

Existing Conditions

During Phase A of the Old York Road Corridor Revitalization study, the corridor has been examined to develop an understanding of existing physical and market conditions.

Previous planning studies were reviewed, data was compiled from various sources, and field investigations were conducted in order to comprehend the conditions of the corridor. These conditions are documented in the form of maps, photos and written descriptions in the following pages.

1. Aerial Base Map

Existing Land Use

The Existing Land Use map illustrates how the land is currently used in the study area. Land uses right on Old York Road are predominantly of a commercial nature with institutional uses interspersed along the corridor. A medical-related institution, Abington Memorial Hospital is very prominent. Away from Old York Road, residential uses are widespread particularly single-family detached residential uses.

The following land use categories have been used to describe the use of parcels within the study area:

1. Residential- Single Family Detached
2. Single Family Detached- Under Construction
3. Residential- Single Family Attached
4. Residential- Multi-Family
5. Commercial
6. Office
7. Auto Sales
8. Mixed Use
9. Institutional
10. Industrial
11. Open Space
12. Transportation

13. Vacant
14. Utilities
15. Age-Restricted Housing
16. Golf Course

Beginning at the southern end of the study area, land use categories along the portion of Old York Road near the Noble Train Station are predominantly commercial, with office and auto sales mixed in. This area contains five different auto dealerships.

The Noble Town Center contains retail commercial businesses such as Stein Mart and Old Navy, which are among the national chains in this location that draw patrons from Abington Township and the surrounding municipalities.

Perpendicular to Old York Road is The Fairway, a collector road with a median that is bordered by auto dealerships (mentioned above), as well as retail, office, and multi-family residential uses. The character of The Fairway is predominantly commercial including the Baederwood Shopping Center.

North of the Fairway on Old York Road, additional national-chain retail establishments exist, but then the character of the corridor shifts to institutional uses. Near the intersection of Old York Road and Rydal Way is the Abington Free Library and further north are other institutional uses such as the Abington Presbyterian Church and its cemetery, the YMCA, the Township Municipal Building, and the Abington Memorial Hospital (AMH). AMH consists of several substantial structures including the Levy Medical Plaza, Lenfest Pavilion, and the Toll Pavilion on both sides of Old York Road. Interspersed between these institutional uses are a wide range of small commercial and office uses.

North of the hospital the character of Old York Road changes to predominantly retail land uses, anchored by Abington Towne Center and Abington Shopping Center on the east side of the street. Within these two shopping centers are stores that include Target and Giant Super Food. On the west side of Old York Road are several small retail and office properties, and those extend to the south toward AMH and to the north to Edge Hill Road.

North of Edge Hill Road the corridor continues to support retail activities but at a smaller scale than that found in the more southerly portions of the corridor. Many of the businesses are in structures that originally had residential uses but have been converted into small office or retail establishments.

1. Existing Land Use Map

Existing Zoning

Along the corridor of Old York Road, Abington Township has designated twelve zoning districts as per the Zoning Ordinance document adopted in May, 1996. These districts are as follows:

1. Low Density Residential (R-1)
2. Low-Medium Density Residential (R-2)
3. Medium Density Residential (R-3)
4. High Density Residential (R-4)
5. Apartment Office (AO)
6. Town Commercial (TC)
7. Planned Business (PB)
8. Special Commercial (SC)
9. Mixed Use (M)
10. Community Service (CS)
11. Suburban Industrial (SI)
12. Recreation/Conservation

The areas surrounding the Old York Road corridor are designated for residential. The residential designations are for just off Old York Road with the higher density residential closer to retail uses and then decreasing in density the farther away from the corridor they appear. R-1 residential is the farthest away from the corridor on the eastern end. According to the Zoning Ordinance, this designation is meant to “provide low density, single-family, neighborhoods.” Located just off the southwest portion of the corridor, the R-2 residential designation “provides for low density, single-family, neighborhoods which lie adjacent to or among one acre residential zoning districts.” The R-3 residential districts appear east and west of the corridor just south of Edge Hill Road. They are meant to “provide single family dwelling units on medium sized lots.” R-4 residential districts appear both east and west of the corridor north of Edge Hill Road and “provide single family dwelling units on high density lots.”

