

Walk Park Train Abington

Abington Township, Montgomery County, PA



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DRAFT

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Chapter 1: Introduction

Study Purpose

Abington Township completed this *Walk Park Train Abington Plan* to maximize the capacity, quality and efficacy of Abington's transportation infrastructure. As a follow up to the *Abington Master Bicycle Plan (2016)*, *Walk Park Train Abington* will allow the Township to address many issues raised during the Bicycle Master Planning process that could not be addressed in that study. This plan can be a model program of how local governments can assist a transportation authority to increase capacity and connections to a regional rail system., The plan suggests opportunities for additional parking near train stations and other strategies to connect residents to mass transit and to each other. The plan also suggests an implementation and funding strategy.

Plan Goal, Vision and Objectives

The goal of *Walk Park Train Abington* is to:

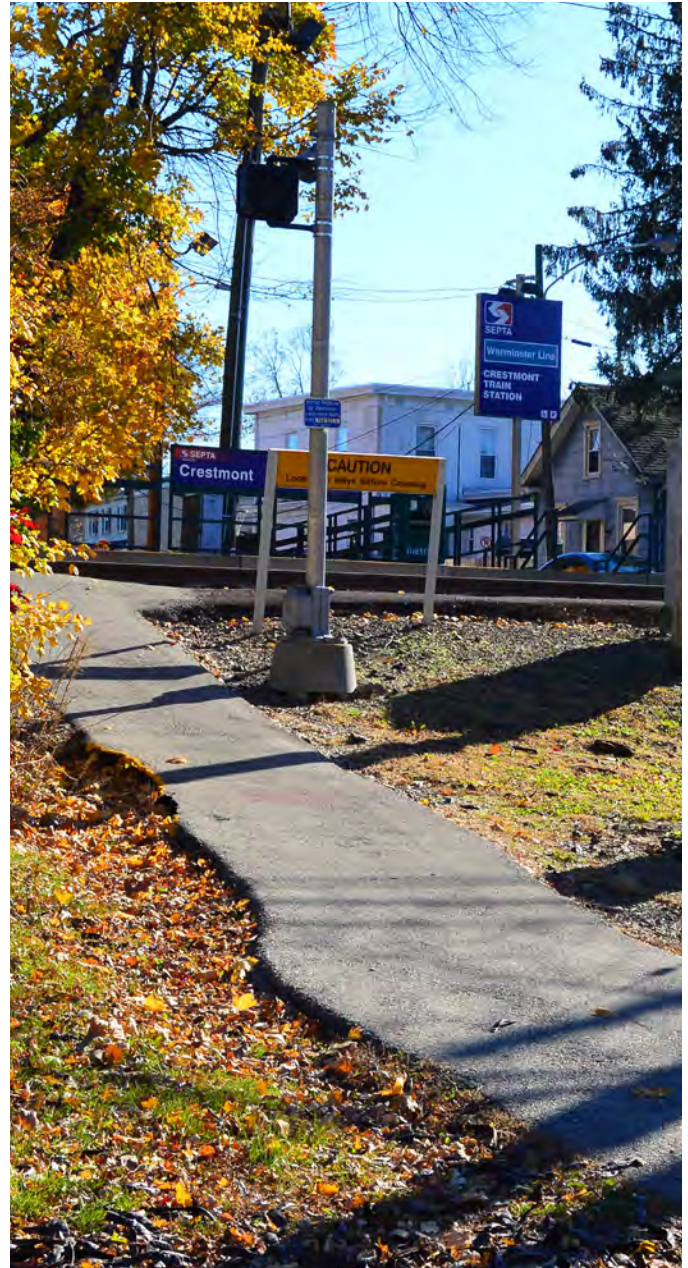
Maximize the capacity, quality and efficacy of Abington's transportation infrastructure.

The vision of the plan is to:

Maximize the potential of Abington's transportation infrastructure toward reduced traffic congestion, increased energy savings, and smart and sustainable growth toward an enhanced quality-of-life for area residents.

The objectives of the plan include:

- Create an up-to-date inventory of existing sidewalks and sidewalk gaps.
- Plan for enhanced pedestrian mobility township-wide by closing pedestrian gaps and recommending site-specific safety improvements, emphasize enhanced pedestrian connections to: 7 SEPTA stations and multiple bus routes; 15 parks and open spaces; 16 schools; several major and minor commercial areas; also incorporate recommendations for BMPs.
- Assess the feasibility of five SEPTA Train station areas (North Hills, Ardsley, Roslyn, Rydal, and Meadowbrook) for new surface parking lots or parking garages aimed at creating increased ridership at these SEPTA stations.
- Coordinate the recommendations for enhanced transportation network connectivity of the *Abington Township Master Bicycle Plan* with *Walk Park Train Abington*.
- Assess existing Township zoning within ¼ miles of all seven township stations toward recommending changes to zoning that will encourage higher density, TOD growth in these locations.
- Prepare a draft Official Map that shows transportation infrastructure improvements for consideration for adoption by the Township.



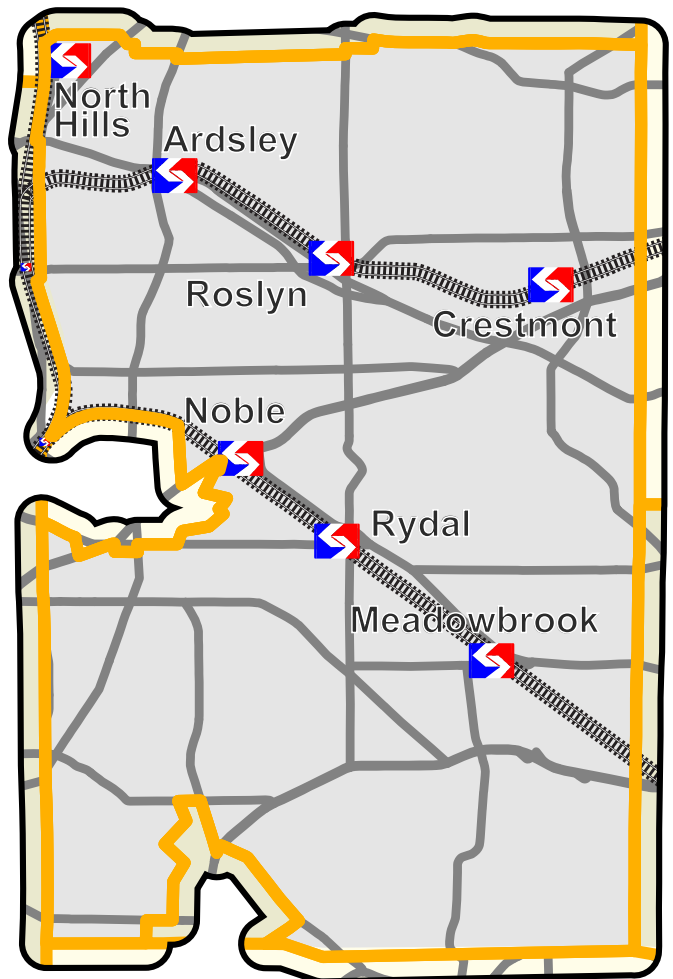
Existing pathway to Crestmont Station from Washington Avenue



Pedestrian street entrance at Ardsley Station

Township Background

Abington Township is located in Montgomery County, Pennsylvania within the Philadelphia metropolitan area. The Township is approximately 13 miles north of downtown Philadelphia and has an approximate land area of 15.5 square miles. The Township is one of Montgomery County's oldest communities as it was incorporated in 1704. The Township is governed by a 15 member Board of Commissioners with each member representing one of the fifteen wards in the Township.



The study areas of each of the seven stations includes information from census tracts within a quarter mile radius from the station.



Ardsley Station and Jenkintown Road



Crestmont Station shelter and parking lot







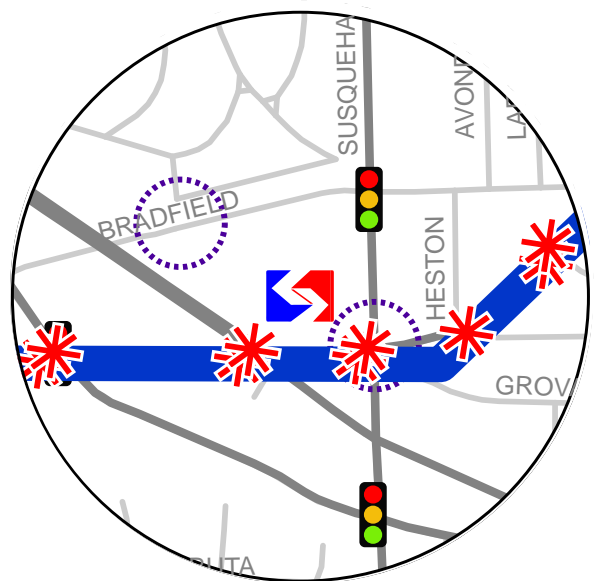
Meadowbrook Station platform, parking lot, and inbound track shelter



Ardsley

Ardsley Station is located on Jenkintown Road and Edge Hill Road and is surrounded by shops, residential neighborhoods, Penbryn Park, Ardsley/Hillside Cemetery and a Veterans of Foreign Wars hall. The census tracts for this study area are 2017.03, 2017.04, 2017.05, and 2017.06.

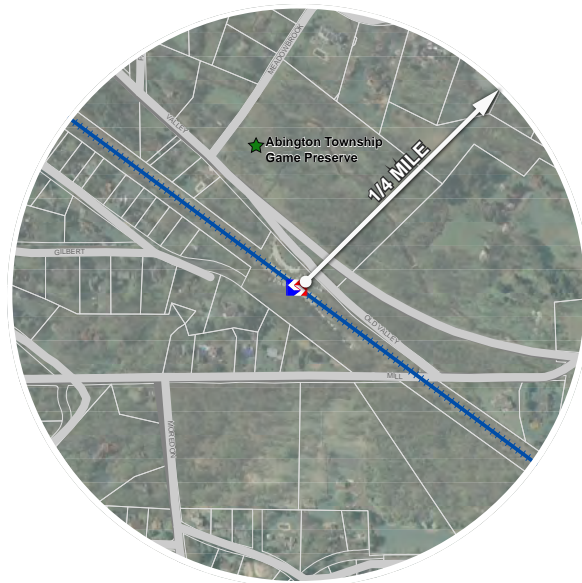
-  Township boundary
-  Bus Route
-  Bus Stop
-  SEPTA Station





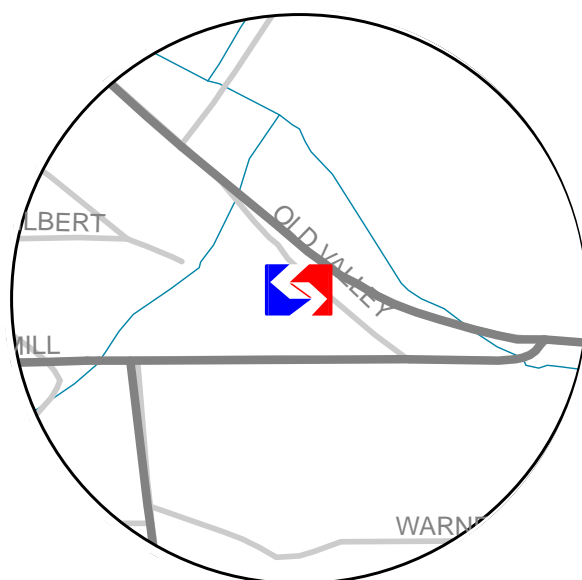
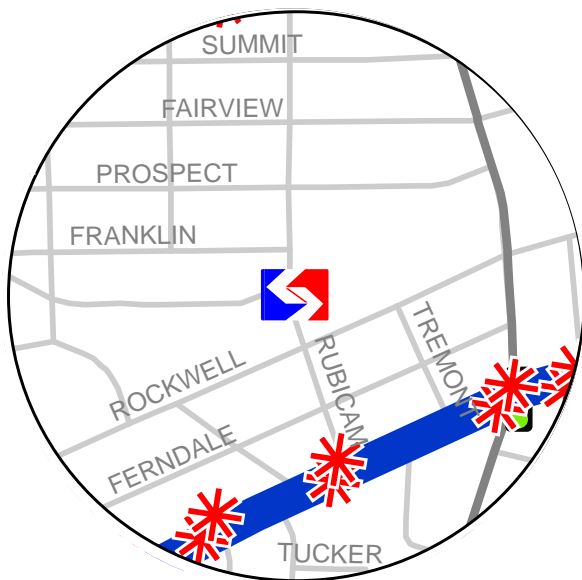
Crestmont

Crestmont Station is located on Rubicam Avenue and Washington Avenue and is surrounded by low density residential neighborhoods, Rubicam Park, and is bounded in the north by the Easton Road commercial corridor and in the south by the Old York Road commercial corridor. The Station is connected to the greater area through bus stops within a quarter mile of the station on Old York Road for Route 55. The census tracts for this study area are 2016.03, 2016.06, 2016.07, and 2016.08.



Meadowbrook

Meadowbrook Station is located at Old Valley Road and Lindsay Lane. The station is surrounded by low density residential neighborhoods and open space land, including the Abington Township Game Preserve. The census tracts for this study area are 2015.01, and 2015.02.





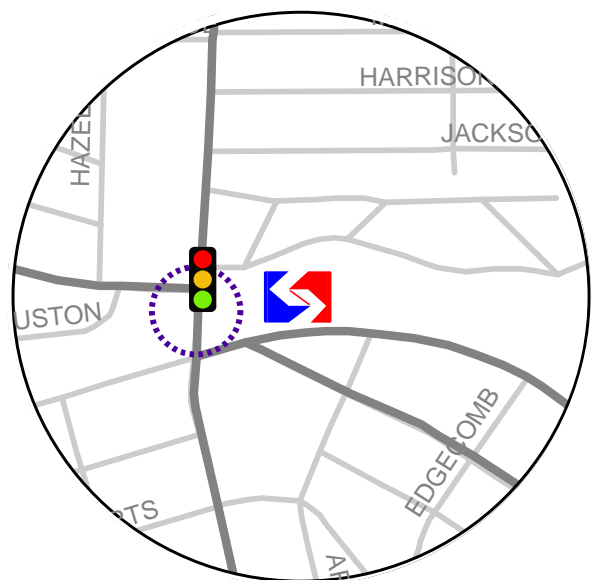
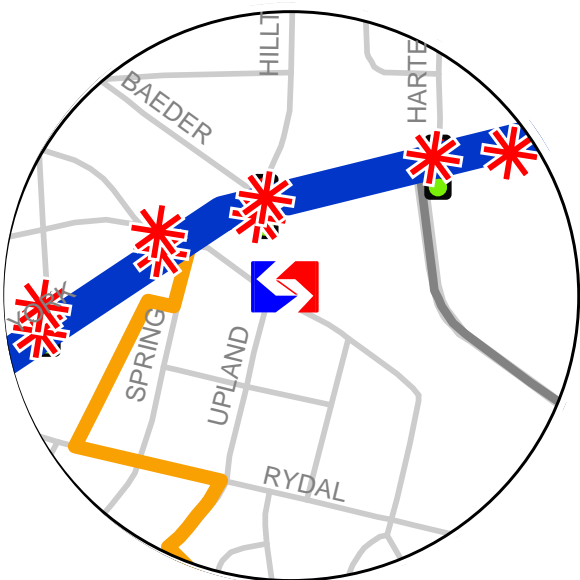
Noble

Noble Station is located on Old York Road and Rodman Avenue, and is surrounded by low density residential neighborhoods, retail, commercial and office space along the Old York Road corridor and the Fairway. The station is connected to the greater area through access to bus stops within a quarter mile of the station on Old York Road for Route 55. The census tracts for this study area are 2018, and 2021.



North Hills

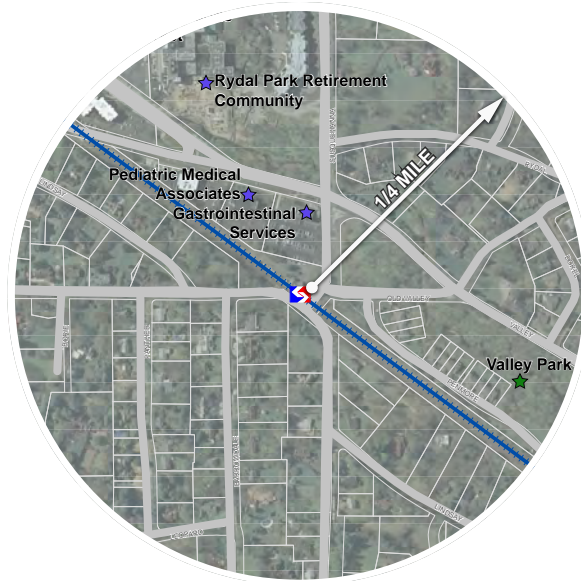
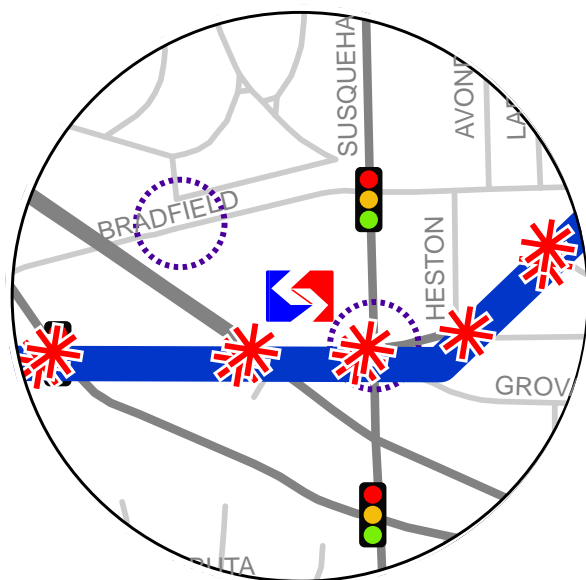
North Hills Station is located off Station Road and Mt. Carmel Avenue and is surrounded by shops, residential neighborhoods, and North Hills Country Club. The station is linked to the greater area by bus with one bus stop within a quarter mile for Route 95. The census tracts for this study area are 2014.07, 2017.04, 2026.04, and 2012.





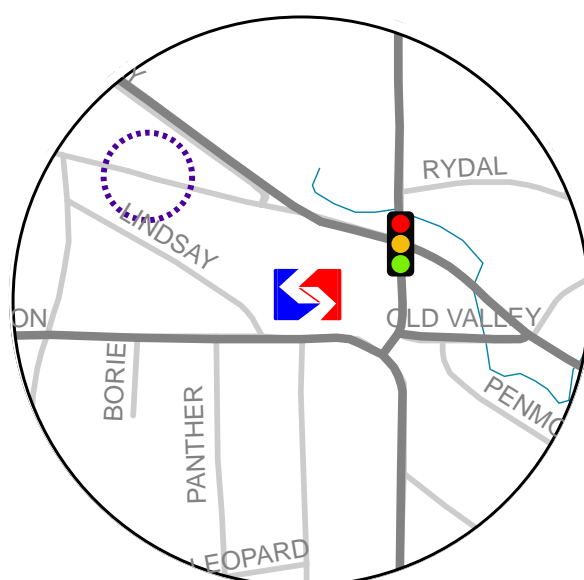
Roslyn

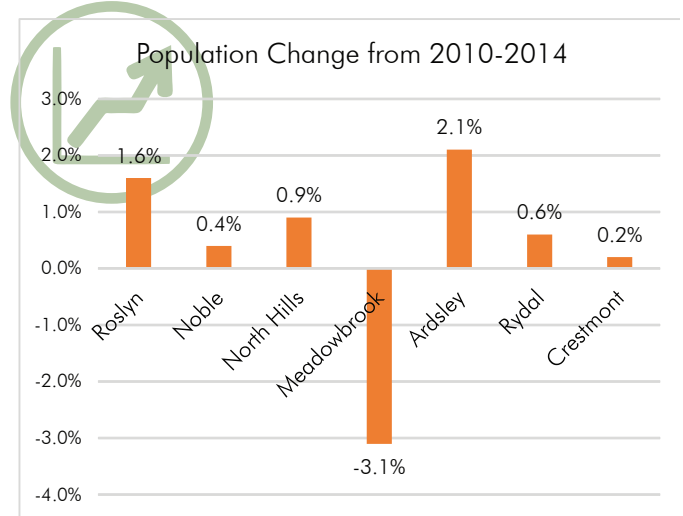
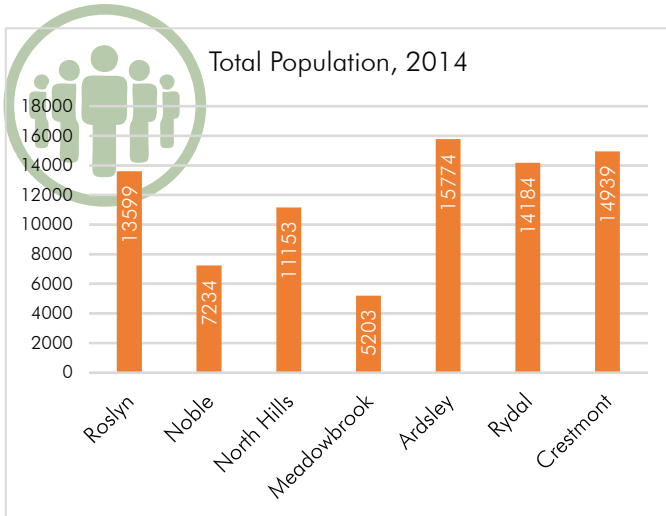
Roslyn Station is located on Easton Road and Susquehanna Road and is surrounded by shops, residential neighborhoods of various density levels, Ardsley/Hillside Cemetery, and utility land. The station is connected to the greater area by multiple bus stops on Easton Road within a quarter mile of the station for Route 22. The census tracts in this study area are 216.06, 2016.07, 2017.03, and 2017.06.



Rydal

Rydal Station is located at the intersection of Susquehanna Road, Washington Lane and Old Valley Road. The station is surrounded by residential neighborhoods of various densities, and professional office space. The census tracts for this study area are 2015.02, 2016.08, 2018, and 2019.01.





Demographics

According to the 2014 American Community Survey (ACS) (US Census data), Abington Township has a population of 55,559 which makes it the second most populated municipality in Montgomery County behind only Lower Merion Township. The Township is primarily a densely populated residential suburb with a population density of 3,589.10 inhabitants per square mile. In 2014, there were 22,149 households with an average household size of 2.63. The median age in the township was 43 years and the median income per household was \$75,557.

Population

The population of the study areas according to the 2014 ACS are shown in the chart above.

Population Trends/Changes

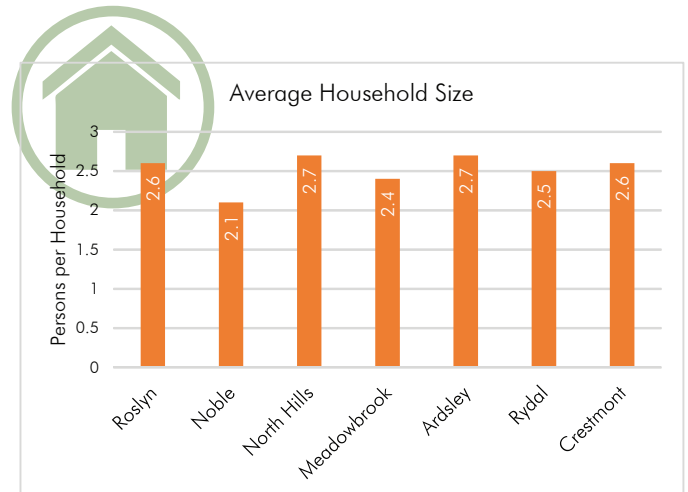
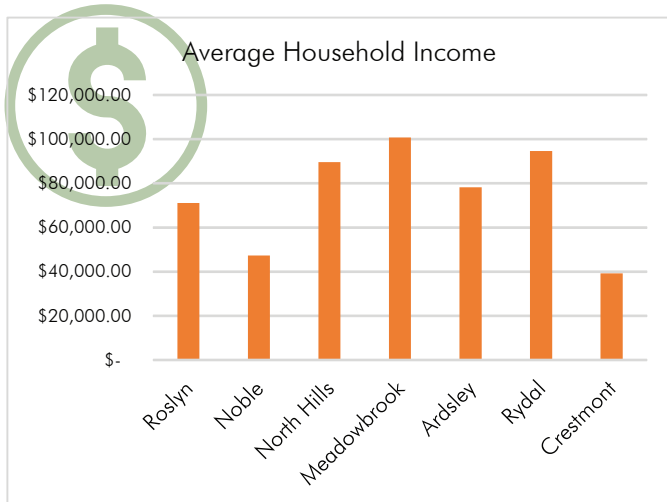
Abington Township increased in population by 0.4% from 2010 to 2014. The trends and change in population according to the 2010 Census and the 2014 ACS for the study areas are shown in the chart above. Meadowbrook, Crestmont and Roslyn showed population losses or small population growth. These areas also house a high percentage of seniors and small percentage of children. Ardsley and North Hills exhibited higher population growth and house a large percentage of children. Improved connections to transportation in these areas can increase access for seniors who may not drive or have access to cars and increase access for school-age children going to/from after-school activities or jobs.



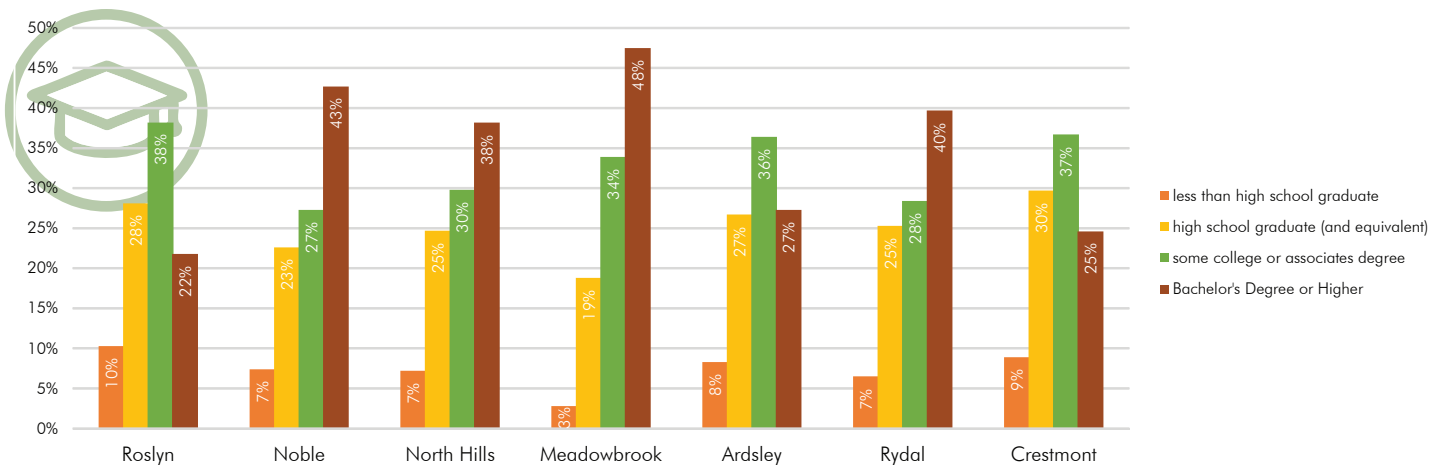
Rockwell Road to the east of Crestmont Station



Veterans of Foreign Wars (VFW) building and town homes on Jenkintown Road near Ardsley Station



Education



Income

The average median household income for each study area is displayed on the chart above. The highest average median income is the Meadowbrook Station area, followed by the Rydal Station area. The lowest average median household income is the Crestmont Station area, followed by the Noble Station area.

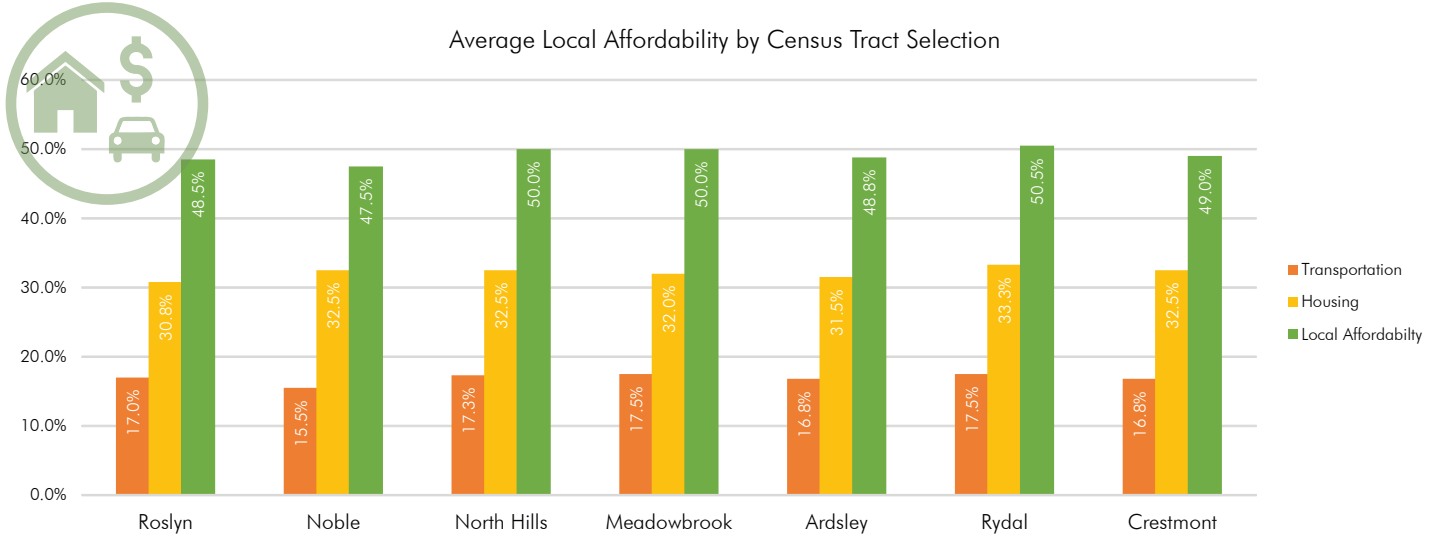
Education

The average percentage of education attained by residents ages of 18 and up by level for each study area is displayed on the chart above. The Meadowbrook Station study area has 46 percent of its residents holding a bachelor's degree or higher. The study area for Roslyn Station has the highest percentage

of residents with some college credit or an associate's degree at 39 percent. Roslyn Station study area also has the highest number of residents who do not hold a high school diploma or equivalent. Crestmont Station has the highest number of residents who have attained a high school graduate level (or equivalent) at 30 percent of the study area.

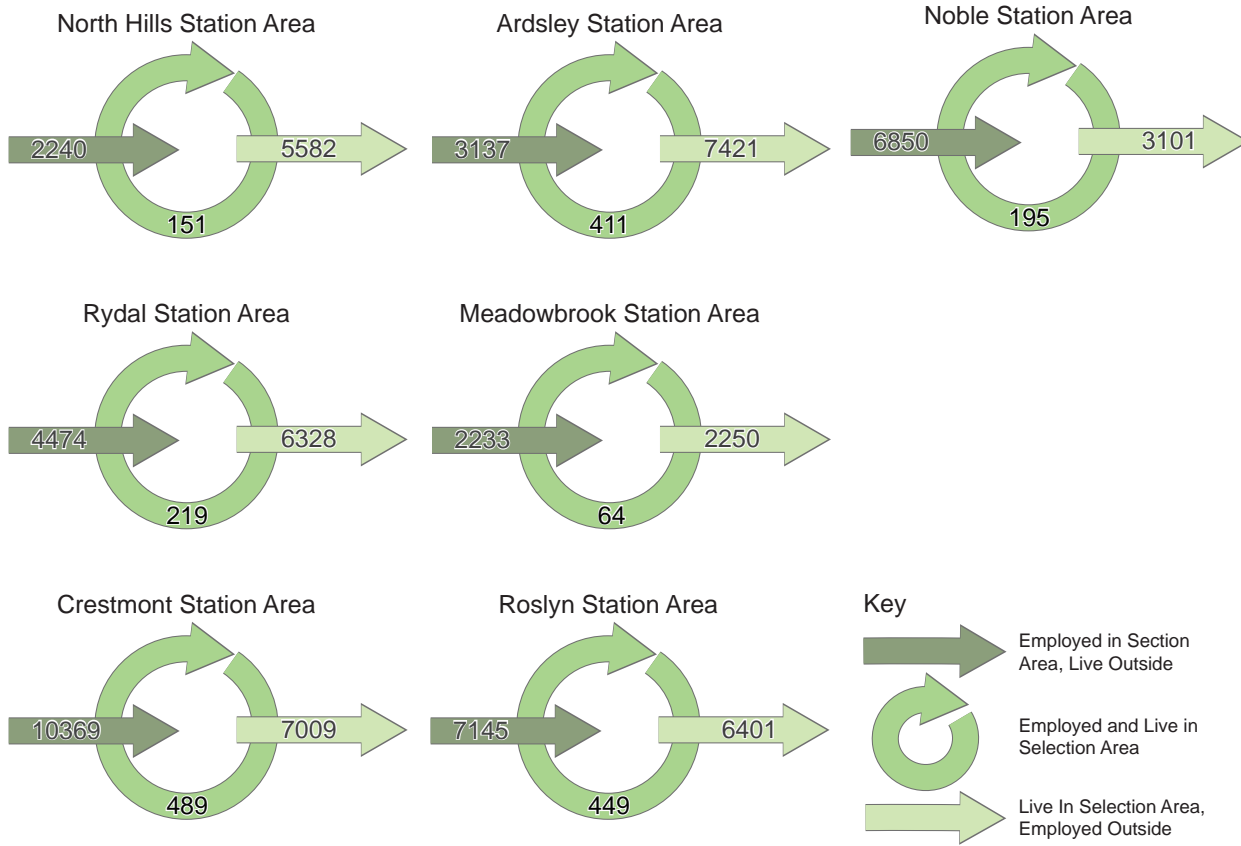
Household Size

The average household sizes for each study area are featured on the chart above. The average household size of Abington Township is 2.6 people. Noble Station is the study area with the lowest household size at 2.1 people. The study areas with the highest household size are North Hills Station and Ardsley.



Local Housing/Transportation Affordability

The chart above shows average local affordability for each study area. This is a measure of how much household income is spent on housing and transportation costs, usually considered the largest budget items for most households. Typically, households spend about 30% of income on housing and about 15-17% on transportation, accounting for up to 50% of a household's income. All of the station areas show housing costs above the 30% threshold. If access to transportation is improved in the station areas, it can help reduce transportation costs, thus lowering overall spending on the two largest items in household budgets. This is especially important for low to middle-income families who spend more of their limited income on housing and transportation.

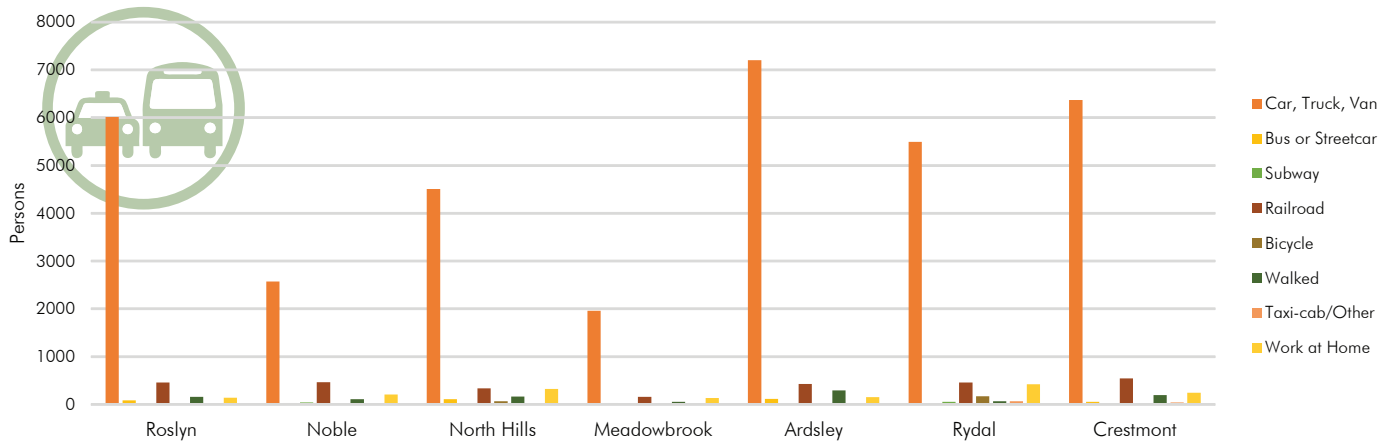


Commuting Habits (Work Inflow/Outflow)

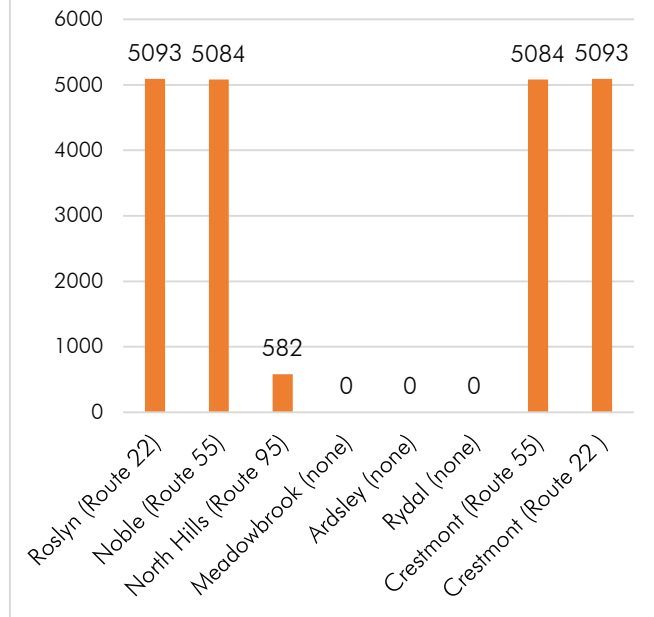
The above charts for work inflow/outflow numbers for each station area show how many people who live outside the station area work within it, how many people are employed and live in the station area and how many people live in the station area and work outside of it. Areas with high concentrations of retail and office centers and connections to buses, like Roslyn, Noble and Crestmont, have higher levels of inflow workers. Crestmont

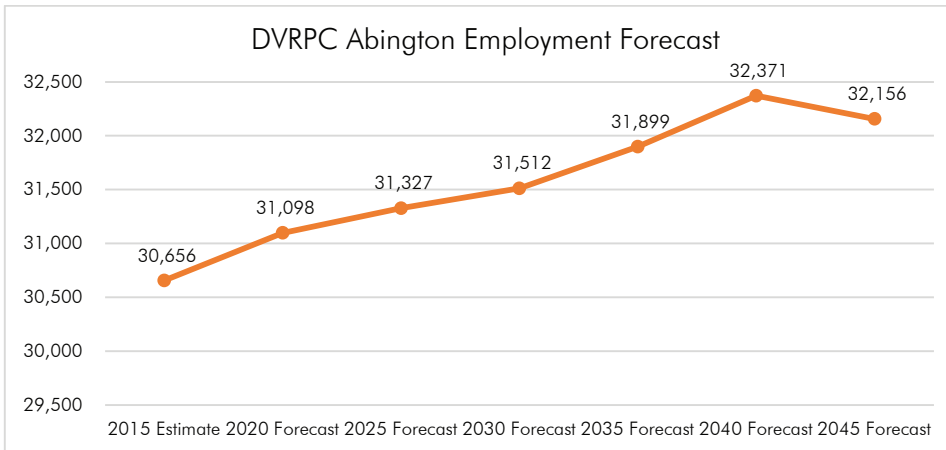
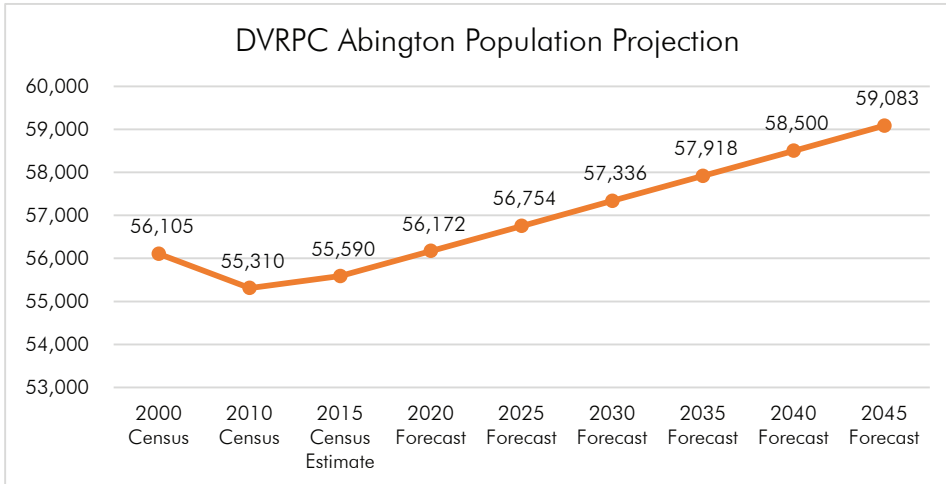
and Roslyn, along with Ardsley, also have the highest number of outflow workers. These areas also have the highest percentage of residents who drive to work. Improved connections to transportation will help to alleviate congestion near the areas of higher outflow where people are more likely drive to work, and make public transportation more attractive to workers traveling from areas of highest inflow.

Commuting Habits



Daily Average Bus Ridership by Nearest Station (1/4 mile away)





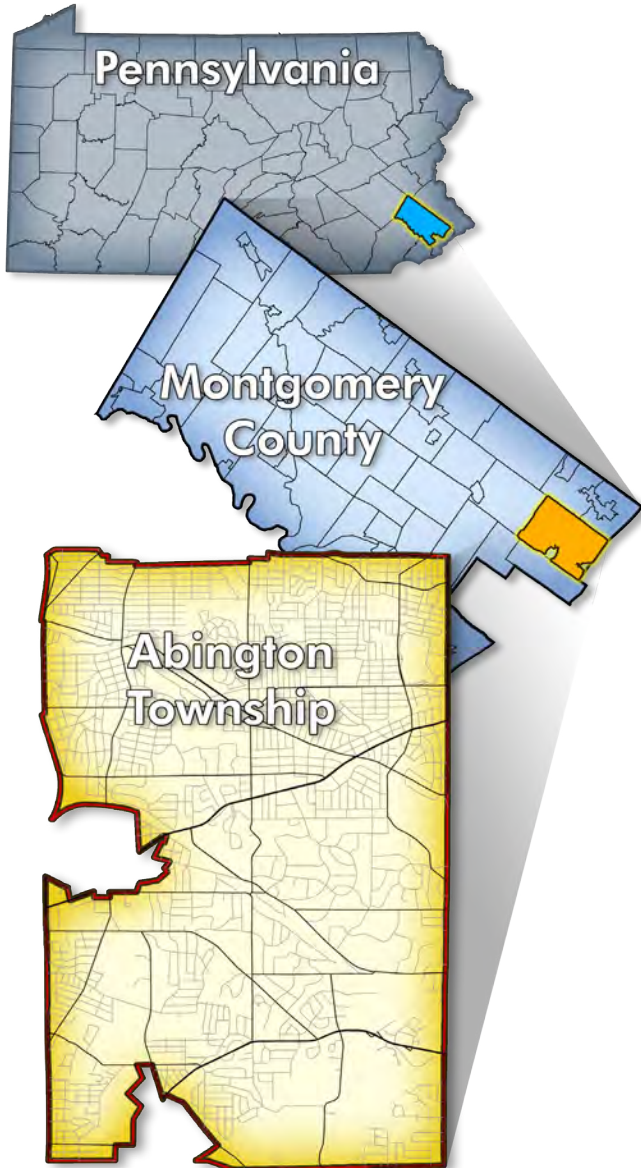
Population and Employment Forecasts

According to the DVRPC population forecast, Abington Township will likely see an increase in population of about 3,700 people from the year 2010 to 2045, which is an increase of about 6 percent. As Abington continues to grow in population, it will need new and better transit connections to and from residential clusters. Studies have also shown that proximity and accessibility to transit can help raise property values.

According to the DVRPC employment forecast, Abington Township is projected to increase in the number of jobs available between 2015 and 2040 with 1,715 new jobs by 2040, followed by a slight decrease in employment by 2045 with the loss of 215 jobs. Many of these are located along the Route 611 (Jenkintown to Willow Grove) Employment Center. The

number of jobs in this employment center is around the median compared against other centers in the regional economy, excluding areas of significantly higher levels of employment like Center City Philadelphia and University City.

New transportation connections to regional employment centers will become more important in order for Abington businesses to remain competitive, especially against other Route 611 centers and growing suburbs, like Conshohocken, who may overtake the Route 611 Abington corridor in terms of number of jobs. These connections can stem the forecasted employment reduction as well as make the area more noticeable to developers and new businesses.



Regional Context

The regional context map shows the relationship between Abington Township, Montgomery County and the State of Pennsylvania. Abington Township is bordered by eight other municipalities: Upper Dublin Township, Upper Moreland Township, Lower Moreland Township, City of Philadelphia, Rockledge Borough, Cheltenham Township, Jenkintown Borough, and Springfield Township. The Township is traversed by several major arteries including Old York Road (SR 611), Huntingdon Pike (SR 232) and Easton Road. Old York Road is the most heavily traveled roadway and it connects Abington to the Pennsylvania Turnpike (Interstate 276) about 1.5 miles to the north of the Township.

Abington has several neighborhoods. These include Willow Grove, Roslyn, Glenside, Rydal, North Hills, and Meadowbrook. Recently, Glenside, including Keswick Village, has become one of Abington's major business districts that provides a variety of shops, cafes, restaurants, banks, community services, and other commercial establishments with a walkable setting. Largely because of the increasing popularity of Abington's neighborhoods combined with the Township's proximity to Philadelphia and easy access to Interstate 276, Abington Township is a fully developed community.

Benefits of Dense Development and Improved Access near Train Stations

There are a multitude of benefits related to equity and accessibility, the economy, the environment, health and safety when it comes to creating denser development and improving pedestrian access near train stations and bus stops. These benefits will become even more pronounced in the years ahead as trends in transportation usage show a continued tilt toward mass transit and completing short trips via walking or biking. Indeed, according to the American Public Transportation Association (APTA), in 2013 alone, Americans made over 10 billion trips on public transportation, the highest number since the construction of the interstate highways in the 1950s. Moreover, bicycle commuting has risen more than 60 percent in the past decade, and walking has increased by 6 percent since 2005, according to the U.S. Census and Centers for Disease Control and Prevention (CDC), respectively. One group that is leading the charge for multimodal options and moving away from the car is Millennials, generally those individuals born between 1980 and 2000, who value proximity to jobs, retail, restaurants and public spaces over living farther away from these destinations and being auto-dependent. According to a 'Millennials & Mobility' survey, 70 percent of 18 to 34 year olds rely on two or more forms of transportation each week and rank transit the highest of all forms of transportation for connecting to other modes of travel.

Development around transportation facilities is generally referred to as transit oriented development, or TOD. In addition to being located close to transit, this type of development is identified by a mix of uses, the prevalence of civic or public uses and a pedestrian scale brought forth by attractive street frontages, attractive streetscapes and landscaping. A result of this type of development is the growth of community, which makes the area attractive to investment, new businesses and potential residents. Increased access to transit and new development also leads to 'agglomeration,' or the presence of more people in the same place. This leads to a larger labor pool concentrated in one area, increasing the chances of matching a worker to a particular job.



Crosswalk on Susquehanna Road leading to Rydal Station



Stairs to Old York Road at Noble Station

Dense development is also attractive to Millennials. According to the National Association of Realtors, 62 percent of individuals aged 18-29 prefer communities with transit options, sidewalks and proximity to businesses.

Increasing access to transit can also help to reduce transportation costs for families. Typically, these costs are second only to housing costs for most families, and can account for up to 25 percent of a household's costs in auto-dependent exurbs, compared to about 9 percent of household costs in walkable communities that are close to transit. According to APTA, commuters taking public transit instead of a car can save about \$10,000 a year. This is significant for most households, but particularly so for low-income families who may spend a greater proportion of their incomes on transportation costs. This percentage can be as high as 42 percent of household income for low to middle-income families according to the Bureau of Transportation Statistics.

Just as Millennials prefer dense development with multi-modal transit options, individuals on the other side of the age spectrum, the baby boomers, also prefer neighborhoods that offer access to transit and businesses as many become unable to drive or not wanting to drive any longer. They and other individuals close to dense developments and improved transit access also benefit from the public health accorded to this type of pattern as biking and walking to destinations allow people to get some of their exercise for the day. Transit travel itself also requires some form of physical activity as users have to mostly walk or bike to the station from their origin point and also complete that last connection to their destination the same way. If people live within a quarter-mile of transit, which translates to about a 5 to 7 minute walk, and they take transit twice a day, then they've achieved 30 minutes of moderate physical activity, which helps to reduce the risk of heart disease, diabetes, stroke, obesity and other conditions according to the CDC.

Finally, TODs and access to transit help reduce air pollution and address climate change as cars are left at home while people take trains and buses in masse. Not only does dense development help curb emissions through public transit, but it also fosters energy-efficient neighborhoods, according to the EPA, further curbing carbon footprints.

Township Maps

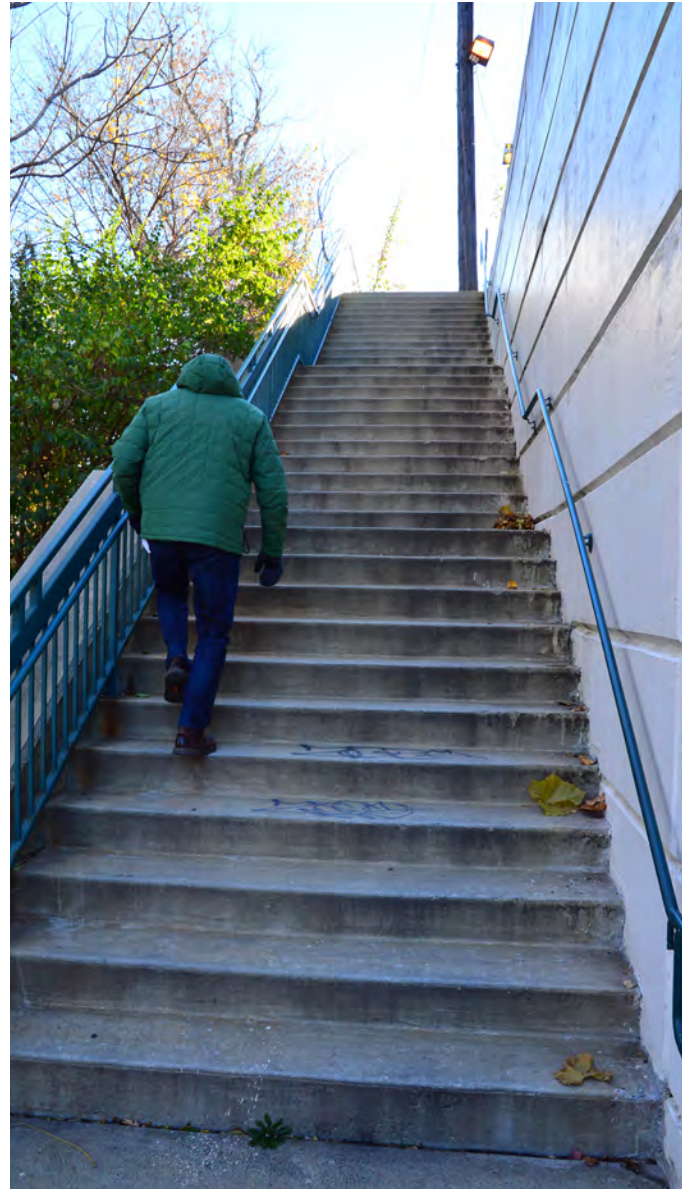
The following four maps display township topography, land use, the station areas, and public transportation inventory.

The Township Topography Map shows a large amount of topographic change within the Township. This impacts walkability in many areas.

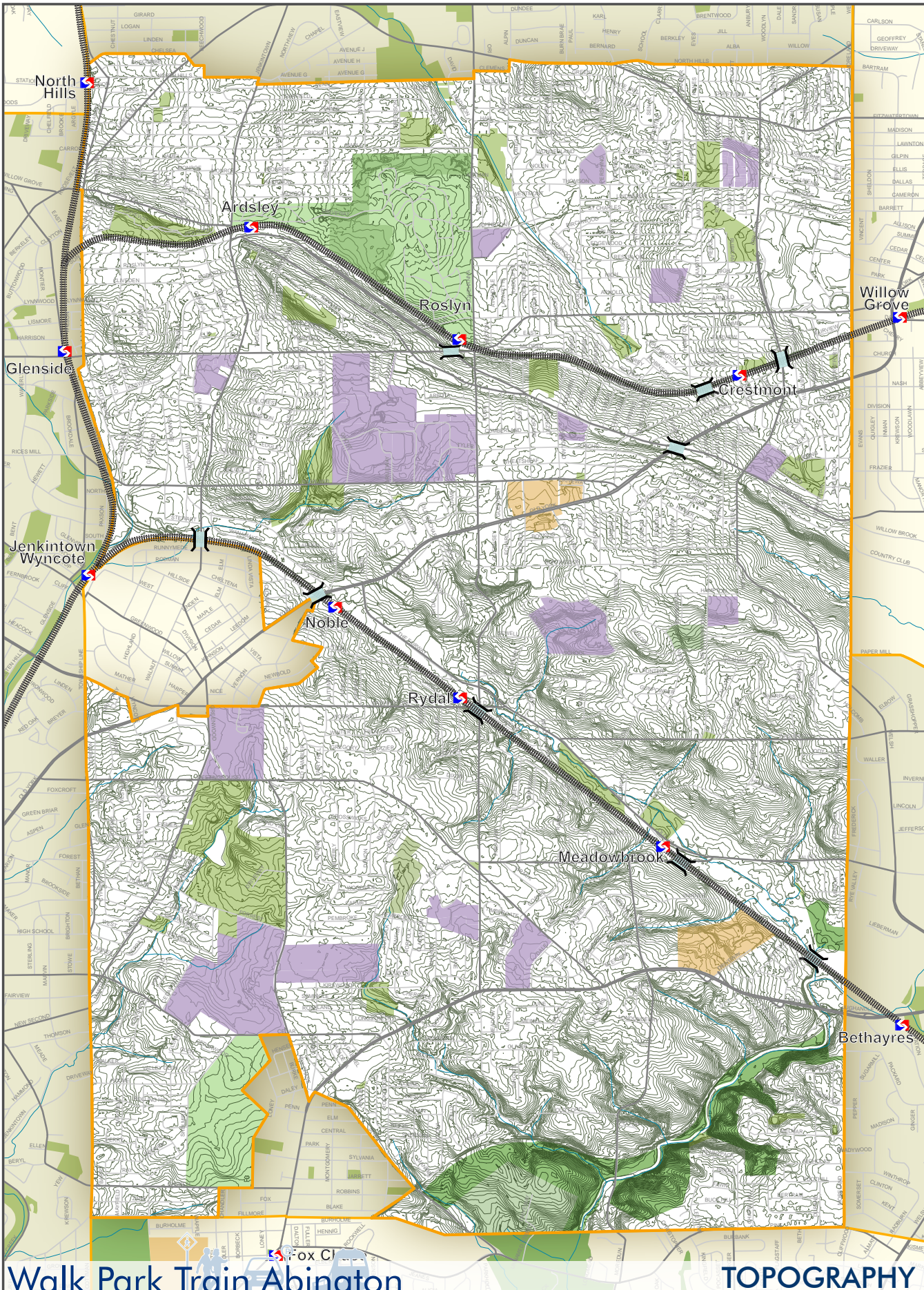
The Land Use Map shows the variety of different land uses within the Township. Abington is mostly built out, with land use predominately defined by single-family residential uses throughout the Township, along with concentrations of multi-family residential, retail and civic uses on the commercial corridors of Easton and Old York Roads and large swaths of recreational and natural resource uses in the eastern portion of the Township.

The Abington Stations Map shows the location of the 7 SEPTA Regional Rail stations within the Township and their context to each other and the stations on the Township border as well as their proximity to Township facilities like schools and hospitals.

