



# SEPTA CYCLE-TRANSIT PLAN

Bicycle Coalition Social  
November 1, 2017

# CYCLE TRANSIT PLAN

Bicycle Coalition

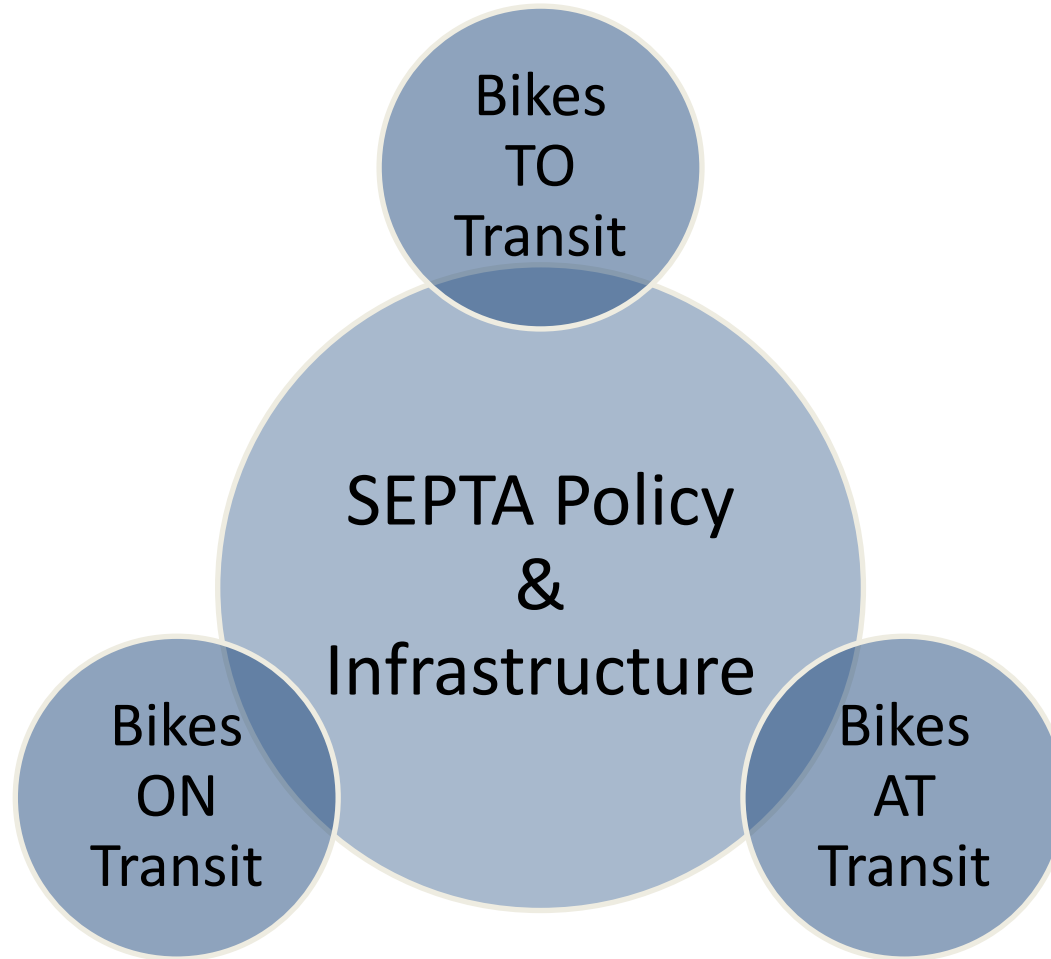


# CYCLE TRANSIT PLAN



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## Plan Organization