The Apartment Office (AO) zoning designation is not common for properties along Old York Road and only appears in parts of the Rydal Waters development area and where the new hospital expansion recently occurred. Apartment Office is meant to “provide locations for appropriate high density, residential/apartment land use, and limited office/professional land use in areas of the Township which, by virtue of their location, highway access, or unique site characteristics provide a logical use of land for such needs and services and which are appropriate to neighboring residential properties.”

Town Commercial (TC) designates the west side of Old York Road at the southern end of the corridor with the east side of the street being part of Jenkintown Borough. The TC designation also appears on both sides of Old York Road from Susquehanna Road to Horace Avenue. The Town Commercial districts intent is to “establish standards for smaller neighborhood shopping areas which consist primarily of small retail shops, small personal care businesses, and professional

office uses that may adequately function in isolation to anchor stores and planned associations of larger scale business activity.”

The area near the Noble Station and The Fairway has a Planned Business (PB) designation. Planned Business districts are “focal point areas for large scale commercial activity, which serves the needs of both local neighborhoods and surrounding communities.” The other portion of Old York Road that is designated Planned Business occurs north of AMH, from the hospital to Edge Hill Road. This Planned Business section includes the Abington Shopping Center and Abington Towne Center.

The Special Commercial (SC) zoning designation stretches along both sides of Old York Road from Edge Hill Road until the township boundary at East Moreland Road. The Special Commercial districts are meant to “provide for a variety of commercial establishments and service businesses that offer specialized goods or services to markets generally greater than the immediate local neighborhood.”

The Community Service (CS) designation has been applied for two locations along the corridor, the first being in the area of the Free Library, YMCA, Abington Presbyterian Church and the Baron- Rowland Funeral Home. The other CS zoning designation is in the Municipal Building and Abington Memorial Hospital area, including the properties across the street from these institutional uses. The Community Service designation is meant to “provide for the educational, medical, recreational and religious needs of the Township community.”

The Recreation/ Conservation (RC) zoning designation is intended to “protect and conserve the natural areas that comprise the Township.” This designation is applied in the corridor to the Abington Township War Memorial located

between Old York Road and Old Old York Road near Temple Beth-Am.

The Mixed Use (M) and Suburban Industrial (SI) zoning designations do not appear directly on the corridor but are present in other portions of Abington Township.

1. Existing Zoning Map

NATURAL FEATURES

The Old York Road corridor is located in the Piedmont Providence of the Appalachian Upland. Driving along the corridor, one is distinctly aware of the topographical changes of gently rolling hills, and the presence of old growth, canopy trees growing some distance off of the corridor. While native woodland areas exist elsewhere in the township, the Old York Road study area has for decades been utilized as an urbanized area and very little of native; landscape is present along the corridor.

Slopes

Grades along the Old York Road corridor study area vary by over 160 feet. Three highpoints exist along the Old York Road corridor. One is just east of Horace Avenue, on the Abington Memorial Hospital site (approximately 350 feet above sea level). Another is at Edge Hill Road (approximately 380 feet above sea level), and the third is at the northern end of the study area near the intersection with Berrell Road (approximately 340 feet above sea level). The lowest spot along the corridor is at the southern end of the study area, near the SEPTA R-3 rail corridor (approximately 220 feet above sea level). Traveling south to north, the topography starts at the lowest elevation, rises to one of the corridor’s highpoints just east of Horace Avenue, lowers with a slight decrease in elevation near the Abington Towne Center Shopping Area at

London Road, rises again to the high point at Edge Hill Road, lowers in elevation to a point near Roy Avenue, and rises again to the highest elevation along the corridor at Upper Moreland Road.

Slopes along the corridor are generally slight to moderate. There are no slopes greater than 25 percent along the corridor. Five areas of moderately steep slopes, slopes between 15 percent and 25 percent, exist along the corridor including the following:

- Halfway between Madiera Avenue and Rodman Avenue to the R3 rail line;
- Harte Road to the corridor's split with Old, Old York Road;
- Jericho Road to Edge Hill Road;
- Halfway between Penbryn Avenue and Hamilton Avenue to halfway between Hamilton Avenue and Roy Avenue;
- Near Berrell Avenue.