The Public Transportation Map is an inventory of the public transportation facilities in Abington, including bus lines and bus stops and their relationship to the Regional Rail stations. Most of the buses traverse the Township via north-south routes along the major corridors of Limekiln Pike/Fitzwatertown Road, Easton Road, Old York Road and Huntingdon Pike.



Stairs to the outbound side of North Hills Station from North Hills Avenue



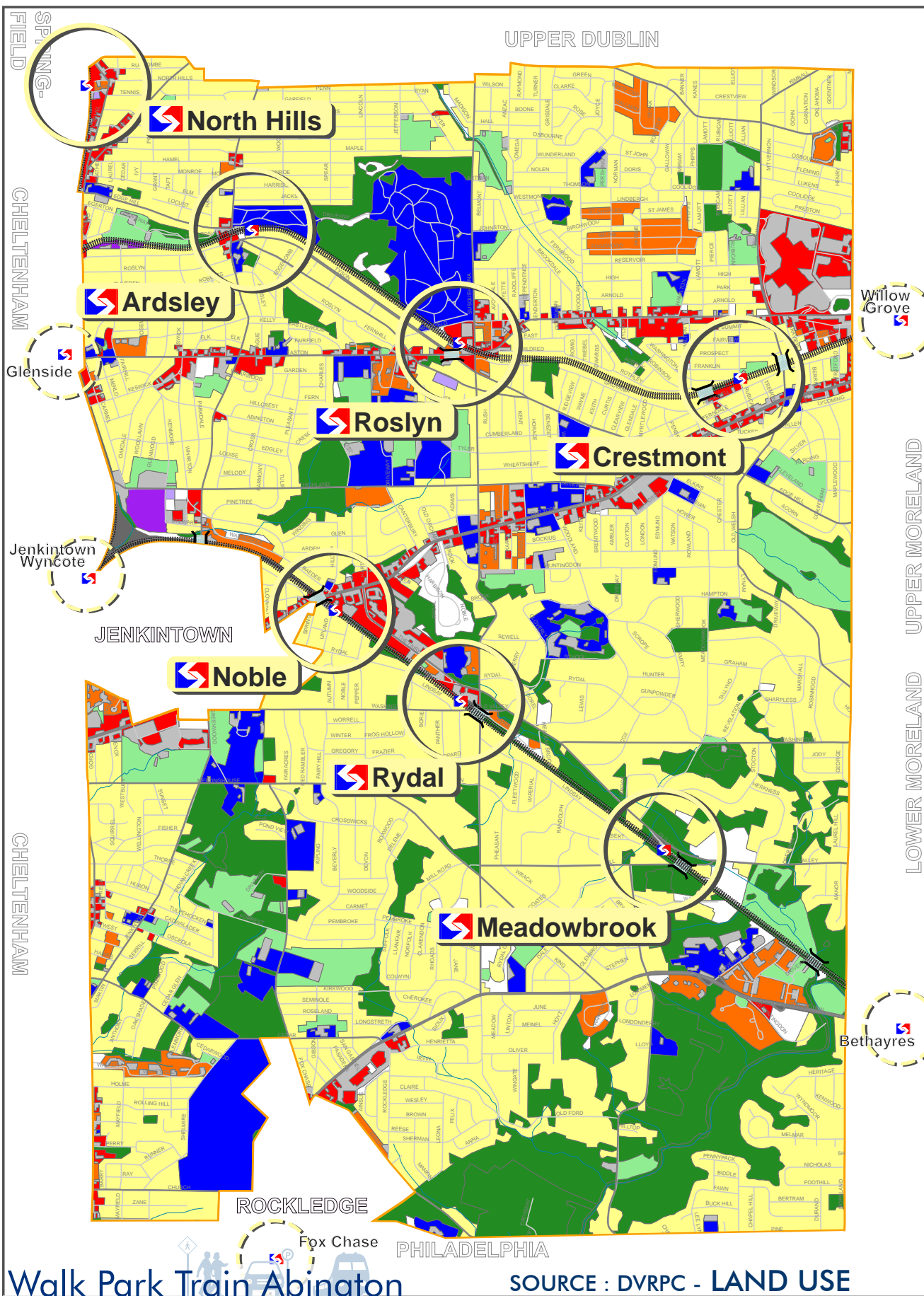
Walk Park Train Abington

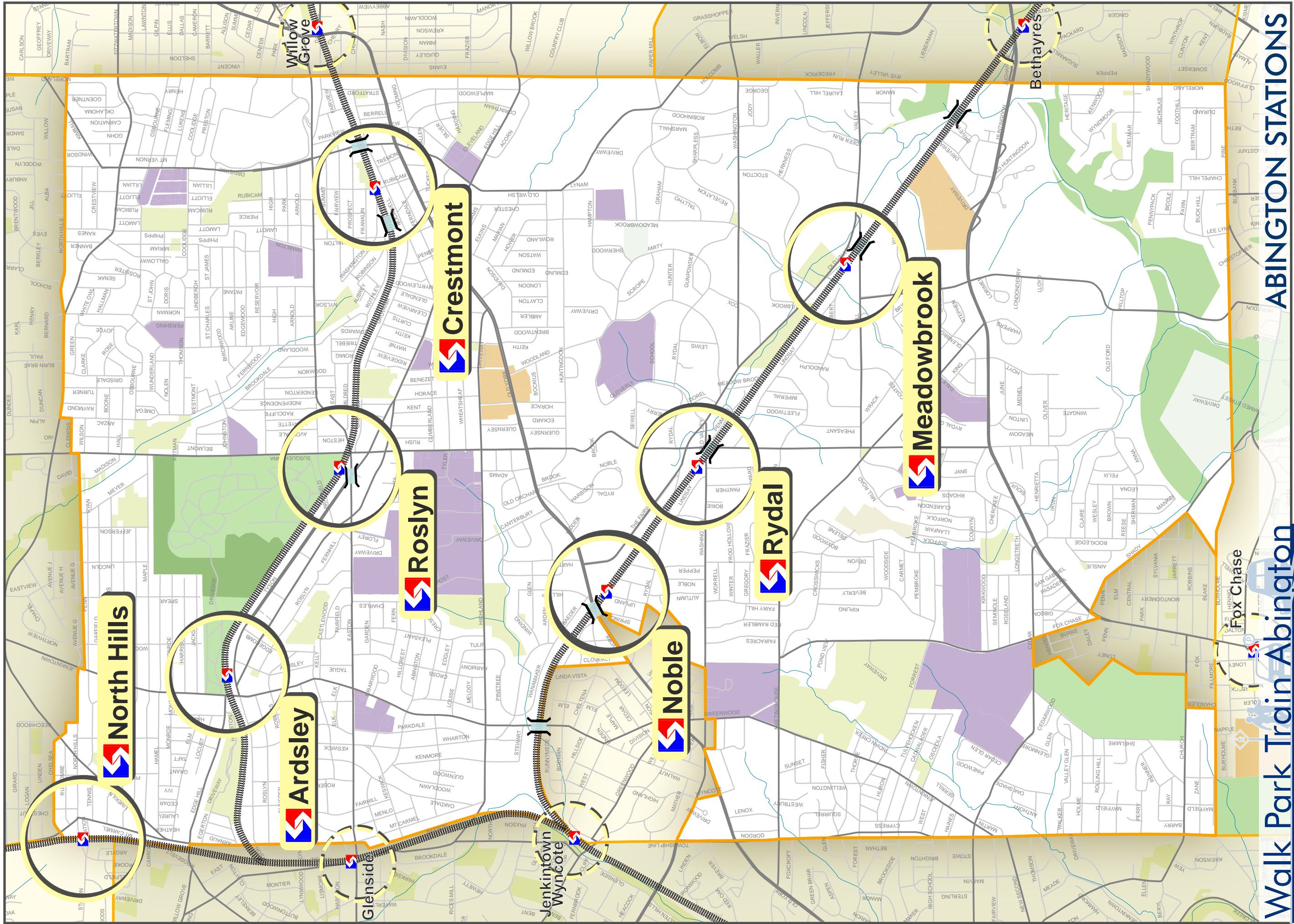
Abington Township, Montgomery County, PA



- Railroad
- Township boundary
- County boundary
- 5' Contour Lines
- Park
- Cemetery
- School
- Hospital

TOPOGRAPHY



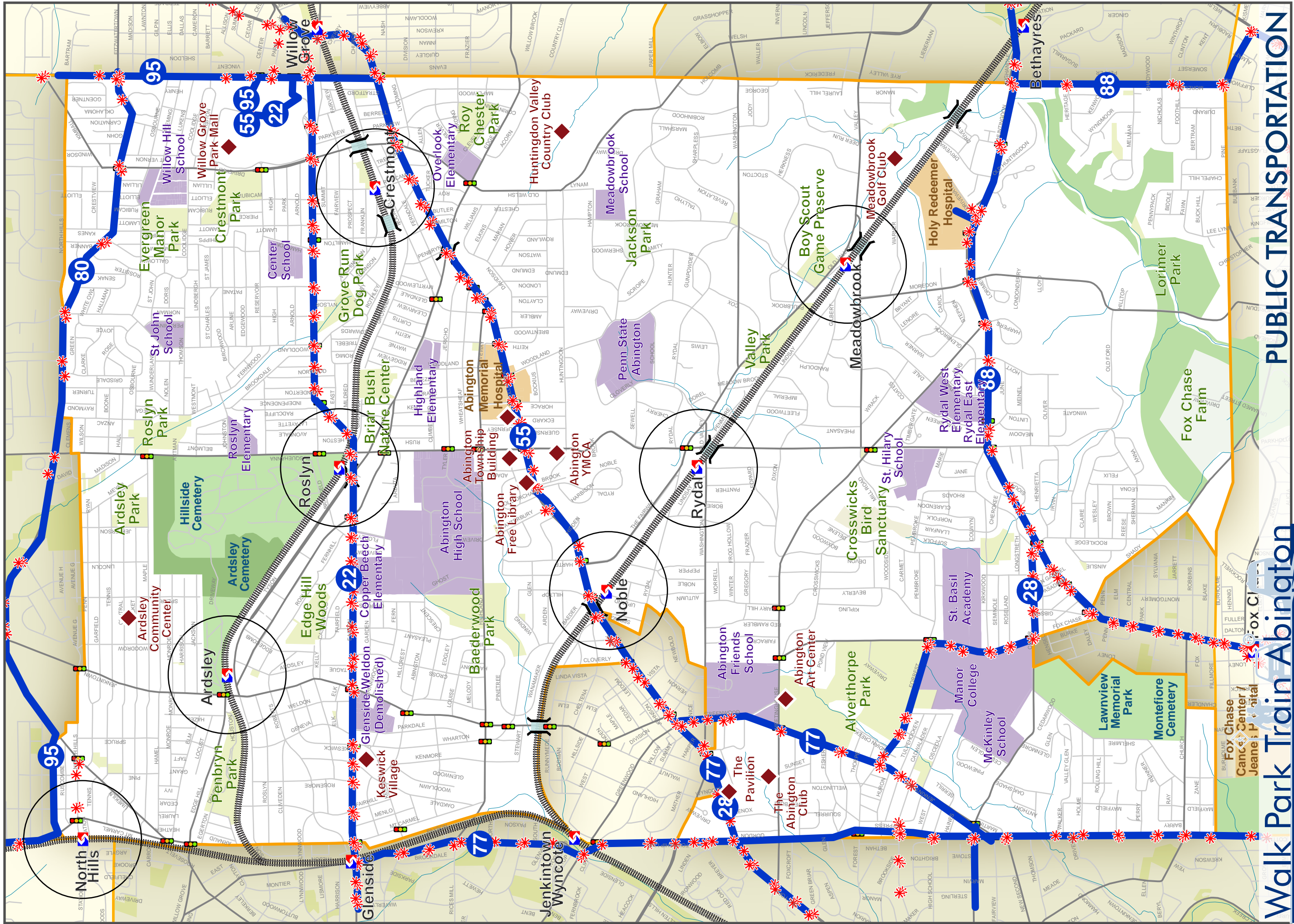


Walk Park Train Abington

Abington Township, Montgomery County, PA

ABINGTON STATIONS

- Railroad
- Township boundary
- County boundary
- Park
- Cemetery
- School
- Hospital



Walk Park Train Abington

Abington Township, Montgomery County, PA



PUBLIC TRANSPORTATION

- Bus Route Number
- Bus Route
- Bus Stop
- SEPTA Station
- Park
- Cemetery
- School
- Hospital
- Township boundary
- County boundary



2

Chapter 2: Inventory & Analysis

Data Collection & Methodology

Data found within this report was compiled from many different sources, including Abington Township, Montgomery County, SEPTA, Delaware Valley Regional Planning Commission, previous planning efforts to date, and new field reconnaissance data obtained by the consultant.

Geographic Information System (GIS) base map information was used to prepare field maps and preliminary planning documents consisting of the base aerial photography, municipal boundaries, roadways, parcels and other identifying features.

The consultants performed initial field reconnaissance on November 23, 2016 and December 14, 2016 to inventory, analyze and document existing conditions. Field data was recorded by the consultant onto the field maps, and photographs were taken of existing site conditions for use in evaluating station features, pedestrian, bicycle, and vehicle alternatives.

Public Participation Summary

Meetings with the public, state and county officials and transportation professionals were held throughout the planning process to obtain input on existing conditions and what individuals and groups would like to see emerge from the plan. These meetings were also used to obtain feedback on initial ideas and recommendations and also to keep the community up-to-date and aware of the process as a whole. A listing of public meetings held is shown in the right panel:

Attendance lists and meeting minutes from these meetings can be found in the report appendix.

Committee Meetings

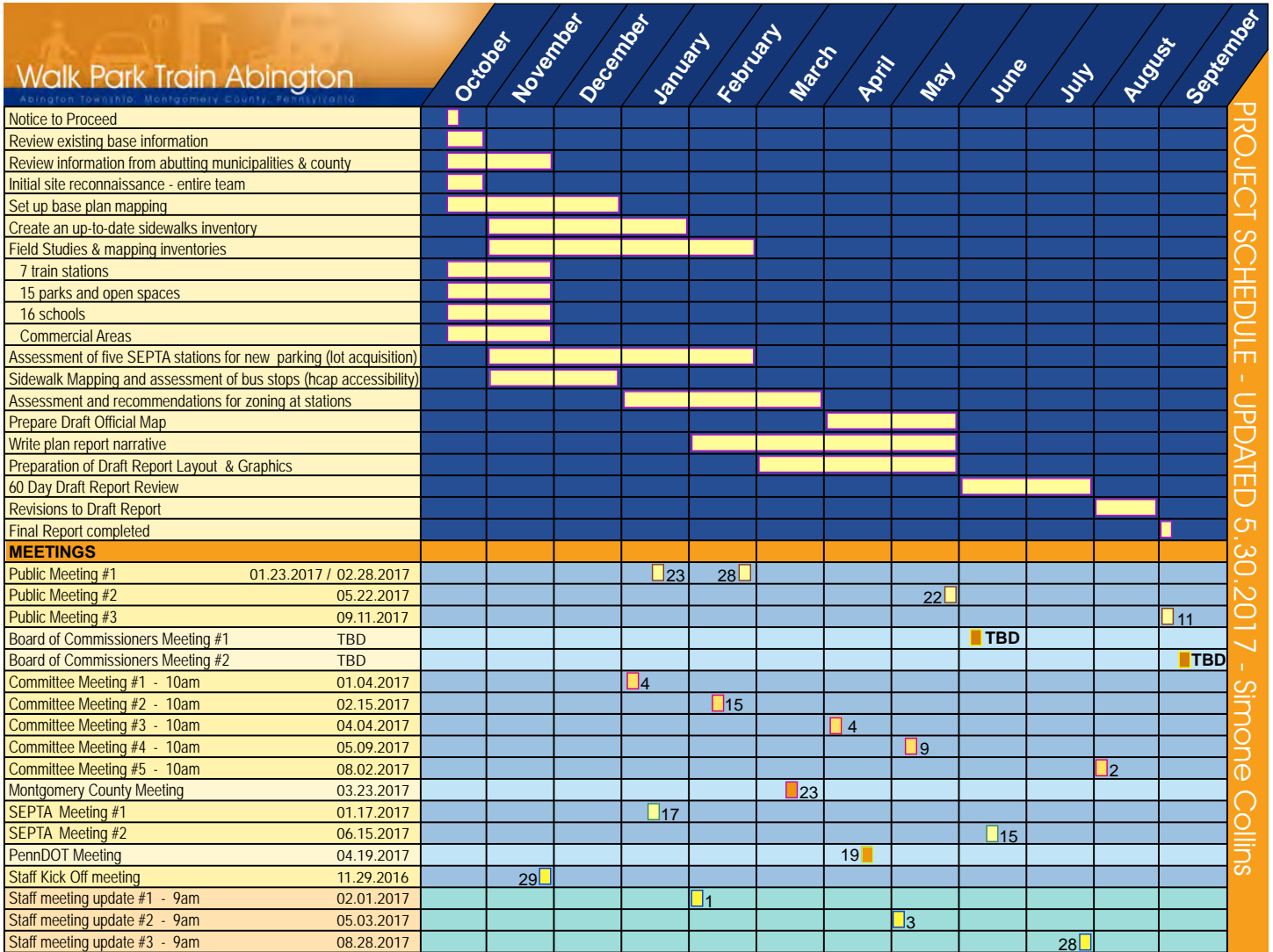
The project was guided by a *Walk Park Train Abington* committee. The committee provided valuable insight and advice to the consultant for development of the study. A series of public meetings, study committee meetings, and meetings with various stakeholders were held throughout the planning process. These meetings provided additional information and important community feedback that contributed to the development of the Walk Park Train Abington study. A list of committee members are included on the credits page (pg ii)

Five committee meetings were held during the planning process, with all meetings being open to the public.

November 29, 2016 -	Kick-Off Meeting
January 4, 2017 -	Committee Meeting #1
January 17 -	SEPTA Meeting #1
January 23 -	Public Meeting #1, First Session
February 15 -	Committee Meeting #2
February 27 -	Public Meeting #1, Second Session
March 23 -	Montgomery County Planning Commission Meeting
April 4 -	Committee Meeting #3
April 19 -	PennDOT Meeting
May 9 -	Committee Meeting #4
May 22 -	Public Meeting #2
TBD -	Board of Commissioners Meeting #1
June 22 -	SEPTA Meeting #2
August 2 -	Committee Meeting #5
September 11 -	Public Meeting #3
TBD -	Board of Commissioners Meeting #2



2 - Inventory and Analysis



Project Schedule

Public Meetings

Three public meetings were held during the planning process. Summaries of the meetings are below.

Public Meeting #1 – January 23 and February 27, 2017

As attendees entered the meeting room, they were asked to place a sticker on the Regional Rail station with which they were most familiar. Most of the stickers were placed on Noble station. A presentation was held where the project team reviewed the scope and schedule. General station observations were then presented along with demographic trends and automobile crash trends within the County. After the presentation, the public was invited to ask questions and provide input on any issues or challenges they saw facing the train stations and access to them. Two sessions of the first public meeting were held on account of inclement weather during the originally scheduled meeting.

Public Meeting #2 – May 22, 2017

The consultants provided a quick recap of the project scope and schedule, followed by a review of the routes proposed in the *Abington Master Bicycle Plan* and existing sidewalk gaps in the Township. The consultants then provided a review of meetings with SEPTA, the Montgomery County Planning Commission and PennDOT as well as the first session of public meetings. This was followed by an analysis of each station's inventory and existing conditions and an overview of station, zoning and intersection recommendations. The consultants then introduced the audience to the concept of the Official Map along with a discussion of the draft Official Map prepared for the Township. The presentation concluded with a listing of potential partners and funding sources to pursue in implementing recommendations, and the meeting was then opened up for public discussion.

Public Meeting #3 – September 11, 2017

Summary to be written after meeting.

PUBLIC MEETING #1
Walk Park Train Abington
Abington Township, Montgomery County, Pennsylvania

When: January 23rd, 2017 - 7pm to 9pm
Where: Abington Township Building
1176 Old York Road, Abington, PA 19001
More information can be found at:
<http://www.abington.org/>
Topic: Project Introduction/Public Input

Walk Park Train Abington is a unique opportunity for Abington Township to maximize the capacity, quality and efficacy of Abington's transportation infrastructure. As a follow up to [Abington's Bicycle Master Plan](#), **Walk Park Train Abington** will allow the Township to address many issues that were raised during the Bicycle Master Planning process.

The meeting will include an introduction to the project, background on the Township's 7 Regional Rail stations, local population and employment trends and preliminary mapping showing transportation connections and gaps.

Upcoming:
Public Meeting #2 - May 22, 2017

Public Meeting #2 flyer



Public Meeting #2 at the Abington Township Building

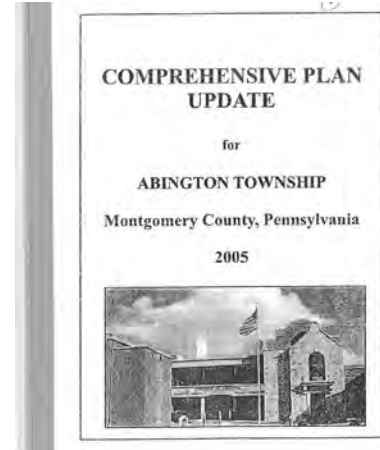
Summary of Existing Planning Documents

Comprehensive Plan Update for Abington Township, 2007 - Adopted in 2007, the current Township Comprehensive Plan updates the Comprehensive Plan previously completed in 1992. The plan serves as a planning guide for Township officials and sets forth recommendations for future arrangement of land uses, zoning changes, design improvements, and preservation of important Township features. *Walk Park Train Abington* remains consistent with recommendations of the Comprehensive Plan. Transportation objectives include promoting and encouraging the use and expansion of public transportation; providing for pedestrian and bicycle paths and walkways to encourage non-vehicular movement systems throughout the Township; and encouraging Transit Oriented Development and the development of medium to high density residential uses at transportation nodes and in commercial districts.

DVRPC Regional Rail Station Shed Analysis, 2010 – The 2010 study outlines the areas from which transit users originate. The study was conducted using a license plate survey completed in two phases: one in October and one in April. The results of the study show that transit riders tend to drive to the station that is farther inbound, but not necessarily closest to their residence.

Transit Revitalization Investment District (TRID) Planning Report for Noble Station in Abington Township, Econsult Solutions, 2013 – The 2013 report gathers information and concepts about the area around Noble Station from past reports commissioned by Abington Township in order to place the information in a TRID framework and to start a discussion about those ideas in terms of funding and phasing. This report, along with other plans and information about Noble, was used to inform any further recommendations.

Roslyn Community Revitalization Plan, URS, 2010 – The 2010 Roslyn Community Revitalization Plan combines analysis of the existing conditions of the community with goals, a vision and an



December, 2010



ROSLYN COMMUNITY REVITALIZATION PLAN
 URS
 REAL ESTATE STRATEGIES
 APRIL 2010



action plan to transition the area into a more pedestrian-friendly neighborhood.

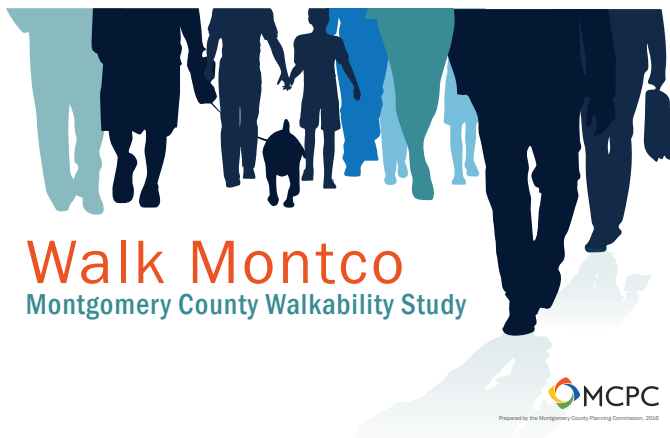
Routes 611 & 263 Corridor Study, Montgomery County, DVRPC, 2009 – The 2009 report is Phase 2 of a two phase plan to find areas for municipal improvement along the Route 611 and Route 263. The report recommends better pedestrian access to and from Noble Station.

Abington Master Bicycle Plan, 2016 – This 2016 plan proposes more than 47 miles of on-road and off-road bicycle routes through the Township which will link residential neighborhoods with schools, mass transit, parks, shopping, as well as with regional trails that will deliver trail users to destinations outside of Abington. The recommendations of *Walk Park Train Abington* coordinate with this plan in creating linkages to train stations and community facilities.



SEPTA Regional Rail Multimodal Access Report for Abington Township – The 2017 report used a License Plate Survey and individual station reports to provide infrastructure information about Abington and nearby stations, rider statistics, and improvement recommendations. The information in the report was analyzed to determine which improvements would be feasible based on available resources.

Walk Montco: Montgomery County Walkability Study, MCPC, 2016 – The study examines existing walkability conditions in Montgomery County, Pennsylvania, defines focus areas and recommends improvements, implementation and funding strategies. This study was used to inform *Walk Park Train Abington* proposed improvements.





View of North Hills Station from Mt Carmel Avenue



View of Rydal Station from Susquehanna Road



Rydal Station porte cochère, parking area, and train platform



North Hills Station track safety signage

Existing Conditions & Inventory of Transportation Infrastructure

The following section describes station infrastructure compiled from site visits by the consultant, data and ridership information from the SEPTA Regional Rail Multimodal Access Report. Existing features and issues such as parking infrastructure, and station access are also outlined. The surrounding land use is also described with a map and description for each station.



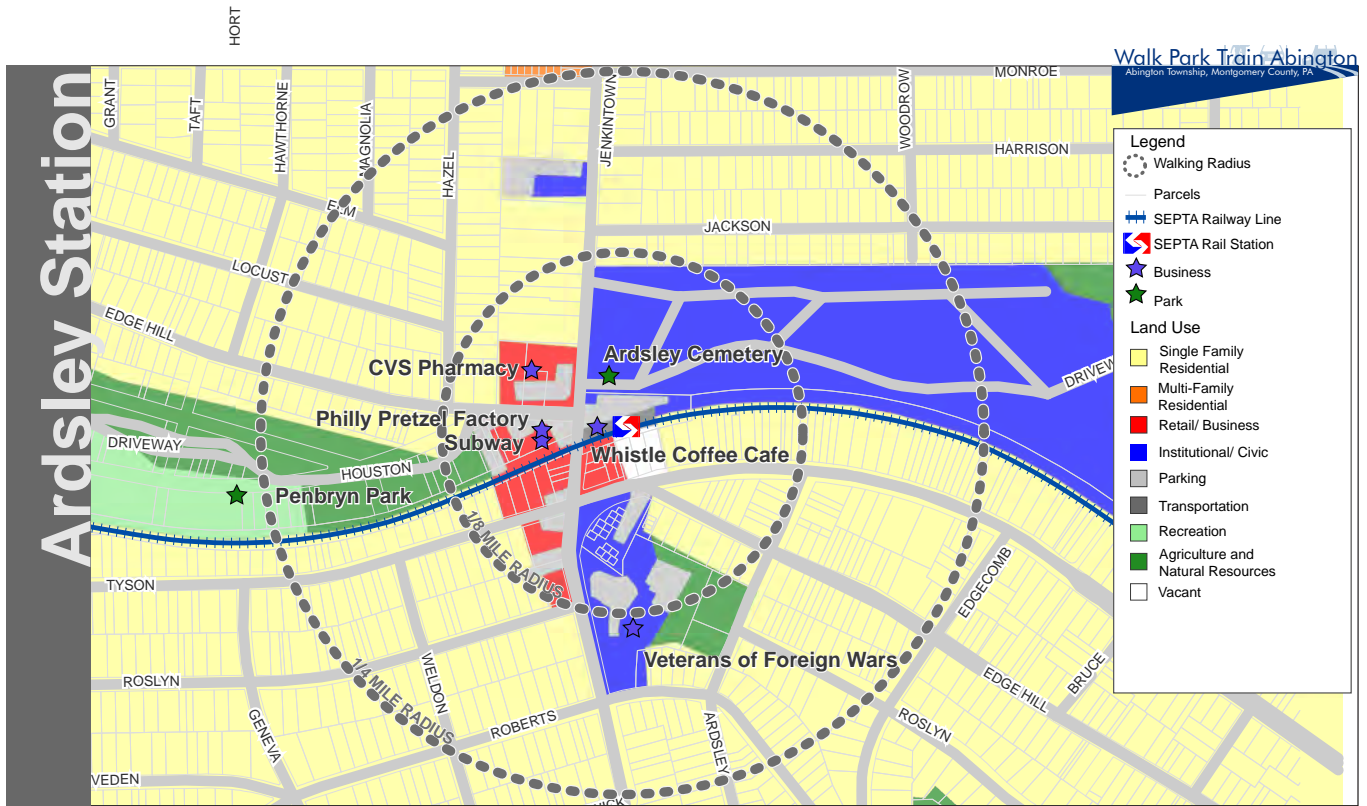
Ardsley

Inventory

Ardsley station services 172 passengers per weekday, ranking 121st in weekday ridership over the SEPTA regional rail system. 73 percent of riders reach the station by foot, 26 percent arrive by car and 1 percent arrive by bike. Ardsley has 4 bike parking spaces and a utilization rate of 50 percent. The station has 47 car parking spaces within a lot that costs \$1 per day with a utilization rate of 96 percent. 34 percent of drivers arrive from within a half mile of the station. Ardsley is serviced by the Warminster line, which ranks 8th in daily average weekday ridership, and runs between Warminster, Bucks County and University City in Philadelphia. The line runs on a double-track through the station and the platforms are elevated above the rails on both sides of the track. Ardsley does not contain a ticket office. There are no connecting bus routes within a quarter mile

of the station. Ardsley is an accessible station. A coffee shop, trash receptacles and newspaper boxes are also present at the station. The inbound side has an enclosed shelter with benches. The RideScore, described below, is 3.6.

DVRPC's RideScore tool is a method to assess the physical and demographic attributes at or near train stations to determine how receptive these locations would be to bicycle facilities. These attributes include transit vehicle volumes, connectivity of street networks, cultural attractions, proximity to Circuit trails, outdoor bicycle destinations, proximity to walkable retail, proximity to on-road bicycle facilities, population density, number of employees within 1 mile of the station and the number of people who access the station by walking, biking or getting dropped off by someone else. The level of these attributes around each station is scored and these values are then summed together and converted to a 1 to 10 scale to determine the station's RideScore. More information on RideScore can be found at www.dvrpc.org/



Land Use Map



webmaps/ridescor.

Existing Conditions/Issues

Ardsley Station, despite its high use, is constrained by limited parking. However, the high density of nearby residences makes it highly walkable train station location. The station is situated between the Ardsley Cemetery to north and Penbryn Park to the south, giving the vicinity a fairly open and green feel, despite the residential density. The best potential for creating more station parking is the possible use of the Veterans of Foreign Wars facility parking lot located nearby on Jenkintown Road. If the VFW was agreeable to weekday train station parking use via a lease with SEPTA, approximately 60 parking spaces could be made available.

The parking lane along southbound Tyson Avenue near the intersection with Jenkintown Road is sometimes misused as a right turning lane, and during site observations, many cars

were seen using this lane for turning, before having to turn back into the right-turn lane before the bump-out. Tyson Avenue is currently slated for reconfiguration. There is also no delineation between the road and sidewalk along the southern end of Jenkintown Road, which may put pedestrians at risk.

Surrounding Land Use

Land use a quarter-mile around Ardsley is mostly single family residential. There is a small influx of retail uses, which include a CVS, Philly Pretzel Factory and Subway, immediately around the station on Jenkintown Road and Edge Hill Road. Institutional uses include Ardsley/Hillside Cemetery and the VFW Hall to the east. Penbryn Park, as mentioned, lies to the south. These locations are semi connected to the surrounding neighborhoods by sidewalks. The Battle of Edge Hill site, the location of a Revolutionary War confrontation, is also nearby. There are also some properties that are underdeveloped or underutilized that have redevelopment potential.



Crestmont

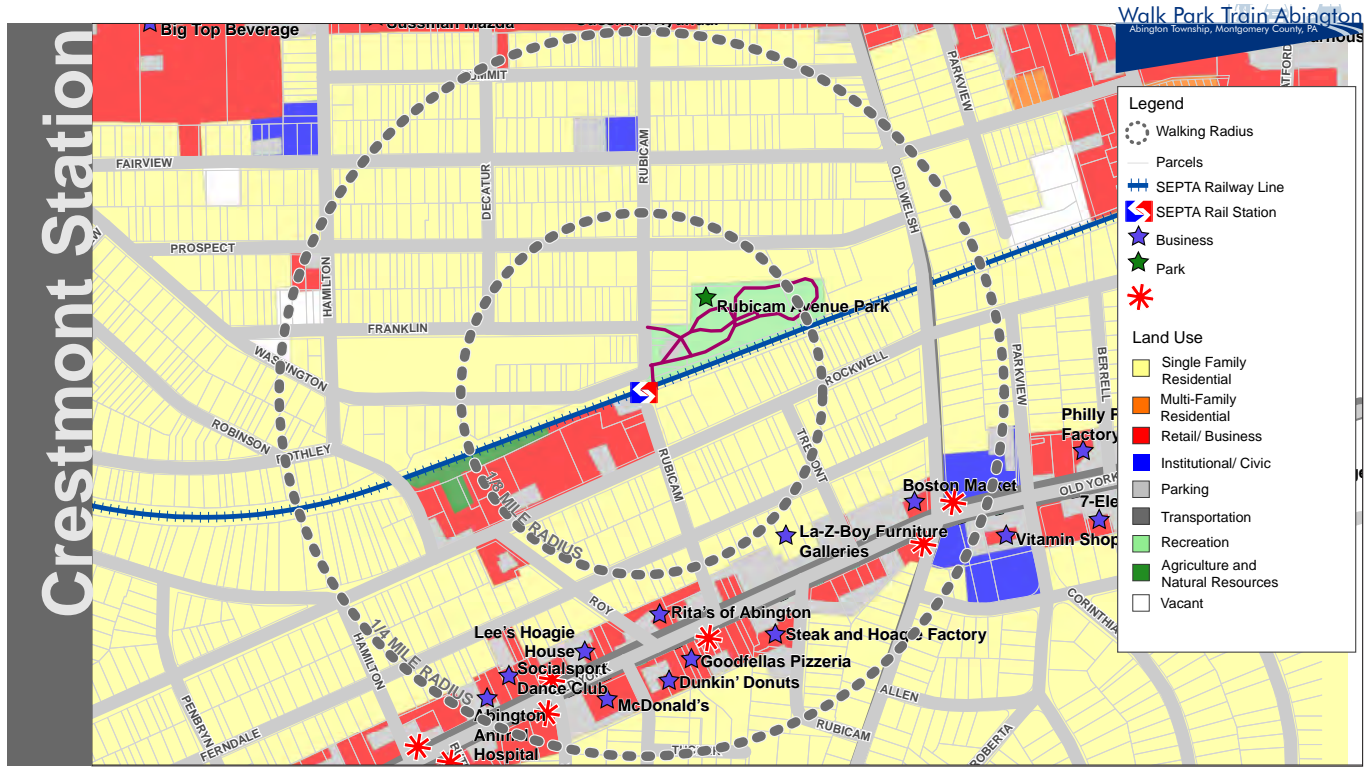
Inventory

Crestmont station services 103 passengers per weekday, ranking 136th in weekday ridership. 72 percent of riders reach the station by foot, 19 percent arrive by car and 9 percent arrive by bus. Crestmont has 2 bike parking spaces, but they are not consistently utilized, and 20 car parking spaces within a free parking lot with a utilization rate of 100 percent. 43 percent of drivers arrive from within a half mile of the station. Crestmont is serviced by the Warminster line. The line runs on a single-track through the station with passengers boarding on the south side, and the station platforms are at grade with the rails. Crestmont does not contain a ticket office but there is an enclosed shelter. There is one connecting bus route within a quarter mile of the station for the Route 55 bus. Crestmont is an accessible station as an ADA accessible ramp to the platform is on the south side

of the track, but the opposite side of the track which features an asphalt path leading up to a track crossing zone, is too steep to be ADA accessible. Trash receptacles and newspaper boxes are also present at the station. Crestmont's RideScore is 4.1.

Existing Conditions/Issues

Crestmont Station is a neighborhood train station and presently has limited parking with only 20 spaces. However, SEPTA owns station property that is not fully utilized and has been used without formal permission by adjacent business. The station is located only 2 ½ blocks from the Old York Road commercial corridor and SEPTA bus service. However, there are no sidewalks between Old York Road and the station along Rubicam Avenue. The on-grade pedestrian crossing of the tracks at the station needs improvement.



Land Use Map



In addition to a disconnected sidewalk network, there is also an issue with residents parking at the station. Local residents who reside a quarter mile from the station tend to use the lot for their personal parking. There is also a lack of signage on Old York Road notifying drivers or pedestrians to the station's location.

Surrounding Land Use

Land use around Crestmont is mostly single-family residential. Rubicam Avenue Park is the only recreational use and is immediately adjacent to the station. The Old York Road commercial corridor lies within a quarter mile and some of the establishments in this section of the corridor include a McDonald's, Rita's Water Ice, La-Z-Boy furniture, Boston Market pizzeria and sandwich shop. The Easton Avenue commercial

corridor is situated just beyond the quarter-mile radius. Some warehousing and distribution businesses are also located along Rockwell Road.



Meadowbrook

Inventory

Meadowbrook station services 148 passengers per weekday, ranking 126th in weekday ridership. 39 percent of riders reach the station by foot and 61 percent arrive by car. Meadowbrook has 4 bike parking spaces, but they are not consistently utilized. The station has 90 car parking spaces within a free parking lot with a utilization rate of 100 percent. 19 percent of drivers arrive from within a half mile of the station. Meadowbrook is serviced by the West Trenton line, which ranks 4th in daily average weekday ridership, and runs between West Trenton, NJ and University City. The line runs on a double-track through the station. There is covered shelter on both sides of the track. Meadowbrook does not contain a ticket office. There are no connecting bus routes within a quarter mile of the station. Trash receptacles and newspaper boxes are also present at the station. Meadowbrook's RideScore is 2.0.

Existing Conditions/Issues

The existing parking layout and circulation at Meadowbrook Station is inefficient and does not make full use of the SEPTA site. Parking layout is informal and haphazard. On the inbound side, motorists cut through the informal parking lot to proceed from Valley Road to Old Valley Road and visa-versa. There is no formal drop off at the station. There is a short tunnel under the tracks that is handicapped accessible and eliminates any need for passengers to have to cross over the tracks. The outbound side of the station is equally haphazard in terms of parking layout. The nearby residential lots are large and of low density, so while some SEPTA customers walk to and from the station, this is primarily a drive-to station.

There is also a staging area on the south side of the station which will become activated when station improvement work gets underway at Noble. This can potentially become additional parking once work at Noble is completed.



Land Use Map



Surrounding Land Use

Land use around Meadowbrook is divided between single-family residential and natural resources/open space. The Township Game Preserve is north of the station and the Abington Bird Sanctuary lies right outside the quarter-mile radius.



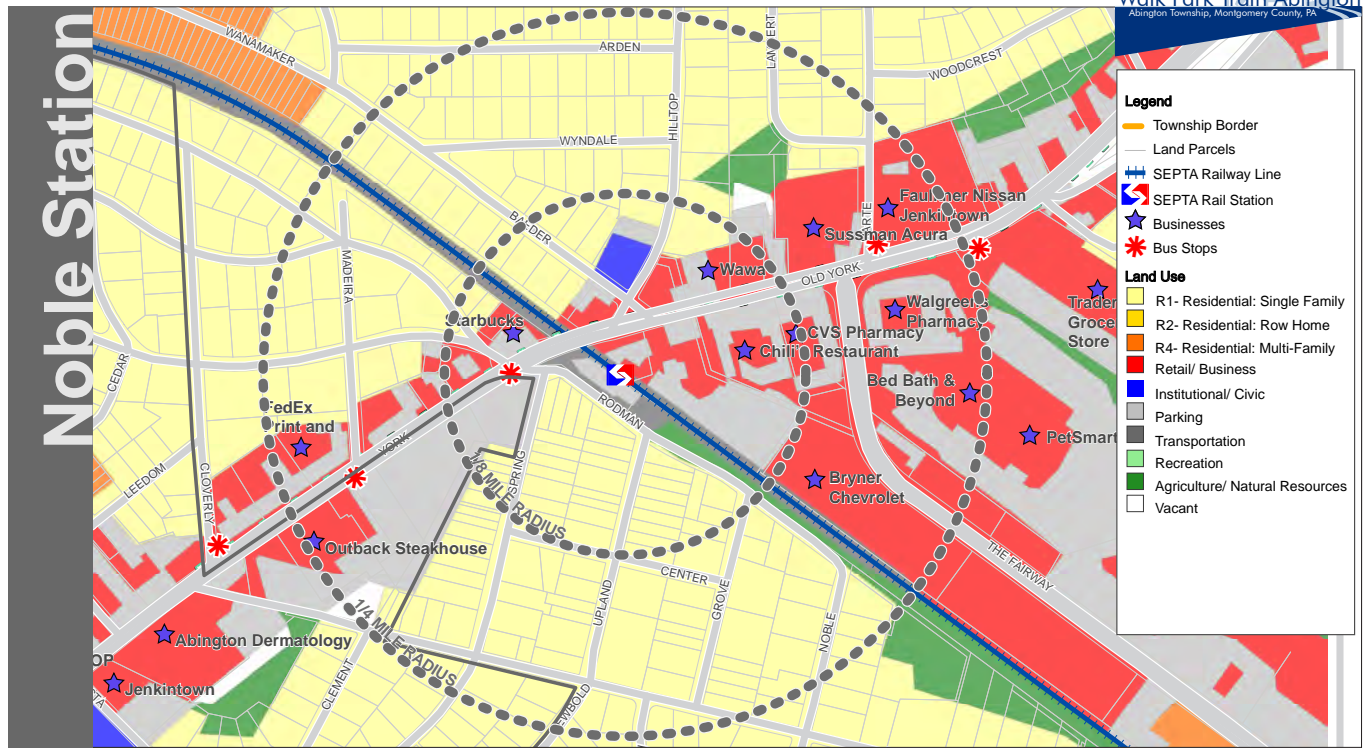
Noble

Inventory

Noble station services 240 passengers per weekday, ranking 106th in weekday ridership. 75 percent of riders reach the station by foot, 19 percent arrive by car and 6 percent arrive by bus. Noble has 8 bike parking spaces, but they are not consistently utilized. It has 61 car parking spaces within a parking lot that costs \$0.50 per day with a utilization rate of 74 percent. 16 percent of drivers arrive from within a half mile of the station. Noble is serviced by the West Trenton line. The line runs on a double-track through the station, with an indoor and covered outdoor waiting area with benches on the inbound side. An enclosed shelter is also located on the outbound side. Noble does not contain a ticket office. There is one connecting bus route within a quarter mile of the station for the Route 55 bus. Trash receptacles and newspaper boxes are also present at the station. Noble's RideScore is 4.9.

Existing Conditions/Issues

The Noble Station is located in the most urbanized area of Abington Township and enjoys the second highest ridership level of the stations in the Township. The main road access to Noble Station is via Old York Road. Rodman Avenue separates the station and tracks from a large residential district to the south. Handicapped access to the station is minimal, however major improvements to the station are planned by SEPTA between 2019 and 2022. These improvements include a high-level platform; finalizing outbound drop-off for kiss and rise; ADA compliance between the inbound and outbound platforms; a pathway-tunnel or overhead structure with switchback ramp system; and possible elevator if mixed-use developments are constructed at the station. Additionally, the Old York Road Bridge that carries the roadway over the tracks is being designed by PennDOT for replacement in the next few years and will incorporate high visibility crosswalks, pedestrian signals, widened sidewalks,



Land Use Map



and a pedestrian bridge for pedestrians crossing the rails. The existing stairs from the bridge down to the station are slated for removal.

In order to ease pedestrian crossings at the Fairway near the station, PennDOT is planning to build a bump-out at the intersection of Old York Road and the Fairway. This would complement the advanced pedestrian countdown signal recently installed here that provides pedestrians additional time to cross the street. There is also an absence of signage on Old York Road notifying drivers to the presence of the station. Signage would be especially useful for drivers traveling south as the sightline to station access is limited due to the bridge crossing. With regard to the surrounding neighborhood that connects off Rodman Avenue, there is a sidewalk network that connects the neighborhood to the station, but there is no safe crossing across the tracks or station to get to the Baederwood Shopping Center and adjacent retail to the north of the station. Pedestrians have

to walk up to the Old York Road bridge and cross the tracks this way in order to reach these retail destinations. In addition to being close to offices and retail, Penn State-Abington will open the new Lions Gate residence hall in fall 2017 close to the station on Old York Road. This new hall will house 400 students, many of whom will most likely use Noble to commute to jobs and other destinations. Penn State already runs a shuttle to Rydal station and Noble could become a new stop if campus demand supports it.

Surrounding Land Use

Land use around Noble is mostly retail and parking to the north and south of the station, consisting of the businesses along the Fairway and Old York Road commercial corridors, including a Wawa, Chili's restaurant, CVS, Bed, Bath & Beyond, Walgreens and auto dealerships. Land use to the east and west is mostly comprised of single-family home neighborhoods.



North Hills

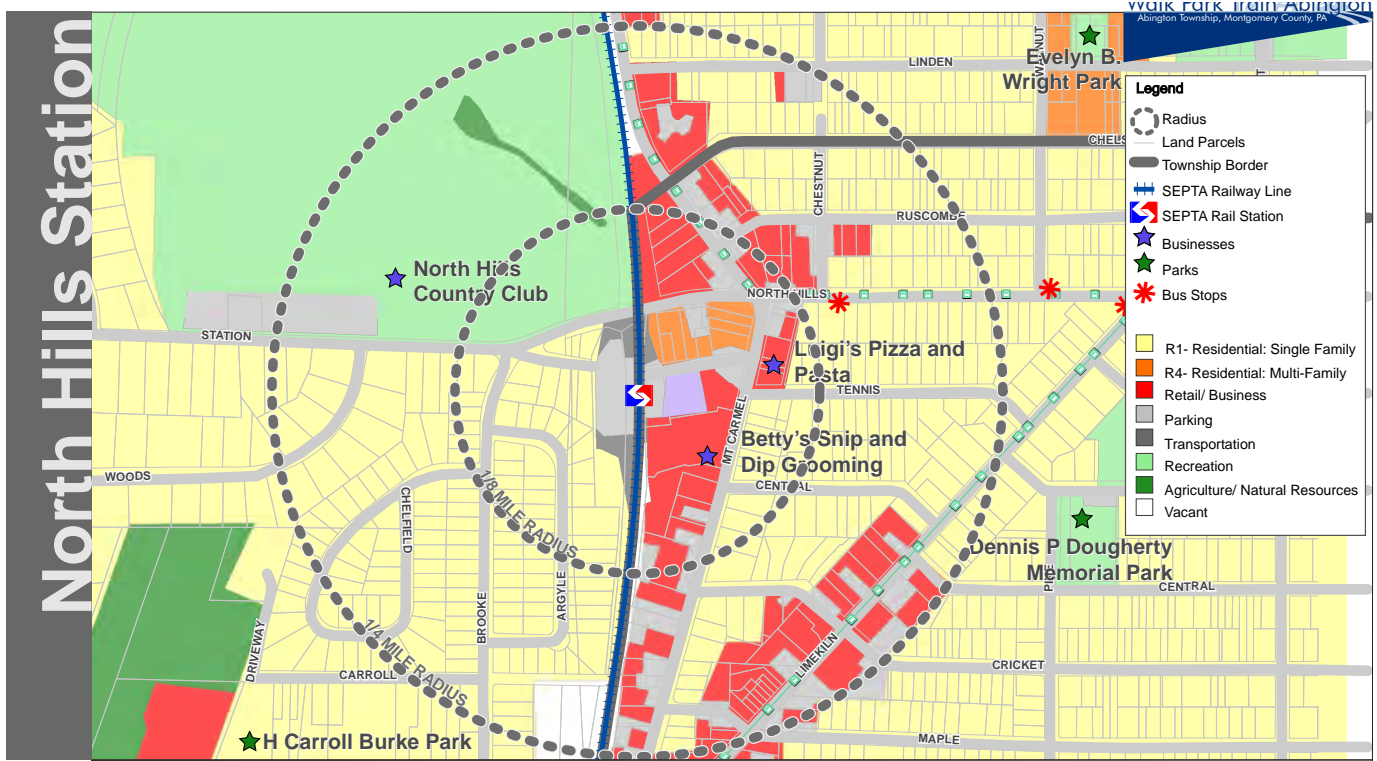
Inventory

North Hills station services 227 passengers per weekday, ranking 110th in weekday ridership. 61 percent of riders reach the station by foot, 36 percent arrive by car and 3 percent arrive by bus. North Hills has 5 bike parking spaces, but they are not consistently utilized. It has 147 car parking spaces within a parking lot that costs \$0.50 per day with a utilization rate of 55 percent. 22 percent of drivers arrive from within a half mile of the station. North Hills is serviced by the Lansdale/Doylestown line, which ranks 2nd in daily average weekday ridership, and runs between Doylestown, Bucks County and 30th Street Station in Philadelphia. The line runs on a double-track through the station. North Hills does contain a ticket office that is open on weekdays and a waiting room on the city-bound side of the tracks, accessible from the Springfield Township side of the

tracks. The outbound side of the tracks, located in Abington has a glass-enclosed shelter with benches. There is one connecting bus route within a quarter mile of the station for the Route 95 bus. Trash receptacles and newspaper boxes are also present at the station. North Hills' RideScore is 3.1.

Existing Conditions/Issues

The North Hills Station is located in both Abington Township and in Springfield Township. The existing parking lots on both sides of the tracks are generally under-utilized. This station could accommodate additional ridership and has the parking to support an increase in use. Also, the outbound (Springfield) side has room to expand parking if ridership increases. From the Village of North Hills along Mt. Carmel Avenue, it is not easy



Land Use Map



to see the station. Current signage needs improvement so that motorists can easily understand where to enter the station for drop off and/or parking.

The character of the station entry is distinctly “village-like” in Abington. The entrances from the Springfield Township side is more suburban residential in character.

The crossing at the intersection of Mt. Carmel Avenue and North Hills Avenue is inconvenient for pedestrians as the offset intersection and the absence of crosswalks presents crossing impediments to walkers, however, the Township is planning a redesign of this intersection which will include bump-outs and a realignment.

Surrounding Land Use

Land use around North Hills is a combination of single-family and multi-family residential and retail along Mt. Carmel Avenue and Limekiln Pike, including a number of auto-repair and related businesses. The North Hills Country Club is a large recreational use but is located in adjacent Springfield Township.



Roslyn

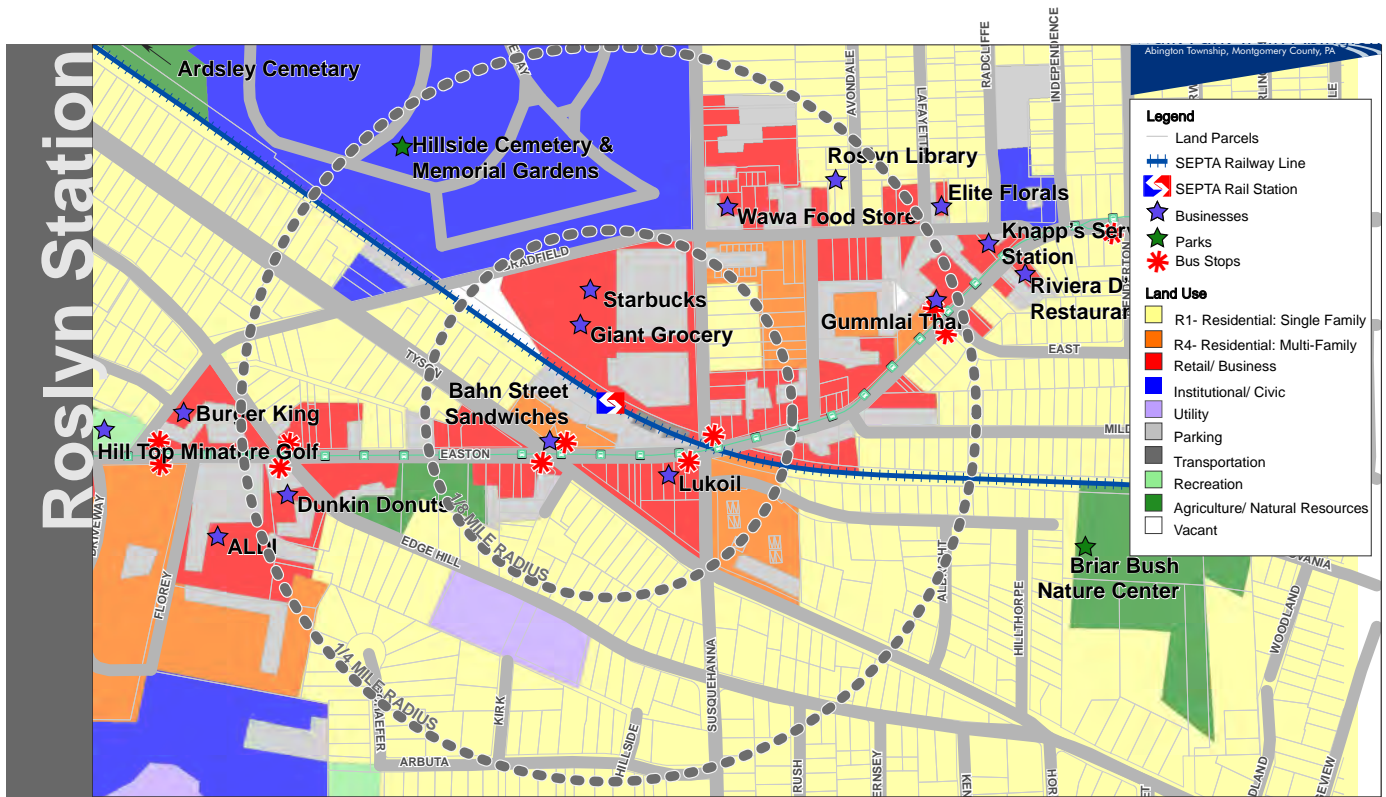
Inventory

Roslyn station services 275 passengers per weekday, ranking 97th in weekday ridership. 65 percent of riders reach the station by foot, 19 percent arrive by car, 16 percent arrive by bus and less than 1 percent arrive by bike. Roslyn has no bike parking spaces, and 87 car parking spaces within a parking lot that costs \$1 per day with a utilization rate of 60 percent. 29 percent of drivers arrive from within a half mile of the station. Roslyn is serviced by the Warminster line. The line runs on a single-track through the station. Roslyn does contain a ticket office that is open on weekdays and an indoor and outdoor covered waiting area with benches on the platform. There is one connecting bus route within a quarter mile of the station for the Route 22 bus. Roslyn is an accessible station. Trash receptacles and newspaper boxes are also present at the station. Roslyn's RideScore is 4.4.

Existing Conditions/Issues

The Roslyn Station area is a heavily utilized station that enjoys both a high percentage of drive to and walk to patronage. The SEPTA bus service and bus stops along Easton Avenue make this a multi-modal connection point. Motor vehicle access to the station is one-way. Vehicles must enter from Susquehanna and Easton Roads and travel west to exit onto Bradfield Road. The neighboring apartment building has access to their parking lot from the station parking lot. There is access to the sidewalk on Easton road from the station by a set of wood stairs. Trains at this station pick up passengers the south side of the track, no matter the direction of travel.

A station liability is the location of the station building and boarding platform in relationship to the nearby streets. When trains pull up to the station building, the train extends out across Susquehanna and Easton Avenue, creating a motor vehicle



Land Use Map



log jam. SEPTA has long range plans to rebuild the station and to improve the site in its 2023-2029 Capital Program. The \$6.5 million project will modernize the station and make it ADA accessible. When this final design is completed, the station building and platform should be moved west so that stopped trains no longer block the streets.

Surrounding Land Use

Land use around Roslyn is predominantly retail and business immediately adjacent to the station as it lies along the dense commercial corridor of Easton Road. Retail uses include a Giant supermarket just to the west of the station, a Wawa, sandwich shop, gas station and chain food establishments. The area is also characterized by single and multi-family residential and Hillside Cemetery to the west of the Giant.



