

ABINGTON TOWNSHIP

JULY 20, 2021



COMPREHENSIVE PLAN MEETING



TOWNSHIP OF ABINGTON

COMPREHENSIVE PLAN MEETING

A G E N D A
July 20, 2021
6:00 PM

NEW BUSINESS

A. Transportation

1. Review full draft of transportation chapter
2. Update on public outreach (all material finalized)

B. Update:

1. Modifications to Vision and Themes

PUBLIC COMMENT

ADJOURNMENT

BOARD POLICY ON AGENDA ITEMS

For Information Purposes Only

Board President Announcements

This item on the Board of Commissioners Agenda is reserved for the Board President to make announcements that are required under law for public disclosure, such as announcing executive sessions, or for matters of public notice.

Public Comment

Public Comment on Agenda Items is taken at the beginning of regularly scheduled Public Meetings prior to any votes being cast. When recognized by the presiding Officer, the commenter will have three minutes to comment on agenda items at this first public comment period. All other public comment(s) not specific to an agenda item, if any, are to be made near the end of the public meeting prior to adjournment. Public comment on agenda items at regularly scheduled Board of Commissioner Committee meetings will be after a matter has been moved and seconded and upon call of the Chair for public comment.

Presentations

Should the Board of Commissioners have an issue or entity that requires time to present an issue to the Board, that is more than an oral description relating to an agenda item under consideration, The Board may have that matter listed under Presentations. If nothing is listed under presentations, then there is no business to conduct in that manner.

Consent Agenda

Items of business and matters listed under the Consent Agenda are considered to be routine and non-controversial and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired by Board of Commissioner Members, that item is to be identified by the Board member and will be identified and removed from the Consent Agenda, and will be considered separately at the appropriate place on the Agenda.

Unfinished Business

Items for consideration as unfinished business are matters that have been considered for action at a public Board Meeting and have not been tabled to a date certain or voted upon.

New Business

Items for consideration as new business are matters that have been considered for action at the Board Committee Meeting. It is Board practice to not introduce new business at Board Committee Meetings.

BOARD POLICY ON PUBLIC PARTICIPATION

For Information Purposes Only

The Township shall conduct business in accordance with the Commonwealth of Pennsylvania Laws governing the conduct of public meetings and only establish guidelines that shall govern public participation at meetings consistent with the law.

Each commenter shall:

- Direct their comments to the Presiding Officer;
- Speak from the podium or into a microphone designated by the presiding officer;
- State their name for the record;
- Either orally or in writing provide their address for the record;
- Have a maximum of three minutes to make their comments. Each commenter when speaking to a specific agenda item, is to keep their comments relative to that identified agenda item;
- Speak one time per agenda item;
- When commenting on non-agenda items, the commenter is to keep their comments related to matters of the Township of Abington, Montgomery County, Pennsylvania.
- State a question to the Presiding Officer after all commenters have spoken, and;
- Be seated after speaking or upon the request of the presiding officer;
- Not engage in debate, dialogue or discussion;
- Not disrupt the public meeting, and;
- Exercise restraint and sound judgement in avoiding the use of profane language, and the maligning of others.

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

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KENNETH E. LAWRENCE, JR., VICE CHAIR
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SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

Link to Plan's Vision

This chapter has important linkages with the following plan themes:

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

July 15, 2021

SUBJECT: Draft Chapter 11: Transportation

TO: Comp Plan Development Team

FROM: Mike Narcowich, AICP, Community Planning Assistant Manager

Outline

Introduction

Existing Conditions

Roads

Transit

Pedestrian Network

Bicycling Network

Commuting Characteristics

Crashes

Adopted Transportation Plans

Ongoing Transportation Projects

Complete Streets

Active Transportation

Goals

Recommendations

Introduction

This chapter will evaluate the existing transportation network, it will review past transportation plans, and it will highlight the portions that are still relevant today. Using this knowledge and the direction of transportation policy established by extensive past planning, it

Link to Plan's Vision

This chapter has important linkages with the following plan themes:

- *"Desirable Residential Areas"*
- *"A Thriving, Equitable Community"*
- *"Vibrant Destinations"*
- *"Healthy People and Environment (think clean, green, and healthy)"*

will update, and provide a comprehensive list of, transportation recommendations aimed at the improvement and expansion of the transportation network that will effectively and efficiently serve the needs of the township's population now, in 2035, and into the future.

Existing Conditions

Roads

Functional Class

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

- Arterial roads provide greater mobility for longer trips than many roads, but offer more accessibility than expressways. Examples of principal arterials include Old York and Moreland Roads and Huntingdon Pike. Examples of minor arterials include Easton, Susquehanna, and Jenkintown Roads.
- Collector roads channel traffic to or from higher classification roads. Examples include Highland and Tyson Avenues, Fox Chase Road, and Meetinghouse Road.
- Local roads generally include roads within residential subdivisions.

Ownership

Abington Township owns most roads in the municipality. Easton Road is the one road in Abington owned by Montgomery County. The state (PennDOT) owns most arterial and some collector roads in the township. Other roads are private, such as Harbison Way, Deer Run, Hering, and Valley Green. Ownership is important because it determines the responsible party for maintenance and snow removal. In the case of county-owned Easton Road, maintenance and improvement projects on the road are an opportunity for the county to implement its Complete Streets policy¹ (see “Complete Streets” section, below).

Available Vehicles

Abington has a smaller percentage of occupied housing units with only one or no vehicles available than the county average. However, thirty-five percent of occupied housing units in Abington still fall into this category (including 6.5 percent who have no vehicle at all). Therefore, a large number of township residents may have challenges traveling and commuting to work, or may lack convenient travel options. Ensuring that a variety of travel mode choices is available and realistic way of traveling is important.

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

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

Traffic

The roads with the most traffic in Abington are major arterial Old York Road (PA 611), minor arterial Susquehanna Road, and major arterial Huntingdon Pike (PA 232). Since 2018, the highest average annual daily traffic (AADT) for the township was observed on Old York Road (approximately 30,000 AADT), Moreland and Susquehanna Roads (approximately 22,000), Huntingdon Pike (approximately 21,000), and Fitzwatertown Road (approximately 17,000). The collector road with the highest traffic was Fox Chase Road (approximately 9,000).

Average Annual Daily Traffic (AADT), showing the highest AADTs from 2019-2020				
Road	AADT	Cross Street 1	Cross Street 2	Date
Old York Road	30,267	Edge Hill Rd	Old Welsh Rd	10/21/2020
Old York Road	27,818	Old Welsh Rd	Moreland Rd	10/20/2020
Moreland Road	22,256	Blair Mill Rd	Fitzwatertown Rd	7/24/2018
Susquehanna Road bridge over Sandy Run	21,725	Maple Ave	Hall Ave	3/6/2019

Huntingdon Pike	21,066	Arthur Ave	Sioux Ave	9/26/2019
Fitzwatertown Road	16,933	Old Welsh Rd	Moreland Rd	6/17/2020
Old Welsh Road	13,879	Coolidge Ave	Park Ave	9/5/2019
Township Line Road	13,866	Washington La	Old York Rd	10/14/2020
The Fairway	13,289	Old York Rd	Rydal Rd	7/25/2018
Susquehanna Road	12,932	Sewell La	Old York Rd	5/8/2019
Fitzwatertown Road	10,028	Susquehanna Rd	Old Welsh Rd	7/24/2018
Mt Carmel Avenue	9,333	Limekiln Pk	North Hills Ave	6/17/2020
Fox Chase Road	9,288	Meetinghouse Rd	Forrest Ave	6/19/2019
Meetinghouse Road	8,764	Fox Chase Rd	Susquehanna Rd	5/8/2019
Cedar Road	6,929	Township Line Rd	Fox Chase Rd	5/8/2019
Washington Lane bridge over Frog Hollow Creek	6,656	Pepper Rd	Frog Hollow Rd	1/17/2019
Church Road	6,607	Township Line Rd	Huntingdon Pk	5/8/2019
Moredon Road bridge over Pennypack Creek	4,676	Old Ford Rd	Moredun Rd	1/17/2019
Mill Road	3,055	Susquehanna Rd	Moredon Rd	9/5/2018
Welsh Road	11,763	Huntingdon Rd	Paper Mill Rd	9/5/2019

Source: Delaware Valley Regional Planning Commission

Traffic on the most heavily traveled roads in the township increased, decreased, or stayed about the same, depending upon the location. The data show that traffic increased substantially on Huntingdon Pike and Susquehanna Road. On other major roads, however, traffic stayed about the same or decreased slightly (see table).

Change in AADT from 2007-2009 to 2017-2019 ²					
Road	Date	AADT	Count Direction	Street 1	Street 2
PA 611 Old York Rd	6/24/2008	14,993	South	Old Welsh	Moreland
PA 611 Old York Rd	6/21/2017	15,171	South	Edge Hill	Old Welsh
% Change		1%			
PA 232 Huntingdon Pk	5/12/2009	12,109	South	Meetinghouse	Moredon
PA 232 Huntingdon Pk	9/11/2017	14,787	South	Meetinghouse	Moredon
Change		22%			
PA 63 Moreland Rd	6/24/2008	11,344	East	Fitzwatertown	PA 611 Old York
PA 63 Moreland Rd	9/25/2019	10,503	East	Osbourne	Fleming
		-7%			
Susquehanna Rd	6/24/2008	15,882	Both	Edge Hill	Fitzwatertown

² 2017-2019 was used as the most recent three-year time period for comparison purposes to eliminate any potential effect of the pandemic on change in AADT.

Susquehanna Rd	3/6/2019	21,725	Both	Maple	Hall
		37%			
Fitzwatertown Rd	6/24/2008	10,819	Both	Susquehanna	Old Welsh
Fitzwatertown Rd	7/24/2018	10,028	Both	Susquehanna	Old Welsh
		-7%			
Easton Rd	7/15/2008	13,072	Both	Mt Carmel	Jenkintown
Easton Rd	4/26/2017	6,558	South	Woodland	Old Welsh
One Way Adjusted		13,116			
		0%			

Transit

SEPTA Bus

Abington is served by nine SEPTA bus routes. Route 55, which runs along PA 611 Old York Road and serves the Willow Grove Park Mall, makes stops where the highest numbers of riders board or alight (the Willow Grove Park Mall was the busiest stop in the township). Abington-Jefferson Memorial Hospital on the Route 55 is the second busiest bus stop in the township, and the Pavilion is the third-busiest. The bus route with the next-busiest bus stops is the Route 24, which runs along PA 232 Huntingdon Pike; its busiest stop is Huntingdon Valley Shopping Center.

Route	Street	Cross Street	Direction	Weekday Boards	Weekday Leaves	Comment
55	PA 611 Old York Rd		Northbound		65	Abington Town Center
55	PA 611 Old York Rd	Woodland Rd	Northbound		84	Abington-Jefferson Memorial Hospital
55	PA 611 Old York Rd	Susquehanna Rd	Northbound		40	
55	PA 63 Moreland Rd	Easton Rd	Eastbound	73		Willow Grove Park Mall
55	(Access Drive)		Northbound		295	Willow Grove Park Mall
55	PA 611 Old York Rd	Pavilion Dr	Northbound		78	Pavilion
55	PA 611 Old York Rd	Baeder	Southbound	60		SEPTA Noble Regional Rail Station
55	PA 611 Old York Rd	Harte	Southbound	54		Noble Town Center, SEPTA Noble Regional Rail Station
22	Easton Rd	Susquehanna Rd	Northbound		39	SEPTA Roslyn Regional Rail Station, Giant
24	PA 232 Huntingdon Pk		Northbound		50	Huntingdon Valley Shopping Center
24	PA 232 Huntingdon Pk				42	Holy Redeemer Hospital
77	PA 73 Township Line Rd		Eastbound	15		Einstein Medical Center Elkins Park

Note: the higher number of the weekly boards/leaves is presented in this table

SEPTA Regional Rail

Abington is the site of seven SEPTA Regional Rail stations on three Regional Rail lines. Roslyn has the highest ridership, followed by Noble. Crestmont has the lowest ridership in Abington; SEPTA considers it one of the most underperforming stations on the regional rail system. Other stations are located outside of Abington's boundaries, but are walkable from

homes in Abington. These include stations with higher ridership than any in Abington, such as Jenkintown-Wyncote (2,948 boardings and alights) and Willow Grove (737 boardings and alights).

Station	Boardings and Alights	Rail Line
Roslyn	523	Warminster
Noble	426	West Trenton
North Hills	406	Lansdale/Doylestown
Ardsley	303	Warminster
Rydal	245	West Trenton
Meadowbrook	232	West Trenton
Crestmont	140	Warminster

Source: SEPTA, 2017

Mode Split of Weekday SEPTA Regional Rail Passengers

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

Source: SEPTA, 2017

The mode split of passengers arriving at Abington’s Regional Rail stations shows that Ardsley, Roslyn, and Crestmont appear may have the highest proportion of passengers that walk to the station³ (Rydal’s figure likely includes a high proportion of passengers dropped off at the station, given the few sidewalks nearby and semi-suburban location). Noble (33) and Roslyn (23) were the only stations with more than a dozen estimated riders connecting from buses.

SEPTA’s Fiscal Year 2021-2032 capital budget includes the following transit improvements in Abington:

³ Due to the study’s methodology, those walking to the station and those getting dropped off at the station were measured as one group.

