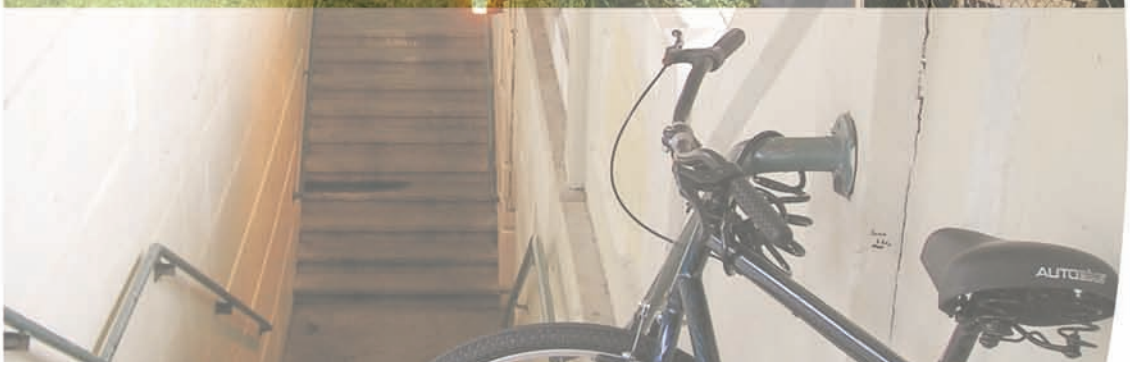
JUNE 2004

INTERMODAL PASSENGER SYSTEM SURVEY

PHASE III

A WORKING DOCUMENT



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

JUNE 2004

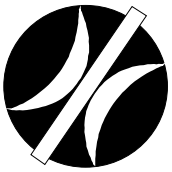
INTERMODAL PASSENGER SYSTEM SURVEY

PHASE III

A WORKING DOCUMENT

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

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 that may affect or support intermodal passenger travel in the region. Staff subsequently developed a systematic phased work program to evaluate 38 of these terminals. In Phases I, II, and III, inventories and evaluations were performed over three years at 37 facilities to provide information on station amenities, interconnecting services, highway access and parking characteristics. This report summarizes the third phase of work, which addresses six facilities[1].

The inventory of facilities included in the third phase includes three SEPTA regional rail stations, one SEPTA subway station, one potential SEPTA bus terminal, and one park-and-ride lot 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

A summary of Findings-to-Date has been prepared, and can be found in Table 4. The preliminary recommendations have been developed from data collected through the first three phases of the work program. Each phase was summarized into a report—prepared as a working document. Presentation in this manner provided member governments and agencies the opportunity to continually review, remark, and supply inputs to the system and performance data for evaluation.

Phase IV will complete the initial inventory and summarize the overall effort 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

[1] Phase I was completed in June 2002 and is summarized in DVRPC publication #02026, Phase II was completed in June 2003 and is summarized in DVRPC publication #03029

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 this region include train and bus stations, airports, and park-and-ride lots.

This report is Phase III of a four phase program that is systematically inventorying and analyzing passenger transfer conditions at train stations and park-and-ride lots in the region. The initial three phases consisted of collecting data, and providing sketch planning data to evaluate 37 passenger terminals. The final terminal—Trenton Station—will be assessed in Phase IV.

Major elements included in the inventory are:

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

The first three phases have been summarized as working documents to elicit review and input by member agencies. DVRPC staff has taken 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 III addresses six passenger terminals, including three SEPTA Regional Rail stations, one SEPTA subway station, one potential SEPTA bus terminal, and a PennDOT park-and-ride lot. 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 inventory, 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 surveys have been performed. Phase III, the current year's work program, addresses six 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, when available from the operator;
   b. Parking conditions: current supply and demand relationships, a near term future that 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 computed assuming forecasted changes in population within the shed areas of the station (see item 3, page 8);
   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 areas, bike racks, and opportunities for parking expansion.

Page MAP/FIGURE -01

Table 1
Intermodal Passenger Facilities Management System Work Plan

Map ID	Description	Phase	Map ID	Description	Phase
1	Princeton Junction Station	*2*	29	Matsonford Rd. Park-and-Ride	*1*
2	Hamilton Station	*2*	30	Ardmore Station	*2*
3	Trenton Station	*4*	31	Norristown Transportation Center	-
4	West Trenton Station	*2*	32	Lansdale Station	*1*
5	Avandale Park-and-Ride	*2*	33	Ambler Station	*1*
6	Atco Station	*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 Station	*2*	39	Scudders 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 Transit 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 Station	*3*
28	Limerick Park-and-Ride	*1*			

Shaded cells represent facilities studied for this report.

Completed in Phase I and II

3. Maps displaying commuter parking shed areas surrounding the station. The shed maps represent the geocoded[2] addresses for registered owners of parked cars at the station. These were obtained through license plate surveys at the parking lot, and through the help of PennDOT and NJDOT staff and their tag interrogation processes.

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 counts performed by DVRPC. Future parking supply was obtained from the owners, and indicates where expansions are budgeted and programmed for implementation in the near future.

Parking demand projections for each of the station sheds were prepared especially for this study. In those cases, proportioned population changes between the US 2000 Census and DVRPC's Board-adopted Year 2025 municipal population forecasts, within the shed, were applied to current station parking demands. It should be noted that the projections are quick, planning-level estimates, which do not include the possible effects of diverted or latent parking demands, or service changes on the intersecting public transportation lines.

