

BIKE MORE, DRIVE LESS GRANT REPORT FY 2022-2024





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PROJECT OVERVIEW

Bike More, Drive Less is a project that supports bicycling as a travel option. The Partnership TMA of Montgomery County and GVF worked with Lower Merion Township, Whitpain Township, Upper Gwynedd Township, and the Borough of Lansdale to establish new, safe bicycle routes to expand access to the Circuit Trails and lead to a reduction in SOVs.

The project supports Montgomery County's bicycle plan, Bike Montco, which supports every citizen having the freedom to choose bicycling without fear of danger or difficulty and where bicycling is equal to any other transportation choice. The project also supports the County's Comprehensive Plan, Montco 2040: A Shared Vision, with its key themes of: Connected Communities; Sustainable Places; and Vibrant Economy.

Biking offers an affordable, reliable travel option for accessing employment, services and amenities and provides freedom of choice for some commuters who want an alternate mode to a single occupancy vehicle. Communities affected by poor air quality throughout the region will get a reprieve from congestion, with fewer emissions and reduced pollution. Residents will have more opportunities to choose an active transportation mode, which supports healthy lifestyles. Employers needing employees to work onsite, become more accessible by non-SOV modes when bike lanes are in the proximity of worksites and transit stops. The project supports equity and communities of concern, who cannot afford car ownership and face barriers to accessing transit.



LOWER MERION PROJECT TIMELINE

Lower Merion Township is the first municipality in Southeastern PA to pass a TDM ordinance, and throughout the Bike More, Drive Less project timeline, the Township was working on additional mobility initiatives. GVF and Lower Merion Township developed a timeline for the Bike More, Drive Less project to ensure it complemented their other mobility projects, including their Active Transportation Plan.

Fall
2022

Project Kick-Off

After receiving notice to proceed in September 2022, GVF met with Lower Merion Township. The project began with GVF reviewing Lower Merion Township's websites, creating marketing materials to introduce the project to Township residents, and developing content for the Township e-newsletter and social media.



Fall
2022

Bike Audit

GVF and the Lower Merion Township Planning Director conduct a 10-mile bike audit in November 2022 to begin identifying pinch points in the Main Line Greenway Route, as well as areas for additional improved bike and pedestrian improvements.



Winter
2023

Survey Development

GVF coordinated efforts with the Montgomery County Planning Commission as they launch work on the Township Active Transportation Plan (ATP).

GVF developed a survey using information from the bike audit and supporting the Township's ATP.



LOWER MERION PROJECT TIMELINE

Spring
2023

Education and Outreach

GVF launched an education and outreach campaign in April 2022 by planning two group bike rides to educate residents on the Main Line Greenway and safety tips for biking and sharing the road.

GVF became the main contributor to the Main Line Greenway website, added TDM resources and information about the bike rides.



Summer
2023

Launched Survey

In June 2023, GVF launched a community survey to better understand the desired bike infrastructure improvements in Lower Merion Township and Narberth Borough. Narberth Cycling Club and Wynnewood Civic Association helped to promote the survey.



Summer
2023

Finalized Project Location

GVF presented the survey findings to the Township manager and conducted an additional audit to finalize the project location. The intersection of Montgomery Avenue and Woodbine Avenue was approved as the project location.



Fall
2023

Crosswalk Restriped

In October 2023, Lower Merion Township completed restriping the crosswalks at Woodbine Ave and Montgomery Ave.



LOWER MERION PROJECT TIMELINE

Fall
2023

Adoption of Main Line Greenway

The Lower Merion Township Board of Commissioners officially adopts the eastern part of the Main Line Greenway as a Township Bicycle Route in October 2023.

Spring
2024

Bike Ride and Press Event

In May 2024, GVF and Lower Merion Township held a bike ride and press event to celebrate the crosswalk and the connection on the Main Line Greenway. Due to work on Montgomery Avenue, part of the crosswalk was dug up and patched. The Township restriped the crosswalk again immediately prior to the press event.

Project Location Photos

Before:



After:



Survey Highlights

A survey was administered in June of 2023 with the goal of gaining insights into barriers to biking and desired improvements in the Lower Merion Township and Narberth Borough communities.

The survey received 237 responses. A common theme throughout the responses was that residents would bike more if safe biking infrastructure, such as protected bike lanes, were implemented. Most survey respondents were Lower Merion Township residents (76%). Narberth Borough residents made up 22% of the total respondents. Over 30% of survey takers were within the age range of 35–44 years old. The majority of respondents identified as White/Caucasian (91%). Over 43% said they might use a bike share program within Lower Merion Township.

Many residents are unfamiliar with the Main Line Greenway bike network (53%). Montgomery Avenue and Woodbine Road were identified as priority areas for needed bike infrastructure improvements (47%), followed by Lancaster Avenue/Clover Hill Road (37%) and Wynnewood Road/West Athens Road (27%).

The top elements people would like to see as the Main Line Greenway continues to develop are:

- Protected bike lanes (70%)
- Enhanced intersection improvements to make crossings with high-volume streets safer (58%)
- Increased off-road trail connections (39%)

The highest-ranking barrier to biking was:

- "Vehicle traffic making the roads feel unsafe to bike"
- "There are no bike lanes (protected or striped) along my route."

Throughout the comments section, residents identified the need for protected bike lanes several times.



Adoption of the Main Line Greenway

The Lower Merion Township Board of Commissioners officially adopted the eastern part of the Main Line Greenway (MLG) as a Township bicycle Route in October 2023. The eastern part of the MLG extends from Manayunk Bridge to Haverford College through Bala Cynwyd, Merion, Narberth, Wynnewood, North Ardmore, and South Ardmore. The Commissioners allocated funds for 2024 to design and install wayfinding signage. Planning staff is working with local civic associations, institutions and Haverford Township to extend the MLG to Penn Wynne and from Haverford College to Villanova.

Project Location

The survey conducted by GVF identified the intersection of Woodbine Ave and Montgomery Ave as a 'pinch point' on the Main Line Greenway in need of improved safety. GVF worked with Lower Merion Township to restripe the crosswalk on the intersection, which had not been repainted in over 10 years. Located at the intersection is Kismet Bagels, a new business in 2023. GVF worked with the Penn Valley Civic Association and they purchased new bike racks, which the property owner installed at the project location.



Press Event and Celebration

GVF and Lower Merion Township held a press event to celebrate the improved connection. The ride began with the bikers gathering at Spread Bagelry in Wynnewood and riding on the Main Line Greenway before arriving at Kismet Bagels. Nicknamed the "bagel to bagel" ride, GVF and Lower Merion Township were joined by representatives from Narberth Borough, Delaware Valley Regional Planning Commission (DVRPC), Montgomery County Planning Commission, the Penn Valley Civic Association, and the Narberth Cycling Club.



Press Event Speakers

- Maureen Farrell, Deputy Executive Director, GVF
- Neil Makhija, Montgomery County Commissioner, Vice-Chair
- Louis Rossman, Lower Merion Township Board Commissioner
- Scott Zelv, Lower Merion Township Board Commissioner
- Jean Burock, Narberth Borough Council Member
- Michelle Detweiler, Penn Valley Civic Association President
- Jacob and Alex Cohen, Kismet Bagels Owners



WHITPAIN TOWNSHIP PROJECT TIMELINE

Whitpain Township is in the beginning stages of developing a network of safe biking infrastructure throughout the Township. Much of the work that GVF did with the Township involved identifying areas, not just for this project, but areas that could connect desirable biking locations to make it safer for residents and visitors to access these locations, including Wentz Run Park, Montgomery County Community College, the Crossways Preserve Trail, and ultimately the Gwynedd Valley Train Station.

Fall
2022

Project Kick-Off

After receiving notice to proceed in September 2022, GVF held a kick-off meeting with Whitpain Township and Montgomery County Planning Commission.

Created the “Bike More, Drive Less” logo and created the website landing page and initial marketing and educational materials.



