

## SECTION 1:

# Overview of TOP Grant Program

## Purpose

The Travel Options Program (TOP) funds innovative projects that aim to reduce single-occupancy vehicle (SOV) trips and promote alternative travel options. Funded projects must align with the goals, outcomes, and strategies in DVRPC's [Strategic Plan for Regional TDM Programs](#) (the Regional TDM Plan) and include measurable results.

TOP grants span two fiscal years and focus on funding projects that:

- Introduce new and creative approaches to TDM.
- Provide accessible, affordable, and reliable travel options for residents and workers.

## DVRPC TOP Team Staff Contact information

- Stacy Bartels ([sbartels@dvrpc.org](mailto:sbartels@dvrpc.org))
- Amy Bernknopf ([abernknopf@dvrpc.org](mailto:abernknopf@dvrpc.org))
- Najah Jackson ([njackson@dvrpc.org](mailto:njackson@dvrpc.org))
- Jen Farris ([jfarris@dvrpc.org](mailto:jfarris@dvrpc.org))

## TOP Timeline

Table 1: Overview of TOP Timeline: Important Dates

July 7, 2025	Expression of Interest (EOI) proposal form opens
July 22, July 30, 2025	TOP information sessions
September 8, 2025	EOI deadline
November 21, 2025	Invitation to selected project applicants to submit full TOP application
January 9, 2026	Full TOP application deadline
April - May 2026	Notification of award
July 1, 2026 - June 30, 2028	Grant period

## Information Session

DVRPC will hold two virtual information sessions for the Travel Options Program (TOP) FY27-28 grant period:

- July 22, 2025: 11am
- July 30, 2025: 2pm

Interested applicants **must attend** one session to be eligible for a TOP grant. Please alert DVRPC staff if you are unable to attend either session.

*Note: If the submitting contact cannot attend, another person from the same agency can attend in their place.*

## Program Details

### Eligible Project Extents

A project's focus must be located within DVRPC's service area, which includes:

- **Southeastern Pennsylvania:** Bucks, Chester, Delaware, Montgomery, and Philadelphia counties
- **Southern New Jersey:** Burlington, Camden, Gloucester, and Mercer counties

### Eligible Applicants

- Transportation Management Associations (TMAs)
- Nonprofits (e.g. Community Development Corporations, Business Improvement Districts)
- Government organizations (e.g. county agencies, municipalities, tribal governments)
- School districts or schools
- Transit agencies

### Eligible Activities

To be considered for funding, a project must:

- Show measurable, positive impacts on travel behavior and include a plan for tracking results (e.g., user counts, surveys).
- Measure cost-effectiveness during an evaluation period after project completion.
- Improve transportation system safety or, at a minimum, do no harm.
- Align with at least one of the five TOP focus areas:
  1. Workforce Access (non-SOV)
  2. Education and Outreach
  3. Quick-Build or Temporary Infrastructure
  4. Concept Development for a New or Existing Service
  5. Operational Solutions
- Address at least one of the four core goals of the [Regional TDM Plan](#):
  1. Reduce Vehicle Trips and Improve Air Quality

2. Expand Economic Opportunity
3. Improve Reliability
4. Expand Freedom of Choice

Additionally, to be eligible for a TOP grant, applicants must:

- Establish that the project is a “pilot project” by DVRPC’s definition for this program (see page 5).
- Provide proof of agreement from potential partners.
- Include a specific project location or outline a plan to determine the specific project location.
- Produce outcomes that can be measured both qualitatively and quantitatively.

## Ineligible Activities

TOP does not fund:

- Engineering or construction activities.
- Installation or materials for construction.
- Projects that limit participation to a specific population.
- Projects that exceed the two-year grant cycle.
- Projects that do not align with the goals, outcomes, and strategies of the [Regional TDM Plan](#).
- Projects that do not meet eligibility requirements for the [Surface Transportation Block Grant Program \(STBG\)](#) or [Congestion Mitigation and Air Quality \(CMAQ\) program](#).

## Long-Term Impact

The [Regional TDM Plan](#) and TOP are intended to inform future TDM work in the DVRPC region. A successful TOP projects may:

- Be replicated or adapted in other areas.
- Advance to the next project stage, such as implementation or applying for [Transportation Alternatives Set-Aside Program](#) funds.
- Transition into an ongoing program, such as TripSmart PA or New Jersey’s statewide TMA program administered by NJTPA.

## Funding Source

The primary source of funding for TOP is STBG. CMAQ-eligible projects located in the NJ portion of the [Philadelphia Urbanized Area](#) may also be funded using NJ CMAQ funds.

There are no local match funds required for this grant program.

## Budget Range

There is a minimum floor of \$100,000, and a maximum ceiling of \$300,000 for a grant for any single project. Funds must be spent and projects completed no later than May 31, 2028.

## Mandatory Application Information

1. TOP application cover sheet
2. A narrative description of the project consistent with the Project Evaluation Criteria section
3. A project extent map that fits on an 8.5 x 11 inch sheet of paper
4. Budget proposal form

Supporting materials, such as plan references and studies, are **optional** to include in a TOP application.

## **Contract Requirements**

All awardees must enter into a contract with DVRPC. All subrecipients must use the TOP Portal to submit materials and post questions.

### Required Pre-Application Activities

- Attend one virtual TOP information session.
- Submit an EOI proposal by September 8, 2025.
- Receive an invitation from DVRPC to complete a full TOP application.
- Research and identify necessary steps for contract execution. This should include contract signatory and email, but may also include award approval or acceptance by a board or municipal council.

## SECTION 2:

# Eligibility

## Eligible Project Extents

A project's focus must be located within DVRPC's service area, which includes:

- **Southeastern Pennsylvania:** Bucks, Chester, Delaware, Montgomery, and Philadelphia counties
- **Southern New Jersey:** Burlington, Camden, Gloucester, and Mercer counties

## Eligible Applicants

- Transportation Management Associations (TMAs)
- Nonprofits (e.g. Community Development Corporations, Business Improvement Districts)
- Government organizations (e.g. county agencies, municipalities, tribal governments)
- School districts or schools
- Transit agencies

## Eligible Activities

TOP funds planning, data collection, performance measurement, concept development, education and outreach, marketing, operational or fleet enhancements, and facilitation of marketing, educational events, or meetings.

To be eligible for funding, projects must:

- Qualify as a "pilot project" under DVRPC's definition:
  - A pilot project is a new idea that has not been executed in the service area where the grant will be awarded. This means the project:
    - May have been implemented in other service areas.
    - May build on a past or existing project in the service area.
    - May change or adapt elements of a previous project.
    - Is **not** a replica of an existing or past project/program in the service area.
    - Is **not** using funds to maintain an existing project.
- Exclude requests for engineering, construction, or installation/materials costs.
- Provide proof of commitment from any proposed partners.
- Identify a specific project location or outline a plan to determine one.
- Not restrict enrollment to a specific population, but may target a population.
- Demonstrate measurable outcomes, both qualitative and quantitative.
- Fall within one of the following TOP Focus Area categories (see the *Focus Areas* section for details):
  - Workforce Access (non-SOV solutions)

- Education and Outreach
- Quick-Build Temporary Infrastructure
- Concept Development for a New or Existing Service
- Operational Solutions
- Address at least one of the four core goals of the [Regional TDM Plan](#):
  - Reduce Vehicle Trips and Improve Air Quality: Contribute to air quality conformity for the region and improve congestion by helping reduce total vehicle miles traveled.
  - Expand Economic Opportunity: Improve access to jobs and economic opportunity, especially for lower-income households, families in poverty, and individuals with disabilities.
  - Improve Reliability: Make trips by all modes more reliable, especially during peak travel travel times.
  - Expand Freedom of Choice: Expand access to multiple, high-quality, and affordable modal options.

## Ineligible Activities

As this program is funded through the federal [Surface Transportation Block Grant Program \(STBG\)](#) and [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#) and administered through [DVRPC's Unified Planning Work Program \(UPWP\)](#), certain restrictions apply to the types of projects, tasks, or materials that can be funded.