[2] 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		2025 Demand	Parking Deficiency	% Parking Deficiency
SEPTA						
Woodbourne Station	504	264	504	331	ample parking available	
Wissahickon Station	134	110	134	115	ample parking available	
Pattison (Sports Complex)	n/a	352	n/a	461	ample parking available	
Eastwick Station	89	47	89	45	ample parking available	
West Chester Transit Center (potential)	n/a	n/a	~100	n/a	not yet constructed	
PennDOT Park-and-Ride Lots						
Scudder's Falls	169	70	169	86	ample parking available	

In the table, unshaded cells indicate stations with adequate parking supplies. In Phases I and II, cells were shaded yellow to represent those stations that may experience minimal parking shortages in the foreseeable future (e.g., 10 to 100 spaces). Similarly, orange-shaded cells indicated stations with a future parking deficiency of 100 or more spaces – but are adjacent to stations with a current surplus of parking spaces. Cells were also shaded red to denote a projected future parking deficiency of 100 or more spaces, but without surplus parking spaces at adjacent stations. In this phase, all studied station locations have an ample parking supply for the future.

Examining the results contained in Table 2 indicates that none of the six locations examined in Phase III are likely to experience an undesirable parking deficiency in the foreseeable future. Population in the shed area of these stations is not forecasted to increase significantly, thus future projected parking demand does not exceed current parking supply. On the other hand, it is possible that current parking demand counts are understated where neighborhood streets, such as at Wissahickon Station, or adjacent lots, such as at Pattison Station, may bear the overflow. Additional improvements, expansions, and amenities at any station could yield more riders or better accommodate existing users.

For monitoring purposes, the future West Chester Transit Center was included in this phase. The center will be located on the ground level of a new Chester County parking garage, adjacent to the proposed Justice Center, in the block surrounded by Miner Street, Darlington Street, Market Street and New Street. The transit center will be served by four SEPTA bus routes, and at least one privately operated bus route. It will be used by commuters arriving in West Chester for work, riders traveling throughout Chester County, or to SEPTA's 69th Street Terminal and points in between. The project is currently in the design stages, and the expected parking supply to be allotted in the transit center is about 100 spaces.

Locations for Further Study

The parking evaluations conducted in Phases I, II and III provided a basis for prioritizing stations that should be considered for further study. Table 3 lists all the stations that should be considered, in three priority categories. First Priority stations have a projected future parking deficiency of 100 or more spaces – and there are currently no available parking spaces at adjacent stations. Second Priority stations have a future parking deficiency of 100 or more spaces – but have adjacent stations with a current surplus of parking spaces. Third Priority stations may experience minimal parking shortages in the foreseeable future (e.g., 10 to 100 spaces).

Phase IV of this series will further develop opportunities to ameliorate parking deficiencies at these stations. Where more land is not available for parking lots, structured parking may be considered. Alternatively, steps will be identified toward improving bus services, or paths that serve pedestrians and bikes, between the station and its shed – in an effort to capture more users.

Findings-to-Date

As the first three phases have been completed, preliminary improvement recommendations have been tabulated for the studied locations on Table 4. The improvements emanated from all inventoried and evaluated performance items. Improvement types cited in the table range from constructing pedestrian walkway improvements and installing bike racks, to expanding parking lots and building parking structures.

Phase IV will present a candidate improvement program for the final set of recommendations.

Table 3
Locations for Further Study

Phase	Location	Operator
1st Priority		
Phase I	Ferry Avenue Station	PATCO
Phase II	Princeton Junction Station	NJ Transit
Phase III	none	
2nd Priority		
Phase I	Lindenwold Station	PATCO
	Woodcrest Station	PATCO
	Glenside Station	SEPTA
	Jenkintown Station	SEPTA
Phase II	Hamilton Station	NJ Transit
	Exton Station	SEPTA
Phase III	none	
3rd Priority		
Phase I	Media Station	SEPTA
	Elwyn Station	SEPTA
Phase II	West Trenton Station	SEPTA
Phase III	none	

Table 4
Findings-to-Date

Location	Preliminary Recommendations
1st Priority	
Lindenwold	• Construct satellite or structured parking facility • Provide rapid public transportation services to Gloucester Co.
Woodcrest	• Construct satellite or structured parking facility
Ferry Avenue	• Construct satellite or structured parking facility • Provide rapid public transportation services to Gloucester Co.
Rand Transportation Center / Broadway	• Construct satellite or structured parking facility • Terminal access to be updated with construction of Camden-Trenton River LINE
Media	• Extend R3 Regional Rail Line to Wawa • Install bike rack
Elwyn	• Extend R3 Regional Rail Line to Wawa
Ambler	• Add pedestrian actuated “scramble” phase to the Butler Pk and Main St intersection traffic signal
Glenside	• Construct parking garage
Jenkintown	• Conduct feasibility study for parking garage
Lansdale	• Provide shelter treatments on Main St for bus patrons and on Doylestown branch “island”
2nd Priority	
Cherry Hill	• Integrate station’s pedestrian and vehicular access and future parking needs with proposed plan to re-develop the Garden State Park property
Hamilton	• Expand parking lot
Princeton Junction	• Expand parking lot
Ardmore	• Conduct detailed study examining station’s and commercial district’s needs
Exton	• Provide parking expansion and pedestrian access on the west side of PA 100
Fern Rock	• Conduct detailed parking study examining station’s parking conditions in relation to the surrounding neighborhood. • Add new direct connection (stairway and bridge) between Subway parking lot and Regional Rail station. • Repair existing stairways serving the Regional Rail station. • Install bike rack
West Trenton	• Expand and pave existing parking lot • Restore NJ Transit service between West Trenton and Newark stations
3rd Priority	
Scudder’s Falls	• Explore opportunities to provide public transportation from the lot to Center City Philadelphia, Trenton and New York City • Install bike rack
Wissahickon	• Reconstruct parking lot circulation for additional spaces • Install bike rack
Pattison	• Install bike rack
Eastwick	• Install bike rack

NEXT STEPS

During Fiscal Year '05, Phase IV work will be initiated. It will consist of an evaluation of the Trenton SEPTA / NJ Transit / Amtrak Station, and preparation of a candidate improvement program to incorporate the findings of the complete study effort.

