

October 2023

Abington Noble Area Action Plan

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Under separate cover:

- Appendix A: Existing Program Framework**
- Appendix B: Crash Report Memo**
- Appendix C: Traffic Counts**
- Appendix D: Parking Report Memo**
- Appendix E: Funding Matrix**
- Appendix F: Traffic Growth Factors 2022–2023**

Acronyms and Abbreviations

ADA Americans with Disabilities Act
DCED Pennsylvania Department of Community and Economic Development
DVRPC Delaware Valley Regional Planning Commission
FHWA Federal Highway Administration
IIHS Insurance Institute for Highway Safety
MTF Multimodal Transportation Fund
PennDOT Pennsylvania Department of Transportation
RRFB Rectangular Rapid-Flashing Beacons
SEPTA Southeastern Pennsylvania Transportation Authority
SS4A Safe Streets and Roads for All
TASA Transportation Alternatives Set-Aside
TCDI Transportation and Community Development Initiative
TOD Transit-Oriented Development

Introduction and Overview

This Action Plan supports Abington Township in identifying and advancing coordinated projects to improve multimodal safety and connectivity near Noble Station, including Old York Road and The Fairway.

The Abington Noble Area Action Plan project comprises several components, including:

- A review of previous plans and studies in the study area;
- Project recommendations; and
- Project funding and phasing approaches.

This Action Plan aims to support the Township of Abington in harmonizing efforts and identifying critical path projects to improve multimodal safety and connectivity near the developments on Old York Road (Route 611) and The Fairway, in proximity to Noble Station. The plan helps the Township take advantage of project opportunities, partnerships, programs, and available funding to advance its vision of the station area being safer and easier to navigate on foot, by bicycle, via transit, and by car.

Noble Station is one of two Abington Township commuter rail stops on the West Trenton Line operated by the Southeastern Pennsylvania Transportation Authority (SEPTA). The station is located on Old York Road and Baeder Road and is within a five-minute walk of The Fairway, a major commercial corridor.

The study area is bounded to the northwest by Highland Avenue, to the northeast by Susquehanna Road, to the east by Lindsay Lane (to include the intersection of The Fairway and Rydal Road), and to the southeast by Rydal Road and Cloverly Avenue to the southern edge of Baederwood Park (see map next page). The study area includes a small portion of Jenkintown south of Noble Station.



The study area in the Township of Abington, Montgomery County, Pennsylvania

Approach

The study is founded on stakeholder input, results of previous plans, and analysis of transportation issues and opportunities considering all modes. Recommendations are matched to potential funding sources.

As described in the Existing Program Framework (Appendix A), the project team developed three critical inputs that directly informed the action plan: a recommendation matrix, an asset map (see following page), and traffic and parking counts.

The recommendation matrix compiled all recommendations from previous plans within the study area as well as comments from a stakeholder workshop held in Abington Township on April 6, 2023. The asset map identified major destinations, recreational areas, and schools in the region. The traffic and parking counts identified areas of significant traffic and parking concerns within the station and study area (see Appendices C and D).

A multimodal network was created from the recommendation matrix and the asset map to identify transit, pedestrian, bicycle, and motorist networks in the study area (see pages

9 and 10). Subsequently, potential modal conflict areas and corridors were identified. A draft list of projects was developed aimed at reducing modal conflicts. The list of projects was further refined based on available funding opportunities.

Together, these inputs informed development of the five recommendation sets. A funding matrix (see Appendix E) was developed to identify the funding opportunities available at the local, regional, and state levels. Recommendations were further refined based on available funding and priorities identified by stakeholders and previous plans. The final set of recommendations, detailed in this Action Plan, complement one another to cohesively improve traffic safety, public spaces, and access and connectivity within the study area.

ABINGTON TOWNSHIP

Asset Map



The asset map marks major destinations within and near the study area.


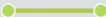




The modal maps inventory the existing pedestrian, bicycle, transit, and roadway networks.

ABINGTON TOWNSHIP

Multimodal Network

Legend

-  Pedestrian
-  Bicycle
-  Transit
-  Vehicle



The multimodal network map helps identify conflicts, gaps, and potential connections among modes.

Recommendations

The recommendations are grouped into five sets, and collectively address safety, access, and public infrastructure.

ABINGTON TOWNSHIP

Action Plan Recommendations

- 1 The Fairway
- 2 Old York Rd: Baeder Rd to The Fairway
- 3 Multimodal Connections at Noble Station
- 4 Curb Cuts & ADA Accessibility
- 5 School Safety



Recommendation Set #1 – The Fairway



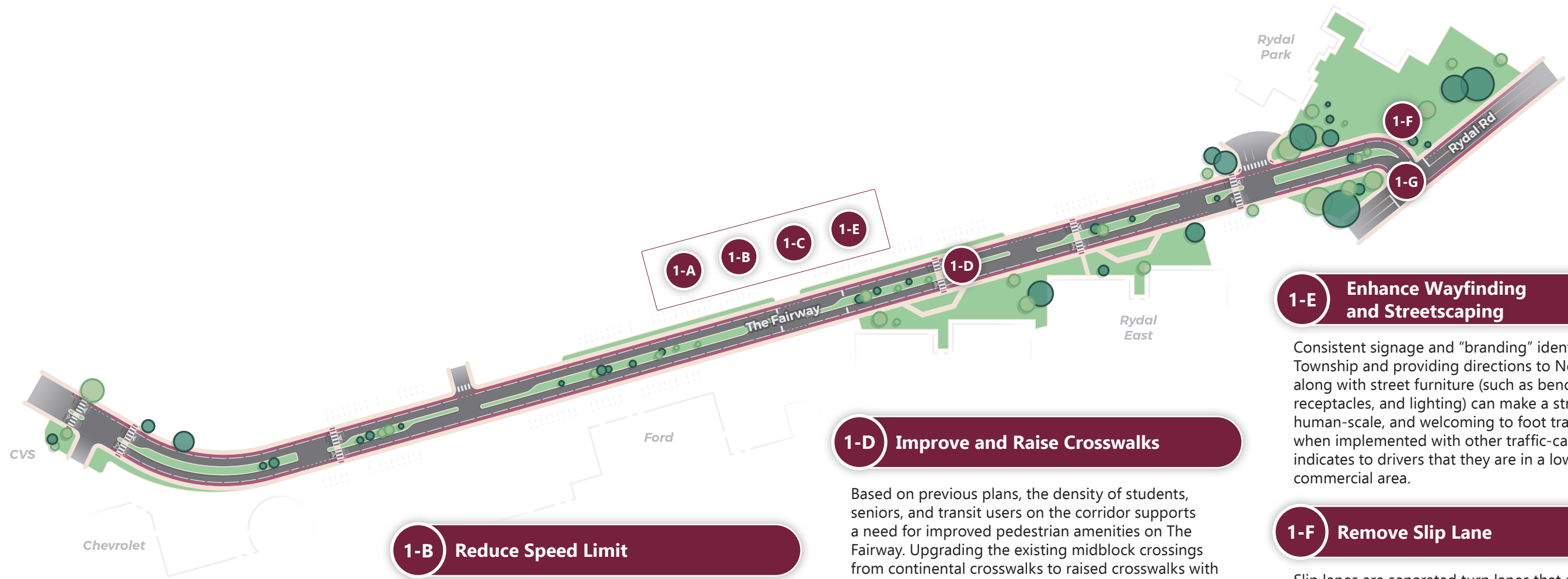
The Fairway is a key commercial corridor for Abington. Stakeholders and previous plans have identified speeding motorists as a safety concern for pedestrians.

