



# Philadelphia Complete Streets Focus Area Plans



# Introduction

Philadelphia has a strong history of planning efforts to improve the city's streets. The city's current comprehensive plan, *Philadelphia2035*, presents ideas for the city to grow and develop over the next 25 years. *Philadelphia2035* has two parts – the *Citywide Vision* sets broad goals and 18 District Plans give specific recommendations. The plan is guided by three strategies: THRIVE, CONNECT, and RENEW. The CONNECT section gives recommendations to improve the city's streets and transit systems. The district plans identified locations that have problems with safety, connectivity and accessibility. This is especially true for the most vulnerable users – people walking and biking. This study focuses on three locations – Fox Chase, Broad Street and Olney Avenue, and sections of Lehigh Avenue.

Recommendations for these areas aim to make pedestrians and cyclists more visible and safe. These changes will also help make these areas more walkable and boost their economic health.

## Public Engagement and Data Collection

To create *Philadelphia2035*, the Philadelphia City Planning Commission (PCPC) worked with the public to set the goals and recommendations. PCPC produced a public engagement process that included over 60 meetings and workshops. The three locations in this study were identified by the public as problem areas for pedestrians and cyclists.

PCPC staff and the consultant did field visits to Fox Chase, Lehigh Avenue, and Broad and Olney in October 2019. Small groups of stakeholders were invited to participate and performed walk audits. An intercept survey was also available to the public to garner additional feedback. The following recommendations incorporate stakeholder concerns and desires.

## What Makes A Complete Street?

Philadelphia's streets serve many functions. Many people use the city's streets. Children go to school, parents commute to work, and neighbors visit stores and community services. Cars dominate the city's streets, often making it unsafe for those who walk or bike. Streets need to serve everyone: pedestrians, bicyclists, motorists, transit riders, commercial trucks, and emergency vehicles.

Complete Streets takes a different approach to traditional street design – a multi-modal approach. Road users of all ages and abilities are able to safely move along and across a Complete Street. A Complete Streets design is for the safe interaction of travelers.

Planning and building a robust and well-connected transportation system will enhance the mobility, equity, and quality of life in the City's neighborhoods. Complete Streets also allows people to integrate physical activity into their daily commute. Expanding travel options helps the City improve health outcomes for Philadelphia residents.

The City released the *Philadelphia Complete Streets Design Handbook* in 2017. This handbook shows how multi-modal street design can be implemented on all of the city's streets. This process seeks to create better communities for people to live, play, work, and shop.

Four principles for Complete Street design emerged for this project. These are: streets should be safe, connected, accessible, and made for humans instead of cars.

- **Safe** - The design of streets should promote safety for all users at all hours.
- **Connected** - Streets should provide connections to destinations. These include civic institutions, shops, transit, and parks.
- **Accessible** - Design should make sure that everyone of all ages and abilities can use the street.
- **Human-scale** - Furniture, lights, and signals should be oriented and sized for people. Signs should be clear and legible for people walking or driving along the street.

## Recommendation Concepts

The following sets of recommendations try to address the goals of creating safe, connected, accessible, and human-scaled streets.

Each focus area has three concepts – A, B, and C. All three meet the goals of a Complete Street, but have different levels of interventions. Concepts may also be considered as phases. Concept C recommends the greatest changes to the built environment. Concept C has the greatest associated safety benefits, but also the greatest cost.

There were several concerns raised in the intercept surveys across all three focus areas. There are concerns about lighting at night. The public also wants improved streets signs that are clear for people walking, driving, or taking transit. Street signs and traffic signals and lighting at night should be installed in all three focus areas.



Broad and Olney is a key intersection for many travel modes.



# Fox Chase

## Context Map

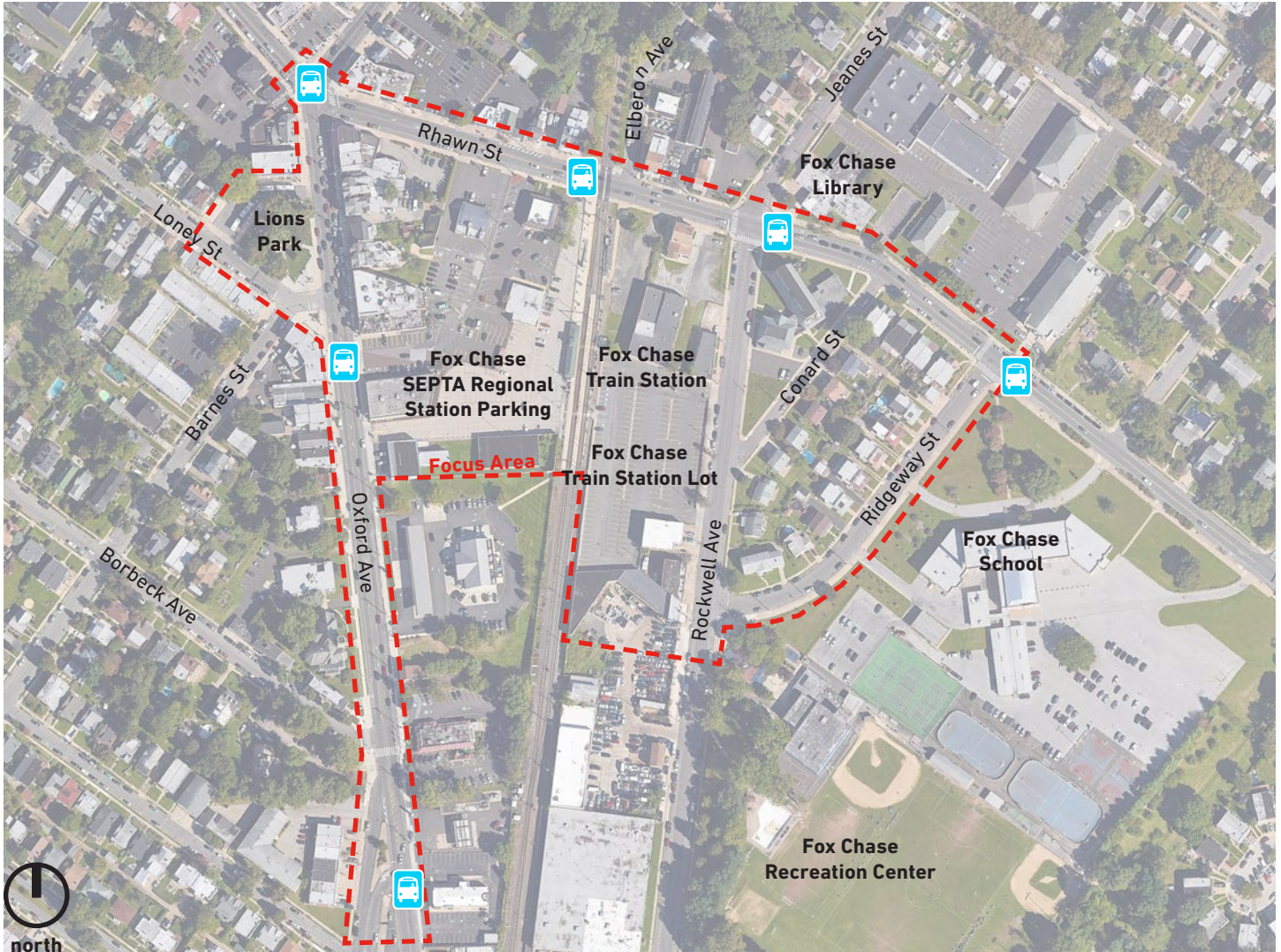


Figure 1: Context map for Fox Chase focus area

Scale: 1" = 300'

## Focus Area

The boundaries of the Fox Chase focus area are Rhawn Street from Oxford Avenue to Ridgeway Street to the north, Oxford Avenue and Lions Park to the west, and Rockwell Avenue to the east, and Hartel Avenue to the south.

Fox Chase is in the Central Northeast District of *Philadelphia2035*.



## Existing Conditions

The Fox Chase focus area is a small town center with retail, multiple schools, Fox Chase Library, Fox Chase Recreation Center, and SEPTA's Fox Chase Train Station. The main intersections are Oxford Avenue and Rhawn Street and Rhawn Street and Rockwell Avenue. Though a small area, downtown Fox Chase is important for residents, commuters, and businesses. Integrating transit, retail, and recreation will increase the cohesive feel of the neighborhood and improve safety and connectivity.

### Transit

SEPTA's Fox Chase Train Station is south of Rhawn Street between Oxford Avenue and Rockwell Avenue. The train station has dedicated pedestrian access from Rhawn St. The station has one parking lot to the east and one to the west. There are other parking lots west of the train station for customers of shops on Rhawn and Oxford Streets. There is no formal space for train passengers to be picked-up or dropped-off, though a section of Rhawn Street near Elberon Avenue is commonly used for an informal pick-up or drop-off site.

Access to the train station is essential; 52 percent of Central Northeast District workers commute to outside of the district. Currently, fences dividing nearby parking lots and lack of wayfinding hinder pedestrian access to the train station.

The center of Fox Chase is also home to a SEPTA bus loop. Currently, SEPTA buses load passengers in two rows of buses on the loop to the north of Lions Park. A fence separates the bus loop and the park, but residents raised concerns of the close proximity and noise.

### Pedestrian and Bicycle Conditions

Creating safe connections between the Fox Chase Train Station, town center, and public services is a key goal for the focus area. Area residents noted that Oxford Avenue was hard to cross to get to businesses, bus stops or the train station. There are two existing crosswalks on Oxford Avenue: at the intersection with Rhawn Street or further south at Borbeck Avenue. Neither is convenient for walking to and from bus stops near Loney Street or to the train station from the Oxford Avenue exit.



Inactive train track crossing at Rhawn Street



Entrance to SEPTA Regional Station Parking on Oxford Avenue



Wide bus loop by Lions Park

Most sidewalks are of fair condition and width. There are some street trees and landscaping along Oxford Avenue. Wider sidewalks, more frequent crossings, pedestrian-scale lighting, and street landscaping can generate pedestrian activity within the town center.

Rockwell Avenue buffers residential areas and community services from the train station and auto body businesses on the street's west side. There is parallel parking on either side of the street. There are conventional bicycle lanes. Some businesses along Rockwell Avenue require truck loading and unloading. Many residents noted that speeding is common on Rockwell Avenue.

A new trail under construction on the vacant rail right-of-way north of the focus area will connect the area to Lorimer Park and Pennypack Park. The railroad that intersects with Rhawn Street is part of that Rails-to-Trails conversion. This trail will be an asset to residents and will bring visitors to Fox Chase.

### [Retail and Parking](#)

Fox Chase is home to many local businesses, some with historical significance to the area. Improvements to the roads and sidewalks should bolster these businesses. Wide sidewalks, frequent crossings, and bicycle lanes make businesses more visible and easier to get to. Parking is important for Fox Chase business owners. On-street spaces are often used by train commuters instead of consumers. More parking for and safer pedestrian connections to the train station would free up spaces for businesses.

Trees and pedestrian-scaled lighting can make the area an attractive place to live and shop.

## [Introduction to Recommendations](#)

Design concepts for Fox Chase seek to improve connectivity and to increase the cohesive feel of the neighborhood. All concepts address pedestrian access to the train station, retail, and cultural institutions such as the library, school, and recreation center. Concepts make use of landscaped sidewalks, curb extensions, pedestrian refuge islands, flashing beacons, and/ or additional mid-block crossings. The parking lots in the center of the focus area are addressed in Concepts A, B, and C. Recommendations will improve circulation and pedestrian access to the train station.

In order to provide a holistic approach to the safety, accessibility, and connectivity, there are a few recommendations that reach outside of the focus area to integrate the proposals with the wider neighborhood.





Figure 2: Fox Chase Concept A plan rendering

Scale: 1" = 250'

## Concept A

Concept A presents low-cost measures that can be implemented in a short time frame. Smaller-scale interventions reduce speeding and improve safety and connectivity. These recommendations include new marked crosswalks and sidewalks, flashing beacons, and curb extensions. All curb extensions in Concept A are pavement markings and flexible delineators.

Extending the sidewalks south on Oxford and Rockwell Avenues creates pedestrian connections north to Fox Chase. New lighting along the sidewalks would also improve safety and comfort at night.



