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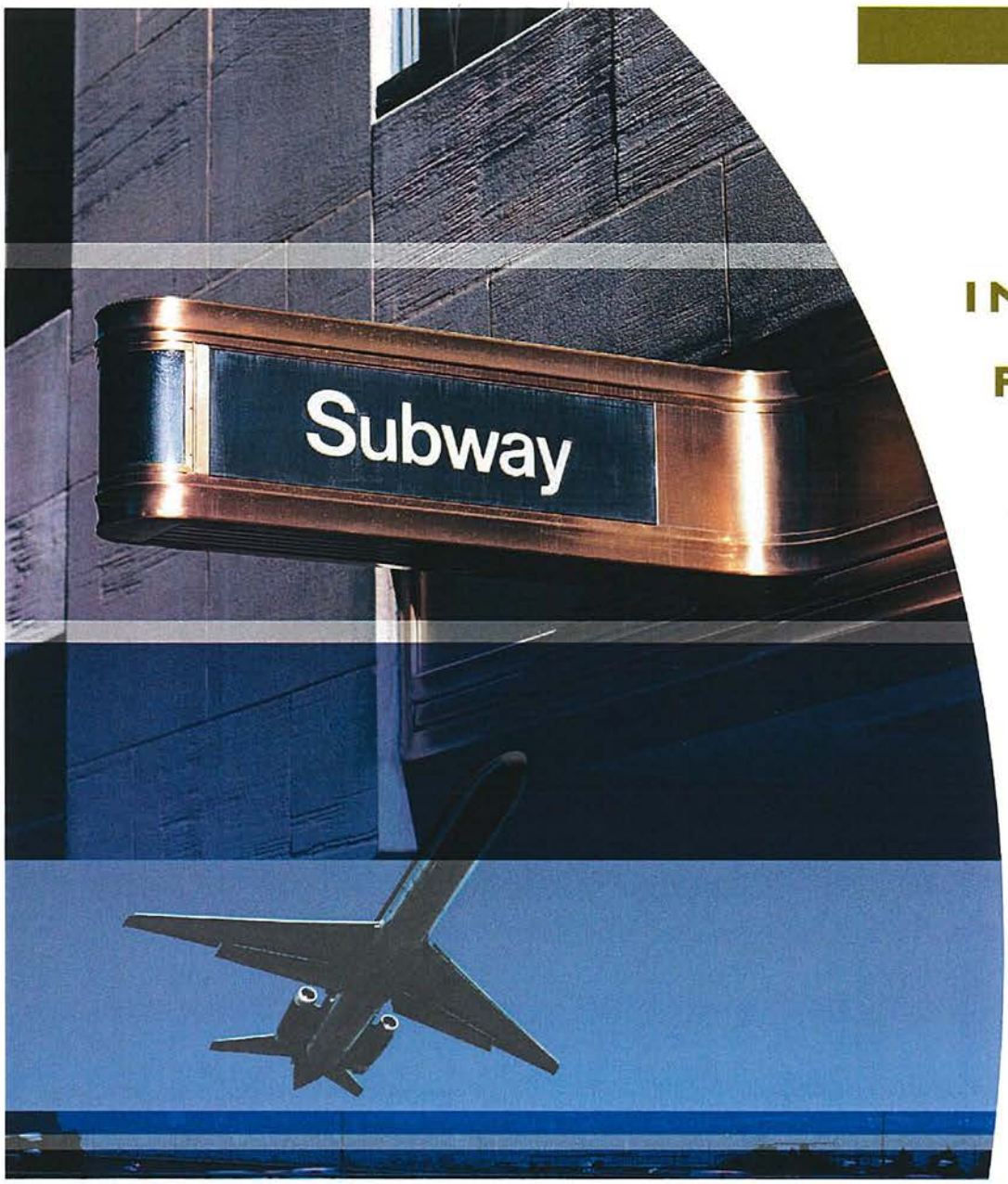
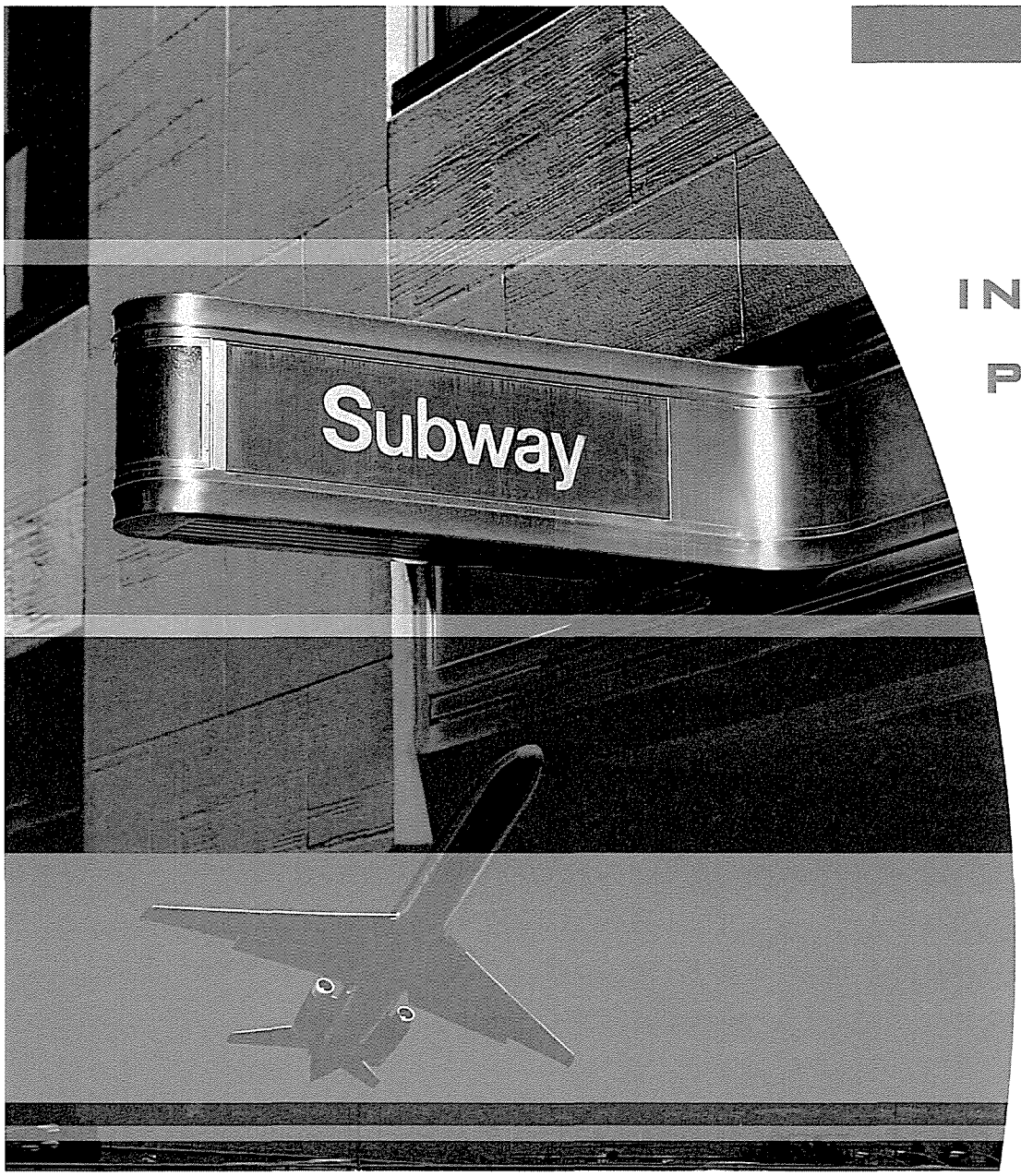


INTERMODAL PASSENGER SYSTEM SURVEY

PHASE 1
A WORKING DOCUMENT

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

JUNE 2002



INTERMODAL PASSENGER SYSTEM SURVEY

PHASE 1

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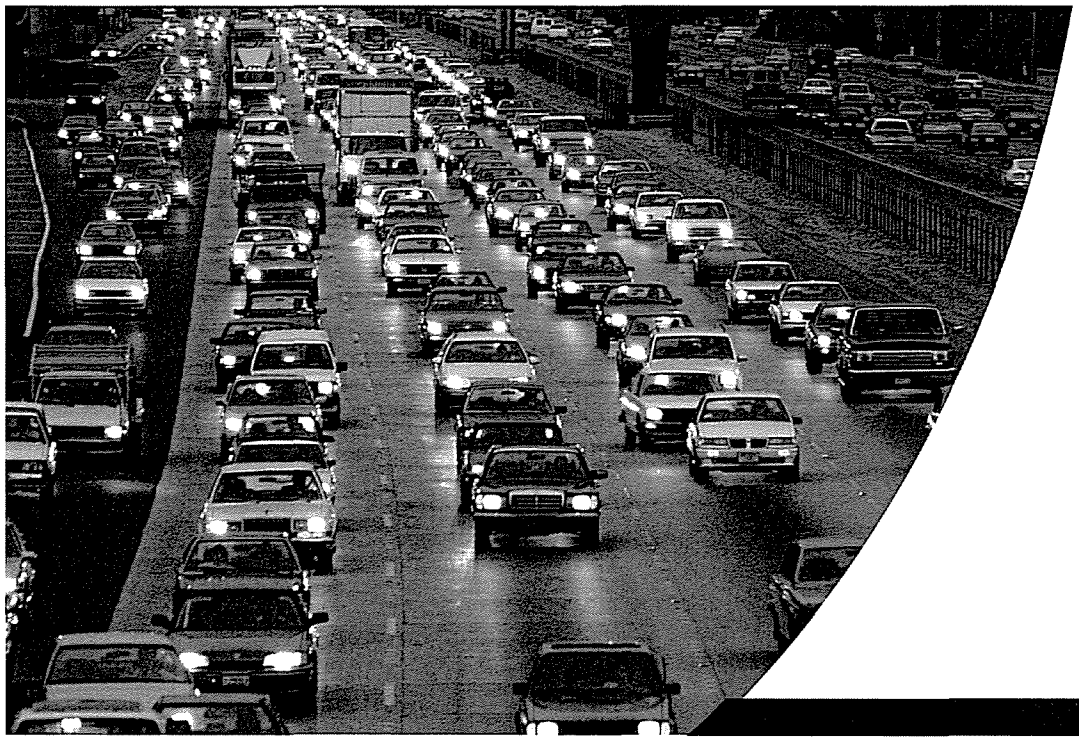

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.

Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

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EXECUTIVE SUMMARY

DVRPC staff identified 55 key intermodal passenger terminals to examine change of mode conditions which may affect or support intermodal passenger travel in the region. Staff subsequently developed a systematic phased work program to evaluate 38 of these. In phases I, II and III, inventories and evaluations are conducted to provide information on station amenities, interconnecting services, highway access and parking characteristics. This report summarizes the first phase of work and addresses 20 facilities.

The inventory of facilities included in the first phase includes four PATCO stations, 13 SEPTA regional rail stations and three park-and-ride lots owned and maintained by PennDOT.

Fact sheets have been prepared for each facility, and are shown in the Appendix. Each facility's fact sheet provides:

- an aerial view of the station or lot (DVRPC's 2000 digital aerial photography)
- an inventory of interconnecting modes, parking availability and amenities
- a map of the commuter parking shed surrounding the station or lot.

The series of three initial phases are prepared as working documents. Presentation in this manner provides member governments and agencies the opportunity to continually review, remark and supply inputs to the system and the performance data collected and evaluated.

Phase IV will summarize the initial steps and culminate with a candidate action plan to improve vehicular access and passenger transfer conditions for a selected subset of the inventory.

The work was conducted through the Intermodal Facilities Management System (IMS) element of DVRPC's annual planning work program. The IMS was one of six management systems created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and is carried on through the auspices of the region's current long range plan.

INTRODUCTION

The work presented in this report assesses an inventory of operating conditions in and around key intermodal passenger terminals in the Delaware Valley. Intermodal passenger terminals are components of the transportation system that facilitate the transfer of people between modes of travel. Examples of intermodal passenger terminals in the region include train and bus stations, airports and park-and-ride lots.

This report is Phase I of a four phase program that will systematically inventory and analyze passenger transfer conditions at train stations and park-and-ride lots in the region. The initial three phases will consist of collecting data, and providing sketch planning data to evaluate 38 terminals.

Major elements included in the inventory are:

- commuter parking shed areas surrounding the station
- connecting highways and interconnecting transit services which serve the approach and departure of customers within that shed
- circulation conditions on the station premises
- parking availability at the station.

It is intended that the first three phases will be summarized as working documents to elicit review and input by member agencies. DVRPC staff also would take advantage of the working nature of the reports to integrate missing data or products emanating from the forthcoming Region-wide Transportation GIS Project – notably bus route alignments through the shed areas. Phase IV will summarize the evaluation steps and will recommend improvements for accessing and transferring at a selected subset of the terminals.

The Report

Phase I addresses 20 passenger terminals, including four PATCO High Speed Line stations, 13 SEPTA Regional Rail stations, and three park-and-ride lots. The report's major products are contained in the Appendix, wherein for each terminal major elements are inventoried or mapped, and aerial photos of the terminal area are provided.

THE INTERMODAL PASSENGER SYSTEM

Multiple modal choices are available to travelers in the Delaware Valley. The region contains a dense network of bus and rail services, as well as three major airports.

Figure 1 identifies the overarching system including regional, high-speed and light rail systems, the National Highway System, and park-and-ride lots. On the figure 55 regionally significant intermodal passenger terminals which were initially considered for inclusion in this study are identified. From that population, 17 facilities were recognized to be undergoing site specific evaluations and/or were judged to be beyond the scope of this work. Table 1 corresponds with Figure 1, and indicates the particular phase in which the terminal inventories will be performed. Phase I, the current year's work program, addresses 20 of the listed terminals.

Bases for Network Evaluations

Detailed inventories conducted for each terminal, are presented on fact sheets in the Appendix. The fact sheets provide the basis for subsequent performance evaluations and recommendations employing:

1. Aerial mapping of the terminal area. These provide a sense of the size of the location, the environment surrounding the facility, the alignment of roadways serving the facility, and possible areas for parking expansion.
2. Inventories of:
   a. Station boarding activity and interconnecting transit services,
   b. Parking conditions: current supply and demand relationships, a near term future which considers committed parking expansions, and planning level estimates of future parking demand changes at the station or at the park-and-ride lot. The estimates were based on published studies performed for SEPTA or by DVRPC, or were computed assuming forecasted changes in population within the shed areas of the station (see item 3, below).
   c. Amenities on the station premises that contribute to smooth transfer between modes. These include shelters for transfers, lights, kiss-and-ride loops / short term parking area, bike racks, and opportunities for parking expansion. Many of these amenities have not been field viewed as of the publication of this report, but will be as successive phases are undertaken and completed.

Figure 1

REGIONAL INTERMODAL PASSENGER FACILITIES NETWORK

HIGHWAY FACILITIES

- NHS Routes
- Limited Access
- Principal Arterial
- Secondary Arterial

PASSENGER RAIL SYSTEM

- Amtrak
- Regional Rail
- Rapid Transit Rail
- Light Rail
- Under Construction Rail
- Proposed Rail
- Potential Rail

INTERMODAL FACILITIES

- Stations / Terminals
- Park and Ride Lots

DELAWARE VALLEY
REGIONAL PLANNING COMMISSION

Table 1
Intermodal Passenger Facilities Management System Work Plan

Map ID	Description	Phase	Map ID	Description	Phase
1	Princeton Junction	2	29	Matsonford Rd. Park-and-Ride	1
2	Hamilton Station	2	30	Ardmore Station	2
3	Trenton	4	31	Norristown Transportation Center	-
4	West Trenton	2	32	Lansdale Station	1
5	CR 538 Spur & A.C. Expressway Park-and-Ride	2	33	Ambler Station	1
6	Atco	2	34	Fort Washington Station	1
7	Lindenwold Station	1	35	Glenside Station	1
8	Woodcrest Station	1	36	Jenkintown Station	1
9	Ferry Ave. Station	1	37	Doylestown Station	1
10	Rand Transportation Center / Broadway Station	1	38	Warminster Station	1
11	Cherry Hill	2	39	Scutters Falls Bridge Park-and-Ride	3
12	Philadelphia International Airport	-	40	Woodbourne Station Park-and-Ride	3
13	Chester Transportation Center	-	41	Cornwells Heights Station Park-and-Ride	1
14	Crum Lynn Station	-	42	Fox Chase Station	1
15	Darby Transportation Center	-	43	Frankford Transportation Center	-
16	69th Street Terminal	-	44	Fern Rock Transportation Center	2
17	Media Station	1	45	Olney Transportation Center	-
18	Elwyn Station	1	46	North Philadelphia Transportation Center	-
19	Wawa Station (proposed)	1	47	Wissahickon Transportation Center	3
20	Radnor Station	-	48	30th Street Station	-
21	West Chester Transportation Center	3	49	Suburban Station, City Hall, 15th Street Complex	-
22	Thorndale Station	1	50	Market East, 11th Street Complex	-
23	Exton Station	2	51	Greyhound Terminal	-
24	Paoli Station	-	52	8th Street Complex	-
25	Paoli Pk. and US 202 Park-and-Ride	2	53	Walnut-Locust, 15th - 16th Street Station Complex	-
26	US 30 and US 202 Park-and-Ride	2	54	Pattison Station Park-and-Ride	3
27	Matthews Rd. and US 202 Park-and-Ride	1	55	Eastwick Transportation Center	3
28	Limerick Park-and-Ride	1	Shaded cells represent facilities studied for this report.		