Between 2017 and 2021, **two pedestrians died and more than 40 crashes occurred** along The Fairway.

“Traffic on the upper part of The Fairway feels like a racetrack.”

–Stakeholder Comment, April 2023 Workshop

Recommendations and Rationale – The Fairway



1-A Add Protected Bicycle Lanes

Although conventional bike lanes exist, roadway conditions—speeding motorists and multiple entrances to businesses—warrant protected bicycle infrastructure. Installing a physical buffer such as a concrete curb would improve safety and reduce stress for cyclists of all ages and abilities. Protected bike lanes would double as a traffic-calming tool. A Federal Highway Administration (FHWA) report found that changing the color and texture of a road’s shoulder in a way that appears unsuitable for driving—as a bike lane would—reliably slows vehicle speeds.¹

1-B Reduce Speed Limit

Reducing the speed limit on The Fairway from 35 mph to 25 mph is essential to create a safer and more inviting corridor for pedestrians and cyclists. Researchers from the Insurance Institute for Highway Safety (IIHS) found that a person hit by a car at 35 mph is five times more likely to die than if the vehicle were traveling at 20 miles per hour.²

1-C Decrease Lane Width

Narrowing the two travel lanes on The Fairway to 10 feet wide is a strategy for slowing motorized traffic (existing lane widths vary from 13 feet to 23 feet). Studies, including a Transportation Research Board analysis, show that narrower lanes slow motorist speeds.³ Lane-width reduction would complement the proposed speed limit reduction by visually indicating to drivers that The Fairway is a low-speed area.

1-D Improve and Raise Crosswalks

Based on previous plans, the density of students, seniors, and transit users on the corridor supports a need for improved pedestrian amenities on The Fairway. Upgrading the existing midblock crossings from continental crosswalks to raised crosswalks with rectangular rapid-flashing beacons (RRFBs) would elevate the crosswalks to sidewalk level, improving pedestrian visibility and slowing motorists via vertical traffic-calming (similar to a speed hump or speed table). Raised crosswalks can reduce pedestrian crashes by 45%.⁴ RRFBs are flashing lights at yield signs that are activated by the presence of a pedestrian, boosting pedestrian visibility and increasing the likelihood of drivers yielding at pedestrian crossings. RRFBs have motorist yield rates as high as 98% when implemented with other streetscape improvements (such as raised crosswalks) and can reduce pedestrian crashes by up to 47%.⁵

In addition to upgrading existing crossings, the Township should consider additional midblock crossings (with raised crosswalks and RRFBs) along The Fairway. Adding a crosswalk to the eastern end of the corridor would improve pedestrian safety and accessibility for seniors living at Rydal Park. Seniors are more likely to walk than drive to nearby destinations (car ownership is lower among seniors).

1-E Enhance Wayfinding and Streetscaping

Consistent signage and “branding” identifying the Township and providing directions to Noble Station, along with street furniture (such as benches, trash receptacles, and lighting) can make a street feel inviting, human-scale, and welcoming to foot traffic. Signage, when implemented with other traffic-calming strategies, indicates to drivers that they are in a lower-speed, commercial area.

1-F Remove Slip Lane

Slip lanes are separated turn lanes that allow vehicles to make an unimpeded turn at higher speeds, somewhat like an off-ramp. The existing slip lane from southbound Rydal Road onto The Fairway (westbound) feeds high-speed traffic onto The Fairway, in close proximity to a pedestrian crossing and cross-traffic from Rydal Park and Baederwood Shoppes. Reconfiguring the intersection to require a traditional 90-degree turn onto The Fairway will slow motorized traffic to safer speeds. Other traffic-calming infrastructure, such as a roundabout, could achieve similar results.

1-G Link to the Bicycle Network and Regional Parks

Connecting the protected bicycle lane proposed for The Fairway to Valley Road via Rydal Road would provide non-motorized access to the regional bicycle network, connecting the study area to Pennypack Park. Ensuring a safe pedestrian and bicycle connection between The Fairway and Valley Road will support a quality regional bicycle network.

Existing Conditions – The Fairway



A typical section of The Fairway

Recommended Future Conditions – The Fairway



Note the bicycle lanes, narrower vehicle lanes, reduced speed limit, and branded signage at the light pole.

Funding Strategies – The Fairway

Recommendation	Potential Funding Source	Next Steps
<p>1-A Add Protected Bicycle Lanes (Feasibility and Outreach Phase)</p>	<p><u>Transportation and Community Development Initiative (TCDI)</u></p>	<p>TCDI usually opens for applications in February and the deadline for project completion is short (usually within one year of award).</p>
<p>1-A Add Protected Bicycle Lanes (Design and Construction Phase)</p> <p>1-B Reduce Speed Limit</p> <p>1-C Decrease Lane Width</p> <p>1-D Improve and Raise Crosswalks</p> <p>1-E Enhance Wayfinding and Streetscaping</p> <p>1-F Remove Slip Lane</p> <p>1-G Link to the Bicycle Network and Regional Parks</p>	<p><u>PennDOT Multimodal Transportation Fund (MTF)</u></p>	<p>The PennDOT MTF typically opens for applications in September. Prior to applying for MTF funding, the Township would need to have conducted a feasibility study and public outreach, and secured matching funds, any necessary property owner consent or coordination, and a letter stating that the project is compliant with comprehensive land use plans.</p> <p>(See next page for funding source description.)</p>

Transportation and Community

Development Initiative (TCDI): To install protected bicycle lanes on The Fairway, the Township would need to conduct a feasibility study (including cost estimates and a construction schedule) with a public and stakeholder outreach and involvement component. Key feasibility and conceptual design questions would need to be addressed, such as what type of protected facility should be constructed (e.g., bollards, concrete curb, planters) and what maintenance would be needed (e.g., snowplowing, street cleaning). The Transportation and Community Development Initiative (TCDI), an annual funding opportunity administered by the Township's regional Metropolitan Planning Organization (MPO), the Delaware Valley Regional Planning Commission (DVRPC), is a good fit for a protected bicycle lane feasibility study and outreach campaign. TCDI is a planning and feasibility grant program that supports smart-growth initiatives that align land use and transportation planning. TCDI is part of the MPO's implementation of the regional long-range transportation plan, Connections 2050. TCDI funds projects that are between \$50,000 and \$150,000. Public and stakeholder outreach would focus on getting the community involved with feasibility-level studies—how the bicycle lane is protected

from traffic, the look and feel of the bicycle facility, and ensuring that design decisions make sense based on how the facilities are used today.

