

CHESTER PIKE CORRIDOR MASTER PLAN



PREPARED BY: THE DELAWARE COUNTY PLANNING DEPARTMENT



CHESTER PIKE CORRIDOR MASTER PLAN

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Chapter 1
INTRODUCTION

Chapter I: Introduction

The Chester Pike Corridor is a principal arterial roadway in southeastern Delaware County that serves both regional traffic as well as the local communities through which it passes. It makes up a portion of US Route 13 which runs from Fayetteville, North Carolina to Morrisville, Pennsylvania (See **Map I-1: Regional Location**). Chester Pike has been a part of the landscape of this portion of Delaware County for over 300 years and has transformed during that time from a muddy and hazardous dirt path to a modern suburban corridor serving the needs of an emerging automobile culture. In more recent years the roadway has suffered the common complaints of many an aging transportation network including traffic congestion, deteriorated infrastructure, and disinvestment.

Figure I-1: The CPCIP Communities

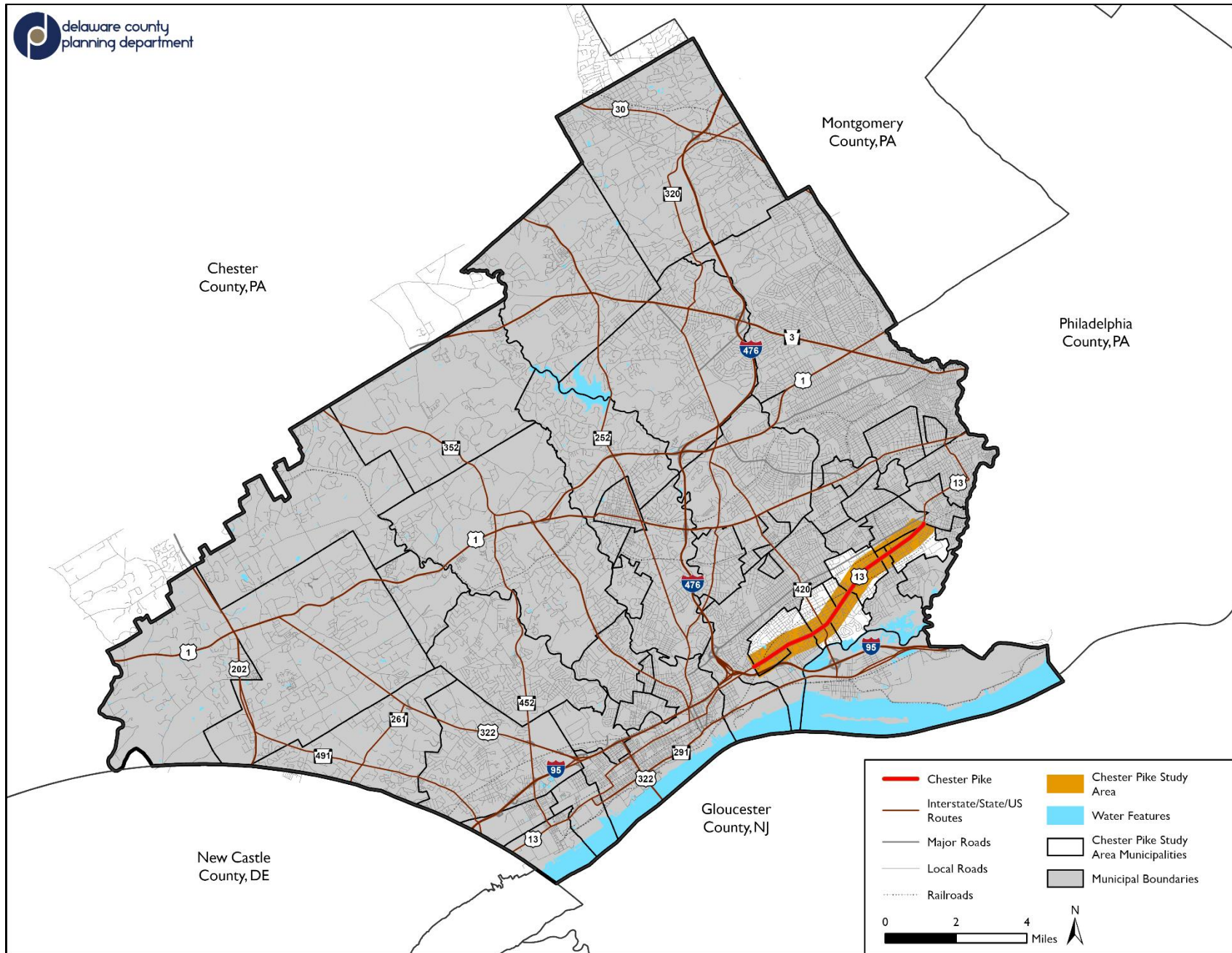


Source: Delaware County Planning Department

In response to the ongoing challenges facing Chester Pike, a number of the communities along its borders came together with the aim of working collaboratively towards a brighter future for the corridor. In early 2019, the Chester Pike Corridor Improvement Partners (CPCIP) was formed to address transportation, land use, and economic development issues along a central segment of Chester Pike. Run as a 501(c)3 nonprofit, the CPCIP is made up of representatives from the boroughs of Sharon Hill, Glenolden, Norwood, Prospect Park, and Ridley Park. As a group they seek to create better connections between land use and transportation; improve the function, character, and appearance of the area; enhance economic development; and improve the overall quality of life.

In an effort to achieve its goals and lay out a clear path towards the desired future for Chester Pike, CPCIP coordinated with the Delaware County Planning Department (DCPD) to prepare a Corridor Master Plan for Chester Pike. The plan identifies issues and conflicts along the five-borough portion of Chester Pike and builds a case for corridor-wide transportation improvements as well as opportunities for community and economic development projects. The plan was developed through a collaborative process, seeking input from municipal officials and staff, residents, businesses, and other community stakeholders to identify a vision and goals for the corridor. The plan provides actionable recommendations that identify needed transportation and land use improvement projects and thus will serve as a tool to help the CPCIP obtain funding for such activities.

Map I-1: Regional Location



Source: Delaware County Planning Department

STUDY CONTENTS

The **Chester Pike Corridor Master Plan** is divided into 6 chapters as outlined below:

Chapter 1 introduces the study, providing a definition and overview of the Corridor Study planning area, discussing the task force’s planning process and goals and objectives in preparing the study on US Route 13, Chester Pike.

Chapter 2 analyzes the existing conditions and trends specific to the corridor segments within Ridley Park Borough, Prospect Park Borough, Norwood Borough, Glenolden Borough, and Sharon Hill Borough. Conditions and trends examined include population and demographics, as well as neighborhood character trends.

Chapter 3 dives into the transportation conditions of the Chester Pike Corridor, specifically within the study area boundaries. This chapter examines cartway conditions at intersections along the corridor. This chapter also goes into depth on traffic volumes, public transportation, bicycle stress and lastly the crashes that occur along this route.

Chapter 4 discusses the land use and zoning along the corridor. Subsequently employment trends are analyzed.

Chapter 5 provides an overall vision for the Corridor through the member communities and establishes goals, objectives and recommendations for improvements, enhancements, repairs and revitalization along the Corridor in its entirety as well as specific segments within the member communities

Chapter 6 provides an itemized action plan for implementing the recommendations including timeframes and potential funding programs.

CHESTER PIKE CORRIDOR HISTORY

Before considering the current needs of Chester Pike it is useful to examine its history and the forces that shaped the roadway and surrounding development today. The route of present-day Chester Pike owes its origins to a footpath created by the Lenape, the original inhabitants of the area. After the arrival of European settlers, the route was realigned and widened by William Penn upon his chartering of Pennsylvania in the 1680s. The road was then known as “King’s Highway” or “Queen’s Highway” depending on the currently ruling monarch of England. It became an important transportation route for the region in the eighteenth century, connecting Chester and Philadelphia – the two major cities in southeastern Pennsylvania at the time – and beyond. At the time there were only two municipalities between the Chester City and Philadelphia: Ridley Township and Darby Township, and this would remain the case for more than 200 years. The area was mostly rural, with large family farms interspersed with a few crossroads villages.

Chester Pike played an important role in the events leading up to American independence. In 1776, Delaware delegate Caesar Rodney passed along Chester Pike when he rode through a thunderstorm from Dover to Philadelphia to vote in favor of independence. Pennsylvania delegate John Morton, a native of Ridley Township, also rode through the storm to cast the deciding vote that put Pennsylvania in favor of independence. During the Revolutionary War, General Washington led his troops down this earthen road to Wilmington and eventually to the Brandywine Creek to confront the British in 1777. The building present today at 705-709 Chester Pike, known as the White Horse Tavern, is reputed to be a remnant of the taverns and inns that dotted this route to support colonial travelers passing through the area.

Once America gained independence from England, “King’s Highway” became known as the Great Southern Post Road. Historical accounts describe a multitude of issues impeding travel along the route, including rocks, tree roots, mud and quicksand, broken bridges, and frequently

stuck vehicles. Conditions were bad enough by the mid-nineteenth century that the Pennsylvania legislature chartered the "Darby and Ridley Turnpike or Plank Road Company" to construct a plank road between the city of Chester and Darby. In order to raise funds for the maintenance of the plank road, tolls were collected at toll houses along the route, located at Eddystone, Ridley Park, Prospect Park, Norwood, Oak Lane, and Sharon Hill.

Then, in 1872, a new rail line was completed by the Philadelphia, Wilmington, and Baltimore Railroad from Philadelphia to Chester. The route, known as the "Darby Improvement," led to some significant changes in the rural character of the area. The rail line, still present today as one of SEPTA's regional rail routes as well as a part of Amtrak's northeast corridor, crosses Chester Pike at South Avenue on the border of Glenolden and Norwood and again in Ridley Park at Crum Lynn. Nowhere is the railroad more than a half-mile from the roadway. Indeed, the rail line is directly responsible for the initial formation of the communities in the Chester Pike study area, which were originally created as speculative residential developments. Isaac Hinckley, president of the railroad, formed the Ridley Park Association with friends and business associates from the Philadelphia area. Plans to develop Ridley Park began in 1870, and construction began in 1873 and the Borough was finally incorporated in 1887. Sharon Hill received its incorporation rights in 1890, Norwood Borough incorporated in 1893, and Prospect Park and Glenolden Boroughs both incorporated in 1894, all following several years of residential development. A significant number of historic resources remain along Chester Pike from this period, most of which were originally residences. Historic resources are discussed further in Chapter 4.

In addition to the railroad, streetcars along Chester Pike also carried people between Philadelphia and the newly forming suburbs, which offered residents the opportunity to enjoy fresh air and grassy lawns while still commuting to their jobs in the city. But although mass transportation may have established the origins of the suburbs, it was automobiles that brought on their biggest boom in population. By the

early twentieth century, Chester Pike was again in need of repair and the toll system had not proven to be very lucrative. Once again, the state government stepped in along with Delaware County to take over the road and make improvements and modernizations including widening, paving, and installing curbs. The existing streetcar system along the route was relocated to the center of the roadway so that cars could have more freedom of movement. The final completed Chester Pike was opened in 1926. It was in this same time period that the newly formed U.S. Highway System designated this stretch of road as part of US Route 13.

Chester Pike experienced an increasing amount of commercial development in the early- to mid-twentieth century catering to consumers arriving to the area by automobile. The surrounding communities also continued to grow with new residential development over the same time period. The population in all of the boroughs peaked around 1970 and then began to decline as newer suburbs to the west began to draw residents further and further from Philadelphia, all aided by automobile travel. New forms of retail such as shopping malls and big-box stores also created competition with older and smaller commercial spaces such as those found along Chester Pike.

THE CHESTER PIKE CORRIDOR TODAY

Chester Pike is a highly auto-oriented corridor, but retains a close relationship to the residential communities around it due to its original patterns of development. It features a mix of uses ranging from residential to commercial with some mixed-use development, as well as large institutions such as Taylor Hospital in Ridley Park mixed in. The character of the roadway varies from municipality to municipality, with the portion in Ridley Park being predominantly residential while the portion running through Sharon Hill features a number of more modern commercial plazas set back from the street behind a block of parking. In some of the municipalities, including Norwood and Sharon Hill it serves as the only "main street" or commercial downtown area.

PLANNING PROCESS

Board Meetings

The CPCIP Board holds regularly scheduled monthly meetings at which the corporation's internal business affairs are discussed and the County Planning Department provides updates on the progress of the Corridor Plan

Task Force Meetings

An expanded roster of stakeholders has been appointed by each Borough to serve on the Plan task force. Task force members attend regular board meetings as well task force meetings held separately from CPCIP Board meetings.

Public Participation and Community Visioning (Public Survey)

- <https://arcg.is/nvWun>

Delaware County Planning Department conducted a public online survey to assess who the principal users of Chester Pike are and what they think are the needed major improvements. The survey received over 600 responses.

Chester Pike Corridor Improvement Partners (CPCIP)

The Chester Pike Corridor Improvement Partners is a 501(c)(3) nonprofit organization. This collaborative effort has brought together five boroughs along the Chester Pike Corridor and includes Glenolden, Norwood, Prospect Park, Ridley Park and Sharon Hill. Each borough has one representative on the Board.

The five Pennsylvania boroughs of the Chester Pike Corridor Improvement Partners held a preliminary meeting in May 2019, and met once a month from September 2019 through December 2019 to discuss the multi-municipality efforts to improve the Chester Pike Corridor. Each borough signed a memorandum of understanding for the multi-municipal initiative to cooperate and coordinate with one another on projects, including economic development, quality of life, and structural

and public safety improvements along the Chester Pike Corridor, and have agreed services and funding would be provided by the collaborative through the application of grants. To learn more about the Chester Pike Corridor Improvement Partners, visit their website at www.ChesterPike.org.

Chester Pike and Comprehensive Plans Planning Consistency

In an assessment of the comprehensive plans for Ridley Park Borough, Prospect Park Borough, Norwood Borough, Glenolden Borough, and Sharon Hill Borough, several major themes pertaining to improvements along the Chester Pike corridor became apparent.

In sections of the plans referencing Chester Pike there are:

- 29 mentions of pedestrian, bicycle, and safety improvements
- 25 mentions of streetscaping, greening, and general appearance improvements
- 16 mentions of the desire to help commercial and business areas
- 16 mentions of traffic, speed, and auto-centric improvements
- 10 mentions of signage and wayfinding improvements
- 5 references to origins of the Pike, and its' incompatibility with present day uses

All of the plans reference the corridor negatively, stating that it needs to be "pulled together," is "generally unattractive," and "could be greatly enhanced." It is the mission of the Chester Pike Corridor Coalition to create a plan of action to further positive change along Chester Pike. With the completion of this five-borough master Plan for the Pike, the coalition will be able to jointly apply for funding that will support their cohesive mission. Rarely do so many municipalities come together around such an effort, and Delaware County is in full support of the effort.

Given the multiple references in all five municipalities' Comprehensive Plans, it becomes clear that there is a consistent desire to improve multiple factors along their shared corridor. These factors generally fall into the categories of safety, economic development, and quality of life.

Existing Planning Efforts

There are a variety of land use and transportation plans that affect the corridor that were studied for this project. They are summarized below:

Municipal Comprehensive Plans

Ridley Park Comprehensive Plan, 2014

This study focuses on Ridley Park Borough as a whole, but includes recommendations for Chester Pike, particularly at Taylor Hospital. These recommendations are described and expanded upon later in this report.

Glenolden-Prospect Park Comprehensive Plan, 2012

This joint comprehensive plan addresses improvements to the commercial corridors of the Boroughs, notably Chester Pike. The plan recommends a combination of roadway and streetscape improvements to functionally and visually enhance the corridor and renovations and façade improvement to aging commercial buildings to improve the appearance of the Corridor.

Four-Borough Comprehensive Plan, 2005

This multi-municipal plan, which includes Sharon Hill, has several recommendations applicable to Chester Pike including to consolidate access points and reduce the cartway width using landscaped medians, bike lanes, wide sidewalks, angle parking, curb bump-outs, raised crosswalks, etc. The plan also recommends improvements to the Sharon Hill regional rail and trolley stations and streetscape enhancements.

Norwood Comprehensive Plan, 2004

This study has several recommendations that are applicable on Chester Pike, including curb extensions and traffic calming. It also recommends a 25-mph speed limit on Chester Pike in Norwood and a 35-mph speed limit elsewhere on the Pike.

Streetscaping Project Grants

Concurrently, with the development of this plan The Chester Pike Corridor Improvement Partners are pursuing initiatives that will revive and restore their aging business corridor, re-establish the vibrancy, encourage social interaction and create a unique character and sense of identity. Implementing streetscapes to accomplish an attractive corridor where neighborhood businesses can be sustainable, and where people feel safe is imperative to the community. Improvements of the streetscape will encourage all forms of transportation including biking, riding transit, and taking a vehicle. In the long term, the improvements may spur new business development, creating additional employment opportunities.

Direct Bus Study, DVRPC, 2021

This study explores a variety of corridors for direct bus service, similar to the Direct Bus on Roosevelt Boulevard, throughout the Pennsylvania portion of the DVRPC region. Chester Pike and MacDade Boulevard are explored in the report. No recommendations are made in terms of corridor selection, but there is detailed analysis of both roadways which is useful when considering multimodal access in the corridor.



Trolley Modernization, Route 11 And Route 13, Delaware County Alternatives, DVRPC, 2021



This study examines the implications of trolley modernization for trolleys near the Darby Transportation Center. The study finds that the Route 102 trolley (within the study area) could be extended to the Darby Transportation Center, which could potentially provide new transit service on portions of Chester Pike or MacDade Boulevard.

Congestion Management Plan (CMP) for US 13, DVRPC 2019

This CMP recommends signal improvements, transit improvements, circulation improvements, economic redevelopment-oriented transportation policies, and modifications to transit routes and service as “very appropriate strategies”. A number of secondary strategies are also included, notably safety improvements, TOD, turning movement enhancements (to prevent crashes), complete streets, and transit-first policy.

Delaware County Bicycle Plan, 2009

The Delaware County Bicycle plan is a document created by Delaware County that indicates priority segments for on-road facilities as well as trail locations. The primary or priority roads in the corridor are:

- Chester Pike;
- MacDade Boulevard;
- Oak Lane;
- Amosland Road;
- South Avenue;
- Clifton/Sharon Avenue;
- Ridley/13th Avenue;
- Calcon Hook Road; and
- Ashland Avenue.

Taming Traffic: Context Sensitive Solutions In The DVRPC Region, 2006

This DVRPC regional traffic calming study focused on Sharon Hill Borough and recommended a number of strategies to enhance the design function and character of Chester Pike through the Borough including simplify the roadway; sidewalk improvements; simplify vehicle access points; add curb extensions; install median islands; add a bike lane; improve crosswalks; add gateways; modify roadway features and improve the trolley terminal area.



Chapter 2

COMMUNITY PROFILE

Chapter 2: Chester Pike Community Profile

THE COMMUNITIES OF THE CPCIP

Although it is part of a larger regional and even multi-state transportation network, Chester Pike in southeastern Delaware County passes through several communities with distinct characters and connects these communities to other economic centers. This chapter examines existing conditions and trends in the five boroughs that are currently part of the Chester Pike Corridor Improvement Partners (CPCIP) and which are part of the study area for this plan.

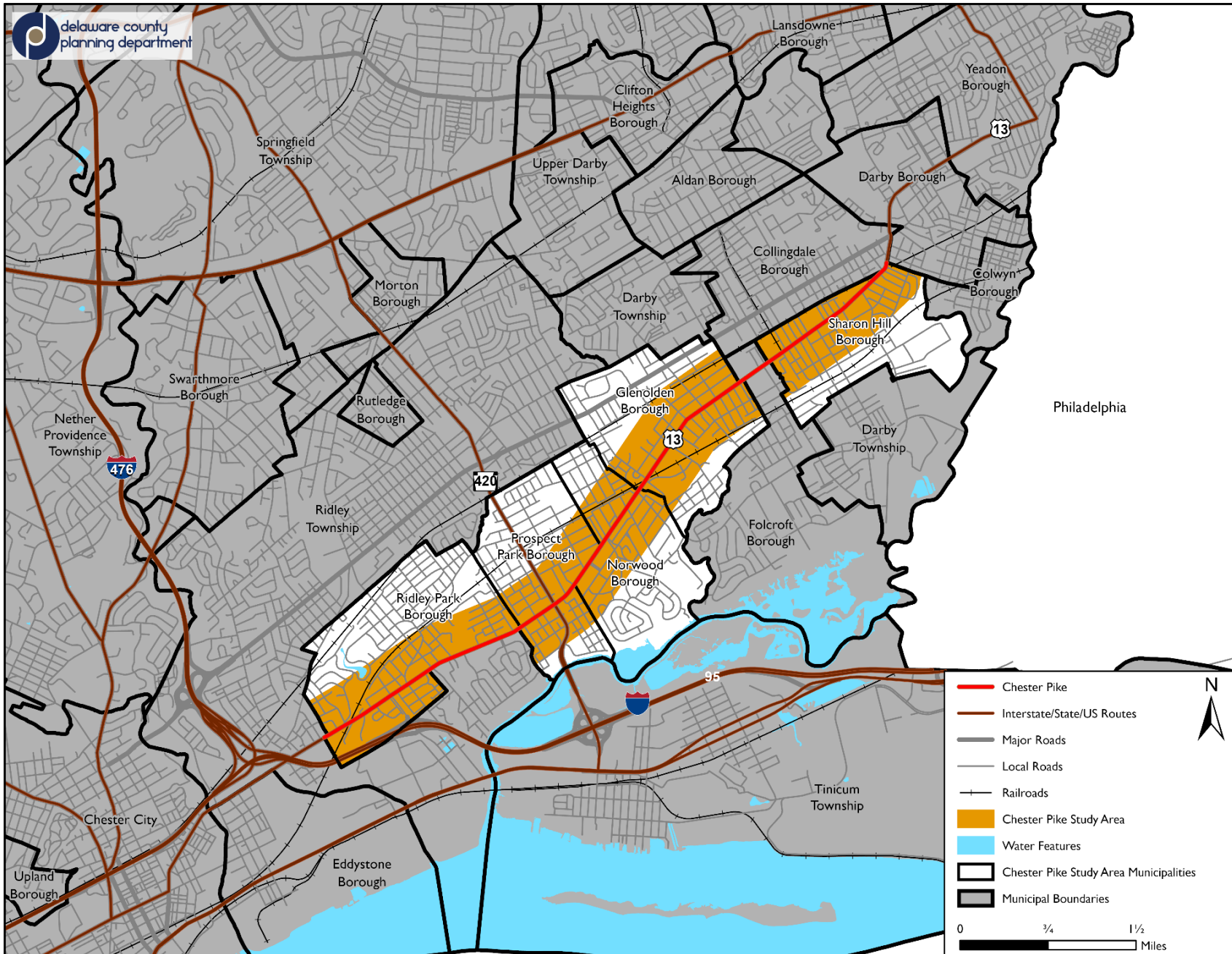
Map 2-1: Chester Pike Study Area, on page 2-2 shows Chester Pike in a regional context and highlights the five boroughs of the CPCIP. Also displayed on this map is a “study area” that focuses on an area of land 1/3 mile from Chester Pike on either side. This smaller study area is utilized in Chapters 3 and 4 which examine Transportation, Land Use, and Economic conditions along the Chester Pike corridor in more detail. For the purpose of analysis of the available demographic data being examined in this chapter, the municipalities will be considered in their entireties and as a consolidated group.

Figure 2-1: Aerial view of Chester Pike (Ridley Park & Prospect Park)



Source: Near Map, High Resolution Aerial Imagery

Map 2-1: Chester Pike Study Area



Source: Delaware County Planning Department

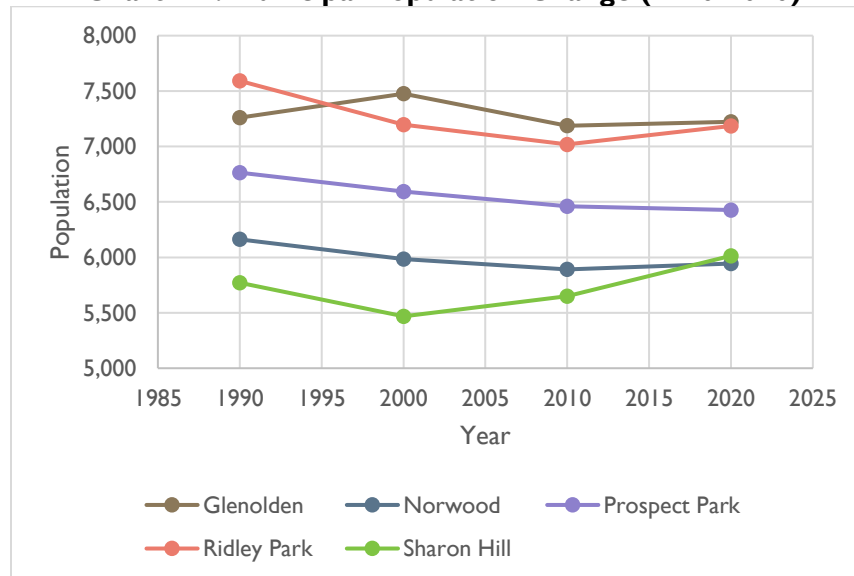
DEMOGRAPHICS

Demographic analysis of the communities that border Chester Pike provides context to the conditions along the Pike and can help in identifying the needs and issues that this plan will address. Additionally, comparing the population data to that of the County helps to better define the Chester Pike Corridor in a broader context.

Population

The total population of the CPCIP communities is 32,793 as of the 2020 Decennial Census. This represents a little less than 6% of Delaware County’s total population. Although the communities are all relatively close in size, Glenolden has the largest population with 7,223 people, and Ridley Park is close behind with 7,186 people. Next largest is Prospect Park with a population of 6,427, followed by Sharon Hill with a population of 6,014, and finally Norwood with a population of 5,943.

Chart 2-1: Municipal Population Change (1990-2020)



Source: U.S. Census Bureau, 1990, 2000, 2010, and 2020 Decennial Census. Table ID: P1.

Over the past 30 years, the boroughs have seen fluctuations in their populations. In 1990, Ridley Park had the largest population out of the group but saw a sharp decline over the next two decades before gaining population again between 2010 and 2020. Glenolden had a population jump in 2000 that helped it surpass Ridley Park in population, but by 2010 returned to a population below even 1990 numbers. Modest gains in 2020 helped Glenolden stay just above Ridley Park in population count. Norwood and Prospect Park have seen fairly steady population declines but leveling off in the last decade. By contrast Sharon Hill, after a steep drop in population between 1990 and 2000, has seen consistent gains in population since then. Sharon Hill is the only one of the five boroughs to experience a net gain in population between 1990 and 2020. By comparison, Delaware County’s total population trended upward consistently from 1990 through 2020.

Table 2-1: Population Change (1990-2020), Percent Change

	% Change 1990-2000	% Change 2000-2010	% Change 2010-2020
Glenolden	3.0%	-3.9%	0.5%
Norwood	-2.9%	-1.6%	0.9%
Prospect Park	-2.5%	-2.0%	-0.5%
Ridley Park	-5.2%	-2.5%	2.4%
Sharon Hill	-5.3%	3.3%	6.5%
CPCIP Borough’s Total	-2.5%	-1.6%	1.8%
Delaware County	0.6%	1.0%	3.7%

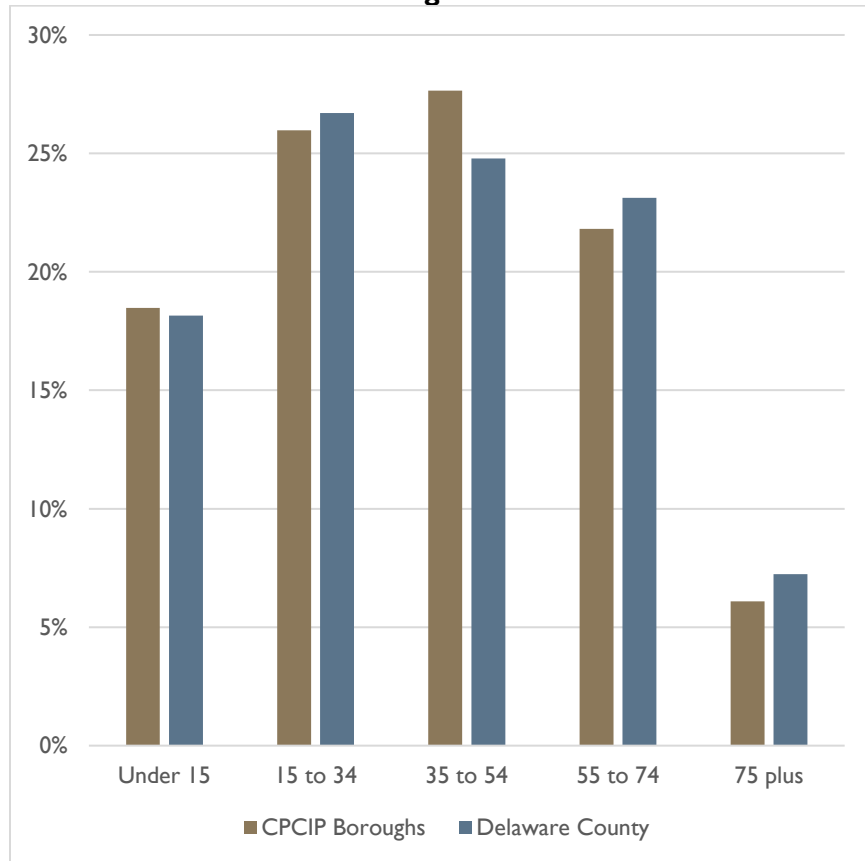
Source: U.S. Census Bureau, 1990, 2000, 2010, and 2020 Decennial Census. Table ID: P1.

The fluctuations in individual municipal populations are a prime example of why it is important for the boroughs to work collaboratively for the improvement of Chester Pike. Each borough is able to bring its unique assets to benefit the collective group.

Age

As a whole, the population of the municipalities of the CPCIP skews slightly younger than the population of Delaware County. As seen in **Chart 2-2: Age Distribution**, the CPCIP study area has a greater percentage of its population in the Under 15 age bracket and the 35 to 55 age bracket than the County does. This could indicate the presence of a large number of families with young children.

Chart 2-2: Age Distribution



Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID: S0101.

Individually, however, there are some differences among the relative ages of the population in the CPCIP municipalities. In comparison to the median age of Delaware County, Glenolden and Prospect Park are very similar, while both Norwood and Ridley Park have a median age a bit older than that of the County as a whole. Sharon Hill, on the other hand, has a median age more than five years younger than that of the County.

Table 2-2: Median Age

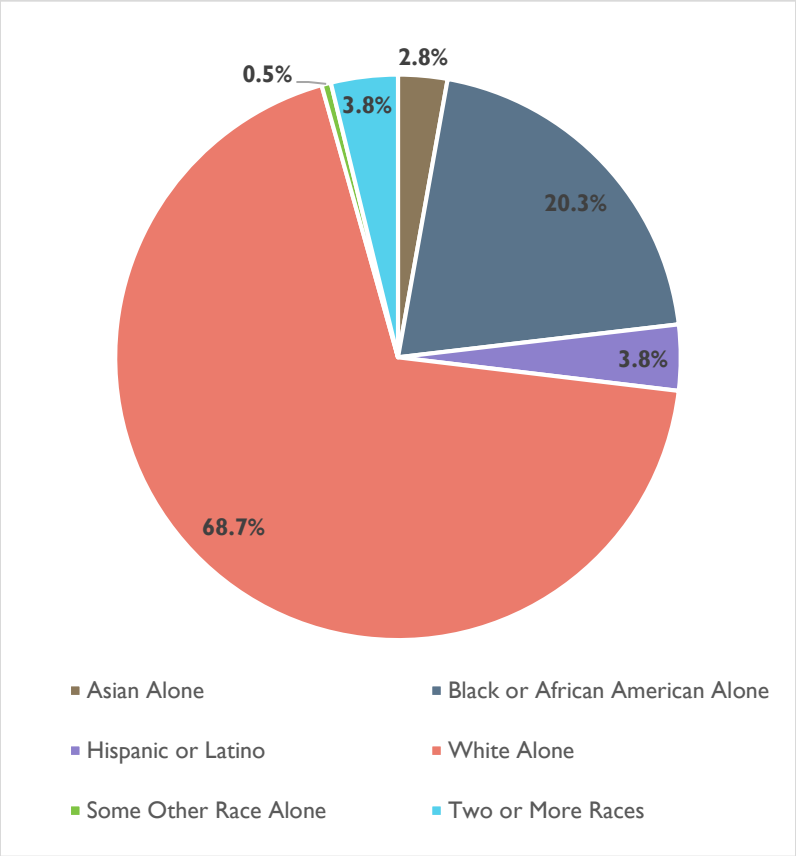
	Median age (years)
Delaware County	38.9
Glenolden	37.9
Norwood	41.1
Prospect Park	38.2
Ridley Park	41.7
Sharon Hill	33.3

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID: S0101.

Race & Ethnicity

As with many factors, the racial makeup of the CPCIP communities as a group does not entirely reflect the characteristics of the individual municipalities. The population of the five boroughs combined is about 2.8% Asian, 20.3% Black or African American, 3.8% Hispanic or Latino, and 68.7% White, with a small percentage of people of other races or people who identify as more than one race.

Chart 2-3: Racial and Ethnic Composition, CPCIP Boroughs



Source: U.S. Census Bureau, 2020 Decennial Census. Table ID: P2.

The population of Sharon Hill differs from the combined area statistic as well as from its neighboring Chester Pike communities in that a majority of its population, 69.9%, is Black or African American and only 18.9% White. Prospect Park has a higher percentage of Hispanic or Latino population than the other Chester Pike communities and even than the County’s population overall.

Table 2-3: Regional Racial and Ethnic Composition

	Asian	Black or African American	Hispanic or Latino	White	Other Race	Two or More Races
Delaware County	6.3%	22.0%	4.6%	63.0%	0.6%	3.5%
Glenolden	2.5%	17.5%	3.5%	71.7%	0.5%	4.3%
Norwood	3.1%	6.4%	3.2%	82.5%	0.6%	4.1%
Prospect Park	4.0%	7.8%	5.0%	79.0%	0.4%	3.8%
Ridley Park	2.3%	4.4%	2.9%	86.9%	0.3%	3.1%
Sharon Hill	2.3%	69.9%	4.2%	18.9%	0.9%	3.8%

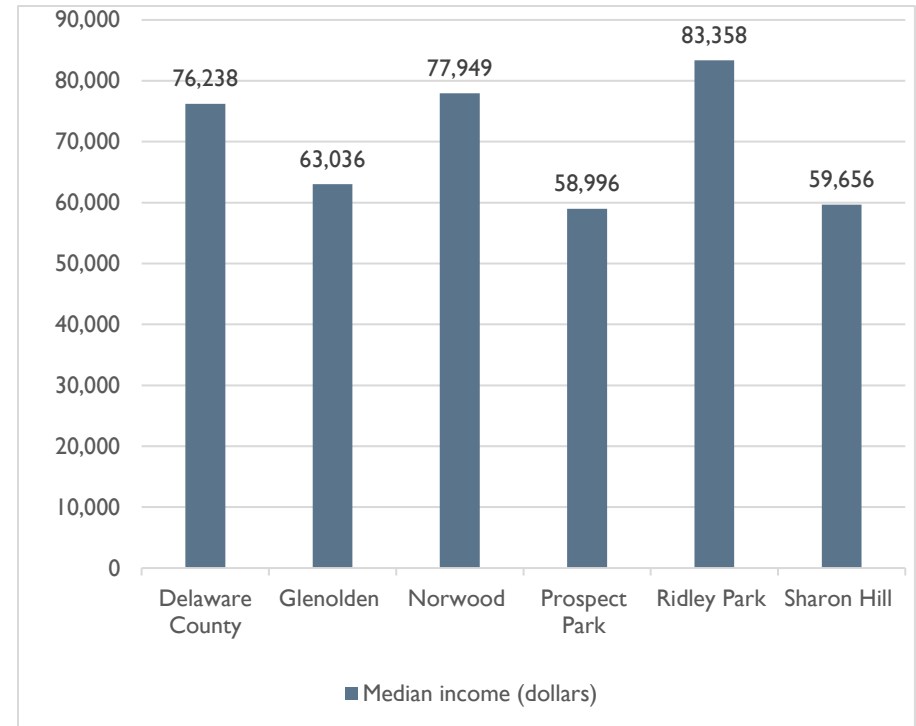
Source: U.S. Census Bureau, 2020 Decennial Census. Table ID: P2.

ECONOMICS

Income

The median household income for Delaware County is \$76,238. Norwood's median income is slightly higher than this figure, and Ridley Park's median income is significantly higher than the County's. In contrast, Glenolden, Prospect Park, and Sharon Hill all have significantly lower median incomes than the County as a whole. Although there is wide variation in the relative median incomes among the Chester Pike Communities, the buying power of the area as a whole remains strong.

Chart 2-4: Median Household Income

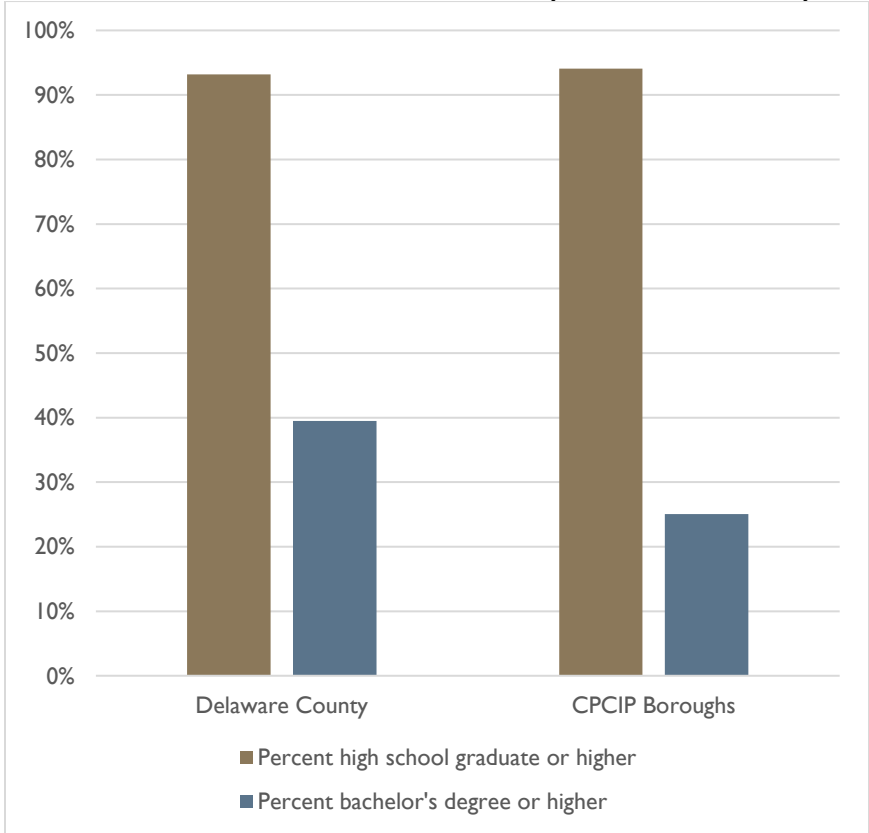


Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID: S1901.

Education

In the CPCIP boroughs combined, 94.1% of the population 25 years or older has at least a high school degree, which is similar to the figure for Delaware County as a whole where 93.2% of the population 25 years or older has at least a high school degree. The Chester Pike communities, however, are not as strong in college degrees, with about a quarter of the population 25 and older having a bachelor’s degree or higher, while the overall County’s population is closer to 40% with a bachelor’s degree or higher.

Chart 2-5: Educational Attainment (25 Years or Older)



Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID: S1501.

Although there is some variation, each of the Chester Pike boroughs has more than 90% of their communities’ populations 25 years or older obtaining at least a high school degree. Ridley Park stands out within the group as having the highest percentage of residents with bachelor’s degrees or higher (30.4%). There may be some correlation between the higher educational levels in Ridley Park and the higher median income in the borough as discussed in the previous section; however, Norwood has the second highest income among the CPCIP communities and the lowest rate of bachelor’s degree attainment within the area so the correlation may not be universal.

Table 2-4: Educational Attainment (25 Years or Older)

	Percent high school graduate or higher	Percent bachelor's degree or higher
Delaware County	93.2%	39.5%
Glenolden	95.0%	24.1%
Norwood	93.5%	20.8%
Prospect Park	91.5%	25.9%
Ridley Park	96.9%	30.4%
Sharon Hill	92.8%	22.7%

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID: S1501.

Employment

In Delaware County, the unemployment rate is 6.3% and in the CPCIP communities together, the unemployment rate is slightly higher at 6.9%. However, this collective figure masks some larger variations in unemployment among the individual municipalities. Glenolden has the lowest unemployment rate, at 3.7%, followed by Prospect Park with 4.4% and Ridley Park with 5.5%. The unemployment rates in Norwood and Sharon Hill, on the other hand, are higher than the rates for the County and the combined CPCIP communities, with Norwood having a 9.2% unemployment rate and Sharon Hill coming in highest with a 13.7% unemployment rate.

In both the CPCIP Communities and Delaware County in general, the largest percentage of people (16 years and over who are employed full time) are employed in the Educational services, and health care and social assistance industry – 22.7% of the employed population in the CPCIP communities and 28.2% in Delaware County. However, a greater share of the population in the CPCIP communities are engaged in Manufacturing (12.3%) than in Delaware County as a whole.

There are also some differences in employment among the populations in the various municipalities. In most of the boroughs, the largest percentage of people are employed in the Educational services, and health care and social assistance industry. However, in Glenolden, the largest share of the employed population is in the Manufacturing (21.5%) and Construction (17.7%) industries.

**Table 2-5: Employment by Industry
(Full-time employed population, 16 years and over)**

	Delaware County	CPCIP Boroughs
Agriculture, forestry, fishing and hunting, and mining	0.3%	0.1%
Construction	5.5%	8.8%
Manufacturing	8.8%	12.3%
Wholesale trade	2.6%	3.8%
Retail trade	7.9%	8.5%
Transportation and warehousing, and utilities	6.4%	7.9%
Information	2.4%	3.4%
Finance and insurance, and real estate and rental and leasing	10.5%	8.0%
Professional, scientific, and management, and administrative and waste management services	13.6%	9.6%
Educational services, and health care and social assistance	28.2%	22.7%
Arts, entertainment, and recreation, and accommodation and food services	5.1%	6.2%
Other services, except public administration	4.3%	4.2%
Public administration	4.4%	4.7%

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2404.

Commuting

When commuting to work, employed residents of the municipalities along Chester Pike primarily drive alone, although a handful also carpool or take public transportation.

Table 2-6: Means of Transportation to Work (Full-time employed population, 16 years and over)

	Delaware County	CPCIP Boroughs
Drove alone	71.4%	76.9%
Carpooled	7.7%	8.4%
Public transportation (excluding taxicab)	9.0%	7.2%
Walked	3.2%	2.9%
Taxicab, motorcycle, or other	0.9%	0.8%
Work from home	7.7%	3.9%

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID B08006.

Although driving alone is the primary means of transportation to work in all the CPCIP communities, there are some variations among other modes of travel. A larger share of the employed population in Norwood (13.6%) and Prospect Park (10.0%) carpool to work than in the other boroughs. Sharon Hill has the largest percentage of workers -17.4% - that take public transit to work.

Table 2-7: Means of Transportation to Work, CPCIP (Full-time employed population, 16 years and over)

	Drove alone	Car-pooled	Public transport (excluding taxicab)	Walked	Taxicab, motorcycle or other	Work from home
Glenolden	79.3%	4.6%	6.5%	3.5%	1.0%	5.0%
Norwood	73.8%	13.6%	5.8%	4.1%	1.0%	1.7%
Prospect Park	78.7%	10.0%	4.2%	3.8%	0.0%	3.3%
Ridley Park	79.4%	6.6%	5.2%	1.8%	1.1%	5.9%
Sharon Hill	71.0%	7.4%	17.4%	0.8%	0.8%	2.7%

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID B08006.

