such as commuting or traveling to other places received less preference in the survey, trends in other Montgomery County communities suggest that businesses see an uptick in patronage when trails are installed nearby.
- *More than 86% of survey respondents would definitely or likely use a trail to reach parks and open space, far and away the most popular destination.* Trails and routes can be an extension of the recreational, health and even spiritual benefits that people look for in parks and open space, extending their positive experience both to and from these beloved places, which supports the previous finding above as well.
- *Busy arterial roadways such as Bethlehem Pike, Church Road and Cheltenham Avenue, not to mention the Fort Washington Expressway, act as major barriers to safe and comfortable connectivity between neighborhoods.* Special attention should be paid to connecting pockets of low-stress streets and walkable neighborhoods that are separated by these and other major roads. Adapting or right-sizing certain streets to be more pedestrian- and bicycle-friendly and enhancing existing and creating new crossings can help attain this goal.

A full description of the Public Participation results, including the actual materials provided for the public meetings, is available in the Appendices to this plan.

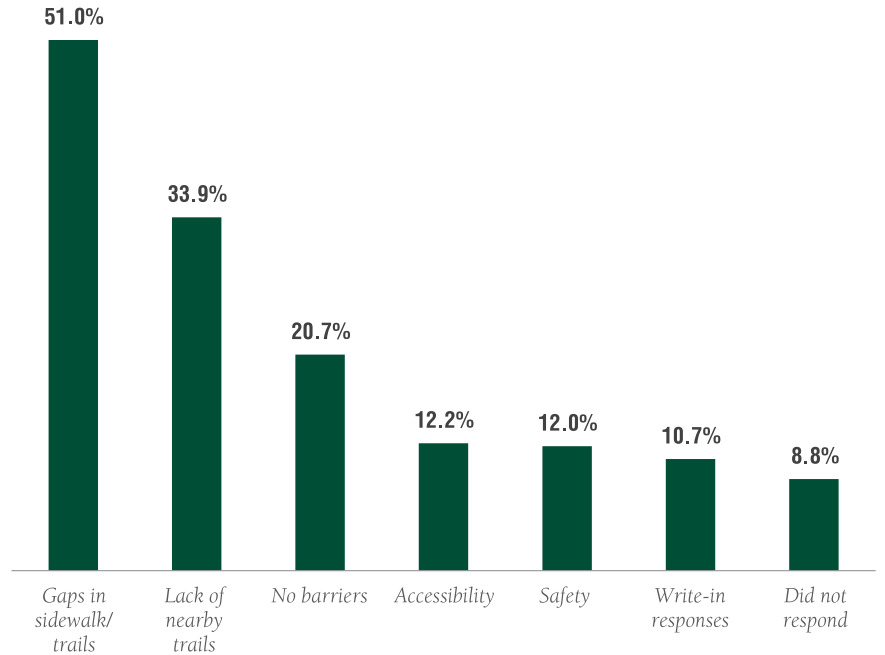
How likely are you to use a trail to reach the following destinations?



Preferred Method of Reaching Trails*



Barriers to Reaching Trails*



*Results add up to more than 100% due to respondents' ability to check all answers that applied to them

Conditions Inventoried and Gaps Identified

Existing Trails

At present the majority of trails in the Township are walking paths located within municipal parks or small open space areas. The paths and trails within Cisco Park and Mermaid Park act as destinations for people and families seeking recreational opportunities. While popular, these walking trails have limited connectivity and do not act as connections throughout the larger community. There are significant regional multiuse trails which exist just outside the Township, including the Wissahickon GRT and Cross County Trail in Fort Washington State Park and Forbidden Drive in Wissahickon Park which terminates at the township boundary. A small segment of the Wissahickon GRT exists along Northwestern Avenue at Morris Arboretum & Gardens. A recent addition to a regional multiuse trail in the Township is the completion of an approximately 0.75-mile-long segment of the Cresheim Trail as part of the Falcon Hill Estates at Wyndmoor development. The segment is presently accessible only from the development, but can easily connect to future expansions either north or south. While perhaps not a traditional trail, there is an important sidewalk and ramp connection between Springfield Middle and High Schools that runs under Fort Washington Expressway.

Proposed Trails Already in Development

Currently there are multiuse trails under design and development in the Township that will need to be taken into account in developing a trail network. A segment of the Wissahickon GRT and Cross County Trail along Stenton Avenue is being developed by Montgomery County to connect to Fort Washington State Park and through Erdenheim Farm in Whitmarsh Township. Springfield is actively developing Phase 1 of the Walnut Avenue Connector, a multiuse trail along Walnut Avenue connecting Sandy Run Park with Oreland. Preliminary planning is underway for a trail connection under the SEPTA Lansdale/Doylestown rail line to Pizek Preserve from Sandy Run Park.

Active Transportation Infrastructure and Access Analysis Physical Gap Analysis

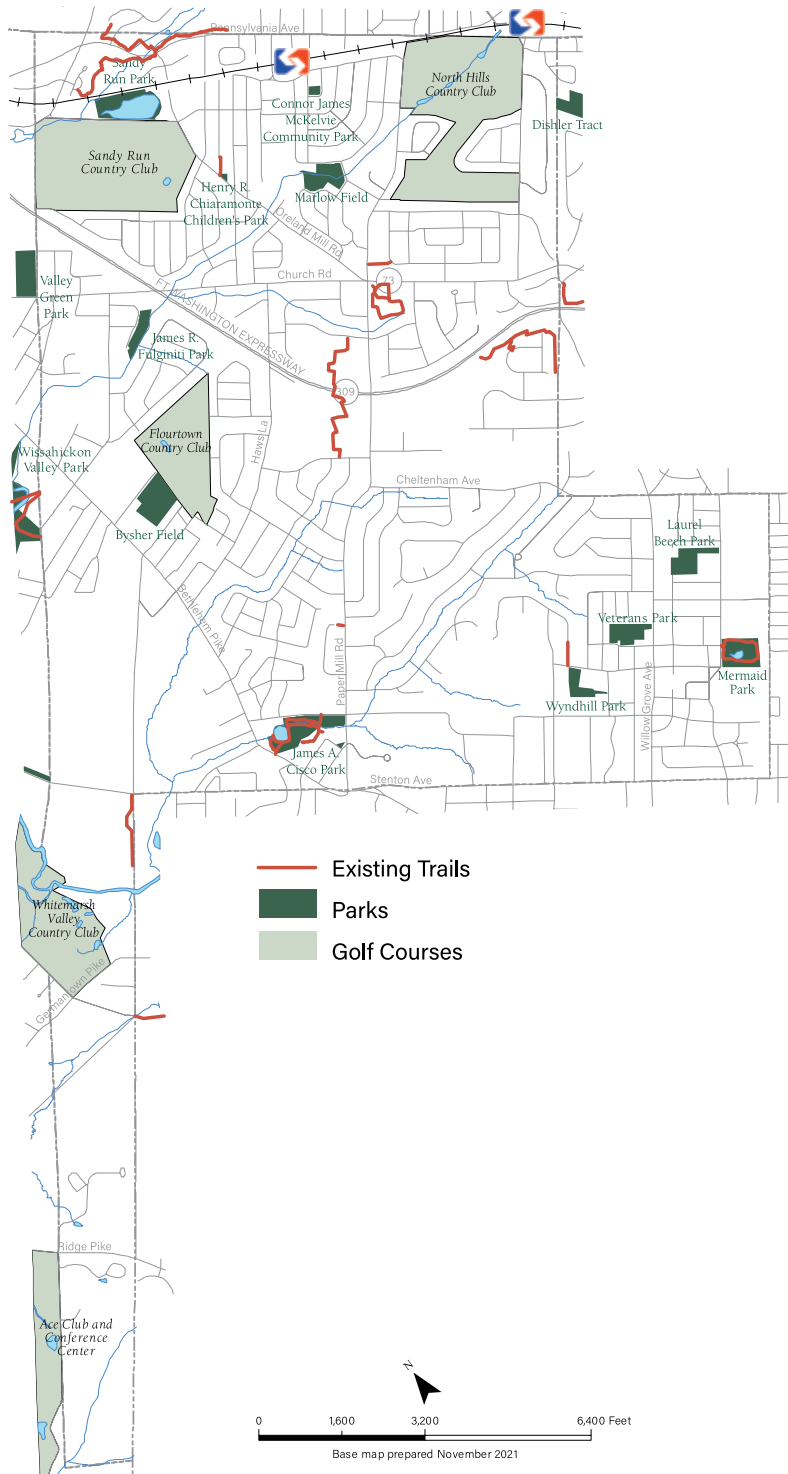
Conducting a gap analysis of trails and other nonmotorized user routes involves an assessment of the existing infrastructure besides trails that support walking and

LTS	Comfortable Enough	Characteristics
1	Most People	Lowest stress Comfortable for most ages and abilities
2	Interested, but Concerned	Suitable for most adults Presenting little traffic stress
3	Enthusied and Confident	Moderate traffic stress Comfortable for those already biking in American cities
4	Strong and Fearless	High traffic stress Multilane, fast moving traffic

biking. The map on page 21 shows where sidewalks exist on roads in the Township, as well as the relative rating of each street's Level of Traffic Stress (LTS) for bicycling. The LTS for each street, developed by the Delaware Valley Regional Planning Commission, measures how stressful biking in the road would be by factoring together for each street:

- the number of travel lanes (describing how much car traffic there would typically be)
- how fast vehicle speeds typically are, and
- whether there is a dedicated bike facility already on the street.

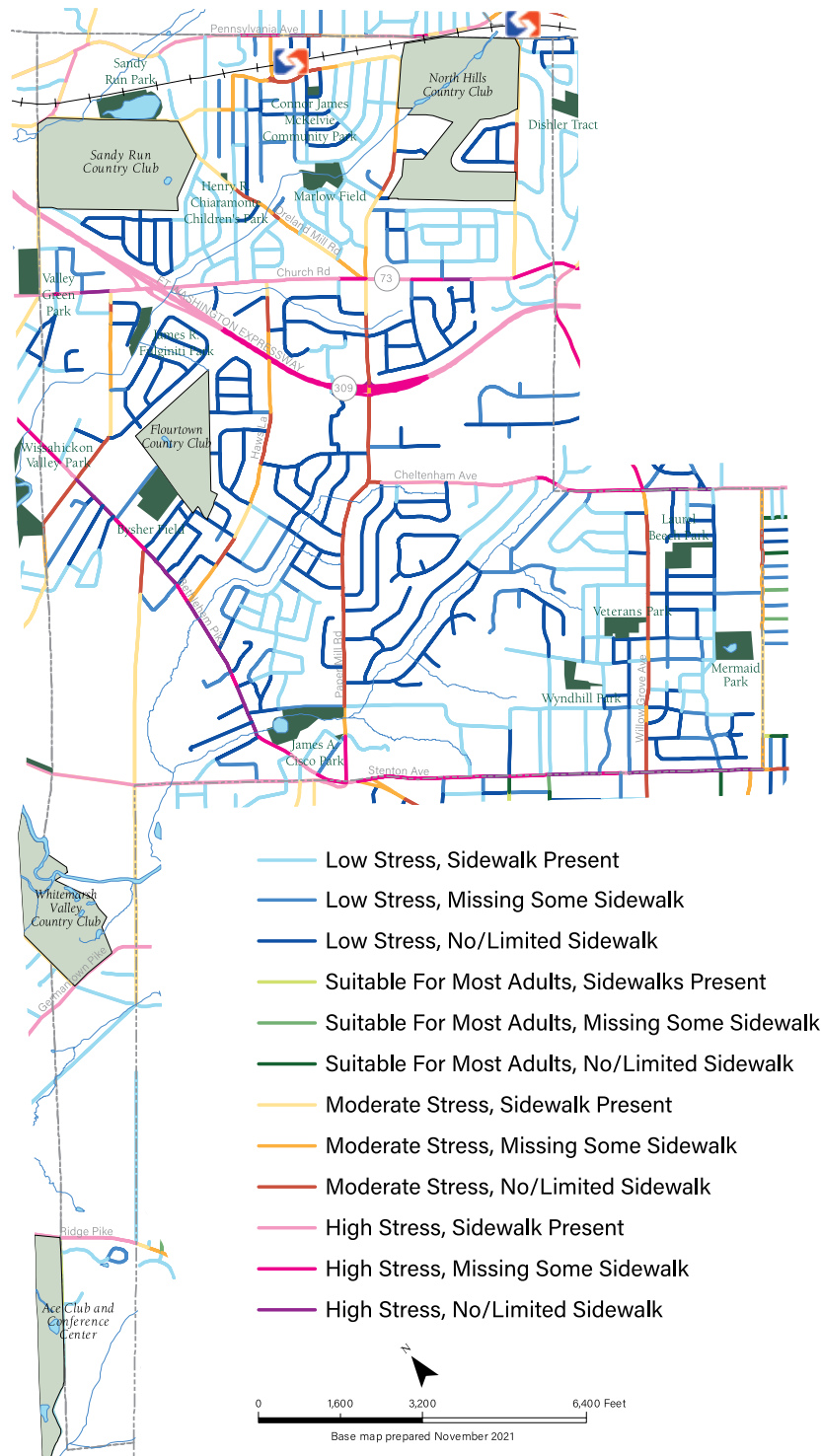
Existing Trails



The majority of streets in the Township are rated as **LTS 1**, the lowest stress street where people of most ages and abilities are comfortable riding their bikes in the street, including children. These are the low-volume residential streets which see very little car traffic except during the beginning and end of the work or school day; travel between neighbors' houses or the local park down the street is effortless most of the time. However,

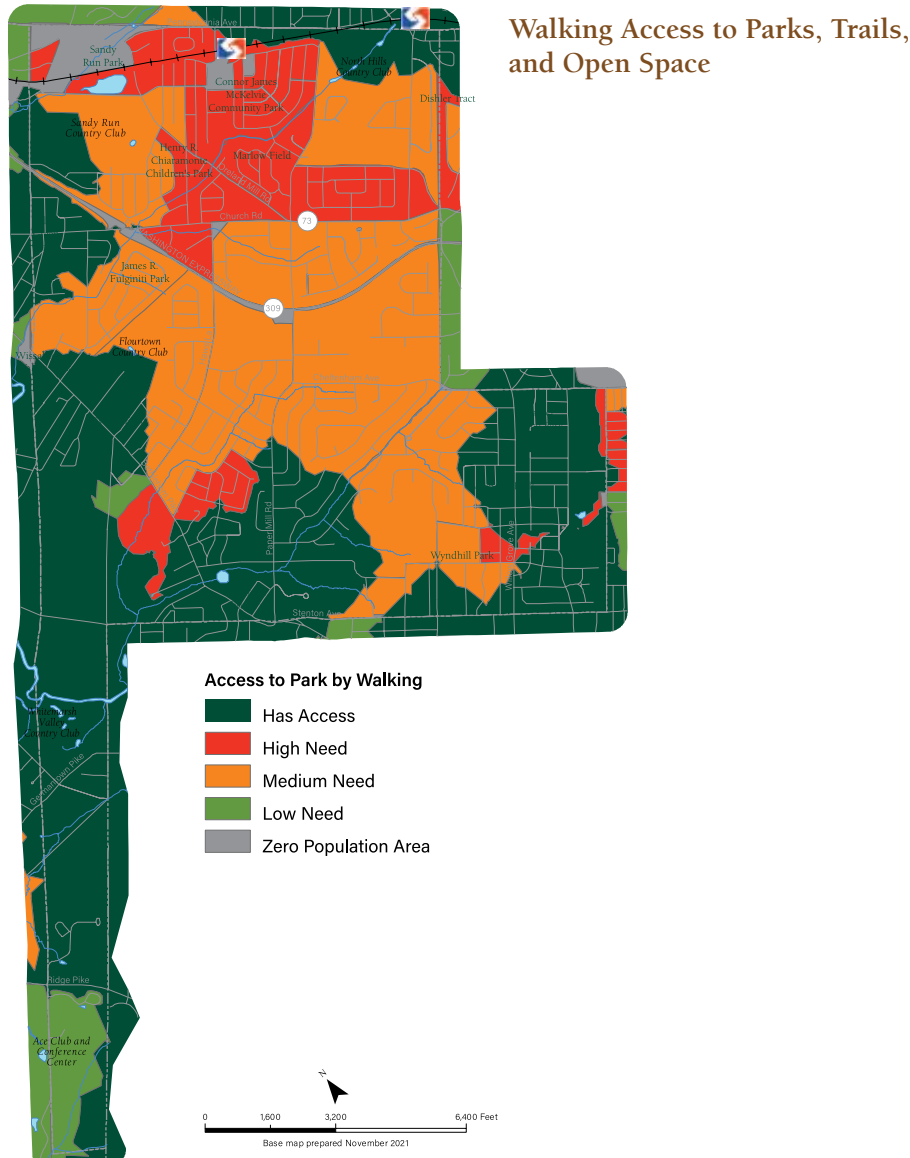
the problem comes when someone needs to cross or enter a busy street with no bike facilities, even for just a short while, to get to another pocket of low-stress streets. Most of these busy streets are **LTS 4**: these are Bethlehem Pike, Church Road and Cheltenham Avenue, among others. Part of the analysis for this plan involves collating where the **LTS 4** streets interrupt an otherwise easy bike trip and where the missing sidewalks are and then identifying how trail or route investment projects can bridge these gaps.

Stressful Streets and Sidewalk Gaps



Demographic Gap Analysis

A gap analysis involves inventorying not only the physical gaps, but also the potential gaps in the populations or demographics being served. In other words, are there areas of the Township that are better served than others? What neighborhoods might be more disconnected than others to trails, and to parks and open space generally? This is particularly important because, as discussed above, parks and open space are the Number 1 preferred destinations that people want to get to with trails and routes.



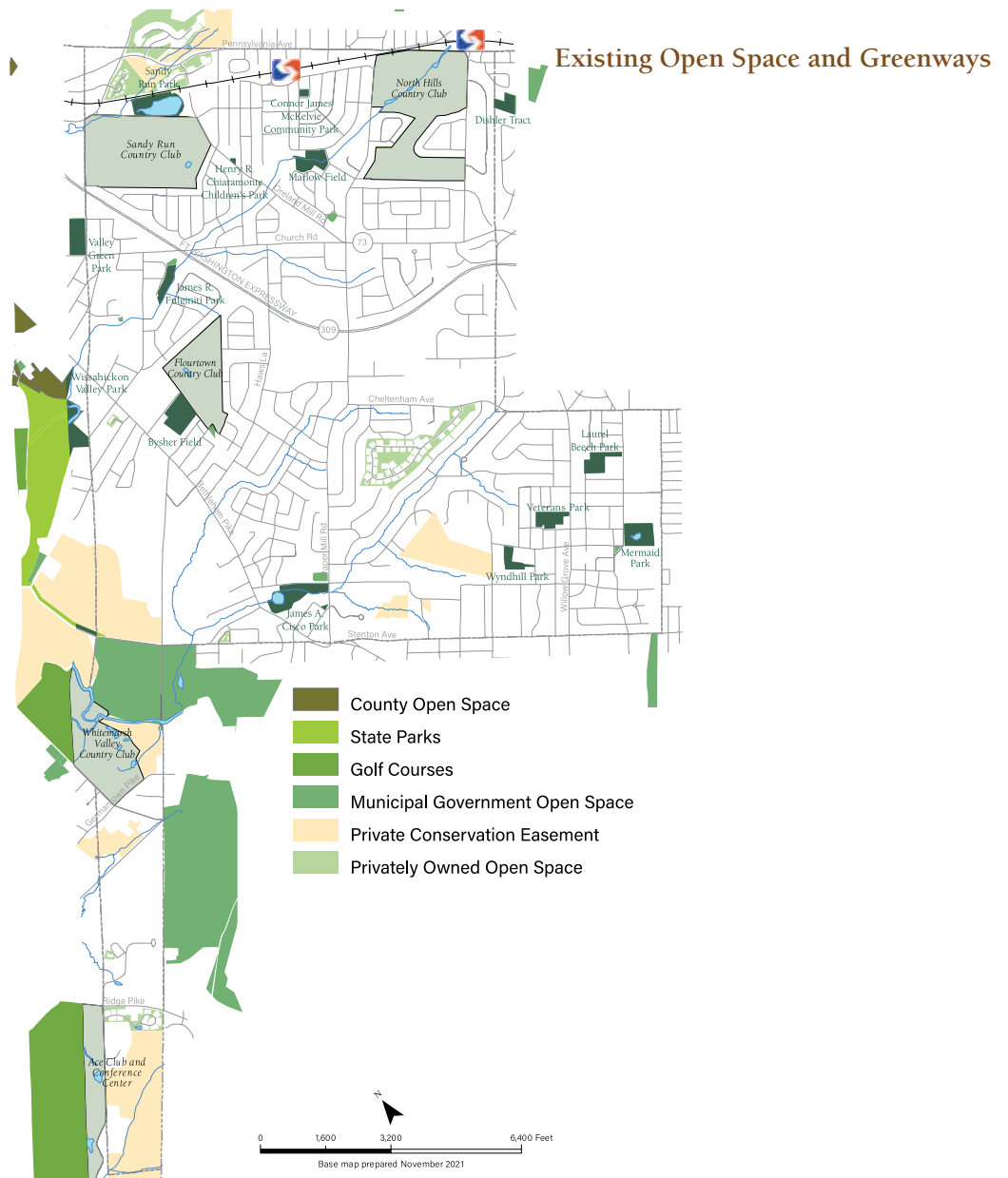
The Pennsylvania Department of Conservation and Natural Resources (DCNR) partnered with the Trust for Public Land, a national nonprofit advocate for open space and outdoor recreation, to create a statewide metric to measure people’s relative access to open space and trails in their communities. The gold standard of access is considered within a 10-minute walk, generally between ¼- and ½-miles. The model takes the locations of parks and open space, existing sidewalk and trail networks, and the demographic composition of neighborhoods, and creates a geographic result of the areas with varying levels of walking access. The demographic analysis weighs factors such as population density, density of children aged 19 and younger, and the density

of households with less than 75% of the area's median household income. Areas which had higher ratings of all of these factors which did not have easy sidewalk or trail access to parks and open space were rated as having higher need.

As illustrated in the map on the previous page, there are a number of neighborhoods in the Township with a demonstrated need for safe and comfortable pedestrian access to parks, trails and open space. These areas of high need include Oreland and pieces of Flourtown (likely because of the lack of sidewalks in many parts of Oreland), while larger sections of Flourtown, Erdenheim and parts of Wyndmoor demonstrate a medium need.

Open Space and Park Resources

As this map shows, Springfield does not have a shortage of parks and open space. In recent years, the Township has expanded its open space with the acquisition of the Tank Car Site in 2015 and the anticipated acquisition of a portion of 380-402 Haws Lane in the near future. As indicated in the previous section, ensuring that non-motorized connections to these resources are feasible must be a primary goal.



Key Destinations and Barriers

Feedback from the public during the public outreach period was a major contributor to determining the key destinations to which trails users might like to travel and desired routes which people might like to use if formalized or made safer. Major destinations identified in the literature and by Springfield residents include parks and open spaces, major civic institutions such as schools, libraries and municipal buildings, and commercial destinations including retail and restaurants. Barriers to pedestrian and bicycle usage and overall connectivity were also derived from public input and project team analysis. Barriers can either be avoided entirely or directly addressed by potential design improvements to remove the impediment to mobility. Some of the major barriers identified include:

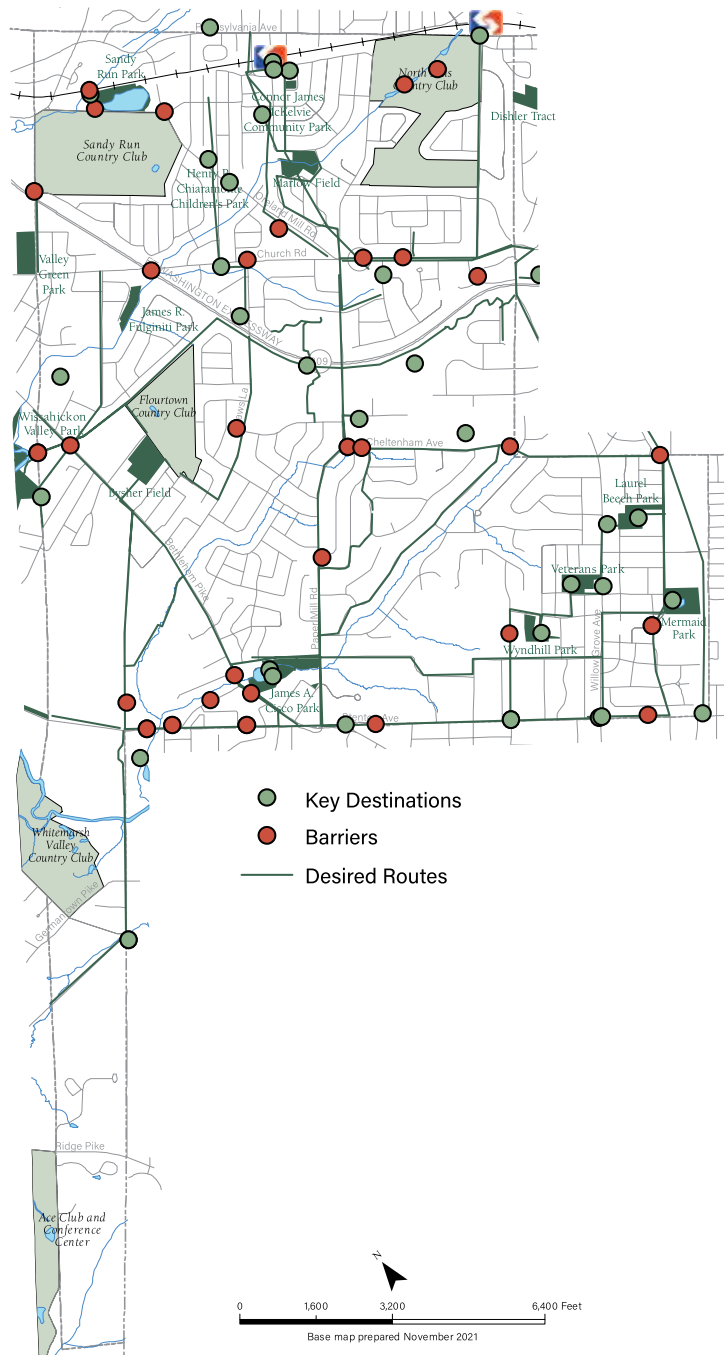
- Busy or wide roadways, especially those without adequate pedestrian facilities or where only the most aggressive cyclists feel comfortable. Some of the busiest roads in the Township, such as Church Road and Cheltenham Avenue, are also those with the least pedestrian facilities.
- Intersections without safe or signalized crossings, or awkward and off-set intersections.
- The Fort Washington Expressway.
- Inadequate width or sight distance of a street right-of-way.
- The absence or incompleteness of a bicycle or pedestrian network segment.

This map shows the key destinations and barriers, as well as desirable routes, which were identified through an interactive mapping application established for the planning process.

Current Usage Patterns

Usage patterns of current and potential users were gathered as a part of the public engagement process, which are described in the Public Participation section and within the Appendices.

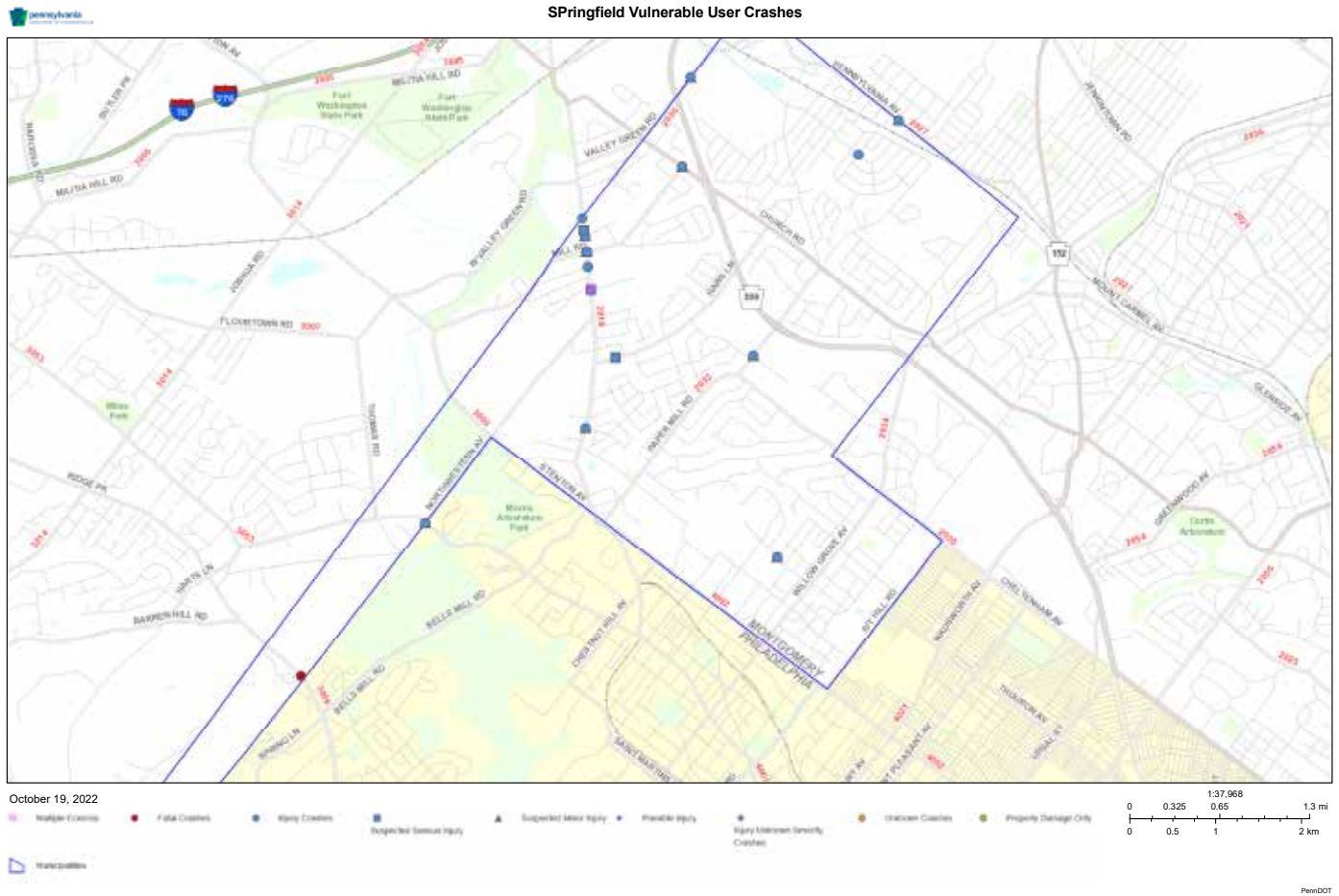
Wikimap Responses



Safety

Planning for trails and other routes for nonmotorized users has the ultimate goal of not only providing more facilities for pedestrians and cyclists, but also to make it *safer* for those individuals as well. We create a safer environment for pedestrians and cyclists by reducing possible conflicts between them and motor vehicles. Reducing

Crashes Involving Bicyclists and Pedestrians, 2017-2022



conflict can involve separating nonmotorized users as much as possible from vehicle traffic or facilitating their passage within and through streets by improving signage and signalization, redesigning street crossings, slowing vehicular traffic, or by installing in-road features such as bike lanes with and without buffers and protection. The project team assessed issues brought forth through the public engagement process, as well as studying recent recorded vehicle crashes which may point to greater systemic issues with street conditions.

