

**PROPOSED TRAIL NETWORK  
FOR  
ABINGTON TOWNSHIP**

prepared by  
**The Delaware Valley Regional Planning Commission**





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December 1998

The preparation of this report was funded through federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Publication Abstract

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<b>TITLE</b> <b>Proposed Trail Network for Abington Township</b>	<b>Date Published: December 1998</b>  <b>Publication No. 98034</b>
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**Geographic Area Covered: Abington Township, Montgomery County**

**Key Words: Abington, Trails, Trail Network, Greenways, Bicycle, Pedestrian, ISTEPA, Recreation, Open Space**

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### ABSTRACT

**This report provides a general guide for Abington Township, Montgomery County, the Abington Trails Advisory Committee and residents interested in establishing a community wide trail network. A variety of potential on-road and off-road routes have been identified that may be used to provide continuous travel and access to significant destinations throughout Abington. These include schools, parks and recreation facilities, transit, and shopping. The proposed network was developed in conjunction with the Abington Township Trails Advisory Committee, various Township Commissioners and concerned citizens.**

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# PROPOSED TRAIL NETWORK RECOMMENDATIONS

## Executive Summary

This document has been developed as a general guide for Abington Township, the Abington Trails Advisory Committee and residents interested in establishing a community wide trail network. The study identifies a variety of potential on-road and off-road routes that may be used to provide continuous travel and access to significant destinations throughout Abington Township including schools, transit, shopping and parks and recreational facilities. A host of residential neighborhoods and wooded settings are intersected by the network.

Development of this study occurred through research, analysis and meetings with the Abington Trails Advisory Committee, various Township Commissioners and concerned citizens. Sources such as aerial photographs, digital land use maps, tax maps and open space plans were integral elements in establishing the foundation of the network and study. Extensive field work was also undertaken in order to validate segments of the network.

### Priority Recommendations

1. *Abington Township should adopt the community-wide trail network as part of their Open Space and Recreation Plan.*
2. *Abington Township should integrate bicycle and pedestrian provisions as part of the Township's Subdivision and Land Development Regulations and Zoning Ordinance.*
3. *Abington Township should adopt the community-wide trail network as an Official Map.*
4. *The Abington Trails Advisory Committee should review all development plans as well as road improvement plans to oversee inclusion into the trail network.*





# CHAPTER I

## INTRODUCTION

Abington Township is a special place. As one of Pennsylvania's oldest communities, Abington has been attracting residents for centuries. The Township is located in southeastern Montgomery County (Map 1). It is bounded by the City of Philadelphia and Rockledge Borough to the east, Cheltenham Township and Jenkintown Borough to the south, Upper Dublin Township to the west, and Upper and Lower Moreland townships to the north. Abington Township encompasses approximately 14.9 square miles or 9,520 acres of land. Although highly urbanized, with an estimated population of 55,600 in 1996, Abington has retained numerous acres of woodland and parkland. In fact, there are more than 500 acres of parks and open spaces throughout the Township including neighborhood parks, bird and wildlife sanctuaries and conservancy areas.

Over the past twenty years, an increase in the popularity of bicycling and walking has coincided with the public's recognition of the health and fitness benefits they provide. The Intermodal Surface and Transportation Efficiency Act of 1991 (ISTEA), significantly changed national transportation policy by providing the mandate and funding opportunities to plan for bicycling and walking as transportation options.

As a result, bicyclists and pedestrians are now being given consideration in the development of long-range transportation plans. Such recently developed plans affecting Abington Township include the Delaware Valley Regional Planning Commission's *Southeastern Pennsylvania Bicycle and Pedestrian Mobility Plan* (1995); the Pennsylvania Department of Transportation's *Statewide Bicycle and Pedestrian Master Plan* (1996); and the *Bicycling Road Map* (1998) adopted by the Montgomery County Planning Commission.

Bicycling is a clean, energy-conserving mode of transportation. Bicycles used to replace the automobile for short commuter or utilitarian transportation trips are an effective means of reducing air pollutants generated by "cold starts." While providing health and fitness benefits to the user, it is also an economical form of transportation. Bicycles offer mobility to those who do not have ready access to an automobile or who do not drive. Bicycling and walking allow one to know and appreciate the community at a pace and intimacy that cannot be matched by auto travel. In suburban metropolitan communities the number of trips for all purposes made by bicycling and walking generally exceed those made by public transit (1990 National Personal Transportation Survey, as cited in *Implementing Effective Travel Demand Management Measures: Inventory of Measures and Synthesis of Experience*, Comsis Corp., September 1993).

## **Benefits of Greenways**

The value of individual woodlands, parks and open spaces is heightened when viewed as part of a greater system. Interconnecting these valuable resources, through greenways and trails, serves to physically link existing parks and protected areas, or to provide alternative transportation routes to school, shopping or transit.

A greenway is like a ribbon of open space linking natural, cultural and recreational resources. Due to its linear nature, a greenway corridor passes through a variety of neighborhoods, connecting people to open space. Greenways can preserve the environmental features of the community, and provide natural protection from flooding, improve water quality and provide habitat for wildlife. Greenways can offer scenic relief from the urban landscape, preserve the integrity of historic sites and nostalgic places and enhance recreational opportunities. As the common thread tying neighborhoods together, a greenway can also improve communication and cooperation. In addition to these benefits, greenways and trails can raise property values as well.

## **Planning for the Abington Trail Network**

The Abington Trails Advisory Committee was formed in December 1995 in order to implement an integrated system of trails connecting parks, shopping areas and destinations around the community. In February 1997, the Abington Township Board of Commissioners adopted a resolution in support of the Trails Advisory Committee's efforts to fundraise and implement the Phase I section of the network.

In the Fall of 1997, DVRPC entered into an agreement with the Abington Trails Advisory Committee to utilize DVRPC's expertise and resources to assist with developing a Township wide trails network. As a part of its Greenways and Open Space Planning Program, DVRPC has conducted several other greenway and trails projects in the region.

