



Township of
ABINGTON
Master Bicycle Plan

DRAFT





Draft - September 2015

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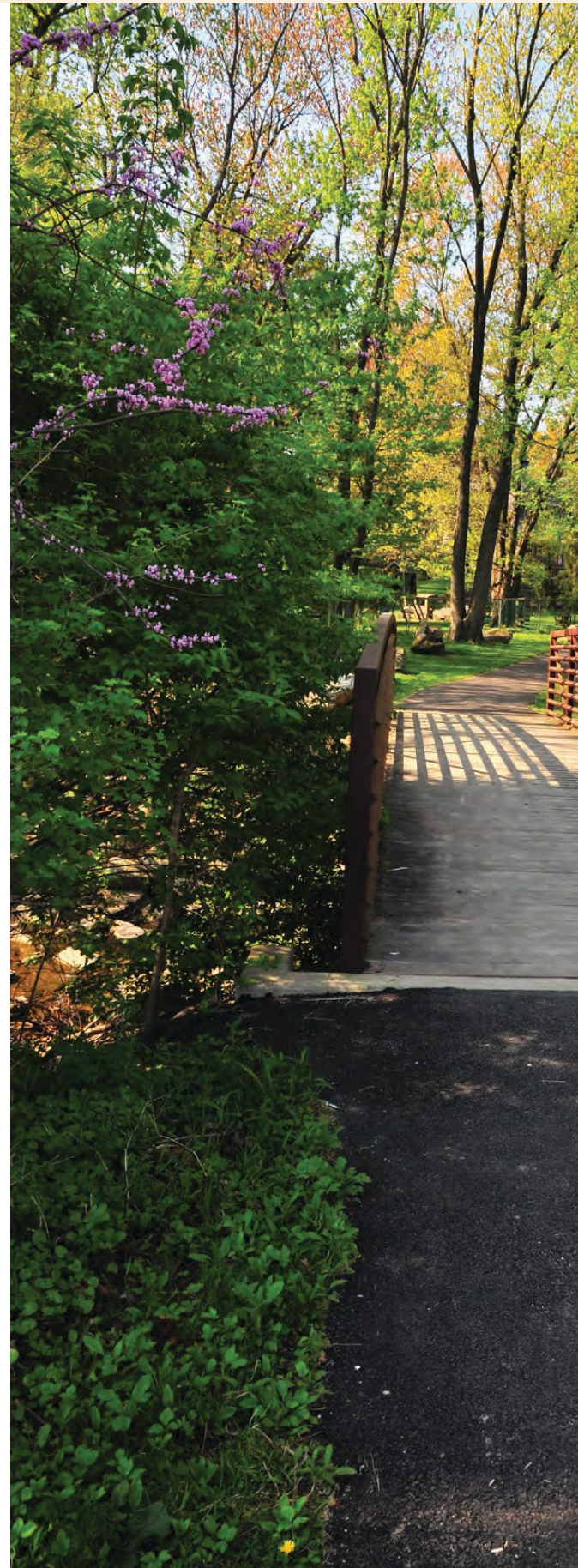
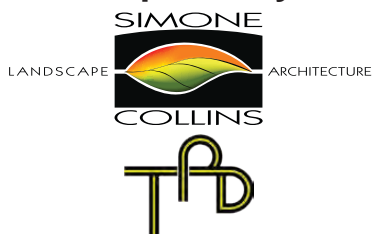


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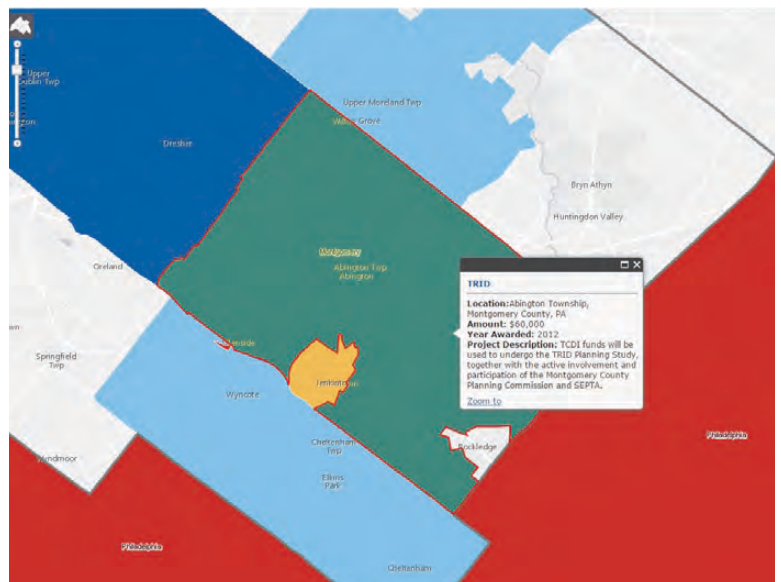




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Introduction Study Purpose, Goals, and Objectives

As an effort to enhance its bicycle network and plan for future transportation needs, Abington Township commissioned this study to develop a comprehensive, township-wide network of bicycle routes and trails that link individual neighborhoods and various destinations in and around the Township. The Township applied for, and received a Transportation and Community Development (TCDI) grant from the Delaware Valley Regional Planning Commission (DVRPC) to complete this Township Master Bicycle Plan. This plan is intended to serve as a guide for the development of future bicycle facilities in the Township.



Township Master Bicycle Plan Goals

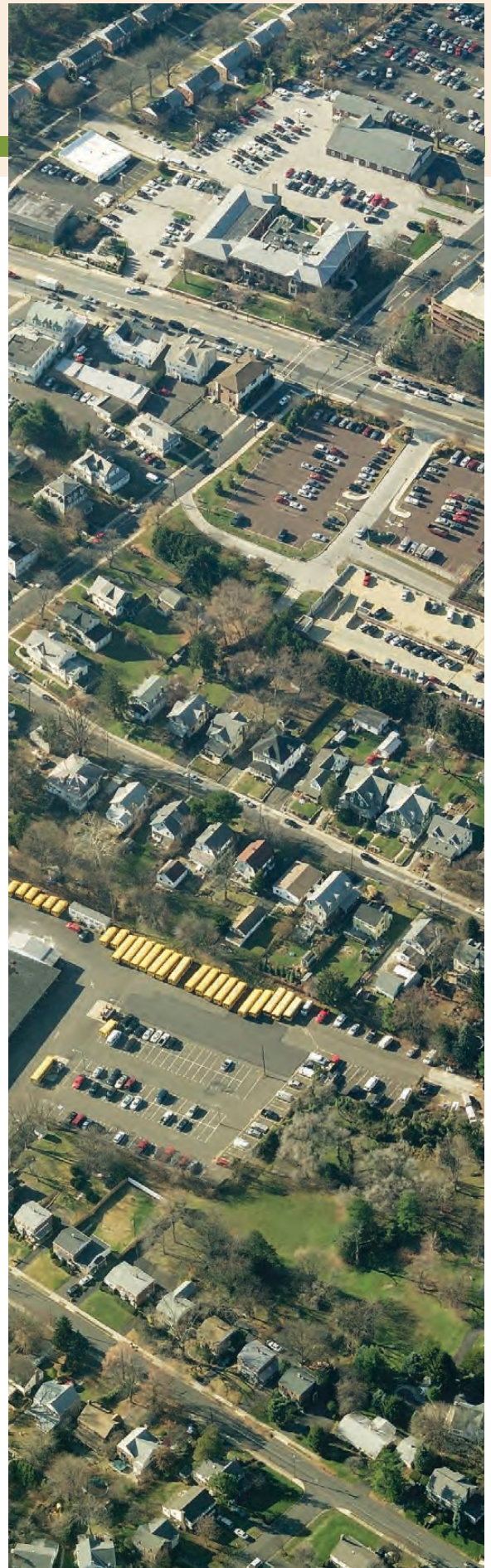
The goals of the Abington Township Master Bicycle Plan are to:

- Develop a Township-wide Bicycle Network
- Plan for future transportation needs
- Link neighborhoods and important destinations within the Township
- Provide linkages to trails and destinations in adjacent municipalities
- Link Abington Township to the regional trail network
- Accommodate bicycling in the Township as an alternative mode of transportation
- Provide additional recreational opportunities
- Qualify for and quantify the need for future grant funding for design and construction of proposed bicycle facilities from various funding sources

Township Master Bicycle Plan Objectives

Objectives of the Abington Township Master Bicycle Plan are to:

- Inventory and analyze the existing bicycle facilities, trails, parks, important destinations, and other relevant features in the Township
 - Provide recommendations for new bicycle routes and other related facilities
 - Perform a level of comfort analysis for proposed bicycle routes
 - Develop an estimate of probable cost for construction of proposed improvements
 - Develop a recommended phasing plan for construction of improvements
 - Develop a strategy for acquiring future funding for design and construction of proposed bicycle facilities

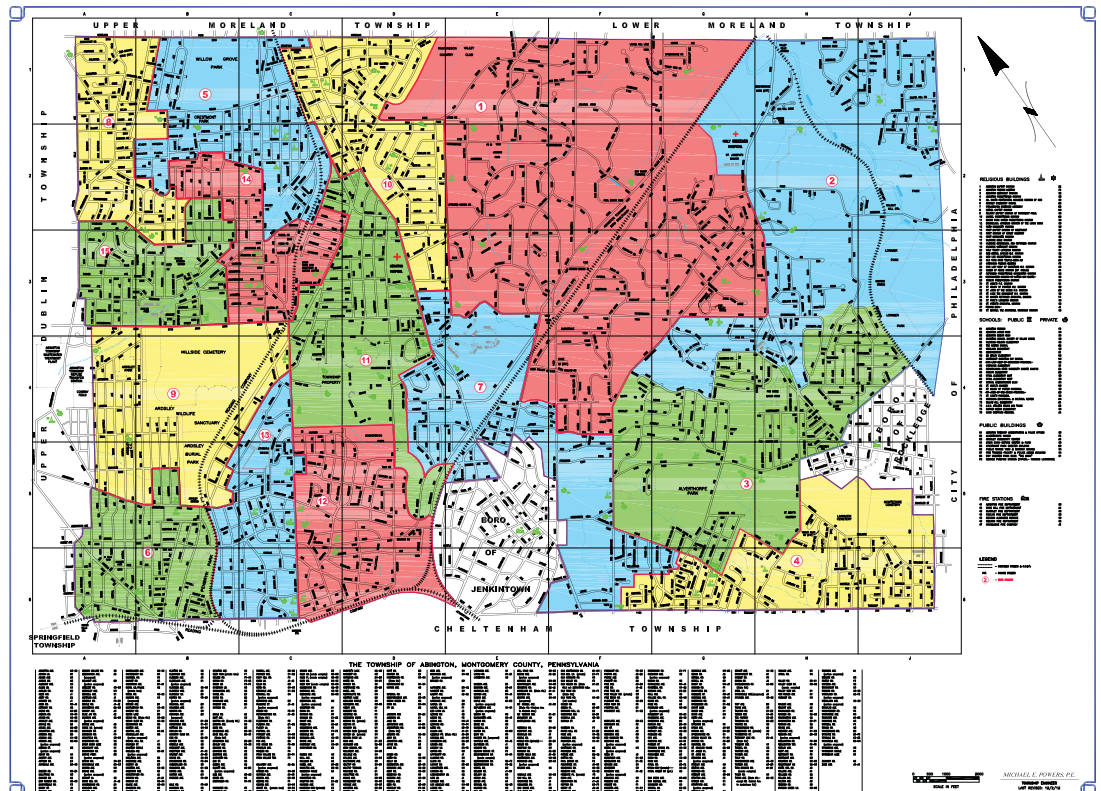


Township Background

Abington Township is located in Montgomery County, Pennsylvania within the Philadelphia metropolitan area. The Township is approximately 13 miles north of downtown Philadelphia and has an approximate land area of 15.5 square miles. The Township is one of Montgomery County's oldest communities as it was incorporated in 1704. The Township is governed by a fifteen member Board of Commissioners with each member representing one of the fifteen wards in the Township.