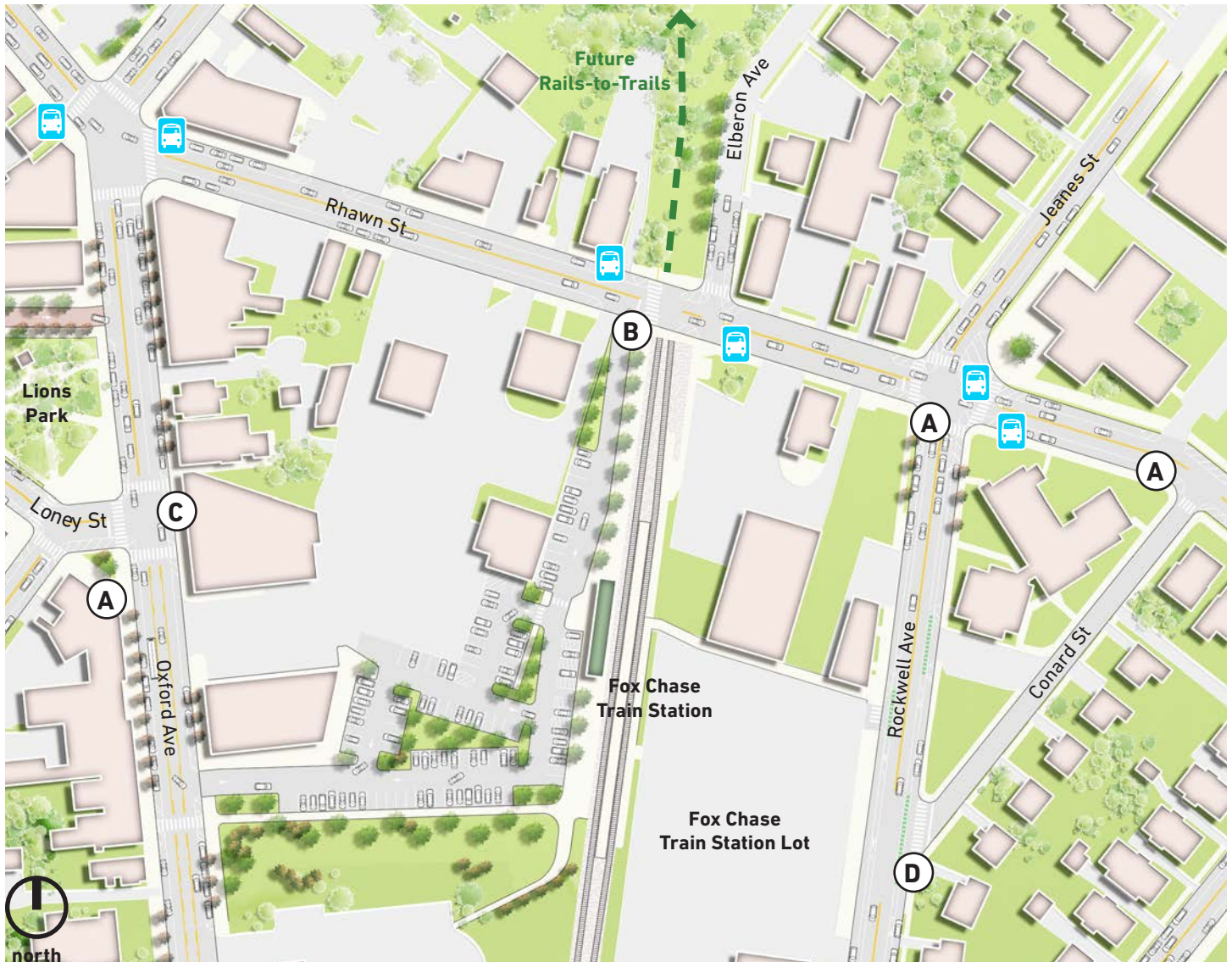


Figure 3: Traffic calming along Rhawn Street and Oxford Avenue

Scale: 1" = 150'

### Concept A: Rhawn Street & Oxford Avenue Traffic Calming

- A. Curbs are extended at intersections with paint and flexible delineators. These curb extensions slow traffic, improve visibility, and reduce crossing distances.
- B. A mid-block crossing with curb extensions and flashing beacons at the intersection of the train tracks and Rhawn Street slows traffic and provides a safer pedestrian crossing. The crossing marks the beginning of the future Rails-to-Trails project north of Rhawn Street.
- C. New marked crosswalks with curb extensions at Loney Street and adjacent to the train station exit give pedestrians additional opportunities to cross Oxford Avenue and helps to slow vehicular traffic along Oxford Avenue.
- D. Extension of existing bicycle lanes on Rockwell Avenue with green pavement markings increase visibility of cyclists to drivers.





Figure 4: Proposed Bus Loop in SEPTA Parking Lot

Scale: 1" = 70'

### Concept A: West Side Train Station Parking Lot Reconfiguration

- A. A mid-block crossing with curb extensions and flashing beacon allow transit users to cross Oxford Avenue without walking a far distance. The proposed crosswalks at Loney Street are roughly 250 feet north of the parking lot exit. The existing crosswalk at Borbeck Avenue is roughly 500 feet south of it.
- B. Concrete islands and landscaping in the train station parking lot create a predictable traffic pattern. Pedestrians can use the recommended crosswalks to safely walk through the parking lot or to their parked vehicle.
- C. Existing private parking lot and buildings of surrounding businesses remains unchanged in Concept A.



Figure 5: Fox Chase Concept B plan rendering

Scale: 1" = 250'

## Concept B

Concept B for Fox Chase builds on Concept A. It provides longer-term recommendations to improve safety and connectivity. Concrete curb extensions would protect pedestrians and bicyclists. Concept B proposes that buildings along Rhawn Street could be redeveloped to make space for an expanded and reconfigured parking lot.



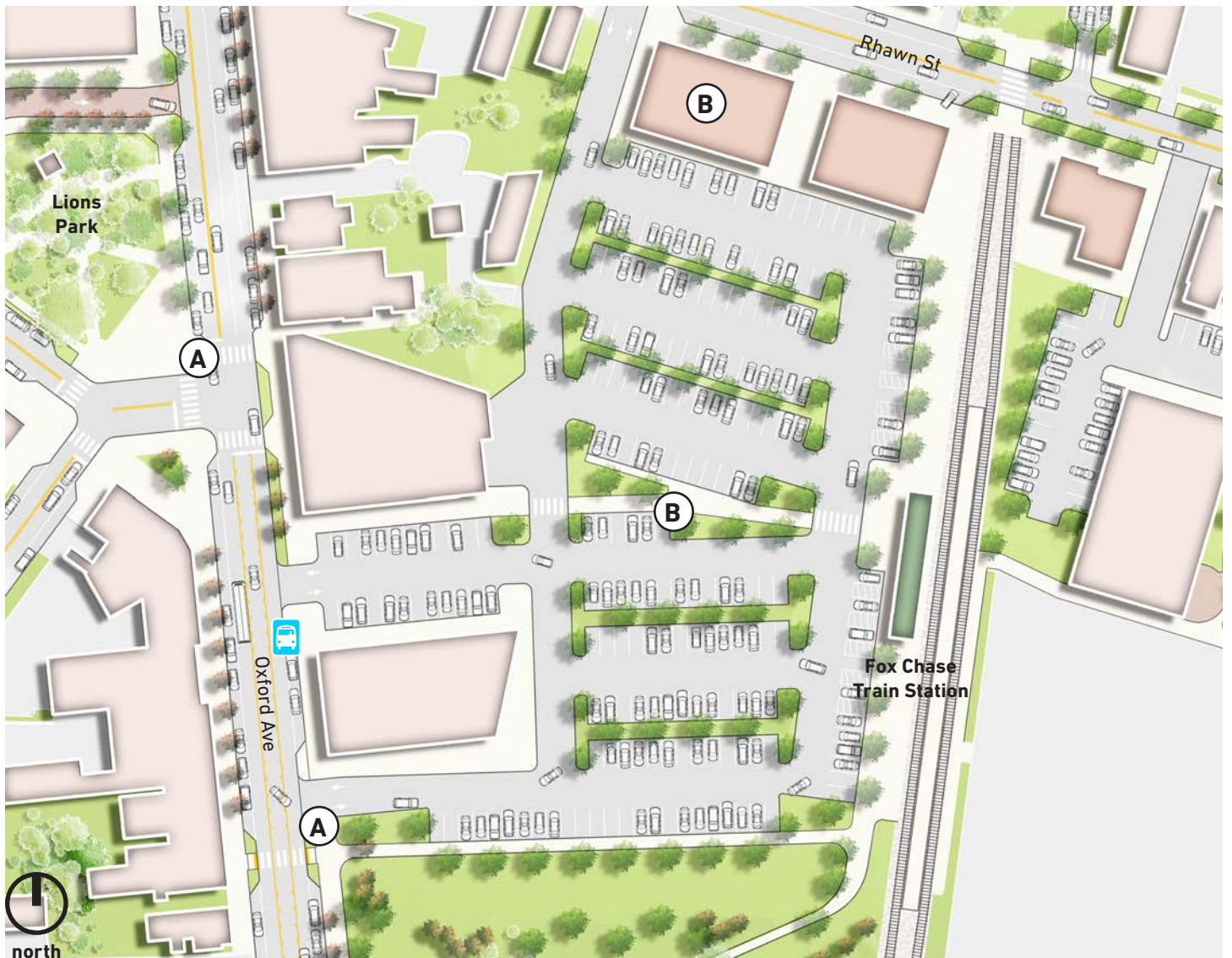


Figure 6: Curb extensions along Rhawn Street

Scale: 1" = 100'

### Concept B: Oxford Avenue Traffic Calming

- A. Curb extensions at pedestrian crossings along Oxford Avenue constructed with concrete and landscaping are more permanent than paint and flexible delineators. They also create a more visible buffer.
- B. Infill development along Rhawn Street creates a consistent visual wall along the street and hides the parking lot from the view of pedestrians. Reconfigured parking lot provides more parking than existing lot. Raised and landscaped medians in the parking lot calms traffic and creates a clear circulation pattern.

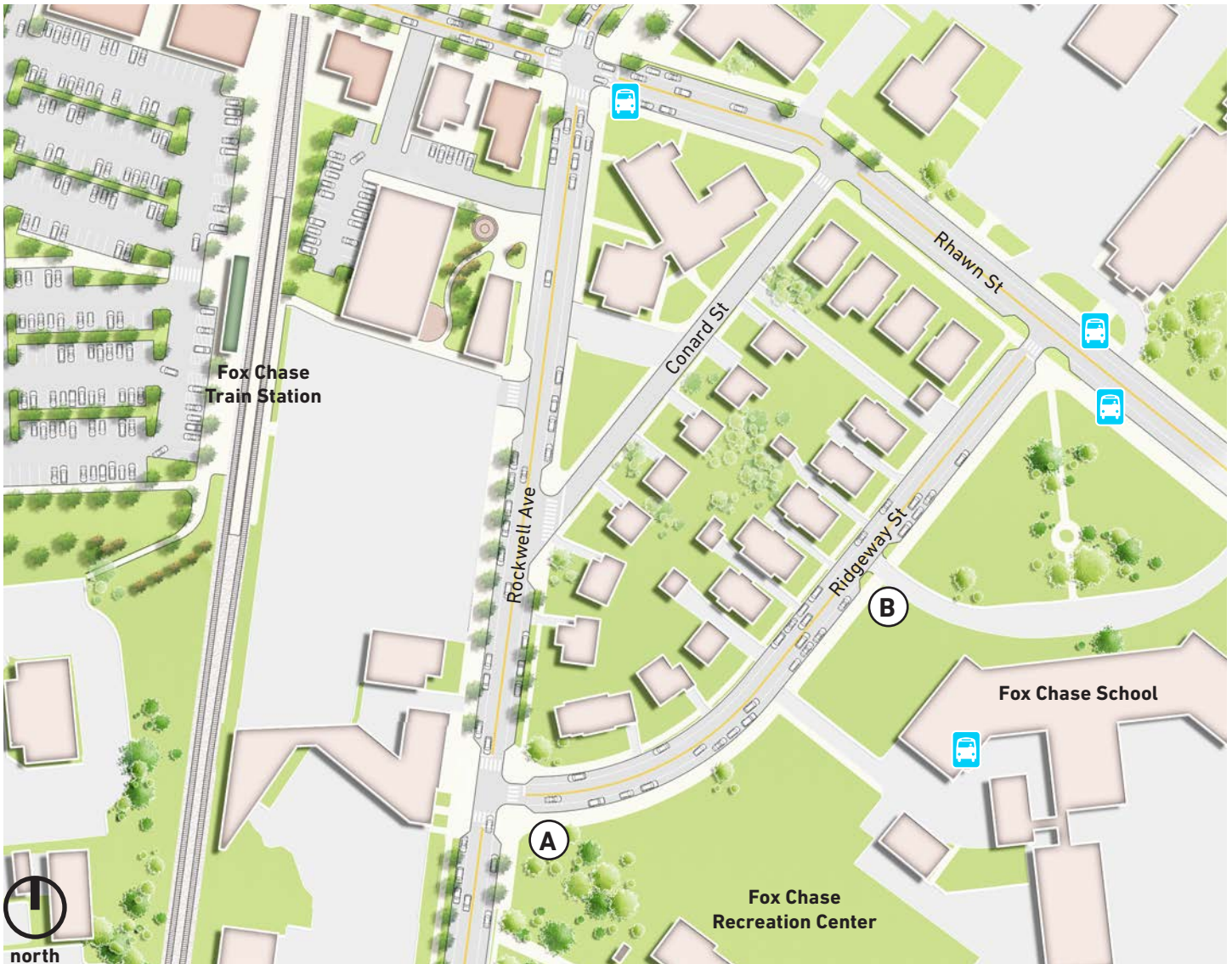


Figure 7: Infill development and traffic calming along Rockwell Avenue

Scale: 1" = 150'

### Concept B: Rockwell Avenue Development and Traffic Calming

- A. Proposed stop-controlled crossing with curb extensions at the intersection of Rockwell Avenue and Ridgeway Street helps reduce vehicular speeds along Rockwell Avenue and provides a safer connection to Fox Chase Recreation Center and Fox Chase School.
- B. Curb extensions at the intersection of Ridgeway Street and the kiss-and-ride loop of Fox Chase School will slow turning vehicles and increase crossing safety for people traveling to Fox Chase School and Fox Chase Recreation Center.