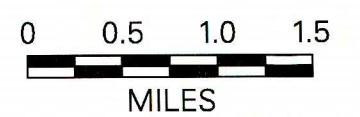
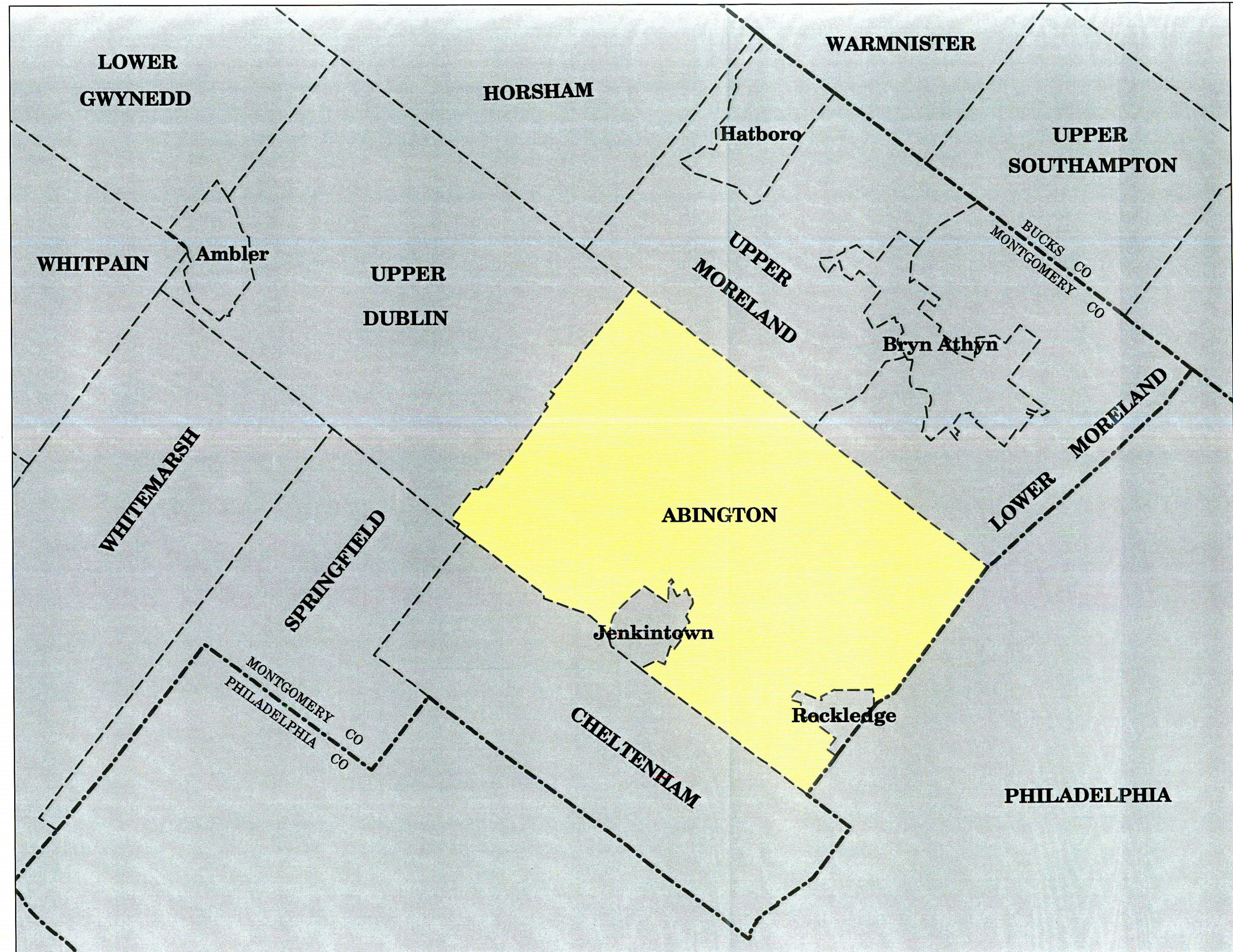
The focus of the proposed trail network in Abington Township is to allow the bicycle to become a viable transportation option. The potential use of bicycles is broad and includes commuting and recreation as well as shopping and personal business trips.

The Abington Trails Advisory Committee has met with DVRPC staff numerous times since the inception of this study. Committee members were instrumental in locating specific elements of the network, in addition to providing valuable expertise on local conditions. Staff and committee members toured the proposed route many times documenting both opportunities and constraints to the network. A draft network map was revised with the assistance of the Trails Advisory Committee and is presented in the next chapter.



Map 1.  
**ABINGTON  
TOWNSHIP**  
Montgomery County  
Pennsylvania

**LOCATION  
MAP**







## CHAPTER II

### THE PROPOSED TRAIL NETWORK

The proposed trail network for Abington Township consists of a combination of on and off-road facilities to form the system (Map 2). Existing parks, schools, wooded areas and several rights-of-way are utilized in this capacity. A variety of resources were utilized in the formulation of the Abington Township Trails Network. Maps depicting natural features, land use, open space and recreation were all instrumental in developing the network and are included and described in Appendix A. An analysis of tax maps allowed for a detailed examination of specific parcels of land. In addition, numerous site visits and field checks of proposed linkages permitted clarification in siting portions of the greenway and trail network.

An important element in the creation of the trail system was the identification of nodes or centers of activity. Nodes function as destinations and are those areas where activities such as shopping, recreation, transit or education are concentrated. By linking the trail network with nodes, travelers are able to choose an alternative to the automobile which can reduce congestion, improve air quality, improve their health and save money. Nodes may provide the necessary amenities for trail users such as restrooms, food and water, benches, bicycle racks/repair areas, telephones and trail maps and information. The nodes of activity identified along the network are Willow Grove Park Mall, Abington Junior/Senior High School, Keswick Village, Noble Station/Baederwood area, Lorimer Park and Huntingdon Valley Shopping Center.

Due to the highly urbanized nature of the Township, portions of the proposed trail network have been identified as on-road facilities. Some of the roadways shown on the network are currently compatible for bicycle use and can be used today. Here, a "Share the Road" sign or shoulder striping could serve to increase safety and awareness. Other identified roadways will require at least minor modifications if they are to accommodate trail users. Off-road facilities are separated from the roadway and may consist of paved, dirt, gravel or wooden trails.

The proposed trail network crosses private property at many points and will need negotiated easements to provide continuous access through these areas.

#### **PHASE I (Hillside Cemetery to Noble Station)**

Phase I, also referred to as the Demonstration Phase, is the initial segment of the network identified by the Abington Trails Advisory Committee. Hillside Cemetery and

Noble Station provide the boundaries for this portion of the trail. Beginning at Hillside Cemetery, the network will proceed on an off-road path to Jenkintown Road. At this location, the network continues off-road along Jenkintown Road to Cliveden Avenue. Jenkintown Road provides wide shoulders along this portion of the network which may be modified to accommodate trail users. Moreover, this stretch of the network will provide a link to Ardsley Station.

Along Cliveden Avenue, the network will utilize the road right-of-way until it reaches the Bracken Estate. The network becomes off-road at this junction and continues through the Bracken Estate until it becomes on-road at Hilldale Road. An easement may be required to traverse the Brackin Estate property. The network will cross Easton Road and connect to the Morrison Tract (proposed Glenside-Weldon Elementary) and continue as an off-road path through the Abington School District Property providing connections to the Abington Junior and Senior High Schools, one of the nodes in the network.

From the School District Property, the network proceeds off-road through Baeder Park, under Highland Avenue using a retrofitted drainage culvert, and along Baeder Creek in the Coates Property. Baeder Road will allow a link from the Coates Property to Noble Station. The on-road route along Baeder Road will travel through the parking lot of Coldwell-Banker on Old York Road (SR 611) and run under Old York Road to Noble Station using the SEPTA Regional Rail right-of-way. This right-of-way will likely require improvements such as fencing, lighting and signs. The Noble Station area is an important node, as it comprises restaurants, shopping, transit, and office uses.

In addition to the primary route described above, a potential secondary route has been identified which connects Jenkintown Road to Baeder Road. An on-road route along Keswick Avenue, Wharton Road and Baeder Road will provide access to Keswick Village, a significant node containing restaurants, shopping and bicycle repair shops.