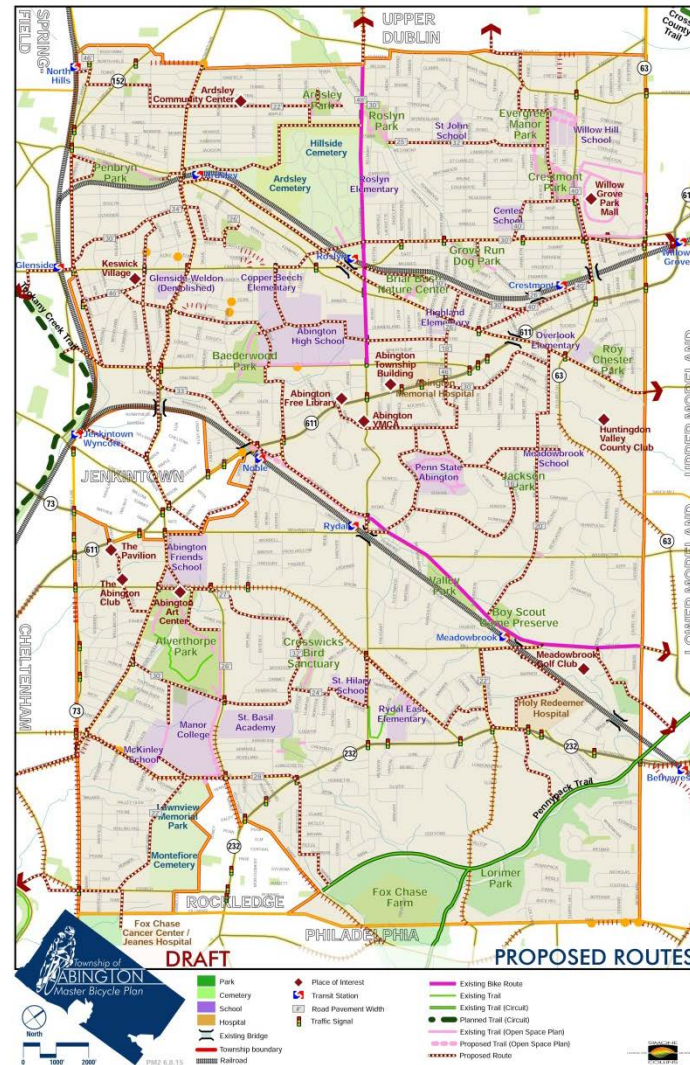
# CYCLE TRANSIT PLAN

Bicycle Coalition



**Bikes  
TO  
Transit**

# Abington Township Bicycle Plan



# Bikes TO Transit

Colaboration



## Bike Montco

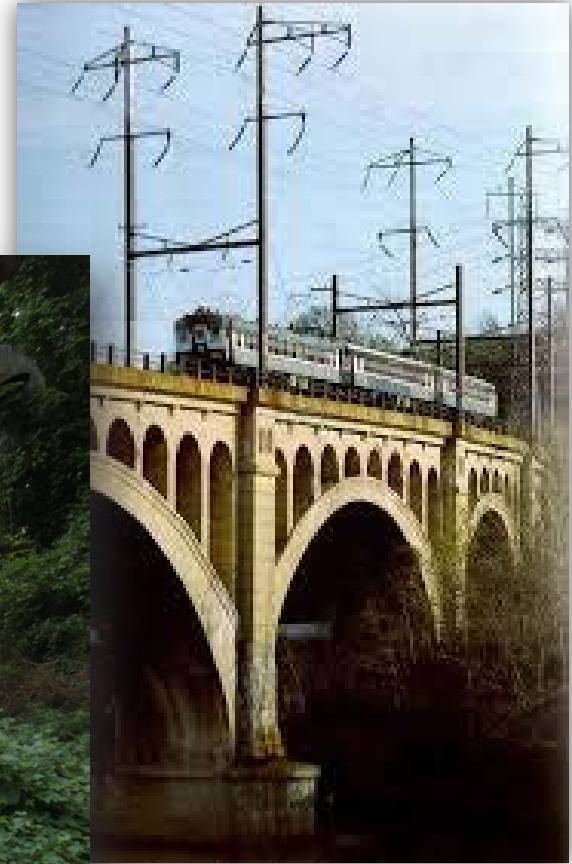