- Noble station (\$53 million):
 - New station
 - Parking garage
 - Storage track
 - Accessibility improvements, making the station fully ADA (Americans with Disabilities Act) accessible
 - Full length high-level platforms
 - Canopies and passenger shelters
 - New signage, lighting and security cameras
 - Stormwater management systems and landscaping

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

- Roslyn station (\$6.5 million) for Roslyn station: modernization and upgrade to full ADA accessibility

Pedestrian Network

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

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

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

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

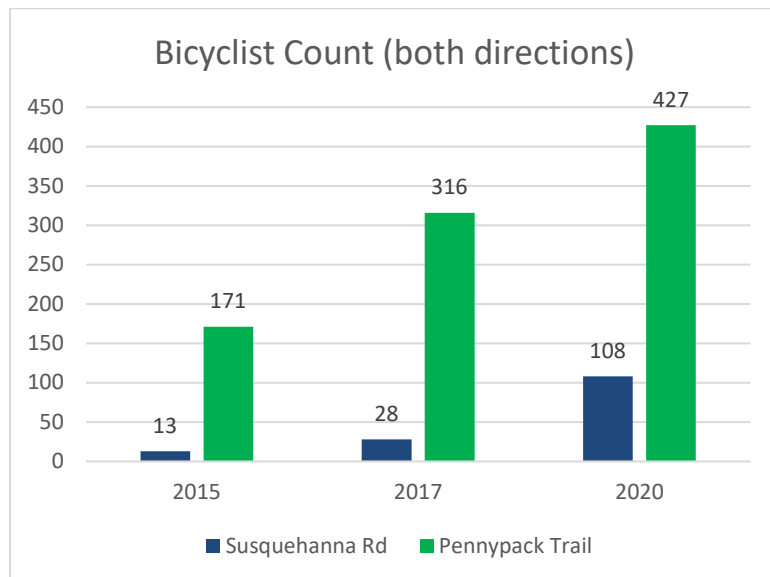
- Crestmont Station (including Rubicam and parts of Highland)
- Meadowbrook Station
- Rydal Station

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

- Briar Bush Nature Center
- Copper Beech Elementary
- Crestmont Park
- Game Preserve
- Highland School
- Penn State University-Abington
- Valley Park
- Willow Hill Elementary

Bicycling Network

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



Trails

The township's most important trail is the Pennypack Trail, which is both a county trail and part of "The Circuit,"⁴ a 300 mile multi-use trail network in the Philadelphia metropolitan region (which will be more than 750 miles of trails when built out). There are also local trails at various parks in the township, the most extensive of which are located at Alverthorpe Park, Ardsley Wildlife Sanctuary, Briar Bush Nature Center, Roslyn Park, Ardsley Park, Baederwood Park, and Penbryn Park.

Commuting Characteristics

More than three quarters of Abingtonians (77 percent) drive to work. Nearly eight percent take public transit, nearly seven percent carpool, and nearly six percent work from home⁵. However, it is likely that this mode shift will change as a result of behaviors learned during the pandemic. The percentage of those working from home is likely to be much higher, with decreases in the share of those driving, taking transit, carpooling, and taking other transportation to work. The existing data, however, showed that a higher percentage of Abingtonians took transit to work (7.7%) than county residents overall (5.3%). The share of those taking transit in Abington, however, was lower than the share of those in Cheltenham and Springfield taking transit (the share of Cheltenham residents taking transit (16.7%) was more than double that of Abington residents, likely due to its greater proximity to Center City).

Commute Mode							
	Public transportation (excluding taxicab)	Drove alone	Carpooled	Taxicab, Motorcycle and other means	Bicycle	Walked	Worked from home
Cheltenham	16.7%	67.5%	5.6%	0.6%	0.4%	3.6%	5.5%
Springfield	8.6%	73.4%	6.6%	1.0%	0.4%	1.5%	8.5%
Abington	7.7%	77.1%	6.5%	0.6%	0.0%	2.5%	5.5%
Upper Dublin	7.5%	75.7%	5.7%	0.3%	0.0%	1.4%	9.5%
Lower Moreland	6.9%	75.3%	6.5%	0.5%	0.7%	1.5%	8.6%
Montgomery County	5.3%	78.5%	6.4%	0.6%	0.2%	2.2%	6.8%
Upper Moreland	4.3%	82.2%	7.3%	0.4%	0.1%	1.8%	3.8%

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

Abingtonians have slightly shorter commutes than those of the county as a whole. For example, the percentage of Abington workers whose commutes were 45 minutes or longer

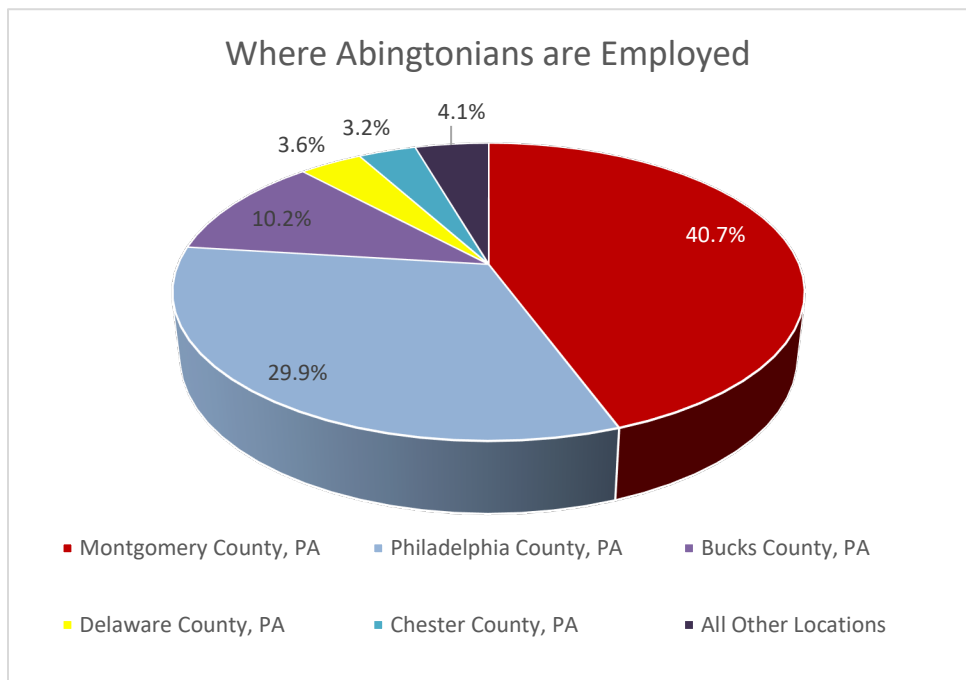
⁴ <https://www.dvrpc.org/webmaps/thecircuit/>

⁵ Data is from 2015-2019.

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

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

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



There are 27,731 Abingtonians who hold primary jobs⁶. Most of these jobs (70.6%) are located in either Montgomery County (40.7%) or Philadelphia (29.9%). Slightly more than ten percent work in Bucks County. The zip codes that host the highest number of primary job workers

⁶ Primary Job: The highest paying job for an individual worker for the year. The count of primary jobs is the same as the count of workers [Source: U.S. Census Bureau, On the Map Application].

from Abington are shown in the table below. The top five zip codes include parts of Abington itself, Center City-West, University City and part of West Philadelphia, and Horsham—all locations that are located only a short drive from Abington; Center City and University City are a little farther away, but commuters have multiple options (including interstate highways and regional rail) for getting there.

Work Destination Analysis by ZIP Codes (ZCTA)

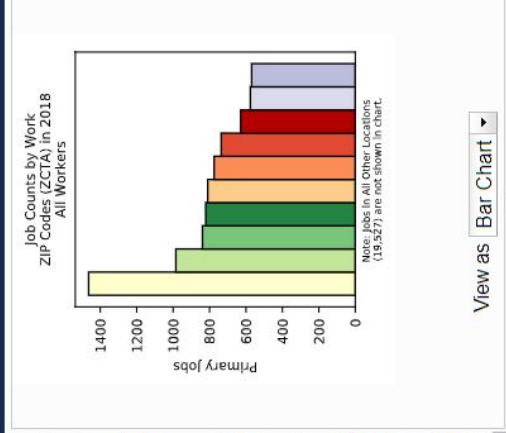
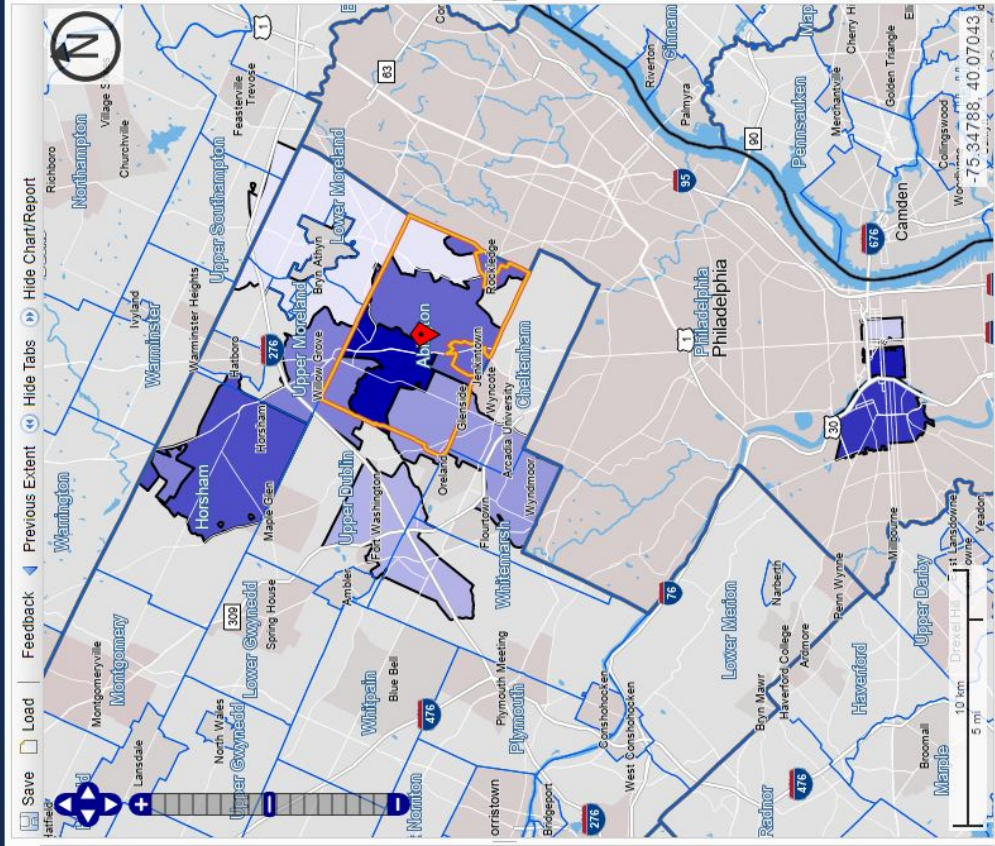
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 Labor Market Segment Filter: All Workers
 Number of Results: Top 10
 Year: 2018

Map Controls
 Color Key
 Thematic Overlay
 Spoke Overlay
 Selection Outline
 Identify
 Zoom to Selection
 Clear Overlays
 Animate Overlays

Report/Map Outputs
 Detailed Report
 Export Geography
 Print Chart/Map

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

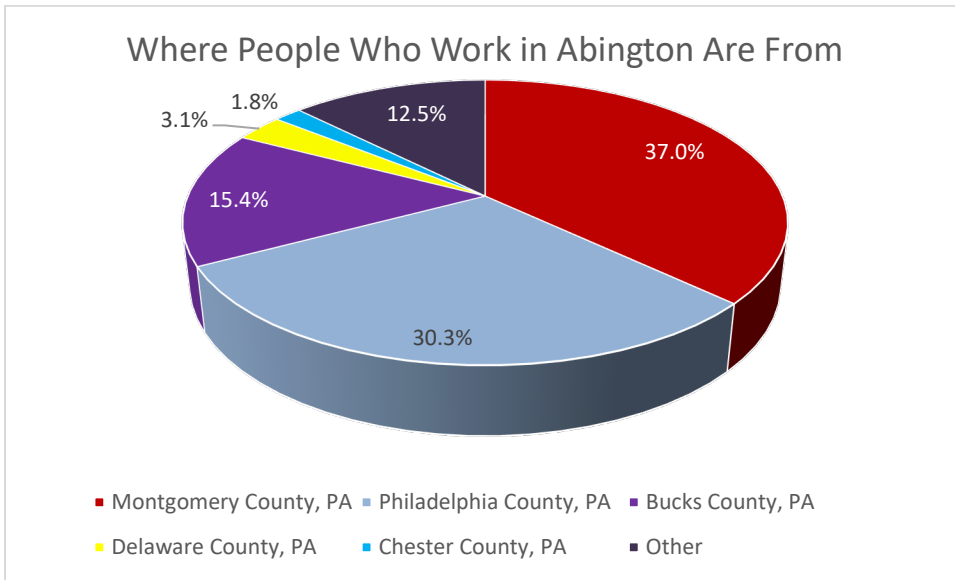
Change Settings



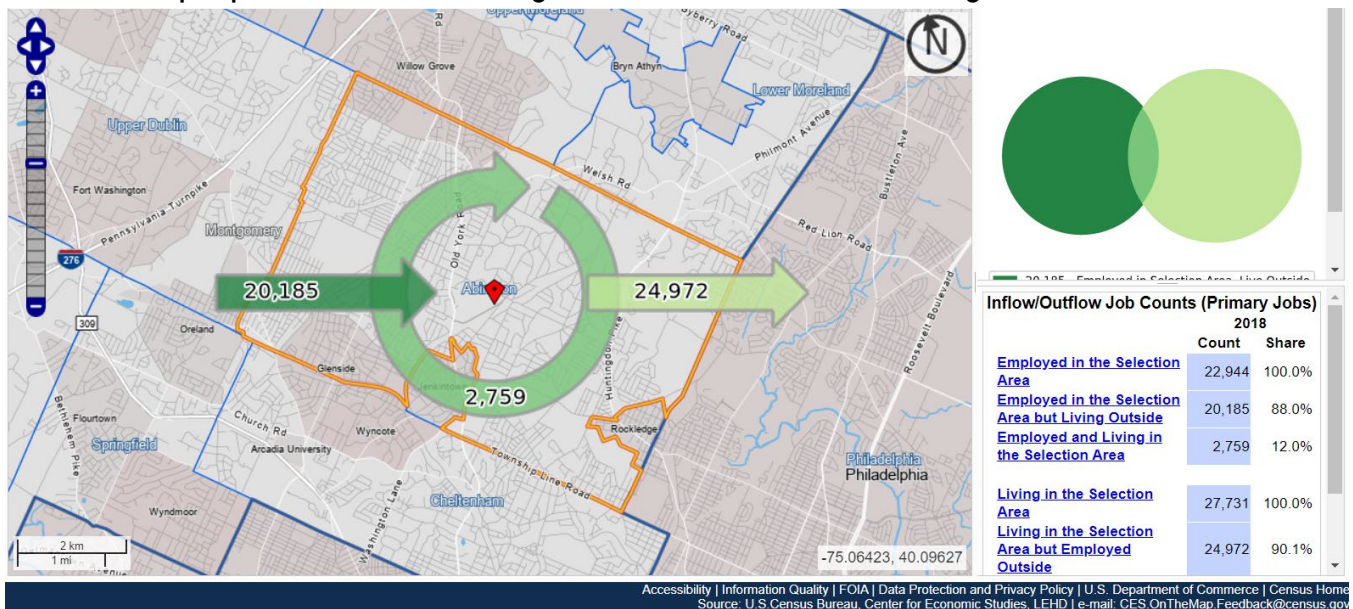
Jobs Counts by ZIP Codes (ZCTA) Where Workers are Employed - Primary Jobs