Figure 8: Traffic calming along Oxford Avenue

## Concept C

Concept C provides the greatest safety benefits for people traveling in Fox Chase. The design proposes long-term and more extensive improvements than Concept B. Concept C includes wide sidewalks that improve comfort and safety for people walking to the train station and community assets.

Pedestrian refuge islands supplement mid-block crossings on Oxford Street. All curb extensions and refuge islands will be constructed out of concrete.

In addition, Concept C addresses the train station parking lot and other buildings on Rockwell Avenue. Access from the east side of the train station will help to reduce congestion and drop-offs in the train station parking lot. Concept C proposes a kiss-and-ride for transit riders and angled short-term parking for proposed nearby developments.

Respondents to the final survey preferred Concept C. Those who preferred this concept listed greenery, pedestrian refuges, more parking, and more retail opportunities as reasons.



Figure 9: Rendering of midblock crossing along Oxford Avenue



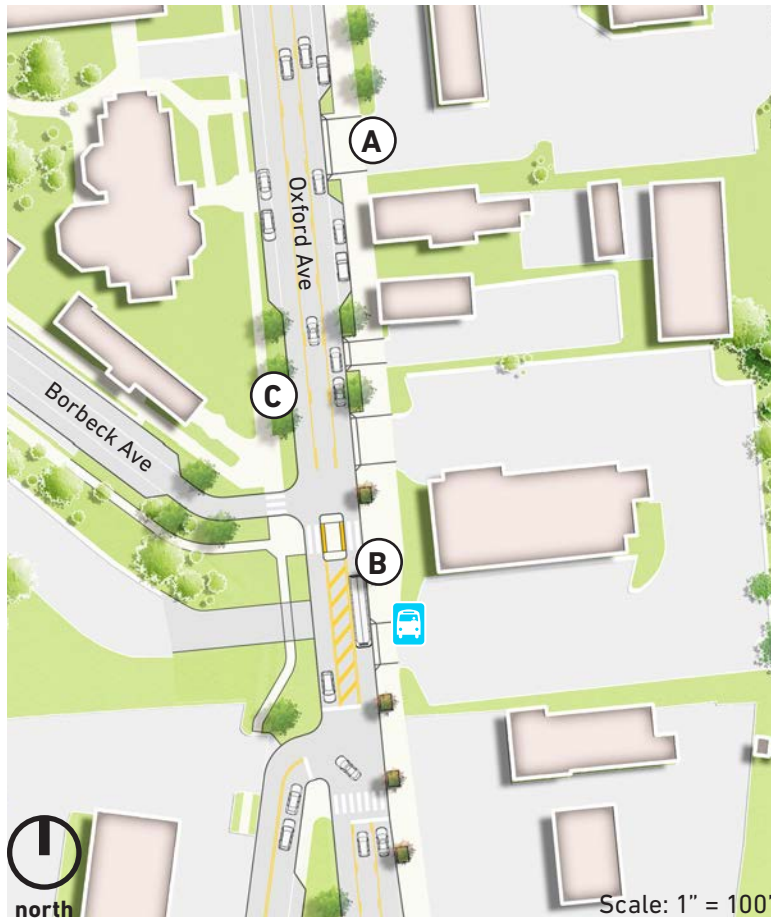


Figure 10: Traffic calming along Oxford Avenue

### Concept C: Oxford Avenue Traffic Calming

- A. Wide sidewalks on the east side of Oxford Avenue create an inviting atmosphere for pedestrians and create room for street trees.
- B. Pedestrian crossing islands for people crossing Oxford Avenue lessons the likelihood of a “multiple threat” crash. Pedestrians have to look for a gap in one lane of traffic at a time. Refuge islands may also slow vehicular traffic entering Fox Chase.
- C. Constructed curb extensions are made longer to create space for landscaping and increase pedestrian visibility.



Figure 11: Bike lanes and curb extensions along Rockwell Avenue

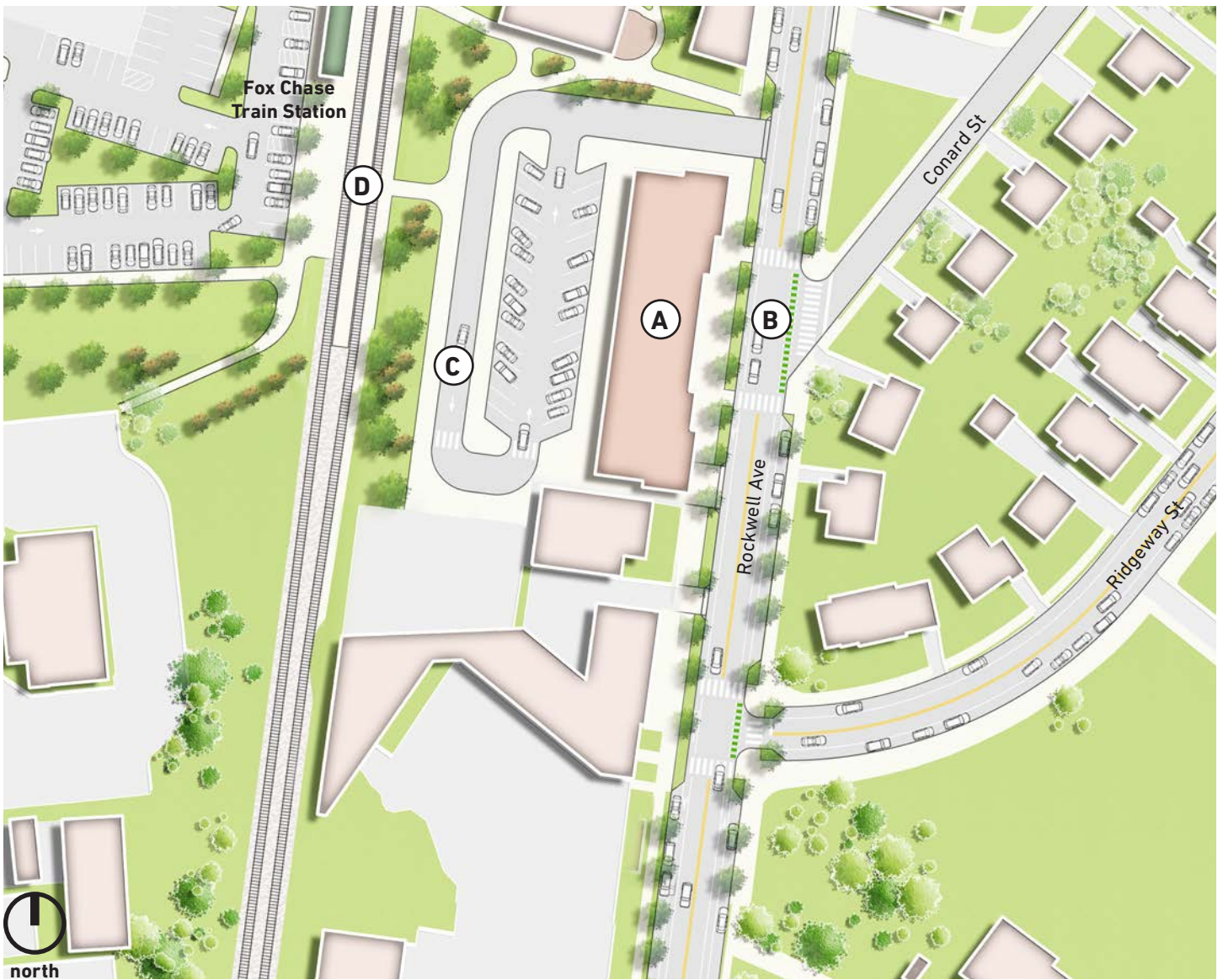


Figure 12: Retail and traffic calming along Rockwell Avenue

Scale: 1" = 100'

### Concept C: Rockwell Avenue Traffic Calming and East Side Train Station Parking Lot Reconfiguration

- A. New parking structure with ground floor retail and landscaping create a consistent street wall along the west side of Rockwell Avenue between Rhawn Street and Ridgeway Street.
- B. New pedestrian crossings with curb extensions at the intersection of Rockwell Avenue and Conard Street provide more places to get to the train station and to Fox Chase Recreation Center.
- C. A kiss-and-ride loop and short-term parking for shoppers is provided in the Fox Chase Train Station Lot.
- D. Redevelopment of train station parking lot allows for an easier and more attractive pedestrian connection from the east side of the train tracks. The recommended path connects Rockwell Avenue and Fox Chase Train Station through the train station parking lot. The crossing should be made ADA accessible.



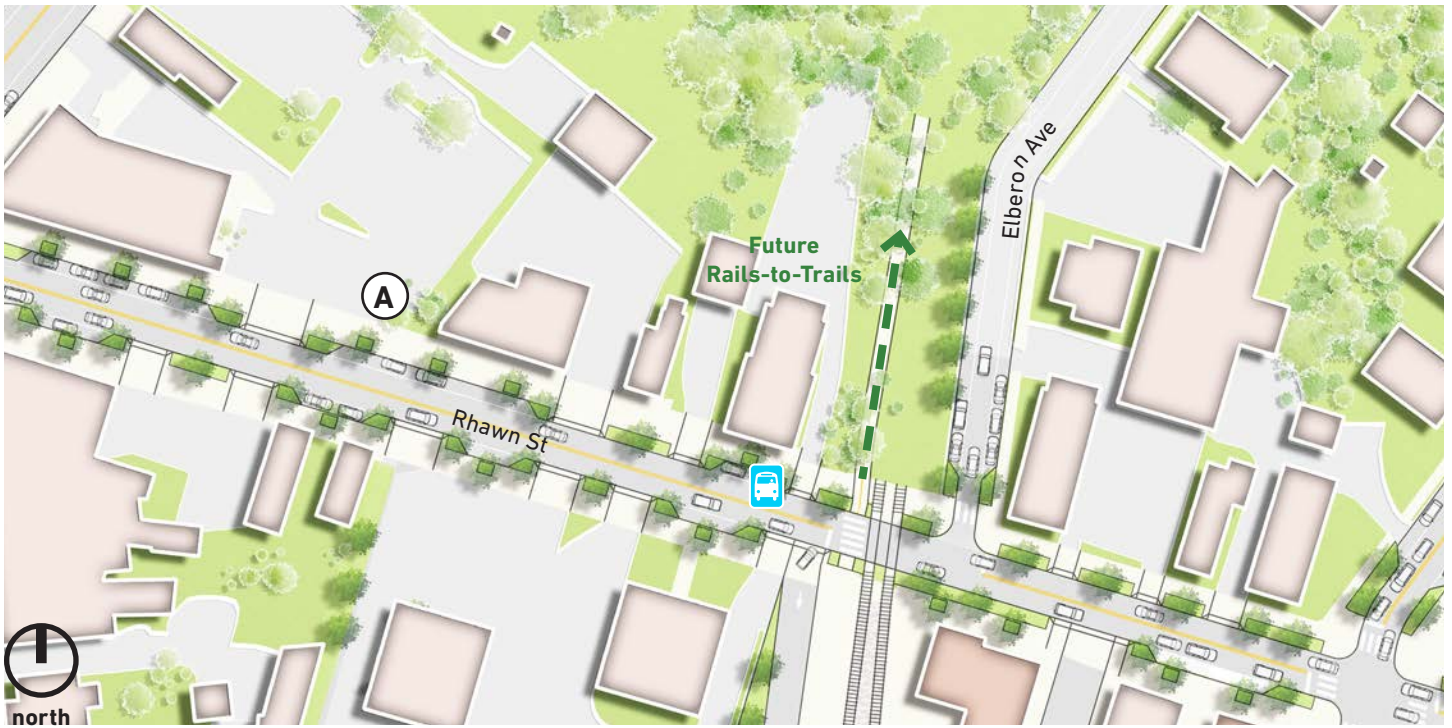


Figure 14: Traffic calming along Rhawn Street

Scale: 1" = 100'

### Concept C: Rhawn Street Pedestrian Improvements

- A. Wide sidewalks on both sides of Rhawn Street increase the space to accommodate pedestrians walking to retail or other nearby community assets. Extended sidewalks also create the opportunity for street trees and other landscaping.



Figure 13: Traffic calming and greening along Rhawn Street





Figure 15: Reconfigured Fox Chase SEPTA Regional Station parking lot

Scale: 1" = 100'

**Concept C: West Side Train Station Parking Reconfiguration**

- A. A pick-up/drop-off zone by the train station provides a safe location for passengers to enter or exit vehicles.



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# Lehigh Avenue

## Context Map



Figure 17: Context map for Lehigh Avenue focus area

Scale: 1" = 600'

### Focus Area

The boundaries of the Lehigh Avenue focus area are Kensington Avenue to the north and Aramingo Avenue to the south. Lehigh Avenue is in the River Wards District of *Philadelphia2035*.