## **PHASE II (Noble Station to Lorimer Park)**

Phase II permits a connection to the eastern portion of the Township and to a popular recreational facility, Lorimer Park. The network continues from Noble Station over Old York Road utilizing the pedestrian bridge spanning the SEPTA tracks where it connects to Rodman Avenue. Adjacent to Rodman Avenue, the SEPTA right-of-way includes a wide grassy strip of land that will incorporate an off-road trail. This off-road segment will run the length of Rodman Avenue to its intersection with Noble Road. The network continues as an on-road route linking Noble Road, Rydal Road, Autumn Road and Fairy Hill Road to Meetinghouse Road.

After crossing Meetinghouse Road, the network resumes off-road through the St. Michael's church parking lot uniting with Fox Chase Road. A large parcel of privately-owned open space land lies between St. Michael's and Fox Chase Road and may permit an essential connection. This segment of the network will likely require an easement to provide a connection between Meetinghouse and Fox Chase Roads. Fox Chase Road provides a wide shoulder along this portion of the network which may be modified for an off-road trail to Cedar Road. Here, Fox Chase Road contains shoulders that may be less accommodating for an off-road trail, so the on-road portion will resume. The network then runs along Shady Lane which crosses Huntingdon Pike (SR 232) and connects to Lorimer Park.

The Huntingdon Valley Shopping Center is located along Huntingdon Pike, just north of its intersection with Shady Lane. As a network node, the Huntingdon Valley Shopping Center contains shopping, restaurants and other services.

A potential secondary route has been identified for Phase II. This route would provide a link between Autumn Road and Fox Chase Road at its intersection with Forrest Avenue. From Autumn Road the network will continue on-road along Washington Lane to the Abington Friends School. The network will use the Abington Friends property for an off-road route along Washington Lane and Jenkintown Road. At Alverthorpe Park, the off-road portion continues along Jenkintown Road to Fisher Road where it becomes on-road.

## **POTENTIAL FUTURE EXPANSION**

In addition to Phases I and II, a network route has been identified for potential future expansion. Phases I and II provide network users the opportunity to travel across the southern portion of Abington Township from Hillside Cemetery in the western section of the Township, through Noble Station and onto Lorimer Park in east Abington. The future expansion will both provide the Township with a northern route connecting the Willow Grove Park Mall to Lorimer Park and create a loop system allowing trail users to travel throughout Abington without interruption.

The significant characteristics of the future expansion include a link between Hillside Cemetery and Willow Grove Park Mall and a connection between Noble and Meadowbrook Stations. Access will also be possible to Lorimer Park which will create the loop system. As a primary destination within the Township for employment, shopping and socializing, Willow Grove Park Mall is a significant node of activity.





Map 2.  
**ABINGTON  
 TOWNSHIP**

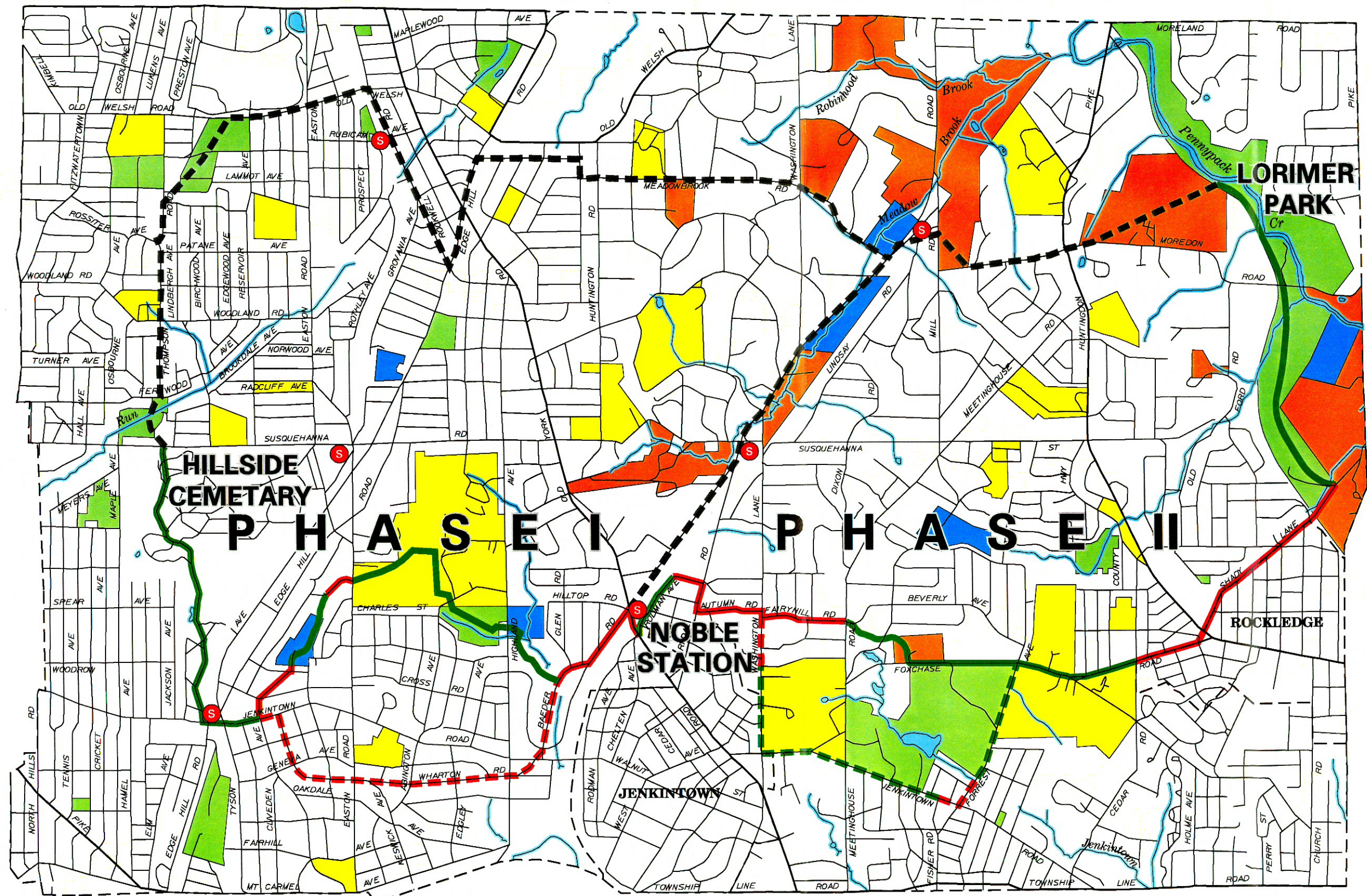
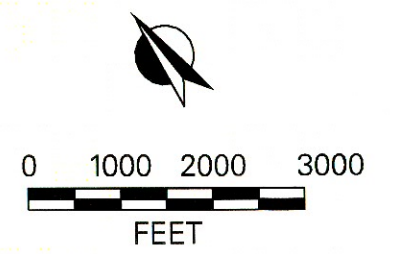
Montgomery County  
 Pennsylvania

**PROPOSED  
 TRAIL  
 NETWORK**

PHASE I - DEMONSTRATION  
 (HILLSIDE CEMETARY TO NOBLE STATION)

PHASE II  
 (NOBLE STATION TO LORIMER PARK)

- ON-ROAD ROUTE
- OFF-ROAD ROUTE
- - - POTENTIAL SECONDARY ON-ROAD ROUTE
- - - POTENTIAL SECONDARY OFF-ROAD ROUTE
- - - POTENTIAL FUTURE EXPANSION
- STREAMS
- EXISTING PARK LAND
- NATURE AREAS
- SCHOOL PROPERTIES
- SIGNIFICANT OPEN SPACE PARCELS (10+ ACRES)
- S REGIONAL RAIL STATIONS







## CHAPTER III

### PRIORITY PROTECTION AREAS

The proposed network comprises a system of interdependent on-road and off-road facilities. Since the roadways traversing the Township are publicly owned and maintained, it may not be as arduous to install trail accommodations as on privately-owned lands. However, the network relies upon private land as an integral component to the trail system and it is important to elicit the support of these private landowners in the creation of the greenways and trails network.

