



BIKE ACTION PLAN: IF YOU BUILD IT, “WHEEL” THEY COME?

PENNSYLVANIA CHAPTER OF THE AMERICAN PLANNING ASSOCIATION
2015 ANNUAL CONFERENCE - EDUCATIONAL SESSION

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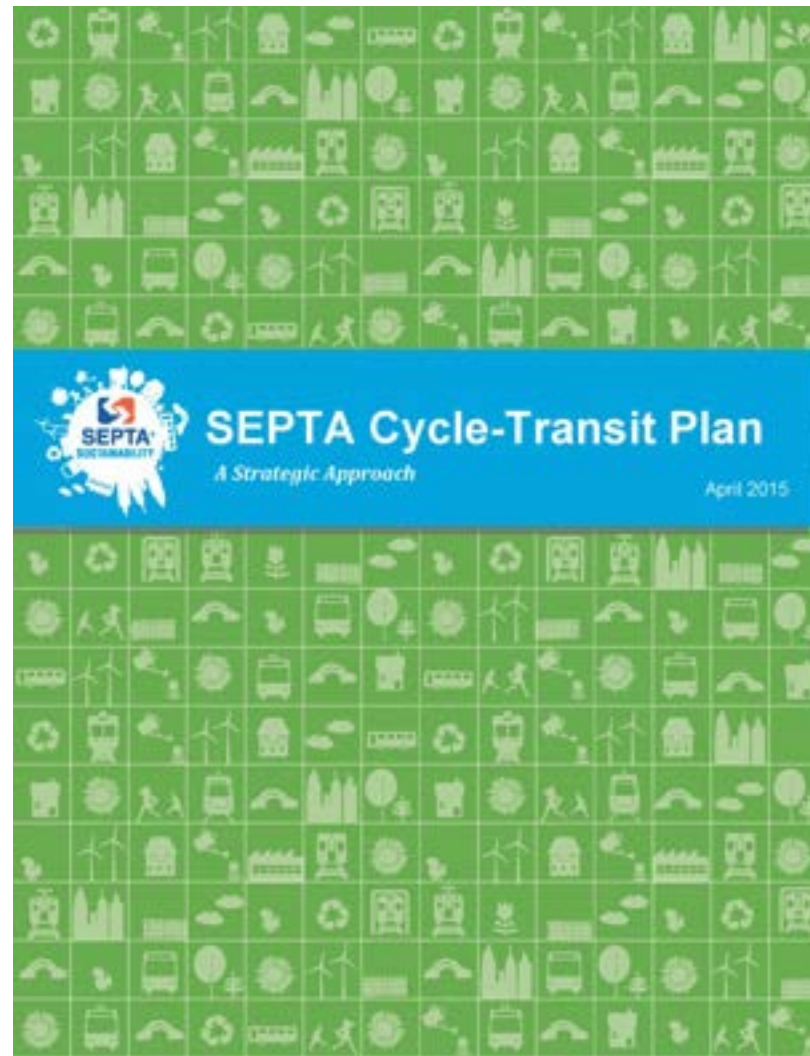


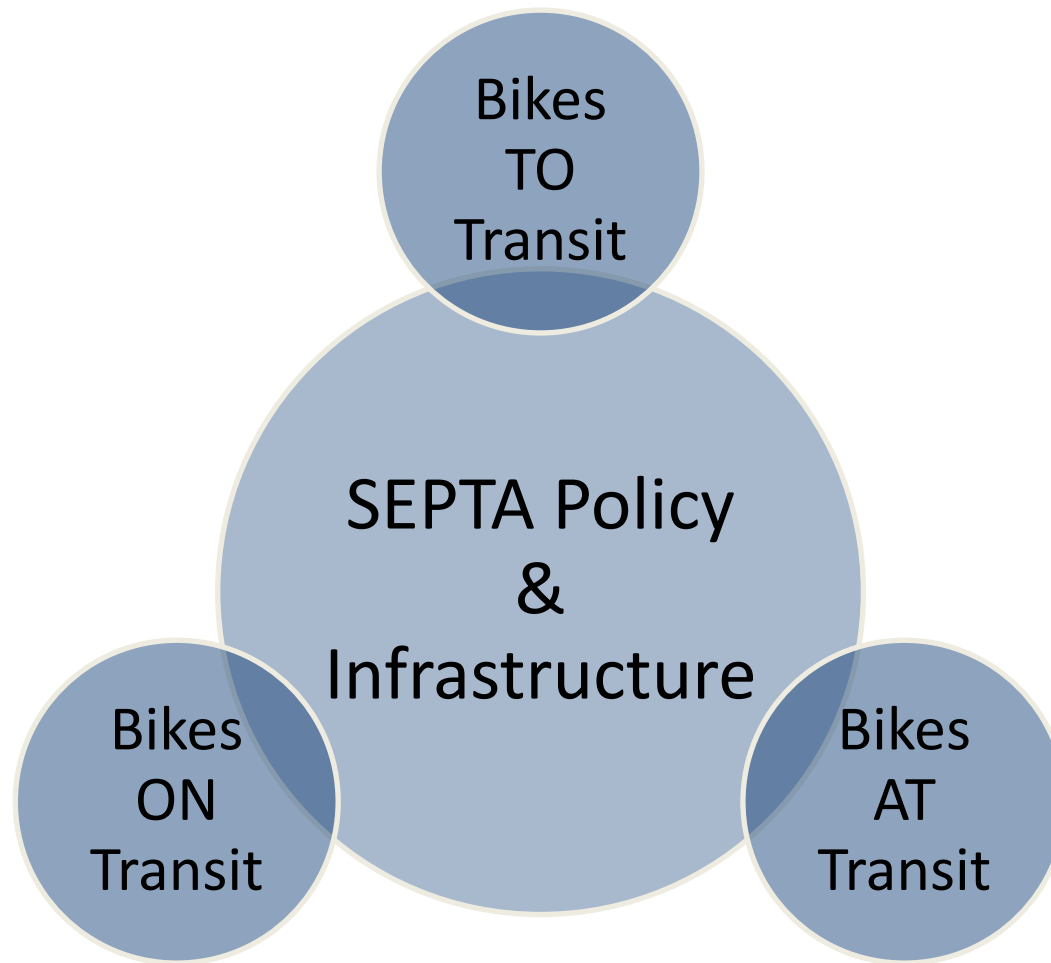
Bike Action Plan: If you build it, “Wheel” they come?

- Overview
- Trends
- Bikes TO Transit
- Bikes AT Transit
- Bikes ON Transit
- Q & A

