

Existing  
Conditions:  
Roads

Road  
Ownership

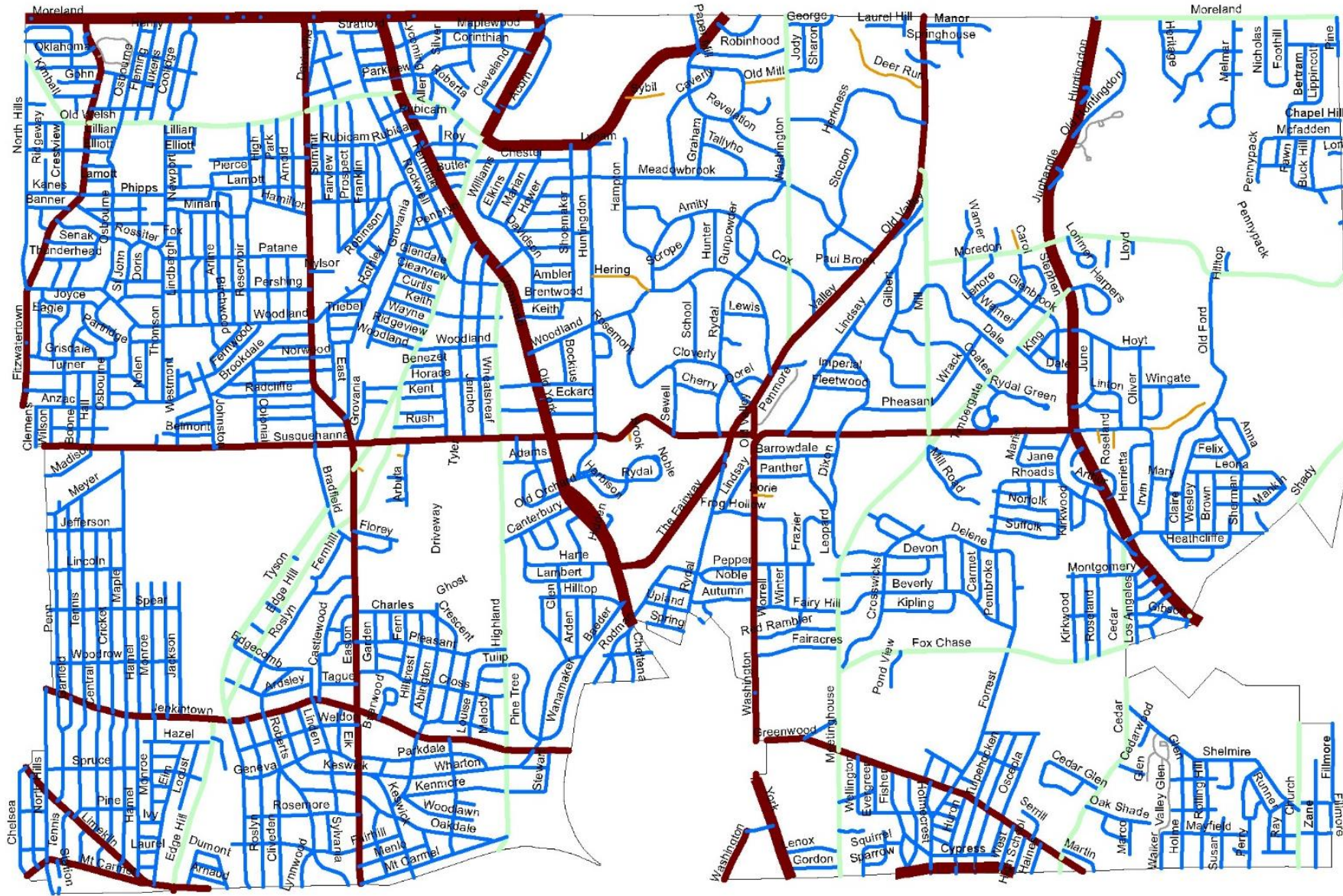


1 inch = 2,500 feet

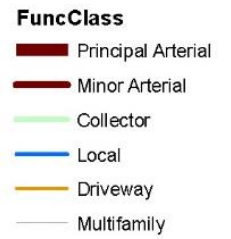


Existing  
Conditions:  
Roads

Road  
Classification



1 inch = 2,500 feet



Existing  
Conditions:  
Roads

Road  
Classification

Caption: Old York Road (PA 611), a principal arterial road, is the most heavily traveled road in the township and is served by SEPTA's high-frequency Route 55 bus.



Existing  
Conditions:  
Roads

Road  
Classification

Caption: Edge Hill  
Road (under  
reconstruction, left)  
and Tyson Road  
(after  
reconstruction,  
right) are collector  
roads.



Existing  
Conditions:  
Roads

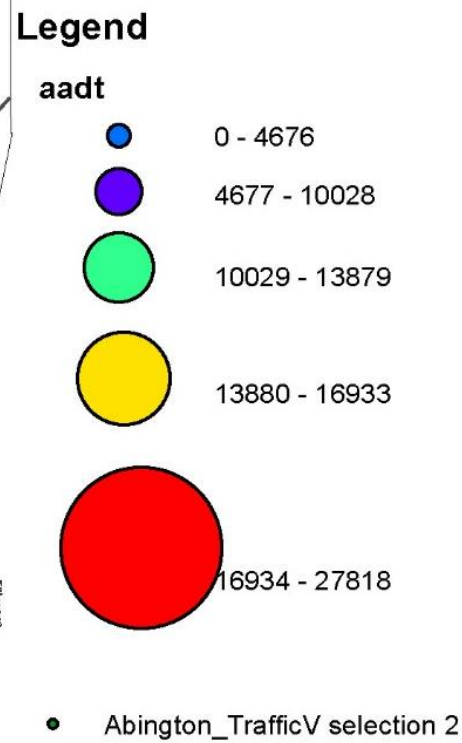
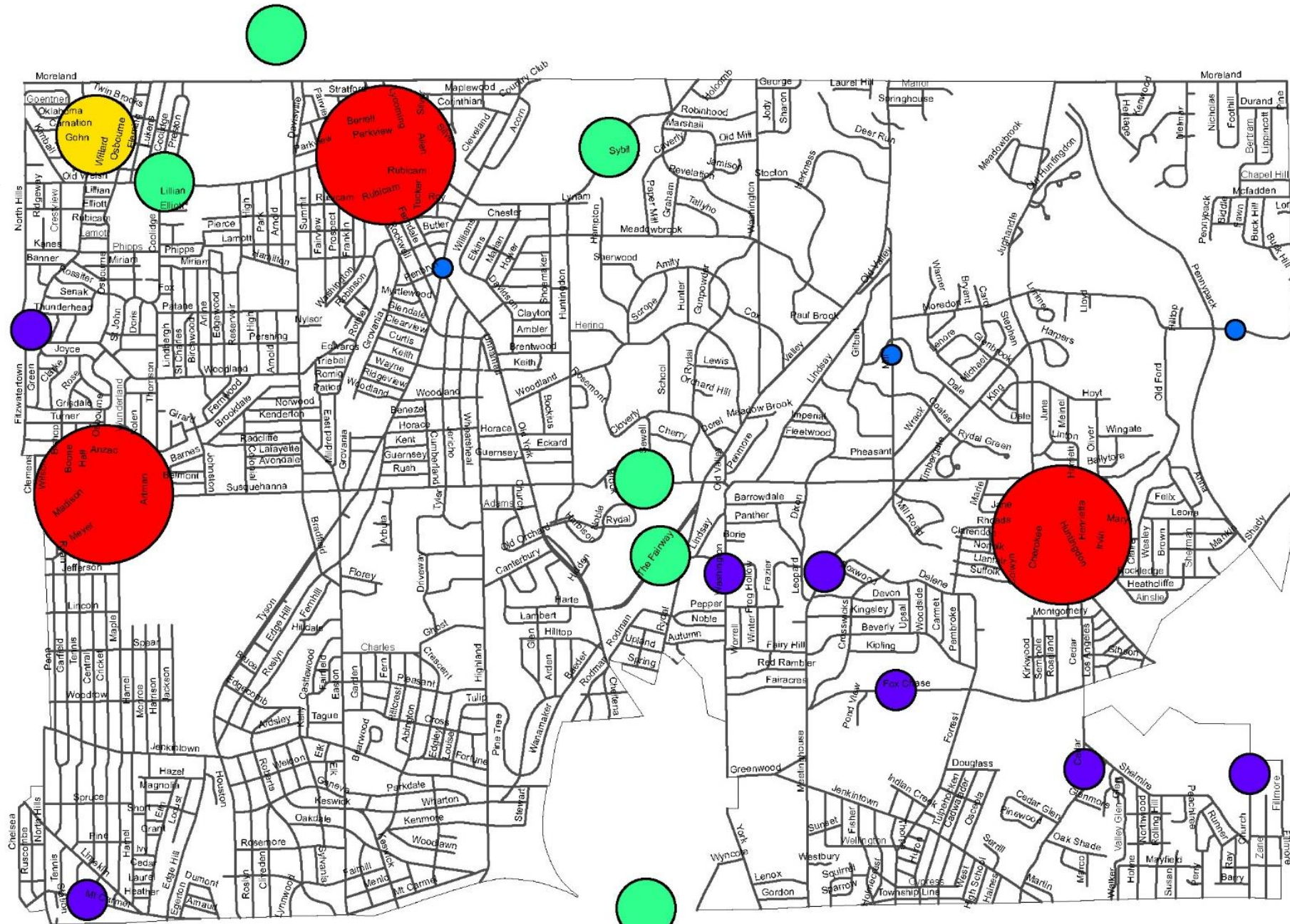
Road  
Classification

Caption: Rockwell  
Road is classified as  
a “Local” road.