PennDOT Multimodal Transportation

Fund (MTF): After the feasibility study is complete, the Township can apply for design and construction funding through PennDOT's Multimodal Transportation Fund (MTF). PennDOT MTF funding supports improvements in transportation assets that enhance communities, pedestrian safety, and transit revitalization. Grants are available for projects with a total cost between \$100,000 and \$3 million. Multimodal improvements similar to those recommended for The Fairway have been awarded PennDOT MTF funding in the past. The PennDOT MTF is a reimbursement grant program that requires a 30% match (which would be \$900,000 if the maximum award of \$3,000,000 is requested). No more than 10% of the award (\$300,000 of the \$3,000,000 maximum) can be used for design (vs. construction).

Note that PennDOT's MTF is a separate program from the Commonwealth Financing Authority MTF program administered by the Pennsylvania Department of Community and Economic Development (DCED).

Public and stakeholder outreach would focus on getting the community involved with feasibility-level studies—how the bicycle lane is protected from traffic, the look and feel of the bicycle facility, and ensuring that design decisions make sense based on how the facilities are used today.

Recommendation Set #2 – Old York Road

(Baeder Road to The Fairway)



Between Noble Station and The Fairway, Old York Road is a vital transportation and commercial connector. Stakeholders and previous plans have identified pedestrian safety concerns from Baeder Road to The Fairway. **A pedestrian died** in a crash in the northern crosswalk on Old York Road (at the intersection with The Fairway).

The previous TOD plan identified a “gateway” as a potential placemaking strategy to make Noble Station more accessible.

“That pedestrian crossing [on the north side of Old York Road at The Fairway] is extremely long and there clearly is something very wrong with the way this intersection is engineered... This really turns [a driver’s] attention away from possible pedestrians and has almost gotten me hit before, so I’m not surprised at all at the numbers.”

–Stakeholder Comment,
April 2023 Workshop

Recommendations and Rationale – Old York Road

2-A Reduce Curb Radii

The Township should conduct a study to examine the impacts of reconfiguring the northwest and northeast corners of the intersection of The Fairway and Old York Road. Reducing the curb radii to be closer to a 90-degree turn will encourage turning motorists to slow down and will improve pedestrian safety.⁶ This recommendation addresses safety issues highlighted by the pedestrian fatality that occurred in the northern crosswalk of Old York Road and additional comments from stakeholders. The curb radii can be reduced significantly while still accommodating trucks (tractor-trailers for the northeast corner and delivery trucks for the northwest corner), which would shorten the crosswalk on The Fairway by 11 feet.

2-B Create Pedestrian Refuge

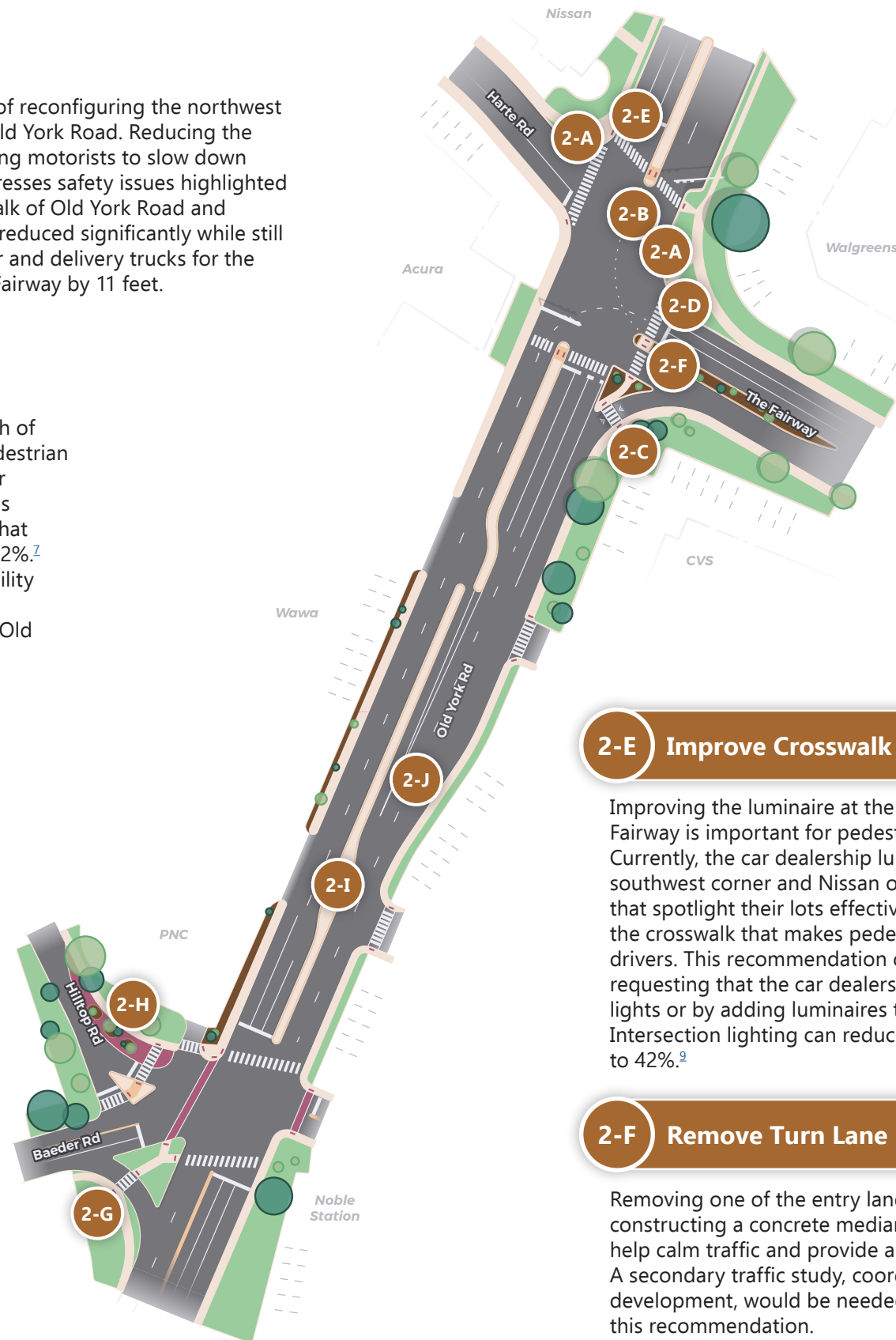
Extending the existing concrete median on Old York Road north of The Fairway into the 75-foot-long crosswalk would create a pedestrian refuge island. Pedestrian refuge islands make it safer and easier for pedestrians to cross multilane roads, because they can focus on crossing one direction of traffic at a time. FHWA estimates that pedestrian refuge islands can decrease pedestrian crashes by 32%.⁷ Additionally, the Township should consider conducting a feasibility study to understand the traffic impacts of adding a southern crosswalk (with pedestrian refuge island) at the intersection of Old York Road and The Fairway.