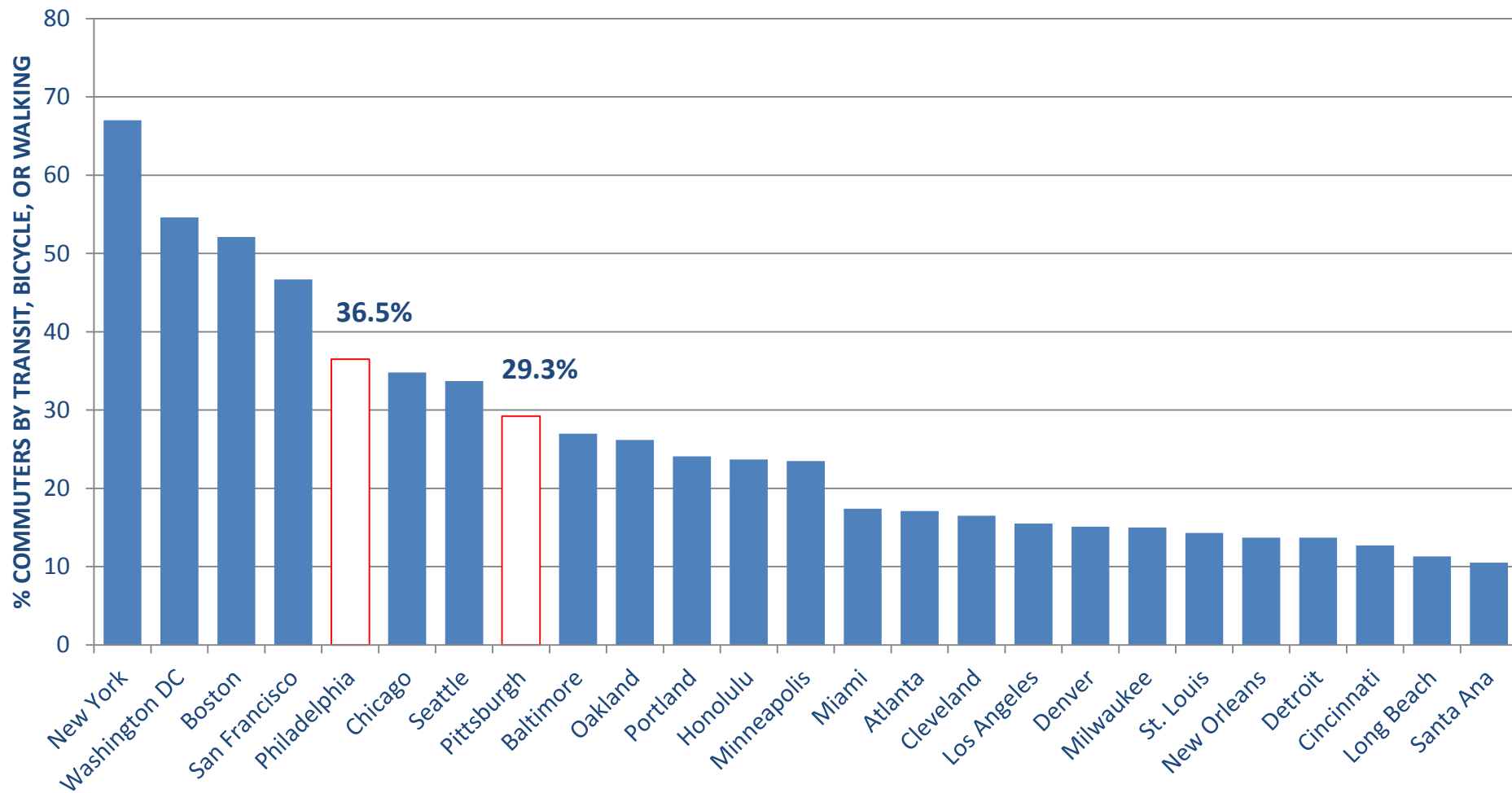


CYCLE-TRANSIT PLAN



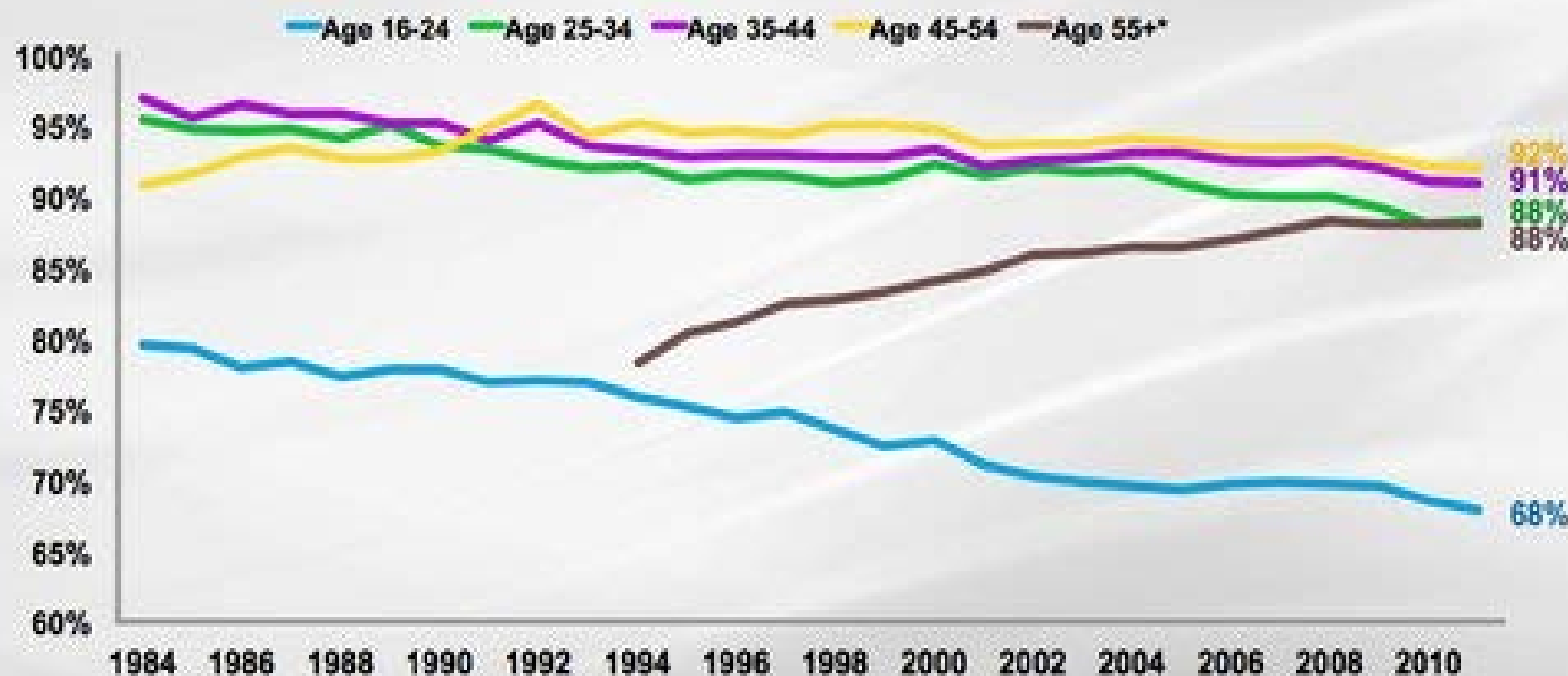


25 LARGEST U.S. CITIES



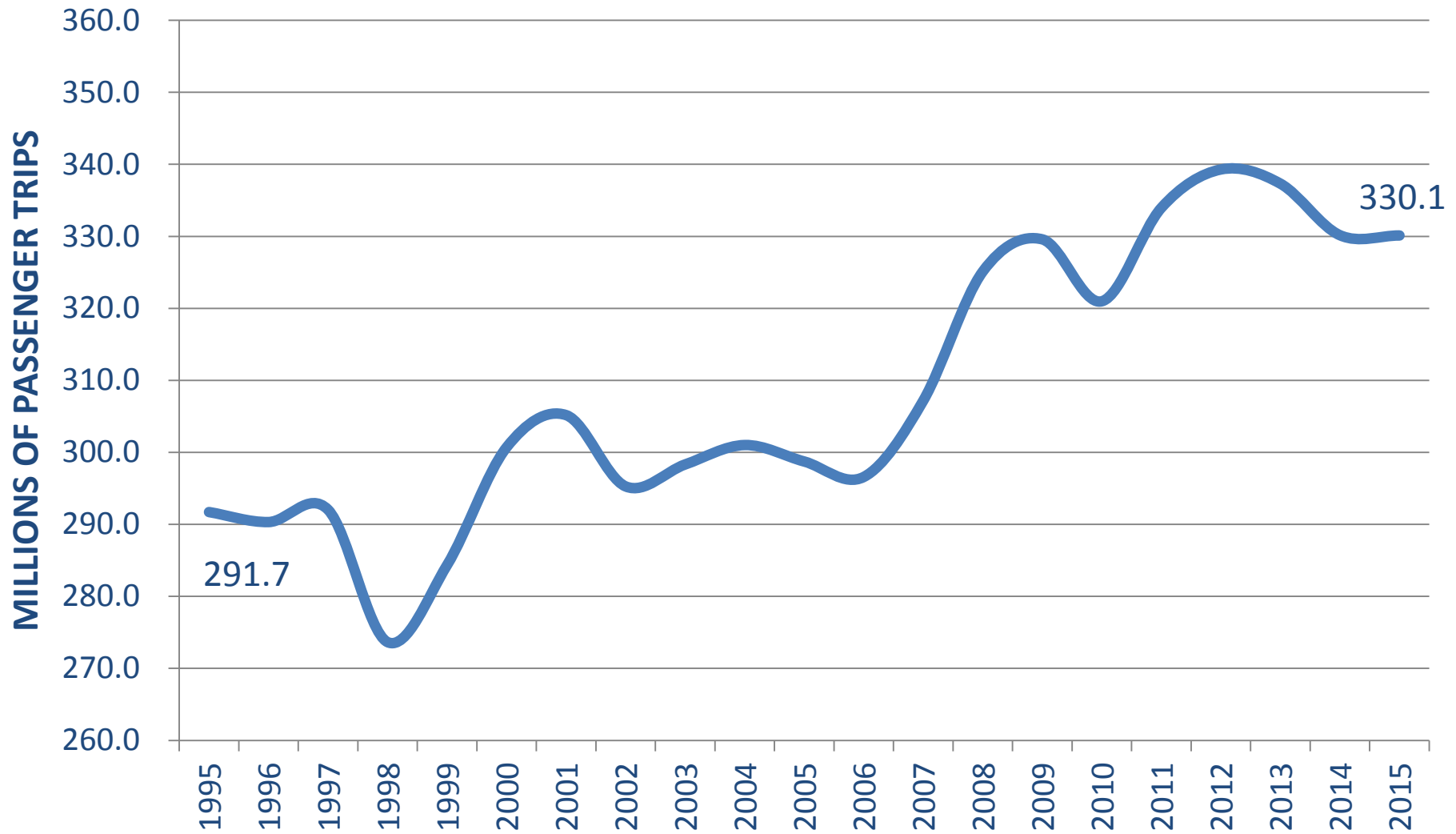
IS THE YOUNGER GENERATION LOSING INTEREST IN CARS?