Rydal

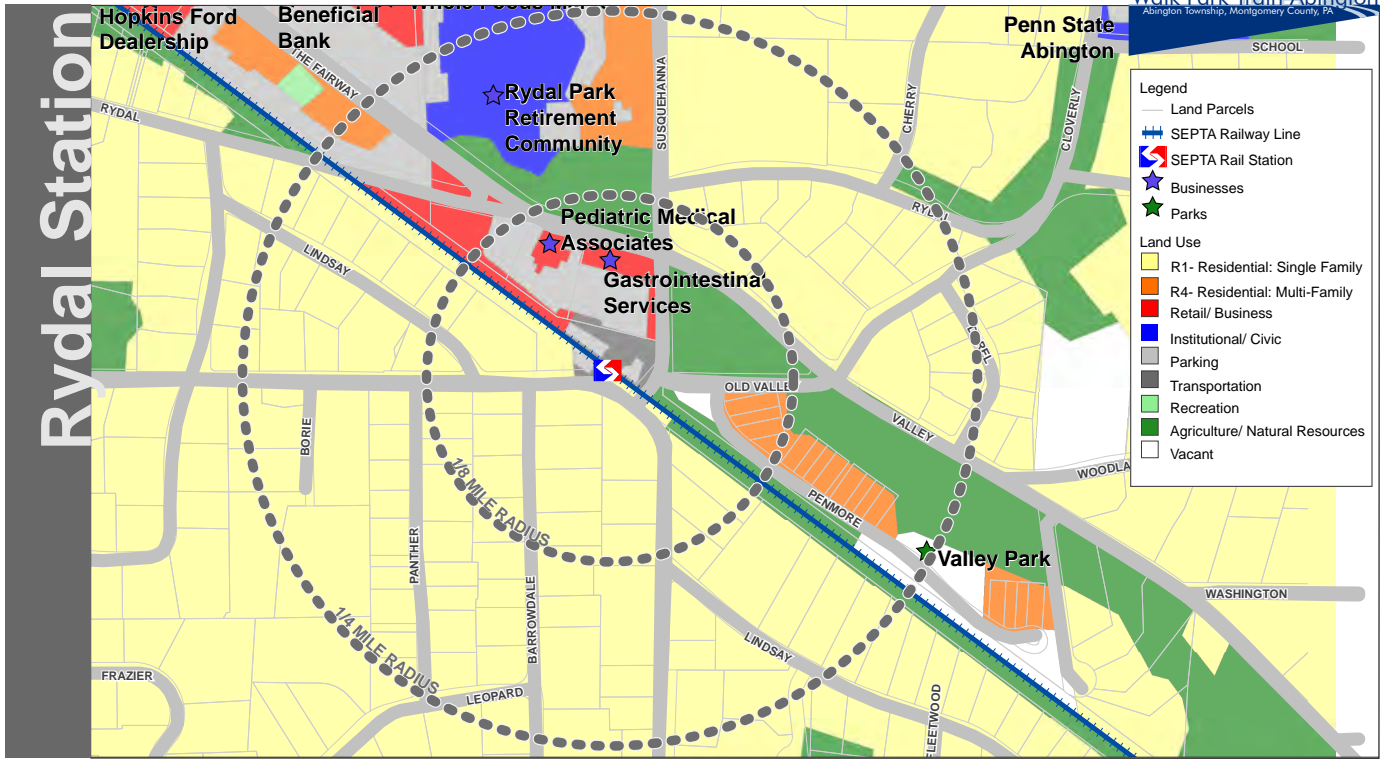
Inventory

Rydal station services 140 passengers per weekday, ranking 127th in weekday ridership. 69 percent of riders reach the station by foot and 31 percent arrive by car. Rydal has 4 bike parking spaces, but they are not consistently utilized, and 43 car parking spaces within a parking lot that costs \$1 per day with a utilization rate of 100 percent. 48 percent of drivers arrive from within a half mile of the station. Rydal is serviced by the West Trenton line. The line runs on a double-track through the station. Rydal does not contain a ticket office, but there are indoor and outdoor waiting areas on the inbound side of the track, and enclosed shelter on the outbound side, and an at-grade crossing on the track. A post office is also located in the same building as the waiting room. There are no connecting bus routes within a quarter mile of the station. However, the

nearby Penn State University-Abington campus runs a shuttle to the station. These shuttle users may contribute to the overall number of users arriving by foot and will potentially increase due to the construction of the new dorm on Old York Road. Trash receptacles and newspaper boxes are also present at the station. Rydal's RideScore is 3.3.

Existing Conditions/Issues

The Rydal Station functions generally well within a constrained site that has some challenging topography. While there is little room for significant site improvements some minor changes can enhance access. A new stairway is suggested from Susquehanna Road to the station. Currently, patrons must walk up a steep driveway. Also there is a beaten earth path



Land Use Map



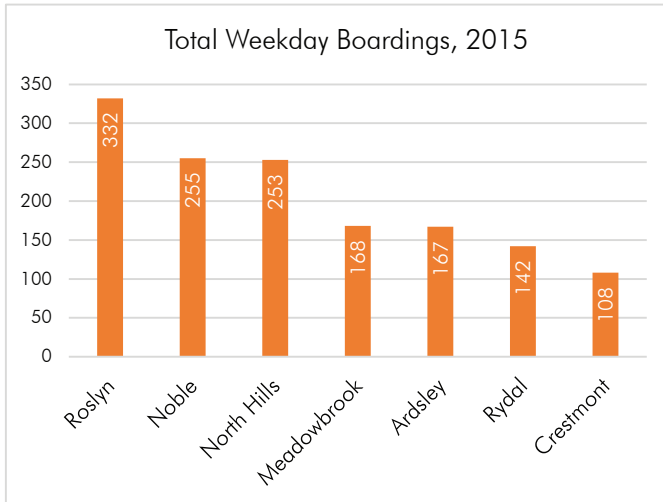
form the adjunct office building to the station. Here, a stairway is a needed improvement. An improved pedestrian crossing at Susquehanna and Old Valley, in the form of a pedestrian refuge island, would add to the safety of this pedestrian crossing.

Crossings on Susquehanna and Old Valley Roads can be cumbersome due to the “Y” alignment of the intersection and the pinch of traffic occurring as cars merge and travel under the rail bridge, causing congestion back along these roads. Crossings are also lacking from the Fairway to the south side of Rydal Road. The station is also not fully connected by sidewalk to Penn State Abington, or to the surrounding neighborhood and crosswalks are lacking south of the station along Washington Lane. There is sidewalk connectivity to the Rydal Park Retirement Community that provides direct access to residents who want to access the

station. The owner of Rydal Park is planning to expand in the area just to the northwest of the campus by building a 33 acre development consisting of 85 cottages called Rydal Waters which will potentially increase the foot traffic to the station.

Surrounding Land Use

Land use around Rydal is mostly single and multi-family residential and natural resources/open space, including Valley Park. There is a grouping of professional office buildings and parking lots just to the west of the station. Rydal Park Retirement Community is also located within a quarter-mile of the station.



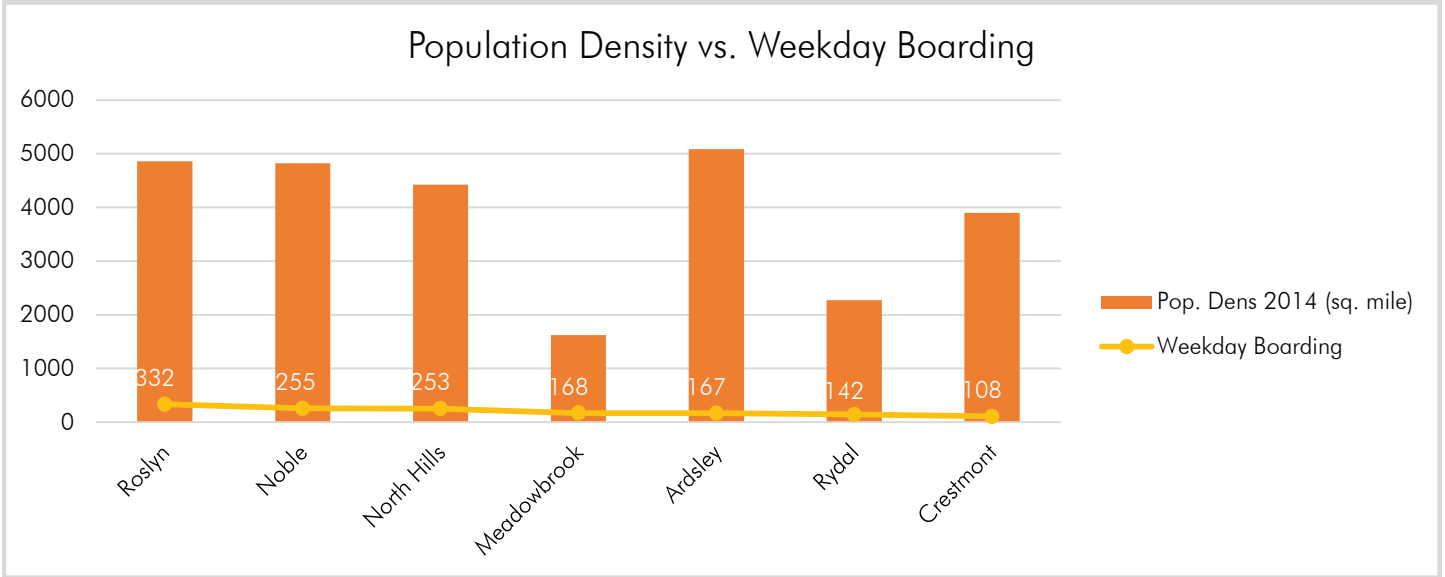
Station Ridership and Access Statistics			
Station	Passengers per Weekday	Drive (%)	Walk (%)
Roslyn	275	19	65
Noble	240	19	75
North Hills	227	36	61
Ardsley	172	26	73
Meadowbrook	148	61	39
Rydal	140	31	69
Crestmont	103	19	72

Boardings/Alightings

Across Abington Township, Roslyn, Noble and North Hills had the highest number of weekday boardings in 2015. All of these stations are a quarter-mile from a bus stop. Ardsley, Rydal and Crestmont had the lowest number of weekday boardings. There are no bus stops within a quarter-mile of Ardsley and Rydal, which can help explain low boarding numbers, even though Ardsley is in an area of medium to high-density. Rydal is also located in an area with low-density. However, Crestmont is an outlier in terms of boardings since higher numbers would be expected due to the somewhat dense nature of its location and its proximity to major retail corridors along Old York Road and Easton Road and to Willow Grove Park Mall, traits indicative of higher boarding totals. Improved connections to stations in dense neighborhoods, like Ardsley and Crestmont, could help increase ridership and offset the absence of nearby bus stops.



Roslyn Station Parkin lot, ticket office, and train platform



Platform, rails, and rail crossing at Rydal Stations

Density vs. Boardings

The population density data of census tracts around each station was compared to the station's total weekday boardings of 2015, and the results indicate that some stations are serving the surrounding communities well, and some stations are underutilized by the surrounding residents. In general, areas with higher population densities have higher daily boardings. This, however, is not the case with Ardsley and Crestmont. These two station areas have population densities of around 4,000 or more people per square mile and higher boardings would be expected in these types of area due to denser development and housing and the presence of local businesses and regional destinations like Willow Grove Park. Improved connections, amenities and signage can attract new transit users and increase boardings in denser areas.

Bus Stops for Connecting Bus Routes

Route 22

Route 22 bus stops are located within a quarter mile from Roslyn station. Route 22 runs between Warminster and Olney Transportation Center. In Abington, it runs along Easton Road, passing major destinations like the retail and entertainment venues of Keswick Village, Cooper Beech Elementary School, the Center School and Willow Grove Park. Abington Junior and Senior High Schools are also within a half mile of Route 22 stops. Weekday AM and PM peak frequencies are 15-17 minutes between buses with 117 total trips made every weekday. The route averages 17.1 miles on a one-way route and ranks 45th in daily average weekday ridership in the City Division. The route runs on time 76 percent of the time.

The north and southbound stops close to Roslyn are located at the intersection of Susquehanna and Easton Roads, and are directly across from the station. There are no amenities present at either stop.

Route 55

Route 55 bus stops are located within a quarter mile from Crestmont and Noble stations. Route 55 runs between Doylestown and the Olney Transportation Center in Philadelphia. In Abington, it runs along Old York Road throughout the Township, passing major destinations and employment centers like Willow Grove Park Mall, Abington Hospital, Abington Library and Noble Town Center. Route 55 stops are also half a mile from Abington Junior and Senior High Schools and the Penn State-Abington campus. Weekday AM and PM peak frequencies are 12 minutes between buses with 154 total trips made every weekday. The route averages 23.1 miles on a one-way route and ranks 46th in daily average weekday ridership in the City Division. The route runs on time 76 percent of the time.

The north and southbound stops close to Crestmont are located at the intersection of Rubicam Avenue and Old York Road.



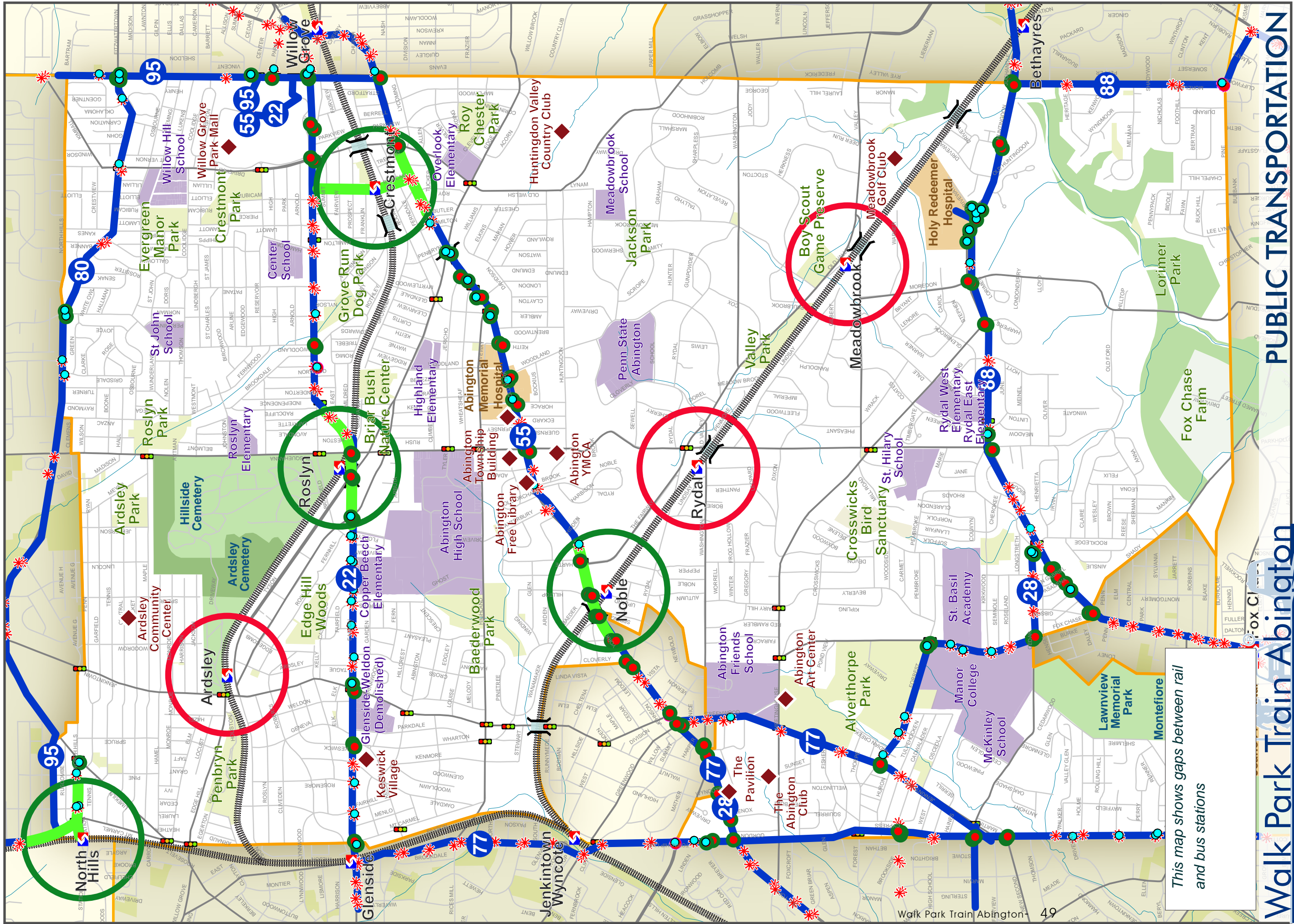
Route 55 bus stop on Huntington Pike at Holy Redeemer Village

There is a bench and trash receptacle at the southbound stop and lighting is present on both sides. The north and southbound stops close to Noble are located at the intersections of Rodman Avenue and Old York Road, where there is lighting on the southbound side, and Baeder Road and Old York Road, where a bench and trash receptacle are located on the southbound side and lighting is present on both sides.

Route 95

Route 95 bus stops are located within a quarter mile from North Hills station. Route 95 runs between Gulph Mills, Montgomery County and Willow Grove Park Mall. In Abington, it runs along Pennsylvania Avenue, North Hills Avenue, Limekiln Pike, Fitzwatertown Road and Moreland Road, passing major destinations like the North Hills and Lulu Country Clubs, Willow Hill Elementary School and Willow Grove Park. Weekday AM and PM peak frequencies are 60 minutes between buses with 39 total trips made every weekday. The route averages 25.2 miles on a one-way route and ranks 34th in daily average weekday ridership in the Suburban Division. The route runs on time 83 percent of the time.

The north and southbound stops close to North Hills are located at the intersection of Chestnut Avenue and North Hills Avenue. There are no amenities present at either stop.



This map shows gaps between rail and bus stations

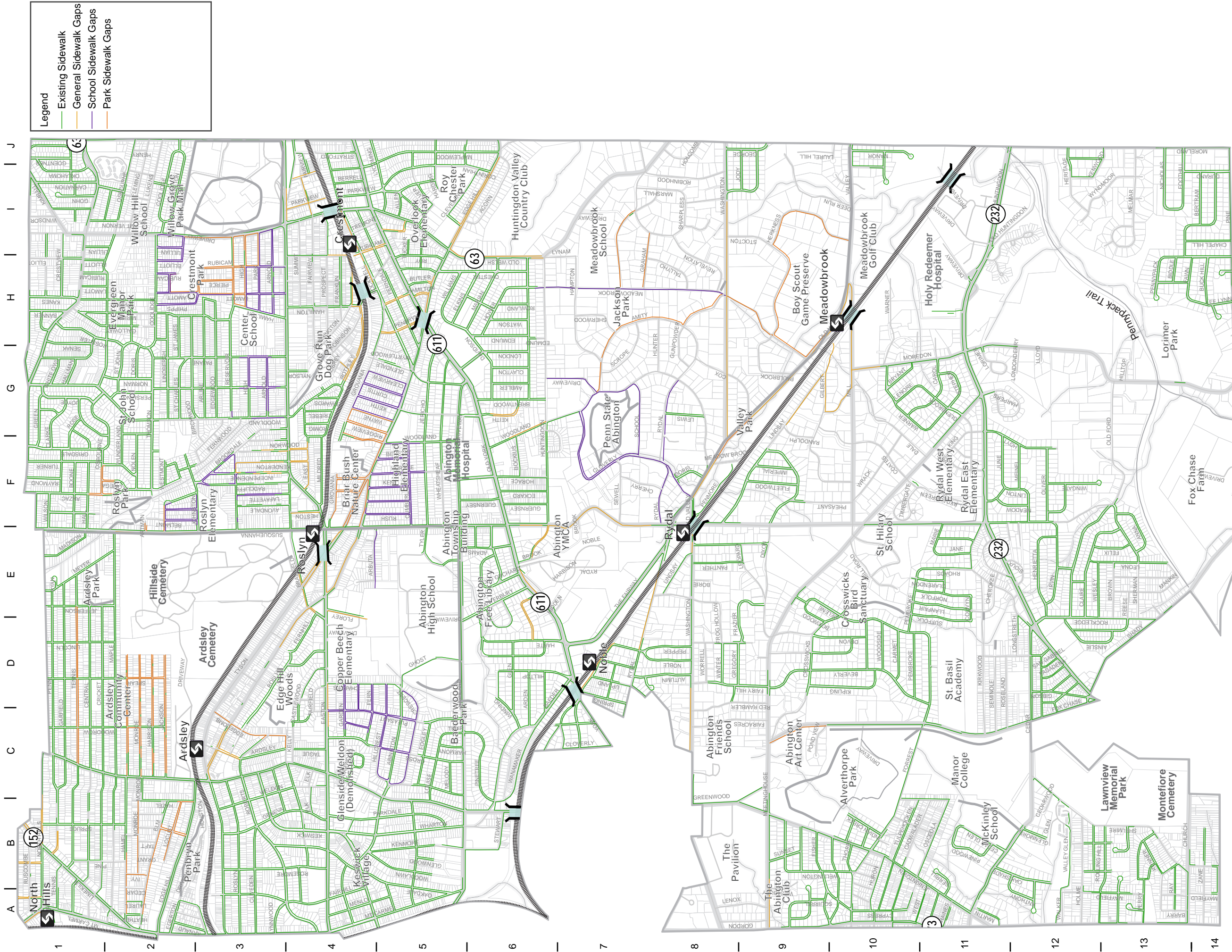
Walk Park Train Abington

Abington Township, Montgomery County, PA



PUBLIC TRANSPORTATION

- Bus Route Number
- Bus Route
- State Road Bus Stop
- Mid-Block Bus Stop
- Rail Stations Near Bus Stops
- Rail Stations Not Near Bus Stops
- Connection to Bus Stops
- Park
- Cemetery
- School
- Hospital
- Township boundary
- County boundary



Legend

- Existing Sidewalk
- General Sidewalk Gaps
- School Sidewalk Gaps
- Park Sidewalk Gaps

Walk Park Train Abington
 Abington Township, Montgomery County, PA

North 0 1000' 2000'

Existing Sidewalks

Base Map Legend

- Existing Bridge
- Township boundary
- Railroad
- Transit Station
- State Road
- Parcels
- Streams
- Route



Sidewalk near Rydal Station on Susquehanna Road south of the Station

Trails

The Pennypack Trail traverses the eastern section of the Township, away from any Regional Rail stations, however, the trailhead at Huntingdon Pike and Moreland Rd. is adjacent to stops for the Route 24 and 88 buses. The closest station is Meadowbrook, 1.75 miles away. Smaller trails are present in local parks and open spaces, many next to the rail stations.

Around Ardsley, Penbryn Park has a short blacktop trail and Hillside Cemetery has a macadam surface trail (see Sidewalk Gaps map for the gaps between train stations and these trails). Around Crestmont, Rubicam Park has a quarter mile blacktop trail. Around Roslyn, Briar Bush Nature Center has a half mile nature trail, Abington Senior High has a short track and Hillside Cemetery is also nearby with its trail system.

Sidewalks/Trails/Bike Lanes

Sidewalks

The western portion of the Township is serviced by a sidewalk network that connects neighborhoods, community facilities and infrastructure to each other along local, collector and arterial roads. Gaps, however, do exist next to some schools, recreational and community facilities. The eastern side of Abington has a considerably less cohesive sidewalk network, with sidewalks along only 30-35 percent of the streets. Even though clusters of sidewalk networks are established in some residential developments and along destinations like Alverthorpe Park, Rydal Elementary and Holy Redeemer Hospital, connectivity between these centers is lacking.

Around Ardsley station, gaps exist along Locust Rd., Elm Ave., Hamel Ave., Monroe Ave., Harrison Ave., Jackson Ave. and Edgecomb Ave., limiting access to Penbryn Park, Ardsley Community Center and Ardsley/Hillside Cemetery. Around Crestmont station, gaps exist along Rubicam Ave., Rockwell Rd. and Washington Ave., limiting access to Crestmont Park, Grove Run Dog Park and businesses along Old York Rd. Around Meadowbrook station, gaps exist along Valley Rd., Old Valley Rd., Meadowbrook Rd., Mill Rd., Dale Rd., Gilbert Rd. and Lindsay Ln., limiting access to the Boy Scouts Game Preserve, Valley Park, Penn State-Abington, Jackson Park, Meadowbrook School and Holy Redeemer Hospital.

Around Noble station, a small gap exists on the north side of Rodman Ave., creating a minor disconnection to the adjacent neighborhood. Around North Hills station, gaps exist along Mt. Carmel Ave., Chestnut Ave., Walnut Ave., Limekiln Pike and North Hills Ave., limiting access to the adjacent neighborhoods. Around Roslyn station, gaps exist along Tyson Ave., Bradford Rd., Easton Rd., Edge Hill Rd., Susquehanna Rd., Heston St., East Ave., Kenderton Ave., Norwood Ave., and Grovania Ave., limiting access to Briar Bush Nature Center, Highland Elementary and Abington High School. Around Rydal station, gaps exist along Washington Ln., Susquehanna Rd., Old Valley Rd., Rydal Rd. and Cloverly Ln., limiting access to Valley Park, Penn State-Abington and the Abington YMCA.



Bike rack at Crestmont Station



Bike rack at Noble Station at the inbound track



Bike lane on The Fairway, near Noble Station and Rydal Station

Bike Lanes

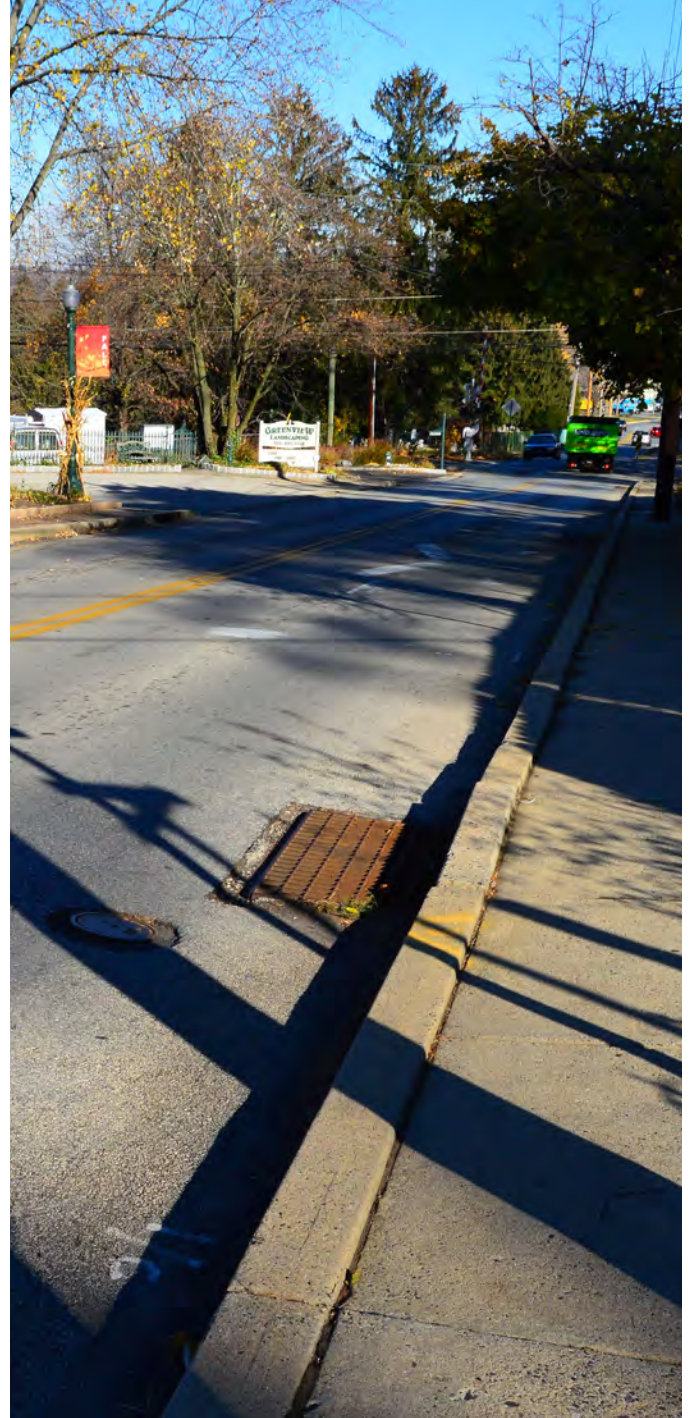
Abington has designated bike lanes on segments of Susquehanna Rd. and Valley Rd. These lanes provide connections to Lower Moreland and Upper Dublin Townships. Recently, a recommendation of the *Abington Master Bicycle Plan* was implemented, and lanes were installed on both sides of The Fairway from Old York Rd. to Rydal Rd.

In 2016, the Township was awarded \$450,000 in Transportation Alternatives Program (TAP) funding from PennDOT along with \$90,000 from DCNR to support construction costs for Phase 1 improvements of the *Abington Master Bicycle Plan*. This will support the installation of on-road bike lanes between Crestmont and Ardsley stations in the northwest portion of the Township. In addition to providing local connection to the stations, the new lanes will also connect neighborhoods to recreational and open space facilities like Rubicam Park, Crestmont Park, Evergreen Manor Park, Roslyn Park, Ardsley Park and Hillside Cemetery.

Abington does not have a Township bike share program in place but a bike share system has been established in Montgomery County. 2016 was the second year of the successful program, which saw 1,300 total rides in 2015. The most popular location for renting bikes was the Pennypack Trailhead off Welsh Rd. in Lower Moreland, approximately 1.3 miles from Meadowbrook station. If Abington pursues a bike share program, rental stations can initially be located at stations near low-density development and poor connections, like Meadowbrook, in order to provide access to facilities like the Pennypack Trail and other destinations that link to regional points.

Existing Stormwater Best Management Practices (BMP)

Stormwater management is a crucial task for dense municipalities like Abington in order to manage the flow of stormwater volume and minimize the amount of pollutants absorbed by stormwater as it runs on impervious surfaces, like station parking lots, platforms, sidewalks and streets, before flowing into storm drains and ultimately into the local and regional watershed. These pollutants include pesticides from lawn chemicals, sediment, bacteria from animal waste and petroleum by-products from automobiles and can contribute to watershed pollution in streams and rivers if left untreated or unmitigated. One mitigation tool is the incorporation of stormwater best management practices, or BMPs, that help to reduce the negative effects of stormwater, like flooding and pollution, through structural and vegetative methods. Structural methods include detention ponds, which lets stormwater replace outflowing pond water and forces pollutants to settle to the bottom of the pond, and porous pavement, which allows stormwater to slowly trickle through the pavement into the soil. Vegetative BMPs include bioswales that filter and store stormwater and rain gardens.



Stormwater drain on Bradfield Road



A number of BMPs have been installed in Abington over the past decade. The Hamel Avenue Infiltration Basin is located between Ardsley and North Hills stations along Hamel Avenue and controls stormwater runoff for 54 acres. Roslyn Park near Roslyn station underwent a riparian buffer replacement in 2009 and controls runoff from 24 acres. The park also contains a rain garden that controls runoff from the one acre parking lot. The Township plans to install additional BMPs in the future. Potential improvements at and around the Regional Rail stations can include proposed BMPs that will help control stormwater runoff on existing and new impervious surfaces.

Pedestrian access to Washington Lane from Crestmont Station

Crash Analysis

The Project Team obtained, reviewed, mapped, and analyzed crash data for Abington Township over the five-year period of 2011 and 2015. Crash data was obtained from both PennDOT and the Abington Township Police Department. Crash records from these two sources were compared and determined to have a large degree of overlap with many crashes being recorded in both datasets; therefore, PennDOT's crash records are only reported in this summary.

Over the five-year period (2011 to 2015), 1,778 reportable crashes occurred in Abington Township. Given the focus on this plan on improving alternative transportation modes, it is important to highlight that 82 of these crashes involved a pedestrian and 21 crashes involving a bicyclist. There were seven fatal crashes over the five-year period; two of these fatalities were pedestrians.

Hot Spot Identification

With the use of a Geographic Information System (GIS), the 1,778 crashes were mapped and analyzed to identify corridor and intersection hotspots. Additionally, the Project Team consulted PennDOT's Statewide High Crash Location list, which included five segments in Abington Township.

The hotspots were categorized into three tiers. Tier 1 hotspots included all segments listed as PennDOT High Crash Locations; Tier 2 hotspots were corridors with various clusters of 16 crashes or more; Tier 3 hotspots were corridors not captured as Tier 1 or Tier 2, but ones that exhibited a concentration of bicycle or pedestrian-involved crashes. Lastly, intersections with multiple bicycle or pedestrian-involved crashes were identified.

Tier 1 Corridors

- 1 Old York Road from Canterbury Road to Edge Hill Road
- 2 Old York Road from Old Welsh Road to Easton Road
- 3 Susquehanna Road from Highland Road to Washington Lane
- 4 Moreland Road from Old York Road to Watertown Road
- 5 Township Line Road from Church Road to Central Avenue (City of Philadelphia)

Tier 2 Corridors

1. Township Line Road from Washington Lane to Meetinghouse Road

Tier 3 Corridors

1. Easton Road from Mt. Carmel Road to Hamilton Avenue
2. Huntington Pike from Rockledge Borough to Cedar Road

Intersections with several bicycle or pedestrian-involved crashes

1. Easton Road at Keswick Avenue
2. Old York Road at Baeder Road
3. Old York Road at the Fairway/Harte Road
4. Old York Road at Woodland Road/Keith Road
5. Old York Road at Roy Avenue

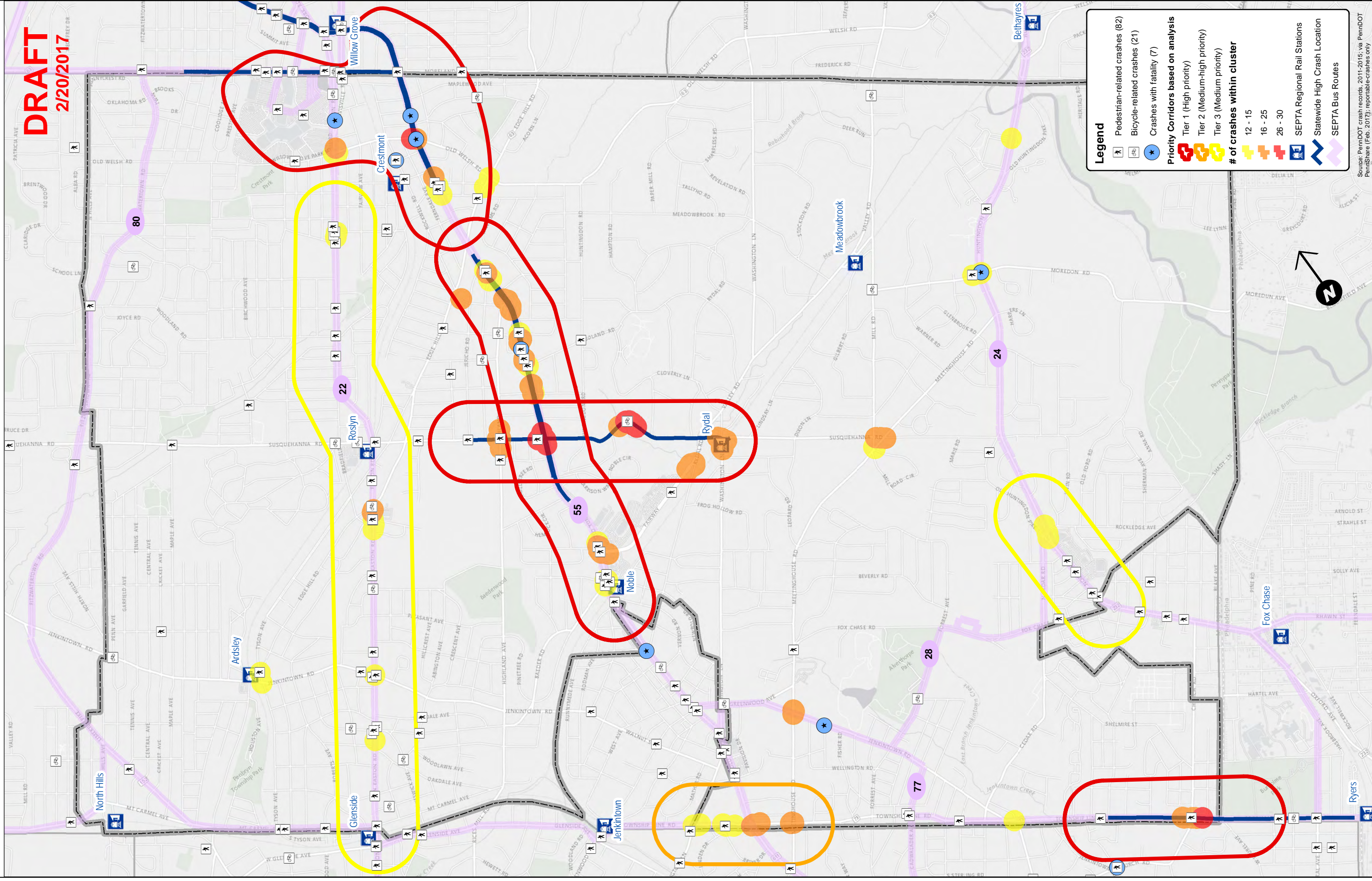
Analysis

The crash analysis did not reveal a high correlation between crash hotspots and the regional rail train stations – with the exception of Noble train station, where crashes were clustered around both the Old York Road/Baeder Road and Old York Road/Harte Road/The Fairway intersection.

Alternatively, many of the crash hotspots were located on roadways with SEPTA bus service. (Note: the PennDOT data does not record whether the pedestrian involved in a crash was a SEPTA bus patron; this research question is beyond the ability of the data). In any event, providing safe pedestrian accommodations along these crash hotspots was emphasized in the improvements plans.

Crash Analysis - Abington Township | 2011 to 2015

DRAFT
2/20/2017



Legend

- Pedestrian-related crashes (62)
- Bicycle-related crashes (21)
- Crashes with fatality (7)

Priority Corridors based on analysis

- Tier 1 (High priority)
- Tier 2 (Medium-high priority)
- Tier 3 (Medium priority)

of crashes within cluster

- 12 - 15
- 16 - 25
- 26 - 30

SEPTA Regional Rail Stations

Statewide High Crash Location

SEPTA Bus Routes

Source: PennDOT crash records, 2011-2015; via PennDOT PennShare (Feb. 2017); reportable-crashes only

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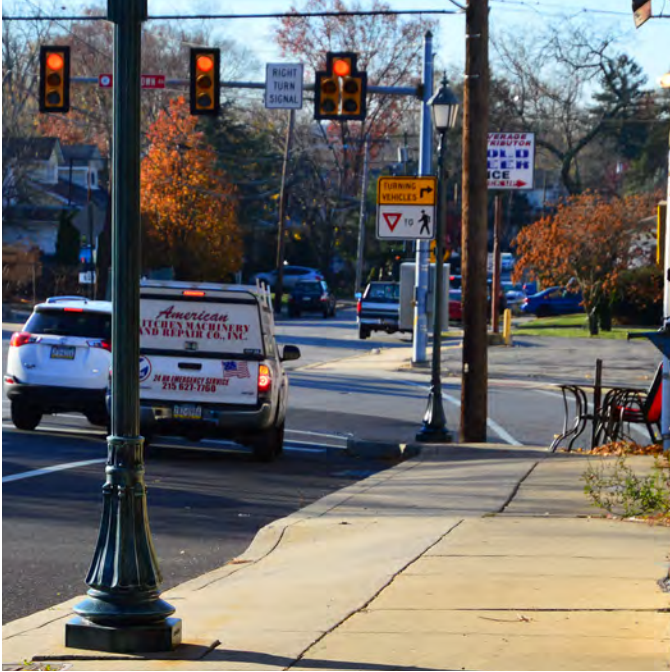


3

Chapter 3: Recommendations

GIS Mapping

Base mapping for the project was created using a Geographic Information System (GIS) program. This GIS program is used as a data management and graphic tool to create the sidewalk, station and intersection mapping exhibits; to calculate accurate lengths for sidewalk segments; and to identify impacted land parcels. Base data used in the formulation of this report was provided by Abington Township, Montgomery County, SEPTA, the Delaware County Regional Planning Commission (DVRPC), and by the Pennsylvania Spatial Data Access (PASDA) website.



Edge Hill Road and Jenkintown Road intersection



Keswick Village in Glenside

Transit-Oriented Development (TOD)

TOD is a type of development pattern that combines a mix of housing, commercial and retail uses in a walkable, pedestrian-scale environment that is generally located within a half-mile of public transportation. TOD creates development around stations that is generally denser than what currently exists; establishes a 24/7 mix of uses that allow people to live, work and play in one central area; presents a public realm that is scaled to the pedestrian through the presence of sidewalks, lighting, signage and other streetscape elements along with lively building frontages that envelope the user in an outdoor living space; and pursues smart solutions to parking such as garages, parking at the rear of buildings or shared parking.

As transit use continues to increase and as young professionals prefer compact living and using different modes of transportation with an eye toward environmental equity, TOD areas will become a popular option since they create walkable communities, reduce

the need for driving thus helping to reduce carbon emissions, improve access to jobs and retail and recreational destinations and generally establish a sense of place for workers and residents that, essentially, brands a unique identity for the area.

Abington has shown an interest in creating TOD around Noble station as presented in the *Abington Noble TOD Plan* (2012) and *Transit Revitalization Investment District (TRID) Planning Report for Noble Station in Abington Township* (2013). Some of the recommendations include the construction of a mixed-use garage in the lot on the north side of the station; a new road to provide access to the garage and connect Old York Road to the Fairway; installing a bump-out at the northeast corner of the Fairway and Old York Road to reduce crossing distances and new countdown signal heads; re-striping the Fairway for narrower driving lanes and to allow for bike lanes; installing Rectangular Rapid Flashing Beacons (RRFB) at the crossing of



SEPTA Station Signage near North Hills Station

the Fairway and Rydal Road; building a pedestrian bridge over the tracks; improving the Route 55 stop at Old York Road and Baeder Road with a shelter or bench; planting street trees along Old York Road; and the building of a pedestrian promenade along the Baederwood Shopping Center.

An opportunity for TOD also exists around Crestmont station in an area between Tremont Road and Roy Avenue. These TOD opportunities at Crestmont and Noble are further discussed later in this chapter.

Sidewalk Connectivity

The sidewalk gaps discussed in Chapter 2 should be closed in order to repair broken connections between neighborhoods, local commercial centers, transportation facilities and community amenities so that pedestrians can access these places without the need of a car. Currently, most people arrive at six of the seven train stations by foot and if existing gaps are closed, these percentages could rise, allowing parking spaces to free up which could be used by drivers arriving from more distant locations. This would benefit stations that see large numbers of pedestrian boarders as well as maximum parking utilization, such as at Ardsley, Crestmont and Rydal. Closing gaps at a station like Meadowbrook, while not increasing access by pedestrians by a large amount due to the low-density location of the station, would still contribute to an increased pedestrian boarding percentage based on these new pedestrian connections.

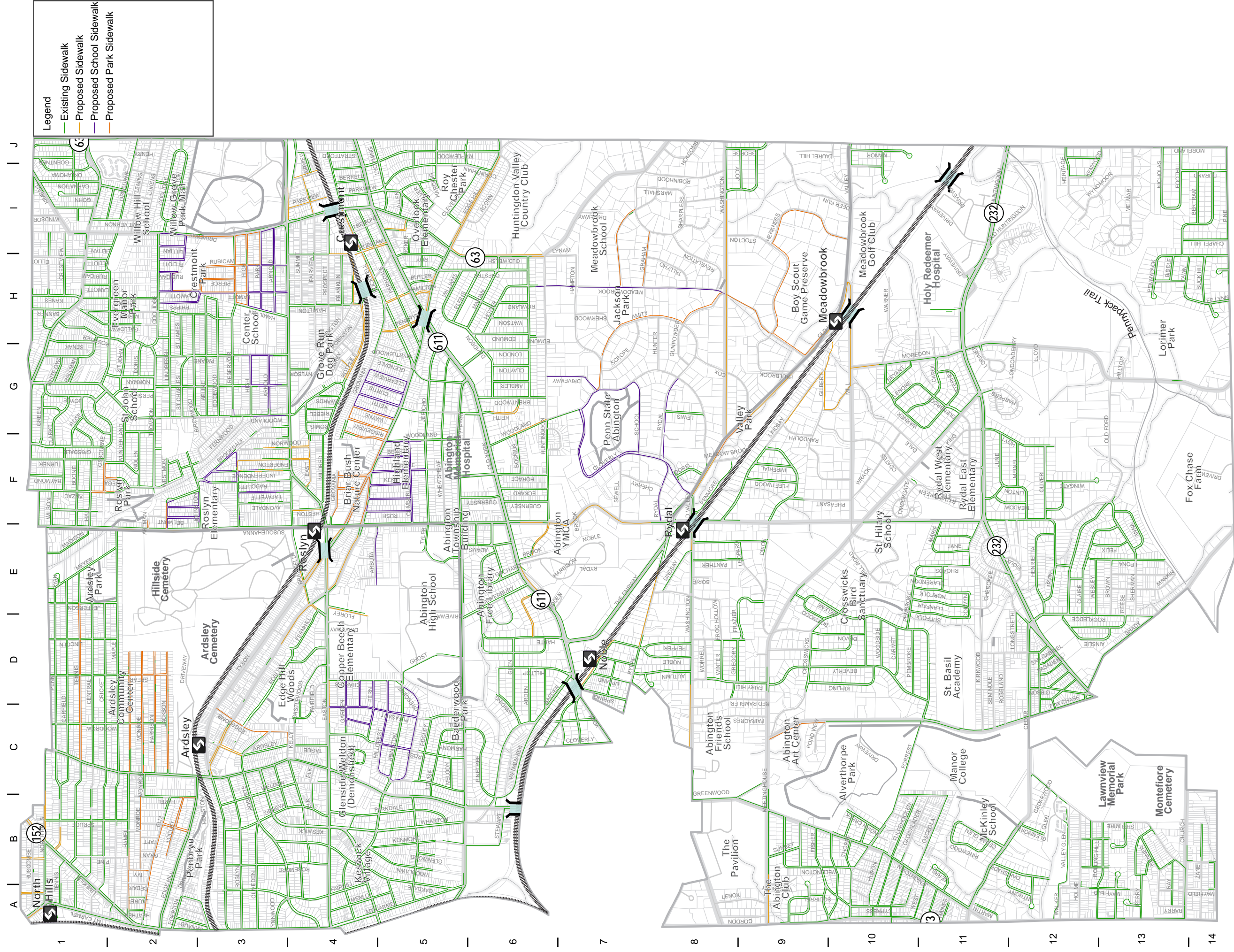
Some of the more immediate connection needs that would be addressed if the gaps are repaired are: providing new connections to the residents in the neighborhood around the Ardsley Community Center and Ardsley Day Care Center and their patrons to Ardsley station, an improvement that would be especially beneficial to car-less seniors frequenting the community and day care centers; completing the connections from Crestmont station to the retail corridors on Easton and Old York Roads along Rubicam Avenue for improved pedestrian access to these shops and businesses; providing direct access for Penn State-Abington students and residents who live close to Rydal Elementary to Meadowbrook station; establishing a direct connection from Briar Bush Nature Center and adding connections from Copper Beech Elementary, Roslyn Elementary and Abington High Schools to Roslyn station, making safer connections for school students; and enhancing pedestrian access at the tight intersection of Susquehanna Road and Washington Lane near Rydal station as well as shortening the distance pedestrians travel to the Abington Library, Township Building and Hospital from the station.

Today, people, especially Millennials, desire to live in more walkable neighborhoods, yet due to 20th Century development

patterns based on sprawl and centered on the use of the automobile, complete sidewalk networks took a back seat to wider roads and larger lots. The *Walk Montco: Montgomery County Walkability Study* (2016) was prepared to address county-wide walking issues and to further the County's comprehensive plan goals to improve walkability to provide transportation choices. The report recommends that sidewalks should be installed throughout the entirety of Abington.

The report also notes the many benefits provided by walking. These include the basic fact that walking is healthy and helps reduce the risk of contracting many chronic health conditions; that going by foot instead of by car reduces pollutants for car emissions. In fact, short trips, like most of the trips taken by car to the Township train stations which are from distances of 5 miles or less, contribute the most pollution as about 60 percent of vehicle pollution occurs in the first few minutes of engine operation. Walking also leads to safer streets if a sidewalk network is present as pedestrians can traverse safely on the sidewalks rather than risk walking on the road itself, especially in the evening hours. Walking also saves money as maintenance and fuel costs associated with cars aren't incurred. Walking also creates mobile equity for seniors and children as it fosters social interaction and increases walking to schools and community facilities. Finally, walking can help boost local economies as walkable retail usually sees increases in revenue and property values tend to rise if located in walkable communities.

New sidewalks should generally be 5 feet in width and have a buffer against traffic of 2 feet, with street trees planted at intervals along the buffer. Zebra crosswalks should be installed at street intersections or at traffic lights. Crosswalks at major intersections should be constructed with different material from the road and be a different color. Lighting should be installed at crosswalks and signs and in some instances, flashing lights should be placed ahead of crosswalks to notify drivers of their presence. If a crossings are long, bulb-outs or refuge islands can be installed to shorten the crossing. "Walk" push-buttons or RRFB's can also be installed to ensure right of way is given to the pedestrian. All crossings should also be ADA accessible from the sidewalk to the crosswalk.



Legend

- Existing Sidewalk
- Proposed Sidewalk
- Proposed School Sidewalk
- Proposed Park Sidewalk

Walk Park Train Abington
 Abington Township, Montgomery County, PA

North

Proposed Sidewalks

Base Map Legend

- Existing Bridge
- Township boundary
- Railroad
- Transit Station
- State Road
- Parcels
- Streams
- Route

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Pedestrian signal and crosswalk at Jenkintown Road near Ardsley Station

Station Area Access Analysis and Recommendations

The project team evaluated pedestrian and vehicular access to each of the SEPTA regional rail stations in Abington Township. The pedestrian access analysis focused on barriers to access within a 10-minute walk of each station. Barriers to pedestrian access were identified based on several factors:

- Traffic speeds and volumes on surrounding roadways;
- Feedback from public meetings and township officials and staff;
- Review of crash data involving pedestrians;
- Evaluation of surrounding land use and density;
- Site reconnaissance/field observations;
- Locations of existing traffic signals and marked crosswalks.



Ardsley

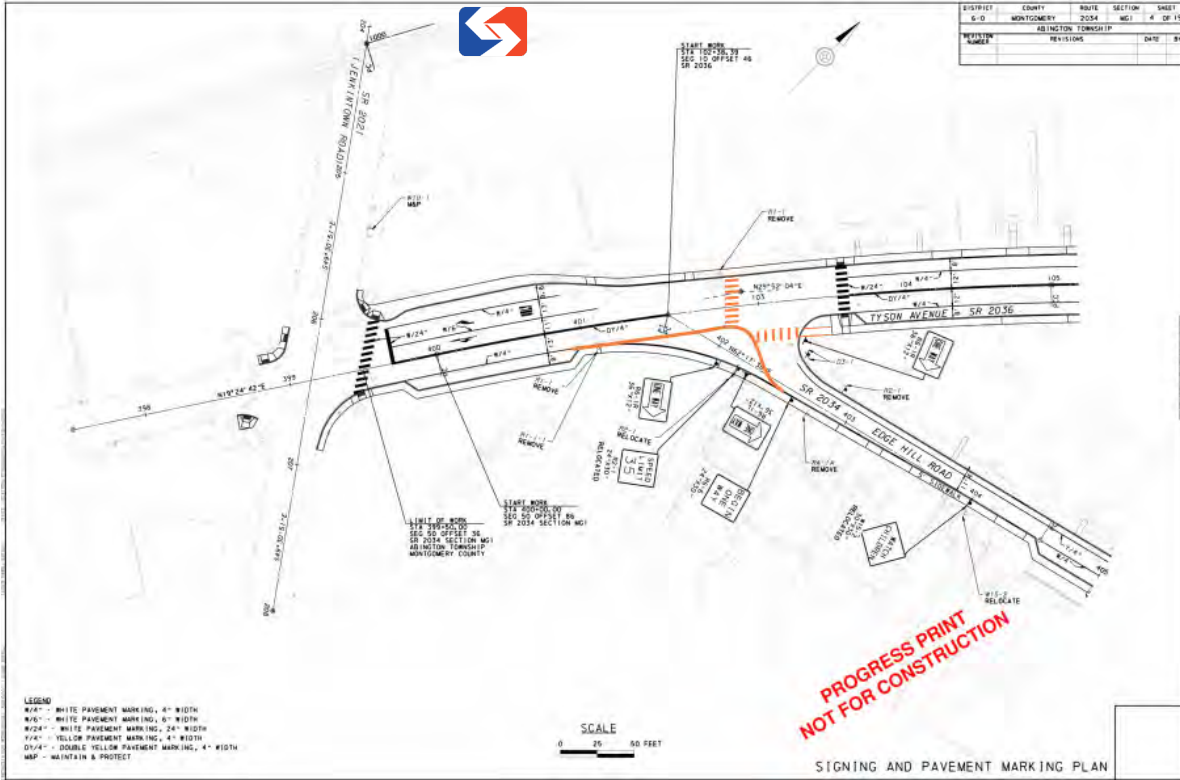
(The neighborhoods surrounding Ardsley Station are generally well connected by the Township’s sidewalk network. The station is located on Jenkintown Road, an arterial roadway with an ADT (average daily traffic) of approximately 10,000 vehicles per day. However, there are two traffic signals immediately adjacent to the station which provide a controlled pedestrian crossing. There are currently no sidewalks along Tyson Avenue and Edge Hill Road to the northeast of the station, which inhibits pedestrian access to those neighborhoods. A \$17.3 million project (MPMS # 57865) to reconstruct Tyson Avenue and Edge Hill Road from Jenkintown Road to Easton Road is currently under design by PennDOT. The start of the project’s construction is tentatively scheduled for late 2018/early 2019. Sidewalks will be added to both Tyson Avenue and Edge Hill Road as part of this project.

Recommendations

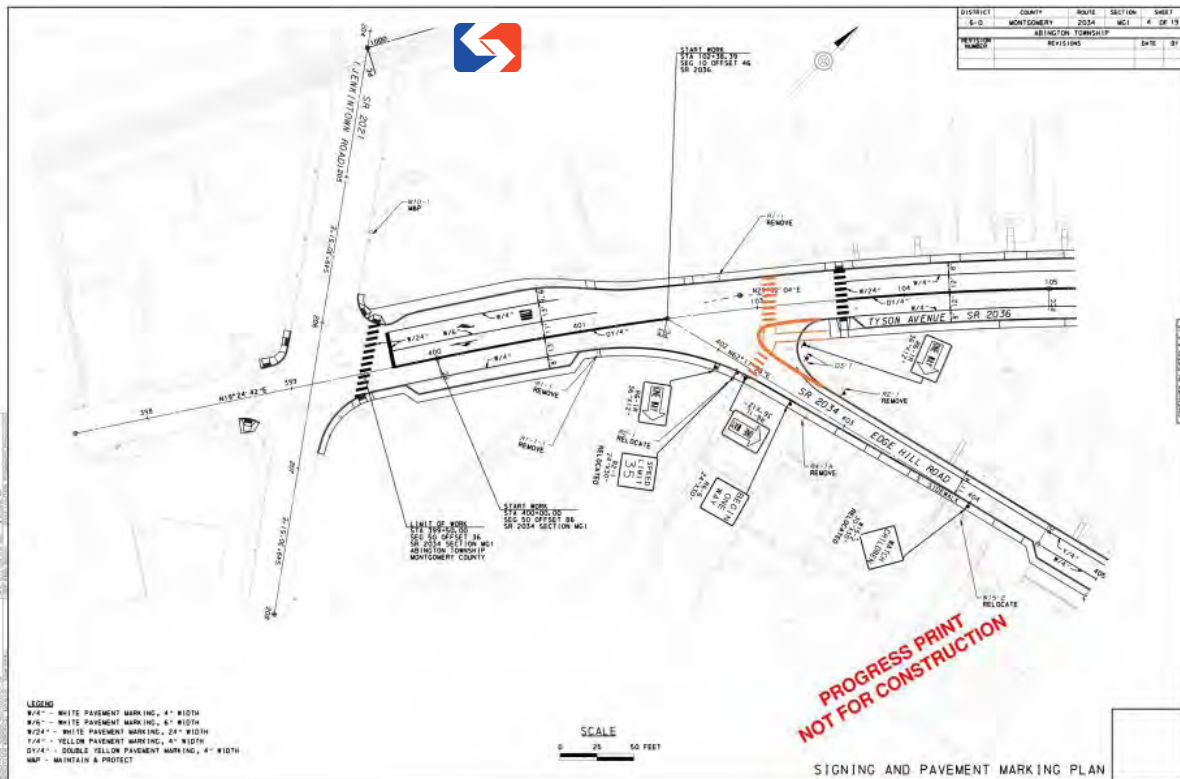
The project team recommends the following access improvements on the surrounding roadway network:

1. Add pedestrian countdown signal heads and continental crosswalks at the intersection of Jenkintown Road & Edge Hill Road.
2. Add pedestrian countdown signal heads and continental crosswalks at the intersection of Jenkintown Road & Tyson Avenue.
3. Construct curb extensions and add continental crosswalks at the intersection of Tyson Avenue & Edge Hill Road. Following the completion of the planned improvements to Tyson Avenue and Edge Hill Road, the Township should reevaluate the pedestrian accommodations at the intersection. Pedestrians using the sidewalk on the south side of Edge Hill Road should have convenient access to destinations on the north side of Tyson Avenue. It may be possible to provide direct pedestrian access from Tyson Avenue to the SEPTA platform via the vacant lot on the north side of the intersection. The sketches below show two potential design concepts for the intersection. The sketches are based on the plans for the PennDOT reconstruction project, prepared by Pennoni Associates, Inc. The project team’s mark-ups are shown in red.