2-C Raise Crosswalk at The Fairway

The existing slip lane from northbound Old York Road onto the eastbound Fairway reduces queueing through the Old York Road corridor, which experiences high levels of congestion. However, the slip lane allows drivers to maintain high speeds from Old York Road onto The Fairway. Raising the crosswalk that traverses the slip lane would introduce a vertical traffic-calming element to slow traffic and would create a safer environment for pedestrians.

2-D Prohibit Right on Red

Changing the push-button-activated “No Turn on Red” sign from The Fairway to Old York Road to a permanent “No Turn on Red” sign would help create a consistently safe experience for pedestrians and a predictable expectation for drivers.⁸ Based on stakeholder comments, drivers attempting to make a right on red (even when allowed) are focused on merging into high-speed oncoming traffic on Old York Road rather than crossing pedestrians.



2-E Improve Crosswalk Lighting

Improving the luminaire at the crosswalk north of The Fairway is important for pedestrian visibility and safety. Currently, the car dealership luminaires (Acura on the southwest corner and Nissan on the northwest corner) that spotlight their lots effectively cast a shadow onto the crosswalk that makes pedestrians less visible to drivers. This recommendation can be achieved either by requesting that the car dealerships add a shield to their lights or by adding luminaires to the existing mast arm. Intersection lighting can reduce pedestrian crashes up to 42%.⁹

2-F Remove Turn Lane

Removing one of the entry lanes on The Fairway and constructing a concrete median on The Fairway would help calm traffic and provide a pedestrian refuge island. A secondary traffic study, coordinated with future development, would be needed to move forward with this recommendation.

2-G Raise Crosswalk at Baeder Road

Adding a raised crosswalk in the slip lane from eastbound Baeder Road to southbound Old York Road would increase pedestrian visibility and slow drivers at this key intersection adjacent to Noble Station. Additionally, the Township could explore closing the slip lane to slow turns from Baeder Road to Old York Road. Either option would achieve the goal of slowing turning traffic to create a more pedestrian-friendly intersection.

2-H Create Gateway Plaza

This recommendation proposes converting the painted buffer at the Hilltop Road intersection into a protected space for seating, planters, or other street furniture. Emergency vehicles would still be able to make turns to and from Hilltop Road. Such improvements would create the public space that can help create a “gateway” effect in addition to the existing “Welcome to Abington” sign. Such improvements can help indicate to drivers that this is an area in which to slow down.

2-I Install Wayfinding

Signage would help pedestrians navigate to and from Noble Station, The Fairway, and other local destinations. Consistent wayfinding can contribute to a sense of place and create a more welcoming environment for pedestrians and cyclists.

2-J Add Rumble Strips

Jenkintown, just south of the study area, received funding to install rumble strips across the travel lanes (known as transverse rumble strips) on its stretch of Old York Road. Abington Township can review the success of Jenkintown’s rumble strips and consider installing them near Noble Station. Continuing the rumble strips along the Abington corridor would signal to drivers that the low speeds encouraged by traffic-calming in Jenkintown also apply to Abington.

Existing Conditions – Old York Road



Looking north at Old York Road across the intersection with The Fairway

Recommended Future Conditions – Old York Road



Note pedestrian refuge islands on Old York Road and The Fairway, and reduced curb radii to help slow down turning vehicles and shorten crosswalk.

Funding Strategies – Old York Road

Recommendation	Potential Funding Source	Next Steps
2-A Reduce Curb Radii	<p style="text-align: center;"><u>DCED Multimodal Transportation Fund (MTF)</u></p>	
2-B Create Pedestrian Refuge		
2-C Raise Crosswalk at The Fairway		
2-D Prohibit Right on Red		
2-E Improve Crosswalk Lighting		
2-F Remove Turn Lane		
2-G Raise Crosswalk at Baeder Road		
2-H Create Gateway Plaza		
2-I Install Wayfinding		
2-J Add Rumble Strips		
<p>Coordinate with PennDOT District 6: PennDOT’s Route 611 (Old York Road) Bridge Replacement is slated to begin construction in 2024. Coordination with PennDOT for recommendations 2-C and 2-G as soon as possible is recommended.</p>		
<p>Apply for DCED MTF design and construction funds: The DCED MTF grant program typically opens for applications from March to July each year. Prior to applying for DCED MTF funding, Abington Township would need to have cost estimates, matching funds, any necessary property owner consent, and a planning letter stating that the project is compliant with comprehensive land use plans.</p>		
<p>(See next page for description.)</p>		



The Commonwealth Financing Authority's (CFA) Multimodal Transportation Fund (MTF) grant program, administered by the PA Department of Community and Economic Development (DCED), is the recommended funding pathway for Recommendation Set #2. DCED MTF funding aims to encourage economic development by rehabilitating or enhancing transportation assets, including sidewalk enhancement, pedestrian safety, connectivity, and transit-oriented

development. Grants are available for projects with a total cost between \$100,000 and \$3 million. MTF funds have been awarded for similar multimodal improvements near commercial corridors. The Old York Road corridor from Baeder Road/Noble Station to The Fairway is an ideal match for DCED MTF funding due to this corridor being a key link between The Fairway, a community commercial corridor, and Noble Station.

The proposed Old York Road improvements are an ideal match for the DCED MTF grant program.

Recommendation Set #3 – Multimodal Connections at Noble Station



Noble Station is a transportation asset that needs to be better integrated with the study area’s multimodal networks. **Clear, safe, and inviting multimodal connections** to surrounding commercial uses on Old York Road and The Fairway can help slow motorists and increase foot traffic to and from the station.

“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.”

