DELAWARE VALLEY DATA
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANALYTICAL DATA REPORT

Demographics of Transit Zones (1/2-Mile Radius Around Rail Transit Stops)

No. 17
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Introduction

The Delaware Valley has a diverse and extensive transit system, serving over one million riders per day. As fuel prices rise and road congestion in the region worsens, the value of that system becomes even more evident. Mass transit takes thousands of cars off the roads; provides affordable, comfortable, and efficient transportation; reduces the fossil fuel dependency of the region; and permits a denser, more walkable development pattern that enables us to curb suburban sprawl.

Mass transit usage has increased significantly in the Delaware Valley over the past few years. If the current trends of rising gas prices and increased reliance on alternative modes of transportation continue, it will be critical to embrace a transit-oriented growth pattern (i.e., to promote housing, retail, services, and jobs within close proximity of transit stations).

For these reasons, transit-oriented development (TOD) is one of DVRPC's core priorities for the region. TOD refers to a land-use pattern that enables and encourages transit usage. Typically, TOD is located within a half-mile radius of a rail station, since that distance has been widely determined as the farthest most people are willing to walk to transit or from transit to housing, shopping, and services. TOD has enough density to support transit usage, to provide pedestrian-friendly features, and to support an infrastructure with goods and services that are reachable without use of an automobile.

TOD can refer to the historic urban neighborhoods of Trenton or Philadelphia; older suburbs, such as Haddonfield and Jenkintown; or new development built in a way that is transit supportive, such as in Conshohocken, Delanco, or Lansdale.

DVRPC has produced several key studies relating to TOD, including *On Track: Progress Towards Transit-Oriented Development in the Delaware Valley* (07030), *Developing Around Transit: TOD Plans for Ellsworth-Federal, North Wales, and Warminster* (06034), *Implementing Transit-Oriented Development: Four TOD Plans for Girard, Lansdale, Thorndale, and Woodbury* (04044), and *Linking Transit, Communities and Development: Regional Inventory of Transit-Oriented Development Sites* (03027). In addition, DVRPC developed a Transit Score tool that rates places on their transit supportiveness based on population and job densities (specifically, persons per acre, jobs per acre, and zero-car households per acre).

This report is DVRPC's next step toward understanding and analyzing transit-served areas in the region, to inform the public, its member governments, and its own work in shaping a transit-oriented region. It utilizes valuable demographic data focusing on Transit Zones – areas within a half-mile of rail transit stops.

About the Data

The majority of the data in this report comes from Reconnecting America: Center for Transit-Oriented Development (CTOD), purchased for use by DVRPC. The Reconnecting America data comes from that organization's CTOD National TOD Database, which includes demographic information for 42 metro areas in the U.S. that have rail transit systems. This data was combined with data on boardings, which was provided by the various transit authorities. All data analyses, discussion, tables, and charts were generated by the staff at DVRPC.

The Reconnecting America data is organized by "transit zone," referring to the demographic area within a half-mile radius, created as a GIS layer around each rail transit stop. The original data comes from several sources, including the U.S. Census. The half-mile radius metric is widely accepted as the farthest people will walk to and from transit and nearby destinations.

This data only reflects demographic information for people who live within one-half mile of a rail transit station. The exception to this is ridership data, which reflects all riders, whether or not they live near the station. The number of riders and potential riders at each station is much larger than the people who live within one-half mile of a station. The data in this report shows important information on those who live near transit, but is just one piece of the larger puzzle surrounding transit ridership.

The data available applies to all rail transit stops (subway, light rail, heavy rail) within the DVRPC region, as extracted from Reconnecting America's larger data sets for the Philadelphia and New York Metropolitan Regions. The data applies to SEPTA's Regional Rail, Subway (Broad Street Line and Market-Frankford Line), Trolleys (Routes 10, 11, 13, 15, 34, and 36), Norristown Line (Rt. 100), Media Line (Rt. 101), and Sharon Hill Line (Rt. 102); PATCO's High-Speed Line; and NJ TRANSIT's Northeast Corridor Line and Atlantic City Line. Not included are NJ TRANSIT's River LINE and AMTRAK, as significant data was not available by the time of publication. Only rail stops are included (i.e., no stops for bus, shuttle, van pool, or ferry boat).

About TOD in the United States

The data in this report represents an important step toward better understanding the demographics of people who live within proximity of rail transit, and in determining the potential demand for these types of living areas within the Delaware Valley. It is important to study the potential for TOD because of a number of trends in the U.S. that point to both the importance of this type of living area and to a strong emerging demand for it.

Reconnecting America's CTOD reports that over the next 25 years, at least one-quarter of new households will desire to live in transit-accessible areas. Further, as one of the five most transit-accessible regions in the country, Philadelphia will be seeing a large proportion of this new demand.[1] Research shows that "consumers are choosing smaller, more compact housing in neighborhoods where shops and services are within walking distance, and where high-quality transit service is an option."[2] Importantly, research has also shown that "transit is a viable alternative to the car only if what takes place at either end of the ride meets the needs and desires of a significant number of individuals."[3]

There are some interesting trends regarding the future of TOD. A study by the Federal Highway Administration showed that 57 percent of Americans aged 24-34 put a high value on the ability to walk to stores in choosing a neighborhood. At the same time, AARP reports that 71 percent of older households feel that it is important to live within proximity of transit.[4] Thus, these two important demographic groups place an increasing priority on transit-accessible living.

[1] Reconnecting America's Center for Transit-Oriented Development. "Hidden in Plain Sight: Capturing the Demand for Housing Near Transit." Reprint With Technical Corrections. April 2005. 7.
[2] Ibid. 8.
[3] Ibid. 10.
[4] Ibid. 12.

At the same time, there are many larger benefits of promoting TOD. These include reducing fuel dependency, but also reducing the costs of sprawling land usage. In the 27 metro regions covered by Reconnecting America's data, 12 percent of the total population lives in Transit Zones. However, the area of these transit zones combined equals just one percent of the total area of these 27 metro regions.[5] National data on transit-oriented areas shows overall smaller household sizes and lower rates of car ownership.[6] The benefits of TOD are clear: land conservation, fewer cars on the road, and a greater range of mobility options.[7]

Within the Delaware Valley region, there are currently more than 90 stations where some TOD planning has been completed and/or a TOD project has been proposed.[8] Although the Delaware Valley region generally lags behind a number of other metro areas in terms of completed projects that take advantage of proximity to transit, there are some important programs available in the region for encouraging TOD. In New Jersey, the New Jersey Department of Transportation and NJ TRANSIT developed a multiagency program called the Transit Village Initiative, which provides state-level assistance for TOD planning and priority funding.[9] In 2004, the Commonwealth of Pennsylvania adopted the Transit Revitalization Investment District (TRID) Act, enabling municipalities to utilize a value-capture structure to support improvements around transit stations.[10]

The ability to take advantage of TOD relies on a strong transit system, identified demand for living preferences near transit, a progressive development community, appropriate financing tools and incentives, and federal, state, and local programs making TOD desirable and attainable for developers. The data and analysis in this report are intended to shed light on the demographics of those who live near transit and provide insight as to the scope of demand for transit-oriented living in the future.

Applications

Reconnecting America's CTOD data is both valuable and limited in its application. The data provides information broken down specifically by Transit Zones, giving a demographic snapshot of the area within a half-mile radius of rail transit stops. This data provides a glimpse of the development patterns around transit (population and density), who lives near transit (income, age, and race), and how they travel (journey-to-work mode and car ownership).

Not surprisingly, indicators such as low car ownership and high percentage of transit usage point strongly to Philadelphia and other core urban areas. For this reason, the analysis in this report also strives to point out key Transit Zones located outside of Philadelphia, where relevant. For some indicators, parallel analyses are shown for both the full list of all Transit Zones in the region and all zones in the region except Center City and University City, in Philadelphia. The reason for this additional level of analysis is because the extremely dense and transit-supportive environment in Center City and University City often results in these areas showing up as the top or bottom 20 zones for a particular indicator. The parallel analysis shows other Transit Zones with high or low percentage of the indicator in the broader region.

The other useful way of breaking down this data is by Transit Line. The Lines represented in this report are NJ Transit's Northeast Corridor Line, NJ Transit's Atlantic City Line, SEPTA's Route 100 Norristown Line, SEPTA's Route 101 Media Line, SEPTA's Route 102 Sharon Hill Line, PATCO's High-Speed Line, SEPTA's Regional Rail Lines, SEPTA's Subways, and SEPTA's Trolleys. SEPTA's Subway, Trolley, and Regional Rail Lines were not further separated because, for the purpose of this data, the Transit Zones along those lines are

[5] Ibid. 18.
[6] Ibid. 19-21.
[7] For a more in-depth discussion of the benefits of TOD, see Robert Cervero, et. al. "TCRP Report 102 – Transit-Oriented Development in the United States: Experience, Challenges, and Prospects. Transportation Research Board of the National Academies. 2004. S-6 through S-8.
[8] For an inventory of these projects, see DVRPC. *On Track: Progress Towards Transit-Oriented Development in the Delaware Valley.* August 2007. #07030.
[9] For example, NJDOT's Transit Village Initiative. For more information, see http://www.state.nj.us/transportation/community/village/
[10] PA Act #238 (2004)

very similar in terms of their density and demographics. SEPTA's Market Frankford Line and Broad Street Line are combined and represented as "Subways," and SEPTA's Routes 10, 11, 13, 34, and 36 subway-surface trolleys, and the Route 15 Girard Avenue Trolley, are combined as "Trolleys." SEPTA's Regional Rail Lines are combined as "Regional Rail."

Breaking down the data by Transit Line provides a method for analyzing demographics around certain mode types and for separating the systems that primarily serve Pennsylvania and New Jersey. At the same time, this method of breaking down the data must be understood as inherently limited in the breadth of its application.

The analysis of this data does not go far beyond the original data sets. That is, it does not do much comparison with outside sets to develop new trends. This additional step could certainly be applied to increase the application of some data sets. For example, the data showing percentage of transit commuters within each Transit Zone could be coupled with origin-destination data to get a sense of where transit service is not adequate for job centers. This kind of further, more specific analysis could be the focus of future reports.

The following terms and abbreviations are used in the tables and charts throughout this report:

- **AA =** African American
- **AI / AN =** American Indian / Alaska Native
- **ACL =** NJ TRANSIT Atlantic City Line
- **ML =** SEPTA Route 101 Media Line
- **NEC =** NJ TRANSIT Northeast Corridor Line
- **NHOPI =** Native Hawaiian and Other Pacific Islander
- **NJT =** NJ TRANSIT
- **NL =** SEPTA Route 100 Norristown Line
- **PATCO =** Port Authority Transit Company High-Speed Line
- **RR =** SEPTA Regional Rail Lines
- **SEPTA =** Southeastern Pennsylvania Transit Authority
- **SHL =** SEPTA Route 102 Sharon Hill Line
- **Subway =** SEPTA Broad Street Line and Market-Frankford Line
- **Trolley =** SEPTA Routes 10, 11, 13, 15, 34, 36
- **Center City =** The area of Philadelphia between the Schuylkill and Delaware rivers, Spring Garden Street, and Washington Avenue
- **University City =** The area of Philadelphia between the Schuylkill River and 40th Street, Baltimore Avenue, and Market Street

This report contains data on 375 Transit Zones broken down by Type as follows:

- **NJ TRANSIT Atlantic City Line:** 3
- **SEPTA Route 101 Media Line:** 33 (11 are shared with the SHL)
- **NJ TRANSIT Northeast Corridor Line:** 4
- **SEPTA Route 100 Norristown Line:** 21
- **PATCO High Speed Line:** 13
- **SEPTA Regional Rail:** 156
- **SEPTA Route 102 Sharon Hill Line:** 27 (11 are shared with ML)
- **SEPTA Subway:** 47
- **SEPTA Trolley:** 81

Of those total Transit Zones, 24 of them are located in Center City Philadelphia and 10 in University City Philadelphia. Of the total Transit Zones, 18 are located in New Jersey and four in Delaware.

Ridership

Ridership data is not available by station for SEPTA's trolley lines for this purpose due to several factors. Trolleys stop at every corner, and at times the inbound and outbound stops are at different locations and have different names. Additionally, Reconnecting America used corridor-wide data for some segments of trolley lines. Due to the numerous issues in relating SEPTA ridership data to the Reconnecting America data in a way that would be useful, it was decided to leave out the trolley ridership data in this report.

Of those 290 Transit Zones with data reported, the highest average weekday boardings (2005 data) occur at Center City locations around City Hall: 15th Street on the Market Frankford Line, City Hall on the Broad Street Line, and SEPTA's Regional Rail Suburban Station. (**Note:** 30th Street Station's numbers only reflect SEPTA Regional Rail and NJ TRANSIT Atlantic City Line ridership, and not AMTRAK).

On the NEC, the highest average weekday boardings occur at Princeton Junction, Trenton, and Hamilton. On PATCO, the highest average weekday boardings are at 15th Street/16th Streets in Philadelphia, 8th and Market Streets in Philadelphia, and Lindenwold.

The 20 stations with the lowest number of average weekday boardings all occur on SEPTA's system, with the bottom three being Paper Mill Road (Rt. 101), Shisler Avenue (Rt. 102), and Pine Ridge Road (Rt. 101).

Table 01: Transit Zones with the highest average weekday boardings

Station	Type	Avg. Weekday Boardings
15th St	Subway	29,094
City Hall	Subway	26,807
Suburban Station	RR	21,893
Olney	Subway	17,570
Frankford Trans Cntr	Subway	17,015
69th St Terminal	Subway	14,801
Market East	RR	11,848
8th St & Market St	Subway	9,785
30th St	RR/ACL	9,162
11th St	Subway	9,024
30th St	Subway	8,976
Cecil B Moore	Subway	7,486
Erie	Subway	7,288
Princeton Junction	NEC	7,040
52nd St	Subway	6,973
40th St	Subway	6,644
34th St	Subway	6,509
15th St & 16th St	PATCO	6,405
Walnut-Locust	Subway	6,331
Trenton	NEC	5,898

Source: DVRPC, from SEPTA, PATCO, NJ TRANSIT, 2008

Table 02: Transit Zones with the lowest average weekday boardings

Station	Type	Avg. Weekday Boardings
Paper Mill Rd	ML	3
Shisler Ave	SHL	5
Pine Ridge Rd	ML	9
Irvington Rd	ML, SHL	14
Thompson Ave	ML	17
Veterans Square	ML	24
Edgemont St	ML	24
Beatty Rd	ML	25
Penn St	SHL	26
Angora	RR	27
Manchester Ave	ML	28
Matsonford	NL	28
Poplar & 26th	Trolley	29
Magnolia Ave	SHL	31
New Britain	RR	32
Leamy Ave	ML	33
Huey Ave	ML	35
Andrews Ave	SHL	35
County Line	NL	37
Olive St	ML	37

Source: DVRPC, from SEPTA, PATCO, NJ TRANSIT, 2008

Population

Combined, the 375 Transit Zones represent a population of 3,101,442, with an average of 8,249 people per Transit Zone.

The 65 most populous Transit Zones are located within the City of Philadelphia, with the top three being Snyder (SEPTA Subway), Tasker-Morris (SEPTA Subway), and 15th/16th Street (PATCO). The most populous Transit Zones outside of Philadelphia, in Pennsylvania, are Bywood, Fairfield Avenue, and Hilltop Road, all along SEPTA's Sharon Hill Line. The most populous Transit Zone in New Jersey is Trenton, falling 126th on the list of most to least populous.

Broken down by Transit Line, the three most populous SEPTA Regional Rail Transit Zones are 49th Street, Olney, and Suburban Station. On PATCO, the most populous are 15th/16th Street, 12th/13th Street, and 9th/10th Street, all in Philadelphia.

The least populous Transit Zones (not including the Philadelphia International Airport Terminals, which have zero population) are Link Belt and Miquon (both SEPTA Regional Rail), and Atco (NJ Transit Atlantic City Line).

Table 03: Transit Zones with the highest population

Transit Zone	Type	Population
Snyder	Subway	31,047
Tasker-Morris	Subway	28,007
15th St & 16th St	PATCO	26,874
Lombard-South	Subway	25,617
Walnut-Locust	Subway	23,794
Allegheny (Kensington)	Subway	22,672
Girard Ave & 59th St	Trolley	21,609
12th St & 13th St	PATCO	21,533
Girard Ave & 60th St	Trolley	21,510
49th St & Baltimore Ave	Trolley	21,137
Girard Ave & 61st St	Trolley	21,034
Girard Ave & 57th St	Trolley	21,008
Somerset	Subway	20,905
Oregon	Subway	20,595
Girard Ave & 56th St	Trolley	20,219
56th St	Subway	20,031
40th St	Subway	19,869
9th St & 10th St	PATCO	19,851
60th St	Subway	19,418
19th St	Trolley	19,294

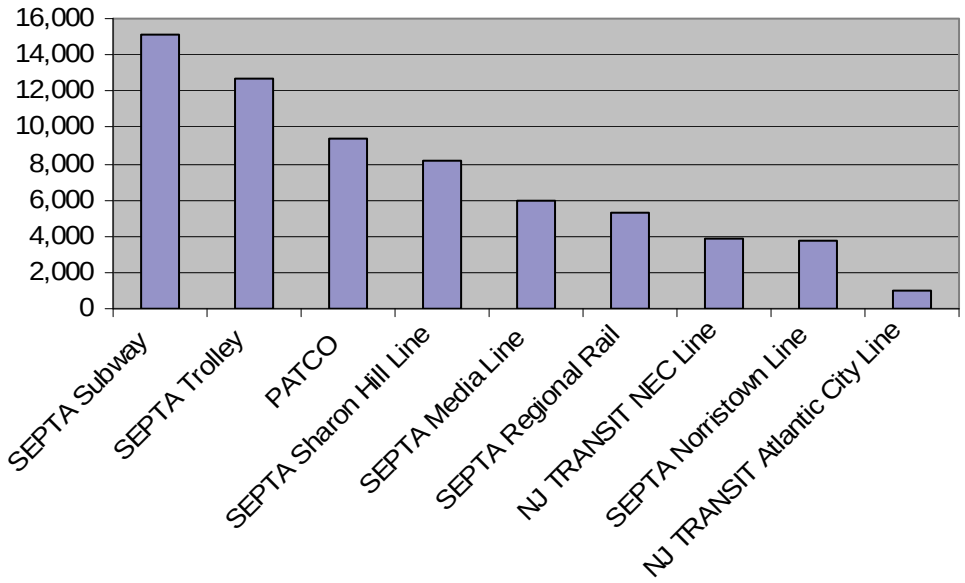
Source: Reconnecting America, 2000

Table 04: Transit Zones with the lowest population (excluding Airport terminals)

Transit Zone	Type	Population
Link Belt	RR	203
Miquon	RR	290
Atco	ACL	403
Radnor	RR	494
Whitford	RR	516
Gwynedd Valley	RR	613
Claymont	RR	667
Hamilton	NEC Line	677
County Line	NL	682
Thorndale	RR	733
Cherry Hill	ACL	788
Woodbourne	RR	799
Princeton Junction	NEC Line	849
King Manor	NL	950
Meadowbrook	RR	976
West Trenton	RR	977
Gulph Mills	NL	997
Paper Mill Rd	ML	1,000
Fort Washington	RR	1,035
Delaware Valley College	RR	1,098

Source: Reconnecting America, 2000

Figure 01: Average population by Transit Line



Source: Reconnecting America, 2000

Homeownership

The 375 Transit Zones have a combined total of 1,244,213 households, with an average rate of owner-occupied units of 58 percent.

The Transit Zones with the highest rate of owner-occupied units are Penfield, Matsonford, and County Line, all along the SEPTA Route 100 Norristown Line. The top-10 Transit Zones for this indicator are all in Pennsylvania. The New Jersey Transit Zone with the highest percentage of owner-occupied units is Woodcrest (PATCO), at number 17 on the list. The Philadelphia Transit Zone with the highest percentage of owner-occupied units is Richmond and Westmoreland (SEPTA Trolley).[11]

The Transit Zones with the lowest percentage of owner-occupied units are all located in University City and Center City. This fact stands to reason, considering these areas' substantial student population, robust rental market, and attraction of demographic groups that tend to rent (such as students, young professionals, and empty nesters). The three Transit Zones with the lowest percentage of owner-occupied units are 37th Street, 33rd Street, and 40th Street portal (all SEPTA Trolley).

With Center City and University City Transit Zones excluded and the data recalculated, the Transit Zones with the lowest percentage of owner-occupied units are Wilmington, Eastwick, and Chelten Avenue (all SEPTA Regional Rail).

[11] It is important to note that SEPTA trolleys stop at every corner for most, or all, of their routes, depending on the line. This data includes Transit Zones around corner trolley stops, although such a transit stop is far different in character from a regional rail station.

Table 05: Transit Zones with the highest rate of owner-occupied units

Transit Zone	Type	% Owner-Occupied
Penfield	NL	95.8
Matsonford	NL	93.6
County Line	NL	93.2
Beechwood-Brookline	NL	92.8
Villanova	RR	92.0
Radnor	NL	91.9
Pine Ridge Rd	ML	91.6
Saxer Ave	ML	91.4
Thompson Ave	ML	91.1
Springfield Rd	ML	90.8
Woodland Ave	ML	90.5
Leamy Ave	ML	90.5
West Overbrook	NL	90.1
Wallingford	RR	89.7
Gulph Mills	NL	89.6
Woodcrest	PATCO	88.7
Springfield Mall	ML	88.6
Penllyn	RR	88.5
Hamilton	NEC Line	88.5
Princeton Junction	NEC Line	88.0

Source: Reconnecting America, 2000

Table 06: Transit Zones with the lowest rate of owner-occupied units

Transit Zone	Type	% Owner-Occupied
37th St	Trolley	2.6
33rd St	Trolley	8.7
40th St Portal	Trolley	9.4
34th St	Subway	10.0
36th St	Trolley	10.9
Market East	RR	11.6
40th St	Subway	14.4
11th St	Subway	15.6
Spring Garden (Broad St)	Subway	15.8
13th St	Subway	16.2
30th St	RR	16.8
13th St	Trolley	17.7
Wilmington	RR	17.8
30th St	Subway	18.0
30th St	Trolley	18.5
Race-Vine	Subway	18.9
12th St & 13th St	PATCO	19.7
Chinatown	Subway	21.1
City Hall	Subway	21.7
Eastwick	RR	22.4

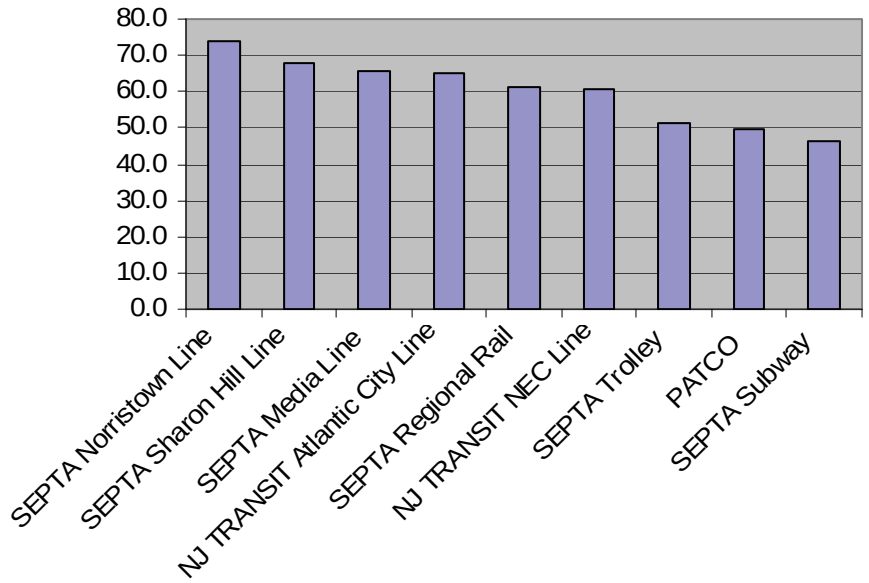
Source: Reconnecting America, 2000

Table 07: Transit Zones with the highest and lowest rates of owner-occupied units, broken down by Transit Line

Trolley:		
Richmond & Westmoreland	79.9	
Richmond & Allegheny	79.0	**HIGHEST**
61st St	77.0	
37th St	2.6	
33rd St	8.7	**LOWEST**
40th St Portal	9.4	
Subway:		
Pattison	78.9	
Ellsworth-Federal	51.2	**HIGHEST**
Hunting Park	66.8	
34th St	10.0	
40th St	14.4	**LOWEST**
11th St	15.6	
RR:		
Villanova	92.0	
Wallingford	89.7	**HIGHEST**
Penllyn	88.5	
Market East	11.6	
30th St	16.8	**LOWEST**
Wilmington	17.8	
PATCO:		
Woodcrest	88.7	
Haddonfield	76.4	**HIGHEST**
Westmont	69.9	
12th St & 13th St	19.7	
8th St & Market St	25.5	**LOWEST**
15th St & 16th St	26.7	
NL:		
Penfield	95.8	
Matsonford	93.6	**HIGHEST**
County Line	93.2	
Norristown Trans Center	29.7	
Rosemont	37.2	**LOWEST**
Bryn Mawr	41.0	
ML:		
Pine Ridge Rd	91.6	
Saxer Ave	91.4	**HIGHEST**
Thompson Ave	91.1	
Media	41.3	
Olive St	41.3	**LOWEST**
Veterans Square	41.4	
SHL:		
Irvington Rd	86.4	
Drexel Park	85.0	**HIGHEST**
Drexel Hill Junction	83.6	
Manchester Ave	50.8	
Beverly Hills	52.7	**LOWEST**
Hilltop Rd	53.4	

Source: Reconnecting America, 2000

Figure 02: Owner-occupied units by Transit Line



Source: Reconnecting America, 2000

Age

The combined average median age for all 375 Transit Zones is 36.4.

The Transit Zones with the highest median age are Meadowbrook, Rydal, and Torresdale (all SEPTA Regional Rail). Pattison is the Subway Transit Zone with the highest median age. The 37 Transit Zones with the highest median age are all in Pennsylvania. In New Jersey, the Transit Zone with the highest median age is West Trenton. The NJ Transit Northeast Corridor Line Transit Zone with the highest median age is Hamilton, and PATCO Transit Zone with the highest median age is Westmont.

The three Transit Zones with the lowest median age are Newark (SEPTA Regional Rail), Villanova (SEPTA Regional Rail), and 33rd Street (SEPTA Trolley). Not surprisingly, most of the 10 Transit Zones with the lowest median age are proximate to colleges or universities.

Table 08: Transit Zones with the highest median age

Transit Zone	Type	Median Age
Meadowbrook	RR	60.9
Rydal	RR	57.6
Torresdale	RR	53.5
Miquon	RR	53.1
Chestnut Hill East	RR	52.1
Bethayres	RR	51.4
Pattison	Subway	50.1
Gravers	RR	49.8
Jenkintown-Wyncote	RR	48.1
Noble	RR	47.0
Springfield Mall	ML	46.8
Penllyn	RR	46.3
Radnor	RR	46.0
Beatty Rd	ML	45.9
Paoli	RR	45.7
Daylesford	RR	45.4
Thompson Ave	ML	45.2
Wynnewood	RR	45.2
Highland	RR	44.8
Chestnut Hill West	RR	44.8

Source: Reconnecting America, 2000

Table 09: Transit Zones with the lowest median age

Transit Zone	Type	Median Age
Newark	RR	22.4
Villanova	RR	23.1
33rd St	Trolley	23.2
37th St	Trolley	23.4
36th St	Trolley	24.0
Somerset	Subway	24.1
34th St	Subway	24.1
40th St Portal	Trolley	24.4
Princeton	NEC Line	24.6
Allegheny (Kensington)	Subway	24.9
Villanova	NL	25.7
University City	RR	25.7
Stadium	NL	25.9
Radnor	NL	26.0
Huntingdon	Subway	26.2
Mount Moriah	Trolley	26.6
Delaware Valley College	RR	26.8
40th St	Subway	26.9
62nd St & Woodland	Trolley	27.2
Tioga	Subway	27.7

Source: Reconnecting America, 2000

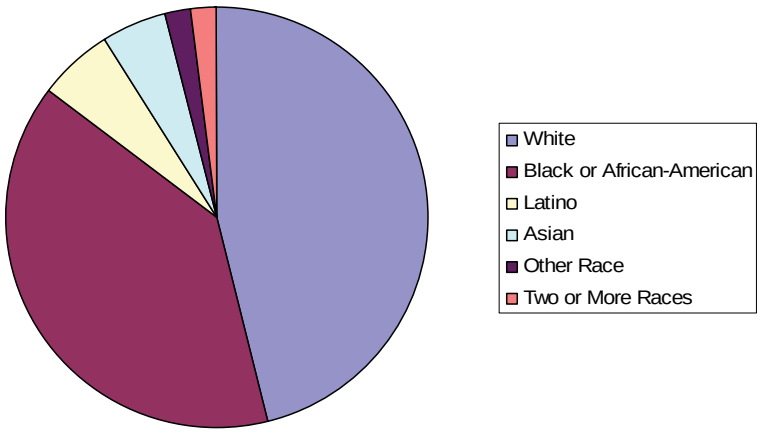
Race

Of the 3,101,442 total people living within the 375 Transit Zones, 1,469,303 identify as White (47 percent); 1,232,211 identify as Black or African-American (40 percent); 182,225 identify as Hispanic or Latino (6 percent); 154,522 identify as Asian (5 percent); 5,376 identify as American Indian or Alaska Native (less than 1 percent); 1,129 identify as Native Hawaiian and Other Pacific Islander (less than 1 percent); 5,943 identify as Some Other Race (2 percent); 50,820 identify as Two or More Races (2 percent).

These numbers are distinctly different from the racial breakdown of the region as a whole. Many Transit Zones are located in urban areas where the minority population is higher than the regional average. Within the nine-county Delaware Valley region, 71 percent of the population identifies as White, 20.2 percent identifies as Black or African American, five percent identifies as Hispanic or Latino, 3.5 percent identifies as Asian, 0.2 percent identifies as American Indian or Alaska Native, and 4.3 percent identify as Some Other Race.

