

SEPTA FORWARD>>>



Trolley Modernization

Program Update

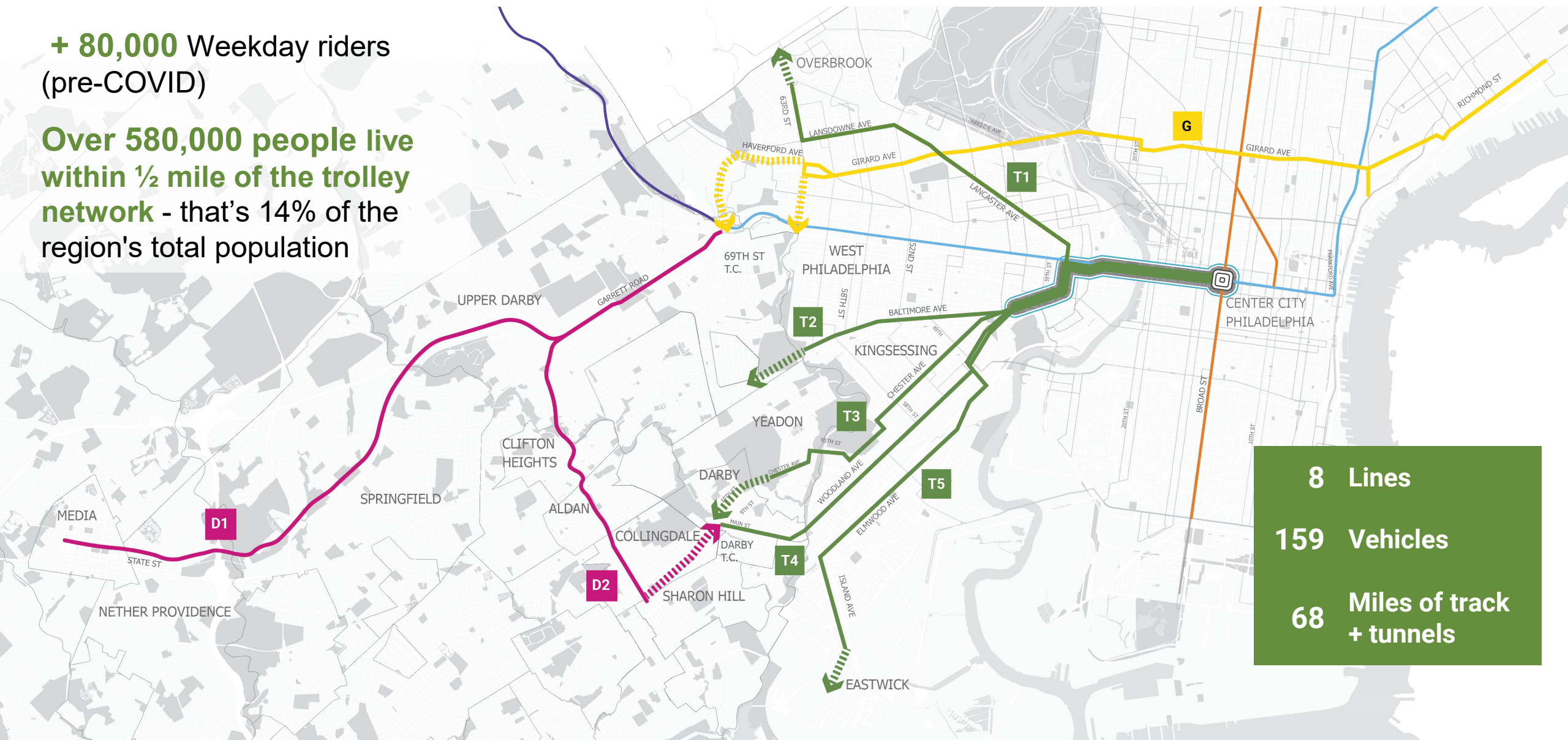
Media Borough Council Workshop

March 2, 2023



+ 80,000 Weekday riders
(pre-COVID)