TOP **cannot** fund:

- Engineering or construction activities.
- Installation or materials for construction.
- Projects that restrict enrollment to a specific population.
- Projects that exceed the two-year grant cycle.
- Projects that do not align with the goals, outcomes, and strategies of the [Regional TDM Plan](#).
- Projects that fail to meet STBG and/or CMAQ eligibility requirements.
- Projects that simply replicate or maintain an existing or past program within the same service area—TOP is intended to support innovative and pilot programs.

## Focus Areas

Projects must align with at least one of the following five focus areas:

### 1. Workforce Job Access (Non-SOV)

**Goal:** Address an existing job access challenge (akin to the former Job Access/Reverse Commute [JARC] program).

**Elements we are looking for in an application under this focus area:**

- Involvement of potential partners

- Consideration of local and non-traditional partners (e.g., housing and community organizations) for input, engagement, and potential funding
- Identification of a specific location (business district, warehouse park, corridor) where access improvements are needed

*Note: TOP projects can promote and provide targeted subsidies but cannot exclude any population from using them.*

**Project types may include, but are not limited to:**

- Rideshare partnerships
- Shuttle services
- Micro-mobility connections
- Planning of routes, stops, and/or schedules
- Research and technical assistance

**EXAMPLE PROJECT: CAMDEN LOOP**

**Location:** Camden County, NJ

**Agency:** Camden Community Partnership (CCP)

Description: CCP launched the Camden Loop on-demand ride service in June 2023 to address first- and last-mile transportation needs. Based on a 2022 study with Rowan University, CCP secured funding to provide door-to-door minivan service within Camden, contracting with Via for operations and local hiring. Targeted outreach focused on seniors and public housing residents. Tracking trip data led to an expansion to grocery stores and job centers outside the city. The project was funded through a grant from the New Jersey Department of Community Affairs (DCA), with additional support from the 2023 New Jersey state budget.

TOP funding could be used to supplement similar projects that have already secured support from other funding sources.

**Website:** [Camden Loop](#)

## **2. Education and Outreach**

**Goal:** To encourage a partner or partners in the service area (municipality, county, transit agency, nonprofit) to develop and advance new approaches, policies, and plans, such as TDM, Complete Streets, and Vision Zero, or to educate the public or other private stakeholders about travel options.

**Elements we are looking for in an application under this focus area:**

- Relation to a proposed or new project or program
- A new marketing approach or strategy
- Exploration of how to reach new populations and audiences

**Project elements that can be funded through TOP:**

- Marketing
- Outreach
- Meetings and organization of events (not food or entertainment)

**Project types may include, but are not limited to:**

- Working with municipalities to create TDM ordinances
- Promoting new, existing, or planned TDM services or programs
- Partnering with local institutions to support place-based TDM investments
- Implementing employer-focused marketing campaigns for travel options
- Conducting public education campaigns on non-SOV travel alternatives

*Note: TOP projects can promote and provide targeted subsidies but cannot exclude any population from using them.*

## **EXAMPLE PROJECT: MURAL ARTS–GETTING TO GREEN: ROUTES TO ROOTS**

**Location:** Philadelphia, PA

**Partners:** Mural Arts, SEPTA, DVRPC, elected officials, and community partners from SEAMACC, Southeast by Southeast, and Puentes de Salud

**Description:** *Getting to Green: Routes to Roots* is a multi-disciplinary public art project that encourages residents to explore Philadelphia's green spaces via public transit, fostering both discovery and rediscovery of these areas and how to access them. The project featured custom-designed bus wraps, eye-catching posters in bus shelters, videotaped rider narratives, and hand-drawn printed maps. It also included two chartered bus rides and four smaller trips along the 38, 64, 7, and 9 bus routes. Project elements were funded through previous TOP grants.

**Website:** [Getting to Green: Routes to Roots](#)

## **3. Quick-Build or Temporary Infrastructure**

**Goal:** Plan and implement temporary infrastructure to test solutions for a TDM problem.

**Elements we are looking for in an application under this focus area:**

- Explanation of how the project will benefit the community
- Identification of a general location with a plan to determine specific sites
- Demonstration of a commitment from funding partners for installation/material costs
- Outreach to new populations and audiences

**Project elements that can be funded through TOP:**

- Planning
- Concept development
- Outreach
- Marketing



- Meetings and organization of events (not food or entertainment)
- Data collection
- Community creative placemaking combining TDM and economic development

*Note: TOP cannot fund engineering, the cost of construction or quick-build materials, or labor hours to install construction or quick-build materials.*

**Project types may include but are not limited to:**

- Temporary multimodal facilities or traffic calming demonstrations
- New wayfinding signage for key destinations and transit connections

## **EXAMPLE PROJECT: OXFORD BOROUGH EXPO–BUZZ OF SUMMER**

**Location:** Oxford Borough, PA

**Partners:** Oxford Borough, Oxford Arts Alliance, Oxford Mainstreet, and DVRPC

**Description:** In 2023, Oxford Borough partnered with DVRPC, Oxford Arts Alliance, and Oxford Mainstreet to create new, temporary safety features on Broad Street, between 3rd Street and Niblock Alley. The project, known as "Buzz of Summer," showcased the positive impact of traffic-calming with an on-street mural and vertical road elements. These new features alerted drivers that they are entering an area of potential pedestrian activity when turning onto Broad Street from 3rd Street and encouraged drivers to slow down. This project is an example of "tactical urbanism," also called an experimental pop-up.

**Website:** ["Buzz of Summer" project](#)

## **EXAMPLE PROJECT: VOORHEES COMPLETE STREETS DEMONSTRATION PROJECT**

**Location:** Voorhees Township, NJ

**Partners:** Cross County Connection (CCC) TMA, Voorhees Township, PATCO, and DVRPC

**Description:** CCCTMA successfully implemented a two-week Complete Streets demonstration project in the Green Ridge neighborhood, located between the Ashland PATCO Station and Voorhees Town Center. The project aimed to slow vehicle traffic and improve pedestrian and bicyclists' safety. Voorhees recently painted sharrow pavement markings to designate the included streets as a bike route linking the PATCO station to the Town Center. The project's Complete Streets infrastructure features that were tested included a bicycle boulevard, neighborhood traffic circles, pedestrian refuge islands/medians, and curb bump-outs. CCCTMA worked with Voorhees Township's engineers and the Public Works Department to create a layout that could work to slow vehicle speeds while still allowing for a steady flow of traffic.

**Website:** [Voorhees Complete Streets Demonstration Project](#)

## **4. Concept Development for a New or Existing Transportation Service**

**Goal:** To plan, coordinate, and implement a change to a mobility service that solves a TDM problem.

**Elements we are looking for in an application under this focus area:**

- Plans for a new multimodal service or a construction project with secured implementation funding from other sources
- Development of new solutions or policies to accommodate bikes on transit or address other rider needs
- Development of new policies or solutions for carpool or bikeshare

**Project elements that can be funded through TOP:**

- Concept development
- Planning
- Meetings and organization of events (not food or entertainment)
- Data collection

**Project types may include but are not limited to:**

- Concept development and data collection for a carpool or bikeshare service
- Gathering and analyzing bicycle and pedestrian data to assess needs near stations or stops and inform policy, operational, or infrastructure improvements
- Conducting walk audits to identify areas of concern and guide future planning

**EXAMPLE PROJECT: PATCO CONCOURSE LEVEL BICYCLE IMPROVEMENT EVALUATION**

**Location:** Philadelphia, PA

**Partners:** PATCO, SEPTA, DVRPC

**Description:** DVRPC staff evaluated each of the four Philadelphia Center City PATCO station concourses to identify the most appropriate locations for pilot bicycle rack installation. Additionally, staff collaborated with the agencies to determine installation and maintenance.

This document can be found in Appendix D.

