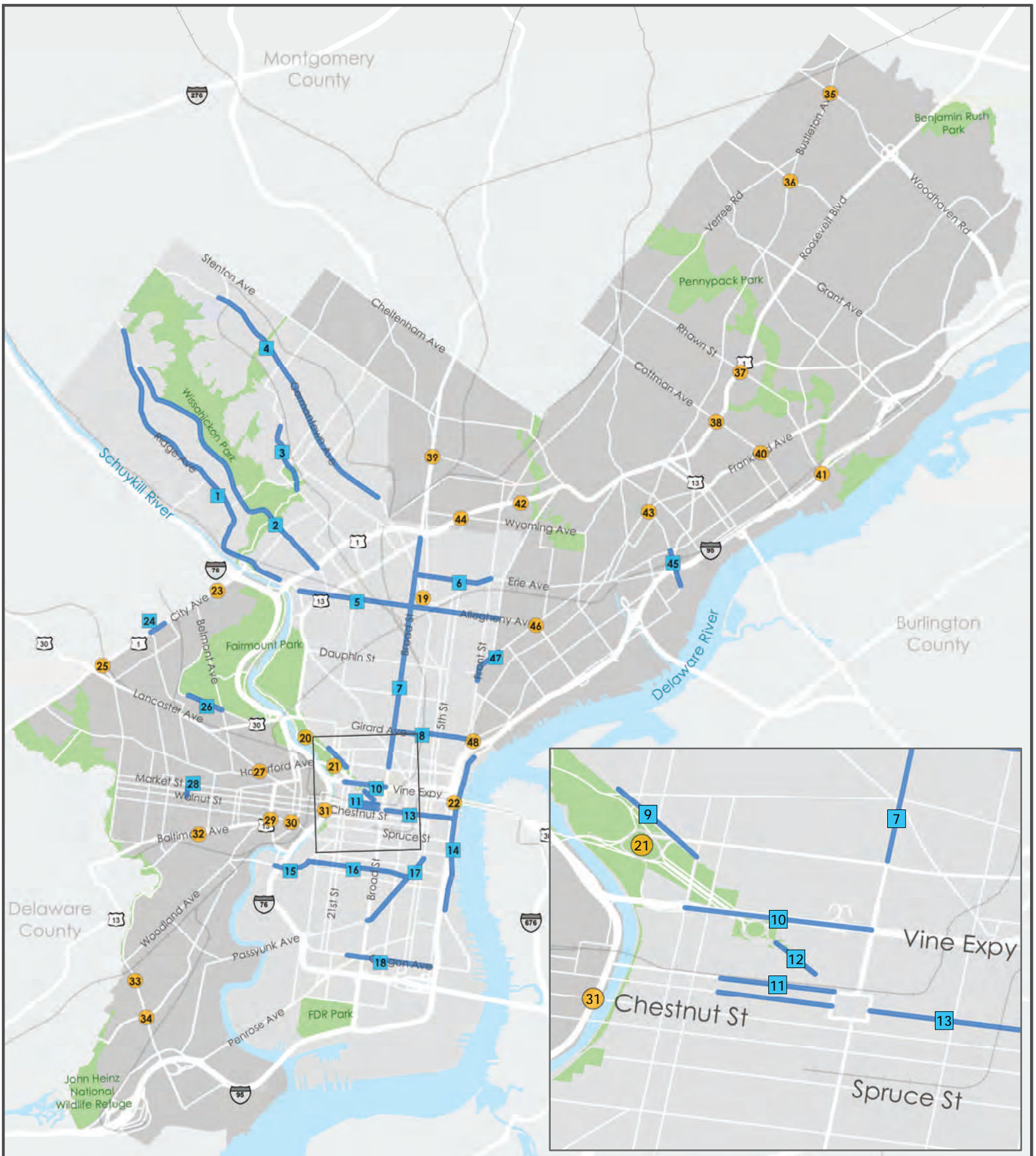


## APPENDIX D: CONCEPTUAL RECOMMENDATIONS FOR PEDESTRIAN PRIORITY CORRIDORS AND INDIVIDUAL LOCATIONS

This appendix provides additional information on the 48 pedestrian priority corridors and intersections identified in Chapter 6 of the Plan. A summary map and table of the locations is provided as an overview and specific locations are discussed on the pages that follow. Note that some pedestrian recommendations are discussed in the Bicycle Appendix, Appendix E.





<p>Legend</p> <ul style="list-style-type: none"> <li>Spot Location</li> <li>Corridor</li> </ul>		<p>Pedestrian Network Focus Areas   Map 9</p>		<p>0 1 2 Miles</p>
<p>Philadelphia Pedestrian and Bicycle Plan</p>		<p>Philadelphia Pedestrian and Bicycle Plan</p>		<p>March 2012</p>
<p>Base Data Source: City of Philadelphia</p> <p>No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.</p>		<p>PCPC</p> <p>GET HEALTHY X PHILLY</p> <p>Healthier. Happier. &amp; Greener.</p> <p>Toole Design Group</p>		

**TABLE 17: PEDESTRIAN NETWORK FOCUS AREAS**

LOCATION NUMBER	SPOT OR CORRIDOR	LOCATION	PLAN PHASE	HIGHLIGHTED IN CHAPTER 6
1	Corridor	Ridge Avenue (Bells Mill Road to Midvale)	1	
2	Corridor	Henry Avenue (Port Royal to Abbottsford)	1	
3	Corridor	Germantown Avenue (Chestnut Hill Ave to Logan)	1	•
4	Corridor	Lincoln Drive (Wissahickon to McCallum)	1	•
5	Corridor	Allegheny Avenue (B to Ridge)	1	
6	Corridor	Erie Avenue (Front to Broad)	1	
7	Corridor	North Broad Street (Spring Garden to Hunting Park)	1	
8	Corridor	Girard Avenue (Frankford to Broad)	1	
9	Corridor	Pennsylvania Avenue (22nd to 26th)	1	•
10	Corridor	Vine Street (Broad to 22nd)	1	
11	Corridor	JFK Boulevard (15th to 20th)	1	
12	Corridor	Benjamin Franklin Parkway (16th to 18th)	1	
13	Corridor	Market Street (Front to 20th)	1	
14	Corridor	Columbus Boulevard (Tasker to Frankford)	1	
15	Corridor	Gray's Ferry Avenue (Washington to 34th)	1	
16	Corridor	Washington Avenue (Grays Ferry to Passyunk)	1	
17	Corridor	Passyunk Avenue (Broad to 5th)	1	•
18	Corridor	Oregon Avenue (Front to 17th)	1	
19	Spot	Germantown/Ontario/Rising Sun/Old York Road	1	
20	Spot	Kelly Drive (Boathouse Row to Lemon Hill)	1	
21	Spot	Eakins Oval/PMA Area (Eakins Oval to 25th)	1	
22	Spot	Ben Franklin Bridge approach area (Callowhill/6th/Race/4th)	1	
23	Spot	City Avenue & Monument Road	2	
24	Corridor	City Avenue from Bryn Mawr Avenue to 54th Street	2	
25	Spot	City Avenue & 63rd Street	2	
26	Corridor	Parkside Avenue Between Girard Avenue & 52nd Street	2	
27	Spot	Lancaster Avenue/Haverford Avenue/ 40th Street	2	
28	Corridor	52nd Street Between Market & Walnut Streets	2	
29	Spot	38th Street & Spruce Street	2	
30	Spot	34th Street Between Spruce Street and 33rd Street	2	
31	Spot	Walnut & Chestnut Streets at Schuylkill Avenue	2	
32	Spot	Baltimore Avenue between 49th & 50th Streets	2	
33	Spot	Island Avenue – Elmwood to Buist	2	
34	Spot	Lindbergh Boulevard & Island Avenue	2	•
35	Spot	Byberry Avenue & Bustleton Avenue	2	
36	Spot	Haldeman Avenue & Bustleton Avenue	2	
37	Spot	Rhawn Street & Roosevelt Boulevard	2	
38	Spot	Cottman Avenue & Roosevelt Boulevard	2	
39	Spot	Olney Transportation Center	2	
40	Spot	Frankford Avenue & Cottman Avenue	2	
41	Spot	Rhawn Street & State Road	2	•
42	Spot	Roosevelt Boulevard & C Street	2	
43	Spot	Frankford Avenue - Between Bustleton Avenue & Pratt Street	2	•
44	Spot	Wyoming Avenue & Roosevelt Boulevard	2	
45	Corridor	Bridge Street Between Torresdale Avenue & Ramsay Road	2	
46	Spot	Kensington Avenue & Allegheny Avenue	2	
47	Corridor	Front Street – Between Lehigh Avenue & Susquehanna Avenue	2	
48	Spot	Girard Avenue between Front Street & Frankford Avenue	2	

NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
1	Ridge Avenue, Bells Mill Rd to Midvale	<p>North-south street running from Northwest Avenue to Spring Garden. Roadway characteristics of the section highlighted in this plan, including the number of lanes, sidewalks, speed limit, and parking, vary. In general, the section north of Port Royal is wider and more auto-oriented, with a speed limit of 35 mph, while the roadway to the south is narrower and has a speed limit of 25 mph.</p> <p><b>Issues for pedestrians</b> include narrow and missing sidewalks (especially School House Lane to Merrick, and Sunset to Port Royal); insufficient crossing times; and some confusing intersections with unclear opportunities for pedestrians to cross; motorists exceeding the posted speed limits; red light running; and wide turning radii. Pedestrian access issues at Wissahickon Transfer Center and complex intersections, such as the one at Cathedral and Henry Avenues, create barriers in the pedestrian network.</p> <p><b>Recent improvements:</b> Pedestrian signals installed on all approaches at intersection of Ridge and Main. Countdown signals installed at some intersections (Cinnaminson, Hermitage, Green Lane, Lyceum, Monastery, Midvale).</p>	<p>Auto Oriented Commercial</p> <p>Urban Arterial</p> <p>Walkable Commercial Corridor</p>	Recommended: Marked Shared Lanes	<p>Install curb extensions on side with parking lane, tightening intersection where possible, incorporating green streets elements.</p> <p>Implement traffic calming measures at locations where speeding occurs between intersections.</p> <p>Install traffic enforcement cameras calibrated for pedestrian safety concerns, for example at Main Street.</p> <p>Continue to install countdown signals.</p> <p>Improve overall pedestrian comfort along sidewalks by installing street trees in Furnishing Zone where space is adequate, and pedestrian-oriented lighting in business and residential areas.</p> <p>Install signage to delineate a safe pedestrian route and safe crossing points in the vicinity of the Gustine Lake interchange.</p> <p>At Ridge/Cathedral/Henry:</p> <ul style="list-style-type: none"><li>• Increase Cathedral Road phase of signal to meet new minimum pedestrian clearance time.</li><li>• Install pedestrian signals with countdowns in median.</li><li>• Increase size of channelizing island to reduce crossing distance across Ridge Avenue.</li><li>• Install fence or hedge around landscaped nose of raised median to discourage pedestrians from cutting across it to get to the bus stop on the west side of Ridge Avenue.</li><li>• Reduce turning radii on southwest and southeast corners of intersection.</li><li>• Reduce oversized southbound left turn lane to accommodate a raised pedestrian refuge island in north crossing of Ridge Avenue.</li><li>• Add crosswalk on north crossing of Ridge Avenue.</li><li>• Install warning signs for motorists to Yield to Pedestrians when Turning.</li></ul>



NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
2	Henry Avenue, Port Royal to Abbotsford	<p>North-south street running from Ridge Avenue to W. Hunting Park Avenue. Henry Avenue varies from 4-6 travel lanes, and has bike lanes, parking lanes, or shoulders along much of its length, although all of these are narrow. Sidewalks are generally lacking north of Roxborough Avenue, but present south of this cross street. Raised medians exist in many locations north of Monastery Avenue.</p> <p><b>Issues for pedestrians:</b> Traffic speeds that exceed the posted speed limit (35 mph for most of the corridor), and illegal right turns on red.</p> <p><b>Recent improvements:</b> Pedestrian countdown signals and increased pedestrian crossing time installed at Midvale, Coulter and Queen. Traffic signals modified to reduced speeding. Additional pedestrian countdown signals to be installed in the future. Walnut Lane has pedestrian signal and red light camera.</p>	Auto Oriented Commercial	<p>Some existing bike lanes.</p> <p>Proposed bike lanes, side paths and further study needed.</p>	<p>Continue program to install pedestrian countdown signals and increase pedestrian crossing times.</p> <p>Add pedestrian signals at Cinnaminson (Saul School), Wises Mill (park entrance), and at transit stop locations.</p> <p>Install traffic enforcement cameras calibrated for pedestrian safety concerns.</p> <p>Install speed feedback signs at locations where speeding is persistent.</p> <p>Install curb extensions at corner bus stops; replace painted medians with raised center median where possible.</p>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
3	Germantown Avenue, Chestnut Hill to Logan	<p>North-south street running from outside the study area through Center City to the Delaware River. Within the pedestrian priority corridor, Germantown Avenue typically has one travel lane in each direction, with parking on both sides. In addition, there are trolley tracks, rarely used. Belgian block and concrete surfaces present challenges for marking crosswalks.</p>	Urban Arterial  Walkable Commercial Corridor	<p>Existing Shared Marked Lane between W. Schoolhouse and W. Manheim</p> <p>Proposed: Marked Shared Lane between Chestnut Hill Avenue and E. Mermaid. Proposed side path between E. Mermaid and Roumfort Road</p>	<p>Create safe pedestrian crossings along segments with more than 500 feet between controlled crossings. Include traffic calming treatments to create awareness of and visibility for pedestrians. Incorporate green streets elements where possible.</p> <p>Install curb extensions with green street elements where possible .</p> <p>Resolve awkward intersections by channelizing traffic with striping or raised medians, or by re-directing traffic (for example at the intersection with Winston Street near Mermaid Lane) and installing fully operational signals with pedestrian countdown signals.</p> <p>At Germantown Avenue and Durham Street (two intersections):</p> <ul style="list-style-type: none"><li>• Install pedestrian-activated Rapid Flash Beacon at Durham Street.</li></ul>

		<p><b>Issues for pedestrians:</b> Uncontrolled intersections along portions designated as Walkable Commercial Corridor limit opportunities for pedestrians to cross with few conflicts with motor vehicles; off-set intersections increase risk of pedestrians being hit by turning vehicles.</p> <p><b>Recent improvements:</b> Bethlehem Pike intersection has a countdown signal and an LPI for pedestrians crossing Germantown Ave. Germantown Avenue recently rebuilt south of Mermaid Lane. Intersection at Cresheim Valley Drive has a countdown. New development proposal may add a traffic signal at Hartwell Lane.</p>			<ul style="list-style-type: none"><li>• Add curb extensions on both sides of Germantown Avenue, between the two intersections, extending the width of the crosswalk.</li><li>• Mark a single, 35’ wide, high visibility crosswalk across Germantown Avenue just south of West Durham Street.</li><li>• Remove parking on both sides of Germantown Avenue between the two legs of Durham Street.</li><li>• Mark high visibility crosswalks across both Durham Street crossings.</li></ul> <p>Add pedestrian signal with countdown to intersection at Southampton, where Jenks School is located.</p>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
4	Lincoln Drive, Wissahickon to McCallum	<p>North-south street running from W. Allens Lane to the Schuylkill River, primarily through Fairmount Park. Its curved and diagonal orientation creates some skewed and complex intersections. Lincoln Drive has two lanes in each direction, plus shoulders north of Cliveden Street that are wide enough for parking, but rarely used for that purpose, due to concerns about the volume and speed of traffic.</p> <p><b>Issues for pedestrians:</b> Traffic speeds that significantly exceed the 25 mph posted speed limit, large intersections with high traffic volumes, cars running off roadway.</p> <p><b>Recent improvements:</b> The exclusive left turns at Greene Street were designated as part of a recent resurfacing, Overhead</p>	Urban Arterial  Scenic Drive	Recommended: sidepath	<p>Tighten intersection corner radii where possible, incorporating green streets elements, to slow traffic speeds.</p> <p>Install reflective warning signage.</p> <p>At Hortter Street:</p> <ul style="list-style-type: none"><li>• Install traffic enforcement cameras calibrated for pedestrian safety concerns and speed feedback signs.</li></ul> <p>At Wayne Avenue:</p> <ul style="list-style-type: none"><li>• Add raised medians in Wayne Avenue crosswalks.</li><li>• Recapture slip lane to install curb extension at bus stop.</li><li>• Consider feasibility of a modern roundabout.</li><li>• Widen Lincoln Drive sidewalk south of intersection for shared use sidepath.</li></ul> <p>From Wissahickon Avenue to Hortter Street:</p> <ul style="list-style-type: none"><li>• Incorporate existing sidewalk into recommended sidepath for bicycles, and install pedestrian and bicycle signals.</li></ul>

		signs were installed north of Arbutus Street to warn drivers of the lane reduction.			
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
5	Allegheny Avenue, B to Ridge	<p>Major east-west grid street, running across North Philadelphia and east to Delaware Avenue. Two- and four-lane roadway with transit stops, existing bike lanes, parking, and dedicated left turn lanes/painted medians. The pedestrian network includes wide sidewalks, high visibility crosswalks and pedestrian signals at major intersections. There are no raised medians for crossing Allegheny Avenue.</p> <p><b>Issues for pedestrians:</b> Corridor includes complex and confusing intersections lacking some crosswalks. Wide turning radii allow motorists to make turns without slowing. Some intersections have high traffic volumes, including truck traffic. Some Illegal parking and failure to wait for the green before making left turns. Misaligned signal heads and missing pedestrian signals. Traffic exceeds posted speed limit in some locations. A senior citizens multi-family housing development is planned near 19th Street.</p> <p><b>Recent improvements:</b> New pedestrian signals installed for all crossings of Allegheny east of Broad Street.</p>	Urban Arterial	Existing bicycle lanes	<p>Install bicycle boxes at intersections with recommended bicycle lanes on perpendicular streets.</p> <p>At Allegheny/Hunting Park/Henry:</p> <ul style="list-style-type: none"><li>• Install pedestrian signals with countdowns.</li><li>• Consider Leading Pedestrian Intervals on crossings with significant turning conflicts: Henry Avenue, eastbound Hunting Park, eastbound Allegheny.</li><li>• Consider rebuilding the intersection as a signalized traffic circle.</li><li>• Shorten Allegheny Avenue crossings by shadowing the parking lane with curb extensions.</li><li>• Shorten Henry Avenue crossing distance by adding a pedestrian refuge island in the crosswalk.</li><li>• Consider pulling long angled crosswalks back to make them more perpendicular and shorter. This must be done with care for visibility. Add Yield to Pedestrians When Turning signs.</li><li>• Restripe high visibility crosswalk across 30<sup>th</sup> Street.</li></ul> <p>Consider current best practices for crossing distances, signal timing and other pedestrian infrastructure to accommodate senior citizens living in planned housing development.</p> <p>Re-establish sidewalk on south side of 19<sup>th</sup> Street intersection. Install traffic controls at intersection, either with 4-way stop, HAWK or standard traffic signal.</p> <p>Install permanent speed feedback sign or cameras calibrated for pedestrian safety concerns.</p> <p>Establish regular education and enforcement program for motorists, where needed.</p>

NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
6	Erie Avenue, Front to Broad	<p>This east west street runs from Hunting Park Avenue to Kensington Avenue. The corridor highlighted for this plan is a 4- to 6-lane urban roadway with variable travel and turning lanes, parking, and medians. Sidewalks along most of the segment are wide with no buffers.</p> <p><b>Issues for pedestrians:</b> The corridor includes limited visibility at several 5-point intersections, with long and undefined pedestrian crossing locations and complicated signal timing. Missing crosswalks, pedestrian signals and signs, and inconsistent lane alignment increase the risk of pedestrian-motorist conflicts. Undefined parking and parking on sidewalks forces pedestrians to the roadway; transit riders lack shelters and other amenities.</p>	Urban Arterial  Auto-Oriented Commercial	Recommended: Marked Shared Lane	<p>Install curb extensions where possible to narrow the roadway and support pedestrian crossings. Incorporate green streets elements where possible.</p> <p>Establish motorist and pedestrian safety education and awareness campaign through signs and enforcement.</p> <p>Engage middle school community to determine needs for travel across key intersections near school. Consider engineering changes along with crossing guard program. Between Front and 2<sup>nd</sup>: replace missing sidewalk opposite school, consider adding curb extension at crosswalk.</p> <p>At Erie and Front:</p> <ul style="list-style-type: none"><li>• Add pedestrian signals with countdowns.</li><li>• Tighten corner radii.</li><li>• Evaluate need for channelized right turns; remove if possible.</li><li>• Pull northwest corner curb toward the cartway and add barriers to prevent motor vehicle parking on the sidewalk.</li><li>• Alternatively, consider a modern roundabout.</li><li>• Install saw tooth Yield markings in advance of crosswalks in slip lane at northeast channelizing island.</li><li>• Relocate north side bus stop to safer location, possibly a far side stop.</li></ul> <p>At Erie/2<sup>nd</sup>/Sedgley</p> <ul style="list-style-type: none"><li>• Consider re-routing NB Sedgley Ave traffic via 3<sup>rd</sup> (would have to be reversed) or 5<sup>th</sup> where it can access Erie using a signalized intersection; analyze potential neighborhood impacts</li><li>• Consider signaling Sedgley Ave. and adding to the 2<sup>nd</sup> St. plan; upgrade overall signalization and add left turn lane from Erie to Sedgley.</li><li>• Consider making Sedgley one-way northbound from 3<sup>rd</sup> to Erie, and 2<sup>nd</sup> St. one-way southbound south of Erie, to remove problem left turn from Erie to Sedgley.</li><li>• Restripe pavement markings</li><li>• Enforce no parking on sidewalks; bollards are already in place along curb at northeast corner, but sidewalk remains accessible from auto sales parking lot.</li><li>• Revise curb ramp at southeast corner to solve drainage problem</li></ul>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
7	North Broad Street: Spring Garden to Hunting Park	<p>Major north-south street, with ample bus service, 3 travel lanes in each direction and center median or turn lanes.</p> <p><b>Issues for pedestrians:</b> Long crossing times, motorist failure to yield to pedestrians in the crosswalk, and running red lights.</p>	Civic Ceremonial  Urban Arterial	None existing None proposed	<p>Install traffic enforcement cameras calibrated for pedestrian safety concerns, e.g., at Allegheny Avenue.</p> <p>Consider adjusting off-peak signal progression to slow overall traffic speed.</p> <p>Consider installation of LPIs at subway stations.</p> <p>Continue to install raised medians at all subway stations unless left turn lanes prevent it, e.g. C.B. Moore.</p>



		<p>Other safety concerns include an abundance of motor vehicle traffic, including buses; the need for access management along blocks where commercial establishments have individual parking, faded or absent crosswalks, and limited pedestrian visibility to motorists.</p> <p><b>Recent improvements</b> are raised medians at many subway stations; countdown signals installed Terminal to Grange; crossing times changed to 3.5 feet per second; LPIs installed at some transit stations.</p>			<p>Refresh crosswalks with high visibility striping and install crosswalks where missing.</p> <p>At Broad and Girard:</p> <ul style="list-style-type: none"><li>• Consider LPI</li><li>• Increase crossing time for Broad St.</li><li>• Better traffic signs</li><li>• Shorten pedestrian crossing distances (widen trolley island?)</li><li>• Re-open closed stairwells to subway</li><li>• Limit driveways</li><li>• Site future buildings at property line</li></ul>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
8	Girard Avenue, Frankford to Broad	<p>East-West street running from Ridge Avenue to Delaware Avenue. Two- to four-lane roadway with center trolley tracks and stops, dedicated left turn lane/painted median, and parking. Pedestrian facilities include some curb extensions, high visibility crosswalks, pedestrian signals, and wide sidewalks.</p> <p><b>Issues for pedestrians:</b> Trolley islands create confusion for pedestrians and motorists; rail viaducts limit visibility; motorists making turns do not yield to pedestrians crossing street, distance between some signalized intersections exceed accepted standards.</p> <p><b>Recent Improvements:</b> None</p>	<p>Walkable Commercial Corridor</p> <p>Urban Arterial</p>	<p>None existing</p> <p>None recommended due to trolley tracks.</p>	<p>Install traffic enforcement cameras calibrated for pedestrian safety concerns.</p> <p>Consider traffic controls at Howard or Hancock Street, based on pedestrian and vehicular traffic patterns observed after the new supermarket opening at 2nd St. Stripe high visibility crosswalks at new crossing.</p> <p>Install curb extensions where possible to narrow the roadway and support pedestrian crossings. Incorporate green streets elements where possible.</p> <p>Establish regular education and enforcement program to increase motorist compliance with yielding to pedestrians laws.</p> <p>Reduce crossing distances by installing pedestrian crossing islands with 2-phase pedestrian crossings.</p>

NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
9	Pennsylvania Avenue, 22 <sup>nd</sup> to 26 <sup>th</sup>	<p>Diagonal street extending from 22<sup>nd</sup> and Hamilton to 30<sup>th</sup> Street. The blocks between 22<sup>nd</sup> and 27<sup>th</sup> are very wide and accommodate angle parking, which mostly serves adjacent apartments.</p> <p><b>Issues for pedestrians:</b> Skewed intersections; wide turning radii; missing signal indicators; wide cartway resulting in long pedestrian crossing distances. Angled parking decreases pedestrian and vehicle sight distances.</p> <p><b>Recent improvements:</b> Streets Department planning to narrow Pennsylvania Avenue roadway and reduce crossing distances.</p>	Urban Arterial	Existing bicycle lanes	<p>At 23<sup>rd</sup>/Spring Garden/Pennsylvania intersection:</p> <ul style="list-style-type: none"><li>• Add pedestrian signal indicators on long crossing and in medians.</li><li>• Add Leading Pedestrian Interval to north side crossing of Pennsylvania Avenue.</li><li>• Reconfigure tunnel entrance and Pennsylvania Avenue median north of the intersection to force Spring Garden Street traffic headed to the tunnel to turn right, then left, instead of accessing it straight through the intersection.</li><li>• Extend curbs at corner of Parkway House to shorten long crosswalks of Pennsylvania Avenue and Spring Garden Street.</li><li>• Widen pedestrian refuge in center of westbound Spring Garden Street crossing to at least 6 feet.</li><li>• Post eastbound Spring Garden approach to intersection with “Yield to Pedestrians when Turning” sign.</li></ul> <p>At 22<sup>nd</sup> /Hamilton/Pennsylvania intersection:</p> <ul style="list-style-type: none"><li>• Install wide landscaped median islands on both sides of intersection, or move parking to curb and make large curb extensions.</li><li>• Expand triangular island at southeast corner of intersection towards 22<sup>nd</sup> Street to shorten crossing.</li><li>• Add curb extensions wherever possible (on many corners) to shorten crossings and tighten turning radii. (particularly useful on northwest corner to accommodate ADA ramp)</li></ul> <p>Identify unused pavement (i.e., identify needed turning radii) and convert to green space with curb extensions, especially at transit stops.</p> <p>Expand or create raised center medians to shorten pedestrian crossing distances.</p> <p>Consider installing additional pedestrian signals at medians to provide more certainty of when to cross.</p>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
10	Vine Street, Broad to 22 <sup>nd</sup>	<p>The Vine Expressway (I676) extends east-west across Center City and connects the Schuylkill Expressway (I76) to the Benjamin Franklin Bridge. Surface access roads extend for most of this distance. The intersections with north-south streets include long bridges over the depressed expressway lanes.</p> <p><b>Issues for pedestrians:</b> On-ramp and off-ramp crossings are high traffic and high speed</p>	Urban Arterial	None existing None recommended	<p>Vine and 22<sup>nd</sup>- curbs should be realigned when bridge is fixed:</p> <ul style="list-style-type: none"><li>• Tighten curb radius from Vine expressway exit to 22<sup>nd</sup>. Since right-most lane is parking/bike lane, vehicles are not turning directly into it.</li><li>• Northwest corner can have zero curb radius because no turns from north to expressway entrance.</li><li>• Bike lane on 22<sup>nd</sup> Street needs re-striping with appropriate markings for parking with peak hour clearance.</li></ul> <p>Vine and 16<sup>th</sup>, north side:</p> <ul style="list-style-type: none"><li>• Maximize size of triangular refuge island at northeast corner</li><li>• Add curb extension on northwest corner</li><li>• Mark crosswalk on south approach of intersection</li><li>• Tighten turning radii.</li><li>• Add countdown signals</li></ul>

		locations with, in some cases, confusing movements. Missing sidewalk adjacent curb parking on north side of Vine in 1800 and 1900 blocks.  <b>Recent improvements:</b> PennDOT working on plans to rebuild bridges over Vine Expressway from 18 <sup>th</sup> to 22 <sup>nd</sup> .			Vine and 15 <sup>th</sup> , north side: <ul style="list-style-type: none"><li>• Mark crosswalk on south approach of intersection</li><li>• Tighten turning radii.</li></ul> Vine and 15 <sup>th</sup> , south side: <ul style="list-style-type: none"><li>• Eliminate raised median from 15th street approach to intersection, allowing merge as below, and adding the space to the sidewalk.</li><li>• Merge 4 lanes exiting expressway to 3 lanes, reducing right turn lanes from 2 to 1.</li><li>• Relocate crosswalk at 15th Street, which currently takes off from the median.</li><li>• Introduce a split-phase signal to help avoid conflicts between pedestrians and right-turning traffic.</li></ul>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
11	JFK Boulevard, 15 <sup>th</sup> to 20 <sup>th</sup>	JFK Boulevard is a four-lane road extending from City Hall to 30 <sup>th</sup> Street Station. The section from 15 <sup>th</sup> to 20 <sup>th</sup> is part of a one-way pair with Market Street. At 20 <sup>th</sup> Street, it transitions from four westbound lanes to a grade-separated two-way roadway with two lanes in each direction.  <b>Issues for pedestrians:</b> Turning vehicles do not yield to pedestrians in crosswalks; illegal double right turns at 15 <sup>th</sup> Street; insufficient pedestrian crossing time at some intersections; traffic gridlock. The transitional intersection of 20 <sup>th</sup> and JFK creates confusion and has been a focus of pedestrian crashes. The signal cycle is 60 seconds with 3 phases.  <b>Recent improvements:</b> Pedestrian crossing times are expected to be recalculated to current MUTCD standards in 2010.	Urban Arterial	Recommended: cycle tracks	Establish regular education and enforcement program for all users, where needed. Install cameras calibrated for pedestrian safety needs.  Increase length of pedestrian clearance phase where necessary to meet new MUTCD requirements. Consider LPIs for pedestrian crossings of JFK.  At 15 <sup>th</sup> and JFK: <ul style="list-style-type: none"><li>• Consider installation of a Leading Pedestrian Interval for the crossing of JFK Boulevard.</li><li>• Install a channelization island incorporating the crosswalk between the right turn lane and the adjacent through lane on the 15<sup>th</sup> Street approach to reduce illegal right turn from through lane. Extend narrow median into crosswalk.</li><li>• Reinforce the “Don’t Block the Box” campaign with accompanying pavement striping and targeted motorist education.</li></ul> At intersections from 15 <sup>th</sup> to 20th: <ul style="list-style-type: none"><li>• proposed lane conversion to cycle track will add pedestrian refuge islands and reduce crossing distance</li></ul>

NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
12	Ben Franklin Parkway, 16 <sup>th</sup> to 18 <sup>th</sup>	<p>The Parkway is a broad diagonal street extending from City Hall to the Philadelphia Museum of Art at the gateway to Fairmount Park. It serves as a major commuter connection from Northwest Philadelphia to Center City. The section from 16<sup>th</sup> to 18<sup>th</sup> Streets has three traffic lanes in each direction, a painted median, and bike lanes.</p> <p><b>Issues for pedestrians:</b> Long crossings; turning vehicles often do not yield to pedestrians in crosswalks; confusing intersections with unclear times and locations for pedestrians to cross; jaywalking.</p> <p><b>Recent improvements:</b> Pedestrian countdown signals installed within 2 years of 2010. Note: Limitations of signal equipment make additional changes difficult. Parks and Recreation working on plan that will remove traffic lanes, add curb extensions, and expand medians at 16<sup>th</sup>, 17<sup>th</sup>, and 18<sup>th</sup> Street intersections.</p>	Civic/Ceremonial	Existing bicycle lanes	<p>At 16th/Arch/Parkway:</p> <ul style="list-style-type: none"><li>expand bumpout on east side of 16th north of Arch</li><li>create bumpout on north side of Parkway west of 16th</li><li>extend center median island toward center of intersection to tighten it up</li><li>any changes to the north-south Parkway crossing must provide clear indication to pedestrians of when they can safely cross each half of this two-part crossing.</li><li>West side Arch Street crosswalk should be as close and as perpendicular as possible to 16<sup>th</sup> Street for visibility to turning vehicles.</li><li>Consider closing off the U-turn from eastbound Parkway to westbound Arch</li></ul> <p>At 17th/Cherry/Parkway:</p> <ul style="list-style-type: none"><li>pull out Parkway median on east side of 17th to better protect crossing</li><li>add bumpout on south side of Parkway east of 17th</li><li>add bus stop bumpout on west side of 17th north of Parkway</li><li>Add pedestrian signals for people crossing 17<sup>th</sup> on the south side of the Parkway</li><li>Consider making 1700 block of Cherry St. one-way eastbound to simplify complex intersection.</li></ul> <p>At 18th/Race/Parkway:</p> <ul style="list-style-type: none"><li>add bumpout on south side of Race east of 18th, and extend nose of corner further into intersection</li><li>add bumpout on south side of Parkway east of 18th</li><li>extend island at southwest corner (with Kosciusko statue) to the north to accommodate a curb ramp at west end of 18<sup>th</sup> Street crosswalk</li></ul> <p>Establish regular education and enforcement program for motorists. Install cameras calibrated for pedestrian safety needs.</p>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
13	Market Street, Front to 20 <sup>th</sup>	<p>Major east-west street extending from Front Street west to Delaware County. East of Broad Street, Market Street is two-way, while the section between 15<sup>th</sup> and 20<sup>th</sup> is one-way eastbound. Market Street has four to five traffic lanes plus parking and/or loading.</p> <p><b>Issues for pedestrians:</b> Turning vehicles do not yield to pedestrians in crosswalks;</p>	Civic Ceremonial	Recommended: Cycle Track between 15 <sup>th</sup> and 20 <sup>th</sup>	<p>Increase length of pedestrian clearance phase where necessary to meet new MUTCD requirements.</p> <p>Consider installing LPIs at high-crash intersections to give pedestrians a head start.</p> <p>Install traffic enforcement cameras calibrated for pedestrian safety concerns.</p> <p>Establish regular education and enforcement program for all users.</p> <p>Add pedestrian signals for crossings of numbered streets east of Broad.</p> <p>At intersections from 15<sup>th</sup> to 20th:</p> <ul style="list-style-type: none"><li>proposed lane conversion to cycle track will add pedestrian refuge islands and</li></ul>

		<p>pedestrian clearance times are too short in most cases; pedestrian signals are lacking for crossing numbered streets on East Market; illegal pedestrian crossing is common on East Market, possibly related to midblock bus stops. At 20<sup>th</sup> Street, both streets change from 1-way to 2-way, creating confusion for all travelers, as well as constrained signalization.</p> <p><b>Recent improvements:</b> Countdown signals installed on Market in Center City within past 3 years. LPI at 20th for crossing Market. Pedestrian crossing times east of Broad scheduled to change to 3.5 feet per second in 2010.</p>			reduce crossing distance
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
14	Columbus Boulevard, Tasker to Frankford	<p>North-south, four-lane median divided roadway running along the riverfront from Oregon Avenue to Spring Garden Street, where it continues as Delaware Avenue. Rail tracks run in middle of street. Sidewalk width varies significantly on east side; typically narrow on west side.</p> <p><b>Issues for pedestrians:</b> Motorists traveling in excess of posted speed limit; heavy traffic volume, including truck traffic; I-95 ramps create barrier for pedestrians; free right-turn lane at Washington Avenue; sidewalks too narrow in spots.</p> <p><b>Recent improvements:</b> Pedestrian clearance times extended south of Market. Intersections at Frankford and at Spring Garden resurfaced and upgraded for the Sugarhouse Casino; countdown pedestrian</p>	Urban Arterial	<p>Existing bicycle lanes except Race to Spring Garden.</p> <p>Recommended: bike lane Race to Spring Garden; sidepath along length of corridor</p>	<p>At Columbus Boulevard and Washington Avenue:</p> <ul style="list-style-type: none"><li>Extend medians on Columbus Boulevard north and south of Washington Avenue for better protection of pedestrian crossings.</li><li>Adjust signal timing to remove conflict between pedestrian crossing on north side of intersection and Washington Avenue left turn.</li></ul> <p>At Columbus Boulevard and Spring Garden Street:</p> <ul style="list-style-type: none"><li>Extend median on Spring Garden Street to shelter pedestrian crossing.</li><li>Add bike boxes.</li></ul>



		signals added. Double left turn added from northbound Columbus Boulevard to Spring Garden Street. 120 sec. cycle. Waterfront trails at Sugar House Casino and south of Washington Avenue; Race Street Connector streetscape improvement includes widened sidewalk.			
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
15	Grays Ferry Avenue, Washington to 34 <sup>th</sup> Street	<p>East-west arterial running from South Philadelphia to West Philadelphia. Grays Ferry Avenue carries traffic across the Schuylkill River, and it also intersects with 34<sup>th</sup> Street near the 34<sup>th</sup> Street bridge which connects to I-76. The posted speed is 30 mph. Grays Ferry Avenue is four lanes wide, plus bike lanes and some shoulders. A raised median of varying width is interrupted by left turn lanes. Sidewalks are present but trees cannot be added because of underground utilities. Only one major pedestrian destination exists on the north side: the Pathmark shopping center at 30<sup>th</sup> Street, however, Grays Ferry also serves to connect several neighborhoods to the Schuylkill River Trail at the new Grays Ferry Crescent.</p> <p><b>Issues for pedestrians:</b> high volume and speed of traffic, long distance between controlled crossings at Washington Avenue and 30<sup>th</sup> Street; median refuge island is too narrow or even disappears altogether at some crossing points; lack of buffer on narrow sidewalk; wide turning radii at intersections with Washington Avenue and with 34<sup>th</sup> Street.</p>	Urban Arterial Auto-Oriented Commercial/Industrial	Existing bike lanes	<p>Add curb extensions at Washington Avenue intersection, or consider a roundabout.</p> <p>Tighten right turn from northbound 34<sup>th</sup> Street to eastbound Grays Ferry.</p> <p>Add trees or other landscaping to medians. Provide protected pedestrian crossing at 29<sup>th</sup> and Grays Ferry.</p> <p>Consider widening and adding Furnishing Zone to narrow sections of sidewalk to buffer against higher speed vehicular traffic.</p> <p>Renew high visibility markings at all crosswalk locations.</p>

NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
16	Washington Avenue: Grays Ferry to Passyunk	<p>Major east-west street extending from Columbus Boulevard to Grays Ferry Avenue, with 2 travel lanes in each direction, a center median/turn lane, bike lanes and parking on both sides. Curb extensions on all four corners of most intersections. Intersection at 9<sup>th</sup> Street serves as gateway to Italian Market.</p> <p><b>Issues for pedestrians</b> include: long crossings; sidewalks blocked by vehicle loading and parking, by retailers' stands at the Italian Market, and by A-frame signs; bicyclists using crosswalks to make left turns.</p> <p><b>Recent improvements:</b> Pedestrian countdown signals to be installed in late 2011 with re-timing for 3.5 feet per second clearance. A Synchro analysis is being conducted to evaluate the possibility of a road diet.</p>	<p>Auto Oriented Commercial</p> <p>Urban Arterial</p> <p>Walkable Commercial Corridor</p>	<p>Existing bike lanes for most of length. Conflicts between bike lanes and truck loading and illegal angle parking.</p> <p>Recommended: bike lanes east of 4<sup>th</sup>, and Marked Shared Lanes between 7<sup>th</sup> and 11<sup>th</sup>.</p>	<p>Install bicycle boxes at intersections where bicycle facilities are recommended on north-south streets (to discourage bicyclists from using crosswalks to make left turns). ( 22<sup>nd</sup>, 21<sup>st</sup>, 15<sup>th</sup>, 13<sup>th</sup>, 10<sup>th</sup>, 6<sup>th</sup>, 5<sup>th</sup>)</p> <p>Increase enforcement of sidewalk, bike lane, and travel lane blockages.</p> <p>Consider a road diet with back-in angle parking.</p> <p>Install raised medians where turn lanes are not needed, with ADA-compliant pedestrian crossing area, incorporating green street elements.</p> <p>Improve overall pedestrian comfort along sidewalks by installing street trees and pedestrian-oriented lighting in Furnishing Zone, where space is available.</p>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
17	Passyunk, South Broad Street to 5th Street	<p>Diagonal northeast to southwest street operates one-way northbound. Generally one travel lane with parking on both sides and transit stops along the length. All intersections are skewed and several include more than 2 streets.</p> <p><b>Issues for pedestrians</b> include long crossing distances; complex and confusing intersections; worn or missing crosswalks; and insufficient sidewalk capacity in high pedestrian travel areas.</p> <p><b>Recent improvements:</b> The intersection of Broad, Passyunk,</p>	<p>Walkable Commercial Corridor</p>	<p>Recommended:Marked Shared Lanes</p>	<p>Reduce crossing distances for pedestrians by identifying unused pavement. Install curb extensions and raised medians with ADA-compliant pedestrian crossing area, incorporating green streets elements.</p> <p>Where excessive on-street parking or pavement exists, consider MOTU parklet and pedestrian plaza programs.</p> <p>Refresh crosswalks with high visibility striping; install crosswalks where missing.</p> <p>At Passyunk/Morris/12<sup>th</sup>:</p> <ul style="list-style-type: none"><li>• Add curb extension between Passyunk Avenue and 12<sup>th</sup> Street at southern end of intersection to shorten crossing distances across both streets.</li><li>• Provide seating on enlarged curb extension (approximately 4000 additional SF of space added)</li><li>• Build raised pedestrian refuge and channelizing island on painted median in middle of intersection.</li><li>• Add curb extensions to shorten crossings and prevent vehicles from parking in crosswalks.</li></ul>

		and McKean was improved in 2010 by converting unneeded pavement to a large landscaped island, thus reducing crossing distances.			<ul style="list-style-type: none"><li>• Restripe faded crosswalks.</li><li>• Stripe missing crosswalks at Morris Street crossing with 12<sup>th</sup> Street and Passyunk Avenue.</li></ul> <p>At Passyunk/Reed/10<sup>th</sup>:</p> <ul style="list-style-type: none"><li>• Convert Reed Street angle parking to back-in.</li><li>• Add curb extension on north side of Reed west of 10<sup>th</sup> adjacent to angle parking.</li></ul>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
18	Oregon Avenue, Front to 17 <sup>th</sup>	<p>East-west arterial in South Philadelphia between Columbus Boulevard and Passyunk Avenue. The roadway has five travel lanes plus bike lanes and parking at Front Street, which provides access tol-95 and Walt Whitman Bridge. At Randolph Street, a transition begins to angle parking and, west of 6<sup>th</sup> Street, there is only one travel lane in each direction, plus the center turn lane/median, bike lanes, and angle parking.</p> <p><b>Issues for pedestrians:</b> Illegal and unorganized parking, often angle parking, blocks crosswalks and travel and bicycle lanes. Excessively long crossing at 4<sup>th</sup> Street. Big box stores with multiple driveways near heavily used transit stops challenge existing sidewalk capacity at eastern end.</p> <p><b>Recent improvements:</b> Signals will be revised to meet MUTCD pedestrian requirements fall of 2011, extending cycle to 90 seconds; 120 sec. at Front St.</p>	<p>Walkable Commercial Corridor</p> <p>Urban Arterial</p>	Existing bicycle lanes	<p>Reclaim pavement to install curb extensions and pork chop islands, incorporating green streets elements for storm water capture. Candidates for curb extensions include those with parking that abuts crosswalk, particularly at bus stop locations.</p> <p>At Oregon/4<sup>th</sup>:</p> <ul style="list-style-type: none"><li>• Tighten up north side of intersection to reduce length of 4<sup>th</sup> Street crosswalk and tighten up curb radii on both sides.</li></ul> <p>Identify opportunities for access management in section between Front and 4<sup>th</sup>Streets.</p> <p>Extend raised medians across crosswalks where possible to provide greater protection for pedestrians.</p> <p>At Oregon/Moyamensing/15<sup>th</sup>:</p> <ul style="list-style-type: none"><li>• Add median on Oregon Avenue between Broad and 15th</li><li>• Add pedestrian signal on east side crossing of Oregon Avenue at 15th</li></ul>

NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
19	Germantown Avenue, Rising Sun Avenue, Ontario Street, and Old York Road intersections	<p>Germantown Avenue runs diagonally from northwest to southeast in this part of North Philadelphia, while Rising Sun runs diagonally from northeast to southwest. Both have bus routes. They intersect a short distance south of Ontario St. and west of Old York Rd. Three signalized intersections exist in close proximity to each other, one of which is a 6-point intersection. The intersection of Germantown Ave. and Old York Rd. is stop-controlled.</p> <p><b>Issues for pedestrians:</b> Complex intersection of three roadways adjacent to elementary school; skewed intersections make long crossings; pedestrians walking along Ontario or Old York Rd. must go out of their way; pedestrians on west side of Old York Rd. or east side of Germantown Ave. have no crosswalk going south;</p>	<p>City Neighborhood Street</p> <p>Urban Arterial</p> <p>Walkable Commercial Corridor</p> <p>Local</p>	<p>Recommended: marked shared lanes on Germantown Avenue and Old York Road</p>	<p>Add pedestrian signals with countdowns at each of the three intersections in this area.</p> <p>Add curb extensions to shorten crossings and calm traffic wherever possible. In particular, convert striped sections of pavement around island between Ontario and Rising Sun to pedestrian space.</p> <p>Refresh crosswalks where worn, particularly at intersection of Germantown and Rising Sun Avenues.</p> <p>Consider adding a raised midblock crossing of Old York Rd near entrance to Bethune Elementary School schoolyard. Remove 3 parking spaces on east side of southernmost island separating Germantown Ave. from Old York Rd.</p> <p>Consider angle parking for the west side of Old York Road adjacent to the landscaped island opposite elementary school.</p>
NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
20	Kelly Drive, at Boathouse Row and Lemon Hill	<p>Major north-south route feeding Center City from Northwest Philadelphia. Two lanes in each direction with occasional turn lanes. The Schuylkill River Trail flanks the roadway on the riverside, but sidewalks are lacking on most of the east side. The posted speed limit is 35 mph, but typical speeds are higher.</p> <p><b>Issues for pedestrians:</b> Congestion, speed, lack of crossing opportunities for boaters who park at Lemon Hill. Vehicles turn too fast at parking lot driveways and fail to yield to trail users.</p>	<p>Scenic Drive</p>	<p>Existing trail</p>	<p>Install sidewalk on east side of Kelly Drive between Lemon Hill Drive and the signalized crossing at Sedgley Drive.</p> <p>Install bike-friendly rumble strips and signage at parking lot locations along Kelly Drive to alert cars of the need to yield to trail users.</p>

NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
21	Eakins Oval	<p><b>Eakins Oval</b> is at a critical juncture of heavily travelled routes along and across the Schuylkill River at Spring Garden Street and the Benjamin Franklin Parkway. The roadway is four to five travel lanes plus shoulders on both sides. Conditions include difficult merges and weaving sections.</p> <p><b>Issues for pedestrians:</b> Pedestrians want to cross directly to foot of Philadelphia Museum of Art steps, but this is the middle of a five lane weaving section; gaps in the pedestrian connections on west and south sides of the Oval: unprotected crossings from the southern median to the south side of the Pkwy and to the Binswanger Triangle, and of the free-flow exit from the Oval to 24th St.</p> <p><b>Recent improvements:</b> Westbank Greenway complete; new signal at crossing of MLK Drive.</p>	<p>Civic Ceremonial</p> <p>Urban Arterial</p> <p>City Neighborhood Street</p> <p>Scenic Drive</p>	Existing bicycle lanes and trails	<p>Long-term: a full traffic study of this area is needed to determine re-design that addresses all pedestrian, bicyclist and motorist travel needs.</p> <p>Interim recommendations, described and illustrated in the Bike Appendix, include:</p> <ul style="list-style-type: none"><li>• Provide safe pedestrian crossing to westbound Spring Garden Street and adjacent green space from outer section of Oval</li><li>• Add wayfinding to direct pedestrians to the safe crossing to the PMA at the Rocky statue.</li><li>• Create a new pedestrian crossing from the southwest side of PMA to the large grassy area south of MLK Drive. Evaluate options for signal control.</li><li>• Improve and create new sidewalks on west side of Oval.</li><li>• Calm the intersection of 24th Street and the Oval.</li><li>• Add safety measures at unprotected crosswalk between south side of Parkway and southern median.</li><li>• Add a pedestrian signal at the intersection of eastbound Spring Garden Street and the Oval for people walking along the Parkway.</li></ul>



NO.	LOCATION	DESCRIPTION	STREET CLASSIFICATION(S)	BICYCLE FACILITIES	CONCEPTUAL DESIGN RECOMMENDATIONS
22	Ben Franklin Bridge approach area, including 5 <sup>th</sup> and 6 <sup>th</sup> , Vine, and New Streets	<p>The foot of the Benjamin Franklin Bridge is an area where highway ramps interface with the dense Center City grid, resulting in conditions that are challenging for pedestrians and bicyclists. 6<sup>th</sup> Street has six traffic lanes plus bike lanes and a bus pull-off. 5<sup>th</sup> Street separates into three roadways, one of which goes underground, between Race and Callowhill.</p> <p><b>Issues for pedestrians:</b> Access to north walkway of bridge requires crossing uncontrolled traffic. Pedestrians who walk down 6th Street on the east side get stranded on the island at the foot of the bridge.</p> <p><b>Recent improvements:</b> Race Street Connector project improved sidewalk from 2<sup>nd</sup> St. to Columbus Blvd.</p>	Urban Arterial City Neighborhood Street Local	Existing bike lanes on 5 <sup>th</sup> and 6 <sup>th</sup> Streets Bike lanes proposed on 2 <sup>nd</sup> , Callowhill and on Race from 9 <sup>th</sup> to 5th; Sharrows proposed on Race from 5 <sup>th</sup> to 2 <sup>nd</sup> , on 5 <sup>th</sup> from Callowhill to Vine, and on 3rd and 4 <sup>th</sup> ; Contra-flow lane proposed on 5 <sup>th</sup> from Vine to Race; Bike-Friendly Street proposed on Vine from 3 <sup>rd</sup> to Randolph	<p>Crossing improvements should be provided at the intersection of New Street and the east roadway of 5<sup>th</sup> Street, including a crosswalk, traffic control signage, a curb extension or, possibly, a raised crossing.</p> <p>Add sign on the east side of the 6<sup>th</sup> Street crosswalk under the Vine Expressway, telling pedestrians to cross here in order to proceed further south.</p> <p>Add directional signs to inform pedestrians about the short east-west connection on the Vine Street alignment from 6<sup>th</sup> Street to Randolph Street, and from there, further east to Old City.</p> <p>Add curb extensions to reduce 6-lane crossing distance of Race at 6<sup>th</sup> Street intersection</p> <p>See Bike Appendix for illustrations.</p>

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PEDESTRIAN PRIORITY AREA  
CITY AVENUE & MONUMENT ROAD

SAMPLE IMAGES  
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CURRENT CONDITIONS	
1	Pedestrians who cross City Avenue midblock east of Monument Road, instead of using the pedestrian overpass, endanger themselves and create a traffic hazard.
2	The median on the east side is too narrow to serve as a pedestrian refuge.
3	An existing goat path leading to the intersection of City Avenue and Monument Road is not accessible.
4	Pedestrians walking along south sidewalk of City Avenue must cross free right turn from Monument Road, which is so wide that it encourages excessive speed.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider adding a fence along the center median island on City Avenue north east of Monument Road to block pedestrian crossings at a precarious location.	1
Evaluate whether any space can be reallocated from existing travel lanes to widen the refuge island on City Avenue at east side of intersection and allow a crosswalk across City Avenue.	2
Consider narrowing the slip lane from Monument Road to City Avenue.	4
Formalize the "goat path" leading to the intersection of City Avenue and Monument Road by paving the path and adding curb ramps.	3
Add pedestrian related safety signage through the corridor.	1



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation

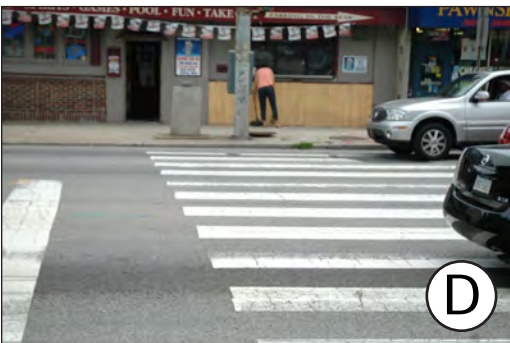
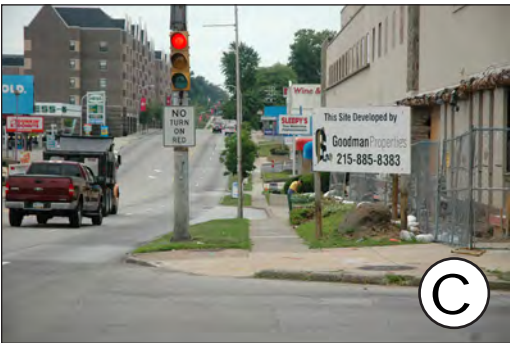
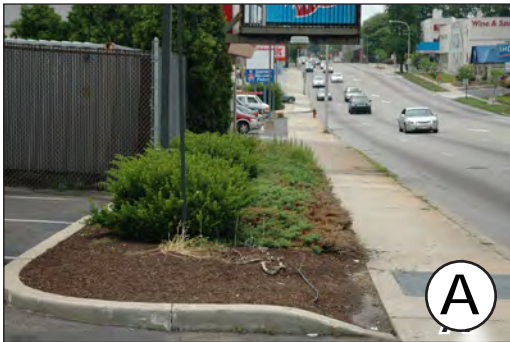


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PEDESTRIAN PRIORITY AREA  
CITY AVENUE  
FROM BRYN MAWR AVENUE TO 54<sup>TH</sup> STREET

SAMPLE IMAGES

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CURRENT CONDITIONS	
1	Significant traffic volumes on existing narrow lanes limit options to make on-street improvements.
2	City Avenue crossings are long and difficult for pedestrians.
3	In some locations, excessively wide, almost continuous driveways, and sidewalks indistinguishable from adjacent parking lots increase possibilities for pedestrian-vehicular conflict .
4	There is no buffer between the sidewalk and the road.
5	Obstructions block the pedestrian travel way.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Provide advanced stop lines at all motor vehicle approaches to crosswalks.	NA
Add pedestrian count down signals throughout the corridor.	2
Widen sidewalk on south side of City Avenue as new development occurs, through increased setback requirement (enacted). Incorporate buffer between traffic and pedestrian travel way.	4, 5
Consider a center median island in areas where a center turn lane is not needed, following recommendations of the 2005 Access Management Study.	2
Consider visual or physical measures to demarcate the sidewalk from driveways and parking lots.	3



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



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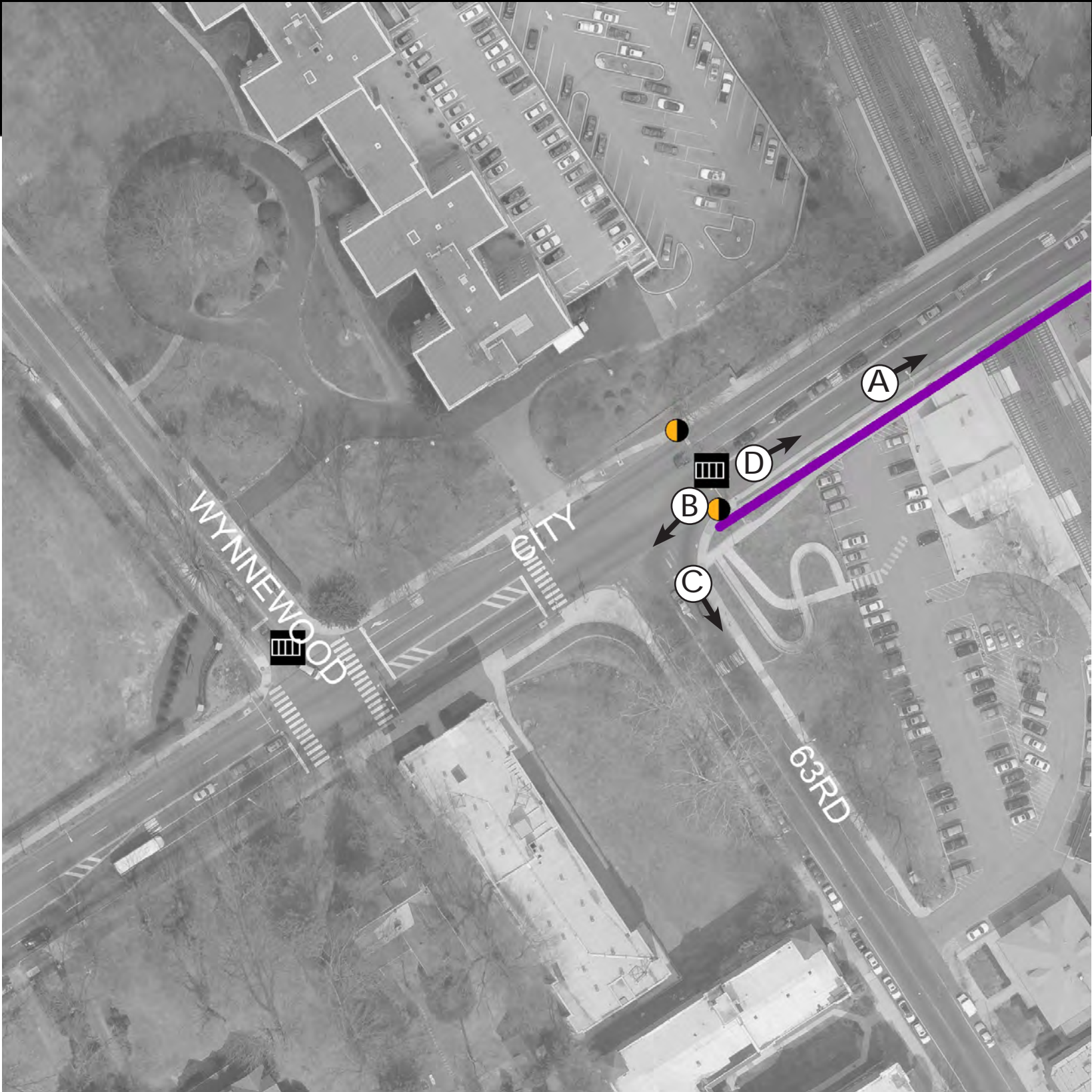
PEDESTRIAN PRIORITY AREA  
CITY AVENUE & 63<sup>RD</sup> STREET

SAMPLE IMAGES  
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CURRENT CONDITIONS	
1	Significant traffic volumes on existing narrow lanes limit options to make on-street improvements.
2	The sidewalks on City Avenue where it crosses the railroad tracks are very narrow, particularly considering that pedestrians must share them with bicyclists riding there to avoid the heavy and fast traffic on City Avenue.
3	Lack of crosswalk on east side of intersection means passengers must make circuitous crossing to travel between Overbrook Station and bus stop on north side of City Avenue.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Restripe existing crosswalks using high visibility pavement markings.	1
Consider additional pavement markings and warning signage to ensure that drivers remain alert for pedestrians and bicyclists.	1
Evaluate whether there is any opportunity to widen the sidewalk on the south side of City Avenue, or alternatively to add a buffer between the road and the sidewalk.	2
Determine whether it would be possible to stripe a crosswalk and add curb ramps on the east side of the intersection of City Avenue and 63rd Street.	3
Provide advanced stop lines at all motor vehicle approaches to crosswalks.	1
Add benches, shelter, or other amenities at bus stops when possible.	NA



RECOMMENDATIONS

- Curb Ramp (ADA)

Curb Extension

Tighten Curb Radius

- Widen Sidewalk/  
Add Buffer

Road Diet

Add Bus Stop Shelter

Move Bus Stop to Far  
Side of Intersection

- Delineate Sidewalk  
from Driveways

High Visibility Crosswalk  
(Stripe/Restripe)

Median/Pedestrian  
Crossing Island

Illumination

- Add Pedestrian  
Countdown Signal

Leading Pedestrian  
Interval

Rectangular Rapid  
Flash Beacon

Other Sign  
Recommendation

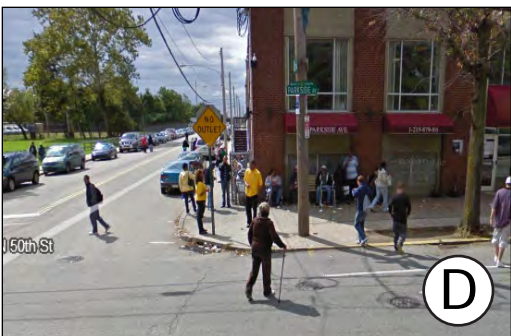


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PEDESTRIAN PRIORITY AREA  
PARKSIDE AVENUE  
BETWEEN GIRARD AVENUE & 52<sup>ND</sup> STREET

