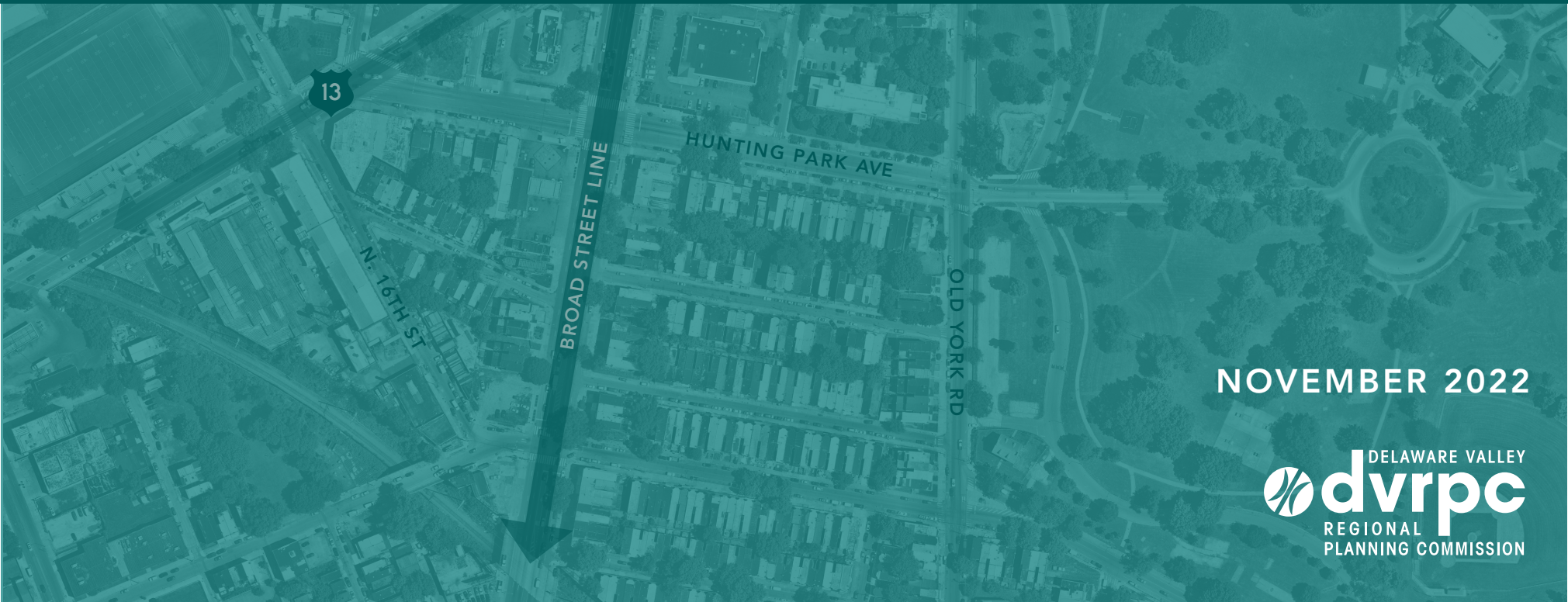




IMPROVING ACCESS TO THE
HUNTING
PARK
BROAD STREET LINE STATION



NOVEMBER 2022



The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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IMPROVING ACCESS TO THE
**HUNTING
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BROAD STREET LINE STATION

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Hunting Park Broad Street Line
Station Entrances

SEPTA Boulevard Direct Bus Phase B

Hunting Park



Executive Summary

The Hunting Park Station of the Southeastern Pennsylvania Transportation Authority's (SEPTA's) Broad Street Line (BSL) is a critical transportation asset for the North Philadelphia neighborhoods of Nicetown, Tioga, East Tioga, Hunting Park, and Logan. The value of the access this station provides will only increase in the coming years with the introduction of Phase B of SEPTA's Boulevard Direct Service. Boulevard Direct is a high-frequency, limited-stop bus service that currently operates along portions of Roosevelt Boulevard. Phase A opened in 2017 and runs between Frankford Transportation Center (FTC) and the Neshaminy Mall. SEPTA is now planning for the extension of this service along the southern portion of Roosevelt Boulevard and along Hunting Park and Ridge avenues, including stations located at Broad Street, near the Hunting Park BSL Station, and Germantown Avenue.

To help support this transit investment and the increase in pedestrian activity that it is expected to generate, the Delaware Valley Regional Planning Commission (DVRPC) was asked to conduct a planning study designed to identify improvements that could make walking, biking, and rolling near the Hunting Park Station easier and safer. This report uses the terms walking, biking, and rolling to try and encompass a variety of transportation modes, including mobility devices and wheelchairs.

The word rolling is also used here to refer to other human-powered things on wheels such as scooters and skateboards. This document, *Improving Access to the Hunting Park Broad Street Line Station*, summarizes DVRPC's research and recommendations. In addition to identifying potential nonmotorized transportation improvements, this study seeks to:

- document a variety of existing land use and transportation characteristics in the station area;
- evaluate strategies designed to enhance the visibility and image of the Hunting Park Station; and
- identify transit-supportive development opportunities near the station.

Study Area

The Hunting Park Station is located at the intersection of Broad Street (PA 611) and Roosevelt Boulevard (U.S. Route 13). DVRPC's study focused on the area that extends one quarter mile from the Hunting Park Station (see the aerial image on the opposite page). This study area generally corresponds with the distance that can be walked from the station within five minutes and represents a location where several neighborhoods converge. The station area is characterized by well-

established development patterns that include a mix of residential, commercial, institutional, and recreational land uses. Commercial properties, including retail and restaurant establishments, line portions of Broad Street and U.S. 13 while many surrounding streets are occupied by a mix of two- and three-story rowhomes. Three major roadways, U.S. 1, U.S. 13, and Broad Street, along with the 87-acre Hunting Park, help to define the physical character of the station area.

Safety for pedestrians and cyclists traveling in and through the station area is a serious concern. In recent years, vehicle crashes have occurred with relative frequency in the station area, including near several prominent intersections. Portions of station area streets, including Hunting Park Avenue, Broad Street, Old York Road, and Lycoming Street, have been identified on Philadelphia's High Injury Network, a designation used to highlight the corridors with the highest rates of fatalities and serious injuries from car crashes per mile. Survey responses received by the project team suggest that vehicle speeds, challenging intersections, and damaged sidewalks can make being a pedestrian uncomfortable.

Document Overview

This document is organized into four chapters. The first chapter provides background on the study and summarizes several recent planning initiatives that are relevant to neighborhoods near the station. The second chapter details the existing land use and transportation context and conditions in the station area. Chapter 3 identifies a variety of strategies and recommendations that can be used to improve the environment for walkers and cyclists. Where applicable, these recommendations are illustrated and accompanied by a discussion of various implementation considerations. The final chapter presents considerations that stakeholders can use to help evaluate and prioritize the potential improvements discussed in this report.

Key Recommendations

DVRPC's approach to station area planning prioritizes nonmotorized transportation modes, such as walking, rolling, and biking, as the foundation of the local transportation network. Providing safe and convenient nonmotorized access to transit is one of the most cost-effective ways of maximizing the overall usefulness and benefits of transit infrastructure. This is especially true at BSL stations, such as Hunting Park, where most passengers arrive and depart as pedestrians.

The analysis and recommendations presented in this document were informed by recent planning initiatives, conversations with stakeholders, and field work. Throughout the study, DVRPC's work was guided by a Study Advisory Committee that included representatives from SEPTA; the Philadelphia City Planning Commission (PCPC); and the Office of Transportation, Infrastructure, and Sustainability (oTIS).

Addressing existing safety concerns and maximizing the benefits of transit service in the station area requires a holistic approach to transportation and community development. This report outlines a variety of objectives and strategies that city agencies, SEPTA, and community organizations can evaluate as they consider the future of the Hunting Park Station and the communities that surround it, including:

- upgrading sidewalks and curb ramps;
- making strategic intersection improvements;
- reconfiguring a portion of Hunting Park Avenue;
- expanding the bicycle network;
- enhancing the visibility and image of transit;
- encouraging transit supportive development;
- conducting a streetlight audit; and
- identifying greening opportunities.

Introduction

Hunting Park is one of 22 stations on SEPTA's BSL (see Figure 1). The station is a critical transportation asset for the North Philadelphia neighborhoods of Nicetown, Tioga, East Tioga, Hunting Park, and Logan. However, walking and biking to and near the station can be difficult because of challenging intersections, inconsistent sidewalks, and automobile-oriented development patterns.

Study Background and Goals

DVRPC conducted a planning study in collaboration with a variety of stakeholders to identify potential improvements that will make walking and biking in the area surrounding the station easier and safer. This study was undertaken to address pedestrian safety concerns near the station and to prepare for Phase B of SEPTA's Boulevard Direct Service.

Boulevard Direct is a high-frequency, limited-stop bus service that currently operates along portions of Roosevelt Boulevard. Phase A opened in 2017 and runs between FTC and the Neshaminy Mall. SEPTA is now planning for the extension of this service along the southern portion of Roosevelt Boulevard and along Hunting Park and Ridge avenues, including stations located at Broad Street and Germantown Avenue.¹

The arrival of another high-quality transit service near the Hunting Park Station is expected to result in increased transfers between SEPTA services and additional pedestrian activity in the station area. Accordingly, the primary objective of this study was to develop strategies designed to enhance pedestrian and bicycle access to the existing Hunting Park BSL Station and the proposed Broad Street Boulevard Direct Station. Additional objectives of this study included:

- documenting a variety of existing land use and transportation characteristics in the station area;
- evaluating strategies designed to enhance the visibility and image of the Hunting Park Station; and
- identifying transit-supportive development opportunities near the station.

Defining the Station Area

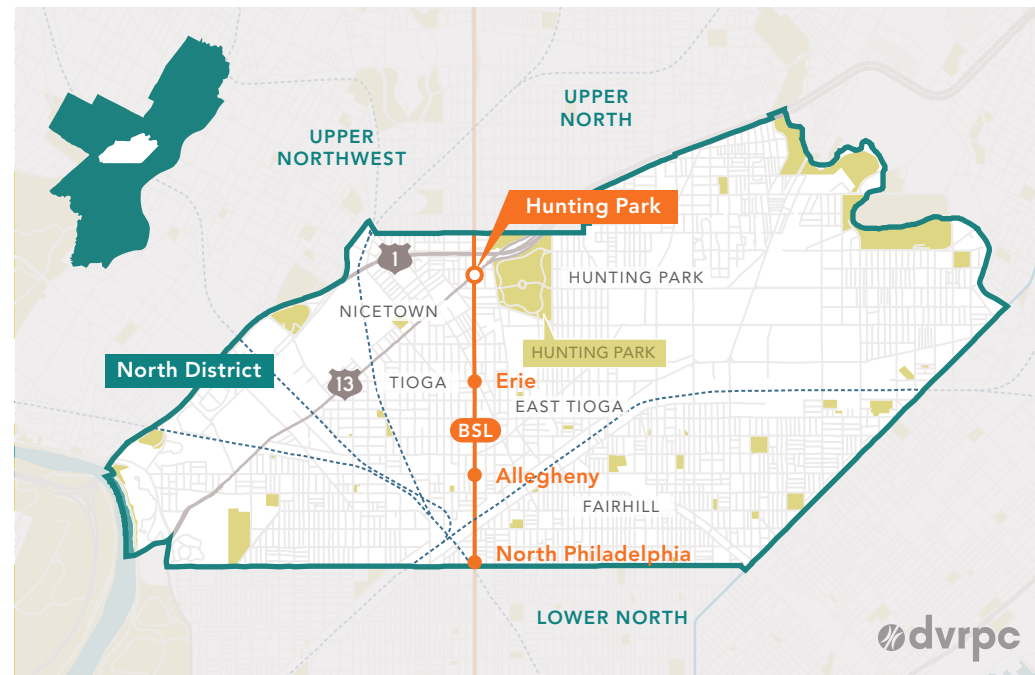
DVRPC's study primarily focused on the area within one quarter mile of the Hunting Park Station (see Figure 2). The area generally corresponds with the distance that can be walked within five minutes and is roughly bounded by Hunting Park on the east, Lycoming Street on the south, and Germantown Avenue and 17th Street to the west. Although the quarter-mile buffer extends northward to Wingohocking Street, the depressed portion of U.S. 1/Lincoln Highway functions as an informal boundary that separates the areas to the north and south. A detailed analysis of the station area is provided in Chapter 2.

Study Process

The analysis and recommendations presented in this document were informed by recent planning initiatives, conversations with stakeholders, field work, and best practices in transportation and land use planning. Throughout the study, DVRPC's work was guided by a Study Advisory Committee that included representatives from SEPTA, the Philadelphia City Planning Commission, and oTIS. The project team also consulted with the Philadelphia Streets Department and representatives from the Pennsylvania Department of Transportation (PennDOT) District 6 during the course of the study.

To gather additional input, DVRPC created a survey designed to solicit feedback from local residents and community organizations about current issues and opportunities in the station area. DVRPC staff also participated in numerous formal and informal conversations with registered community organizations (RCOs), representatives from the offices of local elected officials, and other local stakeholders during the course of the study. More information about the administration of the survey can be found in Appendix A.

Figure 1: Hunting Park Station Planning Context



The Hunting Park Station and many of the surrounding neighborhoods are located in the Philadelphia City Planning Commission's North District. The *North District Plan* was adopted by the Planning Commission in January 2018. More information about this plan can be found on page 8.

Figure 2: Hunting Park Station Area



Recent Planning Initiatives

The recommendations contained in this study build on several recent planning efforts conducted in and near the Hunting Park Station Area. The most relevant plans are summarized below.

Roosevelt Boulevard: Route for Change Program City of Philadelphia, May 2021

The *Roosevelt Boulevard: Route for Change Program* is a collaborative multiyear study managed by the City of Philadelphia's oTIS and Streets departments, with involvement from PennDOT and SEPTA. The program, begun in 2016, developed recommendations designed to transform Roosevelt Boulevard into a safer and more inviting corridor by 2040. The final report was published in May 2021 and documents the planning and analysis completed between 2016 and 2019 to identify transportation improvements, policies, and programs that will improve safety, accessibility, and reliability along the boulevard. The *Route for Change* study area extends from the intersection of Roosevelt Boulevard and Broad Street in North Philadelphia into Bucks County.

Project materials envision the area surrounding the Hunting Park Station as a hub for compact residential, commercial, and employment activity referred to as a "Walkable Station Area" (WSA). In WSAs, walking, biking, and transit should be prioritized with limited and managed vehicle parking. The report outlines several physical improvements in the Hunting Park Station Area, including:

- The triangle of land bounded by Roosevelt Boulevard, Bristol Street, and Broad Street is envisioned as the location for a new Boulevard Direct Bus station, complete with upgraded newsstand, bus shelters, curb bumpouts, landscaping, shade structures, and seating.

- New pedestrian signal heads and restrictions on vehicle turning movements are recommended at the intersection of Roosevelt Boulevard and Old York Road.
- Bristol Street is restriped with its current north side parking lane converted to an additional receiving lane for traffic exiting Roosevelt Boulevard to travel on Broad Street.

In the long term, *Route for Change* recommends reimagining the boulevard with dedicated transit space in the center lanes for either bus rapid transit or light rail. For more information, please visit: www.phila.gov/documents/roosevelt-boulevard-route-for-change-report/.

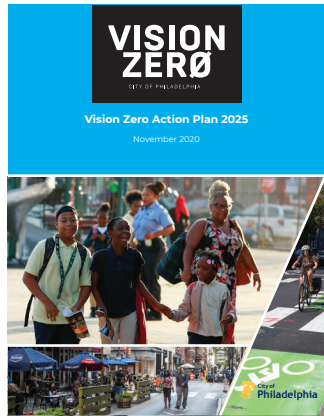
Boulevard Direct, Phase B oTIS, SEPTA

The Direct Bus service program was developed as part of a partnership between SEPTA and oTIS to enhance public transit access in Philadelphia. Boulevard Direct, serving Roosevelt Boulevard between FTC and the Neshaminy Mall, became the first route operating under SEPTA's Direct Bus brand when it launched in 2017. The Direct Bus route offers a faster trip than local routes, with frequent service, fewer stops, and enhanced stations with shelters, benches, signage, and other amenities.

Phase B will extend Boulevard Direct service from FTC to Wissahickon Transportation Center, including a new stop at Hunting Park Station, as well as another stop at the nearby intersection of Germantown and Hunting Park avenues. This new bus service will carry riders to express stops more quickly than the local Route R, and make for efficient transfers to and from the BSL. During weekday peak rush hour travel, Boulevard Direct Phase B buses are expected to run every 10 minutes, with service every 15 minutes during most other periods. It is projected to begin service in 2024.



The *Philadelphia Transit Plan* was published in 2021 and establishes a vision for Philadelphia as a city connected by transit.



The *Vision Zero Action Plan 2025* renews the city's commitment to reducing traffic deaths to zero by 2030.

The Philadelphia Transit Plan: A Vision for 2045

oTIS, February 2021

The *Philadelphia Transit Plan* establishes a new vision for equitable, safe, accessible, comfortable, affordable, and sustainable public transportation in Philadelphia. The updated policy platform includes partnering with SEPTA on redesigning and strengthening the bus network, instituting a low-income fare program, and creating full accessibility for the BSL.

Boulevard Direct Phase B is listed as the primary strategy for improving transit service in the Hunting Park Station Area. Other recommendations for segments of Roosevelt Boulevard to the northeast of Hunting Park Station include improving local bus stops and converting outer travel lanes to Business Access and Transit lanes. The report suggests that Hunting Park Avenue could benefit from treatments like striped or painted bus lanes, queue jump and transit approach lanes, transit signal priority, far side stop placement, and boarding bulbs. For more information, please visit: www.phila.gov/media/20210222110702/OTIS-Philadelphia-Transit-Plan.pdf.

SEPTA Forward: A Vision for a Strong Future

SEPTA, February 2021

SEPTA's current five-year strategic plan provides a framework for the Authority's recovery from Coronavirus Disease 2019 (COVID-19) and sets a vision for future growth. The plan outlines how three overarching programs, Rail Transit Unification, Bus Network Redesign, and Regional Rail Master Plan, will build toward a long-term vision of a unified lifestyle transit network. Key themes that are interlaced throughout these efforts include the need for transit-supportive community development, door-to-door transit planning, and the universal experience of transit users as pedestrians. For more information, please visit: www.planning.septa.org.

Vision Zero Action and Capital Plans

oTIS, November 2020

In 2020, oTIS released an updated *Vision Zero 2025 Action Plan* that assesses the achievements and opportunities of the first phase of Vision Zero work in Philadelphia, which began in 2017, and renews the city's commitment to reducing traffic deaths to zero by 2030. Accompanying the *Action Plan 2025* was a *Capital Plan*, in which the City identified priority corridors and intersections for safety improvements to be funded and built by 2025.

One of the corridors identified in this document is Hunting Park Avenue/Roosevelt Boulevard between Germantown Avenue and Broad Street. This segment was selected because its high number of pedestrian-involved crashes makes it one of the most dangerous places on the city's pedestrian and bicycle High Injury Network. Improvements along this corridor also have the benefit of enhancing equity, improving access to transit, and promoting economic development. The plan identifies several potential engineering solutions that may be appropriate for the corridor, including retroreflective streetlight backplates, access management, left-turn restrictions, leading pedestrian intervals, medians and crossing islands, and lane reductions. For more information, please visit: www.visionzerophl.com.

Broad, Germantown, and Erie Transportation Safety Project

Various city departments and neighborhood organizations, *ongoing*

In an effort to enhance safety and pedestrian comfort, as well as improve connections to local transit, shopping, and other services, several city departments recently undertook a planning effort near Erie Station. This location—where Broad Street is intersected by Germantown and Erie avenues—is less than one mile away and just one subway stop to the south of Hunting Park Station. The intersection forms a triangle similar in size to the triangle at Hunting Park. Planners sought to develop a design for the triangle that makes the intersection safer, beautifies the area, and contributes to increased curb appeal for businesses. Based on feedback received from local residents, the design includes a colorful public space, lawn area, fixed seating, string lighting, and combination of shade structure and trees. Bollards surround the triangle between the edge of the sidewalk and the street, to protect pedestrians. The Erie Avenue bicycle lane is raised above the street and runs along the southern edge of the triangle.

Some of these treatments and themes may be applicable to the intersection of Roosevelt Boulevard with Broad and Bristol streets. In July 2021, U.S. Representatives Dwight Evans and Brendan Boyle announced that the House surface transportation reauthorization bill—the INVEST in America Act—would include \$7.2 million in federal funding for accessibility improvements at Erie Station. For more information, please visit: www.phila.gov/programs/broad-germantown-and-erie-bge.

Philadelphia 2035 North District Plan

Philadelphia City Planning Commission, 2018

The Hunting Park Station sits near the northern edge of PCPC's North Planning District, an area that stretches south to Lehigh Avenue, and covers the neighborhoods between the Schuylkill River and Frankford Creek/ Kensington Avenue to the east. The *North District Plan* describes the area's major demographic and economic trends, as well as planning issues through the next several decades.

The plan calls for improvements that enhance the safety and comfort of pedestrians, cyclists, and transit riders. It suggests that streets should be made safer by addressing high-speed traffic, improving lighting, reconfiguring complex intersections, repairing sidewalks, and creating more comfortable pedestrian crossings and bike routes. Some parks and open spaces throughout the district are targeted for future bike share stations to improve access to physical activity and nonmotorized transportation options.

Recommendations specific to the Hunting Park Station Area include:

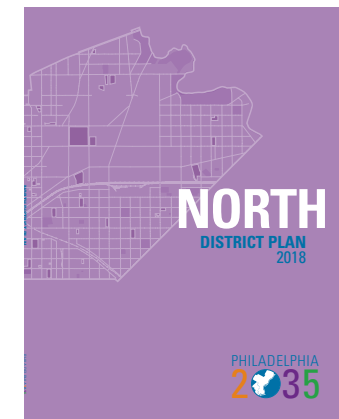
- calming traffic and shortening crosswalks along Broad Street and Hunting Park avenues;
- adding bicycle facilities to Old York Road and Hunting Park Avenue;
- planting trees and installing tree trenches and green bumpouts where feasible to increase tree canopy, add greenspace, and reduce the urban heat island effect; and
- using streetscaping, enhanced signage, and affordable housing development to strengthen commercial corridors such as Broad Street near the Hunting Park Station.

For more information, please visit: www.phila2035.org/north.



Multiple city departments are collaborating to improve safety for pedestrians and motorists near the intersection of Broad Street, Germantown Avenue, and Erie Avenue.

Source: City of Philadelphia



The *North District Plan*, completed in 2018, inventories existing conditions and establishes broad planning goals for the area north of Lehigh Avenue, west of Kensington Avenue, and south of U.S. 1 and U.S. 13.

City of Philadelphia North Broad Street Pedestrian Safety Audit

DVRPC, 2009

Portions of the Hunting Park Station Area were flagged for pedestrian and vehicle safety conflicts in a 2009 DVRPC report covering North Broad Street. Near Hunting Park Station, the safety audit specified challenges like poorly striped crosswalks, inadequate pedestrian signals, lack of traffic control around pedestrian activity generators, and sidewalk parking. A crash cluster was also identified on Broad Street between the U.S. 1 underpass and Roosevelt Boulevard intersection. Recommendations ranged from low-cost improvements like restriping crosswalks, updating and clarifying signage, lengthening pedestrian signals, and speed enforcement, to intermediate and longer-term solutions like narrowing lane widths, installing bumpouts and crossing islands, and performing traffic calming and access management. For more information, please visit: www.dvrpc.org/reports/08071.pdf.

Hunting Park Revitalization Plan and Implementation Projects

Fairmount Park Conservancy, 2009

Completed in 2009, the *Hunting Park Revitalization Plan* was the first-ever comprehensive plan for the 90-acre park. Led by the Fairmount Park Conservancy, the six-phase, \$20 million plan emphasizes safety, maintenance, healthy recreation and food access, and neighborhood renewal. Recommended improvements would restore the historic landscape and structures; enhance circulation; renovate and expand athletic, picnic, and playground facilities; and introduce community gardens and a farmers' market.

The first phases of implementation began in 2013, addressing lighting and visual access, and establishing the stewardship organization Hunting Park United. New additions to the park since then include an artificial turf field, community garden, orchard, two playgrounds, nearly 400 more trees, and reconstructed baseball field and tennis courts. In 2021, the Bicycle Coalition of Greater Philadelphia debuted the "Lil' Philly Safety Village" inside Hunting Park, which allows children and adults to learn how to ride bikes and other rules of the road. For more information, please visit: www.myphillypark.org/what-we-do/capital-projects/hunting-park/.

Understanding the Station Area

This chapter documents a variety of land use, demographic, and transportation conditions in the Hunting Park Station Area. By reviewing these existing conditions, residents, planners, and elected officials can better understand the environment for walking and biking in the station area and prioritize improvements that will enhance access to transit and overall station area mobility.

Station Area Overview

The Hunting Park Station is located at the intersection of Broad Street (PA 611) and Roosevelt Boulevard (U.S. Route 13). The station is 10 stops and roughly 4.5 miles from City Hall Station, four stops and roughly two miles from the BSL's northern terminus at Fern Rock Transportation Center, and 17 stops and roughly eight miles from the BSL's southern terminus at NRG Station.

The station can be accessed via four stairwells, one on each corner of the intersection of Broad Street and Roosevelt Boulevard (see Figure 3). On the northeast corner, the stairwell is located on a traffic island formed partly by Bristol Street. There are separate fare control areas for the northbound and southbound platforms. The station does not contain an internal crossover mezzanine, so riders must use the eastside stairwells to travel north and the westside stairwells to travel south.

No elevator access is currently offered at the station; however, SEPTA's Fiscal Year 2022 Capital Budget includes funding for improvements that will make the station fully compliant with Americans with Disabilities (ADA) guidelines. The design and construction of these accessibility improvements is expected to take place between 2023 and 2026.