Demographics

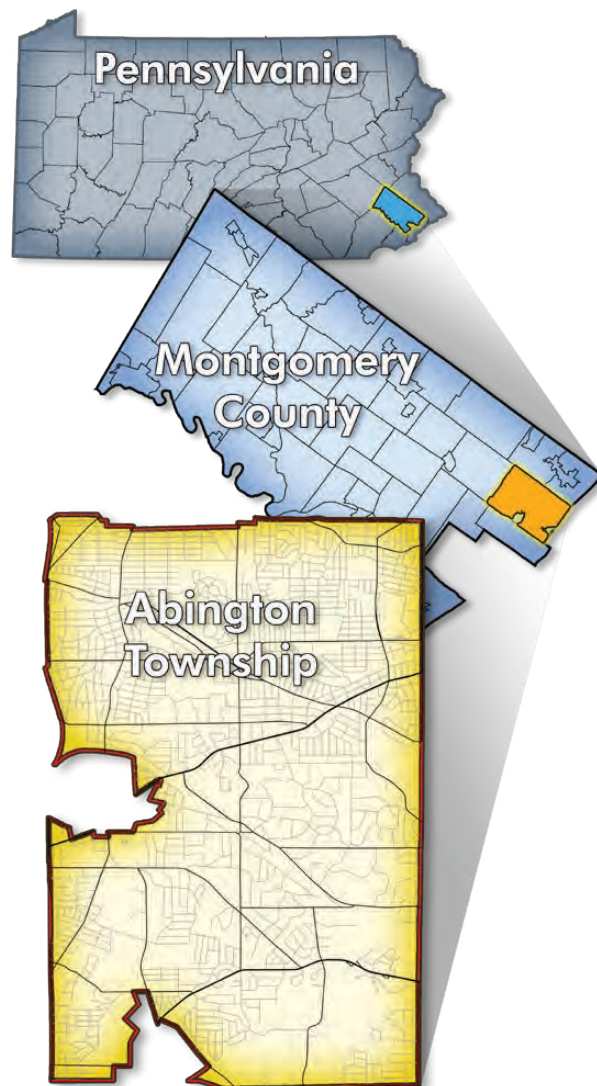
According to the 2010 census, Abington Township has a population of 55,310 which is the second most populated municipality in Montgomery County behind only Cheltenham Township. The Township is primarily a densely populated residential suburb with a population density of 3,603.3 inhabitants per square mile. In 2010, there were 21,252 households with an average household size of 2.56. The median age in the township was 42 years and the median income per household was \$77,363.



Regional Context

The regional context map shows the relationship between Abington Township, Montgomery County and the State of Pennsylvania. Abington Township is bordered by 8 other municipalities: Upper Dublin Township, Upper Moreland Township, Lower Moreland Township, City of Philadelphia, Rockledge Borough, Cheltenham Township, Jenkintown Borough, and Springfield Township. The Township is traversed by several major arteries including Old York Road (SR 611), Huntingdon Pike (SR 232) and Easton Road. Old York Road is the most heavily traveled roadway and it connects Abington to the Pennsylvania Turnpike (Interstate 276) about 1.5 miles to the north of the Township.

Abington has several neighborhoods. These include Willow Grove, Roslyn, Glenside, Rydal, North Hills, and Meadowbrook. Recently, Glenside has become one of Abington's major business districts that's provides a variety of shops, cafes restaurants, banks, community services, and other commercial establishments with a walkable setting. Largely because of the increasing popularity of Abington's neighborhoods combined with the Township's proximity to Philadelphia and easy access to interstate 276, Abington Township is a fully developed community.





Benefits of Trail and Bicycle Facilities

Trails and bicycle routes can provide multiple economic, social, and health benefits to a community. According to a study by The Rails to Trails Conservancy titled *Economic Benefits of Trails and Greenways*, the economic benefits of trails can include increased property values for nearby properties. One of the social benefits is that they provide additional opportunities for community interaction among neighbors and can contribute to an improved quality of life.

Trail facilities can improve the community's general health and well-being through additional opportunities for regular physical activity. Depression, obesity and diabetes are chronic diseases directly related to the physical inactivity and unhealthy eating habits associated with a sedentary lifestyle. The US Department of Health and Human Services, Centers for Disease Control and Prevention (CDC) reports that more than one-third (35.7%) of U.S. adults are obese, and the estimated cost of obesity in the United States in 2008 was about \$147 billion. Annual medical costs were estimated to be \$1,429 higher for the obese than those of normal weight, in 2006. The 2012 obesity rate for the State of Pennsylvania is 29.1%.

The CDC Guide for Strategies to Increase Physical Activity in the Community indicates that "improved pedestrian infrastructure may promote physical activity by making walking and cycling more appealing, easier, and safer." For more information on these facts as well as other programs promoting healthy lifestyles by the CDC, please refer to their website: <http://www.cdc.gov/HealthyLiving/>

The opportunity for physical activity that trails can provide not only fights obesity and related diseases, but has also been shown to result in reduced health care costs, increased work productivity, and increased life expectancy.

Additionally, using bicycling as a means for commuting can have added benefits such as traffic reduction and environmental benefits such as the reduction of hazardous wastes, transportation emissions and the need for petroleum fuel.







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Inventory & Analysis

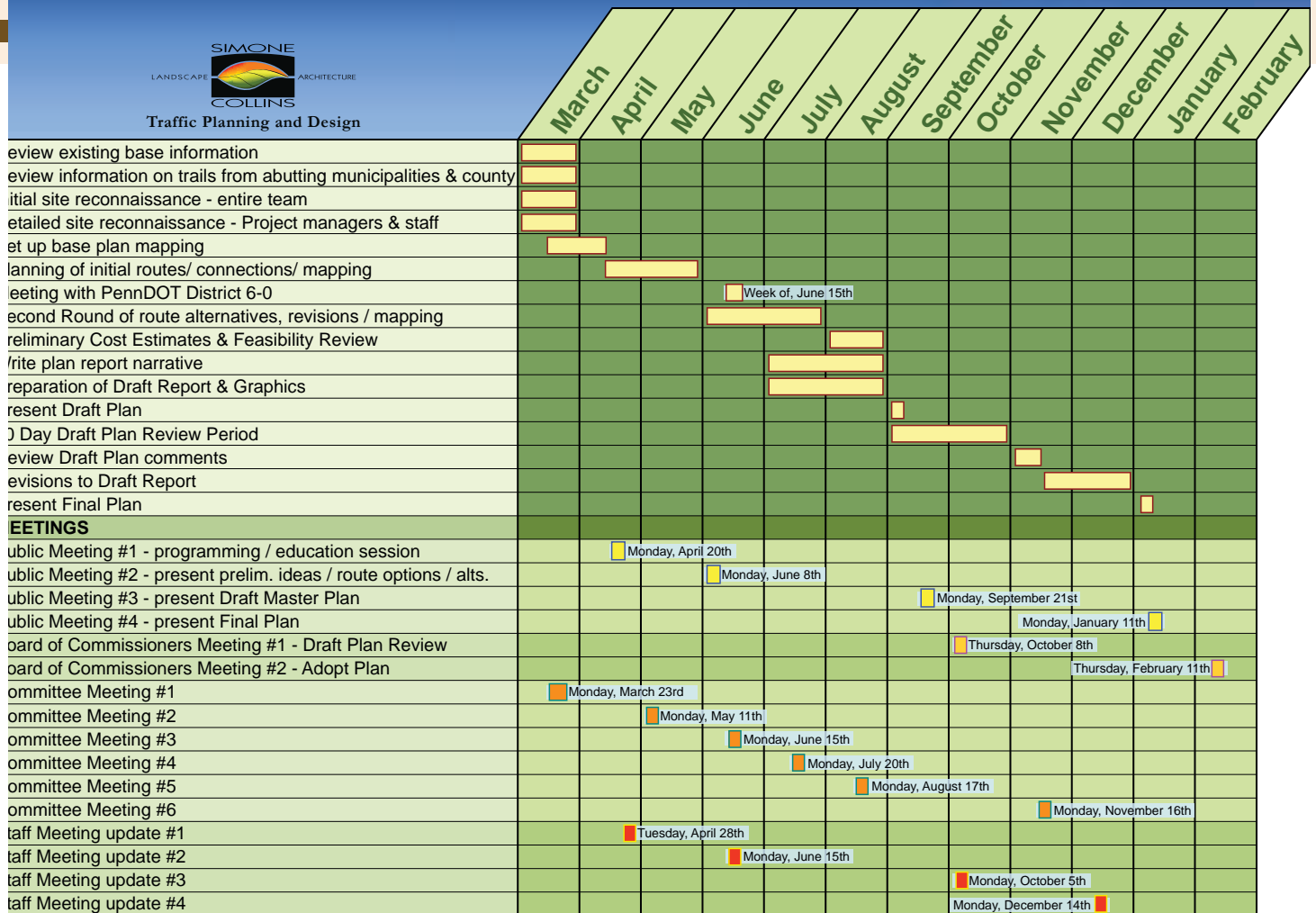
Data Collection & Methodology

Data found within this report was compiled from many different sources, including Abington Township, Montgomery County, Delaware Valley Regional Planning Commission, previous planning efforts to date, and new field reconnaissance data obtained by the consultant.