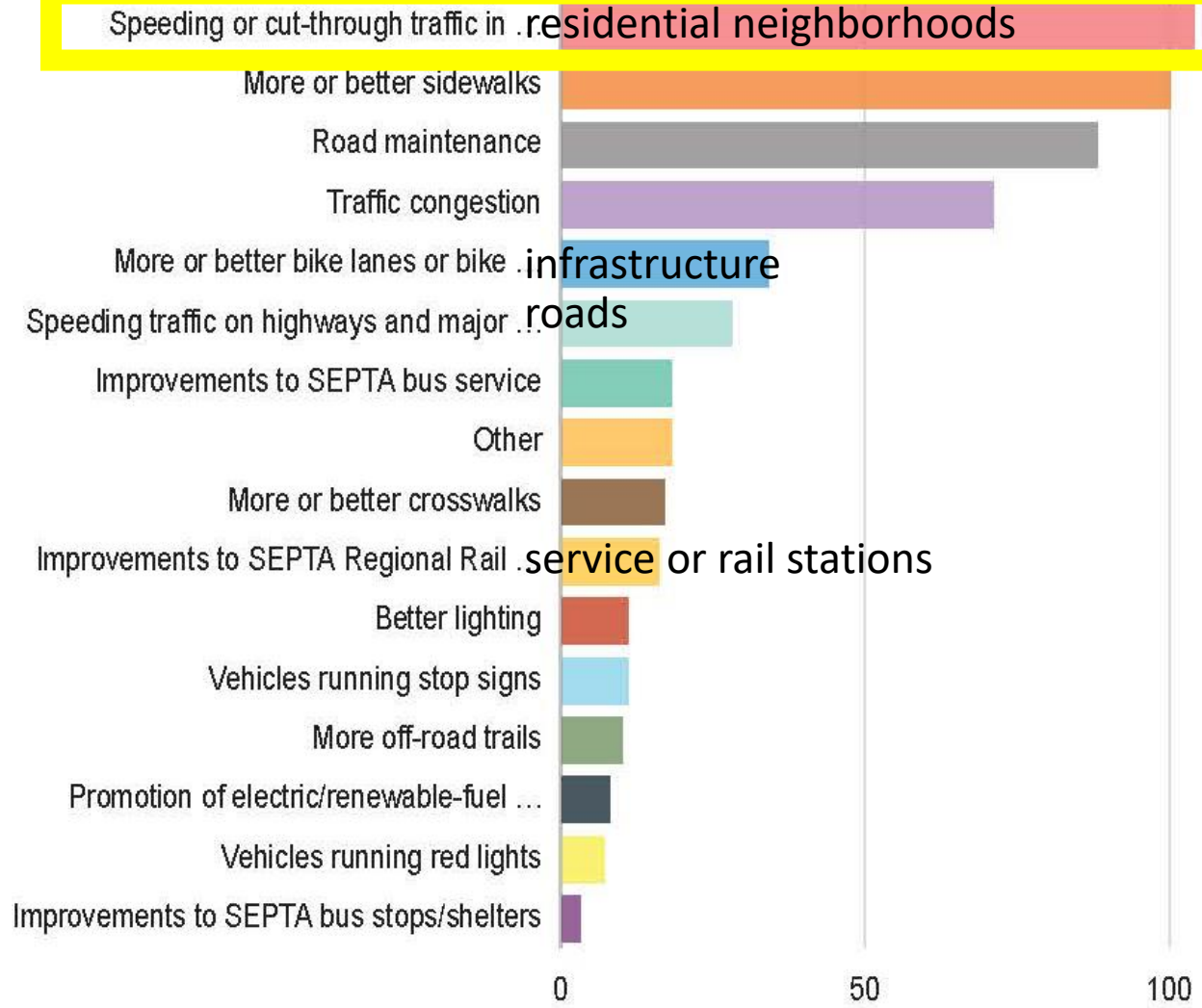


Existing  
Conditions:  
Roads

Average  
Annual Daily  
Traffic  
(AADT)



3. What do you feel is the most important transportation challenge facing the township?



Graphics: please add this yellow rectangle to image

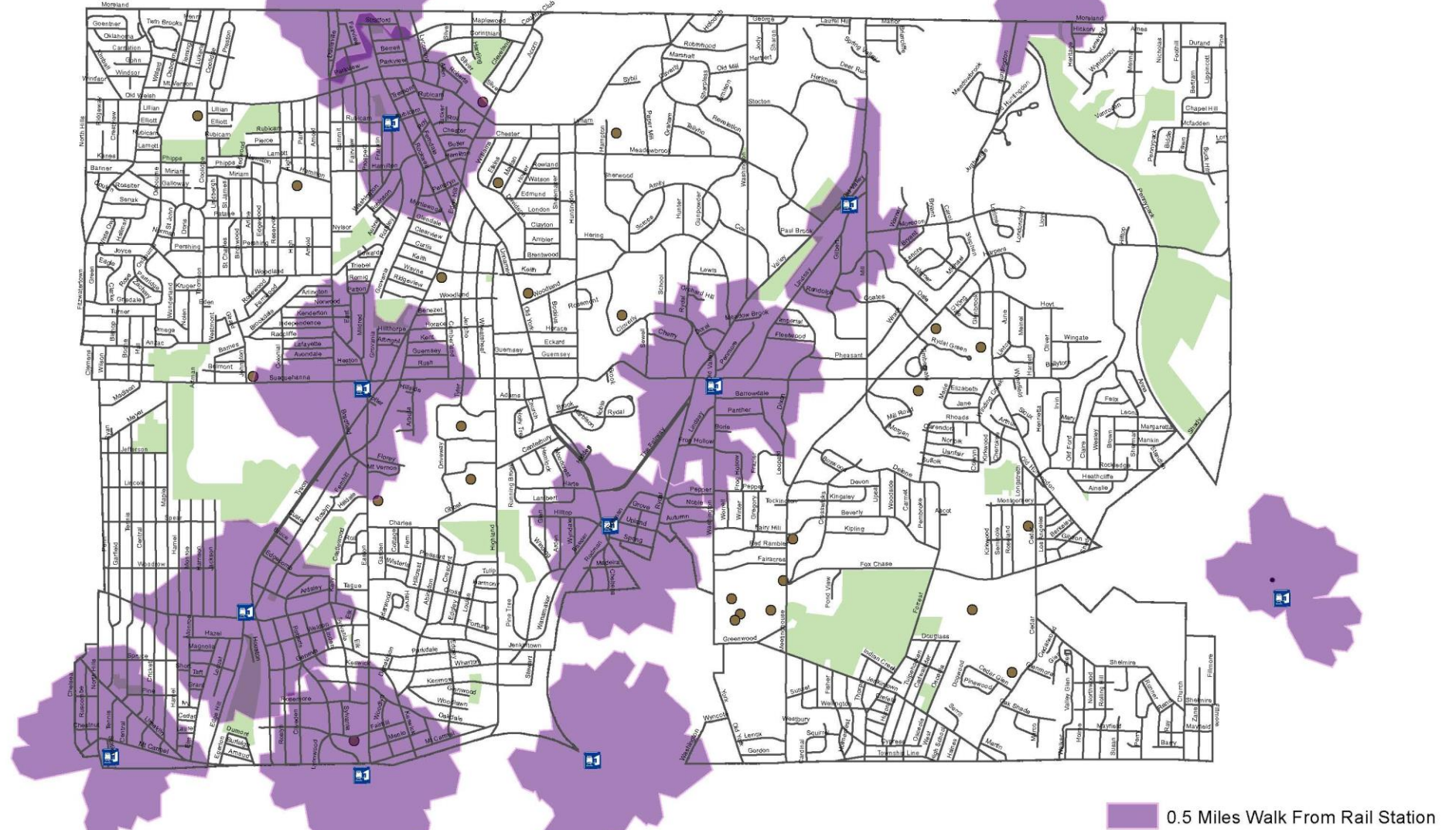
Existing Conditions: Roads

Traffic Calming

Caption: Speeding or cut-through traffic in residential neighborhoods was ranked 1<sup>st</sup> out of 16 answers

Existing  
Conditions:  
Transit

Rail Stations  
and ½ Mile  
Walksheds



Note: walksheds were measured along routes with sidewalks



Existing  
Conditions:  
Transit

Caption: The Noble Regional Rail Station has the second-highest number of boardings in the township and has the greatest potential for transit-oriented development.

