

611

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Delaware Valley Regional
Planning Commission

ROUTES

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Corridor Study

Montgomery County

HATBORO / JENKINTOWN
BOROUGHES
ABINGTON / CHELTENHAM
/ UPPER MORELAND
TOWNSHIPS

Phase II Overview: Project Recommendations

Overall Goals

- Implement the recommendations of the Phase I Report
- Add value to existing plans and studies by other consultants
- Identify next-steps
- Enhance the vision of a corridor with town-center nodes
- Build transportation connectivity
- Focus on placemaking and identity



Phase II Overview: Project Recommendations

Corridor-Wide

- Local circulator bus service
- Bus shelter placement
- Zoning at municipal borders
- Planted medians
- Wayfinding Signage

Site-Specific

- **Cheltenham** – Church Rd. Area redevelopment concepts
- **Jenkintown** – Rt. 611 Circulation and alignment study
- **Abington** – Noble Station TOD access recommendations
- **Upper Moreland** – Pedestrian access and circulation recommendations
- **Hatboro** – Rt. 263 alignment concept and gateway treatment



Corridor Wide: *Local Circulator Bus Service*

Recommended Service Improvements

- **Deploy two buses**
- **Extend current service to half-hour headways during peak**
- **Include timed transfers**
- **Connect Jenkintown Rail Station with key destinations**



Corridor Wide: *Local Circulator Bus Service*

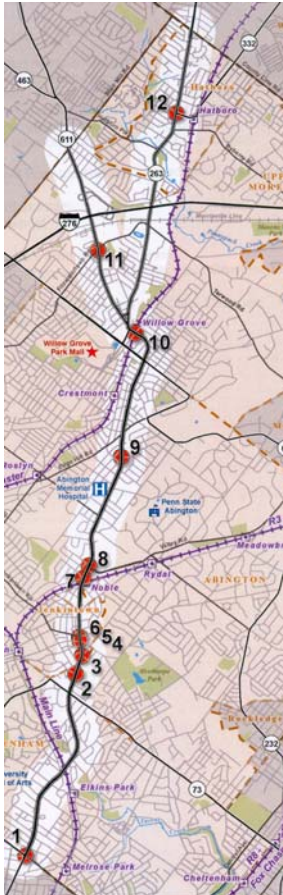
Inset of proposed route additions



- Abington Bus
 - Existing Route
 - Abington "A" (Proposed)
 - Abington "B" (Proposed)
- Cheltenham Bus
 - Existing Route
 - Cheltenham "A" (Proposed)
 - Cheltenham "B" (Proposed)

Corridor Wide: *Bus Shelter Placement*


Image showing proposed shelter placement and location chart



Municipality:	Nearest Intersection:	Primary Destination:	North bound		South bound		Total
			B:	A:	B:	A:	
Abington Township	7. Baeder Road	Office building, rail transfer			18	9	27
	8. Harte Road	Office building, shopping Ctr.			49	6	55
	9. London Road	Shopping centers			43	9	52
	3. Washington Lane	Pavilion	15	12			27
	2. Wyncote Road	Pavilion			56	19	75
Cheltenham Township	1. Cheltenham Ave.	Shopping center	52	62			114
Jenkintown Borough	5. Greenwood Ave.	Jenkintown CBD, bus transfer	22	30			52
	4. Greenwood Ave.	Jenkintown CBD, bus transfer			19	23	42
	6. West Ave.	Jenkintown CBD			31	12	43
Upper Moreland Township	10. Davisville Rd.	Shopping center			107	5	112
	11. Fitzwatertown Rd.	Retail commercial			19	2	21
Hatboro Borough	12. Moreland Ave.	Hatboro CBD, rail transfer			31	10	41

