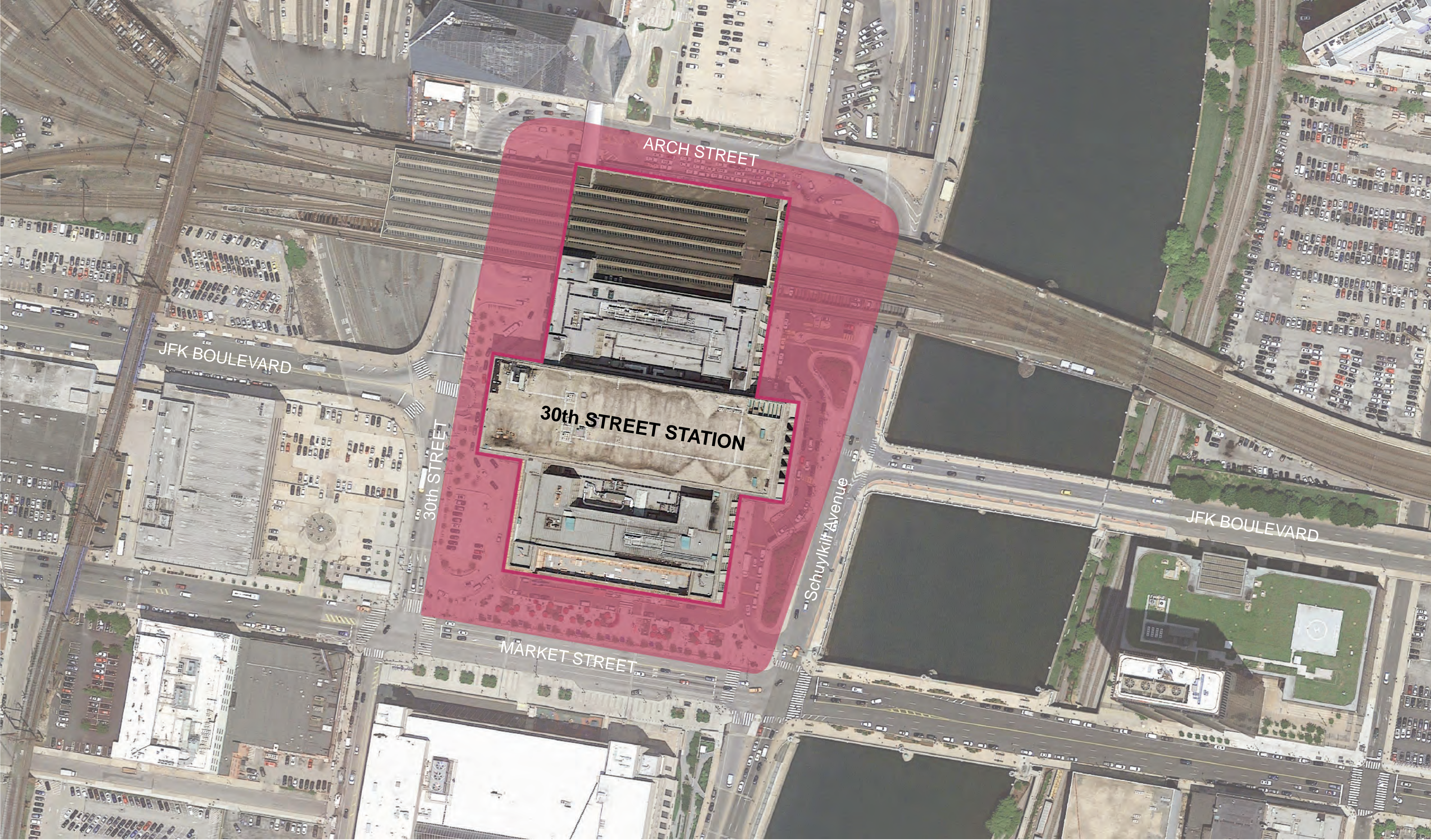


# Conditions Today

30th Street Station Plaza Study Area



Aerial Overview



Aerial Looking North



Aerial Looking East



Aerial Looking West





# The 2016 District Plan

## 30th Street Station District Plan



## Skyline View from Center City



## Station Plaza View from East



## District Plan Plaza Principles

Honor the East-West Axes and the Historic Facade

Create Seamless Access for All Modes and Design for Flexibility

Visually Unify the Field

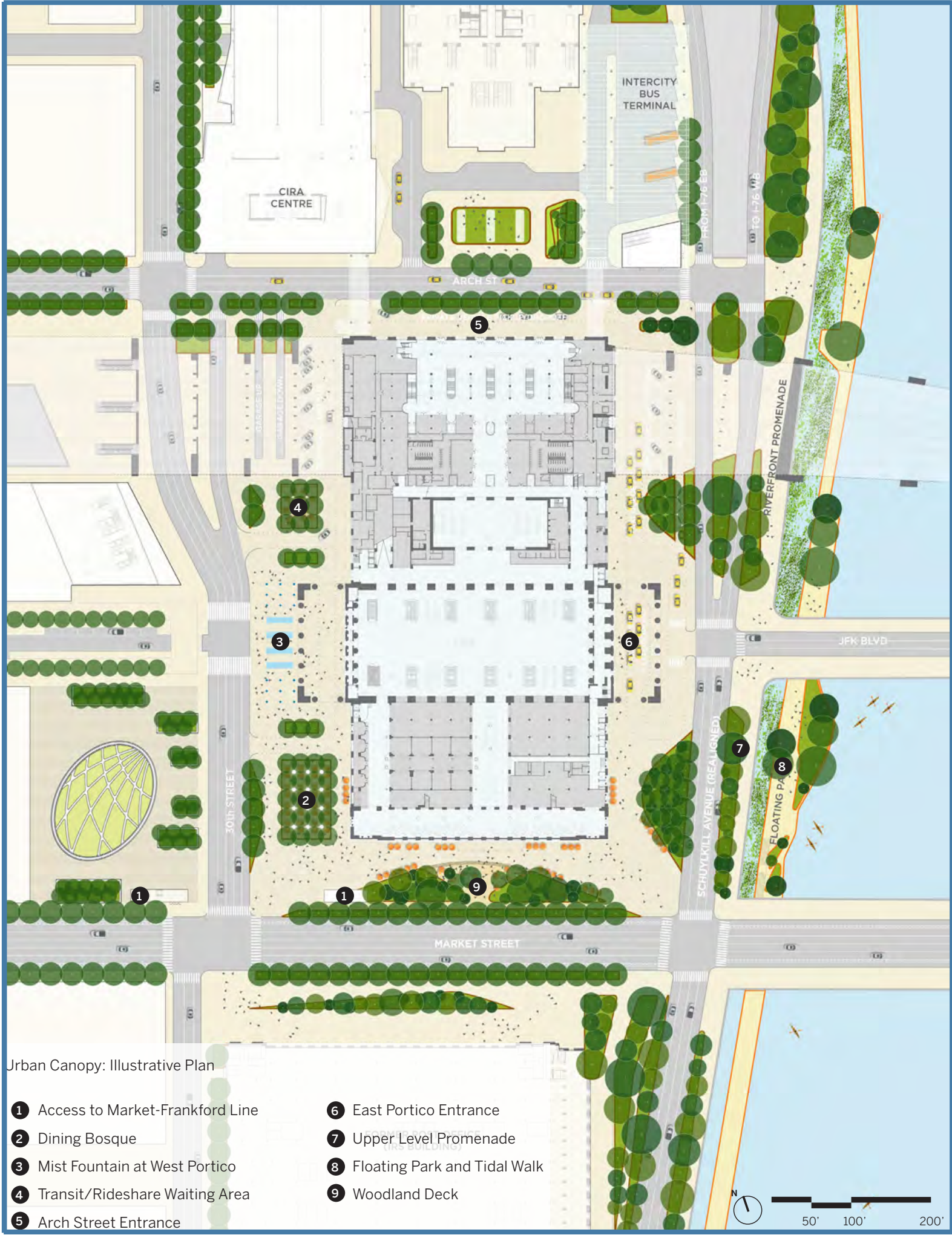
Link to the River

Program the Plaza to Serve Customers, District, and City