Floodplains

A 100-year floodplain, which runs perpendicular to the corridor, cuts through the Old York Road study area near Roy Avenue. Much of the floodplain is the Roy Avenue public right-of-way, to the west of Old York Road. Ten properties along the Old York Road are affected by this floodplain.

There are no floodways on Old York Road within the study boundary.

Wetlands

There are no wetlands on Old York Road within the study boundary.

Hydric Soils

There are no hydric soils on Old York Road within the study boundary.

1. Hydrology Map
2. Natural Features and Open Space Map
3. Slope Map

HISTORIC AND COMMUNITY FEATURES

The Old York Road corridor is the central focus for community resources within Abington Township. Community facilities include municipal services, medical and health facilities, religious facilities, educational facilities and childcare, and adult care and living facilities. Historic features are recognized as architectural features throughout the corridor.

Community Features

Municipal Services

The Abington Township Municipal Building is located on the southwest corner of the intersection of Old York Road and Horace Avenue. The Township Building houses the offices of all of the Township departments, the meeting room for the Township Commissioners, and many other resident resources.

The Township Building includes the Abington Township Police Department. The Police Department is organized into four major divisions: Patrol Division, Detective Division, Community Policing Division, and Administrative Division. Public Safety support services located in the building include an Emergency Management & Planning Unit and the Fire Marshal's Office.

The Abington Fire Company is located on Horace Avenue, just off the corridor. The fire company is one of five companies

that make up the Abington Township Fire Department. The other companies are: the McKinley Fire Company, the Weldon Fire Company, the Edge Hill Fire Company and the Roslyn Fire Company.

The central resource facility of the Abington Township Public Library is located at 1030 Old York Road, between Old Orchard Road and Adams Avenue. The library also sponsors community programming including teen and adult literacy programs.

The Abington Post Office is located one block west of the corridor on Keith Road.

Medical and Health Facilities

Abington Hospital occupies the largest street frontage along Old York Road study area. The hospital's five properties along the corridor total 29.95 acres. Abington Memorial Hospital is an independent, 570-bed, acute care teaching hospital with a medical staff of more than 800 physicians and 5,000 employees. The hospital has the only Level II accredited trauma center in Montgomery County and includes specialized services in cardiac care, cancer care, maternal child health, and surgery.

Access for emergency vehicles occurs at the intersection of Old York Road and Horace Avenue. Parking for students, outpatients and staff are largely accommodated by the hospital parking garages located at the corner of Old York Road and Horace Road, at Keith Road and Old York Road, and in a parking garage located within the Levy Medical Plaza across the street from the main hospital facility. Overflow parking exists on an AMH-owned lot on the east side of Old York Road and on the Meals on Wheels site located on the east side of Old York Road, just north of the hospital. Parking for the hospital also occurs on side streets adjacent to and near the facility.

A YMCA facility is located on the east side of Old York Road, just south of the intersection with Susquehanna Street. The facility includes a number of health and fitness programs for youth, adults, and seniors, and has a swimming pool, day care, after school programming and camps. According to focus group discussions, parking for the facility may be inadequate, especially during evening and weekend hours.

Religious Facilities

The Old York Road corridor has three centers for worship along the corridor, including the following:

- St. Anne's Episcopal Church, at the northwest corner of the intersection with Old Welsh Road;
- Abington Presbyterian Church, at the southwest corner of the intersection with Susquehanna Road and;
- Beth Am Temple, fronting along Old Old York Road.

These centers act as community centers in Abington and present a strong architectural and historic presence along the corridor.

Several additional religious facilities are located within a half mile of the Old York Road corridor.

Education and Childcare

While no public primary or secondary education facilities are located immediately on the Old York Road corridor, there are a number of facilities located within approximately one-half-mile of the corridor. The presence of these educational facilities generally indicates that students and their families may utilize, or cross, Old York Road at the start of the school day (generally around 8 am) and again at the end of the school day (generally around 3 pm). The presence of students can be apparent in vehicular, pedestrian, bicyclist, and school bus modes. Abington Township School District facilities located

within approximately a one-half-mile of the corridor including the following:

- Highland Elementary School;
- Overlook Elementary School;
- Huntington Junior High School (athletic fields and bus storage only);
- Abington High School, and;
- Abington Junior High School.