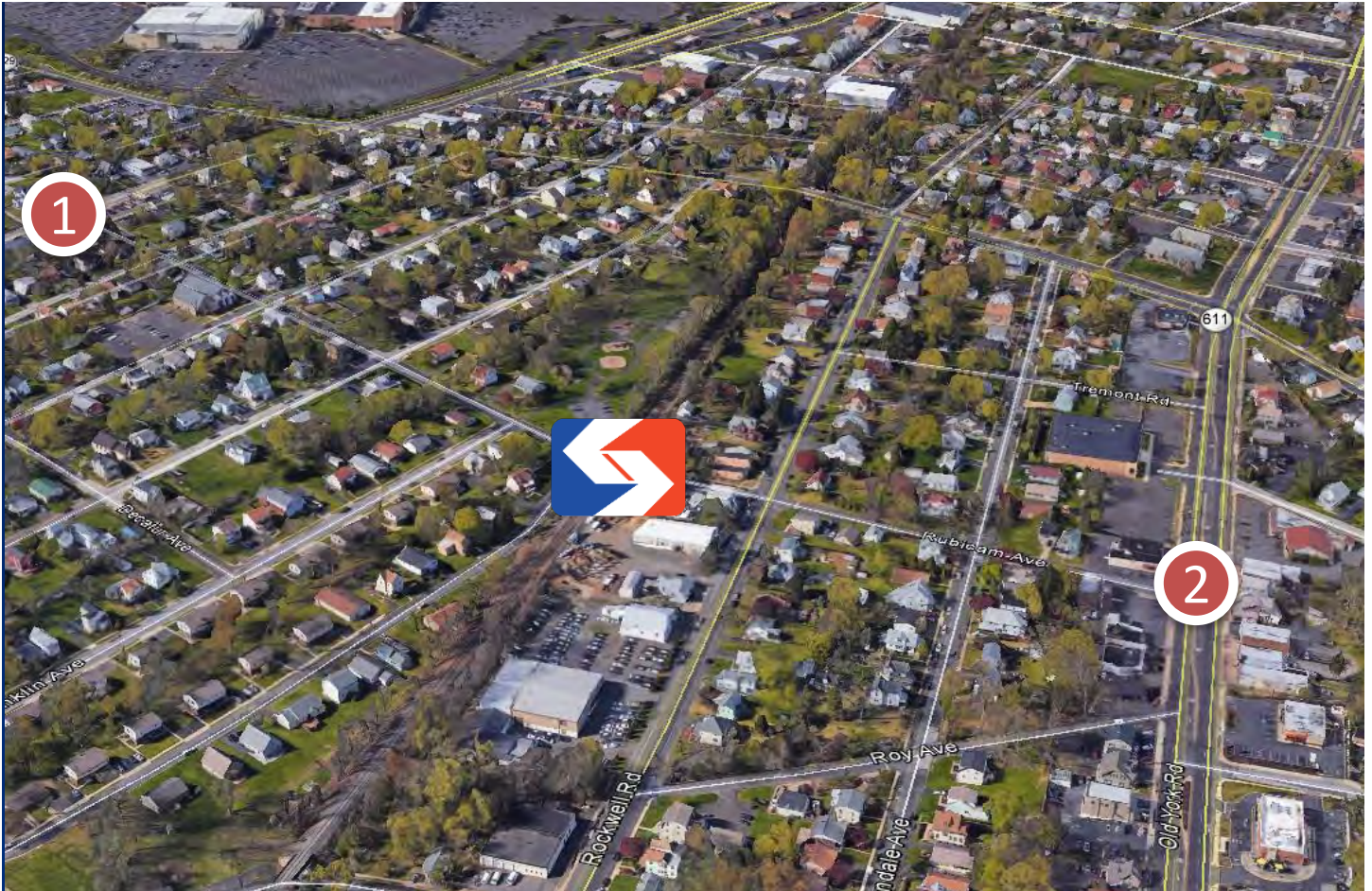
3 - Recommendations



Edge Hill Road and Tyson Avenue Improvements, near Ardsley Station- Option 1



Edge Hill Road and Tyson Avenue Improvements, near Ardsley Station - Option 2



Crestmont

Crestmont Station is located in a residential setting with low speed streets immediately adjacent to the station. However, there are two major north/south roadways located a few blocks from the station that may serve as barriers to walkability. Old York Road (Route 611) is located two blocks east of the station. The four-lane arterial roadway has a posted speed of 40 mph and the nearest traffic signal is approximately 850 feet away from Rubicam Avenue. Easton Road is located four blocks west of the station, with average daily traffic of approximately 15,000 vehicles per day.

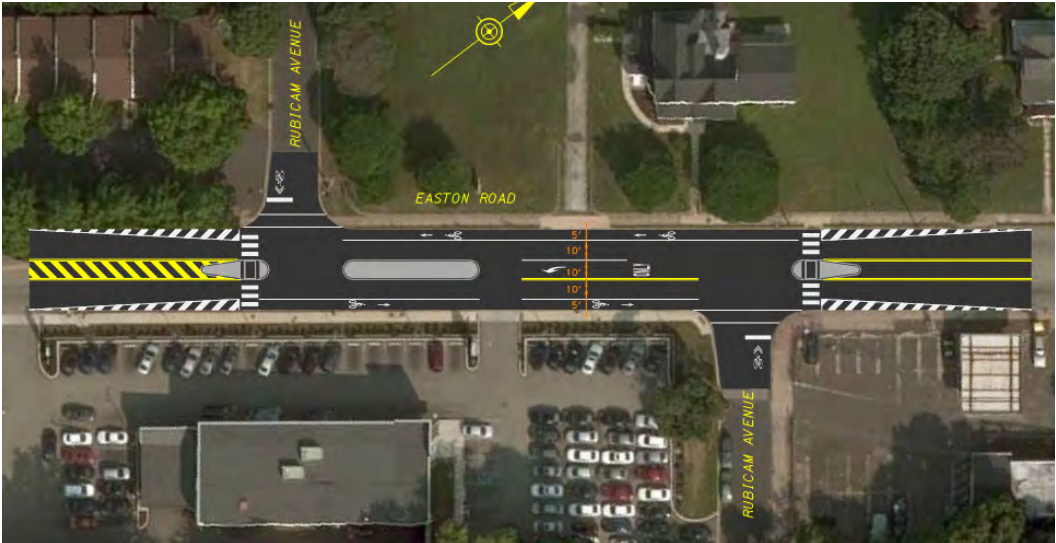
Recommendations

The project team recommends the following access improvements on the surrounding roadway network:

1. Provide a median refuge island at the intersection of Easton Road & Rubicam Avenue. The 2015 Abington Bicycle Master Plan recommended the installation of a median refuge island at the offset intersection of Easton Road & Rubicam Avenue. A preliminary concept plan is shown below.
2. Modify landscaped median at the intersection of Old York Road & Rubicam Avenue to better accommodate pedestrians. There is an existing landscaped median at the intersection of Old York Road & Rubicam Avenue, as pictured below. The existing design provides minimal standing room for a pedestrian. The NACTO Urban Street Design Guide and AASHTO Guide to Bicycle Facilities recommend a minimum width of six feet and a preferred width of ten feet to accommodate the length of a



3 - Recommendations



Easton Road and Rubicam Avenue Improvement, to be completed as an ongoing TAP project



Existing median at Old York Road and Rubicam Avenue



Example of upgraded median



Typical pedestrian refuge island (graphic from NACTO Urban Bikeway Design Guide)

typical bicycle or stroller. The existing median is designed to accommodate left turns from Rubicam Avenue onto Old York Road. Redesigning the median at the intersection may require restricting this left-turn movement. The Township may also wish to supplement the crossing with a rectangular rapid flashing beacon (RRFB).



Meadowbrook

Meadowbrook Station is located in a low-density residential area. As a result there is less demand for pedestrian access and more demand for vehicular access and parking. Vehicular access to the station is provided via Old Valley Road. SEPTA passengers frequently park on the north side of Old Valley Road and cross the road at midblock locations to access the station.

Recommendations

The project team recommends the following access improvements on the surrounding roadway network:

1. Reconfigure the station parking lot and Old Valley Road to formalize the on-site parking and divert cut-through traffic away from pedestrians. The project team has prepared a concept

plan showing how this area can be reconfigured to reduce conflicts between pedestrians, vehicles searching for parking, and through traffic along Old Valley Road.



Looking southwest from the outbound platform at Meadowbrook Station



Looking northeast from the Meadowbrook Station inbound side parkin lot



Noble

Noble Station is located on Old York Road (Route 611) near The Fairway commercial district. The area surrounding the station has previously been identified as a candidate for Transit Oriented Development (TOD). Several residents identified Route 611 as a major obstacle to pedestrian access.

A project (MPMS # 16214) to replace the Old York Road bridge over the SEPTA West Trenton Line is currently under design by PennDOT. The start of the project's construction is tentatively scheduled for 2018.

There have been several previous planning studies done for the station and the surrounding area:

- DVRPC Route 611 and Route 263 Corridor Study Phase 1 (2008)

- DVRPC Route 611 and Route 263 Corridor Study Phase 2 (2009)
- Noble Station TRID Study (2013)
- MCPC Walk Montco Study (2016)

The project team reviewed the findings and recommendations of the previous studies. Based on discussions with the steering committee and PennDOT, several of the recommendations of the Walk Montco study have been included in the recommendations below.

Recommendations

The project team recommends the following access improvements on the surrounding roadway network:

1. Modernize the roundabout at the intersection of Rodman Avenue & Cheltona Avenue. As identified in the *Walk Montco*



study, the existing roundabout could be upgraded with a narrower cartway, improved signage and pavement markings, and redesigned splitter islands.

2. Construct curb extensions and add continental crosswalks at the intersection of Old York Road & Rodman Avenue. The addition of curb extensions and continental crosswalks can reduce pedestrian crossing distance and increase pedestrian visibility at the intersection.

3. Investigate whether stairs can be added on the west side of the Route 611 Bridge over the railroad tracks. If pedestrians were able to cross beneath the bridge and utilize stairs on the west side it would reduce the need for pedestrian crossings on Route 611. The addition of stairs may not be feasible due to physical constraints and ADA requirements. However, the Township may wish to coordinate with PennDOT and SEPTA to determine if the addition of steps may be feasible in conjunction

with future station renovations.

4. At the intersection of Old York Road & Baeder Road/Hilltop Road, consider adding an additional crosswalk across Baeder Road. A crosswalk at this location would provide a more direct pedestrian path through the intersection.

5. Modify the traffic signal phasing at the intersection of Old York Road & Baeder Road/Hilltop Road to include a pedestrian phase for crossing the southern leg of the intersection (Old York Road) concurrent with the green phase for eastbound Baeder Road. Further investigation is required to determine if the phasing change can be made with the existing signal equipment.

6. Construct curb extensions and add continental crosswalks at the intersection of Old York Road & The Fairway/Harte Road. Curb extensions should be provided on the northeast corner to reduce the pedestrian crossing distance.



7. Evaluate the potential for midblock crosswalks on The Fairway in the vicinity of the station access driveway. The *Walk MontCo* study also identified the need for sidewalks along the driveway leading from The Fairway to Noble Station.



Looking east at Noble Station platform from the outbound track



Entrance to the inbound side of Noble Station on Old York Road



North Hills

North Hills Station is located in the western portion of the Township, with industrial uses adjacent to the station and a residential community to the north. There are parking lots on both the north side and the south side of the tracks. On the north side motorists traveling on Mt. Carmel Avenue access the parking lot via Station Avenue. On the south side vehicles traveling along North Hills Avenue access the station via Station Avenue. In both cases there is minimal signage alerting motorists to the station location.

From within Abington Township the majority of pedestrians access the station via Mt. Carmel Avenue/Station Avenue.

Recommendations

The project team recommends the following access improvements on the surrounding roadway network:

1. Improve vehicular wayfinding signage at the station. The addition of supplemental signage based on SEPTA's current standards would improve vehicular access and increase awareness of the station.
2. Reconfigure the intersection of Mt. Carmel Avenue & North Hills Avenue. The skew angle of the intersection creates sight distance limitations for vehicles approaching the intersection and results in unusually long crossing distances for pedestrians. Abington Township has already developed plans for a minor realignment of the intersection to improve the alignment of the intersection and reduce the required crossing distance.



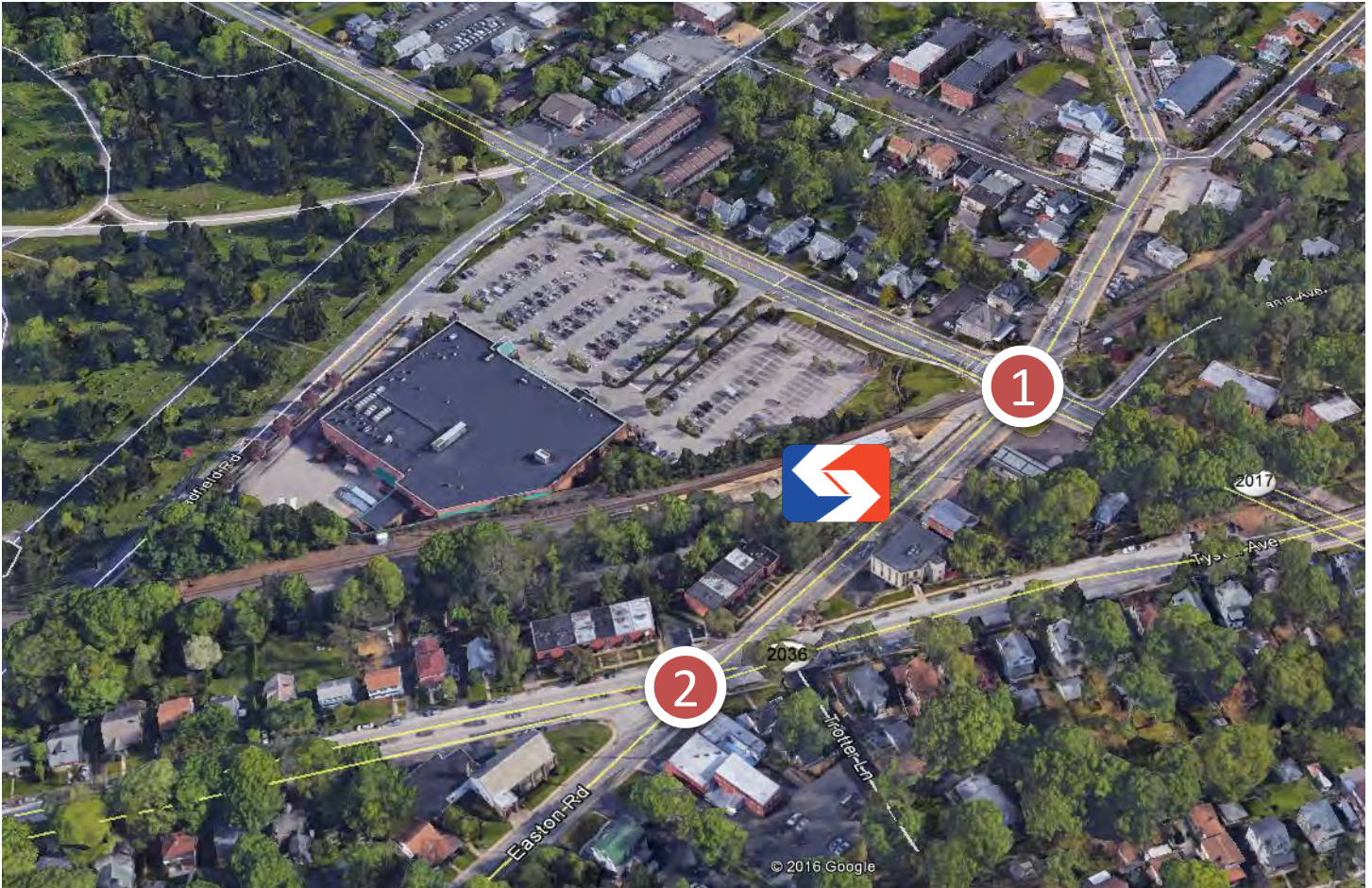
Rail bridge and Stairs to North Hills Station (inbound side) from N. Hills Ave

3. Evaluate the potential for a roundabout at the intersection of Mt. Carmel Avenue & North Hills Avenue. Based on discussions with PennDOT, this intersection may ultimately be a good candidate for a roundabout. A roundabout would alleviate the sight distance concerns, calm traffic, and serve as a gateway into the Township. Further evaluation is needed to determine the impact on traffic operations and the potential right of way impacts.

4. Provide improved pedestrian accommodations and streetscape improvements on Mt. Carmel Avenue between Station Avenue and Tennis Avenue. This area serves as a pedestrian gateway to the surrounding neighborhoods. Improving the pedestrian experience would strengthen ties between North Hills Station and the surrounding neighborhood.



Sidewalk under rail bridge at North Hills Station



Roslyn

Vehicular access to Roslyn Station follows a one way traffic pattern, with vehicles entering from the intersection of Easton Road & Susquehanna Road and exiting via a driveway to Bradfield Road. The close proximity of the station platform to the Easton Road/Susquehanna Road intersection causes regular traffic congestion on both of these key arterials in the Township.

Pedestrians can access the station from Easton Road, Susquehanna Road, and Bradfield Road. The nearest signals on Susquehanna Road are equipped with crosswalks and pedestrian signal heads. The unsignalized intersection of Tyson Avenue & Easton Road can be challenging to cross because the skew angle creates long crossing distances. As part of the

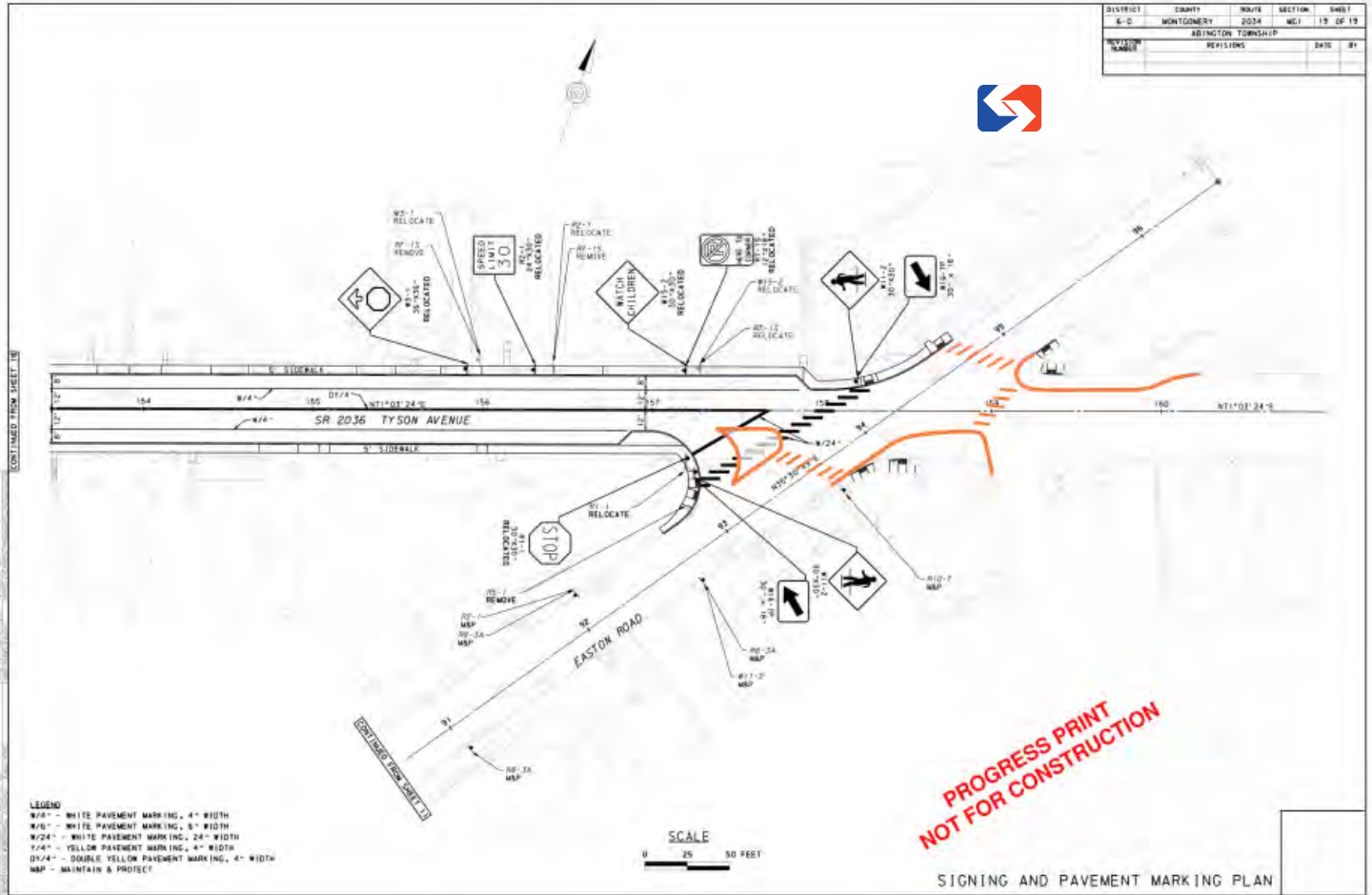
upcoming project to improve Tyson Avenue and Edge Hill Road sidewalks will be added to Tyson Avenue and curb extensions will be added on the western side of the intersection.

Recommendations

The project team recommends the following access improvements on the surrounding roadway network:

1. Consider relocating the platform to the west as part of a future SEPTA capital improvement project at the station. Relocating the platform may reduce the impact of signal preemption at the intersection of Susquehanna Road & Easton Road. Under existing conditions the signal preemption causes regular traffic congestion on both of these key arterials in the Township.

3 - Recommendations



Easton Road and Tyson Avenue Improvements

2. Construct curb extensions and add continental crosswalks at the intersection of Tyson Avenue & Easton Road. Following the completion of the planned improvements to Tyson Avenue and Edge Hill Road, the Township should reevaluate the pedestrian accommodations at the intersection of Tyson Avenue & Easton Road. Adding curb extensions can improve pedestrian visibility and reduce the required crossing distance. The sketch below shows one potential concept for future improvements to the intersection. The sketch is based on the plans for the PennDOT reconstruction project, prepared by Pennoni Associates, Inc. The project team's mark-ups are shown in red.



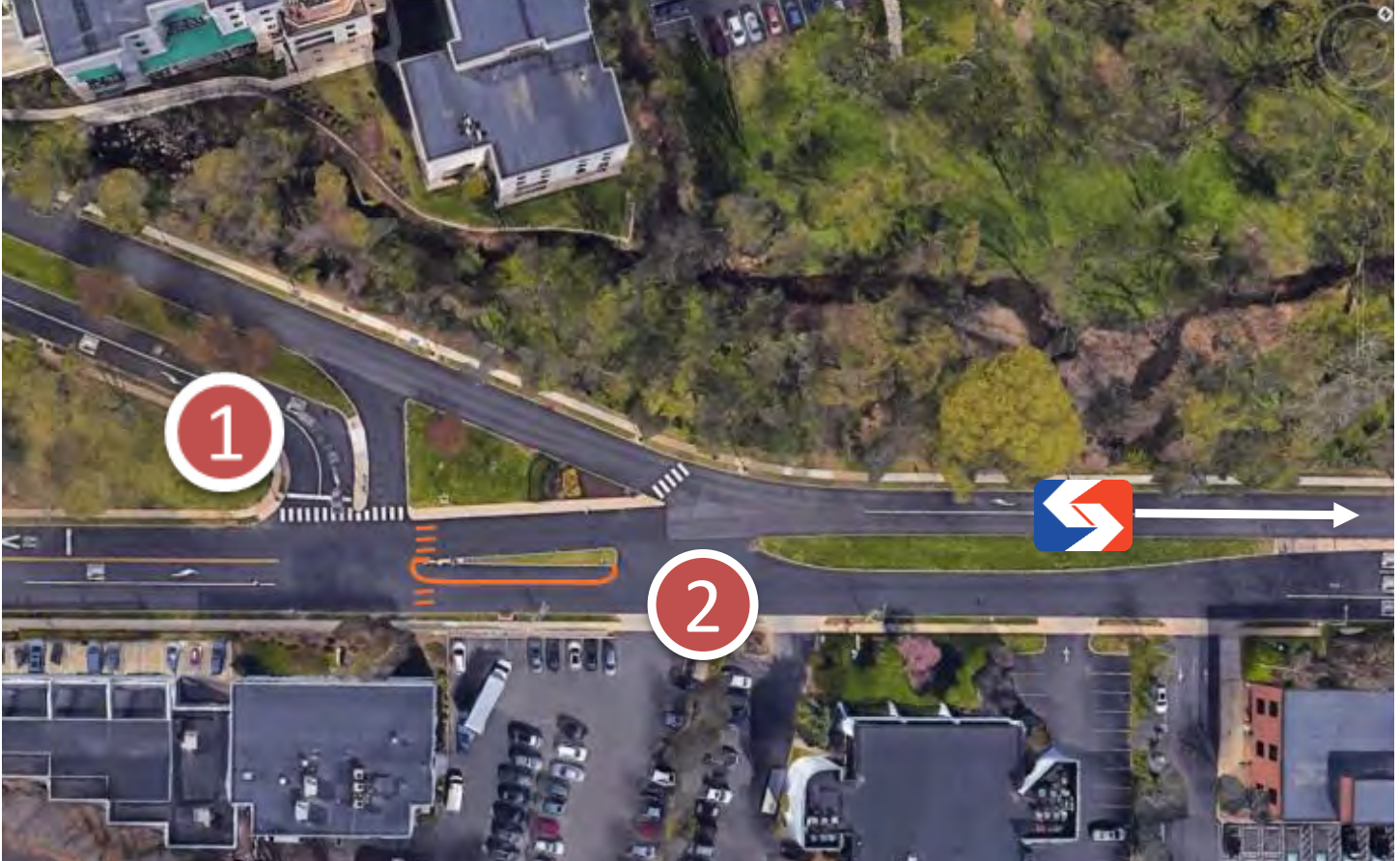
Rydal

Rydal Station serves the dense residential and commercial uses at the eastern end of The Fairway and the surrounding low density residential neighborhoods to the south and the east. There is a pedestrian bridge and sidewalk connection leading to the southeast on Susquehanna Road. To the southwest, there is a walkway along Washington Lane leading away from the station. The walkway ends at the intersection of Washington Lane & Barrowdale Road, but sidewalks continue along both sides of Barrowdale Road. On the north side of the tracks there is sidewalk along Susquehanna Road between the station and Rydal Road. However, based on field observations it is common for pedestrians to cut across the office building parking lots when walking between the station and The Fairway.

Recommendations

The project team recommends the following access improvements on the surrounding roadway network:

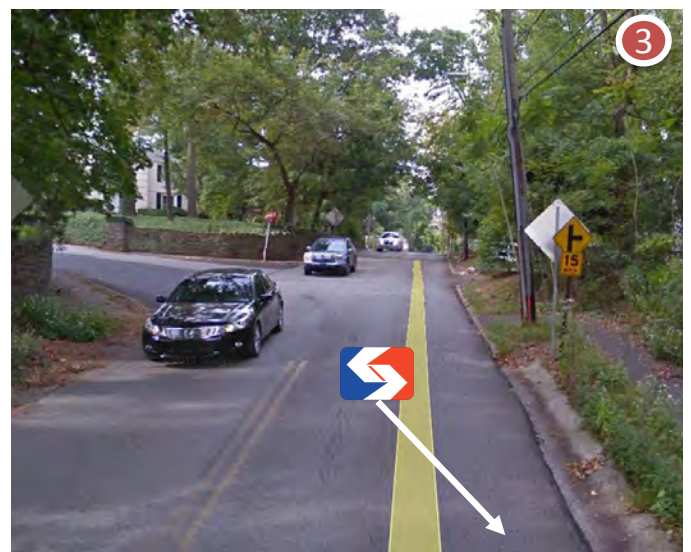
1. Add crosswalk on Rydal Road at intersection with The Fairway. Currently there are no crosswalks across Rydal Road at the intersection. It may be possible to reconstruct the existing median island at the intersection to provide a pedestrian refuge island in conjunction with the new crosswalk. The sketch below shows one potential concept for future improvements to the intersection.
2. Evaluate a future realignment of the intersection of Rydal Road and The Fairway. In conjunction with future redevelopment along The Fairway the Township should evaluate the potential benefit of realigning the intersection to make eastbound Rydal Road the



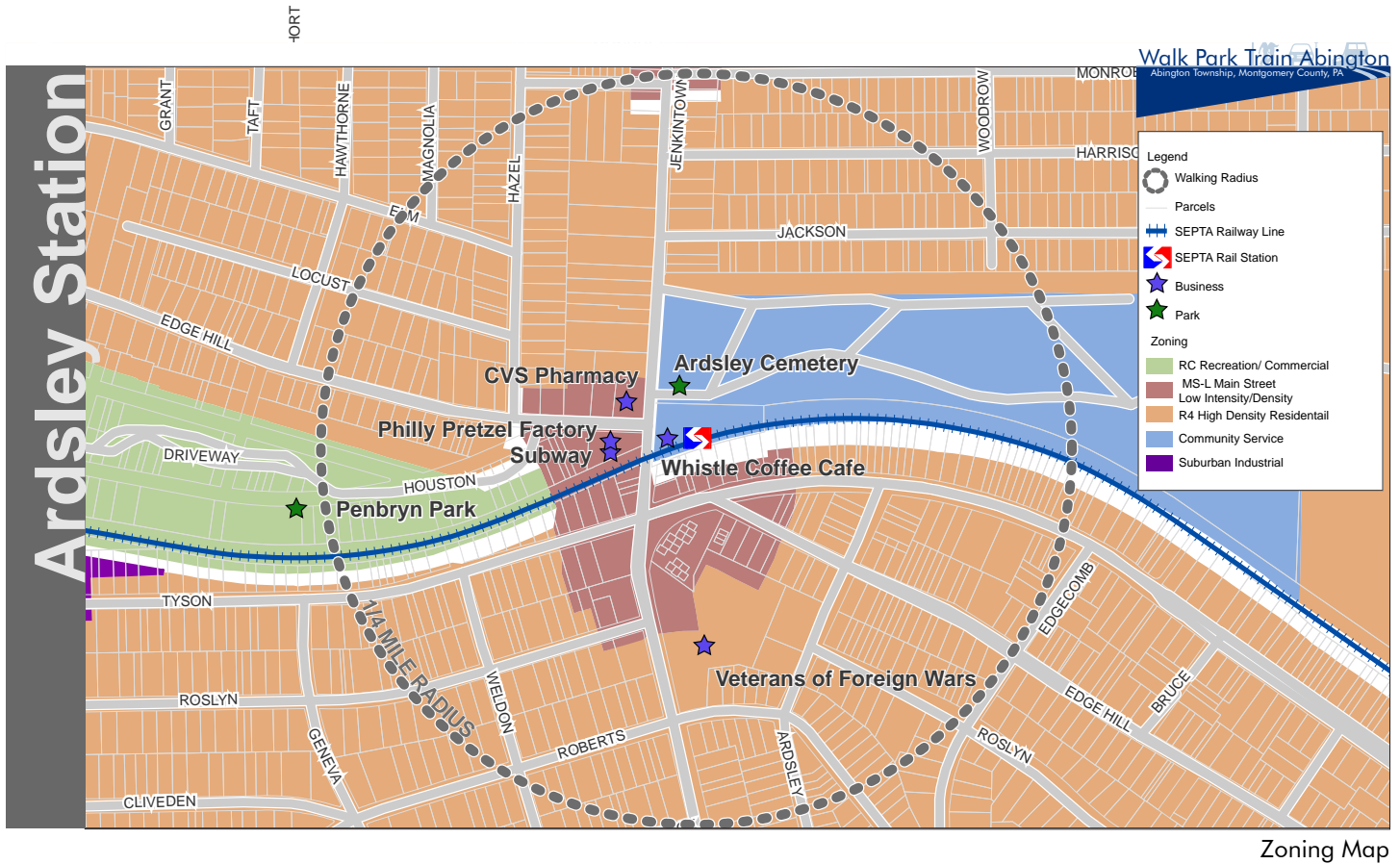
Intersection improvements at Rydal Road and The Fairway near Rydal Station

minor (stop controlled) approach and allow eastbound traffic on The Fairway to continue directly onto Rydal Road traveling east. Further evaluation is needed to determine the impact on traffic operations and the potential right of way impacts.

3. Add a Rectangular Rapid Flashing Beacon at the Intersection of Washington Lane & Barrowdale Road. There are sight distance limitations at the intersection due to the crest of the hill located west of the intersection. The sight distance limitations are illustrated in the photo below. The installation of a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) could alert motorists to the presence of pedestrians at the intersection.



Improvements at Washington Lane and Barrowdale Road near Rydal Station



Future Land Use, Zoning, & Station Improvement Recommendations

Ardsley

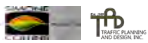
There are several existing properties and buildings that appear to be ripe for redevelopment, either as new businesses, new multi-family residential or as mixed use. These potential redevelopment sites are shown on the existing conditions plan. The potential redevelopment area located at the intersection of Tyson and Edge Hill Road is identified as a potential pedestrian train station access route – which could be a positive to a redeveloped site. New crosswalk demarcations are needed at several locations. There is also the potential to create a

neighborhood gateway feature at the intersection of Tyson Avenue and Jenkintown Road. The parking lane for southbound Tyson Avenue as it approaches Jenkintown is confusing, and motorists often assume it is a right turn lane. It is recommended that improved signage clearly show this is not a turn lane to eliminate this confusion.

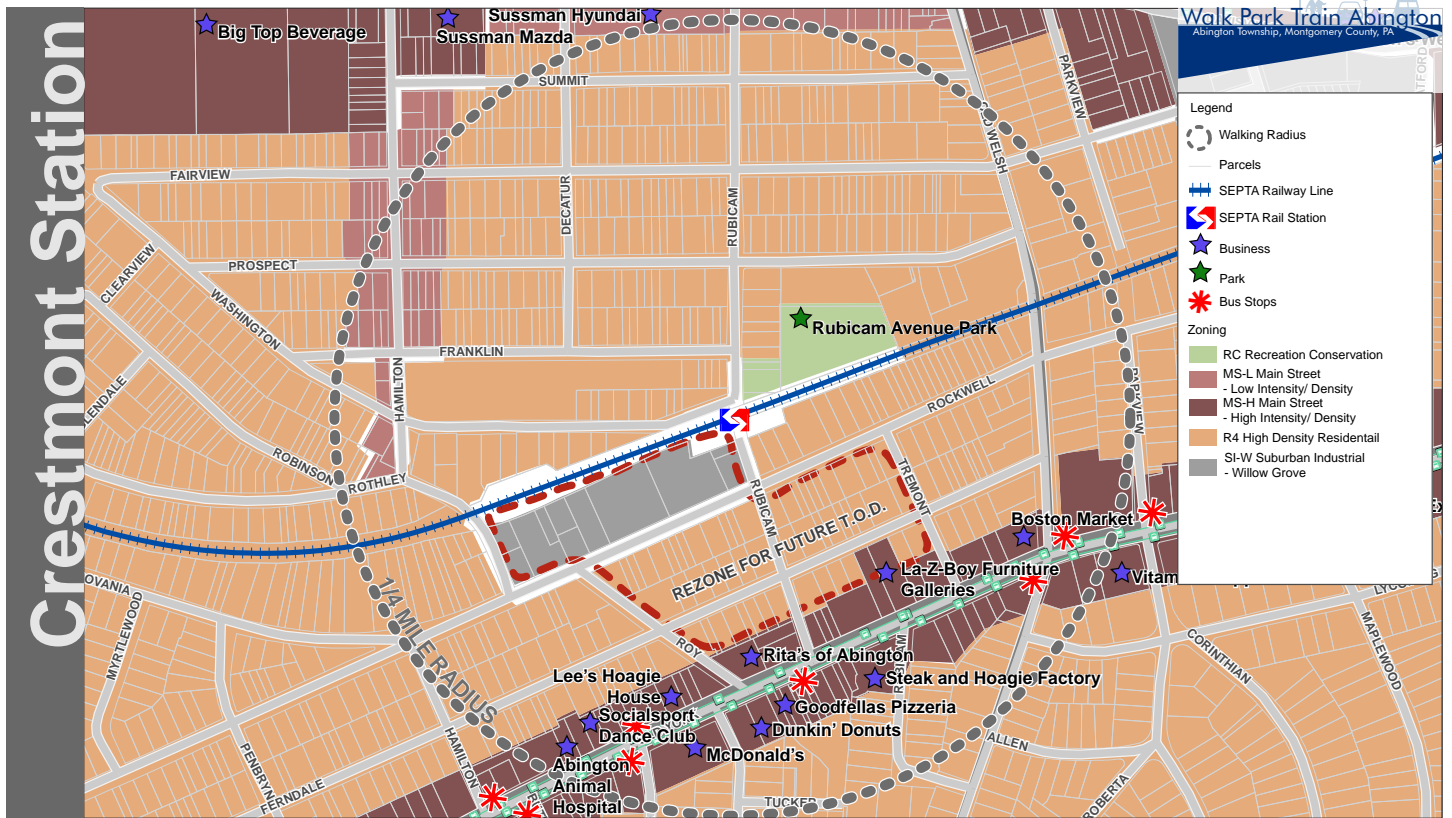
The zoning in this area is MS-L Main Street Low Intensity Density close to the station. This is surrounded by R4 High Density Residential. Mixed use structures and multi-family residential



Existing Conditions / Station Improvements



uses are permitted in the MS-L zone. R4 allows only small lot single family residential. If the VFW property (zoned R4) was ever to cease operations, this would be a good site for higher density residential as allowed under the MS-L, since it is both contiguous to the existing MS-L zoning and is a large enough site to support this type of residential or mixed use.



Zoning Map



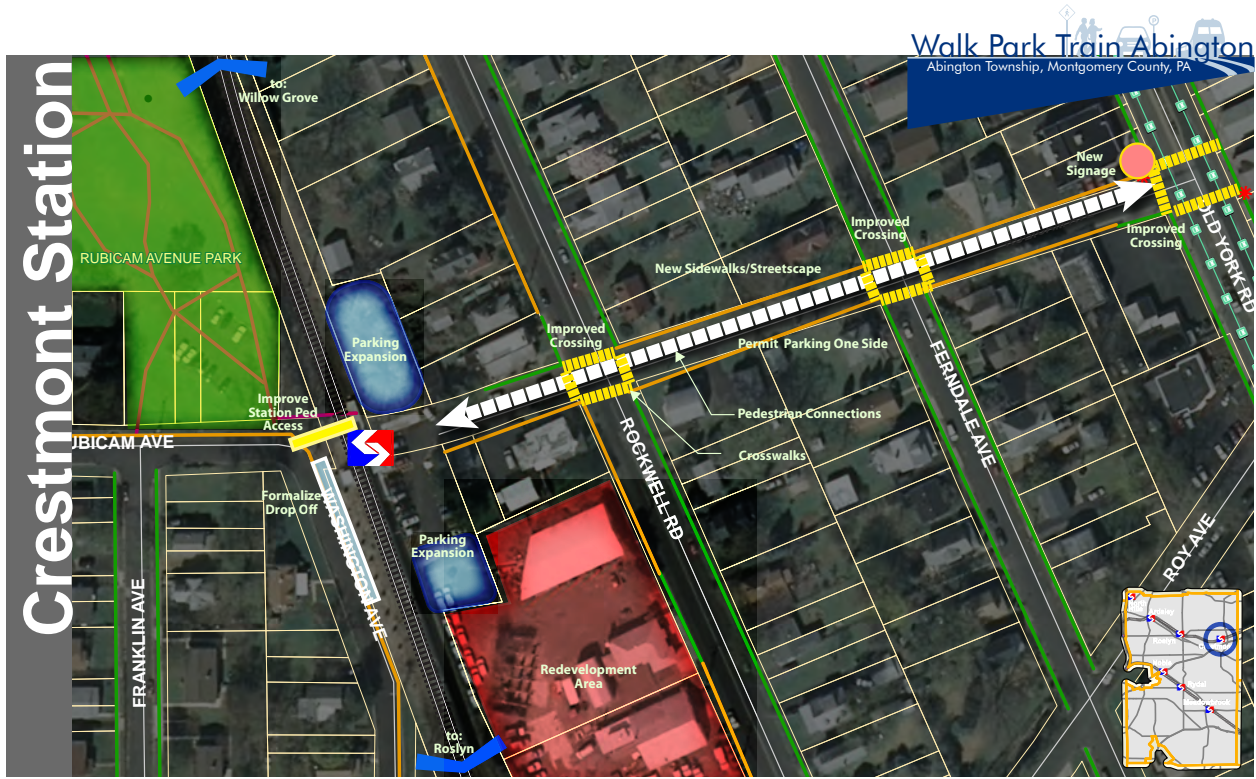
Crestmont

Existing zoning around the station is primarily R4 High Density Residential. There is a narrow strip of SI-W Suburban Industrial-Willow Grove that fronts on Rockwell Road and backs on the station property. Suburban Industrial use is not the highest and best use for this area directly adjacent to the station since this is a singular, small light industrial spot – essentially a holdover from previous uses.

A proposed site plan has been prepared for Crestmont Station that makes full use of the station property and could accommodate an additional 17 parking spaces. This expanded parking lot may require a variance for parking setbacks from property lines. The proposed site plan also suggests a new sidewalk with accessible ramps along the length of Rubicam to Old York Road. New crosswalks are also a desired improvement.

In terms of future land use and zoning, there is an opportunity for higher density residential and mixed uses in the area between the station and Old York Road and bordered to the north and south by Tremont Road and Roy Avenue. This is shown on the zoning map as “rezone for future Transit Oriented Development (TOD).”

3 - Recommendations

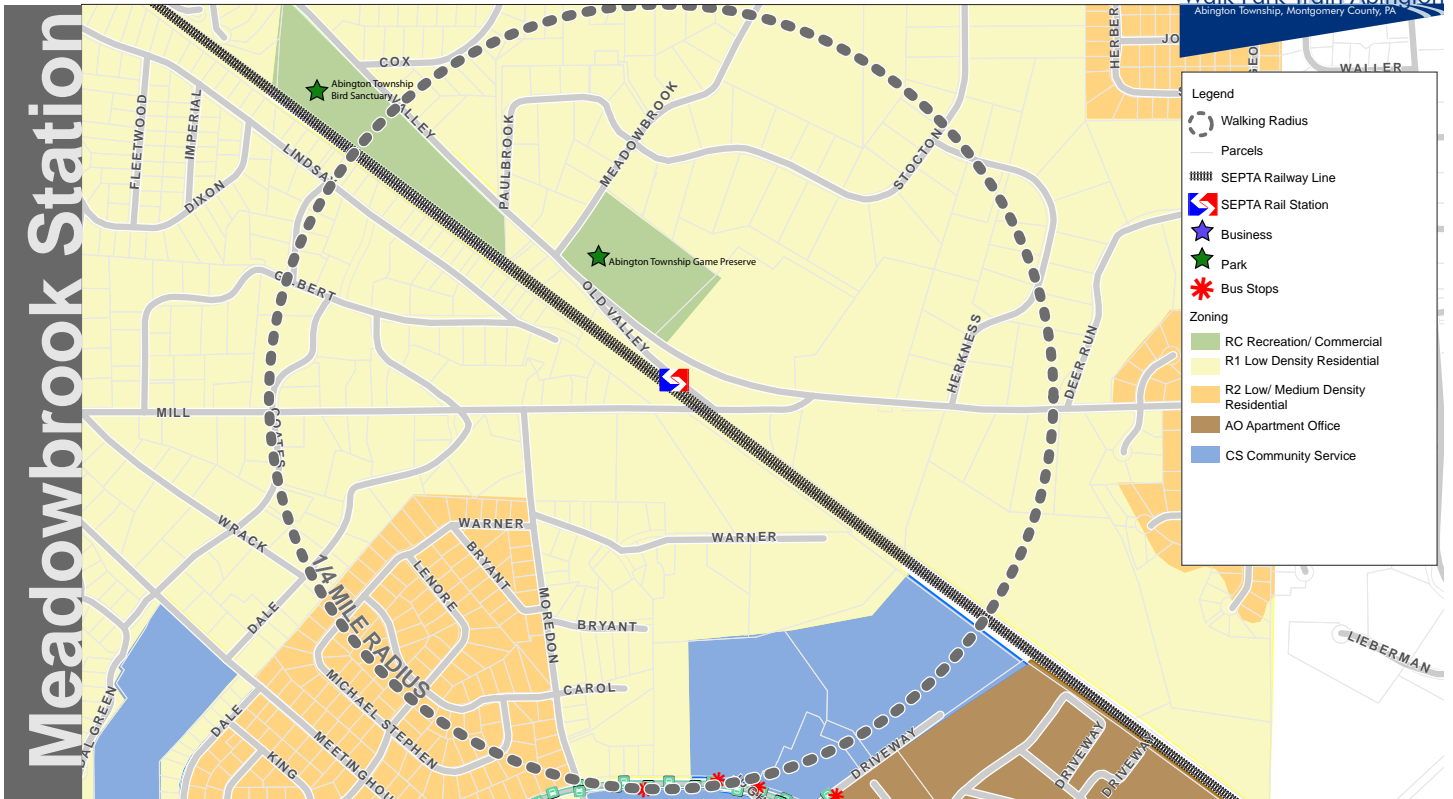


Existing Conditions / Station Improvements



Station Concept





Zoning Map

Meadowbrook

The existing zoning around the station is R2 Low Medium Density Residential. There is no reason seen to change zoning or future land use in the area immediately surrounding this station. TOD around this station is not viewed as viable at this time.

The proposed reconfigured site plan adds approximately 23 parking spaces at this station. Additionally, a formal kiss-and-ride drop off is proposed. The parking lot on the Valley Road side of the station is formalized and vehicular circulation has been clarified and simplified. Please refer to the proposed concept plan. On the outbound side of the station, parking has also been formalized on the proposed concept plan.



Meadowbrook Station platform, shelter, and parking area

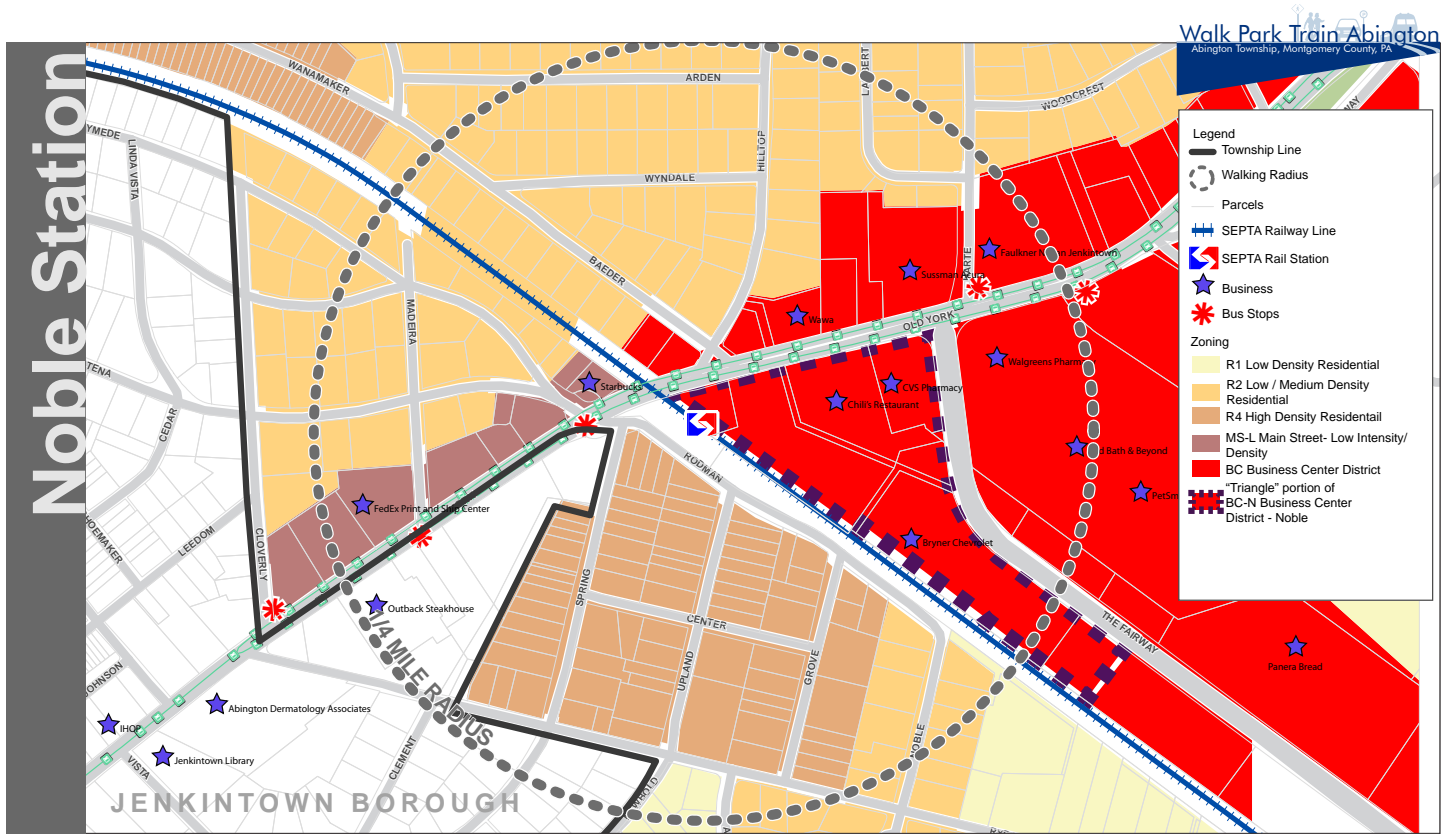


Existing Conditions / Station Improvements



Station Concept





Zoning Map



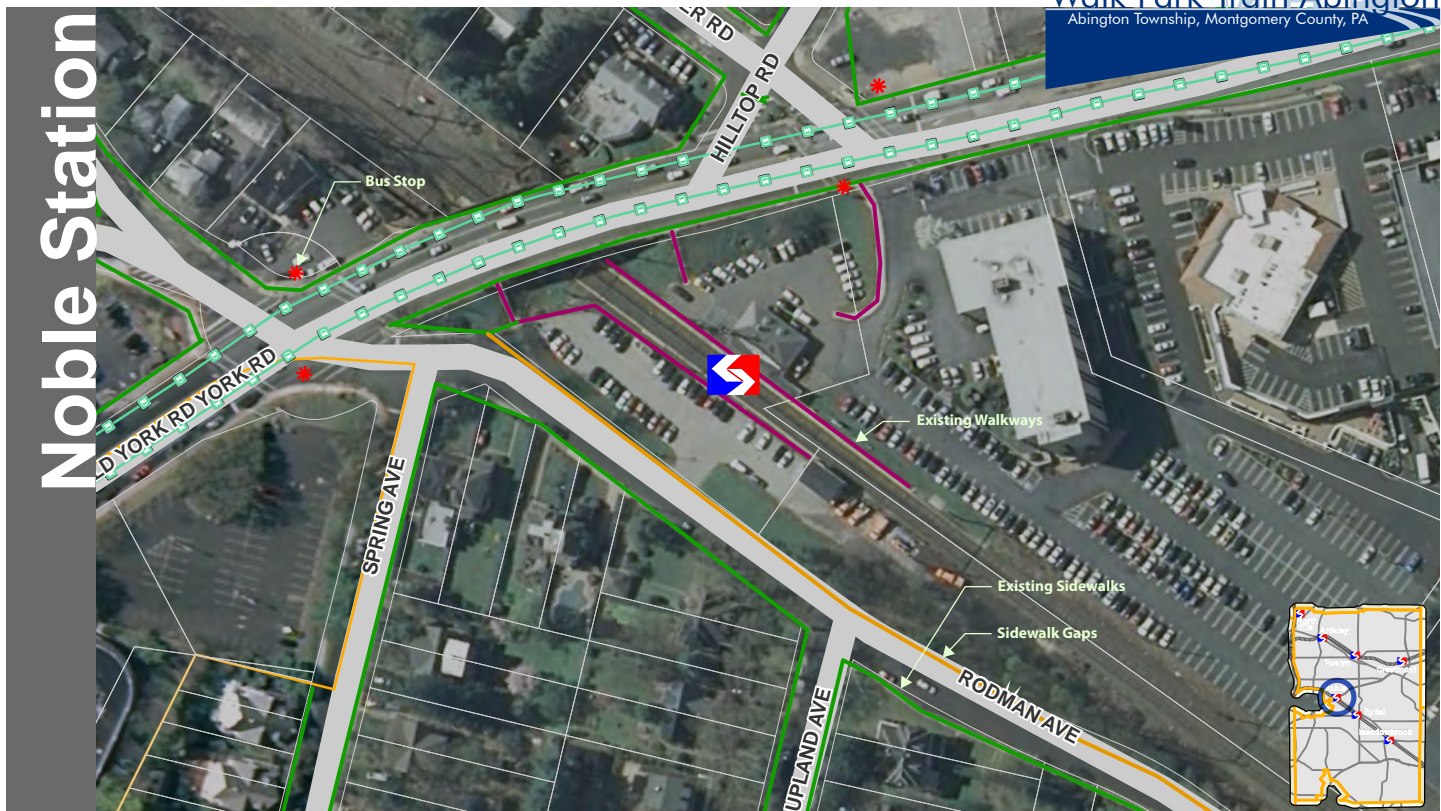
Noble

The existing zoning to the north and east of the station is a mix of high density commercial and business uses (BC – Business Center District and BC-N – Business Center District – Noble). West and south of the station there is a mix of residential uses.

Aside from station improvements that are being proposed by SEPTA, and area improvements proposed by *Walk Montco* and the Abington Noble TOD Plan, there are no other improvements proposed at this station by this study.