Geographic Information System (GIS) base map information was used to prepare field maps and preliminary planning documents consisting of the base aerial photography, municipal boundaries, roadways, parcels and other identifying features.

The consultants performed initial field reconnaissance on 3/17/15 and 5/4/15 to inventory, analyze and document existing conditions. Field data was recorded by the consultant onto the field maps, and photographs were taken of existing site conditions for use in evaluating trail alignment alternatives. Follow-up field verification of proposed alignments was conducted on 6/29/15 to verify the feasibility of the conceptual trail alignments.

The project was guided by a Township Master Bicycle Plan committee. The committee provided valuable insight and advice to the consultant for development of the plan. A series of public meetings, study committee meetings, and meetings with various stakeholders were held throughout the planning process. These meetings provided additional information and important community feedback that contributed to the development of the Abington Township Master Bicycle Plan.



Public Participation Summary

Public participation was an important piece in the development of the Township Master Bicycle Plan. Public meetings were held to involve residents and other interested community members by soliciting input about existing conditions and desired improvements. The meetings also help to keep the community aware of the project status and to address any comments, questions, or concerns about the project. Below is a list of the meetings held by the consultants during the development of the Township Master Bicycle Plan:

- March 23 – Committee Meeting #1
- April 20 – Public Meeting #1
- April 28 – Staff Update meeting #1



The consultants while out during field reconnaissance were able to speak with trail users and gain extra insight



May 11 –	Committee Meeting #3
June 8 –	Public Meeting #2
June 15 –	Committee Meeting #3 / Staff Update Meeting #2
July 20 –	Committee Meeting #4
August 17 –	Committee Meeting #5
September 21 –	Public Meeting #3
September 28 –	Public Works Meeting
October 8 –	Board of Commissioners Meeting #1
November 16 –	Committee Meeting #6
December 14 –	Staff Update Meeting #4
January 11 –	Public Meeting #4
February 11 –	Board of Commissioners Meeting #2

Attendance lists and meeting notes from all of the public and committee meetings can be found in the appendix of this report.

Committee Meetings

The planning process was driven by a 12 member project committee that included representatives from across the Township. Project committee members included:

Cassidy Boulan, Transportation Planner, DVRPC, Office of Transit, Bicycle, & Pedestrian Planning

Alan Freed, Traffic Safety Officer, Abington Police Department

Dr. Jeffrey Fecher, Assistant Superintendent, Abington School District

Steven Kline, Commissioner of Ward 1 and Vice President of the Board of Commissioners

Michael LeFevre, Township Manager

Scott Marlin, Assistant Township Engineer

Ed Micciolo, Director of Public Works

Angelo Pontelandolfo, Superintendent of Highways

Michael Powers, Township Engineer

Tara Wehmeyer, Assistant Township Manager and Economic Development Coordinator

Benjamin Sanchez, Commissioner of Ward 7

Michael Stokes, Assistant Director, Montgomery County Planning Commission

The committee held 10 meetings throughout the process. All committee meetings were also open to the public. The project schedule is shown below. Notes and other information from all the meetings and the public participation process can also be found in the appendix of this report.

Public Meetings

Four public meetings were held during the course of the project. Summaries of these meetings are as follows:

April 20, 2015—Public Meeting #1

Steven Kline, Commissioner of Ward 1 and Vice President of the Abington Township Board of Commissioners, began the meeting by welcoming those in attendance, introducing the project committee and planning consultants, and giving a brief introduction of the project. The planning consultants then discussed the project schedule and scope, gave a general introduction to trail planning, and discussed some of the Township's existing features and important destinations. Following the presentation by the planning consultants, the meeting was opened up for public discussion. Suggestions from meeting attendees were categorized as "goals", "facts" and "concepts". Refer to the meeting minutes in the appendix of the report for a summary of the responses solicited from public meeting attendees.



June 8, 2015 – Public Meeting #2

Following a brief introduction by Steven Kline, Commissioner of Ward 1 and Vice President of the Abington Township Board of Commissioners, the planning consultants discussed the project schedule and scope, gave a general introduction to trail planning, and discussed some of the Township's existing features and important destinations. The consultants then detailed the preliminary map of proposed bicycle routes throughout the Township. Following the presentation by the planning consultants, the meeting was opened up for public discussion. Suggestions from meeting attendees were categorized as “goals”, “facts” and “concepts”. Refer to the meeting minutes in the appendix of the report for a summary of the responses solicited from public meeting attendees.



September 21, 2015 – Public Meeting #3

At the third public meeting, the planning consultants presented the draft Township Master Bicycle Plan to the public. The consultants discussed the proposed bicycle routes within the Township, probable development costs, implementation priorities, and potential funding sources. Refer to the meeting minutes in the appendix of the report for a summary of the responses solicited from public meeting attendees.

January 11, 2016 – Public Meeting #4

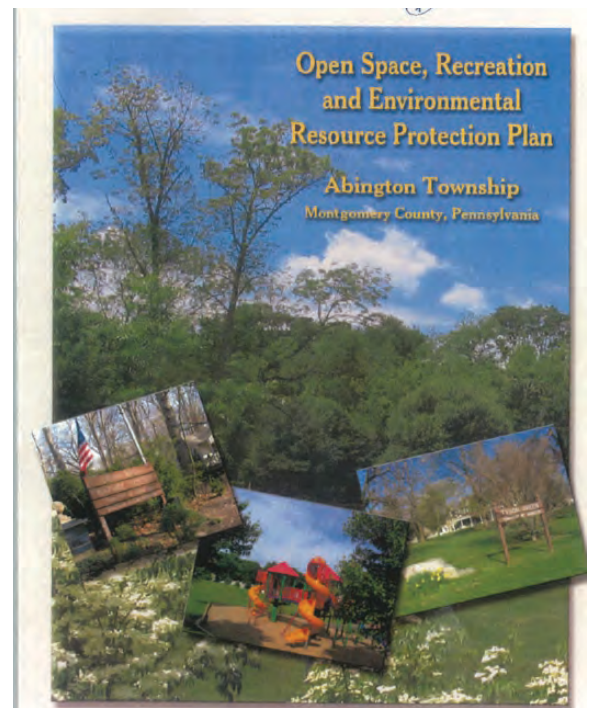
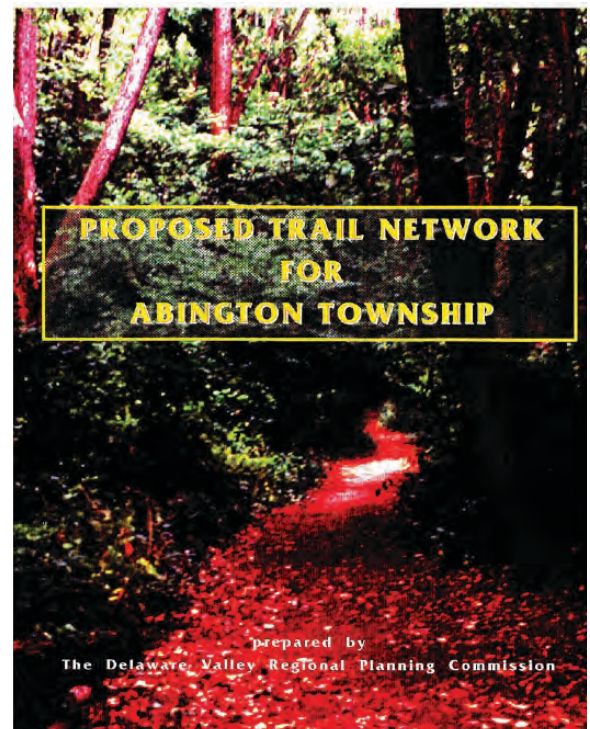
At the final public meeting, the planning consultants presented the final Township Master Bicycle Plan to the public. The consultants discussed changes that were made to the plan since the draft. The presentation included a summary of the proposed bicycle routes within the Township, probable development costs, implementation priorities, and potential funding sources. Refer the meeting minutes in the appendix of the report for a summary of the responses solicited from public meeting attendees.

Summary of Existing Planning Documents

Proposed Trail Network for Abington Township, DVRPC, 1998 – The 1998 plan provides recommendations for a proposed trail network of both on-road and off-road trails that connect many important destinations in Abington. The recommendations and routes suggested in this plan were reviewed and analyzed to determine whether they remain feasible. The network presented in this Bicycle Master Plan update expands and enhances the trail routes proposed in the 1998 plan.

Comprehensive Plan Update for Abington Township, 2005 - Adopted in 2005, the current Township Comprehensive Plan updates the Comprehensive Plan previously completed in 1992. The plan serves as a planning guide for Township officials and sets forth recommendations for future arrangement of land uses, zoning changes, design improvements, and preservation of important Township features. The Township Master Bicycle Plan remains consistent with recommendations of the Comprehensive Plan. Chapter 9 of the plan discusses bikeways and indicates that consideration should be given to their future development as part of the Township infrastructure.

Open Space, Recreation, and Environmental Resource Protection Plan, 2006 – This update to the Township Open Space, Recreation,





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Cheltenham Township Open Space Plan, 2006 – This plan, which updates the previous Comprehensive Plan completed in 1995, was partially funded by the Green Fields/Green Towns Program. The Green Fields/Green Towns Program was a 2003 referendum passed in Montgomery County to fund open space and green infrastructure projects. The funding was distributed to municipalities, non-profit organizations and the County to preserve more open space and enhance the livability of Montgomery County communities. One condition of the grants was that municipalities must complete and adopt an updated Open Space Plan.

Abington Township Master Bicycle Plan - 13

proposed trails through the Township. These existing and proposed trails were inventoried and analyzed to seek opportunities to link Abington Township to Cheltenham Township which it borders to the south. Currently, none of Cheltenham Township's trails make direct connections to Abington Township.

Jenkintown Borough Community Revitalization Plan, 2010 – This plan, completed in 2010 outlines an initiative to boost Jenkintown's retail core through an enhanced pedestrian network. The Abington Township Master Bicycle Plan seeks to complement this initiative by proposing bicycle facilities that connect to this retail core and other important Borough destinations outlined in the Revitalization plan.

Lower Moreland Township Open Space Plan, 2006 – This plan updates the Lower Moreland Township Open Space Plan of 1996 and contains key planning elements in accordance with the Montgomery County Green Fields/Green Towns Program. The plan also outlines existing and proposed trails and open space linkages within the Township. The open space linkages plan was analyzed to determine the most appropriate connections between the two municipalities. Lower Moreland Township borders Abington Township to the north. One prominent trail connection already exists along the Pennypack Trail which traverses both Townships.

