

# Lower Frederick Connections



## Linkage Priorities Update

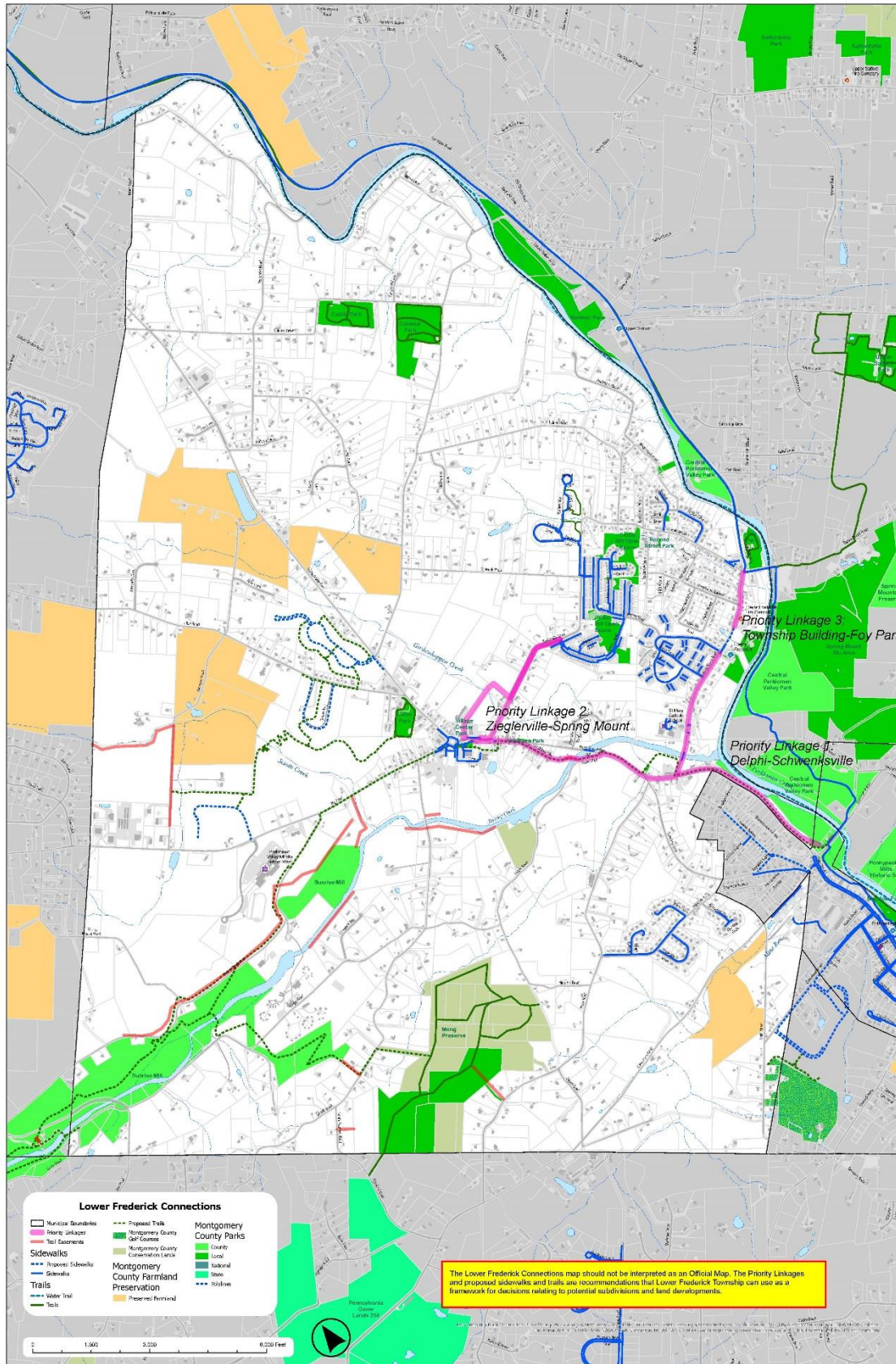
April 2025

# Lower Frederick Connections & Linkage Priorities Update

Creating sidewalks, trails, and other walking connections

## Overview

The Lower Frederick Board of Supervisors has directed the Planning Commission to identify and prioritize implementable walking connections throughout the township, with the intent of pursuing future funding opportunities. This document is a follow-up to the 2015 Connections Update to the township's open space plan and an update to the *Lower Frederick 2040* plan. This plan inventories the township's existing network of walking infrastructure, including sidewalks and trails connecting Lower Frederick to neighboring communities, and presents an updated plan for linking walking destinations through proposed sidewalks, trails, and paths.





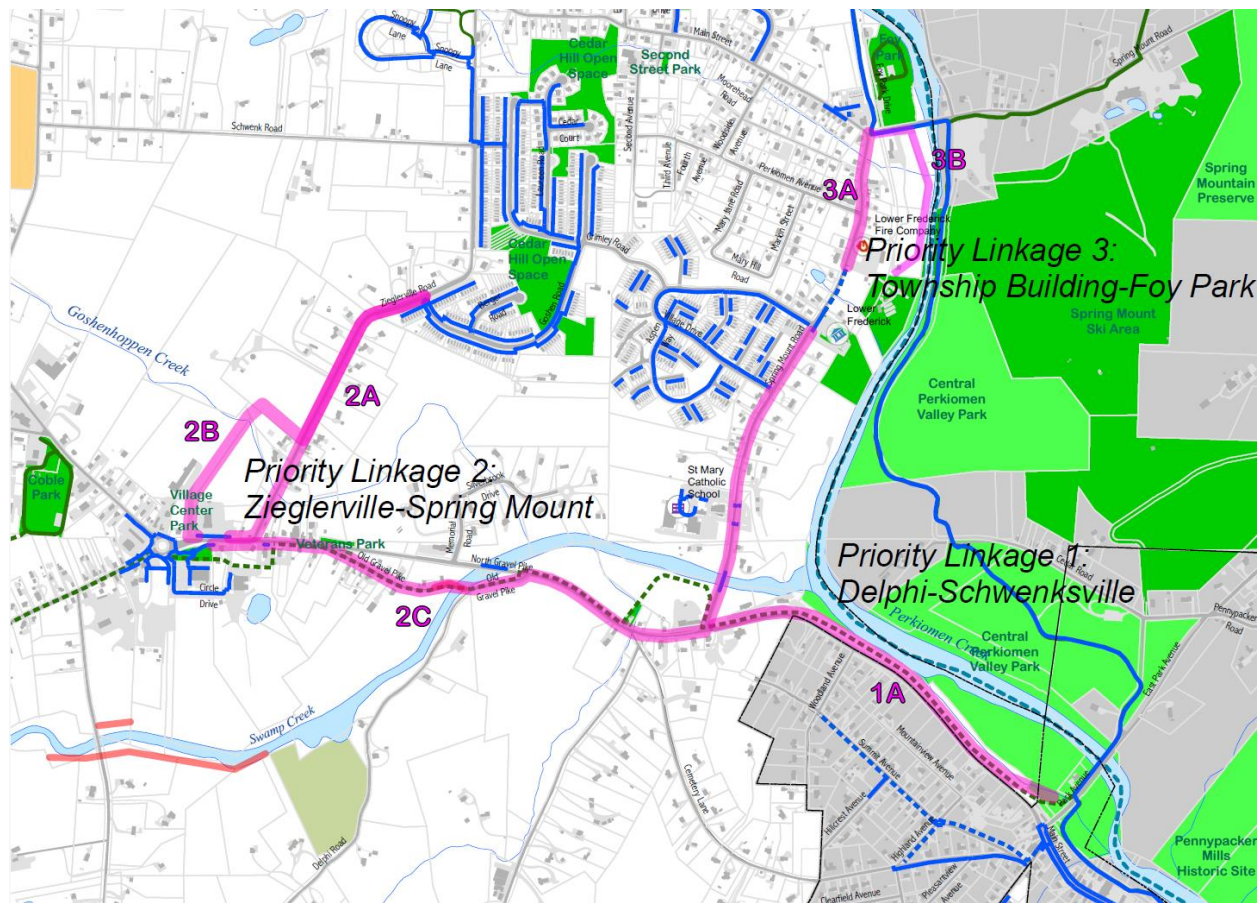
## Current Map

Lower Frederick Township's walking network is fragmented, but the community is not isolated or unreachable by walking, despite its predominately rural character. The township's existing walking infrastructure includes sidewalks, paved multipurpose trails, natural surface footpaths, among other types of paths and walkways in the neighborhoods and open spaces of the community. Regional trails like Perkiomen Valley Trail and other connected trails link Lower Frederick to a vast network of walking and biking infrastructure extending elsewhere in the county, tying recreation destinations, business areas, and neighborhoods together through active transportation. Much of this document is dedicated to projects which primarily or secondarily aim to improve Lower Frederick's connection with the Perkiomen Valley Trail, and with walking networks in neighboring communities.

