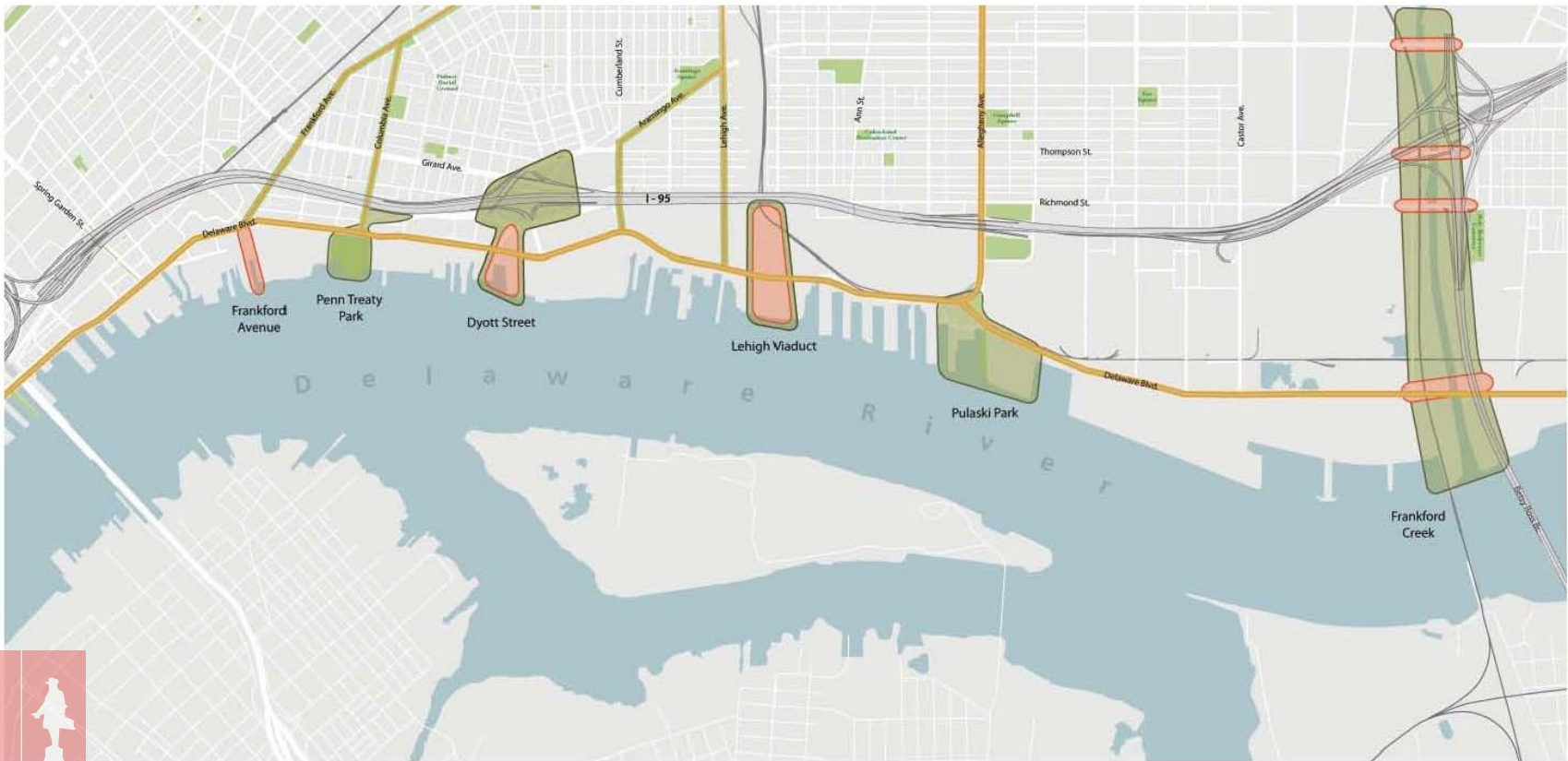


## Access/Park Gateways (South to North)

- 1: Frankford Ave
- 2: Dyott Street
- 3: Lehigh Viaduct
- 4: Frankford Creek Bridge (Barry Bridge Park)
- 5: Pulaski Park (Allegheny Ave)

