Link to Plan's Vision

This chapter has important linkages with the following plan themes:

- *"Desirable Residential Areas"*
- *"A Thriving, Equitable Community"*
- *"Vibrant Destinations"*
- *"Healthy People and Environment"*

March 2022

SUBJECT: Draft Chapter 11: Transportation

TO: Comp Plan Development Team

FROM: Mike Narcowich, AICP, Community Planning Assistant Manager

Outline

Introduction
Existing Conditions
      Commuting Characteristics
      Roads
      Transit
      Pedestrian Network
      Bicycling Network
      Crashes
Adopted Transportation Plans
Ongoing Transportation Projects
Complete Streets
Active Transportation
Electric Vehicles

Transportation Improvement Plan (TIP)
Alternative Funding Mechanisms
Goals
Recommendations

Introduction

This chapter will evaluate the existing transportation network, it will review past transportation plans, and it will highlight the portions that are still relevant today. Using this knowledge and the direction of transportation policy established by extensive past planning, it will update, and provide a comprehensive list of, transportation recommendations aimed at the improvement and expansion of the transportation network that will effectively and efficiently serve the needs of the township's population now, in 2035, and into the future.

Existing Conditions

Commuting Characteristics

Commuter behavior affects Abingtonians in various ways, such as:

- Quality of life (such as through time spent in traffic),
- Public health: including injuries and deaths caused by traffic accidents, improved health resulting from active lifestyles and less air pollution,
- Climate change.

More than three quarters of Abingtonians (77 percent) drive to work. Nearly eight percent (7.7 percent) take public transit, 6.5 percent carpool, and 5.5 percent work from home[1]. However, it is likely that this mode shift will change because of behaviors learned during the pandemic. The percentage of those working from home is likely to be much higher, with decreases in the share of those driving, taking transit, carpooling, and taking other transportation to work.

The share of township residents taking transit to work is 45 percent higher than the county average (7.7 percent take transit in the township compared to 5.3 percent of county residents). The share of those taking transit in Abington, however, is lower than the share of those in Cheltenham and Springfield taking transit. In Cheltenham, the share of residents taking transit is more than double that of Abington residents (it is 16.7 percent), likely due to its greater proximity to Center City).

Commute Mode

Public transportation (excluding taxicab)	Drove alone	Carpooled	Taxicab, Motorcycle and other means	Bicycle	Walked	Worked from home

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[1] Data is from 2015-2019.

Cheltenham	16.7%	67.5%	5.6%	0.6%	0.4%	3.6%	5.5%
Springfield	8.6%	73.4%	6.6%	1.0%	0.4%	1.5%	8.5%
Abington	7.7%	77.1%	6.5%	0.6%	0.0%	2.5%	5.5%
Upper Dublin	7.5%	75.7%	5.7%	0.3%	0.0%	1.4%	9.5%
Lower Moreland	6.9%	75.3%	6.5%	0.5%	0.7%	1.5%	8.6%
Montgomery County	5.3%	78.5%	6.4%	0.6%	0.2%	2.2%	6.8%
Upper Moreland	4.3%	82.2%	7.3%	0.4%	0.1%	1.8%	3.8%

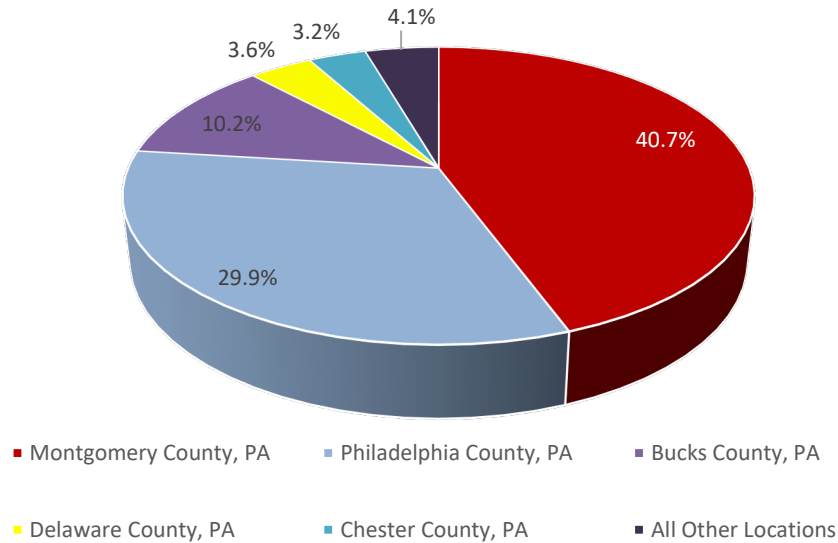*Source: American Community Survey, 2019, 5-Year Data*

Abingtonians have slightly shorter commutes than those of the county as a whole. For example, the percentage of Abington workers whose commutes were 45 minutes or longer was 23.2 percent, lower than the county's 25.2 percent. This is likely due to Abington's location near Philadelphia and other employment centers, and the broad range of transportation options available. The percentage of those having longer commutes is not as low as it is in Upper Moreland, which may reflect the fact that Upper Moreland residents generally have a shorter drive to the Pennsylvania Turnpike's Willow Grove Interchange.

Travel Time to Work (Workers 16 Years and Older Who Did Not Work at Home)

	Less than 15 minutes	15 to 29 minutes	30 to 44 minutes	45 to 59 minutes	60+ minutes		*30 minutes or greater*	*45 minutes or greater*
Upper Dublin	20.2%	25.7%	27.3%	15.4%	11.4%		54.1%	26.9%
Lower Moreland	20.3%	27.3%	30.3%	12.9%	9.2%		52.3%	22.0%
Cheltenham	25.9%	22.0%	21.6%	11.7%	18.8%		52.0%	30.4%
Montgomery County	24.3%	27.3%	23.2%	12.7%	12.5%		48.4%	25.2%
Abington	21.6%	31.3%	23.9%	14.0%	9.2%		47.1%	23.2%
Springfield	23.1%	30.7%	23.5%	12.1%	10.7%		46.3%	22.8%
Upper Moreland	27.2%	33.4%	18.4%	13.1%	8.0%		39.4%	21.1%
Source: American Community Survey, 2019, 5-Year Estimate								

Where Abingtonians are Employed

■ Montgomery County, PA	■ Philadelphia County, PA	■ Bucks County, PA
■ Delaware County, PA	■ Chester County, PA	■ All Other Locations

- 40.7%
- 29.9%
- 10.2%
- 3.6%
- 3.2%
- 4.1%

There are 27,731 Abingtonians who hold primary jobs[2]. Most of these jobs (70.6 percent) are located in either Montgomery County (40.7 percent) or Philadelphia (29.9 percent). Slightly more than ten percent work in Bucks County. The zip codes that host the highest number of primary job workers from Abington are shown in the table below. The top five zip codes include parts of Abington itself, Center City-West, University City and part of West Philadelphia, and Horsham—all locations that are located only a short drive from Abington; Center City and University City are a little farther away, but commuters have multiple options (including interstate highways and regional rail) for getting there.

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[2] Primary Job: The highest paying job for an individual worker for the year. The count of primary jobs is the same as the count of workers [Source: U.S. Census Bureau, On the Map Application].

Abington residents' workplaces are dispersed. When analyzed by zip code, Abington itself, Center City-West, University City, and Horsham are the leading work destinations.

United States **Census** Bureau | **OnTheMap**
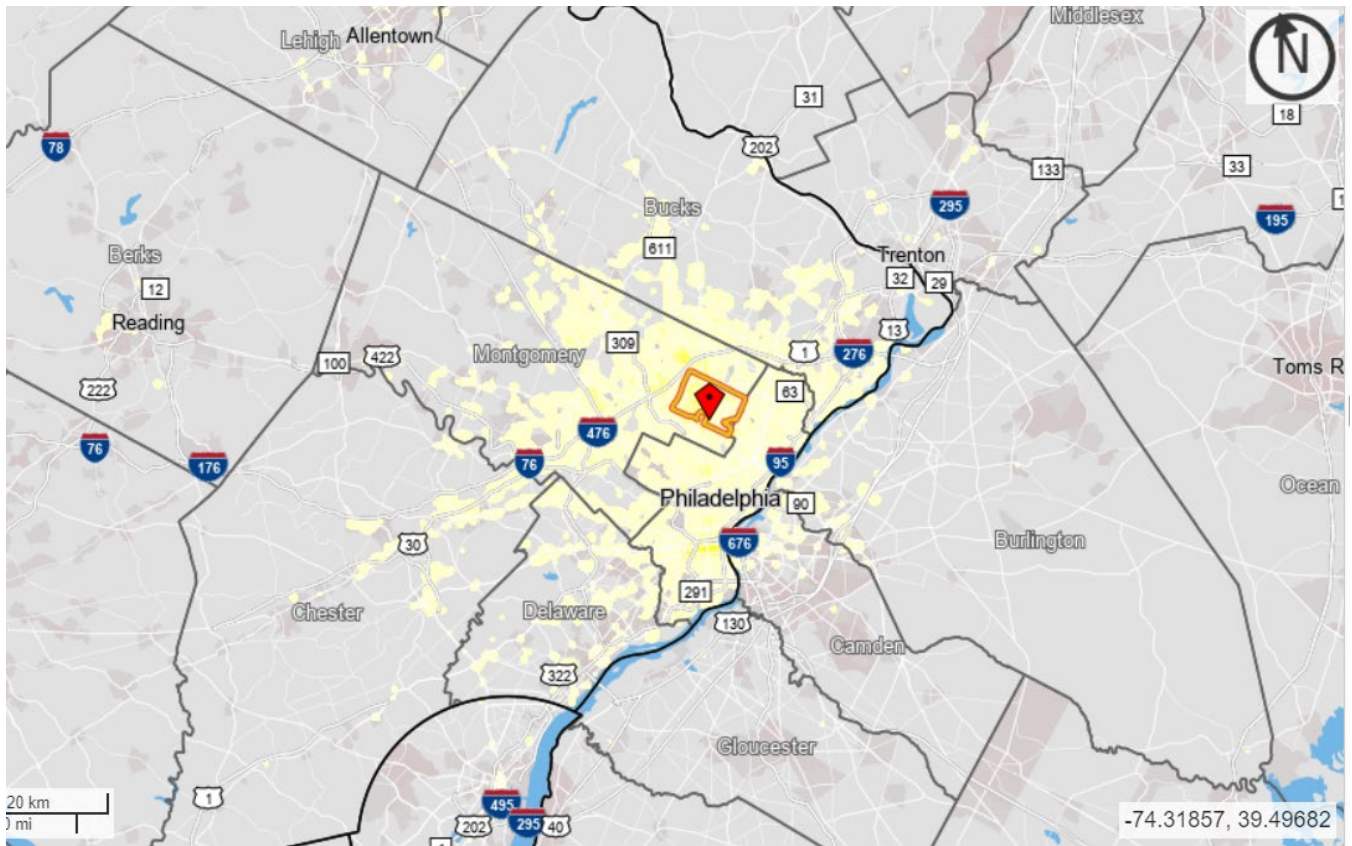
Start | Base Map | Selection | Results ⊗

Work Destination Analysis
by ZIP Codes (ZCTA)

▼ Display Settings

Labor Market Segment Filter ❔ ✏ All Workers
Number of Results ❔ Top 10 ▸
Year ❔ 2018 ▸