Most of the township's walking network is concentrated in the village centers, where development is densest. Spring Mount is more residential in character and has extensive, though incomplete sidewalk coverage. Zieglerville has a nucleus of sidewalks connecting businesses near the roundabout, but very little else. Township parks commonly feature paved walking loops (Cuddy, Foy, Coble, and Village Center Park) or natural-surface footpaths (Colonial and the Meng Preserve/Stone Hill Greenway). Residential developments constructed in recent years, currently under construction, or now seeking development approval are expanding the township's walking network with a combination of sidewalks and trails or paths. In other areas, municipality-led efforts are extending sidewalk networks, filling in gaps, and constructing new trails.



# Planning Connections



## Linkage Priorities

In Lower Frederick Township, the three villages of Delphi, Spring Mount, and Zieglerville contain most of the municipality's residents, businesses, and potential walking destinations. The township's existing walking network does not yet provide the desired web of useful connections between these villages and other community destinations. "Linkage Priorities" are the point-to-point connections deemed to be highest value to Lower Frederick's walking network. These linkages are focused on network-level connections and not tied to specific infrastructure types. Options for mixing different types of walking infrastructure and alternative routes for building these linkages are an important component of these priorities.

### Linkage 1 – Delphi to Schwenksville

#### Alignment 1A "Old Rail Bed"

- approximately 3,250 feet in length.
- This route follows the former rail bed, which runs parallel to the Perkiomen Creek, as a narrow ledge between Gravel Pike and the channel of the former mill race.
- The southern end of this linkage is located in Schwenksville Borough.
- This route was named the township's highest-priority linkage.

## Linkage 2 – Zieglerville to Spring Mount

### Alignment 2A “Zieglerville Road”

- Approximately 2,700 feet in length.
- This route follows Zieglerville Road. It is the most direct route option, but faces the challenges of crossing Goshenhoppen Creek, working with a narrow right-of-way, and a significant number of adjacent properties.
- This route is the preferred option for this linkage.

### Alignment 2B “SBA Parcel”

- Approximately 3,350 feet in length.
- This route differs from 2A at the west end of the linkage, where it enters Zieglerville. This route leaves Zieglerville Road east of Goshenhoppen Creek and uses large parcels, likely including the Schwenksville Borough Authority property, to cross the creek a short distance upstream of the road. This route avoids the narrow confines of Zieglerville Road near the intersection with Gravel Pike.
- This route is recommended as an alternate to route 2A.

### Alignment 2C “Old Gravel Pike”

- Approximately 6,800 feet in length.
- This route links Zieglerville and Spring Mount by way of Delphi. It follows Gravel Pike and Spring Mount Road on a longer, less direct route than the previous two. This route could be developed as a segment and spur of the county’s proposed Sunrise Mill Trail.
- This route is recommended for future consideration, but is given a lower priority than 2A and 2B, as it would provide useful community connectivity around Zieglerville, but does not directly substitute for the shorter route options.

## Linkage 3 – Township Building to Foy Park

### Alignment 3A “Spring Mount Road”

- Approximately 1,100 feet in length.
- This route follows Spring Mount Road and is the shortest and most direct option for this link, extending from the fire station to the Perkiomen Trail and the entrance of Foy Park. This route would affect a greater number of properties than options 3B or 3C.
- This route is recommended for future consideration.

### Alignment 3B “Cabin Craft”

- Approximately 1,850 feet in length.
- This route passes to the rear of the fire station, and follows a less direct route which stays away from Spring Mount Road using a route through larger parcels to avoid the challenges presented by the narrow right-of-way, rocky terrain, and greater number of affected properties.
- This route is recommended for future consideration as an alternative to Alignment 3A.

## Closing Gaps

This section is dedicated to naming five proposed segments of trails or sidewalks which represent the walkability projects which were deemed highest priority for the township. These projects are ranked highly due to their combination of characteristics including: ease of attainment, limited cost/complexity, immediate usefulness to residents, and impact to the wider network of sidewalks and trails. Although the Linkage Priorities correspond with a large number of the township's potential projects for new sidewalks, trails, and paths, shorter, simpler projects to close gaps within village areas also feature in this list. The projects are presented in order from highest to lowest priority, as assigned by the township planning commission:

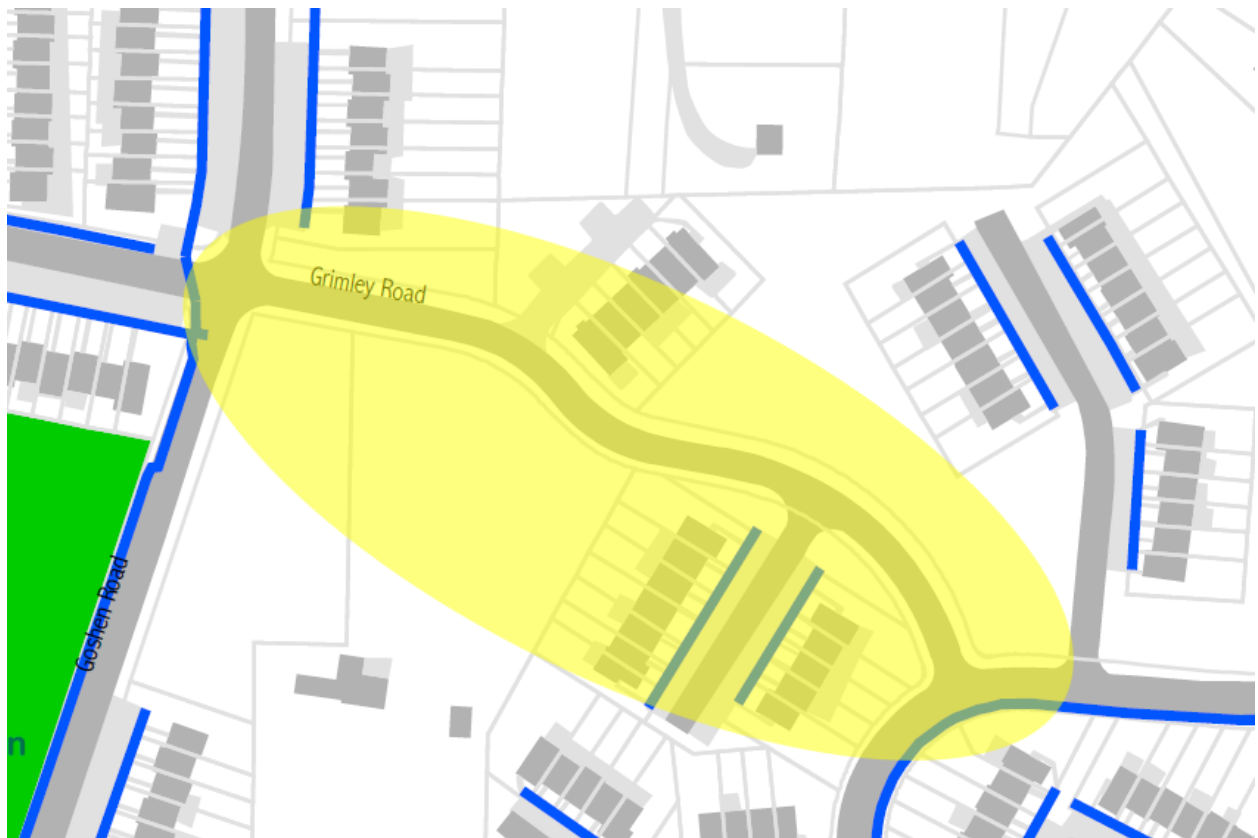


### 1 - Spring Mount Crosswalk

This project consists of a crosswalk and associated curb ramps to connect the existing sidewalks along Village Drive and the sidewalk along the frontage of the Township Building, across Spring Mount Road. This gap is the smallest considered on this list, being only about 50 feet long. Other similar small gaps exist throughout the townhouse developments, but this site is identified due to its location at the township building, on a busier local collector street (Spring Mount Road), and its



connection to other sidewalk projects and public facilities. This project could be considered a portion of Priority Linkage 2, and a contributing element connecting to Priority Linkage 3.



