

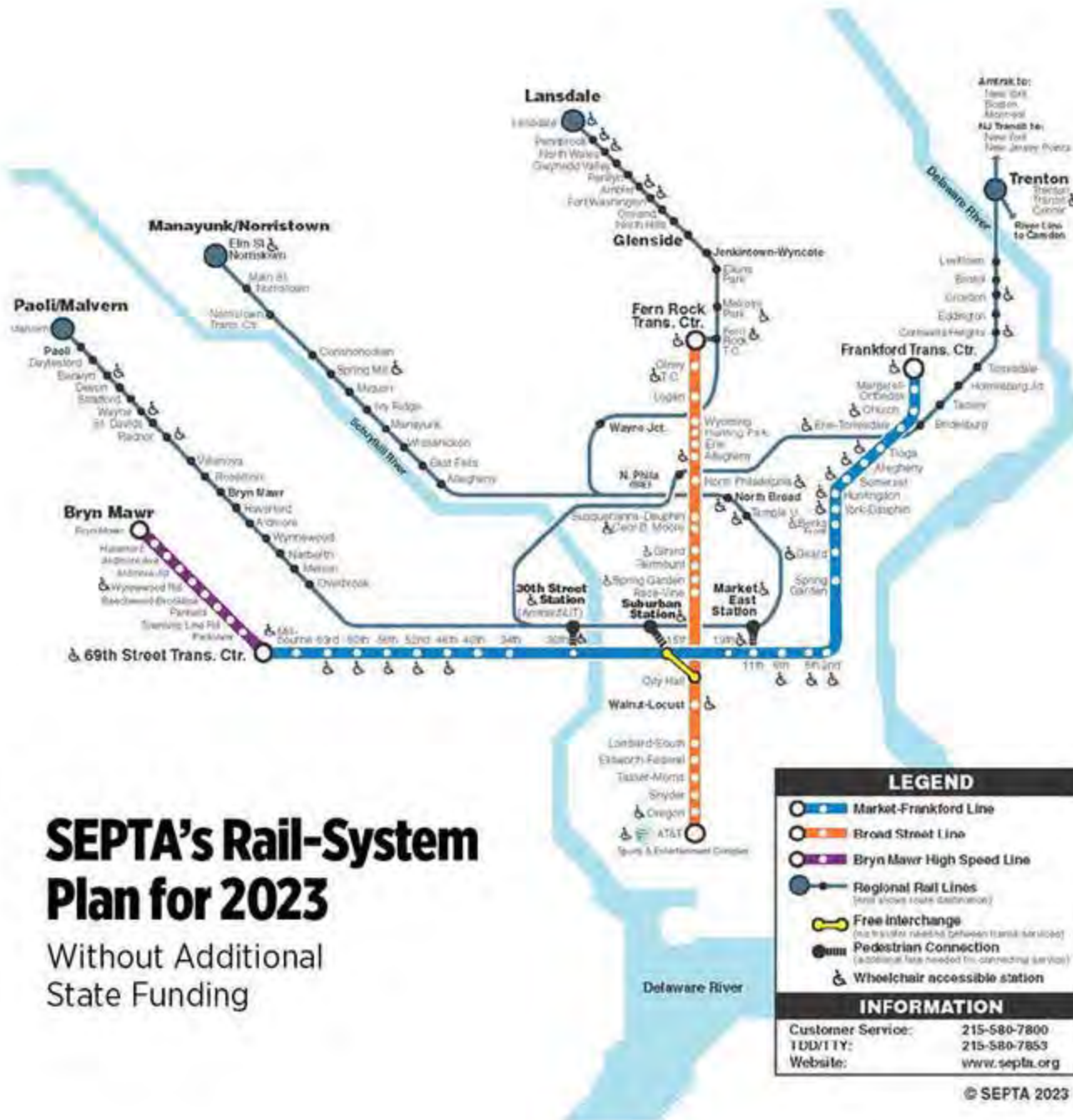


# DVRPC'S OFFICE OF TRANSIT, BICYCLE, AND PEDESTRIAN PLANNING

Gregory R. Krykewycz, PP, AICP  
DVRPC PPTF  
September 12, 2013







# SEPTA's Rail-System Plan for 2023

Without Additional State Funding



## What We Do

### Individual Planning Studies

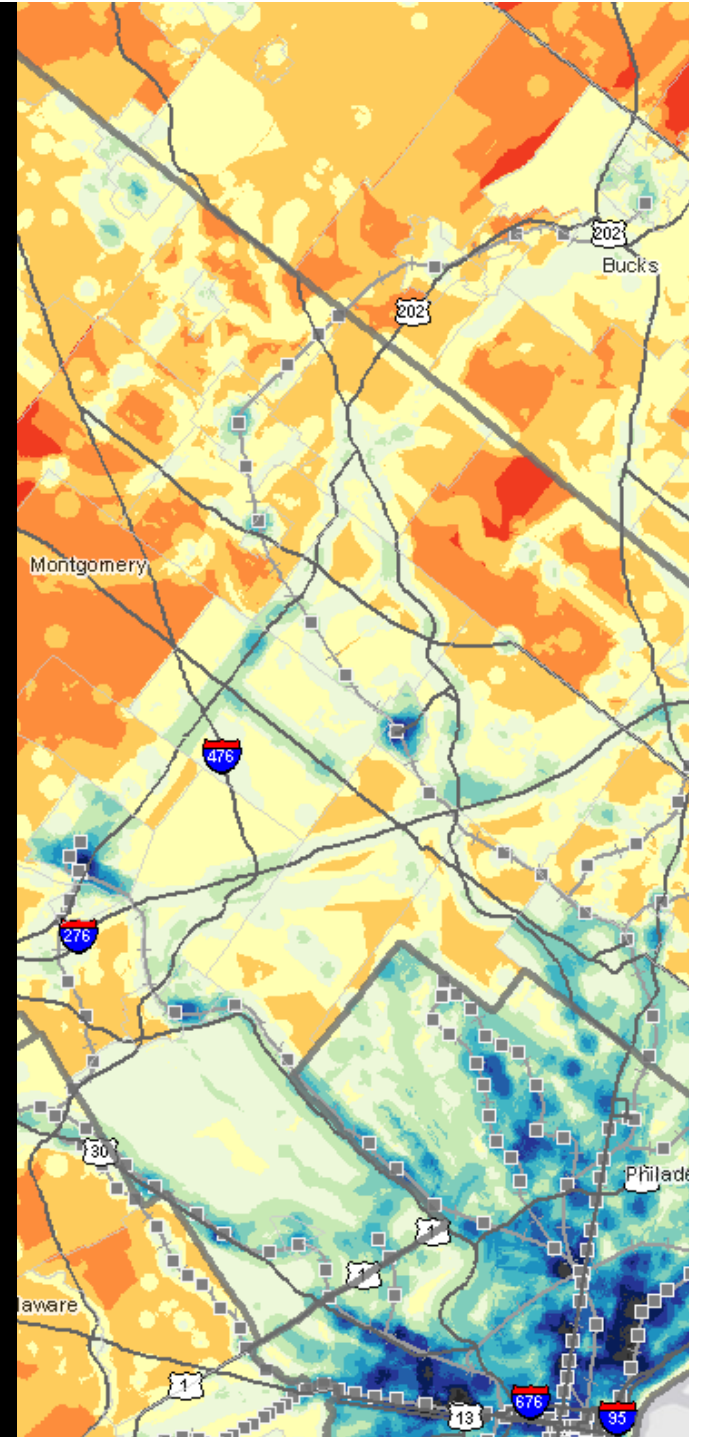
Discrete transit/bike/ped planning projects requested by our partners and member governments.