## **5. Operational Solutions**

**Goal:** Implement non-construction operational strategies that address a TDM problem.

**Elements we are looking for in an application under this focus area:**

- Explanation of how the proposed solution supports alternatives to SOV travel
- Identification of general project location or outlines plans to determine exact locations
- Development of new operational concepts and strategies to improve mobility

**Project elements that can be funded through TOP:**

- Concept development
- Planning

- Data collection (does not include purchase of equipment)
- Implementation of non-construction solutions, such as software/hardware improvements
- Product application
- Meetings and organization of events (no food or entertainment)

**Project types may include but are not limited to:**

- Signal timing improvements for pedestrians and cyclists
- Digital mobility and wayfinding tools to enhance multimodal navigation
- ITS solutions integrated into a broader TDM strategy
- Parking management strategies (e.g., reserved carpool/vanpool spaces)

## **EXAMPLE PROJECT: WEST CHESTER UNIVERSITY SHARE-A-RIDE PROGRAM**

**Location:** West Chester, PA

**Partners:** Transportation Management Association of Chester County (TMACC), West Chester University (WCU), and DVRPC

**Description:** TMACC and WCU customized DVRPC's Share-A-Ride platform powered by Agile Mile to offer a rideshare promotion program targeted to WCU students and employees. The Share-A-Ride program matches users with carpool options, provides transportation alternative suggestions, and allows users to track non-SOV commute and telecommute trips. For each trip recorded, users are awarded points redeemable to rotating local vendors. In addition, WCU offered 19 rideshare parking spaces reserved for Share-A-Ride carpool vehicles,

**Website:** [Share-A-Ride](#)

*Note: TOP cannot fund maintenance of an existing technology, construction activities, or purchases of materials for construction. Technology purchases for mobile or indoor use are typically eligible.*

## SECTION 3:

# Funding

## Funding Source

The primary funding source for TOP is the Surface Transportation Block Grant Program (STBG). All project work should be completed by May 31, 2028, to allow for billing to be submitted by June 30, 2028. DVRPC reserves the right to deem certain project types ineligible if they do not align with the [Connections 2050 Plan for Greater Philadelphia](#) and the Regional TDM Plan.

**For New Jersey applicants:** Selected projects located in New Jersey but outside the Philadelphia (PA-NJ-DE-MD) Urbanized Area will be funded through the Congestion Mitigation and Air Quality (CMAQ) program. View the [NJ Urbanized Area map](#) to determine how this applies to your project. CMAQ-eligible projects within the NJ portion of the Philadelphia Urbanized Area may also receive NJ CMAQ funds. This does not apply to Pennsylvania-based projects.

For more details on eligible activities, refer to the “Eligibility” section of this document and the links below:

- [House US Code: STBG Implementation Guidance](#)
- [FHWA STBG Policy & Guidance](#)
- [House US Code: CMAQ Implementation Guidance](#)
- [FHWA CMAQ Policy & Guidance](#)
- [STBG & CMAQ Eligibility under IIJA](#)

## Funding Availability

Funding is available for projects in Pennsylvania and New Jersey for use over a two-year period (FY27 and FY28: July 1, 2026 – June 30, 2028). No matching funds are required.

Each project proposal must have a total cost between **\$100,000 and \$300,000**. While funds are expected to be used over approximately 24 months, projects may be completed in a shorter timeframe if appropriate.

Applicants must submit a cost estimate detailing the materials and tasks required to complete the proposed activities (see “Information for Completing TOP Application” and “Budget Requirements” sections). Additional budget details may be requested if a project is selected for funding.

Use of all federal funds is not guaranteed and depends on the eligibility and quality of submitted proposals. No single applicant can or will receive the full amount of available funds.

## SECTION 4:

# Project Selection

## Project Selection Process and Review Committee

TOP follows a three-stage application process:

1. **Attend one virtual TOP information session:** Two sessions will be held in July 2025.
2. **Submit an Expression of Interest (EOI) proposal:** To be considered for TOP grant funds, applicants must submit an EOI proposal.
3. **Full Application Submission:** Selected applicants will be invited to submit a full TOP application based on their EOI response.

DVRPC will form a review subcommittee, including DVRPC staff, members of the Regional TDM Advisory Committee, and volunteers from DVRPC's Public Participation Task Force (PPTF), to evaluate applications. Applications will be scored according to the Project Evaluation Criteria (Table 2). County and city planning partners will help prioritize projects within their jurisdictions.

This is a competitive grant program; not all invited applicants will receive funding. Consideration will also be given to whether a project can be implemented elsewhere in the region where a similar challenge or issue exists. One of the purposes of these projects is to help determine TDM best practices for the DVRPC region.

## Project Selection Principles

Projects should:

- Demonstrate measurable, positive impacts on travel behavior and include a plan to document performance (e.g., user counts, surveys).
- Include a plan to evaluate cost-effectiveness following the conclusion of the project.
- Improve overall transportation system safety or, at a minimum, do no harm.
- Fall within one of the five TOP focus areas.
- Align with at least one of the four core goals of the [Regional TDM Plan](#).

## Selection & Approval

Selected projects are scheduled to be presented to the DVRPC Regional Technical Committee (RTC) and Board for final review and approval in Spring 2026.

## Subrecipient Requirements

Grant recipients will be considered DVRPC subrecipients and must comply with DVRPC's Subrecipient Monitoring Policy. All subrecipients must complete a Pre-Award Risk Assessment Form, which will be available on the TOP website and must be submitted to [subrecipient@dvrpc.org](mailto:subrecipient@dvrpc.org). This form assesses an

entity's capacity to manage federal grant funds and may inform subrecipient monitoring activities or technical assistance needs.

## Project Implementation

If selected, recipients will receive resources, including a webinar and access to a DVRPC database, to help them meet the implementation schedule. All project work should be completed by May 31, 2028 to allow for billing to be submitted by June 30, 2028.

## Project Evaluation Criteria

Projects will be evaluated based on the criteria outlined in **Table 2**. Each criterion will be further defined and explained in the following sections.

Table 2: Project Evaluation Criteria

Criteria	Points
1. Description of Need or Problem Statement	30
2. Discussion of Benefits and Project Effectiveness	30
3. Readiness to Proceed: Organizational Experience and Capacity	20
4. Alignment with TOP Eligible Focus Areas	10
5. Alignment with Regional TDM Plan Goals	5
6. Description of Proposed Performance Metrics	5
Bonus: Demonstrated Project Need Using Technical Planning Tools	+1
Bonus: Replicability to Other Areas in the DVRPC Region	+1

### 1. Description of Need or Problem Statement - 30 points possible

**Definition:** Clearly describe the problem your project will address, citing quantitative and qualitative data, along with a brief description of the project location.

Quantitative data may include:

- Traffic, pedestrian, or bicycle counts
- Level of Service (LOS) or Bicycle Level of Traffic Stress (LTS)
- Estimated number of employees or residents served
- Survey results

- Project location within a Congestion Management Program (CMP) corridor

Reference any previous studies or planning efforts that support your project's relevance and potential for success.

High scoring applications will include:

- A strong argument demonstrating how the project addresses a TDM issue or need
- Supporting data from two or more sources
- Alignment with existing planning efforts at the local, state, or regional level

## 2. Discussion of Benefits and Project Effectiveness - 30 points possible

**Definition:** Describe the proposed solution and its benefits for the community. Explain how the project will effectively address the need(s) identified in your project statement.

A strong response should include:

- Clearly defined goals, objectives, methods, schedule, and deliverables
- A detailed description of the tasks required to achieve the project's goals and objectives
- Materials, supplies, and activities planned for the project, which should align with the submitted budget

This section should demonstrate how each project task directly contributes to solving the issue outlined in your problem statement.

High scoring applications will include:

- A clear explanation of how the project will lead to implementation or serve as a step toward implementation
- A well-structured list of goals, objectives, and tasks that align with the project timeline and budget
- A breakdown of each task and its role in addressing the problem
- Identification of the intended project locations

## 3. Readiness to Proceed: Organizational Experience and Capacity - 20 points possible

**Definition:** Demonstrate your organization's ability to successfully deliver this project. Provide details on project staffing and their technical capacity. Describe major project milestones, timeline, budget, and any planned partnerships.