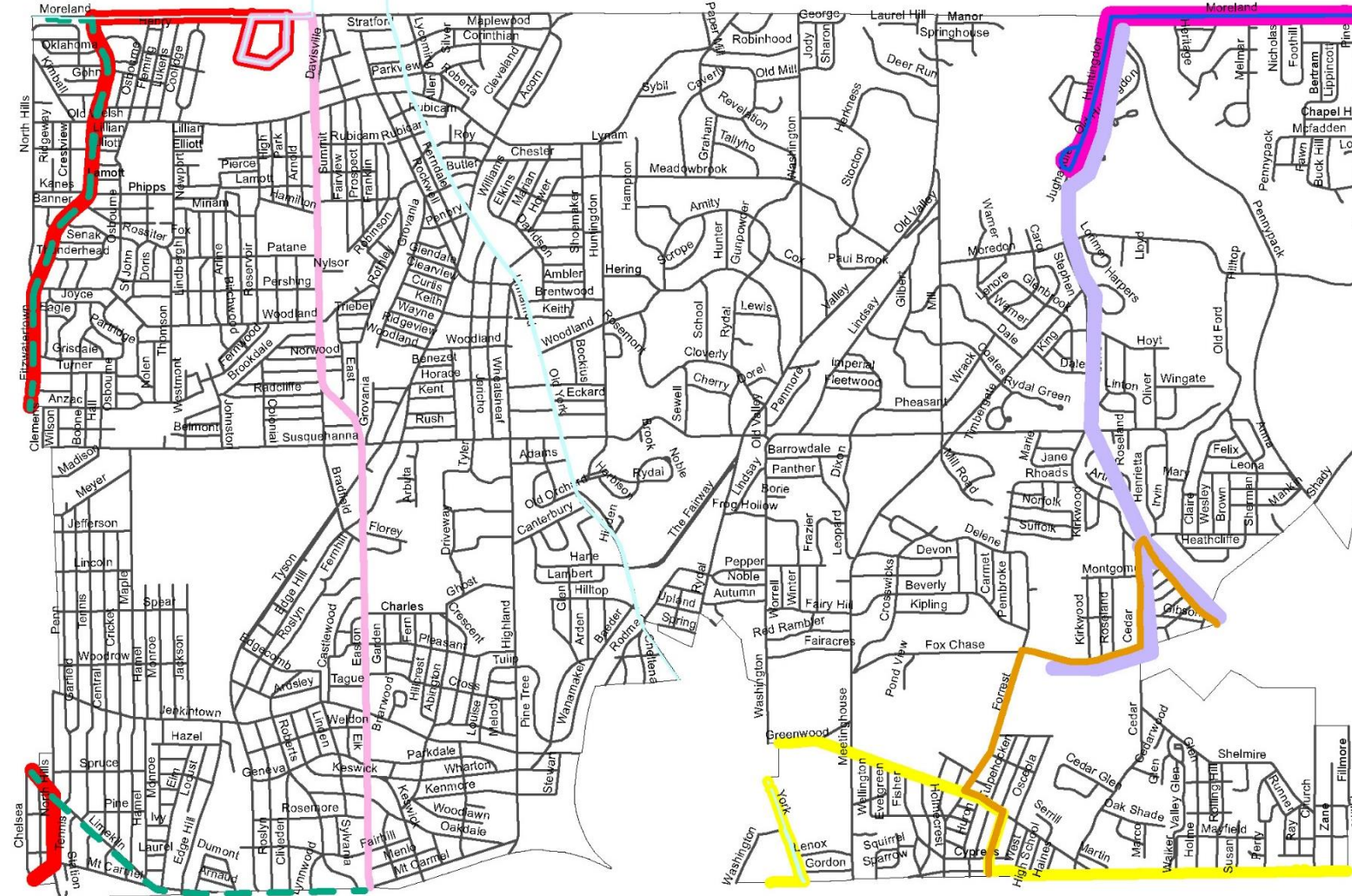


Existing Conditions:  
Transit

Caption: Crestmont  
and Ardsley Regional  
Rail Stations



Existing  
Conditions:  
Transit  
Bus Routes



1 inch = 2,500 feet



Existing Conditions:  
Transit

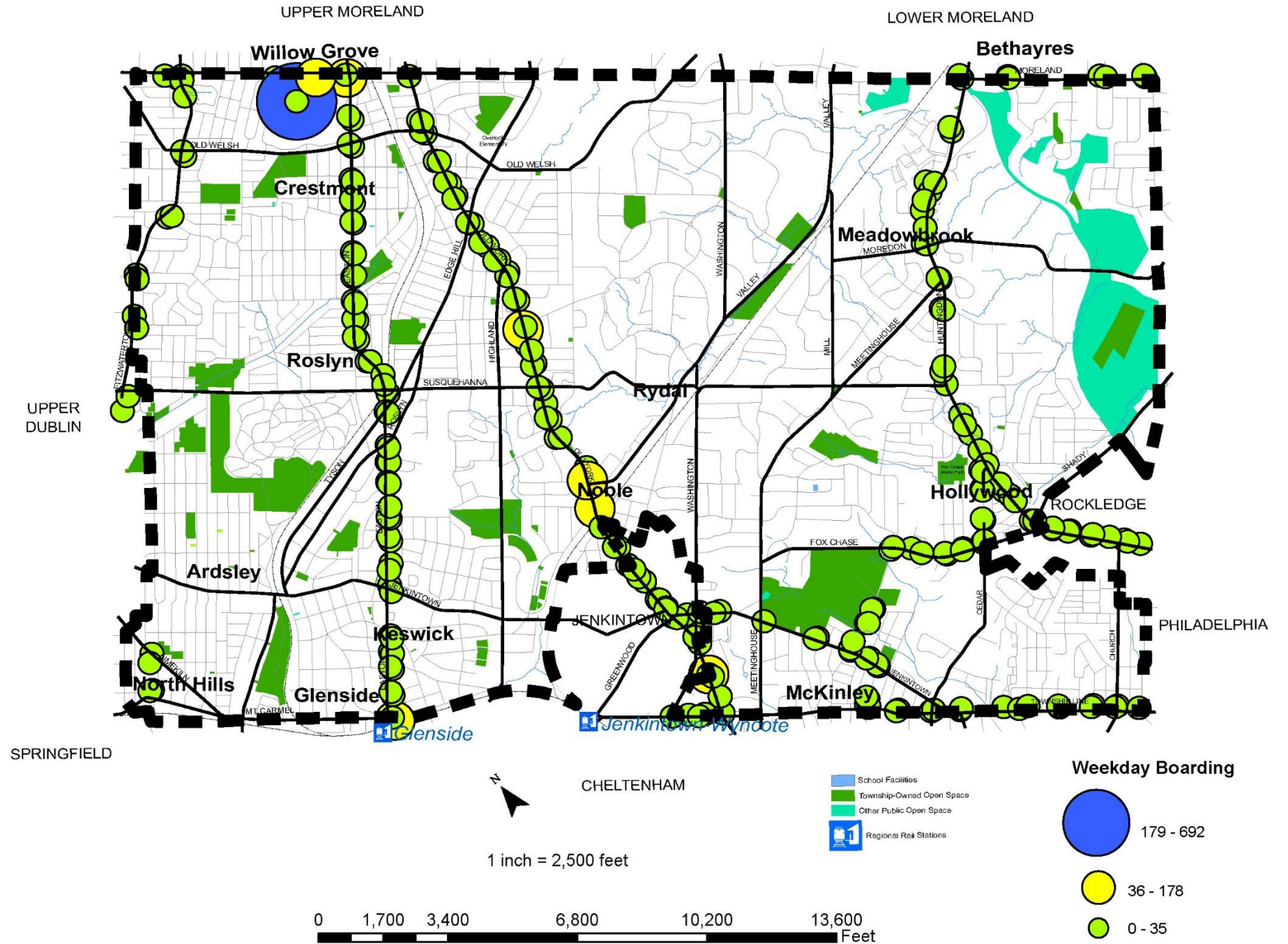
Bus Ridership

Caption: The Willow Grove Park Mall is the site of the largest number of weekday bus boardings in the township.