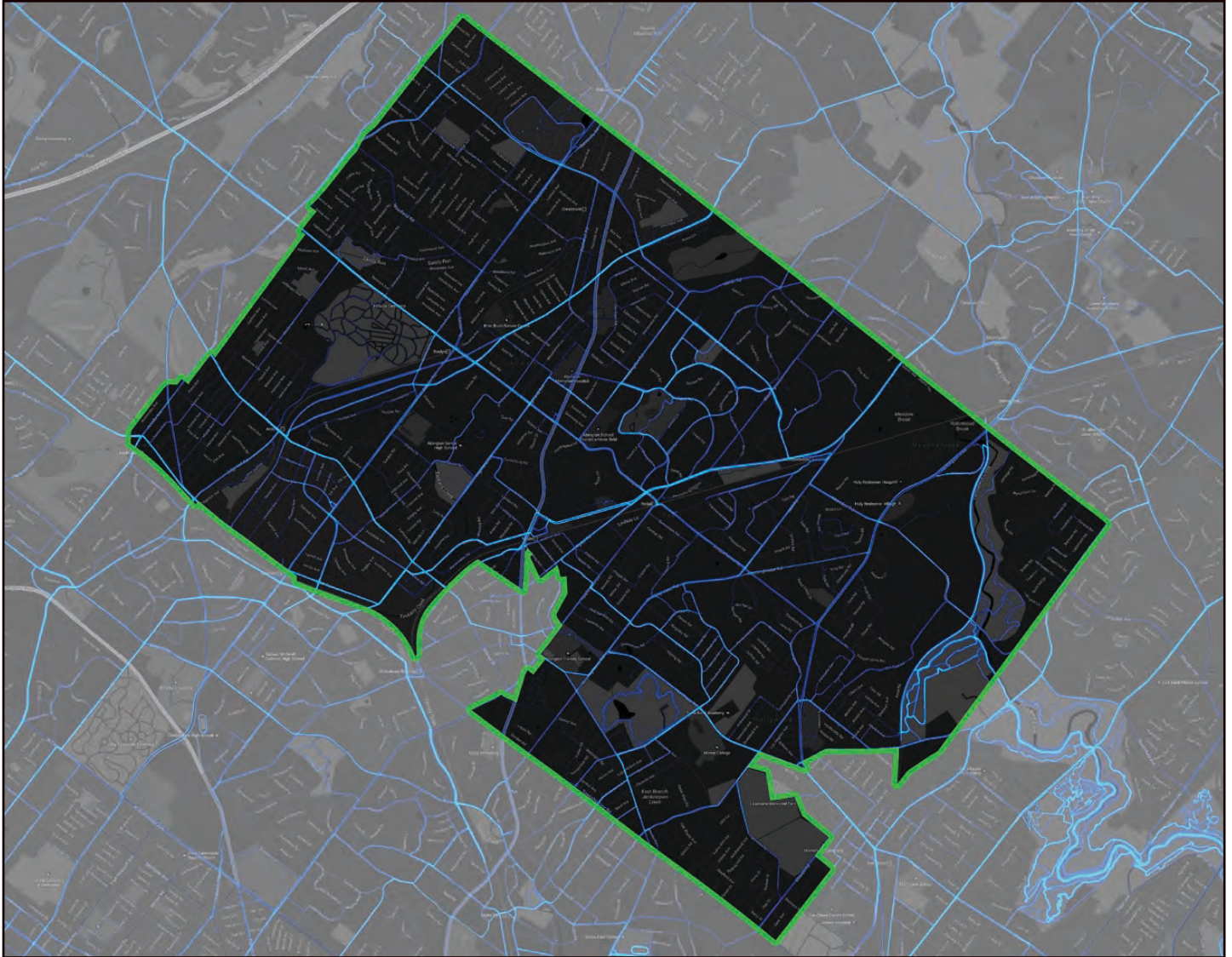
Springfield Township Open Space Plan, 2005 – Completed in April of 2012, the Springfield Township Open Space Plan was partially funded by the Montgomery County Green Fields / Green Towns Program. The plan contains over eighty recommendations for open space projects in the Township. The plan also includes a map of existing and future trails within the Township. Existing trails in Springfield are minimal. While there are currently no direct bicycle or trail connections to Abington from Springfield Township, the Cresheim Valley Trail is a regional trail that is proposed in Springfield Township. The Cresheim Valley Trail, when constructed, will connect the Wissahickon Green Ribbon Trail to Cheltenham Township and beyond to the Wissahickon Trail in Philadelphia. It is also proposed that the Cresheim Valley trail will link to the Tookany Creek Trail which is



expected to run along the western border of Abington Township. Both the Cresheim Valley Trail and the Tookany Creek Trail are part of the "Circuit".

Upper Dublin Sidewalk, Bicycle Path, & Trail Master Plan, 2008 – Upper Dublin borders Abington Township to the northwest. This map outlines the existing and proposed trails within the Township. The plan distinguishes between Township trails, trails by private developers, and County trails. These trails were inventoried and analyzed to determine the most appropriate connections between the two municipalities. There are two direct connections to Abington Township outline on the map. These connections are along School Road and Susquehanna Road.

Upper Moreland Township Open Space Plan, 2006 – This plan, completed under the Green Fields / Green Towns Program includes many recommendations for open space projects, programs and policies. Recommendations are also listed with a priority level, responsible party, and potential funding source. In addition to discussing open space acquisition and resource protection, the plan discusses trail development and pedestrian connection improvements. The plan includes a Township Linkages Map that displays existing sidewalks and proposed trail connections. Upper Moreland Township borders Abington to the north and this plan was analyzed to determine appropriate connections to Upper Moreland Township from Abington Township. Currently there are no existing bicycle routes or trails that directly connect to Abington from Upper Moreland however there are multiple sidewalk connections that exist.



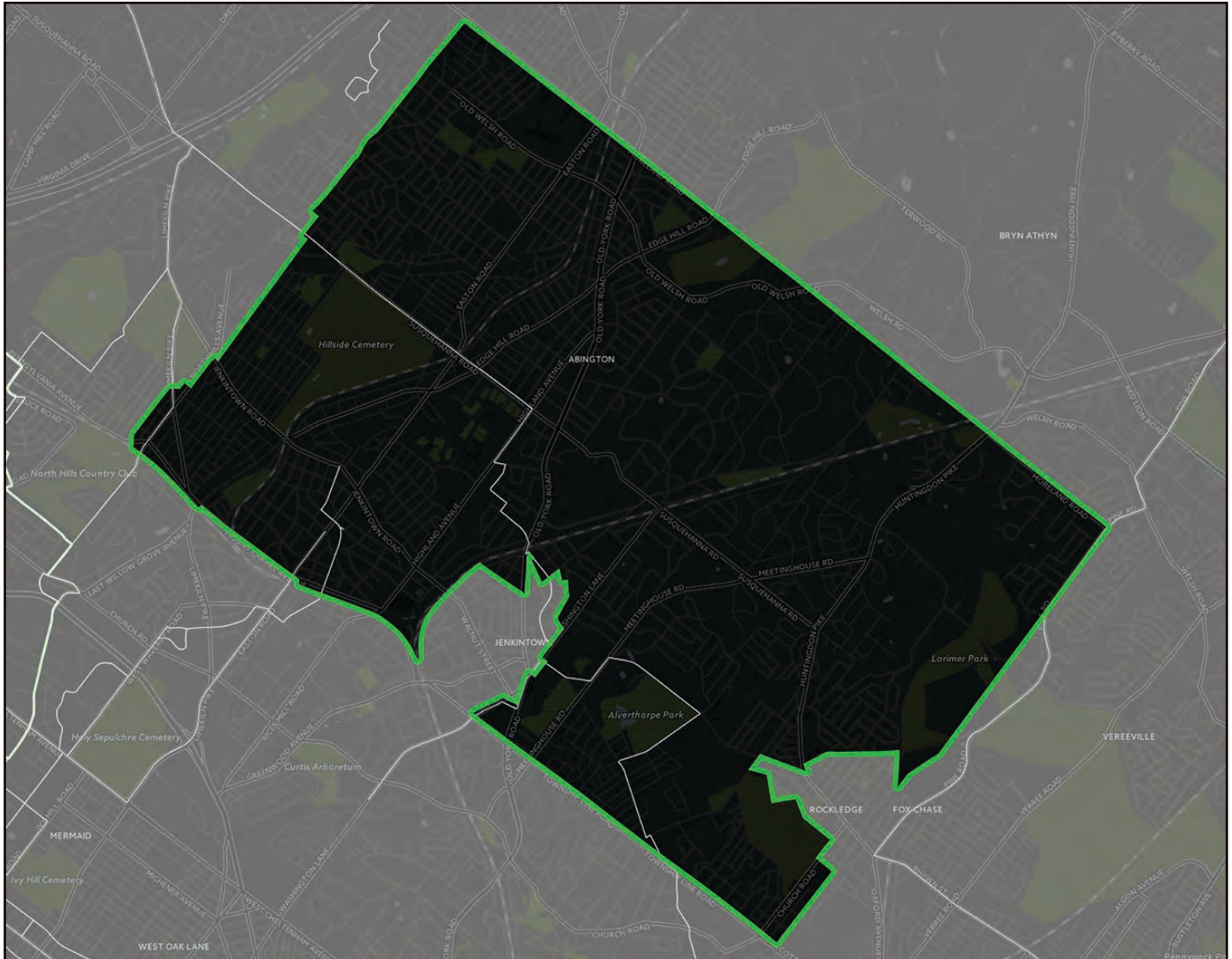
Strava Global Heatmap

Strava Global Heatmap

The Strava Global Heatmap is a website and mobile application that tracks the patterns of runners and bicyclists. Once a user completes a ride or run, the data is automatically uploaded to Strava. The online Strava Heat Map graphically displays the most popular routes. The website was reviewed for Abington Township and it was determined that some of the most heavily traveled routes by bicyclists (displayed as light blue and dark blue on the map) are Valley Road, Tyson Avenue and Edge Hill Road.



2 - Inventory and Analysis



Cycle Philly Map

Cycle Philly Map

The study also looked at Cycle Philly's map and the current routes used by commuters into the Philadelphia area from Abington. The current recorded data is still in its early stages, but should help provide more useful data further down the road. Taken from <http://www.cyclephilly.org>: "CyclePhilly is a smartphone app for recording your bicycle trips. Data from the app can be used by regional transportation planners in the Philadelphia area to make Philly a better place to ride."