Program and Design Each Side of the Plaza Uniquely

## Station Plaza Schemes from District Plan

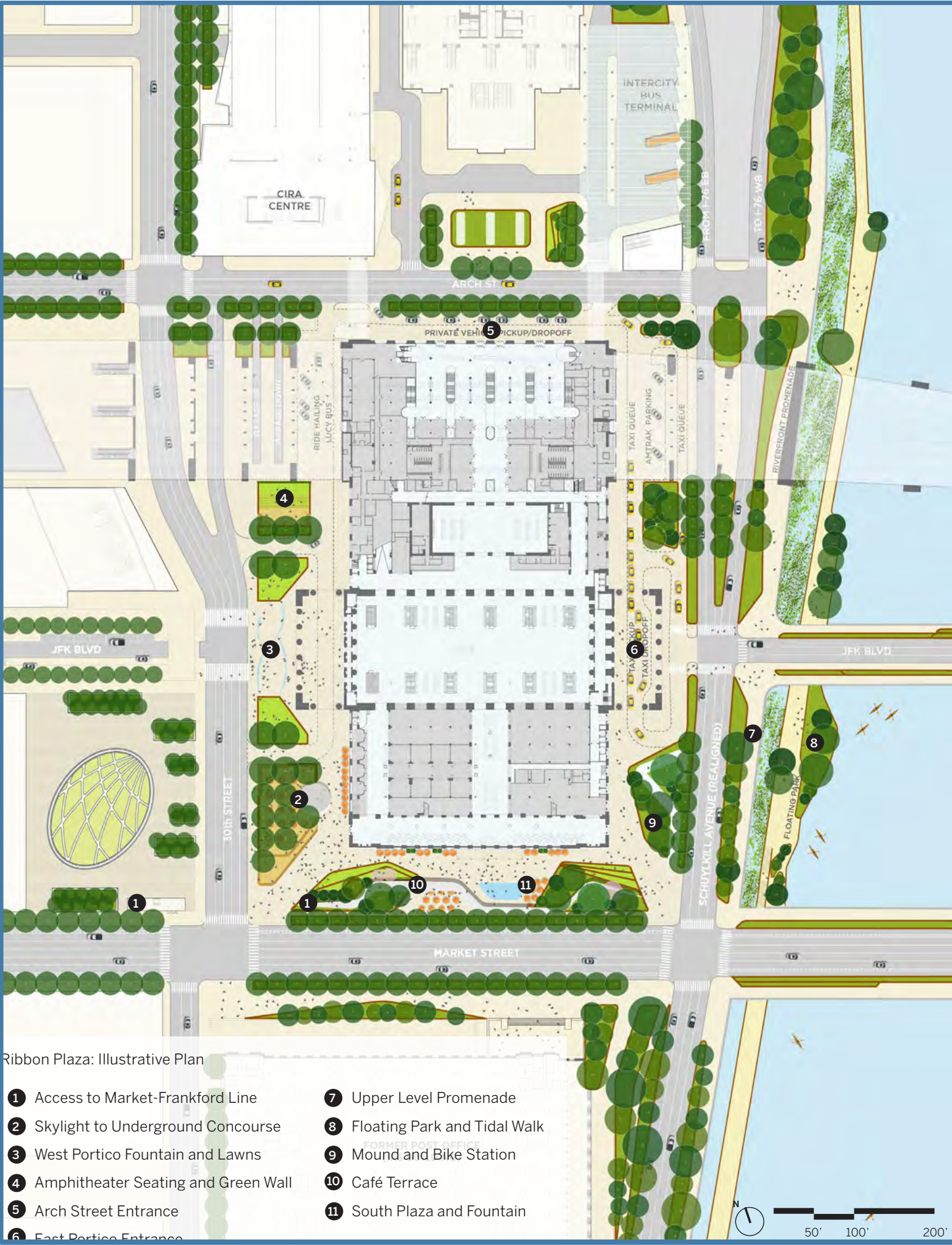
### Urban Canopy



### Mirror Plaza



### Ribbon Plaza

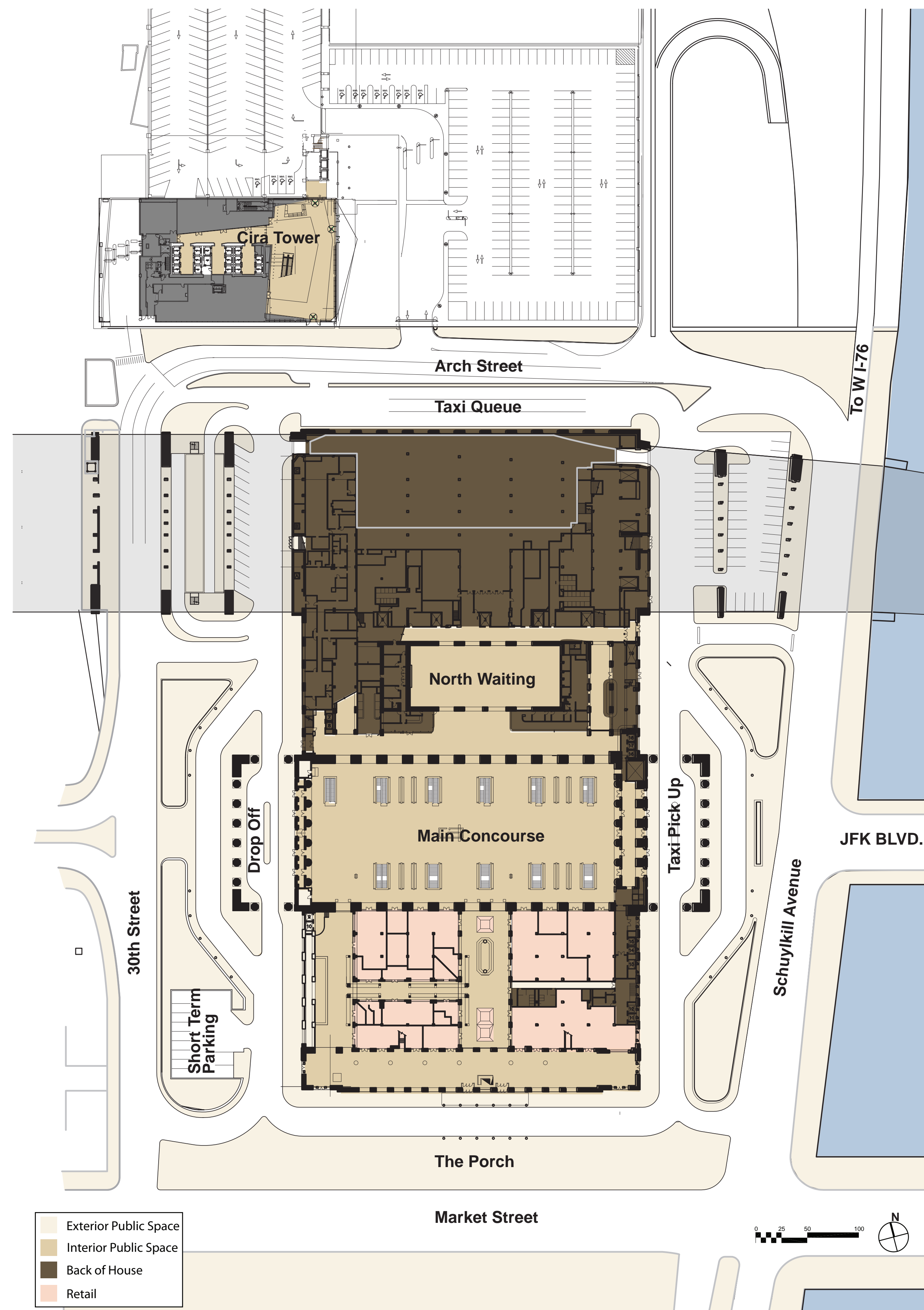


\*The District Plan was completed in 2016 and is shown for reference purposes. Images courtesy SOM/ © Amtrak.



# Conditions Today

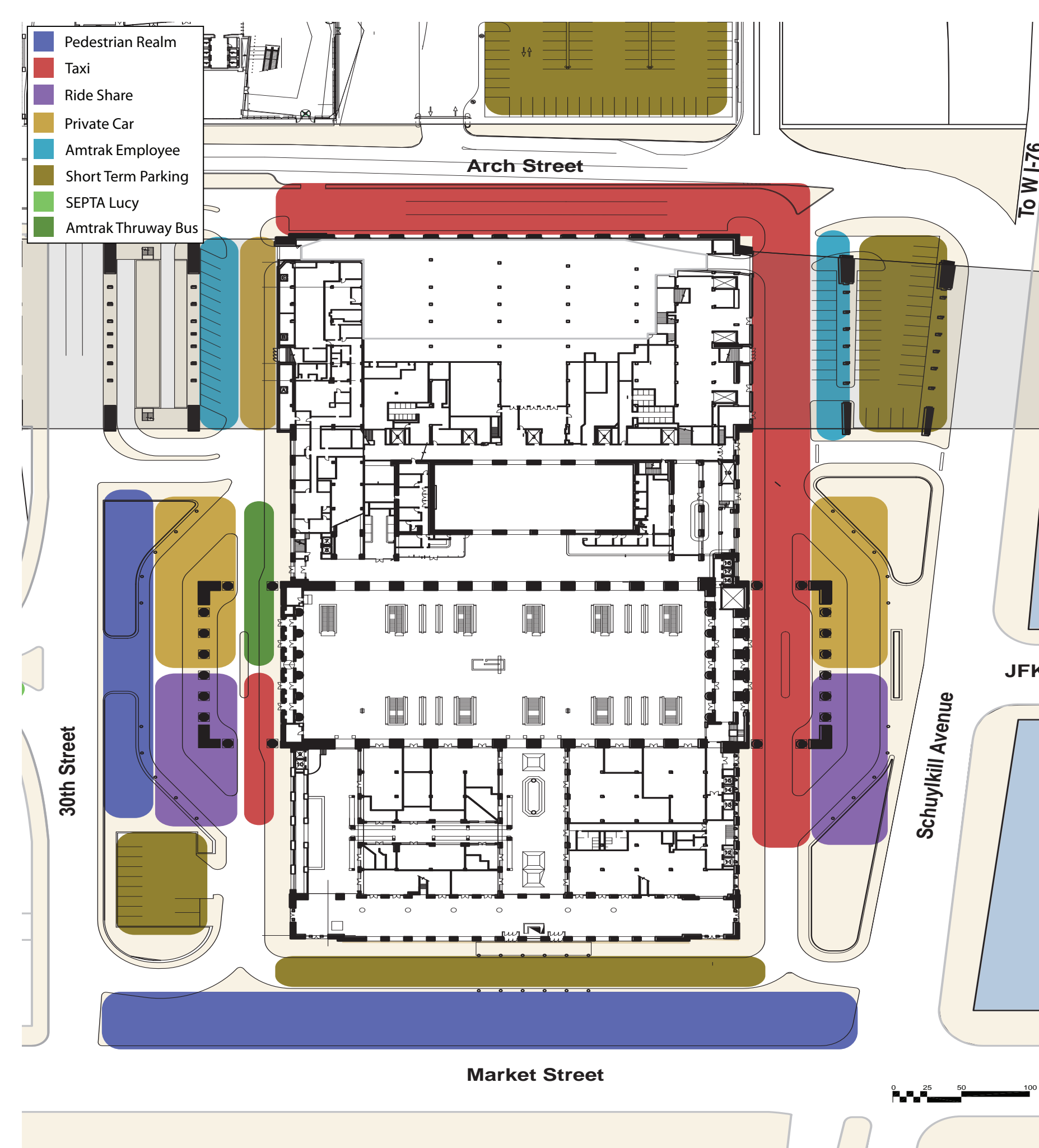
## Plan of Existing 30th Street Station & Station Plaza



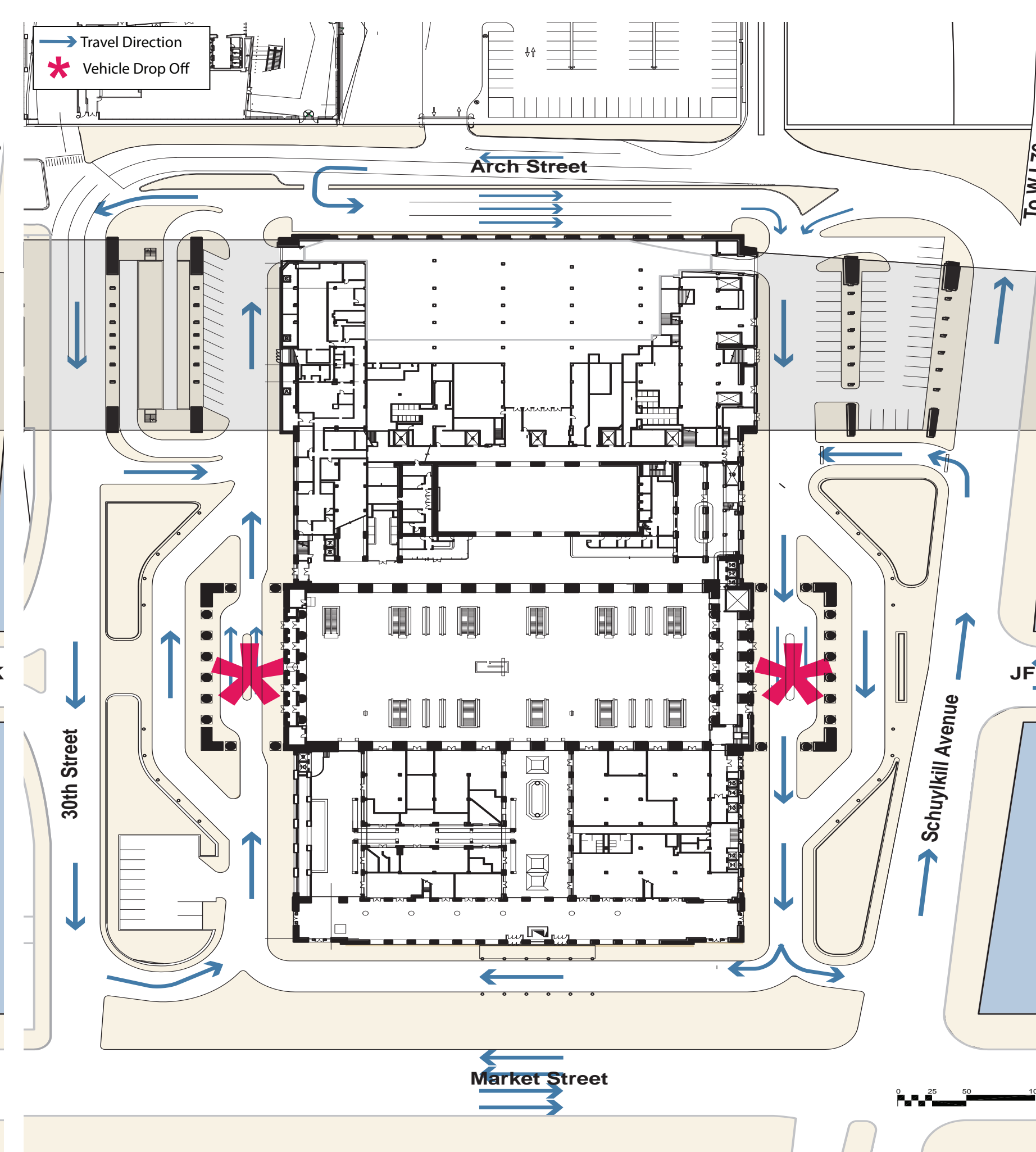
- 50% of plaza area is for vehicular use
- 40% of plaza area is non-vehicular use
- 10% of plaza area is unusable