Existing  
Conditions:  
Transit

Bus  
Ridership



Existing  
Conditions:  
Pedestrian  
Network

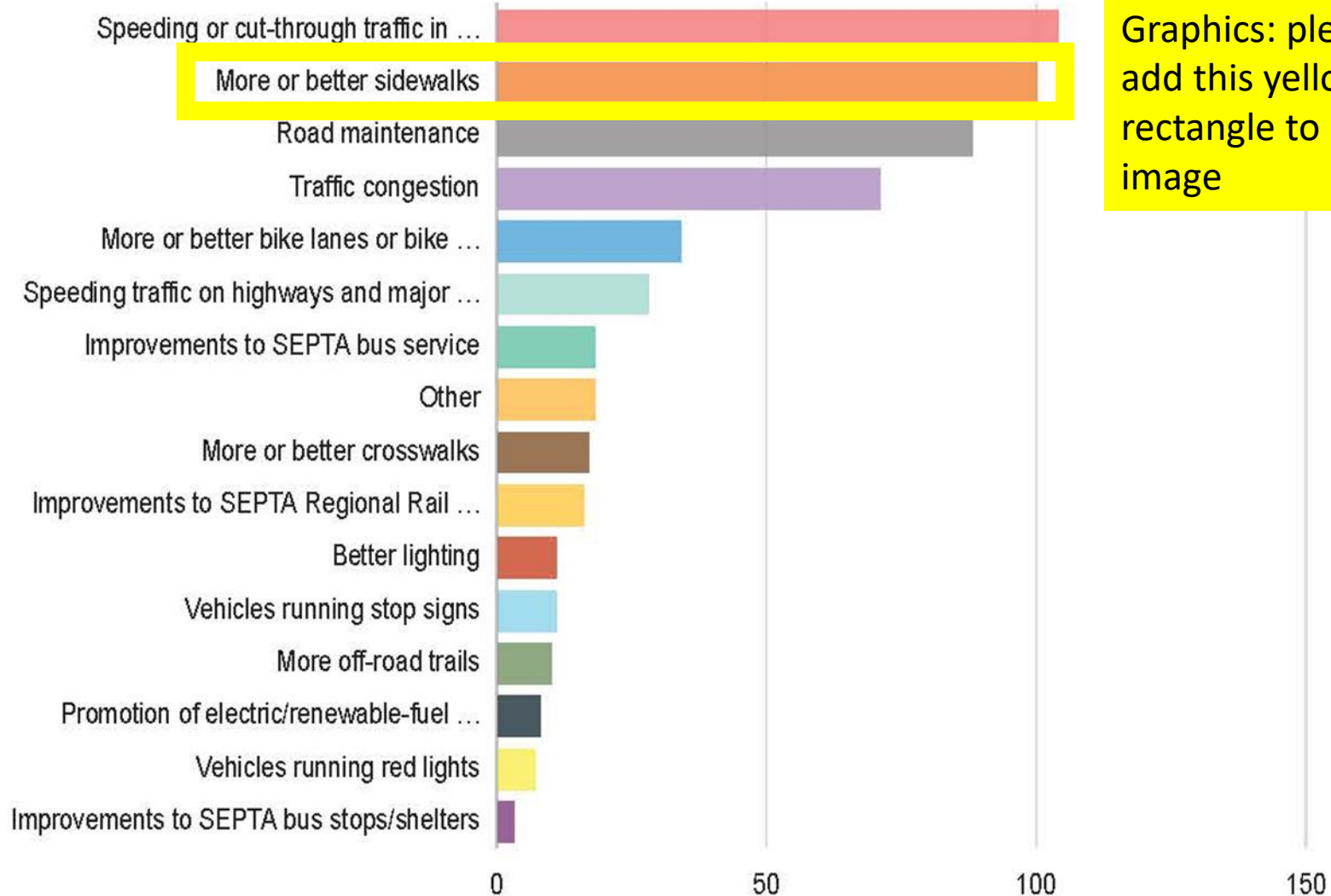
Rubicam Avenue  
lacks crosswalks and  
sidewalks near  
Crestmont station



Existing  
Conditions:  
Pedestrian  
Network

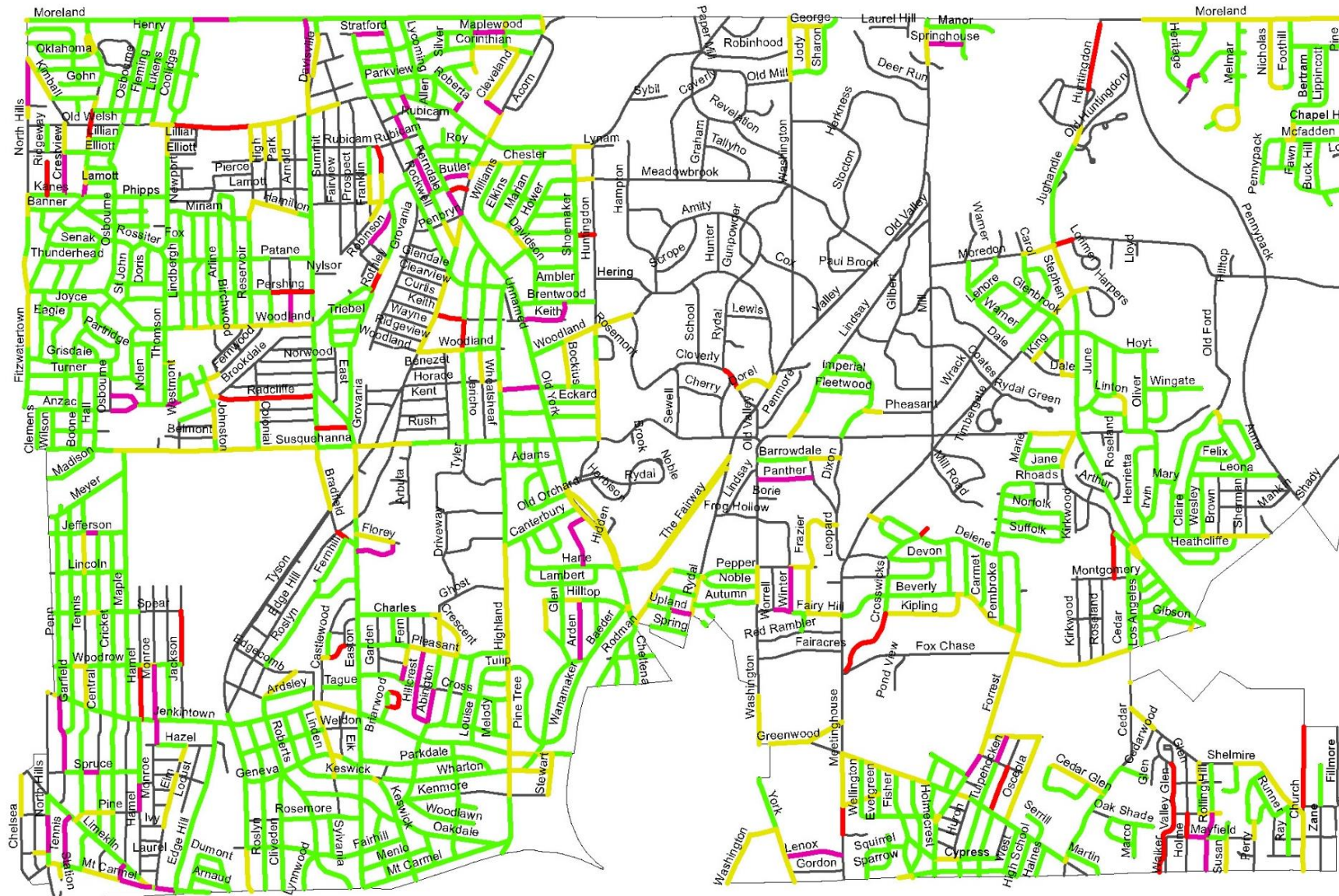
Sidewalks  
Caption:  
More or  
better  
sidewalks  
was ranked  
2<sup>nd</sup> out of 16  
answers

### 3. What do you feel is the most important transportation challenge facing the township?



Graphics: please  
add this yellow  
rectangle to  
image

Existing  
Conditions:  
Pedestrian  
Network  
Sidewalks



1 inch = 2,500 feet

- Abington Sidewalks**
- Partial Sidewalk on One Side
  - Sidewalks on One Side
  - Partial Sidewalks on Both Sides
  - Sidewalks on Both Sides



Existing  
Conditions:  
Pedestrian  
Network

Sidewalks

Sidewalk gap map from GIS  
section to go here

Existing Conditions:  
Pedestrian Network

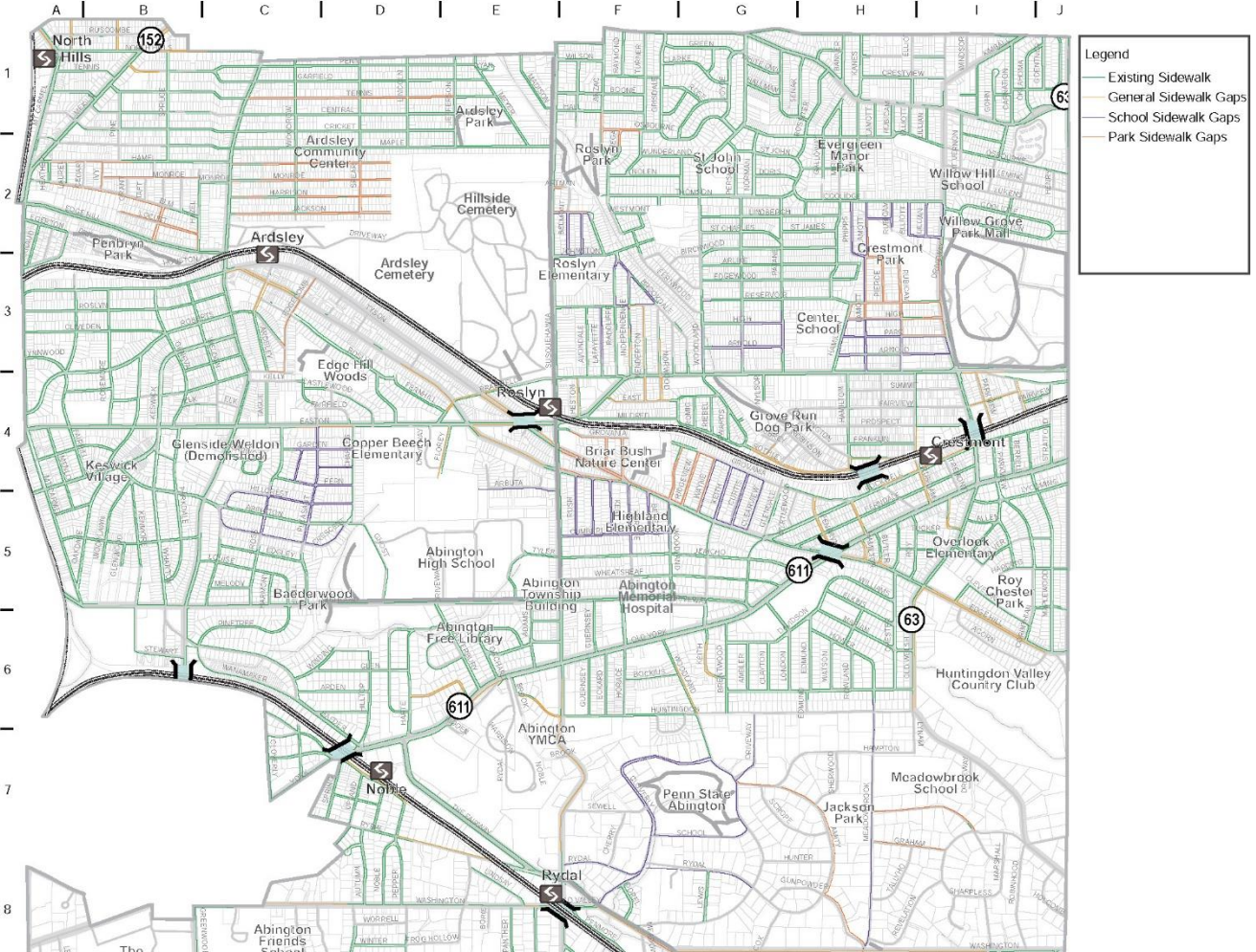
Sidewalks

Caption: The township will give special consideration to filling sidewalk gaps near important pedestrian destinations, such as this gap on Kenmore Avenue, at Hallowell Park near SPS Technologies.