### Regional Analysis and Priority Setting

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

### Project selection for CHSTP programs

Convene counties and transit agencies to solicit, score, and select projects on a regular basis.







# NORRISTOWN TRANSPORTATION CENTER

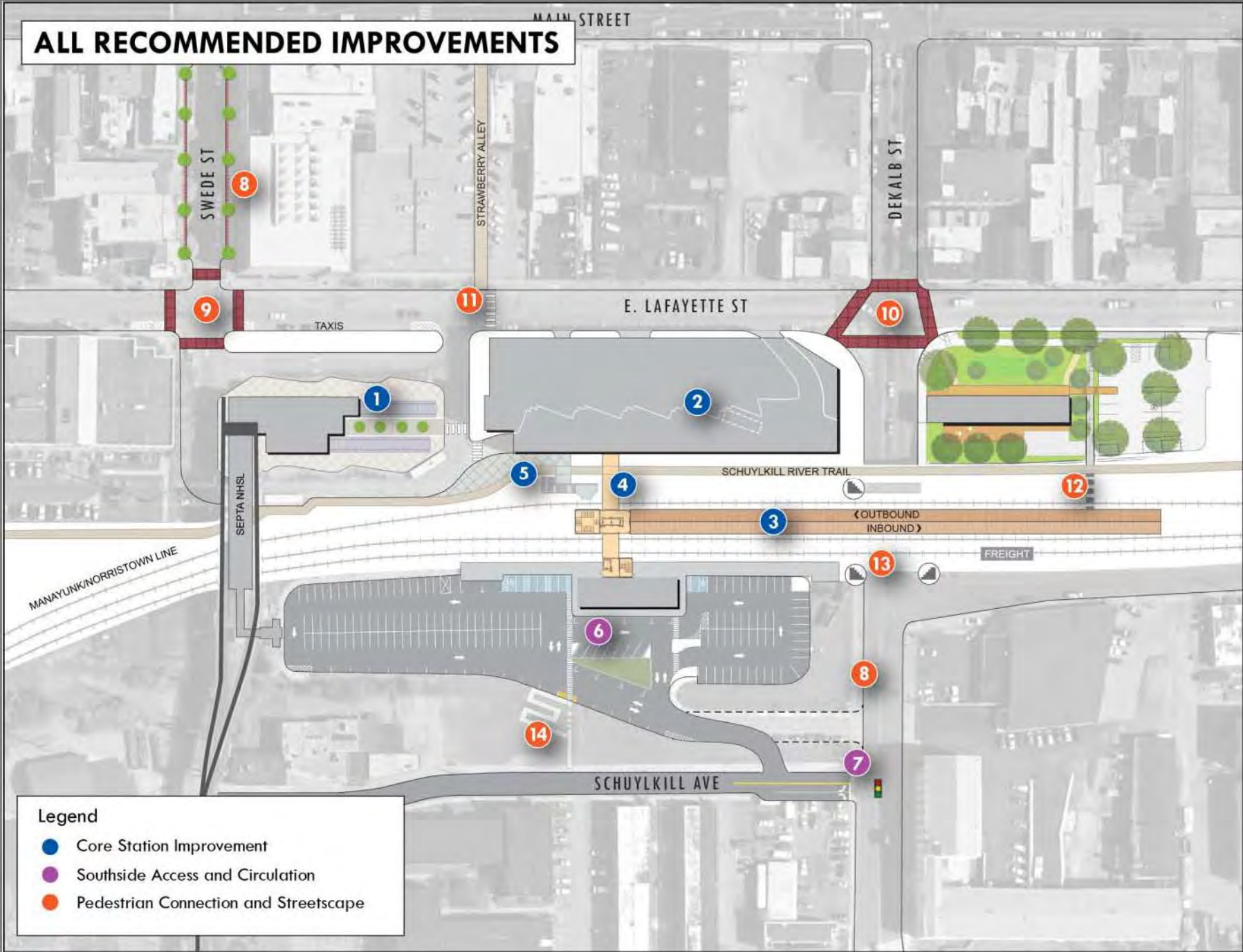
PRESENTATION FOR MONTGOMERY  
COUNTY PLANNING COMMISSION