▼ Map Controls ❔

Color Key
Thematic Overlay
Spoke Overlay
Selection Outline

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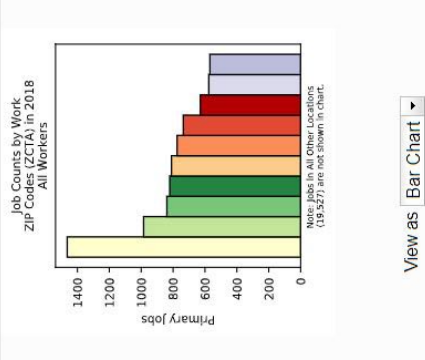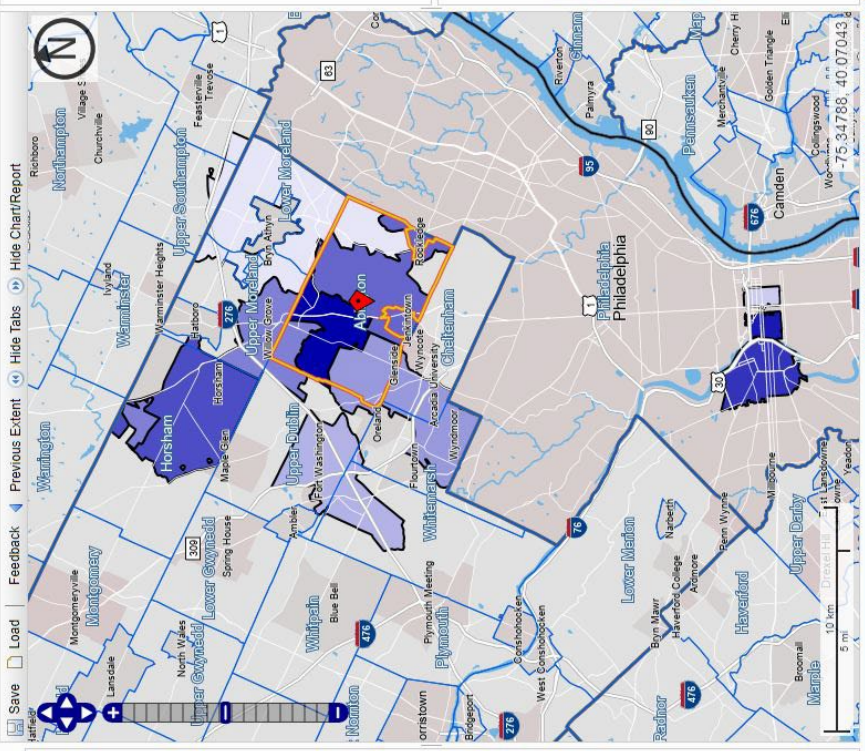📋 Clear Overlays ▦ Animate Overlays

▼ Report/Map Outputs ❔

▤ Detailed Report
🌐 Export Geography
🖨 Print Chart/Map

▼ Legends

■ 1,464 Jobs
■ 985 Jobs
■ 839 Jobs
■ 821 Jobs
■ 810 Jobs
■ 775 Jobs
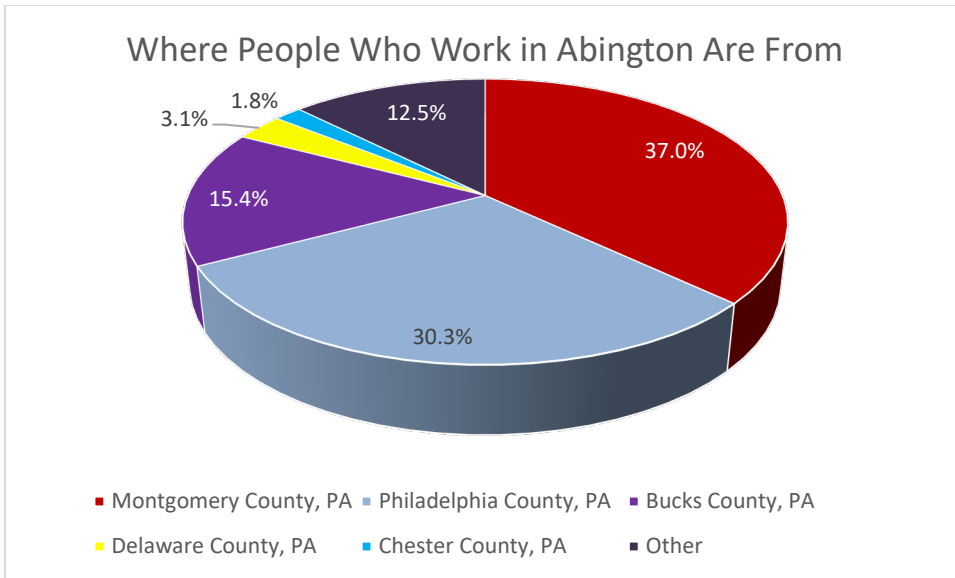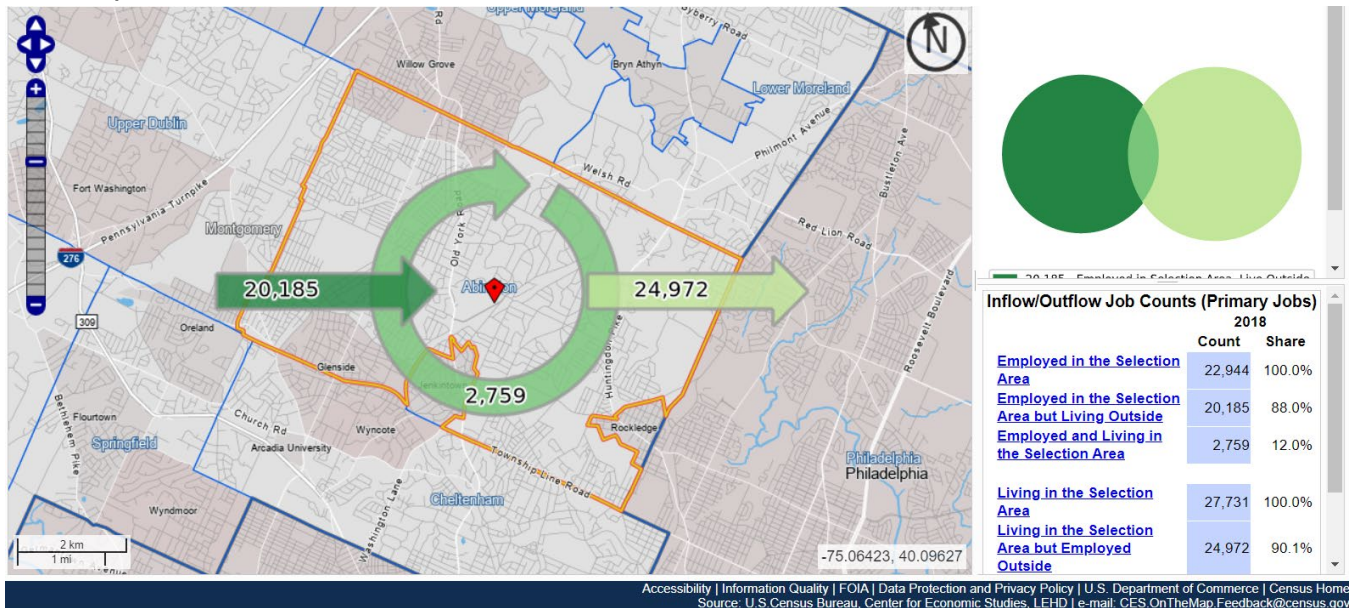■ 736 Jobs
■ 629 Jobs
■ 576 Jobs
□ 569 Jobs

⚙ **Change Settings**

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Job Counts by Work
ZIP Codes (ZCTA) in 2018
All Workers

Note: Jobs in All Other Locations (19,527) are not shown in chart.

View as [Bar Chart ▾]

Jobs Counts by ZIP Codes (ZCTA) Where Workers are Employed - Primary Jobs

	2018	
	Count	Share
All ZIP Codes (ZCTA)	27,731	100.0%
19001	1,464	5.3%
19103	985	3.6%
19104	839	3.0%
19044	821	3.0%
19046	810	2.9%
19090	775	2.8%
19038	736	2.7%
19034	629	2.3%
19107	576	2.1%
19006	569	2.1%
All Other Locations	19,527	70.4%

-75.34788, 40.07043

Where People Who Work in Abington Are From

Pie chart legend:
- Montgomery County, PA — 37.0%
- Philadelphia County, PA — 30.3%
- Bucks County, PA — 15.4%
- Delaware County, PA — 3.1%
- Chester County, PA — 1.8%
- Other — 12.5%

Commuting patterns of workers from Abington and workers employed in Abington are similar, but there are some variations. Only ten percent of Abington workers are employed in Bucks County, but 15 percent of those working in Abington come from Bucks County. There is an even greater disparity involving the area outside the five-county southeastern Pennsylvania region. Only four percent of Abington workers are employed outside the region, but 12.5 percent of people who work in Abington come from outside the region. Nonetheless, Abington is a net job exporter; 20,185 people come to work in Abington from other places, but 24,972 leave Abington for jobs outside the township. Some township residents (2,759) also work in the township.

Inflow/Outflow Job Counts (Primary Jobs)

	2018	
	Count	Share
Employed in the Selection Area	22,944	100.0%
Employed in the Selection Area but Living Outside	20,185	88.0%
Employed and Living in the Selection Area	2,759	12.0%
Living in the Selection Area	27,731	100.0%
Living in the Selection Area but Employed Outside	24,972	90.1%

The map below illustrates the destinations (shown in yellow) of employed Abington residents.

Roads

Functional Class

The roads in Abington can be differentiated base upon federal highway functional classification (see map). The township has no expressways, but it does have arterial, collector, local, and private roads.

- Arterial roads provide greater mobility for longer trips than many roads, but offer more accessibility than expressways. Examples of principal arterials include Old York and Moreland Roads and Huntingdon Pike. Examples of minor arterials include Easton, Susquehanna, and Jenkintown Roads.

- Collector roads channel traffic to or from higher classification roads. Examples include Highland and Tyson Avenues, Fox Chase Road, and Meetinghouse Road.

- Local roads generally include roads within residential subdivisions, and include all roads in the township other than arterial and collector roads.

Although Abington does not have interstate highways or expressways running through it, it is located just south of the Pennsylvania Turnpike and northeast of PA-309.

Ownership

Abington Township owns most roads in the municipality. Easton Road is the one road in Abington owned by Montgomery County. The state (PennDOT) owns most of the arterial and some collector roads. Other roads are private, such as Harbison Way, Deer Run, Hering, and Valley Green. Ownership is important because it determines the responsible party for maintenance and snow removal, and because owners control property access through the Highway Occupancy Permit (HOP) process. In the case of county-owned Easton Road, maintenance and improvement projects on the road are an opportunity for the county to implement its Complete Streets policy[3] (see "Complete Streets" section, below).

Available Vehicles

Abington has a smaller percentage of occupied housing units with only one or no vehicles available than the county average. However, thirty-five percent of occupied housing units in Abington do fall into this category (including 6.5 percent who have no vehicle at all). Ensuring that a variety of travel mode choices is available and a realistic way of traveling is important.

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[3] Montgomery County's Complete Streets Policy: https://www.montcopa.org/3277/Montgomery-County-Complete-Streets-Polic

VEHICLES AVAILABLE	0	1	2	3+	0 or 1
Cheltenham	8.3%	37.9%	45.1%	19.7%	46.2%
Upper Moreland	4.9%	36.1%	39.1%	14.6%	41.0%
Montgomery County	5.9%	31.4%	44.1%	29.5%	37.3%
Springfield	5.2%	30.2%	44.7%	19.9%	35.4%
Abington	6.5%	28.6%	50.0%	25.5%	35.1%
Lower Moreland	4.3%	22.1%	38.6%	20.3%	26.4%
Upper Dublin	3.5%	21.0%	42.4%	20.3%	24.5%

Source: American Community Survey, 2019, 5-Year Data

Note: Table shows data for Abington and comparison areas selected by the Comprehensive Plan Development Team

Traffic

The roads with the highest traffic volume in Abington is: Old York Road (PA 611), a principal arterial, Susquehanna Road, a minor arterial, Huntingdon Pike (PA 232), a principal arterial, and Township Line Road, a principal arterial. The collector road with the highest traffic volume is Fox Chase Road.

