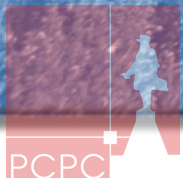


Riverfront Reunion

Reconnecting Philadelphia
to the North Delaware Riverfront

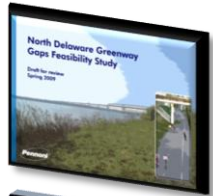


Purpose of Presentation:

- Establish need for reconnection to the Riverfront
- Compile and analyze recommendations of previous reports
- Summarize existing conditions and future plans for area
- Present acquisition challenges

Reports Used in Analysis:

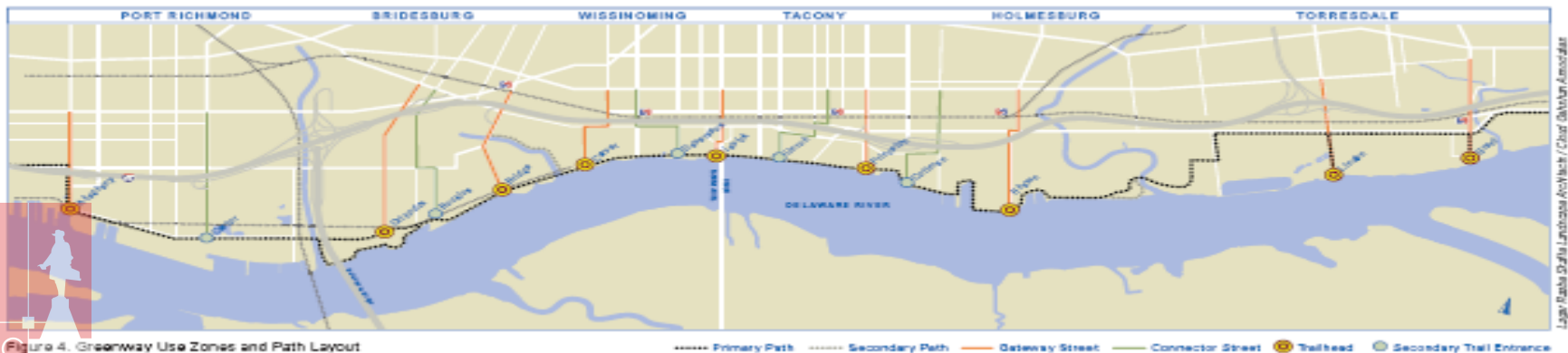
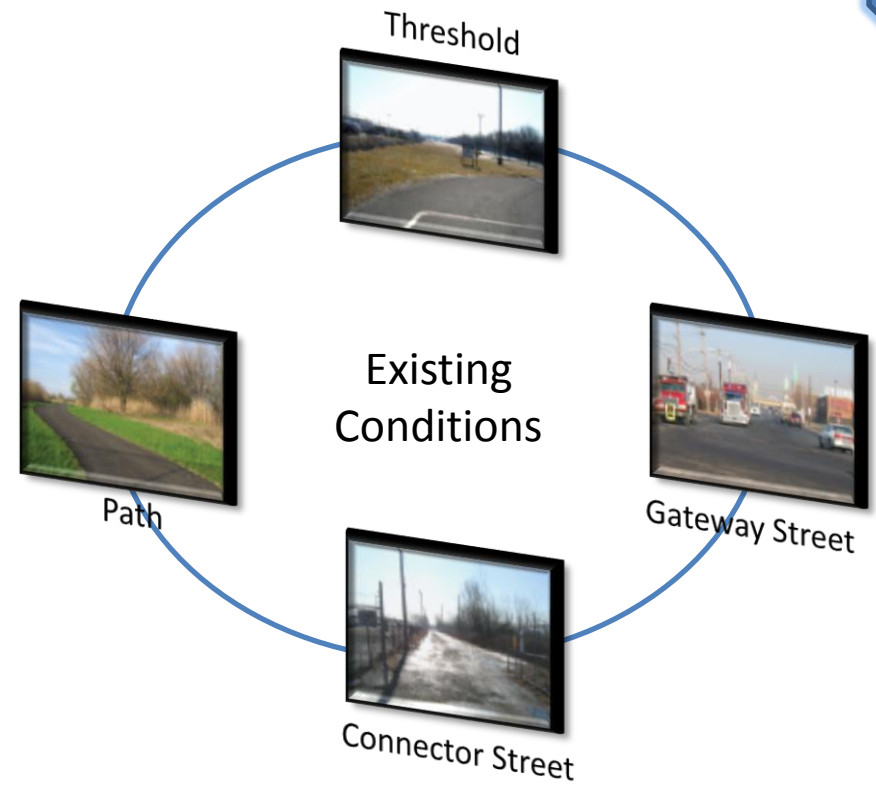
1. North Delaware Greenway Design Guidelines
2. North Delaware Greenway Gaps Feasibility Study
3. North Delaware Riverfront Rail Stations Urban Design Study
4. A Civic Vision for the Central Delaware
5. New Kensington CDC: Riverfront Plan