June 12, 2013





# ALL RECOMMENDED IMPROVEMENTS



## Legend

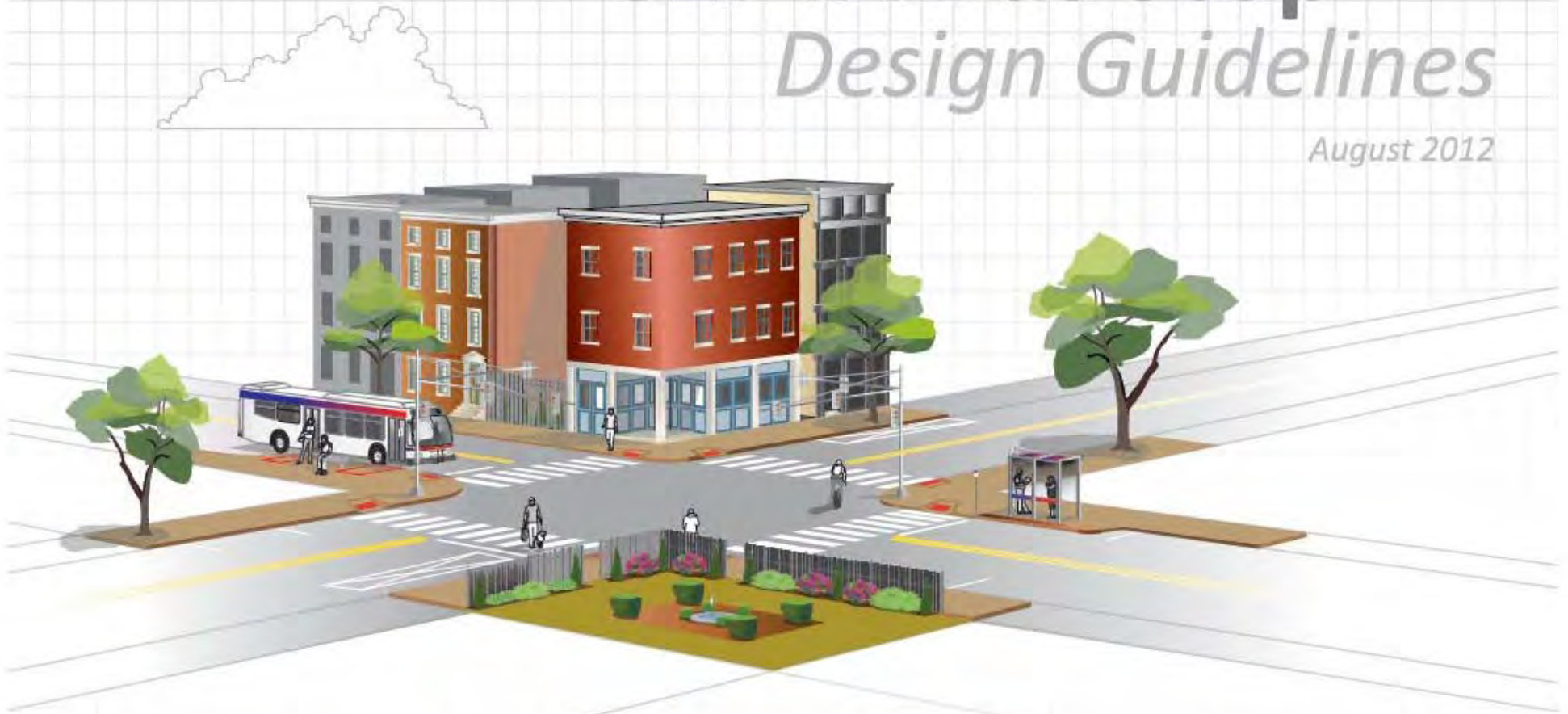
- Core Station Improvement
- Southside Access and Circulation
- Pedestrian Connection and Streetscape