The following graph shows the racial breakdown within Transit Zones, and the following tables show the 20 Transit Zones that contain the highest and lowest percentage of residents who self-identify as each Race category indicated above:

Figure 03: Total population of Transit Zones identified by Race



Source: Reconnecting America, 2000

Table 10: Transit Zones with the highest percentage of residents who identify as White

Transit Zone	Type	%
Thompson Ave	ML	98.5
Woodland Ave	ML	98.0
Leamy Ave	ML	98.0
Saxer Ave	ML	98.0
Springfield Mall	ML	97.0
Meadowbrook	RR	97.0
Springfield Rd	ML	97.0
New Britain	RR	97.0
Pattison	Subway	96.2
Ridley Park	RR	96.1
Oregon	Subway	96.0
Rydal	RR	96.0
Norwood	RR	95.7
Huey Ave	ML	95.7
Bethayres	RR	95.7
Hatboro	RR	95.7
Richmond & Allegheny	Trolley	95.6
Beechwood-Brookline	NL	95.6
Radnor	RR	95.6
Prospect Park	RR	95.5

Source: Reconnecting America, 2000

Table 11: Transit Zones with the lowest percentage of residents who identify as White

Transit Zone	Type	%
Girard Ave & 57th St	Trolley	0.5
Girard Ave & 56th St	Trolley	0.6
56th St	Subway	0.7
North Philadelphia	RR	0.7
North Broad	RR	0.9
52nd St	Subway	1.0
Girard Ave & 59th St	Trolley	1.0
Girard Ave & 54th St	Trolley	1.0
Angora	RR	1.1
52nd St	Trolley	1.1
North Philadelphia	Subway	1.1
Girard Ave & 52nd St	Trolley	1.1
Allegheny	RR	1.2
Girard Ave & 41st St	Trolley	1.2
Girard Ave & Belmont Ave	Trolley	1.2
Girard Ave & 42nd St	Trolley	1.2
Girard Ave & 51st St	Trolley	1.2
Girard Ave & 40th St	Trolley	1.3
Lamokin	RR	1.4
Girard Ave & 39th St	Trolley	1.4

Source: Reconnecting America, 2000

Table 12: Transit Zones with the highest percentage of residents who identify as African-American or Black

Transit Zone	Type	%
Allegheny	RR	96.2
Girard Ave & 57th St	Trolley	96.0
56th St	Subway	96.0
Girard Ave & 42nd St	Trolley	95.9
Girard Ave & 39th St	Trolley	95.9
Girard Ave & 34th St	Trolley	95.9
Girard Ave & Belmont Ave	Trolley	95.9
Girard Ave & 41st St	Trolley	95.9
Girard Ave & 56th St	Trolley	95.9
Girard Ave & 40th St	Trolley	95.9
North Philadelphia	RR	95.8
Angora	RR	95.7
52nd St	Subway	95.6
Girard Ave & 51st St	Trolley	95.6
Girard Ave & 54th St	Trolley	95.6
Girard Ave & 52nd St	Trolley	95.5
52nd St	Trolley	95.4
Girard Ave & 59th St	Trolley	95.4
Girard & Lancaster Ave	Trolley	95.3
58th St	Trolley	94.9

Source: Reconnecting America, 2000

Table 13: Transit Zones with the lowest percentage of residents who identify as African-American or Black

Transit Zone	Type	%
Thompson Ave	ML	0.1
Woodland Ave	ML	0.2
Springfield Rd	ML	0.2
Leamy Ave	ML	0.2
Saxer Ave	ML	0.2
New Britain	RR	0.3
Richmond & Westmoreland	Trolley	0.4
Richmond & Allegheny	Trolley	0.4
Richmond & Clearfield	Trolley	0.5
Link Belt	RR	0.5
Oregon	Subway	0.6
Richmond & Indiana	Trolley	0.7
Ridley Park	RR	0.7
Richmond & Lehigh	Trolley	0.7
Rydal	RR	0.8
Meadowbrook	RR	0.8
Richmond & Cumberland	Trolley	0.8
Westmont	PATCO	0.8
County Line	NL	0.9
Richmond & Huntingdon	Trolley	0.9

Source: Reconnecting America, 2000

Table 14: Transit Zones with the highest percentage of residents who identify as Hispanic or Latino

Transit Zone	Type	%
Huntingdon	Subway	55.7
York-Dauphin	Subway	54.2
Somerset	Subway	50.9
Allegheny (Kensington)	Subway	39.8
City Hall (Camden)	PATCO	37.4
Berks	Subway	36.0
Walter Rand/Broadway	River Line	34.1
Walter Rand/Broadway	PATCO	34.1
Trenton	NEC Line	33.3
Trenton	RR	33.3
Girard Ave & 3rd St	Trolley	30.9
Tioga	Subway	30.4
Erie-Torresdale	Subway	28.2
Girard Ave & 5th St	Trolley	27.9
Girard Ave & 2nd St	Trolley	27.6
Olney	RR	24.1
Ferry Ave	PATCO	23.0
Girard Ave & 7th	Trolley	21.1
Temple University	RR	20.9
Girard Ave & Front St	Trolley	20.8

Source: Reconnecting America, 2000

Table 15: Transit Zones with the lowest percentage of residents who identify as Hispanic or Latino

Transit Zone	Type	%
Thompson Ave	ML	0.2
Meadowbrook	RR	0.3
County Line	NL	0.3
Pine Ridge Rd	ML	0.5
North St	SHL	0.6
Garrettford	SHL	0.6
Springfield Mall	ML	0.6
Saxer Ave	ML	0.6
Huey Ave	ML	0.6
Leamy Ave	ML	0.6
Scenic Rd	ML	0.6
Gwynedd Valley	RR	0.6
Woodland Ave	ML	0.6
61st St	Trolley	0.7
Ridley Park	RR	0.7
School Lane	ML	0.7
Pattison	Subway	0.7
Springfield Rd	ML	0.7
Magnolia Ave	SHL	0.7
Drexel Manor	SHL	0.8

Source: Reconnecting America, 2000

Table 16: Transit Zones with the highest percentage of residents who identify as Asian

Transit Zone	Type	%
Chinatown	Subway	33.3
69th St Terminal	Subway	32.6
37th St	Trolley	25.4
Millbourne	Subway	21.9
Race-Vine	Subway	21.4
Market East	RR	21.4
8th St & Market St	Subway	20.9
8th St & Market St	PATCO	20.9
Fairfield Ave	ML, SHL	20.8
36th St	Trolley	20.6
40th St Portal	Trolley	20.5
11th St	Subway	20.3
33rd St	Trolley	19.8
34th St	Subway	19.8
University City	RR	19.5
Olney	RR	19.4
40th St	Subway	18.5
13th St	Subway	18.3
13th St	Trolley	17.7
Walnut St	ML, SHL	16.4

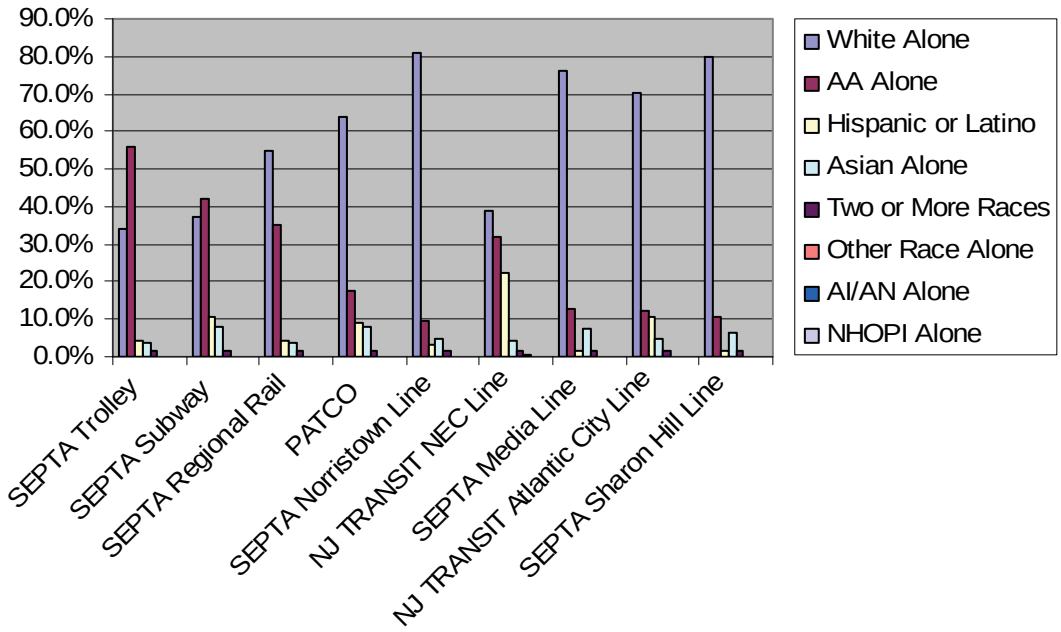
Source: Reconnecting America, 2000

Table 17: Transit Zones with the lowest percentage of residents who identify as Asian

Transit Zone	Type	%
Highland Ave	RR	0.2
Girard Ave & 39th St	Trolley	0.2
Girard Ave & Belmont Ave	Trolley	0.2
Washington Lane	RR	0.2
Delaware Valley College	RR	0.2
Girard Ave & 41st St	Trolley	0.2
Girard Ave & 40th St	Trolley	0.2
Lamokin	RR	0.2
Girard Ave & 57th St	Trolley	0.3
Girard Ave & 54th St	Trolley	0.3
Girard Ave & 56th St	Trolley	0.3
North Broad	RR	0.3
Girard & Lancaster Ave	Trolley	0.3
Germantown	RR	0.3
Girard Ave & 52nd St	Trolley	0.3
Richmond & Westmoreland	Trolley	0.3
Allegheny	RR	0.3
Stenton	RR	0.3
Atco	ACL	0.3
Girard Ave & 42nd St	Trolley	0.3

Source: Reconnecting America, 2000

Figure 04: Average percentage of residents who identify by each Race category, broken down by Transit Line



Source: Reconnecting America, 2000

Income

The data breaks down each Transit Zone by percentage of households with incomes at certain thresholds. Overall, the 375 Transit Zones average 33.7 percent of residents making below $25,000 per year; 26.8 percent making between $25-$50,000 per year; 17.3 percent making between $50-75,000 per year; and 22.3 percent making over $75,000 per year .

The Transit Zones with the highest percentage of households earning under $25,000 per year are 37th Street, 33rd Street, and 36th Street (all SEPTA Trolley in Philadelphia). Outside of Philadelphia, the Transit Zones with the highest percentage of households earning under $25,000 per year are Camden City Hall (PATCO), Walter Rand/Broadway (PATCO), and Wilmington (SEPTA Regional Rail).

The Transit Zones with the highest percentage of households making over $75,000 per year are Matsonford (SEPTA Norristown Line), County Line (SEPTA Norristown Line), and Princeton Junction (NJ Transit Northeast Corridor Line).

Table 18: Transit Zones with the highest percentage of households earning below $25k/year

Transit Zone	Type	%
37th St	Trolley	75.4
33rd St	Trolley	69.2
36th St	Trolley	69.1
Somerset	Subway	68.2
34th St	Subway	68.0
City Hall (Camden)	PATCO	68.0
Walter Rand/Broadway	River Line	67.0
Walter Rand/Broadway	PATCO	67.0
Temple University	RR	66.4
Huntingdon	Subway	66.4
Wilmington	RR	65.8
40th St	Subway	64.9
Allegheny (Broad)	Subway	64.8
Cecil B Moore	Subway	64.7
Susquehanna-Dauphin	Subway	64.7
Girard Ave & Belmont Ave	Trolley	64.6
North Broad	RR	64.3
North Philadelphia	Subway	64.2
Girard Ave & 42nd St	Trolley	64.1
Allegheny (Kensington)	Subway	64.0

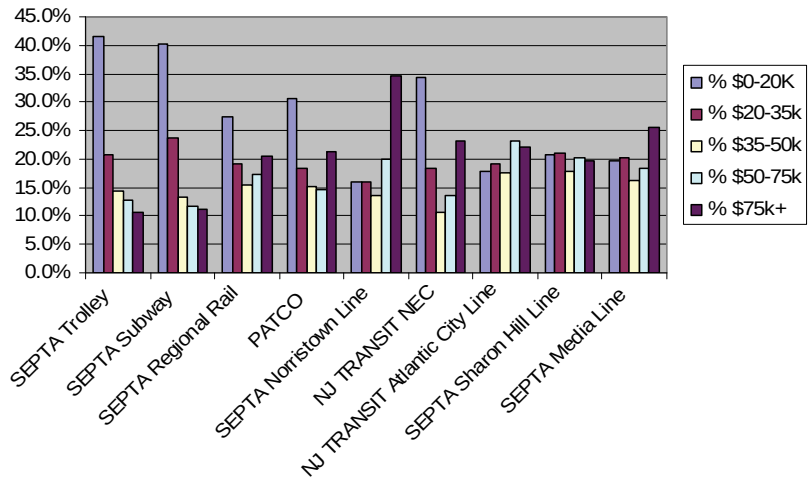
Source: Reconnecting America, 2000

Table 19: Transit Zones with the highest percentage of households earning above $75k/year

Transit Zone	Type	%
Matsonford	NL	69.9
County Line	NL	69.7
Princeton Junction	NEC Line	68.7
Wallingford	RR	67.5
Radnor	NL	67.4
Villanova	RR	61.8
Miquon	RR	61.1
Pine Ridge Rd	ML	61.0
Villanova	NL	60.3
Merion	RR	59.8
Gwynedd Valley	RR	58.3
Penfield	NL	57.8
Radnor	RR	56.7
Gulph Mills	NL	56.1
Wynnewood	RR	56.0
Haddonfield	PATCO	55.2
Ardmore Ave	NL	52.9
Beechwood-Brookline	NL	52.8
Cynwyd	RR	52.4
Rydal	RR	52.1

Source: Reconnecting America, 2000

Figure 05: Average percentage of households in each income category, broken down by Transit Line



Source: Reconnecting America, 2000

Journey-to-Work

The data shows what modes of transportation commuters use within each Transit Zone. This information indicates the level of transit and bike/pedestrian travel for residents living within a half-mile of a train station (i.e., residents who have access to transit). This data does not show whether transit is available to each commuter's place of work. This data excludes the Airport Terminals (where there is zero population), from its analysis.

Of the 1,231,871 total workers within the 375 Transit Zones, 34,463 work at home. Of the 1,197,408 residents who commute, 66 percent commute by car, 19.3 percent by public transit, 10.3 percent walk, 0.9 percent bicycle, 0.1 percent motorcycle, and 0.5 percent commute by other means. For the region as a whole, the numbers are somewhat different, with 73.7% of commuters commuting by car, 9.3% commuting on public transit, 3.5% walking, and 0.4% commuting by bicycle, and 0.9% commuting by other means (2005 Data, DVRPC).

The Transit Zones with the highest percentage of commuters who use public transit are Girard Avenue and 39th Street, Girard Avenue and 34th Street, and Girard Avenue and 40th Street (all SEPTA Trolley in Philadelphia). Outside of Philadelphia, the Transit Zones with the highest percentage of public transit commuters are Walter Rand/Broadway (PATCO), Camden City Hall (PATCO), and Wilmington (SEPTA Regional Rail).

The Transit Zones with the highest percentage of commuters by car (i.e., vehicle) are Hamilton (NJ Transit Northeast Corridor Line), Chalfont (SEPTA Regional Rail), and Levittown (SEPTA Regional Rail).

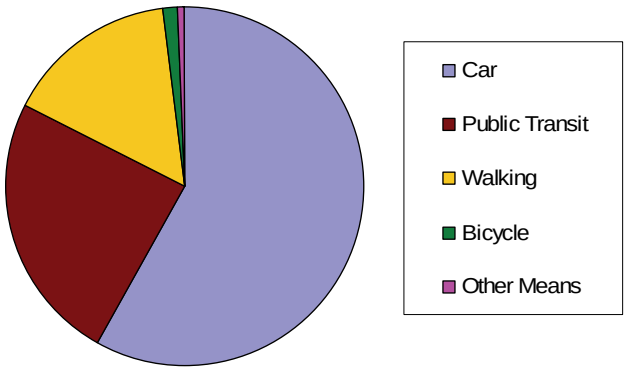
Those with the lowest percentage of commuters by car are 37th Street (SEPTA Trolley), 40th Street Portal (SEPTA Trolley), and Market East Station (SEPTA Regional Rail). Outside of Philadelphia, those with the lowest percentage of commuters by car are Swarthmore (SEPTA Regional Rail), Villanova (SEPTA Regional Rail), and Princeton (NJ TRANSIT Northeast Corridor Line). Not surprisingly, these three latter Transit Zones are proximate to major colleges or universities.

The Transit Zones with the highest percentage of commuters by bicycle are Ellsworth-Federal (SEPTA Subway), Spring Garden (SEPTA Subway), and Girard Avenue and Front Street (SEPTA Trolley). Outside of Philadelphia, they are Princeton (NJ TRANSIT Northeast Corridor Line), Pennlyn (SEPTA Regional Rail), and Newark (SEPTA Regional Rail).

The Transit Zones with the highest percentage of pedestrian commuters are 15th /16th Street (PATCO), Walnut-Locust (SEPTA Subway), and Lombard-South (SEPTA Subway). Outside of Philadelphia, they are Swarthmore (SEPTA Regional Rail), Norristown Elm Street (SEPTA Regional Rail), and Norristown Transportation Center (SEPTA Regional Rail). The Transit Zones in New Jersey with the highest percentage of pedestrian commuters are Princeton (NJ TRANSIT Northeast Corridor Line), Trenton (NJ TRANSIT Northeast Corridor Line), and Camden City Hall (PATCO).

The pie chart below shows the total percentage of workers who travel by each mode. For all commuters within the Transit Zones, the majority of them commute by car, followed by mass transit and walking.

Figure 06: Percentage of travel modes for all Transit Zones



Source: Reconnecting America, 2000

The following tables show the Transit Zones with the highest number of commuters by each mode:

Table 20: Transit Zones with the highest percentage of commuters by public transit

Transit Zone	Type	%
Girard Ave & 39th St	Trolley	52.8
Girard Ave & 34th St	Trolley	52.1
Girard Ave & 40th St	Trolley	50.1
North Philadelphia	RR	49.9
52nd St	Subway	49.9
56th St	Subway	49.4
North Philadelphia	Subway	48.9
Girard Ave & 41st St	Trolley	48.3
Allegheny (Broad)	Subway	48.3
60th St	Subway	47.4
49th St & Woodland Ave	Trolley	47.3
Girard Ave & Belmont Ave	Trolley	47.0
Girard Ave & 42nd St	Trolley	47.0
Hunting Park	Subway	45.3
North Broad	RR	45.3
58th St	Trolley	45.2
40th St	Trolley	45.1
Angora	RR	45.0
49th St	RR	44.6
Allegheny	RR	43.6

Source: Reconnecting America, 2000

Table 21: Transit Zones with the highest percentage of commuters by automobile

Transit Zone	Type	%
Hamilton	NEC Line	97.2
Chalfont	RR	94.8
Levittown	RR	94.7
Colmar	RR	94.3
Link Belt	RR	94.1
West Trenton	RR	94.0
Churchmans Crossing	RR	93.8
King Manor	NL	93.3
Downingtown	RR	92.7
Fortuna	RR	92.6
Croydon	RR	92.5
Neshaminy Falls	RR	92.0
Oreland	RR	91.9
Woodbourne	RR	91.8
Warminster	RR	91.6
Scenic Rd	ML	91.6
Hughes Park	NL	91.4
North Wales	RR	91.3
Springfield Rd	ML	91.2
Marcus Hook	RR	91.0

Source: Reconnecting America, 2000

Table 22: Transit Zones with the highest percentage of commuters by bicycle

Transit Zone	Type	%
Ellsworth-Federal	Subway	6.2
Spring Garden (Broad St)	Subway	5.6
Girard Ave & Front St	Trolley	5.3
Girard Ave & Frankford Ave	Trolley	5.3
40th St Portal	Trolley	5.2
Girard Ave & Front St	Trolley	5.2
Spring Garden	Subway	5.0
University City	RR	5.0
Fairmount	Subway	5.0
Girard Ave & 2nd St	Trolley	4.8
Girard Ave & 3rd St	Trolley	4.8
22nd St	Trolley	4.7
Girard Ave & Ridge Ave	Trolley	4.6
Girard Ave & 19th St	Trolley	4.3
Girard Ave & 17th St	Trolley	4.2
South College & Poplar/24th	Trolley	4.2
Poplar & 26th	Trolley	4.1
Poplar & Stillman	Trolley	4.1
Lombard-South	Subway	3.9
Girard Ave & 5th St	Trolley	3.9

Source: Reconnecting America, 2000

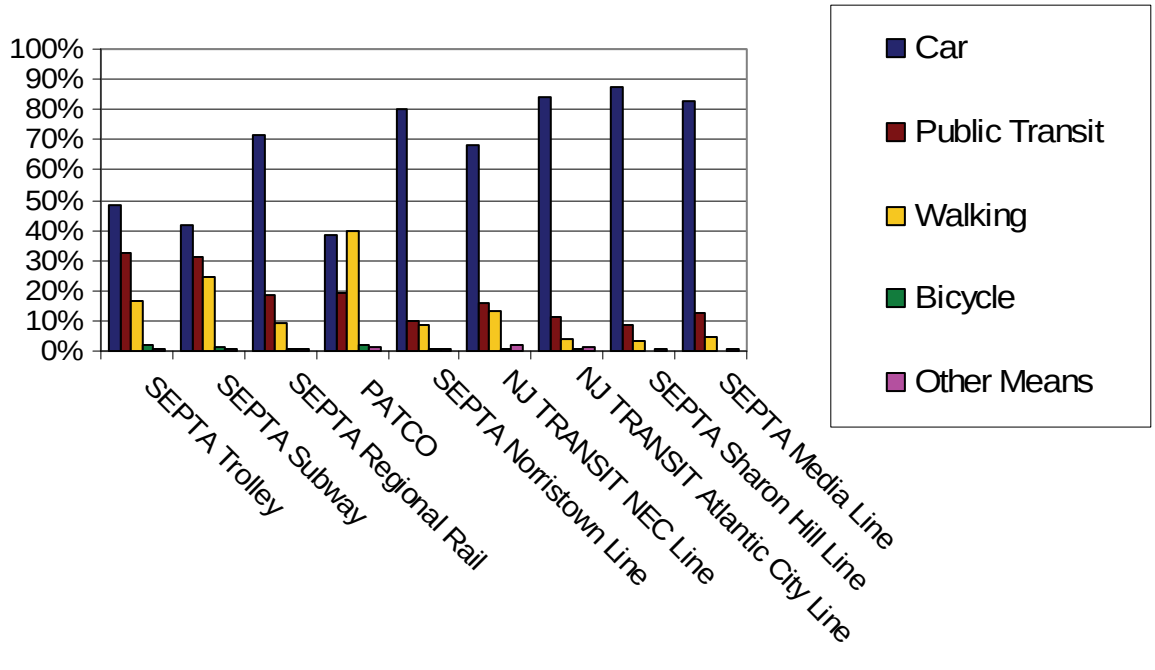
Table 23: Transit Zones with the highest percentage of commuters by walking

Transit Zone	Type	%
37th St	Trolley	68.4
Market East	RR	55.0
13th St	Trolley	54.9
13th St	Subway	54.9
City Hall	Subway	54.6
University City	RR	53.5
11th St	Subway	53.4
15th St	Trolley	53.3
15th St	Subway	53.3
Suburban Station	RR	52.2
Walnut-Locust	Subway	51.6
40th St Portal	Trolley	51.1
12th St & 13th St	PATCO	50.8
33rd St	Trolley	50.8
15th St & 16th St	PATCO	50.6
19th St	Trolley	49.7
36th St	Trolley	49.5
30th St	Trolley	49.2
30th St	Subway	49.1
34th St	Subway	48.3

Source: Reconnecting America, 2000

This chart below breaks down the mode of journey-to-work by Transit Line. For example, for commuters who live within Transit Zones along the SEPTA trolley routes, just under 50 percent of them use a car for their journey to work. There is no Transit Line for which a greater number of commuters overall use public transit than use private cars. The data shows that a greater number of commuters within proximity of PATCO stations walk than use a private car. This is largely due to the fact that four PATCO stops sit within Center City Philadelphia, where there is both a high population density and a high number of people who walk to work.

Figure 07: Percentage of journey-to-work modes by Transit Line



Source: Reconnecting America, 2000

Vehicle Ownership

The mean percentage of residents in all Transit Zones who own zero or one vehicle is 66.7 percent. This is significantly higher than the regional average of 51 percent (DVRPC, 2007). In 275 of the 375 Transit Zones, over 50 percent of residents own zero or one vehicle. In 53 of the Transit Zones, over 90 percent of the residents own zero or one vehicle. These 53 Transit Zones are all in Philadelphia or Camden.

The Transit Zones with the highest percentage of residents who own zero or one vehicle are 13th Street (Trolley), City Hall (SEPTA Subway), and 13th Street (SEPTA Subway), all in Philadelphia. When Transit Zones in Center City and University City are excluded, the Transit Zones with the highest percentage of residents who own zero or one vehicle are Camden City Hall (PATCO), Susquehanna-Dauphin (SEPTA Subway), and Girard Avenue and Belmont Avenue (SEPTA Trolley).

The Transit Zones with the lowest percentage of residents who own zero or one vehicle are Matsonford (NJ TRANSIT Northeast Corridor Line), Hamilton (NJ TRANSIT Northeast Corridor Line), and County Line (SEPTA Norristown Line). Similarly, the Transit Zones with the highest average number of vehicles per household are Hamilton (NJ TRANSIT Northeast Corridor Line), Gulph Mills (SEPTA Norristown Line), and Matsonford (SEPTA Norristown Line). County Line came in at number four on this list.

The Transit Zones with the lowest average number of vehicles per household are 13th Street (SEPTA Subway/Trolley), Market East (SEPTA Regional Rail), and 15th Street (SEPTA Subway/Trolley). With Center

City and University City Transit Zones excluded, those with the lowest average number of vehicles per household are Susquehanna-Dauphin (SEPTA Subway), Girard Avenue and 12th Street (SEPTA Trolley), and Girard Avenue and Broad Street (SEPTA Trolley).

It is noteworthy that there is very a strong correlation between high levels of vehicle ownership and high-income areas. However, this same correlation does not exist when comparing low vehicle ownership and low-income Transit Zones. Only two of the 20 Transit Zones with the highest percentage of residents earning under $25,000 per year made it onto the list of 20 Transit Zones with the highest percentage of residents owning zero or one vehicle. This fact demonstrates that significant numbers of residents with means live in areas that are transit oriented and indeed choose not to own a vehicle, or to own just one vehicle.

Table 24: Transit Zones with the highest percentage of residents who own zero or one vehicle

Transit Zone	Type	0 or 1 Vehicle
13th St	Trolley	96.5
City Hall	Subway	96.5
13th St	Subway	96.5
15th St	Subway	96.5
15th St	Trolley	96.5
11th St	Subway	96.3
Market East	RR	96.3
Suburban Station	RR	96.2
12th St & 13th St	PATCO	96.2
Walnut-Locust	Subway	96.2
15th St & 16th St	PATCO	95.8
19th St	Trolley	94.9
Lombard-South	Subway	94.7
Race-Vine	Subway	94.5
9th St and 10th St	PATCO	94.5
22nd St	Trolley	93.8
8th St & Market St	Subway	93.7
8th St & Market St	PATCO	93.7
City Hall (Camden)	PATCO	93.6
Susquehanna-Dauphin	Subway	93.4

Source: Reconnecting America, 2000

Table 25: Transit Zones with the highest percentage of residents who own zero or one vehicle, adjusted to exclude Philadelphia Transit Zones in Center City and University City

Transit Zone	Type	0 or 1 Vehicle
City Hall (Camden)	PATCO	93.6
Susquehanna-Dauphin	Subway	93.4
Girard Ave & Belmont Ave	Trolley	93.3
Girard Ave & 42nd St	Trolley	93.0
Girard Ave & 41st St	Trolley	92.6
Cecil B Moore	Subway	92.3
Girard Ave & 40th St	Trolley	92.1
Girard Ave & 39th St	Trolley	92.1
North Broad	RR	92.1
Walter Rand/Broadway	River Line	92.1
Walter Rand/Broadway	PATCO	92.1
Girard Ave & Broad St	Trolley	91.7
Girard Ave & 12th St	Trolley	91.5
Girard Ave & Lancaster Ave	Trolley	91.4
North Philadelphia	RR	91.2
Allegheny (Broad)	Subway	91.1
North Philadelphia	Subway	91.0
Girard Ave & 11th St	Trolley	90.8
Temple University	RR	90.7
Girard Ave & 16th St	Trolley	90.6

Source: Reconnecting America, 2000

Table 26: Transit Zones with the lowest percentage of residents who own zero or one vehicle

Transit Zone	Type	0 or 1 Vehicle
Matsonford	NL	20.2
Hamilton	NEC Line	21.8
County Line	NL	22.0
Wallingford	RR	23.1
Radnor	NL	23.2
Pine Ridge Rd	ML	23.3
Princeton Junction	NEC Line	25.1
Gulph Mills	NL	25.2
Link Belt	RR	25.3
Woodbourne	RR	25.4
Gwynedd Valley	RR	28.9
Colmar	RR	29.9
Chalfont	RR	29.9
Delaware Valley College	RR	30.3
Daylesford	RR	30.3
Penfield	NL	31.0
Springfield Rd	ML	31.2
Beechwood-Brookline	NL	31.4
New Britain	RR	31.6
Whitford	RR	31.8

Source: Reconnecting America, 2000

Table 27: Transit Zones with the highest average number of vehicles per household

Transit Zone	Type	# of vehicles
Hamilton	NEC Line	2.2
Gulph Mills	NL	2.1
Matsonford	NL	2.1
County Line	NL	2.1
Wallingford	RR	2.1
Link Belt	RR	2.1
Pine Ridge Rd	ML	2.0
Colmar	RR	2.0
Princeton Junction	NEC Line	2.0
Radnor	NL	2.0
Newark	RR	2.0
Woodbourne	RR	2.0
Neshaminy Falls	RR	1.9
Gwynedd Valley	RR	1.9
Whitford	RR	1.9
Chalfont	RR	1.9
New Britain	RR	1.9
Miquon	RR	1.9
Thorndale	RR	1.9
Delaware Valley College	RR	1.9

Source: Reconnecting America, 2000

Table 28: Transit Zones with the lowest average number of vehicles per household

Transit Zone	Type	# of Vehicles
11th St	Subway	0.4
12th St & 13th St	PATCO	0.4
13th St	Subway	0.4
13th St	Trolley	0.4
15th St	Trolley	0.4
15th St & 16th St	PATCO	0.4
City Hall	Subway	0.4
Market East	Regional Rail	0.4
Suburban Station	Regional Rail	0.4
Walnut-Locust	Subway	0.4
City Hall (Camden)	PATCO	0.5
19th St	Trolley	0.5
37th St	Trolley	0.5
Girard Ave & 12th St	Trolley	0.5
Girard Ave & 39th St	Trolley	0.5
Girard Ave & 41st St	Trolley	0.5
Girard Ave & Broad St	Trolley	0.5
Lombard-South	Subway	0.5
Race-Vine	Subway	0.5
Susquehanna-Dauphin	Subway	0.5

Source: Reconnecting America, 2000

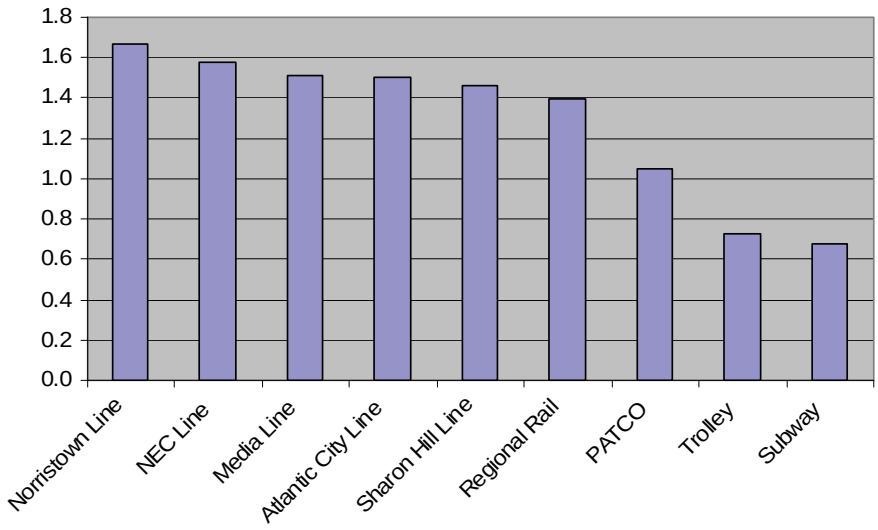
Table 29: Transit Zones with the lowest average number of vehicles per household, adjusted to exclude Philadelphia Transit Zones in Center City and University City

Transit Zone	Type	0 or 1 Vehicle
North Philadelphia	Regional Rail	0.5
Walter Rand/Broadway	River Line	0.5
Walter Rand/Broadway	PATCO	0.5
Girard Ave & 16th St	Trolley	0.5
Temple University	Regional Rail	0.5
North Broad	Regional Rail	0.5
Girard Ave & 40th St	Trolley	0.5
Girard Ave & 42nd St	Trolley	0.5
Girard Ave & Belmont Ave	Trolley	0.5
Cecil B Moore	Subway	0.5
Girard Ave & 11th St	Trolley	0.5
City Hall (Camden)	PATCO	0.5
Girard Ave & 39th St	Trolley	0.5
Girard Ave & 41st St	Trolley	0.5
Girard Ave & Broad St	Trolley	0.5
Girard Ave & 12th St	Trolley	0.5
Susquehanna-Dauphin	Subway	0.5
Girard Ave & 8th	Trolley	0.6
North Philadelphia	Subway	0.6
Girard Ave & 17th St	Trolley	0.6

Source: Reconnecting America, 2000

The chart below shows the average number of vehicles per household, broken down by residents within Transit Zones of each type. In other words, the first bar shows the average number of vehicles per household (1.7) for residents who live in Transit Zones (half-mile from each station) along the SEPTA Norristown Line.

Figure 08: Combined average vehicles per household, by Transit Line



Source: Reconnecting America, 2000

Conclusions

This data provides a snapshot of a critical demographic within the Delaware Valley: residents who live within a half-mile of rail transit. It should be noted that this is only a half-mile radius and does not reflect all users of each transit station; rather, it only reflects those that are the most proximate. Some of the data sets reflect the economic and racial diversity of the region. It is also clear from this data how transit modes and density often correlate. However, this data sheds light on some new topics, such as auto-dependency within transit accessible areas and levels of car ownership in relation to access of different transit modes.

Indeed, this data leaves more questions than answers. For example, in areas that are transit accessible but have a low-level of transit ridership, how do existing transit routes compare with popular destinations? What percentage of school-age and elderly residents lives in transit-accessible areas, and which modes are most appropriate for their needs? How do the location of employment and shopping centers relate to high-density and transit-accessible nodes? If transit ridership increases, which areas are the most transit accessible, while also having the greatest growth potential?

By further analyzing the transit-accessible population, we can gain a clearer picture of where new routes may be appropriate, how to better achieve environmental justice goals, and how to plan for new centers of employment and transit-oriented development. Of course, just because residents live within a half-mile of a rail transit stop, does not mean that they can easily access the station. The issue of ease of access, connectivity, and travel to and from the station without a vehicle is a major element for enabling transit usage. With the rising cost of gasoline and increasing dependency on transit and alternate modes of transportation, it becomes ever more important to study the transit accessibility of the Delaware Valley. By examining areas where transit is already within close proximity, we can work to determine where and how it is appropriate to invest in those areas, so that they can be the cornerstone of a transit-oriented future.

Appendix A: Raw Data

Appendix A: Raw Data

The following pages contain the raw data used for the analysis in this report. The ridership data comes from SEPTA, PATCO, and NJ TRANSIT. Ridership data is current as of 2005. Ridership data is not listed for SEPTA's Routes 10, 11, 13, 15, 34, and 36 trolleys (for a discussion of the reasoning for excluding this data, see page 5). The rest of this data was purchased from Reconnecting America and is current as of 2000.