HOUSING CHARACTERISTICS

Housing Occupancy

Out of a total 13,720 housing units within the five borough CPCIP area, 94.9% are occupied, while only about 5.1% are vacant. The CPCIP communities have a slightly lower vacancy rate than all of Delaware County which has 6% vacancy in its housing stock. None of the individual municipalities have a vacancy rate higher than 6%. Some vacancies are expected in any community given natural housing turnover periods and does not indicate a negative trend.

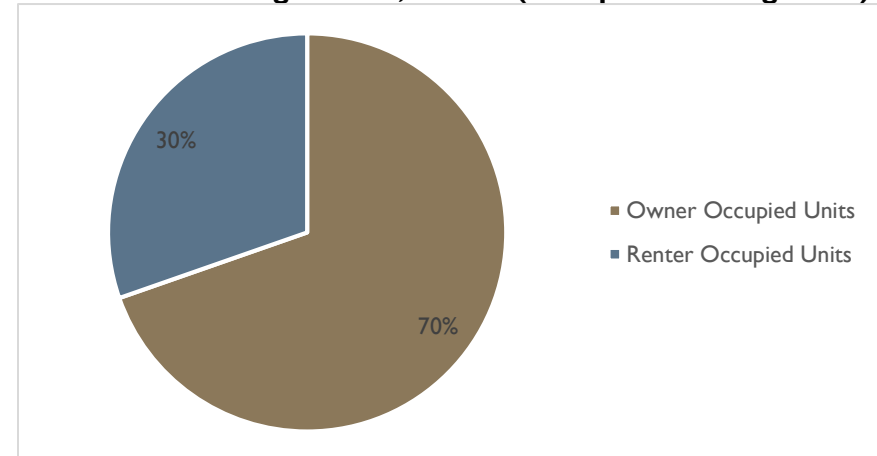
Table 2-8: Housing Occupancy Rates

	Delaware County	CPCIP Boroughs
Occupied	94.0%	94.9%
Vacant	6.0%	5.1%

Source: U.S. Census Bureau, 2020 Decennial Census. Table ID H1.

Housing Tenure

Chart 2-6: Housing Tenure, CPCIP (Occupied Housing Units)



Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2504.

The ratio for homeownership in the CPCIP communities as a group is 68.7% owner-occupied to 31.3% renter-occupied, which is very similar to the homeownership rate for Delaware County. This is considered a healthy ratio of housing tenure, providing a variety of options to various demographics. Examined individually, Prospect Park and Sharon Hill skew slightly higher in renter-occupied housing, while Ridley Park and Norwood have a higher percentage of owner-occupied housing.

Table 2-9: Housing Tenure (Occupied Housing Units)

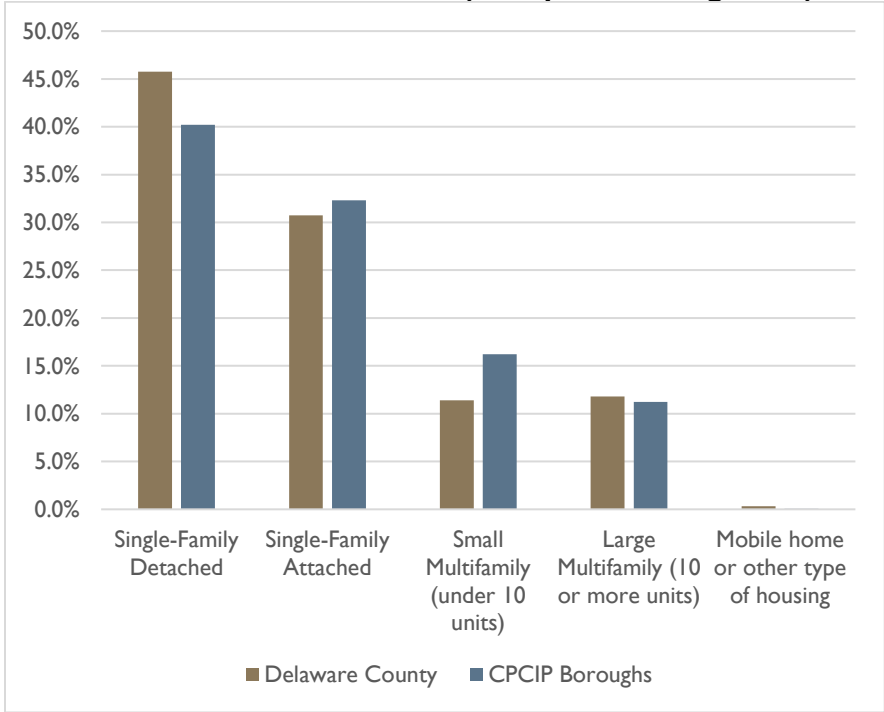
	Owner Occupied Units	Renter Occupied Units
Delaware County	68.7%	31.3%
Glenolden	69.9%	30.1%
Norwood	73.2%	26.8%
Prospect Park	63.8%	36.2%
Ridley Park	72.9%	27.1%
Sharon Hill	68.3%	31.7%

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2504.

Housing Size

While single-family housing dominates the landscape of both Delaware County and the five boroughs of the CPCIP, the Chester Pike communities have some distinctive characteristics that make them unique within the County. In the CPCIP group, as in Delaware County as a whole, single-family detached housing is the most common housing type, but it makes up a lesser share in the Chester Pike area than in the entire County. Single-family attached and multifamily with less than 10 units are more common in the CPCIP communities than in Delaware County overall.

Chart 2-7: Units in Structure (Occupied Housing Units)



Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2504.

There are additional variations in housing size among the five boroughs. Prospect Park has a smaller share of attached housing (21.5%) compared to the rest of the study area, while Sharon Hill has a significantly higher percentage of attached units – about 49.7% of their housing. Sharon Hill and Prospect Park also stand out with a greater share of small multifamily buildings, many of which may be single-family conversions to multiple apartments. Glenolden and Prospect Park differ somewhat from their neighboring communities with a higher percentage of apartment buildings with 10 or more units, many of which are the larger garden and mid-rise apartment complexes seen along Chester Pike.

Table 2-10: Units in Structure (Occupied Housing Units)

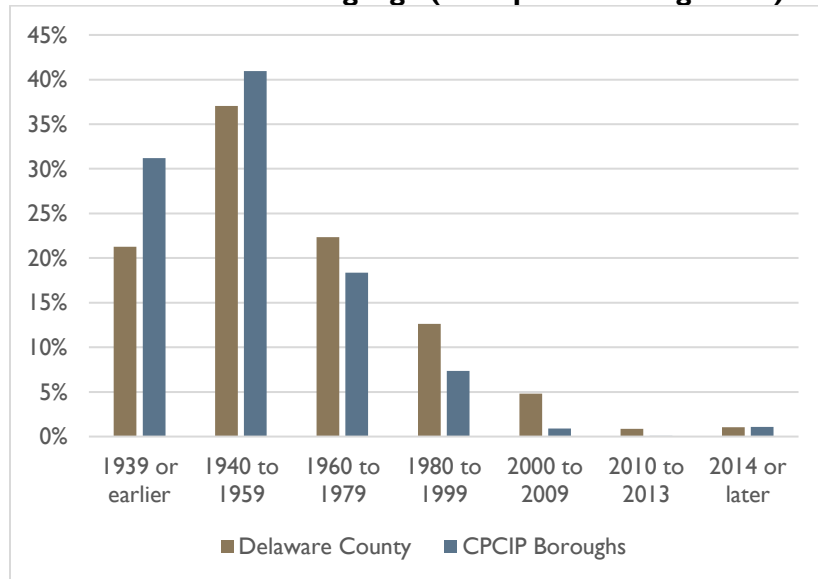
	Single Family Detached	Single Family Attached	Small Multi-family (under 10 units)	Large Multi-family (10 or more units)	Mobile home or Other
Delaware County	45.8%	30.7%	11.4%	11.8%	0.3%
Glenolden	36.0%	34.2%	14.1%	15.7%	0.0%
Norwood	46.0%	31.6%	14.8%	7.5%	0.0%
Prospect Park	43.5%	21.5%	20.3%	14.8%	0.0%
Ridley Park	48.2%	29.4%	12.0%	10.4%	0.0%
Sharon Hill	23.0%	49.7%	21.4%	5.7%	0.3%

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2504.

Housing Age

The housing stock in the CPCIP communities is older than that of the County as a whole. 31.2% of the housing stock in the CPCIP communities dates from before 1940, compared to 21.3% of existing housing in the entire County. As discussed in Chapter 1, many of the communities along Chester Pike have their origins as commuter suburbs constructed along the railroad line around the turn of the twentieth century and much of this early housing stock remains. Both the County and the CPCIP communities have the largest percentage of their existing housing stock from the period between 1940 and 1959, representing a post-World War II construction boom that had a significant impact on much of the County. However, the CPCIP communities still have a greater share of their existing housing from this era, 41.0% of existing housing compared to 37.0% in the County as a whole.

Chart 2-8: Housing Age (Occupied Housing Units)



Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2504.

By the middle of the twentieth century, housing in the eastern half of the County had been developed at densities that precluded large amounts of subsequent development. Delaware County has 22.3% of its existing housing built in the period 1960-1979 while the CPCIP communities only have 18.4%. The period from 1980 to 1999 represents 12.6% of Delaware County's existing housing stock and only 7.4% of the housing stock in the CPCIP communities. Only 6.7% of the County's housing stock is from the years since 2000, and only 2.1% of the housing stock in the CPCIP communities.

Among the individual municipalities, Prospect Park has the oldest housing, with nearly 40% of its existing housing stock having been built before 1940. In Ridley Park, despite being known for its historic district of Victorian houses, the greatest percentage of its housing stock, 47.4%, is from the period between 1940 and 1959. Compared to the other communities, Glenolden has a larger share of its housing stock from the latter half of the twentieth century, a total of 29.9% from the years between 1960 and 1999, which is a larger percentage than its housing stock built before 1940.

Table 2-11: Housing Age (Occupied Housing Units)

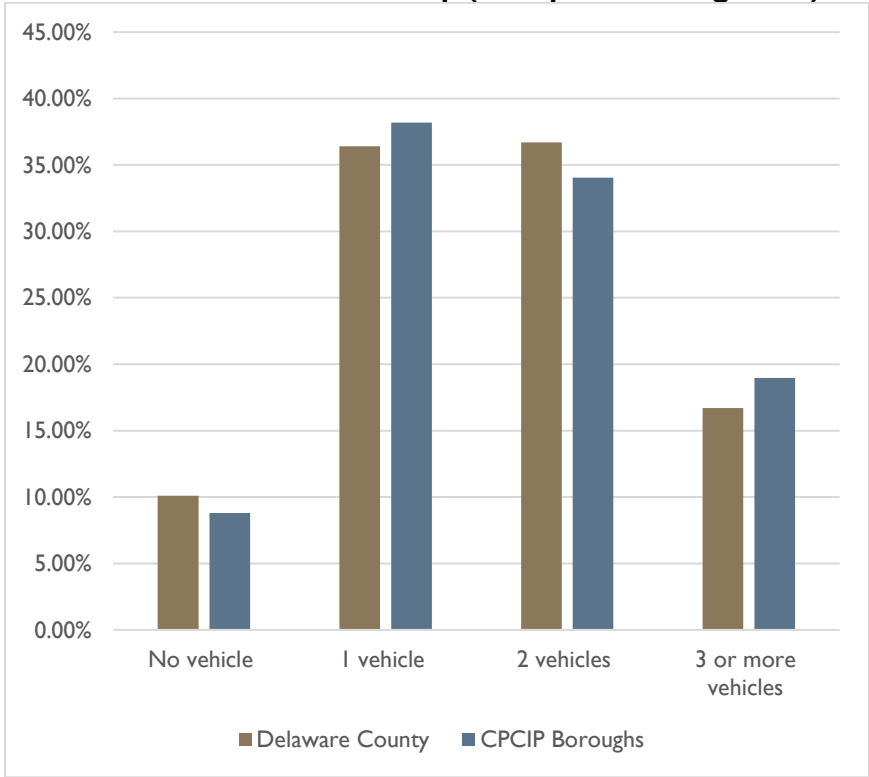
	2014 or later	2010 to 2013	2000 to 2009	1980 to 1999	1960 to 1979	1940 to 1959	1939 or earlier
Delaware County	1.1%	0.9%	4.8%	12.6%	22.3%	37.0%	21.3%
Glenolden	1.2%	0.0%	0.8%	14.1%	15.0%	42.1%	26.8%
Norwood	2.1%	0.0%	2.6%	7.6%	16.0%	38.1%	33.5%
Prospect Park	1.3%	0.4%	0.5%	4.4%	19.0%	35.2%	39.2%
Ridley Park	0.7%	0.0%	0.7%	5.0%	20.5%	47.4%	25.7%
Sharon Hill	0.0%	0.0%	0.0%	5.4%	21.6%	41.0%	31.9%

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2504.

Vehicle Ownership

Most households in both Delaware County and the CPCIP communities have at least one vehicle available. In comparison to Delaware County, the CPCIP communities have a greater percentage of one car households but a lower percentage of two car households. Although the Chester Pike area has an extensive suburban sidewalk network and is well served by public transit, residents are still heavily reliant on personal automobiles. However, older building stock with a lack of off-street parking options in some parts of the CPCIP municipalities may constrain the number of vehicles each household is able to own.

Chart 2-9: Vehicle Ownership (Occupied Housing Units)



Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2504.

Many factors including physical space, income level, and household size could account for variations in vehicle ownership among the five CPCIP boroughs. In Norwood, more than a quarter of all households have 3 or more vehicles available, which could be accommodated by newer housing stock with more off-street parking. Sharon Hill, on the other hand, has the largest percentage (13.6%) out of the group of households with no vehicle available. This could be the result of relatively lower income levels or closer proximity to the city of Philadelphia encouraging a greater reliance on public transit. As discussed above, Sharon Hill does have a larger share of its workers that take public transit to work.

Table 2-12: Vehicle Ownership

	No vehicle	1 vehicle	2 vehicles	3 or more vehicles
Delaware County	10.1%	36.4%	36.7%	16.7%
Glenolden	8.0%	39.5%	34.9%	17.6%
Norwood	5.5%	34.2%	34.4%	25.8%
Prospect Park	7.9%	43.6%	26.6%	21.9%
Ridley Park	9.6%	34.2%	39.0%	17.2%
Sharon Hill	13.6%	39.6%	35.2%	11.6%

Source: U.S. Census Bureau, 2020 5-Year American Community Survey. Table ID S2504.

EQUITY ANALYSIS

The Delaware Valley Regional Planning Commission (DVRPC) developed an Equity Analysis tool to identify populations of interest under Title VI of the Civil Rights Act and the Federal definition of Environmental Justice (EJ) to ensure that these populations are fairly served by regional planning efforts. The tool generates an Indicators of Potential Disadvantage (IPD) score in each Census tract in the region using U.S. Census American Community Survey (ACS) 2015-2019 five-year estimates data for the following “indicator” population groups

1. Youth
2. Older Adults
3. Female
4. Racial Minority
5. Ethnic Minority
6. Foreign-Born
7. Limited English Proficiency
8. Disabled
9. Low-Income

An IPD summary score of the nine indicators for each Census tract (ranging from 0-36) is used to show regional concentrations of populations of interest under Title VI and EJ. Portions of Glenolden and Sharon Hill received an IPD of 18 indicating a higher potential for disadvantages than other CPCIP Communities. On the other end, Ridley Park received an IPD score of 11 and the remaining boroughs scores range between these values indicating some disadvantaged populations exist in these communities.

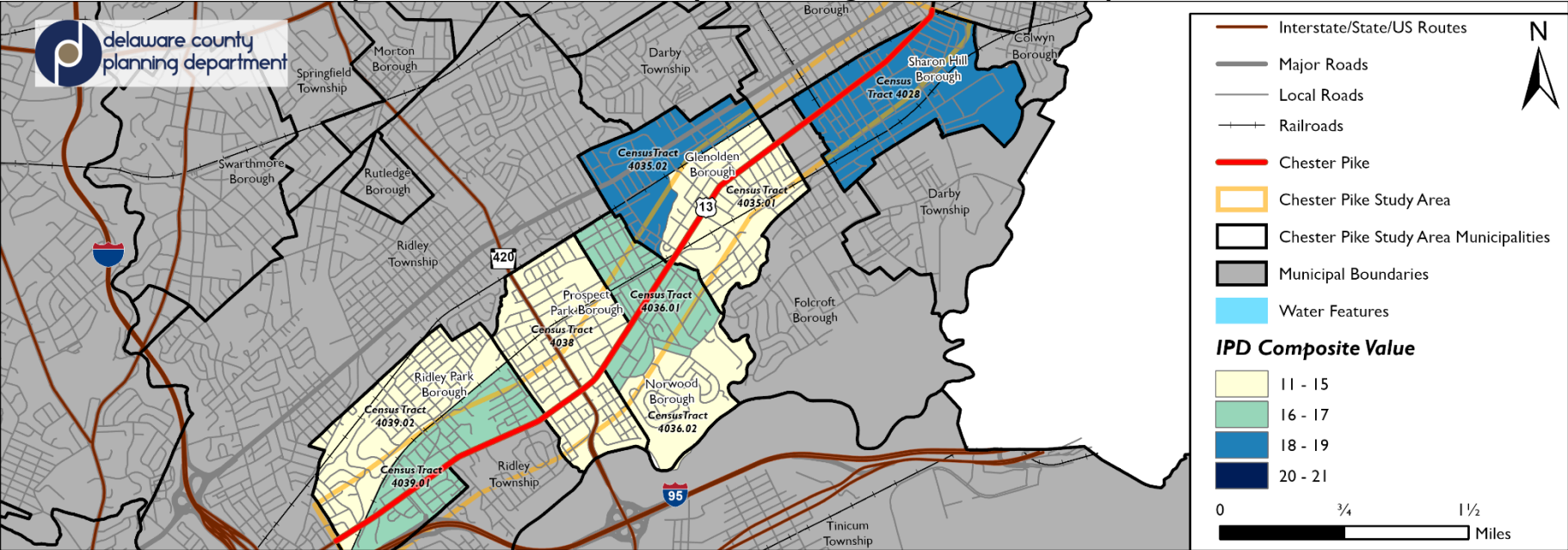
TITLE VI OF THE CIVIL RIGHTS ACT STATES THAT

"No person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

THE EXECUTIVE ORDER ON ENVIRONMENTAL JUSTICE (#12898) DEFINES ENVIRONMENTAL JUSTICE AS

"Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States."

Map 2-2: Indicators of Potentially Disadvantage Communities Composite Score



Source: DVRPC's Equity Analysis for the Greater Philadelphia Region

Table 2-13: Indicators of Potential Disadvantage (IPD)

Municipality (Census Tract)	Youth	Older Adults	Female	Racial Minority	Ethnic Minority	Foreign-Born	Limited English Proficiency	Disabled	Low-Income
Glenolden (4035.01)	17.8%	12.9%	49.9%	12.7%	3.3%	3.2%	3.3%	13.9%	29.8%
Glenolden (4035.02)	22.8%	18.6%	61.9%	14.9%	2.0%	9.6%	1.4%	17.1%	21.6%
Norwood (4036.01)	21.3%	12.9%	52.5%	9.0%	4.1%	5.4%	3.1%	12.6%	21.3%
Norwood (4036.02)	16.5%	11.5%	49.6%	13.5%	0.4%	8.1%	3.5%	14.8%	11.5%
Prospect Park (4038)	24.2%	13.2%	54.3%	9.5%	0.7%	3.7%	1.3%	13.2%	22.4%
Ridley Park (4039.01)	20.0%	15.1%	52.0%	8.6%	4.4%	8.0%	4.8%	12.7%	14.0%
Ridley Park (4039.02)	18.3%	17.6%	51.2%	4.3%	2.6%	1.8%	0.8%	9.0%	8.4%
Sharon Hill (4028)	22.3%	8.0%	49.3%	78.7%	3.8%	14.7%	4.2%	14.6%	31.9%

Source: DVRPC Indicators of Potentially Disadvantaged Equity Analysis Web Map

An aerial photograph of a city street, showing a multi-lane road, sidewalks, trees, and buildings. The image is overlaid with a semi-transparent blue filter. In the lower-left corner, the text 'Chapter 3' is written in a smaller, white, sans-serif font.

Chapter 3

TRANSPORATION CONDITIONS

Chapter 3: Transportation Conditions

EXISTING TRANSPORTATION

Chester Pike, also known as US 13, is a historic roadway running through Delaware County. The roadway runs through the study area, outlined earlier in this report and shown in **Map 2-1**, from Ridley Park to Sharon Hill. As a historic toll road, Chester Pike was built primarily for the private automobile, yet the corridor is rich with legacy rail and trolley infrastructure. The road travels under the Northeast Corridor, which shares trackage with SEPTA's Wilmington-Newark Line. Route 102 of SEPTA's suburban trolley system terminates in Sharon Hill along Chester Pike. Thousands of motorists use the corridor every day to travel throughout the County and the region. Bicyclists and pedestrians use the corridor, traveling to employment centers, schools, and other destinations throughout the five municipalities in the study area. Although there are no documented bicycle or pedestrian counts on Chester Pike specifically, there are several counts around nearby destinations that indicate a moderate volume of bicycle and pedestrian activity. All transit users are also pedestrians at both ends of their trips, and transit stops line the entirety of the roadway.

CARTWAY CHARACTERISTICS

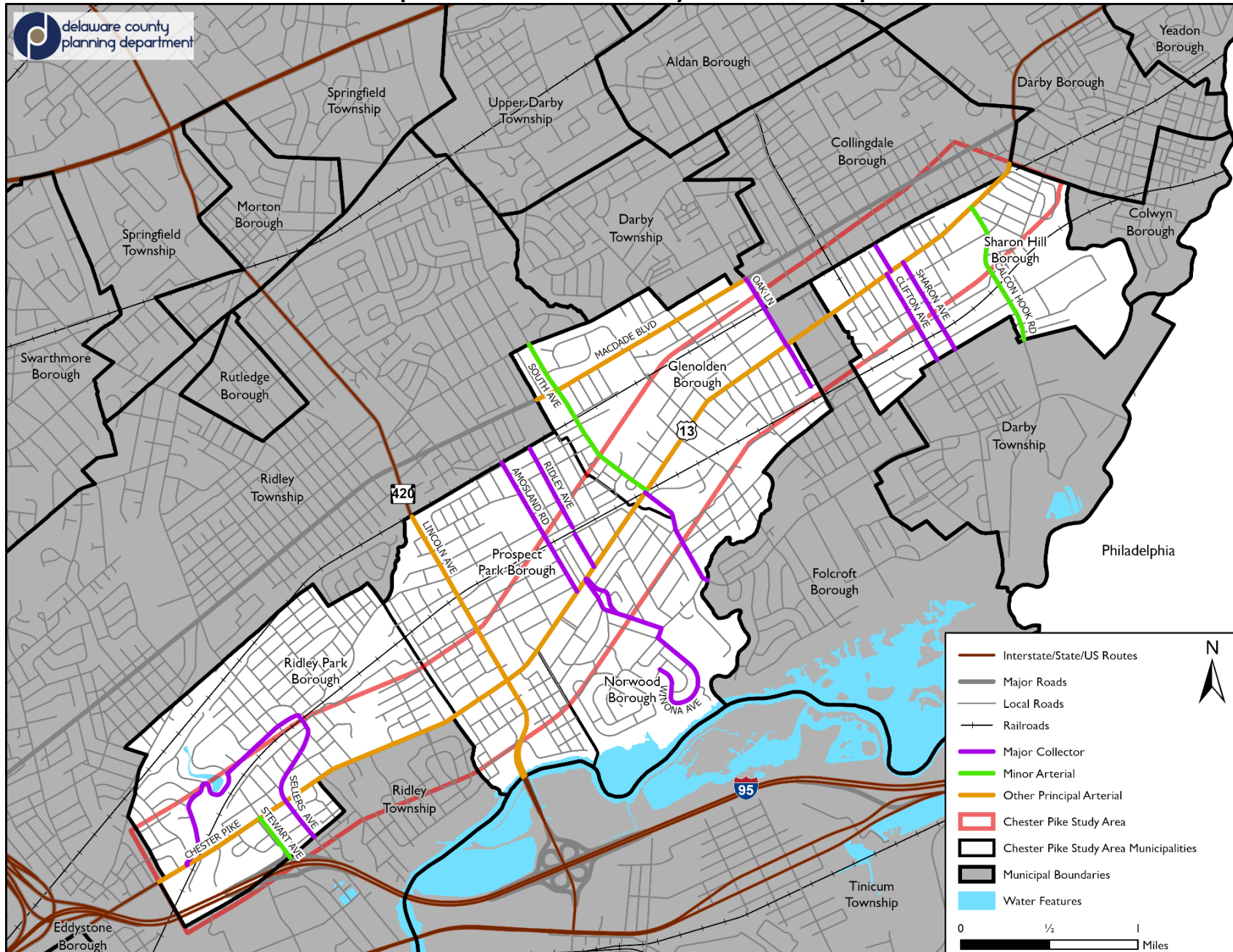
To understand the cartway, schematics were sought from PennDOT showing signal locations, lane widths, curb radii, and other critical information. Schematics were then used with the program Streetmix to create more palatable and understandable cross sections found in Appendix B. This section focuses on Chester Pike and its intersection with minor arterials, major collectors, and Route 420 (See Roadway Functional Classification Map on the following page). Note that buildings or land use shown outside the cartway are only meant to be vaguely representative of actual conditions; the focus of the diagrams is on the cartway. Land use and building conditions are detailed elsewhere in the report.

Figure 3-1: Aerial view of Chester Pike
(South Ave Intersection)



Source: Near Map, High Resolution Aerial Imagery

Map 3-1: Chester Pike Roadway Classification Map



Source: PennDOT Federal Functional Class, Delaware County

Ridley Park

Ridley Avenue

Ridley Avenue (SR 2004) intersects Chester Pike at a sharp angle. Visibility for motorists entering Chester Pike from Ridley Avenue is inhibited by the railroad bridge that crosses the pike and the topography of the crossing (see photo below). ADA access to the Crum Lynn station, which is located on the left side of the photo below, is limited by staircases, both from Chester Pike, and from the parking lot, which still has a small set of stairs directly below an accessible parking slot.

There are sidewalks under this bridge on both sides, but they are narrow, poorly lit, and interrupted by large driveways on both sides of the bridge. Inside travel lanes are 11', and outside travel lanes are 12' for this segment. A portion of the sidewalk just east of the bridge, passing over little Crum Creek, is quite narrow. At approximately 2.5' wide, it is not an adequate width for any pedestrian, and notably for any pedestrian using a mobility device, pushing a stroller, or carrying groceries.

Figure 3-2: Ridley Avenue (Left) and Chester Pike (Center/Right)

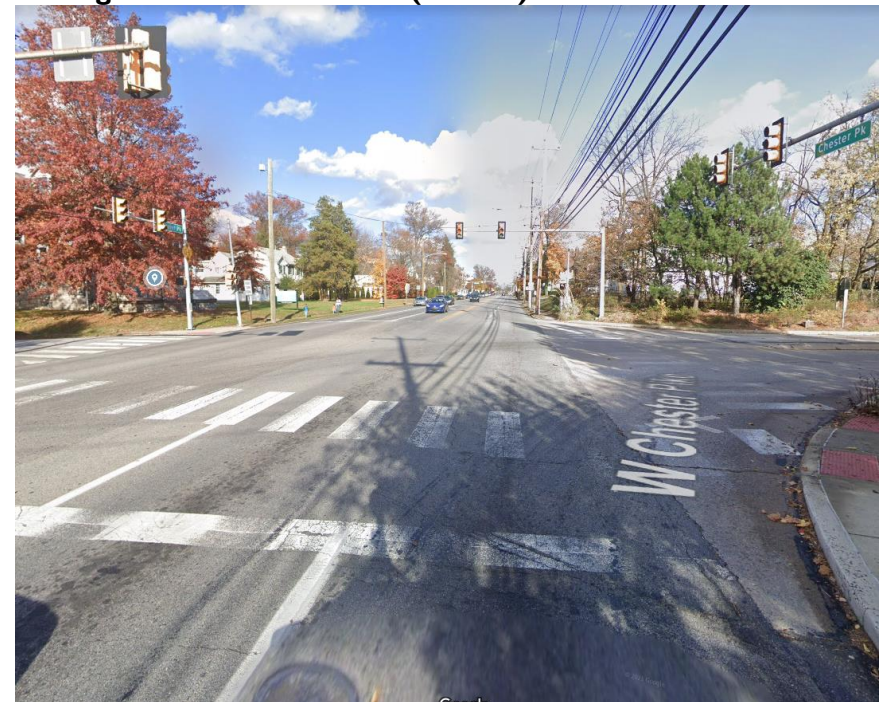


Source: Google Maps

Stewart Avenue

Stewart Avenue serves as a transition zone towards the limited access highway (95) just south of Chester Pike. Curb radii are measured at 35-40' on the south side of this intersection, while they are approximately 10' on the north side. Such wide turning radii create a 90' crossing distance, 3x as long as the crossing on the north side of the intersection. With no north/south crosswalk on the eastern leg of the intersection, pedestrians are forced onto this wide and dangerous crossing. There are likely large trucks making this turn, so a full tightening of the curb radii may not be appropriate, but curb extensions using painted mountable curb would allow truck movements while still slowing turns for smaller vehicles.

Figure 3-3: Chester Pike (Center) And Stewart Avenue



Source: Google Maps

Sellers Avenue

Chester Pike and Sellers Avenue represent a residential portion of the corridor in terms of land use. A mix of homes and apartment buildings line Chester Pike. Crosswalks at this intersection are faded, and lanes are wide, with outside lanes being 12' wide and inside lanes being 11'. Stop bars are faded, reducing yielding to pedestrians. An elementary school, a middle school, and a Presbyterian school are all just north of this intersection. These schools generate pedestrian activity. Although the crossing guard (pictured) is critical here, other safety improvements, discussed later in this report, are necessary to improve safety at this intersection.

Figure 3-4: Chester Pike (Center) and Sellers Avenue



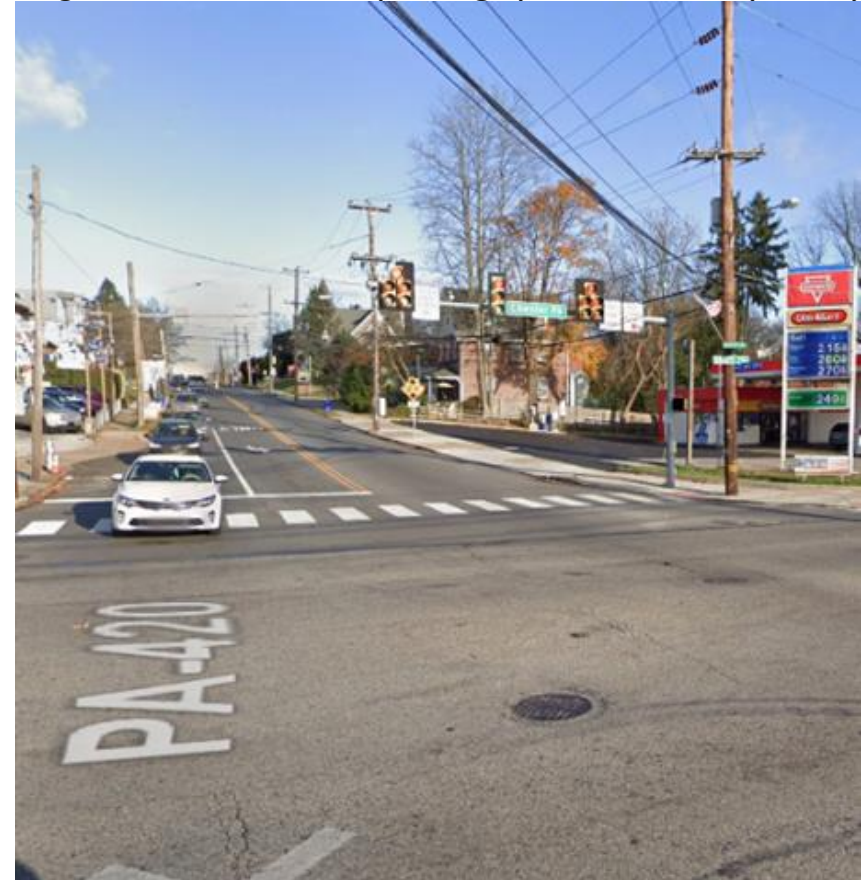
Source: Google Maps

Prospect Park Lincoln Avenue (Route 420)

Chester Pike's intersection with Lincoln Avenue, or Route 420 is a critical component of this plan because it is where many people enter and exit Chester Pike. Traffic volumes on the Pike decline to the west of this intersection, as many motorists enter or exit I-95 here. This intersection serves as a de-facto gateway into the corridor, piercing the core of the study area. In its present state, the intersection encourages motorists to treat the Pike and the intersection as a highway off-ramp, rather than as a gateway to a commercial corridor. Land use around the station furthers this impression, with gas stations, car dealerships, and parking lots signaling that this gateway is a corridor for cars, not people

Lane widths are slightly more appropriate here, with 11' lanes approaching the intersection. Inside lanes could benefit from slight narrowing, but widths are closer to an appropriate level at this intersection than others included in this study.

Figure 3-5: Chester Pike (Left/Right) and Route 420 (Center)



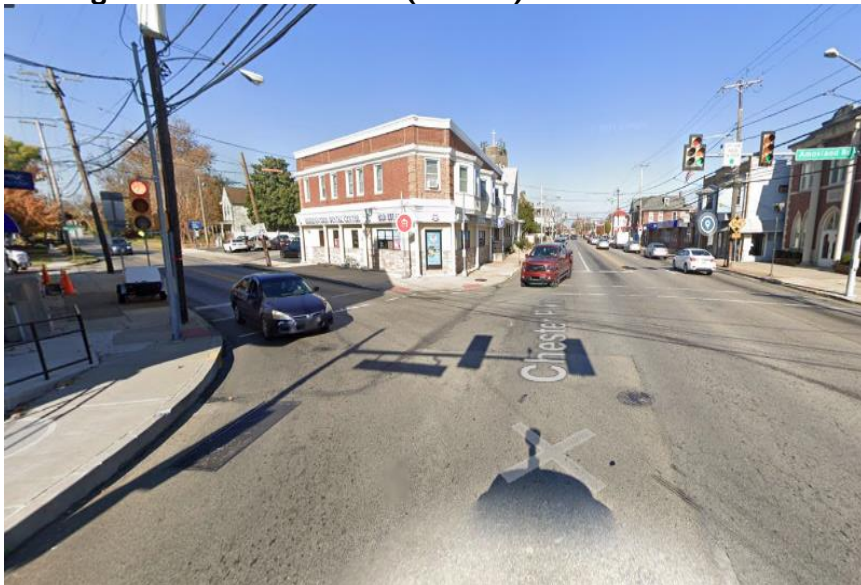
Source: Google Maps

Norwood

Amosland Road

This intersection only has one leg, Amosland Road, which feeds into Chester Pike. This is one of the few intersections with standard parallel crosswalks, which are all faded. There are wide outside lanes (17-18'), the outmost parts of which are used for parking occasionally, though spaces are not striped or indicated on PennDOT diagrams. Aerial photos indicate that most parking occurs in the surface lot behind the cluster of buildings on the norther part of the intersection, but there is occasional use of the on-street parking. Sidewalks just to the north of this intersection are in poor condition with minor damage. The turning movement from Amosland to Chester Pike is wide and could benefit from a curb extension, perhaps with a stormwater basin to accommodate the existing inlet in the curve (similar to the one just north on Chester Pike and Winona Avenue).

Figure 3-6: Chester Pike (Center) and Amosland Road



Source: Google Maps

Winona Avenue

This intersection is defined by its unique “Norwood” gateway signage on Winona Avenue, as well as by the greenery and other features, including a landscaped bump out protecting the widest turn in the intersection. Wide outside lanes, approximately 17-18' exist here, with de facto curbside parking. The gateway feature and median on Winona avenue is a potential model for portions of the pike where a median could be reclaimed and enhanced with gateway features for each borough.

Figure 3-7: Bump Out and Gateway Feature on Winoa Ave, Norwood



Source: Google Maps

Glenolden Oak Lane

As with other segments, the outside lanes are wide, but here the PennDOT diagrams show designated space for parking. There are many large surface lots nearby, so it is questionable how necessary street parking is at this segment. If it remains, it should be restriped and properly indicated. Crosswalks on Oak Lane are standard, while crosswalks on Chester Pike at this intersection are continental. The Oak Lane crosswalks are faded. The sidewalk is narrow just south of the intersection, next to a transit stop.

Figure 3-8: Chester Pike and Oak Lane

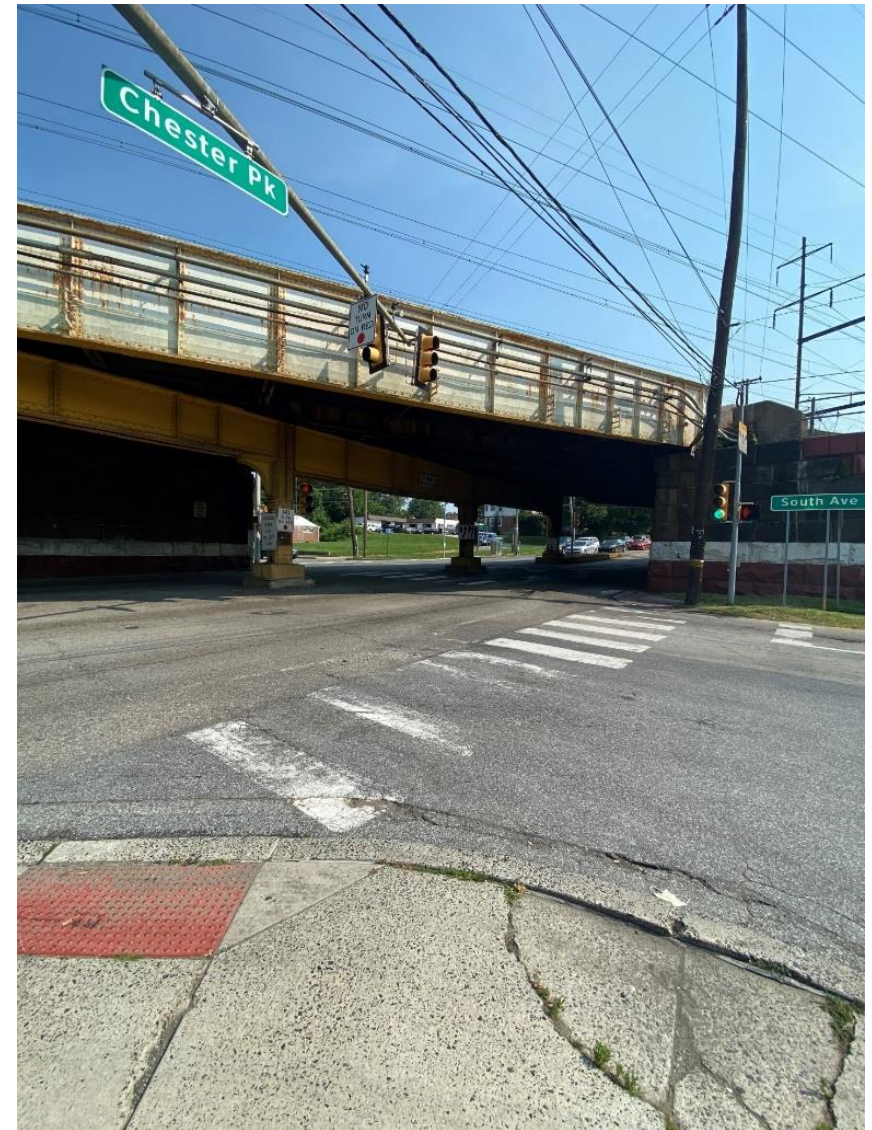


Source: Google Maps

South Avenue

Considering the variations in the cartway and the loss of sidewalk on each side of South Avenue, two cross sections were created, one for Chester Pike's cartway east of the Amtrak Bridge, and one for the cartway to the west. This intersection is particularly dangerous, as indicated on **Map 3-3: Vehicular Crashes** on page 3-10. Pillars from the overhead bridge reduce visibility, and one set of sidewalks on each end of the intersection abruptly end at the bridge, forcing dangerous crossings with low visibility. Lighting is poor under the bridge, compounding visibility issues. Utility poles impede the intersection just south of the bus stop on the southeastern corner of the intersection. Crosswalks are faded and sidewalks are cracked and damaged, limiting the utility and appeal of walking despite a variety of housing types with a sidewalk network that might otherwise support increased pedestrian activity.

**Figure 3-9: Chester Pike and South Avenue,
Under the Northeast Corridor**



Source: Google Maps

Sharon Hill

Clifton Avenue

This intersection is where the widest portion of the corridor narrows. The cross section above is accurate, although the buffer on the left side of the diagram is replaced with parking further south. There are two distinct turning lanes on the eastbound portion of the intersection, which both turn into primarily residential streets. These turning lanes could likely be consolidated into through lanes without major traffic disruption, allowing more space in the cartway for a median or another amenity. The outside turning lane is 15' wide, with a 10' striped buffer, much wider than necessary for any turning lane. The crosswalk on Clifton Avenue is faded or paved over and should be restriped. Crossing Chester Pike at this point requires traveling nearly 100' across the cartway.

Figure 3-10: Chester Pike (Center) and Clifton Avenue



Source: Google Maps

Sharon Avenue

This intersection is one of the few striped with standard parallel bar crosswalks. They are partially faded, particularly on Sharon Avenue and should be restriped in the continental style. The sidewalk condition around this intersection is poor, with several cracked squares in need of replacement. Lanes are wide, with 12' lanes on the outside, and a number of turning lanes despite there being lanes of very underutilized street parking, mostly due to the large surface lot in the adjacent shopping center with hundreds of available slots.

Figure 3-11: Chester Pike (Center) and Sharon Avenue



Source: Google Maps

Calcon Hook Road

The intersection of Chester Pike and Calcon Hook Road is dangerous due to the wide curb radii on Calcon Hook. PennDOT has partially addressed the problem through striping outside of the Mercy Life building, but no physical protection slows turning movements. Crosswalks are partially faded on three legs of the intersection. Lane widths are closer to appropriate than other intersections, with 11' lanes uniformly through the cross section. Inside lanes could be slightly narrowed. Note that there is an equipment easement on the eastern corner of the intersection which may require coordination with a utility when designing curb extensions or other improvements.

Figure 3-12: Chester Pike (Center) and Calcon Hook Road



Source: Google Maps

Traffic Volumes

Chester Pike cartway is heavily traveled, with an average annual daily traffic (AADT) of 19,777 within the study area. This was calculated using the PennDOT AADT map and averaging all segments within the study area. **Map 3-2** is viewable on the following page. Norwood, Glenolden, and Sharon Hill generally see the highest volumes, while Prospect Park and Ridley Park west of Route 420 see slightly lower traffic volumes.