Licensed Driver as % of Population by Age Cohort





SEPTA RIDERSHIP GROWTH

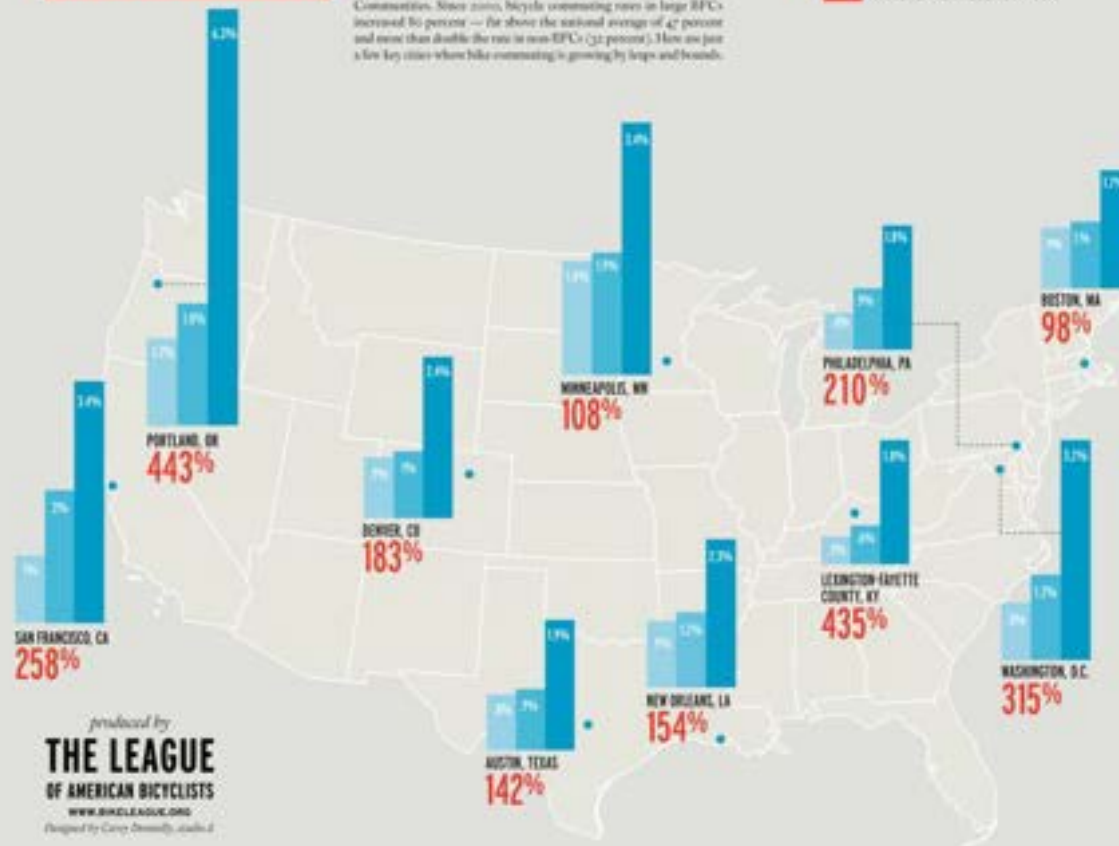


BICYCLE COMMUTE TRENDS

THE GROWTH OF BIKE COMMUTING

For cyclists of all stripes, there's nothing like Bike to Work Day — our annual celebration of active transportation. Carousels of excited new riders enjoying their commute like never before. Veterans bicycling using and connecting with old friends over free breakfast and live entertainment. Thanks, in part, to encouragement efforts like BTWD, the number of bike commuters is on the rise — especially in Bicycle Friendly Communities. Since 2000, bicycle commuting rates in large BFCs increased 50 percent — far above the national average of 47 percent and more than double the rate in non-BFCs (23 percent). Here are just a few key cities where bike commuting is growing by leaps and bounds.

1990 BICYCLE COMMUTER SHARE
2000 BICYCLE COMMUTER SHARE
2011 BICYCLE COMMUTER SHARE
TOTAL PERCENTAGE INCREASE FROM 1990-2011



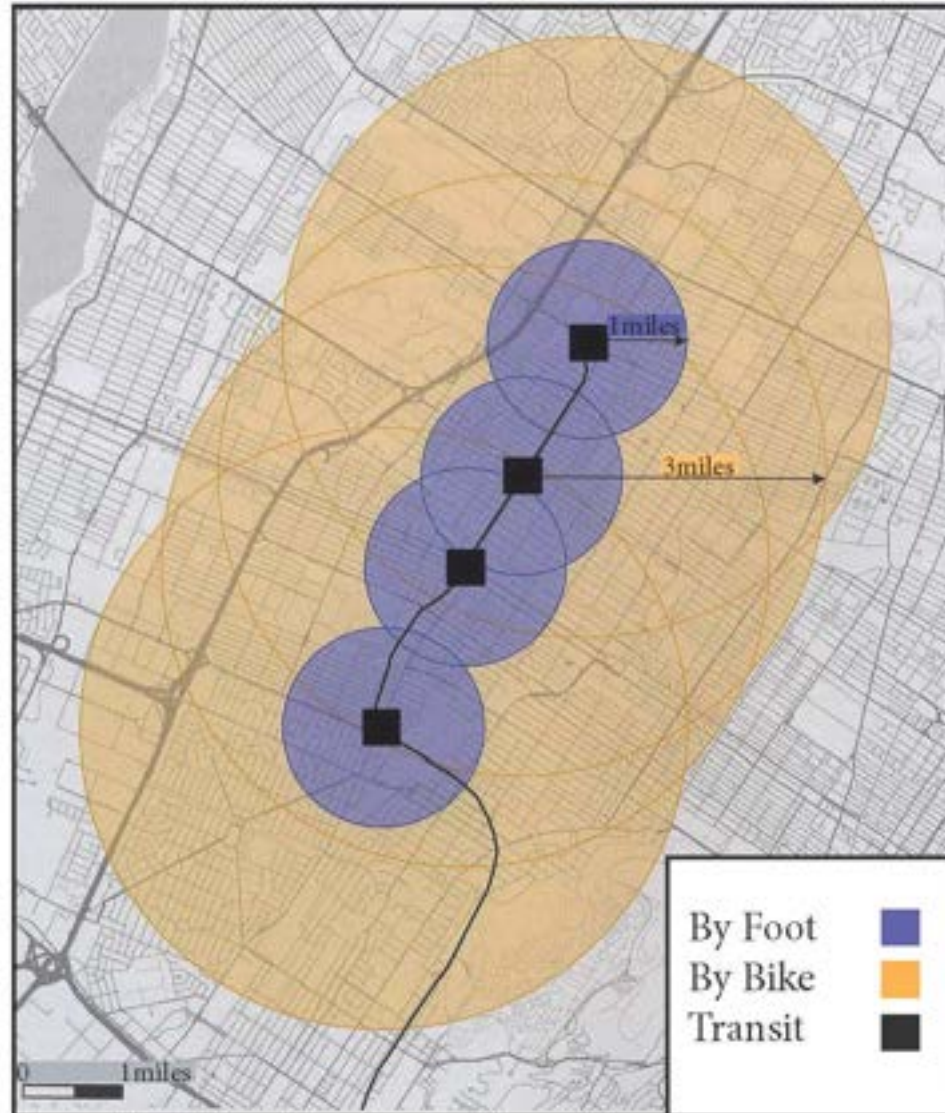
produced by
THE LEAGUE
OF AMERICAN BICYCLISTS
WWW.BIKELIGUE.ORG
Designed by Corey Donnelly, studio 8

OVERALL GROWTH OF BIKE COMMUTING (2000-2011)