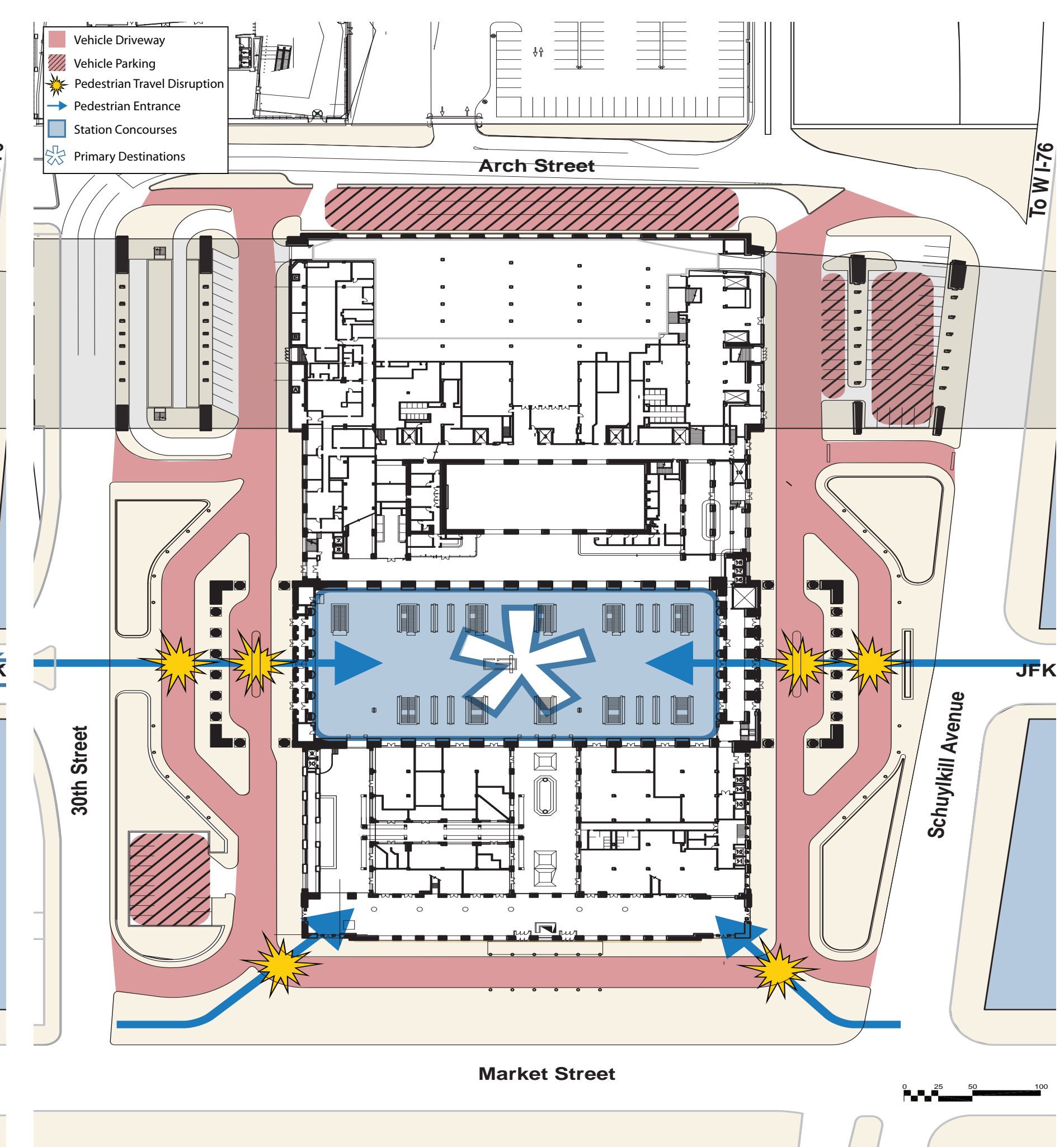
## Use Distribution



## Vehicle Circulation



## Pedestrian Access



- Most intense vehicle usage compressed into east and west portico
- Taxi queuing occupies the full north plaza and taxi pickup the full east plaza
- Surface parking and inner circulation roads take up large areas of the plaza

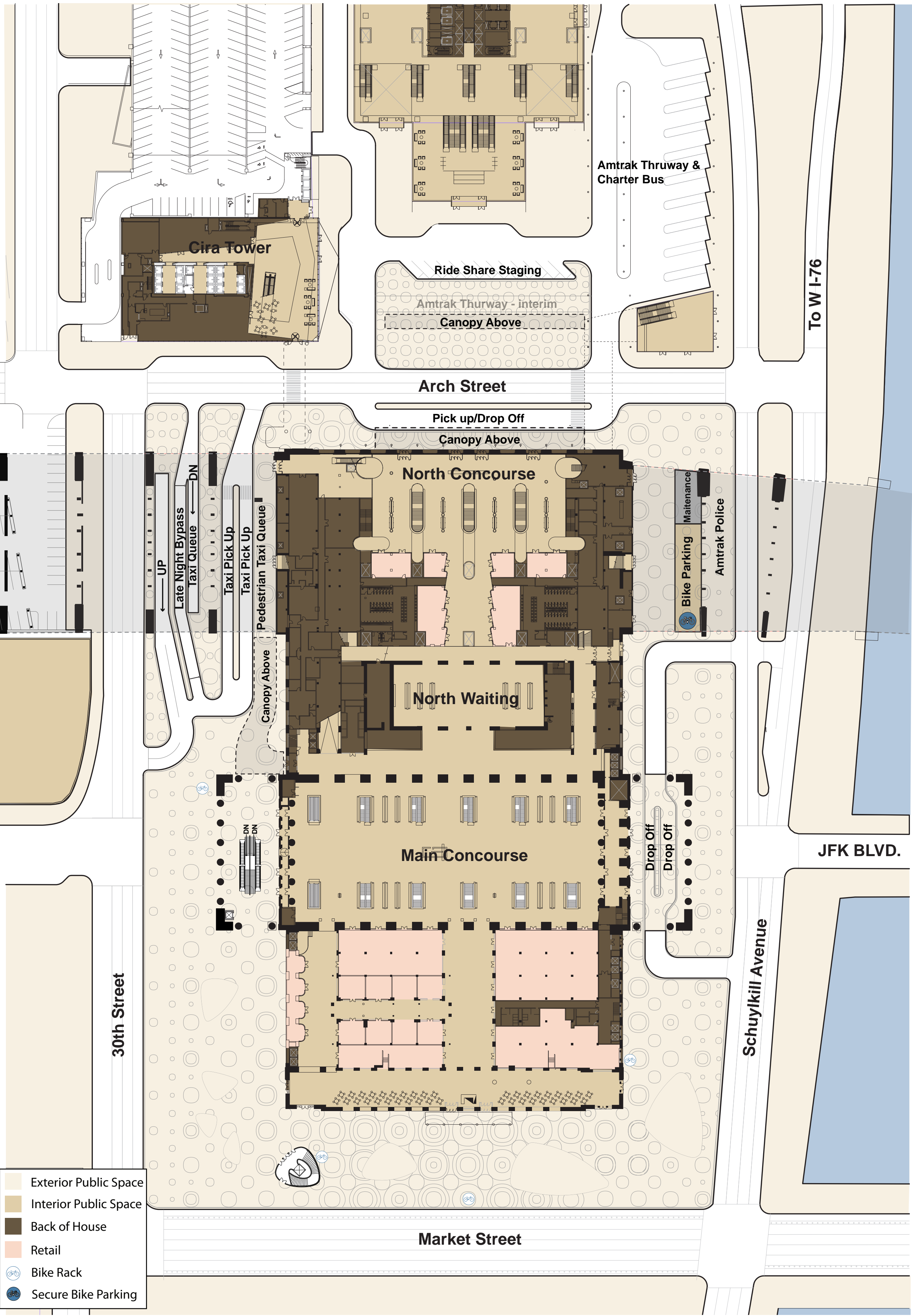
- Vehicle circulation runs one-way around the station, forcing some vehicles to circle
- Numerous curb cuts for entrances and exits slow traffic, create backups
- Drop off and pickup areas at entrances are limited

- The station is currently an island, surrounded on all sides by vehicular drives
- Pedestrian access to the station is interrupted on all sides by vehicle movement
- Surface parking impedes pedestrian use of the plaza