Fall
2022

Township Audit and Advisory Committee

GVF conducted an initial audit of Whitpain Township by reviewing existing documents: the Township’s Comprehensive Plan, the Bike Montco Plan, and the Township’s 2019 Walkability study. An Advisory Committee was formed with Township staff, residents, and stakeholders.

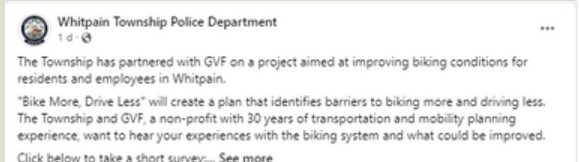


Winter
2023

Walking Audit and Survey Launch

Based on feedback from the Advisory Committee, GVF identified Wentz Run Park as a major attraction in the Township. Since the Township would like to see more families biking to the park, GVF conducted a walking audit of Wentz Run Park.

GVF launched a community survey, and included marketing and TDM resources in a Township email and newsletter.



WHITPAIN TOWNSHIP PROJECT TIMELINE

Spring
2023

Bike Month Proclamation

GVF created a Bike Month Proclamation, which the Whitpain Township Board of Supervisors passed at their May 2nd meeting.

Spring
2023

Project Location Chosen

GVF analyzed the community survey and presented the results to Whitpain Township.

Anvil Lane, the road the connects Wentz Road to Wentz Run Park is chosen as the project location.

Summer
2023

"No Parking" Ordinance Passed

Whitpain Township Board of Supervisors unanimously pass a no parking ordinance on Anvil Lane. This ordinance will prevent cars from parking on Anvil Lane, where the bike lane will be striped.

Fall
2023

Anvil Lane Bike Lane Striped

Whitpain Township installs a permanent bike lane on Anvil Lane. The length of the bike lane is approximately 680 feet. The bike lane runs between Wentz Road and Wentz Run Park.

Whitpain Township Proclamation

s, throughout the month of May, Whitpain Township supports national Bike Month. Established in 1956, National Bike Month is a chance to showcase the many benefits of bicycling and encourage more residents to give biking a try.

s, May 15-21, 2023, is "Bike to Work Week" and May 19, 2023, is "Bike to Work Day."

s, Whitpain Township will partner with local nonprofit and long-standing partner, Bike More, Drive Less project to improve biking for residents and visitors with the goal of: and

s, bicycling has been shown to improve citizens' health, well-being, and quality of life; stimulate the economy, attracting tourism dollars and local business spending and reducing traffic congestion and parking costs on streets and roads; and

s, during this national Bike Month, we call upon our residents to consider riding a bicycle as a viable option opposed to their single occupancy vehicle.

s national, regional and local groups are also promoting greater public awareness, safety education during Bike Month and year-round in an effort to reduce traffic accidents, injuries and fatalities and improve health and safety for everyone on the road.

Therefore, I, _____, Whitpain Township Board of Supervisors' chair, hereby declare May 2023 as Bike Month in Whitpain Township, and I urge all residents to join in the celebration.



WHITPAIN TOWNSHIP PROJECT TIMELINE

Winter
2023

Additional Funding

When the Montco 2040 grant opened in Winter 2023, GVF worked with Whitpain Township to apply for funding for bike fix-it stations, air kits, and bike racks.

Spring
2024

Bike Lane Dedication

In the Spring of 2024, GVF planned an event to celebrate the installation of the Anvil Lane Bike Lane, including a press event and ribbon cutting.

Project Location Photos

Before:



After:



Survey Highlights

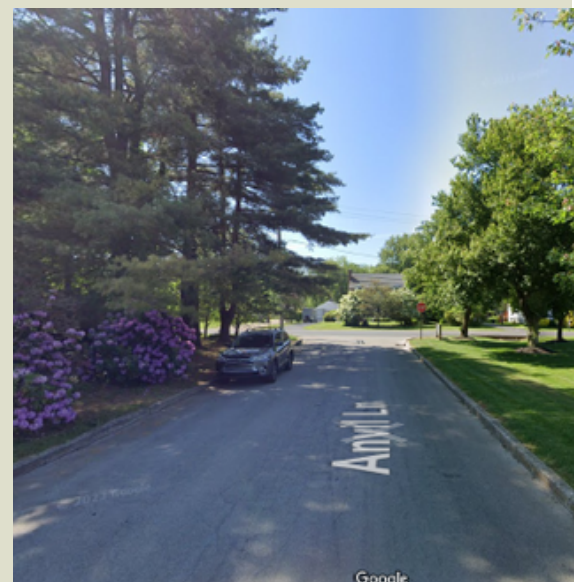
GVF and Whitpain Township conducted a survey asking respondents about their experiences with the current biking system and desired improvements to the biking conditions in Whitpain Township. Data was collected throughout February and March 2023 and 236 completed responses were received.

The survey shows that residents and employees within Whitpain Township would bike more if safe biking infrastructure such as protected bike lanes were implemented. One of the major takeaways from the survey is 82% of respondents would bike more if they had more protection against vehicle traffic. Those respondents could have selected the option "I have no interest in biking" but did not. This shows there is an interest in biking within the community but individuals do not feel safe sharing the road with vehicles.

Of the individuals that indicated that they bike, almost 30% of respondents identified Wentz Run Park as the location they most frequently bike to.

When respondents were asked "if you bike throughout the township, are there areas you think are unsafe or need improved signage or infrastructure? Please indicate below." Responses included:

- Traffic and vehicle speeds are a major concern and prevent them from biking throughout the township.
- Respondents stated they would like to see increased bike lanes, including protected bike lanes within the township.
- Skippack Pike, Morris Road, and Dekalb Pike were identified several times within the comment section as dangerous roads to bike on and could benefit from improved bike infrastructure.
- Respondents stated they would bike more if there were increased safe connections to parks and trails.



Identifying the Project Location

During the first year of our project, GVF explored various areas for our project location, with the goal of installing a permanent bike lane on a connection to Wentz Run Park.

- **Cherry Lane** – With PennDOT’s 202 Expansion Project and bike lanes eventually being added, Cherry Lane (between Dekalb Street and Wentz Road) seemed to be a viable option to add bike lanes. However, after surveying the residents there was opposition to having a bike lane striped and removing parking options in front of their homes.
- **Plowshare Road / Cherry Lane** – Although we could not get a bike lane on Cherry Lane, after Bowman Consulting, the Township’s engineer, completed a study of this intersection, the Township Board of Supervisors approved the installation of an all-way stop control improvements at the intersection of Wentz Road and Plowshare Road/ Cherry Lane. Additional improvements included new crosswalks, ADA compliant curb ramps, advisory signage and curbing. This type of infrastructure provides traffic calming for cyclists (and pedestrians). See below for photos of the all-way stop control improvements that were completed in March of 2024.



- **Wentz Road** – With Wentz Run Park being one of the most desirable destinations identified in GVF’s survey, installing a bike lane on Wentz Road between Skippack Road and Anvil Lane would improve safety for cyclists and improve connectivity to the trail at Montgomery County Community College. There were concerns on road width so the Township had Bowman conduct an analysis on Wentz Road’s feasibility for a potential striped bike lane, as well as the nearby road, Anvil Lane. The study found that installing a bike lane along Wentz Road between Anvil Lane and Skippack Pike would be challenging given the rapid lane width transitions in this short area of roadway and minimal shoulder width at the intersection.
- **Anvil Lane** – PROJECT LOCATION IDENTIFIED! A permanent bike lane along Anvil Lane into Wentz Run Park was installed in Fall 2023. The bike lane runs between Wentz Road and the park entrance with a dedicated striped lane. From our survey results, Wentz Run Park had the highest percentage of responses that residents want to bike to, so Anvil Lane made sense as the project location because it is the direct connection into Wentz Run Park

Anvil Lane Bike Lane Details

The Anvil Lane permanent bike lane into Wentz Run Park was installed in Fall of 2023. The bike lane is approximately 680 feet long and includes the following improvements:

- 2" to 4" white line installed at a five (5) foot offset from north curb line of Anvil Lane to create dedicated bike lane.
- Removed the portion of the speed bump that would be in the five foot wide bike lane.
- Posted the north side of Anvil Lane with "No Parking" signs.
- Installed "bike lane" signs behind curb line along the bike path.
- Township Board of Supervisors adopted no parking ordinance.