Over 580,000 people live
within ½ mile of the trolley
network - that's 14% of the
region's total population



8 Lines

159 Vehicles

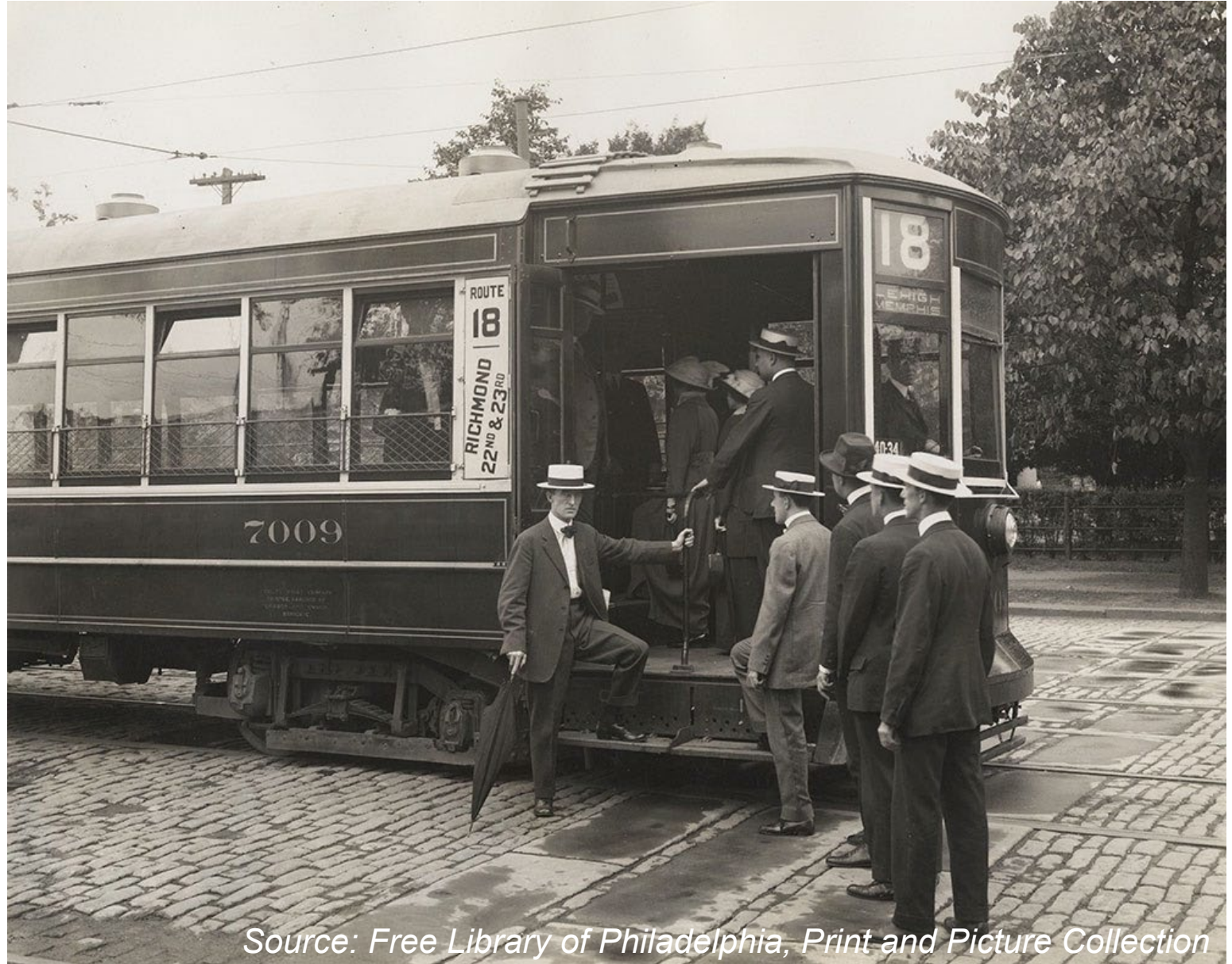
68 Miles of track
+ tunnels





A lot has changed in
100+ years...