The presence of students along Old York Road is particularly relevant as it relates to the Penn State Abington Campus located about a quarter of a mile east of the corridor on Woodland Road. Students of this campus of the Pennsylvania State University live off-campus and most come from some distance away from the campus. With over three thousand full- and part-time students and no on-campus housing, students travel to and from campus throughout the week-day and evenings by various modes. The campus operates a shuttle bus system that picks students up at a number of locations, including the Rydal train station and the parking lot of the Abington Towne Center (operated by special agreement with the owners of the shopping center).

A private nursery school, the Jenkintown Day Nursery, is located at the intersection of Hilltop Road and Baeder Road, just off of the corridor. This day nursery has been in the Abington Township area for over 100 years and participates in the Pennsylvania subsidized day care program, keeping the program affordable for any level of income.

Adult Care and Living

Adult care and living facilities are located adjacent to the Old York Road corridor. A senior living facility, Sunrise, is located east of the corridor on Susquehanna Road.

Additionally, Rydal Park is located further east down Susquehanna Road at the Fairway Valley. These facilities

offer care for adults at varying stages of mobility and independence.

Senior programs are also located at the YMCA and the Abington Public Library, as described previously in this section.

Historic Features

Historic features and community facilities are important cultural elements for Abington Township. Along the corridor are sites identified on the National Register of Historic Places (NRHP), sites in consideration for the NRHP, and certain buildings or locations identified by the Township as being of historical significance. The sites are listed below:

- Old Abington Township High School- This property is the only one on the NRHP and is located at the intersection of Old York Road and Susquehanna Road.
- Abington YMCA- This historic building is eligible for the NRHP designation, was built between 1913-1915, and is still being used today as a YMCA.
- Abington Presbyterian Church and Graveyard- This property is identified by the Historic Preservation Committee as a place of historical significance to Abington Township.
- Noble Station- This train station is one of the few remaining old train station in the township and is recognized a having historical significance.
- Old Abington Junior High School- This building, constructed over two decades and completed in the 1930s, is located on Highland Avenue.
- Tyson Green and Tyson House- Located on Highland Road near Woodland Road this property was owned by the Tyson Family, who helped provide mortar for the construction of Independence Hall in Philadelphia.

- Penn State Abington Campus- The campus, located on Woodland Road between School and Cloverly Roads, was once the Ogontz School for Young Ladies and graduated Amelia Earhart.
- Old Abington Area- This area, at the intersection of Old York Road and Susquehanna Road, is identified as having historical significance due to it being the first village in Abington Township.

1. Historic and Community Resources Map

Vacant and Underutilized Properties

The Vacant and Underutilized properties map has five different designations for properties as follows:

1. Vacant Properties
2. Vehicle Storage
3. Underutilized Properties
4. Underutilized Buildings
5. Surface Parking

These designations indicate properties that may provide opportunities for development and/or redevelopment. Since the Old York Road corridor is largely developed, identifying these kinds of sites is important. When the “modules” of space are relatively small in size (a single house or lot in a row, for example) the opportunity is likely for infill; when the module is larger, however, the opportunity may be for significant new construction.

Along the corridor there are locations of vacant properties, which include the sites of former businesses, now shuttered, as well as sites that have not been occupied recently and remain empty. Properties along the corridor that are defined as vacant, totaling just over 45 acres, include the former Eckenhoff Pontiac dealership site, containing three buildings, along with the former gas station site at the corner of where Hilltop Road and Baeder Road meet Old York Road. Down the Fairway

Valley is a property that is currently being used for vehicle storage by the dealerships across the street but is identified as a vacant parcel. The most significant tract of land that is vacant in the study area around Old York Road is the Rydal Waters site. This land was in the process of being developed as a new residential tract but due to the development corporation going bankrupt, this land is currently unused. Further up the corridor are several other vacant properties, including the site adjacent to the Peace a Pizza restaurant at the corner of Old York Road and Guernsey Road. There are vacant properties close to Rubicam Avenue, including the former Abington Plaza. Close to Moreland Road are a few buildings that are vacant adjacent to Maplewood Avenue.

Underutilized properties are in close proximity to high intensity uses, yet remain relatively low in intensity of uses. Near the Noble Station there are several such properties. Farther up the corridor near the hospital are a number of similar properties. These include Citizens Bank, Meals on Wheels, Republic First Bank and S & S Tire and Auto. In total, there are over 11 acres worth of underutilized properties along the corridor.