–Abington Draft Comprehensive Plan
Recommendations

Recommendations and Rationale – Multimodal Connections at Noble Station

3-A Define Pedestrian Connection

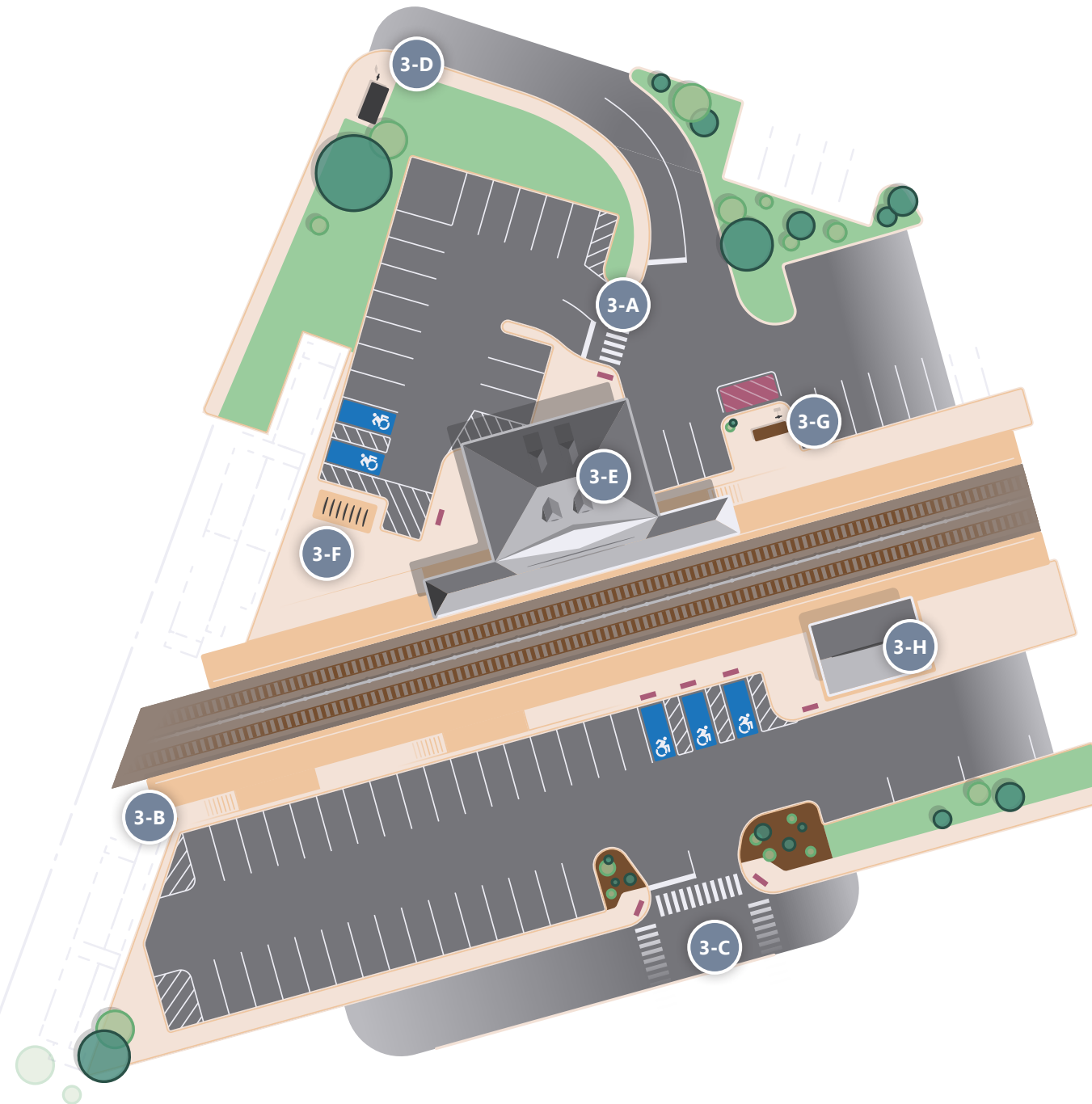
A continental crosswalk would provide a clear pedestrian connection from the northern (outbound/westbound) train platform to the sidewalk. The project is included in SEPTA's current 50% design for station improvements (expected to begin construction in 2026). The Township should coordinate with SEPTA regarding other potential pedestrian crossing amenities, such as signage or RRFBs.

3-B Install Wayfinding

Signage guiding passengers from the southern (inbound/eastbound) train platform to commercial uses north of Noble Station (e.g., The Fairway, shops along Old York Road) would work in tandem with Recommendation 1-E to increase signage and wayfinding along The Fairway, further linking Noble Station to nearby amenities.

3-C Install Pedestrian Infrastructure

This recommendation proposes installing pedestrian infrastructure on the south side of Noble Station connecting across the Old York Road bridge. The Township would need to coordinate with SEPTA to ensure SEPTA's plans for improving the station include continuous sidewalks between the station's south train platform and the bridge, as well as continental crosswalks and pedestrian signage at the southern driveway. SEPTA's 50% design does not currently include pedestrian amenities at the south side of the station. With the anticipated development in Jenkintown at the corner of Old York Road and Rodman Avenue, pedestrian amenities (such as sidewalks) and wayfinding near the station will be important to create a friendly and safe pedestrian environment.



3-D Add Bus Shelter

Installing a bus shelter at the existing stop on the southeast corner of Old York Road and Baeder Road would increase comfort for riders and visibility for Noble Station as a transit destination. SEPTA's Route 55 stops at the intersection and it is a heavily used stop. The existing bus stop will be reconstructed as part of the 611 Bridge Replacement.

3-E Post Bus Map and Schedule

Posting a map and schedule at Noble Station with information on the connecting bus route would increase convenience for riders transferring to the 55, and further enhance wayfinding efforts near the station.

3-F Provide Bicycle Rack

This recommendation supports SEPTA's existing plans to add an inverted "U" bicycle rack at Noble Station.

3-G Include Kiss-and-Ride

There is an opportunity for the Township to coordinate with SEPTA regarding inclusion of a "kiss-and-ride" area designated for drivers picking up or dropping off transit riders at Noble Station. Separating this function from parking can help avoid congestion in the parking lot area. Peak parking demand as of August 2023 (see Appendix D) was approximately 40%, well below capacity.

3-H Rehabilitate Freight Depot

This recommendation supports SEPTA's plans to rehabilitate the Frank Furness Freight Depot on the south side of the station. In SEPTA's 50% design, the depot is relocated to fit in with the new raised train platforms.

Funding Strategies – Multimodal Connections at Noble Station

Recommendation	Potential Funding Source	Next Steps
3-A Define Pedestrian Connection	Coordinate with SEPTA	Coordinate with SEPTA: All recommendations require coordination with SEPTA as they begin to finalize the second phase of their plans for station improvement. In particular, the Township would need to coordinate with SEPTA regarding pedestrian amenities on the south side of the station, a bus shelter at Baeder Road and Old York Road, and a potential “kiss-and-ride” area on the north side of the station (Recommendations 3-C, 3-D, and 3-G). SEPTA has worked with other municipalities to install and maintain bus shelters through municipally held contracts with advertising agencies.
3-B Install Wayfinding		
3-C Install Pedestrian Infrastructure		
3-D Add Bus Shelter		
3-E Post Bus Map and Schedule		
3-F Provide Bicycle Rack		
3-G Include Kiss-and-Ride		
3-H Rehabilitate Freight Depot		

Recommendation Set #4 – Curb Cuts & ADA Accessibility



Many residents in the study area are seniors and students who are more likely to walk, bike, or take transit than to drive. Several sidewalks, roadways, and transit services do not **meet accessibility standards** or can be improved to welcome all residents traveling by any mode.

“Some sidewalks [on Old York Road] are narrow and existing street lighting hinders ADA users and bicyclists.”

–Stakeholder Comment,
April 2023 Workshop

Recommendations and Rationale – Curb Cuts & ADA Accessibility

4-A Accommodate Wheelchair Boarding

The Township should coordinate with PennDOT as part of the 611 Bridge Replacement project to ensure that the reconstructed bus stop will meet ADA requirements. Specifically, the stop should include an 8-foot by 5-foot bus loading pad for passengers boarding and alighting in a wheelchair or using other mobility aids.



