



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



## Lansdowne Station Strategic Planning Session

Meeting Notes and Next Steps

---

### Background

DVRPC's Safe Routes to Transit Program is a competitive technical assistance 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 representatives from Lansdowne Borough and Delaware County on April 8, 2019 to discuss pedestrian and bicycle access issues and opportunities around SEPTA's Lansdowne Regional Rail Station. This memo summarizes the discussion at that meeting and presents strategies and resources that can help guide planning and development in the station area.

### Meeting Participants

- Craig Totaro, Lansdowne Borough
- Krista Heinrick, T and M Associates
- Thomas Hastings, Delaware County Planning Department
- Betsy Mastaglio, DVRPC
- Joe Banks, DVRPC
- Joe Natale, DVRPC
- Cassidy Boulan, DVRPC
- Missy Frankil, DVRPC

---

### Station Area Concerns: Speed and Safety Along Lansdowne Avenue

---

Lansdowne Borough would like to address perceived vehicular speeding and visibility on Lansdowne Avenue from the bridge over the SEPTA Media/Elwyn line south, which creates safety concerns for anyone biking or walking along or across Lansdowne Avenue to the station. This bridge is quite steep which causes sight distance issues. The wide lanes (17 feet) encourage drivers to speed. It can be hard to turn onto Lansdowne Avenue from the smaller streets south of the bridge such as Scottdale Road, Dudley Avenue, and Nyack Avenue because of traffic volumes and speeds, and some visibility issues. Northbound Lansdowne Avenue has an 82 foot long left turn lane leading up to Scottdale Road. Because Scottdale Road intersects with Baltimore Avenue, and otherwise only has local destinations, some drivers are likely using it as a cut-through to avoid the intersection of Lansdowne Avenue and Baltimore Avenue.

According to data from PennDOT, there have been 42 crashes on Lansdowne Avenue, between Baltimore Avenue and Dudley Avenue, from 2012 to 2017 with 36 people injured as a result of the crashes. Five crashes involved pedestrians. The meeting's main focus was addressing safety issues along Lansdowne

Avenue with a variety of traffic calming measures to narrow the perceived width of the road and to slow motorists.

# LANSDOWNE STATION

SAFE ROUTES   
to TRANSIT



\*Crash data 2012-2017 (source: PennDOT)

Lansdowne Avenue is currently scheduled to be repaved from Garrett Road in Upper Darby to Cobbs Creek (Delaware County's border with Philadelphia) in 2020. Lansdowne Borough should contact Delaware County (Tom Shaffer or Cory Brown) and DVRPC (Jesse Buerk or Sarah Moran) to discuss their concerns and the possibility of new striping plans or other road surface treatments. This can be done in advance of the formal PennDOT Connects process. Together then the borough, the county and DVRPC can contact PennDOT to discuss further.