Several North Philadelphia neighborhoods, including Logan, Hunting Park, East Tioga, Tioga, and Nicetown, converge within the Hunting Park Station Area. Several community landmarks and points of interest are highlighted in Figure 3. Three major roadways help to define the structure of the station area: U.S. 1, U.S. 13, and Broad Street.

Figure 3: Hunting Park Station Area Points of Interest



Commercial

- 1. Walgreens
- 2. Mc Donalds
- 3. Sunoco
- 4. Shopping Center
- 5. Furniture Mecca
- 6. Shopping Center
- 7. New Phase Motors
- 8. Roosevelt Auto & Tags
- 9. Shopping Center



Community/Educational

- 1. Marcus Foster Memorial Stadium
- 2. North10 Lenfest Center (3890 N. 10th St.)
- 3. Little Flower High School (1000 W. Lycoming St.)
- 4. Multicultural Academy Charter School (3821 N. Broad St.)
- 5. Simon Gratz High School
- 6. Hunting Park
- 7. Esperanza (191 W. Hunting Park Ave.)



Institutional/Religious

- 1. Covenant House of God
- 2. Prince Hall Grand Lodge
- 3. First Redemption Evangelical Church
- 4. El-Shaddai Baptist Church
- 5. Christ the King Ukranian Catholic Church (1629 W. Cayuga St.)
- 6. Triumph Baptist Church (1648 W. Hunting Park Ave.)



Residential

- 1. Sacred Heart Home
- 2. Opportunities Tower

Neighborhood Growth and Evolution

The 87-acre Hunting Park is the most prominent feature of the station area (see Figure 4). The land that would become Hunting Park was once a portion of the Stenton property, a 500-acre agricultural holding belonging to the Logan family in the late 1700s. The land began serving as an official public park in 1855 and eventually fell under the jurisdiction of the Fairmount Park Commission. Over the years, the park experienced periods of expansion, development, and eventually decline. A complete history of the park is presented in the 2009 *Hunting Park Revitalization Plan*. Today, the park is managed by Philadelphia Parks & Recreation and is home to the Hunting Park Recreation Center and pool, a community garden, a variety of sports facilities, and passive recreation space. Vehicles can enter the park at several locations; however, Hunting Park Avenue serves as the primary gateway and east-west connection through the park. West Cayuga and N. 10th streets serve as looping perimeter roads.

The history and evolution of neighborhoods near the station has been intertwined with the expansion of transportation infrastructure and the rise of industrial development in North Philadelphia. Railroad companies carved passenger and freight routes through the area during the middle of the 19th century, paving the way for factories and the jobs they would provide. In response to the area's growth and the arrival of the automobile, the Roosevelt Boulevard was proposed in 1903 and completed in 1914. The boulevard initially stretched east from Broad Street to Torresdale in Northeast Philadelphia and was later extended to Pennypack Creek and then into Bucks County by the 1940s.

The northern stretch of what would become SEPTA's Broad Street subway line—including Hunting Park Station—debuted in 1928. In 1961, the Roosevelt Expressway was constructed to connect Roosevelt Boulevard to Interstate 76 to the west of Hunting Park Station, near the Schuylkill River, displacing roughly 200 households in the Nicetown Neighborhood.¹

Attracted by economic opportunities and the area's increasing accessibility, various immigrant groups and a growing number of African Americans settled in these neighborhoods throughout the 20th century. Like many parts of Philadelphia, neighborhoods near the station area experienced economic decline as the city's industrial base collapsed in the second half of the 20th century. Today the station area is a hub of commercial activity, surrounded by a mix of residential, recreational, and institutional uses. The kinds of accessibility improvements discussed in this report are designed to enhance local walkability and increase the value and functionality of transit services. These efforts should be paired with ongoing community and economic development efforts focused on meeting the educational, employment, and housing needs of residents.

Figure 4: Hunting Park Recreational Facilities



Image Source: Google Maps, 2021

Lil' Philly Safety Village



Hunting Park contains a recreation center, pool, community garden, and a variety of recreational and sports facilities. The newest addition to the park is the Lil' Philly Safety Village—a traffic park that allows new riders to practice biking in a playful area free from cars.

Land Use and Community Character

Land use contributes to the physical character of an area and serves as a foundation for planning its future. The patterns of development near the Hunting Park Station are well established and consist of a diverse collection of residential, commercial, civic, and recreational land uses (see Figure 5). The photos on this page help to illustrate the character of these uses and the overall built environment near the station.

Commercial properties providing retail goods and services can be found at the center of the station area and along arterials like Broad Street and U.S. 13. Much of the retail immediately adjacent to the station, including the Walgreens shopping center on the east side of Broad Street, is set back from the street with surface parking areas located between buildings and the sidewalk.

Residential uses, which account for roughly 30 percent of the station area, are the most common land use near the Hunting Park Station. The majority of this housing is designed as two- and three-story attached rowhomes (identified as medium density residential in Figure 5). No recent residential development activity was observed near the station and the area is home to an aging housing stock. Roughly 80 percent of homes in the area were constructed before 1960 and over half were built before 1940.

Approximately 20 percent of the one quarter-mile station area consists of parks, open space, and active recreation uses. In addition to portions of Hunting Park, the station area is home to Marcus Foster Memorial Stadium, an athletic complex affiliated with Simon Gratz High School.

Civic and institutional uses within the station area include houses of worship and the Prince Hall Grand Lodge, an African American masonic lodge located on a 2.5-acre parcel between Broad Street, Roosevelt Boulevard and U.S. 1. Although no schools are located within the immediate quarter-mile station area, several schools are located nearby, including Little Flower High School (near the intersection of Lycoming Street and N. 10th Street), Simon Gratz High School (near Hunting Park Avenue and N. 17th Street), and Multicultural Academy Charter School (near the intersection of Broad Street and Butler Avenue).

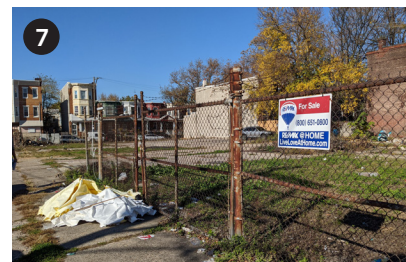
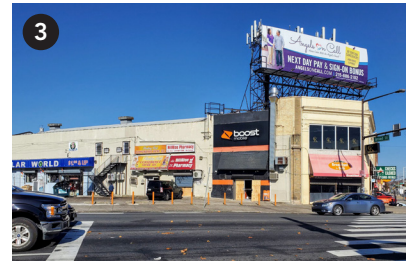
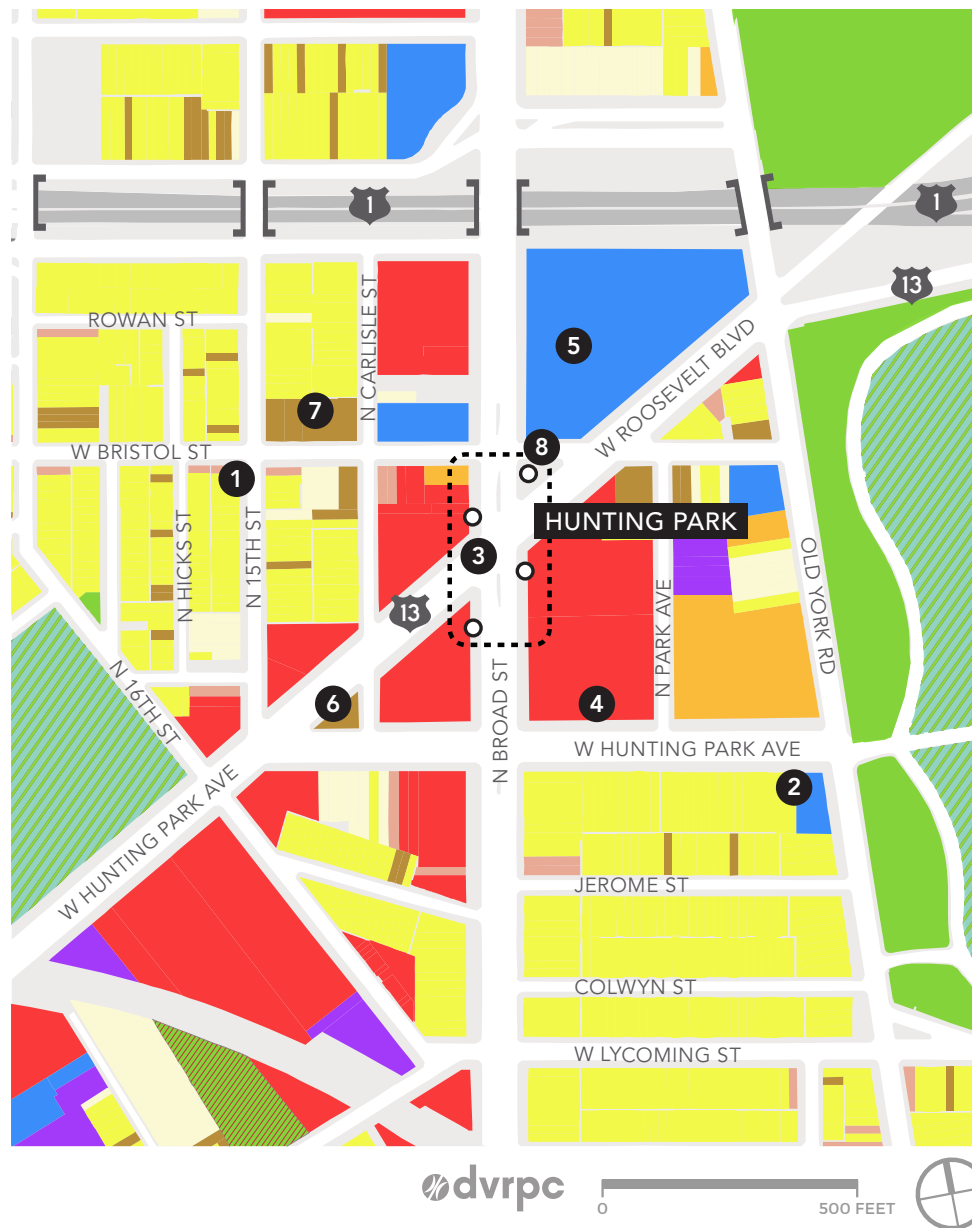


Figure 5: Existing Land Use



- Residential: Low Density
- Residential: Medium Density
- Residential: High Density
- Commercial: Consumer
- Commercial: Mixed-Residential
- Industrial
- Civic/Institutional
- Active Recreation
- Park/Open Space
- Cemetery
- Vacant

Photo Locator, see page 14

1. Two-story rowhomes, many with front porches, line N. 15th Street.
2. Stately three-story rowhomes line the south side of Hunting Park Avenue between Broad Street and Old York Road.
3. A variety of retail stores are located on the north side of Roosevelt Boulevard near Broad Street.
4. The shopping center on Broad Street between Hunting Park Avenue and Roosevelt Boulevard is home to eight storefronts, including a Walgreens.
5. The Prince Hall Grand Lodge is an African-American masonic lodge that opened in 1873.
6. A vacant triangle of land is located between U.S. 13, Hunting Park Avenue, and Carlisle Street. This property was recently cleaned and fenced in concert with the Pennsylvania Horticultural Society as part of city's LandCare Program.
7. A vacant property is located along Bristol Street between N. Carlisle and 15th streets.
8. A portal to northbound BSL service is located on the triangular property bounded by Roosevelt Boulevard, Broad Street, and Bristol Street.

Source: City of Philadelphia, 2016, updated based on 2020 observations

Heat Vulnerability

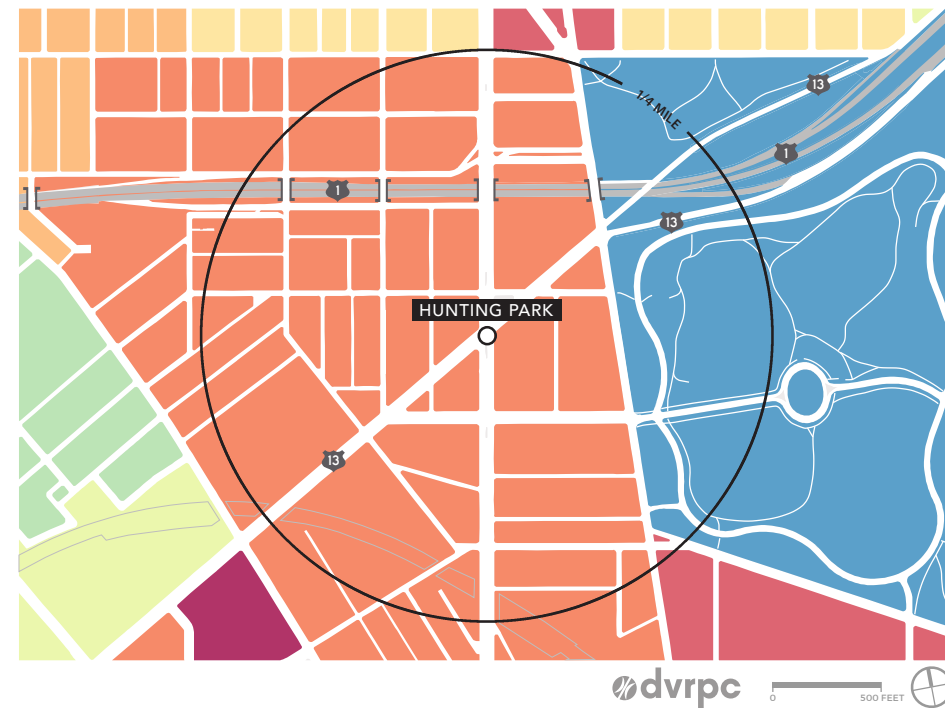
The effects of extreme heat are already being felt in many Philadelphia neighborhoods, including those near the Hunting Park Station. Research suggests that extreme heat events in Philadelphia will increase in duration, frequency, and intensity in the future.²

Extreme heat events are characterized as periods of summertime weather that are substantially hotter and/or more humid than typical for a given location at that time of year. Extreme heat can increase risk of dehydration, heat exhaustion, and heat stroke for all people, but particularly for the elderly, children, and other sensitive populations. Excessive heat can also worsen pre-existing health conditions, including diabetes, cardiovascular disease, and asthma. Furthermore, it can make using active transportation like walking and biking, or waiting for transit, more physically burdensome. Due to historic development patterns and exclusionary policies like redlining, extreme heat events disproportionately affect low-income residents and residents of color throughout the city.

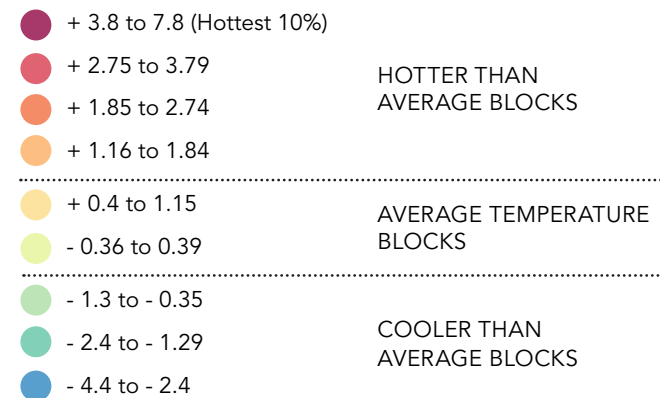
Figure 6 illustrates the relative heat exposure of the Hunting Park Station Area by comparing the average surface temperature of census block groups to the average surface temperature for the entire city. Aside from the land occupied by Hunting Park, the station area is composed of blocks that are hotter than average by over two degrees.

Extreme heat is concentrated in neighborhoods like those around the Hunting Park Station because there are large areas of pavement and exposed asphalt, older and less reflective building surfaces, and limited vegetation. In recent years, community-driven efforts to combat extreme heat have been launched in the nearby Hunting Park Neighborhood. These efforts are

Figure 6: Heat Exposure in the Hunting Park Station Area



Difference from the Average City Temperature (F)³



Sources: Philadelphia Department of Public Health and Mayor's Office of Sustainability

described in *Beat the Heat Hunting Park*, a report produced by the city’s Office of Sustainability (OOS) in 2019. Through this initiative, OOS worked with more than 30 government departments, community organizations, and stakeholders to convene Philadelphia’s first Heat Team. Strategies that can potentially be expanded to help address extreme heat and heat disparities in the station area are discussed in Chapter 4.

Demographic and Employment Context

In order to document a variety of relevant population and employment characteristics and trends, the project team collected and analyzed data from the U.S. Census Bureau and Esri for the area within one-half mile of the station. Several key statistics for this area are listed on the right side of this page. This area is larger than the quarter-mile station area that is shown in many places throughout the document and roughly corresponds to the distance that can be walked from the station within 10 minutes. This distance was chosen because it captures additional residents who may use transit and provides a broader description of current population and employment conditions.

According to 2020 population estimates, the half-mile station area was home to 10,543 people in 2020. This number represents a decrease of 635 residents (5.6 percent) from 2000. During the same 20-year period, Philadelphia’s overall population increased by roughly 5 percent. The half-mile station area contains 4,874 housing units, and housing tenure rates are largely in line with those found throughout Philadelphia. Within the station area, 43 percent of homes are occupied by owners while 40 percent are occupied by renters. However, station area incomes and home values are significantly lower than city averages, and the vacancy rate is significantly higher. The median income for station area households in 2020 was \$27,331 and the median home value was \$71,416.

The neighborhoods around the Hunting Park Station are largely made up of people of color. Roughly 83 percent of the population within the half-mile station area are Black and 14 percent identify as Latino or Hispanic. Less than 5 percent of station area residents are White. On the whole, Philadelphia is 39 percent White and 42 percent Black, with 16 percent identifying as Latino or Hispanic.

COMPARING KEY STATISTICS

STATION AREA* | PHILADELPHIA

-5.6% **5.1%**
Population Growth Rate
(2000–20)

40.2% **47.2%**
Percentage of Renter Occupied
Housing Units (2020)

16.4% **11.0%**
Percentage of Vacant
Housing Units (2020)

\$27,331 **\$49,127**
Median Household Income (2020)

\$71,416 **\$171,600**
Median Home Value (2020)

37 **34.6**
Median Age (2020)

Source: U.S. Census Bureau, 2016–20 American Community Survey

* The analysis presented here was conducted for the area within one-half mile of the Hunting Park Station. This area roughly corresponds to the distance that can be walked from the station within 10 minutes.

Indicators of Potential Disadvantage

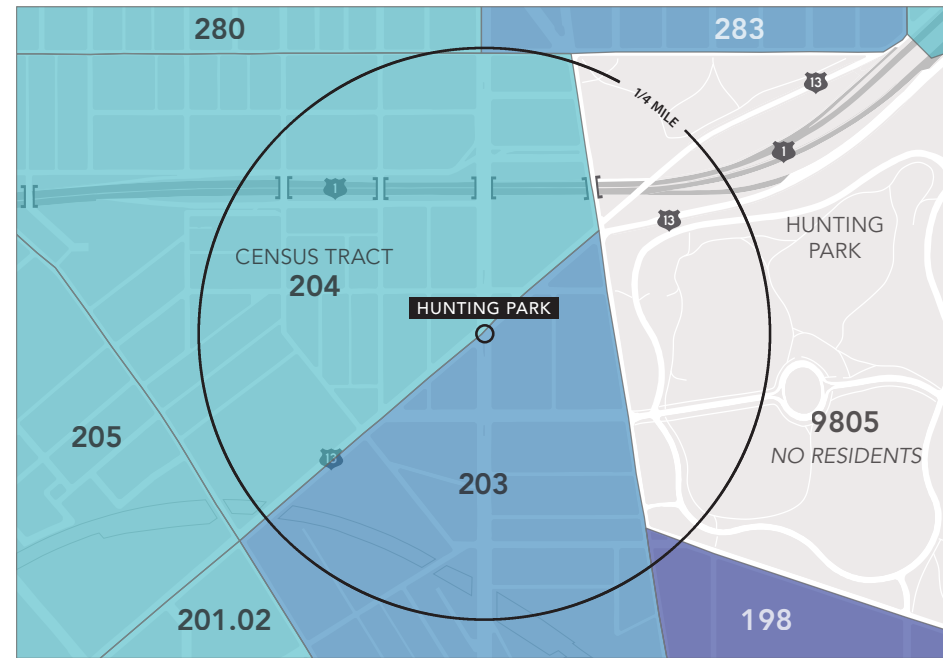
Equity considerations must play a key role in distributing transportation investments throughout the region. DVRPC has developed a methodology to identify potentially disadvantaged populations within the Greater Philadelphia region. Using data from the U.S. Census American Community Survey (ACS) 2015–19 five-year estimates, DVRPC tracks nine population groups that may require special planning consideration:

- Youth (Under 18);
- Older Adults (65 and older);
- Female;
- Racial Minority;
- Ethnic Minority;
- Foreign-Born;
- Limited English Proficiency (LEP);
- Disabled; and
- Low-Income (below 200 percent of the national poverty level).

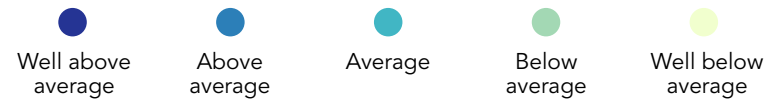
Collectively, DVRPC refers to these factors as Indicators of Potential Disadvantage (IPD). For more information on DVRPC’s Equity Analysis for the Greater Philadelphia Region, please visit: www.dvrpc.org/webmaps/ipd.

Figure 7 presents DVRPC’s IPD analysis for the seven census tracts closest to the station. An eighth, 9805, corresponds with Hunting Park and does not contain any residents. The map depicts a composite IPD classification for each census tract on a scale ranging from “Well Below Average” to “Well Above Average.” The concentration of populations identified for equity analysis is roughly in line with regional averages for census tracts: 201.02, 205, 280, and 283. The presence of populations of interest is classified as above average in tracts 203 and 283 and well above average in tract 198. The table below the map uses the same scale to highlight the concentration of individual IPD indicators in each census tract.

Figure 7: Indicators of Potential Disadvantage (IPD)



Composite Score by Census Tract



Census Tract IPD Score Classifications for Individual Indicators

INDICATOR	198	201.02	203	204	205	280	283
Youth	●	●	●	●	●	●	●
Older Adults	●	●	●	●	●	●	●
Female	●	●	●	●	●	●	●
Racial Minority	●	●	●	●	●	●	●
Ethnic Minority	●	●	●	●	●	●	●
Foreign-Born	●	●	●	●	●	●	●
LEP	●	●	●	●	●	●	●
Disabled	●	●	●	●	●	●	●
Low-Income	●	●	●	●	●	●	●

Nearly one-third of households in station area census tracts have people under 18 living in them. This concentration of youth is slightly higher than the citywide rate of 27 percent. The presence of older adults, those age 65 and over, in station area households (27 percent) is nearly identical to the citywide rate of 26 percent.

Aside from its substantially higher proportion of racial minorities, the station area also includes higher rates of disabled and low-income individuals than the city and region. Roughly 38 percent of station area households include one or more persons with a disability compared to the citywide rate of 30 percent. Similarly, 38 percent of station area households have incomes that fall below the poverty level. The rate is 23 percent in Philadelphia as a whole. Roughly 65 percent of local households spend more than 30 percent of their income on housing-related expenses. Furthermore, 42 percent of station area households qualify for Pennsylvania’s Supplemental Nutrition Assistance Program.

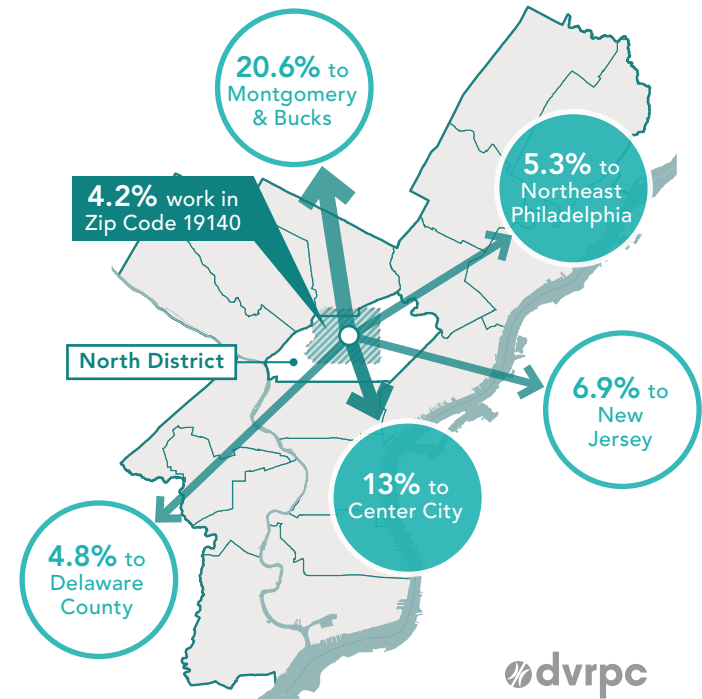
Employment and Travel

Data related to employment can help planners understand how individuals in certain neighborhoods travel now and how they may consider traveling in the future. The study team used 2018 Longitudinal Employer-Household Dynamics (LEHD) data for the station area zip code 19140 to understand where station area residents may be traveling to work (see Figure 8). According to LEHD data, the 19140 zip code was home to 14,784 employed residents over 16 in 2018. That year, roughly 59 percent of those residents worked within the city while 41 percent worked elsewhere. Montgomery County was the most common employment destination for those leaving the city (14.7 percent), followed by Bucks County (5.9 percent), and Delaware County (4.8 percent). Roughly, 7 percent of residents worked in New Jersey.

Just over 4 percent of residents worked in the same zip code where they lived in 2018. Within Philadelphia, Center City was the most common employment destination for station area residents (13 percent). Just as the BSL may play a role in transporting residents to these Center City jobs, future Boulevard Direct Bus service may play a role in improving access for station area residents who work in Northeast Philadelphia. As of 2018, 5.3 percent of residents were employed in the Northeast.