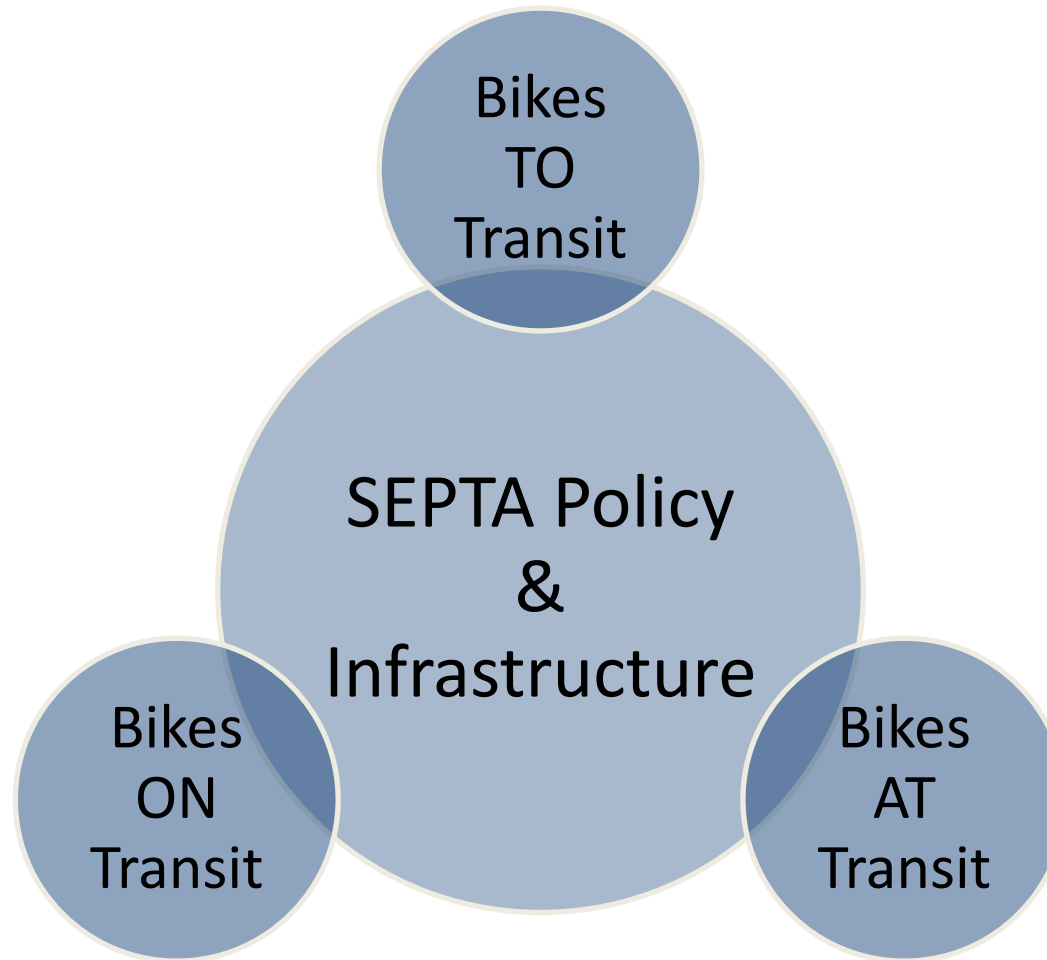
BIKES + TRANSIT = WORKING TOGETHER



Source: Adapted from Urban Places and Spaces Blog



BIKE ACTION PLAN FRAMEWORK

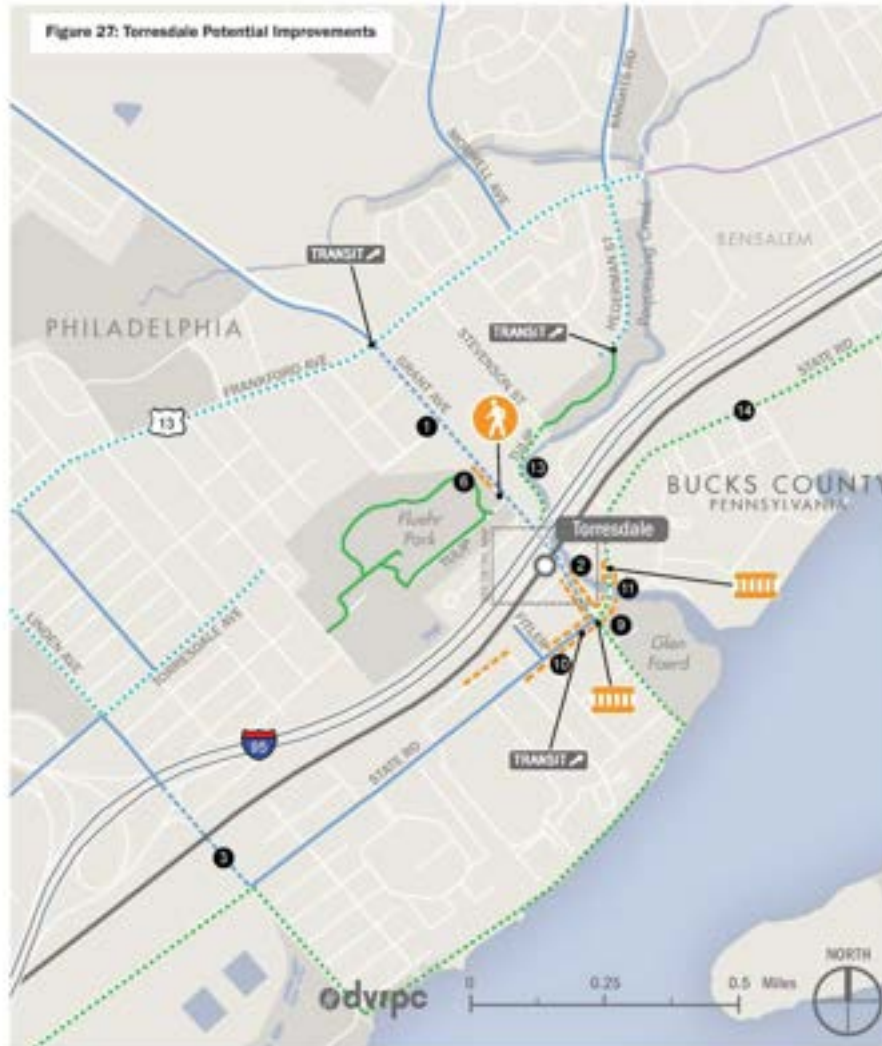




Bikes TO Transit



TRENTON LINE ACCESS STUDY



Existing Bicycle and Multi-Use Facilities

- Bike Lane
- Multi-Use Trail
- State Bicycle Route

Recommended Pedestrian and Bicycle Improvements

- New Bike Lane
- New Marked Shared Lane
- New Multi-Use Trail
- New Sidewalk
- Station Area Opportunity (See Table 2)
- Pedestrian Intersection Improvement
- Pedestrian Spot Improvement
- New/Enhanced Bicycle Parking