Underutilized buildings include structures with available space for lease or use. Included is the Baederwood Shopping Center’s former movie theater. Further north along Old York Road, at the corner of Susquehanna Road, there is a mixed-use building in which both retail and residential properties are for lease. Continuing north on Old York Road past Edge Hill Road, the Digital Plaza currently has space for lease, and near the north end of the corridor there are two properties on opposite sides of Maplewood Avenue in which both buildings (one containing Arthur Murray Dance Studio, and the other Lexi’s Loft), currently have space for lease. These properties represent just less than 3 acres of developable land.

Surface parking is a prominent use along parts of the corridor and auto dealer vehicle storage is a significant percentage of

land area at the southern end of the corridor. Surface parking and Vehicle Storage total 77 and 16 acres respectively in total land used along the corridor. These uses may be accommodated in other ways when land values are high enough and land development prospects are strong.

1. Vacant and Underutilized Properties Map

Pending and Proposed

The Pending and Proposed Development map shows prospective development locations and public improvements and are described below.

The Old York Road Bridge that spans the SEPTA R3 line is deteriorated and in need of improvements. Plans are currently being devised by PennDOT.

The property formerly occupied by the Eckenhoff Pontiac dealership as well as a former gas station, at the southern end of the corridor is currently vacant with no formal plans on record. On The Fairway, the current Baederwood Shopping Center is the site of a proposed 266-unit residential development with accompanying retail uses. There have been no official site plans submitted to the Township. Just up the hill from the Baederwood Shopping Center is the Rydal Waters development that was until recently under construction. The plans for this site were for single-family detached dwellings, but as the development corporation, Elliot Building Group, has recently gone bankrupt the project has stalled and the future of the development is uncertain.

Redevelopment plans are underway for several small properties along Old York Road, such as a former bedding and furniture store property located next to the Houdini Lock and Safe Company. This site is being redeveloped as a bank.

The building at the northwest corner of Susquehanna and Old York Road is not fully leased and has caused problems due to its close proximity to the road right-of-way, leaving it exposed to collisions from trucks as they turn the corner. The Township has plans to condemn and ensure that safety improvements are made to this location. Included would be a widening of the Old York Road sidewalk.

The former Abington Plaza site, at the intersection of Old York Road and Tremont Avenue, is to be redeveloped as a La-Z-Boy store.

Abington Memorial Hospital is continually searching for opportunities to expand their facilities, the hospital has made an informal agreement with residents who live near the hospital not to seek to build or expand past Bockius Avenue to the east and Highland Avenue to the west. The possibility of hospital expansion is thus narrowed to include only properties along Old York Road to the north and south of the hospital complex, and the hospital has plans to build on the parking lot next to the Levy Pavilion on the east side of the street.

1. Pending and Proposed Map

Pedestrian/ Bicycle Circulation

The Pedestrian Facilities Map highlights conditions for pedestrian mobility along Old York Road. This corridor currently does not have any bicycle facilities, such as bike lanes within the road right-of-way and designated bicycle routes.

Sidewalks

Old York Road has virtually continuous sidewalks through the corridor on both sides of the roadway. There is only one instance where sidewalk continuity is lacking near the Rydal

Waters subdivision at Brook Road. The sidewalk in this area has been torn up to prepare for the construction of a new road to connect the subdivision to Old York Road as well as for the construction of the new office building at that same corner. It is expected that once construction has been completed in this area, the Old York Road sidewalk will be restored.

Although sidewalks are present in this area along the corridor, quality tends to vary from one portion of the corridor to another. Overall the quality of sidewalks is high. There are places in which quality drops due to either broken or cracked concrete or narrow sidewalks. The average width of sidewalks is between four and five feet. There are portions in which the sidewalk can narrow down to as little as two feet wide such as near the intersection of Susquehanna Road and Old York Road, on the west side of Old York Road. Sidewalks underneath the Edge Hill Bridge are also narrow at a width of four feet on either side of the street.