---

### **Past and Future Plans for Lansdowne Avenue**

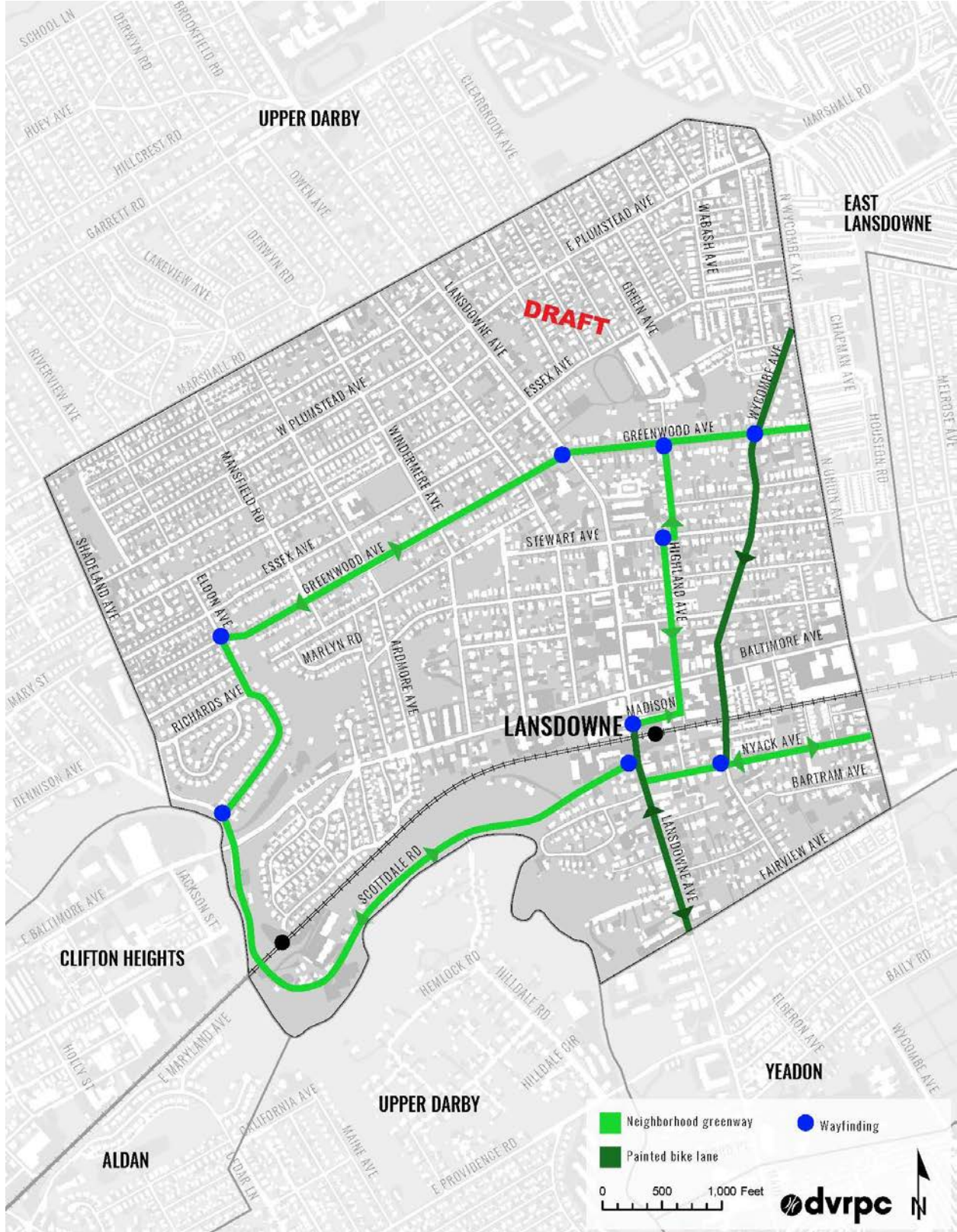
---

The borough conducted a walkshed analysis as part of the 2012 Transportation and Community Development Initiative (TCDI) study, *Lansdowne Central Business District Walk-Shed Improvements*. One of the recommendations from the study outlined a design at the intersection of Lansdowne Avenue and Scottdale Road to construct a bump out on the southern corner of Scottdale Road in conjunction with a striped crosswalk to make the pedestrian experience more comfortable.

Lansdowne Station was one of three stations surveyed as part of DVRPC's *Delaware County Bike-to-Transit Survey* project (final report forthcoming). One outcome of the project is a set of recommendations for bicycle facilities that can be used to access the station. These recommendations were discussed in the session (see map on the next page). The most pertinent recommendation is a bike lane on Lansdowne Avenue from Madison Avenue to the municipal border. Because this bike lane would increase multimodal access and serve as a traffic calming strategy, it was discussed in detail during the session.

Additionally, SEPTA plans to add bike parking to the north side of the station to support bicycle access.

*Bike Recommendations for Lansdowne from DVRPC's Delaware County Bike-to-Transit Survey project*



**Station Area Priority: Traffic calming on Lansdowne Avenue**

### *Bike Lane on Lansdowne Avenue*

Painting a bike lane on Lansdowne Avenue from Madison Avenue to the municipal border with Yeadon Borough is a traffic calming measure that would also encourage people to bike to Lansdowne Station. This could be accomplished by narrowing the travel lanes to 11 feet in each direction which would allow for five foot bike lanes and a one foot buffer. The bike lane could also be painted green, especially at conflict points, to further differentiate the bike lane from the travel lanes, potentially causing drivers to slow even more.

A bike lane on Lansdowne Avenue would require the removal of on-street parking from Nyack Avenue to Dudley Avenue and also a few spaces north of the bridge. The addition of bike lanes in each direction would also require the removal of the left hand turn lane onto Scottdale Road. Traffic counts should be collected to determine if the turn lane is warranted. If the turn lane must be maintained, either an 82 foot gap in the bike lane is necessary or bike lanes should not be pursued. To further connect to the station, it is recommended to continue the bike lanes south of Fairview Avenue (municipal border), this would require coordination with Yeadon Borough and could be done as part of the PennDOT Connects process. One implementation strategy would be for Lansdowne Borough and Delaware County to initiate a discussion with PennDOT about testing the bike lanes by either modeling the effects of them or by piloting them using low cost measures such as traffic cones, before PennDOT's anticipated resurfacing of the road in 2020.

The painting of this bike lane would eliminate the possibility of making the pedestrian refuge on Lansdowne Avenue south of Nyack Avenue, which was proposed in 2012 TCDI study. In lieu of the pedestrian refuge, the borough could consider constructing a raised crosswalk to facilitate safe passage of pedestrians across Lansdowne Avenue. A raised crosswalk could also be a part of a request for PennDOT to pilot using a removable, plastic version.