# Bikes TO Transit

Rails to Trails

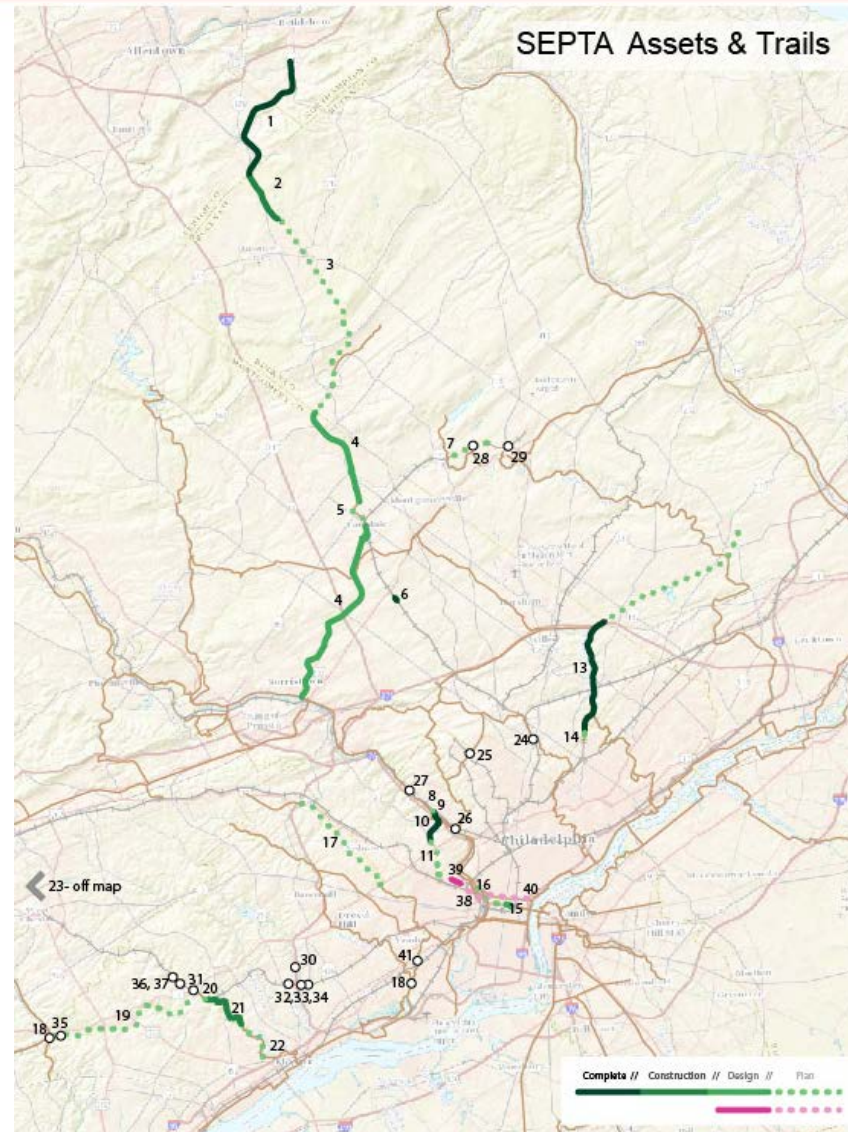


### SEPTA Assets & Trails

- 41 Total
  - 23 – Rails to/with Trails
  - 14 – Trails crossing Rails/ROW
  - 4 – Trails/Sidepaths with Surface Transit
  