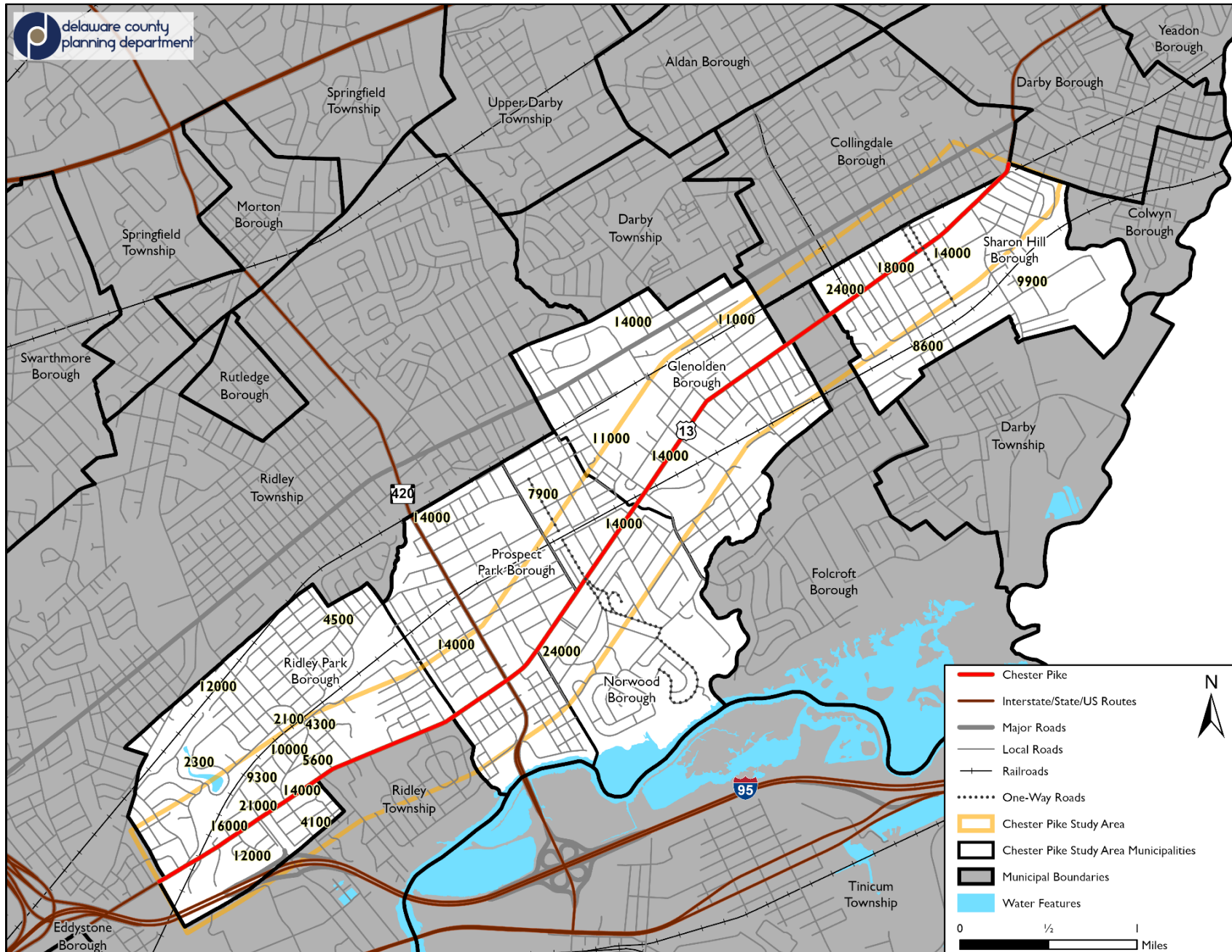
Vehicle Crashes

Approximately 68% of vehicular crashes from 2010-2019 in the five boroughs happened within 1/3 mile of Chester Pike (See buffer around **Map 3-3: Vehicular Crashes** on page 3-10). Crash clusters are primarily located on and east of the intersection of US 420 and Chester Pike, where average daily traffic volumes increase. In general, crashes are clustered near arterial and collector roads feeding into the Pike.

Signals

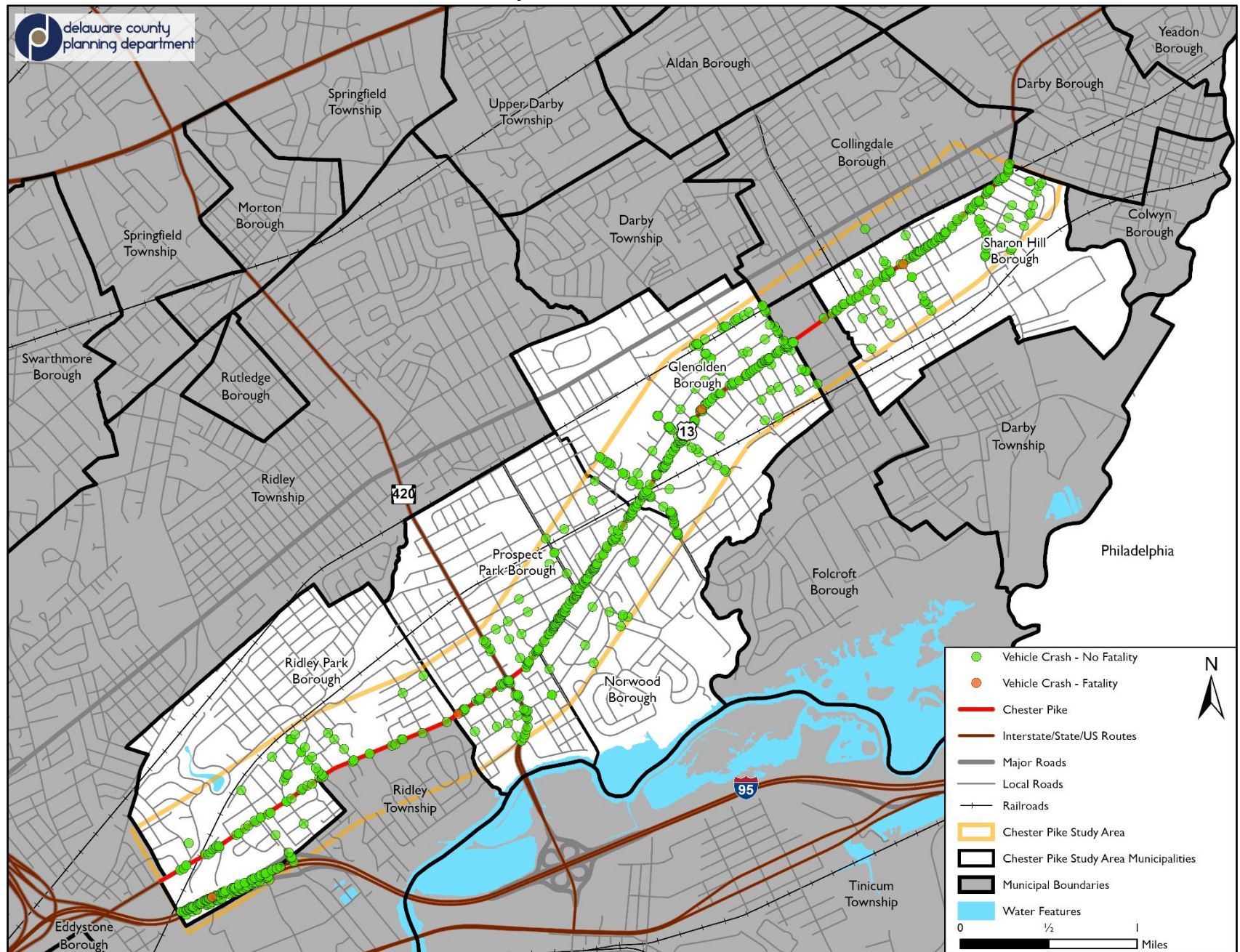
PennDOT records indicate 30 signalized intersections in the study area shown on **Map 3-4: Traffic Signals** on page 3-11. Most of these signals include pedestrian-activation buttons. The signals require pedestrian activation, meaning that there is not a pedestrian cycle inherently built into the signal timing. There are few auditory cues signaling that it is safe to cross, other than a slight chirp when the signal activation button is pressed.

Map 3-2: Annual Average Daily Traffic Volumes, Chester Pike Corridor



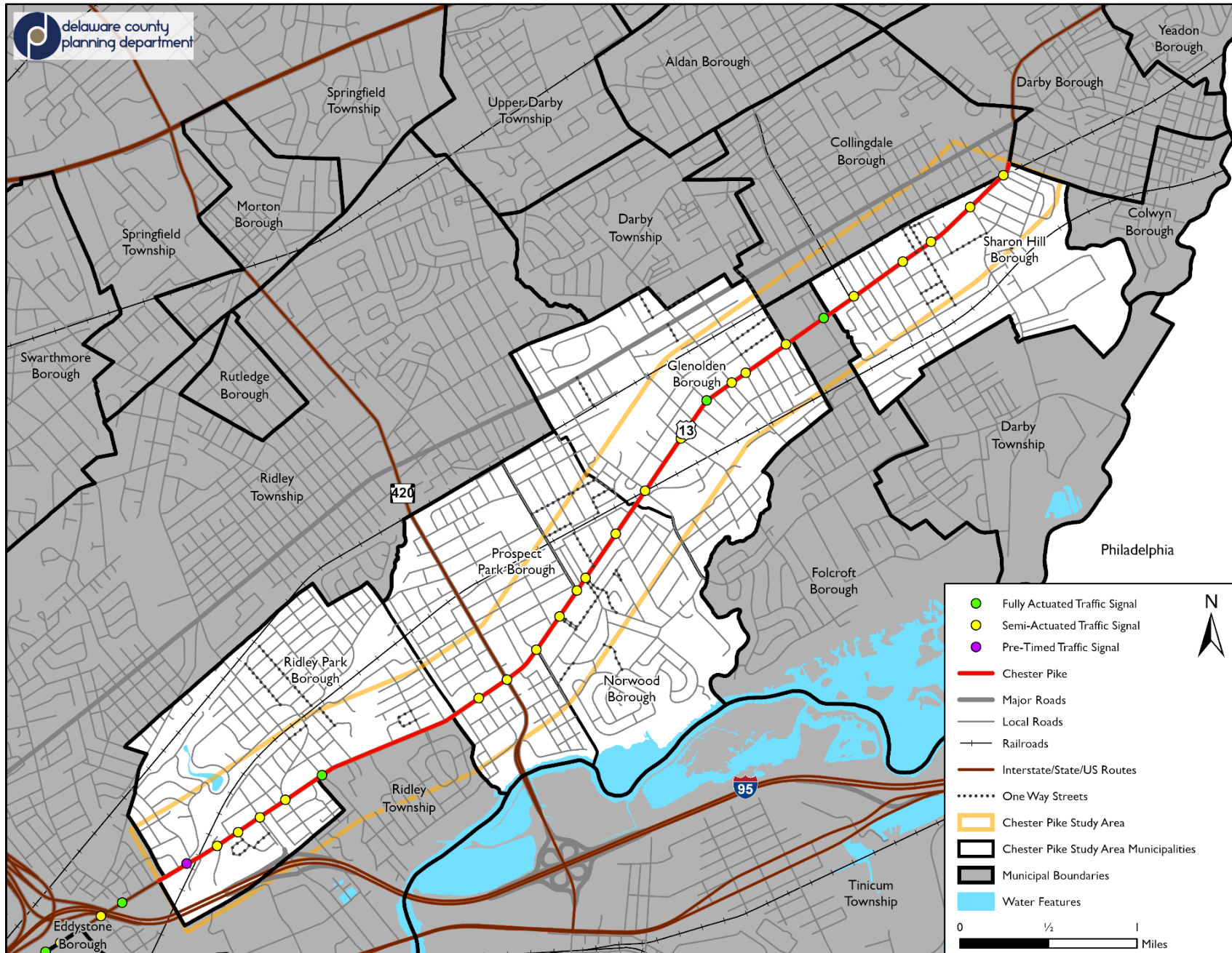
Source: PennDOT AADT Traffic Volume Map 2020, Delaware County

Map 3-3: Vehicular Crashes



Source: PennDOT

Map 3-4: Traffic Signals



Source: PennDOT Delaware County Traffic Signals, 2009

Bicycle Level of Traffic Stress

Level of Traffic Stress (LTS) is a measure of how stressful a road segment is for cyclists. DVRPC created an LTS map that is “based on the number of lanes, effective vehicle speed, and presence/type of bicycle facility”.

Map 3-5: Level of Traffic Stress shows that Chester Pike and MacDade Boulevard, the two major east-west connections in the view frame, are considered LTS 4, or uncomfortable for most riders. It should also be noted that experienced cyclists do not necessarily prefer higher LTS roads, most riders prefer calmer and more comfortable routes. Many of the neighborhoods directly adjacent to Chester Pike offer a calmer cycling experience. Although there are alternative routes that are naturally more comfortable, with lower speeds and traffic volumes, there are still many origins and destinations along Chester Pike. Commercial activity is clustered on the Pike, and a few schools and major employers line the corridor. For this reason, bicycle facilities are needed and necessary. Cyclists do use the road, though they sometimes use the sidewalk as it may feel safer. But this type of riding is dangerous, reducing visibility and increasing the chance of collisions with pedestrians or even vehicles at intersections.

Chester Pike’s wide cartway offers ample opportunity to create safe bicycle facilities. Bicycle facilities and use generally increases sales for merchants. This effect can be compounded when active transportation facilities are thought of as a network, rather than standalone facilities. Future bicycle facilities on Chester Pike should consider the curbing of buses at stops and the deceleration and acceleration zones. Since SEPTA has racks on all its buses that can carry 1 or 2 bicycles, using those bicycles as a first and last mile connection to the bus route is also important. Reference the *SEPTA Cycle-Transit Plan* for more information.

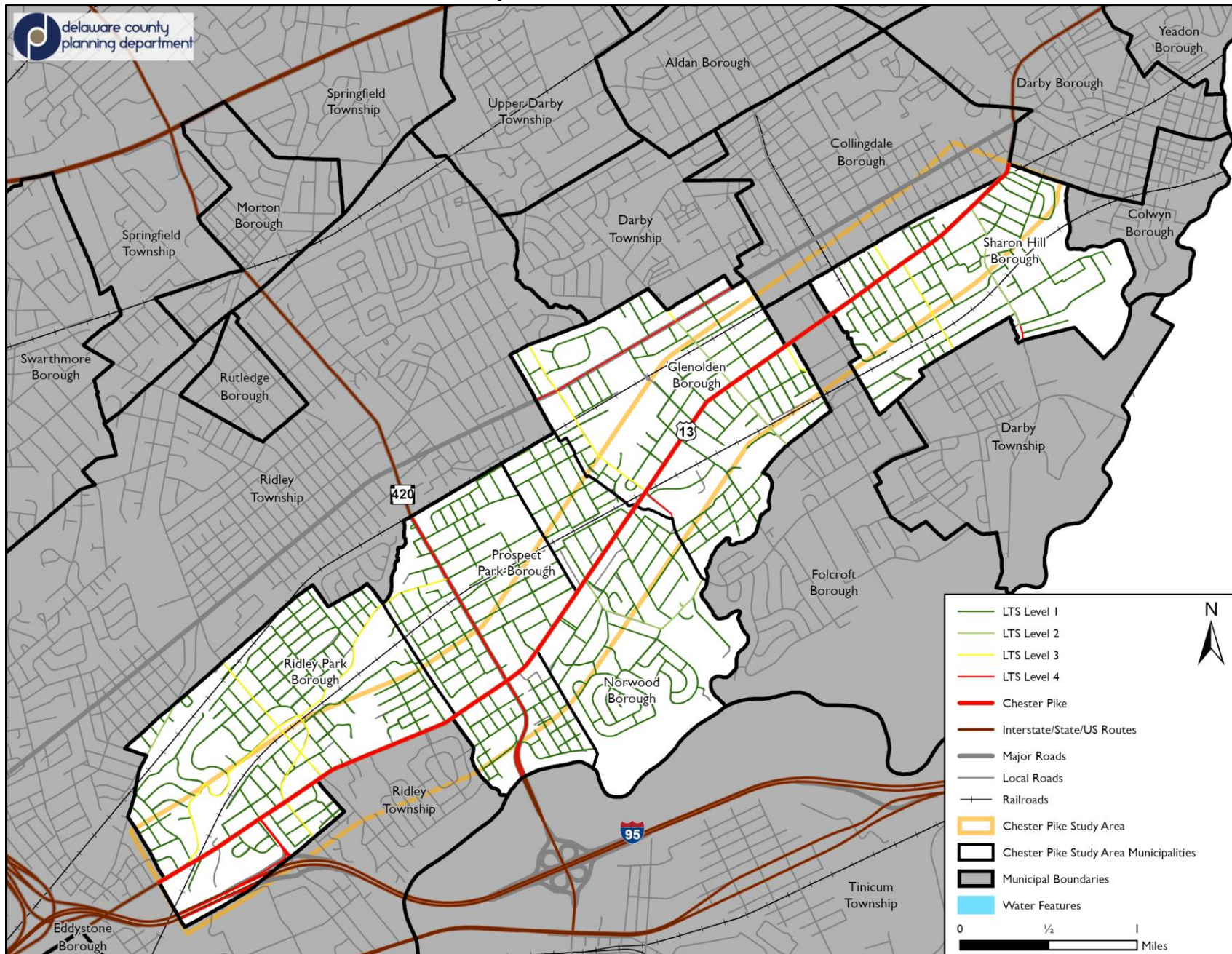
Bicycle Pedestrian Crashes

Bicycle and pedestrian crashes for each borough are centralized on Chester Pike (along with similar clusters on MacDade Boulevard) displayed on **Map 3-6: Bike and Pedestrian Crashes**.

Crashes are clustered at major intersections, but also clustered at intersections with unfavorable geometry. Norwood Borough has several roads that intersect Chester Pike at wide obtuse angles, likely increasing the speed at which drivers enter the Pike. The Borough has already started to address this issue with a new bump out near Winona Avenue. The 102 trolley in Sharon Hill is a large driver of pedestrian activity in the borough. In almost every case, bus and trolley passengers are pedestrians at some point in their one-way or round trips. Tools that shorten crossing distances or otherwise provide controls and/or protection to pedestrians can reduce pedestrian crashes around bus stops. Glenolden and Sharon Hill have the highest pedestrian crash rate per capita, likely due to higher pedestrian activity. The per capita pedestrian crash rate is approximately 8/1,000 for Sharon Hill and Glenolden, and 2/1,000 or less for the other boroughs. For all the Boroughs, Chester Pike is the most likely area for a pedestrian to be hit.

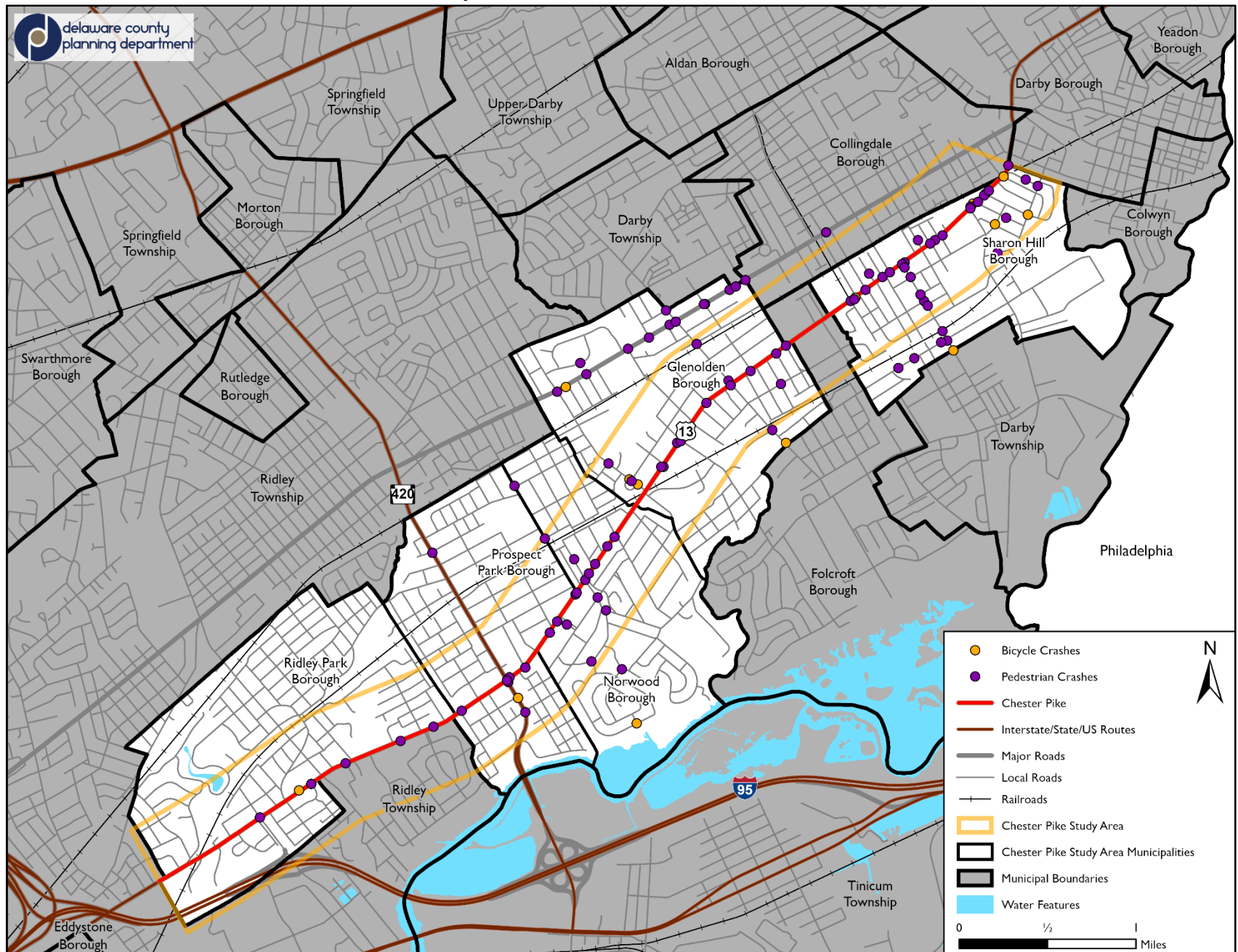
Bicycle crashes are less common, likely correlating with less cycling activity on Chester Pike. Lack of crash activity does not indicate safety in this case. Instead, it indicates a hostile cycling environment where other modes are preferable. This is further supported by the LTS map mentioned previously in this report, which shows Chester Pike as a stressful route for cyclists. Despite there being differing levels of comfort among cyclists, cyclists do not generally intentionally seek out the most stressful routes, and most will avoid them when possible. Creating a safer and less stressful roadway for all users will benefit the multimodality and sustainability of the corridor.

Map 3-5: Level of Traffic Stress



Source: DVRPC Level of Traffic Stress, 2021

Map 3-6: Bike and Pedestrian Crashes



Source: PennDOT

Public Transportation

Public transportation in the study area is composed of three different modes: regional rail, bus service, and the trolley network. The Wilmington-Newark line runs parallel to Chester Pike, serving an average of 1,190 boarding's per weekday to Center City Philadelphia, and approximately 100 trips in the outbound direction. These numbers were derived from station level ridership totals in 2019 and added together for each station within the study area (preserving directionality). These ridership totals can be found in Appendix B.

Bus

Chester Pike is served by the Route 114 Bus, which has a more balanced ridership pattern, with about 147 riders traveling eastbound towards Darby in the corridor, and about 372 traveling westbound towards Chester City. Route 114 Bus stop ridership data is provided in for stops within the study in the Appendix of this plan.

Table 3-1: Route 114 Bus Ridership, CPCIP Study Area

Bus Route 114	Ons	Offs	Load
Eastbound	147	193	22
Westbound	372	369	18

Source: Reports (septa.org) ; Microsoft Word - FY 2020 Annual Service Plan.Nov 19.docx (septa.org)

Trolley

The 102 is a suburban trolley line terminating in Sharon Hill. Since it terminates at this location, there is no outbound ridership. But during 2020, there were about 443 riders a day traveling inbounds using the Sharon Hill station (which is the only trolley station in the study area), shown in **Table 3-2: Trolley Ridership** below. A recent DVRPC report highlights that an important component of trolley modernization will be linking the Philadelphia trolley network with the suburban network, and an extension of the Sharon Hill trolley line offers an opportunity to do just that. The report identifies either MacDade Boulevard or Chester Pike for the report and indicates a potential for new transit service along either road.

Table 3-2: Trolley Ridership Data, CPCIP Study Area

Route 102 (Trolley)	Boards	Leaves	Total
Sharon Hill Station	443	475	918

Source: Reports (septa.org) ; Microsoft Word - FY 2020 Annual Service Plan.Nov 19.docx (septa.org)

Transfer points are especially important for ridership. The 102 trolley meets Chester Pike in Sharon Hill, and the bus stop adjacent to the trolley is the most used bus stop in the corridor. It is an easy transfer, with several covered areas and amenities. The trolley runs almost twice as frequently as the bus and benefits from a separate right of way, resulting in higher reliability, and therefore, ridership. For such a high ridership stop, it lacks robust amenities that a strong transit node should have, such as visible transit information, wayfinding, pedestrian scale lighting, and real-time arrival information.

Regional Rail

Regional rail ridership patterns are different, with similar ridership at every station. According SEPTA’S FY 2020 Annual Service Plan, the minimum economic performance standard for a railroad station is 75 daily boarding’s or alighting passengers. All of the stations residing within the CPCIP member communities have met the required number of daily boarding’s or alighting, and therefore have not fallen below the minimum accepted operating ratio. The minimum acceptable operating ratio for overall Regional Rail Division routes is 25% with the Wilmington/Newark, as a whole, averaging on the lower end at 32%.

Table 3-3: Regional Rail, Annual Performance Review

Branch	Average Daily Passengers	Annual Passengers	Fully Allocated Operating Ratio
Manayunk/Norristown	9,839	2,832,628	52%
Media/ Elwyn	11,098	3,054,214	51%
Lansdale/Doylestown	16,016	4,564,420	48%
Warminster	9,426	2,748,634	47%
Paoli/ Thorndale	20,962	5,969,965	44%
West Trenton	10,807	3,004,417	41%
Fox Chase	4,955	1,335,997	38%
Trenton	11,087	3,184,043	36%
Chestnut Hill West	4,968	1,403,910	36%
Cynwyd	583	148,684	33%
Wilmington/Newark	9,995	2,795,649	32%
Chestnut Hill East	4,944	1,410,612	25%
Airport	5,542	1,902,127	19%

Source: Reports (septa.org) FY 2020 Annual Service Plan.Nov 19.docx

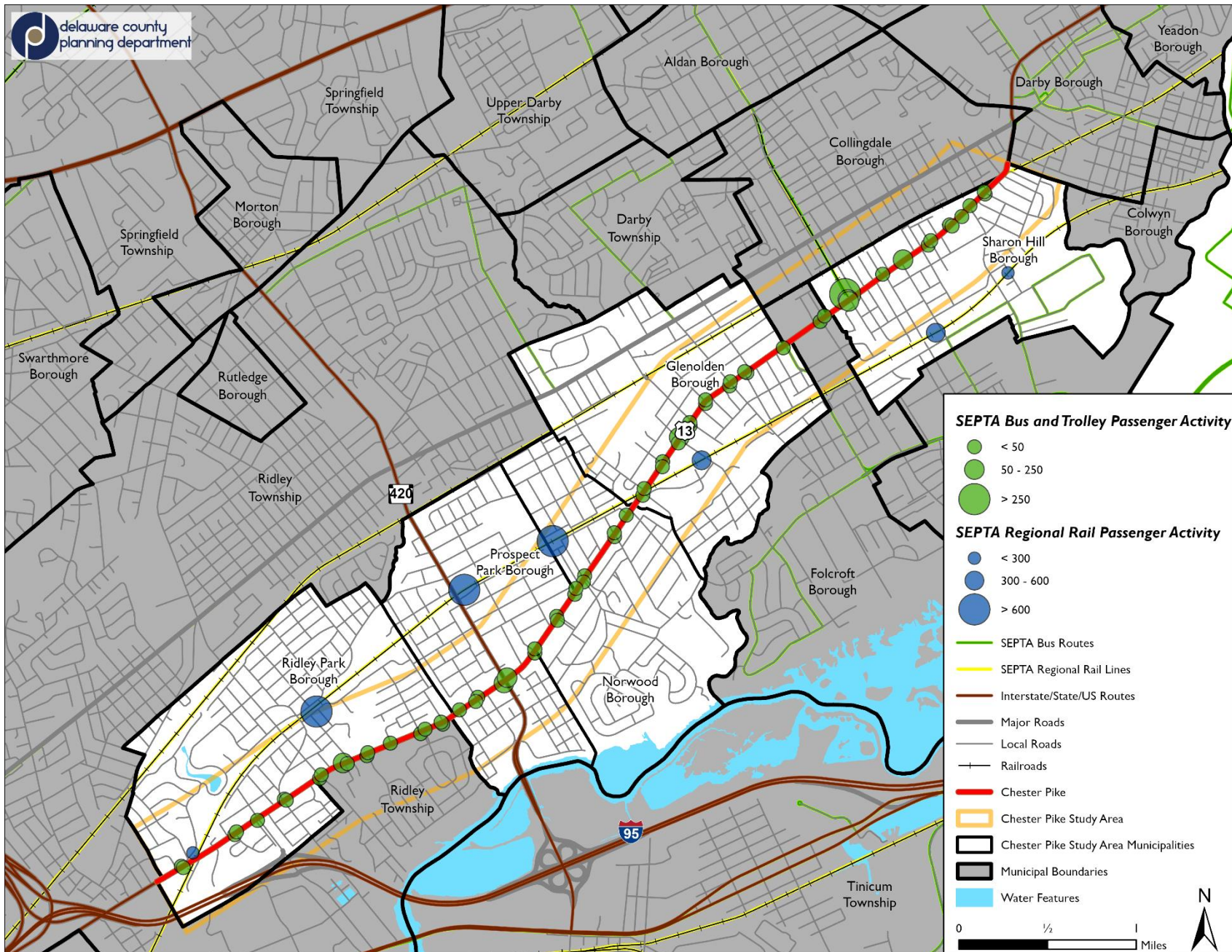
The lowest ridership stations, Crum Lynn and Curtis Park, are likely lower ridership due to land use around stations. They also have the fewest parking slots. Only two stations, Prospect Park and Ridley park, offer bicycle parking. None of the stations are ADA accessible, and platforms are low, increasing dwell time at stations while restraining accessibility. Work should be done to better link the various transit lines in the study area, increasing the utility of the system for all riders.

Table 3-4: Regional Rail Ridership, CPCIP Communities

Station	Boards	Leaves	Total
Ridley Park	217	227	444
Prospect Park	182	176	358
Norwood	267	238	505
Glenolden	170	200	370
Sharon Hill	98	95	193
Curtis Park (Sharon Hill)	68	87	155

Source: Reports (septa.org) FY 2020 Annual Service Plan.Nov 19.docx

Map 3-7: Public Transit Ridership



Source: SEPTA

SEPTA Forward

The SEPTA Forward: Bus Revolution

The study will identify how SEPTA can make changes to its bus network with a key goal of the Bus Revolution being to bring bus riders back to SEPTA. The main principles to come out of the Bus Revolution that relate to the Chester Pike corridor include:

- Align services with changes in the region
- Simplify bus routes
- Increase operational efficiency and effectiveness

In addition to *SEPTA Forward: Bus Revolution*, SEPTA provides Bus Stop Design Guidelines and the SEPTA Better Bus Stop Review Checklist to guide design.

The SEPTA Forward: Reimagining Regional Rail

The study will work with people from across the region through the year 2022 to better understand why riders choose Regional Rail. These conversations will help the region identify a long-term vision, as well as shorter-term improvements to services, schedules, and fare policies that make Regional Rail more convenient. Principles to come out of this specific to Chester Pike include:

- Train frequency
- The appropriate mix of local and express service
- Station design
- Vehicle design
- Connectivity to other modes (primarily bus in this corridor)
- Fare integration
-

The SEPTA Forward: Trolley Modernization project

Modern trolleys could carry more people. In the case of Sharon Hill Station, the Modernization project would require facility modifications to address handicapped accessibility.

The SEPTA Wayfinding Master Plan

SEPTA has determined that navigation challenges are caused by the lack of consistent brand presence and information hierarchy of wayfinding signage. To create a more intuitive transit experience, SEPTA is focused on the development of a clear and concise signage system through clearly defining transit services and route hierarchies leading to a better understanding of the entire network.

The SEPTA Metro:

Among the recommendations of The SEPTA Metro is to rebrand Routes 101 and 102 in Delaware County as the “D lines”. This would represent Delaware or Delco. With new, larger, accessible vehicles and dedicated stations instead of corner stops, the trolleys will be better integrated into the Metro network.

Figure 3-13: SEPTA Forward Strategic Plan



Source: SEPTA Strategic Plan Cover

Sidewalk and Crosswalk Inventory

Sidewalk data is collected at the county and regional level. For this analysis, County data was used, and supplemented with fieldwork. Fieldwork for the transportation portion of this report focused on identifying damaged portions of sidewalk, identifying segments that do not meet ADA width requirements, and determine the location and type of crosswalks and crossings. **Map 3-9: Sidewalk Inventory** shows the existing sidewalk layer, crosswalk location and type, and damaged portions of sidewalk. Sidewalks are well-connected in the corridor, serving many neighborhoods and connecting neighbors in each of the five boroughs in the study area. The largest “missing link” in the corridor is at the intersection of Chester Pike and South Avenue. Here, the Amtrak bridge (built in 1965) constrains the cartway, resulting in missing sidewalks on each side of the bridge. Although crossing the street is possible under the bridge, pillars and poor lighting make the crossing unsafe for pedestrians. Stakeholders have expressed broad interest in revitalizing the bridge in some way, and any improvements should include improved pedestrian facilities.

Some sidewalk segments of the corridor contain a vegetated buffer, while others do not. Vegetated buffers are beneficial aesthetically, but also help with stormwater retention while providing space for plants that can help mitigate the urban heat island effect. In some areas with wide sidewalks yet light industrial or commercial uses, motorists park their vehicles on the sidewalk. Vegetated buffers with trees or utility poles could discourage this behavior.

In total, fieldwork identified 62 points where sidewalk repairs, widening, or replacement are necessary. They are spread somewhat evenly throughout the boroughs. Aesthetic concerns, such as weeds growing out of sidewalk cracks, were not documented, but remain present in every borough along the Pike. Several crossings lack detectable warning surfaces (DWS), creating unsafe conditions for individuals with visual impairment. Crossings without DWS are primarily located on side streets rather than crossing Chester Pike itself.

There are many sidewalk segments that are not wide enough. 4’ should be considered a bare minimum, and there are approximately 15 segments that are three feet wide, and two segments where the sidewalk is less than three feet wide. These points serve as barriers to individuals with disabilities who require mobility devices. Other segments in the corridor are adequate in width from a measurement perspective, but regular obstructions make them functionally much less usable.

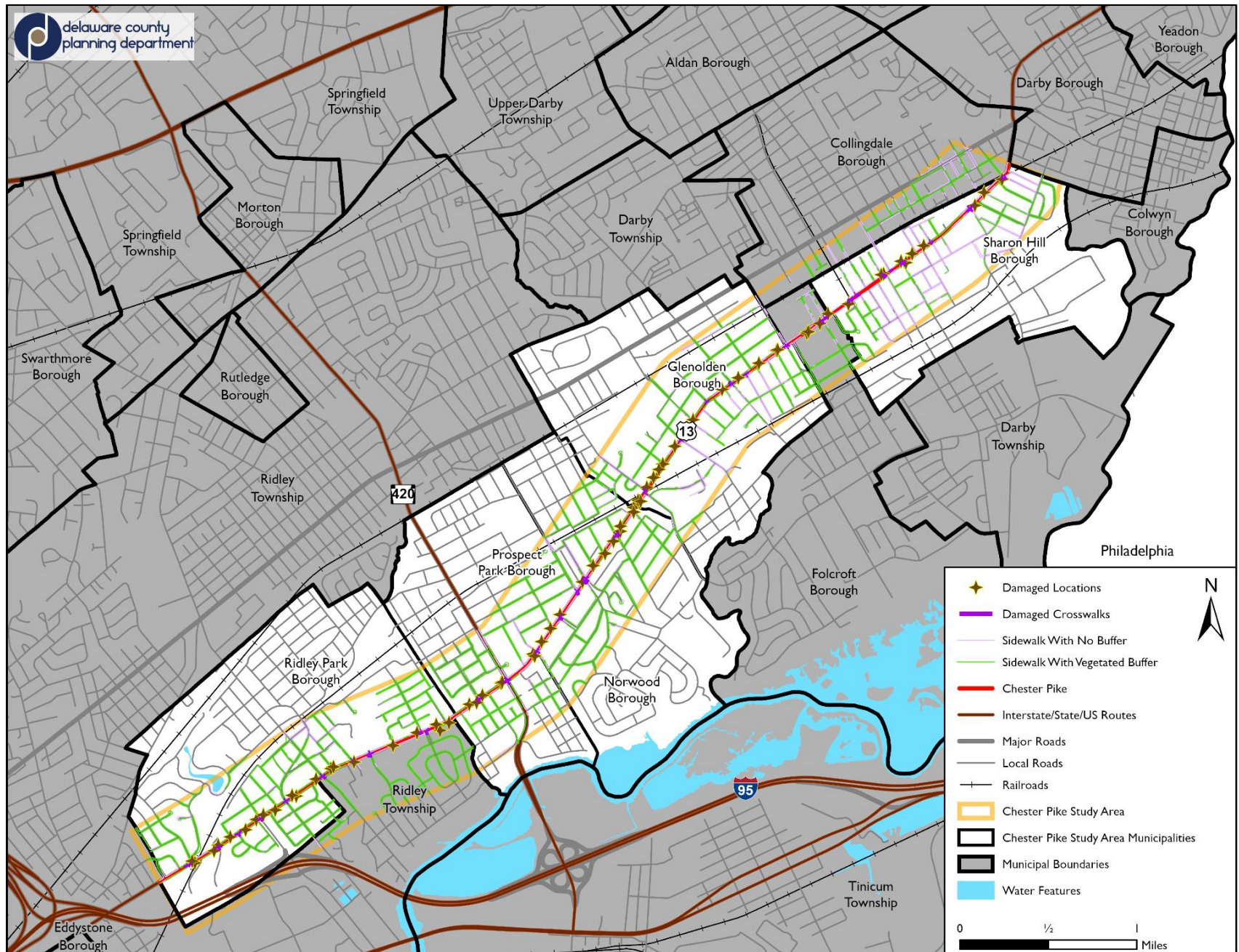
One of the most common sidewalk obstructions in the corridor is the standard telephone pole. These poles create chokepoints, sometimes narrowing the usable portion of a sidewalk to two or three feet. In some portions of the study area, utility poles are sited in a vegetated buffer, which is more conducive to walkability.

Figure 3-14: Utility pole narrowing the sidewalk at the intersection of South Avenue and Chester Pike



Source: Delaware County Planning Department

Map 3-8: Sidewalk Inventory



Source: Delaware County Planning Department

Driveways rule the corridor, with approximately 225 driveway crossings in the four-mile study area along Chester Pike, or 55 driveways per mile (on both sides of the street). If a pedestrian was walking for ten minutes along Chester Pike, they would experience an average of seven sidewalk interruptions while crossing busy driveways with wide vehicular turning radii and rapid turning movements. For some segments, sidewalks completely disappear at the driveway, leaving pedestrians walking along an area not clearly marked and designated for them in search of another island of actual sidewalks. Many driveways, specifically those next to certain automobile repair shops or dealerships, are used as parking, and sidewalks (if they even exist) are often used as vehicle storage. This makes navigating the corridor incredibly challenging for pedestrians using mobility devices, carrying groceries, or pushing strollers. Enforcement appears to be limited, with aerial imagery showing the same issue occurring in the same locations for at least the last five years.

Sidewalk damage is also apparent where vehicles regularly park on sidewalks, as indicated in **Figure 3-13**. Notably, the location in **Figure 3-13** is also a transit stop, yet boarding and alighting is almost certainly very difficult given the condition of the sidewalk and curb coupled with the regular blockages of the sidewalk.

Crossings in the corridor are almost 100% activated by pedestrian-scale buttons. Continental crosswalks make up 75% of all crosswalks on the Pike, which is advantageous due to the high visibility of continental crosswalks compared to other styles. The remaining crosswalks are standard crosswalks and striped with two parallel lines. There are a few segments where crosswalks are missing entirely, particularly at the midblock location by the Taylor Hospital bus stops.

Pedestrian crashes are often clustered at intersections, where vehicles make wide turning movements due to the turning radii of the curb and the width of many outside lanes in the corridor. Rapid and wide turning movements are dangerous for pedestrians and cyclists, who are often outside of the driver's field of view when a crossing is long, or a curb's radii is excessive. This effect is compounded when there a lane of on-

street parking unless the intersection has been properly “daylighted”. Ultimately, bump outs or curb extensions are the only way to fully protect and daylight an intersection, as paint or signage does not physically prevent illegal parking.

Vegetated buffers are more prevalent in the western half of the corridor, as evidenced in **Map 3-8: Sidewalk Inventory**. Vegetated sidewalk buffers provide green space and a dedicated space for utility poles or boxes. They can also be used for street furniture or other amenities. It is critical that sidewalk width is not reduced below 4' when installing vegetated buffers. Buffers also help with stormwater management, by creating a pervious surface that can absorb and slowly release water. They can be enhanced with street trees, which help reduce the urban heat island effect while also increasing safety, property values, and biodiversity, all of which enhance the sustainability of the corridor.

Figure 3-15: Blocked, damaged sidewalk outside of auto shop.



Source: Delaware County Planning Department

An aerial photograph of a city grid, showing streets, buildings, and green spaces, overlaid with a semi-transparent blue filter. The text is positioned in the lower-left quadrant of the image.

Chapter 4

LAND USE & ECONOMIC ANALYSIS

Chapter 4: Land Use & Economic Analysis

This chapter examines the character of the built environment along Chester Pike and how the variety of development along the corridor in the five CPCIP communities contributes to the overall vitality of the corridor and the region. The range of uses – including various types of residential, commercial, office, industrial, religious, and even parks and open space – that currently exist along the corridor are a result of both historic development patterns as well as current land use regulations and building codes. In particular, the commercial uses along the corridor are examined in more detail as they are frequently the main economic drivers within these mostly residential communities.

STUDY AREA EXISTING LAND USE

Map 4-1: Existing Land Use on page 4-2 displays the existing land uses for parcels within the 1/3-mile study area adjacent to Chester Pike. The supporting table, **Table 4-1**, provides a percentage breakdown of the various land uses in the study area. This information is produced by DVRPC utilizing aerial images to assign land use categories to parcels throughout the region and was last determined in 2015 so current conditions may vary. The predominant land use in the study area by acreage is residential, with 39.4% of the study area being single-family residential and 26.3% of the study area being multifamily, for a total of 65.7% of land in residential uses. Commercial uses (11.7%) are concentrated along Chester Pike as well as along the major cross streets such as Rt. 420/Lincoln Avenue, W. Winona Avenue, and Glenolden Avenue.