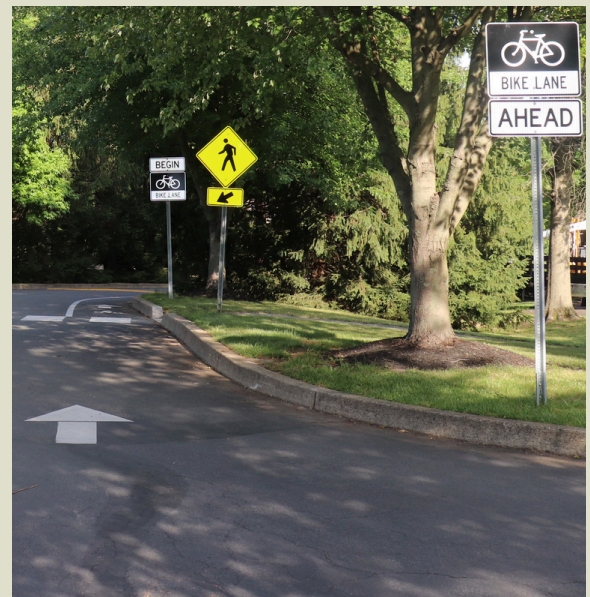
WHITPAIN TOWNSHIP

ORDINANCE NO. 411

AN ORDINANCE AMENDING THE CODE OF THE TOWNSHIP OF WHITPAIN AT PART II [GENERAL LEGISLATION], CHAPTER 142 [VEHICLES AND TRAFFIC], ARTICLE IV [STOPPING, STANDING AND PARKING], SECTION 32 [PARKING PROHIBITED AT ALL TIMES IN CERTAIN LOCATIONS] TO ADD A NEW PARKING PROHIBITION ON THE NORTH SIDE OF ANVIL LANE BETWEEN WENTZ ROAD AND THE ENTRANCE TO WENTZ RUN PARK

IT IS HEREBY ENACTED AND ORDAINED by the Whitpain Township Board of Supervisors that the Township's Code is amended as follows:

SECTION 1. Amendment to Chapter 142 [Vehicles and Traffic], Article IV [Stopping, Standing and Parking], Section 32 [Parking Prohibited at All Times in Certain Locations] to add a new parking prohibition on the north side of Anvil Lane between Wentz Road and the entrance to Wentz Run Park.



Montco 2040 Grant

Whitpain Township does not have a bicycle shop in the Township, so GVF suggested and supported the Township's application for a Montco 2040 grant to purchase bike fix-it repair stations, which include tools necessary to perform basic bike repairs and maintenance, from changing a flat to adjusting brakes and derailleurs, as well as an air kit and bike racks. In preparation for the grant submission, GVF obtained letters of support from Rep. Liz Hanbidge, Montgomery County Community College, and Wissahickon Trails. GVF also worked to obtain quotes on bicycle infrastructure for Dero (the vendor), and connected Whitpain Township with the vendor to obtain details needed for the grant submission.

In May 2024, the Township was awarded \$10,374 to complete the project, which included funding for three bike fix-it stations and eight bike racks to be placed in parks and open spaces throughout the Township.

Bike Lane Dedication and Press Event

GVF and Whitpain Township held a press event and bike lane dedication in the Spring of 2024 to celebrate the Anvil Lane permanent bike lane. The ride began at Montgomery County Community College and ended with the riders entering Wentz Run Park via Anvil Lane and the new bike lane. Riders included PA State Representative Joe Webster, Whitpain Township Supervisors, members of the Park and Open Space Board, Partnership TMA staff, and community members. 6ABC attended the press event and showcased the event on Action News at Noon.



Press Event Speakers

- Maureen Farrell, Deputy Executive Director, GVF
- PA State Representative Joe Webster, District 150
- Scott Badami, Chair, Whitpain Township Board of Supervisors
- Stacy Bartels, Manager, Office of TDM Strategy and Marketing, DVRPC
- Matt Popek, Transportation Planning Assistant Manager, Montgomery County Planning Commission



Lower Merion Township

Lower Merion Township and Narberth Borough are coordinating an Active Transportation plan to enhance the connectivity of their communities and improve the bicycling and pedestrian infrastructure. The plan is expected to be completed by December 2024.



The Main Line Greenway was officially adopted as a Township bicycle route in October 2023 and efforts continue to increase awareness of the bicycle route. The Township is working on the connections through the Western portion of Lower Merion Township and is in the planning stages of designing and placing wayfinding signage along the low-stress bicycle route to improve the user experience.

Ernie McNeely, Township Manager, continues to serve on GVF's Board of Directors and chair GVF's Connected Communities Committee. With our strong relationship, we will continue to work with Lower Merion Township to improve bike/pedestrian safety.



Whitpain Township

The bike lane along Anvil Lane is a great first step to increasing bike infrastructure within the Township and the hope is to grow the network eventually encouraging the Township to invest in improvements along Wentz Road. From Anvil Lane, a bike lane along Wentz Road, in between Skippack Pike and Anvil Lane would potentially connect Wentz Run Park and the Township building to low stress biking streets Parkwood Road and Crestline Drive, to Montgomery County Community College's trail, and onto Crossways Preserve trail. This could essentially be continued to the Gwynedd Valley Train Station, creating a safe and reliable bike connection.

Whitpain Township and GVF also discussed developing a biking network route with signage and sharrows for the low-stress streets to direct people between Wentz Road and the Montgomery County Community College trail. This includes: along Parkwood Road, Crestline Drive, Ardway Road, Meadowbrook Road and Hunter Drive that connects to the Montgomery County Community College access point at the end of Crestline Drive. Although this did not get completed during our grant, the Township will look into this installation.

UPPER GWYNEDD TOWNSHIP PROJECT TIMELINE

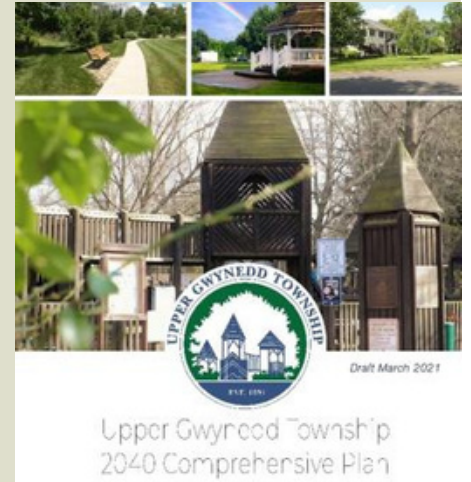
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Upper Gwynedd Township's 2040 Comprehensive Plan recommends creating additional opportunities for residents to safely bicycle from their homes to parks, trails, and other destinations within the township. The township has been Partnership TMA member, since 1995, and was excited to work on another project together.

Fall
2022

Project Kickoff

Project Kickoff Meeting with Partnership TMA, Municipal Manager and Montgomery County Planning Commission.



Fall
2022

Community Engagement

Partnership TMA promoted Bike More, Drive Less project and engaged with 110 local residents at the Upper Gwynedd Fall Fest and North Wales Bike Rodeo. Participated in monthly meetings with Bike North Penn group to engage local cyclists with the project.



Winter
2022

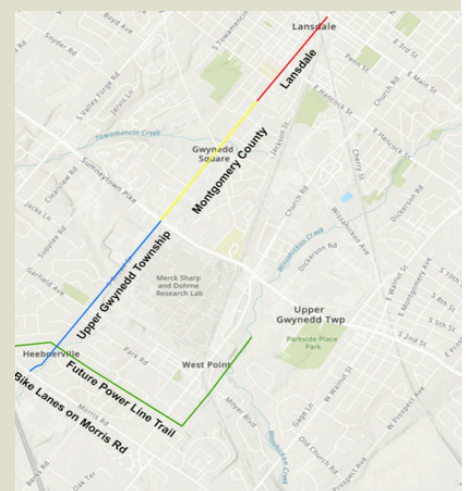
Education to Leaders

Partnership TMA hosted a meeting at North Wales Borough Hall, the municipality in the heart of the township, and provided education about the project to gain support. Attendees included municipal leaders, local employers, Senator Mensch's staff, and a SEPTA representative.