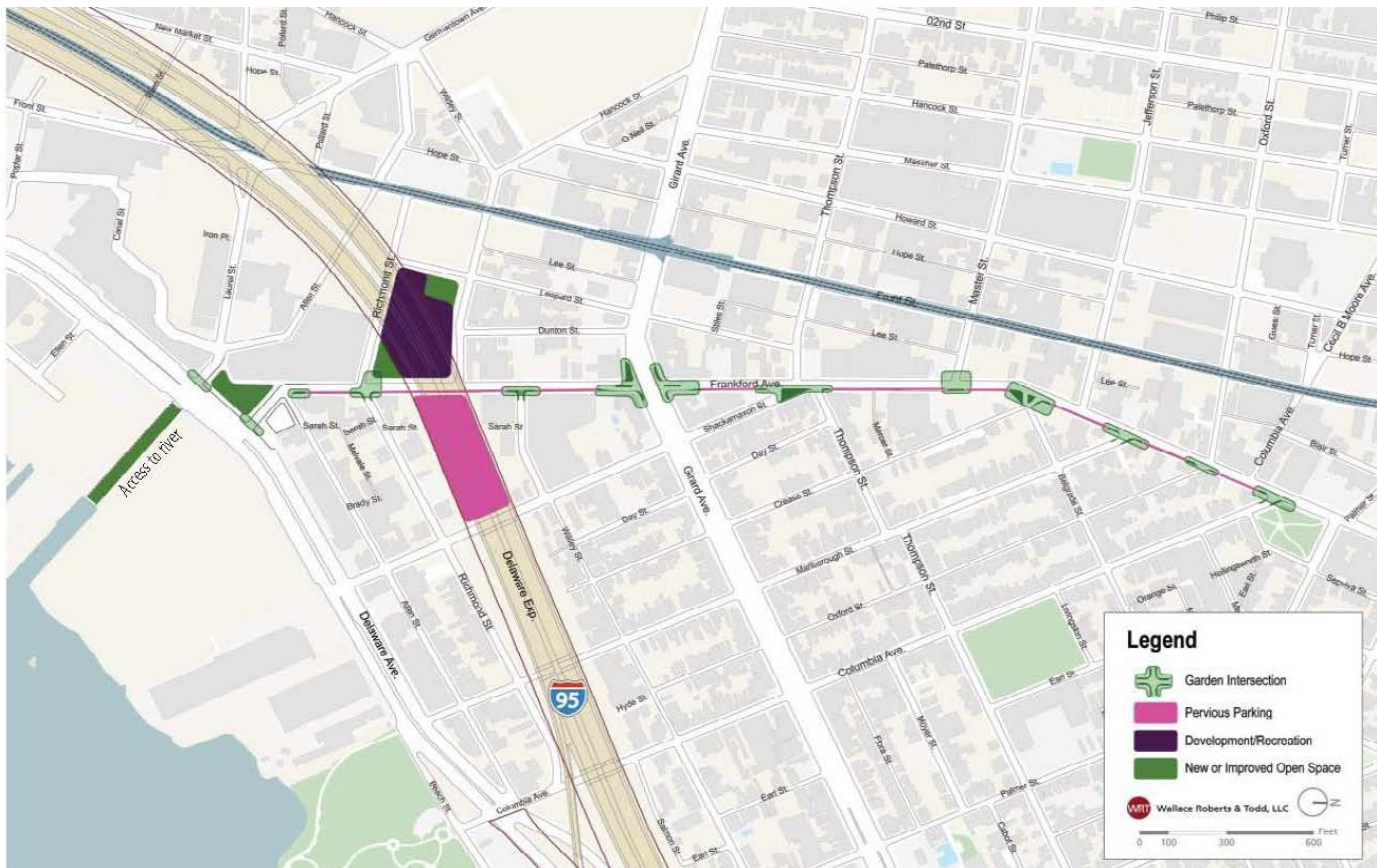
## Streetscapes (South to North)