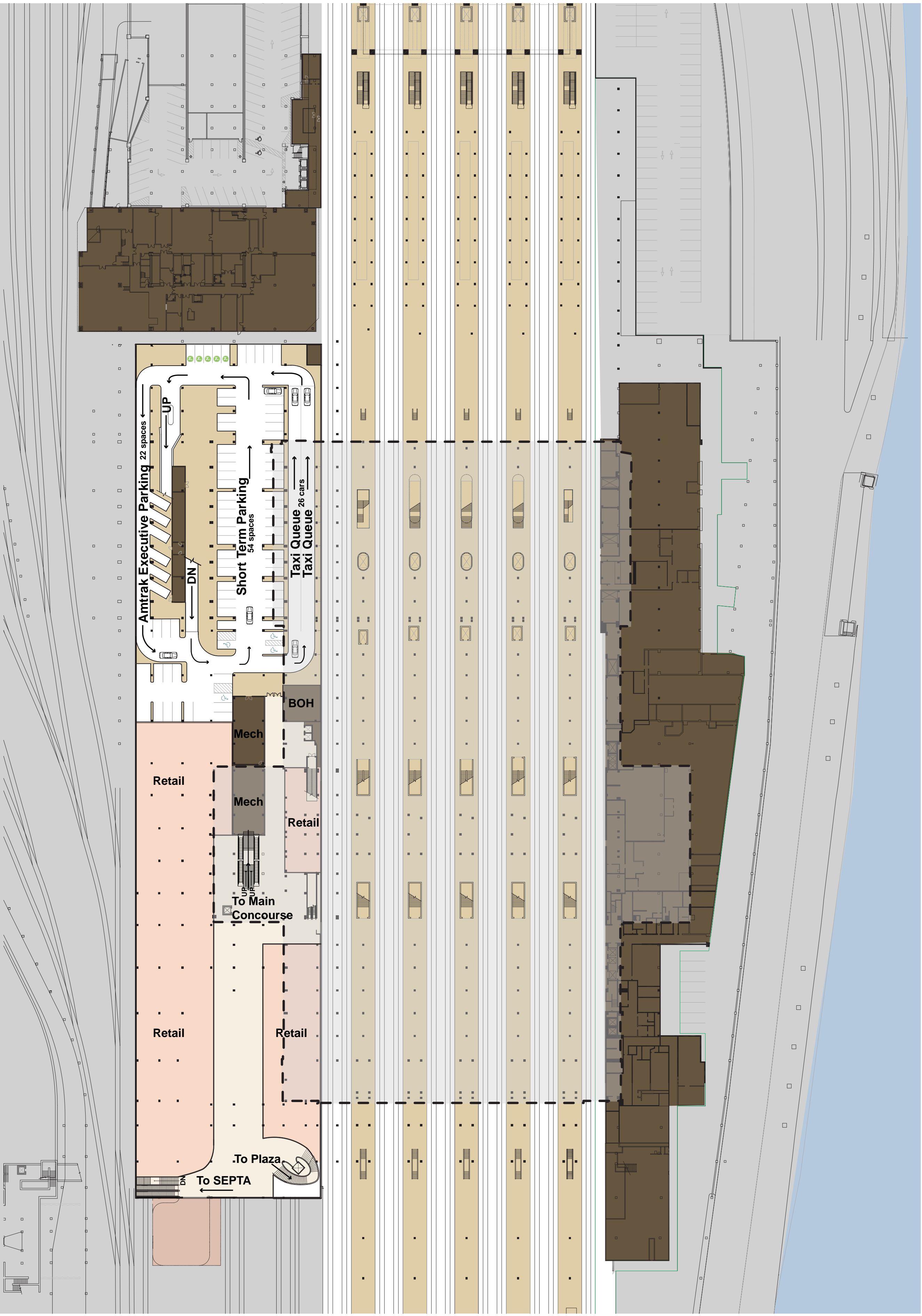


# Proposed Design: Site Organization

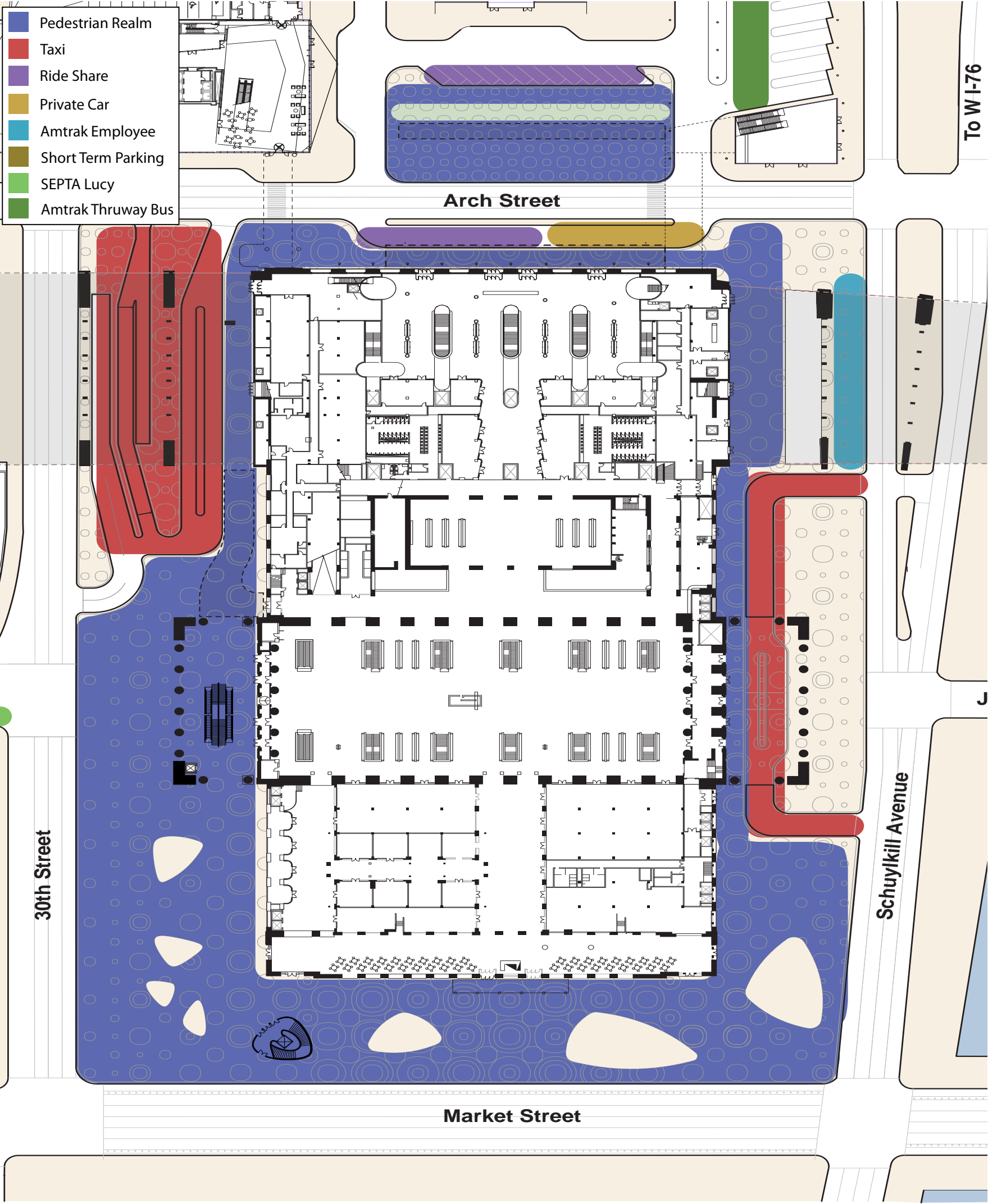
Plaza Level



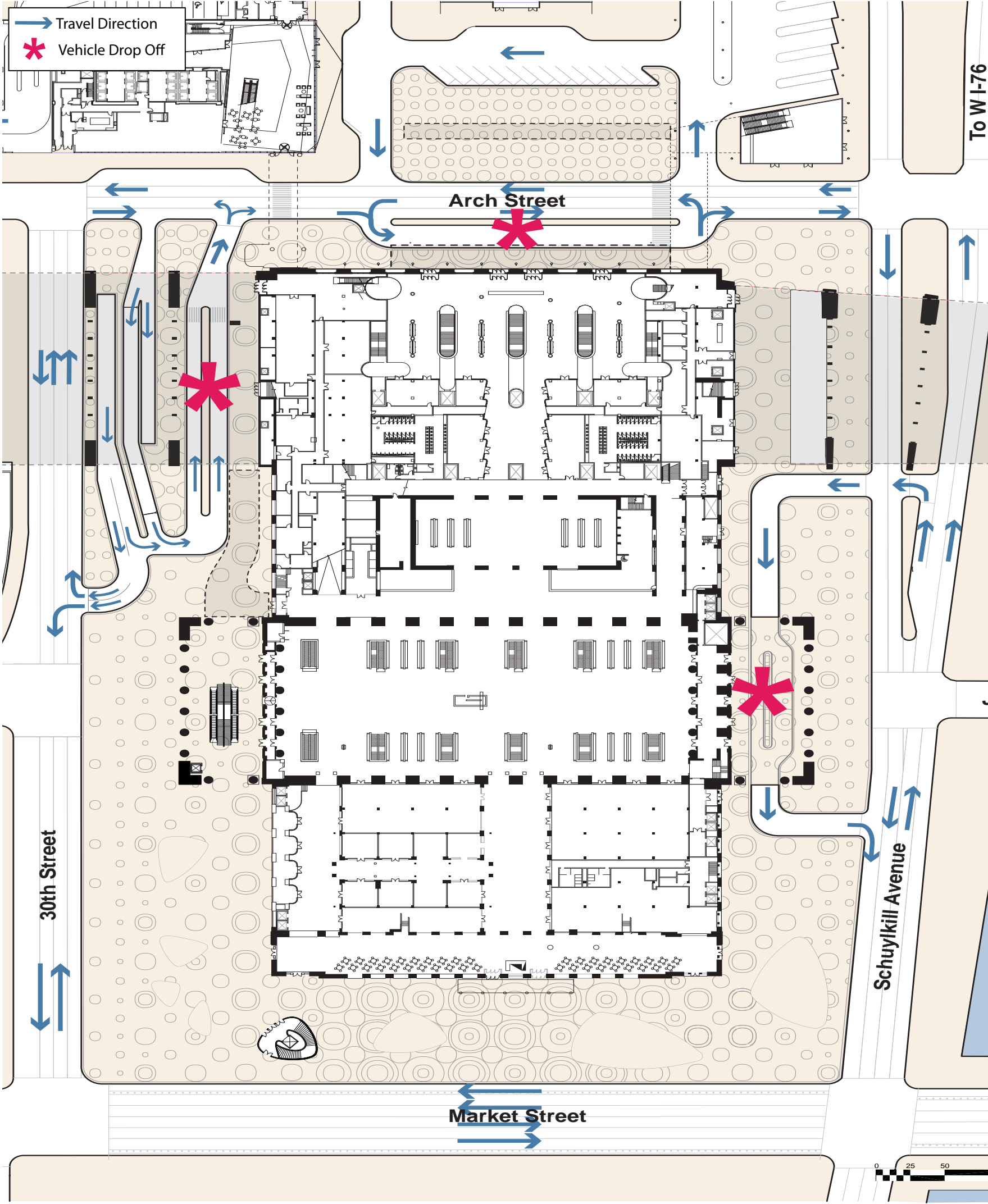
Concourse/Platform Level



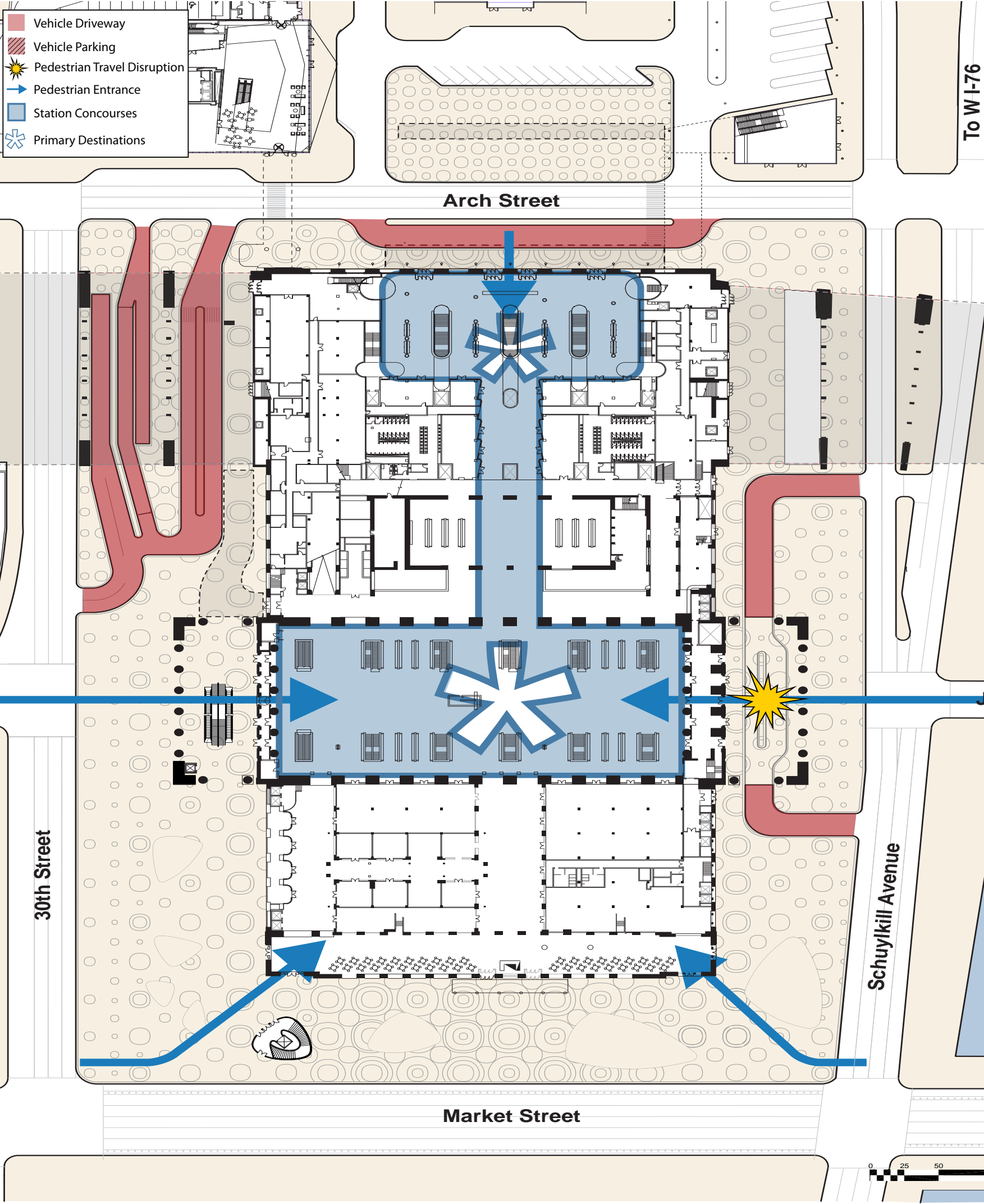
Use Distribution



Vehicle Circulation



Pedestrian Access



- Significant increase in area for pedestrian use and pedestrian access to station
- Vehicle access is consolidated the northwest corner, in the east portico, and along the new north concourse