There are four priority areas that should be protected through easements, dedication or purchase in order to establish a truly Township-wide trail network (Map 3).

Thalheimer Property: wooded area located along Valley Road between Washington Lane and the Township's Bird Sanctuary; will provide off-road alternative to Valley Road; strong residential development potential.

Coates Property: wooded area around Baeder Run between Baeder Road and Highland Avenue; adjacent area is a Township park; will enable off-road continuation of Baeder Park trail.

Brackin Estate (Castle): former estate with castle-like home located along Roslyn Avenue; integral component to demonstration project; will allow connection from Morrison Tract to Edge Hill Road right-of-way; home is currently on market.

Sandy Run Corridor: although not identified as part of the network, the land adjacent to Sandy Run is an important greenway resource as both floodplain and wildlife habitat; recent flood events have forced the condemnation of many homes along Madison Avenue and it is likely that the land adjacent to Sandy Run will become a park.

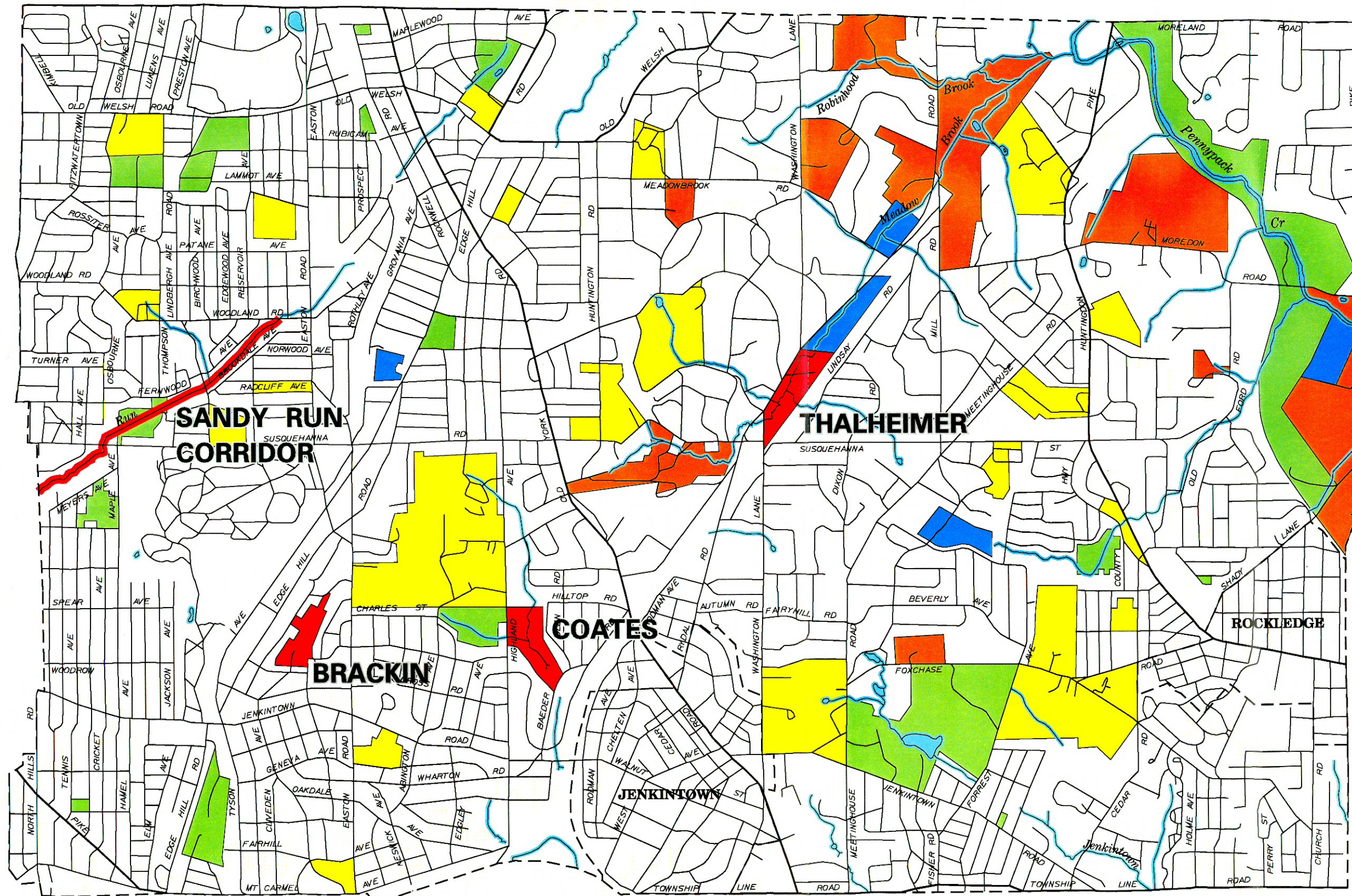




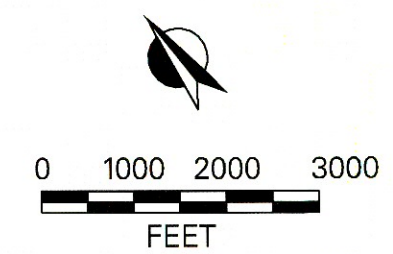
Map 3.  
**ABINGTON  
 TOWNSHIP**

Montgomery County  
 Pennsylvania

**PRIORITY  
 PROTECTION  
 AREAS**



- PRIORITY PROTECTION AREAS
- STREAMS
- EXISTING PARK LAND
- NATURE AREAS
- SCHOOL PROPERTIES
- SIGNIFICANT OPEN SPACE PARCELS (10+ ACRES)









## CHAPTER IV

### RECOMMENDATIONS FOR IMPLEMENTING THE TRAIL NETWORK

The following recommendations are based on planning analyses and discussions with the Abington Trails Advisory Committee, Township Commissioners and concerned citizens.

#### **Recommendations**

*1. Abington Township should adopt the community-wide trail network as part of their Open Space and Recreation Plan.*

Adopting the trail network into the comprehensive planning process is the first step in translating the goals for the trail network into concrete implementation actions. It is a necessary step for effective ordinance language facilitating trail development.