3. Maps displaying commuter parking shed areas surrounding the station. Most of the shed maps represent the geocoded[1] addresses for registered owners of parked cars at the station. These were obtained through recent surveys at the parking lot, and with the help of PennDOT staff and its tag interrogation process. Where available, DVRPC staff used pre-existing shed area data in this process. As such, the shed areas for the Lansdale, Media and Elwyn stations are characterized by a line outlining the boundary of the postal zones (i.e., zip codes) which comprise the station's parking shed.

PERFORMANCE EVALUATION

The data collected and provided in this report provides a basis for identifying deficiencies and preliminarily identifying improvement recommendations. As the data inventory will expand, the key evaluation criteria at this point are parking conditions.

Parking Conditions

Table 2 provides a summary tabulation of parking conditions at the stations, and suggests which may be candidates for inclusion in Phase IV.

Existing parking supply and demand were obtained from SEPTA and PATCO inventories and/or counts performed by DVRPC. Future parking supply was obtained from the owners, and indicates where expansions are budgeted and programmed to implemented in the near future.

Estimates of future parking demands were drawn from previously prepared sources, or were newly computed for this study. The projections for PATCO were obtained from *Ridership and Parking Requirement Forecasts for the PATCO Hi-Speedline New Jersey Stations* (DVRPC, February 2002). Media and Elwyn stations' projections were obtained from *SEPTA R3 Media / Elwyn Rail Line Parking Demand Study* (DVRPC, May 1999). Glenside and Jenkintown stations's parking demand projections are from *Glenside and Jenkintown SEPTA Station Parking Demand Study* (DVRPC, October 2000). Parking supply and demands at the proposed Wawa Station were obtained from *Elwyn to Wawa Service Restoration Study* (SEPTA, June 2000). Fort Washington's demand estimates were obtained in *Fort Washington Station Parking Needs Analysis* (SEPTA, December 1999).

[1] Geocoding was performed using Arcview 8.0, and the TIGER Line Files based on the US 2000 Census

Table 2
Future Parking Outlook

Location	Current		Committed Supply	Estimated		
	Supply	Demand		Demand (year)	Parking Deficiency	% Parking Deficiency
PATCO Stations						
Lindenwold	3,337 [1]	3,078 [1]	3,337	4,863 (2025)	-1,526	-46%
Woodcrest	2,673 [1]	2,470 [1]	2,673	3,349 (2025)	-676	-25%
Ferry Avenue	1,900 [1]	1,790 [1]	1,900	2,160 (2025)	-260	-14%
Rand Transportation Center / Broadway	n/a	n/a	n/a	n/a	-	-
SEPTA Stations						
Media	252 [2]	252 [2]	252	336 (2020)	-84	-33%
Elwyn	217 [2]	217 [2]	217	274 (2020)	-57	-26%
Wawa (proposed)	*0*	*0*	*385 [2]*	*217 (2020)*	-	-
Thorndale	456 [2]	143 [3]	456	198 (2025)	ample parking available	
Lansdale	497 [2]	407 [2]	497	491 (2025)	ample parking available	
Ambler	588 [2]	461 [3]	588	544 (2025)	ample parking available	
Fort Washington	296 [2]	306 [3]	584 [2]	551 (2005)	ample parking available	
Glenside	260 [2]	260 [2]	260	747 (2025)	-487	-187%
Jenkintown	603 [2]	603 [2]	603	960 (2025)	-357	-59%
Doylestown	185 [2]	124 [3]	185	171 (2025)	ample parking available	
Warminster	668 [2]	510 [3]	818 [2]	687 (2025)	ample parking available	
Cornwells Heights	1,916 [2]	910 [2]	1,916	993 (2025)	ample parking available	
Fox Chase	348 [2]	336 [3]	348	351 (2025)	-3	-1%
Park-and-Ride Lots						
Matthews Rd	86 [3]	3 [3]	86	- -	ample parking available	
Limerick (US 422)	63 [3]	19 [3]	63	27 (2025)	ample parking available	
Matsonford Rd	91 [3]	19 [3]	91	21 (2025)	ample parking available	

1 - PATCO Data
2 - SEPTA Data
3 - DVRPC Count

New parking demand projections for each of the remaining station sheds were prepared expressly for this study. In those cases, proportioned population changes between DVRPC's Board adopted 1997 and Year 2025 municipal population forecasts, within the shed, were applied to current station parking demands. It should be noted that the latter set are quick, planning-level estimates, and do not include the possible affects of diverted or latent parking demands.

In the table, unshaded cells indicate stations with adequate parking supplies. Cells shaded yellow represent those stations which may experience a minimal parking shortages in the foreseeable future (e.g , 50 to 100 spaces). Orange shaded cells indicate stations with a future parking deficiency of 100 or more spaces – but have adjacent stations with a current surplus of parking spaces. Cells shaded red denote a projected future parking deficiency of 100 or more spaces – and there are currently no available parking spaces at adjacent stations.

From an examination of the table, seven of the twenty locations examined in Phase I are likely to experience some level of undesirable parking deficiency in the foreseeable future. Of these, 5 stations will experience significant parking supply shortages. These are: Lindenwold, Woodcrest, Ferry Avenue, Glenside and Jenkintown stations. All but the Lindenwold and Jenkintown stations have been identified as candidates for developing parking expansion projects.

At Media and Elwyn deficiencies of a lesser magnitude are projected. Elwyn's supply has been subject to parking expansion proposals in the past. Interim decisions have elected to postpone developing further parking expansion at the station, in favor of first examining the R3 Line's extension to Wawa – to determine whether demand will be diverted from Elwyn to proposed stations along the extension. A review of the SEPTA prepared study of the extension suggests that overall boarding activity at the Media and Elwyn stations will decrease with the extension.

From these evaluations, Phase IV should consider opportunities to ameliorate parking deficiencies at Lindenwold and Jenkintown stations. Where more land is not available for parking lots, structured parking may be considered. Alternatively, steps may also be taken to improving bus services, or paths which serve pedestrians and bikes, between the station and its shed – in an effort to capture more station users.

NEXT STEPS

Phase II work will be initiated and will consist of four NJ Transit rail stations, five SEPTA Regional Rail stations, and one park-and-ride lot, owned and maintained by NJ Transit.

Phase I data collection should be completed as the Phase II work progresses.

An evaluation matrix should be prepared which summarizes all inventoried and evaluated performance items across the three initial phases, to guide the work to be conducted in Phase IV.

An open review and comment process will be maintained throughout the three initial phases. Member government and agency staff should comment on the network, the performance criteria and evaluations, and where possible submit outstanding data items. □

Intermodal Passenger System Survey

Phase I

APPENDIX

Lindenwold Station

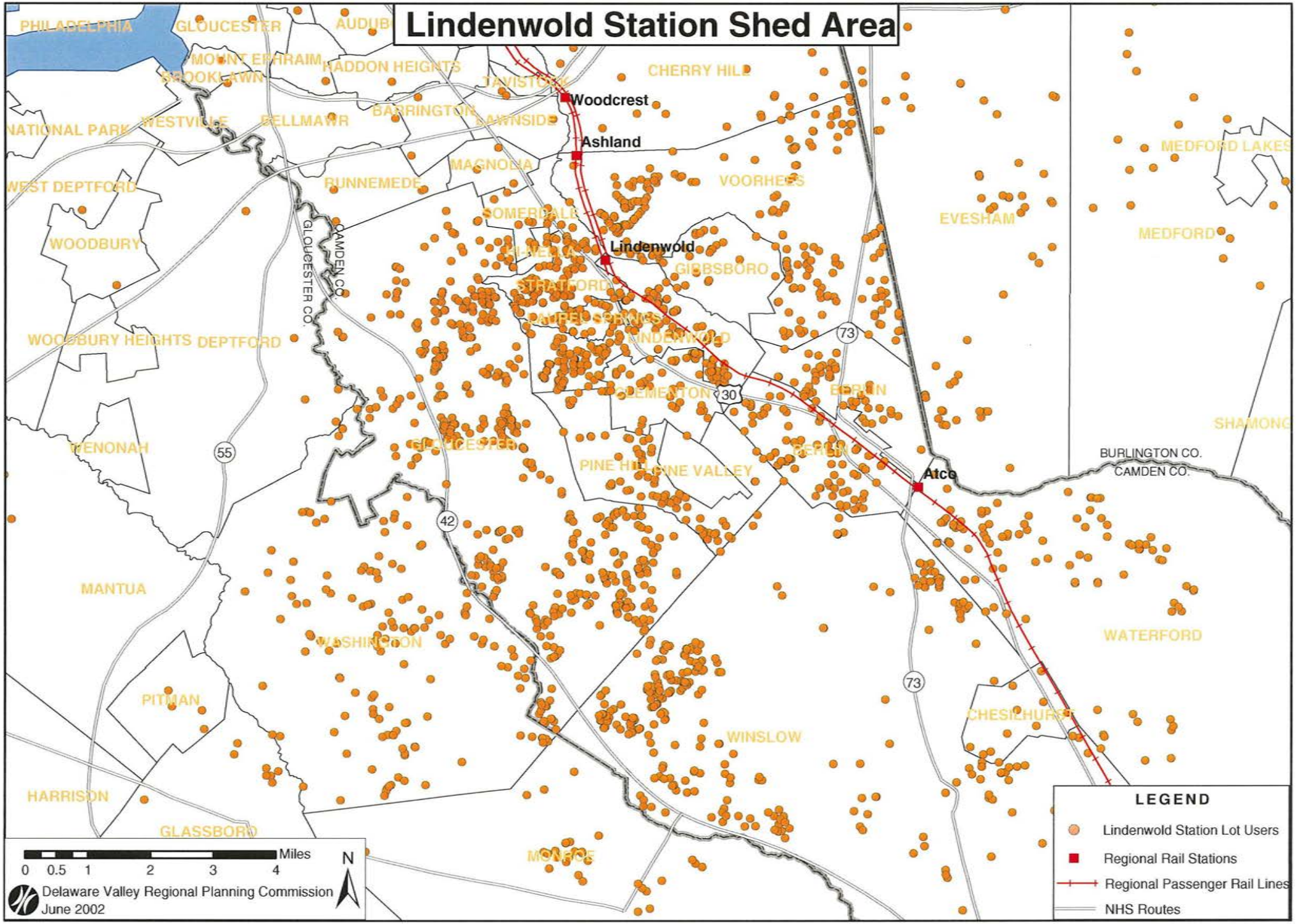
Location: Lindenwold Station **Map ID # 7**
NHS Routes: US 30

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
PATCO	High Speed Line	Commuter Rail	5,228	PATCO Historical Data, Sept. 01
NJ Transit	Route 401	Bus	n/a	n/a
NJ Transit	Route 402	Bus	n/a	n/a
NJ Transit	Route 609	Bus	n/a	n/a

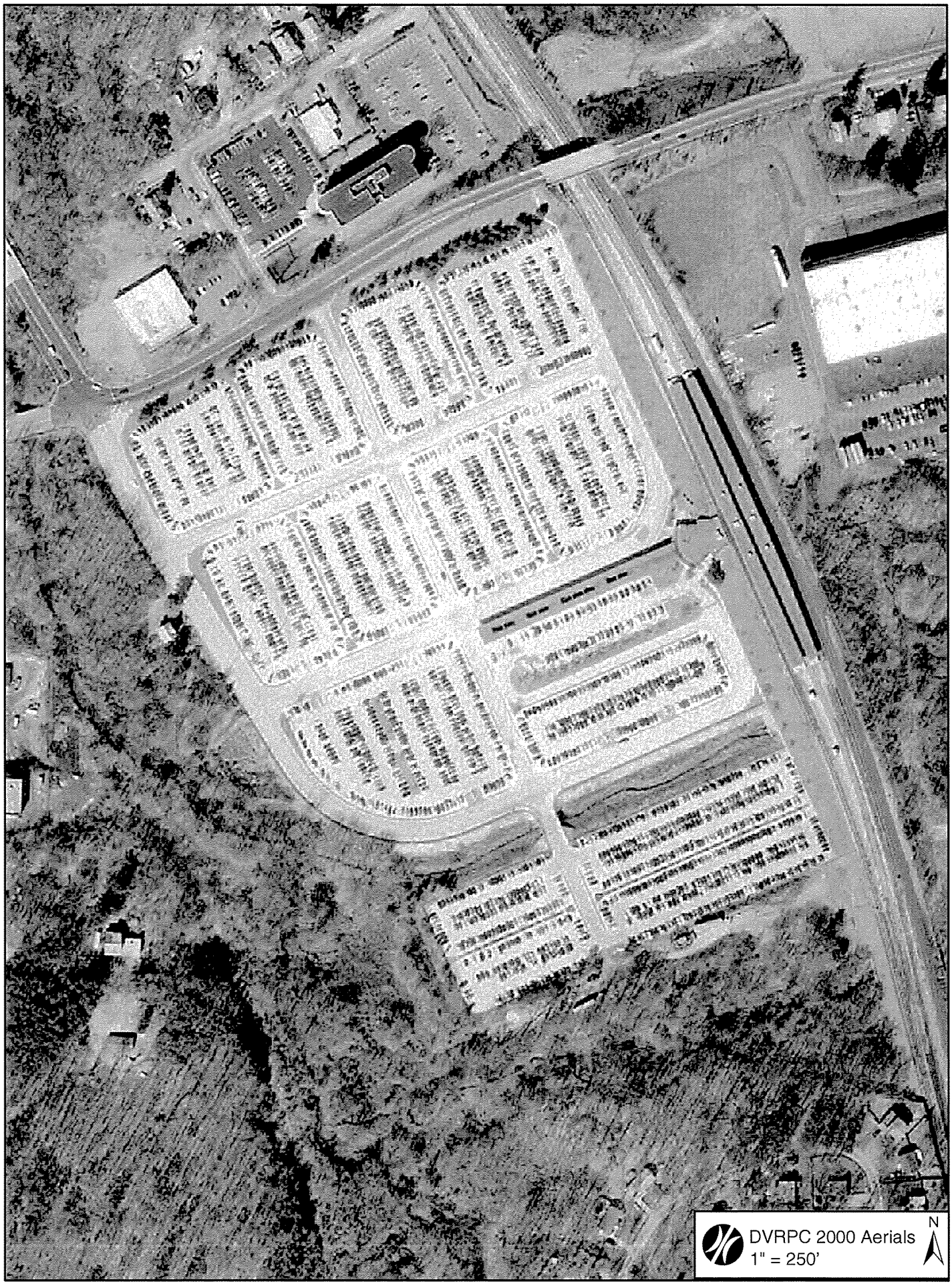
Parking Conditions		
Supply	**Demand**	**% Utilization**
3,337	3,078	92%
Projected Year 2025 Parking Demand:	4,863*	
Major Shed Contributors to Station by MCD:	Gloucester Twp (22%), Winslow Twp (12%), Voorhees Twp (10%), Lindenwold Boro (9%), Washington Twp (6%)	

*Source: *Ridership and Parking Requirement Forecasts for the PATCO Hi-Speedline New Jersey Stations* (DVRPC, February 2002).