High scoring applications will include:

- Project Leadership and Staffing:
  - Name, title, and relevant experience of the main point of contact who will manage the project's administrative aspects
  - Expected hours per month this individual will commit to the project
  - Names, titles, relevant experience, and estimated hours of proposed project team members
- Organizational Experience and Past Performance:

- Description of the organization's direct experience with similar projects, including federally funded initiatives
- Types of federal funds previously used (if applicable)
- Outcomes of past projects and how that experience will contribute to successfully implementing this project
- Evaluation of past performance in delivering PennDOT, NJDOT, municipal, and/or DVRPC projects, including the ability to fully expend grant funds
- Project Timeline and Budget:
  - A detailed timeline from award to completion, including all project tasks (as listed in the previous section) and a final report deadline
  - A proposed budget aligned with the timeline, including:
    - Breakdown of labor vs. non-labor expenses and relevant overhead costs (forms available in the Resources section of the TOP website)
    - Estimated consultant costs (if applicable)
- Planned Partnerships:
  - List of any partnering agencies and their roles in the project
  - Documentation from partners confirming collaboration, particularly from local or relevant agencies and organizations
- Workload Considerations:
  - Explanation of how taking on this project will not interfere with existing tasks in TDM-related or federally funded work programs, if applicable

#### 4. Alignment with TOP Eligible Focus Areas - 10 points possible

**Definition:** Explain how the proposed project aligns with at least one of the five focus areas described in the “Eligibility” section. Clearly demonstrate how your solution addresses the goals outlined for your selected focus area(s).

High scoring applications will include:

- A clear explanation of how the project directly fulfills the relevant focus area(s)
- A direct reference to how the project meets the criteria listed under “Elements we are looking for in an application under this focus area”
- A strong connection between the identified problem, proposed solution, and the goals of the eligible focus area(s)

#### 5. Alignment with Regional TDM Plan goals - 5 points possible

**Definition:** Explain how the proposed project aligns with at least one of the four goals in the [Regional TDM Plan](#). Provide an explanation of how your project addresses relevant outcomes and strategies from the plan.

High scoring applications will include:

- A clear and direct explanation of how the project fulfills one or more of the four [Regional TDM Plan](#) goals
- A strong connection between the identified problem, proposed solution, and the specific goals, outcomes, and strategies of the TDM Plan



## 6. Description of Proposed Performance Metrics - 5 points possible

**Definition:** Identify the proposed measurable outcomes of your project. Applicants should outline a method to estimate projected outcomes and outputs, including but not limited to:

- Reduction in vehicle trips
- Improvements in air quality
- Increase in ridership or usage if the project is implemented

Data collection before and after implementation should be included as part of the evaluation process.

High scoring applications will include:

- A clear explanation of the performance data to be collected and the process for doing so.

## Bonus: Demonstrated Project Need Using Technical Planning Tools - 1 point possible

**Definition:** Describe the need for your project using state, regional, or local technical planning tools. This may include, but is not limited to, DVRPC tools such as:

- [CMP \(Congestion Management Process\)](#) and the Travel Time Index and Planning Time Index measures
- [Coordinated Human Services Transportation Plan \(CHSTP\)](#)
- [Title VI Compliance Tool for the Greater Philadelphia Region](#)
- [Regional Transit Screening Platform](#)

High scoring applications will include:

- Use of data, text, and graphics to explain the output of the tool used
- A clear connection between the output data and its relevance to the project, demonstrating why this makes the project more valuable to the region

## Bonus: Replicability to Other Areas in the DVRPC Region - 1 point possible

**Definition:** Consideration will also be given to whether a project can be replicated in other parts of the region where similar challenges exist. All TOP projects are evaluated during and after implementation to identify TDM best practices for the DVRPC region.

High scoring applications will include:

- A description of how this project could be replicated in other areas of the DVRPC region where similar challenges exist

## SECTION 5:

# Information for Completing a Full TOP Application

## Requirements Prior to Submitting Full TOP Application

- Attend one virtual TOP information session
- Submit an EOI proposal by September 8, 2025
- Receive an invitation from DVRPC to complete a full TOP application

## TOP Timeline

The following timeline provides an overview of the application and selection process for TOP projects. This timeline is subject to change. TOP projects are solicited and grants are awarded on a two-year cycle.

Table 3: TOP Timeline

July 2025	EOI proposal form opens
July TBD, 2025	Virtual TOP information sessions
September 8, 2025	EOI deadline
November 21, 2025	Invitation to selected project applicants to submit a full TOP application
January 9, 2026	Full TOP applications are due
January 2026	TOP Project Selection Subcommittee scores full TOP applications.
February 2026	DVRPC meets with applicants to discuss and review changes to the project
March 2026	DVRPC meets with TOP Project Selection Subcommittee and TDM Advisory Committee to discuss application scores and eligibility
April - May 2026	TOP slate of projects are presented to the DVRPC RTC and Board for approval
May - June 2026	Contracts executed
July 1, 2026 and later	Awarded projects commence work
May 31, 2028	All project work is completed

## Full TOP Application Requirements

After attending a virtual TOP information session, submitting an EOI proposal, and receiving an invitation from DVRPC staff to submit a full TOP application, please refer to [this template](#) to view the application requirements and instructions.

A complete TOP application must include the following components:

1. **Cover Sheet:** Include all required information (1-page limit). See Appendix A.
2. **Project Narrative:** Submit a narrative description of the project consistent with the Project Evaluation Criteria listed below (5 page limit).
  - a. A description of the problem your project will address
  - b. A description of the proposed solution and its benefits to the community
  - c. A discussion of your organization's capability to deliver the project
  - d. A discussion of how the project aligns with the focus areas outlined in the "Eligibility" section
  - e. An explanation of the relationship between the project and at least one of the four goals in the [Regional TDM Plan](#)
  - f. Identification of the measurable outcomes your project aims to achieve
  - g. A description of the need for your project using state, regional, or local technical planning tools (if applicable)
  - h. A description of how this project could be replicated in other areas of the DVRPC region where similar challenges exist
3. **Project Extent Map:** Provide a map of the project extent that fits on an 8.5 x 11-inch sheet of paper (1-page limit).
4. **Supporting Materials (optional):** You can include relevant supporting materials such as references to related plans or studies (1-page limit), letters indicating commitment of project partners and funding (1-page limit per letter), or other relevant documentation. Do not include general letters of support or endorsement.
5. **Budget:** Submit a detailed budget. See Appendix B.

**Submission Instructions:** Submit your application as a single PDF document that includes all components and attachments to [sbartels@dvrpc.org](mailto:sbartels@dvrpc.org), [abernknopf@dvrpc.org](mailto:abernknopf@dvrpc.org), and [wlaidlaw@dvrpc.org](mailto:wlaidlaw@dvrpc.org).

*Note: One page is considered a single-sided page, and the font size may not be smaller than 10 points with line spacing of at least 1.15.*

## Budget Requirements for TOP Application

1. A maximum of \$300,000 is available for any single project submitted by a respondent and/or partner respondents. A minimum budget of \$100,000 is required for submission.
2. The budget must specify an estimated division of labor vs. non-labor costs, as well as the submitting agency's current overhead rate.

3. Other direct costs, such as materials, supplies, consultant services, and/or partner agency costs for any activities necessary to complete the project, must be specified and explained.
4. Projects should be scalable. If necessary, the Regional TDM Advisory Committee may ask you to reduce the budget or adjust the project scope if the estimated budget exceeds the funding available. Likewise, only one component of a proposal may be selected, which may require scope and budget adjustments.
5. Excel budget templates for [subrecipients](#) and [consultants](#) (if applicable) are available for download. They are also available on the TOP webpage under the Applicant and Sponsor Resources section.

Submit any questions about the budget template to William Laidlaw, DVRPC's Accounting Manager, via email: [\*\*wlaidlaw@dvrpc.org\*\*](mailto:wlaidlaw@dvrpc.org).

## Appendix A:

# TOP Application Cover Sheet

Please submit this sheet and/or all of the following information with your application.

1. Applicant (Organization Name):
2. Address:
3. City, State, and Zip:
4. Phone:
5. Fax:
6. Name of main contact for the proposal:
7. Email address of main contact:
8. Proposed Project Title (from EOI):
9. Proposed Total Budget:
10. Does this project involve more than one organization or company? Yes No
11. If yes, please provide the name of the partnering organization or company involved:
12. Name and email address of the main contact for the aforementioned partner:
13. Date of meeting with County Planning Department/Commission staff:
  - a. Names of those present at the above meeting:
14. Name of contract signatory, title, and email:

Appendix B:

## Budget Proposal Form

Excel budget templates for [subrecipients](#) and [consultants](#) (if applicable) are available for download. They are also available on the TOP webpage under the Applicant and Sponsor Resources section.