# SEPTA Bus Stop *Design Guidelines*

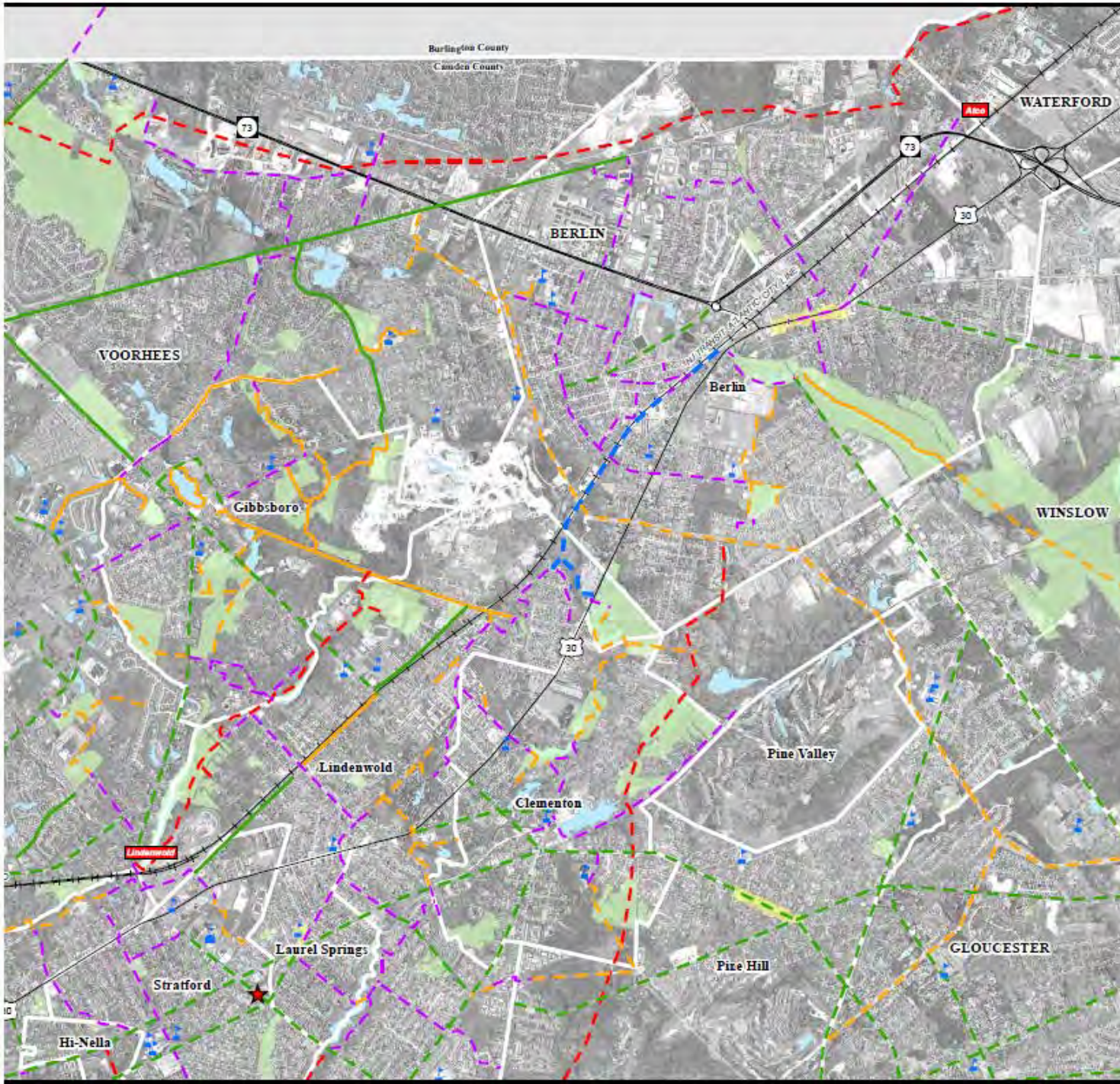
August 2012





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





## Map Panel 5

### Off-Road Bicycle/Multi-Use Facilities:

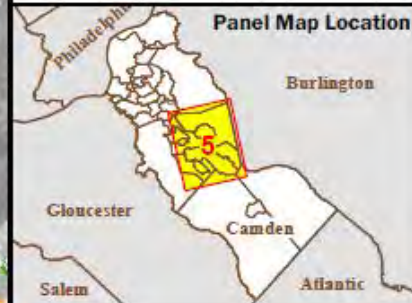
- Circuit Trail (Existing)
- Circuit Trail (Proposed)
- County Identified Route (Proposed)
- Other Route (Existing)
- Other Route (Proposed)

### On-Road Bicycle/Multi-Use Facilities:

- Bicycle Lane (Existing)
- Bicycle Lane (Proposed)
- Recommended Route (Proposed)

### Other Features:

- Passenger Rail Station (Indicated by Station Name)
- Employers (500 or More Employees)
- College/University
- Elementary/Secondary School (public & private)
- Bicycling Barrier
- "Main Street" Retail District
- Protected Open Space/Park



Sources:  
 Bicycle/Multi-Use Trails: DVRPC/Camden County  
 Proposed Greenways: Camden County Open Space and  
 Farmland Preservation Plan - DVRPC, 2004  
 Parks: DVRPC Protected Open Space, 2011  
 Major Employers with 4500 Employees: NELTS Database, 2010  
 Elementary/Secondary Schools: National Center for Education Statistics

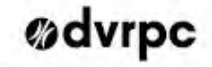
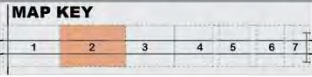




Figure 12:

# SECTION 2: Bigler Street to Packer Avenue

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



### Existing.

There is excess width at the intersection of Broad and Bigler streets along with narrow curb ramps and crosswalks.