1923



Source: Free Library of Philadelphia, Print and Picture Collection

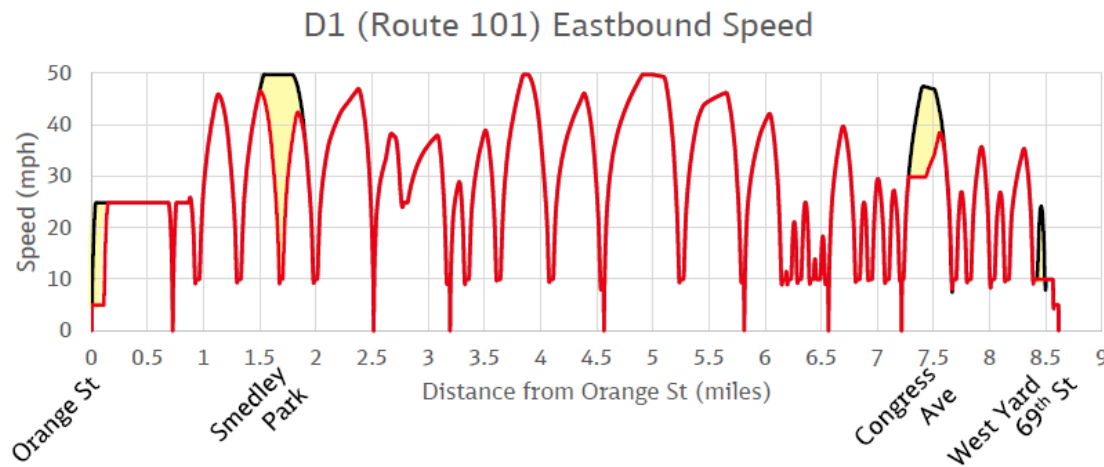
A lot has changed in
100+ years...

but a lot hasn't.

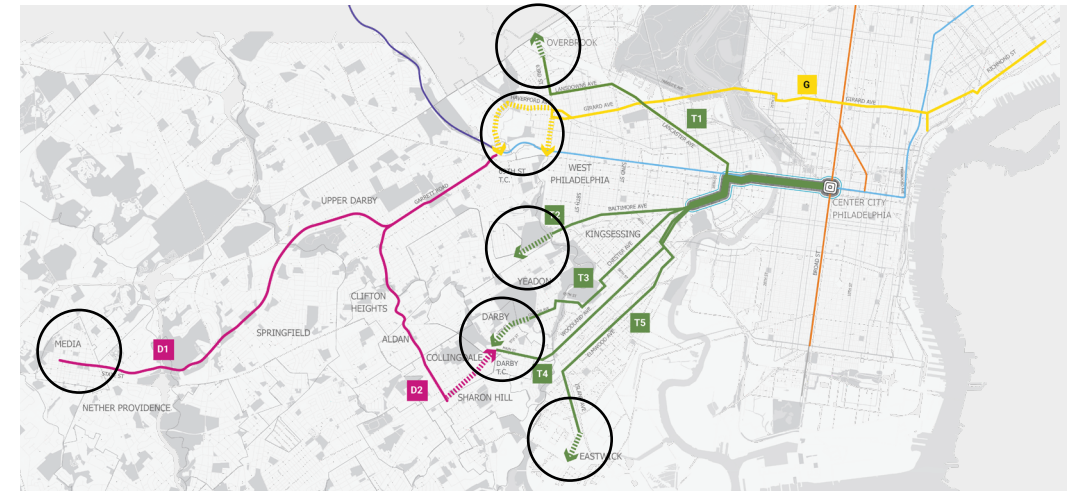
2023



Trolley Modernization includes...



