

TOWNSHIP OF LOWER MERION

PUBLIC WORKS COMMITTEE

**Wednesday, June 4, 2025
7:00 PM (Approximately)**

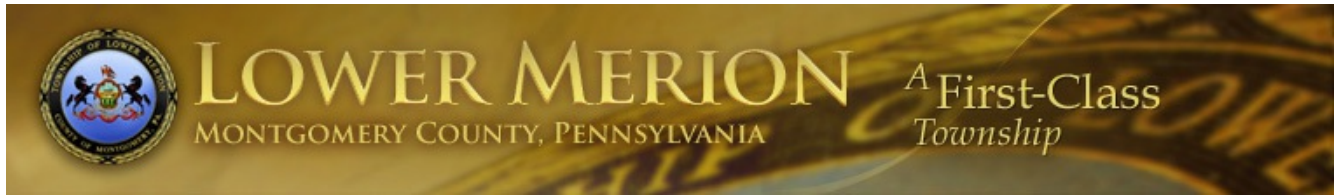
Chairpersons: Sean Whalen
Vice Chairperson: Rick Churchill, Jeremiah Woodring

REVISED AGENDA

1. **RESOLUTION - AUTHORIZING EXECUTION OF A CONSENT ORDER
REQUIRING THE UPDATE OF THE ACT 537 SEWAGE PLAN FOR
GLADWYNE/VILLANOVA**

2. **RESOLUTION - AUTHORIZING A GRANT APPLICATION TO THE
PENNSYLVANIA DEPARTMENT OF COMMUNITY & ECONOMIC
DEVELOPMENT (DCED) FOR FUNDING VARIOUS MULTI-MODAL
TRANSPORTATION IMPROVEMENTS**

3. **RESOLUTION - AUTHORIZING IMPLEMENTATION OF THE
COMPREHENSIVE SAFETY ACTION PLAN AND COMMITTING TO REDUCE
TRAFFIC FATALITIES AND SERIOUS INJURIES**



AGENDA ITEM INFORMATION

ITEM: RESOLUTION - AUTHORIZING EXECUTION OF A CONSENT ORDER REQUIRING THE UPDATE OF THE ACT 537 SEWAGE PLAN FOR GLADWYNE/VILLANOVA

Consider for recommendation to the Board of Commissioners adoption of a resolution authorizing execution of a Consent Order prepared by the Pennsylvania Department of Environmental Protection (PADEP) requiring the Township to update its Act 537 Sewage Plan for the Gladwyne/Villanova section of the Township over a two-year period plus a more immediate plan to serve 1139 Club House Road with sewer service.

PUBLIC COMMENT

ATTACHMENTS:

Description	Type
<input type="checkbox"/> DEP Consent Order Sewer Planning	Issue Briefing
<input type="checkbox"/> Resolution - DEP 537 Consent Order	Resolution

TOWNSHIP OF LOWER MERION

Public Works Committee

Issue Briefing

Topic: Pennsylvania Department of Environmental Protection Consent Order - Sewer Planning

Prepared By: Ernie B. McNeely, Township Manager

Date: May 29, 2025

I. Action To Be Considered By The Board:

Adopt a resolution authorizing execution of a Consent Order prepared by the Pennsylvania Department of Environmental Protection (PADEP) requiring the Township to update its Act 537 Sewage Plan for the Gladwyne/Villanova section of the Township over a two-year period plus a more immediate plan to serve 1139 Club House Road with sewer service.

II. Why This Issue Requires Board Consideration:

The Board of Commissioners must authorize execution of a consent order issued by a state regulatory agency.

III. Current Policy or Practice (If Applicable): NA

IV. Other Relevant Background Information:

In 2023, the Township denied a private request to connect an unsewered residential property at 1139 Club House Road to public sewer due to no evidence of need. In 2024, the resident at 1139 Club House Road appealed that denial to PADEP in a petition supporting a public sewer extension for their property. In response to that petition, the PADEP issued an administrative order directing Lower Merion Township to complete the implementation of its Act 537 (Sewer Facilities) Plan. Specifically, the Township was instructed to engineer a plan to provide public sewer to all dwellings currently served by on-lot sewage disposal systems in the Gladwyne/Villanova section of the Township identified in the 5- and 10-year sewer service areas of the Act 537 Sewage Plan.

The PADEP order required that the Township complete the extensive planning process in an extremely short period of time of only a few months, by April 2025. The order also unreasonably required that the plan to be submitted show all of the sewers planned to be designed, permitted and constructed within a three-year timeframe.

The current Act 537 Plan was published in the early 1990's. It is a planning document to establish the Township's goals in the provision of adequate sanitary sewage service throughout the community as operationally feasible and in accordance with need and the Township's growth management strategy. The absence of wide-spread septic failures in the area included in the original PADEP Order indicates that planning and providing an engineered plan to expand public sewer service into those areas at this time is unwarranted. In addition, it would unduly place a significant financial burden on the Township and the hundreds of impacted private property owners who could be required to pay for the expansion of sewer service that they did not request.

In late 2024, the Township appealed the PADEP order to the Environmental Hearing Board pursuant to Section 4 of the Environmental Hearing Board Act. Prior to the appeal being heard and following discussion, a draft Consent Order and Agreement (copy attached) has been prepared that would replace the original untenable order and resolve the appeal.

The proposed Consent Order and Agreement would provide the Township with two years to update the Act 537 Plan for the Gladwyne/Villanova sections currently without public sewers to determine when and if sewer service will be needed, a timeline for installations as required plus a more immediate plan for sewer service just for 1139 Club House Road.

V. Impact On Township Finances:

The estimated cost of preparing the required plan over the next two years to address the unsewered areas of Gladwyne/Villanova included in the order is estimated to be in the range of \$85,000.

VI. Staff Recommendation:

Staff recommends the Board of Commissioners adopt the resolution authorizing execution of the Consent Order and Agreement with PADEP.

TOWNSHIP OF LOWER MERION

RESOLUTION NO. _____

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF
THE TOWNSHIP OF LOWER MERION APPROVING A
CONSENT ORDER AND AGREEMENT WITH THE
PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL
PROTECTION AND AUTHORIZING THE EXECUTION
THEREOF ON BEHALF OF THE TOWNSHIP**

WHEREAS, on October 25, 2024 the Commonwealth of Pennsylvania, Department of Environmental Protection (“Department”) issued an administrative order to the Township of Lower Merion (“Township”) requiring the Township to complete sewage facilities implementation planning to provide for the extension of public sewers to the existing, unsewered dwellings within the Gladwyne/Villanova 5- and 10-year sewer service areas (“Administrative Order”); and

WHEREAS, on November 21, 2024, the Township appealed the Administrative Order (“Appeal”) to the Environmental Hearing Board (“EHB”); and

WHEREAS, on January 16, 2025 the Township submitted to the Department a Plan of Study for the preparation of an Act 537 Official Plan Update, supplemented by a subsequent submission dated February 25, 2025 (“Special Study”); and

WHEREAS, the Department has determined that the Township’s implementation of the Special Study, on the schedule proposed in the Plan of Study, and in lieu of the schedule currently contained in the Administrative Order, is an appropriate next step for the Township to undertake to assure that there will be adequate sewer systems and treatment facilities to meet present and future needs within the Gladwyne/Villanova 5- and 10-year sewer service areas; and

WHEREAS, the Department and the Township have negotiated a Consent Order and Agreement, attached to this Resolution as Exhibit “A”, in order to resolve the issues raised by the Township in its Appeal; and

WHEREAS, the Board of Commissioners, having reviewed the Consent Order and Agreement, has determined that its provisions are in the best interest of the Township and of the residents and property owners within the Gladwyne/Villanova 5- and 10-year sewer service areas.

NOW THEREFORE, the Board of Commissioners of the Township of Lower Merion does hereby resolve as follows:

BE IT RESOLVED, that the Consent Order and Agreement attached hereto is hereby approved. The President of the Board and the Township Secretary are authorized to execute the same on behalf of the Township.

RESOLVED, this _____ day of _____, 2025.

BOARD OF COMMISSIONERS
TOWNSHIP OF LOWER MERION

BY: _____
Todd M. Sinai, President

ATTEST:

Jody L. Kelley, Secretary

EXHIBIT “A”

**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF ENVIRONMENTAL PROTECTION**

In The Matter Of:

The Township of Lower Merion : Implementation of Official Plan
 : Pennsylvania Sewage Facilities Act

CONSENT ORDER AND AGREEMENT

This Consent Order and Agreement is entered into this _____ day of _____
2025, by and between the Commonwealth of Pennsylvania, Department of Environmental
Protection (“Department”) and the Township of Lower Merion Township (“Township”).

The Department has found and determined the following:

A. The Department is the agency with the duty and authority to administer and
enforce the Pennsylvania Sewage Facilities Act, Act of January 24, 1966, P.L. (1965) 1535, *as
amended*, 35 P.S. §§ 750.1 et seq. (“Sewage Facilities Act” or “Act 537”); The Clean Streams
Law, Act of June 22, 1937, P.L. 1987, *as amended*, 35 P.S. §§ 691.1-691.1001 (“The Clean
Streams Law”); Section 1917-A of the Administrative Code of 1929, Act of April 9, 1929, P.L.
177, *as amended*, 71 P.S. § 510-17; and the rules and regulations (“rules and regulations”)
promulgated thereunder.

B. The Township is a municipality in Montgomery County organized and existing
under the laws of the Commonwealth of Pennsylvania, with an office address of 75 East
Lancaster Avenue, Ardmore, PA 19003-2323.

C. On July 20, 1993, the Department approved the *Lower Merion Township, Montgomery County, Pennsylvania Proposed Revisions to the County-Wide 537 Sewage Facilities Plan of 1972* (Plan). Because of this approval (“Plan Approval”) the Plan is the current Act 537 Official Sewage Facilities Plan for the Township.

D. The Plan Approval “provides for the extension of municipal sewer service to the Gladwyne/Villanova area ... as shown on exhibit XXII of the plan.”

E. The mapping referred to in the Plan Approval, titled *1992 Sewage Facilities Plan*, depicts the existing sewer areas of the Township as of 1992; the areas for which public sewer was slated to be provided within 5 and 10 years (i.e., 5-and 10-year service areas); and the areas to be served by onlot sewage disposal.

F. The Plan’s implementation schedule provided for the installation of public sewers for the 5-year service areas of the Township’s Gladwyne/Villanova area by 1997, and by 1999 for the 10-year service areas.

G. The Township’s decision to extend sewers to the 5- and 10-year service areas was based on the needs analysis (“Needs Analysis”) provided in the Gladwyne/Villanova Sewer Feasibility Study included with the Plan (“Feasibility Study”). The Feasibility Study also provided alternatives for sewer extensions to the service areas, including gravity and low-pressure options, and cost analyses for each alternative.

H. The Plan established a municipal capital improvements plan to fund the sewer extensions for the 5- and 10-year service areas.

I. On March 14, 2024, the Department was copied on a written demand to the Township from Ms. Margaret C. Tighe (“Requester”), the owner of a property identified as Tax

Map Parcel 40-00-11884-00-1, 1139 Club House Road (“Club House Road Property”), requesting that the Township implement the Plan by extending public sewer to the Club House Road Property.

J. The Club House Road Property is currently served by an individual onlot sewage disposal system, and public sewer is not available to the Club House Road Property.

K. According to the Plan, the Club House Road Property is located within the Club House Road neighborhood, one of the Gladwyne/Villanova 5-year service areas slated to receive public sewer by 1997.

L. On April 14, 2024, the Township provided its written refusal to the Requester’s demand that the Township implement the Plan by extending public sewers to the Club House Road Property.

M. On May 8, 2024, the Department received a written communication from the Requester, made pursuant to 35 Pa. Code §750.5(b) and 25 Pa. Code § 71.14, requesting that the Department order the Township to implement the Plan by extending public sewerage services to the Club House Road Property (“Private Request”).

N. On June 27, 2024, The Department received the Township’s June 26, 2024, response to the Private Request (“Response”).

O. The Department’s analysis of the sewer mapping provided with the Response is that the Township has extended public sewers to serve approximately 44 percent of the Gladwyne/Villanova areas designated as 5-year service areas in the Lower Merion Act 537 Plan, and 30 percent of the Gladwyne/Villanova areas designated as 10- year service areas.

P. As of the date of the Response, the Township had not provided additional Act 537 planning to reconsider or modify the 5- and 10-year service area designations, as prescribed by the Plan and as identified in the Needs Analysis, for the properties that remain unsewered.

Q. On October 25, 2024, the Department issued an administrative order to the Township requiring the Township to complete sewage facilities implementation planning to provide for the extension of public sewers to the existing, unsewered dwellings within the Gladwyne/Villanova 5- and 10-year sewer service areas, and specifically to the Club House Road neighborhood (“Administrative Order”).

R. On November 21, 2024, the Township appealed the Administrative Order to the Environmental Hearing Board (“EHB”). The Requester intervened on December 20, 2024. The matter is docketed at EHB Docket No. 2024-172-CS (“Appeal”).

S. On January 16, 2025, the Township submitted to the Department a Plan of Study for the preparation of an Act 537 Official Plan Update, titled *Gladwyne/Villanova Sewer Service Area Act 537 Update Revision “Special Study” Planning Activities Report*, as supplemented by a subsequent submission dated February 25, 2025 (“Special Study”).

T. The Plan of Study proposes the submission of a Special Study to reevaluate the need for, and feasibility of, extending public sewers to the Gladwyne/Villanova Sewer Service Area of Lower Merion Township

U. The Department has determined that the Township’s implementation of the Special Study, on the schedule proposed in the Plan of Study, and in lieu of the schedule currently contained in the Administrative Order, is an appropriate next step for the Township to undertake to assure that there will be adequate sewer systems and treatment facilities to meet

present and future needs within the Gladwyne/Villanova 5- and 10-year sewer service areas, in accordance with the Plan.

Applicable Law

V. Pursuant to Section 3 of the Sewage Facilities Act, 35 P.S. § 750.3, the Commonwealth of Pennsylvania has declared that its policy is “[t]o protect the public health, safety and welfare of its citizens through the development and implementation of plans for the sanitary disposal of sewage waste.”

W. The Sewage Facilities Act requires that “[e]ach municipality shall submit to the [D]epartment an officially adopted plan for sewage services for areas within its jurisdiction ... and shall from time to time submit revisions of such plan as may be required by rules and regulations... or by order of the [D]epartment.” 35 P.S. § 750.5(a).

X. Pursuant to 25 Pa. Code § 71.11, municipalities are required to develop and implement comprehensive official plans which provide for the resolution of existing sewage disposal problems, provide for the future sewage disposal needs of new land development and provide for the future sewage disposal needs of the municipality.

Y. Section 10 of the Sewage Facilities Act, 35 P.S. § 750.10, provides that the Department has the power to order municipalities to submit official plans and revisions thereto, and to order the implementation of official plans and revisions thereto.

Z. Section 5 of The Clean Streams Law, 35 P.S. § 691.5, provides that the Department has the power to issue such orders as may be necessary to implement the provisions of the Clean Streams Law or the rules and regulations of the Department.

AA. Section 203 of The Clean Streams Law, 35 P.S. § 691.203, provides the Department may issue appropriate orders to municipalities where such orders are found to be necessary to assure that there will be adequate sewer systems and treatment facilities to meet present and future needs or otherwise to meet the objectives of the Clean Streams Law.

ORDER

After full and complete negotiation of all matters set forth in this Consent Order and Agreement and upon mutual exchange of covenants contained herein, the parties desiring to avoid litigation and intending to be legally bound, it is hereby ORDERED by the Department and AGREED to by the Township as follows:

1. ***Authority.*** This Consent Order and Agreement is an Order of the Department authorized and issued pursuant to Section 10 of the Sewage Facilities Act, 35 P.S. § 750.10; Sections 5 and 203 of The Clean Streams Law, 35 P.S. §§ 691.5, 691.203; and Section 1917-A of the Administrative Code, 71 P.S. § 510-17.

2. ***Findings.***

a. In any matter or proceeding between the Township and the Department, the Township shall not challenge or deny the Department's assertion of the truth, accuracy, or validity of Paragraphs A through AA, above.

b. The parties do not authorize any other persons to use the findings in this Consent Order and Agreement in any matter or proceeding.

3. ***Corrective Action.***

A. Within 2 years of the execution of this Consent Order and Agreement, the Township shall submit complete sewage facilities implementation planning that will

provide for the extension of public sewers, where appropriate, to the existing, unsewered dwellings within the Gladwyne/Villanova 5- and 10-year sewer service areas, and specifically to the Club House Road neighborhood, as previously identified in the Plan. The implementation planning may be accomplished via a Special Study or a Component 3m planning module, and shall include the following:

1. The evaluation and selection of feasible alternatives to provide sewers to the 5-and 10-year service areas subject to any limitations properly placed on the Township under its zoning, subdivision or land development ordinances or by court orders.
2. A discussion of three (3) properties along Club House Road that were previously connected to public sewer (1201, 1207 and 1215 Club House Road), specifically, any municipal oversight of, and any sewage facilities planning and that was completed for, their connection to public sewers.
3. An implementation schedule of the major milestones for completion of the project, including design of the facilities, the submission of permits, and reasonable construction dates for completion of the selected alternatives.
4. The Special Study or Component 3m may evaluate the possibility of a phased approach to implementation.

B. As an alternative to the submission of a Component 3m to address the immediate needs of the Club House Road Property, the Township may submit a request

for a waiver from sewage facilities planning for the connection of the Club House Road Property to public sewer. If the Township elects to request a planning waiver for the Club House Road Property connection, it shall submit a Sewage facilities Planning Module Application Mailer to the Department within ninety (90) days of the execution of this Consent Order and Agreement. Any waiver request would be applicable to the Club House Road Property only. The waiver request must include sufficient documentation to provide for the connection of the Club House Road Property to public sewer, and no other properties would be permitted to connect to the sewage facilities proposed to serve the Club House Road Property pending the submission and approval of further planning for the area, such as by submission of a Component 3m addressing the Club House Road neighborhood more generally.

4. ***Submission of Documents.*** With regard to any document that the Township is required to submit pursuant to Paragraph 3, above, of this Consent Order and Agreement, the Department will review the document and will approve or disapprove the document, or any portion thereof, in writing. If the document, or any portion thereof, is disapproved by the Department, the Township shall submit a revised document to the Department that addresses the Department's concerns within sixty (60) days of such denial, or within a longer period of time, if provided by the Department in writing in a denial letter. Upon approval by the Department, the document, including any Department-approved implementation schedules, shall become a part of this Consent Order and Agreement for all purposes and shall be enforceable as such.

5. ***Stipulated Civil Penalties.***

a. In the event the Township fails to comply in a timely manner with any term or provisions of this Consent Order and Agreement, the Township shall be in violation of this Consent Order and Agreement and, in addition to all other applicable remedies, shall pay a civil penalty for each violation as follows:

i. For the first month of non-compliance, the Township shall make a payment to the “Commonwealth of Pennsylvania” in the amount of ONE HUNDRED DOLLARS (\$100.00) per day for each day of noncompliance with any milestone schedule date specified in Paragraph 3 of this Consent Order and Agreement;

ii For the second month of non-compliance, the Township shall make a payment to the “Commonwealth of Pennsylvania” in the amount of TWO HUNDRED FIFTY DOLLARS (\$250.00) per day for each day of noncompliance with any milestone schedule date specified in Paragraph 3 of this Consent Order and Agreement; and

iii For the third and subsequent months of non-compliance, the Township shall make a payment to the “Commonwealth of Pennsylvania” in the amount of THREE HUNDRED FIFTY DOLLARS (\$350.00) per day for each day of noncompliance with any milestone schedule date specified in Paragraph 3 of this Consent Order and Agreement.

b. Stipulated civil penalty payments shall be payable monthly on or before the fifteenth day of each succeeding month and shall be submitted in accordance with Paragraph 9 (Correspondence with the Department), below.

c. Any payment under this paragraph shall neither waive the Township's duty to meet its obligations under this Consent Order and Agreement nor preclude the Department from commencing an action to compel the Township's compliance with the terms and conditions of this Consent Order and Agreement. The payment resolves only the Township's liability for civil penalties arising from the violations of this Consent Order and Agreement for which the payment is made.

d. Stipulated civil penalties shall be due automatically and without notice.

6. ***Effect of Consent Order and Agreement.*** The Department, through this Consent Order and Agreement, approves the Plan of Study described in Paragraphs S through U, herein; and withdraws the Administrative Order described in Paragraph Q, herein, in favor of this Consent Order and Agreement.

7. ***Township's Withdrawal of Appeal.*** Upon signing this Consent Order and Agreement, the Township shall file with the EHB a praecipe of withdrawal of the Appeal described in Paragraph R, herein. This withdrawal shall be subject to the provisions of Paragraph 15, herein.

8. ***Additional Remedies.***

a. In the event the Township fails to comply with any provision of this Consent Order and Agreement, the Department may, in addition to the remedies prescribed herein, pursue any remedy available for a violation of an order of the Department, including an action for civil penalties or action to enforce this Consent Order and Agreement.

b. The remedies provided by this paragraph and Paragraph 5 (Stipulated Civil Penalties) are cumulative and the exercise of one does not preclude the exercise of any

other. The failure of the Department to pursue any remedy shall not be deemed to be a waiver of that remedy. The payment of a stipulated civil penalty, however, shall preclude any further assessment of civil penalties for the violation for which the stipulated penalty is paid.

9. ***Reservation of Rights.*** The Department reserves the right to require additional measures to achieve compliance with applicable law. The Township reserves the right to challenge any action which the Department may take to require those measures.

10. ***Liability of Operator.*** The Township shall be liable for any violations of the Consent Order and Agreement, including those caused by, contributed to, or allowed by its officers, agents, employees, or contractors. The Township also shall be liable for any violation of this Consent Order and Agreement caused by, contributed to, or allowed by its successors and assigns.