SAMPLE IMAGES

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CURRENT CONDITIONS	
1	Excessive paved space, for example the continuous center turn lane, is likely not required for traffic operations.
2	Public feedback has indicated that motor vehicle speed is a concern.
3	Pedestrian crossings of Parkside Avenue are long with no median refuge.
4	Controlled crossings are far apart and pedestrians are seen crossing at uncontrolled locations, for example at Parkside and 49th Street.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider the addition of a landscaped center median island that would improve pedestrian crossing safety, contribute to traffic calming, and green streets goals.	1, 2, 3
Consider adding controlled crossings at selected locations along the corridor, for example, the intersection of Parkside and 49th Street.	4
Add pedestrian count down signals, for example at the intersection of Belmont Avenue and Parkside Avenue.	3
Construct curb extensions where on-street parking does not appear to be needed.	1, 2, 3



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

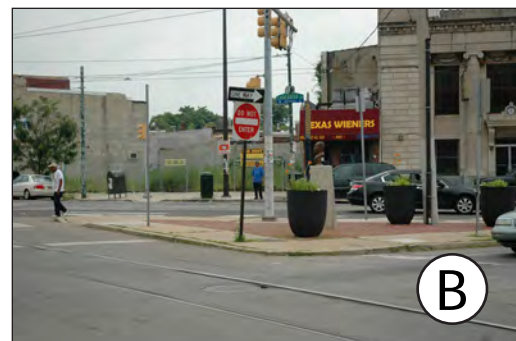
- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



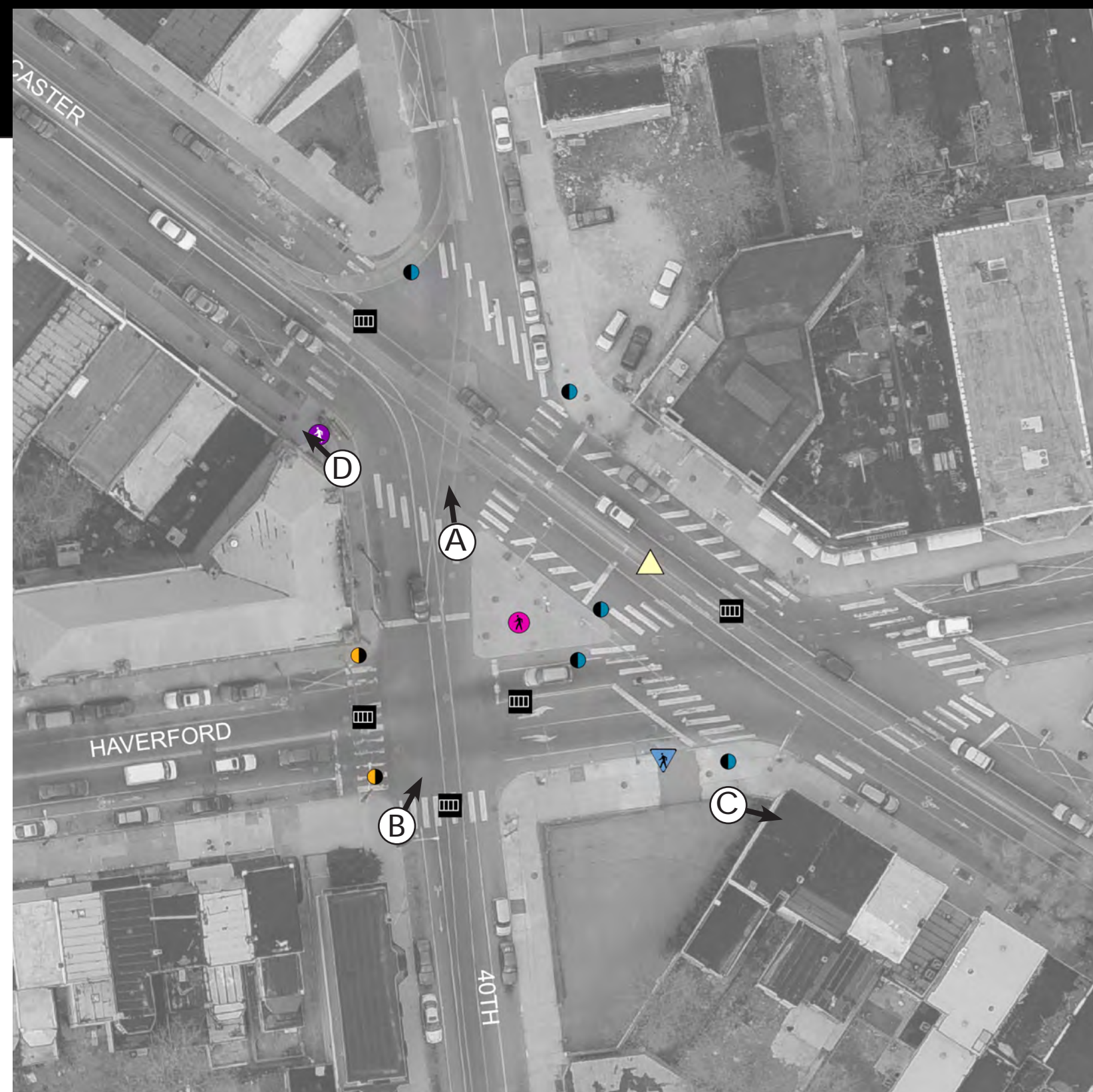
**27 PEDESTRIAN PRIORITY AREA  
LANCASTER AVENUE / HAVERFORD AVENUE /  
40<sup>TH</sup> STREET**

## SAMPLE IMAGES

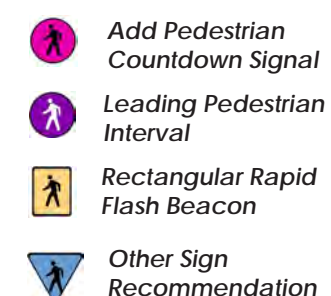
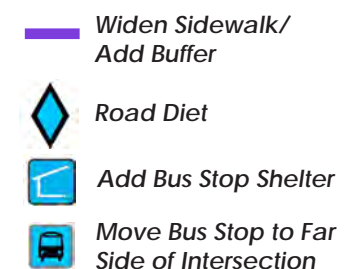


CURRENT CONDITIONS	
1	Skewed intersections increase pedestrian crossing distances.
2	Poorly maintained crosswalks.
3	Excessive paved space that is not required for traffic operations.
4	Turning radii are wide, enabling cars to turn at high rates of speed.
5	Existing curb ramps need improvement.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Reduce pedestrian crossing distances through such measures as curb extensions and expansion of the center median island.	1, 3, 4
Add pedestrian count down signals.	1
Add signage to indicate that the existing eastbound bike lane on Haverford Avenue ends.	NA
Improve existing curb ramps throughout the corridor to make them ADA accessible.	5
Build curb extensions, for example at the northwest corner of Lancaster and 40th Street to slow turning vehicles and reduce pedestrian crossing distances.	1, 4
Restripe existing crosswalks and bike lanes using high visibility pavement markings.	2
Consider Leading Pedestrian Intervals where wide turning radii encourage high speed turns.	4



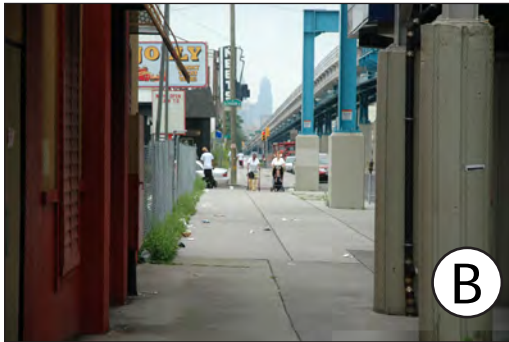
## RECOMMENDATIONS





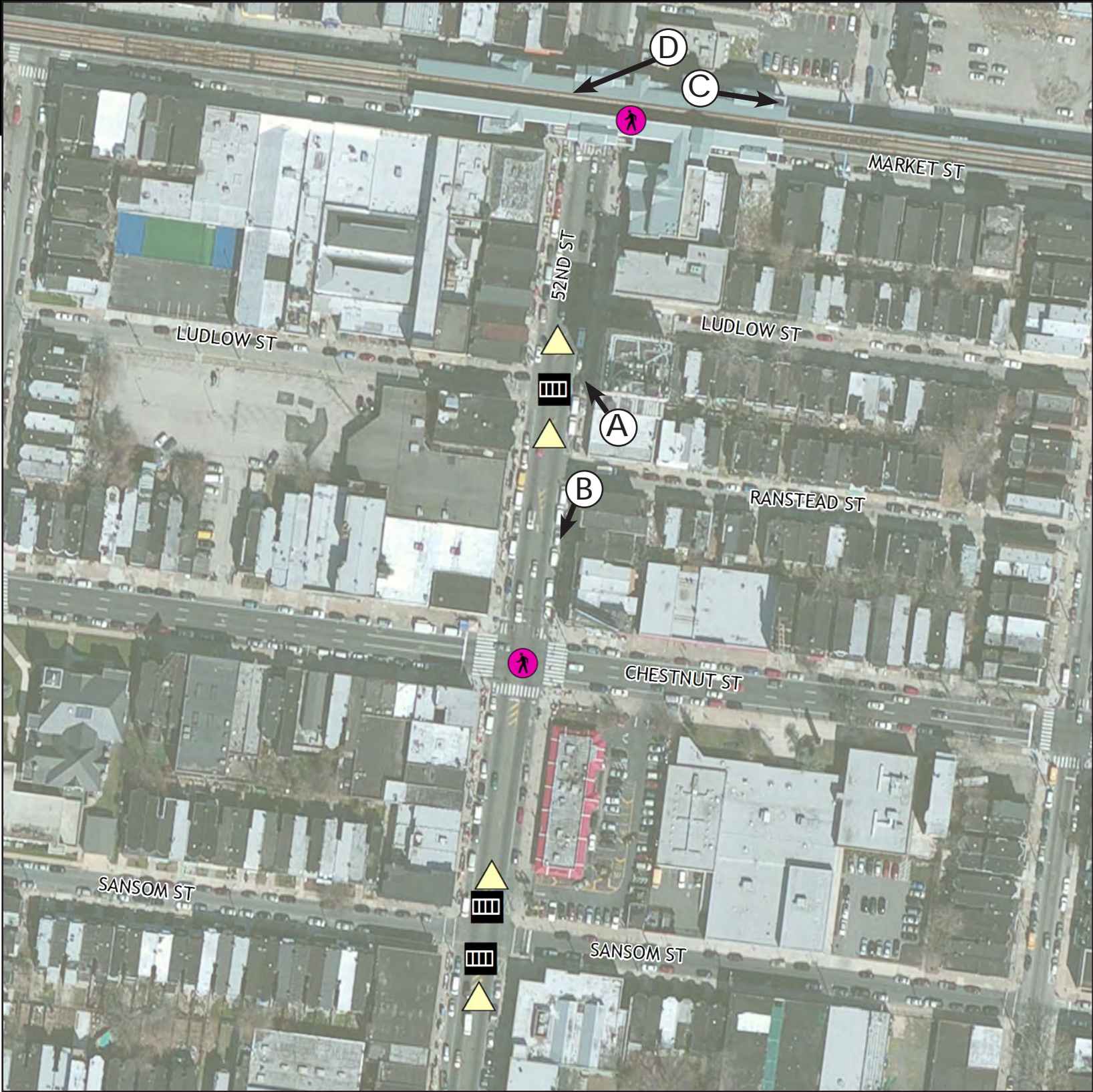
# 28 PEDESTRIAN PRIORITY AREA 52<sup>ND</sup> STREET BETWEEN MARKET & WALNUT STREETS

## SAMPLE IMAGES



CURRENT CONDITIONS	
1	Poorly maintained crosswalks.
2	Significant pedestrian demand for mid-block crossings and concern about "dart outs".
3	Lack of median islands that serve as pedestrian refuges.
4	Excessive paved space that is not required for traffic operations.
5	Signals are difficult to see under the El.
6	All intersections lack pedestrian crossing signals.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider a mid-block crossing at Ludlow Street given existing pedestrian demand and potential impact on bus operations; if so consider crosswalk, pedestrian signal, and on-street parking reduction to improve sight lines.	2
Raise existing painted medians at key locations along the corridor to facilitate safe pedestrian crossings.	3
Add pedestrian countdown signals at all signalized intersections on the corridor.	6
Improve signal placement at the 52nd Street and Market Street intersection.	5
Restripe crosswalks where needed.	1



## RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

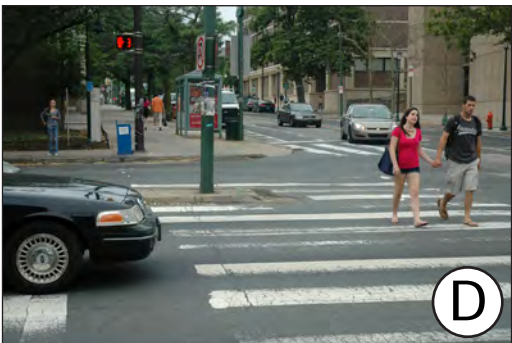
- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



29

PEDESTRIAN PRIORITY AREA  
38TH STREET & SPRUCE STREET

SAMPLE IMAGES  
.....



CURRENT CONDITIONS	
1	Poorly maintained crosswalks.
2	All modes are interacting within what is a relatively constrained intersection environment.
3	Existing medians do not meet current standards for pedestrian refuges.
4	Delivery trucks and Wawa customer vehicles block the bike lane, which is a No Stopping Zone. However, a loading zone exists in a lay-by a short distance down Spruce Street.
5	Long pedestrian crossings.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider ways to reduce crossing distance or increase width of median on 38th Street/University Avenue.	3, 5
Evaluate whether providing bike boxes on all four legs of the intersection would clarify bike movements across pedestrian travel ways.	2
Restripe existing crosswalks and bike lanes using high visibility pavement markings.	1
Evaluate adequacy of loading space and curb management alternatives near 38th and Spruce.	4
Consider Leading Pedestrian Intervals.	2



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



30

PEDESTRIAN PRIORITY AREA

34<sup>TH</sup> STREET

BETWEEN SPRUCE & 33<sup>RD</sup> STREETS

SAMPLE IMAGES

.....



CURRENT CONDITIONS	
1	Poorly maintained crosswalks.
2	Potential conflicts with turning vehicles.
3	East sidewalk of 34th Street and west sidewalk of 33rd Street end mid-block with no path to Convention Avenue or University City rail station

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Restripe existing crosswalks and bike lanes using high visibility pavement markings.	1
Consider Leading Pedestrian Intervals.	2
Provide advanced stop lines at all motor vehicle approaches to crosswalks.	2
Evaluate new mid-block crosswalk with traffic control to connect CHOP entrance with existing walkway on east side of 33rd Street.	3



RECOMMENDATIONS

- Curb Ramp (ADA)

Curb Extension

Tighten Curb Radius

- Widen Sidewalk/ Add Buffer

Road Diet

Add Bus Stop Shelter

Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways

High Visibility Crosswalk (Stripe/Restripe)

Median/Pedestrian Crossing Island

Illumination

- Add Pedestrian Countdown Signal

Leading Pedestrian Interval

Rectangular Rapid Flash Beacon

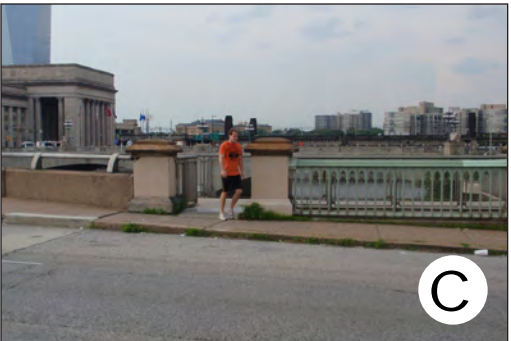
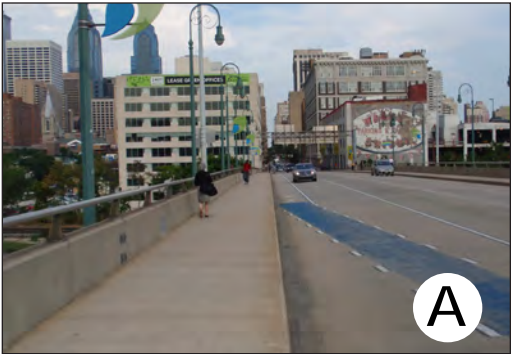
Other Sign Recommendation



31

PEDESTRIAN PRIORITY AREA  
WALNUT & CHESTNUT STREETS  
AT SCHUYLKILL AVENUE

SAMPLE IMAGES  
.....



CURRENT CONDITIONS	
1	Narrow existing sidewalks with significant pedestrian and bike demand present
2	Significant motor vehicle traffic traveling at high speeds
3	Lack of a buffer between the sidewalk and road
4	Turning radii are wide enabling cars to turn at high rates of speed
5	Sidewalk condition very poor on Chestnut Street bridge.
6	Existing curb ramps are inadequate.
7	Many corners of the Schuylkill Ave. intersection have very pinched sidewalks.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Widen and renew sidewalks, with buffer, e.g. street lights, on both Walnut and Chestnut Street bridges. (planned for Walnut)	1, 3, 7
Relocate bike lanes to left side to reduce conflict with transit loading.	NA
Increase enforcement to reduce travel speeds across both bridges.	2
Tighten up intersections to reduce crossing distance and provide more space to accommodate ADA ramps at corners. (planned at Walnut)	4, 6, 7
Consider Leading Pedestrian Intervals Intervals at crossings where vehicles fail to yield right-of-way.	NA
Add curb ramps on Walnut and Chestnut Street bridges to improve access to the Schuylkill River Trail.	6



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



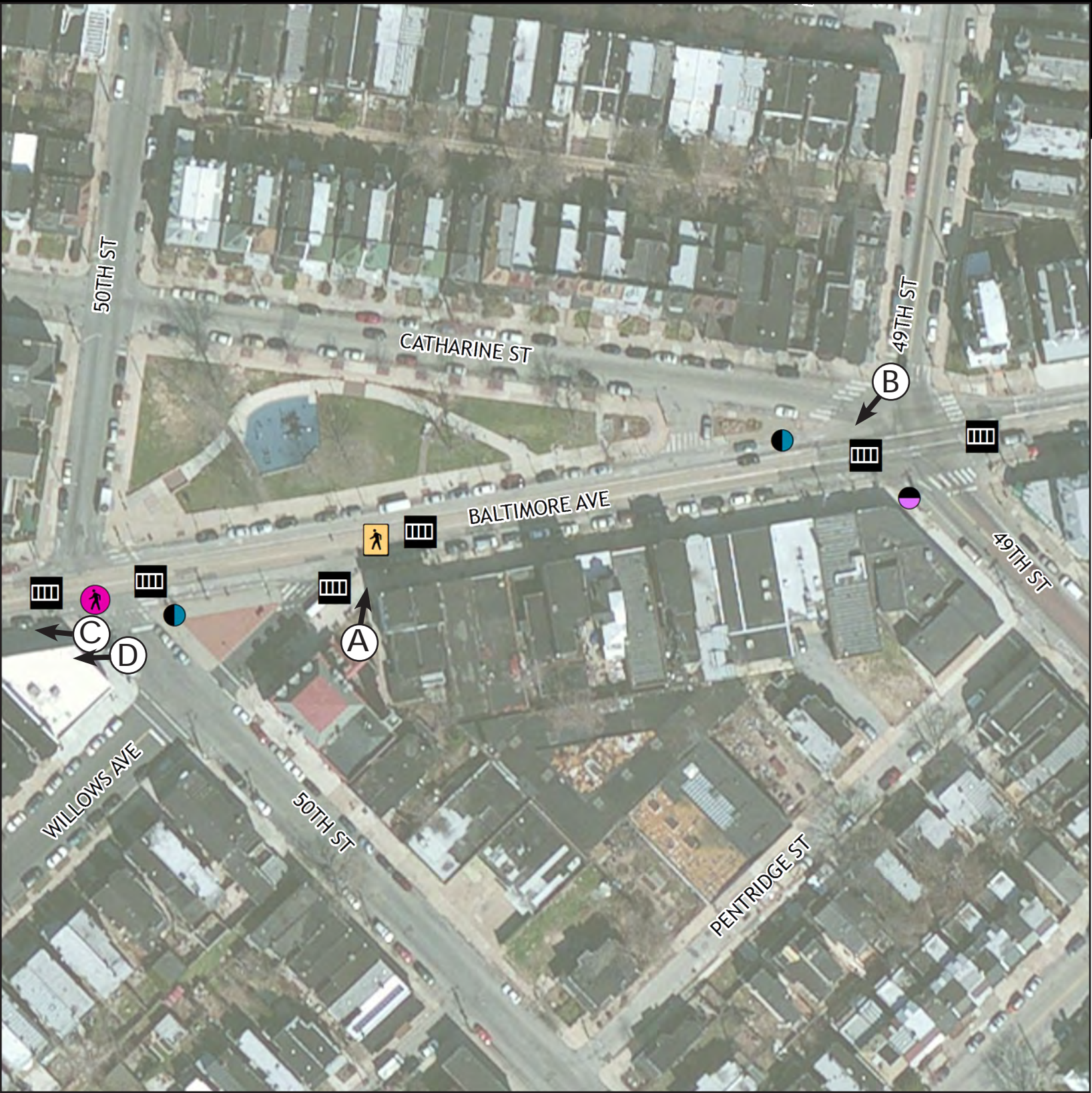
# 32 PEDESTRIAN PRIORITY AREA BALTIMORE AVENUE BETWEEN 49<sup>TH</sup> & 50<sup>TH</sup> STREETS

