



MAKING IT EASIER to **WALK** and  
**BIKE** to RAIL STATIONS in the  
GREATER PHILADELPHIA REGION



## **Moylan-Rose Valley Strategic Planning Session**

Meeting Notes and Next Steps

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### **Background**

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DVRPC's Safe Routes to Transit Program is a competitive technical assistance grant program periodically offered to municipalities in Greater Philadelphia that are interested in enhancing pedestrian and bicycle access to transit stations. More information on this program is available at [www.dvrpc.org/saferoutestotransit](http://www.dvrpc.org/saferoutestotransit).

As part of this program, DVRPC facilitated a meeting with a representative from Nether Providence Township on April 17, 2019 to discuss pedestrian and bicycle access issues and opportunities around the Moylan-Rose Valley Regional Rail Station. This memo summarizes the topics that were discussed at that meeting and presents strategies and resources that can help guide planning and development in the station area.

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### **Meeting Participants**

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- Betsy Mastaglio, DVRPC
  - Andrew Svekla, DVRPC
  - Joe Banks, DVRPC
  - Cassidy Boulan, DVRPC
  - Logan Axelson, DVRPC
  - Ronald Joseph, DVRPC
  - Thomas Hastings, Delaware County Planning Department
  - David Grady, Nether Providence Township
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### **Station Access Considerations**

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Two primary issues that affect pedestrian traffic experience in the vicinity of Moylan-Rose Valley Station were discussed at the meeting: 1) the lack of sidewalks on Manchester Ave. /SR 3019 and 2) the need for a crosswalk that connects the ramp to the outbound platform of the station on the east side of the road with a side path leading to the Pennsylvania Institute of Technology (PIT) on the west side of Manchester Ave. The speed limit on Manchester Ave. is 35 mph between the station and PIT, and a curve reduces sight distance for drivers, amplifying the safety risks to pedestrians who walk between the station and PIT.

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## Recommendations and Next Steps

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### 1. Sidewalks

- a. Installing sidewalks on the southbound side of Manchester Ave. will require engaging both PIT and Upper Providence Township, as Manchester Ave. is the boundary between Nether Providence and Upper Providence Townships.
- b. If sidewalk installation on Manchester Ave. is not an option, another option may be to implement interventions such as lighting on Oakland Ave. and Glenwood Ave., providing a safer, alternate path to exiting the station on Manchester Rd. Commuters, however, might not choose this path as both roads are located in a residential neighborhood likely unfamiliar to them.

### 2. Crosswalks

- a. The only crosswalk on Manchester Ave. in walking distance of both PIT and the station is located at the intersection of Manchester Ave. and the entrance to the PIT. The effectiveness of this crosswalk is hampered by its distance from the station access point and lack of connection to any sidewalk facilities. The group discussed relocating the crosswalk to a safer, more usable location. Several potential crosswalk locations were discussed, including those listed in the aerial image below.



Any potential crosswalk location is contingent on a safe sidewalk connection and potentially modifying the existing guardrail on Manchester Rd.

- b. DVRPC will initiate a conversation with PennDOT to evaluate the ideal crosswalk location on Manchester Rd. Once PennDOT has selected a preferred crosswalk location, the Township can then take the lead in calculating implementation costs and determining next steps.

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## Planning Resources

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- [Pedestrian and Bicycle Information Center](#): The PBIC aims to improve the quality of life in communities by increasing opportunities for safe walking and bicycling as a viable means of transportation and physical activity. The [PBIC library](#) includes sample pedestrian and bicycle plans and planning tools, design guidelines, research and safety studies, articles and white papers, case studies, and links to presentations, videos, and other web resources.
- [NACTO Urban Street Design Guide](#): The National Association of City Transportation Officials' Urban Street Design Guide includes extensive recommendations regarding sidewalks, crosswalks, and other interventions that help to inform and instruct all road users. Subsections specifically address sidewalk and crosswalk design.
- [DVRPC's Municipal Funding Resource](#): This online database is intended to assist local governments, community groups, and non-profit organizations in identifying federal, state, regional, county, and private sources of funding for locally initiated planning and development projects.
  - Nonprofit and advocacy groups often seed small walkability projects with microgrants, including [America Walks](#) and [AARP](#). The [PBIC](#) also provides examples of non-government funding sources.

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## Helpful Contacts

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### ***PennDOT***

- Fran Hanney: [phanney@pa.gov](mailto:phanney@pa.gov); 610-205-6560

### ***DVRPC***

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- Betsy Mastaglio: [bmastaglio@dvrpc.org](mailto:bmastaglio@dvrpc.org); 215-238-2812