

MONTCO PIKES | A VISION PLAN FOR SIX COUNTY CORRIDORS

ABOUT MONTCO PIKES

Montgomery County owns 75 miles of roadways throughout the county. Many date to colonial times and began as private turnpikes. As part of the Montco Pikes project, the county is taking a closer look at six main corridors to ensure these roadways will support twenty-first century lifestyles. An overall vision has been established for the future of Easton Road, Butler Pike, Germantown Pike, Sumneytown Pike, Geryville Pike, and Swamp Pike.

This brochure highlights the vision and potential improvements for **Easton Road**.



EASTON ROAD TODAY

This study focuses on a segment of Easton Road from PA 611 to the Philadelphia City Line. This segment of Easton Road passes through Cheltenham Township, Abington Township, and Upper Moreland Township. Easton Road connects the communities of Glenside, Keswick, Roslyn, and Willow Grove to major highways such as, PA 611, PA 63, and PA 309.

Functional Classification	Length	Daily Traffic Volume	Posted Speed Limit	Land Use Context
Minor Arterial	~ 5 Miles	10,000–29,000	25–40	Suburban—Village Neighborhood

KEY ISSUES

Safety — Safety and traffic issues due to poor intersection design, high vehicular volume of turning movements, and lack of pedestrian crossings.

Sidewalk Connectivity — There are gaps in the sidewalk network or sidewalks are in generally poor condition and a lack of pedestrian crossings.

Transit Amenities — Access to and amenities at bus stops is lacking in many locations.

Access Management — Close spacing of commercial (business) driveways impacts the safety and operations of vehicular travel and bicycles and pedestrians.

Traffic Signals — Poor coordination of traffic signal timing leads to traffic congestion during peak commuter periods .

Parking Demand — The need for additional parking at the SEPTA train stations (Roslyn, Crestmont, and Glenside) cause some spillover parking onto local streets and Easton Road.



Pedestrian Access to Roslyn Regional Rail Station



Intersection of Easton Road and Glenside Avenue

For additional information visit:
<https://www.montcopa.org/montcopikes>

Provide input at: <https://montcopikes.mindmixer.com/>

EASTON ROAD

Easton Road | Corridor Improvements



Corridor-Wide Improvement Strategies

- Improve access management in commercial areas
- Add/upgrade pedestrian and bicycle facilities and fill in the gaps between existing facilities
- Need for additional parking at train stations and commercial areas
- Improve bus stops including amenities and providing better pedestrian connections
- Upgrade traffic signals and provide improved coordination systems between closely spaced intersections

Intersection with Limekiln Pike



- Upgrade pedestrian crossings and signals
- Planned pedestrian bridge
- Bus stop amenities

Intersection with Waverly Road

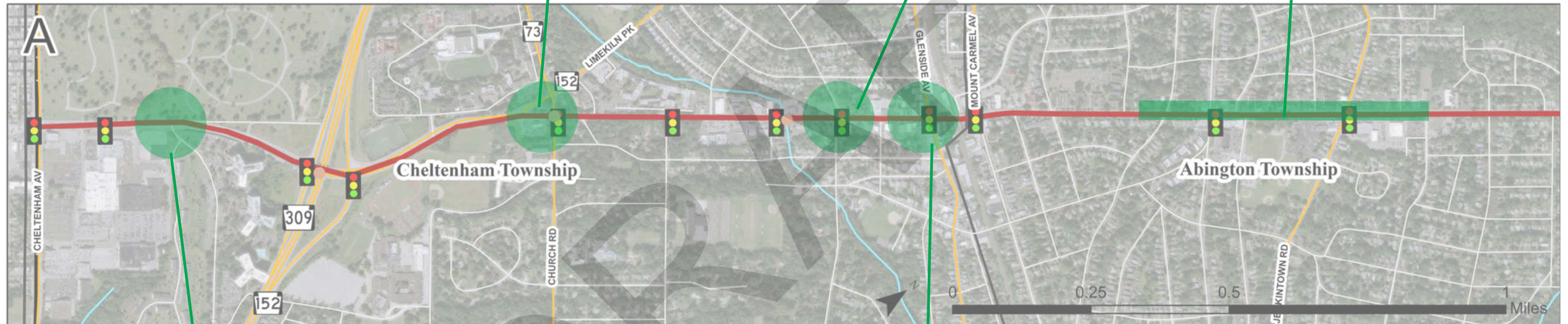


- Realign intersection approaches
- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

