



Advocacy  
Sustainability  
Partnerships

Fort Washington Office Park Transportation Demand Management Plan

# Geospatial Analysis: Commuters Access to Transportation Options

Prepared by GVF



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## Executive Summary and Key Findings

This report summarizes the findings from a geospatial analysis of 4,259 Fort Washington Office Park (Office Park) employee addresses. The report is divided into three distinctive sections: methodology, background of existing transportation options, and analysis of commuters. This report is one of the deliverables for the development of the Transportation Development Management (TDM) Plan for the Fort Washington Office Park.

This analysis finds there is tremendous potential for multi-modal transportation within the Office Park if the right investment is made. The geospatial analysis findings indicate that majority of Office Park users have access or the option of utilizing at least one mode of alternative transportation, whether it be by train, bus, or carpool/vanpool. Understanding where commuters are traveling from will help the Township identify transportation enhancements and engage neighboring municipalities where commuters are traveling from to make long term investments in trails, sidewalks, and roadway arterials. As over 50% of commuters have access to SEPTA Regional Rail at 1 mile and 41% of commuter have access to SEPTA bus service at a quarter mile, the opportunity to enhance ridership on both services is great. This study can help serve as a resource for engaging SEPTA and identifying where there is an opportunity for enhanced or new service. Below is breakdown of the GIS findings with an understanding of its impact on the total population of the Fort Washington Office Park employees. Calculations are based off an Office Park population of 11,000 employees. The margin of error is 1 with a 95% Confidence Level.

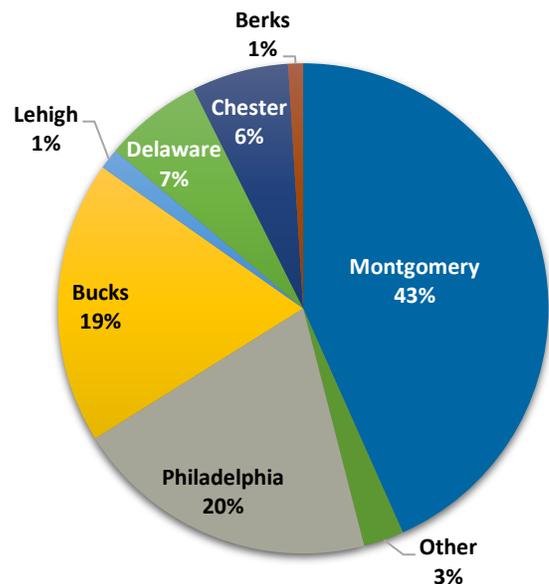
### By the numbers:

#### *Where commuters are coming to the Fort Washington Office Park from:*

*By State:*



*By County:*



Nearly **90%** of commuters, an estimated 9,789 commuters, travel from **Pennsylvania**.

- **87%** of commuters, an estimated 9,570 commuters, travel from **6 counties** in Pennsylvania.
- **40%** of PA commuters, an estimated 4,400 commuters, travel from **Montgomery County**.
  - **4%** of PA commuters, an estimated 440 commuters, travel from **Abington Township**.
  - **3.4%** of PA commuters, an estimated 374 commuters, travel from **Upper Dublin Township**.
  - **2.7%** of PA commuters, an estimated 297 commuters, travel from **Horsham Township**.
- **18%** of PA commuters, an estimated 1,980 commuters, travel from the **City of Philadelphia**.

What commuters have access to:

### **Multi-modal Access**

- **Walking and Biking**

- **Less than 1%** of commuters live within **walking** distance of the Office Park.
- **4.2%** of commuters, an estimated 462 commuters, live **within one mile** of the Office Park and could potentially bike.

- **5.7%** of commuters live within **walking** distance to the **existing** regional trail network. These commuters could potentially access the Office Park via bike if continued investment occurs throughout the network.

- Schuylkill River, Pennypack and Power Line existing trails have the greatest number of commuters in close proximity



**349**  
Miles of existing  
Circuit trails

- **7.3%** of commuters live within **walking** distance to **planned** regional trails, creating an even greater opportunity for access via bike.

- Cross County, Tookany, and Creshiem planned trails have the greatest number of commuters in close proximity.



**492**  
Miles of planned  
Circuit trails

- **Trains**

- Access to SEPTA Regional Rail is widespread due to most commuters living in the Greater Philadelphia region.
  - **3.5%** of commuters live in walking distance to regional rail station, representing approximately 385 commuters.
    - “Priority” train stations are locations from which commuters more likely to arrive to/from the Office Park (specifically, Fort Washington train station) faster by train than driving. In total, **82** SEPTA Regional Rail stations were identified.<sup>1</sup>

<sup>1</sup> “Priority” stations were updated in September 2017 due to a change in SEPTA Regional Rail schedules



82

Priority SEPTA Regional Rail Stations



800+

Number of commuters within one mile of a priority stations

- **0.8 %** of commuters live within a **quarter mile** to a “priority” station. This represents approximately 87 commuters who could potentially **walk** to a Regional Rail station.
- **3.1 %** of commuters live within a **half mile** distance to a “priority” station. This represents approximately 339 commuters who could potentially **bike** to a Regional Rail station.
- **7.6%** of commuters live within one mile of a “priority” station, representing approximately 838 commuters who could potentially **drive or/and bike** to a Regional Rail station.

- **Buses**

- The only bus service to enter the Office Park is SEPTA Bus Route 201. It services both the Fort Washington Train Station and Office Park providing an important last mile connection for Regional Rail riders. Bus service alone is a difficult trip to the Office Park. Majority of commuters require at least two transfers and majority require several.
- The largest opportunity for bus service is to provide **first and last mile connections** to the Regional Rail stations and the Office Park.
  - Of the 82 identified “priority stations,” 65 **have bus stops within one mile.**<sup>2</sup>
  - **7.8 %** of all commuters live within one mile of the 65 “priority” stations with access to bus stops. This accounts for approximately 860 commuters who could utilize the service to access the Fort Washington Train Station and then use Bus Route 201 to access the Office Park.



65

Priority SEPTA Regional Rail Stations with bus stops



**First and last mile**  
connections can be provided  
by SEPTA bus lines

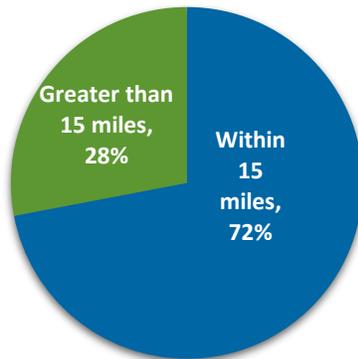
- **Vanpooling and Carpooling**

- **72%** of commuters live **within 15 miles** of the Office Park representing approximately 7,931 commuters.
  - Carpooling is the best option for these commuters who live within 3 miles of the following Park and Ride locations:
    - Lansdale Station (0.4% ≈ 44), SEPTA Warminster Station (4.1% ≈ 446), SEPTA Wissahickon Transportation Center (3.0% ≈ 334), South Gulph Road Park and Ride (1.8% ≈ 194), Matsonford Road Park and Ride (2.1% ≈ 229), Egypt Road Park and Ride (0.9% ≈ 103), Cornwell Heights Park and Ride (2.3% ≈ 255) and SEPTA Warminster Station (1.4% ≈ 150).<sup>3</sup>

<sup>2</sup> “Priority” stations and bus stops were updated in September 2017 due to a change in SEPTA Regional Rail schedules

<sup>3</sup> Percentage (%) based on 4,708 addresses; corresponding number of employees is an approximate based on total office park population. Margin of error is 1% with a 95% Confidence Level.

Commuter proximity to  
the Office Park



- **28%** of commuters live **greater than 15 miles** from the Office Park representing approximately 3,069 commuters
  - Vanpooling is the best option for these commuters who live within 3 miles of the following Park and Ride locations:
    - Thorndale Station (0.4% ≈ 44), Paoli Pike at US 202 (0.7% ≈ 77), Us 30 at US 202 (0.5% ≈ 54), Lewis Road at U.S. 422 (0.6% ≈ 68), PA Turnpike Quakertown Interchange (0.3% ≈ 33), Stadium Complex at Broad Street (1.2% ≈ 133), PA 113 (0.6% ≈ 65), Matthews Road at PA 29 (0.5% ≈ 54).<sup>1</sup>
- Carpooling and vanpooling offer the greatest opportunity to reduce parking need by reducing 1 to 6 vehicles per car/vanpool.

- **Shuttles**

- Based on commuter density along SEPTA's Lansdale/Doylestown Regional Rail Line, a shuttle would be best to offer at the Fort Washington Train Station to provide a last mile connection to the Office Park.
- Shuttles should also be considered during lunch time to provide access for employees to dining locations.

This report, which goes into much greater detail per mode, offers an understanding of the multi-modal options available to current commuters. Appendix A of this report will have full versions of each map throughout the report, as well as, additional supportive maps. Appendix B has all table information related to commuter geographic distribution and multi-modal options. Findings will be used for the development of the TDM Plan for Fort Washington Office Park recommendations.

## Introduction

GVF, in a partnership with Upper Dublin Township and the Delaware Valley Regional Planning Commission (DVRPC), has conducted a geospatial analysis of 4,259 Fort Washington Office Park (Office Park) commuters. Utilizing employee address and vehicle registration information, the geospatial analysis aims to identify where Office Park employees are commuting from to determine multimodal transportation options available to them.

Understanding what multi-modal transportation options are available to Office Park commuters will allow for the development of the TDM Plan that is realistic, implementable and meets the needs of the Office Park community. It will also help identify areas of opportunity and potential investment in the short, medium, and long term.

This analysis compliments the previously completed Survey Analysis Report and will be used to develop recommendations for the Fort Washington Transportation Demand Management (TDM) Plan.

## Methodology

Geospatial analysis has been completed utilizing ESRI's product ArcMap 10.4 and Google Maps. Below is the list of data layers used in the analysis and data sources.

### Sources

#### ArcMap Geocoding and Data Analysis

- Delaware Valley Regional Planning Commission (DVRPC)
  - Passenger Rail polyline dataset
  - Passenger Rail Stations point dataset
  - Park and Ride Lots point dataset
  - 2015 Land Use polygon dataset
  - Tag Reader point dataset
  - Circuit Trails polyline dataset
- Southeastern Pennsylvania Transit Authority (SEPTA)
  - Bus Routes polyline dataset
  - Bus Stops point dataset
- FirstMap (State of Delaware)
  - Delaware Municipalities polygon dataset
  - Delaware State and County boundaries polygon dataset
- State of New Jersey Department of Environmental Protection Bureau of GIS
  - Municipalities (Statewide – Clipped to Coast) polygon dataset
- Pennsylvania Spatial Data Access (PASDA)
  - 2014 Lancaster County Land Use Types polygon dataset
- Lehigh County GIS
  - Land Use polygon dataset
- U.S. Census Bureau
  - 2010 Census Blocks polygon dataset for the States of Pennsylvania, New Jersey and Delaware
- Greater Valley Forge Transportation Management Association (GVF)

- Fort Washington Office boundary and area datasets (created based on the outline provided by the Upper Dublin Township)
- Survey Respondents point dataset (geocoded using ESRI product)
- Environmental Systems Research Institute (ESRI)
  - Base Maps

The main tool for plotting home locations for commuters derived from completed employee surveys is ESRI's product - Online Geocoder. The main tool for plotting home locations derived from tag reader results is Tom Tom geocoder.

### Travel Times Analysis

Google Maps was used to calculate travel times by various modes from various origination points. However, it's important to note that the Office Park is not represented by just one point, but a vast area of approximately 2.3 square miles. Therefore, times are approximate and dependent on the location within the Office Park.

### Data Collection

4,259 addresses were used for this geo-spatial analysis, representing nearly 40% of all Office Park commuters. Address information for all commuters was derived from three (3) different datasets as described below. All records were compared and duplicates and incomplete addresses were removed prior to geocoding. Table 1 demonstrates the number of commuters' records by the address information source. Utilizing an Office Park population of 11,000 the margin of error with a 95% confidence level is 1.

#### 1. Employee Commuter Survey Results (1082)

GVF designed, distributed, and collected responses to Employee Commuter Surveys, where respondents were asked to provide their home addresses. 1,082 addresses were able to be used for this analysis. Although, 1,109 addresses were collected, 27 respondents provided their employer address, incomplete or fake addresses.

*% of Office Park Employees: 10% of 11,000 employees*

#### 2. Office Park Companies Outreach Results (448)

GVF reached out to the Office Park Companies that expressed willingness to share their employees home addresses for this project. Information was received from five companies totaling 448 employee addresses.

*% of Office Park Employees: 4% of 11,000 employees*

#### 3. Office Park Tag Reader Results (2,854)

GVF worked with DVRPC and Upper Dublin Police Township Department to collect vehicle tags that include address information of car owners. This method provided a total of 2,854 addresses. A total of 3,477 vehicle tags were registered in the states of Pennsylvania, New Jersey, Maryland, New York, and Delaware. However, DVRPC only has a partnership with the State of Pennsylvania to be able to obtain address information on collected vehicle tags. Therefore, the geospatial analysis is limited to the State of Pennsylvania with the total of 3,028 registered vehicle records.

Once geocoded, vehicle registration points were further vetted to ensure that those addresses considered are solely residential. Therefore, land use data was utilized to distinguish commercial and industrial addresses. Subsequently 174 address points within those areas were removed.

*% of Office Park Employees: 26% of 11,000 employees*

*Table 1: Number of records by data collection method*

Address Information Sources	# of Records Collected	# of Records Used in Analysis	Organization that collected/processed data
<b>Office Park Employees (Commuter) Survey</b>	1,109	<b>1,405</b>	GVF
<b>Office Park Companies</b>	448		GVF
<b>Tag Readers (PA only)</b>	3,028	<b>2,854</b>	Upper Dublin Township Police Department/DVRPC
TOTAL RECORDS:	4,585	<b>4,259</b>	

Table 2 displays all the records that were collected by data collection method and its distribution by the number of records across six states. Due to limitations previously described, the records collected via vehicle registrations for the states other than Pennsylvania are not geocoded and/or used in this analysis. They represent 9.54% of all collected records. Although they are not used in the analysis percentage calculations will include those addresses, as to most accurately understand the percentage of employees traveling from any given location and percentage of employees involved.

*Table 2: Records Distribution by State and Data Sources*

Data Source	Commuters Distribution by State		
	States	# of Records	% of Commuters
<b>Office Park Employees (Commuter) Survey and Office Park Companies Provided Data</b>	Pennsylvania	1,335	28.36%
	New Jersey	63	1.34%
	Delaware	7	0.15%
<b>Tag Readers</b>	Pennsylvania	2854	60.62%
	New Jersey	226 <sup>2</sup>	4.80%
	Maryland	163 <sup>2</sup>	3.46%
	Delaware	38 <sup>2</sup>	0.81%
	New York	22 <sup>4</sup>	0.47%

<sup>4</sup> These records display the number of tags collected and not geocoded or represented in this analysis. In addition, there is no confirmation that these records are residential addresses.

## Setbacks and Limitations

The following is the list of limitations and setbacks encountered during data collection and analysis:

- The datasets have been compiled from various sources and attributes vary from one dataset to the next.
- Depending on the day of the week, time of the day, and the traffic volume, travel times by car can vary significantly.
- The analysis does not take into consideration seasonal variation of bus routes and/or any changes to train schedules.
- Land use datasets from different sources were used to confirm residential location of tag reader results. This was done to ensure a vehicle was not registered to a business and skewing the data. DVRPC region land use dataset only covers 5 out of 10 counties among which tag readers are distributed. Out of the 3,028 tag readers records, 2,912 are covered by the DVRPC Land Use dataset. Out of 2,912 records, 2,737 are confirmed to be located within residential areas. The rest, 117 records, are distributed among other counties (York (3), Lancaster (12), Berks (37), Lehigh (47), and Northampton (18)).
  - Utilizing Lancaster County Land Use dataset, all 12 records are confirmed to be located within residential areas. Utilizing Lehigh County Land Use dataset, all 43 records are confirmed to be located within residential areas. Due to lack of available of a land use data, the 3 locations in York County were confirmed residential by using Google Maps.
  - When multiple datasets are used, there is more chance for error due to limitations posed by how the data has been recorded and collected. Furthermore, boundaries for datasets that come from different sources do not align perfectly.

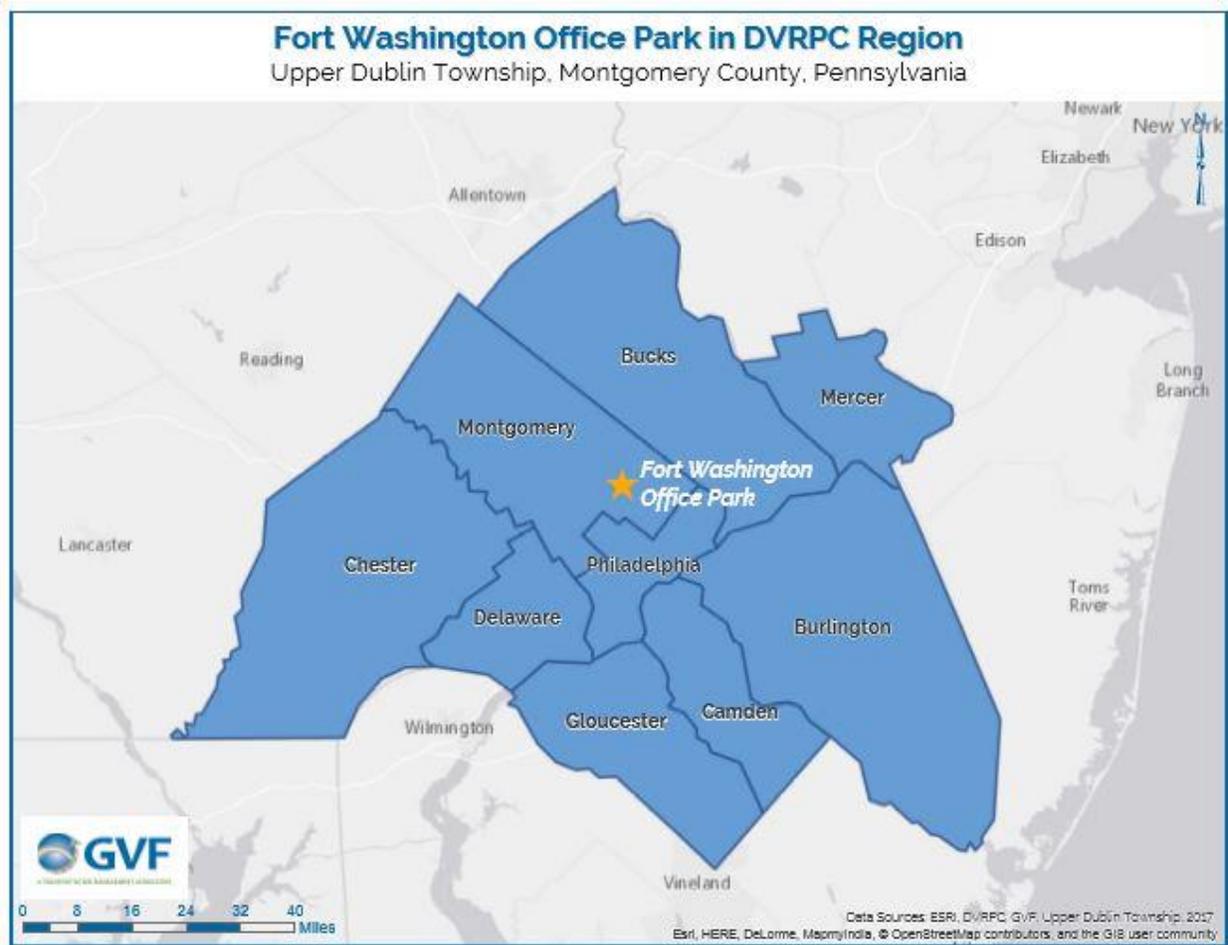
## Fort Washington Office Park Background

### Geographic Location

The Fort Washington Office Park is located in Montgomery County, in the center of the DVRPC region that extends throughout two states and nine counties. Figure 1 displays the Office Park location in relevance to the region, States, and Counties.

The Fort Washington Office Park extends east to west in Upper Dublin Township. It is approximately 2.3 miles long between its two furthest points. Depending on where commuters are coming from and which part of the Office Park they are heading to, the travel distances, travel times, and transportation choices available to commuters change significantly.

*Figure 1: Location of Fort Washington Office Park in DVRPC region*



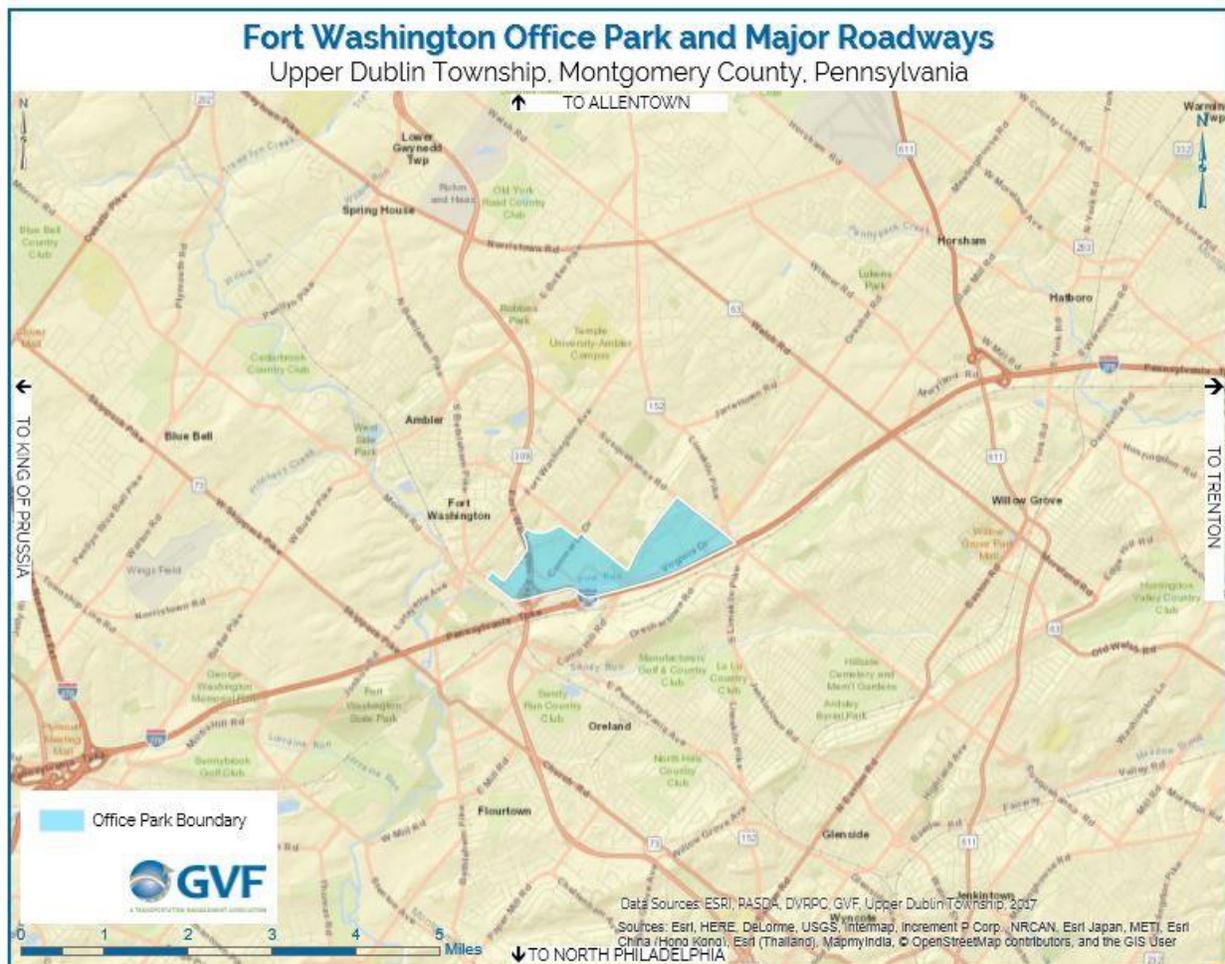
## Existing Transportation Conditions

### Major Arterials

The Office Park rests on the northern side of Pennsylvania Turnpike between an exit ramp on the western side and crossing of the turnpike above Susquehanna Road on the eastern side. The Office Park is conveniently located right off the Pennsylvania Turnpike, a controlled-access highway that runs east to west from Ohio to New Jersey across Pennsylvania. In addition, the Park is located only 10 minutes away from the Interstate 476, a north-south corridor across eastern Pennsylvania, providing connection between Philadelphia Metropolitan Area and Lehigh Valley, running through Montgomery County. The Office Park is also approximately 15 minutes away from Interstate 95, the longest north-south highway that serves metropolitan areas from Boston to Miami along Atlantic coast. Additionally, Pennsylvania Route 309 directly passes through the Office Park providing access to those employees traveling from northern suburbs and Philadelphia.