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

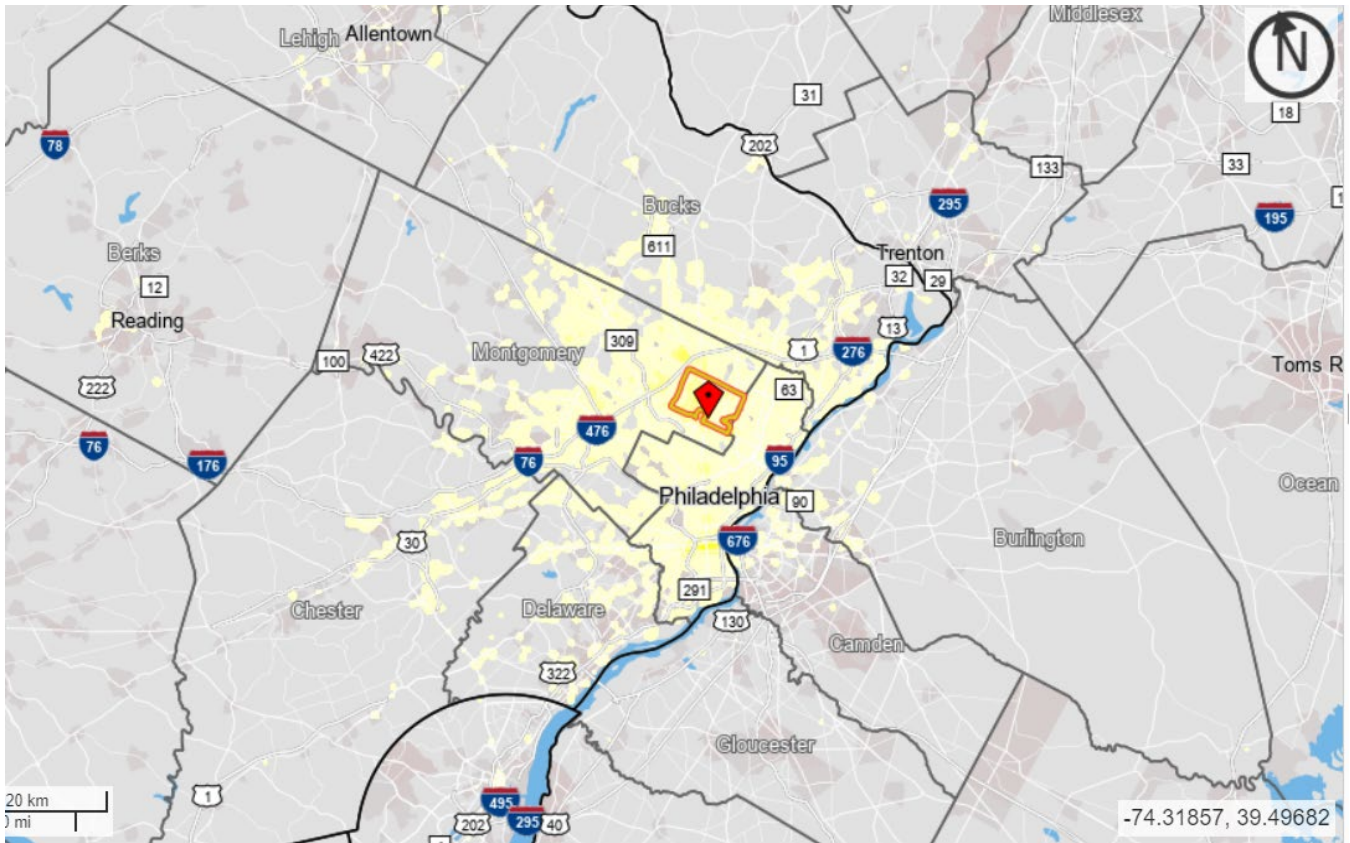
Jobs Counts by ZIP Codes Where Workers are Employed (Primary Jobs)			
2018			
	Count	Share	Description
<u>All ZIP Codes (ZCTA)</u>	27,731	100.0%	
19001	1,464	5.3%	Northwestern Abington
19103	985	3.6%	Center City-West
19104	839	3.0%	University City-West Philadelphia (part)
19044	821	3.0%	Horsham
19046	810	2.9%	Eastern Abington
19090	775	2.8%	Willow Grove (including Mall and former Air Base)
19038	736	2.7%	Glenside-Wyndmoor
19034	629	2.3%	Fort Washington
19107	576	2.1%	Center City-East
19006	569	2.1%	Lower Moreland, PA 232 Corridor in Abington
All Other Locations	19,527	70.4%	



Commuting patterns of workers from Abington and workers employed in Abington are similar, but there are some variations. Only 10 percent of Abington workers are employed in Bucks County, but 15 percent of those working in Abington come from Bucks County. There is an even greater disparity involving the area outside the five-county southeastern Pennsylvania region. Only four percent of Abington workers are employed outside the region, but 12.5% of people who work in Abington come from outside the region.



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



Source: U.S. Census Bureau, On the Map Application, 2018

Crashes

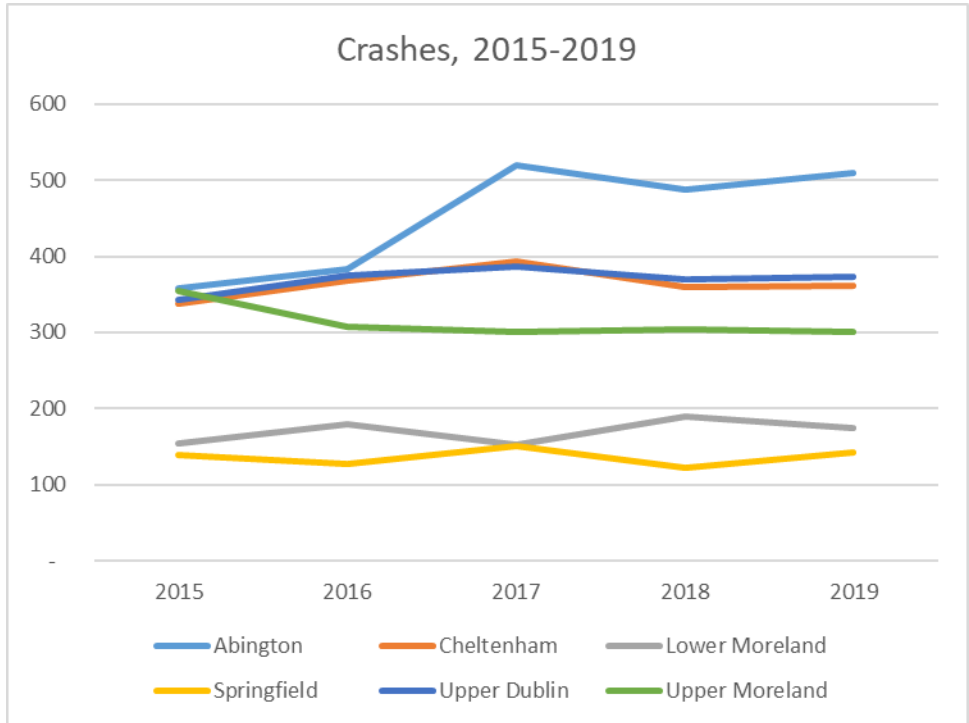
The number of crashes in Abington increased from the 2015-2016 period (when there was an average of 371 crashes per year) to the 2017-2019 period (when there was an average of 506 crashes). In contrast, the number of crashes was generally flat in neighboring municipalities (see table and chart) over the same time span. In this five-year period in Abington, nine people were killed in crashes, including 3 pedestrians and 0 bicyclists.

Crash Year	TOTAL CRASH	FATAL CRASH	INJURY CRASH	PROPERTY DAMAGE ONLY/SEVERITY UNKNOWN CRASH*	TOTAL KILLED	TOTAL INJURED	TOTAL PERSONS	PEDESTRIAN COUNT	PEDESTRIANS KILLED	BICYCLE COUNT	BICYCLISTS KILLED
2015	358	4	195	159	4	267	908	20	0	2	0
2016	383	0	220	163	0	288	940	20	0	5	0
2017	519	0	286	233	0	397	1254	18	0	4	0
2018	488	1	251	236	1	333	1136	20	1	5	0
2019	510	4	289	217	4	428	1346	29	2	9	0

Source: PENNDOT

* Represents Property Damage Only crashes, and crashes where the crash severity was unknown

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



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

Source: PennDOT

Note: These are raw numbers, not per capita

Adopted Transportation Plans

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

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

Other plans have been completed by others but address Abington with their recommendations. These include “Walk MONTCO” (2016), by Montgomery County Planning Commission (MCPC), which examined the Noble area; and the “Routes 611/263 Corridor Study” (2009), by Delaware Valley Regional Planning Commission. Currently, the Montco Pikes Study is being prepared by Montgomery County Planning Commission, which addresses county-owned Easton Road in Abington and other municipalities. Soon, a walk audit involving a public elementary school in Abington will be initiated by MCPC. This will identify pedestrian safety and connectivity challenges for those walking to school and will recommend improvements.

If the reader is interested in reading the full plans and reports, please refer to the full plan ^{7 8}
⁹ Following is a short summary of some of the most important, outstanding transportation planning recommendations from these plans.

Abington Township Comprehensive Plan (2007)

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

- Use a marketing campaign directed to elderly, students, low-income, and handicapped
- Work with SEPTA and state agencies to develop access, infrastructure, and safety improvement plans for all train stations (some improvements have been made and others are planned)
- Work for more and better bus shelters
- Advocate for more east-west bus routes in the township (such as along the Jenkintown and Susquehanna Road corridors)

⁷ Abington Township Plans: <https://www.abingtonpa.gov/departments/engineering-and-code-department/planning-documents>

⁸ Walk MONTCO Plan: <https://www.montcopa.org/1459/Publications>

⁹ DVRPC’s Routes 611/263 Corridor Study: <https://www.dvrpc.org/reports/08045A.pdf>

- Incentivize the use of public transit and reverse commuting, in part by working in concert with large institutions, and encouraging use of transit subsidies offered by those institutions.
- Transit funding for the township might be derived from a portion of tax-in-lieu funds and from an occupational privilege tax

Still-relevant recommendations to improve pedestrian facilities include adding sidewalks:

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

Old York Road Corridor Improvement Plan (2009)

Following are some of the most important, still-relevant corridor-wide recommendations:

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

The plan made recommendations for specific “priority areas” along the corridor, and created illustrative concept plans for each. Some of the still-relevant recommendations for priority areas include:

- Noble
 - Use bollards, lights, and/or trees to separate and protect pedestrians from traffic
- Roy-Rubicam Area
 - Convert Rubicam Avenue to pedestrian and bicycle travel only between Crestmont Station and Old York Road
 - Realign Roy Avenue at Old York Road and advocate for traffic signal using safety or redevelopment warrant with PennDOT
 - Put power lines north of Edge Hill Road underground

Routes 611/263 Corridor Study (2009)

This study was written by Delaware Valley Regional Planning Commission. Following are some of the still-relevant recommendations for the Abington portion of the study area:

- Greening of the street on Rubicam Avenue to encourage pedestrians to make the connection between Crestmont Station and Old York Road

- Recommendations for priority bus shelter locations (see plan for specifics)
- Provide a local circulator bus in Abington and the surrounding area

Roslyn Community Revitalization Plan (2010)

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

- Discouraging auto-oriented uses south of Patane Avenue
- Highly-visible crosswalks and upgraded pedestrian signals
- Installation of mid-block pedestrian signal lights
- Encourage reduced curb cuts and share parking
- Creation of a wayfinding signage plan
- Coordination with SEPTA during the Roslyn station redesign process
- Moving the vehicular entrance to station to the south to reduce pedestrian conflicts, and create pedestrian plaza in its place
- Widening of sidewalks adjacent to the station

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

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

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

The concept plan illustrates this proposal.