Signalized Intersections

There are fifteen intersections on the 2.5-mile-long corridor that have traffic signals and accompanying pedestrian-activated signals. All of the intersections provide curb ramps that are in good shape as well as painted pedestrian crosswalks. The only signalized intersection on the corridor that lacks full pedestrian-activated equipment is at East Moreland Road. The northeast corner of that intersection does not have a phase for pedestrians.

1. Pedestrian and Bicycle Facilities Map

Traffic and Roadway Conditions

Old York Road is classified as an Urban Principal Arterial. Roadway character and features along it remain fairly consistent, with a five-lane section (two lanes in each direction

with a separate left-turn lane). (Urban Principal Arterials are designed to interconnect local and collector roads at somewhat higher speeds with some control of the access to the street).

The study limits are from Rydal Road to Moreland Road. Old York Road connects with the Pennsylvania Turnpike, just north of the study area. To the south of the study area, Old York Road becomes Broad Street and extends to Center City Philadelphia. Major roads to the west of the study area include Route 309 and I-476 (the northeast extension of the Pennsylvania Turnpike). To the east, US Route 1 and Interstate 95 run north and south. US Route 1 provides access for regional traffic, while I-95 provides access along the entire east coast of the United States. Consequently, there is a large volume of traffic traveling regionally on Old York Road.

From a local standpoint, the area is a highly developed commercial spine. This commercial development also attracts traffic to the area. Two train lines, Septa's R-2 and R-3 lines, service this northern suburb of Philadelphia. Vehicular mobility is primarily constrained by numerous traffic signals, 15 over the 2.5 mile length of the corridor.

In the following sections, the traffic volumes along Old York Road, its side streets and the streets running parallel to it are discussed. Existing conditions along the corridor are presented in terms of geometry, parking, bikes and rail lines present.

Vehicular Traffic Volumes

Data obtained from PennDOT's Internet Traffic Monitoring System (ITMS) Website shows daily two-way volumes on Old York Road ranging from around 13,500 to over 15,500 vehicles per day (vpd) through Abington Township. The southern end of the corridor has the lowest volumes. These volumes increase to over 15,500 vpd in the middle of the

corridor and decrease to 15,000 vpd at the northern end of the corridor. Parallel roads in the area carry similar volumes. Easton Road to the west of Old York Road has from 13,000 to over 14,500 vpd. The highest volume along that road is in the section parallel to the middle section of Old York Road. This indicates that traffic traveling on Old York Road might use a side street to access Easton Road and bypass the most congested area on Old York Road. Similarly, volumes on Huntington Pike (S.R. 0232) are highest in the middle section of Old York Road, supporting the theory that traffic traveling on Old York Road might bypass the most congested section of Old York Road in favor of using parallel streets such as Huntington Pike.

In comparing the three parallel roads, Old York Road, Easton Road and Huntington Pike, Huntington Pike carries the most volume (around 22,000 vpd), Old York Road is in the middle ranging from 13,500 to 15,500 vpd, and Easton Road carries the least from 13,000 to over 14,500 vpd. Another parallel road is Valley Road, which runs west of Old York Road and intersects several streets that intersect Old York Road. Valley Road carries 13,700 vpd. Easton Road and Old York Road meet, north of the study area, and provide a connection with the PA Turnpike. Huntington Pike parallels Old York Road to the east.

While there are many cross-streets along this corridor, the five most heavily traveled are Moreland Road (10,800 vpd), Old Welsh Road (13,200 vpd), Highland Avenue (11,000 vpd), Susquehanna Road (14,600 -17,800 vpd) and The Fairway (11,300 vpd). From a regional perspective, these cross-streets provide access to a number of destinations.

East of Old York Road, Old Welsh Road transitions into Welsh Road and provides a connection to US Route 1 and I-95. West of Old York Road, Old Welsh Road intersects Easton Road. According to recent traffic counts obtained from DVRPC, a

significant amount of traffic utilizes this route by turning left from the northbound approach of Old York Road and conversely, turning right from Old Welsh Road onto Old York Road. Moreland Road (north of Old Welsh Road) and Edge Hill Road (south of Old Welsh Road) connect with Old Welsh Road east of Old York Road providing an alternate route for traffic originating north and south of the study area to access US Route 1 and I-95, thereby bypassing the center of the study area, which according to the data from PennDOT's ITMS website, tends to be the most congested. The traffic counts obtained from DVRPC for this intersection also indicate that a significant amount of traffic is utilizing Moreland Road west of Old York Road. Again, traffic turns left from Old York Road onto Moreland Road and right from Moreland Road onto southbound Old York Road. The Fairway provides an additional connection for traffic originating south of the study area to access US Route 1 and I-95 by means of Valley Road and Huntington Pike to Welsh Road.