The accessibility of the site via major arterials has made it a strategic location for businesses and commuters who drive to the Office Park. Such access allows commuters to come from western Pennsylvania suburbs, Philadelphia metropolitan area, and even New Jersey coastal areas. Figure 2 depicts the Office Park in relation to surrounding arterials.

Figure 2: Office Park proximity to major roadways



## Multi-modal Access

### *Public Transit*

Fort Washington Office Park is conveniently located nearby SEPTA's Fort Washington Train Station that provides access to both SEPTA train and bus services. The train station is served by SEPTA's Lansdale/Doylestown Regional Rail Line that brings commuters from Bucks and Montgomery County suburbs and center City Philadelphia. The Office Park is also located within 2.4 miles of both Roslyn and Ardsley SEPTA Train Stations that are served by SEPTA's Warminster Regional Rail Line bringing commuters from Montgomery County suburbs and center City Philadelphia.

The Office Park is also served by SEPTA Bus Route 201 that runs from the Fort Washington Train Station along Pennsylvania Ave, Commerce and Virginia Drive and loops around Susquehanna Road. It is the only public bus that provides access to employers throughout the Office Park from the train station, filling the last mile connection. SEPTA Bus Route 95 connects to the Fort Washington Train Station bringing commuters from King of Prussia area from the west and Willow Grove from the east into the Office Park. SEPTA Bus Route 94 connects commuters who come from Montgomeryville on the north and from the Chestnut Hill neighborhood in Wyndmoor on the south of the Park. Unfortunately, there is no bus service running from the eastern part of the Office Park to Roslyn or Ardsley train stations.

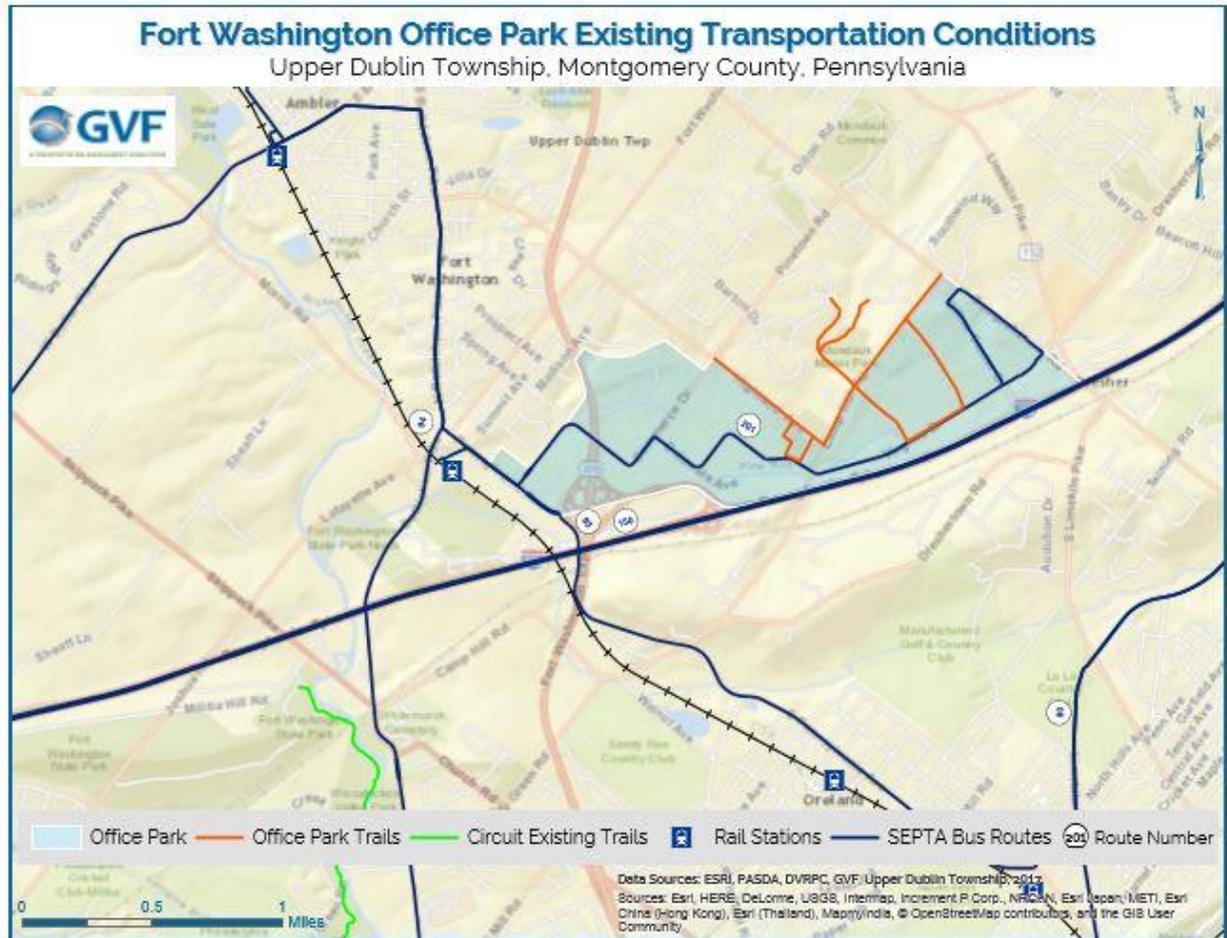
Commuters who live along the public transit lines can access the Office Park using the bus route 201, multiple busses or regional rail and bus combination. The need for transfers poses one of the largest barriers to the use of such modes as it makes the commute more timely, expensive and inconvenient. Currently, the team is only aware of one shuttle service ran by the property owner that provides connection between the Fort Washington Train Station and 1100 Virginia Drive businesses.

### *Pedestrian and Bicyclist Routes*

Walking and/or biking is possible within the Office Park. However, many sidewalks that lead commuters from the Fort Washington Train Station into the Office Park are disconnected making the trip uncomfortable and unsafe for some users. Upper Dublin Township has completed a Trails Study Update (2016) that includes existing conditions of sidewalks and trails, and identifies important missing links. In addition, DVRPC Circuits initiative has identified several trails projects within the vicinity of the Office Park. Such as connections including the Cross County Trail, that when built will provide multimodal access to people commuting from Philadelphia and other areas on the east.

Additionally, funding has been allocated to three road diets at Virginia Drive, Commerce and Delaware Drives; and the Cross County Trail that will be 2.5 mile paved multi-use trail that will provide access to the Fort Washington Train Station and ultimately to vast network of Circuit Trails. Such investment will further the accessibility of the Office Park and encourage commuters to utilize multi-modal transportation. Figure 3 below depicts all known multi-modal transportation options currently in and around the Office Park.

Figure 3: Office Park Existing Multi-modal Transportation Conditions



## Fort Washington Office Park Commuters

### Geographic Distribution

To analyze what mode choices are available to Office Park commuters and to evaluate access to public transit options, we considered commuters' distribution by State, Counties, and Municipal boundaries. Commuters are traveling from five states. Of those geocoded addresses, commuters are traveling from 24 Counties and 309 Municipalities. Although commuters are coming throughout the Northeast, majority are within the State of Pennsylvania as displayed in Table 3. Table 3 demonstrates distribution of commuters and the corresponding percentage of the employee population.

*Table 3: Distribution of all commuters by State*

State	# of Commuters	% of Commuters	Geocoded
<b>Pennsylvania</b>	4,189	88.98%	Yes
<b>New Jersey</b>	289	6.14%	Some
<b>Maryland</b>	163	0.47%	No
<b>Delaware</b>	45	3.46%	Some
<b>New York</b>	22	0.96%	No
<b>Total</b>	4,708	100%	

Most Pennsylvania commuters come from Montgomery County (39%), followed by Philadelphia (18%) and Bucks County (17%). Eighty-seven percent (87%) of all commuters come from six counties in Pennsylvania. Table 4 below demonstrates those Counties with greater than 1% of the commuter population; Table 1 in Appendix B displays the number and percentage of commuters by all counties.

*Table 4: Distribution of All Commuters by Counties that have more than 1% commuters*

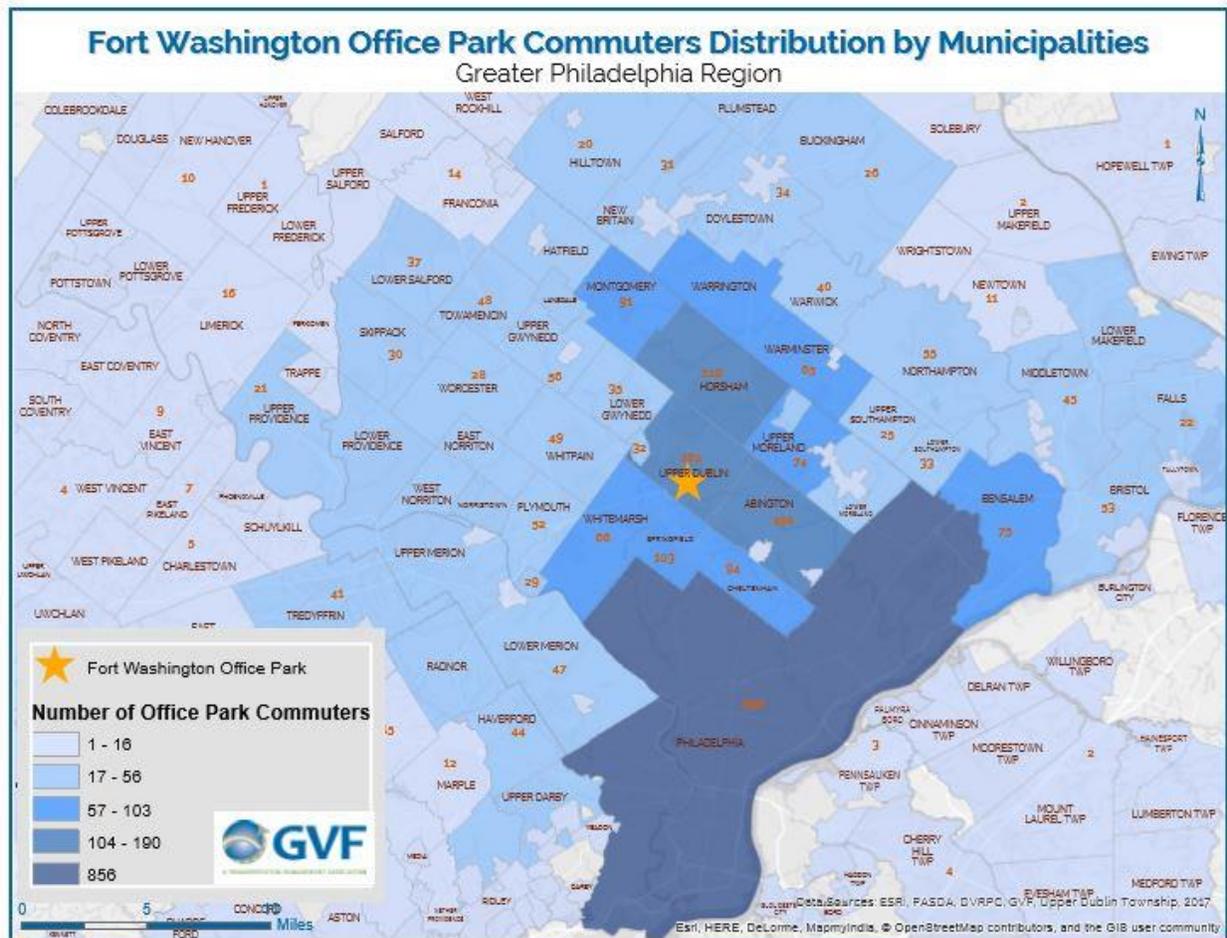
State	County	# of Commuters	% of Commuters
<b>Pennsylvania</b>	Montgomery	1,846	39%
<b>Pennsylvania</b>	Philadelphia	856	18%
<b>Pennsylvania</b>	Bucks	795	17%
<b>Pennsylvania</b>	Delaware	277	6%
<b>Pennsylvania</b>	Chester	272	6%
<b>Pennsylvania</b>	Lehigh	58	1%

When examining commuters' distribution by municipal boundaries, the highest percentage of commuters come from the City of Philadelphia (18%). This is followed by Abington Township (4%) and Upper Dublin Township (3.4%). Table 5 below demonstrates those municipalities with at least 2% of commuters; Table 2 in Appendix B displays number of commuters by municipalities across 3 different states.

Table 5: Distribution of all commuters by Municipalities that have greater than 2% of commuters

State	County	Municipality	# of Commuters	% of Commuters
Pennsylvania	Philadelphia	Philadelphia City	856	18.2%
Pennsylvania	Montgomery	Abington Township	190	4.0%
Pennsylvania	Montgomery	Upper Dublin Township	162	3.4%
Pennsylvania	Montgomery	Horsham Township	128	2.7%
Pennsylvania	Montgomery	Springfield Township	103	2.2%
Pennsylvania	Montgomery	Cheltenham Township	94	2.0%
Pennsylvania	Montgomery	Montgomery Township	91	1.9%

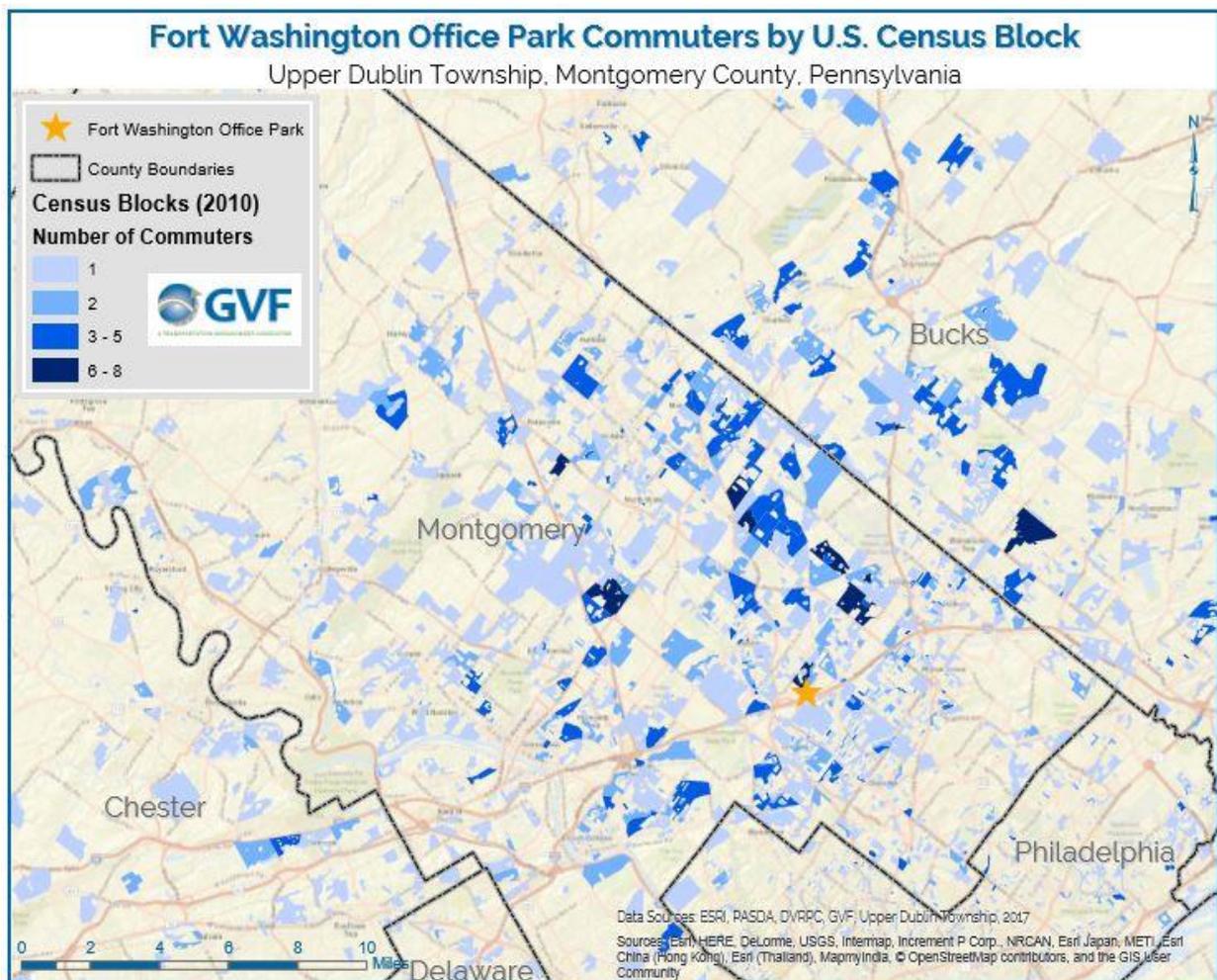
Figure 4: Distribution of all commuters by Municipality



The breakdown of commuter locations demonstrates that there is a significant gap in the numbers of commuters from the City of Philadelphia (856) and the next largest by number of commuters' municipality, Abington Township (190). It also demonstrates majority of commuters are traveling within Montgomery County as shown in Table 4. Therefore, focusing on commuter distribution and transportation option in those specific areas is more beneficial than looking at an extensive geographic area.

Figure 5 below displays the density of commuters by census block surrounding the Office Park and in relevance to municipal boundaries. There are several pockets of most evident commuter origins – border of Abington and Upper Dublin Townships (both Montgomery County) and southern border of Cheltenham Township (Montgomery County) with Philadelphia. Less evident density – the northeast portion of Philadelphia, northern border of Philadelphia with Bensalem, the southeastern portion of Philadelphia, Ambler, and Lansdale (both Montgomery County). Due to the size of census blocks based on location, the City of Philadelphia is difficult to illustrate at this proximity.

Figure 5: Commuter density surrounding the Fort Washington Office Park



## Commuters Mode Choice Options

Understanding the transportation options available to existing Office Park employees will allow both the Township and employers to plan for the future. Such information helps identify priority routes and where there is an opportunity for mode shift. This GIS analysis focuses solely on mode choices within and nearby the Park and those available to Office Park commuters.

### Walking or Biking to the Office Park

Determining how many people can potentially walk and/or bike to work would help the Township to focus their resources on projects that would support improvements to multi-modal facilities. According to numerous planning studies, the most common standard for how far people will walk on average in various situations (i.e. to get to different destinations) is cited to be a quarter mile. However, some people are willing to walk further distances if safe pedestrian facilities are provided. When it comes to biking, commuters can travel further distances (more than 1 mile), however it also depends on the level of traffic stress<sup>5</sup> (LTS) of the roadway and a user.

Due to the lack of residential use within the Office Park and the extensive roadway network and commercial uses surrounding the Office Park, only 114 commuters (2.42%) live within 1 mile of the Office Park. Approximately 2.42% or 114 of total commuters live within 1 mile of the park. Of those, 26 live within the tolerated walking distance. Table 6 below demonstrates the number of commuters within 5 miles of the Office Park.

*Table 6: Number of commuters who live within 5 miles of the Office Park*

Distance (from any point of the Park boundary)	# of Commuters	% of All Commuters
<b>¼ mile</b>	26	0.55%
<b>½ mile</b>	58	1.23%
<b>1 mile</b>	114	2.42%
<b>2 miles</b>	343	7.29%
<b>5 miles</b>	947	20.11%

When analyzing the potential for biking to/from the Office Park, it is apparent that there are missing connections in the trail network that might prevent commuters who would bike long distances to do so in current conditions. Figure 6 displays the commuters' density in relevance to existing and proposed trails. Interestingly, more than 50% of Office Park commuters live within 1 mile of existing, being built or planned trails. Table 7 displays numbers of commuters within a certain distance of the trail network.

<sup>5</sup> Level of Traffic Stress (LTS) is a model that categorizes all it categorizes all streets, and intersections into four levels of bicyclist comfort: LTS 1: Suitable for children LTS 2: Acceptable to traffic intolerant adult (interested but concerned) LTS 3: OK for experienced bicyclists (enthused and confident). LTS 4: Highest Stress (strong and fearless). DVRPC is currently working on creating traffic stress maps.