An evaluation matrix (Table 4) has been prepared, which summarizes all inventoried and evaluated performance items across the three initial phases, to guide the work to be conducted in Phase IV. The table should continue to be updated as new data becomes available.

An open review and comment process has been established throughout the three initial phases. Member government and agency staff should continue to review and comment on the work products, including but not limited to: the network, the performance criteria and evaluations. Where possible, interested parties should submit outstanding or updated data items. □

Intermodal Passenger System Survey

Phase III

APPENDIX

West Chester Transit Center (Potential)

Location: West Chester Transit Center (Potential) **Map ID # 21**
NHS Routes: none

Public Transportation Available*

Operator	Route	Type	Boardings		Source
			Inbound	Outbound	
			Northbound	Southbound	
SEPTA	Route 92	Bus	11	3	SEPTA, 2002
			Eastbound	Westbound	
SEPTA	Route 104	Bus	21	0	SEPTA, 2003
			Northbound	Southbound	
SEPTA	Route 119	Bus	0	22	SEPTA, 2003
			Eastbound	Westbound	
SEPTA	Route 314	Bus	7	10	SEPTA, 2003
Krapf's	Route A	Bus	n/a	n/a	

*Current routes serving the area and current boardings are shown

Parking Conditions

Supply	Demand	% Utilization
~100	n/a	n/a
Projected Year 2025 Parking Demand:	n/a	
Major Shed Contributors to Station by MCD:	n/a	

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		

Scudders Falls Bridge Park-and-Ride

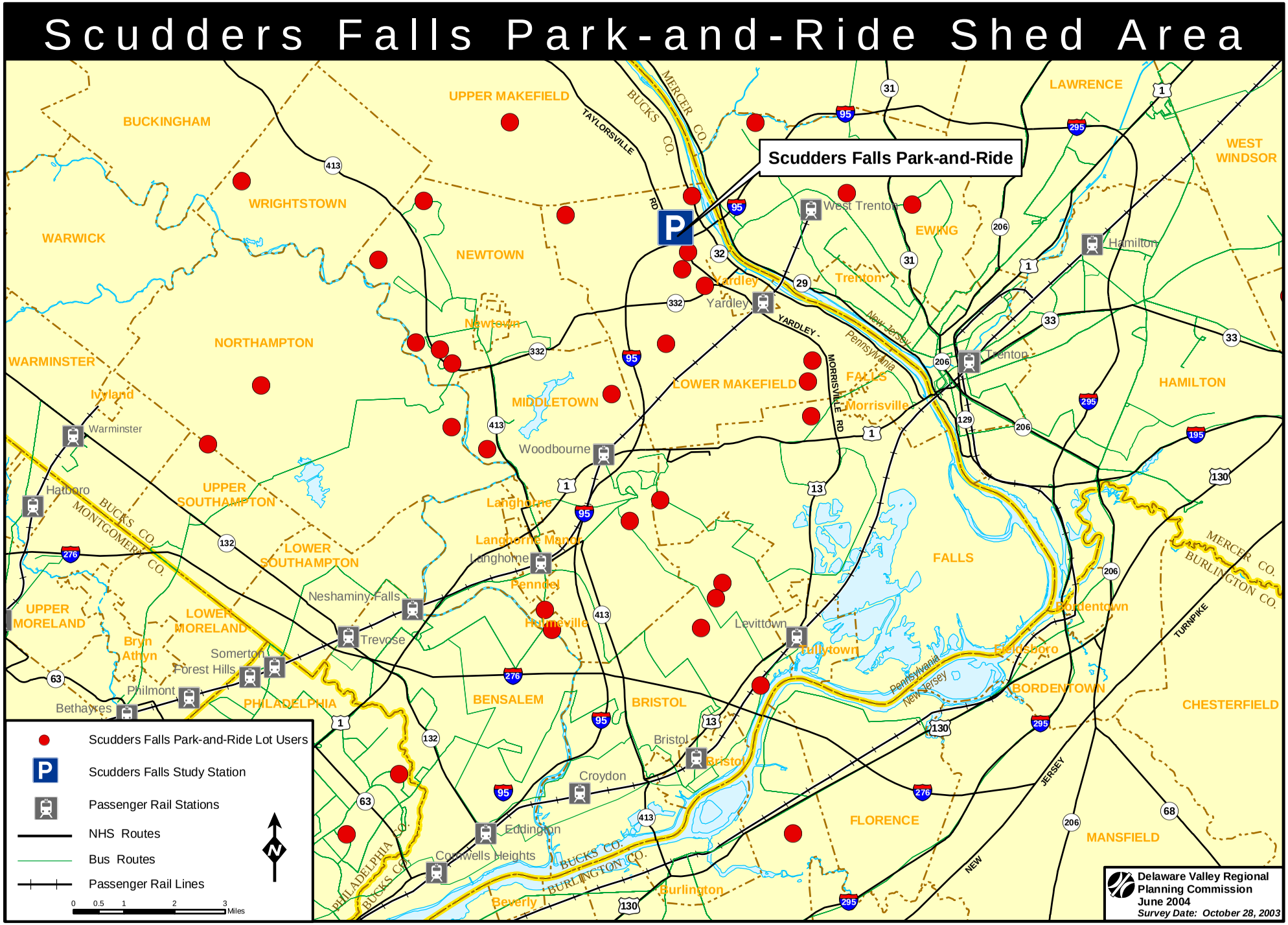
Location: Scudder's Falls Park-and-Ride **Map ID # 39**
NHS Routes: I-95