## Existing Conditions

The southeastern side of Lehigh Avenue is mostly three-story houses and corner stores. The northeastern side of has industrial uses. A retaining wall on the northeastern side conceals some of these businesses. Elevated train tracks operate parallel to the focus area. To the south is Saint Anne's church, Cione playground, and Aramingo Square. Visitation BVM Catholic school is north of the focus area.

Lehigh Avenue is a major corridor for cars and trucks. The 85-foot-wide road has four driving lanes, a two-way left turn lane, parallel parking, and bicycle lanes. There are bus stops at Kensington Avenue, Frankford Avenue, and Aramingo Avenue. Lehigh Avenue also intersects with the Market-Frankford Line at Kensington Avenue.

*Philadelphia2035* recommends improving connections and creating a sense of place. Pedestrians and cyclists see Lehigh as a barrier between neighborhoods. Lehigh's intersections with Kensington, Frankford, and Aramingo Avenues connect Kensington, East Kensington, Norris Square, Olde Richmond, and Port Richmond. Restoring these connections and improving public spaces will create a sense of place. Rather than a thoroughfare, stakeholders want to see the corridor as a destination. Avenue residents and visitors. Rather than a thoroughfare, stakeholders are interested in creating a destination out of the corridor.

### Pedestrian and Bicycle Conditions

People should be able to cross Lehigh Avenue safely to access destinations. Limited grocery store options, especially healthy food vendors, remain a challenge here. Walking to the Kensington Community Food Co-Op and Save-a-Lot is important.

Sidewalk conditions are poor throughout the corridor. In the north end of the focus area, broken sidewalks are not accessible. There are no sidewalks on the northeast side between Aramingo and Trenton Avenues.

Driveways and commercial loading are common throughout the corridor. Jacquin's Prestige Liquors operates a loading area near Trenton Avenue. Residents are concerned about the safety of walkers as trucks enter or exit the loading area. Pedestrians are exposed to vehicles entering the Sunoco Gas Station on Frankford Avenue. There is little grade difference between the sidewalk and street. It is unclear where vehicles should enter and exit the station.



Pedestrian crossing Lehigh Avenue at Aramingo Avenue



Truck parked along the eastern wall of Lehigh Avenue



View of intersection with Frankford Avenue

Conventional bicycle lanes exist throughout the corridor. While cyclists appreciate these lanes, the lanes do not offer protection from vehicles. Bicyclists are also not protected at intersections. Drivers on Lehigh Avenue park next to the sidewalk (or retaining wall between Sepviva Street and Aramingo) and the bicycle lane. Parallel parking requires cyclists to interact with drivers parking or exiting their vehicles.

### Opportunities

Although the wide corridor enables speeding, the street can be safer for everyone. People must be able to safely get to Cione Recreation Center, Aramingo Square and other businesses.

Mixed-use development is replacing industry on the northeast side of the Avenue. This will attract new residents and visitors.

## Introduction to Recommendations

The recommendations for this study address intersections at Kensington, Frankford, and Aramingo Avenues. They propose traffic calming, safety, and accessibility for people walking and biking. Recommendations seek to improve sense of place. All concepts recommend bicycle lanes with varying degrees of protection for cyclists. And they maintain on-street parking.



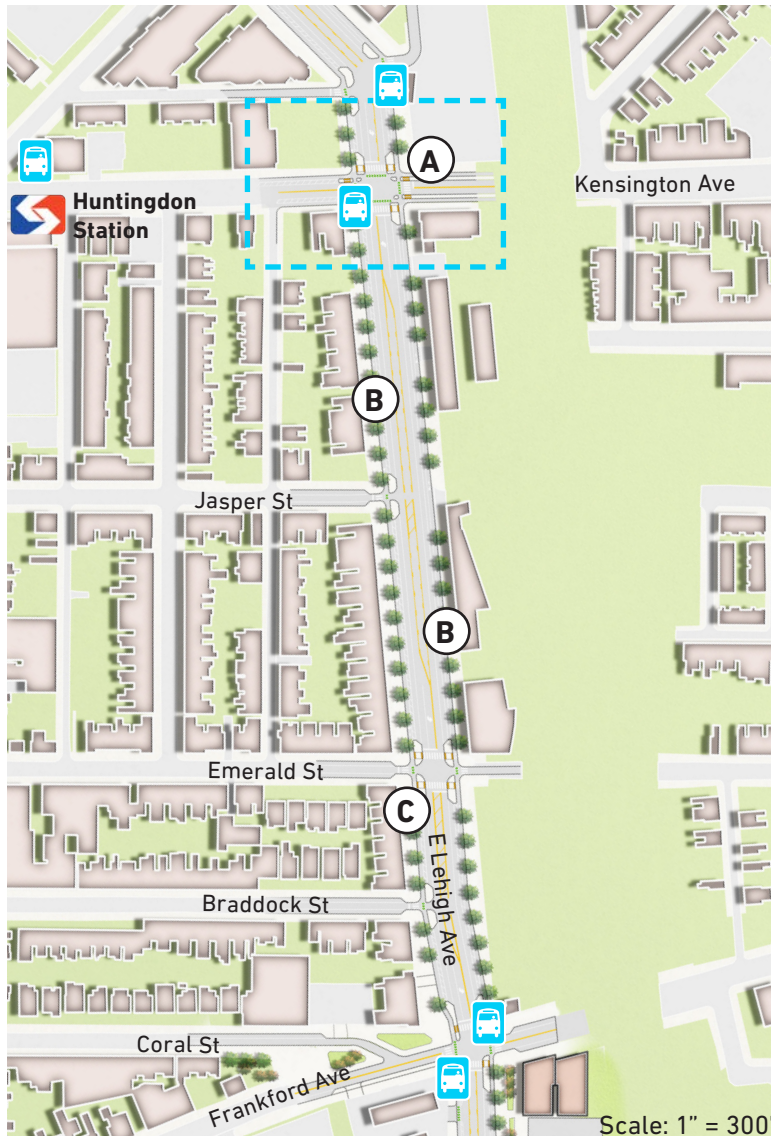


Figure 18: Kensington Avenue to Frankford Avenue

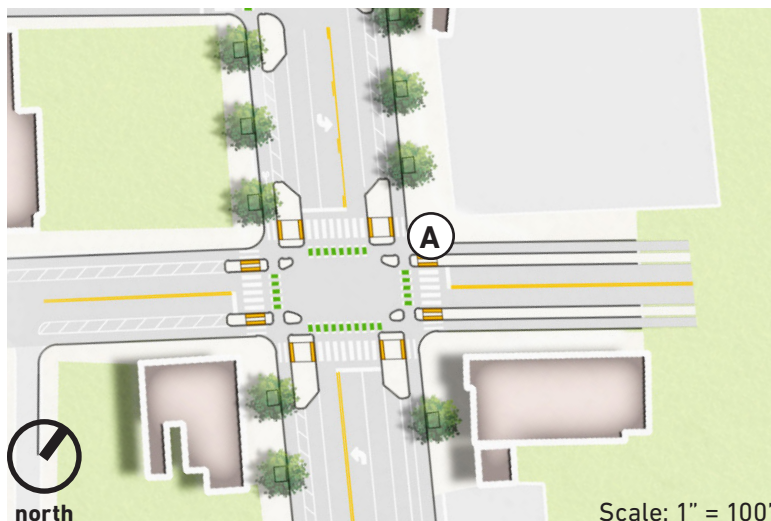


Figure 19: Kensington intersection

## Concept A

Concept A balances safety, connectivity, and accessibility with ease of implementation. The costs and intensity of construction is lowest of the three concepts. The recommendations include narrowing the street to one center turn lane and one travel lane in either direction.

A separated bicycle lane runs the length of Lehigh Avenue. On-street parking, flexible posts, and pavement markings protect it from vehicles. Bulb-outs protect every intersection. They narrow the road for pedestrians crossing. Concept A also recommends parallel parking on the majority of the corridor. All curb extensions would be paint and flexible posts.

Green striped bicycle lane extensions are proposed on all intersections of side streets. These pavement markings increase the visibility of cyclists at intersections.

### Concept A: Kensington Avenue to Frankford Avenue

- A. Protected intersection at Kensington Avenue provides safer crossing for cyclists and pedestrians.
- B. One-way buffered bicycle lane with 8' parking zone and 5' painted buffer provides comfort for cyclists.
- C. Curb extensions, with pavement markings and flexible posts, reduce crossing distances. They also help define parallel parking zones. These may also help to reduce speeding on Lehigh Avenue by narrowing the visual space of the roadway.



Figure 20: Frankford Avenue to Tulip Street

**Concept A: Frankford Avenue to Tulip Street**

- A. Curb extensions, installed with flexible posts and pavement markings, protect pedestrians from turning vehicles.
- B. Parallel parking in front of the mixed-use development on the north side of Lehigh Avenue.
- C. Pavement markings formalize two curb cuts into the Sunoco Gas Station. This will reduce conflicts between cars, pedestrians, and cyclists.



Figure 21: Frankford & Coral intersection



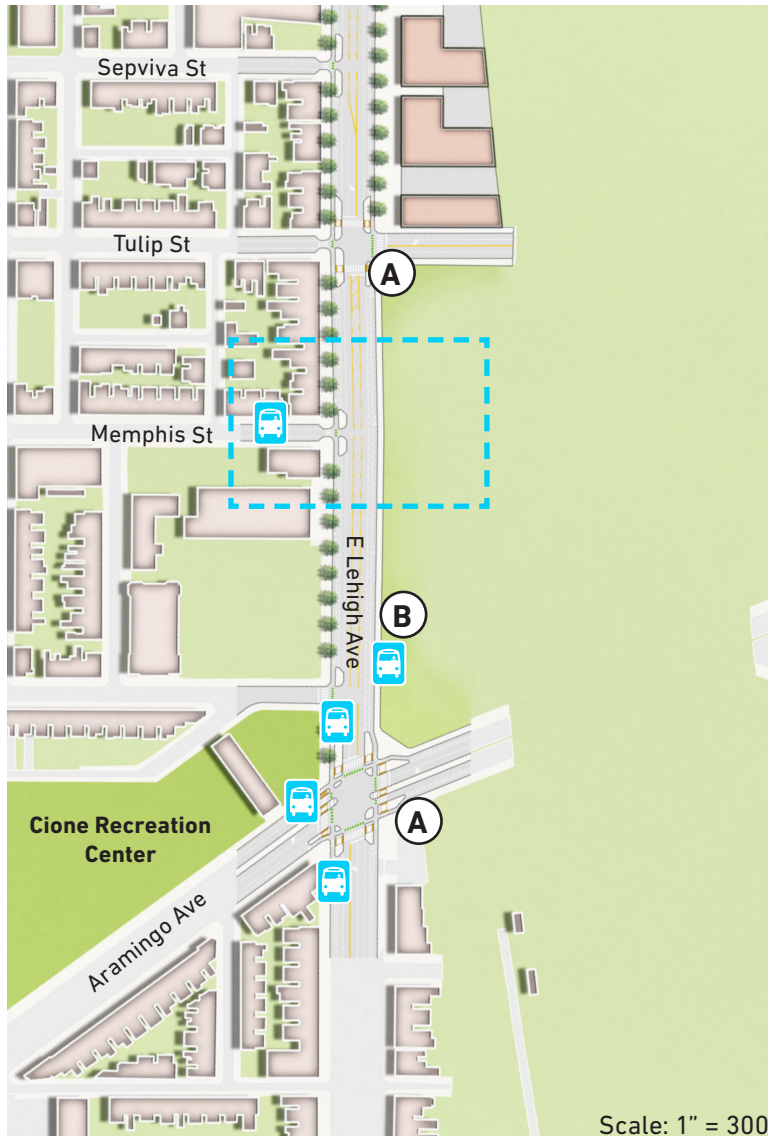


Figure 22: Tulip Street to Aramingo Avenue

**Concept A: Tulip Street to Aramingo Avenue**

- A. Flexible posts, curb extensions and painted islands at intersections reduce crossing distances. They help define parallel parking zones.
- B. Separated bicycle lanes and parallel parking next to the retaining wall between Tulip Street and Aramingo Avenue.