Figure 6: Existing and proposed multi-modal options within the Fort Washington Office Park in comparison to employee density

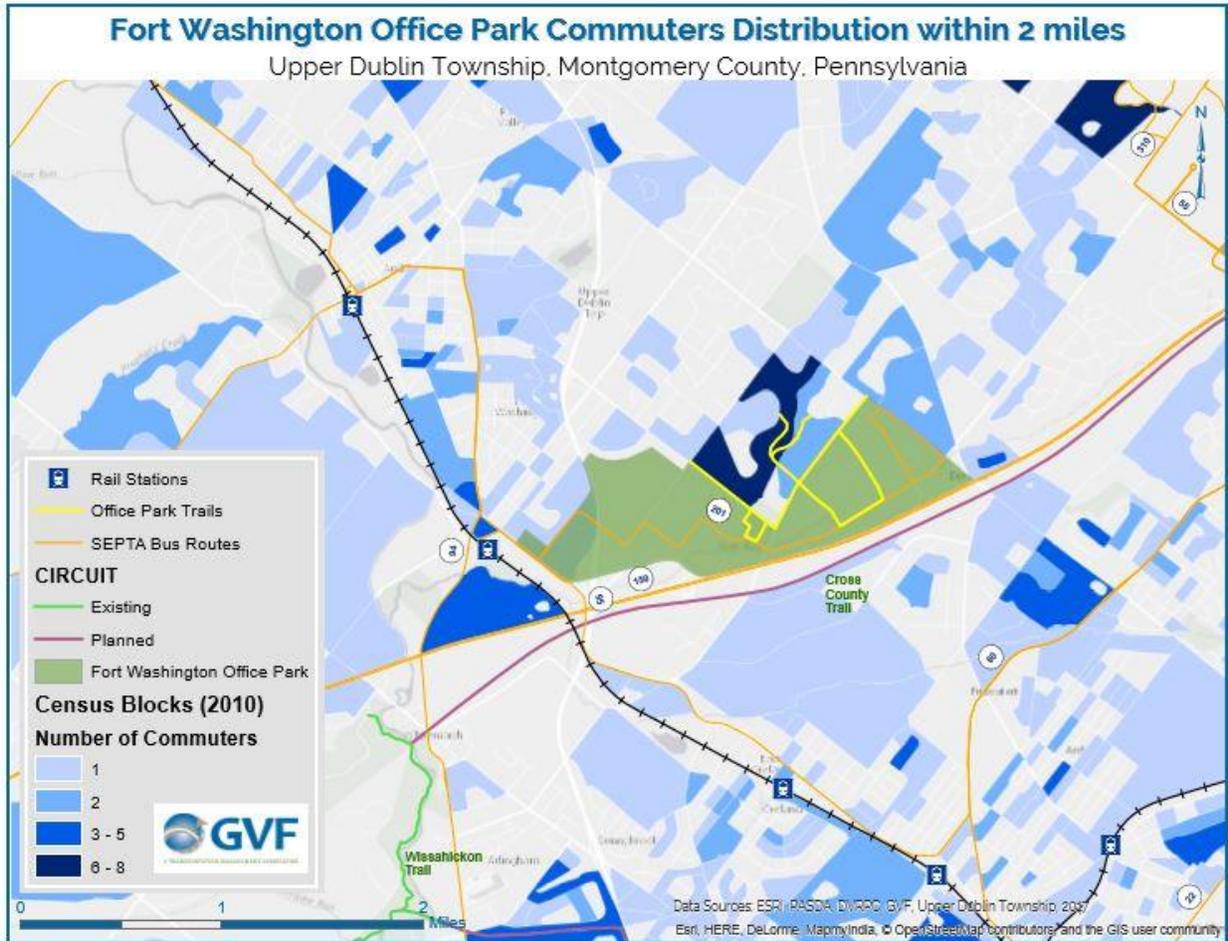


Table 7: Number of commuters who live within certain distance of regional trail network

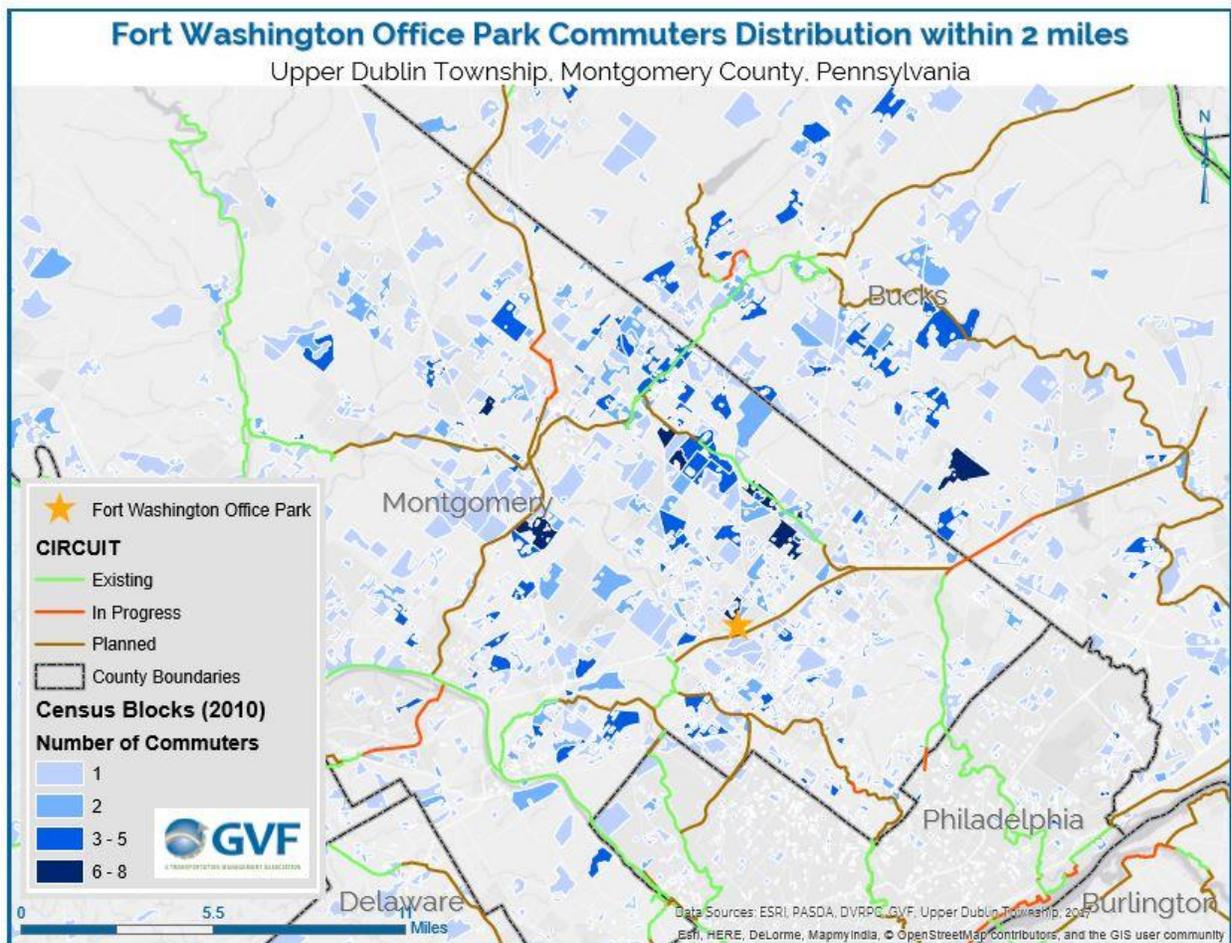
Distance (from any trail regardless of trail status)	# Commuters	% All Commuters
¼ mile	621	13.19 %
½ mile	1310	27.82%
1 mile	2390	50.76 %

When comparing the number of commuters within certain distances of the network by trail status, majority of commuters live within existing and planned trails, a direct correlation to the length of each trail. Table 8 displays number of commuters within certain distance of trail network by trail status, such as existing, in progress, and planned.

Table 8: Number of commuters within certain distance of regional trail network by trail status

Trail Status	Commuters within Certain Distance to Trail						Total Trails Length (miles)
	0.25 miles		0.5 miles		1 mile		
	#	%	#	%	#	%	
Existing	269	5.7%	714	15.2%	1959	41.6%	349
In Progress	77	1.6%	250	5.3%	712	15.1%	70.389
Planned	346	7.3%	875	18.6%	2336	49.6%	422.945

Figure 7: Commuters Density and Regional Trail System



When looking more closely, majority of commuters live within existing trails, including Schuylkill River, Pennypack and Power Line, and planned trails, such as the Cross County, Liberty Bell, Tookany, Cresheim, and Power Line extension trails. Table 3 in Appendix B displays the number of commuters within certain distances of each trail system.

### Limitations for walking and biking to the Office Park

- Physical obstructions and lack of connections available for pedestrians and bicyclists
- Personal choice of driving alone instead of walking/biking
- Commuters perception of safety, health, and willingness to walk/bike
- Lack of pedestrian and bicycle facilities within the Office Park
- Lack of pedestrian and bicycle connections linking the Office Park to surrounding arterials
- Need access to a vehicle for work related business
- Commuters might live within theoretically walkable or bikeable distances of the Office Park's boundary, but their place of employment might be on the opposite side of the Office Park
- Amenities at the workplace such as bike racks, car share, showers and lockers do not exist

### Access to Public Transit

#### Rail

The Fort Washington Office Park is primarily accessible by SEPTA's Lansdale/Doylestown Regional Rail Line, with the closest station being 0.3 miles away from the Western side of the Office Park. The Office Park is also accessible from SEPTA's Warminster Regional Rail Line at 4 miles away. Both stations have complimentary/supplemental service from SEPTA's Bus service, with the 201 proving a last mile connection to the Office Park from the Fort Washington Train Station and the 94 or 95 providing a connection from the Oreland Station along the Warminster Regional Rail Line to the Fort Washington Train Station. Both Regional Rail lines provide a conceivable alternative option for commuters, especially those traveling from Philadelphia.

Due to the length of the park, 2.4 miles, a commuter's willingness to utilize public transit will be dependent upon their employer's location within the park. Those located on the eastern portion of the Office Park will have greater challenges utilizing public transit than those on the western portion of the park. Table 9 below displays closest train stations by distance and travel time.

*Table 9: Travel distances and time from the Fort Washington Office Park to nearby train stations*

Rail Line	Train Stops	Western Most Point (Pennsylvania Ave & Commerce Drive)		Center (Camp Hill Rd & Virginia Drive)		Eastern Most (Susquehanna Rd & Virginia Drive)	
		Distance (miles)	Travel Time	Distance	Travel Time	Distance	Travel Time
Lansdale/ Doylestown	Fort Washington	0.3	3 (walk)*	2.1	6	2.9	9
	Oreland	1.9	4	1.7	5	2.6	7
Warminster Line	Roslyn	5.3	13	4	10	2.6	7
	Ardsley	3.8	9	3.3	8	2.3	5

\*Time demonstrated represents the time taken to walk

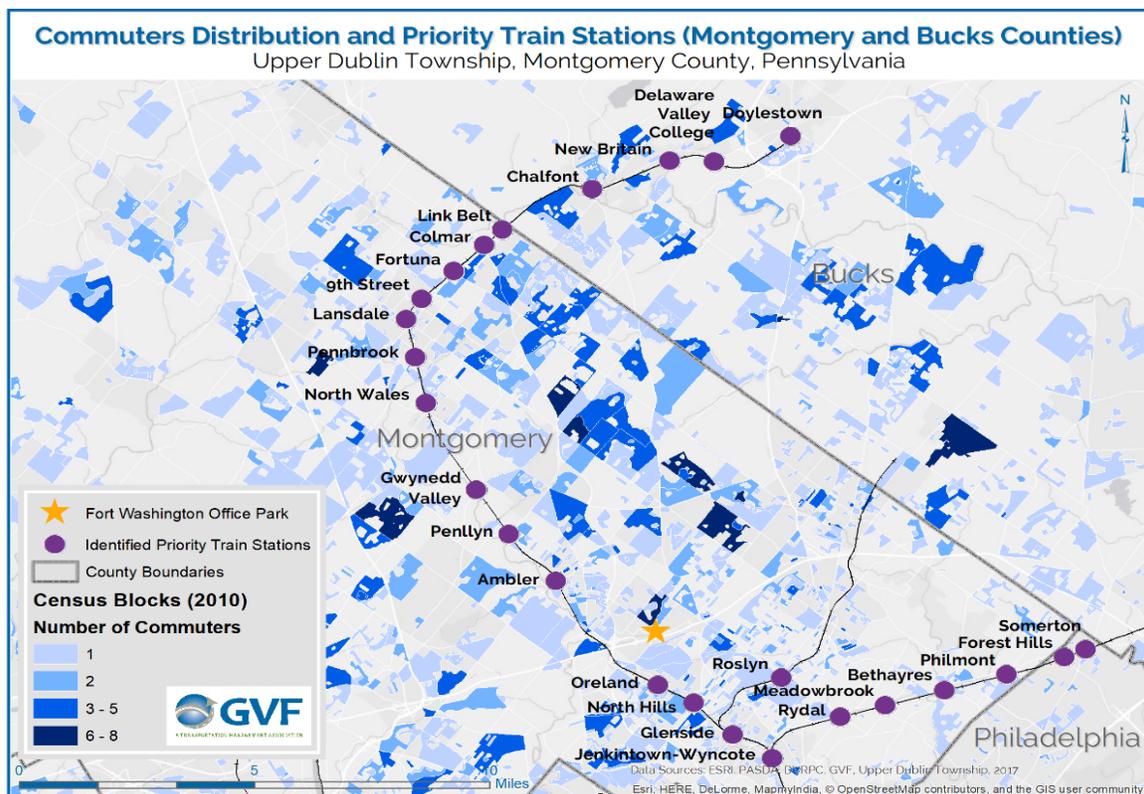
### Access to SEPTA Regional Rail Line Service

Lansdale/Doylestown Regional Rail Line serves the closest station to the Office Park, Fort Washington Train Station. That rail line runs between Doylestown in western suburbs and 30<sup>th</sup> Street Station in Philadelphia. 30<sup>th</sup> Street Station serves as a hub for SEPTA and regional services, capturing those riders who can utilize SEPTA, AMTRAK, and NJ Transit. Such accessibility offers an opportunity for New Jersey and Delaware riders to access the station. Office Park commuters who live along Lansdale/Doylestown Line and along the lines that feed into 30<sup>th</sup> Street Station can utilize SEPTA Regional Rail lines to access Upper Dublin Township.

Typically, people are willing to travel a short distance by walking or biking, such as a quarter or half mile to a train station. This will be more likely for those riders who are commuting from Philadelphia, where there are a plethora of pedestrian and bicycle facilities and lack of access to affordable and convenient parking. Suburban riders are more likely to drive to a station due to the built environment and lack of multi-modal infrastructure. To ensure those suburban commuters who may drive to a station are considered, up to 1 mile was measured for Regional Rail access, although, some individuals may travel further. For this reason, we have calculated both the number of commuters who live with a certain proximity to a Regional Rail Lines and stations.

Figure 8 below visually demonstrates commuter density by SEPTA Regional Rail lines based on “priority.” “Priority” stations are those stations which the time traveled during peak hour congestion on regional rail may be less than driving. Table 10 quantifies the employee density by proximity to the Regional Rail Lines.

*Figure 8: Regional Rail Lines and “Priority” stations surrounding Fort Washington Office Park*



As demonstrated in Table 10 below SEPTA's Lansdale/ Doylestown Line has the greatest number of commuters living along it, followed by the Warminster, Main, and Manayunk/Norristown Regional Rail Lines. When examining access to Regional Rail lines, 11% of employees live within a quarter mile. Access doubles when looking at access within a half mile to nearly 26% and to over 50% when looking at one mile.

It is apparent that not all commuter will be able or want to use the train to access the Office Park. Utilizing Real-time Google Maps traffic information and SEPTA Regional Rail schedules, it is more timely to drive than take public transit during the rush hour commute for those who live along the Manayunk/Norristown and Warminster Regional Rail Line and Norristown High Speed Line.

However, Fox Chase Line, Glenside, Lansdale/Doylestown Line, Media/Elwyn, Main Line, West Trenton and Wilmington/Newark Regional Rail Lines have been identified as priority lines based on commute time during peak hour congestion. Although some lines require a transfer they remain quicker than the fastest arterial/roadway. However, it is important to emphasize that the likelihood of the use of the line is based on station location and user proximity to the station. Station access is evaluated in the next section below.

*Table 10: Number of commuters who live within certain distance of DVRPC Region commuter rail by rail service provider*

Operator	Rail Line Name	Office Park Commuters within distance of rail line					
		0.25 miles		0.5 miles		1 mile	
		#	%	#	%	#	%
SEPTA	Lansdale/Doylestown Line	130	2.8%	245	5.2%	404	8.6%
SEPTA	Warminster Line	71	1.5%	154	3.3%	289	6.1%
SEPTA	SEPTA Main Line	69	1.5%	168	3.6%	325	6.9%
SEPTA	Manayunk/Norristown Line	46	1.0%	114	2.4%	202	4.3%
SEPTA	Paoli/Thorndale Line	43	0.9%	80	1.7%	130	2.8%
SEPTA	Norristown High Speed Line	26	0.6%	66	1.4%	127	2.7%
SEPTA	Chestnut Hill East Line	25	0.5%	60	1.3%	135	2.9%
SEPTA	Fox Chase Line	25	0.5%	82	1.7%	171	3.6%
SEPTA	West Trenton Line	25	0.5%	59	1.3%	146	3.1%
SEPTA	Chestnut Hill West Line	19	0.4%	41	0.9%	87	1.8%
SEPTA	Trenton Line	17	0.4%	51	1.1%	156	3.3%
SEPTA	Media/Elwyn Line	13	0.3%	31	0.7%	74	1.6%
SEPTA	Wilmington/Newark Line	10	0.2%	15	0.3%	29	0.6%
PATCO	PATCO	8	0.2%	13	0.3%	38	0.8%
SEPTA	Cynwyd Line	3	0.1%	10	0.2%	20	0.4%
AMTRAK	Keystone Corridor	3	0.1%	5	0.1%	6	0.1%
SEPTA	Airport Line	2	0.0%	3	0.1%	12	0.3%
NJ Transit	River LINE	2	0.0%	5	0.1%	9	0.2%
SEPTA, AMTRAK	Wilmington/Newark Line/North East Corridor	1	0.0%	1	0.0%	5	0.1%
NJ Transit	NJ Transit Atlantic City Line	0	0.0%	6	0.1%	23	0.5%
NJ Transit	Northeast Corridor Line	0	0.0%	1	0.0%	1	0.0%
NJ Transit	Princeton Branch	0	0.0%	0	0.0%	0	0.0%
<b>TOTAL</b>	<b>ALL</b>	<b>538</b>	<b>11%</b>	<b>1,210</b>	<b>25.7%</b>	<b>2,389</b>	<b>51%</b>

### Access to SEPTA Regional Rail Stations

When evaluating the number of commuters by station, we again look at a quarter mile, half mile and mile radius. The stations with the greatest number of employees within a quarter mile are Lansdale/Doylestown Regional Rail Line stations: Oreland (9) and North Wales (7) Stations, and Manayunk Norristown Line Stations: Manayunk Station (6) and Chestnut Hill East Line, Stenton Stations (6).

When examining access at half mile we find that the Lansdale/Doylestown Line remains the greatest, with Oreland (26), Fort Washington (21) and Lansdale (16) Stations having the greatest number of commuters in close proximity. This is followed by the Warminster Line with Ardsley and Hatboro Stations having 17 commuters each.

The greatest variation comes at 1 mile in which Warminster Line has the greatest number of commuters at Ardsley (67), Crestmont (54) and Willow Grove (53) Stations. Lansdale/Doylestown Line remains prevalent with North Hills station and Oreland station having 55 and 52 commuters respectively. It is important to note, that although there are commuters within close proximity, it does not mean they will utilize the train. For example, those who live within close proximity to the Fort Washington Train Station will drive to the Office Park. Table 4 in Appendix B, demonstrates all regional rail stations with commuters in a quarter mile, half mile or mile proximity. Figure 9 below depicts SEPTA Regional Rail Stations and the corresponding number of commuters within a half mile access to each station.

When we examine the access to any station we find that over 50% of commuters live within one mile of a train station. This demonstrates that there is an opportunity to increase multi-modal access to the Office Park. Utilizing real time information through Google Maps, GVF identified 82 “priority” train stations. Priority train stations are train stop locations, where the length of a trip by train for nearby commuters to/from Fort Washington train station is more likely to take less time than the same trip by car. Each stop has been evaluated based on peak morning and afternoon travel times, and each calculation was based on that time traffic conditions, status of roadways and bridges, SEPTA train schedules and SEPTA train operation processes. Changes in any of these variables might impact trip length comparison between taking the train and driving. However, commuting by train offers other benefits that can or cannot be quantified such as cost, convenience and health and environmental benefits.

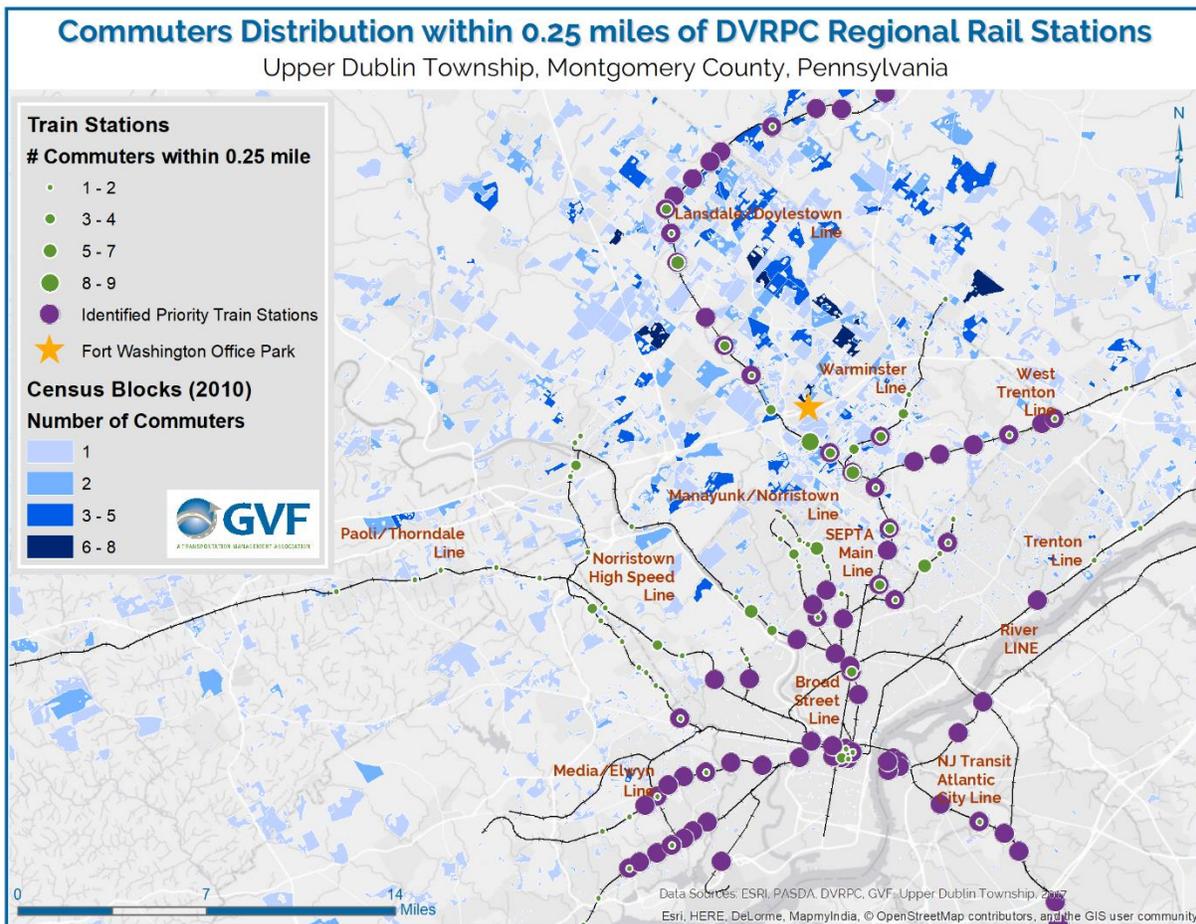
To better understand the opportunity for mode shift, employee proximity to the 82 “priority” stations was examined by quarter, half and one mile as demonstrated in Table 5 in Appendix B. Employee density varies by stations, and proximity as demonstrated in Figure 9 below.

*Table 11: Number of commuters who live within certain distance of DVRPC Region commuter rail stations*

Distance (from any rail station)	# of Commuters	% of All Commuters
<b>¼ mile</b>	165	3.50%
<b>½ mile</b>	662	14.06%
<b>1 mile</b>	2,396	50.89%

Historically, the first and last mile connection between a train station and the home/workplace has been one of the greatest barriers to the utilization of the rail network. For this reason, analysis was done to calculate the number of SEPTA bus stops within one mile of each “priority” station. Of the 82 stations, 65 stations have more than one bus stop within 1 mile. Of those 65 stations, 838 commuters, nearly 8% of all commuters, live within one mile of the train station and could potentially utilize the bus service to access the rail. Alternatively, commuters coming from Philadelphia can utilize the subway to access the Regional Rail stations, often resulting in a faster commute time.

Figure 9: Commuter Density within a half mile of SEPTA “Up” Regional Rail stations



#### Limitations for using passenger rail

- Infrastructure barriers to walking and biking to train station such as lack of bike lanes, trails and/or sidewalks
- Lack of available vehicle or bike parking at or around the train station
- Cost. Although the cost to use the train can be cheaper than a car, the costs are more apparent than a vehicle. For example, time and gas wasted in traffic is often not realized. Additionally, an

individual may choose to keep their car and not realize savings on insurance, car payment, gas, etc.

- Time. Commuters will need to take more than one mode to access the Office Park.
- Lack of last mile connections to workplace/home location
- Needing a vehicle to travel during the day outside of the Office Park
- Scheduling. The schedules may not align with an individual's personal life, including work hours, childcare, and other activities.

### *Bus Service*

Bus service to the Fort Washington Park is limited. As discussed earlier, the Office Park is accessible by three bus lines, the 201 which goes directly into the Park and the 94 and 95 which run along the perimeter of the Park. When examining those who live within a quarter mile of the 201, 94 and 95, we find that they have 21, 91, and 145 commuters respectively. Therefore, unless commuters live within a short proximity to the Office Park and can utilize the 201, they will need to take at least two busses to access the Office Park. However, survey respondents indicated taking a variety of bus lines to access the Office Park and when looking at the entire network access is widespread.