# Existing Conditions: Pedestrian Network

## Sidewalk Gaps Identified by “Walk Park Train Abington”



Existing Conditions:  
Pedestrian Network

Caption: There is a sidewalk gap between Crestmont Station, Rubicam Park and Easton Road.



# Abington Township Parks and Trails

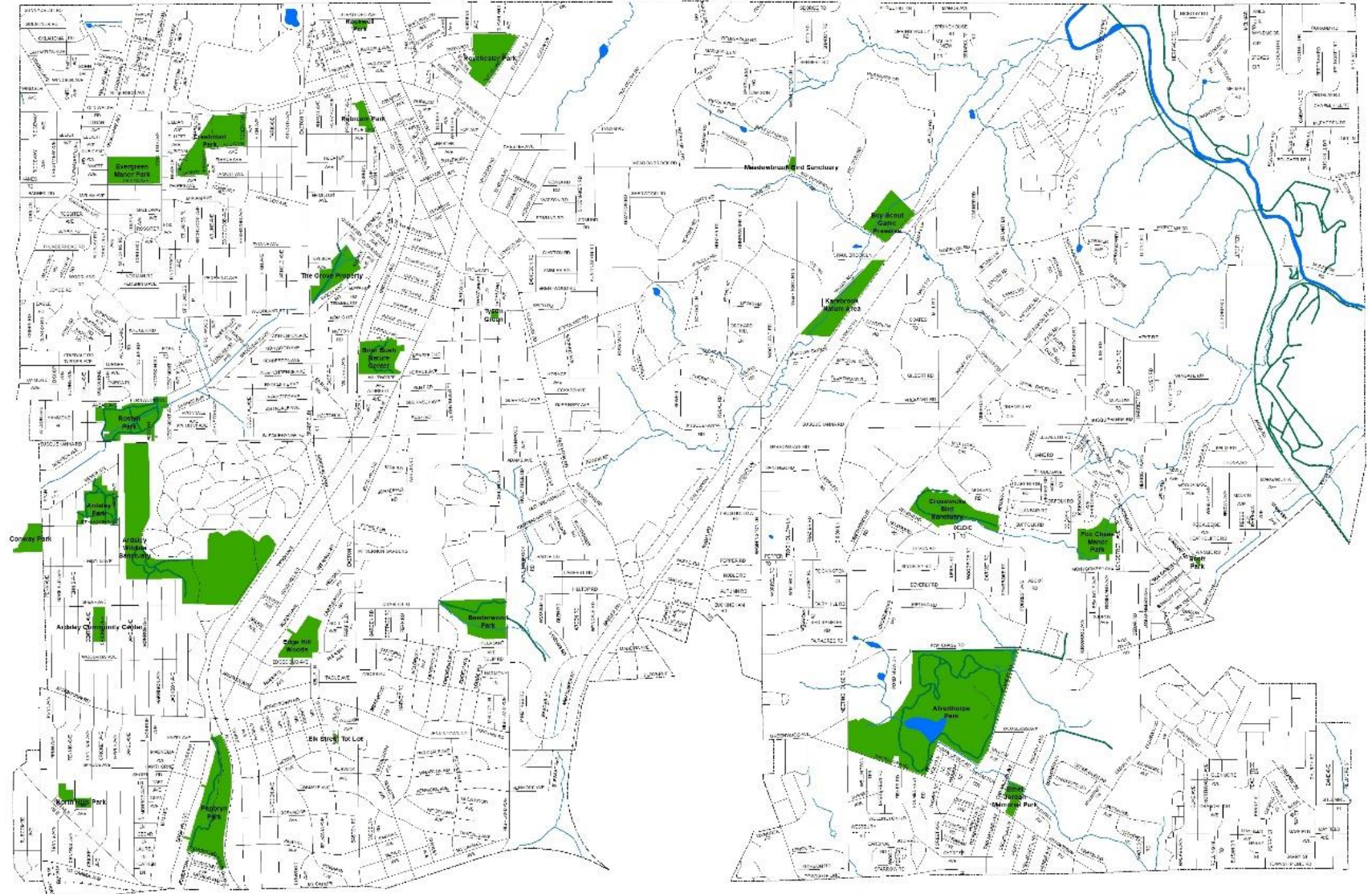
Existing Conditions:  
Pedestrian Network

Trails

Legend

-  Trails
-  Township Parks

Note: this map is  
being improved  
and clarified



Montgomery  
County  
Planning  
Commission



800 0 800 1,600 2,400 3,200 4,000 Feet



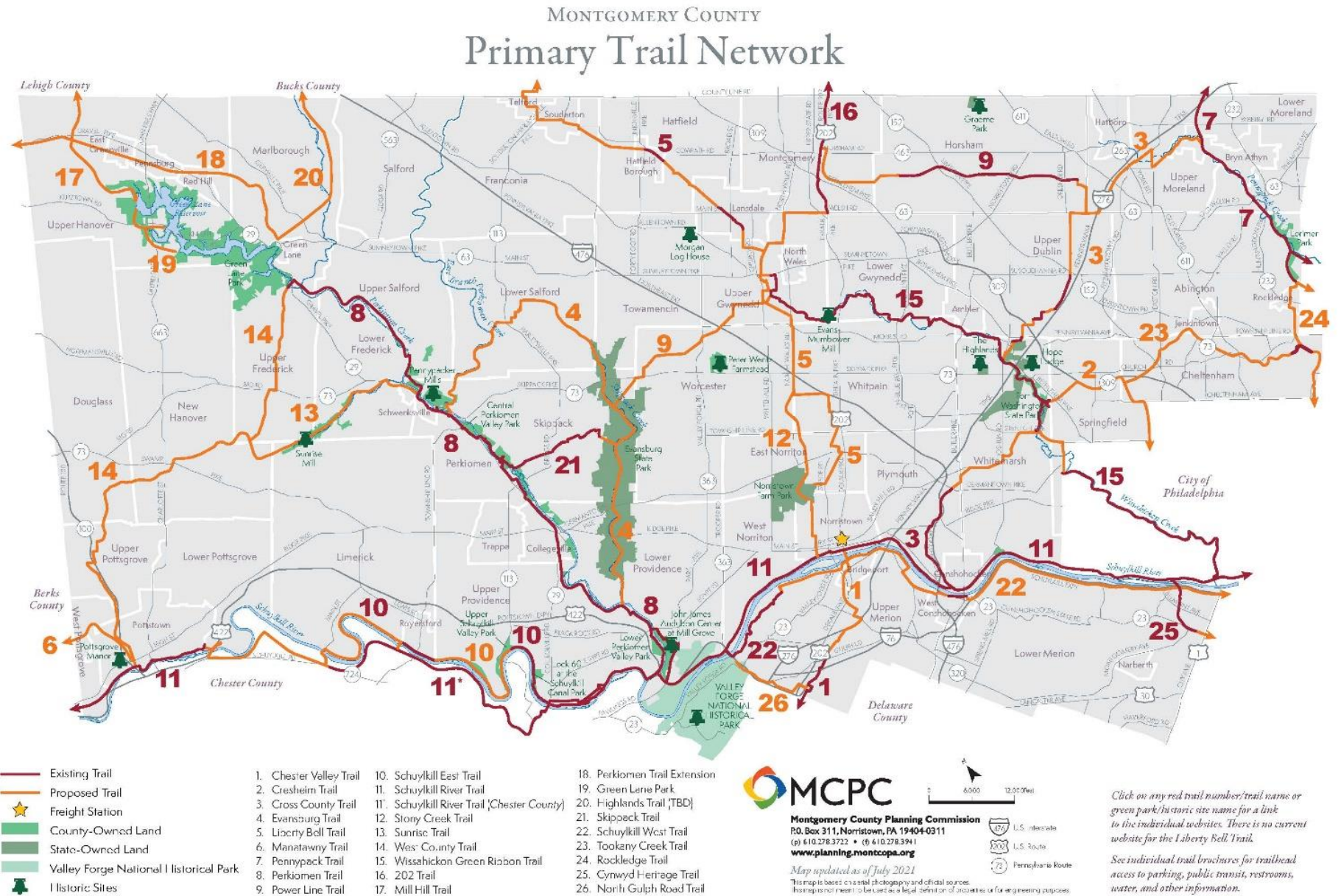
Montgomery County Courthouse - Planning Commission  
PO Box 311 Norristown PA 19404-0311  
(p) 610.278.3722 (f) 610.278.3941  
[www.montcopa.org/plancom](http://www.montcopa.org/plancom)

This map is based on 2015 ortho photography and official sources. Property lines were compiled from individual block maps from the Montgomery County Board of Assessment Appeals, with no verification from the deed. This map is not meant to be used as a legal definition of properties or for engineering purposes.