4-D Paint Continental Crosswalks at Curb Cuts on Old York Road

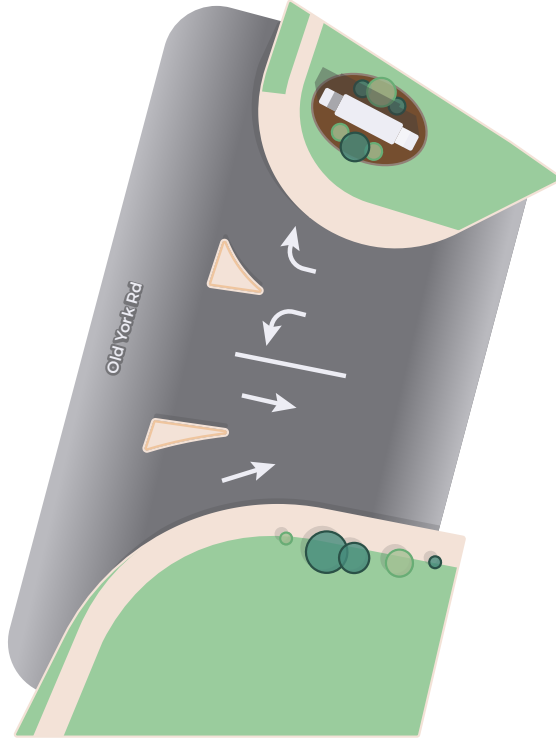
Painting continental crosswalks at all commercial driveways connecting to Old York Road between The Fairway and Baeder Road would create visible and predictable pedestrian infrastructure that makes drivers more aware of foot traffic.

4-B Provide ADA-Compliant Median

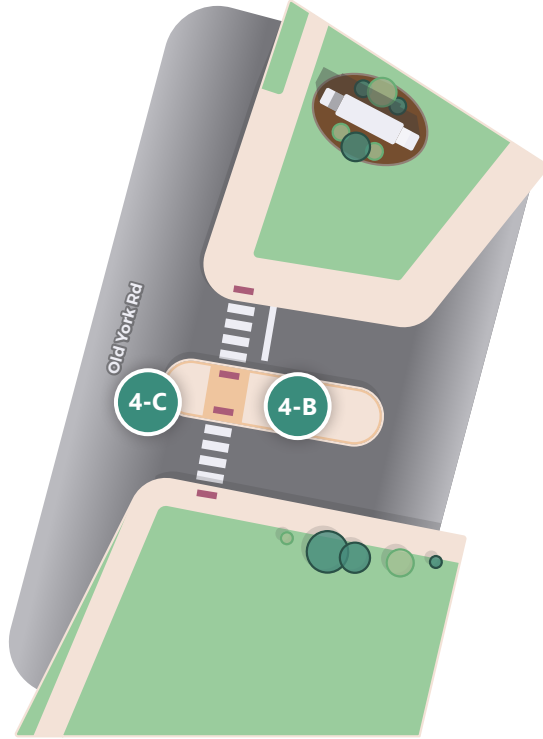
This recommendation proposes working with the private property owner of Noble Town Center to provide an ADA-accessible crossing of that driveway. The current island does not have ramps—wheelchair users and people using mobility aids must move into Old York Road to access the sidewalk on the other side of the driveway.

4-C Reduce Driveway Width

In coordination with Recommendation 4-B, reducing the width of the Noble Town Center driveway would help to slow cars that are entering or exiting the driveway and would improve pedestrian safety. Stakeholders have noted that the larger curb cuts along Old York Road and The Fairway feel unsafe for pedestrians due to high-speed turns.



Existing



Proposed

Funding Strategies – Curb Cuts & ADA Accessibility

Recommendation	Potential Funding Source	Next Steps
<p>4-A Accommodate Wheelchair Boarding</p>	<p>Coordinate with PennDOT District 6</p>	<p>Coordinate with PennDOT District 6 as part of the 611 Bridge Replacement.</p>
<p>4-B Provide ADA-Compliant Median</p> <p>4-C Reduce Driveway Width</p> <p>4-D Paint Continental Crosswalks at Curb Cuts on Old York Road</p>	<p>Montco 2040 Implementation Grant</p> <p>These smaller-scale accessibility and pedestrian safety recommendations are aligned with the Montco 2040 Comprehensive Plan goals. Previous grant cycles have funded similar multimodal improvements located in commercial corridors and at key community destinations.</p>	<p>The Montco 2040 Implementation Grant typically closes in early spring. Abington Township would need to have matching funds, preliminary design, and preliminary cost estimates prior to applying for the grant.</p>

Recommendation Set #5 – School Safety



Two pedestrians have been injured in crashes at intersections adjacent to the middle school and high school in the study area.

Recommendations and Rationale – School Safety

5-A Install High-Visibility Crossings

High-visibility pedestrian crossings should be provided at the intersection of Highland Avenue and Canterbury Road—the main neighborhood entrance to the two schools. High-visibility crossings could include continental crosswalks, advanced yield bars, and RRFBs.

5-B Complete Sidewalk Gaps

Completing the sidewalks located on the southeast side of Highland Avenue from Adams Avenue to Ghost Road would provide consistent routes to the schools.

5-C Construct ADA-Compliant Ramps

ADA-compliant curb ramps would complement the proposed improved pedestrian crossings at Highland Avenue and Canterbury Road.

5-D Add Crosswalk at Ghost Road

Painting a continental crosswalk on Ghost Road would promote safety for students crossing between the schools and Baederwood Park.