*Table 12:* Number of commuters who live within certain distance of any SEPTA Bus stops

Distance (from any bus stop)	# of Commuters	% of All Commuters
<b>¼ mile</b>	1,930	41.0%
<b>½ mile</b>	2,647	56.2%
<b>1 mile</b>	3,134	66.6%

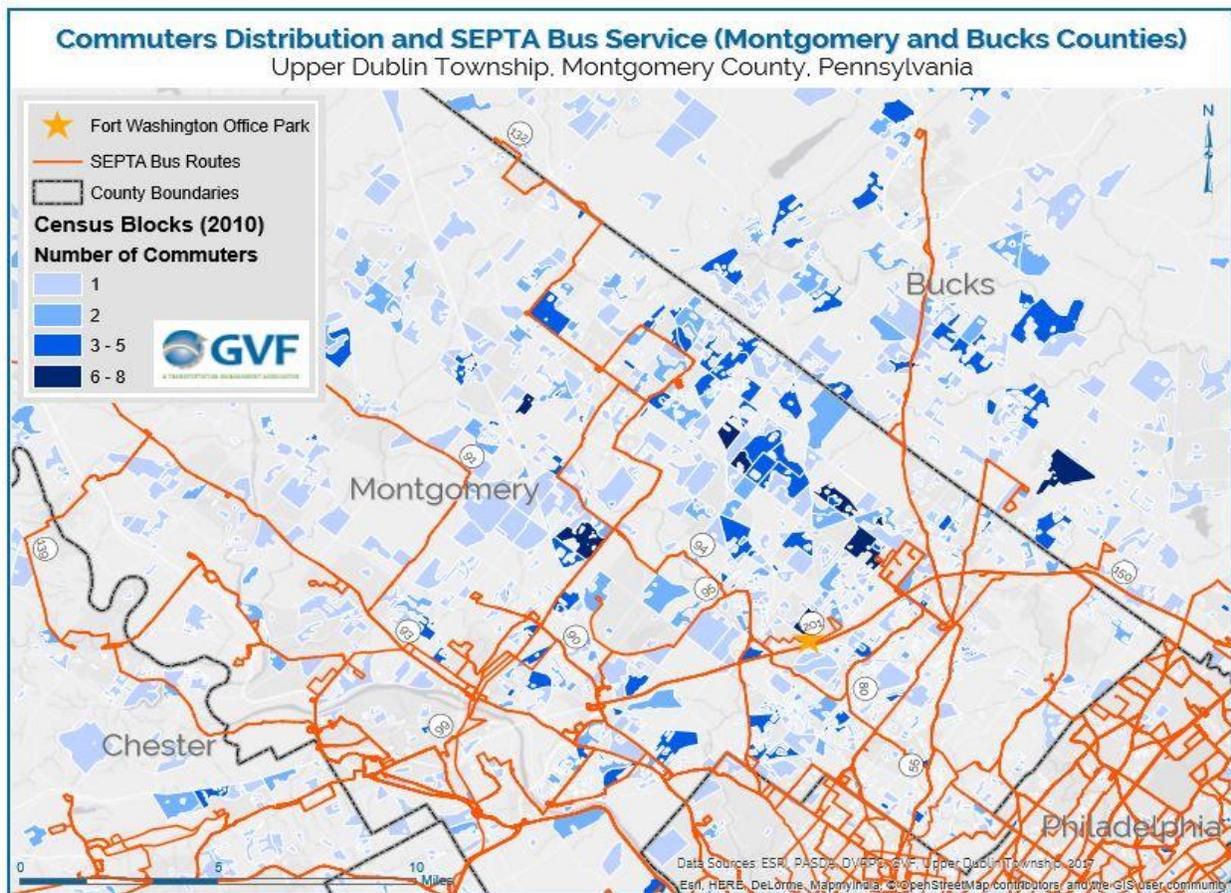
As one would presume, this does not mean that these commuters can directly access the Office Park. For many riders, utilizing SEPTA bus service is an unrealistic and difficult trip by itself. As such, the greatest opportunity for bussing lies within Philadelphia and the access the bus gives to Regional Rail service. As nearly 20% of Office Park commuters live within Philadelphia, the potential for commuters to utilize for first and last mile connections within the City to and from the Lansdale/Doylestown Regional Rail Line is great. Majority of Philadelphia commuters do live within access to SEPTA bus stops. Furthermore, over 40% of all Office Park commuters live within quarter mile of SEPTA bus route. As discussed in the previous section, the bus serves as a complimentary service to the Regional Rail line allowing people to access the train station from their home location and utilize SEPTA bus route 201 to fill the last mile connection to the Office Park. Figure 10 below illustrates SEPTA bus lines and commuter density surrounding the Office Park.

Table 13 below depicts those bus routes that are within .5 miles of at least 4% of Office Park commuters. The bus lines with the greatest potential are the 95, 22, 80 and 55. Although each line does have a central meeting space, such as bus routes 95, 55 and 22 at Willow Grove Park or routes 22 and 80 at Olney Transportation Center, apart from the 95 it would require three bus transfers to access the Office Park. For most this is a time consuming and debilitating factor, making it much more convenient to drive to work. To understand proximity to all bus lines, go to Table 6 in Appendix B.

Table 13: Bus routes with greater than 4% of commuters within .5 miles

Line #	Line Name	0.25 Miles	% of All Commuters	0.5 Miles	% of All Commuters
95	Gulph Mills to Willow Grove Mall	145	3.1%	282	6.0%
22	Warminster & Willow Grove to Olney TC	133	2.8%	219	4.7%
80	Express Horsham to Olney TC	108	2.3%	215	4.6%
55	Willow Grove & Doylestown to OTC	107	2.3%	203	4.3%
AFL	Little Flower HS	119	2.5%	192	4.1%
18	Fox Chase to Cedarbrook Plaza	94	2.0%	178	3.8%

Figure 10: Commuter Density along SEPTA Bus Line surrounding the Fort Washington Office Park



### *Limitations for using SEPTA bus service*

- Time. Commuters will need to take more than one bus to access the Office Park except for bus route 201
- Scheduling. The schedules may not align with an individual's personal life, including work hours, childcare, and other activities
- Reliability and consistency of bus service arrival and departure times
- Infrastructure barriers to accessing the bus stops such as lack of sidewalks, pedestrian crossings, and ADA accessibility
- Lack of bus shelters or places of refuge at bus stop locations
- Needing a vehicle to travel during the day outside of the Office Park
- Family responsibilities that may warrant access to a vehicle, such as childcare, elder care, etc.

### *Shuttle Service to and from Office Park*

Shuttles provide a convenient last mile connection in the areas that need service from or to a public transit stop (such as transportation center and/or train stop) and the workplace. We are aware that there is at least one shuttle currently operating in the Office Park.

### Fort Washington Train Station to Office Park

The western portion of the Office Park is adjacent to the Fort Washington Train Station that captures public transit riders from western suburbs and Philadelphia area, including 30<sup>th</sup> Street Train Station. Commuters who choose not to walk or bike to their employers have an option of taking SEPTA Bus Route 201 that runs from the train station within the Office Park. However, the 201 service is limited to weekday service and begins its last run at 6:40 P.M. This can be prohibitive to those individuals who schedules vary, work night shift or on weekends. Additionally, comments collected through the commuter survey analysis suggest that the bus is not timely, runs late and can be a barrier to people utilizing Regional Rail.

Having a shuttle service to and from the train station will encourage additional ridership on Regional Rail because the stops can be located closer to employer locations and catered to those who ride the shuttle. Based on the number of individuals living along the Lansdale/Doylestown Regional Rail Line a shuttle would make most sense from the Fort Washington Train station as was demonstrated in survey responses. Other considerations could be a shuttle to a defined City location or suburban location based on density.

Furthermore, one of the barriers to commuter utilizing the service is the lack of lunch time options and the need to have a vehicle on site. Having a mid-day/lunch shuttle to take employees to local food areas could help alleviate the issue.

### *Carpooling or Vanpooling*

Commuters, who do not have convenient access to the public transit options, can benefit by setting up carpooling or vanpooling. Vanpooling is best for someone who travels more than 15 miles each way, and carpooling is a good option for those who live within 15 miles of the Office Park. Carpooling and vanpooling have been found to offer financial, social and health benefits such as reduction in cost to travel, opportunity to bond with co-workers, work, reduction in stress and increase productivity.

Majority of commuters (72%) live within 15 miles of the Office Park boundary. The rest (28%) are vastly spread out. This demonstrates that there is an opportunity for increasing carpooling and vanpooling amongst Office Park employees.

*Table 14: Number of Commuters for potential carpooling or vanpooling*

Number of Commuters	Number of Commuters within distance from Office Park boundary	% of All Commuters	Number of Park and Ride Lots within distance from Office Park boundary
within 15 miles	3,395	72.1%	10
15 to 30 miles	690	14.7%	12
30 to 45 miles	137	2.9%	3
45 to 60 miles	24	0.5%	2
60 + miles	13	0.3%	0
NY, NJ, DE, MD unknown	449	10%	-

There are two different ways to setup a carpool or vanpool: furthest commuter will start commute and picking up riders on the way (longest by distance and travel) or cluster of commuters drive to the nearest Park and Ride lot or predetermined location and one of them will have a vehicle used for carpooling or vanpooling.

From the 23.15% of commuters who live 15 miles or more away from the Office Park, the longest commute is over 100 miles. From those same commuters, 1,417(30%) live within 3 miles of Park and Ride lots and can potentially organize a carpool. Figure 11 below illustrates the Park and Ride locations within 15 miles of the Fort Washington Office Park and the number of commuters within 3 miles of those locations. These locations would be ideal for carpooling to and from the workplace.

In addition, there are clusters of commuters in the following areas: western side of Allentown, East Greenville/Pennsburg, Quakertown, Perkasie/Sellersville, Pottstown, Phoenixville, Thorndale, West Chester, Springfield, and Levittown. People commuting from those areas can potentially vanpool.

When evaluating proximity to Park and Ride locations the greatest opportunity is at SEPTA's Lansdale, Ambler and Warminster Regional Rail stations, as well as, Wissahickon Transportation Center. Locations were evaluated up from a quarter mile to a three-mile radius. Table 15 below depicts the Park and Ride locations with the greatest number of commuters at one, two and three miles, an entire table with a quarter and half mile can be found in Table 7 in Appendix B.

At two miles, there are 20 Park and Ride locations with at least five individuals, totaling 806 commuters. The opportunity to decrease the amount of single occupancy vehicles coming into the Office Park is great. For example, if 25% of those drive alone commuters who live within 2 miles of a Park and Ride opted to carpool in five to three people van or carpools, it would result in a reduction of 250 to 388 single occupancy vehicles within the Office Park. This could be even greater when looking outside of Park and Ride locations or the use of larger vehicles.

Figure 11: Commuter access to Park and Ride locations based on proximity from the Fort Washington Office Park

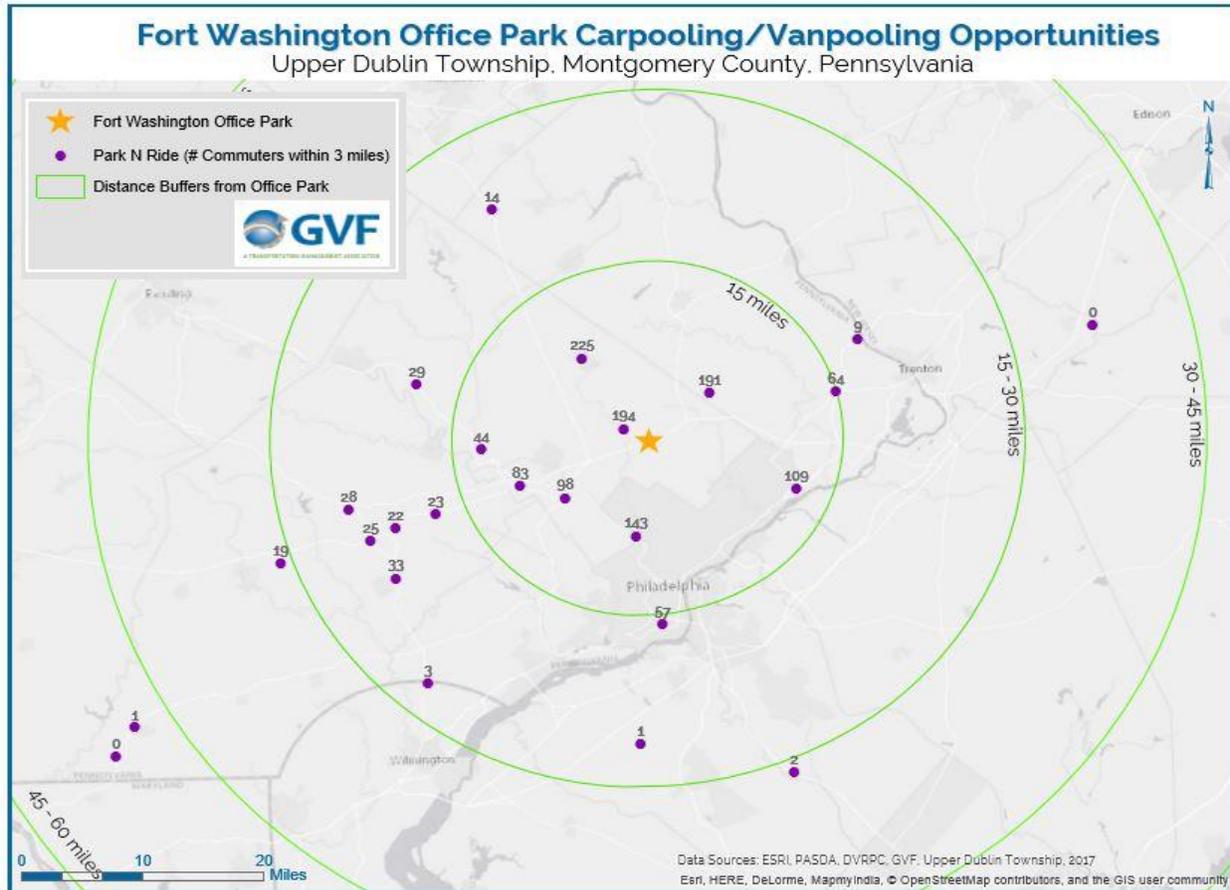


Table 15: Commuter proximity to Park and Ride locations with greater than 1% of commuters

Park and Ride Location	1 Mile	% of All Commuters	2 Miles	% of All Commuters	3 Miles	% of All Commuters
Lansdale SEPTA Station	35	0.74%	115	2.44%	225	4.78%
Ambler SEPTA Station	57	1.21%	120	2.55%	194	4.12%
SEPTA Warminster Station	22	0.47%	104	2.21%	191	4.06%
Wissahickon SEPTA Transfer Station	32	0.68%	81	1.72%	143	3.04%
Cornwells Heights adjacent to Trenton Line SEPTA Station	11	0.23%	63	1.34%	109	2.32%
Matsonford Road at I-76/I-476 Interchange	18	0.38%	56	1.19%	98	2.08%
South Gulph Road at Bill Smith Boulevard	6	0.13%	30	0.64%	83	1.76%

Woodbourne SEPTA Station	2	0.04%	20	0.42%	64	1.36%
Stadium Complex, Broad Street south of Pattison Ave, Philadelphia	5	0.11%	30	0.64%	57	1.21%
Egypt Road at New Mill Road, just north of PA 422 Oaks Interchange	3	0.06%	15	0.32%	44	0.93%

*Limitations for carpooling or vanpooling*

- Awareness of other employees to travel with
- Awareness of programs that provide or complement service
- Convenience of driving alone
- Employee schedule
- Trust of other employees driving experience, accident records, etc.
- Outside responsibilities that may impact willingness to carpool such as childcare and family responsibilities

## Appendix

### A. Maps

## B. Tables

*Table 1: Distribution of Commuters by States and Counties*

State	County	# of Commuters	% of Commuters
Pennsylvania	Montgomery	1846	39.2%
Pennsylvania	Philadelphia	856	18.2%
Pennsylvania	Bucks	795	16.9%
Pennsylvania	Delaware	277	5.9%
Pennsylvania	Chester	272	5.8%
Pennsylvania	Lehigh	58	1.2%
Pennsylvania	Berks	42	0.9%
Pennsylvania	Northampton	23	0.5%
New Jersey	Burlington	21	0.4%
New Jersey	Camden	19	0.4%
Pennsylvania	Lancaster	14	0.3%
Delaware	New Castle	7	0.1%
New Jersey	Mercer	6	0.1%
New Jersey	Hunterdon	5	0.1%
New Jersey	Gloucester	4	0.1%
Pennsylvania	Wyoming	4	0.1%
New Jersey	Cumberland	2	0.0%
Pennsylvania	Lackawanna	2	0.0%
New Jersey	Middlesex	1	0.0%
New Jersey	Monmouth	1	0.0%
New Jersey	Ocean	1	0.0%
New Jersey	Passaic	1	0.0%
New Jersey	Salem	1	0.0%
New Jersey	Somerset	1	0.02%

*Table 2: Distribution of Commuters by States, Counties, and Municipalities*

State	County	Municipality	# of Commuters	% of Commuters
Pennsylvania	Philadelphia	Philadelphia City	856	18.18%
Pennsylvania	Montgomery	Abington Township	190	4.04%
Pennsylvania	Montgomery	Upper Dublin Township	162	3.44%
Pennsylvania	Montgomery	Horsham Township	128	2.72%
Pennsylvania	Montgomery	Springfield Township	103	2.19%

Pennsylvania	Montgomery	Cheltenham Township	94	2.00%
Pennsylvania	Montgomery	Montgomery Township	91	1.93%
Pennsylvania	Bucks	Bensalem Township	75	1.59%
Pennsylvania	Bucks	Warrington Township	75	1.59%
Pennsylvania	Montgomery	Upper Moreland Township	74	1.57%
Pennsylvania	Montgomery	Whitemarsh Township	66	1.40%
Pennsylvania	Bucks	Warminster Township	65	1.38%
Pennsylvania	Montgomery	Upper Gwynedd Township	56	1.19%
Pennsylvania	Bucks	Northampton Township	55	1.17%
Pennsylvania	Bucks	Bristol Township	53	1.13%
Pennsylvania	Montgomery	Plymouth Township	52	1.10%
Pennsylvania	Montgomery	Whitpain Township	49	1.04%
Pennsylvania	Montgomery	Towamencin Township	48	1.02%
Pennsylvania	Delaware	Upper Darby Township	48	1.02%
Pennsylvania	Montgomery	Hatfield Township	47	1.00%
Pennsylvania	Montgomery	Lower Merion Township	47	1.00%
Pennsylvania	Bucks	Middletown Township	45	0.96%
Pennsylvania	Delaware	Haverford Township	44	0.93%
Pennsylvania	Montgomery	Lansdale Borough	41	0.87%
Pennsylvania	Chester	Tredyffrin Township	41	0.87%
Pennsylvania	Montgomery	Upper Merion Township	41	0.87%
Pennsylvania	Montgomery	Norristown Borough	40	0.85%
Pennsylvania	Bucks	Warwick Township	40	0.85%
Pennsylvania	Montgomery	Lower Salford Township	37	0.79%
Pennsylvania	Montgomery	Lower Gwynedd Township	35	0.74%
Pennsylvania	Bucks	Doylestown Township	34	0.72%
Pennsylvania	Bucks	Lower Southampton Township	33	0.70%
Pennsylvania	Montgomery	Ambler Borough	32	0.68%

Pennsylvania	Montgomery	East Norriton Township	31	0.66%
Pennsylvania	Montgomery	Hatboro Borough	31	0.66%
Pennsylvania	Bucks	New Britain Township	31	0.66%
Pennsylvania	Delaware	Radnor Township	30	0.64%
Pennsylvania	Montgomery	Skippack Township	30	0.64%
Pennsylvania	Montgomery	Conshohocken Borough	29	0.62%
Pennsylvania	Delaware	Springfield Township	28	0.59%
Pennsylvania	Montgomery	West Norriton Township	28	0.59%
Pennsylvania	Montgomery	Worcester Township	28	0.59%
Pennsylvania	Bucks	Buckingham Township	26	0.55%
Pennsylvania	Bucks	Upper Southampton Township	25	0.53%
Pennsylvania	Bucks	Falls Township	22	0.47%
Pennsylvania	Montgomery	Lower Providence Township	22	0.47%
Pennsylvania	Montgomery	Lower Moreland Township	21	0.45%
Pennsylvania	Bucks	Plumstead Township	21	0.45%
Pennsylvania	Montgomery	Upper Providence Township	21	0.45%
Pennsylvania	Bucks	Hilltown Township	20	0.42%
Pennsylvania	Bucks	Lower Makefield Township	20	0.42%
Pennsylvania	Montgomery	Limerick Township	16	0.34%
Pennsylvania	Chester	Phoenixville Borough	16	0.34%
Pennsylvania	Delaware	Newtown Township	15	0.32%
Pennsylvania	Chester	West Bradford Township	15	0.32%
Pennsylvania	Bucks	Bedminster Township	14	0.30%
Pennsylvania	Montgomery	Franconia Township	14	0.30%
Pennsylvania	Montgomery	North Wales Borough	14	0.30%
Pennsylvania	Chester	Schuylkill Township	14	0.30%
Pennsylvania	Chester	West Goshen Township	13	0.28%
Pennsylvania	Chester	West Whiteland Township	13	0.28%
Pennsylvania	Delaware	Marple Township	12	0.25%
Pennsylvania	Bucks	Milford Township	12	0.25%

Pennsylvania	Bucks	Chalfont Borough	11	0.23%
Pennsylvania	Bucks	East Rockhill Township	11	0.23%
Pennsylvania	Bucks	Newtown Township	11	0.23%
Pennsylvania	Bucks	Richland Township	11	0.23%
Pennsylvania	Chester	Uwchlan Township	11	0.23%
Pennsylvania	Lehigh	Allentown City	10	0.21%
Pennsylvania	Bucks	Doylestown Borough	10	0.21%
Pennsylvania	Montgomery	New Hanover Township	10	0.21%
Pennsylvania	Bucks	Perkasie Borough	10	0.21%
Pennsylvania	Montgomery	Perkiomen Township	10	0.21%
Pennsylvania	Lehigh	Upper Saucon Township	10	0.21%
Pennsylvania	Chester	Upper Uwchlan Township	10	0.21%
Pennsylvania	Chester	Willistown Township	10	0.21%
Pennsylvania	Chester	East Vincent Township	9	0.19%
Pennsylvania	Bucks	Morrisville Borough	9	0.19%
Pennsylvania	Bucks	New Britain Borough	9	0.19%
Pennsylvania	Delaware	Ridley Township	9	0.19%
Pennsylvania	Lehigh	South Whitehall Township	9	0.19%
Pennsylvania	Montgomery	Collegeville Borough	8	0.17%
Pennsylvania	Chester	Downingtown Borough	8	0.17%
Pennsylvania	Chester	East Goshen Township	8	0.17%
Pennsylvania	Delaware	Lansdowne Borough	8	0.17%
Pennsylvania	Montgomery	Upper Hanover Township	8	0.17%
Pennsylvania	Northampton	Bethlehem City	7	0.15%
Pennsylvania	Montgomery	Bridgeport Borough	7	0.15%
Pennsylvania	Chester	East Pikeland Township	7	0.15%
Pennsylvania	Delaware	Media Borough	7	0.15%
Pennsylvania	Montgomery	Pottstown Borough	7	0.15%
Pennsylvania	Montgomery	Telford Borough	7	0.15%
Pennsylvania	Delaware	Aston Township	6	0.13%
Pennsylvania	Montgomery	Hatfield Borough	6	0.13%
Pennsylvania	Montgomery	Royersford Borough	6	0.13%
Pennsylvania	Chester	Thornbury Township	6	0.13%
Pennsylvania	Delaware	Thornbury Township	6	0.13%