Institutional (6.4%) and Recreation (5.9%) uses make up much smaller percentages of acreage in the study area. The Recreational land uses in the study area include a number of parks in each of the municipalities. In Ridley Park, Catania Park and the adjacent Hetzel Park are located just off Chester Pike, but the Ridley Park Lake and the smaller Nevin Street Park are both within the 1/3-mile study area. Prospect Park has Witmer Memorial Fields and Park Square (as well as the green median along

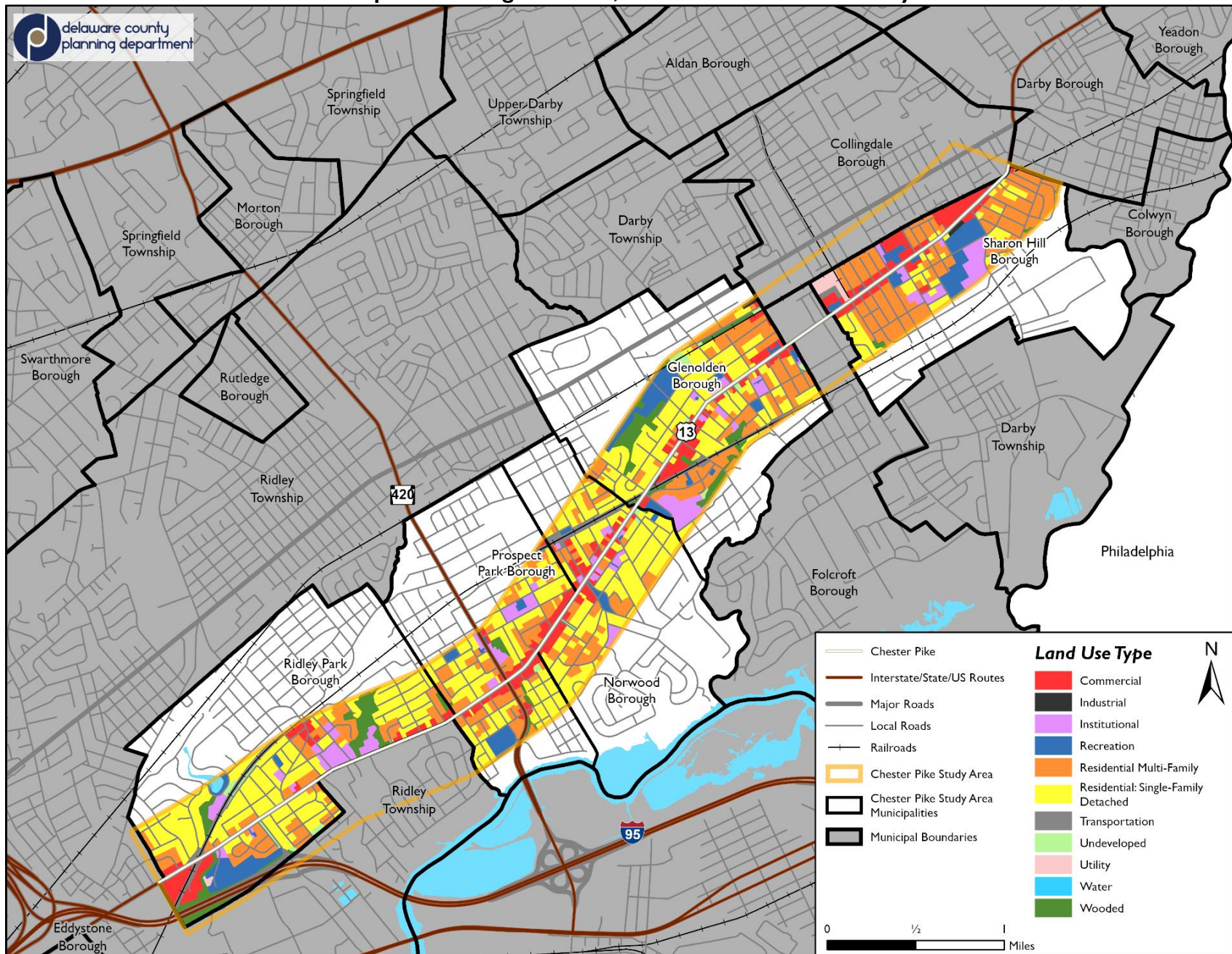
Prospect Avenue leading up to it). The “Welcome to Norwood” gateway arch sits at the entrance to Kugler Park along East Winona Avenue in the Borough, and Harrison Park is located on the north side of the SEPTA/Amtrak tracks near the Norwood Station. Glenolden’s main Park and Playground area are just inside the 1/3-mile study area to the north of Chester Pike, but they also have an old swim club located on South Avenue just off Chester Pike. Sharon Hill’s municipal park fronts directly onto Chester Pike, and the nearby Sports Complex combined with the Elementary and High School fields create a large recreational area.

Table 4-1: Existing Land Use, Chester Pike Corridor Study Area

General Category	Area (Ac)	Percentage
Residential	858.6	65.7%
Commercial	152.3	11.7%
Institutional	84.0	6.4%
Recreation	76.7	5.9%
Wooded	64.2	4.9%
Transportation	43.5	3.3%
Undeveloped	13.5	1.0%
Utility	8.9	0.7%
Industrial	2.8	0.2%
Water	1.9	0.1%

Source: DVRPC Existing Land Use, 2015

Map 4-1: Existing Land Use, Chester Pike Corridor Study Area



Source: DVRPC Existing Land Use, 2015

Table 4-2 on this page and the accompanying **Map 4-2** on the following page display the mix of land uses with frontage on Chester Pike. Focusing in on parcels that directly front on Chester Pike within the study area, Commercial land uses are dominant, accounting for more than 50% of the area of the parcels along this portion of the corridor. Residential parcels make up 32.8% of the area of parcels fronting Chester Pike, with 18.0% of the area being single-family residential and 14.8% of the area being multifamily. Institutional uses make up 8.4% of the area of parcels fronting Chester Pike and include a number of churches or other houses of worship, schools, and hospitals or other medical facilities.

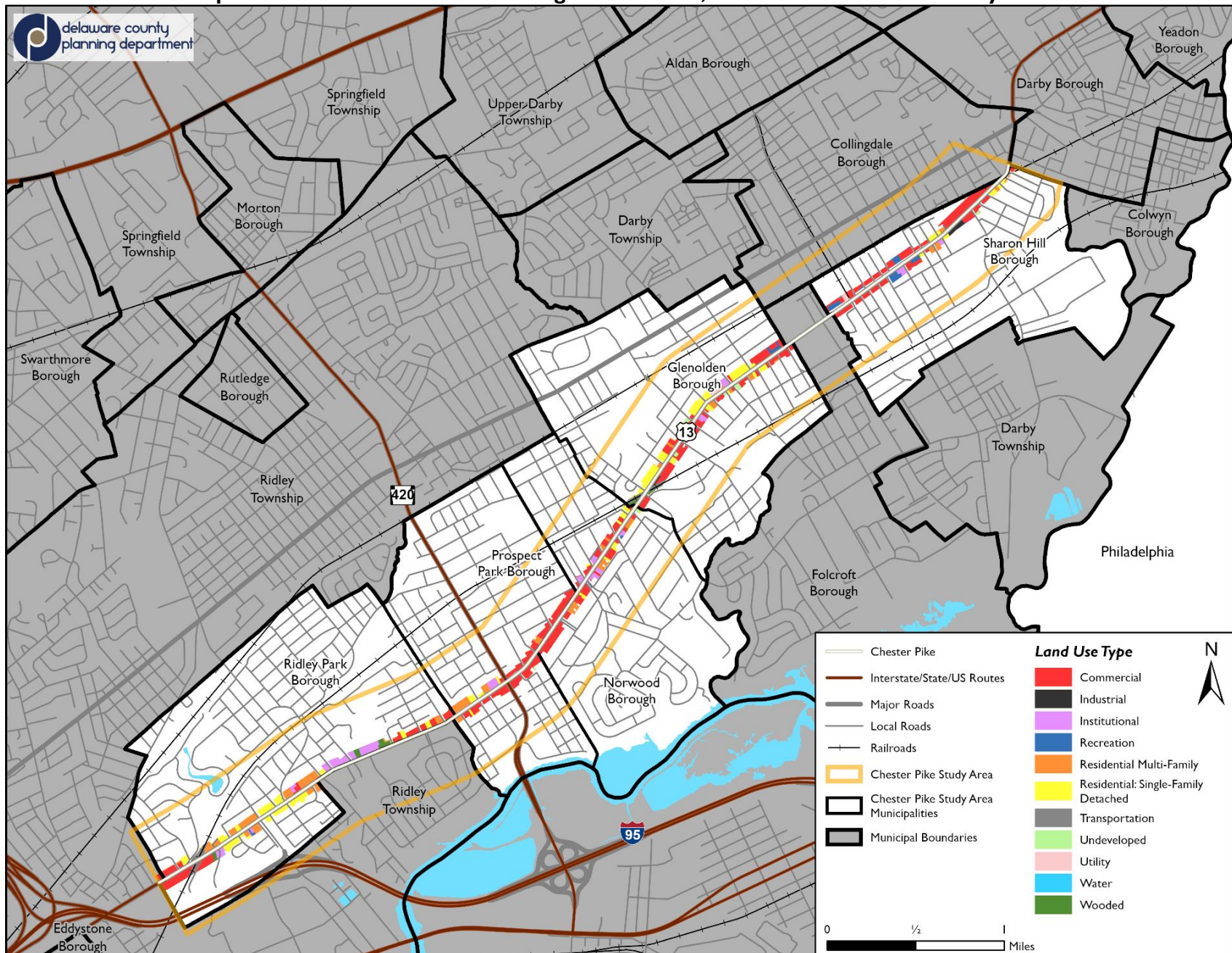
The mix and concentration of various land uses along Chester Pike varies from community to community and creates areas of distinct character at several points along the route. Ridley Park and Sharon Hill are both the geographic ends of the CPCIP area as well as different ends of the land use mix. Ridley Park has a much greater concentration of single-family residential parcels along Chester Pike, particularly along its western end, than the other communities. Sharon Hill, on the other hand, has a much more consistent presence of commercial parcels fronting Chester Pike, many of them large, auto-oriented shopping plazas. The communities in between these two have their own unique mixes of land uses. The inset maps on pages 4-5 through 4-7 highlight the character of land uses fronting Chester Pike in each of the CPCIP municipalities.

Table 4-2: Land Use of Parcels with Frontage on Chester Pike, Chester Pike Corridor Study Area

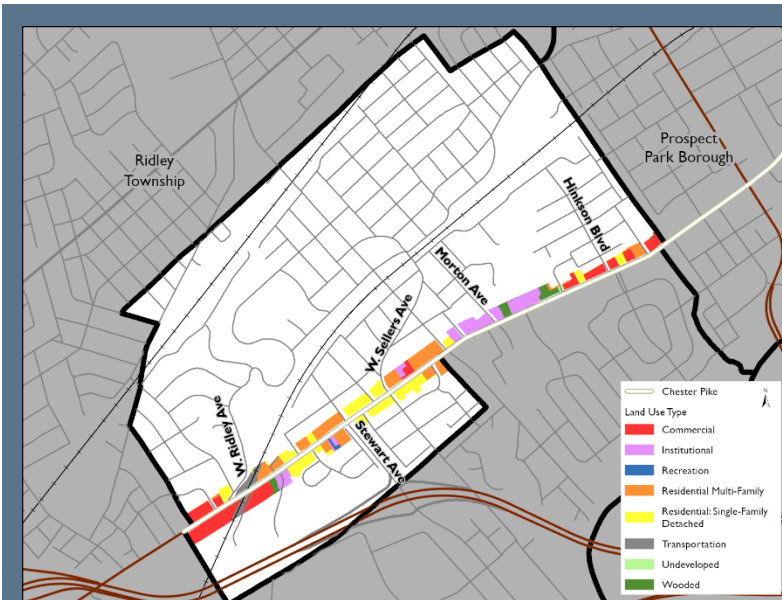
General Land Use	Acres	Percentage
Commercial	11.8	50.6%
Residential	7.6	32.8%
Institutional	2.0	8.4%
Transportation	0.6	2.4%
Wooded	0.5	2.0%
Undeveloped	0.3	1.2%
Utility	0.3	1.1%
Recreation	0.2	0.8%
Industrial	0.2	0.8%

Source: DVRPC Existing Land Use, 2015

Map 4-2: Land Use of Parcels Fronting Chester Pike, Chester Pike Corridor Study Area

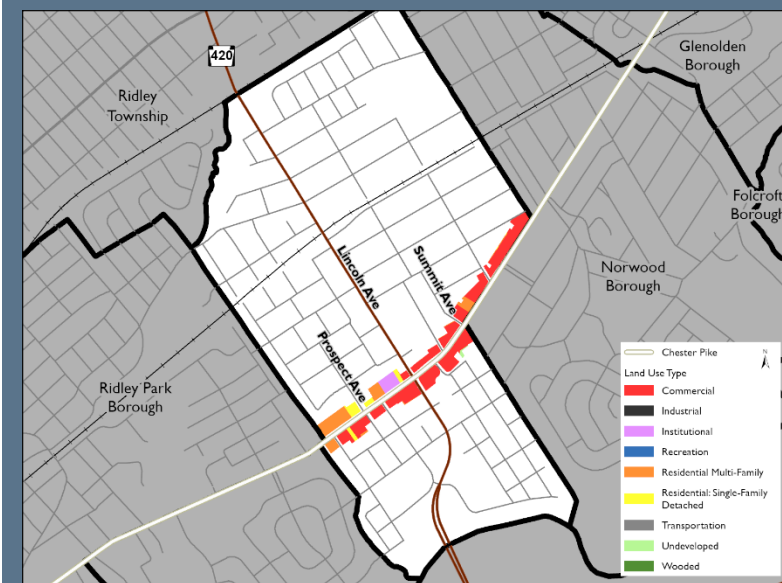


Source: DVRPC Existing Land Use, 2015



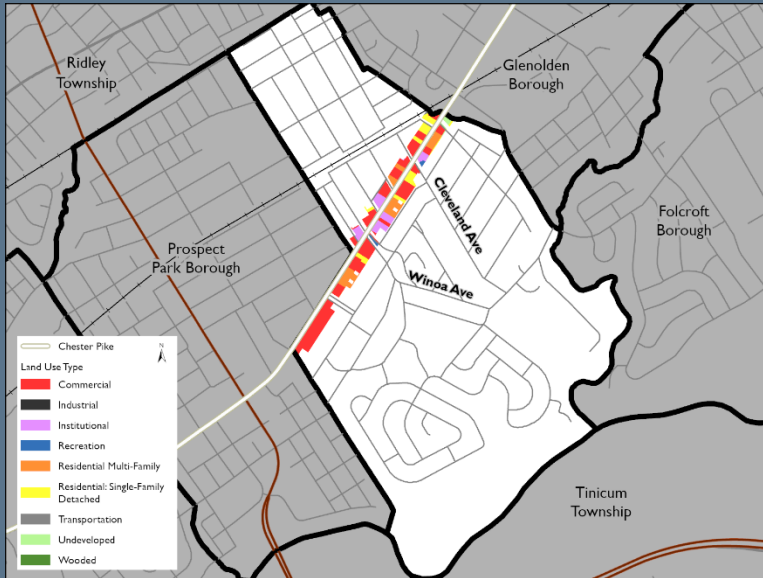
Ridley Park Borough

The portion of Chester Pike in Ridley Park, the westernmost CPCIP community, is characterized by concentrations of commercial or light industrial land uses at the eastern and western borders of the borough. Much of the rest of Chester Pike in Ridley Park is residential, including some large lots with older houses as well as some mid-rise multifamily buildings. In addition to garden style mid-rise multifamily, the area also contains some twins and a few large Victorian residential conversions. Stewart Avenue intersects Chester Pike and connects to I-95 to the south, while Sellers Avenue serves as a gateway for traffic to the Ridley Park business district to the north. Taylor hospital is a major land use on the north side of Chester Pike and is adjacent to a large parcel of wooded, undeveloped land that used to be the site of hospital administration and the hospice for Taylor.



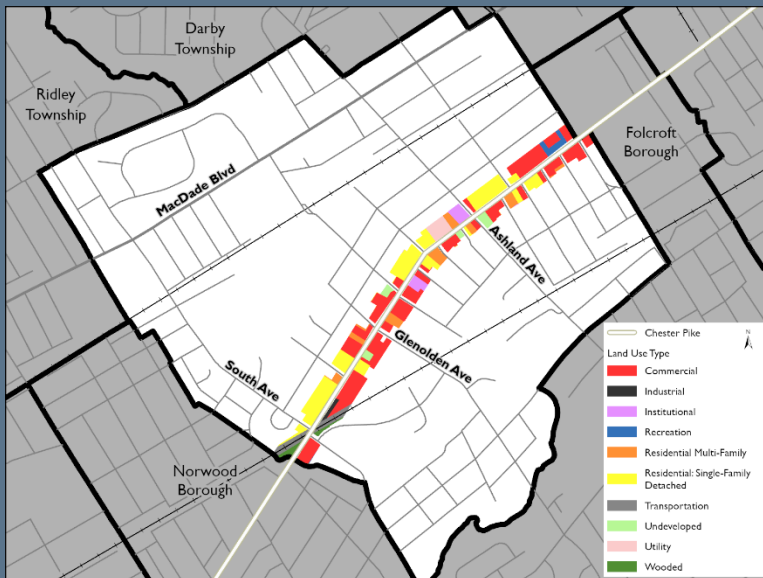
Prospect Park Borough

In Prospect Park, Chester Pike features some residential land uses near the borough’s western border with Ridley Park. The residential in this area is a mix of twins, single homes, and garden style apartment buildings. The intersection with Prospect Avenue is a gateway to the historic Park Square residential neighborhood to the north but also a transition to more commercially-dominated land uses. The majority of land uses on Chester Pike in Prospect Park are commercial, but with varying forms and densities. Some of the commercial strips in the area date to the 1930s, including traditional mixed-use buildings with stores on the ground floor and apartments above, as well as some older retrofitted residences with storefronts added on. Around the intersection with Route 420 (Lincoln Avenue), which provides a connection to I-95 in the south, the commercial is large auto-oriented chain drugstores, fast food, and gas stations.



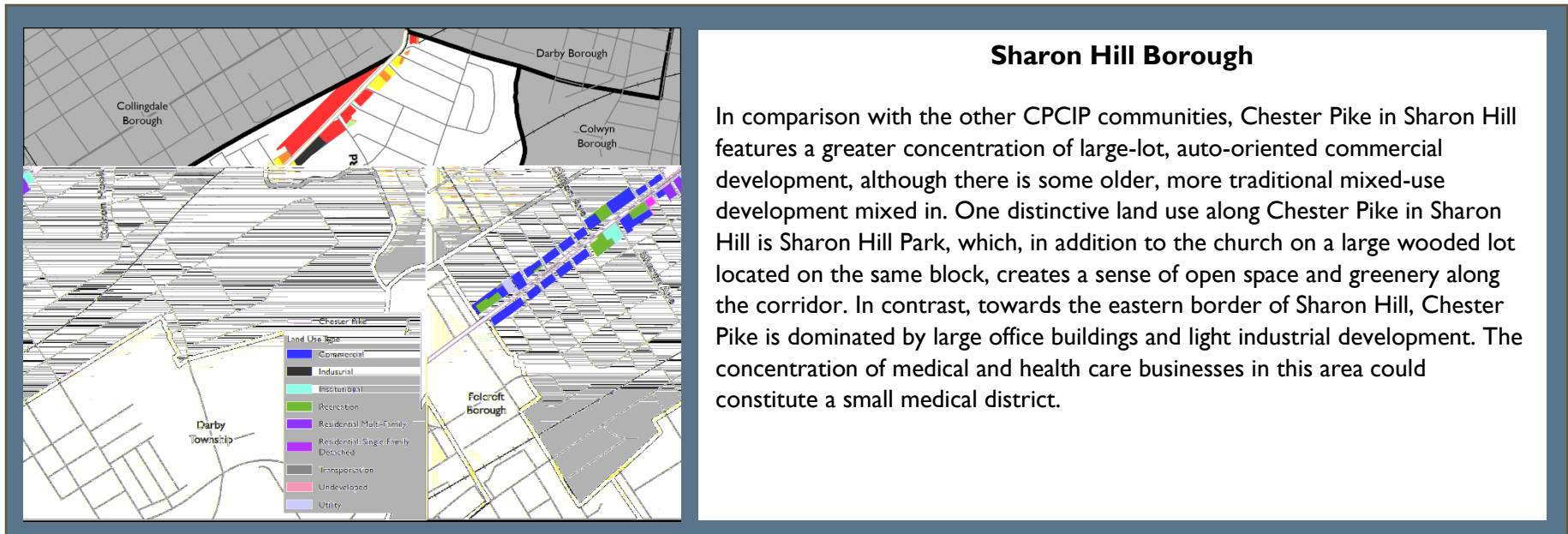
Norwood Borough

As in Prospect Park, Chester Pike in Norwood contains a mix of commercial uses including large parcel commercial, such as chain stores, surrounded by ample parking and featuring modern construction. Older single-family residences that have been converted to office or commercial, and some traditional commercial development with older buildings, zero lot line, and unified streetscape are also present. The downtown heart of Norwood is centered around West Winona Avenue which is on the north side of Chester Pike. East Winona Avenue to the south of Chester Pike is a gateway to an extensive residential neighborhood. Institutional uses along Chester Pike in Norwood include several churches and a post office. The eastern half of Chester Pike in Norwood is a mix of single-family homes, single family commercial conversions, garden apartments with parking in front, and mid-sized commercial uses.



Glenolden Borough

Unlike some of the other CPCIP communities, Glenolden does not have a traditional “downtown” area outside of the commercial uses located along Chester Pike and nearby MacDade Boulevard. Chester Pike through Glenolden borough contains a mix of residential, commercial, and institutional uses, sometimes varying block-by-block and sometimes mixed within the block. Commercial uses include large lot developments as well as some residential to commercial conversions. The block between East Ashland Avenue and Lamont Avenue on the South side of Chester Pike contains the most “traditional” commercial development and is the center of an area that could be called the original center of Glenolden. Similar to Ridley Park, there is a lot of traditional residential development along Chester Pike in Glenolden.



Sharon Hill Borough

In comparison with the other CPCIP communities, Chester Pike in Sharon Hill features a greater concentration of large-lot, auto-oriented commercial development, although there is some older, more traditional mixed-use development mixed in. One distinctive land use along Chester Pike in Sharon Hill is Sharon Hill Park, which, in addition to the church on a large wooded lot located on the same block, creates a sense of open space and greenery along the corridor. In contrast, towards the eastern border of Sharon Hill, Chester Pike is dominated by large office buildings and light industrial development. The concentration of medical and health care businesses in this area could constitute a small medical district.

ZONING IN THE STUDY AREA

Map 4-3 and the associated **Table 4-3** show the existing zoning in the study area. Although the individual municipal zoning codes have sub-districts or variations in their classifications, for the purposes of comparison, the map and table display the broad zoning categories of Residential, Commercial, Industrial, and Recreation & Open Space districts. Institutional land uses as shown on **Map 4-1** do not show up in the zoning districts because institutional uses are commonly permitted in other zones as a special exception or conditional use. Comparing the **Map 4-3: Existing Zoning** to the **Map 4-1: Existing Land Use** reveals what the community’s intentions are through zoning for certain areas regardless of what the existing development looks like today.

Table 4-3: Zoning Acreage Percentages, Chester Pike Corridor Study Area

General Category	Area (Ac)	Percentage
Residential	155.3	75.2%
Commercial	40.0	19.4%
Recreation/Open Space	5.7	2.7%
Industrial	5.6	2.7%

Source: Delaware County Planning Department

Residential Zoning

Just as residential is the largest land use in the study area as shown on the existing land uses map, **Map 4-1**, the predominant zoning in the study area by acreage is residential, with 75.2% of the study area being zoned some type of residential. All five of the CPCIP communities maintain similar residential zoning districts referred to as the R-1, R-2, and R-3. While these districts have many similarities in name and purpose, each borough maintains their zoning code separately and the limitations within the zoning may vary.

Generally R-1 districts are the lowest density, often permitting only single-family detached dwellings, and R-3 districts are higher density, permitting a variety of multi-family dwelling types. Ridley Park’s R-3

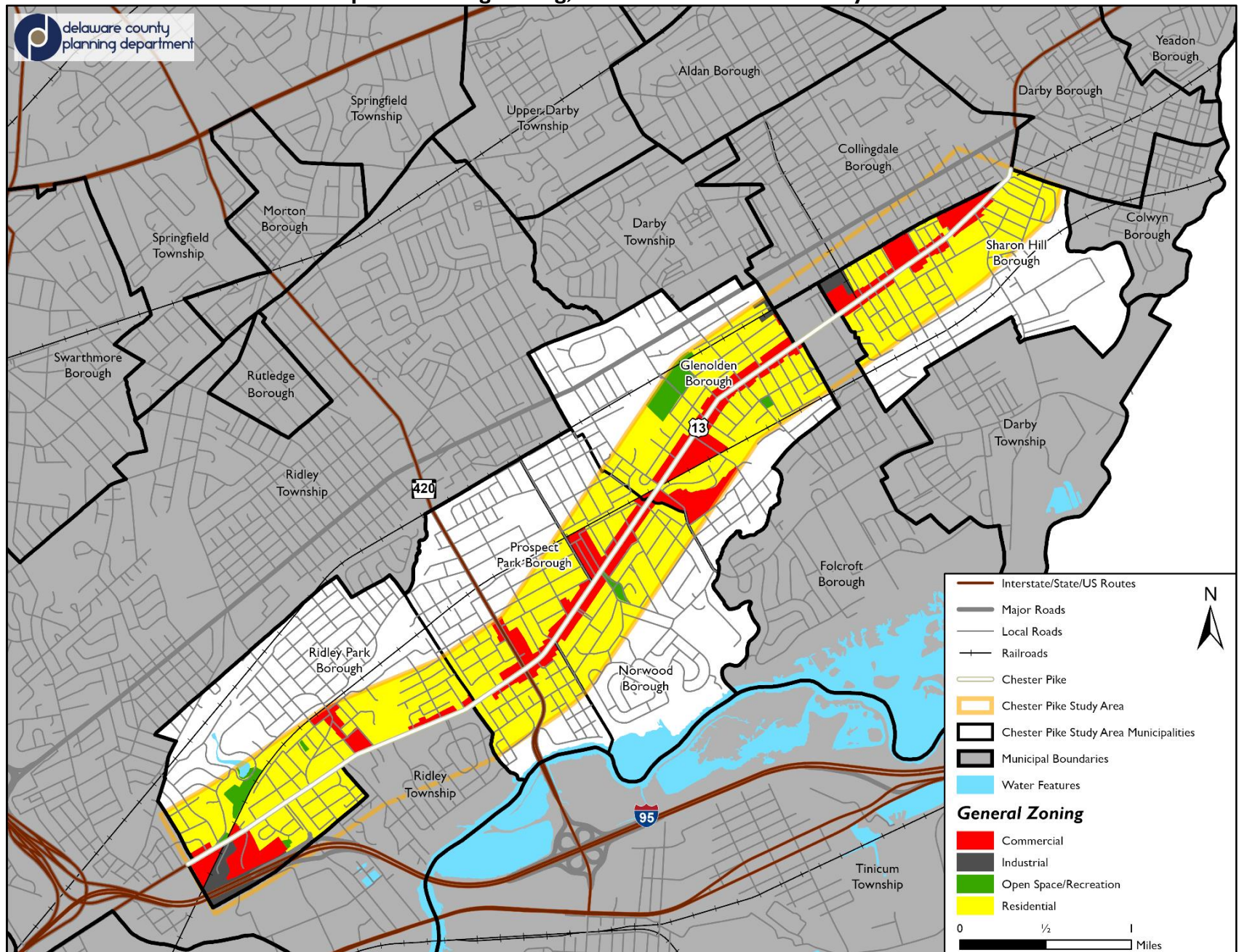
district, which is mostly concentrated along Chester Pike, also features an “RC-Residential Cluster” overlay district which encourages good site planning and environmentally sensitive tracts while maintaining density. The large parcel of wooded land next to Taylor hospital is under this RC overlay, which will hopefully lead to sensitive site planning if it should ever be further developed.

Commercial Zoning

Commercial zoning makes up 19.4% of the study area. Most of the commercial zoning in the study area is immediately adjacent to Chester Pike. In Ridley Park, the commercial zoning in the study area is identified as C-2 as well as some C-1 Commercial in its downtown; the Taylor Hospital area is a Medical Campus District. Prospect Park’s commercial districts are also called C-2 along Chester Pike and C-1 along Lincoln Avenue. Norwood’s commercial District is identified as HC Highway Commercial along Chester Pike and TC Town Center along West Winona Avenue. In Glenolden, with the exception of the edges of some residential districts that touch at the western end, the entire length of Chester Pike is in the B-1 Neighborhood Business district. Similarly to Glenolden, Sharon Hill has a C-Commercial district along Chester Pike, except for where a few residential zones touch the corridor.

The existing land use map shows a number of parcels where residential uses remain in commercial zones along Chester Pike. Ridley Park’s C-1 and C-2 zoning allow high-density residential as well as apartments above commercial uses; Norwood’s HC and TC zoning also allow for apartments above commercial. Sharon Hill’s C district permits apartment buildings with a maximum of eight units. However, the commercial districts in Prospect Park and Glenolden do not mention any residential uses permitted by right or as special exceptions or conditional uses. Any residential remaining in these districts is “grandfathered” in, meaning it is allowed to remain unless major changes are made.

Map 4-3: Existing Zoning, Chester Pike Corridor Study Area



Source: Delaware County Planning Department

Recreation and Open Space Zoning

Parcels zoned Recreation and Open Space account for 2.7% of the study area, although the existing land uses map shows many more areas of recreational and wooded land. Many municipalities allow parks as a special exception or conditional use within residential or other districts, where many of these existing parks are located. Also, wooded areas, particularly along streams, may be protected by stream buffers or steep slope restrictions contained within zoning standards. However, zoning an area for long-term use as a park or open space provides an additional way to protect a parcel from development.

Industrial Zones

Industrial zones occupy 2.7% of the study area and are not commonly a large part of the frontage along Chester Pike. There is even less industrial land identified in the existing land use map of the study area. Often the line between commercial and industrial uses can be fuzzy, and light industrial uses might fit the standard within a commercial zoning district. Thus, although there is not a great deal of industrial zoning in the Chester Pike study area, there still might be commercial uses with heavier impacts.

BUILDING AND SITE CONDITIONS

As part of the process of the development of this Plan, DCPD staff conducted field surveys of building and site conditions along Chester Pike. The surveys consisted of staff walking along Chester Pike and assessing the condition of each property as well as noting factors that may be negatively affecting the property’s condition. This assessment is somewhat subjective but provides a general picture of the conditions along Chester Pike which can provide insight into where improvements could be targeted.

Table 4-4 shows that overall, 72% of buildings along Chester Pike can be considered to be in “Good” condition – clean, well maintained, and lacking any major structural issues. Another 21% of the buildings along Chester Pike were assessed to be in “Fair” condition, meaning they had some issues with their appearance or level of maintenance. Finally, 7% of buildings along the corridor were found to be in “Poor” condition with more serious negative factors.

Table 4-4: Building Conditions along Chester Pike

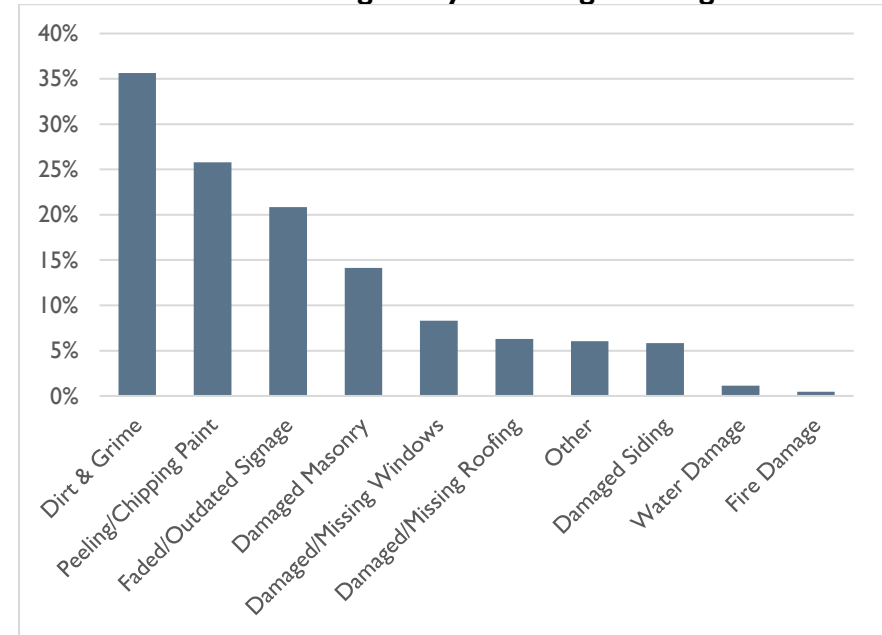
	CPCIP Boroughs	Glenolden	Norwood	Prospect Park	Ridley Park	Sharon Hill
Good	72%	64%	73%	64%	79%	82%
Fair	21%	31%	20%	28%	13%	12%
Poor	7%	5%	7%	9%	9%	6%

Source: Delaware County Planning Department Fieldwork

Table 4-4 also reveals that there are some differences among the conditions of buildings in the separate municipalities of the CPCIP. Sharon Hill was found to have the highest percentage (82%) of its buildings in Good condition, which could be owing to the relative newness of some of the development there, or the presence of more strip commercial where a single property owner can provide for the maintenance needs of the tenants. Ridley Park also has a relatively high percentage (79%) of its buildings along Chester Pike classified as being in Good Condition, possibly because of the presence of many large, single-

family residential properties. However, Ridley Park also has a relatively high percentage (9%) of buildings considered to be in Poor condition. Prospect Park also has a relatively high percentage (9%) of buildings considered to be in Poor condition.

Chart 4.1: Features Negatively Affecting Building Condition



Source: Delaware County Planning Department Fieldwork

Regardless of overall condition, the conditions survey identified any features that might be negatively affecting a building’s condition in any way. The top three issues identified are related to cosmetic or cleanliness factors rather than more serious damage. The most common issue identified was Dirt & Grime, which was found to be an issue on 36% of the buildings surveyed. Another 26% of buildings along Chester Pike had noticeable issues with Peeling or Chipping Paint, and 21% were found to have Faded or Outdated Signage. Much less common were problems with the building’s structure and exterior such as damaged

masonry, siding, windows, or roofing. Buildings with major fire or water damage are rare, although present.

In addition to assessing the condition of buildings, the conditions survey also looked at the overall site of each property, including sidewalks, driveways, parking areas, lawns, and landscaping. Generally, site conditions were not assessed as favorably as building conditions were. As a whole, only 55% of properties along Chester Pike were found to be in “Good” condition, another 35% in “Fair” condition, and 11% in “Poor” condition. On a busy stretch of road such as Chester Pike, it may prove difficult to keep properties clean, well maintained, and free of trash and debris, which could account for the lower quality assessment of site conditions.

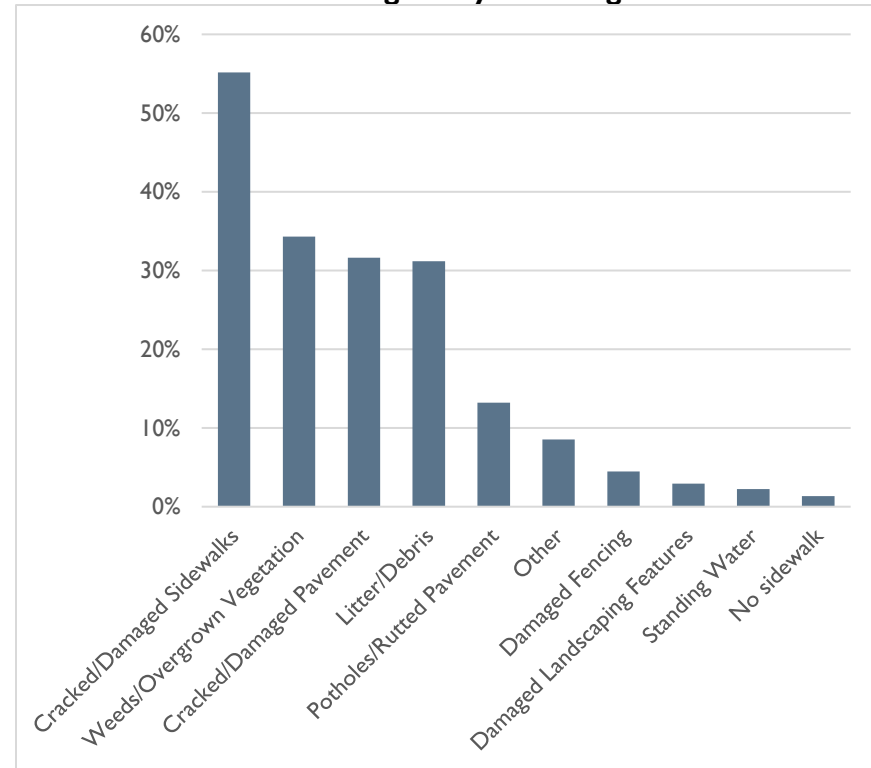
Table 4-5: Site Conditions along Chester Pike

	CPCIP Boroughs	Glenolden	Norwood	Prospect Park	Ridley Park	Sharon Hill
Good	55%	57%	52%	41%	65%	57%
Fair	35%	32%	40%	43%	24%	35%
Poor	11%	11%	8%	16%	11%	8%

Source: Delaware County Planning Department Fieldwork

As shown in **Chart 4-2**, by far the biggest issue negatively affecting site conditions along Chester Pike is Cracked & Damaged Sidewalks, found on 55% of the properties. This assessment underscores the findings of the analysis of transportation conditions in Chapter 3. Cracked or damaged pavement (32%) in driveways or parking areas was another common issue of impervious surfaces. Other prevalent issues including Weeds or Overgrown Vegetation (34%) and Litter or Debris (31%) are cosmetic or landscaping issues that could be addressed by having property owners and municipalities work cooperatively to keep properties along Chester Pike clean and tidy.

Chart 4-2: Features Negatively Affecting Site Condition



Source: Delaware County Planning Department Fieldwork

HISTORIC RESOURCES

As observed in Chapters 1 and 2, the communities along Chester Pike have developed over a period of hundreds of years, and most of the existing residential housing stock dates from the mid-twentieth century or earlier. Although many of the buildings on or near Chester Pike could be considered historic, **Map 4-4** on page 4-14 highlights selected historic resources. The resources identified here were drawn from inventories of historic resources in each of the borough's comprehensive plans, although a few additional potential resources were identified during the fieldwork completed by DCPD staff during the development of this plan. The map shows both individual resources and groups of similar resources or districts. A full list of the historic resources identified can be found in Appendix A.

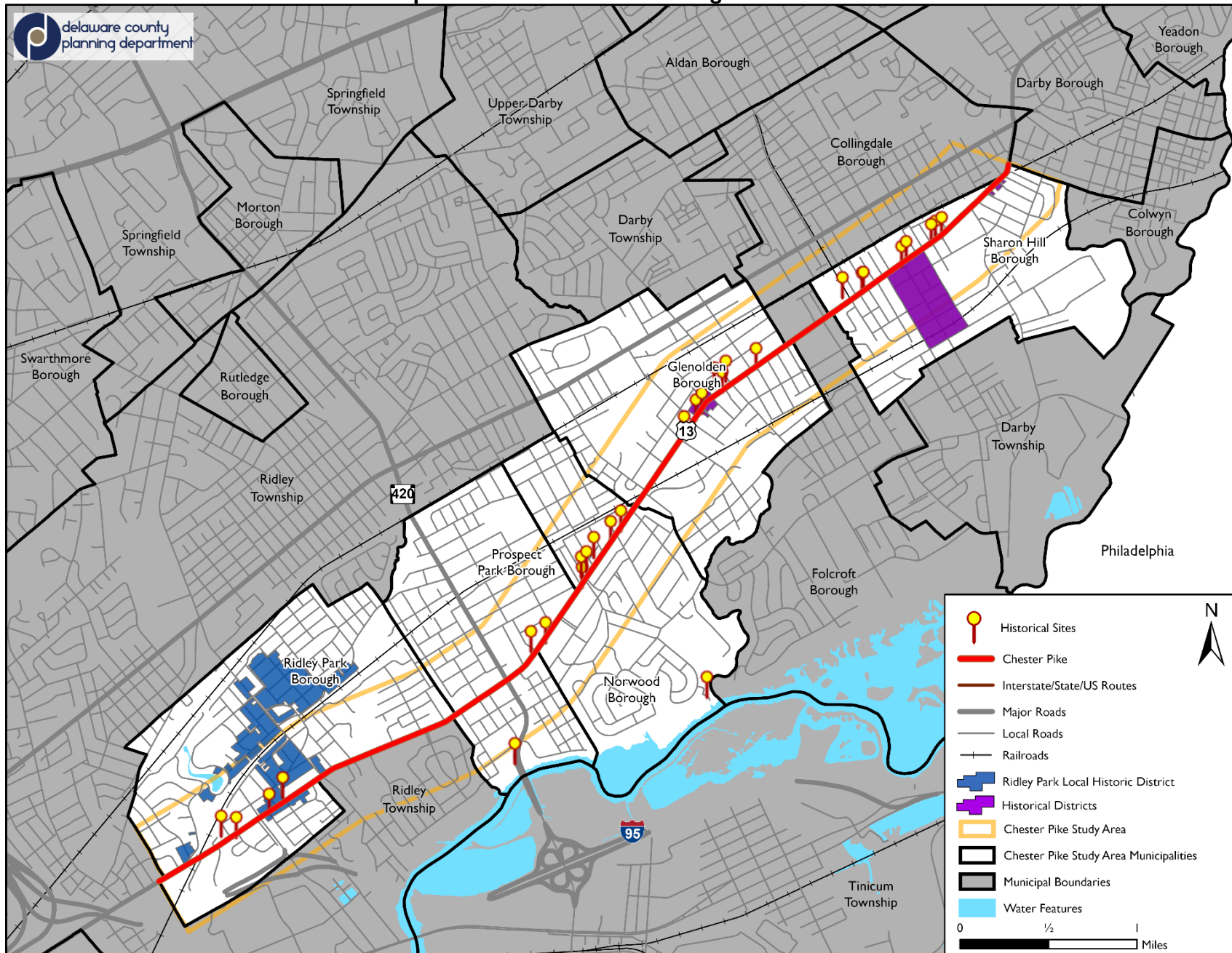
The historic resources along Chester Pike are a mix of residential, commercial, and institutional uses including schools and churches. Not all of the existing historic buildings are still being used for their original purposes. Adaptive reuse is the process of reusing an old site or building for a purpose other than what it was originally built or designed for and can be an effective way to extend the useful life of a building that is part of the community's character. Adaptive reuse of historic resources along Chester Pike ranges from single-family homes that have been converted into apartments to old schoolhouses that have been converted into residential or commercial uses.

Most of the historic resources identified along Chester Pike are over 100 years old, but this does not mean that more recent buildings cannot also be considered historic. Indeed, there are several commercial buildings along Chester Pike that highlight unique architectural styles from the middle of the twentieth century and represent an important period of the corridor's development. These include the 1940s Art Moderne auto dealer at 135 S. Chester Pike in Glenolden and the shopping center at 907 Chester Pike in Sharon Hill, also from the 1940s.

Two resources shown on the map that are not directly on Chester Pike are the Morton Homestead (c. 1654) in Prospect Park and the Morton Morton House (c. 1746) in Norwood. These properties are currently both operated as historic house museums dedicated to interpreting the history and lives of early European settlers in the area. Both properties have ties to John Morton, the Founding Father whose ride along Chester Pike in 1776 was discussed in Chapter 1. Thus, these sites are notable as potential tourism draws of regional and even national interest.

The historic district identified in Ridley Park is a Regulated Historic District with an associated ordinance adopted by the borough that requires special review and approval for changes, demolition, or additions to the properties within the district. Also, the Morton Homestead and the Morton Morton House are both listed on the National Register of Historic Places, a federal listing of historically important properties that provides prestige but no regulatory protections. It is possible that other resources within the study area could be found to be eligible for listing on the National Register based on historic significance. The other resources or groups of resources shown on **Map 4-4** simply represent properties that have been identified as historic by the municipalities or the County but are not protected from demolition or alteration in any way.