### Interventions.

Widen the crossing markings and curb ramps and build bumpouts on both sides of the intersection to ease the crossing for path users.

### Existing.

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

### Intervention.

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



### Existing.

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

### Intervention.

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

### Existing.

On both sides of Pollock Street at Broad Street, 10 feet by 20 feet pavement markings are striped to keep cars from blocking the intersection.

### Intervention.

To ensure that these clear areas remain clear, bumpouts would be constructed on both sides of Pollock. This would ensure that vehicles do not block the crossing and would make the crossing safer by shortening the distance and forcing vehicles to slow as they began turns.

### Existing.

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

### Intervention.

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



### Existing.

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

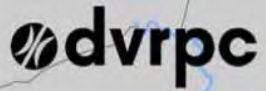
### Intervention.

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

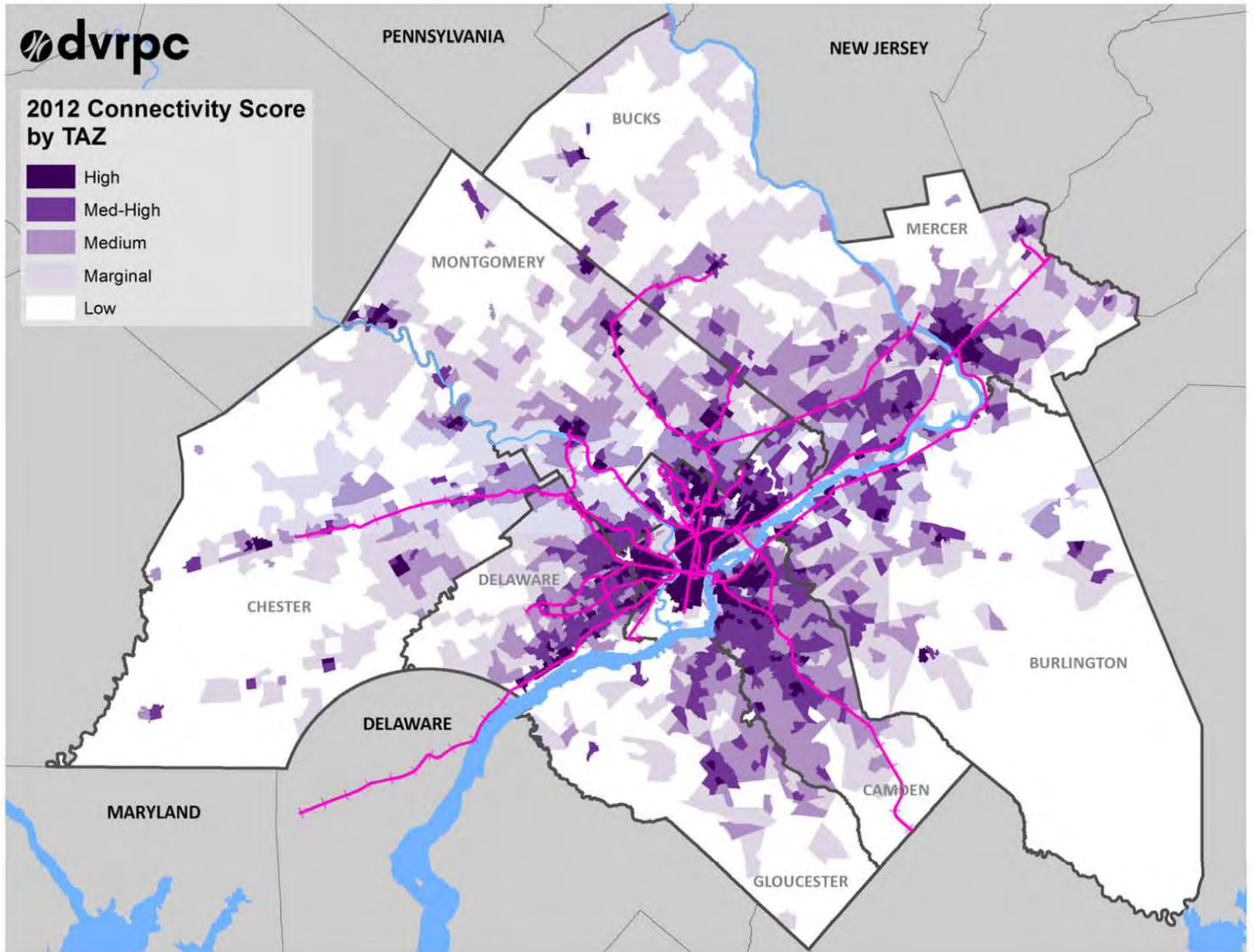
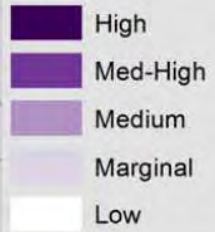


Source: Delaware Valley Regional Planning Commission, 2012.