Walk Park Train Abington Abington Township, Montgomery County, PA

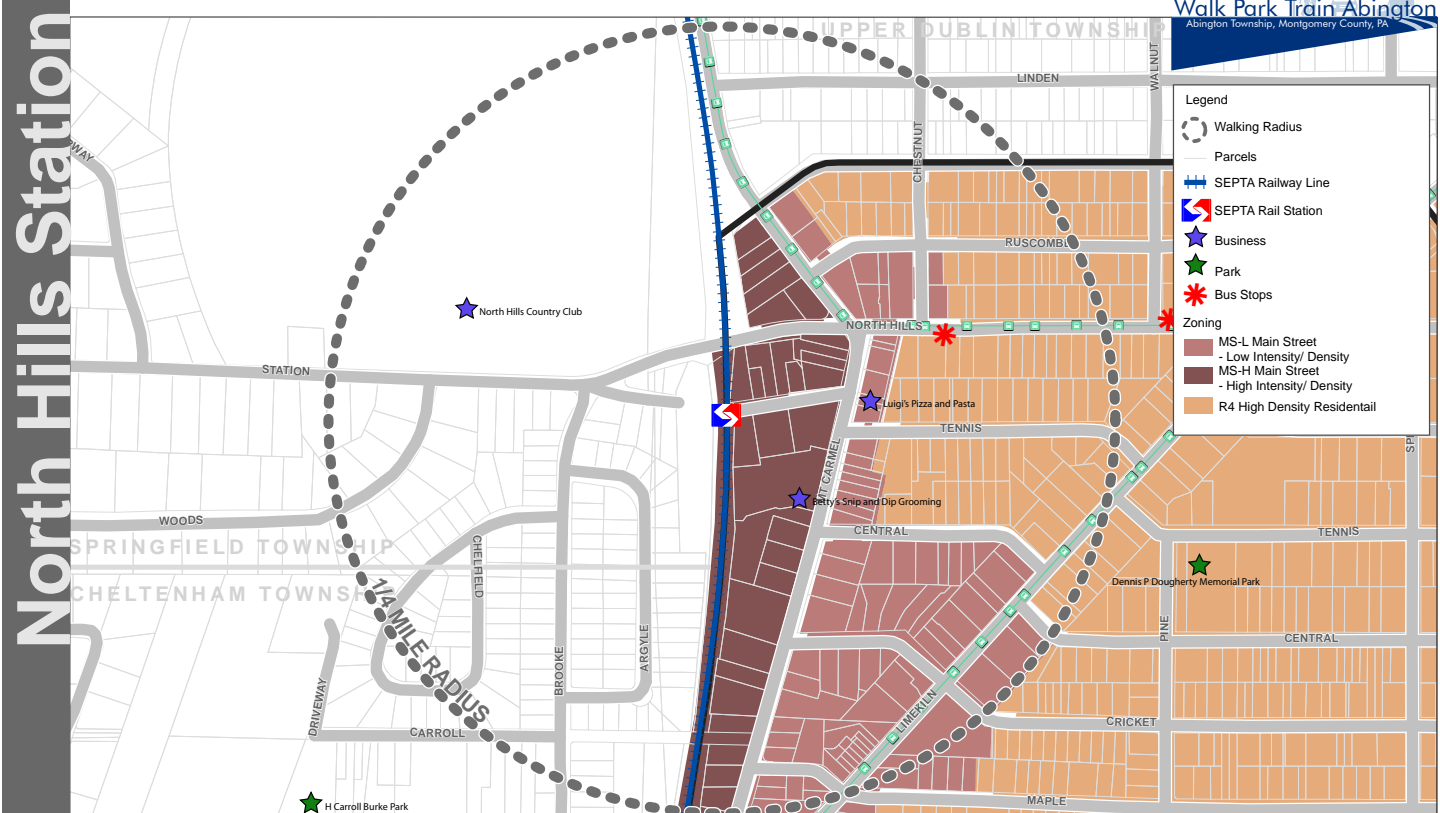


Existing Conditions / Station Improvements



Old York Road and Noble Station parking lot

North Hills Station



Zoning Map



North Hills

The Mt. Carmel Avenue streetscape could benefit from a face-lift and some rudimentary improvements. The Intersection of North Hills Ave. and Mt. Carmel Ave. needs pedestrian crossing improvements at all crossing locations. Additionally, the intersection needs improvement to facilitate better flow of motor vehicles. As noted in Chapter 2, the Township is planning a redesign of this intersection. Additional recommendations for these intersection improvements are also contained elsewhere in this report.

There are several properties in the village that may be ripe for redevelopment. These are shown on the existing conditions plan.

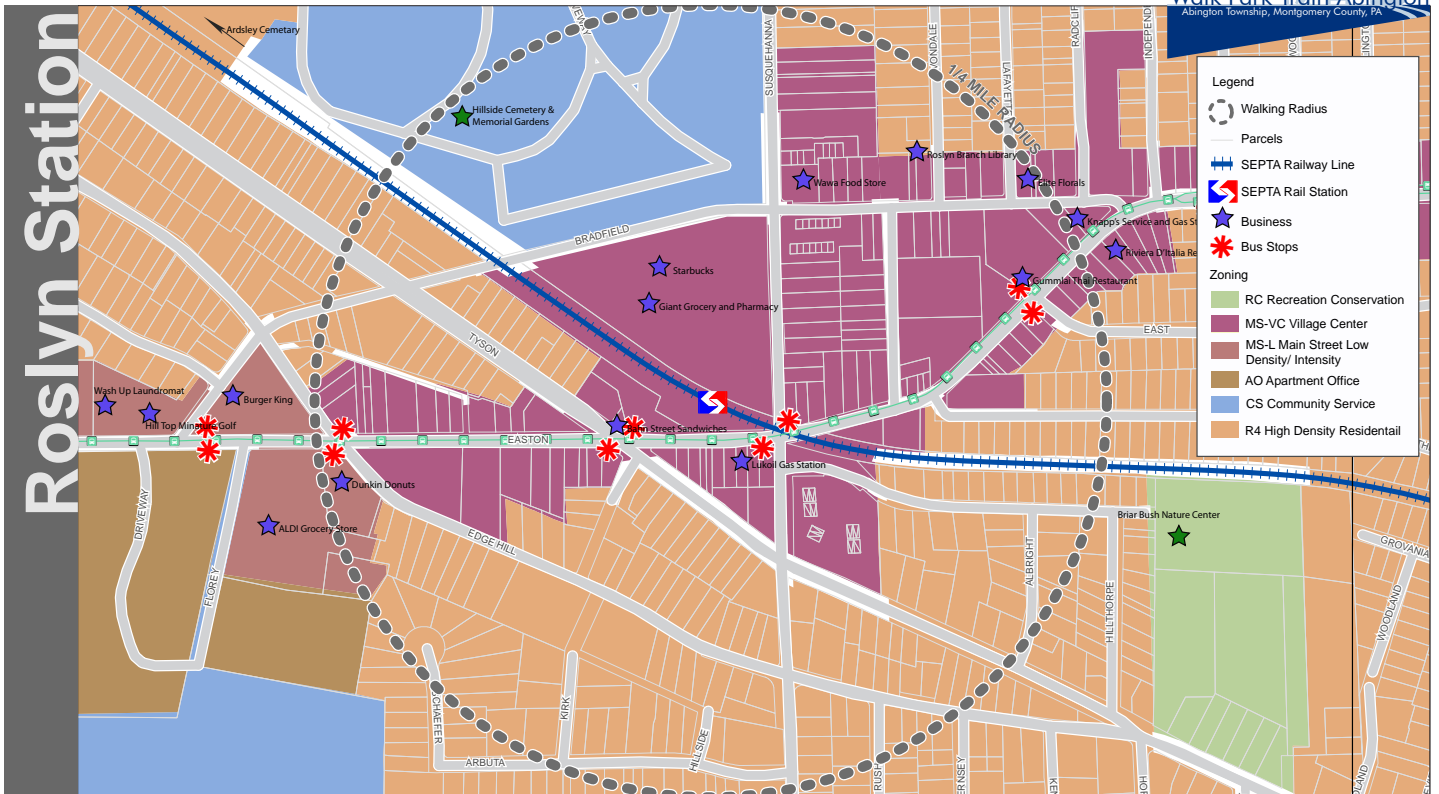
The Abington Township zoning is MS-L Main Street Low Intensity / Density, MS-H Main Street High Intensity / Density and R4 – High Density Residential. This zoning allows the development of high density residential and mixed uses in close proximity to the station. This area shows good potential for TOD redevelopment over the next 10 to 20 years.



Existing Conditions / Station Improvements



North Hill Station platform and ticket office



Zoning Map

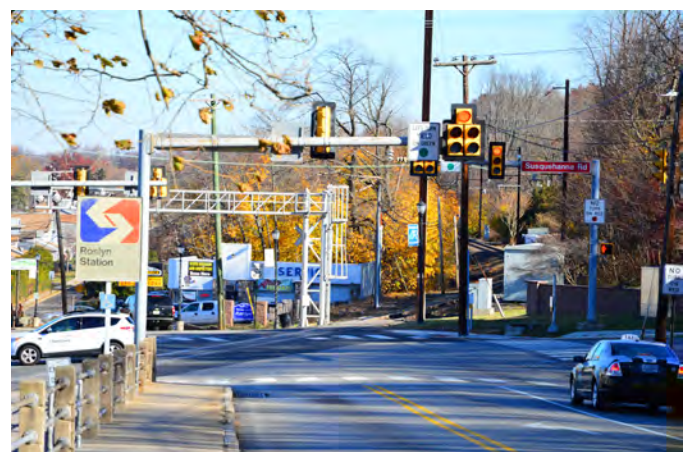


Roslyn

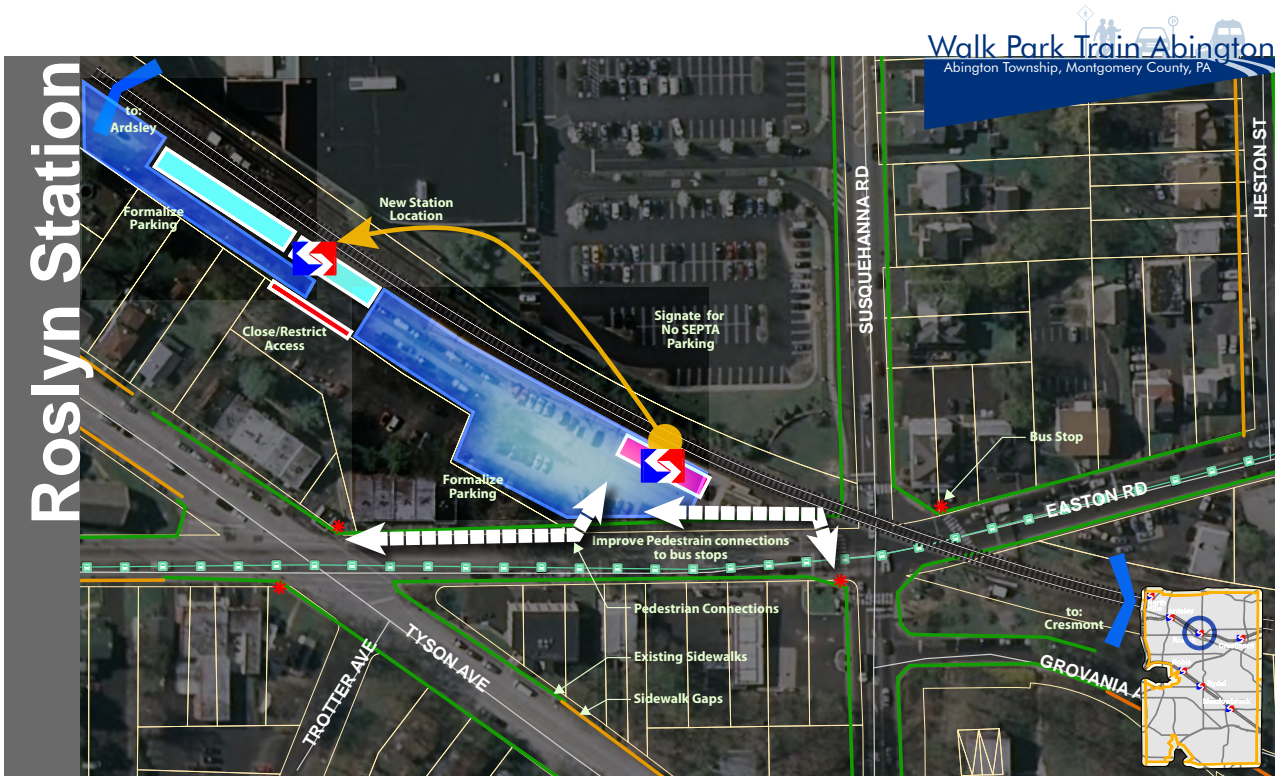
The existing conditions plan shows the approximate location for a new station and platform and the proposed concept plan illustrates how a new station site plan may be configured. Parking is shown to be paved and formalized, a big improvement over the current gravel lot. The site does not allow for the addition of any new parking spaces. The station also needs improved pedestrian connections to Susquehanna Road and new stairways to Easton Road.

The zoning nearest the station is MS-VC Village Center. This is surrounded by R4- High Density Residential. Both of these zoning districts are appropriate for the station area. Demand for higher intensity or taller residential buildings than currently allowed by zoning does not appear to be present. However, if private sector interest for more intense development surfaces, it should be considered by the Township. The greatest constraint

presently for more intense development or redevelopment in close proximity to the station appears to be steep topography and the many small lot parcels. More intense development would require parcel assembly.



Intersection at Susquehanna Road and Easton Road near Roslyn Station

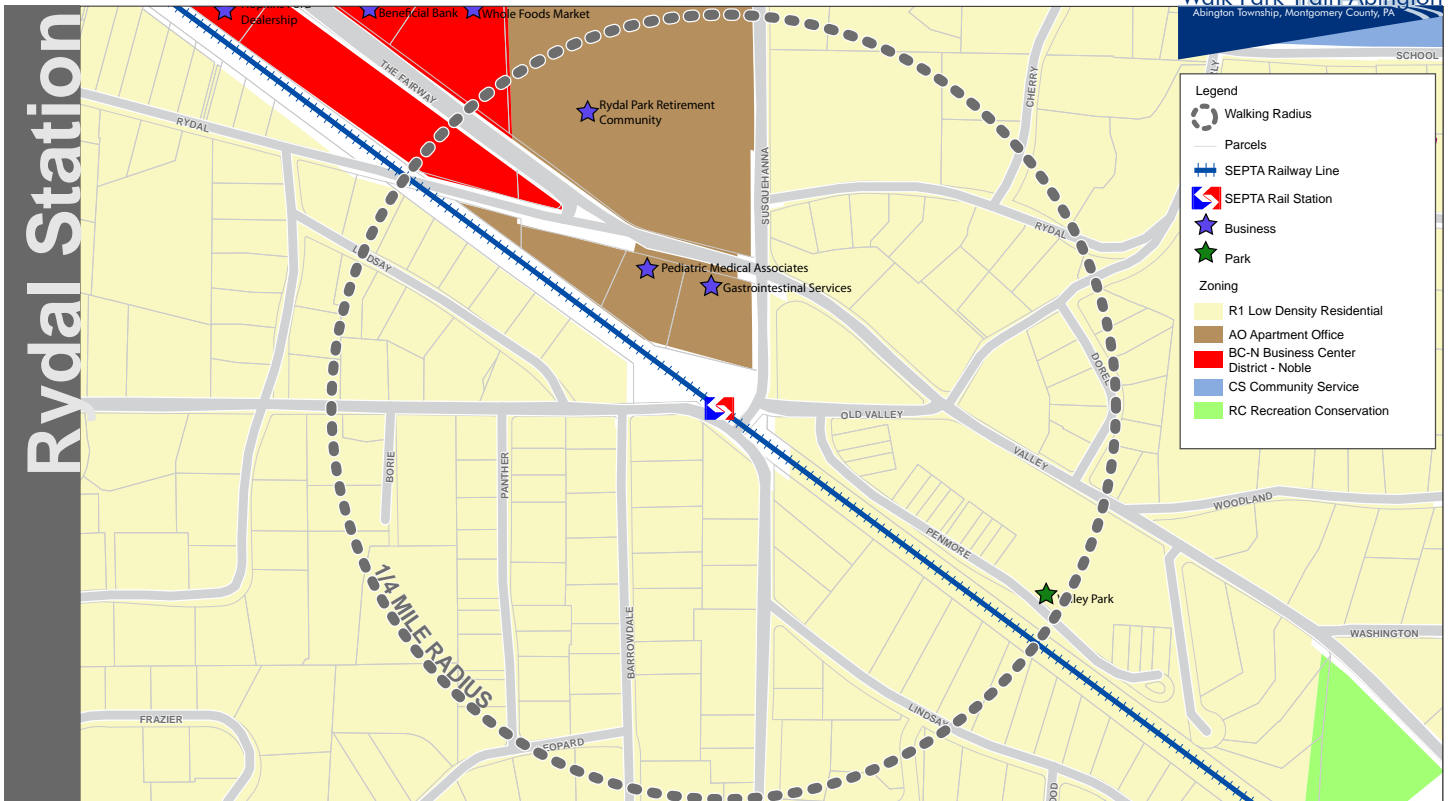


Existing Conditions / Station Improvements



Station Concept





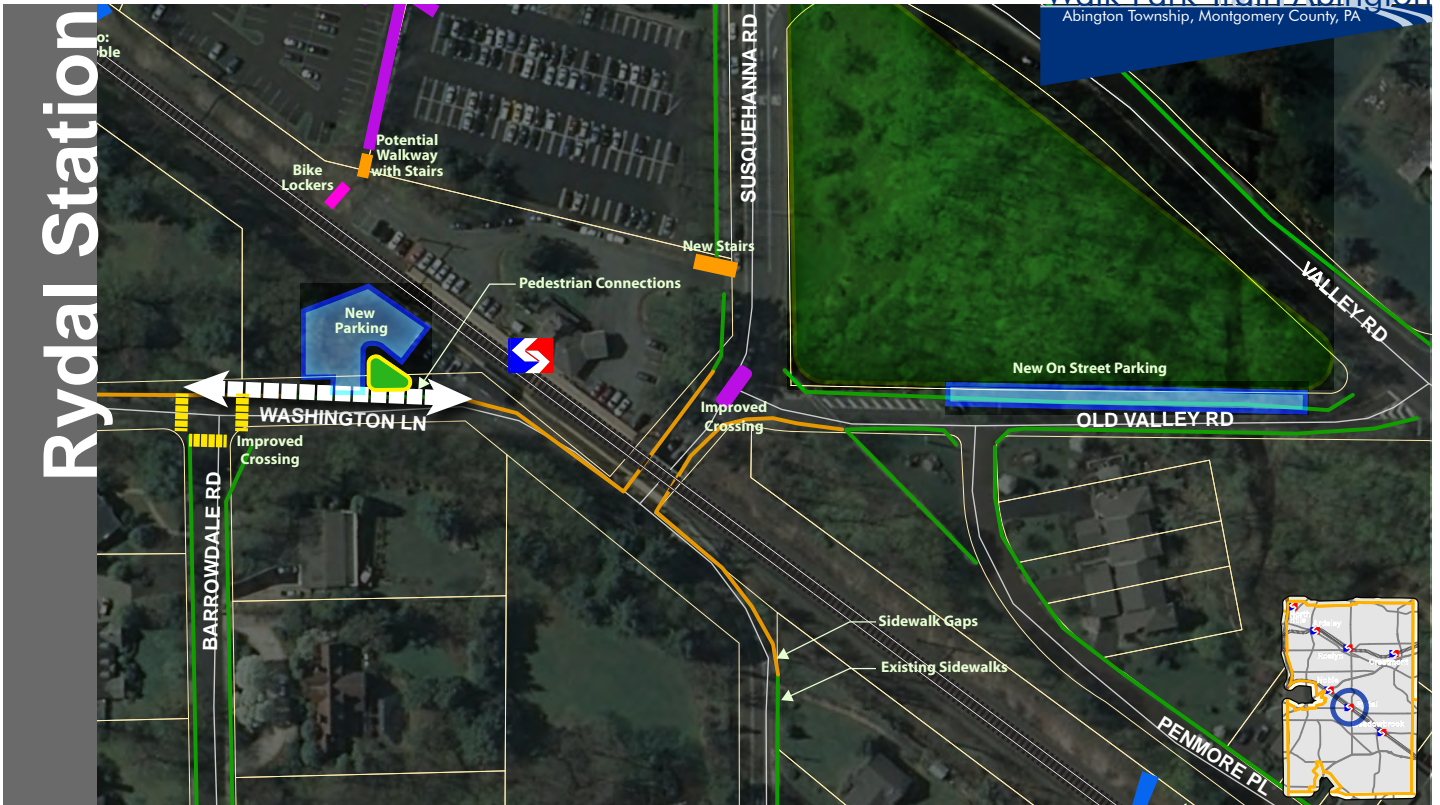
Zoning Map



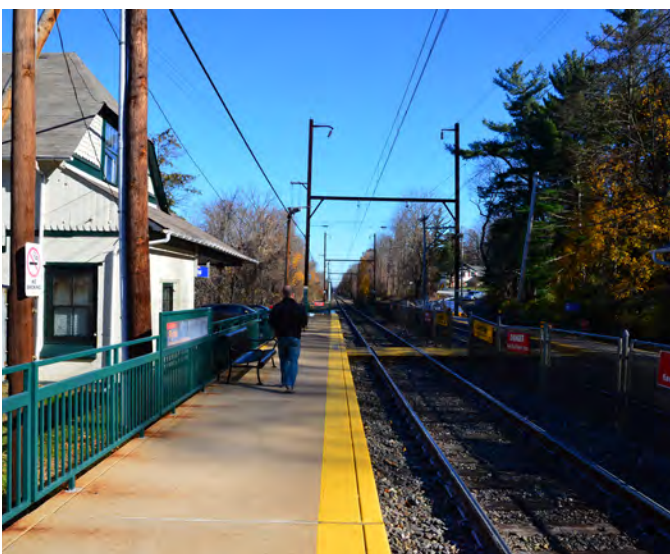
Rydal

On the outbound side of the tracks, a small area of formalized parking would improve the access from Washington Lane.

The zoning around the station is primarily R1 – Low Density Residential. North of the station there is AO – Apartment Office that already is significantly developed. There is an area of BC –N Business Center Noble to the west that is also mostly developed. No changes to existing zoning are recommended.



Existing Conditions / Station Improvements



Rydal Station platform, post office, and indoor waiting area

Official Map

As permitted by the PA Municipal Planning Code, the Official Map is a combined map and ordinance designed to implement the goals and community vision set forth in the Comprehensive Plan. It shows the locations of planned facilities, like transportation, parks, trails and open space, as well as planned future public lands. It allows municipalities to “reserve” lands for these types of planned public facilities. In the context of *Walk Park Train Abington*, the Official Map may include existing and proposed pedestrian ways (trails) and easements, railroad and transit rights-of-way and easements and stormwater management areas and drainage easements.

If a property owner desires to move forward to develop reserved land that is located on the Official Map, the municipality has one year (from submission of a land development plan by the property owner) to pursue development or acquisition of the public improvement proposed for reserved land. This acquisition can include dedication by the owner, purchase or easement by the municipality, negotiations with the owner to make the improvements or eminent domain, which is a rare. Public outreach and participation is an important process in implementing a successful Official Map and a municipality’s governing body is required to provide a 45 day public review period and one public hearing, at a minimum, prior to adoption of an Official Map.

In conjunction with *Walk Park Train Abington*, a draft Official Map was prepared that shows the sidewalk and intersection improvements presented in this report as well as the proposed trail and bike routes presented in the *Abington Master Bicycle Plan*. Having these improvements on the Official Map will allow Abington to use the land development process as another means for implementing the sidewalk connections and intersection enhancements described in this report. It may also help with grant applications as having these improvements designated on Township documents shows commitment in implementing these infrastructure improvements.



Pathway from Gastrointestinal Associates, Inc. to the Rydal Station entrance



Intersection at Susquehanna Rd and Easton Rd near Roslyn Station

Proposed Sidewalks

In addition to the recommended sidewalks described above in the Sidewalk Connectivity section, the following new sidewalks are proposed in the Official Map:

- Sidewalk headed south on Meadowbrook Road to connect with Township Line Road
- ¼ to ½ mile sidewalk along Washington Lane from the Abington Friends School to Autumn Road
- Connecting the Fairway to Rydal station via sidewalks along Rydal Road
- Sidewalks on Washington Lane close to Rydal station in order to establish direct pedestrian connections to the station from adjacent neighborhoods
- Continuing the sidewalk along Fox Chase Road next to Abington Art Center in order to improve access to that facility and the adjacent Alverthorpe Park

Intersection Improvements

In addition to the intersection improvements recommended above in the Station Area Analysis and Recommendations section, the following improvements are proposed in the Official Map:

- Greenwood Avenue at the Plaza Apartments: Crosswalk for safer access between the apartment complex and the Abington Friends School
- Evergreen Road & Jenkintown Road: Crosswalk to safely cross to the Abington Art Center and connect with the center's trail
- Sunset Avenue & Meetinghouse Road: High visibility crosswalk across Meetinghouse to provide access for residents of the Jenkintown Manor neighborhood to the Abington Club and Pavilion shopping area
- Fox Chase Road at Abington Art Center: Possible pedestrian/bike connection at the intersection of Fox Chase and Meetinghouse Roads

- Rydal Road and Old York Road: Crosswalk/safer crossing for children crossing the street to get to the library and high school as well as to prepare for the potential increase in foot traffic from students at the new Penn State dorm on Old York Road
- Canterbury Road and Highland Avenue: Safer crossing to the high school

For additional information about the Official Map, please view the following documents:

1. The Official Map: A Handbook for Preserving and Providing Public Lands and Facilities

- To view and download the document please visit:

http://conservationtools.org/libraries/1/library_items/931

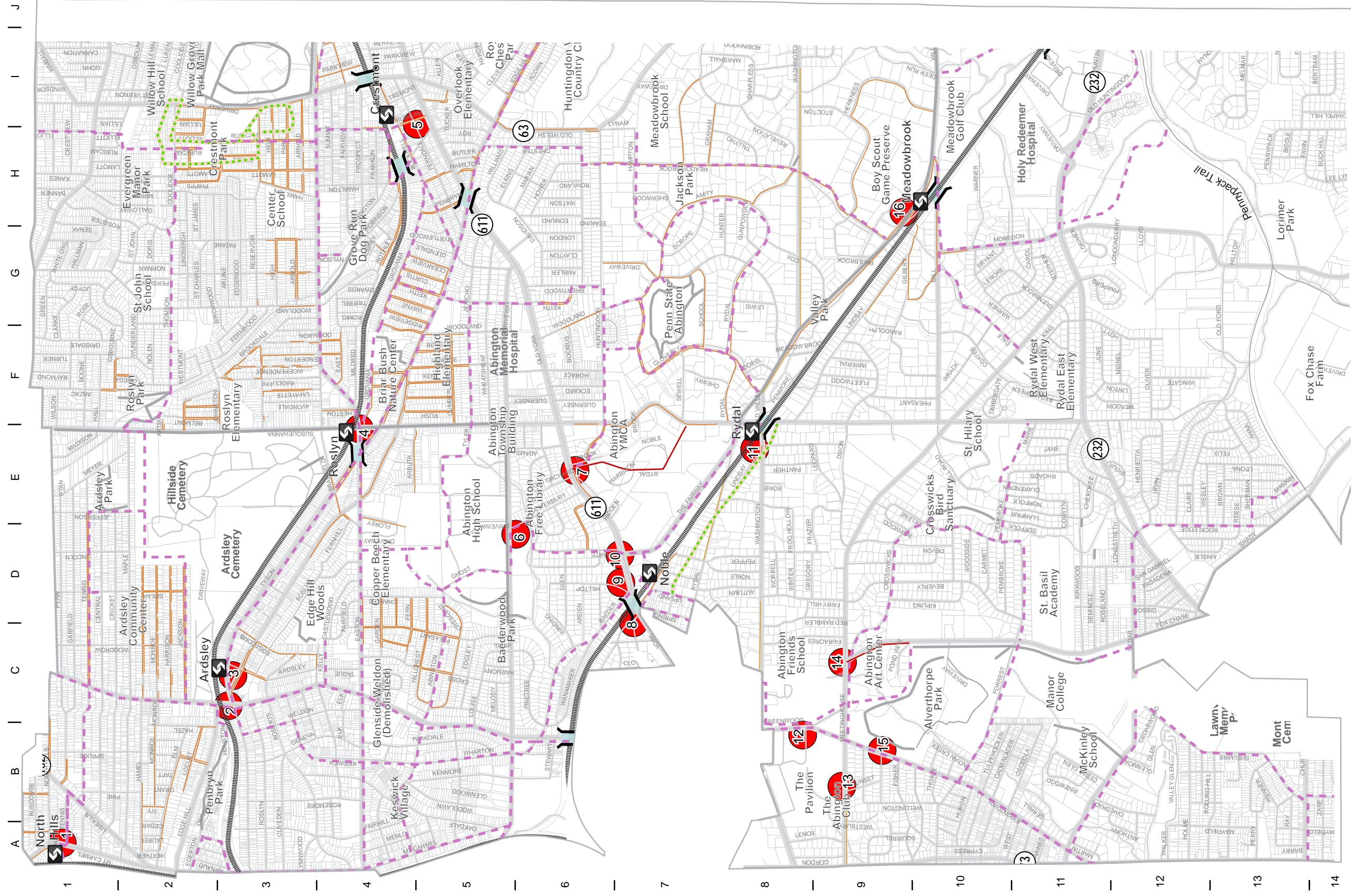
2. Pennsylvania Municipalities Planning Code, 2014 Edition

- To view and download the document please visit:

http://www.newpa.com/sites/default/files/uploads/Local_Gov/publications/MunicipalitiesPlanningCode-2014.pdf



Rydal Road and Susquehanna Road Intersection

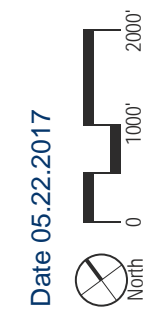


- Legend**
- Existing Trail (Off Road)
 - Proposed Trail (Off Road)
 - Existing Bike Route (On Road)
 - Proposed Bike Route (On Road)
 - Proposed Sidewalk Improvements
 - Intersection Improvements

- Intersection Improvements**
- 1 Mt Carmel Ave & North Hills Ave
 - 2 Jenkintown Ave & Tyson Ave
 - 3 Tyson Ave & Edge Hill Rd
 - 4 Susquehanna Rd & Easton Rd
 - 5 Rubicam Ave
 - 6 Canterbury Rd & Highland Ave
 - 7 Rydal Rd & Old York Road
 - 8 Old York Rd & Rodman Ave
 - 9 Old York Rd & Baeder Rd
 - 10 Old York Rd & The Fairway
 - 11 Washington Ln & Susquehanna Rd
 - 12 Greenwood Ave at the Plaza Apartments
 - 13 Sunset Ave & Meetinghouse Rd
 - 14 Fox Chase Rd at Abington Arts Center
 - 15 Evergreen Rd & Jenkintown Rd
 - 16 Valley Rd & Old Valley Rd

DRAFT OFFICIAL MAP

- Base Map Legend**
- Existing Bridge
 - Township boundary
 - Railroad
 - Transit Station
 - State Road
 - Parcels
 - Streams
 - Route 232



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4

Chapter 4: Implementation

Project Partners

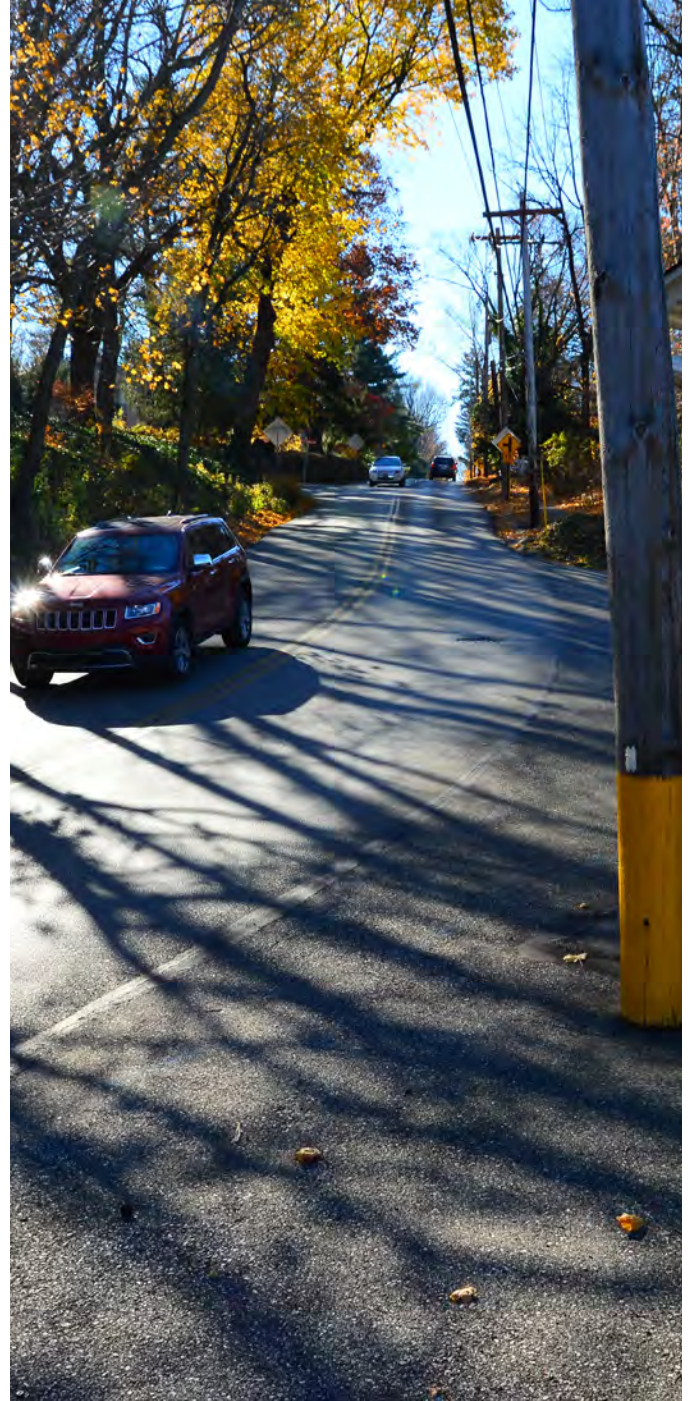
Partnerships at the local, county/regional and state levels will need to be championed by the Township so that the goals of *Walk Park Train Abington* are fulfilled. Partners can help to advocate for the completion of specific projects and also assist with securing funding through grants and other tools.

- Local partners may include:
 - Businesses and Landowners
 - Developers
 - Schools and Institutions
 - Residents
- County/Regional include
 - Montgomery County Planning Commission (MCPC)
 - County Commissioners
 - DVRPC
- State
 - PennDOT

- Department of Conservation and Natural Resources (DCNR)
- Department of Community and Economic Development (DCED)
- PennVEST (Pennsylvania Infrastructure Investment Authority)
- Other
 - SEPTA
 - Multi-modal Advocacy Groups

Local businesses, schools and civic institutions would benefit greatly from improved sidewalk connections and access to transportation facilities and should be informed of any planned sidewalk improvements that cross their properties so they may provide user feedback and inform their customers and students on any infrastructure and access changes at their facilities. Developers will also be important partners, especially when proposed sidewalks are located next to parcels under current or future land development review. The Township can reference the Official Map and work with the developer to ensure that these improvements are part of the land development application and constructed as part of the proposed development. The Abington Economic Development Office can work with local businesses as one of its goals is to improve business corridors and streetscapes.

MCPC and DVRPC are the county and regional planning agencies and they can help determine if sidewalk and intersection enhancement and station improvements are congruent with transportation and comprehensive plans. MCPC can also advise on construction projects on county roads that may affect the implementation of new sidewalks. These organizations are also sources of potential funding through grants and other programs. At the state level, PennDOT can provide input on intersection improvements and how they may impact traffic flow, egress and pedestrian and driver safety. DCNR and DCED can also provide planning, design and construction funding through grants. These are described further in the Funding section.

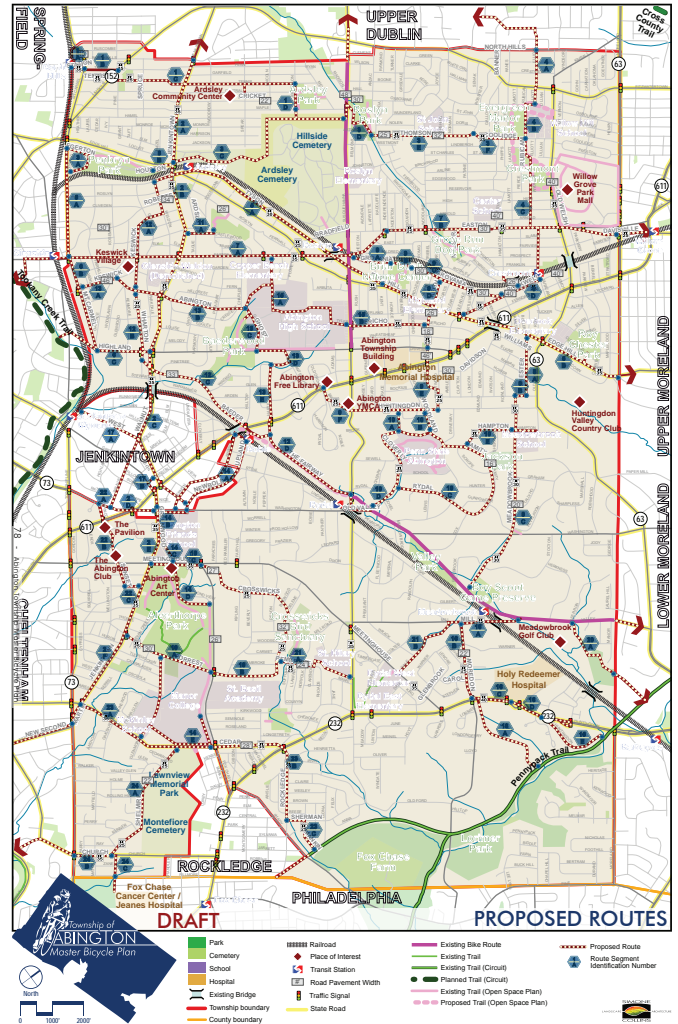


Washington Lane at the entrance to Rydal Station



Sidewalk on bridge over Noble Station

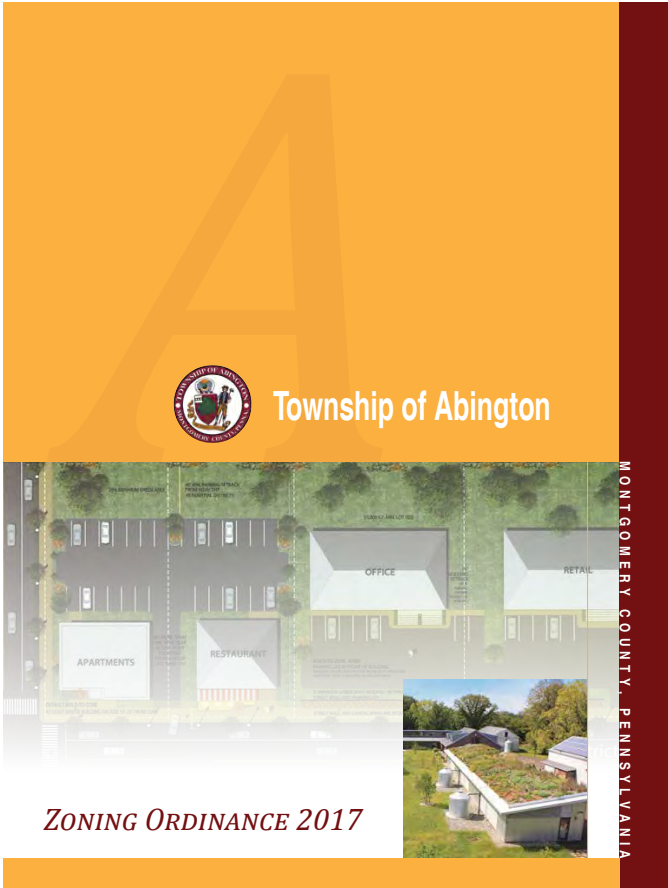
One of the most important partnerships in implementing the recommendations in this report is with SEPTA, the regional transportation service provider and owner of the train stations. The Township can partner with SEPTA with local station and bus route planning efforts in its long-range capital program in order to identify transportation needs to better serve current and future residents and workers. SEPTA is also interested in pursuing sustainability goals, including installing bicycle infrastructure at various stations. The Township can help inform SEPTA where additional bike racks and possible bike ramps would be needed based on bicycle usage by station patrons. Partnerships can also be forged with multi-modal advocacy groups, like the Bicycle Coalition of Greater Philadelphia, Commuter Connection PA and Pennsylvania Walks and Bikes who can mobilize their member bases to help propel pedestrian and bicycle improvements.



Coordination with Abington Master Bicycle Plan

The recommendations presented in this report will compliment and build off the proposed routes presented in the *Abington Master Bicycle Plan*. Many of the routes proposed in the Plan are located next to the stations and in addition to creating new bicycling infrastructure on major roads like Tyson Avenue, Easton Road, Edge Hill Road, Meadowbrook Road and the Fairway, lanes are also proposed on roads with lower levels of traffic like Tennis Avenue, Thomson Road, Rubicam Avenue and Cloverly Lane. These proposed routes align with proposed

sidewalks presented in *Walk Park Train Abington* and present multi-modal options to Township schools, parks, neighborhoods, institutions and job centers.



is superimposed, or “overlaid” on an area in an existing zoning district. It can cover a portion of that district and the requirements compliment or replace the underlying zoning requirements.

A TOD Overlay can be implemented for the recommended TOD area around Crestmont station. This overlay can encourage mixed-use, pedestrian-scale development; promote the reuse of existing buildings; promote transit use, walking and biking; and establish a neighborhood brand that emphasizes pedestrian interaction, livability and diversity of uses.

Revisions to Zoning Code (TOD Overlay)

Abington adopted a new zoning ordinance in Spring 2017 which updated districts, where needed, to allow for variations in density, and also added regulations for building facades, architectural details and public space to allow for a more integrated pedestrian experience and comply with goals of corridor improvement and neighborhood revitalization plans. In addition to the updated ordinance, another municipal tool that can be used by the Township in order to advance transportation enhancements and pedestrian-oriented developments is through a TOD Overlay. An overlay is an alternative set of development requirements that

Stormwater BMPs

As discussed in Chapter 2, stormwater BMPs can help control the flow of stormwater runoff on impervious surfaces and also mitigate the presence and volume of pollutants in the runoff before it reaches waterbodies. Some BMPs that could be installed in and around the Regional Rail stations and parking lots include bioswales, rain gardens, infiltration basins and alternative surface materials like porous or pervious pavements.

Swales are large, long depressions filled with vegetation that helps to move and treat runoff. When situated in parking lots, they can help to direct stormwater to rain gardens. Rain gardens can be utilized in parking lot islands and work well in denser locations. These gardens are planted depressions that contain deep-rooted plants and help to store stormwater and filter out pollutants before the water reaches waterbodies. In addition to treating stormwater, these gardens convey an attractive amenity on a streetscape and enhance the pedestrian's or driver's experience when entering a lot with a rain garden. Infiltration basins, like swales, are open depressions that work in cooperation with swales, which help to direct runoff to the swales.

An alternative surface material that can be used in parking lots is porous pavement. Porous pavement is a permeable surface that holds stormwater and slowly filters it before reaching the soil, removing any pollutants along the way.



Example of a grass swale filter strip BMP



Example of a parking lot rain garden



Example of a parking lot rain garden



Example of a parking lot with permeable pavers and pervious pavement



Susquehanna Road near Rydal Station

Estimate of Probable Development Costs

Probable construction costs were developed by taking measurements from the GIS map, applying unit costs determined by 2017 improvement pricing, and adding a 25% contingency.

Costs for sidewalk construction are based on the below unit costs:

Improvement	Unit Cost	Unit
Concrete Sidewalk, 4" thick, 6" gravel base, 5' wide	\$37.81	LF
Curb, steel formwork and cast in place 6" X 18" straight	\$12.31	LF
Roadway Repair, 6" thick, 8" gravel base, 1' wide	\$7.69	LF
Total Sidewalk with Curb Unit cost	\$57.81	LF

Estimated costs to construct the proposed sidewalks recommended in this report are summarized below:

Improvement	Linear Feet	Cost:(\$46.25/sf)
Proposed General Sidewalks	71,664	\$4,143,075
Proposed Park Sidewalks	82,368	\$4,761,900
Proposed School Sidewalks	91,759	\$5,304,818
Total Proposed Sidewalks	245,791	\$14,209,793

Not all of these sidewalk costs need to be borne by the Township. If placed on the Official Map, when properties are developed or redeveloped, these costs can be absorbed by the land owner / developer for sidewalks that border the site. The Township land development ordinances also require the installation of sidewalks for land development projects. Additionally, there are several potential sources to help fund these infrastructure improvements.

Cost Estimates for Each Station

Preliminary cost estimates for each station including a 25% contingency.

Ardasley

Improvement	Unit Cost
Added Pedestrian signal and continental crosswalks at the Jenkintown Rd and Edge Hill Rd intersection	\$31,250
Added Pedestrian signal and continental crosswalks at the Jenkintown Road and Tyson Avenue intersection	\$31,250
Constructed curb extensions and contental crosswalks at the intersection of Tyson Avenue and Edge Hill Road	\$41,250
Total	\$103,750

Crestmont

Improvement	Unit Cost
Added median refuge island at the intersectio of Easton Road and Rubicam Avenue	\$168,750
Modified landscaped median at Old York Road and Rubicam Avenue intersection	\$141,250
Total	310,000



Noble

Improvement	Unit Cost
Modernize roundabout at Rodman Ave and Cheltena Ave intersection	\$187,500
Curb extensions and continental crosswalks at Old York Rd and Rodman Ave intersection	\$108,750
Add stairs on the west side of Route 611 Bridge over railroad tracks	TBD
Add additional crosswalks on Baeder Rd and Old York Rd and Baeder Rd / Hilltop Rd	\$37,500
Modify traffic signal phasing at Old York Rd and Baeder Rd / Hilltop Rd intersection	\$2,500
Construct curb extensions and add continental crosswalks at Old York Rd and the Fairway / Harte Rd intersection	\$53,125
Evaluate potential for midblock crosswalks on the Fairway near station access driveway	\$53,125
Total	\$442,500

North Hills

Improvement	Unit Cost
Improve vehicular wayfinding signage at station	\$6,250
Reconfigure Mt. Carmel Ave and North Hills Ave intersection	TBD
Evaluate roundabout potential at the Mt Carmel Ave and North Hills Ave intersection	\$1,250,000
Improve pedestrian accommodations and streetscape improvements at Mt Carmel Ave between Station Ave and Tennis Ave	\$25,000
Total	\$1,281,250

Roslyn

Improvement	Unit Cost
Consider relocating platform to the west as part of future SEPTA capital improvement project	TBD
Construct curb extensions and add continental crosswalks at the Tyson Ave and Easton Rd intersection	\$75,000
Total	\$75,000

Rydal

Improvement	Unit Cost
Add crosswalk on the Rydal Rd intersection at The Fairway	\$65,000
Evaluate future realignment of the Rydal Rd and The Fairway intersection	\$250,000-\$1,250,000
Add Rectangular Rapid Flashing Beacon at the Washington Ln and Barrowdale Rd intersection	\$76,875
Total	\$326,875-\$1,325,875

Potential Funding Sources

Multiple funding sources are available through grants, incentives and other programs for the implementation of the recommendations proposed in this report. Example of funding sources are below

DVRPC / PennDOT

Transportation Alternative Program (TAP)

The Transportation Alternatives Program (TAP) is a Federal highway and transit funds set-aside under the Surface Transportation Program (STP) for community-based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal transportation system. The Transportation Enhancements (TE) funding category, which has historically funded many pedestrian and bicycle supportive projects such as streetscape improvements, was originally established by Congress in 1991 under the IS-TEA transportation authorization legislation, and was most recently affirmed as TAP under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

The program seeks to provide funding for projects such as construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Non-motorized forms of transportation include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Recently, these grants have been available every two years. For more information on the PA Transportation Alternative Program, visit the DVRPC website at <http://www.dvrpc.org/TA/>.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ funds transportation projects in the DVRPC region that improve air quality and reduce traffic congestion. CMAQ projects will demonstrate methods to significantly improve air quality and help the region meet federal health regulation standards. More information can be found at <http://www.dvrpc.org/CMAQ/>.



Ardsley Cemetery, which is adjacent to Ardsley Station to the north



Old York Road, looking north, from the top of the stairs at Noble Station

DCNR

Community Conservation Partnership Program (C2P2)

C2P2 provides funding to municipalities and authorized nonprofit organizations for recreation, park, trail and conservation projects. These include planning for feasibility studies, trail studies, conservation plans, master site development plans, and comprehensive recreation park and open space and greenway plans; land acquisition for active or passive parks, trails and conservation purposes; and new development and rehabilitation of parks, trails, Riparian Forest Buffers, and recreation facilities. Most of these projects require a 50% match, which can include a combination of cash and/or non-cash values. Grant applications for the C2P2 program are accepted annually—usually in April. Funding from DCNR for “sidewalk” connections will need to be categorized as multi-use trails. Some of the recommended sidewalk gap improvements may fit within a “trail” designation. More information on this program can be found at the DCNR website: <http://www.dcnr.state.pa.us/brc/grants/indexgrantsinstruct.aspx>.

Commonwealth Financing Agency (CFA)

Greenways, Trails and Recreation Program (GTRP)

Administered through the PA Department of Community and Economic Development (DCED), the Greenways, Trails and Recreation Program (GTRP) provides funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. The program awards up to \$250,000 per project to eligible applicants and required a local match of 15% of the total project cost. Funding from DCED for “sidewalk” connections will need to be categorized as multi-use trails. Some of the recommended sidewalk gap improvements may fit within a “trail” designation. Additional information on the Greenways, Trails, and Recreation Program can be found at <http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/greenways-trails-and-recreation-program-gtrp>.

Multimodal Transportation Fund

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the Commonwealth. Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Grants are available for projects with a total cost of \$100,000 or more and grants shall not exceed \$3,000,000 for any project. For more information please visit <http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/multimodal-transportation-fund>.

PennDOT

Safe Routes to Schools

Administered through PennDOT, Pennsylvania's Safe Routes to School (SRTS) program makes federal-aid highway funds available to school districts, schools, municipalities, county government, and planning partners to address infrastructure projects that provide safer walking and bicycling routes. These funds are intended to benefit elementary and middle school children in kindergarten through the eighth grade.

SRTS funding is only available to municipalities, school districts, individual schools county government, and planning partners. Funding may only be used for infrastructure projects that physically exist within the public right-of-way.

Eligible projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools



Station signage at North Hills Road near North Hills Station



Bicycles parked at Ardsley Station

While the next round of SRTS funding in Pennsylvania has not yet been determined, Abington should develop strong partnerships with Abington School District and other private schools in the Township to seek future SRTS funding when available. For more information on the PA SRTS program, please visit <http://www.saferoutespa.org/Funding/Infrastructure-Funding/>.

Automated Red Light Enforcement Program (ARLE)

The ARLE Funding Program generates revenue from red traffic light violations into a restricted Motor License Fund account. Revenue is only deposited after all operation and maintenance costs are deducted. More information can be found at <http://www.dot.state.pa.us/Portal%20Information/Traffic-%20Signal%20Portal/FUNDARLE.html>.

Other Funding Sources

PennVEST

PennVEST offers both grants and low interest loans for projects that help to manage stormwater and improve water quality. Projects funded by PennVEST contribute to environmental health and resident health, as well as provide jobs for Pennsylvania workers. More information can be found at <http://www.pennvest.pa.gov/-Pages/default.aspx>.

Public-Private Partnerships

A public-private partnership (P3) is an agreement between public entities, like municipalities, and private sector partners, like businesses, where the municipality works with businesses to aid in the construction, operation, financing and managing of a facility. The municipality still retains ownership of the facility, however, the business has a say as to how tasks are managed at the facility.

In July, 2012, Pennsylvania enacted the Public Private Transportation Partnership Act which authorizes public-private partnerships for existing and new transportation infrastructure projects. Basically, a P3 is established where control of a transportation facility is transferred from a public entity, like PennDOT, to a private entity like a developer or business. It can also be transferred to another public entity. PennDOT, SEPTA,

Abington Township and private developers can enter P3s in order to develop TODs and construct transportation improvements. While this type of funding may have limited applicability for sidewalks, it should not be ruled out when considering how to fund these improvements.

Tax Increment Financing (TIF)

Tax increment financing (TIF) is a funding method by which future tax benefits of real estate projects are used to pay for the present cost of the project. The tax increment can be used toward projects in underdeveloped areas where development would not occur without this type of incentive. The increased property or sales tax generated by the new development is used to pay for supporting costs like land acquisition, demolition of structures, infrastructure, relocation, utility installation, debt service and planning.

For the purposed of this report, TIF can be utilized for curb and sidewalk work, traffic control, street lighting, landscaping and parking structures. More information on TIFs in Montgomery County can be found at <http://www.montcopa.org/1014/Redevelopment-Authority>.

Walk Montco

In addition to a number of funding sources listed above, the *Walk Montco* report notes additional funding resources that can be pursued for pedestrian-related projects, including funding from Municipal Liquid Fuels, the Highway Safety Improvement Program, Community Transportation Grants and Community Development Block Grants. More information can be found at <http://www.montcopa.org/DocumentCenter/View/9839>.



Bus stop on Old York Road near Crestmont Station



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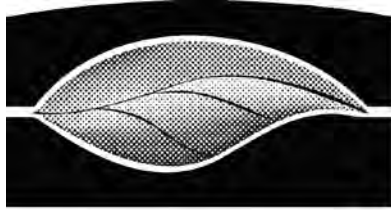
Chapter 5: Appendix

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- Planning Reports

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Committee Meetings



MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	Abington Township Building 1176 Old York Rd. Abington, PA 19001	Meeting Date/ Time:	11/29/2016 10AM – 11AM
Re:	Kick-off Meeting	Issue Date:	11/29/2016

ATTENDEES:

- Michael LeFevre (ML), Township Manager
- Tara Wehmeyer (TW), Assistant Township Manager
- Benjamin Sanchez (BS), Commissioner – Ward 7
- Steven Kline (SK), Commissioner – Ward 1, Chair of Montgomery County Planning Commission (MCPC)
- Ed Micciolo (EM), Director of Public Works
- Dan Farina (DF), County Planner, MCPC
- Janet Arcuicci (JA), Senior Multimodal Transportation Planner, MCPC
- Peter Simone (PS), Simone Collins
- Pankaj Jobanputra (PJ)
- Geoff Creary (GC)
- Melissa Barley (MB)
- Ben Guthrie (BG), TPD
- Randy Waltermeyer (RW)TPD

NOTES:

Scope of Work

- PS reviewed Scope: we will look at stations in terms of long-term redevelopment sites; we will look at ADA accessibility and connections to parks and open spaces; we'll look at intersections and understand issues, this can be used later as a tool to obtain funding; we will educate the community on the Official Map; we can identify bike trails, pedestrian enhancements and parking next to stations on the Official Map
- SK – Would you develop the Official Map only as it relates to bikes and sidewalks?
- PS – Yes, but if there's something else the Township would like added, we can include it; Scope doesn't go through the adoption process

Station Observations - Ardsley

- GC – There's an at-grade crossing; no delineation between the road and sidewalk along southern end of Jenkintown Rd.; connections to neighborhood are present; VFW has a large parcel of land, we will look at site and potential for alternate uses
- BS – A Township commissioner runs the VFW, he may be a resource, Stephen Kalinoski
- PS – Would zoning allow for high density? Does the VFW want to sell? Maybe there's a possibility for shared parking?
- RW – Where Edge Hill Rd. and Tyson Ave. come together is misused as a turning lane, many cars were seen going into the right most lane to turn right, only to merge left into the designated turning lane because of a bump-out at block's end
- SK – VFW zoning is currently split between mixed-use and residential, in revised zoning, the whole site will go to a lower intensity
- Tyson Avenue is slated for reconfiguration

Station Observations - Crestmont

- Property adjacent to the station is for sale
- GC – SEPTA views it as 'at capacity'; local restaurant (Bonnet Lane) is a staple; get a sense of community here
- PJ – Absence of signage along Old York Rd. alerting drivers to the presence of station; no sidewalks along Rubicam Ave. from Rockwell Rd. to Old York; large parcels south of station

Station Observations - Meadowbrook

- GC – Does Old Valley Rd. need to be a shortcut?; there are 90 surface parking spaces
- PS – Is there any history with Old Valley?
- SK – Uses the shortcut; people try to figure out which way to go west; people who want to get on Valley Rd. come off from Old Valley
- PS – This is a good example of an easy fix to add more parking
- PJ – If SEPTA formalizes the parking, they can charge for it

Station Observations - Noble

- GC – This is a bigger site; the potential here is overwhelming; mixed-use; available surface parking; some sidewalks need repair, easy access to residential neighborhood off of Rodman Ave.
- PJ – As the station is under a bridge, people driving at higher speeds on Old York may miss it; new signage would be useful
- TW – PennDOT is planning to redo this bridge; there is also a multimodal grant for the station but the adjoining property owner is not willing to move forward on it
- BS – The property owner wants higher density, they want to get rid of their building and build up
- SK – The station is referred to as the "triangle area" in other planning documents.