Average Annual Daily Traffic (AADT), 2015-2021*					
Road	Count Direction	AADT	Cross Street 1	Cross Street 2	Date
Old York Road	North + South	27,955	Moreland Rd	Old Welsh Rd	6/21/2017
Susquehanna Road	Both	18,959	Arbuta Rd	Wynnwood Ave	9/14/2021
Huntington Pike	North + South	17,439	Pasadena Ave	San Gabriel Ave	11/12/2019
Township Line Road	Both	14,328	New Second St	Church Rd	6/23/2021
The Fairway	Both	13,289	Old York Rd	Rydal Rd	7/25/2018
Susquehanna Road	Both	12,932	Sewell La	Old York Rd	5/8/2019
Welsh Road	Both	11,763	Huntington Rd	Paper Mill Rd	9/5/2019
Easton Road	Both	11,512	Woodland Rd	Old Welsh Rd	4/14/2021
Easton Road	Both	11,329	Mt. Carmel Ave	Jenkintown Rd	9/14/2021
Moreland Road	Both	11,128	Blair Mill Rd	Fitzwatertown Rd	7/24/2018
Fitzwatertown Road	Both	10,028	Old Welsh Rd	Susquehanna Rd	7/24/2018
Fox Chase Road	Both	9,288	Meetinghouse Rd	Forrest Ave	6/19/2019

Jenkintown Road	Both	9,253	Cedar Rd	Meetinghouse Rd	4/21/2021
Meetinghouse Road	Both	8,764	Fox Chase Rd	Susquehanna Rd	5/8/2019
Old Welsh Road	Both	6,986	Coolidge Ave	Park Ave	9/5/2019
Cedar Road	Both	6,929	Fox Chase Rd	Huntingdon Pk	4/13/2021
Washington Lane bridge over Frog Hollow Creek	Both	6,656	Pepper Rd	Frog Hollow Rd	1/17/2019
Church Road	Both	6,607	Township Line Rd	Huntingdon Pk	5/8/2019
Mt Carmel Avenue	Both	6,162	Limekiln Pk	North Hills Ave	8/8/2015
Moredon Road	Both	4,011	Philadelphia City Line	Huntingdon Pk	1/17/2019
Mill Road	Both	3,055	Susquehanna Rd	Moredon Rd	9/5/2018

Source: Delaware Valley Regional Planning Commission.
* Note: Year 2020 data was affected by the Covid-19 pandemic and was not included. Where data was not available for the years 2017-2021, data from 2015-2016 is shown.

Since 2008, there has been no township-wide trend in change in traffic volume on the township's major roads. Arterial roads that experienced significant rises in traffic volume included Huntington Pike (an increase of 22 percent from 2008 to 2017) and Susquehanna Road (an increase of 19 percent from 2008 to 2021). On other major roads, however, traffic stayed about the same or decreased slightly ("Change in AAADT…" table). In the Vision2035 transportation survey, traffic congestions was cited as one of the highest transportation challenges (ranked 4th of 16 answers) facing the township.

One transportation management strategy that the township will consider will be the reduction of individual vehicle trips. It is important to work with large employers, such as hospitals and universities, and with the Partnership Transportation Management Area (TMA) to have a significant impact on the number of individual vehicle trips. Important goals of such a strategy are to reduce vehicular trips and traffic congestion while improving air quality. This was a recommendation of the last Abington Comprehensive Plan.

Change in AADT Over Time					
Road	Date	AADT	Count Direction	Street 1	Street 2
PA 611 Old York Rd	6/24/2008	14,993	South	Old Welsh Rd	Moreland Rd
PA 611 Old York Rd	6/21/2017	15,171	South	Edge Hill Rd	Old Welsh Rd
% Change		1%			

				Meetinghouse	
PA 232 Huntingdon Pk	5/12/2009	12,109	South	Meetinghouse Rd	Moredon Rd
PA 232 Huntingdon Pk	9/11/2017	14,787	South	Meetinghouse Rd	Moredon Rd
Change		22%			
PA 63 Moreland Rd	6/24/2008	11,344	East	Fitzwatertown Rd	Old York Rd
PA 63 Moreland Rd	9/25/2019	10,503	East	Osbourne Ave	Fleming Ave
		-7%			
Susquehanna Rd	6/24/2008	15,882	Both	Edge Hill Rd	Fitzwatertown Rd
Susquehanna Rd	9/14/2021	18,959	Both	Arbuta Rd	Wynnwood Ave
		19%			
Fitzwatertown Rd	6/24/2008	10,819	Both	Susquehanna Rd	Old Welsh Rd
Fitzwatertown Rd	7/24/2018	10,028	Both	Susquehanna Rd	Old Welsh Rd
		-7%			
Easton Rd	7/15/2008	13,072	Both	Mt Carmel Ave	Jenkintown Rd
Easton Rd	9/14/2021	11,329	Both	Mt Carmel Ave	Jenkintown Rd
		-13%			

A tool that would facilitate transportation planning by township staff and elected officials and appointees would be a database and mapping of transportation study data. This would include data from the many such studies completed in the township for land developments and transportation projects.

Traffic Calming

The township's adopted plans have identified (and plans in-progress will identify) areas where traffic calming would be especially beneficial. This is important, given the community's concern about speeding and cut-through traffic. A variety of traffic calming techniques are available; for a menu list of options, including, but not limited to, curb extensions, roundabouts, raised intersections, and chicanes, see PennDOT's Traffic Calming Handbook.[4] Strategies to promote multimodal transportation and complete streets often have the effect of calming traffic as well.

#1 Transportation Challenge Facing the Township:

"Speeding or cut-through traffic in residential neighborhoods" --Vision2035 transportation survey.

Transit

This section reviews transit service in the township and discusses opportunities for improvement. It should be noted that the Covid-19 pandemic has had a tremendous impact on ridership, with long-term impacts still to be determined. One major planned project that SEPTA removed from its capital budget due to the pandemic is the Noble parking garage. SEPTA's 2022-2033 Capital Budget is reevaluating parking needs due to the pandemic; the garage is one project that will be revisited as ridership returns and need for parking at the location becomes clear).

The SEPTA Annual Service Plan[5] has traditionally summarized changes to transit service proposed by the public and various entities, and provided analyses showing whether the proposals make sense from a financial and technical standpoint. However, SEPTA recently suspended the Annual Service Plan in favor of public outreach and scenario development. Suggested improvements to SEPTA bus service will now be collected by SEPTA through its "SEPTA Forward: Bus Revolution" [6] program and other service development planning processes that will follow the end of that project. The township will participate in these public processes to ensure that future service best addresses the needs of Abingtonians and those who work in or visit the township. SEPTA Service Standards and Process (2019) contains the current outline for a more robust service development outreach effort going forward.[7] In

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[4] PennDOT's Traffic Calming Handbook: https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf

[5] SEPTA Annual Service Plan (Fiscal Year 2020): https://planning.septa.org/wp-content/uploads/2021/02/Annual-Service-Plan-FY2020.pdf

[6] SEPTA Forward: Bus Revolution program: https://www.septabusrevolution.com/

[7] SEPTA Service Standards and Process (2019), which addresses proposed revamped public outreach process: https://planning.septa.org/wp-content/uploads/2021/02/Service-Standards-and-Service-Development-Process-2020.pdf

addition to Bus Revolution, the township will use other ongoing SEPTA studies (such as "Reimagining Regional Rail")[8] to provide input to the SEPTA transit service planning process and to suggest investment ideas.

The township will work (as recommended in the last Abington Comprehensive Plan) with the following large employers and important entities to establish a localized transit marketing campaign:

- Abington Jefferson Hospital
- Holy Redeemer Health System
- Abington School District
- Penn State University-Abington
- Manor College
- Willow Grove Park Mall
- SPS Technologies
- Philadelphia Presbytery Home (owner of Rydal Park and Rydal Waters)
- Giant
- SEPTA
- Partnership Transportation Management Agency (TMA)

Such a campaign would promote transit, off-peak commuting, telecommuting, and ridesharing to reduce vehicular trips and encourage use of transit as a viable commuting option and alternative to the private automobile. This might be directed to groups such as the elderly, students, low-income households, disabled populations, and those seeking alternatives to using a private automobile.

Efforts like this are typically called "transportation demand management" (TDM). TDM is defined simply by the Federal Highway Administration as "a set of strategies aimed at maximizing traveler choices."[9] This might also involve promoting bicycling or walking as alternatives to driving a private automobile. The goal of such a strategy, in addition to expanding traveler choices, is to reduce traffic congestion, reduce emissions and improve air quality, and improve mobility. Partnership TMA is currently is actively pursuing funding to advance municipal Transportation Demand Management (TDM) planning within its service area, which includes Abington. *For more information, read about Lower Merion's TDM program, funded by the Greater Valley Forge TMA.[10]*

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[8] Reimagining Regional Rail: https://planning.septa.org/projects/regional-rail-master-plan/

[9] Transportation Demand Management, defined by the Federal Highway Administration: https://ops.fhwa.dot.gov/plan4ops/trans_demand.htm, accessed on January 7, 2022.

[10] "GVF Develops First Ever TDM Policy for Greater Philadelphia Region," July 28, 2020 https://www.gvftma.com/post/lower-merion-township-adopts-tdm-policy-resolution

SEPTA Bus

Abington is served by nine SEPTA bus routes. Route 55, which runs along PA 611 Old York Road and serves the Willow Grove Park Mall, has the highest ridership in the township (its Willow Grove Park Mall stop is the busiest in the township). The Noble area, which includes connections to the West Trenton Regional Rail line at Noble station and the commercial, office, residential, and institutional uses along The Fairway, is the second busiest group of bus stops on the Route 55. The bus stops near the Pavilion and ACME are the third-busiest group of stops in the township. The bus route with the second-highest ridership is the Route 24, which runs along PA 232 Huntingdon Pike; its busiest stop is Huntingdon Valley Shopping Center.

22.9%

--The percentage of Abingtonians who say that they use Regional Rail to travel around the township.—Vision2035 Transportation Survey

The stops with the highest number of boards indicates areas where bus shelters (or enhanced bus shelters) may be needed. On the Route 55, one of the stops at the Mall has the highest number of boards (the center of the mall property includes multiple, large bus shelters). The stop on Old York Road at Wyncote Road in Jenkintown (across the street from the Pavilion in Abington) has the highest number of weekday boards. There is currently a proposed land development with a grocery store at this location that includes a proposed bus shelter built into the Old York Road-facing building façade.

Route 55 Bus: Average Daily Ridership by Selected Stops

Route	Direction	Stop Name	Combined Boards/Leaves	Weekday Boards	Weekday Leaves	Comment
55	Northbound	Willow Grove Park Mall	466	41	425	at Mall, Connections to Routes 22 and 95
55	Southbound	Willow Grove Park Mall	282	249	33	at Mall, Connections to Routes 22 and 95
55	Southbound	Old York Rd & Wyncote Rd	103	80	23	at Pavilion, Connection to Route 77
55	Northbound	Old York Rd & Woodland Rd	97	13	84	at Jefferson Abington Hospital
55	Northbound	Old York Rd & Pavilion Dr	96	18	78	at Pavilion, Connection to Route 77
55	Northbound	Old York Rd & The Fairway	93	13	80	at Noble Regional Rail station
55	Southbound	Old York Rd & Woodland Rd	85	73	12	at Jefferson Abington Hospital
55	Southbound	Moreland Rd & Park Ave	79	65	14	at Mall, Connections to Routes 22 and 95
55	Northbound	Moreland Rd & Park Ave	42	1	41	at Mall, Connections to Routes 22 and 95
55	Southbound	Old York Rd & Baeder Rd	76	60	16	at Noble Regional Rail station
55	Southbound	Old York Rd & Harte Rd	70	54	16	at Noble
55	Northbound	Old York Rd & Baeder Rd	68	20	48	at Noble
55	Northbound	Old York Rd & Washington Ln	54	25	29	at ACME
55	Northbound	Old York Rd & Horace Ave	39	5	34	at Jefferson Abington Hospital/Township Building
55	Northbound	Old York Rd & Horace Ave	33	27	6	at Jefferson Abington Hospital/Township Building
55	Southbound	Old York Rd & London Rd	42	34	8	at Abington Towne Center
55	Northbound	Old York Rd & Rockwell Rd	33	7	26	at Abington Towne Center
55	Southbound	Old York Rd & Rockwell Rd	32	29	3	at Abington Towne Center
55	Southbound	Old York Rd & Washington Ln	30	19	11	at ACME
55	Northbound	Old York Rd & London Rd	22	4	18	at Abington Towne Center
55	Northbound	Old York Rd & Rodman Ave	17	4	13	at Noble Regional Rail station

Source: SEPTA, 2019

Groupings of Stops by Area (by MCPC)

Subtotal, Willow Grove Park Mall:	869
Subtotal, Noble:	324
Subtotal, Pavilion/ACME:	283
Subtotal, Jefferson Abington Hospital/Township Building	254
Subtotal, Abington Towne Center:	129

The Vision2035 transportation survey asked respondents if there are destinations to which they cannot easily take the bus. The percentage answering "no" was 81.1 percent. When asked what the top three transportation issues are in the township, those listing improved bus service was 2.5 percent. Therefore, it appears that, for those answering the survey, at least, SEPTA's bus lines generally go to places where Abingtonians want to take the bus. However, for those who do ride the bus (including many who may not have taken the survey) service frequency, routes, and destinations are very important. In addition, there are places that survey respondents indicated a desire to be able to travel to by bus. In some cases, buses to the destinations listed exist, but comments indicated the concern was related to frequency of service or point of origin. Some of the more common destinations that respondents indicated a desire to travel to by bus are[11]:

#1 Rank

-- Willow Grove was ranked highest in Montgomery County for percentage of jobs with customers, clients, patients, and students. Such areas are associated with higher levels of transit ridership.