The raw data is arranged as follows:

Population and Housing	A-3
Homeownership	A-11
Age	A-19
Race	A-27
Race Part II	A-35
Income	A-43
Journey-to-Work	A-51
Journey-to-Work, Part II	A-60
Vehicle Ownership	A-68

Table A1: Population and Housing

Transit Zone	Type	Average Weekday Boardings	Total Population	Number of Households	Households per Acre
11th St	Subway	9,024	14,058	7,716	39.7
12th St & 13th St	PATCO	1,479	21,533	13,583	44.1
13th St	Subway	5,143	16,234	8,906	45.1
13th St	Trolley		16,459	9,433	46.1
15th St	Subway	29,094	18,254	11,609	58.2
15th St	Trolley		18,351	11,679	58.2
15th St & 16th St	PATCO	6,405	26,874	17,114	54.2
19th St	Trolley		19,294	13,081	58.4
22nd St	Trolley		15,979	10,576	58.6
2nd St	Subway		6,633	4,082	25.4
30th St	RR/ACL	9,162	9,860	4,027	35.4
30th St	Subway	8,976	9,923	4,151	35.9
30th St	Trolley		9,948	4,210	36.7
33rd St	Trolley		10,128	2,733	19.9
34th St	Subway	6,509	13,431	3,690	20.6
36th St	Trolley		19,023	4,832	19.1
37th St	Trolley		14,092	2,968	19.2
40th St	Subway	6,644	19,869	6,996	18.7
40th St	Trolley		13,948	5,649	12.6
40th St Portal	Trolley		17,897	5,761	20.6
46th St	Subway	2,886	16,284	7,201	15.3
49th St	RR	49	18,646	7,180	16.1
49th St & Woodland Ave	Trolley		11,120	4,352	13.9
49th St & Chester Ave	Trolley		18,313	7,391	16.2
49th St & Baltimore Ave	Trolley		21,137	8,736	18.8
52nd St	Subway	6,973	19,277	7,756	16.2
52nd St	Trolley		12,095	4,340	13.8
56th St	Subway	5,319	20,031	8,114	16.9
58th St	Trolley		18,228	5,752	13.7
5th St	Subway	3,971	9,908	5,843	25.5
60th St	Subway	4,441	19,418	7,677	17.3
61st St	Trolley		8,223	3,409	9.7
62nd St & Woodland Ave	Trolley		15,255	4,852	11.9
62nd St & Elmwood	Trolley		13,984	4,977	13.3
63rd St	Subway	1,934	16,282	6,027	16.7
69th St Terminal	Subway	14,801	10,169	3,666	14.7
8th St & Market St	PATCO	4,827	11,069	6,482	30.4
8th St & Market St	Subway	9,785	11,069	6,482	30.4
9th St and 10th St	PATCO	1,342	19,851	12,240	41.4
Airport Terminal A	RR	292	0	13	0.0
Airport Terminal B	RR	333	0	12	0.0
Airport Terminal C & D	RR	410	0	11	0.0
Airport Terminal E	RR	348	0	4	0.0
Allegheny	RR	66	14,686	5,306	16.1
Allegheny & Broad	Subway	3,801	12,229	4,492	12.8
Allegheny & Kensington	Subway	5,697	22,672	7,145	16.0
Allen Lane	RR	279	6,186	2,457	5.4

Transit Zone	Type	Average Weekday Boardings	Total Population	Number of Households	Households per Acre
Ambler	RR	996	4,034	1,676	3.5
Andrews Ave	SHL	35	7,032	2,867	5.5
Angora	RR	27	16,852	6,168	14.6
Ardmore	RR	727	5,273	2,329	5.2
Ardmore Ave	NL	139	3,041	1,216	2.5
Ardmore Junction	NL	507	4,819	1,877	3.8
Ardsley	RR	145	5,106	1,945	3.7
Aronimink	ML	202	7,797	2,732	5.9
Ashland	PATCO	1,755	2,771	718	2.3
Atco	ACL	142	403	421	0.3
Bala	RR	38	5,504	2,235	5.1
Baltimore Pike	SHL	182	8,084	3,401	7.2
Bartram Ave	SHL	51	6,929	2,657	5.2
Beatty Rd	ML	25	2,651	1,062	2.2
Beechwood-Brookline	NL	164	5,028	1,845	3.8
Berks	Subway	1,454	14,574	5,062	12.2
Berwyn	RR	271	2,729	696	2.4
Bethayres	RR	530	1,469	659	1.5
Beverly Hills	ML, SHL	340	9,226	3,535	9.1
Bowling Green	ML	163	3,389	1,415	3.1
Bridesberg	RR	162	9,267	3,636	11.7
Bridgeport	NL	70	3,182	1,448	5.5
Bristol	RR	277	5,052	1,813	7.0
Bryn Mawr	RR	956	5,172	1,560	3.7
Bryn Mawr	NL	811	5,091	1,730	4.7
Bywood	ML, SHL	265	14,247	5,335	12.4
Callahan Ave	Trolley		9,104	3,449	8.2
Carpenter	RR	281	9,047	3,866	7.6
Cecil B Moore	Subway	7,486	13,516	4,092	11.7
Chalfont	RR	120	1,516	641	1.2
Cheltenham	RR	259	8,197	3,247	6.9
Chelton Ave	RR	396	10,790	4,691	12.4
Cherry Hill	ACL	258	788	359	0.8
Chester Transportation Center	RR	345	4,114	1,433	5.0
Chestnut Hill East	RR	251	2,860	995	2.3
Chestnut Hill West	RR	422	3,676	1,581	3.6
Chinatown	Subway		4,842	2,215	15.4
Church	Subway	1,052	10,377	3,638	9.1
Churchmans Crossing	RR	177	1,621	1,075	2.5
City Hall	Subway	26,807	17,380	10,553	50.9
City Hall (Camden)	PATCO	777	7,922	1,996	9.8
Claymont	RR	475	667	175	1.4
Clifton-Aldan	RR	298	6,997	2,858	6.0
Clifton-Aldan	SHL	89	6,997	2,858	6.0
Collingdale	SHL	224	7,274	2,847	5.8
Collingswood	PATCO	1,546	6,257	2,649	5.5
Colmar	RR	277	1,362	493	1.2

Transit Zone	Type	Average Weekday Boardings	Total Population	Number of Households	Households per Acre
Congress Ave	ML, SHL	103	6,275	2,634	6.3
Conshohocken	RR	485	3,362	1,320	4.9
Cornwells Heights	RR	1,152	1,692	523	1.7
County Line	NL	37	682	353	0.5
Crestmont	RR	59	4,385	1,621	3.3
Croydon	RR	288	4,534	1,142	3.3
Crum Lynne	RR	80	3,978	1,577	4.9
Curtis Park	RR	103	4,984	1,945	4.1
Cynwyd	RR	76	4,334	1,306	3.5
Darby	RR	88	9,064	3,354	6.8
Darby Terminal	Trolley		9,881	3,228	7.1
Daylesford	RR	183	1,628	591	1.4
Delaware Valley College	RR	52	1,098	281	0.3
Devon	RR	503	1,994	906	1.7
Downingtown	RR	257	3,241	1,066	3.0
Doylestown	RR	315	3,425	1,198	3.4
Drexel Hill Junction	ML, SHL	349	7,111	2,645	5.3
Drexel Manor	SHL	71	8,791	3,247	6.8
Drexel Park	ML, SHL	57	4,985	2,058	4.1
Drexelbrook	ML	125	6,786	3,025	6.2
Drexeline	ML	124	4,553	2,064	4.1
East Falls	RR	526	6,886	2,596	7.1
Eastwick	RR	273	1,435	405	2.6
Eddington	RR	58	1,107	634	1.1
Eddystone	RR	48	2,674	956	3.4
Edgemont St	ML	24	5,055	2,126	5.3
Elkins Park	RR	445	3,378	1,533	2.9
Ellsworth-Federal	Subway	2,737	19,212	8,542	19.4
Elmwood District	Trolley		11,242	3,963	9.8
Elwyn	RR	481	1,335	416	0.8
Erie	Subway	7,288	15,326	5,288	12.7
Erie-Torresdale	Subway	4,338	11,231	3,696	11.5
Exton	RR	564	1,359	457	1.6
Fairfield Ave	ML, SHL	116	12,805	4,860	14.6
Fairmount	Subway	1,345	11,212	4,420	13.1
Fern Rock Trans Center	RR	928	14,861	5,132	12.0
Fern Rock Trans Center	Subway	4,351	13,494	4,721	11.5
Fernwood-Yeadon	RR	93	4,985	2,222	5.3
Ferry Ave	PATCO	2,212	5,367	2,133	5.4
Folcroft	RR	157	6,079	2,497	4.9
Forest Hills	RR	425	5,431	2,109	4.7
Fort Washington	RR	625	1,035	459	1.0
Fortuna	RR	60	1,810	603	1.5
Fox Chase	RR	1,150	7,283	3,155	6.5
Frankford Transportation Cntr	Subway	17,015	14,757	5,542	12.9
Garrett Hill	NL	63	3,994	1,490	3.7
Garrettford	SHL	86	8,327	3,014	6.2

Transit Zone	Type	Average Weekday Boardings	Total Population	Number of Households	Households per Acre
Germantown	RR	133	9,092	3,721	7.7
Girard Ave & Lancaster Ave	Trolley		8,941	3,459	9.7
Girard Ave & 11th St	Trolley		10,927	4,105	11.0
Girard Ave & 12th St	Trolley		10,905	4,085	10.6
Girard Ave & 16th St	Trolley		13,496	4,940	12.3
Girard Ave & 17th St	Trolley		13,254	5,098	12.8
Girard Ave & 19th St	Trolley		14,515	5,571	15.1
Girard Ave & 20th St	Trolley		15,264	5,950	15.8
Girard Ave & 26th St	Trolley		17,141	7,486	19.5
Girard Ave & 27th St	Trolley		15,964	7,043	19.3
Girard Ave & 28th St	Trolley		14,656	6,526	19.2
Girard Ave & 29th St	Trolley		12,970	5,686	18.8
Girard Ave & 2nd St	Trolley		9,519	3,573	9.5
Girard Ave & 31st St	Trolley		9,476	4,113	17.6
Girard Ave & 34th St	Trolley		1,859	807	9.8
Girard Ave & 39th St	Trolley		5,882	2,120	10.9
Girard Ave & 3rd St	Trolley		9,514	3,590	9.4
Girard Ave & 40th St	Trolley		7,876	2,810	12.0
Girard Ave & 41st St	Trolley		8,363	3,209	11.1
Girard Ave & 42nd St	Trolley		8,866	3,343	10.6
Girard Ave & 51st St	Trolley		12,863	4,764	12.7
Girard Ave & 52nd St	Trolley		15,472	5,727	14.0
Girard Ave & 54th St	Trolley		17,578	6,519	15.0
Girard Ave & 56th St	Trolley		20,219	7,611	16.4
Girard Ave & 57th St	Trolley		21,008	7,995	17.1
Girard Ave & 59th St	Trolley		21,609	8,219	17.5
Girard Ave & 5th St	Trolley		10,011	3,782	9.9
Girard Ave & 60th St	Trolley		21,510	8,191	17.4
Girard Ave & 61st St	Trolley		21,034	7,992	16.9
Girard Ave & 63rd St	Trolley		17,808	6,748	15.3
Girard Ave & 7th	Trolley		11,398	4,346	11.1
Girard Ave & 8th	Trolley		11,500	4,175	11.6
Girard Ave & Belmont Ave	Trolley		9,185	3,426	10.9
Girard Ave & Berks St	Trolley		10,035	3,783	14.8
Girard Ave & Columbia Ave	Trolley		9,288	3,434	12.2
Girard Ave & Corinthian Ave	Trolley		15,459	6,224	16.1
Girard Ave & Frankford Ave	Trolley		7,538	3,077	9.2
Girard Ave & Front St	Trolley		8,517	3,286	9.4
Girard Ave & Palmer St	Trolley		9,695	3,544	13.1
Girard Ave & Richmond St	Trolley		7,151	2,786	16.3
Girard Ave & Ridge Ave	Trolley		14,119	5,348	14.6
Girard Ave & Broad St	Trolley		12,554	4,497	11.2
Girard Ave & Front St	Trolley		8,620	3,334	9.5
Gladstone	RR	186	4,906	2,694	4.7
Glenolden	RR	184	6,283	2,456	5.2
Glenside	RR	940	5,002	2,024	4.1
Gravers	RR	112	3,518	1,452	3.0

Transit Zone	Type	Average Weekday Boardings	Total Population	Number of Households	Households per Acre
Gulph Mills	NL	554	997	440	0.9
Gwynedd Valley	RR	277	613	303	0.5
Haddonfield	PATCO	1,500	4,105	1,470	3.5
Hamilton	NEC	3,570	677	174	1.0
Hatboro	RR	370	3,680	1,713	3.5
Haverford	RR	431	4,204	1,368	3.2
Haverford	NL	126	1,808	748	1.3
Highland	RR	46	2,334	1,078	2.4
Highland Ave	RR	73	5,834	1,942	6.2
Hilltop Rd	ML, SHL	134	12,621	4,591	11.5
Holmesburg Junction	RR	448	7,772	1,989	12.4
Huey Ave	ML	35	6,959	2,521	5.2
Hughes Park	NL	196	1,344	452	1.4
Hunting Park	Subway	3,028	12,771	4,356	13.6
Huntingdon	Subway	2,081	17,653	5,544	13.3
Irvington Rd	ML, SHL	14	5,772	2,266	4.4
Island Ave	Trolley		11,197	4,190	9.7
Ivy Ridge	RR	350	2,743	1,406	3.1
Jackson St	ML	86	5,400	2,539	6.1
Jenkintown-Wyncote	RR	1,489	4,787	1,807	5.1
King Manor	NL	192	950	577	1.2
Lamokin	RR	Closed	6,060	2,134	6.5
Langhorne	RR	632	3,029	894	2.0
Lansdale	RR	1,076	6,715	2,258	6.3
Lansdowne	RR	386	6,413	2,699	6.2
Lansdowne Ave	ML, SHL	844	5,248	2,337	5.1
Lawndale	RR	241	7,707	3,170	7.4
Leamy Ave	ML	33	4,394	1,352	3.1
Levittown	RR	507	1,170	509	1.7
Lindenwold	ACL	551	1,835	893	1.8
Lindenwold	PATCO	4,656	1,835	893	1.8
Link Belt	RR	59	203	393	0.2
Logan	Subway	2,463	16,717	5,132	11.5
Lombard-South	Subway	2,613	25,617	15,663	38.6
Magnolia Ave	SHL	31	7,032	2,572	5.5
Main St	RR	251	8,388	3,285	10.3
Malvern	RR	551	2,237	931	2.0
Manayunk	RR	349	7,756	3,429	8.9
Manchester Ave	ML	28	4,170	1,748	4.2
Marcus Hook	RR	374	4,555	1,127	4.5
Margaret-Orthodox	Subway	4,746	15,434	5,513	11.5
Market East	RR	11,848	13,378	6,621	38.8
Marshall Rd	SHL	121	9,110	3,602	7.5
Matsonford	NL	28	1,206	451	1.3
Meadowbrook	RR	97	976	541	0.5
Media	RR	556	3,576	1,683	4.3
Media	ML	170	4,494	2,251	5.5

Transit Zone	Type	Average Weekday Boardings	Total Population	Number of Households	Households per Acre
Melrose Park	RR	347	5,639	1,973	3.7
Merion	RR	353	2,943	1,278	2.0
Millbourne	Subway		9,693	3,820	14.4
Miquon	RR	289	290	214	0.3
Monroe St	ML	58	5,460	2,392	6.0
Morton	RR	553	4,425	1,843	3.8
Mount Airy	RR	275	6,543	2,775	5.8
Mount Moriah	Trolley		13,596	4,315	10.3
Moylan-Rose Valley	RR	258	1,922	798	1.4
Narberth	RR	610	6,006	2,300	5.3
Neshaminy Falls	RR	311	1,579	662	1.4
New Britain	RR	32	1,177	455	0.8
Newark	RR	279	4,502	527	1.1
Noble	RR	170	3,088	1,501	2.7
Norristown Trans Center	RR	717	5,540	2,159	8.5
Norristown Trans Center	NL	1,242	5,540	2,159	8.5
Norristown, Elm St	RR	354	11,098	3,897	9.6
North Broad	RR	234	15,483	5,537	15.2
North Hills	RR	171	3,503	1,136	2.7
North Philadelphia	RR	219	13,893	5,153	16.6
North Philadelphia	Subway	4,042	12,753	4,794	14.4
North St	SHL	105	6,870	2,562	5.3
North Wales	RR	710	2,897	1,203	2.5
Norwood	RR	222	7,198	2,792	6.0
Oakview	SHL	44	9,277	3,745	7.7
Olive St	ML	37	5,005	2,448	5.9
Olney	Subway	17,570	14,002	4,852	11.1
Olney	RR	169	18,132	5,646	12.7
Oregon	Subway	2,669	20,595	9,062	22.0
Oreland	RR	217	3,375	1,095	2.7
Overbrook	RR	748	5,730	2,289	3.5
Overbrook (end of Line)	Trolley		12,608	4,616	9.8
Paoli	RR	1,214	2,308	779	2.3
Paper Mill Rd	ML	3	1,000	564	0.8
Parkview	NL	58	8,025	2,643	10.9
Pattison	Subway	1,426	2,438	912	6.4
Penfield	NL	230	4,820	1,661	3.7
Penllyn	RR	194	1,226	473	1.2
Penn St	SHL	26	7,510	3,202	6.6
Pennbrook	RR	462	2,501	1,219	2.4
Penrose Plaza Shopping Center	Trolley		3,501	1,730	7.1
Philmont	RR	547	2,310	965	2.4
Pine Ridge Rd	ML	9	1,374	489	1.1
Poplar & 26th	Trolley		17,046	7,659	22.1
Poplar & Stillman	Trolley		16,281	7,415	22.0
Primos	RR	329	6,353	2,669	5.7
Princeton	NEC	1,030	4,038	645	1.8

Transit Zone	Type	Average Weekday Boardings	Total Population	Number of Households	Households per Acre
Princeton Junction	NEC	7,040	849	345	0.8
Prospect Park	RR	204	7,044	2,669	5.8
Providence Rd	SHL	57	7,441	2,681	6.0
Queen Lane	RR	435	9,302	3,947	10.0
Race-Vine	Subway	2,256	7,892	3,169	23.8
Radnor	RR	439	494	460	0.6
Radnor	NL	345	2,875	268	0.9
Richmond & Allegheny	Trolley		10,949	4,326	18.8
Richmond & Cambria	Trolley		10,083	4,024	18.7
Richmond & Clearfield	Trolley		11,955	4,578	19.9
Richmond & Cumberland	Trolley		7,689	2,964	16.6
Richmond & Huntingdon	Trolley		6,857	2,764	15.7
Richmond & Indiana	Trolley		10,998	4,398	19.8
Richmond & Lehigh	Trolley		6,948	2,922	15.9
Richmond & Somerset	Trolley		8,562	3,512	17.6
Richmond & Westmoreland	Trolley		9,246	3,665	17.2
Richmond & Ann	Trolley		10,426	4,274	19.4
Ridley Park	RR	227	5,646	2,227	5.2
Rosemont	RR	308	4,275	1,817	4.1
Rosemont	NL	78	4,627	1,910	4.6
Roslyn	RR	287	3,790	1,508	3.0
Rydal	RR	95	1,197	610	1.1
Ryers	RR	296	8,468	3,054	7.0
Saxer Ave	ML	76	4,911	1,598	3.5
Scenic Rd	ML	77	3,458	1,444	2.9
School Lane	ML	48	6,953	2,584	5.4
Secane	RR	460	5,632	2,361	5.0
Sedgwick	RR	210	9,122	3,676	7.5
Sharon Hill	RR	130	5,782	2,079	4.8
Sharon Hill	SHL	412	6,561	2,281	5.2
Shisler Ave	SHL	5	6,992	2,716	5.8
Snyder	Subway	4,619	31,047	12,731	27.5
Somerset	Subway	2,109	20,905	6,343	15.6
Somerton	RR	704	4,836	2,124	4.1
South College & Poplar/24th	Trolley		17,535	8,068	21.5
Spring Garden	Subway	2,717	3,720	2,109	10.2
Spring Garden (Broad St)	Subway	5,809	10,346	4,401	18.2
Spring Mill	RR	284	1,572	816	1.7
Springfield Mall	ML	104	1,737	833	1.4
Springfield Rd	ML	96	4,277	1,537	3.1
Springfield Rd	SHL	73	7,305	2,969	6.3
St Davids	RR	239	2,593	833	2.2
St Martins	RR	210	2,195	1,239	2.0
Stadium	NL	114	6,108	818	2.3
Stenton	RR	388	10,722	4,447	9.1
Strafford	RR	788	2,663	1,305	2.4
Suburban Station	RR	21,893	17,179	10,826	63.2

Transit Zone	Type	Average Weekday Boardings	Total Population	Number of Households	Households per Acre
Susquehanna-Dauphin	Subway	2,899	17,980	5,501	15.4
Swarthmore	RR	723	3,544	1,075	2.4
Tacony	RR	161	6,427	2,582	9.9
Tasker-Morris	Subway	3,807	28,007	11,478	24.1
Temple University	RR	2,448	12,488	3,392	9.8
Thompson Ave	ML	17	2,850	904	2.1
Thorndale	RR	355	733	265	0.7
Tioga	Subway	1,644	15,693	5,124	12.6
Torresdale	RR	917	4,886	2,020	5.7
Trenton	RR	1,533	9,697	3,281	10.0
Trenton	NEC	5,898	9,697	3,281	10.0
Trevose	RR	253	2,628	977	2.5
Tulpehocken	RR	177	8,698	4,200	10.6
University City	RR	1,557	5,898	1,535	11.5
Upsal	RR	343	8,841	4,095	7.9
Veterans Square	ML	24	4,717	2,357	5.7
Villanova	RR	471	4,524	359	0.6
Villanova	NL	135	4,070	357	1.0
Wallingford	RR	251	1,768	568	1.2
Walnut St	ML, SHL	164	15,692	5,856	14.6
Walnut-Locust	Subway	6,331	23,794	15,576	49.0
Walter Rand / Broadway	PATCO	2,321	8,772	2,214	10.3
Warminster	RR	874	2,200	1,102	1.9
Washington Lane	RR	134	9,855	4,057	8.0
Wayne	RR	643	3,104	1,071	2.8
Wayne Junction	RR	740	12,829	4,600	12.0
West Overbrook	NL	72	3,718	1,714	4.0
West Trenton	RR	249	977	367	1.0
Westmont	PATCO	1,523	4,764	1,859	4.3
Whitford	RR	305	516	333	0.5
Willow Grove	RR	368	3,841	1,506	3.2
Wilmington	RR	637	4,155	2,097	13.2
Wissahickon	RR	361	5,093	2,517	8.1
Wissinoming	RR	Closed	6,424	2,550	11.3
Wister	RR	72	9,314	3,139	6.8
Woodbourne	RR	406	799	313	0.8
Woodcrest	PATCO	2,468	1,226	700	1.2
Woodland Ave	ML	65	3,971	1,188	2.8
Wyndmoor	RR	531	5,844	2,829	6.0
Wynnefield Ave	RR	105	7,628	2,963	8.2
Wynnefield Rd	NL	134	5,789	2,356	4.7
Wynnewood	RR	726	3,392	1,182	3.2
Wyoming	Subway	2,577	16,206	5,422	14.0
Yardley	RR	341	2,226	730	2.2
York-Dauphin	Subway	1,279	15,583	5,078	12.3

Sources: SEPTA, PATCO, NJ TRANSIT, 2005; Reconnecting America 2000.

Table A2: Homeownership

Transit Zone	Type	Occupied Housing Units	Owner Occupied Units	Renter Occupied Units	% Owner Occupied Units
11th St	Subway	7,392	1,084	6,308	15.6
12th St & 13th St	PATCO	12,980	2,217	10,762	19.7
13th St	Subway	8,851	1,034	7,817	16.2
13th St	Trolley	9,064	1,065	7,999	17.7
15th St	Subway	11,188	2,930	8,259	26.4
15th St	Trolley	11,251	2,947	8,305	26.4
15th St & 16th St	PATCO	17,305	4,595	12,710	26.7
19th St	Trolley	12,813	3,774	9,039	29.1
22nd St	Trolley	10,836	3,576	7,260	33.1
2nd St	Subway	4,276	1,932	2,345	48.6
30th St	RR/ACL	4,042	511	3,532	16.8
30th St	Subway	4,045	850	3,195	18.0
30th St	Trolley	4,146	916	3,230	18.5
33rd St	Trolley	2,735	250	2,486	8.7
34th St	Subway	3,787	371	3,416	10.0
36th St	Trolley	4,931	473	4,458	10.9
37th St	Trolley	3,247	77	3,170	2.6
40th St	Subway	7,210	956	6,255	14.4
40th St	Trolley	5,444	1,925	3,519	34.4
40th St Portal	Trolley	5,721	604	5,117	9.4
46th St	Subway	6,984	1,805	5,179	26.3
49th St	RR	7,186	3,407	3,779	46.0
49th St & Woodland Ave	Trolley	4,174	1,986	2,187	47.7
49th St & Chester Ave	Trolley	7,179	3,284	3,895	43.3
49th St & Baltimore Ave	Trolley	8,684	3,639	5,045	42.9
52nd St	Subway	7,824	3,989	3,834	52.3
52nd St	Trolley	4,447	2,891	1,556	68.5
56th St	Subway	7,971	4,552	3,418	57.0
58th St	Trolley	6,053	4,010	2,043	66.8
5th St	Subway	6,031	2,188	3,843	40.2
60th St	Subway	7,547	4,520	3,027	60.4
61st St	Trolley	3,142	2,495	647	77.0
62nd St & Woodland Ave	Trolley	4,954	2,830	2,124	56.5
62nd St & Elmwood	Trolley	4,810	3,153	1,657	63.4
63rd St	Subway	6,061	3,635	2,425	59.3
69th St Terminal	Subway	3,751	1,826	1,925	51.0
8th St & Market St	PATCO	6,076	1,397	4,679	25.5
8th St & Market St	Subway	6,076	1,397	4,679	25.5
9th St and 10th St	PATCO	11,794	3,264	8,530	27.1
Airport Terminal A	RR	0	0	0	77.4
Airport Terminal B	RR	0	0	0	77.4
Airport Terminal C & D	RR	0	0	0	77.4
Airport Terminal E	RR	0	0	0	77.4
Allegheny	RR	5,580	3,377	2,204	58.3
Allegheny & Broad	Subway	4,422	2,168	2,254	48.0
Allegheny & Kensington	Subway	7,118	4,249	2,869	59.8

Transit Zone	Type	Occupied Housing Units	Owner Occupied Units	Renter Occupied Units	% Owner Occupied Units
Allen Lane	RR	2,527	1,590	937	64.6
Ambler	RR	1,567	928	639	60.0
Andrews Ave	SHL	2,644	1,893	751	72.5
Angora	RR	6,067	4,528	1,540	73.3
Ardmore	RR	2,587	1,161	1,426	42.6
Ardmore Ave	NL	1,202	1,014	188	85.3
Ardmore Junction	NL	1,819	1,595	224	83.7
Ardsley	RR	1,874	1,609	264	82.9
Aronimink	ML	2,975	1,913	1,062	64.3
Ashland	PATCO	1,121	734	386	68.0
Atco	ACL	160	135	24	77.9
Bala	RR	2,435	1,346	1,089	50.8
Baltimore Pike	SHL	3,389	2,021	1,368	59.4
Bartram Ave	SHL	2,608	1,950	657	76.1
Beatty Rd	ML	1,029	775	253	60.0
Beechwood-Brookline	NL	1,829	1,727	102	92.8
Berks	Subway	4,967	3,033	1,933	61.8
Berwyn	RR	1,218	708	510	76.0
Bethayres	RR	676	366	309	63.3
Beverly Hills	ML, SHL	3,715	2,066	1,649	52.7
Bowling Green	ML	1,476	919	557	54.4
Bridesberg	RR	3,458	2,214	1,244	66.8
Bridgeport	NL	1,525	660	864	49.2
Bristol	RR	1,972	982	990	50.4
Bryn Mawr	RR	1,669	709	960	45.6
Bryn Mawr	NL	2,253	787	1,466	41.0
Bywood	ML, SHL	5,612	3,073	2,539	53.4
Callahan Ave	Trolley	3,593	2,044	1,549	52.6
Carpenter	RR	3,789	2,310	1,479	57.3
Cecil B Moore	Subway	3,972	1,445	2,528	37.9
Chalfont	RR	569	391	178	83.4
Cheltenham	RR	3,328	1,903	1,425	58.7
Chelton Ave	RR	5,541	1,094	4,447	23.0
Cherry Hill	ACL	253	218	34	61.6
Chester Transportation Center	RR	1,233	384	849	37.5
Chestnut Hill East	RR	1,155	763	391	73.7
Chestnut Hill West	RR	1,735	1,076	660	61.3
Chinatown	Subway	2,217	471	1,746	21.1
Church	Subway	3,643	2,067	1,576	58.0
Churchmans Crossing	RR	722	390	332	51.2
City Hall	Subway	10,022	2,177	7,845	21.7
City Hall (Camden)	PATCO	2,233	583	1,650	32.2
Claymont	RR	291	190	101	42.0
Clifton-Aldan	RR	2,913	1,926	987	66.8
Clifton-Aldan	SHL	2,913	1,926	987	66.8
Collingdale	SHL	2,738	1,927	812	71.0
Collingswood	PATCO	2,624	1,633	991	62.7

Transit Zone	Type	Occupied Housing Units	Owner Occupied Units	Renter Occupied Units	% Owner Occupied Units
Colmar	RR	562	296	266	80.4
Congress Ave	ML, SHL	2,560	1,418	1,142	55.7
Conshohocken	RR	1,509	715	793	49.3
Cornwells Heights	RR	662	381	281	53.4
County Line	NL	244	231	14	93.2
Crestmont	RR	1,633	1,190	443	78.6
Croydon	RR	1,622	1,312	310	81.8
Crum Lynne	RR	1,697	1,051	646	66.2
Curtis Park	RR	1,928	1,270	658	67.3
Cynwyd	RR	1,739	1,325	414	73.9
Darby	RR	3,170	2,070	1,099	64.0
Darby Terminal	Trolley	3,454	2,170	1,283	64.4
Daylesford	RR	710	526	184	77.6
Delaware Valley College	RR	148	131	17	79.2
Devon	RR	785	470	316	61.8
Downingtown	RR	1,160	784	376	67.1
Doylestown	RR	1,602	841	762	55.0
Drexel Hill Junction	ML, SHL	2,657	2,078	579	83.6
Drexel Manor	SHL	3,389	2,503	887	76.1
Drexel Park	ML, SHL	1,821	1,525	296	85.0
Drexelbrook	ML	3,047	1,261	1,786	43.0
Drexeline	ML	2,023	1,029	994	51.2
East Falls	RR	2,694	1,599	1,095	58.3
Eastwick	RR	659	150	509	22.5
Eddington	RR	420	266	154	52.4
Eddystone	RR	1,032	647	384	57.9
Edgemont St	ML	2,393	1,123	1,270	46.9
Elkins Park	RR	1,383	1,071	312	70.5
Ellsworth-Federal	Subway	8,356	4,242	4,115	51.2
Elmwood District	Trolley	4,259	2,966	1,292	68.2
Elwyn	RR	396	340	56	71.8
Erie	Subway	5,582	3,157	2,425	61.0
Erie-Torresdale	Subway	3,726	2,670	1,056	69.7
Exton	RR	569	366	203	76.3
Fairfield Ave	ML, SHL	4,853	2,607	2,246	54.7
Fairmount	Subway	4,497	1,012	3,484	23.1
Fern Rock Trans Center	RR	5,240	3,374	1,866	66.2
Fern Rock Trans Center	Subway	5,012	3,021	1,991	63.4
Fernwood-Yeadon	RR	1,869	1,349	520	73.5
Ferry Ave	PATCO	1,973	978	995	56.0
Folcroft	RR	2,379	1,528	851	63.8
Forest Hills	RR	2,293	1,378	916	70.5
Fort Washington	RR	455	256	199	73.9
Fortuna	RR	755	356	399	54.1
Fox Chase	RR	3,198	1,895	1,303	59.2
Frankford Transportation Cntr	Subway	5,389	3,428	1,960	63.9
Garrett Hill	NL	1,754	1,091	663	57.7

Transit Zone	Type	Occupied Housing Units	Owner Occupied Units	Renter Occupied Units	% Owner Occupied Units
Garrettford	SHL	3,122	2,393	729	77.8
Germantown	RR	3,540	1,576	1,965	42.7
Girard Ave & Lancaster Ave	Trolley	3,299	1,784	1,516	54.1
Girard Ave & 11th St	Trolley	4,176	1,310	2,867	30.4
Girard Ave & 12th St	Trolley	3,973	1,119	2,854	29.1
Girard Ave & 16th St	Trolley	4,903	1,555	3,348	31.9
Girard Ave & 17th St	Trolley	4,919	1,627	3,292	32.7
Girard Ave & 19th St	Trolley	5,583	1,864	3,718	34.1
Girard Ave & 20th St	Trolley	6,021	2,347	3,674	39.6
Girard Ave & 26th St	Trolley	7,342	3,905	3,437	53.0
Girard Ave & 27th St	Trolley	6,902	3,775	3,127	52.7
Girard Ave & 28th St	Trolley	6,398	3,477	2,921	53.0
Girard Ave & 29th St	Trolley	5,646	3,081	2,565	53.8
Girard Ave & 2nd St	Trolley	3,834	2,007	1,827	51.3
Girard Ave & 31st St	Trolley	4,008	2,244	1,764	54.5
Girard Ave & 34th St	Trolley	663	362	301	47.4
Girard Ave & 39th St	Trolley	2,143	912	1,232	40.3
Girard Ave & 3rd St	Trolley	3,802	1,810	1,992	46.1
Girard Ave & 40th St	Trolley	2,941	1,274	1,666	41.3
Girard Ave & 41st St	Trolley	3,182	1,391	1,791	41.1
Girard Ave & 42nd St	Trolley	3,395	1,485	1,911	42.5
Girard Ave & 51st St	Trolley	4,759	2,850	1,909	61.8
Girard Ave & 52nd St	Trolley	5,775	3,484	2,292	62.4
Girard Ave & 54th St	Trolley	6,545	3,999	2,546	63.1
Girard Ave & 56th St	Trolley	7,701	4,718	2,983	63.1
Girard Ave & 57th St	Trolley	8,072	4,995	3,076	63.5
Girard Ave & 59th St	Trolley	8,267	5,384	2,882	64.2
Girard Ave & 5th St	Trolley	3,994	1,498	2,496	40.2
Girard Ave & 60th St	Trolley	8,187	5,433	2,754	65.1
Girard Ave & 61st St	Trolley	8,012	5,381	2,632	65.7
Girard Ave & 63rd St	Trolley	6,833	4,561	2,273	66.7
Girard Ave & 7th	Trolley	4,555	1,727	2,828	39.0
Girard Ave & 8th	Trolley	4,653	1,760	2,893	37.9
Girard Ave & Belmont Ave	Trolley	3,506	1,530	1,976	43.7
Girard Ave & Berks St	Trolley	3,904	2,827	1,077	72.2
Girard Ave & Columbia Ave	Trolley	3,602	2,484	1,118	67.7
Girard Ave & Corinthian Ave	Trolley	6,170	2,719	3,451	44.0
Girard Ave & Frankford Ave	Trolley	2,967	1,784	1,184	59.1
Girard Ave & Front St	Trolley	3,376	1,943	1,433	56.5
Girard Ave & Palmer St	Trolley	3,785	2,663	1,122	69.5
Girard Ave & Richmond St	Trolley	2,752	2,110	642	75.6
Girard Ave & Ridge Ave	Trolley	5,382	1,732	3,651	33.0
Girard Ave & Broad St	Trolley	4,420	1,262	3,158	31.2
Girard Ave & Front St	Trolley	3,451	1,974	1,477	56.2
Gladstone	RR	2,194	1,303	890	53.5
Glenolden	RR	2,502	1,497	1,005	62.0
Glenside	RR	1,962	1,332	630	65.2

Transit Zone	Type	Occupied Housing Units	Owner Occupied Units	Renter Occupied Units	% Owner Occupied Units
Gravers	RR	1,489	975	514	63.9
Gulph Mills	NL	419	394	26	89.6
Gwynedd Valley	RR	207	195	11	73.3
Haddonfield	PATCO	1,712	1,194	518	76.4
Hamilton	NEC	254	239	15	88.5
Hatboro	RR	1,637	875	762	57.0
Haverford	RR	1,505	854	650	52.9
Haverford	NL	596	451	146	73.9
Highland	RR	1,112	620	493	56.4
Highland Ave	RR	2,135	1,140	995	51.2
Hilltop Rd	ML, SHL	5,023	2,810	2,213	53.4
Holmesburg Junction	RR	2,025	1,409	616	67.8
Huey Ave	ML	2,583	1,947	636	74.6
Hughes Park	NL	663	312	351	66.9
Hunting Park	Subway	4,626	2,978	1,649	66.8
Huntingdon	Subway	5,499	2,849	2,651	51.9
Irvington Rd	ML, SHL	2,129	1,789	340	86.4
Island Ave	Trolley	4,225	2,188	2,037	53.6
Ivy Ridge	RR	1,168	816	352	66.5
Jackson St	ML	2,731	1,087	1,644	41.8
Jenkintown-Wyncote	RR	2,179	1,338	841	69.2
King Manor	NL	423	245	178	63.1
Lamokin	RR	2,271	1,066	1,205	44.7
Langhorne	RR	923	558	365	66.2
Lansdale	RR	2,862	1,314	1,548	52.1
Lansdowne	RR	2,883	1,355	1,528	52.8
Lansdowne Ave	ML, SHL	2,103	1,370	732	65.4
Lawndale	RR	2,935	2,334	601	77.6
Leamy Ave	ML	1,546	1,424	122	90.5
Levittown	RR	489	281	208	71.3
Lindenwold	ACL	732	365	367	55.6
Lindenwold	PATCO	732	365	367	55.6
Link Belt	RR	76	59	16	87.0
Logan	Subway	5,050	3,106	1,943	60.9
Lombard-South	Subway	15,494	3,635	11,859	24.5
Magnolia Ave	SHL	2,752	2,209	543	77.1
Main St	RR	3,054	1,027	2,028	36.2
Malvern	RR	953	641	312	65.4
Manayunk	RR	3,458	1,887	1,571	57.8
Manchester Ave	ML	1,936	1,025	910	50.8
Marcus Hook	RR	1,675	1,067	608	69.9
Margaret-Orthodox	Subway	5,608	2,668	2,940	49.6
Market East	RR	6,701	885	5,816	11.6
Marshall Rd	SHL	3,709	2,479	1,230	70.7
Matsonford	NL	516	481	35	93.6
Meadowbrook	RR	256	242	14	57.6
Media	RR	1,897	524	1,372	38.8