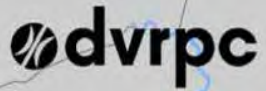




### 2012 Connectivity Score by TAZ

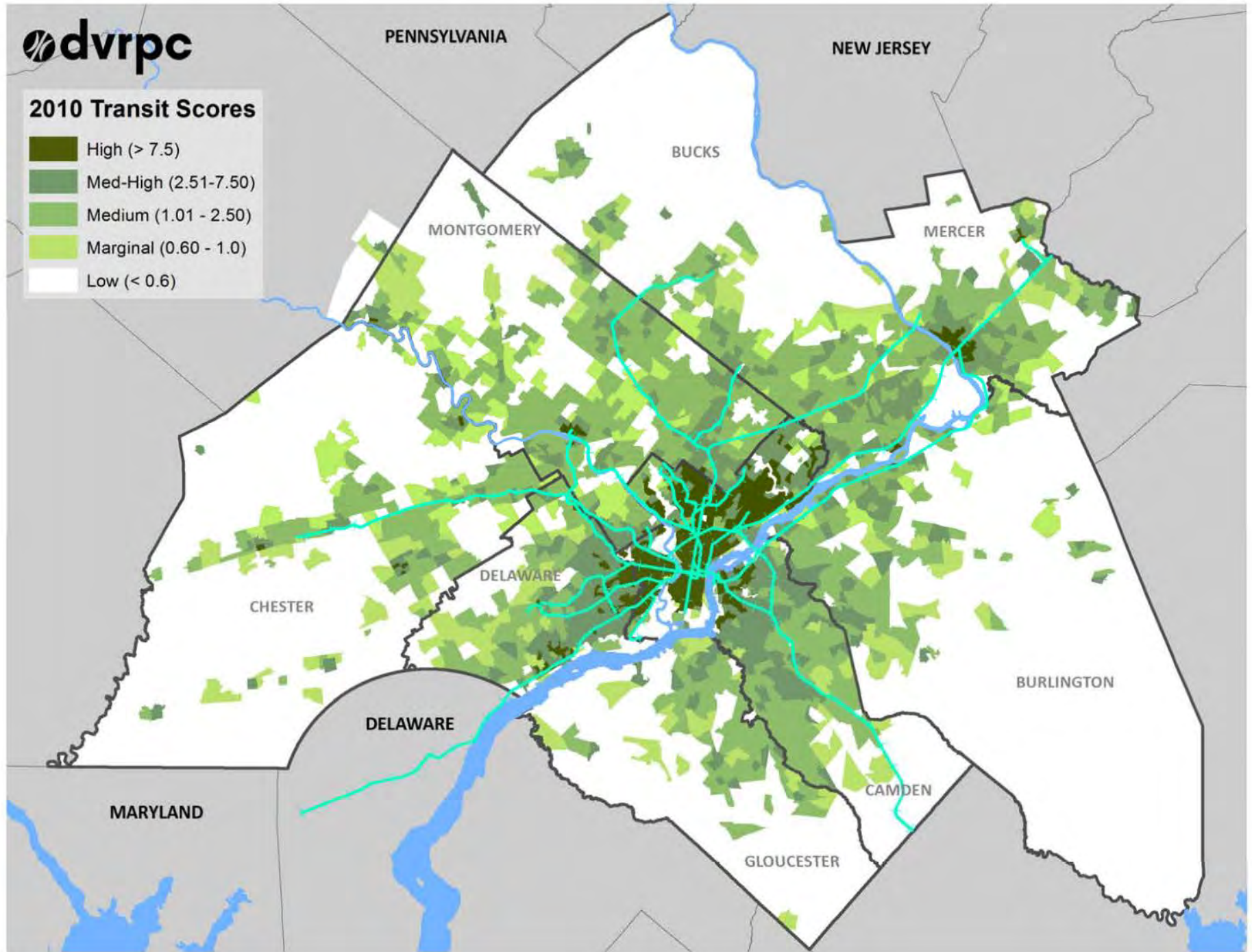