North Delaware Greenway Design Guidelines: Gateway Streets

The *NDRG Design Guidelines* Calls for nine trailheads to be located at the following gateway streets (listed south to north):

1. Allegheny Ave. (Pulaski Park)
2. Orthodox St.
3. Bridge St.
4. Carver St.(Arsenal Boat Launch)
5. Levick St. (Lardner's Point Park)
6. Princeton Ave. (Tacony Boat Launch)
7. Rhawn St. (Pennypack)
8. Linden Ave
9. Grant Ave. (Glen Foerd)

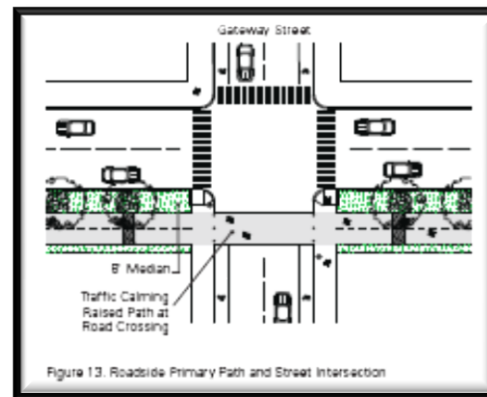
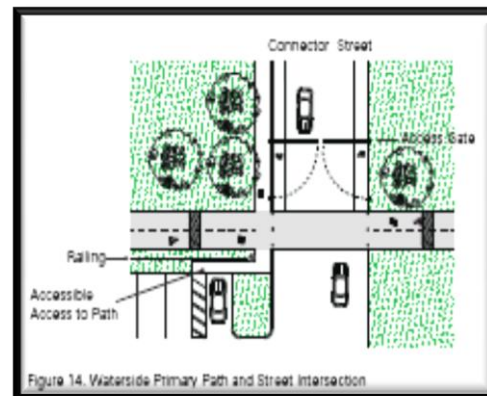


NDRG Design Guidelines : Path and Street Intersections

Important Points/Considerations for Intersections

- Striping/Crosswalks at all major primary roadside path intersections to direct users
- Secondary paths continue through intersections to maintain surface continuity and define trail.
- Greenway is a supplement to the bicycle network, not a replacement
- Consider Bicycle arrival and departure
- Minimize vehicular conflicts with parking and access provision
- Bollards or Access Gates to be used to prevent unauthorized vehicles from entering the greenway