### *Alternatives and additional considerations*

Another tool to address speeding concerns is various types of signage. Speed limit signs should be more frequent. Additional signage alerting drivers travelling south of the upcoming crosswalk at Nyack Avenue would also be helpful. The overhead mast arm-which currently serves to alert drivers with flashing beacons and a pedestrian crossing sign-is 70 feet from the peak of the bridge. By the time it enters the driver's vision, the driver may already be accelerating. The location of the mast arm should be evaluated to ensure drivers are given the proper advanced warning of the pedestrian crossing. There could also be pedestrian crossing signage or a rapid flashing beacon for drivers headed north of the upcoming crosswalk at Nyack Avenue. Signage could also be used to discourage cut through traffic from using Scottdale Road.

Road improvements to narrow vehicular lane widths have the potential to reduce speeds. If it is determined that bike lanes are not feasible on Lansdowne Avenue, the edge line of the outside travel lanes could be striped 11' from the center line to reduce the perceived lane widths by six feet. On the top of the bridge, the addition of plastic flexible bollards to delineate the striped gore area could increase the sense of narrowness and provide space between moving vehicles and pedestrians on the bridge's sidewalks. The six feet could also be used by cyclists even if it is not signed for them.

Next Steps:

- Work with Delaware County to have them request that DVRPC take a traffic and speed count on Lansdowne Avenue (which could include video facing south, mounted on the mast arm to count pedestrians and pedestrian crossings) to determine the use of the left hand turn lane at Scottsdale Road and to evaluate whether it could be removed to create new striping plans. Send the request to Josh Rocks ([jrocks@dvrpc.org](mailto:jrocks@dvrpc.org)) and cc Betsy Mastaglio and Cassidy Boulan
- Contact PennDOT to start the conversation about changes to the road striping during the 2020 repaving (still working with Delaware County and DVRPC)
  - Discuss with PennDOT the possibility of piloting a bike lane and/or a raised crosswalk on Lansdowne Avenue prior to resurfacing
  - Getting a highway occupancy permit (HOP) may be necessary since Lansdowne Avenue is a state road
  - See the Contacts section below for information for Jesse Buerk who can help facilitate the conversation with PennDOT
    - Check back in with Jesse/DVRPC for a FAQ document regarding bike friendly resurfacing in coordination with PennDOT Connects
- If PennDOT and Lansdowne Borough determine that the removal of the turn lane to Scottsdale Road and the addition of bike lanes is not advisable, pursue striping the lane edge line at 11 feet wide and adding flexible delineators at select locations to reduce the perceived roadway width
- Determine locations for additional pedestrian-crossing signs

---

## Planning Resources

---

- [Pennsylvania's Traffic Calming Handbook](#): This extensive guide covers traffic calming measures not discussed in the meeting (ex: chicanes and gateways) that may prove useful in future discussions
- More information about neighborhood greenways can be found in DVRPC's [Identifying Neighborhood Greenway Possibilities in Philadelphia](#). To discuss neighborhood greenway treatments that may be appropriate in Lansdowne, please contact Cassidy Boulan (see Contacts section)
- [NACTO Urban Bikeway Design Guide](#): The National Association of City Transportation Officials' Urban Bikeway Design Guide includes extensive recommendations regarding signing and marking safe bike routes that help to inform and instruct all road users. Relevant subsections:
  - [Bike boulevards](#) (also known as neighborhood greenways) - There are many aspects that can make a street into a bike boulevard. This resource can show all the effective measures.
  - [Left side bike lanes](#) - This bike facility is used most commonly on one-way streets and can reduce conflicts between bicyclists and transit.
  - [Conventional bike lanes](#) - The addition of a bike lane acts as a traffic calming measure as well as a safe avenue for bikers to move through space.
- [Park and Ride Passenger Origins Web Map](#): This interactive map can help guide station area planning by showing where passengers who park and ride are driving from. The map indicates that many passengers parked at Lansdowne Station originate in neighborhoods within three miles of the station, which is a widely accepted distance for bicycle commuters to access public transportation.

- [Bicycle Level of Traffic Stress \(LTS\) and Connectivity Analysis](#): The LTS tool can help determine the suitability of different roads for bike facility implementation. The LTS classification ranges from 1 (relaxing, suitable for children) to 4 (high traffic stress, multilane fast traffic). This tool shows which roads are good candidates to be made more comfortable for cycling and could connect “islands” of more comfortable routes.
- [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.
  - 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.

---

## Contacts

---

Betsy Mastaglio - Safe Routes to Transit program and general coordination and funding questions  
bmastaglio@dvrpc.org; (215) 238-2812

Andrew Svekla - Safe Routes to Transit program and general coordination and funding questions  
asvekla@dvrpc.org; (215) 238-2810

Cassidy Boulan - Neighborhood greenway and general bike facility questions  
cboulan@dvrpc.org; (215) 238-2832

Jesse Buerk - Resurfacing and PennDOT communication questions  
jbuerk@dvrpc.org; (215) 238-2948