



LSNA

LOGAN SQUARE NEIGHBORHOOD ASSOCIATION

P H I L A D E L P H I A

**LOGAN SQUARE
NEIGHBORHOOD ASSOCIATION**

**2025 TRANSPORTATION
SURVEY RESULTS AND DATA
VISUALIZATION**

Logan Square Neighborhood Association - 2025 Transportation Survey Results

Table of Contents

Executive Summary	3
Complete summary of survey findings	4
Data visuals and insights	6

Executive Summary

Based on a survey of over 300 Logan Square residents, the primary transportation concern is pedestrian safety and accessibility, with nearly 90% of respondents noting walking as their main mode of transit. The survey revealed significant issues with traffic law enforcement for motorists, bicyclists, and e-scooters, as well as a strong demand for traffic calming measures and safer pedestrian crossings. While residents expressed a desire for improvements to public transit—specifically increased bus and rail frequency—there is a notable gap between their preferred and actual use of these services. Overall, the findings suggest a need for a comprehensive traffic study to address overlapping issues of pedestrian safety, driver and cyclist behavior, and the competition for shared street space.

Complete summary of survey findings

Process Overview

In the first half of 2025, the Logan Square Neighborhood Association (LSNA) administered a comprehensive Transportation Improvement Survey to gather feedback from neighborhood residents on transportation related issues, sentiment and identification of potential improvements which would make getting around our area safer, more convenient and more enjoyable for everyone. More than 300 Logan Square residents responded to the survey consisting of both closed and open ended questions allowing LSNA to gather and analyze quantitative and qualitative data. The survey gathered insights on walking, biking, motor vehicles and public transportation.

Pedestrian safety and accessibility dominate responses

Common suggested improvements included lengthening the time between traffic light changes to give pedestrians more time to safely cross intersections, more intersections with "WALK" buttons to alter traffic lights for pedestrians and adding street lights in uncontrolled intersections to improve safety and calm traffic. Many pointedly called for camera enforcement of cars and bicycles in pedestrian rights of way, and consistently called for better overall enforcement of traffic laws for motorists, bicyclists and e-scooters.

Concerns about bicycle and e-scooter behavior

Respondents repeatedly reported scooters and bicycle-riding on sidewalks, rapidly moving among pedestrians thereby startling and sometimes injuring them and frequently disregarding traffic laws on sidewalks and on streets. A typical survey response was, "Keep bikes and e-scooters off sidewalks." Also, there were frequent comments about bikes not in bike lanes when available, ignoring stop signs, running red lights and going the wrong way on one way streets.

Worries about driver behavior

Respondents also cited cars ignoring stop signs and red lights, as well as making right turns on red in front of the signs prohibiting them. Thoughtful traffic calming for motor vehicles was suggested as a way to reduce speed and improve safety.

Logan Square Neighborhood Association - 2025 Transportation Survey Results

Increased involvement for the planning of new bike lanes

While more than 70 percent of respondents thought that bike lanes were important for bicyclists' safety, there was consensus that before the installation of more bike lanes, particularly protected bike lanes, the city should seriously consider effectively balancing the needs amongst drivers, cyclists and pedestrians. It was the opinion of some respondents that utilization of shared road space might sometimes feel like 'competition' amongst the different modes of transit.

Over-lapping issues related to legal and illegal parking

Comments frequently included ensuring that bike lanes and streets are designed to be safe for pedestrians, bicyclists and drivers, providing safe and efficient loading and unloading areas while maintaining sufficient parking and better addressing the needs of seniors and disabled residents. Residents called for more enforcement of illegally parked motor vehicles that disrupt bike lanes.

Also voiced was the desire for more on-street parking near residences and destinations in order to safely accommodate residents, business and visitors.