Existing Conditions

Topography

Abington Township has a significant amount of sloping topography which can present challenges for average bicyclists. In general, the highest areas of the Township are around elevation 420 which is found in the area of Roslyn Avenue and Edge Hill Woods. The lowest points of the Township are around elevation 90 which is found on the eastern side of the Township at the lowest point of Pennypack Creek before it crosses into the City of Philadelphia. The steepest slopes are primarily located around streams and creeks in the Township as well as around the two railways that traverse the Township. Topographic changes were considered in the analysis and development of proposed bicycle routes throughout the Township.

Land Use

As an adjacent suburb of Philadelphia, the dominant land use within Abington Township is single family detached residential. Old York Road (SR611) bisects the Township from north to south and tends to serve as an informal separation between the higher and lower density neighborhoods in the Township. The residential neighborhoods to the west of Old York Road are generally more dense in nature while the neighborhoods to the east of Old York Road are generally less dense. Commercial facilities are primarily clustered along Old York Road, Huntingdon Pike (SR 232), Easton Road, and Township Line Road (SR73). Other land uses scattered throughout the township include multi-family residential, schools, community services, and recreational lands such as parks and golf courses.

Transportation

Roadways

The heaviest traffic volumes in Abington Township exist on Old York Road (SR 611). This road serves as the primary thoroughfare through the Township as it connects Cheltenham Township and the City Philadelphia to the south and Upper Moreland Township and the Pennsylvania





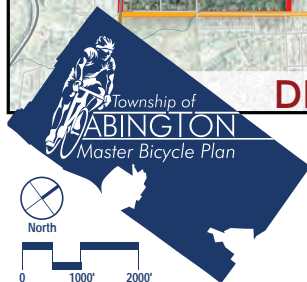
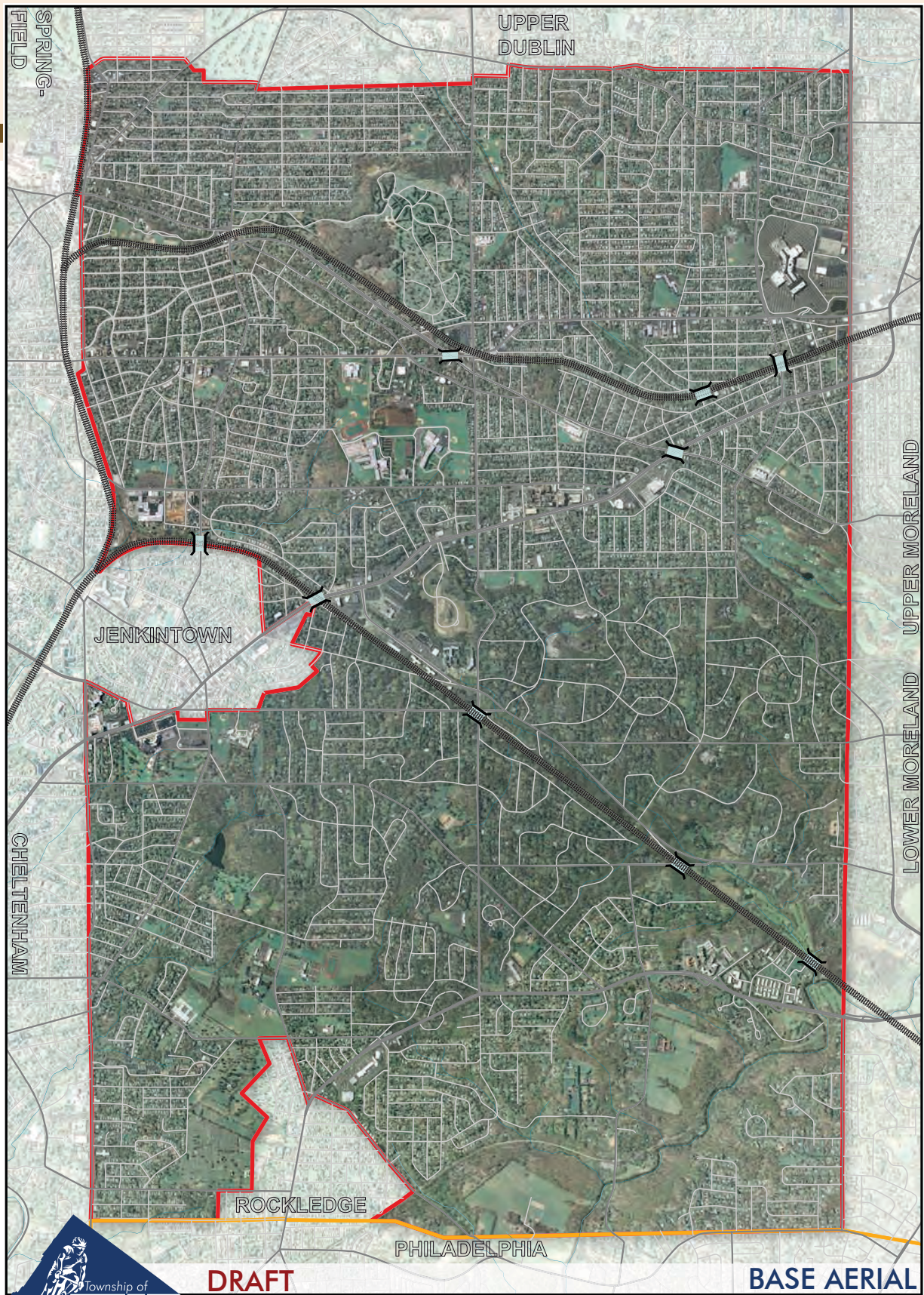
Turnpike (I-276) to the north. Old York Road is comprised of 4 travel lanes and a center median and turn lane through much of the Township. The speed limit varies between 35 and 40 mph and there are many commercial driveways that enter and exit on to the roadway that creates very congested traffic situations at times. Other roadways with significant volume include Huntingdon Pike (SR 232), Old Welsh Road (SR 63), Susquehanna Road, Easton Road, Township Line Road (SR 73), and Valley Road.




Public Transportation

There are several public transportation routes in the vicinity of Abington Township including five regional rail lines and several bus routes served by the Southeastern Pennsylvania Transportation Authority (SEPTA). SEPTA bus routes in Abington Township are routes 22, 24, 28, 55, 77, 98, and 310. The five regional rail lines near the Township include the Lansdale-Doylestown line, Glenside Combined line, Warminster line, West Trenton line, and the Fox Chase line.

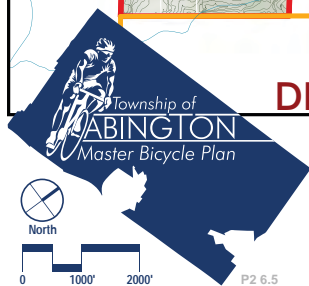
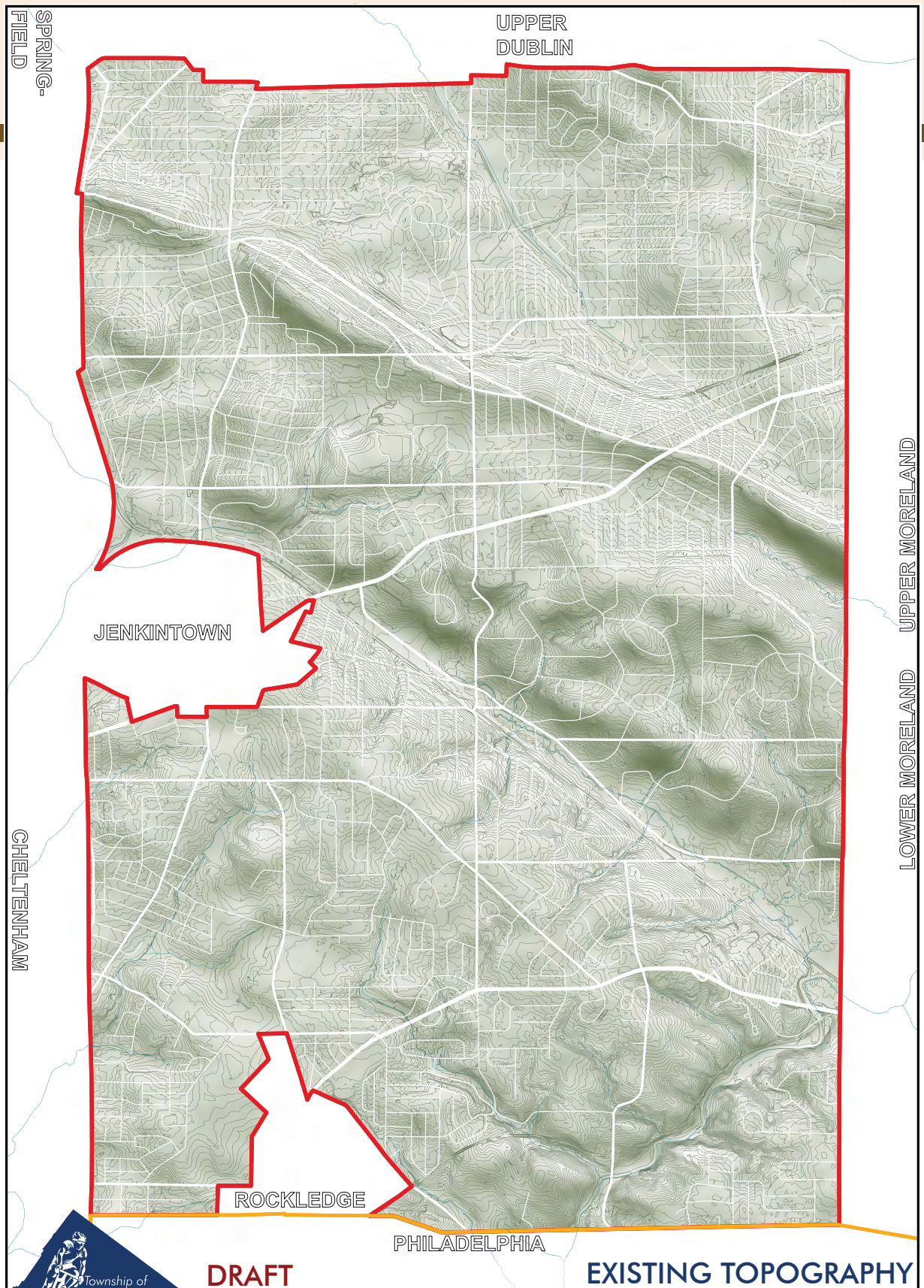
The Lansdale Doylestown line runs from Center City Philadelphia to Doylestown, PA and has one station in Abington Township (North Hills Station) and two stations immediately outside the Township (Glenside and Jenkintown Stations). The Glenside Combined Line runs along this same route from Center City Philadelphia to Glenside. The Warminster line, which runs from Center City Philadelphia to Warminster, PA has three stations in the Township (Ardsley, Roslyn, and Crestmont Stations) and one station immediately outside the Township (Willow Grove Station). The West Trenton line runs from Center City Philadelphia to Trenton, NJ and has three stations in the Township (Noble, Rydal, and Meadowbrook Stations) and one station immediately to the north (Bethayres Station). Lastly, the Fox Chase line runs just to the southeast of Abington in Philadelphia. The Fox Chase Station is located just to the southeast of Abington off of Rhawn Street.