11. ***Correspondence with Department.*** All correspondence with the Department concerning this Consent Order and Agreement shall be addressed to:

Mr. Thomas Magge, Program Manager
Clean Water Program
Department of Environmental Protection
Southeast Regional Office
2 East Main Street
Norristown, PA 19401

Email: tmagge@pa.gov

with a copy sent to:

William H. Gelles, Esquire
Supervisory Counsel
Department of Environmental Protection
Office of Chief Counsel
Southeast Regional Office
2 East Main Street
Norristown, PA 19401

Email: wgelles@pa.gov

12. ***Correspondence with Township.*** All correspondence with the Township concerning this Consent Order and Agreement shall be addressed to:

Mr. Ernie B. McNeely
Manager
Lower Merion Township
75 E Lancaster Ave.
Ardmore, PA 19003-2323

Email:

with a copy sent to:

David J. Brooman, Esq.
High Swartz LLP
40 East Airy Street
Norristown, PA 19401

Email: dbrooman@highswartz.com

The Township shall notify the Department whenever there is a change in the contact person's name, title, or address. Lower Merion Township agrees that service of any notice, document, or any legal process for any purpose under this Consent Order and Agreement, including its enforcement, may be made electronically by email to the above email address or by mailing a copy by first class mail to the above address.

13. ***Severability.*** The paragraphs of this Consent Order and Agreement shall be severable and should any part hereof be declared invalid or unenforceable, the remainder shall continue in full force and effect between the parties.

14. ***Entire Agreement.*** This Consent Order and Agreement shall constitute the entire integrated agreement of the parties. No prior or contemporaneous communications or prior drafts shall be relevant or admissible for purposes of determining the meaning or extent of any provisions herein in any litigation or any other proceeding.

15. ***Attorney Fees.*** The parties shall bear their respective attorney fees, expenses and other costs in the prosecution or defense of this matter or any related matters, arising prior to execution of this Consent Order and Agreement.

16. ***Modifications.*** No changes, additions, modifications, or amendments of this Consent Order and Agreement shall be effective unless they are set out in writing and signed by the parties hereto.

17. ***Titles.*** A title used at the beginning of any paragraph of this Consent Order and Agreement may be used to aid in the construction of that paragraph but shall not be treated as controlling.

18. ***Decisions Under Consent Order.*** The Township waives its rights to appeal to the Environmental Hearing Board any decision that the Department makes under the provisions of this Consent Order and Agreement, including a notice that stipulated civil penalties are due, which rights may be available under Section 4 of the Environmental Hearing Board Act, the Act of July 13, 1988, P.L. 530, No. 1988-94, 35 P.S. § 7514; the Administrative Agency Law, 2 Pa. C.S. § 103(a) and Chapters 5A and 7A; or any other provision of law. The

Department agrees that any objection that the Township may have to any such decision may be raised as a defense in any Court where the Department enforces this Consent Order and Agreement.

19. ***Termination.*** The obligations of Paragraphs 3 through 5, herein shall terminate when the Department determines that Lower Merion Township has complied with the requirements of Paragraph 3 herein.

20. ***Execution of Agreement.*** This Consent Order and Agreement may be signed in counterparts, each of which shall be deemed to be an original and all of which together shall constitute one and the same instrument.

21. ***Resolution.*** Attached hereto as Appendix A is a resolution of the Board of Commissioners of the Township of Lower Merion authorizing its signatories below to enter into this Consent Order and Agreement on its behalf.

IN WITNESS WHEREOF, the parties hereto have caused this Consent Order and Agreement to be executed by their duly authorized representatives. The undersigned representatives of the Township certify under penalty of law, as provided by 18 Pa. C.S. § 4904, that they are authorized to execute this Consent Order and Agreement on behalf of the Township; that the Township consents to the entry of this Consent Order and Agreement as a final ORDER of the Department; and that the Township hereby knowingly waives its right to appeal this Consent Order and Agreement and to challenge its content or validity, which rights may be available under Section 4 of the Environmental Hearing Board Act, Act of July 13, 1988, P.L. 530, 35 P.S. § 7514; the Administrative Agency Law, 2 Pa. C.S. § 103(a) and Chapters 5A

and 7A; or any other provisions of law. Signature by the Township's attorney certifies only that the agreement has been signed after consulting with counsel.

FOR THE TOWNSHIP OF LOWER MERION

FOR THE COMMONWEALTH OF
PENNSYLVANIA, DEPARTMENT OF
ENVIRONMENTAL PROTECTION:

Name
Title

Thomas Magge
Regional Manager
Clean Water

Name
Title

Name
Attorney

William Gelles
Supervisory Counsel



AGENDA ITEM INFORMATION

ITEM: RESOLUTION - AUTHORIZING A GRANT APPLICATION TO THE PENNSYLVANIA DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT (DCED) FOR FUNDING VARIOUS MULTI-MODAL TRANSPORTATION IMPROVEMENTS

Consider for recommendation to the Board of Commissioners adoption of a resolution authorizing the submittal of a grant application to the DCED for \$3 million in funding for sidewalks, crosswalks, intersection upgrades, and other multi-modal transportation improvements.

PUBLIC COMMENT

ATTACHMENTS:

Description	Type
▣ DCED grant application for multi-modal transportation improvements	Issue Briefing
▣ DCED grant application - Exhibit A	Backup Material
▣ Resolution - Grant application to DCED	Resolution

TOWNSHIP OF LOWER MERION

Building and Planning Committee

Issue Briefing

Topic: DCED Grant – Resolution Accompanying Grant Application

Prepared By: Jesse Hunting, Assistant Director of Public Works
Joseph Mastronardo, PE, Township Engineer

Date: May 27, 2025

I. Action To Be Considered By The Board:

Adopting a Resolution supporting a grant application to the Pennsylvania Department of Community & Economic Development (DCED) for \$3,000,000 in funding for sidewalks, crosswalks, intersection upgrades, and other multi-modal transportation improvements.

II. Why This Issue Requires Board Consideration:

Authorization by a Resolution of the Board of Commissioners is required for the DCED grant application.

III. Current Policy Or Practice (If Applicable):

N/A

IV. Other Relevant Background Information:

The Sidewalk Installations Program was established as part of the CIP in 2023. When the program was established, the Board adopted a policy and selection criteria to identify specific locations where public funding and construction of sidewalks on non-township property would be in the public interest. The Board also reviewed a Preliminary List of High Priority sidewalks and directed staff to refine and finalize the list through public outreach and engagement prior to finalization of the CIP in 2025.

In October 2023 staff presented a preliminary list of High Priority sidewalks projects to implement the Sidewalk Installation Policy established by the Board. The preliminary list had been developed based upon recommendations from the 2016 Comprehensive Plan and had been refined through discussions with Ward Commissioners, the Ad Hoc Sidewalk Committee and Civic Associations and vetted by Township staff for physical and economic constructability.

In September 2024, the Board of Commissioners authorized a Preliminary List of High Priority Sidewalk projects at an approximate cost of \$8M (CIP 4297, Exhibit A). The following projects were selected from High Priority Sidewalk list to apply the maximum amount of grant funding allowed under the DCED program to offset the cost for the final design and construction. Please note, matching funds are not

required for the DCED grant program; however, the total project cost for the selected projects exceeds the \$3,000,000 grant maximum to exhibit the Township's commitment to the project and improve the project ranking when reviewed by grant administrators and the award committee.

Hagys Ford Road – Penn Valley Elementary School to Welsh Valley Middle School: Installation of a sidewalk along the west side of Hagys Ford Road between Moreno and Old Gulph Roads will take place while providing improvements to the Y-intersection where Old Gulph and Hagys Ford Roads meet. The sidewalk and intersection upgrades coincide with upcoming Lower Merion Township and PennDOT Capital improvements planned for Hagys Ford Road between Righters Mill Road and Tower Lane to improve mobility in a corridor connecting residents and students with Penn Valley Elementary School and Welsh Valley Middle School.

Estimated Project Cost: \$1,800,000

Cloverhill Road - Morris Road to Lancaster Avenue and along Morris Road - Cloverhill Road to Haverford Avenue: These upgrades in Wynnewood and Penn Wynne will provide residents walkable connections to nearby parks, schools, places of worship, shopping centers, and mass transit services. Modernization of the signalized intersection at Cloverhill Road and Lancaster Avenue to accommodate pedestrians provide a safety improvements for multi-modal access to the Wynnewood Shopping Center.

Estimated Project Cost: \$3,200,000

In addition to the High Priority Sidewalk initiative, Lower Merion Township is working cooperatively with Villanova University and Radnor Township to install crosswalk and sidewalk improvements along **County Line Road between Clairemont and Spring Mill Roads** (Attachment B). This new infrastructure will provide walkable connections to the Natural Lands Trust Gardens at Stoneleigh.

**Estimated Project Cost: \$799,000
(LM Portion)**

The Public Works Committee is being asked to authorize a Resolution in support of the grant application of \$3,000,000. The grant is due by July 31st, 2025.

V. Impact On Township Finances:

While a municipal funding match is not required to apply, projects that leverage grant funding in conjunction with municipal capital contributions will be viewed more favorably during DCED's funding evaluation process. The grant funds would complement CIP 4297 allocations and help offset the costs associated with multimodal transportation improvements.

VI. Staff Recommendation:

Staff recommends that the Public Works Committee authorize the submission of a resolution supporting up to a \$3,000,000 grant to supplement projects already proposed for implementation under our Capital Improvement Program.

EXHIBIT A

TOWNSHIP OF LOWER MERION***Public Works Committee*****Issue Briefing**

Topic: Ad Hoc Sidewalk Committee Priority Sidewalk Recommendations

Prepared By: Christopher Leswing, Director, Department of Building & Planning

Date: September 13, 2024

I. Action To Be Considered By The Board:

Consider a revised list of high priority sidewalks to be constructed through (4297) Sidewalk Installations Program of the Capital Improvement Program (CIP)

II. Why This Issue Requires Board Consideration:

The Board must approve specific projects within the CIP.

III. Current Policy Or Practice (If Applicable):

The refinement of the preliminary list of High Priority Sidewalks through public engagement is consistent with Board practice.

IV. Other Relevant Background Information:

The Sidewalk Installations Program was established as part of the CIP in 2023. When the program was established, the Board adopted a policy and selection criteria to identify specific locations where public funding and construction of sidewalks on non-township property would be in the public interest (Exhibit A). The Board also reviewed a Preliminary List of High Priority sidewalks and directed staff to refine and finalize the list through public outreach and engagement prior to finalization of the CIP in 2025 (Exhibit B).

In October 2023 staff presented a preliminary list of High Priority sidewalks projects to implement the Sidewalk Installation Policy established by the Board. The preliminary list had been developed based upon recommendations from the 2016 Comprehensive Plan and had been refined through discussions with Ward Commissioners, the Ad Hoc Sidewalk Committee and Civic Associations and vetted by Township staff for physical and economic constructability.

The Preliminary List of High Priority Sidewalks identified 14 sidewalk projects at an approximate cost of \$8M. Throughout 2024 staff fielded numerous inquiries from Commissioners, Civic Associations and residents regarding many of the projects on the Preliminary List.

Staff also hosted two public meetings in June and July 2024 to educate the public about the sidewalk program, solicit public comment and to get feedback on the proposed high priority projects. The meetings were advertised through Township Public Information

channels and through neighborhood Civic Association and Ward Commissioner communications.

Over 100 people attended the in-person meetings and staff also received dozens of email questions and comments from individuals who were unable to attend public meetings in person. The in-person meetings included exercises where attendees were encouraged to review maps of identified gaps and identified priorities and to add post it notes comments. The interactive exercises produced dozens of comments in addition to numerous additional comments from the Q&A discussion from each meeting.

Overall, the tone of the meetings and written communication was positive. As was expected, many of the comments were specific to particular locations, but several residents expressed comments about overall pedestrian mobility relating to improvements to existing narrow or obstructed sidewalks, potential impacts from construction on existing trees general concern regarding safety and traffic calming, and how the Township will communicate with residents as projects advance from concept to design and construction. Attendees expressed support for improved pedestrian access to neighborhood amenities such as schools, houses of worship, parks, and the Gladwyne and Ardmore/Wynnewood commercial areas.

Attendees were generally supportive of the preliminary list of high priority projects, except for the proposed improvements to Llanberis Road. Several attendees stated that Llanberis Road is a low volume road and felt that there was no need to compromise the health of mature trees for a marginal pedestrian improvement. There were several comments in favor of proposed priority improvements to Morris Road, Merion Road, and Haggy's Ford Road. Morris Road was the most discussed priority project. Most attendees were supportive, but a couple of residents expressed opposition because of future maintenance obligations.

The Gladwyne and North Ardmore Civic Associations actively participated in the public process. Both organizations encouraged their members to attend the meetings and submit post it note comments. Both organizations submitted written letters and had follow up conversations with staff.

The Gladwyne Civic made a strong case for prioritizing sidewalks along Conshohocken State Road from Vaughn Lane to Youngsford Road (segments 20 & 92). According to the evaluation methodology these segments rank low because they are not connected to overall township network, which penalizes all segments in Gladwyne. However, these segments rank highly when Gladwyne is considered as a network unto itself. Construction of these segments would link the densest residential portions of the village (near Maplecrest Circle) with the village core and a Bridlewild Trail connection to Rolling Hill Park.

The North Ardmore Civic Association stressed prioritization of small segments on Llanfair Road by Suburban Square and on St. Georges Road near Lower Merion High School as necessary for completing the neighborhood pedestrian network.

Based on numerous objections to sidewalk construction on Llanberris Road staff took a fresh look at the area between the Cynwyd Trail and City Avenue. Staff is of the opinion

that the segment along St. Asaphs Road between Conshohocken State Road and the Bala Cynwyd Shopping Center would more effectively link numerous apartment buildings to City Avenue while connecting the Cynwyd Trail and City Avenue trail networks. The St. Asaphs segment is near one of the two signalized intersections on St. Asaphs Road. This segment is also located in front of the Church of St. Asaphs, which contains a long low stone wall that may need to be partially relocated to accommodate a sidewalk.

Recommended adjustments to Priority Projects based on public input

- Based upon additional analysis resulting from public input staff recommends deprioritizing the three segments on or adjacent to Llanberris Road and replacing them with the following segments of comparable value:

ID		Segments to be Deprioritized	Length	Cost
18	Clwyd Road	Llanberris Road to Saint Asaphs Road existing sidewalk	241	\$147,798
37	Llanberris Road	Clwyd Road to Belmont Avenue	690	\$403,860
38	Llanberris Road	Clywd Road to 101 Conshohocken State Road	1,160	\$357,390
			Total	\$909,048
		New Priority Segments	Length	Cost
63	Penn Rd	Train station to Maybrook sidewalk_slope issue	147	\$19,485
79	St. Georges Road	Glen Road to Llanfair Road	391	\$88,759
78	Saint Asaphs Road	Saint Asaphs Church to Bala Cynwyd Shopping Center	542	\$280,635
20	Conshohocken State Road	Maplecrest Circle to Youngs Ford Road (north side of CSR)	853	\$299,130
92	Conshohocken State Road	Vaughans Lane to Maplecrest Circle (north side of CSR)	425	\$136,350
			Total	\$824,359

Note: Projects highlighted are newly proposed and were identified through public process.

2024 High Priority Sidewalk Projects						
ID	High Priority Project #	Road Name	Connection Description	Length (LF)	Total Cost	Cost / LF Sidewalk
14	1.11	Clothier Road	Morris Road to Ballytore Road	750	\$264,000	\$352
16	1.11	Cloverhill Road	Lancaster Ave to Morris Road	450	\$727,000	\$1,616
49	1.11	Morris Road	Clothier Road to Lancaster Avenue	1,115	\$626,000	\$561
50	1.11	Morris Road	Haverford Road to Clothier Road	2,548	\$1,462,000	\$574
33	1.12	Hags Ford Road	Penn Valley Elementary School to Welsh Valley Middle School	2,080	\$1,742,000	\$838
2	1.13	Belmont Avenue	Righters Ferry Road to West Laurel Hill Cemetery	306	\$159,000	\$520
9	1.21	Bowman Avenue	Linden Lane to Montgomery Avenue	780	\$330,000	\$423
7	1.22	Booth Lane	(south side) Montgomery Ave to Old Lancaster Road	275	\$224,000	\$815
44	1.23	Merion Road	Existing Sidewalk to Montgomery Avenue	275	\$281,000	\$1,022
45	1.23	Merion Road	Meadow Lane and Rockland Avenue	602	\$215,000	\$357
68	1.24	Remington Road	Trent Road to Haverford Road	702	\$170,000	\$242
69	1.24	Remington Road	Haverford Road to Tomkenn Road	817	\$730,000	\$894
58	1.31	New Gulph Road	to Pennswood Road from Existing Sidewalk coming from Avon	250	\$69,000	\$276
15	1.32	Clothier Road	Morris Road to Wynnewood Road	1,304	\$264,000	\$202
83	1.32	Old West Wynnewood Road	existing sidewalk to West Wynnewood Road	120	\$54,000	\$450
86	1.32	West Wynnewood Road	Lakeside Road to West Old Wynnewood Road	1,000	\$269,000	\$269
72	1.33	Righters Ferry Road	From existing sidewalk to Monument Road	312	\$71,000	\$228
24	1.34	East Spring Avenue	Grandview Road to Sutton Road	312	\$128,000	\$410
51	1.41	N Buck Ln	Lancaster Ave to Old Lancaster Road	226	\$117,000	\$518
63	3.11	Penn Rd	Train station to Maybrook sidewalk_slope issue	147	\$20,000	\$136
78	3.12	Saint Asaphs Road	Saint Asaphs Church to Bala Cynwyd Shopping Center	542	\$281,000	\$518
20	3.13	Conshohocken State Road	Maplecrest Circle to Youngs Ford Road (north side of CSR)	853	\$300,000	\$352
92	3.14	Conshohocken State Road	Vaughans Lane to Maplecrest Circle (north side of CSR)	425	\$137,000	\$322
79	3.15	Saint Georges Road	Glenn Road to Llanfair Rd	391	\$97,000	\$248
39	2.11	Llanfair Road*	Existing Sidewalk to Coulter Avenue	222	\$182,000	\$820
			SUBTOTAL:	16,804	\$8,919,000	\$531
			* DEVELOPER CONTRIBUTION FOR LLANFAIR ROAD		\$90,000	
			TOTAL:		\$8,829,000	

- Attachment C is a map of the 2024 High Priority Sidewalk Projects.
- Attachment D provides a list of Priority Sidewalk Gaps identified through the public process.
- The 2024 cost estimates have been updated to reflect current construction costs.

V. Impact On Township Finances:

The Preliminary List of High Priority sidewalks presented in 2023 estimated a total cost of approximately \$8M. The recommend revised list proposes removing projects near Llanberris Road of approximately \$909,000 and replacing them with several projects across the Township totaling approximately \$824,000. Staff is also recommending that the Board set aside \$200,000 towards small targeted improvements to existing pedestrian infrastructure and providing approximately \$90,000 to complete improvements on Llanfair Road near Suburban Square for which the Township has already received contributions from private developers.

VI. Staff Recommendation:

Staff recommends approving the revised list of High Priority Sidewalk Projects and including the additional \$200,000 to modernize small existing pedestrian infrastructure.

Staff recommends that the sidewalk gap on Llanfair Road between Coulter Avenue between Church Road be added to the work program. This gap is estimated at \$182,000. However, the Township has received a contribution from a developer towards this project and also anticipates curb cut improvements to be completed in conjunction with Suburban Square to offset the public contribution. Staff estimates that private contributions will cover approximately half of estimated cost of \$182,000. Staff feels that there is efficiency in managing this gap along with the other High Priority projects

Based on public input, staff also recommends that the Public Works Committee consider allocating \$200,000 towards small improvements (max \$25,000) of existing pedestrian infrastructure such as sidewalk widening or expanded curb cuts to improve pedestrian mobility.

TOWNSHIP OF LOWER MERION

Building and Planning Committee

Issue Briefing

Topic: Sidewalk Policy

Prepared by: Christopher Leswing, Director Building and Planning
Brandon Ford, Assistant Township Manager

Date: September 29, 2023

I. Action To Be Considered By The Board:

Consider establishing a Sidewalk Policy and provide feedback on a process and plan to guide prioritization of sidewalk improvements and to set forth strategies to expand the existing sidewalk network Township-wide.

II. Why This Issue Requires Board Consideration:

A new policy is subject to the approval of the Board of Commissioners.

III. Current Policy Or Practice (If Applicable):

While a formal, standalone Sidewalk Policy has not been adopted by the Board of Commissioners, the [2016 Comprehensive Plan for Lower Merion Township](#) provides a framework to draw upon. The Comprehensive Plan states:

“Improving pedestrian and bicycle mobility is crucial to reducing unnecessary vehicular trips for local uses, improving public transportation access and generally enhancing the quality of life for all residents.”

The [Circulation Element](#) of the Comprehensive Plan includes a Prioritized Pedestrian Improvement Map and several recommendations to improve pedestrian and bicycle infrastructure, which are explained in more detail below. An excerpt of the Circulation Element, including the map is provided at the end of this memo.

In June 2020, the Board of Commissioners adopted a [Transportation Demand Management \(TDM\) Policy](#). TDM focuses on helping people change their travel behavior—to meet their travel needs by using different modes, traveling at different times, making fewer trips or shorter trips, or taking different routes to reduce traffic congestion. The TDM Policy includes a goal to add one mile of public bicycle/pedestrian pathways through land development and public projects by 2026. Additional information about TDM is available on the Township’s website (www.lowermerion.org/TDM).

IV. Other Relevant Background Information:

Historically, the Township has been progressive in the realm of providing sidewalks, pedestrian paths, and multi-modal connections. The Township routinely ordained sidewalks from 1902-1972 as the community developed leading to the construction of a substantial sidewalk network. Over the past several decades, the Township has relied on the [Subdivision & Land Development Code](#) to require that sidewalks be provided during the land development process. As a result of both these efforts, Lower Merion Township currently boasts approximately 167 linear miles of sidewalks through its neighborhoods and commercial areas.

As mentioned above, the 2016 Comprehensive Plan provides a framework to guide the discussion about future enhancements to the community's pedestrian infrastructure. The Circulation Element established the following set of general criteria prioritizing future locations for sidewalk installation based on proximity to the following destinations:

1. Public Schools – 1/2 mile;
2. Train Stations – 1/2 mile;
3. Public Library – 1/4 mile;
4. Shopping Center – 1/4 mile; and
5. Public Park or Trailhead – 1/4 mile.