Example Intersections



NDRG Design Guidelines : Connections

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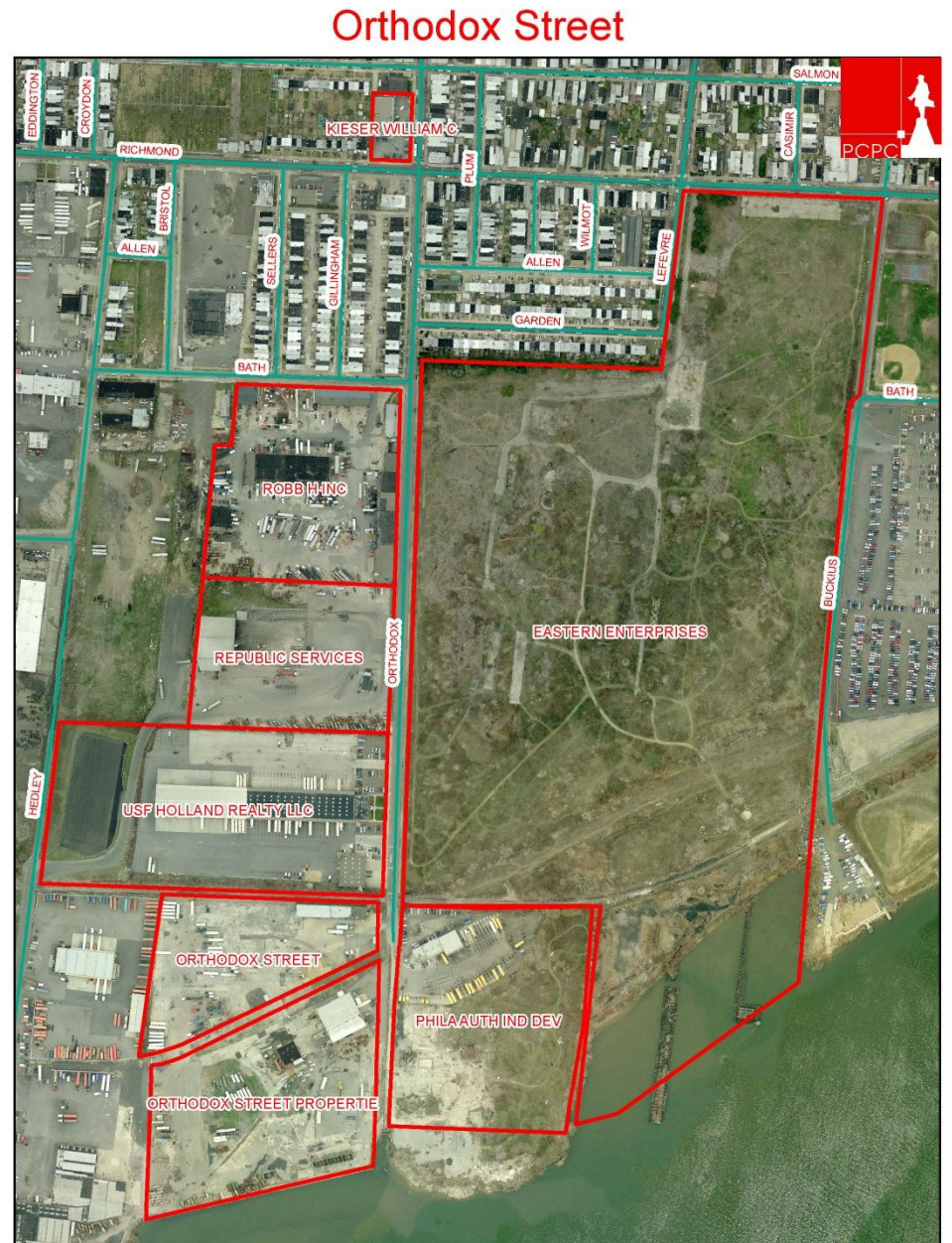
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7. Rhawn St. (Pennypack) *Shown Later*
8. Linden Ave
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0 245 490 980 Feet