Keswick Village Area



- Improve stormwater management facilities
- Add/upgrade pedestrian and bicycle facilities
- Provide additional parking for commercial area



Intersection with Greenwood Avenue



- Add/upgrade pedestrian facilities
- Bus stop amenities

Intersection with Glenside Avenue



- Add turning lanes
- Traffic signal upgrades
- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

Legend

Easton Road

Bridges

Traffic Signals

Improvement Type

Intersection

Roadway

Pedestrian/Bicycle

Transit

Parking

Maintenance

Easton Road | Corridor Improvements

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- Add/upgrade pedestrian and bicycle facilities and fill in the gaps between existing facilities
- Need for additional parking at train stations and commercial areas
- Improve bus stops including amenities and providing better pedestrian connections
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Roslyn Area



- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities
- Provide additional parking for commercial area

Intersection with Old Welsh Road



- Traffic signal upgrades
- Improve turn lanes

Intersection with Hamilton Avenue



- Realign intersection approaches to eliminate offset intersection

Willow Grove Area



- Add/upgrade pedestrian and bicycle facilities
- Upgrade pedestrian crossings
- Install wayfinding signage
- Provide additional parking for commercial area



Copper Beach Elementary



- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

Intersection with Tyson Avenue



- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

Intersection with Bradford Road



- Realign intersection approaches
- Traffic signal upgrades

Intersection with Susquehanna Road



- Add/upgrade pedestrian and bicycle facilities
- Provide additional parking for the Roslyn train station
- Bus stop amenities

Intersection with Woodland Road



- Improve stormwater management
- Add/upgrade pedestrian and bicycle facilities
- Bus stop amenities

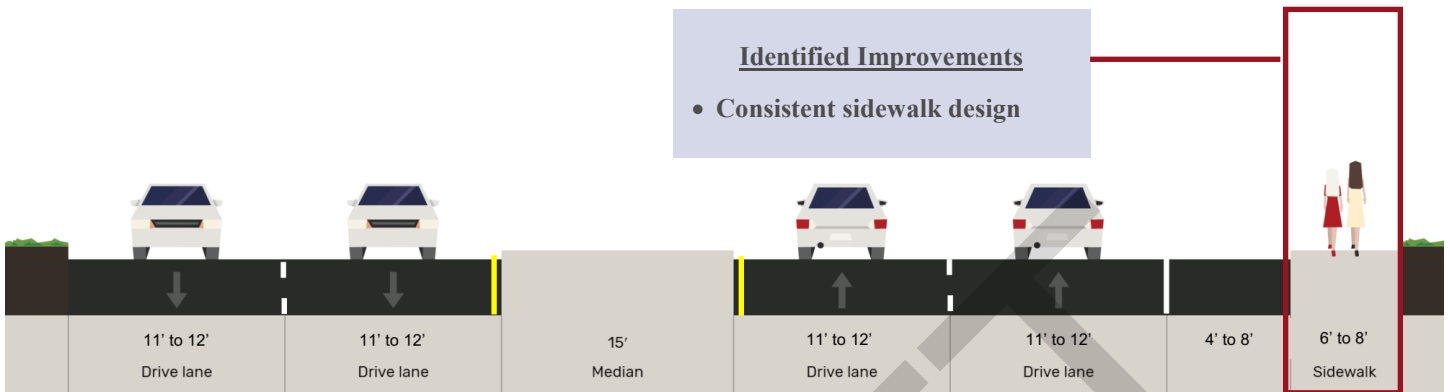
Legend

- Easton Road
- Bridges
- 🚦 Traffic Signals
- Improvement Type**
- ⊕ Intersection
- 🛣️ Roadway
- 🚲 Pedestrian/Bicycle
- 🚌 Transit
- 🚗 Parking
- ⚠️ Maintenance