- BS – The hold-up is the adjoining property owner and SEPTA not coming to terms; there's another proposal for Baederwood Shopping Center
- PS – High density residential makes sense
- SK – Any recommendations here have to coordinate with draft zoning and TRID planning
- ML – The property owner is satisfied with the status quo
- PS – We will look at pedestrian connectivity with Penn State Abington
- Property owners in the neighborhood around Baeder Road say the intersection became more confusing and more heavily trafficked with the addition of the new Wawa and PNC Bank.

Station Observations – North Hills

- PJ – North Hills is interesting, there's almost a village feel here in the neighborhood off of Station Ave. and Mt. Carmel Ave.; you have to walk under a bridge to access the platforms but the walk is comfortable
- GC – Are there potential alternate uses at North Hills Country Club? (Township notes that country club is healthy and doing well); there is a grouping of gas stations around the station; no visual way to see the parking
- EM – We're working on upgrading the intersection, design is about complete with bump-outs and realignment; a private engineering firm is doing the work; PennDOT had some suggestions
- TW – Families have lived in adjacent neighborhoods for some time
- EM – There are smaller apartments on the other side of North Hills; there's a large socio-economic swath
- SK – South side of Mt. Carmel is industrial, blue-collar; there are some issues with occupancy; new zoning is a Main Street district
- ML – North Hills is stable

Station Observations - Roslyn

- GC – There are 90 spaces; could use formalized parking; cars have to make tight turns to get into the parking; trains stop all traffic since station is close to the Easton Rd./Susquehanna Rd. intersection
- TW – Station is on SEPTA's list for redevelopment
- EM – When the train stops, it gridlocks down to York Rd.; what if the station was moved to the other end?; if it was moved, would it affect Susquehanna?; Ed would like to be a part of the meeting with SEPTA
- TW – Traffic backs up to Edge Hill Rd.
- RW – Is there a sense of pedestrian walk-up activity?; topography is challenging
- EM – Lots of walk-ups to the hill; SEPTA will install a wrought-iron fence to block area on Easton and force people to cross where they're supposed to

- TW – People do park at Giant to use train.

Station Observations - Rydal

- GC – Only 43 spaces; fair amount of pedestrian use; active community that walks down to the station
- EM – There have been bumper accidents, but nothing major
- SK – There's lots of Penn State traffic; there's a shuttle pick-up
- GC – There's a shortcut path from the office parking lot north of the station
- SK – There's a fair amount of traffic from Rydal
- PJ – In terms of safety and in periods of inclement weather, potential of installing stairs going up the hill
- PS – Probably will need to acquire right-of-way for sidewalks on street on outbound track side

Closing Points

- PS – We can follow up with the Township on our questions
- JA – At the County, we're looking at bus stops on county-owned roads, preliminary ridership numbers and which roads intersect with SEPTA routes; RFP will be released to install shelters using advertising

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Pankaj (PJ) Jobanputra, AICP

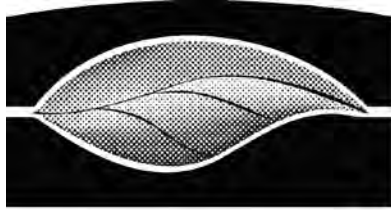
Project Kick-Off Meeting

November 29, 2016

Walk Park Train Abington

Abington Township, Montgomery County, Pennsylvania

Name	Email
Tara Wehmeyer	twehmeyer@abington.org
Melissa Barley PS	mbarley@simonecollins.com mbarley@simonecollins.com
GEOFF CREARY	CREARY@SIMONECOLLINS.COM
Ben Guthrie	bguthrie@trafficpd.com
Randy Waltemyer	rwaltemyer@trafficpd.com
Janet Armicci	jarmac@montcopa.org
Dan Farine	dfarine@montcopa.org
Steve Kline	KLINE@WARREN.COMCAST.NET
MICHAEL LEFAYE	MLEFAYE@ABINGTON.ORG
BEN SANCHEZ	bensanchez.ward7@gmail.com
Ed Micciolo	EMICCILO@ABINGTON.ORG



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MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	Abington Township Building 1176 Old York Rd. Abington, PA 19001	Meeting Date/ Time:	1/4/2017 10AM – 11AM
Re:	Project Committee Meeting #1	Issue Date:	1/4/2017

ATTENDEES:

- Tara Wehmeyer (TW), Assistant Township Manager
- Alan Freed (AF), Traffic Safety Manager Officer
- Steven Kline (SK), Commissioner – Ward 1, Chair of Montgomery County Planning Commission (MCPC)
- Dan Farina (DF), County Planner, MCPC
- Janet Arcuicci (JA), Senior Multimodal Transportation Planner, MCPC
- Peter Simone (PS), Simone Collins
- Pankaj Jobanputra (PJ)
- Geoff Creary (GC)
- Ben Guthrie (BG), TPD

NOTES:

Introduction

- PS reviewed progress made up-to-date and immediate next steps:
 - a. We've looked at background demographic and transportation-related data and trends and drawn some station-specific conclusions. We've also drafted preliminary sidewalk gap, bus route and bus-to-rail connection maps.
 - b. Our next meeting is with SEPTA on Tuesday, Jan. 17th at 9AM at SEPTA offices to discuss station needs and planned improvements. We will distribute the agenda a week beforehand.
 - c. The first public meeting is on Monday, Jan. 23rd at 7PM at the Township Building. We will email the press release and flyer to the Township next week for public distribution. We will also email attendees of the Abington Bike Plan public meetings about the first public meeting (along with a poster) if they wish to attend and continue to contribute to the planning process.

Demographic Trends

- PJ presented demographic, transportation and employment charts and trends on the areas around the 7 stations (based on census tracts a ¼ mile around each station):
 - a. Population – Total Population, Population Change from 2010 to 2014, Senior and Children Population
 - b. Workflow – Journey to Work by Mode of Transport, Work Inflow/Outflow Analysis
 - c. Transit Usage – Regional Rail Weekday Boardings, Bus Ridership
 - d. Bicycle Needs – DVRPC RideScore Rating
 - e. Income & Affordability – Median Household Incomes, Location Affordability based on Housing and Transportation Costs
 - f. Population Density vs. Boardings – Population Per Square Mile, 2015 Boardings for Each Station
 - g. Population & Employment Forecasts – Projected Population and Employment Forecasts, Regional Employment Centers

Initial Mapping

- GC presented progress on our initial mapping:
 - a. Sidewalk Gaps Map
 - b. Bus Routes and Stops Map
 - c. Bus to Rail Connections Map

Outstanding Items Needed

- PJ reviewed the data and information still needed from the Township:
 - a. Has there been any significant construction of sidewalks in the past 3 years?
 - b. What are the priorities and scheduling for repaving Township roads? Are you aware of any PennDOT roads to be repaved in the next 1-3 years?
 - c. Can you provide us with accident data in the Township for the last 3 years?
 - d. What are the most accident prone intersections or locations in the Township?
 - e. Is crash/accident data available for any problem intersections as well as for streets, especially within a ¼ mile of the 7 regional rail stations?
 - f. Are there other safety concerns in the Township related to transportation?
 - g. Right-of-Way Map

First Public Meeting

- PJ went over the format and plan for the first public meeting:
 - a. SC will provide a large print map of the township with stations noted and we will ask meeting attendees to note “their” station when they arrive at the meeting (with a dot).

- b. We will provide a Project Overview that will provide background on the project and its purpose, a review of station site observations, demographic trends and initial mapping.
 - c. There will be a breakout session where the larger group will be divided into 7 smaller groups (1 for each station). These groups will discuss their interaction with the stations in terms of usage, safety and accessibility, how the stations can be improved and what opportunities they see for the station and immediate area. Each group will have a large map of the station area, a flipchart to record comments and colored dots which the participants can place on the map to note a specific condition or highlight an improvement.
 - d. The groups will then reconvene into the larger group and review the ideas and comments.
- SK – Can the flyers for the meeting be posted at the regional rail stations and at bus stops?
 - PS – We will check with SEPTA for permission to do so.
 - SK – Also, can today’s presentation and the previous presentation (Kick-off Meeting) be sent to the Committee?
 - GC – Yes, we can place PDFs on Dropbox and email the link

Next Committee Meeting

- **The next Committee Meeting will be on Wednesday, Feb. 15th at 10AM at the Township Building. Reminder emails will be sent one week and one day before the meeting.**

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



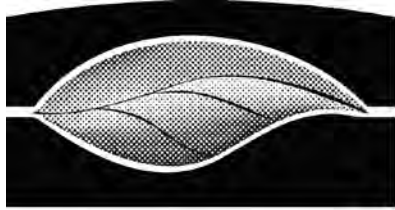
Pankaj (PJ) Jobanputra, AICP

Walk Park Train Abington

Committee Meeting 1 - Sign In Sheet

January 4, 2017

Name	Attendance (Please check)	Email
Tara Wehmeyer	<input checked="" type="checkbox"/>	twehmeyer@abington.org
Alan Freed	<input checked="" type="checkbox"/>	afreed@abington.org
Steven Kline	<input checked="" type="checkbox"/>	kline4ward1@comcast.net
Michael LeFevre		mlefevre@abington.org
Scott Marlin		smarlin@abington.org
Ed Micciolo		emicciolo@abington.org
Angelo Pontelandolfo		apontelandolfo@abington.org
Doug Wendell		dougwendell@comcast.net
Ed Micciolo (duplicate)		emicciolo@abington.org
Michael Powers		mpowers@abington.org
Benjamin Sanchez		bensanchez.ward7@gmail.com
Mike Stokes, MCPC Dan Farina		mstokes@montcopa.org dfarina@montcopa.org
Janet Arcuicci, MCPC	<input checked="" type="checkbox"/>	jarcuicc@montcopa.org
Ben Guthrie, TPD	<input checked="" type="checkbox"/>	bguthrie@trafficpd.com
Randy Waltermeyer, TPD		rwaltermyer@trafficpd.com
Peter Simone, Simone Collins	<input checked="" type="checkbox"/>	psimone@simonecollins.com
Pankaj Jobanputra	<input checked="" type="checkbox"/>	pjobanputra@simonecollins.com
Geoff Creary, Simone Collins	<input checked="" type="checkbox"/>	gcreary@simonecollins.com



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MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	Abington Township Building 1176 Old York Rd. Abington, PA 19001	Meeting Date/ Time:	2/15/2017 10AM – 11AM
Re:	Project Committee Meeting #2	Issue Date:	2/15/2017

ATTENDEES:

- Tara Wehmeyer (TW), Assistant Township Manager
- Alan Freed (AF), Traffic Safety Manager Officer
- Steven Kline (SK), Commissioner – Ward 1, Chair of Montgomery County Planning Commission (MCPC)
- Ed Micciolo (EM), Director of Public Works
- Angelo Pontelandolfo (AP), Superintendent of Highways
- Michael Powers (MP), Township Engineer
- Benjamin Sanchez (BS), Commissioner – Ward 7
- Van Strother (VS), Community Development
- Dan Farina (DF), County Planner, MCPC
- Janet Arcuicci (JA), Senior Multimodal Transportation Planner, MCPC
- Peter Simone (PS), Simone Collins
- Pankaj Jobanputra (PJ)
- Geoff Creary (GC)
- Ben Guthrie (BG), TPD
- Randy Waltermeyer (RW)

NOTES:

Introduction

- PS – Review of TAP1 project-on road, don't need ROW and utility clearances
- PJ – Presented a summary of key points from Public Meeting #1 (Jan) and SEPTA Meeting #1

Initial Discussion

- PS – SEPTA does a lot of ad hoc work; they don't collect parking money; this could change, it may discourage people from parking illegally at Crestmont
- Commissioner where VFW is located is Stephen Kalinoski (Ward 6)

- SK – Would they let the Township perform parking enforcement?
- TW – There were meetings with the Township Manager about parking; who will create 15 spaces?
- PS – Township could collect money should we encourage SEPTA to charge for the lot; recommendation for SEPTA to charge
- TW – Concur as there is a lack of spaces
- VS – Community would have to weigh in on parking changes
- TW – At one point, a team was trying to see the potential for development at the La-Z-Boy, for a walkable area, this is a dead proposal; there was also a multi-modal tie-in
- JA – Pottstown has a bike share program, it's a small program, 17 miles total; program is free, need an ID
- PS – A bike share program in Abington could start small; could look at business districts; bikes are donated in Pottstown
- BS – Penn State is interested in bike share in lockers at apartments
- JA – County Department of Assets and Infrastructure handles bike share
- GC – Presented initial concepts for station improvements

Ardsley

- GC – Could potentially yield 60 parking spaces at the VFW

Crestmont

- Is road wide enough for parking on one side; check ROW
- PS – Metered or enforced parking would be situated at the sides of residences, not at their front doors

Noble

- GC – Has been planned, no need to replicate, at-grade crossing potential but SEPTA is averse to at-grade crossings

North Hills

- PS – We will be looking at existing and proposed zoning
- EM – Already have funding for intersection; about 1 year away; trying to get better site vision around corner
- PS – Opportunity to suggest new streetscaping which adds to safety, village feel
- PS – Lot of older industrial uses along Mt. Carmel
- SK – Designated as M-U in draft zoning

Roslyn

- GC – The cut-through would have to be restricted

- BG – The station is not really how anyone would design traffic today; it evolved in the way it works now
- SK – Maybe redevelopment potential down Easton Rd.

Meadowbrook

- GC – Different concepts to block road and formalize parking
- SK – What about closing the road on the left-hand side? People can enter down in the middle
- AF – Issue is diverting all traffic to Mill and Valley, bad corner to go north
- SK – Leave center open, close left, leave ROW as parking, 2-way coming from the right; island stays wet frequently
- AF – Opportunity to put in paid parking

Crash Analysis

- RW – The standard is to look at a 5-year window, we looked at 2011-15; High Crash Locations (HCLs) have their own methodology
- JA – Is it possible to list the total counts, fatalities on the map so they are totaled ON MAP; number of pedestrian-related crashes and fatalities, as well as bike-related crashes?
- RW – Old York Rd. has a higher than state-wide average of crash rates
- RW – Along Easton, you see a repetitive pattern of pedestrian accidents-what is occurring there to have that many accidents?
- RW – 53% of all crashes and 63% of bike/ped accidents occur along priority corridors; train stations are not as high a priority, 19% of crashes near train stations; 28% of bike/ped crashes occur within ¼ mile of station; data doesn't allow us to see if a person was a SEPTA passenger
- JA – Can you put bus and bike routes on the map?
- EM – Questioned the amount of data of ped accidents on Old York Rd.
- JA – There's a robust reporting process
- AF – Does data include crashes in parking lots?; this could be included in a state required report
- BG – Maybe we compare PennDOT and Township data
- RW – Data is similar, same 5 intersections with the highest number of crashes between PennDOT and Township data
- JA – Include explanation of how data is applied
- VS – The Easton corridor is more of a walking corridor; residential lots come right up to Easton
- BG – We have traffic volume data, but not pedestrian data

- Send counts of Old York and Easton Rds. to Tara
- RW – Can plot the whole Township
- VS – How do you address accidents?
- BG – Depends on corridor for traffic calming or other measures
- VS – What about a grant to change signalization of traffic crossings?
- EM – Each intersection will have to be evaluated in terms of timing
- RW – Some intersections were recently improved
- PS – Good example of safety measure-traffic island to help make crossings safer
- RW – Count-down timer is a great grant opportunity

Next Committee Meeting

- The next Committee Meeting will be on Wednesday, March 29th at 10AM at the Township Building. Reminder emails will be sent one week and one day before the meeting.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Pankaj (PJ) Jobanputra, AICP

Walk Park Train Abington

Abington Township, Montg. County, Pennsylvania

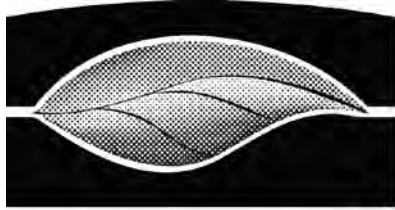
Committee Meeting 2 - Sign In Sheet

February 15, 2017

Name	Attendance (Please check)	Email
Tara Wehmeyer	<input checked="" type="checkbox"/>	twehmeyer@abington.org
Alan Freed	<input checked="" type="checkbox"/>	afreed@abington.org
Steven Kline	<input checked="" type="checkbox"/>	kline4ward1@comcast.net
Michael LeFevre		mlefevre@abington.org
Scott Marlin		smarlin@abington.org
Ed Micciolo	<input checked="" type="checkbox"/>	emicciolo@abington.org
Angelo Pontelandolfo	<input checked="" type="checkbox"/>	apontelandolfo@abington.org
Doug Wendell		dougwendell@comcast.net
Michael Powers	<input checked="" type="checkbox"/>	mpowers@abington.org
Benjamin Sanchez	<input checked="" type="checkbox"/>	bensanchez.ward7@gmail.com
Dan Farina, MCPC	<input checked="" type="checkbox"/>	dfarina@montcopa.org
Janet Arcuicci, MCPC	<input checked="" type="checkbox"/>	jarcuicc@montcopa.org
Ben Guthrie, TPD	<input checked="" type="checkbox"/>	bguthrie@trafficmpd.com
Randy Waltermeyer, TPD	<input checked="" type="checkbox"/>	rwaltermeyer@trafficmpd.com
Peter Simone, Simone Collins	<input checked="" type="checkbox"/>	psimone@simonecollins.com
Pankaj Jobariputra	<input checked="" type="checkbox"/>	pjobanputra@simonecollins.com
Geoff Creary, Simone Collins	<input checked="" type="checkbox"/>	gcreary@simonecollins.com
<i>VAH STRONER</i>		<i>US</i>

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MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	Abington Township Building 1176 Old York Rd. Abington, PA 19001	Meeting Date/ Time:	4/4/2017 10AM – 11AM
Re:	Project Committee Meeting #3	Issue Date:	4/4/2017

ATTENDEES:

- Tara Wehmeyer (TW), Assistant Township Manager
- Alan Freed (AF), Traffic Safety Manager Officer
- Steven Kline (SK), Commissioner – Ward 1, Chair of Montgomery County Planning Commission (MCPC)
- Ed Micciolo (EM), Director of Public Works
- Benjamin Sanchez (BS), Commissioner – Ward 7
- Janet Arcuicci (JA), Senior Multimodal Transportation Planner, MCPC
- Pankaj Jobanputra (PJ), Simone Collins
- Geoff Creary (GC)
- Ben Guthrie (BG), TPD

NOTES:

Introduction

- BS – The parking lot at the triangle of Old York Rd., Spring Ave. and Rodman Ave. is in Jenkintown at the site of the old Strawbridge's – Faulkner Nissan wants to park cars on triangle lot
- AF – Check pedestrian fatality information from MCPC

Roslyn

- EM – People who use Roslyn don't cross at Easton Rd. and Tyson Ave.

Crestmont

- EM – Would like to see the Crestmont plan further fleshed out
- SK – Bike lanes would only be at crossing at Rubicam
- BG – There can be shared road markings on the road to Willow Grove Mall

- BG – Should we be pursuing an additional signal at Roy and Old York?
- JA – I believe a signal should be installed at Roy and Old York
- AF – During rush hour, the light at Old Welsh backs up traffic
- TW – Local people would use back roads in that case
- AF – Have a concern with the light, there are a lot of rear-end accidents involving people going to McDonalds
- SK – if Roy was aligned, this would be a better conversation
- AF – Suggest putting signage in with more parking as to not overcrowd it

Noble

- SK – what is the status of the Fairway connection?
- EM – It would be starting any day
- EM – Complaints by Chile's, but only when train comes in; complaints from people who work at buildings nearby, but not hearing anymore complaints
- SK – The intersection across from Noble is better than it used to be; people have to be careful and read the traffic, there's congestion at rush hours
- BS – Some complaints with pedestrians walking down from neighborhood
- AF – People cross at the bridge instead of the crossing

Rydal

- SK – Long-term impact at Rydal Rd. would be to have Fairway go straight into Rydal Rd.; you never know what people are going to do on Fairway
- BG – Short-term solution would be adding a 4-way stop at the intersection
- SK – On Rydal where the sidewalk ends, it's hard for people to see the intersection

North Hills

- EM – Regarding North Hills, contacted the owner of the building closest to the train station; they're interested in selling

Meadowbrook

- AF – Funneling traffic off of one exit or entrance; everyone will enter/exit the lot in the middle
- EM – There was a gap before, now you have to wait to see what people are doing
- AF – Suggest a stop sign at end of Old Valley
- BG – Add stop signs at exits and maybe additional separate entrance on west side

- AF – Lot of Penn State traffic accesses Old Valley
- SK – Would love to see something more formalized, such as reconfiguring the entrance into a square, making it more of a right angle
- SK – Maybe look at options; it would be fine to sacrifice spaces
- JA – Are you able to show some different options?
- EM – who would do this work?
- GC – This would be collaborative endeavor with SEPTA

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in black ink, appearing to read 'PJ Jobanputra', written in a cursive style.

Pankaj (PJ) Jobanputra, AICP

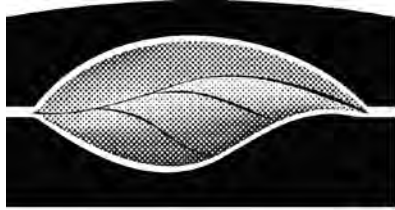
Walk Park Train Abington

Abington Township, Montgomery County, Pennsylvania

Committee Meeting 3 - Sign In Sheet

April 4, 2017

Name	Attendance (Please check) ✓	Email
Tara Wehmeyer	✓	twehmeyer@abington.org
Alan Freed	✓	afreed@abington.org
Steven Kline	✓	kline4ward1@comcast.net
Michael LeFevre		mlefevre@abington.org
Scott Marlin		smarlin@abington.org
Ed Micciolo		emicciolo@abington.org
Angelo Pontelandolfo		apontelandolfo@abington.org
Andy Oles		olesa@comcast.net
Ed Micciolo	✓	emicciolo@abington.org
Michael Powers		mpowers@abington.org
Benjamin Sanchez	✓	bensanchez.ward7@gmail.com
Lucy Strackhouse		lstrackhouse@fairmountparkconservancy.org
Dan Farina, MCPC		dfarina@montcopa.org
Janet Arcuicci, MCPC	✓	jarcuicc@montcopa.org
Ben Guthrie, TPD	✓	bguthrie@trafficmpd.com
Randy Waltermeyer, TPD		rwaltermeyer@trafficmpd.com
Peter Simone, Simone Collins		psimone@simonecollins.com
Pankaj Jobanputra	✓	pjobanputra@simonecollins.com
Geoff Creary, Simone Collins	✓	gcreary@simonecollins.com



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MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	Abington Township Building 1176 Old York Rd. Abington, PA 19001	Meeting Date/ Time:	5/9/2017 10AM – 11AM
Re:	Project Committee Meeting #4	Issue Date:	5/9/2017

ATTENDEES:

- Tara Wehmeyer (TW), Assistant Township Manager
- Alan Freed (AF), Traffic Safety Manager Officer
- Steven Kline (SK), Commissioner – Ward 1, Chair of Montgomery County Planning Commission (MCPC)
- Janet Arcuicci (JA), Senior Multimodal Transportation Planner, MCPC
- Peter Simone (PS), Simone Collins
- Pankaj Jobanputra (PJ)
- Geoff Creary (GC)
- Randy Waltermeyer (RW), TPD

NOTES:

PennDOT Meeting

- RW reviewed points discussed at the meeting with PennDOT
- Rapid flashing beacons are good for ARLE projects
- Township provided the plans for the new Noble bridge; we will reference the design in the report
- JA – Pedestrian island issues have been brought to PennDOT's attention for some time

Crestmont Concept Plan

- SK – What is the additional land that SEPTA owns?
- PJ – The area above Rubicam Ave. which has the potential to yield 16 spaces

Meadowbrook Concept Plan

- AF – All traffic from the lot coming out from the same entrance/exit; people don't always obey the box; at rush hour, this has the potential to be backed up

- RW – OK with the concept; we can show the right going out from the northwest corner; Township could also require a traffic study
- PS – If you had an entry there, you might lose 2 spaces
- AF – People speed around the corner now as it's not really a 90 degree turn
- SK – It is, but people don't use it like that
- PS – Does SEPTA use speed bumps in lots? Could add a speed table by the ADA parking
- SK – Looking at the box, what about a no left turn on Valley Rd. sign, so people go straight
- PS – On the south side of the station, we couldn't provide a drop-off point anywhere, the road is low volume enough

Roslyn Concept Plan

- By formalizing parking, stormwater challenges are created; it's gravel now; SEPTA not dealing with it, it will add costs, but is needed

Official Map

- PS went over a background on the official map and the draft official map was distributed
- SK – Don't mention the condemnation of land; revise the number of Montgomery County municipalities in the presentation from 44 to 62

Closing Discussion

- PJ – What is the background of the Rydal Waters project
- SK – It was originally intended to be 80 single family homes; will now be 92 age-restricted cottages behind Rydal Park
- PJ reviewed report outline
- JA – Change bus routes vs. stops
- PS reviewed example of zoning analysis based on the update to the Township Zoning Code
- The next public meeting will be on May 22nd where the Draft Plan will be presented
- A meeting is tentatively scheduled with the Board of Commissioners on June 8th to review the plan but may be changed to a smaller Board committee meeting
- A second meeting with SEPTA is scheduled for June 22nd

Next Committee Meeting

- **The next Committee Meeting will be on Wednesday, August 2nd at 10AM at the Township Building. Reminder emails will be sent one week and one day before the meeting.**

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in black ink, appearing to be 'Pankaj' followed by a stylized flourish.

Pankaj (PJ) Jobanputra, AICP

Committee Meeting 4 - Sign In Sheet

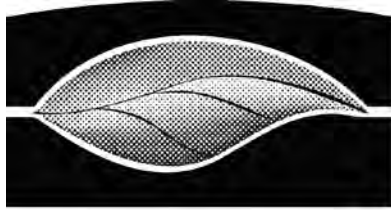
May 9, 2017

Walk Park Train Abington

Abington Township, Montgomery County, Pennsylvania

Name	Attendance (Please check)	Email
Tara Wehmeyer	<input checked="" type="checkbox"/>	twehmeyer@abington.org
Alan Freed	<input checked="" type="checkbox"/>	afreed@abington.org
Steven Kline	<input checked="" type="checkbox"/>	kline4ward1@comcast.net
Michael LeFevre	<input type="checkbox"/>	mlefevre@abington.org
Scott Marlin	<input type="checkbox"/>	smarlin@abington.org
Ed Micciolo	<input type="checkbox"/>	emicciolo@abington.org
Angelo Pontelandolfo	<input type="checkbox"/>	apontelandolfo@abington.org
Andy Oles	<input type="checkbox"/>	olesa@comcast.net
Michael Powers	<input type="checkbox"/>	mpowers@abington.org
Benjamin Sanchez	<input type="checkbox"/>	bensanchez.ward7@gmail.com
Lucy Strackhouse	<input type="checkbox"/>	lstrackhouse@fairmountparkconservancy.org
Dan Farina, MCPC	<input checked="" type="checkbox"/>	dfarina@montcopa.org
Janet Arcuicci, MCPC	<input checked="" type="checkbox"/>	jarcuicc@montcopa.org
Ben Guthrie, TPD	<input checked="" type="checkbox"/>	bguthrie@trafficpd.com
Randy Waltermeyer, TPD	<input checked="" type="checkbox"/>	rwaltermyer@trafficpd.com
Peter Simone, Simone Collins	<input checked="" type="checkbox"/>	psimone@simonecollins.com
Pankaj Jobanputra	<input checked="" type="checkbox"/>	pjobanputra@simonecollins.com
Geoff Creary, Simone Collins	<input checked="" type="checkbox"/>	gcreary@simonecollins.com
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	<input type="checkbox"/>	
	<input type="checkbox"/>	

Public Meetings



MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	Abington Township Building 1176 Old York Rd. Abington, PA 19001	Meeting Date/ Time:	1/23/2017 7 PM – 9PM
Re:	Project Public Meeting #1	Issue Date:	1/30/2017

ATTENDEES:

See attached Attendee List

PROJECT CONSULTANTS:

- Peter Simone (PS), Simone Collins
- Pankaj Jobanputra (PJ)
- Geoff Creary (GC)
- Melissa Barley (MB)
- Ben Guthrie (BG), TPD
- Randy Waltermeyer (RW)

NOTES:

Attendee Station Identification

- SC asked all attendees, as they entered the meeting, to place a sticker on the station with which they are most familiar.

Introduction

- PS outlined the agenda, introduced the SC team and the consulting team, TPD, reviewed the project scope, and briefly spoke about the Abington Bike Plan, and its relation to WPT Abington.

Station Observations

- GC addressed station observations around each of the seven (7) stations in the township.
 - a. General sidewalk gaps, and gaps connected to schools and parks

- b. Stations and intersections that are challenging or that cause a safety concern for pedestrians or cars to navigate and the reasons why they are a challenge
- c. Problems with parking and possible parking solutions
- d. Station wayfinding from the road. Wayfinding was specifically a problem for North Hills Station on the outbound side of the tracks.
- e. Bus to Rail Connections

Demographic Trends

- PJ presented demographic, transportation and employment charts and trends on the areas around the 7 stations (based on census tracts a ¼ mile around each station):
 - a. Population – Total Population, Population Change from 2010 to 2014, Senior and Children Population
 - b. Workflow – Journey to Work by Mode of Transport, Work Inflow/Outflow Analysis
 - c. Transit Usage – Regional Rail Weekday Boardings, Bus Ridership
 - d. Bicycle Needs – DVRPC RideScore Rating
 - e. Income & Affordability – Median Household Incomes, Location Affordability based on Housing and Transportation Costs
 - f. Population Density vs. Boardings – Population Per Square Mile, 2015 Boardings for Each Station
 - g. Population & Employment Forecasts – Projected Population and Employment Forecasts, Regional Employment Centers

Questions and Comments

1. Crestmont is a small station and parking is free. It fills up quickly and commuters park on residential streets. There is a lot of complaining about that from the residents. Is there a solution to the parking issue that you know of? SEPTA is aware of the parking.
2. Ardsley fills up quickly, it is always full. Are there any solutions to improving the parking situation there? Yes, SEPTA is thinking about leasing spaces, the VFW parcel could be a potential location.
3. At Noble station near the bridge on the Starbucks side of the road, there are steps under the bridge. They are deteriorated and overgrown with grass, but there are more people who cross on the underside of the bridge. It might be better to have people cross under the bridge. At night, especially when it snows, it feels unsafe on Old York Road because they don't plow that area very much. People do walk along the underside of the road.
4. One attendee crosses Old York Road, from Wawa to get to the station. Why not put a better system there? The PennDOT plans don't approve that. The point is to get something in there to make it safer. It is a really nice dense area for redevelopment.
5. In Noble Station, the angled parking area along the tracks on the inbound side is free to a certain point. Theoretically they will ticket you past the side. The reason is because

that parking lot is private. SEPTA must have an agreement with the property owner. They will ticket you if you don't pay in the paid area, and there is a sign indicating this at the pay station. People are confused by this and they often ask other people at the station if it is true that only those 5-10 spots require payment. They will tow, too.

PS: SEPTA has plans to renovate the station, a high platform/ pedestrian underpass or overpass, but the property owner has been slow to commit to changes.

6. At North Hills Station SEPTA runs express trains past the station to Glenside and Fort Washington. It might be beneficial to try to get people to North Hills for the parking.
7. Even if you live near Ardsley Station, you are better off going to Glenside because there are twice as many trains, there is more parking, and you can walk there easily.
8. At Rydal Station what direction do people walk from? People come from all directions. It can be treacherous conditions to walk to the station. People walk from Lindsey Lane and from Penmore Place. The Penn State Abington Shuttle picks up students there at the station. There are not a lot of vehicular or pedestrian accidents. This is probably because, even though there is a lot of traffic, there is not a huge volume of traffic, and cars have to slow down enough to navigate the turns under the bridge.
9. In the demographics section, why are the Daily Average Bus Ridership numbers the same for each station? These are total numbers for each bus line.
10. The RideScore will go up when a trail is in place. PennDOT may put in bike lockers if RideScore is high enough.
11. Would the general plan come out this year? Yes, September. There will be a draft plan this May. In the fall this would go before the Commissioners for adoption? Yes.
12. In Ardsley Station there is a little crossing with signage there. What other improvements could we do? There are some vacant areas that could be redeveloped with commercial development and additional development. The one property that looks vacant is just underutilized, but not abandoned. We plan for the long term.
13. Maybe the plan will include pedestrian trail connections from the bike trail. Where is the bike trail going to be? It is not going through the cemetery. The trail is revised to stay on the street. Was there money in the grant to build the 3.2 miles? Yes. It is mainly just signage and road paint. The money was awarded a few weeks ago. There is a grant for the engineering work. The match is \$450,000 to connect Valley Road with the Fairway because that's where the Township money stops.
14. There are conversations taking place with property owners to connect through the Meadowbrook golf course to the Pennypack Trail. There is an effort to try to add bike lanes to connect Meadowbrook and Rydal to Glenside. The more people see it open and used the more visible and attractive it becomes. There has been some minor slowing on the road because of the Fairway. It calms people down because they know there are 2 lanes. You feel safer as a biker with a center lane, because you know cars can go around them in the center lane.
15. Are there plans to improve crossing across rail lines? There are lots of requests for a crossing at Rydal Station. It probably won't happen, but if you have a specific request, voice it because SEPTA needs to know that people desire more crossings.
16. Do we know who owns the alley by Ardsley Station? Engineering company owns it.
17. The Township is 75% through the problems with the Tyson/ Edge Hill intersection improvements. They are looking to update the roads (one way in each direction), install stormwater management, and stabilize in each direction.
18. Near Noble Station, Grove Avenue is an unofficial path (walk over)
19. Where Rydal Road comes into The Fairway, the sidewalk stops in the middle of Rydal Road. There is no safe pedestrian access along Rydal Road. People have to walk up to

- 611 in order to get to Baederwood Shopping Center. There is no pedestrian access where Rydal Road crosses the tracks. It is not a flat grade.
20. The pedestrian lights at the 5 point intersection near Noble Station at Baeder Road, and Old York Road and the Station entrance drive are timed inconveniently. PennDOT probably wouldn't install an extra time interval for one side of the crossing.
21. It would be good to add signage to Ardsley crossing across Edge Hill Road.

Next Public Meeting

- The next Public Meeting will be on Monday, May 22nd at the Township Building.
- As attendance was minimal due to inclement weather, we will reschedule Public Meeting #1 for late February / early March

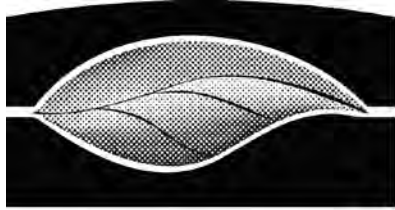
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SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Pankaj (PJ) Jobanputra, AICP

Name	Email
Ben Sanchez	
Michael Kobus	
TOM WEIR	
Dan Foyine	
Lan Zangfull	
Ed Buchanan	
Janet Aronici	
Russ Allen	



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MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	Abington Township Building 1176 Old York Rd. Abington, PA 19001	Meeting Date/ Time:	2/27/2017 7 PM – 9PM
Re:	Project Public Meeting #1	Issue Date:	3/1/2017

ATTENDEES:

See attached Attendee List

PROJECT CONSULTANTS:

- Peter Simone (PS), Simone Collins
- Pankaj Jobanputra (PJ)
- Geoff Creary (GC)
- Melissa Barley (MB)
- Ben Guthrie (BG), TPD
- Randy Waltermeyer (RW)

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 - g. Population & Employment Forecasts – Projected Population and Employment Forecasts, Regional Employment Centers

Crash Data

- RW presented automobile crash data trends which represented three tiers of severity.

Questions and Comments

1. During one summer there was a partnership established between Uber and SEPTA that seemed to be successful. Maybe SEPTA could bring that back in the future. A Zipcar pod could be a beneficial amenity for train users.
2. There should be more of a connection from the train stations to Abington Hospital for people who work at the hospital or who need to go to the hospital.
3. Make Ardsely Station more accessible to residents who live within walking distance with more trains. PS said SEPTA would send more trains to the area if there were enough passengers, but passengers aren't coming because there aren't enough trains.
4. The addition of the Penn State Abington Dorm will change the use of Noble Station. PS said that it will likely help the ridership of the station by dispersing the times the station sees use.
5. Many Penn State Abington commuters use the shuttle which picks up riders at Rydal Station.

Breakout Stations

- Rydal
 - a. Foot traffic from the Fairway is always high with Rydal Park Retirement Community employees walking from Old York Road to Rydal Park.
 - b. The pedestrian crossings are insufficient at Susquehanna Road and Rydal Road.
 - c. Shuttle ridership and pedestrian traffic will increase after the new Penn State Abington dorm is populated.
 - d. Insufficient road/station delineation on the outbound side of the station on Rydal Road. The road is a blind curve and cars travel too fast for pedestrians to feel safe.
 - e. There is a United States Post Office located in the same building as the waiting area for the station. The post office has limited hours (10am – 4:30pm M-F).
 - f. The Penn State Abington Shuttle picks up commuters at the inbound side.
 - g. The entrance on the inbound side has poor visibility for cars traveling in and out of the station because of a steep incline and sharp curve.
 - h. There was a question about where the crash data ends on Susquehanna Road.
 - i. Circulation in the inbound station parking lot is confusing because of a lack of driveway delineation, and a layout not conducive for vehicles that need to turn around because of a lack of spaces.
 - j. **SC will re-examine existing sidewalks on the map**
 - k. The parking lot could be a loop, or some other configuration that allows vehicles to turn easily. It is difficult to make a left turn out of the station due to low visibility, and vehicles traveling fast through the rail underpass.
- Roslyn
 - a. At several points during morning and evening rush hours, trains crossing at Susquehanna and Easton cause traffic congestion, including on Susquehanna Road past Edge Hill Road.
 - b. More service would be beneficial on the Warminster line.
 - c. Implement shared parking with Giant or a multistory garage.
 - d. Add sidewalks on the north side of Edge Hill Road for school, transit, and Briar Bush Nature Center access.
 - e. Add sidewalks on the east side of Susquehanna to Rockwell Rd.
- Ardsley
 - a. The neighborhood has a good density level with small houses and small parcels.
 - b. Children take trains to school.
 - c. There is a poor train service that does not match the level of density.
 - d. The intersection at Jenkintown Road and Edge Hill Road is dangerous for pedestrians because of cars making right turns.
 - e. Confusing boundaries between tracks, sidewalks, and road.
 - f. The empty lot could be used for parking. The lot is currently owned by Massino's (490 N. Tyson)
- Crestmont
 - a. Sidewalks should be constructed in the surrounding neighborhood.
 - b. Add wayfinding signage so commuters can find the station.
 - c. Add parking to the lot.

- d. Increase frequency of trains to the station.
- North Hills
 - a. Add wayfinding signage on North Hills Road for easy commuter access to the station.
- Meadowbrook
 - a. The roads are not safe for pedestrians.
 - b. The bike lane on Valley Road is too narrow and traffic travels too fast, 40 mph, for bicyclists to feel safe.
 - c. There is no good way to get to the station from the south because of the blind curves on roads, and the speed of the roads.
 - d. Many school buses travel along Meadowbrook Road.
 - e. Meadowbrook Road needs a sidewalk.
 - f. A sidewalk on Mill Road would be difficult to construct because of the bridge.
 - g. The intersection at Mill Road and Moredon Road is dangerous because drivers are not required to stop after they travel pass the blind incline on Mill Road.
 - h. A sidewalk might be helpful on Gilbert Road.
 - i. It may make sense to resurface the parking area because there is confusion about the boundary of the parking lot.
 - j. The large house south of Old Valley Road is closer than the images suggests. We need to keep in mind that any decisions made will impact their lives.
 - k. Old Valley Road is a waste of space.
 - l. Re-pave Old Valley Road so that it is perpendicular to Valley Road.
 - m. Large parcels area owned by the same family between Mill Road and Moredon. These were recently purchased.
- Noble
 - a. **SC to reexamine sidewalks on Rodman Avenue.**
 - b. Could the existing underpass be used for pedestrians?
 - c. The Wawa intersection is difficult to navigate.
 - d. The pedestrian signals seem to be off at the Wawa intersection.
 - e. The Fairway crossings are difficult for pedestrians. Cars travel fast through the Fairway.
 - f. There should be a crossing on the Fairway at the Walgreens.
 - g. Add a crossing at Old York and Rodman.
 - h. Add an electric bicycle charging station.
 - i. The parking is public at the old Strawbridge's. Who owns this land? This is in Jenkintown.
 - j. Right turn at Spring Avenue is difficult to navigate.
 - k. The Upland Avenue stop sign is not followed.
 - l. The Penn Dot bridge model needs pedestrian facilities.
 - m. There are no bike lockers or parking areas.
 - n. Cameras would be beneficial.

Next Public Meeting

- **The next Public Meeting will be on Monday, May 22nd at the Township Building.**

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

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Pankaj (PJ) Jobanputra, AICP

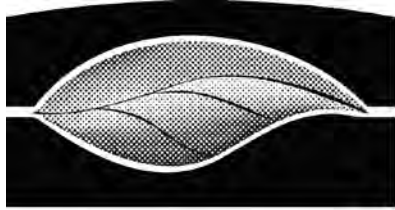
Name

Email

MARIE ORDYKE	
Betsy Coe + Justin Poor	
Diana Moskale	
Ethan Sime-	
IAM GORRING	
BARBARA NILENDIERS	
EDGARS "	
CEO COTNER	
Rebecca Landau	
Mark Fallon	
Jennifer Sherwood	
Cindy Miller	
Bob Johnson	
Tim Neumann	
Sant araucci	
Lucy Strackhouse	
TOM WEIR	
James Stevens	
E. Buchanan	
Dan Frain	

Name	Email
Robin Warshaw	robin.warshaw@delawarevalley.edu
John Spiegelman	

Technical Meetings



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MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	SEPTA Headquarters 1234 Market St. Philadelphia, PA 19107	Meeting Date/ Time:	1/17/2017 9AM – 11AM
Re:	SEPTA Meeting #1	Issue Date:	1/17/2017

ATTENDEES:

- Elizabeth Smith (ES), Manager of Long Range Planning, SEPTA
- Jennifer Barr (JB), Senior Long Range Planner, SEPTA
- Tara Wehmeyer (TW), Assistant Abington Township Manager
- Ed Micciolo (EM), Director of Abington Public Works
- Eileen Marks (EA), Abington Public Works Administrative Assistant
- Peter Simone (PS), Simone Collins
- Pankaj Jobanputra (PJ)
- Geoff Creary (GC)
- Ben Guthrie (BG), TPD
- Randy Waltermeyer (RW)

NOTES:

Scope of Work

- PS reviewed project Scope of Work

Station Observations - Ardsley

- PS – No clear delineation of path, it's easy to wander off into traffic; station needs better signage; there is a redevelopment opportunity in lots behind the station
- JB – Recommend to put in new bike parking at this location, improving bike parking; trying to start partnership with Clean Air Council; link different modes of travel with events; pilot signage, multimodal signage-trying to expand station signage; stations who receive funding first are ones with trailheads; Ardsley technically considered a trailhead
- RW – Would signage follow SEPTA's wayfinding?
- JB – Has the right fonts, follows GoPhillyGo-mapping tool, follows color scheme; pick out the most appropriate for the train station

- ES – Partnerships-SEPTA leases parking spaces from adjacent uses-most commonly churches; VFW has potential, so does the church down Jenkintown Road; bringing these opportunities forward could be helpful
- PS – How do you make decisions? If you increase parking, does this increase ridership?
- ES – We look at existing utilization; potentially conduct a 90 day test period; hand out flyers during peak hours; fee structure-parking department handles cost per space
- PS – If we get the VFW at meetings, we could let them know about parking
- EM – Both intersections at Tyson Ave. will get reconfigured; Township led project; have copies of plans

Station Observations - Crestmont

- There is an issue with resident parking at the station
- JB – Local residents within ¼ mile of the station use the lot for their parking; policy issue, would be helpful to have a parking policy in place
- ES – 20 spaces, SEPTA contracts out parking fee collection, they collect money and do ticketing; for smaller lots, might not send the contractor out
- TW – Multimodal money is hanging, some Township staff trying to communicate with SEPTA
- ES – There is additional land that SEPTA owns next to the parking lot, it's currently used by a landscaping company, might allocate an additional 15 spaces
- PS – Status of Crestmont project?
- TW – Some issues with property owner encroachment; trying to solve residential parking issue; can do additional parking but will need stormwater management; might fee for parking create spillover from station?
- ES – Any request from neighbors to make it a 2 hour parking zone? This residential permit sticker works; a grant opportunity involved the acquisition of adjacent properties, if potential acquisition conflict is too small, SEPTA will not bother; hope to do age restricted housing at La-Z-Boy, make it walkable to station, may increase parking
- TW – Development of adjacent properties, originally, through HUD
- PS – Reacquisition of landscaper-occupied SEPTA-owned site is not high on priority list
- ES – SEPTA could use additional parking at every station, looking for partnerships with municipalities-this is what Township and SEPTA want
- PS – You could have a situation where Township developed parking and leased it to SEPTA
- TW – Can SEPTA meet with property owner to work out deed and access, would need to be paved and graded with stormwater management incorporated
- RW – Some amount of work would be needed, whether it's for 7 or 50 spaces
- PS – Haven't seen people park in Crestmont Park

- TW – People park here in the summer
- ES – Township made some improvements at Rockwell

Station Observations - Meadowbrook

- PS – Could Old Valley Rd. be closed all the way up?
- BG – Close the road farther from the station
- PS – We could try it out
- JB – Station parking is at 100% capacity, lots of informal parking, no charge; this is really a park and ride station; Valley Rd. has a bike lane but there is minimal biking; very auto-centric; bikers have to carry bikes up the stairs to the rack
- PS – We could possibly do a schematic plan with Old Valley closed
- GC – Staging area on the southern side, empty now; do we need to maintain parking station?
- ES – This staging could become necessary when work gets underway at Noble
- RW – Maybe if we improve Meadowbrook, it would take some pressure off Rydal

Station Observations - Noble

- Bridge renovation will start in 2018
- ES – Adjacent developer was offered money for property but does not want to sell- has a sentimental attachment
- ES – What is the viability of the plan in 10 years-TOD study-best use of the site is a TOD plan; parking project is in the TOD plan
- ES – Within capital budget-station improvements: high level platform; finalizing outbound drop-off-easy for kiss and ride; ADA compliant between outbound and inbound; pathway-tunnel or overhead structure with switchback ramp system; if 10 years, mixed use gets developed; an elevator could work
- ES – Timeframe for improvements is 2019-22
- PS – Shuttle from new Penn State dorm?
- ES – Off-campus parking; students shuttled back and forth to station
- TW – New Penn State housing-students not supposed to have cars
- Traffic light confusing at Wawa

Station Observations – North Hills

- EM – Plans just starting; possibility of buying corner house at Mt. Carmel and North Hills; potentially remove 2nd house as well, owner might be open to get out of house-parking would be ideal
- EM – Bump-outs at intersection; bring everyone out again; left turn advances
- JB – 147 spaces, lot is 55% full; back of lot is still wooded; 50 cents/day for parking

- EM – Could push people from Ardsley to North Hills
- RW – Is there better service out of Ardsley?
- JB – Pretty equivalent, how do you get people thinking about adjacent station?
- PS – Could place flyers at stations to say how much parking is available at North Hills
- RW – How will parking collection change in a SEPTA Key environment?
- JB – Quarter kiosks will go away soon; possible to change parking setup
- ES – Still need to come to each lot to see who's parked; people would still enter their kiosk number but use the Key system to do it; gain ability to dynamically price parking from station to station; parking will need to go up
- RW – Like EZ Pass, when you make it a frictionless experience it makes it easier, even between \$2 and \$6 parking
- JB – Monthly permit, you will have people who may be away or on vacation
- ES – Key is anticipated on Regional Rail in the next 2 years
- PS – Even with dynamic control of parking, we can lay out maximum parking here
- PS – There is potential for residential growth

Station Observations - Roslyn

- ES – May not be in capital budget
- EM – Hatboro taken off the list so bumped Roslyn up
- PS – 60% parking capacity
- EM – Fencing coming
- ES – Roslyn listed for 2022-28 for construction
- EM – No longer moving station? Will that be part of design
- JB – Full redesign of station
- RW – Tracks are straight through the parking lot
- PS – Will make recommendation to move platform, parking could be made more efficient
- JB – One thing I would like to see is what impact the station rebuild will have on ridership; JB working on this
- PS – Where are people coming from?
- EM – They come from the Willow Grove area, few from Susquehanna down toward Giant
- TW – People walk under bridge
- BG – We can do targeted intersection counts

- PS – Pretty limited to what you can do with entry drive
- RW – Short of getting rid of one-way configuration
- BG – Don't know if this would improve anything
- PS – TPD would look at pedestrian and intersection operations
- JB – Fair amount of bus-train transfers
- JB – Educated guesses on bus stops, 25 people a day making that move
- RW – Perfect example where our plans can inform plan for station

Station Observations - Rydal

- Check with Penn State shuttles
- JB – Parking is 100% capacity; PPA charges more than \$1 a day; for fairness, should be across the board same rates for all lots

Other Discussion

- PS – Is there data for bus connections; what's the process to start the conversation about routes?
- JB – Annual service plan process-lays out criteria; buses have incremental changes, extend 3-4 blocks this way, for example; no process for larger network change
- JB – Don't have good data on transfers; if you have Regional Rail pass, can be used on buses; some places we know we have to time buses with trains, like Lansdale; other transit authorities do pulsing-connections are pulsed to each other
- PS – CCT routes are on-demand; any business shuttles or shuttles that connect to stations that SEPTA doesn't know about?; we can check with TMAs
- ES – There are shuttles from apartment complexes-1 from Pavilion
- TW – Rydal Park senior living has shuttle
- JB – Abington Friends has shuttle; during the evening peak you see them all
- JB – Design standards-working with DVRPC to be more prescriptive
- JB – Shelters are not controlled by SEPTA, paid by advertising firm; SEPTA gives advertisers data on ridership; Titan is advertising firm, they look at how many cars go by; preference is where riders are boarding; lower frequency needs more shelter
- RW – Montgomery County looking to put shelters on County-owned roads; other than that, it's mainly by municipality; Lower Merion installed them Township-wide in the 80s
- RW – Mark Castle is the lead planner for suburban and shelter design
- TW – Abington contracted with Clear Channel for shelters
- TW - Hospital got grant dealing with shelters
- ES – Easier to do boards/alights at certain stations
- PS – Will ask SEPTA for station boardings
- BG – 22, 55, 77 have the highest ridership

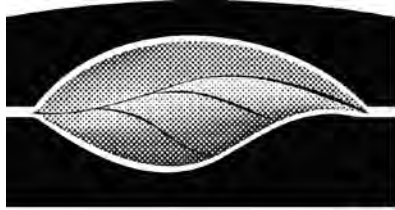
- ES – Couple studies of Route 55, looking at that corridor
- JB – Economic performance standards to measure success; none of our stations meet criteria to be unsuccessful, generally more responsible to equity
- JB – Glenside-majority are Abington residents; higher bike parking demand; new bike parking slated for Glenside
- JB - Lot of Abington residents go to Fox Chase where there is an expansion of the Pennypack Trail; Jenkintown station building going through improvements
- Need to get copy of capital budget
- ES – No long-range transportation modeling conducted, only done by specific project
- TW – SEPTA involved with bike share, data handed over to County-we can ask Janet Arcuicci at Montgomery County Planning about this data and how it will work
- RW – TPD retained to do on-call engineering for County bike share plan
- Mark Castle is the lead on bike share plan
- PS – Noble would be great for bike share because of density and location; could Abington take initiative on bike share?
- JB – Indego is a good model for taking as little parking as possible in terms of bike share stations

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Pankaj (PJ) Jobanputra, AICP



MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	Montgomery County Planning Commission (MCPC) Office One Montgomery Plaza, 2 nd FL Norristown, PA 19404	Meeting Date/Time:	3/23/2017 2:30PM-3:30PM
Re:	MCPC Meeting	Issue Date:	3/23/2017

ATTENDEES:

- Matthew Edmond (ME), Section Chief: Transportation Planning, MCPC
- Janet Arcuicci (JA), Senior Multimodal Transportation Planner
- Dan Farina (DF), County Planner
- Crystal Gilchrist (CG), Principal Multimodal Transportation Planner
- Mike Narcowich (MN), Principal Planner II
- Henry Stroud (HS), Trail Program Manager
- Matthew Popek (MP), Transportation Planner
- Pankaj Jobanputra (PJ), Simone Collins
- Geoff Creary (GC)
- Ben Guthrie (BG), TPD
- Randy Waltermeyer (RW)

NOTES:

Scope

- GC reviewed the Abington Bike Plan
- CG – 611 was repaved; designed ADA ramps, delayed crosswalks and pedestrian markings; Rep. Dean's people let us know about delays
- GC – People came to the public meetings and had good ideas
- CG – Ambler tried to get more bike racks; SEPTA does like bike lockers
- HS – SEPTA has a high warrant for the installation of bike racks
- GC – We learned how locals use the stations over the course of the study
- CG – Did anyone indicate whether they would walk or ride if there were additional facilities?