Corridor Wide: *Bus Shelter Placement*

*Sample proposed
bus shelter
location profile*

Location 1:	Old York Road at Cheltenham Avenue (Segment/Offset 0010/0000)
Municipality:	Cheltenham Township
Location Details:	Bus stop is approximately 136 ft. north of intersection and 284 ft. south of Valley Road.
Description:	<ul style="list-style-type: none"> • Sidewalk is cracked and in poor condition. • Lighting is adequate • Overgrown shrubbery obstructs pedestrian movements • No crosswalk present
Bus Route:	Septa #55
2008 Daily Weekday Boardings and Alightings:	<ul style="list-style-type: none"> • Boardings: 52 • Alightings: 62 Total: 114
Direction of Travel:	Northbound PA 611
Adjacent Land Use:	Stop is located in front of Avaunti Mortgage and Paschal Association Inc., public accounting firms and directly across from the Korean supermarket, H-Mart.
Primary Origin/Destination:	Shopping Center; offices
	

Corridor Wide: *Bus Shelter Placement*

A consistent treatment of shelters, coordinated with street furniture and overall branding



Corridor Wide: *Zoning at Municipal Borders*

Objectives

- Identify compatible and incompatible adjacent districts
- Recommend compatibility solutions
- Match desired future land-use plans with necessary zoning changes



Corridor Wide: *Planted Medians*

Existing image



Corridor Wide: *Planted Medians*

Rendered image

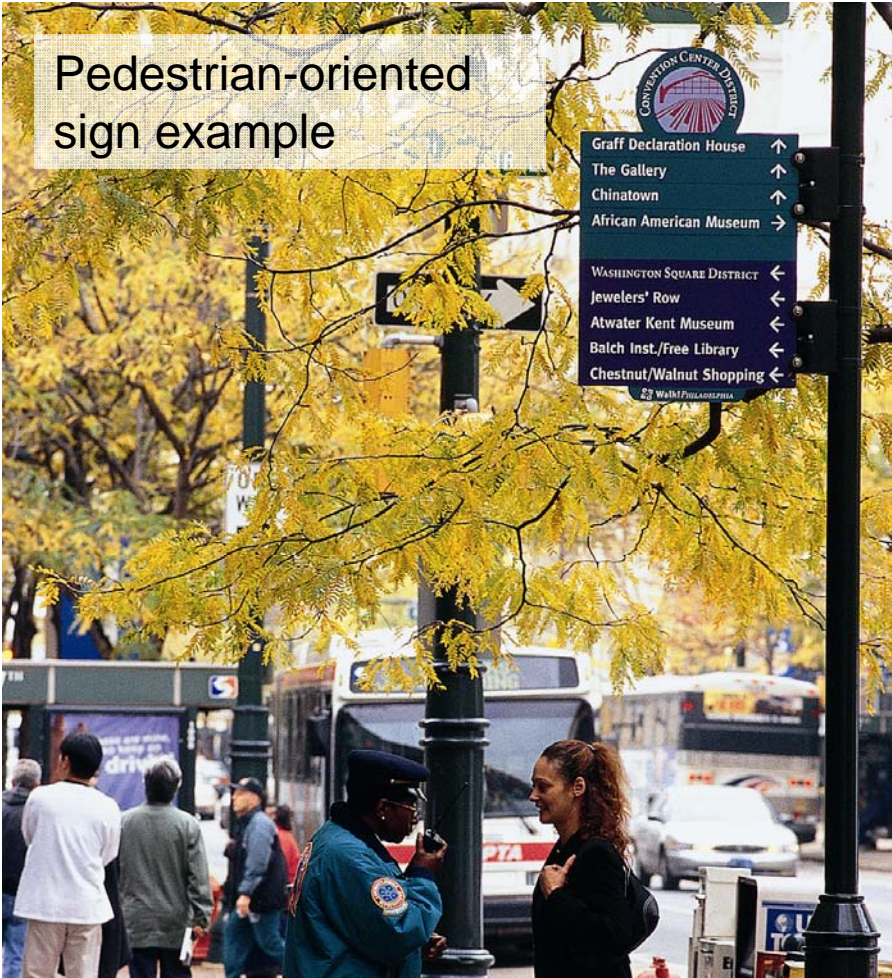


Corridor Wide: *Wayfinding Signage*

Auto-oriented sign example



Pedestrian-oriented sign example



Cheltenham: *Church Road Area Redevelopment Concepts*

- Respond to existing plans and studies
- Assumption: removal of municipal building
- Goals:
 - Pedestrian connectivity
 - Economic development
 - Sense of place
 - Smart growth development