- Vehicle circulation can become two-way in long term, but also works as one-way
- Curb cuts and internal roads are consolidated for vehicular efficiency and to promote pedestrian movement

- Fewer pedestrian-vehicular conflicts, while maintaining vehicle access on three sides
- Pedestrian access to all sides of the station, with areas for other activities

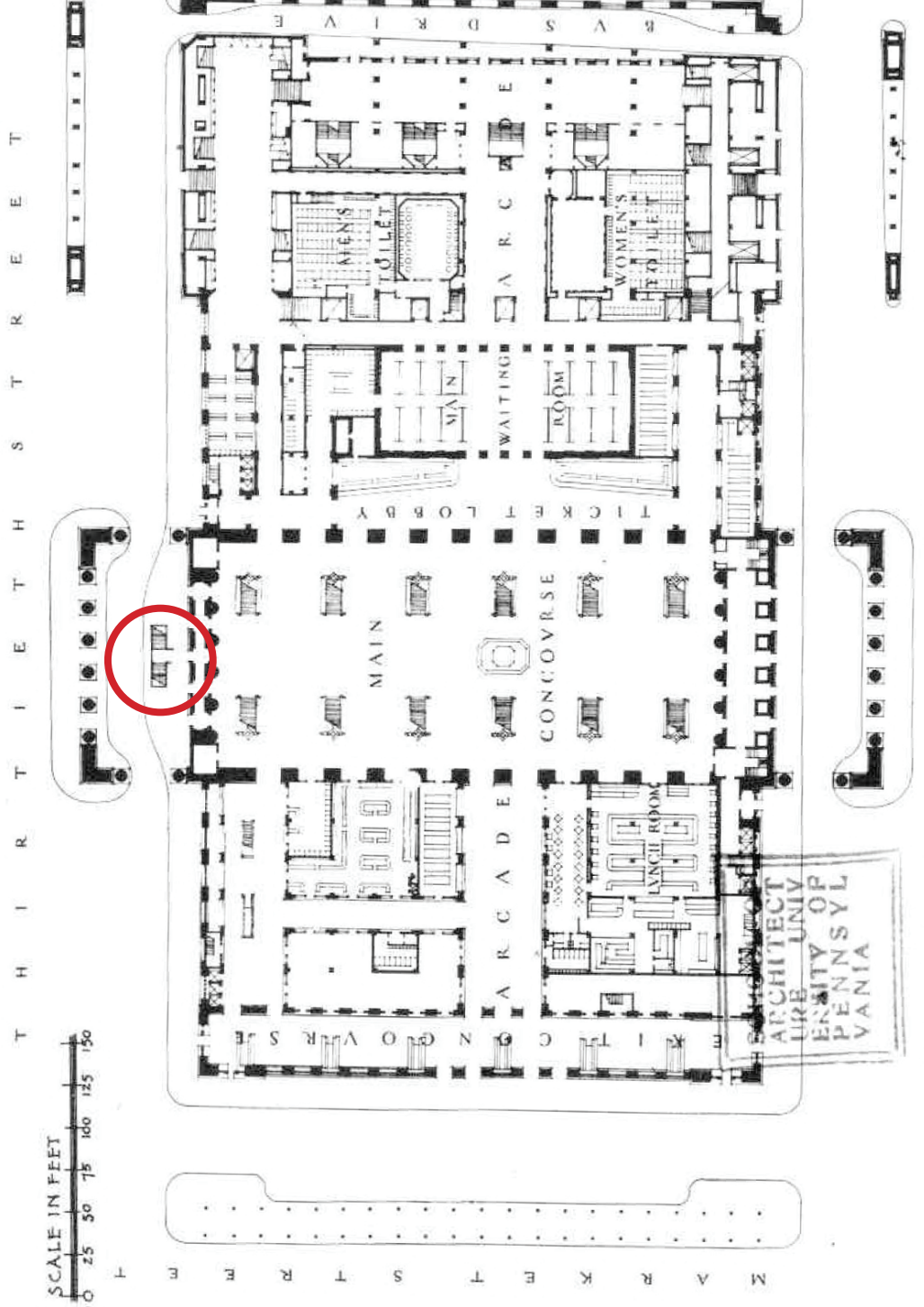


# Proposed Design: Pedestrian Flow

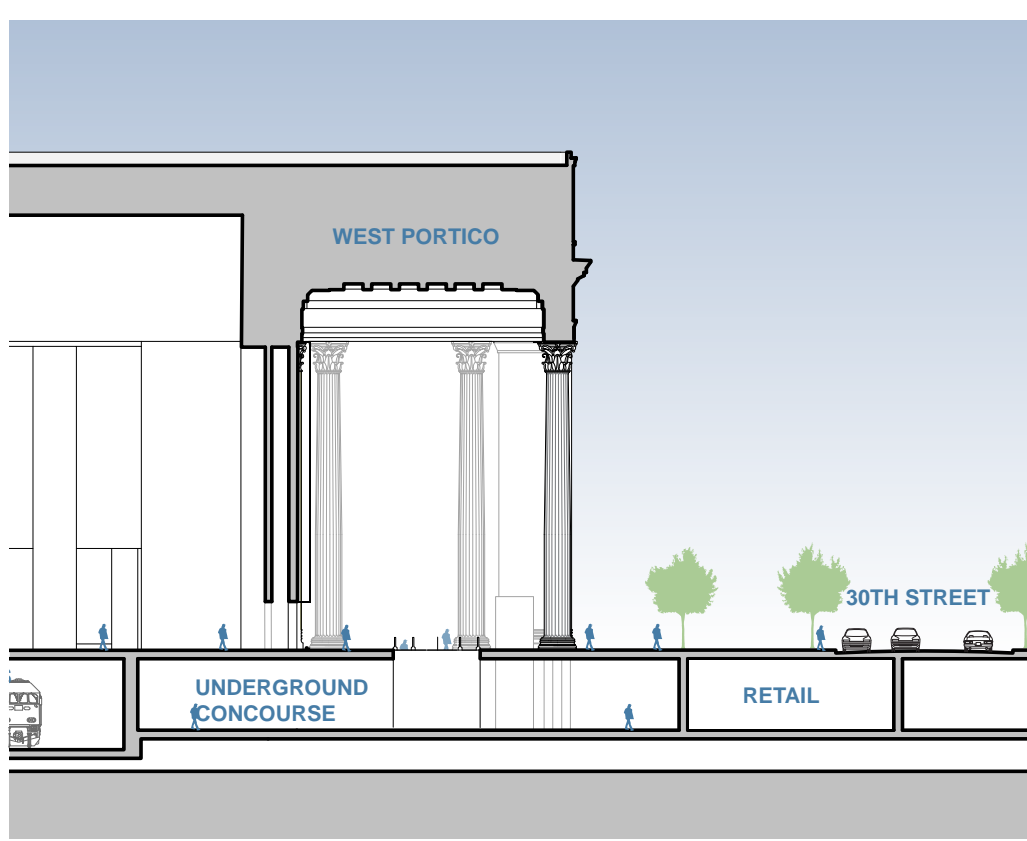
Arrival in West Portico from Concourse Level & SEPTA