Pennsylvania	Delaware	Yeadon Borough	6	0.13%
Delaware	New Castle	New Castle Unincorporated	5	0.11%
Pennsylvania	Delaware	Brookhaven Borough	5	0.11%
Pennsylvania	Chester	Charlestown Township	5	0.11%
Pennsylvania	Montgomery	Douglass Township	5	0.11%
Pennsylvania	Chester	East Caln Township	5	0.11%
Pennsylvania	Chester	Easttown Township	5	0.11%
Pennsylvania	Delaware	Edgmtown Township	5	0.11%
Pennsylvania	Berks	Exeter Township	5	0.11%
Pennsylvania	Montgomery	Lower Frederick Township	5	0.11%
Pennsylvania	Delaware	Nether Providence Township	5	0.11%
Pennsylvania	Montgomery	Rockledge Borough	5	0.11%
Pennsylvania	Montgomery	Trappe Borough	5	0.11%
Pennsylvania	Lehigh	Upper Macungie Township	5	0.11%
Pennsylvania	Montgomery	Upper Salford Township	5	0.11%
Pennsylvania	Chester	West Chester Borough	5	0.11%
Pennsylvania	Montgomery	West Conshohocken Borough	5	0.11%
Pennsylvania	Chester	Westtown Township	5	0.11%
Pennsylvania	Lehigh	Whitehall Township	5	0.11%
New Jersey	Camden	Cherry Hill Township	4	0.08%
Pennsylvania	Chester	Caln Township	4	0.08%
Pennsylvania	Delaware	Concord Township	4	0.08%
Pennsylvania	Chester	East Whiteland Township	4	0.08%
Pennsylvania	Montgomery	Jenkintown Borough	4	0.08%
Pennsylvania	Lehigh	Lower Macungie Township	4	0.08%
Pennsylvania	Chester	Malvern Borough	4	0.08%
Pennsylvania	Delaware	Middletown Township	4	0.08%
Pennsylvania	Bucks	Quakertown Borough	4	0.08%
Pennsylvania	Bucks	Sellersville Borough	4	0.08%
Pennsylvania	Bucks	Telford Borough	4	0.08%
Pennsylvania	Lehigh	Upper Milford Township	4	0.08%

Pennsylvania	Delaware	Upper Providence Township	4	0.08%
Pennsylvania	Chester	Wallace Township	4	0.08%
Pennsylvania	Chester	West Vincent Township	4	0.08%
New Jersey	Camden	Gloucester Township	3	0.06%
New Jersey	Camden	Pennsauken Township	3	0.06%
New Jersey	Burlington	Cinnaminson Township	3	0.06%
New Jersey	Burlington	Mansfield Township	3	0.06%
Pennsylvania	Berks	Amity Township	3	0.06%
Pennsylvania	Lehigh	Bethlehem City	3	0.06%
Pennsylvania	Delaware	Clifton Heights Borough	3	0.06%
Pennsylvania	Chester	Coatesville City	3	0.06%
Pennsylvania	Delaware	Darby Township	3	0.06%
Pennsylvania	Bucks	Dublin Borough	3	0.06%
Pennsylvania	Chester	East Bradford Township	3	0.06%
Pennsylvania	Chester	East Brandywine Township	3	0.06%
Pennsylvania	Chester	East Coventry Township	3	0.06%
Pennsylvania	Chester	East Fallowfield Township	3	0.06%
Pennsylvania	Montgomery	East Greenville Borough	3	0.06%
Pennsylvania	Bucks	Ivyland Borough	3	0.06%
Pennsylvania	Montgomery	Lower Pottsgrove Township	3	0.06%
Pennsylvania	Berks	Oley Township	3	0.06%
Pennsylvania	Montgomery	Pennsburg Borough	3	0.06%
Pennsylvania	Montgomery	Red Hill Borough	3	0.06%
Pennsylvania	Chester	Sadsbury Township	3	0.06%
Pennsylvania	Montgomery	Schwenksville Borough	3	0.06%
Pennsylvania	Bucks	Silverdale Borough	3	0.06%
Pennsylvania	Bucks	Solebury Township	3	0.06%
Pennsylvania	Chester	Spring City Borough	3	0.06%
Pennsylvania	Bucks	Springfield Township	3	0.06%
Pennsylvania	Northampton	Upper Nazareth Township	3	0.06%
Pennsylvania	Chester	Valley Township	3	0.06%
Pennsylvania	Chester	West Pikeland Township	3	0.06%

Pennsylvania	Bucks	West Rockhill Township	3	0.06%
Pennsylvania	Bucks	Wrightstown Township	3	0.06%
Delaware	New Castle	Wilmington	2	0.04%
New Jersey	Mercer	Hamilton Township	2	0.04%
New Jersey	Hunterdon	Lambertville City	2	0.04%
New Jersey	Camden	Haddon Township	2	0.04%
New Jersey	Burlington	Mount Laurel Township	2	0.04%
New Jersey	Burlington	Palmyra Borough	2	0.04%
New Jersey	Hunterdon	Kingwood Township	2	0.04%
Pennsylvania	Delaware	Aldan Borough	2	0.04%
Pennsylvania	Lackawanna	Benton Township	2	0.04%
Pennsylvania	Delaware	Bethel Township	2	0.04%
Pennsylvania	Lancaster	Clay Township	2	0.04%
Pennsylvania	Berks	Colebrookdale Township	2	0.04%
Pennsylvania	Lancaster	East Cocalico Township	2	0.04%
Pennsylvania	Chester	East Nantmeal Township	2	0.04%
Pennsylvania	Lancaster	Elizabethtown Borough	2	0.04%
Pennsylvania	Delaware	Folcroft Borough	2	0.04%
Pennsylvania	Delaware	Glenolden Borough	2	0.04%
Pennsylvania	Northampton	Hanover Township	2	0.04%
Pennsylvania	Berks	Leesport Borough	2	0.04%
Pennsylvania	Montgomery	Narberth Borough	2	0.04%
Pennsylvania	Chester	New Garden Township	2	0.04%
Pennsylvania	Bucks	Newtown Borough	2	0.04%
Pennsylvania	Bucks	Nockamixon Township	2	0.04%
Pennsylvania	Lehigh	North Whitehall Township	2	0.04%
Pennsylvania	Delaware	Norwood Borough	2	0.04%
Pennsylvania	Northampton	Palmer Township	2	0.04%
Pennsylvania	Bucks	Penndel Borough	2	0.04%
Pennsylvania	Delaware	Prospect Park Borough	2	0.04%
Pennsylvania	Delaware	Ridley Park Borough	2	0.04%
Pennsylvania	Berks	Robeson Township	2	0.04%
Pennsylvania	Delaware	Rutledge Borough	2	0.04%

<b>Pennsylvania</b>	Lehigh	Salisbury Township	2	0.04%
<b>Pennsylvania</b>	Montgomery	Souderton Borough	2	0.04%
<b>Pennsylvania</b>	Chester	South Coventry Township	2	0.04%
<b>Pennsylvania</b>	Berks	Spring Township	2	0.04%
<b>Pennsylvania</b>	Delaware	Upper Chichester Township	2	0.04%
<b>Pennsylvania</b>	Bucks	Upper Makefield Township	2	0.04%
<b>Pennsylvania</b>	Montgomery	Upper Pottsgrove Township	2	0.04%
<b>Pennsylvania</b>	Berks	Washington Township	2	0.04%
<b>Pennsylvania</b>	Chester	West Brandywine Township	2	0.04%
<b>Pennsylvania</b>	Chester	West Caln Township	2	0.04%
<b>Pennsylvania</b>	Northampton	Williams Township	2	0.04%
<b>New Jersey</b>	Cumberland	Vineland City	1	0.02%
<b>New Jersey</b>	Ocean	Ship Bottom Borough	1	0.02%
<b>New Jersey</b>	Salem	Pennsville Township	1	0.02%
<b>New Jersey</b>	Gloucester	Elk Township	1	0.02%
<b>New Jersey</b>	Gloucester	Monroe Township	1	0.02%
<b>New Jersey</b>	Mercer	Robbinsville Township	1	0.02%
<b>New Jersey</b>	Cumberland	Millville City	1	0.02%
<b>New Jersey</b>	Mercer	Hopewell Township	1	0.02%
<b>New Jersey</b>	Gloucester	Logan Township	1	0.02%
<b>New Jersey</b>	Camden	Somerdale Borough	1	0.02%
<b>New Jersey</b>	Camden	Voorhees Township	1	0.02%
<b>New Jersey</b>	Mercer	Ewing Township	1	0.02%
<b>New Jersey</b>	Mercer	West Windsor Township	1	0.02%
<b>New Jersey</b>	Monmouth	Manalapan Township	1	0.02%
<b>New Jersey</b>	Camden	Audubon Borough	1	0.02%
<b>New Jersey</b>	Camden	Gloucester City	1	0.02%
<b>New Jersey</b>	Burlington	Evesham Township	1	0.02%
<b>New Jersey</b>	Camden	Collingswood Borough	1	0.02%
<b>New Jersey</b>	Burlington	Medford Township	1	0.02%
<b>New Jersey</b>	Burlington	Lumberton Township	1	0.02%
<b>New Jersey</b>	Burlington	Hainesport Township	1	0.02%
<b>New Jersey</b>	Burlington	Moorestown Township	1	0.02%
<b>New Jersey</b>	Burlington	Riverton Borough	1	0.02%
<b>New Jersey</b>	Burlington	Delran Township	1	0.02%

<b>New Jersey</b>	Camden	Mount Ephraim Borough	1	0.02%
<b>New Jersey</b>	Burlington	Bordentown City	1	0.02%
<b>New Jersey</b>	Burlington	Willingboro Township	1	0.02%
<b>New Jersey</b>	Burlington	Burlington City	1	0.02%
<b>New Jersey</b>	Burlington	Florence Township	1	0.02%
<b>New Jersey</b>	Hunterdon	Raritan Township	1	0.02%
<b>New Jersey</b>	Somerset	Montgomery Township	1	0.02%
<b>New Jersey</b>	Passaic	Totowa Borough	1	0.02%
<b>New Jersey</b>	Camden	Winslow Township	1	0.02%
<b>New Jersey</b>	Gloucester	Mantua Township	1	0.02%
<b>New Jersey</b>	Middlesex	Piscataway Township	1	0.02%
<b>Pennsylvania</b>	Berks	Albany Township	1	0.02%
<b>Pennsylvania</b>	Northampton	Allen Township	1	0.02%
<b>Pennsylvania</b>	Berks	Bally Borough	1	0.02%
<b>Pennsylvania</b>	Northampton	Bethlehem Township	1	0.02%
<b>Pennsylvania</b>	Berks	Birdsboro Borough	1	0.02%
<b>Pennsylvania</b>	Berks	Brecknock Township	1	0.02%
<b>Pennsylvania</b>	Bucks	Bristol Borough	1	0.02%
<b>Pennsylvania</b>	Montgomery	Bryn Athyn Borough	1	0.02%
<b>Pennsylvania</b>	Northampton	Bushkill Township	1	0.02%
<b>Pennsylvania</b>	Berks	Caernarvon Township	1	0.02%
<b>Pennsylvania</b>	Delaware	Chadds Ford Township	1	0.02%
<b>Pennsylvania</b>	Delaware	Chester City	1	0.02%
<b>Pennsylvania</b>	Lancaster	Colerain Township	1	0.02%
<b>Pennsylvania</b>	Lehigh	Coopersburg Borough	1	0.02%
<b>Pennsylvania</b>	Berks	Cumru Township	1	0.02%
<b>Pennsylvania</b>	Berks	Douglass Township	1	0.02%
<b>Pennsylvania</b>	Lancaster	East Hempfield Township	1	0.02%
<b>Pennsylvania</b>	Lancaster	East Lampeter Township	1	0.02%
<b>Pennsylvania</b>	Chester	East Nottingham Township	1	0.02%
<b>Pennsylvania</b>	Delaware	Eddystone Borough	1	0.02%
<b>Pennsylvania</b>	Chester	Elk Township	1	0.02%
<b>Pennsylvania</b>	Chester	Elverson Borough	1	0.02%
<b>Pennsylvania</b>	Lehigh	Emmaus Borough	1	0.02%
<b>Pennsylvania</b>	Lancaster	Ephrata Township	1	0.02%
<b>Pennsylvania</b>	Berks	Fleetwood Borough	1	0.02%

Pennsylvania	Northampton	Forks Township	1	0.02%
Pennsylvania	Chester	Franklin Township	1	0.02%
Pennsylvania	Berks	Greenwich Township	1	0.02%
Pennsylvania	Berks	Heidelberg Township	1	0.02%
Pennsylvania	Lehigh	Heidelberg Township	1	0.02%
Pennsylvania	Wyoming	Hellam Township	1	0.02%
Pennsylvania	Berks	Hereford Township	1	0.02%
Pennsylvania	Bucks	Hulmeville Borough	1	0.02%
Pennsylvania	Chester	Kennett Township	1	0.02%
Pennsylvania	Lancaster	Lancaster City	1	0.02%
Pennsylvania	Lancaster	Lancaster Township	1	0.02%
Pennsylvania	Bucks	Langhorne Borough	1	0.02%
Pennsylvania	Bucks	Langhorne Manor Borough	1	0.02%
Pennsylvania	Berks	Longswamp Township	1	0.02%
Pennsylvania	Berks	Lower Heidelberg Township	1	0.02%
Pennsylvania	Lehigh	Lower Milford Township	1	0.02%
Pennsylvania	Northampton	Lower Nazareth Township	1	0.02%
Pennsylvania	Chester	Lower Oxford Township	1	0.02%
Pennsylvania	Northampton	Lower Saucon Township	1	0.02%
Pennsylvania	Wyoming	Manchester Borough	1	0.02%
Pennsylvania	Delaware	Morton Borough	1	0.02%
Pennsylvania	Chester	North Coventry Township	1	0.02%
Pennsylvania	Delaware	Parkside Borough	1	0.02%
Pennsylvania	Wyoming	Penn Township	1	0.02%
Pennsylvania	Berks	Reading City	1	0.02%
Pennsylvania	Berks	Richmond Township	1	0.02%
Pennsylvania	Berks	Rockland Township	1	0.02%
Pennsylvania	Delaware	Rose Valley Borough	1	0.02%
Pennsylvania	Berks	Ruscombmanor Township	1	0.02%
Pennsylvania	Montgomery	Salford Township	1	0.02%
Pennsylvania	Berks	Shillington Borough	1	0.02%
Pennsylvania	Chester	South Coatesville Borough	1	0.02%
Pennsylvania	Delaware	Swarthmore Borough	1	0.02%
Pennsylvania	Bucks	Tinicum Township	1	0.02%

Pennsylvania	Bucks	Tullytown Borough	1	0.02%
Pennsylvania	Berks	Union Township	1	0.02%
Pennsylvania	Montgomery	Upper Frederick Township	1	0.02%
Pennsylvania	Chester	Warwick Township	1	0.02%
Pennsylvania	Lancaster	West Cocalico Township	1	0.02%
Pennsylvania	Lancaster	West Donegal Township	1	0.02%
Pennsylvania	Montgomery	West Pottsgrove Township	1	0.02%
Pennsylvania	Northampton	Wind Gap Borough	1	0.02%
Pennsylvania	Berks	Windsor Township	1	0.02%
Pennsylvania	Berks	Wyomissing Borough	1	0.02%
Pennsylvania	Wyoming	York Township	1	0.02%

Table 3: Number of Commuters by Trail within certain distance

STATE	NAME	CIRCUIT	COUNTY	Office Park Commuters					
				0.25 miles		0.5 miles		1 mile	
				#	%	#	%	#	%
PA	Power Line Trail	Existing	Montgomery	34	0.72%	53	1.13%	97	2.06%
PA	Liberty Bell Trail	Planned	Montgomery	30	0.64%	53	1.13%	124	2.63%
PA	Cresheim Valley	Planned	Montgomery	23	0.49%	48	1.02%	110	2.34%
PA	Schuylkill River Trail	Existing	Montgomery	22	0.47%	59	1.25%	122	2.59%
PA	Cross County Trail	Planned	Montgomery	22	0.47%	58	1.23%	183	3.89%
PA	202 Parkway - Montgomery	Existing	Montgomery	19	0.40%	29	0.62%	63	1.34%
PA	Tookany Creek Trail	Planned	Montgomery	18	0.38%	58	1.23%	119	2.53%
PA	Power Line Trail	Planned	Montgomery	17	0.36%	40	0.85%	85	1.81%
PA	Pennypack Trail	Existing	Philadelphia	15	0.32%	59	1.25%	120	2.55%
PA	Liberty Bell Trail - Regional Trails Program	In Progress	Montgomery	14	0.30%	27	0.57%	49	1.04%
PA	Perkiomen Trail	Existing	Montgomery	13	0.28%	28	0.59%	45	0.96%
PA	Darby Creek Trail	Planned	Delaware	13	0.28%	20	0.42%	36	0.76%
PA	Schuylkill River Trail - Manayunk Canal Towpath	Existing	Philadelphia	12	0.25%	26	0.55%	56	1.19%
PA	Powerline Trail	Planned	Montgomery	12	0.25%	24	0.51%	45	0.96%
PA	F2R - Route 100	Planned	Delaware	12	0.25%	20	0.42%	32	0.68%
PA	Spruce/Lombard Buffered Bike Lanes	Existing	Philadelphia	11	0.23%	18	0.38%	33	0.70%
PA	Liberty Bell Trail	Planned	Montgomery	11	0.23%	17	0.36%	32	0.68%
PA	Schuylkill River Trail - Manayunk Connector	Planned	Philadelphia	10	0.21%	23	0.49%	52	1.10%
PA	Newtown Square Branch - Upper Darby	Planned	Delaware	10	0.21%	20	0.42%	52	1.10%
PA	Pine/South Buffered Bike Lanes	Existing	Philadelphia	10	0.21%	18	0.38%	35	0.74%

PA	Forbidden Drive	Existing	Philadelphia	9	0.19%	26	0.55%	84	1.78%
PA	Newtown Branch Trail - Phase II	Planned	Bucks	9	0.19%	17	0.36%	31	0.66%
PA	East Branch Perkiomen	Existing	Bucks	9	0.19%	13	0.28%	24	0.51%
PA	Liberty Bell Trail - Bucks	Planned	Bucks	8	0.17%	21	0.45%	37	0.79%
PA	Power Line Trail	Planned	Montgomery	8	0.17%	19	0.40%	43	0.91%
PA	Skippack Trail	Existing	Montgomery	8	0.17%	11	0.23%	18	0.38%
PA	Liberty Bell Trail	In Progress	Montgomery	7	0.15%	23	0.49%	48	1.02%
PA	Lower Neshaminy Creek - Core Creek to Bensalem	Planned	Bucks	7	0.15%	21	0.45%	50	1.06%
PA	Chester Valley Extension	In Progress	Montgomery	7	0.15%	21	0.45%	46	0.98%
PA	Power Line Trail Connector	Planned	Montgomery	7	0.15%	15	0.32%	45	0.96%
PA	Ivy Ridge Trail	Planned	Philadelphia	7	0.15%	15	0.32%	40	0.85%
PA	Darby Creek Trail - Swedish Cabin to Kent Park	In Progress	Delaware	7	0.15%	13	0.28%	27	0.57%
PA	Lorimer-Rockledge Extension	In Progress	Montgomery	7	0.15%	10	0.21%	29	0.62%
PA	Spring Garden Street Greenway	In Progress	Philadelphia	6	0.13%	21	0.45%	35	0.74%
PA	Pennsy Trail - Eagle Rd to Manoa Rd	Existing	Delaware	6	0.13%	13	0.28%	26	0.55%
PA	Middle Neshaminy Creek Trail - Forks to Core Creek	Planned	Bucks	6	0.13%	13	0.28%	24	0.51%
PA	Power Line Trail	Planned	Montgomery	6	0.13%	8	0.17%	59	1.25%
PA	Bristol Riverfront Trail - ECG	Planned	Bucks	6	0.13%	7	0.15%	14	0.30%
PA	Tookany Creek Trail	Planned	Montgomery	5	0.11%	23	0.49%	66	1.40%
PA	202 Parkway Trail - Bucks	Existing	Bucks	5	0.11%	18	0.38%	35	0.74%
PA	Cynwyd Spur - O'Neil Properties	Existing	Montgomery	5	0.11%	13	0.28%	46	0.98%
PA	F2R - Wynnewood to 63rd	Planned	Delaware	5	0.11%	12	0.25%	28	0.59%
PA	Tookany Creek Trail - Phases 1	Planned	Montgomery	5	0.11%	10	0.21%	48	1.02%
PA	Lorimer-Rockledge Extension	Existing	Montgomery	5	0.11%	9	0.19%	29	0.62%
PA	Liberty Bell Trail	Planned	Montgomery	5	0.11%	7	0.15%	14	0.30%
PA	Pennypack Trail Extension - Phase I	Existing	Montgomery	5	0.11%	6	0.13%	17	0.36%
PA	Tacony Creek Trail	Existing	Philadelphia	4	0.08%	21	0.45%	71	1.51%
PA	Cross County Trail	Existing	Montgomery	4	0.08%	17	0.36%	54	1.15%
PA	Fox Chase-Lorimer	In Progress	Philadelphia	4	0.08%	16	0.34%	38	0.81%
PA	Cresheim Valley	Planned	Philadelphia	4	0.08%	14	0.30%	46	0.98%
PA	Manayunk Bridge - Philadelphia	Existing	Philadelphia	4	0.08%	13	0.28%	41	0.87%
PA	Newtown Square Branch	Planned	Delaware	4	0.08%	13	0.28%	23	0.49%
PA	Schuylkill Banks	Existing	Philadelphia	4	0.08%	12	0.25%	26	0.55%
PA	Tookany Creek Trail - Phase 4	Planned	Montgomery	4	0.08%	10	0.21%	29	0.62%
PA	Devault Line	Planned	Chester	4	0.08%	9	0.19%	19	0.40%
PA	Doyleston to New Hope	Planned	Bucks	4	0.08%	8	0.17%	20	0.42%
PA	State Road Bike Lanes	Existing	Philadelphia	4	0.08%	5	0.11%	13	0.28%

PA	F2R - Cobbs Creek Trail	Planned	Philadelphia	3	0.06%	15	0.32%	30	0.64%
PA	Cross County-Wissahickon Connector	Planned	Montgomery	3	0.06%	14	0.30%	43	0.91%
PA	Schuylkill River Trail - Wissahickon Gateway	Planned	Philadelphia	3	0.06%	13	0.28%	33	0.70%
PA	Radnor Trail	Existing	Delaware	3	0.06%	13	0.28%	23	0.49%
PA	Tookany Creek Trail - Phase 3	In Progress	Montgomery	3	0.06%	11	0.23%	35	0.74%
PA	Cynwyd Spur - Philadelphia	Planned	Philadelphia	3	0.06%	11	0.23%	30	0.64%
PA	Neshaminy Creek Trail - Peace Vly to Blue Jay Rd	Planned	Bucks	3	0.06%	9	0.19%	25	0.53%
PA	Frankford Creek Trail	Planned	Philadelphia	3	0.06%	8	0.17%	27	0.57%
PA	Richmond Street Bike Lanes	In Progress	Philadelphia	3	0.06%	8	0.17%	15	0.32%
PA	Cobbs Creek Trail 1	Existing	Philadelphia	3	0.06%	6	0.13%	18	0.38%
PA	Frankford Creek Trail - Phase 3	Planned	Philadelphia	3	0.06%	5	0.11%	23	0.49%
PA	Struble Trail	Existing	Chester	3	0.06%	5	0.11%	13	0.28%
PA	Chester Valley Trail	Planned	Chester	3	0.06%	5	0.11%	8	0.17%
NJ	Kinkora Trail - Mansfield Community Park	Planned	Burlington	3	0.06%	3	0.06%	3	0.06%
NJ	Kinkora Trail - Old York Rd to Mansfield	Planned	Burlington	3	0.06%	3	0.06%	3	0.06%
PA	Neshaminy Creek Trail - Bensalem Township	Planned	Bucks	2	0.04%	12	0.25%	24	0.51%
PA	Manayunk Bridge - Montgomery	Existing	Montgomery	2	0.04%	11	0.23%	41	0.87%
PA	MLK Drive Trail	Existing	Philadelphia	2	0.04%	7	0.15%	30	0.64%
PA	Power Line Trail	Planned	Montgomery	2	0.04%	6	0.13%	34	0.72%
PA	Newtown Square Branch Rail Trail - Northwest	Planned	Delaware	2	0.04%	6	0.13%	22	0.47%
PA	Schuylkill River Trail - Phoenixville	Existing	Chester	2	0.04%	6	0.13%	13	0.28%
PA	Central Delaware Waterfront Trail	In Progress	Philadelphia	2	0.04%	5	0.11%	17	0.36%
PA	Darby Creek Trail	Planned	Delaware	2	0.04%	5	0.11%	17	0.36%
PA	Cynwyd Parkside	Planned	Philadelphia	2	0.04%	5	0.11%	12	0.25%
PA	Pennypack Trail	Existing	Montgomery	2	0.04%	4	0.08%	23	0.49%
PA	Penn Street Trail	Existing	Philadelphia	2	0.04%	4	0.08%	12	0.25%
PA	Sugar House Trail	Existing	Philadelphia	2	0.04%	4	0.08%	12	0.25%
PA	Ann Street to Allegheny Avenue	Planned	Philadelphia	2	0.04%	4	0.08%	9	0.19%
PA	Wissahickon Trail - Northwestern Ave.	Planned	Montgomery	2	0.04%	4	0.08%	9	0.19%
PA	D&L Canal Towpath	Existing	Bucks	2	0.04%	4	0.08%	7	0.15%
PA	Uwchlan Trail	Existing	Chester	2	0.04%	4	0.08%	5	0.11%
PA	D&L Canal Towpath	Existing	Bucks	2	0.04%	3	0.06%	16	0.34%
PA	State Road - ECG	Planned	Bucks	2	0.04%	3	0.06%	16	0.34%
PA	Cobbs Creek Connector - A	In Progress	Philadelphia	2	0.04%	3	0.06%	9	0.19%