- 20 Completed or in Construction

# Bikes TO Transit

## MAP

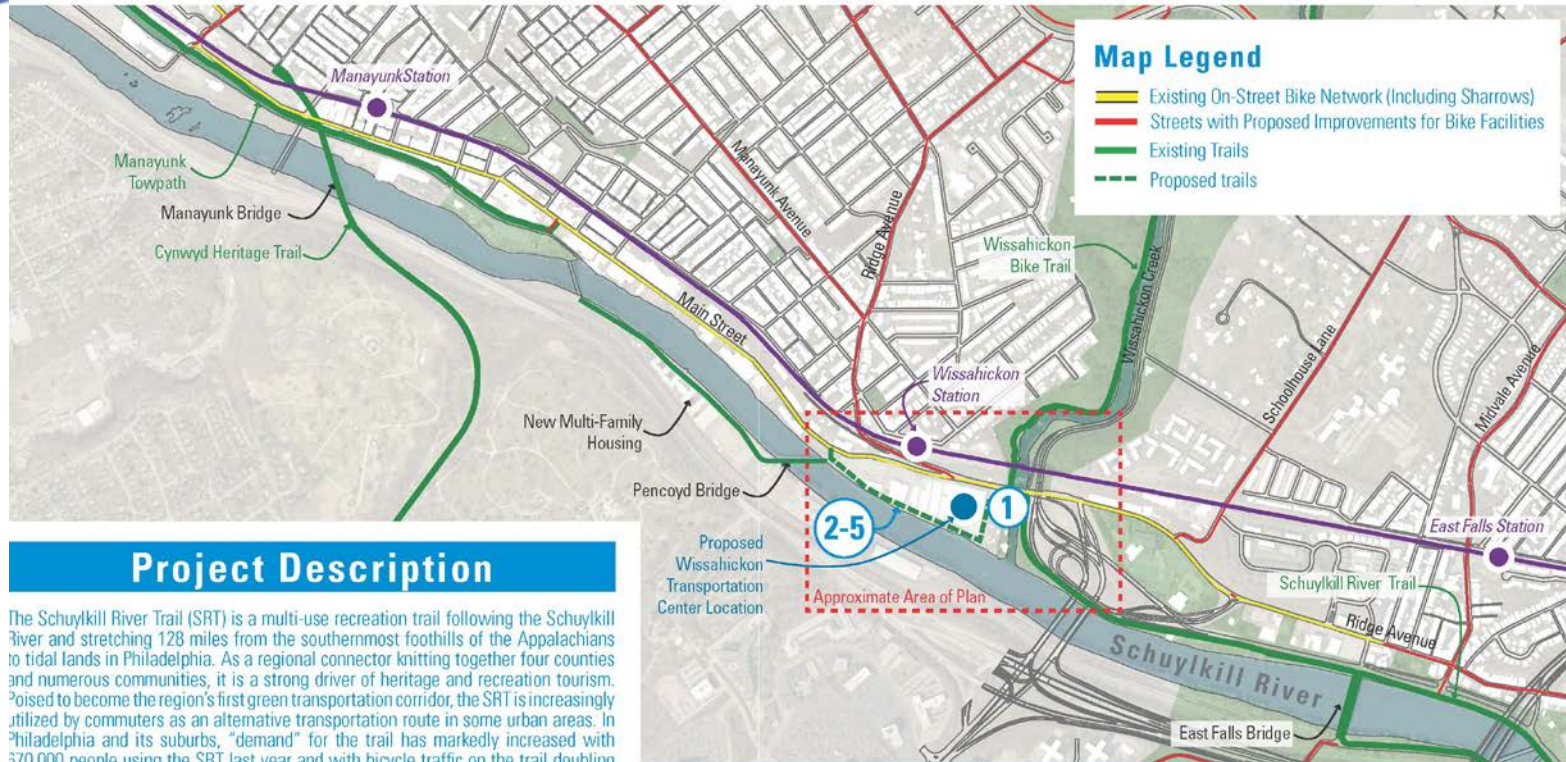


December 2016 Update



# Bikes TO Transit

## Wissahickon Transportation Center



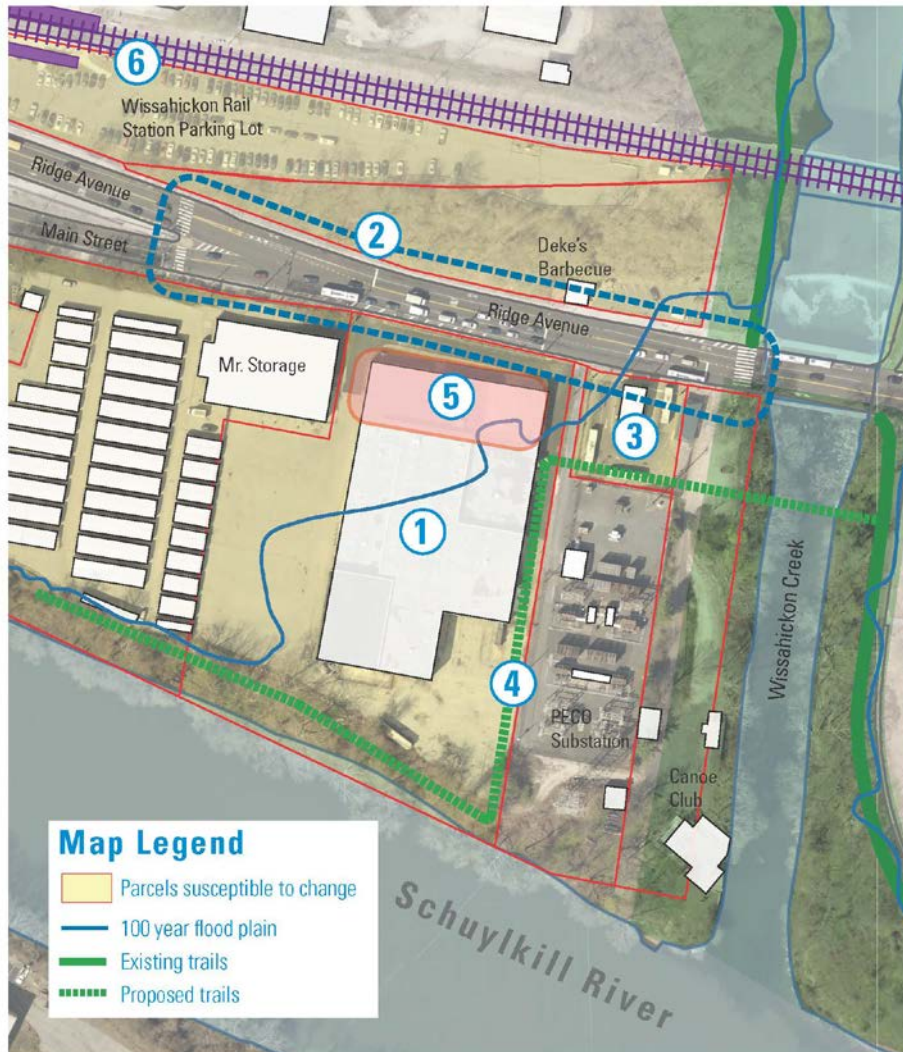
### Project Description

The Schuylkill River Trail (SRT) is a multi-use recreation trail following the Schuylkill River and stretching 128 miles from the southernmost foothills of the Appalachians to tidal lands in Philadelphia. As a regional connector knitting together four counties and numerous communities, it is a strong driver of heritage and recreation tourism. Poised to become the region's first green transportation corridor, the SRT is increasingly utilized by commuters as an alternative transportation route in some urban areas. In Philadelphia and its suburbs, "demand" for the trail has markedly increased with 370,000 people using the SRT last year and with bicycle traffic on the trail doubling in the last year alone. The trail connects business districts, transit options, parks, green space, and other communities up and down the trail. Presently though, gaps exist in what could be a seamless network. One of the most challenging gaps in the SRT exists between the East Falls and Manayunk sections of Philadelphia where the Kelly Drive section of the trail it narrows and terminates at Ridge Avenue. Bicyclists wishing to continue east or west along the trail must navigate a narrow sidewalk or busy roadway, weave through passengers disembarking and embarking from SEPTA buses, and avoid cars entering and exiting from eleven (11) curb cuts along Ridge Avenue. According to trail use statistics, trail advocates have found that while the Montgomery County stretch of trail enjoys 12,500 weekly users and the East Falls section 15,000 weekly users, the area between these two sections only sees 2,500 weekly users. This drop off is directly attributable to the gap at Ridge Avenue and the Wissahickon Creek.

### Issues to Address

- ① The need for a bridge over the Wissahickon Creek
- ② Trail easement acquisition
- ③ Steep slopes along the banks of the Schuylkill River and Wissahickon Creek
- ④ Lighting and security
- ⑤ Flood plain constraints/ Environmental permitting





### Issues to Address

- 1 Layout and internal circulation of transportation center
- 2 Adjustments to traffic signals and access drives to accommodate transportation center while maintaining safety and efficient traffic flow on Ridge Avenue.
- 3 Repurposing existing transportation center
- 4 Accommodation of Schuylkill River Trail extension
- 5 Programming of public spaces and amenities along Ridge Avenue
- 6 Future integration of Regional Rail station into Transportation Center.

