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
BIKE ACTION PLAN FRAMEWORK

Overview

SEPTA Policy & Infrastructure

Bikes TO Transit

Bikes ON Transit

Bikes AT Transit
% COMMUTERS BY TRANSIT, BICYCLE, OR WALKING

25 LARGEST U.S. CITIES

Non-auto mode share trends for the 25 largest U.S. cities. New York has the highest share at 36.5%, followed by Boston at 29.3%. The share decreases significantly for the other cities listed.
CAR USE FOR MILLENNIALS DECLINING

IS THE YOUNGER GENERATION LOSING INTEREST IN CARS?

*Licensed Driver as % of Population by Age Cohort*

- **Age 16-24**: 92%
- **Age 25-34**: 91%
- **Age 35-44**: 88%
- **Age 45-54**: 88%
- **Age 55+**: 68%

SEPTA RIDERSHIP GROWTH

Trends

MILLIONS OF PASSENGER TRIPS

291.7
291.7

2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015

330.1

2001
2002
2003
2004
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2015

1995
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2015

SEPTA RIDERSHIP GROWTH

Partnersing for Regional Sustainability
For cyclists of all stripes, there’s nothing like Bike to Work Day — our annual celebration of active transportation. Centuries of excited new riders enjoying their commute like never before. Recent bicyclists seeing and connecting with old friends over free breakfast and free entertainment. Thanks to part, to encouragement efforts like PBWEL, the number of bike commuters on the rise — especially in Bicycle Friendly Communities. Since 2000, bicycle commuting rates in large BFCs increased 10 percent — far above the national average of 4 percent and more than double the rate in non-BFCs (3 percent). Here are just a few key cities where bike commuting is growing by leaps and bounds.

*produced by*
THE LEAGUE OF AMERICAN BICYCLISTS
WWW.BIKELADIES.ORG

SEPTA
Partnering for Regional Sustainability
BIKES + TRANSIT = WORKING TOGETHER

Source: Adapted from Urban Places and Spaces Blog
BIKE ACTION PLAN FRAMEWORK

Overview

SEPTA Policy & Infrastructure

Bikes TO Transit

Bikes ON Transit

Bikes AT Transit
Bikes to Transit
Bikes TO Transit

TRENTON LINE ACCESS STUDY

Figure 27: Torresdale Potential Improvements

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
BIKE PARKING IN CONCOURSES
BIKE PARKING IN CONCOURSES
Three Goals of Review

1) Safety
2) Customer Experience
3) Multi-modal access
   – Auto
   – Bus
   – Pedestrian
   – Bicycle
A. Intersection of Route 13 and Levittown Parkway

- Pedestrian refuge areas
- Marked crosswalks
- ADA ramps
- Wider sidewalks/sidewalks to station
- Ped countdown, pedestrian actuated signal
- Ensure bus turning movements are accommodated

B. Bus Operations

- Extend bus loading area
- Revise curb lines
- Reverse locations of bus loading area and kiss & ride

C. Bike Parking on the Inbound Side

- Increase bike parking, utilize new bike strategies
E. Bike Parking on the Outbound Side

- Move and increase bike parking, utilize new bike strategies.
- Place bike parking in a more accessible area.
Villanova Regional Rail Station
Bikes AT Transit

STATION SITE PLAN REVIEW

Marked Crosswalks
Additional Sidewalk

Existing Bike Rack Locations

Potential Covered Bike Parking Locations
BICYCLE ACCESS & PARKING ANALYSIS

Trenton Line

Bicycle Access & Parking Analysis
Observations & Recommendations

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

Warminster Line

Bicycle Access & Parking Analysis
Observations & Recommendations

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

Strategic Planning & Analysis Department
Prepared by Jen Barr and Becky Collins
Assessments Performed: February & August 2014

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
BIKES TO VEHICULAR PARKING

1 Car vs. 20 Bicycles

Bikes AT Transit
BIKE PARKING: PHASE I
LESSONS LEARNED – BICYCLE PARKING

Bikes AT Transit
Prioritize bike parking on easy and safe routes

Wissahickon Station – Manayunk / Norristown Line

Inbound approach to station

Outbound approach to station
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
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

<table>
<thead>
<tr>
<th>Station</th>
<th>FY2011 Avg WKday</th>
<th>FY2014 Avg WKday</th>
<th>% Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berks</td>
<td>1693</td>
<td>2110</td>
<td>20%</td>
</tr>
<tr>
<td>Girard</td>
<td>3805</td>
<td>4191</td>
<td>9%</td>
</tr>
<tr>
<td>13th E</td>
<td>2581</td>
<td>2881</td>
<td>10%</td>
</tr>
<tr>
<td>16th E</td>
<td>1115</td>
<td>1238</td>
<td>10%</td>
</tr>
<tr>
<td>46th</td>
<td>3832</td>
<td>4207</td>
<td>9%</td>
</tr>
<tr>
<td>Millbourne</td>
<td>325</td>
<td>383</td>
<td>15%</td>
</tr>
<tr>
<td>MFL Total</td>
<td></td>
<td></td>
<td>1%</td>
</tr>
</tbody>
</table>
WHAT ARE OTHER AGENCIES DOING?
Fewer weather panels will help customers move to the center of the car.

Center-facing seats offer “safer” position in the rail car for customers.

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

Staggered seats like the 3200.
MFL CAR REDESIGN
MFL VIDEO
CUSTOMER FEEDBACK

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

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THANK YOU!

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