This map illustrates crashes from 2017 to 2022 involving a motor vehicle and a “vulnerable user”, which includes pedestrians, bicyclists and those using a mobility device. Those recorded in the years collected involved only pedestrians and motor vehicles. By far the greatest concentration of pedestrian-involved crashes occurred along Bethlehem Pike, with a particular concentration along the street’s northern extent

in the Township. One pedestrian fatality was recorded near the Philadelphia border on Ridge Pike.

Students at Springfield Middle and High Schools noted safety concerns with walking and biking on and near Cheltenham Avenue and Bethlehem Pike, particularly regarding how uncomfortable crossing or maintaining visibility with fast-moving vehicles is on these roads.

Property and Right-of-Way Opportunities

Because Springfield, like many of the communities in eastern Montgomery County, is an older community with little undeveloped land left upon which to build, more strategic thinking is required to find ways to increase mobility through trail and route improvements. The first opportunities analyzed were how desired routes and corridors related to publicly-owned facilities such as parks and open space, schools and municipal facilities, utilities, and areas with possible excess right-of-way. A possible underutilized public asset of the Township is its over 65 miles of public roads. The Township has significantly more leeway to adapt its own roads than it may with state-owned roads.

Deed and plan research was performed in key areas where property boundaries were not well-defined and where construction plans provided greater clarity as to the potential restrictions. Many “drainage rights of way” exist within the Township along creekside areas where there may be no underlying private ownership that may help bridge some gaps in future trails. Research was also conducted into the current status of some of the historic and current railroad rights-of-way in the Township which may also offer opportunities for trail development.



Proposed Route & Trail Network

Review of the Trail & Route Toolkit

While many people may have an image of a beaten footpath through the woods, trails can take many different forms according to the neighborhood context, the level of connectivity and accessibility desired, the user types to be accommodated, and the available space. As discussed earlier, the built environment of Springfield necessitates a more comprehensive approach to trail and route connectivity. All of the trail and route types described below are recommended in different places in the Township in this Plan to boost connectivity and safety.

Multiuse Trail

Considered the ‘gold standard’ of accessible trails, shared-used paths or multiuse trails are wider and firmer than a pedestrian-only hiking trail. Not only can more users traverse them simultaneously, but they can accommodate all types of nonmotorized users, including pedestrians, cyclists, people with mobility devices, and more.

Forbidden Drive in Philadelphia is a well-known multiuse trail that serves as a regional tourist attraction.



Source: Friends of the Wissahickon

However, multiuse trails tend to be the most expensive option; they generally require engineering to account for grading, erosion and stormwater management, and they require the most space to build, which might require the acquisition of land. Multiuse trails can also be installed along a roadway where there is enough space and public right-of-way already; these are called “sidepaths.”

These are typically “open” from dawn to dusk, and are usually patrolled regularly by the local police or management authority because they are wide enough to be drive upon by golf-cart-sized park vehicles and even by police and other emergency vehicles. Some of the multiuse trails which are recommended in this plan include the Cresheim Trail, the Oreland Rail Trail, and the Wissahickon Avenue Sidepath.

Priority Bike Network Lanes

Even though bicycles are already permitted by law on every public street, bike lanes

Left: Sharrow markings help alert drivers to the possibility of bicyclists in the lane.



Right: Bicycle lanes can help to narrow roadway width, slowing down automobiles while providing bicycles with a space to travel.



provide a designated space for cyclists, which can encourage safer use of busier streets. There can be several gradations of improvements concerning bike lanes: bike “sharrow” pavement markings, full bike lanes, and buffered or physically-protected bike lanes. The actual facility to place will depend upon the context and available width of the street in question, but any route that is identified as a Priority Bike Network Lane will provide the bridge necessary to enhance local connectivity. Most of those identified in this plan were additionally designated in the County’s *BikeMontco* Plan as enabling regional connectivity while enabling the traversing of the greatest number of low-stress street neighborhoods.

Neighborhood Greenways

Springfield has the opportunity to implement a relatively new model of connectivity, approved by PennDOT, called a Neighborhood Greenway. These facilities, also known as Bicycle Boulevards, are extremely helpful in making connections through low-stress streets where separated trails and bike lanes are infeasible.

The goal of a Neighborhood Greenway is to make low-volume streets safer and more accessible to pedestrians and cyclists. Generally, cyclists will remain in the street and pedestrians remain on sidewalks, but certain tools are installed to slow down cars and improve the overall walking and biking experience. Streets that are safe and comfortable for people of all ages and abilities boosts everyone’s quality of life!

Local and residential streets which see an average of less than 3,000 cars a day are qualified to be adapted into a Neighborhood Greenway.

EVERY NEIGHBORHOOD GREENWAY LOOKS DIFFERENT, BUT THEY SHARE MANY OF THESE COMMON FEATURES:

Pavement Markings & Signage

- “Sharrow” marks
- Wayfinding signage

Traffic Calming

- Speed Humps
- Raised Crosswalks
- Raised Intersections
- Curb Extensions and Medians

Traffic Diversion

- Partial Closures

Intersection Treatments

- Enhanced and Signalized Crossings
- Traffic Circles
- Curb Extensions





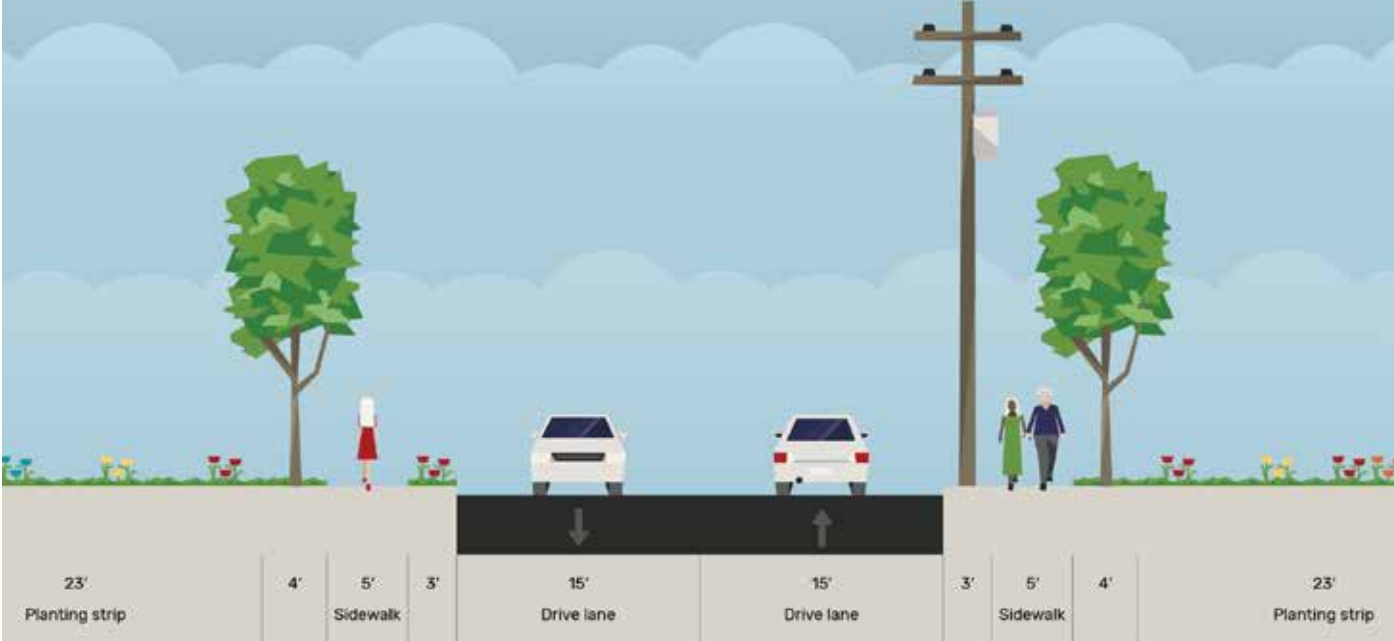
Source: Gary Kavanaugh, Santa Monica Next

One of the priority segments recommended for a Neighborhood Greenway is Haws Lane. At an average of 30 feet wide with an effective width of 15 feet for each travel lane, Haws Lane provides a very comfortable driving experience, but encourages higher speeds than its 25 mph speed limit. PennDOT recommends lane widths ranging from 10 to 12 feet in guidance for roads serving the connection purposes that Haws Lane does¹.

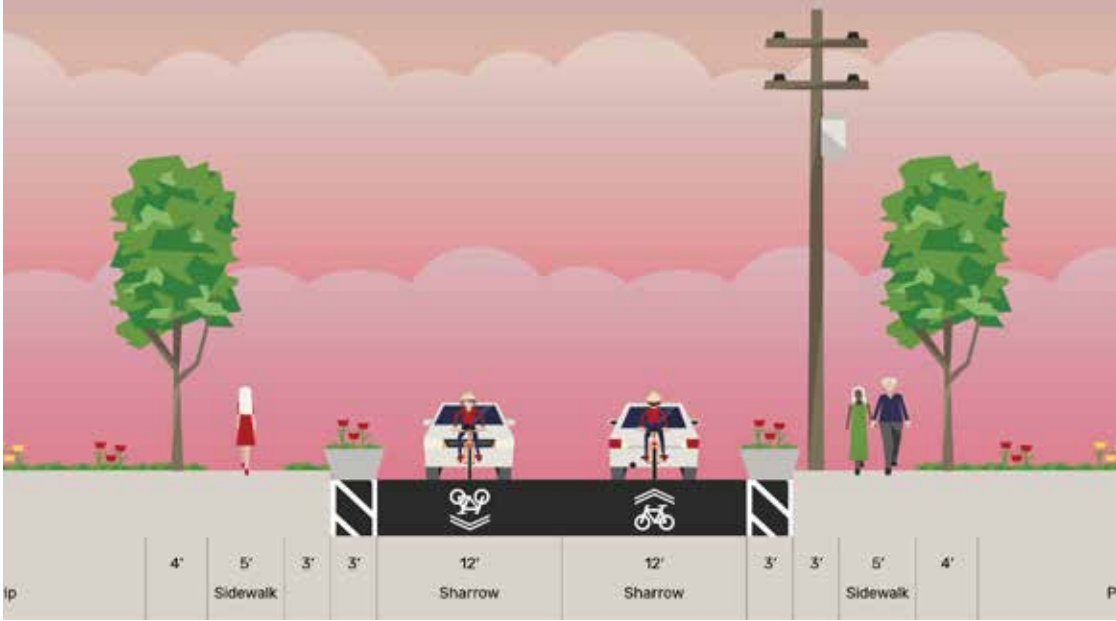
As the following graphics show, Haws Lane can be adapted into a number of different profiles, which can range from strategic bump-outs and curb extensions to slow traffic and shorten crossing distances to a profile with full sidewalks and bike lanes.

¹ <https://www.dot.state.pa.us/public/Bureaus/design/PUB13M/Chapters/Chap01.pdf>

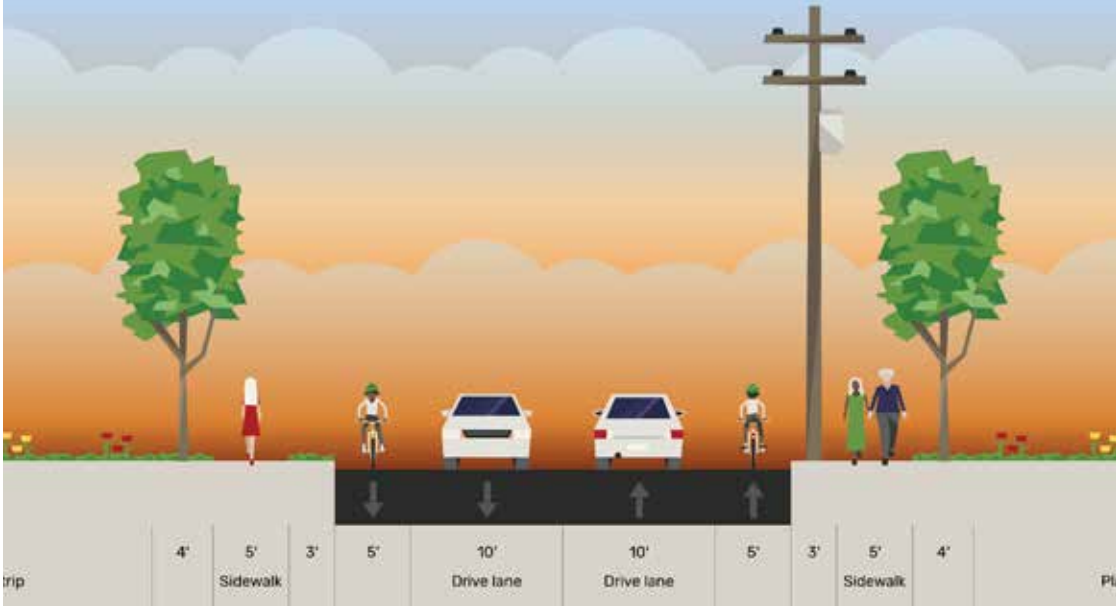
Haws Lane - 30' (existing)



Haws Lane - 30' (rv1)



Haws Lane - 30' (rv2)



Sidewalks

Sidewalks will continue to be a significant part of the overall transportation network of the Township. The difference between a conventional trail and a sidewalk is that a sidewalk generally remains the responsibility of the adjacent property owner. A sidewalk might also be the better alternative to a trail along a street where there is not enough room for a trail, and where there is a minimal distance remaining to connect to a major destination or another trail. Two places where this might be the case are on Wissahickon Avenue approaching Bethlehem Pike, and on Mill Road approaching the trailhead at Fort Washington State Park near the Whitmarsh Township border.



Complete Street/Road Diet

Whereas Neighborhood Greenways are adaptations of township-owned, low-volume residential streets, Complete Streets and Road Diets are strategies meant to adapt high-volume, higher-speed roads such as arterial streets. A Complete Street is a road that is designed and operated to provide safe and accessible travel for all road users, including motorists, pedestrians, bicyclists and transit users. While fundamentally *all* roads should be safe and useful for all people, Complete Streets are those streets that see more and varied activities than a low-volume, residential street, therefore more strategic design must occur to ensure safety and accessibility are maintained and improved.

Sometimes, in order to achieve the goal of a Complete Street, a Road Diet is considered. Just like diets for people, diets for roads involve a slimming down of sorts—in this case, it is the slimming down and removal of a travel lane, and the repurposing of that space for a different use. While they can take many forms, a road diet typically involves a four-lane road (with two lanes in each direction) slimmed down to a three-lane road: one travel lane in each direction, and a center turn lane. This design allows drivers to exit traffic while waiting for a gap to complete their left turn, and reduces waiting times and rear-end crashes in a left lane. The extra space can be used for a number of safety and connectivity uses, such as on-street parking (which buffers pedestrians on sidewalks and slows traffic), enhanced pedestrian crossings with curb extensions, bike lanes and transit pull-over areas.

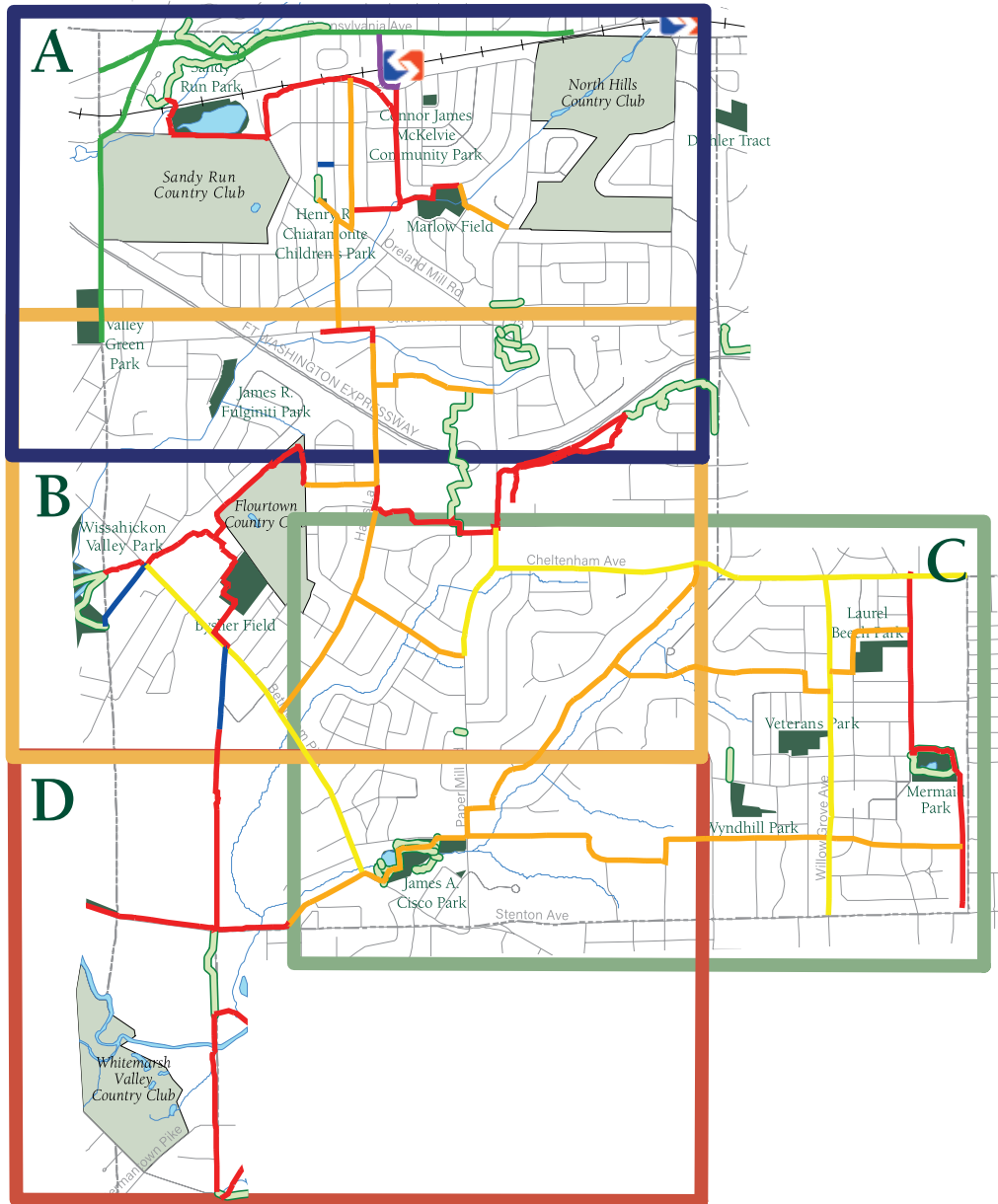
Typically a further engineering study is required to assess what types of improvements are feasible once a Complete Street/Road Diet is proposed. Some of these that are proposed in this plan include Willow Grove Avenue, Bethlehem Pike and Cheltenham Avenue.

Source: PennDOT



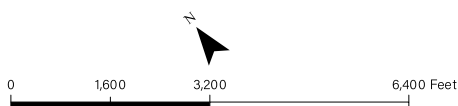


Segment Key Map



Proposed Trail Network Facility Type

- Multiuse Trail
- Sidewalk
- Priority Bike Route
- Mixed
- Neighborhood Greenway
- Complete Street/Road Diet
- Existing Trails



Base map prepared November 2021



Recommended Segment Profiles

Provided on the following pages are detailed descriptions of each recommend trail and route segment proposed in this plan. The following is a description of the Analysis Factors and Criteria for Inclusion as applied to each trail:

- Gap and Service Analysis
 - ◇ Pent-up demand from the presence of unserved or underserved generators of, or destinations for, potential trail users, including:
 - » Residential density
 - » Schools, Libraries and other Civic Buildings
 - » Parks, trails and open space
 - » Clusters of neighborhood-serving businesses such as retail and restaurants
 - ◇ Barriers
 - » Lack of or no close proximity to pedestrian and bicycle facilities
 - » Gaps in existing facilities
 - » Physical barriers such as busy roads or those perceived as unsafe for pedestrians and cyclists
 - ◇ Safety Improvements
 - » Prioritizing off-road or separated facilities vs. on-road facilities
 - » Minimize number of vehicle-user conflicts and crossings required
 - » Reduce vehicle speeding
 - » Improve significant crossings, signals and awareness
- Connectivity
 - ◇ Represents a major regional or “trunk” trail or route, or represents a major artery through the Township
 - ◇ Connects to existing trail or route facilities, thereby expanding the range of pedestrians and bicyclists
 - ◇ Adds a facility where none previously existed
- Feasibility
 - ◇ Whether ROW acquisition is required, and to what extent
 - ◇ Prioritizing public lands and Township-owned streets
 - ◇ The number of major street crossings required, included signalization and signage
 - ◇ The extent to which an uninterrupted corridor can be established
 - ◇ The relative complexity and likelihood of state agency coordination or approval is needed
 - ◇ The extent to which natural systems might be disturbed, such as steep slopes, wetlands or floodplains

- ◇ The need for and expense of engineered structures, such as bridges or boardwalks, as well as the reconstruction of roadway or private structures.
- ◇ Likelihood of funding
- Cost
- Priority
 - ◇ Presence within previous planning efforts
 - ◇ Totality of feasibility factors
 - ◇ Project readiness and demonstrated level of government support

Each of these trails and routes represents a proposed, conceptual alignment created to demonstrate priorities for making connections throughout the Township. While these alignments were created using the best information available as of this writing, newer information or priorities can alter a proposed route later. Before the final implementation of any route, the sponsoring entity will need to undergo variable levels of further design and engineering, according to the complexity and scope of the project; this can also necessitate making minor changes to a route. In sum, the location of the “line on a map” shown for any of the routes in this plan is not finalized until all engineering and agency approvals are completed.

Each of the following trails and routes is coded with a unique identifier according to the route’s facility category. The identifier is composed of a two-letter facility code and a number—the facility codes are the following:

MT = Multiuse Trail

BN = Priority Bike Network Route

NG = Neighborhood Greenway

SM = Sidewalk or Mixed

CS = Complete Street/Road Diet

Section A (see 11x17 map of segments of page 69)

MT-4: Walnut Avenue Connector

Project Scope and Status. This 0.3-mile trail would run along Walnut Avenue in front of Sandy Run County Club from Oreland Mill Road to the entrance of Sandy Run Park, which includes crossings of Walnut Avenue from the Park and of Oreland Mill Road to an existing sidewalk and ramp. Phase II involves the crossing under the SEPTA railroad tracks to the Piszek Preserve and residential properties to the north of the tracks.

Gap and Service Analysis: At present there is no pedestrian access to either Sandy Run Park or the to-be-developed Former Tank Car Site. The entire area to be connected by this trail is classified as a ‘High Need’ area for Access to Parks, Trails & Open Space.

Connectivity: This trail will add a walking and biking facility where none previously existed. Trails and routes connected include: Piszek Preserve trails, Tank Car Trail and Oreland Rail Trail.

Feasibility: High. The Township is already progressing with plans to design and construct this trail. Right of way has been acquired along Walnut Avenue. Design will be beginning for Phase II, where significant SEPTA coordination will be expected.

Cost: \$\$. Advanced flood studies will likely be required for the crossing under the SEPTA railroad, as well as structural components including boardwalks or bridge adjustments for Phase II.

Priority: High. This project is being actively pursued by the Township and has demonstrated funding, staff and governmental support to the project.

Responsible Party and Potential Partners: Township. Partners include: Wissahickon Trails, SEPTA, homeowners’ association on north side of tracks.



MT-7: Chiaramonte-Marlow Connector Trail

Project Scope and Status: As the name implies, the purpose of this multiuse trail is to connect two parks within Oreland: Henry Chiaramonte Children’s Park with Marlow Fields. The trail would begin at the first park’s entrance on Oreland Mill Road, starting as a neighborhood greenway toward Plymouth Avenue, turn north on Plymouth Avenue then turn east into the PECO property (from which an easement would need to be sought), then running east along the creek to reach Marlow Fields. Continuing from Marlow Fields, a neighborhood greenway would run down Enfield Road and St. Clair Road to terminate at Paper Mill Road.

Gap and Service Analysis: Connecting these two parks, which do not currently have pedestrian or bicycle connections would be a boon to the neighborhood. The entire area to be connected by this trail is classified as a ‘High Need’ area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Oreland Rail Trail, Lorraine Avenue Greenway.

Feasibility: Medium. It appears that an easement on the PECO property in this area could be accomplished, since it is adequately setback from any PECO facilities on the property. Also, there are 20-foot and 60-foot ‘drainage rights of ways’ along the creek, not included in the deeds of any adjacent property owner, which could be interpreted as public lands.

Cost: \$\$. There will be additional engineering required since it will appear that at least one stream crossing will be required.

Priority: Medium. This project is identified, in some form, in all of Springfield’s planning documents in the last 18 years. It might be rated as a ‘high’ priority once some of the lingering questions regarding the legal research could be resolved.

Responsible Party and Potential Partners. Township.



MT-8: Oreland Rail Trail (and Tank Car Trail)

Project Scope and Status: This multiuse trail proposes to use the former Plymouth Railroad right of way in Oreland to eventually connect to the Tank Car Site. Starting in the vicinity of the Chiaramonte-Marlow Connector Trail, the trail would run north within the railroad right of way and, once it passes Ulmer Avenue, would occupy both alignments of the railroad—the first one would terminate at Bruce Road and continue as the Bridge Street Connector, and the second would continue to the west in an arc adjacent to Ehrenpfort Avenue. Theoretically the rail right of way lies between the SEPTA right of way and the parking lot at the end of Lorraine Avenue—the trail would continue west here and transition into the Tank Car site, at which time it would run south along its western property boundary and terminates at the intersection of Walnut Avenue and Oreland Mill Road.

Gap and Service Analysis: This trail would connect downtown Oreland, the former Tank Car Site and the Oreland Train Station, among other major local destinations, as well as serve Oreland residents in areas which lack pedestrian facilities. The entire area to be connected by this trail is classified as a ‘High Need’ area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Chiaramonte-Marlow Connector Trail, Bridge Street Connector, Tank Car Trail and Walnut Avenue Connector.

Feasibility. Medium: There is evidence that, unlike the former railroad right-of-way along Flourtown Country Club and at Church Road, this rail corridor is not formally, legally “abandoned” and may still be technically “active,” despite there having been no railroad activities there in some time. This means that an official “Interim Trail Use” can be established if CSX, the nominal owner of the rail corridor is approached and an application presented to the Surface Transportation Board for an interim trail use is approved. There is also some question as to whether the CSX rail right of way includes a siding which eventually traverses into the SEPTA Lansdale/Doyestown Line right of way, and for how long. Ultimately more legal research and title actions may be required to clear encroachments on the corridor.

Cost: \$\$\$. Negotiated acquisitions, stormwater management, grading, engineering, and signalized crossings are all included in the anticipated scope. A creek crossing will also be required. Additionally, coordination with SEPTA will be required.

Priority. High: This project is identified, at least in some form, in all of Springfield’s planning documents in the last 18 years.

Responsible Party and Potential Partners. Township. Partners include: CSX, SEPTA.



BN-1: Camp Hill Road

Project Scope and Status: This route would extend along Camp Hill Road from the western boundary with Whitemarsh Township to the north boundary with Upper Dublin Township. Route improvements would likely include ‘sharrow’ pavement markings. Signage could also indicate the presence of the bike route. Route creation could generally coincide with the PennDOT resurfacing schedule for this road.

Gap and Service Analysis: The entire area to be connected by this trail is classified as a ‘High Need’ area for Access to Parks, Trails & Open Space in the Township.

Connectivity: Trails and routes connected include: Pennsylvania Avenue Priority Bike Network Route, trails in Piszek Preserve and public trails in adjacent HOA open space.

Feasibility: Low. There is very little right-of-way to add anything else but sharrow pavement markings, and it appears that Camp Hill Road has already been repaved recently.

Cost: \$. The most that would be involved for this segment would be revising or adding pavement markings, as well as adding signage.

Priority: Medium. The route does not have a significant footprint in the Township; however, this route is identified as a Priority Bike Route in Montgomery County’s bicycle plan, *Bike Montco*.

Responsible Party and Potential Partners: Township and PennDOT. Partners include: Montgomery County.



Source: Google 2023

BN-2: Pennsylvania Avenue

Project Scope and Status: This route would extend along Pennsylvania Avenue from the western boundary with Whitmarsh Township to the point at which Pennsylvania Avenue entirely enters Upper Dublin Township. Route improvements would likely include ‘sharrow’ pavement markings, as well as potential shoulder or bike lane demarcation in the areas where a wider right-of-way is available. Signage could also indicate the presence of the bike route. Route creation could generally coincide with the PennDOT resurfacing schedule for this road.

Gap and Service Analysis: Much of the area to be connected by this trail is classified as a ‘High Need’ area, with part of the area rated as a ‘Has Access’ area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Bridge Street Connector, Camp Hill Road Priority Bicycle Network Route, trails in Piszek Preserve.

Feasibility: Medium. On the western extent of the street there is a narrow right-of-way with one lane in each direction; however, once it reaches just past Lynn Ave the

road profile begins to widen and potentially permit reorientation. Additionally, shoulders begin to appear further east. There are also opportunities for multi-municipal collaboration on this project, expanding the likelihood of funding and technical assistance to make the project possible.

Cost: \$. The most that would be involved for this segment would be revising or adding pavement markings, as well as adding signage.

Priority: High. This route is identified as a Priority Bike Route in Montgomery County’s bicycle plan, *Bike Montco*.

Responsible Party and Potential Partners: Township and PennDOT. Partners include: Upper Dublin Township and Montgomery County.



BN-3: Valley Green Road

Project Scope and Status: This route would extend along Valley Green Road from its intersection with Camp Hill Road to the road's intersection with Church Road. Route improvements would likely include 'sharrow' pavement markings, as well as potential shoulder or bike lane demarcation in the areas where a wider right-of-way is available. Signage could also indicate the presence of the bike route. Route creation could generally coincide with the PennDOT resurfacing schedule for this road.

Gap and Service Analysis: The entire area to be connected by this trail is classified as a 'Has Access' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Camp Hill Road Priority Bicycle Network Route.

Feasibility: High. The road has significant width, including existing shoulders on either side of the street, enabling some dedication to a permanent bike lane. Some complications could arise if trying to perform any significant intervention on the Valley Green Road bridge over the Fort Washington Expressway.

Cost: \$. The most that would be involved for this segment would be revising or adding pavement markings, as well as adding signage.

Priority: Low. Relatively little connectivity may result from this, although there is significant right of way to make it happen.

Responsible Party and Potential Partners: Township and PennDOT.