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Bridge Street



0 250 500 1,000 Feet



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Carver Street



0 250 500 1,000 Feet

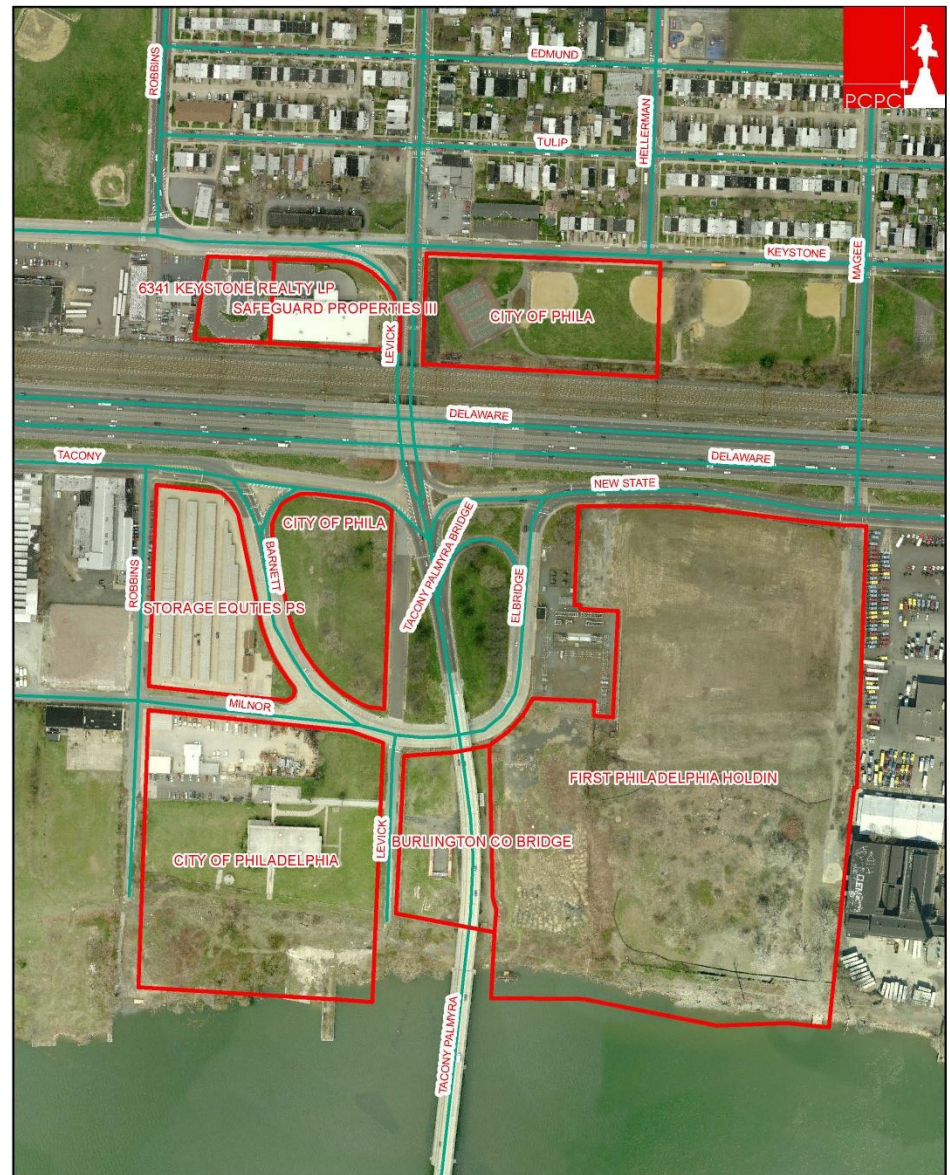


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Levick Street



NDRG Design Guidelines : Connections

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8. Linden Ave
9. Grant Ave. (Glen Foerd) *Shown Later*

Princeton Ave



0 215 430 860 Feet

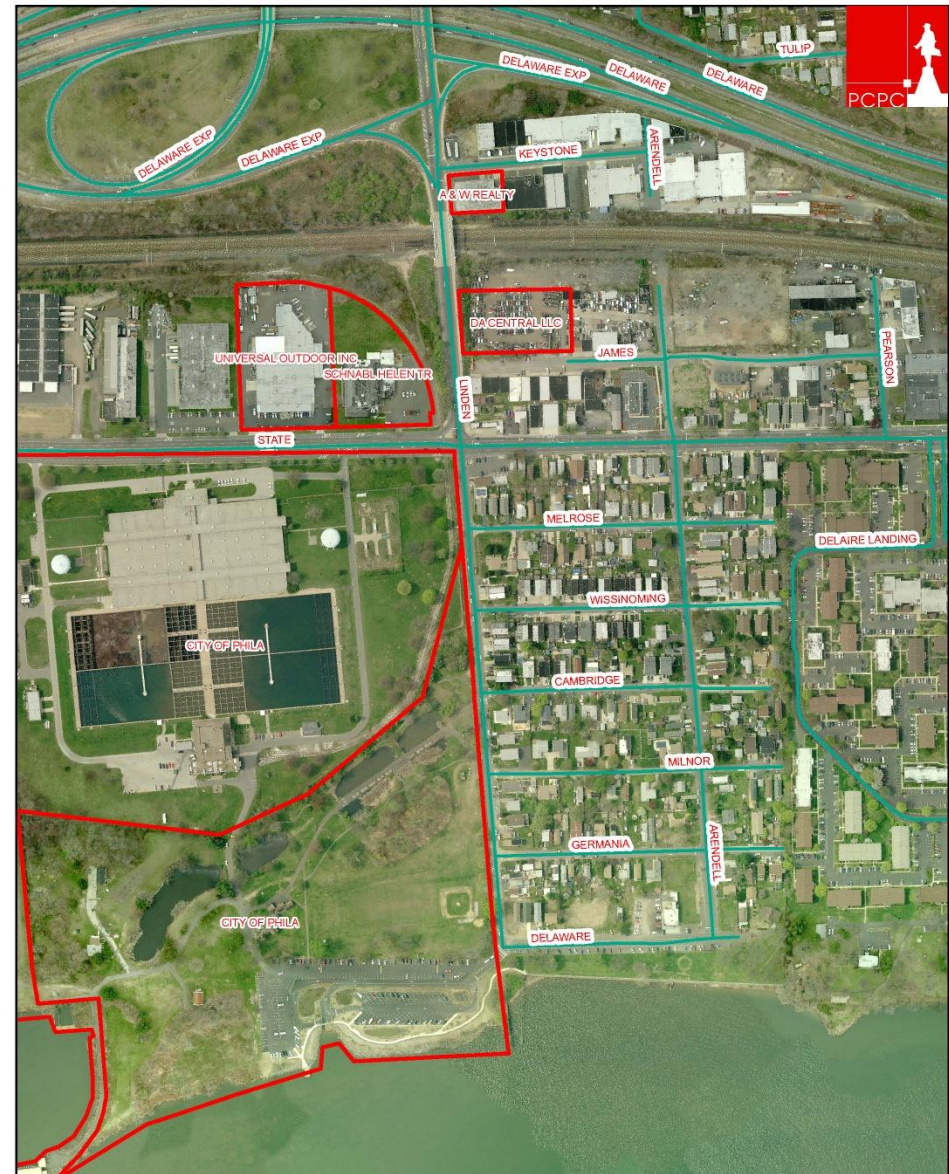


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8. Linden Ave
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Linden Ave