In 2020, the Ad Hoc Sidewalk Committee (Commissioners Sinai, Gavrin and Durbin) was formed to work with Township staff in formalizing sidewalk policies and to recommend prioritized sidewalk implementation strategies. After Commissioner Durbin's retirement from the BOC in 2022, Commissioner Churchill was appointed to the Ad Hoc Sidewalk Committee.

Developing a Process to Identify Priority Sidewalks

There are miles of streets in the Township that do not have sidewalks and it is not feasible or advisable to install sidewalks everywhere. As a first pass in reducing the scope of potential sidewalk locations under consideration, the Ad Hoc Sidewalk Committee established a framework for identifying a subset of those streets where sidewalk installation potentially would be most beneficial. The Committee identified four criteria:

- (a) Sidewalks that would provide access to the public amenities and institutions identified in the Comprehensive Plan;
- (b) Sidewalks that would fill gaps in the existing sidewalk network, connecting otherwise walkable areas to the destinations listed above;
- (c) Sidewalks that would benefit a broader catchment area than the street on which the sidewalks would be installed;
- (d) Sidewalks that would be utilized by the most households in a walkshed.

Public Works, Building and Planning and the Township Engineer utilized the Township's Geographic Information System (GIS), Google Earth and field visits to determine feasible sidewalk locations to meet the Committee's four criteria. This exercise narrowed potential sidewalk locations by eliminating potential segments constrained by physical obstructions such as rock formations or bridge abutments which would make sidewalk installation financially

infeasible. The ‘walkshed’ of each potential priority project was also mapped and analyzed in GIS to determine the number of homes that would benefit from various improvements and what neighborhood amenities would be potentially made more accessible to pedestrians by each improvement.

Safety and access were additional key factors in identifying priority projects. Projects identified as high priority were generally located along neighborhood connector streets with higher volumes of local traffic. Neighborhood collectors funnel traffic from low volume local streets to higher volume primary, secondary and tertiary roads where many of the township’s parks, schools and commercial areas are located. Using this set of selection criteria, staff identified close to 100 potential sidewalk projects. Recognizing that the rubric, while useful as an initial screening tool, may not completely reflect the benefits of specific sidewalk segments, the list of potential locations, along with rough estimates of cost per foot and total cost, was circulated to each Ward Commissioner for their feedback about neighborhood priorities. Commissioners were asked to identify which of the locations on the list indeed were priorities, which were not priorities, and whether there were any locations not on the list that should be priorities.

Based on the Ward Commissioner feedback, the walkshed analysis, and safety considerations, priorities were ranked and refined further into a list of 14 *High Priority Pedestrian Projects*. A more thorough preliminary cost estimation was conducted on this set of projects.

The Prioritized Projects List vary in length, complexity and cost and include long corridor projects, such as Morris Road from Haverford Road to Lancaster Avenue and Hagys Ford Road from Penn Valley Elementary School to Welsh Valley Middle School to shorter infill gaps along Bowman Avenue, Booth Lane, Remington Road and East Spring Avenue. The Prioritized Project List also includes short connections on Belmont Avenue and Righter Ferry Road necessary to provide safe pedestrian connections between the Cynwyd Heritage Trail and trails being developed in City Avenue.

Projects identified as High Priority are consistent with successful sidewalk gap and/or extension projects recently undertaken by the Township, including short sidewalk segments on Spring Avenue from West Wynnewood Road to South Ardmore Park and on Trent Road from Remington Road/Wynnewood Valley Park to Penn Wynne Elementary School. Another example includes the installation of sidewalks by the Township on both sides of Montgomery Avenue from Clairemont Road and Spruce Lane to the new Black Rock Middle School.

While each of these recent sidewalk improvements are well used by the community, each project presented design and construction challenges that will potentially be encountered with additional sidewalk installations. Other potential issues range in complexity from relocating homeowner landscaping and historic fencing to constructing retaining walls and curbs to address slope/drainage issues as well as adjusting alignments around utility poles and existing mature trees. There are several successful instances where existing trees have been incorporated into sidewalk construction through preconstruction root treatments and sensitive construction techniques and the trees continue to thrive. In some instances, it could be necessary to acquire additional right of way (at additional expense) to accommodate utilities and trees. The inclusion of ADA ramps and intersection improvements could also add to potential project costs. Limiting disturbance to existing natural features and physical infrastructure where feasible to reduce unnecessary paving are also factors that could be considered and impact potential future costs. Should individual

projects move forward, staff would work with Ward Commissioners on public outreach and engagement to fully flesh out design details and concerns.

Estimated Cost to Implement the Prioritized Pedestrian Improvements

The Public Works Department and Township Engineer evaluated each of the recommended 14 Priority Pedestrian Projects. The length of all Prioritized Projects measure a total of roughly 16,000 liner feet with project costs determined according to the following considerations:

1. Sidewalk installation;
2. Right of Way acquisition
3. Curbing;
4. Tree removal/replacement;
5. Grading challenges necessitating the construction of retaining walls;
6. Fence relocation;
7. Topsoil replacement;
8. ADA Ramps;
9. Intersection improvements;

Staff calculated the estimated cost of all 14 prioritized sidewalk projects to be approximately \$7.96M. The following Table identifies each Priority Sidewalk Project along with the cost and length of each project. It should be noted that ‘projects may include several separate segments on different roads or on different sides of the same road that have been combined together to provide pedestrian connectivity.

Priority Sidewalk Gaps			
Rank	Project	Cost	Length (LF)
1	Morris Road - Haverford Road to Lancaster Avenue	\$2,578,000	1,115
			450
			2,548
2	Hagys Ford Road - Penn Valley Elementary School to Welsh Valley Middle School	\$1,596,000	2,080
3	Belmont Avenue - Connect Cynwyd Trail to City Avenue Trails via West Laurel Hill Cemetery	\$160,000	306
4	Bowman Avenue - Montgomery Ave to Linden Lane	\$302,000	780
5	Booth Lane - Montgomery Avenue to Old Lancaster Road	\$205,000	275
6	Merion Road - Meadow Lane to Rockland Avenue	\$455,000	275
			602
7	Remington Road - Trent Road to Tomkenn Road	\$824,000	702
			817
8	New Gulph Road - Pennswood Road to Existing Sidewalk	\$62,563	250
9	Clothier Road - Morris Road to W. Wynnewood Road, Old W. Wynnewood Rd - Lancaster Avenue to W. Wynnewood Road and W. Wynnewood Road - Clothier Road to Old W. Wynnewood Road	\$661,000	1,304
			750
			120

			1,000
10	Righters Ferry Road - Connects existing sidewalk to Monument Road	\$64,000	312
11	E. Spring Ave - Sutton Road to Grandview Rd	\$117,000	312
12	N. Buck Lane - Completes Sidewalk between Old Lancaster Rd and Lancaster Ave	\$107,000	226
13	Clwyd Road - St. Asaphs Road Llanberris Road	\$135,000	241
14	Llanberris Road - Conshohocken State Rd to Clwyd Road	\$698,000	1,750
Total		\$7,964,563	16,215

The initial list of approximately 100 sidewalk segments that was circulated to Commissioners included a rough estimate of the total cost of all those segments of about \$26 million just for design and construction and excluded items such as Right-of-Way acquisition.

Strategies to Implement the Prioritized Pedestrian Improvements

The Comprehensive Plan outlined the following strategies for expanding the sidewalk network:

1. Ordain sidewalks;
2. Require sidewalk installation when a property is sold;
3. Use Township capital funds to construct prioritized sidewalks;
4. Pursue grant funding to construct prioritized sidewalks;
5. Establish a Township-wide program to assist homeowners with installing sidewalks by offering grants and technical/permitting/design assistance;
6. Township and civic associations partner to assist homeowners with installing sidewalks by offering grants and technical/permitting/design assistance; and
7. Strengthen the Township Code to mandate sidewalk installation with land development.

In recent years, the Township has used many of the strategies listed above, including ordaining small portions of sidewalks, using capital funds to construct sidewalks in identified locations, pursuing grant funding to expand the pedestrian network, and using the Township Code to get sidewalks installed with land development applications. The Township uses the following planning documents to install and maintain sidewalks:

- Capital Improvement Program (CIP): The CIP allows improvements to be scheduled efficiently and encourages priority-setting and long-range financial planning by the Township. Projects included in the CIP generally have a useful life of twenty years (although some may be as low as ten years) and a unit or project cost of \$10,000 or more.
 - Sidewalk Replacement Program: Replace concrete sidewalks damaged by the roots of shade trees in the right-of-way.
 - Background: Sidewalk replacement program started in 1985. In 2019, the annual budget was increased to \$140,000 while it is more typically \$90,000 per year.
 - Traffic Network Evaluation Township-wide: This comprehensive study will assist in proper planning, design, and implementation of maintenance items and needed improvements. Funding is also programmed for consultation and evaluation of

intersection issues as they are identified by staff, Commissioners, and residents. As the Township's Comprehensive Plan identified pedestrian mobility as a priority, this project will also provide funding for modest infrastructure improvements to enhance pedestrian mobility and/or improve traffic safety and traffic flow.

- Background: Beginning in 2018 and continuing annually, funding has been allocated for smaller infrastructure projects some of which include sidewalks. These projects are supposed to cost \$50,000 or less.

- [§ 133. Streets and Sidewalks](#)
 - This chapter of the Township Code prohibits sidewalk obstructions and establishes maintenance standards to ensure sidewalks remain passable and in good repair.
- [§ 135-28. Subdivision & Land Development Code - Sidewalks and curbs.](#)
 - Five feet wide sidewalks are required when a land development application is submitted. The applicant may request a waiver from this requirement. As a matter of practice sidewalks are rarely waived through land development. Instead sidewalks required through LD which do not connect to the established sidewalk network are deferred until a future date when required to be installed by the Board of Commissioners.
- Zoning Code: Specific District Standards for Pedestrian Improvements
 - [§ 155-4.5.L. LI Light Industrial District.](#) Incentives are provided in exchange for a 20 feet wide public access easement along the Schuylkill River.
 - [§ 155-6.3.B.\(3\) RHR Rock Hill Road District.](#) Requires a 10 feet pedestrian way along the street frontage separated from the curblin by a minimum 10 feet wide planted strip.
 - [§ 155-6.6. CAD-RCA City Avenue District - Regional Center Area.](#) Requires a minimum eight-feet wide public walkway with a hardscaped or landscaped strip at the curblin. Where shown on the Official Map, an additional eight-feet wide public, multipurpose path may also be provided.
 - [§ 155-6.8. CAD-BV City Avenue District - Bala Village.](#) Requires a minimum eight-feet wide public walkway with a four feet wide landscape strip.
- [§ A170-1. Sidewalks established or required.](#)
 - List of ordained sidewalks Township-wide.
- [§ 107. Official Map](#)
 - The City Avenue District Official Map shows the location of public multi-purpose paths, public gathering space and proposed roads.

V. Impact on Township Finances:

The Township financial impact of installing sidewalks is dependent on which funding strategies the Township uses to fill in the gaps in the sidewalk network.

VI. Staff Recommendation

Establishing a Sidewalk Policy and providing feedback on the process and plan to install priority sidewalks will advance several recommendations of the Township's 2016 Comprehensive Plan plus the Township's TDM Policy and Sustainability Plan.

Staff recommends that the Building and Planning Committee adopt the following Policy developed by the Ad Hoc Sidewalk Committee:

The Township should work to improve and expand its sidewalk network by ordaining and/or constructing sidewalks that it has identified as top priority sidewalks that are of public benefit beyond the street on which the sidewalk is located.

It is further recommended that the Board provide feedback on the process described in this issue briefing and used to develop the preliminary list of 14 priority sidewalk segments. Once the Board has provided additional feedback on the process and preliminary list, staff can facilitate a process for public engagement and further feedback from the Board on specific prioritized segments.

PEDESTRIAN AND BICYCLE MOBILITY

Improving pedestrian and bicycle mobility is crucial to reducing unnecessary vehicular trips for local uses, improving public transportation access and generally enhancing the quality of life for all residents. While there are numerous obstacles to improving bicycle and pedestrian mobility in a developed, auto-oriented suburb, such as Lower Merion, there is a strong interest from residents to make walking and biking safer and easier.

Safety is the key design factor in pedestrian and bicycle planning in primarily residential communities where the majority of non-automotive trips are made by people accessing train stations, stores, schools and parks less than a mile from their homes. If people don't feel safe walking and biking, they will find another mode of travel or simply not make the trip at all. While people prefer direct routes to their destination, research indicates that pedestrians and bicyclists will choose a more circuitous route if it is perceived to be safer than the more direct route. The primary safety factor inhibiting pedestrian and bicycle mobility is conflicts with automobiles.

When planning for pedestrians and bicyclists it is important to not think like a motorist. Pedestrians and bicyclists should be physically separated in areas of high traffic volumes and speeds. Pedestrians and bicyclists can share the road in instances where vehicular volumes and speeds are low enough that they do not present real or perceived threats to walkers and bikers. This 'low stress/high safety' approach to pedestrian and bicycle mobility is perfectly suited to the Township's road network which concentrates higher speeds and higher volumes of automobile traffic on a few primary and secondary arterials and leaves the remainder of tertiary and local streets for comfortable use by pedestrians and bicyclists.

PEDESTRIAN AND BICYCLE MOBILITY IN RESIDENTIAL NEIGHBORHOODS

This Element proposes improving pedestrian mobility in residential areas by completing the sidewalk network, striping travel lanes on Tertiary Arterials, making physical safety improvements to intersections with Primary and Secondary Arterials, and reducing obstructions in the public right-of-way. Taken together, completion of these actions will transform the Township into a safe, convenient, and fun environment to walk, run, or bike in.

Completing the Residential Sidewalk Network

Walkable communities are healthy communities.⁷ Walkable suburban communities are generally considered desirable places to live and retain high property values. Sidewalks are considered one of the good things about high-quality places to live. Along residential streets with very low traffic volumes, sidewalks may not be necessary for walkability. However, along residential streets with higher traffic volumes sidewalks are necessary to ensure the safety of pedestrians.

Sidewalks are the backbone of the Township's pedestrian network through residential neighborhoods. Sidewalks are located within the public right-of-way, but they are physically separated from vehicles traveling within the cartway, often by a curb and/or a planting strip. The physical separation created by a sidewalk allows people to safely and conveniently move throughout their neighborhoods without worrying about conflicts with automobiles.

The southern and eastern parts of the Township have a well connected network of sidewalks. However, many parts of the Township lack sidewalks or have gaps between sidewalk

sections often forcing pedestrians to walk within the cartway. Sidewalks are routinely installed when a property is developed as a requirement of land development approval. However, numerous gaps exist in the sidewalk network where the sidewalk requirements have been waived by the Board of Commissioners in post-WWII neighborhoods as the transportation focus shifted away from walking and transit and became almost exclusively auto-oriented. In locations where sidewalk requirements were waived at the time of land development, the Board of Commissioners has on numerous occasions required property owners to install sidewalks at a later date "as necessary for public safety or convenience".

Over the past decade there has been a great deal of public interest by residents across the Township to construct sidewalks along well traveled roads where sidewalks do not currently exist. If the Township is going to achieve the goal of increased walkability and pedestrian safety, additional sidewalks and multi-purpose trails will need to be constructed.

This plan has developed a set of criteria where sidewalks should be required on well traveled roads based upon logical locations where people are likely to walk to and from, such as schools, parks, train stations, and shopping centers. The plan establishes two categories of sidewalks; "High Priority" where sidewalks are immediately needed for safety purposes, and "Priority" where sidewalks would improve pedestrian mobility (Table 3.15: Sidewalk Implementation Criteria).

Ideally, high priority and priority streets should have sidewalks on both sides of the street. However, in certain cases where steep slopes or other natural features preclude construction, sidewalks may be constructed on only one side of the street provided that adequate pedestrian crossings are provided to promote connectivity.

⁷ *Healthy Community Design Fact Sheet*. Centers for Disease Control National Center for Environmental Health. (06/2008)

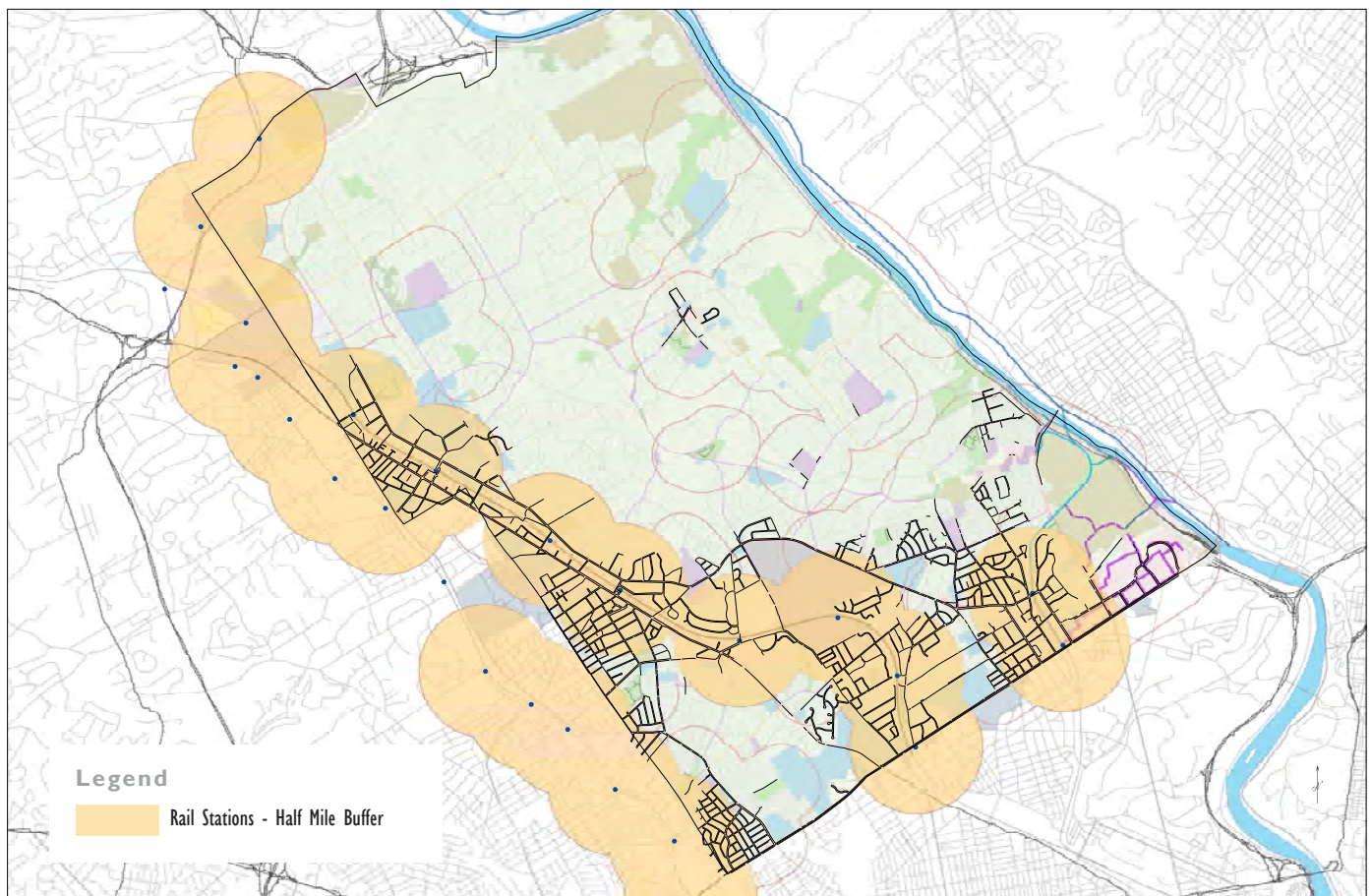
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& SafetyPedestrian and
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TransportationAviation and
FreightRelationship to Other
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Recommendations

Priority sidewalk installation locations were identified utilizing the Township's Geographic Information System (GIS) to map walking zones around logical destinations, such as train stations, public schools and commercial areas. Each of the ideal walking zones was compared with the existing sidewalk infrastructure. Areas where multiple zones overlapped and which demonstrated connectivity to the existing sidewalk system were graded as higher priority. The Lower Merion School District Walk Zones are also identified on the Prioritized Pedestrian Improvement Map (Map C13) as it extends beyond the half-mile buffer in some locations. It is recommended that the Township coordinate pedestrian improvements to align with the Lower Merion School District Walk Zone policies.