## Appendix C:

# Regional TDM Advisory Committee Contact List

## Pennsylvania:

### Bucks County

Rich Brahler [rgbrahler@buckscounty.org](mailto:rgbrahler@buckscounty.org)

Christian Regosch [cpregosch@buckscounty.org](mailto:cpregosch@buckscounty.org)

### Chester County

Brian Styche [bstyche@chesco.org](mailto:bstyche@chesco.org)

Alex Sankaran [asankaran@chesco.org](mailto:asankaran@chesco.org)

### Delaware County

Catherine Spahr [spahrc@co.delaware.pa.us](mailto:spahrc@co.delaware.pa.us)

Lou Hufnagle [HufnagleL@co.delaware.pa.us](mailto:HufnagleL@co.delaware.pa.us)

### Montgomery County

Matt Popek [matthew.popek@montgomerycountypa.gov](mailto:matthew.popek@montgomerycountypa.gov)

Laureen Sendel-Grant [Laureen.Sendel-Grant@montgomerycountypa.gov](mailto:Laureen.Sendel-Grant@montgomerycountypa.gov)

### OTIS

Chris Pulchalsky [Christopher.Puchalsky@phila.gov](mailto:Christopher.Puchalsky@phila.gov)

Andrew Simpson [Andrew.Simpson@phila.gov](mailto:Andrew.Simpson@phila.gov)

### PCPC

David Kanthor [David.Kanthor@phila.gov](mailto:David.Kanthor@phila.gov)

### City of Chester

Paul Fritz [pfritz@chestercity.com](mailto:pfritz@chestercity.com)

### SEPTA

Brian McFadden [bmcfadden@septa.org](mailto:bmcfadden@septa.org)

Steve LaBedz [slabedz@septa.org](mailto:slabedz@septa.org)

## **PennDOT District 6-0**

Tim Stevenson [tstevenson@pa.gov](mailto:tstevenson@pa.gov)

## **PennDOT Central Office**

Janet Flynn [janflynn@pa.gov](mailto:janflynn@pa.gov)

David Alas [dalas@pa.gov](mailto:dalas@pa.gov)

## **FHWA Pennsylvania Division**

Ronnique Bishop [ronnique.bishop@dot.gov](mailto:ronnique.bishop@dot.gov)

## **New Jersey**

### **Burlington County**

Carol Ann Thomas [cthomas@co.burlington.nj.us](mailto:cthomas@co.burlington.nj.us)

Tom Stanuikynas [tstanuikynas@co.burlington.nj.us](mailto:tstanuikynas@co.burlington.nj.us)

### **Camden County**

Ilene Lampitt [ilene.lampitt@camdencounty.com](mailto:ilene.lampitt@camdencounty.com)

### **Gloucester County**

Jackie Huston [jhuston@co.gloucester.nj.us](mailto:jhuston@co.gloucester.nj.us)

Nick Cressman [ncressman@co.gloucester.nj.us](mailto:ncressman@co.gloucester.nj.us)

### **Mercer County**

Matt Lawson [mlawson@mercercounty.org](mailto:mlawson@mercercounty.org)

### **Camden City Planning Department**

Ed Williams [edwillia@ci.camden.nj.us](mailto:edwillia@ci.camden.nj.us)

### **Trenton City Planning Department**

Lisa Serieyssl [lseryyssl@trentonnj.org](mailto:lseryyssl@trentonnj.org)

## **NJ TRANSIT**

Fred Storey [fstorey@njtransit.com](mailto:fstorey@njtransit.com)

## **PATCO**

Rohan Hepkins [rkhepkins@drpa.org](mailto:rkhepkins@drpa.org)



## **NJDOT**

Sudhir Joshi [sudhir.joshi@dot.nj.gov](mailto:sudhir.joshi@dot.nj.gov)

Neha Galgali [neha.galgali@dot.nj.gov](mailto:neha.galgali@dot.nj.gov)

## **FHWA New Jersey Division**

Sutapa Bandyopadhyay [sutapa.bandyopadhyay@dot.gov](mailto:sutapa.bandyopadhyay@dot.gov)

Jason Simmons [jason.simmons@dot.gov](mailto:jason.simmons@dot.gov)

## **NJTPA**

Jasmine Grossmann [jgrossmann@nitpa.org](mailto:jgrossmann@nitpa.org)

Appendix D:

# **PATCO Concourse Level Bicycle Improvement Evaluation**

Example Project for Focus Area 4: Concept Development for a New or Existing Transportation Service

Date: May 20, 2014

To: John Rink, PATCO General Manager

From: Cassidy Boulan; Logan Axelson

Subject: PATCO Concourse Level Bicycle Improvement Evaluation (DVRPC Product No. 14044)

### Introduction and Summary

In fall 2012, the Bicycle Coalition of Greater Philadelphia, the Southeastern Pennsylvania Transportation Authority (SEPTA), New Jersey Transit, the Port Authority Transit Corporation (PATCO), Open Plans, and the Delaware Valley Regional Planning Commission (DVRPC) collaboratively developed the "Bike to Transit Stations Survey," to understand how transit stations in the Delaware Valley can better accommodate cyclists. Of the survey's 462 responses, 87 percent requested more or improved bicycle parking at the region's transit stations.

In 2013, the Center City District (CCD) conducted a survey of commuter behavior among Center City workers, providing more detail on cycle-to-transit preferences in Philadelphia. In that survey, "How Philadelphia Gets to Work: Investing for Growth," 533 participants reported using PATCO service as part of their commute. Of those PATCO commuters, 110 reported interest in bicycle parking at Center City Philadelphia PATCO stations.

Respondents reported the most interest in bicycle parking at 15<sup>th</sup>-16<sup>th</sup> and Locust Street Station, followed by 12<sup>th</sup>-13<sup>th</sup> and Locust Street Station, 8<sup>th</sup> and Market Street Station, and 9<sup>th</sup>-10<sup>th</sup> and Locust Street Station. As a result, PATCO requested that DVRPC staff evaluate each of the four Center City PATCO station concourses to identify the most appropriate locations for pilot bicycle rack installation.

### Project Background

#### Project Scope

PATCO operates four stations in Philadelphia: 8<sup>th</sup> and Market Street Station, 9<sup>th</sup>-10<sup>th</sup> and Locust Street Station, 12<sup>th</sup>-13<sup>th</sup> and Locust Street Station, and 15<sup>th</sup>-16<sup>th</sup> and Locust Street Station, the route's terminus. Each station is comprised of a concourse one level below street level, and a platform one level below concourse level. Each concourse contains a partitioned area for passengers who have paid a fare ("paid area"), and a comparatively larger area for those who have not yet paid ("unpaid area.")

The 8<sup>th</sup> and Market Street Station is unique in that it is directly connected to an active SEPTA Market-Frankford Line station. This presents opportunities for shared bicycle parking for PATCO and SEPTA riders, provided an agreement can be reached between PATCO and SEPTA regarding management and maintenance.

## Precedents and Best Practices

Integration of public transit and bicycling offers benefits for both modes. Accessible public transit can benefit cyclists by offering travel alternatives in cases of inclement weather, difficult topography, or by bridging gaps in existing bicycle networks. Likewise, bicycling can benefit transit riders by expanding station catchment areas, thereby reducing the need for transfers, feeder buses, and park-and-ride facilities.<sup>1</sup>

Researchers have recurrently identified four common methods of bicycle-transit integration: (a) bike-on-transit service such as exterior racks on buses; (b) bike-to-transit options, such as bicycle parking facilities at stations; (c) bicycle sharing at station access points; and (d) two-bike strategies, in which a commuter owns two separate bicycles, one to ride between home and a transit station, and another to ride between transit and work. Option B, bike-to-transit, has regularly been found to best balance cost-effectiveness, cyclist capacity, and convenience.<sup>2</sup>

Bicycle racks are the most frequently used method of bicycle parking for bike-to-transit strategies. Racks are so prevalent because they are inexpensive (when compared to other forms of bicycle parking), and can be installed relatively easily to respond to increased demand.<sup>3</sup> For the purposes of this evaluation, DVRPC, with the input of the Bicycle Coalition of Philadelphia, planned for the installation of standard "Sheffield stand" racks.