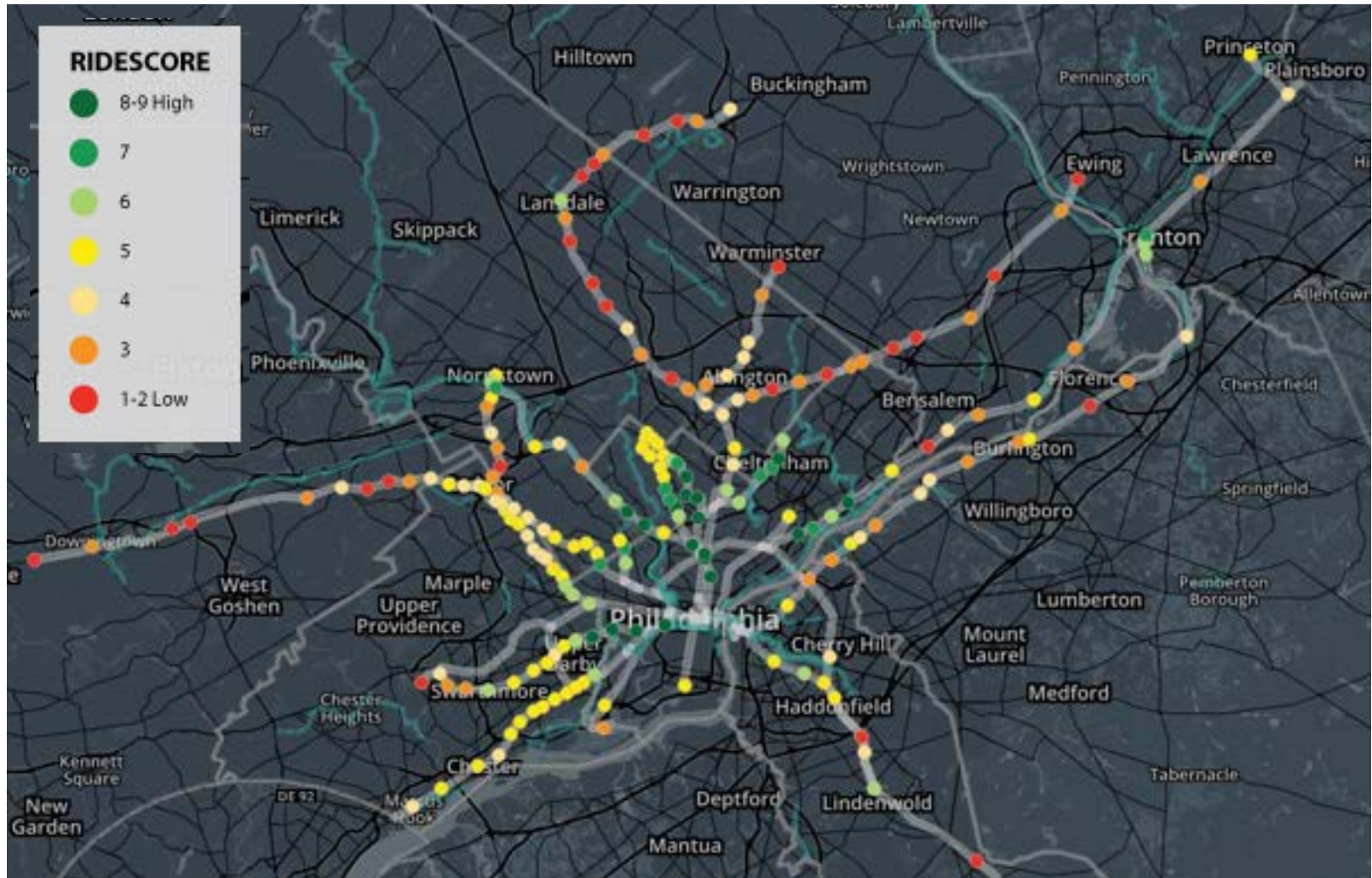
Other Opportunities

- Wayfinding Signage
- Bus Stop Realignment

ABINGTON TOWNSHIP BICYCLE PLAN



DVRPC's RIDESCORE





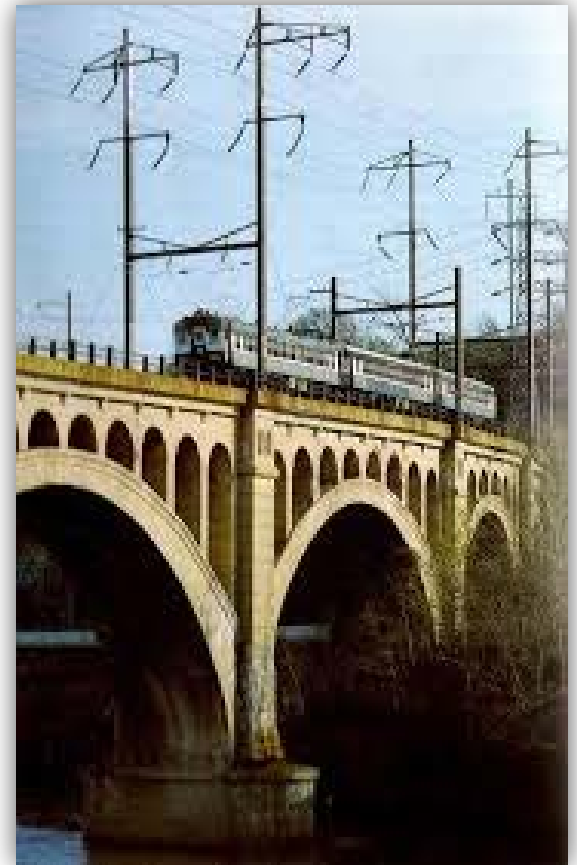
*Bikes
TO
Transit*

BIKE AND RIDE FIELD TRIPS





RAILS TO TRAILS



Bikes AT Transit





STATION BIKE STAIR RUNNER



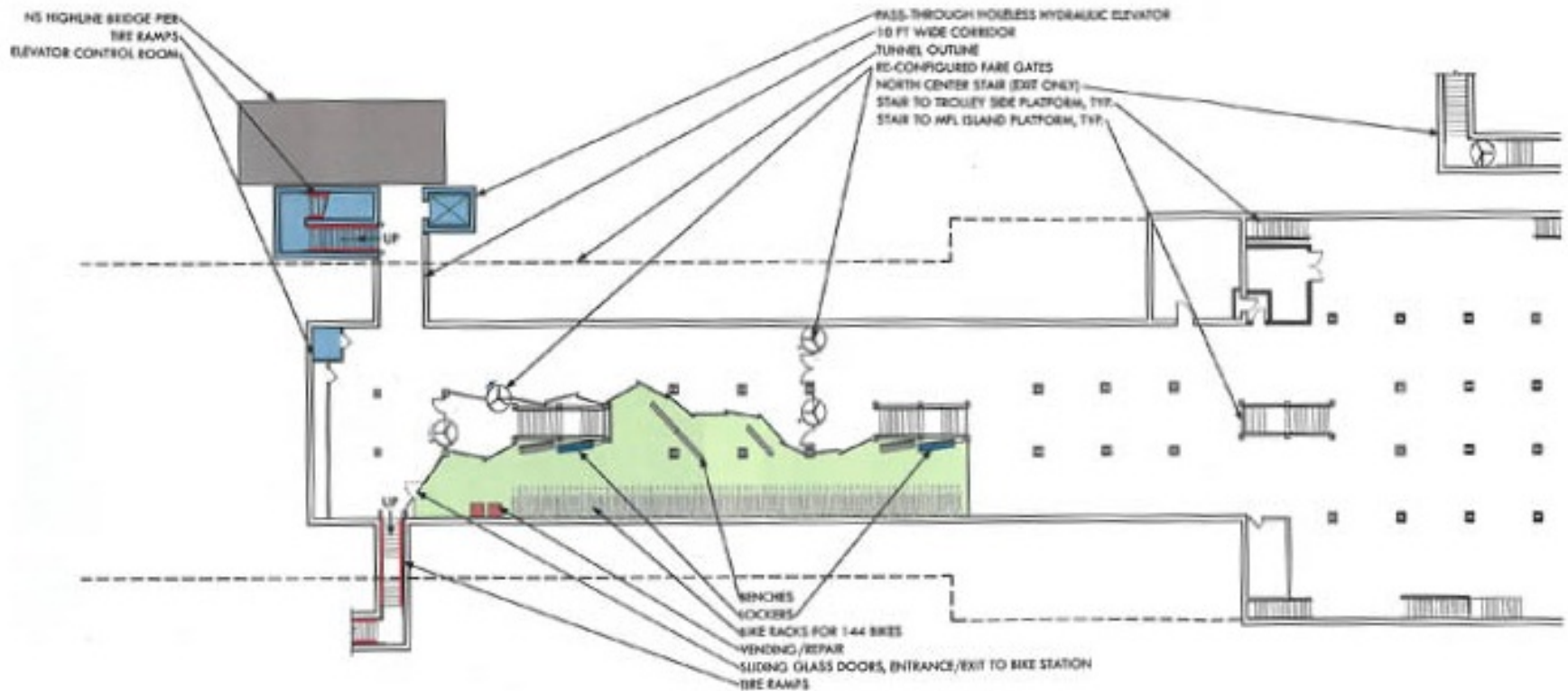
DC Metro



BIKE PARKING IN CONCOURSES



BIKE PARKING IN CONCOURSES





STATION SITE PLAN REVIEW

Three Goals of Review

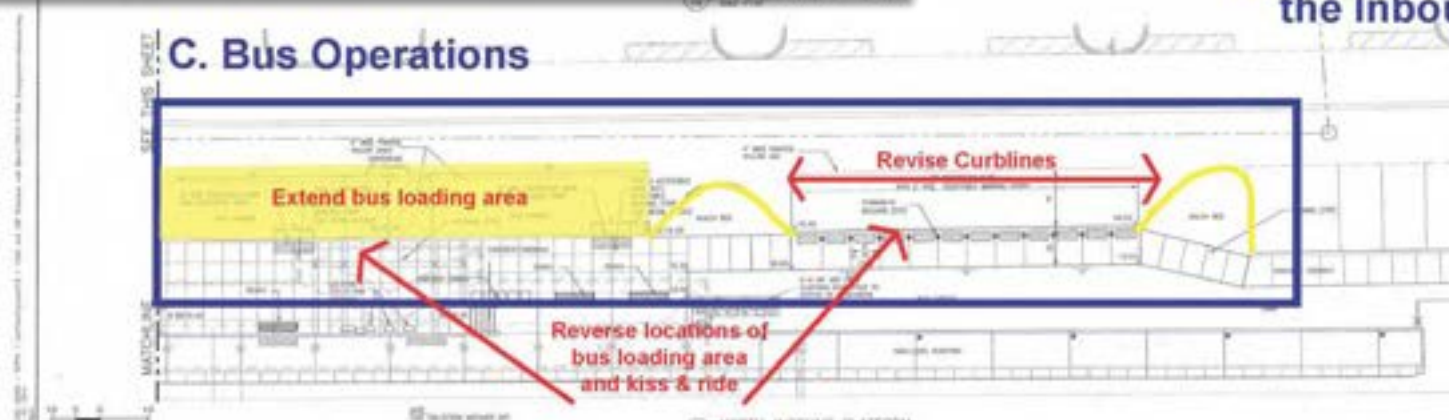
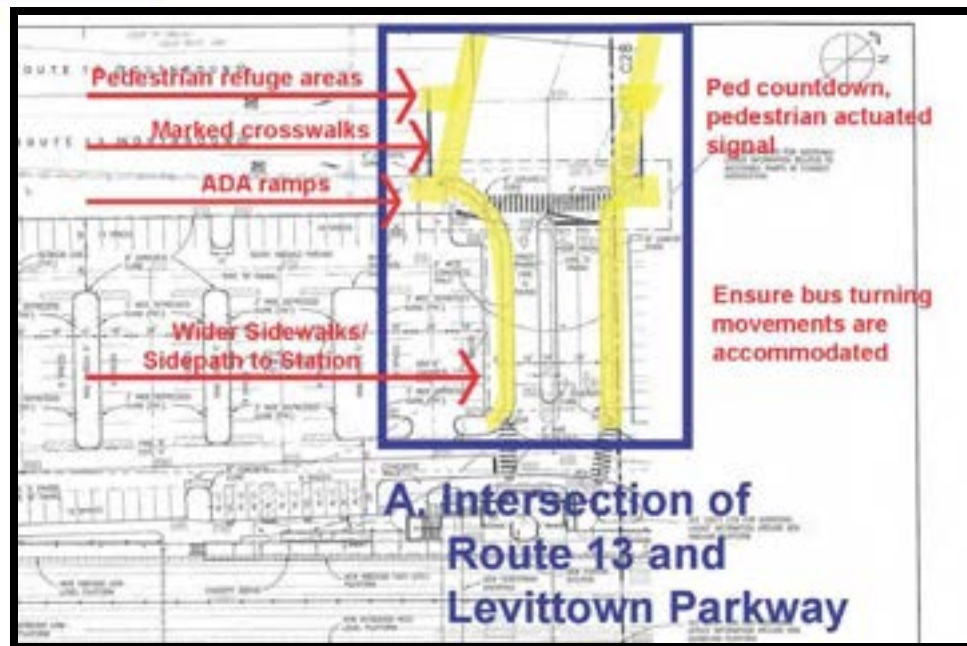
- 1) Safety
- 2) Customer Experience
- 3) Multi-modal access
 - Auto
 - Bus
 - Pedestrian
 - Bicycle