Source: Google 2023

NG-6: Lorraine Avenue Greenway

Project Scope and Status: This neighborhood greenway would extend from Church Road in the south to Oreland Mill Road in the north. Potential improvements could include speed humps, pavement markings and signage encouraging bicycle usage and slow speeds, and enhanced crossings. An enhanced crossing at Church Road in particular, potentially involving an RRFB, would be highly desirable for this project.

Gap and Service Analysis: This route continues the general north-south route that the Haws Lane Greenway begins at Bethlehem Pike and will be necessary to connect Oreland with the Middle and High School complex. The entire area to be connected by this trail is classified as a 'High Need' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Haws Lane Greenway, Chiaramonte-Marlow Connector Trail.

Feasibility: High. There are few challenges to surmount with this project. The single greatest challenge will be to redesign the intersection of Lorraine Avenue and Oreland Mill Road, if desired. The next greatest challenge may be to coordinate with PennDOT on an acceptable crossing.

Cost: \$-\$\$. Few structural changes are needed as a part of this project, though changes to crosswalks or crossings could trigger engineering costs and construction costs which could impact the overall project—particularly a crossing between the Haws Lane Greenway termination and the beginning of this greenway at Church Road. Costs could also be generated by seeking to realign the intersection of Lorraine Avenue and Oreland Mill Road.

Priority: Medium. This route appears, in some form, in all of Springfield's planning documents in the last 18 years.

Responsible Party and Potential Partners: Township.



Source: Google 2023

NG-7: Plymouth Avenue Greenway

Project Scope and Status: This neighborhood greenway would extend from Ehrenpfort Avenue to Oreland Mill Road. Potential improvements could include speed humps, pavement markings and signage encouraging bicycle usage and slow speeds, and enhanced crossings.

Gap and Service Analysis: There are already sidewalks on Plymouth Avenue. The entire area to be connected by this trail is classified as a 'High Need' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Oreland Rail Trail and Lorraine Avenue Greenway.

Feasibility: Medium. There are few challenges to surmount with this project, although currently there is parking permitted on both sides of the street on Plymouth Avenue, which might restrict available space for bicyclists in the street.

Cost: \$. Few structural changes are needed as a part of this project, though changes to crosswalks or crossings could trigger engineering costs and construction costs which could impact the overall project.

Priority: Low. While it would connect directly to the planned Chiaramonte-Marlow Connector Trail, it closely parallels the Oreland Rail Trail, potentially being a redundant connection.

Responsible Party and Potential Partners: Township.



Source: Google 2023

NG-8: Bergen/Bradford Connector

Project Scope and Status: This neighborhood greenway would extend from the Haws Lane Greenway along Bergen Road and Bradford Road to Church Road. Potential improvements could include speed humps, pavement markings and signage encouraging bicycle usage and slow speeds, and enhanced crossings. Paper Mill Road currently has crosswalks at Bergen Road which could be upgraded as a part of this project.

Gap and Service Analysis: Access to both Springfield Middle School and the Enfield Elementary fields and trails would be significantly improved as a part of this project, even though sidewalks already exist along the streets of the Greenway. The entire area to be connected by this trail is classified as a 'Medium Need' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Haws Lane Greenway, trails at former Enfield Elementary site, School Trail connection between Springfield Middle and High Schools

Feasibility: High. There are few challenges to be surmounted here, however users would be limited to sidewalks once they reached Paper Mill Road. Bergen currently has crosswalks which could be upgraded

Cost: \$-\$\$. Few structural changes are needed as a part of this project, though improving the crossings at Paper Mill Road could increase the required costs by increasing the engineering needed to complete the project, as well as coordinating with PennDOT, as Paper Mill Road is a state road.

Priority: Low. While it would provide a connection to assist getting to the former Enfield Elementary site with fields and trails, it is a relatively short connection.

Responsible Party and Potential Partners: Township. Partners include: PennDOT.



Source: Google 2023

SM-1: Anderson Connector

Project Scope and Status: This modest project proposes a sidewalk connection between Integrity Avenue and Lorraine Avenue in Oreland, using what is likely a paper street extension of Anderson Avenue.

Gap and Service Analysis: The entire area to be connected by this trail is classified as a 'High Need' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: sidewalk/trail at Chiarimonte Park, Plymouth Avenue Greenway

Feasibility: High. The segment already appears to be a paper street in which the Township may still have a formal right of way claim, making it a potential 'low-hanging fruit' improvement.

Cost: \$. The cost of installing a sidewalk or asphalt path would be relatively inexpensive compared to the majority of improvements contemplated by this plan.

Priority: Low. While formalizing this connection would add connectivity between two adjacent blocks, the space is likely already traveled by pedestrians in the neighborhood, albeit informally. The short length of the segment also does not make it an urgent priority.

Responsible Party and Potential Partners: Township.



SM-2: Bridge Street Connector

Project Scope and Status: This connection would utilize the Bridge Street Bridge over the SEPTA Lansdale/Doylestown Line railroad. A low-cost alternative could involve the repair and replacement of the existing sidewalk and the placement of ‘sharrow’ pavement markings. A more aggressive project can involve the widening of the bridge to accommodate a full-width bike lane in addition to sidewalk, or to accommodate a separated trail.

Gap and Service Analysis: This segment was identified primarily because there are so few existing connections under, over or across the SEPTA Lansdale/Doylestown Line railroad. The existing sidewalks on the bridge itself are not in good shape, and only exist on the east side of the bridge crossing. There is an existing pedestrian bridge about 300 feet east of this bridge, which is associated with the Oreland Regional Rail Station; however, it is not bicycle- or ADA-accessible. The entire area to be connected by this trail is classified as a ‘High Need’ area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Pennsylvania Avenue Priority Bike Network Route, Oreland Rail Trail.

Feasibility: Low. The restrictive width of the bridge is a severe limitation; however, this is a County-owned bridge, potentially opening up other possibilities. The bridge is not scheduled for major work or replacement anytime soon, reducing the likelihood that connectivity improvements could be implemented in tandem with other work in the near future.

Cost: \$-\$\$. Depending upon the final results of a scoping process, costs could fluctuate if just sidewalk segments are repaired and replaced and pavement markings are installed, or if substantial reconstruction of the bridge were involved, which could engender significant engineering costs while also require the involvement of SEPTA.

Priority: Low. This project would benefit from a longer-term time horizon in order to consider the potential for replacement of the bridge in the future.

Responsible Party and Potential Partners: Township and Montgomery County.



Section B (see 11x17 map of segments of page 71)

MT-1: Cresheim Trail (West)

Project Scope and Status: The western segment of the Cresheim Trail begins at Haws Lane, with the intent to connect to the Cross County Trail/Wissahickon GRT in Fort Washington State Park at the western edge of the Township. After crossing Haws Lane in the vicinity of 380-402 Haws Lane, the trail would run along Wedgewood Road (in the form of a Neighborhood Greenway), at which point it would then enter the Flourtown Country Club, the land of which is owned by Springfield Township. At this point it would skirt the outer border of the Country Club and wend its way to Bethlehem Pike. After crossing Bethlehem Pike the trail would either run adjacent to the Motson Graphics property to terminate at the Wissahickon GRT or run along on the sidewalk at Mill Road to terminate at the trailhead just inside Whitemarsh Township.

Gap and Service Analysis: This trail would provide access to Bysher Fields, the Flourtown Country Club, businesses on Bethlehem Pike and the trails and open space in Fort Washington State Park. This route maintains an almost entirely off-road experience and prioritizes several natural settings. Much of the area is classified as a 'Medium Need' area for Access to Parks, Open Space and Trails.

Connectivity: This trail represents one of the few opportunities for an east-west connection across the Township. Trails and routes connected include: Bysher Fields Connector, School Trail (under Route 309), Haws Lane Greenway, Wissahickon GRT/Cross County Trail, Bethlehem Pike and Cheltenham Avenue Complete Streets. Several



Source: Google 2023

neighborhoods also receive increased connectivity, such as the Wedgewood Road neighborhood, which only has a single street from which to access.

Feasibility: Medium: Some accommodations and potential redesigns of Flourtown Country Club would be required as a part of this segment. The existing grades of the border area of the County Club with the residents of Penn Oak Road are challenging: special attention will be spent during the design phase to work with residents to ensure that a trail does not rise above or impact the rear yards of Penn Oak Road residents, using grade separation, buffering and distance, among other strategies. Redesign and reconstruction of some existing parking at the Acme Market on Bethlehem Pike may be required as well.

Cost: \$\$\$. This represents a significant investment, perhaps the greatest envisioned in this plan, since multiuse trails represent significant construction projects. Negotiated acquisitions, stormwater management engineering, and signalized crossings are all included in the anticipated scope.

Priority: High: This project is identified in all of Springfield's planning documents in the last 18 years, is identified as being a part of Montgomery County's Primary Trail Network in Montco 2040: A Shared Vision, The County's Comprehensive Plan, and is included within the Circuit Trails Network, the 9-county region's network of 800 existing and planned multiuse trails.

Responsible Party and Potential Partners: County/Township. Partners include: PennDOT, business owners.

MT-2: Cresheim Trail (Central)

Project Scope and Status: The central segment of the Cresheim Trail begins at the existing segment constructed as a part of the Falcon Hills Estates at Wyndmoor residential development at Willow Grove Avenue. The trail would use land eased from either PECO or La Salle College High School until arriving at Paper Mill Road at the Municipal Complex, at which time it would cross and, after co-aligning on sidewalk on Fraser Road, enter the edge of the Springfield High School Complex and land at 380-402 Haws Lane.

Gap and Service Analysis: This trail would provide access to both the township facilities on Hawthorne Lane as well as the High School and Middle School complexes, Bysher Fields, the Flourtown Country Club, businesses on Bethlehem Pike and the trails and open space in Fort Washington State Park. This route maintains an almost entirely off-road experience and prioritizes several natural settings. Much of the area is classified as a ‘Medium Need’ area for Access to Parks, Open Space and Trails.

Connectivity: This trail represents one of the few opportunities for an east-west connection across the township. Trails and routes connected include: School Trail (under Route 309) and Haws Lane Greenway.

Feasibility: Medium: Easement agreements would need to be negotiated with a few property owners—existing trails on La Salle’s campus could be used for the trail if an agreement could be reached to formalize public access. The grade along the frontage of Paper Mill Road may require retaining walls to accommodate the trail: as a state road, utilizing ROW of Paper Mill Road would involve PennDOT coordination.



Cost: \$\$\$. This represents a significant investment, perhaps the greatest envisioned in this plan, since multiuse trails represent significant construction projects. Negotiated acquisitions, stormwater management engineering, and signalized crossings are all included in the anticipated scope.

Priority: High: This project is identified in all of Springfield's planning documents in the last 18 years, is identified as being a part of Montgomery County's Primary Trail Network in Montco 2040: A Shared Vision, The County's Comprehensive Plan, and is included within the Circuit Trails Network, the 9-county region's network of 800 existing and planned multiuse trails.

Responsible Party and Potential Partners: County/Township. Partners include: School District, La Salle College High School, PennDOT (for state route crossings and potential ROW usage), PECO.



MT-9: Bysher Fields Connector

Project Scope and Status: This multiuse trail would create pedestrian and bicycle connections from Bethlehem Pike to Bysher Fields and, eventually, to the Cresheim Trail. This trail proposes a connection not at Bysher Avenue but by starting at the intersection of Wissahickon Avenue and Bethlehem Pike, improving the sidewalk on the east side of Bethlehem Pike and running north until just after 1410 Bethlehem Pike, where a trail turns east towards Bysher Fields (with an intention of widening the existing path from the street and adding signage), wends its way through the fields and up through land owned by the Flourtown Fire Company, at which point it would connect to the Cresheim Trail.

Gap and Service Analysis: There have been at least three pedestrian-involved crashes at the intersection of Bysher Avenue and Bethlehem Pike in the past five years. The entire area to be connected by this trail is classified as a 'Has Access' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Chiarimonte-Marlow Connector Trail, Bridge Street Connector, Tank Car Trail and Walnut Avenue Connector.

Feasibility. Medium: Some coordination with the Flourtown Fire Company and the Acme will be required; assessing sidewalk quality along Bethlehem Pike would also be required.

Cost: \$\$. Negotiated acquisitions, stormwater management, grading, engineering, and signalized crossings are all included in the anticipated scope.

Priority. High: This project is identified, at least in some form, in all of Springfield's planning documents in the last 18 years.

Responsible Party and Potential Partners. Township. Partners include: Flourtown Fire Company.



Source: Google 2023

NG-1: Haws Lane Connector/Greenway

Project Scope and Status: Haws Lane is a significant collector street in the Township. This neighborhood greenway would extend from Bethlehem Pike to Church Road. Once the greenway arrives at Church Road, it would transition into a multiuse sidepath trail along the south side of Church Road to its conclusion at the intersection of Church Road and Lorraine Avenue, at which point a signalized RRF crossing would be proposed to be installed. Potential improvements could include pavement markings and signage encouraging bicycle usage and slow speeds, curb extensions, bike lanes and enhanced crossings.

Gap and Service Analysis: This route is the basis for one of the major north-south routes up and down the Township, especially to connect Oreland with the Elementary, Middle and High School complex. Much of the area to be connected by this trail is classified as a 'Medium Need' area, with part of the area rated as a 'High Need' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Lorraine Avenue Greenway, Cresheim Trail, Preston Road Greenway and Bethlehem Pike Complete Street/Road Diet.

Feasibility: Medium. The legal right of way of Haws Lane is variable and changes from its intersection with Bethlehem Pike until its conclusion at Church Road: it is narrower the further south it extends, which will provide challenges in design. Speed humps will not be possible on this road because, even though it is a Township-owned road, there is high enough volume on this road to make it infeasible. However, there are opportunities for curb extensions at select locations. Involvement with PennDOT will be required in order to facilitate the crossing at Church Road and Lorraine Avenue and to enable usage of Church Road right of way for a short trail segment.

Cost: \$\$. The improvements considered in this neighborhood greenway are generally more involved than those in most other greenways in this plan. With the more structural improvements contemplated, more engineering will be required.

Priority: High. This greenway could act as a sort of pilot project for the rest of those contemplated in the plan, since it represents such an important corridor in the Township.

Responsible Party and Potential Partners: Township. Partners include: PennDOT.



NG-2: Preston Road Greenway

Project Scope and Status: Potential improvements could include speed humps, pavement markings and signage encouraging bicycle usage and slow speeds, and enhanced crossings.

Gap and Service Analysis: Preston Road is the most direct connection between Haws Lane and Paper Mill Road, two important roads for vehicular traffic in the Township; this direct connection may lend it to being a cut-through, indicating that vehicle speeds may be higher than average. The entire area to be connected by this trail is classified as a 'Medium Need' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Haws Lane Greenway, Paper Mill Road Complete Street/Road Diet.

Feasibility: High. There are few challenges to surmount with this project.

Cost: \$. Few structural changes are needed as a part of this project, though changes to crosswalks or crossings could trigger engineering costs and construction costs which could impact the overall project.

Priority: Low. Even though it would provide a significant biking connection between a Haws Lane Greenway and the Paper Mill Road Complete Street/Road Diet, sidewalks already exist on Preston Road, and the overall length is relatively short, perhaps not making it an urgent priority.

Responsible Party and Potential Partners: Township.



Source: Google 2023

CS-2: Bethlehem Pike

Project Scope and Status: This project would reduce the four travel lanes of Bethlehem Pike to three: one travel lane in each direction and a center turn lane. Two parking lanes on either side of Bethlehem Pike will occupy the remaining street right of way.

Gap and Service Analysis: The large area to be connected by this trail is a mix of classifications of need for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Cresheim Trail, Bysher Fields Connector, Wissahickon Avenue Connector, Haws Lane Greenway, Stenton Connector and East-West Connector, trails at Cisco Park.

Feasibility: High. This is an active project which the Township and PennDOT are working on.

Cost: \$. Pavement markings will change on the street.

Priority: High. This is an active project progressing to completion, and many public comments throughout the planning process identified that Bethlehem Pike was a particular barrier for their walking or biking connectivity.

Responsible Party and Potential Partners: Springfield Township and PennDOT.



Source: Google 2023

Section C (see 11x17 map of segments of page 73)

MT-3: Cresheim Trail (East)

Project Scope and Status: The eastern segment of the Cresheim Trail, once it enters Montgomery County from the City of Philadelphia, would utilize the PECO corridor for a short distance before entering Mermaid Park from the PECO corridor. Leaving the Park, the trail enters the right-of-way of Mermaid Lane, where a change in the road profile is envisioned. The curblineline of Mermaid Lane would be relocated and a multiuse sidepath trail on either the east or west side would be developed for the entire stretch until Cheltenham Avenue. While studying the connection through Cheltenham Township to the existing segment at the Falcon Hills Estates at Wyndmoor was outside the scope of this plan, a potential connection could be made by adapting and right-sizing Willow Grove Avenue (which has excess cartway width) north from Cheltenham Avenue, which itself is proposed to be a Complete Street/Road Diet candidate in this plan.

Gap and Service Analysis: Mermaid Park is a major asset that would be connected by the trail. This trail, by reducing the existing width of Mermaid Lane, would serve to reduce speeding on the street; if the trail would need to cross to either side of Mermaid Lane, a Rectangular Rapid Flashing Beacon (RRFB) could be installed to increase safety and visibility. Much of the area is classified as a 'Has Access' area for Access to Parks, Open Space and Trails.

Connectivity: Trails and routes connected include: East-West Connector, Mermaid Lane to Willow Grove Ave Connector, Cheltenham Avenue Complete Street/Road Diet, trails in Mermaid Park, and trails in Philadelphia



Feasibility: Medium. PECO has become more circumspect in their permitting trail easements in their corridors recently, especially for long stretches (cf. the Power Line Trail in Horsham Township), but is not impossible. Previous studies had assumed that the PECO corridor could be utilized all the way to the Fort Washington Expressway; however, the topography of the corridor above Queen Street, PECO setback requirements, and the presence of industrial tenants in the right-of-way (currently under PECO lease agreements) make using the entire corridor infeasible. Mermaid Lane is a township-owned road so acquiring right-of-way is less of an issue here, though some minimal frontage easements may be necessary. The City of Philadelphia filled in the space below the Stenton Avenue Bridge over the corridor, so the City/State will need to be a partner to remove said fill.

Cost: \$\$\$. This represents a significant investment, perhaps the greatest envisioned in this plan, since multiuse trails represent significant construction projects. Negotiated acquisitions, stormwater management engineering, and signalized crossings are all included in the anticipated scope.

Priority: High: This project is identified in all of Springfield's planning documents in the last 18 years, is identified as being a part of Montgomery County's Primary Trail Network in Montco 2040: A Shared Vision, The County's Comprehensive Plan, as well as the Circuit Trails Network, the 9-county region's network of 800 existing and planned multiuse trails.

Responsible Party and Potential Partners: County/Township. Partners include: PennDOT (for state route crossings and potential ROW usage), PECO, and City of Philadelphia.



NG-3: Patton Road and Hull Drive Greenway

Project Scope and Status: Composed of two different streets, this neighborhood greenway would first extend along Patton Road from Paper Mill Road to Cheltenham Avenue, and then along Hull Drive from Patton Road to Churchill Road, to Southampton Avenue, and then terminating at Willow Grove Avenue. Potential improvements could include speed humps, pavement markings and signage encouraging bicycle usage and slow speeds, and enhanced crossings.

Gap and Service Analysis: This is an important route to get to Cheltenham Avenue as well as to Wyndmoor, which helps connect more residents to the Middle and High School complex, as well as to Enfield Elementary. Half of the area to be connected by this trail is classified as a 'Medium Need' area for Access to Parks, Trails & Open Space, with the other half registering as a 'Has Access' area.

Connectivity: Trails and routes connected include: Stenton Connector and East-West Connector, Cheltenham Avenue Complete Street/Road Diet, Willow Grove Avenue Complete Street/Road Diet.

Feasibility: Medium. There are few challenges to surmount with this project, excepting the slight incline the general route shows starting at Paper Mill Road. Parking is permitted on both sides of the street, but the density of parking is less than on other streets in the Township.

Cost: \$-\$\$. Few structural changes are needed as a part of this project, though changes to crosswalks or crossings could trigger engineering costs and construction costs which could impact the overall project.

Priority: Medium.

Responsible Party and Potential Partners: Township.



NG-4: Mermaid Lane to Willow Grove Avenue Connector

Project Scope and Status: This neighborhood greenway would extend along Laurel Lane from Mermaid Lane (and the Cresheim Trail) to the Springfield Township Community Center at Willow Grove Avenue. A short path could also be constructed from the end of Laurel Lane to the entrance or parking lot of the Community Center. Potential improvements could include speed humps, pavement markings and signage encouraging bicycle usage and slow speeds, and enhanced crossings.

Gap and Service Analysis: This greenway adds connectivity to the Community Center and to Laurel Park from Willow Grove Avenue and from Mermaid Lane. The entire area to be connected by this trail is classified as a 'Has Access' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Willow Grove Avenue Complete Street/Road Diet, Cresheim Trail (east).

Feasibility: High. There are few challenges to surmount with this project.

Cost: \$. Few structural changes are needed as a part of this project, though changes to crosswalks or crossings could trigger engineering costs and construction costs which could impact the overall project.

Priority: Low. Even though it would provide a significant biking connection between the Cresheim Trail and the Willow Grove Avenue Complete Street/Road Diet, sidewalks already exist along the greenway, and the overall length is relatively short, perhaps not making it an urgent priority. However, Willow Grove Avenue is a demonstrated route frequently used by bicyclists.

Responsible Party and Potential Partners: Township.



NG-5: Stenton Connector and East-West Connector

Project Scope and Status: This project involves both a multiuse trail and a neighborhood greenway which extends east to west across the Township, being the longest continuous route proposed as a part of this plan. The route would begin at Stenton Avenue at its intersection with Wissahickon Avenue and run as a sidepath along Stenton Avenue until Gordon Road, at which point it would transition into a neighborhood greenway. The greenway would proceed east toward Bethlehem Pike and, once crossing the Pike, transition again into a multiuse trail to traverse through Cisco Park. Once it reached the intersection of Montgomery Avenue and Paper Mill Road and crossed Paper Mill Road, it would then transition into a neighborhood greenway for the remainder of its run to the eastern boundary of the Township. An alternative to this configuration could use land adjacent to Montgomery Avenue which is permanently preserved by Wissahickon Trails and Natural Lands and connect back with Montgomery Avenue at a later point; however, more due diligence on this alternative will be required to assess its feasibility. It would turn left at Evergreen Avenue and turn right to stay on Ardmore Avenue, cross Willow Grove Avenue (turning into East Lane), terminating at the PECO corridor where it would intersect with the Cresheim Trail (east). Potential improvements for the neighborhood greenway portion could include speed humps, pavement markings and signage encouraging bicycle usage and slow speeds, and enhanced crossings. This overall segment could be benefited and supplemented by future enhancement of pedestrian and bicycle facilities along Stenton Avenue, which parallels this route.



Gap and Service Analysis: Many motor vehicles use Gordon Road and Montgomery/ Ardmore Avenue as a cut-through to bypass Stenton Avenue, engendering higher speeds than the 25 mph speed limit. This trail connects both Enfield Elementary and Cisco Park. This is also the only direct east-west route in this area of the Township apart from Stenton Avenue, which has sever challenges for biking and walking. Half of the area to be connected by this trail is classified as a ‘Medium Need’ area for Access to Parks, Trails & Open Space, with the other half registering as a ‘Has Access’ area.

Connectivity: Trails and routes connected include: Wissahickon Avenue Connector, Wissahickon GRT Extensions, Bethlehem Pike Complete Street/Road Diet, trails at Cisco Park, Patton Road and Hull Drive Greenway, Willow Grove Avenue Complete Street/Road Diet, and Cresheim Trail (east).

Feasibility: Medium. There is a significant grade going east on Montgomery Avenue from Paper Mill Road, which presents a challenge for a novice bicycle user or for someone with limited mobility. Blind curves at Evergreen Avenue present a safety challenge as well.

Cost: \$\$-\$\$\$. Few structural changes are needed in the neighborhood greenway part of the project, though changes to crosswalks or crossings could trigger engineering costs and construction costs which could impact the overall project. The multiuse trail parts of the project will engender more costs as additional engineering, grading and stormwater management will be needed to move the project forward.

Priority: High. This will be one of the few east-west connections across the entire Township.

Responsible Party and Potential Partners: Township.



CS-1: Cheltenham Avenue

Project Scope and Status: Depending on further engineering studies, this project would propose the reduction of the four travel lanes of Cheltenham Avenue to three lanes: one travel lane in each direction and a center turn lane. If sufficient space can be generated from the elimination of a drive lane, sidewalks and bike lane can be prioritized, with a potential option to create a multiuse sidepath which can accommodate both modes of nonmotorized transportation.

Gap and Service Analysis: Cheltenham Avenue has few sidewalks and several off-set intersections which limit the safe sight distance required to cross, encourages high speeds, and can generally be difficult or impossible to navigate as a pedestrian or cyclist. Most of the area to be connected by this trail is classified as a 'Medium Need' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Cresheim Trail (east), Willow Grove Avenue Complete Street/Road Diet. Patton Road and Hill Drive Greenway and Paper Mill Road Complete Street/Road Diet.

Feasibility: Medium. Cheltenham Avenue progresses through many different neighborhood contexts in its run from the edge of the Township in the east to its termination at Paper Mill Road in the west, which provides challenges for addressing the different traffic management needs. La Salle College High School's entrance and the queueing that happens in the morning and afternoons may potentially complicate the potential reduction down to three lanes. However, the multimunicipal nature of this project could improve the odds of funding and technical assistance.

Cost: \$\$. An engineering study will need to be completed in partnership with Cheltenham Township and PennDOT. If deemed feasible, the relocation of curblines and the installation of sidewalks and/or bike lanes would be a projected cost.

Priority: High. Many public comments throughout the planning process identified that Cheltenham Avenue was a particular barrier for their walking or biking connectivity.

Responsible Party and Potential Partners: Springfield Township, Cheltenham Township and PennDOT.



Source: Google 2023

CS-3: Willow Grove Avenue

Project Scope and Status: This project would investigate the improvement of crossings at select intersections along Willow Grove Avenue, such as at East Lane, Flourtown Avenue, Traymore Avenue, and Queen Street. Crossings could be improved by adding curb extensions within the parking lanes near these intersections to reduce the required crossing distances while also slowing down the turning movements of cars turning onto or off of Willow Grove Ave.

Gap and Service Analysis: Downtown Wyndmoor has several business and connections to several parks that justify the improvement of the street. Most of the area to be connected by this trail is classified as a 'Has Access' area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Stenton Connector and East-West Connector, Mermaid Lane to Willow Grove Avenue Connector, Cheltenham Avenue Complete Street/Road Diet.

Feasibility: Medium. There are few obvious places where a travel lane may be wide enough to accommodate another potential mode improvement.

Cost: \$\$. Engineering studies, as well as curblane relocation and selective rebuilding of sidewalk, could be required.

Priority: Medium.

Responsible Party and Potential Partners: Springfield Township and PennDOT.



Source: Google 2023

CS-4: Paper Mill Road

Project Scope and Status: This project would investigate any last-mile connections that could be emphasized or improved along Paper Mill Road between Preston Road and the crossing at Hawthorne Lane.

Gap and Service Analysis: This segment was identified as a sort of ‘last mile’ connection that was needed to bridge a gap between potential Cheltenham Avenue improvements, the Preston Road Greenway, and Cresheim Trail (west). The entire area to be connected by this trail is classified as a ‘Medium Need’ area for Access to Parks, Trails & Open Space.

Connectivity: Trails and routes connected include: Cresheim Trail (west), Cheltenham Avenue Complete Street/Road Diet, Preston Road Greenway.

Feasibility: Low. There are already sidewalks in existence along Paper Mill Road in this vicinity, and the street itself is not excessively wide, leading to few potential “low-hanging fruit” improvements; however, there is a demonstrated need to make connections to the Springfield Middle and High Schools a priority. Widening sidewalks would require frontage acquisitions.

Cost: \$-\$\$. Easement acquisitions, engineering costs and potential widened sidewalks could drive up the costs of the project.

Priority: Low. The usefulness of this segment is largely dependent on the creation of the other connecting segments, so this particular segment may not be an urgent priority until these other segments are completed.

Responsible Party and Potential Partners: Springfield Township and PennDOT.



Source: Google 2023

CS-5: Stenton Avenue

Project Scope and Status: This project would investigate the improvement of pedestrian and bicycle facilities in the corridor, from Ivy Hill Road on the east to Paper Mill Road on the west. The street is the boundary between the City of Philadelphia and the Township, the high vehicle volumes and speeds of which can act as a barrier to nonmotorized users. Sidewalks in some areas are particularly constrained and narrow against abutting property fences and street trees and frequently lack a buffer from the roadway. Possible improvements could include: sidewalk improvements, improved crossings of cross-streets along Stenton, geometric changes to the roadway and lane shifts. Further study and significant coordination with Philadelphia and PennDOT would be required to scope desirable and feasible improvements to pedestrian and bicycle facilities in this section.

Gap and Service Analysis: This route would provide access to several institutional properties along the corridor, the 'L' bus line on Stenton Avenue, as well as to the neighborhoods of Chestnut Hill and Mt. Airy to the south. Much of the area is classified as a 'Has Access' area with some area of 'Medium Need' for Access to Parks, Open Space and Trails.

Connectivity: Trails and routes connected include: Cresheim Trail (East), Willow Grove Avenue Complete Street/Road Diet, and the Stenton Connector/East-West Connector.

Feasibility: Medium. There are significant challenges, such as limited right-of-way width, high motor vehicle volumes and speeds, and variable cartway widths available (which tend to narrow from east to west along the corridor).

Cost: \$\$. Engineering studies, as well as possible curblin relocation and selective rebuilding of sidewalk could be required.

Priority: Medium.

Responsible Party and Potential Partners: Springfield Township, Philadelphia and PennDOT.



Source: Google 2023

Section D (see 11x17 map of segments of page 75)

MT-5: Wissahickon Avenue Connector

Project Scope and Status: This trail would introduce a multiuse sidepath trail to Wissahickon Avenue, starting at the intersection with Stenton Avenue and eventually terminating at Bethlehem Pike. The alignment would use land along the frontage of Mount Saint Joseph Academy and Saint Joseph Villa, then would cross to the north side of Wissahickon Avenue in the vicinity of the school's driveway and occupy existing township street right-of-way along the frontage of Carson Valley property. The trail would eventually transition to sidewalk along the street frontage, and repair/replace deficient sidewalk where needed.

Gap and Service Analysis: This would be an essential trail connection which would connect Flourtown/Bethlehem Pike with the Wissahickon GRT under development and, ultimately, to Forbidden Drive in Philadelphia. It also provide walking/biking access from Mount Saint Joseph, a private high school for girls, to either Bethlehem Pike, the Wissahickon GRT and Fort Washington State Park. The area within the school is classified as a 'High Need' area for Access to Parks, Trails & Open Space, but the area around the school is rated as a "Has Access" area.

Connectivity: Trails and routes connected include: Wissahickon GRT, Stenton Connector and East-West Connector, Bethlehem Pike Complete Street/Road Diet, and Bysheer Fields Connector.