# Existing Conditions: Pedestrian Network

## Trails

The Pennypack Trail and the proposed Tookany Creek and Rockledge Trails pass (will pass) through Abington



Adopted Transportation Plans

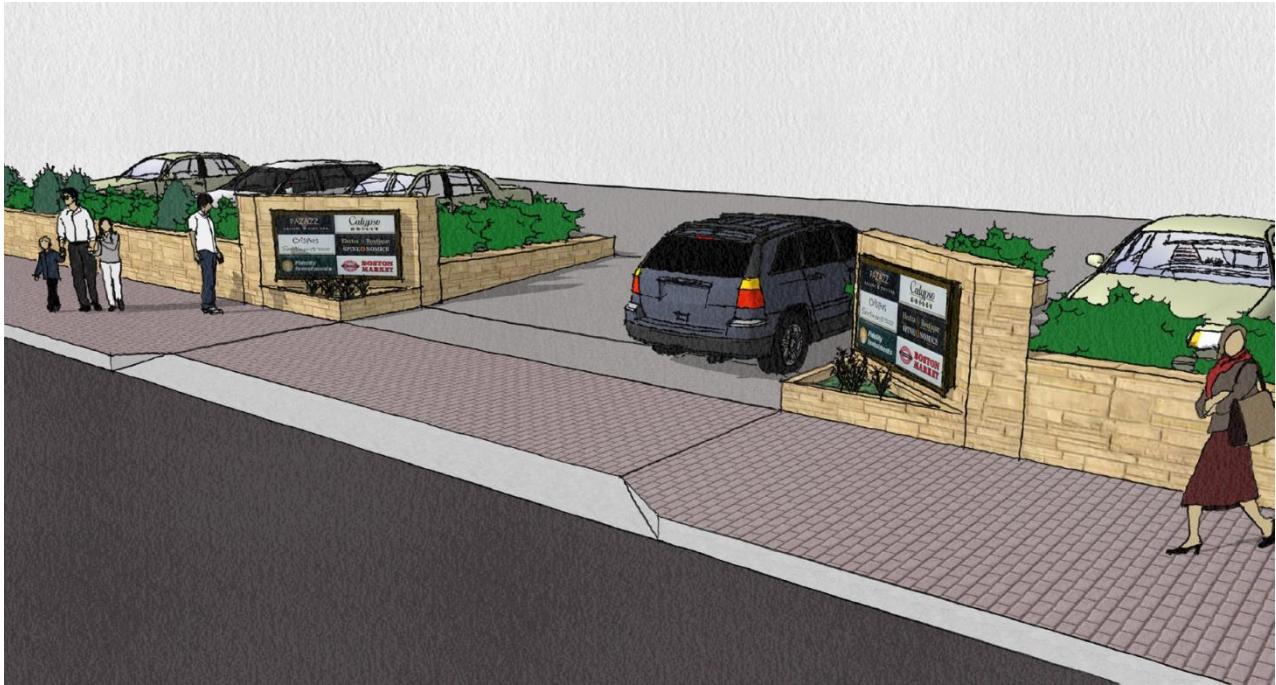
Old York Road Corridor  
Improvement Plan

Caption: Waiting for the bus at  
Abington –Jefferson Health.  
The Old York Road Corridor  
Improvement Plan and the  
Routes 611-263 Corridor Study  
make recommendations for  
adding bus shelters to Old York  
Road



Adopted Transportation Plans

Roslyn Revitalization Plan



Caption: The Roslyn Revitalization Plan illustrated using a low wall and landscaping to separate parking from the sidewalk and having reduced curb cuts



Adopted Transportation Plans

Abington Master Bicycle Plan

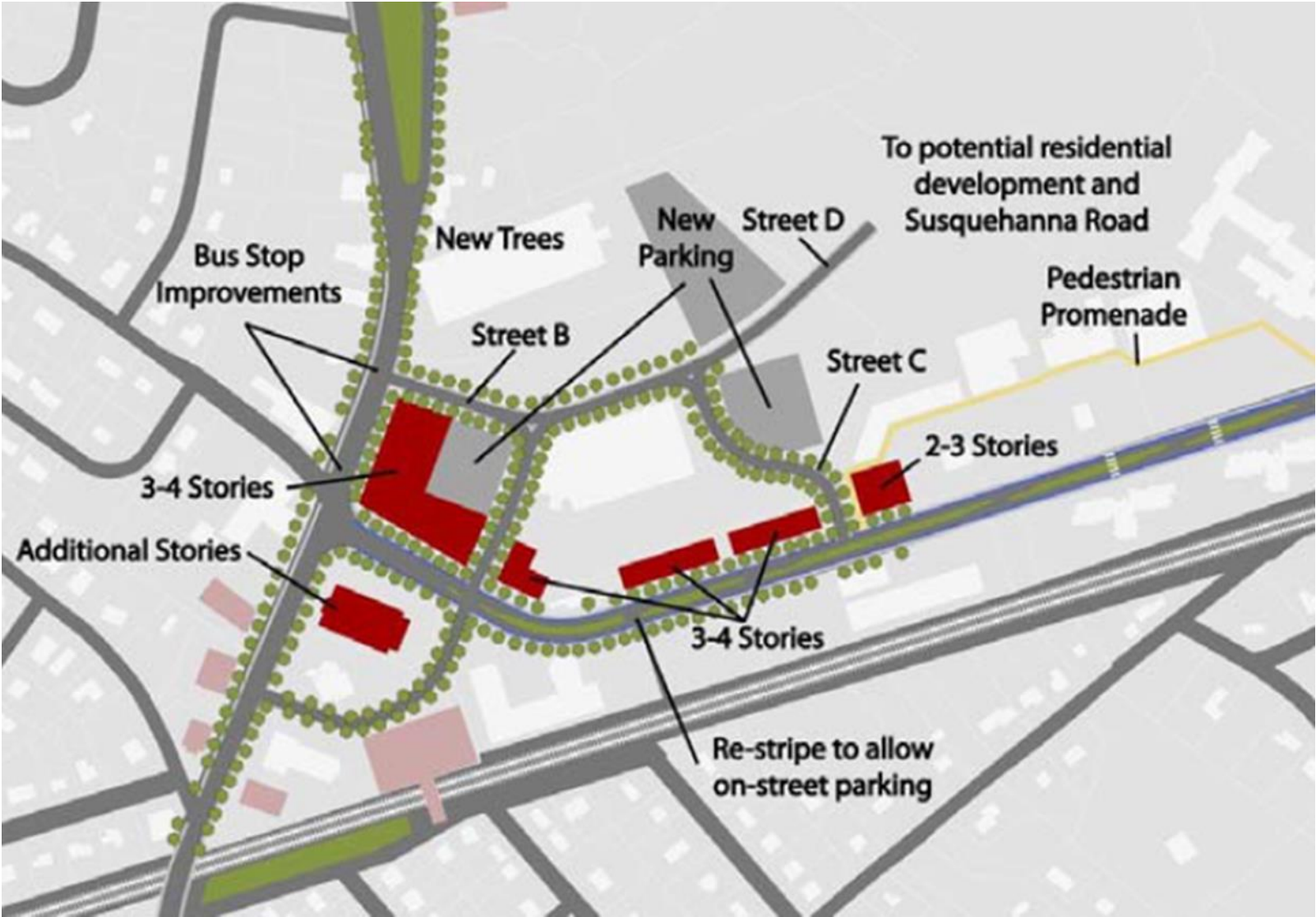




# Adopted Transportation Plans

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

Caption: As with the Old York Road Corridor Improvement Plan, the TRID Report for Noble Station illustrated the location of proposed new roads on both sides of the Fairway.



Adopted Transportation  
Plans

Abington Noble Transit-  
Oriented Development  
Plan

Caption: The Abington  
noble TOD Plan  
illustrated the  
proposed new street  
near Noble station.