Public Transportation Available					
			Boardings		
Operator	Route	Type	Inbound	Outbound	Source
none					

Parking Conditions		
Supply	Demand	% Utilization
169	70	41%
Projected Year 2025 Parking Demand:	86	
Major Shed Contributors to Station by MCD:	Lower Makefield (17%), Newtown (10%), Philadelphia (10%), Bristol (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	

Scudders Falls Park-and-Ride Shed Area



Woodbourne Station

Location: Woodbourne Station **Map ID # 40**
NHS Routes: US 1

Public Transportation Available

Operator	Route	Type	Boardings		Source
			Inbound	Outbound	
SEPTA	R3	Regional Rail	297	0	SEPTA, 2001

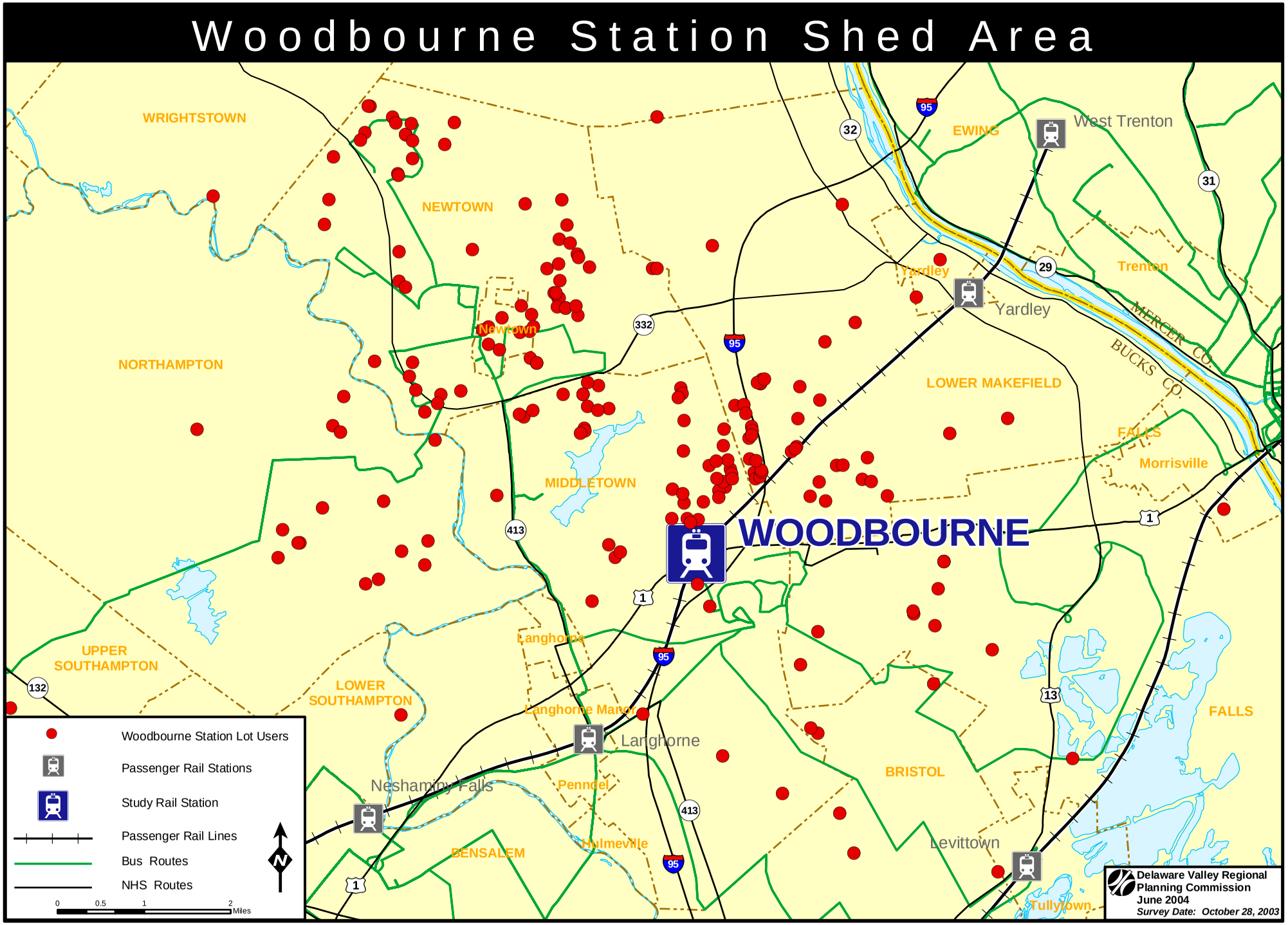
Parking Conditions

Supply	Demand	% Utilization
504	264	52%
Projected Year 2025 Parking Demand:	331	
Major Shed Contributors to Station by MCD:	Newtown (31%), Middletown (24%), Lower Makefield (20%), Northampton (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	

Woodbourne Station Shed Area



Wissahickon Transfer Center

Location: Wissahickon Transfer Center **Map ID # 47**
NHS Routes: none

Public Transportation Available

Operator	Route	Type	Boardings		Source
			Inbound	Outbound	
SEPTA	R6	Regional Rail	208	52	SEPTA, 2001
			Northbound	Southbound	
SEPTA	Route 1	Bus	88	56	SEPTA, 2003
			Northbound	Southbound	
SEPTA	Route 9	Bus	356	103	SEPTA, 2002
			Northbound	Southbound	
SEPTA	Route 27	Bus	242	71	SEPTA, 2003
			Northbound	Southbound	
SEPTA	Route 35	Bus	79	0	SEPTA, 2003
			Eastbound	Westbound	
SEPTA	Route 38	Bus	176	0	SEPTA, 2003
			Northbound	Southbound	
SEPTA	Route 61	Bus	94	366	SEPTA, 2002
SEPTA	Route 65	Bus	n/a	n/a	
			Eastbound	Westbound	
SEPTA	Route 124/125	Bus	28	352	SEPTA, 2002
SEPTA	Route R	Bus	n/a	n/a	