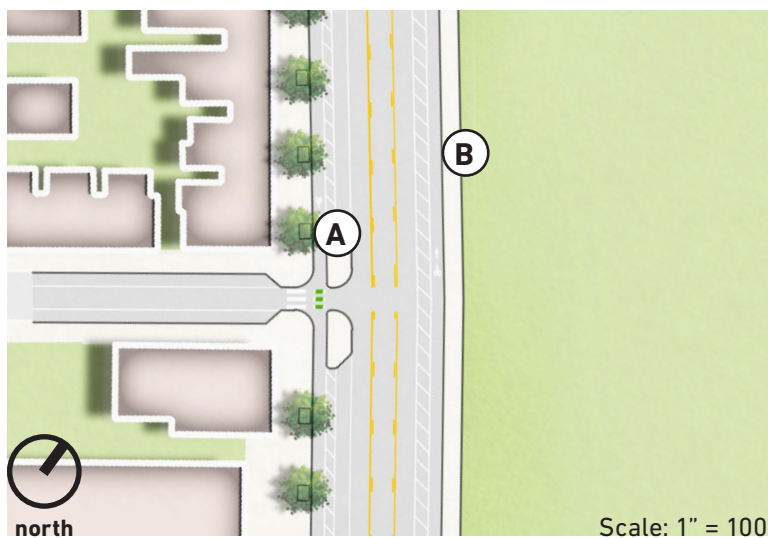


Figure 23: Memphis Street intersection

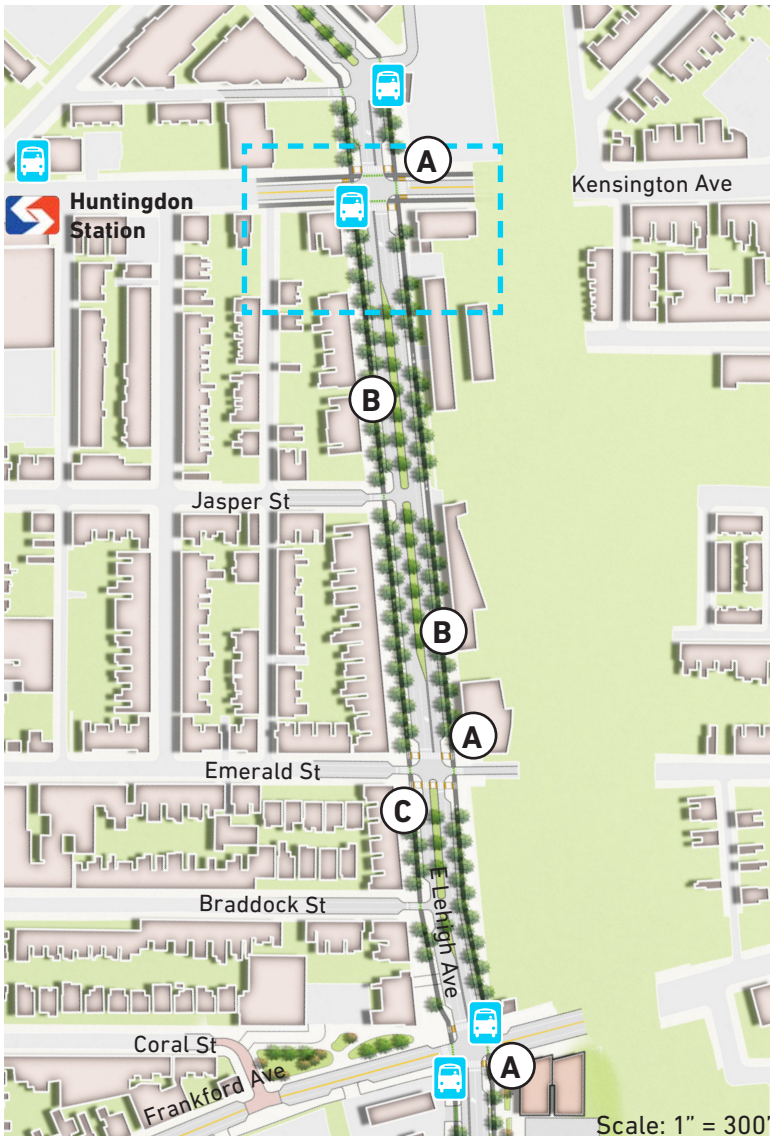


Figure 24: Kensington Avenue to Frankford Avenue

### Concept B

Concept B adds angled parking between Tulip Street and Aramingo Avenue and realigns Coral Street. It creates defined entrances and exits to the Sunoco gas station. And it creates safer crossings at all intersections. It includes narrowing the street to one center turn lane and one travel lane in either direction. Concrete curb extensions would protect pedestrians and bicyclists at intersections.

Most of the corridor would have separated bicycle lanes, protected by pavement markings and parallel parking. Concept B also proposes bicycle lane extensions at all intersections. Buffered bicycle lanes are added on segments of Lehigh Avenue where on-street parking is angled. These provide separation from cars at a lower cost than separated bicycle lanes.

### Concept B: Kensington Avenue to Frankford Avenue

- A. Protected intersections at Kensington Avenue, Emerald Street, and Frankford Avenue make crossing for cyclists and pedestrians safer.
- B. A one-way separated bicycle lane with 8' parking zone and 5' pavement markings provide comfort for cyclists.
- C. Concrete curb extensions at intersections on cross streets reduce crossing distances and help define parallel parking zones.

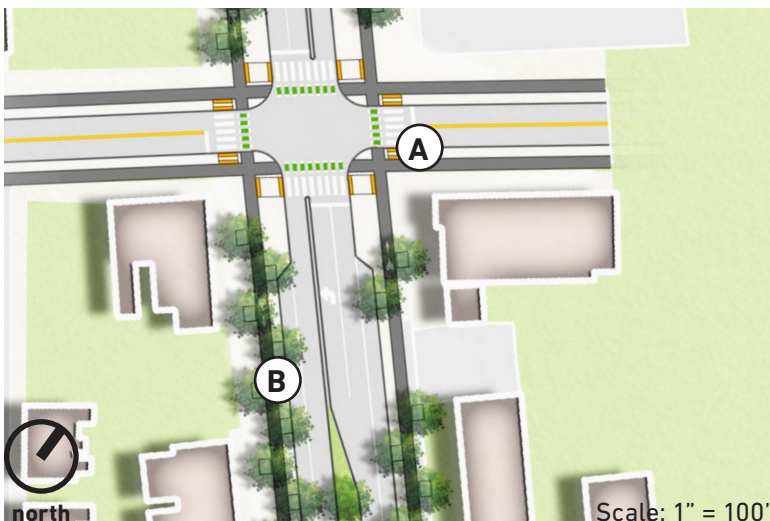


Figure 25: Kensington intersection





Figure 26: Frankford Avenue to Tulip Street

**Concept B: Frankford Avenue to Tulip Street**

- A. Curb extensions at intersections reduce crossing distances and help define parallel parking zones.
- B. Parallel parking in front of the mixed-use development on the north side of Lehigh Avenue.
- C. Coral Street will intersect Frankford Avenue further away from Lehigh Avenue. Extra space from the re-alignment will become a plaza in front of the Kensington Community Food Co-op.
- D. Curb extensions formalize two curb cuts into the Sunoco Gas Station to reduce potential conflicts between cars, pedestrians, and cyclists.
- E. At the western corner of the intersection of Lehigh Avenue and Frankford Avenue, a plaza will replace travel lanes.
- F. No parking will be on the south side of Lehigh Avenue due to lack of right-of-way.



Figure 27: Frankford & Coral intersection

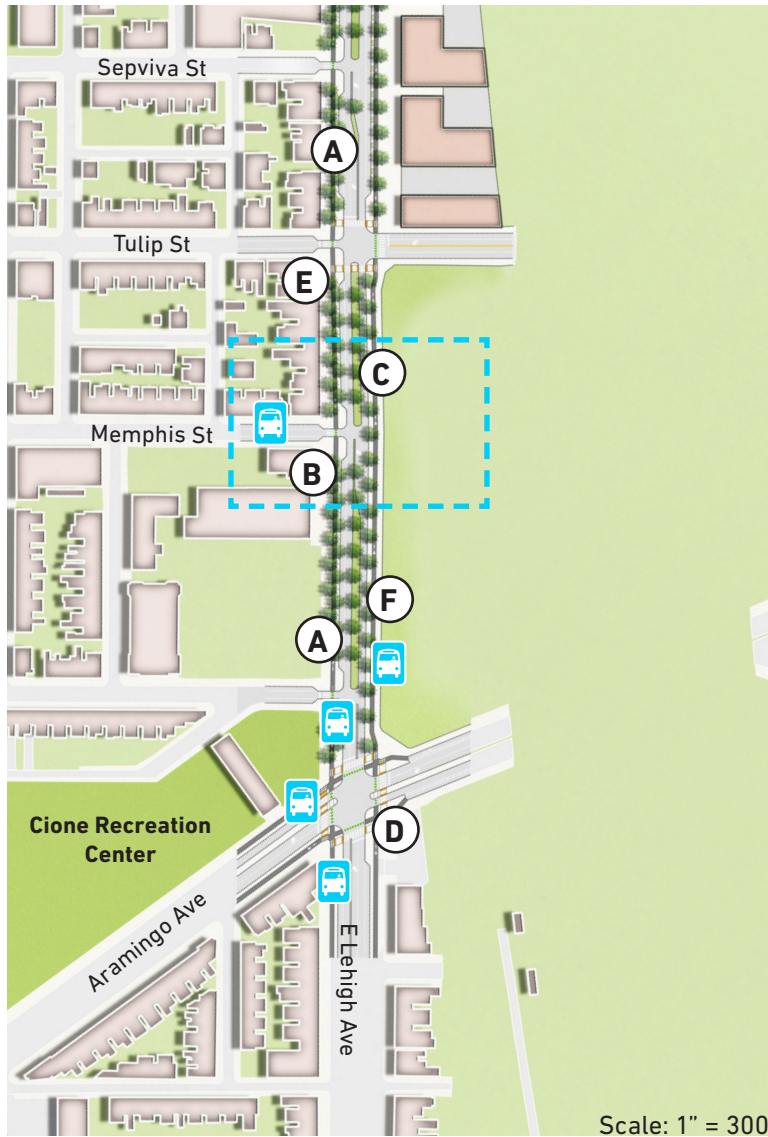


Figure 28: Tulip Street to Aramingo Avenue

**Concept B: Tulip Street to Aramingo Avenue**

- A. Curb extensions at intersections reduce crossing distances and help define parallel parking zones.
- B. Angled parking will be on the south side of Lehigh Avenue between Tulip Street and Aramingo Avenue.
- C. No parallel parking will be on the north side of Lehigh Avenue between Tulip Street and Aramingo Avenue. This is due the retaining wall and to lack of right-of-way.
- D. A protected intersection at Aramingo Avenue makes crossing for cyclists and pedestrians safer.
- E. There will be no western crossing across Lehigh Avenue at Tulip Street. Pedestrians will have a refuge island on the eastern crossing.
- F. Between Tulip Street and Aramingo Avenue, the bicycle lane will be buffered with paint along the north side of Lehigh Avenue. On the south side, the bicycle lane will be separated from traffic using angled parking.

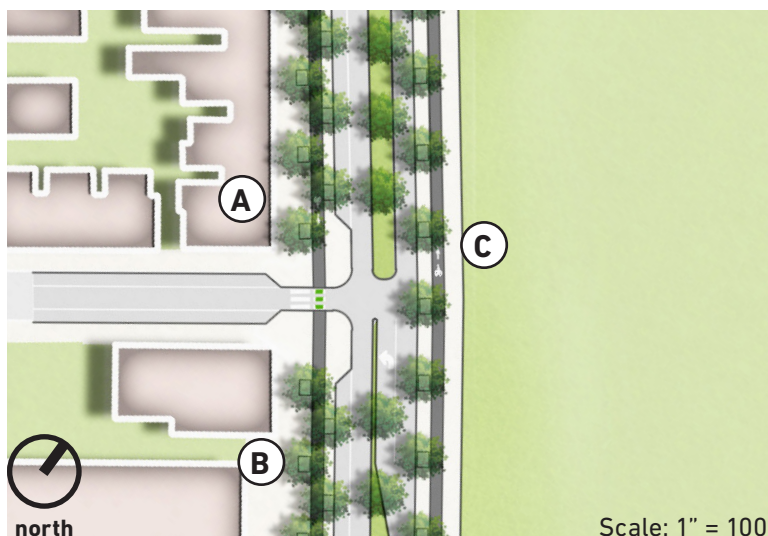


Figure 29: Memphis Street intersection



## Concept C

Concept C provides the most protected facilities for people walking and cycling. This option has the greatest opportunity for adding trees and green space through a center median. Other recommendations include bicycle lane extensions, curb extensions, and separated bicycle lanes.

Bicycle lanes are separated from the roadway with parallel parking and raised concrete. These will be paved with asphalt.

Protected intersections at Kensington Avenue, Emerald Street, Frankford Avenue, and Aramingo Avenue will improve safety for pedestrians and bicyclists. And they slow turning vehicles.

Concept C includes a concrete island to simplify the intersection of Coral Street and Frankford Avenue. It recommends a landscaped plaza at Frankford Avenue and Lehigh Avenue.