-- SEPTA Bus Revolution (Market Analysis)

- Routes along east-west routes (such as Susquehanna Road) *Note: the last Abington Comprehensive Plan also recommended that east-west bus service be increased.*
- Glenside (including Regional Rail and Keswick Village)
- Willow Grove Park Mall.
- Abington Village (the area including Abington-Jefferson Hospital, the township building, and the Abington Free Library).

SEPTA's Bus Revolution program is a way that Abington can provide feedback on bus service. [12]

There is a need for bus shelters in Abington that make riding the bus a more comfortable and attractive travel option. Adopted plans and the Montco Pikes Plan (in-progress) identify or identified priority locations for shelters, including those with high ridership, important regional rail stations, employment, and service destinations. SEPTA does not generally own or maintain bus shelters, so when new shelters are added they should have a funding and maintenance plan and should have responsible parties identified. Any new shelters should be designed consistent with SEPTA's Bus Stop Design Guidelines[13], which make recommendations about design, placement, and the important components of high-quality bus shelters.

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[11] Note: there was a relatively small sample size of respondents (65) for this question.
[12] SEPTA's Bus Revolution Market Analysis for Transit Service: https://www.septabusrevolution.com/wp-content/uploads/2022/01/SEPTA-Market-Analysis.pdf

[13] SEPTA's Bus Stop Design Guidelines: https://www.dvrpc.org/Reports/18029.pdf

Accessibility of bus shelters and pathways leading to them is critical to ensure that people can utilize SEPTA's accessible fixed-route bus services, thus minimizing costs to operate SEPTA's customized community transportation (CCT) paratransit. For that reason, where new development includes bus stops and/or pathways to the stops, they should be designed consistent with the latest best practices.[14]

SEPTA Regional Rail

Abington is the site of seven SEPTA Regional Rail stations on three Regional Rail lines. North Hills has the highest ridership, followed by Roslyn and Noble. Crestmont has the lowest ridership in Abington, although it increased 39 percent from two years prior. Other stations are located outside of Abington's boundaries, but are walkable from homes in Abington. These include stations with higher average daily ridership than any in Abington, such as Jenkintown-Wyncote (1,522), Glenside (1,248), and Willow Grove (582).

Station	Average Daily Weekday Ridership	Rail Line
North Hills	428	Lansdale/Doylestown
Roslyn	416	Warminster
Noble	415	West Trenton
Ardsley	328	Warminster
Rydal	274	West Trenton
Meadowbrook	220	West Trenton
Crestmont	194	Warminster

Source: SEPTA, 2019

Mode Split of Weekday SEPTA Regional Rail Passengers

Station	Pedestrian/Drop Off Access	Total 1/4 Mile Bus Alights
Ardsley	69%	0%
Rydal	69%	0%
Roslyn	62%	9%
Crestmont	54%	16%
Noble	48%	15%
North Hills	43%	1%
Meadowbrook	22%	0%

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[14] In addition to SEPTA's Bus Stop Design Guidelines, see SEPTA's Transit Supportive Communities website. https://planning.septa.org/projects/transit-supportive-communities/ and the Pennsylvania Public Transit Association's (PPTA's) Better Bus Stops: http://ppta.net/pages/betterbusstops/

The mode split of passengers arriving at Abington's Regional Rail stations shows that Ardsley, Roslyn, and Crestmont may have the highest proportion of passengers that walk to the station[15] (Rydal's figure likely includes a high proportion of passengers dropped off at the station, given the few sidewalks nearby and semi-suburban location). Noble (33) and Roslyn (23) were the only stations with more than a dozen estimated riders connecting from buses.

Parking Utilization by Station

Station	Occupied Spaces	Parking Spaces	Parking Lot Utilization
North Hills	82	147	56%
Meadowbrook	78	100	78%
Noble	33	90	37%
Roslyn	25	87	29%
Ardsley	15	47	31%
Rydal	13	43	31%
Crestmont	6	20	29%

Source: SEPTA, 2017

More commuters park at the North Hills station than any other station in Abington (147 occupied spaces), according to SEPTA's data. The station with the second highest number of occupied parking spaces is Meadowbrook (100 occupied spaces). Meadowbrook has the highest parking lot utilization. This underscores the fact that there is no option to walk to Meadowbrook so maybe the parking lot utilization is so high as a result-- it is the only Regional Rail station in the township that it not accessible by sidewalk. Construction of sidewalks or paths from the station to neighboring areas and sidewalk networks would make it possible to walk to and provide more travel options for area residents.

SEPTA's Fiscal Year 2022-2033 capital budget includes the following transit improvements in Abington:

- Noble station ($18.2 million):
    - To make station fully ADA accessible,
    - Provide for a storage track,
    - Creation of high-level platforms,
    - Provide canopies and passenger shelters,
    - Erect new signage,
    - Construct accessible pathways, sidewalks, and handrails/guardrails,
    - Stormwater management systems, and
    - Landscaping.

    SEPTA is coordinating this project with PennDOT's replacement of the adjacent Route 611 bridge.

- Roslyn station ($6.5 million): modernization and upgrade to full ADA accessibility (2027-2033 project)

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[15] Due the study's methodology, those walking to the station and those being dropped off at the station were measured as one group.

Planning by Abington and SEPTA has recommended improvements at or in the immediate environs of the Regional Rail stations in the township (most recently with Walk-Park-Train Abington (2017)—see "Adopted Transportation Plans"), with an emphasis on Noble and Crestmont. Other stations have been addressed by past plans to varying degrees. Roslyn, Ardsley, and Rydal are some of the stations that would benefit from additional study addressing access, safety, parking, lighting, aesthetics, passenger comfort, and other issues (the last Abington Comprehensive Plan recommended that such plans be completed for all stations).

Ardsley and Roslyn have some of the highest percentage of drop-off or pedestrian-access passengers; studies might examine how best to serve these users. Roslyn and North Hills have (along with Noble) the highest number of weekday boardings in the township. Further study should be undertaken on how these stations could best serve passengers. In Roslyn, more detailed research could be undertaken about the costs and benefits of relocating the station farther from the intersection, so that it creates less interference with traffic on Easton and Susquehanna Roads when trains are in the station.

Pedestrian Network

The township has an extensive network of sidewalks serving arterial, collector, and local roads. The sidewalks are especially prevalent in the PA 611 corridor and to the west. The area between Huntingdon Road, Susquehanna Road, Huntingdon Pike, and Lower Moreland Township, however (in the Rydal/Meadowbrook/Huntingdon Valley area), has very few sidewalks. This area is the site of large-lot residential neighborhoods, but is also home to land uses that have the potential to generate significant pedestrian traffic, such as Penn State University—
Abington, Rydal West Elementary, three park/public open space areas, and the Rydal and Meadowbrook SEPTA Regional Rail Stations.

> **#2 Transportation Challenge Facing the Township:**
>
> **"More or better sidewalks" –Vision2035 Transportation Survey**

When asked why people could not safely get somewhere on foot, bicycle, or wheelchair, survey respondents answered that the most common reason was "lack of sidewalks" (65.8 percent). Others cited "lack of crosswalk" (24.2 percent). In another question about how people travel, 62.5 percent of respondents said that they travel around the township on foot.

Additionally, the survey showed that the pedestrian experience in Abington is not acceptable in many cases. When asked why they could not safely get somewhere on foot, bicycle, or wheelchair, 45.6 percent of survey respondents answered that the route is unpleasant because it is next to a busy highway or road. Improving the pedestrian experience and the

pedestrian's sense of safety and comfort can be undertaken in various ways. These include traffic calming and streetscape improvements. Either of these might include the planting of street trees, separating the sidewalk from traffic with a decorative verge (which is required by zoning), and/or the addition of planters, bollards, streetlights, street furniture or landscaping. Some of these features create a sense of protection through physical separation from the road; some convey the message to all that the road (including sidewalk) is for pedestrians, wheelchair users, and others; and some create a more appealing environment for pedestrians and wheelchair users.

The township will continue to work through the land development process and other initiatives to extend sidewalks into areas not currently served by them. In the case of the Rydal-Meadowbrook area, addition of sidewalks into key parts of this area would provide safe places for pedestrians to walk—including residents, students, transit-users, and visitors to parks and open space. In areas where sidewalks are viewed as antithetical to the neighborhood context, other options might be used—such as winding, macadam trails, with routes adjusted to preserve stone walls, trees, and other vegetation.

Crosswalks are present in many important areas for pedestrian safety. In recent decades, the township has used more highly-visible crosswalks of the continental (hatched) design, rather than the less-visible, traditional style consisting of two thin parallel lines. The township will continue to advocate for installation of highly-visible crosswalks through the land development process, grant applications, and its own initiatives.

> ## Top 2 Reasons why Abingtonians Cannot Get Somewhere on Foot:
>
> 1. **"Lack of sidewalks" (65.8%)**
> 2. **"The route is unpleasant because it is next to a busy highway or road" (45.6%)**
>
> **-- Vision2035 Transportation Survey**

Train stations with substantial or strategic sidewalk gaps around them include:

- Crestmont Station (including Rubicam and parts of Highland)
- Meadowbrook Station (this has no sidewalk connection)
- Rydal Station

In the Walk-Park-Train Abington plan, areas with sidewalk gaps near parks and schools were identified. Locations with the most missing sidewalks around them included:

- Briar Bush Nature Center
- Copper Beech Elementary
- Crestmont Park

- Game Preserve
- Highland School
- Penn State University-Abington
- Valley Park
- Willow Hill Elementary

Figure ____: Sidewalk Gaps Near Schools, Parks, and Transit Stops highlights sidewalk gaps that are located within one-half mile of parks, one-half mile of SEPTA Regional Rail stations, and/or one mile of schools[16]. Walkability in these areas is especially important. The half-mile distance is illustrated to highlight areas where people are most likely to walk (if safe walking routes existed) to parks and regional rail. The one mile distance is shown around schools, since Abington public school transportation policy does not provide transportation for children who live within one mile of schools[17].

The Delaware Valley Regional Planning Commission's Sidewalk Gap Analysis Explorer [18] is an interactive online tool that provides a variety of ways to evaluate the township's pedestrian network. The combination of the resources above will help the township prioritize pedestrian improvement projects.

Bicycling Network

Bicycle infrastructure in the township includes on-street bike lanes and the multiuse Pennypack Trail. Roads with bike lanes include The Fairway, Rydal Road, Valley Road, and Susquehanna Road. The chart below shows that bicyclist use of both the bike lanes on Susquehanna Road and the Pennypack Trail have grown steadily since 2015. Some of the increase was attributable to the pandemic, as bicycling dramatically increased around the region. Yet the trend was evident even as early as 2017 in Abington.

The township's zoning ordinance requires bike racks and covered bike racks or lockers. The township can further promote bicycling as a convenient and appealing option by implementing the Abington Master Bicycle Plan and its proposed routes, signage, and lane markings. Provision of bike racks or lockers, covered bike racks, bike repair stations, and indoor showers can all make bicycling a more convenient and appealing option of travel. The township can encourage use of bicycling by installing such facilities at township properties along bicycle routes identified in the Abington Master Bicycle Plan.

As discussed in the "Pedestrian Network" section, when asked why they could not safely get somewhere on foot, bicycle, or wheelchair, 45.6 percent of survey respondents answered that the route is unpleasant because it is next to a busy highway or road. Improving the bicycling

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[16] Abington School District's Transportation Policy (of June 13, 2017).