## Process

DVRPC staff examined each of PATCO's Philadelphia stations to identify suitable locations for bicycle parking. Potential locations were measured and photographed for comparison. Each location was then reviewed according to the following criteria (in order of importance):

- > *Adequate space* – Consideration was paid to the number of bicycle racks that could be placed in each potential location.
- > *Proximity to station entrance* – Reducing the distance between potential locations and station entrances (i.e. stairs, elevators, and concourse entrances) minimizes the time a cyclist must spend parking their bicycle. Locations near elevators were specifically prioritized because they prevent a cyclist from having to carry a bicycle up and down stairs.
- > *Paid area vs. unpaid area*—Locating bicycle parking inside paid areas ensures exclusive use by PATCO riders, but the relative lack of space within paid areas, and barriers to entry may limit a parking area's suitability with regard to other parking criteria.
- > *Proximity to security cameras* – Locating bicycle amenities within sight of security cameras reinforces perceptions of safety and security for cyclists.
- > *Lighting* – Adequate lighting makes it easier for cyclists to secure their bicycles, and enhances perceived safety and security.
- > *Proximity to obstructions and utilities* – Consideration was given to maintenance personnel's ability to access utilities (i.e. standpipes, ventilation grates, etc.), as well as cyclists' ability to access parking.
- > *Weather protection* – Shelter from precipitation and other weather events encourages cyclists to use bicycle parking. Weather protection was a factor in select locations at the 8<sup>th</sup> and Market Street Station only.

---

<sup>1</sup> Pucher, John and Buehler, Ralph. "Integrating Bicycling and Public Transport in North America," *Journal of Public Transportation*, 12:3, 2009. Pp. 79-104.

<sup>2</sup> Krizek, Kevin J. and Stonebraker, Eric W. "Assessing Options to Enhance Bicycle and Transit Integration," *Transportation Research Record*, No. 2217. Pp. 162-167.

<sup>3</sup> Kittelson Assoc. Inc., "Chapter 8: Bicycle Access to Transit," in *TCRP Report 153: Guidelines for Providing Access to Public Transportation Stations*, Transportation Research Board of the National Academies, Washington, DC, 2009.

Locations in each station were then prioritized in relation to each other, with each of the selection criterion considered in context of all other criteria. Each station's four most suitable locations are listed in this evaluation.

DVRPC staff also reviewed "Bike Parking Recommendations for PATCO Philadelphia Stations," an evaluation completed in October, 2013 by John Boyle, Research Director for the Bicycle Coalition of Greater Philadelphia. The conclusions of that report were considered and incorporated into this report as appropriate.

### **Recommended Locations**

The following recommended locations are the result of DVRPC's evaluation of PATCO's Philadelphia station concourses. Relevant criteria for each location are listed below, with each criterion categorized as either positive (▲), negative (▼), or neutral/moderate (■). Each location can be seen on the included diagrams that show each station concourse (*Figures 1-4*).

#### **8<sup>th</sup> and Market Street Station:**

Note: 8<sup>th</sup> and Market Street Station is both heavily trafficked and highly constrained. As a result, no bicycle parking is recommended within the paid area of the station.

##### *Location 1: Southern end of concourse*

- ▲ Space for 8 bike racks (32' X 9'6" | 304 ft.<sup>2</sup>)
- ▲ Good visibility from either end of concourse
- ▲ Located away from pedestrian traffic
- ▼ Far from entrances and turnstiles

##### *Location 2: Beneath staircase*

- ▲ Space for 4 bike racks (14'-diameter circle | 154 ft.<sup>2</sup>)
- ▲ Located away from pedestrian traffic
- ▲ Good visibility from SEPTA 8<sup>th</sup> Street concourse
- ▼ Moderate to poor weather protection
- ▲ Opportunity for shared parking arrangement with SEPTA 8<sup>th</sup> Street Station

##### *Location 3: North side of Market-Frankford Line crossover*

- ▲ Space for 6 bike racks (20' X 8' | 160 ft.<sup>2</sup>)
- ▲ Close to both PATCO and SEPTA turnstiles
- ▼ Likely conflict with busy pedestrian flows
- ▲ Good visibility from SEPTA 8<sup>th</sup> Street concourse
- ▲ Opportunity for shared parking for SEPTA 8<sup>th</sup> Street Station

##### *Location 4: Near escalator*

- ▼ Space for 3 bike racks with less than optimal clearance (10' X 6' | 60 ft.<sup>2</sup>)
- ▲ Located away from pedestrian traffic
- ▲ Good visibility from SEPTA 8<sup>th</sup> Street concourse
- ▲ Opportunity for shared parking agreement for SEPTA 8<sup>th</sup> Street Station
- Moderate to good weather protection

### 9<sup>th</sup>-10<sup>th</sup> and Locust Street Station:

#### *Location 1: Near 9<sup>th</sup> Street entrances*

- ▲ Space for 5 bike racks (12' X 17' | 204 ft.<sup>2</sup>)
- ▲ Close to 9<sup>th</sup> Street entrances
- ▲ Close to elevator
- ▼ Potential conflict with standpipe

#### *Location 2: Paid area east*

- ▲ Space for 8 bike racks (29' X 12' | 348 ft.<sup>2</sup>)
- Located in paid area
- ▲ Located away from pedestrian flows
- ▲ Directly under a security camera

#### *Location 3: Center of concourse*

- ▲ Space for 3 bike racks (12' X 11' | 132 ft.<sup>2</sup>)
- ▲ Close to turnstiles
- ▼ Relatively far from station entrances
- ▲ Directly under a security camera

#### *Location 4: Near 10<sup>th</sup> Street entrances*

- ▲ Space for 8 bike racks (12' X 26' | 312 ft.<sup>2</sup>)
- ▲ Close to 10<sup>th</sup> Street entrances
- ▼ Far from elevator
- ▼ Far from turnstiles

### 12<sup>th</sup>-13<sup>th</sup> and Locust Street Station:

#### *Location 1: Near 13<sup>th</sup> Street entrances on south wall*

- ▲ Space for 11 bike racks (10' X 36' | 360 ft.<sup>2</sup>)
- ▲ Close to 13<sup>th</sup> Street entrances
- ▲ Located away from major pedestrian flows
- ▼ Somewhat distant from turnstiles

#### *Location 2: Paid area east*

- ▲ Space for 8 bike racks (12' X 29' | 348 ft.<sup>2</sup>)
- Located in paid area
- ▲ In view of security camera

#### *Location 3: Between columns*

- ▲ Space for 12 bike racks (15' X 28' | 420 ft.<sup>2</sup>)
- ▲ Close to 13<sup>th</sup> Street entrances
- Mostly in view of security cameras, but some blind spots due to columns
- Minimal conflict with pedestrians crossing concourse

#### *Location 4: Near 12<sup>th</sup> Street entrances*

- ▲ Space for 6 bike racks (8' X 20' | 120 ft.<sup>2</sup>)

- ▲ Close to 12<sup>th</sup> Street entrances
- ▼ Potential lack of visibility
- ▼ Likely conflict for pedestrians using south 12<sup>th</sup> Street stairs

### 15<sup>th</sup>-16<sup>th</sup> and Locust Street Station:

#### *Location 1: Between columns*

- ▲ Space for 9 bike racks (10' X 31' | 310 ft.<sup>2</sup>)
- ▲ Close to 15<sup>th</sup> Street elevator and stairs
- Mostly in view of security cameras, but some blind spots due to columns
- Minimal conflict with pedestrians crossing concourse

#### *Location 2: Paid area west*

- ▲ Space for 10 bike racks (14' X 33' | 462 ft.<sup>2</sup>)
- Located in paid area
- ▼ Potential conflicts with pedestrians traveling along corridor

#### *Location 3: Near north 16<sup>th</sup> Street stairs*

- ▲ Space for 3 bike racks (11' X 11' | 121 ft.<sup>2</sup>)
- ▲ Close to north 16<sup>th</sup> Street stairs
- ▼ Likely conflict with pedestrians using 16<sup>th</sup> Street stairs
- ▼ Potential conflict with standpipes

#### *Location 4: Near south 16<sup>th</sup> Street stairs*

- ▲ Space for 7 bike racks (25' X 10' | 250 ft.<sup>2</sup>)
- ▲ Close to south 16<sup>th</sup> Street stairs
- ▼ Far from elevator and turnstiles
- ▼ Minimal visibility from other parts of concourse

### Next Steps and Implementation

#### Maintenance

Bicycle racks are popular, in part, because they require minimal maintenance. Abandoned bicycles, locks, or other items, however, require attention in order to ensure that rack space remains available to cyclists. It is recommended that PATCO maintenance staff schedule removals of abandoned bicycles at least biannually. The City of Philadelphia offers the following guidelines to identify abandoned bicycles:

- > Bicycles with severe damage or missing parts,
- > Bicycles in unusable condition, and
- > Bicycles that have been locked in the same place for at least one month.