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

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

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

Abington Master Bicycle Plan (2016)

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

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

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

- Route #3: Penbryn Park to Crestmont Park Collector (Mount Carmel Avenue to Rubicam Avenue). This is on “the TIP”.
- Route #4: Crestmont Bike Route (Upper Dublin Township to Crestmont Station)
- Route #12: Fairway Bike Route (Jenkintown Road to Valley Road)
- Route #14: Noble to Pennypack Connector (Noble Station to Rockledge Borough)
- Route #23: Pennypack Connector (Jenkintown Road to Pennypack Trail)

Walk MONTCO (2016)

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

Other improvements recommended in the plan are still relevant. These include simplifying confusing intersections, adding new sidewalks where they do not exist (including on the

island alongside Old York Road that is the site of the War Memorial), additional crosswalks and curb extensions, addition of pedestrian warning signal lights, removing utility poles from blocking sidewalks, using a brick or grass verge, and/or street trees so the sidewalk is set back from roads with high traffic speeds (separating the sidewalk from the road with a verge is required by zoning), providing pedestrian access to Noble station from Rydal Road, and connecting land developments with the street with crosswalks and walkways (this is also required by zoning).

Walk-Park-Train Abington

The Walk-Park-Train Abington Plan identifies and recommends necessary improvements to the pedestrian network at and in the vicinity of regional rail stations. It also identifies sidewalk or other pedestrian network gaps near parks and schools.

Following is a sampling of some of the most important recommendations of the plan for designated SEPTA Regional Rail stations:

Noble Station

- Pedestrian crossings:
 - Install Rectangular Rapid Flashing Beacons (RRFB) at the crossing of the Fairway and Rydal Road
 - Add crosswalks at Baeder Road and Hilltop Roads (Note: crosswalks have been added at this intersection, but three of them are less-visible, traditional design and should be upgraded to the “continental,” hatched design)
- New Road. Build a new road to provide access to the planned Noble station parking garage and connect Old York Road to the Fairway
- Bus Stop. At Old York and Baeder Roads, improve the bus stop with a shelter or bench (there is now a bench on the southbound side which was added for the Wawa/PNC Bank land development);
- Street Trees. These should be planted along Old York Road
- Create pedestrian “promenade” -- at Baederwood Shopping Center, connecting shopping center to the street (Note: approved land development plans for the property to the rear of the shopping center would add crosswalks and walkways here).

Crestmont Station

- Street Crossings:

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

Roslyn Station

- Platform Relocation. Consider relocating platform to the west as part of future SEPTA capital improvement project
- Street Crossing. Construct curb extensions and add continental crosswalks at the Tyson Ave and Easton Rd intersection

Rydal Station

- Street Crossings
 - Add crosswalk at the intersection of Rydal Road and The Fairway
 - Add Rectangular Rapid Flashing Beacon at the Washington Lane and Barrowdale Road intersection
- Intersection Realignment. Evaluate future realignment of the Rydal Road and The Fairway intersection

Draft Official Map¹⁰

- Depict comprehensive sidewalk, off-road trail, and intersection improvements for pedestrians

Official Map

An “official map” is described in authorized by Pennsylvania’s Municipalities Planning Code (MPC).

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

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

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

¹⁰ <https://conservationtools.org/guides/60-official-map>

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

Notable Ongoing Transportation Projects

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

- Abington “TAP” Trail. This implements a portion of the Abington Master Bicycle Plan. The township was awarded \$534,000 from the Transportation Alternatives Program (TAP), and \$90,000 from the Pennsylvania Department of Conservation and Natural Resources (DCNR), for a total grant award of \$624,000 to develop this bike route. The route runs from Ardsley to Crestmont, by way of Roslyn. It will connect to two Regional Rail stations and numerous parks (Note: this project is also on the the “TIP”; see “Transportation Improvement Plan (TIP)” section, below).
- Abington-Jenkintown Connections Project. The township and the borough are coordinating on this project, which is funded by the Multimodal Transportation Fund, Transportation Alternatives Set-Aside, Montgomery County Transportation Program, utilizing the Abington Public Works Department. It is making pedestrian and stormwater management improvements to Washington Lane, Jenkintown Road, Greenwood Avenue, and Meetinghouse Road. Benefits will include improved sidewalk and transit stop accessibility, and improved pedestrian and intersection safety and function.
- Edge Hill Road and Tyson Avenue Reconstruction Project. This project is improving travel, safety, drainage, and signalized intersection improvements along these two collector roads. It incorporates curbing, sidewalks, signage, parking lanes, signalized intersection improvements, and green stormwater improvements (also includes improvement to Jenkintown Road and several adjacent township roads).
- Old York and Susquehanna Roads Improvement Project. This project was awarded \$2.3 million in Multimodal Transportation Fund grants. The project includes a realigned intersection, new turn lane, sidewalk widening, traffic signal upgrades, accessibility improvements, and bike and transit facility improvements.
- Automated Red Light Enforcement (ARLE). Abington was selected as one of 12 municipalities chosen by the state for use of automated red light camera enforcement, in order to improve the safety of the Old York and Susquehanna Roads intersection, Old York and Old Welsh Roads intersection, and the Moreland and Fitzwatertown Roads intersection. A PennDOT study found that ARLE reduces crashes and injuries.

Transportation Improvement Plan (TIP)

Abington has several projects on the “TIP.” The TIP is the list of priority transportation projects that is updated every two years. Federal law requires that the TIP be adopted by a region in order to received federal and state transportation funds. The type, in Abington’s

case, is adopted by the Delaware Valley Regional Planning Commission. The projects in Abington that are listed in the Fiscal Year 2021 TIP are:

- Bridge replacements: Old York Road, over SEPTA Regional Rail
- Noble Regional Rail Station: Station Rehabilitation, Parking Garage Construction, and New Storage Track
- Roslyn Regional Rail Station: Rehabilitation
- Master Bicycle Plan: Implementation of route from Ardsley to Crestmont

Complete Streets

One of the transportation planning movements that has developed in the 21st century is that of “complete streets.” Briefly, this movement seeks to make a street safe and convenient to use for all users—current and potential. This means all people and all modes.

As noted above, the the Noble TOD Plan recommended implementing complete streets policies in that location. This term was originally coined by Smart Growth America, but has been taken up nationwide, including by the public sector, including Montgomery County, the Delaware Valley Regional Planning Commission, PennDOT and the U.S. Department of Transportation.

Montgomery County recently adopted a complete streets policy¹. The policy states that complete streets design guidelines will be integrated into decision making whenever changes are proposed for a county-owned road, bridge, property, or facility (as noted, above, Easton Road in Abington is one such road). This includes rehabilitation and reconstruction. Repaving projects will consider adding bike amenities, if recommended by Bike MONTCO, the county’s bicycle transportation plan.

https://www.montcopa.org/DocumentCenter/View/26174/2019MontcoCompleteStreetsPolicy_WebFinal

Montgomery County Complete Streets Policy Principles

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

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

Active Transportation

In recent years, active transportation plans have increasingly been prepared by planning organizations and municipalities interested in promoting public health and extending the safety, utility, and comfort of those who chose to travel by a mode other than the private automobile. In addition to common themes of such plans, the PennDOT Active Transportation Plan¹¹ emphasizes its purpose of addressing the walking and bicycling needs of those who walk or bike out of necessity, rather than those who do so for leisure. Its plan's themes include "provide transportation equity" and "increase economic mobility."

One example of a new active transportation plan in Montgomery County is "Upper Providence Township's Active Transportation Plan¹²," adopted in 2021. That plan considers existing conditions, such as public health, availability of automobiles, walkability of the built environment, the pedestrian network, on-road bicycle facilities, transit access, and destinations. The plan then recommends improvements to those systems, recommends a supporting complete streets policy, recommends ordinance amendments to support active transportation goals, and prioritizes related capital improvements. As part of its recommendations, the plan emphasizes and maps strategic multimodal connections.

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

¹¹ <http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf>

¹² <https://www.uprov-montco.org/DocumentCenter/View/1315/2020-10-28---DRAFT-UPT-Active-Transportation-Plan>

Goals

- Work to reduce congestion, improve traffic flow, and increase safety for all road users.
- Obtain funding to help pay for transit amenities, and work with SEPTA to improve bus, rail, and shared-ride transit service and facilities in the township.
- Extend the pedestrian network while making it safer.
- Implement adopted transportation plans with recommendations for improvements to the pedestrian network, bicycle network, road corridors, and identify and prioritize additional such improvements.
- Promote transit-oriented development (TOD) and further strengthen existing TOD zoning in appropriate locations.
- Endorse a complete streets policy, and facilitate improvements to roads to make them convenient and safe for all potential users.
- Encourage active transportation, benefitting public health, providing alternatives to the motor vehicle, reducing traffic congestion, improving air quality, and reducing impacts on climate change.
- Enact new funding mechanisms and implementation tools to help the township more rapidly and effectively attain its transportation goals.
- Promote electric vehicle use through by example, education, zoning, and sustainability planning (see *Chapter 9: Environmental Management and Resilience* for more on this topic).

Recommendations

Priority 1: "Must Do"

1. **Implement Master Bicycle Plan.** Following the ongoing implementation of the "Abington TAP Trail," which implements the portion of the plan connecting Ardsley, Roslyn, and Crestmont, pursue grants to implement the remaining bike route segments recommended by the plan. As recommended by the plan, the first routes to be implemented should be five "Short Term Routes"
 - a. **Route #3: Penbryn Park to Crestmont Park**
 - b. **Route #4: Crestmont Bike Route**
 - c. **Route #12: Fairway Bike Route**
 - d. **Route #14: Fairway to Pennypack Connector**
 - e. **Route #23: Fairway Connector**
2. **Implement Priority Walkability Recommendations Highlighted in This Chapter from Past Plans.** These would improve pedestrian safety and the streetscape in key areas, including near schools, parks, trails, open space, and commercial and mixed-use centers.
3. **Add Projects to Transportation Improvement Plan (TIP).** Identify and prioritize any road, bridge, transit, or trail improvements that are needed so they can be added to the TIP, the regionally agreed-upon program of multimodal, federally-funded, priority transportation projects over a four-year period.
4. **Implement PA 611 Old York Road and Susquehanna Road intersection improvements.** After Montgomery County Redevelopment Authority has completed property acquisition, use funds already acquired through the Multimodal Transportation Fund to fully implement project (including road alignment, new turn lane; and improvements to signalization; and improvements to pedestrian, accessibility, and transit enhancements).
5. **Promote Transit-Oriented Development (TOD).** Continue to promote TOD through land use policy. In particular, this addresses code requirements for connections to transit and allowance for density and intensity of development, such as the Transit-Oriented Development (TOD) zoning recommended between Crestmont Station and Old York Road by the Walk-Park-Train Abington Plan. For more detail, see the Future Land Use chapter.

PERFORMANCE INDICATORS

Funding is successfully obtained for additional "short-term" segments of the Master Bicycle Plan, after the Ardsley to Crestmont "TAP Trail". The TAP trail is constructed.

Specific pedestrian improvements are designed and engineered to implement measures from the Walk-Park-Train and other plans in Crestmont, Roslyn, or Noble, and funding is successfully obtained.

A complete streets policy is adopted by the township

Additional intersection signalization improvements to improve traffic flow and public safety are identified and added to the regional Transportation Improvement Plan "TIP" priority list

6. Add Traffic Calming Measures. Evaluate and create such measures where appropriate, such as roads that generate high volumes of cut-through traffic or where such measures would alleviate traffic safety issues.
7. Recommend Improvements to Transit Service. Work with SEPTA to make recommendations on bus and regional rail service through the Annual Service Plan survey. As recommended in the last Abington Comprehensive Plan, advocate for more southeast-northwest bus routes.
8. Adopt Complete Streets Policy for Township Roads, and Work with Montgomery County to Implement the County's Complete Streets Policy on Easton Road. A township policy would establish guidelines for improvements to make to township-owned streets to make them suitable for use by as many types of users as possible. Such improvements could be added while the street is undergoing maintenance or repair.
9. Plan for Construction and Maintenance of Bus Stop Shelters. Seek funding for bus stop shelters and identify landowners who are willing and able to host and maintain them.
10. Work to Upgrade Technology that Improves Traffic Flow. Aggressively pursue technological upgrades for major roads and failing intersections, including coordinated signalization.

Priority 2: "Should Do"

1. Evaluate Westward Relocation of Roslyn Station Platform (as recommended by the Walk-Park-Train Abington Plan). This would be undertaken with the intention of reducing traffic delays caused by stopped trains blocking Easton and Susquehanna Roads.
2. Develop Improvement Plans for Regional Rail Stations. Work with SEPTA and state agencies to develop improvement plans for all train stations (recent planning has been undertaken for Noble and Crestmont Stations; new plans should focus on Roslyn, North Hills, Ardsley, and Rydal).
3. Evaluate realignment of the Fairway and Rydal Road intersection (as recommended by the Walk-Park-Train Abington Plan).
4. Fund Road Improvements with Transportation Impact Fee. Prepare Transportation Impact Fee study, and use funds to improve roads. This is authorized by Pennsylvania's Act 209 as a way to fund road improvements made necessary by new development and redevelopment.
5. Realign and Signalize Roy Avenue. Advocate for a traffic light using a redevelopment traffic signal warrant (recommended by Old York Road Corridor Improvement Plan).
6. Create Official Map (as recommended by the Walk-Park-Train Abington Plan). This map, would allow the township to identify and reserve areas for acquisition and subsequent transportation improvements (see Adopted Township Transportation Plans: "Walk-Park-Train Abington" for more information).
7. Make Walk-to-School Pedestrian Safety Improvements. Use recommendations from planned walk audit of elementary school proposed by Montgomery County Planning

Commission as basis for future funding applications to the Safe Routes to School Program for pedestrian safety improvements near the school.