Transit Zone	Type	Occupied Housing Units	Owner Occupied Units	Renter Occupied Units	% Owner Occupied Units
Media	ML	2,384	802	1,582	41.3
Melrose Park	RR	1,851	1,232	619	66.0
Merion	RR	980	778	202	78.0
Millbourne	Subway	3,547	2,023	1,524	58.2
Miquon	RR	115	92	23	84.1
Monroe St	ML	2,674	1,118	1,556	43.4
Morton	RR	1,761	1,215	546	73.2
Mount Airy	RR	2,710	1,605	1,105	61.0
Mount Moriah	Trolley	4,272	2,574	1,698	59.2
Moylan-Rose Valley	RR	694	598	96	82.8
Narberth	RR	2,602	1,549	1,053	61.3
Neshaminy Falls	RR	561	466	95	86.7
New Britain	RR	405	387	18	84.8
Newark	RR	431	130	301	38.0
Noble	RR	1,320	911	408	64.6
Norristown Trans Center	RR	2,124	532	1,592	29.7
Norristown Trans Center	NL	2,124	532	1,592	29.7
Norristown, Elm St	RR	4,044	1,822	2,222	45.7
North Broad	RR	5,471	3,087	2,384	55.8
North Hills	RR	1,325	996	328	81.0
North Philadelphia	RR	5,271	2,863	2,408	52.8
North Philadelphia	Subway	4,765	2,440	2,325	50.6
North St	SHL	2,625	2,147	478	78.2
North Wales	RR	1,106	753	353	68.1
Norwood	RR	2,855	1,746	1,108	61.8
Oakview	SHL	3,773	2,462	1,312	66.0
Olive St	ML	2,603	955	1,648	41.3
Olney	Subway	4,768	2,910	1,858	58.6
Olney	RR	5,699	3,787	1,912	65.9
Oregon	Subway	9,043	7,130	1,913	78.6
Oreland	RR	1,285	983	302	78.0
Overbrook	RR	1,706	890	815	53.4
Overbrook (end of Line)	Trolley	4,568	2,839	1,729	61.8
Paoli	RR	1,113	703	410	68.8
Paper Mill Rd	ML	328	305	23	87.0
Parkview	NL	3,069	2,140	929	71.5
Pattison	Subway	1,057	870	186	78.9
Penfield	NL	1,727	1,640	87	95.8
Penllyn	RR	547	467	80	88.5
Penn St	SHL	3,134	1,923	1,211	60.9
Pennbrook	RR	1,049	726	322	52.1
Penrose Plaza Shopping Center	Trolley	1,608	644	963	49.4
Philmont	RR	909	446	463	62.4
Pine Ridge Rd	ML	502	488	14	91.6
Poplar & 26th	Trolley	7,809	4,215	3,594	53.8
Poplar & Stillman	Trolley	7,495	4,156	3,339	54.3
Primos	RR	2,686	1,701	985	63.9

Transit Zone	Type	Occupied Housing Units	Owner Occupied Units	Renter Occupied Units	% Owner Occupied Units
Princeton	NEC	645	98	547	35.1
Princeton Junction	NEC	299	260	40	88.0
Prospect Park	RR	2,737	1,769	968	60.9
Providence Rd	SHL	3,021	2,266	755	76.2
Queen Lane	RR	4,445	1,302	3,143	30.6
Race-Vine	Subway	3,093	486	2,607	18.9
Radnor	RR	198	98	100	63.9
Radnor	NL	265	257	8	91.9
Richmond & Allegheny	Trolley	4,653	3,643	1,010	79.0
Richmond & Cambria	Trolley	4,147	3,073	1,073	74.0
Richmond & Clearfield	Trolley	5,027	3,804	1,223	76.5
Richmond & Cumberland	Trolley	2,948	2,259	689	76.2
Richmond & Huntingdon	Trolley	2,641	2,036	605	74.6
Richmond & Indiana	Trolley	4,621	3,418	1,203	74.6
Richmond & Lehigh	Trolley	2,763	2,045	718	72.3
Richmond & Somerset	Trolley	3,513	2,585	928	73.0
Richmond & Westmoreland	Trolley	3,906	3,046	860	79.9
Richmond & Ann	Trolley	4,374	3,229	1,145	74.2
Ridley Park	RR	2,479	1,407	1,072	65.4
Rosemont	RR	1,985	865	1,120	45.8
Rosemont	NL	2,198	674	1,524	37.2
Roslyn	RR	1,450	1,035	415	71.9
Rydal	RR	547	439	108	79.8
Ryers	RR	3,492	2,031	1,461	60.1
Saxer Ave	ML	1,732	1,594	138	91.4
Scenic Rd	ML	1,422	1,006	416	74.1
School Lane	ML	2,696	1,829	866	69.9
Secane	RR	2,459	1,478	981	54.4
Sedgwick	RR	3,776	2,493	1,283	68.9
Sharon Hill	RR	2,260	1,562	699	67.3
Sharon Hill	SHL	2,484	1,769	715	67.2
Shisler Ave	SHL	2,882	2,029	853	72.1
Snyder	Subway	12,934	8,811	4,124	68.8
Somerset	Subway	6,355	3,424	2,931	55.7
Somerton	RR	1,997	1,078	919	56.0
South College & Poplar/24th	Trolley	8,124	4,254	3,870	51.8
Spring Garden	Subway	2,041	775	1,266	43.0
Spring Garden (Broad St)	Subway	4,550	760	3,790	15.8
Spring Mill	RR	602	472	130	65.8
Springfield Mall	ML	676	636	40	88.6
Springfield Rd	ML	1,554	1,376	178	90.7
Springfield Rd	SHL	3,040	1,969	1,071	64.4
St Davids	RR	1,069	552	517	46.9
St Martins	RR	947	589	358	57.7
Stadium	NL	850	688	162	74.9
Stenton	RR	4,541	3,172	1,369	70.7
Strafford	RR	1,158	619	539	45.6

Transit Zone	Type	Occupied Housing Units	Owner Occupied Units	Renter Occupied Units	% Owner Occupied Units
Suburban Station	RR	10,517	2,905	7,612	28.5
Susquehanna-Dauphin	Subway	5,845	2,895	2,950	49.8
Swarthmore	RR	1,134	686	449	66.9
Tacony	RR	2,530	1,693	837	68.0
Tasker-Morris	Subway	11,356	7,175	4,182	63.1
Temple University	RR	3,258	1,267	1,991	40.1
Thompson Ave	ML	1,058	975	83	91.1
Thorndale	RR	285	186	100	65.7
Tioga	Subway	5,156	3,500	1,656	68.3
Torresdale	RR	2,519	1,351	1,168	62.2
Trenton	RR	3,454	1,020	2,435	30.6
Trenton	NEC	3,454	1,020	2,435	30.6
Trevose	RR	1,039	681	357	67.4
Tulpehocken	RR	4,417	1,017	3,400	24.2
University City	RR	1,204	585	619	35.4
Upsal	RR	3,883	1,606	2,276	39.6
Veterans Square	ML	2,496	873	1,623	41.4
Villanova	RR	225	212	13	92.0
Villanova	NL	368	359	10	85.3
Wallingford	RR	607	519	88	89.7
Walnut St	ML, SHL	6,162	3,273	2,890	56.0
Walnut-Locust	Subway	14,685	3,283	11,401	23.5
Walter Rand / Broadway	PATCO	2,496	753	1,742	34.5
Warminster	RR	786	333	453	45.8
Washington Lane	RR	3,929	2,506	1,423	60.6
Wayne	RR	1,334	800	534	68.4
Wayne Junction	RR	4,467	2,848	1,619	64.8
West Overbrook	NL	1,375	1,290	85	90.1
West Trenton	RR	447	364	83	65.9
Westmont	PATCO	2,030	1,403	627	69.9
Whitford	RR	177	160	17	87.5
Willow Grove	RR	1,486	968	518	70.7
Wilmington	RR	1,951	284	1,667	17.8
Wissahickon	RR	2,462	1,468	995	56.0
Wissinoming	RR	2,466	1,655	811	67.3
Wister	RR	3,078	1,624	1,455	53.5
Woodbourne	RR	242	233	9	87.1
Woodcrest	PATCO	417	406	11	88.7
Woodland Ave	ML	1,414	1,274	139	90.5
Wyndmoor	RR	2,826	1,294	1,532	44.6
Wynnefield Ave	RR	2,961	1,566	1,395	52.3
Wynnefield Rd	NL	2,262	1,948	314	82.6
Wynnewood	RR	1,576	783	793	68.9
Wyoming	Subway	5,399	3,365	2,035	61.1
Yardley	RR	1,035	615	420	78.0
York-Dauphin	Subway	4,923	2,496	2,427	50.4

Sources: Reconnecting America 2000.

Table A3: Age

Transit Zone	Type	Median Age	% Household Age 15-24	% Household Age 25-34	% Household Age 35-54	% Household Age 55-64	% Household Age 65+
11th St	Subway	33.3	16.1	35.0	26.5	8.0	14.4
12th St & 13th St	PATCO	33.3	15.0	37.2	26.3	7.7	13.8
13th St	Subway	32.1	16.1	36.7	24.9	7.1	15.3
13th St	Trolley	31.9	15.6	36.5	24.4	7.1	16.4
15th St	Subway	38.8	13.0	33.9	21.8	7.9	23.5
15th St	Trolley	38.8	13.1	33.9	21.9	7.9	23.3
15th St & 16th St	PATCO	37.3	13.3	35.7	25.2	7.9	18.0
19th St	Trolley	41.0	10.5	34.3	21.7	8.5	25.0
22nd St	Trolley	41.5	9.7	32.2	22.6	9.1	26.4
2nd St	Subway	40.9	5.3	32.1	34.9	11.1	16.6
30th St	RR/ACL	28.1	20.7	29.0	22.4	6.9	21.0
30th St	Subway	29.7	19.9	33.5	21.7	6.6	18.4
30th St	Trolley	30.2	19.4	33.8	21.8	6.6	18.4
33rd St	Trolley	23.2	57.4	23.1	13.7	2.1	3.7
34th St	Subway	24.1	51.5	22.1	15.4	2.9	8.1
36th St	Trolley	24.0	46.2	19.9	16.3	3.8	13.9
37th St	Trolley	23.4	63.5	22.2	10.6	1.6	2.2
40th St	Subway	26.9	36.6	21.4	21.5	6.7	13.8
40th St	Trolley	32.8	11.6	16.4	32.9	12.9	26.2
40th St Portal	Trolley	24.4	43.2	26.7	21.3	4.6	4.3
46th St	Subway	31.8	13.9	24.6	35.7	11.2	14.5
49th St	RR	32.6	7.0	20.6	40.2	15.7	16.5
49th St & Woodland Ave	Trolley	32.0	6.8	18.8	39.7	17.5	17.2
49th St & Chester Ave	Trolley	32.6	8.1	21.4	39.7	15.1	15.8
49th St & Baltimore Ave	Trolley	33.0	7.6	21.5	39.2	14.5	17.2
52nd St	Subway	35.1	4.3	15.1	38.9	12.6	29.2
52nd St	Trolley	33.7	3.5	13.4	41.9	13.5	27.7
56th St	Subway	35.1	3.3	13.7	38.6	11.3	33.1
58th St	Trolley	31.5	4.0	10.9	44.9	21.3	18.8
5th St	Subway	41.5	6.3	29.6	31.6	10.9	21.7
60th St	Subway	36.8	2.9	14.1	35.8	11.0	36.2
61st St	Trolley	40.3	2.0	7.8	34.4	17.6	38.2
62nd St & Woodland Ave	Trolley	27.2	5.6	18.6	43.2	12.1	20.5
62nd St & Elmwood	Trolley	28.8	4.8	20.2	40.0	11.6	23.5
63rd St	Subway	36.7	2.8	15.2	38.2	11.3	32.4
69th St Terminal	Subway	34.6	5.7	19.3	43.7	11.0	20.3
8th St & Market St	PATCO	37.0	10.8	32.2	28.4	9.9	18.6
8th St & Market St	Subway	37.0	10.8	32.2	28.4	9.9	18.6
9th St and 10th St	PATCO	35.8	13.1	33.0	29.4	9.3	15.2
Airport Terminal A	RR	0.0	2.0	2.0	31.2	17.6	47.2
Airport Terminal B	RR	0.0	2.0	2.0	31.2	17.6	47.2
Airport Terminal C & D	RR	0.0	2.0	2.0	31.2	17.6	47.2
Airport Terminal E	RR	0.0	2.0	2.0	31.2	17.6	47.2
Allegheny	RR	35.9	5.7	11.6	36.6	17.2	28.8
Allegheny & Broad	Subway	33.9	7.6	14.3	38.1	14.4	25.7
Allegheny & Kensington	Subway	24.9	9.2	27.5	36.5	11.0	15.8

Transit Zone	Type	Median Age	% Household Age 15-24	% Household Age 25-34	% Household Age 35-54	% Household Age 55-64	% Household Age 65+
Allen Lane	RR	41.5	4.1	15.4	45.2	11.2	24.1
Ambler	RR	35.7	3.1	20.1	39.4	12.0	25.3
Andrews Ave	SHL	35.6	2.5	15.4	45.4	12.7	24.1
Angora	RR	36.3	1.8	9.6	38.3	19.0	31.4
Ardmore	RR	39.4	9.4	23.2	32.5	12.1	22.7
Ardmore Ave	NL	36.9	5.1	12.6	47.3	15.4	19.7
Ardmore Junction	NL	37.8	1.8	14.1	48.1	13.3	22.8
Ardsley	RR	37.0	0.6	15.7	48.0	11.0	24.7
Aronimink	ML	36.3	3.9	18.0	39.9	12.0	26.1
Ashland	PATCO	39.2	1.9	16.7	46.5	10.9	24.1
Atco	ACL	38.0	2.6	14.6	47.9	11.3	23.6
Bala	RR	43.7	10.4	15.7	37.0	10.7	26.3
Baltimore Pike	SHL	35.7	4.2	17.1	37.7	11.0	30.0
Bartram Ave	SHL	36.3	1.8	13.6	45.6	13.6	25.4
Beatty Rd	ML	45.9	3.8	14.8	42.5	12.0	26.9
Beechwood-Brookline	NL	40.4	0.9	13.6	42.9	15.1	27.6
Berks	Subway	31.2	5.9	17.4	43.1	14.1	19.6
Berwyn	RR	43.6	1.2	8.8	41.8	15.1	33.1
Bethayres	RR	51.4	0.2	5.3	33.8	17.4	43.4
Beverly Hills	ML, SHL	35.2	7.4	19.1	45.9	8.6	19.0
Bowling Green	ML	44.7	4.6	16.9	39.8	12.1	26.6
Bridesberg	RR	31.0	5.0	18.9	40.8	13.6	21.8
Bridgeport	NL	37.2	5.9	24.7	36.4	11.4	21.5
Bristol	RR	34.4	2.4	17.5	38.9	11.4	29.9
Bryn Mawr	RR	32.2	11.6	23.5	28.4	10.4	26.1
Bryn Mawr	NL	36.4	11.9	25.8	31.4	9.1	21.9
Bywood	ML, SHL	34.5	7.6	18.6	44.6	9.9	19.4
Callahan Ave	Trolley	3.4	3.2	18.5	47.7	11.0	19.5
Carpenter	RR	41.4	3.3	19.2	41.1	11.5	24.9
Cecil B Moore	Subway	30.2	6.9	12.2	38.6	15.7	26.6
Chalfont	RR	35.4	1.3	15.4	52.6	14.9	15.9
Cheltenham	RR	39.3	3.2	15.3	40.5	11.8	29.3
Chelton Ave	RR	35.6	9.3	23.7	34.0	10.9	22.1
Cherry Hill	ACL	38.0	3.2	10.7	36.0	9.4	40.8
Chester Transportation Center	RR	33.0	8.9	10.7	33.2	19.4	27.8
Chestnut Hill East	RR	52.1	1.3	12.7	35.9	15.2	34.9
Chestnut Hill West	RR	44.8	1.0	16.5	40.4	13.6	28.5
Chinatown	Subway	36.1	6.8	30.8	35.4	10.5	16.5
Church	Subway	30.0	6.8	18.8	41.8	11.1	21.5
Churchmans Crossing	RR	33.4	14.1	30.5	38.0	8.5	8.9
City Hall	Subway	36.1	14.6	35.6	23.4	7.3	19.2
City Hall (Camden)	PATCO	32.1	4.5	22.7	33.4	11.2	28.2
Claymont	RR	39.1	5.5	22.2	47.1	11.8	13.5
Clifton-Aldan	RR	37.0	3.7	14.9	40.1	12.0	29.4
Clifton-Aldan	SHL	37.0	3.7	14.9	40.1	12.0	29.4
Collingdale	SHL	35.6	3.0	17.0	44.2	12.6	23.2
Collingswood	PATCO	39.5	1.8	17.2	43.1	11.0	26.8

Transit Zone	Type	Median Age	% Household Age 15-24	% Household Age 25-34	% Household Age 35-54	% Household Age 55-64	% Household Age 65+
Colmar	RR	43.4	2.3	10.7	47.6	17.0	22.4
Congress Ave	ML, SHL	36.4	6.1	17.6	47.6	9.3	19.4
Conshohocken	RR	35.0	5.4	20.7	38.5	9.9	25.5
Cornwells Heights	RR	40.9	2.0	18.4	36.8	14.8	28.0
County Line	NL	43.8	0.3	6.2	48.3	24.2	21.0
Crestmont	RR	36.8	1.0	18.8	41.3	13.6	25.3
Croydon	RR	37.1	2.8	18.8	43.5	15.8	19.1
Crum Lynne	RR	39.4	1.8	16.7	40.5	14.9	26.1
Curtis Park	RR	34.5	4.0	16.4	41.9	14.6	23.1
Cynwyd	RR	44.4	5.4	14.6	36.2	13.4	30.5
Darby	RR	30.6	3.9	17.6	47.3	14.1	17.1
Darby Terminal	Trolley	32.9	3.8	16.0	43.2	14.4	22.7
Daylesford	RR	45.4	1.7	7.6	43.3	15.4	32.0
Delaware Valley College	RR	26.8	2.6	9.4	43.5	17.5	27.0
Devon	RR	41.9	6.5	16.7	41.1	13.1	22.7
Downingtown	RR	36.0	2.1	22.4	48.0	12.1	15.4
Doylestown	RR	41.4	3.6	19.3	47.5	12.8	16.7
Drexel Hill Junction	ML, SHL	37.5	1.5	12.2	45.6	15.2	25.5
Drexel Manor	SHL	36.6	2.1	16.1	45.4	13.4	22.9
Drexel Park	ML, SHL	38.3	2.0	11.6	45.1	15.0	26.4
Drexelbrook	ML	37.4	4.3	21.5	35.3	9.7	29.3
Drexeline	ML	40.9	3.1	17.7	34.5	11.8	33.0
East Falls	RR	31.8	6.2	25.6	38.0	10.3	19.8
Eastwick	RR	31.0	8.0	28.6	38.6	13.1	11.7
Eddington	RR	35.7	5.7	21.0	37.1	14.8	21.5
Eddystone	RR	34.3	2.7	15.1	46.2	10.8	25.2
Edgemont St	ML	43.0	6.0	20.5	37.2	11.9	24.5
Elkins Park	RR	43.4	3.1	13.3	35.3	16.7	31.5
Ellsworth-Federal	Subway	36.6	4.7	17.4	34.5	13.2	30.2
Elmwood District	Trolley	33.8	4.3	17.5	39.5	14.9	23.9
Elwyn	RR	41.8	0.3	11.8	33.5	9.6	44.8
Erie	Subway	35.9	5.2	12.4	39.3	17.0	26.2
Erie-Torresdale	Subway	28.8	8.7	19.9	40.0	10.5	21.0
Exton	RR	31.7	3.7	24.8	50.0	8.8	12.7
Fairfield Ave	ML, SHL	34.2	6.4	19.6	42.6	10.8	20.5
Fairmount	Subway	31.9	10.9	24.2	37.5	11.9	15.5
Fern Rock Trans Center	RR	31.8	4.2	18.2	47.3	14.7	15.6
Fern Rock Trans Center	Subway	32.9	5.0	17.7	45.1	15.6	16.7
Fernwood-Yeadon	RR	36.6	2.9	13.4	45.8	11.8	26.3
Ferry Ave	PATCO	30.2	6.0	20.6	40.3	14.7	18.5
Folcroft	RR	34.9	6.2	16.9	45.2	12.8	18.9
Forest Hills	RR	40.9	4.5	14.0	41.5	14.1	25.9
Fort Washington	RR	38.4	3.6	15.2	42.5	18.7	20.1
Fortuna	RR	41.7	4.1	24.7	40.1	13.5	17.7
Fox Chase	RR	40.3	3.3	17.1	38.1	7.1	34.4
Frankford Transportation Cntr	Subway	31.1	6.7	19.1	40.7	11.8	21.8
Garrett Hill	NL	36.0	8.4	22.4	34.4	11.8	23.0

Transit Zone	Type	Median Age	% Household Age 15-24	% Household Age 25-34	% Household Age 35-54	% Household Age 55-64	% Household Age 65+
Garrettford	SHL	36.6	2.1	14.7	46.5	14.1	22.6
Germantown	RR	35.2	3.8	18.3	42.3	12.8	22.9
Girard Ave & Lancaster Ave	Trolley	34.4	2.0	14.4	39.6	13.7	30.3
Girard Ave & 11th St	Trolley	36.0	5.7	10.9	37.1	16.5	29.8
Girard Ave & 12th St	Trolley	35.6	6.3	10.7	36.9	16.3	29.7
Girard Ave & 16th St	Trolley	33.3	8.3	16.4	38.4	14.2	22.8
Girard Ave & 17th St	Trolley	33.6	8.8	17.9	38.0	14.3	21.1
Girard Ave & 19th St	Trolley	32.9	9.2	20.2	39.7	13.2	17.7
Girard Ave & 20th St	Trolley	32.7	8.4	21.0	40.0	12.9	17.8
Girard Ave & 26th St	Trolley	34.8	6.4	20.3	37.7	14.4	21.2
Girard Ave & 27th St	Trolley	35.1	6.3	20.2	38.9	13.9	20.7
Girard Ave & 28th St	Trolley	34.8	5.9	19.5	39.8	13.7	21.0
Girard Ave & 29th St	Trolley	34.6	5.6	19.1	39.8	14.0	21.5
Girard Ave & 2nd St	Trolley	33.7	3.6	21.0	41.5	12.8	21.1
Girard Ave & 31st St	Trolley	34.5	5.5	17.3	39.2	14.8	23.3
Girard Ave & 34th St	Trolley	32.0	0.5	19.4	43.0	11.6	25.5
Girard Ave & 39th St	Trolley	34.2	3.4	17.8	40.8	13.0	25.0
Girard Ave & 3rd St	Trolley	33.9	3.3	19.6	41.5	13.2	22.4
Girard Ave & 40th St	Trolley	35.4	3.4	17.0	40.5	12.1	27.1
Girard Ave & 41st St	Trolley	36.2	3.5	15.8	39.5	12.4	28.8
Girard Ave & 42nd St	Trolley	35.6	3.4	15.4	39.2	12.7	29.2
Girard Ave & 51st St	Trolley	33.0	2.6	12.6	42.1	12.7	29.9
Girard Ave & 52nd St	Trolley	33.4	3.0	12.3	41.9	12.5	30.3
Girard Ave & 54th St	Trolley	33.4	3.3	11.5	42.1	12.1	30.9
Girard Ave & 56th St	Trolley	34.5	3.5	11.5	40.9	11.9	32.3
Girard Ave & 57th St	Trolley	34.8	3.4	11.7	40.3	11.6	33.1
Girard Ave & 59th St	Trolley	35.2	3.3	11.3	41.1	11.7	32.7
Girard Ave & 5th St	Trolley	32.9	2.8	17.5	41.4	14.2	24.1
Girard Ave & 60th St	Trolley	35.2	3.1	11.8	40.7	11.5	32.9
Girard Ave & 61st St	Trolley	35.2	3.2	12.2	40.5	11.4	32.7
Girard Ave & 63rd St	Trolley	35.2	3.5	13.9	41.2	10.7	30.8
Girard Ave & 7th	Trolley	34.2	2.6	14.5	39.9	15.4	27.6
Girard Ave & 8th	Trolley	36.0	2.5	13.3	38.5	15.9	29.8
Girard Ave & Belmont Ave	Trolley	34.9	3.3	15.4	38.7	13.1	29.5
Girard Ave & Berks St	Trolley	35.5	4.9	16.2	40.6	13.9	24.4
Girard Ave & Columbia Ave	Trolley	35.4	5.9	18.7	38.0	13.3	24.1
Girard Ave & Corinthian Ave	Trolley	33.2	7.7	21.7	39.4	12.9	18.3
Girard Ave & Frankford Ave	Trolley	34.5	6.1	20.1	39.5	13.4	20.8
Girard Ave & Front St	Trolley	33.9	5.1	21.1	40.5	13.0	20.2
Girard Ave & Palmer St	Trolley	35.5	5.7	17.1	39.3	13.5	24.5
Girard Ave & Richmond St	Trolley	34.8	4.4	15.7	41.4	12.9	25.7
Girard Ave & Ridge Ave	Trolley	32.9	9.4	19.9	39.1	13.5	18.2
Girard Ave & Broad St	Trolley	32.8	7.4	13.3	38.7	14.7	26.0
Girard Ave & Front St	Trolley	33.9	4.9	21.4	41.0	12.7	20.1
Gladstone	RR	40.6	5.1	18.1	38.4	11.8	26.7
Glenolden	RR	35.6	4.7	16.3	48.8	11.7	18.6
Glenside	RR	37.1	3.3	20.6	41.7	12.3	22.2

Transit Zone	Type	Median Age	% Household Age 15-24	% Household Age 25-34	% Household Age 35-54	% Household Age 55-64	% Household Age 65+
Gravers	RR	49.8	1.5	16.8	38.1	12.7	30.9
Gulph Mills	NL	44.2	1.7	12.7	48.3	12.5	24.8
Gwynedd Valley	RR	43.1	0.2	7.7	45.3	16.0	30.8
Haddonfield	PATCO	40.7	0.0	17.5	45.2	12.8	24.4
Hamilton	NEC	41.6	1.0	15.8	31.8	19.6	31.7
Hatboro	RR	41.5	2.1	13.9	40.8	9.0	34.2
Haverford	RR	37.1	6.7	20.4	32.7	13.3	26.9
Haverford	NL	44.3	13.9	11.9	33.8	18.4	22.1
Highland	RR	44.8	0.8	13.2	43.9	16.4	25.8
Highland Ave	RR	31.6	5.4	16.8	43.0	15.1	19.8
Hilltop Rd	ML, SHL	34.5	7.5	18.8	45.2	9.3	19.2
Holmesburg Junction	RR	32.9	4.2	16.0	42.0	12.1	25.7
Huey Ave	ML	37.3	2.2	13.7	46.9	14.1	23.2
Hughes Park	NL	36.9	6.8	23.1	30.2	12.1	27.8
Hunting Park	Subway	34.9	3.2	12.2	45.2	17.0	22.5
Huntingdon	Subway	26.2	9.0	19.1	42.0	15.3	14.7
Irvington Rd	ML, SHL	38.4	1.3	10.9	44.9	15.7	27.2
Island Ave	Trolley	31.0	5.0	19.1	44.9	12.6	18.4
Ivy Ridge	RR	35.8	5.9	24.2	36.4	10.0	23.4
Jackson St	ML	42.6	7.2	23.1	37.1	11.3	21.2
Jenkintown-Wyncote	RR	48.1	0.7	9.4	37.3	11.4	41.1
King Manor	NL	37.7	5.0	24.6	36.1	10.9	23.5
Lamokin	RR	32.3	8.2	14.0	36.3	13.4	28.2
Langhorne	RR	38.2	3.5	19.0	42.6	15.0	19.9
Lansdale	RR	37.2	5.1	23.3	41.3	8.9	21.5
Lansdowne	RR	40.3	3.5	18.5	41.4	13.3	23.3
Lansdowne Ave	ML, SHL	37.6	4.6	15.8	46.9	11.1	21.6
Lawndale	RR	35.2	2.4	19.1	42.8	10.2	25.5
Leamy Ave	ML	40.3	0.5	9.6	44.7	12.6	32.6
Levittown	RR	42.2	2.9	9.2	36.0	12.9	39.1
Lindenwold	ACL	34.7	4.7	17.9	47.7	12.8	16.9
Lindenwold	PATCO	34.7	4.7	17.9	47.7	12.8	16.9
Link Belt	RR	36.8	1.4	10.4	52.1	17.0	19.1
Logan	Subway	32.1	3.5	17.4	46.1	15.3	17.7
Lombard-South	Subway	34.4	13.6	35.1	29.3	7.8	14.3
Magnolia Ave	SHL	37.7	1.6	13.6	43.9	15.0	25.9
Main St	RR	29.9	7.7	20.7	43.5	12.9	15.2
Malvern	RR	38.0	1.5	16.7	48.5	12.9	20.5
Manayunk	RR	33.3	8.3	28.9	31.9	11.2	19.8
Manchester Ave	ML	42.8	5.2	18.5	38.2	12.2	25.9
Marcus Hook	RR	33.8	4.1	17.1	39.1	16.7	23.1
Margaret-Orthodox	Subway	30.0	6.2	20.2	42.5	10.5	20.6
Market East	RR	32.8	17.6	36.6	25.3	6.9	13.6
Marshall Rd	SHL	36.1	2.7	17.7	43.2	11.9	24.6
Matsonford	NL	43.2	0.3	8.6	52.4	19.0	19.8
Meadowbrook	RR	60.9	1.1	10.7	30.4	12.8	45.0
Media	RR	39.1	8.4	25.4	38.7	10.8	16.7

Transit Zone	Type	Median Age	% Household Age 15-24	% Household Age 25-34	% Household Age 35-54	% Household Age 55-64	% Household Age 65+
Media	ML	39.8	7.5	24.0	37.6	11.2	19.7
Melrose Park	RR	43.2	2.6	13.8	48.2	15.7	19.7
Merion	RR	39.7	2.4	9.1	49.0	19.4	20.2
Millbourne	Subway	36.8	3.7	16.2	39.6	11.0	29.5
Miquon	RR	53.1	0.0	9.7	33.2	20.6	36.5
Monroe St	ML	42.2	6.8	22.0	37.2	11.4	22.6
Morton	RR	38.4	2.0	14.4	41.0	13.1	29.5
Mount Airy	RR	39.3	2.7	18.6	46.1	12.9	19.7
Mount Moriah	Trolley	26.6	5.9	18.4	45.8	11.3	18.6
Moylan-Rose Valley	RR	40.3	1.7	11.0	45.5	15.7	26.1
Narberth	RR	38.6	2.8	20.4	42.4	11.3	23.1
Neshaminy Falls	RR	36.5	1.0	12.2	49.4	16.4	21.0
New Britain	RR	40.3	2.2	15.8	45.5	15.5	21.0
Newark	RR	22.4	39.2	12.9	22.0	8.9	17.1
Noble	RR	47.0	1.4	10.6	37.6	12.6	37.7
Norristown Trans Center	RR	30.2	7.9	20.5	43.1	13.0	15.5
Norristown Trans Center	NL	30.2	7.9	20.5	43.1	13.0	15.5
Norristown, Elm St	RR	31.6	7.8	19.1	39.9	13.4	19.7
North Broad	RR	32.7	4.5	14.6	38.4	13.9	28.7
North Hills	RR	37.1	0.8	13.2	42.6	16.0	27.4
North Philadelphia	RR	33.9	5.4	12.3	38.5	15.5	28.3
North Philadelphia	Subway	32.7	6.8	14.1	38.4	14.9	25.7
North St	SHL	37.4	1.4	13.9	43.8	15.0	26.0
North Wales	RR	35.1	0.9	20.7	48.7	12.2	17.6
Norwood	RR	35.0	4.3	20.4	44.6	12.7	18.1
Oakview	SHL	35.8	3.5	18.5	41.6	11.7	24.7
Olive St	ML	41.1	7.4	23.6	37.1	11.3	20.6
Olney	Subway	36.1	6.5	15.6	39.1	15.4	23.5
Olney	RR	28.5	5.0	20.2	49.7	9.9	15.1
Oregon	Subway	43.4	2.5	13.0	31.5	14.2	38.9
Oreland	RR	37.1	1.7	15.8	40.8	14.7	27.1
Overbrook	RR	34.4	13.6	14.3	35.4	17.2	19.5
Overbrook (end of Line)	Trolley	34.2	7.5	16.1	40.2	14.9	21.4
Paoli	RR	45.7	2.4	17.5	37.7	11.5	31.0
Paper Mill Rd	ML	41.2	0.2	7.4	40.0	13.7	38.7
Parkview	NL	33.9	2.8	18.3	49.1	10.3	19.6
Pattison	Subway	50.1	2.2	7.6	26.2	17.6	46.5
Penfield	NL	39.4	0.4	12.6	45.9	16.9	24.2
Penllyn	RR	46.3	0.0	7.9	38.3	23.3	30.5
Penn St	SHL	35.9	4.2	16.3	38.4	11.1	30.1
Pennbrook	RR	39.2	4.2	24.7	36.8	10.7	23.7
Penrose Plaza Shopping Center	Trolley	35.8	5.3	22.0	35.3	13.4	24.0
Philmont	RR	35.9	4.4	16.0	42.2	19.6	17.8
Pine Ridge Rd	ML	43.7	0.2	8.6	46.3	14.5	30.5
Poplar & 26th	Trolley	36.8	6.5	20.4	37.0	14.9	21.2
Poplar & Stillman	Trolley	37.3	6.4	20.3	37.0	14.7	21.6
Primos	RR	38.0	3.9	15.9	38.7	12.8	28.7