*2. Abington Township should integrate bicycle and pedestrian provisions as part of the Township's Subdivision and Land Development Regulations and Zoning Ordinance.*

Currently, the Subdivision and Land Development Regulations hold that provisions shall be made for suitable open space for parks, playgrounds and recreational areas, and that walkways should be provided in commercial areas. The Zoning Ordinance also contains certain open space and recreational requirements. However, neither ordinance requires or suggests that open space be linear and connective, or that bicycles be accommodated in development.

Abington can facilitate development of the trail network by adding bicycle trail requirements to the Subdivision and Land Development Regulations, and by offering density bonuses for trail development in the Zoning Ordinance. For example, land development language may read:

“Bicycle trails shall be installed along streets and open space areas when needed to connect the development with the Township’s trail network, as shown on the Trail Network Map of the Open Space and Recreation Plan, or to continue this network through the development. Bicycle trail standards shall comply with the AASHTO standards for bicycle facilities.”

The open space requirements in the zoning ordinance could add a provision of bicycle trails as an acceptable form of open space. The requirements could also provide a density bonus for developers who add to the trail network. Abington Township should work with their solicitor or planning consultant to develop appropriate ordinance language.

*3. Abington Township should adopt the community-wide trail network as an Official Map.*

An official trail map is essentially an ordinance, in map form, adopted by the municipality, that designates existing and proposed areas for open space protection and trail development. By identifying these areas on an official map, Abington can announce its intentions to preserve these areas for open space and recreation. Once adopted, the official trail map gives notice to property owners and developers of Abington's intentions, but does not, in and of itself, serve to acquire the land for public purposes.

The official map usually comes into play at the time a development or subdivision is proposed. The municipality then has the option to negotiate various ways to keep the land open or to incorporate the land into the trail network. Types of preservation agreements that may be pursued include fee simple acquisition, purchase of easement, bargain sale and property donation. However, unless otherwise agreed upon, the law specifically holds that the property owner is entitled to full market compensation.

The Proposed Trail Network Map should be consulted prior to undertaking any roadway improvements. The Township should ensure that any improvements made along roadways designated as elements of the trail network incorporate the appropriate design and functional components for that section of the network.

*4. Abington Township should incorporate bicycle lanes and/or "Share the Road" signs whenever appropriate roads are resurfaced or otherwise improved.*

In cases where roadways may be compatible with bicycle traffic, "Share the Road" signs may be used to promote awareness and increase safety. These signs act as a warning and can be used to caution motorists to expect to encounter bicyclists. This sign does not designate the road as being part of a route, but serves as a caution on a roadway known to attract bicyclists.

A bike lane is a one directional travel lane located within the road right-of-way. Striping a roadway shoulder creates space that allows for a separation of bicyclists and motor vehicles without designating a separate bicycle lane. In addition to striping, bike lanes can be created by using preferential bike lane symbols, such as bicycles, diamonds or

arrows, that point in the direction of traffic flow. These symbols, painted on the street pavement, can be used to foster bicycle use when used in conjunction with striping or signage. The markings indicate that the identified lane is for the exclusive use of bicycles. The symbols are used to increase a bicyclist's confidence in motorists remaining out of the path of travel. Further, motorists are less likely to swerve out of their lane to avoid bicyclists.

*5. The Abington Trails Advisory Committee should review all development plans as well as road improvement plans to oversee inclusion into the trail network.*

Any plans for new development or modifications to existing development should be reviewed by the Trails Advisory Committee. Development that includes sections designated for trail use, should be appropriately designed to incorporate the trail network. In addition, a member of the Abington Township Planning Commission should sit on the Trails Advisory Committee to ensure that the Committee is given the opportunity to review plans that may impact trail development.

*6. The Abington Trails Advisory Committee should seek to safeguard those areas identified as priority areas for protection and ensure their incorporation into the network.*

The Thalheimer Property, Coates Property, Brackin Estate and Sandy Run Corridor should be targeted for preservation as potentially vulnerable resources. Abington should seek to preserve these resources and integrate them into the trail network through deed restrictions, easements or outright acquisition.

*7. The Abington Trails Advisory Committee should focus on securing a network connection through Hillside Cemetery.*

Since Hillside Cemetery has been designated as an anchor to the Phase I demonstration element of the trail network, it is imperative that a course through this open space resource be obtained. Hillside Cemetery not only allows a vital off-road section of the network but it also provides an important link between Phase I and an area identified for potential future network expansion.

Currently, there is some opposition to opening up Hillside Cemetery for trail use. The Trails Advisory Committee should work with the adjacent landowners to address their concerns. Alternatives to an open Hillside Cemetery may include limiting the hours of trail use to daylight only; regulating the number of users at a given time; or designating a certain section of the cemetery for trail use.

*8. The Abington Trails Advisory Committee should encourage business owners to provide benches and bicycle parking racks especially at the network nodes.*

The trail network will be greatly enhanced if it has amenities such as benches for users to rest, bicycle parking racks and directional and interpretive signs. As the Trails Advisory Committee is comprised of local leaders and trail supporters, it has a vital role in fostering partnerships between the trail users and local business. Local businesses can benefit from the increased advertising in sponsoring these amenities while providing a valuable service to the network.

*9. The Abington Trails Advisory Committee should develop and distribute educational materials on good landowner stewardship to property owners along the environmentally sensitive portions of the network.*

The Trails Advisory Committee should work with local environmental groups such as the Briar Bush Nature Center to educate local property owners on good landowner stewardship that can enhance the environmentally sensitive portions of the network. Stewardship is especially important around Baederwood Park, the Coates Property and around Manor Junior College. Potential environmental stewardship tools include creating streamside buffers, stabilizing eroded stream banks, planting with native vegetation, limiting the use of lawn chemicals and naturally managing streamside parks.

*10. The Abington Trails Advisory Committee should work with landowners to establish vital off-road connections throughout the network.*

The trail network is comprised of four primary off-road segments (Lorimer Park, Fox Chase Road, Coates Property/Baderwood Park/School District Property and Hillside Cemetery). The off-road segments not only comprise more than half of the network but they also provide for access that may not be gained from an on-road route. It is essential that the Trails Advisory Committee work with these property owners to ensure that the off-road connections become part of the network.

*11. Abington Township and the Abington Trails Advisory Committee should act as a catalyst for municipal trail and greenway planning in eastern Montgomery County and should seek to coordinate efforts with neighboring communities.*

The Montgomery County Planning Commission's *Creating an Open Space Legacy* (1996), recommended 160 miles of potential trails throughout Montgomery County. The Abington Trails Advisory Committee in conjunction with the Township should become the leaders for municipal trail and greenway planning in eastern Montgomery County. The Trails Advisory Committee should lend assistance and foster cooperation with neighboring communities concerning trails and greenways. The Phase I demonstration segment should be used to illustrate the trail planning process.

*12. Abington Township and the Abington Trails Advisory Committee should preserve abandoned trolley rights-of-way and incorporate these as elements of the trail network.*

The significant portion of Abington's development occurred at the turn of the century. Initially rural in nature, Abington was transformed into a streetcar suburb traversed by trolley lines transporting commuters from Willow Grove to Philadelphia. Trolley rights-of-way still exist along Tyson Avenue and Edge Hill Road. The Township should take the necessary steps to safeguard these historic rights-of-way and incorporate them into the trail network. The trolley rights-of-way can provide linkages to schools, parks and contribute a nostalgic ambiance to traveling along these celebrated routes.