## 2 - Grimley Road Sidewalk

This project would close a roughly 800-foot sidewalk gap on Grimley Road, in Spring Mount Village. This project was previously studied by the township in 2019. This project would connect two existing sidewalk networks along a significant street within the township's most densely populated area. This would help to improve pedestrian safety by separating them from vehicular traffic on Grimley Road. Although this segment is located within Spring Mount Village, it could be considered a portion of Priority Linkage 2, since it would help to create a continuous walking connection between Zieglerville Village and the residents of Spring Mount.



### 3 - Zieglerville Circle to Coble Park

This project is not a segment of any Priority Linkage, however its completion is well-supported by the township's open space and comprehensive plans. This project would consist of a sidewalk or equivalent sidepath on the west side of Gravel Pike. The pedestrian connection would extend approximately 570 linear feet from the sidewalk at the north end of the Wawa property, to the walking loop in Coble Park. The ongoing construction of the Melbourne Hill and Farm View Estates residential developments on the northwest side of the village increase the importance of this project. The approximately 200-300 residents who will soon begin to move in there will be able to walk to Coble Park using a trail built in the Farm View Estates development, however, the gap between Coble Park and the existing sidewalks ringing the Zieglerville roundabout separate these future residents from the homes and businesses of the village, and Zieglerville's current residents from walking to Coble Park. Completing this project would require PennDOT coordination.



#### 4 - Zieglerville Circle to Old Gravel Pike

This project is a segment of Linkage Priority 2: Zieglerville-Spring Mount, and could be divided into two phases:

- a. **Zieglerville Circle to Zieglerville Road** – On the north side of Gravel Pike, a sidewalk or path of 150 linear feet could connect the Sacks property to the Zieglerville Road Intersection. On the south side of Gravel Pike, a sidewalk or path of roughly 380 linear feet would be needed to reach from Village Center Park to the restaurant property, opposite Zieglerville Road. Crosswalks at the Zieglerville Road intersection should be planned for or included in this project. This phase could also include implementation of the village gateway envisioned in the Lower Frederick comprehensive plan. This project requires significant PennDOT coordination.
- b. **Zieglerville Road to Old Gravel Pike** – This segment would consist of a sidewalk or path on the south side of Gravel Pike, extending at least 530 linear feet from the Zieglerville Road intersection to the north end of Old Gravel Pike, and the Township's Veterans Park. From the north end of Old Gravel Pike, this segment could continue southward as a sidewalk or path, or potentially as an on-road facility since this street no longer carries through-traffic.





## 5 - Fire Station to Foy Park

This project would complete Linkage Priority 3: Township Building-Foy Park. Extending at least 850 linear feet, this project would likely consist of a sidewalk or path running along Spring Mount Road from the Fire Company property to the Perkiamen Valley Trail and entrance to Foy Park. While a routing along Spring Mount Road is currently the favored alignment for this walking connection (Priority Linkage 3A), this routing is not simple. Regardless of what form it would take, any sidewalk or path along this routing would likely require earthmoving to navigate rocky outcrops along the roadside and would certainly involve a larger number of properties than the alternative, Priority Linkage 3B. The “Cabin Craft” or “Creekside” alternative routing for this walking connection would make use of the long, irregularly-shaped parcel which abuts the fire station property and the water treatment plant to the south, and fronts on Main Street and the Perkiamen Valley Trail to the north, opposite Foy Park. This potential connection has been explored by the township in recent years.

## Building Connections

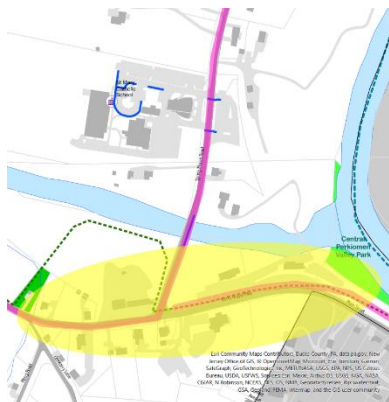
This second set of potential walkability projects include those which are longer gaps, more difficult connections, less central to the township, and those requiring extensive planning and coordination with local stakeholders and partner organizations. Although they are currently ranked as lower priority, changes in local conditions or support from partner organizations may alter their prioritization in the future.

### 6 – Delphi to Township Building



This project aligns with one of the alternative routes for Priority Linkage 2: Zieglerville-Spring Mount, and would be a great complement to other pedestrian projects in Delphi Village. This project would likely consist of a combination of sidewalks and sidepaths extending approximately half of a mile from the intersection of Gravel Pike and Spring Mount Road to the Township Building property. Routing along Spring Mount Road could affect as few as nine properties or upwards of 13, depending upon which side it follows and whether it crosses the road one or more times. Other, unexplored, offroad routings would likely require a longer pathway and face challenges from flood risks or steep slopes, but may affect fewer properties. This project would connect with existing pedestrian networks and serve the populous Village of Spring Mount, making it a fairly strong candidate, despite it likely needing a phased construction and multiple rounds of funding.

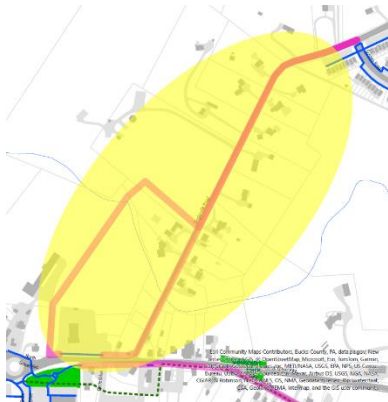
### 7 – Delphi Junction & Spring Mount Road Intersection



The Township Planning Commission named the connection of Delphi and Schwenksville as Linkage Priority 1. Aside from the portion of this route which runs in the former railbed and requires County involvement, the Township has options for creating pedestrian infrastructure in Delphi and connecting it to other parts of the Township. I recommend that the Township begin by partnering with PennDOT to improve the intersection of Gravel Pike and Spring Mount Road with crosswalks, pedestrian signals, and whatever left turn lanes or vehicular improvements are warranted. Once intersection improvements are completed, an improved version of the previously considered Moccia's/Delphi Junction

sidewalk would be a natural next step. This proposal would be greatly aided in securing funding if it were leading or following a pedestrian connection northward into Spring Mount.

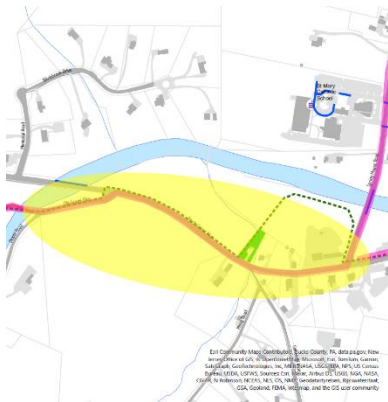
## 8 – Zieglerville Road



This project aligns with the favored alternatives for Priority Linkage 2: Zieglerville-Spring Mount, and would consist of at least 2,400 linear feet of pedestrian infrastructure extending from Gravel Pike to the end of Goshen Road. This project requires crossing the Goshenhoppen Creek at some point, and will almost certainly require the construction of footbridge, since the old stone arch bridge which carries Zieglerville Road has a cartway less than 20 feet wide. Routings that stay close to Zieglerville Road could potentially affect 12 properties or more. The number of properties affected by this project could be reduced by various off-road routings making use of larger parcels in the area. Regardless of its

routing, this project is likely to involve many property owners and environmental permitting for its stream crossing.