Map 4-4: Historic Resources along Chester Pike



Source: Delaware County Planning Department, CPCIP Comprehensive Plans

ECONOMICS

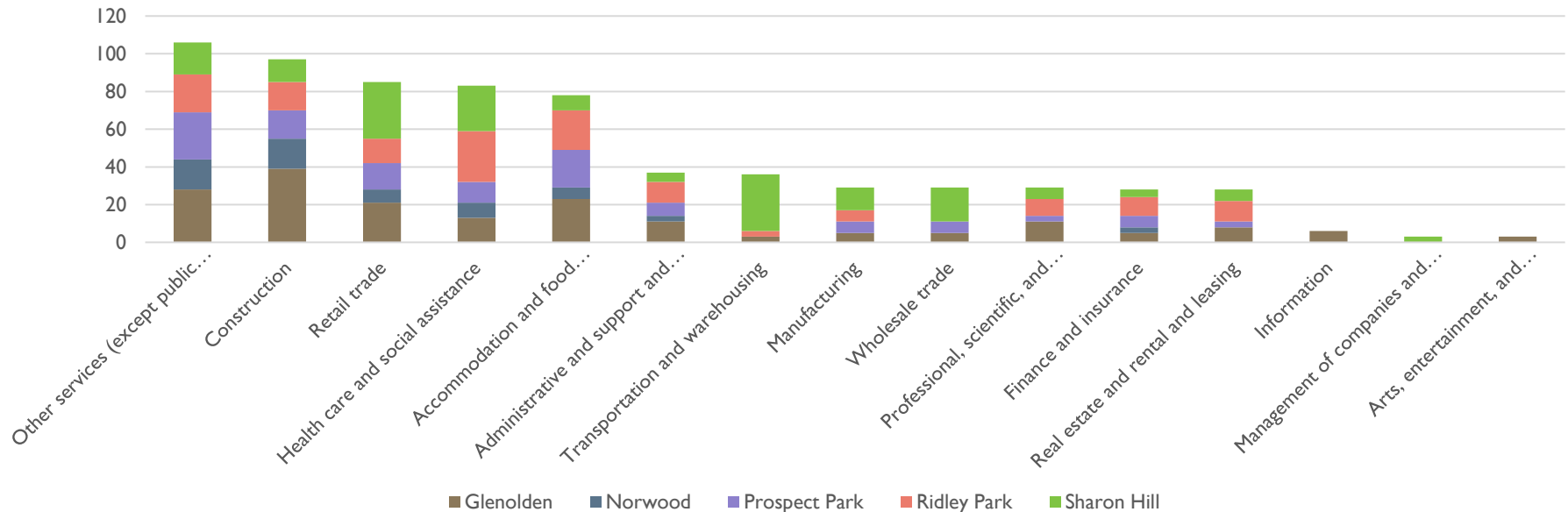
This section looks at economic conditions within the CPCIP communities in general and along Chester Pike in particular. Chester Pike serves the dual role of being a connector to a number of employment centers in the region as well as hosting several major employers along the corridor itself. It should be noted that some of the data reviewed is for the municipalities as a whole within the CPCIP, while other data is available at the study area or parcel level.

The Economic Census from 2018 contains information regarding the number of business establishments in the five CPCIP communities as well as which NAICS category they fit into. The NAICS is a standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy. **Chart 4-3** below shows the top categories of businesses located within the five CPCIP municipalities as

well as the number of those businesses in each municipality. The top industries that are found in all five of the CPCIP municipalities are Services (except public administration); Construction; Retail trade; Health care and social assistance; Accommodation and food services; and Administrative and support and waste management and remediation services.

As seen in the Chart, Glenolden has the largest number of establishments in the Construction industry and also dominates the Services industry along with Prospect Park. Ridley Park has the largest number of establishments classified as Health care and social assistance. Sharon Hill has a large number of establishments in the Transportation and warehousing category, which is not common among the other municipalities, and also dominates the Retail trade category. Norwood, by contrast, does not have quite as many establishments in any category as the other municipalities.

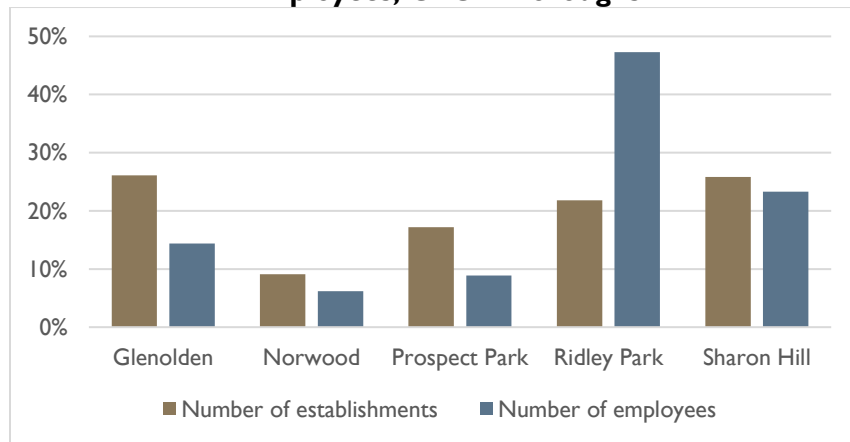
Chart 4-3: Number of Business Establishments within the CPCIP Boroughs



Source: Economic Census, 2018

Data from the Economic Census can also be used to compare the number of business establishments within the five CPCIP municipalities to the number of people employed at establishments located within the five municipalities. **Chart 4-4** shows that of nearly 700 establishments located within the five CPCIP municipalities, most of them are located in either Glenolden (26%) or Sharon Hill (26%). Ridley Park is home to about 22% of businesses in the area, followed by Prospect Park with 17% of establishments and Norwood with 9% of establishments.

Chart 4-4: Percentage of Commercial Establishments and Employees, CPCIP Boroughs



Source: Economic Census, 2018

The distribution of the more than 12,600 employees working in the five-municipality area does not necessarily follow the same pattern as the distribution of business establishments. As shown in **Chart 4-4**, the majority of employees working in the area, about 47%, work in Ridley Park. This is a much higher percentage of employees than even the next most popular municipality, Sharon Hill, where 23% of the area's employees work. Despite having a relatively high share of the area's business establishments, Glenolden only employs about 14% of the area's employees. About 9% of the area's employees work in Prospect Park and only 6% work in Norwood. In municipalities where there is a larger share of business establishments than employees, such as

Glenolden, it is likely the case that there are more small businesses, perhaps employing only one or two people. By contrast, Ridley Park appears to have one or a few very large employers.

Major Employers

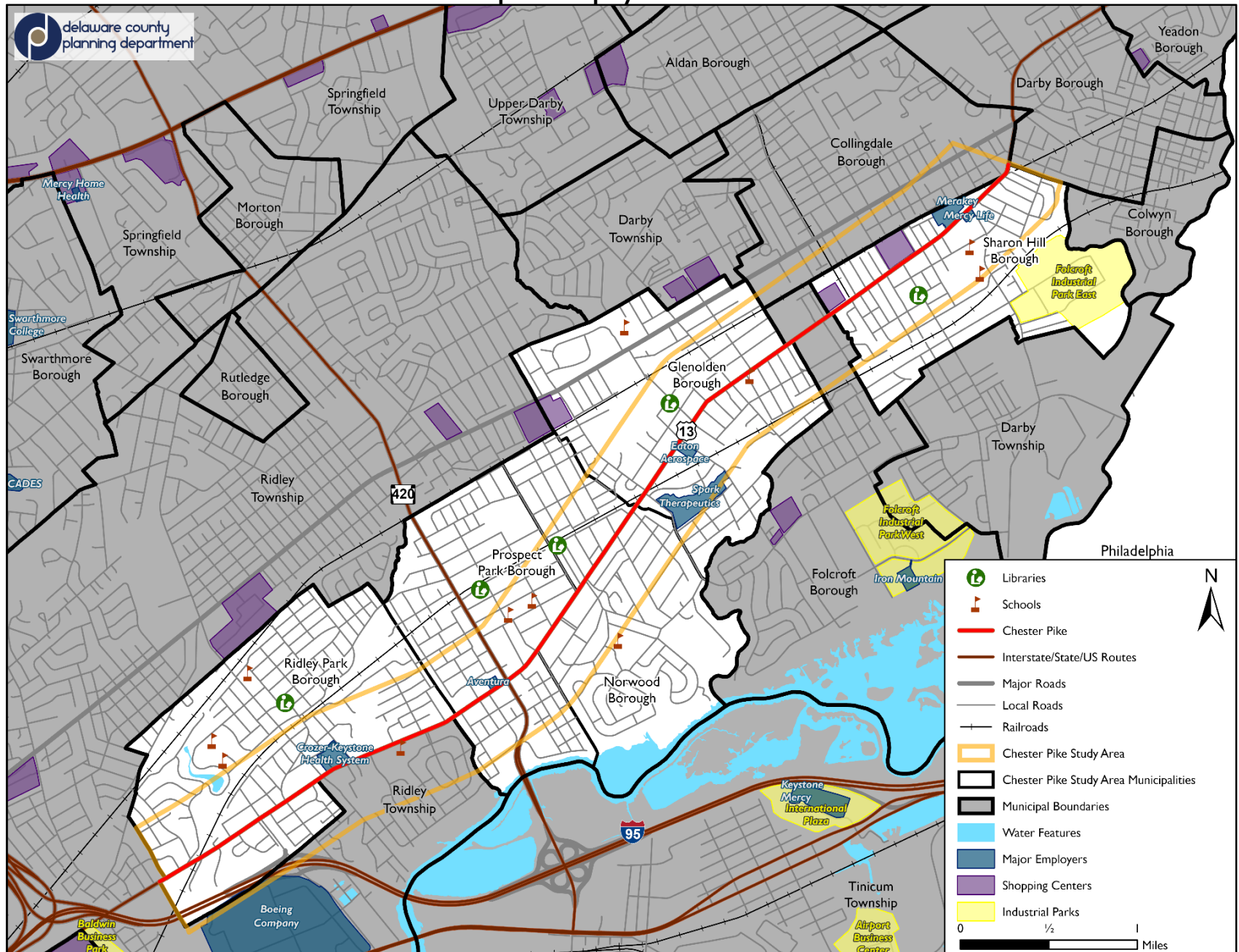
There are a number of major employers located within the CPCIP communities and in close proximity to Chester Pike. **Map 4-5** on page 4-17 identifies a sampling of large employers and areas that can be considered employment centers within and around the Chester Pike study area.

The map identifies schools and public libraries in the area, as in many of the municipalities, the school district is one of the largest employers. Also highlighted are shopping centers and industrial parks that contain concentrations of businesses. Many large employers are located just outside of the study area or further south along I-95, but are easily accessible from Chester Pike.

Several of the major employers within the study area fall within the health care and social assistance industry, including Taylor Hospital in Ridley Park, the nursing home and rehab center Aventura in Prospect Park, and the non-profit Merakey and Mercy LIFE health center in Sharon Hill. Taylor Hospital, part of the Crozer/Keystone Health System, has operated for over 100 years as a full-service community hospital and is probably part of the reason Ridley Park has such a large share of the region's employees.

Glenolden is home to local facilities for two large companies – the Eaton Corporation and Spark Therapeutics. Eaton develops and manufactures electrical and power components for a variety of applications, with the Glenolden facilities are part of the Aerospace Group, Fluid & Electrical Distribution Division. Spark Therapeutics, a Philadelphia-based life-sciences company that develops treatments and therapies for genetic diseases, recently purchased a laboratory property in Glenolden just south of Chester Pike which was previously owned by DuPont and Penn Labs.

Map 4-5: Employment Centers



Source: Delaware County Planning Department

Business Mix

The land use analysis in this chapter shows that more than 50% of properties fronting Chester Pike in the study area are commercial land uses. Commercial land uses include restaurants, shops, business offices, and a variety of services from salons to auto repair. Although there are other uses scattered throughout, Chester Pike still retains a strong identity as a largely commercial corridor. **Table 4-6** shows the mix of different types of commercial uses currently located along Chester Pike, based on information that was observed by DCPD staff during the survey process to determine building conditions. Auto Service or Sales businesses (including gas stations, automotive repair shops, and new or used car dealerships) make up the largest share (20%) of the various types of commercial. These businesses tend to take up larger lots with an abundance of impervious pavement and curb cuts that interrupt the sidewalk. Some, such as dealerships or towing companies, may own non-adjacent lots where vehicles are parked or stored on one lot and the main business offices are located on another lot. Analysis of the local zoning codes shows that many of the CPCIP municipalities specifically direct these types of uses to the zones along Chester Pike as opposed to other parts of the community.

The next most common commercial uses counted in the survey were Restaurants (14%) and Retail (12%). These uses sometimes create a regional draw but are also an important part of what makes Chester Pike a local destination for residents of the surrounding municipalities. Despite the heavy automobile traffic and narrow sidewalks currently found along the corridor, many people still choose to walk to access restaurants and shops along Chester Pike, as well as the numerous service-oriented businesses found there.

Medical uses make up 11% of the commercial establishments surveyed along Chester Pike. This may be in part due to the proximity and direct access to Taylor Hospital, a major institutional use on the Corridor. But it could also be that the spaces available along Chester Pike are conducive to these types of uses.

Table 4-6: Commercial Uses Fronting Chester Pike, Chester Pike Study Area

Commercial Use.	Percent
Auto Service or Sales	20%
Restaurant	14%
Retail	12%
Medical	11%
Office	9%
Salon	8%
Construction	2%
Unknown	4%
Parking	2%
Pet Services	2%
For Sale/Lease	2%
Funeral	1%
Laundromat	1%
Pharmacy	1%
Storage	1%
Bank	1%
Cleaners	1%
Convenience	1%
Beer or Liquor Distributer	1%
Grocery	1%
Ground	1%
Gym	1%
Studio	1%
Entertainment	1%

Source: Delaware County Planning Department Fieldwork

The DCPD staff survey also inventoried commercial spaces that were vacant at the time of the survey. As of the summer of 2021, about 11% of the commercial spaces fronting Chester Pike in the CPCIP communities were found to be vacant. Of the vacant properties identified, about 30% were found to be in good condition, while about 43% were found to be in fair condition and another 27% found to be in poor condition. While some vacancies are to be expected as part of healthy business turnover in a commercial district, this turnover is facilitated by quality commercial spaces in good condition. Properties requiring major renovations in order to be usable are not as marketable to new businesses and could create a negative impression of the area overall.

The Delaware Valley Regional Planning Commission (DVPRC) created a regional retail district inventory and analysis in 2013 and updated it in 2020. Of the CPCIP communities, Ridley Park and Norwood have been identified as Retail Districts of Greater Philadelphia as part of this study. Ridley Park's retail district is less than half a mile from Chester Pike and Norwood's retail district is located just off of Chester Pike on West Winona Avenue. According to DVPRC's analysis, both of these retail districts showed a loss of all uses such as civic, cultural, office, residential, and various retail categories between 2013 and 2020, while the percent of vacant uses has increased since 2013. Norwood has had a slight increase of food and beverage retail over the same time period, but overall their retail uses also decreased. Although the analysis conducted by DVPRC only looks at two of the five CPCIP communities, and not directly at businesses located on Chester Pike, the study can be used to gauge the study area's economic health and compare the Chester Pike communities to other similar retail districts in the larger region.



Chapter 5
VISION

Chapter 5: Vision

VISIONING PROCESS

Throughout the development of this plan, the Delaware County Planning Department has worked closely with the Chester Pike Corridor Improvement Partners to ensure that the plan reflects the goals and desires of the communities that will be using it. Several methods were used to ensure that the development of a vision for the future of the Chester Pike Corridor was a collaborative process that reflects the diverse communities that surround it. These methods included task force meetings, an online public opinion survey, and ongoing outreach to municipal representatives.

Priority Project Survey

Prior to the start of the Master Plan development, a preliminary survey was completed to identify priority projects the CPCIP would like to see along the Corridor. The municipal representatives of the CPCIP collaborated and submitted their ideal projects by placing a point on a map of the corridor and included a project description as well as an estimate of associated costs, stakeholders, and associated partners. These projects were categorized by safety, economic development, and quality of life. The results were used as a basis for developing the vision and priority projects to be included in the Master Plan.

Public Opinion Survey and Results

The Delaware County Planning Department prepared a Public Opinion Survey to identify and build a case for corridor wide transportation and land use improvements. The online survey was open in 2021 from March 1 to April 30 and received a total of 686 responses. The link to the survey was posted on the CPCIP and DCPD websites as well as on the social media accounts of each of the five municipalities where it could be shared by other interested groups and people. The results of this survey aided in crafting the vision for the Chester Pike Corridor and informed the recommendations for future projects found in Chapter 6.

Figure 5-1: Advertising Graphic for Chester Pike Public Opinion Survey

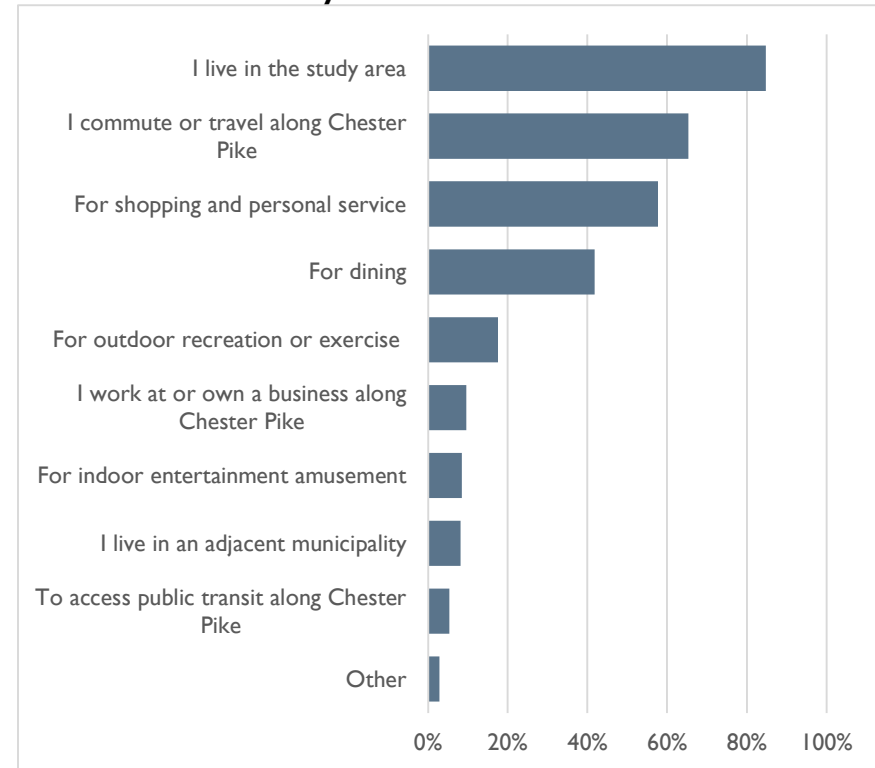


Source: Delaware County Planning Department

The majority of survey respondents (93%) indicated that they are residents of one of the five municipalities in the CPCIP. Although there were responses representing residents of all five boroughs, they were not evenly divided among the five communities, a fact that should be considered when examining the overall outcomes of the survey. Glenolden (27%), Prospect Park (26%), and Ridley Park (25%) had the highest response rates, with Norwood (13%) and Sharon Hill (9%) having notably lower response rates.

In order to get a better understanding of the audience and their use of Chester Pike, survey participants were asked “Why do you visit the portion of Chester Pike in the study area?” and allowed to select up to five responses from a list of options. The top response selected by 85% of survey participants was “I live in one of the study area municipalities.” Another top response selected by 65% of participants was “I commute or travel along Chester Pike to destinations outside the study area.” In addition to those who live or travel along Chester Pike, other popular reasons that draw people to the area include “For shopping and personal service” (58%) and “For dining” (42%).

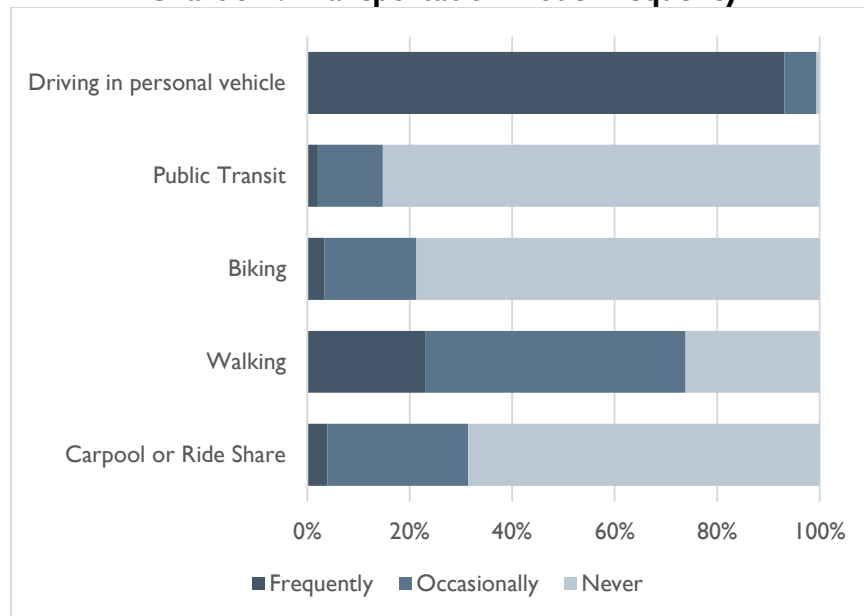
Chart 5-1: Why Visit the Chester Pike Corridor



Source: DCPD Chester Pike Public Survey

To assess how people most commonly travel along Chester Pike, the survey asked participants how often they drive, take SEPTA, bike, walk, or carpool or rideshare along the route. As shown in **Chart 5-2** below, 99% of respondents either frequently or occasionally drive their personal vehicles along Chester Pike. SEPTA and biking are used but much less often. Interestingly, 51% of respondents at least occasionally walk along Chester Pike, with another 23% that walk frequently, which highlights the need to make sure that the corridor is pedestrian friendly.

Chart 5-2: Transportation Mode Frequency



Source: DCPD Chester Pike Public Survey

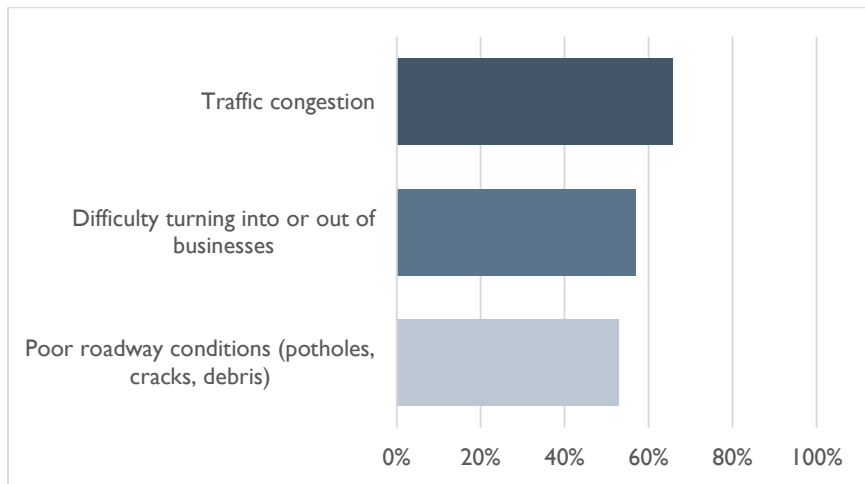
The survey posed a series of questions about the experience of driving, taking public transportation, biking, and walking along Chester Pike to assess the quality, primary issues, and potential improvements for each of these modes of travel. First, survey participants were asked to rate the quality and convenience of each mode on a scale of one (1) to five (5) stars, with one star being poor and five stars being excellent. Next, the survey asked respondents to select up to three items from a list of potential issues they may encounter when traveling along Chester Pike by each mode. And finally, they were asked to select up to three responses from a list of potential improvements to address the issues identified in the previous question. This section of the survey gave participants the option to skip the questions if they did not use a particular mode of travel. The star rankings and top three identified issues and improvements for each mode are displayed on the following pages.

HOW WOULD YOU RATE THE QUALITY AND CONVENIENCE OF **DRIVING** ALONG CHESTER PIKE IN THE STUDY AREA?



(2.87)

WHAT KINDS OF ISSUES DO YOU EXPERIENCE WHEN **DRIVING** ALONG CHESTER PIKE IN THE STUDY AREA?

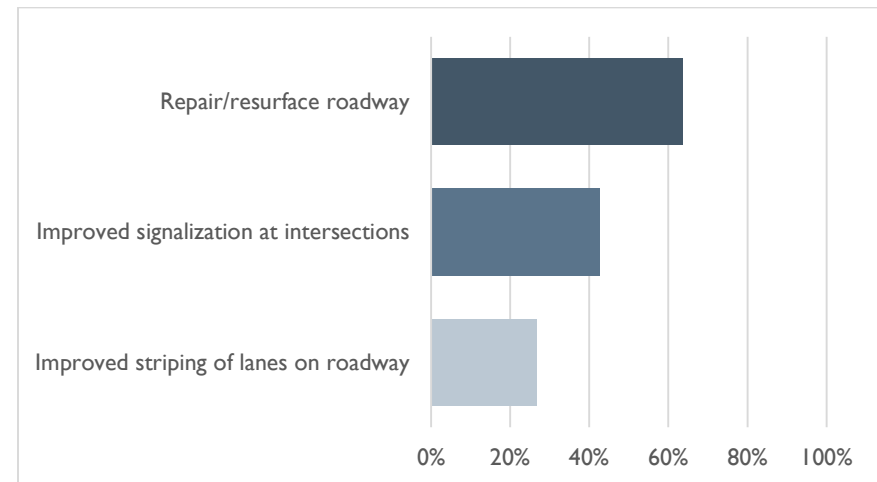


Source: DCPD Chester Pike Public Survey; 679 responses

The most common issue identified experienced while driving was traffic congestion (66%). The second highest response was difficulty turning on or off Chester Pike (57%); several respondents elaborated in the other category, identifying a few specific locations where left turns are difficult. Rounding out the top three responses, potholes and poor road conditions was selected by 53% of participants.

The most preferred improvement to the driving experience was to repair and resurface the roadway (63%), followed by improved signalization at intersections (43%). Many also desired improved striping of lanes (27%) which could help address issues such as speeding, lack of on-street parking, and a need for bike lanes.

WHAT COULD BE DONE TO IMPROVE THE EXPERIENCE OF **DRIVING** ALONG CHESTER PIKE IN THE STUDY AREA?



Source: DCPD Chester Pike Public Survey; 646 responses

HOW WOULD YOU RATE THE QUALITY AND CONVENIENCE OF TAKING **PUBLIC TRANSIT** ALONG CHESTER PIKE IN THE STUDY AREA?

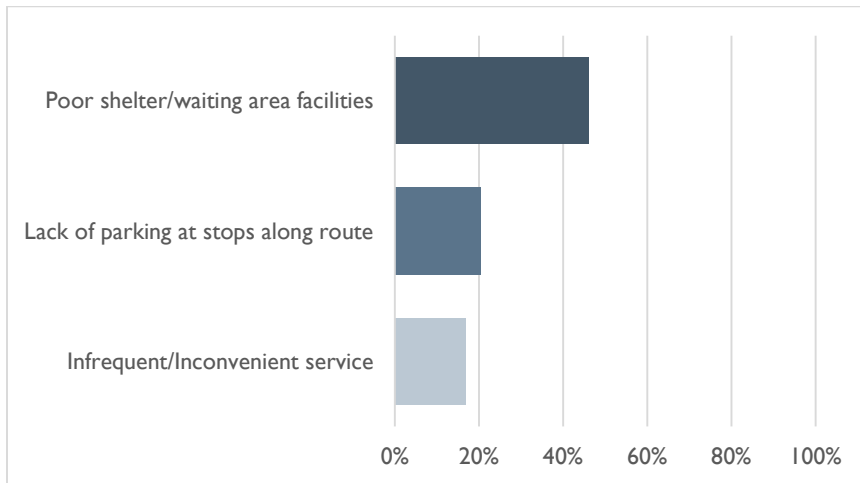


(3.05)

When asked about issues related to public transportation, the most common response was poor shelter waiting area facilities (46%). Some noted that there is a lack of parking at transit stops (20%) as well as infrequent, inconvenient service (17%). Many participants noted that “none” of the options listed are the experiences they have while using public transit on the corridor, however many of those respondents indicated they do not use public transportation.

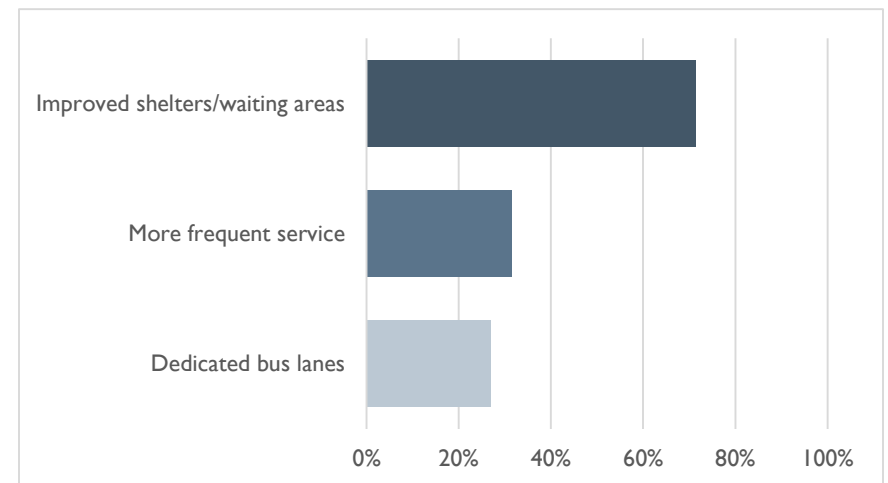
Unsurprisingly, one of the most selected option for public transit improvements was improved shelters and waiting areas (71%). Secondly, people would like to see more frequent service (32%) and dedicated bus lanes (27%) to improve the timing the of their travels.

WHAT KINDS OF ISSUES DO YOU EXPERIENCE WHEN TAKING **PUBLIC TRANSIT** ALONG CHESTER PIKE IN THE STUDY AREA?



Source: DCPD Chester Pike Public Survey; 269 responses

WHAT COULD BE DONE TO IMPROVE THE EXPERIENCE OF TAKING **PUBLIC TRANSIT** ALONG CHESTER PIKE IN THE STUDY AREA?



Source: DCPD Chester Pike Public Survey; 234 responses

HOW WOULD YOU RATE THE QUALITY AND CONVENIENCE OF **BIKING** ALONG CHESTER PIKE IN THE STUDY AREA?

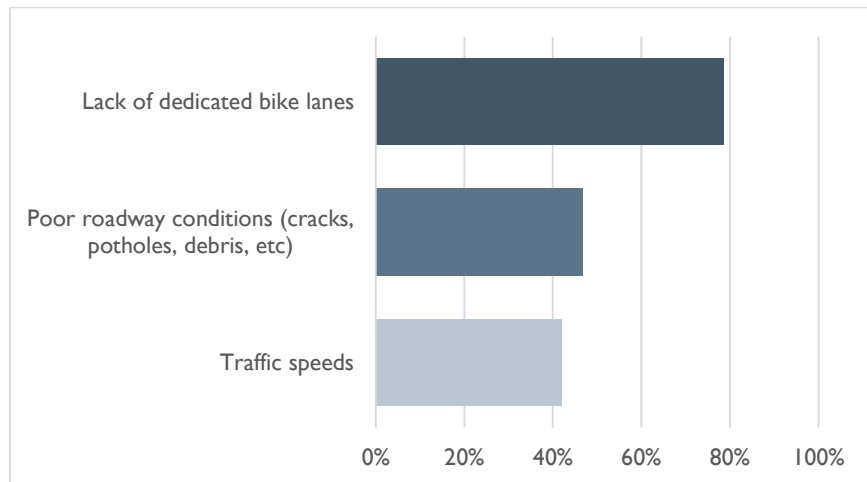


(1.82)

The lack of dedicated bike lanes (78%) was the top issue cyclists experience while riding on Chester Pike. Following the lack of dedicated bike lanes, poor road conditions (47%) such as cracks or rutted pavement and speeding traffic (42%) make traveling by bicycle unfriendly.

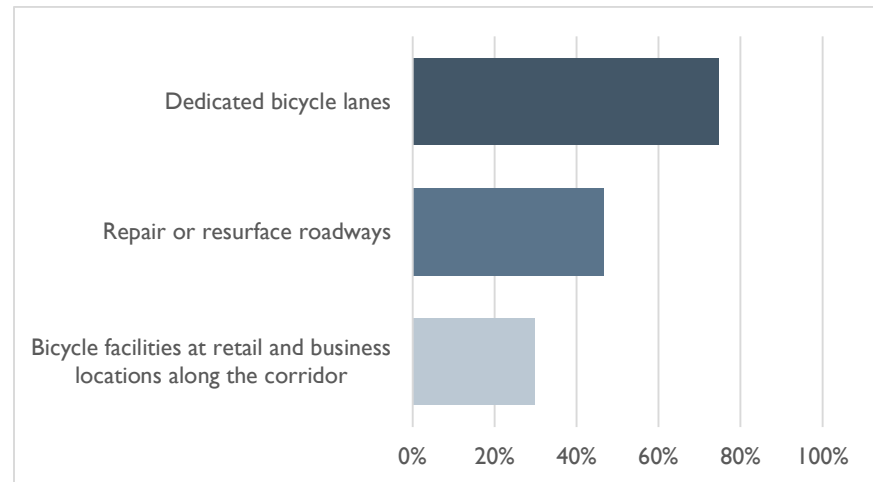
Dedicated bicycle lanes (75%) was undoubtedly the most obvious improvement to biking on Chester Pike safer. Several respondents thought that repairing or resurfacing the roadways (47%) would greatly improve bicycling along this corridor. The addition of bicycle facilities at retail and other uses (30%) was the third most selected improvement.

WHAT KINDS OF ISSUES DO YOU EXPERIENCE WHEN **BIKING** ALONG CHESTER PIKE IN THE STUDY AREA?



Source: DCPD Chester Pike Public Survey; 293 responses

WHAT COULD BE DONE TO IMPROVE THE EXPERIENCE OF **BIKING** ALONG CHESTER PIKE IN THE STUDY AREA?



Source: DCPD Chester Pike Public Survey; 291 responses

HOW WOULD YOU RATE THE QUALITY AND CONVENIENCE OF **WALKING** ALONG CHESTER PIKE IN THE STUDY AREA?

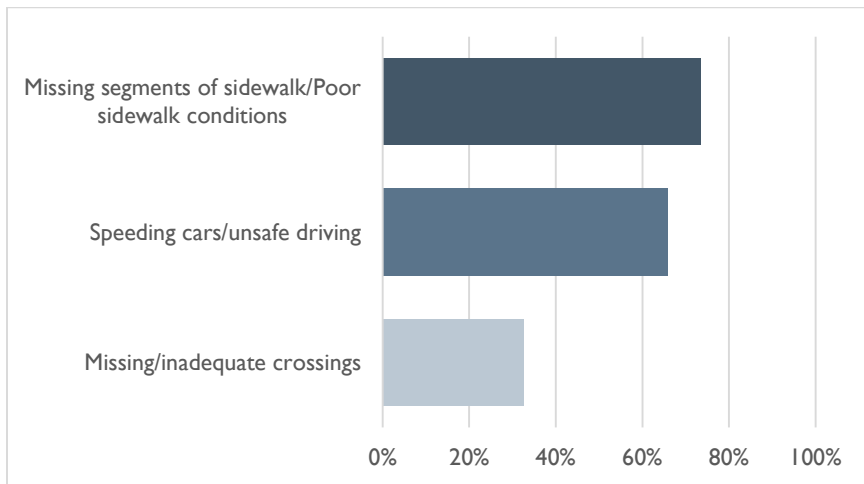


(2.58)

The top issues related to walking experiences were missing segments of sidewalk (73%), speeding and unsafe driving (66%), as well as missing and inadequate crossings (33%). It is worth noting that the South Ave underpass on Chester Pike was mentioned multiple times due to its lack of sidewalks and dangerous sightlines for both pedestrians and vehicles traveling through the intersection.

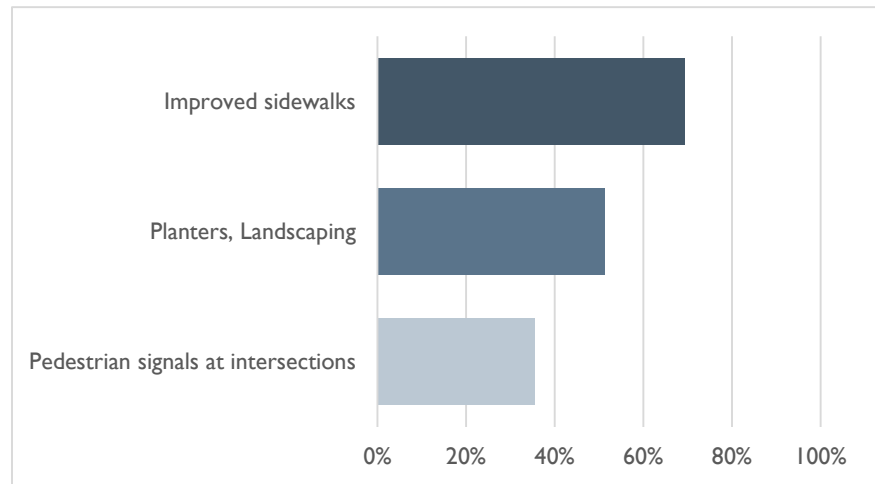
Survey responses predictably shows a desire for improved sidewalks (69%). Respondents also felt that more greening, planters and landscaping (51%) throughout the corridor would improve their experience. Pedestrian signals at intersections (36%) was another popular response, including fixing those that are currently out of order.

WHAT KINDS OF ISSUES DO YOU EXPERIENCE WHEN **WALKING** ALONG CHESTER PIKE IN THE STUDY AREA?



Source: DCPD Chester Pike Public Survey; 509 responses

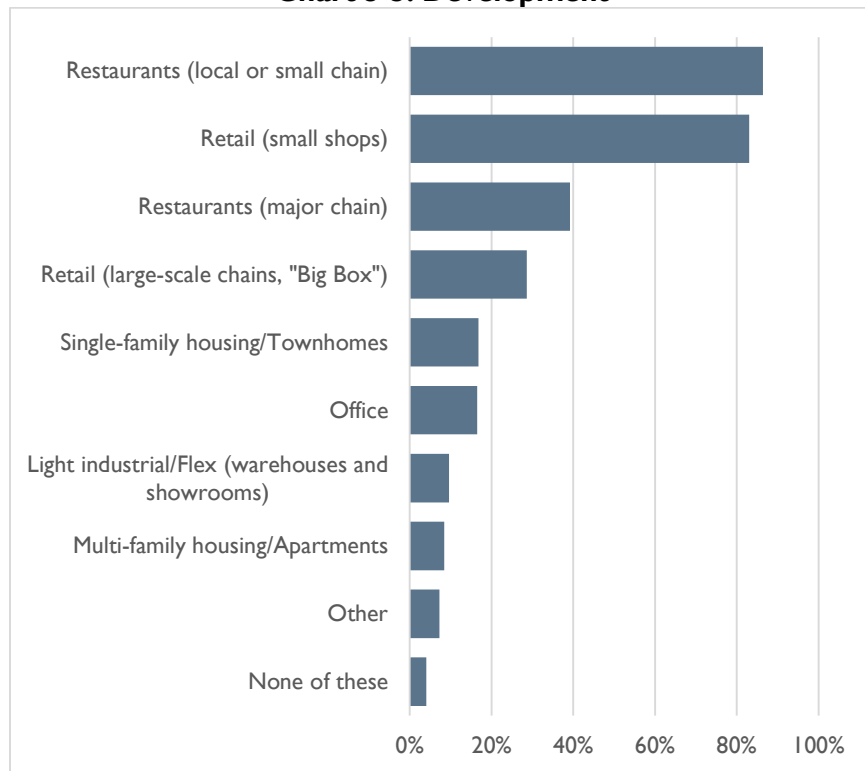
WHAT COULD BE DONE TO IMPROVE THE EXPERIENCE OF **WALKING** ALONG CHESTER PIKE IN THE STUDY AREA?



Source: DCPD Chester Pike Public Survey; 528 responses

The survey asked “What types of development would you like to see more of in the Chester Pike study area?” and gave participants the opportunity to select up to five options from a list including various types of retail, restaurants, office, industrial, or retail uses. The top responses by a wide margin were Restaurants (local or small chain) (86%) and Retail (small shops) (83%).

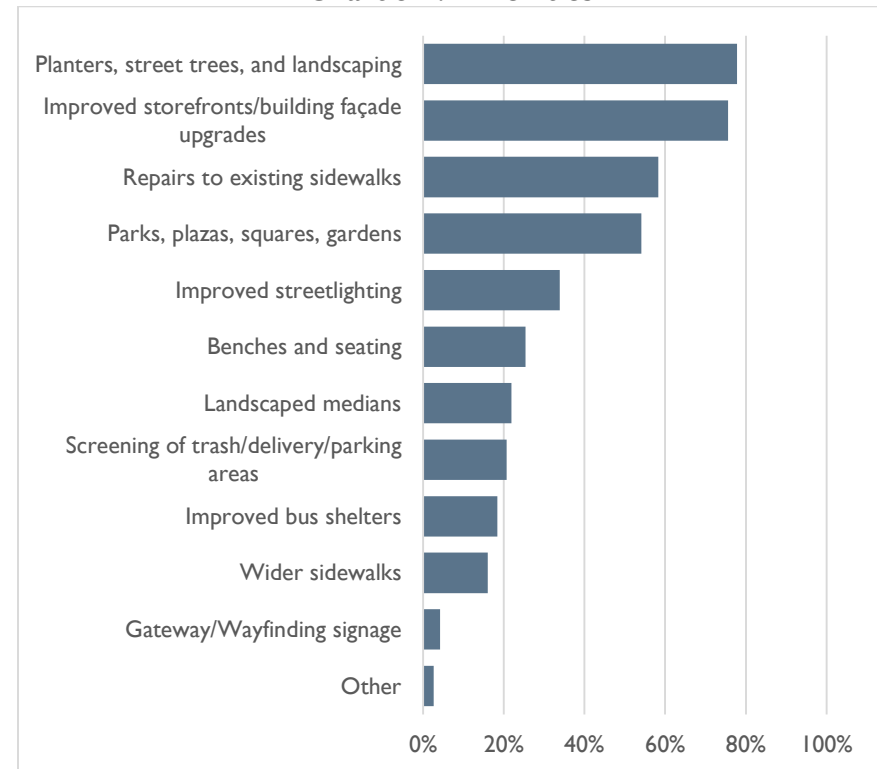
Chart 5-3: Development



Source: DCPD Chester Pike Public Survey

Participants were also asked “What types of amenities do you think would enhance the appearance of the portion of Chester Pike in the study area?”, again with the opportunity to select up to five options. Top responses to this question included Planters, street trees, and landscaping (78%), Improved storefronts/building façade upgrades (76%), Repairs to existing sidewalks (58%), and Parks, plazas, squares, gardens (54%).

Chart 5-4: Amenities



Source: DCPD Chester Pike Public Survey

Finally, survey respondents had the opportunity to answer the open-ended question “Is there anything else you would like to tell us about the Chester Pike Corridor or improvements you would like to see there in the future?” Over 200 respondents used this opportunity to express their opinions, desires, and to identify specific areas for improvement. Their responses were reviewed by DCPD staff to determine the specific topics or keywords conveyed in each answer for analysis purposes. The top ten topics or keywords to come out of the open-ended questions are:

1. Appearance
2. Vacant Storefronts
3. Litter
4. Parking
5. Small Business
6. Façade Improvements
7. Greening
8. Traffic Safety
9. Pedestrian Safety
10. Sidewalks

Task Force Meetings

Visioning Exercise

On June 10, 2021 DCPD met with a Task Force made up of representatives from the CPCIP board as well as other interested community members. The purpose of this meeting was to develop a vision statement for the future of the Chester Pike Corridor. DCPD staff presented the Task Force with summary results of the Public Opinion Survey and led attendees through an exercise to envision desired traits for Chester Pike in the future. The outcome of this meeting was the development of the Vision Statement that appears on page 5-10.