- 1: Frankford Ave
- 2: Columbia Ave
- 3: Aramingo Ave
- 4: Cumberland Ave
- 5: Allegheny Ave
- 6: Delaware Ave



# Frankford Avenue Gateway

**Vision:** recreate *Riverfront Square* as a major gateway and access corridor to the river



# Frankford Avenue Gateway

**Vision:** recreate *Riverfront Square* as a major gateway and access corridor to the river



# Dyott Street Gateway

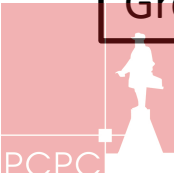


Greenspace on river's edge



Gateway
  Street Connections
  Open Space

0 130 260 520 Feet



# Lehigh Viaduct

Lehigh Ave. extension to river

Trail

Lehigh Ave. extension to river



Riverfront Park

Lehigh Viaduct



 Proposed Lehigh Ext.  
 Proposed Trail

0 300 600 1,200 Feet



# Pulaski Park



← Proposed Park Conversion Adds:

- Environmental Enhancements
- Community Space

# Penn Treaty Park



Great Lawn	Rain Gardens; Educational Component	Street Parking	Sculpture
Tree Canopy	Relocated Playground	Cafe	Water feature
Restored Riparian Edge	Art Installation	Paths	Environmental Education Exhibit
Plaza	Boardwalks		

# Frankford Creek Bridge



- Provides Access
- Passive Recreation
- Bicycle Trail

The Creek is extremely difficult to access

*Restored Environment partly in a natural state, but with public access*



# North Delaware Riverfront Rail Stations Urban Design Study

## Primary Streetscape Improvement Recommendations

- Improve the Bridge / Tacony intersection to slow traffic and increase pedestrian safety;
- Improve the Bridge / Harbison Intersection to slow traffic and increase pedestrian safety;
- Reconfigure Bridge Street by constricting traffic to two lanes and adding median plantings;
- Green the edges of I-95 in concert with the planned I-95 reconstruction;
- Add a traffic light and new crosswalks at the Rhawn Street / State Road intersection that lead to the River as the Northern Shipping site is redeveloped
- Improve the intersection at Comly and Tacony Streets to slow traffic and increase pedestrian safety;