[17] The policy does not provide transportation for secondary school students who live within 1.5 miles of the school. It also provides transportation for students who live less than the distances specified from school, but for whom the walking routes constitute a hazard, when certified by PennDOT.

[18] Sidewalk Gap Analysis Explorer, by Delaware Valley Regional Planning Commission (DVRPC): https://www.dvrpc.org/webmaps/sidewalk-gaps/#

experience and the bicyclist's sense of safety and comfort can be addressed through use of bike lanes, protected bike lanes (which use a barrier or physical object to separate the bicyclist from vehicular traffic), a separate trail for bicyclists alongside the road, provision of a wide shoulder, share-the-lane pavement markings ("sharrow"), and/or "share the road signage," reminding motorists of the presence of bicyclists. Related improvements, such as traffic calming and planting of street trees can improve the bicyclist's safety and riding experience. Providing bike racks or lockers can make it more feasible and appealing to ride a bicycle and sends a message to motorists that the road is intended to be used by bicyclists as well as other users.

Trails

There is interest among Abingtonians in creating new trails. The transportation survey found that 29.7 percent of respondents said that there are places in Abington where they would like new trails to be added. Although Abington is a built-out community, there are still places where trails might be constructed:

Bicyclist Count (both directions)

Bar chart showing bicyclist counts for Susquehanna Rd and Pennypack Trail:
- 2015: Susquehanna Rd = 13, Pennypack Trail = 171
- 2017: Susquehanna Rd = 28, Pennypack Trail = 316
- 2020: Susquehanna Rd = 108, Pennypack Trail = 427

Legend: ■ Susquehanna Rd ■ Pennypack Trail

Source: Delaware Valley Regional Planning Commission (DVRPC)

- Trails in parks and open space areas
- Trails on large institutional properties, facilitated with an access easement
- Trails that connect two neighborhoods
- Trails connecting to "The Circuit."[19]
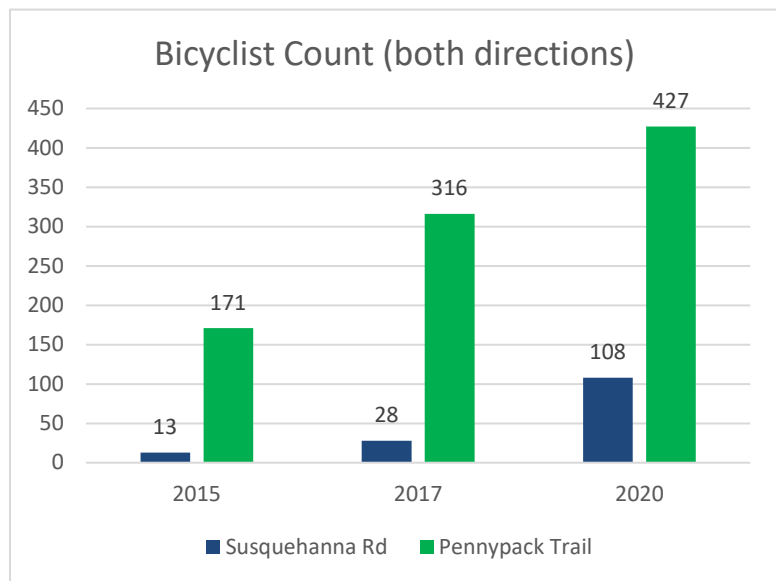
The Circuit is a 300-mile multi-use trail network in two states in the Philadelphia region (which will consist of more than 750 miles of trails when built out). Proposed trails that are part of The Circuit are eligible for special funding opportunities.

The township's most important trail is the Pennypack Trail, which is on both The Circuit and the Montgomery County trail network. There are local trails at various parks in the township, the most extensive of which are located at Alverthorpe Park, Ardsley Wildlife Sanctuary, Briar Bush Nature Center, Roslyn Park, Ardsley Park, Baederwood Park, and Penbryn Park.

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[19] https://www.dvrpc.org/webmaps/thecircuit/

A portion of the planned Tookany Creek Trail will run through a part of Glenside in Abington (see county trail map); this is also on The Circuit. Additionally, the future route of the Tookany Creek Trail presents an opportunity for connecting trails or walking paths to that trail from Abington High School, Baeder Park, Hallowell Park, and SPS Technologies. The proposed Rockledge Trail

Neighborhood connecting trails, Crestmont

29.7%

Percentage of respondents to Vision2035 transportation survey who said that there are places in the township where they would like additional off-road trails to be added.

(county trail) will run along the Church Road corridor between Rockledge Borough and Township Line Road. Both trails represent opportunities for multimunicipal grant applications (which are generally given higher priority for funding).

Crashes

The number of crashes in Abington increased from the 2015-2016 period (when there was an average of 371 crashes per year) to the 2017-2019 period (when there was an average of 506 crashes). In contrast, the number of crashes was generally flat in neighboring municipalities (see table and chart) over the same time span. In this five-year period in Abington, nine people were killed in crashes, including three pedestrians; no bicyclists were killed. Crashes involved 107 pedestrians and 25 bicyclists.

Crash Data

Crash Year	Total Crash	Fatal Crash	Injury Crash	Damage Only/Severity Unknown	Total Killed	Total Injured	Total Persons	Pedestrian Count	Pedestrians Killed	Bicycle Count	Bicyclists Killed
2015	358	4	195	159	4	267	908	20	0	2	0
2016	383	0	220	163	0	288	940	20	0	5	0
2017	519	0	286	233	0	397	1,254	18	0	4	0
2018	488	1	251	236	1	333	1,136	20	1	5	0
2019	510	4	289	217	4	428	1,346	29	2	9	0
Total	**2,258**	**9**	**1,241**	**1,008**	**9**	**1,713**	**5,584**	**107**	**3**	**25**	**0**
Source: PENNDOT											
* Represents Property Damage Only crashes, and crashes where the crash severity was unknown											

The trend in number of crashes in Abington contrasts with trends in neighboring municipalities. The trend in the latter group was generally flat, but in Abington it increased (the higher overall number of crashes is likely explained by Abington's higher population and larger land area).

Total Crashes by Year by Municipality
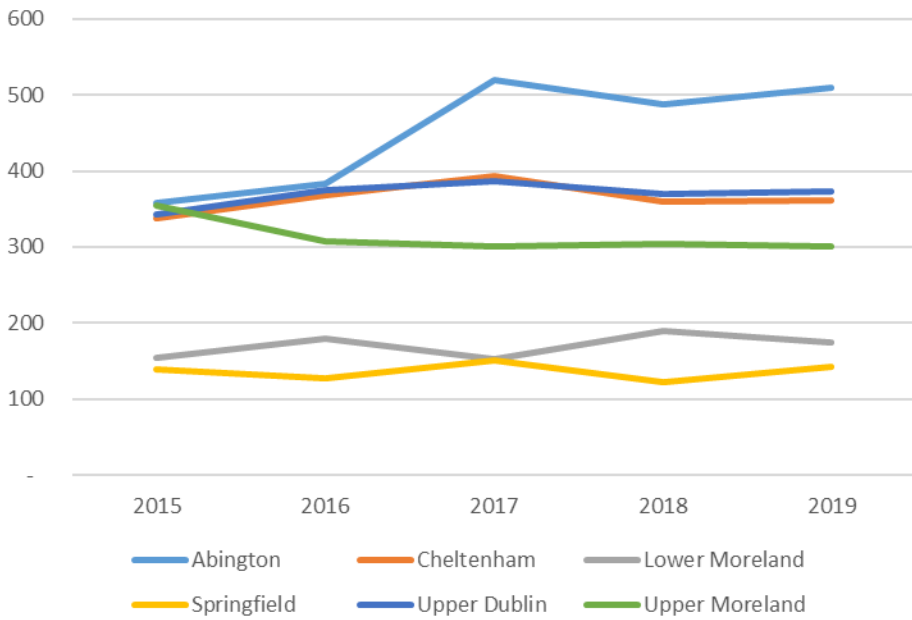
Municipality	2015	2016	2017	2018	2019
Abington	358	383	519	488	510
Cheltenham	338	368	393	360	362
Lower Moreland	155	179	152	189	174
Springfield	140	127	151	123	143
Upper Dublin	342	375	386	370	373
Upper Moreland	354	307	300	304	300
Montgomery County	8,501	8,801	8,996	9,238	9,115

Source: PennDOT

Note: These are raw numbers, not per capita

Crashes in the township tend to occur along the roads with the highest traffic volumes and at major intersections. Intersections with a high number of crashes are shown in the table below. Intersections with red light cameras had fewer crashes than those listed in the table.

Selected Locations with Multiple Crashes (2019)

Street 1	Street 2	Crashes
Huntington Pk	Moredon Rd	11
Easton Rd	Old Welsh	8
Old York Rd	Moreland Rd	7
Old York Rd	Horace Ave	7
Old York Rd	Woodland Rd	7

Source: PennDOT

When the heat map of crashes in 2010 is contrasted with that of 2019, we can see that the concentration of crashes at the bend in Susquehanna Road has disappeared. Conversely, a new focus of crashes has shown up on Huntington Pike at or near Moredon Road. Other areas where there appears to be more crash activity is the segment of Old York Road between Susquehanna Road and Highland Avenue, and the intersection of Easton Road and Old Welsh Road.
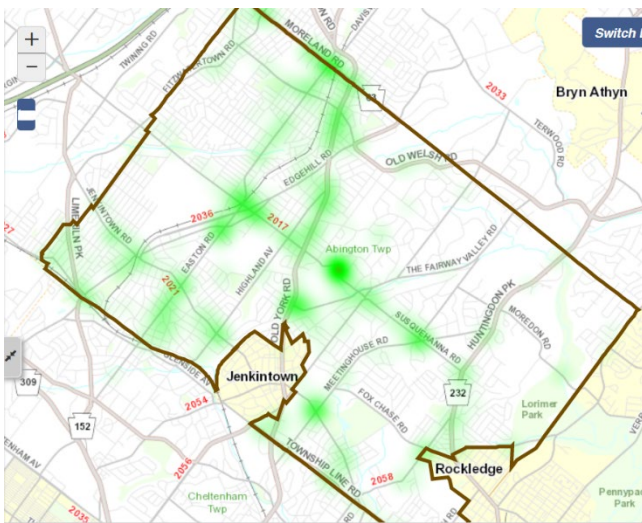
Crash Heat Map, 2010
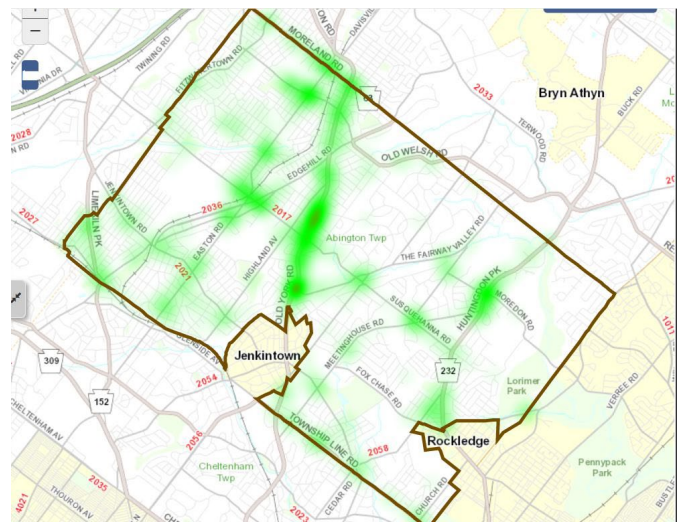
Crash Heat Map, 2019

Adopted Transportation Plans

Abington Township has completed extensive transportation planning and adopted many plans with important recommendations for roads, transit, the pedestrian system, and the bicycle network. These plans include the following:

- "Abington Township Comprehensive Plan" (2007)
- "Old York Road Corridor Improvement Plan" (2009)
- "Roslyn Community Revitalization Plan" (2010)
- "Noble Transit-Oriented Development" (TOD) Plan (2012)
- "Transit Revitalization Investment District (TRID) Report for Noble Station" (2013)
- "Abington Bicycle Master Plan" (2016)
- "Walk-Park-Train Abington" (2017)

Regional or county plans have been completed that address Abington with their recommendations. These include the "Routes 611/263 Corridor Study" (2009), by Delaware

Valley Regional Planning Commission (DVRPC); the PA Turnpike Corridor Reinvestment Project (2015), by MCPC, which made the case for improved Turnpike access, mixed-use zoning, and interchange investments; and "Walk MONTCO" (2016), by Montgomery County Planning Commission (MCPC), which examined the Noble area, and the Montgomery County PA Turnpike Interchange Report, by DVRPC (2021), which found that proposed new turnpike interchanges in eastern Montgomery County could be created without creating gridlock

Currently, "Montco Pikes: A Vision Plan for Six County Corridors" [20]is being prepared by MCPC. The plan's analysis of Easton Road is applicable to Abington. A walk audit involving Roslyn Elementary School is also currently being undertaken by MCPC. This will identify pedestrian safety and connectivity challenges for those walking to school and will recommend improvements.