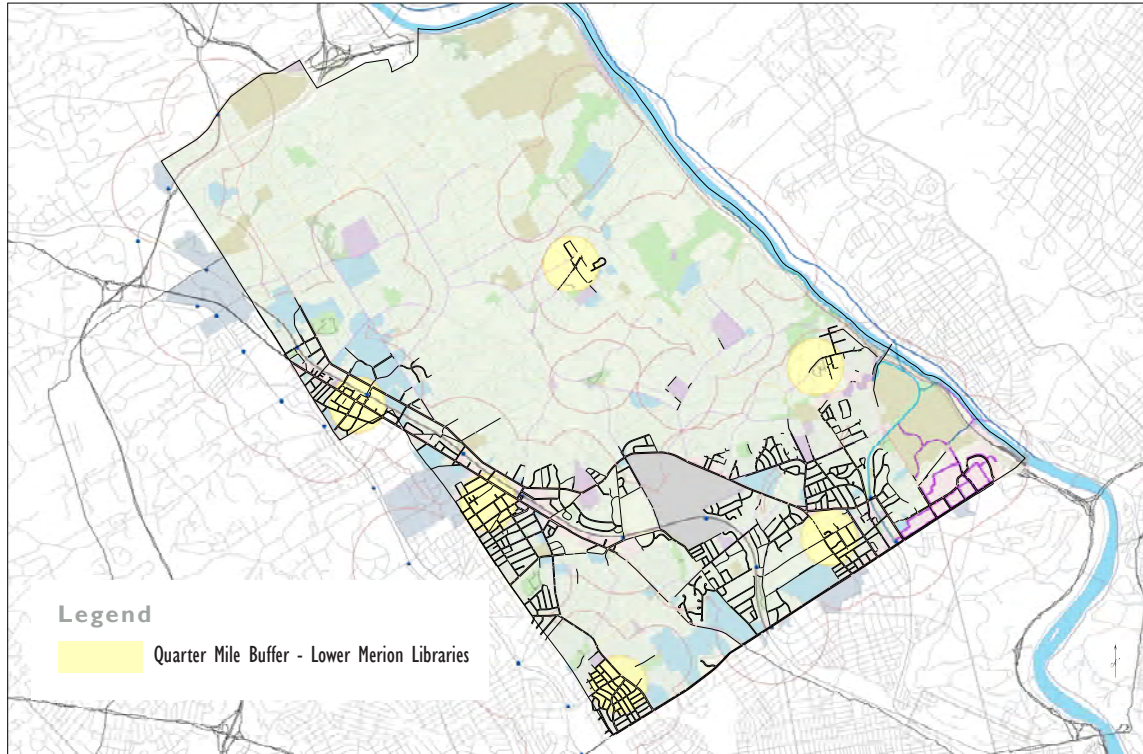
TABLE 3.15 SIDEWALK IMPLEMENTATION CRITERIA

	High Priority	Priority
Purpose	Necessary for public safety	Necessary to complete sidewalk network
Street Classification	Primary, Secondary, Tertiary	Primary, Secondary, Tertiary, Local
High Traffic Volumes	Yes	Not necessarily
Documented Accidents	Yes	Not necessarily
PROXIMITY TO DESTINATIONS		
Public School		1/2 Mile
Train Station		1/2 Mile
Library		1/4 Mile
Shopping Center		1/4 Mile
Public Park or Trailhead		1/4 Mile
Implementation Schedule	Immediate	0-5 years

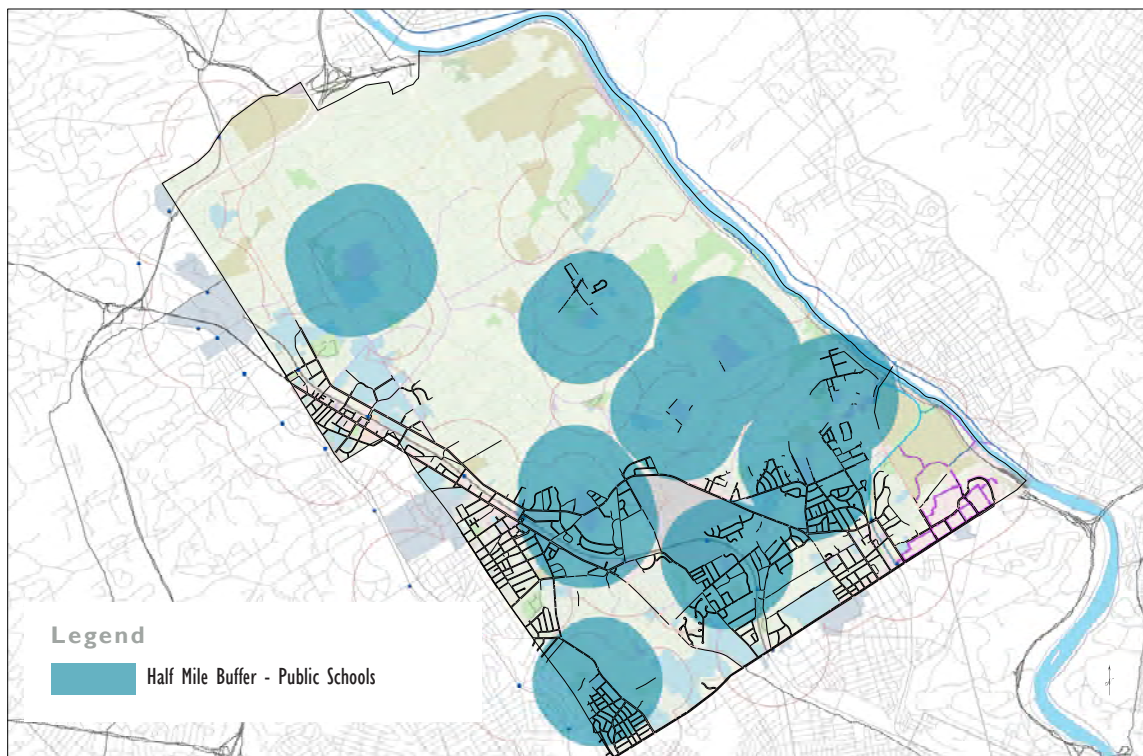
C11 PRIORITIZED PEDESTRIAN IMPROVEMENT MAP RAIL STATIONS



C12 PRIORITIZED PEDESTRIAN IMPROVEMENT MAP LIBRARIES



C13 PRIORITIZED PEDESTRIAN IMPROVEMENT MAP PUBLIC SCHOOLS

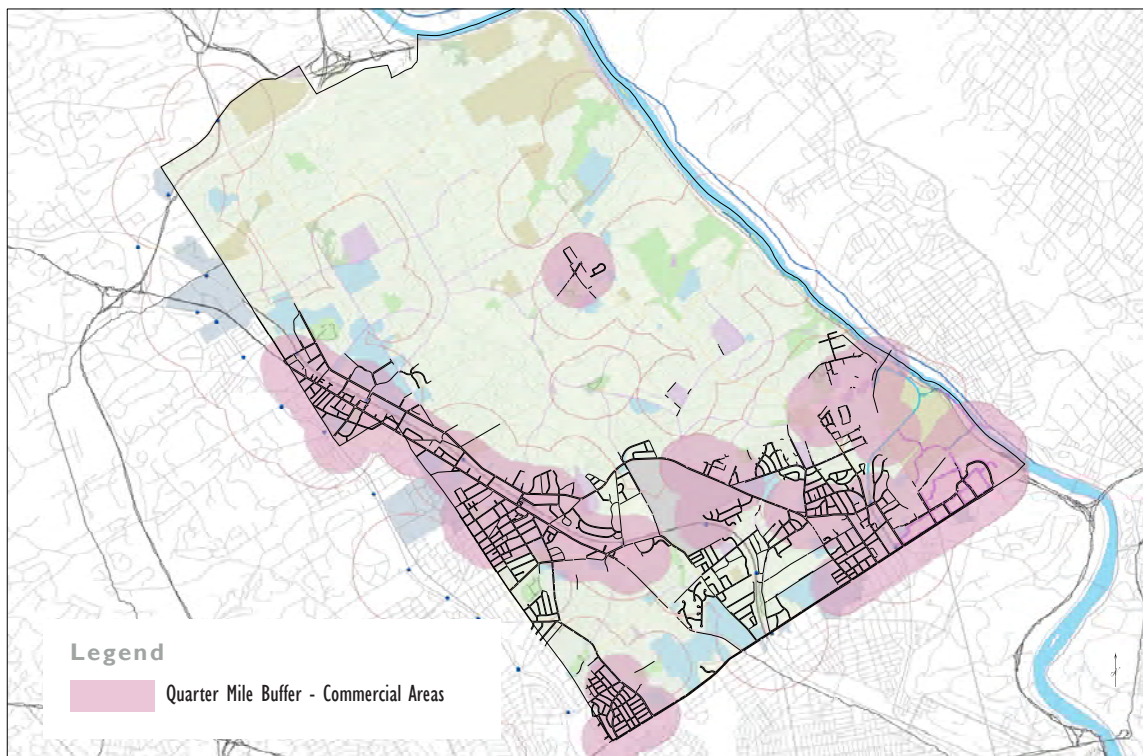


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Planning ElementsOverall
Recommendations

C14 PRIORITIZED PEDESTRIAN IMPROVEMENT MAP PARKS



C15 PRIORITIZED PEDESTRIAN IMPROVEMENT MAP COMMERCIAL AREAS

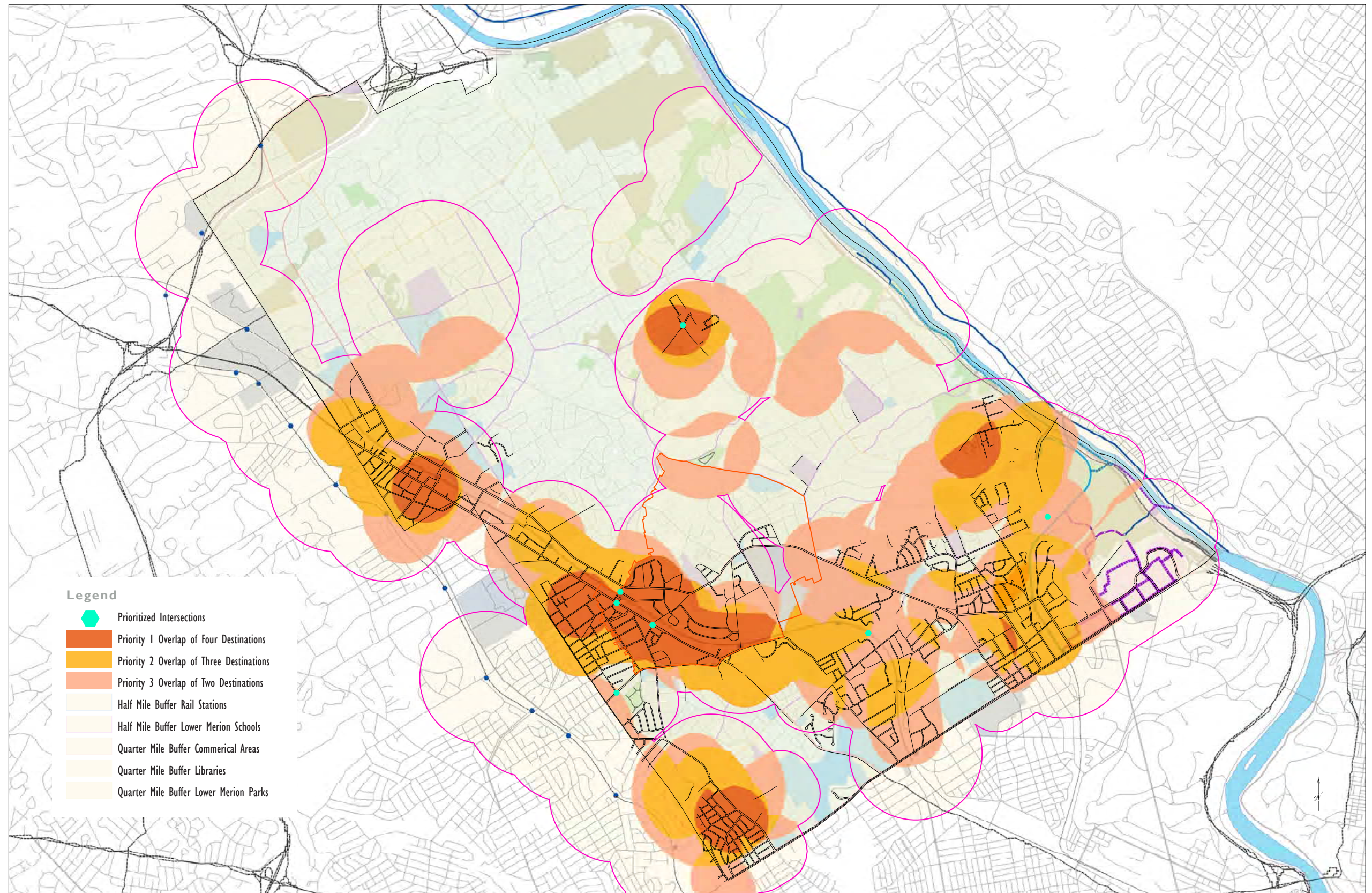


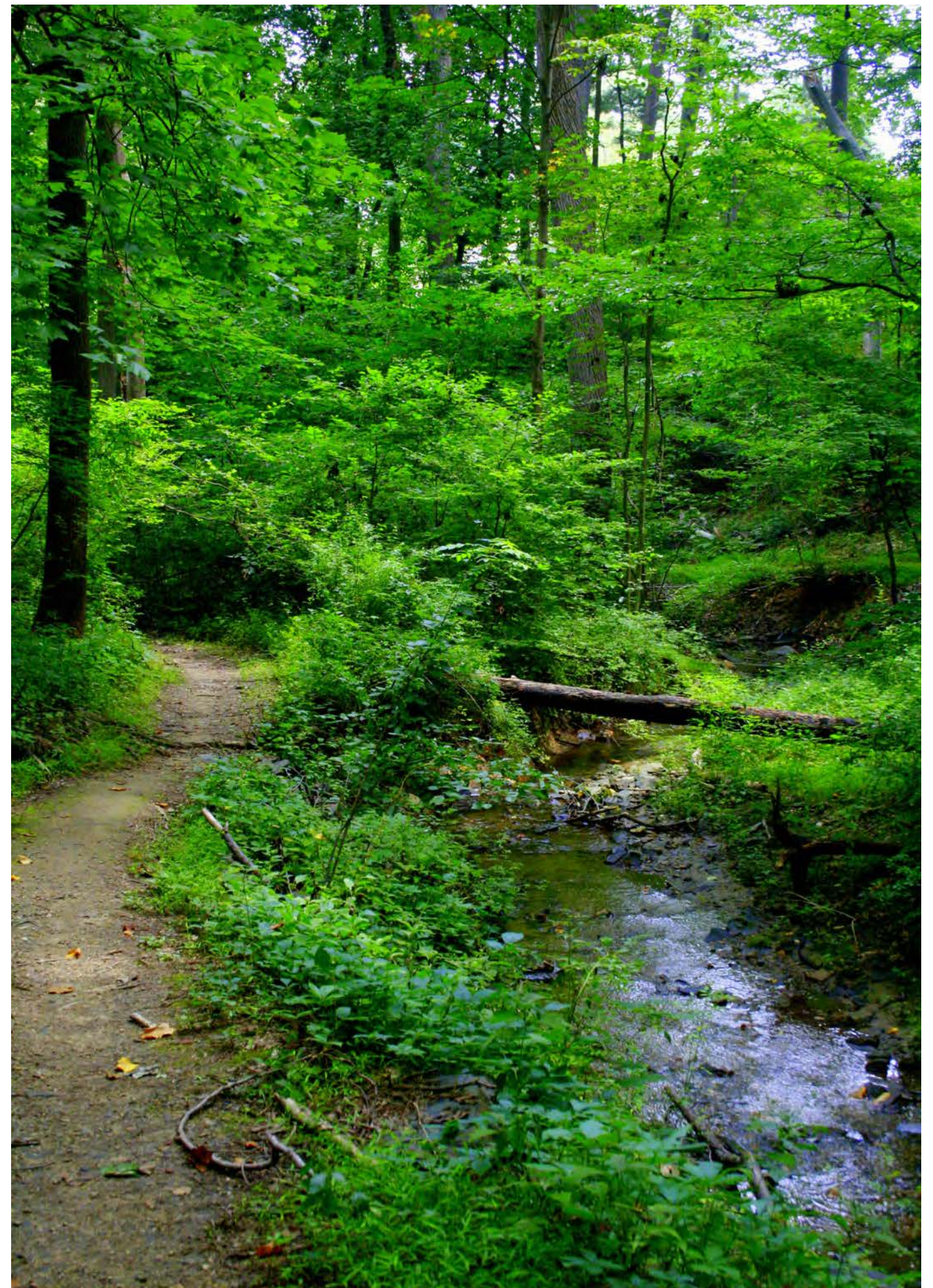
Background/
IntroductionVehicular Mobility
& SafetyPedestrian and
Bicycle MobilityPublic
TransportationAviation and
FreightRelationship to Other
Planning ElementsOverall
Recommendations

Penn Valley Elementary Walk to School Day 2012

Background/
IntroductionVehicular Mobility
& SafetyPedestrian and
Bicycle MobilityPublic
TransportationAviation and
FreightRelationship to Other
Planning ElementsOverall
Recommendations

C16 PRIORITIZED PEDESTRIAN IMPROVEMENT MAP





Background/
IntroductionVehicular Mobility
& SafetyPedestrian and
Bicycle MobilityPublic
TransportationAviation and
FreightRelationship to Other
Planning ElementsOverall
Recommendations**Residential Sidewalk
Construction Funding**

The most challenging aspect of completing the sidewalk network in residential neighborhoods will be figuring out how to pay for construction. There may be concern from property owners where sidewalks improvements have been identified. Ultimately, the cost of construction is the homeowner's responsibility. However, due to the larger public benefit of these improvements, the Township can facilitate implementation by helping with design, utility relocation and tree removal to offset homeowner costs. It should be noted that there is limited grant money available to fund residential sidewalk construction.

It is also recommended that the Subdivision and Land Development Code be amended to increase the re-

quired width of sidewalks to better accommodate two people walking side-by-side.

**BICYCLE AND PEDESTRIAN
MOBILITY IN COMMERCIAL
AREAS****Completing the Sidewalk
Network through
Commercial Areas**

Commercial areas are major generators of vehicular traffic. Improving pedestrian connections from residential neighborhoods to commercial areas and enhancing the pedestrian environment through commercial areas will encourage more residents to access these areas by non-vehicular means. A high quality commercial streetscape is also good for business by encouraging people on the street to shop at local stores.

The majority of the Township's existing commercial districts are located on heavily traveled Primary and Secondary Arterials, which are typically oriented towards vehicular traffic. Additionally, the original pedestrian-oriented pattern of older commercial districts, such as Ardmore and Bryn Mawr, was established when Lancaster Avenue was a two-lane road. Road widening over the years has unfortunately resulted in the narrowing of the sidewalk and the degradation of the pedestrian environment.

The Bryn Mawr, City Avenue, and Rock Hill Road commercial districts have received planning attention over the past few years resulting in the creation of new zoning districts that contain specific requirements to improve the streetscape such as building setbacks, sidewalk width, and street tree planting standards. The pedestrian design of the remaining commercial areas throughout the Township is regulated by the Township's generic commercial zoning, which lacks the specificity necessary to create a high quality pedestrian environment.

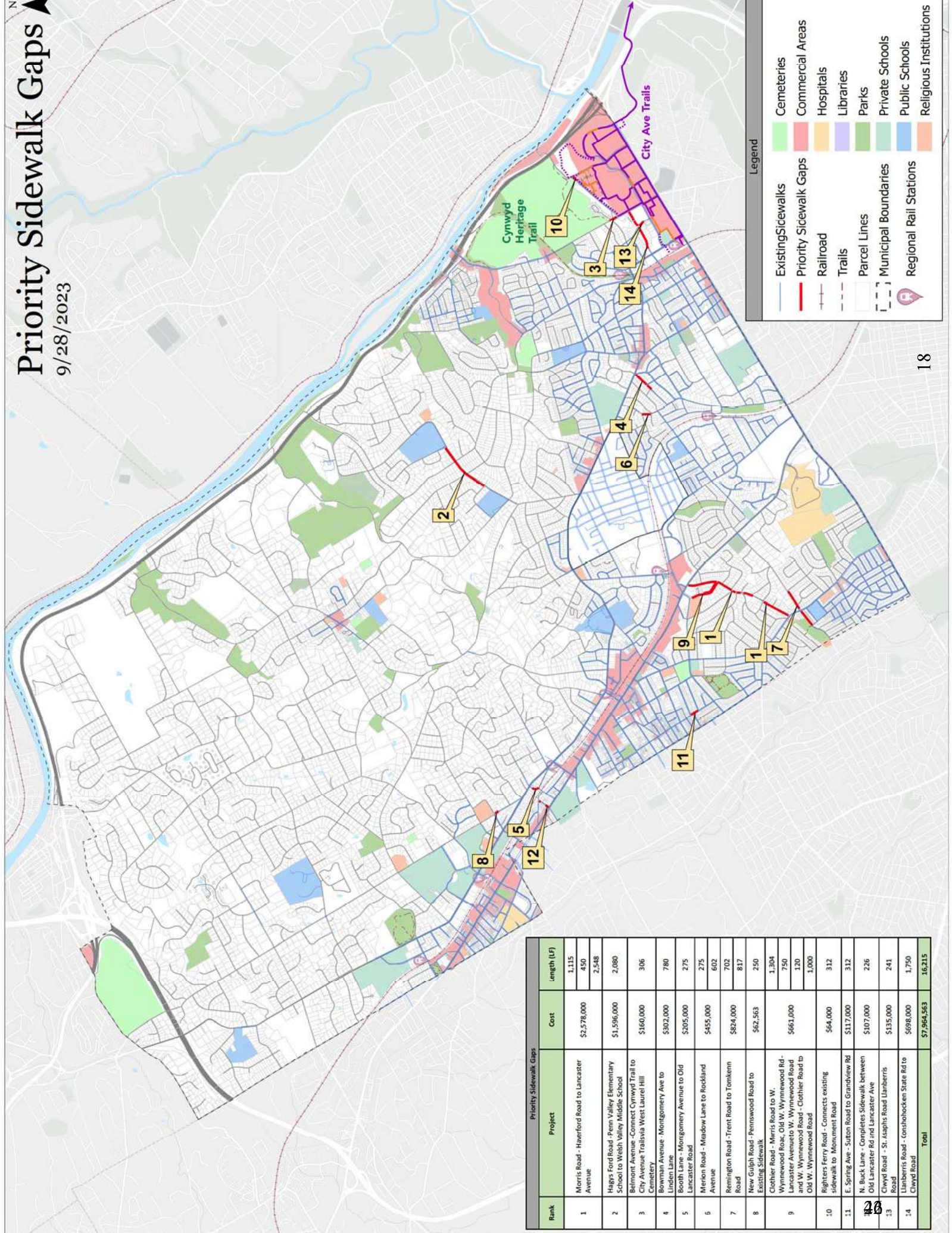
The recommendations of the commercial chapter of the Land Use Element propose broadly revising commercial zoning, including providing specific streetscape regulations and including wider sidewalks separated from the street by a landscaped verge. Because of the volume of vehicular traffic through commercial districts, a landscaped verge and wider sidewalk is necessary to make pedestrians feel safe and comfortable. In areas where there is on-street parking to buffer pedestrians from the roadway, a smaller verge/sidewalk width may be appropriate.

TABLE 3.16 POTENTIAL SIDEWALK IMPLEMENTATION STRATEGIES

Option		Considerations
1	Ordain sidewalks requiring property owners to install priority sidewalk segments at their own expense	Potential opposition from impacted property owners.
2	Require property owners to install priority sidewalk segments at their own expense at the time a property is sold	Potential opposition from impacted property owners
3	Township pays for all construction of priority sidewalks segments using capital funds	Potential opposition from taxpayers not directly benefitting from public improvement on private property.
4	Township pays for construction of priority sidewalks segments using grant funds	Limited availability of grant funds
5	Township establishes a program to assist homeowners with installing priority sidewalk segments by offering grants and technical/permitting/design assistance	Some potential opposition but improvements can be implemented gradually over time
6	Township and Civic Associations partner to assist homeowners with installing priority sidewalk segments by offering grants and technical/permitting/design assistance	Grants can be directed toward areas with demonstrated public support by local Civic Associations
7	Strengthen the current Township Code to mandate sidewalk installation at the time of land development.	Limited application.