## 9 – Delphi to Old Gravel Pike



This project aligns with one of the alternative routes for Priority Linkage 2: Zieglerville-Spring Mount. This project would likely consist of at least 2,000 linear feet of sidewalk, sidepath, or off-road trail extending from the intersection of Gravel Pike and Spring Mount Road to the Old Gravel Pike Bridge. This project would likely require one or more crossings of Gravel Pike and involve close coordination with PennDOT, multiple property owners, and Montgomery County. This segment corresponds with an alignment that was studied for the county's proposed Sunrise Trail.

## 10 – Zieglerville Circle to Gerloff Road

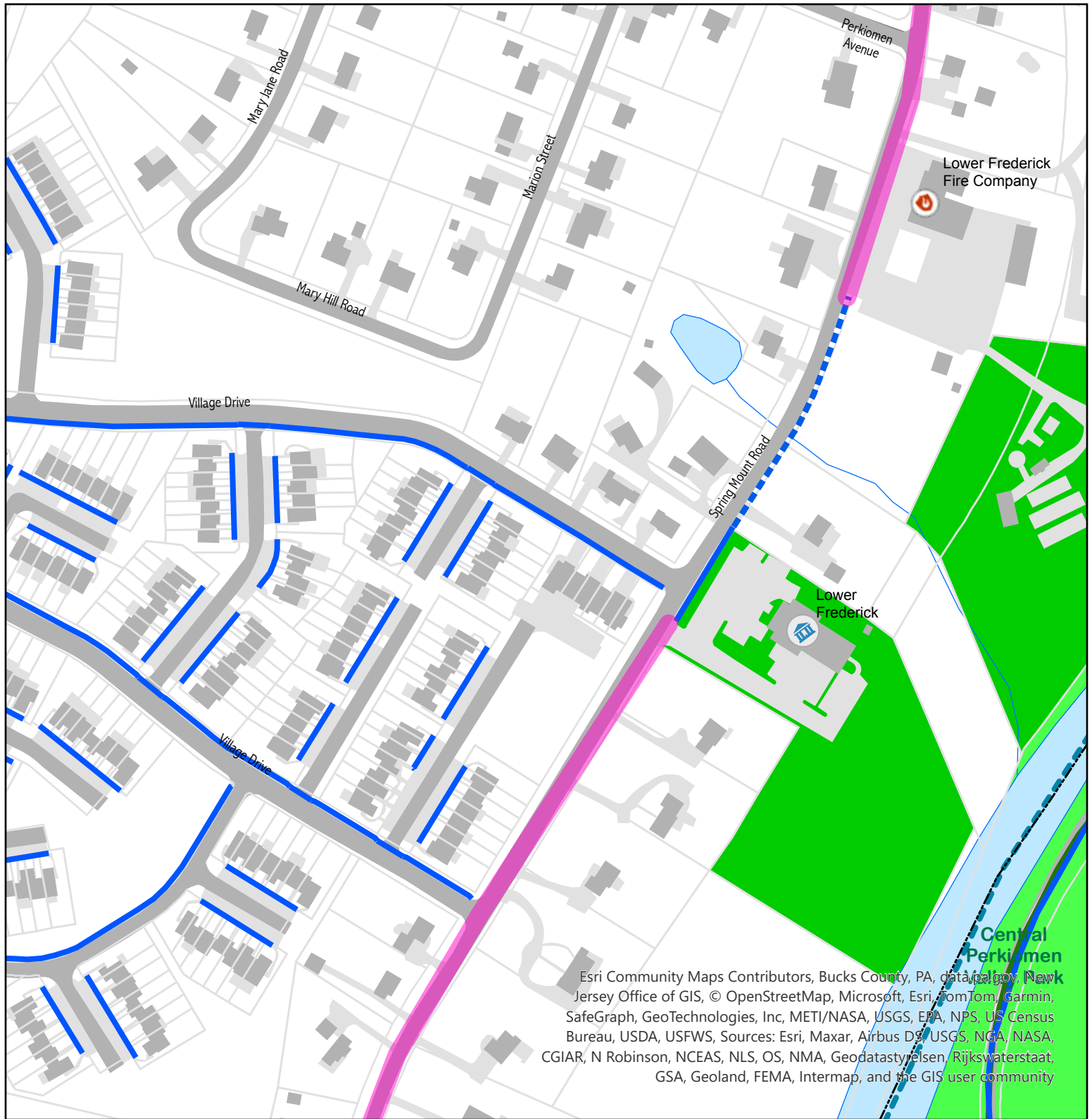


While this segment is short, it would contribute to the goal of extending sidewalks throughout the Village of Zieglerville and could serve as a jumping-off point for future walkability projects. On the north side of Big Road, this project would construct 430 linear feet of sidewalk from the Wawa property to the intersection of Big Road and Gerloff Road. This option would likely need to include a Big Road crossing to achieve funding. If constructed on the south side of Big Road, this project would consist of a sidewalk extending 370 linear feet from the Dunkin property to the intersection. This smaller option is less likely to benefit from including a Big Road crossing.









Municipal Boundaries

Priority Linkages

Trail Easements

Sidewalks

Proposed Sidewalks

Sidewalks

Trails

Water Trail

Trails

Proposed Trails

Golf Courses

Conservation Lands

Montgomery County Farmland Preservation

Preserved Farmland

Montgomery County Parks

County

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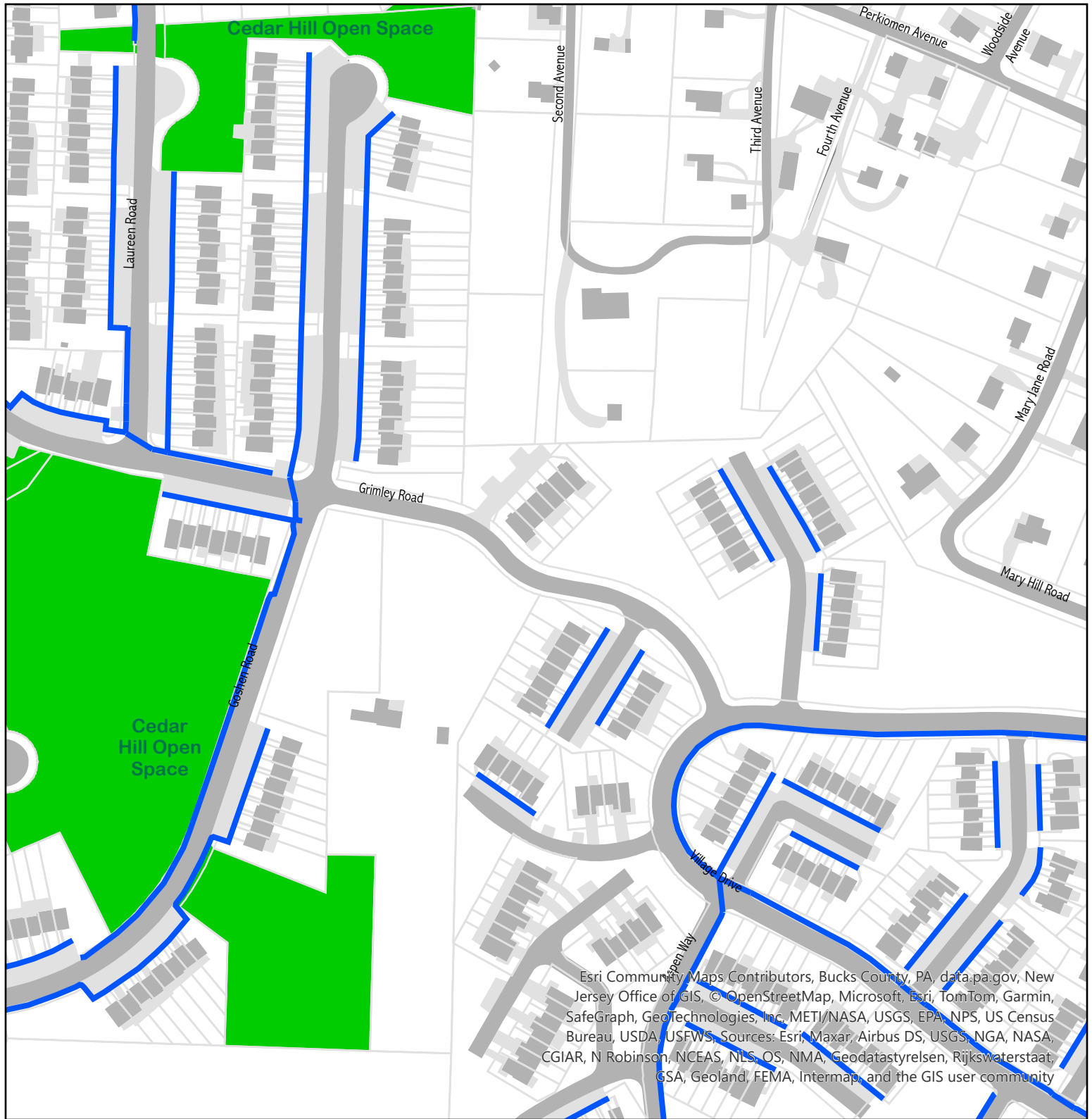
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The Lower Frederick Connections map should not be interpreted as an Official Map. The Priority Linkages and proposed sidewalks and trails are recommendations that Lower Frederick Township can use as a framework for decisions relating to potential subdivisions and land developments.