If the reader is interested in reading the full plans and reports, please refer to the full plan [21] [22] [23] Following is a short summary of some of the most important, still-relevant transportation planning recommendations from these plans.

Abington Township Comprehensive Plan (2007)

The last township comprehensive plan made various recommendations to increase transit use:

- Use a marketing campaign directed to elderly, students, low-income, and handicapped
- Work with SEPTA and state agencies to develop access, infrastructure, and safety improvement plans for all train stations (some improvements have been made and others are planned)
- Work for more and better bus shelters
- Advocate for more east-west bus routes in the township (such as along the Jenkintown and Susquehanna Road corridors)
- Incentivize the use of public transit and reverse commuting, in part by working in concert with large institutions, and encouraging use of transit subsidies offered by those institutions.
- Transit funding for the township might be derived from a portion of tax-in-lieu funds and from an occupational privilege tax

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[20] Montco Pikes: A Vision Plan for Six County Corridors, by MCPC (in progress): https://d339kx0h3ogahu.cloudfront.net/Live/Projects/MontcoPikes/files/235166/Easton%20Road%20Brochure%209-8-21.pdf?637667979736000000

[21] Abington Township Plans: https://www.abingtonpa.gov/departments/engineering-and-code-department/planning-documents

[22] Walk MONTCO Plan: https://www.montcopa.org/1459/Publications

[23] DVRPC's Routes 611/263 Corridor Study: https://www.dvrpc.org/reports/08045A.pdf

Recommendations to improve pedestrian facilities include adding sidewalks. The plan emphasized certain areas, including:

- Old Welsh Road (Fitzwatertown to Easton Roads)
- Fox Chase Road (Forrest to Cedar Roads)

Old York Road Corridor Improvement Plan (2009)

Corridor-wide recommendations included:

- Construct bus shelters/canopies with signage and seating areas.
- Partner with local institutions to create a "local circulator" that links mixed-use development nodes along the corridor with train stations and other Abington destinations
- Remove obstructions from sidewalks
- Create wide, highly-visible crosswalks
- Add more wayfinding signage and commuter furnishings to regional rail stations
- Construct gateways and demonstration area streetscape improvements
- Add greenery as street trees or in medians and verges
- Lighting fixtures should be contemporary or colorful, bold, and have living plant material or large, colorful or kinetic banners

The plan made recommendations for specific "priority areas" along the corridor, and created illustrative concept plans for each. Some of them include:
- Noble
  - Use bollards, lights, and/or trees to separate and protect pedestrians from traffic
- Roy-Rubicam Area
  - Convert Rubicam Avenue to pedestrian and bicycle travel only between Crestmont Station and Old York Road
  - Realign Roy Avenue at Old York Road and advocate for traffic signal using safety or redevelopment warrant with PennDOT
  - Put power lines north of Edge Hill Road underground

Routes 611/263 Corridor Study (2009)

This study was written by Delaware Valley Regional Planning Commission. Following are some of the recommendations for the Abington portion of the study area:
- Greening of the street on Rubicam Avenue to encourage pedestrians to make the connection between Crestmont Station and Old York Road
- Recommendations for priority bus shelter locations (see plan for specifics)
- Provide a local circulator bus in Abington and the surrounding area

Roslyn Community Revitalization Plan (2010)

The Revitalization Plan recommended numerous improvements with the aim of improving the transit-oriented, multimodal nature of Roslyn. Still-relevant, high priority transportation recommendations of the plan included:

- Addition of highly-visible crosswalks and upgraded pedestrian signals (crosswalks were installed, but deteriorated with time; some have been replaced with painted, highly-visible crosswalks)
- Installation of mid-block pedestrian signal lights
- Encouraging reduced curb cuts and share parking (zoning now requires that a shared access process start when a land development occurs)
- Creation of a wayfinding signage plan
- Coordination with SEPTA during the Roslyn station redesign process
- Moving the vehicular entrance to the station to the south to reduce pedestrian conflicts, and create a pedestrian plaza in its place
- Widening of sidewalks adjacent to the station

Noble Transit-Oriented Development (TOD) Plan (2012)

The TOD Plan was funded with a Pennsylvania Community Transportation Initiative (PCTI) grant. The plan created a "preferred vision plan." The vision plan included the following recommended components:

- A proposed five-story mixed-use building consisting of residential over retail uses, with a "wrapped" six-level parking structure
- A new tree-lined, pedestrian-oriented street connecting Old York Road to The Fairway
- Roadway improvements to The Fairway
- A new community park south of the Noble Station and rail lines; and area-wide recommendations for improving traffic at key intersections.

The concept plan illustrates this proposal.

The TOD plan also recommended implementing "Complete Streets" steps in Noble. As defined by the plan, "Complete Streets are streets that provide safe and convenient accommodation to all potential users, including pedestrians, cyclists, cars, and transit vehicles alike." The plan's vision also incorporated an environmental sustainability component with complete streets, as is often done.

Transit Revitalization Investment District (TRID) Report for Noble Station (2013)

As described by the report itself, the report "evaluated the use of tax increment financing (TIF) (i.e. value capture) to utilize increased property tax revenues generated within a Transit-Oriented Development area for use within the [transit-oriented development] TOD area." As shown on the map, the plan recommends improvements at Noble that are recommended in multiple township plans. These include greater density or intensity of development near the train station, new roads to improve vehicular circulation and provide alternatives to the

intersection of The Fairway and Old York Road, pedestrian and transit facilities, and streetscape improvements including new street trees.

Abington Master Bicycle Plan (2016)

The bicycle plan was created, as stated in the plan, "to develop a comprehensive, township-wide network of bicycle routes and trails…" It identifies linkages to neighborhoods, trails, and other important destinations in Abington and surrounding municipalities, and it establishes priorities for each route. Its purpose is also to provide additional recreational opportunities and identify grant opportunities for implementing bicycle facility improvements in Abington. It was funded using a grant from the Transportation and Community Development Initiative (TCDI), awarded by Delaware Valley Regional Planning Commission.

More specifically, the plan recommends bike route locations and facilities, identifies "level of comfort" analysis for the proposed routes, and prepares a phasing and funding strategy.

This plan recommends implementing the following routes in the short-term:

- Route #3: Penbryn Park to Crestmont Park Collector (Mount Carmel Avenue to Rubicam Avenue). This is on the regional Transportation Improvement Plan ("the TIP"). *Note: much of this route is currently being implemented*

- Route #4: Crestmont Bike Route (Upper Dublin Township to Crestmont Station). *Note: Part of this route is currently being implemented*

- Route #12: Fairway Bike Route (Jenkintown Road to Valley Road)

- Route #14: Noble to Pennypack Connector (Noble Station to Rockledge Borough)

- Route #23: Pennypack Connector (Jenkintown Road to Pennypack Trail)

The plan performed a comfort analysis of the routes, developed an estimate of probable costs, and developed a phasing and funding strategy. The township used the plan to successfully obtain funding from the Transportation Alternatives Program (TAP) and Department of Conservation and Natural Resources (DCNR) for a bicycle route linking Ardsley, Roslyn, and Crestmont (parts of Routes #3 and 4 in the plan). The plan is consistent with Bike MONTCO (2018), the bicycle plan for Montgomery County, while providing more localized, specific recommendations.

Walk-Park-Train Abington (2017)

Bike Routes Recommended in Abington Master Bicycle Plan (2016)

The Walk-Park-Train Abington Plan identifies and recommends necessary improvements to the pedestrian network at, and near, regional rail stations. It also identifies sidewalk or other pedestrian network gaps near parks and schools.
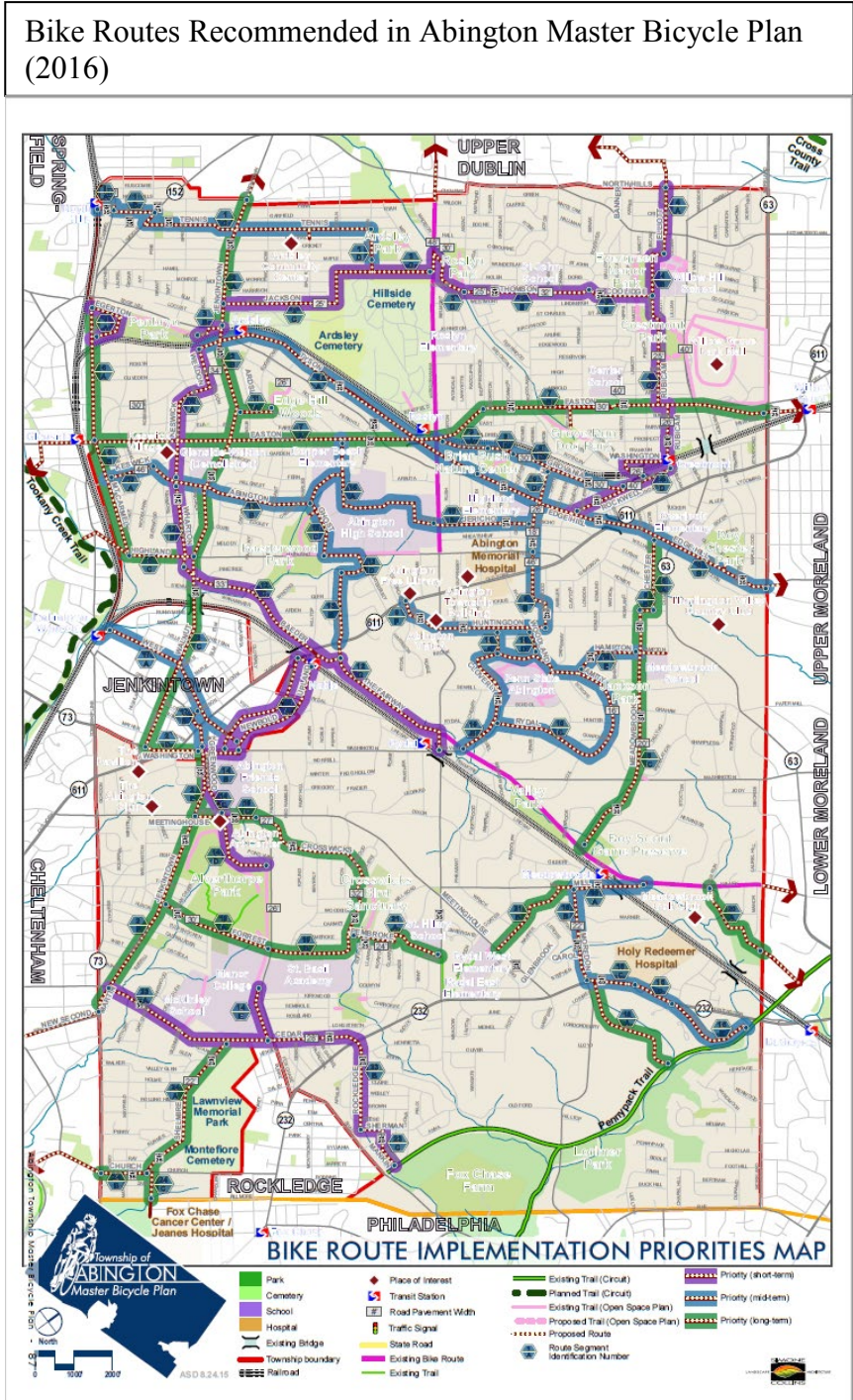
Following is a sampling of some of the most important recommendations of the plan for designated SEPTA Regional Rail stations:

Noble Station

- Pedestrian crossings:

  o Install Rectangular Rapid Flashing Beacons (RRFB) at the crossing of the Fairway and Rydal Road *(Note: reconfiguration of this intersection is currently being studied by the township).*

  o Add crosswalks at Baeder Road and Hilltop Roads *(Note: crosswalks have been added at this intersection, but three of them are less-visible, traditional design and should be upgraded to the "continental," hatched design).*

- New Road. Build a new road to provide access to the Noble station parking garage planned for in the regional transportation Improvement Program (TIP) and connect Old York Road to the Fairway.

