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
December 2008

## 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 |

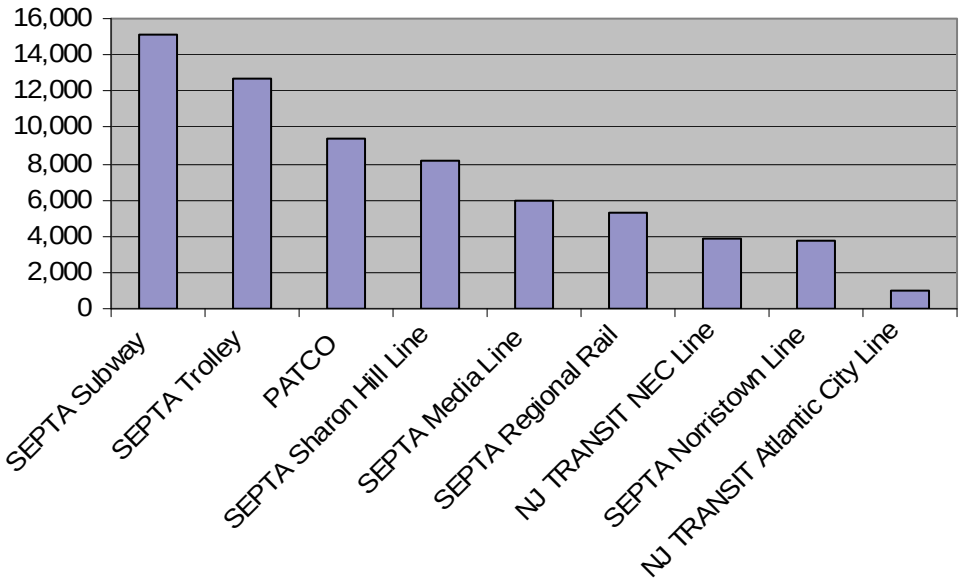
Source: Reconnecting America, 2000

**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 |

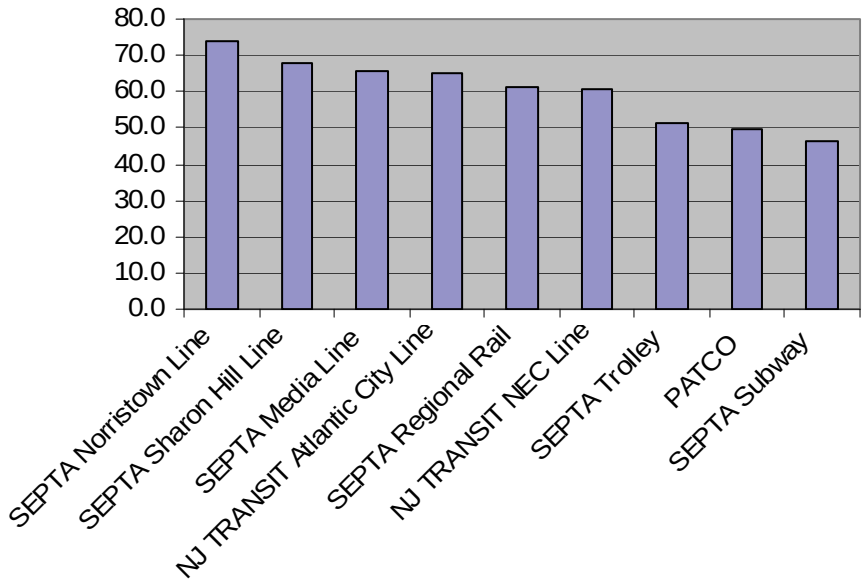
Source: Reconnecting America, 2000

**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

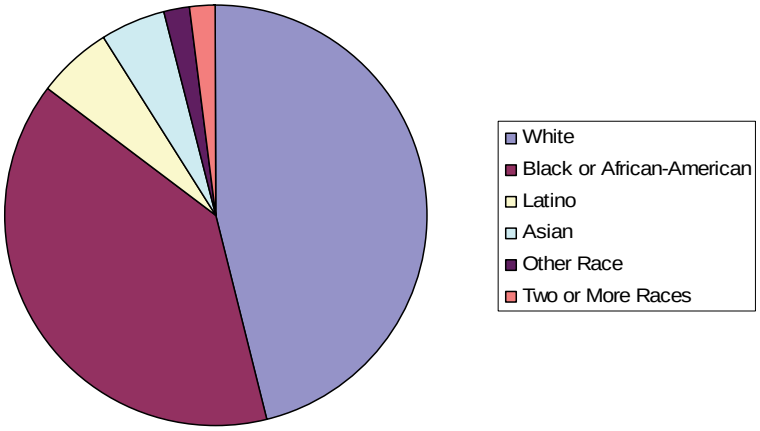
## Race

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 |

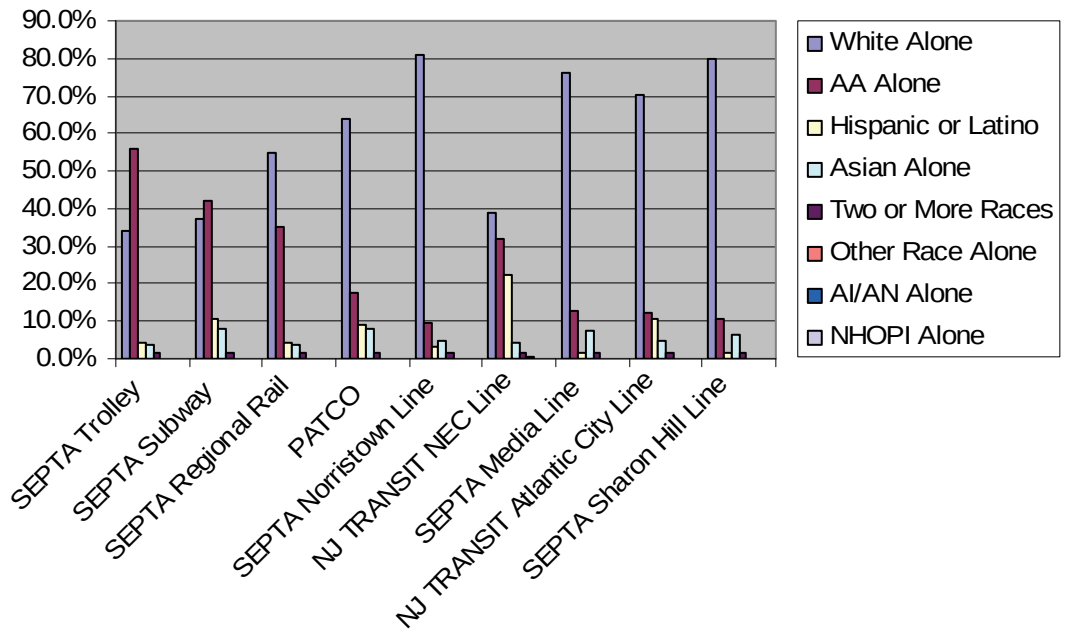
Source: Reconnecting America, 2000