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|----------------------|--------------------|
| Municipal Boundaries | <b>Trails</b>      |
| Priority Linkages    | Water Trail        |
| Trail Easements      | Trails             |
| <b>Sidewalks</b>     | Proposed Trails    |
| Proposed Sidewalks   | Golf Courses       |
| Sidewalks            | Conservation Lands |

**Montgomery County Farmland Preservation**

Preserved Farmland

**Montgomery County Parks**

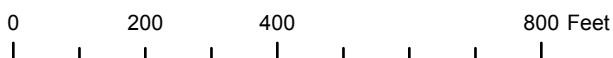
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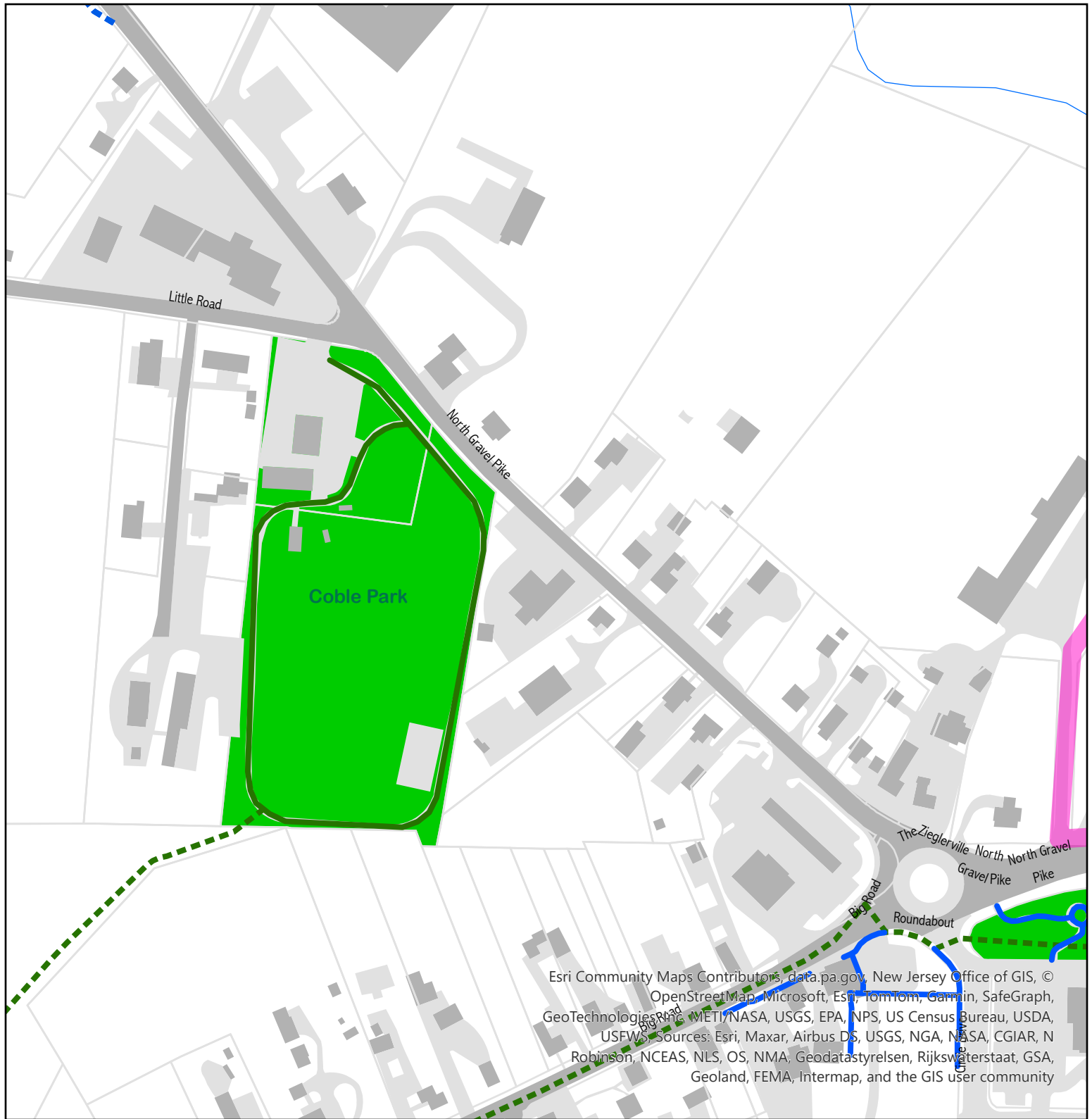
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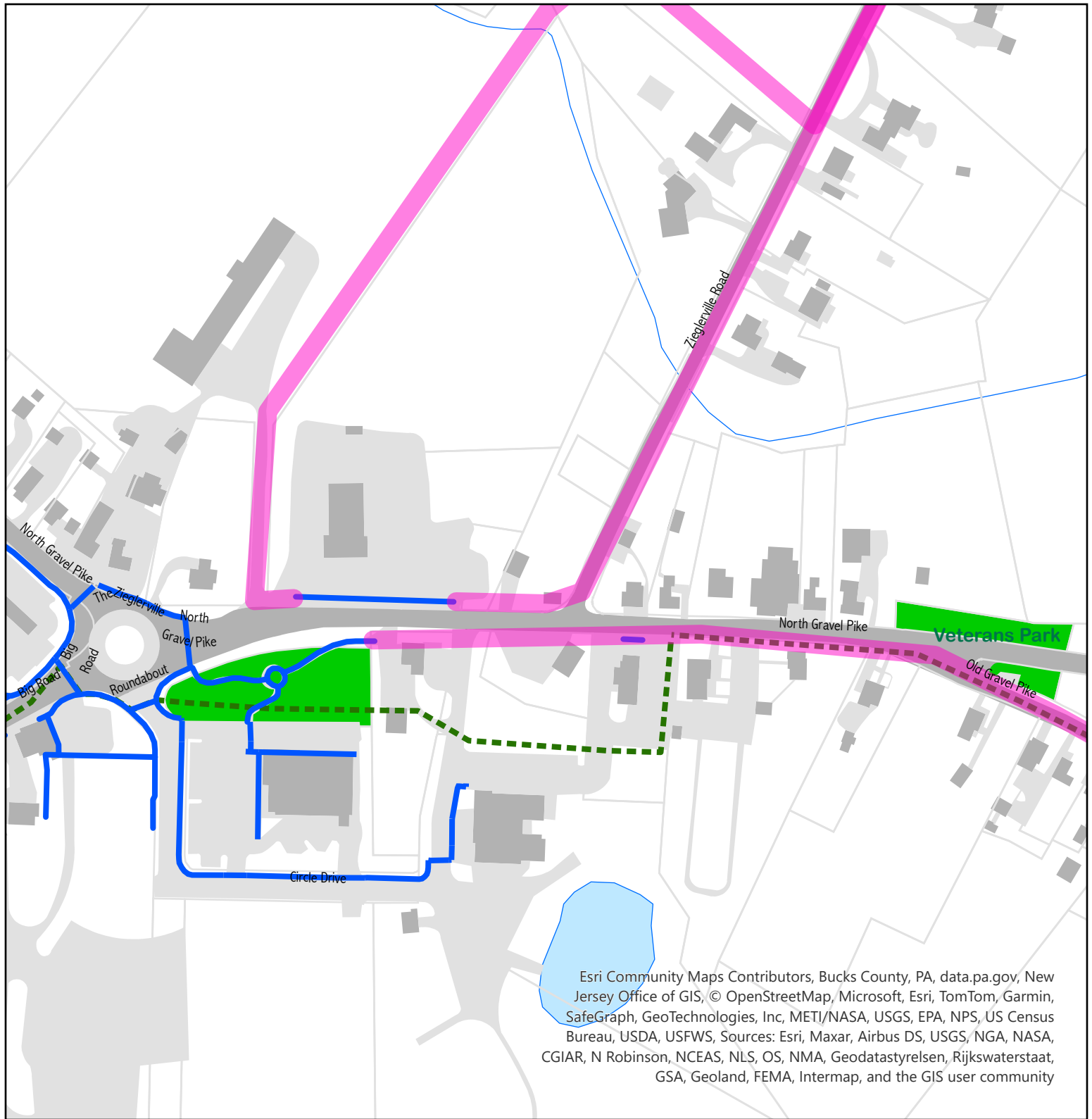
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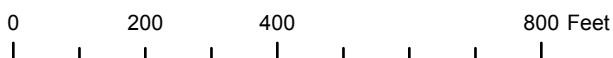