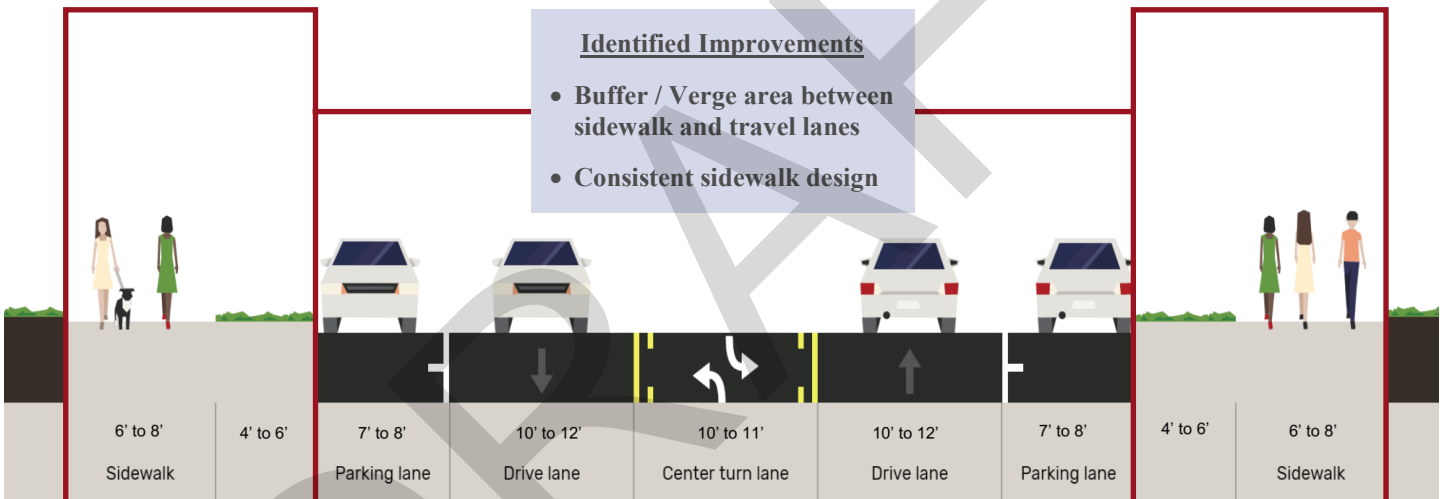
EASTON ROAD POTENTIAL FUTURE CROSS SECTIONS

Future typical cross sections have been prepared that address current deficiencies and serve the future needs of Easton Road. The cross sections consider the Montgomery County Complete Streets Policy, existing constraints, stakeholder/public input, and recommendations from previous planning studies.

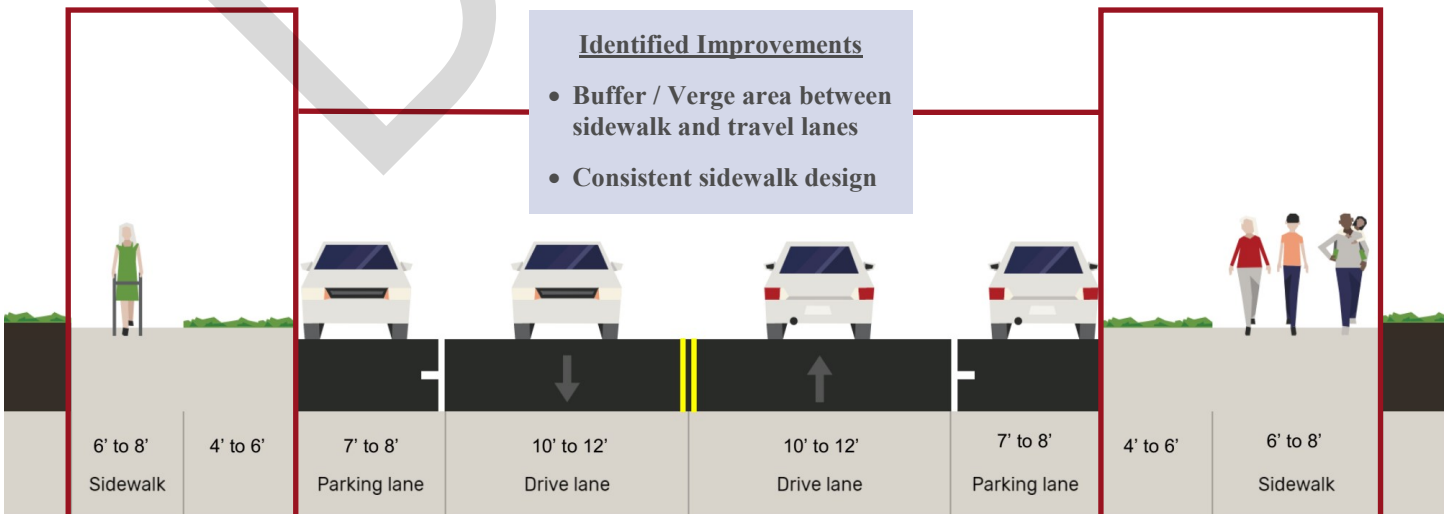
Cheltenham Avenue (City Line) to PA 73 (Church Road)



