SEPTA’s Rail-System Plan for 2023
Without Additional State Funding
What We Do

Individual Planning Studies
Discrete transit/bike/ped planning projects requested by our partners and member governments.

Regional Analysis and Priority Setting
Develop tools and perform analysis to understand and prioritize transit/bike/ped issues and needs from a regional perspective.

Project selection for CHSTP programs
Convene counties and transit agencies to solicit, score, and select projects on a regular basis.
Gather specific design solutions that:

• Address the problem areas that are considered most important
• Can be phased, near-term to long-term
• Are doable (eliminate unworkable ideas)
ALL RECOMMENDED IMPROVEMENTS

Legend
- Core Station Improvement
- Southside Access and Circulation
- Pedestrian Connection and Streetscape
### Table: Bus Stop Configurations and Minimum Safety Buffers

<table>
<thead>
<tr>
<th>Stop Configuration</th>
<th>Roadway Characteristic</th>
<th>Minimum Safety Buffer</th>
<th>Primary Bus Zone Length</th>
<th>Additional Deceleration Space</th>
<th>Additional Acceleration Space</th>
<th>Equivalent Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curbside/shoulder stop (near side)</td>
<td>Urban street with on-street parking:</td>
<td>10 ft. (3.0 m) safety buffer behind crosswalk</td>
<td>100 ft. (30.5 m) l x 10 ft. (3.0 m) w in parking lane; add 20 ft. (6.1 m) for articulated bus*</td>
<td>No additional space required</td>
<td>N/A: Uses intersection to accelerate</td>
<td>Up to 5 spaces needed to create bus zone</td>
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<tr>
<td></td>
<td>typical posted speeds 25-30 mph; Bus enters stop area at 10 mph</td>
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<tr>
<td></td>
<td>Minor road with no on-street parking:</td>
<td>10 ft. (3.0 m) safety buffer behind crosswalk</td>
<td>100 ft. (30.5 m) l x 10 ft. (3.0 m) w in shoulder; add 20 ft. (6.1 m) for articulated bus*</td>
<td>50 ft. (15.2 m) transition</td>
<td>N/A: Uses intersection to accelerate</td>
<td>None; road shoulder is used</td>
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<tr>
<td></td>
<td>typical posted speeds 25-35 mph; Bus enters stop area at 15 mph</td>
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<tr>
<td></td>
<td>Major road with no on-street parking:</td>
<td>10 ft. (3.0 m) safety buffer behind crosswalk</td>
<td>100 ft. (30.5 m) l x 11 ft. (3.4 m) w in shoulder; add 20 ft. (6.1 m) for articulated bus*</td>
<td>100 ft. (30.5 m) transition</td>
<td>N/A: Uses intersection to accelerate</td>
<td>None; road shoulder is used</td>
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<tr>
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<td>typical posted speeds 35-45 mph; Bus enters stop area at 20 mph</td>
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</tbody>
</table>

*For articulated buses, add additional space as needed.*
Figure 12:

SECTION 2: Bigler Street to Packer Avenue

The section of the sidewalk from Bigler Street to Packer Avenue presents several challenges due to the configuration of the medians and the narrow sidewalks with abutting parking on the residential frontages. Additionally, the auto-centric land uses south of Pollock Street and the ambiguous location of the sidewalk need to be addressed.

**Existing.**
The median narrows from 50 feet at Bigler Street to 8 feet at Pollock Street.

**Intervention.**
Widen the median to accommodate the sidewalk. Adjacent to the through lanes on Broad Street is a striped shoulder that would be added to the median. On the southern end of the median, space from the residential slip road would be taken, too. This would narrow the intersection of the residential portion of Broad and Pollock.

**Existing.**
The current bus stop is a worn dirt spot at the end of the median. There is a sewer inlet on the eastern tip of the median.

**Intervention.**
A new bus pad would be constructed based on the SEPTA Bus Stop Design Guidelines. This would provide an improved waiting area and would ensure that riders would not have to wait on the sidewalk. The space added on each side of the median would provide the necessary space for this improvement. Stormwater management, potentially with green infrastructure, would need to be incorporated in this and would require further study.

**Existing.**
From Pollock Street to the I-76 overpass, the sidewalk is undefined and used by adjacent buildings as a driveway and for parking.

**Intervention.**
The striped shoulder would be taken to construct a planted buffer between the roadway and the sidewalk. Planted areas would also be constructed between the sidewalk and the businesses. This would prevent parking and green the area. Additionally, bollards would be installed on either side of the driveways to prevent cars from pulling on to the sidewalk. Warning signage would be placed prior to the driveways to alert drivers and sidewalk users.

**Existing.**
At Packer Avenue, Broad Street has very wide curb radii, allowing vehicles to maintain high speeds during turns.

**Intervention.**
Appropriate traffic calming treatments are necessary but require additional study. Any intervention should be coordinated with other ongoing efforts along Packer Avenue.

Source: Delaware Valley Regional Planning Commission, 2012.
2012 Connectivity Score by TAZ

- High
- Med-High
- Medium
- Marginal
- Low
2010 Transit Scores

- High (≥ 7.5)
- Med-High (2.51-7.50)
- Medium (1.01 - 2.50)
- Marginal (0.60 - 1.0)
- Low (< 0.6)
Figure 18
DVRPC Transit Score (2010) by TAZ

Transit Score
By TAZ
- High
- Medium-High
- Medium
- Marginal
- Low

Roosevelt Blvd. Study Extent

Source: DVRPC
DVRPC’S OFFICE OF TRANSIT, BICYCLE, AND PEDESTRIAN PLANNING

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