Feasibility: High: Much of potential right-of-way for trail has been dedicated to Springfield from a recent subdivision approval on the north side; there is available space along the south side of Wissahickon Avenue along the Mount Saint Joseph Academy and Saint Joseph Villa which would need be put under easement. However, due to the progressive narrowing of Wissahickon Avenue as it approaches Bethlehem Pike, a full-width trail will need to transition to a typical sidewalk condition.

Cost: \$\$. Some easements will need to be acquired from Mount Saint Joseph Academy and Saint Joseph Villa, but trail construction appears to look straightforward. The crossing of Wissahickon Avenue should involve some manner of signalization, such as an RRFB. Some grading and retaining walls may be required adjacent to the Carson Valley property. Stormwater management will also be required.

Priority: Medium. This trail had been identified in some Springfield plans but not in others.

Responsible Party and Potential Partners: Township. Partners include: Mount Saint Joseph Academy and Saint Joseph Villa, Carson Valley.



Source: Google 2023

MT-6: Wissahickon Green Ribbon Trail Extensions

Project Scope and Status: This is a Montgomery County initiative already under development. The multiuse sidepath trail segment begins in Whitemarsh Township at the KYW Property and Joshua Road and, using trail easements along the Erdenheim Farm properties on Joshua Road and Stenton Avenues to connect to the existing Wissahickon GRT segment along the frontage of Morris Arboretum and Gardens. A second, noncontiguous extension project involves building a sidepath continuing from the *other* side of the Morris Arboretum and Gardens south along Northwestern Avenue to eventually connect with Forbidden Drive in Philadelphia. A second alignment is identified which runs within Philadelphia which uses land along Chestnut Hill College: any alternative pursued in Philadelphia would have to be managed and constructed by Philadelphia, which at the time of this writing has not committed to any alternative.

Gap and Service Analysis: Fort Washington State Park is a major destination that will be connected by these extensions, which will further connect Wissahickon Park and Forbidden Drive in Philadelphia. Much of the area through which this trail will connect is classified as a 'Has Access' area for Access to Parks, Open Space and Trails.

Connectivity: Trails and routes connected include: Wissahickon GRT, Stenton Connector and East-West Connector, and Forbidden Drive.

Feasibility: High. The County has already been progressing with planning and design of these extensions. Much of the design and legal hurdle have been overcome with the Erdenheim Farm and Stenton Avenue extension. However, there are issues to overcome with right-of-way width and possible stormwater management requirements along Northwestern Avenue.

Cost: \$\$\$. The Erdenheim Farm and Stenton Avenue extensions involve intricate site improvements and stormwater management.

Priority: High. Over 90% of design work is completed of the first segment, with construction anticipated to occur by 2024. It is anticipated a Northwestern Avenue-based alternative will enter design within the next year. Project is identified as being a part of Montgomery County's Primary Trail Network in *Montco 2040: A Shared Vision, The*

County's Comprehensive Plan, as well as the Circuit Trails Network, the 9-county region's network of 800 existing and planned multiuse trails.

Responsible Party and Potential Partners: Montgomery County. Partners include: Erdenheim Farm, Department of Conservation and Natural Resources.



NG-5: Stenton Connector and East-West Connector (part)

Project Scope and Status: As discussed in Section C, this project would involve both a multiuse trail and a neighborhood greenway extending east to west across the Township. The route would begin at Stenton Avenue at its intersection with Wissahickon Avenue and run as a sidepath along Stenton Avenue until Gordon Road. At Gordon Road, it would transition to a neighborhood greenway until reaching Cisco Park, where it would again become a multiuse trail. At the intersection of Paper Mill Road and Montgomery Avenue, it would then transition into a neighborhood greenway until reaching the eastern boundary of the Township.

Gap and Service Analysis: Montgomery/Ardmore Avenue is the only direct east-west route in this area of the Township apart from Stenton Avenue. Half of the area to be connected by this trail is a 'Medium Need' area for access to parks, trails, and open space.

Connectivity: Trails and routes connected include: Wissahickon Avenue Connector, Wissahickon GRT Extension, Bethlehem Pike Complete Street/Road Diet, trails at Cisco Park, Patton Road and Hull Drive Greenway, Willow Avenue Complete Street/Road Diet, and Cresheim Trail (east).

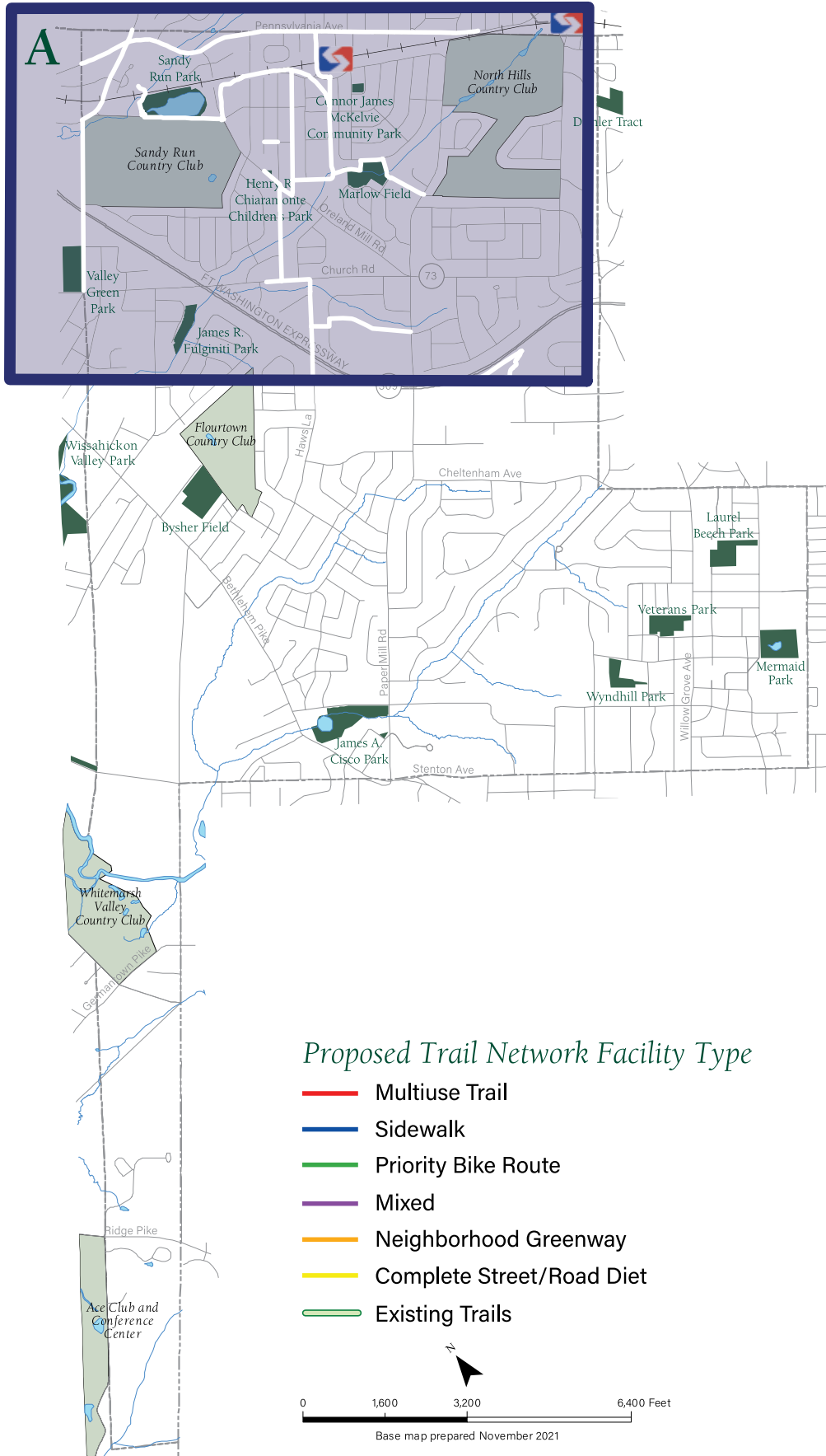
Feasibility: Medium.

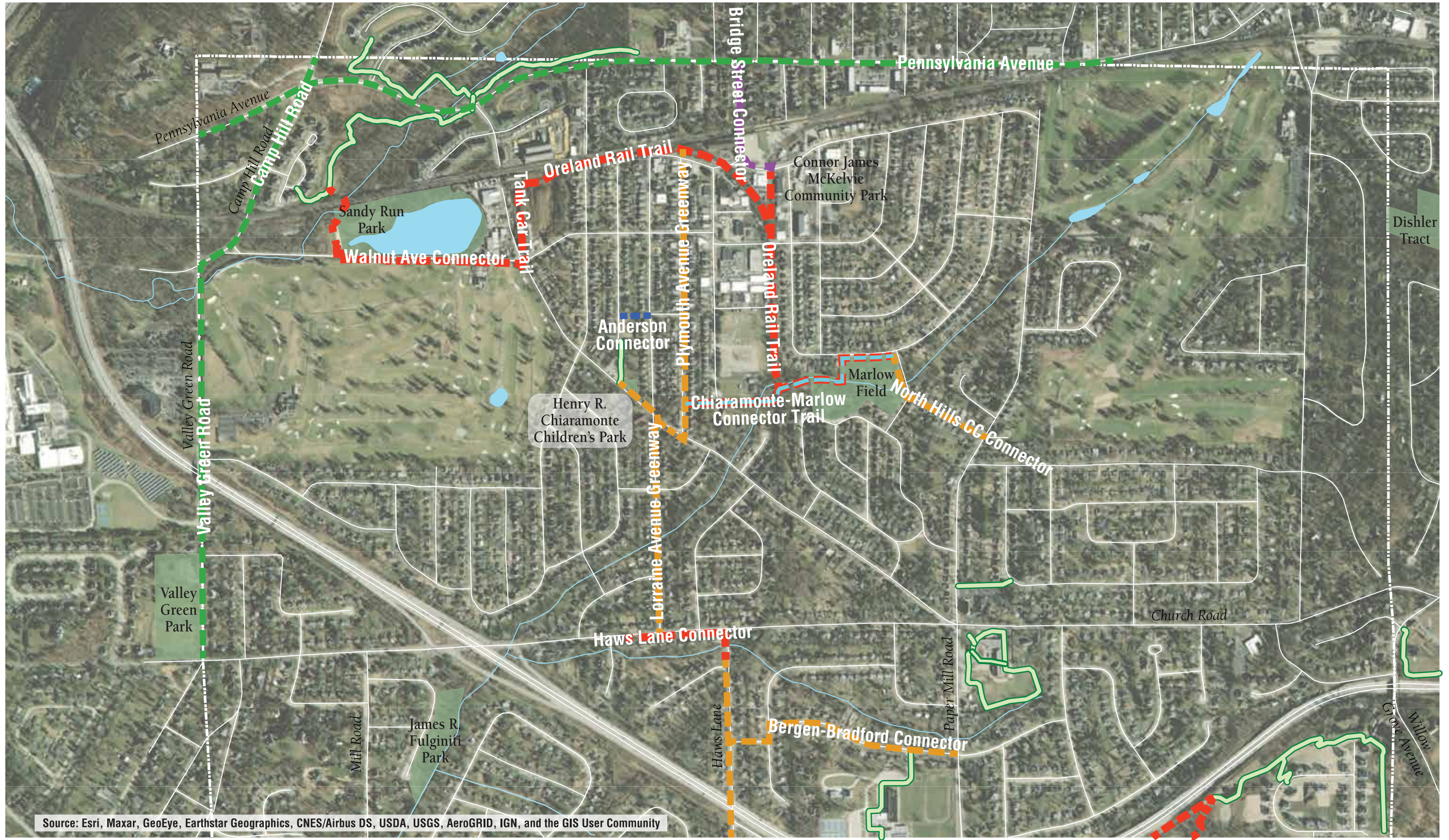
Cost: \$\$-\$\$\$.

Priority: High.

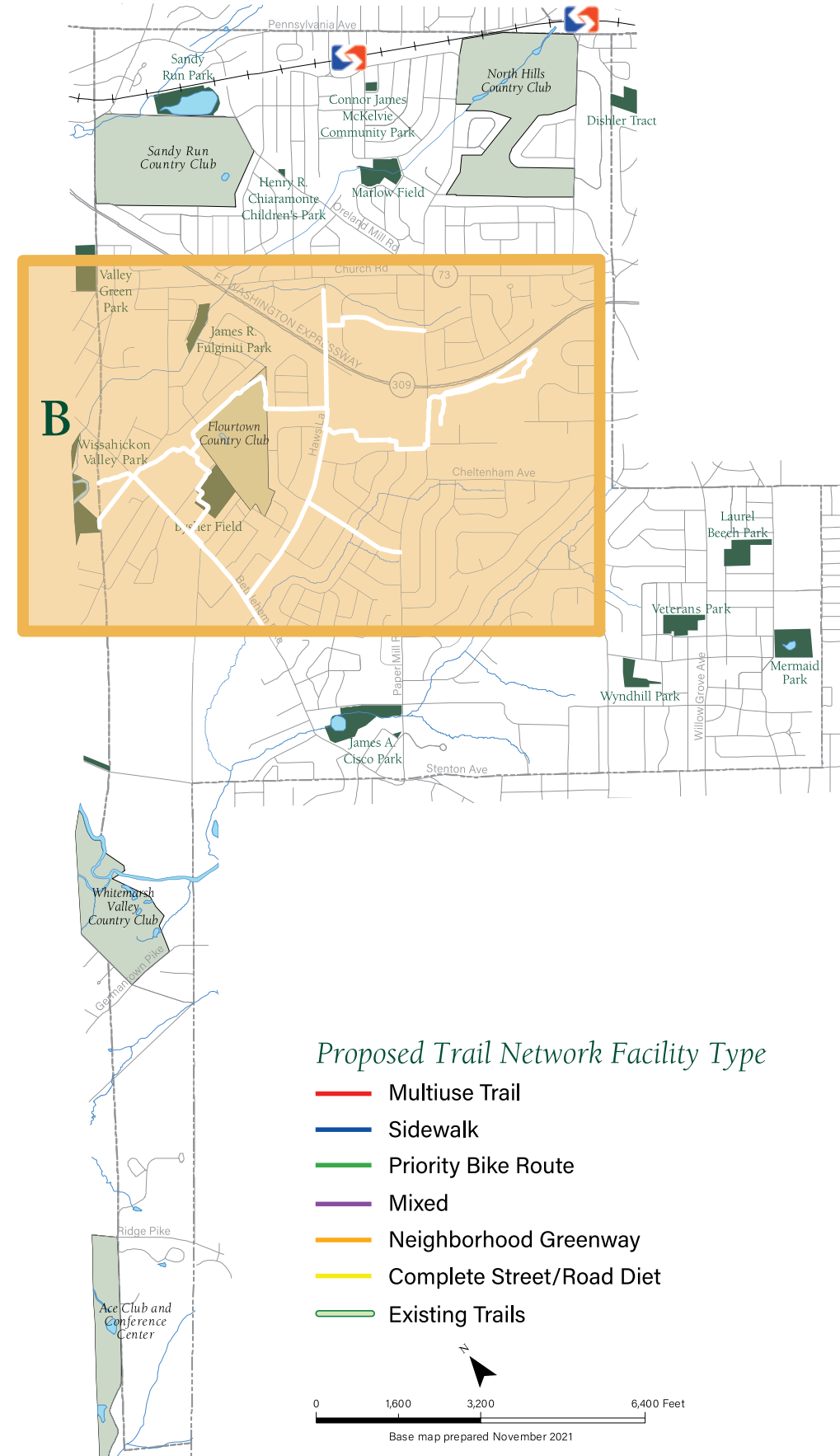
Responsible Party and Potential Partners: Township.





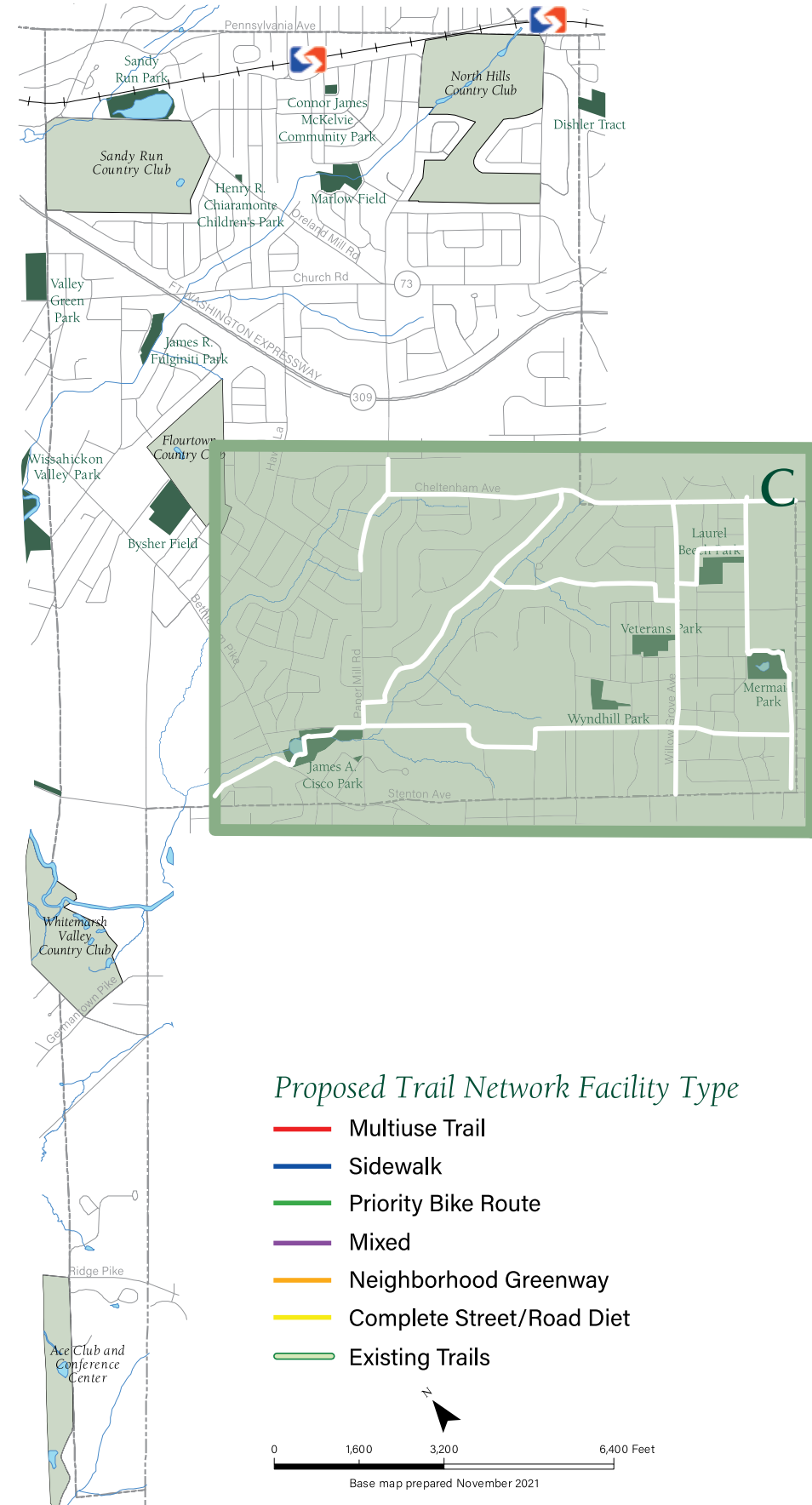


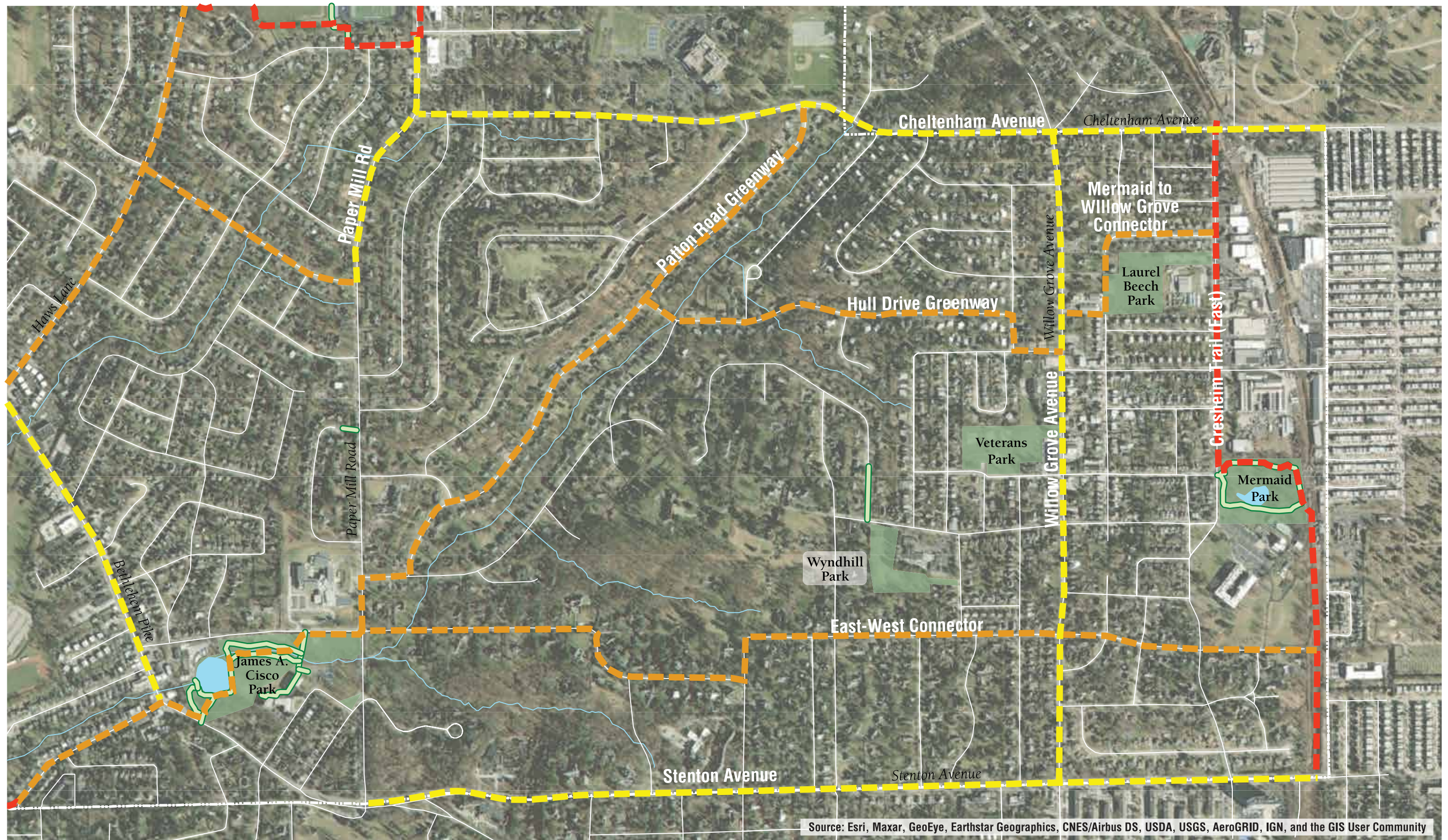
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

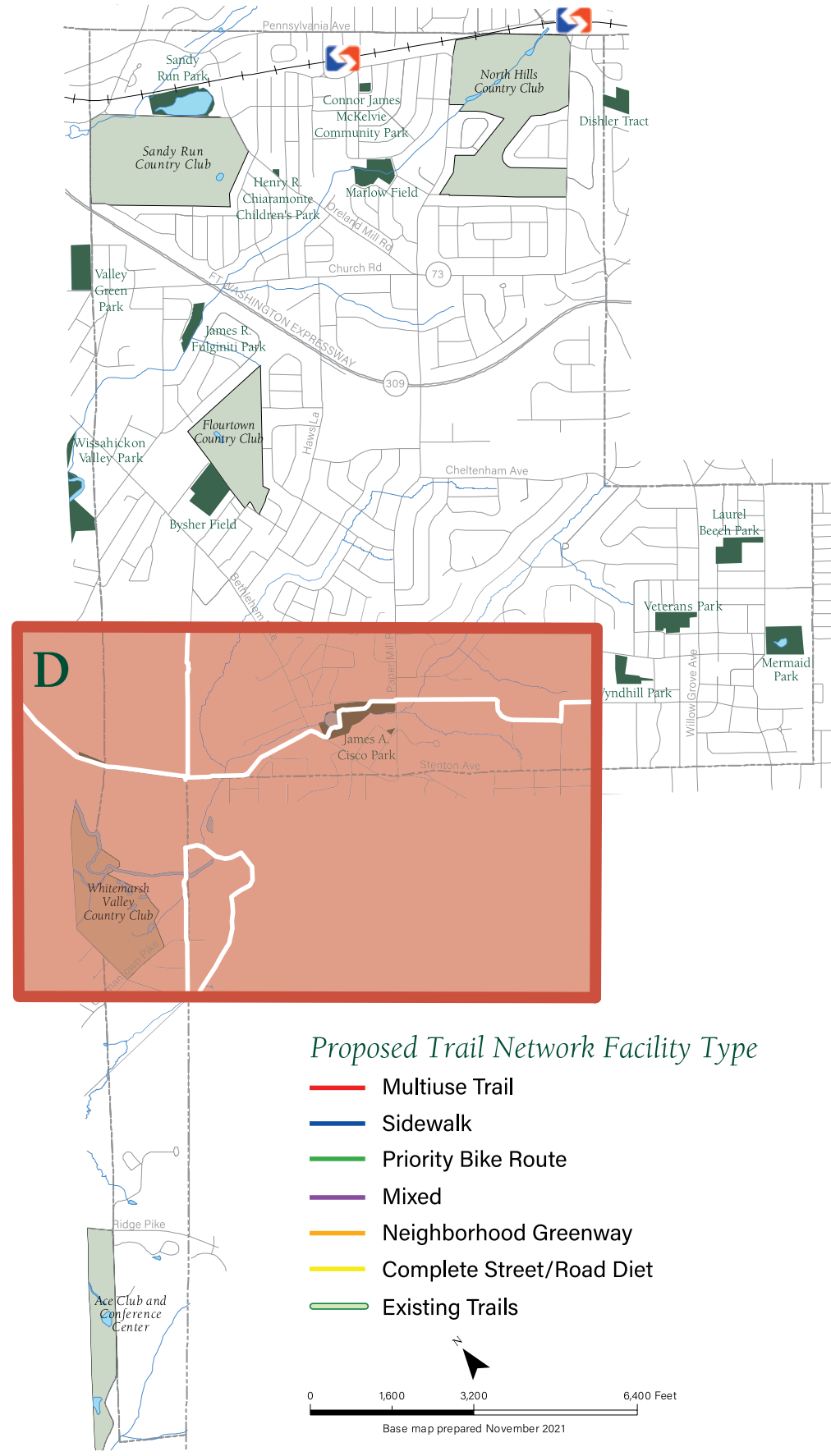


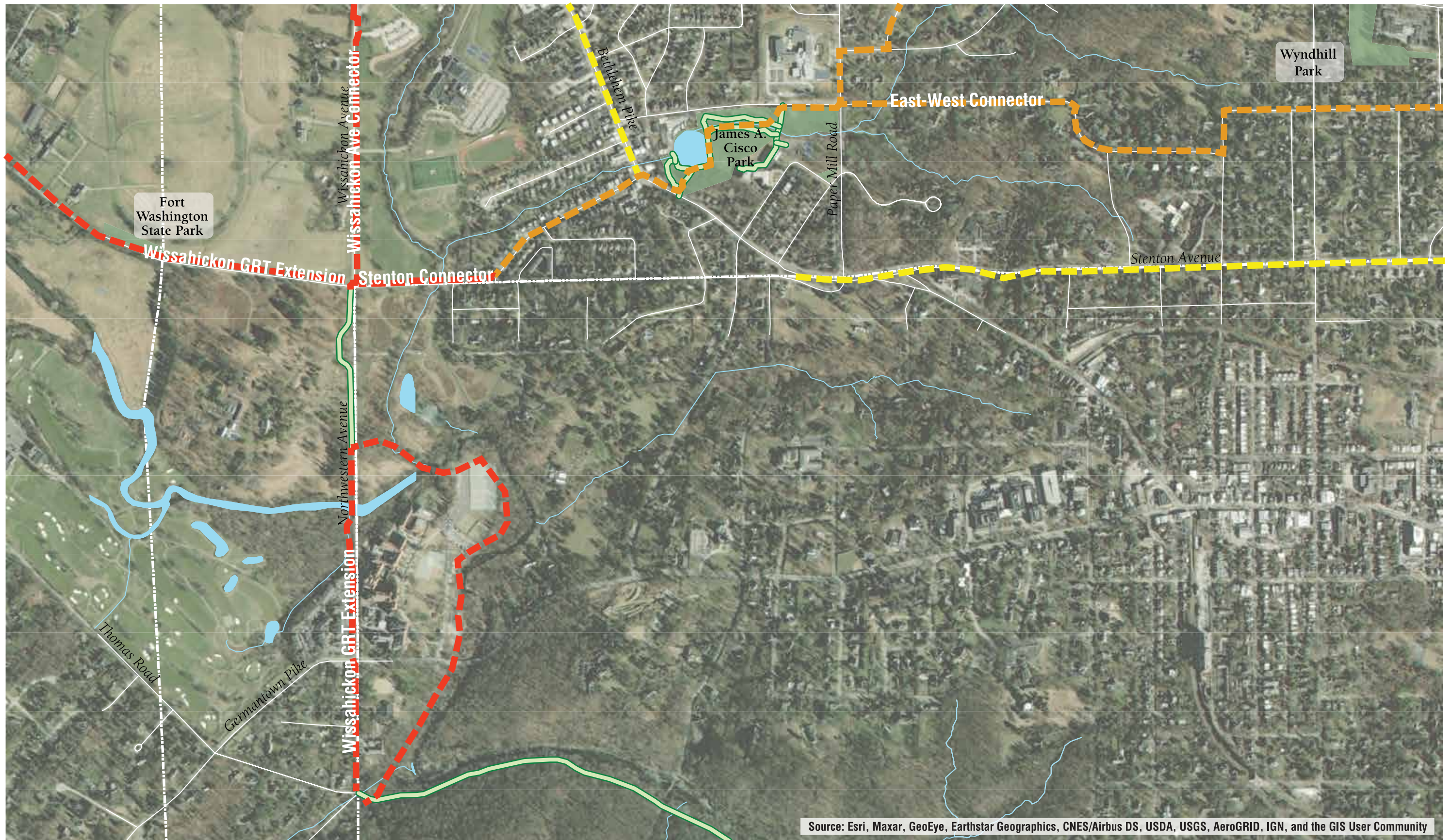


Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community











Appendices

A: Implementation Matrix

Segment Number	Name	Type	Feasibility	Cost	Priority	Responsible Party	Partners	Potential Funding Sources
MT-1	Cresheim Trail (West)	Multiuse Trail	Medium	\$\$\$	High	Township/County	PennDOT, business owners	Montco2040 Imp Grant; DCNR C2P2; DVRPC RTP; DCED GTRP, TA-Set Aside
MT-2	Cresheim Trail (Central)	Multiuse Trail	Medium	\$\$\$	High	Township/County	Springfield Township School District, La Salle College High School, PennDOT, PECO	Montco2040 Imp Grant; DCNR C2P2; DVRPC RTP; DCED GTRP, TA-Set Aside
MT-3	Cresheim Trail (East)	Multiuse Trail	Medium	\$\$\$	High	Township/County	PennDOT, PECO, City of Philadelphia	Montco2040 Imp Grant; DCNR C2P2; DVRPC RTP; DCED GTRP, TA-Set Aside
MT-4	Walnut Avenue Connector	Multiuse Trail	High	\$\$	High	Township	Wissahickon Trails, SEPTA, HOA on north side of tracks	Montco2040 Imp Grant; DCNR C2P2; DVRPC RTP; DCED GTRP, TA-Set Aside
MT-6	Wissahickon Green Ribbon Trail Extensions	Multiuse Trail	High	\$\$\$	High	County	Erdenheim Farm, PA DCNR	Montco2040 Imp Grant; DCNR C2P2; DVRPC RTP; DCED GTRP, TA-Set Aside
MT-8	Oreland Rail Trail (and Tank Car Trail)	Multiuse Trail	Medium	\$\$\$	High	Township	CSX Transportation, SEPTA	Montco2040 Imp Grant; DCNR C2P2; DVRPC RTP; DCED GTRP, TA-Set Aside
MT-9	Bysher Fields Connector	Multiuse Trail	Medium	\$\$	High	Township	Flourtown Fire Company	Montco2040 Imp Grant; DCNR C2P2; DVRPC RTP; DCED GTRP, TA-Set Aside
BN-2	Pennsylvania Avenue	Priority Bike Network Route	Medium	\$	High	Township & PennDOT	Upper Dublin Township and Montgomery County	PennDOT/DCED Multimodal; Montco2040 Imp Grant
NG-1	Haws Lane Connector/Greenway	Neighborhood Greenway	Medium	\$\$	High	Township	PennDOT	PennDOT/DCED Multimodal; Montco2040 Imp Grant
NG-5	Stenton Connector and East-West Connector	Neighborhood Greenway	Medium	\$\$-\$\$\$	High	Township		PennDOT/DCED Multimodal; Montco2040 Imp Grant
CS-1	Cheltenham Avenue	Complete Street /Road Diet	Medium	\$\$	High	Springfield, Cheltenham & PennDOT		PennDOT Multimodal; ARLE; TA-Set Aside; TCDI
CS-2	Bethlehem Pike	Complete Street /Road Diet	High	\$	High	Township & PennDOT		PennDOT Multimodal; ARLE; TA-Set Aside; TCDI
MT-5	Wissahickon Avenue Connector	Multiuse Trail	High	\$\$	Medium	Township	Mount Saint Joseph Academy, Saint Joseph Villa, Carson Valley	Montco2040 Imp Grant; DCNR C2P2; DVRPC Regional Trails Program; DCED GTRP, TA-Set Aside