## SAMPLE IMAGES




CURRENT CONDITIONS	
1	Poorly maintained crosswalks.
2	Wide turning radii encourages/enables drivers to turn at a high rate of speed.
3	There is an existing pedestrian desire line for a mid-block crossing.
4	Pedestrians do not have much time to cross the street.
5	Existing curb ramps need improvement.
6	Indirect pedestrian crossing, e.g., of Baltimore Avenue on west side of 49th Street.
7	Vehicular intersection of Willows Avenue and Baltimore adds to the conflict created by the desired mid block pedestrian crossing, because drivers are more focused on looking west for approaching traffic on Baltimore Ave.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Explore options to provide a more direct crossing of Baltimore on the west side of 49th.	6
Add pedestrian count down signals, for example for pedestrians crossing Baltimore Avenue at 50th Street.	4
Restripe existing crosswalks and bike lanes using high visibility pavement markings.	1
Consider a mid-block crossing of Baltimore Avenue between 49th and 50th given existing pedestrian demand and potential impact on transit operations. Also consider associated changes such as removing parking spaces to improve visibility and adding a pedestrian signal and high visibility crosswalk.	3
Improve existing curb ramps throughout the corridor to make them ADA accessible.	5
Evaluate the possibility of reversing the short segment of Willows Avenue between 50th Street and Baltimore Avenue."	7




## RECOMMENDATIONS

 Curb Ramp (ADA)


 Curb Extension

 Tighten Curb Radius


 Widen Sidewalk/ Add Buffer

 Road Diet

 Add Bus Stop Shelter


 Move Bus Stop to Far Side of Intersection

 Delineate Sidewalk from Driveways

 High Visibility Crosswalk (Stripe/Restripe)

 Median/Pedestrian Crossing Island

 Illumination

 Add Pedestrian Countdown Signal

 Leading Pedestrian Interval

 Rectangular Rapid Flash Beacon

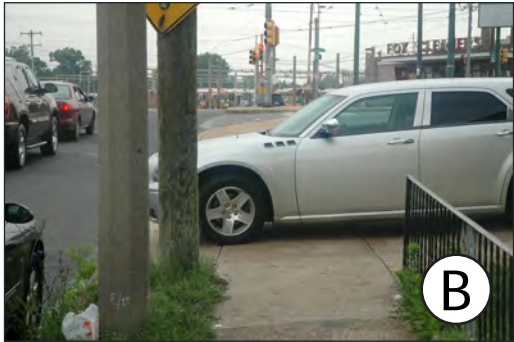
 Other Sign Recommendation



33

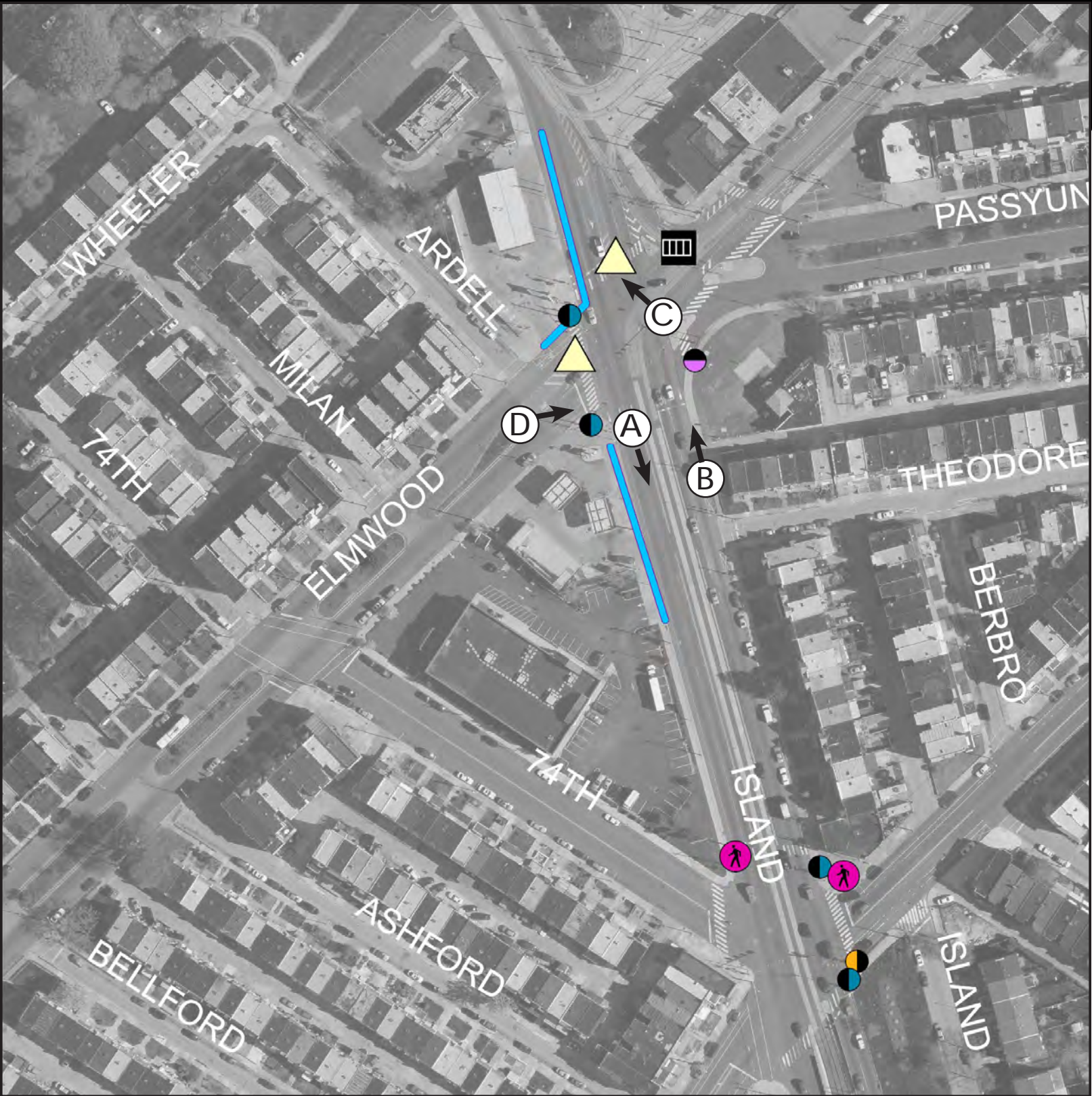
PEDESTRIAN PRIORITY AREA  
ISLAND AVENUE  
ELMWOOD AVENUE TO BUIST AVENUE

SAMPLE IMAGES  
.....



CURRENT CONDITIONS	
1	Excessively wide, almost continuous driveways, and sidewalks indistinguishable from adjacent parking lots increase possibilities for pedestrian-vehicular conflict
2	There is no connection to the Cobbs Creek Greenway.
3	Existing medians are not wide enough to serve as a refuge.
4	Existing pedestrian crossings are not direct and require people to go too far out of their way.
5	Wide turning radii encourages/enables drivers to turn at a high rate of speed.
6	Existing curb ramps are inadequately maintained.
7	Pedestrian signals missing at Island and Buist.
8	Long pedestrian crossings.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Improve existing curb cuts to make ramps ADA accessible.	6
Evaluate the possibility of narrowing existing travel lanes in order to free up space to widen the waiting area for transit passengers.	3
Consider measures to shorten long pedestrian crossings, including curb extensions and median islands.	8
Conduct an access management study to determine whether the selected driveways could be closed.	1
Consider visual or physical measures to demarcate the sidewalk from driveways and parking lots.	1
Evaluate the possibility of adding a more direct crossing between the northeast and the southeast corners of Island/Elmwood/Passyunk.	4
Consider eliminating the slip lane at Island and Passyunk to reduce the turning radius.	5
Develop an improved pedestrian and bicycle connection to the Cobbs Creek Greenway, potentially by creating a sidepath on the west side of Island Avenue.	2
Provide wayfinding signage to the Cobbs Creek Greenway.	2
Add new pedestrian signal at the intersection of Island and Buist.	7



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



34

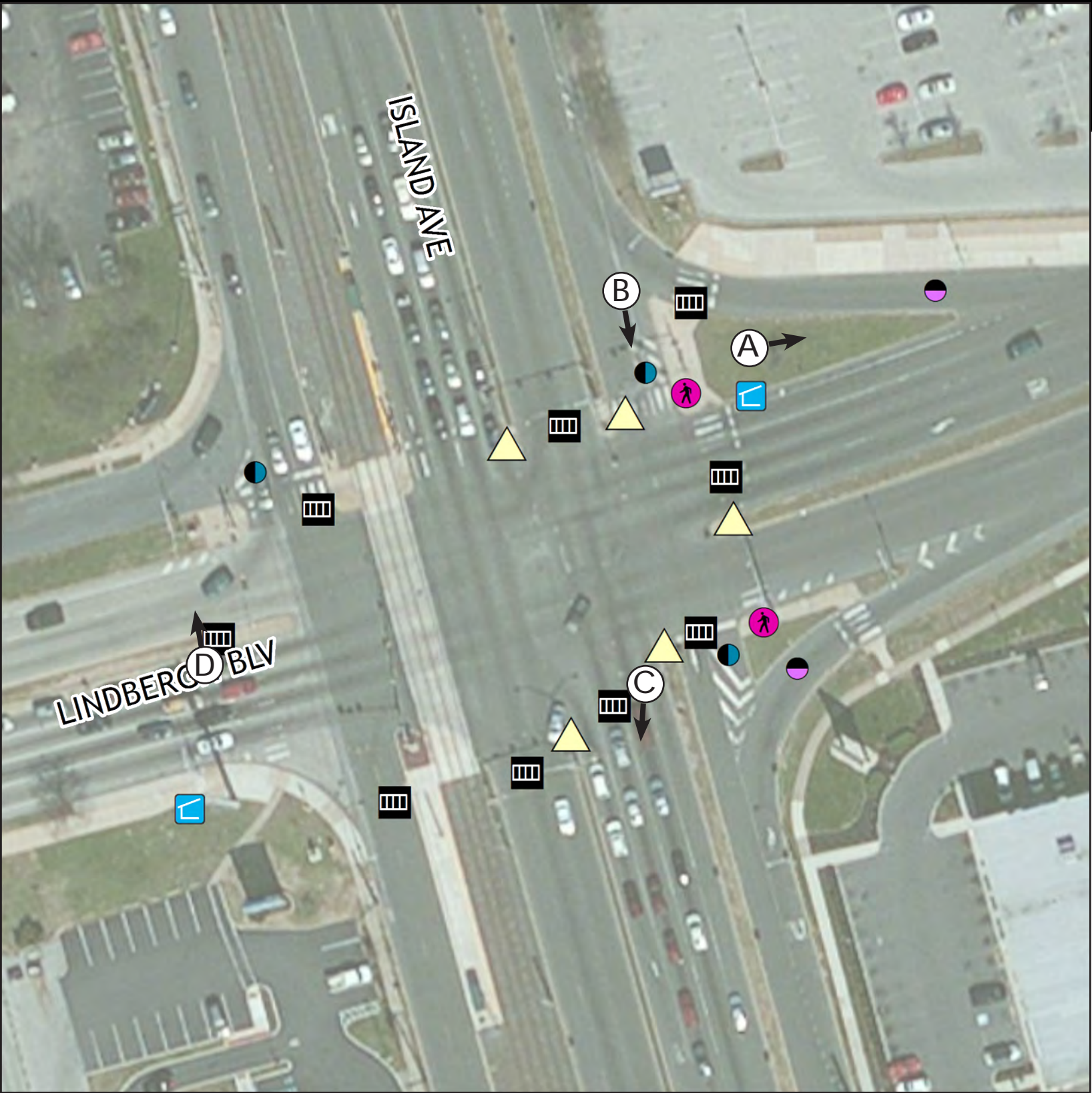
PEDESTRIAN PRIORITY AREA  
LINDBERGH BOULEVARD & ISLAND AVENUE

SAMPLE IMAGES  
.....



CURRENT CONDITIONS	
1	Wide turning radii encourages/enables drivers to turn at a high rate of speed.
2	Long pedestrian crossing distances.
3	Potential conflicts between pedestrians, cars, bicycles, trolleys, buses, etc.
4	All pedestrian crossings are not accommodated.
5	Missing curb ramps.
6	Poorly maintained crosswalks.
7	Limited queuing space for pedestrians waiting for trolleys.
8	Existing medians are not wide enough to serve as refuges.
9	Excess paved space that does not appear to be needed for traffic operations.
10	Sidewalk is missing or has major gaps on east side of Island Avenue.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Tighten turning radii to slow turning vehicles.	1, 3
Evaluate the possibility of providing a crosswalk between the southeast and southwest sides of the intersection given existing pedestrian desire lines.	4
Reduce pedestrian crossing distance through curb extensions or expanded medians.	2, 3, 8, 9
Evaluate the possibility of narrowing existing travel lanes in order to free up space to widen the queuing area for pedestrians waiting for trolleys.	7
Ensure that the intersection appropriately accommodates the planned bike lanes on Lindbergh Boulevard.	NA
Provide missing curb ramps and restripe existing crosswalks.	5, 6
Provide advanced stop lines at all motor vehicle approaches to crosswalks.	3
Provide more time on pedestrian signals for pedestrians to cross.	2
Provide benches and shelters at all bus stops.	NA



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation

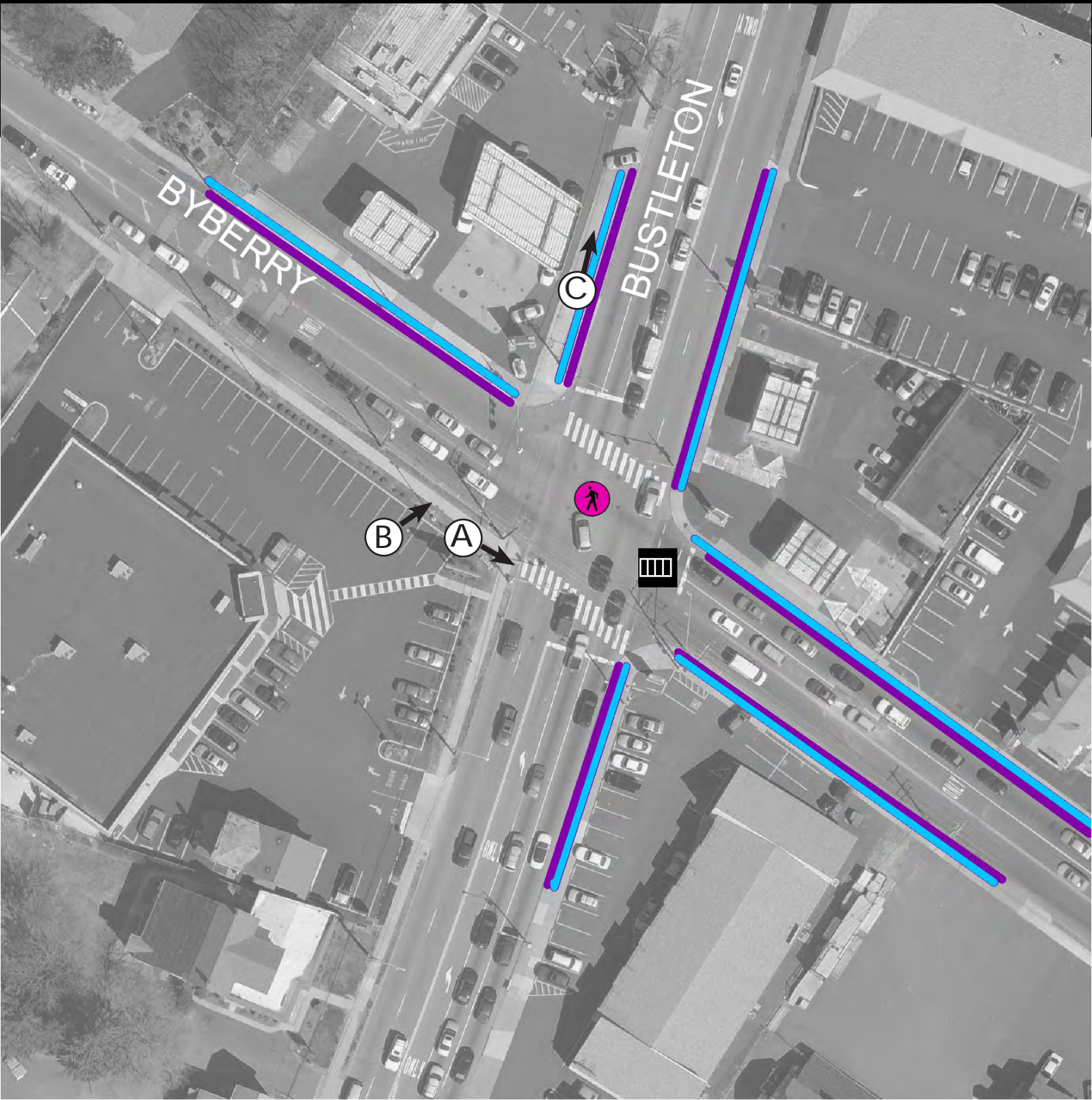


## SAMPLE IMAGES



CURRENT CONDITIONS	
1	Lack of median islands that serve as pedestrian refuges.
2	Long pedestrian crossing distances with short signal timing.
3	Limited queuing space for pedestrians waiting for buses.
4	Poorly maintained crosswalks.
5	No buffer between sidewalks and traffic except for southwest corner of intersection.
6	Excessively wide, almost continuous driveways, and sidewalks sometimes indistinguishable from adjacent parking lots increase possibilities for pedestrian-vehicular conflict.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Restripe crosswalks with high visibility markings.	4
Provide buffers between sidewalks and traffic.	5
Add pedestrian countdown signals. (planned)	2
Consider visual or physical measures to demarcate the sidewalk from driveways and parking lots.	6



## RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



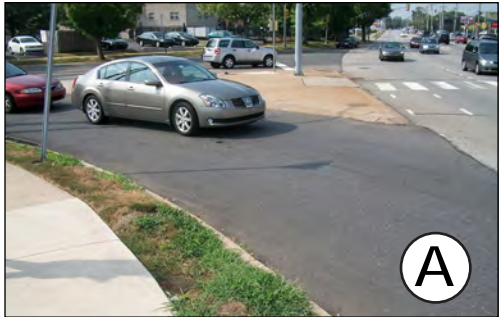
36

PEDESTRIAN PRIORITY AREA

HALDEMAN AVENUE & BUSTLETON AVENUE

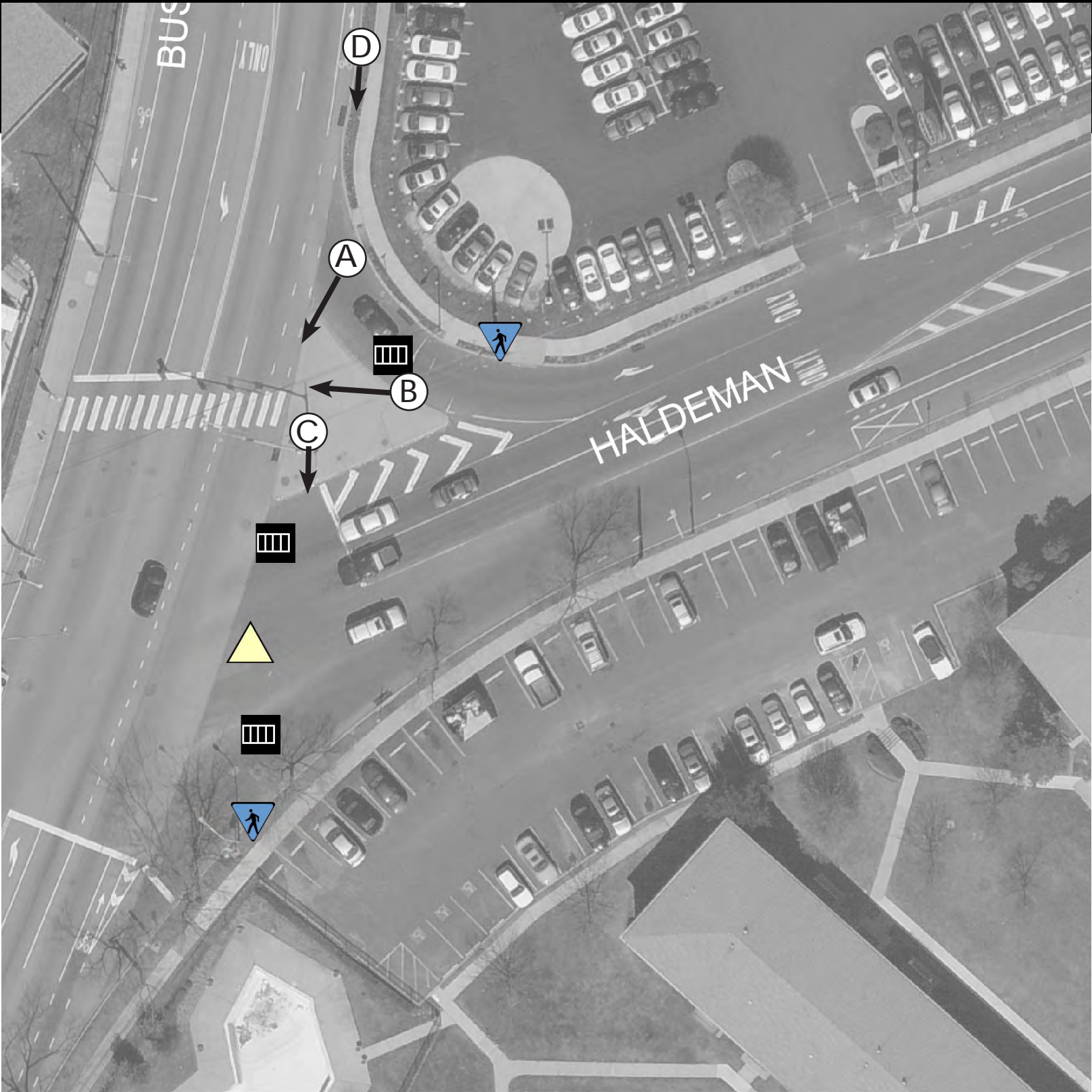
SAMPLE IMAGES

.....