Crash Analysis Review

- RW – HCLs synch up with red light cameras; no fatal bike crashes
- RW – Accident data doesn't identify if victim was a transit user
- CG – In general, people will take the most direct path to their destination or bus stop even if that means crossing mid-block
- BG – We're looking closely at a couple of intersections for signals
- MN – Planning Commission working on zoning for village center at Roy & Rubicam
- CG – Taking the Noble concepts as presented in previous studies to constructability would be a plus
- ME – How did you focus on the stations?
- BG – We're looking at stations in the Township; people asked why we weren't looking at Glenside but that is outside our scope
- CG – North Hills is a confusing intersection
- CG – Any push back for TODs?
- GC – We'd have to put them in a zoning overlay; industrial area in Crestmont would be ideal
- MN – Lifted heights in Noble in updated zoning ordinance
- HS – Philadelphia is working on a Fox Chase station trail connection, a feasibility study was performed

Further Discussion

- JA – For bus stops, there is an existing spreadsheet that lists amenities
- JA – Closing on an RFP for bus shelters on county roads through advertising; Easton would be a priority
- MS – A portion of the \$5 vehicle registration fee could go towards municipalities to help defray matches for grants
- DF – Grant application was submitted for a ¼ to ½ mile sidewalk along Washington Lane to connect Abington Friends School to surrounding neighborhoods
- MN – Some TOD-like examples in the area would be Station Square in Lansdale
- MN – There is multimodal funding for Old York and Susquehanna Rds.; there was talk about applying for sidewalk funding north of Roslyn; there could also be a potential connection with the Tacony Creek Trail
- MN – North Hills is 50 cents for parking, any thoughts on how an increase will affect parking; SEPTA could variably price Jenkintown, people will find places on the street

- RW – There’s an opportunity to expand parking at Meadowbrook
- MN – There are plans to get a garage at Philmont; this might drive people to park at Philmont
- MN – Warminster line has the worst service of all the Regional Rail lines
- JA – Zagster does bike share in Montgomery County but not in Abington; there is a rack at the Pennypack Trail on Welsh Rd.
- ME – You need infrastructure for bike share; people that can’t afford other types of transportation usually use bike share
- MN – Crestmont and Glenside would be rideable areas
- ME – Look at the road diet potential on Washington Ln., Edge Hill and Tyson Rds.
- DF – Church Rd. and Cottman Ave. could use improvements
- ME – Only way to travel north-south is to use busy roads, which can’t have backups; when PennDOT did the 611 study, there was a suggestion for a road diet from Philadelphia to Willow Grove
- MN – What about Huntingdon Pike? A brewpub was just added to Huntingdon Valley Shopping Center
- ME – Instead of a road diet on 611, it’s better to have improved crosswalks and landscaped medians
- HS – There has been no action on the Cross-County Trail
- ME – Can TPD look at AADT on Route 232? Maybe parts of it further north will intensify over time
- MN – Look at connections to job centers like Willow Grove Mall and the Fox Croft Pavilion next to Jenkintown

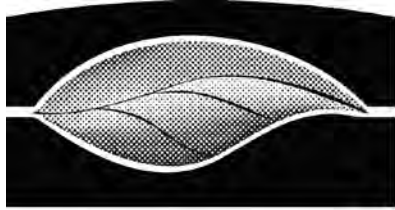
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Sincerely,
 SIMONE COLLINS, INC.
 LANDSCAPE ARCHITECTURE



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MEETING NOTES

Project:	Walk Park Train Abington	Project No.:	16020.20
Location:	PennDOT District 6-0 Office 7000 Geerdes Blvd., Rm. 419 King of Prussia, PA 19406	Meeting Date/ Time:	4/19/2017 11AM – 12PM
Re:	PennDOT Meeting	Issue Date:	5/9/2017

ATTENDEES:

- Tara Wehmeyer (TW), Assistant Abington Township Manager
- Francis Hanney, PennDOT
- Susan Lapenta, PennDOT
- Kevin Lewis, PennDOT
- Andy Moschovis, PennDOT
- Pankaj Jobanputra (PJ), Simone Collins
- Geoff Creary (GC)
- Ben Guthrie (BG), TPD
- Randy Waltermeyer (RW)

NOTES:

Introduction

- PJ – Reviews schedule and scope of work

Initial Discussion

- SL – At the development at Davisville Rd. and 611, do you note a pedestrian fatality
- FH – My personal experience with Abington is that block parking is not that inconvenient

Crash Analysis

- RW - Reviews crash analysis
- FH - The locations with a high level of pedestrian crashes were the areas with a high level of pedestrian activity
- SL – Are these by train stations?
- RW – Some are, Noble is a hot bed

- SL - People will cross from where they parked and will cross directly opposite from their destination
- FH – Don't know if mid-block crossing would be allowed on Old York Rd.
- FH – Why does Meadowbrook have nothing in terms of crashes, it's rural, suburban
- SL – The residents who live around there are driving everywhere
- RW – There are accidents, but they're under the threshold

Ardley

- The project team observed vehicles driving in the parking lane on Tyson Avenue
- Possibly because bump out does not come out very far
- FH - PennDOT sets bump-outs two feet back from travel lane due to plowing

Roslyn

- PennDOT agreed that reducing signal preemption at the intersection of Easton Road & Susquehanna Road would be a major benefit
- Relocating the platform may not be enough to avoid this issue; depends on what distance the train needs to be from the intersection to cause preemption
- KL – Preemption review is a little further back, so gates will still need to go down

Crestmont

- PennDOT was open to the idea of an improved pedestrian crossing on Old York Road
- FH - Expand the existing landscaped island and add a pedestrian actuated flashing rapid beacon
- It may be necessary to restrict eastbound left turns onto Old York Road at pedestrian crossing location
- To consider a signal you would likely need to realign the intersection of Old York Road & Roy Avenue

Noble

- FH – PennDOT building bump-out at intersection of Old York Road & Fairway
- KL – Added advanced ped ways so pedestrians have a little more time to cross
- FH – The roundabout will fail at times as it's close to the signal
- Discussed modifying signal at Old York Road & Baeder Road to provide "walk" phase while Baeder Road traffic has a green light
- PennDOT did not have any objections to the recommendations provided in the Walk MontCo study
- Pedestrian path underneath the bridge may not be feasible due to ADA requirements
- Currently, people cross the middle of the bridge, no refuge
- FH – I've received so many calls about circulation at the Wawa

- GC – People mentioned that at the public meeting but once they learned it, they had no objections
- TW provided background on the Scully property next to the station and the multi-modal grant awarded to the Township

Rydal

- RW – They let you cross the tracks here
- Washington Lane crossing – rapid flashing beacon could be good solution
- SL – Suggest warning signs so drivers are aware of pedestrians

Meadowbrook

- FH – PennDOT has started using new “Do not block the box” treatment that may help alleviate the concerns with the short stacking space

North Hills

- FH – Consider a roundabout at the intersection of North Hills Avenue & Mt. Carmel Avenue. Good way to get around misalignment/sight distance issues. Would need to work with property owners
- SL – Swarthmore has a relatively new roundabout
- FH – This roundabout has similar elements to our study

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



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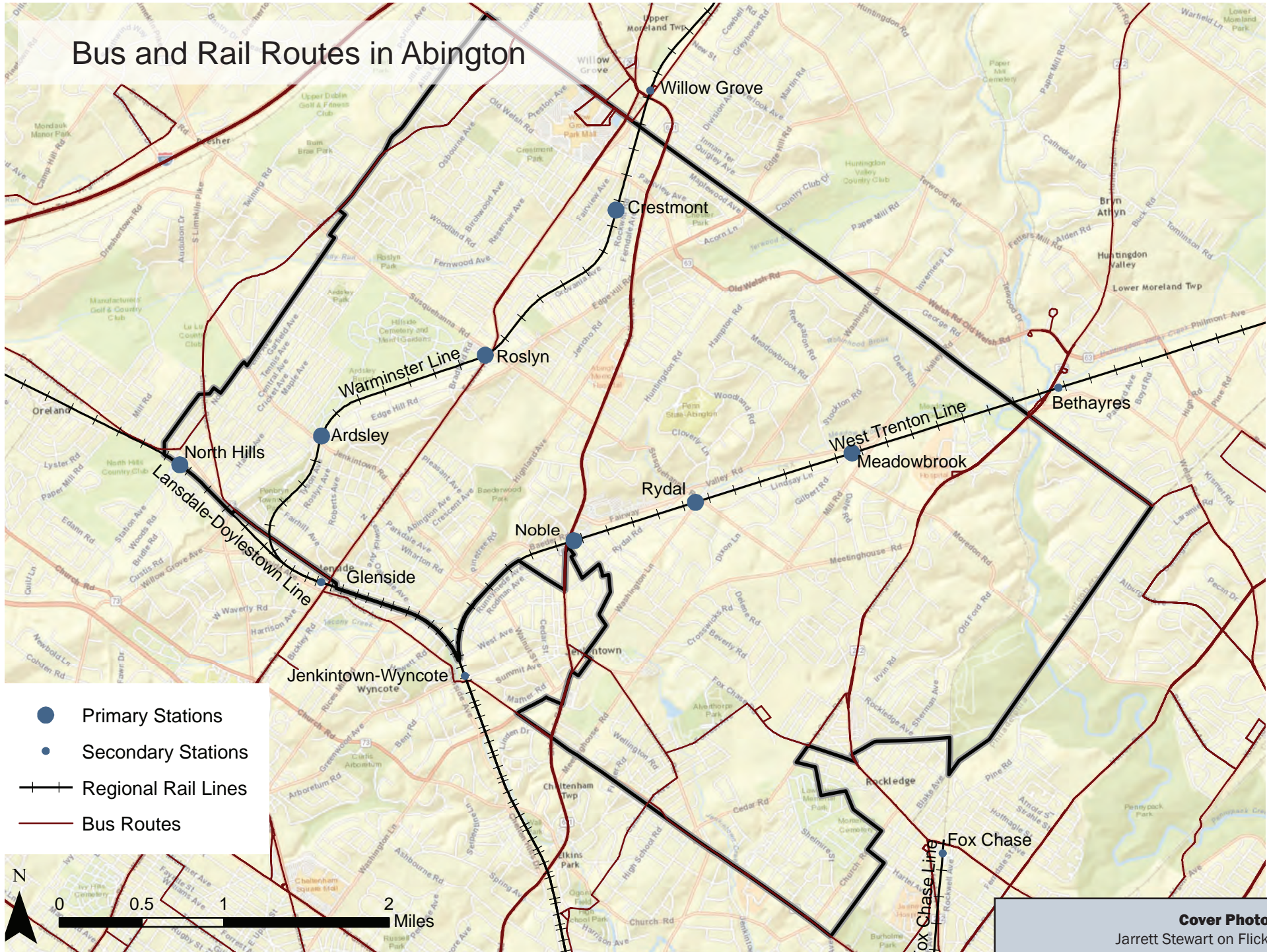
Planning Reports

SEPTA Regional Rail Multimodal Access Report for Abington Township



Prepared by SEPTA Long-Range Planning
January 2017

Bus and Rail Routes in Abington



Cover Photo:
 Jarrett Stewart on Flickr
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Introduction

This document provides multimodal access information for SEPTA Regional Rail stations that serve Abington Township, Montgomery County. SEPTA's Long-Range Planning Department intended this analysis to inform the *Walk Park Train Abington* study. It is not meant for public distribution, but only for Township officials and their contracted consultants.

Each station is profiled using ridership data, bus transfer assumptions, site-specific surveys, existing plans, and license plate surveys; thus providing a snapshot of existing multimodal access conditions and station character. This document draws upon this data to provide conclusions and recommendations for each station with the goal of improving multimodal access in the medium- and long-term.

A user's guide to the station profiles is included on pages 3 and 4. Analysis methodology is discussed on pages 5 & 6.

Abington Station Profiles

The document includes profiles for twelve Regional Rail stations that are most frequently used by Abington residents. Seven of these stations are "primary" as they are located within the Township: Ardsley, Crestmont, Meadowbrook, Noble, North Hills, Roslyn, and Rydal.

Five "secondary" stations are also included in this analysis since they are so proximate to the Township that they are frequently used by Abington residents: Bethayres, Fox Chase, Glenside, Jenkintown, and Willow Grove.

Abington Township Population			
within walking/biking distance of a Regional Rail Station			
Station Type	Network Distance		
	1/4 mile	1/2 mile	1 mile
Primary	2,522	10,409	29,398
Secondary	260	1,477	7,969
All	2,782	11,887	32,204
% Township Population	3.03%	12.95%	35.10%

Many Abington residents live within easy walking or bicycling distance to Regional Rail stations. Many of the stations included in this analysis have a 70% or greater pedestrian access rate. Some of those pedestrians are "drop-offs" from private shuttle services or friends and family, but even considering that factor in pedestrian over-counts - Abington Township stations are highly accessible by walking.

Bicycle access rates are low, but with implementation of the Township's bicycle plan, SEPTA's bicycle parking program, and completion of the Pennypack Trail extension to Fox Chase Station, those rates should increase steadily. Bus access/transfer rates are also low.

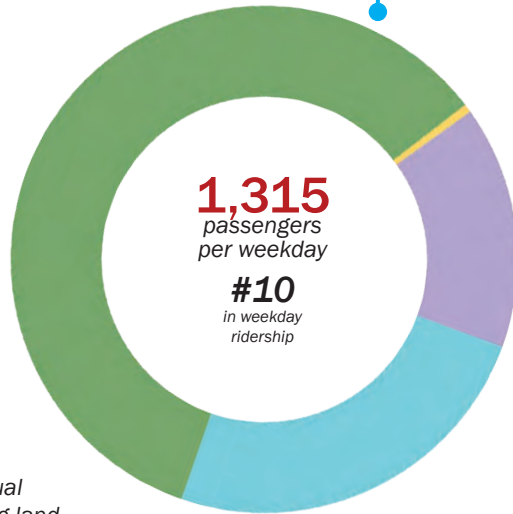
Abington Township Stations and Parking			
Station Name	Parking Type/Fee	Spaces	Utilization Rate
Ardsley (P)	Daily/\$1	47	96%
Crestmont (P)	Daily/Free	20	100%
Meadowbrook (P)	Daily/Free	90	100%
Noble (P)	Daily/\$0.50	61	74%
North Hills (P)	Daily/\$0.50	147	55%
Roslyn (P)	Daily/\$1	87	60%
Rydal (P)	Daily/\$1	43	100%
Bethayres (S)	Daily/\$1, Daily/Free, Monthly/\$20	410	100%
Fox Chase (S)	PPA lot. Daily/\$2	313	100%
Glenside (S)	Daily/\$1, Monthly/\$20	313	82%
Jenkintown (S)	Daily/\$1, Monthly/\$20	589	89%
Willow Grove (S)	Daily/\$0.50, Daily/\$1, Monthly/\$20	223	78%

The majority of the cars parked in these lots do not originate in Abington Township. Only 29% of the cars parked at primary and secondary stations originated within the Township. And only 13% of drivers who originated in Abington Township drove under one mile to reach their station. The driver origination data once again reveals that Abington residents generally arrive at stations other than in their personal vehicle.

User's Guide

This is where you will find the station name, its Regional Rail line, and the county in which it is located.

FOX CHASE
Fox Chase Line
Philadelphia



This chart provides a quick visual representation of mode share at the station, corresponding to the large-print percentages to its right.

This section contains information on plans or studies in which the station has been featured, and lets you know if there is any available license plate survey data.

License Plate Survey: 2010
Been part of a study: Yes
Central Northeast District Plan (2014)
Fox Chase Station Improvement Project (2009)



59%

Pedestrian Access: Fox Chase is in the heart of downtown Fox Chase. It benefits from the overall walkability of the immediately surrounding area, and the presence of nearby community institutions.



<1%

Total Bikes: 7
Total Bicycle Spaces: 15
Bicycle Utilization: 47%



15%

Total 1/4 Mile Bus Alights: 493
Closest Bus Alights: 204
Transfers: The Route 28 bus stops directly across the street from the station, at Rhawn and Elberson, contributing an average of 88 daily passengers to station ridership. Nearby stops on Routes 18 and 24 also contribute riders.



25%

Total Parking Spaces: 313
Parking Type: City-owned, PPA managed. \$2 per day.
Parking Utilization: 100% There is significant overflow parking on neighborhood streets.
Driver Origins: Only 5% of drivers originate over 5 miles from the station. 94% of all drivers originate within 5 miles, and 35% of all drivers originate within 1 mile.

Conclusions & Recommendations:

- The Pennypack-Lorimer Trail will be extended to Fox Chase Station by 2017/2018. SEPTA has committed to increasing and covering bike parking at the station in conjunction with this project. A safe pedestrian and bicycle crossing will be constructed across Rhawn Street to facilitate trail to station access. This will also improve safety for transferring Rt. 28 bus customers.
- Fox Chase has a diverse passenger mode share compared to many other SEPTA Regional Rail stations.
- A major ridership opportunity lies with increasing bus to train transfers. Safe roadway crossings, ped routes through parking lots and schedule changes should be studied.
- The Central Northeast District Plan recommends structured parking with ground floor retail to be constructed on the City-owned Rockwell Avenue parking lot.

This section provides contextual information about surrounding land use at the station.

325 passengers drive to the station
779 passengers walk to the station
204 passengers transfer from buses
7 passengers ride their bikes

Surrounding Land Uses:




Connecting Routes:
















Any connecting route will be featured as icons at the bottom of a station profile. A detailed explanation of the icons and what they represent can be found on the facing page.

These sections contain more detailed information on each mode's contribution to station ridership, as well as overall conclusions and recommendations (when applicable).

Connecting Route Legend

-  Airport Line
-  Cynwyd Line
-  Chestnut Hill East Line
-  Chestnut Hill West Line
-  Fox Chase Line
-  Lansdale/Doylestown Line
-  Media/Elwyn Line
-  Manayunk/Norristown Line
-  Paoli/Thorndale Line
-  Trenton Line
-  Warminster Line
-  Wilmington/Newark Line
-  West Trenton Line

-  Market-Frankford Line
-  Broad Street Line
-  Norristown High-Speed Line
-  SEPTA Trolley Route
-  SEPTA Bus or Trackless Trolley Route
-  New Jersey Transit Bus or Rail
-  DART State Bus Route
-  Krapf Transit Route
-  Trans Bridge Bus Route

-  AMTRAK Rail Service
-  Doylestown Dart Transit Route
-  Cecil Transit Route
-  Richboro-Warminster RushBus Route

Analysis Methods

WEEKDAY PASSENGERS

Average weekday ridership was calculated using the 2015 Regional Rail Ridership survey, provided by SEPTA Service Planning. Average weekday boards and leaves for each station were summed, and then divided by 2 to avoid double-counting passengers. In instances where the resulting ridership number was not a whole number, it was rounded to the nearest whole.

TOTAL DAILY PARKING SPACES

Total available parking spaces were taken from the SEPTA Long-Range Planning Station Database and SEPTA's website, when applicable.

PARKING UTILIZATION

Rates of parking lot utilization were obtained through SEPTA Long-Range Planning's Station Database. The utilization rate was applied to the number of available SEPTA-owned parking spaces at each station to determine average daily parking per station.

PARKING SPACE TYPE (DAILY VS. PERMIT)

Parking type was either taken directly from the Station Database or extrapolated from information provided in the Station Database and the number of total parking spaces listed on SEPTA's website for each individual station.

DRIVER ORIGINS

For stations with a License Plate survey completed in the last 5 years, the number of cars per station was taken from shape files provided by the DVRPC. For stations with a License Plate survey completed in 2016, as well as stations with older License Plate surveys or no License Plate survey, number of cars was calculated using the parking utilization percentage and the number of parking spaces data.

BIKE PARKING

Bike parking data (total spaces and number of bikes) was taken directly from the Station Database. Bike parking utilization was calculated using

these two data points. Stations for which no information was available were left blank. Stations at which there were no racks and no bicycles were marked "n/a." For stations at which there are no racks but bicycles were observed, utilization was marked as 200% by default. Within each station profile, this utilization will be clarified and expanded upon.

BUS RIDERSHIP

Bus Ridership was calculated using ArcGIS spatial analysis and data provided by SEPTA Service Planning. ½-mile and ¼ mile buffers were created around every Regional Rail station. Bus stops with ridership data (daily boards and leaves) were then mapped on top of the Regional Rail stations and their buffers. Leaves for all stops within a ¼ mile radius of each Regional Rail station were calculated. The road system was then mapped (using TIGERline shape files available through the US Census Bureau) and each station was individually examined to determine whether or not there were "nearest" stops – stops placed specifically to provide bus riders access to Regional Rail stations. These "nearest" stations are the relevant stops for the sake of determining bus transfers to Regional Rail stations.

BUS TRANSFER RATE

Bus transfer rates were determined holistically on a station-by-station basis. Rates take into account parallel and nearby transit options, especially less-expensive alternatives to the Regional Rail like trolley service, bus connections, or high-speed rail. Stations at which bus transfer rates could not be determined due to multiple connections or lack of information were labeled "n/a" and transfer passengers were assumed to be 0. Stations with no "nearest" stops were given a transfer rate of 0% due to the unlikelihood of individuals walking over ¼ miles or through indirect street networks to transfer from bus to Regional Rail.

Analysis Methods contd.

PASSENGERS FROM CARS

Parking lot utilization was calculated for all SEPTA-owned/operated parking lots at Regional Rail stations. Each filled space is assumed to account for 1 Regional Rail passenger at that station.

PASSENGERS FROM BIKES

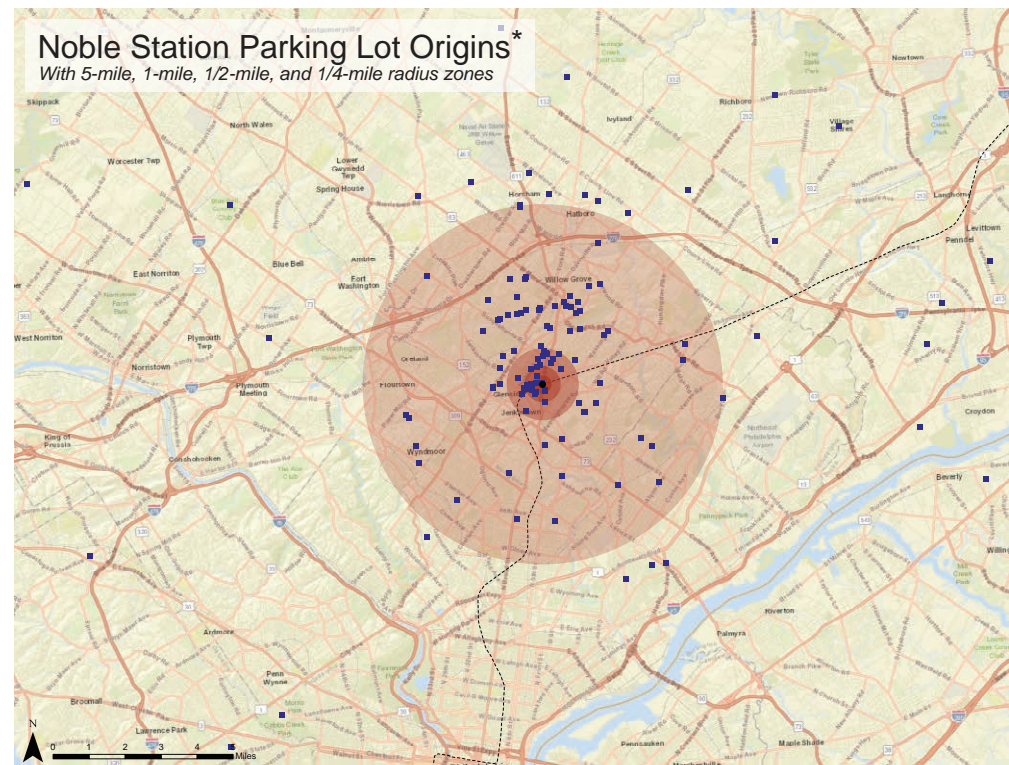
Each bicycle parked at a Regional Rail station is estimated to equal one passenger at that station.

PASSENGERS FROM Buses

Regional Rail passengers who transfer from buses were calculated using the Nearest Bus Alights data and the holistically-derived Bus Transfer Rate.

PASSENGERS ON FOOT

(average weekday ridership) – (passengers from cars) – (passengers from bikes) – (passengers from buses) = passengers on foot. Once completing this calculation, certain stations had pedestrian counts in the negative numbers. In these cases, the data was re-examined and corrections/adjustments were made.



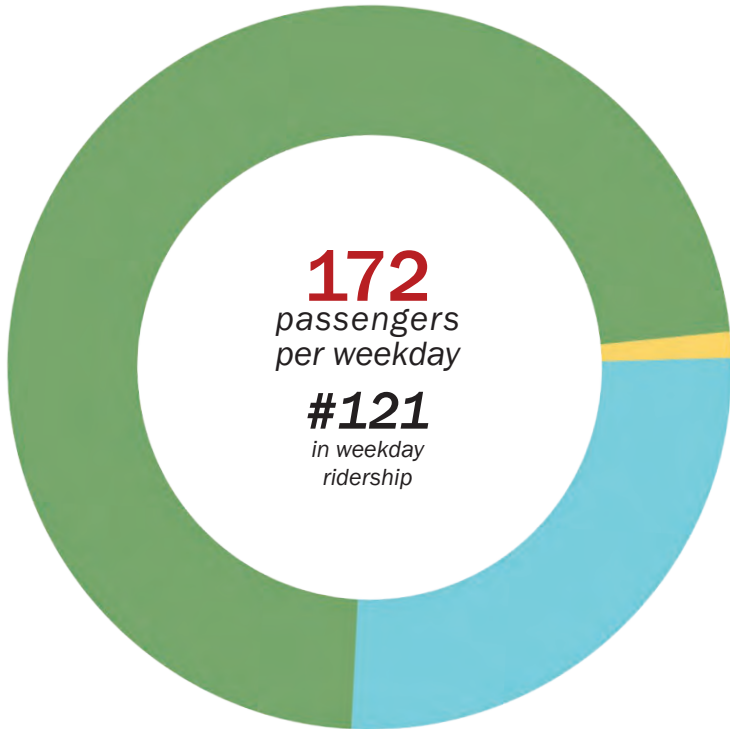
Above: An example of a driver origin map created in ArcDesktop using license plate survey data provided by the DVRPC. Data like this was used to calculate driving distance for Regional Rail passengers at each station and contributed to recommendations related to pedestrian and bicycle access improvements, when applicable.

ARDSLEY

Warminster Line

Abington, Montgomery County

License Plate Survey: 2010
Been part of a study: no



45 passengers drive to the station
125 passengers walk to the station
0 passengers transfer from
2 passengers ride their bikes

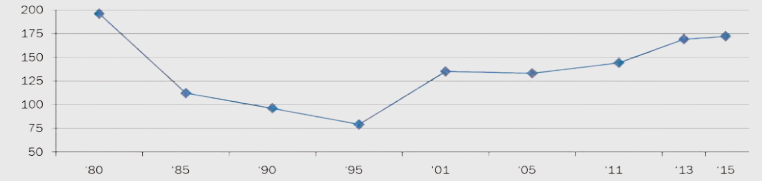
Surrounding Land Uses:



Connecting Routes:

NONE

Average Weekday Ridership



73%

Pedestrian Access: Ardsley experiences high pedestrian access, though this number may include some kiss-and-ride passengers unaccounted for in other calculations.



1%

Total Bikes: 2
Total Bicycle Spaces: 4
Bicycle Utilization: 50%



0%

Total 1/4 Mile Bus Alights: 0
Closest Bus Alights: 0
Transfers: There are no bus stops within 1/4 mile of the Ardsley train station.



26%

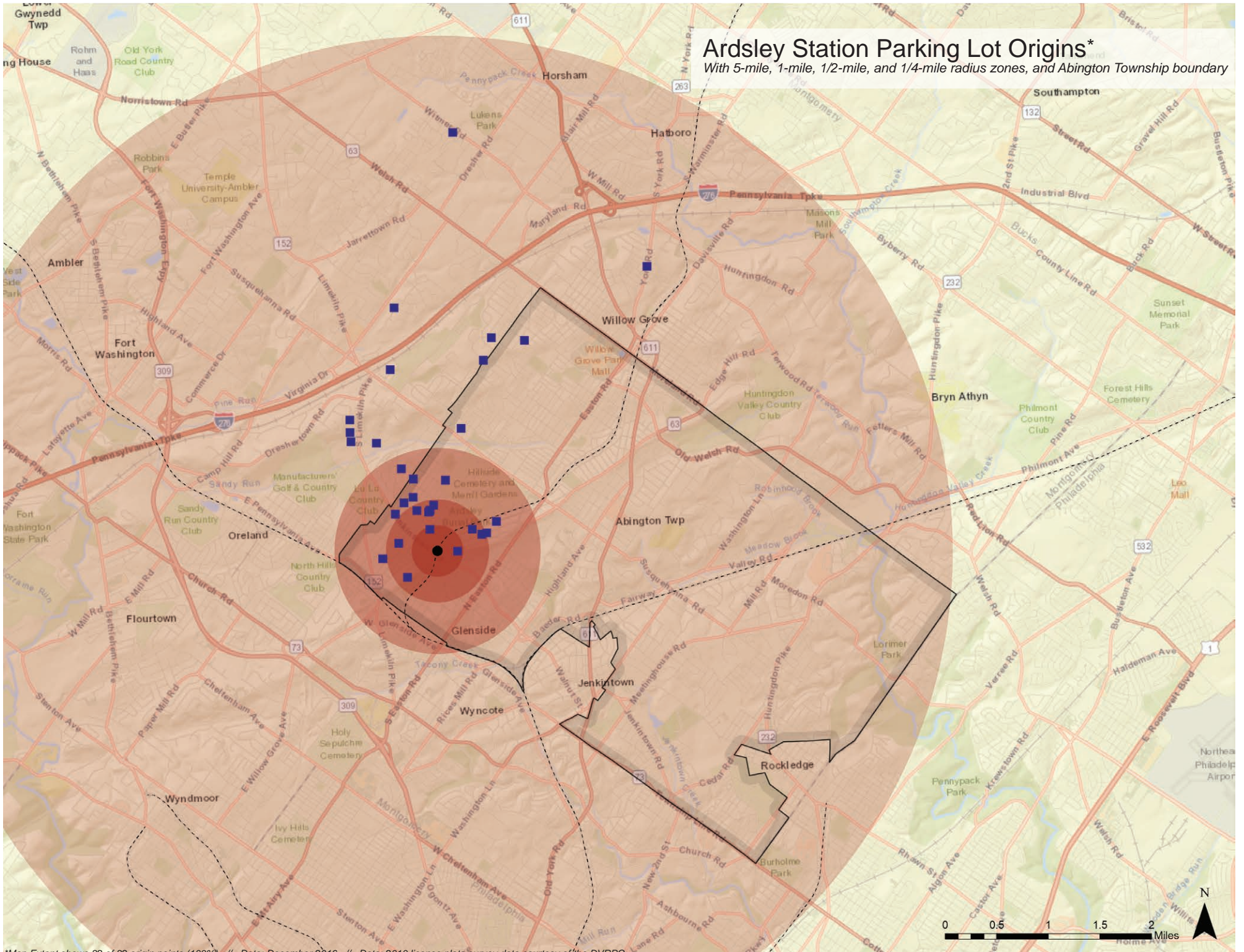
Total Parking Spaces: 47
Parking Type: SEPTA lot, \$1/day
Parking Utilization: 96%
Driver Origins: 100% of drivers originate within 5 miles of the station, 66% from within Abington Township. 34% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- Areas surrounding Ardsley Station have a nearly complete sidewalk network.
- Install covered bicycle parking to accommodate additional bicycles.
- With parking heavily utilized, consider increasing cost of parking or use other methods to encourage riders who reside less than half of a mile from the station to access the station by other means.

Ardley Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township boundary



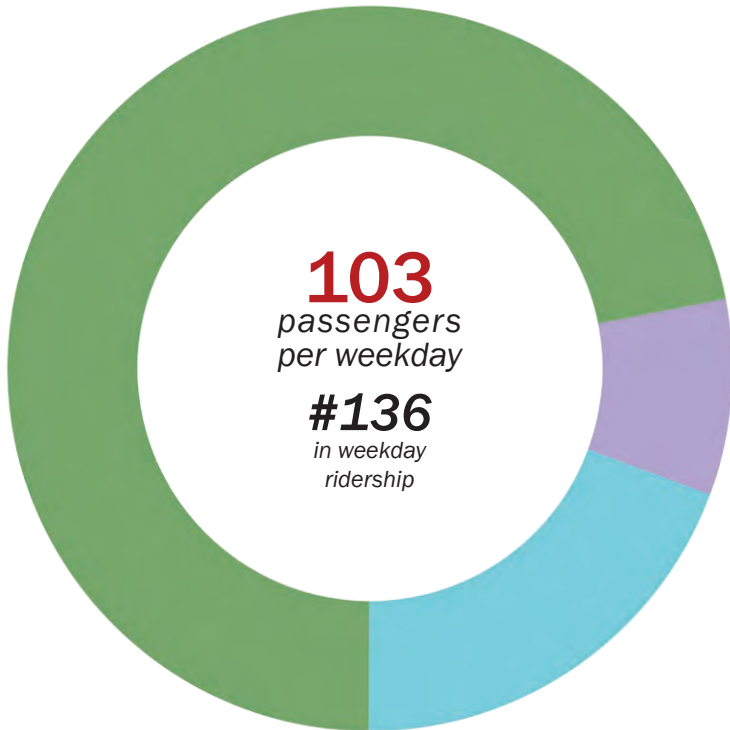
*Map Extent shows 32 of 32 origin points (100%) // Date: December 2016 // Data: 2010 license plate survey data courtesy of the DVRPC

CRESTMONT

Warminster Line

Abington, Montgomery County

License Plate Survey: 2006
Been part of a study: no



- 20 passengers drive to the station
- 74 passengers walk to the station
- 9 passengers transfer from buses
- 0 passengers ride their bikes

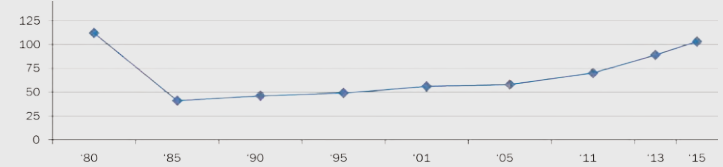
Surrounding Land Uses:



Connecting Routes:

55

Average Weekday Ridership



72%

Pedestrian Access: The majority of riders at Crestmont access the station on foot. This number may include some kiss-and-ride passengers and passengers parking on-street nearby that are unaccounted for in other calculations.



0%

Total Bikes: 0
Total Bicycle Spaces: 2
Bicycle Utilization: 0%



9%

Total 1/4 Mile Bus Alights: 56
Closest Bus Alights: 18
Transfers: The only route with stops within 1/4 mile of Crestmont is the 55. Assuming a bus transfer rate of 50%, approximately 9 passengers a day access Crestmont station from the stop on York Road and Rubicam Avenue.



19%

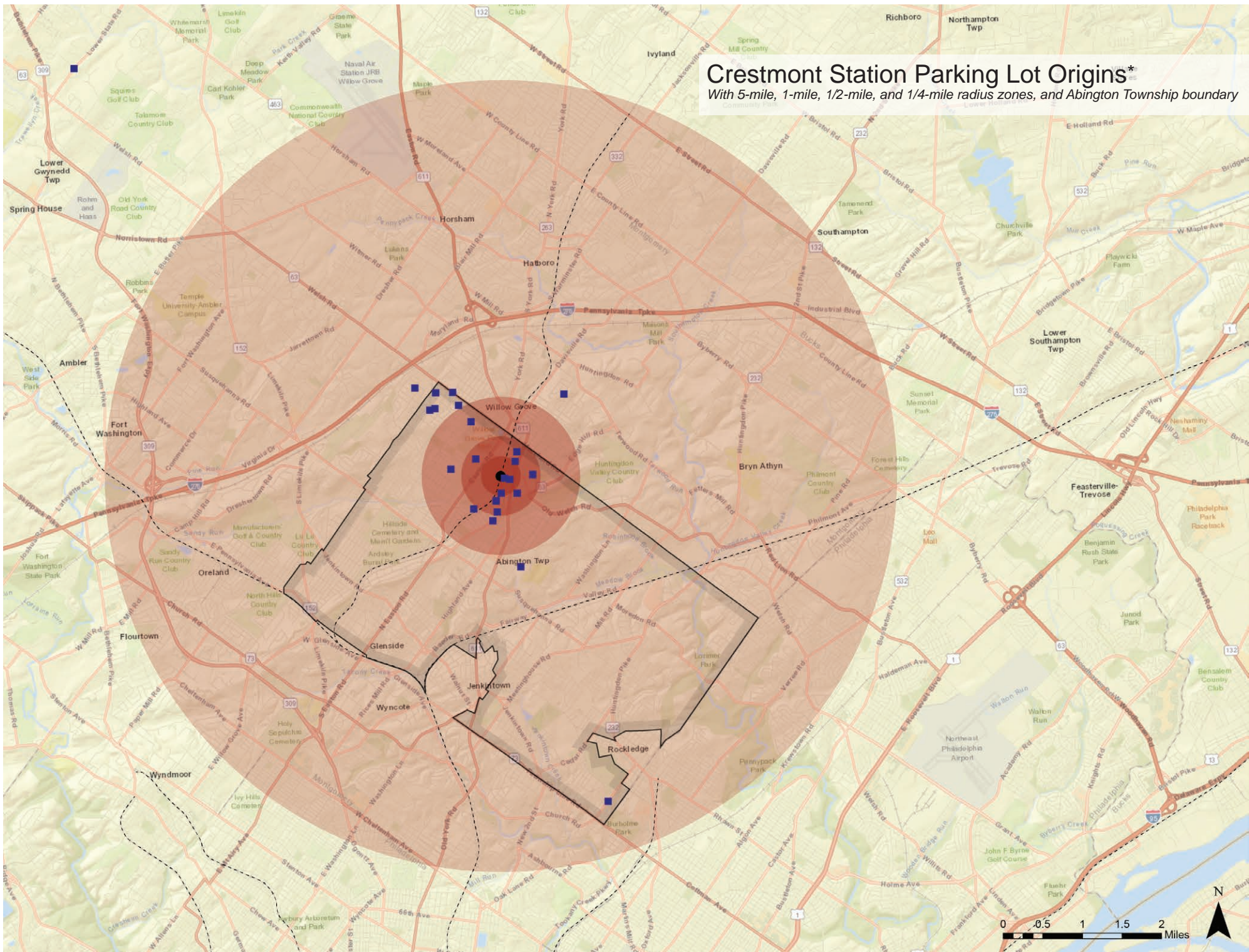
Total Parking Spaces: 20
Parking Type: SEPTA lot, free daily spaces
Parking Utilization: 100%
Driver Origins: 100% of drivers originate within 5 miles of the station 83% from within Abington Township. 43% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- Over two thirds of Crestmont riders arrive by foot, which will surely be a more comfortable mode since the Township installed additional sidewalk and crosswalks leading to the station.
- In addition to limited pedestrian infrastructure, the current state of parking demand has led to on-street parking in surrounding neighborhoods, resulting in increasingly dangerous walking conditions and causing a nuisance for residents in the area.
- Within the past three years, Crestmont Station has received funding from PennDOT's Multimodal Transportation Fund to expand parking facilities and improve walking paths connecting the station to proposed real estate development areas.

Crestmont Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township boundary



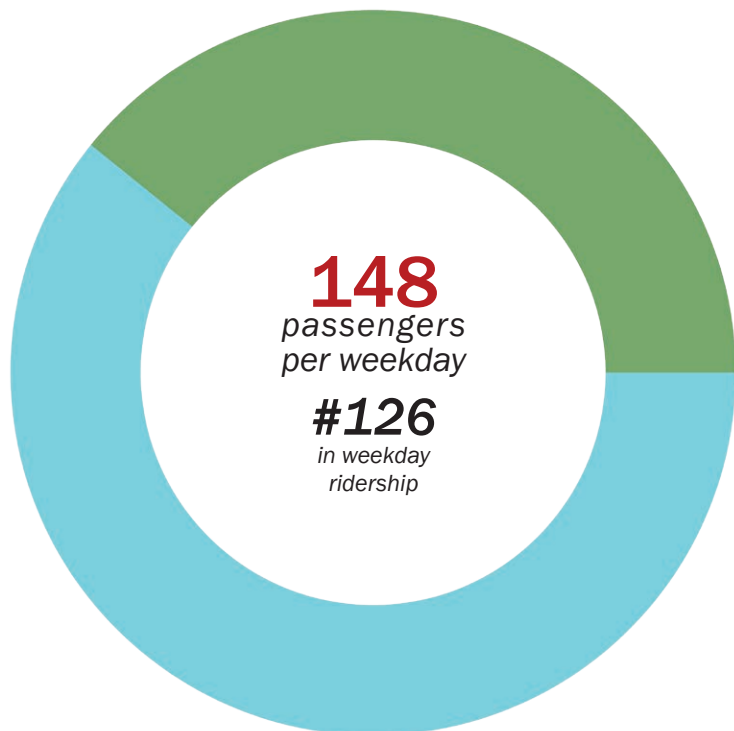
*Map Extent shows 27 of 27 origin points (100%) // Date: December 2016 // Data: 2006 license plate survey data courtesy of the DVRPC

MEADOWBROOK

West Trenton Line

Abington, Montgomery County

License Plate Survey: 2009
Been part of a study: no



- 90 passengers drive to the station
- 58 passengers walk to the station
- 0 passengers transfer from buses
- 0 passengers ride their bikes

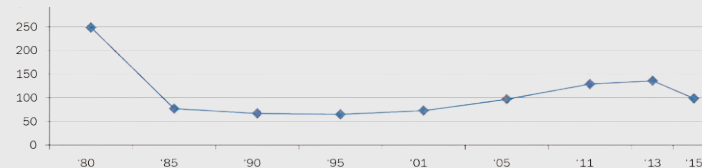
Surrounding Land Uses:



Connecting Routes:

NONE

Average Weekday Ridership



39%

Pedestrian Access: Only 58 passengers access Meadowbrook on foot on an average day. This number may include kiss-and-ride and passengers parking on-street that are unaccounted for in other calculations.



0%

Total Bikes: 0
Total Bicycle Spaces: 4
Bicycle Utilization: 0%



0%

Total 1/4 Mile Bus Alights: 0
Closest Bus Alights: 0
Transfers: There are no bus routes with stops within 1/4 mile of Meadowbrook station.



61%

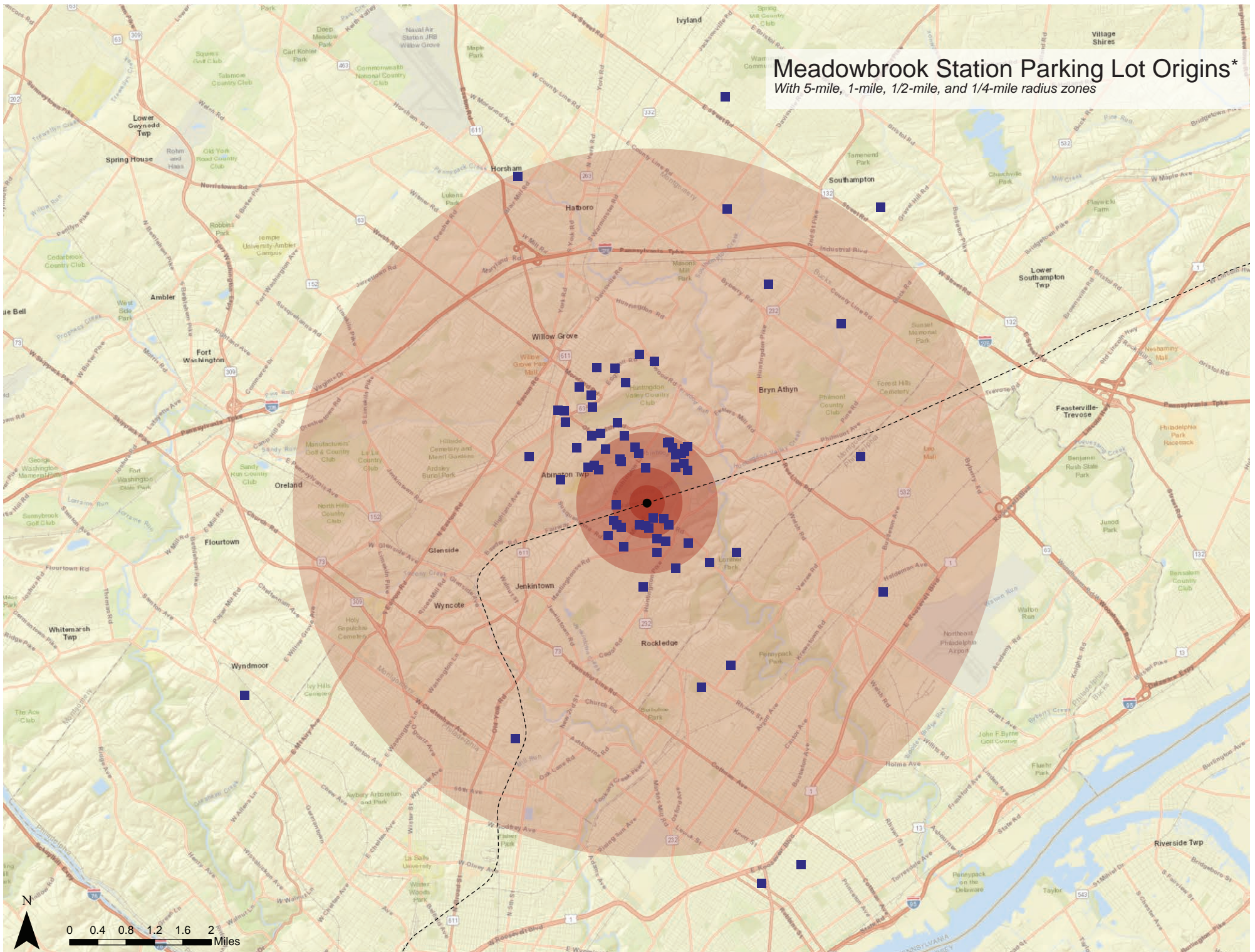
Total Parking Spaces: 90
Parking Type: SEPTA lot, free daily spaces
Parking Utilization: 100%
Driver Origins: 89% of drivers originate within 5 miles of the station, 60% from Abington Township. 19% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- With narrow, winding roads that have no sidewalks connecting the station to surrounding residential areas, it is likely that many of the pedestrian arrivals are actually kiss-and-ride drop-offs or passengers parking on-street.
- In order to alleviate parking shortages, charge for parking spaces and encourage bicycling, walking, and kiss-and-ride passenger arrivals via infrastructure improvements including sidewalks in the immediate vicinity of the station and placing bicycle parking on the outbound side.
- Improve parking conditions, either discourage parking on unpaved areas, or create parking spaces where cars are already parking.

Meadowbrook Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones



*Map Extent shows 77 of 89= origin points (96%) // Date: November 2016 // Data: 2009 license plate survey data courtesy of the DVRPC

NOBLE

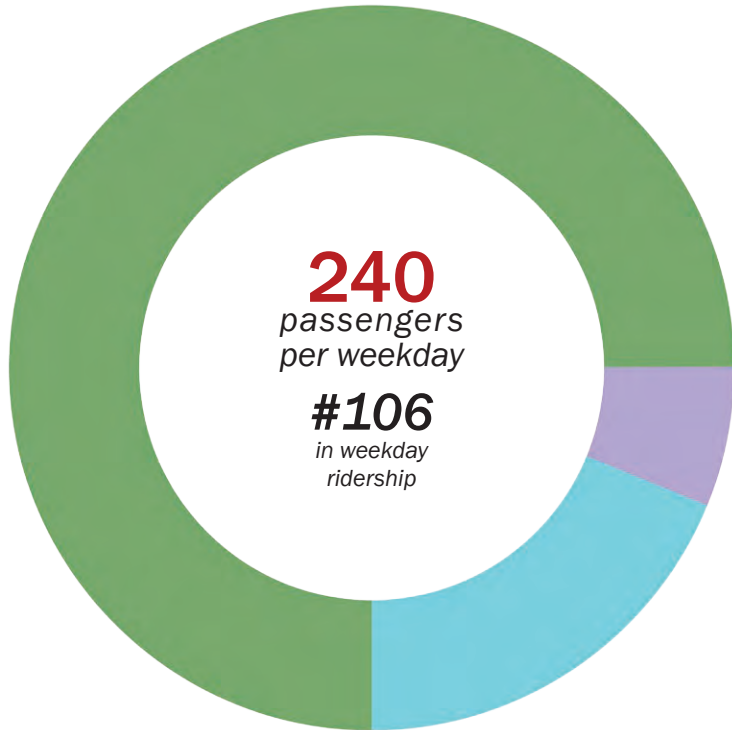
West Trenton Line

Abington, Montgomery County

License Plate Survey: 2009

Been part of a study: Yes

TRID Planning Report for Noble Station in Abington Township (2013)



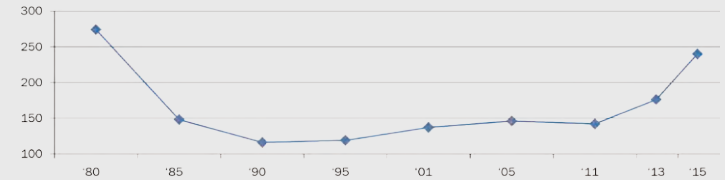
45 passengers drive to the station
180 passengers walk to the station
15 passengers transfer from
0 passengers ride their bikes

Surrounding Land Uses:



Connecting Routes:

Average Weekday Ridership



75%

Pedestrian Access: Noble benefits from walkable neighborhood roads, as well as nearby auto-oriented office and retail employment centers. This number may include some kiss-and-ride passengers.



0%

Total Bikes: 0
Total Bicycle Spaces: 8
Bicycle Utilization: 0%



6%

Total 1/4 Mile Bus Alights: 67
Closest Bus Alights: 30
Transfers: Assuming a 50% bus-to-rail transfer rate, approximately 15 passengers access Noble Station from the nearby Route 55 bus stop on Old York Road and Rodman Road.



19%

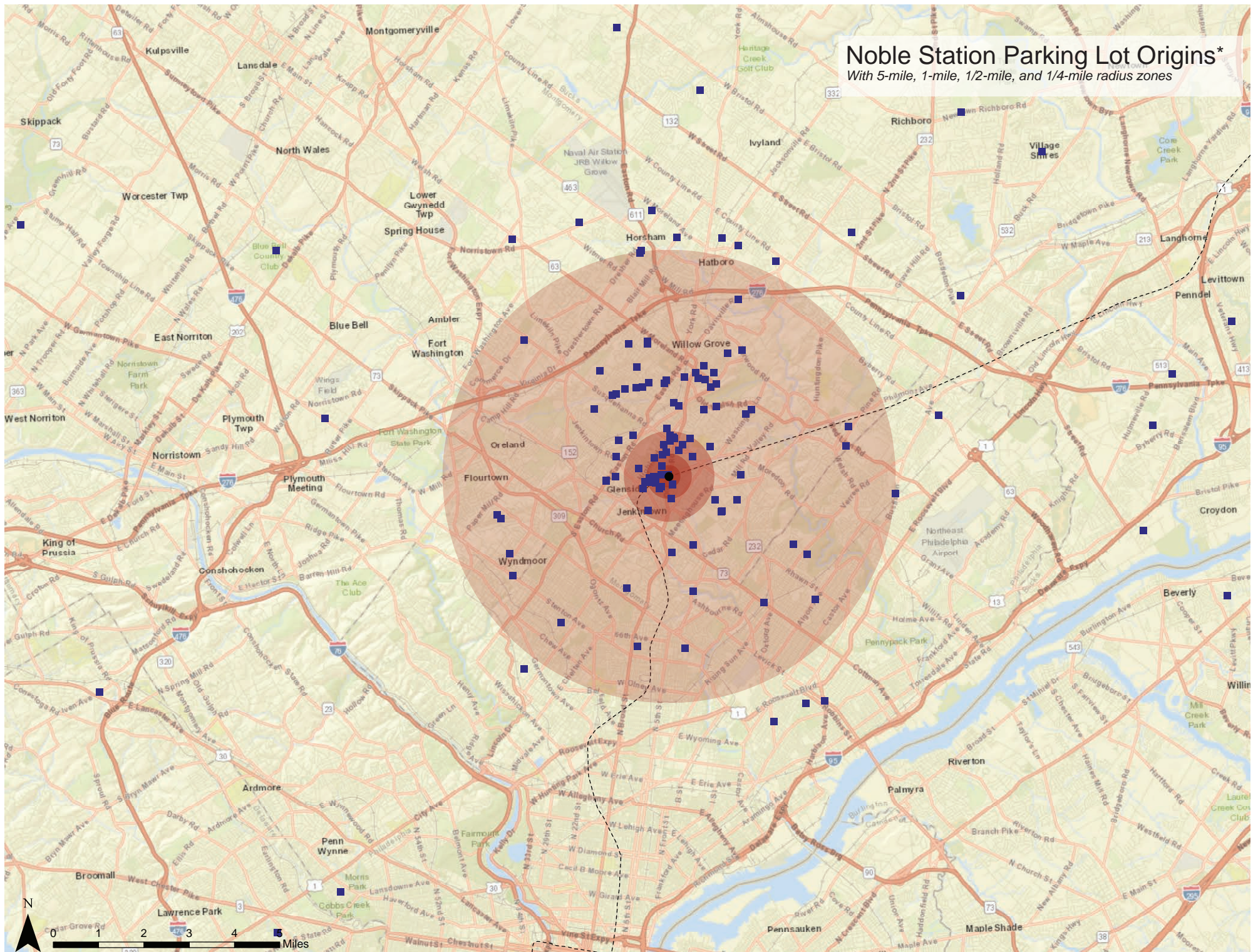
Total Parking Spaces: 61
Parking Type: SEPTA lot, \$0.50/day
Parking Utilization: 74%
Driver Origins: 66% of drivers originate within 5 miles of the station, 45% from within Abington Township. 16% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- Within the past three years, PennDOT's Multimodal Transportation Fund has allocated money towards the revitalization of the station and surrounding area by developing residential or hotel construction connected to the existing station, constructing an access road, adding ADA ramps at the intersection of Old York and Baeder Roads as well as the intersection of the Fairway and the access road.
- Plans also call for bicycle and pedestrian improvements along the proposed access road connecting the station to the Fairway which has bicycle lanes and connects to surrounding commercial areas.

Noble Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones

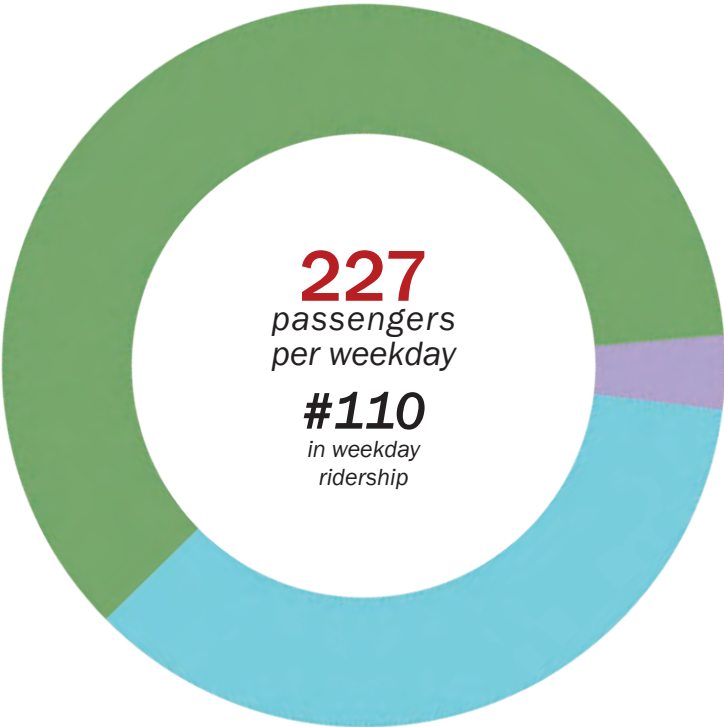


*Map Extent shows 130 of 141 origin points (92%) // Date: November 2016 // Data: 2009 license plate survey data courtesy of the DVRPC

NORTH HILLS

Lansdale/Doylestown Line

Abington, Montgomery County



81 passengers drive to the station
138 passengers walk to the station
8 passengers transfer from
0 passengers ride their bikes

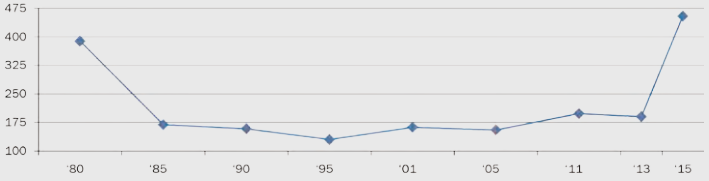
Surrounding Land Uses:



Connecting Routes:



Average Weekday Ridership



61%

Pedestrian Access: North Hills experiences high pedestrian access, though this number may include some kiss-and-ride passengers unaccounted for in other calculations.



0%

Total Bikes: 0
Total Bicycle Spaces: 5
Bicycle Utilization: 0%



3%

Total 1/4 Mile Bus Alights: 15
Closest Bus Alights: 15
Transfers: Assuming a 100% bus-to-rail transfer rate, approximately 15 passengers access North Hills Station from the nearby Route 95 bus stop on North Hills Road.



36%

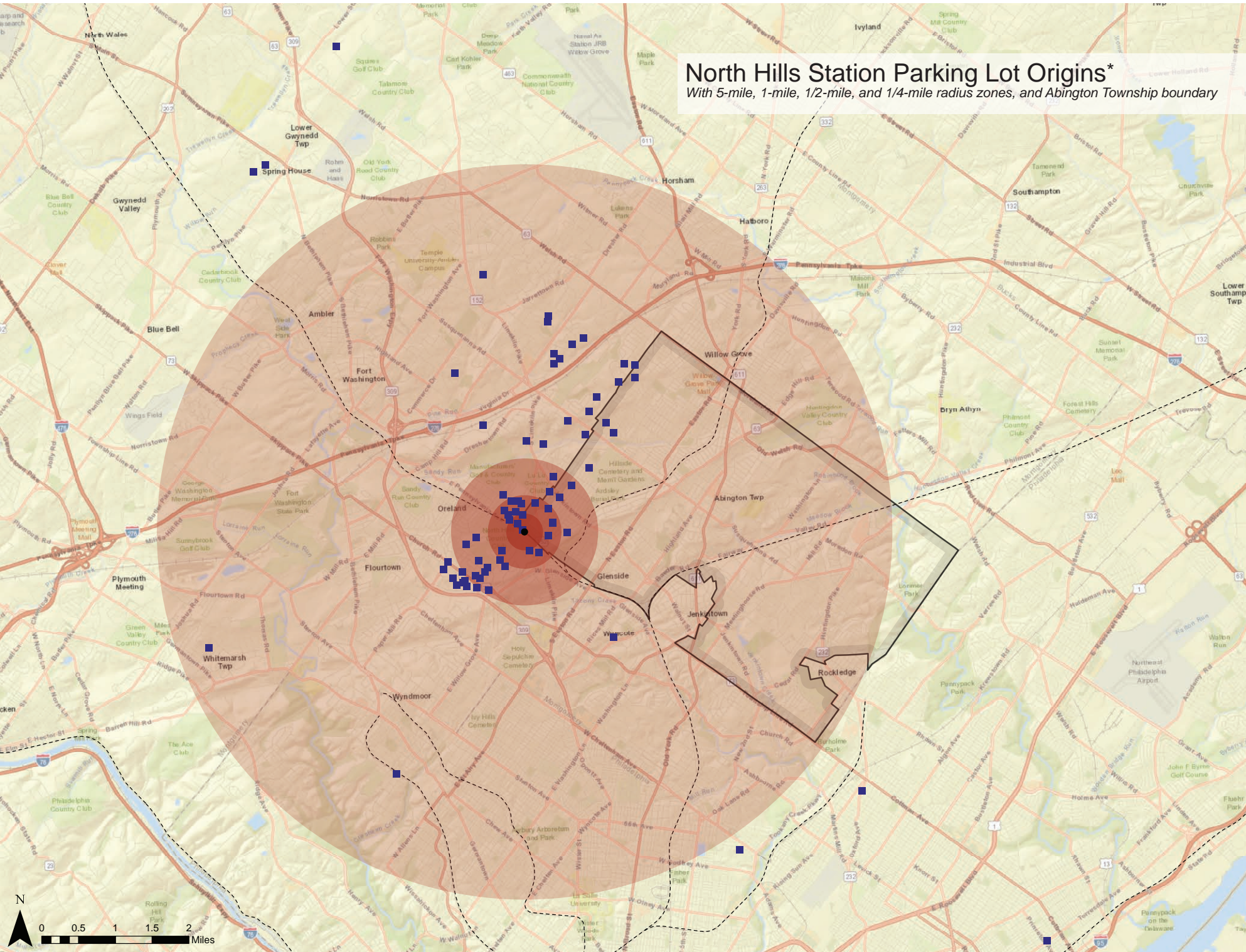
Total Parking Spaces: 147
Parking Type: SEPTA lot, \$0.50/day spaces
Parking Utilization: 55%
Driver Origins: 86% of drivers originate within 5 miles of the station, 17% from within Abington Township. 22% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- Pedestrian connectivity is relatively high surrounding the station, but with 43% of those arriving by car and living within 1/2 mile of the station, those who could walk are often choosing to drive due to cheap and abundant parking as well as a lack of crosswalks.
- Low frequency bus service, very limited bus stop amenities, and relative distance from the closest bus stop to the station make bus access to North Hills a relatively unpopular option. Safe roadway crossings and schedule changes should be studied.
- Overall, parking for this station is underutilized.
- There is no good explanation, such as a construction project or fare change, that explains the jump in ridership between 2013 and 2015.