The Abington Township Bicycle Master Plan proposes to make connections to 10 of the above-mentioned 12 stations. A meeting with SEPTA representatives was held during the planning process on 8/25/15 to coordinate efforts with the SEPTA Cycle-Transit Plan published in April 2015. This Cycle-Transit Plan is geared toward fostering multi-modality system wide and promotes three categories representing the various



-  Existing Bridge
-  Township boundary
-  County boundary
-  Railroad



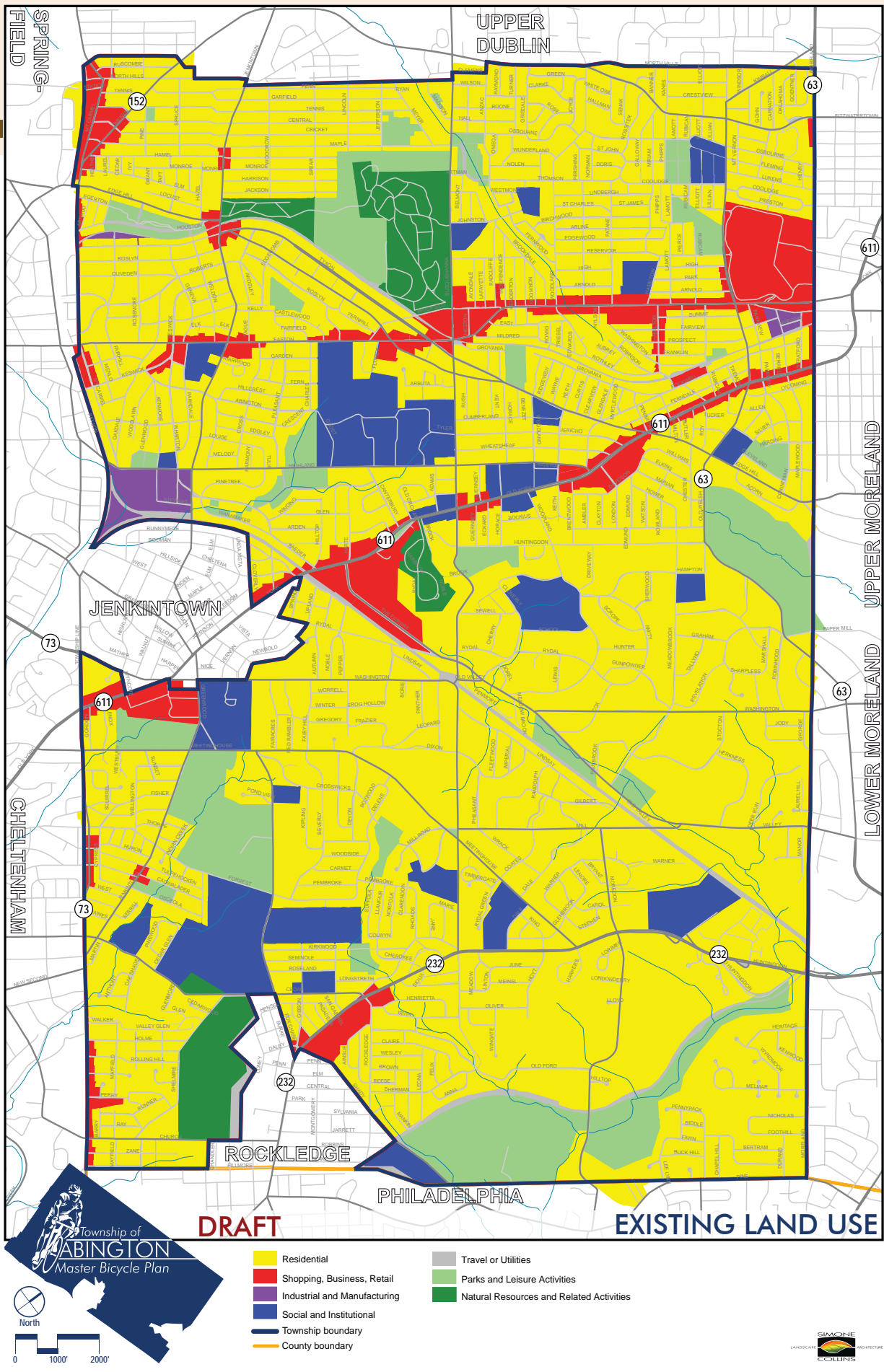


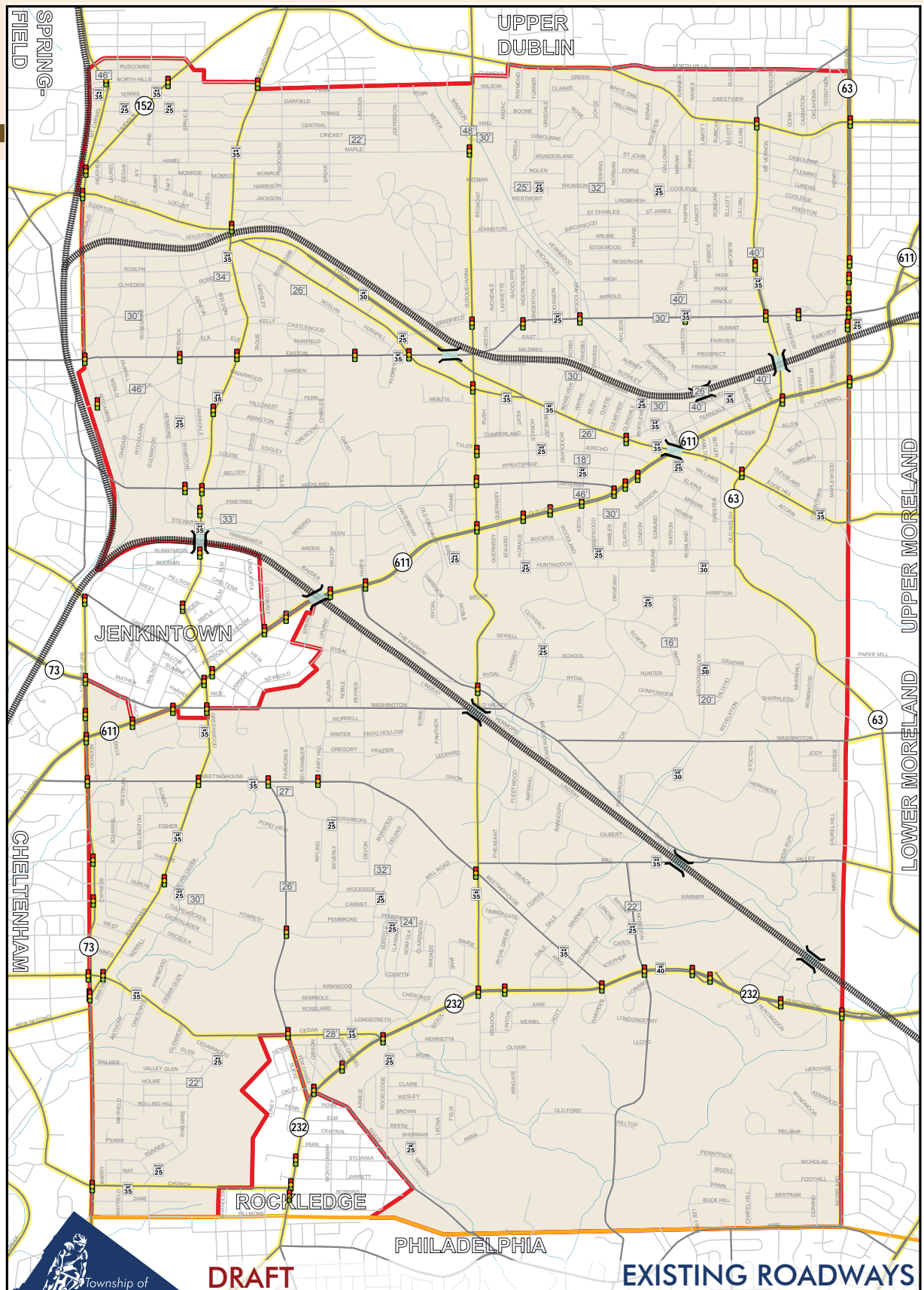
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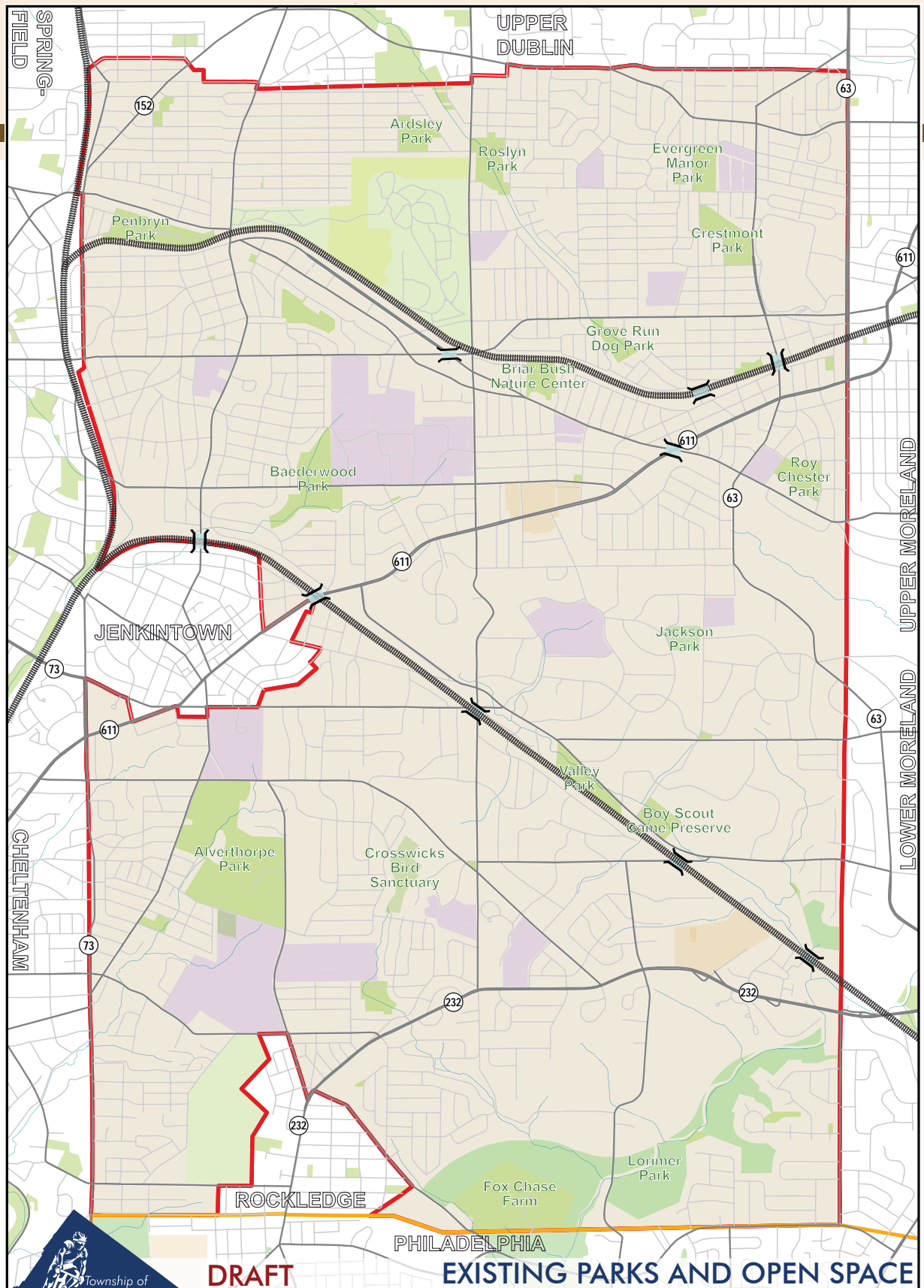
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EXISTING TOPOGRAPHY