Winter
2022

Parking Counts

At the township's request, Partnership TMA conducted parking counts of all vehicles parked on the township's section of S. Broad St. TMA staff counted vehicles three times per day, over a three-week period and then shared the data with the township manager.



UPPER GWYNEDD TOWNSHIP PROJECT TIMELINE

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Spring
2023

Outreach to Elected Officials

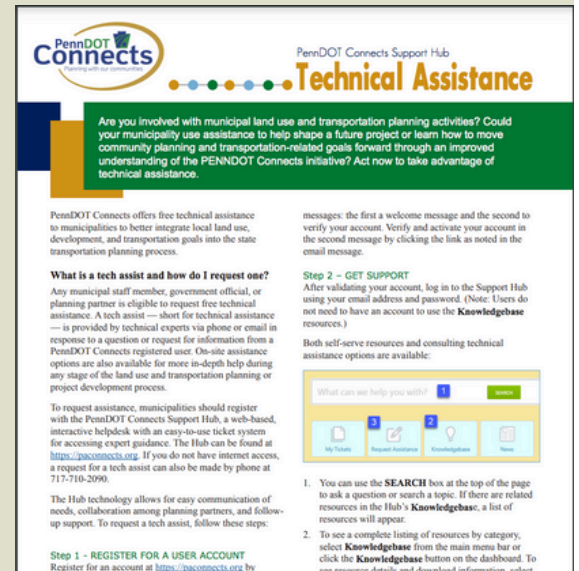
Partnership TMA conducted outreach, visiting the offices of elected officials to promote the project and gain support. Educational materials were shared with Congresswoman Madeleine Dean, Senator Collett, and State Rep Hanbidge.



Spring
2023

Funding Opportunity

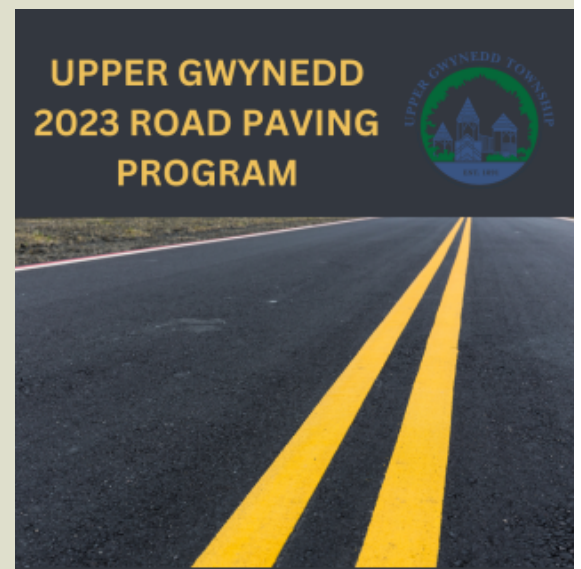
Partnership TMA met with Montgomery County Planning Commission to discuss funding opportunity through PennDOT's Technical Assistance Set-Aside Grant. After extensive discussions and research, it was determined that an application for funding would not be submitted at this time.



Spring
2023

Budget Challenge

New bike lanes were included in the 2023 Repaving Project, however, bids came back over budget. Partnership TMA met with township commissioners and their engineers, to assess options on how to move forward since the project scope needed to be revised.



UPPER GWYNEDD TOWNSHIP

PROJECT TIMELINE

Summer
2023

Benefits of Bicycling New Booklet

TMA created a 'Benefits of Bicycling' booklet, highlighting mental health, physical health, economic and environmental benefits of cycling, and the benefits of investing in bike lanes.

The booklet was shared with residents, employers and elected officials at local events and through targeted outreach.



Summer
2023

Road Analysis

TMA conducted road analysis on township section of Church Rd to determine feasibility for bike lanes. Although the roadway had sufficient width, Partnership TMA identified several designated left-turn lanes that would need to be removed if bike lanes were installed.

Summer
2023

Repaving Project

The township section of S. Broad St was repaved and striped in a way that would allow for bike lanes to be added next year, as part of the 2024 repaving project.

Fall
2023

Advisory Committee Meetings

TMA hosted two Bike Lane Advisory Committee Meetings for residents, employers and visitors to the township. Attendees shared valuable insights and provided feedback to township leaders.

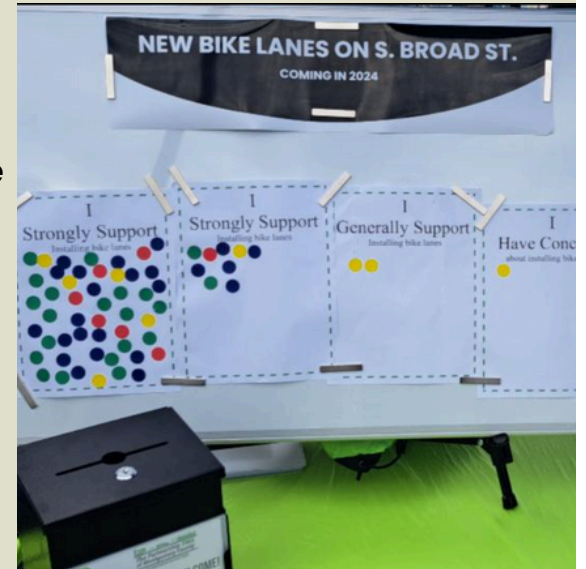
UPPER GWYNEDD TOWNSHIP PROJECT TIMELINE

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Fall
2023

Fall Fest Event

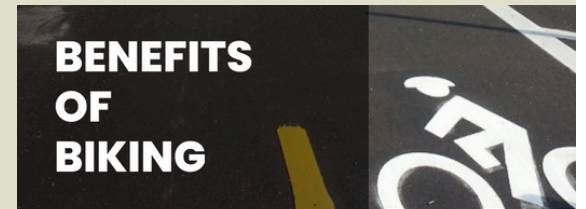
TMA created display boards to highlight the engineering plans for new bike lanes on S. Broad St. at Fall Fest, TMA staff and Bike North Penn volunteers invited attendees to provide feedback on the new bike lane plans. 93 people said they strongly supported them, 2 said they generally supported them and 2 indicated they had concerns.



Fall
2023

Meeting with Senator

TMA Executive Director met with Senator Pennycuik to discuss the project and the benefits of having bike lanes in her district.



BIKE LANE BENEFITS

- In MontCo there were 300 crashes, 29 serious injuries, and 2 deaths involving cyclists from 2017-2022, over 40% of which were due to poor awareness of cyclists
- Bike lanes help reinforce the legal minimum passing distance of 4 ft between cars and bikes. They have been shown to reduce dangerous interactions with cars by 40%



56% of MontCo residents support on-road bike lanes



SAFETY BENEFITS

Many roads are not safe for biking in Montgomery County due to traffic congestion, fast-moving traffic, and lack of bike lanes

Only 20 out of 4,511 roadway miles in the county have marked bicycle lanes. 60% of roadways in the county are unsuitable for bike travel as of February 2023

Winter
2023

Budget Approval

TMA attended meeting of the Board of Commissioners and shared data demonstrating strong public support for new bike lanes.

The Commissioners approved the 2024 repaving budget, to include striping new lanes on S. Broad St.



UPPER GWYNEDD TOWNSHIP PROJECT TIMELINE

Page 22

Spring
2024

Advisory Committee Meeting

TMA hosted the third Bike Lane Advisory Committee meeting and 10 people attended. The Assistant Township Manager presented their new Trail Map, which included the future bike lanes. The committee started to make plans for a celebration event after bike lanes were installed.