Transit Zone	Type	Median Age	% Household Age 15-24	% Household Age 25-34	% Household Age 35-54	% Household Age 55-64	% Household Age 65+
Princeton	NEC	24.6	9.1	24.7	38.1	13.2	15.0
Princeton Junction	NEC	39.2	0.3	10.5	49.7	24.9	14.6
Prospect Park	RR	37.2	4.6	20.4	41.7	13.8	19.5
Providence Rd	SHL	38.1	2.4	12.7	42.6	13.9	28.5
Queen Lane	RR	33.3	9.8	25.1	36.1	12.0	17.0
Race-Vine	Subway	35.4	10.7	28.5	24.5	7.2	29.1
Radnor	RR	46.0	3.7	13.1	39.8	15.5	27.9
Radnor	NL	26.0	0.0	6.6	50.7	24.3	18.5
Richmond & Allegheny	Trolley	39.0	1.9	16.4	38.5	12.8	30.5
Richmond & Cambria	Trolley	35.9	3.3	16.0	38.8	12.3	29.6
Richmond & Clearfield	Trolley	38.1	2.3	15.9	38.7	12.6	30.6
Richmond & Cumberland	Trolley	34.8	3.8	16.6	41.9	12.7	25.1
Richmond & Huntingdon	Trolley	34.3	3.9	15.4	42.5	12.6	25.7
Richmond & Indiana	Trolley	37.7	2.8	15.6	38.6	12.6	30.5
Richmond & Lehigh	Trolley	34.6	3.7	14.2	41.4	11.9	28.7
Richmond & Somerset	Trolley	35.4	3.5	15.4	39.2	12.1	29.9
Richmond & Westmoreland	Trolley	39.3	1.4	16.3	37.5	13.7	31.1
Richmond & Ann	Trolley	37.1	3.0	15.8	38.7	12.2	30.2
Ridley Park	RR	40.8	2.3	14.3	37.7	12.5	33.2
Rosemont	RR	35.8	10.6	26.0	30.6	10.7	22.1
Rosemont	NL	33.2	12.4	27.0	32.0	8.9	19.7
Roslyn	RR	36.2	3.7	15.8	47.0	11.0	22.4
Rydal	RR	57.6	0.5	5.9	34.5	13.7	45.5
Ryers	RR	38.8	3.1	16.7	38.9	10.8	30.5
Saxer Ave	ML	39.5	0.6	9.7	44.6	14.3	30.8
Scenic Rd	ML	43.1	1.8	12.6	39.0	16.1	30.5
School Lane	ML	37.2	3.3	15.2	43.9	13.3	24.4
Secane	RR	38.0	7.0	25.1	35.2	11.5	21.3
Sedgwick	RR	40.3	2.8	16.0	41.6	14.1	25.5
Sharon Hill	RR	36.7	3.8	17.4	41.7	12.8	24.3
Sharon Hill	SHL	35.7	4.5	17.8	43.2	11.9	22.6
Shisler Ave	SHL	38.0	3.0	13.3	41.3	13.0	29.5
Snyder	Subway	39.2	2.7	15.3	34.3	14.8	33.0
Somerset	Subway	24.1	9.1	24.2	39.0	13.5	14.3
Somerton	RR	41.2	5.0	20.1	40.4	12.6	21.9
South College & Poplar/24th	Trolley	37.0	6.9	21.1	36.7	14.6	20.7
Spring Garden	Subway	33.8	5.4	30.7	42.7	7.8	13.4
Spring Garden (Broad St)	Subway	35.9	13.4	31.8	29.3	8.5	17.1
Spring Mill	RR	39.4	2.8	24.7	37.8	12.3	22.4
Springfield Mall	ML	46.8	0.2	7.4	42.4	9.3	40.8
Springfield Rd	ML	40.0	0.8	10.7	44.2	15.9	28.4
Springfield Rd	SHL	36.5	3.8	15.4	39.5	11.8	29.5
St Davids	RR	37.8	5.8	18.0	33.4	11.1	31.6
St Martins	RR	41.4	1.6	15.1	46.6	14.1	22.6
Stadium	NL	25.9	5.7	16.6	36.0	13.9	27.9
Stenton	RR	40.8	2.7	13.9	37.3	15.7	30.5
Strafford	RR	37.6	10.2	23.4	34.8	12.0	19.7

Transit Zone	Type	Median Age	% Household Age 15-24	% Household Age 25-34	% Household Age 35-54	% Household Age 55-64	% Household Age 65+
Suburban Station	RR	39.5	12.0	32.0	20.2	8.3	27.5
Susquehanna-Dauphin	Subway	30.6	5.8	14.9	39.4	12.4	27.5
Swarthmore	RR	36.2	7.1	8.9	35.1	16.8	32.1
Tacony	RR	36.7	4.6	19.9	35.8	12.1	27.6
Tasker-Morris	Subway	37.5	3.2	15.3	34.2	16.1	31.3
Temple University	RR	27.8	6.0	13.6	41.0	13.4	26.0
Thompson Ave	ML	45.2	0.0	8.5	40.9	9.1	41.5
Thorndale	RR	32.0	3.2	29.1	48.5	7.0	12.3
Tioga	Subway	27.7	7.3	23.2	39.6	11.4	18.4
Torresdale	RR	53.5	1.7	11.8	34.2	18.4	33.9
Trenton	RR	32.9	6.2	18.7	33.2	11.1	30.8
Trenton	NEC	32.9	6.2	18.7	33.2	11.1	30.8
Trevose	RR	37.3	4.4	17.8	37.5	15.2	25.1
Tulpehocken	RR	38.4	10.6	25.2	34.6	10.3	19.4
University City	RR	25.7	21.6	33.4	26.6	8.7	9.7
Upsal	RR	42.1	4.9	21.7	38.4	12.6	22.4
Veterans Square	ML	39.9	7.5	23.8	37.3	11.3	20.2
Villanova	RR	23.1	1.0	9.4	42.7	25.3	21.6
Villanova	NL	25.7	1.3	8.3	44.1	19.8	26.5
Wallingford	RR	44.0	0.0	3.5	56.4	16.1	24.1
Walnut St	ML, SHL	34.2	7.1	19.2	43.2	10.4	20.2
Walnut-Locust	Subway	35.3	14.3	35.9	25.8	7.9	16.2
Walter Rand / Broadway	PATCO	31.3	4.4	21.2	34.4	12.3	27.8
Warminster	RR	31.3	5.6	22.7	40.4	11.9	19.4
Washington Lane	RR	37.1	2.8	16.6	38.7	12.6	29.4
Wayne	RR	39.4	5.3	19.3	39.5	16.1	19.9
Wayne Junction	RR	31.3	3.3	14.8	49.5	15.0	17.4
West Overbrook	NL	38.4	1.5	13.8	47.9	11.5	25.3
West Trenton	RR	43.3	3.4	15.4	38.3	18.2	24.7
Westmont	PATCO	41.4	2.1	13.6	36.6	11.2	36.6
Whitford	RR	35.8	3.0	17.8	54.3	13.4	11.6
Willow Grove	RR	35.1	3.5	19.9	45.0	10.3	21.3
Wilmington	RR	37.3	9.2	16.4	32.7	13.4	28.4
Wissahickon	RR	36.1	7.8	23.9	35.7	12.9	19.7
Wissinoming	RR	34.7	4.8	17.0	42.0	11.7	24.6
Wister	RR	31.0	4.8	18.5	40.4	18.9	17.4
Woodbourne	RR	38.1	0.0	10.9	53.5	15.4	20.3
Woodcrest	PATCO	37.7	2.2	12.3	44.5	17.2	23.9
Woodland Ave	ML	42.2	0.4	9.8	43.3	11.6	34.9
Wyndmoor	RR	40.2	2.3	23.3	41.1	10.5	22.8
Wynnefield Ave	RR	38.5	5.7	15.4	39.7	14.7	24.5
Wynnefield Rd	NL	39.1	1.5	16.1	43.3	12.7	26.3
Wynnewood	RR	45.2	1.1	14.2	43.2	12.1	29.4
Wyoming	Subway	30.8	3.3	16.5	45.8	16.5	17.9
Yardley	RR	39.2	1.4	16.9	43.0	14.8	23.9
York-Dauphin	Subway	28.3	7.1	15.5	44.1	16.2	17.2

Source: Reconnecting America 2000.

Table A4: Race

Transit Zone	Type	White Alone	AA Alone	AI/AN Alone	Asian Alone	Hispanic or Latino
11th St	Subway	8,704	1,595	29	2,858	528
12th St & 13th St	PATCO	15,242	2,719	46	2,190	858
13th St	Subway	10,531	1,711	31	2,982	604
13th St	Trolley	10,831	1,693	30	2,906	620
15th St	Subway	13,342	1,857	31	1,992	628
15th St	Trolley	13,424	1,861	31	1,997	633
15th St & 16th St	PATCO	19,731	3,286	45	2,238	991
19th St	Trolley	14,974	1,573	17	1,652	693
22nd St	Trolley	12,394	1,252	18	1,380	591
2nd St	Subway	5,629	462	6	257	206
30th St	RR/ACL	6,500	1,374	29	1,181	442
30th St	Subway	6,707	1,153	27	1,263	473
30th St	Trolley	6,756	1,139	26	1,259	472
33rd St	Trolley	5,769	1,516	25	2,009	438
34th St	Subway	7,148	2,540	36	2,658	582
36th St	Trolley	9,505	4,128	41	3,909	842
37th St	Trolley	7,609	1,857	18	3,575	680
40th St	Subway	7,391	7,460	45	3,668	658
40th St	Trolley	969	12,077	51	360	234
40th St Portal	Trolley	9,526	3,383	34	3,660	748
46th St	Subway	2,423	11,706	38	1,219	378
49th St	RR	2,449	14,902	39	424	311
49th St & Woodland Ave	Trolley	1,351	9,052	27	241	158
49th St & Chester Ave	Trolley	2,802	14,120	40	483	328
49th St & Baltimore Ave	Trolley	2,968	16,602	37	522	434
52nd St	Subway	193	18,436	52	88	198
52nd St	Trolley	130	11,542	29	49	146
56th St	Subway	146	19,229	80	78	181
58th St	Trolley	293	17,301	28	109	224
5th St	Subway	7,402	661	12	1,398	306
60th St	Subway	319	18,349	59	186	215
61st St	Trolley	436	7,500	23	61	60
62nd St & Woodland Ave	Trolley	2,676	10,000	19	1,942	318
62nd St & Elmwood	Trolley	4,596	7,408	20	1,344	343
63rd St	Subway	1,293	12,646	38	1,687	298
69th St Terminal	Subway	3,994	2,121	12	3,316	281
8th St & Market St	PATCO	7,181	1,003	18	2,313	343
8th St & Market St	Subway	7,181	1,003	18	2,313	343
9th St and 10th St	PATCO	14,544	2,205	40	1,899	730
Airport Terminal A	RR	0	0	0	0	0
Airport Terminal B	RR	0	0	0	0	0
Airport Terminal C & D	RR	0	0	0	0	0
Airport Terminal E	RR	0	0	0	0	0
Allegheny	RR	181	14,130	25	42	182
Allegheny & Broad	Subway	454	10,529	28	178	883
Allegheny & Kensington	Subway	7,858	4,540	50	807	9,024

Transit Zone	Type	White Alone	AA Alone	AI/AN Alone	Asian Alone	Hispanic or Latino
Allen Lane	RR	2,674	3,021	8	101	169
Ambler	RR	3,030	747	2	77	102
Andrews Ave	SHL	6,453	313	11	109	59
Angora	RR	184	16,126	35	87	177
Ardmore	RR	4,010	860	7	149	138
Ardmore Ave	NL	2,777	92	2	94	45
Ardmore Junction	NL	4,412	170	2	118	64
Ardsley	RR	4,799	132	3	70	54
Aronimink	ML	7,148	135	12	354	84
Ashland	PATCO	2,023	413	5	205	103
Atco	ACL	361	18	2	1	17
Bala	RR	3,176	1,861	8	211	129
Baltimore Pike	SHL	7,482	308	4	135	83
Bartram Ave	SHL	6,437	244	11	109	54
Beatty Rd	ML	2,041	454	2	51	29
Beechwood-Brookline	NL	4,806	47	1	88	46
Berks	Subway	7,565	1,115	28	253	5,246
Berwyn	RR	2,443	164	5	64	36
Bethayres	RR	1,406	18	0	27	12
Beverly Hills	ML, SHL	5,556	2,107	3	1,137	179
Bowling Green	ML	2,593	598	2	61	51
Bridesberg	RR	5,671	2,187	30	102	1,091
Bridgeport	NL	2,711	159	3	97	149
Bristol	RR	3,452	666	6	22	785
Bryn Mawr	RR	4,039	527	3	344	143
Bryn Mawr	NL	3,875	509	1	538	94
Bywood	ML, SHL	7,947	3,391	5	2,150	329
Callahan Ave	Trolley	1,245	7,420	13	140	85
Carpenter	RR	2,903	5,521	23	85	214
Cecil B Moore	Subway	1,829	10,721	21	358	350
Chalfont	RR	1,445	21	0	15	26
Cheltenham	RR	6,963	435	12	292	371
Chelton Ave	RR	2,546	7,375	21	347	230
Cherry Hill	ACL	580	30	2	49	117
Chester Transportation Center	RR	329	3,226	12	18	499
Chestnut Hill East	RR	2,516	225	7	43	44
Chestnut Hill West	RR	3,320	178	3	63	61
Chinatown	Subway	1,731	1,179	5	1,610	220
Church	Subway	4,218	3,639	16	184	2,116
Churchmans Crossing	RR	1,184	294	4	36	94
City Hall	Subway	12,127	1,704	30	2,536	598
City Hall (Camden)	PATCO	853	3,877	24	102	2,964
Claymont	RR	537	93	2	18	13
Clifton-Aldan	RR	6,449	298	5	120	66
Clifton-Aldan	SHL	6,449	298	5	120	66
Collingdale	SHL	6,512	476	10	113	70
Collingswood	PATCO	5,752	146	19	55	215

Transit Zone	Type	White Alone	AA Alone	AI/AN Alone	Asian Alone	Hispanic or Latino
Colmar	RR	1,253	25	5	24	39
Congress Ave	ML, SHL	4,108	1,266	2	625	111
Conshohocken	RR	2,738	480	5	33	46
Cornwells Heights	RR	1,555	52	2	43	21
County Line	NL	648	6	0	23	2
Crestmont	RR	2,354	1,761	6	103	68
Croydon	RR	4,235	59	11	58	139
Crum Lynne	RR	3,493	293	0	79	60
Curtis Park	RR	3,074	1,693	5	61	55
Cynwyd	RR	3,974	106	2	170	57
Darby	RR	3,288	5,265	9	102	130
Darby Terminal	Trolley	4,334	5,121	7	94	98
Daylesford	RR	1,472	79	2	43	19
Delaware Valley College	RR	1,035	40	0	2	15
Devon	RR	1,683	81	5	173	33
Downingtown	RR	2,635	402	5	36	114
Doylestown	RR	3,268	37	3	28	59
Drexel Hill Junction	ML, SHL	6,680	154	8	153	56
Drexel Manor	SHL	8,359	127	6	172	66
Drexel Park	ML, SHL	4,494	271	2	110	56
Drexelbrook	ML	5,619	232	7	765	108
Drexeline	ML	3,922	124	2	422	50
East Falls	RR	5,234	1,148	22	201	161
Eastwick	RR	129	1,226	3	22	29
Eddington	RR	953	55	2	36	49
Eddystone	RR	2,380	182	8	12	61
Edgemont St	ML	3,870	874	3	95	94
Elkins Park	RR	2,968	188	2	104	60
Ellsworth-Federal	Subway	6,459	9,926	48	1,559	781
Elmwood District	Trolley	4,973	5,428	21	387	199
Elwyn	RR	1,235	60	0	16	15
Erie	Subway	516	12,885	61	207	1,456
Erie-Torresdale	Subway	5,957	1,532	26	368	3,170
Exton	RR	1,166	94	2	50	35
Fairfield Ave	ML, SHL	6,332	2,924	9	2,663	356
Fairmount	Subway	1,651	8,051	23	230	1,066
Fern Rock Trans Center	RR	1,756	9,607	31	1,785	1,248
Fern Rock Trans Center	Subway	1,160	10,253	28	934	758
Fernwood-Yeadon	RR	2,319	2,294	11	168	85
Ferry Ave	PATCO	1,441	2,395	3	195	1,234
Folcroft	RR	5,416	401	3	110	80
Forest Hills	RR	4,501	323	8	287	224
Fort Washington	RR	889	33	1	84	8
Fortuna	RR	1,584	70	1	87	49
Fox Chase	RR	6,663	148	8	240	144
Frankford Transportation Cntr	Subway	7,800	4,532	37	304	1,677
Garrett Hill	NL	3,404	176	1	257	91

Transit Zone	Type	White Alone	AA Alone	AI/AN Alone	Asian Alone	Hispanic or Latino
Garrettford	SHL	7,937	113	6	160	53
Germantown	RR	914	7,800	27	28	125
Girard Ave & Lancaster Ave	Trolley	142	8,521	22	28	106
Girard Ave & 11th St	Trolley	830	8,754	21	120	1,071
Girard Ave & 12th St	Trolley	775	9,170	25	133	687
Girard Ave & 16th St	Trolley	1,115	11,121	30	169	876
Girard Ave & 17th St	Trolley	1,593	10,310	26	174	965
Girard Ave & 19th St	Trolley	2,912	10,149	28	182	1,026
Girard Ave & 20th St	Trolley	3,808	10,144	31	165	889
Girard Ave & 26th St	Trolley	6,436	9,724	20	228	454
Girard Ave & 27th St	Trolley	6,000	9,105	18	215	366
Girard Ave & 28th St	Trolley	5,159	8,730	17	197	301
Girard Ave & 29th St	Trolley	4,161	8,144	15	170	246
Girard Ave & 2nd St	Trolley	4,283	2,189	11	119	2,630
Girard Ave & 31st St	Trolley	2,303	6,724	11	91	177
Girard Ave & 34th St	Trolley	36	1,783	1	7	21
Girard Ave & 39th St	Trolley	82	5,642	3	13	81
Girard Ave & 3rd St	Trolley	3,255	2,931	11	103	2,940
Girard Ave & 40th St	Trolley	99	7,550	9	14	121
Girard Ave & 41st St	Trolley	103	8,018	13	15	124
Girard Ave & 42nd St	Trolley	104	8,505	19	22	120
Girard Ave & 51st St	Trolley	150	12,295	25	48	123
Girard Ave & 52nd St	Trolley	164	14,775	36	47	171
Girard Ave & 54th St	Trolley	171	16,798	37	59	203
Girard Ave & 56th St	Trolley	120	19,384	54	66	244
Girard Ave & 57th St	Trolley	100	20,176	58	71	259
Girard Ave & 59th St	Trolley	215	20,606	48	77	292
Girard Ave & 5th St	Trolley	2,174	4,714	18	73	2,797
Girard Ave & 60th St	Trolley	534	20,118	49	121	317
Girard Ave & 61st St	Trolley	942	19,193	52	150	346
Girard Ave & 63rd St	Trolley	1,736	15,210	46	177	334
Girard Ave & 7th	Trolley	1,459	7,238	25	62	2,405
Girard Ave & 8th	Trolley	1,226	7,871	26	70	2,144
Girard Ave & Belmont Ave	Trolley	113	8,807	20	20	115
Girard Ave & Berks St	Trolley	9,013	255	9	153	399
Girard Ave & Columbia Ave	Trolley	7,684	473	8	142	724
Girard Ave & Corinthian Ave	Trolley	4,575	9,627	27	161	833
Girard Ave & Frankford Ave	Trolley	5,148	857	5	116	1,151
Girard Ave & Front St	Trolley	5,178	1,226	9	119	1,695
Girard Ave & Palmer St	Trolley	8,412	372	9	153	533
Girard Ave & Richmond St	Trolley	6,672	87	10	78	191
Girard Ave & Ridge Ave	Trolley	2,542	10,135	25	177	1,036
Girard Ave & Broad St	Trolley	791	10,894	30	151	539
Girard Ave & Front St	Trolley	5,110	1,307	9	116	1,789
Gladstone	RR	4,075	555	1	147	58
Glenolden	RR	5,750	258	4	138	65
Glenside	RR	4,513	225	3	136	75

Transit Zone	Type	White Alone	AA Alone	AI/AN Alone	Asian Alone	Hispanic or Latino
Gravers	RR	3,101	260	5	54	55
Gulph Mills	NL	894	46	2	29	17
Gwynedd Valley	RR	560	13	0	36	3
Haddonfield	PATCO	3,895	56	8	45	77
Hamilton	NEC	641	13	0	7	12
Hatboro	RR	3,522	49	5	39	44
Haverford	RR	3,400	458	5	180	122
Haverford	NL	1,425	274	0	45	27
Highland	RR	2,144	75	0	47	37
Highland Ave	RR	766	4,786	9	14	181
Hilltop Rd	ML, SHL	7,383	2,953	4	1,663	250
Holmesburg Junction	RR	4,777	2,269	13	57	591
Huey Ave	ML	6,661	73	6	135	39
Hughes Park	NL	1,132	107	11	54	28
Hunting Park	Subway	224	11,694	38	165	489
Huntingdon	Subway	4,543	1,801	52	1,178	9,839
Irvington Rd	ML, SHL	5,367	190	8	99	55
Island Ave	Trolley	2,951	7,409	26	315	201
Ivy Ridge	RR	2,529	110	5	52	26
Jackson St	ML	4,311	767	5	111	102
Jenkintown-Wyncote	RR	4,289	249	1	155	51
King Manor	NL	777	54	7	81	15
Lamokin	RR	85	5,715	4	9	193
Langhorne	RR	2,750	99	4	88	58
Lansdale	RR	5,824	276	3	312	190
Lansdowne	RR	3,998	1,941	6	193	118
Lansdowne Ave	ML, SHL	4,084	714	2	278	80
Lawndale	RR	5,532	1,084	16	286	683
Leamy Ave	ML	4,304	8	2	42	24
Levittown	RR	1,093	29	1	12	30
Lindenwold	ACL	1,188	317	1	97	194
Lindenwold	PATCO	1,188	317	1	97	194
Link Belt	RR	190	1	0	5	2
Logan	Subway	1,962	12,809	46	1,092	488
Lombard-South	Subway	16,042	6,015	66	1,891	1,044
Magnolia Ave	SHL	6,635	204	14	84	46
Main St	RR	3,404	2,956	17	233	1,503
Malvern	RR	1,974	93	5	87	43
Manayunk	RR	6,846	584	19	98	114
Manchester Ave	ML	3,209	721	3	66	72
Marcus Hook	RR	4,281	119	5	23	68
Margaret-Orthodox	Subway	5,382	7,237	27	268	2,100
Market East	RR	8,146	1,532	28	2,856	493
Marshall Rd	SHL	8,601	166	4	187	82
Matsonford	NL	1,025	123	1	25	16
Meadowbrook	RR	946	8	0	13	3
Media	RR	2,971	402	4	82	66

Transit Zone	Type	White Alone	AA Alone	AI/AN Alone	Asian Alone	Hispanic or Latino
Media	ML	3,699	540	4	97	84
Melrose Park	RR	2,520	2,133	10	656	190
Merion	RR	2,720	71	0	88	33
Millbourne	Subway	1,840	5,172	18	2,125	257
Miquon	RR	271	3	0	11	3
Monroe St	ML	4,233	889	4	111	99
Morton	RR	3,444	745	3	138	44
Mount Airy	RR	2,748	3,345	10	115	138
Mount Moriah	Trolley	2,107	8,788	16	2,078	324
Moylan-Rose Valley	RR	1,375	476	1	16	31
Narberth	RR	5,603	80	2	161	90
Neshaminy Falls	RR	1,476	16	3	29	45
New Britain	RR	1,138	4	0	14	13
Newark	RR	4,028	183	15	89	130
Noble	RR	2,892	64	3	72	30
Norristown Trans Center	RR	1,637	2,426	18	172	1,130
Norristown Trans Center	NL	1,637	2,426	18	172	1,130
Norristown, Elm St	RR	4,625	4,107	20	252	1,742
North Broad	RR	138	14,285	31	49	833
North Hills	RR	2,487	864	2	60	50
North Philadelphia	RR	97	13,311	25	63	241
North Philadelphia	Subway	136	11,529	20	141	781
North St	SHL	6,478	198	14	87	44
North Wales	RR	2,551	135	2	104	53
Norwood	RR	6,890	94	8	88	59
Oakview	SHL	8,694	227	1	180	95
Olive St	ML	4,083	632	4	106	96
Olney	Subway	1,859	11,214	29	350	282
Olney	RR	2,443	7,166	41	3,518	4,361
Oregon	Subway	19,768	123	13	161	341
Oreland	RR	3,184	69	8	56	32
Overbrook	RR	3,584	1,709	5	195	129
Overbrook (end of Line)	Trolley	3,464	8,454	24	201	208
Paoli	RR	2,143	39	0	89	19
Paper Mill Rd	ML	872	37	0	49	26
Parkview	NL	5,117	2,001	10	506	172
Pattison	Subway	2,345	50	1	11	16
Penfield	NL	4,571	56	0	97	52
Penllyn	RR	720	445	1	24	17
Penn St	SHL	6,951	302	4	115	74
Pennbrook	RR	2,124	85	3	206	69
Penrose Plaza Shopping Center	Trolley	589	2,664	7	89	79
Philmont	RR	2,051	29	1	136	74
Pine Ridge Rd	ML	1,278	32	0	43	7
Poplar & 26th	Trolley	7,963	7,954	22	249	559
Poplar & Stillman	Trolley	7,701	7,550	20	244	483
Primos	RR	5,777	256	12	201	52

Transit Zone	Type	White Alone	AA Alone	AI/AN Alone	Asian Alone	Hispanic or Latino
Princeton	NEC	3,069	210	4	470	168
Princeton Junction	NEC	695	15	1	86	40
Prospect Park	RR	6,727	96	8	90	60
Providence Rd	SHL	7,042	208	6	82	56
Queen Lane	RR	2,120	6,444	13	280	204
Race-Vine	Subway	4,311	1,415	14	1,686	278
Radnor	RR	472	5	0	8	9
Radnor	NL	2,537	69	1	125	114
Richmond & Allegheny	Trolley	10,469	38	12	40	131
Richmond & Cambria	Trolley	9,475	118	18	40	245
Richmond & Clearfield	Trolley	11,375	60	13	47	189
Richmond & Cumberland	Trolley	7,204	62	14	72	215
Richmond & Huntingdon	Trolley	6,444	58	12	53	188
Richmond & Indiana	Trolley	10,395	76	14	48	205
Richmond & Lehigh	Trolley	6,621	45	11	38	169
Richmond & Somerset	Trolley	8,126	94	13	35	214
Richmond & Westmoreland	Trolley	8,783	36	12	27	107
Richmond & Ann	Trolley	9,822	96	16	45	223
Ridley Park	RR	5,424	39	2	93	41
Rosemont	RR	3,517	305	3	282	93
Rosemont	NL	3,445	426	2	580	95
Roslyn	RR	3,197	315	4	140	78
Rydal	RR	1,148	10	0	19	14
Ryers	RR	7,481	234	15	321	286
Saxer Ave	ML	4,791	8	2	63	28
Scenic Rd	ML	3,240	44	0	133	17
School Lane	ML	6,573	90	9	183	48
Secane	RR	4,831	307	6	365	69
Sedgwick	RR	2,169	6,420	33	81	181
Sharon Hill	RR	3,529	1,998	7	72	58
Sharon Hill	SHL	4,997	1,285	8	83	70
Shisler Ave	SHL	6,531	242	9	100	58
Snyder	Subway	21,459	4,152	33	3,914	870
Somerset	Subway	5,034	3,618	48	1,228	10,637
Somerton	RR	4,107	359	11	143	164
South College & Poplar/24th	Trolley	8,508	7,678	23	259	742
Spring Garden	Subway	1,941	1,260	9	76	368
Spring Garden (Broad St)	Subway	3,917	4,545	31	618	1,008
Spring Mill	RR	1,461	58	1	11	33
Springfield Mall	ML	1,684	17	0	17	10
Springfield Rd	ML	4,142	8	0	80	28
Springfield Rd	SHL	6,753	295	4	117	76
St Davids	RR	2,380	36	1	101	53
St Martins	RR	1,976	110	3	32	33
Stadium	NL	5,389	194	3	288	227
Stenton	RR	721	9,573	45	28	139
Strafford	RR	2,294	57	3	240	43

Transit Zone	Type	White Alone	AA Alone	AI/AN Alone	Asian Alone	Hispanic or Latino
Suburban Station	RR	12,664	1,767	25	1,742	607
Susquehanna-Dauphin	Subway	1,151	15,869	42	252	387
Swarthmore	RR	2,887	174	9	235	144
Tacony	RR	5,639	399	11	79	205
Tasker-Morris	Subway	12,610	9,370	42	4,317	978
Temple University	RR	1,667	7,626	19	319	2,614
Thompson Ave	ML	2,807	2	0	25	6
Thorndale	RR	598	68	0	20	30
Tioga	Subway	7,877	2,217	34	495	4,770
Torresdale	RR	4,404	198	4	154	91
Trenton	RR	1,543	4,645	18	85	3,225
Trenton	NEC	1,543	4,645	18	85	3,225
Trevose	RR	2,425	65	6	53	53
Tulpehocken	RR	2,709	5,356	17	215	166
University City	RR	3,817	456	8	1,152	328
Upsal	RR	2,816	5,427	24	80	188
Veterans Square	ML	3,892	558	4	100	86
Villanova	RR	3,993	113	2	160	207
Villanova	NL	3,605	92	2	171	160
Wallingford	RR	1,647	31	2	38	33
Walnut St	ML, SHL	8,268	3,871	9	2,580	415
Walnut-Locust	Subway	17,124	3,042	47	2,148	927
Walter Rand / Broadway	PATCO	807	4,766	26	88	2,988
Warminster	RR	1,470	212	1	64	383
Washington Lane	RR	267	9,262	47	18	102
Wayne	RR	2,897	86	1	64	37
Wayne Junction	RR	448	11,896	33	48	236
West Overbrook	NL	3,390	137	3	119	39
West Trenton	RR	903	33	0	12	20
Westmont	PATCO	4,540	37	8	91	59
Whitford	RR	463	25	0	7	11
Willow Grove	RR	3,236	353	2	118	62
Wilmington	RR	309	3,484	11	27	267
Wissahickon	RR	4,423	429	5	71	91
Wissinoming	RR	5,458	400	25	50	362
Wister	RR	1,249	7,676	27	42	150
Woodbourne	RR	736	16	1	31	9
Woodcrest	PATCO	938	115	5	86	70
Woodland Ave	ML	3,892	9	1	37	18
Wyndmoor	RR	4,077	1,349	14	156	132
Wynnefield Ave	RR	747	6,470	21	68	114
Wynnefield Rd	NL	5,366	131	1	146	76
Wynnewood	RR	3,103	47	2	127	52
Wyoming	Subway	337	14,353	26	765	470
Yardley	RR	2,024	102	1	44	34
York-Dauphin	Subway	3,906	1,838	30	1,108	8,450

Source: Reconnecting America 2000.