Figure 9 describes how station area residents travel to work and compares these patterns to citywide averages using data from the 2015–2019 ACS. Although driving alone to work is the most common commute mode for local residents, the proportion of station area residents that drive to work (44.5 percent) is smaller than the city overall (50.9 percent). Local residents use transit to travel to work

Figure 8: Where Residents Work



Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics, 2018

The diagram above displays some of the primary employment destinations for residents who reside in zip code 19140, which includes the Hunting Park Station Area. Based on data from 2018, roughly 59 percent of employed residents from 19140 work within city limits. Center City and Northeast Philadelphia were two of the most common employment destinations for these residents.

Approximately 41 percent of residents commute to jobs outside Philadelphia. Montgomery County was the most common employment destination for those leaving the city.

at a greater rate (40.7 percent) than Philadelphia residents on the whole (25 percent). For those residents using transit, 32 percent reported riding the bus while 8 percent relied on the subway or elevated rail lines.

Walking to work is roughly half as common for station area residents when compared to citywide averages. Citywide, cycling accounts for 2.1 percent of work trips; however, no station area residents reported using a bicycle to get to work.

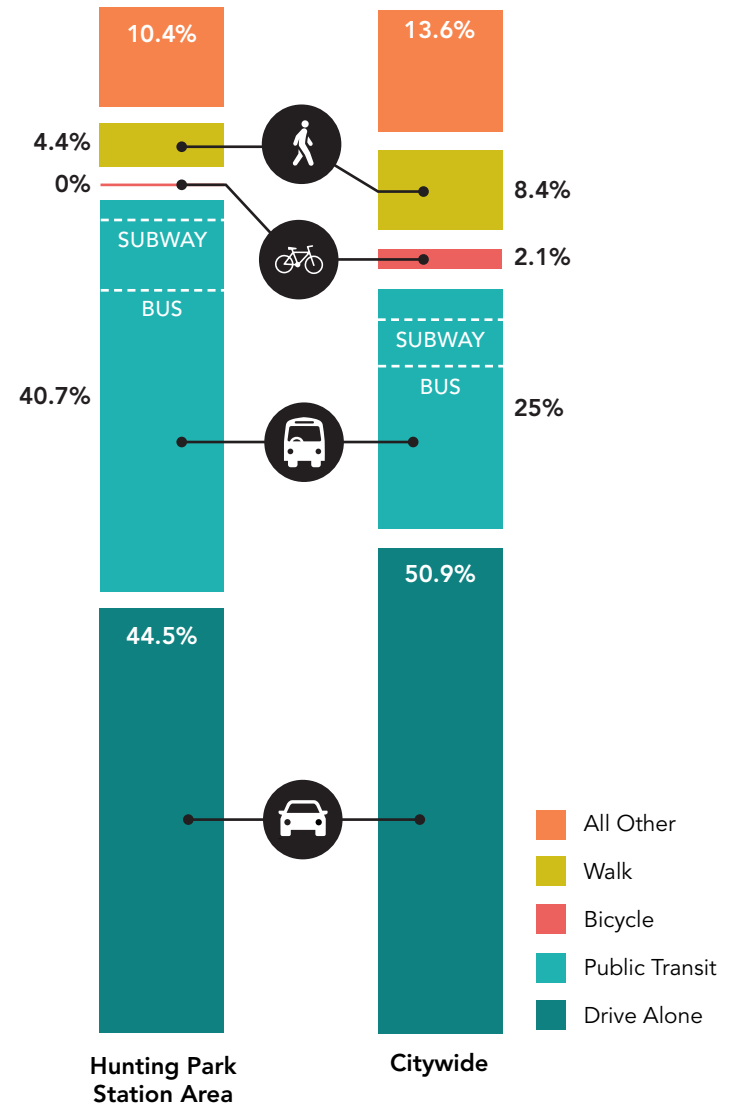
Traveling by Car

The physical structure of the Hunting Park Station Area is defined by the network of streets depicted in Figure 10. Within the station area, U.S. 1 is a depressed freeway, also known as the Roosevelt Expressway. Although pedestrians can travel over the highway at four locations in the station area, the highway serves as a barrier that divides the neighborhoods north of U.S. 1 from those to the south.

The station area is centered on the intersection of two major state-owned arterial roadways—U.S. Route 13 (alternately Hunting Park Avenue and Roosevelt Boulevard) and Broad Street. U.S. 13 runs diagonally through the station area, intersecting with Old York Road, Broad Street, and Germantown Avenue along the way. U.S. 13 coincides with Hunting Park Avenue until Hunting Park Avenue turns east near the intersection of U.S. 13 and 15th Street. North of Hunting Park Avenue, U.S. 13 follows Roosevelt Boulevard. Near the station, Roosevelt Boulevard is roughly 60 feet wide, with two 10-foot general travel lanes and one additional 10-foot travel lane marked “bus only” in each direction. To the east of Old York Road, U.S. 13 joins U.S. 1 to create a 12-lane surface arterial with local and express lanes and at-grade intersections. Traffic counts from 2019 indicate that roughly 10,000 and 7,000 vehicles travel southbound and northbound, respectively, on the station area portions of U.S. 13 located west of Broad Street. Traffic volumes increase where U.S. 13 and U.S. 1 overlap.

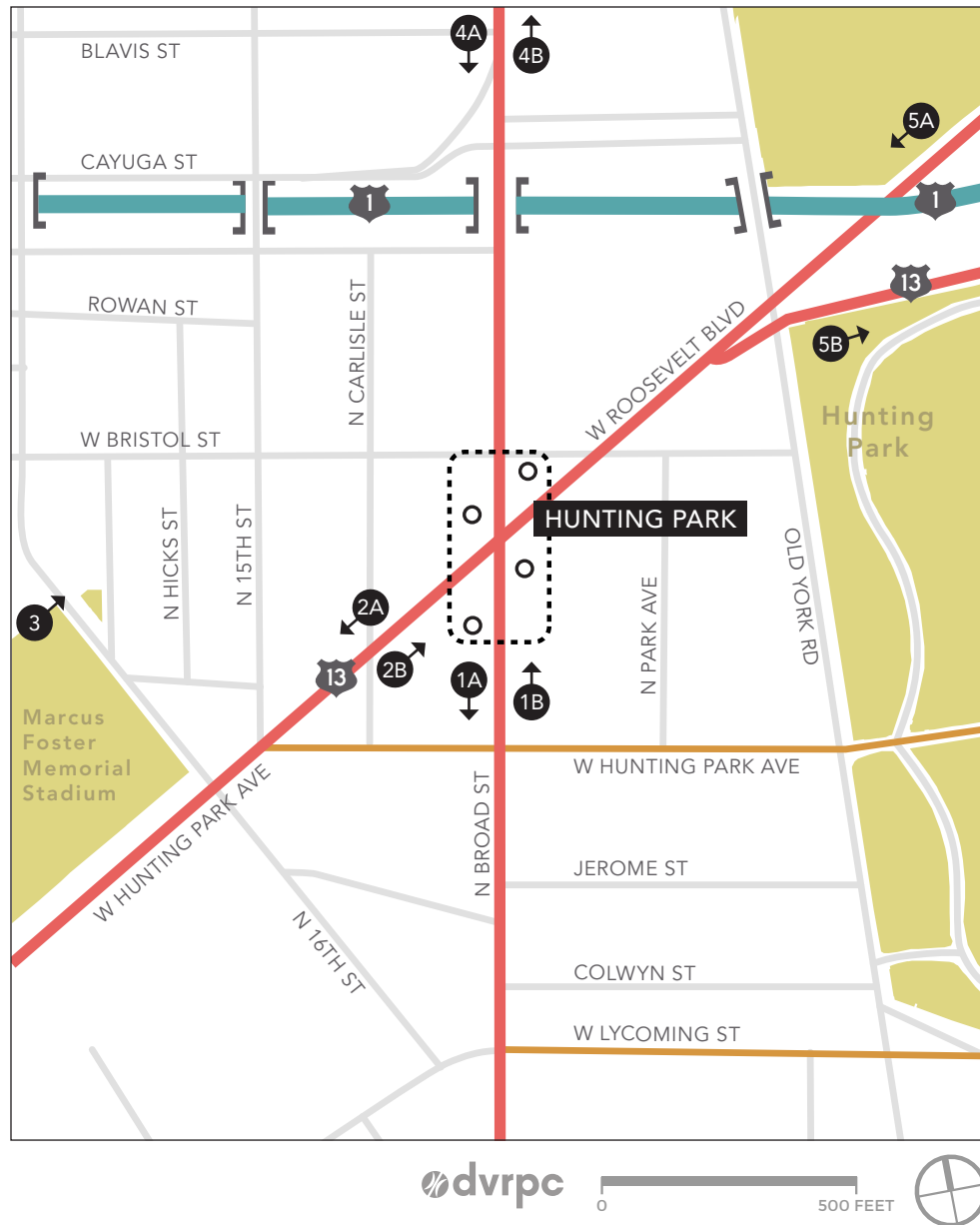
Broad Street is a six-lane arterial that bisects the station area into eastern and western halves. In most of the station area, Broad Street is roughly 70 feet wide, with three, 10-foot travel lanes in each direction and a 10-foot middle turning lane or median. Approximately 15,000 vehicles travel daily in each direction, according to 2016 traffic counts.

Figure 9: How Residents Commute to Work



Source: U.S. Census Bureau, 2015–19 American Community Survey

Figure 10: Hunting Park Station Area Street Network



Roadway Functional Classification

- █ Freeway
- █ Principal Arterial
- █ Major Collector
- █ Local Street

Traffic Count [Street | Date Collected | AADT*]

- 1A:** Southbound Broad St. | May 18, 2016 | 15,744
- 1B:** Northbound Broad St. | May 18, 2016 | 14,828
- 2A:** Southbound Roosevelt Blvd. | August 3, 2019 | 9,757
- 2B:** Northbound Roosevelt Blvd. | August 3, 2019 | 7,038
- 3:** Northbound Staub St. (one-way) | September 14, 2017 | 841
- 4A:** Southbound Broad St. | April 14, 2016 | 16,583
- 4B:** Northbound Broad St. | April 14, 2016 | 15,675
- 5A:** Southbound Roosevelt Blvd. | July 16, 2019 | 10,563
- 5B:** Northbound Roosevelt Blvd. | July 16, 2019 | 13,651

* Average Annual Daily Traffic (AADT) is an estimate of all the traffic during a 24-hour period at the location indicated for the year in which it was collected.

Source: PennDOT, DVRPC

Portions of Hunting Park Avenue and Lycoming Street are classified as major collectors in the station area. To the east of U.S. 13, Hunting Park Avenue runs east to west and includes two 10- to 12-foot travel lanes in each direction as well as parking lanes on both sides of the street. East of Old York Road, Hunting Park Avenue narrows to a two-lane road with shoulders that travels through Hunting Park. Lycoming Street intersects Broad Street at a signalized intersection south of the station. West of Broad Street, Lycoming Street forms a Y-shaped intersection with 16th Street. East of Broad Street, Lycoming Street serves as the southern border of the park.

Local streets within the station area include:

- Bristol Street is a one-way street that runs eastbound on the west side of Broad Street and westbound between Old York Road and Broad Street. Vehicles traveling southbound on Roosevelt Boulevard must use Bristol Street to access Broad Street.
- 15th Street is a one-way street that travels northbound.
- 16th Street is a one-way southbound street that crosses U.S. 13 and intersects with Lycoming Street at an angle.
- Carlisle Street is a one-way street between Broad and 15th streets. Carlisle Street travels north above U.S. 13 and southbound below it. Southbound Carlisle Street may be used by motorists traveling south on Roosevelt Boulevard if they wish to access Broad Street but have missed the turn for Bristol Street.

Crashes and Pedestrian Safety

Crashes have occurred relatively frequently in the station area, and they have occurred in clusters at and near several prominent intersections (see Table 1). More information on the vehicular crash patterns found at specific intersections is presented in Chapter 3 and in Appendix C.

Figure 11 identifies the locations of vehicle crashes near the Hunting Park Station between 2014 and 2018. During that time period, 583 crashes occurred within one quarter mile of the station. Sixteen of these crashes resulted in fatalities or severe injuries, known as killed or severe injury (KSI) crashes. Eight of these KSI crashes, depicted with white circles, involved pedestrians.

The map also identifies portions of station area streets that have been identified as part of the city's High Injury Network, a designation that highlights the corridors with the highest rates of fatalities and injuries per mile.⁴ Station area streets that have been recognized as part of the High Injury Network include Hunting Park Avenue, Broad Street, Old York Road, N. 15th Street, and Lycoming Street.

Table 1: Crash Rates at Key Intersections

INTERSECTION	CRASHES/YEAR (2014–2018)
Roosevelt Blvd. & Old York Rd.	6.6
Roosevelt Blvd. & Broad St.	8.6
U.S. 13, 15th St. & 16th St.	8.2
Broad St. & Hunting Park Ave.	7.8
Broad St. & Lycoming St.	4.8

Source: PennDOT

Crashes have occurred relatively frequently in the station area, and they have occurred in clusters at and near several prominent intersections. Annual crash rates for five key intersections from 2014 to 2018 are listed above. More information on the vehicular crash patterns found at specific intersections is presented in Chapter 3 and in Appendix C.

Traveling by Transit

Broad Street Line

The SEPTA BSL operates between Fern Rock Transportation Center in North Philadelphia to NRG Station in South Philadelphia. As a north-south rail line that includes service to City Hall, the BSL has a critical role in connecting residents in the Nicetown, Tioga, East Tioga, Hunting Park, and Logan neighborhoods to key destinations—commercial districts, employment centers, civic institutions, sports stadiums—and other transit services like regional rail, trolleys, the Market-Frankford line, and the Port Authority Transit Corporation (PATCO) Speedline. The BSL mostly runs underground. It consists of 22 core stations and three additional stations along the Broad-Ridge Spur. The BSL comprises four tracks between Fern Rock and Walnut-Locust stations and two tracks between Lombard-South and NRG stations.

Overall, the BSL provides frequent, seven-days-a-week service. End-to-end travel times are scheduled between 38 and 40 minutes, depending on route variation and time of day. Operation schedules vary among its four different services:

- **Local** trains stop at all stations on weekdays and weekends.
- **Express** trains stop at eight select stations between Fern Rock and Walnut-Locust on weekdays only. Express service does not include Hunting Park Station.
- **Broad-Ridge Spur** trains serve Ridge Avenue to 8th & Market from Monday to Saturday only.
- **Special** trains serve all Express stations when exceptionally high demand during sporting or entertainment events at NRG is anticipated.

The Hunting Park Station ranked 17 out of 22 among BSL stations in ridership during 2018. That year, 3,006 passengers boarded and 2,408 alighted a train at the Hunting Park Station on a typical weekday.










Existing Bus Service

Six SEPTA bus routes serve the Hunting Park Station Area (see Figure 12). Of these, four routes (R, 56, 53, and 1) directly serve the Hunting Park Station by traveling on U.S. 13 and/or Broad Street. Routes 56 and 60 only travel through the southeastern portion of the station area. Routes 56, 60, and R are 15-minute (15 Max) routes that run at least four times per hour on weekdays between 6:00 AM and 9:00 PM. Routes 1, 16, and 53 are 60-minute (60 Max) routes that run at least hourly between 6:00 AM and 9:00 PM. More information on the routes that travel closest to the station is presented below.

- **Route 1** generally runs northeast-southwest on U.S. 1, Ridge Avenue, and U.S. 13 between the Wissahickon Transportation Center and the Parx Casino in Bensalem Township, Bucks County. For both north- and southbound trips, passenger loads are greatest on the segment of the route on Roosevelt Boulevard between Cottman Avenue and Broad Street.
- **Route 16** travels north-south between City Hall and the Greenleaf at Cheltenham Shopping Center near the border between Philadelphia and Cheltenham Township. Northbound buses typically experience their largest loads while traveling on Broad Street south between Susquehanna and Wyoming avenues. Passenger loads are fairly uniform for southbound buses along Broad Street; however, ridership is generally higher south of Wyoming Avenue.
- **Route 53** generally runs east-west between Feltonville and West Mount Airy, using Wayne Avenue and Hunting Park Avenue for long stretches. For both north- and southbound buses, passenger loads are significantly higher west of Broad Street between Erie Avenue and the Wayne Junction Station.

Figure 12: Existing Transit Service



-  **SEPTA Broad Street Line**
-  **SEPTA 15-Minute Max Bus Route**
A bus or train every 15 minutes or less, 15 hours a day (6:00 AM - 9:00 PM), five days per week (M-F)
 -  Henry-Midvale and Wissahickon Transportation Center to Frankford Transportation Center
 -  23rd-Venango and Bakers Centre to Torresdale-Cottman
 -  35th-Allegheny to Richmond-Westmoreland
-  **SEPTA 60-Minute Max Bus Route**
A bus or train every 60 minutes or less, 15 hours a day (6:00 AM - 9:00 PM), five days per week (M-F)
 -  Parx Casino to 54th-City
 -  City Hall to Cheltenham-Ogontz
 -  Wayne-Carpenter to Broad-Hunting Park

Source: SEPTA, 2021

- **Route R** travels east-west between the Wissahickon Transportation Center and FTC by primarily using a combination of Ridge Avenue, U.S. 13, U.S. 1 and primarily along U.S. 13 (Roosevelt Boulevard/West Hunting Park Avenue). Eastbound buses are significantly more crowded east of Broad Street while westbound buses see their largest loads near the intersection of Roosevelt Boulevard and Broad Street.

The study team used bus ridership data from 2019 to identify the busiest bus stop locations within the station area. On a typical weekday in 2019, 2,040 riders boarded and 2,060 alighted buses at stops within one quarter mile of the Hunting Park Station. The vast majority of this activity occurred along portions of Broad Street and U.S. 13 adjacent to the Hunting Park Station (identified with a dashed line in Figure 12).

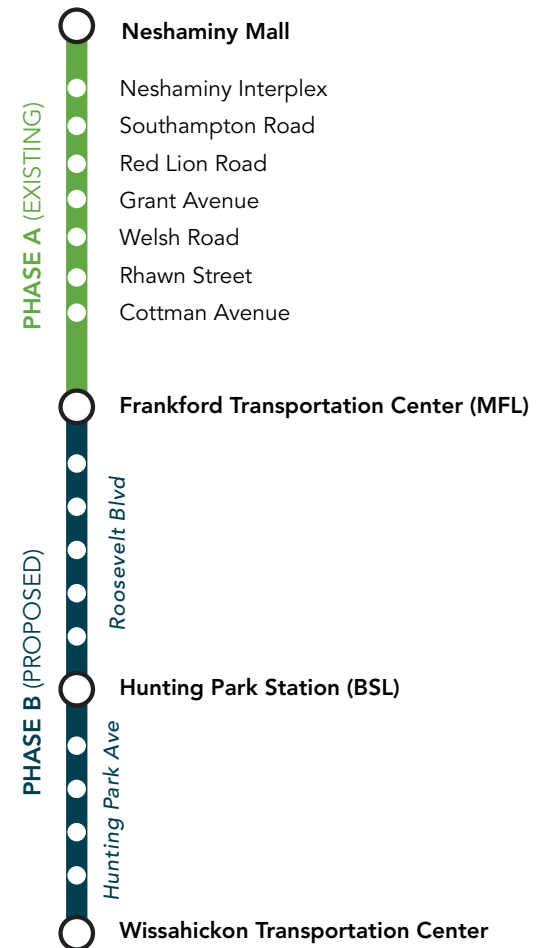
SEPTA Key data from fall 2019 reinforces the importance of the station and illustrates how individuals use multiple transit modes to travel through the station area. This data shows that approximately 485 BSL riders using the Hunting Park Station during that time transferred from SEPTA Bus Routes 1 or R, two routes that travel diagonally on U.S. 13 through the station area. When considering that roughly 3,000 boarded a train at the Hunting Park Station in 2018, SEPTA Key data suggests that roughly 16 percent of BSL riders arrive at the station via local bus. This level of transfer activity highlights the potential synergies that will exist between future phases of Boulevard Direct bus service and the BSL. As the efficiency of bus service on Roosevelt Boulevard improves, additional riders will likely consider combining bus and BSL service to meet their travel needs.

Boulevard Direct Bus Service

Roosevelt Boulevard has been the scene of significant transit improvements in recent years. The initial phase of Boulevard Direct bus service began in October 2017 and currently operates along 11 miles of Roosevelt Boulevard and U.S. 1 between FTC in Philadelphia and the Neshaminy Mall in Bensalem Township, Bucks County (see Figure 13).

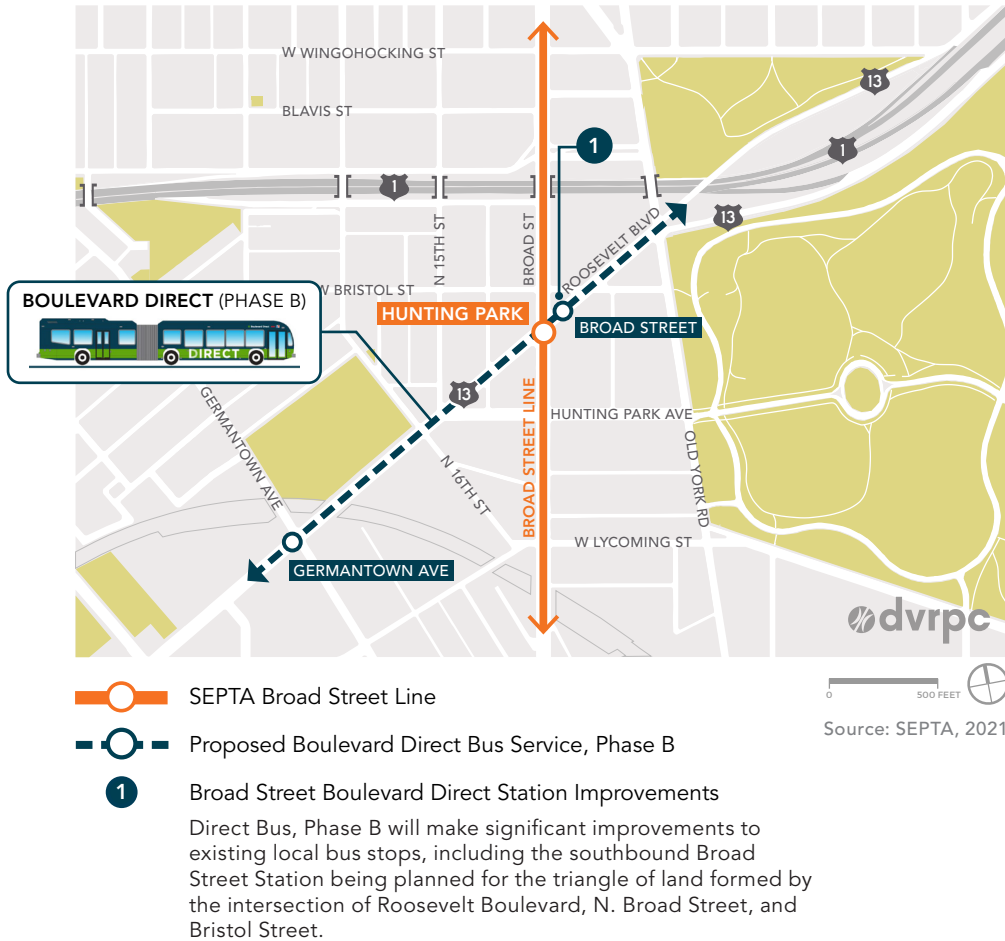
Boulevard Direct is the first route operating under the new SEPTA Direct Bus brand, which offers limited-stop, frequent service at upgraded stations. The Boulevard Direct route enhanced the popular SEPTA Route 14 by only making nine stops instead of the over 80 stops between the same destinations.

Figure 13: Boulevard Direct Route Diagram



Source: SEPTA, 2021

Figure 14: Proposed Transit Service



SEPTA and the City of Philadelphia are now planning for Phase B of Direct Bus along the southern portion of Roosevelt Boulevard/U.S. 13. The route, which will include 11 new local/Direct Bus stations, will leave FTC via Pratt Street to then travel south along Roosevelt Boulevard to N. Broad Street. The route would then travel along Hunting Park Avenue, Allegheny Avenue, and Ridge Avenue before connecting to the Wissahickon Transportation Center. During weekday peak rush hour travel (7:00 AM–9:00 AM and 3:00 PM–6:00 PM), Boulevard Direct Phase B buses are expected to run every 10 minutes, with service every 15 minutes during most other periods.

Phase B stations are planned for the intersection of Broad Street and Roosevelt Boulevard, as well as the intersection of Germantown Avenue and Hunting Park Avenue (see Figure 14). The Broad Street Station is significant because of its proximity to the Hunting Park Station of the BSL, the only fixed rail transit stop on Roosevelt Boulevard. Amenities envisioned for the southbound Broad Street Boulevard Direct Station, which includes a portal for the Hunting Park Station to northbound BSL service, include pedestrian-scale lighting, street trees, an upgraded newsstand, circular wooden benches, landscaping, improved transfer wayfinding, real-time schedule information, and bike racks.

Walking and Biking in the Station Area

Like automobiles and trains, pedestrians and cyclists require infrastructure and facilities that enable safe movement and minimize conflict with vehicles. The remainder of this chapter is dedicated to discussing specific issues and opportunities related to nonmotorized transportation within the Hunting Park Station Area.

Bicycle Facilities

Infrastructure dedicated to bicycles is shown in Figure 15. Near the Hunting Park Station Area, the bicycle network consists of conventional on-street bicycle lanes north of U.S. 1 along portions of Wingohocking, 15th, and 16th streets, as well as portions of Old York Road and Belfield Avenue. Bicycle lanes are also present on Lycoming Street along the southern border of Hunting Park between Old York Road and 9th Street. These conventional bike lanes consist of striped lanes approximately five to six feet in width located between the adjacent travel lane and curb or adjacent to the parking lane. Many of these bicycle lanes are faded and in need of restriping. In particular, the bicycle lane striping on Old York Road south of Wingohocking Street is so faded as to be nonexistent. Aside from these facilities, cyclists must share the road with vehicles in order to travel through the station area. No bicycle facilities currently directly serve the Hunting Park Station.