Partnership TMA wrote an article about the new bike lanes which was published in the township's newsletter, The Gazette.

Spring
2024

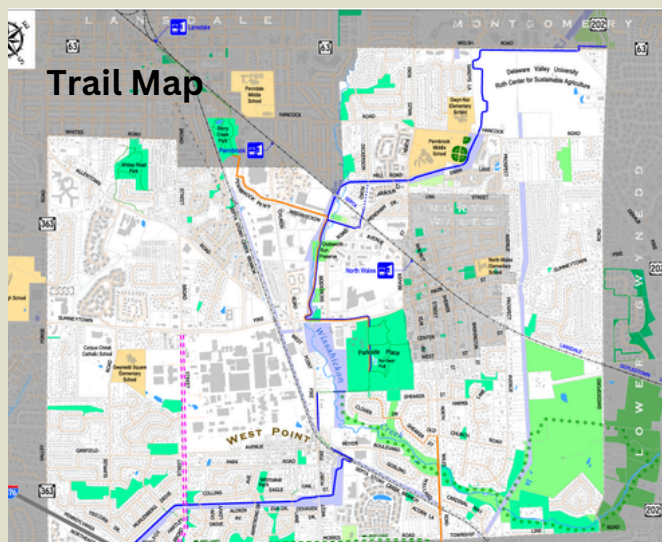
New Bike Lanes result in More Bicycling

In early June, new bike lanes were installed on S. Broad St.

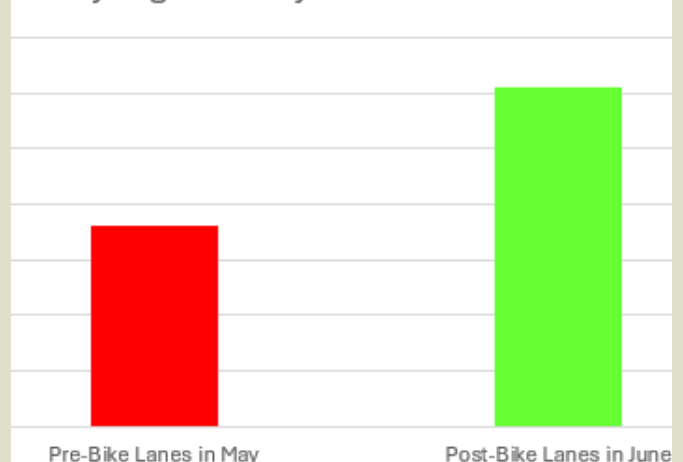
The 1-mile section of road, from Morris Rd to Sumneytown Pike, has bike lanes northbound and southbound. In a couple of sections, it was necessary to install sharrows, due to pre-existing conditions that did not support bike lanes.

Bike counts were conducted in late May and again in late June. Cameras captured data for 10 days

Data confirmed the average number of bikes travelling per day increased from 7.25 to 12.2. That's an increase of 68%!



Daily Avg. # of Bicycles on S. Broad Street



Bike Lane Celebration Event

On June 18, 2024 Partnership TMA and Upper Gwynedd Township hosted a New Bike Lane Celebration Event, which was attended by 50+ people. The Township's Board President and Manager expressed their thanks to everyone involved in the project. Sandra Zadell, Township Manager added "We are excited to celebrate this installation of these bike lanes. We have been working hard for the past five years to create a more connected UGT. We want our residents to be able to visit Lansdale and North Wales Borough on trails, bike lanes and on foot, not just by their car or a train or bus ride. We appreciate everyone who has advocated passionately for a more connected community. Your grassroots efforts are the backbone of our progress."

Matthew Popek, Transportation Planning Assistant Manager, Montgomery County Planning Commission, said "Partnership TMA took the initiative to pursue a project that would support the county's broader goals, including implementing our county on-road bicycle plan know as 'Bike Montco'."

Bike North Penn members led group rides to see the new bike lanes, accompanied by UGT Police Dept Bike Patrol.

Event Speakers

- Jacqui Baxter-Rollins, Executive Director, The Partnership TMA
- Katherine Carter, President, Board of Commissioners
- Sandra Zadell, Township Manager, Upper Gwynedd Township
- Matt Popek, Transportation Planning Assistant Manager, Montgomery County Planning Commission
- William Jackson, Leader, Bike North Penn

Press Coverage

North Penn Now: [Read Article Here](#)
Montco Today: [Read Article Here](#)



Photo Credit: David Freed

BOROUGH OF LANSDALE

PROJECT TIMELINE

Page 24

Lansdale 2040, the Borough's Comprehensive Plan recommends examining potential bike path or bike route connections to the regional trail system. The Borough is a Founding Member of the Partnership TMA member, and after working together for 29 years it was excited to work on this new project.

Fall
2022

Project Kick-Off

Project Kickoff Meeting with Municipal Manager, Partnership TMA and Montgomery County Planning Commission.

Partnership TMA met with members of local cycling ground Bike North Penn to educate them about the project. Group members agreed they wanted to be project partners.



Fall
2022

Repaving Schedule

Partnership TMA reviewed the Borough's repaving schedule for 2023, and then conducted road analysis to determine if any roads would be suitable for bike lanes, per PennDOT and FHWA guidelines.

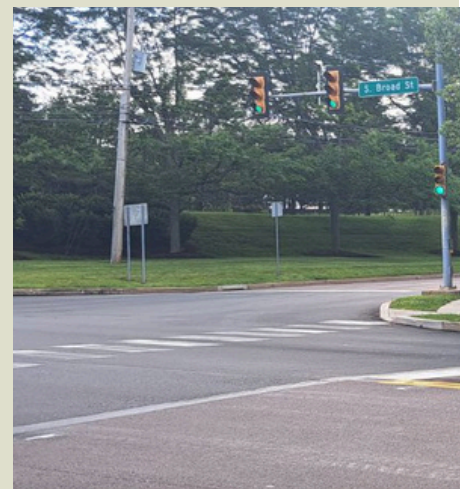


Fall
2022

Recommendations

TMA made recommendations to the Borough Manager that S. Broad St and Church Rd be striped to include bike lanes as part of the 2023 Repaving Project.

The adjacent section of S. Broad St is owned by the County, so TMA conducted additional road analysis with county planners, to determine if the full length of the road could carry bike lanes.



BOROUGH OF LANSDALE

PROJECT TIMELINE

Winter
2023

Borough Council Meeting

Presented recommendation to Borough Council, to add bike lanes to S. Broad St as part of the 2023 repaving project, Montgomery County Planning Commission also presented to Council and added that this roadway is a key connection corridor, highlighted in 'Bike Montco'. The county confirmed their commitment to stripe bike lanes on the county-owned section of S. Broad St that leads into the section owned by the Borough.



Spring
2023

Repaving Project

The Repaving project was revised, following receipt of bids, and S. Broad St was designated an alternate road, to be repaved at a later date when funding was available.



Spring
2023

Outreach to Elected Officials

Outreach to elected officials to promote project and gain support. Educational materials shared with Congresswoman Madeleine Dean, Senator Pennycuick, and State Rep Malagari.



BOROUGH OF LANSDALE

PROJECT TIMELINE

Page 26

Spring
2023

Project Challenges

Partnership TMA facilitated a meeting with the Borough Manager and Bike North Penn group, and the manager highlighted issues of concern relating to installing bike lanes on S.Broad St., including; essential engineering work; parking conflicts; train track crossing; traffic volume; and curb cuts.

Spring
2023

Community Engagement

Partnership TMA promoted Bike More, Drive Less project and engaged with 100+ attendees at the International Spring Festival in North Penn High School.

Summer
2023

Partnership TMA promoted Bike More, Drive Less project and engaged with 50 local residents at the Health & Wellness Fair, as part of Lansdale Founders Day.

Summer
2023

Petition Presented to Council

Partnership TMA promoted and participated in a Critical Mass Bike Ride, with the Bike North Penn group, to present a petition to Borough Council.

- 30 cyclists participated in the bike ride.
- 150+ borough residents signed the petition in support of adding bike lanes to S. Broad St.