Figure 30: Proposed intersection improvements at Lehigh and Kensington

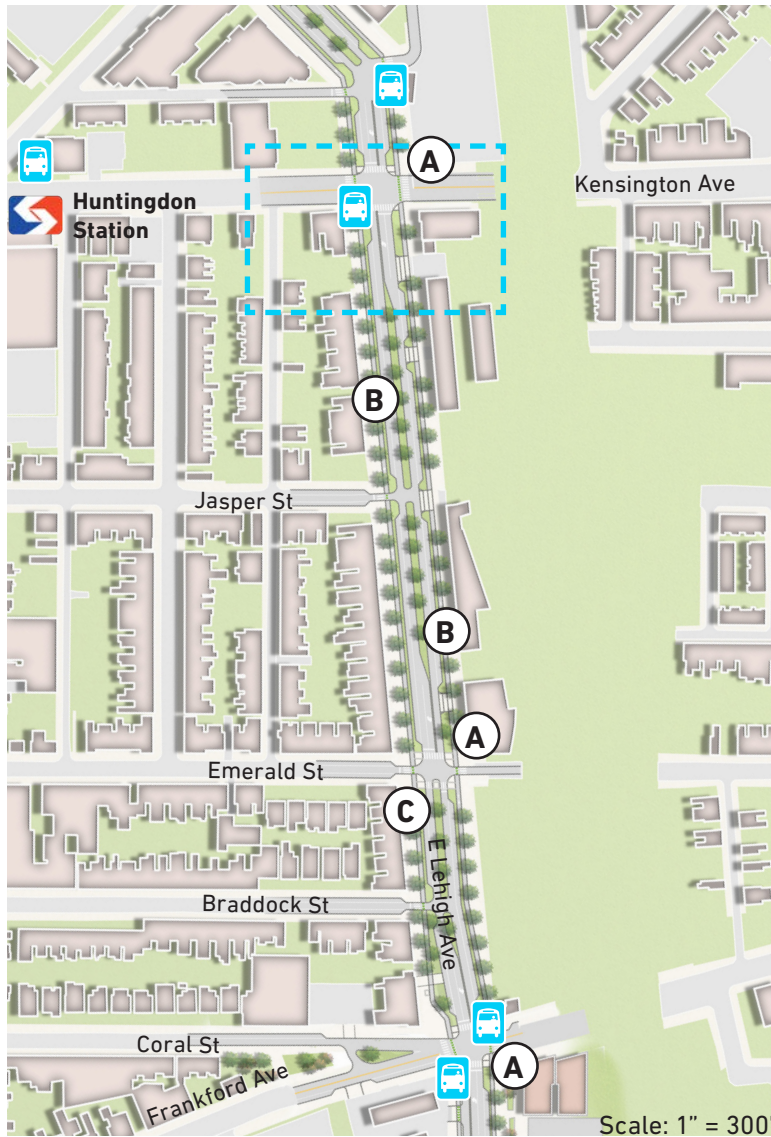


Figure 31: Kensington Avenue to Frankford Avenue

### Concept C: Kensington Avenue to Frankford Avenue

- A. Protected intersections at Kensington Avenue, Emerald Street, and Frankford Avenue provide safer crossings for cyclists and pedestrians.
- B. A one-way separated bicycle lane with 8' parking zone and 5' raised concrete buffers provides comfort for cyclists of all abilities.
- C. Curb extensions at intersections on cross streets reduce crossing distances and help define parallel parking zones.
- D. A planted buffer and landscaped median creates an attractive environment for pedestrians and cyclists.
- E. Separated bicycle lanes are paved with asphalt to increase visibility of the facility and to emphasize cyclist use only.

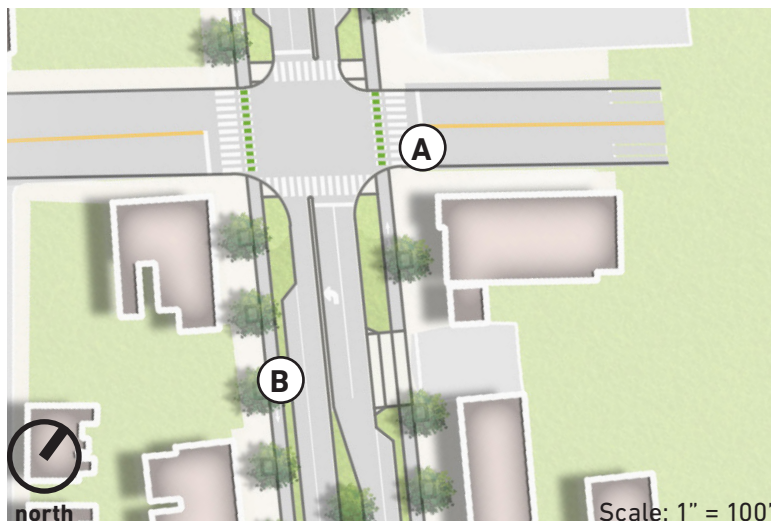


Figure 32: Kensington intersection





Figure 33: Frankford Avenue to Tulip Street

**Concept C: Frankford Avenue to Tulip Street**

- A. Curb extensions at intersections reduce crossing distances and help define parallel parking zones.
- B. There will be parallel parking in front of the mixed-use development on the north side of Lehigh Avenue.
- C. Concrete curb extensions formalize two curb cuts into Sunoco Gas Station. This will reduce conflicts between cars, pedestrians, and cyclists.
- D. A concrete island between Coral Street and Frankford Avenue simplifies the intersection and provides space for landscaping.



Figure 34: Frankford & Coral intersection B AND C



Figure 35: Rendering of intersection improvements at Lehigh and Frankford



Figure 36: Rendering of intersection improvements at Lehigh and Aramingo





Figure 37: Tulip Street to Aramingo Avenue

**Concept C: Tulip Street to Aramingo Avenue**

- A. Curb extensions at intersections reduce crossing distances and help define parallel parking zones.
- B. There will be no parallel parking along the north side of Lehigh Avenue between Tulip Street and Aramingo Avenue. This is due to the retaining wall and lack of right-of-way.
- C. A protected intersection at Aramingo Avenue makes crossing safer for cyclists and pedestrians.
- D. Angled parking on the south side of Lehigh Avenue between Tulip Street and Aramingo Avenue.
- E. No western crossing across Lehigh Avenue at Tulip Street. Pedestrians will have a refuge island on the eastern crossing.
- F. Between Tulip Street and Aramingo Avenue, the bicycle lane will be buffered with raised concrete on the north side of Lehigh Avenue. On the south side, the bicycle lane will be separated from traffic with the angled parking.
- G. A landscaped median creates a pleasant environment for all road users.

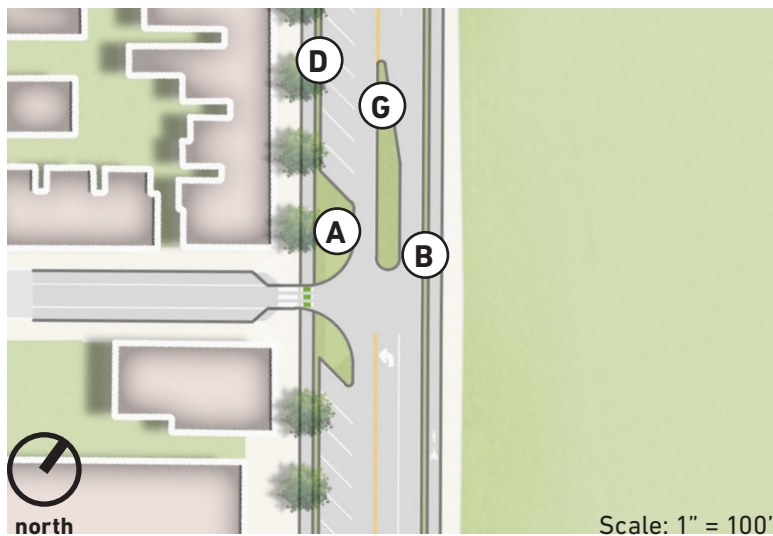


Figure 38: Memphis Street intersection



# Broad & Olney

## Context Map

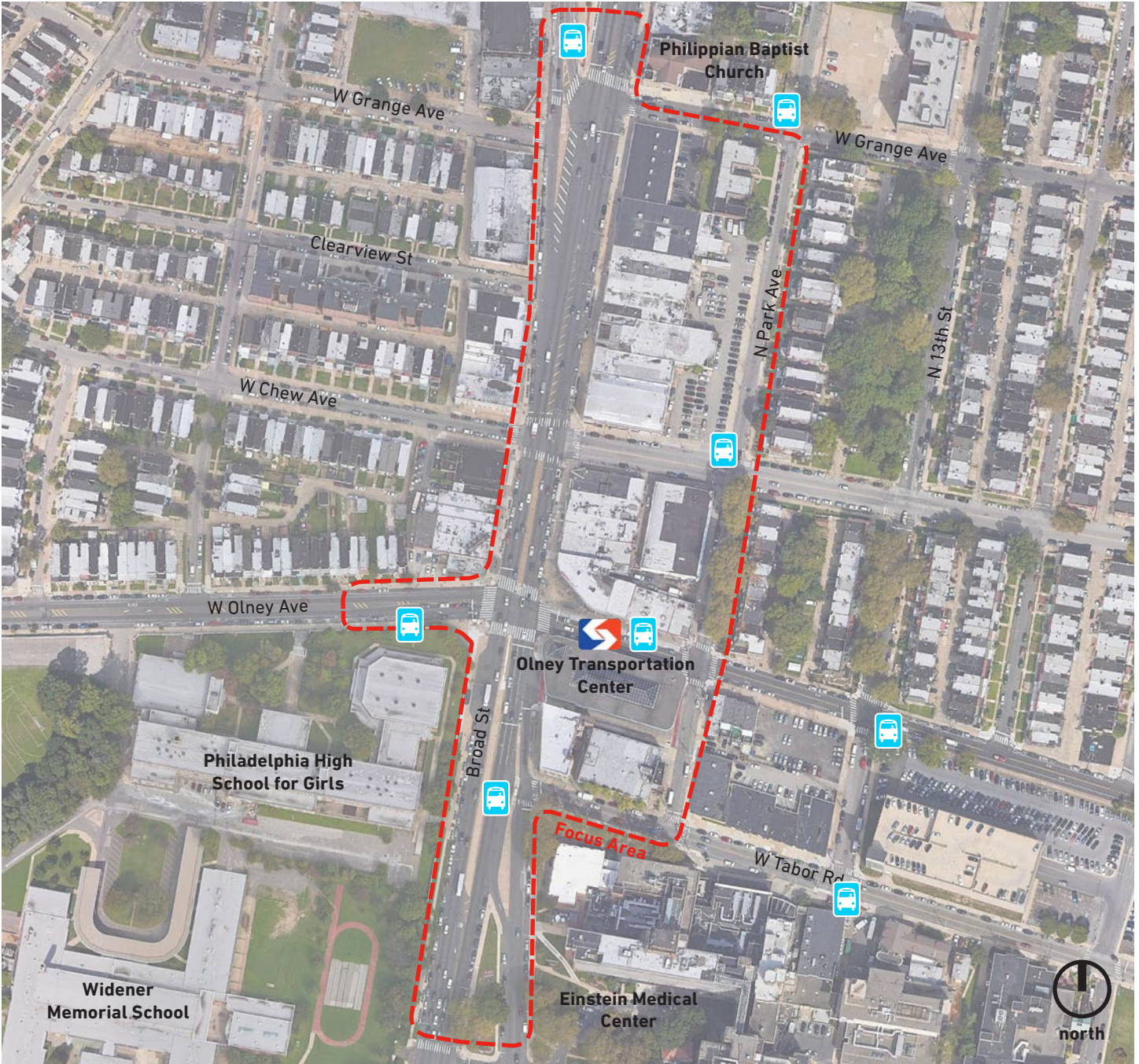


Figure 39: Broad & Olney focus area context map

Scale: 1" = 250'

### Focus Area

The boundaries of the Broad and Olney study are West Grange Avenue to the north, Einstein Medical Center to the south, and North Park Avenue to the east. The focus area includes a half block of West Olney Avenue to the west.

Broad and Olney is in the Upper North District of *Philadelphia2035*.



## Existing Conditions

Greater Broad and Olney is an important transportation and employment center. Olney Transportation Center, located at the heart of the focus area, serves over 20,000 riders on an average weekday. The Broad Street Line and several buses operate at the Transportation Center or along nearby streets. Einstein Medical Center is the district’s largest employer. Three magnet high schools draw thousands of students from across the city each day. A struggling but large collection of retail storefronts serves the surrounding communities. Two city parks provide respite from the bustling streets.

Broad Street spans 70 feet or more and currently has four lanes of through travel, two lanes of on-street parking, and a median. The existing median on Broad Street does not provide a refuge for pedestrians. The wide roadway presents opportunities to reconfigure the space for multi-modal improvements.

### Pedestrian and Bicycle Conditions

The area is dangerous for pedestrians because of awkward intersections, and heavy traffic. Recent crashes have been fatal. Buses turning into the Olney Transportation Center conflict with pedestrians. Other bus stops, such as the stop at West Tabor Road and Old York Road, are far from crosswalks.

There are no bike lanes on Broad Street. Changes to the street design could improve bicyclist and pedestrian access to the area. Although this node is transit-rich and close to major employers, it will need significant improvements in safety and the public realm in order to realize its full potential.

### Retail and the Public Realm

Businesses on Broad Street, many of them local or minority-owned, are well-trafficked by local residents. Prioritizing transportation safety through the Broad and Olney business district supports both employees and customers. People traveling within Broad & Olney should feel safe and be able to access all the services in the area. Proposed pedestrian plazas accommodate high foot traffic, create pleasant areas for neighbors to gather, and decrease the number of dangerous intersections. Proposed curb extensions slow vehicular traffic and make crossings safer and more comfortable.



Pedestrians walking toward the Olney Transportation Center from the bus stop on Broad Street



The intersection at Broad & Olney experiences high pedestrian traffic



Old York Road is separated from Broad Street by a raised buffer.