Improvements to public transportation

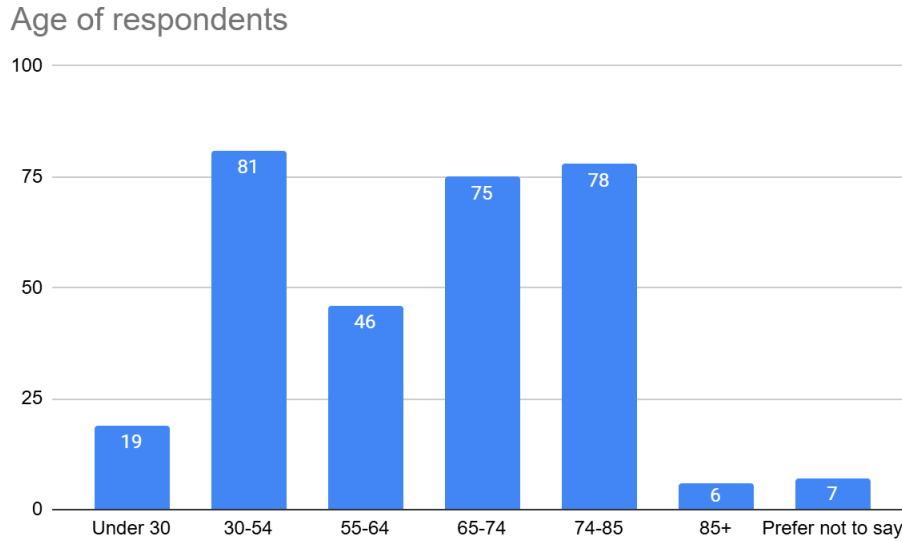
Many survey respondents wanted improvements to public transportation reliability and coverage. Increased bus frequency, different routes, the use of smaller buses, more bus shelters and improved SEPTA safety and cleanliness. Increasing the SEPTA budget to provide increased service was mentioned frequently.

Conclusion

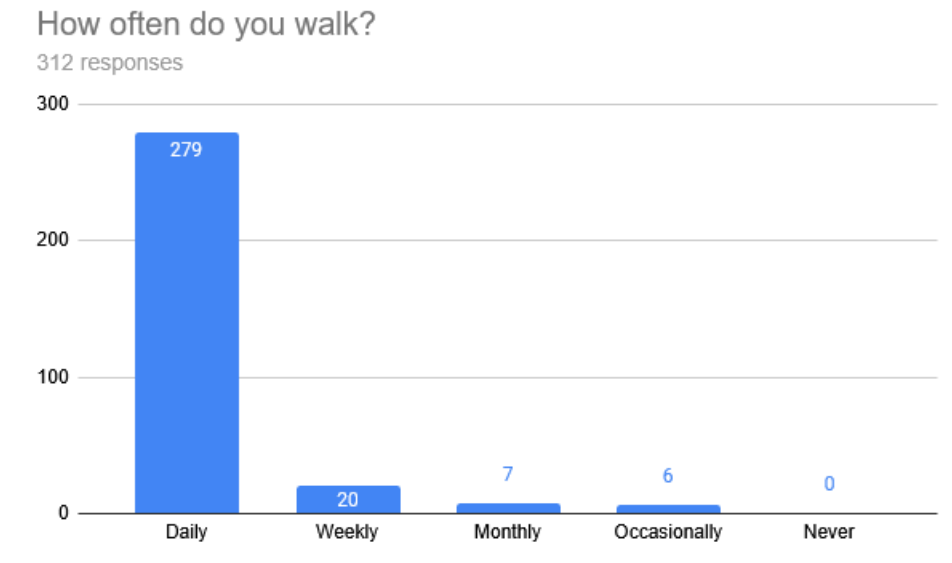
Considering nearly 90 percent of survey respondents said that they primarily walk, it is unsurprising that the most common survey response from Logan Square residents is making streets safer and more accessible for pedestrians. LSNA's recommendation is for the city to undertake a more comprehensive traffic study in the next 12 months that will identify the necessary improvements to address these concerns and comments of the Logan Square neighborhood residents and the city at large.

Data visuals and key insights

Key Insight: The survey included participants **spanning a wide range of ages.**



Key Insight: Nearly all LSNA residents walk daily.

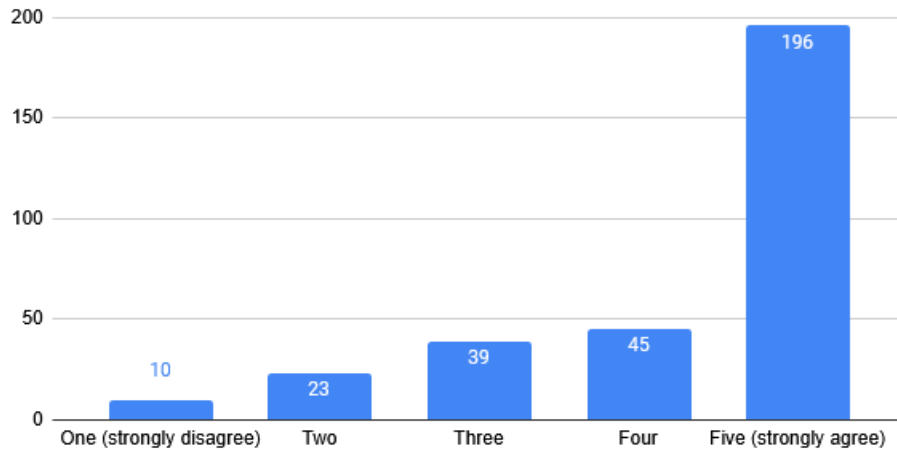


Logan Square Neighborhood Association - 2025 Transportation Survey Results

Key Insight: Nearly all LSNA agree more traffic calming measures and safer pedestrian crossings are needed.