Cheltenham: Church Road Area Redevelopment Concepts

Draft concept site plan



Cheltenham: *Church Road Area Redevelopment Concepts*

Existing image



Cheltenham: *Church Road Area Redevelopment Concepts*



Jenkintown: Rt. 611 Circulation and Alignment Study

Goals:

- Balance mobility and economic development
- Improve connectivity with Jenkintown train station
- Study impacts of proposed parking garage
- Study impacts of three-lane roadway configuration
- Recommend strategies for radial growth



Abington: Noble TOD Access Recommendations

- Understand the concept
- Get the zoning right
- Install public amenities and build connectivity
- Additional resources



Abington: Noble TOD Access Recommendations

*Examples of
TOD design elements
(from various
regional location)*



Abington: Noble TOD Access Recommendations

*Photos of sensitive
Pedestrian areas*



View looking down from Old York Road to the SEPTA track area



View south along Old York Road, from the bridge over the SEPTA tracks



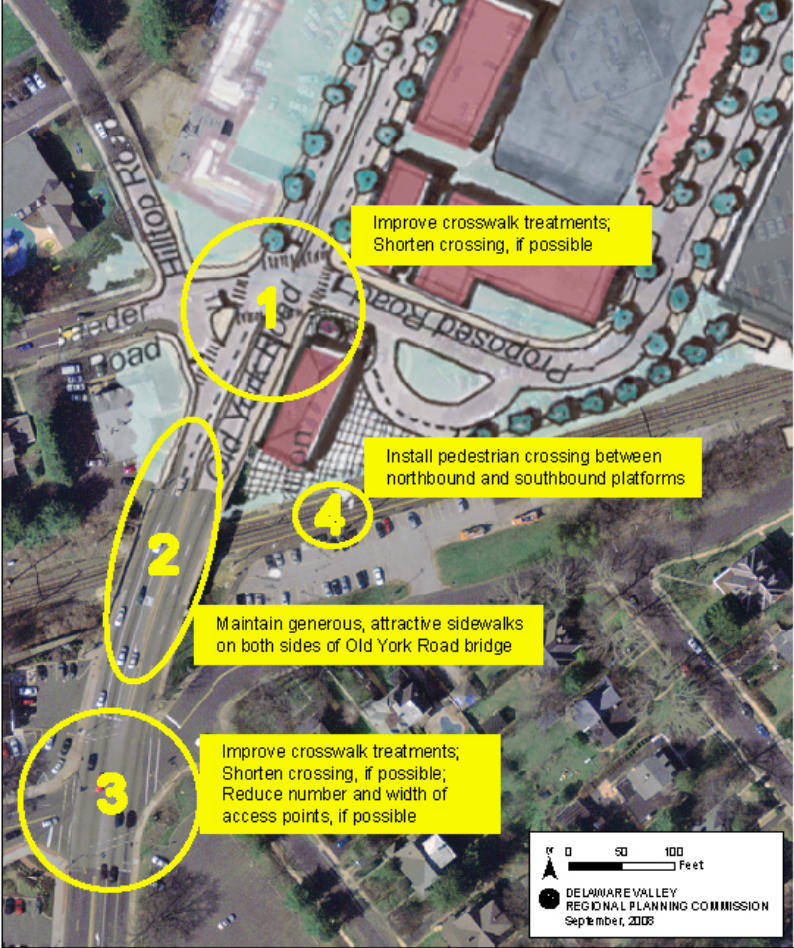
View north along Old York Road from the northern end of the bridge