West of Old York Road, Moreland Road becomes Welsh Road, which provides a connection to Route 309 south of Montgomeryville. Susquehanna Road provides a connection to the PA Turnpike and thus is an important connection to Old York Road. Highland Avenue has likely become a popular alternate route to Susquehanna Road, as it runs parallel to Old York Road and provides vehicles a means to avoid the intersection of Susquehanna Road and Old York Road.

While Old York Road is the primary road that we are concerned with as part of this study, it is clear that other roads in the area help in creating a network of roads to facilitate movement of vehicles through the area. The volume of traffic traveling in this network, combined with the high percentage of turning vehicles onto the cross-streets, result in significant levels of congestion during the peak periods.

Peak period traffic counts obtained from PennDOT show relatively balanced directional traffic flow. During the morning peak southbound volumes are slightly heavier along Old York Road while in the evening peak the northbound volumes are slightly heavier. The patterns along are typical commuting patterns favoring travel towards the City of Philadelphia.

Off-peak vehicular congestion along Old York Road also needs to be evaluated when considering the corridor. Significant contributors include traffic traveling to major destination shopping centers such as the Willow Grove Mall, The Fairway and Baederwood Shopping District and Abington Shopping Center. However, the entire Old York Road corridor has a number of retail locations, restaurants and other local businesses. Also, the Abington Free Library, YMCA, Abington's Hospital and other municipal buildings are located along the corridor. Consequently, there are a number of driveways lining the road, creating many conflicts as traffic is entering and leaving these establishments.

Roadway Geometry and Traffic Control

Old York Road is primarily a five-lane Suburban Arterial with two travel lanes in each direction and a center left-turn lane within a fifty-five-foot paved cartway. Old York Road from Rydal Road to Baeder Road has a speed limit of thirty-five miles per hour. North of Baeder Road, the speed limit is forty miles per hour. No shoulders or on-street parking are provided in the study area, though all sections of the road are curbed. Sidewalks are located on both sides of the street immediately adjacent to the roadway. From Rydal Road to Horace Avenue there is a mountable median. North of Horace Avenue the median varies from a mountable to a landscaped median.

There are 15 signalized intersections and a number of unsignalized intersections in the corridor. At each signalized intersection, there is at least a separate left-turn lane and two through lanes (with a shared right-turn lane) on Old York Road and the side street has a shared left-through-right lane and one receiving lane. In some sections, the pavement is widened to provide a separate, northbound right-turn lane. These intersections include The Fairway, Highland Avenue (the entrance to Giant), London Road and Wheatsheaf Road (the entrance to Target).

Similarly, some side streets have different lane configurations to accommodate heavier travel patterns. Cloverly Road has a separate right and left-turn lane. The eastbound approach of Baeder Road has a separate left-turn lane, separate through lane, and a right-turn that acts as a channelized right. The westbound approach of The Fairway has separate dual left-turn lanes and a separate shared through-right turn lane. Susquehanna Road has separate left-turn lanes on both approaches. Horrace Avenue has a separate left-turn lane on the eastbound approach. Woodland Road is one-way into the hospital entrance located on the west side of the road. Keith Road and Highland Avenue have separate left-turn lanes on the eastbound approach. London Road has a separate right-turn lane westbound. Old Welsh Road has a separate eastbound left-turn, through and right-turn lane. Moreland Road has a separate eastbound right-turn lane.

While there are no significant vertical curve issues in the area, there are several horizontal curves in the area that result in sight distance situations that are not optimal. Some examples include the horizontal curve on Old York Road north of the intersection with The Fairway and north of Canterbury Road. There is an overpass located at the Septa R-3 line and an underpass at Edge Hill Road. The underpass results in a sight distance situation that is less than ideal.

Several roads intersect Old York Road at acute angles, such as Rydal Road and Cloverly Avenue, Rodman and the Noble Station entrance, Keith Road, Wheatsheaf Road and Old Welsh Road. This type of intersection results a number of problems, such as site distance, atypical alignment, and horizontal problems with regard to turning radii.