Segment Number	Name	Type	Feasibility	Cost	Priority	Responsible Party	Partners	Potential Funding Sources
MT-7	Chiarimonte-Marlow Connector Trail	Multiuse Trail	Medium	\$\$	Medium	Township		Montco2040 Imp Grant; DCNR C2P2; DVRPC Regional Trails Program; DCED GTRP
BN-1	Camp Hill Road	Priority Bike Network Route	Low	\$	Medium	Township & PennDOT	Montgomery County	PennDOT/DCED Multimodal; Montco2040 Imp Grant
NG-3	Patton Road and Hull Drive Greenway	Neighborhood Greenway	Medium	\$\$	Medium	Township		PennDOT/DCED Multimodal; Montco2040 Imp Grant
NG-6	Lorraine Avenue Greenway	Neighborhood Greenway	High	\$\$	Medium	Township		PennDOT/DCED Multimodal; Montco2040 Imp Grant
CS-3	Willow Grove Avenue	Complete Street /Road Diet	Medium	\$\$	Medium	Township & PennDOT		PennDOT Multimodal; ARLE; TA-Set Aside; TCDI
BN-3	Valley Green Avenue	Priority Bike Network Route	High	\$	Low	Township & PennDOT		PennDOT/DCED Multimodal; Montco2040 Imp Grant
NG-2	Preston Road Greenway	Neighborhood Greenway	High	\$	Low	Township		PennDOT/DCED Multimodal; Montco2040 Imp Grant
NG-4	Mermaid Lane to Willow Grove Ave Connector	Neighborhood Greenway	High	\$	Low	Township		PennDOT/DCED Multimodal; Montco2040 Imp Grant
NG-7	Plymouth Avenue Greenway	Neighborhood Greenway	Medium	\$	Low	Township		PennDOT/DCED Multimodal; Montco2040 Imp Grant
NG-8	Bergen/Bradford Connector	Neighborhood Greenway	High	\$\$	Low	Township	PennDOT	PennDOT/DCED Multimodal; Montco2040 Imp Grant
SM-1	Anderson Connector	Sidewalk or Mixed	High	\$	Low	Township		Montco2040 Imp Grant
SM-2	Bridge Street Connector	Sidewalk or Mixed	Low	\$\$	Low	Township & County		Montco2040 Imp Grant
CS-4	Paper Mill Road	Complete Street /Road Diet	Low	\$\$	Low	Township & PennDOT		PennDOT Multimodal; ARLE; TA-Set Aside; TCDI

Abbreviations:

- ARLE** Automated Red Light Enforcement Program
- DCNR C2P2** Department of Conservation and Natural Resource's Community Conservation Partnership Program
- DVRPC RTP** Delaware Valley Regional Planning Commission's Regional Trails Program
- GTRP** DCED's Greenways, Trails and Recreation Program
- Montco2040 Imp Grant** Montgomery County's Montco2040 Implementation Grant Program
- PennDOT/DCED Multimodal** PennDOT and Department of Community and Economic Development Multimodal Transportation Funds Program
- TA Set-Aside** Transportation Alternatives Set-Aside Program
- TCDI** DVRPC's Transportation and Community Development Initiative

B: Trail Maintenance & Ownership Best Practices

Since this plan recommends a number of different types of trails and routes, each with their own particular needs and considerations, it should be noted that there is no “one size fits all” approach to maintaining a trail or route. The major maintenance activities involved in managing trail corridors are:

- vegetation control
- maintaining the trail surface
- maintaining and repairing amenities such as benches, water fountains, trash cans, etc.
- inspecting and repairing trail structures such as bridges or boardwalks, and
- trash removal

For Springfield Township, the most common that will need to be tended to of the above will be vegetation control and trash removal, much the same activities the Township already performs on its park properties.

Routes that will be composed primarily of street right of way (bike lanes, on-road sections of Neighborhood Greenways, etc.) will not necessarily incur most or any of these expenses, but may incur related expenses such as landscape maintenance for features like curb bumpouts in the right of way and routinely replacing pavement markings and signage. In the future, the Township may find it suitable to perform street sweeping activities of its most popular on-road routes.

The below represents an example maintenance schedule, on a per-mile basis, of a typical multiuse trail.

Example of Recommended Maintenance Standards for Trails

(typical 1-mile section of a 12’ multiuse trail)

Adapted from Montgomery County’s Division of Parks, Trails, and Historic Sites

FUNCTION	FREQUENCY	SEASON	TOTAL TIMES/ YEAR	AVERAGE HOURS/ UNIT	TOTAL ANNUAL HOURS
Vegetation Control					
Mowing-trail shoulders	1/week	April-October	32	4	128
Mowing-trailhead parking areas	1/week	April-October	32	1	32
Weed trimming-trail shoulders	1/week	April-October	32	4	128
Weed trimming-trailhead parking areas	1/week	April-October	32	1	32
Tree/shrub/vine trimming/pruning-trail shoulders	1/season-as needed	March, June/ July, October, December	3-4	4	16
Tree/shrub/vine trimming/pruning-trailhead parking areas	1/season-as needed	March, June/ July, October, December	3-4	1	4
Spraying (herbicide)	Bi-annually-as needed	Late Spring and late Summer	2	4	8
Hazard tree inspection	Minimum 1/year	Late winter/early Spring	1	2	2
Hazard tree removal	Minimum 2x/year	Late winter/early spring-fall	2	Varies	Varies

Surface Maintenance
P=Paved, NP=Non-Paved

Pothole, crack, chipping repair/sealing-P	2/year (if needed)	Late winter/early spring early fall (if needed)	2	Varies	Varies
Repainting all pavement markings-P	1/year	Early spring	1	Outside Contractor	Outside Contractor
Sweeping/blowing-P	As needed-post storm damage	Year round	32	2	64
Resurfacing-P	1 every 7-15 years (varies)	Should be done in "off" season	7-15 years	Outside Contractor	Outside Contractor
Repair all erosion (washouts, etc.)-NP	As needed-post storm damage	Year round	12	4	48
Resurfacing-NP	1 every 3-5 years (varies) Spot treatments may be needed sooner	Should be done in "off" season if possible	3-5 years- depending on use and location	Outside Contractor	Outside Contractor
Drainage inspection	4/year + post storm damage if needed	Beginning of each season	4 + post storm damage if needed	2 +	8 +
Clean drainage systems	2/year if needed + storm damage	Late spring, late fall	2/year + post storm damage if needed	8	16
Snow/ice removal (from sidewalks and other adjacent, non-trail active recreation areas only)-P	As needed	Winter/ early spring	As needed	6	24 (4 storms/year)

Amenities

Repair/replace signs-trail and trailhead areas	As needed	Late winter/ early spring	As needed	8	8
Repair/replace bollards, gates and mile markers	As needed	As needed	As needed	8	32 (4x/year)
Repair/replace fencing	As needed	Year round	6	6	36
Repair/replace all benches, tables and kiosks	As needed	Early spring	As needed	Varies	Varies

Permanent structures

Inspect trail bridges	1/year	Early spring	1/year	Outside contractor	Outside contractor
Repair trail bridges	As needed	Should be done in "off" season if possible	As needed	Varies	Varies
Repair/replace safety railings/retaining walls	As needed	Should be done in "off" season if possible	As needed	Varies	Varies

Miscellaneous

Trash removal	Check along trails/trailhead parking areas	Year round	104 (2x/week)	1	104
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The Township may also want to develop Trail Rules and Polices which govern trail use and etiquette, with the objective of promoting safe, fair and respectful use of the trail for all. Some example rules the Township could consider are the following (adapted

from the Department of Conservation and Natural Resource's Pennsylvania Trail Design and Development Principles: Guidelines for Sustainable Non-Motorized Trails):

1. No motorized vehicles.
2. Bicyclists and horse riders should wear helmets. Pennsylvania State Law mandates that children under 12 years old wear safety-approved helmets.
3. Keep right, except to pass.
4. Warn before passing. Sound your bell or horn and announce audibly "Passing on your left."
5. Bicyclists must yield to walkers/hikers.
6. Equestrians are allowed on specified sections of the trail (if desired by Township).
7. Trail open daily, dawn to dusk. No overnight use, except in authorized areas. Reservations are required for groups of 10 or more.
8. Stay on trail; no trespassing beyond marked trail boundaries.
9. No fires.
10. Keep pets on a leash six feet or less in length, under control, and collect and dispose of pet waste in a proper receptacle.
11. Do not discharge or carry loaded firearms on or near the trail.
12. Please respect private property and stay on the trail.
13. Dumping and littering are prohibited. If you see litter, please pick it up.
14. Permits are required for any special group event of twenty-five or more.

Additional policies the Township could consider implementing include Trail Closure Policies, govern when and how trails may need to close, Electric Bicycle Policies (an example of which Montgomery County just adopted), and a Volunteer/"Friends of" Program to aid in the management and maintenance of trail areas.

Signage is an additional important consideration to improve the trail user experience, while also encouraging safe and respectful use of the trail. The Township has many opportunities to explore the use of signage to:

- Establish mile markers to aid in location and emergency response
- Provide Wayfinding assistance to local destinations like parks, business areas and schools
- Implement educational interpretative signage on historical or environmental topics
- Communicate trail rules and expected trail etiquette
- Alert users to challenging conditions such as steep inclines or declines, as well as approaching vehicle intersections and crossings.

A full review of Management Principles and Guidance can be found with PA DCNR's Pennsylvania Trail Design and Development Principles: Guidelines for Sustainable Non-Motorized Trails here: https://conservationtools.org/library_items/1242/files/1141

C: Public Engagement Summary Reports

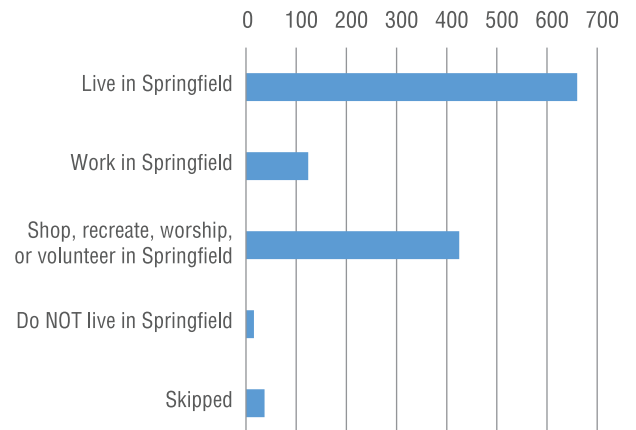
Public Outreach Process

- Public Survey
 - ◊ Open from August 29, 2022 to November 4, 2022
- Wikimap
 - ◊ Open from August 29, 2022 to November 4, 2022
- Public Meeting #1
 - ◊ September 29, 2022
- Springfield Township Middle School
 - ◊ March 2, 2023
- Springfield Township High School
 - ◊ March 3, 2023
- Public Meeting #2
 - ◊ March 13, 2023

Public Survey

A survey was conducted through SurveyMonkey to identify current and desired usage patterns among the Township’s trails and trails in nearby municipalities. The survey was open to the public from Monday, August 29, 2022 to Friday, November 4, 2022, and collected 728 responses in that time.

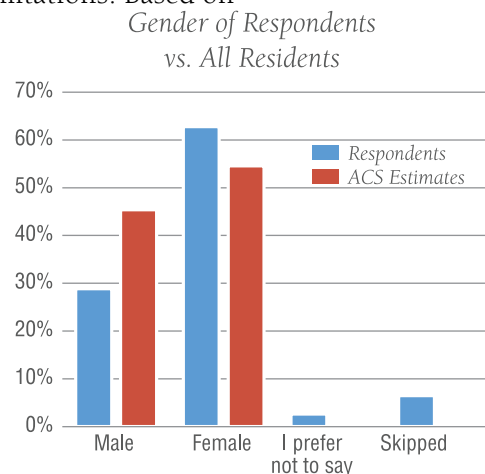
As of the 2020 census, Springfield Township had 20,814 residents in 7,940 households. The survey did not ask residents to fill the survey out once per household nor did the survey ask residents to fill the survey out for themselves alone. Topic-based surveys, however, are most often completed on a per-household basis. Accounting for a small number of households completing the survey once for each adult, it is expected that this survey was completed by slightly more than 9% of households.



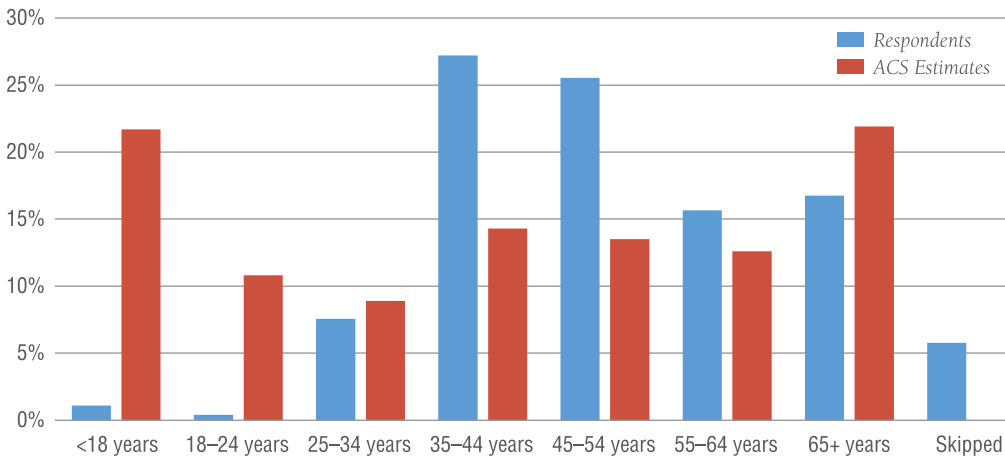
Demographics of Respondents

Demographic data was collected to ensure that no demographic was being entirely missed and to understand public response coverage limitations. Based on the demographic responses provided, most demographics within the Township are represented, with the most significant underrepresentation occurring in alignment with known patterns of civic engagement across the country.

Residents between the ages of 35 and 54 were overrepresented, as were households with children under the age of 18. Black or African American residents, residents under the age of 24, and residents over the age of 65 were underrepresented. Survey respondents were more likely than the Township as a whole to be



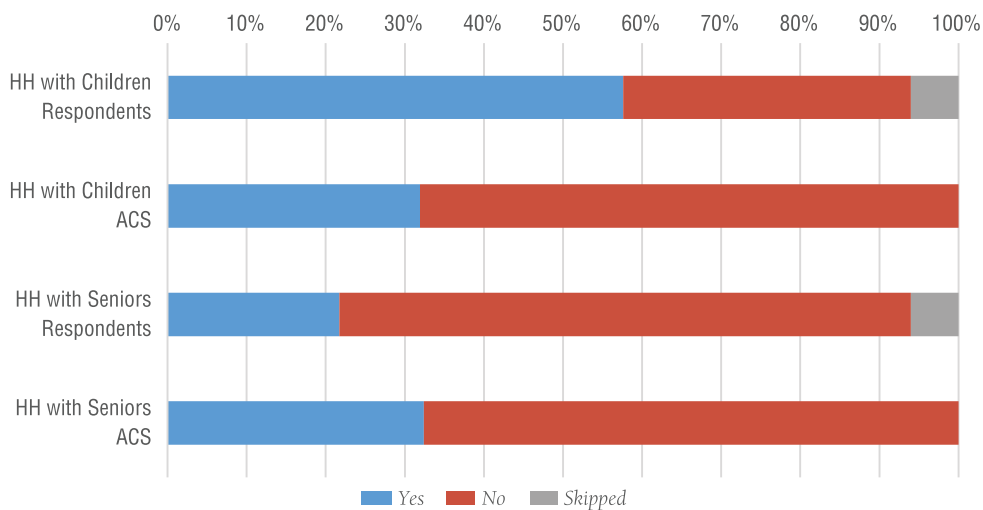
Age of Respondents vs. All Residents



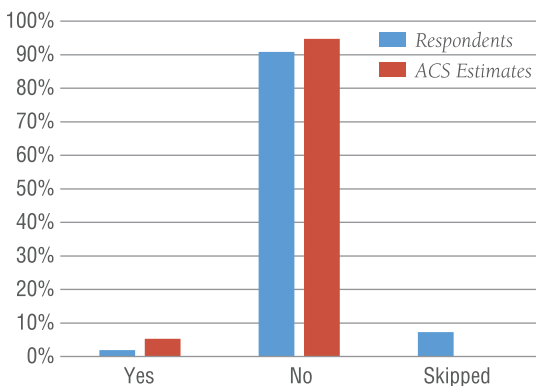
female, with 62% of survey respondents stating that they were female compared to 54% of Township residents, but respondents may have been responding for their entire household.

Of the 728 respondents to the survey, nearly all live in the Township and more than half of respondents (58.4%) also reported shopping, recreating, worshipping, or volunteering in the Township.

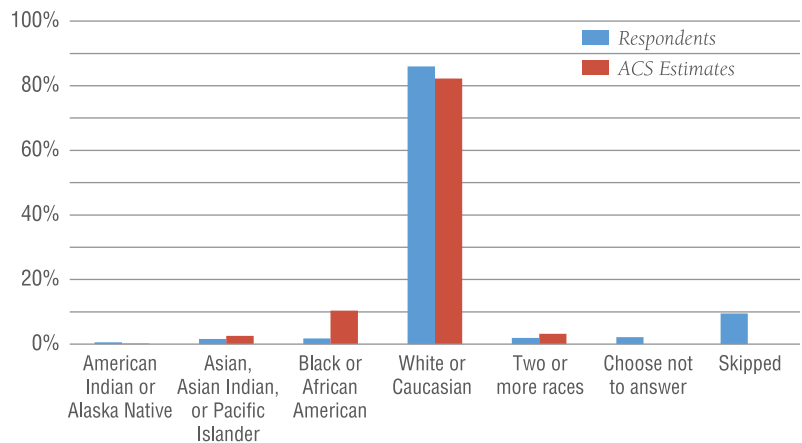
Respondent Household Type vs. All Residents



Spanish, Hispanic, or Latino Respondents vs. All Residents



Race of Respondents vs. All Residents

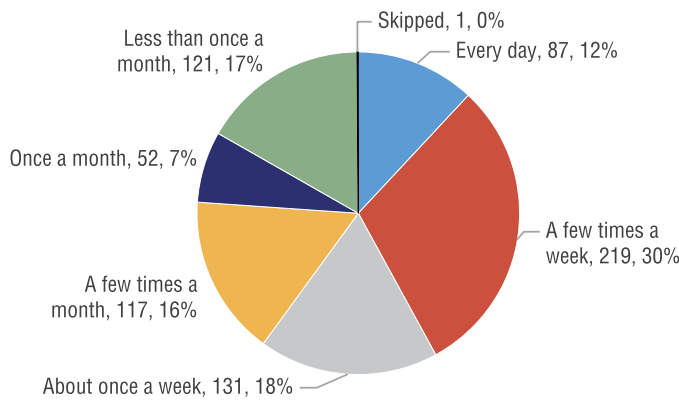


Current Usage Patterns

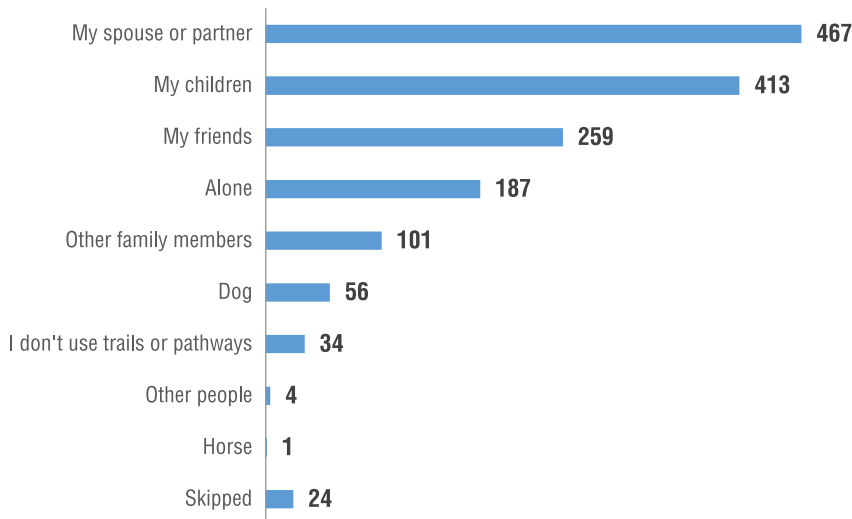
Among survey respondents, 60% currently use Springfield’s parks, trails, and pathways at least once a week, while 23% use the Township’s facilities at least once a month and 17% use the Township’s facilities less than once a month. Respondents are most frequently joined by their spouse or partner (64%), children (57%) or friends (36%).

Respondents are most likely to walk (90%), enjoy nature (44%), or bicycle (41%). More than half of all survey respondents currently use pathways in their neighborhoods (74%), the Wissahickon Green Ribbon Trail (61%), Cisco Park (50%), or other pathways outside the Township (50%). Respondents most frequently wrote in that they use the trails in Fort Washington State Park in Whitemarsh Township, Forbidden Drive in Philadelphia’s Wissahickon Valley Park, and the Pizek Preserve trail in Springfield.

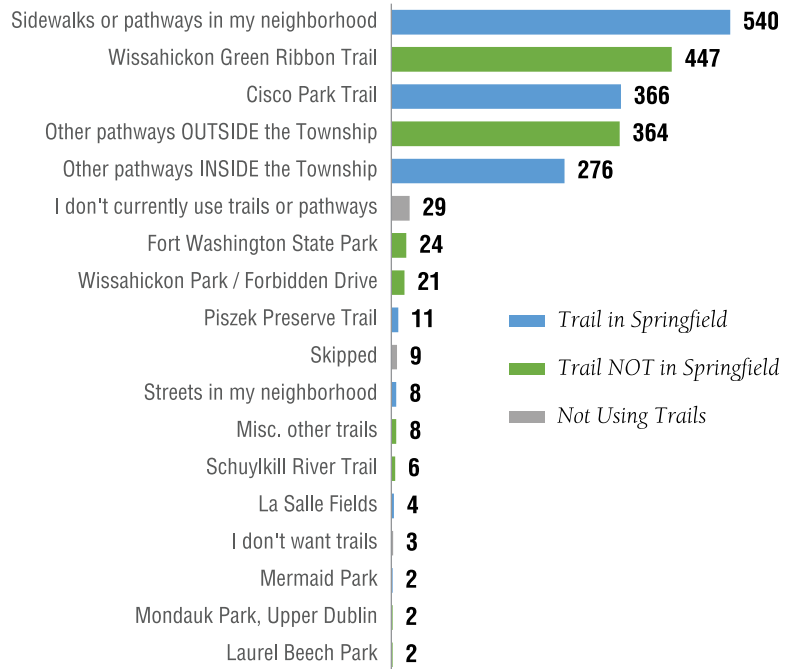
Use Frequency of Springfield Parks, Trails, and Pathways



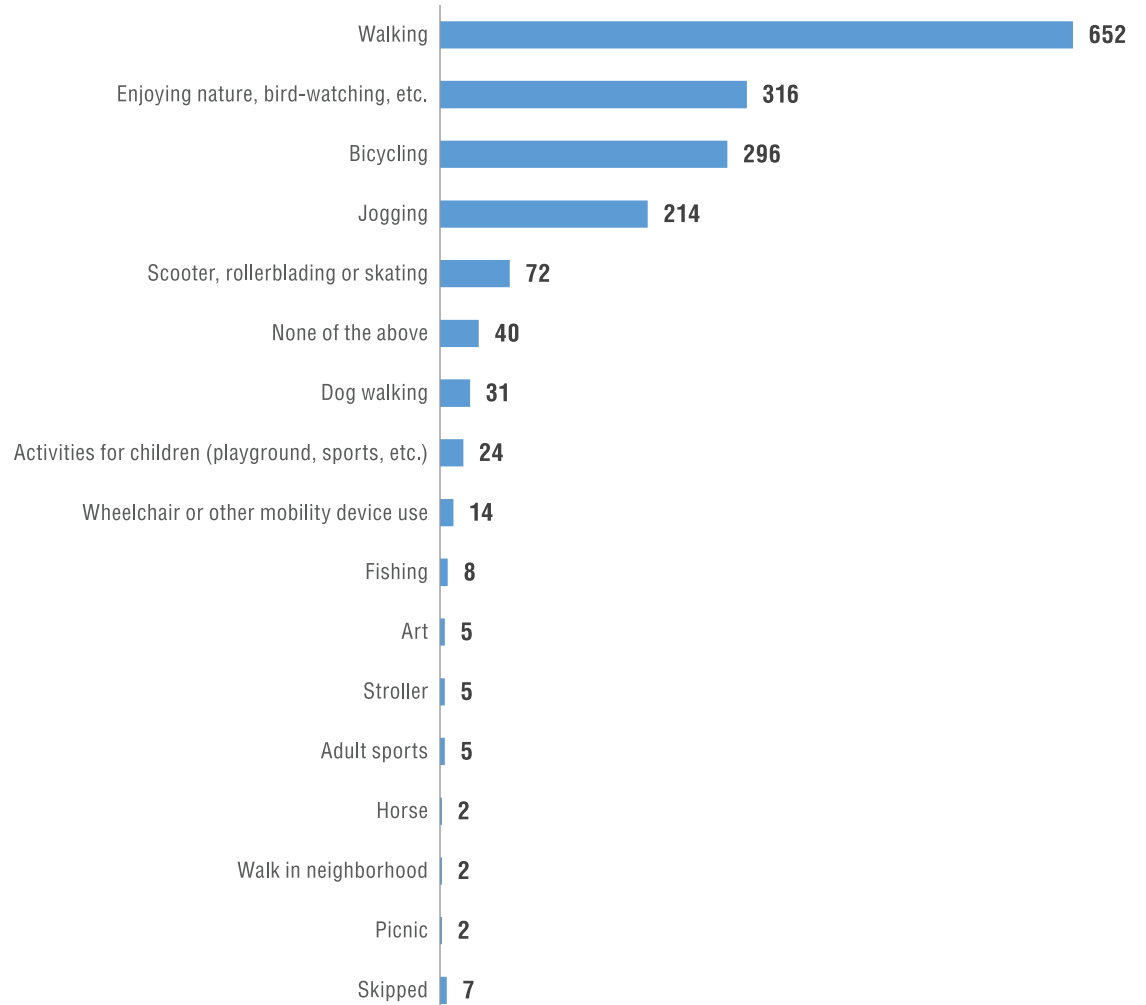
Who joins you when you use a trail or pathway in Springfield?



What trails or pathways do you currently use?