8. Bollards. Use bollards, light fixtures, or street trees to separate and protect pedestrians from traffic at Noble (recommended by Old York Road Corridor Improvement Plan).
9. Create an Active Transportation Plan. Such a plan would develop a strategy for maximizing opportunities for walking and bicycling, thereby enhancing public health and air quality, reducing traffic congestion, and strengthening community.

Priority 3: "Could Do"

1. Create Comprehensive Database of Traffic Study Data and Mapping. This would assist the township with transportation planning and policymaking and inform the land development process by ensuring that the governing body, staff, and appointed commissions have easy access to extensive transportation planning reports that have been completed in the township.
2. Work to Reduce Individual Vehicle Trips. Work with Valley Forge Transportation Management Association (TMA) or the Partnership TMA, and large employers (such as hospitals, Penn-State University-Abington and large businesses) to reduce vehicular trips and traffic congestion and improve air quality.
3. Work with Montgomery County to Implement Green Streets Improvements on Easton Road. This would build upon the county's Green Streets Policy for county-owned roads.
4. Build New Roads at Noble. Using varied strategies such as pursuit of public funds and the official map, work to construct roads linking (a) The Fairway to Old York Road at Noble Station (as recommended by the Walk-Park-Train Abington Plan), and (b) The Fairway to Old York Road through the Noble Town Center area, as recommended by multiple township studies. Zoning incentives the latter road segment and should also incentivize the former.
5. Enhance PA 611 with Greenery. Add landscaping to medians and street trees (recommended by Old York Road Corridor Improvement Plan).
6. Promote Electric Vehicles. Use incentives in the zoning ordinance as part of "bonus" mechanisms to incentivize provision of electric vehicle charging stations in large land developments. Ensure that the bonus received by a developer is commensurate to the cost of purchase.
7. Provide or incentivize bicycle infrastructure. Purchase and install bike racks, covered bike racks, bike lockers, and/or bike repair stations on township property.
8. Plan for Trail Connections. Work with Cheltenham Township and Montgomery County to plan for trail connections through Abington to the planned Tookany Trail in Cheltenham. Acquire land or access easements to create new connecting trails to parks and schools.

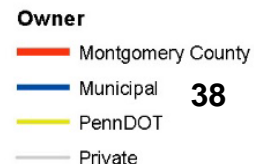
9. **Create and Implement Marketing Campaign.** Use a marketing campaign, in conjunction with SEPTA, directed to likely transit users, such as elderly, students, low-income, disabled populations, and those seeking alternatives to using a private automobile.
10. **Work with Large Employers and Transportation Management Agencies (TMAs) to Reduce Vehicular Trips.** Develop strategies with entities such as hospitals, Penn-State Abington, and large businesses to promote transit, ridesharing, reverse and off-peak commuting, and telecommuting.
11. **Funding Mechanism.** Evaluate use of tax-in-lieu funds and occupational privilege tax to fund transportation improvements (the 2007 Abington Comprehensive Plan recommended doing this for transit improvements).

Existing
Conditions:
Roads

Road
Ownership

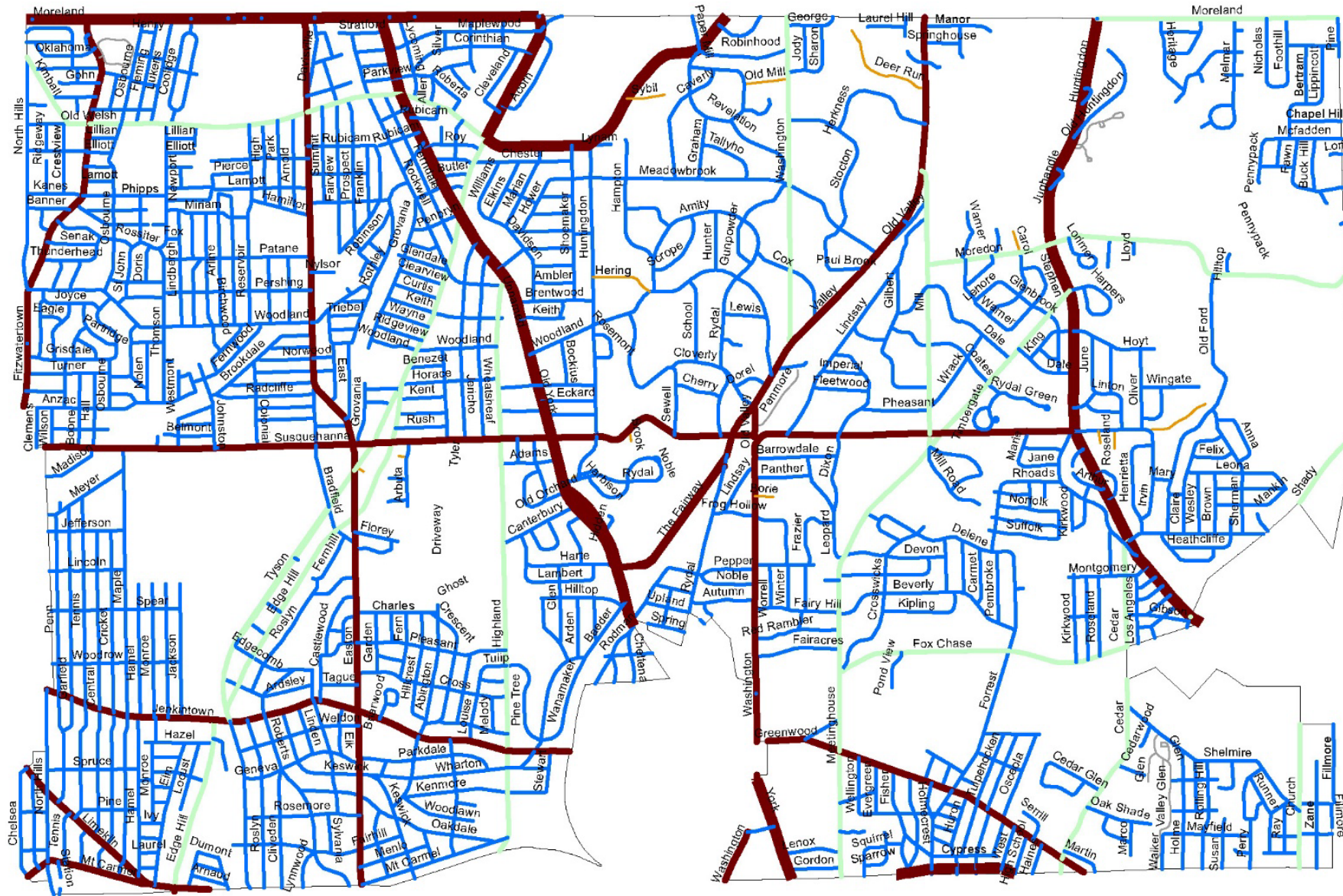


1 inch = 2,500 feet



Existing
Conditions:
Roads

Road
Classification



1 inch = 2,500 feet

- FuncClass**
- Principal Arterial
 - Minor Arterial
 - Collector
 - Local
 - Driveway
 - Multifamily

Existing
Conditions:
Roads

Road
Classification



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

Existing
Conditions:
Roads

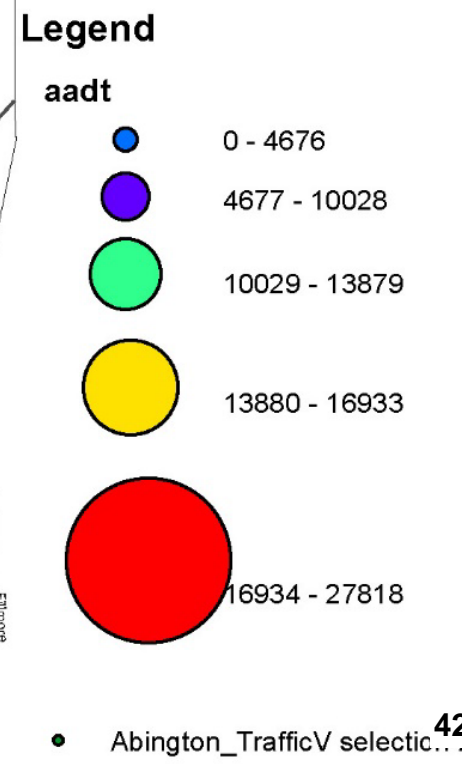
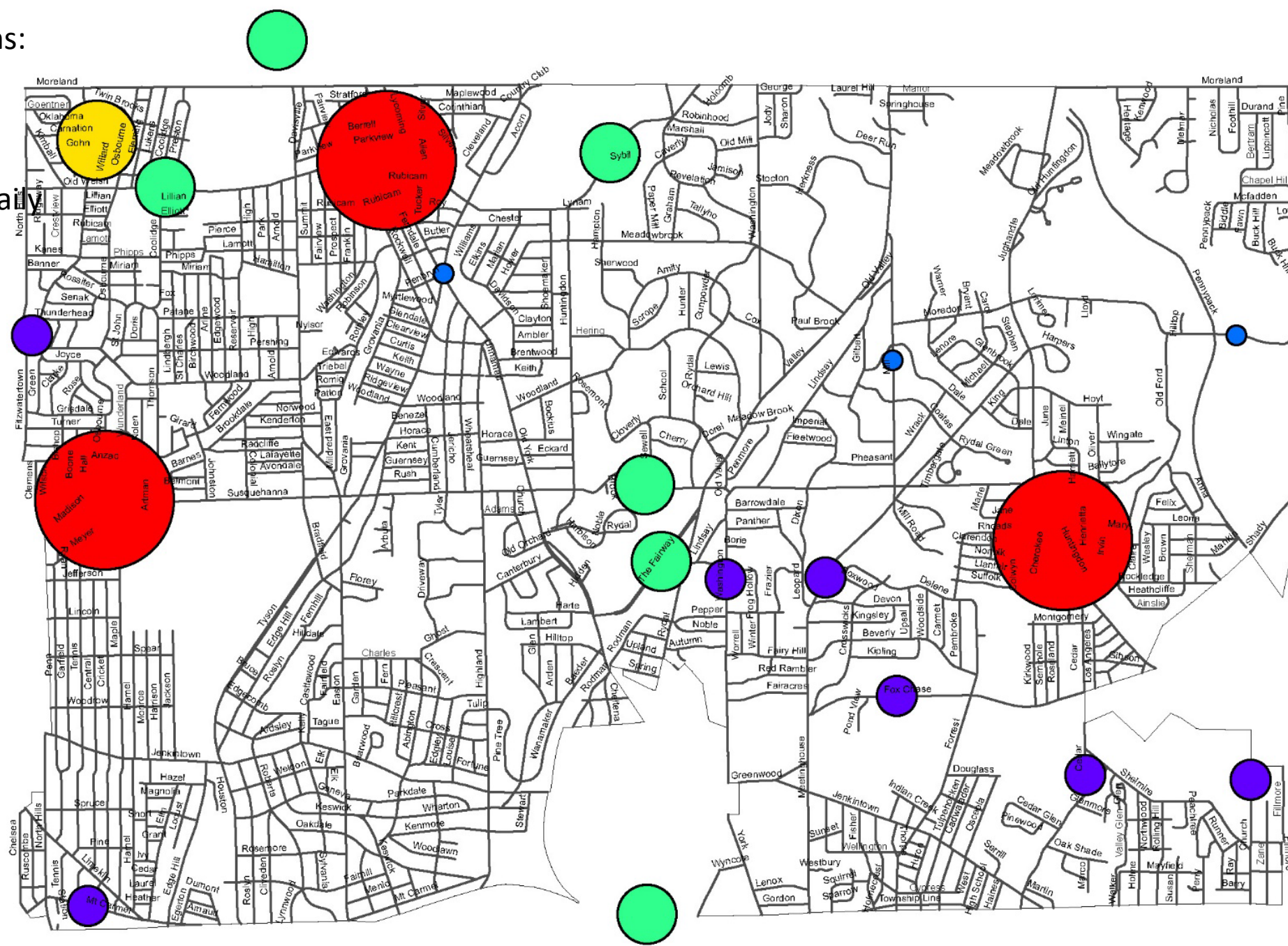
Road
Classification