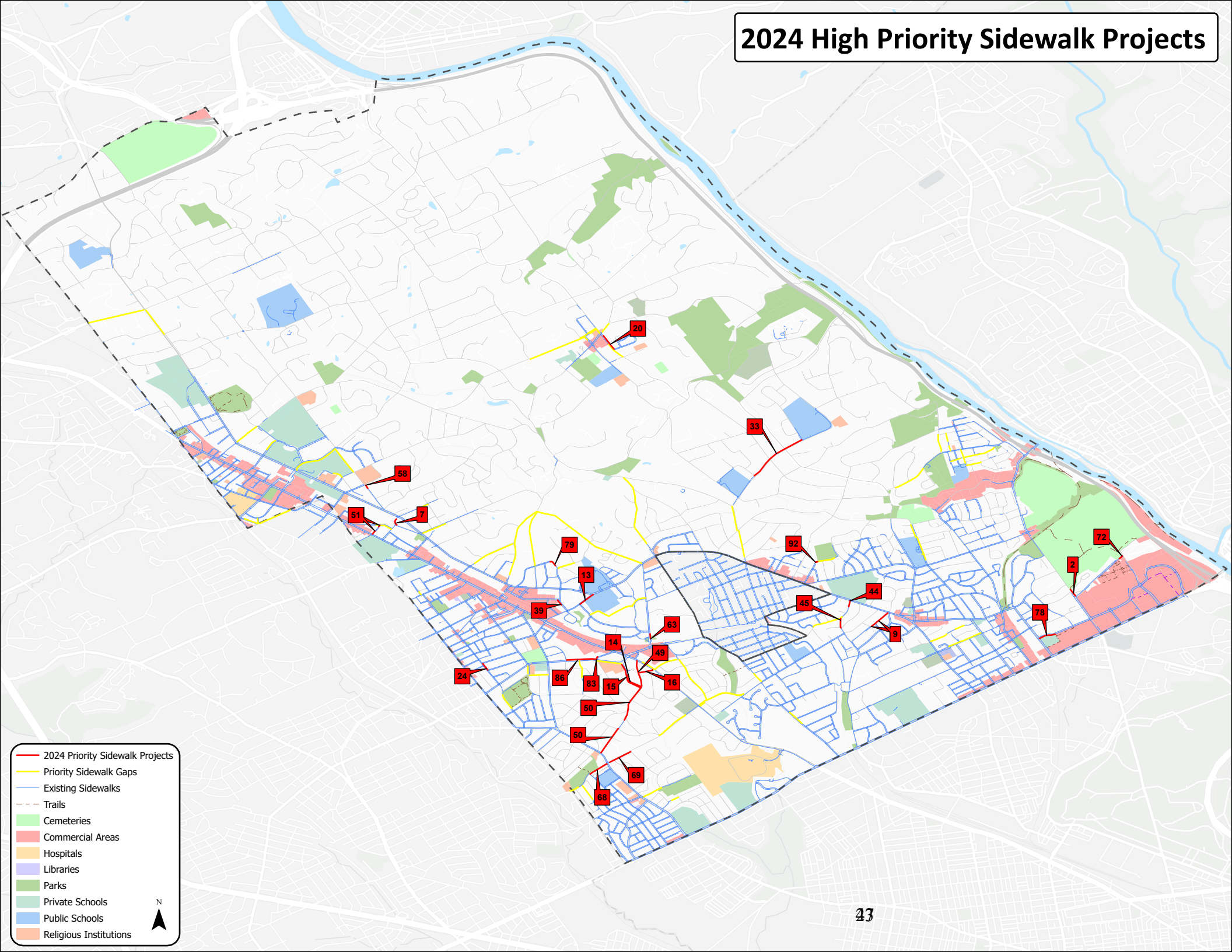
Priority Sidewalk Gaps

9/28/2023



Priority Sidewalk Gaps			
Rank	Project	Cost	Length (LF)
1	Morris Road - Haverford Road to Lancaster Avenue	\$2,578,000	1,115
2	Hags Ford Road - Penn Valley Elementary School to Webb Valley Middle School	\$1,596,000	450
3	Belmont Avenue - Connect Cynwyd Trail to City Avenue Tralvia West Laurel Hill Cemetery	\$1,596,000	2,548
4	Bowman Avenue - Montgomery Ave to Linden Lane	\$302,000	2,080
5	Booth Lane - Montgomery Avenue to Old Lancaster Road	\$205,000	306
6	Merion Road - Meadow Lane to Rockland Avenue	\$455,000	780
7	Remington Road - Trent Road to Tomkenn Road	\$824,000	275
8	New Gulph Road - Pennswood Road to Existing Sidewalk	\$62,563	275
9	Clothier Road - Morris Road to W. Wynnewood Road, Old W. Wynnewood Rd - Lancaster Avenue to W. Wynnewood Road and W. Wynnewood Road - Clothier Road to Old W. Wynnewood Road	\$661,000	702
10	Rights Ferry Road - Connects existing sidewalk to Monument Road	\$64,000	817
11	E. Spring Ave - Sutton Road to Grandview Rd	\$117,000	250
12	N. Buck Lane - Completes Sidewalk between Old Lancaster Rd and Lancaster Ave	\$107,000	1,304
13	Clywd Road - St. Asaphs Road Lanberis Road	\$135,000	750
14	Lanberis Road - Conshohocken State Rd to Clywd Road	\$698,000	120
Total		\$7,964,563	1,000

2024 High Priority Sidewalk Projects



2024 Priority Sidewalk Gaps						
ID	Priority Gap #	Road Name	Connection Description	Length (LF)	Total Cost	Cost / LF Sidewalk
1		Aubrey Road	Penn Road to Aubrey Road	550	\$288,000	\$524
3		Black Rock Road	Howard Road to Righters Mill Road	393	\$144,000	\$366
4		Black Rock Road	Conshohocken State Road to 1037 Black Rock Road	243	\$100,000	\$412
5		Black Rock Road	Righters Mill Road to Conshohocken State Road	391	\$112,000	\$286
6		Black Rock Road	Righters Mill Road to Rock Creek Rd	2,106	\$782,000	\$371
8		Booth Lane	Existing Sidewalk to Glynwynne Road	350	\$82,000	\$234
10		Bryn Mawr Avenue	Cross-walk @ West Princeton Road	35	\$11,000	\$314
11		Bryn Mawr Avenue	Levering Mill Road and Bala Cynwyd Middle School	1,750	\$409,000	\$234
12		Cherry Lane	Montgomery to the Glenn Road/Mill Creek Road Intersection	4,265	\$1,647,000	\$386
13		Church Road	Kent Road to Proposed Future LMSD Sidewalk	160	\$51,000	\$319
17		Cloverhill Road	Lancaster Road to Williams Road	846	\$89,000	\$105
18		Clwyd Road	Llanberris Road to Saint Asaphs Road existing sidewalk	241	\$148,000	\$614
19		Conshohocken State Road	Youngs Ford Road to Black Rock Road	321	\$88,000	\$274
21		Conshohocken State Road	Barr Lane to Existing Sidewalk at 326 Conshohocken State Road (south side of CSR)	797	\$201,000	\$252
22		County Line Road	Old Lancaster Road to Wayside Road (Edge of LMT)	1,130	\$350,000	\$310
23		East Athens Avenue	West Wynnewood Road to South Ardmore Park	390	\$295,000	\$756
25		East Spring Avenue	along South Ardmore Park	510	\$69,000	\$135
26		East Wynnewood Road	Link from Bowman Avenue to Glenwood Road	397	\$152,000	\$383
27		East Wynnewood Road	Beacom Road to South Highland Avenue	580	\$83,000	\$143
28		Elmwood Avenue	Ashland Avenue to School Street	662	\$439,000	\$663
29		Fairhill Road	(south side) Kent Road to Aubrey Road	1,665	\$295,000	\$177
30		Glenn Road	Saint Georges Road to Five-Point with Mill Creek Road\Cherry Lane	2,375	\$393,000	\$165
31		Grays Lane	along Merion Cricket Club Frontage	1,313	\$545,000	\$415
32		Gypsy Ln	Montgomery Avenue to West Mill Creek Park	4,192	\$1,277,000	\$305
34		Harrogate Rd	Link to 3-way stop at Harrogate and Remington (PK)	692	\$172,000	\$249
35		Knox Road	West Wynnewood Road to existing sidewalk	733	\$301,000	\$411
36		Lancaster Avenue	Existing Sidewalk from Wynnewood Road to Cloverhill Road	512	\$97,000	\$189
37		Llanberris Road	Clwyd Road to Belmont Avenue	690	\$404,000	\$586
38		Llanberris Road	Clwyd Road to 101 Conshohocken State Road	1,160	\$358,000	\$309
40		Llanfair Road	(south side) Saint Georges Road to Anton Road	586	\$96,000	\$164
41		Manoa Road	(south side) Haverford to Penn Wynne Park	726	\$123,000	\$169
42		Mary Waters Ford Road	Ebenezer Avenue to Ashland Avenue	749	\$129,000	\$172
43		Mary Waters Ford Road	Smith Drive to Sandringham Road	650	\$173,000	\$266
46		Mill Creek Rd	Montgomery Avenue to the Intersection with Glenn Road/Cherry Lane	3,355	\$673,000	\$201
47		Montgomery Avenue	Spring Mill Road to Baintree Road	1,214	\$215,000	\$177
48		Morris Ave	Along Green Bench fronting the Baldwin School Campus	1,833	\$275,000	\$150
52		N Merion Ave	Wyndon Ave to exist sidewalk to Montg Av	740	\$188,000	\$254
53		N Roberts Rd	(west side) Montgomery Avenue to Wyndon Avenue	900	\$256,000	\$284
54		N Spring Mill Rd	(east side) County Line Road to Montgomery Avenue	1,867	\$1,633,000	\$875
55		N Washington Ave	(west side) Ashland Avenue to north	151	\$44,000	\$291
56		N Washington Ave	(west side) Existing Sidewalk to Ebenezer Avenue	355	\$77,000	\$217
57		New Gulph Rd	along Grass Bench on Baldwin School Frontage	1,172	\$359,000	\$306
59		Old Gulph Rd	(west side) Bryn Mawr Ave to Hagys Ford Rd	1,022	\$411,000	\$402
60		Old Gulph Rd	(east side) Existing Sidewalk to Bryn Mawr Ave	1,142	\$388,000	\$340
61		Old Lancaster Road	Crossing North Buck Lane to Booth Lane	493	\$83,000	\$168
62		Old Railroad Ave	County Line Rd to exist sidewalk to S BM Av	610	\$123,000	\$202
64		Remington Rd	Lancaster Ave to Williams. southside	160	\$28,000	\$175
65		Remington Rd	From Existing Sidewalk to Minden Way	226	\$42,000	\$186
66		Remington Rd	Lancaster Ave to Williams. Northside	234	\$37,000	\$158
67		Remington Rd	Link from existing sidewalk to LMT line	389	\$103,000	\$265
70		Remington Rd	Remington Road - Minden Way to Roslyn Lane	1,287	\$236,000	\$183
71		Remington Rd	Remington Road - Bowman to Williams	942	\$143,000	\$152
73		Righters Mill Road	Black Rock Road to 362 Righters Mill Road	156	\$27,000	\$173
74		Rockland Avenue	Merwyn Road to Merion Road	990	\$250,000	\$253
75		School Street	Elmwood Avenue to Maple Avenue	446	\$97,000	\$217
76		Springfield Avenue	Madison Avenue to existing sidewalk at Elmwood Avenue	334	\$78,000	\$234
77		Springfield Avenue	Elmwood Avenue to Ashland Avenue	1,150	\$293,000	\$255
80		Summit Lane	Existing Sidewalk to 101 Summit Lane (2 segments)	373	\$86,000	\$231
81		Summit Lane	Old Lancaster Road to Existing Sidewalk	643	\$154,000	\$240
82		Sussex Road	West Athens Avenue to Argyle Road (along South Ardmore Park)	633	\$210,000	\$332
84		West Spring Ave	Levering Street to Holland Avenue	145	\$80,000	\$552
85		West Wynnewood Rd	Armenian Church Property to Clothier Road	800	\$159,000	\$199
87		Wayside Road	Pennsylvania Avenue to Old Railroad Avenue	208	\$28,000	\$135
88		Williams Road	Clover Hill Road to Remington Road	1,961	\$430,000	\$219
89		Woodside Road	Montgomery Avenue to Mill Creek Road	1,731	\$549,000	\$317
90		Yarmouth Rd	(south side) Existing Sidewalk to Arden Road	247	\$45,000	\$182
91		Youngs Ford Road	Conshohocken State Road to Rose Glen Road	491	\$194,000	\$395
93		Maplewood Rd	From Park Entrance (End of Segment 92) to Existing Sidewalk Near Revere Rd	554	\$0	\$0
94		Highland Ave	Highland Circle to Bryn Mawr Ave	1560	\$0	\$0
95		Radnor St	Fisher Rd to Existing Sidewalk	350	\$0	\$0
Total:				63,024	\$17,897,000	\$283.97

TOWNSHIP OF LOWER MERION

RESOLUTION NO. _____

BE IT RESOLVED, that the Board of Commissioners of Lower Merion Township in Montgomery County hereby request a Multimodal Transportation Fund grant of \$3,000,000 from the Commonwealth Financing Authority to be used for sidewalk and multi-modal infrastructure improvements as part of the Township-Wide Priority Sidewalk initiative.

BE IT FURTHER RESOLVED, that the Applicant does hereby designate Brandon Ford, Assistant Township Manager and Paul McElhaney, Director of Public Works as the official(s) to execute all documents and agreements between the Township of Lower Merion and the Commonwealth Financing Authority to facilitate and assist in obtaining the requested grant.

RESOLVED by the Board of Commissioners of the Township of Lower Merion this ____ day of _____, 2025.

BOARD OF COMMISSIONERS OF THE
TOWNSHIP OF LOWER MERION

Todd M. Sinai, President

ATTEST:

Jody L. Kelley, Secretary



AGENDA ITEM INFORMATION

ITEM: RESOLUTION - AUTHORIZING IMPLEMENTATION OF THE COMPREHENSIVE SAFETY ACTION PLAN AND COMMITTING TO REDUCE TRAFFIC FATALITIES AND SERIOUS INJURIES

Consider for recommendation to the Board of Commissioners adoption of a resolution authorizing implementation of the Township's Comprehensive Safety Action Plan which establishes a goal of reducing roadway fatalities and serious injuries by 50% by the year 2030, with the ultimate objective of eliminating such incidents entirely.

PUBLIC COMMENT

ATTACHMENTS:

Description	Type
<input type="checkbox"/> Comprehensive Safety Action Plan	Issue Briefing
<input type="checkbox"/> Draft Comprehensive Safety Action Plan	Backup Material
<input type="checkbox"/> Resolution - Comprehensive Safety Action Plan	Resolution

TOWNSHIP OF LOWER MERION
Public Works Committee
Issue Briefing

Topic: Comprehensive SS4A Safety Action Plan

Prepared by: Paul McElhaney, Director of Public Works

Jesse Hunting, Assistant Director of Public Works

Date: May 29, 2025

I. Action To Be Considered By The Board:

Adopt a resolution authorizing implementation of the Township's Comprehensive Safety Action Plan which establishes a goal of reducing roadway fatalities and serious injuries by 50% by the year 2030, with the ultimate objective of eliminating such incidents entirely.

II. Why This Issue Requires Board Consideration:

A resolution is required to formalize the Township's adoption of the Comprehensive Safety Action Plan and its goals. This action is a necessary step for the Township to be eligible to apply for the Safe Streets and Roads for All (SS4A) Implementation Grant.

III. Current Policy Or Practice (If Applicable):

The Township has long prioritized roadway safety through a variety of initiatives including pedestrian improvements. We have built accident data collection and analysis into our safety project prioritization process to ensure that resources are allocated where they are most needed. In addition, the Township has a dedicated Traffic Safety Unit responsible for investigating accidents and implementing preventive measures. Our development and permit review process also includes a comprehensive safety review to identify and address potential risks before projects are approved. This resolution will formalize the Township's commitment to the specific safety targets set out in the Comprehensive Safety Action Plan and align with the SS4A initiative.

IV. Other Relevant Background Information:

The Comprehensive Safety Action Plan outlines a strategy grounded in the Safe System Approach, which focuses on safer road design, responsible behavior, improved vehicle safety, and rapid emergency response to reduce roadway fatalities and serious injuries. Adoption of this resolution is an important step in securing SS4A funding, which will enable the Township to implement the safety measures necessary to meet the established goals and

further enhance roadway safety. The deadline for applying for SS4A implementation funding is June 26, 2025.

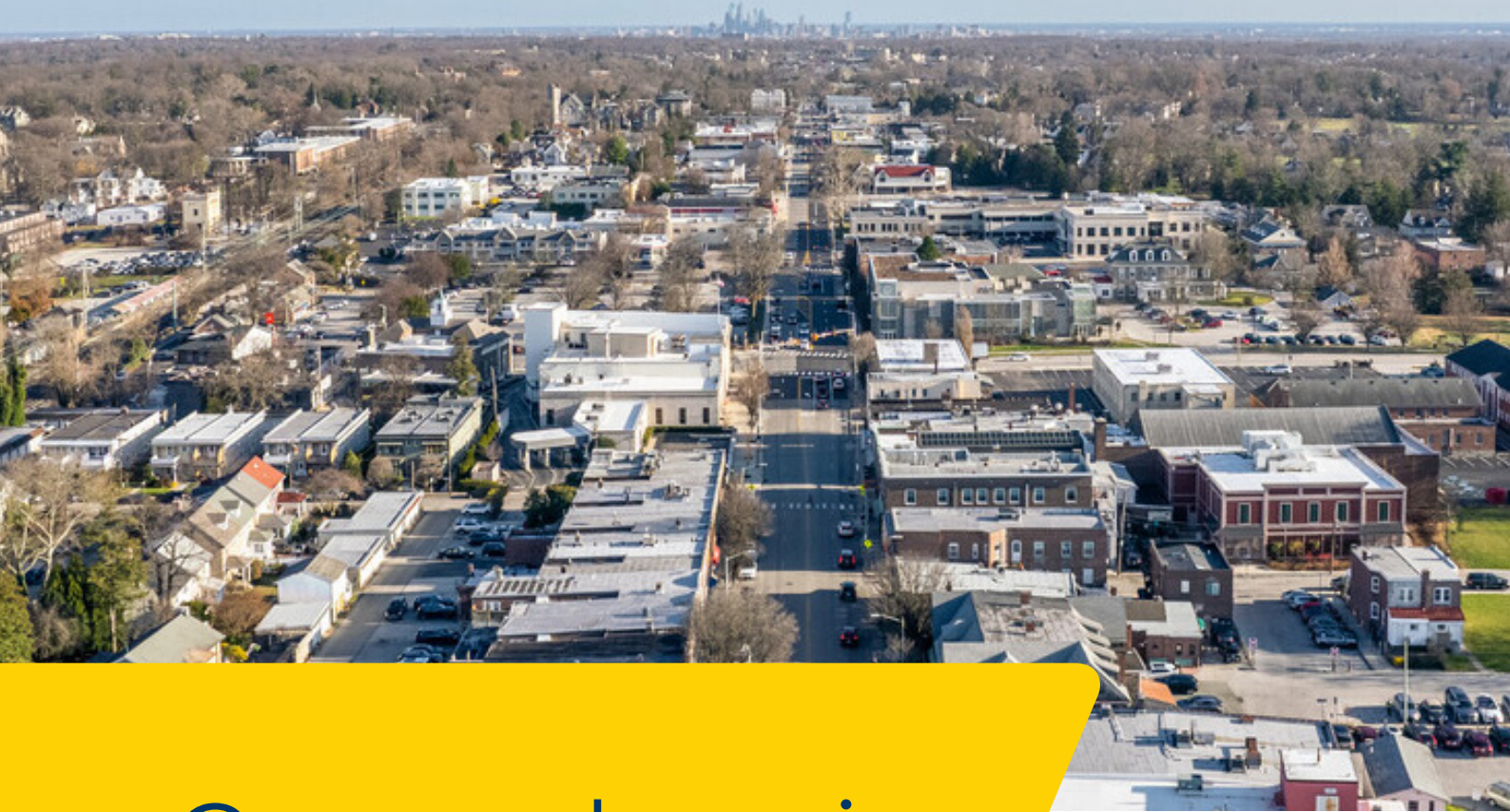
V. Impact On Township Finances:

The adoption of the resolution will not have an immediate impact on the Township's finances. However, it will make the Township eligible to apply for SS4A Implementation Grant funds, which can provide up to \$25 million to support the execution of a number of projects outlined in the CIP.

VI. Staff Recommendation:

Staff recommends adoption of the resolution approving the Comprehensive Safety Action Plan, committing to a goal of reducing roadway fatalities and serious injuries by 50% by 2030, and working toward the eventual elimination of such incidents on Township streets.

Township of Lower Merion



Comprehensive **Safety** Action Plan

2025

Welcome Letter

Dear Community Members, Partners, and Stakeholders,

Grounded in comprehensive data analysis and informed by community input, this Comprehensive Safety Action Plan represents our coordinated effort to eliminate traffic fatalities and serious injuries in our Township.

This plan reflects extensive data analysis, community engagement, and strategic planning. We've reviewed complaints, listened to residents, studied crash patterns, identified high-risk corridors, and consulted with safety experts. The result is a roadmap grounded in our shared values and a collective vision for a safer future.

This Township Comprehensive Safety Action Plan establishes the goal of reducing roadway fatalities and serious injuries by 50% by the year 2030, with the aim of eliminating all such tragedies on our streets entirely. This target is more than a number—it reflects our belief that every person has the right to travel safely, whether driving, walking, biking, or taking transit.