Operational improvements



End-of-Line studies

Vehicles

Low floors

Higher capacity

Passenger-activated
ramps

Space for wheelchairs,
walkers, strollers, and
bikes

Audio and visual
messaging



Accessible Stations

Consistent, visible station
shelters

Rider amenities

Real-time information

Rebalancing stop
spacing



Operational Improvements

Operations & Capacity Study:

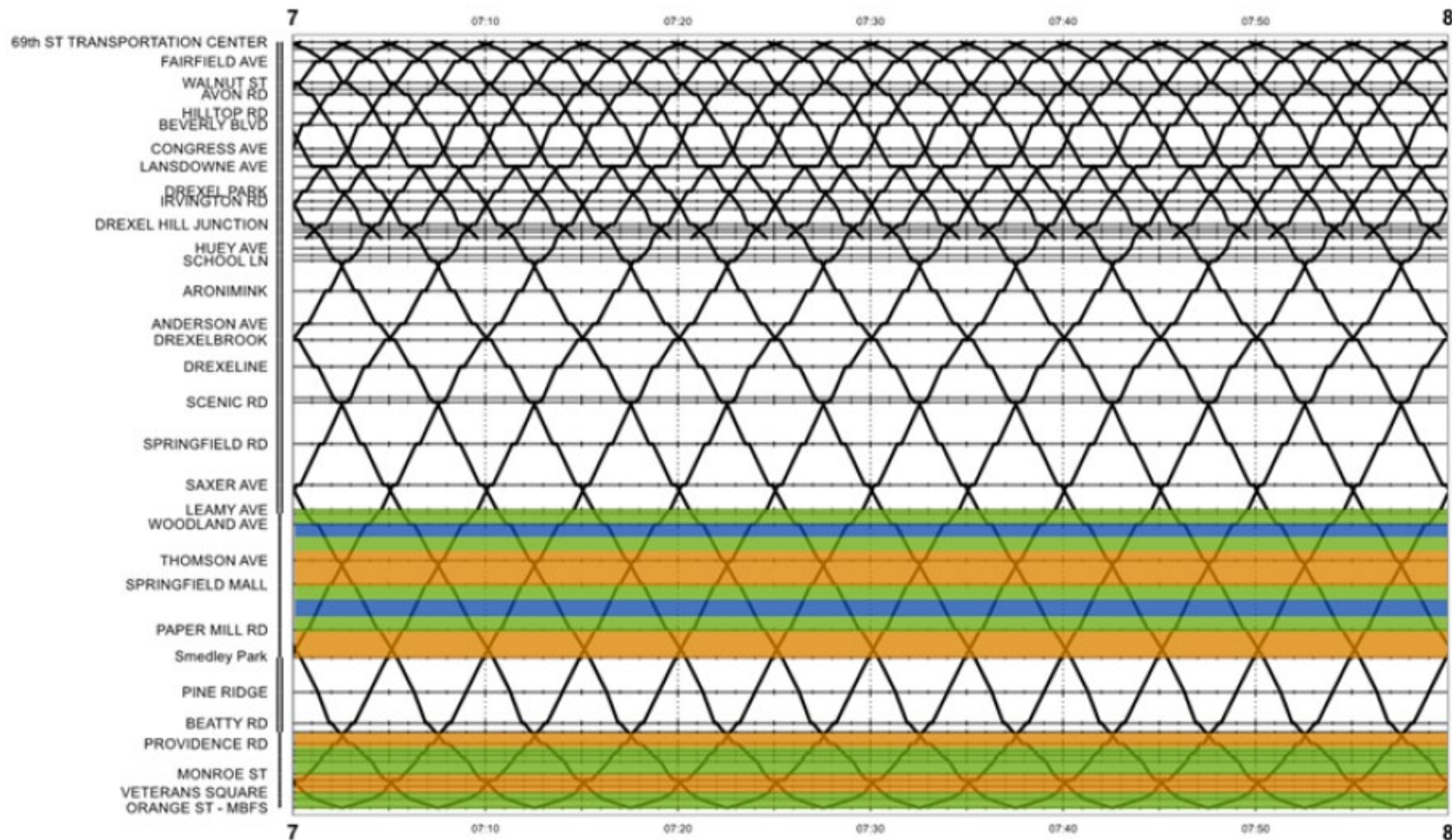
Fully modeled City and Suburban systems

Tested multiple interventions seeking time savings

Recommended interventions include:

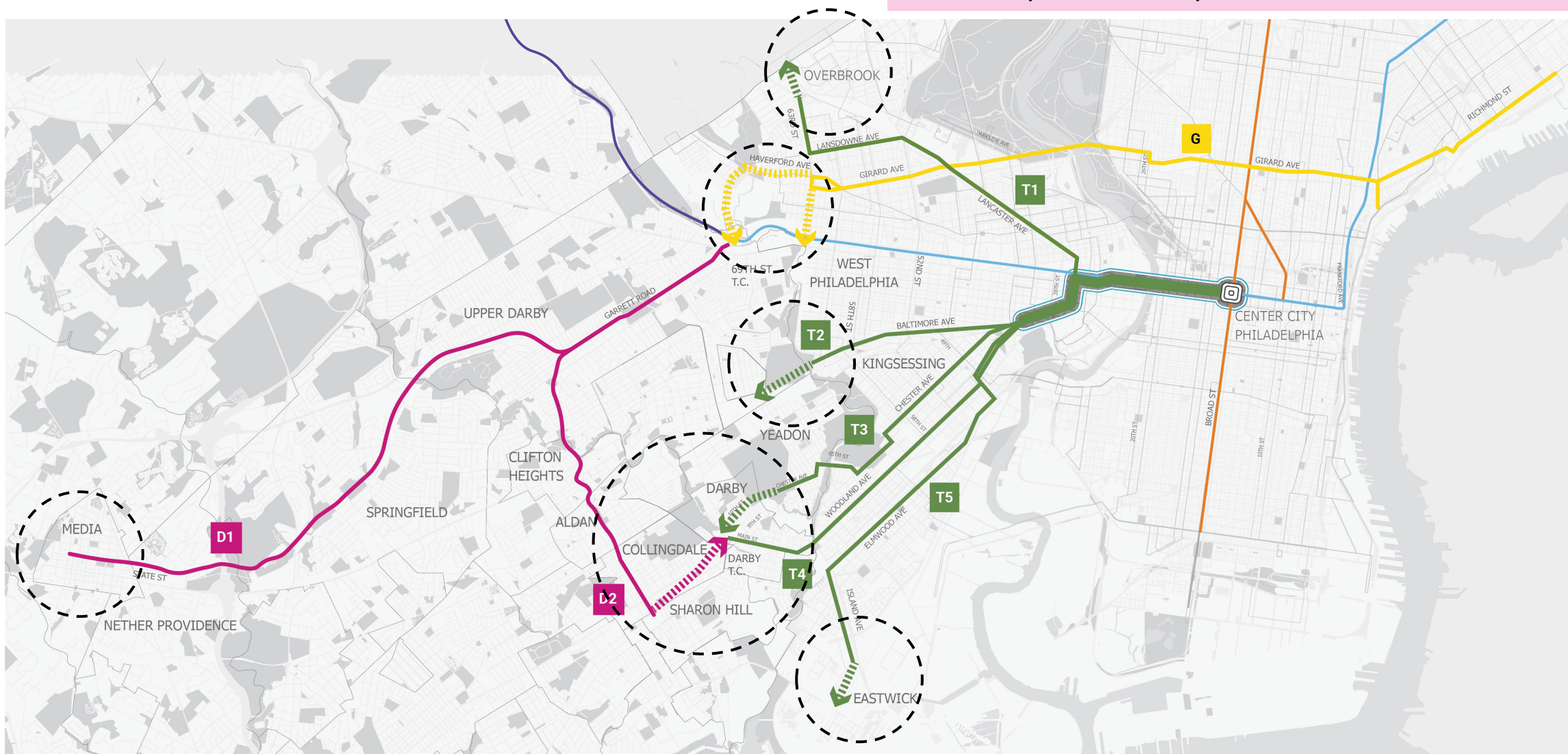
- Double-tracking
- Gating at grade crossings
- Stop consolidation