The existing public realm can be perceived as unpleasant. Litter and loitering around the intersection and transit center can create feelings of unease, especially for visitors or children. According to the 2014-2018 American Community Survey, an average of 24.2% of residents in the focus area live in poverty. Redesign of the roadway can increase access to job opportunities and increase housing values.

## Introduction to Recommendations

*Philadelphia2035* goals for the sub-area of Broad and Olney include supporting the business corridor, coordinating future development of Einstein Medical Center, and taking advantage of strong transit links. Recommendations for Broad & Olney aim to simplify intersections, reduce pedestrian crashes, and create a pleasant environment. These improvements will support development of housing, retail, and offices.

Recommendations seek to emulate the segment of W Olney Avenue between Broad Street and Ogontz Street. This roadway has parallel parking, bicycle facilities, and street trees that create a pleasant atmosphere for all road users.

Concepts A, B, and C support vehicle travel while improving the public realm and safety conditions for the high number of people who travel on foot or bicycle. Recommendations enhance access to the Olney Transportation Center and beyond with bicycle lanes, curb extensions, and safer intersections. All concepts simplify the intersection of Old York Road with Broad Street at West Grange Avenue.



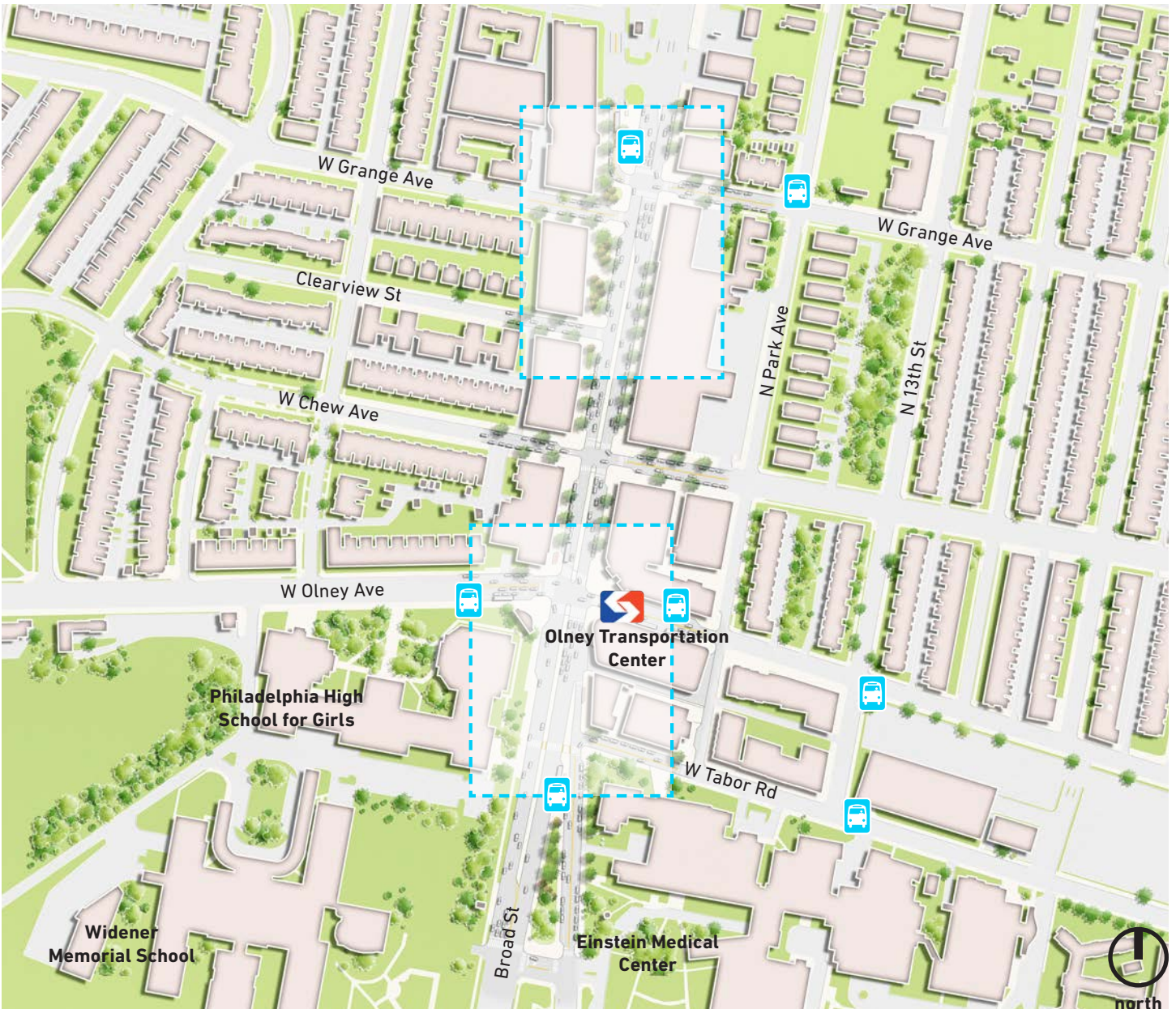


Figure 40: Broad & Olney Concept A plan rendering

Scale: 1" = 320'

## Concept A

Concept A recommends improvements to the intersections of Broad Street at West Grange Avenue, Olney Avenue, and West Tabor Road. The proposed improvements create safer road conditions for people walking, driving, or taking transit through the area.

Proposed improvements include concrete curb extensions that create drop-off zones for buses to ease boarding without blocking auto traffic. Concept A also includes center-running medians that protect pedestrians as they cross Broad Street. A new crosswalk across Broad Street will provide protection for people crossing from the Philadelphia High School for Girls and Widener Memorial School. Concept A also realigns Old York Road at West Grange Avenue to create a predictable traffic pattern and a small plaza for open space. Concept A does not propose bicycle facilities.



Figure 41: W Grange Ave Intersection Improvements

### Concept A: West Grange Avenue Intersection Reconfiguration

- A. Proposed alignment of Old York Road intersects Broad Street at a perpendicular angle directly across from West Grange Avenue. The new intersection layout creates a predictable traffic pattern and reduces pedestrian crossing distance and exposure to turning vehicles.
- B. Proposed reconfiguration creates more public pedestrian space, which can be utilized by adjacent businesses as outdoor seating and event space. Additional space creates opportunities for landscaping.
- C. Raised median and hardened centerline prevent left turns onto West Grange Avenue from Broad Street.



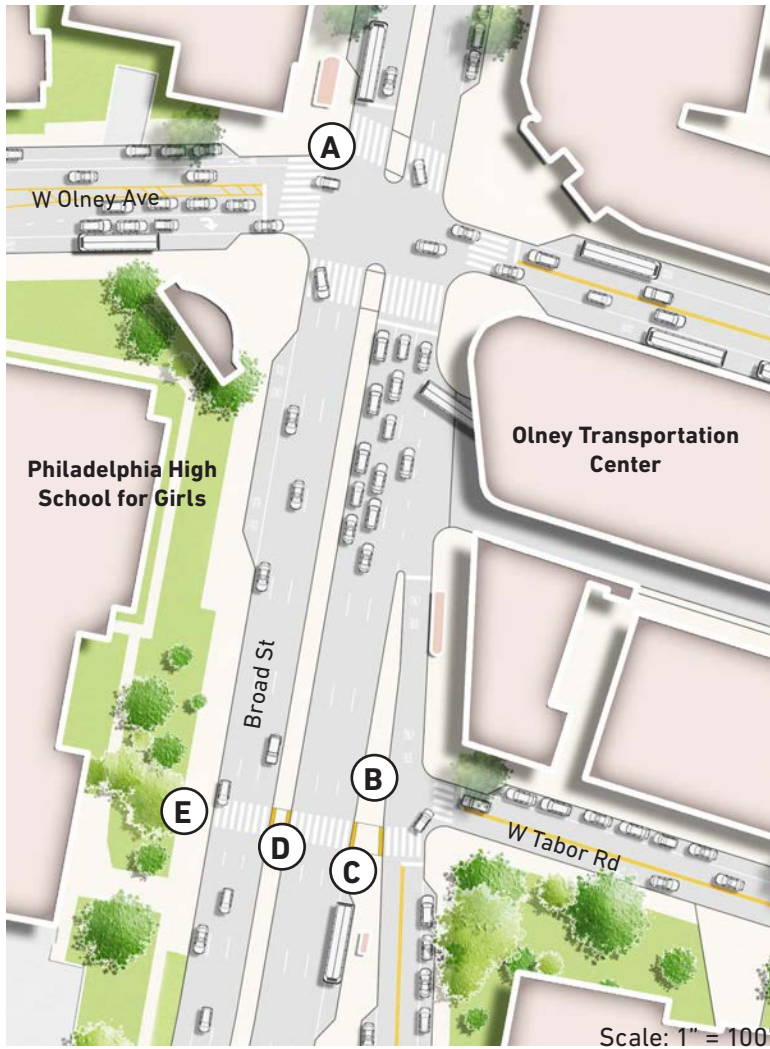


Figure 42: W Olney Ave Intersection Improvements

### Concept A: Olney Transportation Center Circulation Improvements

- A. Curb extensions at the intersection of West Olney Avenue and Broad Street reduce pedestrian crossing distance and create distinct drop off zones for buses.
- B. West Tabor Road ends at Old York Road. Private vehicles traveling westbound on West Tabor Road turn left onto Old York Road, and buses may turn left or right.
- C. A new bus stop location and a bus stop signal encourages alighting passengers to use the marked crosswalk when crossing Old York Road on their way to the Olney Transportation Center or subway entrances.
- D. Marked crossing at the bus stop signal offers another option to cross Broad Street.
- E. Widened sidewalks on the west side of Broad Street accommodate more pedestrians.

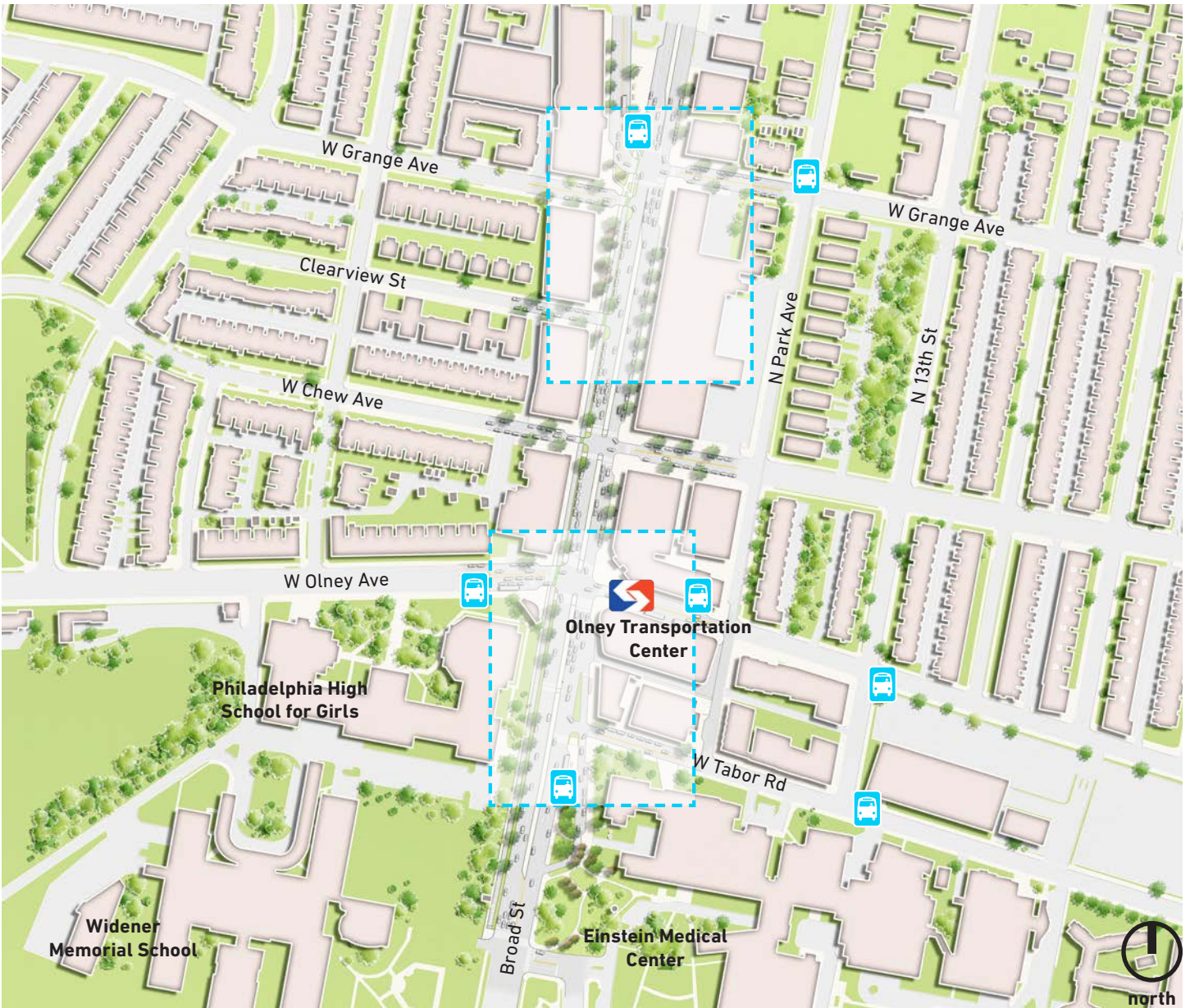


Figure 43: Broad & Olney Concept B plan rendering

Scale: 1" = 320'

## Concept B

Concept B recommendations include curb extensions at intersections and raised center-running medians. Similar to Concept A, Concept B realigns Old York Road to West Grange Road. A new configuration at West Tabor Avenue improves connectivity while creating a safer crossing for bus riders.