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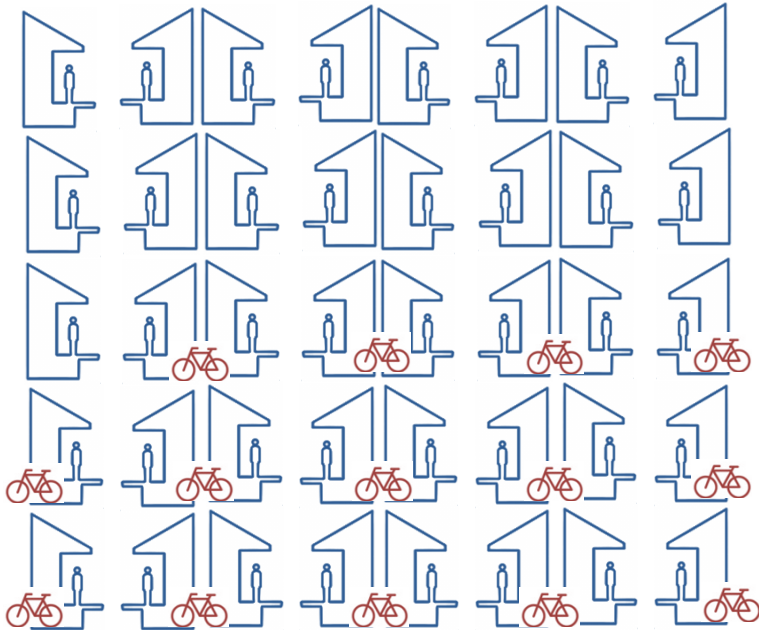


**Bikes  
AT  
Transit**



# Bikes AT Transit

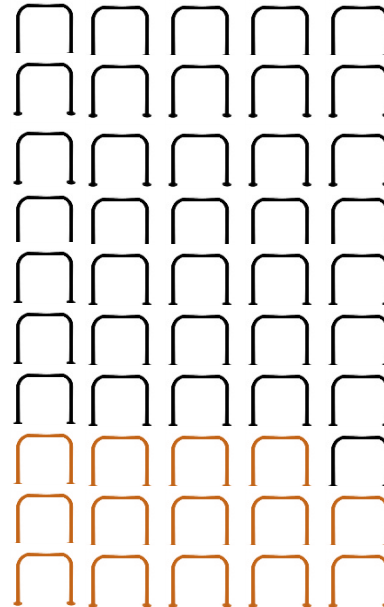
## Bikes by the Numbers



**154**

Regional Rail  
Stations surveyed

**54%**  
had bikes



**345**

bike racks on  
SEPTA property

@**32%**  
capacity



**246**

bikes parked on  
SEPTA property

**3.2**  
Average number of  
bikes

# Bikes AT Transit

## DEVON STATION IN-HOUSE SHELTER DESIGN



- **152 U-racks & Hoops**
- **2 Double Stacked Racks**
- **7 Bike Shelters**

**Total New Bike Parking Capacity:**

**336 Spaces**



# Bikes AT Transit

Broad Street Line



Snyder



Spring Garden



Cecil B. Moore

- Comparing the same stations where bike counts occurred in 2015, there was a **72% increase** in the number of bikes parked near stations.
- We counted a total of **133 bikes**.
- **8 stations were at or over capacity**.
- The station with the largest increase was Snyder, which increased from 4 in 2015 to 19 in 2017.
- Not all stations increased.
- In fact, the rates of bikes increased for Spring Garden and all stations south, and decreased or saw no change for all stations north of Spring Garden.