Levittown Station



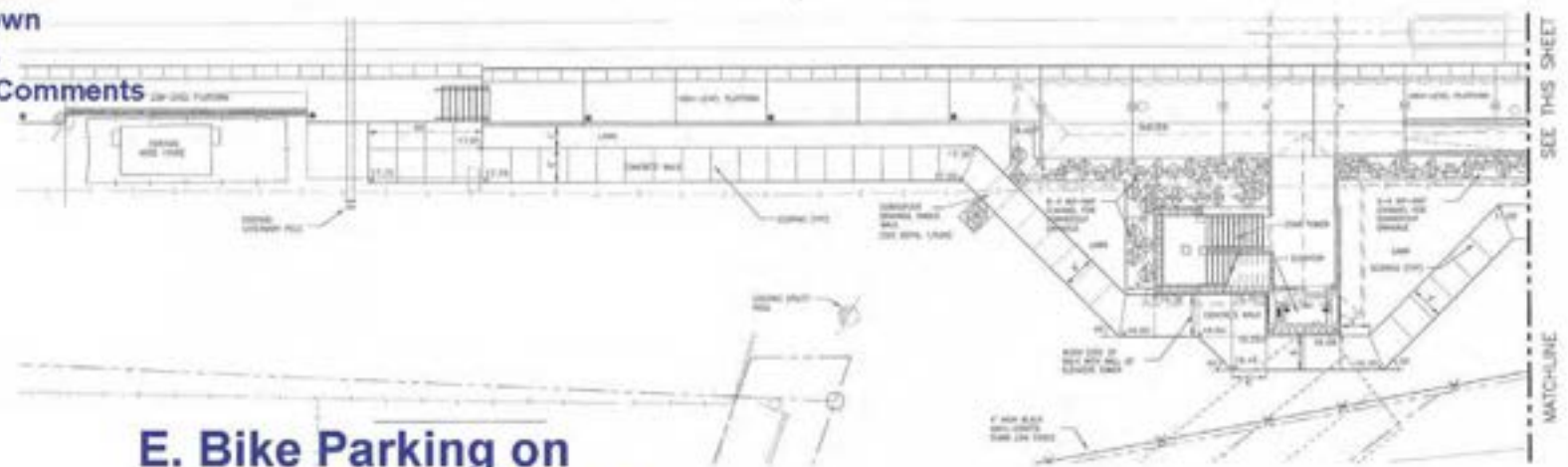
STATION SITE PLAN REVIEW





STATION SITE PLAN REVIEW

Levittown
Page 4
SP&A Comments



E. Bike Parking on the Outbound Side



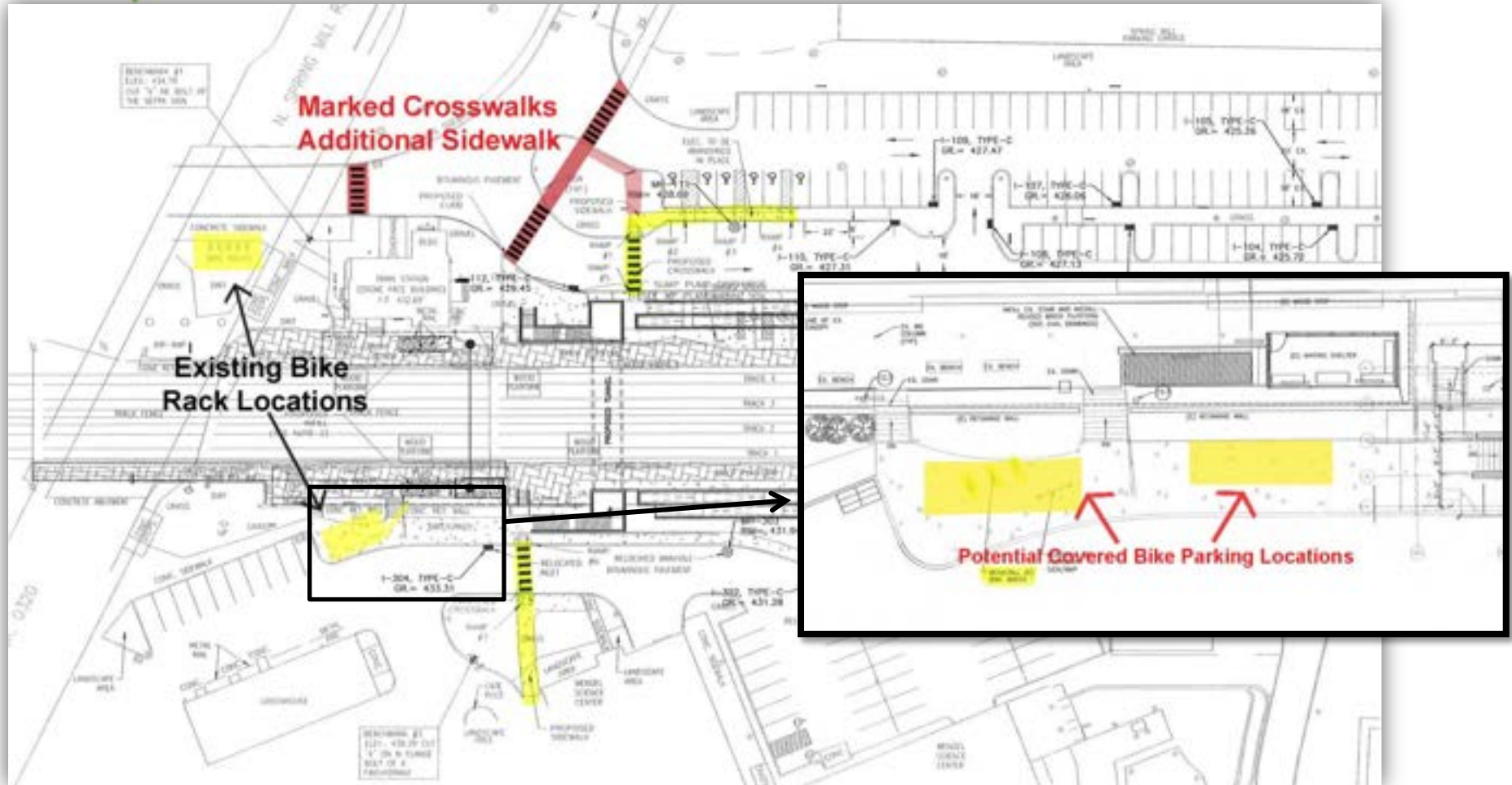


STATION SITE PLAN REVIEW



Villanova Regional Rail Station

STATION SITE PLAN REVIEW



BICYCLE ACCESS & PARKING ANALYSIS

Trenton Line



Bicycle Access & Parking Analysis

Observations & Recommendations

REGIONAL RAIL

- Trenton Transit Center
- Levittown
- Bristol
- Croydon
- Eddington
- Cornwells Heights
- Torresdale
- Holmesburg Junction
- Tacony
- Bridesburg