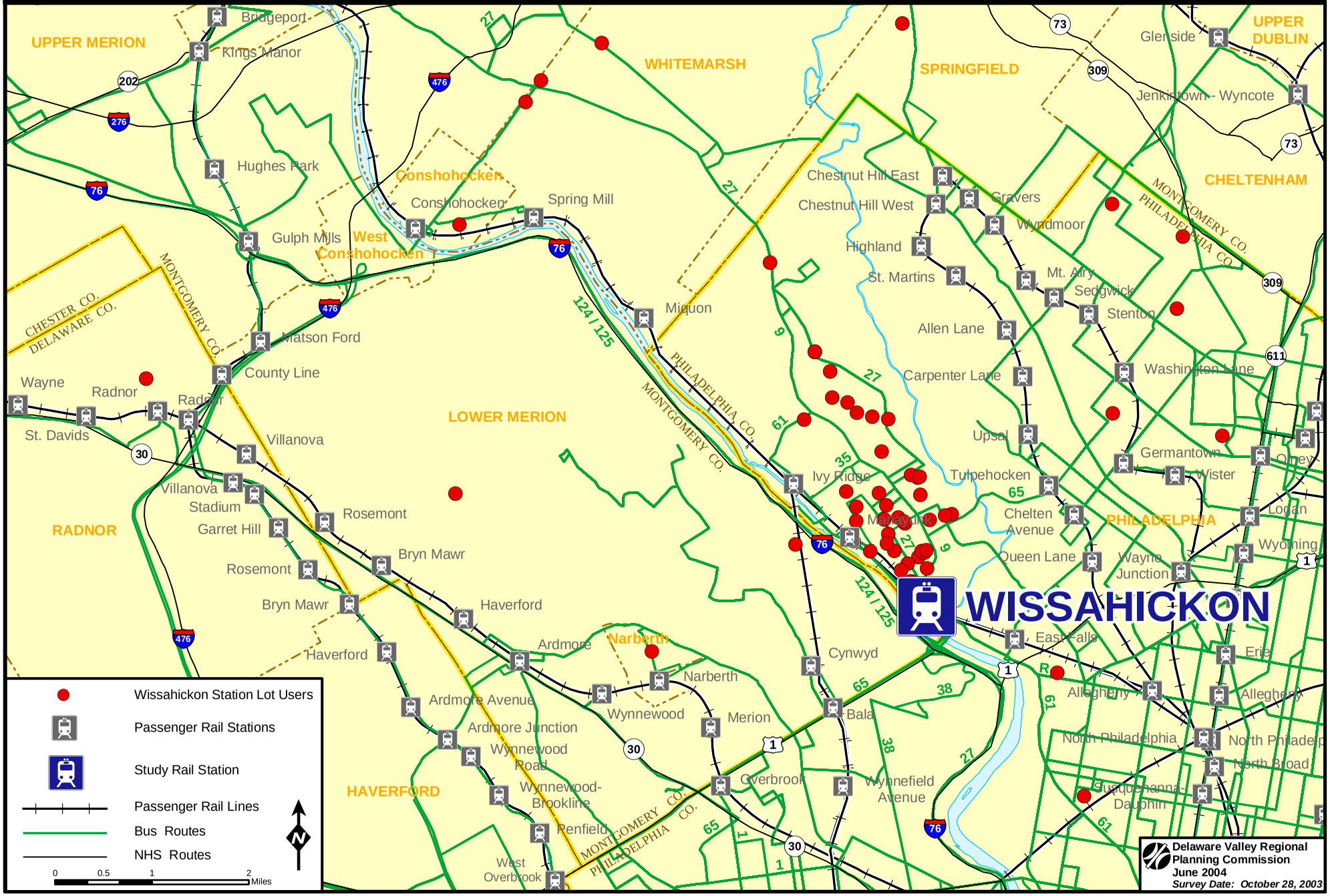
Parking Conditions

Supply	Demand	% Utilization
134	110	82%
Projected Year 2025 Parking Demand:	115	
Major Shed Contributors to Station by MCD:	Philadelphia (64%)	