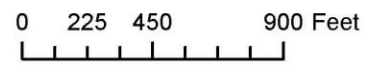


### Streets of Interest

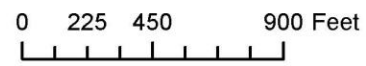
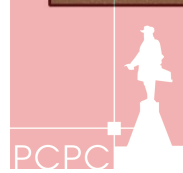
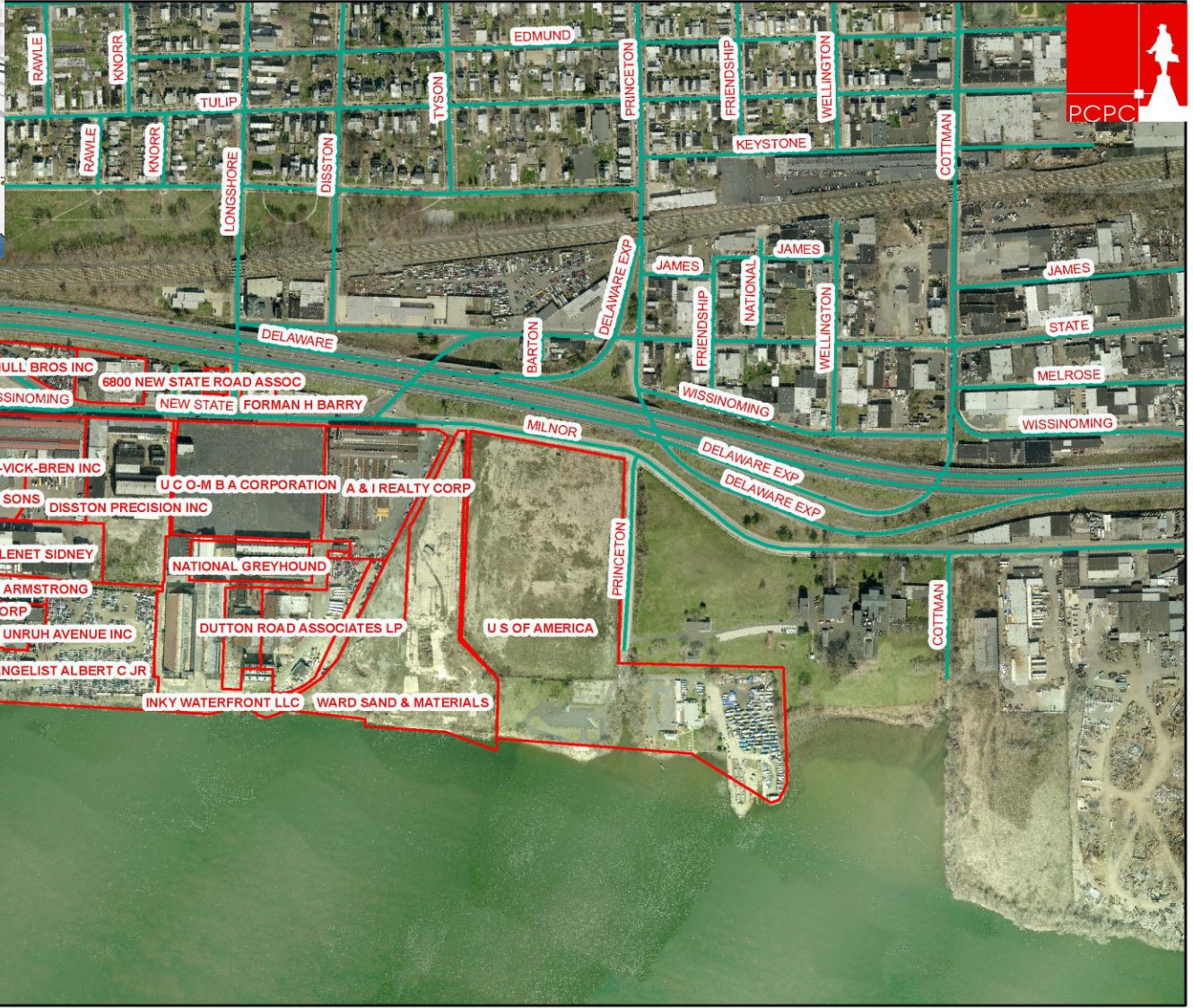
1. Bridge Street
2. Tacony Street
3. Harbison Street
4. Rhawn Street
5. Comly Street