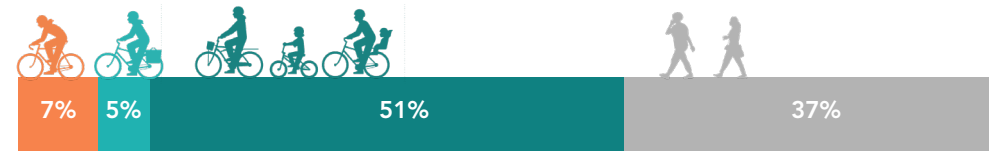
Cyclists can travel in and through Hunting Park on a network of multi-use paths and along Cayuga and 10th streets. Both Cayuga and 10th streets are outfitted with speed slots to slow vehicular traffic while allowing cyclists to pass through unimpeded.

Measuring the bikeability of the station area is challenging because of the lack of dedicated bicycle facilities. However, research suggests that a significant portion of the population might consider cycling if

Figure 15: Existing Bicycle Facilities



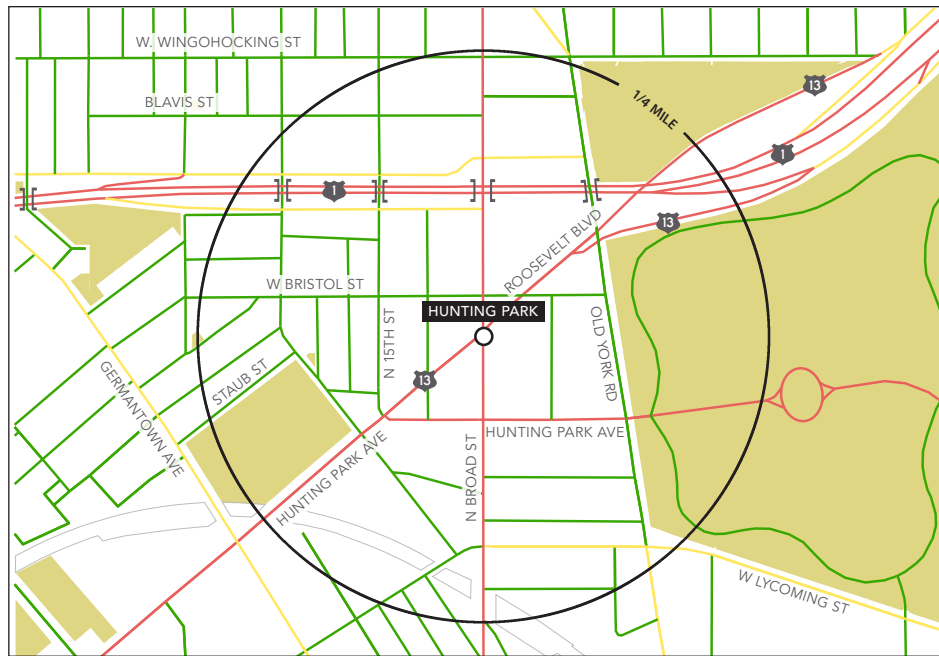
Figure 16: Types of Cyclists



Strong and Fearless: People willing to bicycle with limited or no bike-specific infrastructure
Enthusied & Confident: People willing to bicycle if some bike-specific infrastructure is in place
Interested but Concerned: People willing to bicycle if high-quality bike infrastructure is in place
No Way, No How: People unwilling to bicycle even if high-quality bike infrastructure is in place

Source: U.S. Department of Transportation, Federal Highway Administration, 2019

Figure 17: Bicycle Level of Traffic Stress (LTS)



- **LTS 1 & 2:** Roadway segments comfortable enough for most people or those classified as “Interested, but Concerned”
- **LTS 3:** Roadway segments comfortable for cyclists classified as “Enthusied and Confident”
- **LTS 4:** Roadway segments where cycling is prohibited or comfortable only for cyclists classified as “Strong and Fearless”



the conditions were right (see Figure 16).⁵ This group, referred to as “Interested but Concerned,” has a lower tolerance for traffic stress and tends to avoid bicycling except where they have access to networks of separated bikeways or very low-volume streets with safe roadway crossings. In order to maximize the potential for bicycling, bicycle facilities must be designed to meet the needs of these riders.

Level of Traffic Stress

Level of Traffic Stress (LTS) is a road classification technique designed to measure the comfort of a given roadway in accordance with the classifications of different types of cyclists shown in Figure 16. Using a scale from LTS 1 (most comfortable) to LTS 4 (least comfortable), DVRPC maintains a regional LTS assessment based on a variety of road characteristics, including the number of lanes; vehicle speed; and the presence of bicycle facilities, such as bike lanes.⁶

LTS ratings for streets near the Hunting Park Station are illustrated in Figure 17. Station area road segments rated LTS 1 and 2, shown in green, represent the streets on which cyclists should feel most comfortable based on existing conditions. This network of lower-stress cycling streets largely coincides with local roads traveling through residential portions of the station area. However, this network is interrupted by more major streets like Broad Street, Hunting Park Avenue, and U.S.13, which are less hospitable to riders. Roadway segments classified as LTS 3, and sometimes LTS 4, may serve as effective targets for cycling improvements because their conversion to a more comfortable environment can play a critical role in expanding the bicycle network.

Pedestrian Access Barriers

Sidewalks, crosswalks, and curb ramps form the backbone of any pedestrian network. For this reason, Chapter 3 identifies several key locations where future investments in this type of basic infrastructure can be made to help improve pedestrian, bicycle, and ADA access. However, a variety of factors that extend beyond basic infrastructure influences how safe, convenient, and pleasant it is to be a pedestrian. Circuitous routes, heavy traffic, poor lighting, and intimidating crossings are all common conditions that can detract from the pedestrian environment.

According to an online survey administered by the project team, nearly 60 percent of respondents felt somewhat or very uncomfortable as a pedestrian in the Hunting Park Station Area. When asked to identify the biggest obstacles to walking, the most popular responses were: motorists driving too fast or not obeying traffic rules (52 percent), litter or trash (44 percent), unsafe street crossings (33 percent), and cracked or broken sidewalks (29 percent).⁷

Figure 18 depicts a variety of barriers and conditions that may discourage pedestrians or diminish the safety and convenience of walking within the station area. These access issues are described in more detail below. Additional location-specific observations are identified in Figure 18 and described alongside the map.

— Missing Sidewalks

Although the sidewalk network surrounding the station is extensive, numerous damaged or broken sidewalks can be found within the station area. These sidewalk defects pose challenges for pedestrians, especially children, seniors, and those with wheelchairs and strollers. Additionally, three segments of missing sidewalk are identified with red lines in Figure 18. The first segment is located along portions of N. 16th and Ruffner streets near Foster Memorial Stadium. The second is a roughly 60-foot stretch of missing sidewalk along the west side of Carlisle Street, just south of Bristol Street. The second spans approximately 100 feet along the north side of Bristol Street and the west side of Old York Road.

⚠ Challenging Intersections

There are several intersections where pedestrian movements can be challenging or intimidating due to crossing distances, heavy traffic volumes, complex turning movements, or other characteristics. For example, the diagonal orientation of U.S. 13 creates skewed intersections at Broad Street and Hunting Park Avenue/15th Street that result in longer crossing distances and less visibility of people as they cross the street. Similarly, crossing Broad Street at Hunting Park Avenue or Lycoming Street can also be challenging due to distance involved, as well as vehicle speeds and volumes.

🚗 Commercial Driveways

Excessively wide or busy commercial driveways can create conflict points between vehicles and pedestrians. Several prominent commercial driveways are located along sections of Broad Street, Roosevelt Boulevard, and Hunting Park Avenue where, pedestrian activity is greatest.



Faded crosswalks, like this one at Hunting Park Avenue and Old York Road, detract from pedestrian safety.



Large curb cuts like those found at the gas station at Broad Street and Hunting Park Avenue create potential conflict points.



The southeastern entrance to the Hunting Park Station lacks visibility and may be difficult for some riders to find.

Figure 18: Nonmotorized Transportation Barriers



- Missing Sidewalk
- Challenging Intersection
- Commercial Driveway
- Existing Local Bus Stop
- Access Issue or Observation (see list below)

Access Issues and Observations	
1	The lack of an elevator at the Hunting Park Station reduces the accessibility of the station and potentially contributes to lower ridership relative to other stations on the BSL.
2	The entrances to the Hunting Park Station, particularly those south of Roosevelt Boulevard, have relatively low visibility. These low-profile entrances make using transit more complex and obscure the valuable service provided by the BSL.
3	There is little wayfinding information in the station area. Information on local transit services and local destinations may be particularly useful near the entrance to Hunting Park, as well as near the Hunting Park BSL station. In the future, wayfinding signage can be used to help transit riders make seamless bus-to-rail connections and rail-to-bus connections between the BSL and Boulevard Direct services.

Station Area Recommendations

Retrofitting city streets to be safe for the most vulnerable users benefits everyone and promotes equitable access and healthy transportation options.

This chapter details a variety of recommendations that offer a holistic approach to improving mobility in the Hunting Park Station Area. Some recommendations address broad challenges found throughout the station area while others focus on specific locations. Together, these recommendations and concepts provide a menu of options to be considered by decision makers and local stakeholders as they plan for the future of the station area.

Appendix B: Pedestrian and Bicycle Toolkit provides additional information about many of the physical treatments referenced in this chapter.

Although this study was undertaken in anticipation of the second phase of Boulevard Direct bus service, many of the improvements described in this chapter are relevant even without the addition of new transit service in the area.

The recommendations and concepts discussed in this chapter are divided into eight categories:

- 1 Upgrade sidewalks and curb ramps.
- 2 Make strategic intersection improvements.
- 3 Reconfigure a portion of Hunting Park Avenue.
- 4 Expand the bicycle network.
- 5 Enhance the visibility and image of transit.
- 6 Encourage transit-supportive development.
- 7 Conduct a streetlight audit.
- 8 Identify greening opportunities.

1. Upgrade Sidewalks and Curb Ramps

Missing or deficient sidewalks and curb ramps pose a safety issue for all pedestrians, especially those with limited mobility. Nearly 30 percent of residents surveyed during this project identified poorly maintained sidewalks as one of the biggest obstacles to walking in the station area.

Legally, property owners are responsible for the maintenance and repair of sidewalks along their homes and businesses in Philadelphia. However, there has traditionally been little enforcement or incentive for repairs to be made. Furthermore, the cost of repairs may be beyond the means of some home- and business owners. The segments of missing sidewalk identified in Figure 19 are all located adjacent to vacant properties, a condition that complicates the determination of responsibility for those missing segments.

Although various proposals to shift enforcement or help provide public assistance for sidewalk repair have been considered over the years, no clear policy changes or programs have emerged. In the absence of a formal sidewalk maintenance program, neighboring property owners and/or RCOs may consider coordinating improvements with the goal of packaging areas in need of repair together in an effort to save money.

The ADA Unit within the Philadelphia Street Department's Highway Division is responsible for reviewing and upgrading curb ramps within the public right-of-way. New ADA-compliant curb ramps may be required as part of certain types of construction projects that occur within the public right-of-way or near a corner. The Streets Department has also partnered with the Mayor's Commission on People with Disabilities to identify individual locations that require curb ramp upgrades or new ramps.

Nonmotorized Connectors


In order to help prioritize multimodal transportation improvements within the station area, the study team identified a network of nonmotorized connectors that represent the routes most likely to be used by pedestrians and cyclists to access the Hunting Park Station (see Figure 19). These routes are divided into primary and secondary connectors, and were designated based on the street network, the location of important origins and destinations within the station area, and the Vision Zero High Injury Network.

Streets that pedestrians and cyclists must travel on to reach the station have been identified as primary transportation connectors. Secondary nonmotorized connectors represent routes that feed into primary connectors while also supporting general pedestrian and bicycle circulation throughout the station area. Identifying this network of connectors can help guide transportation investments throughout the station area. These connectors, which are shown in several subsequent exhibits, represent the most impactful locations for investments in nonmotorized transportation, including crosswalk and curb ramp enhancements, intersection improvements, bicycle facilities, and streetscaping.


Figure 19: Basic Pedestrian Infrastructure and Nonmotorized Connectors




Basic Pedestrian Infrastructure Priorities

 Missing Sidewalk

Nonmotorized Transportation Connectors

 Primary Connector

Route that provides primary nonmotorized access to and from a station

 Secondary Connector

Route that feeds into primary nonmotorized connectors and supports general circulation throughout a station area.

Table 2: Recommended Improvements By Intersection

<p>1: St. Luke Street and N. 15th Street</p> <ul style="list-style-type: none"> ● Add crosswalk to north leg of intersection 	<p>8: Broad Street and Roosevelt Boulevard. <i>See p. 38</i></p> <ul style="list-style-type: none"> ● Install pedestrian islands on Broad Street crossings
<p>2: Broad Street and St. Luke Street</p> <ul style="list-style-type: none"> ● Restripe western crosswalk 	<p>9: US 13, N. 15th Street and N. 16th Street <i>See p. 44</i></p> <ul style="list-style-type: none"> ● Restripe N. 15th and N. 16th streets crosswalks
<p>3: Bristol Street and N. 16th Street</p> <ul style="list-style-type: none"> ● Add crosswalks to all legs 	<p>10: Broad Street and Hunting Park Avenue <i>See p. 45</i></p> <ul style="list-style-type: none"> ● Restripe east and west crosswalks ● Install curb extensions on Hunting Park Avenue ● Install pedestrian island on south crossing
<p>4: Bristol Street and N. 15th Street</p> <ul style="list-style-type: none"> ● Convert to high visibility crosswalks 	<p>11: Hunting Park Avenue and Old York Road <i>See p. 45</i></p> <ul style="list-style-type: none"> ● Restripe all crosswalks ● Install countdown timers for all legs of intersection ● Install curb extensions on Hunting Park Avenue
<p>5: Bristol Street and Carlisle Street</p> <ul style="list-style-type: none"> ● Add crosswalk to all legs 	<p>12: Broad Street and Lycoming Street <i>See p. 40</i></p> <ul style="list-style-type: none"> ● Restripe east and west crosswalks ● Install centerline hardening for left turns from westbound Lycoming Street onto Broad Street ● Install pedestrian island on north crossing
<p>6: Broad Street and Bristol Street</p> <ul style="list-style-type: none"> ● Restripe east and west crosswalks ● Install pedestrian islands on Broad Street crossings 	<p>13: Lycoming Street and Old York Road</p> <ul style="list-style-type: none"> ● Restripe all crosswalks
<p>7: Roosevelt Boulevard and Old York Road <i>See p. 42</i></p> <ul style="list-style-type: none"> ● Restripe north and south crosswalks ● Install countdown timer on west leg of intersection ● Install centerline hardening for left turns from northbound Old York Road onto Roosevelt Boulevard 	

Broad Street and Roosevelt Boulevard

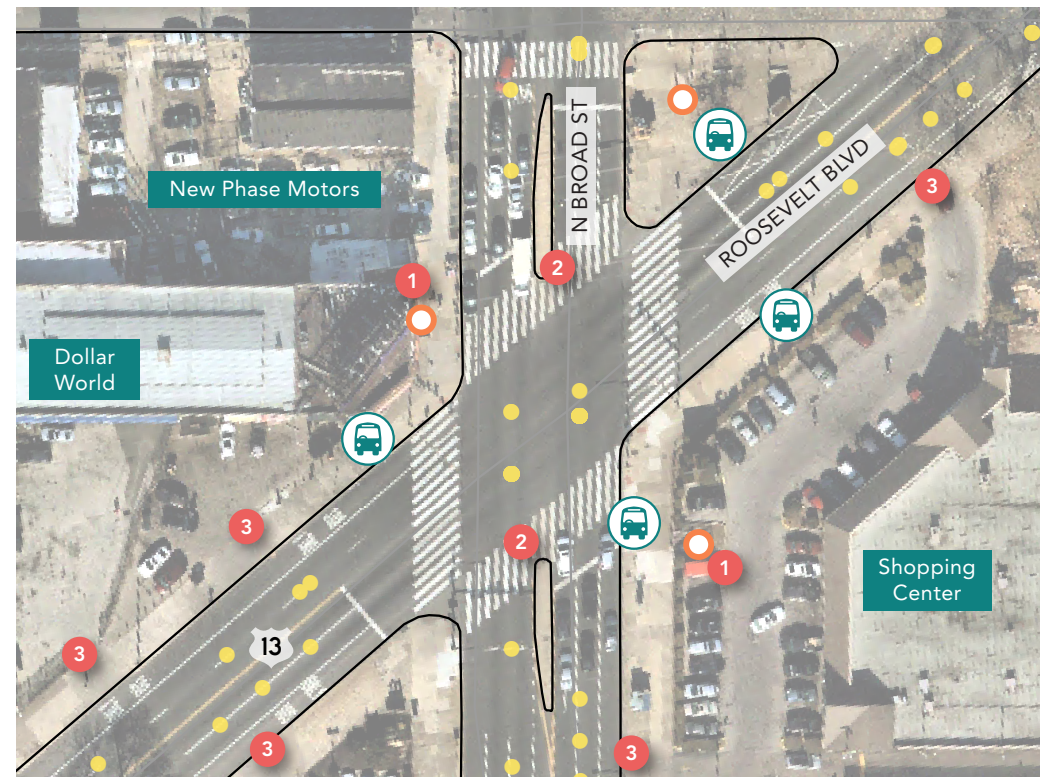
Figures 21 and 22 depict the existing conditions of and potential concepts for the intersection of Broad Street and Roosevelt Boulevard. This intersection of two major state-owned arterials is the focal point of the station area. Entrances to the BSL are located near each corner of the intersection, and Boulevard Direct bus stops will be located along Roosevelt Boulevard on the east side of the intersection. Based on their direction of travel, some transit riders transferring between the BSL and Boulevard Direct will need to cross Broad Street above ground because the Hunting Park Station does not include an underground crossover that connects the north- and southbound platforms.





Near this location, Broad Street has six travel lanes and a center median while Roosevelt Boulevard has four vehicle lanes and two lanes marked "bus-only." Left turns are prohibited from all legs of the intersection. Motorists traveling southbound on Roosevelt Boulevard are directed to use Bristol Street to make turns in either direction onto Broad Street. Forty-three crashes occurred near this intersection between 2014 and 2018. Five of these crashes involved pedestrians, with one resulting in serious injury. More information on crashes during this time period can be found in Appendix C.

ACCESS ISSUES AND OBSERVATIONS

- 1 BSL station entrances, particularly those at the northwest and southeast corners of the intersection, suffer from a lack of visibility.
- 2 Pedestrian crossings are wide and well marked, but long—nearly 100 feet on the northern leg, over 90 feet on the southern leg, and 80 to 85 feet on the eastern and western legs.
- 3 Several commercial driveways are located near this high-traffic intersection, creating conflict points for pedestrians.

Figure 21: Broad Street and Roosevelt Boulevard—Existing Conditions



-  Broad Street Line Entrance
-  Existing Bus Stop
-  Crash Location (2014–18)
-  Access Issue/Observation

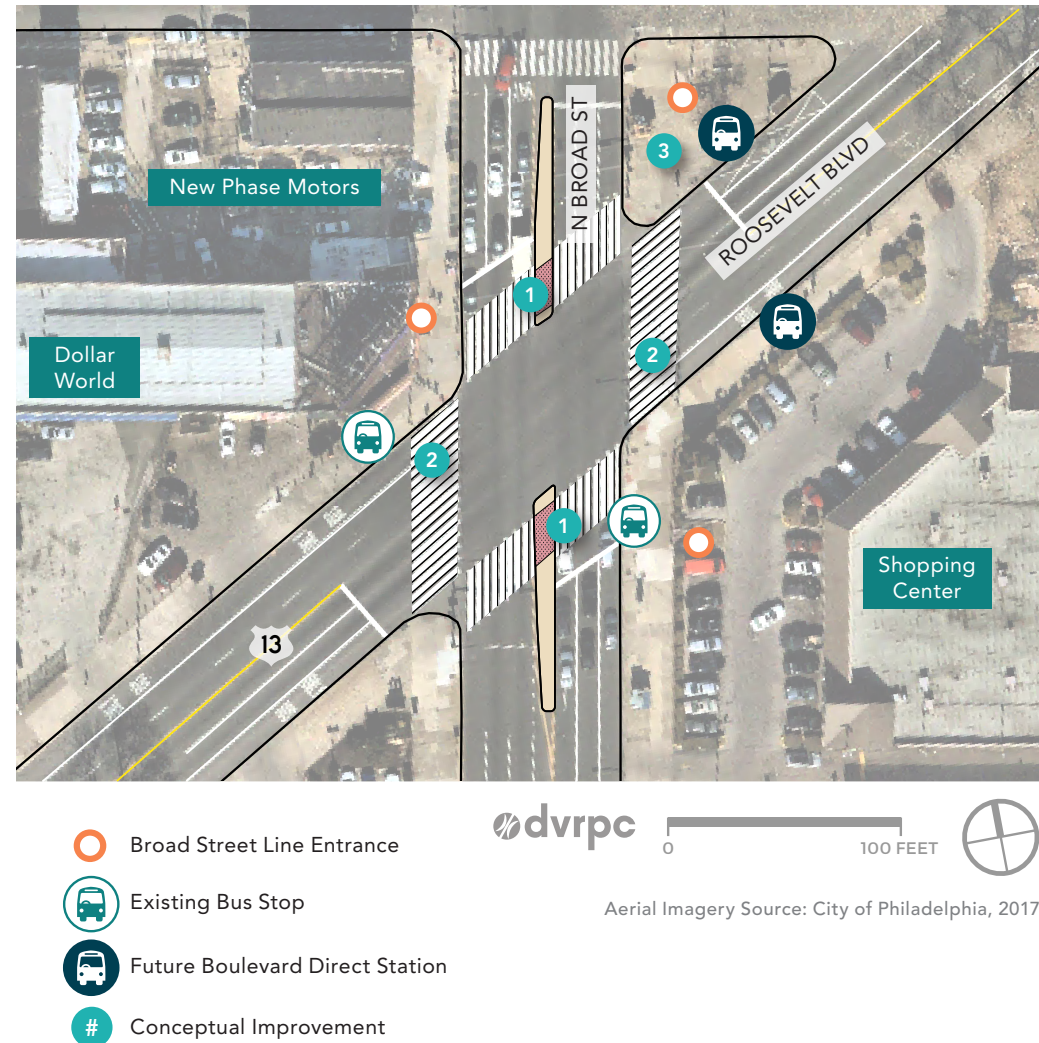


Crash Data Source: PennDOT
Aerial Imagery Source: City of Philadelphia, 2017

CONCEPTUAL IMPROVEMENTS

- 1 Install pedestrian islands on Broad Street.**
Extend and enlarge the existing medians on Broad Street to create pedestrian islands that would break up the crossing distance and create a safe space for pedestrians to wait for more time to cross if needed. This improvement is currently being evaluated by PennDOT as part of Multi-modal Project Management System (MPMS) #115430. This project is designed to install raised concrete medians with pedestrian islands at Broad Street intersections between Allegheny Avenue and Roosevelt Boulevard where appropriate.
- 2 Add Leading Pedestrian Intervals (LPIs) to Roosevelt Boulevard crossings.**
LPIs would create a brief protected phase for pedestrians crossing Roosevelt Boulevard, a location where right turns from Broad Street pose risk and no space is available for pedestrian islands.
- 3 Implement Boulevard Direct station improvements as described in *Route for Change*.**
Amenities envisioned for the southbound Broad Street Station include pedestrian-scale lighting, street trees, an upgraded newsstand, circular wooden benches, landscaping, real-time information, transfer wayfinding, and bike racks.

Figure 22: Broad Street and Roosevelt Boulevard—Conceptual Improvements



Broad Street and Lycoming Street

Figures 23 and 24 depict current conditions and potential concepts for the intersection of Broad and Lycoming streets. Lycoming Street is a smaller, east-west street that crosses Broad Street roughly two blocks south of the Hunting Park Station. West of Broad Street, Lycoming Street bends southward and forms a y-shaped intersection with 16th Street, which is a one-way south street. Bus stops for north- and southbound service on Route 16 are located on the north side of the intersection.

At this location, Broad Street is approximately 70 feet in width. Left turns are prohibited from southbound Broad Street, while northbound left turns have a dedicated lane. Three crashes involving pedestrians occurred near this intersection between 2014 and 2018, with one causing a serious injury. More information on crashes during this time period can be found in Appendix C.

ACCESS ISSUES AND OBSERVATIONS

- 1 The width of Broad Street creates a long crossing for pedestrians.
- 2 The Lycoming Street crosswalks are faded.
- 3 Vacant properties and deteriorated sidewalks on both sides of the intersection detract from the pedestrian environment.
- 4 The offset Y-shape of the Lycoming and 16th streets intersection results in excessive pavement that is difficult for pedestrians to traverse.