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	x	
Lights	x	
Kiss & Ride Loop / Parking	x	
Bike Racks	x	
Opportunities for Parking Expansion		x


Lindenwold Station Shed Area
PHILADELPHIA
GLOUCESTER
AUDUBON
MOUNT EPHRAIM
HADDON HEIGHTS
BROOKLAWN
CHERRY HILL
TAVISTOCK
Woodcrest
BARRINGTON
LAWNSIDE
HELLMAWR
Ashland
MAGNOLIA
RUNNEMEDE
VOORHEES
MEDFORD LAKES
WEST DEPTFORD
SOMERDALE
EVESHAM
MEDFORD
WOODBURY
Lindenwold
GIBBSBORO
STRATFORD
CAMDEN CO.
GLOUCESTER CO.
WOODBURY HEIGHTS
DEPTFORD
LINDENWOLD
73
30
BERLIN
SHAMONG
RENONAH
55
GLOUCESTER
PINE HILL
PINE VALLEY
BURLINGTON CO.
CAMDEN CO.
Atco
42
MANTUA
WASHINGTON
WATERFORD
73
PITMAN
CHESILHURST
WINSLOW
HARRISON
GLASSBORO
MONROE
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002
LEGEND
Lindenwold Station Lot Users
Regional Rail Stations
Regional Passenger Rail Lines
NHS Routes

Woodcrest Station



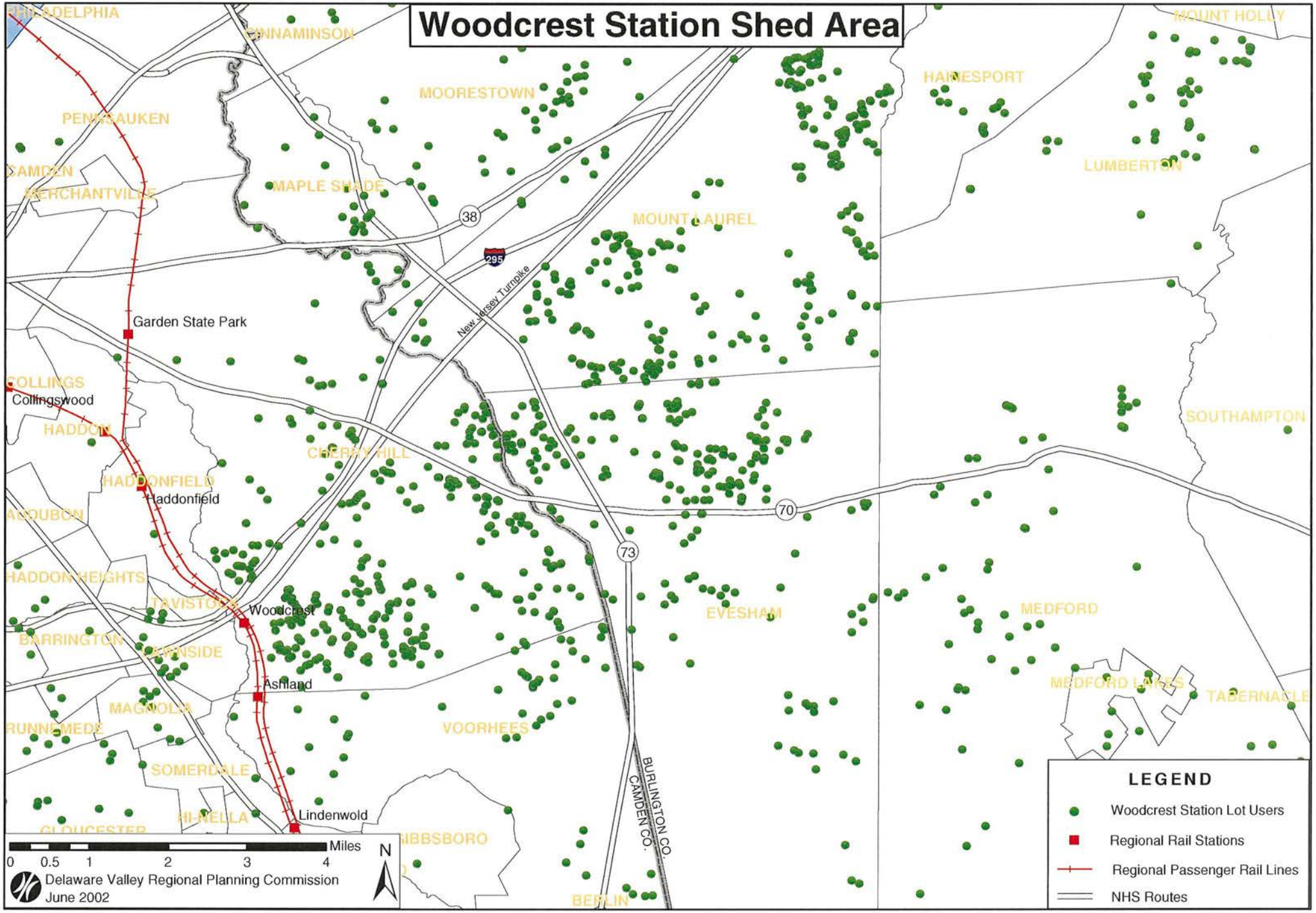
Location: Woodcrest Station **Map ID # 8**
NHS Routes: I-295

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
PATCO	High Speed Line	Commuter Rail	2,828	PATCO Historical Data, Sept. 01

Parking Conditions		
Supply	**Demand**	**% Utilization**
2,673	2,470	92%
Projected Year 2025 Parking Demand:	3,349*	
Major Shed Contributors to Station by MCD:	Cherry Hill Twp (21%), Mount Laurel Twp (18%), Evesham Twp (13%)	

*Source: *Ridership and Parking Requirement Forecasts for the PATCO Hi-Speedline New Jersey Stations* (DVRPC, February 2002).

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	x	
Lights	x	
Kiss & Ride Loop / Parking	x	
Bike Racks	x	
Opportunities for Parking Expansion	x	


Woodcrest Station Shed Area
PHILADELPHIA
PENNSAUKEN
CAMDEN
MERCHANTVILLE
MAPLE SHADE
MOORESTOWN
MOUNT LAUREL
HAINESPORT
LUMBERTON
MOUNT HOLLY
SOUTHAMPTON
COLLINGS
Collingswood
HADDON
CHERRY HILL
HADDONFIELD
Haddonfield
AUDUBON
HADDON HEIGHTS
TAVISTOCK
BARRINGTON
OAKLYN
MAGNOLIA
RUNNEMEDE
SOMERDALE
HI-NELLA
GLOUCESTER
VOORHEES
EVESHAM
MEDFORD
MEDFORD LAKES
TABERNACLE
BERLIN
GIBBSBORO
Garden State Park
Woodcrest
Ashland
Lindenwold
New Jersey Turnpike
BURLINGTON CO.
CAMDEN CO.
38
295
70
73
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002
LEGEND
Woodcrest Station Lot Users
Regional Rail Stations
Regional Passenger Rail Lines
NHS Routes

Ferry Avenue Station

Location: Ferry Avenue Station **Map ID # 9**

NHS Routes: US 130, Camden Co. Rt. 561 (Connector), Camden Co. Rt. 603 (Connector), Camden Co. Rt. 606 (Connector)

Public Transportation Available

Operator	Route	Type	Boardings	Source
PATCO	High Speed Line	Commuter Rail	2,773	PATCO Historical Data, Sept. 01
NJ Transit	Route 408	Bus	n/a	n/a
NJ Transit	Route 608	Bus	n/a	n/a
NJ Transit	Route 609	Bus	n/a	n/a
NJ Transit	Route 611	Bus	n/a	n/a

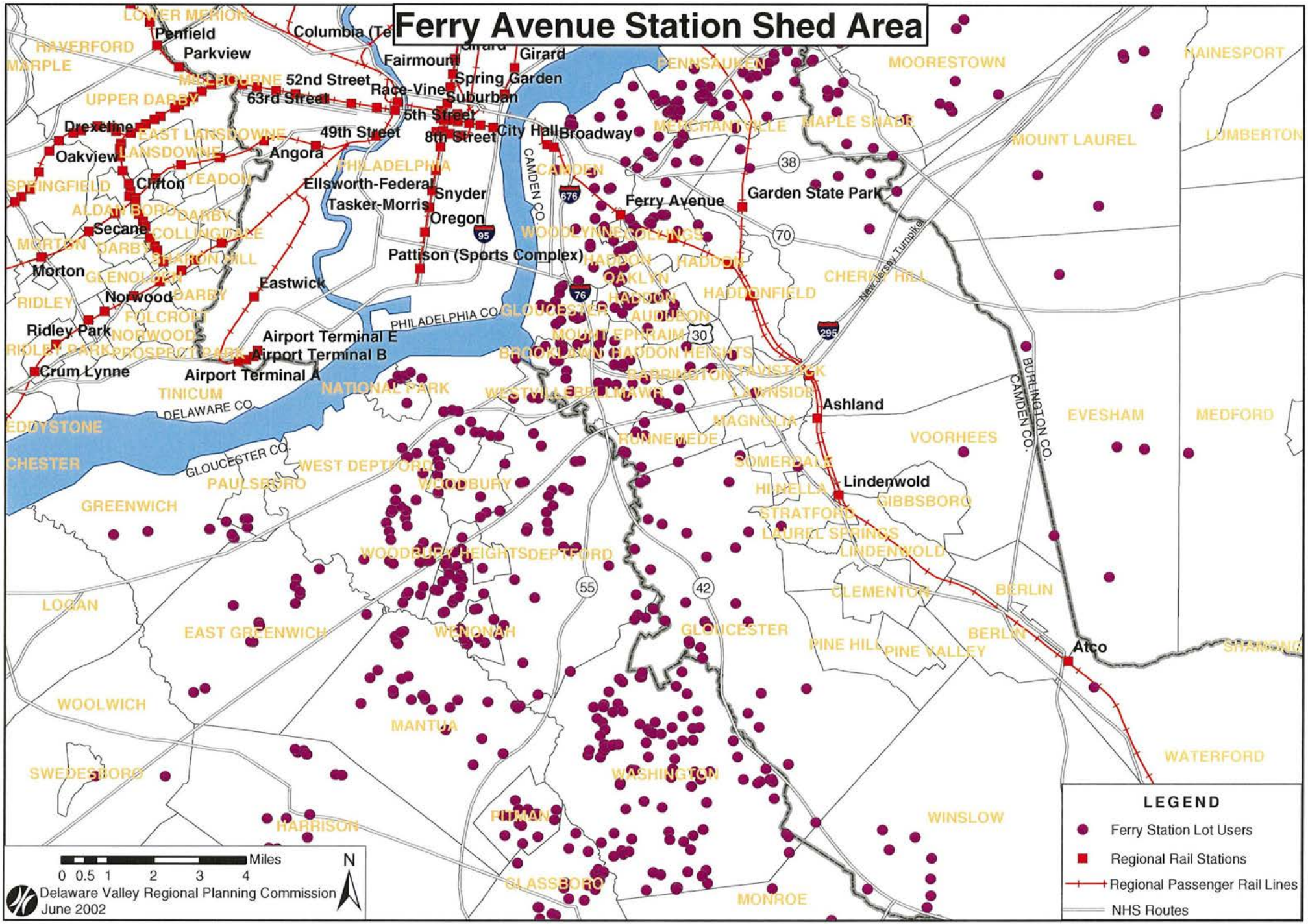
Parking Conditions

Supply	Demand	% Utilization
1,900	1,790	94%
Projected Year 2025 Parking Demand:	2,160*	
Major Shed Contributors to Station by MCD:	Washington Twp (14%), West Deptford Twp (7%), Deptford Twp (6%), Pennsauken Twp (6%)	

*Source: *Ridership and Parking Requirement Forecasts for the PATCO Hi-Speedline New Jersey Stations* (DVRPC, February 2002).

Station Premises

Amenity	Yes	No
Shelters for Transfers	x	
Lights	x	
Kiss & Ride Loop / Parking	x	
Bike Racks	x	
Opportunities for Parking Expansion	x	


Ferry Avenue Station Shed Area
Penfield
Parkview
Columbia (Te
Fairmount
Girard
Girard
Spring Garden
Suburban
52nd Street
63rd Street
Race-Vine
5th Street
49th Street
8th Street
City Hall
Broadway
Drexelline
Oakview
Angora
Clifton
Ellsworth-Federal
Tasker-Morris
Snyder
Oregon
Pattison (Sports Complex)
Ferry Avenue
Garden State Park
Secane
Morton
Norwood
Ridley Park
Crum Lynne
Eastwick
Airport Terminal E
Airport Terminal B
Airport Terminal A
Ashland
Lindenwold
Atco
CAMDEN CO.
PHILADELPHIA CO.
DELAWARE CO.
GLOUCESTER CO.
BURLINGTON CO.
New Jersey Turpike
MOORESTOWN
MOUNT LAUREL
EVESHAM
MEDFORD
VOORHEES
CHERRY HILL
HADDONFIELD
WOODBURY
PAULSBORO
GLOUCESTER
CLEMENTON
BERLIN
WATERFORD
WINSLOW
MONROE
GLASSBORO
WASHINGTON
MANTUA
WOOLWICH
SWEDESBORO
HARRISON
GREENWICH
LOGAN
EAST GREENWICH
CHESTER
EDDYSTONE
TINICUM
RIDLEY
NORWOOD
DARBY
UPPER DARBY
HAVERFORD
MARPLE
LANSDOWNE
SPRINGFIELD
ALDAN BORO
MORTON
GLENOLDEN
PHILADELPHIA
CAMDEN
LEGEND
Ferry Station Lot Users
Regional Rail Stations
Regional Passenger Rail Lines
NHS Routes
Miles
0 0.5 1 2 3 4
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Delaware Valley Regional Planning Commission
June 2002

Rand Transportation Center / Broadway Station

Location: Rand Transportation Center / Broadway Station **Map ID # 10**
NHS Routes: I-676, Camden Co. Rt. 551 (Connector), Seventh St. (Connector), Copper St. (Connector)

Public Transportation Available

Operator	Route	Type	Boardings	Source
PATCO	High Speed Line	Commuter Rail	1,960	PATCO Historical Data, Sept. 01
NJ Transit	Route 316	Bus	n/a	n/a
NJ Transit	Route 402	Bus	n/a	n/a
NJ Transit	Route 403	Bus	n/a	n/a
NJ Transit	Route 404	Bus	n/a	n/a
NJ Transit	Route 405	Bus	n/a	n/a
NJ Transit	Route 406	Bus	n/a	n/a
NJ Transit	Route 407	Bus	n/a	n/a
NJ Transit	Route 408	Bus	n/a	n/a
NJ Transit	Route 409	Bus	n/a	n/a
NJ Transit	Route 410	Bus	n/a	n/a
NJ Transit	Route 601	Bus	n/a	n/a
NJ Transit	Route 602	Bus	n/a	n/a
NJ Transit	Route 603	Bus	n/a	n/a
NJ Transit	Route 604	Bus	n/a	n/a
NJ Transit	Route 605	Bus	n/a	n/a
NJ Transit	Route 607	Bus	n/a	n/a
NJ Transit	Route 608	Bus	n/a	n/a
NJ Transit	Route 611	Bus	n/a	n/a
NJ Transit	Route 976	Bus	n/a	n/a
NJ Transit	Route PJS	Bus	n/a	n/a

Parking Conditions

Supply	Demand	% Utilization
n/a	n/a	n/a
Major Shed Contributors to Station by MCD:	n/a	

Station Premises

Amenity	Yes	No
Shelters for Transfers	x	
Lights	x	
Kiss & Ride Loop / Parking		x
Bike Racks	x	
Opportunities for Parking Expansion		x

Media Station

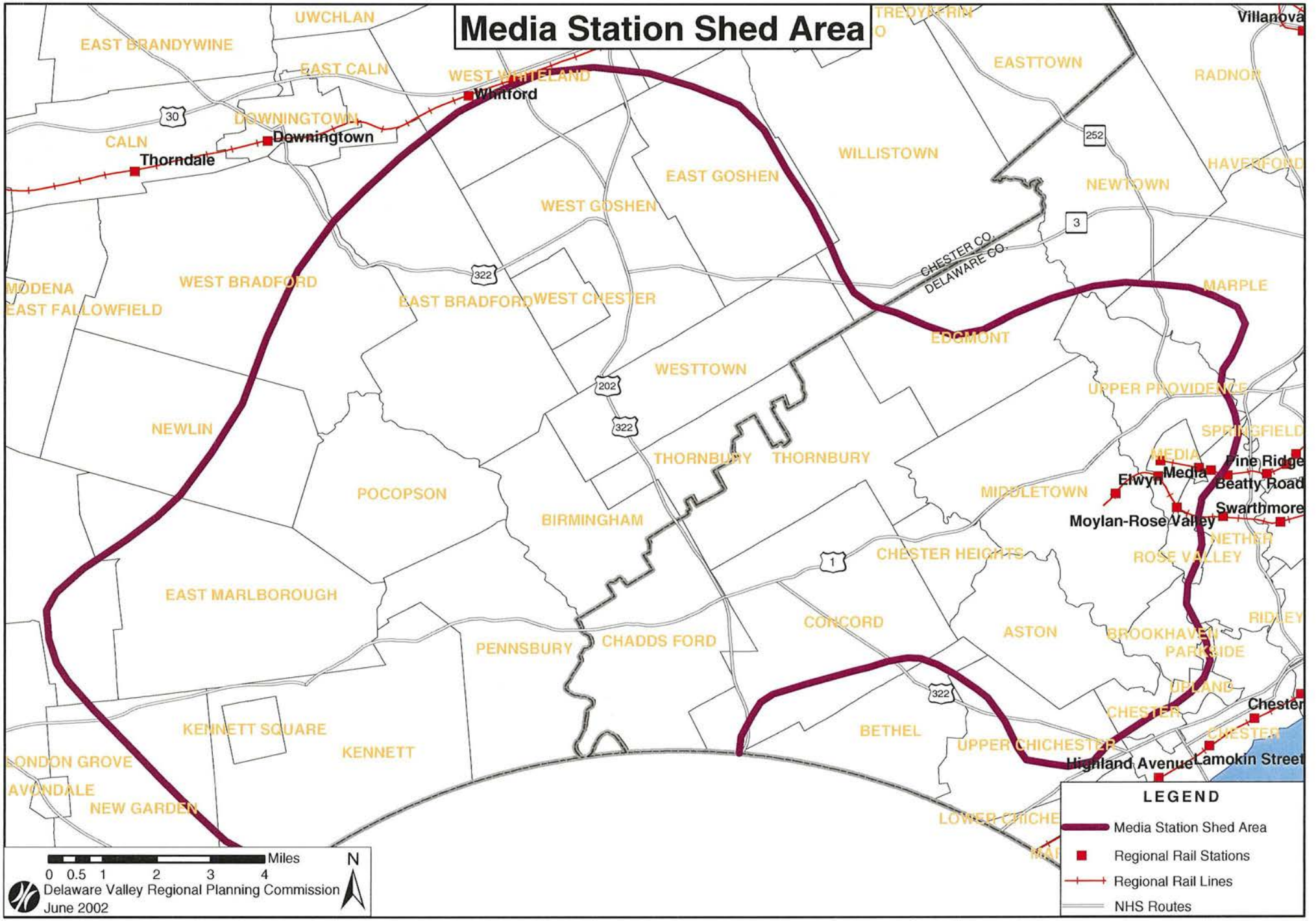
Location: Media Station **Map ID # 17**
NHS Routes: None

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R3	Commuter Rail	948	SEPTA Data, Dec. 00

Parking Conditions		
Supply	**Demand**	**% Utilization**
252	252	100%
Projected Year 2020 Parking Demand:	336*	
Major Shed Contributors to Station by MCD:	MiddletownTwp (17%), Upper Providence Twp (17%), Media Twp (8%)	

* Source: *SEPTA R3 Media / Elwyn Rail Line Parking Demand Study* (DVRPC, May 1999).