Issues and Assets Exercise

DCPD staff met separately with representatives from each of the five municipalities to discuss Issues & Assets specific to each borough’s section of the Chester Pike Corridor.

Common issues identified corridor-wide included a range of topics from lack of streetscaping to speeding traffic. There is a desire for safer and more secure access for pedestrians, bikers and transit users. All boroughs indicated some type of public transit issues, including the lack of bus stop amenities, accessibility and convenience, and lastly, appearance. Additionally, parking was commonly mentioned, but for different reasons. On one end of the corridor, Prospect Park and Glenolden desire more on-street parking in key areas near businesses. On the other end, Sharon Hill has ample parking due to a handful of shopping centers with large parking lots. There is a desire to shift parking away from on-street parking as motorists are often parking on the sidewalk or too close for pedestrians’ comfort.

Common and similar assets identified in all boroughs included their parks, recreation, and green space. In addition to open space, there are some restaurants along the Corridor that bring a regional draw to the area. Although public transit amenities are a common issue among all boroughs, it was noted that it does provide convenient access to the area. Prospect Park and Ridley Park also have a strong access point from I-95 to the corridor. Lastly, a few major employers were recognized as an asset due to the number of people they draw from outside of the area. Some of those employers mentioned include Merakey, Spark Therapeutics, Eaton Aerospace, and the Taylor Hospital.

VISIONING SUMMARY

The vision presented in this section is to be used as a guide for creating the type of corridor experiences that community members desire, rather than to be specific. It is important to recognize that this is a long-range vision that may take 15 to 20 years to be fully realized. The Action Plan (Chapter 6) details the strategy of short-term or ongoing actions that enable individual boroughs to work towards this vision while remaining flexible to unavoidable changes.

The vision is organized into two main components:

- The **Vision Statement** serves as the overarching goal of this plan.
- The **Vision Values** serve as the guiding principles – not specific actions or projects – for working towards the central vision. As needs and market demands change over time, so too will the projects; the Vision Values provide broad principles to help decision-makers remain flexible while still building out the community vision.

Vision Statement

The Vision Statement in effect serves as the principal goal of this plan. The Chester Pike Corridor has a variety of uses fronting the route. The five boroughs generally have a high percentage of residential uses surrounding those areas fronting the Pike, with a strong sense of community defining their identity. The Chester Pike Corridor has the potential to expand that sense of community, identify possible tourist draws, or attract those just traveling through the area all while still serving as an efficient transportation route. The corridor should serve as the connector of these communities.

“The Chester Pike Corridor of the future is a historic, sustainable, and visually appealing transportation route that serves as a regional connector as well as a safe, vibrant, and diverse destination for each of the CPCIP member communities.”



HISTORIC



SUSTAINABLE



VISUALLY
APPEALING



SAFE



VIBRANT



DIVERSE

Vision Values



Historic

Chester Pike is one of the oldest transportation routes in the region, and the vision of its future should acknowledge and build upon its historic roots. This includes identifying and preserving significant historic buildings along the corridor as well as celebrating the variety of development that contributes to the small-town character of the communities along Chester Pike. Embracing the corridor's unique character presents an opportunity to market the corridor's identity by promoting the road's history.



Sustainable

The Chester Pike corridor desires to be sustainable both in terms of environmental responsibility as well as ongoing infrastructure maintenance and upkeep. Installing street trees, grassy medians, and planters or flower beds wherever possible not only improves the corridor's visual appeal but also helps to control stormwater and improve air quality. Additionally, the success of the corridor is sustained by each borough contributing their individual assets to strengthen the corridor as a whole. The boroughs also contribute to a good business environment by creating and continuing incentives for local businesses to invest in the study area.



Visually Appealing

The communities along Chester Pike desire to see a corridor that reflects the quality and character of the neighborhoods that surround it. The vision of the future of Chester Pike includes attractive storefronts with clean and well-maintained surroundings. Street trees and greenery that serve an environmental purpose also create a pleasant setting that makes being on or traveling through the corridor an enjoyable experience. Unified signage and design elements along Chester Pike create a sense of arrival that encourages visitors to stay and attracts new businesses to the area.



Safe

Chester Pike strives to meet the needs of people traveling along it by car, bike, transit, or walking. Automobile traffic moves smoothly with appropriate lane widths and controlled traffic speeds. Roadway amenities such as planted medians, street trees, curb bumpouts, and on-street parking provide visual traffic calming cues to drivers as they pass through key areas. Slowing down automobile traffic also provides a more suitable environment for pedestrians and people riding bikes. Pedestrians benefit from wider sidewalks, clear and functional road crossings, and sufficient lighting for walking after dark. Enhanced bus shelters and regional rail station amenities improve the experience of transit users.



Vibrant

A vibrant corridor goes hand-in-hand with a strong sense of community pride and is an asset to the surrounding communities. The corridor is envisioned as a destination where people come to spend time and money that features places to eat, shop, and do business as well as to stop and enjoy the area. A vibrant corridor depends not only on healthy businesses but also on recreational opportunities, regional tourist attractions, and programming and special events that function together to serve local residents and draw visitors to the area. The success of the corridor as a whole is best supported by collaborative efforts among boroughs to plan events, coordinate improvement projects, and undertake other related initiatives.



Diverse

Although the Chester Pike corridor recognizes the benefits of working collaboratively towards a shared vision, it also celebrates the unique identities and assets of the boroughs on its borders. The ideal mix of businesses and activities along the corridor will cater to a multi-generational and socio-economically diverse group of residents and visitors. Planning for a mix of uses along Chester Pike as well as the ability to easily access areas along the corridor by walking, riding a bike, taking transit, or driving will ensure the long-term health and viability of the corridor.



Chapter 6
ACTION PLAN

Chapter 6: Action Plan

IMPLEMENTATION

In order to achieve the Vision for the future of Chester Pike laid out in Chapter 5, the CPCIP communities need to implement projects both collaboratively and individually that build towards that common vision. This plan proposes recommendations for improvements to the Chester Pike corridor and lays out a preliminary plan for implementation. These recommendations were developed based on the conditions identified in this plan as well as input from the CPCIP municipalities on their individual issues and priorities. Most recommendations are programs or projects that can be implemented corridor-wide, although there are some site-specific projects identified. The recommendations can be viewed as a menu of potential projects for municipalities or the CPCIP to select from and plan for as time and funding become available, but where a phased approach is recommended that is noted in the project information.

The wide variety of recommendations developed for Chester Pike have been organized into five categories, or priority areas:

1. Enhance aesthetic appeal and establish visual continuity along the Chester Pike Corridor;
2. Cultivate a successful economic environment along Chester Pike;
3. Safely accommodate multiple modes of travel along Chester Pike;
4. Support the needs of public transit riders along the Chester Pike Corridor; and
5. Utilize parks, recreational, and commercial amenities in and around the Chester Pike corridor to serve as a regional draw to the local communities.

Although some projects can serve multiple purposes or address multiple issues, recommendations are organized into the priority areas based on their primary outcomes.

Implementation Partners

It will take the combined efforts of many key players to carry out the priorities and recommendations presented in this chapter. Various agencies and organizations can contribute as partners, informational resources, and as sources of technical assistance. These include government agencies at the state, regional, County, and local levels, as well as private and public organizations, officials, stakeholders, motivated community members and business owners.

Chester Pike Corridor Improvement Partners (CPCIP)

The Chester Pike Corridor Improvement Partners plays a crucial role in working towards the vision established through this plan and implementing the recommendations proposed in this plan. As a non-profit, CPCIP can act on behalf of the interests of the municipalities collectively. This includes applying for grants, leading plans and studies, and coordinating committees for special projects. The leadership of the CPCIP is currently made up of elected and appointed officials from the member municipalities but other members could be expanded to include business owners, residents, or representatives of related organizations in the area. CPCIP has begun coordinating subcommittees focusing on the following areas:

Business Association

An active business association is an integral part of a healthy downtown. All CPCIP Borough's should work with local businesses and property owners in their downtown to create a business association to share information, coordinate marketing efforts, achieve economies of scale, and even host events that promote the downtown.

Physical Condition / Design / Construction Committee

To review existing conditions, proposed improvements, and create a scope and budget for any needed or desired renovations in order to make a property more attractive, productive and safe. These activities could range from a community-wide cleanups or beautification events to a street fair or festival to bring visitors to the downtown areas.

Financing / Funding Committee

To structure donations and investments, strategize about funding sources and advocate and apply for grant opportunities.

Marketing / Messaging Committee

To control PR and messaging about the project, to build community consensus and excitement and to understand branding and all marketing aspects of the Chester Pike Corridor Improvement Partners.

Municipal Governments

Individually, the CPCIP Municipalities are key to revitalization along the Chester Pike Corridor because they establish and oversee land use policies and regulations. Through local zoning ordinances and building codes, municipalities affect the type, location, timing, and intensity of new development or redevelopment. They grant permits for businesses and can obtain funding from grants and other sources to help implement special projects. Local governments can nurture community character through the preservation of unique local assets and the development of amenities such as parks and community facilities. Involvement at the municipal level requires participation by governing bodies, local planning commissions, and citizen committees and advisory boards focused on economic development.

Delaware County Planning Department

The Delaware County Planning Department provides community assistance services to local governments to help develop municipal comprehensive plans, update zoning ordinances, and conduct special studies. Other services provided by DCPD include the planning and administration of the County Transportation Improvements Inventory and involvement with the development of DVRPC's Transportation Improvement Program (TIP), partnering on applications for grant funds, and advising on the preservation of historic and natural resources.

Delaware County Commerce Center

The Commerce Center is the County's economic development coordinating agency, establishing a marketing and promotion presence through its website and outreach and marketing. The Commerce Center assists companies that are considering locating in Delaware County through the provision of market and site data, technical assistance and coordination with municipalities, and the provision of financial incentives and assistance where appropriate and feasible.

Pennsylvania Department of Transportation (PennDOT)

The Pennsylvania Department of Transportation (PennDOT) works with local governments, the private sector, planning partners, and others to maintain the state's transportation network. They work to relieve traffic congestion, maintain the transportation network in a state of good repair, and foster the movement of goods. They also work to directly enhance the safety and capacity of alternative modes of transportation, particularly bicycling and pedestrian infrastructure, across the Commonwealth. Their work relates directly to many action items identified in this plan especially since Chester Pike is a State road.

Southeastern Pennsylvania Transportation Authority (SEPTA)

The Southeastern Pennsylvania Transportation Authority (SEPTA) is the regional public transportation authority responsible for serving Philadelphia and its surrounding Pennsylvania counties: Bucks, Chester, Delaware, and Montgomery. SEPTA collaborates with regional partners to ensure that their transit needs are met in a number of ways, including the development of transit planning guidelines, such as the SEPTA Bus Stop Design Guidelines, to aid municipalities in planning for SEPTA bus service. Chester Pike is served by SEPTA bus service as well as the Route 102 Trolley and the Wilmington/Newark Regional Rail Line.

Delaware Valley Regional Planning Commission (DVRPC)

The Delaware Valley Regional Planning Commission (DVRPC) is the Philadelphia region's designated Metropolitan Planning Organization (MPO), which also conducts regional planning and offers a variety of funding programs for transportation projects. Most notably, DVRPC is responsible for the maintenance and administration of the Transportation Improvement Program (TIP), the regional list of priority transportation projects that are federally or state funded, along with non-federally funded projects that are regionally significant. DVRPC also completes a long-range plan (LRP) every four years with a minimum 20-year horizon. The LRP identifies regionally significant projects and outlines guidelines for the future of the regional transportation network. DVRPC is actively engaged in congestion management, corridor planning, transportation systems management and operations, safety, modeling and analysis, bicycle and pedestrian planning, and transit planning on a regional level.

Pennsylvania Department of Community and Economic Development (DCED)

The Pennsylvania Department of Community and Economic Development (DCED) works to foster opportunities for Pennsylvania business to grow sustainably and for communities to succeed in a global economy. DCED can assist communities with identifying and applying for potential funding sources. They can also provide technical assistance, helping communities identify opportunities to implement the efforts identified in this plan and subsequent planning efforts. DCED funds the Main Street Program – administered by the Pennsylvania Downtown Center – which focuses on revitalizing older business districts through physical design improvements, as well as technical assistance in organizing, marketing, and promotion.

Delaware County Transportation Management Association (DCTMA)

The Delaware County Transportation Management Association (DCTMA) is a private, non-profit organization dedicated to improving Delaware County's transportation network. The DCTMA has a number of programs to provide education to the public and meet the needs of businesses and municipalities. The DCTMA organizes the Community Traffic Safety Program (CTSP) administered by Delaware County. In this capacity, the DCTMA has taken an active role in promoting highway safety in the County. The DCTMA also strongly advocates for the use of alternative transportation modes, particularly for I-95 commutes.

Other Partners

Depending on the project, some of the recommendations may involve collaboration with additional partners, such as Amtrak for projects involving railroad infrastructure, or the utility companies PECO and Aqua if projects affect power lines or underground pipes. Additional assistance from advocacy groups such as the Bicycle Coalition of Greater Philadelphia and its affiliate group, Bike Delaware County, could help advance projects and improvements more collaboratively.

ACTION PLAN

The priorities and recommendations detailed in this Action Plan are intended to provide direction for the CPCIP and its member municipalities in implementing the vision for Chester Pike. The tables provide a general overview of recommended programs and initiatives, identifying project leads, cost estimate ranges, a rough timeframe, potential funding sources, and the vision themes each recommendation addresses. Following the table for each priority is a more detailed description of the recommended programs for guidance on how to get started implementing the recommended projects.

Priorities & Action Items Table Key

Cost Estimates	
\$	Less than \$25,000
\$\$	\$25,000 to \$75,000
\$\$\$	greater than \$75,000

Time Frame	
Short	Less than 5 years
Medium	5 – 10 years
Long	greater than 10 years

Vision Values Icon Key



Historic



Sustainable



Visually
Appealing



Safe



Vibrant



Diverse

Priority & Action Items	Cost Estimate	Implementation Partners	Funding Source(s)	Time Frame	Vision Themes	
I Enhance aesthetic appeal and establish visual continuity along the Chester Pike Corridor						
I.1	Conduct a branding study to establish a common identity for the corridor	\$	CPCIP Municipalities	CPCIP Municipalities	Short	
I.2	Revise Zoning and Create Design Guidelines	\$\$	CPCIP Municipalities	Keystone Communities Program	Medium	
I.3	Arrange a Municipal Service Agreement	\$	CPCIP Municipalities, Business Association	CPCIP Municipalities	Short	
I.4	Create a Façade Improvement Program	\$\$	CPCIP Municipalities, Business Association	DCED CPCIP Municipalities Private KCP	Short	
Site Specific Project	Sharon Hill Shopping Center improvements	\$\$	CPCIP Municipalities	Private	Medium	
Site Specific Project	White Horse Tavern Rehabilitation	\$\$\$	CPCIP Municipalities, PHMC	CPCIP Municipalities, Private, Keystone Historic Preservation Grants	Medium	

I. Enhance aesthetic appeal and establish visual continuity along the Chester Pike Corridor

I.1 Conduct a Branding study to Establish a Common Identity for the Corridor

A branding study assists in establishing a unified identity for the portion of Chester Pike made up of the CPCIP communities. The corridor has a long history and ample shopping, dining, parks, and family destinations that help to bring together the local communities and to draw in visitors. Materials produced by a branding study would be used in marketing or to create signage along the corridor.

I.2 Revise Zoning and Create Design Guidelines

The current conditions along Chester Pike are largely the result of past land use decisions and as well as existing zoning regulations. Zoning codifies the uses that are permitted or encouraged along the corridor as well as physical characteristics such as lot size, building height, density, and design. While Chester Pike is currently auto-centric, it has the potential to become more walkable, connect better to surrounding neighborhoods, and include more attractive streetscapes. Revising zoning would be a first step in allowing for and encouraging those changes to take place. Delaware County Planning Department has produced Model Zoning and Design Guidelines for Activity Corridors, guidance documents which can be used as a starting point or resource for municipalities as they examine ways to make improvements to their zoning along Chester Pike.

I.3 Arrange a Municipal Service Agreement

In many cases, sharing municipal services allows local governments to decrease both the cost and the complexity of services they provide to their residents while providing a higher level of service overall. A shared Municipal Service agreement would include cost savings for current services, elimination of service duplication, and increased aggressiveness for outside funding. A shared service agreement among the CPCIP municipalities could be used to implement streetscape beautification improvements, sidewalk cleaning, street cleaning, greening improvements such as flower boxes or street trees, and overall maintenance of the corridor's sidewalk network.

I.4 Create a Façade Improvement Program

A façade improvement program should be created among the CPCIP Boroughs. A façade improvement program creates incentives that focus on either commercial or residential properties in historic or non-historic areas and provides financial incentives such as a matching grant or loan, a tax incentive, and design assistance. An attractive image is critically important to the success of commercial areas and storefront improvements are proven to be one of the most effective approaches to enhancing a commercial area's façades and economic vitality.



Source: Google Maps

SITE SPECIFIC PROJECT Sharon Hill Shopping Center Improvements

This site could be an opportunity for a pilot project to apply some of the design standards from DCPD's Activity Corridors Design Guidelines. During the plan development process, this shopping center was identified as one with an over-abundance of parking to the front. The Activity Corridors Design Guidelines promotes the idea that "shopping centers should be oriented towards pedestrians. The front of the stores should be treated similarly to a streetscape in a downtown, with sidewalk, benches, planters, and pedestrian lighting." Other elements that could improve the Sharon Hill Shopping Center include enhanced greening and landscaping features, improved pedestrian connections, and commercial façade improvements.







Source: DCPD

SITE SPECIFIC PROJECT White Horse Tavern Rehabilitation

According to historic resource records, the property at 705 Chester Pike in Prospect Park is a Colonial home and tavern built around 1729. This 2 ½-story, stucco-over-brick building was reported to have operated as a tavern in the eighteenth and nineteenth centuries and may have hosted historical leaders from the Revolutionary War era. Attached to this core portion of the building is a 3-story wood frame commercial building at 707 and 709 Chester Pike, built around 1902. A polychromatic slate Mansard roof on the commercial building is still present. Currently, the building sits vacant and in a state of disrepair. Investing in the repair and re-use of what is thought to be the oldest building on Chester Pike could serve as a focal point for promoting the area's history as well as a catalyst for further reinvestment along Chester Pike. Grants from the State Historic Preservation Office at the Pennsylvania Historic and Museums Commission (PHMC) are available aid in the development of a re-use plan for the building as well as the physical rehabilitation.

Chapter 6: Action Plan

Priority & Action Items		Cost Estimate	Implementation Partners	Funding Source(s)	Time Frame	Vision Themes
2 Cultivate a successful economic environment along Chester Pike						
2.1	Create and Maintain a Vacant Property Site Inventory of Commercial Spaces	\$	CPCIP Municipalities	DCED	Short	
2.2	Create A Business-Matching Program for Small Businesses	\$\$	CPCIP Municipalities, County Commerce Center	CPCIP	Short	
2.3	Host A Developer's Fair	\$	CPCIP Municipalities	CPCIP	Medium	
2.4	Utilize Innovative Temporary Solutions to Improve Appearance and Appeal of Vacant Storefronts.	\$	CPCIP Municipalities, DVPRC	DVRPC CPCIP Municipalities	Medium	
2.5	Establish A Business Association or Economic Development Authority	\$\$	CPCIP Municipalities, County Commerce Center	CPCIP Municipalities	Long	
2.6	Conduct A Parking Study	\$\$	CPCIP Municipalities, Planning Consultancy	CPCIP Municipalities	Medium	
2.7	Join the PA Main Street Program	\$\$	CPCIP Municipalities, Pennsylvania Downtown Center	DCED CPCIP Municipalities	Long	

2. Cultivate a successful economic environment along Chester Pike

2.1 Create and Maintain a Vacant Property Site Inventory of Commercial Spaces

A vacant property site inventory for commercial uses would be maintained by CPCIP Business Association. The inventory should include a comprehensive list of all vacant commercial properties including information such as the property owner, square footage, special features, and zoning. The inventory may also include readily available properties and sites in need of maintenance.

2.2 Create A Business-Matching Program for Small Businesses

Create a business-matching program to direct small businesses to available commercial spaces. The aim of the program would be to assist new or existing businesses by connecting them with readily available sites to occupy. Ideally, these sites would be listed on the vacant property site inventory, ultimately leading to a reduction in the number of vacant properties along this predominantly commercial corridor. The Delaware County Commerce Center could be a partner in the creation and implementation of a Business Matching Program for Chester Pike.

2.3 Host A Developer's Fair

Host a developer's fair to generate interest in developable parcels. A presentation at the developer's fair would discuss the plans for the corridor in detail, as well as other potential development opportunities for commercial, residential, office and mixed uses. This event would be targeted to developers, financiers, realtors, and local officials, and allow the municipalities to not only showcase available properties, but also increase awareness and interest in the corridor. It would also offer networking opportunities that allow developers and municipal officials to build relationships and partnerships.

2.4 Utilize Innovative Temporary Solutions to Improve Appearance and Appeal of Vacant Storefronts

Utilizing innovative temporary solutions includes the use of pop-up shops or storefront art installations to fill vacant commercial and under-used public spaces with temporary uses to experiment with concepts and test new markets. Unoccupied space is often susceptible to physical deterioration, which may drive investors away from surrounding properties as well as reduce community pride. An art installation in an otherwise vacant window makes the space look more attractive to future renters or buyers.

2.5 Establish A Business Association or Economic Development Authority

Create a business association or economic development authority to manage business development, clean and green initiatives, marketing initiatives along Chester Pike. A business association, made up of local business and property owners with representation from municipal officials, can take a proactive approach to cultivating a healthy business mix along the corridor, as well as collaborate with the Delaware County Commerce Center to the benefit of existing businesses.

2.6 Conduct A Parking Study

A challenge for parking stock is to find the right balance between supply and demand. Building additional parking without managing the existing supply can encourage driving and increase the demand for unnecessary parking. Therefore, a parking study should be conducted to identify areas where parking is most needed and can be implemented most effectively. This could also help address ongoing issues with areas of Chester Pike where vehicles are habitually parked on sidewalks.

2.7 Join the PA Main Street Program

The Main Street Program is a comprehensive, community-based approach to revitalizing downtowns and central business districts that has been applied across the United States for decades. In Pennsylvania it is administered by the Pennsylvania Downtown Center (PDC) and funded by the Pennsylvania Department of Community and Economic Development (DCED). The Main Street approach addresses the variety of issues facing traditional downtown business districts through a four-pronged approach of Design, Promotion, Organization, and Economic Vitality. The fundamentals of this approach can be applied to any community or commercial area, but there are additional benefits to becoming officially designated through the Main Street program. PDC provides technical assistance, board and committee support and education to designated Main Street Communities. Also, designated communities receive preference when applying for DCED's Keystone Communities funds.

THE MAIN STREET APPROACH

Design

Design means getting Main Street into top physical shape. Capitalizing on its best assets such as historic buildings and the traditional downtown layout is just part of the story. An inviting atmosphere can be created through window displays, parking areas, signs, sidewalks, street lights, and landscaping; good design conveys a visual message about what Main Street is and what it has to offer.

Promotion














Promotion means selling the image and promise of Main Street to all prospects. By marketing the district's unique characteristics through advertising, retail promotional activities, special events, and marketing campaigns an effective promotion strategy forges a positive image to shoppers, investors, new businesses and visitors.

Organization

Organization means getting everyone working towards common goals. The common-sense formula of a volunteer-driven program and an organizational structure of board and committees assisting professional management can ease the difficult work of building consensus and cooperation among the varied groups that have a stake in the district.

Economic vitality

Economic Vitality means finding new or better purposes for Main Street enterprises. Helping existing downtown businesses expand and recruiting new ones, a successful Main Street converts unused space into productive property and sharpens the competitiveness of its businesses.

Priority & Action Items		Cost Estimate	Implementation Partners	Funding Source(s)	Time Frame	Vision Themes
3 Safely accommodate multiple modes of travel along Chester Pike						
3.1	Right-size Traffic Lanes Throughout the Corridor	\$\$	CPCIP Municipalities, PennDOT	PennDOT Resurfacing Program LTAP	Medium	
3.2	Link People and Neighborhoods by the Reconstruction and Improvements of the Sidewalk Network	\$\$	CPCIP Municipalities, PennDOT	PennDOT and DCED Multimodal Transportation Fund LTAP	Medium	 
3.3	Improve Crosswalk Visibility	\$\$	CPCIP Municipalities, PennDOT	PennDOT Resurfacing Program CPCIP Municipalities LTAP	Medium	
3.4	Implement Traffic Safety Interventions and Monitoring	\$\$	CPCIP Municipalities, PennDOT	PennDOT’s Automated Red Light Enforcement (ARLE) Program PennDOT’s Green Light – Go Program	Short	
3.5	Develop A “Bicyclist’s Chester Pike” Route	\$	CPCIP Municipalities, Bicycle Coalition of Greater Philadelphia	PennDOT and DCED Multimodal Transportation Fund CPCIP Municipalities	Medium	 
Site Specific Project	Improvements to Crossing at Taylor Hospital	\$\$\$	CPCIP Municipalities, PennDOT, SEPTA	PennDOT and DCED Multimodal Transportation Fund	Short	
Site Specific Project	Prospect Avenue as Neighborhood Gateway	\$\$	CPCIP Municipalities	PennDOT and DCED Multimodal Transportation Fund CPCIP Municipalities	Medium	  
Site Specific Project	South Avenue Intersection Improvements	\$\$	PennDOT Glenolden Borough, Amtrak, SEPTA	PennDOT and DCED Multimodal Transportation Fund CPCIP Municipalities	Medium	 

3. Safely accommodate multiple modes of travel along Chester Pike

3.1 Right-size Traffic Lanes Throughout the Corridor

This recommendation stems from the street profiles shown in Appendix B of this report. The profiles and associated PennDOT schematics show overly-wide lanes in some sections of the Chester Pike Corridor. Such wide lanes can lead to speeding and unsafe travel behavior, increasing the potential for accidents. Improvements can include re-stripping wide lanes to better define the road shoulder, incorporating center medians, and clearly defining parking spaces to provide for better traffic flow and to accommodate pedestrians or bicyclists. As noted in Chapter 1 DVRPC's *Taming Traffic: Context Sensitive Solutions in the DVRPC Region, 2006* provides specific recommendations and solutions for Chester Pike in Sharon Hill Borough.

3.2 Link People and Neighborhoods by the Reconstruction and Improvements of the Sidewalk Network

The boroughs should work collaboratively and individually to improve sidewalk connections and curb systems along Chester Pike. Each borough in the study area has segments of extremely narrow sidewalks. Utility poles, vegetation, vehicles, and construction all contribute to the problem, as shown in Figure 6-1.

At a minimum, segments that are not at least 36" wide should be widened. The most notable location is in Ridley Park, where Chester Pike crosses Little Crum Creek (shown in Figure 6-2). The vehicular travel lane adjacent to this segment is approximately 13 feet wide, so the sidewalk could be widened by at least two feet, resulting in an 11-foot travel lane. There are many segments of the cartway where outside lanes are 16-17' wide, leaving ample room to expand sidewalks. Outside lanes where transit vehicles operate should remain at least 11', but inside lanes can be narrowed to 10'.

Figure 6-2: Narrow sidewalk segment crossing Little Crum Creek.



Source: DCPD

Figure 6-1: Utility pole blocking sidewalk across from Taylor Hospital



Source: DCPD

3.3 Improve Crosswalk Visibility

In addition to sidewalk improvements, there is also a need for a focus on frequent, well-placed, and high-quality pedestrian crossings. The crosswalks at many intersections are faded and at minimum should be restriped. The best type of crosswalk for pedestrian safety and visibility is the continental style of crosswalk featuring wide bands of paint at regular intervals across the crossing as shown in Figure 6-3. While many continental crosswalks are currently in use along Chester Pike, they should be implemented as the standard crosswalk along the entire corridor. Another pedestrian safety intervention is the construction of bumpouts at appropriate intersections or mid-block crossings. Bumpouts are a way to calm turning movements while expanding greenspace and shortening crossing distances. Bumpouts are also used to prevent vehicles from parking in sight triangles and provide a more visible space for pedestrians to wait at crossings, as shown in Figure 6-4. Installation of bumpouts should be prioritized at intersections where pedestrian crashes have occurred due to turning vehicles. In addition to increasing pedestrian safety, bumpouts can create opportunities to integrate bus stops and related amenities, such as benches, shelters and lighting. Vegetation and stormwater features in these areas should be designed to avoid conflicts with the front and rear door positioning of buses that are loading and alighting passengers. It also provides space for greenery, signage, art, historic elements, or even gateway treatments, all of which create a more attractive corridor.

Although much of Chester Pike includes a center turning lane or striped median for traffic control, these areas do not provide protection for pedestrians crossing an extra-wide portion of the road. Some of these center medians could be made into raised pedestrian refuge islands to further calm traffic and increase pedestrian safety. Coupled with bumpouts, these can create short and comfortable crossings while also calming traffic and providing an opportunity for greenery.

Figure 6-3: Continental crosswalks near the Chester Transportation Center



Source: DCPD

Figure 6-4: Bumpouts at Brainerd Blvd, across from the Sharon Hill Trolley Station



Source: Google Maps

3.4 Implement Traffic Safety Interventions and Monitoring

In addition to major capital projects such as roadway and sidewalk improvements, there are many safety enhancements that could be made along Chester Pike through measures such as signage, electronic signals, and increased monitoring. For example, increasing the number of police, stricter enforcement of the speed limit, or adjusting the speed limit where appropriate. Slowing vehicular traffic along Chester Pike gives other motorists safer access to the corridor when turning onto Chester Pike from cross streets, as well as improving safety for pedestrians walking along and crossing the road.

Red light cameras, while at a cost, could deter some vehicles from turning on red where prohibited, as well as slow down traffic at yellow lights. No turn on red signage combined with red light cameras, at certain intersections where pedestrians commonly cross, would decrease the chance of a pedestrian being struck by a vehicle. Additional protection can be provided to people crossing at intersections through pedestrian signals that can be activated when needed. These exist at some intersections along the corridor but should be regularly monitored to make sure they remain in good working order. In addition to pedestrian signal activation, pedestrian signals can now be installed that start flashing “walk” for pedestrians several seconds before motorists are given a green light, so that pedestrians who activate the push-button get a head-start and are already crossing the street before motorists accelerate.

3.5 Develop A “Bicyclist’s Chester Pike” Route

It is important to plan for the needs of bicyclists because bikes provide a low-cost, environmentally friendly, and active mode of transportation for a variety of people. Studies have shown that bicycle facilities and use generally increases sales for merchants, and that cyclists spend more than motorists at shops and restaurants. At present, the Chester Pike corridor is relatively inhospitable to people traveling along it by bicycle, but there is opportunity for improvement. As recommended in Action Item 3.1, right-sizing traffic lanes and providing a striped median where there is none can create a de-facto bike lane. While Chester Pike’s wide cartway in some areas could provide enough room to create designated bicycle lanes, inconsistent lane widths throughout and heavy traffic volume overall do not make this a practical option for many areas of the corridor. Chester Pike is included in the Delaware County Bicycle Plan as a priority street for bicycle improvements. For this reason, it is recommended that the CPCIP communities work together to develop a “Bicyclist’s Chester Pike” Route to allow for greater ease of travel through the area by bicycle on parallel streets while still allowing access to the businesses and amenities along Chester Pike.

Map 3-5 in Chapter 3 shows that most of the neighborhood streets surrounding Chester Pike have a low level of traffic stress, and so would be more appropriate to direct bicycle traffic to for those traveling through the corridor. Improving bicycle access on these streets for use as biking routes and implementing updated signage and traffic calming techniques where needed and appropriate would increase safety and accessibility for bicyclists. Figure 6-5 shows the type of signage that was utilized in the development of a “Bicyclists’ Baltimore Pike” to the north.

Figure 6-5: Bicyclists Baltimore Pike signage



Source: DCPD



Source: Google Maps



Source: PBIC, Toole Design Group

SITE SPECIFIC PROJECT Improve Pedestrian Safety at Taylor Hospital

Chester Pike between Swarthmore Avenue and Acres Lane in Ridley Park, in the vicinity of Taylor Hospital, has a high potential for traffic incidents and concerns for pedestrian safety. As shown in Chapter 3, there have been a number of pedestrian-involved crashes on this stretch of road, owing to a number of factors. The presence of Taylor Hospital, a major employer and regional healthcare destination, creates a high-traffic area at a point where there is a curve in the road and a shift in lane patterns. Additionally, several cross streets and parking areas enter Chester Pike from either side without signalized intersections. The Princeton Avenue stops for the Route 114 bus are on the north and south sides of Chester Pike in the middle of the block, as shown in the top left image, with the closest pedestrian crossing point being at the intersection of Swarthmore Avenue to the west. The bus stops have higher weekday and weekend boarding than other stops in the corridor, likely due to the Hospital's employment as well as dense neighborhoods in the immediate surrounding area.

It is recommended to install a center median, which would be created by narrowing lanes to a safer and more acceptable width of 10-11'. In the short term, this would involve restriping this segment to create a buffer in the center of the roadway, matching the profile of segments just to the east and west of the hospital. In the longer term, this would involve creating a curbed and vegetated median, such as the example shown in the bottom left image, with a pedestrian refuge island and an overhead rectangular rapid flashing beacon (RRFB) signal that pedestrians could activate. Additional lighting is critical, as many hospital employees work the third shift and may not be highly visible crossing the Pike at all hours. While continental crosswalks are suggested for the majority of crossings on Chester Pike, a raised or textured crosswalk would serve a dual purpose at this location by improving the safety of pedestrians while effectively slowing traffic speed, but not to the extent of speed humps.



Source: Pete Bannan – Daily Times

SITE SPECIFIC PROJECT Prospect Avenue as Neighborhood Gateway







Prospect Avenue north of Chester Pike is a picturesque, traditional neighborhood street with a planted median leading up to Park Square that is the heart of Prospect Park. However, this character is not readily evident to vehicular traffic passing through this intersection on Chester Pike. Adding distinctive design elements at this intersection such as signage, banners, or street painting (such as the example shown here from Media Borough) can create a sense of arrival that alerts travelers that they are passing by someplace special. These visual cues can also have a traffic calming effect, making it safer for neighborhood residents to cross and walk along Chester Pike in order to access commercial establishments or other neighborhoods.



Source: DCPD

SITE SPECIFIC PROJECT South Avenue Intersection Improvements

The point where South Avenue crosses Chester Pike features a low railroad bridge over an off-set road intersection with restricted pedestrian access and bus stops on opposite corners, creating an environment for hazards among multiple modes of travel. Presently, the underpass is dark with faded lane markings and crosswalks that can be difficult to see, as shown in the image. As a first step, re-stripping traffic lanes to better direct traffic to appropriate turns could reduce the number of accidents at this location. Crosswalks on both sides of the bridge should also be restriped to allow pedestrians safe access to the correct side of the street which allows access to the sidewalk and the bus stops at South Avenue. Lighting under the bridge would benefit traffic and pedestrians. Due to the bridge's low height, there are incidents involving over-height vehicles colliding with the bridge and causing damage or blocking traffic. This issue could be addressed through an over-height detection system involving signage, lights, and other warnings. Finally, the boroughs should work with Amtrak to enhance the appearance of the bridge. While re-construction may not be feasible, the bridge could be painted to improve its appearance.

Priority & Action Items	Cost Estimate	Implementation Partners	Funding Source(s)	Time Frame	Vision Themes	
4 Support the needs of public transit riders along the Chester Pike Corridor						
4.1	Evaluate and Improve the Routing and Service Frequency of Trolley, and Regional Rail	\$\$\$	CPCIP Municipalities, SEPTA, DVRPC	SEPTA	Short	
4.2	Identify High-Ridership Transit Stops for Priority Investments	\$	CPCIP Municipalities	SEPTA	Short	
4.3	Use SEPTA's Bus Stop Design Resources for Stops & Shelters	\$\$	CPCIP Municipalities, SEPTA	SEPTA	Medium	
4.4	Extend the Sharon Hill Trolley Line to Darby Transportation Center	\$\$\$	CPCIP Municipalities, SEPTA, PennDOT	SEPTA	Long	
Site Specific Project	Improve Regional Rail Stations	\$\$	CPCIP Municipalities, SEPTA	SEPTA	Medium-Long	
Site Specific Project	Re-use of Sharon Hill Regional Rail Station	\$\$\$	CPCIP Municipalities, SEPTA	SEPTA	Long	

4 Support the needs of public transit riders along the Chester Pike Corridor

4.1 Evaluate and Improve the Routing and Service Frequency of SEPTA Bus, Trolley, and Regional Rail

As part of the implementation of its five-year strategic plan, *SEPTA Forward*, SEPTA is undertaking several efforts aimed at improving services and customer experience. An initiative known as *Reimagining Regional Rail* seeks to anticipate changing needs and adapt services responsively for the Regional Rail system. And the Trolley Modernization Study is looking at new vehicles, upgraded stations, infrastructure and operational improvements, and proposed line extensions for the trolley system. The timing of these initiatives offers a prime opportunity for the CPCIP communities to provide feedback about needed improvements to transit systems in the Chester Pike Corridor.

4.2 Identify High-ridership Transit Stops for Priority Investments

Map 3-7 in Chapter 3 shows relative ridership levels on SEPTA regional rail, bus, and trolley line by average weekday boardings at the individual stops. The 114 bus runs directly down Chester Pike and the Route 102 trolley terminus is along Chester Pike in Sharon Hill; on the other hand, the regional rail stops are varying distances from Chester Pike and not all of them fall within the study area of this Plan. Still, average boardings at regional rail stops are relatively high, and they contribute to the overall wellbeing of the corridor by enabling residents and visitors to access housing, shopping, and employment opportunities. In order to attract commuters, tourists, and regional travelers to Chester Pike, the CPCIP communities should invest in increasing pedestrian and bicycle safety among these different modes of transportation. Improvements could include improving the visibility of bus stop signs as well as at trailblazing/directional signs to nearby regional rail and trolley stations and bus stops to facilitate connections.

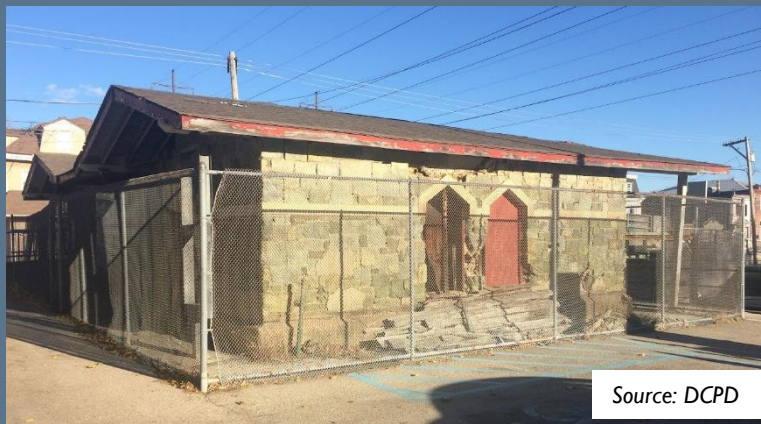
4.3 Use SEPTA's Bus Stop Design Resources for Stops & Shelters

Bus stop facilities along Chester Pike are varied and range from covered shelters with benches to simple signs affixed to utility poles immediately adjacent to the road. In order to improve the experience for those traveling along Chester Pike by bus, the CPCIP communities should collaborate with SEPTA to develop and promote design guidelines for best practices in bus stop and cohesive bus shelter design along the Chester Pike corridor. Municipalities can encourage the adoption of these guidelines, included in Appendix B, by implementing an incentive program or zoning requirements for including upgraded bus shelters in development and redevelopment proposals.

Curbside passenger facilities for buses have three primary elements: a level loading area where bus doors can open and provide ample space for loading and unloading passengers; an adjacent waiting area that is sized by the passenger volumes at each stop; and an accessible pedestrian path to reach the stop. Appropriate stop dimensions and amenities are determined using factors such as passenger volume, nearby trip generation, ADA compliance, and local needs. Additional elements that should be included are appropriate route or stop signage and lighting. Within the waiting area, security such as a durable shelter that protects passengers from the weather should be integrated. Shelters should be equipped with benches or a resting or leaning rail can be used as an alternative. Bicycle racks should be provided to accommodate commuters who use a bicycle to access transit but prefer not to travel with their bicycle.

4.4 Extend the Sharon Hill Trolley Line to Darby Transportation Center

This recommendation relates to a recent study by DVRPC, which identifies either Chester Pike or MacDade Boulevard as a critical location for a new track for trolley modernization, and potentially new service. In short, trolley modernization will require a new track connecting SEPTA's city and suburban trolley routes. The connection between the end of the 102 trolleys (in Sharon Hill, along Chester Pike) and the Darby Transportation Center has been identified as a potential location for a new trolley service. This new service would enhance the multimodal nature of the northeastern segments of the corridor, enhancing the sustainability and ability of the corridor to serve as a regional connector. Trolley modernization will include the procurement of modern light rail vehicles, which will have level boarding platforms and increased capacity. New light rail service has long been a tool for economic development and could help to recreate the northeastern entrance to Chester Pike by spurring development.



Source: DCPD

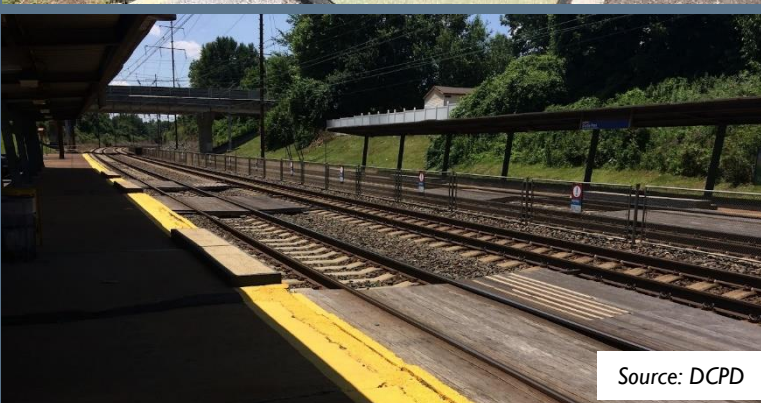


Source: Keith Lockhart

SITE SPECIFIC PROJECT

Re-use of Sharon Hill Regional Rail Station

The Victorian railroad station building for the Sharon Hill stop of the Wilmington/Newark Regional Rail line is located on the west side of Sharon Avenue about 1/3 mile from Chester Pike. This one-story c. 1872 building is currently sitting empty and surrounded by chain-link fencing, as shown in the top left image, and many of its historical design elements have been removed, which can be seen in the bottom left image from a c. 1912 post card. Meanwhile, the current boarding platform for the Sharon Hill stop does not provide any kind of shelter facilities for riders. Investing in the rehabilitation and re-use of the shuttered station building will serve as an attractive gateway to the Borough and the rest of the Chester Pike Corridor. Whether this building returns to use as a SEPTA ticketing office and waiting area or is converted to a commercial purpose such as a café or coffee shop, it can provide an amenity that improves the experience of regional rail riders and contributes to the character of the area. The property where the parking lot and building are located is currently owned by Amtrak.