# Comly Street



# Tacony Station



# Holmesburg Junction Potential Street Redesign



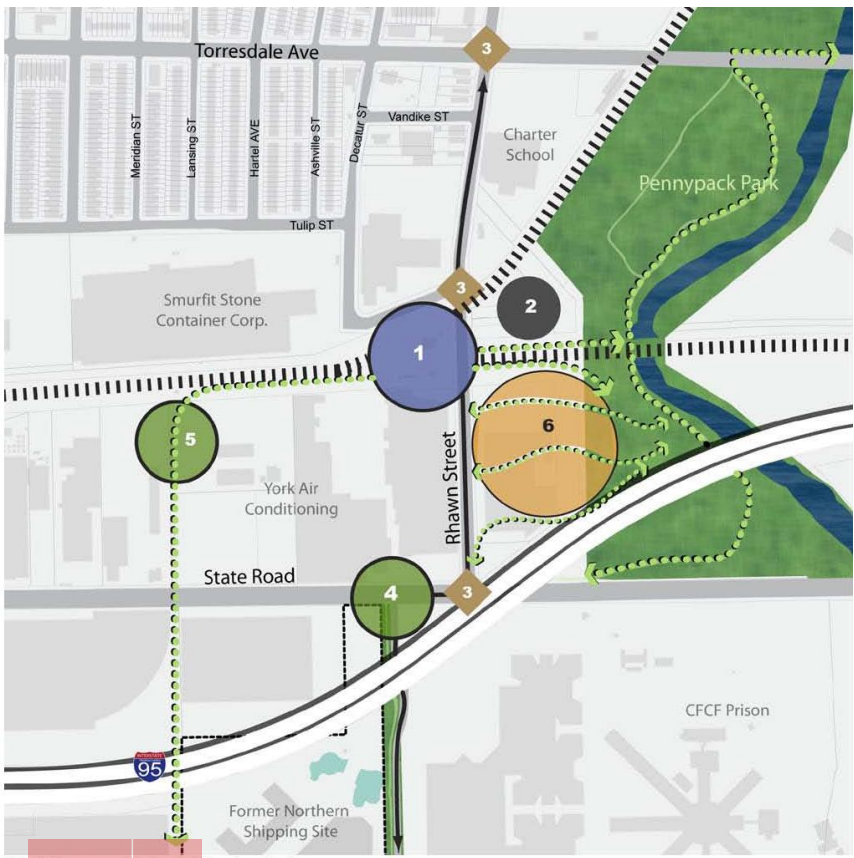
-  1. Expand the presence of the station
-  2. Create new parking
-  3. Slow traffic on Rhawn
-  4. Expand Pennypack on the Delaware to State Road
-  5. Reuse abandoned rail line for trail connection
-  6. Potential redevelopment



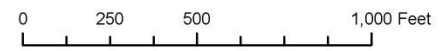
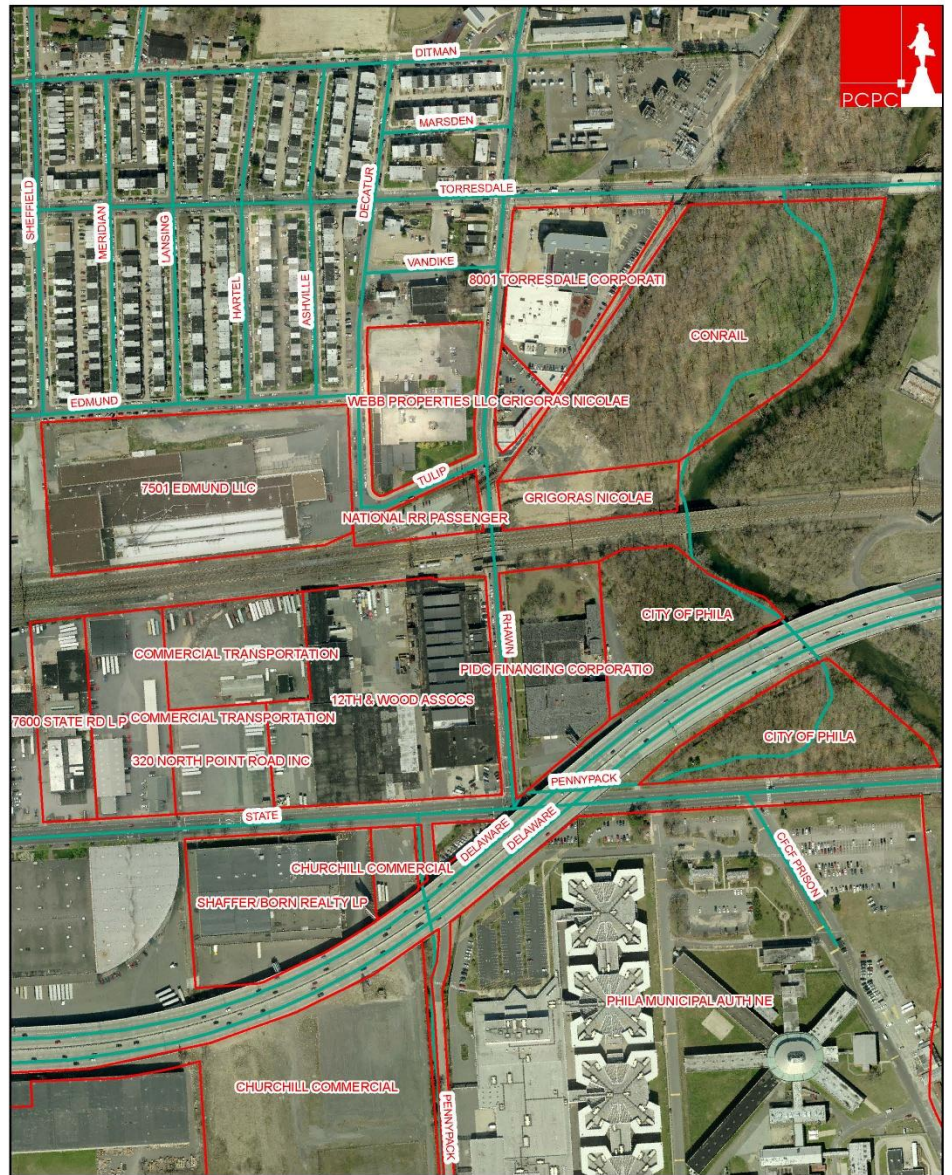
Potential improvement strategy for Holmesburg Junction.



