Montgomery County Planning Commission

Walk Montco
October 26, 2015
Ambler Theater

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Our methodology

- Open call for applications
- We held a public event with a presentation on what makes walkability important, an audit of a small area, brainstorming sessions, and a final report
- 4 community partners
  - Cheltenham – A Safe Route to School
  - Whitemarsh – Suburban Commercial Corridor
  - Abington – Transit Oriented Development
  - Hatfield Borough – A Traditional Downtown
- Preliminary meeting with each municipality and a local task force
- Second meeting was audit
- Participation and feedback from both SEPTA and PennDOT
And our online methodology
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This difficult intersection is better for walkers than it used to be, but is still treacherous. A better situation at Church and Limekiln might encourage walkers to avoid it altogether, which would be good for everyone. Is there a possibility of being able to cross at Church and Limekiln and then take steps, or a ramp up to Easton? Both these intersections are difficult and drivers are not looking out for walkers.
Our Audit Areas
Why Noble Station?

- New high level platforms
- New shelters
- New stairs, ramps, and sidewalks
- Parking garage
- Storage track
- Current budget is $53 million
- Construction schedule is 2021 to 2027
Noble Station Study Area

1. Pedestrian access to station from north side of Old York Road is difficult.
2. Poor pedestrian access to station.
3. Confusing intersection.
4. Intersection difficult to cross and cars park on sidewalk.
5. Roundabout confusing for pedestrians and drivers.
Noble Station Study Area

1. Intersection provides safe but non-direct route for pedestrians.

2. Sidewalk is close to road and no direct pedestrian connections to buildings.

3. No clear pedestrian connections from train station platform.
Noble Station Study Area

1. Cars park on sidewalks along Harte Road.
2. Long crossing of Old York Road is challenging for pedestrians.
3. Crossing The Fairway and Old York Road is time consuming.
4. Crossing of The Fairway is challenging, and no sidewalk to station.
Access to Downtowns – Hatfield Borough
Why Hatfield Borough

- A downtown area with a core of commercial uses with some nearby religious institutions, residential neighborhoods, and employers
- The borough has always been interested in revitalization and making the downtown an attraction
- A bus line runs through the borough – but so does a lot of automobile and truck traffic, with many cars headed for the nearby Pennsylvania Turnpike interchange
Hatfield Borough Study Area
Market Street

1. Sharp curve is hazardous.
2. Driveway entrance(s) are too wide (and not ADA compliant).
3. Informal rail crossing is illegal and potentially dangerous.
1. Bus stop sign is beyond automobile stop bar, no place for transit users to wait.

2. Existing crosswalk is in the wrong place; the rest of the intersection lacks crosswalks.

3. Trail entrance is not evident to visitors/potential new users.
Safe Routes to School –
Cheltenham Elementary
Why Cheltenham Elementary?

- Strong walking base – 199 eligible walkers of 400 students
- Grades K-4 require different safety standards
- Hazardous corridors or intersections near school
- Past or current efforts to encourage student safety and health through education
- Strong stakeholder support
Cheltenham Elementary Study Area
Ashbourne Road

1. Outdated school zone sign.
2. On-street parking blocks visibility of exiting students.
3. Left turn into driveway blocks westbound traffic on Ashbourne Road.
4. Idling vehicles reduce the air quality near the school.
5. Parked cars conflict with bus stop and encroach on sidewalk.
Moving Forward

- Montgomery County Health Department
- Walk to School Day - October 7th
Why Germantown Pike?

- Strong walking potential – commercial core surrounded by residential communities
- High traffic volumes, multiple lanes of travel, mixed conditions for pedestrians (17,500+ vpd in 2008)
- Longstanding efforts to upgrade sidewalks
- Strong stakeholder support; businesses understand need to improve walkability in area
Germantown Pike and Joshua Road

1. The shopping center is not connected to sidewalks.
2. The commercial walkway is cluttered with obstacles.
3. The pedestrian landing is separated from the building.
Germantown Pike and Joshua Road
Questions and Comments?

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