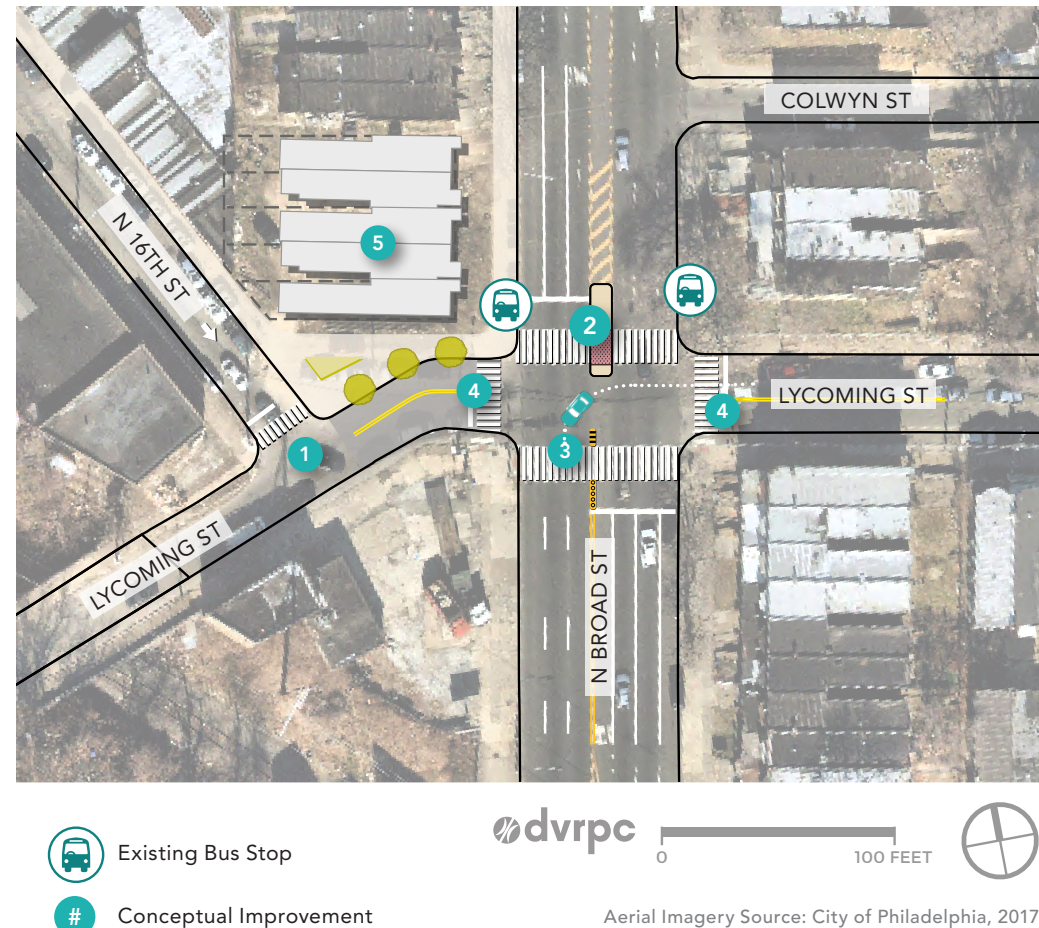
Figure 23: Broad Street and Lycoming Street—Existing Conditions



CONCEPTUAL IMPROVEMENTS

- 1 Realign the intersection of 16th and Lycoming streets.**
This intersection can be modified into a more typical T-shape by extending the curb area on the north side of Lycoming Street. This realignment can simplify traffic movements and improve safety for all users while also allowing for a larger sidewalk and street trees or other streetscaping elements.
- 2 Install pedestrian island on Broad Street.**
Adding a concrete median with a refuge island to the north leg of this intersection breaks up a long crossing. This improvement is currently being evaluated by PennDOT as part of MPMS #115430.
- 3 Install centerline hardening.**
Adding a hardened centerline on the southern leg of the intersection can force motorists to make slower, tighter left turns from Lycoming Street onto Broad Street.
- 4 Repaint crosswalks and stop bars.**
Restriping the Lycoming Street crosswalks and stop bars would enhance the visibility of pedestrians at this intersection.
- 5 Evaluate infill redevelopment potential.**
The vacant properties northwest of the intersection are zoned RM-1 (Residential Multi-Family 1) and may be an appropriate location for additional housing and/or mixed-use development.

Figure 24: Broad Street and Lycoming Street—Conceptual Improvements



Roosevelt Boulevard and Old York Road

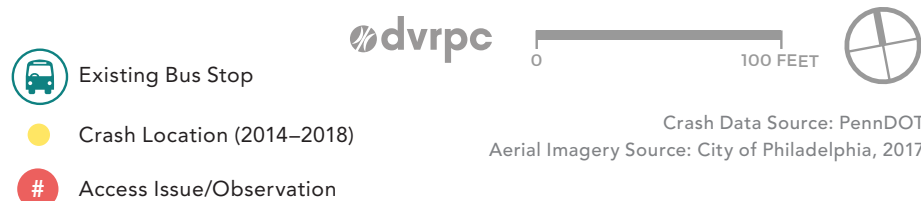
Figures 25 and 26 illustrate current conditions and potential concepts for the intersection of Roosevelt Boulevard and Old York Road. This intersection marks the location where limited access portions of the Roosevelt Boulevard expressway transition to the urban street grid. Drivers traveling northbound on Roosevelt Boulevard use a dedicated left-turn lane to access northbound Old York Road; however, drivers traveling southbound on Roosevelt Boulevard are prohibited from making a left turn onto Old York Road. Northbound Old York Road consists of a shared left turn/through lane and a dedicated right-turn lane. Southbound Old York Road includes a dedicated left-turn lane and a shared through/right turn lane.

Bus stops for north- and southbound Route R service are located along Roosevelt Boulevard west of Old York Road. Two crashes involving pedestrians were recorded here from 2014 to 2018. More information on crashes during this time period can be found in Appendix C.

ACCESS ISSUES AND OBSERVATIONS

- 1 Vehicles waiting to make a left turn from northbound Old York Road to southbound Roosevelt Boulevard can block northbound traffic at certain times of the day.
- 2 Pedestrians must walk nearly 75 feet across five travel lanes to cross the western leg of this intersection.
- 3 On the east side of the intersection, Roosevelt Boulevard is bisected by a grassy area that breaks up the crossing distance into two segments of roughly 30 to 35 feet.
- 4 Old York Road is only 40 feet wide, but its crosswalks are mostly faded.
- 5 Sidewalks near the southwest corner of the intersection are frequently blocked by vehicles associated with the adjacent used car dealer.
- 6 No sidewalks currently exist between the northeast corner of the intersection and the elevated portion of Roosevelt Boulevard. Local observations suggest that this route is used by residents living to the north.

Figure 25: Roosevelt Boulevard and Old York Road—Existing Conditions



CONCEPTUAL IMPROVEMENTS

- 1 Install pedestrian countdown timer.**
Adding a countdown timer can make the lengthy crosswalk on Roosevelt Boulevard more comfortable.
- 2 Install centerline hardening.**
Hardening the centerlines on the west and northern legs of the intersection would force motorists to make slower, tighter turns.
- 3 Repaint crosswalks and stop bars.**
Restriping the Old York Road crosswalks and stop bars would enhance the visibility of pedestrians at this intersection.
- 4 Install sidewalk.**
Constructing a new sidewalk on the southbound approach of Roosevelt Boulevard would extend the pedestrian network to recreational facilities and residential areas north and east of the station area. This new sidewalk and a widening of the existing sidewalks along the Roosevelt Boulevard bridge structure are being evaluated by PennDOT as part of MPMS #92809.
- 5 Consider prohibiting left turns.**
As discussed in the *Route for Change* study, prohibiting left turns from northbound Old York Road could help reduce conflicts and ease traffic flow through the intersection.

Figure 26: Roosevelt Boulevard and Old York Road—Conceptual Improvements



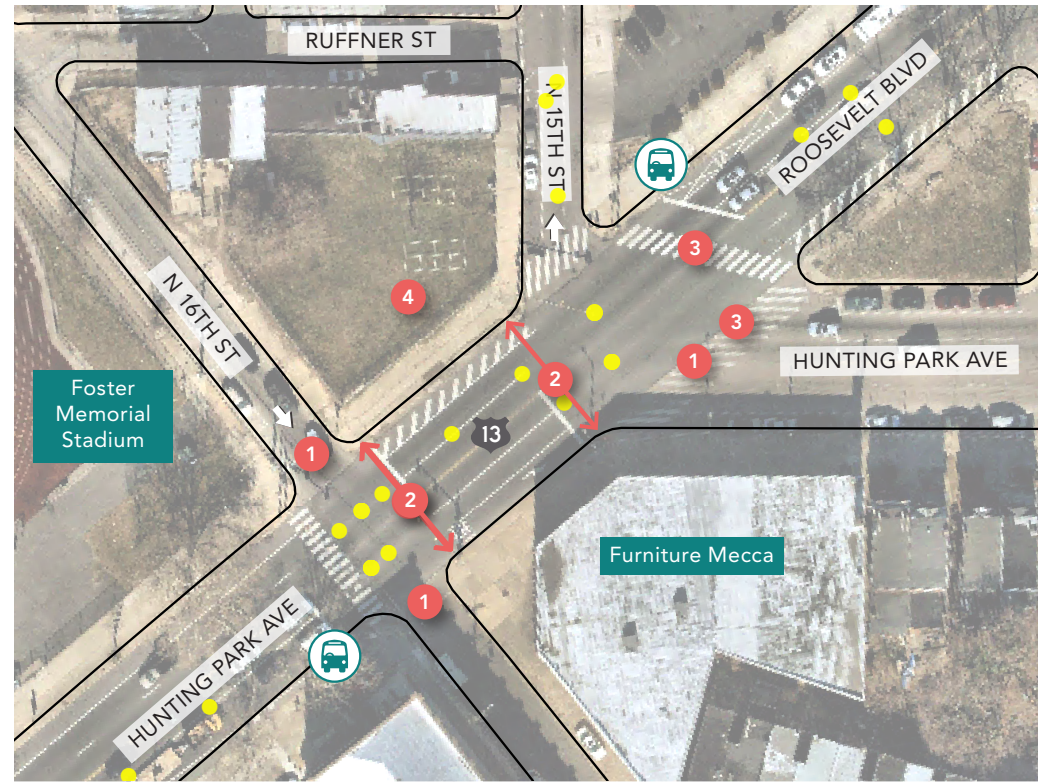
Intersection of U.S. 13 with N. 15th and N. 16th Streets




The stretch of U.S. 13 from Broad Street to Germantown Avenue has been identified as a priority corridor in the *Vision Zero Capital Plan 2025* due to heightened crash activity.¹ Figure 27 depicts the existing conditions of two intersections at the center of this corridor. N. 16th Street carries southbound traffic and intersects U.S. 13 at a right angle approximately 650 feet southwest of Broad Street. Just 75 feet to the north, N. 15th Street (one-way north) and Hunting Park Avenue (two-way east and west) meet to create a skewed intersection. Pedestrians may experience these two closely spaced intersections as a single intersection, because they are only permitted to cross U.S. 13 at the far north and south ends.

Local buses serving Route R stop at 15th Street for southbound passengers and 16th Street for northbound passengers. Left turns are permitted from all segments, and a dedicated right-turn lane carries vehicles from northbound U.S. 13/Hunting Park Avenue to eastbound Hunting Park Avenue.

The Broad Street to Germantown Avenue corridor, including these intersections, will be the focus of the *Hunting Park Avenue Corridor Safety Study* during DVRPC’s 2023 fiscal year. This study will conduct additional engagement and a road safety audit designed to identify and evaluate conceptual safety improvements.

Figure 27: Intersection of U.S. 13 with N. 15th and 16th Streets—Existing Conditions







-  Existing Bus Stop
-  Crash Location (2014–2018)
-  Access Issue/Observation



Crash Data Source: PennDOT
Aerial Imagery Source: City of Philadelphia, 2017

ACCESS ISSUES AND OBSERVATIONS

-  Faded crosswalks
-  Pedestrian crossing prohibited
-  Wide diagonal crossing
-  Prominent vacant property

3. Reconfigure a portion of Hunting Park Avenue

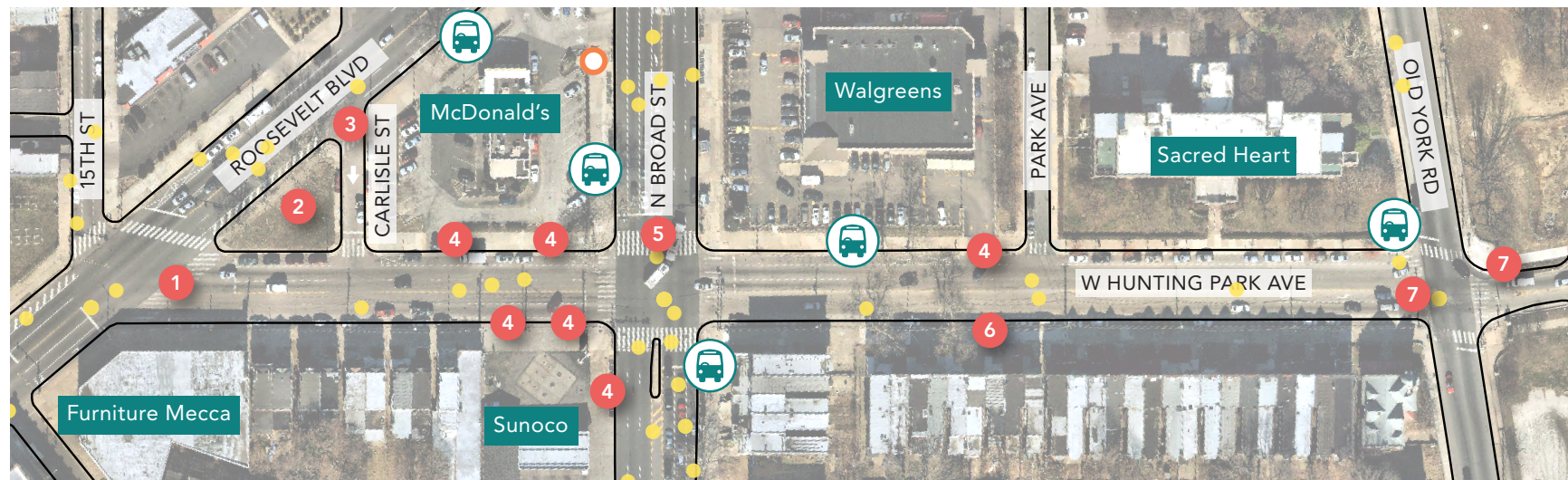
Hunting Park Avenue travels through the entirety of the Philadelphia’s North planning district, primarily as a four-lane arterial. However, the short east-west segment between Old York Road and U.S. 13/Roosevelt Boulevard is a critical segment that should be a candidate for a holistic reconfiguration that could include a road diet and curb extensions. Figure 28 details the current condition of this segment, and Figures 29-32 illustrate various aspects of conceptual improvements for this corridor.

Between Roosevelt Boulevard and Old York Road, Hunting Park Avenue is approximately 60 feet wide, consisting of four 11-foot driving lanes and two eight-foot parking lanes. Sidewalks are present along the entire corridor and range from 6 to 15 feet wide. This stretch of Hunting Park Avenue was the site of nearly 80 crashes between 2014 and 2018 and the segment has been identified as part of the city’s High Injury Network. This portion of Hunting Park Avenue serves as the primary east-west connection through the station area and links the Hunting Park Station to the Hunting Park Recreation Facility. This segment was also identified as a desirable location for a bicycle facility during the *Route for Change* planning process.

ACCESS ISSUES AND OBSERVATIONS

- 1 This skewed intersection creates a long diagonal crossing for pedestrians.
- 2 The triangle of land between U.S. 13, Carlisle Street, and Hunting Park Avenue is a relatively large underutilized/unprogrammed space.
- 3 Motorists traveling southbound on Roosevelt Boulevard must make a challenging left turn in order to access southbound Carlisle Street.
- 4 Several commercial driveways are located on and near this stretch of Hunting Park Avenue.
- 5 The width of Broad Street creates a long crossing for pedestrians.
- 6 There is a long distance, over 600 feet, between pedestrian crossing opportunities.
- 7 The crosswalks at the intersection of Old York Road and Hunting Park Avenue are faded.

Figure 28: Hunting Park Avenue—Existing Conditions



- Broad Street Line Entrance
- Crash Location (2014–2018)
- Existing Bus Stop
- Access Issue/Observation

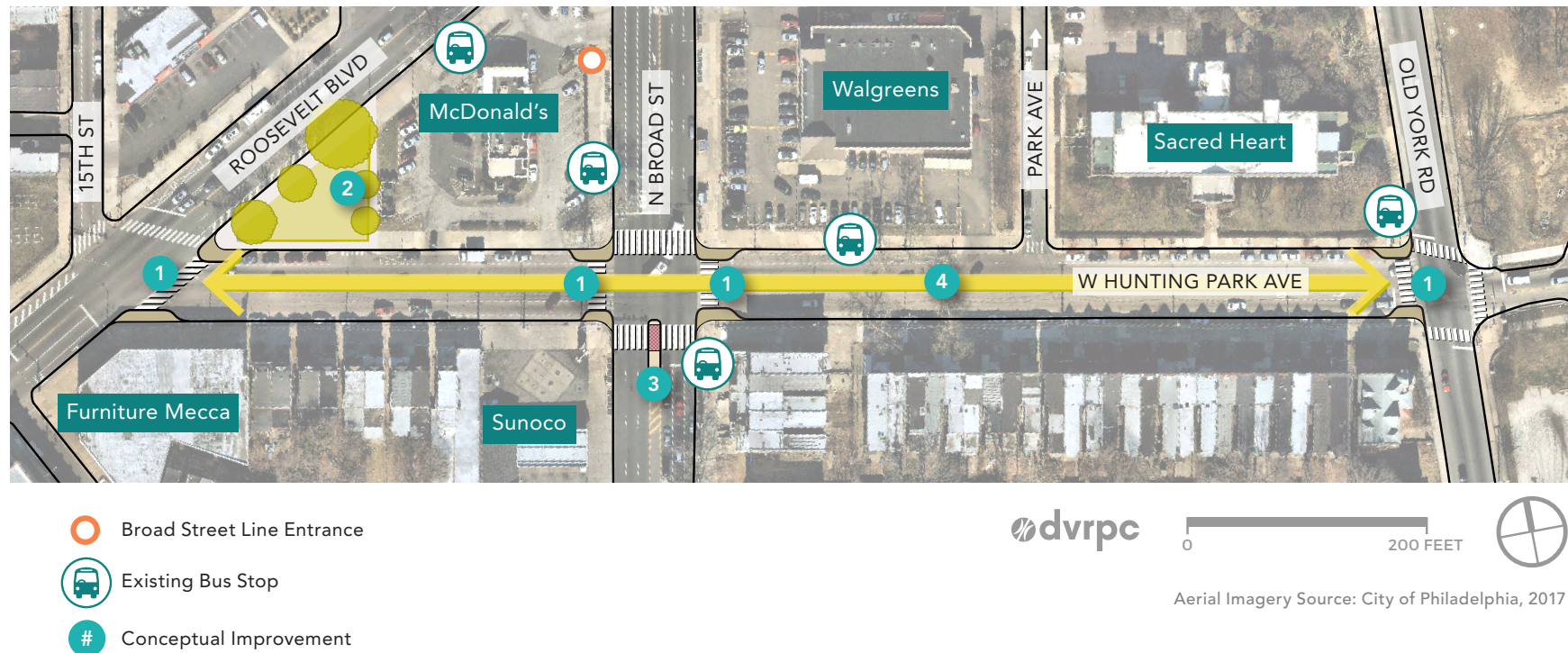


Crash Data Source: PennDOT
Aerial Imagery Source: City of Philadelphia, 2017

CONCEPTUAL IMPROVEMENTS

- 1 Improve Intersections.**
 Restripe faded crosswalks and consider installing curb extensions on all three intersections that shorten the north-south crossing of Hunting Park Avenue. Each intersection should also be considered for LPIs.
- 2 Consider closing a portion of Carlisle Street.**
 Closing this relatively short stretch of roadway eliminates a dangerous turning movement and creates the opportunity for expanded open space. More information on this concept is presented on page 49.
- 3 Install pedestrian island on Broad Street.**
 Adding a concrete median with a refuge island to the south leg of this intersection breaks up a long crossing. This improvement is currently being evaluated by PennDOT as part of MPMS #115430.
- 4 Consider instituting a road diet.**
 A road diet could convert Hunting Park Avenue from four to three travel lanes and allow for the addition of a bicycle lane. More information on this concept is presented on page 47.

Figure 29: Hunting Park Avenue—Conceptual Improvements



Hunting Park Avenue Road Diet

The potential realignment of Hunting Park Avenue shown in Figure 30 represents the most comprehensive change being explored for this segment of the road. This conceptual road diet would convert this stretch of Hunting Park Avenue from four travel lanes to three. If implemented, this segment would consist of one travel lane in each direction, an 11-foot two-way left-turn lane, and conventional bicycle lanes. The number of on-street parking spaces on this segment would remain roughly the same.

This road diet has the potential to improve safety by separating turning vehicles from through traffic, allocating dedicated space to cyclists, and calming vehicle speeds. The addition of bicycle lanes can create a safer and more comfortable experience for cyclists while providing a critical east-west bicycle connection that helps to link bicycle friendly-streets that already exist in the station area (see Figure 33).

There is only one lane of traffic that feeds onto the western edge of this segment from U.S. 13/Roosevelt Boulevard. Similarly, Hunting Park Avenue continues as a single-lane road east of Old York Road as it travels through the park. However, further study is needed to determine the impact of this potential reconfiguration on traffic operations and the ultimate feasibility of a road diet on Hunting Park Avenue. As a general rule, streets carrying up to 25,000 vehicles per day may function effectively with three lanes; however, this suitability will depend on the traffic volumes of adjacent streets. No recent traffic counts have been conducted on this stretch of Hunting Park Avenue. Just over 17,000 vehicles were recorded on the adjacent stretch of Roosevelt Boulevard on a typical day in 2019. The most recent vehicle counts on the adjacent stretch of Broad Street counted approximately 30,000 daily vehicles in 2016.

Figure 30: Hunting Park Avenue Road Diet Overview

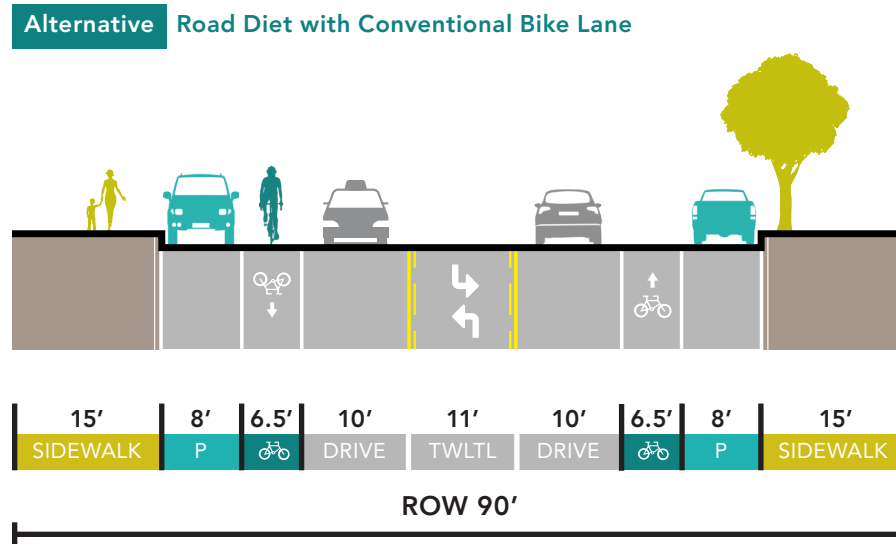
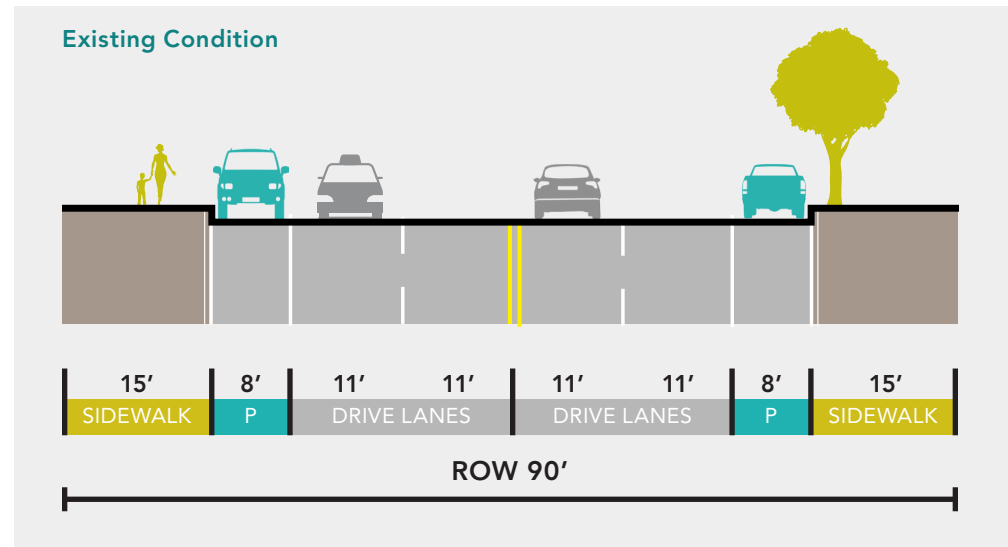


Figure 31: Conceptual Road Diet Elements

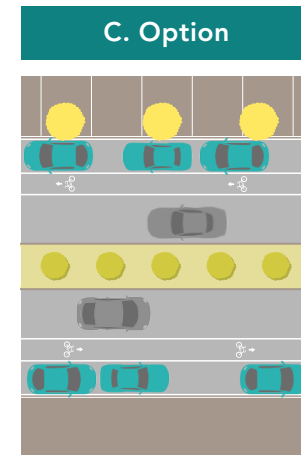
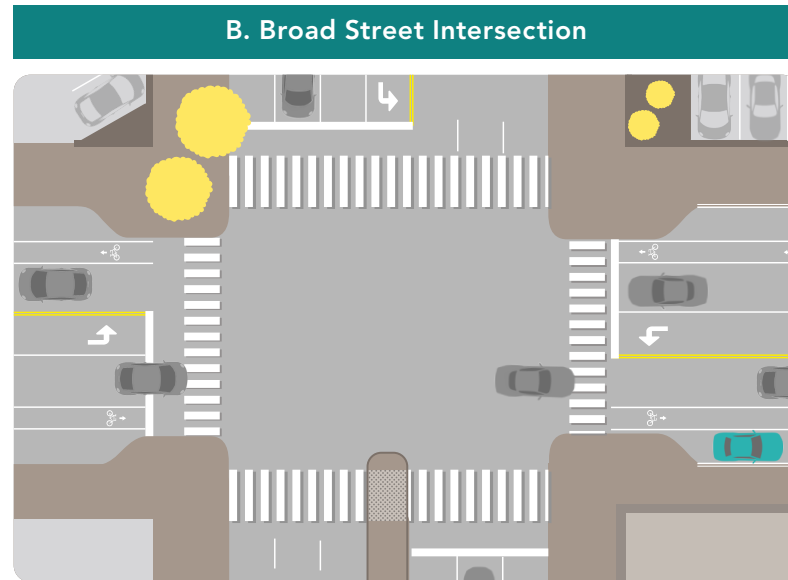
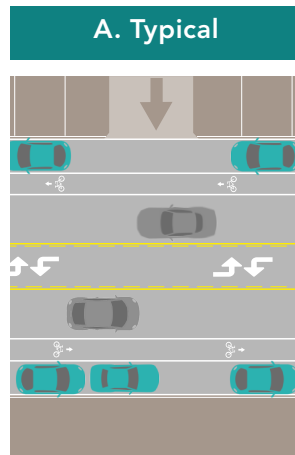


Figure 31 illustrates various elements of the potential redesign of Hunting Park Avenue. Overhead view A highlights how the road diet would divide space between moving vehicles, cyclists, and parked cars. Motorists would use the center two-way left-turn lane as needed to access commercial driveways between intersections.