**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 |

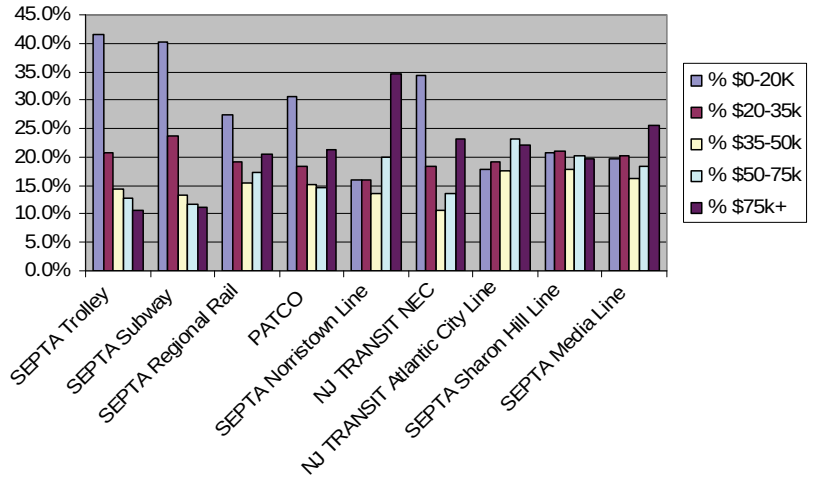
Source: Reconnecting America, 2000

**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).

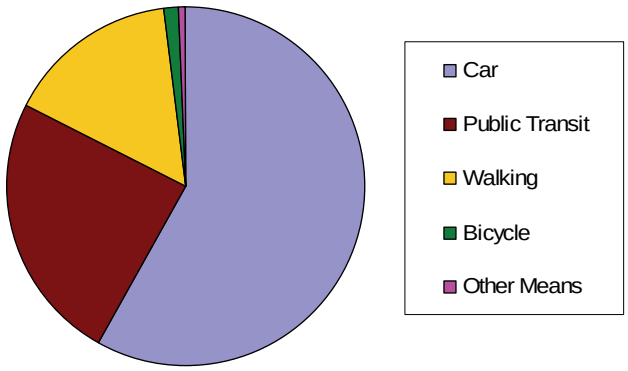
Those with the lowest percentage of commuters by car are 37th Street (SEPTA Trolley), 40th Street Portal (SEPTA Trolley), and Market East Station (SEPTA Regional Rail). Outside of Philadelphia, those with the lowest percentage of commuters by car are Swarthmore (SEPTA Regional Rail), Villanova (SEPTA 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

