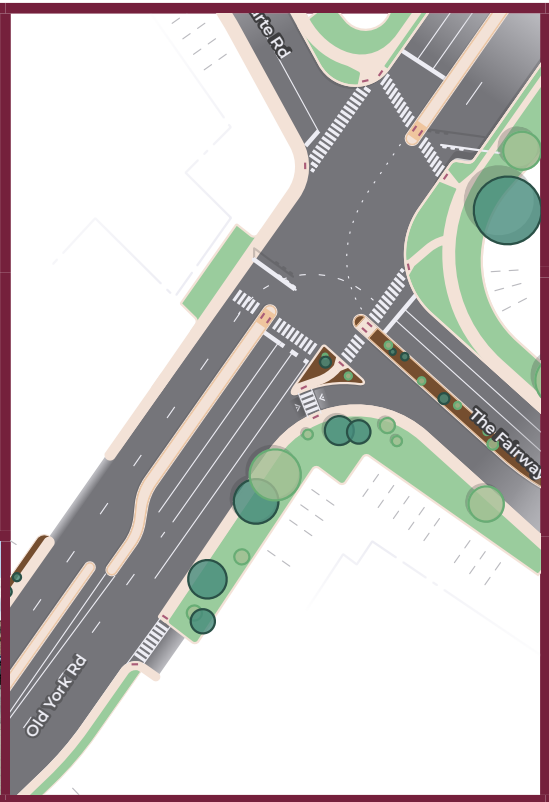
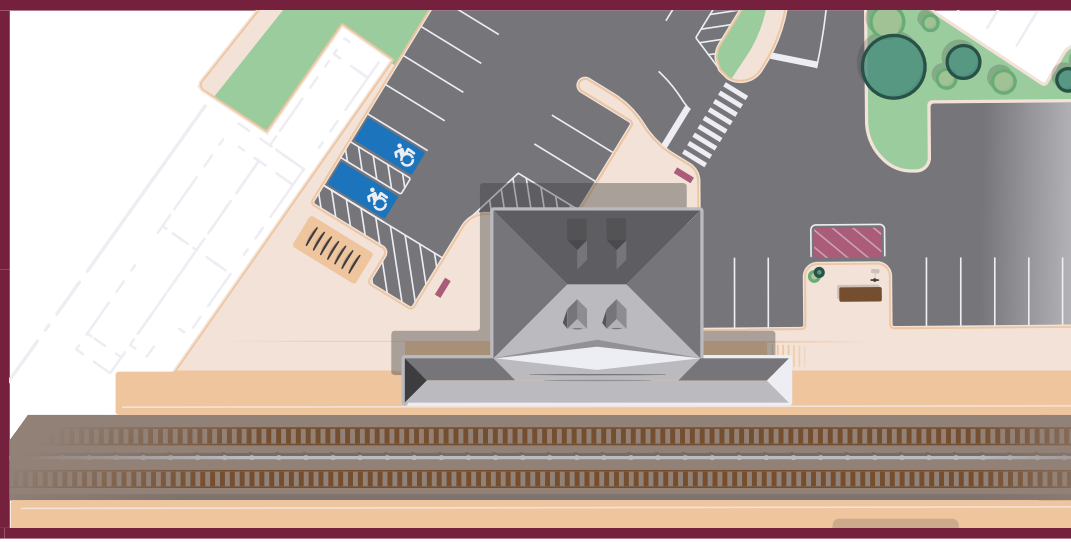
pennsylvania
DEPARTMENT OF TRANSPORTATION





October 2023

Abington Noble Area Action Plan
APPENDICES

Appendix A

Existing Program Framework

Abington
Noble Area
ACTION PLAN

Existing Program Framework

TOWNSHIP OF ABINGTON
MONTGOMERY COUNTY, PENNA.

pennsylvania
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Task 1.1 Deliverable
April 12, 2023

INTRODUCTION AND OVERVIEW

For the last two decades Abington Township has envisioned transforming the Noble Station study area into a safer, more multimodal, transit-oriented gateway to the Township. An Action Plan that factors in recent development, future growth, and the Township's updated goals is needed to establish a critical path for systematic implementation of that vision. The Abington Noble Area Action Plan will identify short-term projects, programs, and policies that will support the Township's vision of increased safety and mobility throughout the station area.

This document, the Existing Program Framework, identifies key themes and opportunities that will inform the Action Plan. Key takeaways are summarized below and described on the following pages:

- **Pedestrian safety and walkability are top concerns for residents and visitors.**
- **A large share of local commute trips is headed to, or coming from, Philadelphia.**
- **Additional study is needed to determine future parking needs in the study area.**
- **There is a desire for more open space in the study area.**
- **Improvements to the pedestrian–transit experience should emphasize students and seniors.**
- **The preference exists for transit-oriented development in the study area.**

STUDY AREA

The Noble Station study area (Figure 1) is bounded on the northwest by Highland Avenue, to the northeast by Susquehanna Avenue, to the east by Lindsay Lane (including the intersection of The Fairway and Rydal Road), Rydal Road to the southeast, and Cloverly Avenue to the southern edge of Baederwood Park. The study area includes a small portion of Jenkintown.

Figure 1: Noble Station Study Area Map

RECENT PLANS AND STUDIES

Several planning studies and related evaluations have been completed in the Noble Station study area since 2010. Prior to this effort to develop the Noble Station Area Action Plan, previous studies were reviewed, including:

- Old York Road Corridor Improvement Study (2010) (part 1 & part 2)
- Abington Noble Transit-Oriented Development Plan (2012) (link)
- Transit Revitalization Investment District (TRID) Planning Report for Noble Station in Abington Township (2013) (link)
- Multimodal Transportation Fund (MTF) Project Application for the Township of Abington, PA: Transit-Oriented Development Plan Crestmont and Noble SEPTA Train Stations (2014)
- Township of Abington Master Bicycle Plan (2016) (part 1 & part 2)
- Walk Park Train Abington (2017) (link)
- Vision 2035, Comprehensive Plan Update (2019-ongoing) (link)
- Feasibility Study for Potential Economic Development in Abington Township (ongoing) (RFP)

RELATED TRANSPORTATION PROJECTS

Several ongoing or recently completed projects are expected to impact the study area in the coming decade. These projects include:

- Route 611 Bridge Replacement
- SEPTA Noble Station Improvements
- Improvements at Susquehanna Road and Old York Road

STAKEHOLDER WORKSHOP

Stakeholder outreach was conducted during a workshop in the spring of 2023. Business owners, developers, and other stakeholders attended and discussed the key takeaways in this document. Stakeholder responses are summarized for each takeaway.

KEY TAKEAWAYS

Pedestrian safety and walkability are top concerns.

Plans/projects that identified issue/opportunity: Old York Road Corridor Study, MTF Application, Walk Park Train Abington, Route 611 Bridge Replacement, improvements at Old York Road/Susquehanna Road

Pedestrian safety is a concern at key intersections, particularly Old York Road and The Fairway, as well as throughout the study area. Figure 2 visualizes crash locations resulting in pedestrian injuries and fatalities between 2017-2019.

Previous plans describe pedestrian issues, such as a desire for safer pedestrian access to the Noble Station and to shopping destinations, a lack of wayfinding signage for pedestrians and motorists, and heavy motorized traffic on Old York Road. Planned and ongoing transportation and infrastructure investments are expected to ease congestion, provide ADA access, improve multimodal access, and could catalyze development (Route 611 Bridge Replacement, proposed SEPTA improvements at Noble Station, planned Susquehanna Avenue/Highland Avenue intersection improvements).

Workshop Attendees who attended the March 2023 Stakeholder Workshop expressed pressing safety concerns for pedestrians and bicyclists in the study area. Attendees described how residents—particularly families with young children and seniors living at Rydal Park—often feel unsafe walking or bicycling near high-speed traffic along Old York Road and The Fairway. Attendees reported that motorists often do not stop at mid-block crossings, disregard stop signs, and leave and enter shopping center parking lots at roadway speeds.

Figure 2: Study-Area Pedestrian Crashes, 2017-2019

Poor sidewalk conditions

Pedestrians crossing mid-block in high-traffic areas

A large share of local commute trips is headed to, or coming from, Philadelphia.

Plans/projects that identified issue/opportunity: MTF Application, Feasibility Study for Potential Economic Development

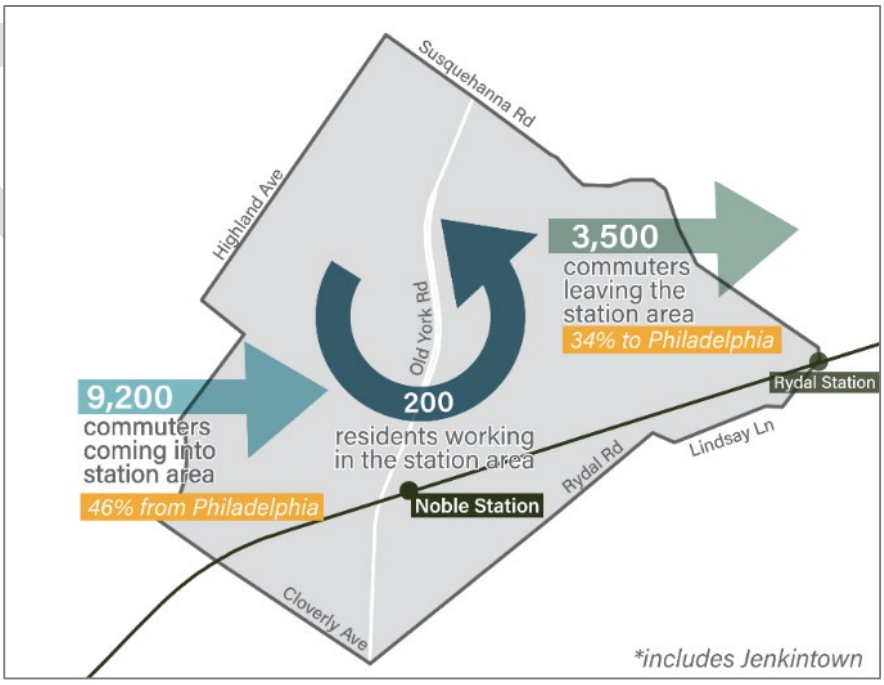
The large share of pre-pandemic commute trips in and out of the study area (including Jenkintown) represents a potential opportunity to expand ridership at Noble Station. In 2019, approximately 9,200 workers commuted daily into the study area (the study area combined with Jenkintown) (Figure 3). Almost half of these daily in-commuters resided in Philadelphia (approximately 4,200 workers). The number of daily commuters from Philadelphia increased by 80% between 2015 and 2019.

In 2019 approximately 200 workers lived in and were employed in the study area (including Jenkintown). That number, which includes residents working from home, has likely increased since the COVID-19 pandemic (post-pandemic Longitudinal Employer–Household Dynamics (LEHD) commute data is not yet available). Additionally, regional and local commute numbers have not recovered to their pre-pandemic levels. At the stakeholder workshop in spring 2023, SEPTA estimated that Noble Station ridership was at approximately half of pre-pandemic levels.

As of 2019 approximately 3,500 workers lived in the study area (including Jenkintown) and commuted elsewhere for work. One in three of these workers commutes to Philadelphia. The number of commuters from the study area to Philadelphia increased 15% between 2015 and 2019.

Personal vehicles are the dominant transportation mode for commutes, with 75% of commuters driving to work (Figure 4). The remaining residents either take public transportation (15%), work from home (6%), or walk to work (4%).

Figure 3: Commuter Inflow/Outflow, 2019



Source: LEHD 2019

Ridership at Noble Station has declined from approximately 200 average weekday riders to under 100 riders between 2022 and 2019. National transit ridership has decreased due to the shift towards "hybrid" work schedules adopted during the COVID-19 pandemic. Table 1 shows the average weekday riders at Noble Station between 1980 and 2022.

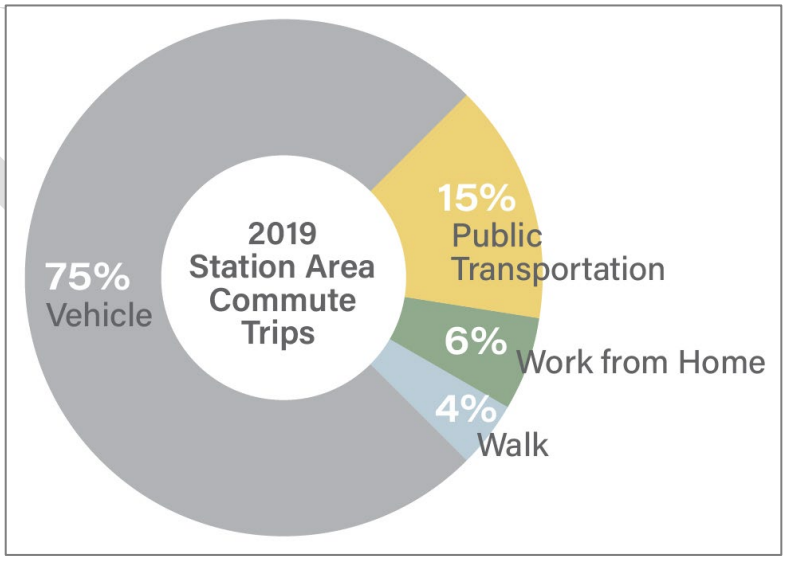
Table 1. Average Weekday Riders at the Noble Station, 1980-2022

Year	Average Weekday Riders
1980	274
1985	148
1990	116
2001	119
2005	137
2011	146
2013	142
2015	240
2017	213
2019	207
2022	91

Source: SEPTA

Workshop Attendees confirmed that as the COVID-19 pandemic eases, local workers are commuting into offices in Center City Philadelphia a few times per week. Nonetheless, transit is viewed as an important amenity for residents. Attendees named factors that may hamper ridership, such as low-frequency service, increased appeal of Uber/Lyft for trips previously made by transit, and lack of full ADA accessibility.

Figure 4: Resident Commuters Mode Share, 2019



Source: 2019 American Community Survey

The future of parking is uncertain in the study area.

Plans/projects that identified issue/opportunity: TOD Plan, Walk Park Train Abington

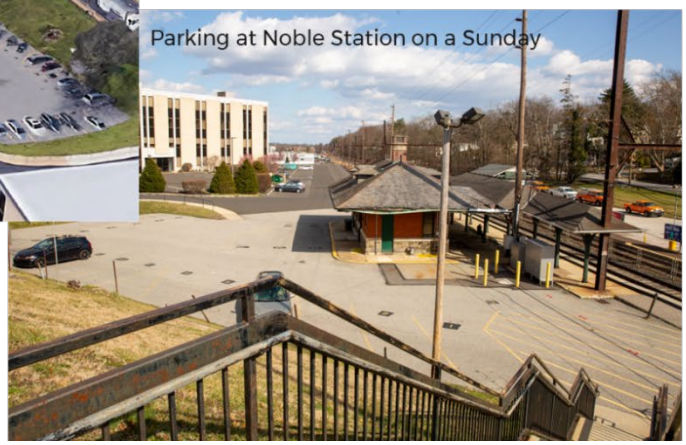
Previous plans (pre-dating the COVID-19 pandemic) identified parking as nearing capacity at Noble Station and in the study area before the COVID-19 pandemic. However, SEPTA confirmed at the spring 2023 stakeholder workshop that ridership at Noble Station is at half of pre-pandemic levels and that they are not currently charging for parking at their stations.

Before the pandemic, the Township's *Walk Park Train Abington* (2017) plan found that parking at Noble Station was at 74% utilization. Five years before that, the 2012 TOD Plan proposed a mixed-use structure that would include six levels of shared parking for:

- Replacement parking for the existing building's surface lot (185 spaces)
- Parking for the proposed development tenants/customers (160 spaces)
- SEPTA commuter parking (170 spaces)

Another factor that could influence future parking in the study area is the anticipated growth of Penn State Abington, just north of the study area, which is experiencing severe parking shortages both on campus and at the Lions Gate Apartments, which opened in 2017 in the study area. Penn State Abington is exploring opportunities in and around the study area to expand both parking and campus facilities.

Workshop Attendees confirmed that parking in the study area is limited and that parking at the commercial development along The Fairway is highly utilized. Attendees discussed relaxing parking requirements to encourage increased density.



There is a desire for more open space in the study area.

Plans/projects that identified issue/opportunity: TOD Plan, Old York Road Corridor Study, Master Bicycle Plan

Residents have expressed the need for more open spaces where the community can gather in the study area. The TOD Plan (2012) proposed pocket parks, small plazas, and a new park on the south side of the existing station. There are ongoing Township discussions around open space requirements for new development and an ongoing civic discourse around parks of all kinds in the Comprehensive Plan update (ongoing).

Workshop Attendees confirmed that there is an ongoing local conversation around the need for more open space. They identified smaller-scale interventions such as beautifying and greening The Fairway and larger-scale interventions such as a trail connecting to Pennypack Park.

The proposed park on the south side of the station from the 2012 TOD Plan with an aerial view and an example of a plaza from a case study
Source: Abington Transit-Oriented Development Plan (2012)

Improvements to the pedestrian–transit experience should emphasize students and seniors.

Plans/projects that identified issue/opportunity: TOD Plan, MTF Application, Walk Park Train Abington, Feasibility Study for Potential Economic Development

A large share of the residents in the study area are seniors (including those at Rydal Park retirement home) and students (Penn State Abington). Approximately a quarter of the residents are over the age of 60. Students and seniors tend to own vehicles at a lower rate and are more likely to use transit, underscoring the need to ensure safe and welcoming pedestrian routes around the study area and to and from transit.

Rydal Park runs shuttles to Rydal Station, which is east of Noble Station. Rydal Park residents rely upon the shuttles, especially those who use walking aids. Stakeholders mentioned that Rydal Park residents who use walking aids have reported negative experiences with other passengers due to lengthened dwell times needed to accommodate a wheelchair or a walking aid. Stakeholders also mentioned that Rydal Park employees use the 55 bus, which requires a 12-minute walk from Old York Road and the Fairway to Rydal Park.

Penn State Abington also runs several shuttles in the Study Area. The Broad and Olney shuttle service has six trips a day and includes a stop at Jenkintown-Wyncote Station (west of Noble Station) and the Rydal Train Station shuttle service has 31 trips a day and just goes to Rydal Station. The entrance to Penn State Abington's campus is a ten-minute walk to the 55 bus stop at Old York Rd and Woodland Rd. Students who live at the Lions Gate Apartments, a new 400-unit dormitory that opened in 2017 in the Study Area, can walk or bike to campus via Huntingdon Rd, which runs parallel to Old York Road where there are well-documented concerns about speeding motorists. Penn State also offers a shuttle to the Lions Gate Apartments with 30-minute headways from 9:30 AM to 9:30 PM.

Workshop Attendees validated that residents want an improved pedestrian experience that is safe and welcoming.