PA 73 (Church Road) to Mt. Carmel Avenue



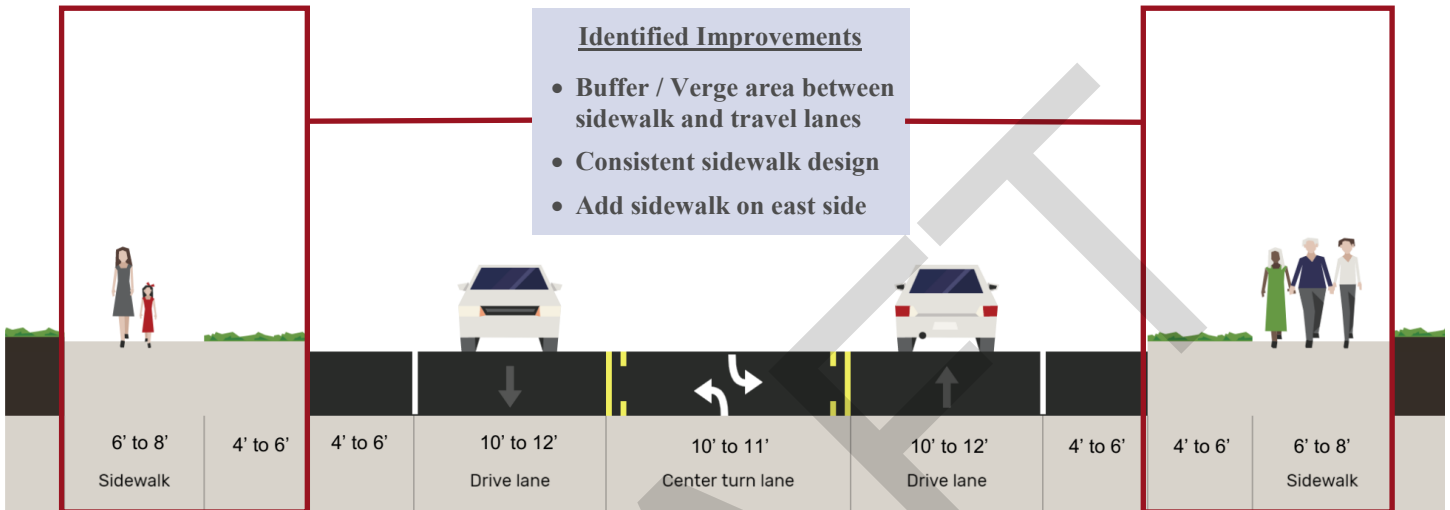
Mt. Carmel Avenue to Jenkintown Road