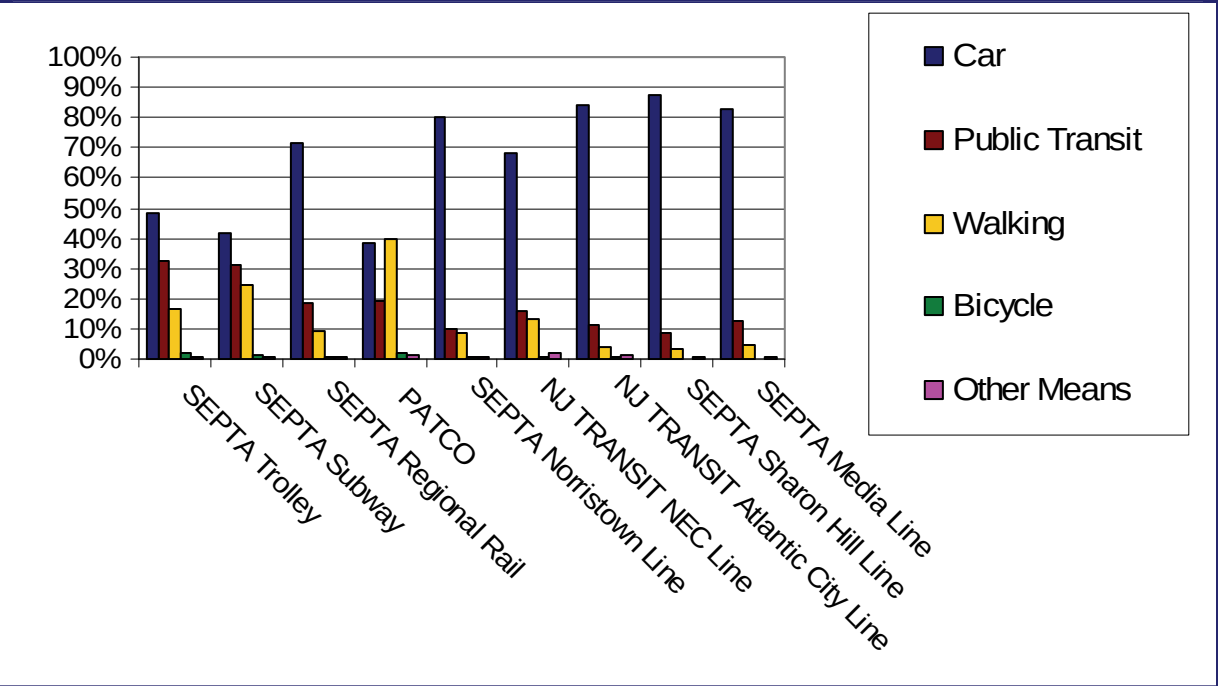
**Table 23:** Transit Zones with the highest percentage of commuters by walking

| 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

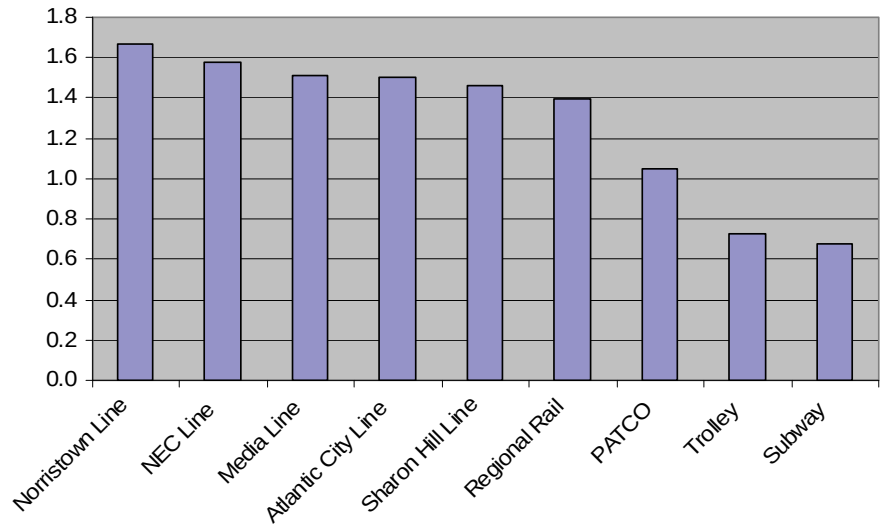
**Table 29:** Transit Zones with the lowest average number of vehicles per household, adjusted to exclude Philadelphia Transit Zones in Center City and University City

| 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.

The Delaware Valley Regional Planning Commission was established in 1965 by an interstate compact between Pennsylvania and New Jersey to plan for the orderly growth and development of the region, and to provide a variety of planning and technical assistance services responding to regional issues. DVRPC maintains a significant database for 28 counties, encompassing New Jersey, Delaware, Pennsylvania, and Maryland. Included in the database are data profiles at the regional, county, and municipal levels and for other census geographies, as requested. DVRPC produces a diverse range of services, including demographic and economic data and projections; mapping and aerial photography; computer assisted mapping; geographic information systems; impact studies; and policy and program development.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, Pennsylvania 19106-2515
215-592-1800
www.dvrpc.org