We will pursue this goal through a performance-based, five-year planning cycle that aligns with our Capital Improvement Plan (CIP), ensuring data-informed investments and accountability. Our approach is rooted in the Safe System principles—recognizing that human mistakes are inevitable, but that serious consequences are not. We commit to creating a system that protects human life by designing safer roads, promoting responsible behavior, supporting speed management, improving vehicle safety, and ensuring rapid emergency response.

We recognize that transforming our transportation system won't happen overnight—but every policy change, infrastructure project, and community conversation brings us one step closer. Our success will come from staying the course, measuring our progress, and never losing sight of our goal.

Thank you for your continued engagement and partnership. The road to safer streets starts here—and we're ready to take the next step together.

Sincerely,

Ernie B. McNeely
Township Manager



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Progress & Transparency

for more information visit us at

<https://www.lowermerion.org/>

Version 1 | Last Updated 5/9/2025



Township of Lower Merion

Vision Zero Pledge

We, as leaders, commit to the Vision Zero goal of eliminating all roadway fatalities and serious injuries in our community. We will work towards a measurable 50% reduction by the year 2030 and continue to establish policies, resources, and leadership accountability to achieve this milestone, with the ultimate vision of zero deaths and serious injuries on our roadways.

Commitment to Eliminating Fatalities and Serious Injuries

Performance-Based Planning with a 5-Year Horizon

Our strategy will be guided by a five-year performance-based planning approach that is fully integrated with our Capital Improvement Plan (CIP). This ensures sustained progress, measurable outcomes, and continuous investment in infrastructure and safety initiatives aligned with our Vision Zero objectives.

Adoption of the Safe System Approach

We embrace the Safe System Approach, which recognizes that death and serious injuries are unacceptable, human errors are inevitable, and our transportation system must be designed to be forgiving and resilient. We commit to creating a transportation environment that is human-centered, anticipates mistakes, and prioritizes safety in every aspect of design, operation, and maintenance.

Shared Responsibility

We affirm that achieving Vision Zero is a collective responsibility. Government leaders, private developers, nonprofit organizations, police officers, first responders, and members of the public all play critical roles in ensuring a safe transportation system. We pledge to foster transparent collaboration and data-driven decision-making among all stakeholders.

Proactive, Redundant, and Human-Centered Safety Systems

We will proactively identify and address safety risks using data, advanced tools, and predictive analysis before crashes occur. Recognizing human vulnerability, we will strengthen each element of the transportation system—Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care—to ensure that if one system component fails, others will protect lives. Redundancy, resilience, and readiness will be the backbone of our safety strategy.

Action Plan

Task Force

To guide the development, implementation, and monitoring of the Township's action plan, a multidisciplinary task force has been assembled. The group includes representatives from several Township departments and regional planning partners, each contributing specialized knowledge and expertise.



Lancaster Ave in Ardmore

Together, this task force represents a collaborative, cross-functional team with both strategic vision and operational capacity. The Township Management Office will steer the overall direction of the plan. The Public Works Department and Township Engineer's Office will manage technical implementation and long-term oversight. The Traffic Safety Unit will ensure safety remains

a core focus through continuous data-driven input. The Building & Planning Department and Montgomery County Planning Commission will contribute community perspectives, planning insights, and public outreach. This integrated approach ensures the plan is comprehensive, sustainable, and responsive to community needs.

Action Plan

Task Force



Lancaster Ave in Bryn Mawr

Township Management Office

Role: General Oversight, Goal Setting, Strategic Input

As the executive leadership body of the Township, the Township Management Office is responsible for overseeing the entire planning process. This office sets high-level goals, ensures alignment with Township priorities and policies, and provides strategic input throughout the development and execution of the action plan.

Ernie McNeely, Township Manager
Brandon Ford, Assistant Township Manager

Public Works Department

Role: Data Analysis, Implementation Oversight, Direction Setting, Project Prioritization, Project Management and Oversight, Ongoing Monitoring

Public Works will serve as the primary driver of the action plan's implementation. The department will conduct technical data analysis, establish project direction and priorities, manage day-to-day operations, and continuously monitor progress. They will also coordinate logistics and serve as a liaison among task force members during the active phases of project execution.

Paul McElhaney, Director of Public Works
Jesse Hunting, Assistant Director of Public Works
Fran Palone, GIS Technician

Action Plan

Task Force

Montgomery County Planning Commission

Role: Data Collection and Analysis, Project Ideas, Project Prioritization, Community Outreach

As a regional partner, the Planning Commission will provide valuable insights and data from a county-wide perspective. They will assist with developing project ideas, contribute to prioritization discussions, and support outreach efforts to ensure regional coordination and community involvement.

Marly Bice, Community Planning Assistant Manager

Township Engineer's Office

Role: Data Collection and Analysis, Project Prioritization, Project Management and Planning, Project Follow-up and Monitoring

This office will provide technical expertise for project planning, engineering design, and management. They will analyze infrastructure data, help set implementation priorities, manage project timelines, and perform follow-up evaluations to ensure goals are met and maintained over time.

Joe Mastronardo, Township Engineer
Brian Keaveney, Associate Vice President at Pennoni & Associates

Building & Planning Department

Role: Data Collection and Analysis, Strategic Planning, Report Formation Assistance, Oversight, Project Prioritization, Community Outreach

The Building & Planning Department will support the initiative with data collection and spatial analysis, assist in compiling reports and visualizations, help oversee project scope and feasibility, and lead public engagement and outreach efforts to foster community awareness and involvement.

Chris Leswing, Director of Building and Planning

Charlie Doyle, Assistant Director of Building and Planning

Jason Emmel, Planner & GIS Tech

Traffic Safety Unit

Role: Data Collection, Data Analysis, Priority Setting, Project Prioritization

This unit will play a key role in assessing traffic-related safety concerns by collecting and analyzing relevant data. Their input will inform priority setting and ensure that traffic safety improvements are data-driven and targeted to areas with the greatest need.

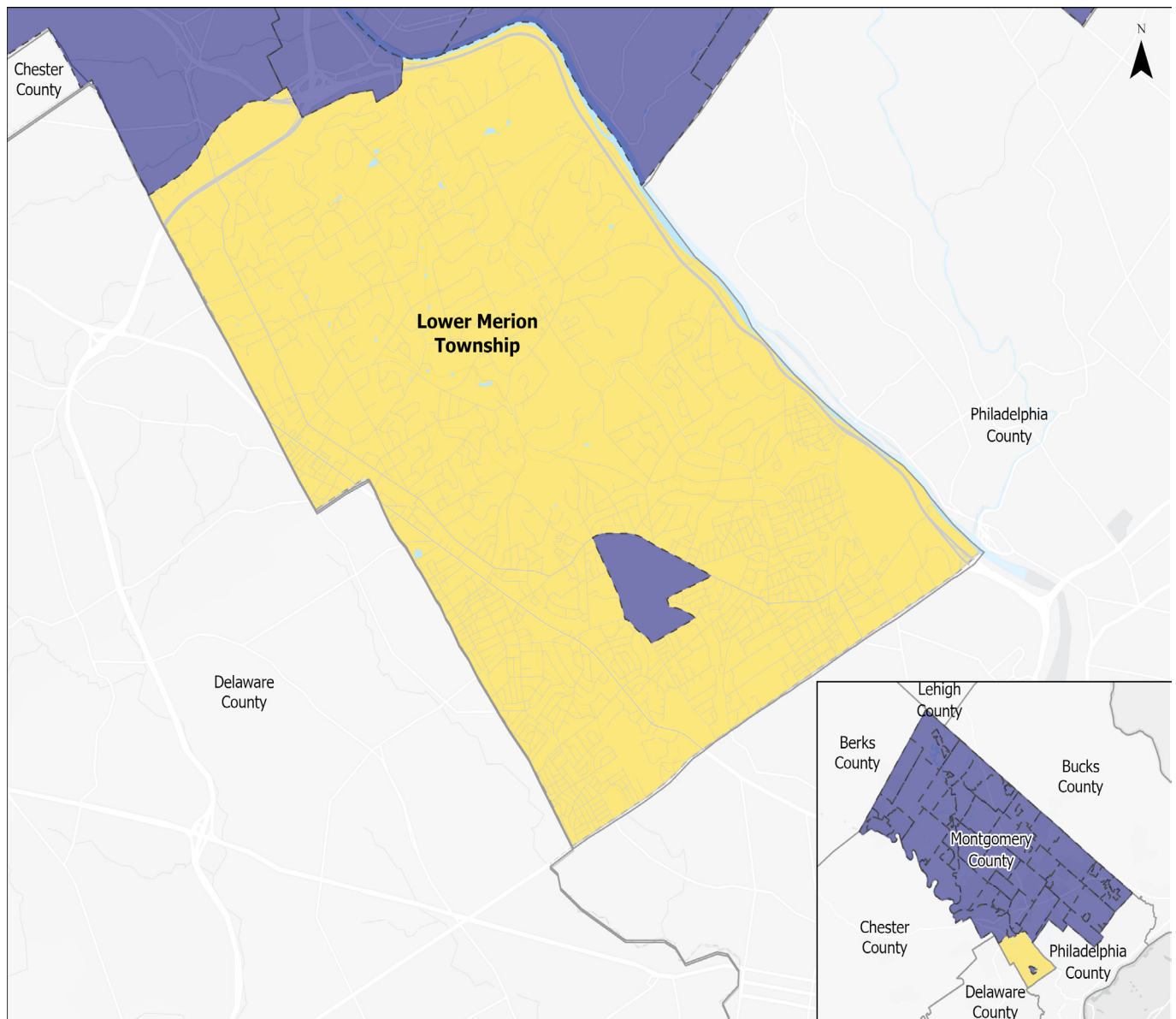
Matt Colflesh, Traffic Safety Unit Supervisor

Chris Scheffer, Traffic Safety Unit Officer

Township of Lower Merion

Context Map

Lower Merion Township is located in southeastern Pennsylvania within Montgomery County, directly bordering the City of Philadelphia. Bounded by the Schuylkill River and Interstate 76, it serves as a key suburban hub with major regional access. The Township experiences significant internal and external traffic volumes due to its proximity to Philadelphia and key institutional and commercial destinations.



Township of Lower Merion Context Map

Township of Lower Merion

Quick Facts

Lower Merion Township is home to approximately 63,903 residents and spans 23.9 square miles. The median age is 41.6 years, indicating a mature population with a significant number of older adults. The Township includes roughly 24,234 households, with an average household size of 2.5 people. This population density and household makeup contribute to diverse transportation needs across residential, commercial, and institutional areas. The Township maintains over 240 miles of roadway, which serves as the foundation for its local and regional mobility network.

240 miles of Roadway

63,904
Population

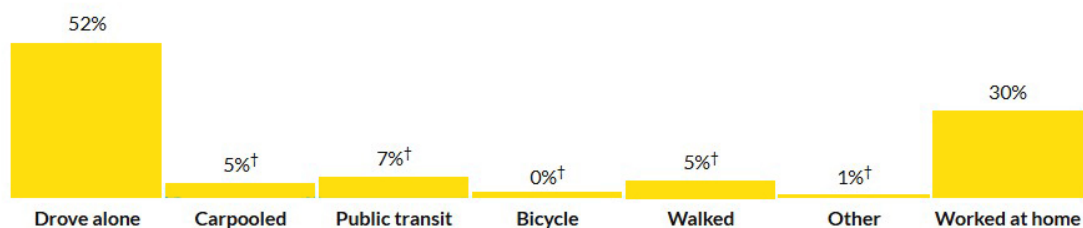
Census data: ACS 2023 5-year



Transportation to Work

27.7 minutes
Mean travel time to work

Census data: ACS 2023 5-year

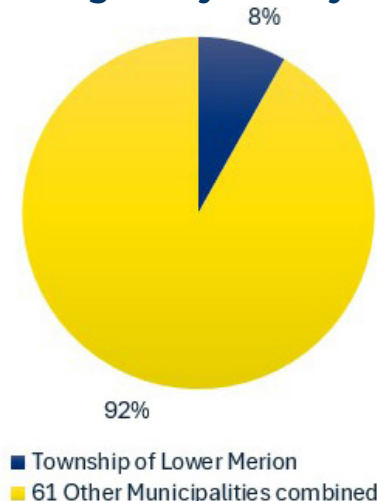


Action Plan

Safety Analysis

Lower Merion Township has adopted a data-driven approach to roadway safety in response to its high share of serious crashes in Montgomery County. Using five years of crash data (2019–2023) from PennDOT, DVRPC’s Crash and RHIN tools, and local police, the Township is enhancing safety planning through new GIS dashboards and a dedicated Task Force. This analysis highlights key trends and high-risk locations to guide targeted interventions.

Montgomery County KSI



Killed or Seriously Injured Analysis

Lower Merion Township accounted for 8% of all Killed or Seriously Injured (KSI) crash incidents within Montgomery County over a five-year span according to data from Delaware Valley Regional Planning Commission’s (DVRPC) Transportation Safety Analysis and Plan. In effort to curb such high levels of road incidents, the Township has relied on locational crash data for decades through its Police Traffic Safety Unit and Public Works Department on all roadways within the jurisdiction, without regard for ownership. However, with new updates establishing a Task Force and software platform for data sharing – the Township is currently underway to significantly update and improve performance-based planning principles using Geographic Information Systems dashboards that connect with both PennDOT and local crash data.

Action Plan

Safety Analysis

Traffic safety analysis primarily relies upon Pennsylvania Crash Information Tool crash data between years 2019-2023, using the most recently released five-year data from the Pennsylvania Department of Transportation. Safety analysis is augmented by both Lower Merion's Metropolitan Planning Organization, Delaware Valley Regional Planning Commission (DVRPC), Regional Vision Zero program's analysis and analyzed in coordination with input from the Township's Police Traffic Safety Unit.

PennDOT provides locational crash data that includes a vast amount of incident details such as road type, crash severity, mode of transportation as well as circumstances like whether impairment was involved, the weather and time of day or even season. The

following analysis relies on these attributes as outlined in PennDOT's Crash Data.

In addition to local Township crash data, safety analysis was supplemented with DVRPC Vision Zero program input specifically through its Crash Tool and Regional High Injury Network (RHIN) Tool. The Crash Tool allows for exploration of crash data at various levels of geography, whether local municipality or regional County with a dashboard explaining historical incident details such as severity and mode. Crash analysis by DVRPC also includes the RHIN, which is described as a data driven approach to identify road segments with KSI and Bicycle/Pedestrian crash trends over a 5 year time period, its GitHub methodology can be found [here](#).

Maximum Crash Severity Level by Crash Count: 2019-2023

Crash Severity Level	2019	2020	2021	2022	2023	Total	Percent
Fatality	-	4	4	-	5	13	0%
Suspected Serious Injury	11	15	11	17	14	68	2%
Suspected Minor Injury	156	151	151	121	152	731	19%
Possible Injury/Unknown	321	214	183	244	208	1,170	31%
Property Damage Only	383	327	312	356	407	1,785	47%
Total	871	711	661	738	786	3,767	100%

The Maximum Crash Severity Level by Crash Count: 2019-2023 table shows that the majority of crashes in Lower Merion Township were classified as "Property Damage Only," but a notable portion involved injuries, including 68 crashes resulting in suspected serious injuries and 13 involving fatalities. This distribution

illustrates that while most incidents are non-life-threatening, a significant number have severe consequences. The presence of high-severity crashes across the network supports the need for a proactive, system-wide safety strategy that reduces risk for all users, especially in areas with recurring injury patterns.

Action Plan

Safety Analysis



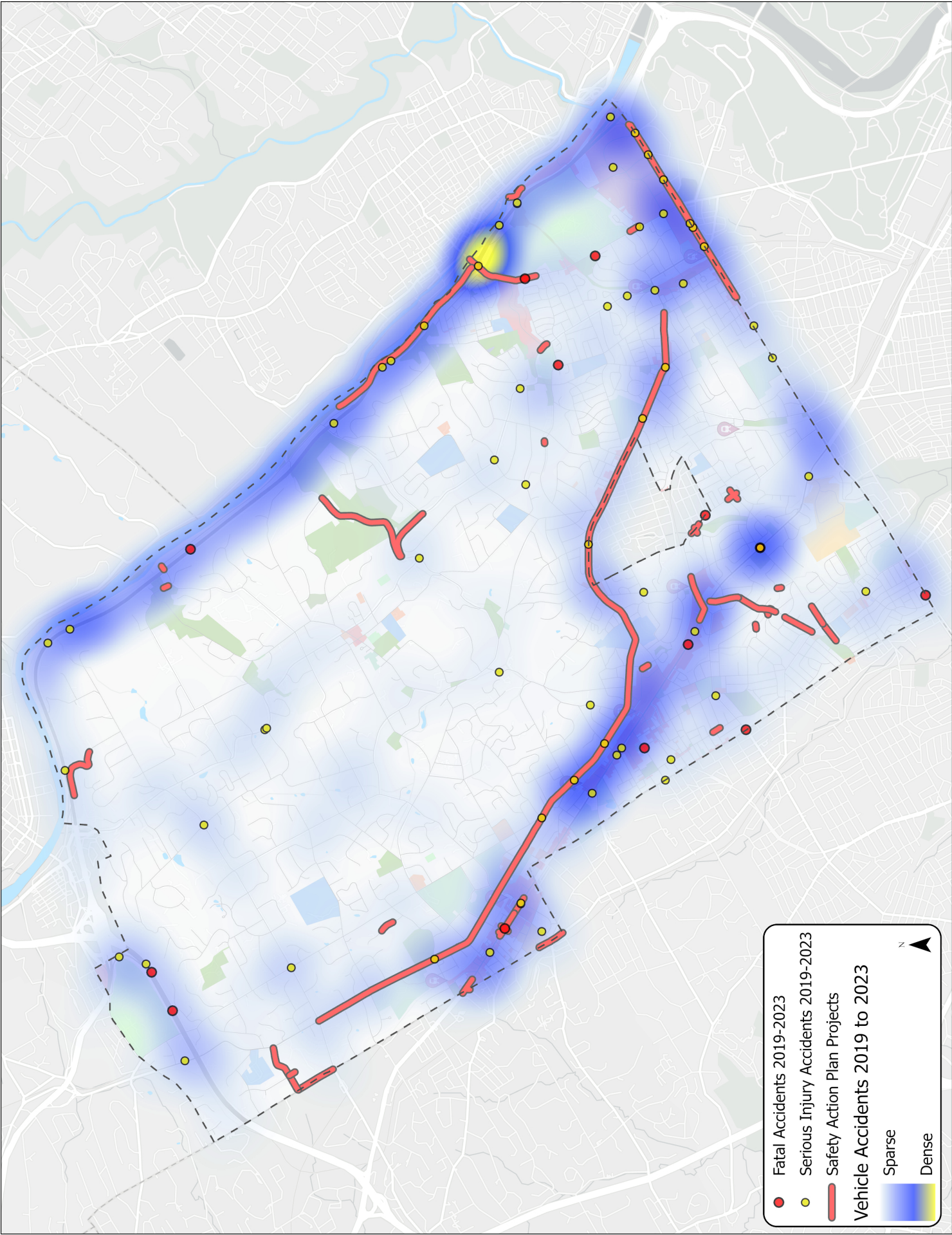
SEPTA Bus Stop, Lancaster Ave

Between 2019 and 2023, Lower Merion Township recorded 3,767 total crashes, with 13 fatal incidents (0.3%) and 68 crashes involving suspected serious injuries (1.8%). These incidents resulted in 15 fatalities—over half of which (8) involved pedestrians—and 81 suspected serious injuries, 18 of which affected non-motorized users, including 2 bicyclists and 16 pedestrians. The data reveals that while overall crash severity is low, non-motorized users bear a disproportionate share of fatal and serious injuries. Additionally, 61% of all serious injuries occurred on just five major roads, with Conshohocken State Road and the Schuylkill Expressway each accounting for 13 incidents, followed by City Avenue (9), Montgomery Avenue (8), and Lancaster Avenue (7). These trends emphasize the need to focus safety improvements on high-

risk corridors and prioritize the protection of vulnerable road users.

Crash data from PennDOT and DVRPC were then presented to Township Police Traffic Safety Unit staff for review, comment and consideration of experiential understanding. Detailed narrative reports from local law enforcement can sometimes reveal nuanced factors behind crashes—such as driver behavior or environmental conditions—that aren't fully captured in standardized crash data. In addition, community-reported data (from platforms like local open data portals or tools like SeeClickFix) may highlight recurring issues or “hotspots” not immediately obvious from quantitative data alone.

Integrating these additional datasets not only reinforces your findings but also provides a multi-layered perspective that is crucial for designing targeted safety interventions under SS4A. Each data source contributes a unique facet to the overall picture—from understanding the circumstances of fatal crashes to clarifying the interaction between roadway design and crash outcomes. This robust, comprehensive approach can help justify investments and pinpoint where specific measures may yield the greatest safety improvements.



Action Plan

Safety Analysis

5-Year Fatalities by Mode				
Year	Vehicle	Pedestrian	Bicycle	Total
2019	0	0	0	0
2020	2	2	0	4
2021	3	2	0	5
2022	0	0	0	0
2023	2	4	0	6
Total	7	8	0	15

The 5-Year Fatalities by Mode table highlights that drivers and pedestrians account for the most fatalities in Lower Merion, underscoring the need for targeted, multi-modal safety

improvements. This data supports a Safe System Approach and helps guide capital investments toward projects that protect vulnerable users and reduce fatal crashes.

5-Year Non-Motor Vehicle - SSI's			
Year	Bicycle	Pedestrian	Total
2019	0	4	4
2020	0	2	2
2021	1	2	3
2022	1	4	5
2023	0	4	4
Total	2	16	18

The 5-Year Non-Motor Vehicle – SSIs table shows that pedestrians, followed by bicyclists, make up the majority of serious injuries in Lower Merion Township. This trend highlights the elevated risk faced by non-motorized road users and reinforces the need for targeted

safety improvements—such as enhanced pedestrian crossings, protected bike lanes, and traffic calming measures. These findings support the Township's commitment to prioritizing vulnerable users through a Safe System Approach.