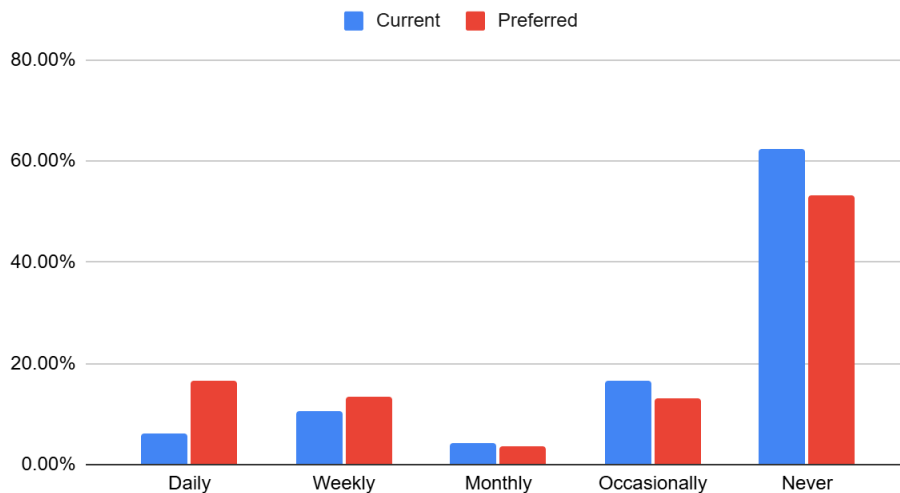
Agree/Disagree with: "Logan Square streets and intersections need more traffic calming measures to reduce speeding motorists and allow safer pedestrian crossings."

313 responses



Key Insight: There's a significant gap between how often respondents currently use bikes and how often they'd prefer to, particularly for daily and weekly trips.

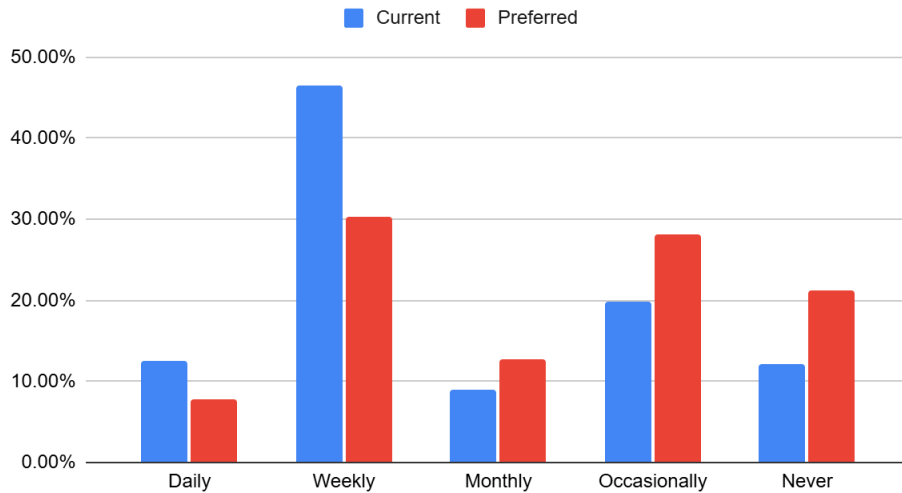
Current vs. Preferred Frequency Use - Bike



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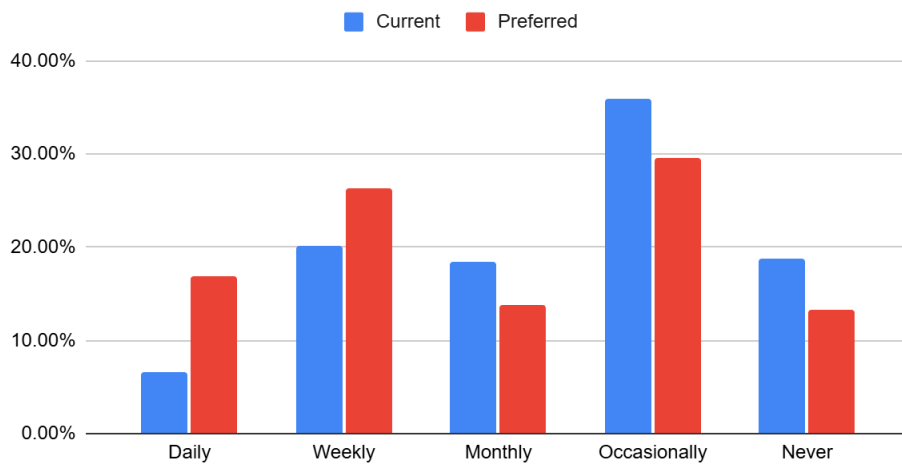
Key Insight: While most respondents currently **use their car weekly**, a greater number would **prefer to use it less frequently**—monthly, occasionally, or never.