# Adopted Township Plans: Walk-Park-Train Abington

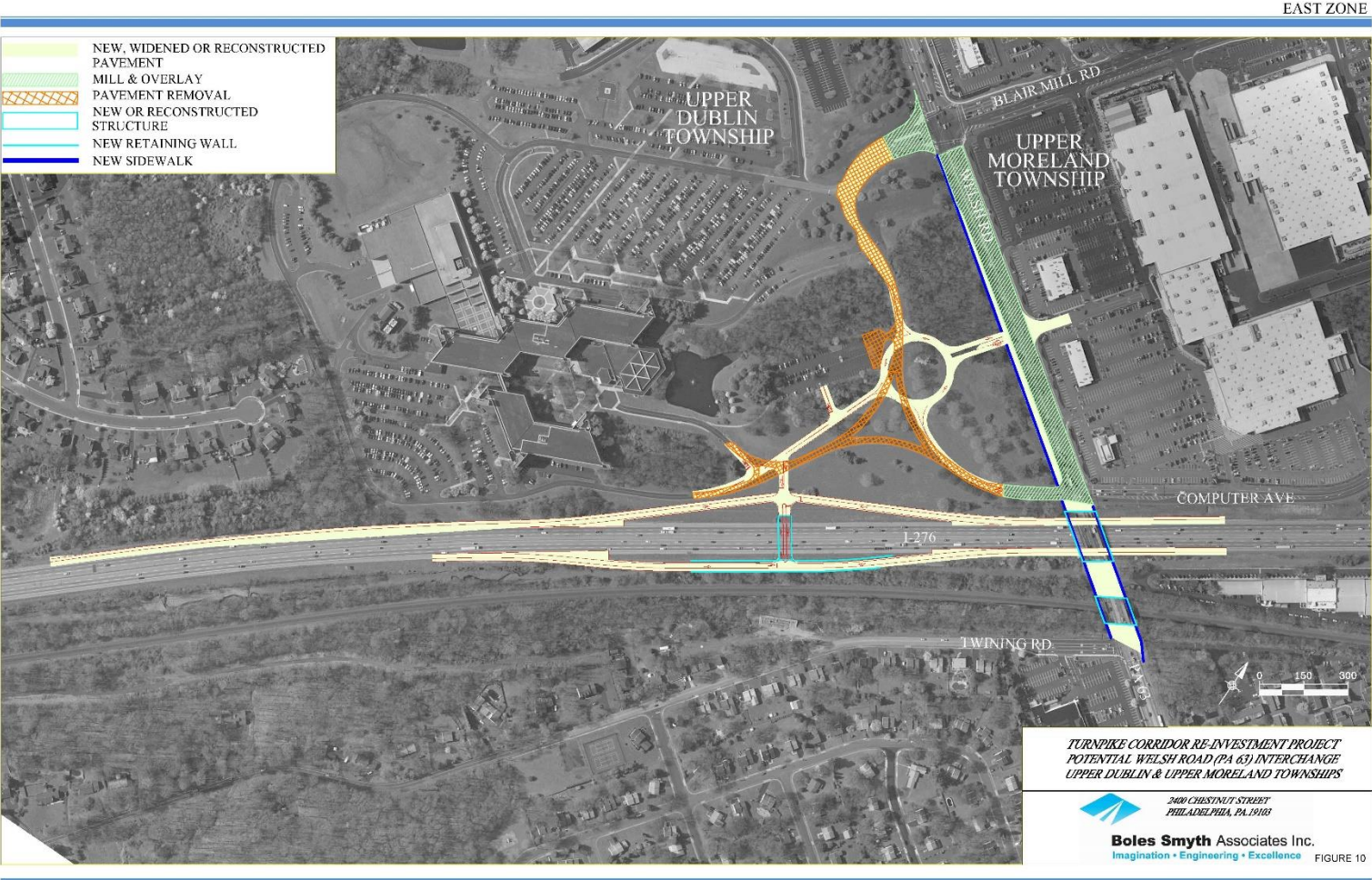


Caption: Walk-Park-Train Abington recognized that a sidewalk gap exists between SEPTA's Crestmont station (left) and Old York Road (right). This and other plans have recommended one or more of the following: adding sidewalks and crosswalks to Rubicam Avenue, converting this road segment to a bike- and transit-only road, and adding a crosswalk and reconfiguring the median island at the intersection of Old York Road and Rubicam Avenue to better protect pedestrians.

# Adopted Transportation Plans

## PA Turnpike Corridor Reinvestment Program

Caption: Design for Welsh Road interchange, from Montgomery County PA Turnpike Corridor Reinvestment Program study (2015).

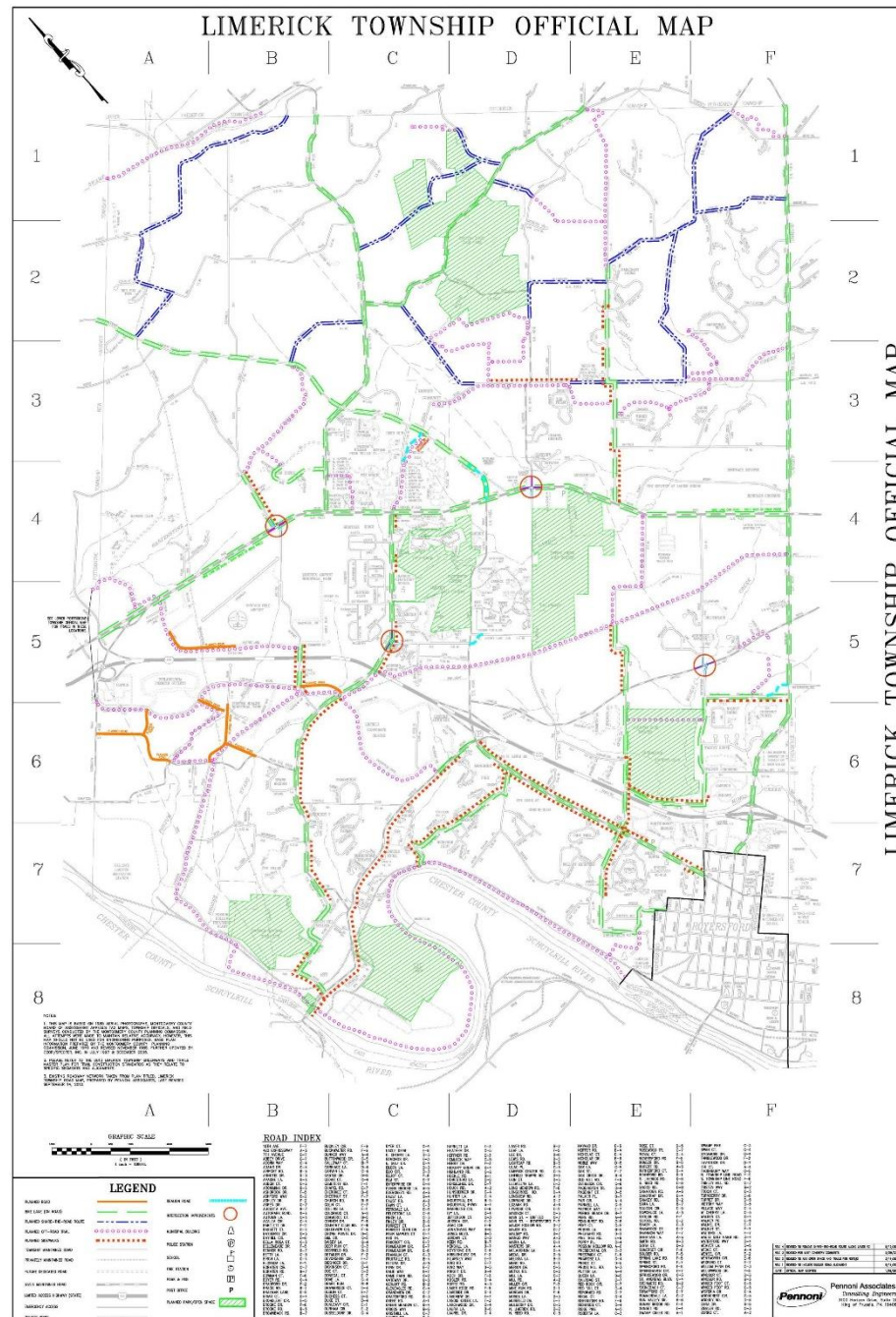


# Adopted Transportation Plans

## Walk-Park-Train Abington

### Official Map Callout Box

Caption: The Walk-Park-Train Plan recommends creating an Official Map. Pictured is an example from Limerick Township, which delineates proposed transportation improvements to the road, bike, and pedestrian network.



## Ongoing Transportation Projects

### Edge Hill Road – Tyson Avenue Reconstruction Project

Caption: Edge Hill-Tyson Reconstruction  
Project (source:  
“Abington Issues Update to Tyson  
Avenue Project,” *Glenside Local*, July 15,  
2019.

<https://glensidelocal.com/abington-issues-update-to-tyson-ave-project/>







# Complete Streets

Caption: The Fairway has bike lanes, bus, and rail access, but speeding traffic, the lack of verges and an adequate number of crosswalks, and narrow and partially-obstructed sidewalks make this road in need of “complete street” improvements.