5-E Add Sharrows

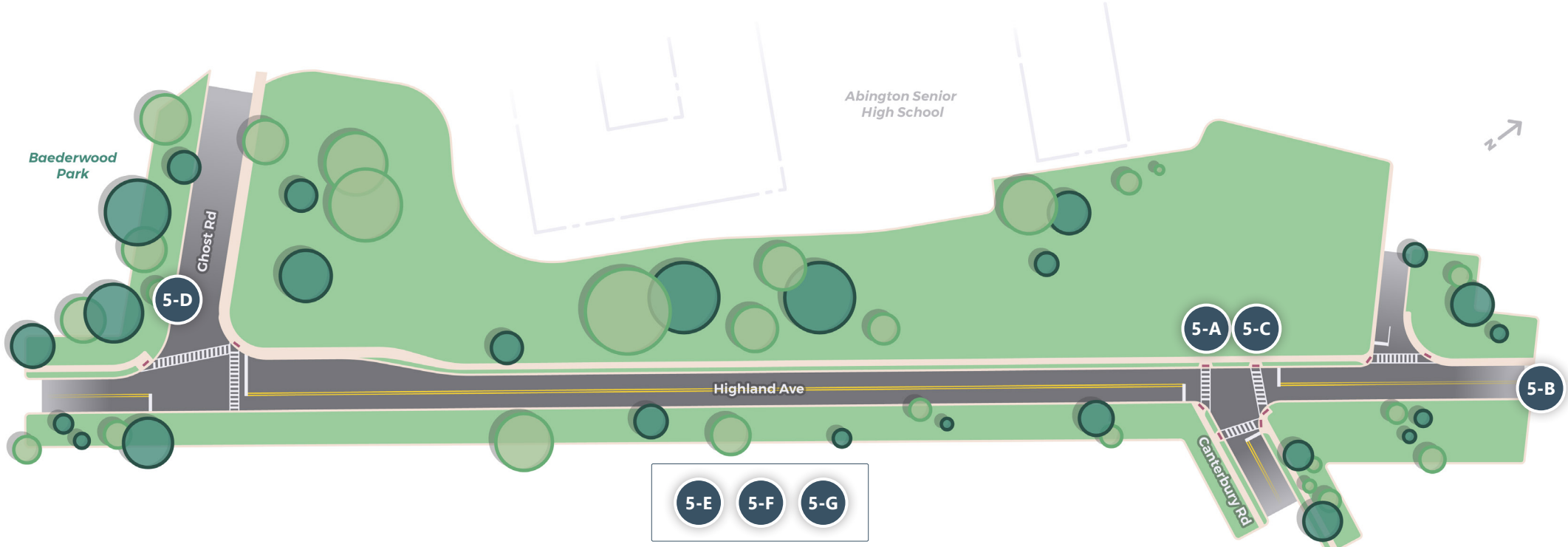
Adding sharrows on Harte Road from Old York Road to Runningbrook Road would continue the bicycle facilities from The Fairway and across Old York Road to the two schools on Highland Avenue (in accordance with the recommendations of the Master Bicycle Plan).

5-F Develop Safety Action Plan

The goal of a Safety Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries. Such a plan would be a prerequisite for SS4A funding for Recommendation 5-E and would set a baseline for multimodal safety that would be consistent throughout the Township. Under SS4A funding, a Planning and Demonstration Grant can be used to develop a comprehensive Safety Action Plan.

5-G Conduct Safety Education

It is highly effective to pair construction of pedestrian safety infrastructure with targeted safety education to coach students and community members on how to be safe and responsible bicyclists and pedestrians in Abington Township. Safe Routes to School funding (embedded within TASA funding) would provide non-infrastructure funds to increase awareness and encourage safe use of existing or future facilities. Examples of activities include bicycle rodeos, educational assemblies, and safety outreach programs.



Funding Strategies – School Safety

Recommendation	Potential Funding Source	Next Steps
<p>5-A Install High-Visibility Crossings</p> <p>5-B Complete Sidewalk Gaps</p> <p>5-C Construct ADA-Compliant Ramps</p> <p>5-D Add Crosswalk at Ghost Road</p>	<p><u>Transportation Alternatives Set-Aside (TASA) Safe Routes to School</u></p> <p>TASA typically funds projects that encourage students to walk and bike to school. Given the study area’s proximity to transit, significant commercial corridors, and several K-12 schools, TASA is an ideal funding opportunity for pedestrian and bicycle improvements directly adjacent to the local middle school and high school.</p>	<p>TASA Safe Routes to School grant applications are typically accepted in the spring with final decisions announced in late winter/early spring. Abington Township would need to begin preliminary design, develop cost estimates, and identify potential impacts and planned mitigation efforts prior to submitting a TASA application.</p>
<p>5-E Add Sharrows</p> <p>5-F Develop Safety Action Plan</p> <p>5-G Conduct Safety Education</p>	<p><u>Safe Streets and Roads for All (SS4A)</u></p> <p>Safe Streets and Roads for All (SS4A) could fund a Safety Action Plan that would inform pedestrian and bicycle safety standards across Abington Township. After establishing a Safety Action Plan, Abington would qualify for SS4A Implementation Grants (a different grant type within SS4A) to implement capital projects and strategies identified in the Action Plan. Examples include installing pedestrian safety enhancements, closing network gaps, and transforming a roadway corridor.</p>	<p>The SS4A grant program typically closes in July and award decisions are announced in October.</p>

Summary: Recommendations and Funding Sources

The Fairway

TCDI

1-A Add Protected Bicycle Lanes
(Feasibility and Outreach Phase)

PennDOT MTF

1-A Add Protected Bicycle Lanes
(Design and Construction Phase)