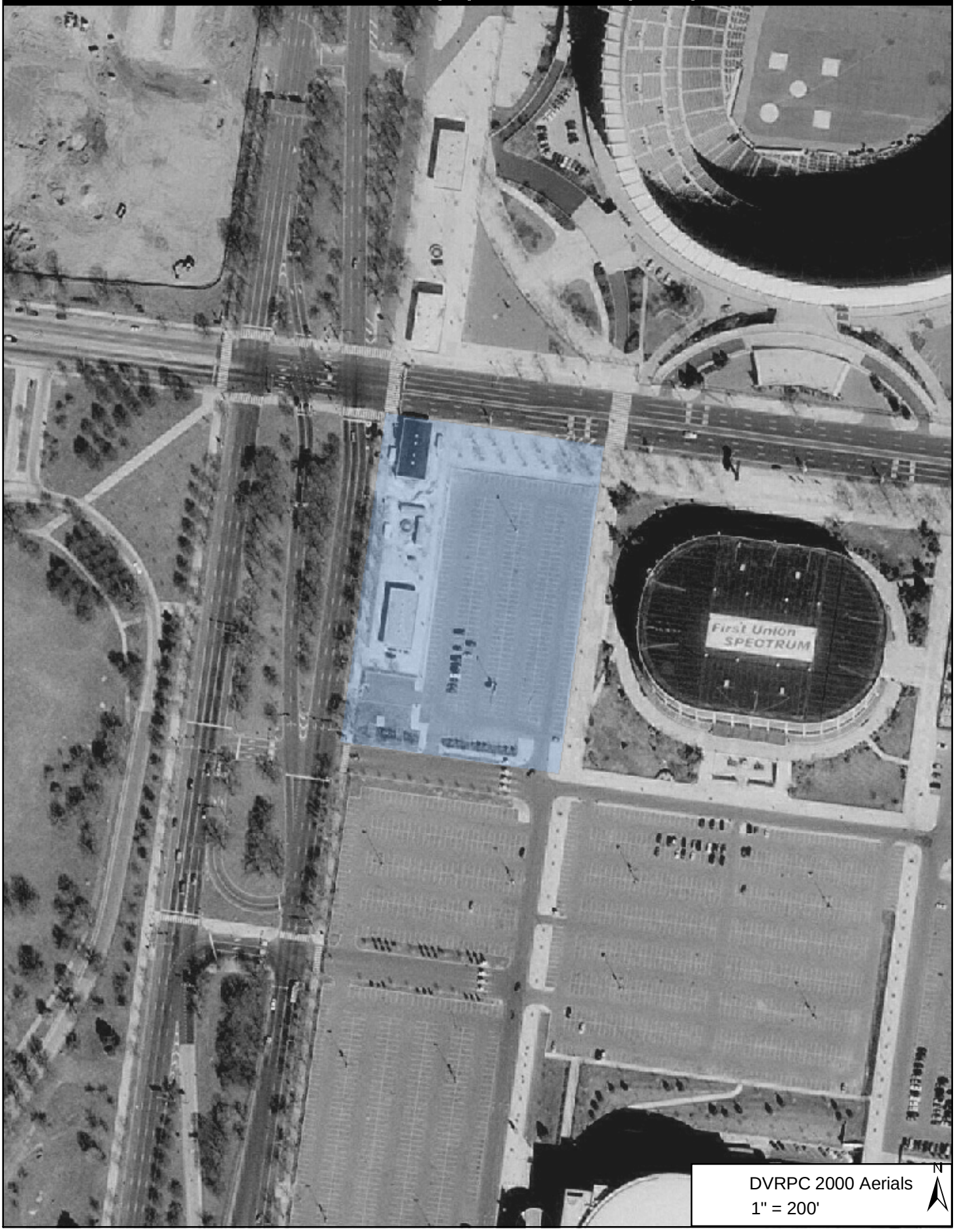
Station Premises

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

Wissahickon Transfer Center Shed Area



Pattison Station (Sports Complex)



Location: Pattison (Sports Complex) **Map ID # 54**
NHS Routes: I-95, PA 611

Public Transportation Available

Operator	Route	Type	Boardings		Source
			Inbound	Outbound	
SEPTA	Broad Street Line	Subway	1,084	0	SEPTA, 2002
SEPTA	Route 17	Bus	n/a	n/a	n/a

Parking Conditions

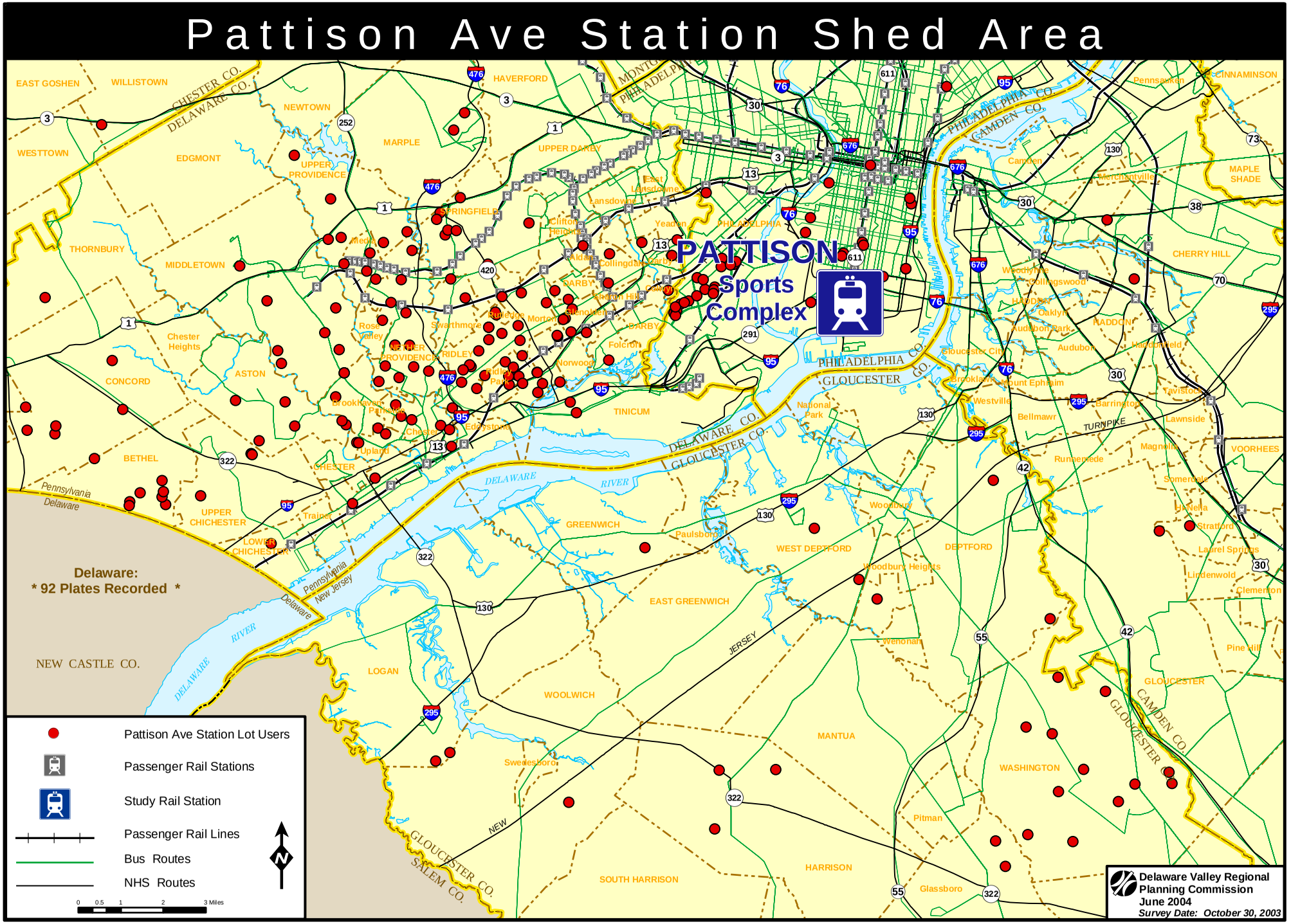
Supply	Demand	% Utilization
n/a*	352	n/a*
Projected Year 2025 Parking Demand:	461	
Major Shed Contributors to Station by MCD:	Philadelphia (16%), Ridley (6%)	