PA	D&L Canal Towpath - US13 Passageways	Existing	Bucks	2	0.04%	3	0.06%	6	0.13%
PA	Upper Neshaminy Creek Trail - Windsor to Cent. Prk	Existing	Bucks	2	0.04%	3	0.06%	6	0.13%
PA	Audubon Loop	Existing	Montgomery	2	0.04%	3	0.06%	5	0.11%
PA	Sullivan's Bridge	Existing	Montgomery	2	0.04%	3	0.06%	5	0.11%
PA	Betzwood Connector	Existing	Montgomery	2	0.04%	2	0.04%	4	0.08%
NJ	Cooper River Trail	Existing	Camden	2	0.04%	2	0.04%	3	0.06%
PA	Schuylkill River Trail	Existing	Philadelphia	1	0.02%	16	0.34%	44	0.93%
PA	Cynwyd Spur - Connelly Portion	In Progress	Montgomery	1	0.02%	14	0.30%	45	0.96%
PA	Cynwyd Heritage Trail	Existing	Montgomery	1	0.02%	13	0.28%	50	1.06%
PA	Neshaminy Creek - Twin Streams Park to Upper State	In Progress	Bucks	1	0.02%	12	0.25%	20	0.42%
PA	Newtown Branch Trail - Phase I	In Progress	Bucks	1	0.02%	8	0.17%	24	0.51%
PA	Liberty Bell Trail	Planned	Montgomery	1	0.02%	7	0.15%	27	0.57%
PA	Schuylkill River Trail	Existing	Philadelphia	1	0.02%	7	0.15%	16	0.34%
PA	Tacony Creek Trail - US Hwy 1 Passageway	In Progress	Philadelphia	1	0.02%	7	0.15%	16	0.34%
PA	Schuylkill Banks Boardwalk	Existing	Philadelphia	1	0.02%	6	0.13%	16	0.34%
PA	Chester Valley Trail - Phase 2	Existing	Chester	1	0.02%	5	0.11%	28	0.59%
PA	Darby Creek Trail - The Center Segment	Existing	Delaware	1	0.02%	5	0.11%	15	0.32%
PA	Neshaminy Creek Trail - Bensalem Township	Existing	Bucks	1	0.02%	5	0.11%	15	0.32%
PA	F2R - Sproul to Radnor-Chester Rd	Planned	Delaware	1	0.02%	5	0.11%	10	0.21%
PA	Cynwyd Parkside	Planned	Montgomery	1	0.02%	5	0.11%	7	0.15%
PA	Darby Creek Trail - Kent Park to Gateway Trail	Planned	Delaware	1	0.02%	4	0.08%	17	0.36%
PA	Cobbs Creek Trail 1	Existing	Philadelphia	1	0.02%	4	0.08%	16	0.34%
PA	Schuylkill River Trail - Canal Towpath	In Progress	Montgomery	1	0.02%	4	0.08%	16	0.34%
PA	Schuylkill River Trail - Phase 1	Existing	Chester	1	0.02%	4	0.08%	15	0.32%
PA	SRT to ECG Connector	Existing	Philadelphia	1	0.02%	4	0.08%	15	0.32%
PA	PECO Right-of-Way Trail	Planned	Delaware	1	0.02%	4	0.08%	7	0.15%
PA	Neshaminy Creek Trail - Upper State Road to 202	Existing	Bucks	1	0.02%	3	0.06%	17	0.36%
PA	Schuylkill Banks -Christian to Gray's Ferry	Planned	Philadelphia	1	0.02%	3	0.06%	10	0.21%
PA	58th St Greenway	Existing	Philadelphia	1	0.02%	3	0.06%	9	0.19%
PA	Gulph Road Connector	Planned	Montgomery	1	0.02%	3	0.06%	9	0.19%
PA	Chester Valley Extension	Existing	Montgomery	1	0.02%	3	0.06%	8	0.17%
PA	North Delaware Avenue Extension Phase 2	In Progress	Philadelphia	1	0.02%	3	0.06%	8	0.17%
PA	Paoli - CVT Connector	Planned	Chester	1	0.02%	3	0.06%	7	0.15%
PA	Cobbs Creek Connector - B	In Progress	Philadelphia	1	0.02%	3	0.06%	6	0.13%

PA	Pennypack Trail Extension - Phase II	In Progress	Montgomery	1	0.02%	3	0.06%	6	0.13%
PA	Uwchlan Trail	Existing	Chester	1	0.02%	3	0.06%	6	0.13%
PA	Chester Creek Trail - Phase 1	Existing	Delaware	1	0.02%	3	0.06%	5	0.11%
NJ	East Atlantic Bikeway	Planned	Camden	1	0.02%	3	0.06%	3	0.06%
PA	Schuylkill River Park Connector Bridge	Existing	Philadelphia	1	0.02%	2	0.04%	15	0.32%
PA	Schuylkill River Trail - Mont Clare Bridge	In Progress	Montgomery	1	0.02%	2	0.04%	10	0.21%
PA	Port Richmond Trail	Existing	Philadelphia	1	0.02%	2	0.04%	9	0.19%
NJ	Delaware River Heritage Trail	Planned	Burlington	1	0.02%	2	0.04%	3	0.06%
PA	West Bank Greenway Trail	Existing	Philadelphia	1	0.02%	1	0.02%	13	0.28%
PA	Chester Valley Trail - Phase 4B	In Progress	Chester	1	0.02%	1	0.02%	10	0.21%
PA	Brandywine Trail	Planned	Chester	1	0.02%	1	0.02%	7	0.15%
PA	Chester Valley Trail - Phase 1	Existing	Chester	1	0.02%	1	0.02%	7	0.15%
PA	Schuylkill River Trail - Phase 2	In Progress	Chester	1	0.02%	1	0.02%	5	0.11%
PA	Uwchlan Trail	Planned	Chester	1	0.02%	1	0.02%	5	0.11%
PA	Chester Creek Trail - Crozer to Deshong	In Progress	Delaware	1	0.02%	1	0.02%	4	0.08%
PA	Cobbs Creek Trail - C - Eastwick Trail	Existing	Philadelphia	1	0.02%	1	0.02%	4	0.08%
PA	Uwchlan Trail	Existing	Chester	1	0.02%	1	0.02%	4	0.08%
PA	Chester/Eddystone/Ridley trail - ECG (Title Search	Planned	Delaware	1	0.02%	1	0.02%	3	0.06%
NJ	Delaware River Heritage Trail 4	Planned	Burlington	1	0.02%	1	0.02%	3	0.06%
PA	Upper Neshaminy Creek Trail - Windsor to Lower St	Existing	Bucks	1	0.02%	1	0.02%	3	0.06%
PA	Cobbs Creek Trail - C - Chelwynde to 82nd	In Progress	Philadelphia	1	0.02%	1	0.02%	1	0.02%
PA	Cobbs Creek Trail - D	In Progress	Philadelphia	1	0.02%	1	0.02%	1	0.02%
NJ	Delaware River Heritage Trail	Planned	Burlington	1	0.02%	1	0.02%	1	0.02%
PA	East Coast Greenway	Planned	New Castle	1	0.02%	1	0.02%	1	0.02%
NJ	Gloucester County Light Rail w/ Trail	Planned	Camden	1	0.02%	1	0.02%	1	0.02%
PA	Solebury Route 202 Gateway Trail	In Progress	Bucks	1	0.02%	1	0.02%	1	0.02%
PA	Struble Trail	Planned	Chester	1	0.02%	1	0.02%	1	0.02%
PA	Joan of Ark Entrance Trail	Planned	Philadelphia	0	0.00%	9	0.19%	19	0.40%
PA	Tookany Creek Trail - Phases 2	Planned	Montgomery	0	0.00%	6	0.13%	35	0.74%
PA	Neshaminy Creek Bridge - State Road	Planned	Bucks	0	0.00%	6	0.13%	11	0.23%
PA	D&L Canal Towpath	Existing	Bucks	0	0.00%	6	0.13%	8	0.17%
PA	Bridge Street Obstruction	In Progress	Bucks	0	0.00%	6	0.13%	7	0.15%
PA	D&L Canal Towpath	Existing	Bucks	0	0.00%	6	0.13%	6	0.13%
PA	Wissahickon Trail	Existing	Montgomery	0	0.00%	5	0.11%	16	0.34%

PA	Schuylkill Banks	In Progress	Philadelphia	0	0.00%	5	0.11%	12	0.25%
PA	State Road - ECG	Planned	Bucks	0	0.00%	5	0.11%	11	0.23%
PA	Upper Neshaminy Creek Trail - Dark Hollow Park	Planned	Bucks	0	0.00%	4	0.08%	20	0.42%
PA	Upper Neshaminy Creek Trail - Valley Rd. to Mill	Planned	Bucks	0	0.00%	4	0.08%	17	0.36%
PA	Wissahickon Trail - Northwestern Ave. North	Existing	Montgomery	0	0.00%	4	0.08%	17	0.36%
PA	Schuylkill Banks	Existing	Philadelphia	0	0.00%	4	0.08%	15	0.32%
PA	Neshaminy Creek Trail - Chalfont	Existing	Bucks	0	0.00%	4	0.08%	14	0.30%
PA	Neshaminy Creek - Twin Streams Park to Upper State	In Progress	Bucks	0	0.00%	4	0.08%	13	0.28%
PA	Frankford Creek Trail	Planned	Philadelphia	0	0.00%	3	0.06%	18	0.38%
PA	Wissahickon Trail	Planned	Montgomery	0	0.00%	3	0.06%	17	0.36%
PA	Upper Neshaminy Creek Trail - Turk Rd to Valley Rd	Planned	Bucks	0	0.00%	3	0.06%	15	0.32%
PA	Neshaminy Creek Trail - Bensalem Township	Planned	Bucks	0	0.00%	3	0.06%	14	0.30%
PA	Penn Treaty Park to Richmond Street Bike Lanes	Planned	Philadelphia	0	0.00%	3	0.06%	13	0.28%
PA	Guerilla Trail	Existing	Philadelphia	0	0.00%	3	0.06%	8	0.17%
PA	Brandywine Trail	Existing	Chester	0	0.00%	3	0.06%	5	0.11%
NJ	Kinkora Trail - Mansfield Comm. Park to Island Rd.	Existing	Burlington	0	0.00%	3	0.06%	3	0.06%
PA	Wissahickon Trail Spur	Existing	Montgomery	0	0.00%	2	0.04%	24	0.51%
PA	Ben Franklin Bridge - South Walkway	Existing	Philadelphia	0	0.00%	2	0.04%	15	0.32%
PA	Baxter Trail	Existing	Philadelphia	0	0.00%	2	0.04%	12	0.25%
PA	Penn Treaty Park Trail	In Progress	Philadelphia	0	0.00%	2	0.04%	12	0.25%
PA	Darby Creek Trail - West Chester Pike	In Progress	Delaware	0	0.00%	2	0.04%	11	0.23%
PA	K&T Trail phase 1	In Progress	Philadelphia	0	0.00%	2	0.04%	11	0.23%
PA	Bensalem - American Drive to Kings Lane	Planned	Bucks	0	0.00%	2	0.04%	10	0.21%
PA	Darby Creek Trail - Merry Place to Pilgrim Park	Planned	Delaware	0	0.00%	2	0.04%	10	0.21%
PA	Montclare Bridge	In Progress	Chester	0	0.00%	2	0.04%	10	0.21%
PA	Valley Forge Loop	Existing	Montgomery	0	0.00%	2	0.04%	8	0.17%
PA	Upper Neshaminy Creek Trail - 202 to Central Park	Existing	Bucks	0	0.00%	2	0.04%	7	0.15%
PA	Cobbs Creek Connector - B - Phase 2	In Progress	Philadelphia	0	0.00%	2	0.04%	6	0.13%
PA	North Delaware Avenue Extension 1B	In Progress	Philadelphia	0	0.00%	2	0.04%	5	0.11%
NJ	Delaware River Heritage Trail 5	Existing	Burlington	0	0.00%	2	0.04%	3	0.06%
PA	Tacony-Palmyra Bridge	Existing	Burlington	0	0.00%	2	0.04%	3	0.06%

NJ	West Jersey - Seashore	Planned	Camden	0	0.00%	2	0.04%	2	0.04%
PA	Frankford Creek Trail	Planned	Philadelphia	0	0.00%	1	0.02%	21	0.45%
PA	Darby Creek Trail - Haverford Northern Segment	Planned	Delaware	0	0.00%	1	0.02%	8	0.17%
PA	Gray's Ferry Crescent	Existing	Philadelphia	0	0.00%	1	0.02%	8	0.17%
PA	Upper Neshaminy Creek Trail - Mill to Dark Hollow	Planned	Bucks	0	0.00%	1	0.02%	7	0.15%
PA	Uwchlan Trail	Planned	Chester	0	0.00%	1	0.02%	7	0.15%
PA	Schuylkill River Trail - Montco to Shawmont	Existing	Philadelphia	0	0.00%	1	0.02%	6	0.13%
PA	North Delaware Avenue Extension 1A	Existing	Philadelphia	0	0.00%	1	0.02%	5	0.11%
PA	Bartram's Garden Driveway	Planned	Philadelphia	0	0.00%	1	0.02%	4	0.08%
PA	Chester Creek Trail - Crozer to Deshong	Planned	Delaware	0	0.00%	1	0.02%	4	0.08%
PA	Frankford Creek Trail	In Progress	Philadelphia	0	0.00%	1	0.02%	4	0.08%
PA	Lower State Road to 202 Connector	Existing	Bucks	0	0.00%	1	0.02%	4	0.08%
PA	Uwchlan Trail	Existing	Chester	0	0.00%	1	0.02%	4	0.08%
PA	Uwchlan Trail	Planned	Chester	0	0.00%	1	0.02%	4	0.08%
PA	Valley Forge Loop	Existing	Chester	0	0.00%	1	0.02%	4	0.08%
PA	D&L Canal Towpath	Existing	Bucks	0	0.00%	1	0.02%	3	0.06%
PA	D&L Canal Towpath - Levittown Parkway	Planned	Bucks	0	0.00%	1	0.02%	3	0.06%
NJ	Merchantville Bike Path	Existing	Camden	0	0.00%	1	0.02%	3	0.06%
NJ	Merchantville Connector	Planned	Camden	0	0.00%	1	0.02%	3	0.06%
PA	Schuylkill River Trail	Existing	Montgomery	0	0.00%	1	0.02%	3	0.06%
NJ	West Jersey-Seashore	Planned	Camden	0	0.00%	1	0.02%	3	0.06%
NJ	Cooper River Trail	Existing	Camden	0	0.00%	1	0.02%	2	0.04%
NJ	D&R Canal	Existing	Mercer	0	0.00%	1	0.02%	2	0.04%
PA	Darby Creek Trail	Planned	Philadelphia	0	0.00%	1	0.02%	2	0.04%
NJ	Delaware River Heritage Trail	Planned	Camden	0	0.00%	1	0.02%	2	0.04%
PA	John Heinz Refuge Trail	Existing	Philadelphia	0	0.00%	1	0.02%	2	0.04%
PA	Octoraro Trail	Planned	Delaware	0	0.00%	1	0.02%	2	0.04%
PA	Reading to Hamburg Schuylkill River Trail Gap	In Progress	Berks	0	0.00%	1	0.02%	2	0.04%
PA	Schuylkill River Trail	Existing	Berks	0	0.00%	1	0.02%	2	0.04%
PA	Struble Trail - Existing to Marshall Rd	Planned	Chester	0	0.00%	1	0.02%	2	0.04%
PA	Uwchlan Trail	Planned	Chester	0	0.00%	1	0.02%	2	0.04%
NJ	Blackwood Recreation Path	Existing	Camden	0	0.00%	1	0.02%	1	0.02%
NJ	Delaware River Heritage Trail	Planned	Burlington	0	0.00%	1	0.02%	1	0.02%
NJ	Delaware River Heritage Trail 2	Planned	Burlington	0	0.00%	1	0.02%	1	0.02%
NJ	Gloucester-Mt Ephraim	In Progress	Camden	0	0.00%	1	0.02%	1	0.02%
NJ	Gloucester-Mt Ephraim	Planned	Camden	0	0.00%	1	0.02%	1	0.02%
PA	Octoraro Trail- Phase 2	Planned	Delaware	0	0.00%	1	0.02%	1	0.02%
PA	Solebury Route 202 Gateway Trail	Existing	Bucks	0	0.00%	1	0.02%	1	0.02%

PA	Pennypack on the Delaware	Existing	Philadelphia	0	0.00%	0	0.00%	12	0.25%
PA	Pennypack Trail - State & Rhawn	In Progress	Philadelphia	0	0.00%	0	0.00%	12	0.25%
PA	K&T Trail phase 2	In Progress	Philadelphia	0	0.00%	0	0.00%	11	0.23%
PA	Brandywine Trail	Existing	Chester	0	0.00%	0	0.00%	9	0.19%
PA	Tacony - Holmesburg Gap	In Progress	Philadelphia	0	0.00%	0	0.00%	9	0.19%
PA	Conrail RR Crossing	In Progress	Bucks	0	0.00%	0	0.00%	8	0.17%
PA	D&L Canal Towpath	Existing	Bucks	0	0.00%	0	0.00%	8	0.17%
PA	Tacony-Palmyra Bridge	Existing	Philadelphia	0	0.00%	0	0.00%	7	0.15%
PA	Upper Neshaminy Creek Trail - Flint Cir to Easton	Planned	Bucks	0	0.00%	0	0.00%	7	0.15%
PA	Baxter Trail	In Progress	Philadelphia	0	0.00%	0	0.00%	6	0.13%
NJ	Calhoun St Bridge	Existing	Mercer	0	0.00%	0	0.00%	6	0.13%
NJ	Calhoun St Bridge	Existing	Bucks	0	0.00%	0	0.00%	6	0.13%
NJ	D&R Canal	Existing	Mercer	0	0.00%	0	0.00%	6	0.13%
PA	John Heinz Refuge Trail- ECG	Existing	Delaware	0	0.00%	0	0.00%	6	0.13%
PA	K&T Trail Phase 1	In Progress	Philadelphia	0	0.00%	0	0.00%	6	0.13%
PA	Lardner's Point Park	Existing	Philadelphia	0	0.00%	0	0.00%	6	0.13%
PA	Upper Neshaminy Creek Trail - DHP to Valley Rd	Planned	Bucks	0	0.00%	0	0.00%	6	0.13%
PA	Bartram's Mile North	In Progress	Philadelphia	0	0.00%	0	0.00%	5	0.11%
PA	Chester Valley Trail	Existing	Chester	0	0.00%	0	0.00%	5	0.11%
PA	Gray's Ferry Swing Bridge	In Progress	Philadelphia	0	0.00%	0	0.00%	5	0.11%
PA	Pennypack Creek Bridge	In Progress	Philadelphia	0	0.00%	0	0.00%	5	0.11%
PA	Pennypack on the Delaware	Existing	Philadelphia	0	0.00%	0	0.00%	5	0.11%
PA	Schuylkill River Trail	In Progress	Montgomery	0	0.00%	0	0.00%	5	0.11%
PA	Bartram's Garden Meadow	Existing	Philadelphia	0	0.00%	0	0.00%	4	0.08%
PA	Warner Spur	Planned	Chester	0	0.00%	0	0.00%	4	0.08%
PA	Bartram's Mile South	Existing	Philadelphia	0	0.00%	0	0.00%	3	0.06%
PA	Bartram's to Fort Mifflin	Planned	Philadelphia	0	0.00%	0	0.00%	3	0.06%
PA	Ben Franklin Bridge - South Walkway	Existing	Camden	0	0.00%	0	0.00%	3	0.06%
PA	Chester Creek Trail - Phase 2	In Progress	Delaware	0	0.00%	0	0.00%	3	0.06%
PA	Chester Creek Trail - Phase 2	Planned	Delaware	0	0.00%	0	0.00%	3	0.06%
PA	Chester Valley Trail - Phase 3	Existing	Chester	0	0.00%	0	0.00%	3	0.06%
PA	Chester Valley Trail - Phase 4A	In Progress	Chester	0	0.00%	0	0.00%	3	0.06%
PA	Green Lane - US13 Connector Part 1	Existing	Bucks	0	0.00%	0	0.00%	3	0.06%

PA	Intersection 420/291 to Heinz Refuge - ECG	Planned	Delaware	0	0.00%	0	0.00%	3	0.06%
NJ	Merchantville Connector	Existing	Camden	0	0.00%	0	0.00%	3	0.06%
PA	Schuylkill River Trail	In Progress	Montgomery	0	0.00%	0	0.00%	3	0.06%
PA	Schuylkill River Trail - US Hwy 422	In Progress	Montgomery	0	0.00%	0	0.00%	3	0.06%
PA	Bartram's Mile South	In Progress	Philadelphia	0	0.00%	0	0.00%	2	0.04%
PA	Brandywine Trail	Planned	Chester	0	0.00%	0	0.00%	2	0.04%
NJ	Delaware Ave Bike Lanes	Existing	Camden	0	0.00%	0	0.00%	2	0.04%
NJ	Delaware River Heritage Trail	Planned	Camden	0	0.00%	0	0.00%	2	0.04%
NJ	DRHT - Amico Island to Pennington Park	In Progress	Burlington	0	0.00%	0	0.00%	2	0.04%
NJ	Erie Street Sharrows	Existing	Camden	0	0.00%	0	0.00%	2	0.04%
PA	Green Lane - US13 Connector Part 2	Existing	Bucks	0	0.00%	0	0.00%	2	0.04%
PA	JHNWR	Existing	Philadelphia	0	0.00%	0	0.00%	2	0.04%
PA	Norris St to Morton Ave in Chester - ECG	Planned	Delaware	0	0.00%	0	0.00%	2	0.04%
PA	Octoraro Trail- Phase 1	Planned	Delaware	0	0.00%	0	0.00%	2	0.04%
NJ	Pearl St Connector	Existing	Camden	0	0.00%	0	0.00%	2	0.04%
PA	Schuylkill River Trail	Planned	Berks	0	0.00%	0	0.00%	2	0.04%
PA	Schuylkill River Trail - US Hwy 422	In Progress	Montgomery	0	0.00%	0	0.00%	2	0.04%
PA	Schuylkill River Trail - US Hwy 422	In Progress	Montgomery	0	0.00%	0	0.00%	2	0.04%
NJ	Ulysses Wiggins Promenade	Existing	Camden	0	0.00%	0	0.00%	2	0.04%
PA	Upper Bucks Rail Trail	In Progress	Bucks	0	0.00%	0	0.00%	2	0.04%
PA	Uwchlan Trail	Existing	Chester	0	0.00%	0	0.00%	2	0.04%
PA	Uwchlan Trail	Planned	Chester	0	0.00%	0	0.00%	2	0.04%
NJ	West Jersey - Seashore	Planned	Camden	0	0.00%	0	0.00%	2	0.04%
NJ	Baldwin's Run Tributary Trail	In Progress	Camden	0	0.00%	0	0.00%	1	0.02%
PA	Brandywine Trail	Planned	Chester	0	0.00%	0	0.00%	1	0.02%
PA	Brandywine Trail - Telegraph Trail	Planned	Chester	0	0.00%	0	0.00%	1	0.02%
NJ	Burlington City Promenade	Existing	Burlington	0	0.00%	0	0.00%	1	0.02%
PA	Chester Creek Trail - Phase 3	Planned	Delaware	0	0.00%	0	0.00%	1	0.02%
PA	Chester Creek Trail - Phase 4	Planned	Delaware	0	0.00%	0	0.00%	1	0.02%
NJ	Cooper St Bike Lanes	Existing	Camden	0	0.00%	0	0.00%	1	0.02%
PA	D&L Canal Towpath- Tyburn Road Obstruction	In Progress	Bucks	0	0.00%	0	0.00%	1	0.02%
NJ	D&R Canal Connector	Planned	Mercer	0	0.00%	0	0.00%	1	0.02%
PA	Darby Creek to Wanamaker Ave - ECG	Existing	Delaware	0	0.00%	0	0.00%	1	0.02%
NJ	Delaware and Raritan Canal 10	Existing	Mercer	0	0.00%	0	0.00%	1	0.02%
NJ	Delaware River Heritage Trail	Existing	Mercer	0	0.00%	0	0.00%	1	0.02%
NJ	Delaware River Heritage Trail	Existing	Burlington	0	0.00%	0	0.00%	1	0.02%