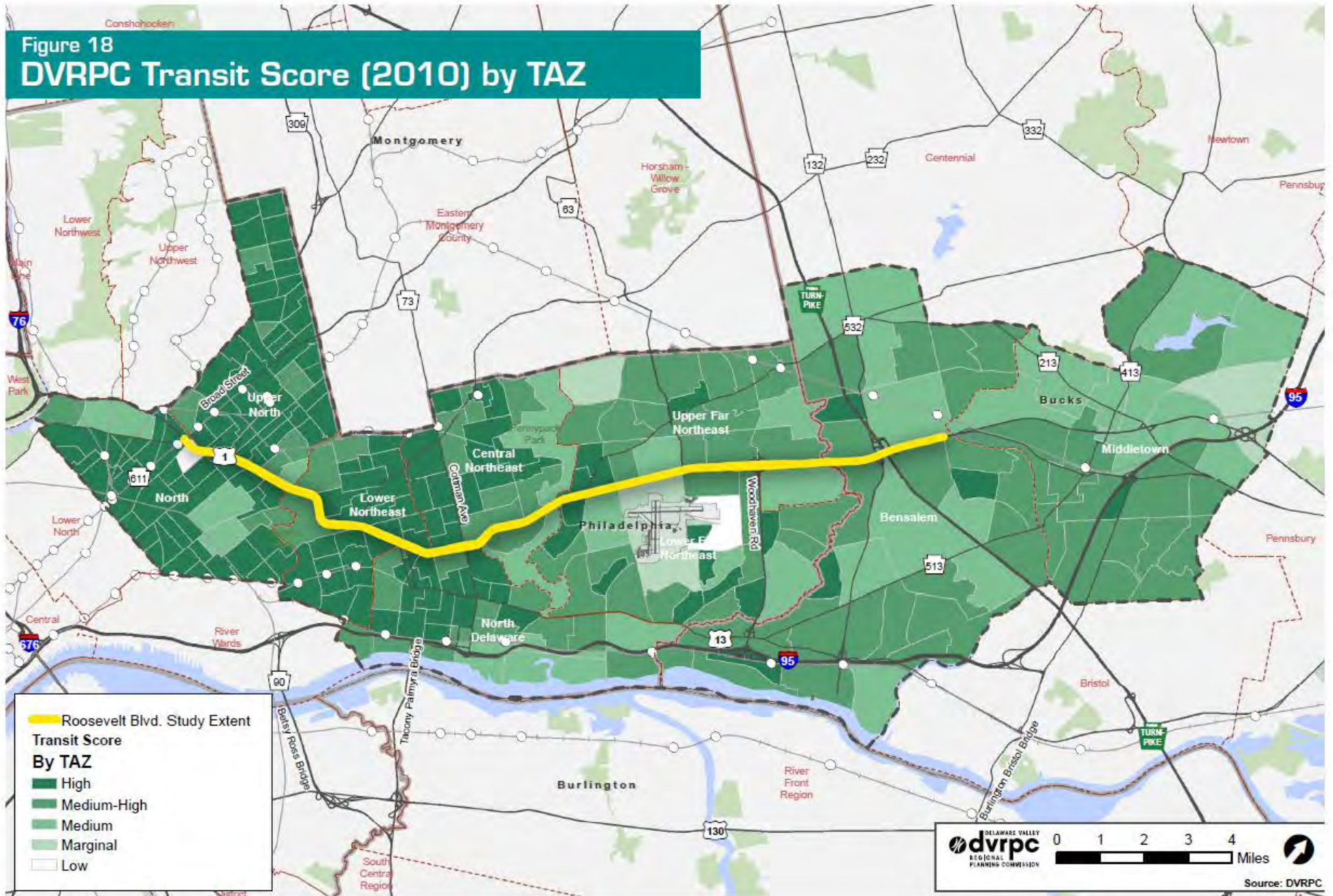
### 2010 Transit Scores

- High (> 7.5)
- Med-High (2.51-7.50)
- Medium (1.01 - 2.50)
- Marginal (0.60 - 1.0)
- Low (< 0.6)

