

## **Chapter 5**

# **Transportation**

This chapter examines the functional classifications of existing roadways within Horsham Township. In addition, public transportation and principal trail links are identified. There is no rail system within Horsham Township. The nearest SEPTA commuter rail stations for destinations south toward Philadelphia would be via the Lansdale/Doylestown route (formerly known as the R-5 line) at Ambler or Fort Washington or the Warminster line (formerly known as the R-2 line) at Hatboro. Horsham is traversed by numerous major roadways and the perimeter boundaries of the Township are also defined with major roadways within the system – their functional classifications are identified below.

In addition, Horsham Township is in very close proximity to two major expressways:

- Route 309 (the Fort Washington Expressway) which provides access to destinations south and east in Montgomery County and Philadelphia.
- The Willow Grove interchange of the Pennsylvania Turnpike, a short distance south on Route 611 (Easton Road). This is a toll road providing direct high speed access to points both east to Bucks County and New Jersey and west toward the Northeast Extension of the Pennsylvania Turnpike and destinations such as I-476 (the Blue Route), Norristown, King of Prussia employment and shopping centers, and Harrisburg.

### **Functional Road Classifications**

The functional road classifications system ranks the hierarchy of roads based on function, service and traffic capacity level. The functional classification system identified in this Comprehensive Plan is excerpted from Figure 54 of the Transportation Plan element of the *Montgomery County Comprehensive Plan, Draft January 2004* and refined using the list provided in the Horsham Township Subdivision and Land Development Ordinance. The system provides appropriate design guidelines for each road, intended to create a logical and efficient roadway network. Another criteria used to classify a highway is volume of traffic, which is often a measure of Annual Average Daily Traffic. The functional classification is briefly described below:

1. Expressways. This term refers to limited-access highways including the Pennsylvania Turnpike and the southerly section of Route 309 known as the Fort Washington Expressway. These are multi-lane highways with fully controlled access, usually with grade separated interchanges which are designed to move large volumes of traffic at high speeds while providing a high level of safety and efficiency.
2. Major arterials. Major highways that are not expressways but designed to control, to the extent reasonably possible, and move large volumes of traffic efficiently while having access from major side streets. These are the principal highways generally used to travel to the next community or within the community to place of employment, shopping, recreation, or to interconnect with nearby expressways. Arterials are the major highways throughout Montgomery County and carry a high proportion of cross-county traffic to Bucks County to the north and Philadelphia to the south. In Horsham these roadways are: Horsham Road, Welsh Road, Bethlehem Pike, Blair Mill Road, County Line Road, and Route 611 (Easton Road).
3. Minor arterials. These are roadways that typically accommodate a vehicle trip of between three and five miles. They are spaced to service the population within a particular municipality. They link to principal arterials and to major collectors. In Horsham these roadways are: Norristown Road, Dresher Road, Limekiln Pike, and Lower State Road.
4. Collectors. Collectors channel and distribute traffic to or from higher classification roads and accommodate trips within and between neighboring municipalities. They are often road classifications which lack the geometry or the ability to be designed to equal the requirements of an arterial roadway. In Horsham major collector roadways are: Tennis Avenue, Babylon Road, the section north of Babylon Road – Davis Grove Road and Keith Valley Road, Witmer Road, Moreland Road, and Meetinghouse Road.