NJ	Delaware River Heritage Trail 3	Planned	Burlington	0	0.00%	0	0.00%	1	0.02%
NJ	Delaware River Heritage Trail 7	Planned	Burlington	0	0.00%	0	0.00%	1	0.02%
PA	DRHT-D&R Gap	Planned	Mercer	0	0.00%	0	0.00%	1	0.02%
NJ	Merchantville Connector	In Progress	Camden	0	0.00%	0	0.00%	1	0.02%
NJ	Monroe Township Bike Path	Existing	Gloucester	0	0.00%	0	0.00%	1	0.02%
NJ	Rancocas Creek	Planned	Burlington	0	0.00%	0	0.00%	1	0.02%
PA	Schuylkill River Trail	Existing	Berks	0	0.00%	0	0.00%	1	0.02%
PA	Schuylkill River Trail	Existing	Berks	0	0.00%	0	0.00%	1	0.02%
PA	Upper Neshaminy Creek Trail - Drk Hollow to Forks	Planned	Bucks	0	0.00%	0	0.00%	1	0.02%

Table 4: Commuter proximity to SEPTA Regional Rail stations

Rail Line	Train Station Name	0.25 miles	%	0.50 miles	%3	1 mile	%2
Lansdale/Doylestown Line	Oreland	9	0.19%	26	0.55%	52	1.10%
Lansdale/Doylestown Line	North Wales	7	0.15%	10	0.21%	28	0.59%
Manayunk/Norristown Line	Manayunk	6	0.13%	12	0.25%	40	0.85%
Chestnut Hill East Line	Stenton	6	0.13%	15	0.32%	37	0.79%
Glenside Combined	Glenside	5	0.11%	12	0.25%	41	0.87%
Fox Chase Line	Lawndale	5	0.11%	9	0.19%	36	0.76%
PATCO	12th-13th & Locust Street	4	0.08%	7	0.15%	14	0.30%
Chestnut Hill West Line	Allen Lane	4	0.08%	9	0.19%	22	0.47%
Warminster Line	Ardsley	4	0.08%	17	0.36%	67	1.42%
Warminster Line	Crestmont	4	0.08%	11	0.23%	54	1.15%
Lansdale/Doylestown Line	Fort Washington	4	0.08%	21	0.45%	32	0.68%
Lansdale/Doylestown Line	Lansdale	4	0.08%	16	0.34%	32	0.68%
Amtrak (Multiple Routes), Paoli/Thorndale Line	Ardmore	3	0.06%	8	0.17%	13	0.28%

Norristown High Speed Line	Bridgeport	3	0.06 %	4	0.08%	16	0.34%
Glenside Combined	Elkins Park	3	0.06 %	12	0.25%	27	0.57%
Glenside Combined	Fern Rock Transportation Center	3	0.06 %	13	0.28%	44	0.93%
Norristown High Speed Line	Garrett Hill	3	0.06 %	3	0.06%	6	0.13%
SEPTA Main Line	North Broad	3	0.06 %	4	0.08%	9	0.19%
Lansdale/Doylestown Line	North Hills	3	0.06 %	13	0.28%	55	1.17%
Lansdale/Doylestown Line	Penllyn	3	0.06 %	4	0.08%	7	0.15%
Warminster Line	Roslyn	3	0.06 %	15	0.32%	44	0.93%
Manayunk/Norristown Line	Wissahickon Transportation Center	3	0.06 %	12	0.25%	29	0.62%
Lansdale/Doylestown Line	Ambler	2	0.04 %	14	0.30%	43	0.91%
Lansdale/Doylestown Line	Chalfont	2	0.04 %	3	0.06%	14	0.30%
Manayunk/Norristown Line	Conshohocken	2	0.04 %	14	0.30%	30	0.64%
Amtrak (Multiple Routes), Trenton Line	Cornwells Heights	2	0.04 %	4	0.08%	8	0.17%
Manayunk/Norristown Line	Elm Street	2	0.04 %	5	0.11%	22	0.47%
Warminster Line	Hatboro	2	0.04 %	17	0.36%	38	0.81%
Norristown High Speed Line	Haverford	2	0.04 %	4	0.08%	7	0.15%
Manayunk/Norristown Line	Main Street	2	0.04 %	8	0.17%	23	0.49%
Lansdale/Doylestown Line	Pennbrook	2	0.04 %	7	0.15%	40	0.85%
Chestnut Hill West Line	Queen Lane	2	0.04 %	4	0.08%	13	0.28%
Norristown High Speed Line	Roberts Road	2	0.04 %	3	0.06%	11	0.23%
Fox Chase Line	Ryers	2	0.04 %	11	0.23%	40	0.85%
Media/Elwyn Line	Secane	2	0.04 %	4	0.08%	9	0.19%

Chestnut Hill East Line	Sedgwick	2	0.04 %	10	0.21%	36	0.76%
Paoli/Thorndale Line	St. Davids	2	0.04 %	2	0.04%	10	0.21%
PATCO	8th & Market Street	1	0.02 %	4	0.08%	11	0.23%
PATCO	9th-10th & Locust Street	1	0.02 %	6	0.13%	11	0.23%
Norristown High Speed Line	Ardmore Junction	1	0.02 %	6	0.13%	10	0.21%
Cynwyd Line	Bala	1	0.02 %	3	0.06%	6	0.13%
Norristown High Speed Line	Beechwood-Brookline	1	0.02 %	2	0.04%	10	0.21%
Paoli/Thorndale Line	Berwyn	1	0.02 %	2	0.04%	9	0.19%
Chestnut Hill West Line	Carpenter Lane	1	0.02 %	8	0.17%	28	0.59%
Fox Chase Line	Cheltenham	1	0.02 %	8	0.17%	36	0.76%
Media/Elwyn Line	Clifton-Aldan	1	0.02 %	3	0.06%	8	0.17%
Amtrak (Keystone)	Coatesville	1	0.02 %	2	0.04%	3	0.06%
PATCO	Collingswood	1	0.02 %	2	0.04%	3	0.06%
Wilmington/Newark Line	Crum Lynne	1	0.02 %	1	0.02%	3	0.06%
Paoli/Thorndale Line	Daylesford	1	0.02 %	1	0.02%	2	0.04%
Norristown High Speed Line	DeKalb Street	1	0.02 %	2	0.04%	12	0.25%
Wilmington/Newark Line	Eddystone	1	0.02 %	1	0.02%	1	0.02%
Media/Elwyn Line	Fernwood-Yeadon	1	0.02 %	1	0.02%	7	0.15%
Wilmington/Newark Line	Folcroft	1	0.02 %	2	0.04%	3	0.06%
Fox Chase Line	Fox Chase	1	0.02 %	10	0.21%	37	0.79%
Chestnut Hill East Line	Gravers Lane	1	0.02 %	3	0.06%	14	0.30%
Manayunk/Norristown Line	Ivy Ridge	1	0.02 %	7	0.15%	18	0.38%

SEPTA Main Line	Jefferson Station	1	0.02 %	4	0.08%	12	0.25%
Glenside Combined	Jenkintown-Wyncote	1	0.02 %	7	0.15%	25	0.53%
Paoli/Thorndale Line	Malvern	1	0.02 %	2	0.04%	4	0.08%
Norristown High Speed Line	Matsonford	1	0.02 %	3	0.06%	5	0.11%
Media/Elwyn Line	Morton	1	0.02 %	1	0.02%	9	0.19%
Chestnut Hill East Line	Mount Airy	1	0.02 %	6	0.13%	27	0.57%
West Trenton Line	Neshaminy Falls	1	0.02 %	1	0.02%	14	0.30%
Fox Chase Line	Olney	1	0.02 %	6	0.13%	30	0.64%
Norristown High Speed Line	Parkview	1	0.02 %	6	0.13%	15	0.32%
Norristown High Speed Line	Penfield	1	0.02 %	3	0.06%	12	0.25%
West Trenton Line	Philmont	1	0.02 %	1	0.02%	3	0.06%
Wilmington/Newark Line	Prospect Park	1	0.02 %	2	0.04%	4	0.08%
Paoli/Thorndale Line	Rosemont	1	0.02 %	3	0.06%	8	0.17%
West Trenton Line	Somerton	1	0.02 %	3	0.06%	10	0.21%
Chestnut Hill West Line	St. Martins	1	0.02 %	1	0.02%	8	0.17%
Paoli/Thorndale Line	Strafford	1	0.02 %	4	0.08%	13	0.28%
Trenton Line	Torresdale	1	0.02 %	2	0.04%	11	0.23%
Warminster Line	Warminster	1	0.02 %	2	0.04%	16	0.34%
Chestnut Hill East Line	Washington Lane	1	0.02 %	2	0.04%	31	0.66%
Warminster Line	Willow Grove	1	0.02 %	11	0.23%	53	1.13%
Chestnut Hill East Line	Wister	1	0.02 %	3	0.06%	24	0.51%
Paoli/Thorndale Line	Wynnewood	1	0.02 %	2	0.04%	12	0.25%

Norristown High Speed Line	Wynnewood Road	1	0.02 %	2	0.04%	12	0.25%
PATCO	15th-16th & Locust Street	0	0.00 %	5	0.11%	18	0.38%
Amtrak (Multiple Routes), Atlantic City Line, SEPTA Main Line	30th Street Station	0	0.00 %	4	0.08%	10	0.21%
RiverLine	36th Street	0	0.00 %	0	0.00%	2	0.04%
Media/Elwyn Line	49th Street	0	0.00 %	4	0.08%	7	0.15%
Lansdale/Doylestown Line	9th Street	0	0.00 %	5	0.11%	27	0.57%
Airport Line	Airport Terminal A	0	0.00 %	0	0.00%	0	0.00%
Airport Line	Airport Terminal B	0	0.00 %	0	0.00%	0	0.00%
Airport Line	Airport Terminal C & D	0	0.00 %	0	0.00%	0	0.00%
Airport Line	Airport Terminal E & F	0	0.00 %	0	0.00%	0	0.00%
Manayunk/Norristown Line	Allegheny	0	0.00 %	4	0.08%	10	0.21%
Media/Elwyn Line	Angora	0	0.00 %	3	0.06%	5	0.11%
RiverLine	Aquarium	0	0.00 %	0	0.00%	0	0.00%
Norristown High Speed Line	Ardmore Avenue	0	0.00 %	0	0.00%	10	0.21%
PATCO	Ashland	0	0.00 %	0	0.00%	0	0.00%
Atlantic City Line	Atco	0	0.00 %	0	0.00%	0	0.00%
West Trenton Line	Bethayres	0	0.00 %	5	0.11%	13	0.28%
RiverLine	Beverly/Edgewater Park	0	0.00 %	0	0.00%	0	0.00%
RiverLine	Bordentown	0	0.00 %	0	0.00%	1	0.02%
Trenton Line	Bridesburg	0	0.00 %	1	0.02%	16	0.34%
Trenton Line	Bristol	0	0.00 %	1	0.02%	1	0.02%

PATCO	Broadway	0	0.00 %	0	0.00%	0	0.00%
Norristown High Speed Line, Paoli/Thorndale Line	Bryn Mawr	0	0.00 %	3	0.06%	12	0.25%
RiverLine	Burlington South	0	0.00 %	0	0.00%	1	0.02%
RiverLine	Burlington Town Centre	0	0.00 %	1	0.02%	1	0.02%
RiverLine	Cass Street	0	0.00 %	0	0.00%	0	0.00%
Chestnut Hill West Line	Chelten Avenue	0	0.00 %	3	0.06%	11	0.23%
Atlantic City Line	Cherry Hill	0	0.00 %	0	0.00%	0	0.00%
Wilmington/Newark Line	Chester Transportation Center	0	0.00 %	0	0.00%	0	0.00%
Chestnut Hill East Line	Chestnut Hill East	0	0.00 %	2	0.04%	18	0.38%
Chestnut Hill West Line	Chestnut Hill West	0	0.00 %	1	0.02%	9	0.19%
Wilmington/Newark Line	Churchmans Crossing	0	0.00 %	0	0.00%	0	0.00%
RiverLine	Cinnaminson	0	0.00 %	0	0.00%	1	0.02%
PATCO	City Hall	0	0.00 %	0	0.00%	0	0.00%
Wilmington/Newark Line	Claymont	0	0.00 %	1	0.02%	1	0.02%
Lansdale/Doylestown Line	Colmar	0	0.00 %	3	0.06%	15	0.32%
RiverLine	Cooper Street/Rutgers University	0	0.00 %	0	0.00%	0	0.00%
Norristown High Speed Line	County Line	0	0.00 %	1	0.02%	4	0.08%
Trenton Line	Croydon	0	0.00 %	6	0.13%	12	0.25%
Wilmington/Newark Line	Curtis Park	0	0.00 %	0	0.00%	0	0.00%
Cynwyd Line	Cynwyd	0	0.00 %	2	0.04%	7	0.15%
Wilmington/Newark Line	Darby	0	0.00 %	0	0.00%	4	0.08%

RiverLine	Delanco	0	0.00 %	0	0.00%	0	0.00%
Lansdale/Doylestown Line	Delaware Valley College	0	0.00 %	0	0.00%	3	0.06%
Paoli/Thorndale Line	Devon	0	0.00 %	1	0.02%	7	0.15%
Amtrak (Keystone), Paoli/Thorndale Line	Downingtown	0	0.00 %	1	0.02%	3	0.06%
Lansdale/Doylestown Line	Doylestown	0	0.00 %	3	0.06%	13	0.28%
Manayunk/Norristown Line	East Falls	0	0.00 %	5	0.11%	10	0.21%
Airport Line	Eastwick	0	0.00 %	0	0.00%	1	0.02%
Trenton Line	Eddington	0	0.00 %	0	0.00%	11	0.23%
Media/Elwyn Line	Elwyn	0	0.00 %	1	0.02%	1	0.02%
RiverLine	Entertainment Center	0	0.00 %	0	0.00%	0	0.00%
Amtrak (Multiple Routes), Paoli/Thorndale Line	Exton	0	0.00 %	1	0.02%	3	0.06%
PATCO	Ferry Avenue	0	0.00 %	0	0.00%	0	0.00%
RiverLine	Florence	0	0.00 %	0	0.00%	0	0.00%
West Trenton Line	Forest Hills	0	0.00 %	2	0.04%	13	0.28%
Lansdale/Doylestown Line	Fortuna	0	0.00 %	3	0.06%	14	0.30%
Chestnut Hill East Line	Germantown	0	0.00 %	2	0.04%	15	0.32%
Media/Elwyn Line	Gladstone	0	0.00 %	0	0.00%	9	0.19%
Wilmington/Newark Line	Glenolden	0	0.00 %	1	0.02%	6	0.13%
Norristown High Speed Line	Gulph Mills	0	0.00 %	3	0.06%	5	0.11%
Lansdale/Doylestown Line	Gwynedd Valley	0	0.00 %	0	0.00%	2	0.04%
PATCO	Haddonfield	0	0.00 %	0	0.00%	0	0.00%

Northeast Corridor	Hamilton	0	0.00 %	0	0.00%	0	0.00%
RiverLine	Hamilton Avenue	0	0.00 %	0	0.00%	0	0.00%
Paoli/Thorndale Line	Haverford	0	0.00 %	1	0.02%	10	0.21%
Chestnut Hill West Line	Highland	0	0.00 %	0	0.00%	4	0.08%
Wilmington/Newark Line	Highland Avenue	0	0.00 %	0	0.00%	0	0.00%
Trenton Line	Holmesburg Junction	0	0.00 %	0	0.00%	22	0.47%
Norristown High Speed Line	Hughes Park	0	0.00 %	3	0.06%	7	0.15%
West Trenton Line	Langhorne	0	0.00 %	2	0.04%	5	0.11%
Media/Elwyn Line	Lansdowne	0	0.00 %	2	0.04%	10	0.21%
Trenton Line	Levittown	0	0.00 %	1	0.02%	2	0.04%
PATCO, Atlantic City Line	Lindenwold	0	0.00 %	0	0.00%	0	0.00%
Lansdale/Doylestown Line	Link Belt	0	0.00 %	0	0.00%	8	0.17%
Wilmington/Newark Line	Marcus Hook	0	0.00 %	0	0.00%	0	0.00%
West Trenton Line	Meadowbrook	0	0.00 %	0	0.00%	4	0.08%
Media/Elwyn Line	Media	0	0.00 %	3	0.06%	7	0.15%
Glenside Combined	Melrose Park	0	0.00 %	6	0.13%	31	0.66%
Paoli/Thorndale Line	Merion	0	0.00 %	1	0.02%	6	0.13%
Manayunk/Norristown Line	Miquon	0	0.00 %	0	0.00%	2	0.04%
Media/Elwyn Line	Moylan-Rose Valley	0	0.00 %	0	0.00%	4	0.08%
Paoli/Thorndale Line	Narberth	0	0.00 %	2	0.04%	11	0.23%
Lansdale/Doylestown Line	New Britain	0	0.00 %	1	0.02%	8	0.17%
Wilmington/Newark Line	Newark	0	0.00 %	0	0.00%	0	0.00%

West Trenton Line	Noble	0	0.00 %	0	0.00%	14	0.30%
Norristown High Speed Line, Manayunk/Norristown Line	Norristown Transportation Center	0	0.00 %	5	0.11%	23	0.49%
Amtrak (Multiple Routes), Trenton Line, Chestnut Hill West Line	North Philadelphia	0	0.00 %	4	0.08%	14	0.30%
Wilmington/Newark Line	Norwood	0	0.00 %	1	0.02%	4	0.08%
Paoli/Thorndale Line	Overbrook	0	0.00 %	1	0.02%	6	0.13%
RiverLine	Palmyra	0	0.00 %	0	0.00%	2	0.04%
Amtrak (Multiple Routes), Paoli/Thorndale Line	Paoli	0	0.00 %	3	0.06%	4	0.08%
Amtrak (Keystone)	Parkesburg	0	0.00 %	0	0.00%	0	0.00%
Atlantic City Line, RiverLine	Pennsauken Transit Center	0	0.00 %	0	0.00%	0	0.00%
RiverLine	Pennsauken/Route 73	0	0.00 %	0	0.00%	0	0.00%
Media/Elwyn Line	Primos	0	0.00 %	2	0.04%	9	0.19%
Northeast Corridor	Princeton	0	0.00 %	0	0.00%	0	0.00%
Amtrak (Multiple Routes), Northeast Corridor	Princeton Junction	0	0.00 %	0	0.00%	0	0.00%
Paoli/Thorndale Line, Norristown High Speed Line	Radnor	0	0.00 %	1	0.02%	6	0.13%
Wilmington/Newark Line	Ridley Park	0	0.00 %	1	0.02%	3	0.06%
RiverLine	Riverside	0	0.00 %	0	0.00%	0	0.00%
RiverLine	Riverton	0	0.00 %	1	0.02%	1	0.02%
RiverLine	Roebling	0	0.00 %	0	0.00%	0	0.00%
West Trenton Line	Rydal	0	0.00 %	1	0.02%	3	0.06%

Wilmington/Newark Line	Sharon Hill	0	0.00 %	0	0.00%	2	0.04%
Manayunk/Norristown Line	Spring Mill	0	0.00 %	1	0.02%	17	0.36%
Norristown High Speed Line	Stadium (Ithan Avenue)	0	0.00 %	2	0.04%	8	0.17%
SEPTA Main Line	Suburban Station	0	0.00 %	0	0.00%	22	0.47%
Media/Elwyn Line	Swarthmore	0	0.00 %	0	0.00%	3	0.06%
Trenton Line	Tacony	0	0.00 %	1	0.02%	12	0.25%
SEPTA Main Line	Temple University	0	0.00 %	1	0.02%	6	0.13%
Paoli/Thorndale Line	Thorndale	0	0.00 %	1	0.02%	2	0.04%
Norristown High Speed Line	Township Line Road	0	0.00 %	2	0.04%	15	0.32%
RiverLine, Trenton Line, Northeast Corridor, Amtrack (Multiple Routes)	Trenton Transit Center	0	0.00 %	0	0.00%	0	0.00%
West Trenton Line	Trevoze	0	0.00 %	0	0.00%	17	0.36%
Chestnut Hill West Line	Tulpehocken	0	0.00 %	2	0.04%	9	0.19%
Glenside Combined	University City	0	0.00 %	0	0.00%	8	0.17%
Chestnut Hill West Line	Upsal	0	0.00 %	3	0.06%	19	0.40%
Norristown High Speed Line, Paoli/Thorndale Line	Villanova	0	0.00 %	2	0.04%	5	0.11%
Media/Elwyn Line	Wallingford	0	0.00 %	1	0.02%	1	0.02%
RiverLine	Walter Rand Transportation Center	0	0.00 %	0	0.00%	0	0.00%
Paoli/Thorndale Line	Wayne	0	0.00 %	6	0.13%	11	0.23%
SEPTA Main Line	Wayne Junction	0	0.00 %	2	0.04%	15	0.32%
West Trenton Line	West Trenton	0	0.00 %	0	0.00%	0	0.00%
PATCO	Westmont	0	0.00 %	0	0.00%	0	0.00%

Paoli/Thorndale Line	Whitford	0	0.00%	0	0.00%	0	0.00%
Wilmington/Newark Line, Amtrak (Multiple Routes)	Wilmington	0	0.00%	0	0.00%	0	0.00%
West Trenton Line	Woodbourne	0	0.00%	1	0.02%	2	0.04%
PATCO	Woodcrest	0	0.00%	0	0.00%	0	0.00%
Chestnut Hill East Line	Wyndmoor	0	0.00%	3	0.06%	14	0.30%
Cynwyd Line	Wynnefield Avenue	0	0.00%	0	0.00%	7	0.15%
West Trenton Line	Yardley	0	0.00%	0	0.00%	0	0.00%
	TOTAL	165	3.50%	662	14.06%	239	50.89%

Table 5: Identified priority stations based on commute time and commuter proximity to priority stations