CURRENT CONDITIONS	
1	No crosswalk markings for pedestrians walking on the east side of Bustleton, likely because the segment between the median island and the south side of the crossing always has traffic from either Bustleton or Haldeman.
2	Long pedestrian crossing distances with short signal timing.
3	Sidewalks are narrow and, from Haldeman north over the railroad bridge, lack buffers.
4	Wide turning radii encourage/enable drivers to turn at high speeds.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Add crosswalk markings for pedestrians crossing Haldeman on east side of Bustleton. Add Yield to Pedestrians sign at crosswalk to slip ramp.	1
Consider buffers between the sidewalk and the roadway.	3
Provide more time on pedestrian countdown signals for pedestrians to cross.	2
Provide benches or shelters at bus stops.	NA
Consider curb extensions to tighten turning radii to slow turning vehicles.	4
Add a median refuge island on the east side of Bustleton to separate the westbound Haldeman traffic from the eastbound Bustleton right turns. This would allow pedestrians on the east side to cross the intersection in stages, while also slowing the right turning vehicles.	1, 4



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



37

PEDESTRIAN PRIORITY AREA  
RHAWN STREET & ROOSEVELT BOULEVARD

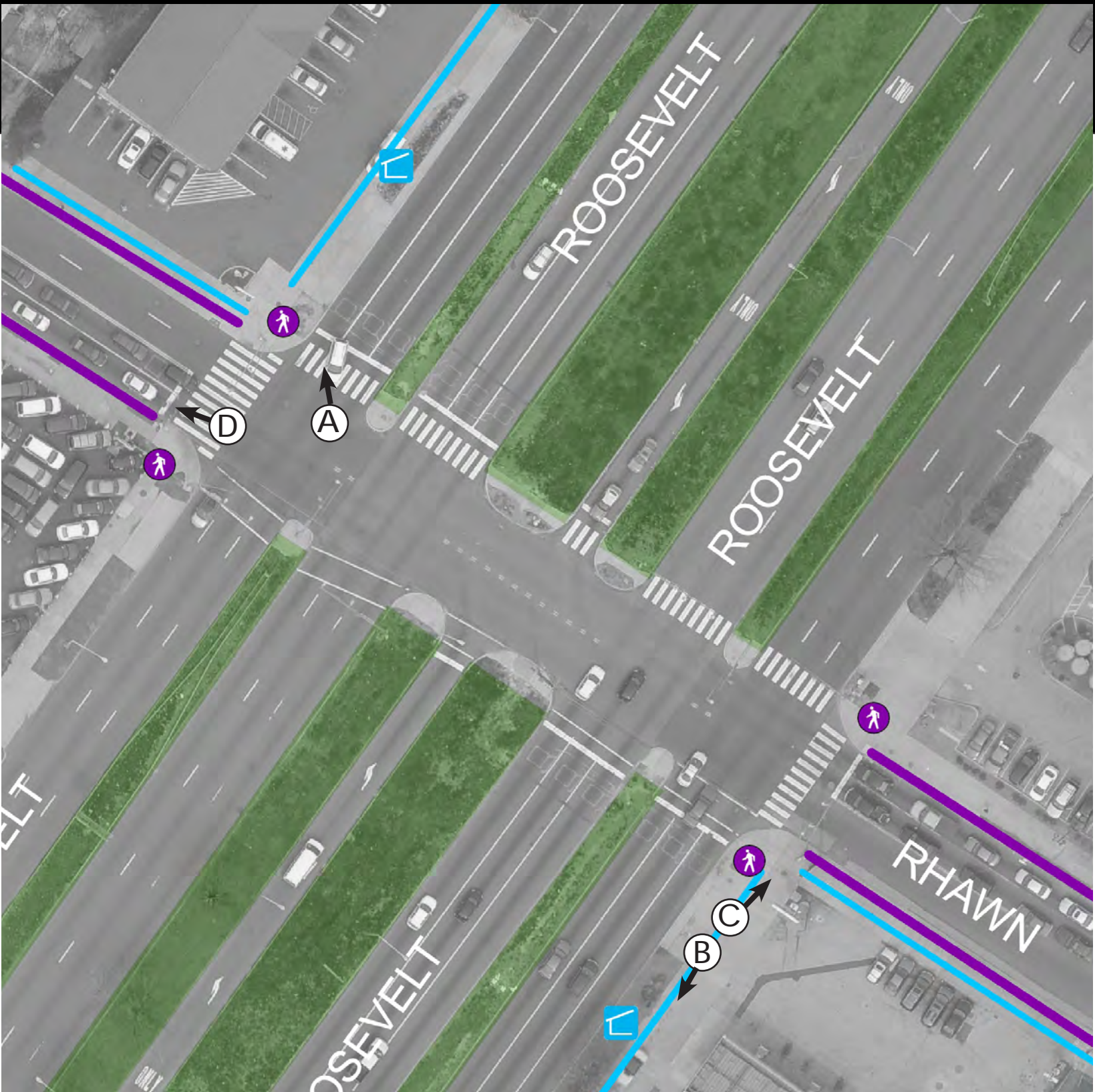
SAMPLE IMAGES

.....



CURRENT CONDITIONS	
1	Limited space and lack of amenities for passengers waiting for buses.
2	Excessively wide, almost continuous driveways, and sidewalks indistinguishable from adjacent parking lots increase possibilities for pedestrian-vehicular conflict.
3	Sidewalk buffers are lacking, particularly on Rhawn Street.
4	Potential conflicts with pedestrians/bicyclists and turning traffic.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Provide benches or shelters at bus stops.	1
Improve existing surface quality of the curbs and sidewalks.	NA
Provide buffers between sidewalk and road where possible, particularly trees.	3
Consider LPIs for all crosswalks with turning vehicles.	4
Consider visual or physical measures to demarcate the sidewalk from driveways and parking lots.	2



RECOMMENDATIONS

- Curb Ramp (ADA)

Curb Extension

Tighten Curb Radius

- Widen Sidewalk/ Add Buffer

Road Diet

Add Bus Stop Shelter

Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways

High Visibility Crosswalk (Stripe/Restripe)

Median/Pedestrian Crossing Island

Illumination

- Add Pedestrian Countdown Signal

Leading Pedestrian Interval

Rectangular Rapid Flash Beacon

Other Sign Recommendation



38

PEDESTRIAN PRIORITY AREA

COTTMAN AVENUE & ROOSEVELT BOULEVARD

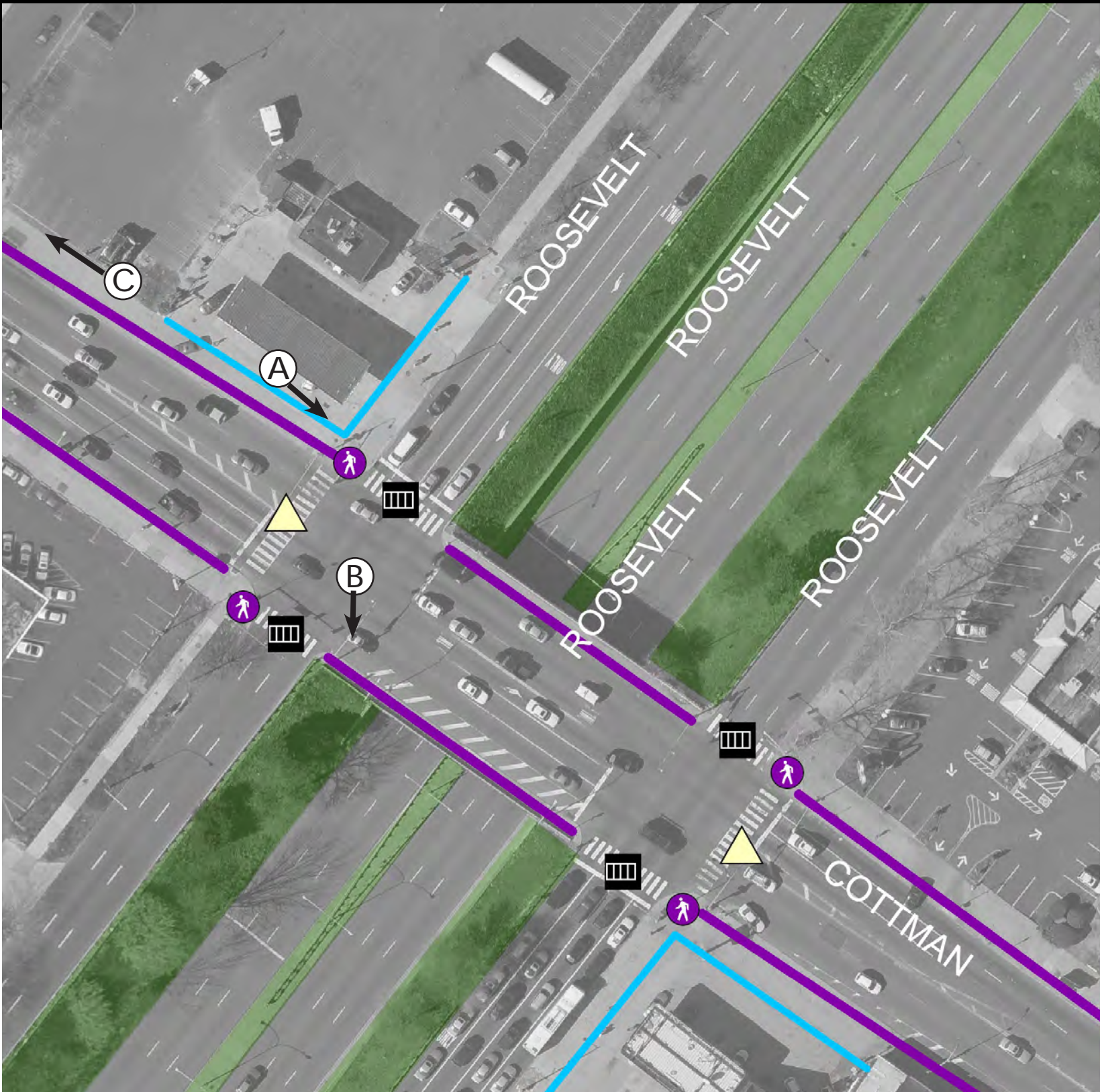
SAMPLE IMAGES

.....



CURRENT CONDITIONS	
1	Long pedestrian crossing distances with short signal timing.
2	Waiting areas for bus passengers lack amenities and may be inadequate due to adjacent driveways .
3	No buffer between sidewalk and motor vehicle traffic on Cottman Avenue. Sidewalks on bridge are especially narrow.
4	Potential conflicts with pedestrians/bicyclists and right turning vehicles.
5	Excessively wide, almost continuous driveways, and sidewalks indistinguishable from adjacent parking lots increase possibilities for pedestrian-vehicular conflict.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider constructing a median at the intersection of Cottman Avenue and Roosevelt Boulevard.	1
When bridge is rebuilt, widen sidewalks over Roosevelt Blvd. For the rest of Cottman Avenue, add street trees where space allows.	3
Consider LPIs or adjust signal timing to provide more time for pedestrians to cross	2, 5
Provide benches or shelters at bus stops.	2
Consider visual or physical measures to demarcate the sidewalk from driveways and parking lots.	5



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



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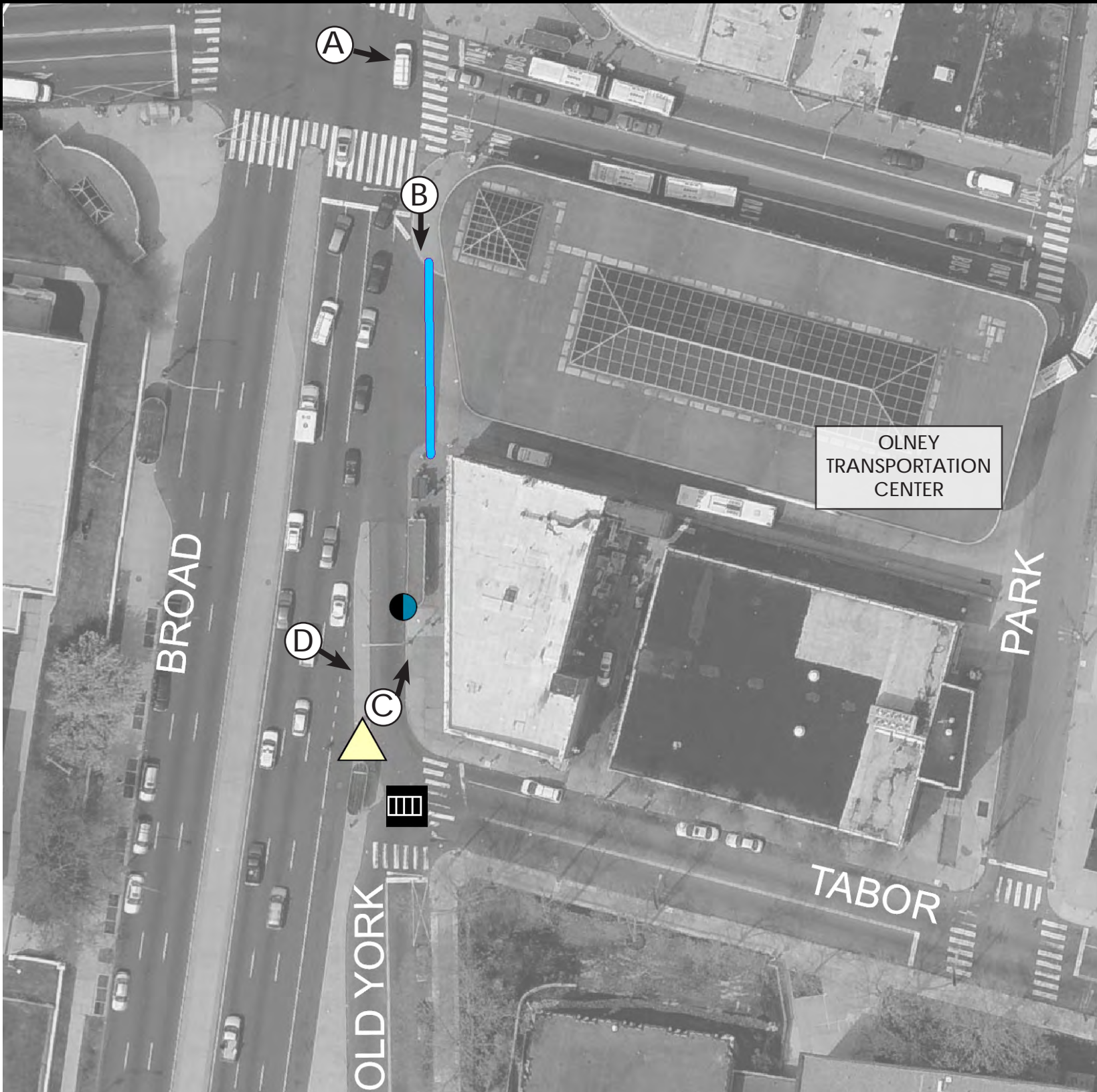
PEDESTRIAN PRIORITY AREA  
OLNEY TRANSPORTATION CENTER

SAMPLE IMAGES



CURRENT CONDITIONS	
1	Limited space for transit passengers on the east side of Broad at the Transportation Center and on the island separating Broad Street from Old York Rd.
2	Significant potential for pedestrian-vehicular conflicts on sidewalk adjacent to Transportation Center driveway.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Evaluate ways to widen the sidewalk around the subway headhouse on the east side of Broad Street from Olney to Tabor in order to provide a better waiting area	1
Evaluate the possibility of widening the median island between Broad St. and Old York Rd. near Tabor Rd. north to provide a better waiting area.	1
Consider design alternatives to better delineate the sidewalk along East side of Broad at Transportation Center driveway.	2



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

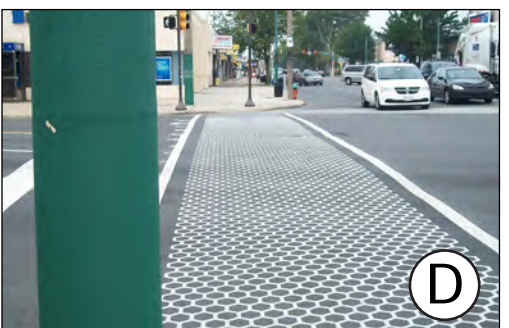
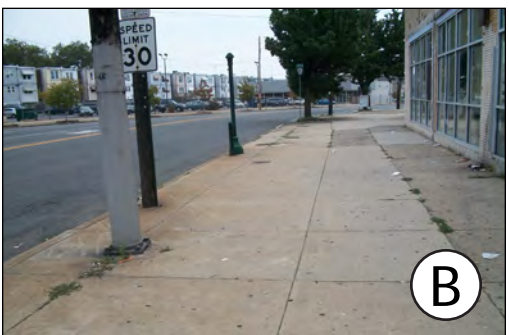
- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



**40 PEDESTRIAN PRIORITY AREA  
FRANKFORD AVENUE & COTTMAN AVENUE**

## SAMPLE IMAGES



## CURRENT CONDITIONS

CURRENT CONDITIONS	
1	Lack of amenities for passengers waiting for buses.
2	Potential conflicts with pedestrians/bicyclists and right turning vehicles.
3	Wide angles can allow turns at high speeds.
4	Excessively long pedestrian crossings, especially along Frankford Avenue.
5	East bound Cottman phase is safe for pedestrians crossing Ryan but signal does not allow the movement.
6	Conflicts caused by multiple left turn opportunities in close proximity.

