

EASTON ROAD – KEY ISSUES

Safety and operational issues at key intersections

There are several intersections along Easton Road that pose safety and operational issues due to poor intersection geometry, high volume of turning movements, and lack of pedestrian crossings. The following intersections were identified to have poor intersection geometry or capacity deficiencies:

- Greenwood Avenue
- Limekiln Pike
- Waverly Road
- Glenside Avenue
- Tyson Avenue
- Susquehanna Road
- Bradfield Road
- Hamilton Avenue
- Old Welsh Road

Easton Road transitions from a four-lane cross section (to the south) to a two-lane cross section (to the north) at the intersection of Limekiln Pike (PA 152). The change in cross section creates a pinch point contributing to driver confusion and traffic congestion that extends to the Royal Avenue intersection to the north.

Closely Spaced Signals Lead to Operation Issues and Aggressive Driving

A high concentration of signalized intersections spaced closely together lead to operational issues. Poor coordination of traffic signal timing between closely spaced intersections leads to traffic congestion during peak commuter periods and can lead to driver frustration during non-peak periods. Public and stakeholder comments noted a phenomenon of drivers speeding to “beat the next light.”

Sidewalk Network Connectivity

Improving pedestrian connectivity is a priority for the municipalities along Easton Road which is reflected in the community comments. Sidewalks are mostly consistent along Easton Road. However, there are a few locations where there are gaps in the sidewalk network or sidewalks are in generally poor condition. In addition, the community has a desire for improved pedestrian crossing design features and strategically placed crossings to improve pedestrian safety and access throughout the corridor.

The following locations are specifically identified as needing pedestrian improvements:

- **Cheltenham Avenue to Fort Washington Expressway (SR 309)** - sidewalk only on one side of the road, but access to both sides is needed
- **Arcadia University area**– pedestrian crossings at the intersection of Limekiln Pike and Easton Road in need of upgrading
- **Roslyn Station**– need improved pedestrian access from Easton Road to Roslyn Train Station

Access Management

Some of the older shopping centers along Easton Road have poor access management. It is not uncommon for shopping centers to have multiple entrances and exits without proper traffic controls. In some areas, it is difficult to distinguish the edge of the roadway with the start of a parking lot. This is particularly the case in Glenside, Keswick and Roslyn.

Transit Amenities and Access

Easton Road is served by SEPTA Bus Route 22. However, access to and amenities at bus stops is lacking in many locations. The typical bus stop design at many locations consists of little more than a sign. In particular, improved pedestrian crossings and basic bus stop design features are needed along the corridor.

Parking Demand Continues to Grow

On-street parking is permitted in some sections of Easton Road. In villages such as Glenside, Keswick and Roslyn; the lack of available parking may hinder economic growth and redevelopment efforts. The need for additional parking at the SEPTA train stations (Roslyn, Crestmont, and Glenside) cause some spillover parking onto local streets and Easton Road.