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights	n/a	n/a
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	n/a	n/a
Opportunities for Parking Expansion	n/a	n/a


Media Station Shed Area
UWCHLAN
EAST BRANDYWINE
EAST CALN
WEST WHITELAND
Whitford
DOWNINGTOWN
Downingtown
CALN
Thorndale
30
EASTTOWN
RADNOR
Villanova
WILLISTOWN
HAVERFORD
EAST GOSHEN
NEWTOWN
WEST GOSHEN
252
3
CHESTER CO.
DELAWARE CO.
322
MODENA
EAST FALLOWFIELD
WEST BRADFORD
EAST BRADFORD
WEST CHESTER
MARPLE
EDGMONT
WESTTOWN
202
322
UPPER PROVIDENCE
SPRINGFIELD
NEWLIN
THORNBURY
THORNBURY
MEDIA
Pine Ridge
Media
Elwyn
Beatty Road
Swarthmore
MIDDLETOWN
Moylan-Rose Valley
POCOPSON
BIRMINGHAM
NETHER
ROSE VALLEY
CHESTER HEIGHTS
1
EAST MARLBOROUGH
CONCORD
ASTON
RIDLEY
BROOKHAVEN
PARKSIDE
PENNSBURY
CHADDS FORD
UPLAND
322
Chester
CHESTER
BETHEL
CHESTER
KENNETT SQUARE
KENNETT
UPPER CHICHESTER
Highland Avenue
Lamokin Street
LONDON GROVE
AVONDALE
NEW GARDEN
LOWER CHICHE
LEGEND
Media Station Shed Area
Regional Rail Stations
Regional Rail Lines
NHS Routes
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002

Elwyn Station

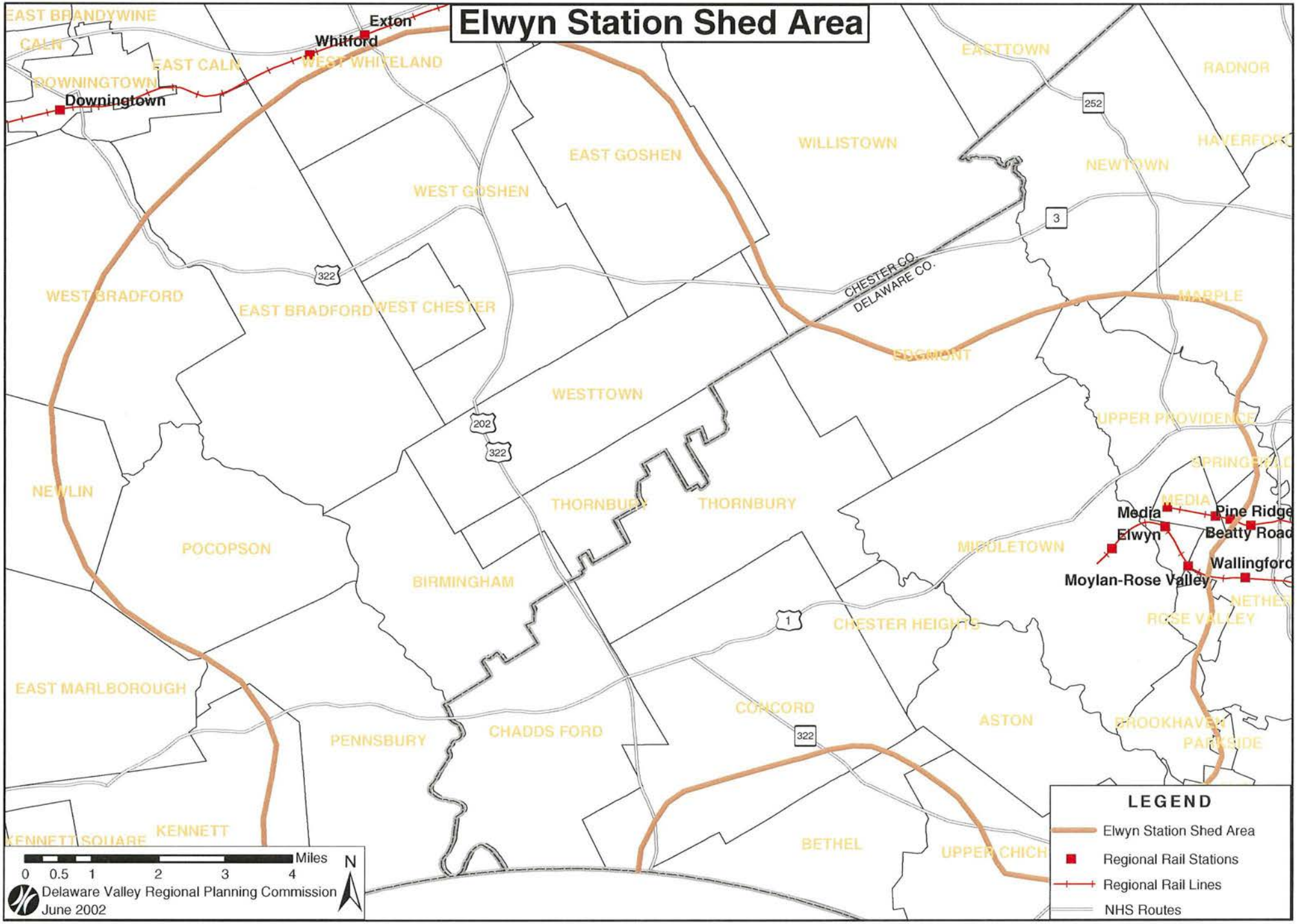
Location: Elwyn Station **Map ID # 18**
NHS Routes: None

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R3	Commuter Rail	610	SEPTA Data, Sept. 00
SEPTA	Route 117	Bus	n/a	n/a
SEPTA	Route 119	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
217	217	100%
Projected Year 2020 Parking Demand:	274*	
Major Shed Contributors to Station by MCD:	Middletown Twp (30%), Aston Boro (13%), Westown Twp (10%)	

*Source: *SEPTA R3 Media / Elwyn Rail Line Parking Demand Study* (DVPRC, May 1999).

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights	n/a	n/a
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	n/a	n/a
Opportunities for Parking Expansion	n/a	n/a


Elwyn Station Shed Area
EAST BRANDYWINE
CALN
EAST CALN
DOWNINGTOWN
Downingtown
Exton
Whitford
WEST WHITELAND
EAST GOSHEN
WEST GOSHEN
WILLISTOWN
EASTTOWN
RADNOR
NEWTOWN
252
3
322
CHESTER CO.
DELAWARE CO.
WEST BRADFORD
EAST BRADFORD
WEST CHESTER
WESTTOWN
EDGMONT
MARPLE
UPPER PROVIDENCE
202
322
NEWLIN
POCOPSON
THORNBURY
MIDDLETOWN
MEDIA
Media
Elwyn
Pine Ridge
Beatty Road
Wallingford
Moylan-Rose Valley
BIRMINGHAM
CHESTER HEIGHTS
ROSE VALLEY
1
EAST MARLBOROUGH
PENNSBURY
CHADDS FORD
CONCORD
ASTON
BROOKHAVEN
PARKSIDE
KENNETT
KENNETT SQUARE
BETHEL
UPPER CHICHESTER
LEGEND
Elwyn Station Shed Area
Regional Rail Stations
Regional Rail Lines
NHS Routes
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002

Wawa Station (Proposed)

Location: Wawa Station **Map ID # 19**
NHS Routes: US 1

Public Transportation Proposed				
Operator	**Route**	**Type**	**Projected Boardings (2020)**	**Source**
SEPTA	R3	Commuter Rail	719	Elwyn to Wawa Service Restoration Study (SEPTA, June 2000)

Proposed Parking Conditions		
Supply	**Demand**	**% Utilization**
385*	217*	~ 56%
Major Shed Contributors to Station by MCD:	n/a	

* 2020 Projected Supply / Demand Source: *SEPTA's Elwyn to Wawa Service Restoration Study*, June 2000. Prepared for SEPTA by Vollmer Associates.

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	In order to ensure the best transfer of passengers between modes, all of the listed amenities should be included in the construction of a new station.	
Lights		
Kiss & Ride Loop / Parking		
Bike Racks		
Opportunities for Parking Expansion		

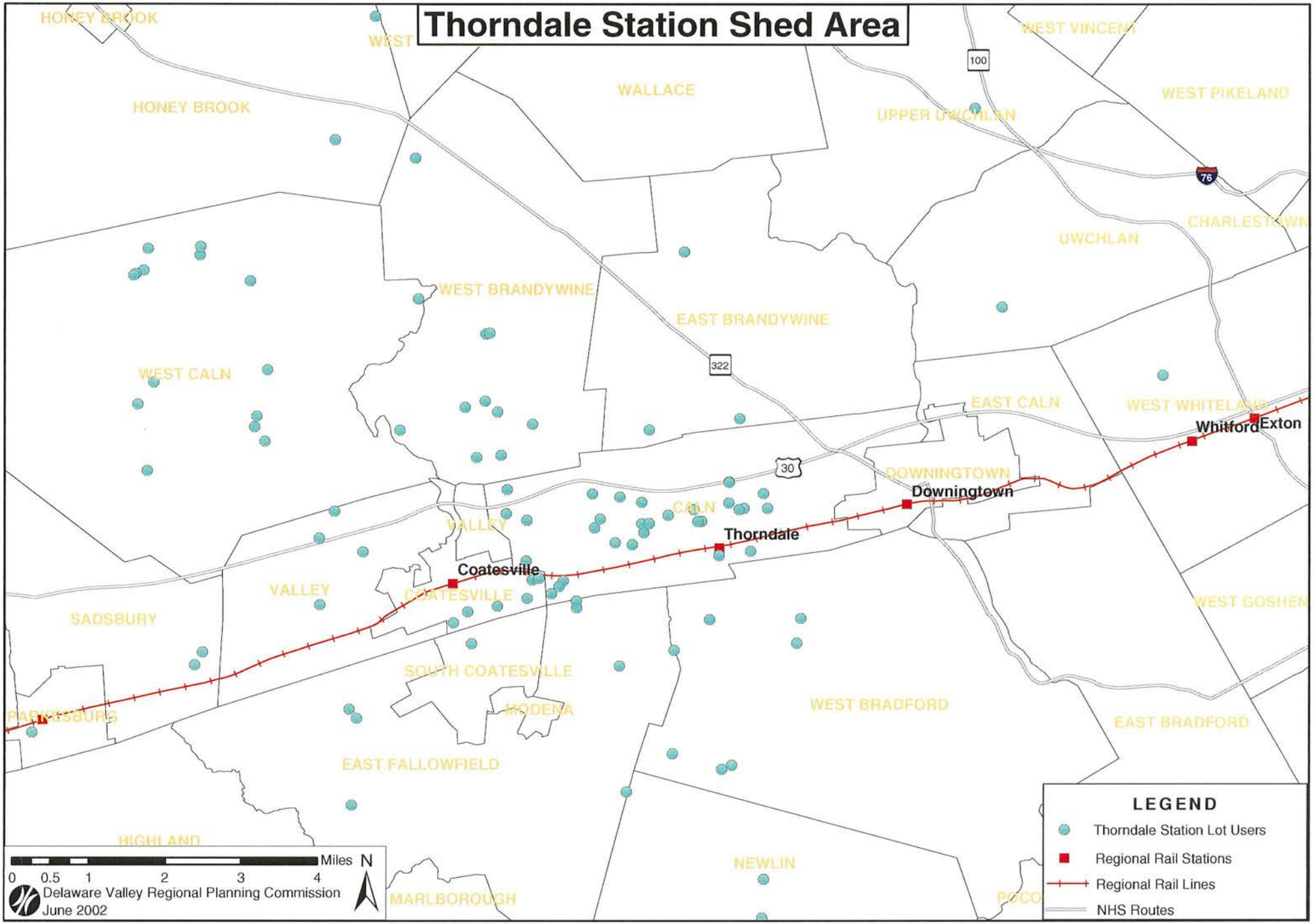
Thorndale Station

Location: Thorndale Station **Map ID # 22**
NHS Routes: US 30

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R5	Commuter Rail	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
456	143	31%
Projected Year 2025 Parking Demand:	198	
Major Shed Contributors to Station by MCD:	Caln Twp (26%), West Bradford Twp (15%), West Caln Twp (13%), West Brandywine Twp (8%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights	x	
Kiss & Ride Loop / Parking	x	
Bike Racks	n/a	n/a
Opportunities for Parking Expansion	x	


Thorndale Station Shed Area
HONEY BROOK
WEST
WALLACE
WEST VINCENT
WEST PIKELAND
UPPER UWCHLAN
100
76
CHARLESTOWN
UWCHLAN
WEST BRANDYWINE
EAST BRANDYWINE
322
WEST CALN
EAST CALN
WEST WHITELAND
Whitford
Exton
30
DOWNINGTOWN
Downingtown
CALN
VALLEY
Thorndale
Coatesville
VALLEY
COATESVILLE
SADSBURY
WEST GOSHEN
SOUTH COATESVILLE
MODENA
WEST BRADFORD
EAST BRADFORD
EAST FALLOWFIELD
HIGHLAND
NEWLIN
MARLBOROUGH
LEGEND
Thorndale Station Lot Users
Regional Rail Stations
Regional Rail Lines
NHS Routes
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002