Table A5: Race, Part II

Transit Zone	Type	NHOPI Alone	Other Race Alone	Two or More Races
11th St	Subway	4	36	305
12th St & 13th St	PATCO	6	73	399
13th St	Subway	5	49	321
13th St	Trolley	5	50	324
15th St	Subway	6	59	338
15th St	Trolley	6	59	340
15th St & 16th St	PATCO	6	98	478
19th St	Trolley	7	66	312
22nd St	Trolley	11	54	279
2nd St	Subway	2	5	65
30th St	RR/ACL	29	26	278
30th St	Subway	29	23	249
30th St	Trolley	28	23	245
33rd St	Trolley	27	40	303
34th St	Subway	29	52	385
36th St	Trolley	33	70	496
37th St	Trolley	5	63	284
40th St	Subway	10	93	543
40th St	Trolley	9	28	219
40th St Portal	Trolley	9	69	469
46th St	Subway	5	58	457
49th St	RR	7	41	473
49th St & Woodland Ave	Trolley	4	28	258
49th St & Chester Ave	Trolley	8	43	489
49th St & Baltimore Ave	Trolley	7	39	528
52nd St	Subway	5	44	261
52nd St	Trolley	6	12	182
56th St	Subway	7	27	283
58th St	Trolley	8	32	234
5th St	Subway	3	8	118
60th St	Subway	5	29	256
61st St	Trolley	2	13	129
62nd St & Woodland Ave	Trolley	4	15	282
62nd St & Elmwood	Trolley	3	22	249
63rd St	Subway	1	24	296
69th St Terminal	Subway	1	30	415
8th St & Market St	PATCO	3	24	185
8th St & Market St	Subway	3	24	185
9th St and 10th St	PATCO	6	55	373
Airport Terminal A	RR	0	0	0
Airport Terminal B	RR	0	0	0
Airport Terminal C & D	RR	0	0	0
Airport Terminal E	RR	0	0	0
Allegheny	RR	1	11	114
Allegheny & Broad	Subway	2	22	132
Allegheny & Kensington	Subway	1	16	375

Transit Zone	Type	NHOPI Alone	Other Race Alone	Two or More Races
Allen Lane	RR	9	49	155
Ambler	RR	1	10	65
Andrews Ave	SHL	2	12	73
Angora	RR	2	21	219
Ardmore	RR	6	12	90
Ardmore Ave	NL	0	7	23
Ardmore Junction	NL	0	8	45
Ardsley	RR	3	5	41
Aronimink	ML	3	9	53
Ashland	PATCO	0	1	21
Atco	ACL	1	0	4
Bala	RR	4	19	95
Baltimore Pike	SHL	0	6	65
Bartram Ave	SHL	0	11	64
Beatty Rd	ML	1	10	63
Beechwood-Brookline	NL	0	2	37
Berks	Subway	5	46	317
Berwyn	RR	0	1	15
Bethayres	RR	0	1	4
Beverly Hills	ML, SHL	2	11	231
Bowling Green	ML	1	9	73
Bridesberg	RR	3	19	164
Bridgeport	NL	0	3	61
Bristol	RR	3	12	106
Bryn Mawr	RR	14	4	97
Bryn Mawr	NL	0	3	71
Bywood	ML, SHL	3	31	392
Callahan Ave	Trolley	2	9	190
Carpenter	RR	10	46	246
Cecil B Moore	Subway	10	103	124
Chalfont	RR	0	0	9
Cheltenham	RR	0	21	104
Chelton Ave	RR	5	32	233
Cherry Hill	ACL	0	0	10
Chester Transportation Cntr	RR	0	2	29
Chestnut Hill East	RR	0	3	22
Chestnut Hill West	RR	0	6	46
Chinatown	Subway	1	5	92
Church	Subway	9	16	179
Churchmans Crossing	RR	0	0	38
City Hall	Subway	4	50	330
City Hall (Camden)	PATCO	1	7	94
Claymont	RR	0	0	4
Clifton-Aldan	RR	0	4	56
Clifton-Aldan	SHL	0	4	56
Collingdale	SHL	2	11	79
Collingswood	PATCO	1	5	65
Colmar	RR	0	0	15

Transit Zone	Type	NHOPI Alone	Other Race Alone	Two or More Races
Congress Ave	ML, SHL	0	11	152
Conshohocken	RR	1	7	51
Cornwells Heights	RR	0	1	17
County Line	NL	0	1	2
Crestmont	RR	1	4	89
Croydon	RR	0	1	32
Crum Lynne	RR	3	5	43
Curtis Park	RR	0	6	90
Cynwyd	RR	1	4	21
Darby	RR	4	38	228
Darby Terminal	Trolley	5	18	204
Daylesford	RR	0	1	12
Delaware Valley College	RR	1	1	4
Devon	RR	0	0	19
Downingtown	RR	0	2	48
Doylestown	RR	2	6	22
Drexel Hill Junction	ML, SHL	0	11	50
Drexel Manor	SHL	0	5	55
Drexel Park	ML, SHL	0	9	44
Drexelbrook	ML	0	5	51
Drexeline	ML	0	0	33
East Falls	RR	3	10	108
Eastwick	RR	0	2	23
Eddington	RR	0	1	11
Eddystone	RR	0	1	30
Edgemont St	ML	1	14	103
Elkins Park	RR	2	8	47
Ellsworth-Federal	Subway	8	52	378
Elmwood District	Trolley	1	10	224
Elwyn	RR	0	0	9
Erie	Subway	0	29	172
Erie-Torresdale	Subway	4	9	166
Exton	RR	1	0	12
Fairfield Ave	ML, SHL	3	31	486
Fairmount	Subway	1	18	172
Fern Rock Trans Center	RR	5	18	412
Fern Rock Trans Center	Subway	5	17	340
Fernwood-Yeadon	RR	0	12	96
Ferry Ave	PATCO	1	4	93
Folcroft	RR	1	16	51
Forest Hills	RR	0	11	78
Fort Washington	RR	0	3	17
Fortuna	RR	1	2	16
Fox Chase	RR	1	3	76
Frankford Transportation Cntr	Subway	4	56	347
Garrett Hill	NL	0	4	61
Garrettford	SHL	0	5	54
Germantown	RR	3	25	170

Transit Zone	Type	NHOPI Alone	Other Race Alone	Two or More Races
Girard Ave & Lancaster Ave	Trolley	9	8	105
Girard Ave & 11th St	Trolley	3	15	114
Girard Ave & 12th St	Trolley	2	11	101
Girard Ave & 16th St	Trolley	2	21	163
Girard Ave & 17th St	Trolley	3	24	160
Girard Ave & 19th St	Trolley	3	28	186
Girard Ave & 20th St	Trolley	4	33	189
Girard Ave & 26th St	Trolley	10	33	236
Girard Ave & 27th St	Trolley	9	30	221
Girard Ave & 28th St	Trolley	8	27	217
Girard Ave & 29th St	Trolley	5	22	207
Girard Ave & 2nd St	Trolley	8	30	250
Girard Ave & 31st St	Trolley	1	13	156
Girard Ave & 34th St	Trolley	2	0	10
Girard Ave & 39th St	Trolley	6	6	49
Girard Ave & 3rd St	Trolley	8	29	237
Girard Ave & 40th St	Trolley	10	7	65
Girard Ave & 41st St	Trolley	10	6	74
Girard Ave & 42nd St	Trolley	10	7	79
Girard Ave & 51st St	Trolley	6	18	198
Girard Ave & 52nd St	Trolley	7	21	250
Girard Ave & 54th St	Trolley	8	26	277
Girard Ave & 56th St	Trolley	5	36	310
Girard Ave & 57th St	Trolley	4	36	303
Girard Ave & 59th St	Trolley	4	40	326
Girard Ave & 5th St	Trolley	6	20	209
Girard Ave & 60th St	Trolley	4	39	327
Girard Ave & 61st St	Trolley	3	42	308
Girard Ave & 63rd St	Trolley	1	34	269
Girard Ave & 7th	Trolley	5	18	185
Girard Ave & 8th	Trolley	5	12	146
Girard Ave & Belmont Ave	Trolley	10	8	92
Girard Ave & Berks St	Trolley	2	12	191
Girard Ave & Columbia Ave	Trolley	4	21	233
Girard Ave & Corinthian Ave	Trolley	6	36	194
Girard Ave & Frankford Ave	Trolley	7	22	232
Girard Ave & Front St	Trolley	7	26	257
Girard Ave & Palmer St	Trolley	3	12	201
Girard Ave & Richmond St	Trolley	0	5	108
Girard Ave & Ridge Ave	Trolley	3	27	175
Girard Ave & Broad St	Trolley	1	14	133
Girard Ave & Front St	Trolley	7	27	256
Gladstone	RR	0	5	66
Glenolden	RR	0	2	68
Glenside	RR	0	6	43
Gravers	RR	0	5	38
Gulph Mills	NL	1	0	7
Gwynedd Valley	RR	0	0	1

Transit Zone	Type	NHOPI Alone	Other Race Alone	Two or More Races
Haddonfield	PATCO	2	1	21
Hamilton	NEC	0	0	2
Hatboro	RR	0	2	18
Haverford	RR	1	5	31
Haverford	NL	0	1	36
Highland	RR	0	5	27
Highland Ave	RR	0	3	75
Hilltop Rd	ML, SHL	3	30	335
Holmesburg Junction	RR	2	0	62
Huey Ave	ML	3	4	37
Hughes Park	NL	1	0	12
Hunting Park	Subway	0	18	143
Huntingdon	Subway	2	18	220
Irvington Rd	ML, SHL	0	9	43
Island Ave	Trolley	1	28	265
Ivy Ridge	RR	0	4	17
Jackson St	ML	0	10	94
Jenkintown-Wyncote	RR	4	10	29
King Manor	NL	0	0	16
Lamokin	RR	1	2	50
Langhorne	RR	3	5	22
Lansdale	RR	4	5	100
Lansdowne	RR	0	10	147
Lansdowne Ave	ML, SHL	0	10	79
Lawndale	RR	3	9	93
Leamy Ave	ML	0	0	14
Levittown	RR	0	0	4
Lindenwold	ACL	1	5	33
Lindenwold	PATCO	1	5	33
Link Belt	RR	0	1	4
Logan	Subway	6	19	294
Lombard-South	Subway	6	81	473
Magnolia Ave	SHL	0	4	46
Main St	RR	2	14	259
Malvern	RR	0	0	35
Manayunk	RR	0	12	82
Manchester Ave	ML	1	12	86
Marcus Hook	RR	0	4	55
Margaret-Orthodox	Subway	11	37	371
Market East	RR	4	37	282
Marshall Rd	SHL	1	4	66
Matsonford	NL	0	0	16
Meadowbrook	RR	0	0	6
Media	RR	0	7	44
Media	ML	0	8	62
Melrose Park	RR	2	5	123
Merion	RR	0	5	25
Millbourne	Subway	0	32	250

Transit Zone	Type	NHOPI Alone	Other Race Alone	Two or More Races
Miquon	RR	0	0	2
Monroe St	ML	1	15	109
Morton	RR	0	2	48
Mount Airy	RR	9	30	148
Mount Moriah	Trolley	4	11	268
Moylan-Rose Valley	RR	0	0	24
Narberth	RR	0	7	63
Neshaminy Falls	RR	0	0	9
New Britain	RR	0	2	5
Newark	RR	5	3	50
Noble	RR	0	1	25
Norristown Trans Center	RR	0	23	135
Norristown Trans Center	NL	0	23	135
Norristown, Elm St	RR	3	24	326
North Broad	RR	3	14	130
North Hills	RR	0	4	36
North Philadelphia	RR	3	13	141
North Philadelphia	Subway	3	17	126
North St	SHL	0	4	44
North Wales	RR	6	2	44
Norwood	RR	1	4	54
Oakview	SHL	1	4	76
Olive St	ML	0	8	76
Olney	Subway	8	21	239
Olney	RR	6	66	531
Oregon	Subway	1	8	180
Oreland	RR	0	2	24
Overbrook	RR	1	20	87
Overbrook (end of Line)	Trolley	1	38	219
Paoli	RR	0	0	17
Paper Mill Rd	ML	0	1	13
Parkview	NL	0	5	215
Pattison	Subway	0	5	11
Penfield	NL	0	6	38
Penllyn	RR	0	5	13
Penn St	SHL	0	4	60
Pennbrook	RR	0	3	12
Penrose Plaza Shopping Center	Trolley	1	7	64
Philmont	RR	0	1	18
Pine Ridge Rd	ML	0	0	14
Poplar & 26th	Trolley	13	41	244
Poplar & Stillman	Trolley	13	37	233
Primos	RR	3	3	50
Princeton	NEC	2	25	89
Princeton Junction	NEC	0	0	13
Prospect Park	RR	1	5	56
Providence Rd	SHL	0	4	43
Queen Lane	RR	4	27	209

Transit Zone	Type	NHOPI Alone	Other Race Alone	Two or More Races
Race-Vine	Subway	1	16	169
Radnor	RR	0	0	0
Radnor	NL	2	3	24
Richmond & Allegheny	Trolley	6	4	251
Richmond & Cambria	Trolley	2	6	179
Richmond & Clearfield	Trolley	7	3	260
Richmond & Cumberland	Trolley	0	7	115
Richmond & Huntingdon	Trolley	1	6	96
Richmond & Indiana	Trolley	6	4	250
Richmond & Lehigh	Trolley	1	5	56
Richmond & Somerset	Trolley	2	5	73
Richmond & Westmoreland	Trolley	8	4	270
Richmond & Ann	Trolley	4	4	216
Ridley Park	RR	1	10	36
Rosemont	RR	0	6	67
Rosemont	NL	0	4	75
Roslyn	RR	4	11	40
Rydal	RR	0	0	5
Ryers	RR	0	24	107
Saxer Ave	ML	0	3	15
Scenic Rd	ML	1	0	23
School Lane	ML	3	8	39
Secane	RR	2	1	50
Sedgwick	RR	6	26	208
Sharon Hill	RR	3	18	97
Sharon Hill	SHL	3	23	92
Shisler Ave	SHL	0	3	50
Snyder	Subway	12	34	574
Somerset	Subway	1	20	319
Somerton	RR	0	12	41
South College & Poplar/24th	Trolley	14	43	268
Spring Garden	Subway	0	5	62
Spring Garden (Broad St)	Subway	1	25	201
Spring Mill	RR	0	0	8
Springfield Mall	ML	0	3	6
Springfield Rd	ML	0	3	15
Springfield Rd	SHL	0	4	56
St Davids	RR	2	1	19
St Martins	RR	0	5	36
Stadium	NL	2	4	62
Stenton	RR	5	19	193
Strafford	RR	0	2	24
Suburban Station	RR	7	55	311
Susquehanna-Dauphin	Subway	9	103	166
Swarthmore	RR	1	6	89
Tacony	RR	1	2	91
Tasker-Morris	Subway	14	54	623
Temple University	RR	10	104	129

Transit Zone	Type	NHOPI Alone	Other Race Alone	Two or More Races
Thompson Ave	ML	0	1	9
Thorndale	RR	0	0	17
Tioga	Subway	2	17	282
Torresdale	RR	0	5	31
Trenton	RR	9	17	156
Trenton	NEC	9	17	156
Trevose	RR	0	1	24
Tulpehocken	RR	4	26	205
University City	RR	7	23	107
Upsal	RR	3	39	264
Veterans Square	ML	0	8	69
Villanova	RR	2	5	42
Villanova	NL	2	4	34
Wallingford	RR	0	3	14
Walnut St	ML, SHL	3	35	510
Walnut-Locust	Subway	6	85	417
Walter Rand / Broadway	PATCO	1	7	89
Warminster	RR	2	9	60
Washington Lane	RR	4	14	139
Wayne	RR	0	0	19
Wayne Junction	RR	1	24	143
West Overbrook	NL	0	4	25
West Trenton	RR	0	0	4
Westmont	PATCO	0	1	29
Whitford	RR	0	0	8
Willow Grove	RR	0	7	63
Wilmington	RR	0	3	54
Wissahickon	RR	2	7	65
Wissinoming	RR	2	10	117
Wister	RR	4	17	149
Woodbourne	RR	0	2	5
Woodcrest	PATCO	0	1	12
Woodland Ave	ML	0	0	14
Wyndmoor	RR	3	15	98
Wynnefield Ave	RR	1	26	180
Wynnefield Rd	NL	1	3	64
Wynnewood	RR	0	4	56
Wyoming	Subway	3	17	235
Yardley	RR	1	4	17
York-Dauphin	Subway	4	10	238

Source: Reconnecting America 2000.

Table A6: Income

Transit Zone	Type	% Income below 25K	% Income 25-50K	% Income 50-75K	% Income 75K+
11th St	Subway	45.1	25.6	11.8	17.5
12th St & 13th St	PATCO	39.6	27.7	12.9	19.8
13th St	Subway	43.3	26.6	13.0	17.0
13th St	Trolley	42.5	27.0	13.4	17.2
15th St	Subway	38.5	28.3	14.1	19.1
15th St	Trolley	38.5	28.3	14.1	19.1
15th St & 16th St	PATCO	37.6	28.0	14.0	20.4
19th St	Trolley	35.2	27.8	13.7	23.3
22nd St	Trolley	35.0	26.6	14.8	23.6
2nd St	Subway	15.0	26.1	18.2	40.7
30th St	RR/ACL	44.5	23.7	13.6	18.1
30th St	Subway	42.0	24.2	13.1	20.7
30th St	Trolley	41.6	24.3	13.2	21.0
33rd St	Trolley	69.2	17.9	8.6	4.4
34th St	Subway	68.0	19.1	8.2	4.7
36th St	Trolley	69.1	18.9	7.2	4.8
37th St	Trolley	75.4	17.3	5.1	2.3
40th St	Subway	64.9	21.9	7.8	5.4
40th St	Trolley	63.1	22.7	8.0	6.3
40th St Portal	Trolley	63.5	23.6	7.8	5.1
46th St	Subway	55.2	26.8	10.3	7.8
49th St	RR	47.9	29.2	13.6	9.3
49th St & Woodland Ave	Trolley	55.3	27.2	11.1	6.4
49th St & Chester Ave	Trolley	48.1	28.6	13.4	9.8
49th St & Baltimore Ave	Trolley	45.3	28.6	14.4	11.8
52nd St	Subway	55.7	28.5	10.2	5.7
52nd St	Trolley	49.8	29.6	13.9	6.7
56th St	Subway	54.7	27.8	12.5	4.9
58th St	Trolley	51.0	27.7	14.5	6.8
5th St	Subway	25.9	24.3	15.4	34.5
60th St	Subway	53.8	26.1	14.6	5.6
61st St	Trolley	38.9	30.1	17.8	13.3
62nd St & Woodland Ave	Trolley	54.5	27.6	11.8	6.2
62nd St & Elmwood	Trolley	53.2	29.0	11.1	6.8
63rd St	Subway	50.0	26.6	15.4	8.0
69th St Terminal	Subway	40.2	29.0	17.1	13.8
8th St & Market St	PATCO	39.0	24.0	12.5	24.5
8th St & Market St	Subway	39.0	24.0	12.5	24.5
9th St and 10th St	PATCO	36.4	26.9	13.7	23.0
Airport Terminal A	RR	34.1	30.9	26.2	8.8
Airport Terminal B	RR	34.1	30.9	26.2	8.8
Airport Terminal C & D	RR	34.1	30.9	26.2	8.8
Airport Terminal E	RR	34.1	30.9	26.2	8.8
Allegheny	RR	58.2	26.3	9.3	6.2
Allegheny & Broad	Subway	64.8	22.1	7.1	6.1
Allegheny & Kensington	Subway	64.0	25.2	8.3	2.6

Transit Zone	Type	% Income below 25K	% Income 25-50K	% Income 50-75K	% Income 75K+
Allen Lane	RR	21.5	29.3	20.6	28.7
Ambler	RR	23.0	30.9	21.1	25.0
Andrews Ave	SHL	22.6	35.2	28.1	14.1
Angora	RR	45.1	30.8	14.9	9.2
Ardmore	RR	21.6	27.1	17.8	33.4
Ardmore Ave	NL	11.6	16.1	19.5	52.9
Ardmore Junction	NL	14.1	19.9	23.7	42.4
Ardsley	RR	19.0	27.4	24.6	29.0
Aronimink	ML	19.9	27.6	20.4	32.2
Ashland	PATCO	14.4	26.7	28.0	31.0
Atco	ACL	19.8	29.3	25.5	25.4
Bala	RR	25.7	30.5	16.1	27.8
Baltimore Pike	SHL	31.5	30.9	20.0	17.6
Bartram Ave	SHL	21.9	33.8	28.2	16.0
Beatty Rd	ML	21.2	24.9	15.2	38.7
Beechwood-Brookline	NL	11.6	16.2	19.4	52.8
Berks	Subway	47.5	30.0	15.1	7.5
Berwyn	RR	14.7	17.7	19.2	48.4
Bethayres	RR	26.8	17.7	16.1	39.4
Beverly Hills	ML, SHL	29.7	35.4	17.3	17.6
Bowling Green	ML	23.2	27.7	16.3	32.8
Bridesberg	RR	51.3	28.1	12.9	7.7
Bridgeport	NL	30.3	36.8	19.4	13.6
Bristol	RR	39.2	29.8	17.5	13.5
Bryn Mawr	RR	29.3	20.8	19.6	30.2
Bryn Mawr	NL	28.0	24.0	19.8	28.2
Bywood	ML, SHL	34.1	34.3	17.1	14.6
Callahan Ave	Trolley	28.8	35.6	22.6	13.0
Carpenter	RR	24.5	31.4	19.1	25.1
Cecil B Moore	Subway	64.7	21.8	7.9	5.6
Chalfont	RR	8.6	27.6	26.1	37.7
Cheltenham	RR	31.0	30.4	21.6	17.1
Chelton Ave	RR	51.4	24.5	12.8	11.4
Cherry Hill	ACL	24.7	33.8	24.7	16.8
Chester Transportation Center	RR	58.5	25.9	9.1	6.5
Chestnut Hill East	RR	13.6	19.4	18.3	48.7
Chestnut Hill West	RR	15.4	20.8	19.9	43.9
Chinatown	Subway	48.8	23.4	12.3	15.6
Church	Subway	55.3	26.1	10.4	8.2
Churchmans Crossing	RR	18.4	37.0	23.8	20.9
City Hall	Subway	40.5	27.7	13.8	17.9
City Hall (Camden)	PATCO	67.7	20.9	9.0	2.5
Claymont	RR	22.3	39.4	21.7	16.6
Clifton-Aldan	RR	30.7	28.5	22.1	18.7
Clifton-Aldan	SHL	30.7	28.5	22.1	18.7
Collingdale	SHL	23.2	35.2	27.6	13.9
Collingswood	PATCO	20.7	32.8	22.0	24.6

Transit Zone	Type	% Income below 25K	% Income 25-50K	% Income 50-75K	% Income 75K+
Colmar	RR	11.8	20.9	21.3	46.1
Congress Ave	ML, SHL	25.8	33.5	17.5	23.1
Conshohocken	RR	28.0	36.9	18.5	16.6
Cornwells Heights	RR	16.8	36.4	19.7	27.1
County Line	NL	6.2	6.8	17.3	69.7
Crestmont	RR	19.3	28.0	24.4	28.3
Croydon	RR	19.4	32.2	26.7	21.8
Crum Lynne	RR	24.9	27.9	23.7	23.5
Curtis Park	RR	30.0	33.4	20.6	16.0
Cynwyd	RR	15.3	16.1	16.2	52.4
Darby	RR	38.5	29.7	19.9	11.9
Darby Terminal	Trolley	37.9	31.2	18.7	12.3
Daylesford	RR	12.6	16.4	22.6	48.4
Delaware Valley College	RR	16.5	19.0	20.3	44.3
Devon	RR	14.9	19.4	16.0	49.7
Downingtown	RR	19.6	32.1	26.8	21.5
Doylestown	RR	18.4	29.2	13.7	38.7
Drexel Hill Junction	ML, SHL	17.8	27.5	20.0	34.8
Drexel Manor	SHL	18.8	30.6	20.9	29.7
Drexel Park	ML, SHL	19.7	22.1	18.8	39.4
Drexelbrook	ML	25.5	30.2	19.6	24.8
Drexeline	ML	23.7	29.4	18.9	28.1
East Falls	RR	28.3	30.6	20.3	20.9
Eastwick	RR	38.7	34.4	16.6	10.3
Eddington	RR	19.4	31.8	26.3	22.4
Eddystone	RR	30.3	38.6	18.9	12.1
Edgemont St	ML	25.4	30.2	18.0	26.5
Elkins Park	RR	17.4	18.3	18.7	45.6
Ellsworth-Federal	Subway	49.1	26.4	13.8	10.8
Elmwood District	Trolley	41.8	30.2	17.6	10.5
Elwyn	RR	14.9	26.9	17.4	40.8
Erie	Subway	55.4	27.1	10.3	7.2
Erie-Torresdale	Subway	50.4	29.9	13.3	6.4
Exton	RR	7.3	20.5	27.9	44.3
Fairfield Ave	ML, SHL	38.6	30.4	17.3	13.8
Fairmount	Subway	53.3	27.6	9.4	9.7
Fern Rock Trans Center	RR	39.3	33.0	17.1	10.7
Fern Rock Trans Center	Subway	40.8	32.8	16.2	10.2
Fernwood-Yeadon	RR	25.5	30.7	22.7	21.1
Ferry Ave	PATCO	39.2	32.7	18.5	9.6
Folcroft	RR	27.4	33.0	22.8	16.8
Forest Hills	RR	28.6	24.4	20.9	26.1
Fort Washington	RR	13.5	29.9	21.3	35.3
Fortuna	RR	13.6	24.7	24.9	36.8
Fox Chase	RR	31.3	29.2	19.6	19.9
Frankford Transportation Cntr	Subway	42.7	30.2	16.7	10.4
Garrett Hill	NL	24.3	20.7	18.4	36.7

Transit Zone	Type	% Income below 25K	% Income 25-50K	% Income 50-75K	% Income 75K+
Garrettford	SHL	18.2	29.4	20.2	32.3
Germantown	RR	51.5	25.6	12.7	10.1
Girard Ave & Lancaster Ave	Trolley	61.5	25.6	8.1	4.9
Girard Ave & 11th St	Trolley	61.3	24.4	8.2	6.1
Girard Ave & 12th St	Trolley	62.7	24.4	7.2	5.7
Girard Ave & 16th St	Trolley	58.3	27.2	8.3	6.2
Girard Ave & 17th St	Trolley	56.8	27.1	8.7	7.3
Girard Ave & 19th St	Trolley	53.9	26.7	9.6	9.8
Girard Ave & 20th St	Trolley	50.9	27.0	10.2	11.8
Girard Ave & 26th St	Trolley	42.0	26.1	15.4	16.4
Girard Ave & 27th St	Trolley	42.0	26.0	16.0	16.1
Girard Ave & 28th St	Trolley	42.0	26.0	16.5	15.6
Girard Ave & 29th St	Trolley	42.1	25.8	16.9	15.1
Girard Ave & 2nd St	Trolley	45.8	29.9	16.7	7.5
Girard Ave & 31st St	Trolley	45.1	24.4	16.8	13.8
Girard Ave & 34th St	Trolley	55.3	26.8	6.7	11.2
Girard Ave & 39th St	Trolley	61.8	22.4	9.3	6.6
Girard Ave & 3rd St	Trolley	49.7	28.1	14.7	7.6
Girard Ave & 40th St	Trolley	62.0	22.4	8.8	6.8
Girard Ave & 41st St	Trolley	63.9	21.5	8.3	6.2
Girard Ave & 42nd St	Trolley	64.1	22.1	8.1	5.7
Girard Ave & 51st St	Trolley	56.5	29.1	10.2	4.2
Girard Ave & 52nd St	Trolley	55.4	28.9	10.6	5.0
Girard Ave & 54th St	Trolley	54.0	28.6	11.5	5.9
Girard Ave & 56th St	Trolley	52.5	29.0	12.5	6.0
Girard Ave & 57th St	Trolley	52.3	28.8	15.9	6.1
Girard Ave & 59th St	Trolley	52.0	28.2	13.3	6.6
Girard Ave & 5th St	Trolley	54.1	26.0	12.2	7.7
Girard Ave & 60th St	Trolley	51.1	28.2	13.7	7.1
Girard Ave & 61st St	Trolley	50.0	28.7	14.0	7.3
Girard Ave & 63rd St	Trolley	45.4	30.7	16.2	7.8
Girard Ave & 7th	Trolley	56.3	24.8	11.5	7.4
Girard Ave & 8th	Trolley	57.1	24.7	11.1	7.1
Girard Ave & Belmont Ave	Trolley	64.6	22.9	7.5	4.9
Girard Ave & Berks St	Trolley	36.5	33.5	19.1	11.0
Girard Ave & Columbia Ave	Trolley	37.6	33.8	18.3	10.4
Girard Ave & Corinthian Ave	Trolley	47.9	27.3	11.3	13.5
Girard Ave & Frankford Ave	Trolley	40.3	33.8	18.1	7.9
Girard Ave & Front St	Trolley	41.3	33.5	17.7	7.6
Girard Ave & Palmer St	Trolley	36.7	33.9	19.0	10.4
Girard Ave & Richmond St	Trolley	39.7	32.2	15.7	12.3
Girard Ave & Ridge Ave	Trolley	54.9	26.7	9.3	9.2
Girard Ave & Broad St	Trolley	60.7	26.1	7.6	5.6
Girard Ave & Front St	Trolley	41.3	33.4	17.6	7.8
Gladstone	RR	29.8	31.0	20.3	19.0
Glenolden	RR	24.3	30.7	24.1	20.9
Glenside	RR	15.2	24.0	25.1	35.8

Transit Zone	Type	% Income below 25K	% Income 25-50K	% Income 50-75K	% Income 75K+
Gravers	RR	14.3	23.1	19.3	43.3
Gulph Mills	NL	8.2	15.9	19.8	56.1
Gwynedd Valley	RR	7.0	18.5	16.2	58.3
Haddonfield	PATCO	13.9	16.4	14.5	55.2
Hamilton	NEC	13.5	8.4	40.4	37.8
Hatboro	RR	28.9	29.7	19.8	21.5
Haverford	RR	17.9	19.8	20.4	41.9
Haverford	NL	21.0	18.3	16.0	44.7
Highland	RR	14.8	19.2	17.6	48.5
Highland Ave	RR	49.3	32.2	11.5	7.0
Hilltop Rd	ML, SHL	32.2	35.1	17.3	15.5
Holmesburg Junction	RR	36.0	34.1	17.2	12.7
Huey Ave	ML	19.0	27.2	19.9	33.9
Hughes Park	NL	12.2	29.2	25.3	33.4
Hunting Park	Subway	48.1	29.5	13.2	9.2
Huntingdon	Subway	66.4	23.2	6.4	3.9
Irvington Rd	ML, SHL	18.6	23.8	19.5	38.1
Island Ave	Trolley	42.8	31.5	16.8	9.0
Ivy Ridge	RR	23.7	29.5	21.2	25.6
Jackson St	ML	26.9	30.4	18.8	23.8
Jenkintown-Wyncote	RR	18.4	25.8	20.1	35.7
King Manor	NL	12.8	25.0	30.3	31.9
Lamokin	RR	54.8	28.0	10.8	6.3
Langhorne	RR	25.5	29.2	20.9	24.4
Lansdale	RR	22.1	37.1	21.7	19.2
Lansdowne	RR	24.7	31.0	21.8	22.5
Lansdowne Ave	ML, SHL	23.2	29.5	18.5	28.7
Lawndale	RR	30.4	31.9	19.2	18.5
Leamy Ave	ML	12.8	19.4	28.9	38.9
Levittown	RR	29.1	27.2	21.8	21.9
Lindenwold	ACL	23.0	30.7	25.2	21.1
Lindenwold	PATCO	23.0	30.7	25.2	21.1
Link Belt	RR	8.5	18.6	23.5	49.3
Logan	Subway	44.0	30.9	15.9	9.2
Lombard-South	Subway	38.7	28.6	13.7	19.1
Magnolia Ave	SHL	23.7	30.2	27.3	18.8
Main St	RR	38.0	36.2	15.2	10.5
Malvern	RR	16.4	27.2	20.7	35.7
Manayunk	RR	26.9	28.1	19.6	25.4
Manchester Ave	ML	24.2	29.3	17.2	29.3
Marcus Hook	RR	35.5	31.7	22.7	10.1
Margaret-Orthodox	Subway	50.9	28.0	11.7	9.5
Market East	RR	47.5	25.2	11.6	15.7
Marshall Rd	SHL	21.3	32.9	21.8	24.0
Matsonford	NL	5.0	9.4	15.7	69.9
Meadowbrook	RR	24.9	13.6	12.1	49.4
Media	RR	27.1	27.8	18.7	26.5

Transit Zone	Type	% Income below 25K	% Income 25-50K	% Income 50-75K	% Income 75K+
Media	ML	26.4	30.0	19.4	24.2
Melrose Park	RR	20.4	22.4	23.3	33.9
Merion	RR	7.4	15.1	17.7	59.8
Millbourne	Subway	44.3	28.5	16.6	10.6
Miquon	RR	10.8	18.0	10.1	61.1
Monroe St	ML	26.5	30.3	18.4	24.8
Morton	RR	21.1	28.4	23.9	26.7
Mount Airy	RR	21.3	26.8	19.1	32.9
Mount Moriah	Trolley	48.9	29.1	14.0	8.0
Moylan-Rose Valley	RR	13.0	20.9	20.5	45.6
Narberth	RR	13.4	22.5	20.7	43.3
Neshaminy Falls	RR	20.6	27.5	26.8	25.1
New Britain	RR	12.3	23.5	25.8	38.4
Newark	RR	43.6	27.3	16.3	12.8
Noble	RR	13.5	29.3	19.8	37.4
Norristown Trans Center	RR	44.9	32.1	13.3	9.8
Norristown Trans Center	NL	44.9	32.1	13.3	9.8
Norristown, Elm St	RR	37.3	34.5	17.5	10.7
North Broad	RR	64.3	24.4	6.8	4.5
North Hills	RR	15.1	28.3	21.7	35.0
North Philadelphia	RR	63.3	23.3	7.8	5.7
North Philadelphia	Subway	64.2	22.1	7.8	5.9
North St	SHL	22.9	30.9	27.9	18.4
North Wales	RR	16.0	30.8	28.0	25.2
Norwood	RR	25.3	30.1	26.2	18.5
Oakview	SHL	25.0	33.5	21.3	20.2
Olive St	ML	26.8	30.3	19.1	23.8
Olney	Subway	45.5	31.1	15.4	8.0
Olney	RR	41.4	32.3	14.8	11.6
Oregon	Subway	38.0	29.4	18.2	14.4
Oreland	RR	17.5	31.9	19.3	31.3
Overbrook	RR	31.4	20.2	16.0	32.4
Overbrook (end of Line)	Trolley	36.5	28.4	18.3	16.9
Paoli	RR	17.7	23.4	16.4	42.5
Paper Mill Rd	ML	12.4	22.9	16.7	48.0
Parkview	NL	26.8	33.8	21.6	17.9
Pattison	Subway	29.7	29.5	17.0	23.8
Penfield	NL	10.5	15.6	16.2	57.8
Penllyn	RR	13.8	26.4	21.2	38.6
Penn St	SHL	32.2	29.7	20.4	17.8
Pennbrook	RR	18.6	35.8	27.7	18.0
Penrose Plaza Shopping Center	Trolley	41.4	29.9	18.9	9.8
Philmont	RR	23.9	27.9	21.2	27.1
Pine Ridge Rd	ML	9.6	13.9	15.5	61.0
Poplar & 26th	Trolley	37.8	26.3	15.8	20.1
Poplar & Stillman	Trolley	38.0	26.4	15.9	19.7
Primos	RR	25.4	29.8	23.0	21.8

Transit Zone	Type	% Income below 25K	% Income 25-50K	% Income 50-75K	% Income 75K+
Princeton	NEC	25.4	15.7	16.8	42.2
Princeton Junction	NEC	5.8	14.8	10.7	68.7
Prospect Park	RR	23.8	31.4	25.6	19.2
Providence Rd	SHL	25.6	28.8	25.3	20.3
Queen Lane	RR	48.3	25.2	13.0	13.5
Race-Vine	Subway	46.8	25.9	14.0	11.4
Radnor	RR	13.8	12.3	17.3	56.7
Radnor	NL	7.1	8.3	17.2	67.4
Richmond & Allegheny	Trolley	42.0	28.8	17.8	11.4
Richmond & Cambria	Trolley	42.9	30.8	15.4	10.9
Richmond & Clearfield	Trolley	42.8	28.7	17.0	11.5
Richmond & Cumberland	Trolley	39.8	32.3	16.5	11.4
Richmond & Huntingdon	Trolley	43.1	31.1	15.1	10.6
Richmond & Indiana	Trolley	44.2	28.6	16.1	11.2
Richmond & Lehigh	Trolley	44.9	30.9	13.8	10.4
Richmond & Somerset	Trolley	44.2	30.7	14.3	10.8
Richmond & Westmoreland	Trolley	43.1	27.2	18.8	10.9
Richmond & Ann	Trolley	43.8	29.4	15.8	11.1
Ridley Park	RR	24.0	27.6	23.7	24.6
Rosemont	RR	27.8	21.9	20.1	30.3
Rosemont	NL	28.0	24.4	20.8	26.8
Roslyn	RR	17.8	24.2	25.7	32.4
Rydal	RR	10.4	19.3	18.2	52.1
Ryers	RR	32.2	30.8	19.2	17.8
Saxer Ave	ML	12.7	17.4	29.9	40.0
Scenic Rd	ML	17.8	24.6	20.7	37.0
School Lane	ML	20.0	27.2	20.3	32.6
Secane	RR	22.1	34.7	24.0	19.1
Sedgwick	RR	25.7	27.4	19.8	37.0
Sharon Hill	RR	30.2	33.9	21.5	14.4
Sharon Hill	SHL	27.9	34.8	23.0	14.3
Shisler Ave	SHL	27.7	28.3	24.0	19.9
Snyder	Subway	46.7	28.2	15.6	9.6
Somerset	Subway	68.2	22.5	5.7	3.6
Somerton	RR	27.6	28.3	19.6	24.6
South College & Poplar/24th	Trolley	37.4	26.2	15.8	20.6
Spring Garden	Subway	32.6	30.1	17.5	19.8
Spring Garden (Broad St)	Subway	45.7	27.7	13.0	13.6
Spring Mill	RR	17.8	27.2	26.1	28.9
Springfield Mall	ML	13.3	26.3	15.8	44.6
Springfield Rd	ML	13.8	19.3	25.9	41.1
Springfield Rd	SHL	31.5	28.6	21.5	18.4
St Davids	RR	17.0	17.9	15.8	49.3
St Martins	RR	15.4	17.6	18.2	48.9
Stadium	NL	20.3	17.5	14.0	48.3
Stenton	RR	29.5	28.2	20.1	22.2
Strafford	RR	22.8	22.2	13.1	41.9

Transit Zone	Type	% Income below 25K	% Income 25-50K	% Income 50-75K	% Income 75K+
Suburban Station	RR	38.2	27.6	14.4	19.8
Susquehanna-Dauphin	Subway	64.7	23.2	8.2	3.9
Swarthmore	RR	15.5	16.8	20.7	47.1
Tacony	RR	39.1	32.8	16.2	11.8
Tasker-Morris	Subway	53.4	25.7	12.2	8.7
Temple University	RR	66.4	20.0	7.6	6.0
Thompson Ave	ML	14.4	27.9	18.1	39.6
Thorndale	RR	10.1	22.8	32.5	34.6
Tioga	Subway	55.2	27.5	11.7	5.6
Torresdale	RR	26.7	28.8	23.3	21.2
Trenton	RR	52.7	25.9	12.4	9.1
Trenton	NEC	52.7	25.9	12.4	9.1
Trevose	RR	16.6	39.3	26.1	18.1
Tulpehocken	RR	43.9	28.2	13.6	14.3
University City	RR	36.9	22.3	15.0	25.8
Upsal	RR	30.3	32.5	14.6	22.6
Veterans Square	ML	26.6	30.2	19.3	24.0
Villanova	RR	10.3	11.5	16.4	61.8
Villanova	NL	13.6	11.5	14.6	60.3
Wallingford	RR	5.4	17.6	9.6	67.5
Walnut St	ML, SHL	36.9	32.0	17.3	13.9
Walnut-Locust	Subway	38.6	27.9	13.2	20.3
Walter Rand / Broadway	PATCO	66.9	21.4	9.1	2.7
Warminster	RR	28.2	32.2	23.9	15.8
Washington Lane	RR	41.4	29.2	17.2	12.2
Wayne	RR	11.4	25.2	11.7	51.8
Wayne Junction	RR	46.0	28.0	14.9	11.1
West Overbrook	NL	13.8	25.7	20.5	40.1
West Trenton	RR	16.0	25.9	25.1	33.0
Westmont	PATCO	19.6	27.5	23.4	29.6
Whitford	RR	4.3	21.4	24.6	49.7
Willow Grove	RR	19.8	33.3	20.8	26.1
Wilmington	RR	65.8	19.4	8.1	6.7
Wissahickon	RR	28.0	31.1	17.9	23.0
Wissinoming	RR	42.9	33.9	14.1	9.1
Wister	RR	48.4	32.3	11.3	8.0
Woodbourne	RR	7.1	16.5	24.6	51.9
Woodcrest	PATCO	13.1	24.6	25.0	37.3
Woodland Ave	ML	12.8	21.9	26.8	38.6
Wyndmoor	RR	16.7	28.8	20.3	34.2
Wynnefield Ave	RR	35.1	29.9	17.7	17.4
Wynnefield Rd	NL	14.9	23.3	24.4	37.5
Wynnewood	RR	12.7	18.6	12.7	56.0
Wyoming	Subway	47.3	28.4	14.5	9.8
Yardley	RR	12.1	20.2	22.0	45.7
York-Dauphin	Subway	60.4	26.0	10.0	3.7

Source: Reconnecting America 2000.