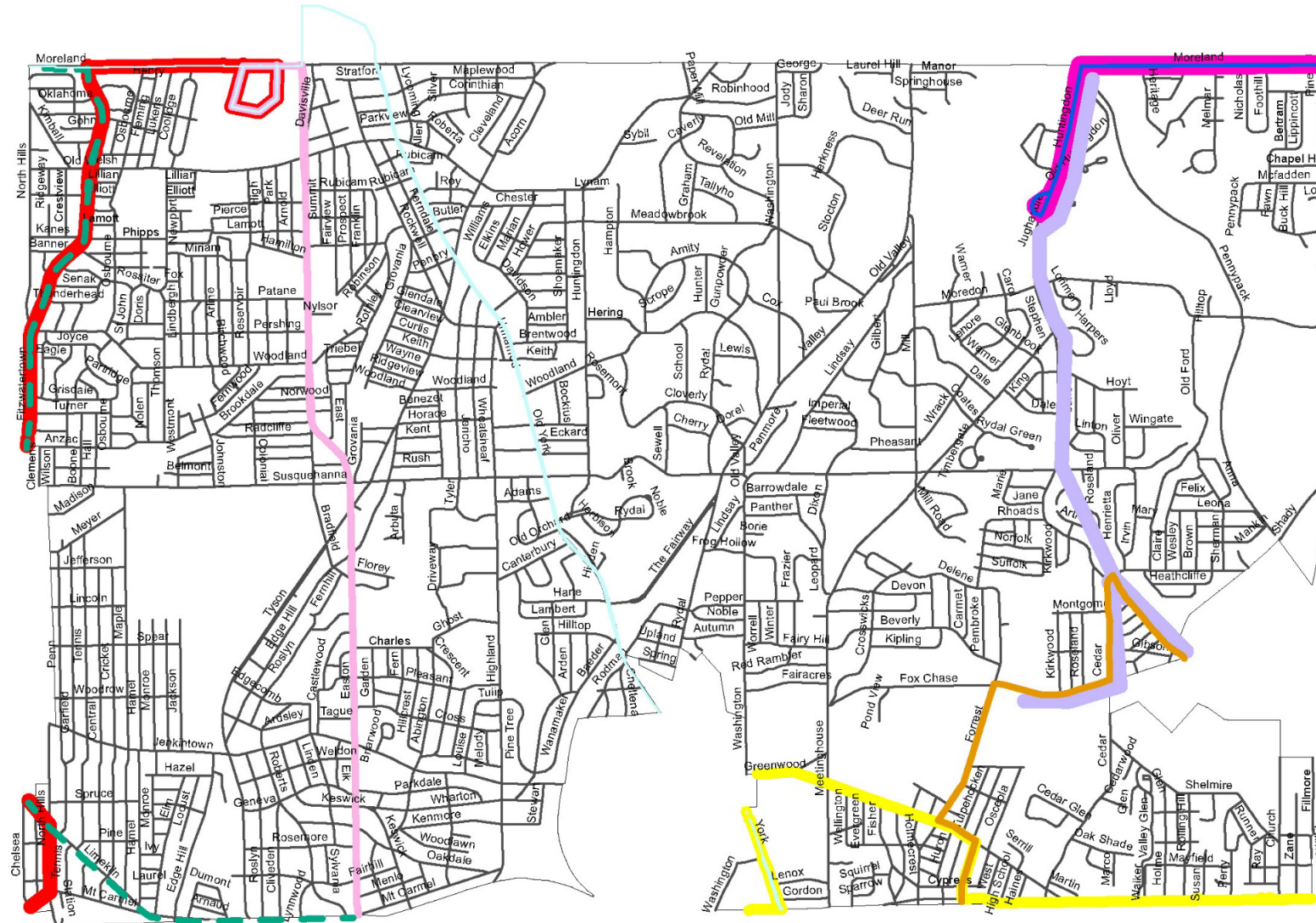
Caption: Past township planning has recognized that a sidewalk gap exists between SEPTA's Crestmont station (left) and Old York Road (right). Existing plans have recommended adding sidewalks and crosswalks to Rubicam Avenue, converting this road segment to a bike- and transit-only road, and adding a crosswalk and reconfiguring the median island at the intersection of Old York Road and Rubicam Avenue to better protect pedestrians.

Existing
Conditions:
Roads

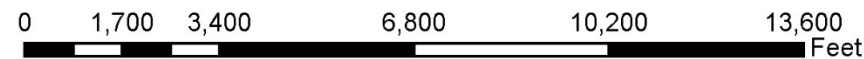
Average
Annual Daily
Traffic
(AADT)



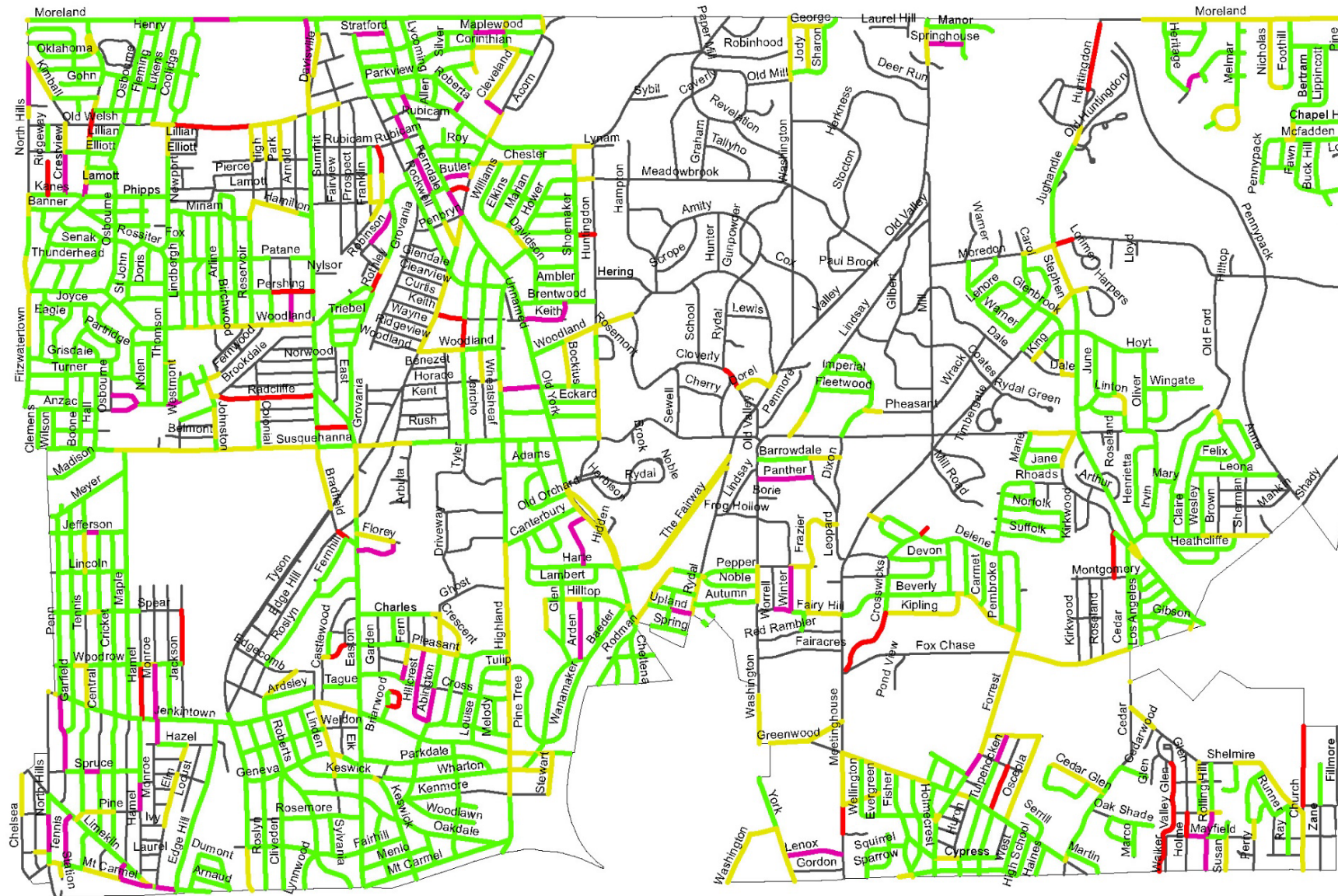
Existing
Conditions:
Transit
Bus Routes



1 inch = 2,500 feet



Existing
Conditions:
Pedestrian
Network
Sidewalks



1 inch = 2,500 feet

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

Abington Township Parks and Trails

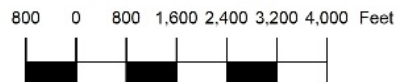
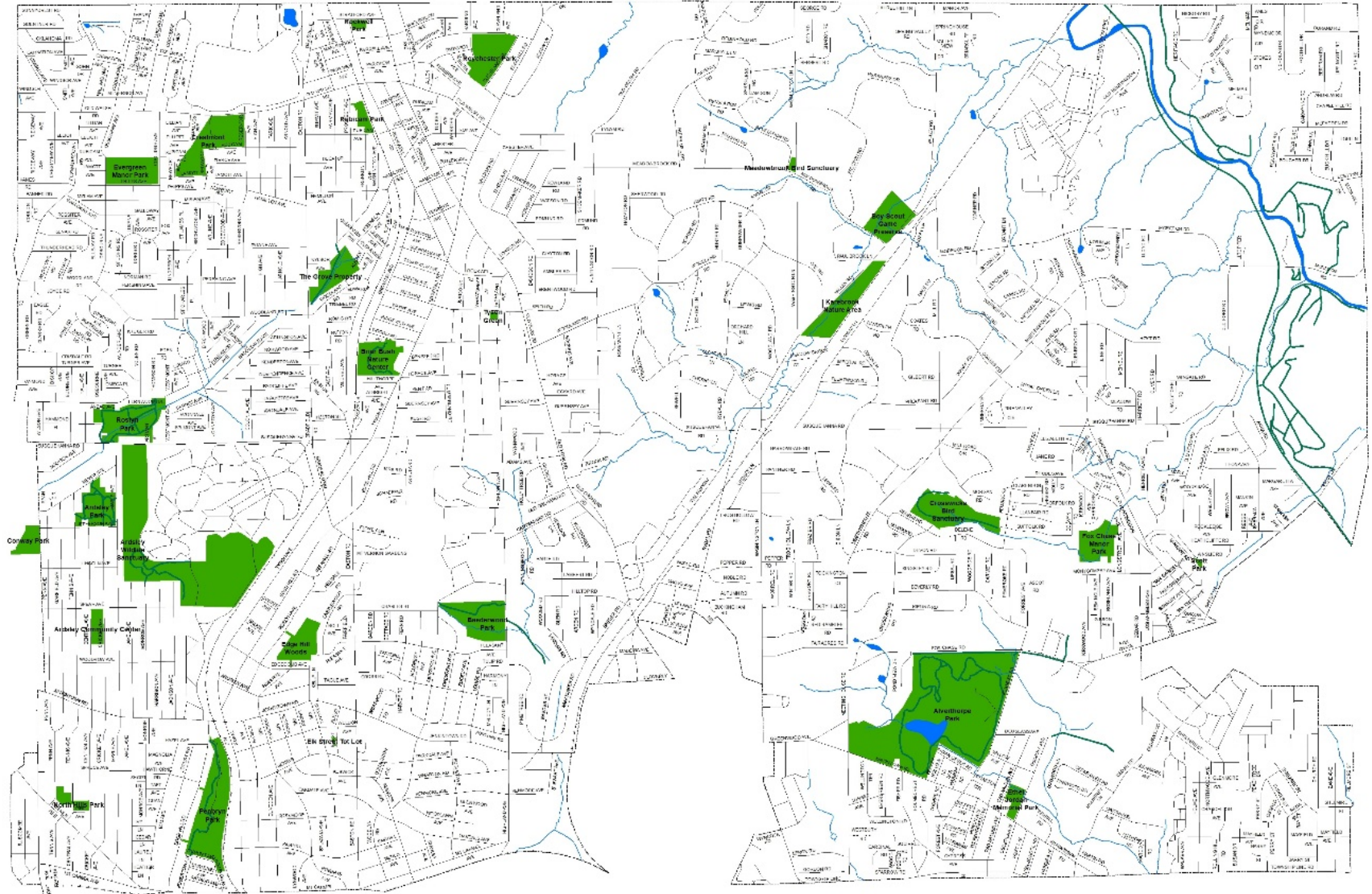
Existing Conditions:
Pedestrian Network