Abandoned bicycles should be tagged at least one week prior to scheduled removal to give owners an opportunity to reclaim their bicycles. Signage directing PATCO users to report abandoned bicycles can also help ensure prompt identification and removal.

### Complementary Measures

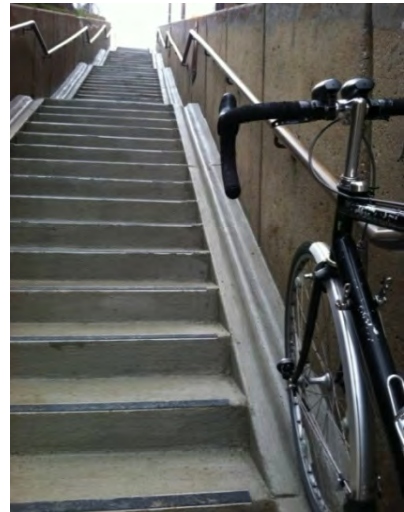
Devices that facilitate entry to and exit from transit stations can also encourage bike-to-transit travel. One such device is the bicycle stairway (*Figure 5*), a staircase retrofitted with a groove or runnel at stair-level that cyclists may use to push a bicycle up or down a flight of stairs. Bicycle stairways spare cyclists from having to lift a heavy bicycle, and enhance safety by preventing dropped bicycles or loss of balance.

Other complementary measures may be taken to enhance PATCO concourses for both cyclists and pedestrians. Signage directing cyclists to bicycle parking locations is particularly useful in PATCO concourses, which are often more than a block in length. Likewise, signs prohibiting cyclists from riding in concourses can help protect pedestrian safety.

### Next Steps

The installation of new bicycle parking is an opportunity for PATCO to collaborate with SEPTA on management of their shared 8<sup>th</sup> Street concourse. Where applicable, it is recommended that PATCO coordinate with SEPTA to install bicycle parking that can serve both agencies' bike-to-transit customers. Shared parking at this location would serve a wider swath of the population, and enhance transit connections between the PATCO Speedline, the SEPTA Market-Frankford Line, and SEPTA Regional Rail lines.

Additionally, upon installing bicycle parking in its Philadelphia stations, it is recommended that PATCO evaluate bicycle parking locations and capacity at its 9 New Jersey stations, including City Hall Station in Camden, which currently lacks bicycle parking.



*Figure 5: A bicycle stairway in a Washington, DC Metro station*

*Source: Washington Metropolitan Transit Authority*



# PATCO CONCOURSE BIKE PARKING ASSESSMENT

## 8TH & MARKET STREET STATION

FIGURE 1

LEGEND

Unpaid Area

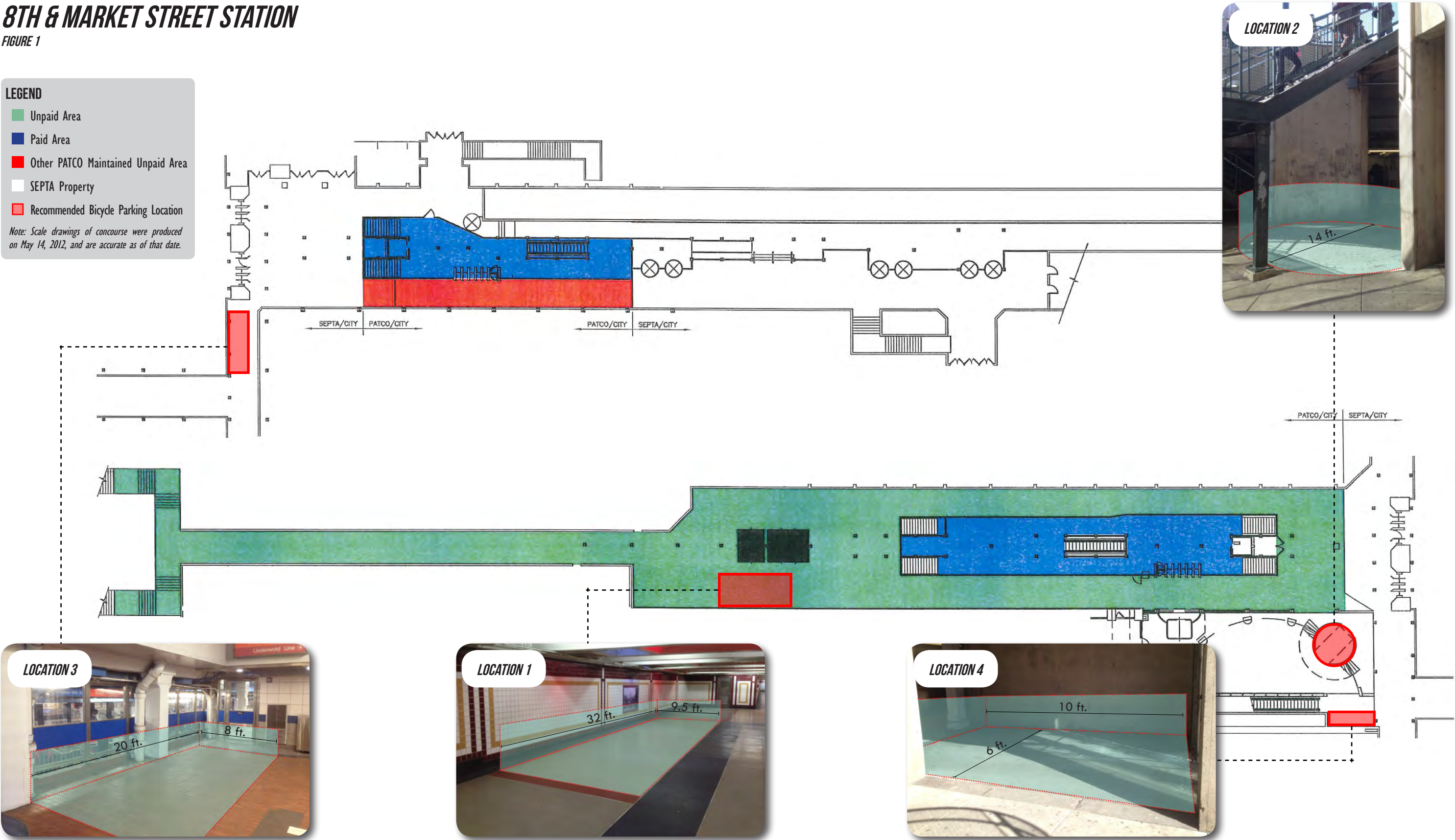
Paid Area

Other PATCO Maintained Unpaid Area

SEPTA Property

Recommended Bicycle Parking Location

Note: Scale drawings of concourse were produced on May 14, 2012, and are accurate as of that date.





