



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)

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

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.**

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 'PJ Jobanputra', written in a cursive style.

Pankaj (PJ) Jobanputra, AICP