# Holmesburg Junction



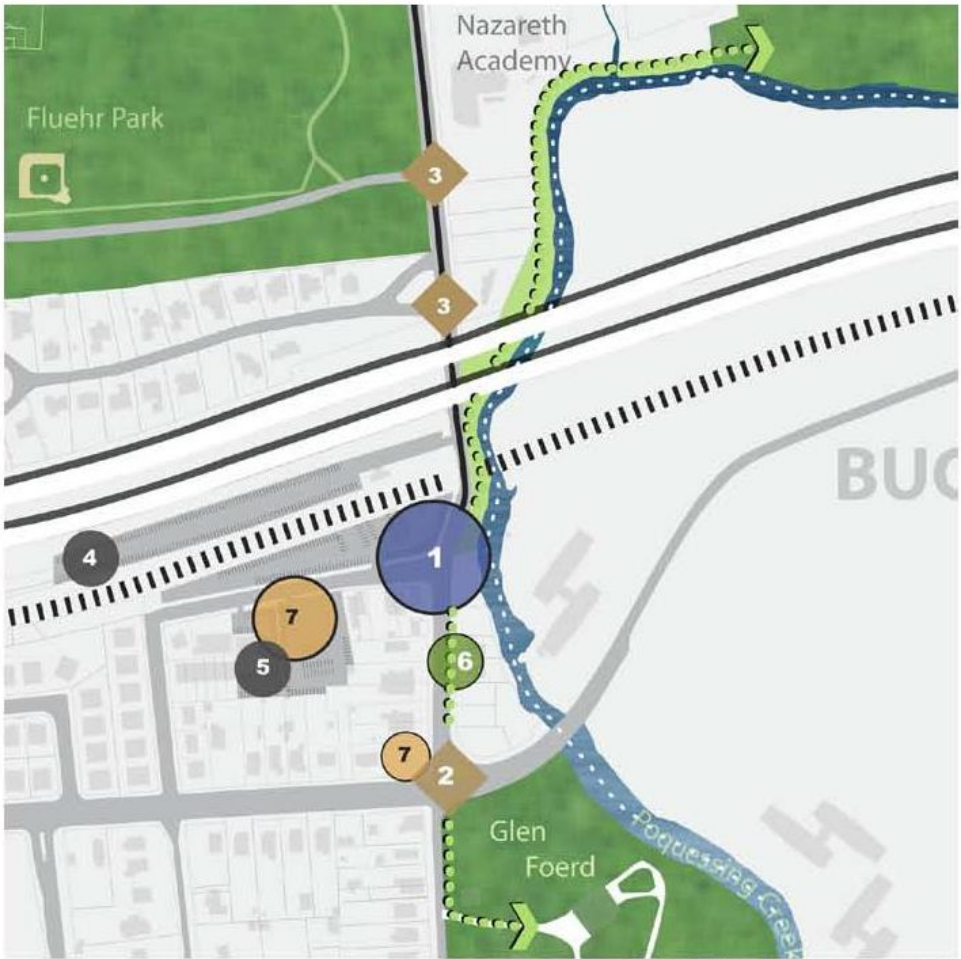
Potential improvement strategy for Holmesburg Junction.