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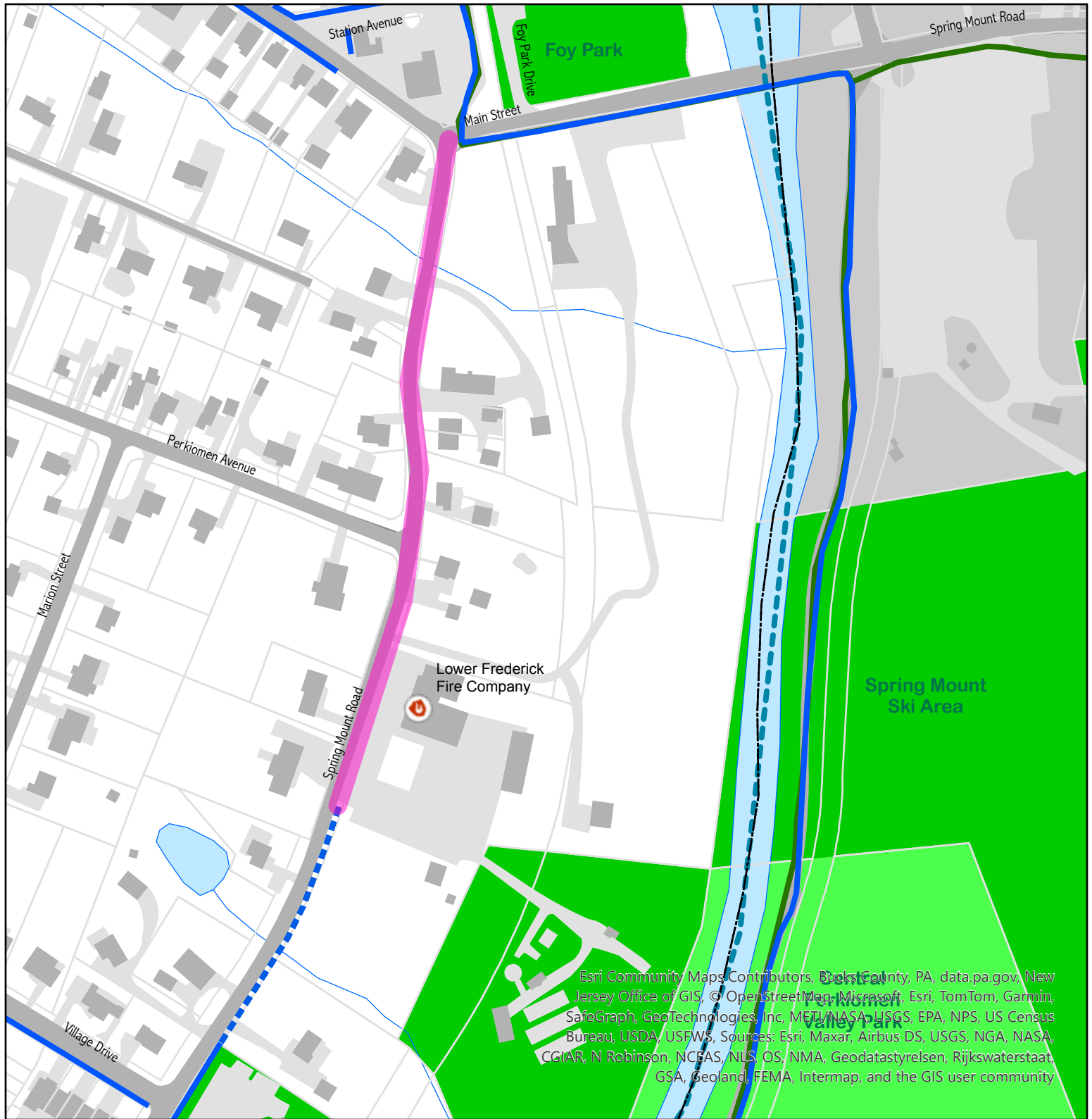
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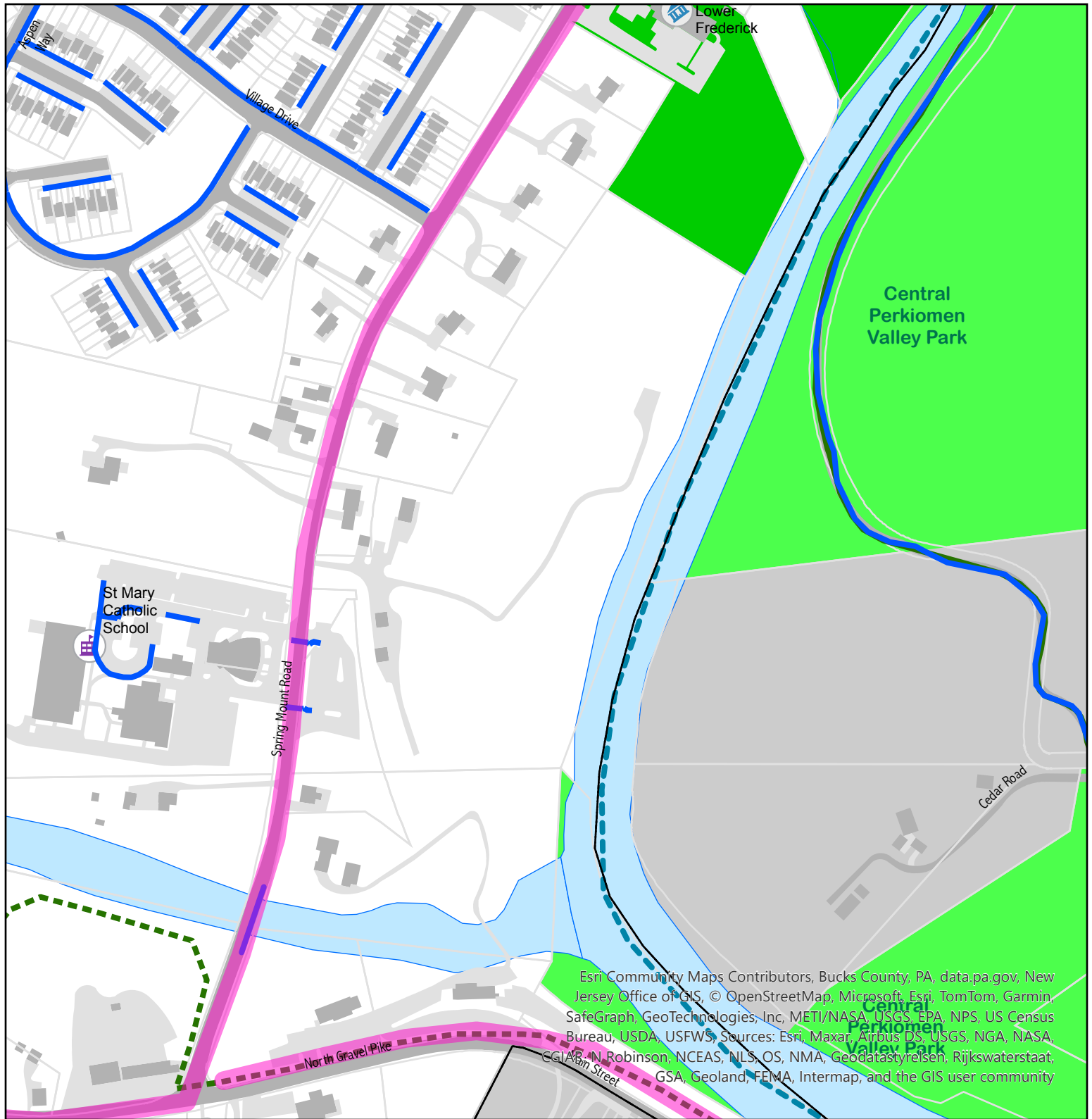
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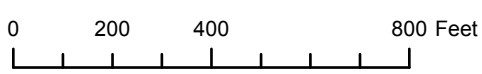
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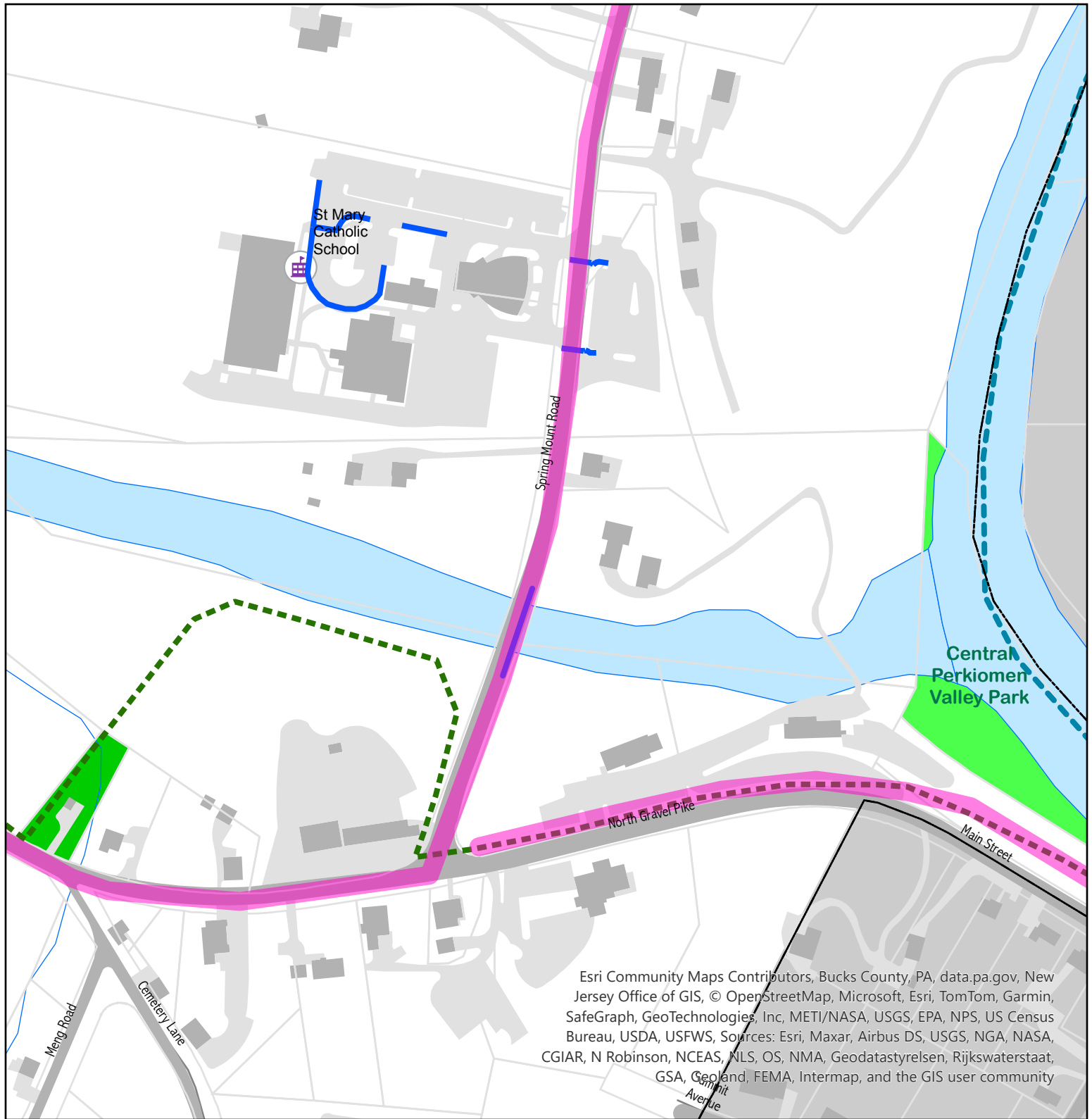