Table A7: Journey-to-Work

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
11th St	Subway	7,337	1,510	1,383	3,914	102
12th St & 13th St	PATCO	12,805	2,962	2,232	6,507	331
13th St	Subway	8,099	1,585	1,520	4,447	109
13th St	Trolley	8,406	1,645	1,582	4,617	115
15th St	Subway	9,200	1,860	1,760	4,904	154
15th St	Trolley	9,275	1,875	1,771	4,945	156
15th St & 16th St	PATCO	15,089	3,224	2,837	7,631	513
19th St	Trolley	10,415	2,327	1,898	5,172	344
22nd St	Trolley	8,573	1,891	1,615	4,113	400
2nd St	Subway	4,464	1,745	1,284	1,106	66
30th St	RR/ACL	4,008	997	886	1,770	102
30th St	Subway	4,369	978	797	2,147	156
30th St	Trolley	4,402	983	797	2,167	160
33rd St	Trolley	3,966	831	735	2,014	109
34th St	Subway	4,686	1,068	911	2,261	143
36th St	Trolley	5,562	1,190	1,103	2,752	175
37th St	Trolley	4,219	362	528	2,884	162
40th St	Subway	6,684	1,409	1,799	2,996	196
40th St	Trolley	3,891	1,458	1,755	581	59
40th St Portal	Trolley	6,490	1,088	1,448	3,314	338
46th St	Subway	6,017	2,065	2,500	1,078	130
49th St	RR	7,118	2,967	3,171	563	186
49th St & Woodland Ave	Trolley	3,961	1,500	1,874	367	89
49th St & Chester Ave	Trolley	7,362	3,002	3,213	685	228
49th St & Baltimore Ave	Trolley	8,636	3,847	3,586	682	246
52nd St	Subway	5,731	2,476	2,857	319	21
52nd St	Trolley	3,757	1,882	1,575	193	3
56th St	Subway	6,232	2,682	3,081	391	13
58th St	Trolley	5,215	2,618	2,359	181	2
5th St	Subway	5,917	2,095	1,542	1,780	81
60th St	Subway	5,903	2,765	2,800	280	8
61st St	Trolley	3,196	1,991	1,086	51	24
62nd St & Woodland Ave	Trolley	4,044	2,194	1,583	158	15
62nd St & Elmwood	Trolley	4,118	2,349	1,504	150	11
63rd St	Subway	5,205	2,777	2,072	274	4
69th St Terminal	Subway	4,383	2,770	1,148	368	10
8th St & Market St	PATCO	6,534	1,789	1,395	2,824	96
8th St & Market St	Subway	6,534	1,789	1,395	2,824	96
9th St and 10th St	PATCO	12,055	3,229	2,252	5,566	322
Airport Terminal A	RR	14	13	0	0	0
Airport Terminal B	RR	13	12	0	0	0
Airport Terminal C & D	RR	12	11	0	0	0
Airport Terminal E	RR	4	4	0	0	0
Allegheny	RR	3,925	1,983	1,713	159	11
Allegheny & Broad	Subway	2,946	1,201	1,423	235	0

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
Allegheny & Kensington	Subway	5,089	2,633	1,762	518	0
Allen Lane	RR	2,825	1,974	601	77	7
Ambler	RR	2,207	1,871	164	98	12
Andrews Ave	SHL	3,525	2,999	268	169	0
Angora	RR	5,564	2,828	2,502	123	18
Ardmore	RR	2,716	2,023	366	198	21
Ardmore Ave	NL	1,745	1,420	153	75	18
Ardmore Junction	NL	2,704	2,281	212	97	19
Ardsley	RR	2,673	2,314	145	99	0
Aronimink	ML	3,586	3,106	292	65	3
Ashland	PATCO	911	736	123	10	0
Atco	ACL	577	505	30	15	1
Bala	RR	2,312	1,695	464	75	5
Baltimore Pike	SHL	3,779	3,224	334	137	7
Bartram Ave	SHL	3,278	2,826	263	102	0
Beatty Rd	ML	1,325	1,059	125	89	2
Beechwood-Brookline	NL	2,575	2,255	179	34	7
Berks	Subway	4,639	2,522	1,331	551	60
Berwyn	RR	840	692	65	6	0
Bethayres	RR	674	591	38	14	0
Beverly Hills	ML, SHL	4,074	3,125	674	138	0
Bowling Green	ML	1,719	1,357	160	137	5
Bridesberg	RR	3,178	2,241	765	118	31
Bridgeport	NL	1,646	1,340	98	130	31
Bristol	RR	2,005	1,704	49	187	2
Bryn Mawr	RR	1,966	1,173	202	473	20
Bryn Mawr	NL	1,889	1,321	279	186	18
Bywood	ML, SHL	6,096	4,420	1,171	307	1
Callahan Ave	Trolley	3,750	2,595	977	131	16
Carpenter	RR	4,208	2,831	1,094	95	1
Cecil B Moore	Subway	3,891	1,350	1,379	1,029	0
Chalfont	RR	933	884	10	10	0
Cheltenham	RR	3,704	2,804	669	166	9
Chelton Ave	RR	3,843	2,162	1,241	194	52
Cherry Hill	ACL	352	310	27	4	0
Chester Transportation Center	RR	1,131	831	204	83	0
Chestnut Hill East	RR	1,261	858	202	83	3
Chestnut Hill West	RR	1,819	1,160	365	152	14
Chinatown	Subway	2,212	738	604	707	71
Church	Subway	3,091	1,571	1,083	352	8
Churchmans Crossing	RR	1,411	1,324	30	35	0
City Hall	Subway	8,973	1,766	1,700	4,897	132
City Hall (Camden)	PATCO	1,281	677	352	218	2
Claymont	RR	206	174	22	5	1
Clifton-Aldan	RR	3,174	2,697	287	115	8
Clifton-Aldan	SHL	3,174	2,697	287	115	8

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
Collingdale	SHL	3,492	2,953	250	213	0
Collingswood	PATCO	3,329	2,680	425	120	19
Colmar	RR	703	663	16	4	1
Congress Ave	ML, SHL	3,246	2,560	492	83	0
Conshohocken	RR	1,579	1,336	68	113	24
Cornwells Heights	RR	669	554	42	43	0
County Line	NL	488	389	38	23	0
Crestmont	RR	2,245	1,835	239	96	1
Croydon	RR	1,609	1,489	46	35	10
Crum Lynne	RR	1,989	1,700	134	115	8
Curtis Park	RR	2,310	1,928	251	91	11
Cynwyd	RR	1,505	1,195	183	40	4
Darby	RR	3,781	2,748	851	123	7
Darby Terminal	Trolley	3,403	2,453	679	209	4
Daylesford	RR	781	649	46	5	0
Delaware Valley College	RR	567	449	13	85	0
Devon	RR	1,105	874	136	20	0
Downingtown	RR	1,445	1,340	40	42	10
Doylestown	RR	1,502	1,268	54	115	0
Drexel Hill Junction	ML, SHL	3,558	3,096	302	56	8
Drexel Manor	SHL	4,258	3,731	359	69	8
Drexel Park	ML, SHL	2,842	2,410	279	64	0
Drexelbrook	ML	3,414	2,933	331	49	6
Drexeline	ML	2,289	2,005	195	29	2
East Falls	RR	3,458	2,215	604	493	33
Eastwick	RR	371	278	79	8	0
Eddington	RR	787	689	40	19	0
Eddystone	RR	1,011	895	54	40	0
Edgemont St	ML	2,485	1,958	215	227	9
Elkins Park	RR	1,789	1,422	187	74	7
Ellsworth-Federal	Subway	7,442	3,182	2,318	1,180	458
Elmwood District	Trolley	3,942	2,732	1,030	144	14
Elwyn	RR	438	394	18	13	0
Erie	Subway	4,173	2,075	1,790	244	15
Erie-Torresdale	Subway	3,563	2,225	840	417	3
Exton	RR	669	604	28	6	0
Fairfield Ave	ML, SHL	5,597	3,741	1,306	404	8
Fairmount	Subway	3,823	1,446	1,411	645	190
Fern Rock Trans Center	RR	5,898	3,626	1,867	254	11
Fern Rock Trans Center	Subway	5,250	3,080	1,817	219	8
Fernwood-Yeadon	RR	2,739	2,122	417	119	28
Ferry Ave	PATCO	2,358	1,785	338	155	9
Folcroft	RR	3,079	2,623	215	147	10
Forest Hills	RR	2,584	2,111	351	29	4
Fort Washington	RR	635	512	63	15	0
Fortuna	RR	806	746	37	8	1

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
Fox Chase	RR	3,438	2,550	585	244	4
Frankford Transportation Cntr	Subway	5,647	3,459	1,824	248	8
Garrett Hill	NL	1,760	1,225	189	262	4
Garrettford	SHL	4,015	3,509	334	69	8
Germantown	RR	3,321	1,996	1,015	149	20
Girard Ave & Lancaster Ave	Trolley	2,414	1,155	971	184	15
Girard Ave & 11th St	Trolley	3,882	1,263	1,129	391	13
Girard Ave & 12th St	Trolley	2,847	1,154	1,179	407	14
Girard Ave & 16th St	Trolley	3,968	1,562	1,597	562	147
Girard Ave & 17th St	Trolley	4,166	1,718	1,600	567	174
Girard Ave & 19th St	Trolley	4,822	2,107	1,707	666	209
Girard Ave & 20th St	Trolley	5,362	2,460	1,779	764	206
Girard Ave & 26th St	Trolley	7,092	3,317	2,410	848	262
Girard Ave & 27th St	Trolley	6,715	3,115	2,340	779	244
Girard Ave & 28th St	Trolley	6,189	2,868	2,221	680	200
Girard Ave & 29th St	Trolley	5,368	2,528	1,964	535	149
Girard Ave & 2nd St	Trolley	3,212	1,895	786	290	155
Girard Ave & 31st St	Trolley	3,779	1,799	1,511	287	76
Girard Ave & 34th St	Trolley	718	316	374	26	0
Girard Ave & 39th St	Trolley	1,646	645	869	125	3
Girard Ave & 3rd St	Trolley	3,034	1,736	752	306	144
Girard Ave & 40th St	Trolley	2,052	831	1,027	170	4
Girard Ave & 41st St	Trolley	2,181	893	1,054	194	4
Girard Ave & 42nd St	Trolley	2,228	905	1,047	228	7
Girard Ave & 51st St	Trolley	3,541	1,645	1,509	268	13
Girard Ave & 52nd St	Trolley	4,389	2,065	1,898	294	11
Girard Ave & 54th St	Trolley	5,347	2,620	2,261	300	19
Girard Ave & 56th St	Trolley	6,317	3,067	2,740	341	37
Girard Ave & 57th St	Trolley	6,579	3,193	2,869	352	36
Girard Ave & 59th St	Trolley	6,797	3,394	2,940	346	35
Girard Ave & 5th St	Trolley	3,029	1,531	941	346	117
Girard Ave & 60th St	Trolley	6,856	3,569	2,830	332	35
Girard Ave & 61st St	Trolley	6,821	3,639	2,743	320	36
Girard Ave & 63rd St	Trolley	6,024	3,314	2,350	253	36
Girard Ave & 7th	Trolley	3,304	1,646	1,155	346	89
Girard Ave & 8th	Trolley	3,071	1,487	1,120	346	60
Girard Ave & Belmont Ave	Trolley	2,210	891	1,039	224	10
Girard Ave & Berks St	Trolley	4,023	2,546	976	352	83
Girard Ave & Columbia Ave	Trolley	3,579	2,209	946	262	110
Girard Ave & Corinthian Ave	Trolley	5,739	2,690	1,824	844	208
Girard Ave & Frankford Ave	Trolley	3,054	1,869	784	173	161
Girard Ave & Front St	Trolley	3,179	1,933	793	212	168
Girard Ave & Palmer St	Trolley	3,705	2,310	944	296	101
Girard Ave & Richmond St	Trolley	2,849	1,770	682	299	45
Girard Ave & Ridge Ave	Trolley	4,546	1,956	1,643	617	209
Girard Ave & Broad St	Trolley	3,454	1,323	1,467	488	83

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
Girard Ave & Front St	Trolley	3,220	1,954	794	229	167
Gladstone	RR	2,974	2,430	351	111	16
Glenolden	RR	3,082	2,733	142	125	11
Glenside	RR	2,816	2,219	292	167	1
Gravers	RR	1,748	1,175	340	108	6
Gulph Mills	NL	623	551	29	1	0
Gwynedd Valley	RR	368	316	10	17	0
Haddonfield	PATCO	1,879	1,420	291	81	0
Hamilton	NEC	285	277	6	1	1
Hatboro	RR	2,043	1,795	84	107	1
Haverford	RR	1,604	1,192	173	131	5
Haverford	NL	950	681	101	107	3
Highland	RR	1,185	753	240	103	12
Highland Ave	RR	1,749	1,258	370	47	0
Hilltop Rd	ML, SHL	5,258	3,923	935	224	1
Holmesburg Junction	RR	2,224	1,645	432	95	15
Huey Ave	ML	3,444	2,996	293	62	8
Hughes Park	NL	581	531	21	2	0
Hunting Park	Subway	3,993	1,996	1,807	140	11
Huntingdon	Subway	3,406	1,720	1,116	443	21
Irvington Rd	ML, SHL	3,098	2,658	281	58	5
Island Ave	Trolley	4,181	2,678	1,291	162	27
Ivy Ridge	RR	1,735	1,427	179	76	3
Jackson St	ML	2,915	2,313	239	273	10
Jenkintown-Wyncote	RR	2,033	1,591	261	108	0
King Manor	NL	789	736	16	3	0
Lamokin	RR	1,808	1,277	419	61	0
Langhorne	RR	1,274	1,080	42	95	4
Lansdale	RR	2,908	2,522	98	168	14
Lansdowne	RR	3,097	2,400	489	117	12
Lansdowne Ave	ML, SHL	3,008	2,438	408	74	0
Lawndale	RR	3,633	2,793	570	181	7
Leamy Ave	ML	1,845	1,612	105	46	0
Levittown	RR	623	590	13	11	1
Lindenwold	ACL	1,188	918	172	57	7
Lindenwold	PATCO	1,188	918	172	57	7
Link Belt	RR	571	537	11	3	1
Logan	Subway	5,172	2,781	1,909	369	28
Lombard-South	Subway	14,657	3,799	2,871	6,664	567
Magnolia Ave	SHL	3,073	2,666	278	48	3
Main St	RR	4,080	2,811	510	638	0
Malvern	RR	1,187	1,028	69	50	0
Manayunk	RR	4,263	3,203	649	274	5
Manchester Ave	ML	2,085	1,640	188	181	7
Marcus Hook	RR	1,319	1,200	52	57	4
Margaret-Orthodox	Subway	4,830	2,527	1,825	323	15

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
Market East	RR	6,262	1,194	1,207	3,445	63
Marshall Rd	SHL	4,511	3,970	369	75	8
Matsonford	NL	600	502	45	3	0
Meadowbrook	RR	512	433	29	7	0
Media	RR	1,970	1,571	162	172	3
Media	ML	2,579	2,065	200	230	9
Melrose Park	RR	2,640	1,966	474	71	7
Merion	RR	1,818	1,287	284	103	1
Millbourne	Subway	3,835	2,272	1,235	251	7
Miquon	RR	243	202	18	5	0
Monroe St	ML	2,767	2,186	234	257	10
Morton	RR	2,351	2,071	165	47	15
Mount Airy	RR	3,326	2,281	802	83	15
Mount Moriah	Trolley	3,836	2,191	1,401	132	13
Moylan-Rose Valley	RR	1,095	890	124	23	0
Narberth	RR	2,845	2,105	414	137	19
Neshaminy Falls	RR	944	868	31	11	7
New Britain	RR	803	670	13	84	2
Newark	RR	1,283	796	43	344	34
Noble	RR	1,542	1,251	145	74	8
Norristown Trans Center	RR	2,523	1,580	356	491	0
Norristown Trans Center	NL	2,523	1,580	356	491	0
Norristown, Elm St	RR	4,850	3,541	551	629	0
North Broad	RR	3,726	1,580	1,686	400	12
North Hills	RR	1,427	1,251	114	24	4
North Philadelphia	RR	3,604	1,458	1,797	297	7
North Philadelphia	Subway	3,315	1,291	1,620	329	1
North St	SHL	3,103	2,691	276	50	2
North Wales	RR	1,670	1,525	55	50	4
Norwood	RR	3,545	3,158	169	127	19
Oakview	SHL	4,506	3,956	355	99	6
Olive St	ML	2,800	2,228	223	261	10
Olney	Subway	4,817	2,546	1,853	320	4
Olney	RR	6,159	3,926	1,766	329	4
Oregon	Subway	8,351	5,431	2,145	652	23
Oreland	RR	1,436	1,320	71	25	0
Overbrook	RR	2,962	1,963	628	206	11
Overbrook (end of Line)	Trolley	5,186	3,297	1,527	180	51
Paoli	RR	952	774	54	45	0
Paper Mill Rd	ML	748	555	44	96	0
Parkview	NL	3,389	2,689	476	144	3
Pattison	Subway	841	661	141	22	0
Penfield	NL	2,290	1,935	207	20	11
Penllyn	RR	564	470	18	13	15
Penn St	SHL	3,522	2,993	314	130	8
Pennbrook	RR	1,471	1,311	52	62	4

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
Penrose Plaza Shopping Center	Trolley	1,579	1,173	344	22	0
Philmont	RR	1,283	1,114	130	6	0
Pine Ridge Rd	ML	625	535	41	14	0
Poplar & 26th	Trolley	7,402	3,551	2,235	997	302
Poplar & Stillman	Trolley	7,129	3,413	2,202	932	290
Primos	RR	2,978	2,595	259	72	8
Princeton	NEC	868	401	65	304	32
Princeton Junction	NEC	503	357	107	9	0
Prospect Park	RR	3,444	3,062	173	148	16
Providence Rd	SHL	3,053	2,641	273	61	4
Queen Lane	RR	3,479	2,027	1,092	174	37
Race-Vine	Subway	2,782	749	588	1,298	51
Radnor	RR	604	409	71	65	1
Radnor	NL	569	323	49	152	1
Richmond & Allegheny	Trolley	4,122	2,873	721	413	37
Richmond & Cambria	Trolley	3,757	2,645	687	350	30
Richmond & Clearfield	Trolley	4,364	3,051	781	421	36
Richmond & Cumberland	Trolley	3,007	1,951	670	298	31
Richmond & Huntingdon	Trolley	2,661	1,835	530	231	23
Richmond & Indiana	Trolley	4,166	2,946	756	378	34
Richmond & Lehigh	Trolley	2,728	1,894	540	233	20
Richmond & Somerset	Trolley	3,234	2,261	609	299	22
Richmond & Westmoreland	Trolley	3,504	2,465	579	350	32
Richmond & Ann	Trolley	4,024	2,844	737	366	32
Ridley Park	RR	2,605	2,264	179	73	21
Rosemont	RR	1,827	1,309	254	186	1
Rosemont	NL	1,931	1,393	305	143	10
Roslyn	RR	2,124	1,876	129	62	8
Rydal	RR	621	522	56	13	0
Ryers	RR	3,285	2,598	455	171	3
Saxer Ave	ML	2,217	1,957	128	45	0
Scenic Rd	ML	1,797	1,646	101	15	0
School Lane	ML	3,459	3,011	286	65	5
Secane	RR	2,690	2,307	291	59	3
Sedgwick	RR	4,040	2,806	1,026	91	13
Sharon Hill	RR	2,427	2,000	243	149	2
Sharon Hill	SHL	2,724	2,284	220	174	2
Shisler Ave	SHL	3,022	2,593	269	89	7
Snyder	Subway	10,936	6,190	3,356	1,009	78
Somerset	Subway	3,950	1,922	1,379	487	9
Somerton	RR	2,657	2,166	311	71	0
South College & Poplar/24th	Trolley	7,913	3,837	2,264	1,127	329
Spring Garden	Subway	2,286	1,167	575	309	115
Spring Garden (Broad St)	Subway	3,979	1,529	1,023	1,050	221
Spring Mill	RR	1,087	962	38	61	0
Springfield Mall	ML	979	815	64	32	0

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
Springfield Rd	ML	2,093	1,908	109	20	0
Springfield Rd	SHL	3,285	2,783	302	120	9
St Davids	RR	1,071	718	121	145	7
St Martins	RR	1,573	1,002	373	90	10
Stadium	NL	1,546	778	109	568	9
Stenton	RR	4,515	3,053	1,313	88	0
Strafford	RR	1,560	1,221	213	41	0
Suburban Station	RR	8,228	1,707	1,575	4,297	165
Susquehanna-Dauphin	Subway	4,586	1,656	1,813	1,012	12
Swarthmore	RR	1,774	769	177	673	6
Tacony	RR	2,676	1,871	546	194	0
Tasker-Morris	Subway	9,266	4,559	3,038	1,087	241
Temple University	RR	3,392	1,147	1,074	1,061	6
Thompson Ave	ML	1,054	917	56	19	0
Thorndale	RR	420	381	12	14	0
Tioga	Subway	4,292	2,589	1,097	500	0
Torresdale	RR	2,066	1,755	219	46	0
Trenton	RR	2,966	2,022	525	290	0
Trenton	NEC	2,966	2,022	525	290	0
Trevose	RR	1,228	1,113	48	25	0
Tulpehocken	RR	3,899	2,404	1,092	160	40
University City	RR	2,727	575	336	1,458	137
Upsal	RR	4,404	2,822	1,221	177	0
Veterans Square	ML	2,696	2,152	211	246	10
Villanova	RR	971	432	60	422	6
Villanova	NL	738	393	55	236	3
Wallingford	RR	854	705	80	17	0
Walnut St	ML, SHL	6,652	4,600	1,440	414	6
Walnut-Locust	Subway	14,223	3,074	2,570	7,333	406
Walter Rand / Broadway	PATCO	1,372	743	413	190	0
Warminster	RR	1,423	1,304	36	46	12
Washington Lane	RR	3,968	2,421	1,430	54	16
Wayne	RR	1,315	1,116	119	37	0
Wayne Junction	RR	4,417	2,374	1,784	155	6
West Overbrook	NL	2,260	1,870	224	40	8
West Trenton	RR	452	425	11	3	1
Westmont	PATCO	2,142	1,678	338	54	0
Whitford	RR	493	448	16	7	0
Willow Grove	RR	2,195	1,936	117	86	1
Wilmington	RR	1,513	858	366	254	3
Wissahickon	RR	3,014	2,310	488	92	14
Wissinoming	RR	2,504	1,799	516	106	14
Wister	RR	3,488	1,908	1,135	325	15
Woodbourne	RR	477	438	13	8	0
Woodcrest	PATCO	932	781	104	8	0
Woodland Ave	ML	1,580	1,383	86	39	0

Transit Zone	Type	Total Number of Workers	Commuters by Car	Commuters by Public Transit	Commuters by Walking	Commuters by Bicycle
Wyndmoor	RR	3,305	2,160	832	126	10
Wynnefield Ave	RR	3,195	2,100	906	89	0
Wynnefield Rd	NL	3,195	2,742	226	91	11
Wynnewood	RR	1,405	1,049	196	48	13
Wyoming	Subway	5,057	2,613	2,112	243	25
Yardley	RR	955	834	50	14	4
York-Dauphin	Subway	3,600	1,749	1,154	510	21

Source: Reconnecting America 2000.

Table A9: Journey-to-Work, Part II

Transit Zone	Type	Commuters by Motorcycle	Commuters by Other Means	Workers Who Work at Home	% Commuters by Transit	% Commuters by Transit/ biking/ walking
11th St	Subway	12	64	353	18.85	73.58
12th St & 13th St	PATCO	33	122	619	17.43	70.83
13th St	Subway	9	72	358	18.76	75.01
13th St	Trolley	7	74	367	18.82	75.11
15th St	Subway	3	81	439	19.13	74.09
15th St	Trolley	4	81	443	19.1	74.09
15th St & 16th St	PATCO	27	130	727	18.8	72.78
19th St	Trolley	3	110	560	18.23	71.19
22nd St	Trolley	8	79	466	18.83	71.48
2nd St	Subway	0	7	256	28.77	55.01
30th St	RR/ACL	4	25	224	22.11	68.82
30th St	Subway	8	37	246	18.23	70.94
30th St	Trolley	8	40	247	18.1	70.98
33rd St	Trolley	0	36	241	18.54	72.07
34th St	Subway	0	39	264	19.45	70.74
36th St	Trolley	0	33	308	19.82	72.46
37th St	Trolley	16	5	262	12.51	84.71
40th St	Subway	4	50	230	26.92	74.68
40th St	Trolley	0	6	32	45.11	61.57
40th St Portal	Trolley	16	77	208	22.32	78.59
46th St	Subway	0	90	153	41.55	61.64
49th St	RR	0	54	178	44.55	55.07
49th St	Trolley	0	22	109	47.31	58.83
49th St	Trolley	0	56	177	43.64	56.05
49th St	Trolley	0	79	196	41.52	52.27
52nd St	Subway	0	3	56	49.85	55.77
52nd St	Trolley	0	16	88	41.93	47.15
56th St	Subway	0	15	49	49.44	55.93
58th St	Trolley	0	30	25	45.24	48.75
5th St	Subway	11	35	372	26.06	57.52
60th St	Subway	0	34	15	47.44	52.32
61st St	Trolley	0	6	37	34	36.32
62nd St & Woodland Ave	Trolley	8	31	54	39.15	43.43
62nd St & Elmwood	Trolley	0	35	68	36.53	40.43
63rd St	Subway	0	64	14	39.81	45.15
69th St Terminal	Subway	0	21	65	26.2	34.83
8th St & Market St	PATCO	11	56	363	21.35	66.03
8th St & Market St	Subway	11	56	363	21.35	66.03
9th St and 10th St	PATCO	20	96	570	18.68	67.52
Airport Terminal A	RR	0	0	0	2.34	4.68
Airport Terminal B	RR	0	0	0	2.34	4.68
Airport Terminal C & D	RR	0	0	0	2.34	4.68
Airport Terminal E	RR	0	0	0	2.34	4.68
Allegheny	RR	3	10	46	43.64	47.98
Allegheny & Broad	Subway	6	33	48	48.31	56.28
Allegheny & Kensington	Subway	0	90	85	34.63	44.81

Transit Zone	Type	Commuters by Motorcycle	Commuters by Other Means	Workers Who Work at Home	% Commuters by Transit	% Commuters by Transit/ biking/ walking
Allen Lane	RR	6	9	152	21.28	24.23
Ambler	RR	0	12	50	7.44	12.42
Andrews Ave	SHL	5	12	71	7.6	12.42
Angora	RR	0	26	68	44.96	47.49
Ardmore	RR	0	12	96	13.47	21.53
Ardmore Ave	NL	0	4	75	8.77	14.11
Ardmore Junction	NL	1	4	89	7.85	12.15
Ardsley	RR	0	14	101	5.44	9.14
Aronimink	ML	0	5	114	8.14	10.05
Ashland	PATCO	3	25	14	13.5	14.6
Atco	ACL	0	0	27	5.16	7.81
Bala	RR	0	26	47	20.07	23.52
Baltimore Pike	SHL	7	23	47	8.83	12.64
Bartram Ave	SHL	3	16	68	8.02	11.13
Beatty Rd	ML	0	1	49	9.45	16.31
Beechwood-Brookline	NL	6	0	94	6.97	8.56
Berks	Subway	5	54	116	28.69	41.87
Berwyn	RR	1	2	74	7.7	8.37
Bethayres	RR	0	0	31	5.59	7.72
Beverly Hills	ML, SHL	8	8	122	16.53	19.92
Bowling Green	ML	0	1	58	9.33	17.56
Bridesberg	RR	0	6	16	24.08	28.79
Bridgeport	NL	0	7	39	5.98	15.78
Bristol	RR	20	6	38	2.42	11.82
Bryn Mawr	RR	0	7	90	10.29	35.35
Bryn Mawr	NL	1	11	73	14.77	25.56
Bywood	ML, SHL	15	12	169	19.2	24.27
Callahan Ave	Trolley	0	17	14	26.04	29.98
Carpenter	RR	6	17	165	26.01	28.28
Cecil B Moore	Subway	0	16	117	35.44	61.89
Chalfont	RR	0	0	29	1.07	2.13
Cheltenham	RR	0	9	48	18.05	22.78
Chelton Ave	RR	0	44	151	32.29	38.68
Cherry Hill	ACL	0	0	11	7.72	8.75
Chester Transportation Cntr	RR	0	10	3	18.09	25.42
Chestnut Hill East	RR	25	1	89	16.04	22.81
Chestnut Hill West	RR	12	3	114	20.04	29.16
Chinatown	Subway	0	4	88	27.31	62.46
Church	Subway	0	6	70	35.05	46.7
Churchmans Crossing	RR	4	2	16	2.1	4.61
City Hall	Subway	5	77	397	18.94	74.98
City Hall (Camden)	PATCO	0	21	11	27.48	44.65
Claymont	RR	0	0	3	10.48	13.56
Clifton-Aldan	RR	8	9	51	9.03	12.91
Clifton-Aldan	SHL	8	9	51	9.03	12.91
Collingdale	SHL	5	7	63	7.17	13.27
Collingswood	PATCO	16	13	56	12.78	16.97
Colmar	RR	0	4	15	2.26	3

Transit Zone	Type	Commuters by Motorcycle	Commuters by Other Means	Workers Who Work at Home	% Commuters by Transit	% Commuters by Transit/ biking/ walking
Congress Ave	ML, SHL	5	5	101	15.16	17.73
Conshohocken	RR	0	9	29	4.28	12.98
Cornwells Heights	RR	9	3	18	6.24	12.71
County Line	NL	0	3	34	7.89	12.6
Crestmont	RR	0	26	48	10.63	14.97
Croydon	RR	0	5	24	2.84	5.63
Crum Lynne	RR	0	6	28	6.74	12.9
Curtis Park	RR	0	2	28	10.86	15.26
Cynwyd	RR	0	8	76	12.17	15.07
Darby	RR	0	16	36	22.51	25.94
Darby Terminal	Trolley	0	22	35	19.96	26.22
Daylesford	RR	2	5	74	5.86	6.48
Delaware Valley College	RR	0	4	16	2.26	17.21
Devon	RR	0	8	68	12.26	14.08
Downingtown	RR	0	0	13	2.75	6.35
Doylestown	RR	0	12	53	3.59	11.26
Drexel Hill Junction	ML, SHL	0	16	80	8.49	10.29
Drexel Manor	SHL	0	26	65	8.44	10.24
Drexel Park	ML, SHL	0	15	74	9.83	12.07
Drexelbrook	ML	0	23	72	9.71	11.32
Drexeline	ML	0	17	41	8.53	9.87
East Falls	RR	15	15	82	17.48	32.69
Eastwick	RR	0	2	4	21.23	23.47
Eddington	RR	1	0	38	5.06	7.49
Eddystone	RR	0	10	12	5.35	9.29
Edgemont St	ML	0	3	74	8.64	18.15
Elkins Park	RR	0	13	85	10.46	15.02
Ellsworth-Federal	Subway	5	41	257	31.15	53.16
Elmwood District	Trolley	7	6	10	26.14	30.14
Elwyn	RR	0	1	11	4.12	7.15
Erie	Subway	6	11	32	42.88	49.09
Erie-Torresdale	Subway	0	37	41	23.58	35.37
Exton	RR	0	1	31	4.12	4.98
Fairfield Ave	ML, SHL	4	19	115	23.34	30.7
Fairmount	Subway	0	19	112	36.91	58.75
Fern Rock Trans Center	RR	0	20	120	31.65	36.15
Fern Rock Trans Center	Subway	0	38	88	34.61	38.94
Fernwood-Yeadon	RR	0	3	50	15.21	20.58
Ferry Ave	PATCO	1	53	17	14.34	21.29
Folcroft	RR	6	13	65	6.99	12.08
Forest Hills	RR	0	12	78	13.57	14.87
Fort Washington	RR	0	5	41	9.9	12.2
Fortuna	RR	0	2	12	4.63	5.71
Fox Chase	RR	0	4	50	17.01	24.23
Frankford Transportation Cntr	Subway	0	29	79	32.29	36.83
Garrett Hill	NL	7	2	72	10.76	25.84
Garrettford	SHL	0	23	71	8.33	10.24
Germantown	RR	0	8	133	30.57	35.65