# Torresdale Station Grant Avenue



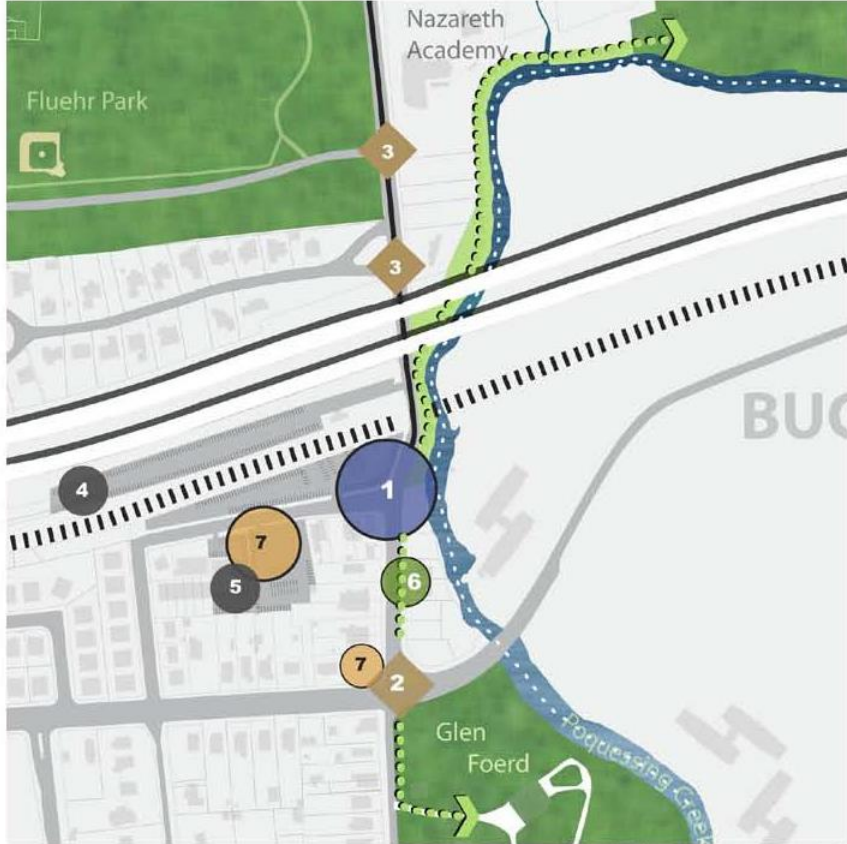
-  1. Improve the rail to bus link
-  2. Slow traffic and improve City gateway
-  3. New all-way stop signs
-  4. Extend parking lot
-  5. Share parking with existing uses
-  6. Develop Poquessing Creek Trail
-  7. Potential redevelopment



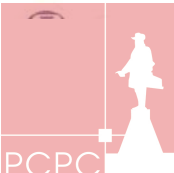
Potential improvement strategy for Torresdale Station.



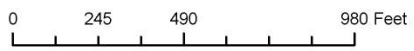
# Grant Ave



Potential improvement strategy for Torresdale Station.