Opportunity for travel time savings and frequency improvements



End-of-Line Studies

- » Reviewing each end-of-line for:
 - » Key destinations and transfer opportunities
 - » Operational improvements



How we got here...

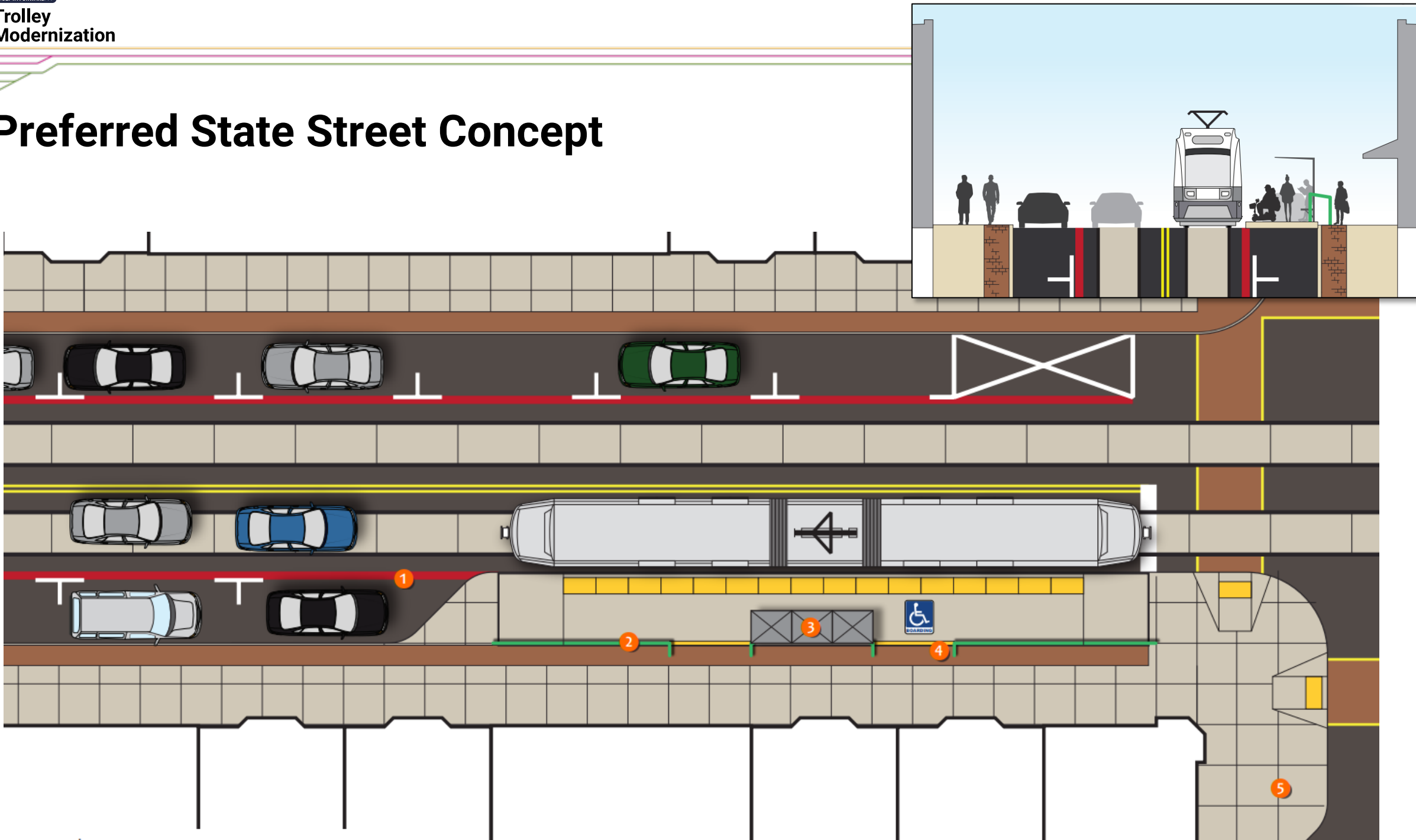
DVRPC-led report (2018)