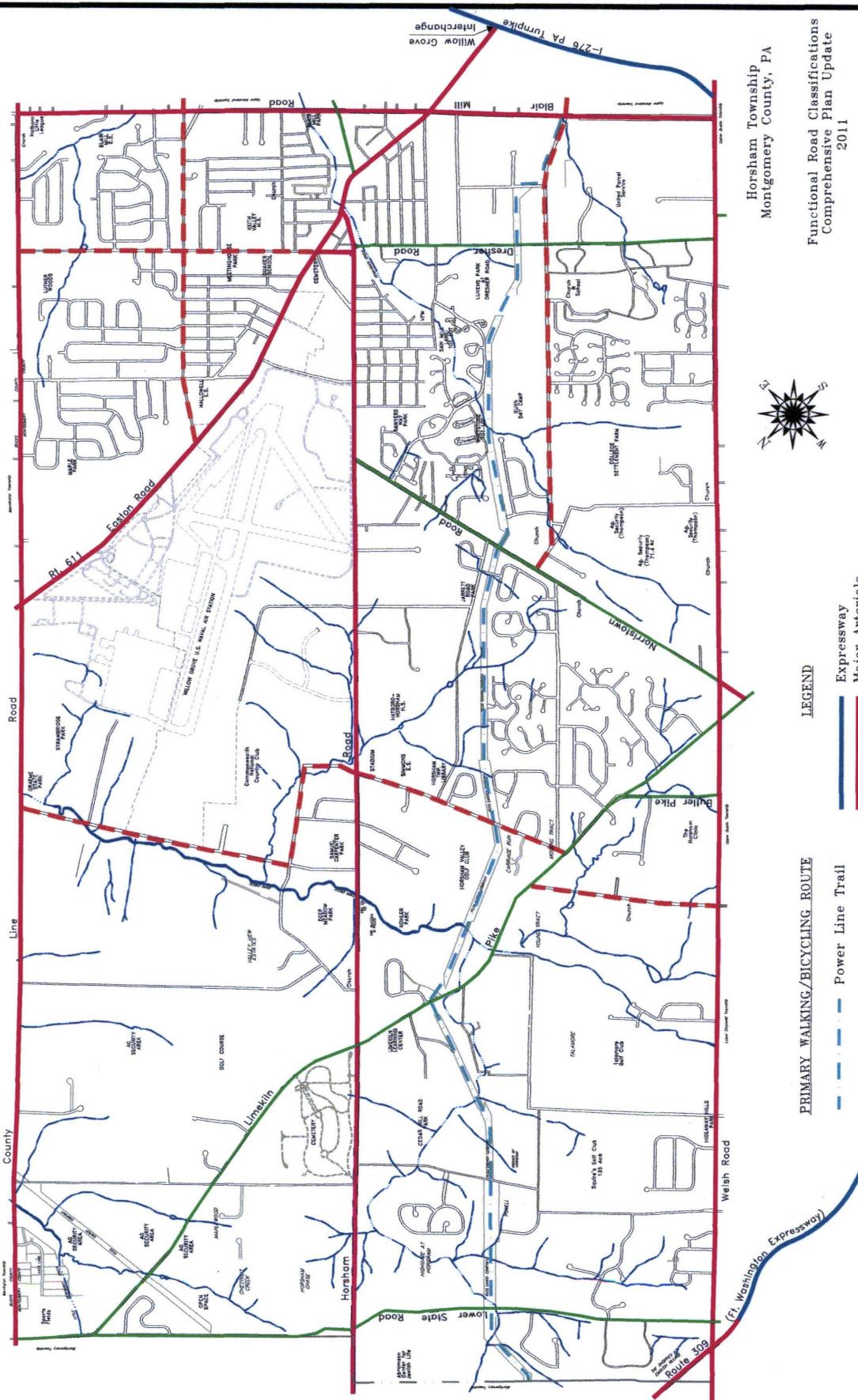
A complete list of collectors is found at Section 198-31 of the Horsham Township Subdivision and Land Development Ordinance.

Principal and minor arterial roadways in Horsham are all state owned roads with the exception of Butler Pike and a small section of Horsham Road, which are County roads. The balance of the road system in Horsham Township is classified as local roads and streets. These are roads that have relatively short trip lengths and provide access to various residential and non-residential properties throughout the community. This lower function is normally reflected by the use of lower posted speed limits and through traffic is normally discouraged and instead routed through the community via the arterials or major collectors.

Future road improvements, intersection improvements including additional turning lanes and improved signalization, and the width of ultimate rights-of-way are typically established as a function of the functional road classification and the volume of traffic passing through major intersections of major roads.