* For all practical purposes, parking supply at Pattison is unlimited due to availability of spaces for Wachovia Center, Wachovia Spectrum, Lincoln Financial Field, and Citizens Bank Park adjacent to the station

Station Premises

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

Pattison Ave Station Shed Area



Eastwick Station

Location: Eastwick Station **Map ID # 55**
NHS Routes: none

Public Transportation Available

Operator	Route	Type	Boardings		Source
			Inbound	Outbound	
SEPTA	R1	Regional Rail	237	0	SEPTA, 2001
			Eastbound	Westbound	
SEPTA	Route 37	Bus	0	0	SEPTA, 2003
			Northbound	Southbound	
SEPTA	Route 68	Bus	11	13	SEPTA, 2002
			Northbound	Southbound	
SEPTA	Route 108	Bus	12	6	SEPTA, 2003

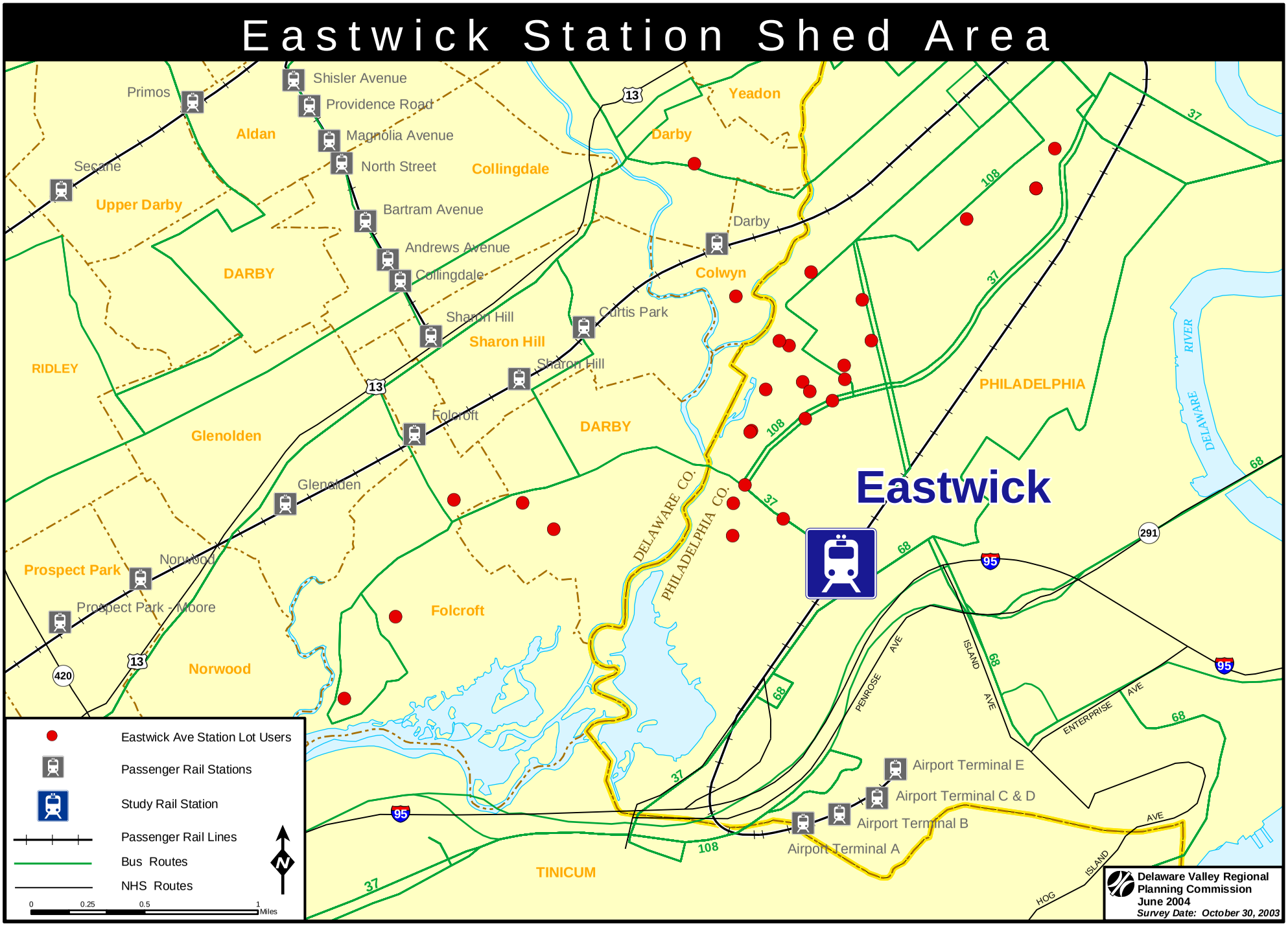
Parking Conditions

Supply	Demand	% Utilization
89	47	53%
Projected Year 2025 Parking Demand:	45	
Major Shed Contributors to Station by MCD:	Philadelphia (65%), Darby (8%), Folcroft (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	