Penn State Abington campus

Rydal Waters, a senior living cottage development, opened in 2020 in the northern part of the study area

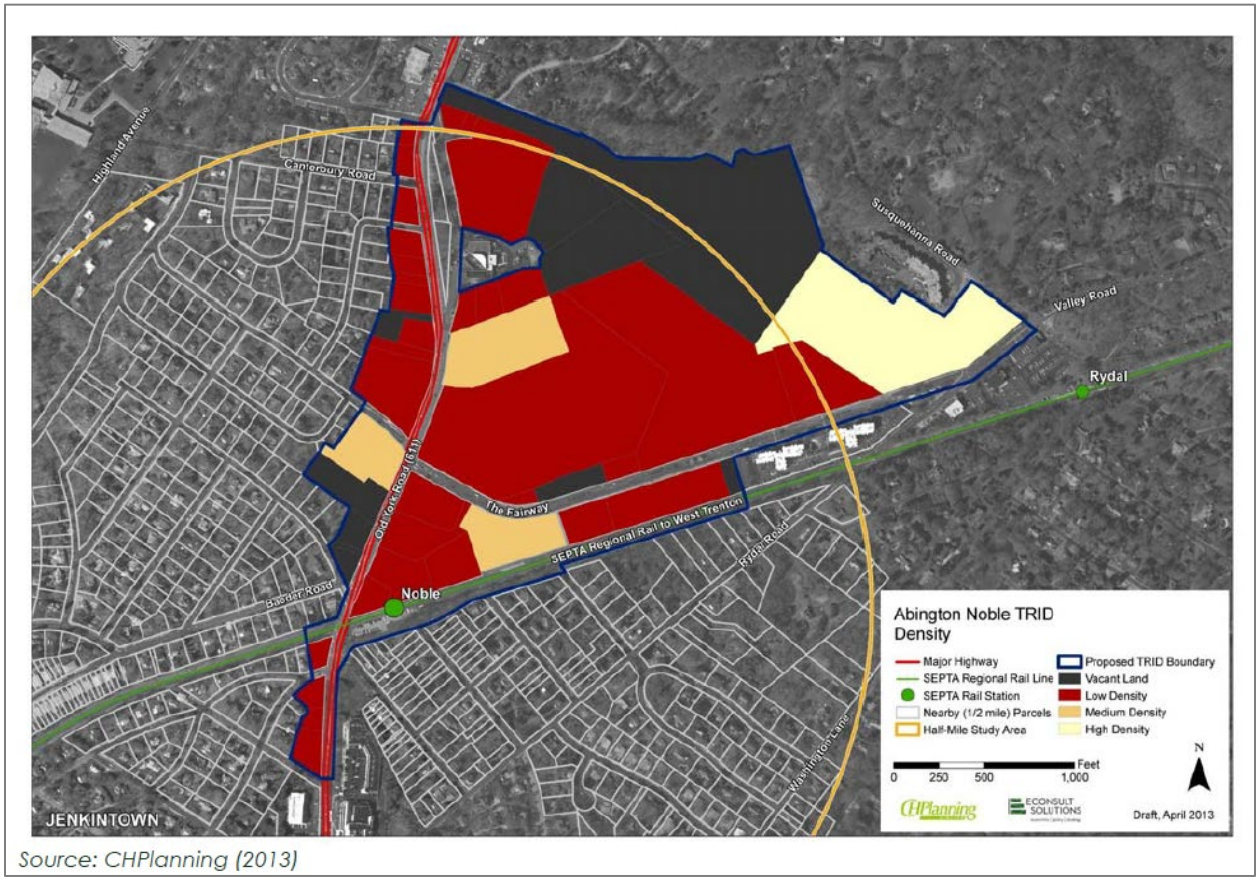
The preference exists for transit-oriented development in the study area.

Plans/projects that identified issue/opportunity: Old York Road Corridor Study, MTF Application, TOD Plan, TRID Study, Feasibility Study for Potential Economic Development

Opportunities for transit-oriented development around Noble Station have been a topic of study and planning in the study area in several existing plans. Aspects of transit-oriented development— walkability, increased density and mix of uses, and placemaking—overlap with other takeaways. Previously proposed transit-oriented development was constrained by lack of vacant development sites and financial feasibility concerns. Figure 5 is from the Abington Noble TRID Study (2013) which identifies the density of parcels near the Noble Station.

When Workshop Attendees were asked about what aspects of transit-oriented development were most important to them, pedestrian safety in the study area was emphasized. Placemaking and mixed-use/dense development are key supportive elements to realizing the future potential of the study area.

Figure 5: Density of Parcels within the Proposed Transit Revitalization Investment District, 2013



Source: Abington Noble TRID Study (2013)

Appendix B

Crash Report Memo

Abington Noble Station
Crash Analysis Report
Date: 03/02/2023

Contents

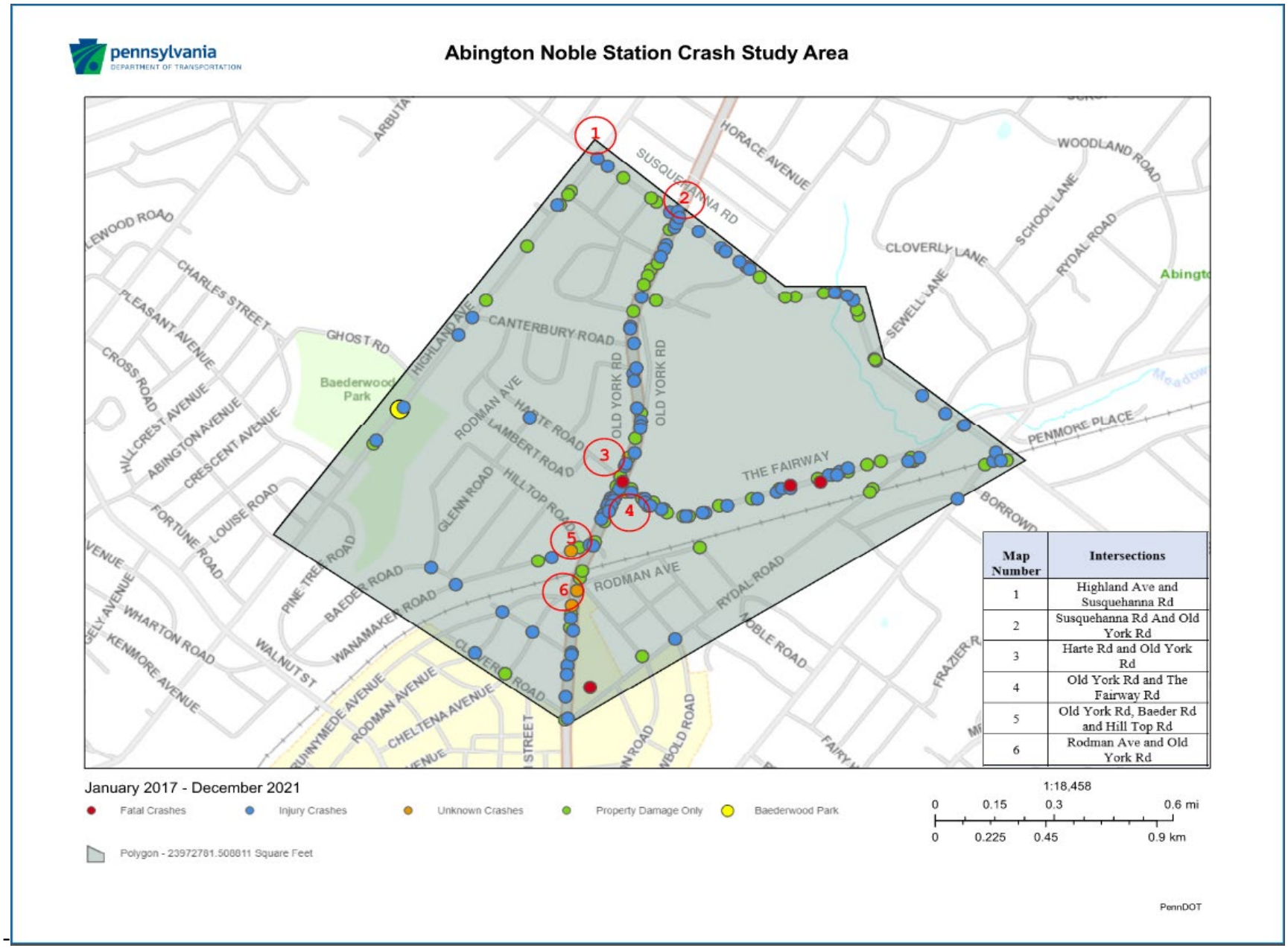
I. Crash Analysis for Study Area of Abington Noble Station

I.1 Overview

The study area for Abington Noble Station is shown in Figure 1 which is delimited by Susquehanna Road, Highland Avenue, Rydal Road, and Clover Road. The main intersections in the study area are highlighted in red circles and identified by numerical order, as listed in Figure 1. This area is geographically located within three townships, namely Abington, Glenside, and Jenkintown, all of which are situated in Montgomery County.

Crash data analysis was conducted in the study area using reportable crashes obtained from the Pennsylvania Crash Information Tool (PCIT). Five-year reportable crash data from January 1, 2017, to December 31, 2021, was used in the analysis. Reportable crashes are defined as those involving injury or death of any person; damage to the vehicle that requires towing, school bus crashes, or damage to PennDOT maintained property.

Figure 1 Abington Noble Station Crash Study Area



I.2 Crash Frequency by Location

The Crash Frequency by Location, as documented in Table 1, details the reportable crashes that occurred within the study area over the five years from January 1, 2017, to December 31, 2021. A total of 331 crashes were recorded within this timeframe. The highest frequency of crashes was observed on Old York Road, with 107 crashes reported. Additionally, there is a total of 46 crashes were recorded on Susquehanna Road. Furthermore, some crashes occurred in the other intersections and roadways listed below. It should be noted that there are no truck and bicycle-involved crashes in the data was collected from PCIT.

It should be noted that there is a cluster located at the intersection of Old York Rd and The Fairway while there are no clear clusters at the other locations. As will be detailed later, most of the crashes are rear-end and angle crashes at various intersections in the study area.

Table 1. 2017-2021 Crash Frequency by Location

Reportable Crash Frequency by Location						
	Frequency of Crashes (Number of Year)					
Intersections or Roadways	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**
Old York Rd	28	22	26	12	19	107
Susquehanna Rd	6	11	8	11	10	46
Fairway	8	14	7	6	6	41
Susquehanna Road And Old York Rd	1	5	6	8	8	28
Old York Rd	2	3	5	7	2	19
Highland Ave	7	4	4		2	17
Rydal Rd	6	3	1	4	2	16
Valley Rd		1	2		5	8
Huntingdon Rd	1	2	2	1	2	8
Rodman Ave	1	1	1		2	5
Old York Rd and The Fairway	1	1	2			4
Rydal Rd	3	1				4
Baeder Rd		2		1	1	4
Old Valley Rd		1	2			3
Harte Road and Old York Rd			1		1	2
Highland Ave and Susequehanna Rd	1				1	2
Washington Ln	2					2
Susquehanna Rd		1	1			2
Madeira Ave					2	2
Old York Rd, Baeder Rd and Hill Top Rd	1	1				2
Rodman Ave and Old York Rd	1		1			2
Cloverly Ave					1	1
Glen Rd				1		1
Spring Ave					1	1
Wanamaker Rd					1	1
Winding Rd				1		1
Runnymede Ave					1	1
Brook Rd			1			1
Grand Total	**69**	**73**	**70**	**52**	**67**	**331**

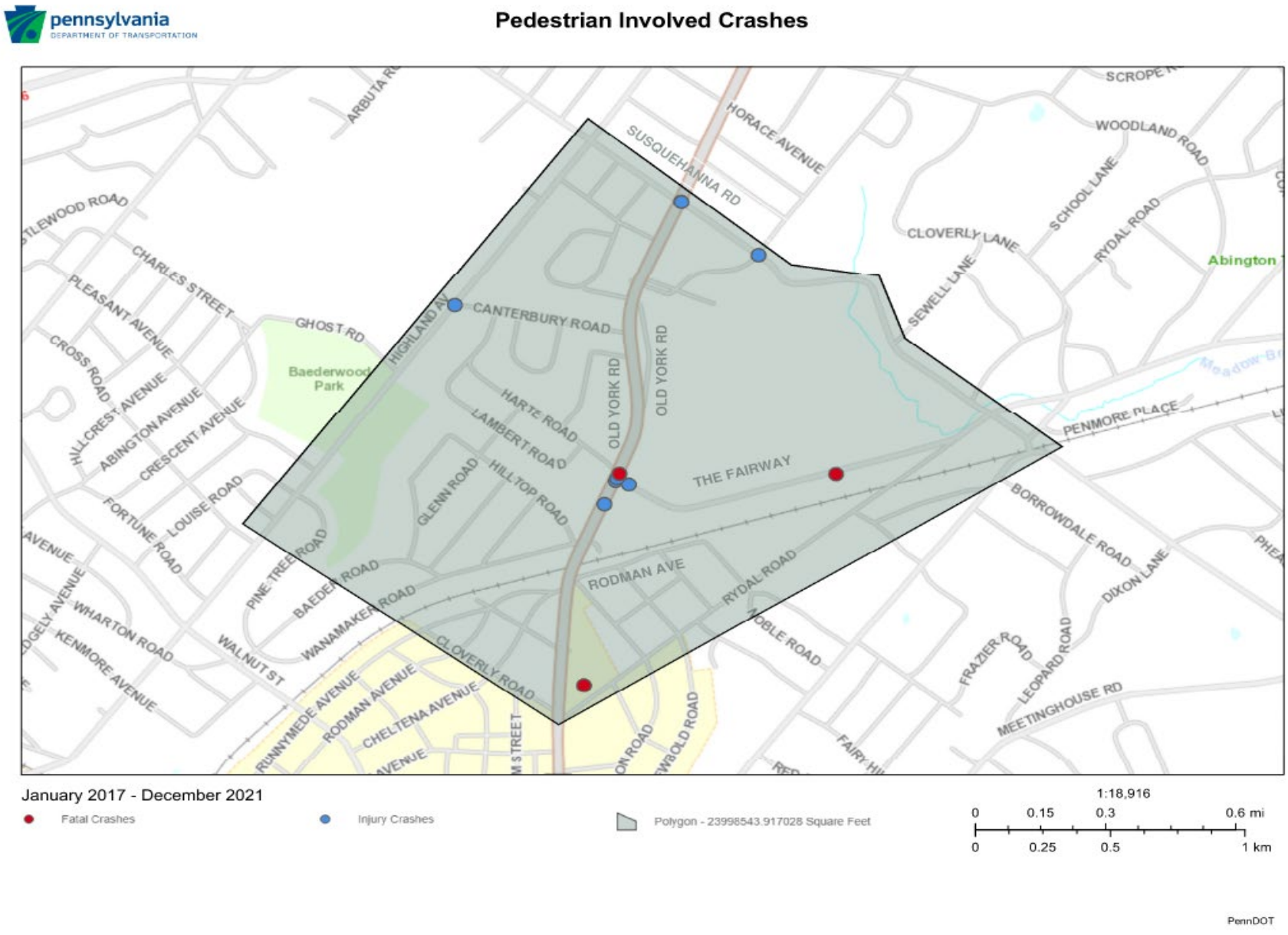
I.3 Pedestrian Crash Frequency by Location

Table 2 and Figure 2 present a comprehensive overview of pedestrian-involved crashes spanning from 2017 to 2021. The data illustrates a total of 14 pedestrian crashes consisting of 3 fatal and 11 injury crashes. It should be noted that there were crashes that occurred at the same location but at a different time at the intersection of Old York Rd and The Fairway, Old York Rd and Harte Rd, and Old York Rd and Susquehanna Rd.

Table 2. Pedestrian Crashes Per Location

Location	Fatal Injury	Injury/ Unknown Severity	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Grand Total
Old York Rd and The Fairway				3		3
Susquehanna Road And Old York Rd		1		1	1	3
The Fairway	1		1			2
Harte Road and Old York Rd	1		1			2
Rydal Rd	1					1
Huntingdon Rd				1		1
Old York Rd				1		1
Highland Ave					1	1
Grand Total	**3**	**1**	**2**	**6**	**2**	**14**

Figure 2. Pedestrian Involved Crashes in Abington Nobel Station Study Area



I.4 Crash Frequency by Intersections

Table 3 provides a summary of the crashes occurring at the study intersections from 2017 to 2021. The data indicates that there was a total of 37 crashes including 1 fatal crash, 24 injury crashes, 10 property damage only (PDO), and 2 unknown crashes. It should be noted that a high frequency of crashes occurs at Susquehanna Rd and Old York Rd, with 28 crashes reported.

Table 3. 2017-2021 Intersection Crashes

Intersections	Fatal Injury	Injury/ Unknown Severity	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	PDO	Unknown	Grand Total
Susquehanna Road And Old York Rd		3	4	10	1	9	1	28
Old York Rd and The Fairway				4				4
Harte Road and Old York Rd	1		1					2
Rodman Ave and Old York Rd						1	1	2
Highland Ave and Susquehanna Rd				2				2
Old York Rd, Baeder Rd and Hill Top Rd			2					2
Grand Total	**1**	**3**	**7**	**16**	**1**	**10**	**2**	**40**

I.5 Crash Frequency by Roadway

Table 4 provides a summary of the crashes that occurred on the study roadways from 2017 to 2021. The data indicates that there was a total of 291 non-intersection crashes which included of 3 fatal crashes, 143 injury crashes, 141 PDOs, and 7 unknown crashes. It should be noted that a high frequency of crashes occurs at Old York Road and Susquehanna Road, with 107 and 46 crashes reported, respectively.

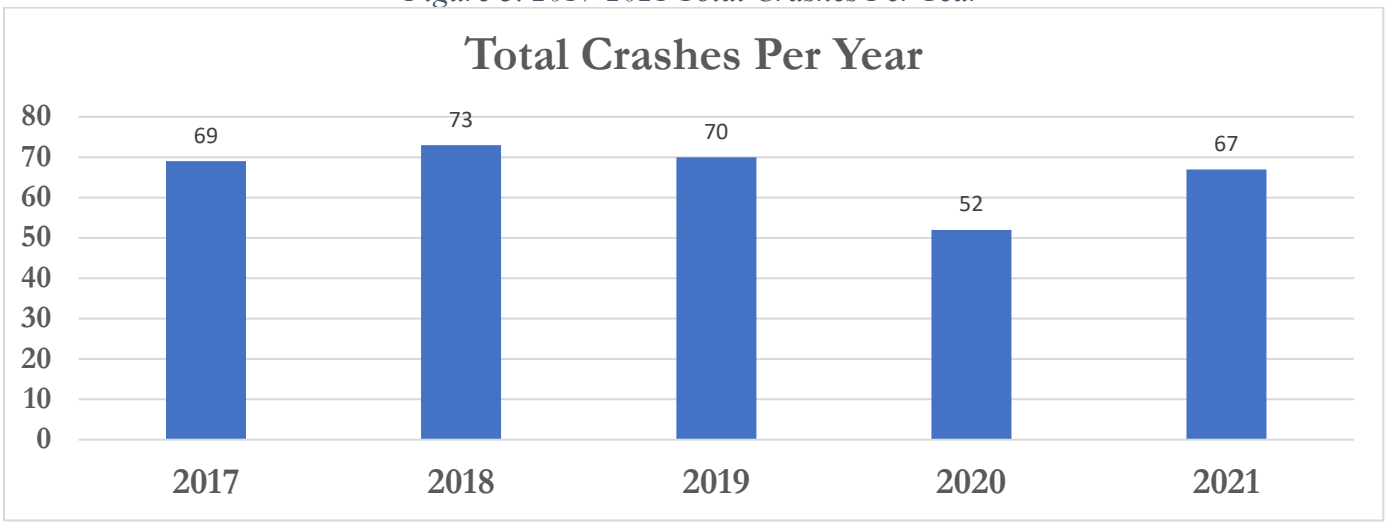
Table 4. 2017-2021 Roadway Crashes

Roadway	Fatal Injury	Injury/ Unknown Severity	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	PDO	Unknown	Total
Old York Rd		13	18	22	5	46	3	107
Susquehanna Rd		1	11	8		25	1	46
Fairway	2	4	7	8	1	19		41
Old York Rd			3	5		10	1	19
Highland Ave		1		3	1	11	1	17
Rydal Rd	1	2	2	1		10		16
Huntingdon Rd			2	1		5		8
Valley Rd			2	3		3		8
Rodman Ave		1	1			3		5
Rydal Rd			1	2		1		4
Baeder Rd				1		2	1	4
Old Valley Rd				3				3
Washington Ln		1		1				2
Susquehanna Rd						2		2
Madeira Ave				1		1		2
Winding Rd				1				1
Wanamaker Rd				1				1
Cloverly Ave						1		1
Brook Rd						1		1
Spring Ave						1		1
Runnymede Ave		1						1
Glen Rd				1				1
Grand Total	**3**	**24**	**47**	**62**	**7**	**141**	**7**	**291**

I.6 Crash Frequency by Year

Figure 3 shows the crash distribution by year for the 331 crashes that occurred in the study area. From 2017 to 2021, the number of crashes per year had fluctuations. Note that 2020 crash data was impacted by the Covid-19 pandemic. The highest number of crashes occurred in 2018 with 73 crashes. Excluding the 2020 data results in an average number of crashes from 2017 to 2021 of 70 crashes per year.