SITE SPECIFIC PROJECT

Improve Regional Rail Stations

Many of the stations along the Wilmington/Newark line in the Chester Pike Corridor area were established in the late nineteenth century to serve the growing suburban commuter market that was developing at the time. As these stations are more than a century old in some cases, they need to be regularly updated to stay in line with current accessibility and comfort standards. Currently a number of the stations in the CPCIP communities need updated waiting areas, accessible design for all ages and abilities, and bicycle facilities to accommodate commuters. Small capital improvements could potentially happen quickly, but a rebuild of stations to address ADA accessibility with high level platforms will need to be prioritized in the context of the Reimagining Regional Rail master plan, which is under development. Within the study area, these improvements are particularly necessary at the Crum Lynne Station in Ridley Park, Glenolden Station in Glenolden, and Curtis Park Station in Sharon Hill.

- Crum Lynne station's southbound platform is located on W. Ridley Ave and its small parking strip includes accessible parking spaces; however, the station platform is not handicap accessible. The northbound platform is accessed via a long staircase from Chester Pike, as seen in the first photo, making it difficult to access for those with mobility issues. Crum Lynne station should also be equipped with bicycle facilities.
- Glenolden Regional Rail Station, is similar to Crum Lynne, is accessed mostly by stairs on Glenolden Ave and is not handicap accessible (pictured in the second image). This station could benefit from the addition of bicycle facilities.
- Curtis Park Regional Rail Station, shown in the final image, would benefit from an updated waiting area and has flooding issues that need to be addressed. Access could be improved with a pedestrian bridge to cross the rail tracks. The station is reached by Oak Lane on either side of the tracks but to cross the track, riders must use Calcon Hook Road as a connector.

Priority & Action Items	Cost Estimate	Implementation Partners	Funding Source(s)	Time Frame	Vision Themes	
5 Utilize parks, recreational, and commercial amenities to serve as a regional draw to the local communities						
5.1	Improve Connectivity through Wayfinding signage	\$\$	CPCIP Municipalities	TCDI DCED Multi-Modal Fund	Long	 
5.2	Prioritize Investments in Parks and Historic Sites as Economic Generators	\$\$	CPCIP Municipalities, PHMC	Keystone Historic Preservation Project Grant Program Keystone Historic Preservation Construction Grant Program	Medium	   
5.3	Increase the Sustainability of the Corridor through Green Infrastructure	\$\$	CPCIP Municipalities			 

5. Utilize parks, recreational, and commercial amenities to serve as a regional draw to the local communities

5.1 Improve Connectivity Through Wayfinding Signage

Increased wayfinding signage should be utilized on Chester Pike as well as nearby cross streets to attract pedestrians, cyclists, commuters, and tourists to specific attractions on and along Chester Pike. Destinations that could be included for the wayfinding signage include parks, historic sites, downtowns or commercial areas, transit, and the Delaware River waterfront. There should be wayfinding for vehicles traveling to Chester Pike from major roads such as Rt. 420 and I-95, signage for trolley riders, bus riders, regional rail riders, bicyclists, and pedestrians. Wayfinding for bicyclists and pedestrians should include walk times and interesting destinations along the way such as downtown or retail areas. Chester Pike's historic nature lends itself to interesting and informative wayfinding.

5.2 Prioritize Investments in Parks and Historic Sites as Economic Generators

A study conducted by Delaware County called the Return on Environment project described, measured, and provided illustrative examples for estimating the economic value of benefits associated with parks and open space in Delaware County. This study found that parks and open space generate jobs and attract people to spend in the region, reduce pollution and stormwater risks, provide free or low-cost recreational opportunities that promote health, and generate premiums for home values. Similarly, the National Park Service has found that historic preservation enhances real estate values and fosters local businesses, keeping historic main streets and downtowns economically viable. For these reasons, it is critical that the CPCIP communities constantly look for ways to invest in and promote their parks, recreational areas, and historic buildings. Older buildings along Chester Pike that represent different periods of commercial and residential development are just as important to telling the story of the area as preserved historic resources such as the John Morton House or Morton Morton House.

5.3 Increase the Sustainability of the Corridor Through Green Infrastructure

Because so much of the Chester Pike Corridor is pavement and concrete, the CPCIP communities should look for ways to incorporate more trees and greenery in order to reduce stormwater runoff and heat island effects, as well as to improve the visual appeal of the corridor. Some areas of the cartway along Chester Pike may be wide enough to allow for planted medians that also provide a traffic calming effect. Where sidewalks are wide enough to allow it, planted beds can be installed along curbs or at crossings with curb bumpouts. As part of design guidelines for shopping centers, municipalities can encourage the incorporation of landscaping elements and plantings. Also, municipal tree ordinances can increase greening along the corridor while ensuring that there is a plan for long-term tree maintenance and that appropriate tree varieties are used for minimum conflict with infrastructure such as pavement or overhead utility lines.

Norwood has installed a curb extension at the intersection of Chester Pike and Winona Avenue shown to the right. This extension is placed to slow turning movements, requiring a tighter and safer turn. Additionally, it provides an opportunity to incorporate green infrastructure which helps to collect stormwater runoff while also being a visually appealing streetscape element.

Figure 6-6: Curb extension in Norwood Borough



Source: DCPD

Appendix A

**DELAWARE COUNTY
PLANNING DEPARTMENT
RESOURCES**

Survey Responses	Percentage
Yes	93%
No	6.71%

Survey Responses	Percentage
Ridley Park	22.59%
Prospect Park	24.05%
Norwood	11.37%
Glenolden	24.78%
Sharon Hill	8.16%

Survey Responses	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
I live in the study area	29%	30%	31%	31%	30%	6%	28%
I commute or travel along Chester Pike	21%	21%	25%	22%	17%	24%	22%
For shopping and personal service	21%	20%	17%	17%	20%	20%	19%
For dining	13%	16%	14%	13%	12%	15%	14%
For outdoor recreation or exercise	6%	5%	6%	6%	8%	3%	6%
I work at or own a business along the Corridor	3%	3%	3%	2%	3%	7%	3%
For indoor entertainment amusement	4%	2%	1%	3%	4%	3%	3%
I live in an adjacent municipality	1%	1%	2%	1%	2%	16%	3%
To access public transit along the Corridor	1%	1%	0%	3%	3%	1%	2%
Other (Count)	1%	0%	1%	1%	1%	3%	1%



Driving in personal vehicle	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Frequently	93%	91%	96%	94%	96%	90%	93%
Occasionally	7%	9%	4%	4%	4%	10%	6%
Never	0%	0%	0%	2%	0%	0%	0%

Biking	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Never	78%	80%	85%	75%	75%	83%	79%
Occasionally	16%	19%	13%	21%	21%	15%	18%

Walking	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Occasionally	45%	50%	60%	54%	50%	47%	51%
Never	34%	27%	17%	19%	20%	43%	26%
Frequently	21%	24%	23%	26%	30%	10%	23%

Public Transit (SEPTA)	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Never	87%	88%	91%	82%	63%	95%	85%
Occasionally	11%	11%	8%	15%	32%	3%	13%
Frequently	2%	1%	1%	2%	5%	2%	2%

Carpool or ride share service (such as Uber or Lyft)	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Never	68%	66%	77%	68%	64%	72%	69%
Occasionally	28%	27%	22%	30%	25%	28%	27%
Frequently	4%	7%	1%	2%	11%	0%	4%



Ratings	Driving (Responses: 665)	Public Transit (Responses: 248)	Biking (Responses: 282)	Walking (Responses: 508)
Ridley Park	3.01	3.10	1.75	2.64
Prospect Park	2.88	2.84	1.98	2.31
Norwood	2.61	3.00	1.32	2.56
Glenolden	2.69	3.07	1.76	2.46
Sharon Hill	2.98	3.16	2.14	2.77
Other Municipalities	3.04	3.15	2.00	2.71
Total Average	2.87	3.05	1.82	2.58

Experiences	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Traffic congestion	26%	31%	32%	30%	21%	33%	29%
Difficulty turning into or out	26%	28%	26%	21%	21%	29%	25%
Potholes poor road conditions	27%	22%	24%	22%	26%	19%	23%
Excessive traffic speeds	12%	14%	12%	14%	15%	10%	13%
Lack of visibility sightlines	5%	3%	2%	5%	7%	4%	4%
Other (Count)	3%	2%	3%	6%	3%	4%	3%
None of these	1%	1%	1%	3%	8%	0%	2%



Improvements	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Repair resurface roadway	34%	29%	32%	27%	29%	18%	29%
Improved signalization at intersections	15%	22%	21%	21%	18%	19%	19%
Improved striping of lanes on roadway	15%	9%	15%	13%	12%	10%	12%
Reduced speed limits	11%	13%	9%	12%	10%	11%	11%
More, better signage	9%	12%	10%	12%	15%	12%	11%
Central medians	10%	10%	9%	7%	13%	23%	11%
Other (Count)	5%	5%	4%	7%	3%	7%	5%
Increased speed limits	1%	1%	1%	1%	1%	0%	1%

Experiences	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Poor shelter waiting area facilities	25%	31%	20%	31%	32%	22%	29%
None of these	30%	18%	43%	22%	14%	37%	24%
Lack of parking at stops along	7%	13%	10%	14%	19%	15%	13%
Infrequent Inconvenient service	11%	10%	3%	11%	14%	7%	10%
Traffic on route	9%	12%	13%	5%	3%	7%	8%
Routes do not serve my travel needs	13%	7%	3%	7%	5%	7%	8%
Lack of handicapped accessibilities	2%	9%	3%	7%	10%	0%	6%
Other (Count)	3%	2%	3%	4%	3%	4%	3%

Improvements	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Improved shelters waiting areas	30%	0%	28%	30%	30%	29%	30%
More parking at transit stops	30%	0%	28%	30%	30%	29%	30%
More frequent service	18%	0%	3%	12%	18%	21%	15%
Dedicated bus lanes	10%	0%	25%	11%	9%	11%	12%
Improved handicapped accessibility	6%	0%	8%	10%	5%	0%	7%
More bike facilities at transit	4%	0%	10%	5%	7%	4%	5%
Other (Count)	4%	0%	0%	2%	1%	7%	3%



Experiences	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Lack of dedicated bike lanes	37%	33%	31%	35%	37%	40%	35%
Poor roadway conditions cracks	23%	21%	19%	21%	21%	17%	21%
Traffic speeds	20%	20%	21%	20%	14%	14%	19%
Lack of bicycle storage facilities	14%	14%	17%	13%	21%	12%	15%
Difficulty turning into or out	6%	8%	8%	5%	3%	7%	6%
Other (count)	1%	3%	4%	7%	5%	10%	4%

Improvements	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Dedicated bicycle lanes	34%	35%	36%	36%	31%	36%	34%
Repair or resurface roadways	24%	20%	26%	23%	18%	16%	22%
Bicycle facilities at retail and other uses	13%	15%	15%	11%	15%	18%	14%
Reduced traffic speed	13%	12%	15%	12%	12%	13%	13%
Bicycle facilities at Regional Rail	8%	11%	0%	6%	12%	2%	8%
Providing Bike share services	6%	5%	8%	9%	9%	7%	7%
Other (count)	2%	1%	0%	3%	4%	9%	3%

Experiences	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Missing segments of sidewalk	28%	23%	25%	27%	27%	26%	26%
Missing inadequate curb ramps	28%	23%	25%	27%	27%	26%	26%
Speeding cars unsafe driving	23%	25%	26%	22%	22%	21%	23%
Missing inadequate crossings	13%	11%	13%	10%	14%	10%	12%
Vehicles parked on sidewalks	4%	13%	9%	7%	6%	10%	8%
Other (count)	3%	5%	2%	5%	1%	5%	4%
Businesses set too far back	1%	0%	1%	1%	3%	2%	1%

Improvements	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Improved sidewalks	28%	26%	28%	28%	26%	30%	28%
Planters Landscaping	17%	21%	24%	23%	18%	19%	20%



Delaware County Planning Department Resources

Pedestrian signals at intersections	13%	15%	18%	13%	13%	12%	14%
Improved marked crosswalks	15%	13%	7%	11%	11%	10%	12%
Median Islands Pedestrian Refuges	13%	11%	9%	12%	16%	14%	12%
Reduced traffic speeds	12%	12%	9%	10%	12%	12%	11%
Other (Count)	2%	2%	4%	2%	2%	2%	2%
Wayfinding Signage	1%	1%	1%	1%	2%	1%	1%

Development	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Restaurants local or small chains	30%	30%	30%	29%	22%	28%	29%
Retail small shops	28%	28%	29%	28%	25%	27%	28%
Restaurants major chain	13%	13%	11%	13%	16%	13%	13%
Retail large scale chains	9%	10%	9%	9%	11%	9%	10%
Townhomes	4%	5%	5%	8%	6%	6%	6%
Office	6%	4%	4%	6%	7%	8%	6%
Light industrial Flex warehouse	3%	3%	4%	3%	5%	2%	3%
Apartments	3%	3%	3%	3%	4%	3%	3%
Other (Count)	2%	3%	2%	2%	3%	2%	2%
None	2%	0%	2%	1%	2%	1%	1%

Amenities	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Planters street trees and lands	18%	19%	20%	21%	17%	19%	19%
Improved storefronts building	15%	20%	20%	20%	15%	21%	19%
Repairs to existing sidewalks	15%	15%	15%	14%	14%	11%	14%
Parks plazas squares gardens	14%	12%	12%	15%	13%	15%	13%
Improved street lighting	8%	9%	8%	8%	9%	7%	8%
Benches and seating	5%	7%	8%	5%	7%	6%	6%
Landscaped medians	7%	4%	5%	6%	5%	6%	5%
Screening of	4%	5%	7%	5%	6%	4%	5%
Improved bus shelters	5%	4%	3%	4%	10%	4%	5%
Wider sidewalks	7%	4%	2%	3%	3%	4%	4%



Gateway Wayfinding signage	1%	1%	0%	1%	2%	2%	1%
Other (Count)	0%	0%	0%	0%	0%	0%	0%

Key Words in Responses	Count of Key Words
Appearance	93
Vacant Storefronts	45
Litter	34
Parking	28
Small Business	26
Façade Improvements	25
Greening	23
Traffic Safety	22
Pedestrian Safety	17
Sidewalks	17
Community Pride	15
Destination	15
Traffic Signals	14
Turning Lanes	13
Bike Lanes	12
Speeding	12
Traffic Flow	12
Amtrak	10
History	9
Signage	9
Lighting	8
Walkable	8

Dining	7
Family-Oriented	7
Safety & Security	6
Left Turns	5
Medians	5
Traffic Speed	5
Visibility	5
Pedestrian Amenities	4
Road Condition	4
Bike Safety	3
Bus Shelters	3
Parks	3
Restaurants	3
Retail	3
Dog Park	2
Noise	2
Business Mix	2
ADA Accessible	1
Flooding	1
Gas Stations	1
Large Retail	1
Paving	1
Transit Connections	1



Age	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
46 to 65	40%	33%	37%	46%	66%	52%	43%
31 to 45	43%	42%	32%	41%	16%	32%	38%
66 to 80	9%	10%	14%	9%	13%	8%	10%
19 to 30	7%	14%	17%	4%	4%	8%	9%
18 or under	1%	0%	0%	0%	2%	0%	0%
Over 80	0%	1%	0%	1%	0%	0%	0%

Gender	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
Male	70%	74%	72%	69%	61%	77%	71%
Female	29%	24%	21%	29%	36%	22%	27%
Prefer not to say	1%	2%	6%	2%	4%	2%	2%
Other (count)	0%	0%	1%	0%	0%	0%	0%

Race	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
White	93%	91%	88%	91%	37%	85%	86%
Prefer not to say	6%	7%	10%	6%	19%	10%	8%
Black	0%	1%	0%	2%	38%	5%	4%
Other (count)	0%	1%	1%	1%	6%	0%	1%
Asian	1%	0%	0%	0%	0%	0%	0%
Two or more	0%	0%	0%	0%	0%	0%	0%

Hispanic/Latin Descent	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill	Other Municipalities	Total Responses
No	92%	96%	88%	94%	78%	90%	92%
Prefer not to say	7%	3%	11%	4%	15%	10%	7%
Yes	1%	1%	1%	1%	7%	0%	2%

Row Labels	Glenolden	Norwood	Prospect Park	Ridley Park	Sharon Hill	(blank)	Total
Good	67	51	52	62	82	13	327
Fair	31	11	23	10	12	8	95
Poor	6	2	7	6	6	3	30
Total	104	64	82	78	100	24	452

Negative Feature	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill
Peeling Chipping Paint	19	27	13	31	16
Damaged Masonry	8	19	8	17	10
Faded Outdated Signage	11	26	11	23	21
Damaged Missing Windows	8	10	2	9	5
Damaged Siding	6	8	0	6	5
Dirt Grime	38	31	15	37	34
Damaged Missing Roofing	5	7	1	8	5
Fire Damage	0	1	0	0	1
Water Damage	0	3	0	2	0
other	4	4	4	5	8



Row Labels	Glenolden	Norwood	Prospect Park	Ridley Park	Sharon Hill	(blank)	Grand Total
Fair	34	29	36	18	36	6	159
Good	60	36	32	53	57	13	251
Poor	13	3	13	8	8	5	50
Grand Total	107	68	81	79	101	24	460

Negative Feature	Ridley Park	Prospect Park	Norwood	Glenolden	Sharon Hill
Cracked Damaged Sidewalks	43	46	36	58	58
Cracked Damaged Pavement	23	24	21	38	30
No sidewalk	0	0	0	0	0
Potholes Rutted Pavement	7	7	8	22	10
Standing Water	1	0	0	6	2
Damaged Fencing	5	2	3	2	6
Damaged Landscaping Features	4	1	2	0	6
Weeds Overgrown Vegetation	28	30	16	42	36
Litter Debris	30	24	19	18	44
other	0	24	6	3	4



Use Categories	Counts	Mixed Use with Apartments	Commercial Vacancies
Auto Service or Sales	58	2	4
Restaurant	35	6	5
Retail	30	3	5
Medical	29	5	2
Office	22	4	2
Salon	17	6	2
Construction	6	1	1
Unknown	6	2	5
Parking	5	0	0
Pet Services	5	2	0
For Sale/Lease	4	0	4
Funeral	4	0	0
Laundromat	4	0	0
Pharmacy	4	0	0
Storage	4	0	0
Bank	3	0	1
Cleaners	3	0	1
Convenience	3	0	0
Beer or Liquor Distributer	2	1	1
Grocery	2	0	0
Ground	2	0	2
Gym	2	0	0
Studio	2	1	0
Entertainment	1	1	0
Total	253	34	35

The Chester Pike Corridor Improvement Partners held its first meeting on June 10, 2020 starting at 11 a.m., in the Ridley Park Borough Municipal to discuss the vision statement of the Chester Pike Corridor Plan. Delaware County Planning Department started the meeting with a review of the public survey results which provided some background to the visioning exercise. CPCIP members voiced the need to emphasize sustainability in terms of green space and financially. Another large portion of the discussion related to safety of both pedestrians and vehicles. A point was raised to emphasize Chester Pikes historic elements and include the corridor as a destination which led to discussion of the importance of small businesses.

It was decided to make updates to the drafted vision statements by adding sustainable, historic, destination, and CPCIP member communities rather than the five boroughs.

Delaware County Planning Department met with the CPCIP Borough's individually discuss specific issues and assets to their section of the Chester Pike Corridor. The exercise included noting specific locations on a map. Common issues identified between all of the boroughs included SEPTA service, septa stations accessibility or appearance, the need for streetscaping, inadequate parking, abundance of impervious surfaces, and speeding concerns which lead to safety concerns for both pedestrians and vehicles. Common assets the boroughs share include their parks and recreation spaces, access to interstate 95 and public transit options, restaurants with regional draws, and major employers located in the area.

Prior to the issues and assets meeting a preliminary project survey was sent virtually to the CPCIP Board members where Delaware County Planning Department requested CPCIP member add data points to a map of the Chester Pike Corridor with any project they wish to see along the pike, no matter how big or small the project. This was intended to give a general idea of where the CPCIP communities thought improvements needed to be made.

Below are the borough maps created during the Issues and Assets meeting which included sticky notes with data that were discussed during the meeting. Also identified on the map are numbered points that were added during the virtual preliminary project survey. A list is included to show the meaning of each numbered point across all the borough maps.



Ridley Park Issues & Assets Map



Prospect Park Issues & Assets Map



Norwood Issues & Assets Map



Sharon Hill Issues & Assets Map



Issues and Assets Numbered List

1. Crossing/ right of way improvement
2. signal improvements
3. Taylor Hospital Improved Cross Walk
4. Improved Sidewalks and crosswalks for Ridley Park Police Station and Catania Park. Location near Crum Lynn Train Station
5. Improved Pedestrian Crossing at Chester Pike and Stewart Ave.
6. Improvements in the sidewalk/street network along both sides of Chester Pike from W. Amosland Rd to Summit Ave (in coordination and participation with Norwood) for the purposes of promoting alternate means of transportation and improving safety for pedes
7. Better SEPTA Bus Route stop 114 signage to promote this alternate mode of transportation. Bench. Shelter that welcomes advertising and graffiti NOT recommended.
8. Installation of bumps outs on the Glenolden Avenue crossings, total of 4 with shrubs
9. There is approx. 1 mile of Chester Pike in the Borough where street lighting is currently provided by cobra head style LED lighting attached to utility poles. We would propose to supplement the existing lighting with decorative, pedestrian scale street
10. Test Point
11. Intersection upgrades- decorative signal, ped signals, decorative crosswalks, decorative lighting, potential traffic calming bump outs, stormwater upgrades
12. Intersection Upgrades - decorative poles, ped signal upgrades, decorative crosswalks, landscaping, ped lighting, sidewalks, parking upgrades
13. Upgrades signals, decorative crosswalks, wayfare signage, ped signals, decorative crosswalks;
14. Signal upgrades, ped signals, decorative crosswalks, decorative lighting wayfare signage
15. Crosswalk improvements
16. Sidewalk Improvements
17. Blank/Test Point
18. Park repairs
19. Improved signage for Catania Park
20. Historic Gazebo and associated walkway construction
21. Road/gateway signage making all aware of the many groups and organizations present in Prospect Park.
22. Installation of small planter boxes/hanging baskets for beautification at South Avenue and Chester Pike
23. Intermittent trees lining Chester Pike from Lamont Avenue to Glenolden – no estimate – Distance of approximately 2,200 feet with trees planted in wells at intervals of 50 feet on alternating sides of the street – 44 trees at a cost of \$500 each
24. facade
25. Sample Project: facade improvement
26. Improved or increased Signage for Ridley Marina
27. Increased or improved signage for "Welcome to Ridley Park" and directing visitors to Ridley Park Downtown.
28. Facade improvement with businesses and housing along from W. Amosland Rd to Pennsylvania Ave. with incentives provided.
29. Welcome to Prospect Park signage. Can also provide traffic calming needed along this area.
30. Traffic calming at the 6 lane intersection with a trolley stop
31. Street cameras all along Chester Pike to measure the traffic, pedestrians, SEPTA and trolleys.
32. Facade Improvements

The Planning Department staff gave a presentation on February 23, 2022 to review the vision the CPCIP had previously agreed on for the Master Plan and to receive input on the identified priorities and action items that are recommended as part of the plan to help achieve the vision.

Enhance the Aesthetic Appeal – The Task Force agreed with the recommendation presented in this priority. There was a comment to expand on the historical elements of the plan. While there are only a handful of historic properties, the CPCIP member communities would benefit from a comprehensive list of historical elements throughout the pike as there is not currently an inventory.

Business Associations/ Economic Development Authority – All boroughs had a group that operated similarly to this recommendation. Feasibility of maintaining this type of group was questioned as all boroughs current business associations have discontinued meeting.

Safely accommodate multiple modes of travel – Swarthmore Ave and CP was recommended as a specific site that represents the desired feel on portions of Chester Pike. Route 420 was also mentioned as a potential specific site that needs additional improvements then what is generally recommended for the entire Chester Pike.

Support the Needs of Public Transit Riders – Attention was brought to SEPTA stations and their lack of ADA accessibility (a few, if any, accommodate ADA requirements). There was an agreement between the Task Force to recommend inter-connecting transit stations by foot. It was also in agreement that most, if not all, stations and stops need pedestrian amenities in combination with beautification improvements to increase utilization of public transit.

Utilize Parks and Recreation – In addition to the recommendations provided by DCPD, the Task Force mentioned a possible recommendation to include the creation or maintenance of horticultural societies, shade tree commissions, or other related partner organizations committed to preserving and maintaining historical or green spaces within the Chester Pike Study area. The Task Force also wished to include recommendations to improve the visual aspect of Chester Pike with pop-up art program. Lansdowne Landing and the Boothwyn Town Center are both commendable examples of inviting public gathering spaces.



Delaware County Planning Department Resources

#	Street Address	Municipality	Resource Name	Year Built	Description	Reference
1	313 W. Chester Pike	Ridley Park	Subscription School	c. 1800		2014 Ridley Park Comprehensive Plan
2	224 Chester Pike	Ridley Park	Stone Victorian farmhouse	c. 1880		2014 Ridley Park Comprehensive Plan
3	118 W. Chester Pk	Ridley Park	Thomas P. Partridge House	1886		2014 Ridley Park Comprehensive Plan
4	NW corner of Chester Pike and Sellers Ave	Ridley Park	Trolley Stop Kiosk	c. 1915		2014 Ridley Park Comprehensive Plan
5	100 Lincoln Avenue	Prospect Park	Morton Homestead	c. 1654	Home of Morton Mortonson, Swedish settler and owner of an original 1654 Penn Land Grant. The north half of the present home was built around 1654, the southern portion was built c. 1698, and the center portion built circa 1803. It is purported to have been the birthplace of John Morton, but no documentation has been found to support that claim	2012 Glenolden & Prospect Park Comprehensive Plan
6	705-709 Chester Pike	Prospect Park	White Horse Tavern	c. 1729	Built in two parts. The core is a 2 ½-story, now stucco over brick, c.1729, Colonial home and tavern built by the Archer family, operating as a site of Revolutionary War action and serving as a tavern into the early 20th century. Second half, built c. 1902, is a 3- story wood frame portion with slate, polychromatic Mansard roof	2012 Glenolden & Prospect Park Comprehensive Plan
7	648 Chester Pike	Norwood	First Norwood School House	c. 1877	cosmetically altered; locally significant	2004 Norwood Comprehensive Plan
8	520 Chester Pike	Norwood	Griffith's Funeral Chapel	1927	Oldest business still in existence in Norwood; est. 1898 in Lenni, PA	2004 Norwood Comprehensive Plan
9	501 Chester Pike	Norwood	Immanuel Lutheran Church	1926	Original church dedicated in 1889	2004 Norwood Comprehensive Plan

10	1 W. Winona Ave	Norwood	Davis Trading Post	1890	Significant local historic importance	2004 Norwood Comprehensive Plan
11	517 E. Winona Ave	Norwood	Morton Morton House	c. 1746	Oldest home in Norwood. The House was built around 1750 by Morton Morton (1701-1781) a great grandson of Marten Mortenson who settled in "New Sweden" in 1654. Morton Morton was first cousin to John Morton, one of the signers of the Declaration of Independence. The Morton Morton House was owned by Morton's decedents until 1873, then became home to various families until it was abandoned in the 1930s. The Borough of Norwood owns the Morton Morton House.	2004 Norwood Comprehensive Plan
12	311 Chester Pike	Norwood	Norwood Methodist Church	1924	Original church dedicated in 1888	2004 Norwood Comprehensive Plan
13	214 Chester Pike	Norwood		c. 1920s	early 20th century Victorian Vernacular - a representative example of a particular style of architecture found throughout the Borough; does not indicate that this is necessarily the best or only occurrence.	2004 Norwood Comprehensive Plan
14	128 Chester Pike	Norwood	St. Stephen's Episcopal Church	1896		2004 Norwood Comprehensive Plan
15	229-235 S. Chester Pike	Glenolden	Turner Apartments	c. 1930s	Large brick building with commercial space on the first story. Constructed c. 1930s featuring a decorative course with brackets above the second story, decorative tiles, and a battlement parapet.	2012 Glenolden & Prospect Park Comprehensive Plan
16	135 S. Chester Pike	Glenolden	Meissner Auto Sales	c. 1940s	Modern resource. One of the few examples of Art Moderne style in Glenolden and features large commercial windows and curved corners with windows that turn the corner. Dates c. 1940s.	2012 Glenolden & Prospect Park Comprehensive Plan
17	30 Chester Pike	Glenolden	Bell telephone/Verizon Building	1947	Building Built in 1947 as an office for the Bell Telephone Company. A 1- story brick building with a concrete cornice and a brick parapet above capped by concrete. Almost full height, wide bands of concrete span the façade	2012 Glenolden & Prospect Park Comprehensive Plan

18	21 S. Chester Pike	Glenolden	Precious Metals Garage	c. 1930s	A 1-story brick industrial building dating c. 1930s. An old wall lines the southeastern portion of the site along Stuart Avenue	2012 Glenolden & Prospect Park Comprehensive Plan
19	2 S. Chester Pike	Glenolden	Glenolden Presbyterian Church	1901	Gothic Revival church constructed 1901 and designed by Carl Berger, a Philadelphia architect. Church features pointed arched windows, large windows with tracery, and tower with battlements.	2012 Glenolden & Prospect Park Comprehensive Plan
20	111 N. Chester Pike	Glenolden		c. 1819	Large 2½-story Colonial Revival house, constructed c. 1819 and is believed to be the oldest house in Glenolden	2012 Glenolden & Prospect Park Comprehensive Plan
21	123 S. Chester Pike	Glenolden	Glenolden Fire Company No. 1	1954	Modern style municipal firehouse	2012 Glenolden & Prospect Park Comprehensive Plan
22	Route 102 Sharon Hill Station	Sharon Hill	Sharon Hill Trolley Station	1917	Restored trolley stop and trolley stop wall	2005 Four-Borough Comprehensive Plan
23	1343 Chester Pike	Sharon Hill	Damon Engineering	1928	Office/mixed use building in use by Damon family since 1920s.	2021 Chester Pike Master Plan Conditions Survey
24	1341 Chester Pike	Sharon Hill		c. 1920s/30s	mixed use/commercial storefronts from 1920s or 30s	2021 Chester Pike Master Plan Conditions Survey
25	100 & 126 Sharon Ave	Sharon Hill	Tully Memorial Church and Manse	1913, 1916		2005 Four-Borough Comprehensive Plan
26	1045 Chester Pike	Sharon Hill	Quinn's Grocery Store	pre-1894	Queen Anne Victorian building	2005 Four-Borough Comprehensive Plan
27	933 & 935 Chester Pike	Sharon Hill	Old School House	1879	Three-story Second Empire that was Sharon Hill's first school building	2005 Four-Borough Comprehensive Plan
28	921 Chester Pike	Sharon Hill	Trigiani's House	1870s	House with cupola	2005 Four-Borough Comprehensive Plan

29	907 Chester Pike	Sharon Hill	Florist Square	1940s	Stone Italian Renaissance style - built in 1940s	2005 Four-Borough Comprehensive Plan
D	Multiple Parcels	Ridley Park	Ridley Park Local Historic District			Locally designated historic district
D	126, 120, 114, 110, 100,50, 40, 115-117, 109, 105, 101, 49 Chester Pike	Glenolden	Victorian Residential		These houses are some of the few remaining Victorian houses along Chester Pike from its earlier development. They are large Queen Anne houses featuring hip roofs, wrap-around porches, bay windows, and some second-story bays and turrets.	2012 Glenolden & Prospect Park Comprehensive Plan
D	Chester Pike to Elmwood Avenue between Clifton Avenue and Barker Street	Sharon Hill	19th century Sharon Hill			2005 Four-Borough Comprehensive Plan
D	411, 503, 511 & 527 Chester Pike	Sharon Hill	Reese Houses	c. 1900s	Stone homes built by Jacob Reese for his sons	2005 Four-Borough Comprehensive Plan



Appendix B

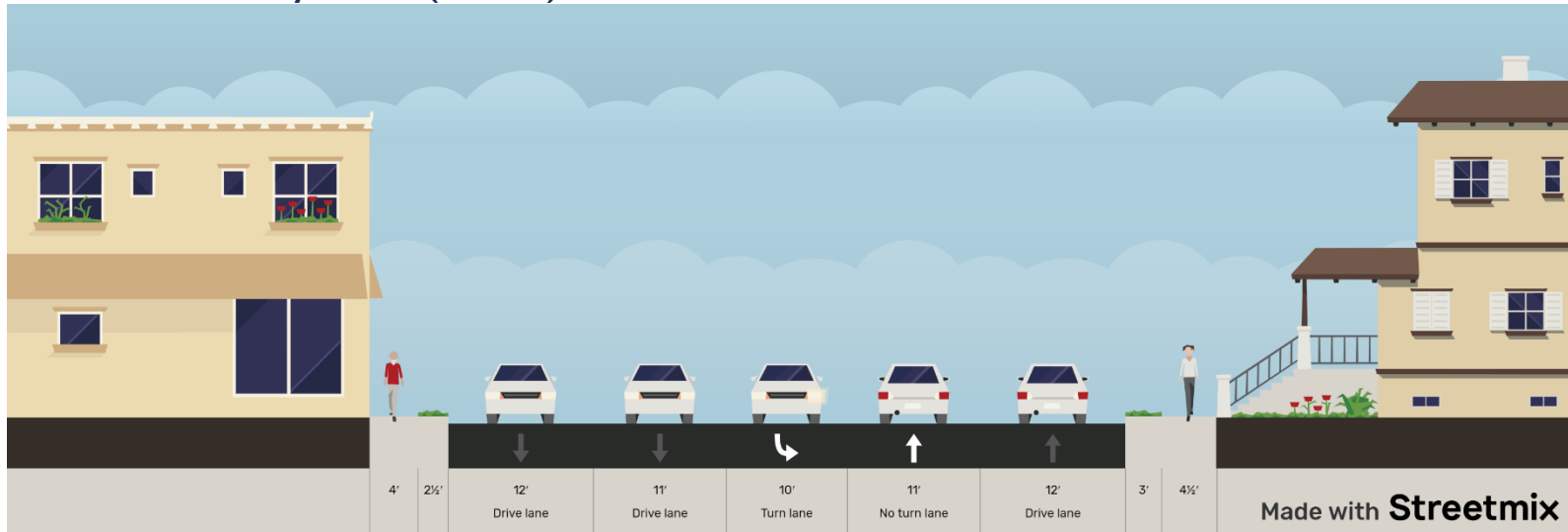
TRANSPORTATION RESOURCES

Appendix B: Transportation Resources

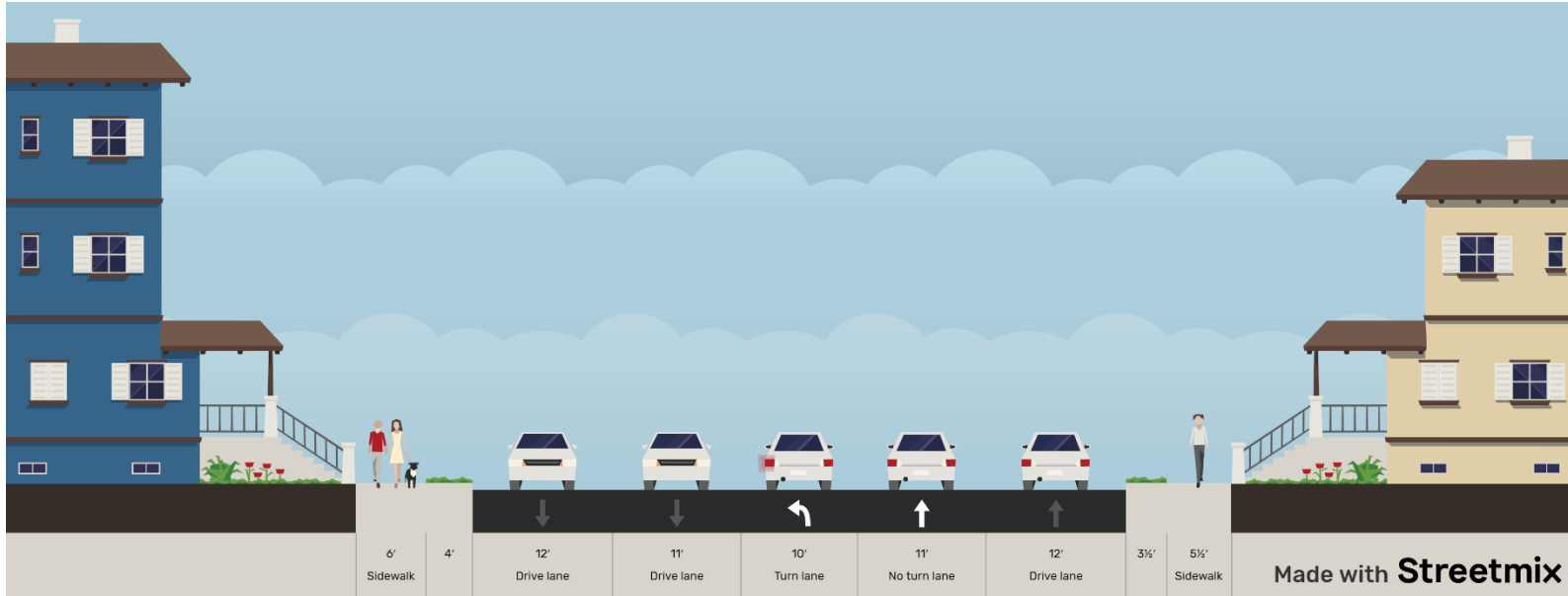
STREET MIX DIAGRAMS

Ridley Park

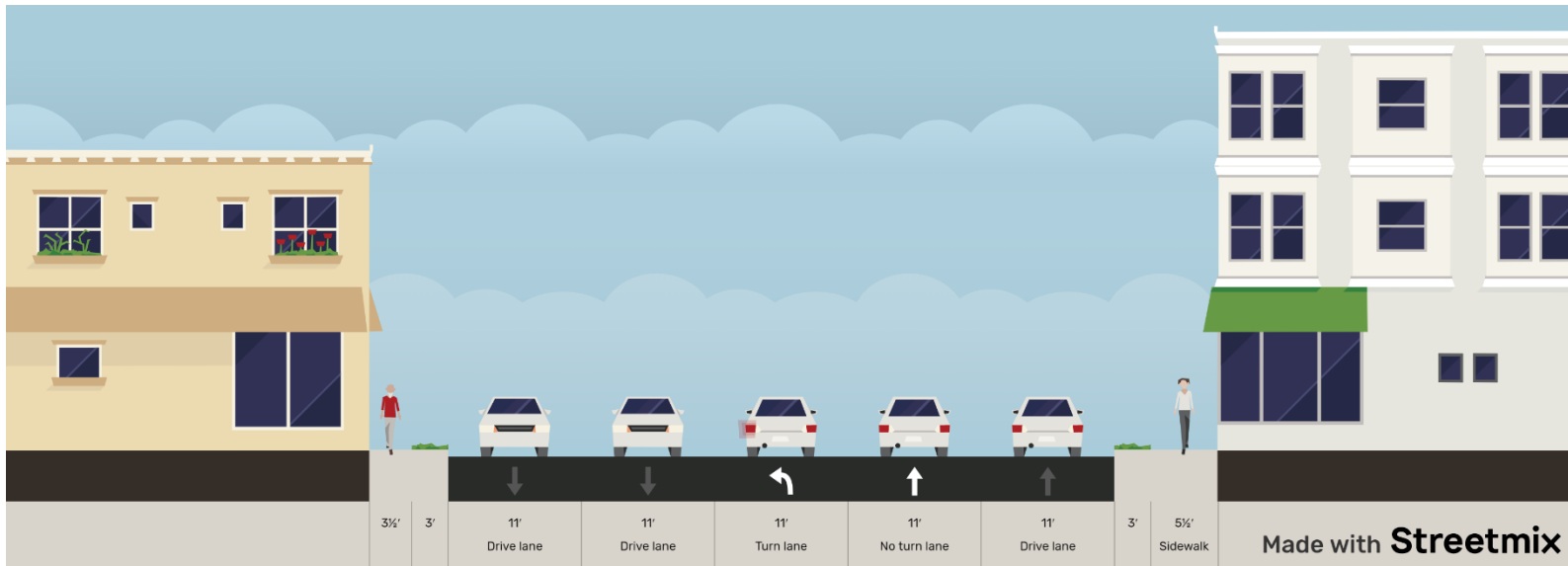
Chester Pike at Ridley Avenue (SR 2004)



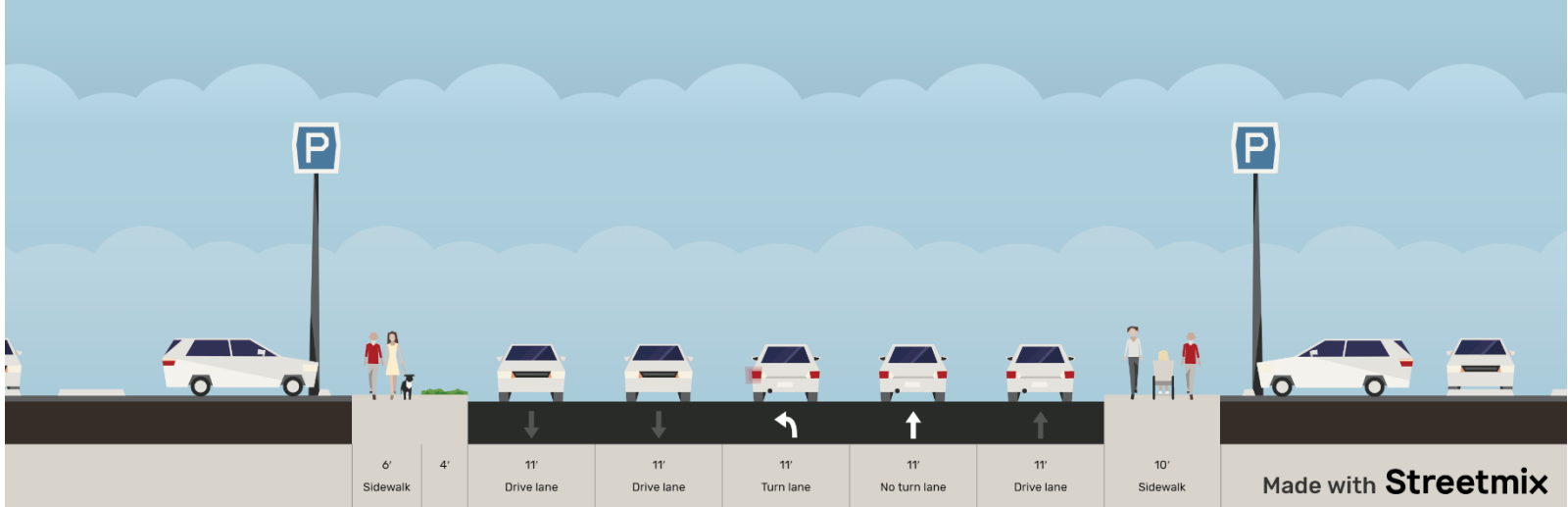
Chester Pike at Sellers Avenue



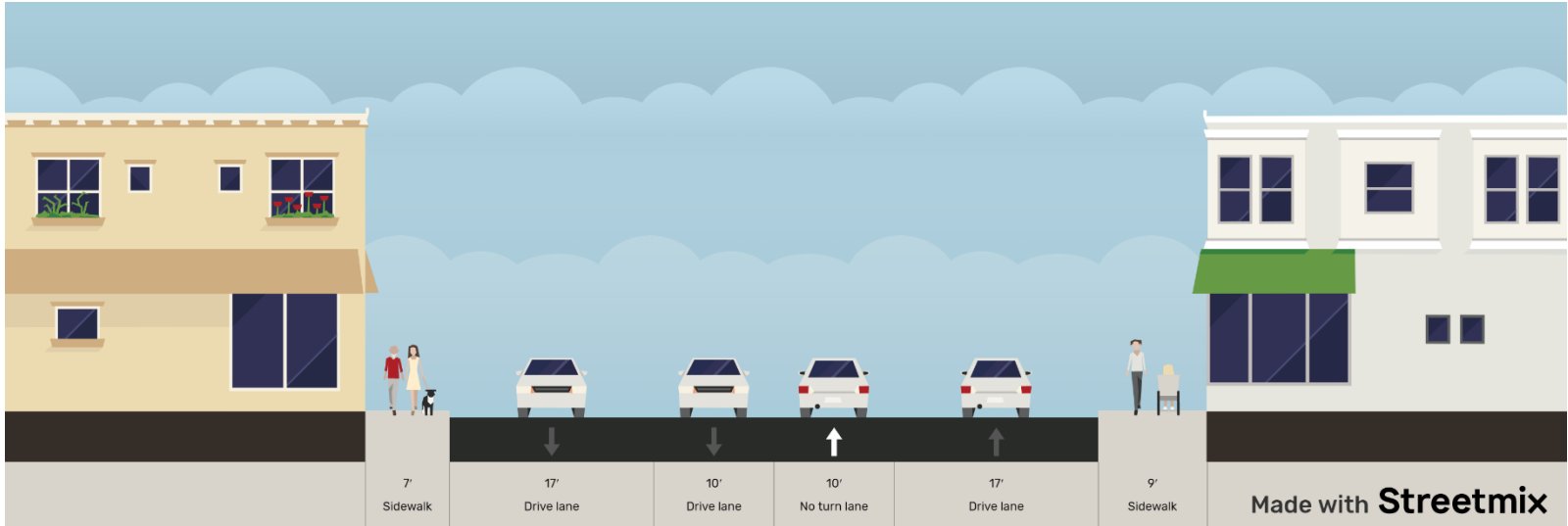
Chester Pike at Stewart Avenue and McCormick Avenue