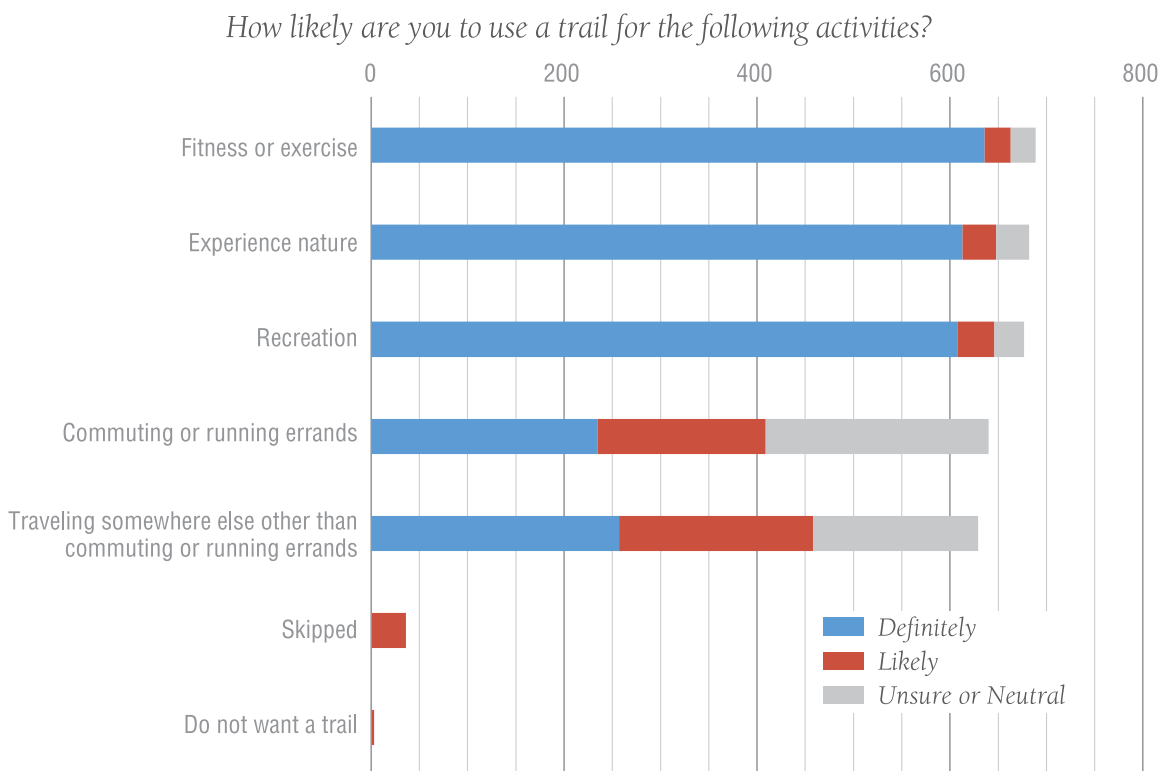
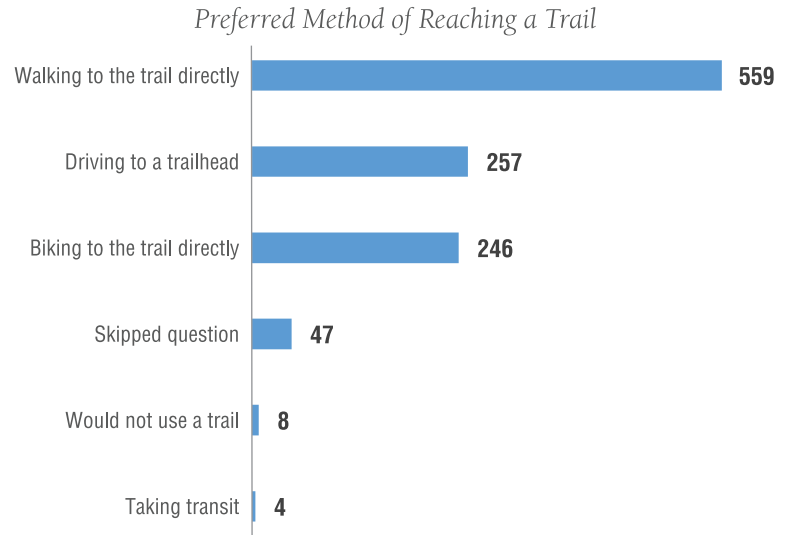
What do you do on Springfield parks, trails, and pathways?



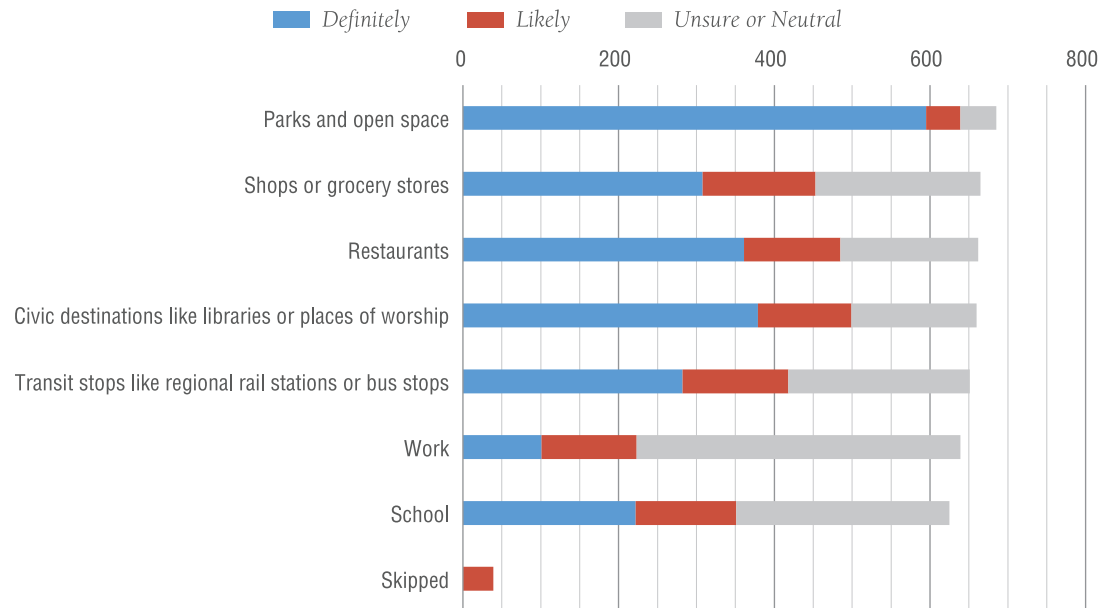
Future Usage Patterns

When asked how they would prefer to reach a trail, more than eight in ten respondents preferred walking to a trail (82%), followed by driving (35%) or biking (34%) to a trail.

More than 600 respondents said that they would “definitely” or “likely” use trails for recreation, fitness, or exercise. Nearly 600 respondents said that they would “definitely” or “likely” use a trail to travel to parks and open spaces, followed by civic destinations (379), restaurants (361), and shops or grocery stores (308). Just over 30% of all respondents said they or their children would “definitely” or “likely” use a trail to reach school.



How likely are you to use a trail to reach the following destinations?



Barriers to Trail Usage

Among the survey respondents, gaps in the pedestrian network were cited most frequently as a barrier to using the pedestrian network, followed by lack of trails in a respondent’s neighborhood. About 20% of respondents did not see a barrier to using the existing trails and pathways in the Township, 8.8% of respondents skipped the question, and only 5 respondents stated that they do not want trails in Springfield Township in a free response. A full summary of comments made in the free response section is available in the attachment accompanying this memo.

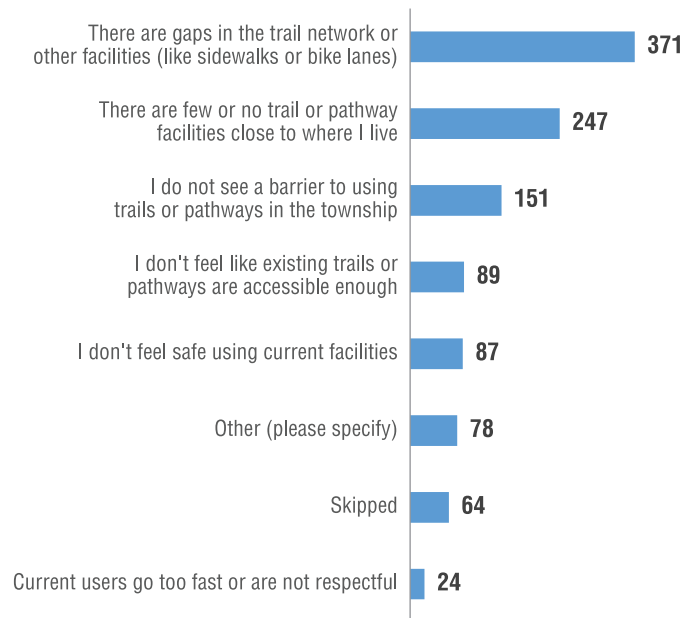
Among the 215 comments involving a specific location, most involved a specific desired connection (78), a gap in the sidewalk network (48), concerns about an entire road (30), or concerns about crossing a specific road (27). The locations most frequently mentioned across all kinds of comments were Bethlehem Pike (34), Piszek Preserve (28), Forbidden Drive (26), Stenton Avenue (17), and Church Road (15).

The most desired connections were connections between Fort Washington State Park, Forbidden Drive, and the rest of the Township. Bethlehem Pike was mentioned as needing support for better sidewalks and safe biking infrastructure, while the Pennsylvania Avenue crossings for Piszek Preserve were frequently mentioned as unsafe, at both the trailhead on Oreland Mill Road and the crossing at Christ’s Lutheran Church.

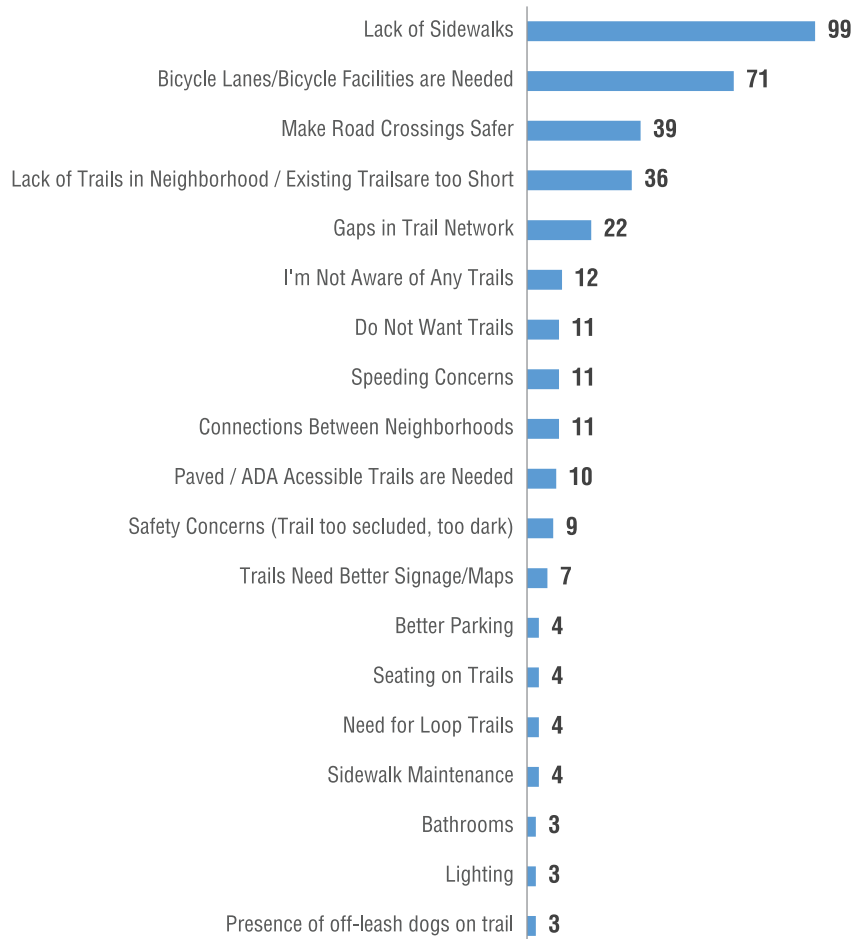
Final Comments

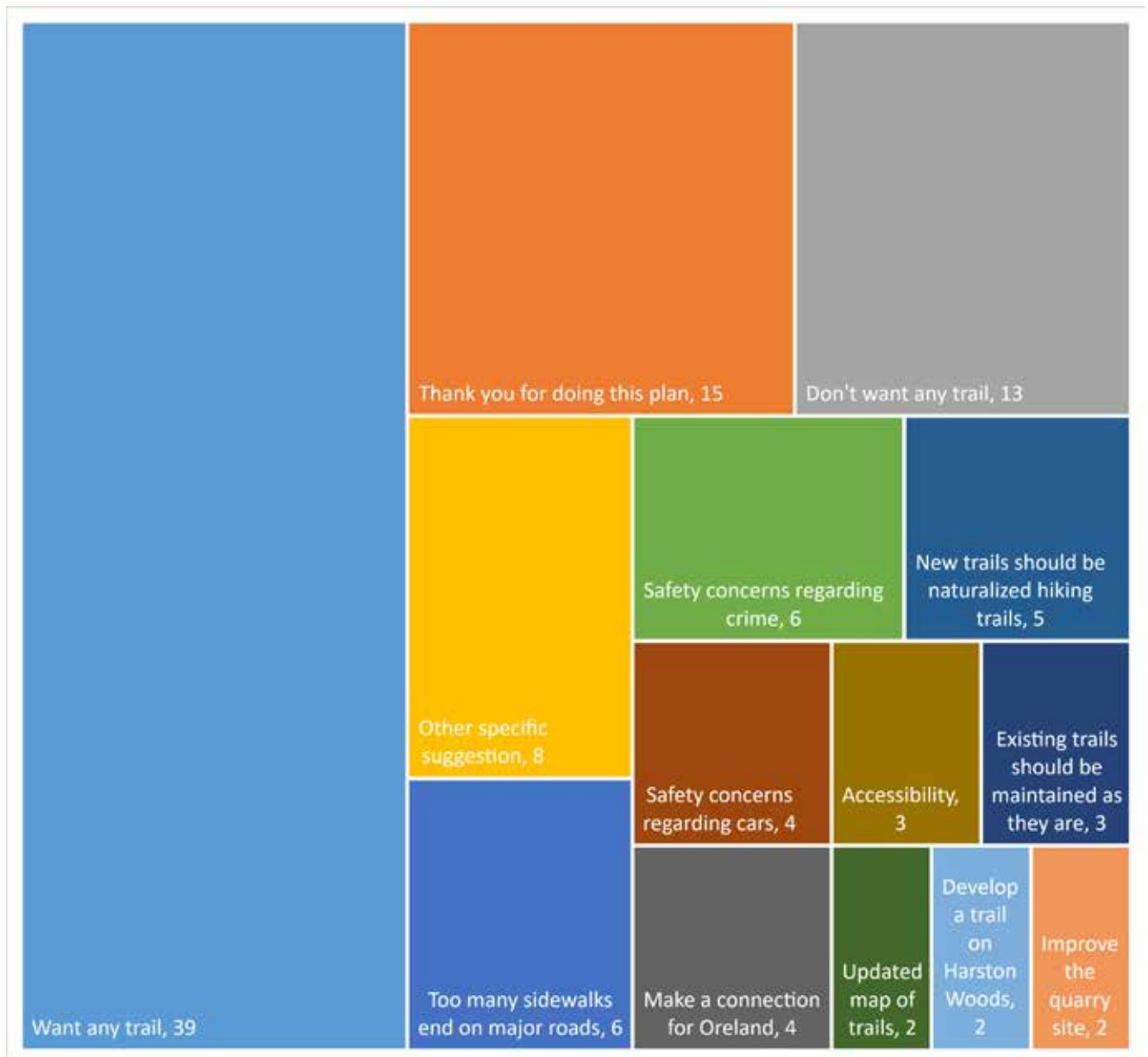
Respondents were given the opportunity to provide final comments for the trail master plan, which are summarized in the chart above. Several specific suggestions were provided, eight of which were not repeated among respondents. Suggestions which

Barriers Preventing Respondents from Using Trails in Springfield



Write-In Explanations of Barriers Preventing Trail Use in Springfield





were repeated are included in the summary. Unrepeated suggestions included

- Construct a pedestrian bridge over Paper Mill Road
- Construct a path through Erdenheim Farm
- Construct a path with St. Joseph's along Stenton and West Wissahickon
- Include horseback riding in new trail developments
- Construct a trail loop at Laurel Beech Park
- Construct a sidewalk between Plymouth Road and Roesch Avenue in Oreland
- Link Forbidden Drive and Fort Washington Park
- Trails should be wide enough to avoid dogs

WikiMap

A wikimap option was provided to allow Township residents to visually show where they already walk or bike, trail routes that they hope to see, and barriers they see in following those routes. Users were given the option to “like” or “dislike” existing comments, which was added to the number of comments on a location to produce a “Net approval” score for improvements on a specific location. 49 individual users provided a total of 27 unique barriers, 41 desired trail routes, and 42 key destinations.

Location	Number of Comments			Net Approvals
	Barriers or Unsafe Area	Desired Trail Route Options	Key Destinations	
Chestnut Hill			8	15
Paper Mill Road	1	4		12
Green Ribbon Trail			5	12
Stenton Avenue	3	3		11
Cheltenham Avenue	2	1		11
Church Road	4	2		8
Oreland RR Stop		1	3	8
Sandy Run Park	3			6
Forbidden Drive			2	6
Haws Lane	1	1	2	5
Mermaid Lane	1	1		5
Piszek Preserve			2	5
School			1	5
Wyndmoor Town Center			1	5
Bethlehem Pike	2	2		4
Valley Green Road	2	1		4
North Hills RR Stop/Glenside		1	2	4
La Salle HS			2	4
Library			1	4
Elephant Park			1	4
Gordon Road	2			3
Mill Road		3		3
Willow Grove Avenue		3		3
Cisco Park		1	2	3
West Wissahickon Avenue	1	1		2
Cresheim Alignment		2		2
Enfield Elementary		1	1	2
Laurel Beech Park			1	2
Mermaid Park			1	2
Rec Center			1	2

Location	Number of Comments			Net Approvals
	Barriers or Unsafe Area	Desired Trail Route Options	Key Destinations	
Veteran's Park			1	2
Henry R Chiamonte Park			1	2
East Gravers Lane	1			1
Oreland Mill Road	1			1
Sandy Hill Road	1			1
Ivy Lane		1		1
Haws Lane Connector		1		1
Bysher Fields		1		1
Northwestern Avenue		1		1
E Gravers Lane		1		1
Patton Road Creek		1		1
Ardmore Avenue		1		1
Oreland Town Center		1		1
Lorraine Avenue		1		1
Cross 309		1		1
Erdenheim Farm			1	1
Cheltenham			1	1
Oreland Rail Trail			1	1
Church Road/Lorraine Avenue			1	1
North Hills CC	2			0

Public Meeting #1

A public meeting was held on September 29, 2022 at 7pm in the Free Library of Springfield Township. This meeting was structured to provide information to attendees about trails generally and solicit feedback about places that attendees wanted to walk, places that attendees did not want to walk or saw barriers to trail construction, and types of amenities that attendees wanted to see on trails in the Township. The open house format 1.) emphasized individual participants' experiences, 2.) permitted participants to come and go at their leisure and at their own pace, 3.) provided increased opportunities for personal exchanges between participants and between participants and Township and MCPC staff, and 4.) avoided any one personality dominating a large meeting hall. Attendees were allowed to circulate freely between stations with different information and activities. Attendees were encouraged to draw preferred routes on a large map of the Township and to speak with the trails team regarding their needs, desires, and preferences.

Sign-In Sheet

The sign-in sheet asked attendees to provide their neighborhood and how they would intend to use trails in the Township. The first public meeting was attended by 54 people, primarily Springfield residents.

Attendees were allowed to write in their neighborhood. The largest number of attendees identified themselves as residing in Flourtown (19) or in Flourtown Gardens (13), followed by Oreland (7), Wyndmoor (5), and Erdenheim (4).

On the sign-in sheet, 17 attendees expressed a desire for no trails to be constructed in the Township, three expressed a desire for no trails to be constructed behind Penn Oak Road, and five attendees did not express an opinion. All but one of the attendees expressing a desire for no trails in the Township reside in Flourtown or Flourtown Gardens.

The remaining 29 attendees expressed some form of positive intention towards a trail network. Recreation was the option selected most frequently for how attendees want to use trails in the Township (22), followed by exercise (9), reaching destinations (8), bicycling (5), and not providing a response (5).

Community Trail Map

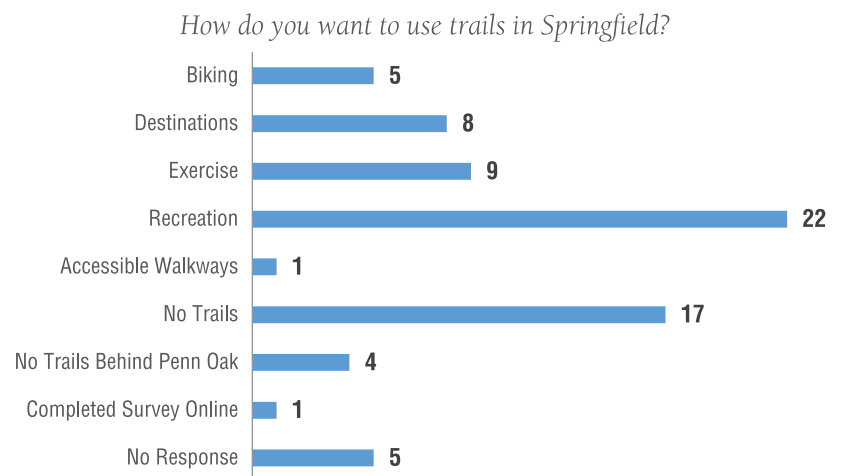
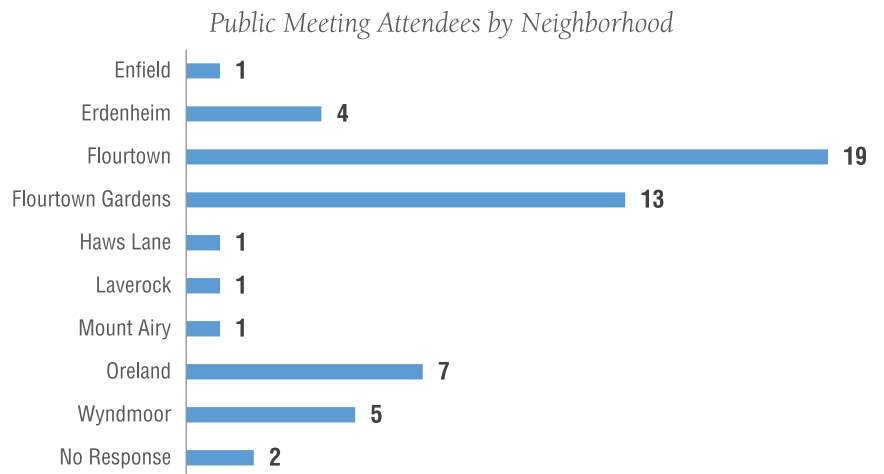
Attendees were encouraged to draw on a map of the Township depicting roads, existing trails, water features, conserved open space, and parks throughout the Township. Attendees were able to draw desired paths, cross off other drawn paths if they disagreed, write a general comment, or add a tally mark next to other comments in agreement. The map produced by meeting attendees is included in Appendix D, on page XX.

Eighteen attendees chose to write a general comment on the map.

Thirteen locations within the Township and one location outside the Township were highlighted as locations where people want to cross the road, but feel that crossing the road is unsafe.

Nineteen different trail segments or segments of road in need of sidewalk were drawn throughout the Township. These include

- Installation of Sidewalks
 1. Bethlehem Pike
 2. East Gravers Lane from Ardmore Avenue to Flourtown Avenue (along Elephant Park)
 3. East Mermaid Lane from Linden Road to Elm Avenue (along the USDA frontage and Mermaid Park)



- Cresheim Trail Segments
 4. From Mermaid Lane to Ivy Hill Road north of Mermaid Park
 5. From MacArthur Road vicinity to Cresheim Trail
 6. From Stenton Ave to Cheltenham Ave
 7. From Westminster Seminary trail to Henry Way trail
 8. From Henry Way trail to Haws Lane
 9. From Haws Lane to Bethlehem Pike by way of rail right-of-way
 10. From Haws Lane to Bethlehem Pike by way of Wedgewood Road and Flourtown Country Club
- Other Trails
 11. Walnut Ave to Orelan Mill Road (currently grant funded)
 12. Along Northwestern Ave, between existing trail and Wissahickon Trail
 13. Along Stenton Ave, between Wissahickon Ave and Township border
 14. Valley Green Road from Sandy Run Country Club to Fort Washington State Park
 15. Cheltenham Ave from Mermaid Lane to Paper Mill Road
 16. Loop around the Enfield Elementary site
 17. Loop from Country Club Drive around south end of North Hills Country Club
 18. Bysher Fields, parallel to Bethlehem Pike

Trail segment 10 was presented as an alternative to trail segment 9, and much of the discussion centered on the desirability and necessity of trail segment 9.

Springfield Township Middle School

On March 2nd, 2023, a meeting was held at the Springfield Township Middle School, discussing the proposed trail network with approximately thirty sixth, seventh, and eighth grade students. Comments received from the students included:

- General
 1. Concern about sustainability and minimizing the number of trees cut down
 2. More students bike to school than walk
 3. In general, students strongly want more bicycle support
- Sidewalk
 1. The east side of Paper Mill Road lacks sidewalks from 502 to 526 , and there are no crosswalks to allow students to cross to use the other side of the road
 2. Longfield Road doesn't have sidewalks between Chesney Lane and Avondale Road
 3. A lack of sidewalks on one side of Haws Lane means that some middle school students have to cross the road twice to reach their homes
 4. Lack of sidewalks around Preston Avenue
- Crosswalk Lights
 1. Lights at crossings for Bethlehem Pike are often broken, and take multiple

minutes to cycle for pedestrians

2. Lights at crossings for Cheltenham Avenue are too long for pedestrians
 3. Lights at crossings for Paper Mill Road in Oreland are too long for pedestrians
- Bike Support
 1. More students bicycle to school than walk, and students strongly want more bicycle support in the Township
 2. That many students want to bike along Cheltenham Avenue but cannot do so safely
 - Crossing Difficulties
 1. Valley Green Road would be the primary way to cross the expressway, but the bridge has no sidewalks or bicycle lanes, despite wide shoulders.
 2. Crossing Paper Mill Road to reach Cisco Park is challenging, even at crosswalks
 3. Residents of Longfield Road have to walk a significant distance to reach the CVS, despite their backyards bordering on it

Springfield Township High School

On March 3rd, 2023, a meeting was held at the Springfield Township High School, discussing the proposed trail network with approximately twenty tenth and eleventh grade students. Comments received from the students included

- Right turns from Valley Green Road onto Walnut Avenue are challenging, and often feel blind for pedestrians.
- East Mill at Church Road is a challenging intersection. No light exists to help pedestrians get into Oreland.
- Students wanted to see a traffic signal at the intersection of Carlisle and Paper Mill Roads.
- Students wanted Bethlehem Pike to be a better place to walk.
- The fire station owns the land around Bysher Fields and may already have plans for a trail along there.
- Church Road blocks residents on Shepherds Road and Sandy Hill from walking anywhere.

Public Meeting #2

A public meeting was held at the Springfield Township municipal building on March 13, 2023 at 7pm. This meeting opened with a presentation on the background of the trail plan, followed by small group discussions regarding the proposed network that had been developed following the first public meeting and survey.

Each small group included at least one task force member, Township staff member, or MCPC staff member to provide context on decisions made.

The second public meeting was attended by 75 people, primarily Springfield residents. The neighborhood that attendees reside in is summarized to the left.

Small Group Discussions

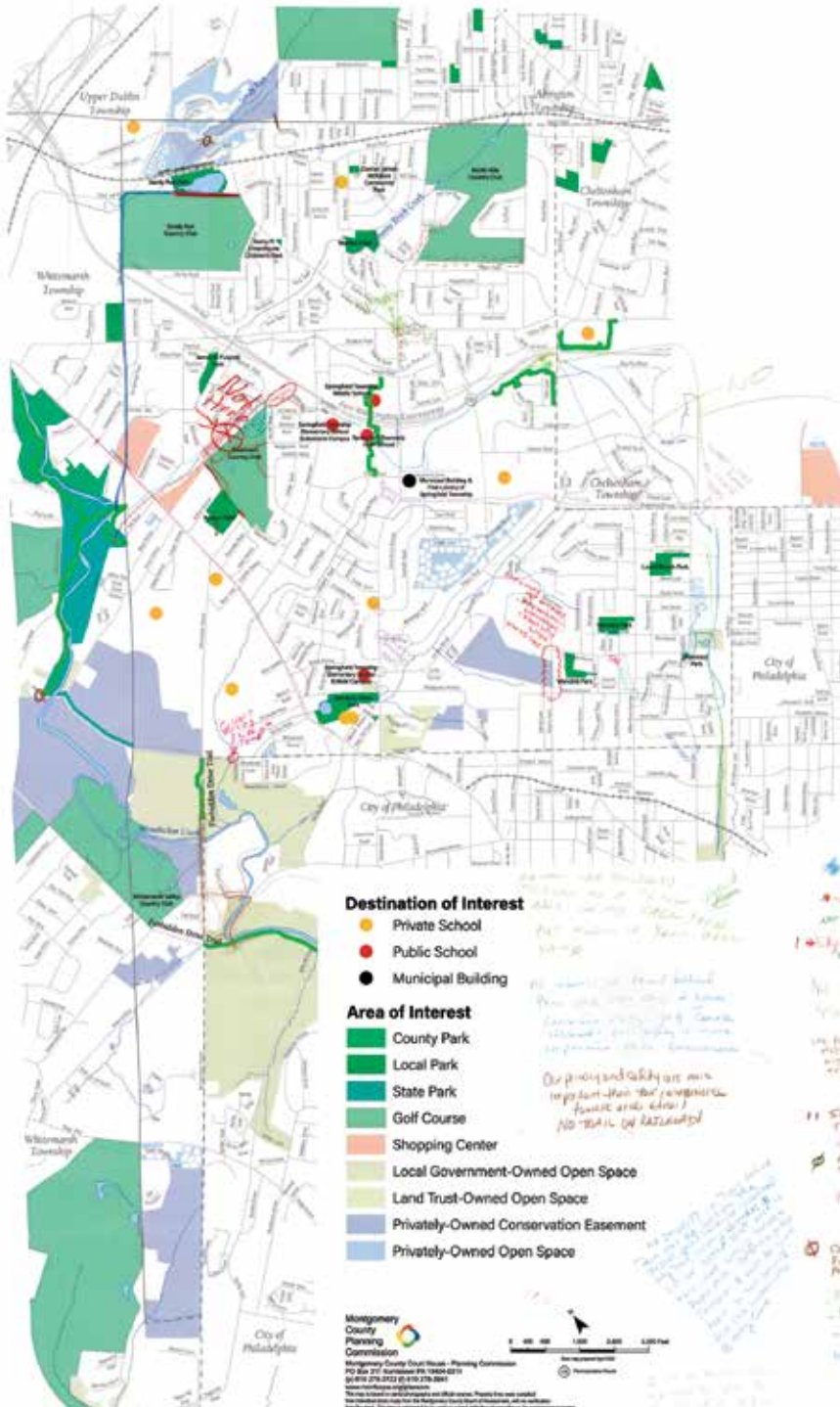
Eight stations were set out, and attendees were free to select the station at which they wished to discuss the proposed network, though each station had the same materials and was invited to mark up the same map.

Twenty-one distinct locations were identified in the small group discussions. A summary of concerns, suggestions made by attendees, and the feasibility of attendee suggestions is provided, followed by scans of both the marked-up map and notes generated by the group facilitator.