Transit Zone	Type	Commuters by Motorcycle	Commuters by Other Means	Workers Who Work at Home	% Commuters by Transit	% Commuters by Transit/ biking/ walking
Girard & Lancaster Ave	Trolley	0	11	78	40.21	48.47
Girard Ave & 11th St	Trolley	0	26	59	39.17	53.21
Girard Ave & 12th St	Trolley	0	26	66	41.43	56.22
Girard Ave & 16th St	Trolley	0	19	82	40.24	58.1
Girard Ave & 17th St	Trolley	0	17	91	38.39	56.17
Girard Ave & 19th St	Trolley	1	21	110	35.41	53.56
Girard Ave & 20th St	Trolley	10	20	122	33.18	51.28
Girard Ave & 26th St	Trolley	12	53	190	33.98	49.63
Girard Ave & 27th St	Trolley	12	53	173	34.85	50.07
Girard Ave & 28th St	Trolley	12	51	156	35.89	50.12
Girard Ave & 29th St	Trolley	12	46	134	36.59	49.34
Girard Ave & 2nd St	Trolley	8	11	67	24.48	38.32
Girard Ave & 31st St	Trolley	1	24	81	39.97	49.59
Girard Ave & 34th St	Trolley	0	0	1	52.12	55.81
Girard Ave & 39th St	Trolley	0	0	4	52.78	60.56
Girard Ave & 3rd St	Trolley	8	9	79	24.79	39.63
Girard Ave & 40th St	Trolley	0	0	20	50.06	58.53
Girard Ave & 41st St	Trolley	0	0	36	48.31	57.39
Girard Ave & 42nd St	Trolley	0	0	41	46.97	57.51
Girard Ave & 51st St	Trolley	0	21	85	42.63	50.56
Girard Ave & 52nd St	Trolley	0	21	101	43.24	50.18
Girard Ave & 54th St	Trolley	0	20	128	42.28	48.24
Girard Ave & 56th St	Trolley	0	17	115	43.37	49.36
Girard Ave & 57th St	Trolley	0	15	113	43.61	49.5
Girard Ave & 59th St	Trolley	0	14	68	43.25	48.85
Girard Ave & 5th St	Trolley	8	13	74	31.08	46.35
Girard Ave & 60th St	Trolley	0	28	62	41.28	46.64
Girard Ave & 61st St	Trolley	0	36	47	40.21	45.44
Girard Ave & 63rd St	Trolley	0	40	30	39.01	43.82
Girard Ave & 7th	Trolley	4	14	50	34.95	48.12
Girard Ave & 8th	Trolley	1	13	44	36.47	49.69
Girard Ave & Belmont Ave	Trolley	0	0	46	47.04	57.63
Girard Ave & Berks St	Trolley	2	10	54	24.26	35.08
Girard Ave & Columbia Ave	Trolley	2	10	41	26.42	36.82
Girard Ave & Corinthian Ave	Trolley	12	24	136	31.78	50.11
Girard Ave & Frankford Ave	Trolley	6	11	50	25.67	36.6
Girard Ave & Front St	Trolley	8	11	55	24.93	36.89
Girard Ave & Palmer St	Trolley	0	8	45	25.48	36.21
Girard Ave & Richmond St	Trolley	6	8	39	23.93	36.01
Girard Ave & Ridge Ave	Trolley	0	19	102	36.14	54.3
Girard Ave & Broad St	Trolley	0	26	68	42.39	59.09
Girard Ave & Front St	Trolley	8	11	58	24.65	36.94
Gladstone	RR	0	15	52	11.79	16.06
Glenolden	RR	5	15	51	4.61	9.03
Glenside	RR	6	2	130	10.37	16.31
Gravers	RR	14	5	100	19.46	25.98
Gulph Mills	NL	0	3	40	4.6	4.72
Gwynedd Valley	RR	0	1	25	2.8	7.28

Transit Zone	Type	Commuters by Motorcycle	Commuters by Other Means	Workers Who Work at Home	% Commuters by Transit	% Commuters by Transit/ biking/ walking
Haddonfield	PATCO	0	10	79	15.46	19.75
Hamilton	NEC	0	0	1	2.17	2.76
Hatboro	RR	7	8	42	4.09	9.38
Haverford	RR	0	16	87	10.76	19.27
Haverford	NL	0	0	57	10.58	22.2
Highland	RR	0	5	72	20.26	29.99
Highland Ave	RR	0	11	63	21.13	23.82
Hilltop Rd	ML, SHL	13	10	153	17.78	22.06
Holmesburg Junction	RR	0	10	26	19.45	24.43
Huey Ave	ML	0	9	77	8.51	10.53
Hughes Park	NL	0	0	27	3.68	4.05
Hunting Park	Subway	0	13	25	45.26	49.05
Huntingdon	Subway	0	67	39	32.78	46.39
Irvington Rd	ML, SHL	0	14	82	9.07	11.1
Island Ave	Trolley	2	3	18	30.88	35.4
Ivy Ridge	RR	0	13	37	10.33	14.86
Jackson St	ML	0	5	76	8.2	17.91
Jenkintown-Wyncote	RR	0	5	67	12.86	18.17
King Manor	NL	0	1	33	2	2.37
Lamokin	RR	0	28	23	23.16	26.55
Langhorne	RR	2	11	40	3.29	11.04
Lansdale	RR	15	16	75	3.37	9.63
Lansdowne	RR	0	4	76	15.77	19.95
Lansdowne Ave	ML, SHL	2	8	79	13.55	16
Lawndale	RR	0	10	72	15.69	20.86
Leamy Ave	ML	0	3	79	5.69	8.17
Levittown	RR	0	2	7	2.04	4
Lindenwold	ACL	11	11	13	14.48	19.84
Lindenwold	PATCO	11	11	13	14.48	19.84
Link Belt	RR	0	2	18	1.96	2.52
Logan	Subway	15	53	17	36.92	44.59
Lombard-South	Subway	28	101	628	19.59	68.92
Magnolia Ave	SHL	1	16	62	9.04	10.7
Main St	RR	0	70	50	12.5	28.13
Malvern	RR	0	13	27	5.77	10.01
Manayunk	RR	0	4	128	15.23	21.77
Manchester Ave	ML	0	2	67	9.04	18.03
Marcus Hook	RR	5	0	1	3.95	8.59
Margaret-Orthodox	Subway	0	46	93	37.78	44.8
Market East	RR	8	59	287	19.28	75.3
Marshall Rd	SHL	0	29	59	8.18	10.04
Matsonford	NL	0	8	43	7.42	7.87
Meadowbrook	RR	0	0	44	5.71	7
Media	RR	0	5	56	8.24	17.09
Media	ML	0	6	68	7.75	17.05
Melrose Park	RR	5	16	102	17.94	20.89
Merion	RR	0	7	137	15.63	21.3
Millbourne	Subway	0	47	22	32.2	38.94

Transit Zone	Type	Commuters by Motorcycle	Commuters by Other Means	Workers Who Work at Home	% Commuters by Transit	% Commuters by Transit/ biking/ walking
Miquon	RR	0	1	17	7.3	9.56
Monroe St	ML	0	4	76	8.45	18.09
Morton	RR	1	7	45	7.02	9.66
Mount Airy	RR	0	10	134	24.13	27.1
Mount Moriah	Trolley	10	21	67	36.54	40.32
Moylan-Rose Valley	RR	0	6	52	11.29	13.4
Narberth	RR	0	29	140	14.56	20.05
Neshaminy Falls	RR	5	7	15	3.27	5.15
New Britain	RR	0	3	30	1.66	12.36
Newark	RR	23	0	43	3.38	32.82
Noble	RR	0	7	57	9.4	14.67
Norristown Trans Center	RR	0	72	23	14.12	33.6
Norristown Trans Center	NL	0	72	23	14.12	33.6
Norristown, Elm St	RR	0	95	35	11.35	24.32
North Broad	RR	0	12	37	45.24	56.29
North Hills	RR	0	3	32	7.96	9.94
North Philadelphia	RR	0	21	23	49.86	58.32
North Philadelphia	Subway	1	36	38	48.87	58.8
North St	SHL	0	18	66	8.9	10.57
North Wales	RR	0	8	29	3.31	6.51
Norwood	RR	0	15	57	4.77	8.92
Oakview	SHL	0	38	51	7.88	10.22
Olive St	ML	0	6	73	7.95	17.62
Olney	Subway	11	52	32	38.46	45.19
Olney	RR	0	23	112	28.67	34.08
Oregon	Subway	0	35	66	25.68	33.76
Oreland	RR	0	0	21	4.95	6.67
Overbrook	RR	0	36	118	21.19	28.52
Overbrook (end of Line)	Trolley	0	39	91	29.45	33.91
Paoli	RR	0	0	79	5.64	10.4
Paper Mill Rd	ML	0	7	46	5.95	18.75
Parkview	NL	0	9	68	14.05	18.37
Pattison	Subway	0	6	11	16.78	19.38
Penfield	NL	0	2	114	9.02	10.39
Penllyn	RR	0	2	46	3.17	8.19
Penn St	SHL	8	16	53	8.92	12.84
Pennbrook	RR	0	7	34	3.55	8.07
Penrose Plaza Shopping Cntr	Trolley	0	10	0	22.19	23.6
Philmont	RR	0	5	27	10.15	10.62
Pine Ridge Rd	ML	0	2	33	6.5	8.78
Poplar & 26th	Trolley	12	53	252	30.2	47.75
Poplar & Stillman	Trolley	12	53	227	30.89	48.03
Primos	RR	9	2	33	8.7	11.39
Princeton	NEC	7	2	58	7.5	46.17
Princeton Junction	NEC	1	1	28	21.3	23.24
Prospect Park	RR	0	17	29	5.02	9.78
Providence Rd	SHL	5	12	56	8.95	11.09
Queen Lane	RR	0	36	111	31.4	37.48

Transit Zone	Type	Commuters by Motorcycle	Commuters by Other Means	Workers Who Work at Home	% Commuters by Transit	% Commuters by Transit/ biking/ walking
Race-Vine	Subway	0	12	84	21.14	69.61
Radnor	RR	1	2	54	11.74	22.78
Radnor	NL	3	3	38	8.53	35.5
Richmond & Allegheny	Trolley	3	30	44	17.5	28.4
Richmond & Cambria	Trolley	0	9	35	18.29	28.41
Richmond & Clearfield	Trolley	2	20	54	17.89	28.36
Richmond & Cumberland	Trolley	8	11	38	22.28	33.23
Richmond & Huntingdon	Trolley	8	10	24	19.94	29.47
Richmond & Indiana	Trolley	0	5	48	18.14	28
Richmond & Lehigh	Trolley	4	9	27	19.79	29.07
Richmond & Somerset	Trolley	0	9	34	18.83	28.75
Richmond & Westmoreland	Trolley	5	32	41	16.54	27.42
Richmond & Ann	Trolley	0	4	41	18.32	28.2
Ridley Park	RR	0	36	33	6.87	10.44
Rosemont	RR	2	10	64	13.92	24.2
Rosemont	NL	1	13	66	15.8	23.7
Roslyn	RR	0	4	45	6.06	9.35
Rydal	RR	0	3	27	9.01	11.04
Ryers	RR	0	13	45	13.85	19.15
Saxer Ave	ML	0	0	88	5.75	7.77
Scenic Rd	ML	0	5	31	5.63	6.47
School Lane	ML	0	4	88	8.26	10.3
Secane	RR	0	9	21	10.82	13.13
Sedgwick	RR	0	15	90	25.39	27.95
Sharon Hill	RR	0	6	26	10	16.24
Sharon Hill	SHL	3	9	32	8.09	14.55
Shisler Ave	SHL	7	7	50	8.91	12.08
Snyder	Subway	5	42	257	30.69	40.62
Somerset	Subway	0	80	72	34.92	47.49
Somerton	RR	0	8	101	11.69	14.35
South College & Poplar/24th	Trolley	12	52	292	28.62	47.02
Spring Garden	Subway	0	2	118	25.15	43.71
Spring Garden (Broad St)	Subway	0	8	147	25.72	57.67
Spring Mill	RR	0	3	24	3.51	9.09
Springfield Mall	ML	0	9	58	6.55	9.87
Springfield Rd	ML	0	0	56	5.19	6.15
Springfield Rd	SHL	9	11	52	9.18	13.1
St Davids	RR	4	3	74	11.3	25.48
St Martins	RR	0	7	91	23.74	30.09
Stadium	NL	17	1	64	7.08	44.38
Stenton	RR	0	18	43	29.08	31.03
Strafford	RR	0	16	69	13.67	16.3
Suburban Station	RR	0	73	411	19.14	73.37
Susquehanna-Dauphin	Subway	0	2	91	39.53	61.87
Swarthmore	RR	0	0	149	9.95	48.25
Tacony	RR	0	21	44	20.38	27.64
Tasker-Morris	Subway	1	38	302	32.79	47.12
Temple University	RR	0	7	98	31.66	63.11

Transit Zone	Type	Commuters by Motorcycle	Commuters by Other Means	Workers Who Work at Home	% Commuters by Transit	% Commuters by Transit/ biking/ walking
Thompson Ave	ML	0	10	53	5.31	7.1
Thorndale	RR	0	0	12	2.87	6.28
Tioga	Subway	0	42	64	25.57	37.23
Torresdale	RR	0	10	36	10.62	12.82
Trenton	RR	0	64	65	17.71	27.5
Trenton	NEC	0	64	65	17.71	27.5
Trevose	RR	1	1	39	3.92	5.99
Tulpehocken	RR	0	30	174	27.99	33.12
University City	RR	11	18	192	12.3	70.8
Upsal	RR	0	32	151	27.72	31.76
Veterans Square	ML	0	6	71	7.84	17.34
Villanova	RR	12	2	37	6.15	50.26
Villanova	NL	6	3	43	7.45	39.79
Wallingford	RR	0	2	51	9.37	11.4
Walnut St	ML, SHL	14	17	162	21.64	27.96
Walnut-Locust	Subway	31	123	686	18.07	72.48
Walter Rand / Broadway	PATCO	0	26	1	30.09	43.94
Warminster	RR	0	5	20	2.5	6.57
Washington Lane	RR	3	0	45	36.03	37.79
Wayne	RR	0	0	43	9.08	11.89
Wayne Junction	RR	10	22	66	40.39	44.04
West Overbrook	NL	0	13	104	9.9	12.05
West Trenton	RR	0	0	12	2.53	3.55
Westmont	PATCO	9	10	52	15.79	18.33
Whitford	RR	0	0	22	3.23	4.57
Willow Grove	RR	0	14	40	5.34	9.32
Wilmington	RR	18	0	14	24.18	41.19
Wissahickon	RR	22	8	79	16.2	19.72
Wissinoming	RR	19	7	43	20.62	25.39
Wister	RR	0	15	91	32.54	42.28
Woodbourne	RR	0	3	16	2.63	4.26
Woodcrest	PATCO	4	2	33	11.17	12.02
Woodland Ave	ML	0	5	67	5.42	7.86
Wyndmoor	RR	0	22	154	25.18	29.29
Wynnefield Ave	RR	0	54	48	28.34	31.11
Wynnefield Rd	NL	12	1	112	7.07	10.26
Wynnewood	RR	0	2	96	13.94	18.31
Wyoming	Subway	3	36	24	41.77	47.08
Yardley	RR	0	4	49	5.27	7.18
York-Dauphin	Subway	0	80	86	32.06	46.81

Source: Reconnecting America 2000.

Table A10: Vehicle Ownership

Transit Zone	Type	% Who Own 0 or 1 Car	Average Vehicles per Household
11th St	Subway	96.3	0.4
12th St & 13th St	PATCO	96.2	0.4
13th St	Subway	96.5	0.4
13th St	Trolley	96.5	0.4
15th St	Subway	96.5	0.4
15th St	Trolley	96.5	0.4
15th St & 16th St	PATCO	95.8	0.4
19th St	Trolley	94.9	0.5
22nd St	Trolley	93.8	0.5
2nd St	Subway	86.1	0.9
30th St	RR/ACL	91.1	0.6
30th St	Subway	91.9	0.6
30th St	Trolley	91.9	0.6
33rd St	Trolley	88.0	0.6
34th St	Subway	88.9	0.6
36th St	Trolley	90.4	0.5
37th St	Trolley	91.4	0.5
40th St	Subway	91.0	0.5
40th St	Trolley	91.4	0.5
40th St Portal	Trolley	91.0	0.6
46th St	Subway	90.0	0.6
49th St	RR	85.5	0.7
49th St	Trolley	89.2	0.6
49th St	Trolley	85.7	0.7
49th St	Trolley	85.3	0.7
52nd St	Subway	90.4	0.6
52nd St	Trolley	86.7	0.7
56th St	Subway	89.8	0.6
58th St	Trolley	84.0	0.8
5th St	Subway	89.5	0.8
60th St	Subway	89.5	0.6
61st St	Trolley	75.7	1.0
62nd St & Woodland Ave	Trolley	86.3	0.7
62nd St & Elmwood	Trolley	83.4	0.8
63rd St	Subway	85.6	0.7
69th St Terminal	Subway	70.5	1.1
8th St & Market St	PATCO	93.7	0.6
8th St & Market St	Subway	93.7	0.6
9th St and 10th St	PATCO	94.5	0.5
Airport Terminal A	RR	43.2	1.6
Airport Terminal B	RR	43.2	1.6
Airport Terminal C & D	RR	43.2	1.6
Airport Terminal E	RR	43.2	1.6
Allegheny	RR	89.4	0.7
Allegheny & Broad	Subway	91.1	0.6
Allegheny & Kensington	Subway	89.9	0.6

Transit Zone	Type	% Who Own 0 or 1 Car	Average Vehicles per Household
Allen Lane	RR	66.5	1.3
Ambler	RR	47.5	1.6
Andrews Ave	SHL	54.9	1.5
Angora	RR	84.3	0.8
Ardmore	RR	59.5	1.4
Ardmore Ave	NL	36.9	1.8
Ardmore Junction	NL	37.7	1.7
Ardsley	RR	43.6	1.7
Aronimink	ML	46.5	1.6
Ashland	PATCO	41.4	1.7
Atco	ACL	44.7	1.7
Bala	RR	67.9	1.2
Baltimore Pike	SHL	61.4	1.4
Bartram Ave	SHL	52.3	1.5
Beatty Rd	ML	53.5	1.5
Beechwood-Brookline	NL	31.4	1.9
Berks	Subway	81.7	0.8
Berwyn	RR	43.4	1.6
Bethayres	RR	43.2	1.7
Beverly Hills	ML, SHL	63.2	1.3
Bowling Green	ML	59.7	1.4
Bridesberg	RR	80.0	0.9
Bridgeport	NL	63.5	1.3
Bristol	RR	62.7	1.3
Bryn Mawr	RR	59.0	1.4
Bryn Mawr	NL	58.8	1.4
Bywood	ML, SHL	66.4	1.2
Callahan Ave	Trolley	74.2	1.1
Carpenter	RR	71.4	1.1
Cecil B Moore	Subway	92.3	0.5
Chalfont	RR	29.9	1.9
Cheltenham	RR	63.0	1.3
Chelton Ave	RR	83.7	0.8
Cherry Hill	ACL	61.6	1.2
Chester Transportation Cntr	RR	83.8	0.7
Chestnut Hill East	RR	51.3	1.6
Chestnut Hill West	RR	62.1	1.4
Chinatown	Subway	92.2	0.6
Church	Subway	82.7	0.8
Churchmans Crossing	RR	47.7	1.6
City Hall	Subway	96.5	0.4
City Hall (Camden)	PATCO	93.6	0.5
Claymont	RR	58.3	1.4
Clifton-Aldan	RR	57.4	1.4
Clifton-Aldan	SHL	57.4	1.4
Collingdale	SHL	54.8	1.4
Collingswood	PATCO	54.8	1.5
Colmar	RR	29.9	2.0

Transit Zone	Type	% Who Own 0 or 1 Car	Average Vehicles per Household
Congress Ave	ML, SHL	56.3	1.4
Conshohocken	RR	60.5	1.3
Cornwells Heights	RR	44.4	1.7
County Line	NL	22.0	2.1
Crestmont	RR	44.0	1.7
Croydon	RR	38.2	1.8
Crum Lynne	RR	51.0	1.6
Curtis Park	RR	60.3	1.3
Cynwyd	RR	43.6	1.6
Darby	RR	75.5	1.0
Darby Terminal	Trolley	73.9	1.0
Daylesford	RR	30.3	1.9
Delaware Valley College	RR	30.4	1.9
Devon	RR	45.8	1.6
Downingtown	RR	43.8	1.6
Doylestown	RR	51.6	1.5
Drexel Hill Junction	ML, SHL	42.3	1.7
Drexel Manor	SHL	47.7	1.6
Drexel Park	ML, SHL	37.4	1.8
Drexelbrook	ML	58.8	1.4
Drexeline	ML	55.3	1.5
East Falls	RR	70.3	1.2
Eastwick	RR	80.8	0.9
Eddington	RR	47.1	1.6
Eddystone	RR	64.3	1.3
Edgemont St	ML	65.9	1.3
Elkins Park	RR	45.6	1.7
Ellsworth-Federal	Subway	88.7	0.6
Elmwood District	Trolley	78.5	0.9
Elwyn	RR	49.4	1.6
Erie	Subway	87.4	0.7
Erie-Torresdale	Subway	81.6	0.9
Exton	RR	37.9	1.8
Fairfield Ave	ML, SHL	67.8	1.1
Fairmount	Subway	89.0	0.6
Fern Rock Trans Center	RR	77.3	1.0
Fern Rock Trans Center	Subway	78.8	1.0
Fernwood-Yeadon	RR	57.3	1.4
Ferry Ave	PATCO	72.6	1.1
Folcroft	RR	52.5	1.5
Forest Hills	RR	52.5	1.5
Fort Washington	RR	42.8	1.7
Fortuna	RR	35.8	1.9
Fox Chase	RR	64.8	1.3
Frankford Transportation Cntr	Subway	76.9	0.9
Garrett Hill	NL	56.3	1.4
Garrettford	SHL	45.3	1.7
Germantown	RR	84.4	0.8

Transit Zone	Type	% Who Own 0 or 1 Car	Average Vehicles per Household
Girard & Lancaster Ave	Trolley	91.4	0.6
Girard Ave & 11th St	Trolley	90.8	0.5
Girard Ave & 12th St	Trolley	91.5	0.5
Girard Ave & 16th St	Trolley	90.6	0.5
Girard Ave & 17th St	Trolley	90.2	0.6
Girard Ave & 19th St	Trolley	88.9	0.6
Girard Ave & 20th St	Trolley	87.4	0.7
Girard Ave & 26th St	Trolley	84.6	0.8
Girard Ave & 27th St	Trolley	84.5	0.8
Girard Ave & 28th St	Trolley	84.7	0.8
Girard Ave & 29th St	Trolley	84.7	0.8
Girard Ave & 2nd St	Trolley	82.0	0.8
Girard Ave & 31st St	Trolley	85.2	0.7
Girard Ave & 34th St	Trolley	90.4	0.6
Girard Ave & 39th St	Trolley	92.1	0.5
Girard Ave & 3rd St	Trolley	83.8	0.8
Girard Ave & 40th St	Trolley	92.1	0.5
Girard Ave & 41st St	Trolley	92.6	0.5
Girard Ave & 42nd St	Trolley	93.0	0.5
Girard Ave & 51st St	Trolley	89.0	0.7
Girard Ave & 52nd St	Trolley	87.6	0.7
Girard Ave & 54th St	Trolley	87.2	0.7
Girard Ave & 56th St	Trolley	86.9	0.7
Girard Ave & 57th St	Trolley	86.6	0.7
Girard Ave & 59th St	Trolley	86.5	0.7
Girard Ave & 5th St	Trolley	86.9	0.6
Girard Ave & 60th St	Trolley	85.5	0.8
Girard Ave & 61st St	Trolley	84.7	0.8
Girard Ave & 63rd St	Trolley	83.6	0.8
Girard Ave & 7th	Trolley	87.6	0.6
Girard Ave & 8th	Trolley	88.4	0.6
Girard Ave & Belmont Ave	Trolley	93.3	0.5
Girard Ave & Berks St	Trolley	77.8	1.0
Girard Ave & Columbia Ave	Trolley	78.4	1.0
Girard Ave & Corinthian Ave	Trolley	86.5	0.7
Girard Ave & Frankford Ave	Trolley	79.4	1.0
Girard Ave & Front St	Trolley	80.1	0.9
Girard Ave & Palmer St	Trolley	78.4	1.0
Girard Ave & Richmond St	Trolley	78.3	0.9
Girard Ave & Ridge Ave	Trolley	89.5	0.6
Girard Ave & Broad St	Trolley	91.7	0.5
Girard Ave & Front St	Trolley	80.2	0.9
Gladstone	RR	62.5	1.4
Glenolden	RR	53.6	1.5
Glenside	RR	47.1	1.6
Gravers	RR	57.5	1.5
Gulph Mills	NL	25.2	2.1
Gwynedd Valley	RR	28.9	1.9

Transit Zone	Type	% Who Own 0 or 1 Car	Average Vehicles per Household
Haddonfield	PATCO	41.1	1.6
Hamilton	NEC	21.8	2.2
Hatboro	RR	50.9	1.5
Haverford	RR	52.7	1.5
Haverford	NL	43.9	1.7
Highland	RR	61.0	1.4
Highland Ave	RR	75.5	1.0
Hilltop Rd	ML, SHL	65.1	1.3
Holmesburg Junction	RR	70.9	1.1
Huey Ave	ML	43.3	1.7
Hughes Park	NL	36.8	1.7
Hunting Park	Subway	85.3	0.7
Huntingdon	Subway	86.2	0.7
Irvington Rd	ML, SHL	39.3	1.8
Island Ave	Trolley	81.9	0.9
Ivy Ridge	RR	54.3	1.4
Jackson St	ML	68.3	1.2
Jenkintown-Wyncote	RR	52.1	1.5
King Manor	NL	41.7	1.7
Lamokin	RR	80.6	0.9
Langhorne	RR	39.8	1.8
Lansdale	RR	56.6	1.4
Lansdowne	RR	61.3	1.4
Lansdowne Ave	ML, SHL	48.7	1.6
Lawndale	RR	66.7	1.3
Leamy Ave	ML	36.8	1.8
Levittown	RR	45.9	1.6
Lindenwold	ACL	50.3	1.6
Lindenwold	PATCO	50.3	1.6
Link Belt	RR	25.3	2.1
Logan	Subway	82.7	0.8
Lombard-South	Subway	94.7	0.5
Magnolia Ave	SHL	51.0	1.6
Main St	RR	75.8	1.0
Malvern	RR	41.2	1.7
Manayunk	RR	60.6	1.3
Manchester Ave	ML	63.1	1.3
Marcus Hook	RR	56.1	1.4
Margaret-Orthodox	Subway	83.6	0.7
Market East	RR	96.3	0.4
Marshall Rd	SHL	53.0	1.5
Matsonford	NL	20.2	2.1
Meadowbrook	RR	46.0	1.6
Media	RR	65.8	1.3
Media	ML	67.7	1.2
Melrose Park	RR	53.5	1.5
Merion	RR	34.5	1.8
Millbourne	Subway	79.4	0.9

Transit Zone	Type	% Who Own 0 or 1 Car	Average Vehicles per Household
Miquon	RR	33.2	1.9
Monroe St	ML	67.6	1.2
Morton	RR	49.2	1.6
Mount Airy	RR	66.1	1.3
Mount Moriah	Trolley	84.0	0.8
Moylan-Rose Valley	RR	39.9	1.7
Narberth	RR	51.9	1.5
Neshaminy Falls	RR	35.4	1.9
New Britain	RR	31.6	1.9
Newark	RR	42.3	2.0
Noble	RR	50.7	1.5
Norristown Trans Center	RR	79.3	0.9
Norristown Trans Center	NL	79.3	0.9
Norristown, Elm St	RR	70.8	1.2
North Broad	RR	92.1	0.5
North Hills	RR	44.0	1.6
North Philadelphia	RR	91.2	0.5
North Philadelphia	Subway	91.0	0.6
North St	SHL	50.7	1.6
North Wales	RR	47.1	1.7
Norwood	RR	48.8	1.6
Oakview	SHL	57.0	1.4
Olive St	ML	68.3	1.2
Olney	Subway	84.4	0.8
Olney	RR	76.6	1.0
Oregon	Subway	79.0	0.9
Oreland	RR	42.6	1.6
Overbrook	RR	62.6	1.4
Overbrook (end of Line)	Trolley	72.5	1.1
Paoli	RR	37.3	1.7
Paper Mill Rd	ML	36.2	1.8
Parkview	NL	59.7	1.4
Pattison	Subway	59.3	1.3
Penfield	NL	31.0	1.9
Penllyn	RR	41.7	1.7
Penn St	SHL	60.8	1.4
Pennbrook	RR	52.5	1.5
Penrose Plaza Shopping Cntr	Trolley	78.8	0.9
Philmont	RR	44.7	1.7
Pine Ridge Rd	ML	23.3	2.0
Poplar & 26th	Trolley	83.3	0.8
Poplar & Stillman	Trolley	83.6	0.8
Primos	RR	57.5	1.5
Princeton	NEC	63.8	1.3
Princeton Junction	NEC	25.1	2.0
Prospect Park	RR	48.4	1.6
Providence Rd	SHL	52.9	1.5
Queen Lane	RR	79.8	1.0

Transit Zone	Type	% Who Own 0 or 1 Car	Average Vehicles per Household
Race-Vine	Subway	94.5	0.5
Radnor	RR	40.2	1.7
Radnor	NL	23.2	2.0
Richmond & Allegheny	Trolley	79.0	0.9
Richmond & Cambria	Trolley	79.2	0.9
Richmond & Clearfield	Trolley	79.3	0.9
Richmond & Cumberland	Trolley	77.3	0.9
Richmond & Huntingdon	Trolley	76.8	0.9
Richmond & Indiana	Trolley	79.4	0.9
Richmond & Lehigh	Trolley	78.2	0.9
Richmond & Somerset	Trolley	79.0	0.9
Richmond & Westmoreland	Trolley	78.3	0.9
Richmond & Ann	Trolley	79.6	0.9
Ridley Park	RR	50.9	1.5
Rosemont	RR	63.1	1.4
Rosemont	NL	62.1	1.4
Roslyn	RR	44.0	1.7
Rydal	RR	38.4	1.7
Ryers	RR	65.3	1.3
Saxer Ave	ML	33.8	1.8
Scenic Rd	ML	40.9	1.7
School Lane	ML	44.7	1.7
Secane	RR	60.6	1.4
Sedgwick	RR	69.2	1.2
Sharon Hill	RR	59.6	1.3
Sharon Hill	SHL	56.7	1.4
Shisler Ave	SHL	54.9	1.5
Snyder	Subway	84.6	0.8
Somerset	Subway	87.4	0.6
Somerton	RR	57.4	1.5
South College & Poplar/24th	Trolley	82.8	0.8
Spring Garden	Subway	83.7	0.9
Spring Garden (Broad St)	Subway	90.3	0.6
Spring Mill	RR	49.8	1.6
Springfield Mall	ML	36.6	1.7
Springfield Rd	ML	31.2	1.9
Springfield Rd	SHL	58.9	1.4
St Davids	RR	51.3	1.5
St Martins	RR	58.1	1.4
Stadium	NL	48.5	1.5
Stenton	RR	69.8	1.1
Strafford	RR	52.7	1.6
Suburban Station	RR	96.2	0.4
Susquehanna-Dauphin	Subway	93.4	0.5
Swarthmore	RR	51.6	1.6
Tacony	RR	72.6	1.1
Tasker-Morris	Subway	86.9	0.7
Temple University	RR	90.7	0.5

Transit Zone	Type	% Who Own 0 or 1 Car	Average Vehicles per Household
Thompson Ave	ML	37.5	1.7
Thorndale	RR	32.5	1.9
Tioga	Subway	86.2	0.7
Torresdale	RR	62.1	1.4
Trenton	RR	80.8	0.8
Trenton	NEC	80.8	0.8
Trevose	RR	45.1	1.7
Tulpehocken	RR	81.2	0.9
University City	RR	87.3	0.8
Upsal	RR	75.2	1.0
Veterans Square	ML	68.0	1.2
Villanova	RR	34.5	1.8
Villanova	NL	33.2	1.8
Wallingford	RR	23.1	2.1
Walnut St	ML, SHL	66.7	1.2
Walnut-Locust	Subway	96.2	0.4
Walter Rand / Broadway	PATCO	92.1	0.5
Warminster	RR	50.7	1.5
Washington Lane	RR	75.9	1.0
Wayne	RR	42.5	1.7
Wayne Junction	RR	81.8	0.8
West Overbrook	NL	43.1	1.6
West Trenton	RR	47.7	1.7
Westmont	PATCO	49.5	1.5
Whitford	RR	31.8	1.9
Willow Grove	RR	46.3	1.7
Wilmington	RR	87.0	0.6
Wissahickon	RR	62.9	1.4
Wissinoming	RR	71.7	1.1
Wister	RR	87.6	0.7
Woodbourne	RR	25.4	2.0
Woodcrest	PATCO	33.8	1.8
Woodland Ave	ML	38.0	1.8
Wyndmoor	RR	67.3	1.3
Wynnefield Ave	RR	74.1	1.1
Wynnefield Rd	NL	38.2	1.7
Wynnewood	RR	48.4	1.6
Wyoming	Subway	84.6	0.7
Yardley	RR	37.3	1.8
York-Dauphin	Subway	84.8	0.7

Source: Reconnecting America 2000.

Analytical Data Report #17 is the latest in a series of bulletins designed to complement our traditional data releases. For more information on Analytical Data Reports, please visit the Delaware Valley Regional Planning Commission's website (www.dvrpc.org) or contact DVRPC at the telephone number below.

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