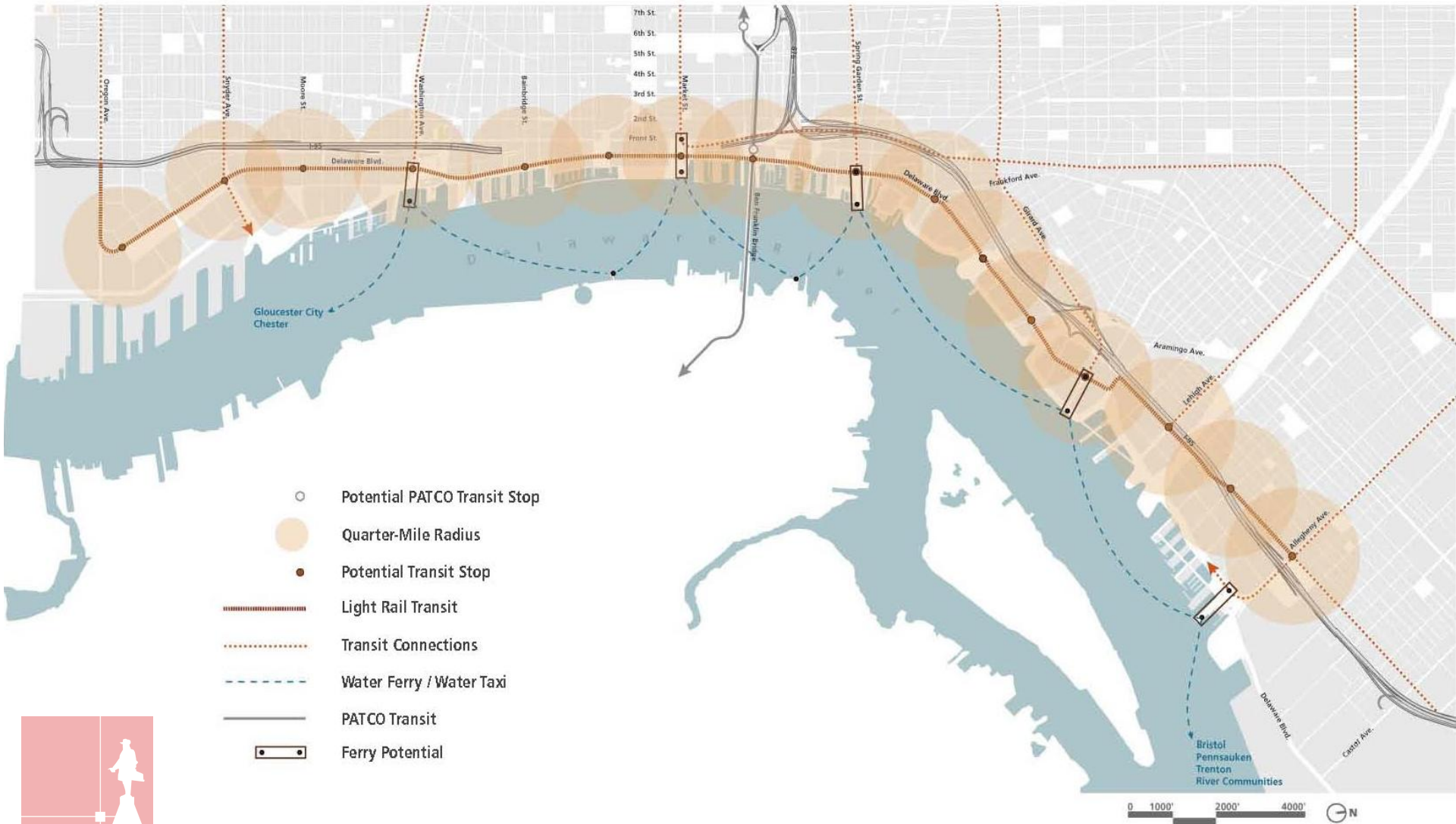
Philadelphia City Limits



# A Civic Vision for the Central Delaware

## Mass-Transportation Networks

This map illustrates abundant opportunities for the creation of a complete transportation network that provides connections along the length of the Delaware River and east to New Jersey. This civic vision recommends that transit stops be located every quarter mile to provide service to each neighborhood along the riverfront.



# A Civic Vision for the Central Delaware

## Illustrative Movement Network

The proposed circulation network calls for the gradual development of a parallel street system that increases connectivity and informs urban-scale development, with a multimodal Delaware Boulevard as its spine.