	Tables Discussing Segment	Concerns	Suggestions	Response to Suggestions and Concerns
Cresheim Trail – FCC	2 not in favor 1 expanding beyond proposal	Parking, proximity to backyards/houses, floodplain	Convert FCC into a natural park for broad public use during the daytime.	
Cresheim Trail – La Salle	3	La Salle paths are already in use, there is a sign up indicating knowledge of pedestrian access.		While pedestrian access is a policy of current La Salle administration, no public easement or right-of-way guarantees permanent access.
Cresheim Trail – Cheltenham	2	Need for connection on Cheltenham side of border		
Cresheim Trail – Wyndmoor	1	Do not want greenway option	Use the PECO corridor	The PECO corridor is infeasible due to conflicts with PECO policy, grading issues, and existing industrial tenants. Trail would be a full multi-use sidepath, rather than greenway.
Tank Car Site	1		Reroute the proposal along the railroad, rather than residential properties.	Proposed network has been modified to reflect this.
Oreland Rail Vicinity	3	Lack of sidewalks in “pretzel” area.	Make Plymouth Ave a neighborhood greenway Two groups general support for rail trail.	Proposed network has been modified to reflect this.
Enfield Elementary	2		Add sidewalks in vicinity of the new trails Connect along Bergan/Bradford roads to reach new fields.	Proposed network has been modified to reflect this.
Shepherd’s Way	1	Dead-end	Easement for ped access to Church Road through a house that recently burned down.	House appears to have been rebuilt.
Falcon Drive	1	Lack of sidewalks, dead-end	Sidewalk connection to Falcon Estates Trail	May be connected in the future, if Tookany Trail is connected to Cresheim Trail in this vicinity, but beyond the scope of this plan.
East Gravers Lane	1	Lack of sidewalks.		
Cheltenham Avenue	5	Trumbauer Drive/Cheltenham Widener/Fenton/Cheltenham intersection, offset by ~230 ft (4 sec at 40 mph) Students disembark at Cheltenham/Willow Grove Ave, walk along Cheltenham Ave	Sidewalk Road Diet Barrier between cars and bike/peds Signalization at La Salle	Suggestions are encompassed in already-proposed Cheltenham Avenue road diet.

	Tables Discussing Segment	Concerns	Suggestions	Response to Suggestions and Concerns
Montgomery Avenue/ Ardmore Avenue	3	Steep slopes Blind turns and hills	Route through private estate, 'Stokesbury', rather than along Montgomery	The only estate in this vicinity appears to be the Wharton Sinkler Estate, which is covered by a conservation easement and very unlikely to willingly convey a trail easement.
Patton Road Greenway	3	Need more east/west connectors into Wyndmoor	Connect Patton to Wyndmoor via a greenway on Hull Drive	Proposed network has been modified to reflect this.
Willow Grove Avenue	3	Traffic speeds Sidewalk ends at Fenton	Crosswalk signalization Speed cushions	Concerns would be addressed as part of the already-proposed facilities in the vicinity of Willow Grove Avenue.
Paper Mill Road	3	Paper Mill/Bethlehem/Stenton intersection Paper Mill/Stotesbury Intersection Lack of sidewalks Crossings dangerous Lack of lighting at Paper Mill/ Preston	Signalize Paper Mill/Stotesbury intersection for pedestrian crossings Add sidewalks	
Haws Lane	2	Crossings dangerous Lack of sidewalks Church/Haws Lane intersection is a major barrier	One group preferred rv1 cross section Add sidewalks	
Bethlehem Pike	3	Not safe for young pedestrians Not safe for biking GRT entrance isn't rolling friendly	Use the Bethlehem Pike Streetscape plan. Signalize Chesney/Bethlehem intersection Improve entrance to GRT behind laundromat/Graphics	
Valley Green Avenue	1	Lack of connection from Oreland to Bethlehem Pike	Connect along Valley Green Ave, potentially in a joint project with Whitmarsh	While Valley Green Avenue is a state road, and cannot be a Neighborhood Greenway, the network has been updated to reflect a priority bike route along Valley Green Avenue.
Mermaid Park Vicinity	2	Lack of sidewalks between Pine Road and Mermaid Lane Lack of sidewalks in front of USDA Need for crosswalks in Wyndmoor generally		
Saint Clair Road	1	One homeowner concerned about receiving sidewalks due to increased responsibility		
Station Ave	2	Lack of sidewalks Crossings dangerous	Add sidewalks at North Hills Country Club Add crosswalk at Station/Woods Road	

SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN



WHERE DO YOU WANT TO GO IN SPRINGFIELD?

Everyday destinations include grocery stores, schools, the township building, parks, restaurants, and any number of places in Springfield.

Please show on the map where you want to be able to go, and any ideas you have about how you would like to get there.

Handwritten notes and red circles on the map:

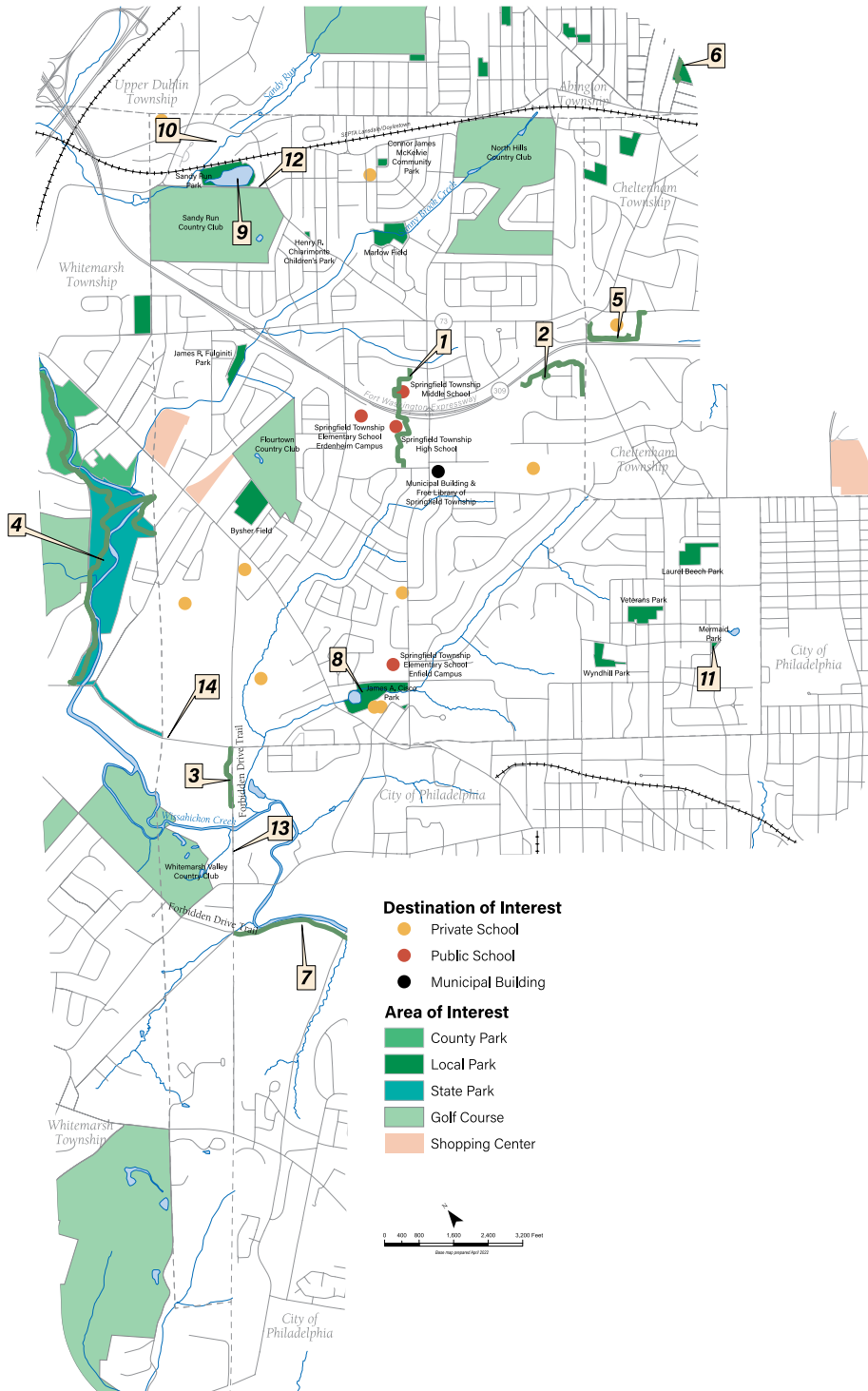
- Handwritten in red:* "Handwritten notes in red circles and lines, possibly indicating specific locations or routes on the map." (Note: This is a general description of the red markings on the map.)
- Handwritten in blue:* "Handwritten notes in blue ink, possibly providing additional information or suggestions." (Note: This is a general description of the blue markings on the map.)
- Handwritten in black:* "Handwritten notes in black ink, possibly providing additional information or suggestions." (Note: This is a general description of the black markings on the map.)



SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN

WHERE DO YOU WANT TO WALK IN SPRINGFIELD?

Show on the map where you want to be able to go, and any ideas you have about how you would like to get there.





SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN

Trail Plan Goals

- Identify routes for a trail network that would maximize connectivity between key destinations in an equitable manner
- Find routes that are safe, inviting, accessible, and easy for users of all ages and abilities
- Create a list of clear, implementable projects to guide Springfield's decision making in potential development of a trail network

- Who is involved in developing this plan?**
- Trails Task Force
 - ▷ Township Commissioners
 - ▷ Township Staff
 - ▷ Springfield Environmental Advisory Committee
 - ▷ Springfield Planning Commission
 - ▷ Friends of Cresheim Trail
 - ▷ Springfield School District
 - ▷ Youth Representatives
 - Montgomery County Planning Commission (MCPC)
 - You, members of the public

- Why does Springfield need a trail plan?**
- Residents benefit from having more options to get from A to B in their community
 - Trail networks allow residents to access low-cost recreation, reach destinations safely and comfortably on foot, and help to build community
 - A trail plan will help to guide Springfield in decision-making surrounding a potential trail network

Meeting Goals

- Educate the public on the study goals, process, and timeline
- Gather input from residents and neighbors on desired destinations, routes, trail use, trail amenities, etc.

- What we've done to date:**
- Mapped the pedestrian network in Springfield
 - ▷ See table 1 for full details
 - Developed a survey to gather information on where residents go now to use trails
 - ▷ See table 2 for full details

- What there is left to do:**
- Identify priority gaps in the trail network based on key destinations, demographics, and the existing network
 - Identify potential routes and locations for connections to existing or planned trails
 - Develop broad recommendations for projects and strategies to complete said projects

	Summer 2022	Fall 2022	Winter 2022/2023	Spring 2023
Inventory and Mapping	Active	Completed	Completed	Completed
Survey	Active	Completed	Completed	Completed
Proposed Trail and Connections	Completed	Active	Active	Active
Recommended Projects	Completed	Active	Active	Active
Public Draft Review	Completed	Completed	Active	Active
Public Meetings	Completed	Active	Active	Active
Delivery to Board of Commissioners	Completed	Completed	Completed	Tentative

Staying Involved

Draft review beginning late 2022
Comment on specific aspects of the draft plan.

Public meeting in January 2023
Discuss the recommended connections, routes, and projects.









Provide an email to be notified of these opportunities when they arrive!



SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN

What do you think are the most important things for the township to include on its trails?

PICK YOUR TOP THREE:

	Seating Areas		Bicycle Racks
	Trash Bins		Playing Areas
	Lighting		Educational-Informational Signage
	Drinking Fountains		Exercise Stations

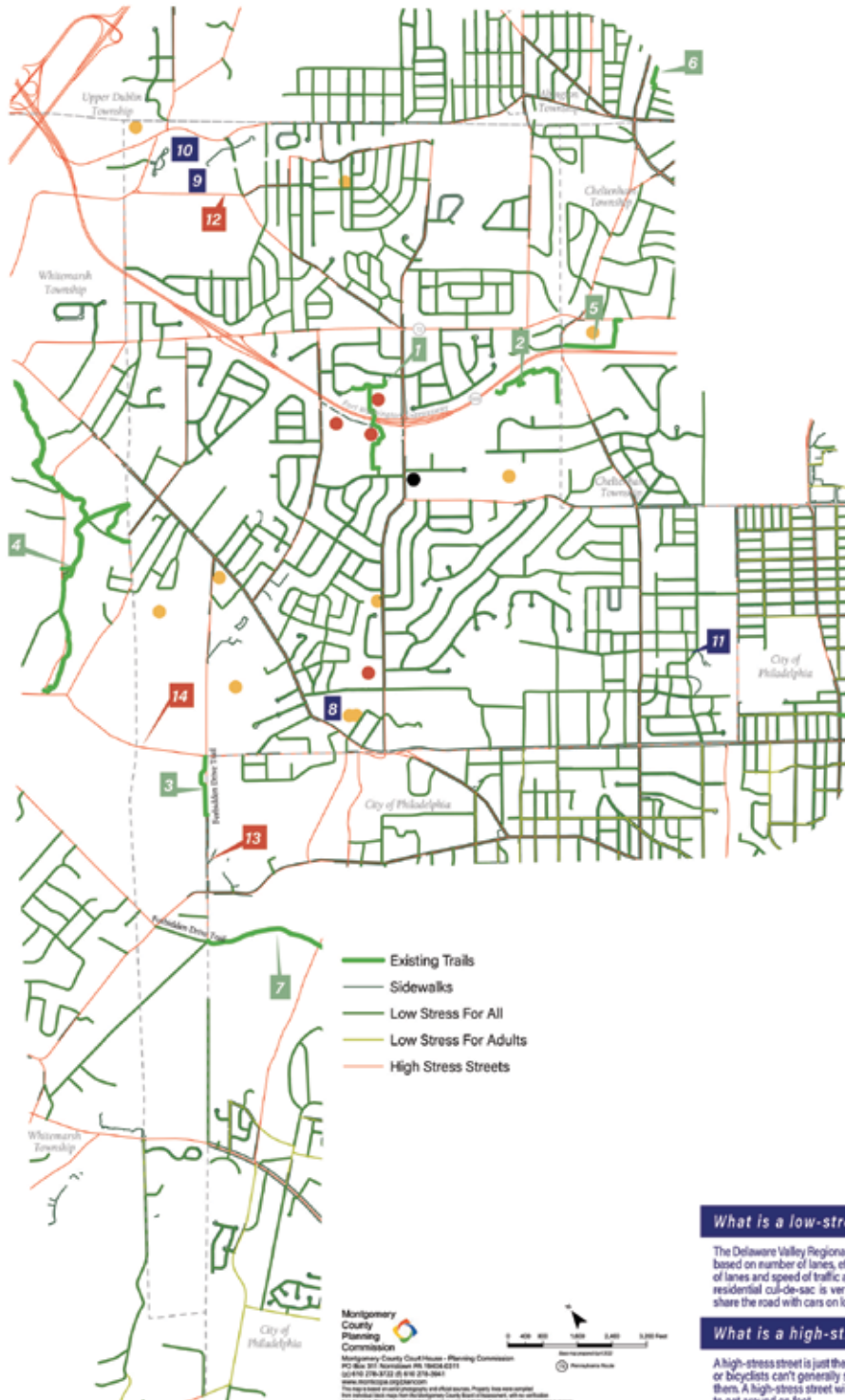


SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN

Six Myths About Trails

<p>Myth #1: <i>Trails increase crime and vandalism</i></p>	<p>Several studies, as well as the experience of the County's Parks department, have shown that there is no evidence that trails have any statistically significant relationship to a rise in crime adjacent to trails. A trail acts exactly like a sidewalk; it's just a public accessway. In fact, trails have been shown to have the opposite effect: by bringing formalized access and increased visibility to otherwise inaccessible or hidden areas, the presence of trail users bring more "eyes to the neighborhood". Trails are also built to be accessible by police and emergency responders, allowing them to patrol and respond more easily to more areas.</p>	<p>Myth #4: <i>Building trails is too expensive</i></p>	<p>From a "cost per user" perspective, trails are one of the most cost-effective transportation infrastructure out there. Trails can have a much longer lifespan than roads, and can be literally used by anyone—no personal vehicle needed. Creating a comprehensive trail network can reduce the number of car trips residents need to make and decrease public health costs by encouraging active, healthy lifestyles—saving money for everyone!</p>
<p>Myth #2: <i>Trails will increase landowner liability</i></p>	<p>Trails are public infrastructure, just like streets, so no private property owner is responsible for accidents or maintenance issues. State law provides protections to private landowners from liability involving incidents occurring on trails.</p>	<p>Myth #5: <i>Residents don't like living near a trail</i></p>	<p>The County's experience is that the majority of residents are happy living next to a trail—in fact, many residents initially opposed to a new trail are eventually won over; some even ask for gates to be installed in fences constructed along the trail so they can access it themselves! Additionally, many new housing developments regularly promote proximity to a trail or open space as a development amenity when advertising new homes for sale.</p>
<p>Myth #3: <i>Trails will lower our property values</i></p>	<p>Several studies have shown that residential property values in fact are higher, not lower, when they are in a vicinity of a trail. In Montgomery County, we have seen that residential property values within in a ½ mile of the Wissahickon Green Ribbon Trail, just outside of Springfield, are 13.5% higher than homes further away!</p>	<p>Myth #6: <i>Trails are not for me</i></p>	<p>Trails are for everyone! There are many people who think that trails are not for them because they are not athletes or avid cyclists, or even because they may have some mobility issues. Trails are also for people who:</p> <ul style="list-style-type: none"> • can't or don't want to drive, • who use mobility devices, • visit a friend or run an errand, • may just want to enjoy the outdoors!

SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN



WHAT TRAILS ALREADY EXIST IN SPRINGFIELD?

Existing Trail Connections

1. School Trail
2. Cresheim Trail Segment
3. Forbidden Drive Trail
4. Wissahickon Green Ribbon (Whitmarsh)
5. Tookany Creek Trail (Cheltenham)
6. Penbryn Park Trail (Jenkintown)
7. Forbidden Drive Trail (Philadelphia)

Parks with Walking Paths

8. Cisco Park
9. Sandy Run Park
10. Piszek Preserve
11. Mermaid Park (Opened September 22, 2022)

Trails Coming Soon

12. Walnut Avenue Connection (Construction to begin 2022/2023)
13. Forbidden Drive Trail Improvements (Design in progress)
14. Wissahickon Connector (Design and Engineering in progress)

What is a low-stress street?

The Delaware Valley Regional Planning Commission has identified how comfortable a road is for bicyclists based on number of lanes, effective speed of traffic, and presence of bicycle specific amenities. Number of lanes and speed of traffic also affects how comfortable a pedestrian would be walking along a road—a residential cul-de-sac is very different from Bethlehem Pike! Pedestrians can safely and comfortably share the road with cars on low-stress streets, and should therefore be counted as part of a trail network.

What is a high-stress street?

A high-stress street is just the opposite—high speed roads or roads with many lanes that mean pedestrians or bicyclists can't generally share the road without specific protections or amenities being installed for them. A high-stress street without sidewalks or alternate paths is a dangerous barrier to anyone wanting to get around on foot.



SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN

What is a Trail?

While many people may have an image of a beaten footpath through the woods, trails can take many different forms according to the neighborhood context, the level of connectivity and accessibility desired, the user types to be accommodated, and the available space. All of the trail types described below can be included in Springfield's Trail Master Plan to boost connectivity and safety in the township.



Low Stress Street

Sometimes a street has so few cars traveling through it that people already feel comfortable walking or biking on it without many additional improvements. Low stress streets such as these are almost always residential streets, and neighborhoods of these streets can be connected together by other trail types.



Hiking Trail

Also called a nature trail, footpath, or "single-track" trail, hiking trails have a narrow width and a natural surface, such as dirt, grass or wood chips. Hiking trails are generally restricted to pedestrians and, sometimes, horseback riders. However, they are oftentimes less-accessible to individuals with mobility issues.



Shared-Use Path

Considered the 'gold standard' of accessible trails, shared-used paths or multiuse trails are wider and firmer than a hiking trail. Not only can more users traverse them simultaneously, but they accommodate all types of nonmotorized users, including pedestrians, cyclists, people with mobility devices, and more. However, shared-use paths are the most expensive option, and require extra engineering, design and right-of-way to build.



Bike Lane

Even though bicycles are already permitted by law on every public street, bike lanes provide a designated space for cyclists, which can encourage safer use of busier streets. Pedestrians are not allowed to use these lanes but, when paired with an adjacent sidewalk, bike lanes can contribute to safer travel corridors.



Neighborhood Greenway

A neighborhood greenway is a comprehensive effort to make certain streets safer and more accessible to non-motorized users. Signage, pavement markings, and more visible street crossings, among other things, are provided to alert cars to these other users. Generally cyclists remain in the street and pedestrians remain on sidewalks, with no additional separated pathway.

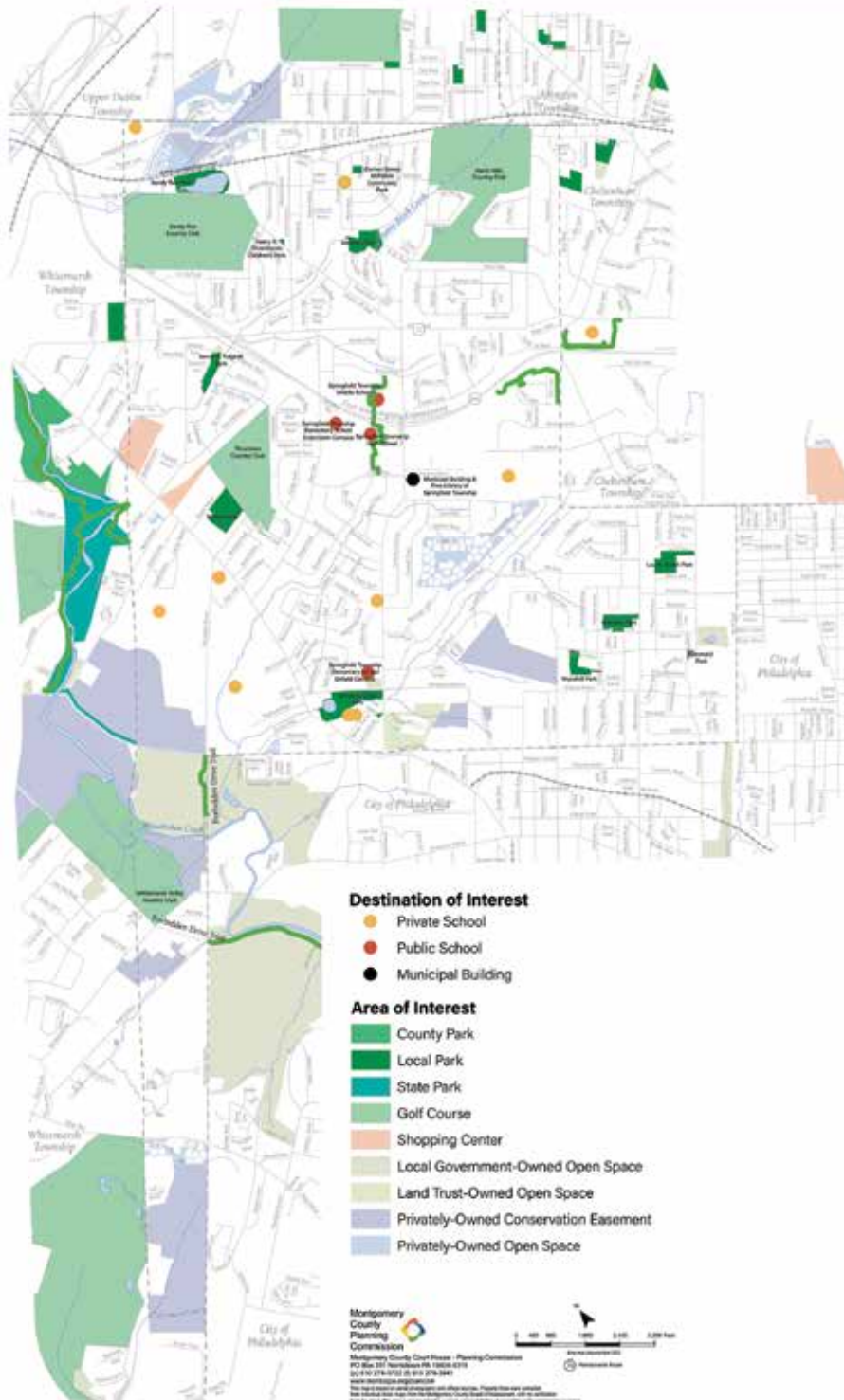


SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN

WHERE DO YOU WANT TO GO IN SPRINGFIELD?

Everyday destinations include grocery stores, schools, the township building, parks, restaurants, and any number of places in Springfield.

Please show on the map where you want to be able to go, and any ideas you have about how you would like to get there.



NAME	NEIGHBORHOOD	EMAIL	HOW DO YOU WANT TO USE TRAILS IN SPRINGFIELD? (RECREATION, EXERCISE, REACH DESTINATIONS)
Chuck Scarpell	Penn Oak Rd		NOT AT ALL
Pam Quisito	Penn Oak Rd		cum ALL
Bill Ruch	Spruce Rd		Recreation, exercise destinations.
Jason van Steenburg	Haws Ln		recreation (walking) hopefully to some local establishments as well
Jenny French	Flourtown		NONE
ROGER SPENCE	PENN OAK RD.		NO
Marilyn Apeme	Penn Oak Rd		reach destinations
Alex Gibbons	Wyndmoor		NO
Jennifer Miller	Spruce Rd		no
K. Comly	Flourtown		walking
Jim McLean	Flourtown		recreationally all of the above
DAN JOHNSON	"		Biking to C.H.
Mauraen Connel	Endfield		RECREATION
Jason Karasow	Flourtown		"
CARRIE GOREK	ORELAND		Recreation; Accessible walkways around town
RICK BREHM	Flourtown		biking away from auto traffic
CHRIS BREHM	"		
Allie Artur	Erdentheim (soon to be Flourtown)		
Rob Goldberg	Erdentheim		

NAME	NEIGHBORHOOD	EMAIL	HOW DO YOU WANT TO USE TRAILS IN SPRINGFIELD? (RECREATION, EXERCISE, REACH DESTINATIONS)
Rich Setzer	Erdenheim		recreation exercise recreation
Roy Hoffman	ERDENHEIM		
Susan Hoffman	Erdenheim		
Charlie Karl	Formerly Wyndmoor		com
Martha Leva	Oreland		all of the above
Eva Wattenmaker	Oreland		recreation
Matthew Johnson	Flourtown		recreation
Dina Mcbranaghan	Flourtown		Do not want trail
Carol Morris	Flourtown		net
Samuel Clifton			
Maria Fields	Flourtown		I DON'T WANT THEM
Bill Fields	Flourtown		I DON'T WANT ANY TRAILS !!!
Neil Fletcher	Flourtown		NO TRAIL
Ron Valentine	Flourtown		NO TRAIL
Robert Gillies	Oreland		Dis on line
Dr Veronica Gabriel Mayson	Flourtown gardens		NO TRAIL Behind homes on Penn oak
Debra Skarpe	Flourtown gardens		Concern re: trail behind Penn Oak rd.
Kathleen Pierce	Flourtown gardens		I am not interested in seeing a trail in my neighborhood recreation but not necessarily in my neighborhood
Nicole Willis	Flourtown Gardens		

NAME	NEIGHBORHOOD	EMAIL	HOW DO YOU WANT TO USE TRAILS IN SPRINGFIELD? (RECREATION, EXERCISE, REACH DESTINATIONS)
Tonya Andrews			+ Don't Want Trail
Liz Hetrick	Gardens		Don't want
Bill Hetrick	Gardens		TRAIL
Rob Ryan	Flourtown		NO TRAIL
Bob Reynolds	Wyndmoor		cycling, transport. recreation
ALISON POTTAGE	ORELAND		walk, run, bike
Jeff Clark	Wyndmoor		walk, bike, run
Karen Lorenzan	Flourtown		walk, bike
Mark Mansueti	Pitts - Mt Airy		Don't want trail.
John McGRATH	Flourtown		All! Don't want Trail
Mary Wark	Laverne		walk
Michael McClester	Flourtown		No Trail
Deborah Simmons	Oreland		Walk + Bike
Jane Angnes	oreland		CAR-FREE Running, bathrooms water fountains

NAME	NEIGHBORHOOD	EMAIL	HOW DO YOU WANT TO USE TRAILS IN SPRINGFIELD? (RECREATION, EXERCISE, REACH DESTINATIONS)
Kevin O'Donnell	Fluertown Grading	Kevin.r.m.odonnell@gmail.com	

NAME	NEIGHBORHOOD	EMAIL	HOW DO YOU WANT TO USE TRAILS IN SPRINGFIELD? (RECREATION, EXERCISE, REACH DESTINATIONS)
JAIME BEO		brdard.jaine@gmail.com	All

Springfield Trail Plan Notes.

Bill Hartman.

3.13.23

+ Cheltenham Ave.

- usable sidewalk ends (2005 info)
- LaSalle - need to provide walk/bike access along Cheltenham Ave.
- Rd. Diet proposed on map.
- Feel a barrier would help w/ safety concerns (in a Rd. Diet configuration)

+ Patton Rd.

- Hard to connect from Paper Mill Rd, across Patton + then east to businesses - through the residential neighborhoods.

+ Question asked about connecting Green Ribbon / Ft. Wash. Sp → Forbidden Dr. - desire expressed to make this connection.

+ Montgomery Ave - Turning @ Ardmore - dodgy / 90° turn is dangerous - need to address.

+ ~~King~~ @ King on Paper Mill Rd. @ Synagogue - near preschool. - needs to be signaled.

- + Feasibility to entering private prop. owners to "give-up" property to facilitate a trail connection.
- + connect Wymoor to school area.
- + Connections can be achieved w/o 'major' work, i.e., small footpaths can be enough to get people where they need to go.
- + Pavement markings ~~be~~ w/ cyclists are desirable to let motorists know bikes use the road.
- + Haws Ave. → cross sections ^{RW} - separate 5' bike lane is desired, but is a 10' car lane too narrow? Going from 15' to 10'
└ if you

Statesburg Townhomes Cheltenham
↳ La Salle medical Ave
↳ Sidewalks
↳ Light at La Salle

Willow Grove → Cheltenham
Sidewalk ends Fenton

Valley Green → Joint project w/ Whitmarsh
Bethlehem Pike Streetscape

Cresney → Bethlehem needs light
Blind turn

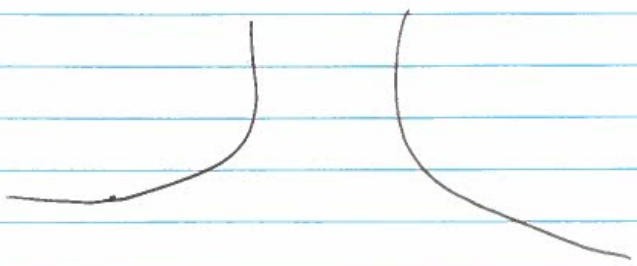
Sidewalks increase impervious, hurt stormwater
↳ What environmental impact, tradeoffs

Sidewalks to Mermaid Park
↳ Pine to Mermaid Lane

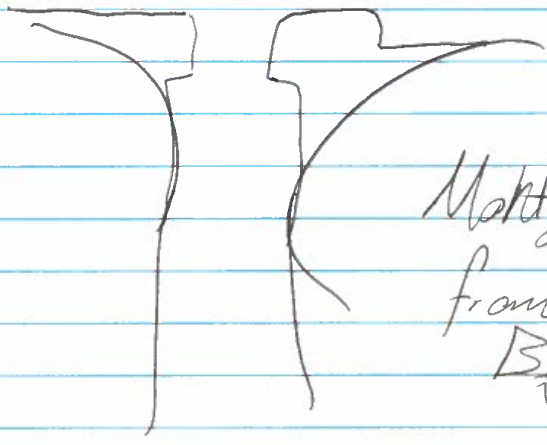
Exploring trail in township

Mermaid Lane sidewalks

Saint Claire → Concern abt sidewalks
or narrowing intersection



Credland Mueshgt
↳ Existing unofficial trail



Credland Rail Trail Support

Mattgomery Ave
from Wyndmeer to
Beth Pike
↳ Concern about slopes

Laundromat Support
GRT entrance

Unofficial La Salle
↳ Basically already in use

Willow Grove
↳ Steeles to Wyndmeer
Flourtown Ave

Springfield Township TRAILS March 19, 2020

BOB GAUSS

Michael McCusker

Mary Harkin

~~Ellen Miramonte~~

Betsy Wallace - Wynnton

Mike -

FCC - land on public trail
worried about trail in back yard

privacy - view into bedrooms
Brian went over solutions

- privacy
- landscape buffer
- existing road bed

Mike - what are priorities? is
FCC trail a priority

Brian - well
easy start - "orange" - use
existing streets

Betsy - any previous stories?