Strategic Planning & Analysis Department
Prepared by Jen Barr and Becky Collins

Assessments Performed: February & August 2014

Warminster Line



Bicycle Access & Parking Analysis

Observations & Recommendations

REGIONAL RAIL

- Warminster
- Hatboro
- Willow Grove
- Crestmont
- Roslyn
- Ardsley

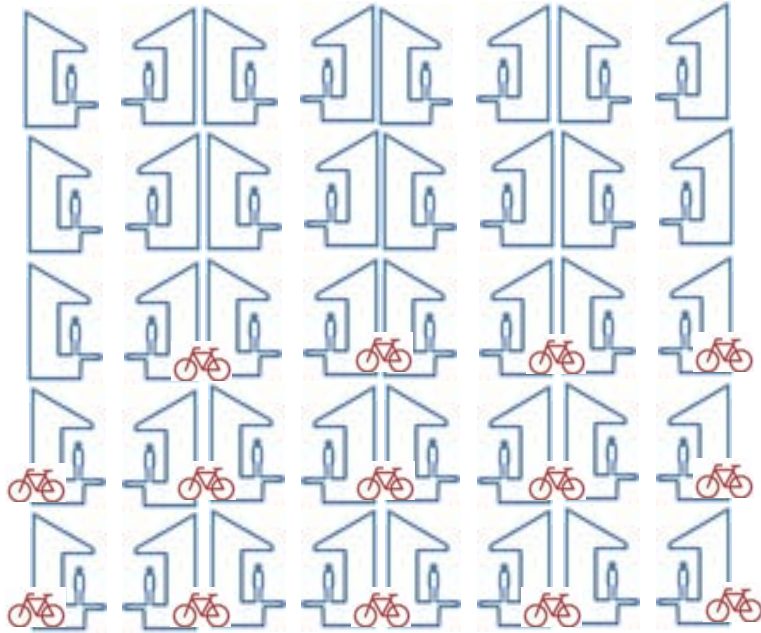


Strategic Planning & Analysis Department
Prepared by Jen Barr and Becky Collins

Assessment Performed: June 6, 2014



SEPTA & BIKES BY THE NUMBERS

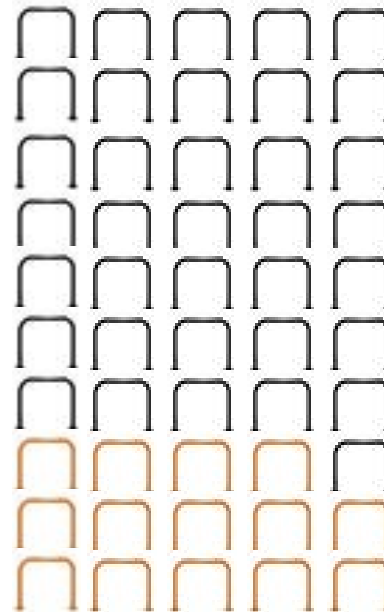


148

Regional Rail
Stations surveyed

54%

had bikes



345

bike racks on SEPTA
property

@**32%**

capacity



246

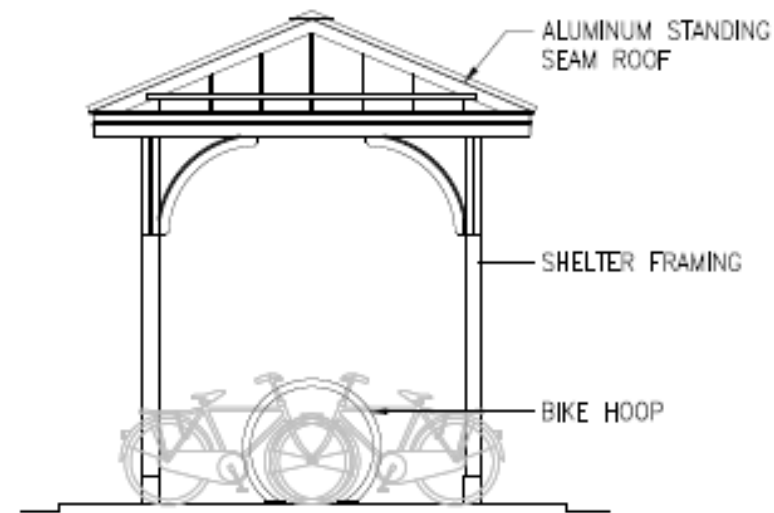
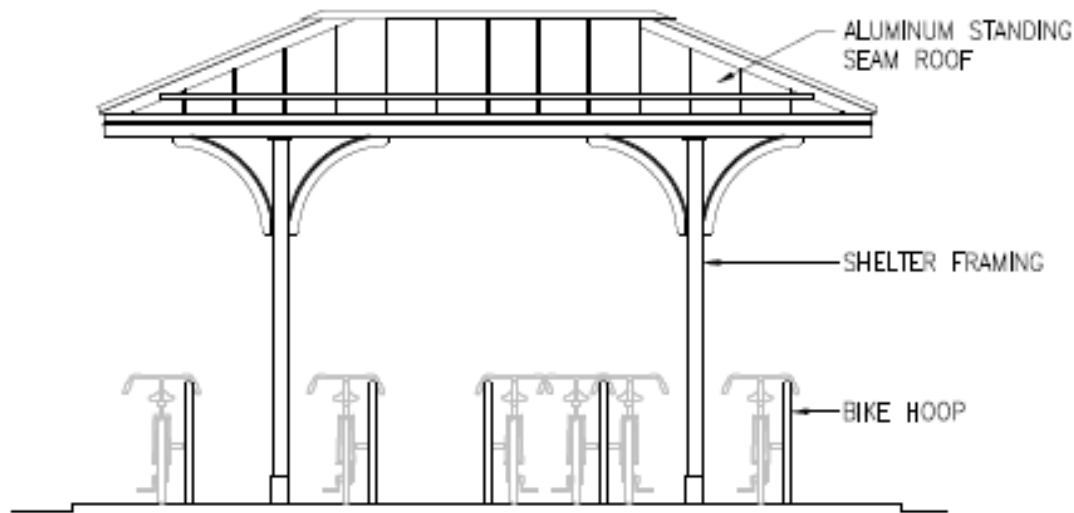
bikes parked on SEPTA
property

3.2

Average number of bikes

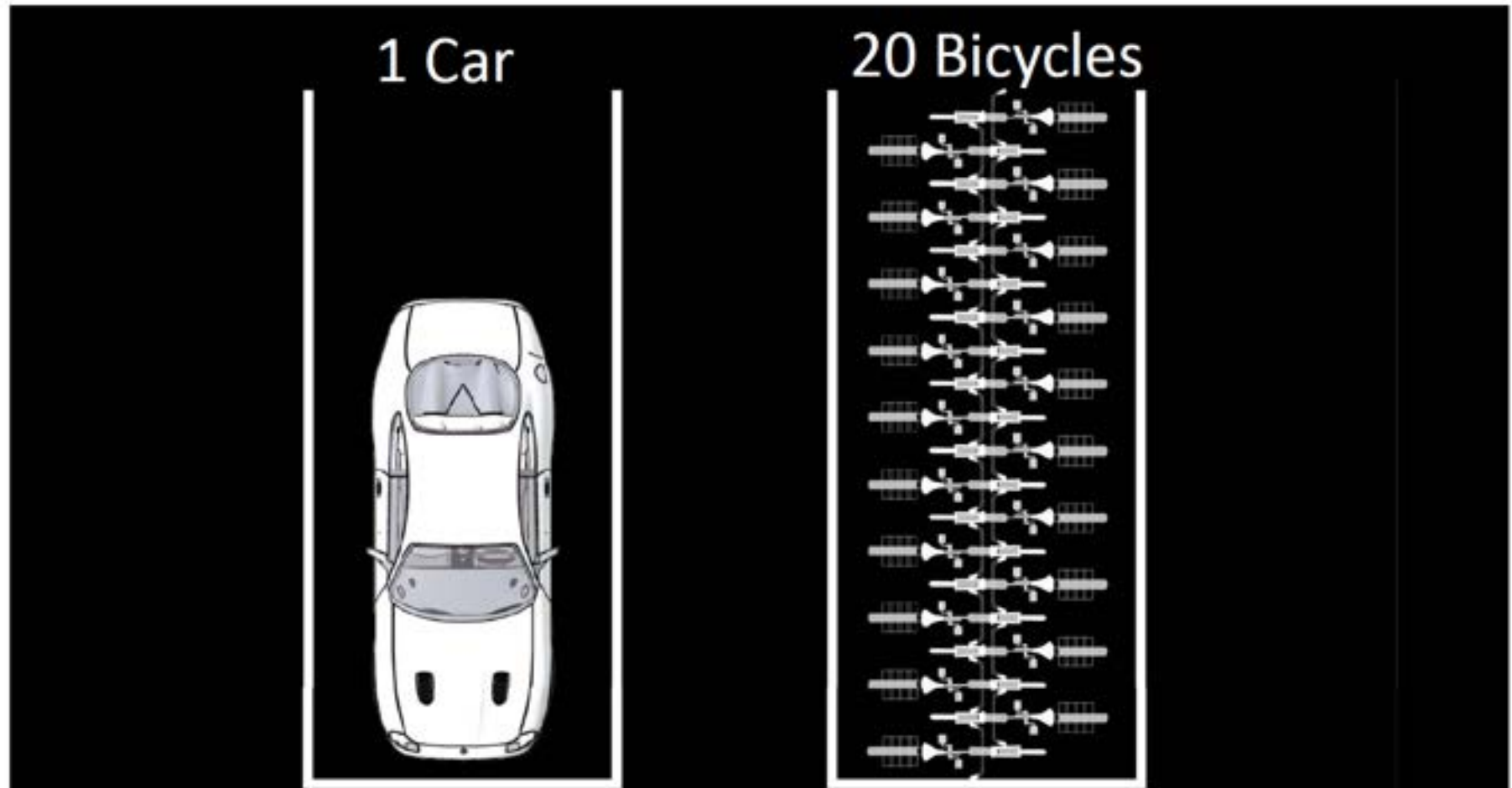
SHELTERED BIKE PARKING

5 **BIKE SHELTER PLAN**
A100 SCALE: 1/4" = 1'-0"
FILE: REF:





BIKES TO VEHICULAR PARKING



BIKE PARKING: PHASE I





LESSONS LEARNED – BICYCLE PARKING



Do

Prioritize bike parking on easy and safe routes



*Outbound
approach to
station*

*Inbound approach
to station*

Wissahickon Station – Manayunk / Norristown Line

Do

Prioritize bike parking on easy and safe routes



Outbound approach to station



Inbound approach to station

Wissahickon Station – Manayunk / Norristown Line



Do

Install infrastructure near stations with high demand.