## Complete Streets

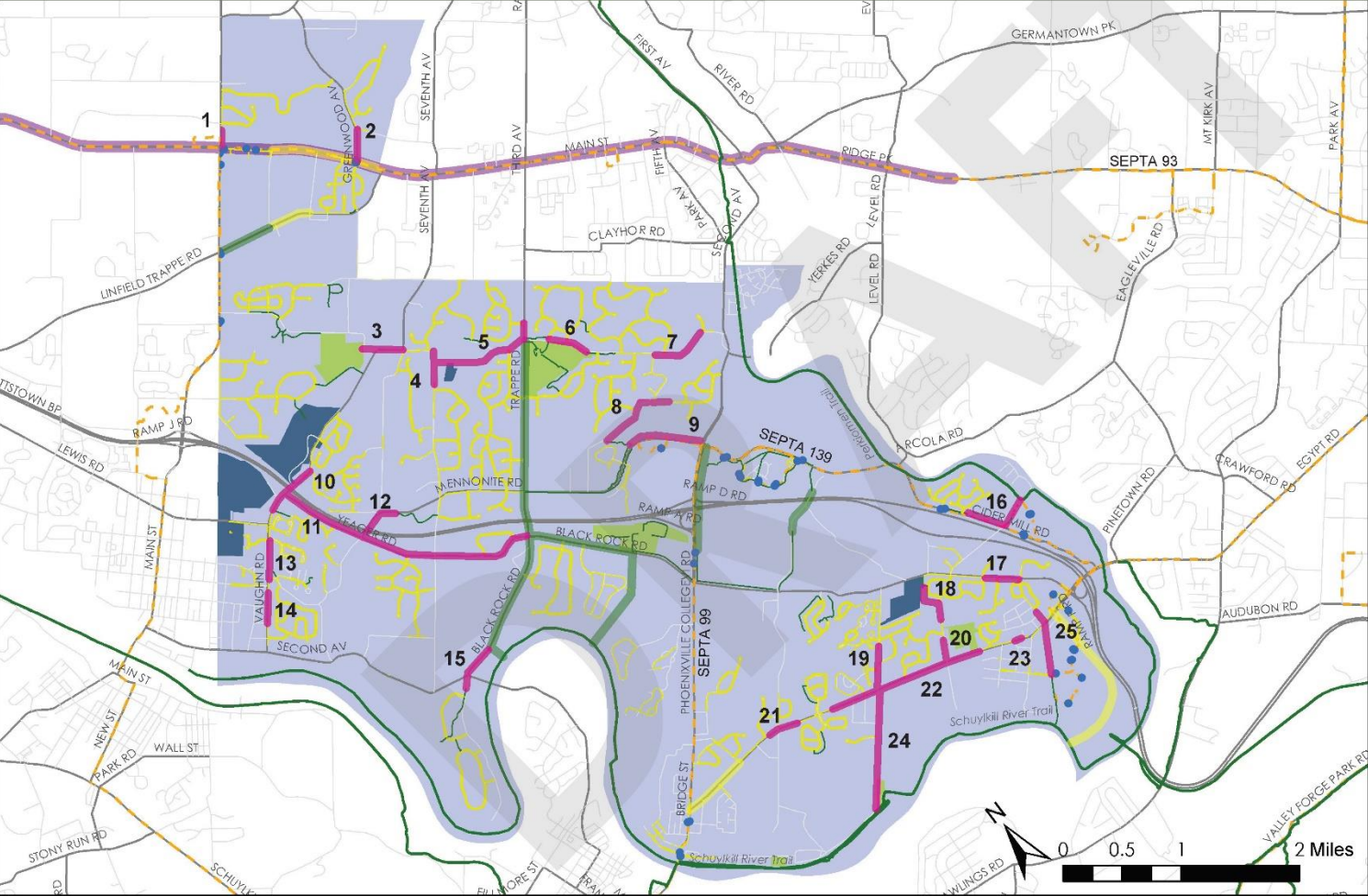
The Fairway: Cross-Section  
Illustrating Potential Bicycle  
Safety/Traffic Calming, and  
Stormwater Management  
BMPs/ Landscaping

Caption: Planters can be used to provide an attractive protective feature for users of the bike lanes. Along with new stormwater management features and pedestrian improvements accompanying an approved land development, The Fairway can be made more of a “complete street.”

Cross-section of bike lane  
protection and stormwater  
BMPs on The Fairway from  
Design Section to go here

# Recommended Multimodal Transportation Network

Upper Providence Township, Montgomery County PA



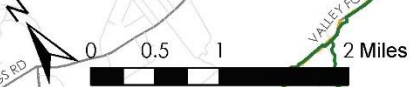
### Legend

- Recommended Multimodal Connections
- Existing Features
  - Sidewalks
  - Local Trails
  - Regional Trails
  - SEPTA Bus Stops
  - SEPTA Bus Routes
  - Township Parks
  - SFASD Properties
- Previously Proposed
  - Sidewalk
  - Trail
  - BikeMontco Network

Data Sources: Upper Providence Township; Montgomery County; SEPTA



Project Number: 819890  
Date: 7/13/2020



## Transportation Improvement Plan (TIP)

The image shows the future site of a SEPTA parking garage at Noble station (this project is listed as a regional priority in the Fiscal Year 2021 TIP).



# Recommendations

## Priority 1: "Must Do"

### Complete Streets

Caption: Keswick Avenue in Keswick Village is one place where there is ample room to make complete streets improvements



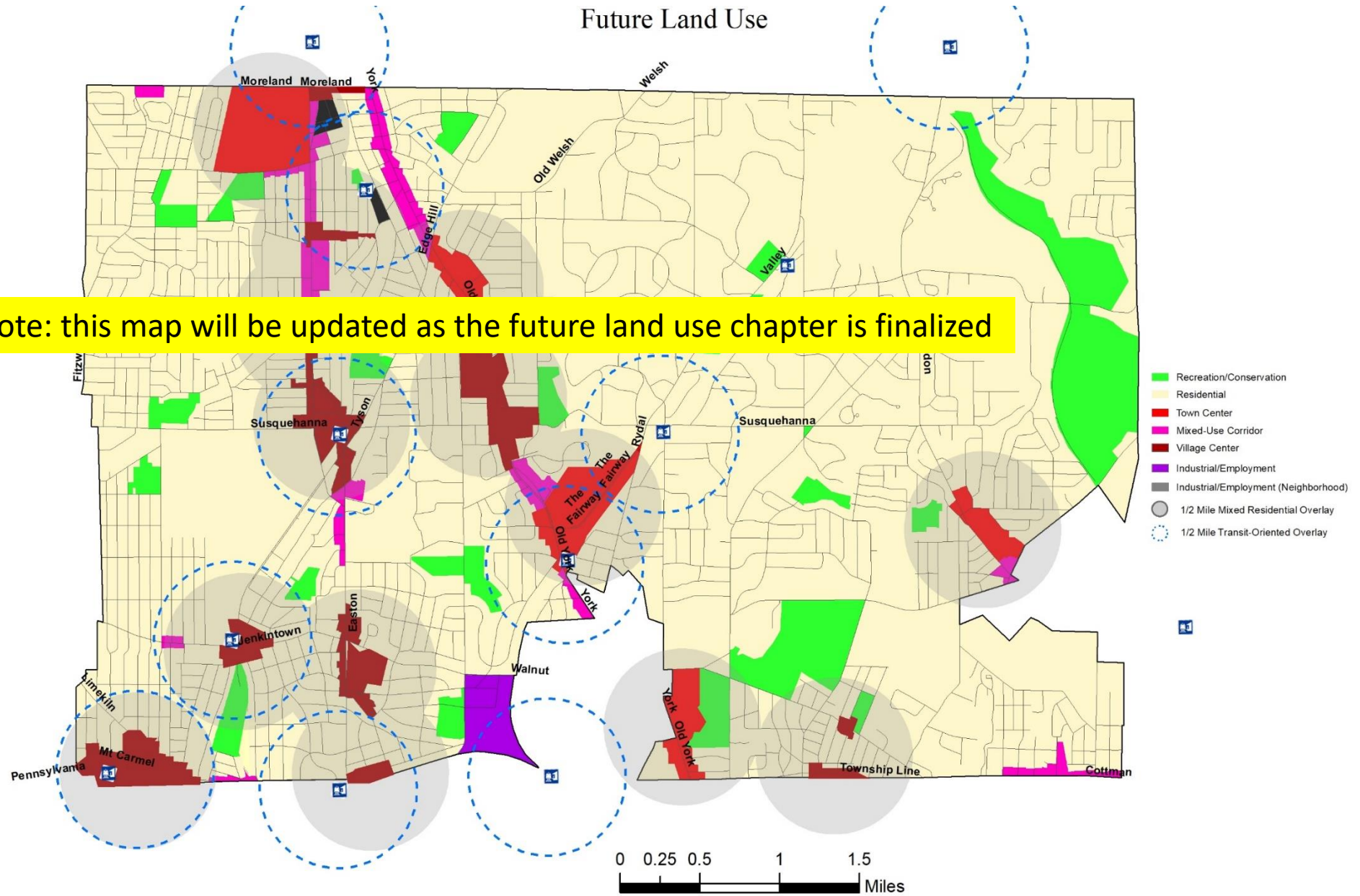
# Recommendations

## Priority 1: "Must Do"

Promote Transit-Oriented Development

Caption: The zoning ordinance promotes TOD, but such provisions will be strengthened in appropriate locations to reflect the recommendations of the future land use chapter and MCPC's model Transit-Oriented Development Ordinance.

Note: this map will be updated as the future land use chapter is finalized



## Recommendations

### Priority 2: “Should Do”

#### Create an Active Transportation Plan

Caption: An active transportation plan can provide healthier and leisure transportation options such as bicycling





## Recommendations

### Priority 2: “Should Do”

#### Evaluate Westward Relocation of Roslyn Station Platform

Caption: A recommendation of this and past plans is to evaluate the westward relocation of the Roslyn station platform, to reduce traffic delays at the pictured intersection caused by trains in the station.



## Recommendations

### Priority 3: “Could Do”

Plan and Construct New Roads to Create Interconnected Grid at Noble

Caption: Multiple plans recommend constructing new roads near Noble station to create a more interconnected grid and facilitate walkable, pedestrian-oriented redevelopment.