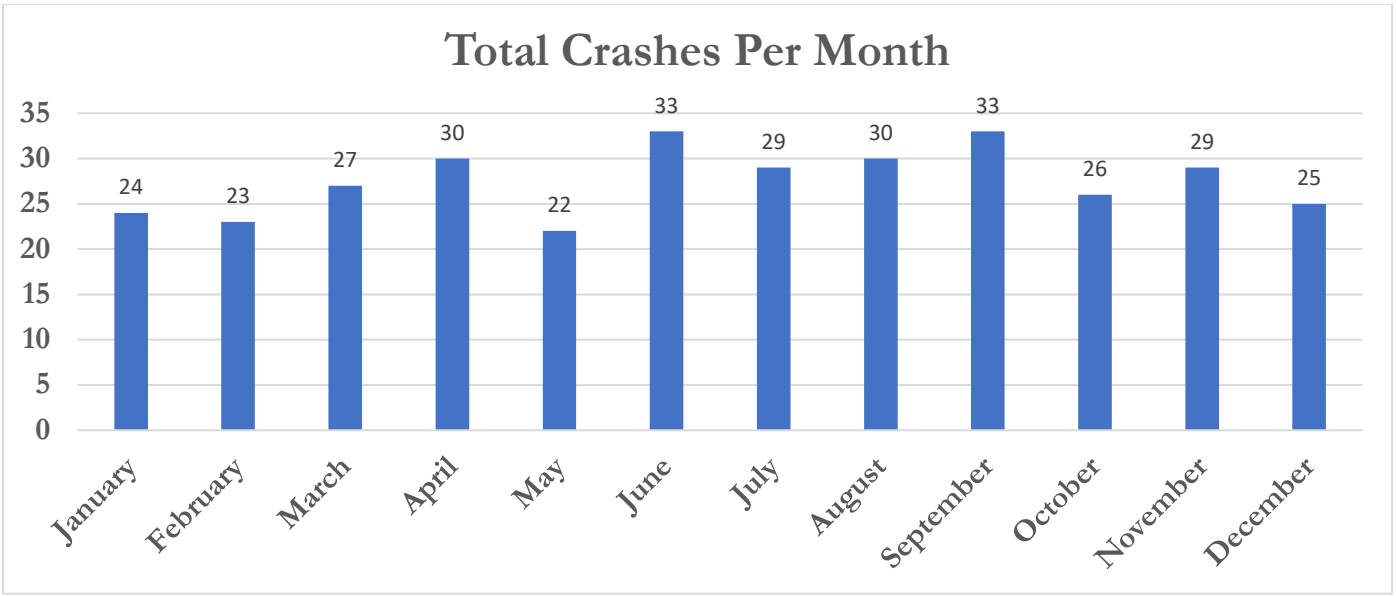
Figure 3. 2017-2021 Total Crashes Per Year



I.7 Crash Frequency by Month

Figure 4 shows the crash distribution by month. From 2017 to 2021, the monthly frequency of crashes demonstrated fluctuations. June and September represent the highest average monthly crashes (33 crashes) while the lowest month is May (22 crashes).

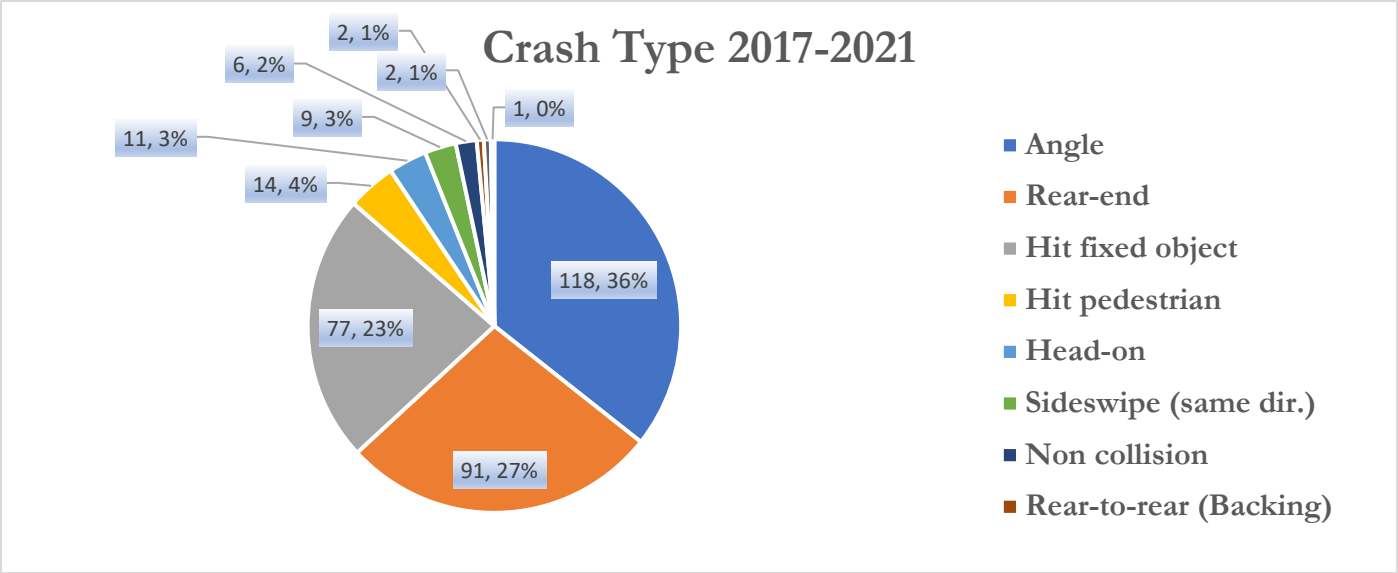
Figure 4. 2017-2021 Total Crashes Per Month



I.8 Type of Crashes

Figure 5 displays a breakdown of crash types from 2017 to 2021. The data demonstrates that the highest type of crashes were angle crashes (36%) with a total count of 118 crashes. Rear-end crashes are the second highest and account for 27% of the total crashes with a count of 91 crashes. The third-highest crash type was hit a fixed object (77 crashes), accounting for 23% of the total crash types.

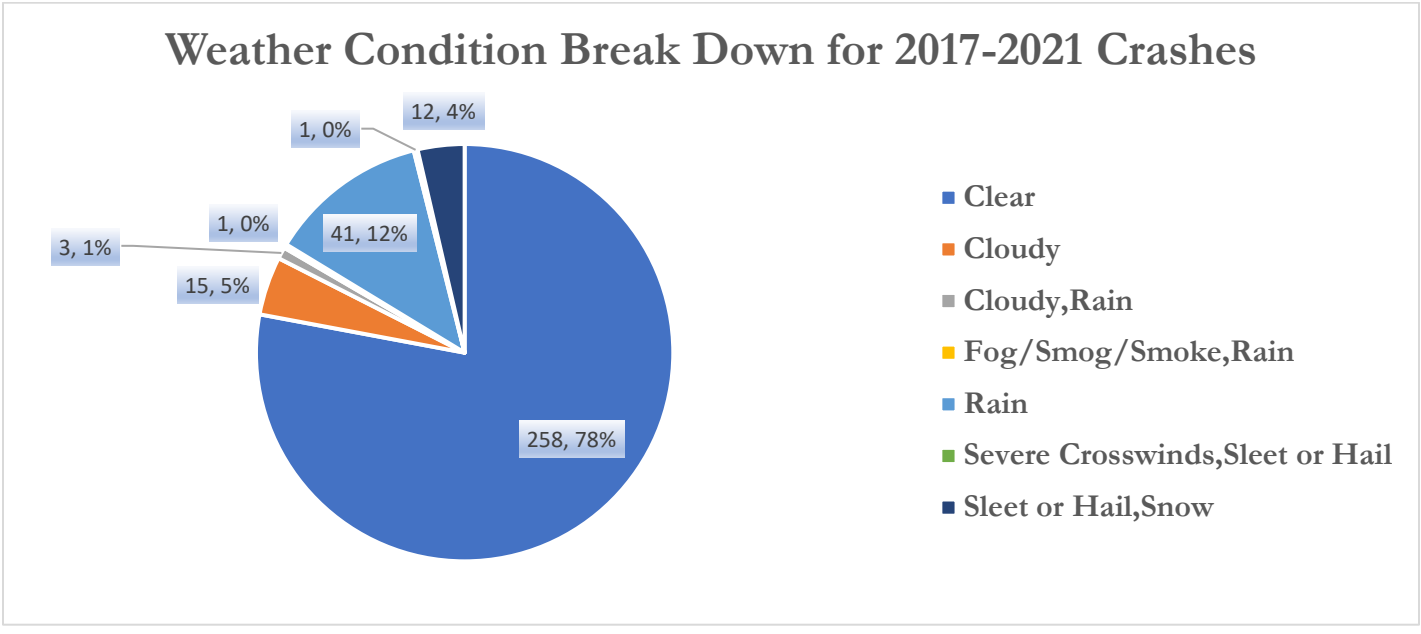
Figure 5. Type of Crashes from 2017-2021



I.9 Weather Conditions during Crashes

Figure 6 displays a breakdown of weather conditions at the time of the crashes. The data demonstrate that the highest frequency of crashes was recorded under clear conditions (78%) with a total count of 258 crashes. Rain conditions account for 12% of the total crashes with a count of 41 incidents and are the second-highest weather condition. The third-highest weather condition is cloudy, with 5% of the crashes (15 crashes).

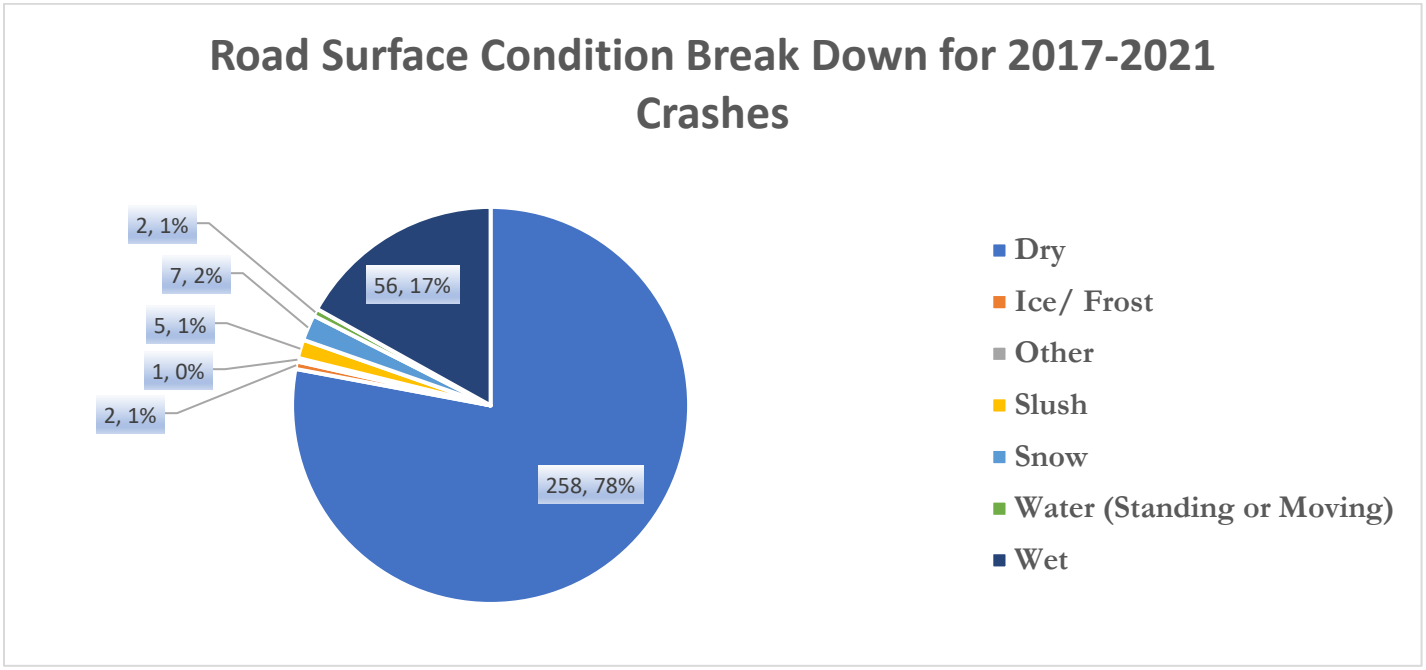
Figure 6. Weather Conditions during Crashes (2017-2021)



I.10 Road Surface Conditions during Crashes

The data presented in Figure 7 provides a summary of the road surface conditions during the crashes. Analysis of the data reveals that the highest frequency of crashes occurred on a dry road which accounted for 78% of the total number of crashes, with a total of 258 crashes. The second-highest frequency of crashes were recorded on wet surfaces, which constituted 17% of the total number of crashes, with a count of 56 incidents. The third-highest frequency of road surface conditions is snow, making up 2% of the total road surface conditions.

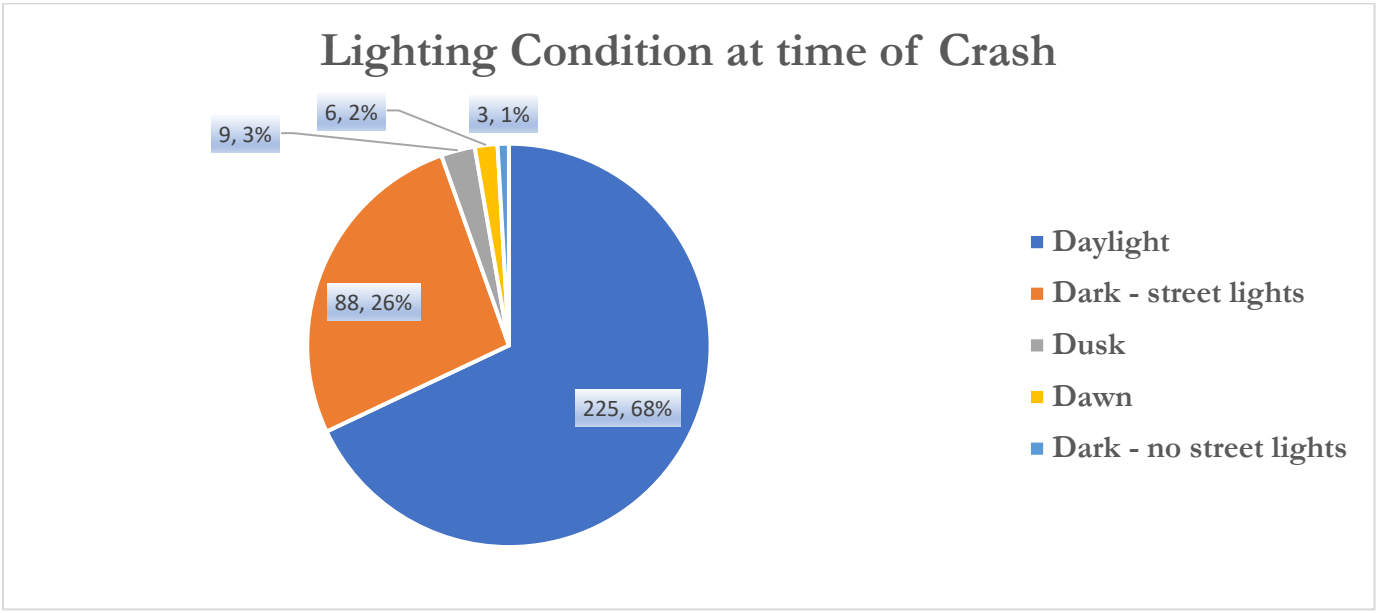
Figure 7. Road Surface Condition Break Down from 2017-2021



I.11 Lighting Conditions during Crashes

Figure 8 displays a breakdown of lighting conditions for the study area crashes. The majority of crashes occurred during daylight (68%) with a total count of 225 crashes.

Figure 8. Lighting Conditions for Crashes From 2017-2021



II. Conclusions of the Crash Analysis for Abington Noble Station Study Area

A total of 331 crashes were recorded in the study area during the five-year time frame of 2017-2021. The highest frequency of crashes was observed on Old York Road, with 107 crashes reported. Additionally, there were a total of 46 crashes on Susquehanna Road and 43 crashes recorded on The Fairway.