Trails

Legend

-  Trails
-  Township Parks

Note: this map is
being improved
and clarified

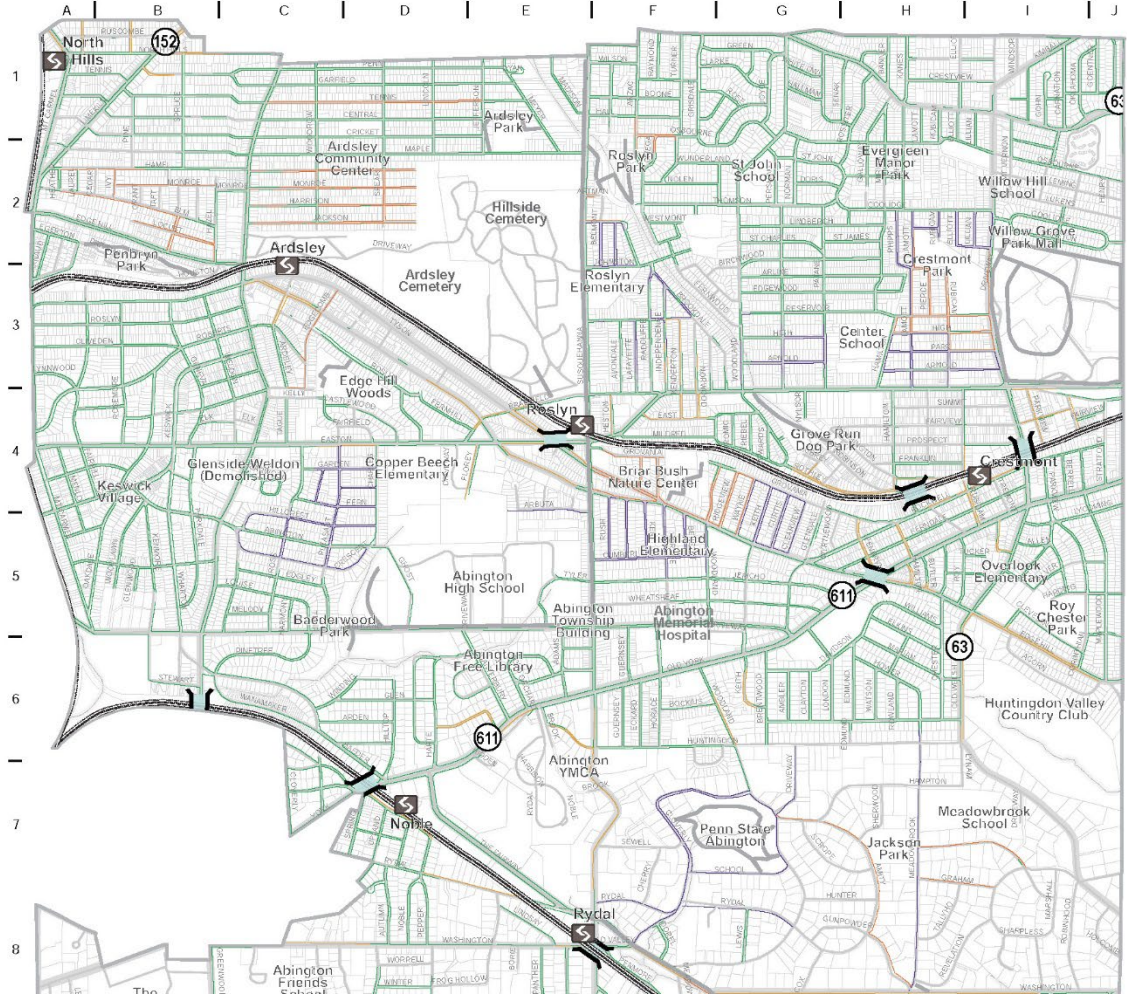


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www.montcopa.org/plancom

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

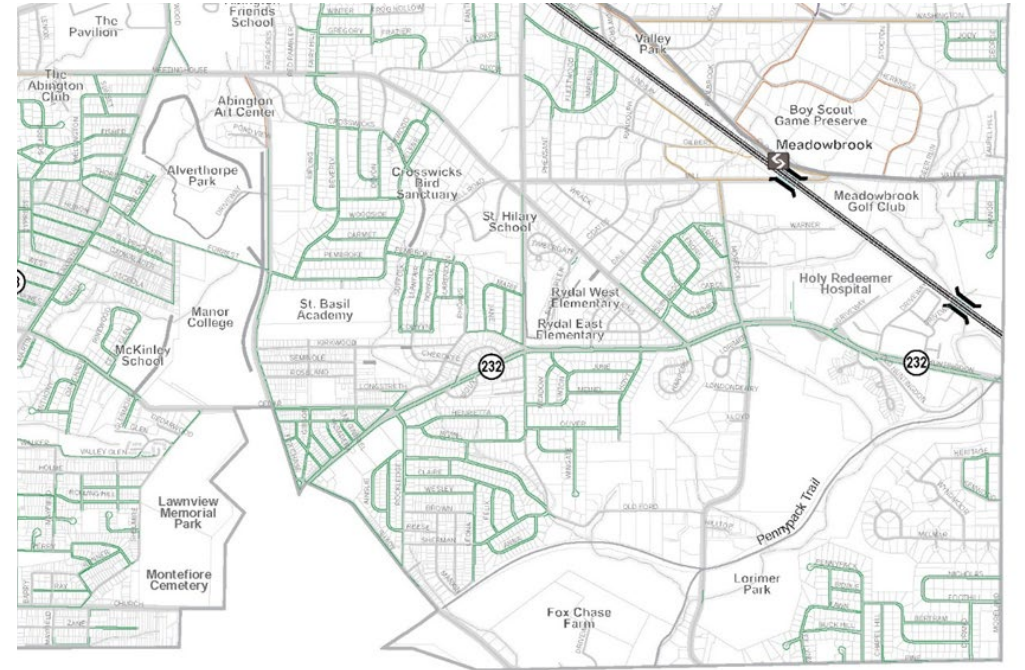
Existing Conditions: Pedestrian Network

Sidewalk Gaps Identified by “Walk Park Train Abington”



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

Adopted Transportation Plans

Roslyn Revitalization Plan

Caption: The Old York Road Corridor Improvement Plan created land use concept plans for Noble and other areas. The plan for Noble shows how it can be transformed into a more walkable town center with a street grid.

Old York Road Corridor Improvement Study, Abington Township

NOBLE FAIRWAY ILLUSTRATIVE PLAN

(the Noble Train Station and near the intersection of Old York Road and the Fairway)

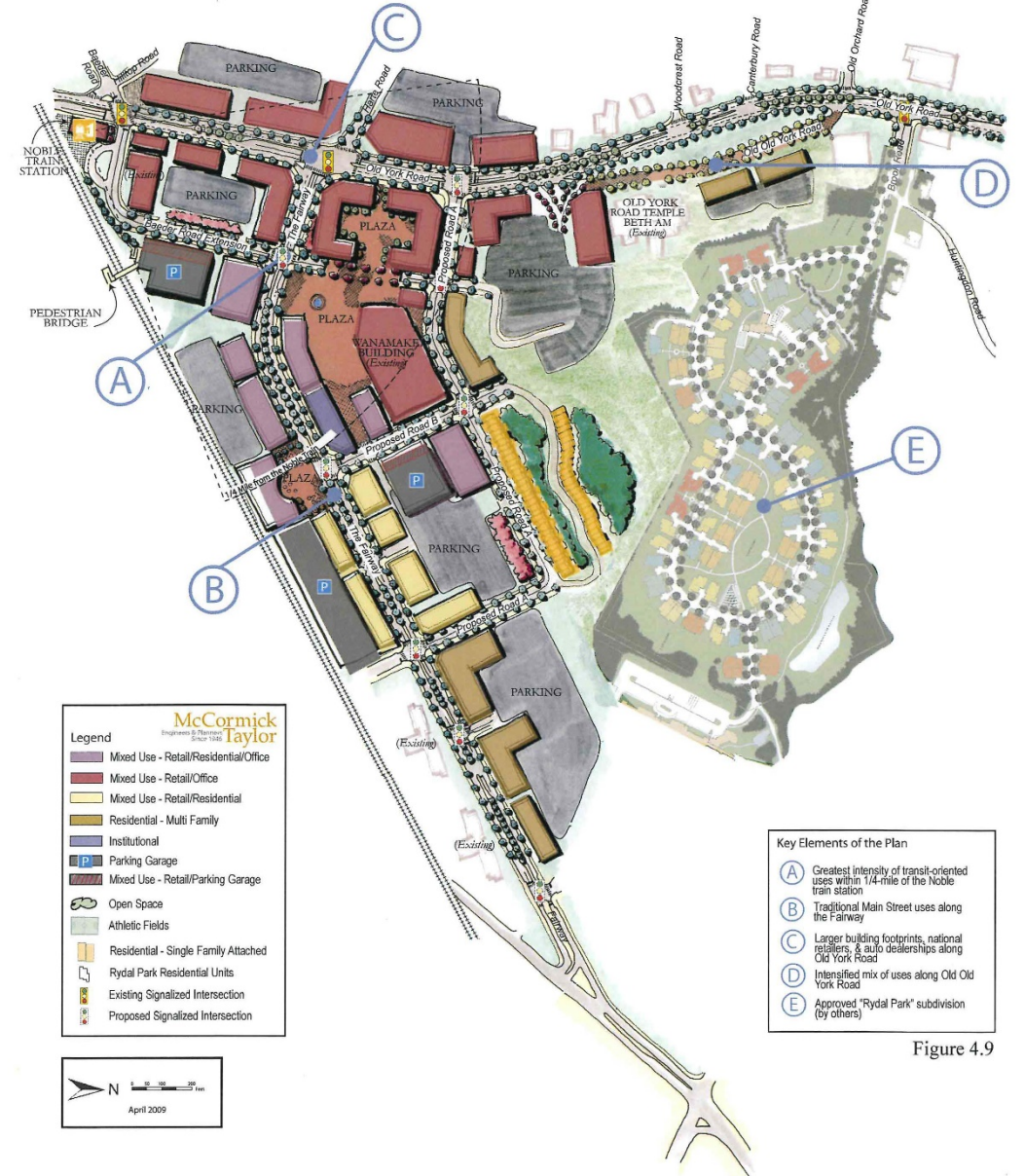
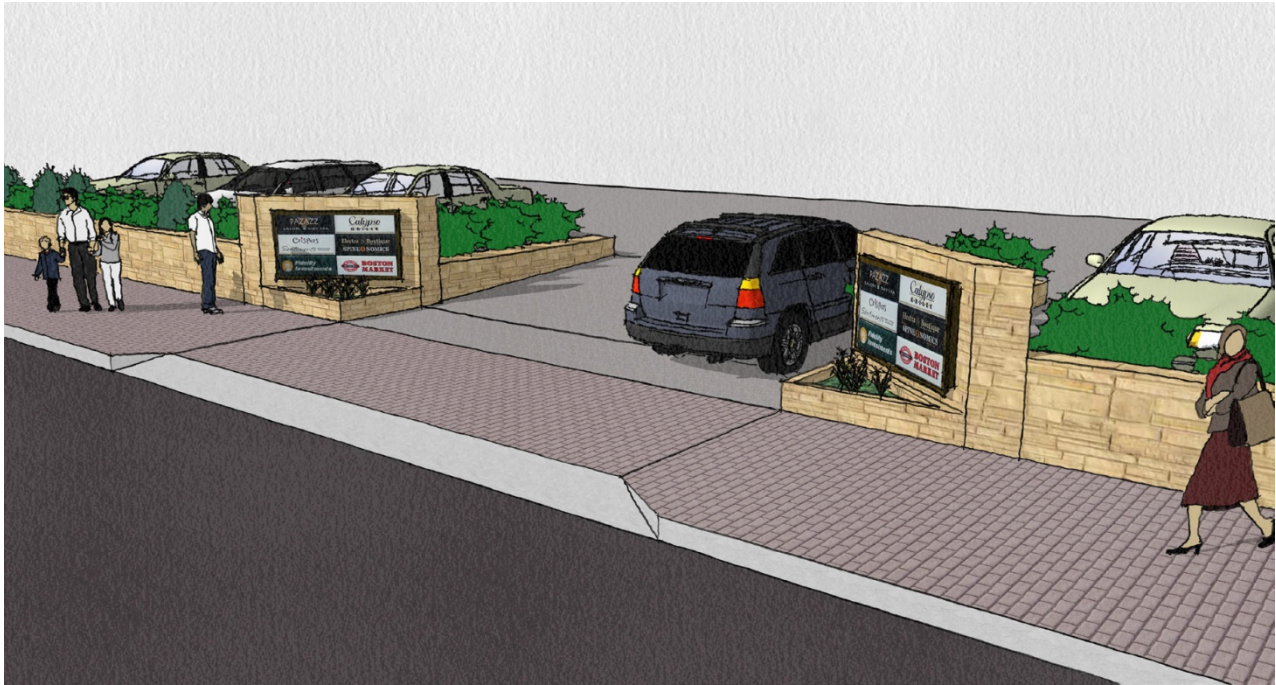


Figure 4.9

Adopted Transportation Plans

Roslyn Revitalization Plan



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

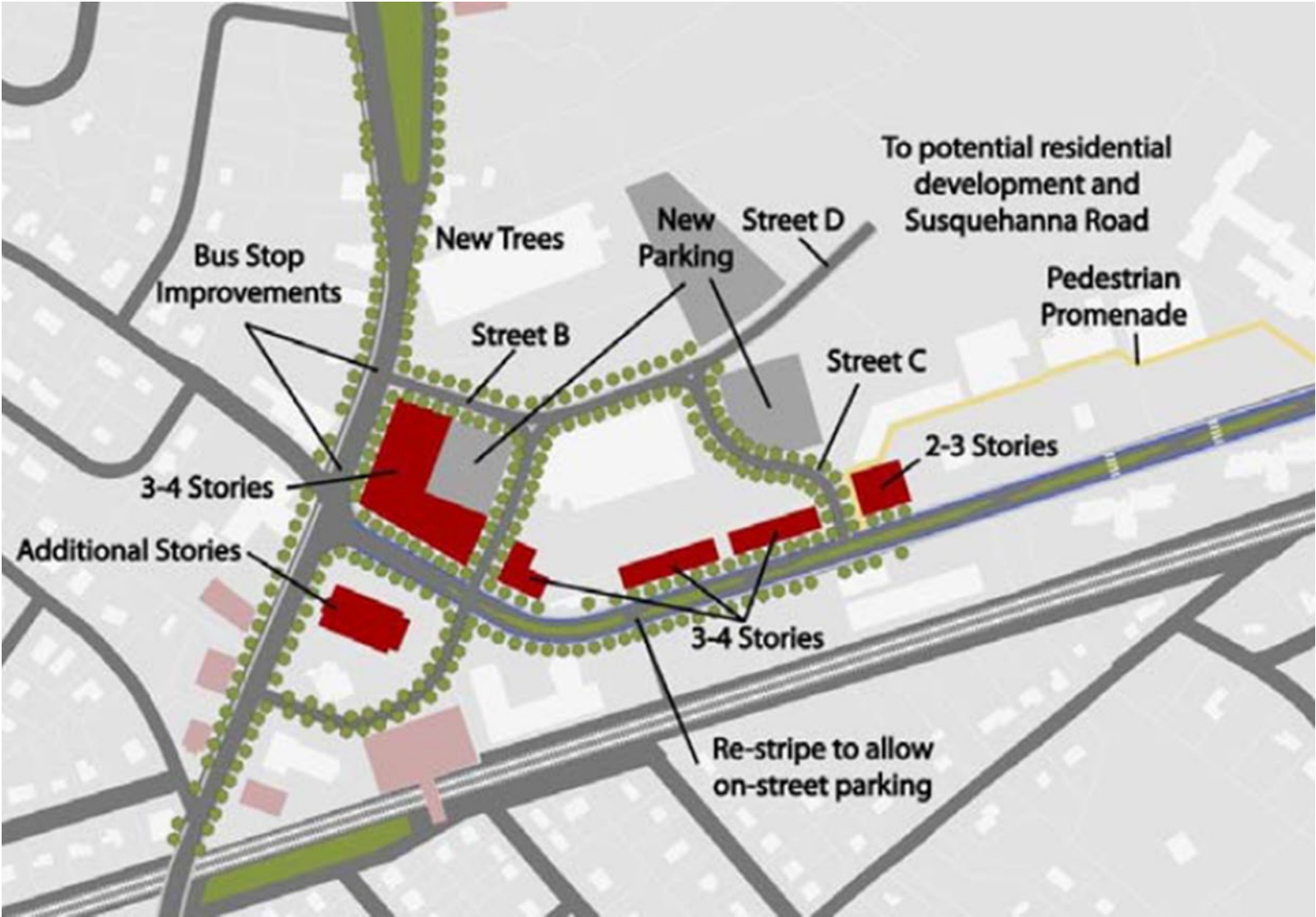
Adopted Transportation Plans

Abington Master Bicycle Plan



Adopted Transportation
Plans

Transit Revitalization
Investment District (TRID)
Report for Noble Station



Adopted Transportation
Plans

Transit Revitalization
Investment District (TRID)
Report for Noble Station



Adopted Transportation Plans

Walk-Park-Train Abington

Caption: Creating a safe pedestrian route from Old York Road to Crestmont Station is a subject of multiple township plans



