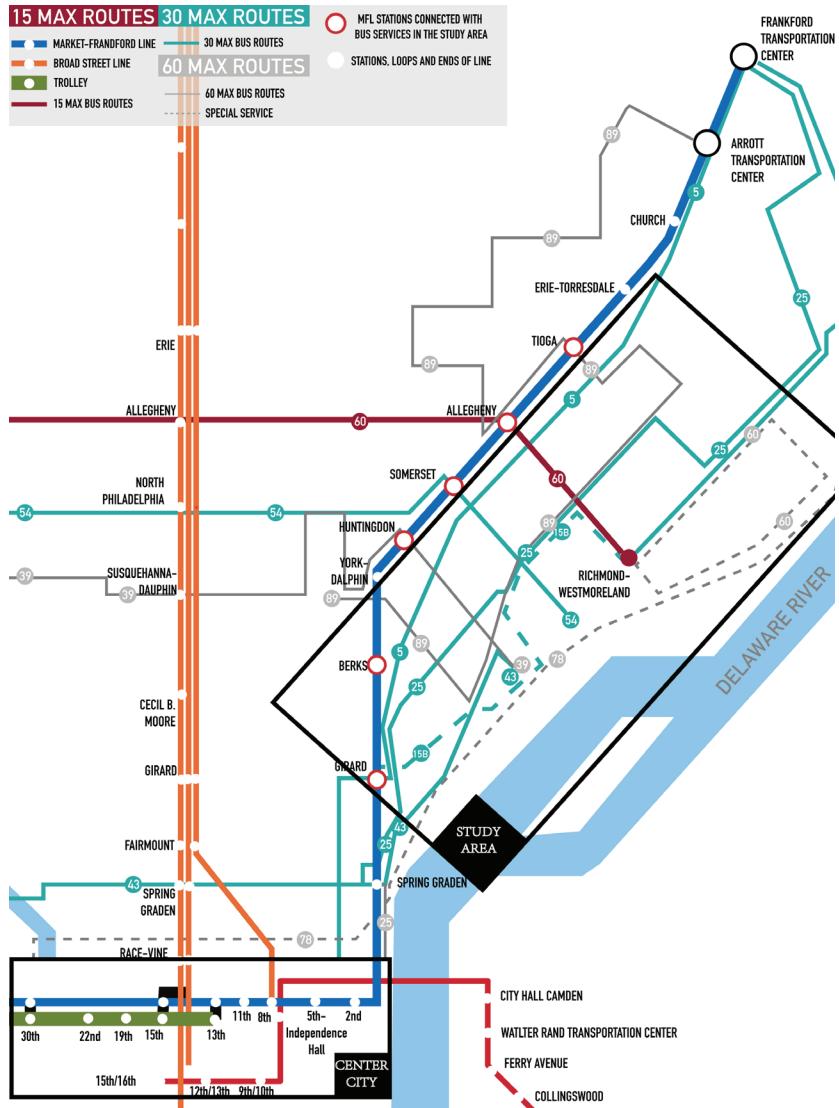


# TRANSPORTATION CONNECTIVITY



Both Fishtown and Port Richmond have access to all modes of public transit throughout the city. However, the majority of bus routes are concentrated in Fishtown and accessing the Market-Frankford Line (MFL) subway line becomes a longer commute from most points of the neighborhood as you enter Port Richmond.

By automobile, both neighborhoods find easy access to the city and the region through North Delaware Avenue and I-95. The ease of roadway access has resulted in the majority of neighborhood residents choosing to commute by car even with 10 bus routes, a trolley route, and the MFL serving the site.



Fishtown Septa Bus



MFL Station

## COMMUTING FLOW

Most residents in Port Richmond and Fishtown work in Center City, University City, and in the neighborhood area. There are more residents in Fishtown who work in these destinations, comprising 27.3% of total commuters, while Port Richmond residents make up 19.9% of this workforce.

## FREIGHT RAIL

There are two freight rails within the study area. One is the Philadelphia Belt Line Railroad, which runs along the Delaware River waterfront and Aramingo Avenue. The other is the Richmond Industrial Track owned by Conrail running through Kensington and Port Richmond, which is an active industrial rail. The operating freight rail, which runs adjacent to pedestrian activity, raises public concerns for the safety of residents crossing nearby.

## I-95 RECONSTRUCTION

I-95 is undergoing a long-term and multi-phased reconstruction. The part of I-95 within this site area continues from the Girard Avenue Interchange to the Allegheny/Castor Interchange (GIR) project area and from Ann Street to the Frankford Creek (AFC) area. This section

of I-95 is one of the busiest, with average daily traffic ranging from 120,000 to 160,000 riders. It also faces some of the worst congestion, especially along the southbound side, parallel with Fishtown.