- Bus Stop. At Old York and Baeder Roads, improve the bus stop with a shelter or bench *(Note: there is now a bench on the southbound side which was added for the Wawa/PNC Bank land development);*

- Street Trees. These should be planted along Old York Road.

- Create pedestrian "promenade" -- at Baederwood Shopping Center, connecting shopping center to the street *(Note: approved land development plans for the property to the rear of the shopping center would add crosswalks and walkways here).*

Crestmont Station

- Street Crossings:

- o Add pedestrian refuge island on Easton Road at Rubicam Avenue
- o Modify landscaped median on Old York Road at Rubicam Avenue

Roslyn Station
- Platform Relocation. Consider relocating platform to the west as part of future SEPTA capital improvement project (this would reduce conflicts between stopped trains and vehicular traffic)
- Street Crossing. Construct curb extensions and add continental crosswalks at the Tyson Ave and Easton Rd intersection

Rydal Station
- Street Crossings
  - o Add crosswalk at the intersection of Rydal Road and The Fairway *(Note: reconfiguration of this intersection is currently being studied)*
  - o Add Rectangular Rapid Flashing Beacon at the Washington Lane and Barrowdale Road intersection
- Intersection Realignment. Evaluate future realignment of the Rydal Road and The Fairway intersection *(Note: this is currently the subject of a transportation planning study for the township)*

Draft Official Map[24]
- Depict comprehensive sidewalk, off-road trail, and intersection improvements for pedestrians

Official Map

An "official map" is described in and authorized by Pennsylvania's Municipalities Planning Code (MPC).

Having an official map helps obtain financing for identified transportation projects and provides valuable information to developers.

This tool requires that, should a landowner seek to develop or subdivide a property with an improvement identified on the official map that a municipality be given one year to pursue acquisition of the land before development may occur.

(Note: although the Walk-Park-Train Plan focused its recommendation for an Official Map on pedestrian improvements, it can also be used for improving streets or intersections, providing green space and recreation facilities)

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[24] Official Map overview, by We Conserve PA: https://conservationtools.org/guides/60-official-map

Although not a specific recommendation of the Walk-Park-Train Abington Plan, the planning process discussed an important concept for providing multimodal transportation options: a bike-share program. There was discussion about the idea of working with SEPTA or Montgomery County on such a program; potential locations included the heavily used Noble station and Meadowbrook station—the latter that is not served by a sidewalk network, but is located close to the Pennypack Trail.

Walk MONTCO (2016, Montgomery County Planning Commission)

The Walk MONTCO plan made recommendations, supplemented by detailed illustrations, for improving pedestrian accessibility and safety in Noble. Some of its recommendations have been implemented. These include: addition or upgrade to highly-visible crosswalks at the intersections of Old York Road with The Fairway-Harte Road, with Baeder-Hilltop Roads, and with Rydal Road. They also include curb extensions to shorten the crossing distance for pedestrians at the intersection of Old York Road and The Fairway-Harte Road.

Other improvements recommended in the plan are still relevant. These include:

- Simplifying confusing intersections
- Adding new sidewalks where they do not exist (including on the island alongside Old York Road that is the site of the War Memorial)
- Adding additional crosswalks and curb extensions
- Adding pedestrian warning signal lights
- Removing utility poles where they currently block sidewalks
- Using a brick or grass verge, and/or street trees so the sidewalk is set back from roads with high traffic speeds (separating the sidewalk from the road with a verge is required by zoning)
- Providing pedestrian access to Noble station from Rydal Road
- Connecting land developments and the street with crosswalks and walkways (this is also required by zoning)

Montco Pikes: A Vision Plan for Six County Corridors (in-progress, Montgomery County Planning Commission)

The plan in-progress has identified the following corridor-wide strategies:

- Improve access management in commercial areas
- Add/upgrade pedestrian and bicycle facilities and fill in the gaps between existing facilities
- Add parking at train stations and commercial areas
- Improve bus stops with amenities and better pedestrian connections
- Upgrade traffic signals and provide improved coordination systems between closely-spaced intersections

The plan in-progress suggests the following strategies for the Easton Road corridor in Abington:

	Improve Stormwater Management Facilities	Add/Upgrade Pedestrian and Bicycle Facilities	Bus Stop Amenities	Provide Additional Parking	Traffic Signal Upgrades	Realign Intersection Approaches	Improve Turn Lanes
Keswick Village Area	X	X		for commercial Area			
Copper Beech Elementary		X	X				
Intersection with Tyson Avenue		X	X				
Intersection with Susquehanna Road		X	X	for Roslyn Station			
Intersection with Bradfield Road					X	X	
Roslyn Area		X	X	for commercial Area			
Intersection with Woodland Road	X	X	X				
Intersection with Hamilton Avenue						to eliminate offset intersection	
Intersection with Old Welsh Road					X		X

Ongoing Transportation Projects

Abington is currently improving its transportation network through a variety of actions. These affect roads, transit, and the pedestrian network. Here are just a few of these:

- Abington "TAP" Trail. This implements a portion of the Abington Master Bicycle Plan (from Routes #3 and #4). The township was awarded $534,000 from the Transportation Alternatives Program (TAP), and $90,000 from the Pennsylvania Department of Conservation and Natural Resources (DCNR), for a total grant award of $624,000 to develop this bike route. The route runs from Ardsley to Crestmont, by way of Roslyn. It will connect to two Regional Rail stations and numerous parks (Note: this project is also on the "TIP"; see "Transportation Improvement Plan (TIP)" section, below).

- Abington-Jenkintown Connections Project. The township and the borough are coordinating on this project, which is funded by the Multimodal Transportation Fund, Transportation Alternatives Set-Aside, and the Montgomery County Transportation Program, while utilizing the Abington Public Works Department. It is making pedestrian and stormwater management improvements to Washington Lane, Jenkintown Road, Greenwood Avenue, and Meetinghouse Road. Benefits will include improved sidewalk and transit stop accessibility, and improved pedestrian and intersection safety and function.

- Edge Hill Road and Tyson Avenue Reconstruction Project. This project is improving travel, safety, drainage, and signalized intersection improvements along these two collector roads. It incorporates curbing, sidewalks, signage, parking lanes, signalized

intersection improvements, and green stormwater improvements (it also includes improvement to Jenkintown Road and several adjacent township roads).

- Old York Road (PA 611) and Susquehanna Roads Improvement Project. This project was awarded $2.3 million in Multimodal Transportation Fund grants. The project includes a realigned intersection, new turn lane, sidewalk widening, traffic signal upgrades, accessibility improvements, and bike and transit facility improvements.

- Automated Red Light Enforcement (ARLE). Abington was selected as one of 12 municipalities chosen by the state for use of automated red light camera enforcement, in order to improve the safety of the Old York and Susquehanna Roads intersection, Old York and Old Welsh Roads intersection, and the Moreland and Fitzwatertown Roads intersection. A PennDOT study found that ARLE reduces crashes and injuries.

- Intersection Realignment, The Fairway and Rydal Road. The township's transportation planning consultants are studying the feasibility of improvements and/or realignment of the intersection of The Fairway and Rydal Road (this was a recommendation of the Walk-Park-Train Abington Plan).

Montgomery County Complete Streets Policy Principles

1. Serve all users and modes
2. Utilize context sensitive approaches
3. Promote sound environmental design
4. Apply to all phases of a project, particularly during planning and design
5. Be consistent with comprehensive planning
6. Promote collaboration among county departments and with outside partners
7. Achieve public policy goals

Complete Streets

One of the transportation planning movements that has developed in the 21st century is that of "complete streets." Briefly, this movement seeks to make a street safe and convenient to use for all users—current and potential. This means all people and all modes. The term "complete streets" was originally coined by Smart Growth America, but has been taken up nationwide, including by the public sector, including Montgomery County, the Delaware Valley Regional Planning Commission, PennDOT and the U.S. Department of Transportation. As noted above, the Noble Transit-Oriented Development (TOD) Plan recommended implementing complete streets policies in Noble.

Montgomery County recently adopted a complete streets policy[25]. The policy states that complete streets design guidelines will be integrated into decision making whenever changes are proposed for a county-owned road, bridge, property, or facility. Easton Road is county-owned, so the complete streets policy will guide its design. This includes rehabilitation and reconstruction. Repaving projects will consider adding bike amenities, if recommended by Bike MONTCO, the county's bicycle transportation plan.

Many complete streets policies, including, but not limited to Montgomery County's, include a component for environmental and stormwater sustainability features. Other common characteristics of the idea include, but are not limited to, context-sensitive design, collaborative planning among multiple public entities, and implementation of comprehensive plans.

The illustration below shows how The Fairway could be improved with measures to make it more "complete," including protected bike lanes, stormwater best management practices, and landscaping (this would build on improvements to pedestrian safety planned during a recently approved land development, including highly-visible crosswalks and new traffic lights with pedestrian signalization).

In some cases, residential streets in Abington are wider than they need to be to function well. Keswick Avenue (see photo, p.___, under "Recommendations: Priority 2: Should Do") no longer accommodates a trolley route and could be redesigned as a "complete street" to accommodate bike lanes, narrow the cartway to calm traffic and improve pedestrian safety, and add stormwater infiltration areas in bump-outs, which would also serve to shorten pedestrian crossing distance at intersections.

Cross-Section from Kevin Chavous will go here (to be provided)

Active Transportation

In recent years, active transportation plans have increasingly been prepared by planning organizations and municipalities. These plans seek to promote public health by encouraging more people to use active transportation for their trips, and to extend the safety, utility, and comfort of those who choose to travel by a mode other than the private automobile. In addition to traditional components of such plans, the PennDOT Active Transportation Plan [26] emphasizes that one of its purposes is to address the walking and bicycling needs of those who walk or bike out of necessity, rather than those who do so for leisure. Its plan's themes include "provide transportation equity" and "increase economic mobility."

One example of a new active transportation plan in Montgomery County is "Upper Providence Township's Active Transportation Plan[27]," adopted in 2021. That plan considers existing
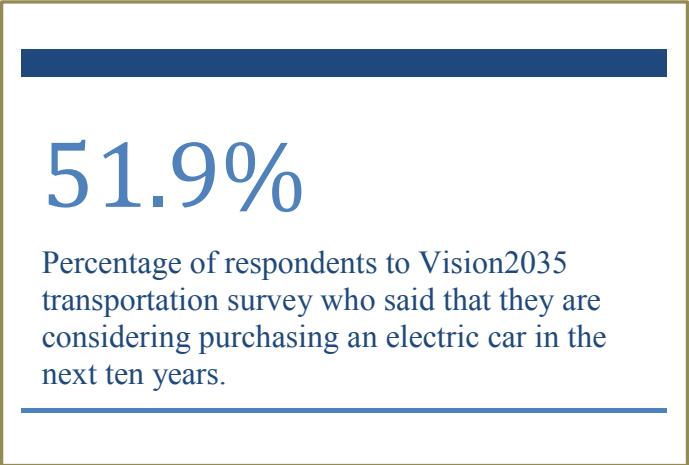
[25] Montgomery County's Complete Streets Policy:
https://www.montcopa.org/DocumentCenter/View/26174/2019MontcoCompleteStreetsPolicy_WebFinal
[26] http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf
[27] https://www.uprov-montco.org/DocumentCenter/View/1315/2020-10-28---DRAFT-UPT-Active-Transportation-Plan

conditions, such as public health, availability of automobiles, walkability of the built environment, the pedestrian network, on-road bicycle facilities, transit access, and destinations. The plan then recommends improvements to those systems, recommends a supporting complete streets policy, recommends ordinance amendments to support active transportation goals, and prioritizes related capital improvements. As part of its recommendations, the plan emphasizes and maps strategic multimodal connections.

51.9%

Percentage of respondents to Vision2035 transportation survey who said that they are considering purchasing an electric car in the next ten years.