As previously stated, sight distance is a challenge in the area. Several buildings are located in close proximity to the edge of the road creating sight distance problems. This proximity also interferes with the turning radius of vehicles, especially trucks. In some instances, trucks have been known to physically hit the sides of a building in an attempt to transverse a turn.

The study area is a highly developed commercial region with numerous access points provided to parking areas designated to support the commercial-type developments located parallel to Old York Road. Sometimes these access points lack clear definition and the entire store frontage acts as a driveway instead of having a driveway designated by curb cuts. Individual residences, however within this section typically do not have driveway access to Old York Road, but rather have rear or side street access to their properties.

1. Roadway Functional Classification Map
2. Roadway Jurisdictional Map
3. Roadway Intersection Configurations Map

Transit Facilities

Public transportation comprises an important component of the mobility system within the study area. For many residents, incoming commuters, and visitors who do not have cars, it represents the only possible way to travel within and beyond the corridor. For others who have a car, the convenience and economy of public transportation encourages its use. While transit is no longer the dominant mode of transportation, it still

can influence and shape development patterns. Moreover, the mature transit network and its proximity to major regional hubs can influence land use decisions and assure the economic vitality of the area. This section presents a description of the Southeastern Pennsylvania Transportation Authority (SEPTA) transit system in terms of the service available to residents, employees and other trip generators. The Old York Road corridor is served by numerous forms of transit including two Regional Rail Lines, R3 West Trenton line and the R2 Warminster, as well as two busses, route 22 and 55.

Service Descriptions

The R3 West Trenton line runs from Center City Philadelphia to West Trenton in New Jersey. There is one station in direct proximity to Old York Road, Noble Station, near Baeder Road. Farther down the line is Rydal Station, located at Susquehanna Road and Washington Lane. Both stations on the R3 West Trenton line provide off-street parking for commuters.

The R2 Warminster line runs from Center City Philadelphia to Warminster, northeast of Philadelphia. There are two stations along the R2 line in proximity to the corridor; Roslyn Station is located at Easton and Susquehanna Roads, and Crestmont Station, at Rubicam Avenue and Rockwell Road.

The Route 55 bus traverses the corridor while the Route 22 bus runs in close proximity to it. The Route 55 bus runs from the Olney Station in Philadelphia, where it connects to the Broad Street Subway, to Willow Grove. This Route runs along the entire length of Old York Road in Abington Township, making over 30 stops along the way.

The Route 22 bus does not run on any portion of Old York Road but follows the nearby Easton Road. This route connects riders with Warminster in Bucks County to the north and the Olney Station to the south.

Ridership

The R3 West Trenton Regional Rail line's Noble Station has a daily ridership of about 210-220. The inbound train, traveling toward Center City, boards 190 passengers while 31 depart the train. The outbound train, traveling toward West Trenton, boards 21 while 195 depart. There are 61 parking spaces available for use at this station, while typically 54 of them being utilized. Rydal Station is utilized by 85 passengers a day and has a parking capacity of 43 with a utilization level of 27.

The R2 Warminster line's Roslyn Station boards 204 passengers on a typical weekday and departs 146. The parking capacity is 87 with a utilization level of 80. The Crestmont Station boards 61 passengers, departs 57, and has a parking capacity of 24 with 24 being utilized.

The Route 55 bus is a very heavily utilized route. Throughout a typical weekday this route serves 2,600 passengers both

northbound and southbound. There are certain stops on Old York Road in Abington Township that have a higher-than-average number of people boarding and alighting than others. Intersections such as at the Fairway, Horace Road, Woodland Avenue and Susquehanna Road support high numbers of riders due to their proximity to institutions, retail shopping centers and other destinations. The stops that serve the Abington Memorial Hospital near Woodland Road have 154 passengers either board or exit the bus going both northbound and southbound. The next stop on the line, at the corner of Horace Avenue and Old York Road, has 84 people board or alight from the bus on a typical day, making it the second busiest stop along the corridor. The two other frequently used stops along the corridor were at Susquehanna Road with approximately 67 passengers and The Fairway with 75 total passengers.

1. Transit Facilities Map