Brian - Penny pack

How many people will use?
How does trail come to be?

- is there a vote?
- local govt.

Who will own trails? County?
not necessarily the County

What makes it a County trail...
depends on

Most of proposed trails on ex. roads?
yes

multi-user — what type of material?

- cinders / crushed stone
- asphalt

- who maintain? depends
- can we take care of?

consider maintenance

what type of security?
access into neighborhoods
down to desk

local police would patrol
F&C — walk lone ideas?

yes, maybe re-align

motor vehicles be under police,
not allowed

what would green light the plan?

Commissioners would approve plan.

Creston Trail —

many didn't want — what's latest
moved into F&C corridor.

F&C — less likely to approve
long distances

Brian —

- access from Ireland limited
- runner, cyclist — dangerous on streets — min.

Plymouth Ave — slow and make
a neighborhood greenway —
• maybe better Parrish Ave.

Ireland Rail Trail —

need to do testing — then cap
with trail

Bradford — good connector to new fields

Hawa Lane

⑥

8/13/20 Springfield Trails Meeting

in Salter College HS
- alter use of land on school

Montgomery Ave - topography (hill) does
not make this an ideal greenway
so small - not safe but it is the
safest

- clones of law but still worse
& not safe

- routing through "Stalderburg" may
be better

Fair Lane - need sidewalks on
both sides

can't cross Church Rd in
this area - too dangerous

Chatham Ave - barrier

Getting to Chestnut Hill - how
to do it safely

- Astor / Belmont / Pepper Mill needs to
be safer

Everything should lead to a route from
the school - & better schools

(3)

getting to new fields on Paper Mill
- sidewalks only, ok but not ideal

Patten Road Accessory - needs
more spokes & connector east
& west (again) need more direct
connectors into Wyndmoor. (Stakebury)

blind turns, blind hills on
Montgomery Ave - not the best

get to school & get to fields
could be the main priorities
for connector's
walk to Enzo's or Orelander
to eat/drink & walk home

Sidewalks in vicinity of Enfield Es
& neighborhood - avoid it

Willow Grove - bike lane that would
at look like @ Savoy Hill Rd

Paper Mill - sidewalks both sides? @
bike works + HS

7

Bethlehem Ave - not safe for
younger kid to walk on &
not safe for biking at all

Willow Grove Ave - not safe for
cars, the speeds are totally
unsafe, need to add
speed arrears (bump)

No way to get to Wyndham from other
parts of town

Priorities

#1 get to Phool's
- spiker out to neighborhoods

Chock Road (Hors line)

#2 Aelfubur Ave

need sidewalks a huge
benefit for car/west
connectors

Prison - ANN - Brandon
STP

DETR PK TRANSFER STATE REVIEW

LOCAL HOME OWNER

Byers Field

INP.S RAIL

SAFETY THROUGH COUNTY

PRIVACY - SCHOOL PROPERTY

LAW - SUPPORT

RESPONSE - ACCESS

POLICE + TWP LIABILITY - NOT

PUBLIC VS PRIVATE

Notes

1) tank car

- take trail around R5 train tracks, not behind homes on Orelman Ave

2) Shepherds Way (sam c.)

- no outlet, need easement through recently burned down house

3) trail down back of La ~~Maria~~ Salle
Connect to library

Alle - How come there is no way to walk
on Station to the Train Station
Church + Station

What is difference between future +
Proposed

How do we get a sidewalk back in front of
USDA

Crosswalks in Wyndmoor

Edann To Station Rd



It's great to see the plans and possible we approach trails!!

How do you cross here? need light!

could the neighborhood greenways be phased in first!

No sign whites at all. Dismisses to white (center) w/ island of trees

Don't let County

*Like
Quinn club but
I'm not sure if
natural path for
dog owners*



*Path from chicken house behind
La Salle to Library/Schools*

Springfield Proposed Trail Network
 Facility Type
 Multi-Use Trail
 Equestrian
 Walking/Bike Ways
 Road
 Neighborhood Connector
 Complete Street/Local Use
 Existing Trail
 Water

Montgomery County Court House - Planning Commission
 #12 Blue 2nd Floor, Harrisburg, PA 17104-0211
 (717) 771-2176 ext. 2172 or (717) 771-2041
 www.montcopa.org/planning
 This map is based on aerial photography and GIS data. Property lines were compiled from various sources and may not be 100% accurate. The map is for informational purposes only and should not be used as a legal document. For more information, please contact the Planning Commission.

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Springfield





More Sidewalk

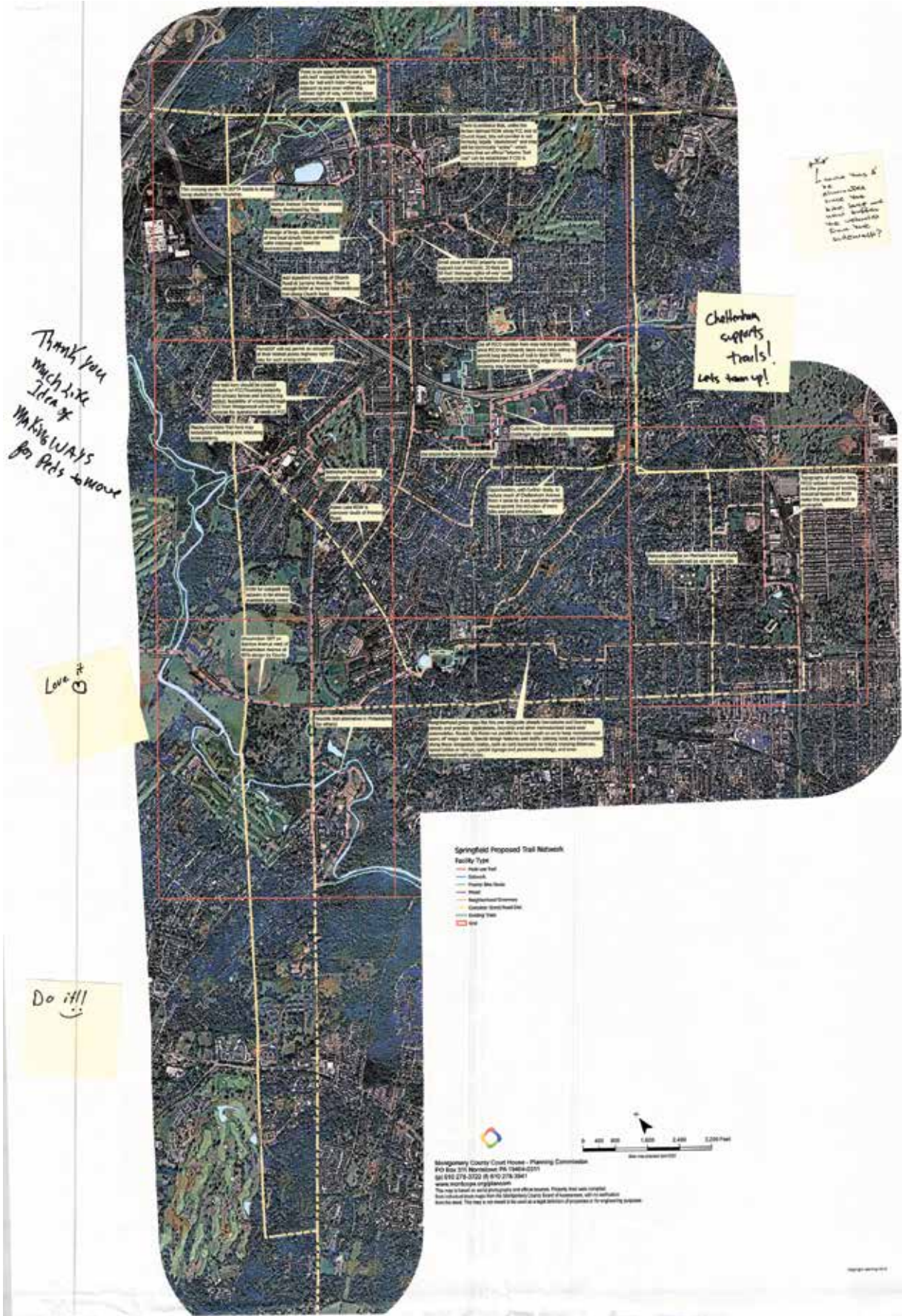


Springfield Proposed Trail Network

- Facility Type
- Adventure Trail
 - At-Risk
 - Back-to-Back
 - Road
 - Sidewalk
 - Single-Track
 - Utility Trail
 - Walk



Montgomery County Court House - Planning Commission
 POC: Steve 3017 Montross Avenue, PM 18688-2311
 (301) 410-2700 ext. 2322 (301) 410-2700-5641
 www.montgomeryplanning.com
 This map is based on aerial photography and other sources. Planners do not warrant the accuracy of the map. The map is not intended to be used as a legal document or engineering drawing.



Thank you
much like
idea of
making ways
for pets to move

Love it!

Do it!!
😊

Cheltenham
supports
trails!
Lets team up!

Location map of
the Cheltenham area
to show how
close we are
to the Cheltenham
area. Would
this be a
good idea?

Springfield Proposed Trail Network
Facility Type
 - Multi-Use Trail
 - Bikeway
 - Shared-Use Path
 - Path
 - Neighborhood Greenway
 - Connector Street-Front Line
 - Existing Trail
 - Gap



Montgomery County Council House - Planning Commission
 400 East 37th, Norristown, PA 19380-0201
 Tel: 610-278-3322 or 610-278-3341
 www.montgomery.org/planning
 The map is based on aerial photography and other sources. Property lines are not guaranteed.
 Some individual parcels may have title encumbrances. Council of Representatives, with its certification
 bears the cost. This map is not meant to be used as a legal document or for engineering purposes.





SPRINGFIELD TOWNSHIP TRAIL MASTER PLAN

Public Meeting / Open House

AGENDA

- 7:00 – 7:05 Opening Remarks
- 7:05 – 7:30 Background Information Presentation
- 7:30 – 9:00 Small Group Discussion



Goals of the Plan

1. Provide for the recreational needs of Township residents
2. Identify routes that maximize connectivity between key destinations, including parks, businesses and neighborhoods, in an equitable manner
3. Find routes that are safe, inviting, accessible and easy for users of all ages and abilities
4. Create list of clear, implementable projects for Township





Task Force Members

Township Commissioners

- Susanna Ratsavong
- Baird Standish
- Jonathan Cobb

Township Staff

- Brandon Ford, Assistant Twp Mgr
- Emily Baiada, Parks & Rec Director

Environmental Advisory Committee

- Patrick Hynes

Friends of Cresheim Trail

- Melissa Brookes

Springfield School District

- Neil DiFranco
- Two youth representatives

Planning Commission

- Gerald Quill



Plan Deliverables

Inventory of Existing Trails

- Includes analysis of usage patterns, based on public input
- Trails in Springfield and adjacent municipalities, county trails

Gap Analysis

- Based on location of existing features, key destinations, demographics

List of Recommended Trail Improvements

- Locations where connections could be made to existing or planned trails

Future Trails Map

- Depicting the recommended improvements

Implementation Matrix

- Trail recommendations, project phasing, recommended strategies for development, order-of-magnitude cost estimates, potential funding sources



Inventory of Existing Conditions



Existing Pedestrian Network

Sidewalks, trails, greenways, bike lanes, low-stress streets, unofficial trails, crosswalks.



Environmental Features

Floodplains, water features, woodlands, preserved open space, steep slopes



Community Features

Schools, recreation center, parks, shopping centers, employment locations

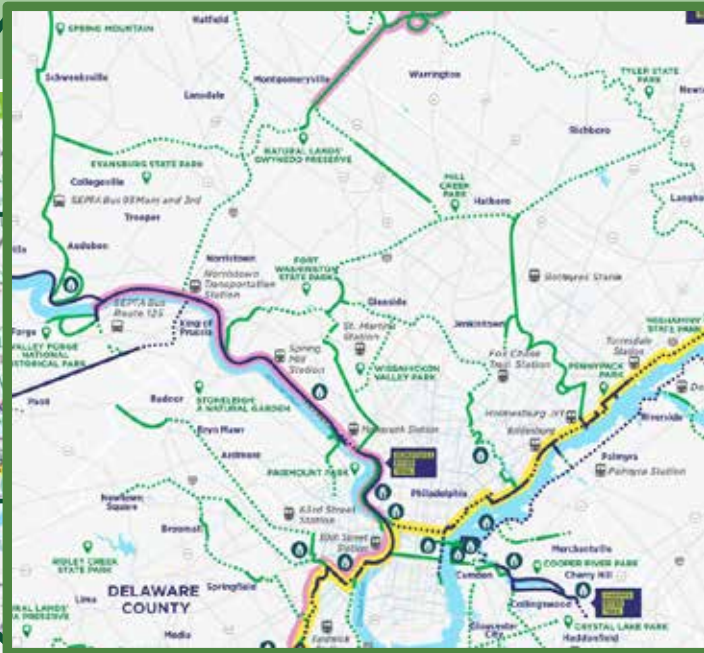


Regional Context





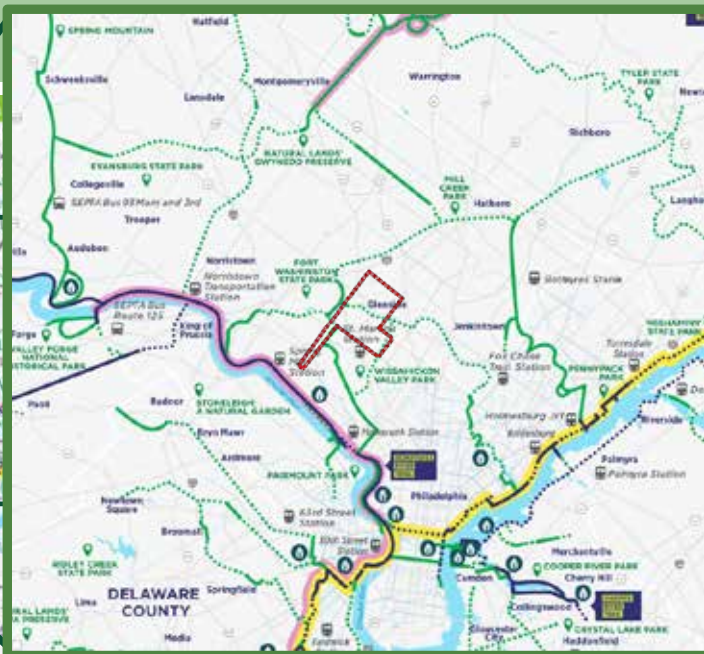
Regional



TRAIL NETWORK
 The Street View is a "TrailNetwork" Project. Maps reflect the current status of trail network-building efforts as reported in above what's possible when we connect people and places. By 2020. This map was made possible with generous support from the City and the William Penn Foundation.



Regional

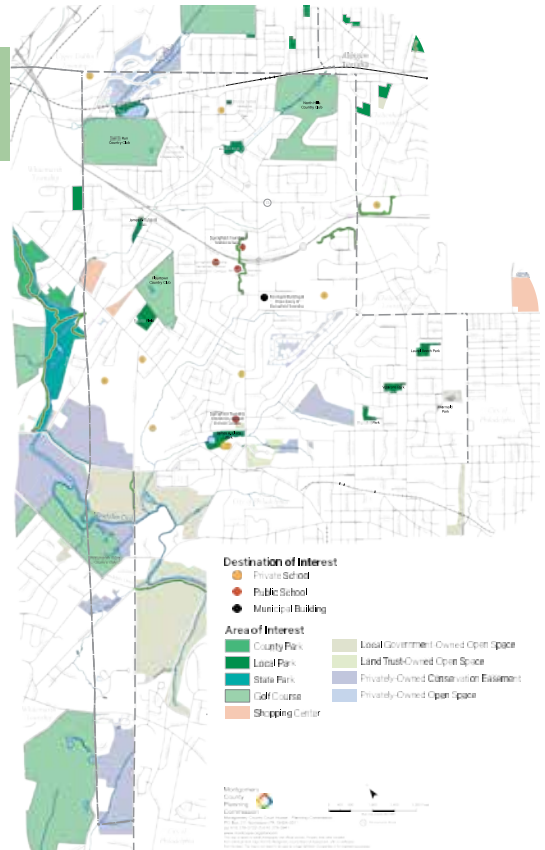


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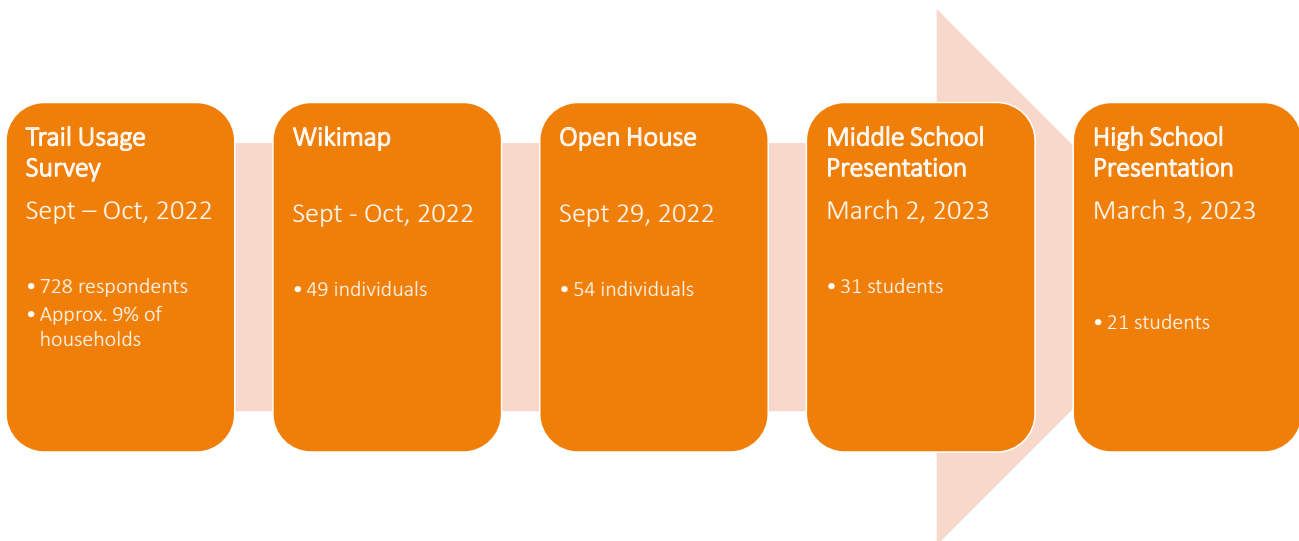


Existing Facilities

- Trails and Sidewalks
- Open Space and Greenways
- Employment Centers
- Shopping Centers
- Floodplains, Water Features, Woodlands



Public Outreach





Key Challenges



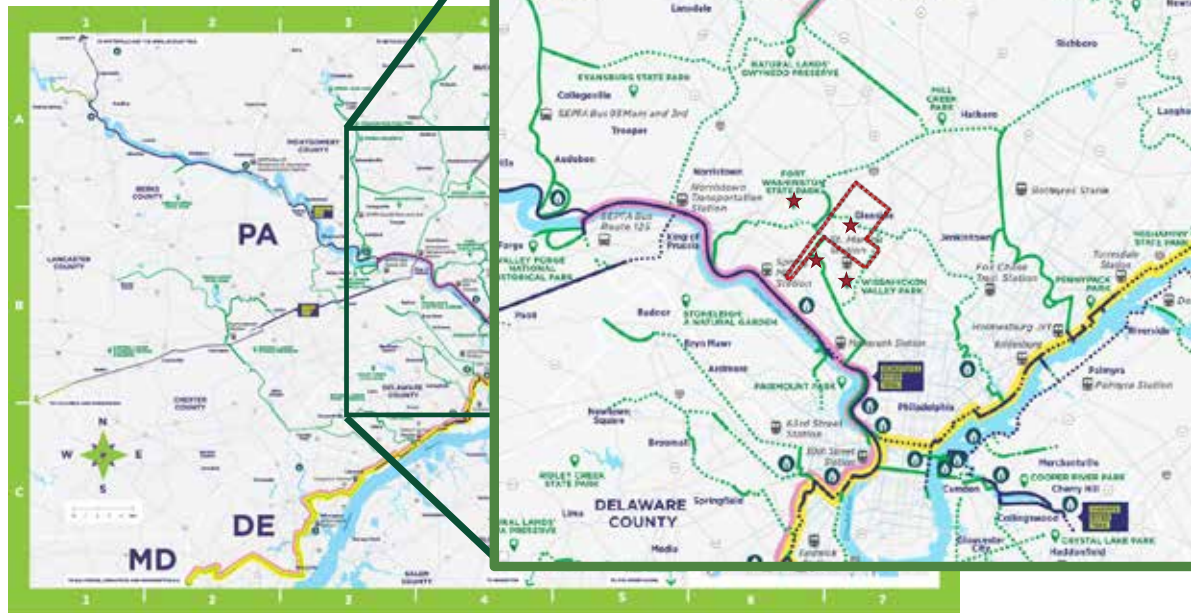
Oreland and Wyndmoor
Residents cannot safely walk to other neighborhoods



Bethlehem Pike
Seen as the largest barrier by survey respondents



Cheltenham Avenue
Seen as the largest barrier by students

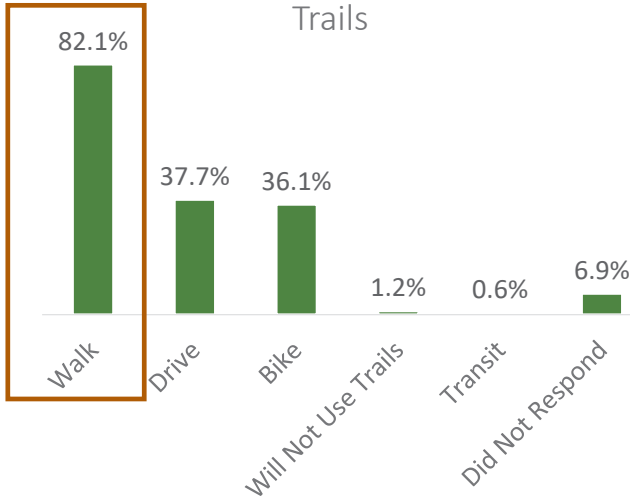


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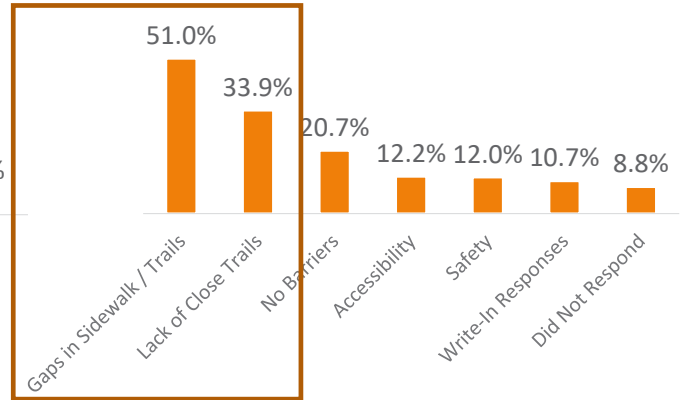


Key Findings

Preferred Method of Reaching Trails



Barriers to Reaching Trails



Proposed Network Uses



Leisure and Fitness



Safety Improvements



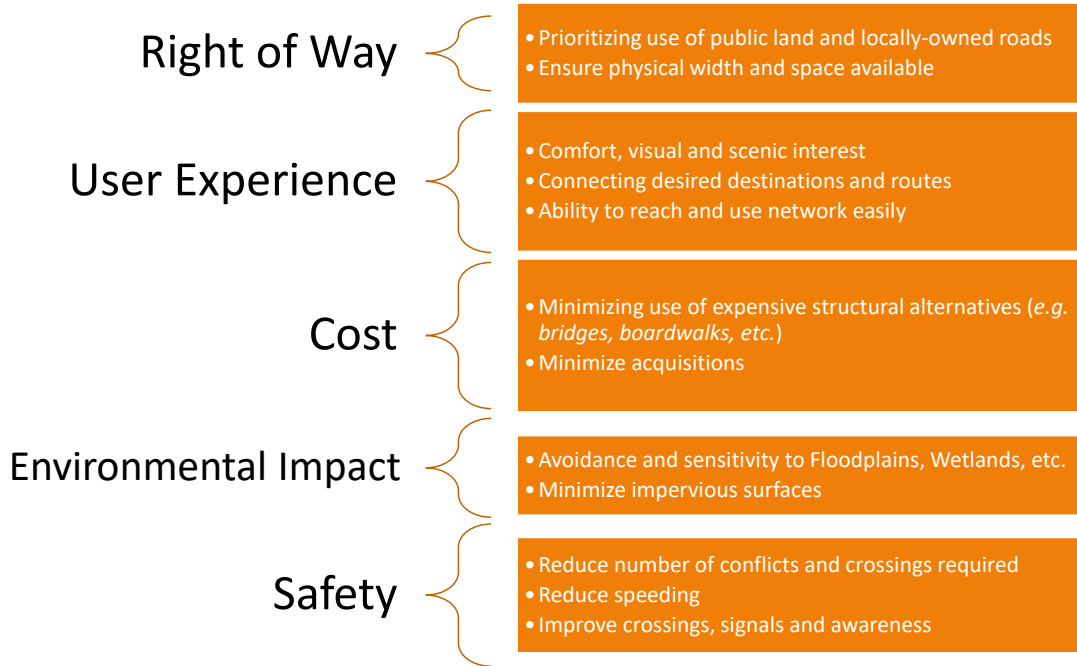
Functional Connections



Business Attraction



Proposed Network Feasibility



Proposed Network Facilities



Multi-Use Trail



Priority Bike Route



Neighborhood Greenway



Sidewalk



Road Diet / Complete Street

NAME	NEIGHBORHOOD	EMAIL	WHERE DO YOU WALK IN SPRINGFIELD?
Betsy Wallace	Wyndmoor		everywhere
+ Sue Ken Harrison	Houston		Houston / Edenheim Neighborhood
John Bitman	Houston		
Tonya Andrew	Flouertown		Schock.
Maureen Pearson	Wyndmoor		trail behind Kasalle
Marsha Pearson	Wyndmoor		
Nary Haesler	Oreland		neighborhood
Bob Ansh	Northwood		ALL OUT RIDE!!!
John Rausch	Cheltenham		
Andrea Hamison	Edenheim		neighborhood, Cisco
Braiden Dong	Glenside		neighborhood
Tricia Robison	Flouertown		Edenheim
Bob Jaus	Wyndmoor		
Dan Ahavoz	Wyndmoor		
Karen DeSève	"		Cisco Park
Mark Delabate	O'RELAND		townships - all
SEBASTIAN HESTAND	ERDENHEIM		EVERYWHERE
Ellen Friel	Oreland		" "
Rob Goldberg	Edenheim		" "
ALISON POTTAU	O'RELAND		everywhere
Andy Miller	Edenheim		everywhere

NAME	NEIGHBORHOOD	EMAIL	WHERE DO YOU WALK IN SPRINGFIELD?
STEPHEN HEVERIN	ONELANDS		all areas Ft Wash St. Park, Wisschickon, Local Businesses, C. Hill
Allie Artur	Erdenheim (Soon Flortown)		
TACY EDMONDS	WYNDMOOR		Sandy Run Park FT Wash, WISS.
Julie Hiestand	Erdenheim		
BRAD MAULE	PHILA (Rox)		Mermaid Park / Wiss
Alice Lesnick	Erdenheim		Cisco, Wiss, mermaid Ft Wash Park ♡
Linda Diner	Opeland		FT Washington
Mary Starks	Livered		St. Washington
Jennie Zehner	Glenide		913 Bent LA
Bill Zehner	Glenid		913 Bent LA
AL CONRY	Flortown		1619 Beth Pike
David Parke	Flortown		

NAME	NEIGHBORHOOD	EMAIL	WHERE DO YOU WALK IN SPRINGFIELD?
RON VALENTINE	Flourtown Gardens		
Neil Fletcher	"		
Liz Hetrick	"		
Zill Hetrick	"		
Carol Morris	Wedgewood		
Terry Kane	Oreland		
Christine Hessor	Oreland		
Gina Donato	Flourtown		EVERYWHERE! :)
Tate Inye	Flourtown		
Etie Widmair	Oreland		om
Kathleen Pierce	Flourtown Gardens		u.ref
Michael McCusker	Flourtown Garden		
BOB GAUSS	Flourtown		om
Innie Madden	Flourtown		et
Tim Wojtkowiak	Wyndmoor		n
Andrea Szyper	Erdenheim		n
KENNY WEST	Flourtown		con Green Ribbon trail
Brian Picknally	Oreland		.
SARAH LOGVINICE	Erdenheim		con
Maggie Shatt	Wyndmoor		ail

NAME	NEIGHBORHOOD	EMAIL	WHERE DO YOU WALK IN SPRINGFIELD?
Lance Hanes	Lafayette Hill		
Bob Ellis	Wyndmoor		Y
Sam Clifton	Springfield		Y
Tony Squadrone	Norfolk		
J. Chris Weth	Oreland, ward 3		Not enough
Herzog	Erdenheim		
David Burnett	Phila		
JORY BROOKES	WYNDMOOR		All over
Dale Archdekin	Wyndmoor		
Karmel Archdekin	Wyndmoor		all over
Patrick + Luke Eddis	Erdenheim		Y
Julia Madeira	Wyndmoor		
Indy Madeira	Wyndmoor		

NAME	NEIGHBORHOOD	EMAIL	WHERE DO YOU WALK IN SPRINGFIELD?
Richard Pietrowsky	ORELAND		NEIGHBORHOOD
Aekie Gonsconti Gibbons	Wyndmoor		neighborhood groceries park
PAT SILVERSTEIN	EMT ARLY		ALL OVER
Lynn McDonnell Bauman	Oreland		my house to Pizac Preserve, then thru the pretzel + back neighborhood, mermas park
Scott Janzen	Wyndmoor		
Tom McCabe	Hawthorn		all over



Springfield Township

8900 Hawthorne Lane | Wyndmoor PA 19038 | 215.836.5300 | www.springfieldmontco.org/