Ongoing Transportation Projects

Edge Hill Road – Tyson Avenue Reconstruction Project

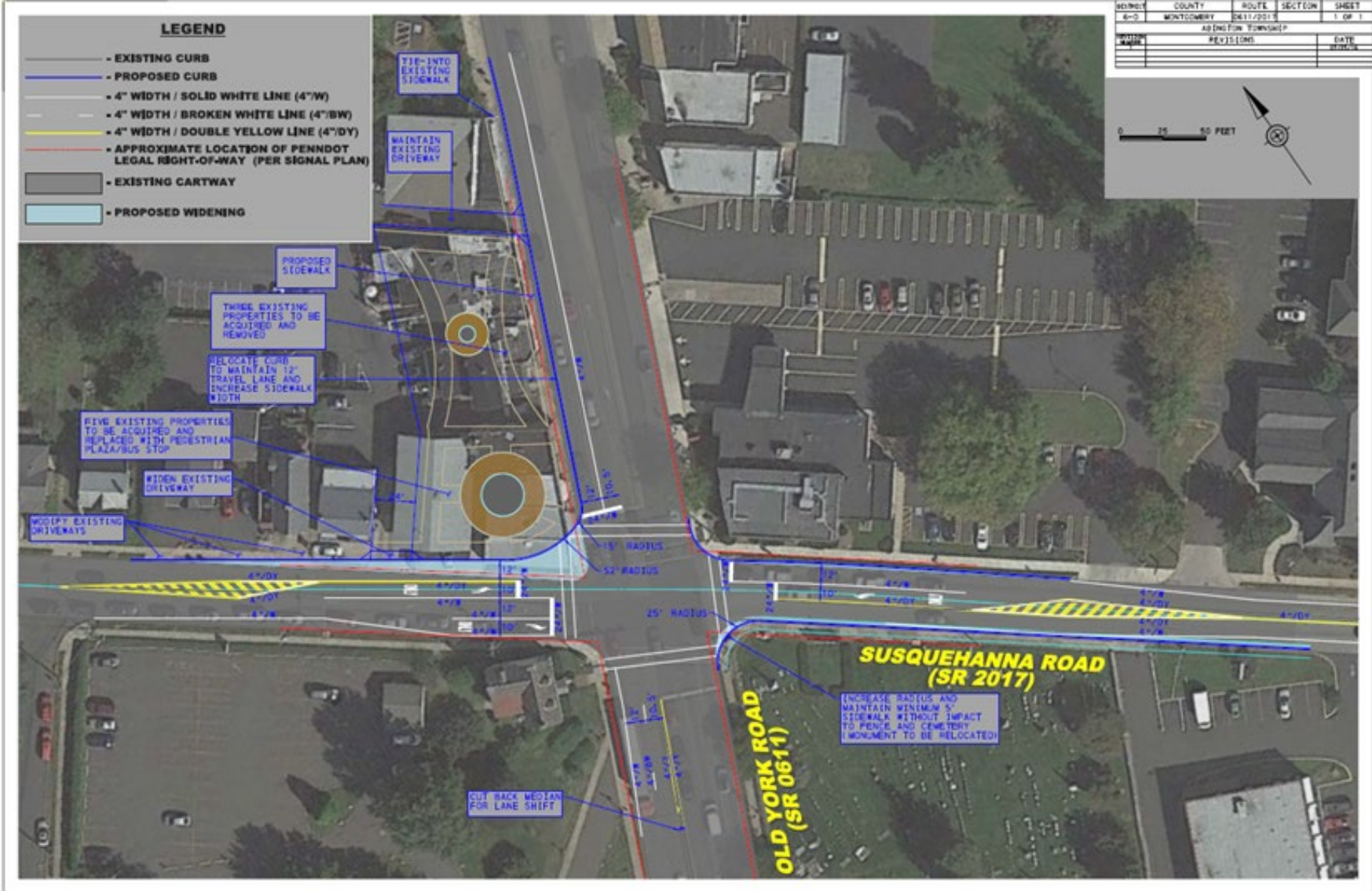
Caption: Edge Hill-Tyson Reconstruction
Project (source:
“Abington Issues Update to Tyson
Avenue Project,” *Glenside Local*, July 15,
2019.

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



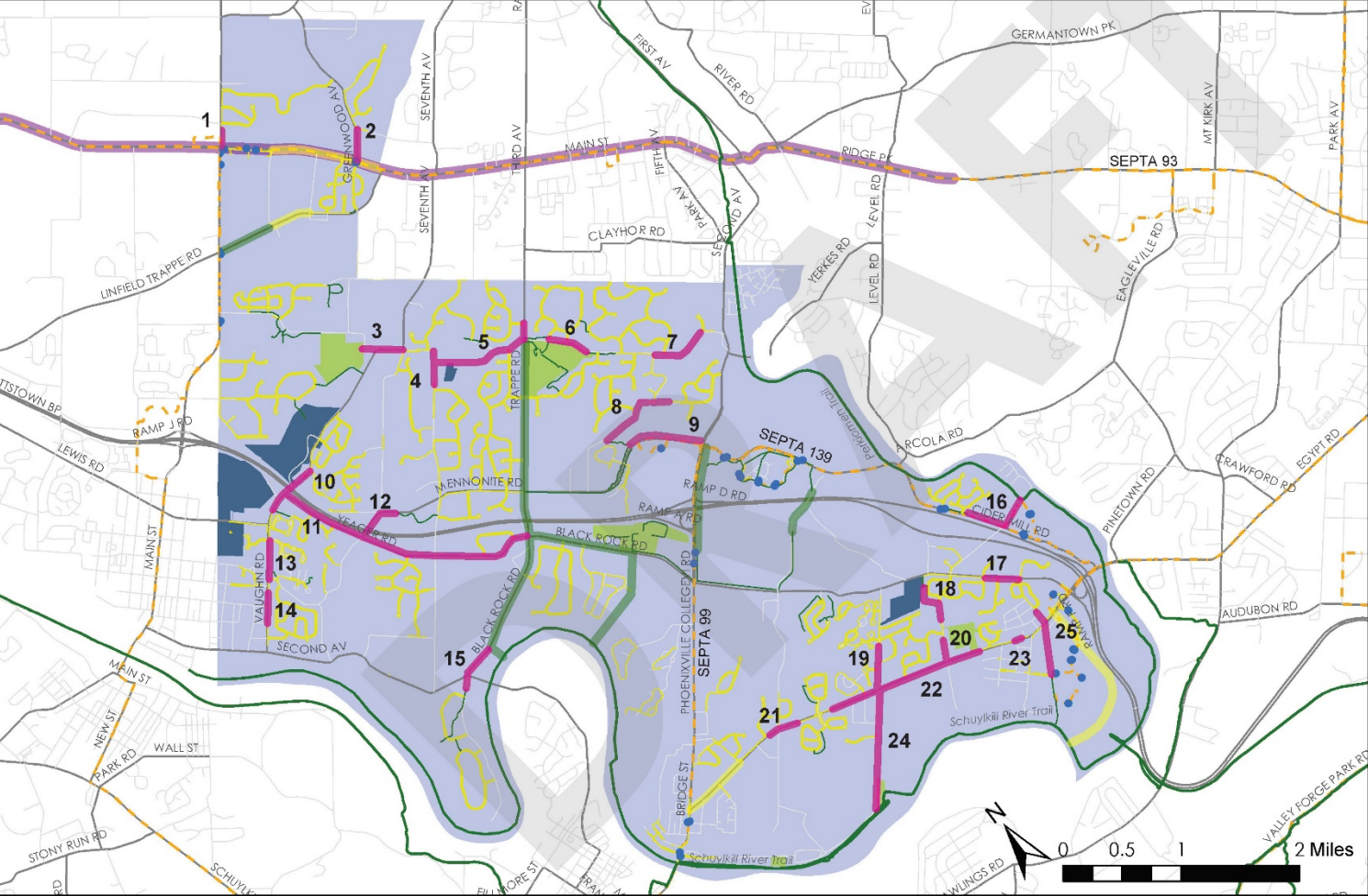
Ongoing Transportation Projects

Old York and Susquehanna Roads Improvement Project



Recommended Multimodal Transportation Network

Upper Providence Township, Montgomery County PA



Legend

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

Data Sources: Upper Providence Township; Montgomery County; SEPTA

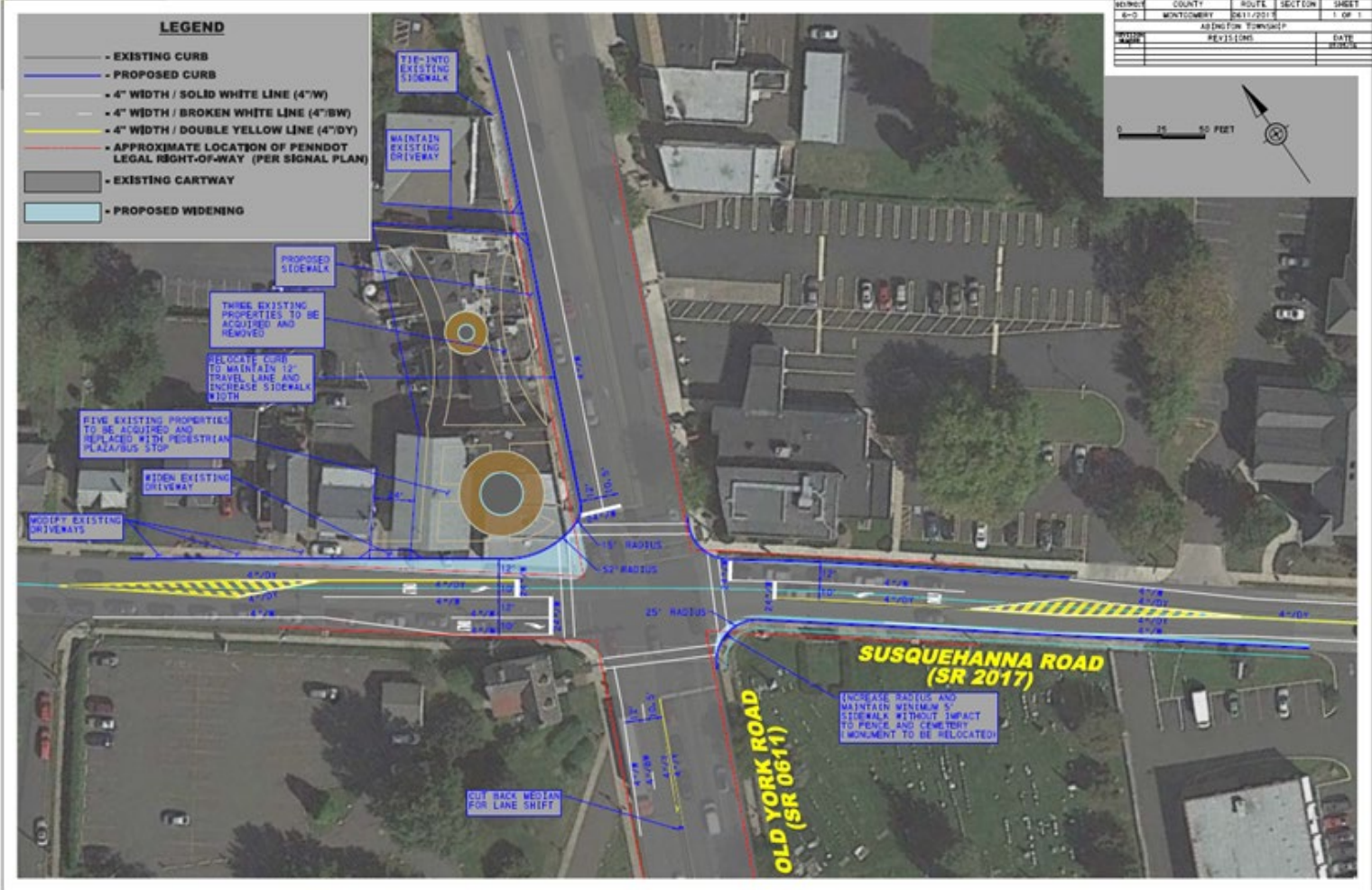


Project Number: 819890
Date: 7/13/2020

Goals

Old York and Susquehanna Roads Improvement Project

Caption: Engineered plans for intersection improvements at Old York and Susquehanna Roads



Recommendations

Create an Active Transportation Plan

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