0 270 540 1,080 Feet



NDRG Gaps Feasibility Study

Evaluation of the feasibility of the NDRG advancing through the most challenging sections in the Bridesburg, Tacony/Holmesburg, and Bridesburg.

Alignment Analysis

Comprised of:

- Quality of Experience
- Availability of ROW
- Off or On-road Alignment
- Compatibility with Adjacent Land Uses
- Connections to existing and Planned Facilities
- Greenway Obstacles
- Physical Obstructions
- Property Ownerships
- Roadways and Traffic
- Environmental Conditions

NDRG Gaps Feasibility Study

Evaluation of the feasibility of the NDRG advancing through the most challenging sections in the Bridesburg, Tacony/Holmesburg, and Bridesburg.

Torresdale

Connecting Streets

Connector 1: Around Glen Foerd Estate to State Rd.

Connector 2: Wissinoming St. to State Rd.



NDRG Gaps Feasibility Study

Evaluation of the feasibility of the NDRG advancing through the most challenging sections in the Bridesburg, Tacony/Holmesburg, and Bridesburg.

Bridesburg

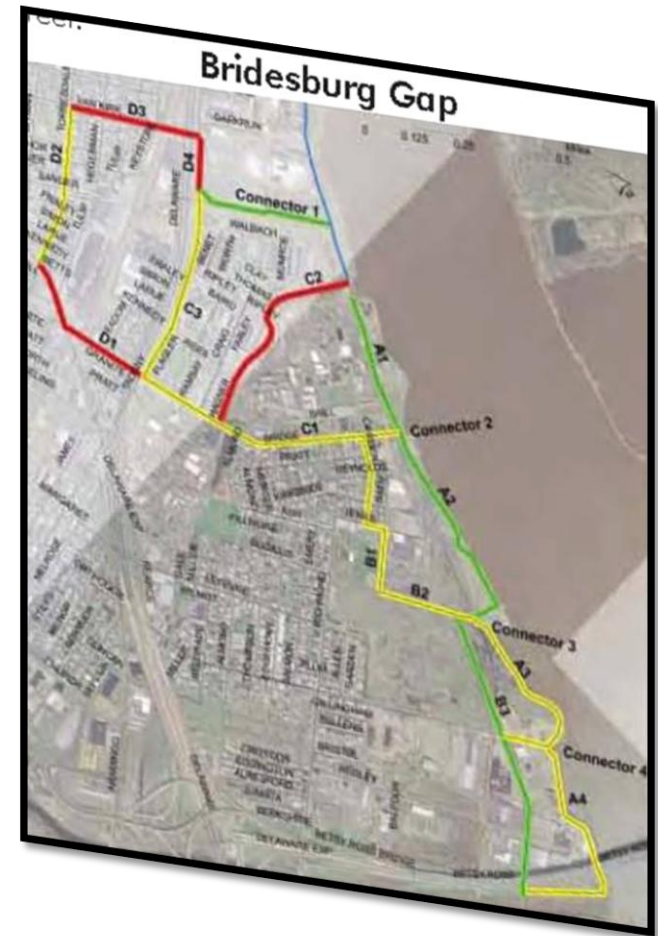
Connecting Streets

Connector 1: **Along K&T ROW**

Connector 2: **Bridge Street**

Connector 3: **Buckius St**

Connector 4: **Orthodox Street**



NDRG Gaps Feasibility Study

Evaluation of the feasibility of the NDRG advancing through the most challenging sections in the Bridesburg, Tacony/Holmesburg, and Bridesburg.

Tacony/Holmesburg Connecting Streets

Connector 1: Along Pennypack Path

Connector 2: Bleigh Street

Connector 3: Cottman Ave

Connector 4: Princeton Ave

Connector 5: Delaware Ave



Overall:

Implementation of the Greenway relies on two factors:

- Right-of-way
- Construction Funding

Potential to Accommodate

Potential to Accommodate
Trail: Bridesburg



Potential to Accommodate
Trail: Tacony/Holmesburg



Potential to Accommodate
Trail: Torresdale