SAFETY FIRST



BOROUGH OF LANSDALE

PROJECT TIMELINE

Page 27

Summer
2023

Benefits of Bicycling New Booklet

Partnership TMA created a 'Benefits of Bicycling' booklet, highlighting mental health, physical health, economic and environmental benefits of cycling and the benefits of investing in bike lanes.

The booklet was shared with elected officials, borough residents and local employers at local events and through targeted outreach.

Summer
2023


Greenways Study

Partnership TMA studied a quadrant of the Borough, with input from Bike North Penn members, to identify potential greenways on roadways with less traffic volume than S. Broad St.

Fall
2023

Active Transportation Plan


The Borough agreed to have its contracted County Planning staff develop a draft project outline for an Active Transportation Plan, that would support more cycling and walking. Borough invited Partnership TMA to participate as member of the Active Transportation Plan Steering Committee.



BENEFITS OF BIKING

Regular biking can:

- Reduce **chronic stress** symptoms by **17%**
- Reduce symptoms of **depression** and **burnout**
- Increase **brain function**
- Improve **sleep duration** and **quality**



BENEFITS OF BIKING

LOCAL BUSINESS BENEFITS

Providing increased access to local business is good for business. 14 road corridors across the US that installed bike lanes saw many benefits to local business, including:

- 13% retail employment increase
- 52% increase in food sales
- Increased residential and business property values



BOROUGH OF LANSDALE

PROJECT TIMELINE

Page 28

Winter
2023

Bike Fix-It Station

Partnership TMA recommended including a bike fix-station in the Borough's Montco 2040 grant application for bicycle and pedestrian improvements, and funding was awarded. The new fix-it station was installed in December and Partnership TMA discussed ways to highlight this new amenity with the Borough Manager and Parks & Recreation Director.



Winter
2023

Traffic Studies

Two new studies were completed by the Borough's traffic engineers and DVRPC. The first measured traffic volume and speeds, the second analyzed levels of service and projected traffic delays, if bike lanes were installed on S. Broad St.



Spring
2024

First ATP Task Force Meeting

In April, the Borough hosted the first Active Transportation Plan Task Force Meeting, which includes members of Partnership TMA, Bike North Penn, and several local stakeholders. The plan is being developed by Montgomery County Planning Commission over the course of the next 24 months.



BOROUGH OF LANSDALE

Bike Fix-It Station Dedication and Demo Event

The new Bike Fix-It Station Dedication and Demo event took place on May 2, 2024 in Stony Creek Park, Lansdale. A completed section of the Liberty Bell Trail runs through the park and continues into downtown Lansdale, making this a great location for this amenity. The fix-it station has a toolkit suitable for basic maintenance and repairs, and an air pump. The demo showed how the station rack and tools can be used to change a flat tire.



Event Speakers

- Jacqui Baxter-Rollins, Executive Director, The Partnership TMA
- John Ernst, Borough Manager, Lansdale Borough
- Mary Fuller, President, Lansdale Borough Council
- Matthew Popek, Transportation Planning Assistant Manager, Montgomery County Planning Commission
- William Jackson, Leader, Bike North Penn
- Dominic Vasturia, Bicycle Coalition of Greater Philadelphia

LANSDALE STONY CREEK PARK

WHEELS TURNING

Biking enthusiasts dedicate fix-it stand



BIKE MORE ONLINE TOOLKIT

We believe everyone should have safe and reliable transportation choices. A community's infrastructure should support residents of all ages and abilities to make trips by walking or cycling — because it is convenient, affordable, and promotes a healthy lifestyle.

When communities invest in sidewalks, bike lanes, trails, crosswalks, public transit, and other infrastructure it promotes transportation equity, improves public health, and reduces our carbon footprint.

Enclosed is a guide for how municipalities within Montgomery County can approach getting bike lanes installed and improving their bicycle infrastructure and signage.

1. Partner with your local TMA:

Not all communities have dedicated staff for TDM / planning projects. TMA's expertise in mobility planning, combined with the opportunity to potentially secure grant funding to partner with a municipality, makes this a strong strategic partnership with a municipality. Additionally, the involvement that many TMAs have with their elected officials, PennDOT, DVRPC, along with the local community and businesses in that area, help to provide valuable insight on these type of projects.



2. Municipality Planning:

Review existing planning and regulatory documents such as but not limited to comprehensive plan, municipal planning code and other plans as identified by the municipality. Through municipality's long-range planning, initial areas could have been identified as potential improved infrastructure.

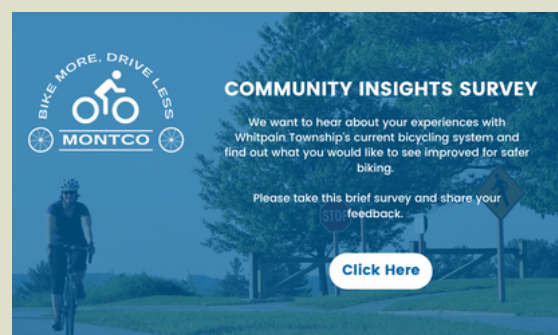
Through this review process, the municipality will also determine if the potential project location is locally owned or is it owned by PennDOT? If the road is owned by PennDOT, additional resources are outlined in section 4, Stakeholders.



BIKE MORE ONLINE TOOLKIT

3. Community Engagement/Data Collection:

- Online platforms like SurveyMonkey or Google Forms can gather feedback from residents about proposed bike lane projects, helping to gauge support and identify concerns; as well as hearing where community members may want to see improvements for safety (i.e. protected bike lanes, signage).
- Engaging with cycling clubs/advocacy groups focused on cycling can provide resources, expertise, and support to communities advocating for bike lanes.
- If necessary/relevant, municipalities can host community meetings and workshops to gather input, share plans, and address concerns about proposed bike lane projects.
- Gathering additional data such as use of traffic counters and other data collection methods to assess current bike usage, traffic patterns, and potential routes for bike lanes.



4. Stakeholders:

In addition to working with your TMA, a municipality should be working with their respected county planning department, as well as DVRPC and PennDOT.

- Montgomery County Planning Commission developed Bike Montco, which is a good resource for municipalities to reference, as it provides a vision of a safe and efficient bicycle network for everyone.
- DVRPC's Bicycle LTS & Connectivity Analysis was developed to help identify and rank roads where bicycle facility improvements would have the greatest local and regional connectivity benefit to the low-stress bicycle network. Click here.
- Upon elimination of the Bicycle Occupancy Permit, PennDOT now uses Letters of Agreement with municipalities where bicycle lanes will be installed. This change increases municipal interest by lessening the perception of liability in relation to winter maintenance. (Municipalities are responsible for design, installation and maintenance of bicycle lanes in most instances). PennDOT District 6 worked with DVRPC, county planners from the four suburban counties to get regional support for Congestion Mitigation and Air Quality (CMAQ) funding through the regional Transportation Improvement Plan (TIP) to support bicycle lane designs on state highways scheduled for resurfacing. Roads on the District's Five-Year Resurfacing Plan are initially screened and prioritized by DVRPC with input from suburban county planning commissions. If a municipality's project location is a state road, discussions with PennDOT should be a priority to determine if it can get on the Five-Year Bicycle Friendly resurfacing plan. Click here for more information.
- The municipality should also be working closely with its municipal engineering firm.

5. Ordinances:

Municipalities should adopt a no parking ordinance anywhere they have installed bike lanes. Proper signage should also be installed that says no parking, as well as bicycling signage. Engaging with cycling clubs/advocacy groups focused on cycling can provide resources, expertise, and support to communities advocating for bike lanes.



6. Educational Materials:

Creation of brochures, flyers, and online resources that explain the benefits of bike lanes, safety tips for cyclists and motorists, and how bike lanes can improve overall community health.

Additional information can be shared on trail access, bike parking within the municipality.

7. Design:

National Association of City Transportation Officials is a great resource for bike lane design, which focuses on bike lanes, intersection treatments, bikeway signing/markings and bicycle signals.