The section of reconstruction in this neighborhood aims to expand southbound I-95 from three lanes to four lanes in each direction, construct a fifth auxiliary lane for ramp traffic at Girard Avenue and Allegheny Avenue and reconstruct southbound on-off ramps at Girard Avenue. The project is expected to end in 2023 with a total cost of \$311.5 million.

In addition to changes to the street surfaces, the public spaces underneath and adjacent to the interstate are also under redesign. Connector streets, which act as an important access link between the neighborhoods and the riverfront, are also expecting changes. The improvements to connector streets include lighting, landscaping, signage, and improved sidewalks and bicycle lanes in order to increase pedestrian, cyclist, and motorist safety. Up until now, only the Frankford Avenue connector and the Columbia Avenue connector have improved.

## PUBLIC TRANSPORTATION

The area is served by 10 bus routes. Most of the buses have the maximum headway of 30 minute frequencies, with the exception of Route 89 and 39 which have a headway of every 60 minutes, and Route 60 with a headway of every 15 minutes.

The MFL, which connects residents to Center City, serves the two neighborhoods with bus connections improving access specifically in Port Richmond.

Residents of Fishtown have walkable access to the Girard and Berks stations since both are within 0.25 miles from most parts of the neighborhood. Residents also have the ability to take Route 5 or 15B to Girard station or take the Route 39 bus to the Huntingdon station.

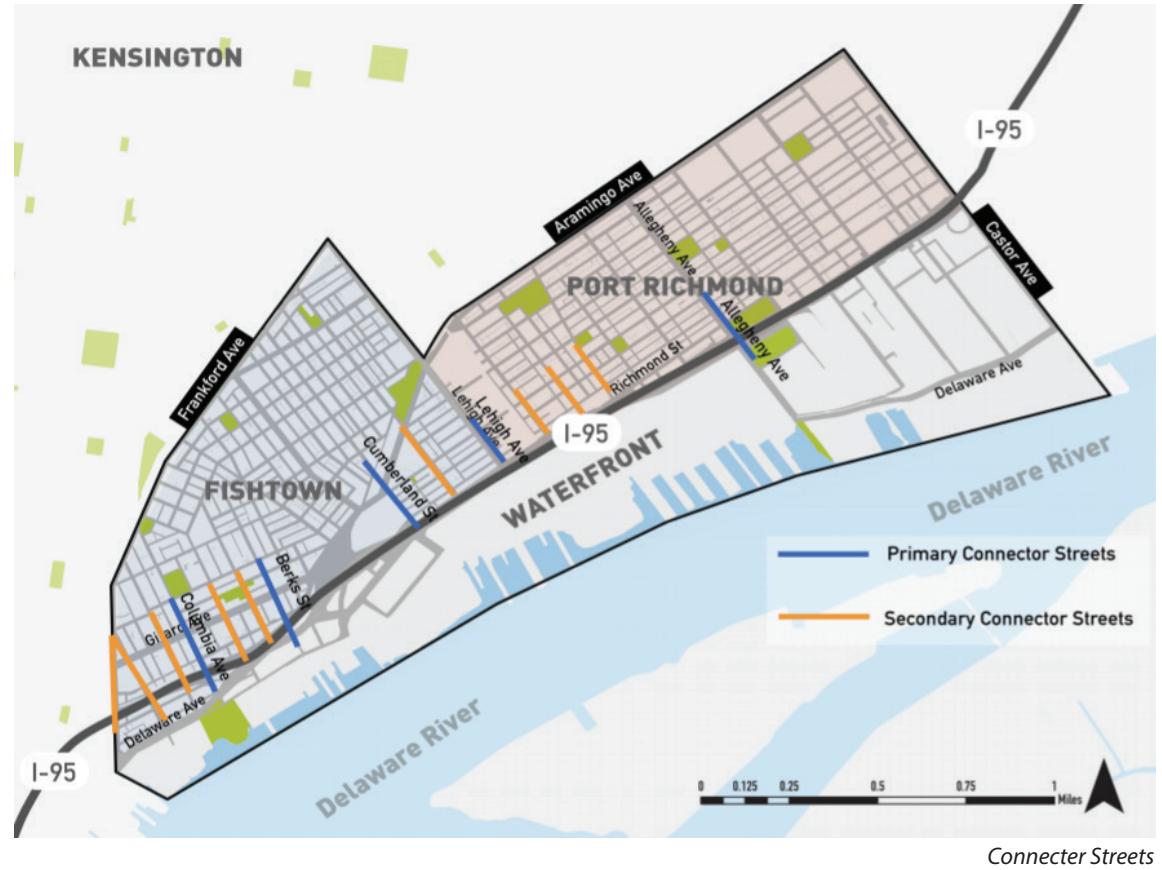
By contrast, residents of Port Richmond could take Route 54, 60 or 89 to reach the Somerset station, Allegheny station and Tioga station. However, they need to spend more time in transit to reach the MFL stations than residents of Fishtown.