*13. Abington Township and the Abington Trails Advisory Committee should consult with PennDoT, DVRPC, DCNR and Montgomery County in order to provide a consistent signage system throughout the network.*

An integral component to the trail network are signs. Directional signs provide distances, travel guidance and cautionary or safety information and can recommend alternate routes. Interpretive signs allow for user education about the natural, cultural and historical features of the community. The signage system should remain consistent throughout the network so that trail users become familiar with the symbols, descriptions and directions of the signs.

*14. Abington Township and the Abington Trails Advisory Committee should consult with PennDoT, DVRPC, DCNR and Montgomery County in order to enhance safety along the network especially at the crossing of busy roads.*

There are several areas along the network that cross heavily traveled roads especially at Easton Road, Highland Avenue and Huntingdon Pike. Transportation and trail planning experts should be consulted to create a plan for the safe crossing of these roads. In addition, roadway and trail design components that address road crossings should be incorporated. Potential safety features include trail crossing caution signs, trail-user controlled crossing signals, flashing warning lights and trail-head posts.





## **APPENDIX A:**

### **Abington Township Land Use, Natural Resources and Recreation and Open Space**



## ABINGTON TOWNSHIP LAND USE

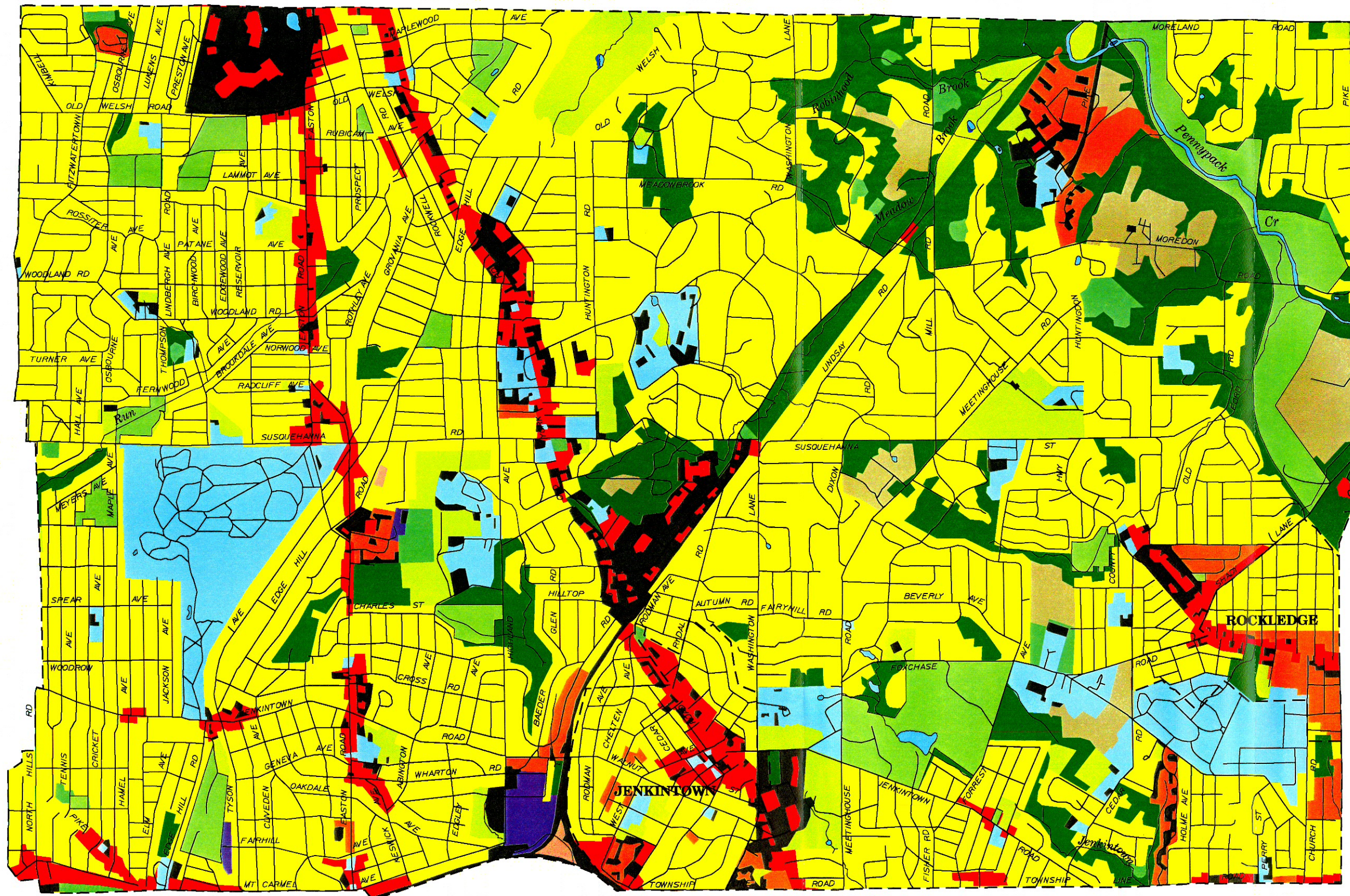
A land use map was created by interpreting aerial photography taken in 1995 into seventeen land use categories (Map 4). Abington Township is comprised of approximately 9,900 acres. The most prevalent land use in Abington Township is single family detached housing which constitutes more than 4,500 acres or 45% of the Township's land. Single family housing is distributed equally throughout Abington. Land use associated with transportation accounts for more than 1,900 acres. Transportation land use include state and local roads, parking lots and railroad lines. Another dominant land use is wooded land which encompasses 1,300 acres. Although Abington has many wooded parcels, the majority of the wooded acres are found in Lorimer Park. Other prevalent land uses in Abington include community services (schools), multi-family housing and commercial. Commercial uses tend to be concentrated along heavily traveled corridors such as Old York Road, Easton Road and Huntingdon Pike.



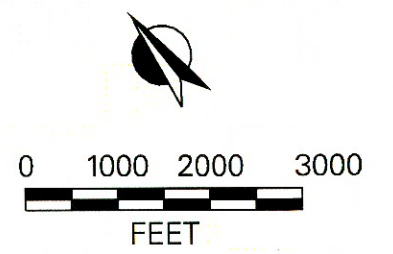


Map 4.  
**ABINGTON TOWNSHIP**  
 Montgomery County  
 Pennsylvania

**1995 LAND USE**



- SINGLE FAMILY (detached)
- MULTI-FAMILY
- ROW HOMES
- MOBILE HOMES
- MANUFACTURING
- HEAVY MANUFACTURING
- TRANSPORTATION
- UTILITIES
- COMMERCIAL / SERVICES
- COMMUNITY SERVICES
- MILITARY
- RECREATION
- AGRICULTURE
- MINING
- VACANT
- WOODED
- WATER