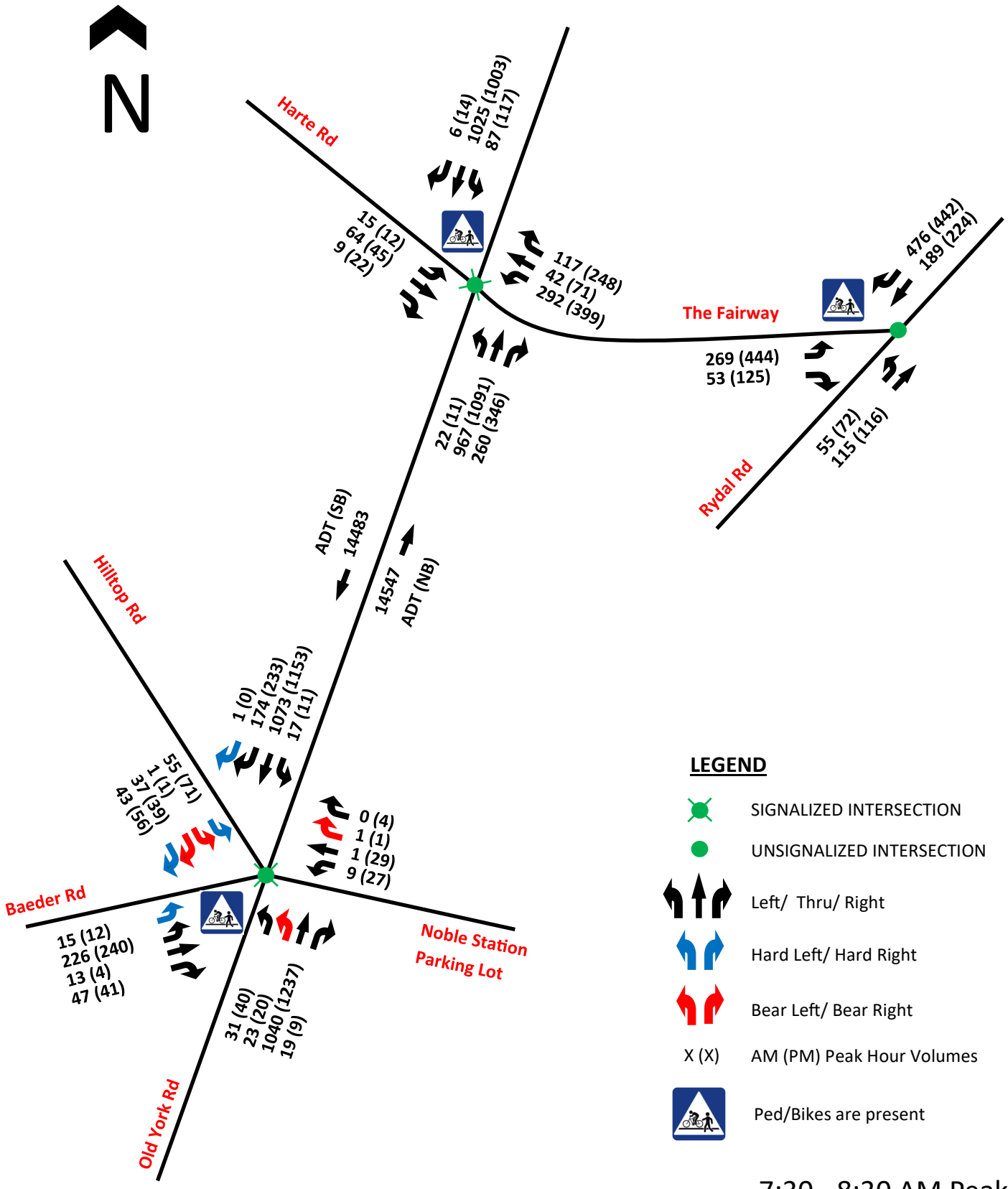
Six intersections were evaluated in the study area that contributed to 40 crashes out of the 331 in the study area. The intersection of Susquehanna Road and Old York Road had the highest number of crashes (28) over the 5-year period.

There was not an overrepresentation of pedestrian crashes in the study area, however there were a total of 14 pedestrian crashes, with 5 occurring on The Fairway. There were no bicycle crashes in the study area.

According to the analysis, the crashes are occurring during daylight, clear weather and dry road conditions. In addition, most of these crashes happen during June and September. Excluding the pandemic year (2020) there are on average 70 crashes/year occurring in the study area. To ascertain countermeasures or strategies to reduce crashes in the study area a more in-depth analysis of individual crash reports would be needed.

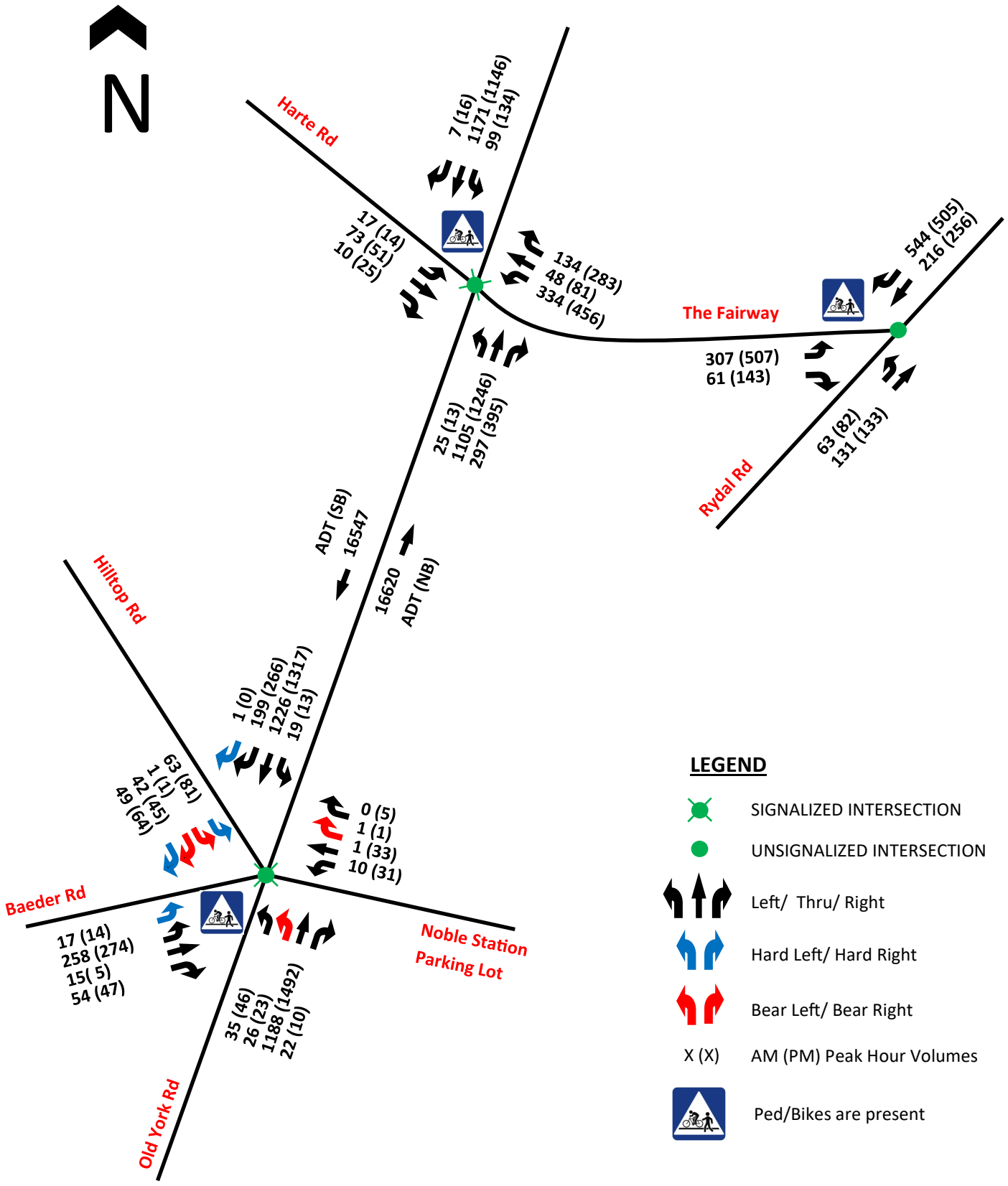
Appendix C

Traffic Counts



7:30 - 8:30 AM Peak
4:30 - 5:30 PM Peak
Count Date: Tuesday, May 2, 2023
2023 Existing Traffic Volumes

DRIVE ENGINEERING

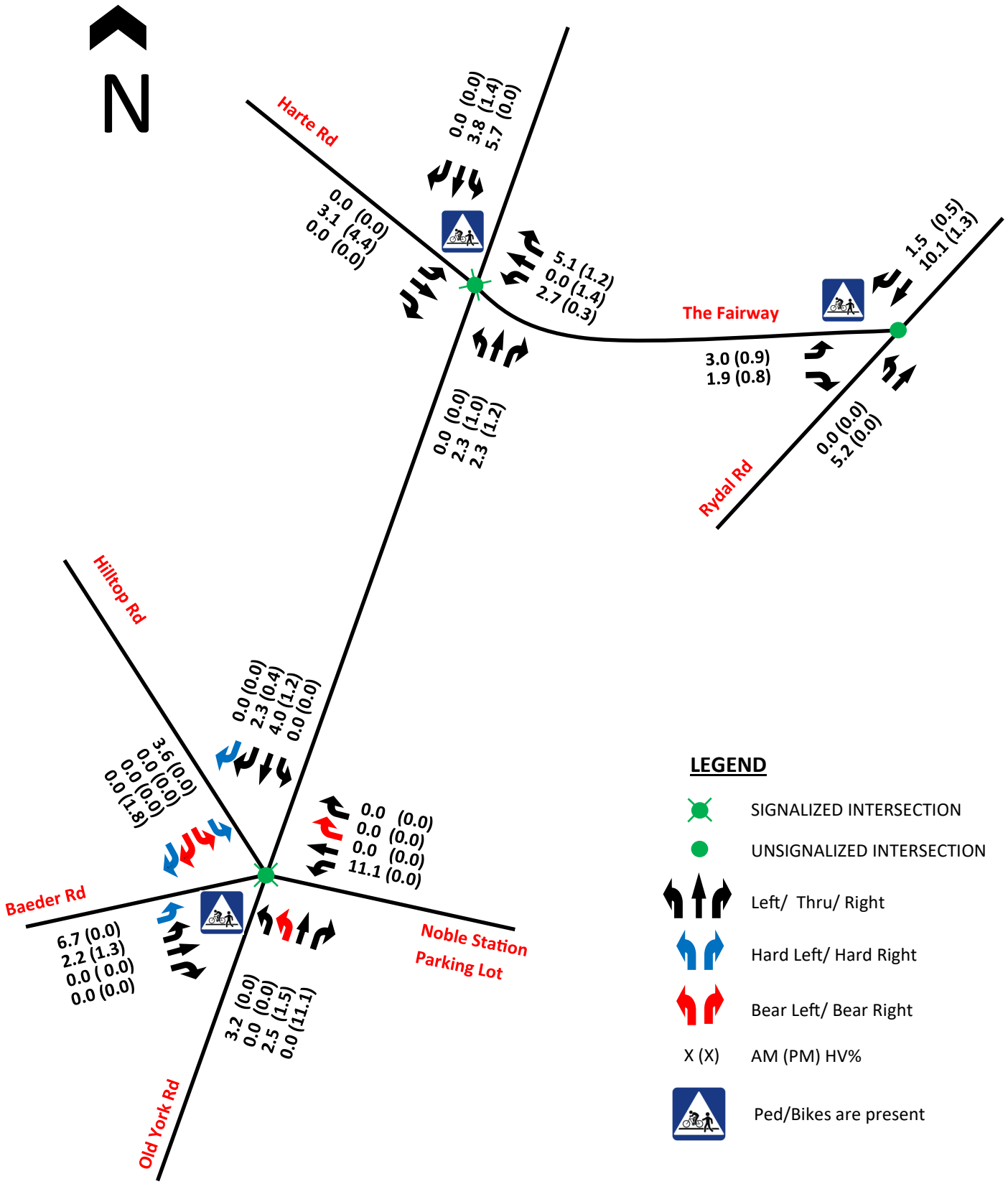


DRIVE ENGINEERING

7:30 - 8:30 AM Peak

4:30 - 5:30 PM Peak

2028 Future Traffic Volumes

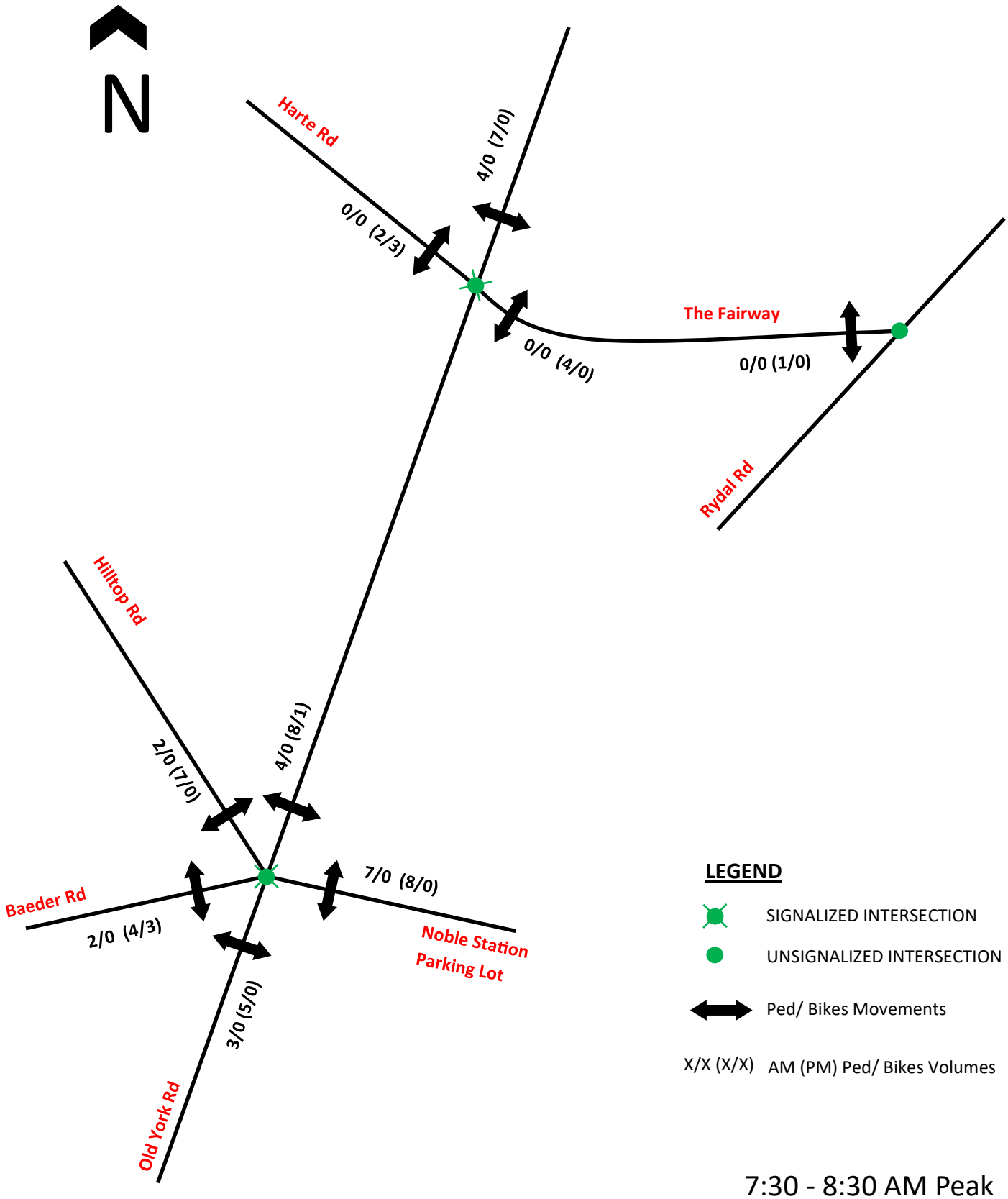


7:30 - 8:30 AM Peak

4:30 - 5:30 PM Peak

Heavy Vehicle Percentage

DRIVE ENGINEERING



7:30 - 8:30 AM Peak

4:30 - 5:30 PM Peak

Count Date: Tuesday, May 2, 2023

Pedestrian (Ped) & Bike Volumes

DRIVE ENGINEERING

Appendix D

Parking Report Memo

DRIVE ENGINEERING

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Exhibits

Appendices

Background

A parking lot study was conducted for the Southeastern Pennsylvania Transportation Authority (SEPTA) Noble Station parking lots located at 801 Old York Road, Jenkintown, PA. The goal was to determine how much parking is provided and utilized for the parking lots and to ascertain if demand exceeds capacity.

Noble Station is a station along the SEPTA West Trenton Line to Ewing, New Jersey and Philadelphia, Pennsylvania. It is located at Old York Road between Hilltop Road & Rodman Avenue in the community of Jenkintown, Abington Township, Pennsylvania.

For the study, the parking lots were divided into three parking Zones:

- Noble Station Inbound (To Center City, Philadelphia) Platform lot (Zone 1 – 26 parking spots).
- Noble Plaza Parking Lot (To Center City, Philadelphia) (Zone 2 – 23 parking spots).
- Noble Station Outbound (To West Trenton, NJ) Platform lot (Zone 3 – 42 parking spots).

Exhibit 1 illustrates the three parking lot zone areas in the study.

Exhibit 1: Parking Lot Zone Map

Inventory of Existing Parking

Drive Engineering collected hourly parking utilization, turnover, and duration of stay counts in the parking lot at SEPTA Noble Station. The survey data was gathered on Wednesday, August 23, 2023. At the time of the study, there were 91 parking spaces available in Zone 1, 2 and 3. For purposes of the study, the parking lot spaces were numbered as illustrated in Exhibit 2, 4 and 5.

In Zone 1, (Exhibit 2) two parking spaces were reserved spaces and one was a handicapped space.

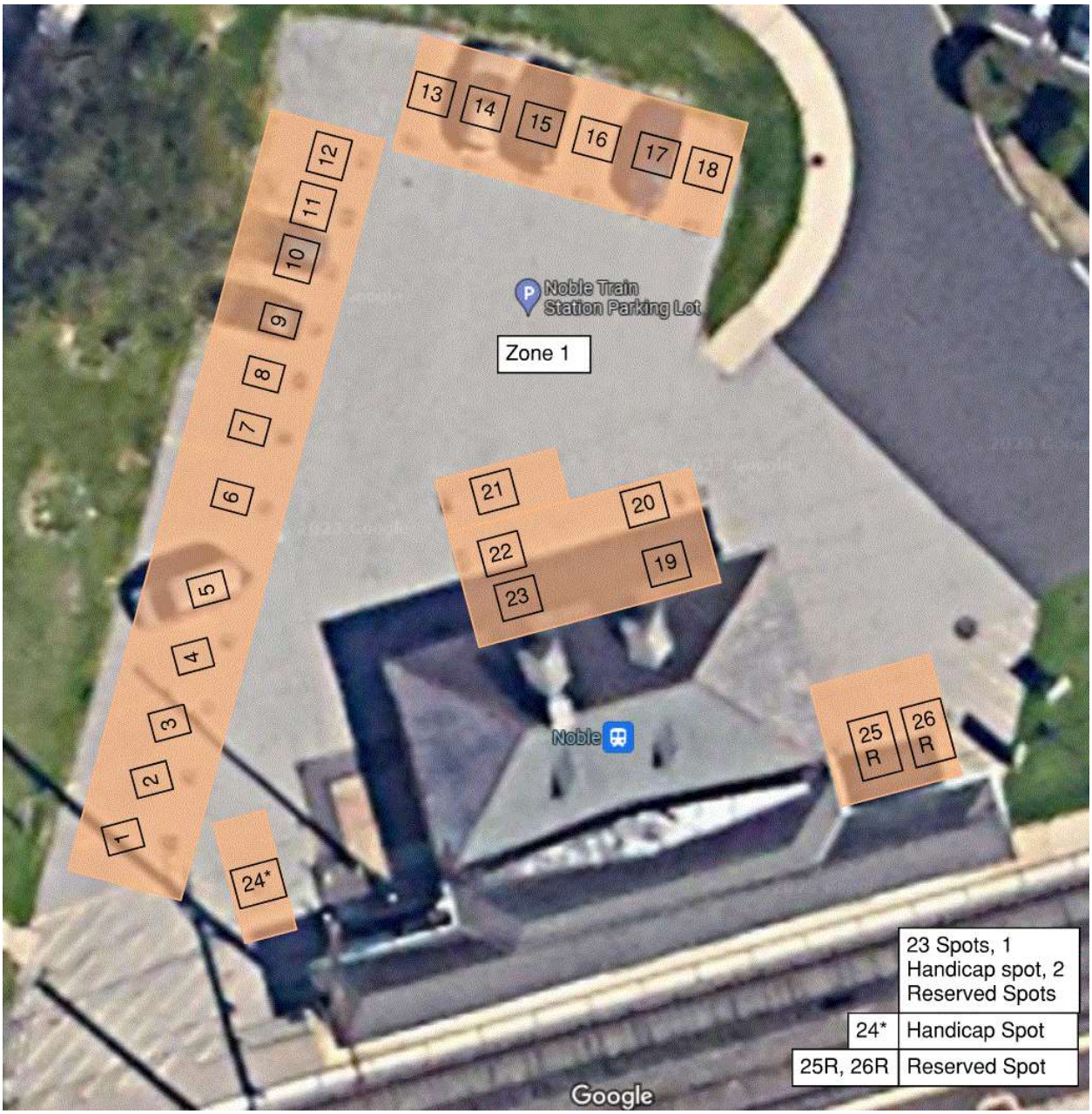

Exhibit 2: Zone 1 Numbered Spaces

At the western perimeter of Zone 2 a sign is erected designating parking spots for Noble Plaza and Noble Square only (Exhibit 3). Based on the signing restriction, and observations of motorists parking and using the SEPTA platform, the 23 parking spots in Zone 2 (Exhibit 4) are included in the parking lot study. The parking reserved for Noble Plaza and Noble Square Only is not included in the study and is denoted in red on Exhibit 4.