1-B Reduce Speed Limit

1-C Decrease Lane Width

1-D Improve and Raise Crosswalks

1-E Enhance Wayfinding
and Streetscaping

1-F Remove Slip Lane

1-G Link to the Bicycle Network and
Regional Parks

Old York Road

DCED MTF

2-A Reduce Curb Radii

2-B Create Pedestrian Refuge

2-C Raise Crosswalk at The Fairway

2-D Prohibit Right on Red

2-E Improve Crosswalk Lighting

2-F Remove Turn Lane

2-G Raise Crosswalk at Baeder Road

2-H Create Gateway Plaza

2-I Install Wayfinding

2-J Add Rumble Strips

Noble Station

Coordinate w/SEPTA

3-A Define Pedestrian Connection

3-B Install Wayfinding

3-C Install Pedestrian Infrastructure

3-D Add Bus Shelter

3-E Post Bus Map and Schedule

3-F Provide Bicycle Rack

3-G Include Kiss-and-Ride

3-H Rehabilitate Freight Depot

Curb Cuts & ADA

Coordinate w/District 6

4-A Accommodate Wheelchair Boarding

Montco 2040

4-B Provide ADA-Compliant Median

4-C Reduce Driveway Width

4-D Paint Continental Crosswalks at
Curb Cuts on Old York Road

School Safety

TASA SRS

5-A Install High-Visibility Crossings

SS4A

5-B Complete Sidewalk Gaps

5-C Construct ADA-Compliant Ramps

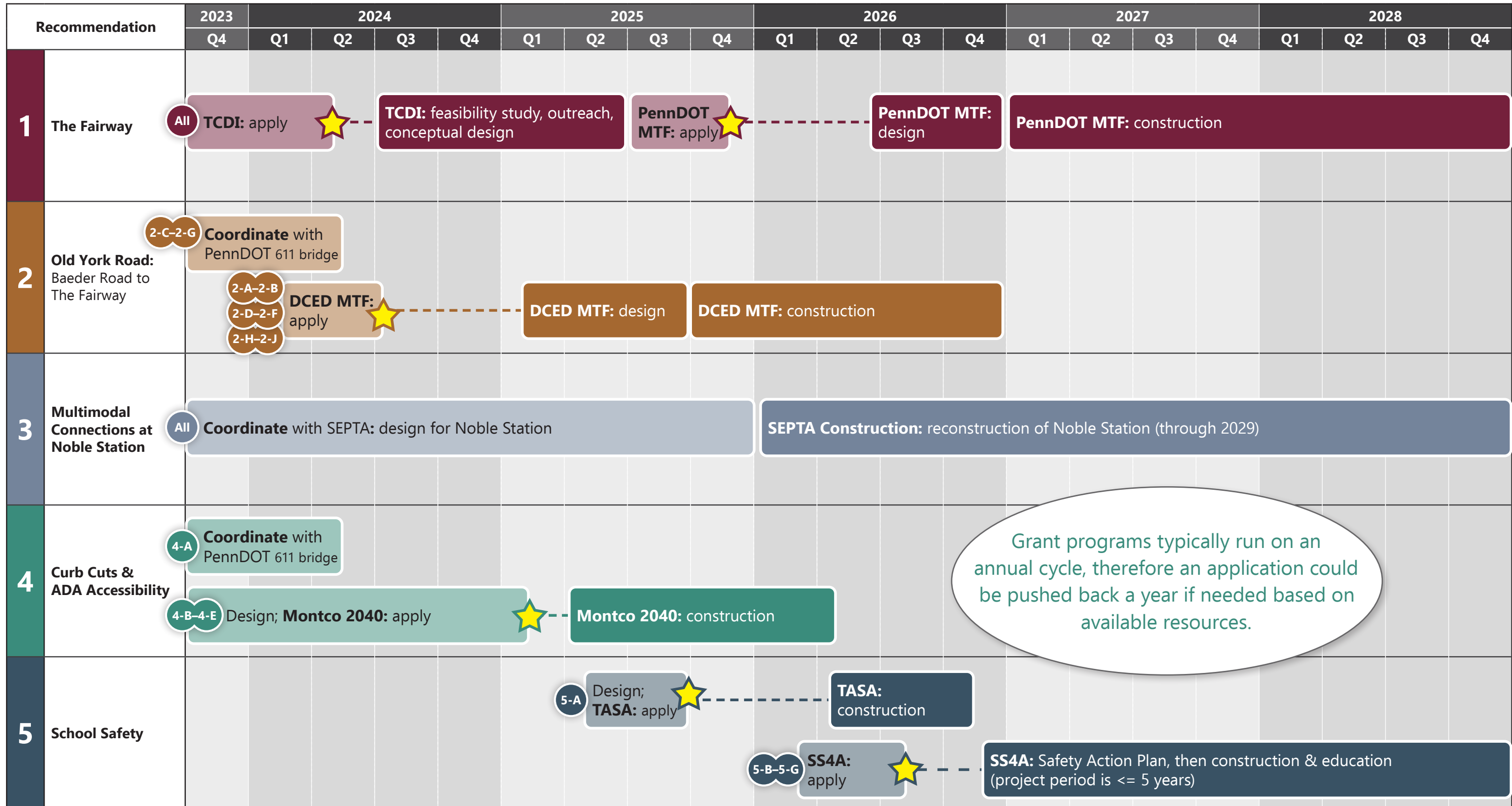
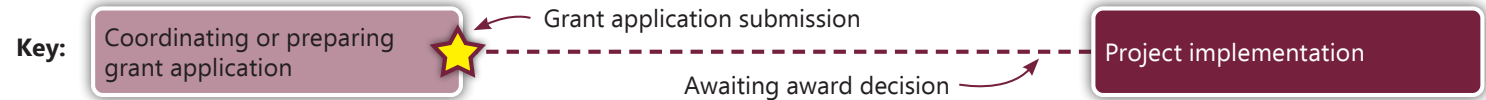
5-D Add Crosswalk at Ghost Road

5-E Add Sharrows

5-F Develop Safety Action Plan

5-G Conduct Safety Education

Multi-Year Implementation Strategy



First-Year Implementation Milestones by Quarter

2024

Jan-Feb-Mar

Apr-May-Jun

Jul-Aug-Sep

Oct-Nov-Dec

- ☑ **Begin work on TCDI application** for Recommendations 1-A through 1-G.
- ☑ **Coordinate with PennDOT District 6** as part of the 611 Bridge Replacement on Recommendations 2-C, 2-G, and 4-A.
- ☑ **Begin work on DCED MTF application** for Recommendations 2-A, 2-B, 2-D, 2-E, 2-F, 2-H, 2-I, and 2-J.
- ☑ **Coordinate with SEPTA** on Recommendations 3-A through 3-H.
- ☑ **Begin preliminary design** for Recommendations 4-B through 4-E.

- ☑ **Submit TCDI application** for Recommendation 1-A.
- ☑ **Continue coordination with PennDOT District 6** on Recommendations 2-C, 2-G, and 4-A.
- ☑ **Continue work on DCED MTF application** for Recommendations 2-A, 2-B, 2-D, 2-E, 2-F, 2-H, 2-I, and 2-J.
- ☑ **Continue coordination with SEPTA** on Recommendations 3-A through 3-H.

- ☑ **Begin TCDI-funded feasibility study, community outreach, and conceptual design** for Recommendations 1-A through 1-G.
- ☑ **Submit DCED MTF application** for Recommendations 2-A, 2-B, 2-D, 2-E, 2-F, 2-H, 2-I, and 2-J.
- ☑ **Continue coordination with SEPTA** on Recommendations 3-A through 3-H.
- ☑ **Begin work on Montco 2040 application** for Recommendations 4-B through 4-E.

- ☑ **Continue TCDI-funded feasibility study, community outreach, and conceptual design** for Recommendations 1-A through 1-G.
- ☑ **Continue coordination with SEPTA** on Recommendations 3-A through 3-H.
- ☑ **Continue work on Montco 2040 application** for Recommendations 4-B through 4-E.

Conclusion

This Action Plan lays out a five-year path for safely connecting Noble Station to The Fairway via Old York Road for pedestrians, cyclists, transit users, and motorists. Implementing targeted infrastructure improvements that support safe multimodal travel in the station area will cultivate connectivity and enhance safety for people shopping, working, playing, or traveling through the study area. Ongoing investment in the infrastructure of the station area—such as the Route 611 Bridge Replacement and the anticipated reconstruction of Noble Station—presents a unique opportunity for the Township to pursue complementary and transformative improvements.

ABINGTON TOWNSHIP

Action Plan Recommendations

- 1 The Fairway
- 2 Old York Rd:
Baeder Rd to The Fairway
- 3 Multimodal Connections
at Noble Station
- 4 Curb Cuts &
ADA Accessibility
- 5 School Safety



Notes

¹https://rosap.ntl.bts.gov/view/dot/21830/dot_21830_DS1.pdf

²<https://nacto.org/publication/city-limits/the-need/speed-kills/#:~:text=A%20person%20hit%20by%20a,trucks%20and%20other%20large%20vehicles>

³https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP03-72_ArterialLaneWidthsSynthesis.pdf

⁴https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf

⁵<https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

⁶<https://www.fhwa.dot.gov/publications/research/safety/21106/21106.pdf>;
<https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/09.htm>

⁷https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_PedRefugeIsland2018.pdf

⁸<https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/44.htm>

⁹<https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>



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