Priority Station Name	0.25 miles	% of commuters	0.50 miles	% of commuters	1 mile	% of commuters
12th-13th & Locust Street	4	0.09%	7	0.16%	14	0.33%
15th-16th & Locust Street	0	0.00%	5	0.12%	18	0.42%
30th Street Station	0	0.00%	4	0.09%	10	0.23%
36th Street	0	0.00%	0	0.00%	2	0.05%
49th Street	0	0.00%	4	0.09%	7	0.16%
8th & Market Street	1	0.02%	4	0.09%	11	0.26%
9th Street	0	0.00%	5	0.12%	27	0.63%
9th-10th & Locust Street	1	0.02%	6	0.14%	11	0.26%
Allegheny	0	0.00%	4	0.09%	10	0.23%
Ambler	2	0.05%	14	0.33%	43	1.01%
Angora	0	0.00%	3	0.07%	5	0.12%
Aquarium	0	0.00%	0	0.00%	0	0.00%
Ashland	0	0.00%	0	0.00%	0	0.00%
Atco	0	0.00%	0	0.00%	0	0.00%
Bethayres	0	0.00%	5	0.12%	13	0.31%
Broadway	0	0.00%	0	0.00%	0	0.00%
Chalfont	2	0.05%	3	0.07%	14	0.33%
Cheltenham Ave	0	0.00%	3	0.07%	11	0.26%
City Hall	0	0.00%	0	0.00%	0	0.00%

Clifton-Aldan	1	0.02%	3	0.07%	8	0.19%
Collingswood	1	0.02%	2	0.05%	3	0.07%
Colmar	0	0.00%	3	0.07%	15	0.35%
Cooper Street/Rutgers University	0	0.00%	0	0.00%	0	0.00%
Curtis Park	0	0.00%	0	0.00%	0	0.00%
Darby	0	0.00%	0	0.00%	4	0.09%
Delaware Valley	0	0.00%	0	0.00%	3	0.07%
Doylestown	0	0.00%	3	0.07%	13	0.31%
East Falls	0	0.00%	5	0.12%	10	0.23%
Eastwick	0	0.00%	0	0.00%	1	0.02%
Elkins Park	3	0.07%	12	0.28%	27	0.63%
Entertainment Center	0	0.00%	0	0.00%	0	0.00%
Fern Rock Transportation Center	3	0.07%	13	0.31%	44	1.03%
Fernwood-Yeadon	1	0.02%	1	0.02%	7	0.16%
Ferry Avenue	0	0.00%	0	0.00%	0	0.00%
Folcroft	1	0.02%	2	0.05%	3	0.07%
Forest Hills	0	0.00%	2	0.05%	13	0.31%
Fortuna	0	0.00%	3	0.07%	14	0.33%
Germantown	0	0.00%	2	0.05%	15	0.35%
Gladstone	0	0.00%	0	0.00%	9	0.21%
Glenolden	0	0.00%	1	0.02%	6	0.14%
Glenside	5	0.12%	12	0.28%	41	0.96%
Gwynedd Valley	0	0.00%	0	0.00%	2	0.05%
Haddonfield	0	0.00%	0	0.00%	0	0.00%
Holmesburg Junction	0	0.00%	0	0.00%	22	0.52%
Jefferson Station	1	0.02%	4	0.09%	12	0.28%
Jenkintown-Wyncote	1	0.02%	7	0.16%	25	0.59%
Lansdale	4	0.09%	16	0.38%	32	0.75%
Lansdowne	0	0.00%	2	0.05%	10	0.23%
Lindenwold	0	0.00%	0	0.00%	0	0.00%
Link Belt	0	0.00%	0	0.00%	8	0.19%
Meadowbrook	0	0.00%	0	0.00%	4	0.09%
Melrose Park	0	0.00%	6	0.14%	31	0.73%
New Britain	0	0.00%	1	0.02%	8	0.19%
North Broad	3	0.07%	4	0.09%	9	0.21%
North Hills	3	0.07%	13	0.31%	55	1.29%

North Philadelphia	0	0.00%	4	0.09%	14	0.33%
North Wales	7	0.16%	10	0.23%	28	0.66%
Norwood	0	0.00%	1	0.02%	4	0.09%
Olney	1	0.02%	6	0.14%	30	0.70%
Oreland	9	0.21%	26	0.61%	52	1.22%
Overbrook	0	0.00%	1	0.02%	6	0.14%
Parkview	1	0.02%	6	0.14%	15	0.35%
Penllyn	3	0.07%	4	0.09%	7	0.16%
Pennbrook	2	0.05%	7	0.16%	40	0.94%
Pennsauken Transit Center	0	0.00%	0	0.00%	0	0.00%
Philmont	1	0.02%	1	0.02%	3	0.07%
Primos	0	0.00%	2	0.05%	9	0.21%
Prospect Park	1	0.02%	2	0.05%	4	0.09%
Queen Lane	2	0.05%	4	0.09%	13	0.31%
Roslyn	3	0.07%	15	0.35%	44	1.03%
Rydal	0	0.00%	1	0.02%	3	0.07%
Ryers	2	0.05%	11	0.26%	40	0.94%
Sharon Hill	0	0.00%	0	0.00%	2	0.05%
Somerton	1	0.02%	3	0.07%	10	0.23%
Suburban Station	0	0.00%	0	0.00%	22	0.52%
Temple University	0	0.00%	1	0.02%	6	0.14%
University City	0	0.00%	0	0.00%	8	0.19%
Walter Rand Transportation Center	0	0.00%	0	0.00%	0	0.00%
Wayne Junction	0	0.00%	2	0.05%	15	0.35%
Westmont	0	0.00%	0	0.00%	0	0.00%
Woodcrest	0	0.00%	0	0.00%	0	0.00%
Wynnefield Avenue	0	0.00%	0	0.00%	7	0.16%

Table 6: Number and Percentage of Commuters within a certain distance of SEPTA Bus Line Services

Number of Commuters							
Line Abbr	Line Name	0.25 miles		0.50 miles		1 mile	
		#	%	#	%	#	%
95	Gulph Mills to Willow Grove Mall	145	3.08%	282	5.99%	434	9.22%
22	Warminster & Willow Grove to OTC	133	2.82%	219	4.65%	398	8.45%
80	Express Horsham to Olney TC	108	2.29%	215	4.57%	388	8.24%
55	Willow Grove & Doylestown to OTC	107	2.27%	203	4.31%	400	8.50%
AFL	Little Flower HS	119	2.53%	192	4.08%	296	6.29%

18	Fox Chase to Cedarbrook Plaza	94	2.00%	178	3.78%	288	6.12%
WR6	PM WASH--450+452+454+496	100	2.12%	168	3.57%	311	6.61%
94	Montgomery Mall to Chestnut Hill	91	1.93%	167	3.55%	256	5.44%
HRS	400 Series (limited service)	85	1.81%	160	3.40%	266	5.65%
88S	400 series	99	2.10%	139	2.95%	211	4.48%
67	Phila Mills & Bustleton to FTC	67	1.42%	136	2.89%	229	4.86%
26	FTC to Cheltenham Av Station	69	1.47%	133	2.82%	222	4.72%
27	Broad-Carpenter to PlymouthMtgMall	78	1.66%	133	2.82%	206	4.38%
L	Erdenheim/PlymouthMtngMall to Olney	77	1.64%	132	2.80%	243	5.16%
20	Philadelphia Mills to FTC	73	1.55%	125	2.66%	216	4.59%
77	Roosevelt-St Vincent to ChestntHill	55	1.17%	121	2.57%	239	5.08%
1	Parx Casino to 54th-City	53	1.13%	120	2.55%	262	5.56%
96	Lansdale to Norristown TC	73	1.55%	117	2.49%	200	4.25%
70	Fkd-Gregg/Torr-Cottmn to FRTC	51	1.08%	115	2.44%	253	5.37%
88	Bethayres&Holme-Pennypack to FTC	70	1.49%	115	2.44%	194	4.12%
28	Fern Rock TC to Torresdale-Cottman	65	1.38%	112	2.38%	235	4.99%
19	Torresdale Station to FTC	49	1.04%	110	2.34%	208	4.42%
K	Ridge-Midvale to Arrott TC	56	1.19%	106	2.25%	202	4.29%
84	Phila Mills/Bustleton-CntyLn to FTC	55	1.17%	105	2.23%	189	4.01%
KLS	King-Leeds Schools	56	1.19%	104	2.21%	163	3.46%
50	Parx Casino via Phila Mills to FTC	44	0.93%	101	2.15%	194	4.12%
97	Chestnut Hill to Norristown TC	67	1.42%	100	2.12%	159	3.38%
132	Telford to Montgomery Mall	47	1.00%	95	2.02%	163	3.46%
150	Parx Casino to Plymouth Meeting	41	0.87%	94	2.00%	255	5.42%
124	Chesterbrook to 13th & Market	32	0.68%	92	1.95%	199	4.23%
16	City Hall to Cheltenham-Ogontz	51	1.08%	92	1.95%	173	3.67%
24	Southampton & Rockledge to FTC	56	1.19%	89	1.89%	176	3.74%
WR5	AM WASH--450+452+454	54	1.15%	89	1.89%	153	3.25%
57	WhitmanPlaza to RisingSun-Olney&FTC	50	1.06%	88	1.87%	162	3.44%
WR4	PM BALDI--475+476+477+478+490+492	54	1.15%	88	1.87%	149	3.16%
125	Valley Forge to 13th-Market	33	0.70%	85	1.81%	176	3.74%
WR1	AM RYAN--461+462	48	1.02%	85	1.81%	136	2.89%
WR2	PM RYAN--461+462	47	1.00%	85	1.81%	134	2.85%
9	4th-Walnut to Andorra	38	0.81%	85	1.81%	124	2.63%
66	Frankfd TC to Frankford-Knights	44	0.93%	84	1.78%	144	3.06%
58	Neshaminy Mall & Somerton to FTC	44	0.93%	82	1.74%	174	3.70%
XH	Broad-Erie to Cheltenham-Ogontz	44	0.93%	81	1.72%	144	3.06%
32	Broad-Carpenter to Ridge-Lyceum	39	0.83%	79	1.68%	133	2.82%
WR3	AM BALDI--475+476+477+478+490+492	48	1.02%	79	1.68%	126	2.68%

<b>MFO</b>	Midnight-5am Service (Bus) for MFL	38	0.81%	78	1.66%	143	3.04%
<b>310</b>	Horsham Breeze	27	0.57%	74	1.57%	165	3.50%
<b>14</b>	Oxford Vally/Neshaminy Malls to FTC	28	0.59%	73	1.55%	186	3.95%
<b>H</b>	Broad-Erie to Cheltenham-Ogontz	37	0.79%	73	1.55%	150	3.19%
<b>62</b>	9th-Market to Andorra	39	0.83%	73	1.55%	124	2.63%
<b>104</b>	West Chester U to 69th St TC	42	0.89%	71	1.51%	104	2.21%
<b>129</b>	Frankford-Knights to Oxford Valley	32	0.68%	68	1.44%	132	2.80%
<b>47</b>	Whitman Plaza to 5th-Godfrey	27	0.57%	68	1.44%	122	2.59%
<b>107</b>	Lawrence Park to 69th St TC	36	0.76%	68	1.44%	102	2.17%
<b>MFL</b>	Frankford TC to 69th St TC	31	0.66%	67	1.42%	129	2.74%
<b>106</b>	Paoli & Ardmore to 69th St TC	44	0.93%	67	1.42%	104	2.21%
<b>6</b>	Cheltenham-Ogontz to Olney TC	31	0.66%	66	1.40%	114	2.42%
<b>105</b>	Paoli & Ardmore to 69th St TC	46	0.98%	66	1.40%	108	2.29%
<b>130</b>	BCCC to Frankford & Knights	26	0.55%	65	1.38%	113	2.40%
<b>128</b>	Neshaminy to Oxford Valley Mall	38	0.81%	64	1.36%	100	2.12%
<b>BSL</b>	ATT Station to Fern Rock TC	35	0.74%	63	1.34%	143	3.04%
<b>BSO</b>	Midnight-5am Service (Bus) for BSL	35	0.74%	62	1.32%	141	2.99%
<b>61</b>	9th-Market to Manayunk	32	0.68%	62	1.32%	111	2.36%
<b>35</b>	Manayunk Roxborough Loop	45	0.96%	62	1.32%	74	1.57%
<b>78</b>	Express Cornwells Hgts to Ctr City	24	0.51%	60	1.27%	146	3.10%
<b>115</b>	DCCC & Darby TC to Airport	31	0.66%	60	1.27%	86	1.83%
<b>4</b>	Broad-Pattison to Fern Rock TC	33	0.70%	59	1.25%	133	2.82%
<b>90</b>	Plymouth Meeting to Norristown TC	32	0.68%	59	1.25%	116	2.46%
<b>123</b>	King of Prussia to 69th St TC	31	0.66%	59	1.25%	100	2.12%
<b>AFG</b>	P Arts-Little Flower-Gillespie	34	0.72%	58	1.23%	120	2.55%
<b>120</b>	Cheyney U to 69th St TC	32	0.68%	58	1.23%	91	1.93%
<b>8</b>	Olney TC to Frankford TC	30	0.64%	57	1.21%	114	2.42%
<b>NHSL</b>	Norristown TC to 69th St TC	25	0.53%	57	1.21%	107	2.27%
<b>R</b>	Henry-Mid or WissTC to FrankfordTC	29	0.62%	56	1.19%	127	2.70%
<b>7</b>	Pier 70 to 33rd-Dauphin	41	0.87%	56	1.19%	81	1.72%
<b>J</b>	Cheltenham-Wisshkn to Richmond-Orthodx	27	0.57%	55	1.17%	135	2.87%
<b>65</b>	Germantown-Cheltenham to 69th St TC	23	0.49%	55	1.17%	115	2.44%
<b>98</b>	Plymouth Meeting to Norristown TC	31	0.66%	55	1.17%	106	2.25%
<b>23</b>	11th Market to Chestnut Hill	29	0.62%	54	1.15%	123	2.61%
<b>56</b>	23rd-Venango to Torresdale-Cottman	25	0.53%	53	1.13%	118	2.51%
<b>99</b>	Phoenixville to Norristown TC	29	0.62%	52	1.10%	95	2.02%
<b>59</b>	Castor-Bustleton to Arrott TC	24	0.51%	51	1.08%	80	1.70%
<b>44</b>	5th-Market to Ardmore	31	0.66%	49	1.04%	110	2.34%
<b>112</b>	DCCC to 69th St TC	24	0.51%	48	1.02%	78	1.66%
<b>89</b>	Front-Dauphin to Arrott TC	25	0.53%	48	1.02%	65	1.38%
<b>139</b>	Limerick to King of Prussia	19	0.40%	47	1.00%	63	1.34%

93	Pottstown to Norristown TC	19	0.40%	46	0.98%	95	2.02%
25	FTC to Columbus Commons	17	0.36%	46	0.98%	91	1.93%
101	Media to 69th St TC	21	0.45%	45	0.96%	87	1.85%
2	20-Johnston to Pulaski-Hntg Park	21	0.45%	44	0.93%	87	1.85%
15	63rd-Girard to Richmond-Westmorelnd	28	0.59%	44	0.93%	63	1.34%
201	Ft Wash Office Ctr to Fort Wash Sta	21	0.45%	42	0.89%	89	1.89%
103	Ardmore to 69th St TC	23	0.49%	39	0.83%	70	1.49%
110	Penn State U to 69th St TC	23	0.49%	38	0.81%	85	1.81%
75	Wayne Junction to Arrott Trans Ctr	18	0.38%	38	0.81%	75	1.59%
126	Lawrence Park to 69th St TC	22	0.47%	38	0.81%	69	1.47%
91	Graterford to Norristown TC	18	0.38%	37	0.79%	93	1.98%
64	50th-Parkside to Pier 70	19	0.40%	37	0.79%	69	1.47%
17	Front-Mkt to 20-Johnston/Broad-Pat	17	0.36%	37	0.79%	59	1.25%
127	Trenton TC to Oxford Valley Mall	21	0.45%	37	0.79%	55	1.17%
3	33rd-Cecil B. Moore to FTC	16	0.34%	36	0.76%	87	1.85%
111	Chadds Ford to 69th St TC	16	0.34%	36	0.76%	77	1.64%
38	5th-Market to Wissahickon TC	16	0.34%	36	0.76%	74	1.57%
G	Overbk/LankMC to ColCom/FdDstCtr	22	0.47%	35	0.74%	78	1.66%
31	City Hall to 76th-City	16	0.34%	35	0.74%	76	1.61%
53	Wayne-Carpenter to Broad-Hunting Pk	19	0.40%	35	0.74%	75	1.59%
42	Penns Landing to Wycombe or61stPine	17	0.36%	35	0.74%	73	1.55%
5	Front-Market to Frankford TC	17	0.36%	34	0.72%	73	1.55%
92	Exton to King of Prussia	17	0.36%	34	0.72%	62	1.32%
43	Richmond-Cumberland to 50th-Parkside	10	0.21%	34	0.72%	57	1.21%
48	Front-Market to 27th-Allegheny	22	0.47%	33	0.70%	54	1.15%
21	Penns Landing to 69th St TC	15	0.32%	32	0.68%	64	1.36%
60	35th-Allegheny to Rich-Westmoreland	14	0.30%	32	0.68%	60	1.27%
131	Audubon to Norristown TC	22	0.47%	31	0.66%	65	1.38%
33	Penns Landing to 23rd-Venango	20	0.42%	31	0.66%	63	1.34%
40	2nd-Lombard to Conshohocken-Monumnt	15	0.32%	31	0.66%	61	1.30%
29	Pier 70 to 33rd-Dickinson	15	0.32%	31	0.66%	49	1.04%
33S	400 Series	15	0.32%	30	0.64%	64	1.36%
109	Chester TC to 69th St TC	15	0.32%	29	0.62%	73	1.55%
34	13th-Market to 61st-Baltimore	12	0.25%	28	0.59%	55	1.17%
12	Columbus-Dock to 50th-Woodland	17	0.36%	27	0.57%	48	1.02%
47M	Whitmnl Plz to 7th-Spg Grd via 9thSt	11	0.23%	27	0.57%	48	1.02%
45	Broad & Oregon to Noble & 12th	12	0.25%	26	0.55%	50	1.06%
79	Columbus Commons to 29th-Snyder	15	0.32%	26	0.55%	43	0.91%

68	Broad-Oregon to UPS & 69th St TC	16	0.34%	25	0.53%	57	1.21%
102	Sharon Hill to 69th St TC	16	0.34%	25	0.53%	53	1.13%
WPS	WEST PHILA SCH SUPP	17	0.36%	25	0.53%	42	0.89%
54	Richmond-Cambria to 33rd-Dauphin	11	0.23%	25	0.53%	40	0.85%
52	49th-Wdland to 54th-City/50th-PrkSd	17	0.36%	23	0.49%	48	1.02%
37	ChesterTC to Broad-Snyder	12	0.25%	23	0.49%	42	0.89%
39	Richmond-Cumberland to 33rd-Dauphin	11	0.23%	23	0.49%	38	0.81%
108	UPS or Airport to 69th St TC	13	0.28%	22	0.47%	35	0.74%
118	Newtown Square to Chester TC	14	0.30%	22	0.47%	30	0.64%
10	13th-Market to 63rd-Malvern	8	0.17%	21	0.45%	47	1.00%
15B	Frankfrd-Girard to Rchmnd-Westmrlnd	11	0.23%	21	0.45%	24	0.51%
30	Amtrak 30th St Sta to 69th St TC	10	0.21%	20	0.42%	55	1.17%
13	13th-Market to Yeadon-Darby	9	0.19%	20	0.42%	49	1.04%
11	13th-Market to Darby Trans Cntr	7	0.15%	20	0.42%	49	1.04%
36	13th-Market to 80th-Eastwick	10	0.21%	20	0.42%	45	0.96%
WCS	AM WEST CATHOLIC--411+415	16	0.34%	19	0.40%	27	0.57%
113	Tri State Mall to 69th St TC	8	0.17%	18	0.38%	51	1.08%
73	FTC to Richmond-Westmoreland	11	0.23%	17	0.36%	50	1.06%
114	Granite Run Mall to Darby TC	7	0.15%	15	0.32%	26	0.55%
133	Frankford & Knights to Bensalem	5	0.11%	14	0.30%	44	0.93%
WPA	WEST PHILA SCH SUPP	11	0.23%	14	0.30%	31	0.66%
204	Eagleview to Paoli Train Station	2	0.04%	13	0.28%	28	0.59%
46	58th-Baltimore to 63rd-Malvern	6	0.13%	12	0.25%	22	0.47%
117	Penn State U to I-95 Industrial Pk	7	0.15%	8	0.17%	11	0.23%
206	Commons at Great Vly to Paoli Sta	1	0.02%	7	0.15%	15	0.32%
205	Chesterbrook to Paoli Train Station	0	0.00%	5	0.11%	18	0.38%
119	Cheyney U to Chester TC	3	0.06%	5	0.11%	11	0.23%
LUCYGO	Gold Loop through University City	0	0.00%	4	0.08%	23	0.49%
LUCYGR	Green Loop through University City	0	0.00%	2	0.04%	23	0.49%
316	LUCY Loops	0	0.00%	0	0.00%	0	0.00%
H-XH	Broad-Erie to Cheltenham-Ogontz	0	0.00%	0	0.00%	0	0.00%

Table 7: Commuter proximity to Park and Ride locations

Park n Ride Location	1 mile	% of commuters	2 miles	% of commuters	3 miles	% of commuters
Ambler Lansdale/Doylestown Line SEPTA Station, Butler Pike and Main Street	57	1.21%	120	2.55%	194	4.12%

Avandale, Winslow Township, RT 536 at RT 706	0	0.00%	1	0.02%	2	0.04%
Brandywine Town Center, US 202 south of PA State Line	0	0.00%	2	0.04%	3	0.06%
Cornwells Heights adjacent to Trenton Line SEPTA Station (access from I-95)	11	0.23%	63	1.34%	109	2.32%
Egypt Road at New Mill Road, just north of PA 422 Oaks Interchange	3	0.06%	15	0.32%	44	0.93%
Exton Paoli/Thorndale Line SEPTA Station, PA 100 at Exton Bypass	3	0.06%	15	0.32%	25	0.53%
Jefferson/Mullica Hill, NJ RT 45 at CR 667	0	0.00%	0	0.00%	1	0.02%
Lansdale Lansdale/Doylestown Line SEPTA Station, Main and Green Streets	35	0.74%	115	2.44%	225	4.78%
Lewis Road at US 422 Interchange	3	0.06%	18	0.38%	29	0.62%
Matsonford Road at I-76/I-476 Interchange	18	0.38%	56	1.19%	98	2.08%
Matthews Road at PA 29/US 202 Interchange	2	0.04%	12	0.25%	23	0.49%
PA 113 east of PA 100	4	0.08%	14	0.30%	28	0.59%
PA Turnpike Quakertown Interchange	5	0.11%	7	0.15%	14	0.30%
Paoli Pike at US 202 Interchange, adjacent to West Goshen Shopping Ctr	4	0.08%	19	0.40%	33	0.70%
SEPTA Warminster Warminster Line Station, Jacksonville Rd. south of Street Rd.	22	0.47%	104	2.21%	191	4.06%
South Gulph Road at Bill Smith Boulevard, next to Lone Star Restaurant	6	0.13%	30	0.64%	83	1.76%
Stadium Complex, Broad Street south of Pattison Ave, Phila	5	0.11%	30	0.64%	57	1.21%
Taylorsville Road at Woodside Road and I-95	0	0.00%	2	0.04%	9	0.19%
Thorndale Paoli/Thorndale Line SEPTA Station, South Bailey Road south of US 30	3	0.06%	7	0.15%	19	0.40%
Twin Rivers Plaza, East Windsor Twp, 659 Abbingdon Drive	0	0.00%	0	0.00%	0	0.00%
US 1 at PA 272 Interchange	0	0.00%	0	0.00%	0	0.00%
US 1 at PA 472 Interchange	0	0.00%	0	0.00%	1	0.02%

US 30 at US 202 Interchange, at Northbound on-ramp	0	0.00%	5	0.11%	22	0.47%
Wissahickon SEPTA Transfer Station, Ridge and Rochelle Aves, Phila	32	0.68%	81	1.72%	143	3.04%
Woodbourne West Trenton Line SEPTA Station Woodbourne Road, Middletown Twp	2	0.04%	20	0.42%	64	1.36%
TOTAL	215	4.57%	736	15.63%	1417	30.10%