Action Plan

Safety Analysis

5-Year Suspected Serious Injury by Vehicle or Non-Motor Vehicle				
Year	Vehicle	Non-Motor	Total	Vehicle Percent
2019	8	4	12	67%
2020	13	2	15	87%
2021	18	3	21	86%
2022	12	5	17	71%
2023	12	4	16	75%
Total	63	18	81	78%

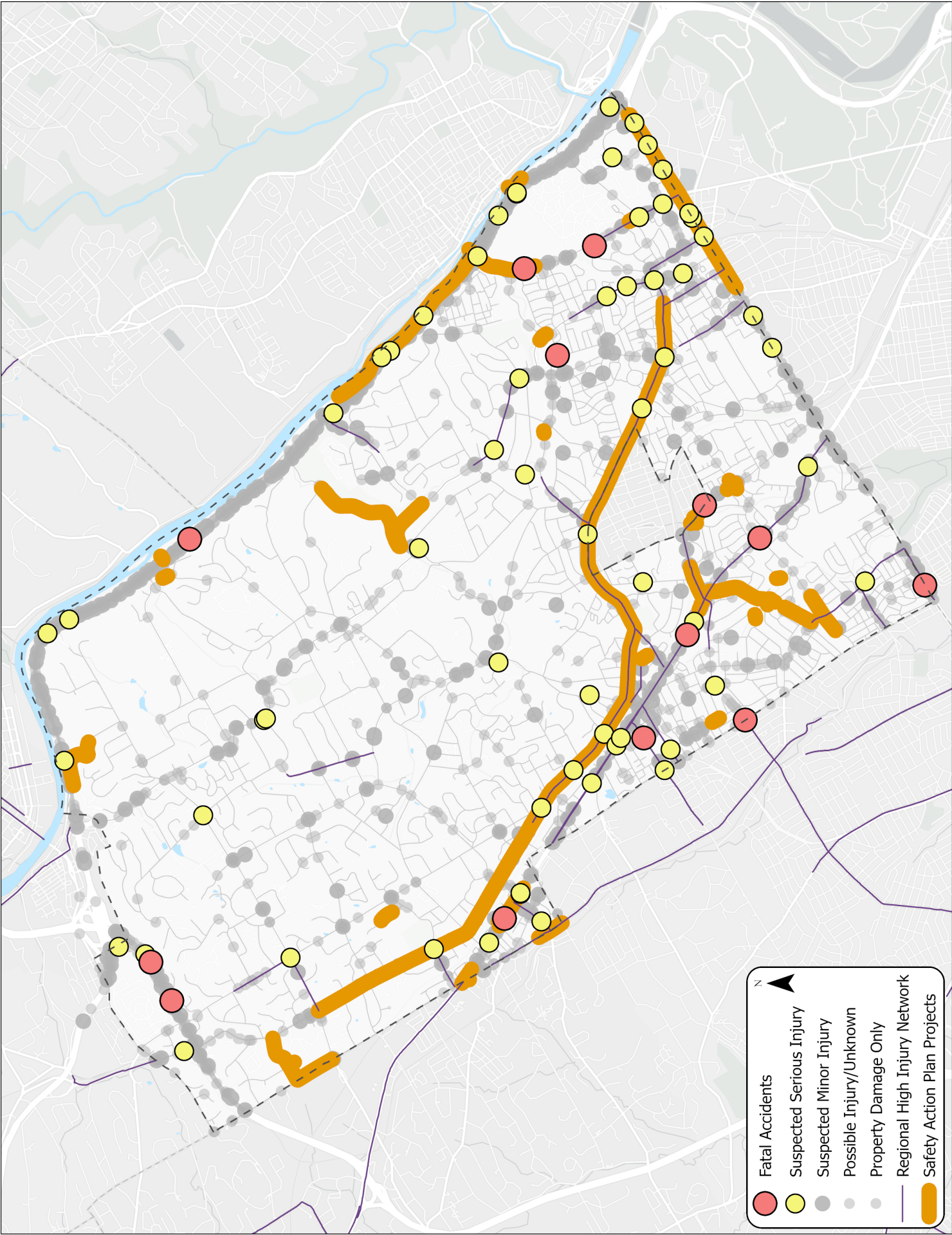
The 5-Year Suspected Serious Injury by Vehicle or Non-Motor Vehicle (Bicycle + Pedestrian) table reveals that a significant share of serious injuries in Lower Merion involve non-motorized users, particularly pedestrians. While motor vehicle occupants still represent a portion of serious injuries, the data underscores the

disproportionate impact on those walking or biking. This supports the Township's focus on multi-modal safety improvements and justifies prioritizing infrastructure projects that protect pedestrians and other vulnerable users.

5-Year Total of Suspected Serious Injuries (SSI's)						
SSI's per Crash Incident	2019	2020	2021	2022	2023	Total SSI's
1	10	15	9	17	14	65
2	2	0	2	0	2	6
3	0	0	3	0	0	3
7	0	0	7	0	0	7
	12	15	21	17	16	81

The 5-Year Total of Suspected Serious Injuries and 5-Year Total of Fatalities tables indicate that Lower Merion Township experienced over 81 suspected serious injuries and 16 fatalities between 2019 and 2023. This consistent rate of high-severity crashes—averaging approximately 18 serious injuries and 3 fatalities per year—underscores the urgency for strategic safety interventions. The

data highlights the need for comprehensive improvements across the transportation network, including safer intersections, traffic calming, and expanded pedestrian and bicycle infrastructure. These trends reinforce the Township's commitment to a Vision Zero framework and justify prioritizing projects that target the most severe crash outcomes.



Action Plan

Engagement & Collaboration

The development of Lower Merion Township's Comprehensive Safety Action Plan was informed by public engagement, stakeholder collaboration, and intergovernmental coordination, reflecting a unified commitment to improving transportation safety across the community. These different initiatives incorporated a variety of outreach activities, cross-agency coordination, and stakeholder feedback mechanisms, ensuring the resulting plans and processes engaged impacted and interested stakeholders and supported by those responsible for implementation.



Engagement with the Public and Stakeholders

The Township has engaged the public, advocacy groups, and private stakeholders extensively across several key planning initiatives that contributed directly to the information and direction of this Action Plan.

Sidewalk Prioritization Initiative

The Township developed a comprehensive sidewalk network assessment and interactive StoryMap following extensive public outreach and coordination with multiple departments and agencies. This process identified pedestrian network gaps and opportunities for sidewalk expansion, directly influencing project prioritization in this plan. [View StoryMap](#)

City Avenue Corridor

This study involved substantial stakeholder coordination, including with property owners, institutional partners, and the City Avenue Special Services District. It generated recommendations to improve safety, mobility, and accessibility, with a focus on walkability and traffic calming. [View corridor study](#)

Action Plan

Engagement & Collaboration

Public Engagement

The Township's most impactful public engagement efforts centered on the Active Transportation Plan (ATP) and the Main Line Greenway (MLG)—both of which placed safety at the forefront. Through ATP public workshops and online tools, residents identified high-risk areas and helped shape strategies to improve pedestrian and cyclist safety.

For the MLG, Township staff partnered with community stakeholders to host community events that gathered real-time feedback on safe routes and dangerous intersections. These efforts directly informed the design of a low-stress mobility network and reinforced community-driven solutions to reduce transportation-related injuries and fatalities.

Main Line Greenway (MLG)

The MLG planning process involved dozens of group rides, public events, and feedback sessions with community members, including local advocates such as the Narberth Cycling Club and Philadelphia Bicycle Coalition. Public input on safety, connectivity, and street conditions was used to shape a low-stress bicycle mobility network. Staff collaborated with the Traffic Safety Unit and Public Works to align infrastructure recommendations with safety goals and worked with Narberth Borough and the Montgomery County Planning Commission to ensure regional continuity. [View MLG Summary and Related Information](#)

Active Transportation Plan (ATP)

As part of the ATP development, the Township convened a steering committee and conducted a series of public meetings and agency coordination sessions to gather input. This process ensured that pedestrian, bicycle, and multimodal safety priorities reflected both public demand and interagency consensus. [View plan overview](#)

Action Plan

Policy & Process Changes



Lower Merion Police Department Officer

Existing Policies, Plans, and Guidelines

Lower Merion Township has a long-standing commitment to roadway safety, with established policies and procedures aimed at reducing traffic-related fatalities and serious injuries. A central component of this commitment is the Township's Police Department Traffic Safety Unit (TSU), which has been serving the community since its founding in 1900—marking over 125 years of dedicated traffic safety service.

The TSU is a specialized unit within the Police Department that plays a pivotal

role in maintaining and improving roadway safety across the Township. The TSU is actively engaged in multiple aspects of traffic safety

In addition to the work of the TSU, the Township relies on its robust Capital Improvement Program (CIP) to plan and implement safety-related infrastructure projects. The CIP is a comprehensive five-year financial and planning tool that identifies, prioritizes, and schedules capital investments, including roadway improvements, pedestrian and bicycle infrastructure, traffic signal upgrades, and streetscape enhancements.

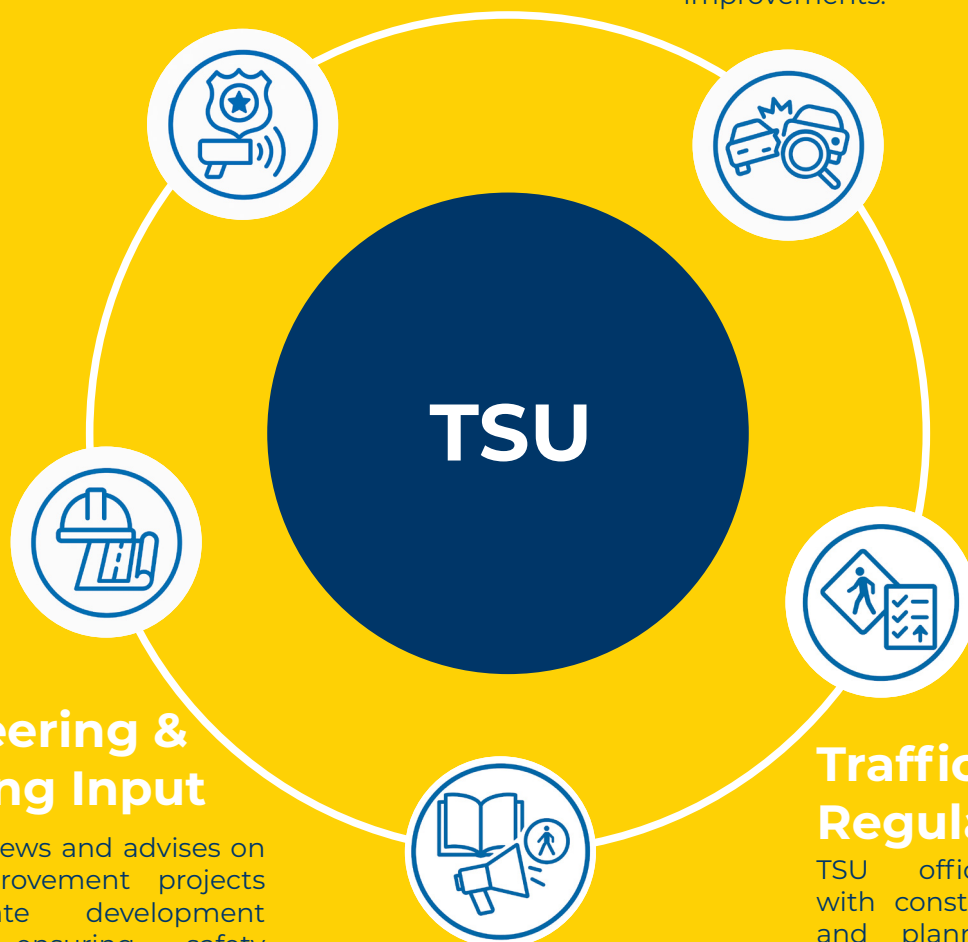
Traffic Safety Unit

Enforcement

The Unit targets unsafe driving behavior, enforces speed limits using technologies such as ROBIC and ENRADD, conducts commercial vehicle inspections, and oversees school crossing guards and abandoned vehicle removal.

Crash Investigation & Data Collection

All TSU officers are certified Crash Reconstructionists who investigate serious and fatal crashes, providing critical data to inform safety improvements.



Engineering & Planning Input

The TSU reviews and advises on capital improvement projects and private development proposals, ensuring safety is embedded at every stage of planning, zoning, and permitting. These reviews often result in the improvement of sidewalks, intersections, signage, and roadway geometry.

Traffic Regulation

TSU officers collaborate with construction engineers and planners to develop traffic control plans, review roadway conditions, and make recommendations for new traffic signals or safety measures.

Education & Outreach

TSU officers collaborate with construction engineers and planners to develop traffic control plans, review roadway conditions, and make recommendations for new traffic signals or safety measures.

Action Plan

Policy & Process Changes



Township of Lower Merion Board Of Commissioners Meeting

The current five-year CIP totals \$272.2 million and reflects the Township's long-term commitment to infrastructure planning and public safety. The CIP plays a critical role in translating the Township's safety priorities into actionable investments. Projects identified in the CIP are informed by data, community input, and interdepartmental review, and represent a key mechanism for advancing the goals of the Safety Action Plan.

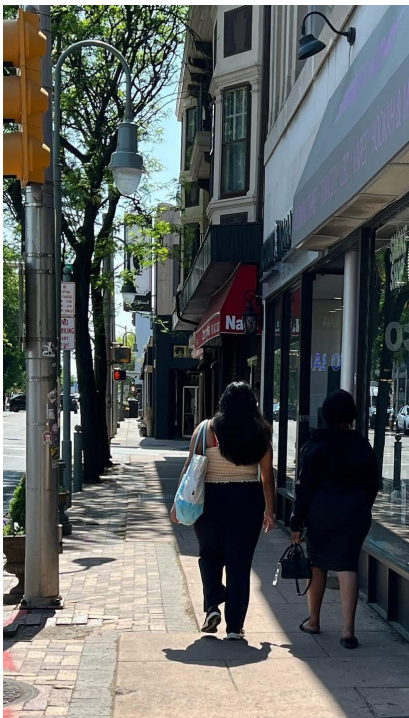
Additionally, Lower Merion has integrated safety reviews into all external permit processes to proactively prevent roadway-related risks and

improve transportation outcomes for all users. A cross-departmental review framework ensures that the Traffic Safety Unit (TSU), Fire Department, and Public Works Department evaluate every applicable permit—including grading, building, highway occupancy, watercourse, zoning, and sewer permits—with a focus on eliminating potential safety conflicts before construction begins. These reviews consider the full spectrum of safety concerns, from pedestrian accessibility to emergency vehicle access, traffic flow impacts, and infrastructure design.

Action Plan

Policy & Process Changes

Through the development of this Safety Action Plan, the Township conducted a comprehensive review of its current policies, plans, and procedures to identify opportunities for improvement. This process has highlighted the need for stronger integration of safety data, crash analytics, and mapping tools into both public & private project review workflows.



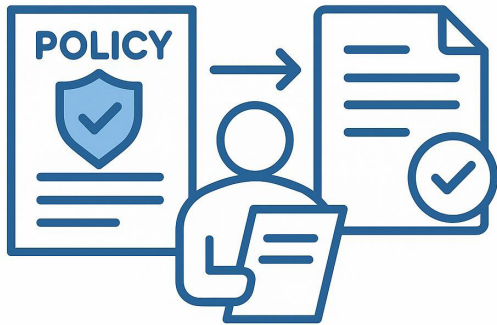
Lancaster Ave Sidewalk

Planned Policy Enhancements & Implementation

1. Incorporate high-injury network analysis and crash data into the prioritization and review of both capital and private development projects.
2. Use safety performance metrics to guide funding decisions, project design, and public engagement.
3. Strengthen internal coordination among departments—particularly between planning, engineering, and public safety—to ensure safety considerations are systematically embedded in all phases of project development.
4. Align policy frameworks with the Safe System Approach, which emphasizes proactive planning, redundancy, and designing a transportation network that accounts for human error and vulnerability.
5. Integrate safety data into the review of capital projects as well as zoning, subdivision, and land development permits.
6. Publish safety data on the Township's website to make the information publicly available.

Action Plan

Policy & Process Changes



These improvements will be institutionalized through the adoption of updated policies, guidelines, and standards, ensuring that safety is not only a stated goal—but a measurable, prioritized, and funded component of every transportation and land use decision. The Township is committed to leveraging these changes to fulfill its Vision Zero goals and to advance the mission of the SS4A program.

Additionally, the Township established a Vision Zero Task Force to provide leadership, coordination, and oversight of safety initiatives outlined in this Safety Action Plan. The Task Force includes representatives from key Township departments—including police, planning, engineering, public works, and the County. Its role is to guide implementation, monitor progress toward safety goals, and ensure that policies and projects are aligned with the principles of the Safe System Approach. The formation of this Task Force marks a critical step in institutionalizing safety as a shared responsibility and creating

a transparent, accountable structure for achieving meaningful reductions in traffic fatalities and serious injuries.

As part of our commitment to institutionalizing the Safe System Approach, Lower Merion Township will enhance its permit review process to more systematically identify and mitigate transportation safety risks. This effort will involve updating internal review protocols to ensure that permit applications are evaluated not only for code compliance, but also for their potential impact on traffic safety and vulnerability of road users. Future reviews will incorporate crash data, high-injury network mapping, and roadway design risk factors to better assess how proposed development may affect pedestrian, cyclist, and motorist safety. The Township also plans to develop safety checklists and guidance documents rooted in Safe System principles—such as designing for human error, accommodating physical vulnerability, and ensuring safe speeds—to support more consistent and proactive decision-making by staff across departments. These updates will apply to all relevant external permits, including grading, highway, and zoning permits, and will help ensure that new projects contribute to a safer, more resilient transportation system.



Strategy & Project Selections

A Pipeline of Safety-Driven Projects

Lower Merion Township has established a robust and forward-looking pipeline of transportation safety projects through its Capital Improvement Program (CIP) to eliminate fatalities and serious injuries on its roadways. Over the next five years (2025–2030), the Township will implement a broad range of multi-modal and multidisciplinary projects that are stakeholder-informed and data-

driven. This comprehensive pipeline aligns with the U.S. Department of Transportation’s Safe System Approach, which emphasizes the interconnected responsibility of road designers, vehicle users, and policy-makers to ensure safety across five elements: Safe Roads, Safe Speeds, Safe Vehicles, Safe Road Users, and Post-Crash Care.



Safer Road Users



Safer Vehicles



Post-Crash Care



Safer Speeds



Safe Roads



Strategy & Project Selections

Safe Road Users

A key focus of the Township's safety strategy is providing Safe Routes to School by improving walking infrastructure in areas with high concentrations of students and families. The Township is actively expanding its sidewalk network to close critical gaps and ensure that children can walk to school safely and independently. Projects like VIL-1 (Villanova | County Line Road Sidewalk) and ARD-4 (Ardmore | Llanfair and Coulter Sidewalk Extension) enhance pedestrian access in neighborhoods where sidewalks are missing or disconnected from key destinations such as schools, parks, and transit. In

addition to infrastructure, the Township helps keep students safe through the deployment of trained crossing guards at key intersections. Pedestrian safety is also improved through the installation of enhanced crosswalk features, including high-visibility markings and rectangular rapid flashing beacons at priority locations. By prioritizing sidewalk extensions, ADA-compliant ramps, and safer crossings, the Township increases opportunities for safe pedestrian travel, helping reduce the number of cars on the road during peak travel times.



Strategy & Project Selections

Safe Vehicles

While the Township does not regulate vehicle design, it actively embraces emerging technologies that enhance traffic safety. This includes infrastructure support for advanced driver assistance systems (ADAS), connected vehicle readiness, smart signals, and preemption systems that allow emergency vehicles to safely and efficiently navigate intersections.

One example is VL-7 (Villanova | Signal Evaluation and Repairs), a project aimed

at upgrading outdated signal equipment to improve reliability, reduce response delays, and prepare for future integration with vehicle-based safety systems. In coordination with the Lower Merion School District, safety is further reinforced through the installation of enforcement cameras on school buses, which record violations when drivers illegally pass stopped buses with extended stop arms—helping deter reckless behavior and protect students.



Strategy & Project Selections

Post-Crash Care

The Township is strengthening its emergency response systems to ensure faster, more reliable care in the event of a crash. A key initiative has been the upgrade of signalized intersections with emergency vehicle preemption technology, allowing fire, police, and EMS units to move more efficiently through congested corridors and reduce response times during critical incidents. This system prioritizes emergency vehicle access by adjusting traffic signals to provide clear, protected paths for responders.

In parallel, the Township evaluates all new roads, developments, and redevelopment proposals for emergency vehicle accessibility. This ensures that

drive aisles, curb radii, and access points can accommodate large emergency vehicles and enable rapid access to all areas of the Township.

An example of this effort is ARD-3 (Ardmore | Emergency Vehicle Signal Preemption Installation), which upgrades critical intersections with preemption equipment to support first responders serving dense residential and commercial districts. This project is part of a broader strategy to ensure that the Township's infrastructure is not only safe in its design but responsive in moments of crisis.



Strategy & Project Selections

Safer Speeds

The Township is actively working to reduce vehicle speeds through a combination of traffic calming design, data-informed planning, and targeted enforcement. Projects such as VL-8 (Villanova | Traffic Calming Initiative) and VL-12 (Villanova | Montgomery Avenue Corridor Safety Study) are focused on lowering operating speeds along key corridors by narrowing travel lanes, improving signal timing, and introducing features like dedicated left-turn phases to reduce aggressive maneuvers and intersection conflicts.

These projects are also supported by enhanced enforcement strategies—such as targeted speed enforcement operations and the potential deployment of speed-monitoring technologies—that complement the physical roadway changes. By collecting and analyzing crash and speed data at high-risk intersections, the Township is better able to prioritize interventions where they are most needed, ensuring that improvements are effective and responsive to actual safety conditions. Together, these measures reinforce lower, safer speeds and promote predictability for all road users.



Strategy & Project Selections

Safer Roads

The Township is investing in roadway design improvements that reduce conflict points, improve user predictability, and increase forgiveness in the road environment. Projects such as BC-2 (Bala Cynwyd | St. Asaph's Road Traffic Calming Initiative) and BM-1 (Bryn Mawr | County Line Road Corridor Improvements) incorporate road diets, raised crosswalks, and updated traffic control devices to calm traffic and improve visibility. These efforts reflect a shift toward designing streets that actively promote safety by managing user behavior through physical design—particularly in areas with complex geometries or mixed-use activity.