# PATCO CONCOURSE BIKE PARKING ASSESSMENT

## 9TH-10TH & LOCUST STREET STATION

FIGURE 2

LEGEND

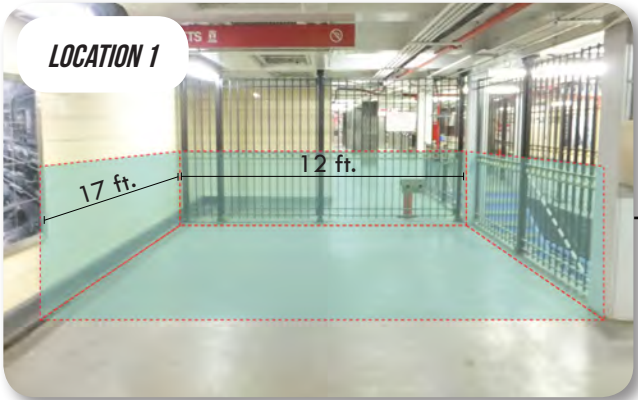
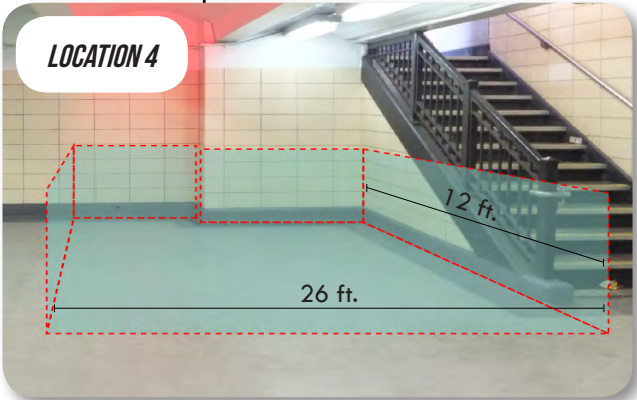
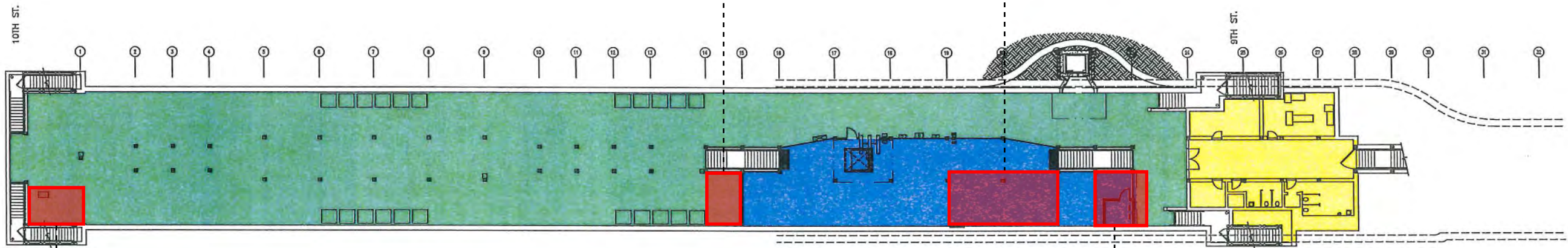
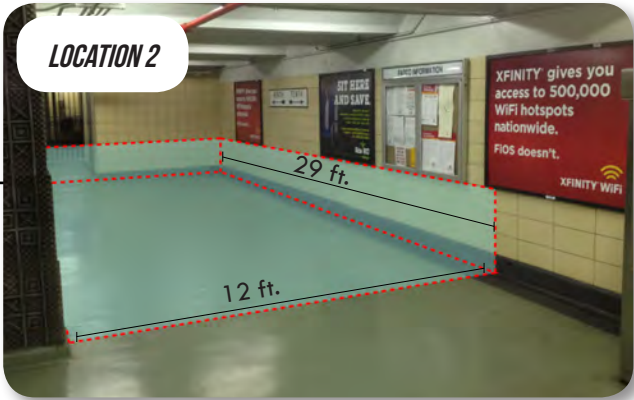
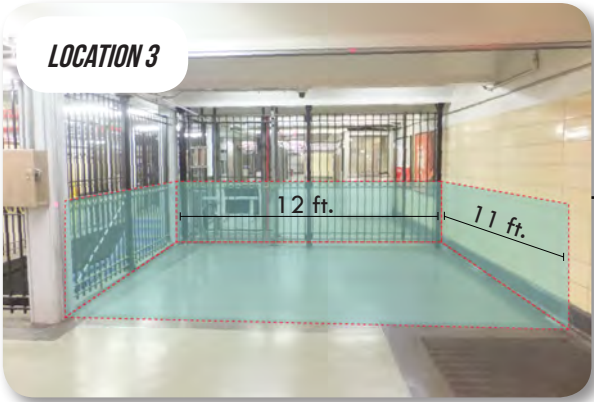
Unpaid Area

Paid Area

PATCO Maintenance Area

Recommended Bicycle Parking Location

Note: Scale drawings of concourse were produced on May 14, 2012, and are accurate as of that date.

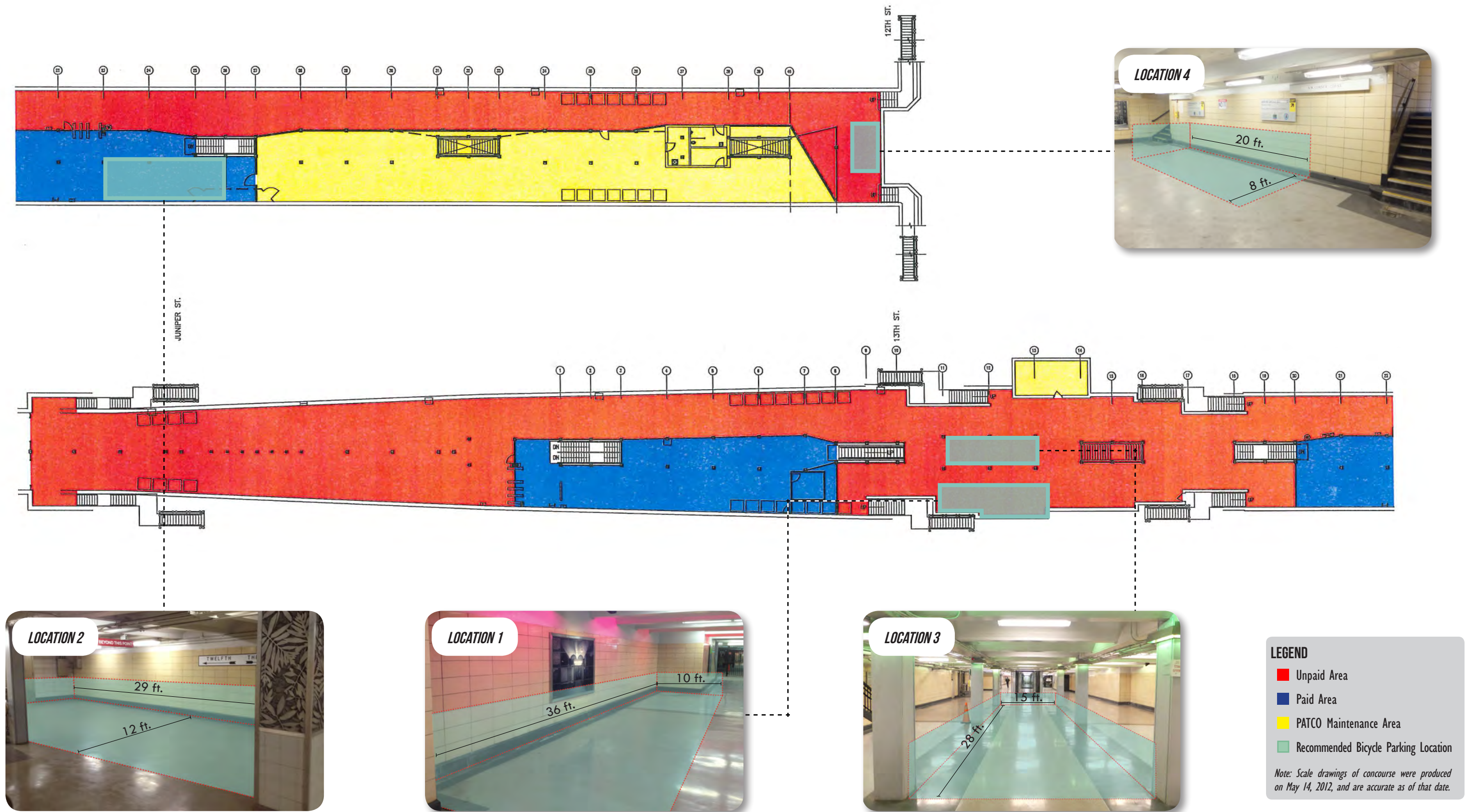




# PATCO CONCOURSE BIKE PARKING ASSESSMENT

## 12TH-13TH & LOCUST STREET STATION

FIGURE 3





# PATCO CONCOURSE BIKE PARKING ASSESSMENT

## 15TH-16TH & LOCUST STREET STATION

FIGURE 4