# Bikes AT Transit

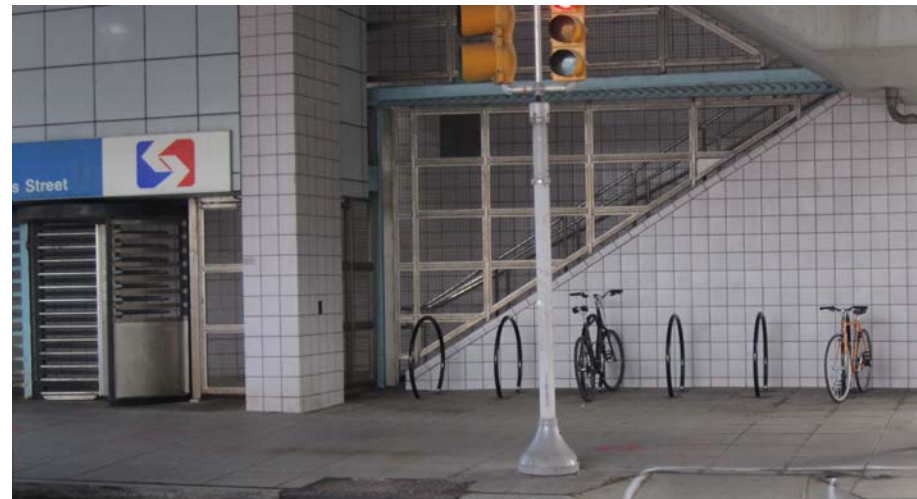
MFL



30<sup>th</sup> Street



8<sup>th</sup> Street



Berks



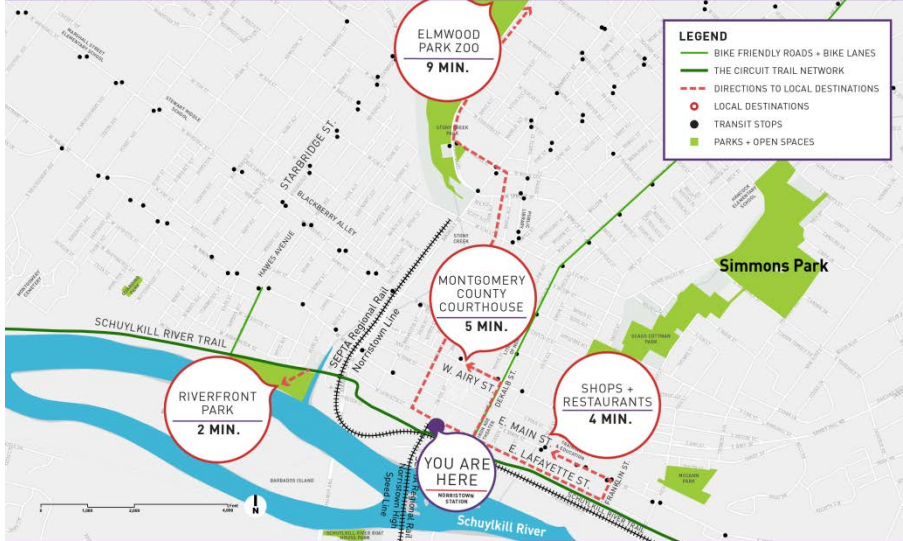
- Comparing the same stations where bike counts occurred in 2015, there was a **32% increase** in the number of bikes parked near stations.
- We counted a total of **152 bikes**.
- **6 stations were at or over capacity.**
- The station with the largest increase was 69<sup>th</sup> Street, which increased from 5 in 2015 to 12 in 2017.
- Not all stations increased – 13 stations saw the same or less bikes in 2017, though no station lost more than one bike from the 2015 counts.
- Besides 46<sup>th</sup> Street, the stations at or over capacity spanned between 11<sup>th</sup> Street and Spring Garden.

# Bikes AT Transit

## GoPhillyGo Signage



## NORRISTOWN STATION



### COMBINE MODES OF TRANSIT TO EXPLORE THE AREA



GoPhillyGo.org is a new online mapping tool that lets you combine multiple modes of transportation within one trip. Tailored to the Greater Philadelphia region, GoPhillyGo.org lets you choose your travel modes including the train, bus, and even your bike.

Visit [GoPhillyGo.org](http://GoPhillyGo.org) to plan a trip today!