Curb extensions, shown here at the Broad Street intersection, can contribute to traffic calming along Hunting Park Avenue and shorten the distance that pedestrians must cross. Painted bike boxes and crossbike striping can be incorporated into this intersection to raise the visibility of cyclists and guide their movements.

No driveways currently exist between Park Avenue and Old York Road. The lack of turns between intersections creates the opportunity to incorporate a planted median into the design of this road diet. Such a treatment could serve as a symbolic extension of the park into the surrounding neighborhood. The median would transition to a left turn lane for motorists wishing to travel north on Old York Road.

Closing Carlisle Street

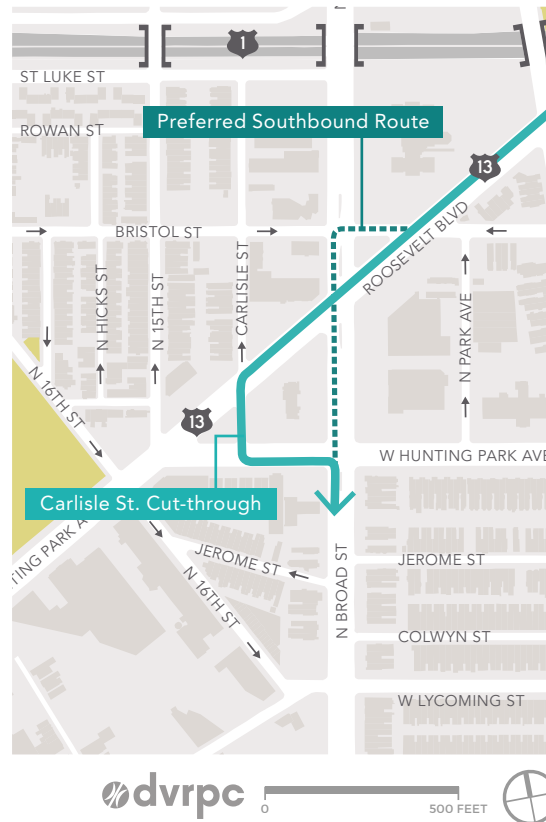
Carlisle Street is a smaller north-south street located roughly halfway between Broad Street and 15th Street. Within the station area, Carlisle Street runs for three blocks between U.S. 1 and Hunting Park Avenue. Carlisle Street travels northbound above Roosevelt Boulevard and southbound below it.

Based on observations and conversations with stakeholders, motorists generally seem to use the short southbound segment of Carlisle Street as a cut-through to access southbound Broad Street (see the Existing Circulation diagram in Figure 32). Motorists wishing to travel between southbound Roosevelt Boulevard and southbound Broad Street are instructed to use Bristol Street to make a left turn onto Broad Street. However, Carlisle Street appears to be used by motorists who miss this turn or simply wish to avoid queuing at nearby traffic signals. Motorists traveling north on Roosevelt Boulevard have little need to use southbound Carlisle Street because they can turn directly onto Hunting Park Avenue east.

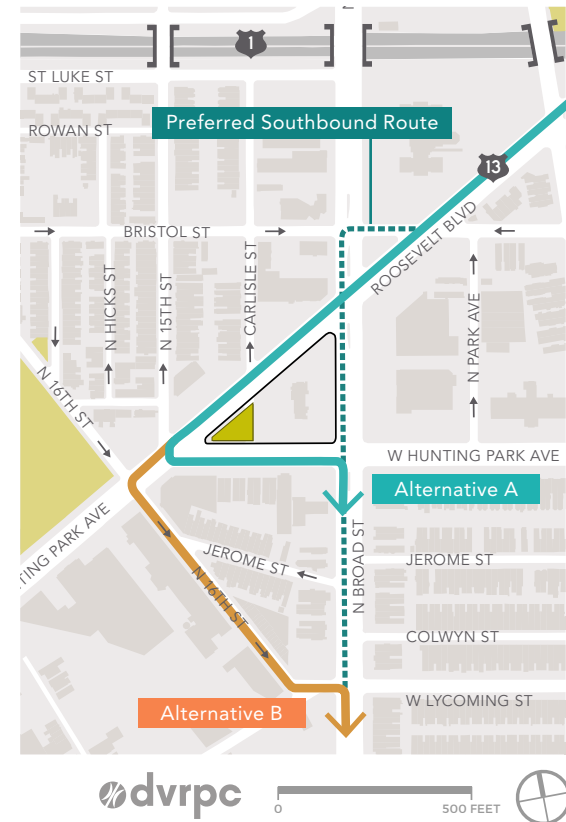
The southbound segment of Carlisle Street should be evaluated for closure because turning movements to and from this street create unnecessary conflict points. Motorists turning left onto Carlisle Street from Roosevelt Boulevard must cross two travel lanes and potentially endanger pedestrians crossing the street. From Carlisle Street, motorists must make a challenging left turn onto Hunting Park to travel east toward Broad Street. If Carlisle Street were to be closed to southbound traffic, motorists who miss the Bristol Street turn for Broad Street would have the option

Figure 32: Carlisle Street Circulation

Existing Circulation



Conceptual Circulation



to turn left onto Hunting Park Avenue or 16th Street to access southbound Broad Street (See Conceptual Circulation diagram in Figure 32).

Although this section of Carlisle Street is only 20 feet wide, cars are frequently parked on both sides of the street, partially on the adjacent sidewalks. Accordingly, closing this stretch of street would result in the reduction

of three to four legal on-street parking spaces, but it would present the city and/or local community organizations with the opportunity to reuse this space in a way that expands or enhances the existing triangular open space west of Carlisle Street.

4. Expand the Bicycle Network

As shown in Figure 33, dedicated bicycle facilities exist primarily on the periphery of the study area. However, the station area is home to a network of bicycle friendly streets. These streets, shown as LTS 1 and 2 in Figure 33, correspond with roadways that are comfortable for nearly all cyclists regardless of their level of confidence and interest (see page 29 for more information about LTS).

This study concludes that the implementation of three bicycle facilities should be prioritized. The first, shown with a dashed dark green line in Figure 33, is a conventional bicycle lane along Hunting Park Avenue between U.S. 13 and Old York Road. This east-west connection would connect lower-stress residential streets on each side of U.S. 13 and provide a more direct connection to Hunting Park for residents and visitors. The implementation of this bicycle lane as part of a road diet on Hunting Park Avenue is discussed on pages 46 to 48.

The second connection seeks to close the gap in existing facilities on Old York Road between Roosevelt Boulevard and Lycoming Street. North of Roosevelt Boulevard, Old York Road includes a conventional bike lane that stretches nearly three miles north to Cheltenham Avenue. Roughly one quarter mile south, Lycoming Street has conventional bicycle lanes that extend between Old York Road and 10th Street, tracing the southern boundary of Hunting Park.

The 2012 *Philadelphia Pedestrian and Bicycle Plan* suggested that shared lane markings could be used on Old York Road to connect these two facilities. However, this planning process identified a multi-use trail within Hunting Park as the preferred north-south connection between existing bike lanes on Lycoming Street and Old York Road (see orange dashed line in Figure 33). This connection would require modifications of the Hunting

Park trail system where it connects to Lycoming Street and in the northwest corner of the park, where a new path would need to be constructed to the intersection of Old York Road and Roosevelt Boulevard. In addition to any new trails, the badly faded existing bicycle lanes on Old York Road north of Roosevelt Boulevard will need to be repainted in order for cyclists to feel comfortable.

The third bicycle recommendation is to install additional bicycle-friendly street treatments on 15th and 16th streets to enhance north-south bicycle access on the west side of Broad Street. Fifteenth (northbound) and 16th (southbound) are a pair of narrow one-way streets whose existing design already discourages high-speed motor vehicle traffic. Within the study area, these streets contain one traffic lane and parking on both sides of the street. These roads were selected for enhancements because conventional bike lanes already exist on both of these streets north of Wingohocking Street. Bicycle-friendly street treatments can include wayfinding signage, shared lane markings, and traffic calming measures. These types of treatments should be implemented within the framework of a larger community process that considers neighborhood traffic management and any potential parking impacts.

In addition to these bicycle facilities, the planned expansion of Indego, Philadelphia's official bike share program, will increase access to bicycles in and near the station area in coming years. Launched in 2015, Indego is currently in the second phase of a multiyear expansion that will roughly double the size of the system and provide service in more communities within South, West, North, and Northwest Philadelphia.² Planning for specific stations will be coordinated with Indego's planning partners and community stakeholders. Community members wishing to comment on new potential station locations are encouraged to use the [suggest-a-station webpage](#).

Figure 33: Proposed Bicycle Facilities



- Existing Bike Facilities and Conditions**
- Conventional Bike Lane
 - LTS 1 and 2 Streets (see page 29)
- Proposed Bike Facilities**
- - - Conventional Bike Lane
 - - - Multi-Use Trail
 - ➔ Bicycle-Friendly Street Treatments

dvrpc 0 500 FEET

Sources: PennDOT, City of Philadelphia, 2022

5. Enhance the Visibility and Image of Transit

Entrances to the Hunting Park Station are located in each quadrant of the Broad Street and Roosevelt Boulevard intersection. Despite their location near this prominent intersection, these entrances may be difficult for some to see and find. Each entrance consists of a stairwell ringed with a black metal railings that tend to recede into the background. Similarly, the orange placards labeled “Broad Street Line” and indicating the direction of travel that are installed at three of the entrances are only visible from certain angles. Square post signs emblazoned with SEPTA and BSL logos stand outside three of the entrances; however, their low-profile design, faded graphics, and dark color result in them being lost within a busy urban environment. Aside from sheer visibility, the quality and character of the station’s street-level design elements do not adequately reflect the true value of the transit resources that lies just below the street.

Street-level visibility issues are not limited to the Hunting Park Station. Parked cars, overgrown bushes, and competing signage all detract from the visibility of BSL station entrances at different locations. Table 3 inventories common design elements that help to establish the street-level presence of various stations along the BSL. The variability of design elements across stations contributes to an inconsistent street-level experience for BSL users and may inhibit the overall legibility of the system itself.

Generally speaking, station entrances that include physical structures, such as headhouses, elevators, and canopies, have higher visibility than those without structural elements. Hunting Park is one of only a few stations that relies on a post sign as its primary street-level design element. Other nearby North Broad Street BSL stations, including Logan, Wyoming, Eerie, and Allegheny, are located in similar land use contexts yet enjoy greater visibility because they incorporate an overhead gateway directly over station entrances. Wayfinding and visibility improvements to the Hunting Park Station will be necessary to ensure that transit riders can easily and safely navigate between Boulevard Direct and BSL services in the future.









SEPTA Wayfinding Master Plan

Thirty-two percent of respondents to a recent SEPTA survey identified signage and wayfinding as one of the most challenging parts of traveling on SEPTA.³ Citing wayfinding and branding inconsistencies across their entire rail network, SEPTA initiated a Rail Transit Wayfinding Master Plan.⁴ In 2021, SEPTA released draft materials that propose new, clearer signage and maps, more uniform branding, and informational tools for what would become the “SEPTA Metro” system. These designs are intended to create a more intuitive and consistent transit experience at the system and individual station levels.



Three of the four Hunting Park Station entrances are shown above: northbound entrance south of Roosevelt Boulevard (top), southbound entrance north of Roosevelt Boulevard (middle), and southbound entrance south of Roosevelt Boulevard (bottom). The minimal and faded signage at these entrances may make them difficult for some people to find within a busy urban environment.

Table 3: SEPTA BSL Street Line Street-Level Design Elements*

Station	Design Elements							
	 RAILING	 GATEWAY	 POST SIGN	 HEADHOUSE	 CANOPY	 ELEVATOR	 VIDEO	 LOLLIPOP
Fern Rock	END OF LINE STATION							
Olney				●				
Logan	●	●						
Wyoming	●	●	●					
Hunting Park	●		●					
Erie	●	●		●				
Allegheny	●	●				●		
N. Phila				●				
Susquehanna	●		●					
C.B. Moore/TU	●		●	●		●	●	
Girard					●	●	●	
Fairmount	●						●	
Spring Garden	●				●	●	●	
Race-Vine	●		●	●		●	●	
City Hall	SPECIAL CONDITION: SIGNATURE STATION ENTRANCES							
Walnut-Locust					●			●
Lombard-South	●		●					●
Ellsworth-Fed	●		●				●	
Tasker-Morris	●						●	
Snyder	●			●				
Oregon	SPECIAL CONDITION: LARGE HEADHOUSE							
nrg	END-OF-LINE STATION							

The street-level design elements that advertise transit vary significantly across the BSL. When compared to other stations, the standard railings and rectangular post signs present at the Hunting Park Station entrances result in lower station visibility and a diminished image for transit in general. Improving the information and image conveyed by street-level wayfinding elements outside the stations should be a priority in advance of Boulevard Direct Phase B service.

*BSL stations include multiple entrances. Not all design elements indicated above are present at each entrance. Certain stations, including City Hall and end-of-line stations, are excluded from this analysis because they are defined by special treatments and/or structures that are not easily categorized.

Orange is to remain the designated color for the BSL; however, the plan recommends using a brighter shade to provide a higher degree of contrast from a black background. Although the route will continue to be referred to as the “Broad Street Line,” local subway service would also have a shortened name and letter badge, B1. Other service patterns, such as the Broad Street Express and Broad-Ridge Express, would be known as B2 and B3 respectively.

The plan acknowledges that BSL entrances can sometimes be hard to find and lack sufficient signage. SEPTA has proposed new street-level signage that clearly communicates direction of service and beacons designed to make entrances easier to spot from a distance. For stations like Hunting Park, entrance beacons (see conceptual beacon in Figure 34) would consist of a large-scale SEPTA logo, colored stripes and badges corresponding to the services provided, and station name.

Additional Improvements

Hunting Park BSL users are poised to benefit from the proposed wayfinding and branding treatments because there is no underground crossover that connects northbound and southbound platforms. Accordingly, station users must have convenient access to information before descending to the platform. Additional improvements near the station should also be considered to promote and streamline transfers between the BSL, local bus stops, and future Boulevard Direct Bus service. Figure 34 identifies additional wayfinding and placemaking elements that could be used to enhance the experience of using transit and the visibility of pedestrians near the station.

Exterior System Map

Providing route information that is clear and understandable at the street level makes it easier for passengers and potential passengers to understand

their travel options. At this location, a full system map may make sense, or SEPTA could choose to highlight the destinations served and schedules for the BSL and Boulevard Direct in a way that highlights transfer opportunities.

Neighborhood Wayfinding Map

As opposed to a transit system map that orients riders to transit, a neighborhood wayfinding map orients visitors to the community by highlighting local destinations, businesses, and amenities. Neighborhood maps can also be designed to highlight cultural assets and provide local historical interpretation.

Interactive Digital Kiosk

Beginning in 2019, the City of Philadelphia launched a partnership to install LinkPHL (pronounced “Link Philly”) kiosks in various locations around the city.⁵ These digital kiosks provide free Wi-Fi internet service, free mobile device charging, access to municipal and emergency services, and maps and directions. To date, most of these kiosks have been installed in Center City; however, these types of devices may be an appropriate amenity to install in high-pedestrian traffic areas, particularly near high-quality transit options.

Creative Placemaking

Creative placemaking is a process where community members, artists, arts and culture organizations, and other stakeholders use arts and cultural strategies to increase vibrancy, improve public spaces, and create community dialogue. Community placemaking principles can be applied to transportation infrastructure to help make streets safer for all users while enhancing the public realm.⁶ Within the station area, creative placemaking could focus on public art projects, such as painted crosswalks, that raise the profile of pedestrians at an intersection like Broad Street and Roosevelt Boulevard.

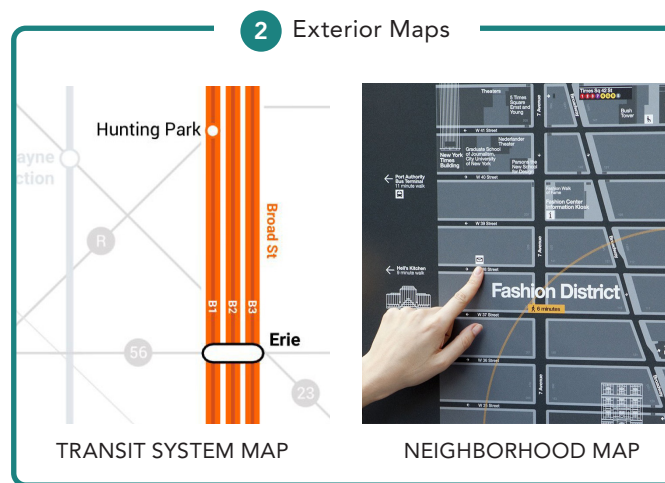
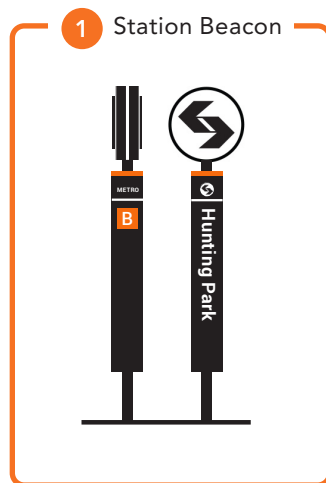
Figure 34: Conceptual Wayfinding and Placemaking Improvements



Image Source: Google Maps, 2021

The triangle of land defined by Broad Street, Roosevelt Boulevard, and Bristol Street will be home to a southbound Boulevard Direct station and is slated for various improvements as part of the *Route for Change* project. Additional improvements, visualized in Figure 34, can help enhance pedestrian safety and the experience of using transit in the station area.

- 1 **New station beacons**, as described in SEPTA's *Rail Transit Wayfinding Master Plan* can greatly enhance the visibility of station entrances.
- 2 **Exterior signage** detailing transit options and local destinations can help users better understand their travel options and navigate their surroundings.
- 3 **Public art installations**, such as a painted crosswalk, can improve the visibility of pedestrians and enhance the station's sense of place.



The placement of these and/or other treatments should prioritize the dominant transfer movements that are expected to occur between Boulevard Direct service and the BSL. For example, future southbound Boulevard Direct riders will need to cross Broad Street in order to access Center City via a southbound entrance for the BSL. Wayfinding and placemaking treatments can be used to help reinforce this and its reciprocal movement.

6. Encourage Transit-Supportive Development

The land use and development patterns found near transit have a critical impact on transit ridership and the experience of being a pedestrian. Encouraging development that supports use of the BSL is one of the best ways to leverage the value of the Hunting Park Station and maximize the benefits of future Direct Bus investments. The *Route for Change* planning initiative developed conceptual land use visions for select locations along Roosevelt Boulevard, including Broad Street, designed to complement the existing and future transportation context of these sites. These land use concepts, referred to as Walkable Service Areas (WSAs), identify transit-supportive principles that can help guide the future development of station areas.⁷

As envisioned in the *Route for Change* plan, WSAs incorporate land uses and design elements that enable residents and workers to drive their cars less while walking, biking, and taking mass transit more often. WSAs consist of moderate- to higher-density, compact development in the areas immediately surrounding a station. When designed properly, WSAs can enhance access to jobs, promote healthy lifestyles, enhance housing options, and create more vibrant commercial districts. Land uses within a WSA can include medium- to high-density residential, offices, and civic institutions, along with appropriate retail, restaurants, and personal services. Commercial uses should serve the needs of residents, employees, and visitors and seek to generate activity throughout the day. Inherently, automobile-dependent uses, such as drive-through facilities, warehouses, gas stations, and shopping centers with large parking areas, should be discouraged where possible.

Figure 35 illustrates the land use concept for the Broad Street and Roosevelt Boulevard WSA described in the *Route for Change* plan. This concept uses three typologies to describe the mix of land uses and the density of development that may be appropriate in certain locations: Mixed-Use Transit Center, Medium Density Center, and Residential Neighborhood. Pedestrian-friendly design elements, including lighting, sidewalk treatments, and managed parking, are incorporated into each typology.

The existing commercial properties north of Roosevelt Boulevard and west of Broad Street are designated as **Mixed-Use Transit Center**. The plan suggests that future redevelopment or infill development on these properties could include higher-density buildings and result in a roughly equal number of residents and jobs. Appropriate uses in these locations could include offices, hotels, community facilities, multifamily housing, and commercial establishments. Ground-floor uses should be designed to activate the street and sidewalk; lighting and landscaping treatments should prioritize pedestrian movements.

The existing commercial properties along Broad Street between Roosevelt Boulevard and Hunting Park Avenue have been designated as a **Medium Density Center**. Residential uses, including rowhomes and apartment buildings, are more prominent in this typology, although offices, neighborhood retail, civic buildings, and community facilities may also be appropriate.

Two currently vacant areas, both on Bristol Street, have been designated as potentially appropriate locations for the **Residential Neighborhood** typology. This typology primarily envisions residential uses, including single-family attached, high-density single-family detached, and multifamily.

Figure 35: Walkable Station Area (WSA) Concept for Broad Street and Roosevelt Boulevard



Land Use Typologies

Mixed-Use Transit Center (MUTC)

This typology is used for locations where more intense development may be appropriate. Potential land uses include office space, hotels, multifamily housing, civic buildings and community facilities, and larger-scale retail uses.

Medium Density Center (MDC)

This typology recommends a mix of commercial and residential uses at an intensity that is lower than the MUTC. Residential uses could include single-family attached homes and multifamily buildings, and commercial properties could consist of office space, light manufacturing, and/or neighborhood-level retail and services.

Residential Neighborhood (RN)

This typology identifies locations where residential uses, including single-family attached, high-density single-family detached, and multifamily, may be most appropriate.

The Hunting Park Station Area is already a hub of commercial activity, surrounded by a mix of residential, recreational, and institutional uses. The forthcoming extension of Boulevard Direct service makes the station area an attractive location for transit-supportive development that capitalizes on the area's walkability and existing infrastructure. The *Route for Change Program* describes land use concepts, referred to as WSAs for selection locations, including Broad Street and Roosevelt Boulevard. Each WSA incorporates a mix of land use typologies, listed above, that differ in projected uses, intensity, and balance between residents and jobs. More information on each conceptual WSA can be found in the *Route for Change* final report.



Source: City of Philadelphia, 2021

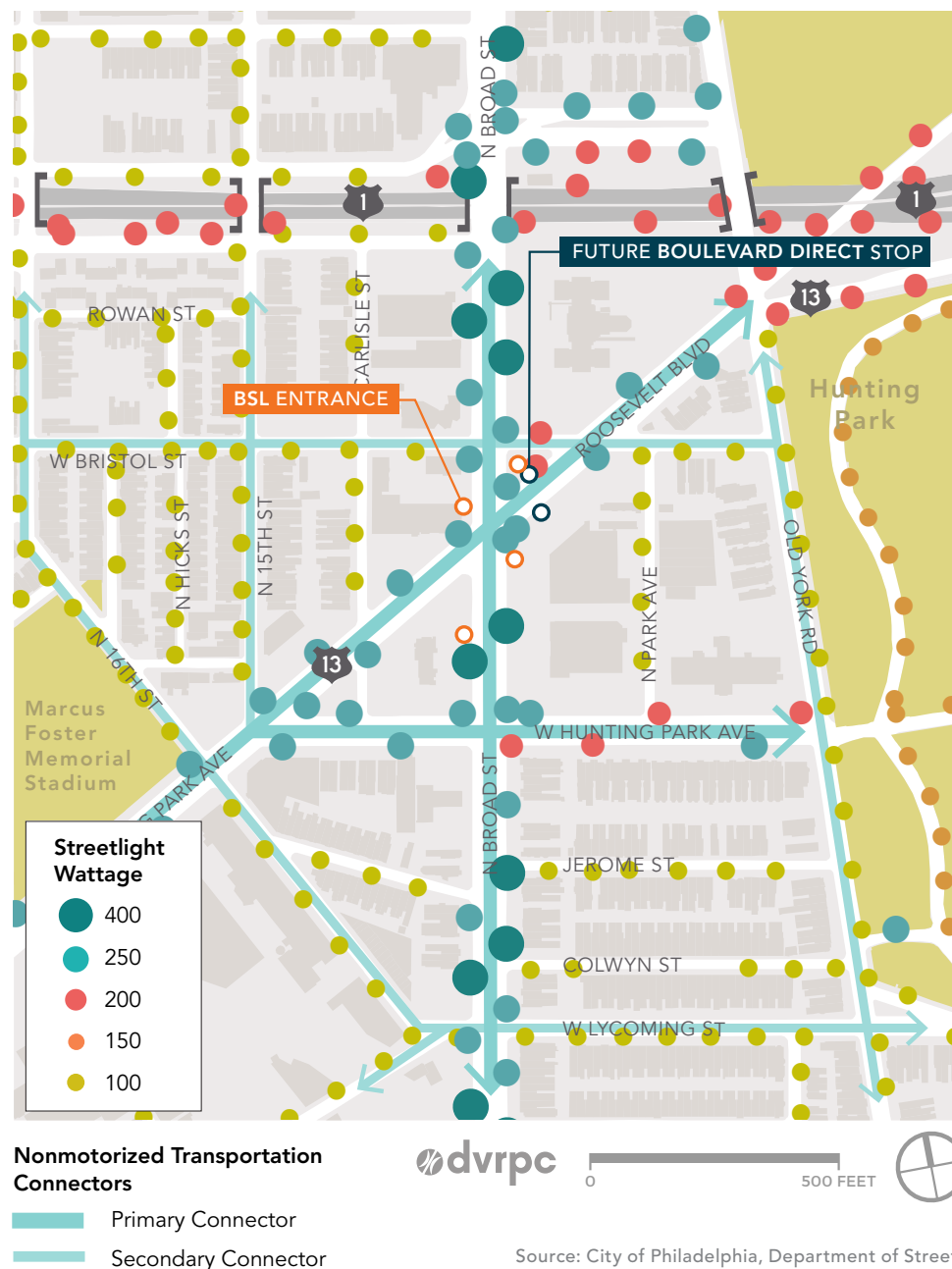
7. Conduct a Streetlight Audit

Streetlights play a critical, yet often underappreciated, role in promoting pedestrian safety and comfort. Nearly half of all fatal and serious crashes in Philadelphia happen at night, and nationally, three out of four pedestrian deaths happen at night, according to the Vision Zero Network.⁸ Better lighting can reduce nighttime pedestrian crashes by allowing pedestrians and motorists to see each other earlier and more clearly. Adequate lighting can also increase actual and perceived personal safety while improving aesthetics.

