



TOWNSHIP OF ABINGTON

Office of the Township Manager

MEETING NOTES

April 20, 2021, 6:00 p.m.

TO: Richard J. Manfredi, Township Manager

DATE: APRIL 20, 2021

SUBJECT: COMP PLAN DEVELOPMENT TEAM MEETING

REFERENCE: CHAPTER 11 TRANSPORTATION - INITIAL DISCUSSION

ATTENDEES: MIKE NARCOWICH, MCPC, COMMISSIONER THOMPSON, MARK BICKERTON, PATRICIA BOTERO, DOUG CALLANTINE, PATRICIA GALLAGHER, LUCY STRACKHOUSE, GERRY MAGID, RITA STEVENS, CHRISTINE STRANGE, MATT EDMOND, MCPC ASSISTANT DIRECTOR OF TRANSPORTATION AND LONG-RANGE PLANNING

SUMMARY: AS FOLLOWS

General Discussion:

Transportation Chapter – Initial Discussion:

Due to increased traffic as well as speeding, which has been a persistent problem since the pandemic, it has made it more difficult for other types of transportation such as bike riding and walking. Also, noted that bicyclists riding along the Pennypack trails make it more dangerous for hikers and suggested was creating more trails and more trail-connectivity.

Matt Edmond, MCPC Assistant Director of Transportation and Long-Range Planning, presented the concept of Active Transportation and Complete Streets Plans to the CPDT noting that mass transit and walkability are important to the public as they rely on it as well as pedestrian safety. Since traffic congestion is an issue, active transportation provides options in getting around other than driving such as walking, bus, and train. An active transportation plan may include a plan for bicycle lanes, sidewalk gaps, and connections with other municipalities as a fill-in.

The Pennsylvania Department of Health's Program, "WalkWorks" provides funding opportunities to assist municipal entities with the development of Active Transportation plans as well as a Complete Streets policy, which is used as guide for municipalities when making its own improvements such as how streets look and function.

Upper Providence Township, which is 90% built out, has an Active Transportation Plan and a Complete Streets Policy both funded through the WalkWorks Program, and there are drafts available for review.

The County also has a Complete Streets Policy that they use as a guide when making improvements and the policy can be found at www.montcopa.org.

Ongoing Planned Projects and Programs:

Abington Trail Project, funding from TAP (Transportation Alternatives Program) was in the amount of \$524,000 and \$90,000 from DCNR totaling \$624,000 to implement as part of the Master Bicycle Plan from Ardsley to Crestmont by way of Roslyn. Funding for the Abington Jenkintown Connections Project in connection with the Jenkintown Borough came from a variety of sources such as Multimodal Transportation Fund; Transportation Alternatives Set Aside; Montco Transportation; and Abington Public Works to make pedestrian improvements and stormwater management to Washington Lane, Jenkintown Road, Greenwood Avenue, and Meetinghouse Road; improve sidewalk and transit stop accessibility; improve pedestrian and intersection safety/function.

Edge Hill Road and Tyson Avenue Road Reconstruction Project to improve travel, safety and drainage including curbing, sidewalk, signage, parking lanes, and signalized intersection improvements (also includes improvement to Jenkintown Road and several adjacent Township roads).

Multimodal Transportation Fund Grants for the Old York Road & Susquehanna Road include realigned intersection, new turn lane, traffic signal upgrades, bike facility improvements. Abington Memorial Hospital - safe multimodal transportation improvements. Crestmont and Noble Regional Rail Stations - pedestrian upgrades in the vicinity of the stations.

Automated Red-Light Enforcement (ARLE): Old York and Susquehanna, Old York and Old Welsh, Moreland Roads and Fitzwatertown Road.

Transportation Improvement Program ("The TIP") FY 2021 lists:

Bridge replacements: Old York Road, over SEPTA.

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.

Township Transportation Plan - Recommendations to Highlight in Vision 2035:

Abington Master Bicycle Plan (2015) - Implement the plan, beginning with the “Short-Term Routes;” Walk Park Train Abington (2017) includes a series of recommendations for the Noble, Crestmont, Roslyn, Ardsley, North Hills, and Rydal Train Stations. Draft official map depicting comprehensive sidewalk, off-road trail, and intersection improvements for pedestrians.

Noble TRID (Transit Revitalization Investment District) Planning Study dating back to 2012-2013 in which the plan illustrates location of improvements recommended by numerous Abington plans for Noble.

Also, the Abington Noble Transit-Oriented Development Plan where a new street would connect the station to the Fairway and Old York Road noting that SEPTA does have this project in their capital plan but will need to partner with a developer to build a TOD along with a garage. It is a complex project that will take time to sort through the details.

Old York Road Corridor Improvement Plan (2009) includes many recommendations that are still relevant.

Route 611-263 Corridor Study - Priority bus shelter location; include green streets on Rubicam Avenue to encourage pedestrians to make connection between Crestmont Station and Old York Road and provide local circulator bus in Abington and surrounding area. Comprehensive Plan (2007) promotes public transit.

Transportation Goals from Public Outreach Sessions:

Vehicular; examine and improve traffic flow on major arterial roads; aggressively pursue technological upgrades for major roads and failing intersections, including coordinated signalization and create comprehensive database of traffic study data and mapping.

Bicycling - Implement the Abington Master Bicycle Plan in prioritized phases.

Train - Implement the Walk, Park Train Abington Plan in prioritized phases; work with SEPTA to make recommendations on bus and regional rail service through the Annual Service Plan survey. It was recommended by MCPC to relocate the platform of the Roslyn Station, and if the Township is in favor of it, we need to make SEPTA aware of that.

Pedestrian - prioritize and implement improvements to the pedestrian network (sidewalks, crosswalks, trails—new construction and lighting of selected areas).

Consider an official map as defined by the Municipalities Planning Code (MPC). This helps the Township achieve its infrastructure goals, provides valuable information for developers, and helps obtain financing and complete streets (safe access for all users).

Implement Montgomery County Complete Streets policies through policy and codes. Implement such policies in Township construction and maintenance projects.

Impact Fee - evaluate feasibility of Traffic Impact Fee Study (Act 209), and in part, this would identify strategic roadway and intersection improvements and their priorities.

Suggested Themes for Recommendations:

Implement Abington Master Bicycle Plan, Walk Park Train Abington, and still-relevant portions of older existing transportation plans.

Pedestrian Improvements – suggested was comprehensive pedestrian audit and prioritize locations for pedestrian improvements as influenced by public outreach.

Vehicular Transportation - traffic circulation (studies, database of studies, recommended improvements); Technological upgrades; and consider Act 209 Study (Traffic Impact Fees).

Transit - work with SEPTA to make recommendations on bus and regional rail service through the Annual Service Plan survey (will be influenced by public outreach).

Official Map - use this tool, as defined by the Municipalities Planning Code (MPC). This helps achieve infrastructure goals, provides valuable information for developers, and helps obtain financing.

Complete streets (safe access for all users).

Implement Montgomery County Complete Street policies through policy and codes and implement such policies in Township construction and maintenance projects.

Public Outreach:

Suggested was holding public outreach sessions over the next two/three months on transportation with online interaction using an interactive map as well as ask the public to take an online survey (list of questions will be reviewed by the CPDT) and use social media in getting the word out. Following that will be public outreach sessions on the future land use chapter.

Action Items and Responsibility:

Consider an Active Transportation Plan and Complete Streets Plan.
Public Outreach Sessions and public survey on transportation.

Next meeting of the CPDT will be held on Tuesday, May 11, 2021.

Meeting adjourned at 7:52 p.m.

Liz Vile, Minutes Secretary