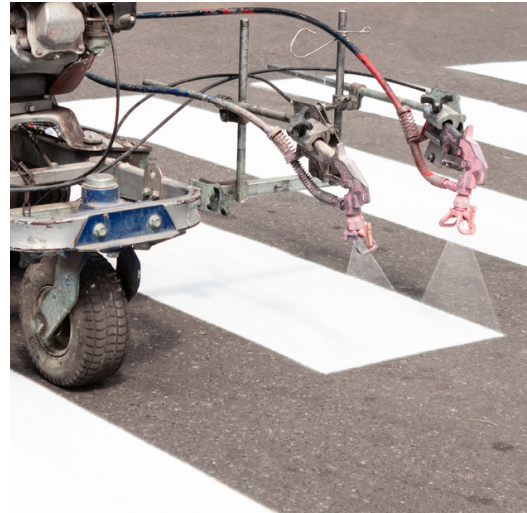
In addition to geometric changes, the Township is advancing efforts to improve compliance with traffic controls through technology-based enforcement. A key initiative is the deployment of red light cameras at high-risk intersections to deter reckless driving behaviors, such as running red lights—an identified contributing factor in serious crashes. This initiative complements physical safety improvements by reinforcing lawful driving behavior, especially in areas with high pedestrian activity or a history of right-angle collisions.

Action Plan

Strategy & Project Selections

Prioritization Criteria: Impact & Feasibility

To ensure resources are directed where they will have the greatest effect, the Township uses a strategic approach to project selection and phasing. This process prioritizes projects that deliver measurable safety benefits, address community needs, and are practical to implement within current funding and operational capacities.



Project Selection

Project selection and implementation follow a clear prioritization framework centered on greatest impact and feasibility. Projects are evaluated based on their ability to:

- Prevent or reduce the most severe types of crashes (e.g., pedestrian-vehicle conflicts, speeding-related crashes),
- Improve accessibility for vulnerable users such as children, older adults, and persons with disabilities,
- Align with community input, and
- Be feasibly implemented with available funding and resources and generate a strong return on investment (ROI).

Example Projects

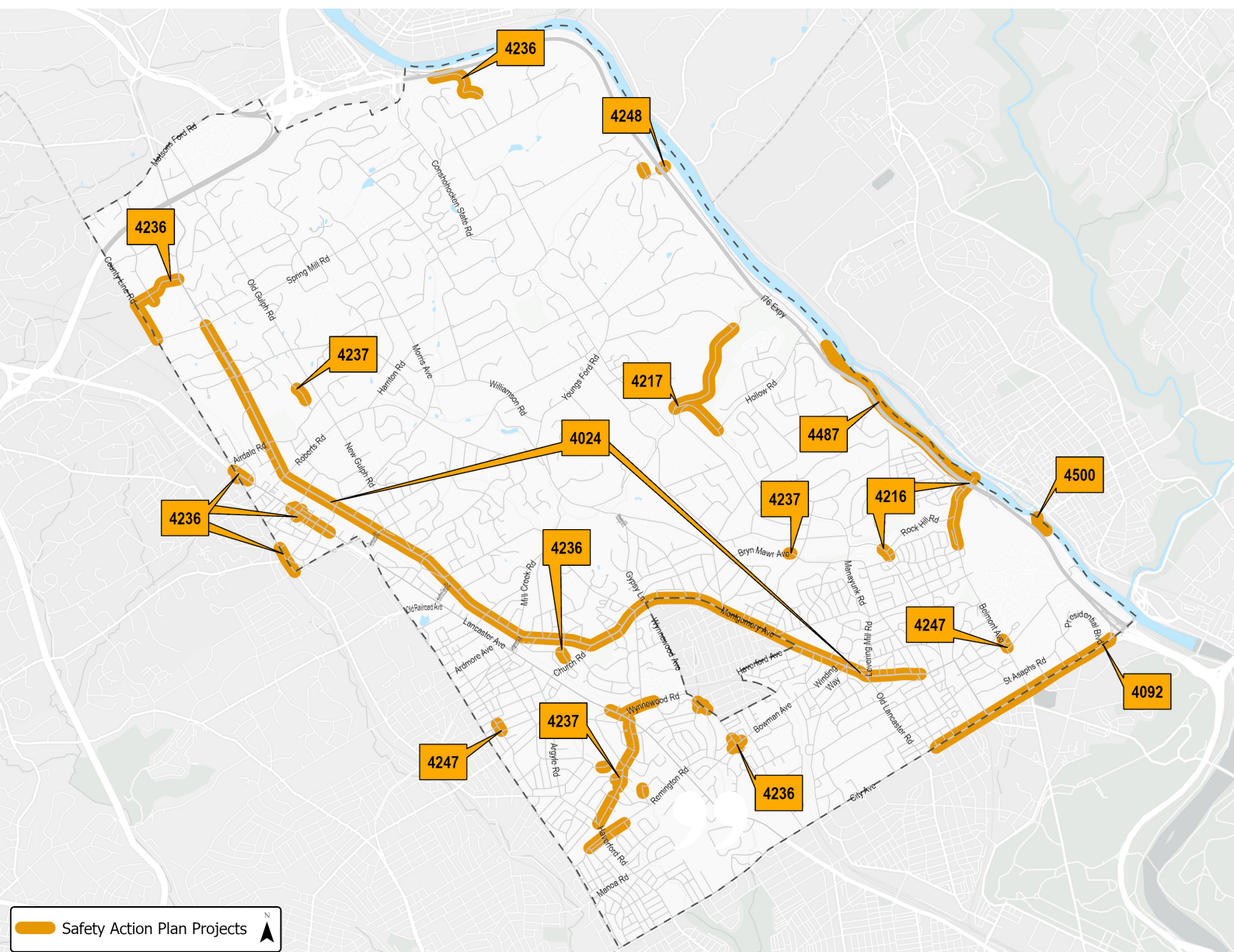
For example, high-return projects like BM-2 (Bryn Mawr | Lancaster, Morris, and Elliott Avenue Improvements) are prioritized due to their potential to simultaneously improve pedestrian safety, vehicle flow, and transit access. In contrast, long-range projects like VL-12 (Villanova | Montgomery Avenue Corridor Improvements) involve phased design and implementation, allowing for cost-effective deployment once studies are complete.

Funding sources include local capital, PennDOT support, and federal programs such as the Safe Streets and Roads for All (SS4A) grant. The Township also coordinates closely with adjacent municipalities, school districts, and regional agencies to deliver projects that maximize shared benefits.

Action Plan

Strategy & Project Selections

The Township's projects are distributed across all wards and neighborhoods, including key activity centers like Ardmore, Bala Cynwyd, Bryn Mawr, Villanova, and Wynnewood. Each project contributes to building a transportation network that minimizes risks and maximizes safety.



Action Plan

Strategy & Project Selections

The Township's priority safety projects were selected for their strong focus on reducing roadway conflicts and preventing serious crashes. These projects reflect a data-driven approach to improving safety for all road users.

Lower Merion Township Priority Safety Projects							
Project ID	CIP #	Project Name	Location	Project Scope	Timeline	Estimated Cost	Safe System Elements
BC-2	4236	St. Asaph's Road Traffic Calming / Road Diet (3-lane) Study & Implementation	Bala Cynwyd	Redesign of St. Asaph's Road with lane reduction to calm traffic and enhance pedestrian safety.	2025–2030	\$550,000	Safer Roads, Safe Speeds, Safe Road Users
BM-1	4236	County Line Road Corridor Improvements	Bryn Mawr	Multi-modal corridor safety enhancements including intersection modernization, pedestrian crossings, and signage upgrades.	2025–2030	\$430,000	Safer Roads, Safe Road Users
BM-2	4236	Lancaster Ave, Morris Road & Elliott Avenue Improvements	Bryn Mawr	Intersection redesign and pedestrian infrastructure upgrades to improve safety and ADA compliance.	2025–2027	\$400,000	Safer Roads, Safe Speeds, Safe Vehicles
VIL-1 & VIL-5	4236	County Line Sidewalk & Pedestrian Signal Upgrades	Various Locations	Installation of pedestrian sidewalk to promote safe routes to school.	2025–2028	\$1,415,000	Safer Roads, Safe Road Users
WYN-1	4236	Wynnewood Road & Bowman Ave Intersection	Wynnewood	Intersection safety enhancements including pedestrian crossings.	2025–2026	\$300,000	Safer Roads, Safe Speeds

Action Plan

Strategy & Project Selections

Lower Merion Township Priority Safety Projects							
Project ID	CIP #	Project Name	Location	Project Scope	Timeline	Estimated Cost	Safe System Elements
WYN-2	4236	Lancaster Avenue & Remington Road Improvements	Wynnewood	Study and implement traffic signal modernization, possible left-hand turn.	2025–2030	\$1,200,000	Safer Roads, safer speeds, Safe Road Users
CIP 4247	4247	Sidewalk Installations	Township-wide	Installation of and upgrade to sidewalks, ramps, and crossings to meet ADA standards and improve access.	2025–2029	\$9,186,00	Safer Roads, Safe Road Users
CIP 4499	4499	Cynwyd Heritage Trail – Phase II	Bala Cynwyd	Trailhead upgrades, safety lighting, and connectivity.	2025–2030	\$2,770,000	Safer Roads, Safe Road Users
CIP 4487	4487	Flat Schuylkill River Trail	Flat Rock Park to Cynwyd Heritage Trail	Design and easement acquisition for regional trail link along the river.	2028	\$250,000	Safer Roads, Safe Road Users
CIP 4500	4500	Connelly Site Master Plan	Cynwyd Spur Area	Trail connection with ADA access to regional network and the Blackie Bridge project.	2025–2028	\$5,092,000	Safer Roads, Safe Road Users
CIP 4092	4092	City Avenue Transportation Service Area Improvement Program	City Avenue Corridor	Intersection, streetscape, and multi-modal transportation upgrades to support development and safety.	2025–2029	\$23,338,000	Safer Roads, Safe Speeds, Safe Road Users
CIP 4024	4024	Montgomery Avenue Pedestrian Safety Enhancement (Merion- Cynwyd Streetscape Improvements)	Montgomery Ave Corridor	Traffic Study to assess traffic calming & intersection improvements.	2025–2030		Safer Roads, Safe Speeds, Safe Road Users

Strategy & Project Selections

BC-2 – St. Asaph’s Road Traffic Calming / Road Diet (CIP 4236)

Intent: This project is aimed at slowing traffic and improving pedestrian safety on a busy collector roadway in Bala Cynwyd.

- **Scope:** Study and implement a 3-lane road diet configuration along St. Asaph’s Road, converting it from a four-lane cross-section to a configuration with center turn lane and shoulders for bike/pedestrian use.
- **Duration:** 2025–2030 (study and phased implementation)
- **Cost:** \$550,000
- **Safe System Principle:** Addresses Safe Speeds and Safe Roads by using geometric design changes to reduce vehicular speeds and improve visibility.

BM-1 – County Line Road Corridor Improvements (CIP 4236)

Intent: To enhance to plan for and implement intersection improvements that include modernization and accessibility and ADA compliance along a key corridor serving Bryn Mawr’s residential and institutional areas.

- **Scope:** Design and construct new sidewalks, ADA ramps, and safe pedestrian crossings along County Line Road.
- **Duration:** 2025–2030
- **Cost:** \$430,000
- **Safe System Principle:** Supports Safe People by improving infrastructure for pedestrians in an area with high foot traffic and limited facilities.

BM-2 – Lancaster, Morris & Elliott Ave Improvements (CIP 4236)

Intent: To address known crash and congestion issues at a busy Bryn Mawr intersection through safety-driven design.

- **Scope:** Realign intersection geometry, install ADA-compliant curb ramps and crossings, improve lighting and signage for enhanced visibility.
- **Duration:** 2025–2027
- **Cost:** \$400,000
- **Safe System Principle:** Enhances Safe Roads and Safe People by reducing turning conflicts and improving accessibility and sightlines.

Strategy & Project Selections

VIL-1 & VIL-5 – County Line Sidewalk & Pedestrian Signal Upgrades (CIP 4236)

Intent: To improve pedestrian safety and accessibility and promote safe routes to school by addressing missing sidewalk links and upgrading pedestrian signals with accessible features along County Line Road and nearby intersections.

- **Project Scope:** Construct new sidewalks along County Line Road from Spring Mill Road to Clairemont Road, and install pedestrian countdown signals and audible push buttons at key intersections in Villanova. The improvements also include ADA-compliant ramps and signal timing adjustments to support safer crossings.
- **Project Duration:** 2025–2028
- **Project Cost:** \$1,415,000 (combined estimate)
- **Safe System Principle:** Promotes Safe People and Safe Roads by expanding pedestrian infrastructure, reducing vehicle-pedestrian conflict, and increasing accessibility for people with vision impairments or mobility challenges.

WYN-1 – Wynnewood Road & Bowman Ave Intersection (CIP 4236)

Intent: To enhance pedestrian and vehicular safety at a high-volume intersection in Wynnewood.

- **Scope:** Reconfigure intersection, shorten pedestrian crossings, upgrade ADA ramps, and improve signal visibility and timing.
- **Duration:** 2025–2026
- **Cost:** \$300,000
- **Safe System Principle:** Strengthens Safe Roads and Safe People by improving intersection legibility and reducing exposure for crossing pedestrians.

WYN-2 – Lancaster Avenue & Remington Road Improvements (CIP 4236)

Intent: To enhance pedestrian and vehicular safety at a high-volume and high accident intersection in Wynnewood.

- **Scope:** Upgrade traffic signal hardware, add accessible pedestrian signals and ramps, ROW acquisition, and revise turning movements for better safety.
- **Duration:** 2025–2030
- **Cost:** \$1,200,000
- **Safe System Principle:** Improves Safe Roads and Safe People by using signal technology and street design to manage user interactions.

Strategy & Project Selections

CIP 4247 – Sidewalk Construction at Various Locations

Intent: To enhance pedestrian safety and connectivity throughout Lower Merion Township by constructing new sidewalk infrastructure in areas with missing or substandard pedestrian facilities.

- **Project Scope:** Design and construct new sidewalks at multiple strategic locations identified through safety studies and community input. The goal is to close critical sidewalk gaps near schools, parks, and transit routes.
- **Project Duration:** 2025–2029
- **Project Cost:** \$9,186,000
- **Safe System Principle:** Strongly supports Safe People by creating continuous, accessible pedestrian routes and reducing pedestrian exposure to vehicular traffic. These improvements also align with Safe Roads by enhancing the built environment to prioritize vulnerable users.

CIP 4499 – Cynwyd Heritage Trail – Phase II

Intent: To improve trail access and user experience on one of the Township's most active non-motorized corridors.

- **Scope:** Construct trailheads, wayfinding signage, safety lighting, safety improvements, and connectivity to already built pedestrian & biking trails including the Cynwyd Heritage Trail.
- **Duration:** 2025–2030
- **Cost:** \$2,770,000
- **Safe System Principle:** Supports Safe People by moving pedestrians off of roadways and onto pathways and reducing reliance on motor vehicles.

CIP 4487 – Schuylkill River Trail

Intent: To develop a new trail segment that links Flat Rock Park with the Cynwyd Heritage Trail and regional trail networks.

- **Scope:** Design and construct a new riverfront multi-use trail segment with safe access points.
- **Duration:** Planning begins post-2025
- **Cost:** \$250,000 (design only)
- **Safe System Principle:** Enhances Safe People and Safe Roads by separating non-motorized users from vehicular travel lanes.

Action Plan

Strategy & Project Selections

CIP 4500 – Connelly Site / Norfolk Southern Crossing

Intent: To create a new ADA-accessible trail link between the Cynwyd Spur and the Schuylkill River Trail.

- **Scope:** Design and construct a multi-use trail with improved tunnel access under Norfolk Southern property and future bridge connections to Philadelphia.
- **Duration:** 2025–2028
- **Cost:** \$5,092,000
- **Safe System Principle:** Supports Safe People and Safe Roads by enabling regional connectivity through separated, low-risk travel infrastructure.

CIP 4092 – City Avenue Transportation Improvement Program

Intent: To improve one of the Township's busiest corridors through coordinated, multimodal safety investments.

- **Scope:** Intersection realignments, ADA enhancements, adaptive signals, stormwater drainage, and pedestrian infrastructure across City Avenue.
- **Duration:** 2025–2029
- **Cost:** \$23,338,000
- **Safe System Principle:** Targets Safe Roads and Safe Speeds by transforming a high-risk corridor with comprehensive engineering and operational improvements.

CIP 4024 – Montgomery Avenue Pedestrian Safety Enhancement (Merion- Cynwyd Streetscape Improvements)

Intent: To enhance pedestrian safety and walkability along Montgomery Avenue by upgrading signals, crosswalks, and intersection geometry at key locations.

- **Scope:** Includes completed Phase 1 improvements (Montgomery & Old Lancaster channelization island, Union Firehouse signal) and planned Phase 2 enhancements such as pedestrian signals, APS, signal timing, and crosswalk upgrades at multiple intersections. Potential additions include curb bumpouts, left-turn arrows, and a road diet. The study of the potential improvements was awarded an SS4A planning grant.
- **Duration:** Phase 1 completed; Phase 2 & 3 (2025–2030)
- **Cost:** \$602,000
- **Safe System Principle:** Supports Safe Roads and Safe People by prioritizing pedestrian infrastructure and calming measures along a high-use corridor with numerous community destinations.

Action Plan

Progress & Transparency

To ensure accountability and guide continuous improvement, Lower Merion Township will track and evaluate progress toward its Vision Zero goals using a structured, data-driven framework. Progress will be measured through both quantitative outcome data and qualitative process indicators, allowing the Township to monitor the effectiveness of interventions and adjust strategies as needed.

Tracking Outcome Data

The Township will continue to collect and report on key outcome metrics annually, which includes:

- Number of roadway fatalities and serious injuries
- Fatalities and serious injuries disaggregated by mode (pedestrian, cyclist, motorist)
- Crash trends by location and corridor, aligned with the High Injury Network
- Crash trends involving vulnerable populations, including seniors, children, and people with disabilities

This outcome data will serve as the foundation for an Annual Vision Zero Safety Report, which will be published and presented to the Board of Commissioners, the Vision Zero Task Force, and the public. The report will highlight progress toward the Township's interim goal of a 50% reduction in fatalities and serious injuries by 2030, as well as long-term Vision Zero targets.

Performance Based Project Evaluation

All safety-related capital projects and private development reviews will be evaluated using performance-based criteria that reflect Vision Zero objectives. These criteria will assess:

- Reduction in crash rates or severity at project locations
- Improvements to pedestrian and bicycle infrastructure
- Implementation of traffic calming or speed management features
- Enhanced safe access to schools, transit, parks, and key destinations

Post-implementation evaluations will be conducted for select projects, especially those located within high-priority safety areas, to determine their measurable safety impact.

Action Plan

Progress & Transparency

Integrated Data Tools & Permit Review Updates

The Township will incorporate crash and roadway safety data into GIS tools used during internal capital planning and external permit review processes. Updated review protocols will ensure that grading, zoning, highway, and building permits are assessed for potential impacts on traffic safety, including conflicts with pedestrian pathways



Interdepartmental Oversight & Plan Monitoring

The Vision Zero Task Force will meet regularly to review safety data, assess project implementation progress, and identify areas for further investigation. The Task Force will play a central role in monitoring adherence to the Safe System Approach, advising on policy improvements, and identifying opportunities to strengthen alignment across departments.

Biannual Plan Evaluation & Adjustment

Every two years, the Township will conduct a formal review of the Safety Action Plan to evaluate overall progress, identify gaps, and recalibrate priorities based on updated data and community input that includes:

- Comparative analysis of annual crash data and safety trends
- Stakeholder feedback and public engagement summaries
- Recommendations for new or adjusted strategies, funding priorities, and policy changes

Through these ongoing performance measurement efforts, the Township will ensure that its Vision Zero commitment remains actionable, transparent, and focused on outcomes that save lives and prevent injuries.



Township of Lower Merion

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TOWNSHIP OF LOWER MERION
RESOLUTION NO. _____

**A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF LOWER MERION TOWNSHIP TO AUTHORIZE THE
IMPLEMENTATION OF THE COMPREHENSIVE SAFETY
ACTION PLAN AND COMMIT TO REDUCING TRAFFIC
FATALITIES AND SERIOUS INJURIES**

WHEREAS, the Board of Commissioners of Lower Merion Township recognizes the critical importance of improving transportation safety for all users of the public right-of-way, including pedestrians, bicyclists, transit riders, and motorists; and

WHEREAS, the Township has developed a Comprehensive Safety Action Plan (the “Plan”) grounded in the Safe System Approach, which prioritizes proactive, data-informed strategies to reduce the occurrence and severity of traffic crashes; and

WHEREAS, the Plan sets forth a goal to reduce traffic-related fatalities and serious injuries by 50% by the year 2030, with the ultimate objective of eliminating such incidents altogether; and

WHEREAS, the Plan reflects extensive analysis of crash data, identification of high-risk corridors and intersections, integration of community input, and a coordinated set of multi-disciplinary, multi-modal safety strategies and projects; and

WHEREAS, the Township has incorporated accident data collection and analysis into its safety project prioritization process, and maintains a dedicated Traffic Safety Unit within the Police Department to investigate crashes and inform preventative strategies; and

WHEREAS, the Township's development and permit review processes include safety reviews to ensure transportation safety is considered in all land use decisions.

NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of Lower Merion Township hereby:

1. Adopts the Comprehensive Safety Action Plan as the Township’s official roadmap to improve roadway safety for all users;
2. Commits to the Plan’s performance target of reducing traffic fatalities and serious injuries by 50% by the year 2030, with a long-term vision of achieving zero fatalities;
3. Affirms its continued support for interdepartmental coordination and community engagement in the implementation of the Plan;

4. Authorizes Township staff to pursue all available funding opportunities to support implementation of the strategies and capital projects identified in the Plan;
5. Directs Township departments to incorporate the recommendations of the Plan into their annual work programs, project planning, and performance evaluations.

RESOLVED by the Board of Commissioners of the Township of Lower Merion this ____ day of _____, 2025.

BOARD OF COMMISSIONERS OF THE
TOWNSHIP OF LOWER MERION

Todd M. Sinai, President

ATTEST:

Jody L. Kelley, Secretary