Exhibit 3: Parking Sign for Noble Plaza and Noble Square Only

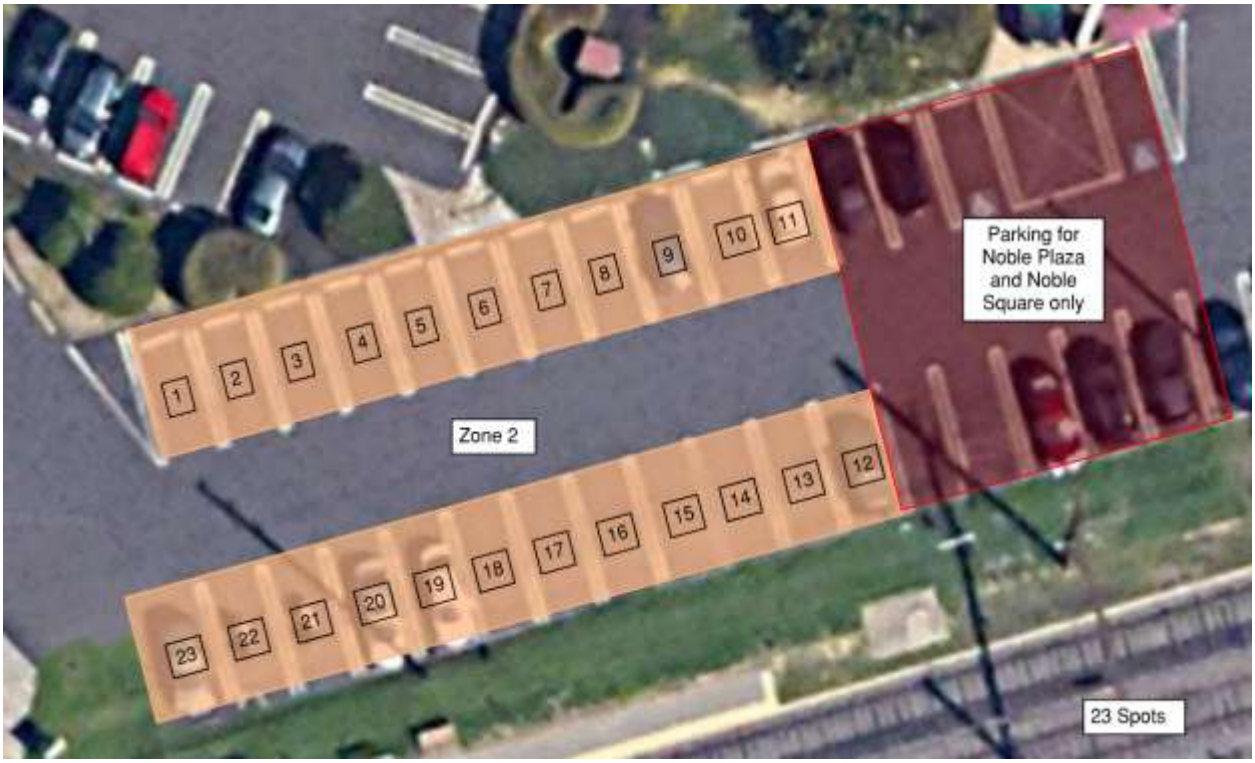

Exhibit 4: Zone 2 Numbered Spaces

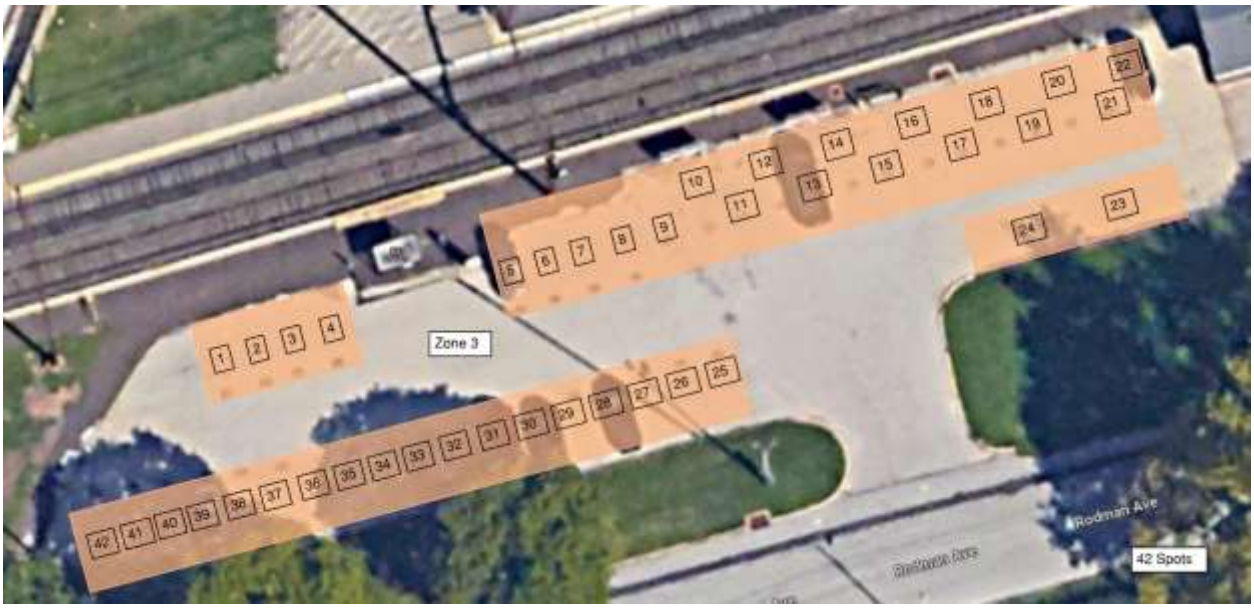

Exhibit 5: Zone 3 Numbered Spaces

The parking lots were surveyed in a clockwise direction for occupancy checks. The counts were conducted beginning at 8:00 AM and ending at 6:00 PM. For the morning and evening commute hours (i.e. 8 AM – 10 AM and 4 PM- 6 PM), counts were conducted in 30 minute increments. Based on the SEPTA train schedule changing at 10 AM, counts were then conducted in hourly increments from 10 AM to 6 PM.

The Septa Train schedule for the Noble Station West Trenton line runs approximately every half hour beginning at approximately 6 AM until 10 AM; it then shifts to an hourly schedule from 10 AM to 4 PM, and from 4 PM to 6 PM reverts to a half hour schedule. Located in Appendix B is an exhibit of the schedule. The schedule is available online as well.

Analysis of Existing Parking

A parking utilization study on a total of 91 parking spaces was conducted. Three metrics were analyzed from the data:

1. Occupancy Rate: This is the number of spaces occupied by vehicles during the study. It was calculated on an hourly basis by Zone.
2. Average Length of Stay: This is the length of time each vehicle remained in a parking spot during the study period.
3. Vehicle Per Space Turnover: This is the number of vehicles that remained in a parking spot during the study period.

Parking Study Findings

A total of 91 parking spaces are provided at the SEPTA Noble Station and current demand does not exceed capacity. Parking for both the Center City Philadelphia platform (Zone 1 and 2) and the West Trenton NJ platform (Zone 3) are below an 85% occupancy threshold limit. Following are details of the findings:

There was a total of 40 cars parked during the ten-hour study. The peak utilization of the total parking area during the survey day for Zone 1 occurred at 2:00 PM with a total of seven (27%) spaces occupied. For Zone 2, peak utilization occurred at 12:00 with a total of eighteen (78%) spaces occupied. For Zone 3, the peak utilization occurred between (12:00 PM-1:00 PM) with a total of eight (19%) spaces occupied. Exhibits 6,7, and 8 illustrate the number and the percentage of occupied spaces and the number and the percentage of available spaces for the peak hour for Zones 1, 2 and 3.

Parking occupancy rates do not indicate a shortage of parking. The peak parking demand was observed around 12:00 PM to 2:00 PM with approximately 36 spaces occupied. In summary, there was a total of 19 available spaces for Zone 1, five spaces for Zone 2 and 34 spaces for Zone 3 during the noontime parking peak during the study.

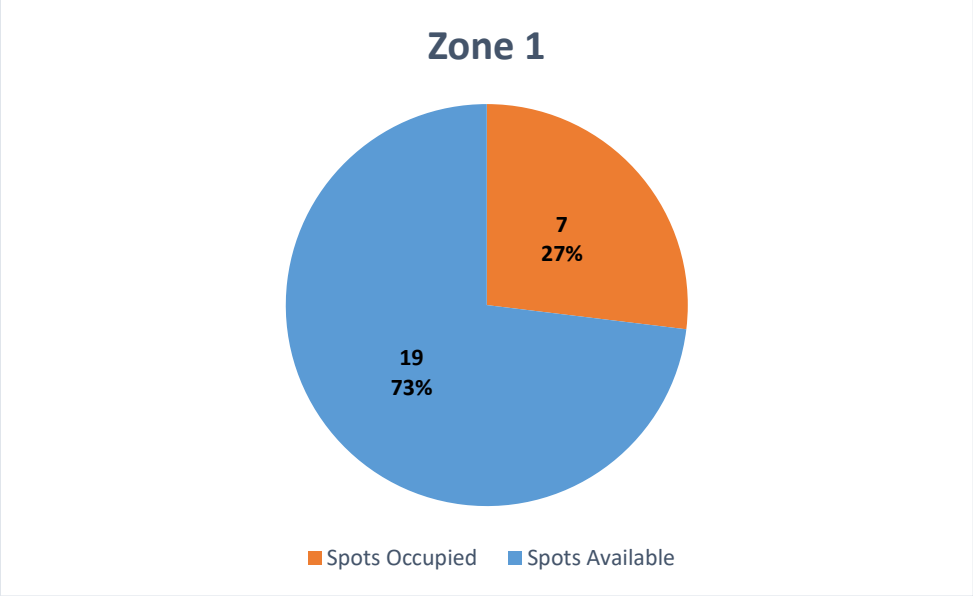

Exhibit 6: Peak Hour Number and Percentage of Occupied and Available Spaces for Zone 1

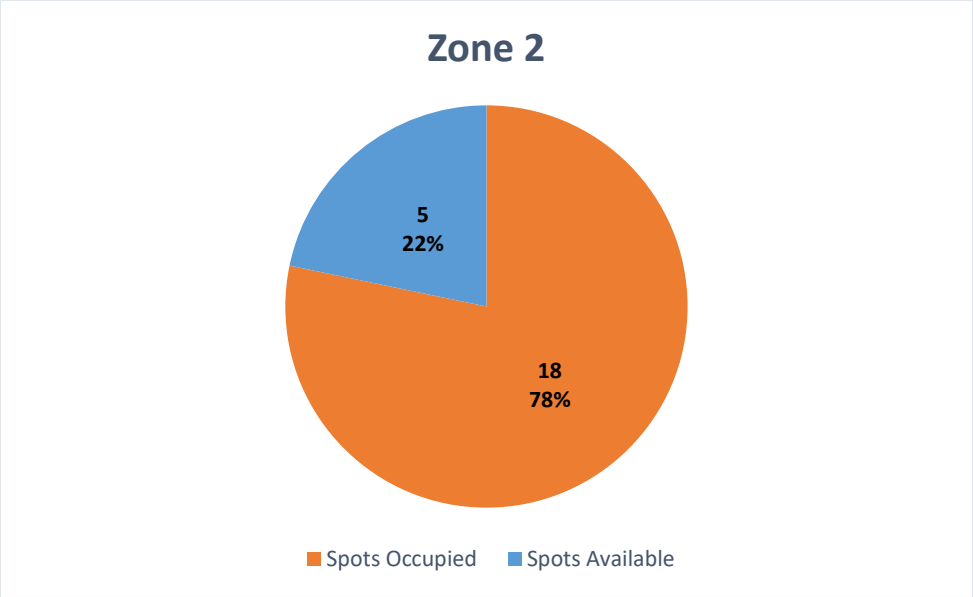

Exhibit 7: Peak Hour Number and Percentage of Occupied and Available Spaces for Zone 2

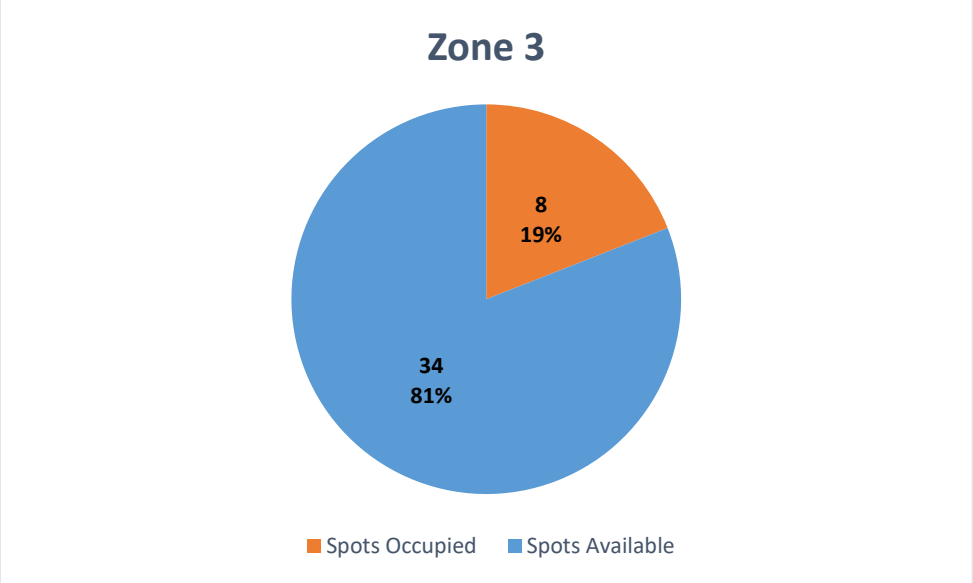

Exhibit 8: Peak Hour Number and Percentage of Occupied and Available Spaces for Zone 3

Exhibits 9, 10, and 11 illustrate the hourly peak occupancy rate for Zones 1, 2 and 3.

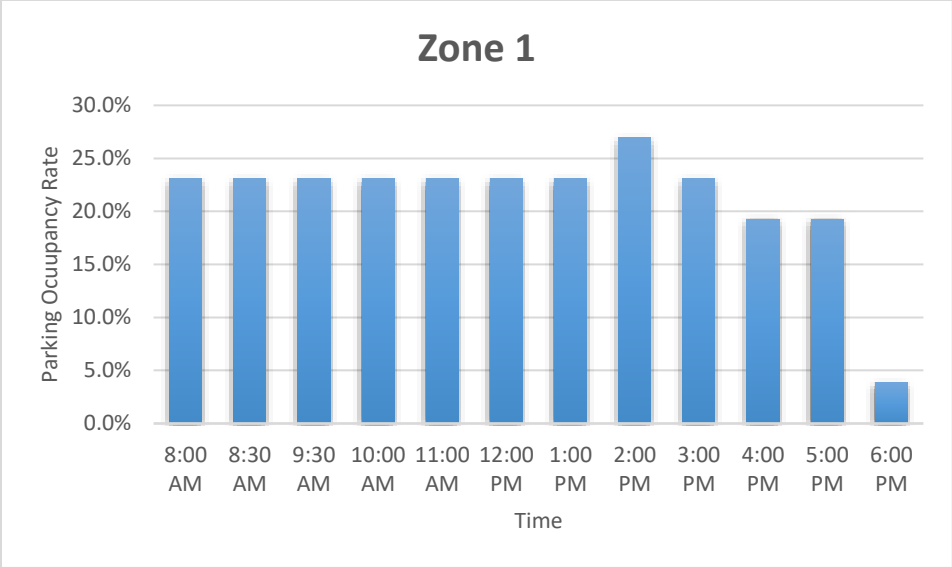

Exhibit 9: Hourly Peak Occupancy Rate for Zone 1

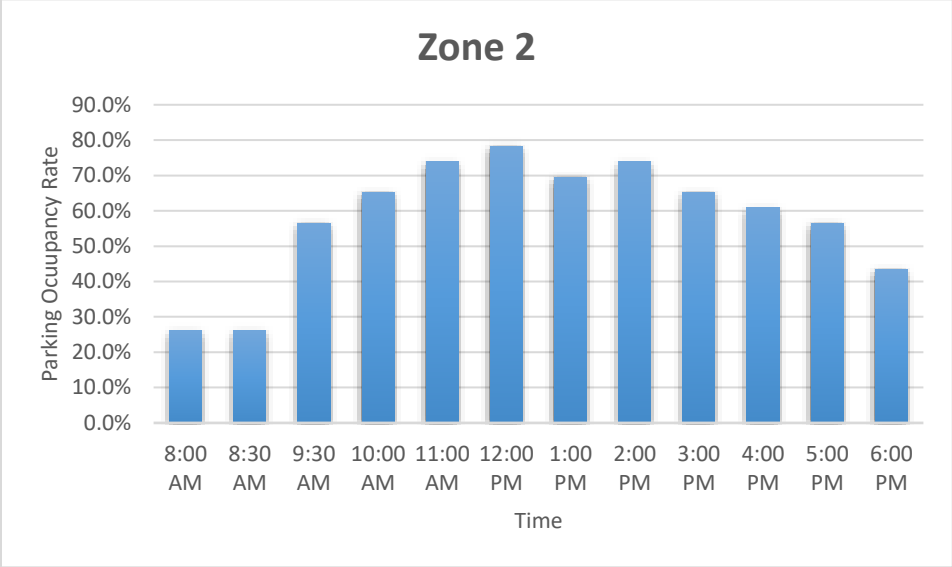

Exhibit 10: Hourly Peak Occupancy Rate for Zone 1

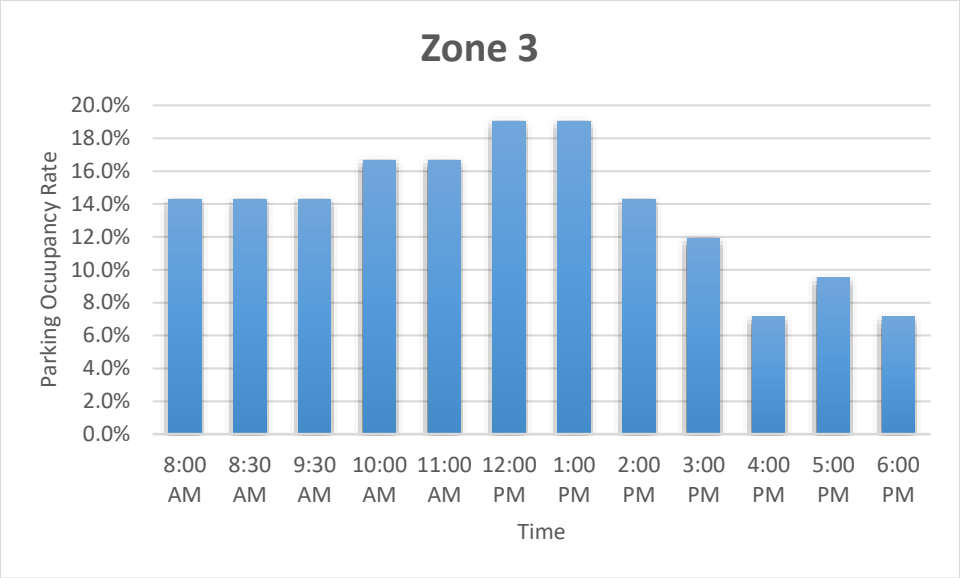

Exhibit 11: Hourly Peak Occupancy Rate for Zone 3

Exhibit 12, further illustrates the Peak Hour occupancy rate for Zones 1, 2 and 3 by percentage occupancy of each parking Zone during the peak period.