Intersection of Old York and Baeder Roads, looking north

Abington: Noble TOD Access Recommendations

**Sensitive
Pedestrian
Areas**
(overlaid on
McCormick Taylor
rendering)



Upper Moreland: Pedestrian access and circulation

Respond to existing plans and studies

- “Willow Grove Core Area Revitalization Plan”
Carter Van Dyke Associates (1999)
- “Willow Grove Revitalization & Redevelopment Area Plan”
KSK with Urban Partners and Glatting Jackson (2002)
- Town Center (TC-1 and TC-2) districts (2006)
- “Willow Grove Redevelopment Area Vehicular and Pedestrian
Traffic Improvement Feasibility Study ”
McMahon Associates with KSK (2006/2007)
- Streetscaping funding application
with KSK (2007)
- Memorial Park design schematics
McCloskey and Faber (2007)



Upper Moreland: Pedestrian access and circulation

Next Steps for the Township

- Pedestrian Connectivity from Rt. 611
- Connections with Transit
- Improving Davisville Road
- “Green Streets” and Bicycle Amenities

Note: Davisville Rd. at Moreland Rd. is being studied by DVRPC as part of our FY09 Congestion & Crash Site Analysis Program

Upper Moreland: Pedestrian access and circulation

Existing conditions photos



Missing crosswalks



Crosswalks too infrequent for pedestrian-oriented area

Upper Moreland: Pedestrian access and circulation

Existing conditions photos



Sidewalks narrow and blocked by furniture



View from Rt. 263 to redevelopment area

Hatboro: Rt. 263 alignment concept and gateway treatment

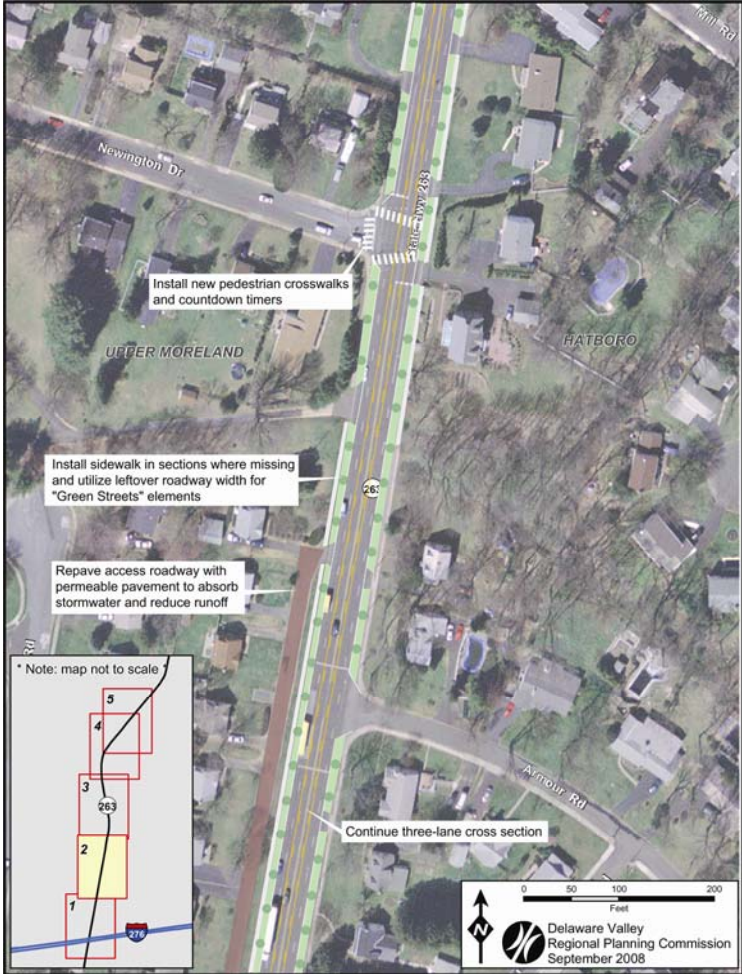
Conceptual project elements

- Road diet treatment
- Recommended pedestrian crossing
- Sidewalks added where missing
- Street trees and buffer (amenity) strip
- “Green Streets” elements to absorb stormwater
- Planted gateway median



Hatboro: Rt. 263 alignment concept and gateway treatment

Sample draft site plan page



Hatboro: Rt. 263 alignment concept and gateway treatment



Hatboro: Rt. 263 alignment concept and gateway treatment



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