Eastwick Station Shed Area



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Publication Abstract

Title:	**Intermodal Passenger System Survey, Phase III** ***A working document***	**Date Published** **Publication No.**	**June 2004** **04026**

Geographic Area Covered: the Delaware Valley Region comprising: Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

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 third phase of the work program and summarizes evaluations at six sites, including three SEPTA regional rail stations, one SEPTA subway station, a potential SEPTA bus terminal and one park-and-ride lot owned and maintained by PennDOT. 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. A Findings-to-Date matrix is incorporated, which identifies major conclusions of the current work, and the preceding Phase I and Phase II efforts (completed in June 2002 and June 2003, respectively). Findings of the Phase III report indicate that existing parking supplies at the studied locations will adequately accommodate parking demands for the foreseeable future.

This report, as was true for its predecessors, is intended to be a working document—to elicit participation from the staff of member governments and agencies.

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JUNE 2004

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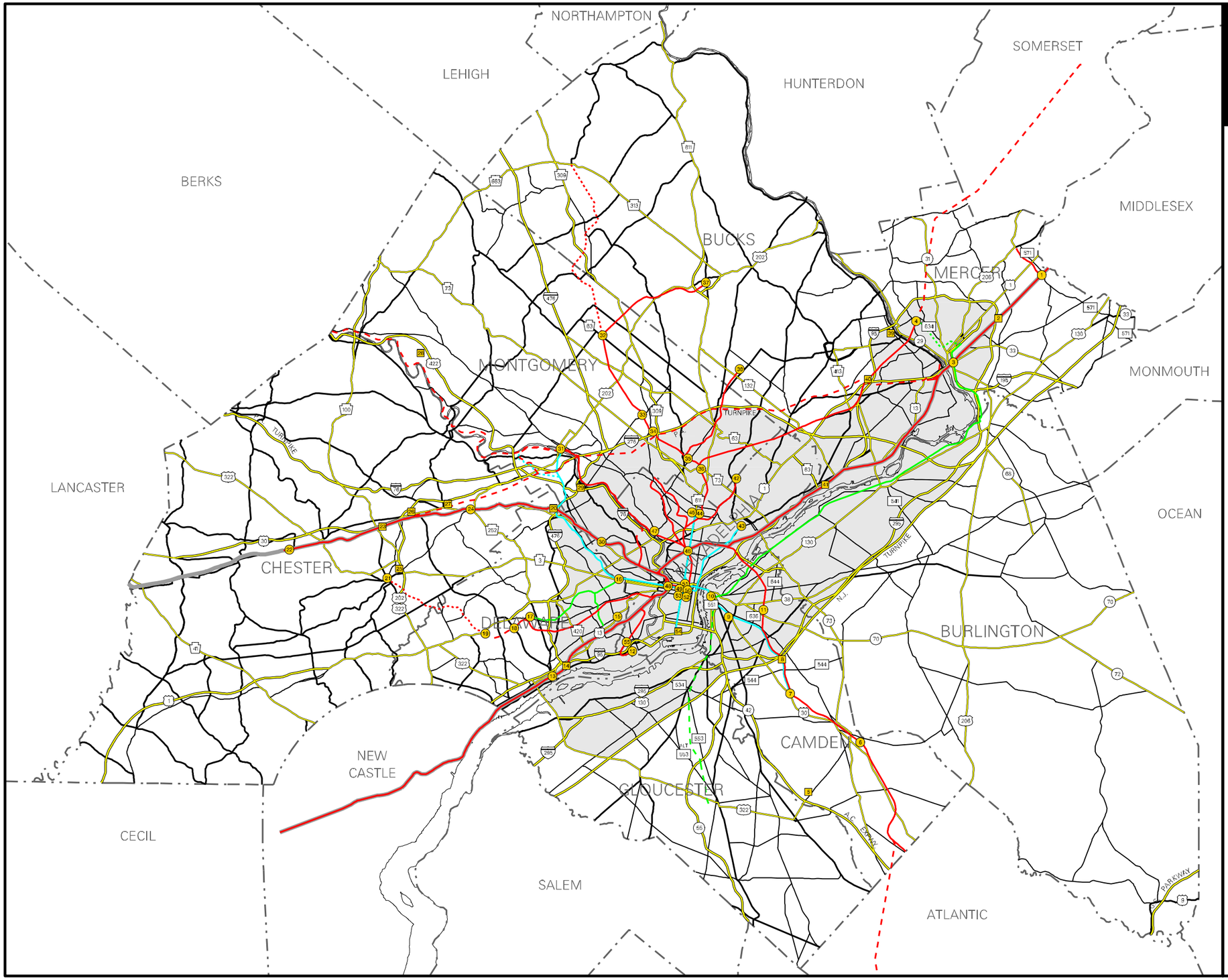
WWW.DVRPC.ORG

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

0 2 4 8 Miles

Delaware Valley Regional Planning Commission
June 2004