8. Temporary Installations:

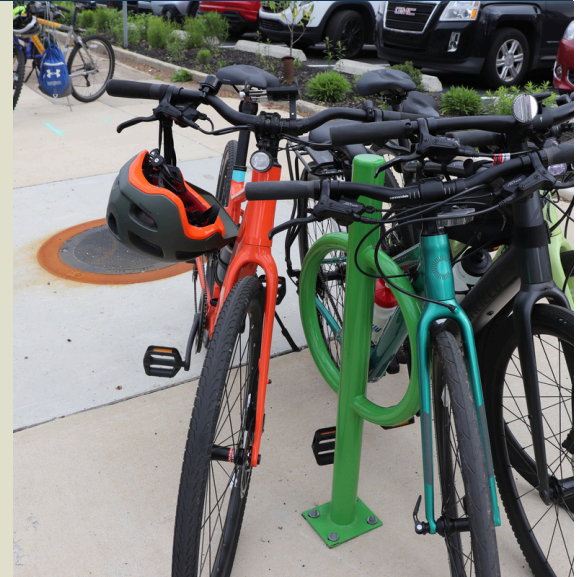
Some municipalities may need to consider using temporary materials like cones or bollards to create temporary bike lanes for demonstration purposes, allowing residents to experience the benefits firsthand before permanent installation.

If utilizing temporary materials, municipalities end goal should always be to make the bike lane permanent.



9. Additional Bicycle Infrastructure:

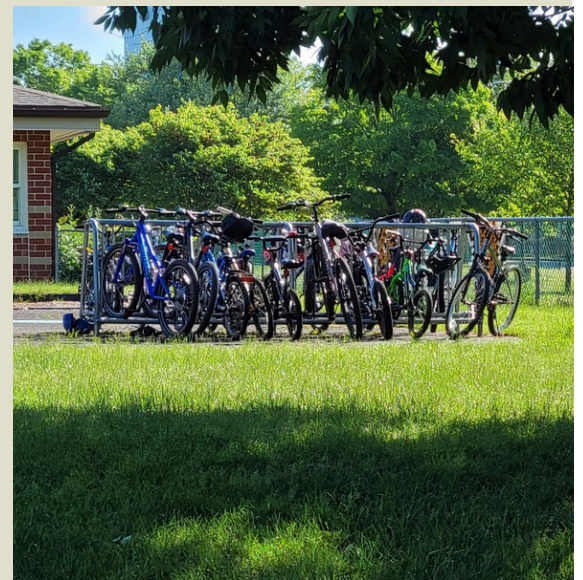
- Municipalities should continue to look at opportunities to improve the amenities offered to cyclists within their community with new bike racks, providing fix it stations near trail heads or transit locations.
- Montco 2040 Implementation Grant Program is intended to assist municipalities in making targeted physical improvements that achieve real progress toward the goals of the plan. This could be an opportunity to apply for the above physical amenities, such as bike racks and fix it stations, to enhance the cyclists' experience and safety. [Click here to learn more about the grant.](#)



10. Evaluation and Monitoring Tools:

If necessary, municipalities can also develop metrics and monitoring systems to evaluate the effectiveness of bike lanes post-installation, including usage rates, safety improvements, and community feedback.

By utilizing these tools and resources, municipalities can effectively plan, implement, and maintain bike lanes to promote cycling as a safe and accessible mode of transportation.



Planning/Feasibility Grants

Regional

Transportation and Community Development Initiative

- Grantor: Delaware Valley Regional Planning Commission
- Grant Available: Grant alternates each year between PA and NJ sides, so every 2 years in each state
- Grant Timeline: January–March for applications, announcement of selected projects in May
- Total Amount: \$1.8 million split between PA and NJ for FY23 and FY24
- Cost Share and Grant Maximum: Soft cap of \$100,000 for single municipality projects, \$175,000 for multi-municipal projects. Soft floor of \$60,000. No local match required.
- Description: The Transportation and Community Development Initiative (TCDI) is a grant opportunity that funds local planning initiatives that also advance the goals of the region's long-range plan, Connections 2050: Plan for Greater Philadelphia. TCDI focuses on linking land use, transportation, and economic development planning. Website: <https://www.dvrpc.org/tcdi/>
- Relevant Previous Awards:
 - Lower Salford Township Walkable Lederach Feasibility Study (2022)
 - Upper Gwynedd Township Advancing the Liberty Bell Trail (2020)
 - Whitemarsh Township Multi-Modal Connections between Washington Street and Spring Mill Station (2022)

Planning/Feasibility Grants

State

PA WalkWorks Active Transportation Plan Grant

- Grantor: PA WalkWork, an initiative of the PA Department of Health and the Pennsylvania Downtown Center
- Grant Available: 2024 Deadline is end of May
- Timeframe: July–February
- Cost Share and Grant Maximum: \$3,000, no local match
- Description: The Pennsylvania Department of Health (DOH), Division of Nutrition and Physical Activity, in collaboration with the Pennsylvania Downtown Center (PDC), continues its mission to increase opportunities for physical activity utilizing the built environment. WalkWorks offers grants to public entities, such as municipalities (for the purpose of this opportunity, defined as: boroughs, towns, townships, cities, and counties) and planning organizations, for the development of active transportation plans (ATPs). It has helped 52 communities fund 49 plans to date.
- Website:
<https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx>

Planning/Feasibility Grants

State

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- Website: <https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx>

Planning/Feasibility Grants

Federal

Safe Streets For All (Planning and Demonstration)

- Grantor: U.S. Department of Transportation
 - Grant Available: Deadlines vary depending on type of grant
 - Timeframe: 2022-2026
 - Total Amount (2022-2026): \$5 billion, \$3 billion still available for future rounds as of 03/2024.
 - Cost Share and Grant Maximum: 20% local match. No minimum or maximum.
 - Description: Established by the Bipartisan Infrastructure Law, the Safe Streets For All program funds initiatives and infrastructure to prevent roadway deaths and serious injuries. Planning and Demonstration Grants are one of two available grant types under the Safe Streets and Roads for All (SS4A) program. Planning and Demonstration Grants provide Federal funds to do three types of activities:
 - Develop a comprehensive safety action plan (referred to as an “Action Plan”)
 - Conduct supplemental safety planning to complete or enhance an Action Plan
 - Carry out demonstration activities to inform the development of, or an update to, an Action Plan
- Website: Safe Streets and Roads for All (SS4A) Grant Program | US Department of Transportation

Implementation/Construction Grants

County Transportation Program (Montgomery County, PA Only)

- Grantor: Montgomery County Planning Commission
- Grant Available: Yearly
- Grant Timeline (2023): Announced April, application period June-end of July, awards announced October.
- Total Amount: \$1 million each year (2023)
- Cost Share and Grant Maximum: 20% local match under \$250,000, projects between \$200,000 and \$500,000 have 50% cost share above the \$200,000 level.
- Description: Grants for transportation projects that advance the goals of the Montco 2020 Comprehensive Plan. Only Montgomery County municipalities are eligible and only one grant award may go to a municipality per year. Website: County Transportation Program (CTP) | Montgomery County, PA - Official Website (montgomerycountypa.gov)
- Relevant Previous Awards:
 - Upper Dublin Township Virginia Drive Road Diet and Trail (2018) \$500,000
 - Upper Providence Township Troutman/Ashenfelter On-Road Trail (2021) - \$86,000

Implementation/Construction Grants

Montco 2040 Implementation Grant (Montgomery County, PA Only)

- Grantor: Montgomery County Planning Commission
- Grant Available: Yearly
- Grant Timeline (2024): Application Deadline March 1st, project timeframe of 36 months.
- Cost Share and Grant Maximum: \$250,000 maximum grant, \$350,000 for multi-municipality grants, 20% local match, 10% for municipalities with median household income below 80% of county median (2024).
- Description: As part of the implementation of the county's comprehensive plan, Montco 2040: A Shared Vision, the county has established a grant program for municipalities to make targeted physical improvements that achieve real progress toward the goals of the plan. The program offers the opportunity to move general themes and issues at the countywide level into specific improvements at the local level that transforms planning into action. Specific focus categories that reflect recent county planning initiatives are highlighted and emphasized each year.
- Website: <https://www.montgomerycountypa.gov/2453/Montco-2040-Implementation-Grant-Program>