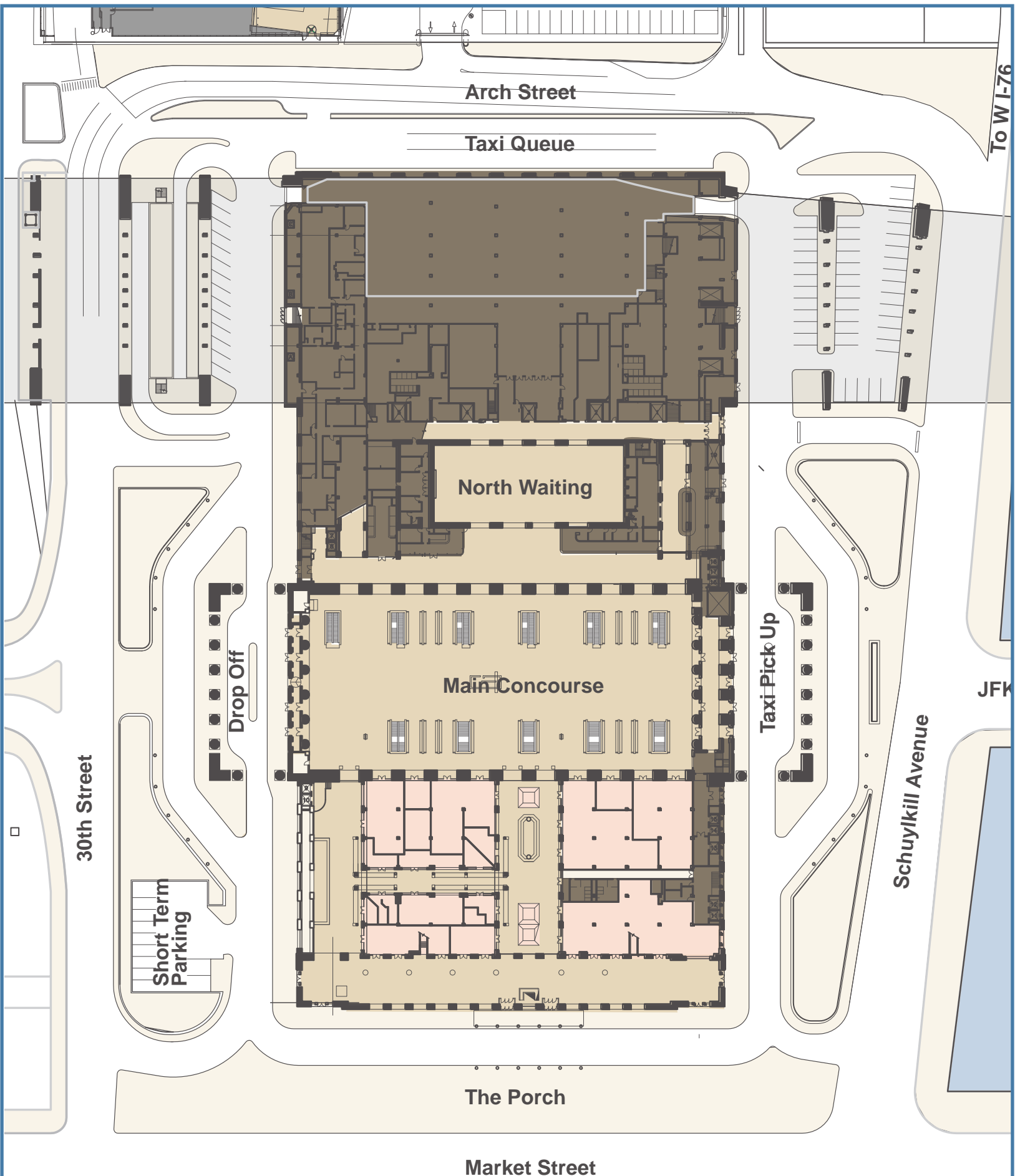
1934 Plan Showing Stair in West Portico



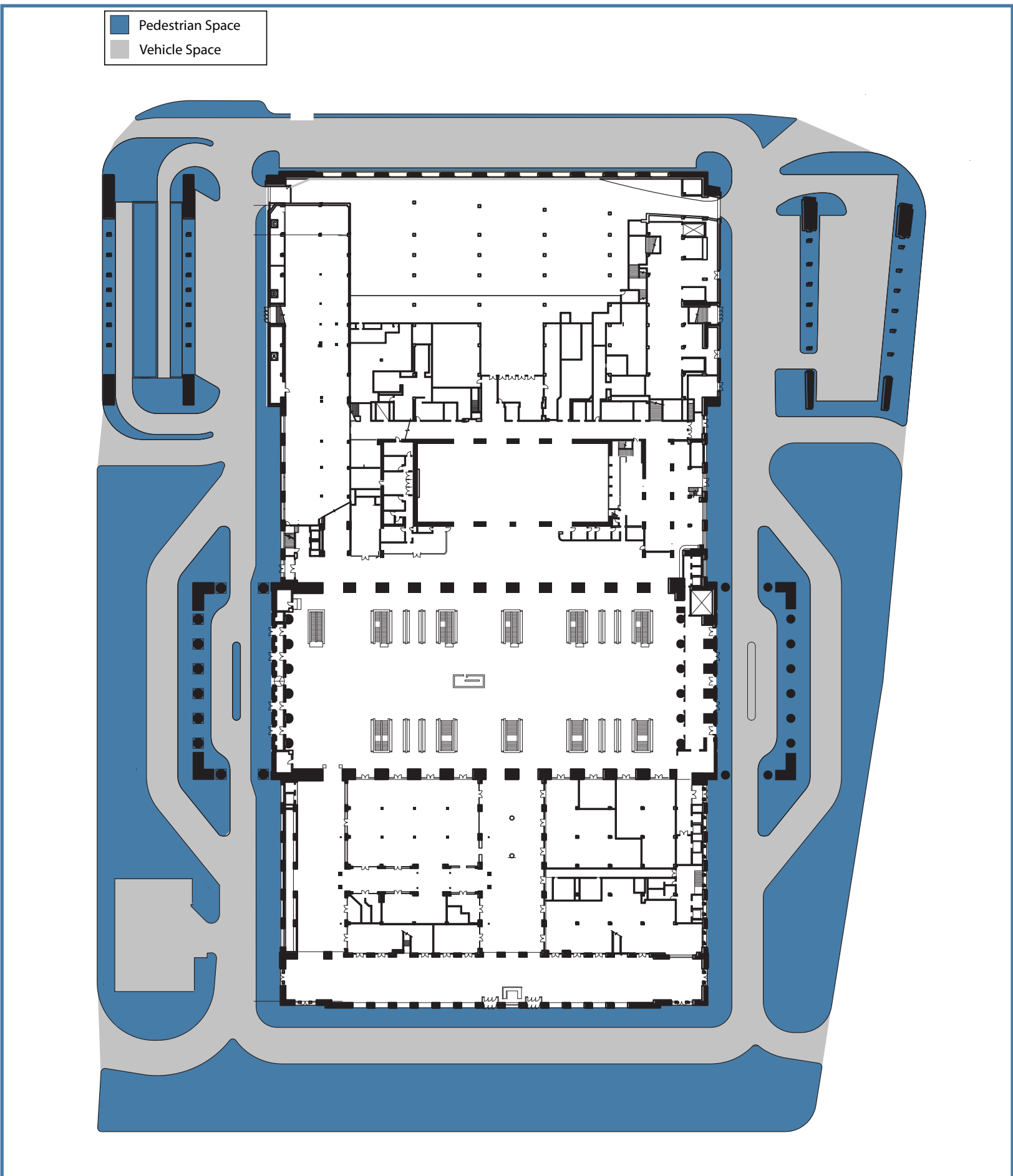
West Portico Section



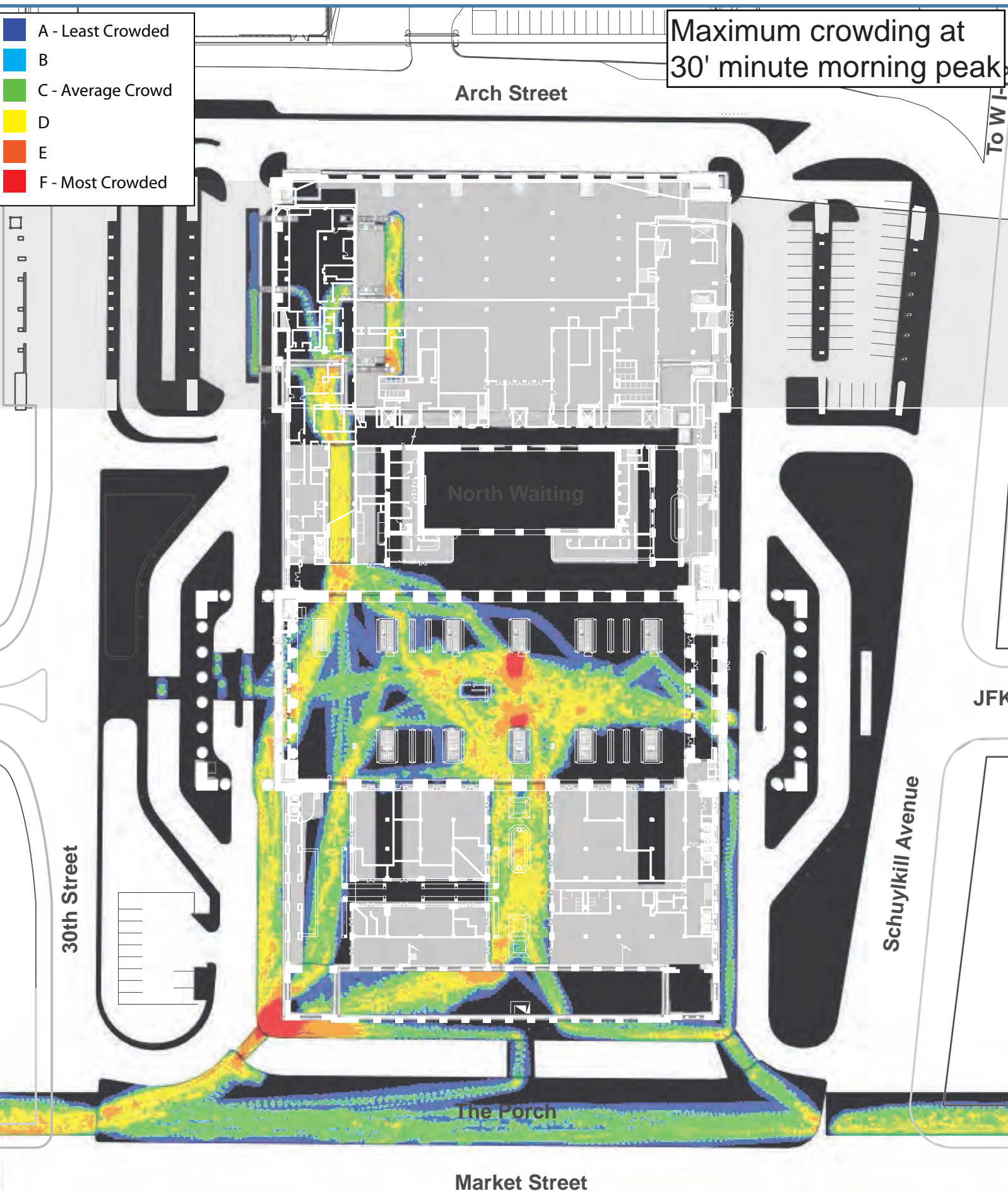
Existing Plaza Plan



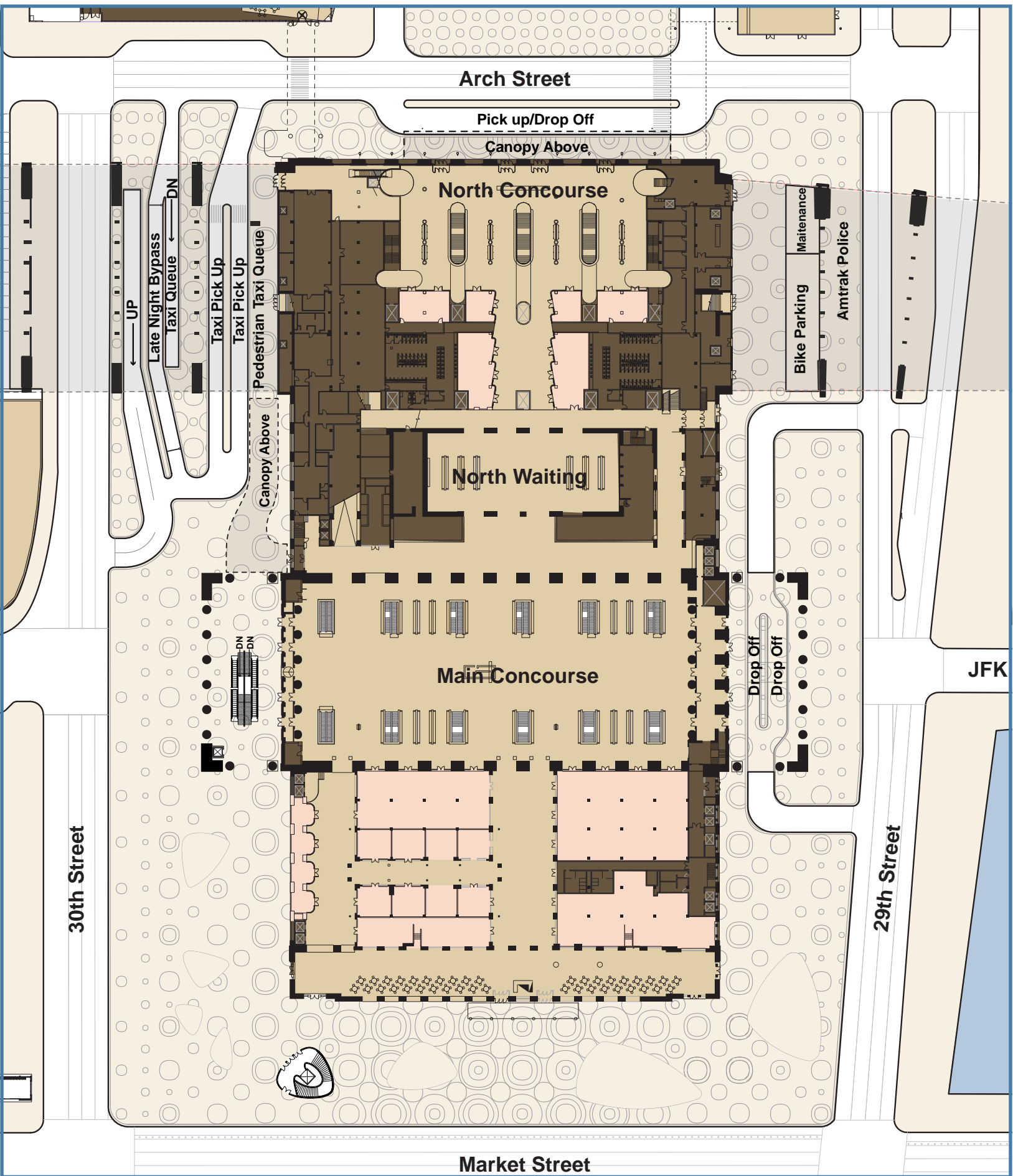
Pedestrian & Vehicular Areas



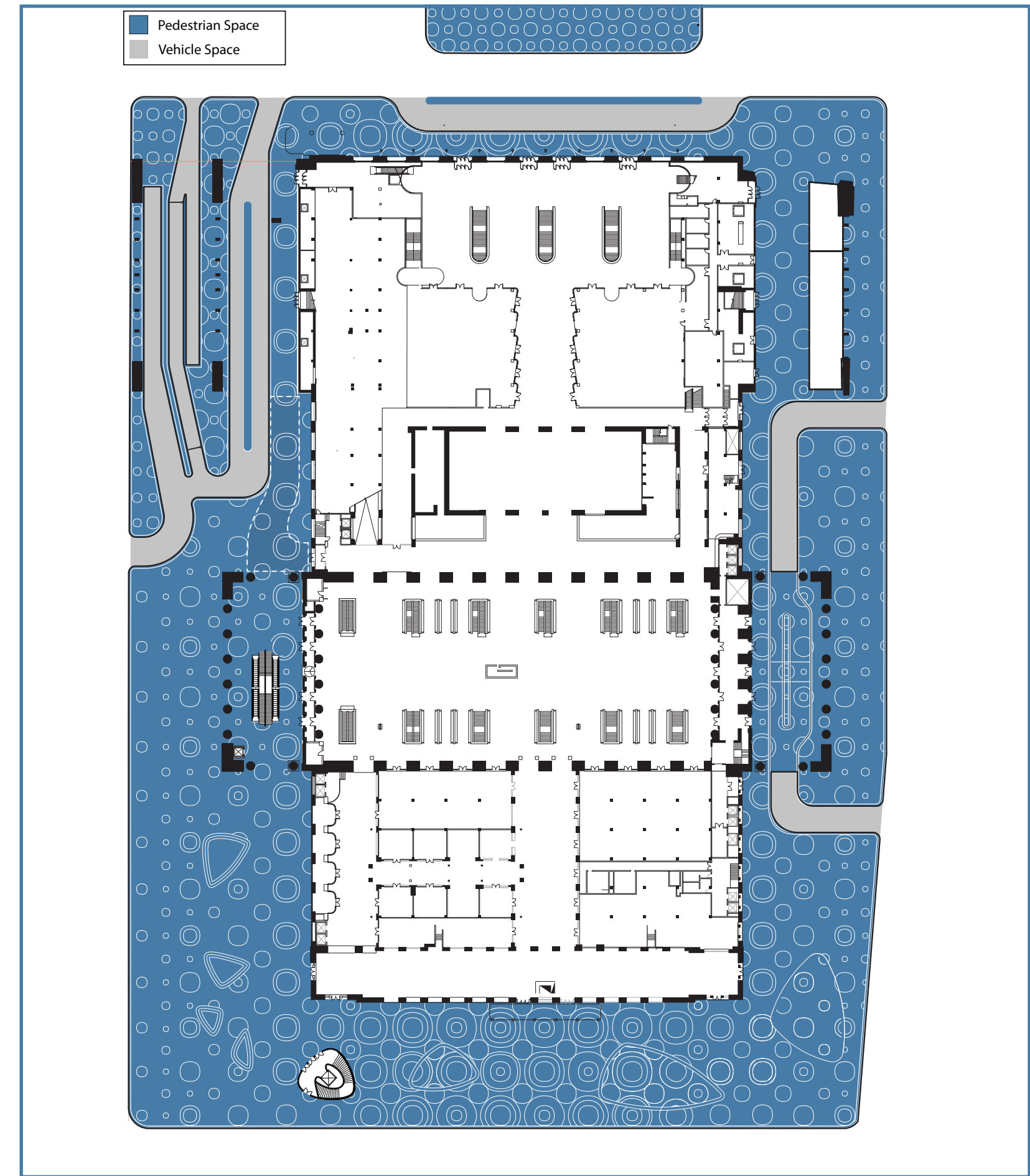