# NEIGHBORHOOD CONNECTIVITY

## PROBLEMS FACING CONNECTIVITY

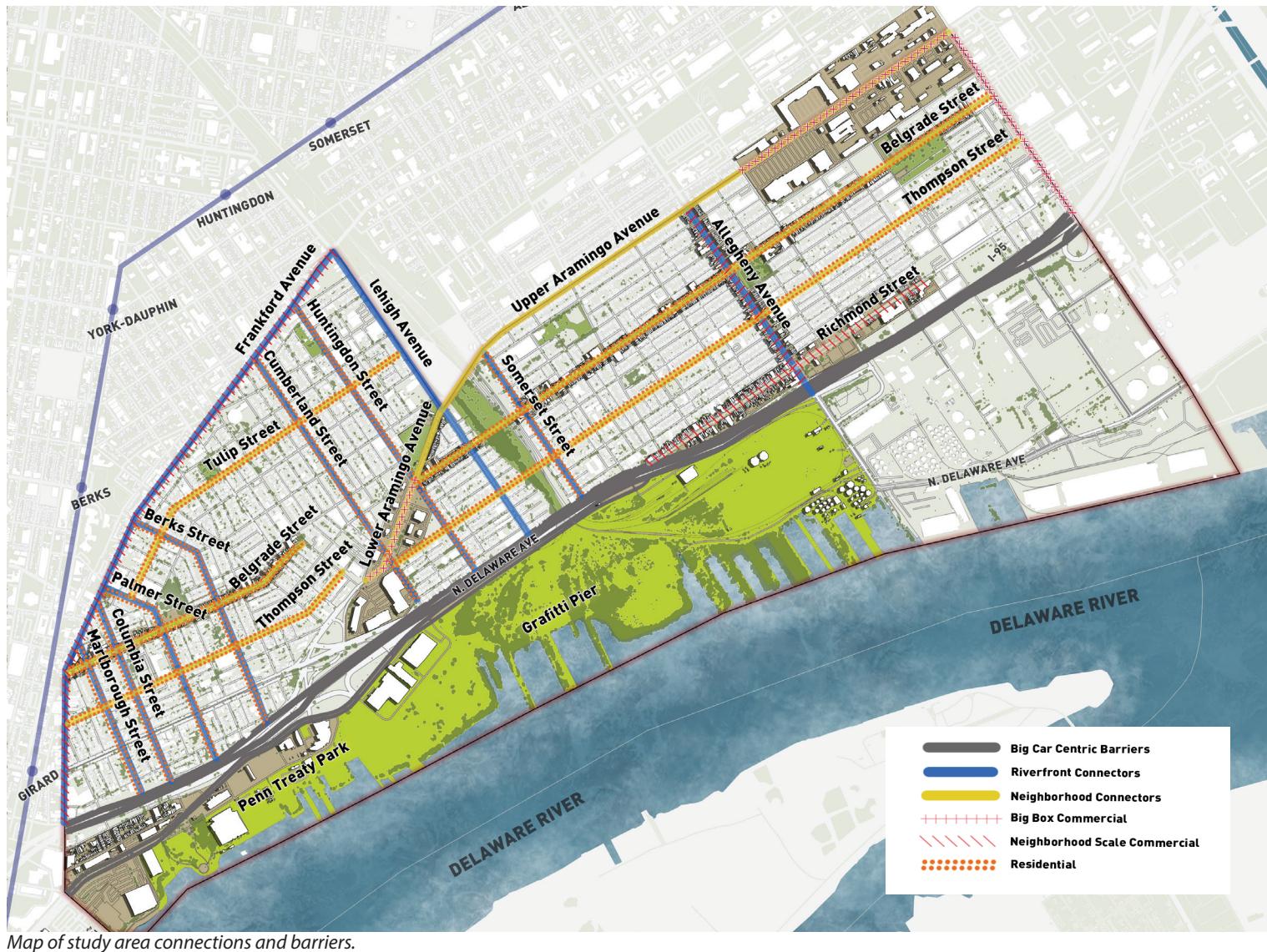
Between Fishtown and Port Richmond there are four streets that cross both neighborhoods: Belgrade Street, Thompson Street, Tulip Street and Aramingo Avenue. However, traveling by foot between the two neighborhoods and to the riverfront is challenging. I-95, the 7-lane North Delaware Avenue, big box shopping corridors along Upper and Lower Aramingo Ave, as well as the poorly-lit Lehigh Viaduct act as barriers to access through and around the site boundary.