Figure 36 depicts the location and wattage of streetlights throughout the station area based on data created by the Philadelphia Department of Streets in 2015. Generally speaking, higher-wattage lights placed on taller poles, often 45 feet, are located along principal arterials like Broad Street and U.S. 13/Roosevelt Boulevard. Lower wattage lights are generally located along local streets on shorter poles, frequently 20 or 25 feet tall.

The field work that was conducted for this study took place during daylight hours. However, conducting a streetlight audit can identify potential deficiencies in lighting quality and/or coverage that could contribute to diminished pedestrian safety. The primary and secondary nonmotorized transportation connectors depicted in Figure 36 identify the streets with the greatest pedestrian activity. Within these areas, special attention should be paid to intersections to ensure that lights that illuminate the front of pedestrians are located in advance of each approach. For much of Broad Street and U.S. 13, the illumination of crosswalks, bus stops, and sidewalks currently relies on light from taller “highway-style” streetlights. In some cases, these lights may be obscured by trees or other obstacles. A streetlight audit may be able to identify locations where smaller pedestrian-scale lights can help ensure a uniform level of illumination.

Figure 36: Streetlight Location and Wattage



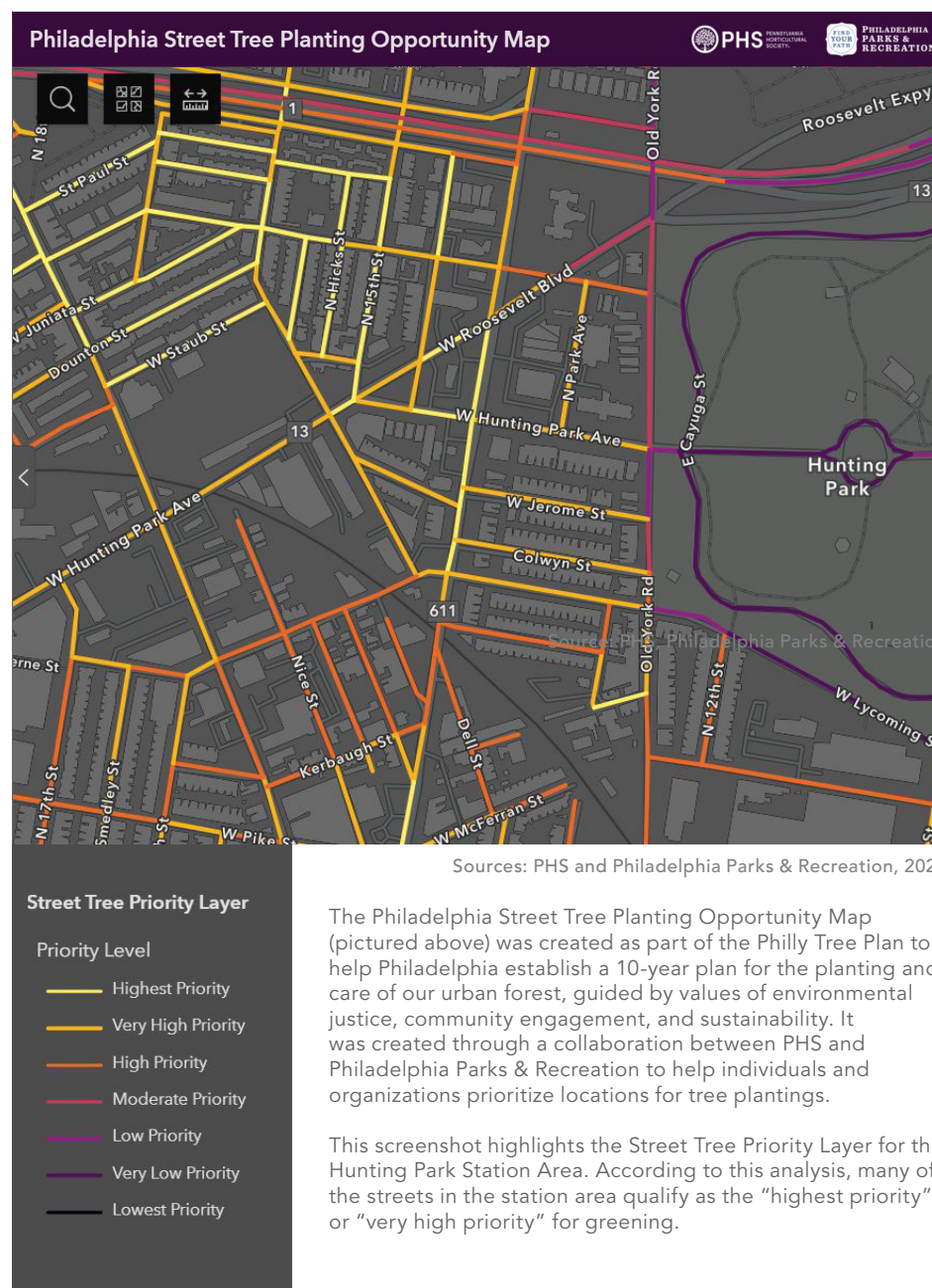
See page 34 for more information.

8. Identify Greening Opportunities

As depicted in Chapter 2, extreme heat is concentrated in neighborhoods like those around the Hunting Park Station because there are large areas of exposed asphalt and dark surfaces (including black roofs), less tree canopy, and fewer green spaces. A comprehensive approach to mitigating extreme heat and reducing local temperatures can include planting street trees, installing green stormwater infrastructure, installing cool roofs that reflect sunlight, reducing vehicle idling and exhaust, creating safe walking and biking routes to the park, and adapting public spaces and facilities to include cooling resources.

Of these strategies, planting and maintaining trees and other vegetation may be among the most cost-effective strategies within the station area. Street trees enhance city streets both functionally and aesthetically. Trees cool areas by providing shade to buildings and people and through evapotranspiration. The cooling effect of vegetation can provide additional benefits, such as reducing the impact of heat on both utility and transportation infrastructure. Cooler areas mean less air conditioning is needed, reducing strain on the electrical grid and mitigating waste heat generated by air conditioners. Furthermore, trees have been shown to improve water quality by reducing stormwater runoff and improving air quality through the absorption of pollutants and particulate matter.

As part of the ongoing *Philly Tree Plan*, the Pennsylvania Horticultural Society (PHS) and Philadelphia Parks & Recreation have partnered to create a digital tool that can help the city and local community organizations direct tree planting efforts to areas where they will have maximum impact (see image on this page).⁹ The Philadelphia Street Tree Planting Opportunity map depicts the current state of the city's tree canopy and provides analysis that can help prioritize planting locations. Key data layers include Street Tree Priority Layer, which displaces city streets with the highest to lowest need for trees and greenspaces, as well as the Planting Opportunity Layer, which displays how much space is available on any given street for adding trees or other greenery.



Prioritizing Implementation

The arrival of Boulevard Direct Phase B provides an excellent opportunity to assess and improve the transportation infrastructure within the neighborhoods through which it will travel.

This final chapter summarizes three guiding principles that can help community members, elected officials, and city staff evaluate and prioritize implementation efforts within the area.

Focus on Safety and Connectivity

Multiple projects that will improve pedestrian safety and convenience in the station area are already underway.¹ For example, several new sidewalk segments will be built as part of the construction of the Boulevard Direct stations at Broad Street and Roosevelt Boulevard. PennDOT is also planning to install raised concrete medians with pedestrian refuges at several intersections along Broad Street between Roosevelt Boulevard and Allegheny Avenue. The concepts described in Chapter 3 provide a menu of options for expanding upon these improvements.

Stakeholders can help prioritize where to make future improvements by focusing on potential impacts to safety and transit access. Streets that are part of the Philadelphia's High Injury Network (discussed on page 22 and illustrated in Figure 37) represent priority locations for improvements that can have the greatest impact on pedestrian safety and comfort. The network of nonmotorized connectors (described on page 34 and illustrated in Figure 38) represent the streets most likely to be used by pedestrians and cyclists to access existing and future transit stations.

As these figures show, several streets designated as part of the High Injury Network also serve as key nonmotorized connectors. As such, the most beneficial pedestrian and bicycle improvements will be those that can be applied to Broad Street, Roosevelt Boulevard, and Hunting Park Avenue and their associated intersections. DVRPC's FY2023 *Hunting Park Avenue*

Corridor Safety Study will provide an opportunity to take a closer look at safety issues along the stretch of Hunting Park Avenue between Broad Street and Germantown Avenue.

Elevate Public Spaces

The presence of Hunting Park ensures that station area residents have convenient access to a variety of active and passive recreation facilities. However, aside from the park, the station area includes few public spaces or community-scale parks. The most successful transit-oriented neighborhoods incorporate different types of public spaces to meet the needs of residents and employees and to help define transit stations as focal points for the community. High-quality public spaces that foster informal social interaction naturally attract people and can help make transit-oriented places feel safer and more comfortable.

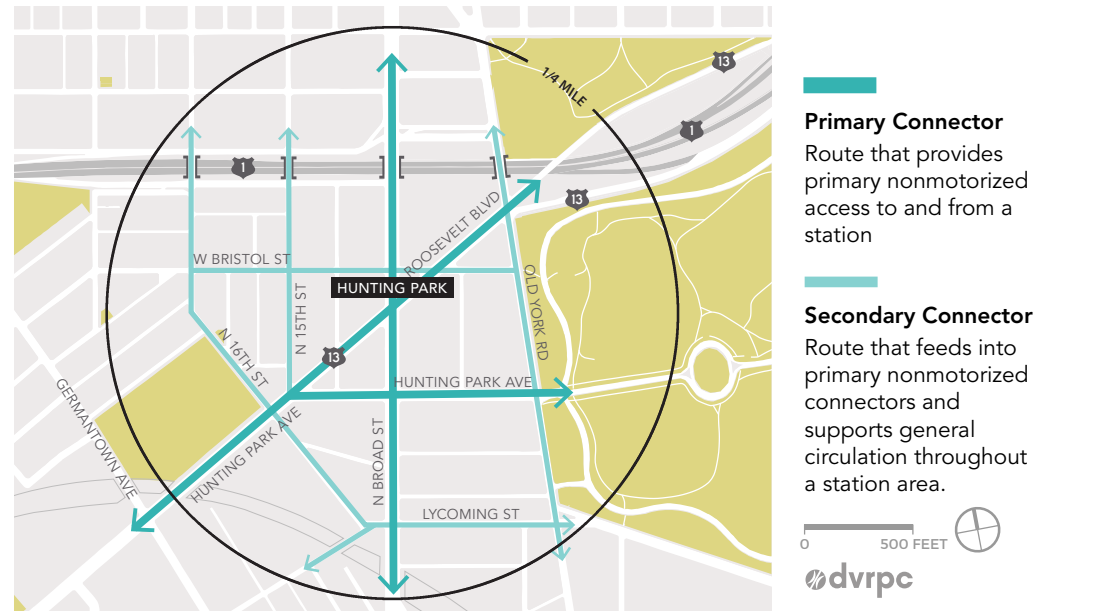
Improvements planned as part of the Boulevard Direct expansion will help define the southbound station at Broad Street and Roosevelt Boulevard as a new public space. Additional candidates for public space improvements may include various vacant lots within the station area, such as the triangle located where Roosevelt Boulevard and Hunting Park Avenue meet. Long development cycles for these parcels may make them appropriate locations for “pop-up” parks or temporary uses that seek to reactivate these sites. These interventions can be successful when they have community support because they do not require the level of investment that a construction project would, and they generate interest in investments that can create more permanent revitalization.

Streets themselves represent the largest area of public space that a community has. As such, streetscaping treatments like street trees, pedestrian-scale lights, and street furniture can help extend placemaking

Figure 37: High Injury Network



Figure 38: Nonmotorized Transportation Connectors



themes established in public spaces or in Hunting Park itself. Public art can also be an effective way to help activate streets and public spaces. Recent publications, such as the *Asphalt Art Guide: How to Reclaim City Roadways and Public Infrastructure with Art*, documents case studies and best practices related to creating visual interventions on roadways (intersections and crosswalks), pedestrian spaces (plazas and sidewalks), and vertical infrastructure (utility boxes, traffic barriers, and underpasses).² Public art and placemaking efforts within the station area should seek to honor local history whenever possible.

Take a Holistic Approach

Most of this report focuses on analysis and recommendations related to pedestrian and bicycle travel. However, not every community in Philadelphia embraces these types of investments because they are sometimes viewed as harbingers of gentrification or simply less important than other community priorities. Although the safety concerns described in this report justify improvements to the transportation network, these improvements should be coordinated with community organizations and paired with strategies designed to support small businesses, promote housing stability, provide job training, and/or amplify other efforts already being undertaken by local organizations.

ENDNOTES

Chapter 1: Introduction

¹ For more information on Boulevard Direct bus service, please visit: www4.septa.org/schedules/bus/pdf/boulevard-direct.pdf.

Chapter 2: Understanding the Station Area

¹ The impact of highway construction on the Nicetown Neighborhood was discussed in a *Philadelphia Inquirer* article entitled: “Philly’s Nicetown was devastated by highway racism. Can Biden’s \$2T plan help?” The article can be viewed by visiting: www.inquirer.com/columnists/attytood/biden-infrastructure-plan-20-billion-highway-racism-20210415.html.

² More information on extreme heat and other climate-related vulnerabilities can be found in *Growing Stronger: Toward a Climate-Ready Philadelphia*, a report compiled by the Mayor’s Office of Sustainability: www.phila.gov/documents/growing-stronger-toward-a-climate-ready-philadelphia.

³ This data was excerpted from the online Philadelphia Heat Vulnerability Index. This index was created by Jason Hammer, MPH in collaboration with the Philadelphia Department of Public Health and Mayor’s Office of Sustainability. The Index can be viewed by visiting: phl.maps.arcgis.com/apps/webappviewer/index.html?id=9ef74cdc0c83455c9df031c868083efd.

⁴ The High Injury Network represents 12 percent of city streets that together account for 80 percent of all traffic deaths and serious injuries. For more information, please visit: phl.maps.arcgis.com/apps/MapSeries/index.html?appid=2a51d5357e24439996f2aa9cdeae72b9.

⁵ More information on the characteristics of different types of cyclists can be found in FHWA’s *Bikeway Selection Guide*, available at: safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf.

⁶ For more information on DVRPC’s Level of Traffic Stress road classification system, please visit: www.dvrpc.org/webmaps/BikeStress.

⁷ Survey respondents were asked “What are the biggest obstacles to walking and biking in the station area?” Respondents were allowed to select up to three obstacles from a list that was provided or submit their own response. For more information on the survey, please see Appendix A.

Chapter 3: Station Area Recommendations

¹ The *Vision Zero Capital Plan 2025* can be viewed by visiting: visionzerophl.com/uploads/attachments/ckhnt7ab0042nx4d66twlge5j-vz-hin-capital-sheets-book-compressed.pdf.

² Indego and oTIS announced system expansion plans for 2022 and beyond in late 2021. For more information please visit: rideindego.com/blog/2022-expansion-announcement.

³ Additional information on research and engagement conducted as part of the SEPTA *Rail Transit Wayfinding Master Plan*, including the survey referenced here, can be viewed at: www.planning.septa.org/projects/wayfinding-master-plan/research-and-engagement.

ENDNOTES (continued)

⁴ More information on SEPTA's *Wayfinding Master Plan* is available at: planning.septa.org/projects/rail-transit-wayfinding-master-plan.

⁵ LinkPHL is provided by Intersection, a smart cities technology and media company, as part of its street furniture agreement with the City of Philadelphia through oTIS. More information on this agreement can be found here: www.phila.gov/2018-12-07-philadelphia-launches-linkphl.

⁶ *Arts, Culture, and Transportation: A Creative Placemaking Field Scan*, a report published by Transportation for America in 2017, summarizes recent trends in creative placemaking. The report can be viewed at: 4america.org/wp-content/uploads/2017/09/Arts-Culture-Field-Scan.pdf.

⁷ Walkable Service Areas are discussed in Chapter 9 of the *Route for Change* final report. The report can be accessed here: www.phila.gov/documents/roosevelt-boulevard-route-for-change-report.

⁸ The connection between nighttime lighting levels and traffic crashes is discussed in a 2020 PlanPhilly article, "Bright Lights, Big City: How Philly's New Streetlight Could Make Us Safer", why.org/articles/bright-lights-big-city-how-phillys-new-streetlights-could-make-us-safer/. National statistics regarding nighttime safety are addressed by the Vision Zero Network here: visionzeronetwork.org/focus-on-lighting.

⁹ More information on the Philly Tree Plan is located at www.phila.gov/programs/philly-tree-plan. The Philadelphia Street Tree Planting Opportunity Map discussed in the report can be accessed at: experience.arcgis.com/experience/c0b572d8313b47e2bac75113f7e65130.

Chapter 4: Prioritizing Implementation

¹ For more information on these projects, please visit the Draft Fiscal Year 2023 Transportation Improvement Program (TIP) for Pennsylvania website: www.dvrpc.org/tip.

² For more information on *Asphalt Art Guide: How to Reclaim City Roadways and Public Infrastructure with Art*, a document created by Bloomberg Associates and Street Plans in 2019, please visit: www.street-plans.com/asphalt-art-guide.

Appendix B: Pedestrian and Bicycle Toolkit

¹ The NACTO resources referenced in Chapter 3 can be viewed at www.nacto.org/publications.

² For more information on the Vanderbilt Avenue road diet, please visit: www.nyc.gov/html/dot/downloads/pdf/ssi09_vanderbilt.pdf?epi-content=GENERIC.

Appendix A: Station Area Survey

The DVRPC study team created an online survey to gather feedback from station area residents and visitors. This survey was advertised via a project website, www.dvrpc.org/smartgrowth/huntingparkstation, social media accounts managed by DVRPC and community organizations, flyers placed at the Hunting Park Station, and email newsletters from RCOs. The survey was open from March 15, 2021 until June 30, 2021. Ultimately, a total of 32 responses were received. The survey questions and the responses to multiple choice questions are presented below.

1. Tell us about yourself. Which of the following options describe you? Check all that apply.

- I live near the Hunting Park Station: 68.8%
- I work near the Hunting Park Station: 25%
- I own a business or commercial property near the station: 3.1%
- I attend school in the Hunting Park Station Area: 3.1%
- I am an elected or elected or appointed official: 3.1%
- Other: 12.5%

2. What three words come to mind when you think of the Hunting Park Station Area?

3. How do you typically travel through the station area? Check all that apply. If your travel patterns have changed during the COVID-19 pandemic, please answer based on your travel habits before the pandemic.

- As a pedestrian: 65.6%
- On bicycle: 18.8%
- Car: 46.9%
- Bus: 21.1%
- Broad Street Line: 59.4%
- Other: 6.3%

4. How comfortable do you feel as a pedestrian in the station area now?

- Very comfortable; being a pedestrian is easy and convenient: 12.5%
- Somewhat comfortable: 21.9%
- Somewhat uncomfortable: 28.1%
- Very uncomfortable; walking is dangerous and unpleasant: 31.3%
- Not applicable; I do not travel as a pedestrian in the station area: 6.3%

5. How comfortable do you feel on a bicycle in the station area now?

- Very comfortable; it's easy and convenient to bike: 3.1%
- Somewhat comfortable: 6.3%
- Somewhat uncomfortable: 15.6%
- Very uncomfortable; biking is dangerous and unpleasant: 21.9%
- Not applicable; I do not travel on bicycle in the station area: 53.1%

6. What are the biggest obstacles to walking and biking in the station area? Pick up to three:

- Motorists driving too fast or not obeying traffic rules: 59.4%
- Litter or trash: 40.6%
- Cracked or broken sidewalks: 34.4%
- The lack of bicycle lanes: 34.4%
- Unsafe street crossings: 28.3%
- There are no benches or other places to stop and rest: 25%
- I do not feel safe: 18.8%
- Inadequate lighting: 15.6%
- The lack of trees, landscaping, and/or open spaces: 12.5%
- Other: 9.4%
- Vacant buildings or properties: 3.1%

7. Is there a location where walking or biking is particularly difficult or dangerous?

8. Complete this sentence: I would be more likely to travel as a pedestrian and/or on a bike in the station area if:

9. What else would you like us to know about the Hunting Park Station Area?

10. What is your age?

- Under 19: 6.7%
- 20 to 24 years: 6.7%
- 25 to 34 years: 20%
- 35 to 44 years: 20%
- 45 to 54 years: 16.7%
- 55 to 59 years: 6.7%
- 60 to 64 years: 0%
- 65 to 74 years: 13.3%
- 75 to 84 years: 3.3%
- 85 years and over: 3.3%
- Prefer not to answer: 3.3%

11. Are you of Spanish, Hispanic, or Latino Origin?

- Yes: 13.8%
- No: 72.4%
- Prefer not to answer: 13.8%

12. What race do you identify with (Choose all that apply)

- Asian/South Asian/Pacific Islander: 0%
- Black/African American: 66.7%
- Middle Eastern: 0%
- Native American/American Indian: 0%
- White/Caucasian: 13.3%
- Prefer not to answer: 20.0%
- Other: 3.3%

13. What gender do you identify with?

- Female: 46.7%
- Male: 36.7%
- Nonbinary: 6.7%
- Prefer not to answer: 10%

14. Do you have a disability?

- Yes: 13.3%
- No: 70%
- Prefer not to answer: 16.7%

Pedestrian and Bicycle Toolkit

City streets need to meet the needs of a wide variety of users. This appendix is organized as a toolkit containing various treatments and strategies that can help communities make streets safer for pedestrians and cyclists.

This toolkit is designed to serve as a reference resource for planners, elected officials, and community organizations planning for the future of the station area. By selecting the appropriate investments for streets, sidewalks, and intersections, local stakeholders can create more complete streets and enhance access to transit in the station area while improving the mobility options for all residents and visitors.

Many of the strategies described here are featured in the recommendations found in Chapter 3. The toolkit covers basic infrastructure elements, such as sidewalks and crosswalks, as well as a variety of elements that may be less familiar. Many of the descriptions and images used in this chapter come from *Urban Street Design Guide* and *Urban Bikeway Design Guide*, resources created by the National Association of City Transportation Officials (NACTO).¹

Additional resources related to speed management and multimodal transportation on urban roadways will be available in PennDOT's forthcoming *Traffic Calming Toolkit*, an extension of the PennDOT *Design Manual 2* update. The decision to install many of the tools described here should be informed by a variety of factors and analysis, including an engineering study of the location, community input, roadway geometry, and traffic operations.

The Basics

Sidewalks, crosswalks, and curb ramps are three of the most obvious and critical elements of the pedestrian network. **Sidewalks** should enable an active and accommodating public realm that creates a pleasant pedestrian environment that serves multiple public functions, including space for walking, landscaping, and lighting. Sidewalks should be organized into a series of zones to accommodate public amenities and commerce while maintaining a safe and comfortable travelway for pedestrians.

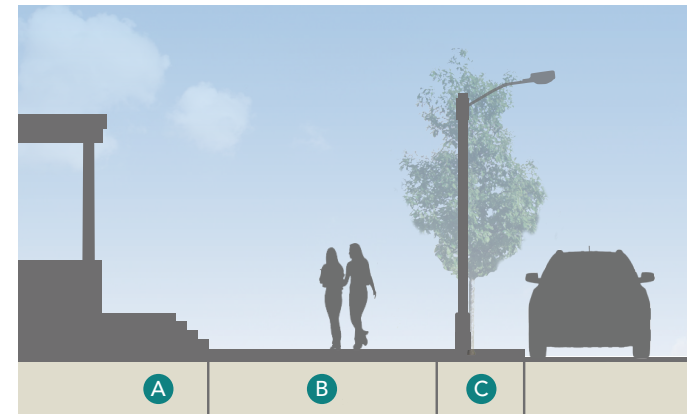
The diagram on this page illustrates how sidewalks can be organized into building, walking, and furnishing zones. Obstructions, such as utility poles and signs, should be located outside of the path of travel to ensure adequate access for persons with disabilities. Sidewalks can be made more pedestrian friendly by incorporating sufficient lighting, shade, and street-level activity, especially on streets with higher traffic speeds and volumes.

Crosswalks identify preferred crossing locations and indicate to motorists where they can expect pedestrian activity. Crosswalks should be designed to place pedestrians directly into a driver's field of vision while offering as much protection as possible. High-visibility markings, such as the "continental" crosswalks installed in many locations in the station area, are preferable to more standard parallel markings because they are more visible to approaching vehicles and have been shown to improve yielding behavior.