relationships between bicycles and SEPTA facilities: “Bikes to Transit”, “Bikes at Transit” and Bikes on “Transit”. SEPTA has also completed a thorough evaluation and analysis of all regional rail stations in regards to existing bicycle usage, needed bicycle parking, bicycle access to stations and potential locations for covered bicycle parking at the stations. To complete this evaluation SEPTA used physical observation of existing bicycle and automobile usage and also referenced “RideScore”, an analysis of regional rail stations completed by DVRPC. For more information on the SEPTA Cycle-Transit Plan please visit <http://www.septa.org/sustain/pdf/cycletransitplan15.pdf>

Trails

The most prominent existing trail or bike route in Abington Township is the Pennypack Trail located in far eastern side of the Township. The Pennypack Trail is part of the “Circuit” and it connects Abington to Lower Moreland Township to the northeast and the City of Philadelphia to the southeast. Portions of this trail are still under construction north of Abington Township. When completed, the Pennypack Trail will provide a connection from the Montgomery County / Bucks County line all the way to the Delaware River in Philadelphia.

Other proposed “Circuit” trails in the vicinity of Abington Township include the Tookany Creek Trail proposed just to the west of Abington in Cheltenham Township, and the Cross County Trail proposed just to the north of Abington in Upper Dublin Township. The Tookany Creek Trail is proposed to link the proposed Cresheim Valley Trail in Montgomery County to the Tacony Creek Trail in Philadelphia while the Cross County Trail is intended to link the Wissahickon Green Ribbon Trail to the Penn Tammany Greenway in Upper Moreland Township. This Master Bicycle Plan proposes to make connections to all three of these nearby “Circuit” trails.

Other existing trails in Abington Township are primarily limited small local trails within existing parks and open spaces. The Township does have existing designated bike lanes along portions of Susquehanna Road and Valley Road. The bike lanes along Susquehanna Road provide an important connection from Upper Dublin Township to the center portion of Abington Township. It is recommended however that the Township consider prohibiting parking along Susquehanna Road as parked cars currently disrupt the existing bike lanes and force riders out into the



Briar Bush Nature Center



vehicular travel lane. It is also recommended that the Township increase the frequency of share the road pavement markings and share the road signage. These warning devices are currently lacking along the route. Please refer to the existing conditions and opportunities map for existing trail locations.

Please refer to the map on page ## for existing trails in Abington Township.

Township Destinations

Pennypack Trail

While the entire length of the Pennypack Trail extends to the Delaware River in Philadelphia, the portion of the trail in Abington Township is a 2.4 mile segment that runs along the former Fox Chase-Newton Branch rail line. This segment extends from Huntingdon Pike (SR 232) to Rockledge Borough Park in Rockledge Borough. The primary trailhead with parking in Abington Township is located at Lorimer Park on Moredon Road. At this location trail users can also access the Lorimer Park hiking trails and the southern section of the Pennypack Trail to Philadelphia. Other access points to the trail exist on Old Huntingdon Pike and Robbins Avenue. The Pennypack Trail is one of the most popular destinations in the Township for recreational biking, walking, and jogging.

Parks and Open Space

Abington Township has a relatively extensive park and open space system with many public facilities throughout the Township. Several notable parks and open space include:

- Lorimer Park – is a 230 acre park owned and maintained by Montgomery County. The park contains mature woodlands that are home to many bird and wildlife species. The park supports activities such as hiking, biking, picnicking, birdwatching, horseback riding, sledding and cross country skiing. The Pennypack Creek which runs through the park is stocked with trout by the PA Fish & Boat Commission. The park has a 40 car parking lot that serves as a main trailhead to the Pennypack Trail.



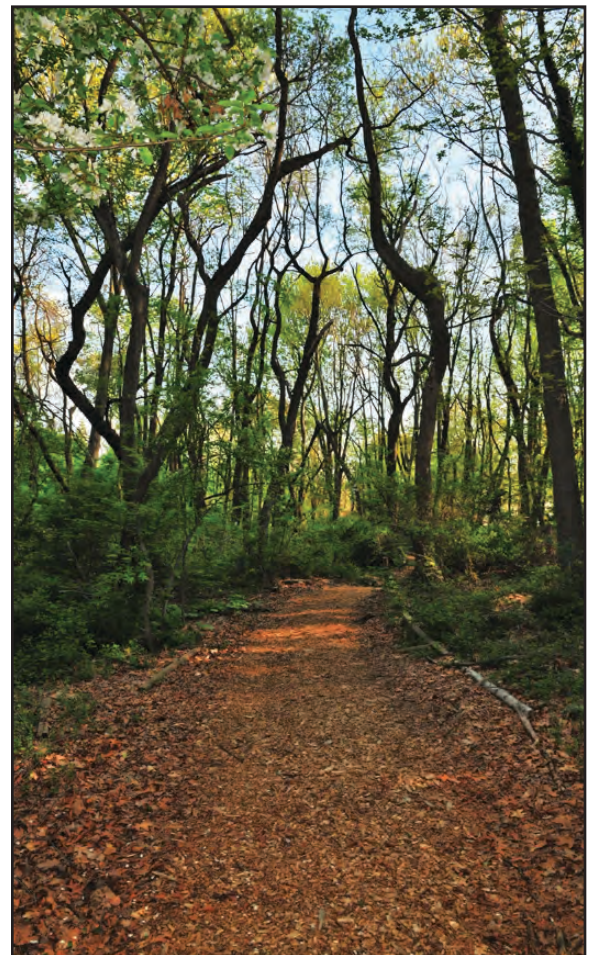


- Alverthorpe Park – is approximately 121 acres in size and contains a variety of recreational options for residents. The park has a perimeter trail for biking, jogging, walking, and rollerblading. The park also contains a small Par-3 golf course, basketball courts, tennis courts, a playground, lake fishing, a miniature golf course, a child wading pool, camping area, picnic pavilions, and restrooms. The park is completely fenced around its perimeter and entry gates are locked at night. Several public perimeter trails exist outside the park fencing.



- Baederwood Park – is a 16.1 acre park located on Highland Avenue and is utilized primarily for passive recreation. The park contains a picnic area, playground and nature trails.

- Briar Bush Nature Center – This 12.5 acre park features over a mile of trails amidst a mature forest and also contains an educational nature museum, butterfly house, bird observatory, a pond, and a natural playground. The park's trails are open dawn to dusk.





Evergreen Manor Park where it meets up Willow Hill School



Roslyn Park



Ardsley Park



Ardsley Wildlife Sanctuary

- Evergreen Manor Park – is a 12 acre park located on Phipps Avenue. The park is adjacent to Willow Hill Elementary School and contains a tot lot playground.

- Crestmont Park – is 19.4 acres in size located on Old Welsh Road and Reservoir Avenue. The park is primarily used for active recreation as it contains basketball courts, tennis courts, a softball field, a natural ice skating area, a swimming pool complex, and a playground.

- Roslyn Park – is 17.6 acres and is used for both passive and active recreation. The park's facilities include a lighted baseball field, lighted softball fields, tennis courts, lighted basketball fields, a skate park, playground and walking paths.

- Penbryn Park – is an 18.6 acre park located on Edgerton and Houston Avenues. The park is primarily used for active recreation and contains a baseball field, softball fields, basketball court, lighted soccer fields, lighted tennis courts, a swimming pool complex, playgrounds, and a lighted ice rink.

- Ardsley Park – This park is a 10.84 acres in size and is located on Maple Avenue between Jefferson and Meyer Avenues. The park contains active recreation facilities including a baseball field, a softball field, a soccer field, tennis courts, lighted basketball courts, and a playground.

- Ardsley Wildlife Sanctuary – is an 81 acre Township owned undeveloped open space located adjacent to the Hillside Cemetery on Susquehanna Road. The area is used for passive recreation as it contains several walking and hiking trails.

Other township parks and open space include the Boy Scout Game Preserve, Conway Park, Crosswicks Bird Sanctuary, Edge Hill Woods, Elk Street Tot Lot, Ethel Jordan Memorial Park, Fox Chase Manor Park, Meadowbrook Bird Sanctuary, North Hills Park, Rockwell Park, Roy-Chester Park, Rubicam Park, Scott Park, Grove Run Dog Park, Tyson Green, Jackson Park, and Valley Park.

Schools

Safe connections to Township schools and institutions are an important part of the Master Bicycle Plan. The Township has an abundance of schools and institutions within its borders. The Abington Township School District property includes Abington Senior High School and Junior High School located on Susquehanna Road and Highland Avenue, as well as 7 elementary schools: Copper Beech Elementary, Highland Elementary, McKinley Elementary, Overlook Elementary, Roslyn Elementary, Rydal Elementary, and Willow Hill Elementary. The School District also maintains ownership a property on Easton Road that previously held the Glenside-Weldon Elementary School which was recently was demolished.