Pedestrian Flow Density\*



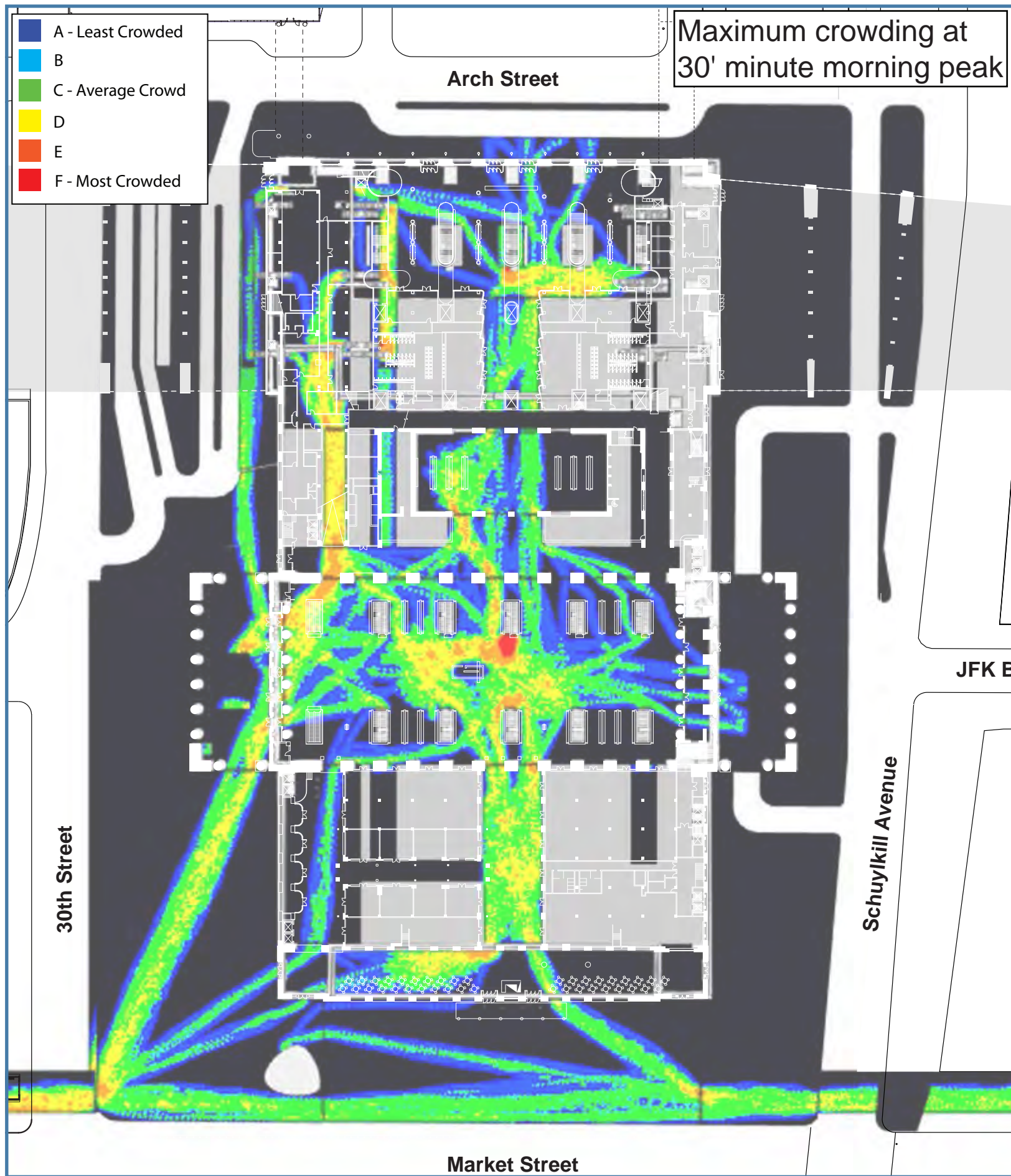
Proposed Plaza Plan



Pedestrian & Vehicular Areas



Pedestrian Flow Density\*



\*All pedestrian flow modeling is for flow representation only and is not meant to be a full analysis of the quantity of pedestrians.