Ideally, crosswalks should be striped as wide as, or wider than, the sidewalks they connect. This will ensure that when two groups of people meet in the crosswalk, they can comfortably pass one another. Furthermore, an advanced stop bar should be located at least eight feet in advance of the crosswalk to reinforce yielding to pedestrians.

Curb ramps enable people, including those with special mobility needs, to safely transition between sidewalks and crosswalks as they cross the street. The ADA establishes detailed design standards for curb ramps, including minimum widths and maximum slopes and detectable warning surfaces to alert visually impaired pedestrians of the presence of a street crossing. New ADA-compliant curb ramps are being constructed throughout Philadelphia in coordination with new development, reconstruction, and/or alteration of streets. City paving plan guidelines state that curb ramps and their detectable warning surfaces should be in line with the direction of pedestrian travel to improve wayfinding for visually impaired pedestrians.

Sidewalk Zones



Sidewalks can be organized into as a series of zones that extend from the property line to the curb.

- A Building Zone:** the transition area between the property line and sidewalk where awnings, stairs, storefront displays, and other building elements intrude into the sidewalk.
- B Walking Zone:** the clear portion of the sidewalk on which pedestrians travel.
- C Furnishing Zone:** the portion of the sidewalk used for street furniture, trees and landscaping, transit stops, lights, fire hydrants, and other furnishings.

Sidewalk design and dimensions should reflect local context and expected use. Philadelphia's *Complete Streets Design Handbook* calls for walking zones that are at least six feet wide on urban arterials and neighborhood streets and four-foot furnishing zones that can accommodate trash receptacles, bus stops, signage, and landscaping.

Intersection Treatments

Intersections deserve special attention because they are locations where motorist, bicycle, and pedestrian movements converge. Intersections should be configured to keep pedestrian crossing distances as direct and short as possible in order to reduce exposure and increase safety. In addition to maintaining high-visibility crosswalks at intersections, a variety of tools and treatments can be used to address mobility and safety issues while enhancing the public realm.

1 Countdown Signals

Pedestrian signal indicators inform pedestrians when to cross at signalized intersections by providing WALK, flashing DON'T WALK, and DON'T WALK indicators. Countdown displays create a more predictable crossing environment by informing pedestrians how long they have to cross a street before the signal changes. Countdown signals should be prioritized at locations with wider crossings, greater pedestrian volumes, and/or higher rates of crashes.

2 Leading Pedestrian Interval (LPI)

LPIs provide pedestrians with a “head start” by giving them a WALK indication before vehicles are given a green signal. An LPI typically lasts three-to-seven seconds and enhances the visibility of pedestrians in the intersection and reinforces their right-of-way over turning vehicles. LPIs are typically applied where both pedestrian volumes and turning volumes are high.

3 Centerline Hardening

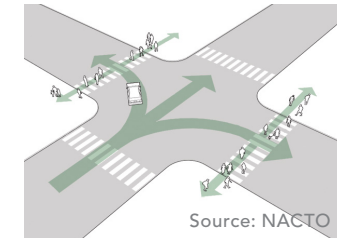
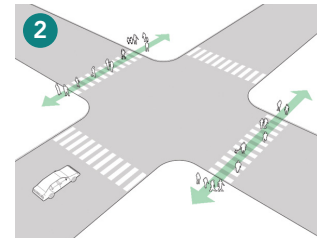
Left turns pose a significant danger to pedestrians. This treatment uses features such as bollards and rubber curbs to prevent drivers from cutting across intersections at a diagonal. Centerline hardening treatments improve safety by modifying vehicle turning angles and slowing left-turn movements. They may be installed with or without vertical delineators, and can be used on approach and receiving streets to shorten the conflict zone at an intersection.

4 Curb Extensions

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while also making space for street furniture or plantings. Curb extensions decrease the overall width of the roadway, tighten curb radii to encourage slower turns, and serve as a visual cue to drivers that they are entering a neighborhood street or area. Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane or shoulder.

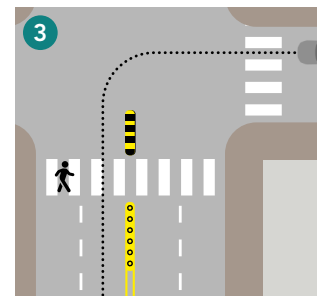


Crossing delays may cause risky behavior by pedestrians. Countdown signals and shorter cycle lengths can help to increase compliance.

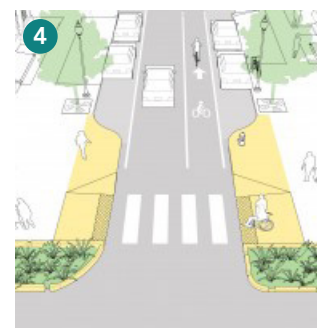


Source: NACTO

An LPI gives pedestrians a 3–7 second head start entering the intersection. Then, through and turning traffic are given the green light, yielding to pedestrians already in the crosswalk.



Centerline hardening treatments use materials like bollards and rubber curbs to prevent drivers from cutting across intersections at a diagonal.



Curb extensions shorten crossing distances and can help mark the transition to residential or low-speed streets.

Source: NACTO

Intersection Treatments (continued)

5 Pedestrian Islands

Pedestrian safety or refuge islands break up the crossing distance at an intersection, thereby reducing the exposure time experienced by a pedestrian. Islands are most often installed at locations where speeds and volumes make crossings prohibitive, or where three or more lanes of traffic make pedestrians feel unsafe. Pedestrian islands should be at least six feet wide, but have a preferred width of eight to 10 feet. Where a six-foot-wide median cannot be attained, a narrower raised median is still preferable to nothing. All medians at intersections should have a “nose” that extends past the crosswalk to protect people waiting and slow down turning motorists.

6 Raised Crosswalks and Intersections

Raised crosswalks and intersections are a type of vertical speed control element that can help to create a safe, slow-speed crossing at minor intersections. A raised crosswalk is a marked crosswalk that is constructed at a higher elevation than the surrounding roadway, bringing the crosswalk to the level of the sidewalk. As a result, these treatments increase the visibility of pedestrians and force vehicles to slow down before proceeding over the crosswalk. In select locations, the raised area can be extended to include the entire intersection. Raised crosswalks and intersections may be most appropriate on streets with high pedestrian activity and a maximum of two moving lanes. This type of treatment should be avoided on streets that are emergency response or major truck routes.



Pedestrian islands allow pedestrians to cross one direction of traffic at a time and help pedestrians feel less exposed at challenging intersections.

Source: NACTO

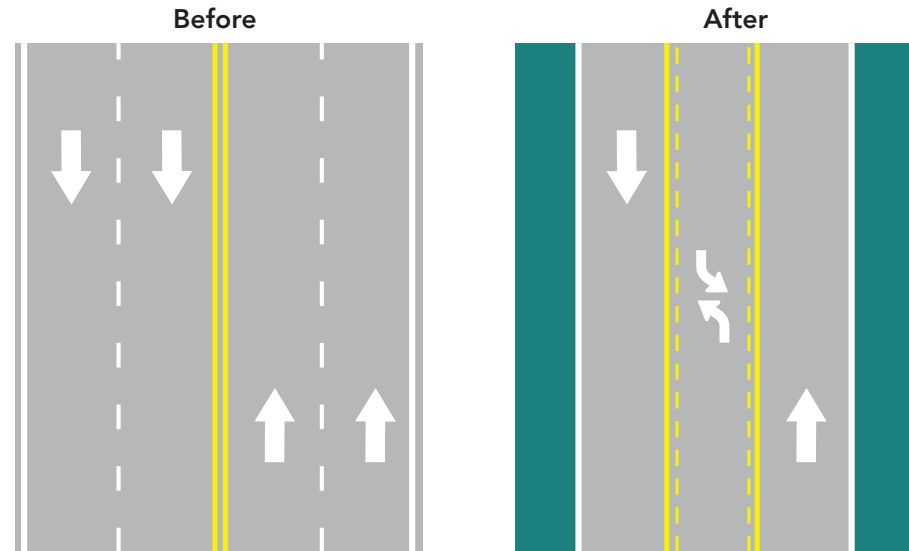


Raised crosswalks (left) and intersections (right) are two types of vertical speed control elements that reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

Source: NACTO

Road Diet

A road diet is a roadway reconfiguration that removes one or more vehicular travel lanes to improve safety, calm traffic, and enhance access for all road users. A road diet typically involves converting an existing four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. Depending on the context, the space gained can be used for bicycle lanes, expanded sidewalks, or some other purpose. Road diets result in fewer lanes for pedestrians to cross and more consistent speeds as turning vehicles make use of the dedicated left-turn lane.



The most common road diet converts an existing four-lane, undivided roadway to two through lanes and a center, two-way left turn lane. This design allows drivers to exit traffic while waiting for a gap to complete their left-turn. The space gained through the conversion (shown in green) is frequently used for bicycle lanes.

A road diet can be a low-cost safety solution when planned in conjunction with a pavement overlay. The New York City Department of Transportation introduced a road diet as part of a traffic calming plan on a portion of Vanderbilt Avenue in Brooklyn, New York in 2006. Two years later, conventional bike lanes were added, and raised concrete pedestrian islands were installed at strategic locations. Following the installation of the new bike lanes, there was an 80 percent increase in the number of cyclists.²



Source: New York City Department of Transportation

Bicycle Facilities

Bike lanes are the most familiar type of bicycle facility in urban environments. They designate an exclusive space in the roadway for bicyclists through the use of pavement markings and signage. Bike lanes facilitate predictable behavior and movements between motorists and bicyclists, and enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. The desirable bike lane width adjacent to a curb is six feet, with a minimum width of five feet when adjacent to a parking lane, or four feet in constrained conditions on lower-speed streets without parking. Various types of bicycle lanes, as well as other facilities designed to accommodate bicycle travel within the public right-of-way, are discussed below.

1 Conventional Bike Lanes

A conventional bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane. Bicyclists may leave the bike lane to pass other bicyclists, make left turns, avoid obstacles or debris, and avoid other conflicts.

2 Buffered Bike Lanes

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes appeal to a wider cross-section of bicycle users and can create more comfort for bicyclists on streets with high traffic volume, faster speeds, regular truck traffic, or high parking turnover.

3 Protected Bike Lanes

Protected bike lanes are an exclusive bike facility that physically separates cyclists from vehicular traffic, parking, and sidewalks. Also known as cycle tracks, these lanes may be one-way or two-way, and the type of separation can vary from bollards to a landscaped median. In situations where on-street parking is allowed, protected bike lanes are located to the curb side of the parking (in contrast to conventional bike lanes). By separating cyclists from motor traffic, these types of facilities can offer a higher level of security than conventional or buffered bike lanes and are attractive to a wider spectrum of the public.



Source: NACTO



Source: NACTO



Source: NACTO

4 Shared Lane Markings

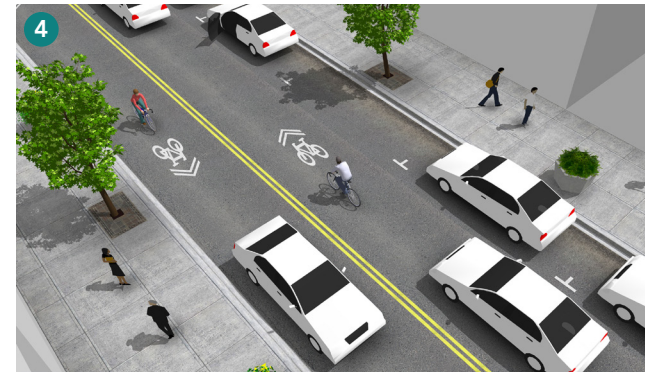
Shared lane markings, or “sharrows,” are road markings that can create a safer bicycling environment on streets that cannot accommodate a bicycle lane. Shared lane markings alert motorists to the presence of bicyclists and their position in the street. These markings can also help identify bicycle networks and connections between bicycle facilities. Shared lane markings are most appropriate for lower-volume, lower-speed streets that can accommodate bicycling without geometric changes.

5 Bicycle-Friendly Streets

Although many cities have expanded their network of conventional and protected bike facilities, design strategies for intersections often remain a crucial, underdeveloped part of the bicycle planning toolbox. Intersections are the place where most vehicle-bike conflicts occur. Designing for intersections with bicycle facilities should reduce conflict between bicyclists and vehicles by enhancing visibility, designating a clear right-of-way, and facilitating eye contact and awareness between various modes.

6 Intersection Treatments

Pavement markings like **bike boxes** and **intersection crossing markings** are two tools that can reduce the risk of crashes and increase bicyclist comfort. A bike box (shown in image 6) is a designated area at the head of a signalized intersection that allows cyclists to safely queue ahead of vehicles during a red signal phase. They help cyclists safely execute left turns or wait in a visible area before they proceed straight or turn right. Bicycle pavement markings through intersections guide bicyclists on a safe and direct path through the intersection and alert motorists to yield to bikes before turning.



Source: NACTO



Source: NACTO



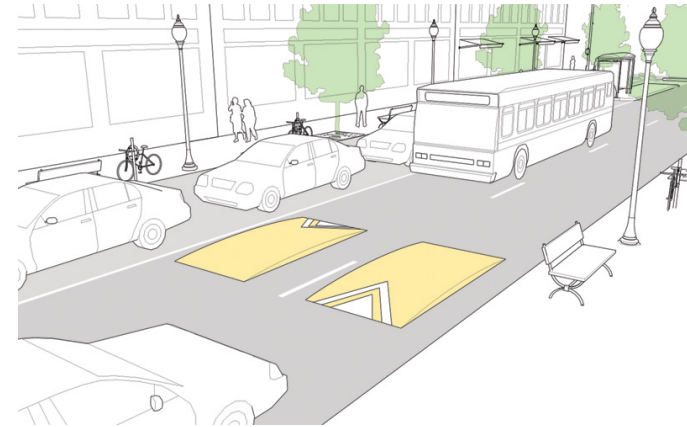
Source: NACTO

Traffic Calming

Traffic calming refers to a suite of traffic management measures designed to slow traffic and reduce cut-through volumes. Traffic calming techniques are most commonly implemented on neighborhood streets; however, some tools may also be appropriate on some collector or commercial streets.

Physical traffic calming measures can be broadly divided between vertical and horizontal deflection devices. Vertical deflection measures, such as speed humps, tables, slots, and raised intersections, are typically composed of wide, slight pavement elevations that self-enforce a slower speed for motorists. Horizontal deflection measures, such as chicanes, chokers, traffic circles, and curb extensions, hinder a motorist's ability to drive in a straight line and/or at high speeds by creating a horizontal shift in, or otherwise narrowing, the roadway.

On state-owned roads, or roads where state or federal funding sources are used, traffic calming measures must be approved by PennDOT. On roads they designate as "neighborhood" and "connector" streets in urban core areas, which include Broad Street, Roosevelt Boulevard, and Hunting Park Avenue, PennDOT considers some traffic calming measures acceptable. More guidance on the application of speed management techniques to urban streets will be provided in PennDOT's forthcoming *Traffic Calming Toolkit*, an extension of the PennDOT *Design Manual 2* update.



Speed cushions are speed humps that include wheel cutouts to allow large vehicles, such as buses and emergency vehicles, to pass unaffected, while reducing passenger car speeds.

Source: NACTO

Appendix C: Crash Summaries for Selected Station Area Intersections

Crash Summary: Broad Street and Hunting Park Avenue (2014–18)

YEAR	Crash	
2014	8	21%
2015	9	23%
2016	7	18%
2017	8	21%
2018	7	18%
Total	39	

COLLISION TYPE	Crash	
Rear-end	8	21%
Angle	15	38%
Sideswipe (same dir.)	2	5%
Hit fixed object	4	10%
Hit pedestrian	10	26%
Total	39	

SEVERITY LEVEL	Crash	
Not injured	8	21%
Major injury	1	3%
Moderate injury	8	21%
Minor injury	16	41%
Injury/ Unknown Severity	5	13%
Unknown	1	3%
Total	39	

SERVERTY COUNT	Persons	
Fatalities:		
Total Injury:	42	
Major injury	1	1%
Moderate injury	8	8%
Minor injury	24	24%
Injury/ Unknown Severity	7	7%
Unknown	2	2%
Not injured	57	58%
Total	99	

ROAD CONDITION	Crash	
Dry	34	87%
Wet	5	13%
Total	39	

WEATHER	Crash	
No adverse conditions	36	92%
Rain	3	8%
Total	39	

ILLUMINATION	Crash	
Daylight	17	44%
Dark – street lights	21	54%
Dusk	1	3%
Total	39	

VEHICLE TYPE	Vehicles	
	10	12%
Automobile	42	52%
Motorcycle	2	2%
Small truck	1	1%
Large truck	1	1%
SUV	15	19%
Van	7	9%
Unknown vehicle	3	4%
Total	81	

MONTH	Crash	
JAN	2	5%
FEB	4	10%
MAR	2	5%
MAY	6	15%
JUN	4	10%
JUL	3	8%
AUG	6	15%
OCT	3	8%
NOV	6	15%
DEC	3	8%
Total	39	

Source: Crash summaries were prepared using data from the PennDOT Crash Data Analysis and Retrieval Tool (CDART)

Crash Summary: Broad Street and Lycoming Street (2014–18)

YEAR	Crash	
2014	4	17%
2015	3	13%
2016	8	33%
2017	7	29%
2018	2	8%
Total	24	

COLLISION TYPE	Crash	
Non collision	1	4%
Rear-end	8	33%
Angle	10	42%
Sideswipe (same dir.)	1	4%
Hit fixed object	1	4%
Hit pedestrian	3	13%
Total	24	

SEVERITY LEVEL	Crash	
Major injury	2	8%
Minor injury	12	50%
Injury/ Unknown Severity	8	33%
Unknown	2	8%
Total	24	

SERVERTY COUNT	Persons	
Fatalities:	31	
Total Injury:	31	
Major injury	2	3%
Moderate injury		
Minor injury	16	24%
Injury/ Unknown Severity	9	13%
Unknown	4	6%
Not injured	36	54%
Total	67	

ROAD CONDITION	Crash	
Dry	18	75%
Wet	6	25%
Total	24	

WEATHER	Crash	
No adverse conditions	21	88%
Rain	3	13%
Total	24	

ILLUMINATION	Crash	
Daylight	16	67%
Dark – street lights	6	25%
Dusk	2	8%
Total	24	

VEHICLE TYPE	Vehicles	
	4	7%
Automobile	31	56%
Motorcycle	1	2%
Small truck	1	2%
SUV	9	16%
Van	2	4%
Unicycle, bicycle or tricyc	1	2%
Unknown vehicle	6	11%
Total	55	

MONTH	Crash	
JAN	1	4%
FEB	1	4%
MAR	1	4%
APR	2	8%
MAY	2	8%
JUN	7	29%
JUL	3	13%
AUG	1	4%
OCT	2	8%
NOV	3	13%
DEC	1	4%
Total	24	

Source: Crash summaries were prepared using data from the PennDOT Crash Data Analysis and Retrieval Tool (CDART)

Crash Summary: Roosevelt Boulevard and Old York Road (2014–18)

YEAR	Crash	
2014	6	18%
2015	6	18%
2016	5	15%
2017	9	27%
2018	7	21%
Total	33	

COLLISION TYPE	Crash	
Rear-end	7	21%
Angle	16	48%
Sideswipe (same dir.)	1	3%
Sideswipe (Opposite dir.)	1	3%
Hit fixed object	6	18%
Hit pedestrian	2	6%
Total	33	

SEVERITY LEVEL	Crash	
Not injured	5	15%
Killed	1	3%
Moderate injury	6	18%
Minor injury	12	36%
Injury/ Unknown Severity	9	27%
Total	33	

SERVERTY COUNT	Persons	
Fatalities:	1	1%
Total Injury:	47	
Major injury		
Moderate injury	8	9%
Minor injury	25	28%
Injury/ Unknown Severity	10	11%
Unknown	4	4%
Not injured	42	47%
Total	90	

ROAD CONDITION	Crash	
Dry	27	82%
Wet	6	18%
Total	33	

WEATHER	Crash	
No adverse conditions	27	82%
Rain	6	18%
Total	33	

ILLUMINATION	Crash	
Daylight	13	39%
Dark – street lights	19	58%
Other	1	3%
Total	33	

VEHICLE TYPE	Vehicles	
	2	3%
Automobile	40	62%
Motorcycle	1	2%
Small truck	2	3%
SUV	13	20%
Van	5	8%
Unicycle, bicycle or tricyc	1	2%
Unknown vehicle	1	2%
Total	65	

MONTH	Crash	
JAN	1	3%
FEB	1	3%
MAR	3	9%
APR	2	6%
MAY	2	6%
JUN	1	3%
JUL	3	9%
AUG	5	15%
SEP	6	18%
OCT	3	9%
NOV	4	12%
DEC	2	6%
Total	33	

Source: Crash summaries were prepared using data from the PennDOT Crash Data Analysis and Retrieval Tool (CDART)

Crash Summary: U.S. 13, 15th Street, and 16th Street (2014–18)

YEAR	Crash	
2014	5	12%
2015	4	10%
2016	10	24%
2017	11	27%
2018	11	27%
Total	41	

COLLISION TYPE	Crash	
Rear-end	11	27%
Rear-to-rear (Backing)	1	2%
Angle	20	49%
Sideswipe (same dir.)	3	7%
Hit fixed object	2	5%
Hit pedestrian	4	10%
Total	41	

SEVERITY LEVEL	Crash	
Not injured	4	10%
Major injury	2	5%
Moderate injury	5	12%
Minor injury	16	39%
Injury/ Unknown Severity	11	27%
Unknown	3	7%
Total	41	

SERVERTY COUNT	Persons	
Fatalities:		
Total Injury:	64	
Major injury	3	3%
Moderate injury	7	6%
Minor injury	32	28%
Injury/ Unknown Severity	15	13%
Unknown	7	6%
Not injured	50	44%
Total	114	

Source: Crash summaries were prepared using data from the PennDOT Crash Data Analysis and Retrieval Tool (CDART)

ROAD CONDITION	Crash	
Dry	38	93%
Wet	2	5%
Sand/ mud/ dirt/ oil/ or grav	1	2%
Total	41	

WEATHER	Crash	
No adverse conditions	36	88%
Rain	2	5%
Other	2	5%
Unknown	1	2%
Total	41	

ILLUMINATION	Crash	
Daylight	19	46%
Dark – street lights	21	51%
Dawn	1	2%
Total	41	

VEHICLE TYPE	Vehicles	
	4	4%
Automobile	41	46%
Motorcycle	1	1%
Bus	2	2%
Small truck	1	1%
Large truck	3	3%
SUV	28	31%
Van	7	8%
Unknown vehicle	2	2%
Total	89	

MONTH	Crash	
JAN	4	10%
FEB	6	15%
MAR	2	5%
APR	6	15%
MAY	7	17%
JUN	4	10%
JUL	3	7%
SEP	3	7%
OCT	1	2%
NOV	3	7%
DEC	2	5%
Total	41	

Crash Summary: Broad Street and Roosevelt Boulevard (201418)

YEAR	Crash	
2014	4	9%
2015	6	14%
2016	9	21%
2017	14	33%
2018	10	23%
Total	43	

COLLISION TYPE	Crash	
Rear-end	10	23%
Head-on	3	7%
Angle	21	49%
Sideswipe (same dir.)	2	5%
Hit fixed object	2	5%
Hit pedestrian	5	12%
Total	43	

SEVERITY LEVEL	Crash	
Not injured	5	12%
Major injury	2	5%
Moderate injury	7	16%
Minor injury	22	51%
Injury/ Unknown Severity	7	16%
Total	43	

SERVERTY COUNT	Persons	
Fatalities:		
Total Injury:	66	
Major injury	3	2%
Moderate injury	7	5%
Minor injury	36	27%
Injury/ Unknown Severity	16	12%
Unknown	4	3%
Not injured	69	51%
Total	135	

ROAD CONDITION	Crash	
Dry	35	81%
Wet	7	16%
Slush	1	2%
Total	43	

WEATHER	Crash	
No adverse conditions	36	84%
Rain	5	12%
Snow	1	2%
Other	1	2%
Total	43	

ILLUMINATION	Crash	
Daylight	28	65%
Dark – street lights	14	33%
Dusk	1	2%
Total	43	

VEHICLE TYPE	Vehicles	
	5	5%
Automobile	58	59%
Motorcycle	1	1%
Bus	2	2%
Small truck	9	9%
SUV	17	17%
Van	6	6%
Unicycle, bicycle or tricyc	1	1%
Total	99	

MONTH	Crash	
JAN	8	19%
FEB	4	9%
MAR	1	2%
APR	3	7%
MAY	2	5%
JUN	3	7%
JUL	3	7%
AUG	6	14%
SEP	2	5%
OCT	7	16%
NOV	1	2%
DEC	3	7%
Total	43	

Source: Crash summaries were prepared using data from the PennDOT Crash Data Analysis and Retrieval Tool (CDART)

IMPROVING ACCESS TO THE
**HUNTING
PARK**
BROAD STREET LINE STATION



Publication Number 21052

Date Published November 2022

Geographic Area Covered Philadelphia

Key Words Boulevard Direct Bus Broad Street Line, Hunting Park, Nonmotorized Transportation, Pedestrian and Bicycle Access

Abstract The Hunting Park Broad Street Line Station is a critical transportation asset for the North Philadelphia neighborhoods of Nicetown, Tioga, East Tioga, Hunting Park, and Logan. DVRPC conducted this planning study to identify potential improvements that will make walking, biking, and rolling in the area surrounding the Hunting Park Broad Street Line Station easier and safer. This study was undertaken to address pedestrian safety concerns near the station and to help prepare for Phase B of SEPTA's Boulevard Direct Service. Boulevard Direct is a high-frequency, limited-stop bus service that currently operates along portions of Roosevelt Boulevard. Phase A opened in 2017 and runs between Frankford Transportation Center and the Neshaminy Mall. SEPTA is now planning for the extension of this service along the southern portion of Roosevelt Boulevard and along Hunting Park and Ridge avenues, including a station located at Broad Street.

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