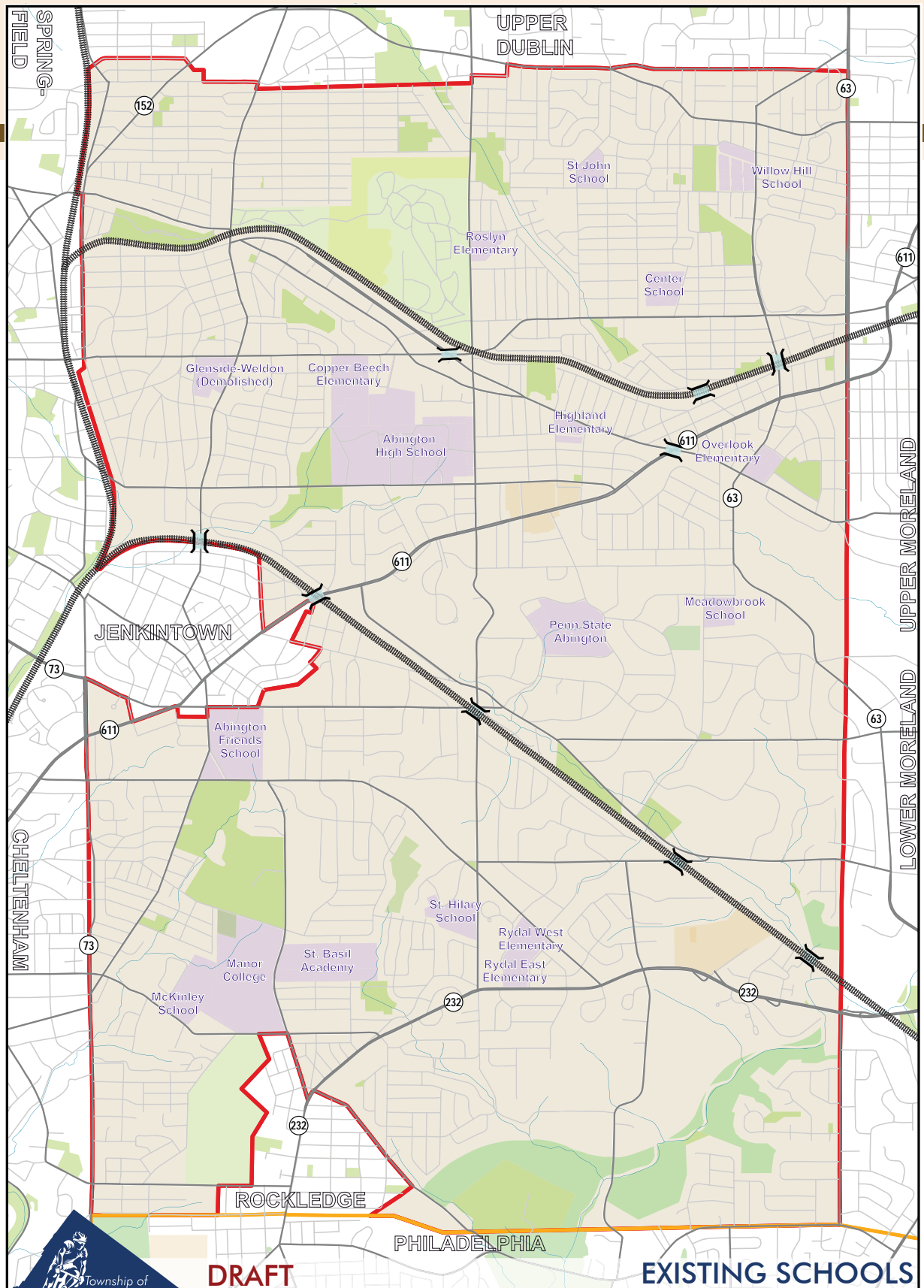
The township is also home to several other institutions not part of the Abington School District. These schools include Abington Friends School, Center School, Saint Basil Academy, Saint Hilary School, and Saint John School. Institutions of higher education include Penn State – Abington and Manor College. Salus University is located on Old York Road in Cheltenham Township just west of Abington Township.

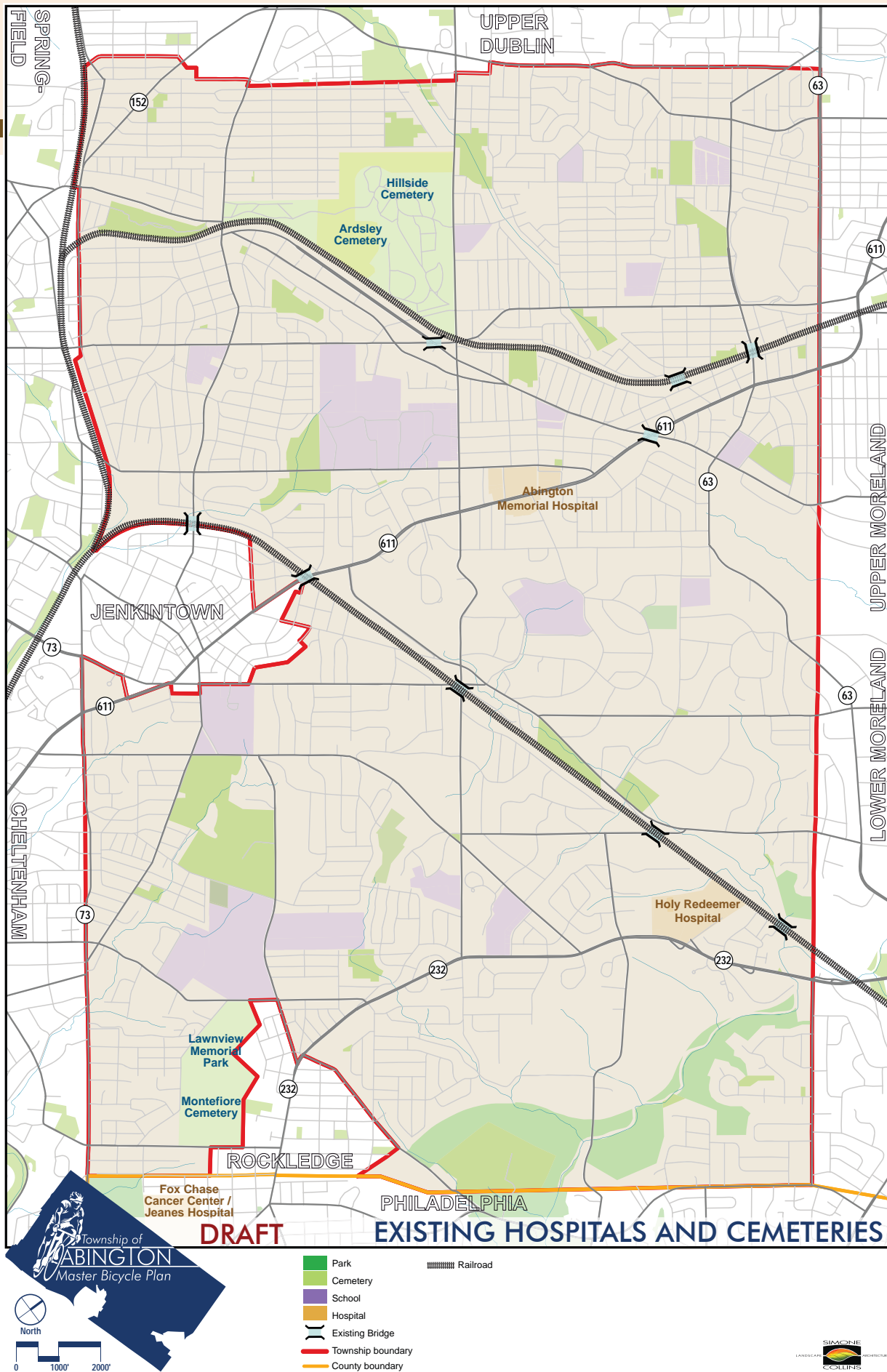


Commercial, Retail, and Employment Centers

Major commercial, retail, and employment areas are primarily located around major arterial roadways such as Old York Road, Huntingdon Pike, Easton Road, the Fairway, Mount Carmel Avenue, and Township Line Road. Notable destinations include Keswick Village, Abington Memorial Hospital, Abington Township Municipal Building, Abington YMCA, Abington Free Library, Willow Grove Park Mall, The Pavilion Shopping Center, Noble Town Center, and the Huntingdon Valley Shopping Center. Jenkintown Borough is in the process of revitalizing its central business district and thus, this area is an also important destination for area residents. Connecting the community to all these commercial hubs and employment centers with alternative means of transportation is important as it can help reduce traffic congestion and also create an easier means to access daily necessities for those who do not own an automobile or cannot drive.









Cemeteries

The Township has two large cemeteries within its boundaries. These include the Hillside Cemetery on Susquehanna Road and the Montefiore Cemetery / Lawnview Memorial Park on Church Road and Shelmire Street. In total, these properties make up approximately 340 acres of land accessible to the public. Cemeteries can also provide opportunities for pedestrian and bicycle connections as they often contain paved pathways through their property.

Historic Properties

The National Register of Historic Places (NHRP) is an official list of the Nation's historic places worthy of preservation. The NHRP is part of a national program to coordinate and support the public and private efforts to identify evaluate, and protect America's historic and archeological resources. The Abington Township Open Space Plan defines 27 resources of historic importance in the Township. These resources are those that are either listed on the NHRP, eligible for the NHRP, or other sites significant to the Township's history. The locations of these are resources have been inventoried on the Existing Conditions and Opportunities Map as they are important destinations for the Bicycle Master Plan. The bicycle routes proposed in this plan provide connections to all 27 of these historic sites.

Listed on National Register

- 1 Fox Chase Farm
- 2 Keswick Theatre
- 3 Old Abington Township High School

Eligible for National Register

- 4 Abington Y.M.C.A.
- 5 Hollywood Historic District

Other Sites

- 6 Abington Friends Meetinghouse, School & Graveyard
- 7 Abington Presbyterian Church & Graveyard
- 8 Ardsley Station
- 9 Battle of Edge Hill Site
- 10 Council Rock in Lorimer Park
- 11 Glenside-Weldon Elementary School
- 12 Hillside Cemetery
- 13 Keswick Theatre Business Area
- 14 Meadowbrook Farm
- 15 Meadowbrook School
- 16 Noble Station
- 17 Old Abington Area
- 18 Old Abington Junior High School
- 19 Old Ardsley Elementary School
- 20 Old Cedar Road Elementary School
- 21 Old McKinley School
- 22 Old Orthodox Meetinghouse
- 23 The Castle
- 24 The Grove Property
- 25 Tyson Green & Tyson House
- 26 Penn State Abington Campus
- 27 Rosenwald Estate



The historic Keswick Theatre