Pedestrians and cyclists face many barriers that inhibit safe access throughout the neighborhoods and to the riverfront. I-95 and Delaware Avenue on the east, force pedestrians to traverse a multilane arterial road in order to reach the riverfront. To the north, the Lower Aramingo big box commercial area with its sea of parking spaces, inhibit comfortable pedestrian movement towards the MFL on Kensington Avenue. Upper Aramingo Ave and Castor Ave border big box and industrial parcels further discouraging pedestrian use.



## EXISTING CONDITIONS

## neighborhood connectivity



## HARD BARRIERS

The I-95, Delaware Avenue, Upper Aramingo, the Lehigh Viaduct, Lower Aramingo, and Castor Avenue constitute concrete barriers to access through and outside our site. The I-95 creates unpleasant and wide underpasses to cross before then forcing the pedestrian to cross Delaware Avenue's seven lanes.

Upper Aramingo is home to a big box commercial corridor that sours access to the MFL line on Kensington Avenue with its sprawling parking lots, large setbacks, and uninspiring facades. This also makes the flow of residents outside of the study area, into it, and towards the waterfront unlikely.

The Lehigh Viaduct's squalid underpass and Lower Aramingo's parking squander any sense of connection and walkability between the two neighborhoods.

Castor Avenue on the north borders big box commercial and industrial parcels. It backs more industrial space, a large I-95 interchange, and Frankford Creek. This means the study area is bounded quite solidly in all directions, and disjointed between itself due to the Lehigh Viaduct that runs between the two neighborhoods of Fishtown and Port Richmond.

## NEIGHBORHOOD THOROUGHFARES

The site has only four streets running through both neighborhoods - Belgrade Street, Thompson Street, Tulip Street and Aramingo Avenue. The former three are intercepted by both the Lower Aramingo Avenue big box business corridor and the Lehigh Viaduct, which make movement between the two exceedingly difficult.

## RIVERFRONT CONNECTORS

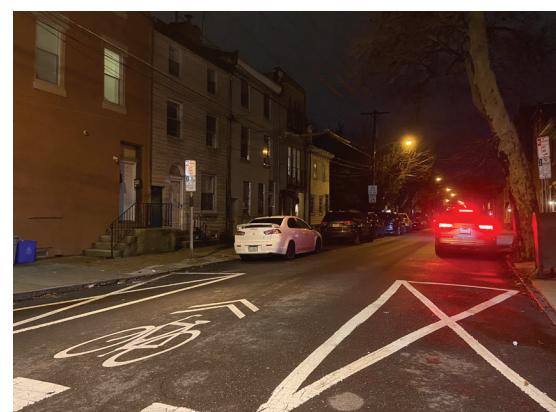
The study area has a plethora of streets offering riverfront connections, albeit not the friendliest. Those streets are Allegheny Avenue, Somerset Street, Huntington Street, Cumberland Street, Berks Street, Palmer Street, Columbia Street, and Marlborough Street. Only two out of eight are located in Port Richmond, creating an unequal level of access to riverfront recreation. These streets all cross the I-95 underpasses and the 7-lane Delaware Avenue, making for an unpleasant non-automobile experience.

## CONNECTING NEIGHBORHOODS TO EACH OTHER & THE RIVERFRONT

Port Richmond and Fishtown are divided from each other by the Lehigh Viaduct and big box commercial on Aramingo Avenue. The viaduct has only three connector streets between the neighborhoods at Tulip Street, Belgrade Street and E Thompson Street. The difficulty of movement between the neighborhoods further hinders the ability for residents to enjoy equal access to amenities and reinforces Port Richmond's insularity. While I-95 is a current barrier for movement, the I-95 reconstruction project has presented an opportunity for major redesign changes to surface streets and public spaces underneath and adjacent to the interstate. While the project has exacerbated connectivity concerns to the waterfront and the community, the project also invites the opportunity to consider improvements to the streetscapes including, better bicycle and pedestrian infrastructure.



*Unfinished Trail along Delaware*



*Neighborhood Street*



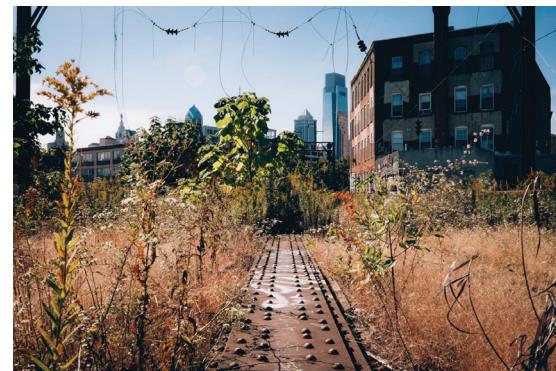
*N Delaware Ave*



*I-95 Sound Barrier*



*Lehigh Viaduct*



*Lehigh Viaduct*