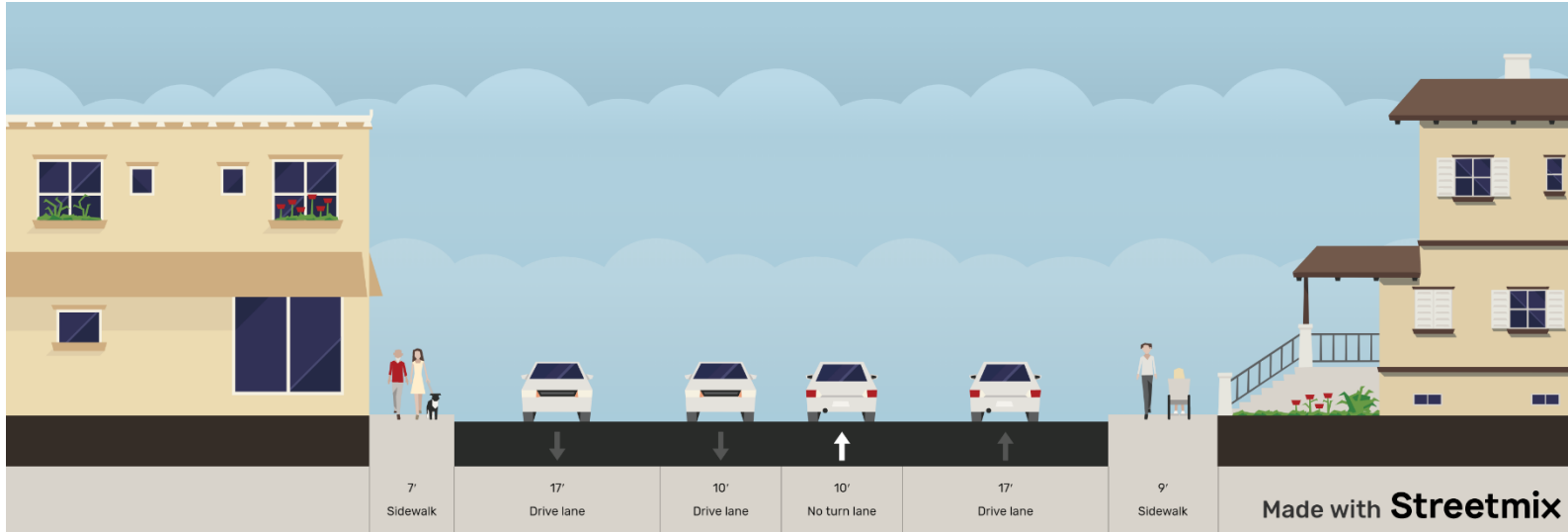
Prospect Park Borough
Chester Pike at Lincoln Avenue (SR 420)



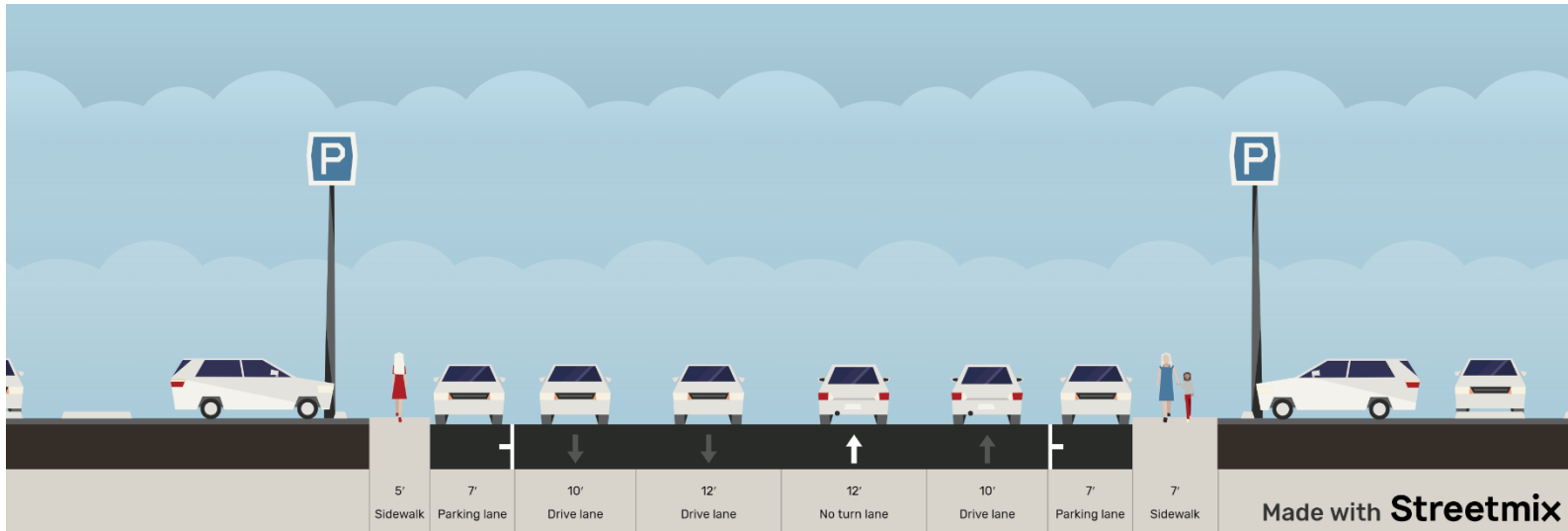
Norwood Borough
Chester Pike at Amosland Road



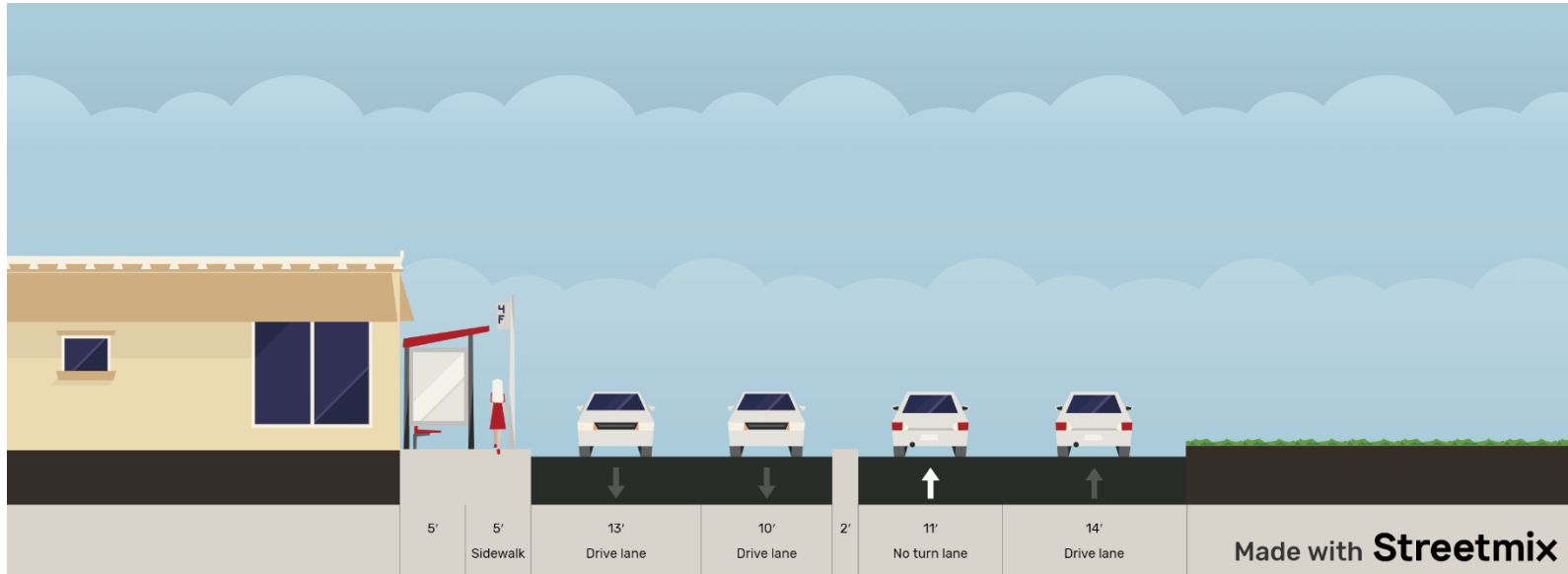
Chester Pike at Winoa Avenue



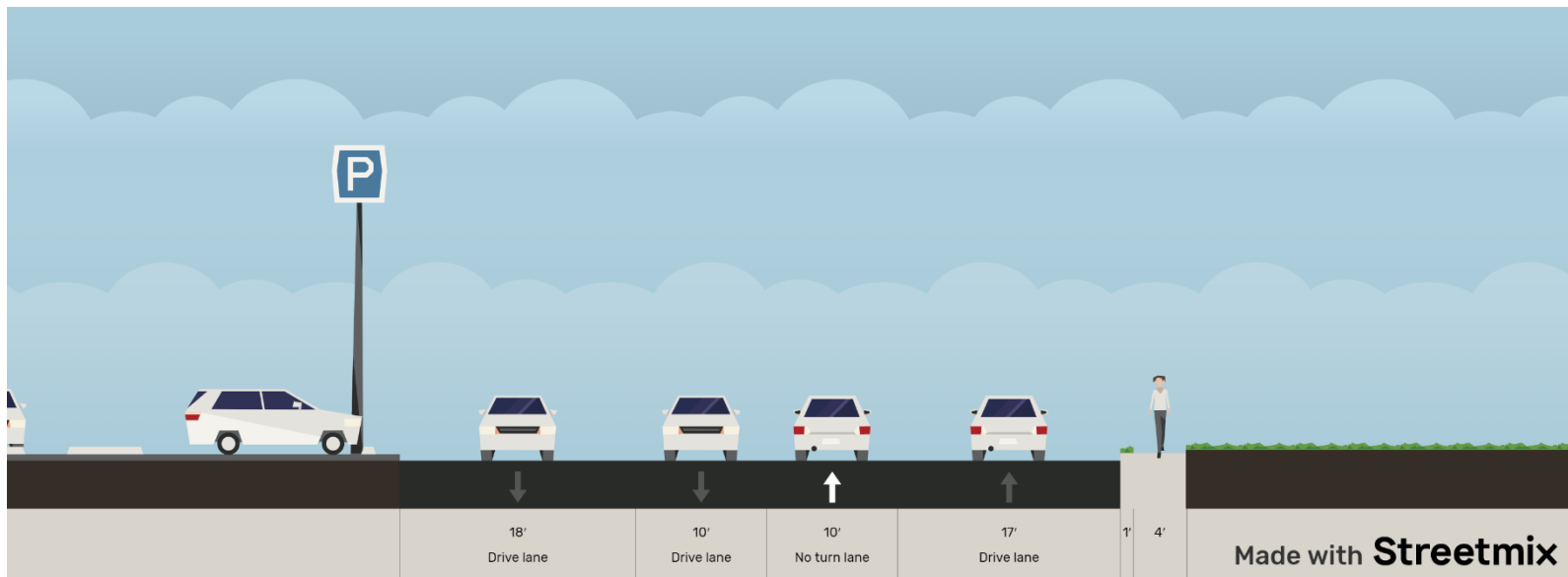
Glenolden Borough Chester Pike at Oak Lane



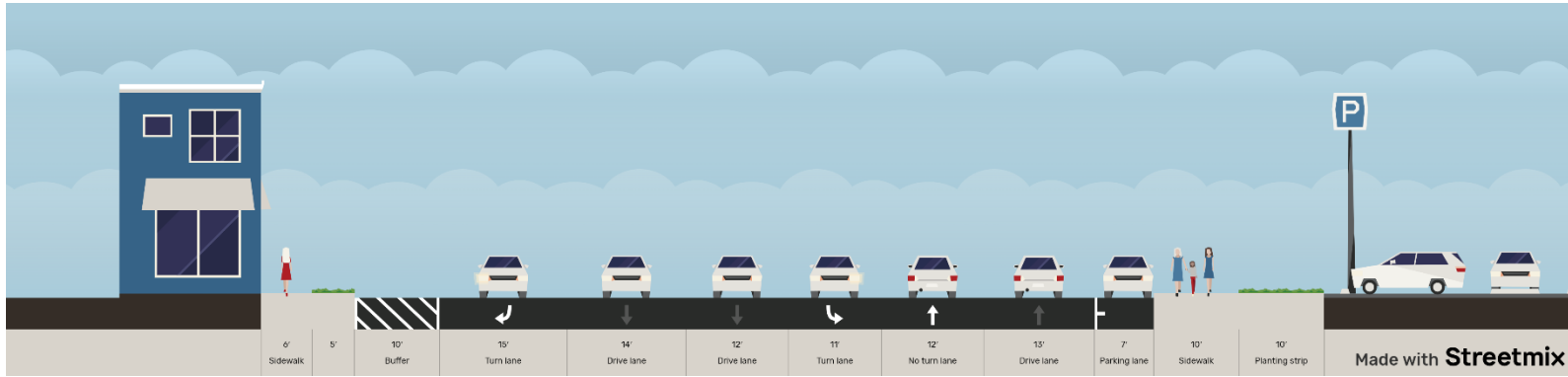
Chester Pike at West South Avenue



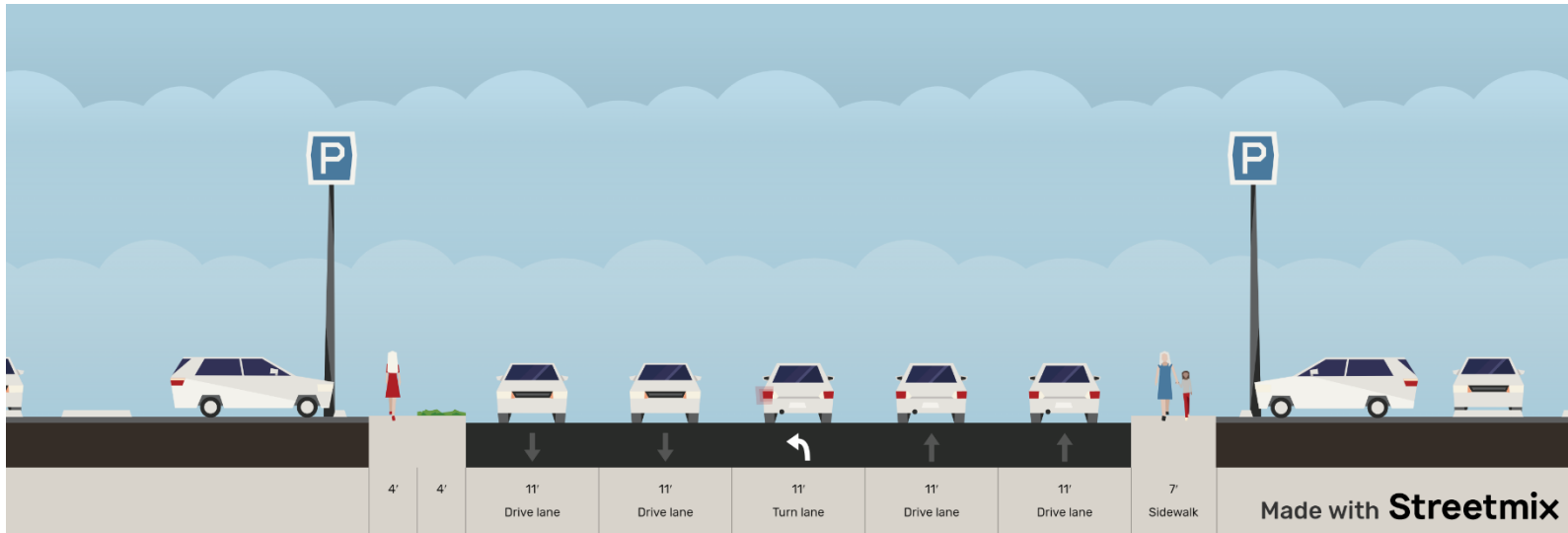
Chester Pike at East South Avenue



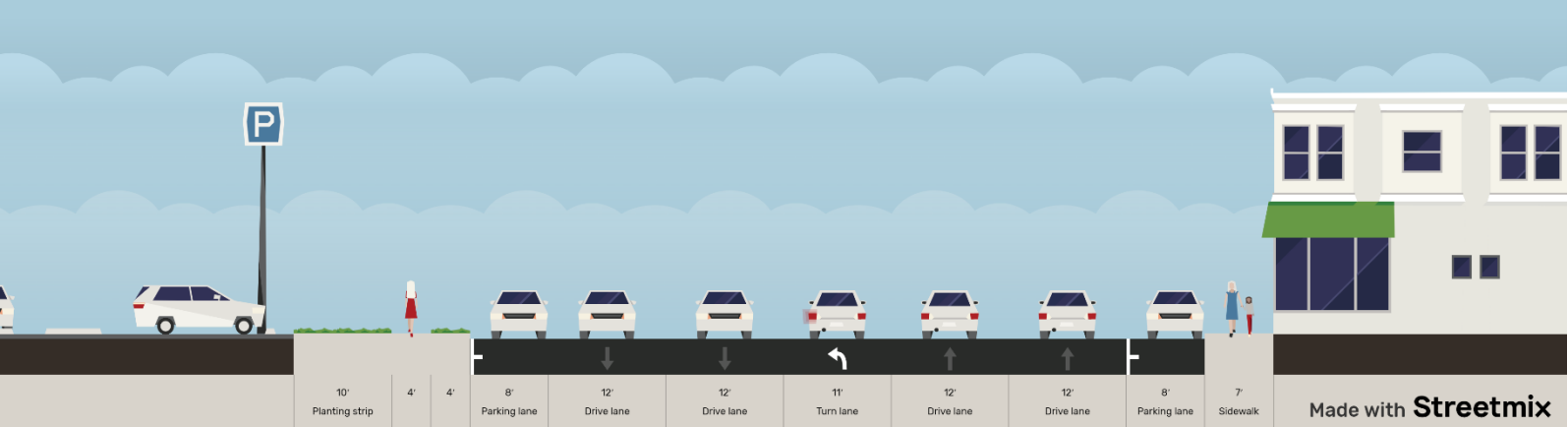
Sharon Hill Borough Chester Pike at Clifton Avenue



Chester Pike at Calcon Hook Road



Chester Pike at Sharon Avenue



SEPTA SEPTA BUS STOP DESIGN RESOURCES

SEPTA TRANSIT SUPPORTIVE COMMUNITY DEVELOPMENT

Part of a comprehensive program to deliver a seamless, lifestyle transit network, this supports efforts to implement the Strategic Plan, SEPTA Forward, and aligns with the Authority's vision of transit at the core of our region.

<https://planning.septa.org/projects/transit-supportive-communities/>

SEPTA BUS STOP DESIGN GUIDELINES

The purpose of this report is to provide municipalities in the SEPTA service area, local developers, and other local partners a consistent set of guidelines for designing surface transit stops.

<https://planning.septa.org/wp-content/uploads/2021/02/SEPTA-Bus-Stop-Design-Guidelines-2019.pdf>

SEPTA BETTER BUS STOP REVIEW CHECKLIST

This checklist is designed to ensure that quality transit access is a part of a successful development.

https://planning.septa.org/wp-content/uploads/2022/02/SEPTA-Bus-Stop-Review-Checklist_fillable.pdf

BUILDING BETTER BUS STOPS RESOURCE GUIDE

Pennsylvania Public Transportation Association (PPTA)/PennDOT

Includes model Subdivision & Land Development (SALDO) and Zoning ordinance language addressing bus stops. At least one municipality in the region has incorporated language from this document in a proposed SALDO update.

<http://ppta.net/pages/betterbusstops>

FEDERAL TRANSIT ADMINISTRATION

Circular 4710.1, Section 3.1.3 on ADA Access

SEPTA does not control rights-of-way off its own properties, but is asked to request improvements from those entities that do hold that control for new, altered, or relocated bus stops.

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_FTA_ADA_Circular_C_4710.1.pdf

U.S. ACCESS BOARD

Section R308 on ADA design for bus stops

<https://www.access-board.gov/prowag/chapter-r3-technical-requirements>

SEPTA Bus Ridership Data**Eastbound Route 114 Stop by Stop Ridership for Fall 2021**

Eastbound Route 114	Boards	Leaves	Load
Chester Pk & Acres Dr - FS	5	2	22
Chester Pk & Amosland Rd	1	2	26
Chester Pk & Ashland Av	1	11	24
Chester Pk & Baldwin Towers Dr - FS	0	0	21
Chester Pk & Bartlett Av	4	5	18
Chester Pk & Brainerd Blvd	8	38	19
Chester Pk & Burk Av	10	6	23
Chester Pk & Calcon Hook Rd - MBNS	4	5	18
Chester Pk & Catania Park - MBNS	0	1	22
Chester Pk & Cleveland Av	2	0	25
Chester Pk & Clifton Av - FS	8	19	17
Chester Pk & Gardner Av	0	4	24
Chester Pk & Garfield Av - FS	0	2	25
Chester Pk & Glenolden Av	7	9	25
Chester Pk & Grays Av	1	0	25
Chester Pk & Hetzel Rd	0	0	22
Chester Pk & Huron Av	3	1	25
Chester Pk & Kenny Av - MBFS	0	0	18
Chester Pk & Knowles Av	2	2	25
Chester Pk & Lamont Av - FS	2	3	25
Chester Pk & Laurel Rd	3	6	18
Chester Pk & Lincoln Av	20	7	23
Chester Pk & MacDade Blvd	9	10	17
Chester Pk & Morris Av	3	2	22
Chester Pk & Pine St	0	1	18
Chester Pk & Princeton Av - FS	10	8	21
Chester Pk & Prospect Av	6	4	23

Appendix B: Transportation Resources

Chester Pk & Ridley Av	0	0	22
Chester Pk & Ridley Av	4	7	18
Chester Pk & Rodney Rd	2	9	22
Chester Pk & Sellers Av - FS	0	3	22
Chester Pk & Smiley St	3	4	20
Chester Pk & South Av	8	9	25
Chester Pk & Stewart Av	1	2	22
Chester Pk & Summit Av	4	4	24
Chester Pk & Swarthmore Av	6	3	22
Chester Pk & Winona Av	10	4	26
Eastbound Total	147	193	22

Source: SEPTA FY 2020 Annual Service Plan. Nov 19 (septa.org)

Westbound Route 114 Stop by Stop Ridership for Fall 2021

Westbound Route 114	Boards	Leaves	Load
Chester Pike & Florence Av	0	0	10
Chester Pike & Sharon Av	19	19	10
Chester Pk & Acres Dr	1	3	14
Chester Pk & Amosland Rd	3	4	15
Chester Pk & Ashland Av	7	2	12
Chester Pk & Baldwin Towers Dr	0	1	15
Chester Pk & Bartlett Av	2	13	10
Chester Pk & Brainerd Blvd - FS	52	12	11
Chester Pk & Burk Av - FS	4	5	16
Chester Pk & Calcon Hook Rd	4	6	10
Chester Pk & Catania Park - FS	0	0	15
Chester Pk & Cherry St	5	1	11
Chester Pk & Cleveland Av	1	2	15
Chester Pk & Comerford Av - FS	0	1	15
Chester Pk & Gardner Av	3	2	13
Chester Pk & Glenolden Av	14	8	14

Chester Pk & Grays Av	1	0	14
Chester Pk & Hetzel Av	0	0	15
Chester Pk & Huron Av - FS	1	4	15
Chester Pk & Kenny Av - MBNS	8	2	11
Chester Pk & Knowles Av - FS	2	0	13
Chester Pk & Lamont Av	2	3	11
Chester Pk & Lincoln Av	11	16	14
Chester Pk & MacDade Blvd - FS	6	2	12
Chester Pk & Madison Av	0	0	15
Chester Pk & McCormick Av	2	0	15
Chester Pk & Pine St	2	0	12
Chester Pk & Princeton Av - FS	12	12	14
Chester Pk & Prospect Av	9	5	15
Chester Pk & Rambler Rd	23	9	12
Chester Pk & Ridley Av	2	6	11
Chester Pk & Ridley Av - FS	2	0	15
Chester Pk & Rodney Rd	3	1	16
Chester Pk & S Taylor Av	0	1	15
Chester Pk & Sellers Av	1	5	15
Chester Pk & Smiley St - FS	0	1	15
Chester Pk & South Av	7	10	15
Chester Pk & Summit Av	6	5	15
Chester Pk & Swarthmore Av	4	3	15
Chester Pk & Welcome Av - FS	0	0	15
Chester Pk & Winona Av	6	12	16
Westbound Total	225	176	14
Total	372	369	18

Source: SEPTA FY 2020 Annual Service Plan. Nov 19 (septa.org)

SEPTA Regional Rail

SEPTA Regional Rail Ridership

Municipality	Boards	Leaves	Total
Ridley Park	217	227	444
Prospect Park	182	176	358
Norwood	267	238	505
Glenolden	170	200	370
Sharon Hill	98	95	193
Curtis Park	68	87	155

Source: SEPTA FY 2020 Annual Service Plan. Nov 19 (pg. 43-46)

SEPTA Trolley

SEPTA Trolley Ridership

Route 102 (Trolley)	Boards	Leaves	Total	Scheduled Trips	Station Economic Performance
Sharon Hill Station	443	475	918	124	740

Source: SEPTA FY 2020 Annual Service Plan. Nov 19 (pg. 40)

Appendix C

FUNDING SOURCES

Appendix C: Funding Sources

TRANSPORTATION

Automated Red Light Enforcement – PennDOT (ARLE)

- Eligibility: Municipalities, Planning organizations, Commonwealth agencies
- Purpose: ARLE is a tool to help improve safety at intersections by delivering an automated enforcement activity that would otherwise be done by a police officer, if enough resources were available. By implementing ARLE, it allows police departments to focus their resources on serious crimes while the ARLE system provides 24/7 automated enforcement at dangerous red-light running intersections.
- Deadline: Annual
- Contact: PennDOT District 6 ARLE Contact, Ashwin Patel
- Phone: (610) 205-6567
- Website: <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDARLE.html>

Congestion Mitigation and Air Quality (CMAQ)

- Eligibility: Public agencies, incorporated private firms, or nonprofit entities, including municipalities, Transportation Management Associations (TMAs), and transportation system operators
- Purpose: Provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM10, PM2.5) that reduce transportation related emissions. General eligible project categories include pedestrian and bicycle projects, transit improvement programs, congestion reduction and traffic flow improvements, and funding of transportation demand management programs, among others.
- Deadline: Annual
- Contact: US Department of Transportation
- Phone: 1 (202) 366-4000
- Website: <https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq>

Community Transportation Association of America Grant Programs

- Eligibility: Local and state governments, public agencies, non-profit transit providers, and community organizations
- Purpose: To promote better transportation options.
- Deadline: Varies
- Contact: Community Transportation Association of America @CTMagI
- Phone: 202-415-9682
- Website: <http://www.ctaa.org>

Green Light – Go

- Eligibility: Municipalities, Planning organizations
- Purpose: A competitive state grant program designed to improve the efficiency and operation of existing traffic signals located in the Commonwealth of Pennsylvania.
- Deadline: Annual
- Contact: PennDOT District 6 Green Light – Go Contact, Paul Lutz (Acting Traffic Signal Section Manager)
- Phone: (610) 205-6565
- Website: <https://www.dot.state.pa.us/public/Bureaus/BOMO/Portal/TSPortal/FUNDGLG.html>

Local Technical Assistance Program – Pennsylvania (LTAP)

- Eligibility: Pennsylvania municipalities
- Purpose: Centers are dedicated to transferring transportation technology through training, technical assistance, and other customer services to municipal elected officials and their staff. PennDOT LTAP provides technical information and proven technologies dealing with roadway maintenance and safety methods to meet the growing demands on municipal governments.
- Contact: Pennsylvania Department of Transportation @PennDOTNews
- Phone: 1-800-367-5827
- Website: <https://gis.penndot.gov/ltap/>

Multimodal Transportation Fund (MTF – DCED)

- Eligibility: Municipalities, Councils of Governments, Businesses, Economic Development Organizations, Public Transportation Agencies, Ports-Rail/Freight
- Purpose: Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.
- Deadline: Varies
- Contact: Pennsylvania Department of Community and Economic Development
- Phone: (717) 787-6245
- Website: <https://dced.pa.gov/programs/multimodal-transportation-fund/>

Multimodal Transportation Fund (MTF – PennDOT)

- Eligibility: Municipalities, Councils of Governments, Businesses, Economic Development Organizations, Public Transportation Agencies, Ports-Rail/Freight
- Purpose: The MTF program provides grants to ensure that a safe and reliable system of transportation is available to the residents of this commonwealth and includes establishes dedicated funding for bicycle and pedestrian improvements and established dedicated funding for bicycle and pedestrian improvements.
- Deadline: Varies
- Contact: PennDOT Office of Multimodal Transportation
- Phone: 717-705-1230
- Website: <https://www.penndot.pa.gov/ProjectAndPrograms/MultimodalProgram/Pages/default.aspx#.VfwmI7HD-Uk>

Pennsylvania Infrastructure Bank

- Eligibility: Pennsylvania local governments, transportation authorities, economic development agencies, non-profits, and private corporations
- Purpose: To provide low-cost financing for eligible transportation improvements.
- Deadline: Open
- Contact: Pennsylvania Department of Transportation
- Phone: 717-787-5798
- Website: <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/PA-Infrastructure-Bank.aspx>

People for Bikes Community Grants

- Eligibility: Federal, state, regional, county and municipal agencies; nonprofits
- Purpose: To fund bicycle facilities and paths.
- Deadline: One to two grant cycles per year
- Contact: People for Bikes @peopleforbikes
- Phone: 303-449-4893
- Website: <http://www.peopleforbikes.org>

Transportation Alternatives Program Set Aside Program (TAP)

- Eligibility: Pennsylvania local governments and counties, state and federal agencies, non-profits
- Purpose: Funds non-traditional projects. Examples of eligible TA Set-Aside projects include bicycle or pedestrian facilities, conversion of abandoned railway corridors to trails, overlooks and viewing areas, historic preservation and rehab of historic transportation facilities, vegetation management, and wildlife mortality mitigation projects, among other types.
- Deadline: Varies
- Contact: Delaware Valley Regional Planning Commission

- Phone: 215-592-1800
- Website: <https://www.dvrpc.org/tap/pa>

Transportation and Community Development Initiative (TCDI)

- Eligibility: Municipalities
- Purpose: Grant opportunity that supports smart growth initiatives that implement the Connections 2050 Plan for Greater Philadelphia. TCDI focuses on linking land use and transportation planning by: Improving the overall character and quality of life; Enhancing the existing transportation infrastructure capacity; Promoting and encouraging the use of transit, bike, and pedestrian transportation modes; Building capacity in our older suburbs and neighborhoods; Reinforcing and implementing improvements in designated Centers; and Protecting our environment.
- Deadline: Varies
- Contact: Delaware Valley Regional Planning Commission
- Phone: 215-592-1800
- Website: <https://www.dvrpc.org/TCDI/>

SMART GROWTH AND COMMUNITY REVITALIZATION

Business in Our Sites Grants/Loans (BOS)

- Eligibility: Pennsylvania municipalities, municipal authorities, redevelopment/industrial development agencies, private developers
- Purpose: All site development activities that are required to make a site shovel-ready. Sites must be previously utilized property or undeveloped property that is planned and zoned for development.
- Deadline: Open
- Contact: Pennsylvania Department of Community and Economic Development
- Phone: (717) 787-6245
- Website: <https://dced.pa.gov/programs/business-in-our-sites-grants-and-loans-bos/>

Community Development Block Grant (CDBG)

- Eligibility: Local governments, non-profits, and for-profit developers
- Purpose: CDBG funding may be used for acquisition of real property, relocation and demolition, rehabilitation of residential/nonresidential structures, construction of public facilities and improvements, such as water and sewer facilities, streets, and neighborhood centers, and the conversion of schools for eligible purposes, handicap access to public buildings, streets, curbs and sidewalks, historic preservation, planning and fair housing.
- Deadline: Annual
- Contact: Delaware County Office of Housing and Community Development (OHCD)
- Phone: 610-891-5425
- Website: <https://www.delcopa.gov/hcd/cdbg.html>

Elm Street Program

- Eligibility: Pennsylvania local governments, redevelopment authorities, non-profit economic development organizations, other non-profits, business improvement districts, and neighborhood improvement districts.
- Purpose: To provide mixed-use areas in proximity to central business districts.
- Deadline: Open
- Contact: Pennsylvania Downtown Center
- Phone: 717-233-4675
- Website: <http://www.padowntown.org>

Keystone Communities Program (KCP)

- Eligibility: Units of local government, redevelopment and/or housing authorities, nonprofit organizations
- Purpose: A flexible tool for community and economic development for a variety of uses including planning activities, façade grant programs, accessible housing programs, and development grants.

- Deadline: Designation applications are accepted at all times. Competitive funding applications are accepted July 1 through August 31.
- Contact: Pennsylvania Department of Community and Economic Development
- Phone: (717) 787-6245
- Website: <https://dced.pa.gov/programs/keystone-communities-program-kcp/>

Main Street Program

- Eligibility: Pennsylvania municipalities and downtowns
- Purpose: Provides funds for administrative costs associated with Main Street Manager positions and offices, physical improvements, and acquisition costs.
- Deadline: Varies; program on hold
- Contact: Pennsylvania Department of Community and Economic Development
- Phone: 717-233-4675
- Website: <http://www.padowntown.org>

Tax Increment Financing (TIF) Guarantee Program

- Eligibility: Pennsylvania municipalities and their authorities
- Purpose: To promote and stimulate the general economic welfare of various regions and communities and assist in the development, redevelopment, and revitalization of brownfield sites.
- Deadline: Open
- Contact: Pennsylvania Department of Community and Economic Development
- Phone: (717) 783-1109
- Website: <https://dced.pa.gov/programs/tax-increment-financing-tif-guarantee-program/>

INFRASTRUCTURE

Growing Greener Grants

- Eligibility: Pennsylvania municipalities, authorities, or private entities eligible under PENNVEST
- Purpose: Infrastructure improvements such as drinking water, wastewater, or stormwater.
- Deadline: Varies
- Contact: Pennsylvania Infrastructure Investment Authority (PENNVEST)
- Phone: 717-783-6798
- Website: <http://www.pennvest.pa.gov>

H20 PA Flood Control Projects

- Eligibility: Pennsylvania municipalities, municipal authorities, independent agencies, and the Commonwealth of Pennsylvania
- Purpose: To construct, improve, repair, or rehabilitate all or part of a flood control system.
- Deadline: Annual
- Contact: Pennsylvania Department of Community and Economic Development
- Phone: (717) 787-6245
- Website: <https://dced.pa.gov/programs/h20-pa-flood-control-projects/>

H20 PA Water Supply, Sanitation Sewer, and Stormwater Projects

- Eligibility: Pennsylvania municipalities and municipal authorities
- Purpose: To construct drinking water, sanitary sewer, and stormwater projects
- Deadline: Annual
- Contact: Pennsylvania Department of Community and Economic Development
- Phone: (717) 787-6245
- Website: <https://dced.pa.gov/programs/h20-pa-water-supply-sanitary-sewer-storm-water-projects/>

HISTORIC PRESERVATION

Cynthia Woods Mitchell Fund for Historic Interiors

- Eligibility: Non-profit or local government members of the National Trust
- Purpose: To assist in the preservation, restoration, and interpretation of historic interiors.
- Deadline: Annual
- Contact: National Trust for Historic Preservation
- Phone: 202-588-6000
- Website: <https://savingplaces.org/>

Emergency/Intervention Funding

- Eligibility: Non-profit or local government members of the National Trust
- Purpose: To provide funding in emergency situations when immediate and unanticipated work is needed to save a historic structure, such as when a fire or other natural disaster strikes.
- Deadline: Open
- Contact: National Trust for Historic Preservation
- Phone: 202-588-6000
- Website: <https://savingplaces.org/>

Historical Marker Grants

- Eligibility: Pennsylvania public agencies or non-profits
- Purpose: To manufacture approved state historical markers
- Deadline: Annual
- Contact: Pennsylvania Historical and Museum Commission @PHMC
- Phone: 717-705-4266
- Website: <http://www.phmc.pa.gov>

Johanna Favrot Fund for Historic Preservation

- Eligibility: Non-profit or local government members of the National Trust
- Purpose: To save historic environments in order to foster an appreciation of our nation's diverse cultural heritage and to preserve and revitalize the livability of the nation's communities.
- Deadline: Annual
- Contact: National Trust for Historic Preservation
- Phone: 202-588-6000

- Website: <https://savingplaces.org/>

Keystone Historic Preservation Construction Grant Program

- Eligibility: Pennsylvania local governments and non-profits
- Purpose: To preserve, restore, and rehabilitate projects listed or eligible for the National Register of Historic Places.
- Deadline: Annual
- Contact: Pennsylvania Historical and Museum Commission @PHMC
- Website: <http://www.phmc.pa.gov/>

Keystone Historic Preservation Project Grant Program

- Eligibility: Pennsylvania local governments and non-profits
- Purpose: To support planning and development projects that identify, preserve, promote and protect historic and archaeological resources of Pennsylvania for both the benefit of the public and the revitalization of communities.
- Deadline: Annual
- Contact: Pennsylvania Historical and Museum Commission
- Phone: 717-783-9927
- Website: <http://www.phmc.pa.gov>

National Trust Community Investment Corporation

- Eligibility: Non-profit organizations and public-sector developers
- Purpose: To make equity investments in the rehabilitation of historic properties eligible for tax credits.
- Deadline: Varies
- Contact: National Trust Community Investment Corporation
- Phone: 202-588-6001
- Website: <https://ntcic.com>

National Trust Preservation Fund

- Eligibility: Nonprofit or local government members of the National Trust
- Purpose: To fund planning, restoration, and educational efforts focused on historic preservation.
- Deadline: February 1, June 1 and October 1
- Contact: National Trust for Historic Preservation
- Phone: 202-588-6000
- Website: <https://savingplaces.org/>

Pennsylvania Certified Local Governments Grant Program (CLG)

- Eligibility: Limited to Pennsylvania Certified Local Governments
- Purpose: To promote and protect historic properties.
- Deadline: Annual
- Contact: Pennsylvania Historical and Museum Commission @PHMC
- Phone: 717-787-3362
- Website: <http://www.phmc.pa.gov>

Preservation Fund of Pennsylvania

- Eligibility: Pennsylvania government agencies, non-profits, or community groups
- Purpose: Please check with Preservation Pennsylvania staff about the availability of funds before applying. To acquire and resell threatened historic properties to buyers who are willing to restore and maintain them, and to make low interest loans directly to organizations and government agencies for the restoration or rehabilitation of specific historic properties.
- Deadline: Open
- Contact: Preservation Pennsylvania
- Phone: 717-234-2310
- Website: [http:// www.preservationpa.org](http://www.preservationpa.org)

Save America's Treasures Grant Program

- Eligibility: Tax-exempt non-profits and local governments
- Purpose: To fund preservation/conservation work on nationally significant cultural and intellectual artifacts and historic structures and sites.
- Deadline: Annual
- Contact: National Park Service
- Phone: 215-597-7995
- Website: <http://www.nps.gov>

PRIVATE AND NON-PROFIT SOURCES

Citizens Bank

- Eligibility: Non-profits
- Purpose: To encourage community development initiatives for economically distressed areas and promote new ways to address issues of economic self-sufficiency.
- Deadline: Open
- Contact: Citizens Bank
- Phone: 267-671-1000
- Website: <https://www.citizensbank.com/community/contributions.aspx>

National Endowment for the Arts - Our Town Program

- Eligibility: Partnerships that involve a non-profit organization and a local government entity
- Purpose: For creative placemaking projects that contribute to the livability of communities. Through project-based funding, the program supports activities that integrate arts, culture, and design into local efforts that strengthen communities.
- Deadline: Varies
- Contact: National Endowment for the Arts @NEAarts
- Phone: 866-606-8220
- Website: <https://www.arts.gov/grants/our-town>

The McLean Contributionship

- Eligibility: Pennsylvania local governments in the Greater Philadelphia area
- Purpose: Grants are awarded in the following program areas: Arts, Culture and Humanities; Education; Environment and Animals; Health; and, Human Services.
- Deadline: Quarterly
- Contact: The McLean Contributionship
- Phone: 610-989-8090
- Website: <https://www.mcleancontributionship.org/>

The Philadelphia Foundation

- Eligibility: Bucks, Chester, Delaware, Montgomery, Philadelphia, Burlington, and Camden county non-profits and charitable organizations
- Purpose: To improve the quality of life in Greater Philadelphia.
- Deadline: Spring and fall
- Contact: Philadelphia Foundation
- Phone: 215-563-6417

- Website: <http://www.philafound.org>

The Reinvestment Fund

- Eligibility: Focused on areas that are moderate- to low-income or have potential for revitalization
- Purpose: To underwrite infrastructure costs for economic growth aimed at improving communities.
- Deadline: Open
- Contact: The Reinvestment Fund @TRFUND
- Phone: 215-574-5800
- Website: www.reinvestment.com

William Penn Foundation

- Eligibility: Must be 501 (c) (3)
- Purpose: To improve quality of life in the Greater Philadelphia region. Funding categories include: i. Creative Communities ii. Great Learning iii. Watershed Protection.
- Deadline: Open
- Contact: William Penn Foundation @WilliamPennFdn
- Phone: 215-988-1830
- Website: <https://williampennfoundation.org/>

OTHER PROGRAMS

Municipal Assistance Program (MAP)

- Eligibility: Pennsylvania municipalities and counties, council of governments, and other intergovernmental organizations
- Purpose: To assist local governments to plan and implement services and improvements, and to manage development with an emphasis on intergovernmental approaches.
 - Shared service activities: consolidating or regionalizing services among multiple counties and municipalities, boundary change studies, and shared personnel. New or expanded intergovernmental initiatives that promote local government efficiencies and effectiveness.
 - Community planning: comprehensive plans and parts thereof, land use ordinances, Transit Revitalization Investment District planning studies and entrepreneurial/innovative plans that support community and economic development improvements. Emphasis on multi-municipal plans.
- Deadline: Open
- Contact: Pennsylvania Department of Community and Economic Development
- Phone: 888-223-6837 or 717-787-8158
- Website: <https://dced.pa.gov/programs/municipal-assistance-program-map/>

