



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



Wallingford Strategic Planning Session

Meeting Notes and Next Steps

Background

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.

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 Wallingford 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.

Meeting Participants

- Betsy Mastaglio, DVRPC
 - Andrew Svekla, DVRPC
 - Joe Banks, DVRPC
 - Cassidy Boulan, DVRPC
 - Logan Axelson, DVRPC
 - Ronald Joseph, DVRPC
 - Thomas Hastings, Delaware County Planning Commission
 - David Grady, Nether Providence Township
-

Station Access Considerations

Nether Providence Township's main station access priority is to improve the pedestrian experience to Wallingford Regional Rail Station in order to incentivize greater pedestrian traffic and transit use among Township residents. Currently the Township is engaged in a multi-faceted effort to address these concerns, with funding for implementation coming from various grant programs. The Township has additional plans to improve the pedestrian experience, for which the Township is interested in securing additional funding.

Existing Conditions & Next Steps

Furness Park Trail Project

The implementation of this trail project is divided into two phases. Phase 1, currently being implemented with funding from a DCED grant awarded in 2016, will provide an official trail connecting the station to Turner Rd., where many commuters now park their cars before walking through the park on unofficial trails. Phase 2, if funded, will connect the trail built during Phase 1 with neighborhoods to the north of Furness Park, thus expanding pedestrian access to the station.

Next Steps:

1. The Township should talk with current property owners near Knoll Rd. and Turner Rd. to pursue acquisition of an easement for the trail.
2. Nether Providence Township plans to apply for additional funding to implement Phase 2 plan of the Furness Park trail project. The Township in particular is interested in applying for DCED's [Greenways and Trailways Program](#) and the [Multimodal Transportation Fund](#), and in exploring various [grant options](#) from DCNR.
 - a. Note: State funds are typically not as stringent as federal sources of funding in terms of requirements and reviews.

Providence Rd. (SR 252) Improvements

Providence Rd. and roads intersecting it comprise another focus area for improvements. Some improvements have already been made in the Township that would enhance pedestrian traffic when completed. They include a sidewalk currently being installed on E. Possum Hollow Rd. that would connect Providence Rd. with Wallingford Station (funded by a CMAQ grant awarded in 2016) and a pending sidewalk project along Providence Rd. at its bridge over the Media/Elwyn Line tracks. The group discussed further improvements on Providence Rd. that the Township is interested in pursuing, presented below.

Next Steps:

1. Explore options to expand sidewalk width on Providence Rd. to increase connectivity and pedestrian safety. Currently the sidewalks are very narrow, only wide enough for one pedestrian.
 - a. Identify and resolve right-of-way issues on Providence Rd., especially if it involves PennDOT, as it owns Providence Rd.
 - b. Utility poles and trees currently present on these sidewalks would need to be moved; take into account the cost involved in moving them if sidewalks are widened.
2. Explore interventions to reduce the crashes at the Providence Rd./Wallingford Ave. intersection.
 - a. Implementation of safety improvements focused on crash reduction at this intersection could be eligible for funding under the [Highway Safety Improvement Program](#) (HSIP), a federal aid program which is administered in Pennsylvania by PennDOT.

Kershaw Rd. and Brookhaven Rd.

The Wallingford Nursing & Rehabilitation Center is a destination for a sizeable number of reverse commuters, many of whom arrive at the station and then walk to the Center. The shortest pedestrian path (at 0.6 miles long) involves walking south on Kershaw Rd., then turning west and continuing on Brookhaven Rd., and finally turning and walking south on Providence Rd. While this is the shortest path, it is also an unsafe option, as Kershaw Rd. and Brookhaven Rd. have no sidewalks and narrow shoulders. The intersection of Kershaw Rd. and Brookhaven Rd. was noted to be particularly unsafe for pedestrians.

Next Steps:

1. A flashing beacon for pedestrian crossing maybe an appropriate and potentially low-cost intervention that enhances pedestrian safety at Kershaw Rd. and Brookhaven Rd. intersection.

Rogers Lane (SR 2021)

There is a gap in the sidewalk of Rogers Ln., east of Wallingford station, where the road crosses a narrow, PennDOT-owned bridge. Closing this sidewalk gap is another priority for the Township, as a connection would enhance pedestrian access to the station for two neighborhoods and also add a connection to the Leiper-Smedley Trail, which goes to Springfield and Swarthmore.

Next Steps:

1. A sidewalk in this location is not likely to be feasible in the short-term due to cost. The Township should periodically communicate with PennDOT to make its interest in a pedestrian connection known should any changes to the underlying bridge be planned in the future.

Planning Resources

- [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 and other interventions that help to inform and instruct all road users. Subsections specifically address sidewalk design.
- [DVRPC's Municipal Funding Resource](#): This online database is intended to assist local governments, community groups, and non-profit organizations to identify federal, state, regional, county, and private fundss for locally initiated planning and development projects.
 - Though lower cost projects with small footprints are typically not competitive for [CMAQ](#), the [Multi-Modal Fund](#), and [Transportation Alternatives](#), these sources are often utilized for pedestrian and bicycle facilities and improvements.

- 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.

Helpful Contacts

PennDOT

- Fran Hanney: fhanney@pa.gov; 610-205-6560

DVRPC

- Andrew Svekla: asvekla@dvrpc.org; 215-238-2810
- Betsy Mastaglio: bmastaglio@dvrpc.org; 215-238-2812