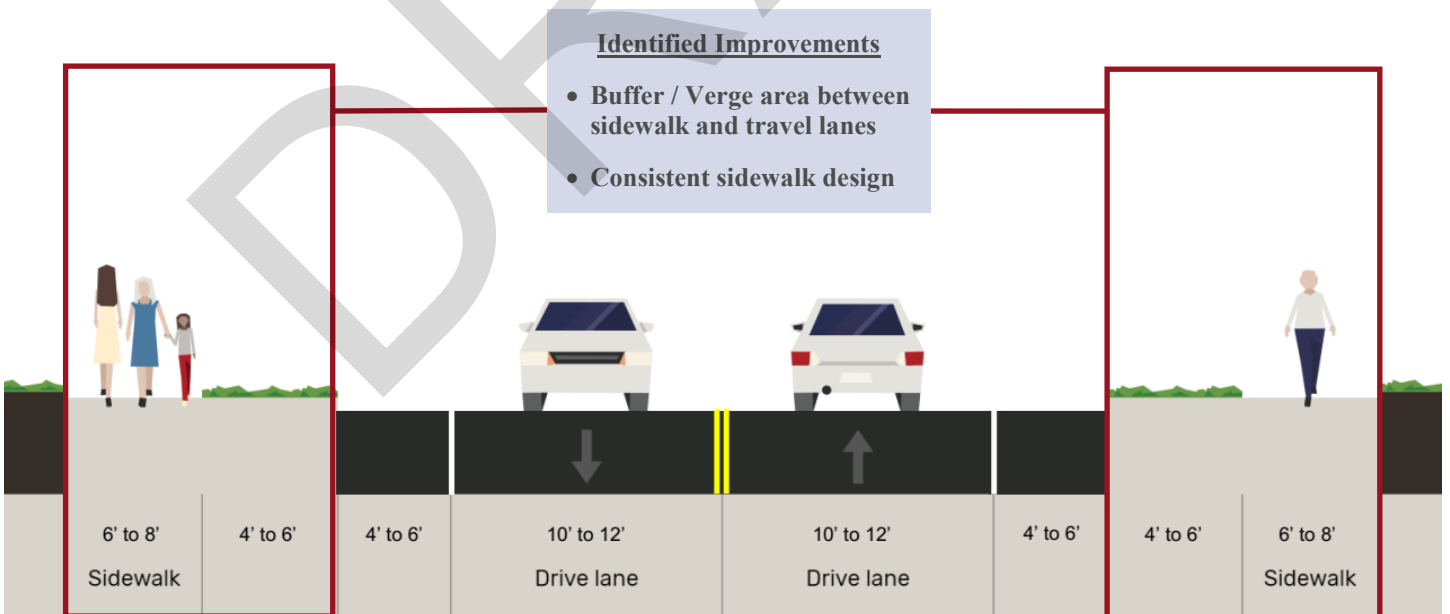
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Jenkintown Road to Edge Hill Road