Exhibit 12: Parking Zones Peak Hour Occupancy Rate

Parking Turnover and length of stay duration were determined as well. The turnover counts were conducted to collect not only occupancy information but also helped identify how long cars were parked in the same space.

Analysis of the information collected for the parking lot showed two cars stayed in the same space for over 10 hours in Zones 1 and 2. In Zone 3, no parking spots had more than a single car occupy them over the course of the study.

The parking lots had very low turnover and the overall average length of stay for 40 vehicles observed was 6.3 hours.

Table 1 and Exhibits 13, 14 and 15 illustrate the results of the turnover and duration of stay surveys for Zones 1, 2 and 3.

Table 1: Turnover and Duration of Stay Surveys

Zone	Length of Stay (Hours)	Vehicle per Space Turnover
1	7.7	0.27
2	6.3	0.91
3	5.4	0.24

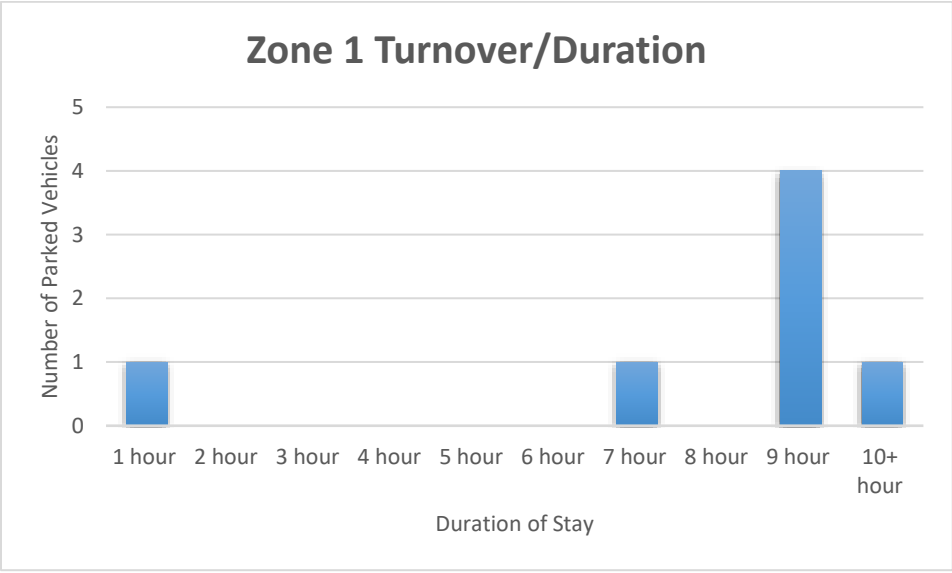

Exhibit 13: Duration of Stay for Zone 1

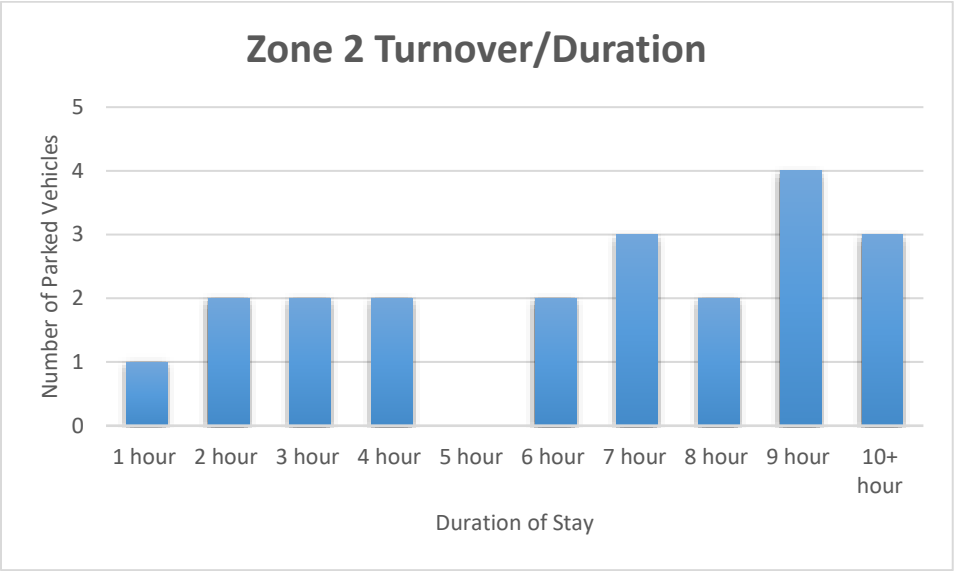

Exhibit 14: Duration of Stay for Zone 2

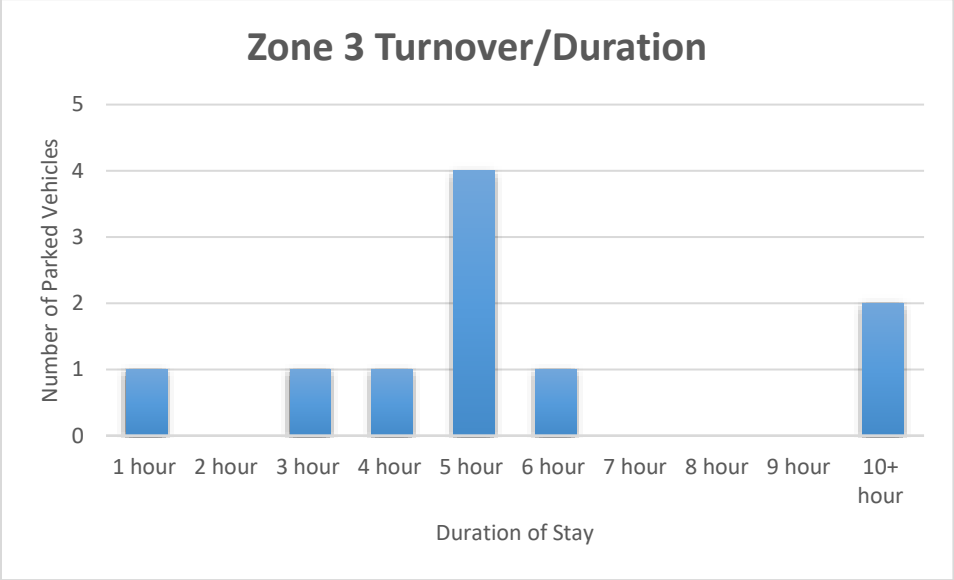

Exhibit 15: Duration of Stay for Zone 3

Conclusion

Based on the results of the analysis of the of existing use that was performed, it was determined that the 91 parking spots provided at the Noble Station lots provide an adequate supply of parking to meet demand during the study period. The parking zones did not reach 85% utilization at any point during the day.

The highest occupancy noted was in Zone 2 for from 12 PM- 1 PM at a 78% occupancy rate; Zone 2 had 5 available parking spots during this time and Zone 1 which services the same platform area had 19 spaces available for a total of 24 available spaces during the peak parking period for the Philadelphia, PA platform. Zone 3 which services the West Trenton, NJ platform, had a total of 34 available spots during the peak parking period.

Appendix A:
Parking Utilization Field Sheets

Date: 08/23/2023	Location: Inbound Platform Lot (Zone 1)
Weather: Fair	Start Time: 8:00 AM
Observer: Mohammed M	End Time: 6:00 PM

		Time					
Spot Number & License Plate Number of Vehicles	Parking Spot	8:00 AM	8:30 AM	9:30 AM	10:00 AM	11:00 AM	12:00 PM
	1.						
	2.						
	3.	1331	X	X	X	X	X
	4.						
	5.						
	6.	6023	X	X	X	X	X
	7.	S84	X	X	X	X	X
	8.						
	9.						
	10.	8686	X	X	X	X	X
	11.						
	12.						
	13.	1442	X	X	X	X	x
	14.						
	15.	7026	X	X	X	X	X
	16.						
	17.						
	18.						
	19.						
	20.						
	21.						
	22.						
	23.						
	24. *						
	25. R						
	26. R						

x = Repeated License Plate

* = Handicapped Spot | R = Reserved

Date: 08/23/2023			Location: Inbound Platform Lot (Zone 1)				
Weather: Fair			Start Time: 8:00 AM				
Observer: Mohammed M			End Time: 6:00 PM				
		Time					
Spot Number & License Plate Number of Vehicles	**Parking Spot**	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
	1.						
	2.						
	3.	1331	X	X	X	X	
	4.						
	5.						
	6.	6023	X	X	X	X	X
	7.	S84	X	X	X	X	
	8.						
	9.						
	10.	8686	X	X	X	X	
	11.						
	12.						
	13.	1442	X	X	X	X	
	14.						
	15.	7026	X	X			
	16.						
	17.						
	18.						
	19.						
	20.		6089				
	21.						
	22.						
	23.						
	24. *						
	25. R						
	26. R						

x = Repeated License Plate

* = Handicapped Spot | R = Reserved

Date: 08/23/2023		Location: Noble Plaza Lot (Zone 2)					
Weather: Fair		Start Time: 8:00 AM					
Observer: Mohammed M		End Time: 6:00 PM					
		Time					
Spot Number & License Plate Number of Vehicles	**Parking Spot**	8:00 AM	8:30 AM	9:30 AM	10:00 AM	11:00 AM	12:00 PM
	1.	2758	X	X	X	X	X
	2.			0563	X	X	X
	3.						
	4. *	367T	X	X	X	X	X
	5.						
	6.			3032	X	X	X
	7.						
	8.					1278	X
	9.			9138	X	X	x
	10.			7130	X	X	X
	11.			MLX	X	X	X
	12.				0769	X	x
	13.					620	X
	14.						RZF
	15.						
	16.			4618	X	X	X
	17.						
	18.				1501	X	X
	19.			0142	X	X	X
	20.	2005	X	X	X	X	X
	21.	2499	X	X	X	X	x
	22.	4BF4	X	X	X	X	X
	23.	0846	X	X	X	X	X

x = Repeated License Plate

* = Occupied by a Loader

Date: 08/23/2023	Location: Noble Plaza Lot (Zone 2)
Weather: Fair	Start Time: 8:00 AM
Observer: Mohammed M	End Time: 6:00 PM

		Time					
Spot Number & License Plate Number of Vehicles	Parking Spot	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
	1.	2758	X	X	X	X	X
	2.						1161
	3.						
	4. *	367T	X	X	X	X	X
	5.						
	6.	3032	X	X	X	X	X
	7.		9449	X	X	X	X
	8.	1278					
	9.		1731	X	X	X	X
	10.	7130	X	X	X	X	X
	11.	MLX	X	X	X	X	
	12.	0769	X	X	X	X	X
	13.	620	X	X	X	X	
	14.	RZF	X				
	15.						
	16.	4618	X	X	X	X	X
	17.						
	18.	1501	X	X	X	X	
	19.	0142	X	X	X		
	20.	2005	X	X	X	X	X
	21.	2499	X				
	22.	4BF4	X	X	X	X	
	23.	0846	X	X			

x = Repeated License Plate

* = Occupied by a Loader

Date: 08/23/2023	Location: Outbound Platform Lot (Zone 3)
Weather: Fair	Start Time: 8:00 AM
Observer: Joe M	End Time: 6:00 PM

		Time					
Spot Number & License Plate Number of Vehicles	Parking Spot	8:00 AM	8:30 AM	9:30 AM	10:00 AM	11:00 AM	12:00 PM
	1.						
	2.						
	3.						
	4.						
	5.						
	6.				LNH1223	X	X
	7.						
	8.						
	9.						
	10.						
	11.						
	12.						
	13.						
	14.	LVJ53G (NJ)	X	X	X	X	X
	15.						
	16.						
	17.						
	18.						
	19.	LVE8844	X	X	X	X	x
	20.						
	21.						
	22.	MGG6089	X	X	X	X	x
	23.						
	24.						

x = Repeated License Plate

Date: 08/23/2023			Location: Outbound Platform Lot (Zone 3)				
Weather: Fair			Start Time: 8:00 AM				
Observer: Joe M			End Time: 6:00 PM				
		Time					
Spot Number & License Plate Number of Vehicles	**Parking Spot**	8:00 AM	8:30 AM	9:30 AM	10:00 AM	11:00 AM	12:00 PM
	25.	ZKP9183	X	X	X	X	X
	26.						
	27.	LRJ2912	X	X	X	X	X
	28.						
	29.						PD3622V
	30.						
	31.						
	32.						
	33.						
	34.						
	35.	HKH8868A	X	X	X	X	X
	36.						
	37.						
	38.						
	39.						
	40.						
	41.						
	42.						

x = Repeated License Plate

Date: 08/23/2023			Location: Outbound Platform Lot (Zone 3)				
Weather: Fair			Start Time: 8:00 AM				
Observer: Joe M			End Time: 6:00 PM				
		Time					
Spot Number & License Plate Number of Vehicles	**Parking Spot**	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
	1.						
	2.						
	3.						
	4.						
	5.						
	6.	LNH1223	X	X			
	7.						
	8.						
	9.						
	10.						
	11.						
	12.						
	13.						
	14.	LVJ53G (NJ)	X				
	15.						
	16.						
	17.						
	18.						
	19.	LVE8844					
	20.						
	21.						
	22.	MGG6089					
	23.		MG3383M	X	X	X	X
	24.						

x = Repeated License Plate

Date: 08/23/2023			Location: Outbound Platform Lot (Zone 3)				
Weather: Fair			Start Time: 8:00 AM				
Observer: Joe M			End Time: 6:00 PM				
		Time					
Spot Number & License Plate Number of Vehicles	**Parking Spot**	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
	25.	ZKP9183					
	26.						
	27.	LRJ2912	X	X	X	X	X
	28.						
	29.	PD3622V	X	X			
	30.						
	31.						
	32.						
	33.						
	34.						
	35.	HKH8868A	X	X	X	X	X
	36.						
	37.					JMH7369	
	38.						
	39.						
	40.						
	41.						
	42.						

x = Repeated License Plate

Appendix B:
SEPTA Train Schedule between Center City Philadelphia, Jenkintown and West Trenton, NJ

STATION LOCATIONS	CONNECTING SERVICES*
WEST TRENTON 3 Railroad Ave	NJT Rt 608
YARDLEY 13 Reading Ave	
WOODBOURNE 903 Woodbourne Rd	
LANGHORNE 215-580-6941 137 Comly Ave	14 ,130
NESHAMINY FALLS 4255 E. Bristol Rd	58
TREVOSE 1100 Boundbrook Ave	
SOMERTON 215-580-6940 13623 Philmont Ave	58, 84
FOREST HILLS 299 Byberry Rd	84
PHILMONT 215-580-6939 106 Tomlinson Rd	
BETHAYRES 215-580-6938 500 Station Ave	24, 88
MEADOWBROOK 1430 Old Valley Rd	
RYDAL 1470 Susquehanna Rd	
NOBLE 801 Old York Rd	55
JENKINTOWN-WYNCOTE 215-580-6838 2 Greenwood Ave	77
ELKINS PARK 215-580-6887 7876 Spring Ave	28
MELROSE PARK 215-580-6891 900 Valley Rd	
FERN ROCK TRANS. CENTER 900 Nedro Ave	4, 28, 57, 70, BSL
TEMPLE UNIVERSITY 215-580-5440 927 W. Berks St	
JEFFERSON STATION Market St between 10th & 12th Sts	MFL, BRS,17, 23, 33, 38, 44, 45, 47, 47m, 48, 61, 62, 78, NJT Bus
SUBURBAN STATION 16th St & JFK Blvd	MFL, BSL, 2, 4, 10, 11, 13, 16, 17, 27, 31, 32, 33, 34, 36, 38, 44, 48, 62, 78, 124, 125
GRAY 30th ST. STATION 30th & Market Sts	MFL, 9, 10, 11, 13, 30, 31, 34, 36, 44, 49, 62, 78, 124, 125, LUCY, Amtrak, NJT Atlantic City Rail Line
PENN MEDICINE STATION 3149 Convention Blvd 215-580-6565	40, LUCY

* All Connecting Services are SEPTA Bus, Trolley or High Speed Rail unless otherwise noted
MFL = Market-Frankford Line
BSL = Broad Street Line
BRS = Broad-Ridge Spur

T.T.6 WTR-22

SEPTA REGIONAL RAIL

WEST TRENTON LINE

To/From Center City Philadelphia

Effective August 27, 2023

- West Trenton
- Yardley
- Woodbourne
- Langhorne
- Neshaminy Falls
- Trevose
- Somerton
- Forest Hills
- Philmont
- Bethayres
- Meadowbrook
- Rydal
- Noble
- Jenkintown-Wyncote
- Elkins Park
- Melrose Park
- Fern Rock Transportation Center
- Temple University
- Jefferson Station
- Suburban Station
- William H. Gray III 30th St. Station
- Penn Medicine Station

Customer Service: 215-580-7800
TDD/TTY: 215-580-7853
www.septa.org

MONDAYS through FRIDAYS (Except MAJOR HOLIDAYS)