Implementation/Construction Grants

State (PA)

Transportation Alternative Set-Aside Grant

- Grantor: PennDOT
- Timeframe: 2-year grant available every 2 years
- Total Amount (2023): \$11.5 million in regional funds, additional \$17.2 million from statewide pot.
- Cost Share and Grant Maximum: No local match for construction costs. Minimum \$50,000 for construction projects and a maximum of \$1,500,000.
- Description: “The Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.” Website: Transportation Alternatives Set-Aside ([pa.gov](https://www.pa.gov))

Implementation/Construction Grants

State (PA)

Transportation Alternative Set-Aside Grant

- Grantor: PennDOT
- Timeframe: 2-year grant available every 2 years
- Total Amount (2023): \$11.5 million in regional funds, additional \$17.2 million from statewide pot.
- Cost Share and Grant Maximum: No local match for construction costs. Minimum \$50,000 for construction projects and a maximum of \$1,500,000.
- Description: “The Transportation Alternatives Set-Aside (TASA) provides funding for projects and activities defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.” Website: Transportation Alternatives Set-Aside (pa.gov)

Implementation/Construction Grants

PennDOT Automated Red Light Enforcement Transportation Enhancements Grant Program (ARLE)

- Grantor: PennDOT
- Timeframe: Yearly, application period is the month of June.
- Total Amount (2024): Varies by year, between \$3 million and \$18 million per year
- Cost Share and Grant Maximum: No local match required but is encouraged. No specific minimum or maximum grant amount.
- Description: The intent of this program is to fund worthwhile, relatively low-cost projects that improve the safety and mobility of the traveling public. The kinds of eligible projects vary widely from improvements to traffic signals, to roadway improvements at signalized intersections, to school zones, guiderail, and roadside safety. Improvements recommended by LTAP programs such as the Local Safe Roads Communities and Walkable Communities are also eligible Website:
<https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDARLE.html>
- Relevant Previous Award:
- Lower Salford Township Bike Lanes and Bike Signage (2024):
\$86,200

Implementation/Construction Grants

PennDOT Multimodal Transportation Fund

- Grantor: PennDOT
- Timeframe: Yearly, application period two months in the fall. Awards announced around six months later.
- Total Amount: Varies year to year
- Cost Share and Grant Maximum: 30% local match. Grants between \$100,000 and \$3,000,000.
- Description: “The Multimodal Transportation Fund (MTF) also provides funding for priority investments in any mode through PennDOT's MTF Statewide Competitive Funding Program. The MTF program provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization.” Website: Multimodal Transportation Fund – PA Department of Community & Economic Development

Relevant Previous Awards:

- Whitemarsh Township Cross County Trail and Bike Lanes on Flourtown Rd (2022)

PA DCED Multimodal Transportation Fund

- Grantor: PA Department of Community and Economic Development
- Timeframe: Yearly, applications accepted between March 1st and July 31st.
- Total Amount: Varies year to year
- Cost Share and Grant Maximum: 30% local match. Grants between \$100,000 and \$3,000,000.
- Description: “The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth.” Website: Multimodal Transportation Fund – PA Department of Community & Economic Development
- Relevant Previous Awards:
- Whitemarsh Township Plymouth–Whitemarsh High School Safes Routes to Schools (2018) – \$250,000
- Lower Salford Township SR 0113 Alternate Route and Shared Use Path Project (2024) – \$600,000
- Pennsburg Borough Eleventh Street Multimodal Improvements (2024) – \$376,000

PA DCED Multimodal Transportation Fund

Federal

Safe Streets For All (Implementation)

- Grantor: U.S. Department of Transportation
 - Timeframe: 2022–2026,
 - Total Amount (2022–2026): \$5 billion, \$3 billion still available for future rounds as of 03/2024.
 - Cost Share and Grant Maximum: 20% local match. No minimum or maximum.
 - Description: Established by the Bipartisan Infrastructure Law, the Safe Streets For All program funds initiatives and infrastructure to prevent roadway deaths and serious injuries. SS4A has both planning and implementation grants available. Safe Streets For All requires an action plan
 - be in place before implementing projects or strategies. SS4A can fund these action plans through the planning grant process.
- Website: Safe Streets and Roads for All (SS4A) Grant Program | US Department of Transportation



Thank you for your support!

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- Congresswoman Madeleine Dean
- Congresswoman Mary Gay Scanlon
- PA State Senator Amanda Cappelletti
- PA State Senator Maria Collett

- PA State Representative Matt Bradford
- PA State Representative Tim Briggs
- PA State Representative Mary Jo Daley
- PA State Representative Liz Hanbidge
- PA State Representative Joe Webster



- Greg Krykewycz, Director of Transportation Planning
- Betsy Mastaglio, Associate Director, Multimodal Planning
- Stacy Bartels, Office of TDM Strategy and Marketing Manager
- Amy Verbosky, Manager, Healthy and Resilient Communities



- Montgomery County Commissioners
- Jamila Winder, Chair
- Neil Makhija, Vice-Chair
- Tom DiBello



- Scott France, Executive Director
- Matt Edmond, Assistant Director of Transportation and Long Range Planning
- Matt Popek, Transportation Planning Assistant Manager
- Andrew Turner, Transportation Planner II



- Ernie McNeely, Township Manager
- Board of Commissioners
- Chris Leswing, Director of Building and Planning
- Jillian Dierks, Senior Planner, Economic Development
- Lori Jennings, Public Information Officer
- Paloma Vila, Sustainability Manager
- Public Works Department
- Township Police Department Bicycle Patrol Officers



- Roman Pronczak, Retired Township Manager
- Eric Traub, Township Manager
- Dave Mrochko, Assistant Township Manager
- Jim Blanch, Township Engineer
- Board of Supervisors
- Public Works Department
- Township Police Department
- Sgt. Bianca Vuotto
- Sgt. Jonathon Gallagher

Jean Burock, Narberth Borough Council Member | Michelle Detweiler, Penn Valley Civic Association President |
Kimberly Bezak, Narberth Cycling Club Founder | Jacob and Alex Cohen, Kismet Bagels Owners

Bowman



GVF's Project Report Completed by the GVF Team:

- Rob Henry, Executive Director
- Maureen Farrell, Deputy Executive Director
- Kaitlin Valliere, TDM Manager



Thank you for your support!

- PA State Senator Maria Collett
- PA State Senator Tracy Pennycuick
- PA State Representative Steve Malagari
- Greg Krykewycz, Director of Transportation Planning
- Betsy Mastaglio, Associate Director, Multimodal Planning
- Stacy Bartels, Office of TDM Strategy and Marketing Manager
- Amy Bernknopf, Manager, Office of Transit, Bicycle and Pedestrian Planning
- Scott France, Executive Director
- Matt Edmond, Assistant Director of Transportation and Long Range Planning
- Matt Popek, Transportation Planning Assistant Manager
- Andrew Turner, Transportation Planner II
- Laureen Sendel-Grant, Principal Transportation Planner
- Sandra Zadell, Township Manager
- Board of Commissioners
- Megan Weaver, Assistant Township Manager
- Sara Prebis, Park and Recreation Director
- UGPD Bike Patrol
- John Ernst, Borough Manager
- Borough Council
- Courtney Fox, Park and Recreation Director
- Chief Trail, LBPD
- William Jackson
- Jerry Weltman
- Carol and Matt Hugg
- Rena and Dom Frascella
- Dom Vasturia
- Judy Vose
- And many more!

The Partnership TMA's Project Report

Completed by the The Partnership TMA Team:

- Jacqui Baxter-Rollins, Executive Director
- Lucas Oshman, Program Leader
- Brad Edenfield, Program Leader
- Ty Fellenberg-Weiss, Communications Manager