## ABINGTON TOWNSHIP NATURAL RESOURCES

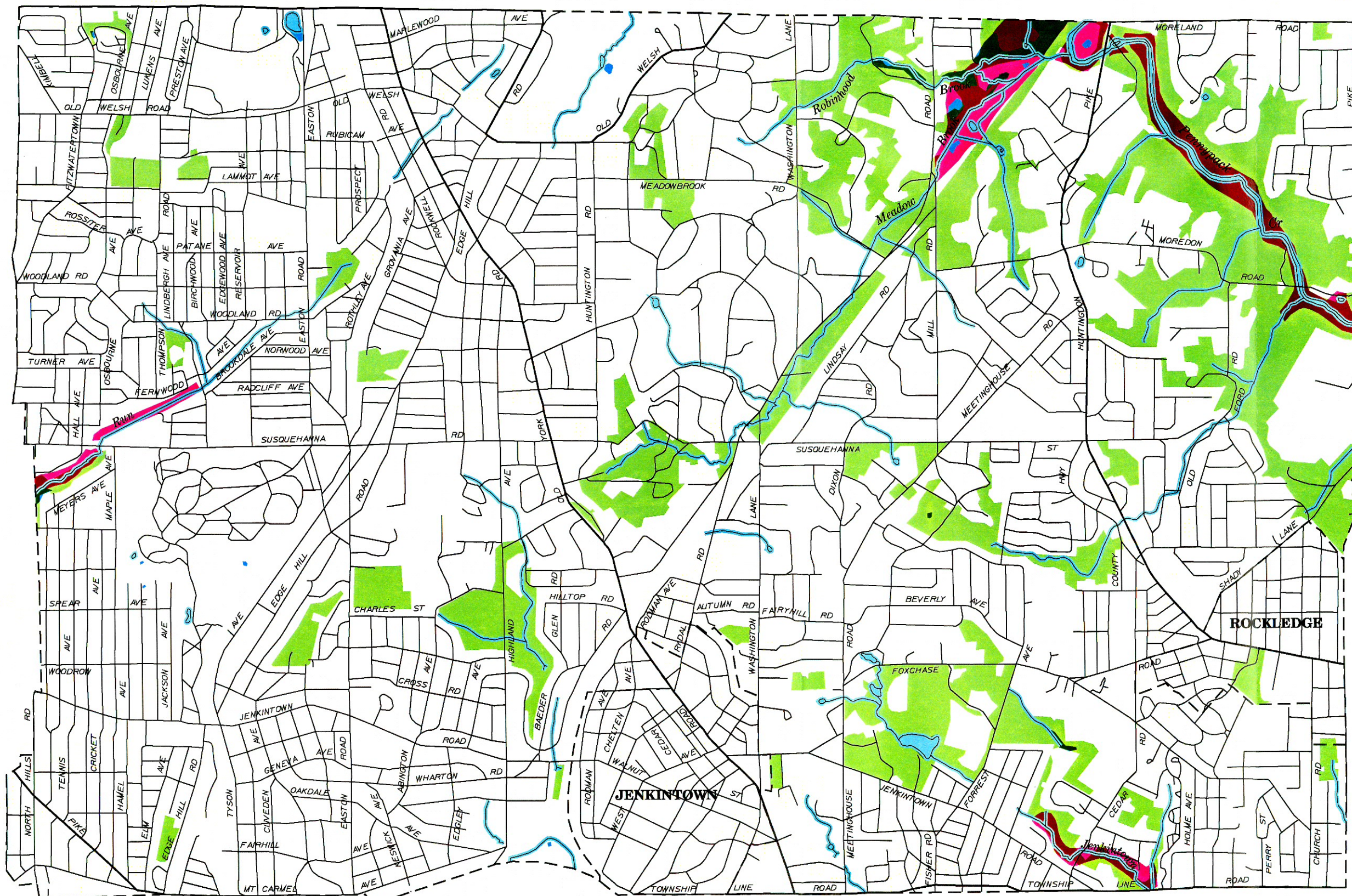
The natural resources of Abington Township include important areas of woodlands, wetlands and stream corridors (Map 5). From the extensive woodlands of Lorimer and Alverthorpe Parks to the Township's Game Preserve, wooded areas account for approximately 13% of the total land area for the Township. Land adjacent to streams, such as Pennypack Creek, Meadow Brook and Baeder Run, provide critical natural habitat and flood protection.









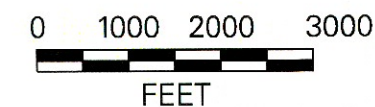


Map 5.  
**ABINGTON  
 TOWNSHIP**  
 Montgomery County  
 Pennsylvania

**NATURAL  
 RESOURCE  
 AREAS**



-  STREAMS
-  WOODED AREA
-  WETLAND
-  WOODED WETLAND AREA
-  FLOOD-PRONE AREA
-  FLOOD-PRONE/ WOODED AREA









## ABINGTON TOWNSHIP RECREATION AND OPEN SPACE

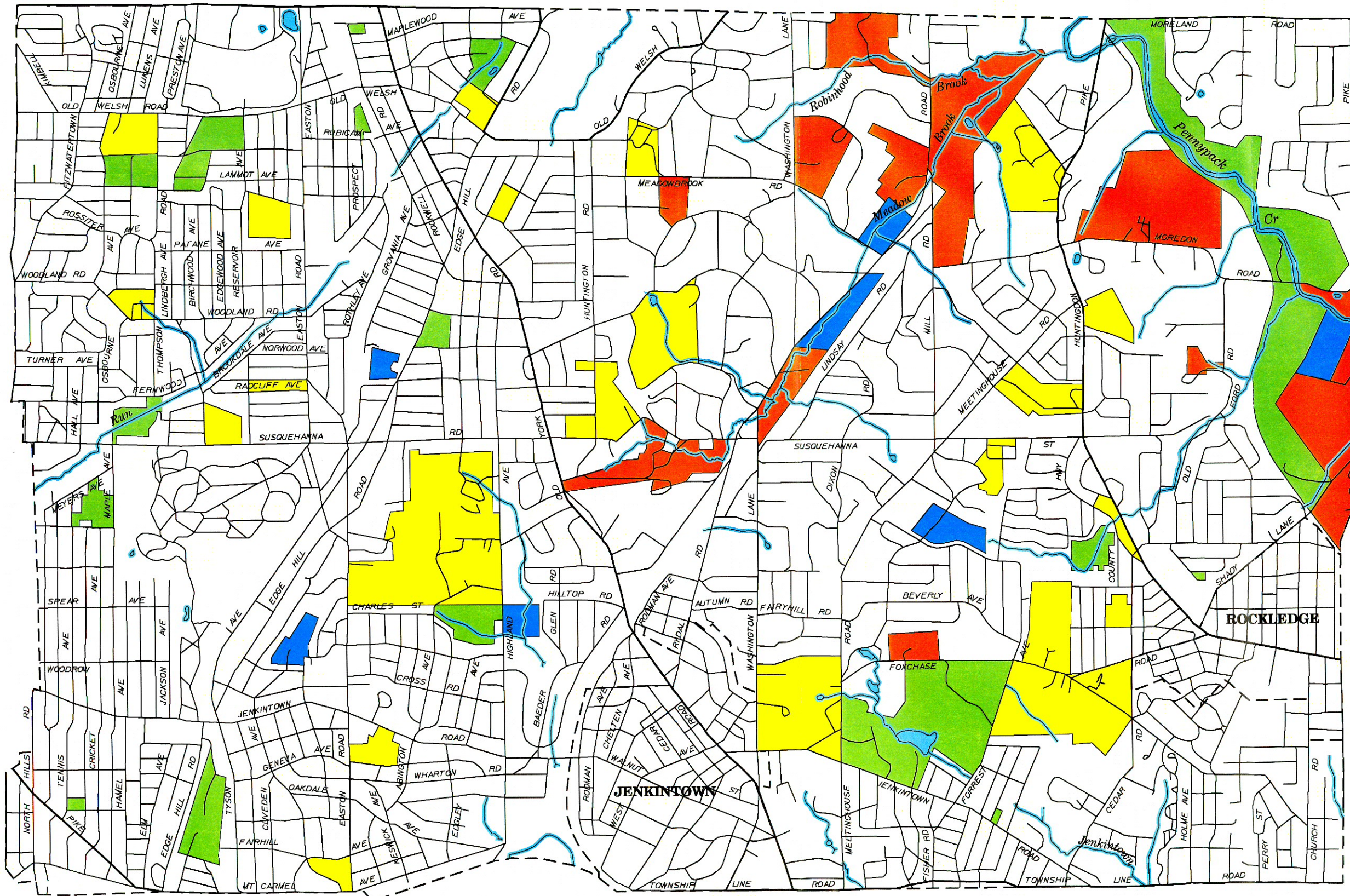
Abington Township contains more than 500 acres of parks and recreational open space. The Township's parks system includes community parks, bird and wildlife sanctuaries, and conservancy areas. Further, Abington is home to a significant regional park resource in Lorimer Park. This 227 acre park is owned and operated by Montgomery County. Other park resources include Alverthorpe Park, Baederwood Park, Crestmont Park and Penbryn Park. Significant open space land includes the Township's Bird Sanctuary and Game Preserve, Briar Bush Nature Center, Fox Chase Manor Park and numerous school district properties (Map 6).