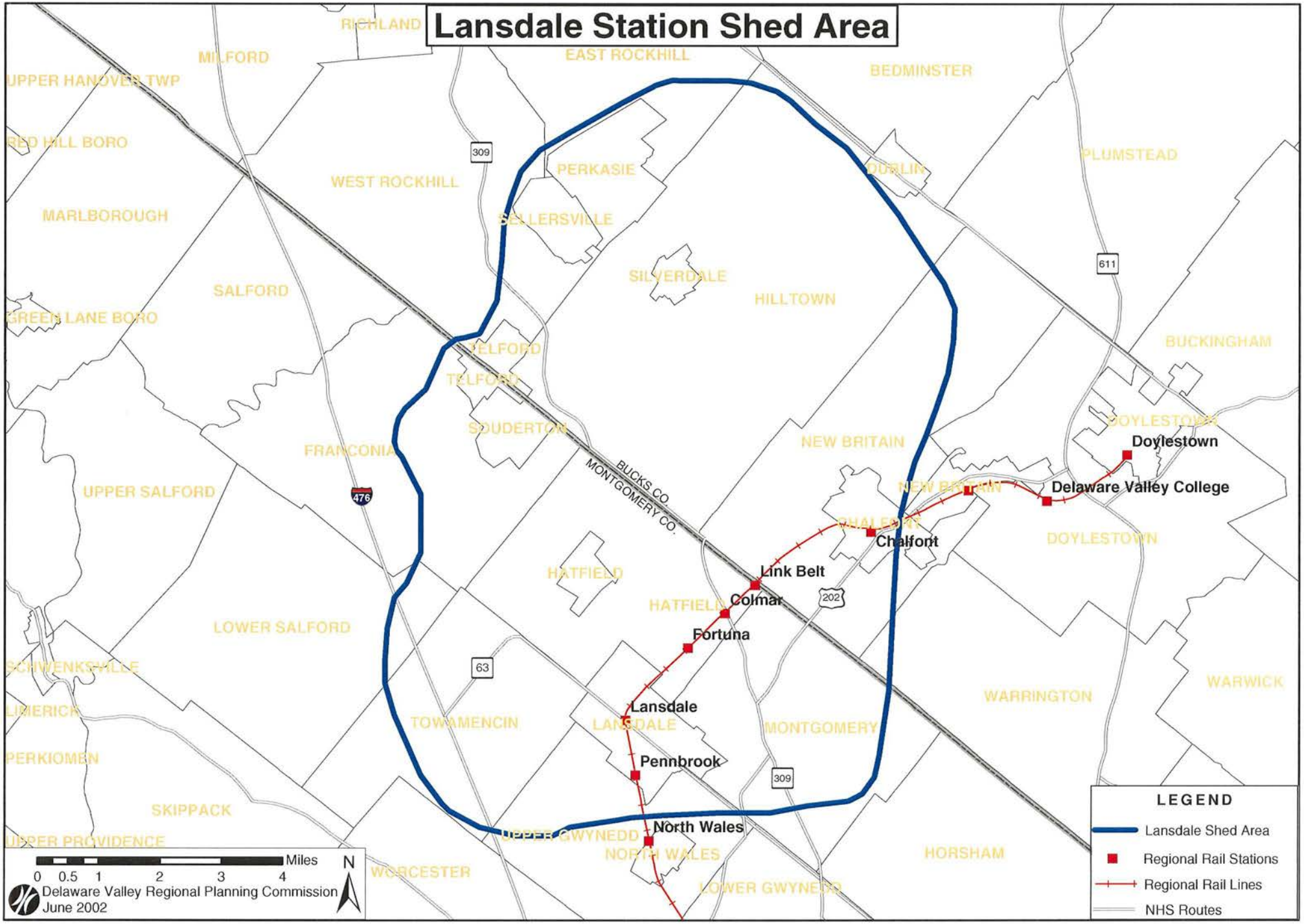
Lansdale Station

Location: Lansdale Station **Map ID # 32**
NHS Routes: PA 63

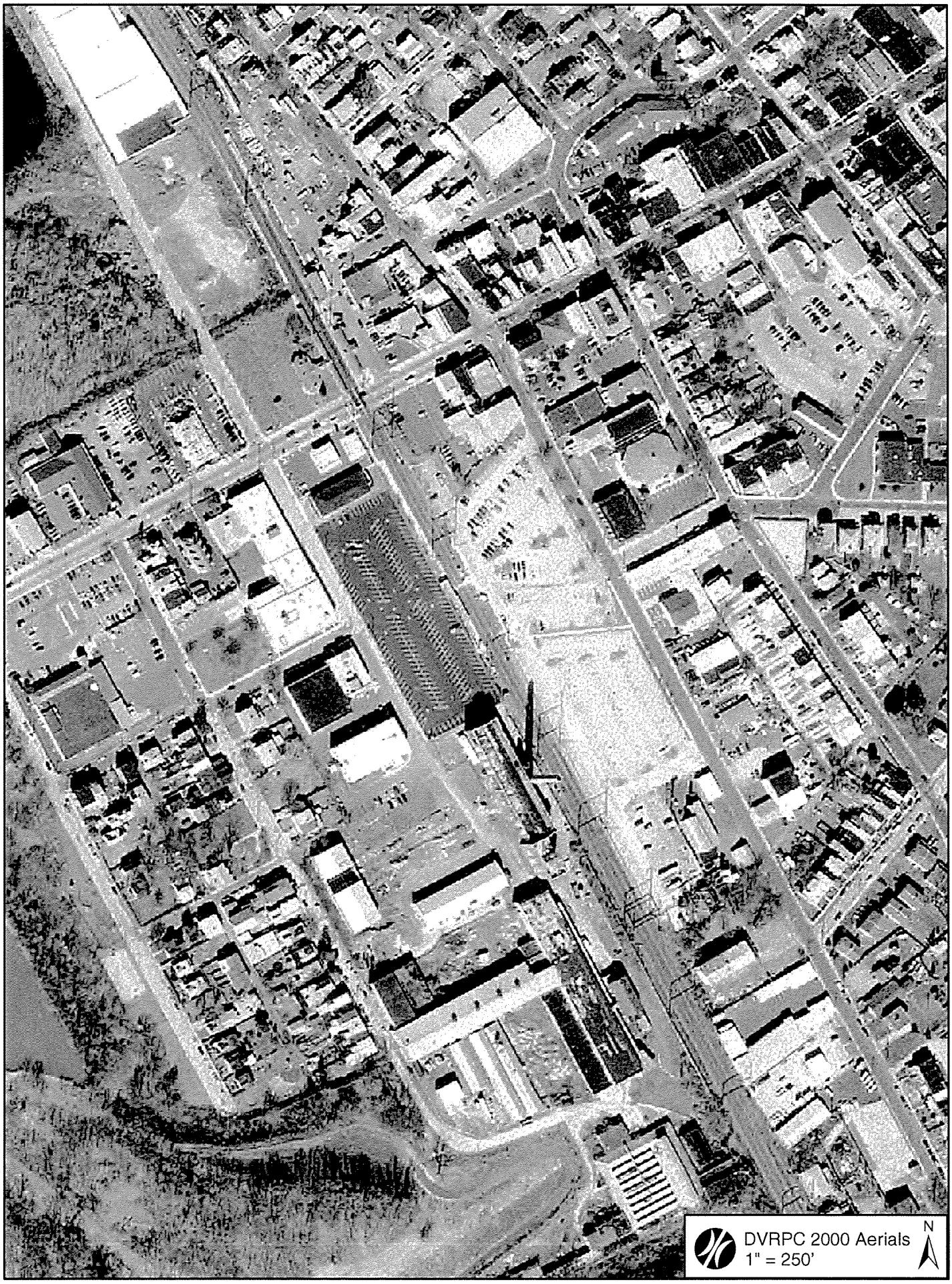
Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R5	Commuter Rail	1,420	SEPTA Data, Dec. 00
SEPTA	Route 96	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
497	407	82%
Projected Year 2025 Parking Demand:	491	
Major Shed Contributors to Station by MCD:	Hatfield Twp (19%), Towamencin Twp (17%), Lansdale Boro (15%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights	n/a	n/a
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	n/a	n/a
Opportunities for Parking Expansion	n/a	n/a


Lansdale Station Shed Area
RICHLAND
MILFORD
EAST ROCKHILL
BEDMINSTER
UPPER HANOVER TWP
RED HILL BORO
309
PERKASIE
DUBLIN
PLUMSTEAD
WEST ROCKHILL
MARLBOROUGH
SELLERSVILLE
611
SILVERDALE
SALFORD
HILLTOWN
GREEN LANE BORO
TELFORD
BUCKINGHAM
SOUDERTON
DOYLESTOWN
NEW BRITAIN
FRANCONIA
Doylestown
BUCKS CO.
MONTGOMERY CO.
Delaware Valley College
476
UPPER SALFORD
Chalfont
DOYLESTOWN
HATFIELD
Link Belt
202
Colmar
HATFIELD
Fortuna
LOWER SALFORD
63
SCHWENKSVILLE
WARWICK
LIMERICK
Lansdale
WARRINGTON
TOWAMENCIN
LANSDALE
MONTGOMERY
PERKIOMEN
Pennbrook
309
SKIPPACK
North Wales
UPPER PROVIDENCE
UPPER GWYNEDD
NORTH WALES
HORSHAM
WORCESTER
LOWER GWYNEDD
LEGEND
Lansdale Shed Area
Regional Rail Stations
Regional Rail Lines
NHS Routes
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002

Ambler Station

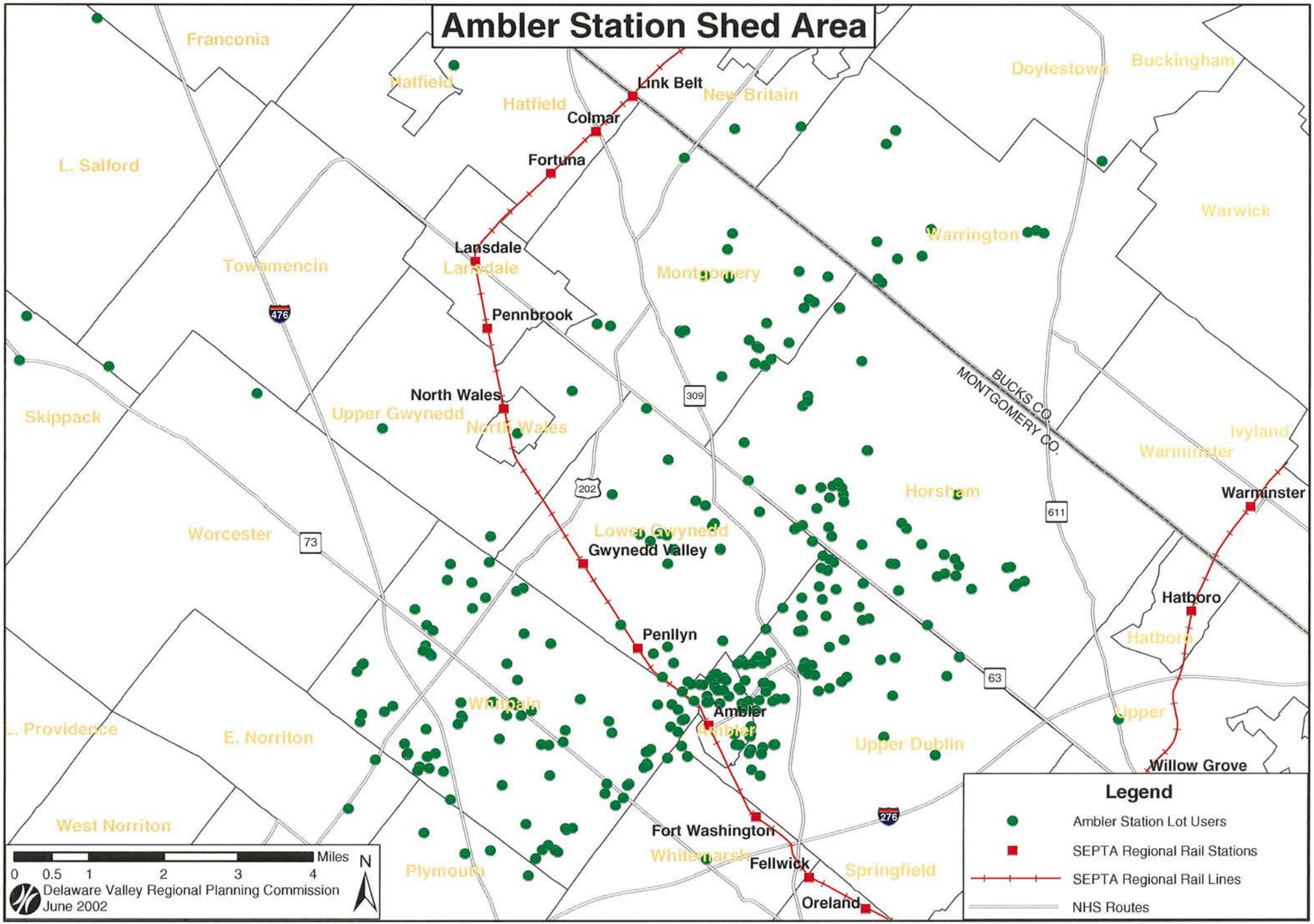


Location: Ambler Station **Map ID # 33**
NHS Routes: PA 309, Butler Ave. (connector), Susquehanna Ave. (connector)

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R5	Commuter Rail	1,446	SEPTA Data, Dec. 00
SEPTA	Route 94	Bus	n/a	n/a
SEPTA	Route 98	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
588	461	78%
Projeted Year 2020 Parking Demand:	544	
Major Shed Contributors to Station by MCD:	Whitpain Twp (26%), Upper Dublin Twp (21%), Horsham Twp (13%), Ambler Boro (8%), Lower Gwynedd Twp (8%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights	n/a	n/a
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	n/a	n/a
Opportunities for Parking Expansion	n/a	n/a


Ambler Station Shed Area
Franconia
Hatfield
Hatfield
Link Belt
Colmar
Fortuna
New Britain
Doylestown
Buckingham
L. Salford
Lansdale
Towamencin
Lansdale
Montgomery
Warrington
Warwick
Pennbrook
476
North Wales
Skippack
Upper Gwynedd
North Wales
309
BUCKS CO.
MONTGOMERY CO.
Ivyland
Warminster
202
Horsham
Warminster
611
Worcester
73
Lower Gwynedd
Gwynedd Valley
Penllyn
Hatboro
Hatboro
63
Whitpain
Ambler
Upper
L. Providence
E. Norriton
Upper Dublin
Willow Grove
West Norriton
Fort Washington
276
Whitemarsh
Fellwick
Springfield
Plymouth
Oreland
Legend
Ambler Station Lot Users
SEPTA Regional Rail Stations
SEPTA Regional Rail Lines
NHS Routes
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002

Fort Washington Station

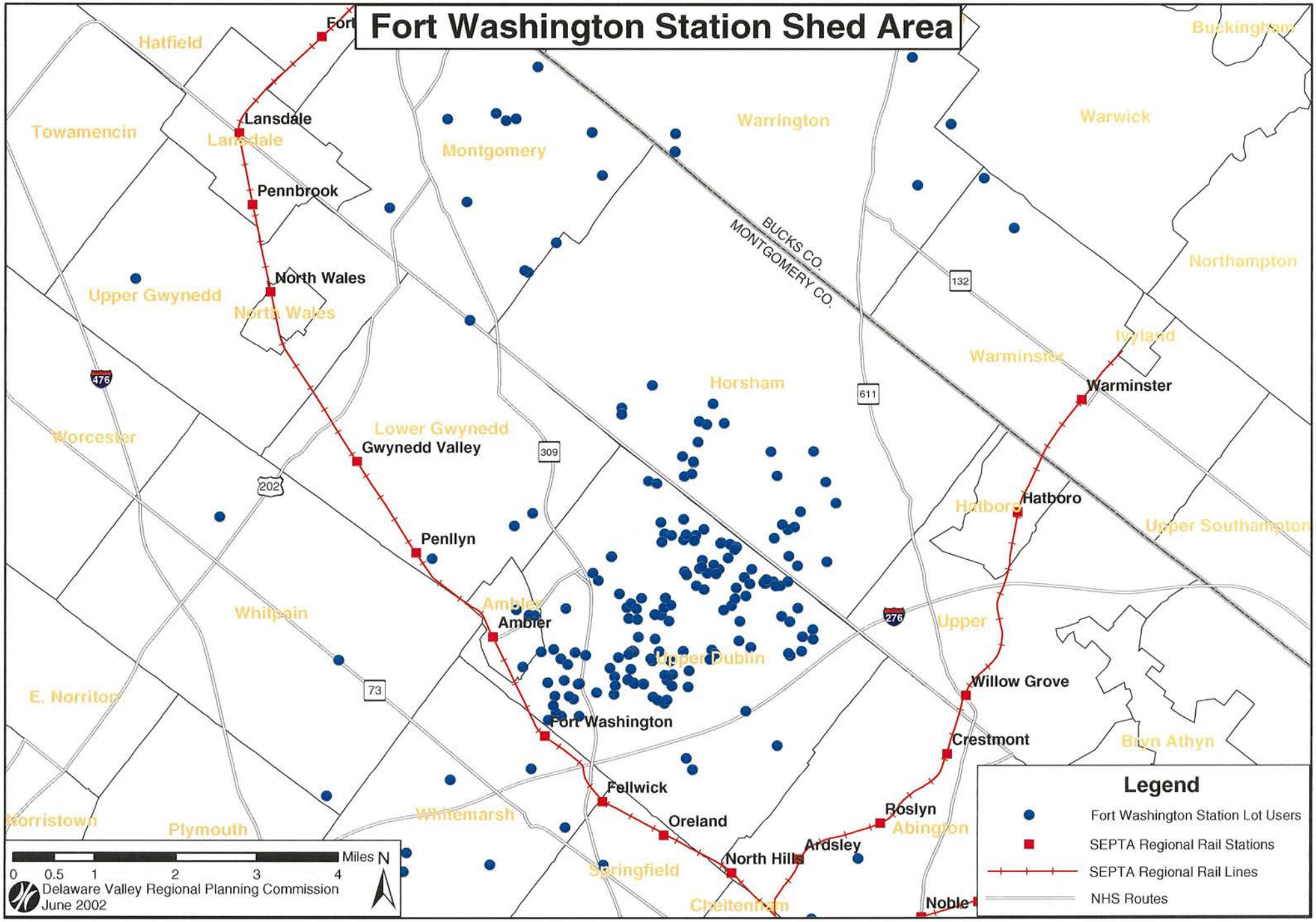
Location: Fort Washington Station **Map ID # 34**
NHS Routes: PA 309

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R5	Commuter Rail	1,212	SEPTA Data, Dec. 00
SEPTA	Route 94	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
296	306	103%
Projected Year 2005 Parking Demand:	551*	
Major Shed Contributors to Station by MCD:	Upper Dublin Twp (62%), Horsham Twp (12%), Montgomery Twp (5%)	

*Source: *Fort Washington Station Parking Needs Analysis*, December 1999. Prepared for SEPTA by Gannett Fleming.

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights	n/a	n/a
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	n/a	n/a
Opportunities for Parking Expansion	n/a	n/a


Fort Washington Station Shed Area
Hatfield
Towamencin
Lansdale
Pennbrook
North Wales
Upper Gwynedd
Montgomery
Warrington
Warwick
Buckingham
Northampton
BUCKS CO.
MONTGOMERY CO.
132
611
309
202
476
Horsham
Lower Gwynedd
Gwynedd Valley
Penllyn
Worcester
Whitpain
Ambler
Upper Dublin
Fort Washington
Fellwick
Oreland
North Hills
Ardsley
Roslyn
Crestmont
Willow Grove
Warminster
Ivyland
Hatboro
Upper Southampton
Upper
276
73
E. Norriton
Norristown
Plymouth
Whitemarsh
Springfield
Cheltenham
Abington
Noble
Bryn Athyn
Legend
Fort Washington Station Lot Users
SEPTA Regional Rail Stations
SEPTA Regional Rail Lines
NHS Routes
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002

Glenside Station

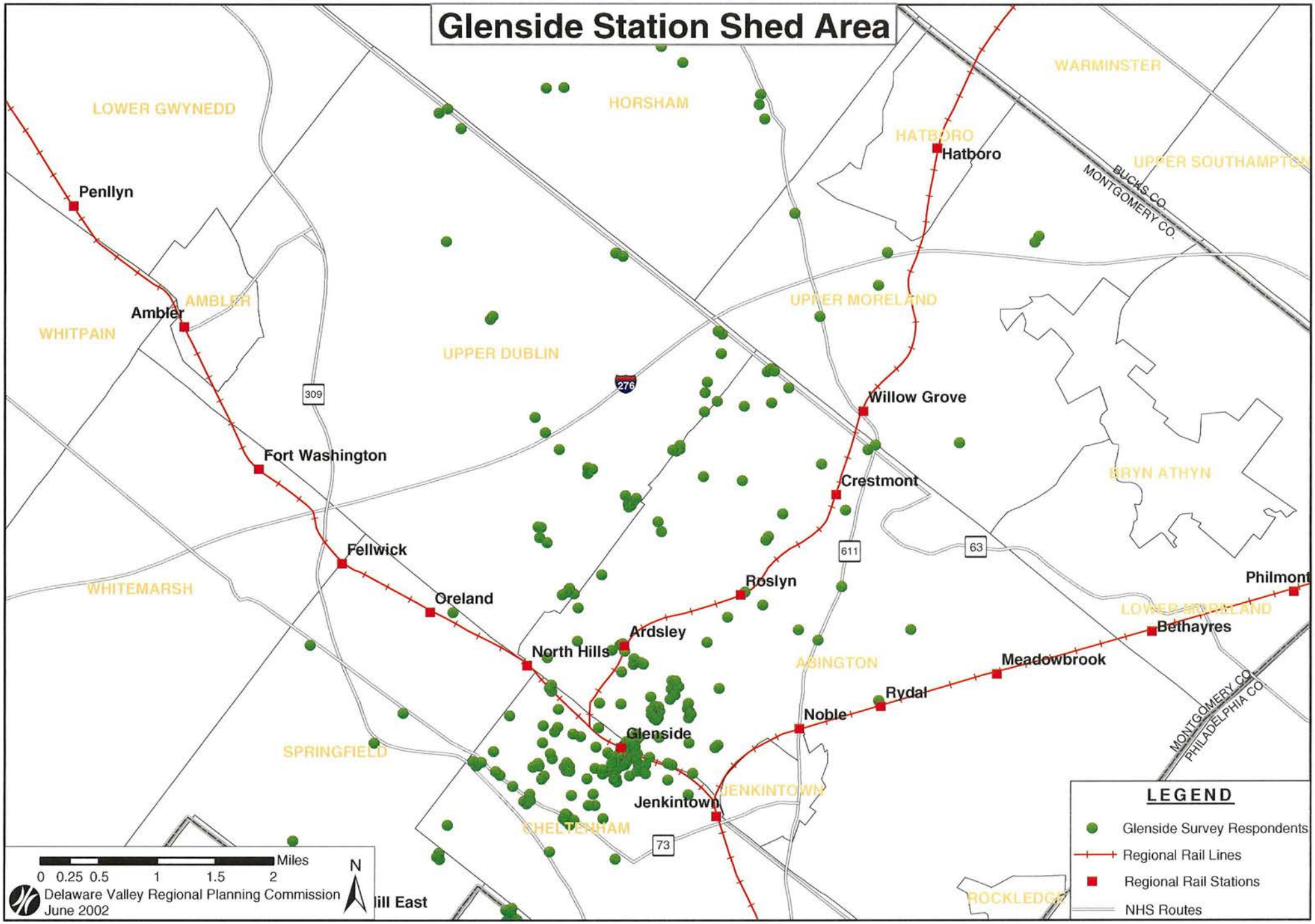
Location: Glenside Station **Map ID # 35**
NHS Routes: None

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R1	Commuter Rail	1,358	SEPTA Data, Dec. 00
SEPTA	R2	Commuter Rail		
SEPTA	R5	Commuter Rail		
SEPTA	Route 22	Bus	n/a	n/a
SEPTA	Route 77	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
260	260	100%
Projected Year 2025 Parking Demand:	747*	
Major Shed Contributors to Station by MCD:	Abington Twp (36%), Cheltenham Twp (32%), Upper Dublin Twp (14%)	

*Source: *Parking Demand Study - Glenside and Jenkintown SEPTA Stations* (DVRPC, October 2000).