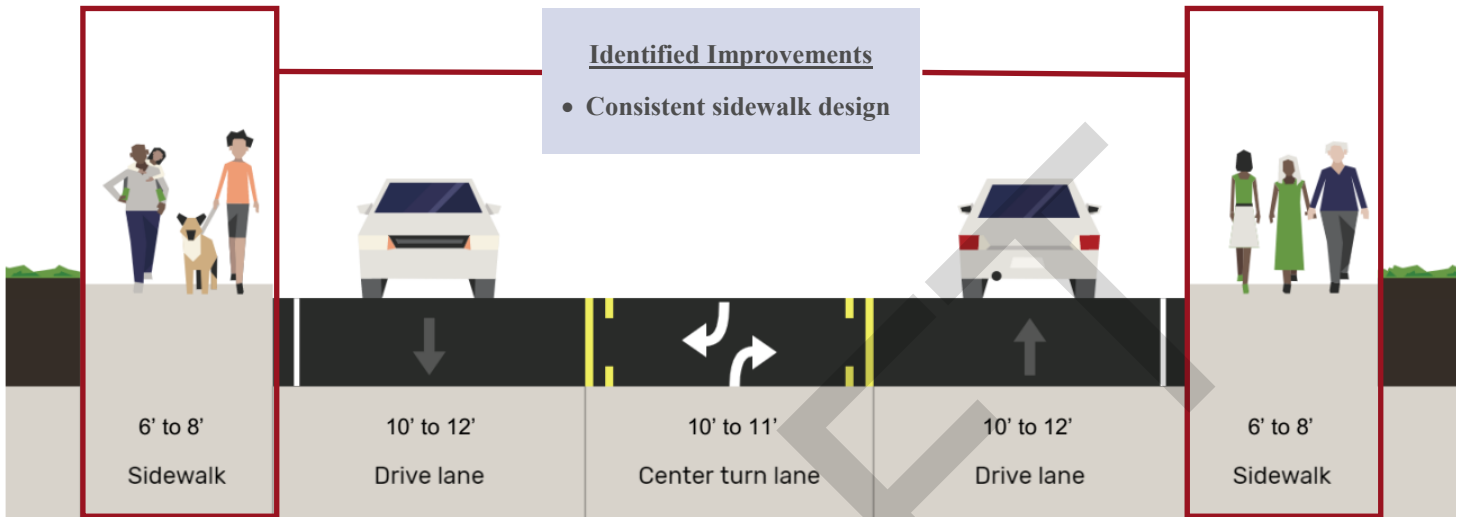
Edge Hill Road to Independence Avenue



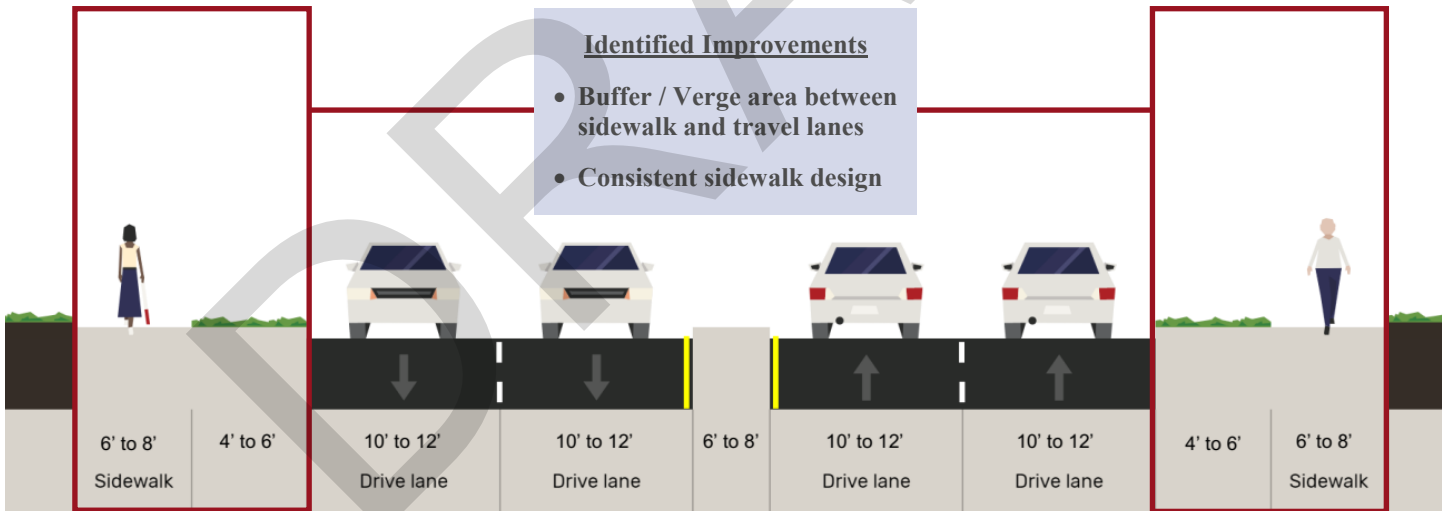
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Independence Avenue to Old Welsh Road



Old Welsh Road to PA 611 (York Road)



OPPORTUNITIES FOR INPUT

For questions about the project, please contact Matthew Popek, Montgomery County Planning Commission Transportation Planning Assistant Manager, at mpopek@montcopa.org.

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