Horsham with the aid of its Traffic Impact Fee Ordinance (adopted pursuant to Act 209 of the Municipalities Planning Code) has recently implemented road widening and intersection/signal improvements along Dresher Road and Horsham Road. Also note that DVRPC (Delaware Valley Regional Planning Commission) has identified important improvements to upgrade either level of service or capacity of the major roads that traverse Horsham Township. A list of defined and conceptual transportation improvements projected by DVRPC are listed in Chapter 10, *Planning and Zoning in Surrounding Municipalities and the Region*.

Functional Road Classifications



Horsham Township  
 Montgomery County, PA  
 Functional Road Classifications  
 Comprehensive Plan Update  
 2011

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- LEGEND**
- Expressway
  - Major Arterials
  - Minor Arterials
  - - - Major Collectors

- PRIMARY WALKING/BICYCLING ROUTE**
- - - Power Line Trail

## Major Trail Links

The Power Line Trail provides a major bicycle and pedestrian network to serve the residents of the Township. The Power Line Trail implements the utility right-of-way of the PECO line, which traverses the Township in a generally linear alignment between Blair Mill Road (Upper Moreland Township boundary) all the way to Lower State Road (Montgomery Township boundary). Two-thirds of this Power Line Trail has already been constructed and an important link is anticipated for construction circa 2011-2012 along the edge of the former Horsham Valley Golf Club.



The Power Line Trail also links residents to the major trail system currently in place at the Township's major parks. These include Lukens Park, Jarrett Road Nature Center, walkways between the Hatboro Horsham High School and the Simmons Elementary School, Kohler Park with additional links to Deep Meadow and Samuel Carpenter Parks; and Cedar Hill Road Park. The westerly Power Line Trail link is intended to connect in a westwardly direction through Montgomery Township in the direction of Upper Gwynedd Township. When complete, the trail will extend approximately 5.8 miles through the Township.

## Major Public Transportation Routes

The SEPTA bus routes consisting of daily and weekend service are:

- Route 55 (Doylestown, Willow Grove [connection to Route 310], Abington Hospital to Olney Transportation Center via Easton Road);

- Route 98 (Norristown to Plymouth Meeting Mall and Willow Grove Mall via Blue Bell, Ambler and Fort Washington)
- SEPTA's Route 310 bus operates as the Horsham Breeze and runs from the Willow Grove Mall through Horsham's Business Parks (including Blair Mill Road, Gibraltar Road, Dresher Road, Business Center Drive, and Electronic Drive to UPS), and also makes a stop at the main entrance of the Prudential Eastern Home Office Campus in Upper Dublin Township at Welsh Road – opposite Blair Mill Road.

These bus routes provide service along the higher density corridors in the easterly portion of the Township. These include Route 611 and the Prudential Business Campus bounded by Dresher Road, New Road, Blair Mill Road, and Welsh Road.

Routes and schedules are found at [www.septa.org/schedules/bus](http://www.septa.org/schedules/bus).

In addition to the aforementioned Power Line Trail, the Montgomery County Comprehensive Plan recommends consideration of primary bicycle routes along the following major roadways: County Line Road, Limekiln Pike, and Welsh Road. These are identified as key bicycling corridors which contribute most to an interconnected on-road bicycle facility network that links major destinations. Each section of roadway will need to be evaluated to determine whether or not the road corridors constrained by right-of-way limitations, adjacent development conditions, environmental problems, or traffic volume/capacity constraints can provide acceptable standards for primary bike routes.

A major sidewalk network has been instituted along most of the spine residential roads in residential neighborhoods. In addition, sidewalk links have been provided along at least one side of Horsham Road, Dresher Road, County Line Road east of Route 611, and Blair Mill Road north of Horsham Road. The Township should continue to complete links along Witmer Road, Dresher Road between Witmer Road and Welsh Road, and along the frontages of the crossroad villages of Maple Glen and Prospectville in order to improve walkability between these community retail centers and adjoining residential neighborhoods.