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	x	
Lights	n/a	n/a
Kiss & Ride Loop / Parking	x	
Bike Racks	x	
Opportunities for Parking Expansion	x	


Glenside Station Shed Area
LOWER GWYNEDD
HORSHAM
WARMINSTER
HATBORO
UPPER SOUTHAMPTON
BUCKS CO.
MONTGOMERY CO.
Penllyn
Hatboro
AMBLER
Ambler
WHITPAIN
UPPER DUBLIN
UPPER MORELAND
309
276
Willow Grove
Fort Washington
Crestmont
BRYN ATHYN
611
63
Fellwick
WHITEMARSH
Roslyn
Philmont
Oreland
LOWER MORELAND
Ardsley
Bethayres
North Hills
ABINGTON
Meadowbrook
Rydal
Noble
Glenside
SPRINGFIELD
MONTGOMERY CO.
PHILADELPHIA CO.
JENKINTOWN
Jenkintown
CHELTENHAM
73
ROCKLEDGE
LEGEND
Glenside Survey Respondents
Regional Rail Lines
Regional Rail Stations
NHS Routes
Miles
0 0.25 0.5 1 1.5 2
N
Delaware Valley Regional Planning Commission
June 2002

Jenkintown Station

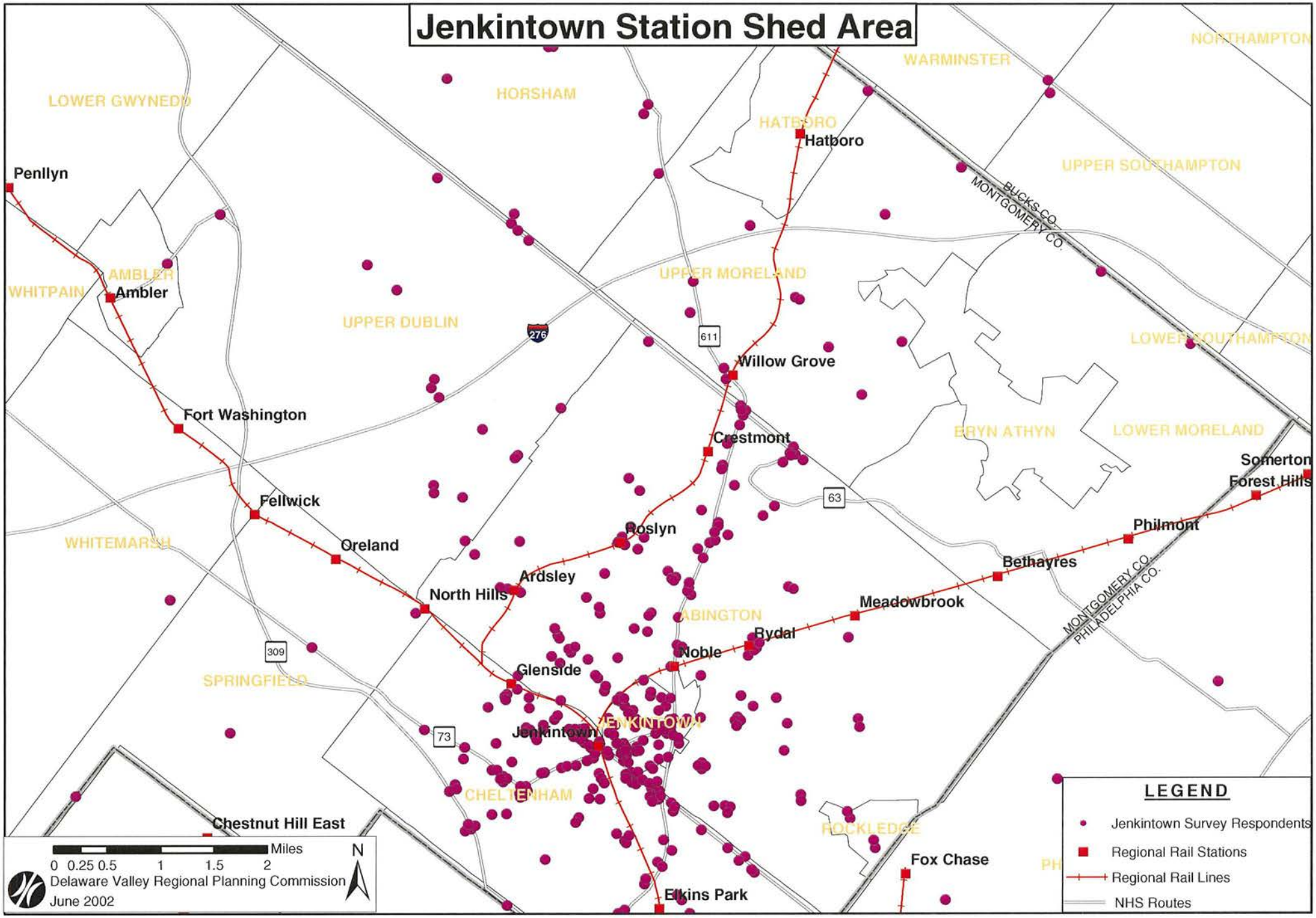
Location: Jenkintown Station **Map ID # 36**
NHS Routes: PA 73, Greenwood Ave. (connector)

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R1	Commuter Rail	2,754	SEPTA Data, Dec. 00
SEPTA	R2	Commuter Rail		
SEPTA	R3	Commuter Rail		
SEPTA	R5	Commuter Rail		
SEPTA	Route 77	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
603	603	100%
Projected Year 2025 Parking Demand	960*	
Major Shed Contributors to Station by MCD:	Abington Twp (27%), Cheltenham Twp (26%), Jenkintown (20%)	

*Source: *Parking Demand Study - Glenside and Jenkintown SEPTA Stations* (DVRPC, October 2000)

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	x	
Lights	x	
Kiss & Ride Loop / Parking	x	
Bike Racks	x	
Opportunities for Parking Expansion	x	


Jenkintown Station Shed Area
LOWER GWYNEDD
HORSHAM
WARMINSTER
NORTHAMPTON
HATBORO
UPPER SOUTHAMPTON
WHITPAIN
AMBLER
UPPER MORELAND
UPPER DUBLIN
LOWER SOUTHAMPTON
BRYN ATHYN
LOWER MORELAND
WHITEMARSH
ABINGTON
SPRINGFIELD
JENKINTOWN
CHELTENHAM
ROCKLEDGE
Penllyn
Ambler
Hatboro
Willow Grove
Fort Washington
Crestmont
Somerton
Forest Hills
Fellwick
Roslyn
Philmont
Oreland
Ardsley
Bethayres
North Hills
Meadowbrook
Rydal
Noble
Glenside
Jenkintown
Chestnut Hill East
Fox Chase
Elkins Park
276
611
63
309
73
BUCKS CO.
MONTGOMERY CO.
MONTGOMERY CO.
PHILADELPHIA CO.
Miles
0 0.25 0.5 1 1.5 2
N
Delaware Valley Regional Planning Commission
June 2002
LEGEND
Jenkintown Survey Respondents
Regional Rail Stations
Regional Rail Lines
NHS Routes

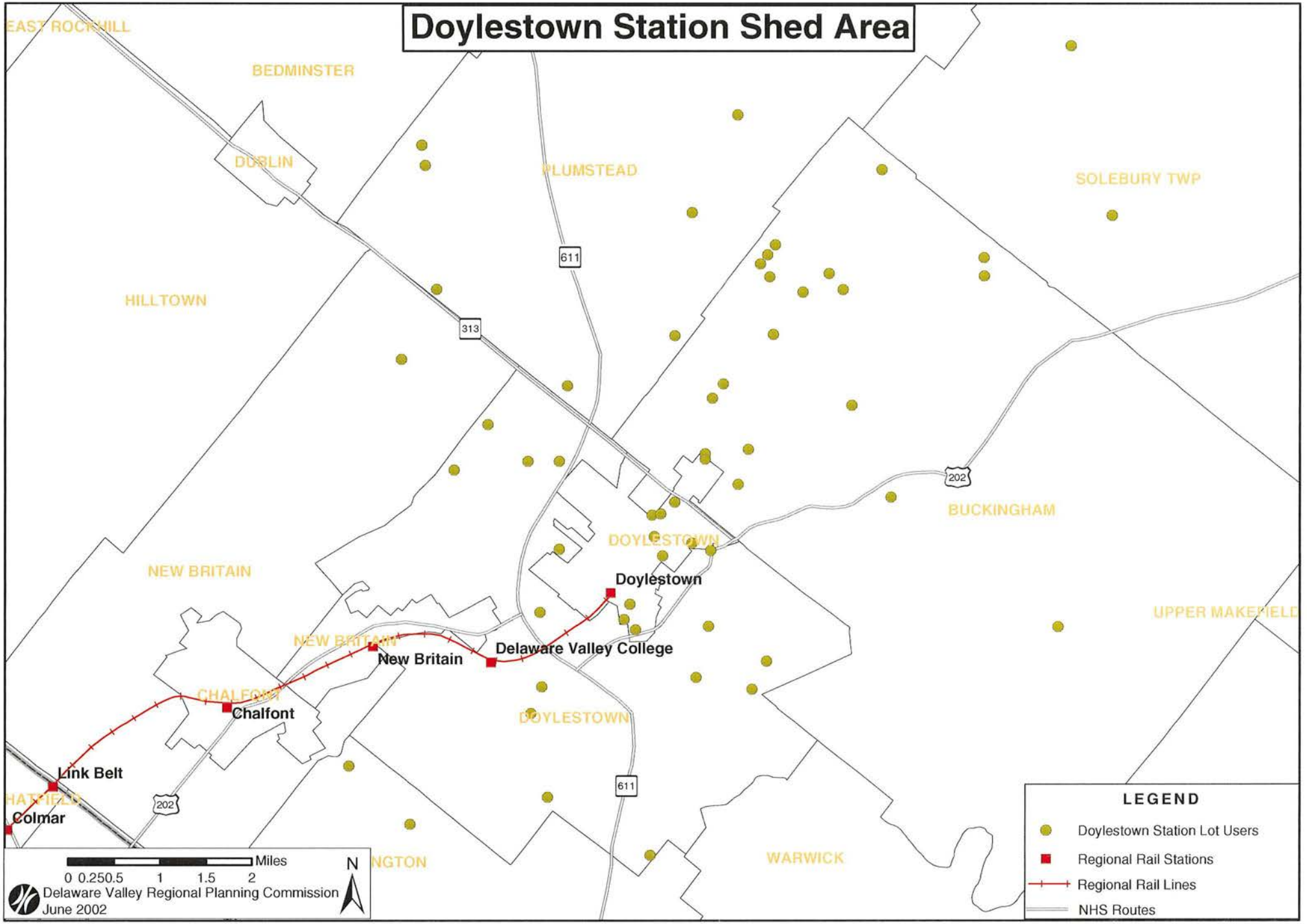
Doylestown Station

Location: Doylestown Station **Map ID # 36**
NHS Routes: None

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R5	Commuter Rail	568	SEPTA Data, Dec. 00
SEPTA	Route 55	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
185	124	67%
Year 2025 Projected Parking Demand	171	
Major Shed Contributors to Station by MCD:	Doylestown Boro (33%), Buckingham Twp (28%), Plumstead Twp (10%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers		x
Lights	x	
Kiss & Ride Loop / Parking	x	
Bike Racks	x	
Opportunities for Parking Expansion	x	


Doylestown Station Shed Area
EAST ROCKHILL
BEDMINSTER
DUBLIN
PLUMSTEAD
SOLEBURY TWP
611
HILLTOWN
313
202
BUCKINGHAM
DOYLESTOWN
NEW BRITAIN
Doylestown
UPPER MAKEFIELD
NEW BRITAIN
New Britain
Delaware Valley College
CHALFONT
Chalfont
DOYLESTOWN
Link Belt
HATFIELD
202
Colmar
611
WARWICK
NGTON
Miles
0 0.250.5 1 1.5 2
Delaware Valley Regional Planning Commission
June 2002
N
LEGEND
Doylestown Station Lot Users
Regional Rail Stations
Regional Rail Lines
NHS Routes

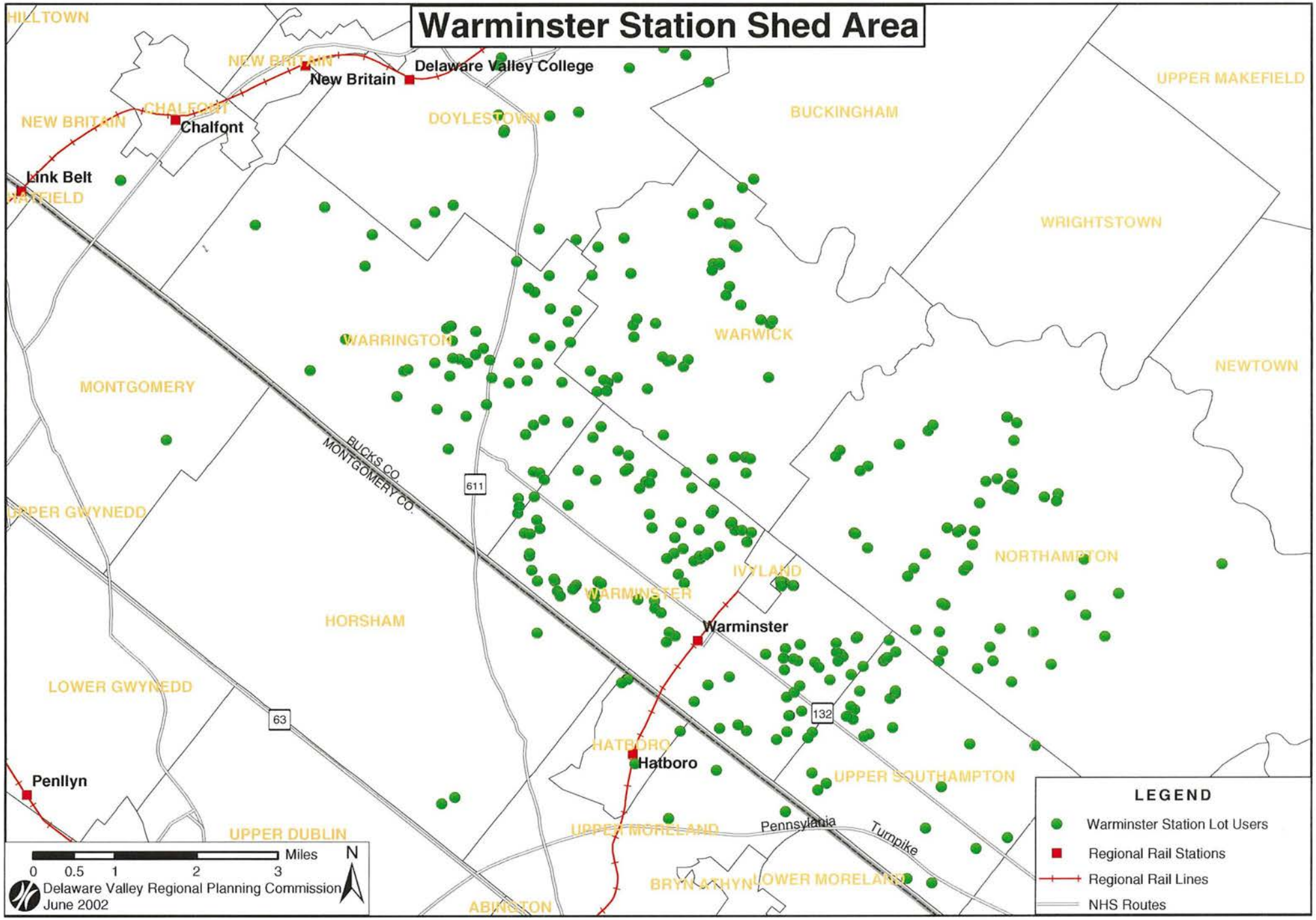
Warminster Station

Location: Warminster Station **Map ID # 38**
NHS Routes: PA 132, Jacksonville Rd (connector)