Identified preferred track
configuration for State Street

Identified preferred station design
concepts

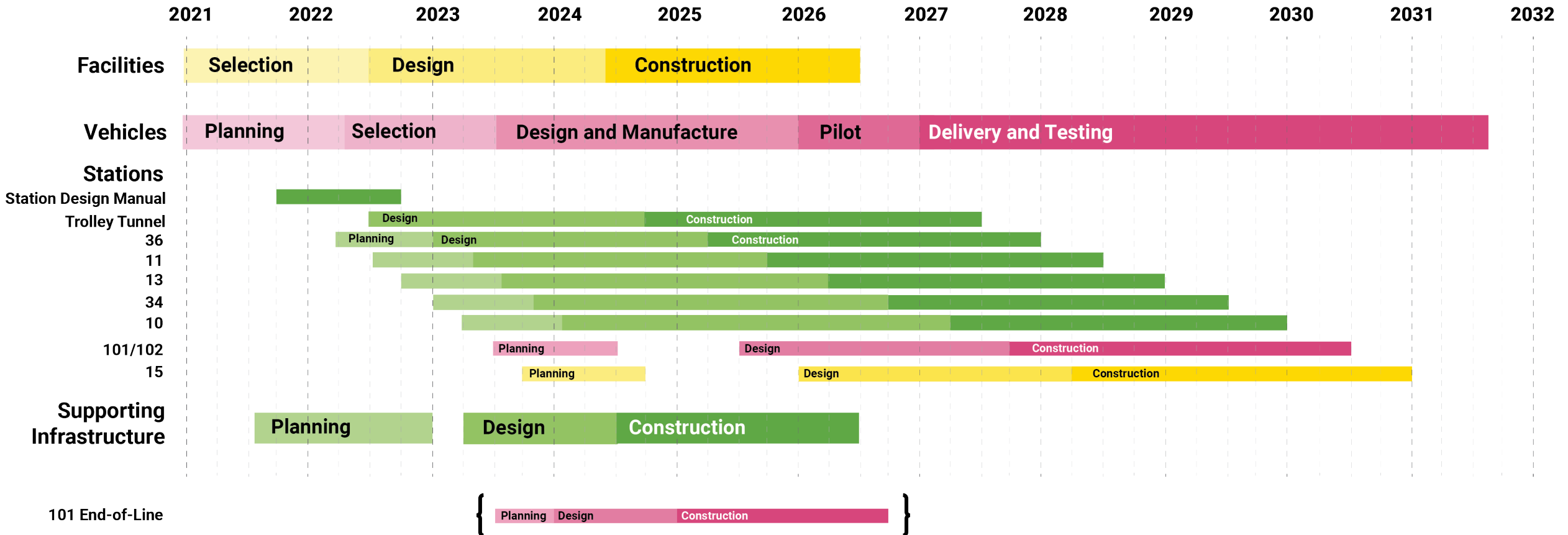


Preferred State Street Concept



Current Program Schedule

- » Prioritizing State Street as an early-action item
- » Enables more frequent Route 101 (D1) service
- » Can be done before new vehicles arrive



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Learn more at
planning.septa.org

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