## RECOMMENDED IMPROVEMENTS

**CURRENT  
CONDITIONS  
ADDRESSED**

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Provide benches or shelters at bus stops.	1
Consider pedestrian plaza treatment, curb extensions, or expanded medians to reduce crossing distances, tighten turning radii, and reduce paved area.	3, 4
Consider Leading Pedestrian Intervals where wide turning radii allow high speed turns.	2, 3
Identify opportunities to add landscape buffers, green elements within medians, and other features to increase pervious surface and contribute to green streets goals.	NA
Separate signalization of Ryan and Cottman crosswalks, using expanded median refuge islands.	5
Consider prohibiting left turn from northbound Frankford to Ryan.	6



## RECOMMENDATIONS



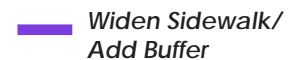
*Curb Ramp (ADA)*



### Curb Extension



### Tighten Curb Radius



**Widen Sidewalk/  
Add Buffer**



### Road Diet



*Add Bus Stop Shelter*

*Move Bus Stop to Far Side of Intersection*



### Move Bus Stop to Far Side of Intersection



### *Delineate Sidewalk from Driveways*



### High Visibility Crosswalk (Stripe/Restripe)



Median/Pedestrian  
Crossing Island



### *Illumination*



### Add Pedestrian Countdown Signal



### Leading Pedestrian Interval



**Rectangular Rapid  
Flash Beacon**

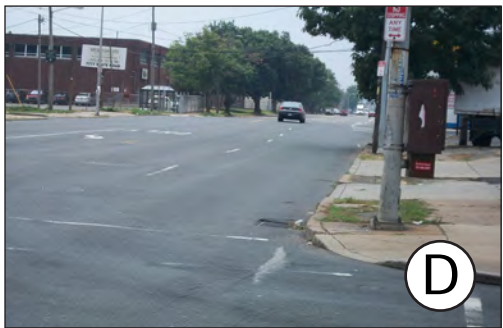
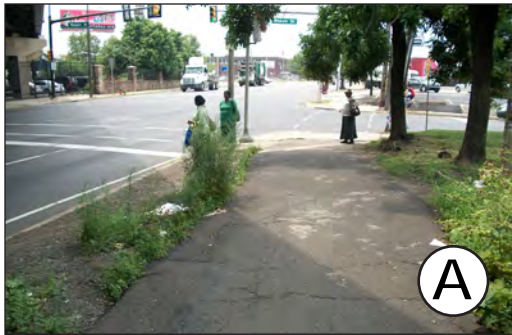


Other Sign  
Recommendation



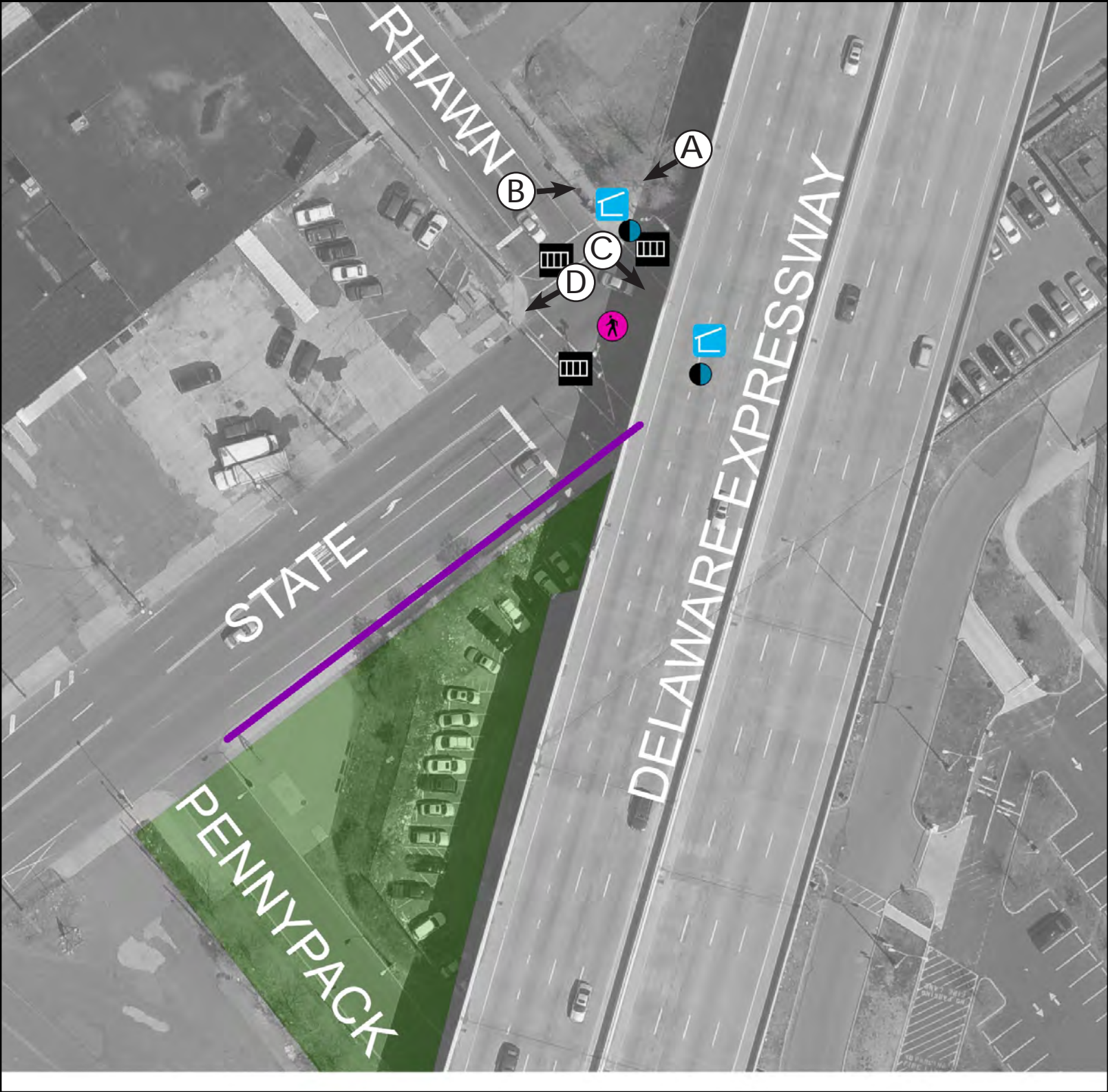
# 41 PEDESTRIAN PRIORITY AREA RHAWN STREET & STATE ROAD

## SAMPLE IMAGES



CURRENT CONDITIONS	
1	There are no pedestrian signals.
2	Long pedestrian crossing distance across State Road.
3	Limited queuing space and lack of amenities for pedestrians waiting for buses.
4	Poor connection to Pennypack Path east of State Road and south of intersection.
5	Poor visibility due to I-95 overpass.
6	Existing sidewalks are in very poor condition.
7	Existing curb ramps need improvement.
8	Lack of a buffer between the sidewalk and road.
9	Existing obstructions in the pedestrian travelway.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Install pedestrian countdown signal.	1, 2
Provide benches or shelters at all bus stops.	3
Consider curb extensions to shorten crossings, improve pedestrian visibility, and create queuing area for bus passengers.	2, 5
Install high visibility crosswalks.	5
Consider converting shoulder of State Rd. between Rhawn St. and Pennypack Path to expand sidewalk for shared use by bicyclists and pedestrians and to add a buffer.	4
Add wayfinding signs at intersection to direct path users to the proper route.	4



## RECOMMENDATIONS

Curb Ramp (ADA)

Curb Extension

Tighten Curb Radius

Widen Sidewalk/  
Add Buffer

Road Diet

Add Bus Stop Shelter

Move Bus Stop to Far  
Side of Intersection

Delineate Sidewalk  
from Driveways

High Visibility Crosswalk  
(Stripe/Restripe)

Median/Pedestrian  
Crossing Island

Illumination

Add Pedestrian  
Countdown Signal

Leading Pedestrian  
Interval

Rectangular Rapid  
Flash Beacon

Other Sign  
Recommendation



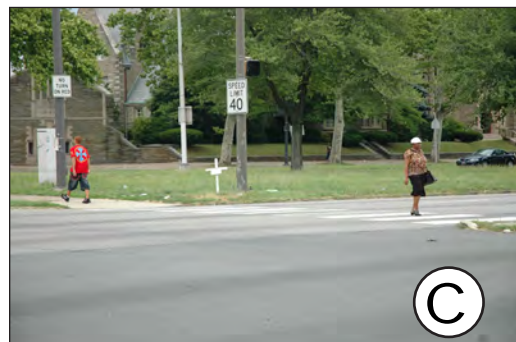
## SAMPLE IMAGES



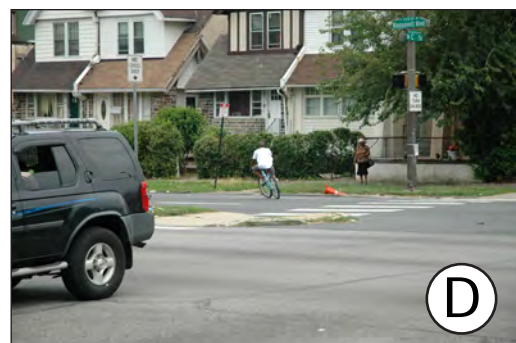
A



B



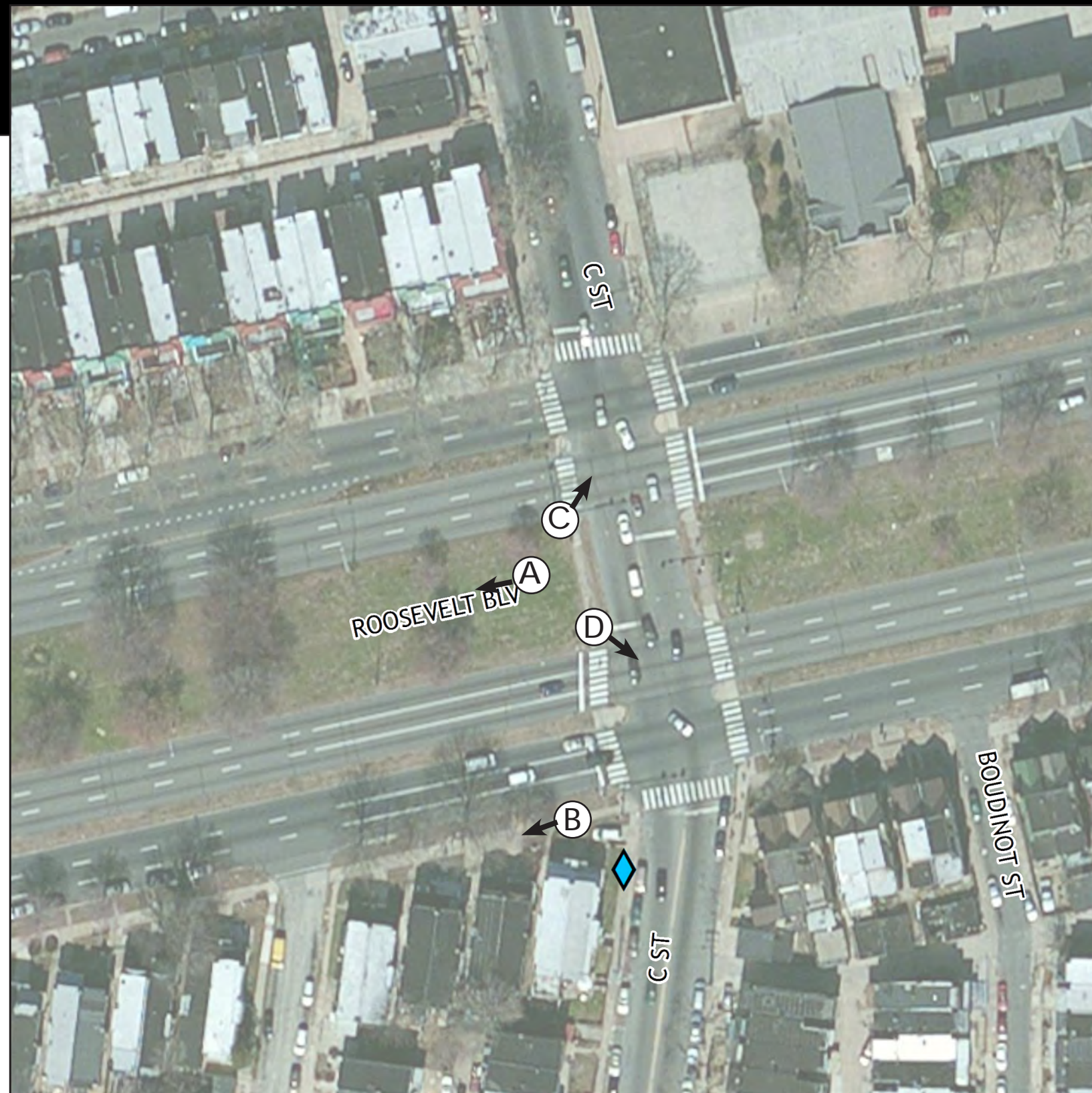
C



D

CURRENT CONDITIONS	
1	Existing curb ramps need improvement.
2	Existing medians provide varying degrees of refuge protection for pedestrians.
3	Heavy traffic volumes on Roosevelt Avenue make crossing uncomfortable.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Improve existing curb ramps throughout the corridor to make them ADA accessible.	1
Consider options to reduce crossing distance on C Street, such as curb extensions or center medians.	2



## RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

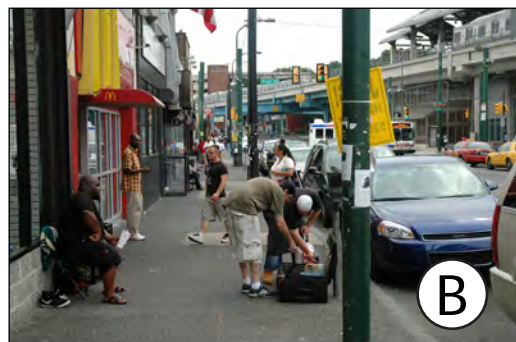
- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



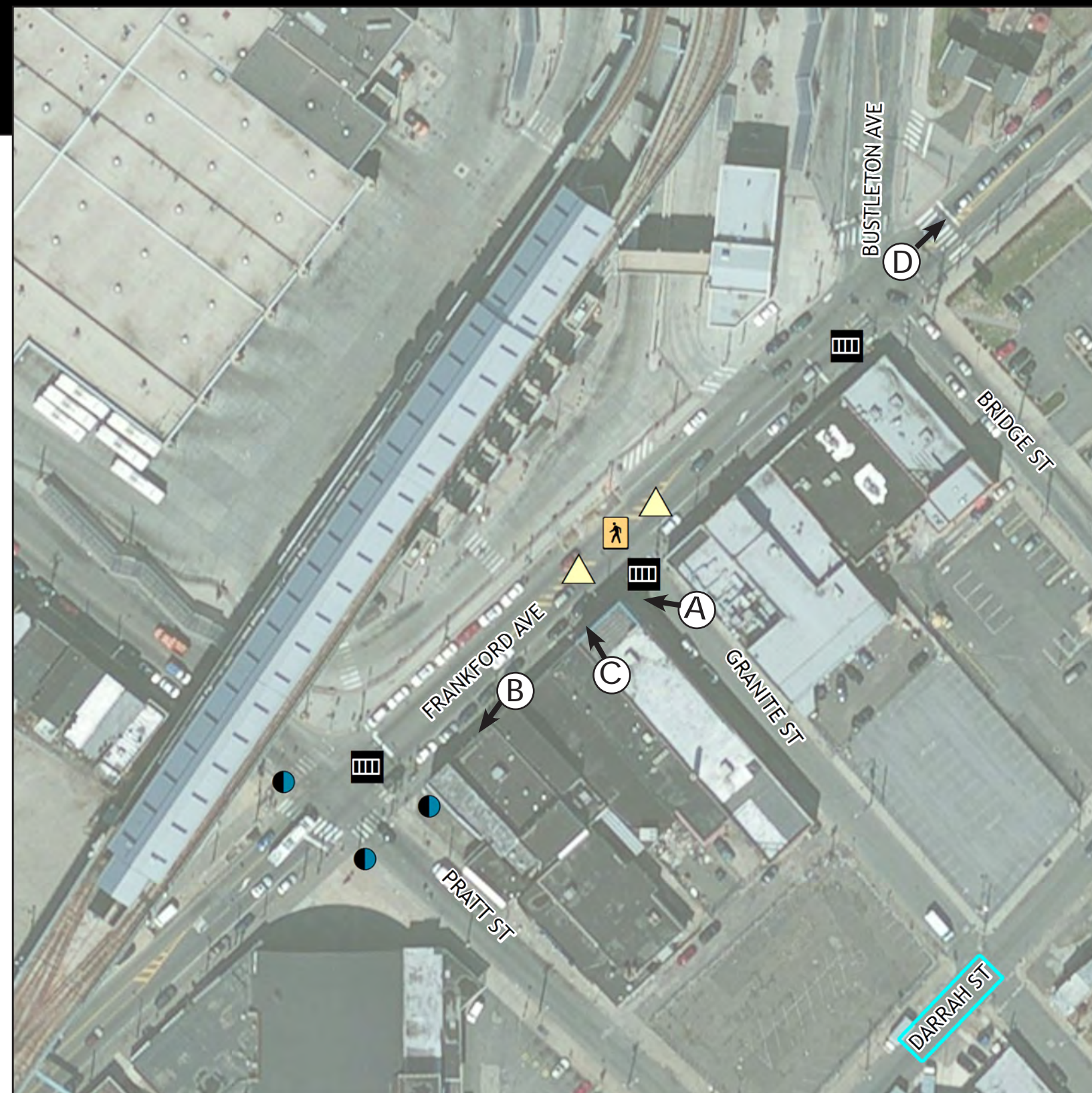
**43** PEDESTRIAN PRIORITY AREA  
FRANKFORD AVENUE  
BETWEEN BUSTLETON AVENUE & PRATT STREET

## SAMPLE IMAGES

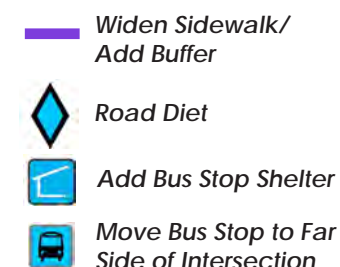


CURRENT CONDITIONS	
1	Significant level of pedestrian crossings at uncontrolled intersections and mid-block locations.
2	Poorly maintained crosswalks.
3	Existing curb ramps need improvement.
4	Turning radii are wide, enabling cars to turn at high rates of speed.
5	The existing painted median on Frankford Avenue doesn't function as a pedestrian refuge.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider raising existing painted median on Frankford Avenue to better serve as a pedestrian refuge.	1, 5
Evaluate a mid-block crossing treatment of Frankford Avenue around Granite Street, and other associated changes, for example removing parking spaces to improve visibility and adding a pedestrian crossing signal and high visibility crosswalk. Consider realigning crosswalk across interior drive at Frankford Transportation Center to meet mid-block crossing.	1
Reduce pedestrian crossing distance and improve visibility by adding curb extensions.	4
Improve existing curb ramps throughout the corridor to make them ADA accessible.	3
Restripe existing crosswalks using high visibility pavement markings.	2

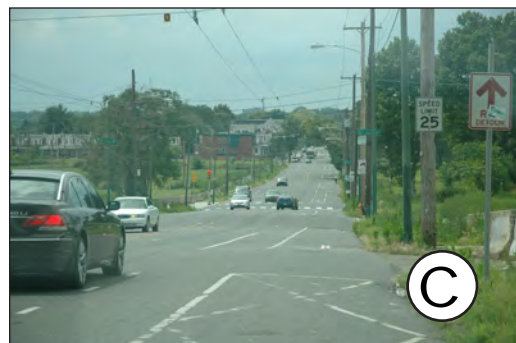
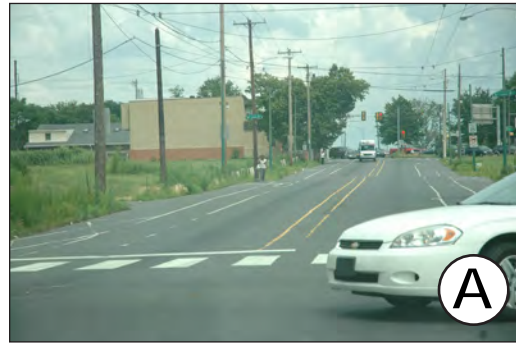


## RECOMMENDATIONS





## SAMPLE IMAGES



CURRENT CONDITIONS	
1	Sidewalks that are missing or in poor condition along Wyoming Avenue and Roosevelt Boulevard limit pedestrian access and connectivity.
2	Existing curb ramps need improvement.
3	Existing sidewalks are in disrepair.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider measures to narrow crossing distance across Wyoming Avenue	NA
Improve sidewalk on southeast side of Roosevelt Boulevard between Wyoming Avenue and 6th Street to serve as a shared use sidepath.	1
Construct sidewalks along Wyoming Avenue and Roosevelt Boulevard.	1
Improve existing curb ramps to make them ADA accessible.	2



## RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

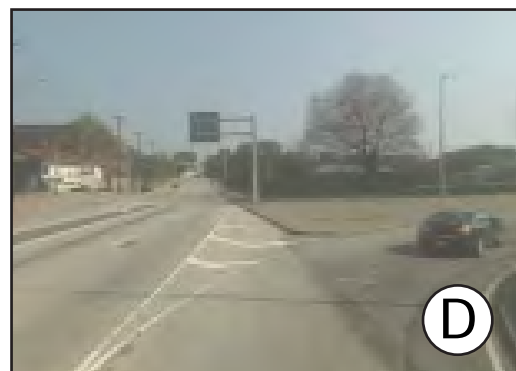
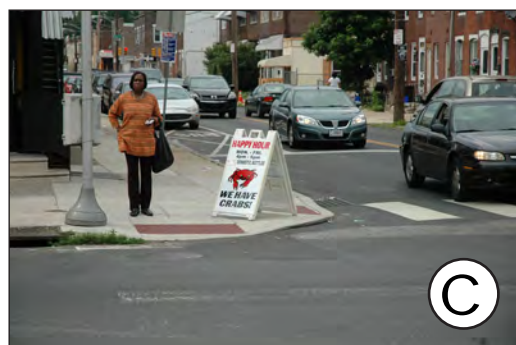
- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



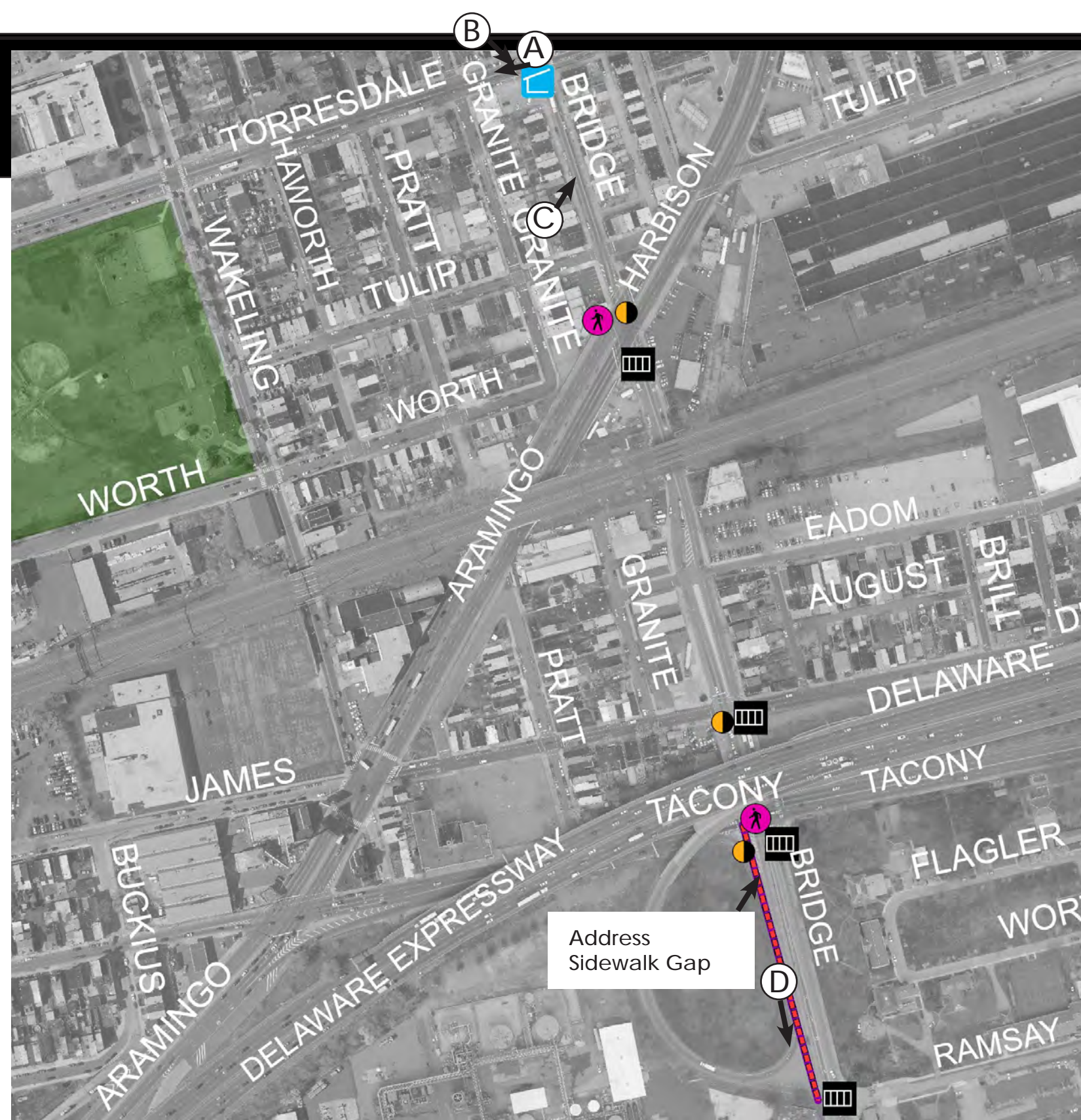
**45** PEDESTRIAN PRIORITY AREA  
BRIDGE STREET  
BETWEEN TORRESDALE AVENUE & RAMSAY ROAD

## SAMPLE IMAGES



CURRENT CONDITIONS	
1	Poorly maintained crosswalks.
2	Existing curb ramps need improvement.
3	Bus passengers at the stop at Bridge Street and Torresdale Avenue have to wait for the bus in a parking lot with no shelter or seating.
4	Excessively wide, almost continuous driveways, and sidewalks indistinguishable from adjacent parking lots increase possibilities for pedestrian-vehicular conflict e.g., near Torresdale, Aramingo, and Eadom.
5	Expressway ramps and missing sidewalk makes it difficult to travel along Bridge Street, especially between Tacony and Ramsay.
6	Bus stop on west side of Bridge at Ramsay is inaccessible due to missing sidewalk north to Tacony and lack of crosswalk at Ramsay.
7	Excessively long crossings with no median at intersection with Bridge Street and Aramingo/Harbison.
8	Intersection of Bridge and Tacony Streets suffers from poor visibility caused by elevated expressway and ramp structures, limited sidewalk infrastructure. Left turn lanes are planned on all approaches as part of I-95 project, so both raised median and painted median will be removed

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Reconfigure the southwest corner of the intersection of Bridge and Torresdale, possibly using a curb extension, to create an improved passenger waiting area, separated from vehicular traffic, with a shelter or bench and other amenities.	3
Consider visual or physical measures to demarcate the sidewalk from driveways and parking lots.	4
Restripe existing crosswalks using high visibility pavement markings, for example at the intersection of Bridge Street and Harbison Avenue.	1
Evaluate alternatives to provide pedestrian access to bus stop at Bridge and Ramsay, including extension of west sidewalk from Tacony to Ramsay, or new crossing at Ramsay. Alternatively, consider moving the bus stop further south where crossing may be safer.	5, 6
Add pedestrian signals with countdowns at Bridge Street intersections with Aramingo/Harbison and with Tacony Street.	7, 8



## RECOMMENDATIONS



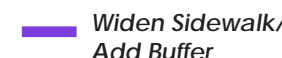
*Curb Ramp (ADA)*



### Curb Extension



### Tighten Curb Radius



- Widen Sidewalk
- Add Buffer



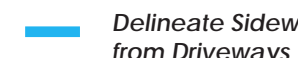
### Road Diet



### Add Bus Stop Shelter



### Move Bus Stop to Far Side of Intersection



**Delineate Sidewalk from Driveways**



### High Visibility Crosswalk (Stripe/Restripe)



### Median/Pedestrian Crossing Island



### *Illumination*



### Add Pedestrian Countdown Signal



Leading Pedestrian



Interval

Rectangular Band



### Rectangular Rapid Flash Beacon

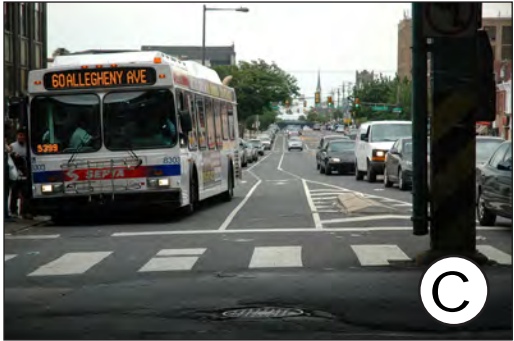


**Other Sign Recommendation**



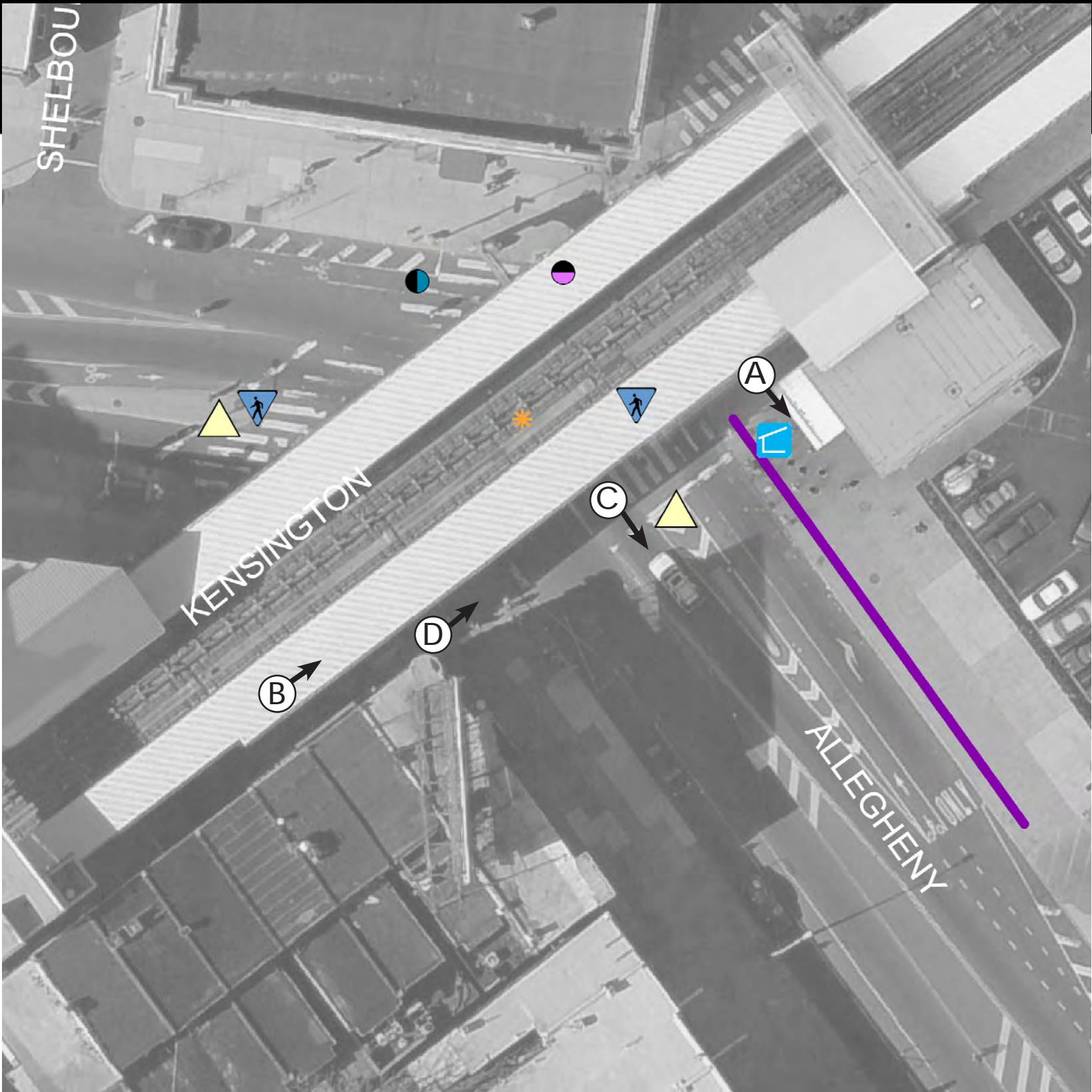
# 46 PEDESTRIAN PRIORITY AREA KENSINGTON AVENUE & ALLEGHENY AVENUE

## SAMPLE IMAGES



CURRENT CONDITIONS	
1	Existing medians on Allegheny may be confusing to pedestrians because they don't separate opposing traffic.
2	Lighting under the tracks appears to be limited.
3	Wide turning radii encourages/enables drivers to turn at a high rate of speed.
4	Existing curb ramps need improvement.
5	Busy transit station with many passengers transferring to intersecting bus routes.
6	Long pedestrian crossing distances.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider Leading Pedestrian Intervals.	3
Reduce pedestrian crossing distances.	6
Consider signs to warn pedestrians to look both ways as they cross the medians on Allegheny Ave.	1
Improve lighting under the transit tracks.	2
Provide a tree or landscape buffer on Allegheny Ave south of Kensington Ave to improve the pedestrian environment while contributing to "green street" goals	NA
Add bus shelter or benches on Allegheny Ave.	5



## RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

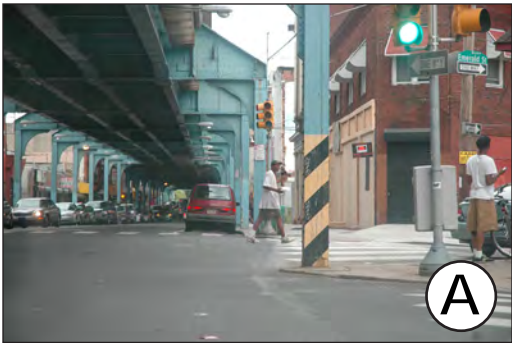
- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation



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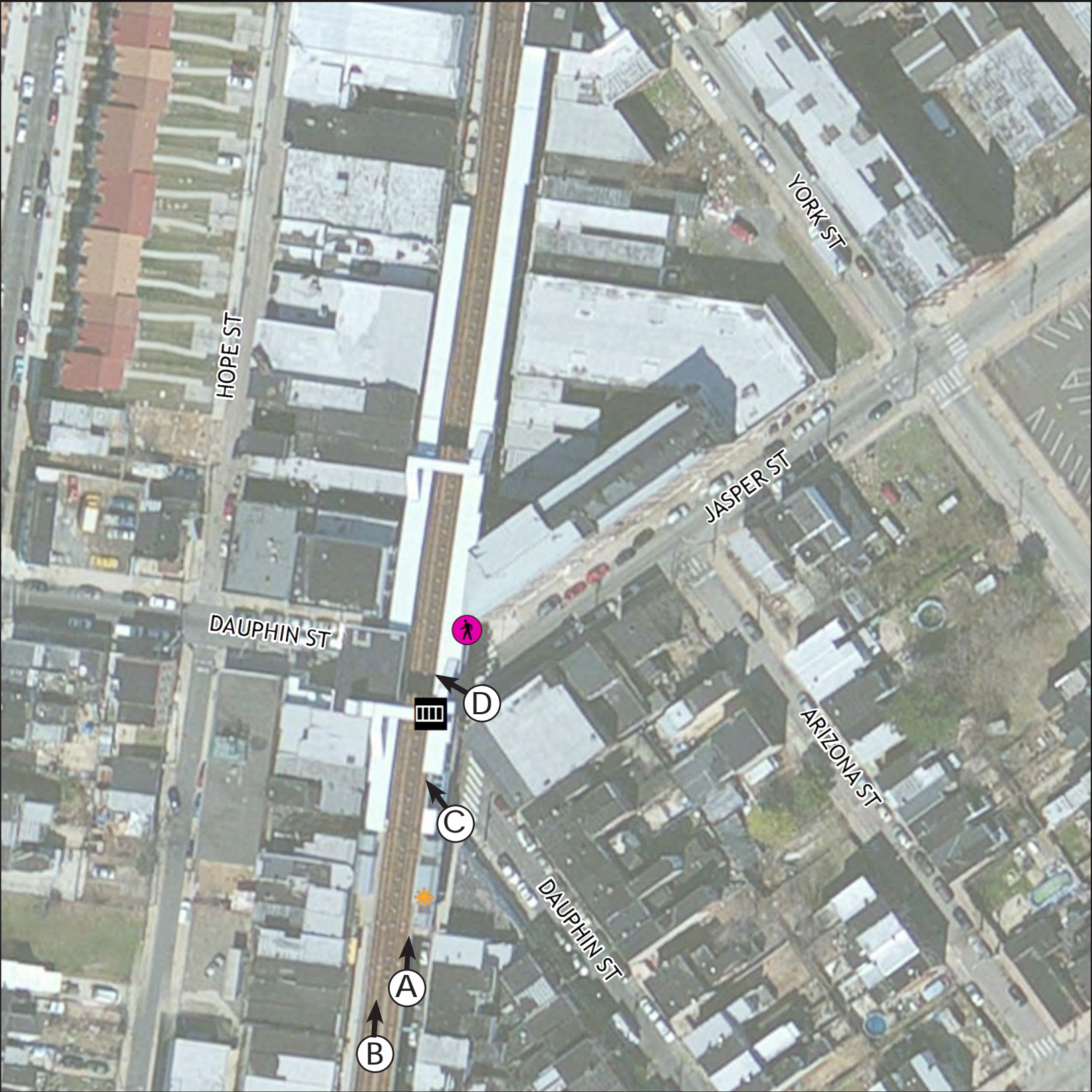
PEDESTRIAN PRIORITY AREA  
FRONT STREET  
BETWEEN LEHIGH AVENUE & SUSQUEHANNA AVENUE

SAMPLE IMAGES  
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CURRENT CONDITIONS	
1	Significant pedestrian demand for crossings at locations lacking traffic control and concern about "dart outs".

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Consider formalizing uncontrolled crossing locations given existing pedestrian demand; if so, consider crosswalk, pedestrian signal, and on-street parking reduction to improve sight lines. Evaluate whether an exclusive pedestrian phase would be possible given existing pedestrian desire lines and diagonal streets.	1
Improve existing curb ramps throughout the corridor to make them ADA accessible.	NA
Evaluate lighting conditions along Front Street under the elevated tracks and improve where needed.	NA



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/ Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far Side of Intersection

- Delineate Sidewalk from Driveways
- High Visibility Crosswalk (Stripe/Restripe)
- Median/Pedestrian Crossing Island
- Illumination

- Add Pedestrian Countdown Signal
- Leading Pedestrian Interval
- Rectangular Rapid Flash Beacon
- Other Sign Recommendation

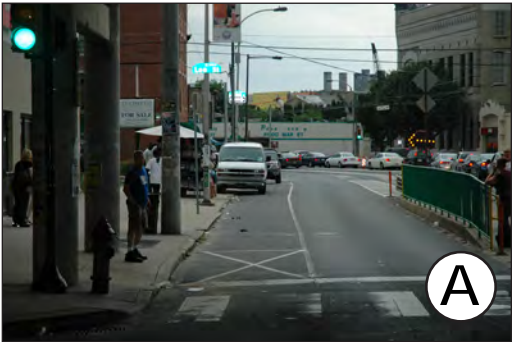


48

PEDESTRIAN PRIORITY AREA  
GIRARD AVENUE  
BETWEEN FRONT STREET & FRANKFORD STREET

SAMPLE IMAGES

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CURRENT CONDITIONS	
1	The waiting area for transit passengers along Girard Avenue is narrow.
2	Wide turning radii encourages/enables drivers to turn at a high rate of speed.
3	Lighting under the tracks appears to be limited.
4	Minor street crosswalk markings are barely visible.
5	There is no buffer between the sidewalk and the road.
6	Long pedestrian crossings at Girard and Frankford.

RECOMMENDED IMPROVEMENTS	CURRENT CONDITIONS ADDRESSED
Add buffers to sidewalk where missing, especially where no parking is adjacent.	5
Consider relocation of bus stop on northeast corner of Girard and Front to far side to encourage passengers to walk away from the bus before crossing the street.	NA
Restripe crosswalks on minor streets.	4
Consider adding pedestrian countdown signal for crossing of Frankford at Girard Avenue.	6
Consider measures to reduce crossing distance and reduce turning radii on the west side of Frankford and Girard, such as curb extensions and/or a pedestrian refuge island.	2, 6
Create nodes of light to define station areas.	3
Consider Leading Pedestrian Intervals where wide turning radii encourage high speed turns.	2
Following I-95 Revive projects, evaluate need for two travel lanes in each direction on Girard east of Front Street. Reconfiguration might allow addition of bike lanes and improved pedestrian crossings.	



RECOMMENDATIONS

- Curb Ramp (ADA)
- Curb Extension
- Tighten Curb Radius

- Widen Sidewalk/  
Add Buffer
- Road Diet
- Add Bus Stop Shelter
- Move Bus Stop to Far  
Side of Intersection

- Delineate Sidewalk  
from Driveways
- High Visibility Crosswalk  
(Stripe/Restripe)
- Median/Pedestrian  
Crossing Island
- Illumination

- Add Pedestrian  
Countdown Signal
- Leading Pedestrian  
Interval
- Rectangular Rapid  
Flash Beacon
- Other Sign  
Recommendation