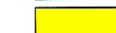



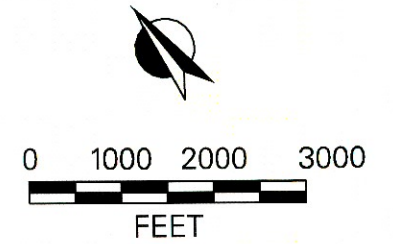


Map 6.  
**ABINGTON  
 TOWNSHIP**  
 Montgomery County  
 Pennsylvania

**RECREATION  
 AND  
 OPEN SPACE**



-  STREAMS
-  EXISTING PARK LAND
-  NATURE AREAS
-  SCHOOL PROPERTIES
-  SIGNIFICANT OPEN SPACE PARCELS (10+ ACRES)







## **APPENDIX B:**

List of Grant Opportunities for  
Funding Trail and Greenway Development,  
Open Space Planning and Land Acquisition





**National Parks Service: Rivers, Trails and Conservation Assistance Program**

Eligible Applicants: community groups, municipalities, partnerships

Eligible Projects: trail design, greenways plans, stream restoration, inventories of cultural, natural and recreational resources, conservation workshops

Maximum Grant: technical assistance, staff involvement rather than financial assistance

Required Match: projects are undertaken as partnerships and costs are shared with other organizations, cost-sharing agreements may involve financial and/or in-kind services

Application Round: on-going assistance offered to applicants developing proposals, July deadline for formal application for assistance

Contact: (215) 597-1787

**William Penn Foundation**

Eligible Applicants: non-profit organizations with 501 (c)(3) status

Eligible Projects: projects that support the goals of promoting open space preservation, promoting the development, maintenance and use of natural areas within Philadelphia, and that support environmental education

Maximum Grant: none

Required Match: no match is required but the Foundation prefers to make grants to projects that receive support from several sources and that do not depend upon the Foundation for total funding

Application Round: accepts grant requests throughout the year

Contact: (215) 988-1830

**Pennsylvania Department of Conservation and Natural Resources: Keystone Grant Program**

There are a host of grant programs available under this agency including the Community Grant Program (purchase of land for park, recreation and conservation purposes; rehabilitation of existing parks and recreation facilities; and creation of new parks and recreation facilities), Rails-to-Trails Grant Program (purchase of abandoned railroad rights-of-way for public recreational trail use; purchase of adjacent land for access or related support facilities; and rehabilitation and development of abandoned rights-of-way for public recreational trail use, and Rivers Conservation Grant Program (study watersheds, rivers, streams or creeks)

Eligible Applicants: municipalities, non-profit organizations

Eligible Projects: land acquisition, facilities construction, long-range plan development, feasibility studies, implementation projects

Maximum Grant: \$7,500 for peer-to-peer projects; no limit for planning, implementation and technical assistance projects

Required Match: minimum 50%

Application Round: late November

Contact: (215) 560-1182

## **Pennsylvania Department of Conservation and Natural Resources: Recreational Trails Program**

Eligible Applicants: local governments, state and federal agencies, organizations and individuals

Eligible Projects: land acquisition, development of trails and trail-head facilities, trail maintenance and for improving access and use of trails by persons with disabilities

Maximum Grant: \$20,000

Required Match: 50%

Application Round: late December

Contact: (717) 787-2316

## **Conservation Foundation: American Greenways DuPont Award**

Eligible Applicants: primarily non-profit organizations, although individuals and municipalities may apply

Eligible Projects: mapping, assessments, surveying, conferences and design activities, printed and audio-visual interpretation materials, building paths and bridges

Maximum Grant: \$2,500

Required Match: none

Application Round: application typically due by December 31

Contact: (703) 525-6300

## **Dodge Foundation**

Eligible Applicants: non-profit organizations with 501 (c)(3) status

Eligible Projects: projects that fall under the Foundation's "Public Issues" category that focus on issues of sustainability, ecosystem preservation, energy conservation, pollution prevention and reduction and environmental outreach and education that lead to enlightened environmental policy

Maximum Grant: grants generally range from \$10,000 to \$100,000

Required Match: none

Application Round: a one-page letter on inquiry by the applicant is encouraged to determine if the project falls within the Foundation's guidelines; applications for Public Issues Grants must be post-marked by September 15

Contact: (201) 540-8442

## **Philadelphia Foundation**

Eligible Applicants: non-profit organizations

Eligible Projects: projects that promote land and energy conservation and support the urban environment

Maximum Grant: \$25,000

Required Match: N/A

Application Round: there are two annual distribution cycles, however an organization may apply only once a year, proposal deadlines are either November 1 or June 2

Contact: (215) 563-6417

In addition to public and private grant programs, a number of local businesses may be utilized to provide sponsorship, facilities and events along the Township's trail network. Local businesses can sponsor sections of the network or can provide trail amenities such as benches, bicycle parking racks and bicycle storage facilities at transit stations. Local businesses can offer events such as trail clean-ups, trail olympics and nature walks. Discounts may also be offered to those customers arriving on foot, rollerblades or by bicycle.

The potential local partners include: Keswick Cycles, Abington Bike Shop, Run Around, Rizzo's, Dimmers, Willow Grove Park Mall, SEPTA, Montgomery County Parks Department, Barnes and Noble, The Nature Conservancy, Jenkintown Running Co., Houlihan's, and Genuardi's.