Current vs. Preferred Frequency Use - Car



Key Insight: Nearly half of all respondents **prefer to use the SEPTA Metro system on a daily or weekly basis** as opposed to Monthly, Occasionally or Never.

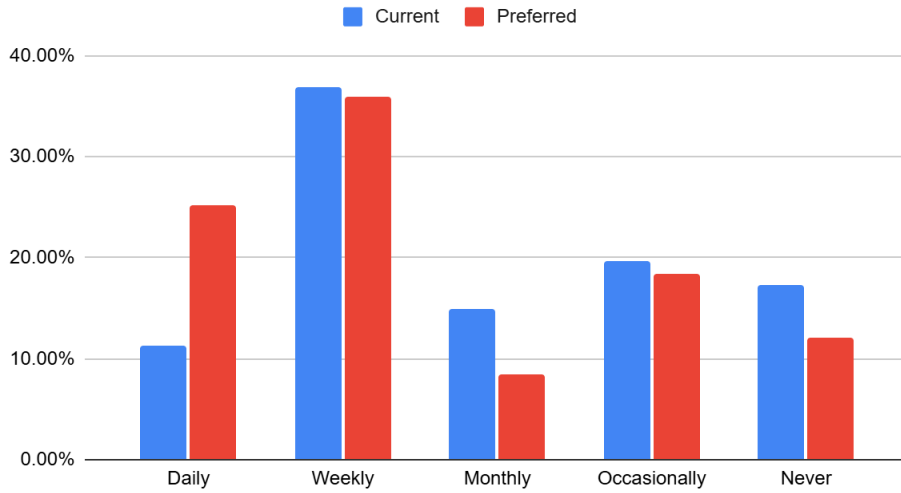
Current vs. Preferred Frequency Use - SEPTA Metro (Subway / L / Trolley)



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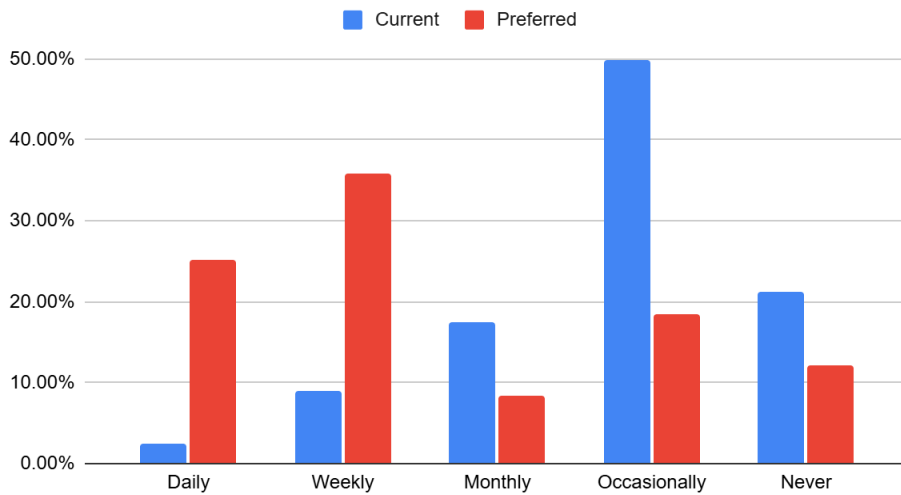
Key Insight: There's a **significant gap between the desired and actual daily use of SEPTA buses**, indicating a demand for more daily bus trips that is currently being hindered by barriers.

Current vs. Preferred Frequency Use - SEPTA Bus



Key Insight: There's a **significant gap between the desired and actual daily and weekly use of SEPTA Regional Rail**, indicating a demand for more daily and weekly trips that is currently being hindered by barriers.

Current vs. Preferred Frequency Use - SEPTA Regional Rail



Logan Square Neighborhood Association - 2025 Transportation Survey Results

Key Insight: While most respondents already walk, there is a **preference amongst some to increase their use of walking** as a daily mode of transit.

Current vs. Preferred Frequency Use - Walk