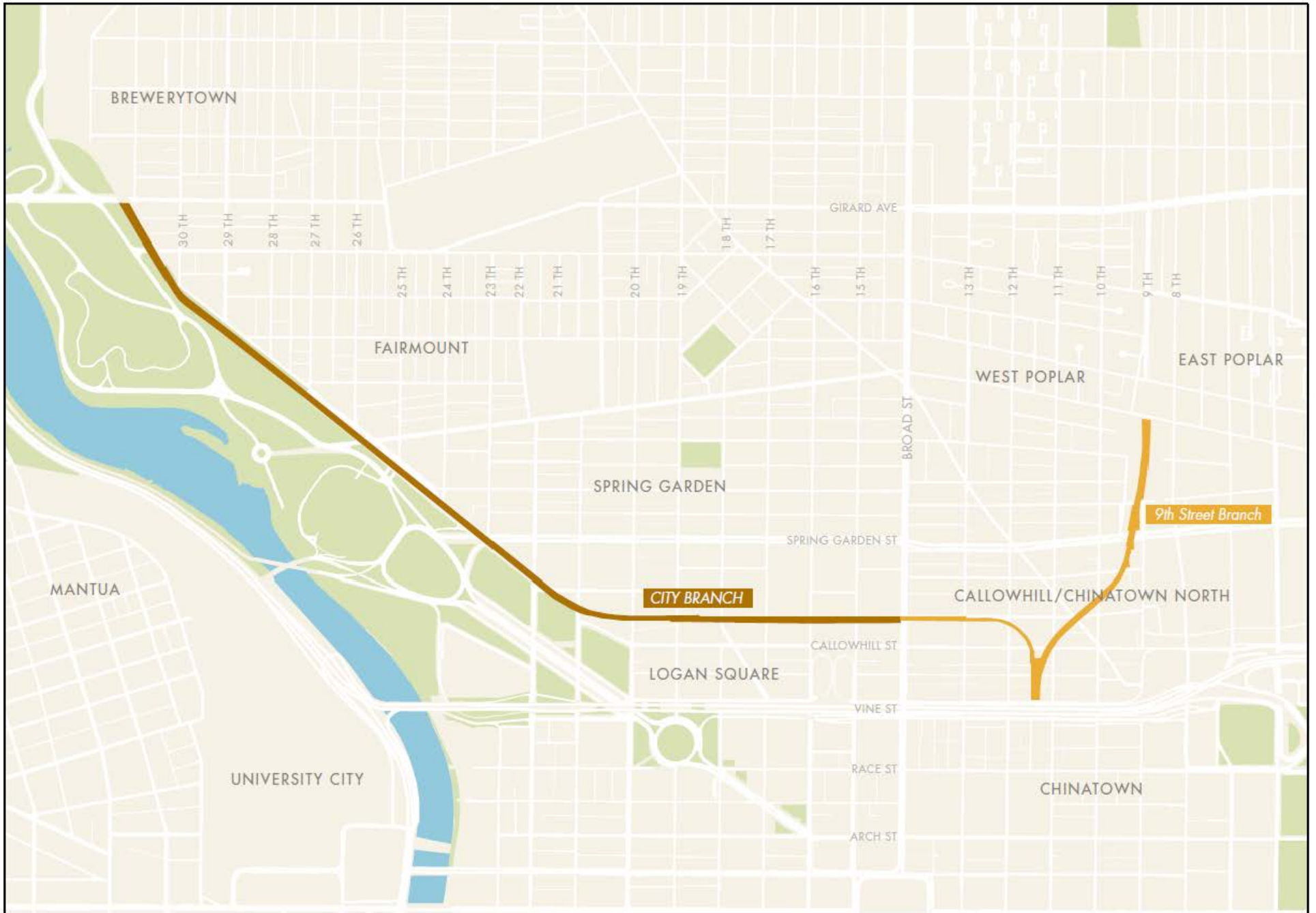


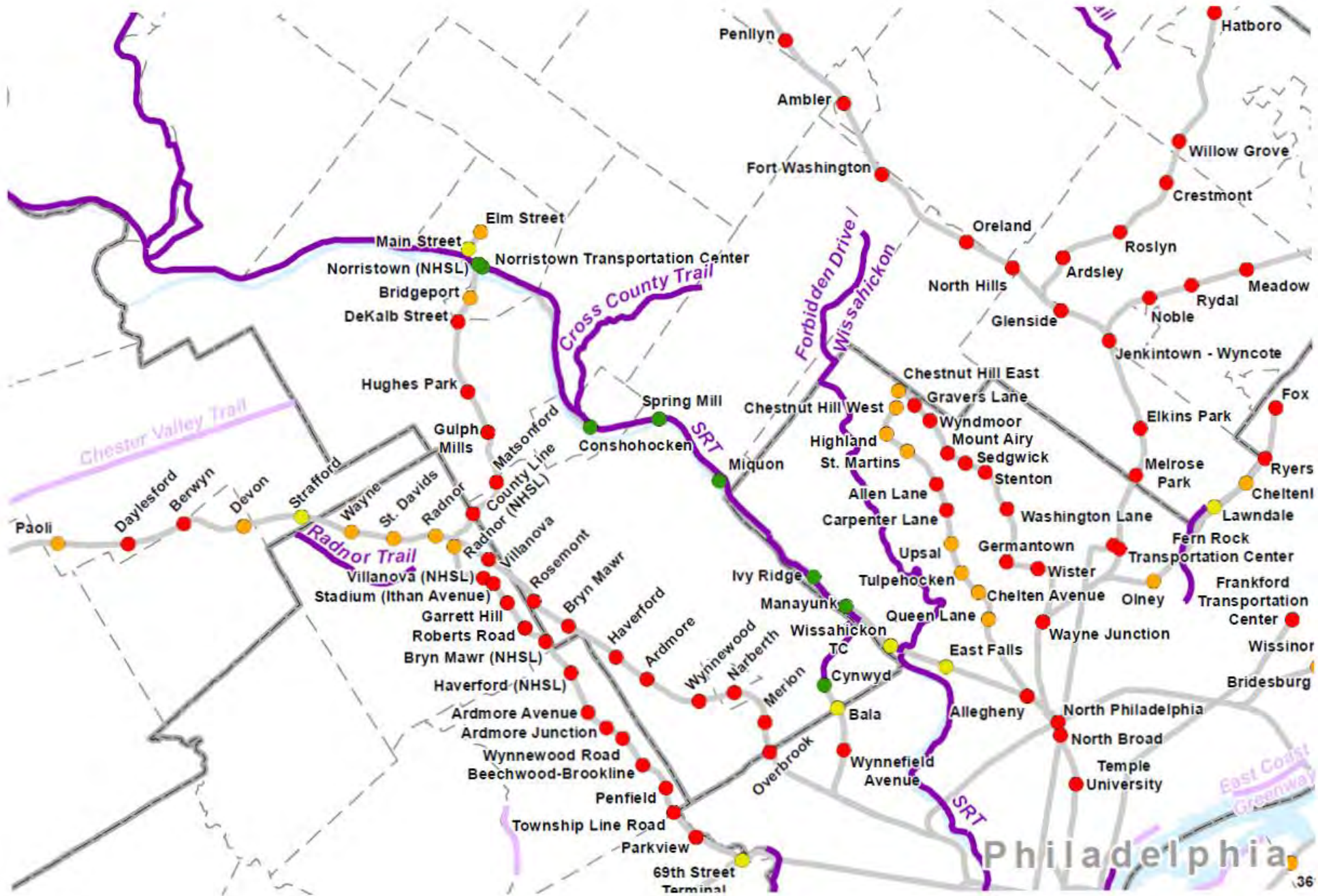


**Figure 18**  
**DVRPC Transit Score (2010) by TAZ**













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