Active transportation can go hand-in-hand with complete streets to make it easier and safer to walk, bicycle, wheel, or take transit to destinations, rather than have to rely on driving.

Electric Vehicles

The Vision2035 transportation survey revealed that nearly one in five (17.8 percent) of respondents already own an electric vehicle. However, what was even more significant was that the survey showed that a majority of respondents—51.9 percent--are considering purchasing an electric or renewable-fuel vehicle in the next ten years.

Climate studies of recent years have shown that time is running out for people to take significant steps to reduce the use of fossil fuels in time for us to ward off catastrophe. The transition from vehicles that run on fossil fuels to electric vehicles is an important action that can make a difference.

Demonstration projects that install electric vehicle charging stations at municipal facilities are a way to demonstrate commitment to renewable-fueled vehicles. Zoning can also be used to incentivize the provision of such infrastructure in major land developments, and to provide standards for charging stations.

Transportation Improvement Plan (TIP)

Abington has several projects on the "TIP." The TIP is the list of priority regional transportation projects that is updated every two years. Federal law requires that the TIP be adopted by a region in order to received federal and state transportation funds. The TIP, in Abington's case, is adopted by the Delaware Valley Regional Planning Commission. The projects in Abington that are listed in the Fiscal Year 2021 TIP are:

- Bridge replacements: Old York Road, over SEPTA Regional Rail (MPMS #16214)
- Noble Regional Rail Station: Station Rehabilitation, Parking Garage Construction, and New Storage Track (note that SEPTA's 2022-2033 Capital Budget is reevaluating parking needs due to the pandemic; Noble station's parking garage is one project that

will be revisited as ridership returns and need for parking at the location becomes clear)[28] (MPMS #60540)

- Roslyn Regional Rail Station: Rehabilitation (MPMS #77183)
- Master Bicycle Plan: Implementation of route from Ardsley to Crestmont (MPMS #107996)

Projects should continually be evaluated for potential inclusion on the TIP. One of the projects that should be added is a project to improve the intersection of Mt. Carmel Avenue and Limekiln Pike to reduce traffic congestion, improve traffic safety, and prevent queued vehicles from blocking access to Penbryn Park. This might require the addition of a left turn signal to the traffic light and/or intersection widening.

Alternative Funding Mechanisms

Municipalities in Pennsylvania are authorized by the Municipalities Planning Code (PA Act 247, as amended by Act 209), to establish a traffic impact fee. This fee provides revenue that can be used for road improvements attributable to new development, and is most valuable to communities that have a transportation system that currently operates at an acceptable level of service, where a high or moderate amount of development is anticipated for at least five years.[29] The township should more closely evaluate the costs and benefits of implementing such a fee. The township will also evaluate use of tax-in-lieu funding and occupational privilege tax revenues to fund transportation improvements (the 2007 Abington Comprehensive Plan recommended doing this for transit improvements).

Goals

- Strengthen linkages between transportation and each of the following: public health, environmental sustainability, and land use.
- Extend the pedestrian network while making it safer, more pleasant, more useful, and a greater functional and recreational amenity.
- Improve the bicycling network and its safety, and enhance bicycling facilities.
- Work to reduce congestion, improve traffic flow, and increase safety for all road users.
- Obtain funding to help pay for transit amenities, and work with SEPTA to improve bus, rail, and shared-ride transit service and facilities in the township.
- Make corridor-wide improvements enhancing the experience and safety of all users, and improve corridor image and appearance.

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[28] SEPTA 2022-2033 Capital Budget: https://planning.septa.org/wp-content/uploads/2021/08/Capital-Budget-FY2022-Capital-Budget-FY2022-2033.pdf, Approved June 24, 2021.

[29] "Transportation Impact Fees: A Handbook for Pennsylvania's Municipalities," by PennDOT (2009): https://www.dot.state.pa.us/public/Bureaus/Cpdm/ImpactFees.pdf

- Endorse a complete streets policy, and facilitate improvements to roads to make them convenient and safe for all potential users.

- Encourage active transportation, benefitting public health, providing alternatives to the motor vehicle, reducing traffic congestion, improving air quality, and reducing impacts on climate change.

- Promote transit-oriented development (TOD) and further strengthen existing TOD zoning in appropriate locations.

- Enact new funding mechanisms and implementation tools to help the township more rapidly and effectively attain its transportation goals.

Recommendations

Priority 1: "Must Do"

1. Implement Master Bicycle Plan. Following the ongoing implementation of the "Abington TAP Trail," which implements the portion of the plan connecting Ardsley, Roslyn, and Crestmont, pursue grants to implement the remaining bike route segments recommended by the plan. This may include related infrastructure to increase the level of safety, comfort, and convenience for bicyclists, including lane separators, bike racks, and bike lockers. As recommended by the plan, the first routes to be implemented should be five "Short Term Routes"

    a. Route #3: Penbryn Park to Crestmont Park

    b. Route #4: Crestmont Bike Route

    c. Route #12: Fairway Bike Route

    d. Route #14: Fairway to Pennypack Connector

    e. Route #23: Fairway Connector

2. Implement High-Value Improvements to the Pedestrian Network. These would include sidewalks, crosswalks, trails, accessibility improvements, street furniture and features to improve the level of safety and comfort for pedestrians in key areas, including near schools, parks, trails, open space, and commercial and mixed-use centers. The foundation for the priorities will be based upon the adopted plans and mapping highlighted or included in this chapter, the Walk-Park-Train Abington Plan, and Delaware Valley Regional Planning Commission's Sidewalk Gap Analysis Tool.

3. Add Projects to Transportation Improvement Plan (TIP). Identify and prioritize any road, bridge, transit, or trail improvements that are needed so they can be added to the TIP, the regionally agreed-upon program of multimodal, federally-funded, priority transportation projects over a four-year period. One project that has been identified is intersection improvements at Mt. Carmel Avenue and Limekiln Pike (see "Transportation Improvement Plan," above).

4. Implement PA 611 Old York Road and Susquehanna Road intersection improvements. After Montgomery County Redevelopment Authority has completed property acquisition, use funds already acquired through the Multimodal Transportation Fund to fully implement project (including intersection realignment, new turn lane; traffic signal upgrades; pedestrian improvements, accessibility improvements, new bike infrastructure, and transit facility improvements).

5. Promote Transit-Oriented Development (TOD). Further, strengthen existing TOD zoning. Specifically, this includes allowance of higher density and intensity of development and taller building heights in appropriate locations, building on recommendations of adopted plans. For more detail, see Chapter 13: Future Land Use.

6. Add Traffic Calming Measures. Evaluate and create such measures where appropriate, such as roads that generate high volumes of cut-through traffic or where such measures would alleviate traffic safety issues.

7. Recommend Improvements to Transit Service. Work with SEPTA to make recommendations on bus and regional rail service through the Annual Service Plan survey. As recommended in the last Abington Comprehensive Plan, advocate for more southeast-northwest bus routes.[30]

8. Adopt Complete Streets Policy for Township Roads, and Work with Montgomery County to Implement the County's Complete Streets Policy on Easton Road. A township policy, possibly based on the county's, would establish guidelines for improvements to make to township-owned streets to make them suitable for use by as many types of users as possible. Such improvements could be added while the street is undergoing maintenance or repair.

9. Plan for Construction and Maintenance of Bus Stop Shelters. Seek funding for bus stop shelters and identify landowners who are willing and able to host and maintain them.

10. Amend Zoning and Subdivision and Land Development Ordinance (SALDO) to Promote Accessible Bus Stops. Use SEPTA's Bus Stop Design Guidelines and the Pennsylvania.

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[30] The township will use SEPTA's Bus Revolution and Reimagining Regional Rail initiatives to convey desired changes in transit service to SEPTA.

11. Work to Upgrade Technology that Improves Traffic Flow. Aggressively pursue technological upgrades for major roads and failing intersections, including coordinated signalization.

12. Public Transit Association's Building Better Bus Stops Resource Guide to inform the process.

Priority 2: "Should Do"

1. Evaluate Westward Relocation of Roslyn Station Platform (as recommended by the Walk-Park-Train Abington Plan). This would be undertaken with the intention of reducing traffic delays caused by stopped trains blocking Easton and Susquehanna Roads.

2. Develop Improvement Plans for Regional Rail Stations. Work with SEPTA and state agencies to develop improvement plans for all train stations (recent planning by Abington and/or SEPTA has supported improvements at Noble, Crestmont, and others; new plans should address or expand recommendations for Roslyn, North Hills, Ardsley, and Rydal).

3. Create Official Map (as recommended by the Walk-Park-Train Abington Plan). This map, would allow the township to identify and reserve areas for acquisition and subsequent transportation improvements (see Adopted Township Transportation Plans: "Walk-Park-Train Abington" for more information).

4. Evaluate Cost and Benefits of Adopting Traffic Impact Fee to Fund Transportation Improvements Made Necessary by New Development. Revenue raised from fee would fund improvements to roads and intersections (per Act 247 and 209).

5. Realign and Signalize Roy Avenue. Advocate for a traffic light using a redevelopment traffic signal warrant (recommended by Old York Road Corridor Improvement Plan).

6. Work with Montgomery County to Implement Complete Streets Improvements on Easton Road. Improvements would advance the goal of making the corridor accessible to all users while implementing stormwater best management practices and increasing greenery. This would build upon the township's participation in the TD Green Streets Program in Roslyn, the Montgomery County Complete Policy for county-owned roads, and the ongoing Montco Pikes study.

7. Create an Active Transportation Plan. Such a plan would develop a strategy for maximizing opportunities for walking and bicycling, thereby enhancing public health and air quality, reducing traffic congestion, and strengthening community.

8. Enhance PA 611 with Greenery. Add landscaping to medians and street trees to calm traffic, combat heat islands, and improve aesthetics (recommended by Old York Road Corridor Improvement Plan).

9. Bollard Installation to Improve Pedestrian Safety. Use bollards, light fixtures, or street trees to separate and protect pedestrians from traffic at Noble (recommended by Old York Road Corridor Improvement Plan).

10. Incentivize Electric Vehicles. Use zoning to incentivize provision of electric vehicle charging stations in large land developments (using the "bonus" mechanism). Ensure that the bonus received by a developer is appropriate.

11. Provide Electric Vehicle Infrastructure. Purchase, or fund with grants, electric vehicle charging stations for use by the general public, and site such infrastructure at township facilities to demonstrate the township's commitment to renewable transportation.

Priority 3: "Could Do"

1. Create Comprehensive Database of Traffic Study Data and Mapping. This would assist the township with transportation planning and policymaking and inform the land development process by ensuring that the governing body, staff, and appointed commissions have easy access to extensive transportation planning reports that have been completed in the township.

2. Work to Reduce Individual Vehicle Trips. Work with the Partnership TMA and large employers (such as hospitals, Penn-State University-Abington and large businesses) to reduce vehicular trips and traffic congestion and improve air quality.

3. Plan and Construct New Roads to Create Interconnected Street Grid at Noble. Using varied strategies such as pursuit of public funds, the official map, and the land development process, work to design and build roads linking (a) The Fairway to Old York Road at Noble Station (as recommended by the Walk-Park-Train Abington Plan), and (b) The Fairway to Old York Road through the Noble Town Center area, as recommended by multiple township studies addressed earlier in this chapter. Zoning incentives exist encouraging construction of the latter road segment; they should be expanded to incentivize the former as well.

4. Provide bicycle infrastructure. Purchase and install bike racks, covered bike racks, bike lockers, and/or bike repair stations on township property, and create bike share program. Sites along routes recommended by the Abington Master Bicycle Plan will be prioritized for improvements.

5. Plan for Trail Connections. Work with Cheltenham Township and Montgomery County to plan for trail connections through Abington to the planned Tookany Trail in Cheltenham. Acquire land or access easements to create new connecting trails to parks and schools.

6. Transit Marketing Campaign. Create and implement transit marketing campaign, in conjunction with SEPTA and large employers, directed to likely transit users to boost transit ridership, ridesharing, reverse- and off-peak commuting, and telecommuting in

Abington. Consider creating comprehensive Transportation Demand Management (TDM) Policy.

7. Funding Mechanism. Evaluate use of tax-in-lieu funds and occupational privilege tax to fund transportation improvements (the 2007 Abington Comprehensive Plan recommended doing this for transit improvements).