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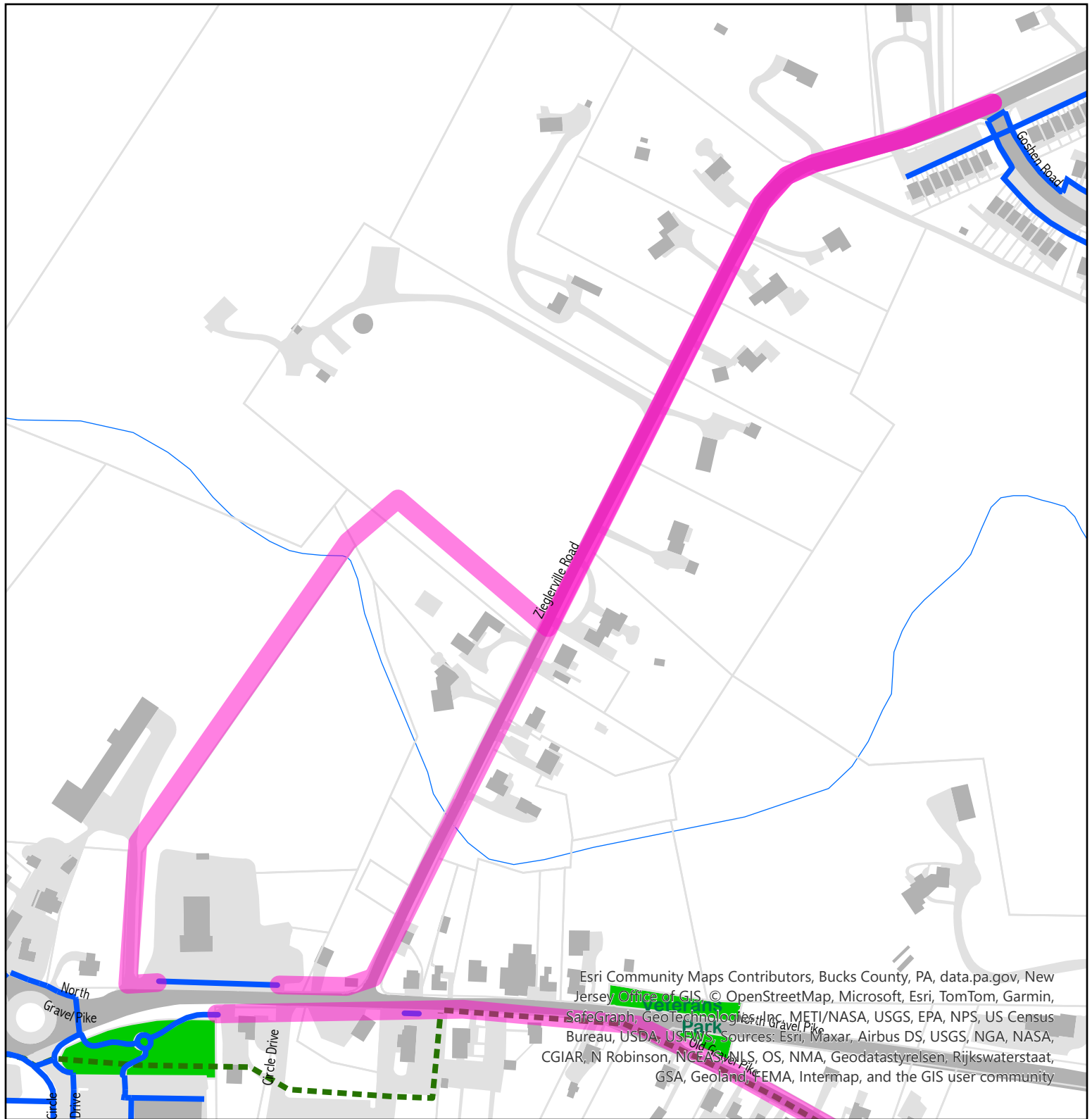
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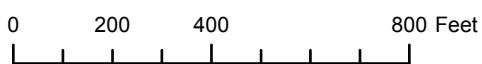
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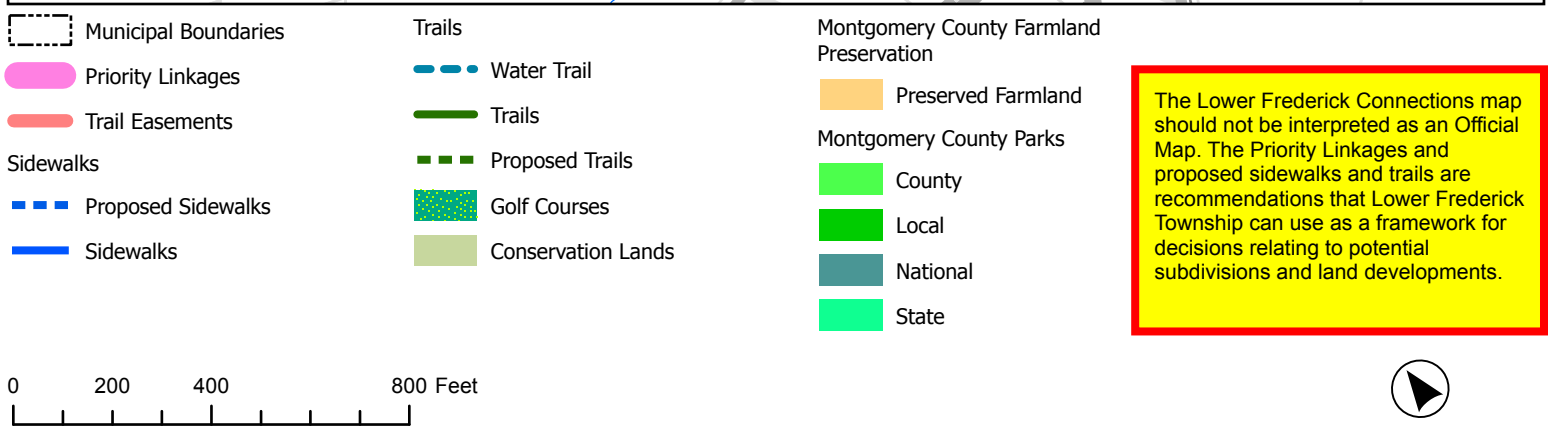
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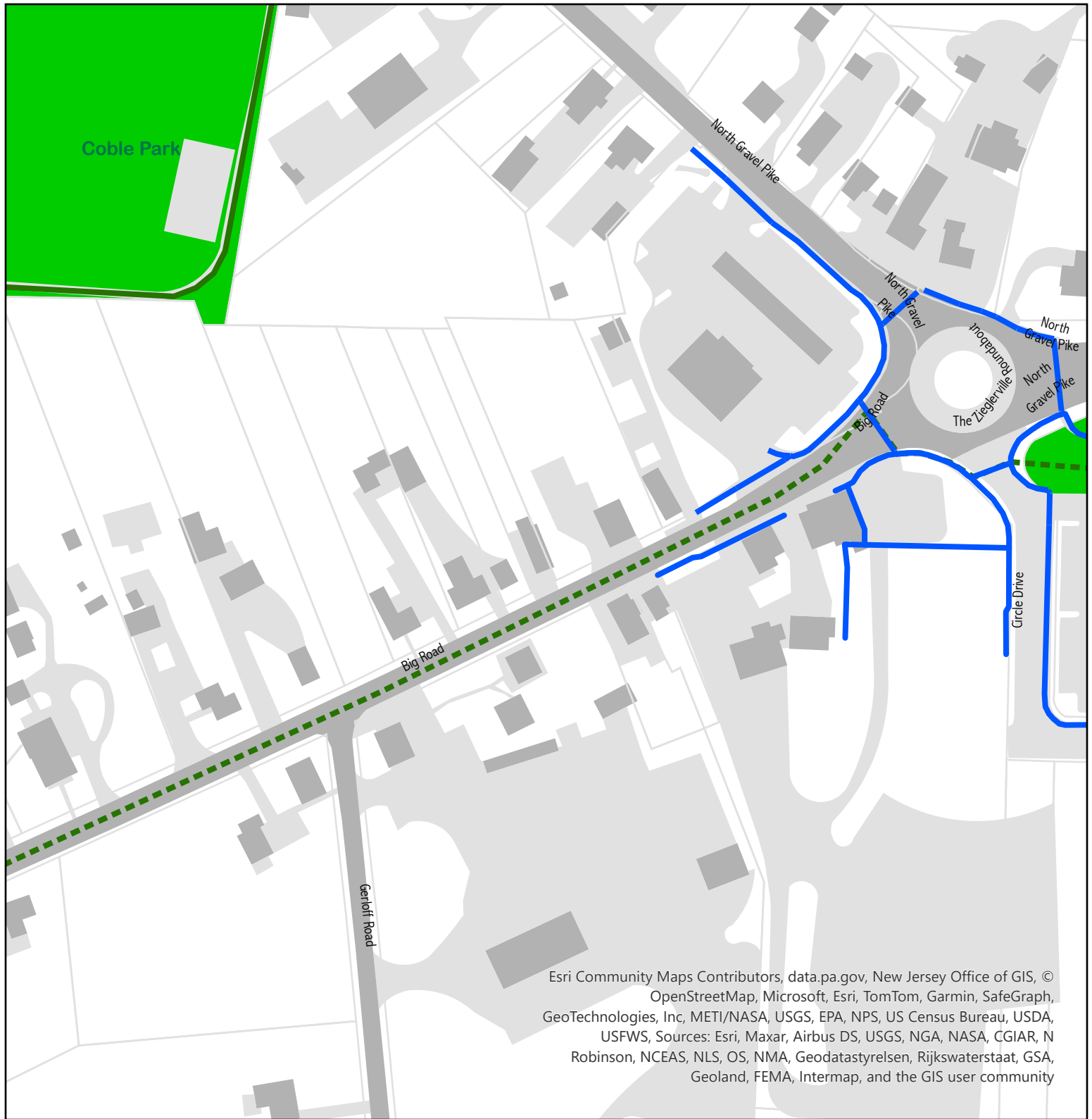
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