TO CENTER CITY

Fare Zone	Services Ⓟ	Services	Services ♿	Train Number / Stations	3591	3501	303	6307	6367	305	3815	3209	6313	6317	6321	3219	381	3223	3845	3541	3545	3549	3553	3557	3561
				Stations	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
NJ	✓			West Trenton, NJ	5:12	5:57	6:31	6:54	7:18	7:51	—	9:20	10:20	11:20	12:20	1:20	2:22	3:17	4:03	4:50	5:50	6:50	7:55	8:50	10:00
4	✓		✓	Yardley	5:16	6:01	6:35	6:58	7:22	7:54	—	9:23	10:23	11:23	12:23	1:23	2:25	3:20	4:06	4:53	5:53	6:53	7:58	8:53	10:03
4	✓			Woodbourne	5:22	6:07	6:41	7:04	7:28	8:00	—	9:28	10:28	11:28	12:28	1:28	2:28	3:25	4:11	4:58	5:58	6:58	8:03	8:58	10:08
4	✓	✓		Langhorne	5:26	6:11	6:45	7:08	7:32	8:04	—	9:32	10:32	11:32	12:32	1:32	2:32	3:28	4:15	5:02	6:02	7:02	8:07	9:02	10:12
3	✓		✓	Neshaminy Falls	5:30	6:15	6:49	7:12	7:34	8:08	9:00	9:36	10:36	11:36	12:36	1:36	2:38	3:35	4:18	5:05	6:05	7:05	8:10	9:05	10:15
3	✓		✓	Trevose	5:32	6:17	6:52	7:15	7:37	8:10	9:02	9:39	10:39	11:39	12:39	1:39	2:41	3:38	4:20	5:07	6:07	7:07	8:12	9:07	10:17
3	✓	✓	✓	Somerton	5:34	6:19	6:55	7:18	7:40	8:13	9:05	9:42	10:42	11:42	12:42	1:42	2:44	3:41	4:24	5:10	6:10	7:10	8:15	9:10	10:20
3	✓		✓	Forest Hills	5:37	6:22	6:57	7:20	7:42	8:15	9:07	9:45	10:45	11:45	12:45	1:45	2:46	3:43	4:25	5:12	6:12	7:12	8:17	9:12	10:22
3	✓	✓	✓	Philmont	5:39	6:24	6:59	7:22	7:44	8:17	9:09	9:47	10:47	11:47	12:47	1:47	2:48	3:45	4:27	5:14	6:14	7:14	8:19	9:14	10:24
3	✓	✓	✓	Bethayres	5:41	6:26	7:02	7:25	7:47	8:18	9:10	9:49	10:49	11:49	12:49	1:49	2:50	3:46	4:29	5:15	6:15	7:15	8:20	9:15	10:25
3	✓			Meadowbrook	5:43	6:28	7:04	—	7:50	8:20	9:12	9:51	10:51	11:51	12:51	1:51	2:52	3:48	4:31	5:17	6:17	7:17	8:22	9:17	10:27
3	✓			Rydal	5:45	6:30	7:07	—	7:53	8:22	9:14	9:53	10:53	11:53	12:53	1:53	2:54	3:50	4:33	5:19	6:19	7:19	8:24	9:19	10:29
3	✓			Noble	5:47	6:32	7:09	—	7:55	8:24	9:15	9:56	10:56	11:56	12:56	1:56	2:58	3:54	4:35	5:21	6:21	7:21	8:26	9:21	10:31
3	✓	✓		Jenkintown-Wyncote	5:51	6:36	7:13	—	8:00	8:30	9:20	10:01	11:01	12:01	1:01	2:01	3:02	3:59	4:39	5:25	6:25	7:25	8:30	9:25	10:35
2	✓	✓		Elkins Park	—	6:38	—	—	—	—	9:22	10:03	11:03	12:03	1:03	2:03	3:04	4:01	4:41	5:27	6:27	7:27	8:32	9:27	10:37
2	✓	✓	✓	Melrose Park	—	6:40	—	—	—	—	9:24	10:05	11:05	12:05	1:05	2:05	3:06	4:03	4:43	5:29	6:29	7:29	8:34	9:29	10:39
1	✓		✓	Fern Rock T.C.	5:57	6:44	7:20	—	D8:07	8:36	9:26	10:07	11:07	12:07	1:07	2:07	3:09	4:07	4:46	5:31	6:31	7:31	8:36	9:31	10:41
C		✓	✓	Temple University	6:05	6:52	7:28	D7:50	D8:16	8:47	9:36	10:17	D11:17	D12:17	D1:17	2:17	3:19	4:18	4:55	5:40	6:40	7:40	8:45	9:40	10:50
C		✓	✓	Jefferson Station	6:12	6:59	7:34	D7:56	D8:23	8:53	9:43	10:23	D11:23	D12:23	D1:23	2:23	3:25	4:25	5:01	5:46	6:46	7:46	8:51	9:46	10:56
C		✓	✓	Suburban Station	6:17	7:04	7:39	D8:01	D8:28	8:58	9:48	10:28	D11:28	D12:28	D1:28	2:28	3:30	4:30	5:06	5:51	6:51	7:51	8:56	9:51	11:01
C		✓	✓	Gray 30th St. Station	6:21	7:08	7:43	8:05	8:32	9:02	9:52	10:32	11:32	12:32	1:32	2:32	3:34	4:34	5:10	5:55	6:55	7:55	9:00	9:55	11:05
C		✓	✓	Penn Medicine Station	—	—	7:46	—	—	9:05	—	10:34	—	—	—	2:34	3:37	4:37	—	—	—	—	—	—	—
				Train continues to	MAL	MAL	MED	—	—	WAW	CHW	WIL	—	—	—	NWK	MED	NWK	CHW	MAL	MAL	THO	MAL	THO	MAL
				(see *Destination Codes*)	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

TO WEST TRENTON

Fare Zone	Services Ⓟ	Services	Services ♿	Train Number / Stations	302	5300	5302	5304	8318	8322	6316	6320	6324	8338	6330	6334	5336	306	5340	6336	5344	5348	5352	5356	366
				Stations	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
C		✓	✓	Penn Medicine Station	5:56	—	—	—	—	—	—	—	—	—	—	—	—	4:34	—	—	—	—	—	—	11:49
C		✓	✓	Gray 30th St. Station	5:59	7:25	7:38	8:29	9:23	10:23	11:23	12:23	1:25	2:26	3:19	3:57	4:15	4:37	5:15	5:34	6:24	7:15	8:15	9:15	11:52
C		✓	✓	Suburban Station	6:04	7:30	7:43	8:34	9:28	10:28	11:28	12:28	1:31	2:31	3:25	4:02	4:21	4:42	5:21	5:39	6:30	7:21	8:21	9:21	11:57
C		✓	✓	Jefferson Station	6:09	7:35	7:48	8:39	9:33	10:33	11:33	12:33	1:36	2:36	3:30	4:07	4:26	4:47	5:26	5:44	6:35	7:26	8:26	9:26	12:02
C		✓	✓	Temple University	6:14	7:39	7:52	8:43	9:37	10:37	11:37	12:37	1:40	2:40	3:34	4:12	4:30	4:51	5:30	5:48	6:39	7:30	8:30	9:30	12:06
1	✓		✓	Fern Rock T.C.	6:22	7:47	8:00	8:51	9:45	10:45	11:45	12:45	1:48	2:48	3:42	—	4:38	—	5:38	—	6:47	7:38	8:38	9:38	12:14
2	✓	✓	✓	Melrose Park	6:24	7:50	8:02	8:54	9:47	10:47	11:47	12:47	1:50	2:50	3:44	—	4:40	—	5:40	—	6:49	7:40	8:40	9:40	12:16
2	✓	✓		Elkins Park	6:26	7:52	8:04	8:56	9:50	10:50	11:49	12:49	1:52	2:53	3:46	—	4:42	—	5:42	—	6:51	7:42	8:42	9:42	12:18
3	✓	✓		Jenkintown-Wyncote	6:28	7:56	8:08	9:00	9:53	10:53	11:53	12:53	1:56	2:56	3:50	D4:25	4:46	D5:05	5:46	6:02	6:55	7:46	8:46	9:46	12:20
3	✓			Noble	D6:31	D7:59	8:11	9:03	9:56	10:56	11:56	12:56	1:59	2:59	3:53	D4:28	4:49	D5:08	5:49	D6:05	6:58	7:49	8:49	9:49	12:23
3	✓			Rydal	D6:33	D8:01	8:13	9:05	9:58	10:58	11:58	12:58	2:01	3:01	3:55	D4:30	4:51	D5:10	5:51	D6:07	7:00	7:51	8:51	9:51	12:25
3	✓			Meadowbrook	D6:35	D8:03	8:14	9:06	9:59	10:59	12:00	1:00	2:03	3:03	3:57	D4:32	4:53	D5:12	5:53	D6:09	7:02	7:53	8:53	9:53	12:27
3	✓	✓	✓	Bethayres	D6:37	D8:05	8:16	9:08	10:01	11:01	12:02	1:02	2:05	3:05	D3:59	D4:34	D4:55	D5:14	D5:55	D6:11	7:04	7:55	8:55	9:55	12:29
3	✓	✓	✓	Philmont	D6:39	D8:07	8:19	9:11	10:04	11:04	12:04	1:04	2:07	3:07	D4:01	D4:37	D4:57	D5:16	D5:57	D6:13	7:06	7:57	8:57	9:57	12:31
3	✓		✓	Forest Hills	D6:41	D8:09	8:22	9:14	10:07	11:07	12:06	1:06	2:09	3:09	D4:03	D4:38	D4:59	D5:18	D5:59	D6:15	7:08	7:59	8:59	9:59	12:33
3	✓	✓	✓	Somerton	D6:43	D8:11	8:23	9:15	10:08	11:08	12:08	1:08	2:11	3:11	D4:05	D4:40	D5:01	D5:20	D6:01	D6:17	7:10	8:01	9:01	10:01	12:35
3	✓		✓	Trevose	D6:47	D8:15	8:27	9:19	10:13	11:13	12:11	1:11	2:14	3:14	D4:08	D4:45	D5:04	D5:24	D6:04	D6:21	7:13	8:04	9:04	10:04	12:39
3	✓		✓	Neshaminy	D6:50	D8:18	8:32	D9:24	D10:16	D11:16	D12:16	D1:16	D2:19	D3:19	D4:13	D4:47	D5:09	D5:27	D6:09	D6:24	D7:18	D8:09	D9:09	D10:09	D12:42
4	✓	✓		Langhorne	D6:54	D8:22	—	D9:29	D10:21	D11:21	D12:20	D1:20	D2:23	D3:23	D4:17	D4:51	D5:13	D5:31	D6:13	D6:28	D7:22	D8:13	D9:13	D10:13	D12:46
4	✓			Woodbourne	D6:58	D8:28	—	D9:34	D10:26	D11:26	D12:26	D1:26	D2:29	D3:27	D4:21	D4:56	D5:17	D5:35	D6:17	D6:32	D7:26	D8:17	D9:17	D10:17	D12:50
4	✓		✓	Yardley	D7:04	D8:35	—	D9:41	D10:34	D11:34	D12:34	D1:34	D2:36	D3:32	D4:26	D5:01	D5:22	D5:41	D6:22	D6:38	D7:31	D8:22	D9:22	D10:22	D12:56
NJ	✓			West Trenton	7:11	8:43	—	9:47	10:41	11:41	12:41	1:41	2:42	3:36	4:30	5:07	5:28	5:45	6:28	6:42	7:35	8:26	9:26	10:26	12:59
					AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

D - Stops to discharge or pick up passengers but may depart ahead of schedule

TRAVEL TIPS

Schedule Times: Indicate when trains depart the station

Fare Payment Options: SEPTA Key Card, SEPTA Key Quick Trip, or cash. Please see www.septa.org/fares for more information.

QuietRide Car: Available on all weekday trains (Monday - Friday 4:00 a.m. - 7:00 p.m.) with 3 or more cars open for passenger service. The first car will be designated as your QuietRide Car

Regional Rail Major Holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, Christmas Day (Special Schedule)

Disclaimer: SEPTA does not assume responsibility for inconvenience, experience or damage resulting from errors in timetables, delayed trains, failure to make connections or for shortage of equipment. The schedules shown here are subject to change without notice

Severe Weather Schedule: During extreme weather conditions, Trains may operate on a special schedule. Please check the SEPTA website for updated service information

DESTINATION CODES

AIR	Airport	**MAL**	Malvern	**THO**	Thorndale
BMR	Bryn Mawr	**MED**	Media	**TTC**	Trenton TC
CHW	Chestnut Hill West	**MHK**	Marcus Hook	**WAW**	Wawa
CYN	Cynwyd	**NWK**	Newark DE	**WIL**	Wilmington

STATION AMENITIES

Ⓟ **SEPTA Parking available**
♿ **Accessible Station**
Ticket Office (hours vary, please check the SEPTA website for details)
Ticket Offices at Gray 30th St, Suburban & Jefferson Stations open 7 days a week.

SAFETY TIPS

- NEVER pass between cars when a train is moving
- NEVER attempt to board a moving train
- ALWAYS wait for the train to come to a complete stop BEFORE exiting
- NEVER ride in the vestibule or on the steps of a moving train
- NEVER lean against the train doors

www.septa.org/safety

EVENING AND WEEKEND FARE NOTE

Evening and weekend fares apply to trips to, from or via Gray 30th Street, Suburban, and Jefferson Stations on weekdays after 7:00 PM and all day Saturdays, Sundays and Regional Rail major holidays. More information is available at www.Septa.org/travel/fares/regional-rail-zones/

SATURDAYS, SUNDAYS and MAJOR HOLIDAYS

TO CENTER CITY

Fare Zone	Services (P)	Services (rail)	Services (accessible)	Train Number / Stations	3807 AM	3815 AM	3823 AM	3831 AM	3839 PM	3847 PM	3855 PM	3863 PM	3473 PM
NJ	✓			West Trenton, NJ	5:19	7:21	9:21	11:21	1:21	3:21	5:21	7:21	9:54
4	✓		✓	Yardley	5:22	7:24	9:24	11:24	1:24	3:24	5:24	7:24	9:57
4	✓			Woodbourne	5:27	7:29	9:29	11:29	1:29	3:29	5:29	7:29	10:02
4	✓			Langhorne	5:31	7:33	9:33	11:33	1:33	3:33	5:33	7:33	10:05
3	✓		✓	Neshaminy Falls	5:35	7:37	9:37	11:37	1:37	3:37	5:37	7:37	10:09
3	✓		✓	Trevose	5:37	7:39	9:39	11:39	1:39	3:39	5:39	7:39	10:11
3	✓		✓	Somerton	5:40	7:42	9:42	11:42	1:42	3:42	5:42	7:42	10:13
3	✓		✓	Forest Hills	5:42	7:44	9:44	11:44	1:44	3:44	5:44	7:44	10:14
3	✓		✓	Philmont	5:44	7:46	9:46	11:46	1:46	3:46	5:46	7:46	10:16
3	✓		✓	Bethayres	5:46	7:48	9:48	11:48	1:48	3:48	5:48	7:48	10:18
3	✓			Meadowbrook	5:47	7:49	9:49	11:49	1:49	3:49	5:49	7:49	10:19
3	✓			Rydal	5:49	7:51	9:51	11:51	1:51	3:51	5:51	7:51	10:21
3	✓			Noble	5:52	7:54	9:54	11:54	1:54	3:54	5:54	7:54	10:23
3	✓			Jenkintown-Wyncote	5:56	7:58	9:58	11:58	1:58	3:58	5:58	7:58	10:28
2	✓			Elkins Park	5:58	—	—	—	—	—	—	—	10:30
2	✓		✓	Melrose Park	6:00	—	—	—	—	—	—	—	10:32
1	✓		✓	Fern Rock T.C.	6:03	8:03	10:03	12:03	2:03	4:03	6:03	8:03	10:34
C			✓	Temple University	6:12	8:12	10:12	12:12	2:12	4:12	6:12	8:12	10:44
C		✓	✓	Jefferson Station	6:18	8:18	10:18	12:18	2:18	4:18	6:18	8:18	10:50
C		✓	✓	Suburban Station	6:23	8:23	10:23	12:23	2:23	4:23	6:23	8:23	10:55
C		✓	✓	Gray 30th St. Station	6:27	8:27	10:27	12:27	2:27	4:27	6:27	8:27	11:00
C			✓	Penn Medicine Station	—	—	—	—	—	—	—	—	11:03
				Train continues to (see *Destination Codes*)	CHW AM	CHW AM	CHW AM	CHW PM	CHW PM	CHW PM	CHW PM	CHW PM	AIR PM

TO WEST TRENTON

Fare Zone	Services (P)	Services (rail)	Services (accessible)	Train Number / Stations	6304 AM	8312 AM	8320 AM	8328 AM	8336 PM	8344 PM	8352 PM	8360 PM	4370 PM
C			✓	Penn Medicine Station	—	—	—	—	—	—	—	—	10:57
C		✓	✓	Gray 30th St. Station	5:47	7:47	9:47	11:47	1:47	3:47	5:47	7:47	11:00
C		✓	✓	Suburban Station	5:52	7:52	9:52	11:52	1:52	3:52	5:52	7:52	11:05
C		✓	✓	Jefferson Station	5:57	7:57	9:57	11:57	1:57	3:57	5:57	7:57	11:10
C			✓	Temple University	6:01	8:01	10:01	12:01	2:01	4:01	6:01	8:01	11:15
1	✓		✓	Fern Rock T.C.	6:10	8:10	10:10	12:10	2:10	4:10	6:10	8:10	11:23
2	✓		✓	Melrose Park	—	—	—	—	—	—	—	—	11:25
2	✓			Elkins Park	—	—	—	—	—	—	—	—	11:27
3	✓			Jenkintown-Wyncote	D6:17	D8:17	D10:17	D12:17	D2:17	D4:17	D6:17	D8:17	D11:29
3	✓			Noble	D6:20	D8:20	D10:20	D12:20	D2:20	D4:20	D6:20	D8:20	D11:33
3	✓			Rydal	D6:22	D8:22	D10:22	D12:22	D2:22	D4:22	D6:22	D8:22	D11:35
3	✓			Meadowbrook	D6:24	D8:24	D10:24	D12:24	D2:24	D4:24	D6:24	D8:24	D11:36
3	✓		✓	Bethayres	D6:26	D8:26	D10:26	D12:26	D2:26	D4:26	D6:26	D8:26	D11:38
3	✓		✓	Philmont	D6:28	D8:28	D10:28	D12:28	D2:28	D4:28	D6:28	D8:28	D11:40
3	✓		✓	Forest Hills	D6:30	D8:30	D10:30	D12:30	D2:30	D4:30	D6:30	D8:30	D11:41
3	✓		✓	Somerton	D6:32	D8:32	D10:32	D12:32	D2:32	D4:32	D6:32	D8:32	D11:43
3	✓		✓	Trevose	D6:35	D8:35	D10:35	D12:35	D2:35	D4:35	D6:35	D8:35	D11:45
3	✓		✓	Neshaminy Falls	D6:37	D8:37	D10:37	D12:37	D2:37	D4:37	D6:37	D8:37	D11:47
4	✓			Langhorne	D6:40	D8:40	D10:40	D12:40	D2:40	D4:40	D6:40	D8:40	D11:50
4	✓			Woodbourne	D6:44	D8:44	D10:44	D12:44	D2:44	D4:44	D6:44	D8:44	D11:54
4	✓		✓	Yardley	D6:49	D8:49	D10:49	D12:49	D2:49	D4:49	D6:49	D8:49	D12:00
NJ	✓			West Trenton, NJ	6:55 AM	8:55 AM	10:55 AM	12:55 PM	2:55 PM	4:55 PM	6:55 PM	8:55 PM	12:07 AM