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R2	Commuter Rail	1,219	SEPTA Data, Dec. 00
SEPTA	Route 206	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
668	510	76%
Projected Year 2025 Parking Demand	687	
Major Shed Contributors to Station by MCD:	Warminster Twp (30%), Northampton Twp (15%), Warrington Twp (15%), Warwick Twp (13%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers		x
Lights	x	
Kiss & Ride Loop / Parking	x	
Bike Racks	x	
Opportunities for Parking Expansion	x	


Warminster Station Shed Area
HILLTOWN
NEW BRITAIN
Delaware Valley College
New Britain
CHALFONT
NEW BRITAIN
Chalfont
DOYLESTOWN
BUCKINGHAM
UPPER MAKEFIELD
Link Belt
HATFIELD
WRIGHTSTOWN
WARRINGTON
WARWICK
NEWTOWN
MONTGOMERY
BUCKS CO.
MONTGOMERY CO.
611
UPPER GWYNEDD
NORTHAMPTON
IVYLAND
WARMINSTER
Warminster
HORSHAM
LOWER GWYNEDD
63
132
HATBORO
Hatboro
Penllyn
UPPER SOUTHAMPTON
UPPER DUBLIN
UPPER MORELAND
Pennsylvania
Turnpike
BRYN ATHYN
LOWER MORELAND
ABINGTON
Miles
0 0.5 1 2 3
N
Delaware Valley Regional Planning Commission
June 2002
LEGEND
Warminster Station Lot Users
Regional Rail Stations
Regional Rail Lines
NHS Routes

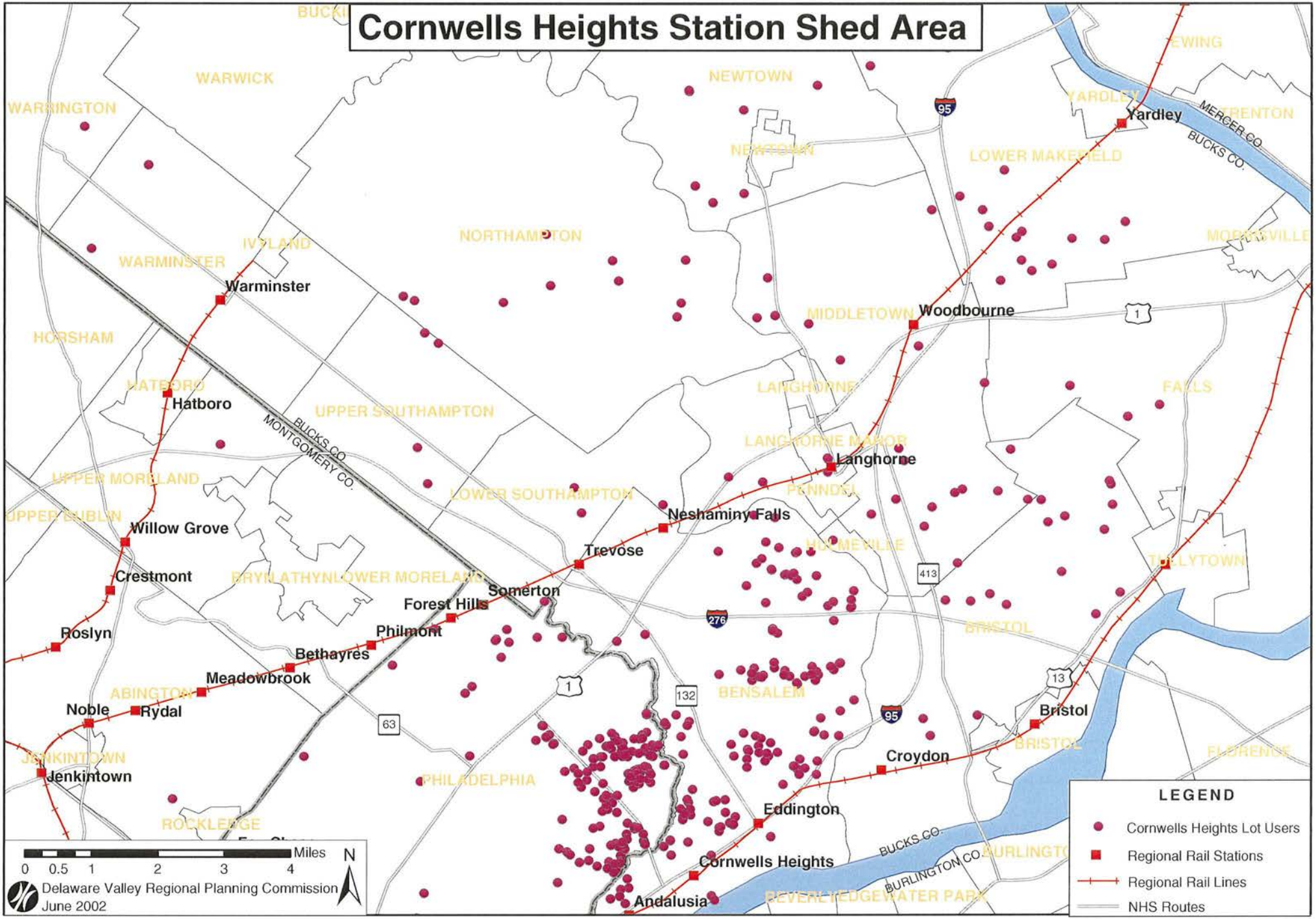
Cornwells Heights Station

Location: Cornwells Heights Station **Map ID # 41**
NHS Routes: I-95

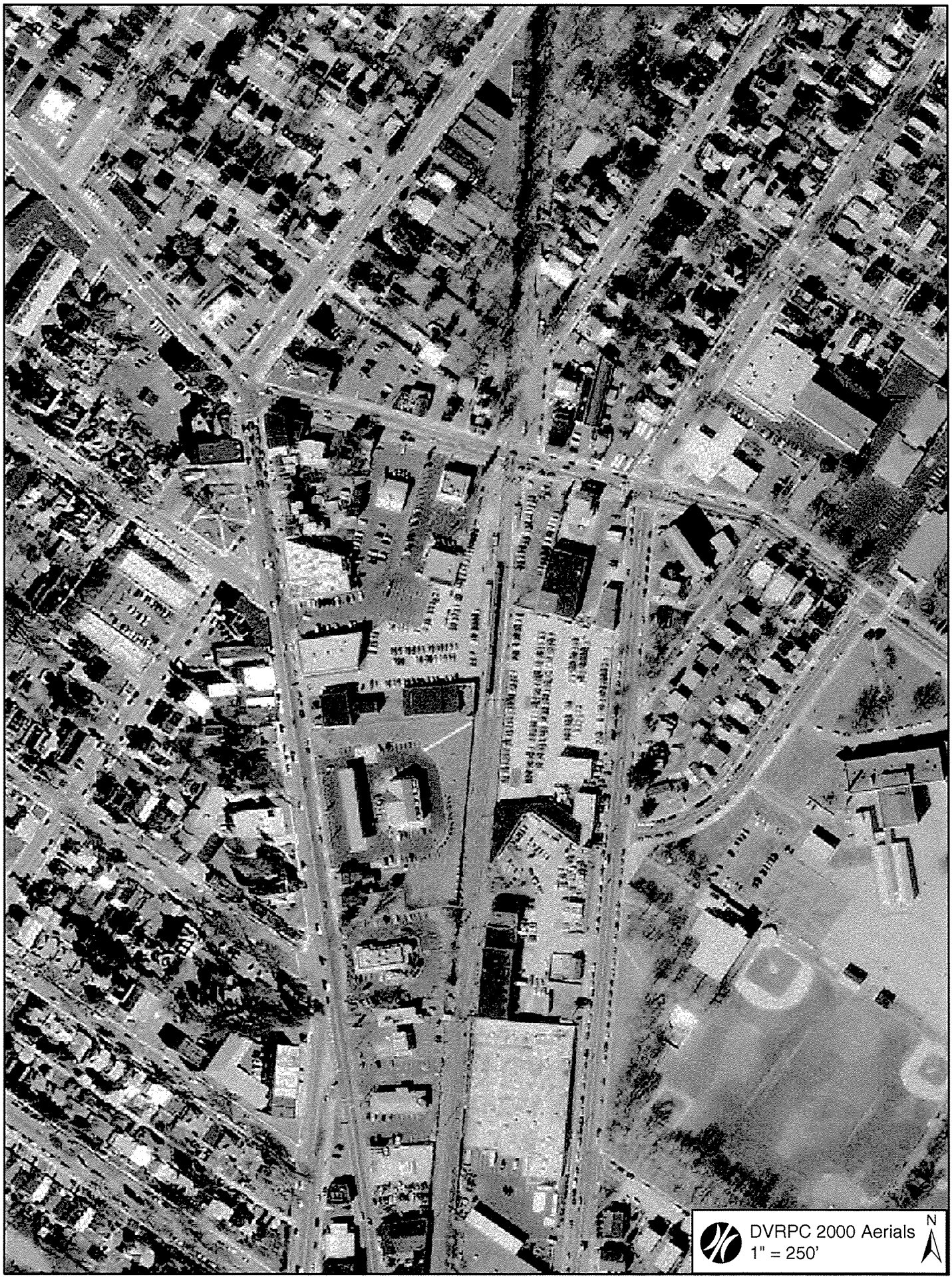
Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R7	Commuter Rail	962	SEPTA Data, Dec. 00
SEPTA	Route 304	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
1,916	910	47%
Projected Year 2025 Parking Demand	993	
Major Shed Contributors to Station by MCD:	Bensalem Twp (39%), Far Northeast Philadelphia (32%), Middletown Twp (6%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights	n/a	n/a
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	n/a	n/a
Opportunities for Parking Expansion	n/a	n/a


Cornwells Heights Station Shed Area
WARWICK
NEWTOWN
WARMINGTON
WARMINSTER
IVYLAND
NORTHAMPTON
HORSHAM
HATBORO
UPPER SOUTHAMPTON
BUCKS CO.
MONTGOMERY CO.
UPPER MORELAND
LOWER SOUTHAMPTON
UPPER DUBLIN
BRYN ATHYN
LOWER MORELAND
ABINGTON
JENKINTOWN
PHILADELPHIA
ROCKLEDGE
MIDDLETOWN
LOWER MAKEFIELD
YARDLEY
LANGHORNE
LANGHORNE MANOR
PENNDEL
HULMEVILLE
BENSALEM
BRISTOL
FALLS
TULLYTOWN
FLORENCE
BURLINGTON
BEVERLY
EDGEWATER PARK
MERCER CO.
BURLINGTON CO.
Warminster
Hatboro
Willow Grove
Crestmont
Roslyn
Jenkintown
Noble
Rydal
Meadowbrook
Bethayres
Philmont
Forest Hills
Somerton
Trevose
Neshaminy Falls
Langhorne
Woodbourne
Yardley
Bristol
Croydon
Eddington
Cornwells Heights
Andalusia
95
276
413
1
63
132
13
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002
LEGEND
Cornwells Heights Lot Users
Regional Rail Stations
Regional Rail Lines
NHS Routes

Fox Chase Station

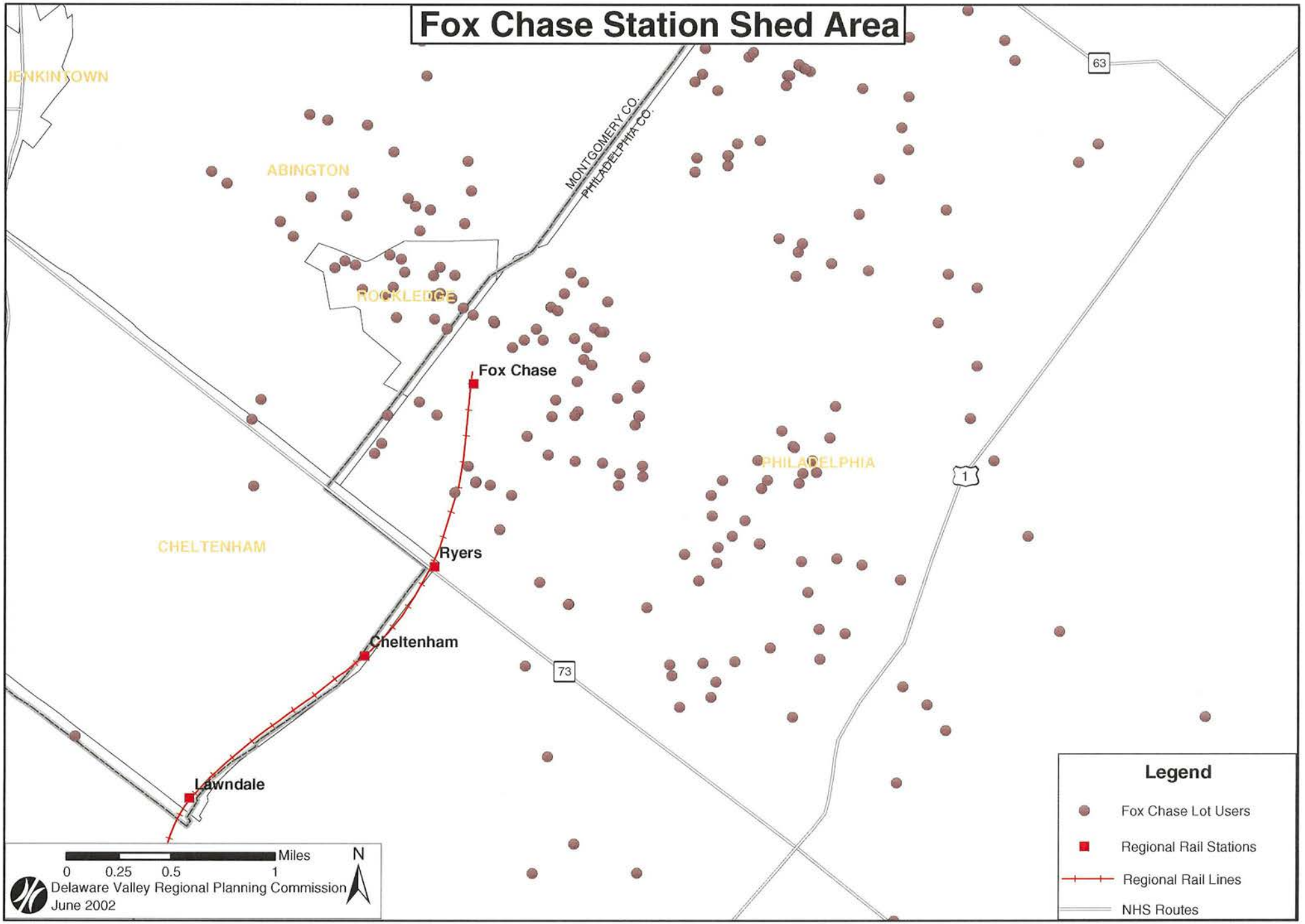


Location: Fox Chase Station **Map ID # 42**
NHS Routes: None

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	R8	Commuter Rail	1,984	SEPTA Data, Dec. 00
SEPTA	Route 21	Bus	n/a	n/a
SEPTA	Route 28	Bus	n/a	n/a
SEPTA	Route 301	Bus	n/a	n/a
SEPTA	Route 302	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
348	336	97%
Projected Year 2025 Parking Demand:	351	
Major Shed Contributors to Station by MCD:	Philadelphia City (72%), Abington Twp (11%), Rockledge Boro (8%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers		x
Lights	x	
Kiss & Ride Loop / Parking	x	
Bike Racks	x	
Opportunities for Parking Expansion	x	


Fox Chase Station Shed Area
JENKINTOWN
ABINGTON
ROCKLEDGE
MONTGOMERY CO.
PHILADELPHIA CO.
Fox Chase
PHILADELPHIA
CHELTENHAM
Ryers
Cheltenham
Lawndale
63
1
73
Legend
Fox Chase Lot Users
Regional Rail Stations
Regional Rail Lines
NHS Routes
Miles
0 0.25 0.5 1
N
Delaware Valley Regional Planning Commission
June 2002