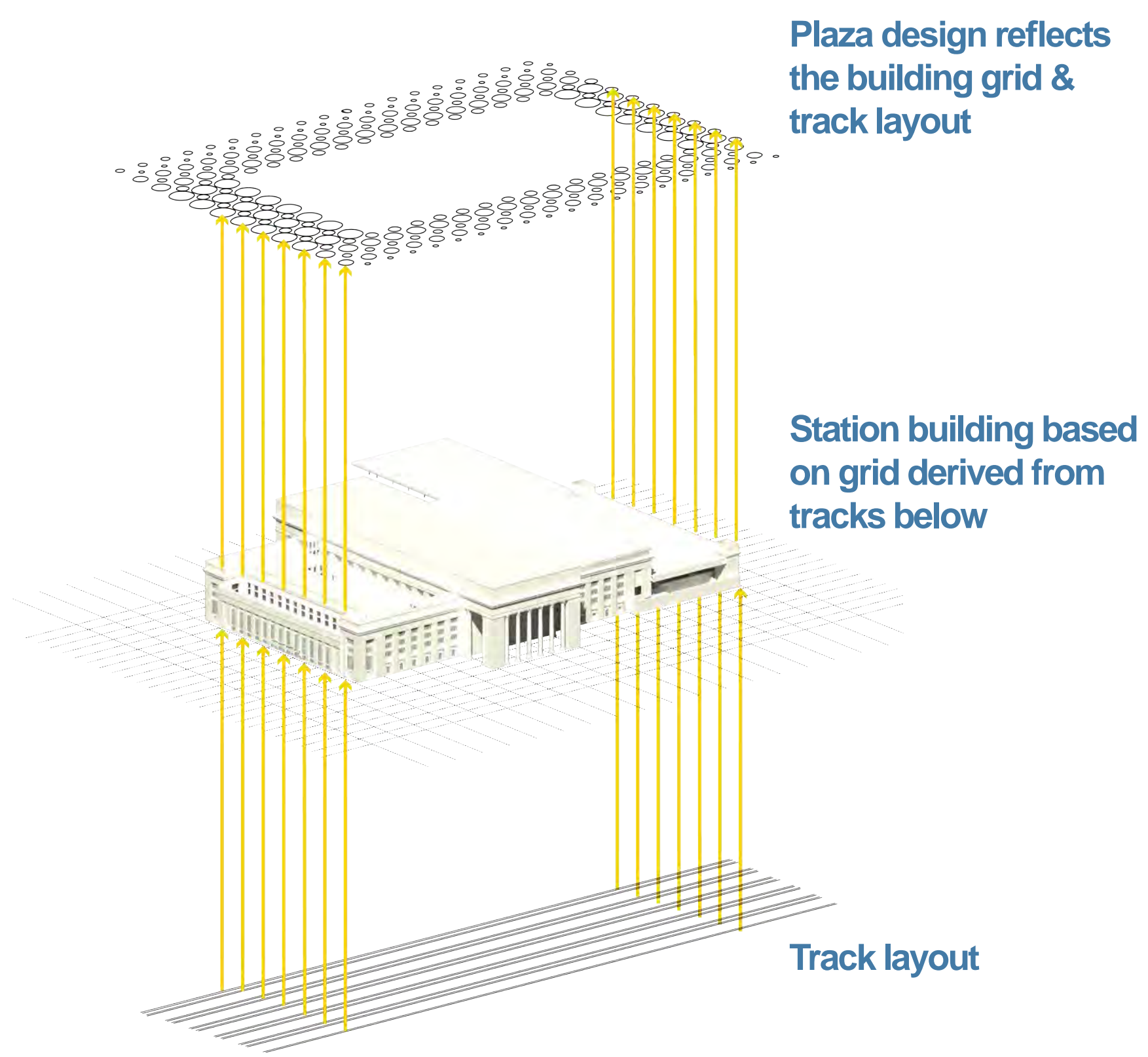
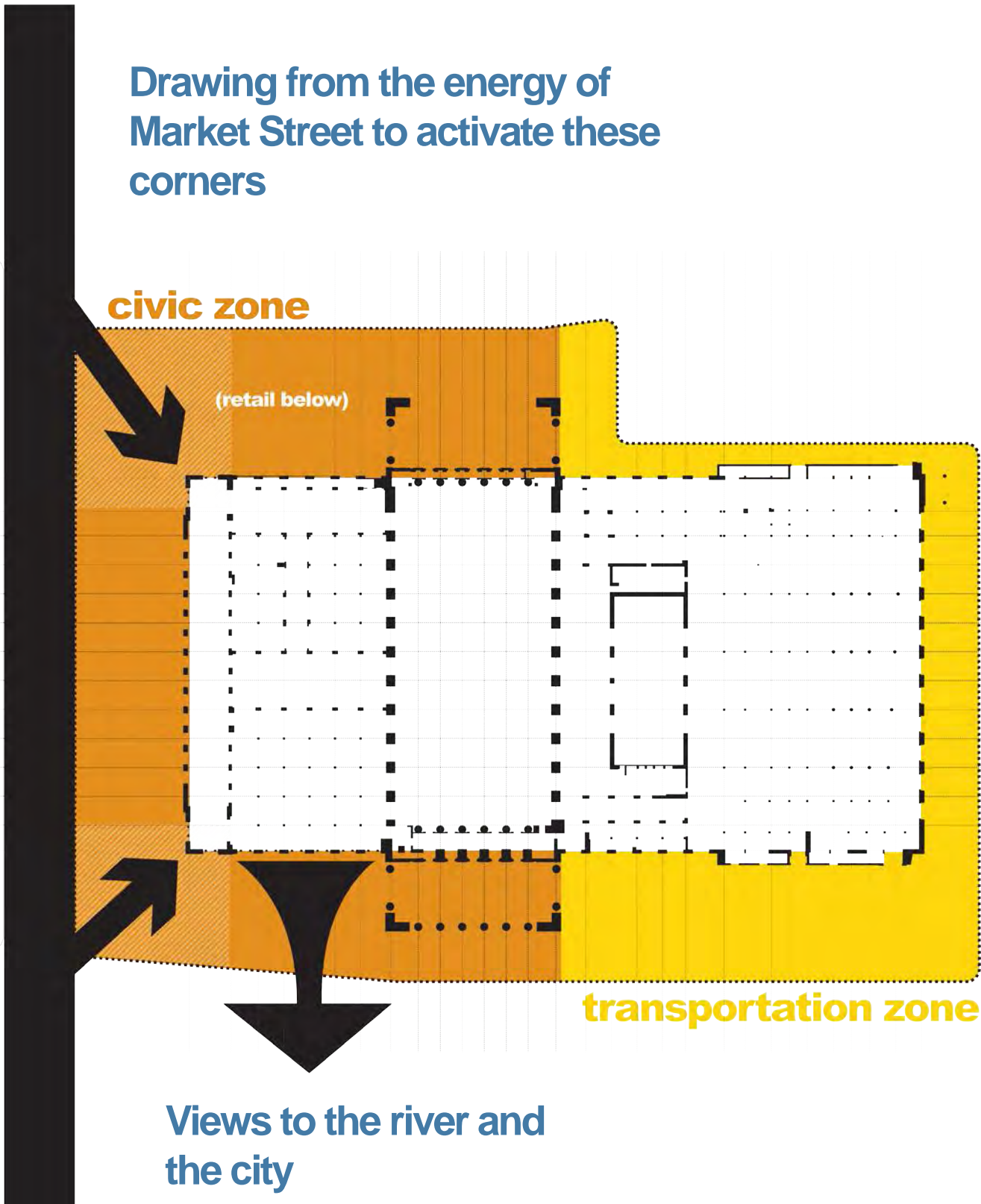


# Establishing 30th Street Station Plaza

30th Street Station was never properly “grounded” into Philadelphia’s urban fabric



A magnificent station deserves a spectacular plaza



## 30th Street Station Plaza





# An Integrated Civic Space

Bird's eye overview looking North West from Market Street and Schuylkill Avenue



East-West section looking North





# Unified, Functioning, and Flexible

View from Market Street looking North toward West Portico Plaza



View from Market Street looking West



Bird's eye view at 30th Street looking toward West Portico Plaza

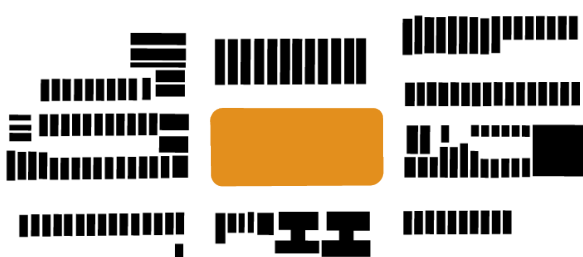


30th Street Station Plaza

Scale Comparisons:



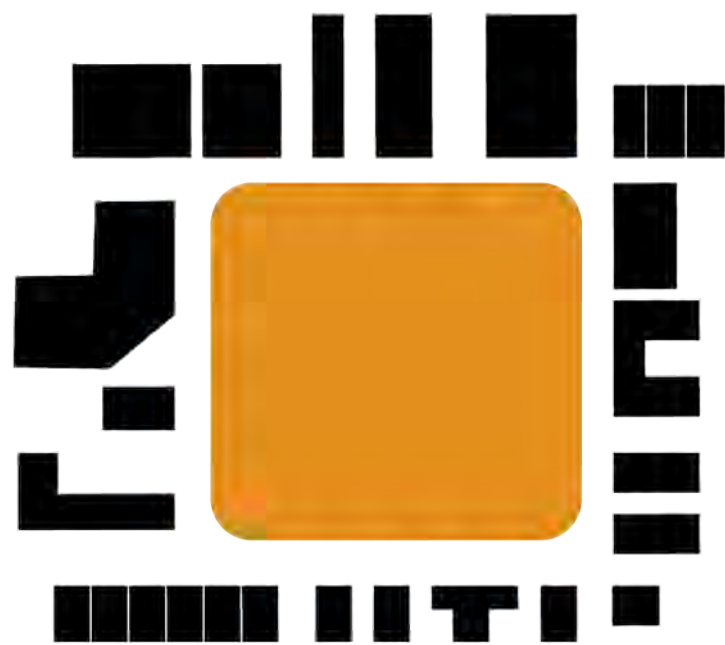
Philadelphia Museum of Art



Fittler Square



Dilworth Park



Rittenhouse Square