D - Stops to pick up or discharge passengers but may depart ahead of schedule

Appendix E

Funding Matrix

Funding Source	Source	Type	Information	Timeline	Summary	Local Match Requirement	Amount Range	Type of Award	What Does it Cover	Special Note	Tags	Eligible
Transportation Alternatives Set-Aside	PennDOT	Transportation	Link	Application Opens: May 2024	The Transportation Alternatives Set-Aside (TASA) Program, formerly known as the Transportation Alternatives Program (TAP) and Transportation Enhancements (TE) program, is designed to develop a more livable and environmentally friendly community through alternative modes of transportation such as biking and walking. The program is administered by PennDOT in partnership with the state's regional MPOs. The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), continues to fund the TA Set-Aside through 2026. Projects eligible for TASA reimbursement funding include the design and construction of bicycle and pedestrian facilities, conversion of rail corridors to trails, community improvement such as scenic areas, streetscaping, and preservation or rehabilitation of historic transportation facilities, as well as environmental mitigation, and reduction in vehicular	80% Federal 20% State/Local	$50,000 - $1,000,000	Reimbursement	Award are primarily for construction cost (though some non-construction cost are allowed).	This is not a grant. The municipality will need to have enough capital to cover the expense and then they will be reimbursed. Project sponsor must pay for project design, pre-constrution permits, and cleareances.	reimbursement; state; regional; transportation; infrastructure; environment; historic preservation; pedestrian; bike; construction	
Safe Routes to School	PennDOT	Transportation	Link	Application Opens: May 2024	The program encourages students to walk, bike, and roll to school, helping to reverse an alarming decrease in students' physical activity and an associated increase in obesity and other health condi-tions. By getting more students to walk and bicycle to school, communities can also reduce fuel con-sumption, alleviate traffic congestion, and improve air quality. SRTS programs are built on collaborative partnerships among many stakeholders, including educators, parents, students, elected officials, engineers, planners, business and community leaders, health officals, and bicycle and pedestrian advocates.	80% Federal 20% State/Local	$50,000 - $1,000,000	Grant	The SRTS program has funding for infastructure improvements, and safety education and incentives to encourage walking and bicycling.	This is a sub program of Transportation Alternatives Set-Aside (TASA). Please reference TASA line item.	grant; state; transportation; infrastructure; safety; pedestrian; bike; education	
DCED Multimodal Transportation Funding (MTF)	DCED	Transportation	Link	Application Opens: March 2024	In addition to PennDOT's MTF Statewide Competitive Funding Program, a separate MTF is administered by the Department of Community and Economic Development (DCED) under the direction of the Commonwealth Financing Authority (CFA). The program has similar goals and requirements as the PennDOT-administered MTF program.	MTF award must be matched by eligible local funding of atleast 30% of the amount awarded	$3,000,000 maximum	Grant	Both design and construction cost are eligible (although design cannot exceed 10% of the award amount)		grant; state; transportation; infrastructure; pedestrian; safety; development; design; construction	
PennDOT Multimodal Transportation Funding (MTF)	PennDOT	Transportation	Link	Application Opens: March 2024	A component of the total MTF state fund is the MTF Statewide Competitive Funding Program, which provides grants to localities, agencies, and organizations to improve transportation assests that enhance communities, pedestrian safety, and transit revitalization.	MTF award must be matched by eligible local funding of atleast 30% of the amount awarded	$3,000,000 maximum	Grant	Both design and construction cost are eligible (although design cannot exceed 10% of the award amount)		grant; state; transportation; infrastructure; pedestrian; safety; development; design; construction	
Safe Streets and Roads for All (SS4A)	DOT	Transportation	Link	Application Due: July 2024	The Safe Streets for All (SS4A) program was established by the Bipartisan Infrastructure Law (BIL) to fund regional, local, and tribal initiatives to eliminate traffic deaths and injuries. SS4A consists of planning and demonstration grants as well as implementation grants, the latter requiring an existing safety action plan for eligibility.	80% federal, 20% recipient	Up to $1 million for safety action plans, between $5m and $30 million for implementation projects. Awards in PA in 2022 ranged from $300,000 (Allentown) to $30 million (Philadelphia).	Grant	Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development.		grant; federal; transportation; infrastructure; safety; planning; design	
Montco 2040 Implementation Grant Program	MontCo	Transportation	Link	Application Typically Due: March	This grant is intended to fund projects in Montgomery County municipalities which address specific goals within the 2040 comprehensive plan themes of Connected Communities, Sustainable Places, and Vibrant Economy.	20% minimum (50% for Open Space Preservation projects)	$10,000 to $200,000	Grant	Any project pertaining to MontCo comprehensive plan goals are eligible except municipal maintenance, personnel, plans and studies, and loan programs.		grant; county; general; MontCo	
Transportation and Community Development Initiative (TCDI) Program	DVRPC	Transportation	Link	Applications Open: February 2024	The TCDI program, primarily a planning and feasibility grant, supports smart growth initiatives that seek to align land use and transportation planning as a key part of the implementation of the Connections 2050 plan.	Unknown	Roughly $60,000 to $150,000	Grant	Planning, design, and feasibility studies		grant; regional; transportation; development; land use; planning; feasibility; design	

Funding Source	Source	Type	Information	Timeline	Summary	Local Match Requirement	Amount Range	Type of Award	What Does it Cover	Special Note	Tags	Eligible
Automated Red Light Enforcement (ARLE) Funding	PennDOT	Transportation	Link	Application opens: April 2024	Fines from red light violations at 30 intersections in Philadelphia supply the funding for Automated Red Light Enforcement (ARLE) grants, which are available for projects improving safety, enhancing mobility, and reducing congestion. ARLE has a focus on relatively low-cost projects like improvements to traffic signals or creation of school zones.	No match requirement, but applications with matching funds receive a higher score	ARLE 2019 recipients were awarded between $12,000 and $350,000 (with the exception of Philadelphia)	Reimbursement	Design, construction	ARLE is a reimbursement-based program, meaning that applicants will be required to pay for projects before submitting a request for reimbursement. Beginning in 2023, a pre-application scoping form is due no later than April 30 in order to be considered in full during the June application period.	reimbursement; state; transportation; safety; pedestrian	
Congestion Mitigation and Air Quality (CMAQ) Program	DVRPC via FHWA	Trans/Enviro	Link	Applications Typically Due: August	CMAQ funds support state and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter. According to the DVRPC, CMAQ projects must result in a reduction of emissions related to transportation, congestion reduction, and for the public good to meet the requirements of the Clean Air Act.	Unknown	Awards in PA in FY20 ranged from roughly $500,000 to $4,000,000	Reimbursement	Relevant projects include electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more	CMAQ is a reimbursement-based program.	reimbursement; regional; transportation; infrastructure; environment	
National Electric Vehicle Infrastrcuture (NEVI)	PennDOT via DOE/DOT	Transportation	Link	Application Due: May 2024	National Electric Vehicle Infrastructure (NEVI) program was established by the BIL to distribute funds to states for the strategic deployment of electric vehicle (EV) infrastructure.	80% federal, 20% recipient	Unknown	Grant	Plan, design, operate, and maintain EV infrastructure		grant; state; transportation; infrastructure; electric; EV; planning; design; maintenance	
Active Transportation Infrastructure Investment Program	DOT	Transportation	Link	Not yet active	The ATII program will establish competitive grants that strategically invest in projects that connect active transportation networks and spines, accelerating local and regional plans to create safe and convenient walking and biking routes to everyday destinations and to fill gaps in trails between communities.	80% federal, 20% recipient (or 0% if recipient has a poverty rate of over 40%)	$100,000 maximum for planning, $15 million or more for construction projects	Grant	Planning, design, and construction of active transportation projects such as trails, sidewalks, and protected bike lanes	DOT has not released information on how to apply yet. While it only received $24 million in FY23, advocacy groups are pushing for the program to be fully funded in FY24.	grant; federal; transportation; active; active transportation; pedestrian; bike; safety; planning; design; construction	
The Travel Options Program (TOP): Moving Better, Together	DVRPC	Transportation	Link	Expression of Interest (EOI) Applications Due: September 2024	TOP seeks to fund projects which reduce the number of single-occupancy vehicles, otherwise known as Transportation Demand Management (TDM).	20%	In FY23, grants ranged from $75,000 to $600,000	Grant	Planning and construction	TOP is focused on TDM activites which are eligible for the Surface Transportation Block Grant Program (STBGP) in PA	grant; regional; transportation; planning; construction	
Greenways, Trails, and Recreation Program (GTRP)	DCED	Open/Transportation	Link	Applications Open: February 31, 2024 to March 31, 2024	GTRP grants aim to fund projects which involve development, rehabilitation, or improvements to public parks, recreation areas, greenways, and trails.	15% match requirement	$250,000 maximum	Grant	Planning, acquisition, development, rehabilitation, and repair		grant; state; environment; parks; recreation; trails; planning; acquisition; maintenance	
PA Infastructure Bank (PIB)	PennDOT	Transportation	Link	Rolling (applications open year-round)	PIB is a low-interest loan program which leverages state and federal funds to accelerate transportation and infrastructure projects at the municipal level.	Loans for equipment require a 50% match, but PIB covers 100% of the cost (including fees associated with borrowing) for all other projects	N/A (loan is relative to project cost)	Loan	Mainly intended for construction, but design, right-of-way acquisition, and maintenance are also eligible	Applications that come about as a result of a natural or human-made disaster are often eligible for 0% financing	loan; state; transportation; infrastructure; construction; design; acquisition; maintenance	
Community Conservation Partnership Program (C2P2)	DCNR	Open	Link	Applications Open: third Tuesday of January through first Wednesday of April	C2P2 grants support funding for a variety of projects related to parks, recreation, and conservation. Projects are given priority if they implement elements of the 2020-2024 Statewide Comprehensive Outdoor Recreation Plan.	Most funding opportunities through C2P2 require a 50% match.	Unknown	Grant	Planning, acquisition, conservation or maintenance, and capacity building		grant; state; environment; parks; recreation; trails; conservation; planning; maintenance; capacity	
Redevelopment Assistance Capital Program (RACP) Grant	Office of Budget	Economic	Link	Applications Typically Open: June through August	RACP is a grant program geared towards economic revitalization and historic preservation. The projects should have a cross-jurisdictional or regional impact and demonstrably increase measures of economic well-being (such as employment or tax revenue).	RACP match funding is considered to be the remainder of project cost (eg. $6m project cost - $2m grant = $4m match)	$1 million minimum	Grant	Projects that might otherwise be funded by PennDOT or PennVEST are not eligible		grant; state; economic; development; historic preservation	
People for Bikes Community Grants	People for Bikes	Transportation	Link	Applications Open: Early Fall 2023	The PeopleForBikes grant program supports bicycle-related infrastructure and initiatives which make cycling safer and more accessible for riders of any age and ability. Relevant bicycle infrastructure includes, but is not limited to, bike lanes/paths and end-of-trip facilities such as parking.	Not required, but evidence of matching funds makes an application more competitive	$10,000 maximum	Grant	Engineering, design, construction, volunteer support, as well as staffing costs related directly to the project		grant; non-profit; private; transportation; active; active transportation; bike; safety; design; construction	
America Walks Community Change Grants	America Walks	Open/Transportation	Link	Application Open: April 2024 through July 2024	The AmericaWalks grant program supports "innovative, engaging, and inclusive" projects which promote walking and outdoor activity at a neighborhood scale.	None	$1,500	Grant	Planning, education, programs, infrastructure		grant; non-profit; private; transportation; active; active transportation; pedestrian; safety; walkability; planning; education; infrastructure; equity	

Funding Source	Source	Type	Information	Timeline	Summary	Local Match Requirement	Amount Range	Type of Award	What Does it Cover	Special Note	Tags	Eligible
Community Development Block Grant (CDBG)	DCED	Econonmic	Link	Application Submission Due Date (Competitive): Friday, February 2, 2024	CDBG is a program with both entitlement and competitive components that is available for a variety of community development activites, such as housing rehabilitation, public services, community facilities, infrastructure improvement, streets and sidewalks,	No match requirement	$100,000 minimum	Entitlement and grant	Infrastructure, development, planning	70% of each entitlement grant must be used for activities that benefit low- and moderate-income persons	entitlement; grant; state; infrastructure; economic; development; pedestrian; equity; planning	No--does not have a population less than 1,000 people
Section 402	FHWA	Transportation	Link	Application Open: April 1, 2024 to May 31, 2024	The State Highway Safety Program (known as Section 402) is a federal source of grant funds for reducing traffic crashes on highways to eligible states. In Pennsylvania, non-competitive funds are distributed to projects using allocation formulas based on crash data. Competitive funds are available through a variety of targeted grants, such as those targeted towards law enforcement, with the goal of funding evidence-based interventions for the most serious traffic safety issues.	Variable (since local grant opportunities vary by fiscal year)	Variable (since local grant opportunities vary by fiscal year)	Reimbursement	Allowable costs include implementation, education, equipment and materials, and training and travel directly related to project goals.	Section 402 is a reimbursement-based program. Section 402 funds cannot be used on automated safety enforcement.	reimbursement; state; transportation; safety; implementation; education	
Muncipal Liquid Fuel Programs (Local)	PennDOT	Trans/Enviro	Link	N/A	The Municipal Liquid Fuels program funds a range of projects to support construction, reconstrution, and maintenance of county roads, streets, and bridges. Municipalities must submit MS 965 Actual Use Report, MS 965P Project and Miscellaneous Receipts, and MS965S Record of Checks anually to be eligible for	N/A	N/A	Entitlement	N/A	Not a grant, but a non-competitve distribution of funds given the stated requirement is met.	entitlement; state; local; transportation; maintenance	
County Liquid Fuel Programs (County)	PennDOT	Trans/Enviro	Link	N/A	The County Liquid Fuels program funds a range of projects to support construction, reconstrution, and maintenance of county roads, streets, and bridges. Counties must submit an MS 991 Report of County Liquid Fuels Tax Funds anually to be eligible for this	N/A	N/A	Entitlement	N/A	Not a grant, but a non-competitve distribution of funds given the stated requirement is met.	entitlement; state; county; transportation; maintenance	
Healthy Streets	DOT	Transportation	Link	Unknown	Healthy Streets is a program funded through the BIL to reduce flooding, improve air quality, and mitigate the urban heat island effect within communities of color and low income communities.	80% federal, 20% recipient	Up to $15 million	Grant	Porous/cool pavement for sidewalks, street trees	Healthy Streets funds are only avaliable for disadvantaged communities.	grant; federal; environment; health; safety; equity	
PECO Green Region Grant	PECO	Open	Link	Unknown	Green Region Grants are funds for projects to make open space more accessible to underserved communities as well as projects to increase tree canopy	None	Average grant under $8,000 in 2022 ($160,000 to 21 municipalities)	Grant (private)	Construction, acquisition, and maintenance		grant; private; environment; parks; recreation; tree; trees; construction; acquisition; maintenance	
Transit Revitalization Investment District (TRID)	DVRPC	Transportation	Link	N/A	TRID is intended to promote private development around mass transit as a means of revenue generation through property taxes that would be reinvested in mass transit	N/A	N/A	Tax revenue	N/A	Not a grant, but a strategy for generating revenue to offset transportation costs. State-level TRID program which was a grant has been archived.	tax; regional; revenue; transportation	
WalkWorks	Office of Health	Health/Transportation	Link	Application Open: June 2024 through July 2024	WalkWorks is a partnership with the Pennsylvania Downtown Center to provide funding for developing and adopting plans to boost active transportation use and safety. Meant to help municipalities who might otherwise lack the resources or capacity to determine the appropriate extent/scope of an eventual planning	Unknown	$3,000 maximum	Grant	Planning, education	Grantee must be located in one of the 10 PA DOH State Physical Activity and Nutrition (SPAN) grant target counties, or the Pennsylvania Department of Environmental Protection's (DEP) Environmental Justice (EJ) Areas.	grant; state; transportation; active; active transportation; pedestrian; safety; planning; equity	

Appendix F

Traffic Growth Factors 2022–2023

Growth Factors for August 2022 to July 2023				
County	Urban Interstate	Rural Interstate	Urban Non-Interstate	Rural Non-Interstate
ADAMS	*	*	0.50	0.60
ALLEGHENY	0.98	*	0.00	0.43
ARMSTRONG	0.80	*	0.00	0.37
BEAVER	0.64	2.05	0.00	0.30
BEDFORD	*	2.20	0.00	0.39
BERKS	1.34	2.53	0.32	0.58
BLAIR	0.86	2.34	0.00	0.40
BRADFORD	1.06	*	0.00	0.48
BUCKS	1.35	2.63	0.22	0.58
BUTLER	1.66	2.88	0.29	0.71
CAMBRIA	0.35	*	0.00	0.19
CAMERON	*	*	*	0.12
CARBON	1.42	2.68	0.28	0.60
CENTRE	1.79	2.75	0.72	0.74
CHESTER	1.77	2.92	0.54	0.77
CLARION	0.79	2.23	0.00	0.37
CLEARFIELD	0.61	1.94	0.00	0.31
CLINTON	1.10	2.36	0.02	0.48
COLUMBIA	1.10	2.32	0.06	0.48
CRAWFORD	0.74	2.12	0.00	0.36
CUMBERLAND	1.63	2.79	0.59	0.69
DAUPHIN	1.54	*	0.35	0.66
DELAWARE	1.27	*	0.00	*
ELK	*	*	0.00	0.30
ERIE	0.96	2.31	0.00	0.43
FAYETTE	0.86	*	0.00	0.39
FOREST	*	*	*	0.96
FRANKLIN	1.71	2.81	0.73	0.72
FULTON	*	2.33	*	0.50
GREENE	0.73	2.28	0.00	0.36
HUNTINGDON	*	2.49	0.00	0.49
INDIANA	0.94	*	0.00	0.44
JEFFERSON	*	2.32	0.00	0.46
JUNIATA	*	*	*	0.53
LACKAWANNA	0.99	2.36	0.00	0.44
LANCASTER	1.66	2.84	0.60	0.70
LAWRENCE	0.69	2.18	0.00	0.33
LEBANON	*	2.55	0.48	0.62
LEHIGH	1.75	3.09	0.53	0.75
LUZERNE	1.04	2.41	0.00	0.47
LYCOMING	0.99	2.37	0.00	0.44
MCKEAN	0.60	*	0.00	0.30
MERCER	0.92	2.52	0.00	0.43
MIFFLIN	1.17	*	0.00	0.51
MONROE	1.77	2.88	0.79	0.75
MONTGOMERY	1.29	*	0.27	0.55
MONTOUR	1.30	2.68	0.00	0.57
NORTHAMPTON	1.80	3.16	0.47	0.78
NORTHUMBERLAND	1.00	2.28	0.00	0.43
PERRY	*	*	0.24	0.54
PHILADELPHIA	1.18	*	0.05	*
PIKE	1.72	2.72	0.86	0.73
POTTER	*	*	*	0.35
SCHUYLKILL	1.00	2.45	0.00	0.45
SNYDER	1.23	*	0.21	0.54
SOMERSET	0.60	2.06	0.00	0.34
SULLIVAN	*	*	*	0.37
SUSQUEHANNA	1.09	2.43	0.00	0.47
TIOGA	*	*	*	0.42
UNION	1.54	2.68	0.44	0.63
VENANGO	*	1.91	0.00	0.27
WARREN	*	*	0.00	0.35
WASHINGTON	1.22	2.74	0.00	0.55
WAYNE	*	2.53	0.31	0.58
WESTMORELAND	0.89	2.18	0.00	0.40
WYOMING	*	*	0.00	0.44
YORK	1.57	2.89	0.47	0.69

* = Functional Class Doesn't Exist in County

Questions? Please contact Andrew O'Neill at the Bureau of Planning and Research, 717-346-3250 or andoneill@pa.gov

NOTE: The projected growth factors are derived using historical VMT (Vehicle Miles Traveled) data (1994 to 2021), as well as Woods and Poole demographic and economic data. The factors should be compounded when calculating future values. The factors should not be used to project traffic beyond a 20-year period. Please be aware that these factors are estimates, and unforeseen events (opening of shopping centers, fast food franchises, gas stations, etc) could cause growth to change over time.

pennsylvania
DEPARTMENT OF TRANSPORTATION

Prepared by

WSP USA

and

Drive Engineering

for the

Township of Abington

Montgomery County, Pennsylvania

Funded by the Pennsylvania Department of Transportation