Clean Air Council

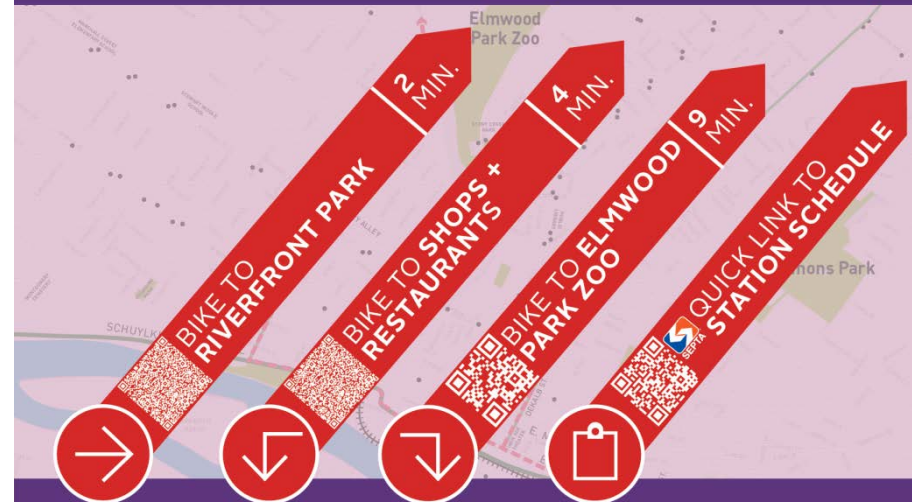


Visit [www.septa.org](http://www.septa.org)

For up to date information, download the SEPTA app available now for Android and iPhone.



## NORRISTOWN STATION



### COMBINE MODES OF TRANSIT TO EXPLORE THE AREA

Scan the QR codes above for turn by turn directions.



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Clean Air Council



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**Bikes  
ON  
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# Bikes ON Transit

## Bikes on Buses



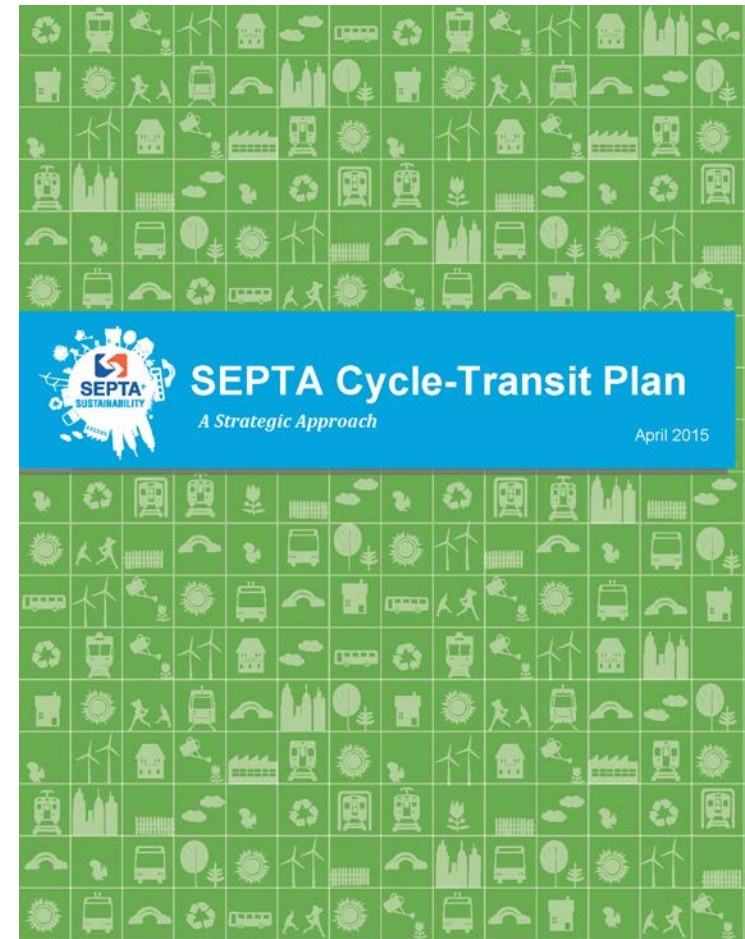
# Bikes ON Transit

Peer Agencies



### Cycle Transit Plan Update

- Update on Program Implementation
- Trails Policy
- Lessons Learned
- Partnership Profiles





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