Market East Station – Filbert Street between 11th and 12th Streets

Do

Install high density double stacked racks in locations with high demand.



BART Station – San Francisco



Swarthmore Station– Media Elwyn Line

Don't

Place bike racks at top of stairs at stations



Meadowbrook Station - West Trenton Line

Do

Place bike racks under canopy cover.



Jenkintown Station – Glenside Combined



Norristown Transportation Center – Manayunk Norristown

Don't

Prioritize honor boxes over bike racks.



Langhorne Station – West Trenton Line



Ivy Ridge Station – Manayunk-Norristown Line

Do

Place bike racks where customers can see them.



Lansdale Station – Lansdale-Doylestown Line



Temple University Station – Glenside Combined

Don't

Place bike racks where EVERYONE can see them.



Haverford Station – Paoli Thorndale Line

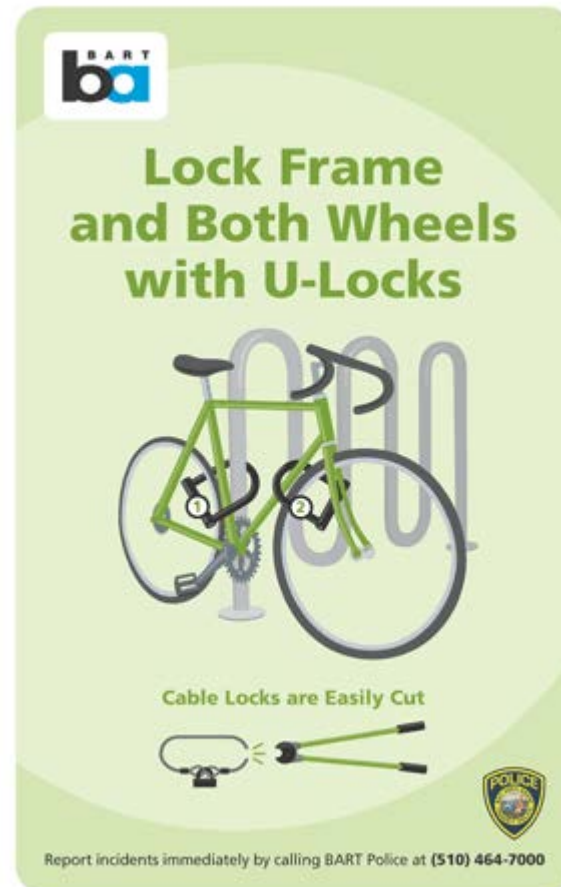


Willow Grove Station – Warminster Line



Do

Educate customers on how to safely lock their bikes.





Don't

Give customers a sense of risk when leaving their bikes at SEPTA stations.



Yardley Station – West Trenton Line



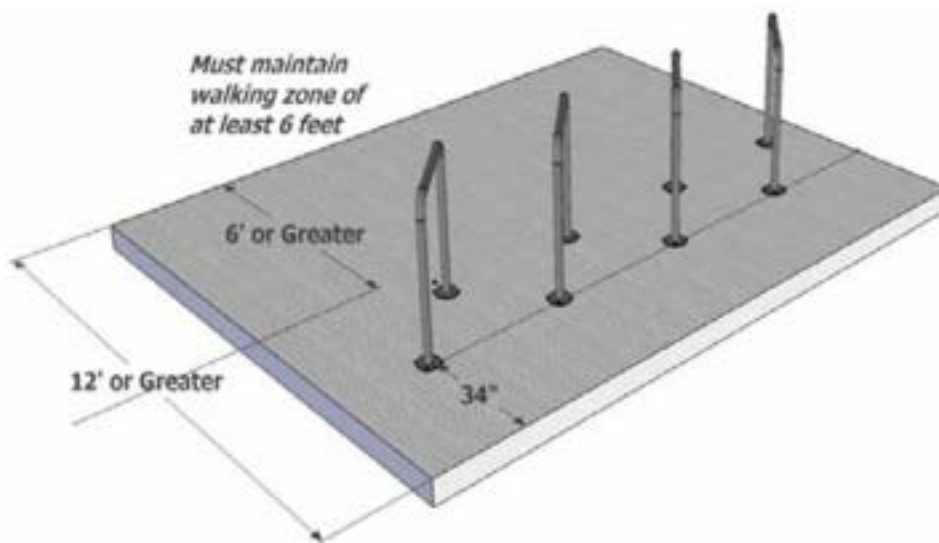
Spring Mill Station – Manayunk Norristown Line

Do

Install bike racks at an angle for more efficient space management.



Rosemont Station – Paoli Thorndale Line



Don't

Install bike racks that can not be utilized.



Crestmont Station – Warminster Line



Conshohocken – Manayunk-Norristown Line



Hatboro Station – Warminster Line



Summary

Think with your bike helmet on!

- Can I fit a bike here?
- Do I feel comfortable locking it?
- Is there a covered place?
- Do I have to carry it?

Look beyond the station

- What's the neighborhood like?
- How are the roadways?
- Are there bike facilities?

Only 40% of our Regional Rail customers drive and park at our stations

Bikes ON Transit





BIKES ON BUSES





EXAMPLE OF PRACTICE STATION





BIKES IN VEHICLES



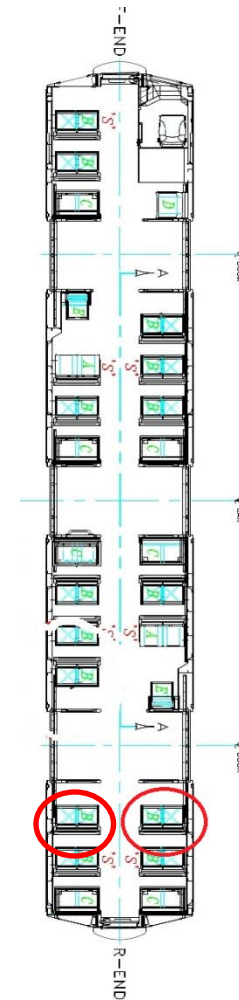
Valley Metro, AZ



Metro North, NY



MARKET-FRANKFORD SUBWAY CAR





MFL RIDERSHIP GROWTH

STATION	FY2011 AVG WKDAY	FY2014 AVG WKDAY	% GROWTH
BERKS	1693	2110	20%
GIRARD	3805	4191	9%
13 TH E	2581	2881	10%
16 TH E	1115	1238	10%
46 TH	3832	4207	9%
MILLBOURNE	325	383	15%
MFL TOTAL			1%

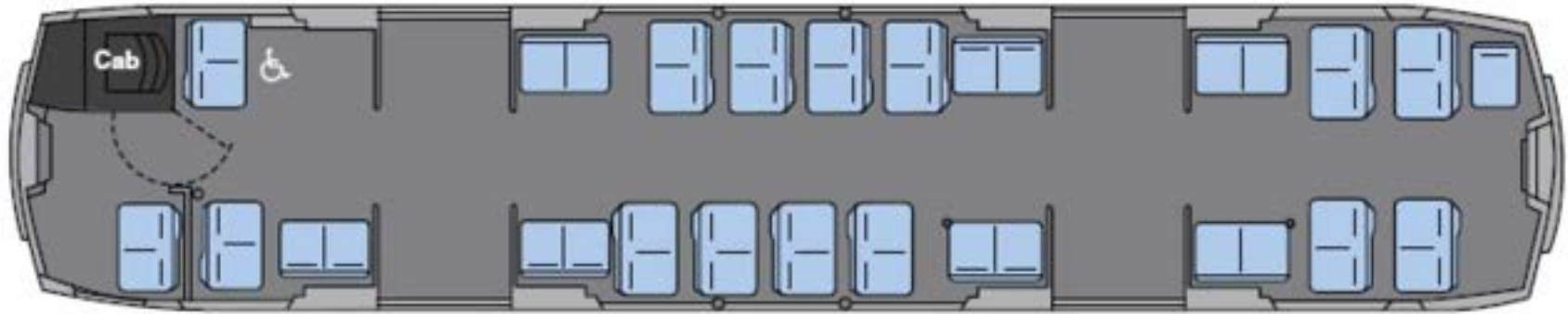


WHAT ARE OTHER AGENCIES DOING?





PEER AGENCY RESPONSE



Fewer weather panels will help customers move to the center of the car

Two-by-two seats on non-cab end to maximize number of seats



Center-facing seats offer "safer" position in the rail car for customers

Staggered seats like the 3200





MFL CAR REDESIGN





MFL VIDEO





CUSTOMER FEEDBACK



Nate Hommel
@natehommel

Follow

@SEPTA_MFL I love the new metal straps and ADA / rush hour standing space I'm seeing today! More! #StrapHanger



5:33 AM - 30 Mar 2015

Q & A

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THANK YOU!

Jennifer Barr, AICP

Rebecca Collins, LEED AP O+M

Southern Pennsylvania Transportation Authority