North Hills Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township boundary

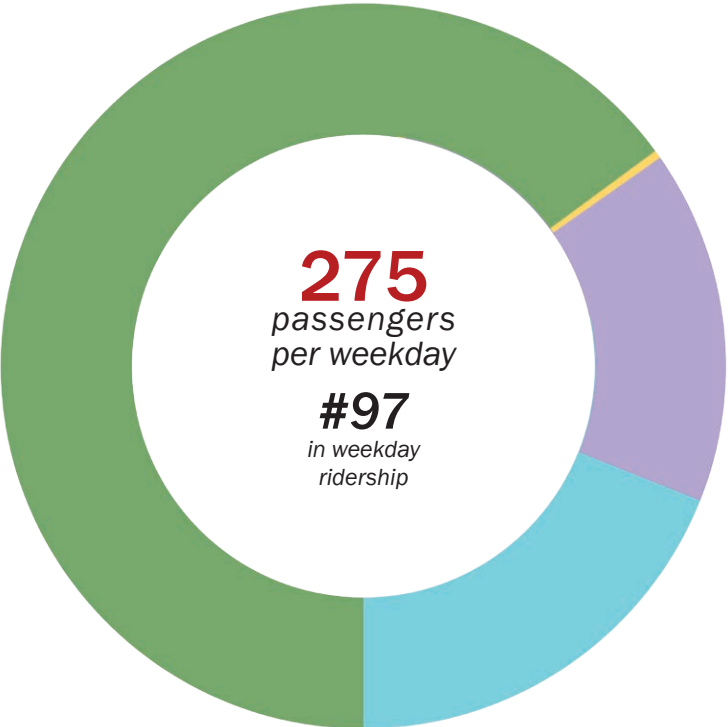


*Map Extent shows 76 of 81 origin points (93%) // Date: January 2017 // Data: 2012 license plate survey data courtesy of the DVRPC

ROSLYN

Warminster Line

Abington, Montgomery County



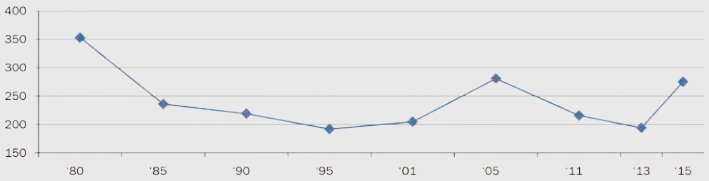
52 passengers drive to the station
 178 passengers walk to the station
 44 passengers transfer from buses
 1 passengers ride their bikes

Surrounding Land Uses:



Connecting Routes:

Average Weekday Ridership



65%

Pedestrian Access: The majority of passengers at Roslyn access the station on foot. This number may include some kiss-and-ride passengers and those who arrive by car and park in the adjacent Giant parking lot.



<1%

Total Bikes: 1
Total Bicycle Spaces: 0
Bicycle Utilization: Unmet bicycle demand



16%

Total 1/4 Mile Bus Alights: 136
Closest Bus Alights: 87
Transfers: Assuming a 50% bus-to-rail transfer rate, approximately 44 passengers access Roslyn Station from the nearby Route 22 bus stop on Easton Road and Susquehanna Road.



19%

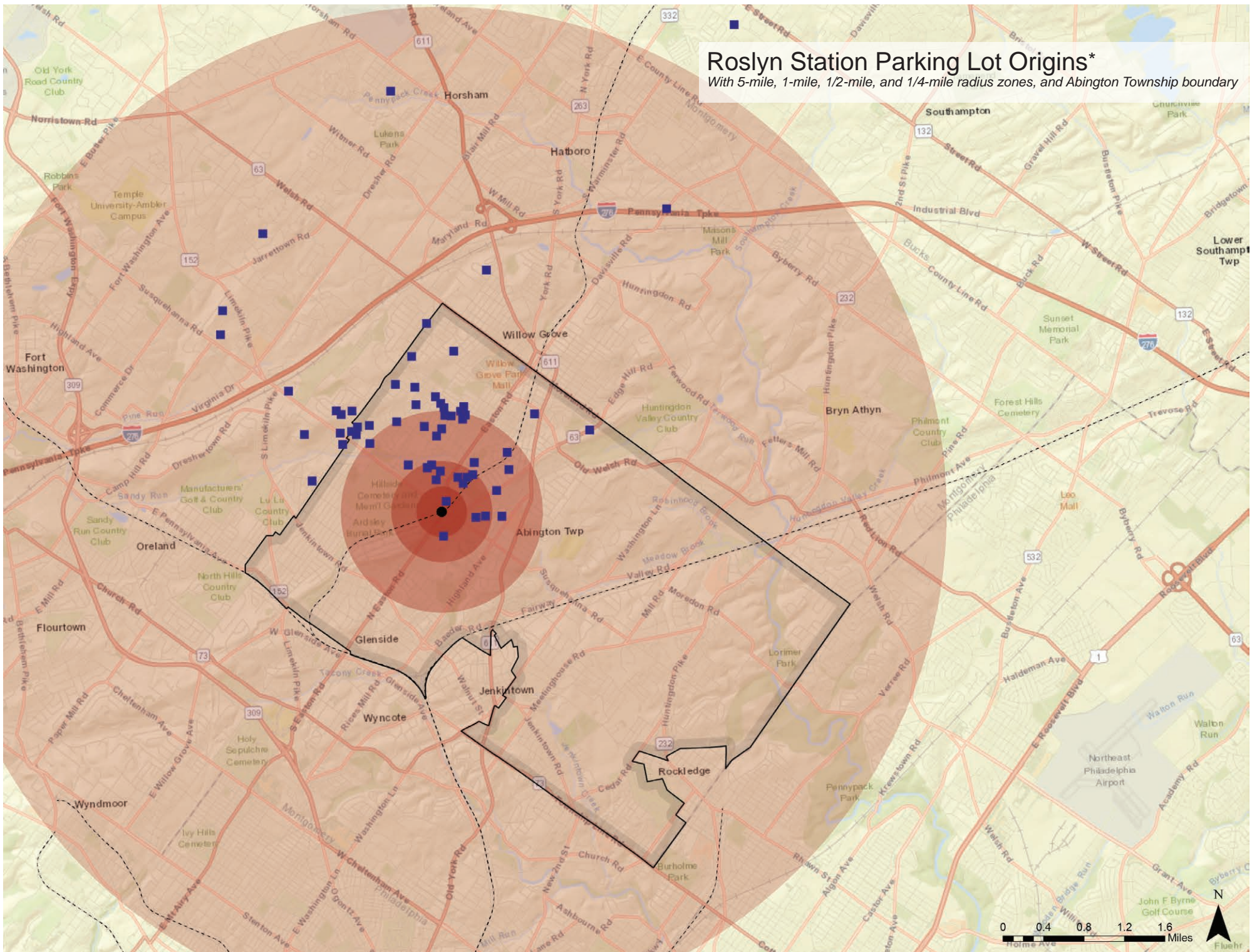
Total Parking Spaces: 87
Parking Type: SEPTA lot, \$1/day
Parking Utilization: 60%
Driver Origins: 91% of drivers originate within 5 miles from the station, 68% from within Abington Township. 29% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- Roslyn Station is easily accessible by foot from all directions with sufficient sidewalks and crosswalks.
- While the station is accessible by bicycle, especially via bicycle lanes on Susquehanna Road, there is currently no available bicycle parking. A rack should be added to accommodate demand.
- The station provides an adequate amount of parking spaces at a reasonable price, though it is common for rail riders to park in the adjacent Giant parking lot.

Roslyn Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township boundary

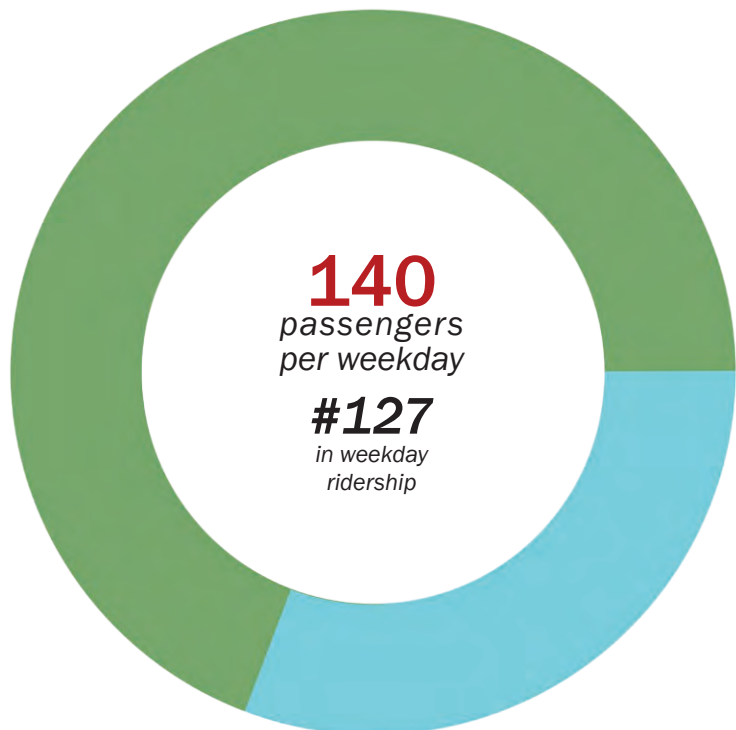


*Map Extent shows 61 of 66 origin points (92%) // Date: December 2016 // Data: 2009 license plate survey data courtesy of the DVRPC

RYDAL

West Trenton Line

Abington, Montgomery County



- 43 passengers drive to the station
- 97 passengers walk to the station
- 9 passengers transfer from buses
- 0 passengers ride their bikes

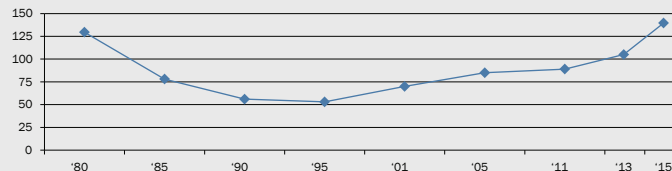
Surrounding Land Uses:



Connecting Routes:

NONE

Average Weekday Ridership



69%

Pedestrian Access: Most Rydal passengers access the station on foot. This number also includes some kiss-and-ride passengers or students using the Penn State Abington Campus shuttle.



0%

Total Bikes: 0
Total Bicycle Spaces: 4
Bicycle Utilization: 0%



0%

Total 1/4 Mile Bus Alights: n/a
Closest Bus Alights: n/a
Transfers: There are no bus stops within 1/4 mile of Rydal station, though Penn State Abington has shuttle service that runs to and from that station. This may account for part of the large pedestrian share.



31%

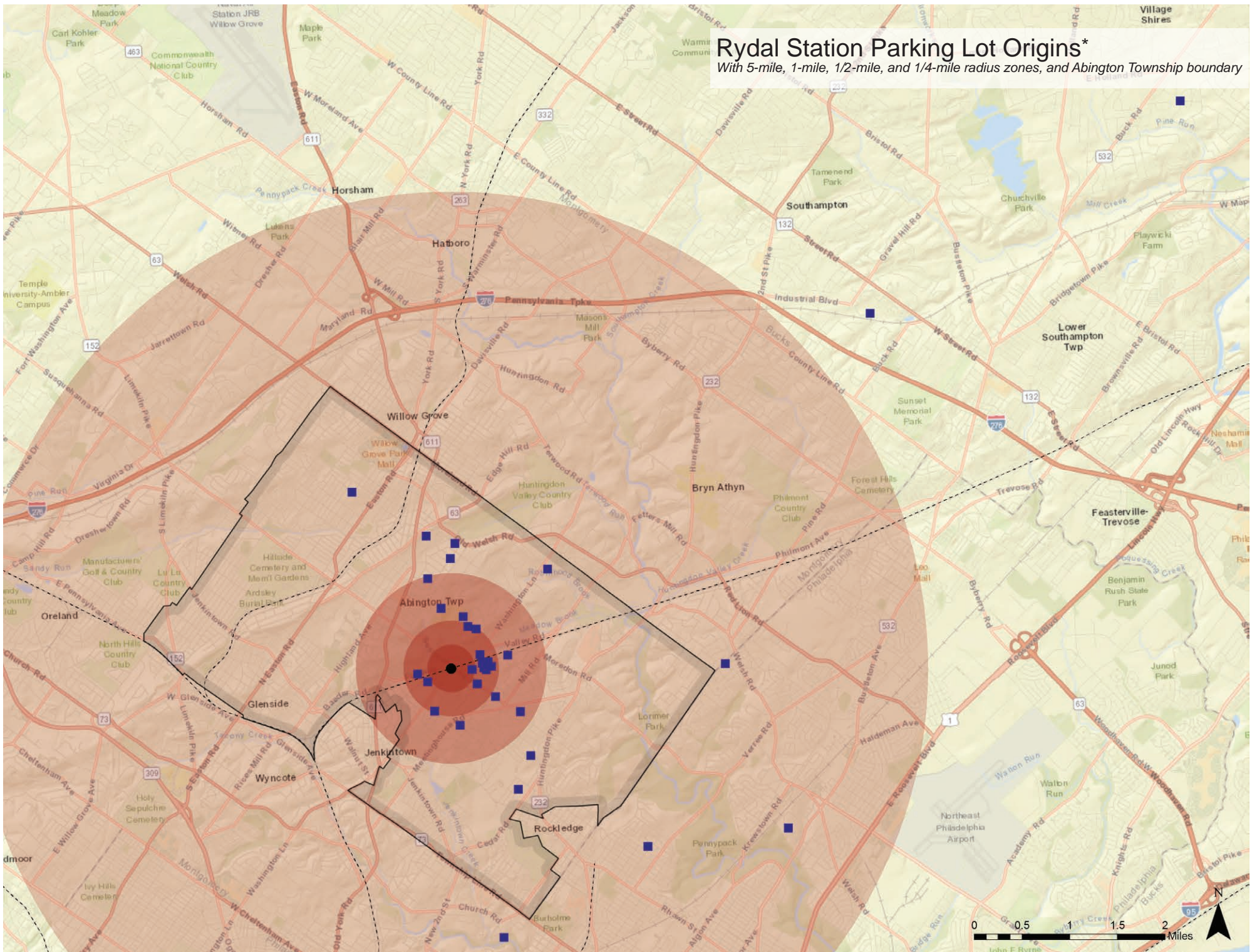
Total Parking Spaces: 43
Parking Type: SEPTA lot, \$1/day
Parking Utilization: 100%
Driver Origins: 91% of drivers originate within 5 miles of the station, 79% from within Abington Township. 48% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- Improve pedestrian infrastructure network by improving sidewalks and adding crosswalks, especially along Washington Lane.
- The Township recently installed on-road bike lanes along the Fairway that almost connect into the station area, there may be an increase in demand for bicycle parking.
- Increase parking spaces or increase the price of parking to account for a commonly full parking lot.

Rydal Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township boundary

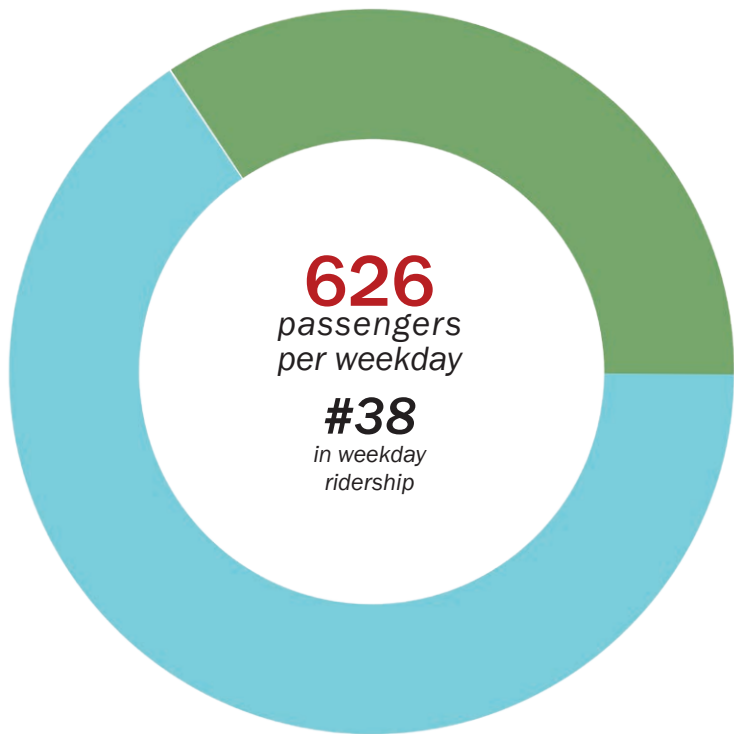


*Map Extent shows 33 of 34 origin points (97%) // Date: December 2016 // Data: 2010 license plate survey data courtesy of the DVRPC

BETHAYRES

West Trenton Line

Lower Moreland, Montgomery County



410 passengers drive to the station
216 passengers walk to the station
0 passengers transfer from buses
0 passengers ride their bikes

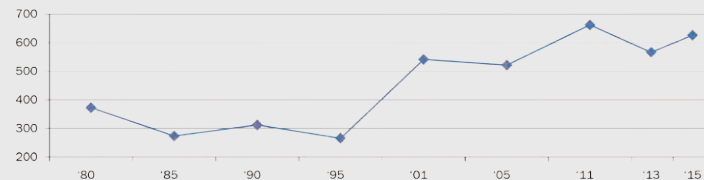
Surrounding Land Uses:



Connecting Routes:

NONE

Average Weekday Ridership



35%

Pedestrian Access: Over 200 passengers access Bethayres Station on foot. This number may include some kiss-and-ride and passengers parking on-street that are unaccounted for in other calculations.



0%

Total Bikes: 0
Total Bicycle Spaces: 0
Bicycle Utilization: n/a



0%

Total 1/4 Mile Bus Alights: n/a
Closest Bus Alights: n/a
Transfers: There are no bus stops within 1/4 mile of the Bethayres train station.

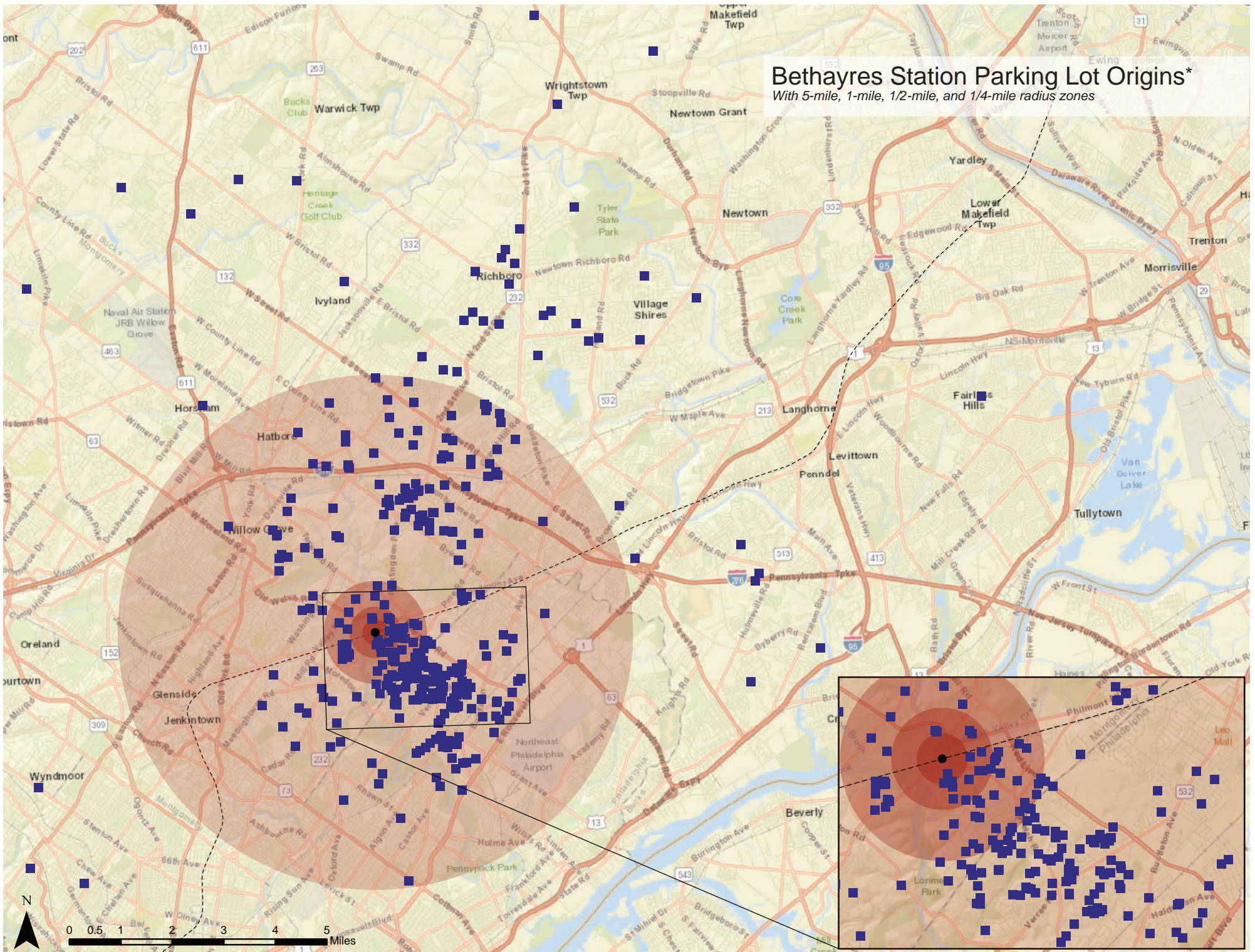


65%

Total Parking Spaces: 410
Parking Type: SEPTA lot \$1/day, free daily, & \$20/monthly
Parking Utilization: 100%
Driver Origins: 87% of drivers originate within 5 miles of the station, 11% from within Abington Township. Only 4% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- Bethayres is a difficult station to access as a pedestrian due to minimal sidewalks, low road connectivity, and relatively low housing density. However, the station sees over 200 “walk-ups” to the station each day. This apparent discrepancy could be a combination of kiss-and-ride drop-offs and passengers parking on-street skewing the pedestrian mode-share.
- To increase pedestrian mode share, continue the sidewalk on Station Avenue in order for it to completely reach the station’s parking lot and consider adding a sidewalk on Huntingdon Pike (the entrance to the inbound side parking lot) in order to reach commercial areas north of the station.



*Map Extent shows 394 of 404 origin points (97%) // Date: November 2016 // Data: 2010 license plate survey data courtesy of the DVRPC

FOX CHASE

Fox Chase Line

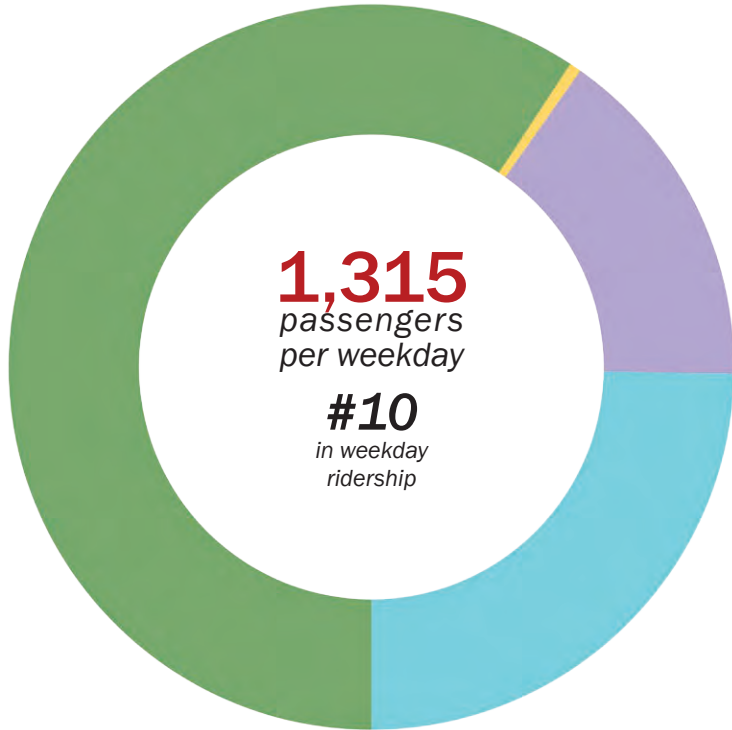
Philadelphia

License Plate Survey: 2010

Been part of a study: Yes

Central Northeast District Plan (2014)

Fox Chase Station Improvement Project (2009)



325 passengers drive to the station
779 passengers walk to the station
204 passengers transfer from buses
7 passengers ride their bikes

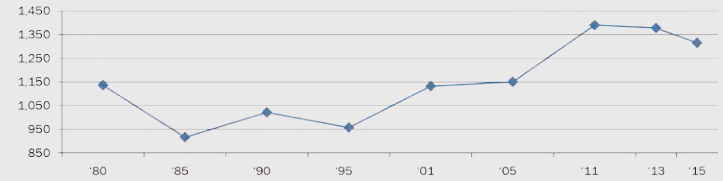
Surrounding Land Uses:



Connecting Routes:



Average Weekday Ridership



59%

Pedestrian Access: Fox Chase Station is in the heart of downtown Fox Chase. It benefits from the overall walkability of the immediate surrounding area, and the presence of nearby community institutions.



<1%

Total Bikes: 7
Total Bicycle Spaces: 15
Bicycle Utilization: 47%



15%

Total 1/4 Mile Bus Alights: 493
Closest Bus Alights: 204
Transfers: The Route 28 bus stops directly across the street from the station, at Rhawn and Elberson, contributing an average of 88 daily passengers to station ridership. Nearby stops on Routes 18 and 24 also contribute riders.



25%

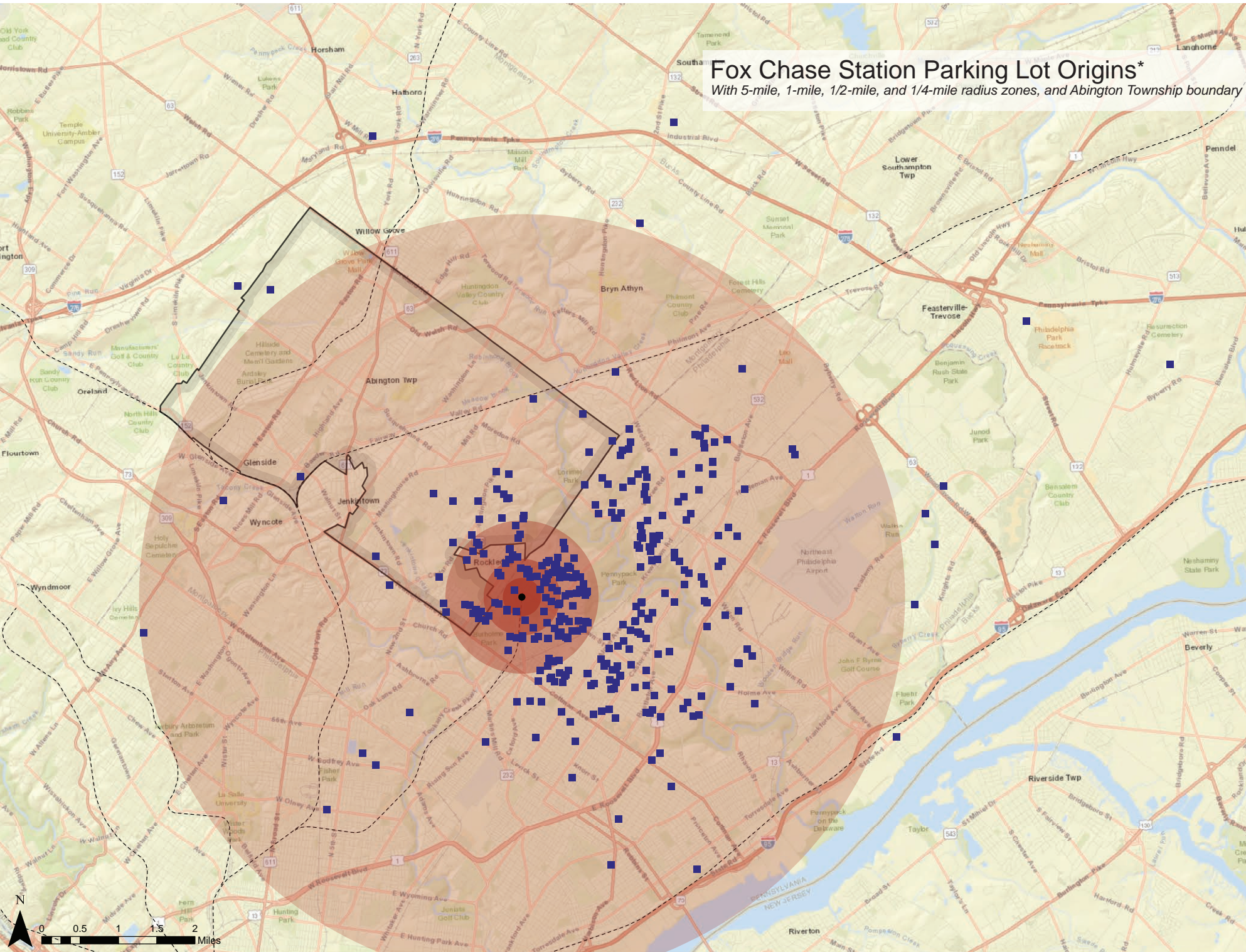
Total Parking Spaces: 313
Parking Type: City-owned, PPA managed lot. \$2 per day.
Parking Utilization: 100% with overflow parking on neighborhood streets.
Driver Origins: 94% of all drivers originate within 5 miles, and 35% of all drivers originate within 1 mile of the station.

Conclusions & Recommendations:

- Fox Chase has a diverse passenger mode share compared to many other SEPTA Regional Rail stations.
- The Pennypack-Lorimer Trail will be extended to Fox Chase Station by 2017/2018. SEPTA has committed to increasing and covering bike parking at the station in conjunction with this project. A safe pedestrian and bicycle crossing will be constructed across Rhawn Street to facilitate trail to station access. This will also improve safety for transferring Route 28 bus customers.
- A major ridership opportunity lies with increasing bus to train transfers. Safe roadway crossings, pedestrian routes through parking lots and schedule changes should be studied.
- The Central Northeast District Plan recommends structured parking with ground floor retail to be constructed on the City-owned Rockwell Avenue parking lot.

Fox Chase Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township boundary

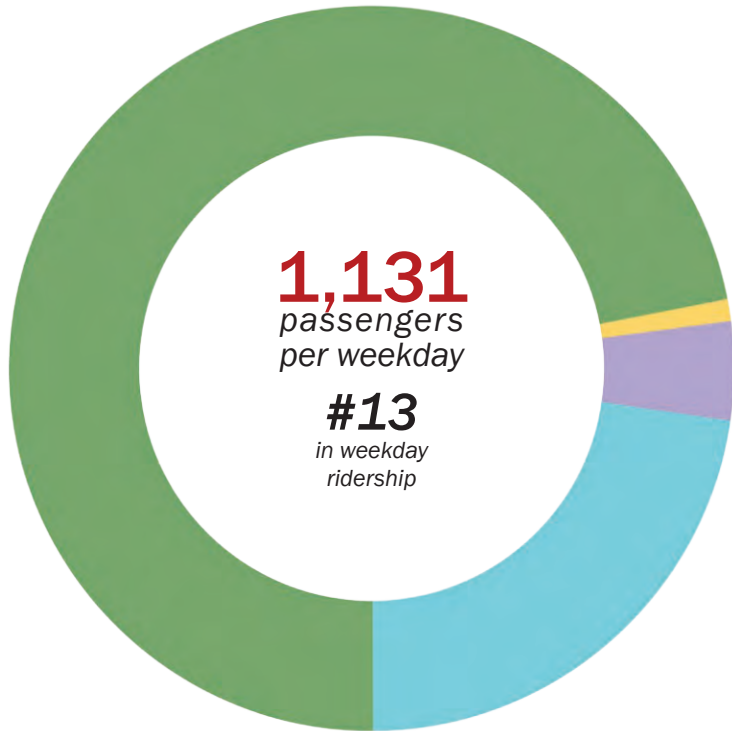


*Map Extent shows 354 of 362 origin points (97%) // Date: January 2017 // Data: 2010 license plate survey data courtesy of the DVRPC

GLENSIDE

Multiple Lines

Cheltenham, Montgomery County



256 passengers drive to the station
814 passengers walk to the station
50 passengers transfer from buses
11 passengers ride their bikes

Surrounding Land Uses:



Connecting Routes:



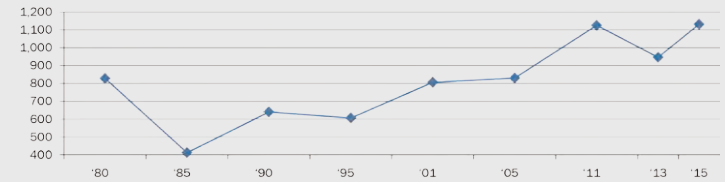
License Plate Survey: 2015

Been part of a study: Yes

Proud Neighbors Artisan Station at Glenside Proposal (2010)

Glenside Station Area Development Plan (2004)

Average Weekday Ridership



72%

Pedestrian Access: Over 800 passengers access the Glenside Station on foot on an average weekday. This number may include some kiss-and-ride passengers unaccounted for in other calculations.



1%

Total Bikes: 11
Total Bicycle Spaces: 20
Bicycle Utilization: 55%



4%

Total 1/4 Mile Bus Alights: 372
Closest Bus Alights: 199
Transfers: Assuming a conservative 25% bus-to-rail transfer rate, approximately 50 passengers access Glenside Station from the nearby Route 22 and 77 bus stops on Easton Road.



23%

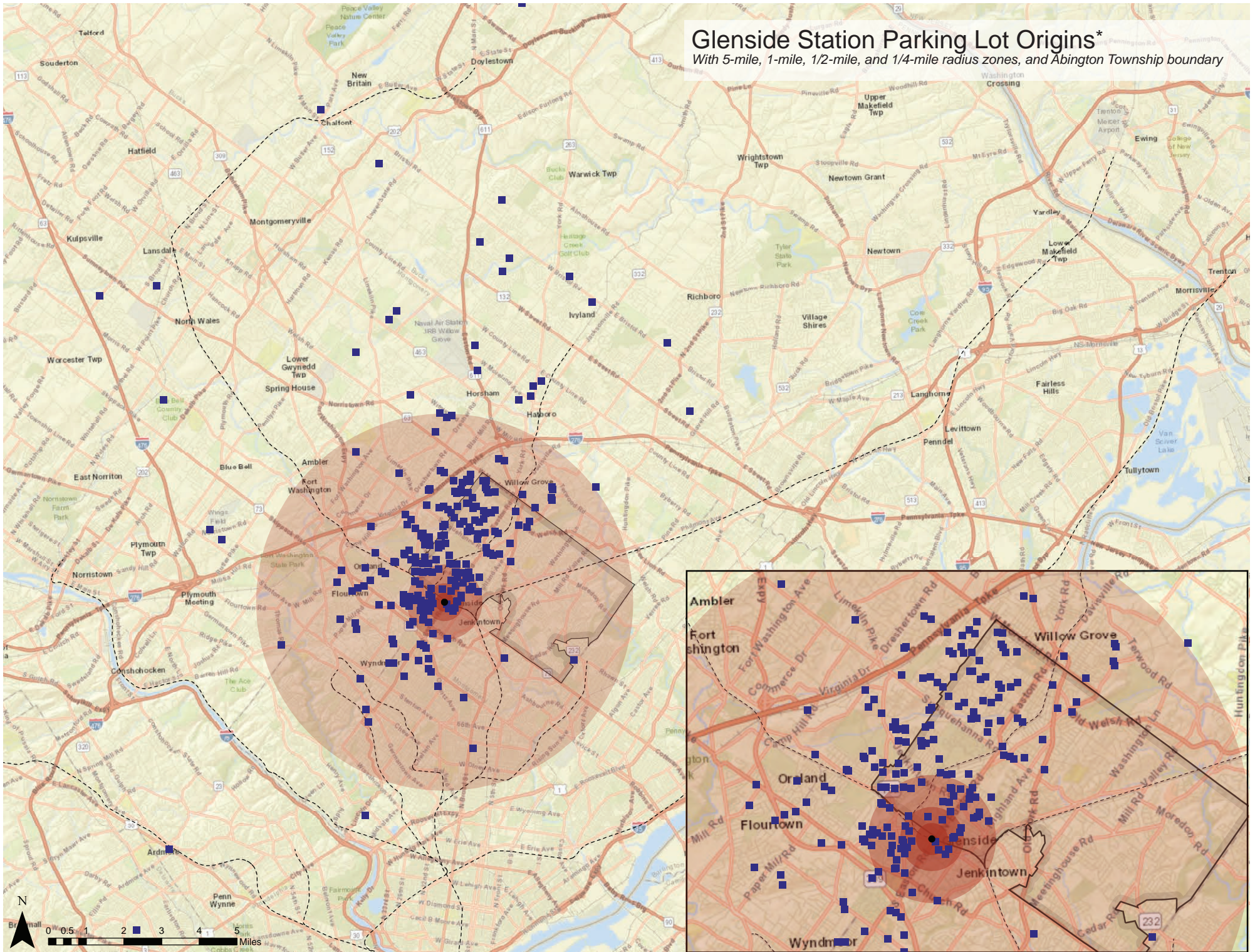
Total Parking Spaces: 313
Parking Type: SEPTA lot, \$1/day or \$20/monthly pass
Parking Utilization: 82%
Driver Origins: 90% of drivers originate within 5 miles of the station, 36% from within Abington Township. 8% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- Located in a commercial center with a good sidewalk network, Glenside Station sees a high rate of pedestrian access.
- A major ridership opportunity lies with increasing bus to train transfers. Safe roadway crossings and schedule changes should be studied.
- SEPTA is installing additional sheltered bike parking at the station to encourage additional cycle-transit trips.
- The 2004 Glenside Station Area Development Plan advocated for a parking structure in place of the station's current lot. However, at this time the station's parking utilization rate is appropriate - price and amount of spaces should remain consistent. If parking demand increases, building a parking structure may be necessary due to low numbers of nearby residents currently driving to the station.

Glenside Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township boundary



*Map Extent shows 250 of 256 origin points (97%) // Date: January 2017 // Data: 2015 license plate survey data courtesy of the DVRPC

JENKINTOWN-WYNCOTE

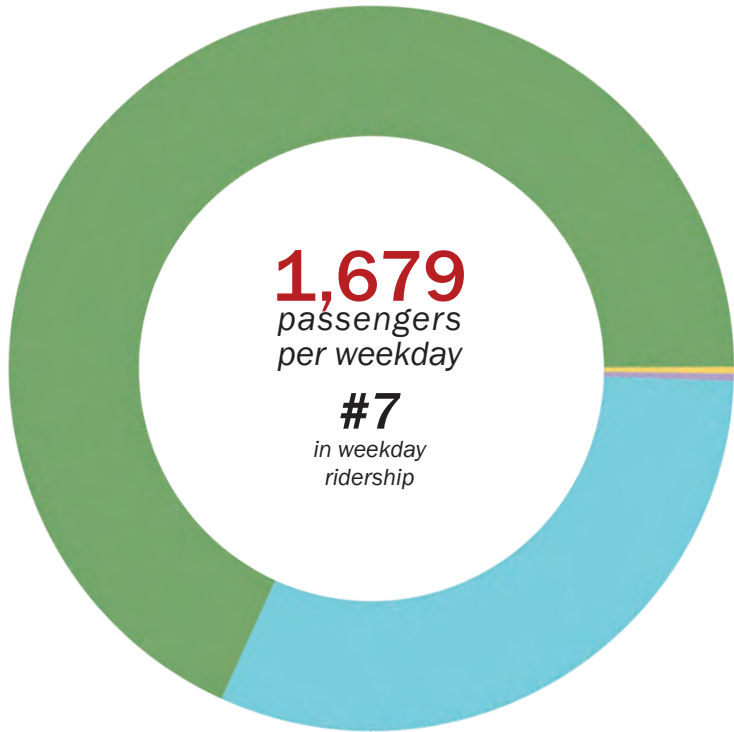
Multiple Lines

Cheltenham, Montgomery County

License Plate Survey: 2015

Been part of a study: Yes

SEPTA Jenkintown-Wyncote Station Region Commuter Preference and Parking Need Survey (2010)



525 passengers drive to the station
1,144 passengers walk to the station
 6 passengers transfer from
 5 passengers ride their bikes

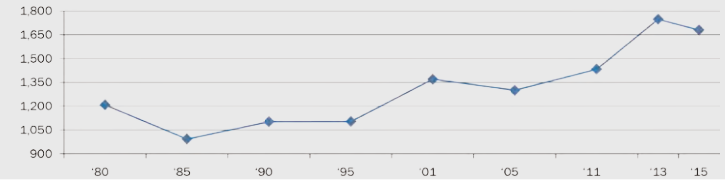
Surrounding Land Uses:



Connecting Routes:



Average Weekday Ridership



68%

Pedestrian Access: Over 1,000 passengers access the Jenkintown-Wyncote Station on foot on an average weekday. This number may include some kiss-and-ride passengers as well as apartment and school shuttles unaccounted for in other calculations.



<1%

Total Bikes: 5
Total Bicycle Spaces: 16
Bicycle Utilization: 31%



<1%

Total 1/4 Mile Bus Alights: 22
Closest Bus Alights: 11
Transfers: Assuming a 50% bus-to-rail transfer rate, approximately 6 passengers access Jenkintown Station from the nearby Route 77 bus stop on Greenwood Avenue and Township Line Road.



31%

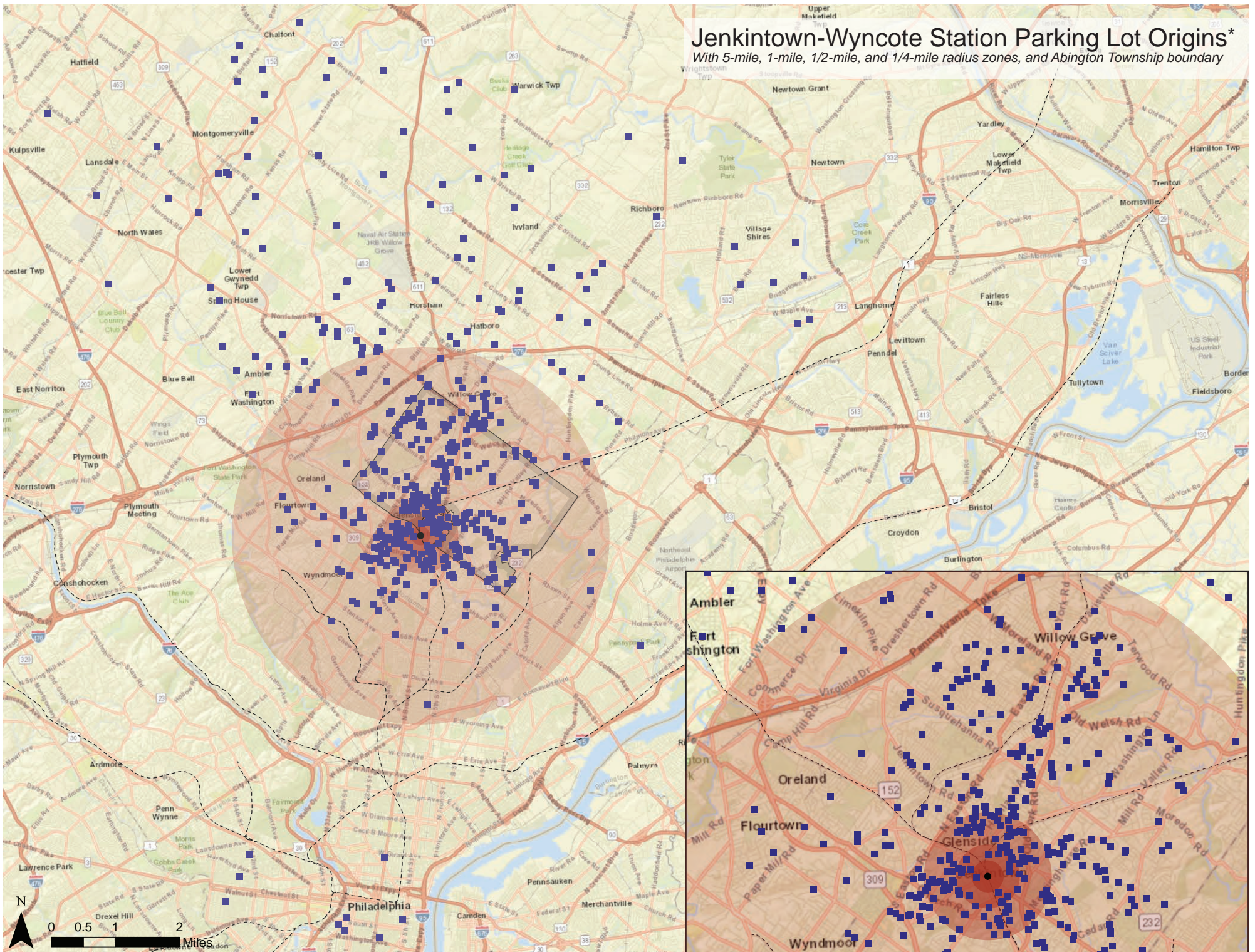
Total Parking Spaces: 589
Parking Type: SEPTA lot, \$1/day or \$20/monthly pass
Parking Utilization: 89%
Driver Origins: 85% of drivers originate within 5 miles of the station, 30% from within Abington Township. 17% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- First phase station improvements including station building repairs, lighting upgrades and plumbing work were completed in 2015.
- Plans for ADA compliant platforms, a pedestrian overpass, and repair to a retaining wall are currently in the design phase. The total project will cost \$20 million and construction is anticipated from 2019-2021.
- Pedestrian infrastructure including a comprehensive sidewalk network and highly visible crosswalks, as well as high population density, encourage high rates of access by foot. However, some of the over 1,000 passengers calculated to have arrived by foot may have been kiss-and-rides or may have arrived via shuttle.
- With low bicycle parking usage and no bicycle lanes within the vicinity, additional bicycle parking is not necessary at this time.

Jenkintown-Wyncote Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township boundary



*Map Extent shows 506 of 525 origin points (96%) // Date: January 2017 // Data: 2015 license plate survey data courtesy of the DVRPC

WILLOW GROVE

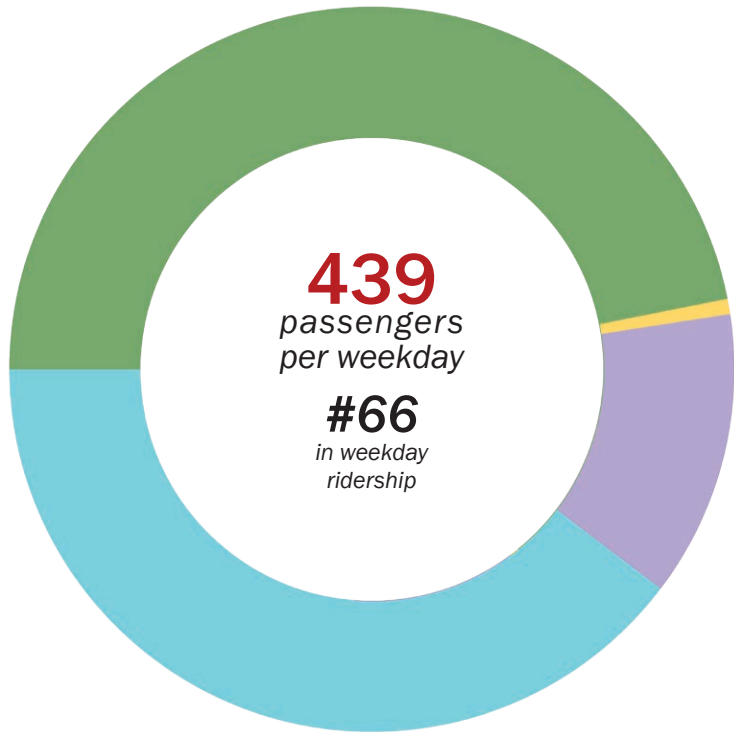
Warminster Line

Upper Moreland, Montgomery County

License Plate Survey: 2009

Been part of a study: Yes

Willow Grove Train Station Relocation Feasibility Study (2010)



174 passengers drive to the station
206 passengers walk to the station
56 passengers transfer from
3 passengers ride their bikes

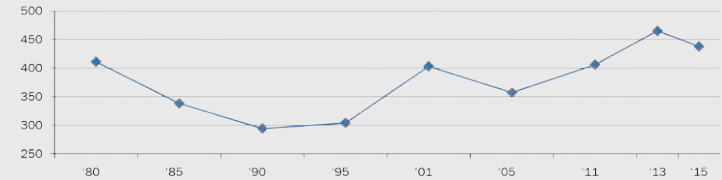
Surrounding Land Uses:



Connecting Routes:



Average Weekday Ridership



47%

Pedestrian Access: Willow Grove Station benefits from nearby auto-oriented commercial centers at Willow Grove Park Mall, and from dense, walkable residential streets in surrounding neighborhoods.



<1%

Total Bikes: 3
Total Bicycle Spaces: 4
Bicycle Utilization: 75%



13%

Total 1/4 Mile Bus Alights: 488
Closest Bus Alights: 112
Transfers: Assuming a 50% bus-to-rail transfer rate, approximately 56 passengers access Willow Grove Station via SEPTA Route 310 (Horsham Breeze) which stops in the station's parking lot.



40%

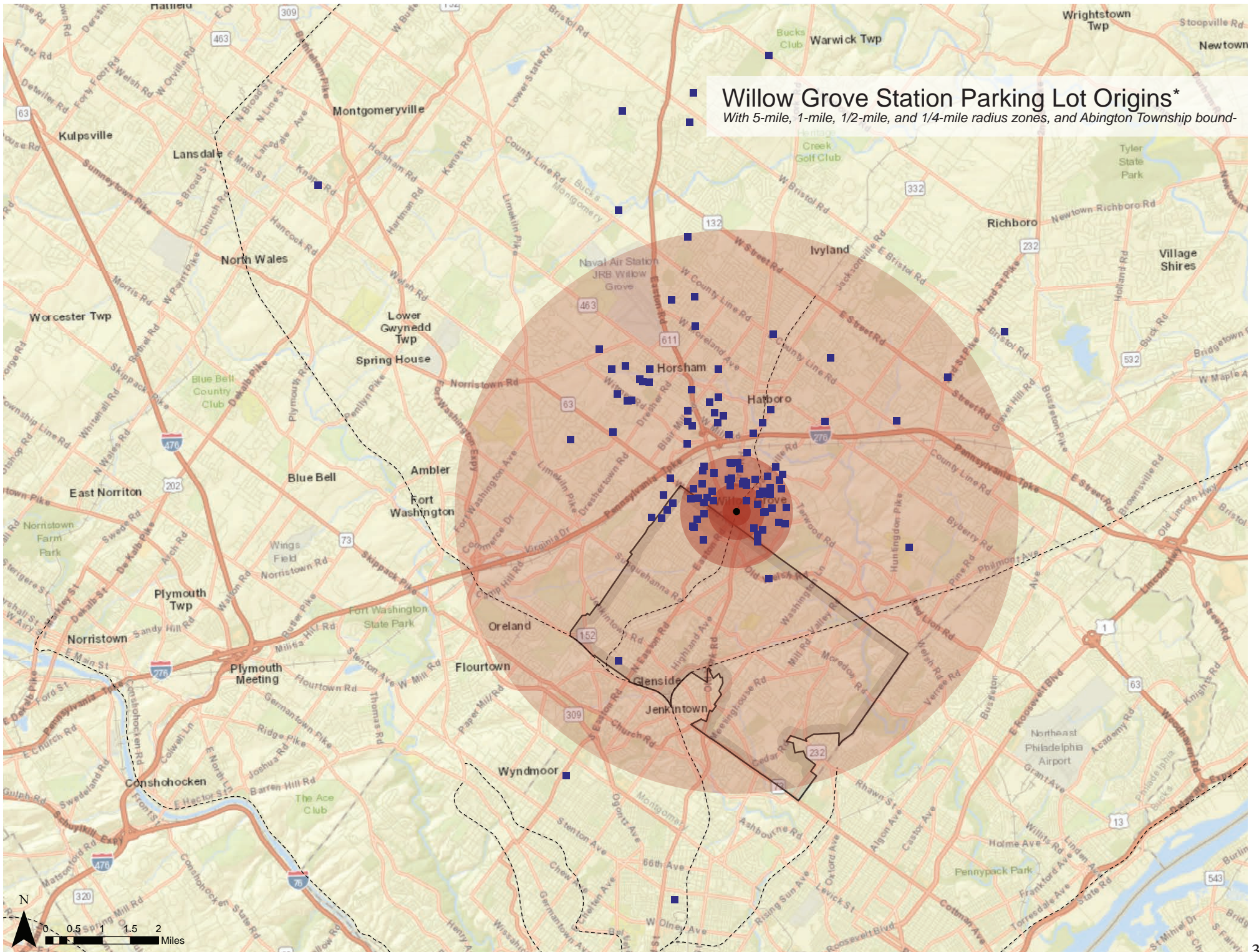
Total Parking Spaces: 223
Parking Type: SEPTA lot \$1/day, free daily & \$20/monthly
Parking Utilization: 78%
Driver Origins: 89% of drivers originate within 5 miles of the station, 9% from within Abington Township. 5% of drivers originate within a half mile of the station.

Conclusions & Recommendations:

- As mentioned in the Willow Grove Train Station Relocation Feasibility Study, a road diet on York Road should be considered by implementing bicycle lanes or adding on-street parking.
- Improve wayfinding and visibility of the station. Consider the relocation of Kremp Florist warehouse as it obscures the view of about half of the inbound platform.
- With a high frequency bus stopping in the station's parking lot, station building design improvements should include an appropriate bus shelter.

Willow Grove Station Parking Lot Origins*

With 5-mile, 1-mile, 1/2-mile, and 1/4-mile radius zones, and Abington Township bound-



*Map Extent shows 113 of 117 origin points (96%) // Date: January 2017 // Data: 2009 license plate survey data courtesy of the DVRPC



858

858

SEPTA 9

SEPTA

DO NOT RIDE

Warning
Danger
Do Not
Cross Tracks

SIT HERE
AND SAVE!
Ride ECO



LANDSCAPE



ARCHITECTURE