Unlike Concept A, Concept B provides dedicated bicycle lanes on the west side of Broad Street. A two-way bicycle facility is protected by a raised barrier and a parking lane. At Old York Road, bicycle ramps and intermediate-level bicycle lanes connect the two-way facilities on Broad Street to the existing bicycle lanes on Old York Road.



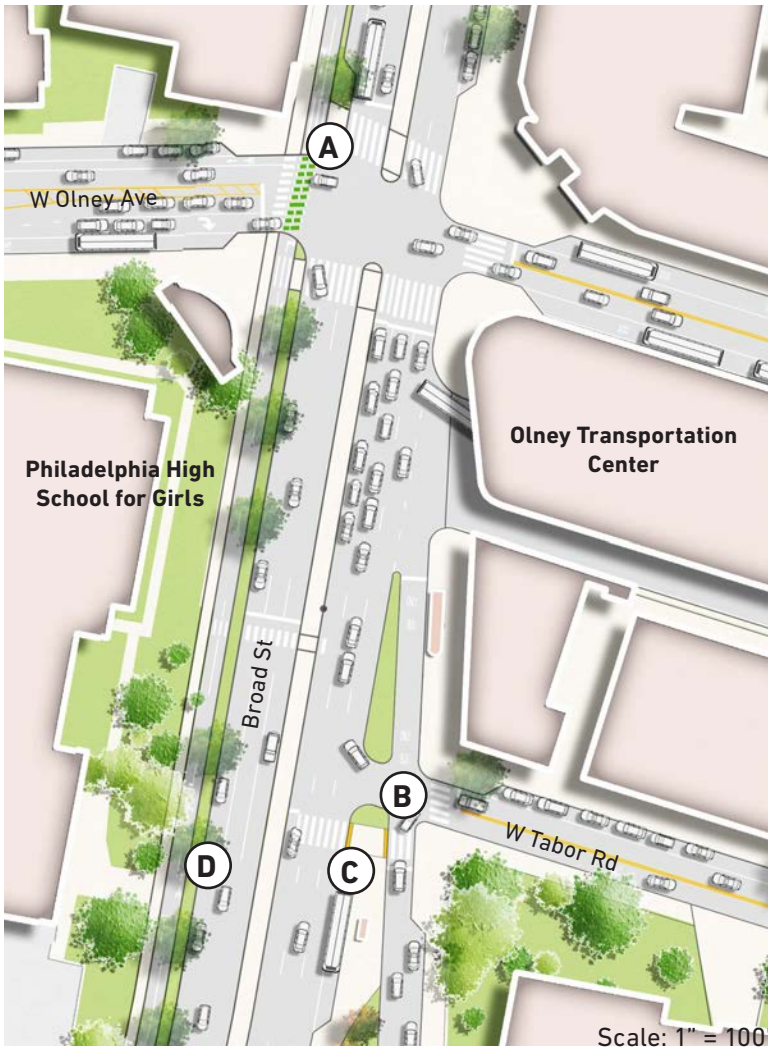


Figure 44: W Olney Ave Intersection Improvements

### Concept B: Olney Transportation Center Circulation Improvements

- A. Curb extensions at intersections shorten crossing distances for pedestrians and slows turning vehicles.
- B. West Tabor Road is extended to intersect Broad Street. Realignment allows cars to turn right onto northbound Broad Street, eliminating the need for cars to loop southbound on Old York Road and Albert Einstein Drive. Only buses can turn right onto Old York Road from West Tabor Road.
- C. Marked crosswalk at signalized bus stop offers another option to cross Broad Street.
- D. Two-way bicycle facility is paved in asphalt and separated with a concrete barrier. Bicycle lane extensions are painted with green stripes at intersections.



Figure 45: Closing Old York Road

### Concept B: Old York Road Realignment

- A. Proposed alignment of Old York Road intersects Broad Street at a perpendicular angle directly across from West Grange Avenue. New intersection layout creates a predictable traffic pattern and reduces pedestrian crossing distance and exposure to turning vehicles.
- B. Proposed reconfiguration creates more public pedestrian space, which can be utilized by adjacent businesses as outdoor seating and event space. Space can also be landscaped with trees or other vegetation.
- C. Median and hardened centerline prevent left turns onto West Grange Avenue from Broad Street.



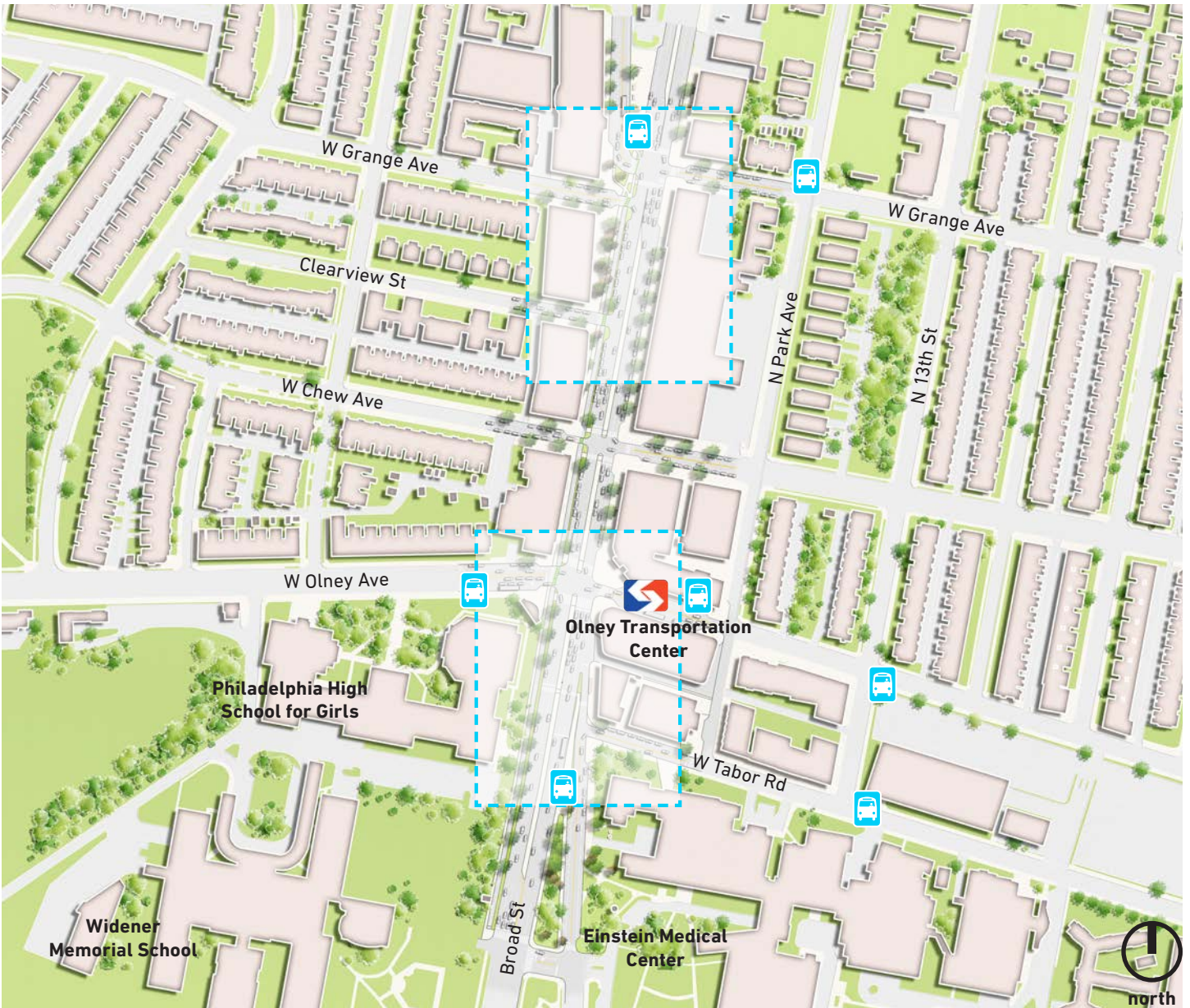


Figure 46: Broad & Olney Concept B plan rendering

Scale: 1" = 320'

## Concept C

Concept C combines recommendations from Concept A and Concept B to address multi-modal travel issues and increase safety. Similar to Concept A, West Tabor Road ends at Old York Road to simplify the intersection for both motorists and pedestrians. Similar to Concept B, a two-way bicycle facility, separated from through traffic by raised concrete, is recommended for the majority of the corridor. Bicycle ramps and intermediate bicycle lanes connect the two-way bicycle lanes to facilities on Old York Road. Concept C recommendations include curb extensions at intersections and a marked crossing near the Transportation Center.

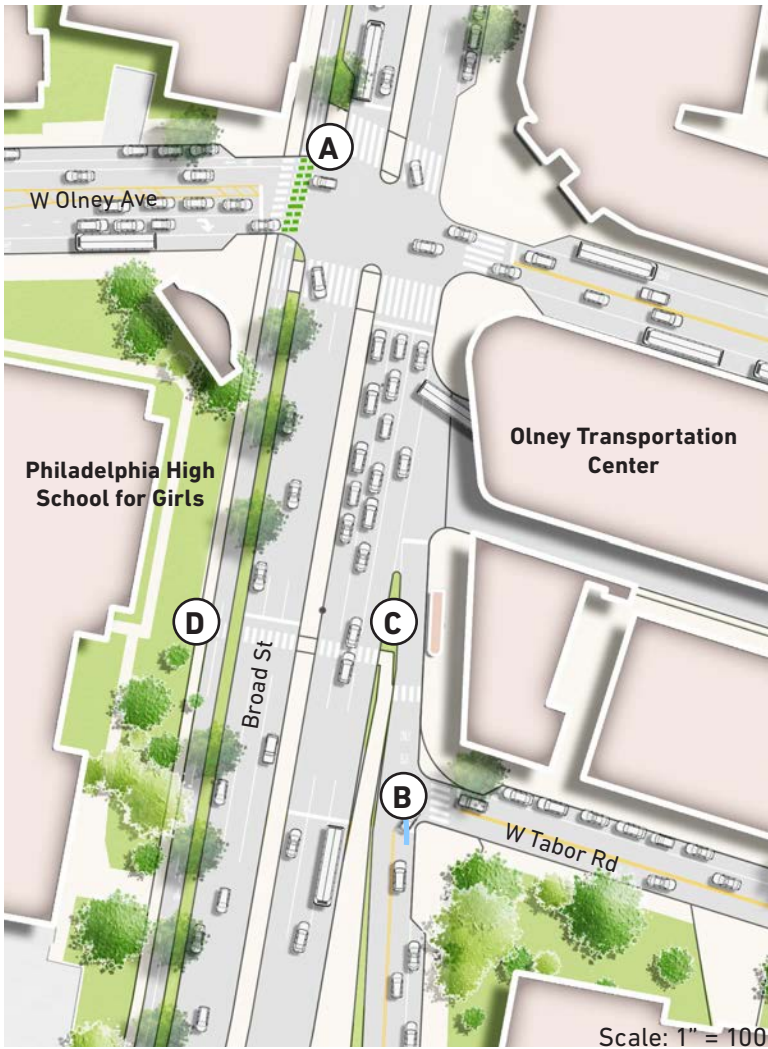


Figure 47: W Olney Ave Intersection Improvements

### Concept C: Olney Transportation Center Circulation Improvements

- A. Curb extensions at intersections shorten crossing distances for pedestrians and slows turning vehicles.
- B. West Tabor Road ends at Old York Road. Private vehicles traveling westbound on West Tabor Road turn left onto Old York Road, and buses may turn left or right.
- C. Marked crossing at signalized bus stop offers another option to cross Broad Street.
- D. Two-way bicycle facility is paved in asphalt and separated with a concrete barrier. Bicycle lane extensions are painted with green stripes at intersections.





Figure 48: Rendering of intersection improvements at Broad and Olney



Figure 49: Rendering of intersection improvements at Broad and Grange



Figure 50: W Grange Ave Intersection Improvements

### Concept C: Old York Road Realignment

- A. Proposed alignment of Old York Road intersects Broad Street at a perpendicular angle directly across from West Grange Avenue. New intersection layout creates a predictable traffic pattern and reduces pedestrian crossing distance and exposure to turning vehicles.
- B. Proposed reconfiguration creates more public pedestrian space, which can be utilized by adjacent businesses as outdoor seating and event space. Space can also be landscaped with trees or other vegetation.
- C. Median and hardened centerline prevent left turns onto West Grange Avenue from Broad Street.
- D. Bicycle facilities on Old York Road are connected to the two-way separated bicycle lanes on Broad Street via bicycle ramps and intermediate bicycle lanes.



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