Matthews Rd. Park-and-Ride

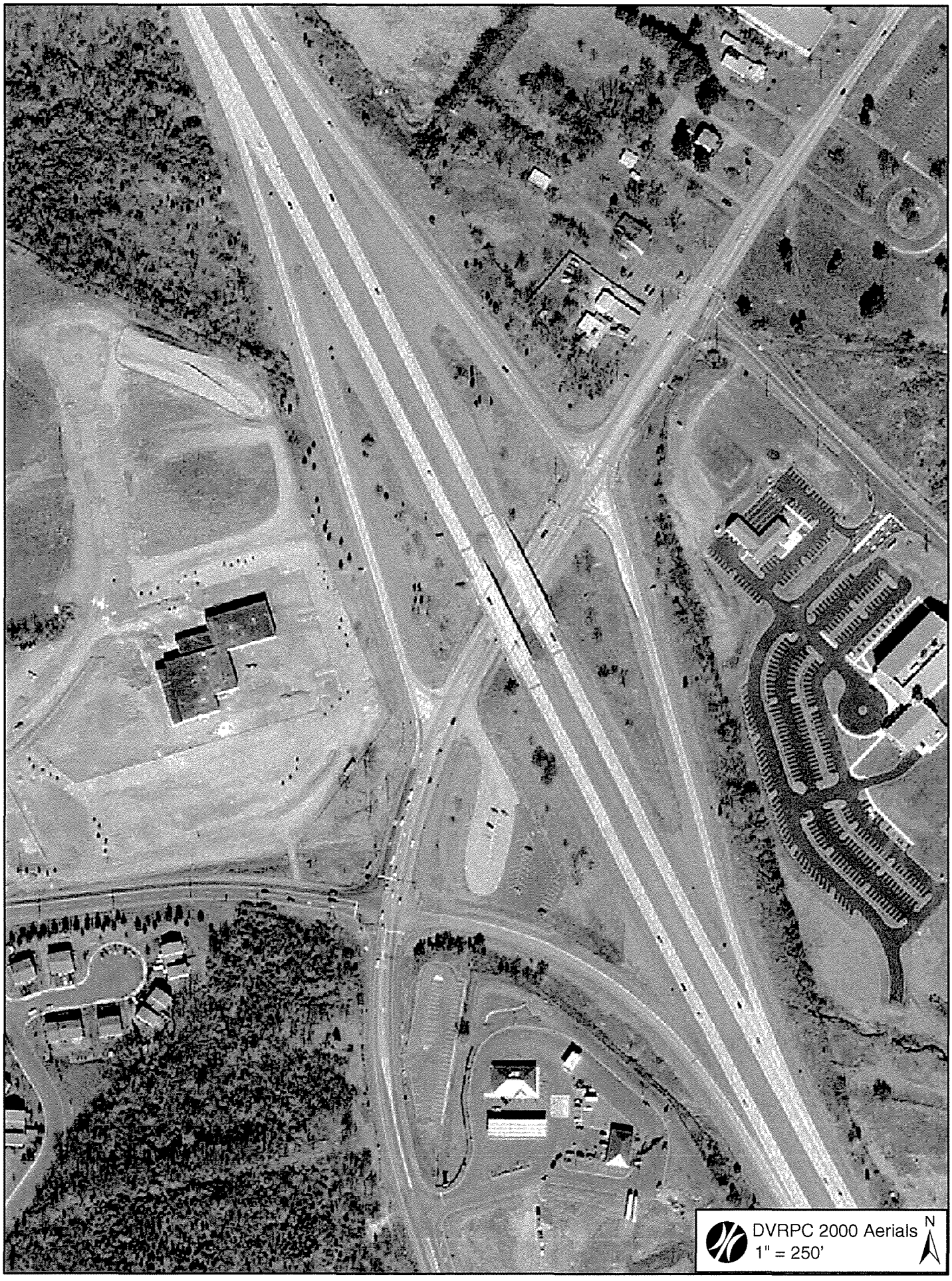
Location: Matthews Rd Park-and-Ride **Map ID # 27**
NHS Routes: US 202

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	Route 204	Bus	n/a	n/a
SEPTA	Route 206	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
86	3	3%
Major Shed Contributors to Station by MCD:	n/a	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights		x
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	n/a	n/a
Opportunities for Parking Expansion		x

Limerick Park-and-Ride

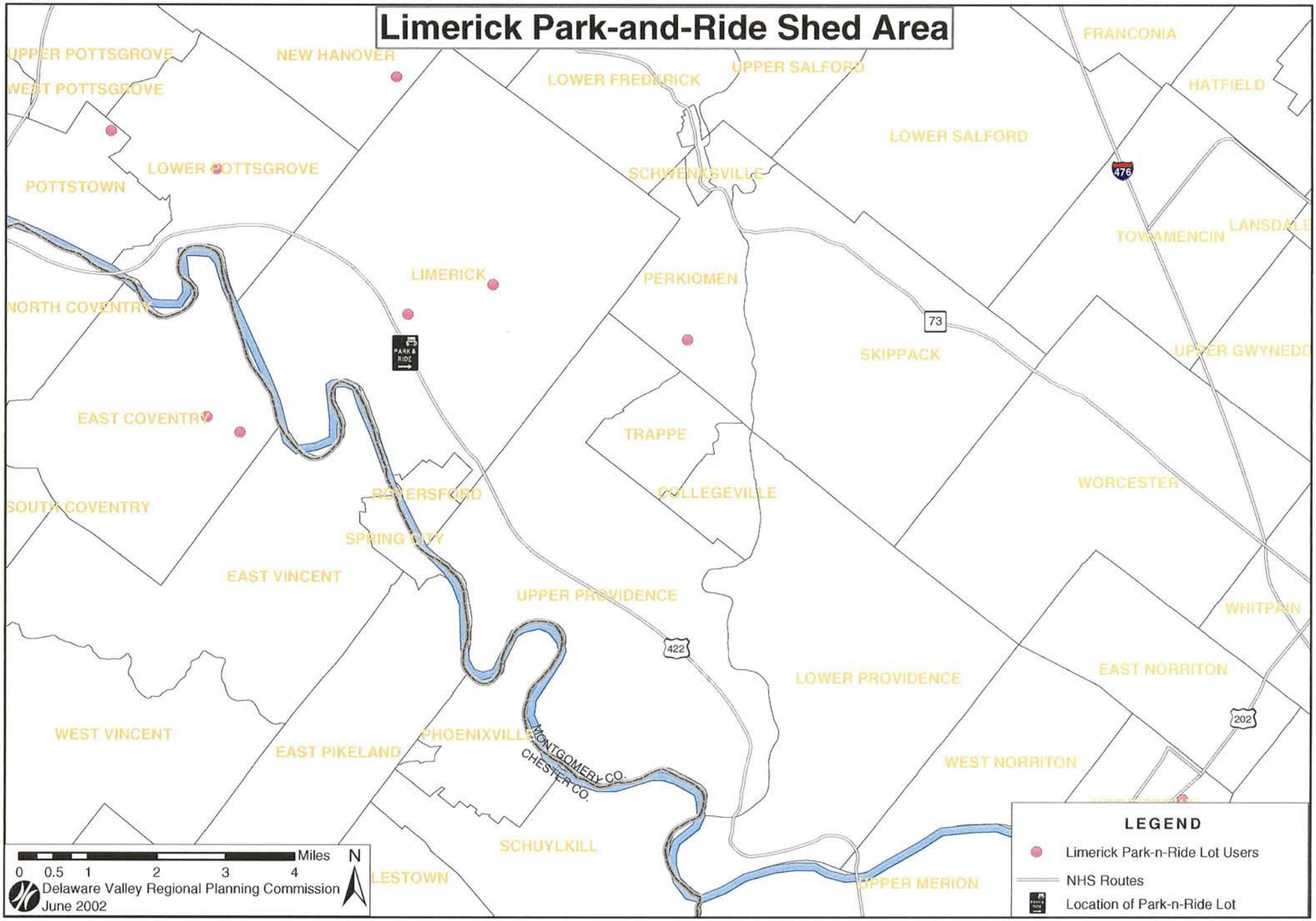


Location: Limerick Park-and-Ride **Map ID # 28**
NHS Routes: US 422

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	Route 99	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
63	19	30%
Projected Year 2025 Parking Demand:	27	
Major Shed Contributors to Station by MCD:	East Coventry Twp (21%), Lower Pottsgrove Twp (21%), Limerick Twp (16%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	n/a	n/a
Lights		x
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	n/a	n/a
Opportunities for Parking Expansion	x	


Limerick Park-and-Ride Shed Area
UPPER POTTSGROVE
NEW HANOVER
WEST POTTSGROVE
LOWER FREDERICK
UPPER SALFORD
FRANCONIA
HATFIELD
LOWER SALFORD
LOWER POTTSGROVE
POTTSTOWN
SCHWENKSVILLE
476
TOWAMENCIN
LANSDALE
LIMERICK
PERKIOMEN
NORTH COVENTRY
73
SKIPPACK
UPPER GWYNEDD
PARK & RIDE
EAST COVENTRY
TRAPPE
WORCESTER
ROYERSFORD
COLLEGEVILLE
SOUTH COVENTRY
SPRING CITY
EAST VINCENT
UPPER PROVIDENCE
WHITPAIN
422
LOWER PROVIDENCE
EAST NORRITON
202
WEST VINCENT
PHOENIXVILLE
MONTGOMERY CO.
CHESTER CO.
EAST PIKELAND
WEST NORRITON
SCHUYLKILL
LESTOWN
UPPER MERION
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002
LEGEND
Limerick Park-n-Ride Lot Users
NHS Routes
Location of Park-n-Ride Lot

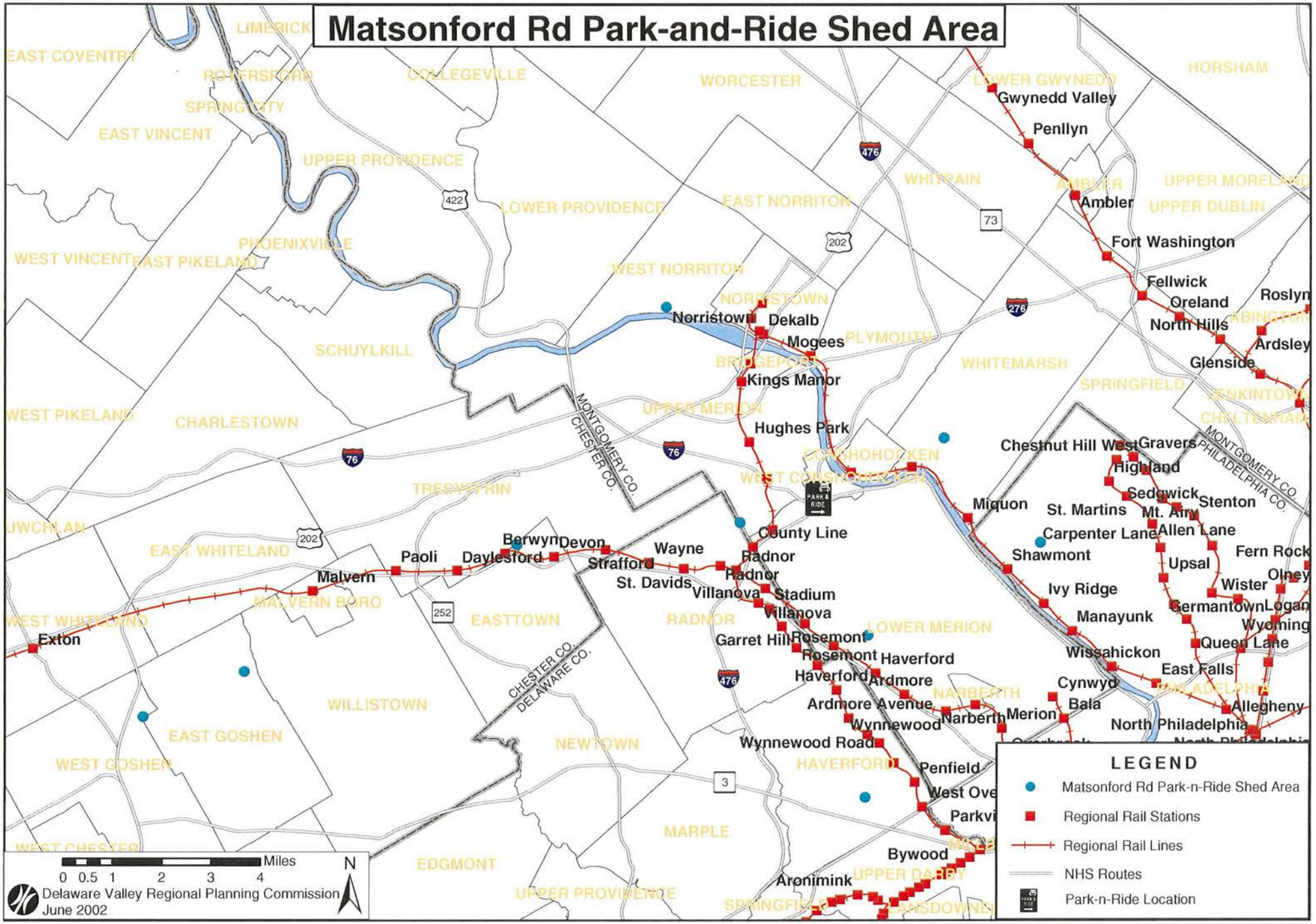
Matsonford Rd. Park-and-Ride

Location: Matsonford Rd Park-and-Ride **Map ID # 29**
NHS Routes: I-76, I-476

Public Transportation Available				
Operator	**Route**	**Type**	**Boardings**	**Source**
SEPTA	Route 124	Bus	n/a	n/a
SEPTA	Route 125	Bus	n/a	n/a

Parking Conditions		
Supply	**Demand**	**% Utilization**
91	19	21%
Projected Year 2025 Parking Demand:	21	
Major Shed Contributors to Station by MCD:	Whitemarsh Twp (32%), Lower Merion Twp (11%)	

Station Premises		
Amenity	**Yes**	**No**
Shelters for Transfers	x	
Lights	x	
Kiss & Ride Loop / Parking	n/a	n/a
Bike Racks	x	
Opportunities for Parking Expansion	n/a	n/a


Matsonford Rd Park-and-Ride Shed Area
Gwynedd Valley
Penllyn
Ambler
Fort Washington
Fellwick
Oreland
North Hills
Roslyn
Ardsley
Glenside
Norristown
Dekalb
Mogees
Kings Manor
Hughes Park
Chestnut Hill West
Gravers
Highland
Sedgwick
Stenton
Mt. Airy
Allen Lane
Fern Rock
Olney
Wister
Germantown
Logan
Wyoming
Queen Lane
East Falls
Allegheny
North Philadelphia
Miquon
St. Martins
Carpenter Lane
Shawmont
Upsal
Ivy Ridge
Manayunk
Wissahickon
Cynwyd
Bala
Merion
Narberth
Wynnewood
Ardmore Avenue
Ardmore
Haverford
Rosemont
Villanova
Stadium
Radnor
Wayne
Strafford
St. Davids
Berwyn
Devon
Daylesford
Paoli
Malvern
Exton
County Line
Penfield
Bywood
Aronimink
MONTGOMERY CO.
CHESTER CO.
CHESTER CO.
DELAWARE CO.
MONTGOMERY CO.
PHILADELPHIA CO.
LIMERICK
EAST COVENTRY
ROYERSFORD
COLLEGEVILLE
WORCESTER
LOWER GWYNEDD
HORSHAM
SPRING CITY
EAST VINCENT
UPPER PROVIDENCE
WHITPAIN
AMBLER
UPPER MORELAND
LOWER PROVIDENCE
EAST NORRITON
UPPER DUBLIN
PHOENIXVILLE
WEST VINCENT
EAST PIKELAND
WEST NORRITON
NORRISTOWN
PLYMOUTH
WHITEMARSH
SPRINGFIELD
SCHUYLKILL
BRIDGEPORT
ABINGTON
JENKINTOWN
WEST PIKELAND
CHARLESTOWN
UPPER MERION
CHELTENHAM
CONSHOHOCKEN
WEST CONSHOHOCKEN
TREDYFFRIN
UWCHLAN
EAST WHITELAND
MALVERN BORO
WEST WHITELAND
EASTTOWN
RADNOR
LOWER MERION
NARBERTH
WILLISTOWN
EAST GOSHEN
WEST GOSHEN
NEWTOWN
HAVERFORD
MARPLE
EDGMONT
UPPER PROVIDENCE
SPRINGFIELD
UPPER DARBY
422
202
73
476
276
76
252
3
PARK & RIDE
LEGEND
Matsonford Rd Park-n-Ride Shed Area
Regional Rail Stations
Regional Rail Lines
NHS Routes
Park-n-Ride Location
Miles
0 0.5 1 2 3 4
N
Delaware Valley Regional Planning Commission
June 2002

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

Title:	**Intermodal Passenger System Survey, Phase I** ***A working document***	**Date Published** **Publication No.**	**June 2002** **02026**

Geographic Area Covered: the entire Delaware Valley Region; Bucks, Chester, Delaware, Montgomery and Philadelphia Counties in PA, and Burlington, Camden, Gloucester, and Mercer Counties in NJ.

Key Words: intermodal passenger terminals, intermodal transfer, National Highway System (NHS), park-and-ride lot, parking conditions, commuter parking shed area, station amenities

ABSTRACT

DVRPC staff identified a network of 55 regionally significant intermodal passenger terminals in the Delaware Valley Region. The network consists of airports, train and bus stations, and park-and-ride lots. Staff subsequently developed a systematic phased work program for evaluating passenger transfer conditions at 38 locations. Ultimately, the fourth and final phase will prepare an action plan to improve access and circulation conditions at a selected subset of these.

This report represents the first phase of the work program and summarizes evaluations at 20 sites, including four PATCO stations, 13 SEPTA regional rail stations, and three park-and-ride lots. The data collection effort provides: aerial photographs of the terminal area, inventories of station amenities including parking availability and interconnecting modes, and commuter parking shed maps for each facility. Conditions for each passenger terminal are summarized on fact sheets contained in the Appendix.

The report is intended to be a working document to elicit participation from the member governments and agencies. Preliminary recommendations of the Phase I report indicate that long term parking deficiencies will exist Lindenwold, Jenkintown, Media and Elwyn stations. These may serve as candidates for consideration in Phase IV.

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JUNE 2002

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