

SEPTA FORWARD >>>



# Trolley Modernization

# Program Update

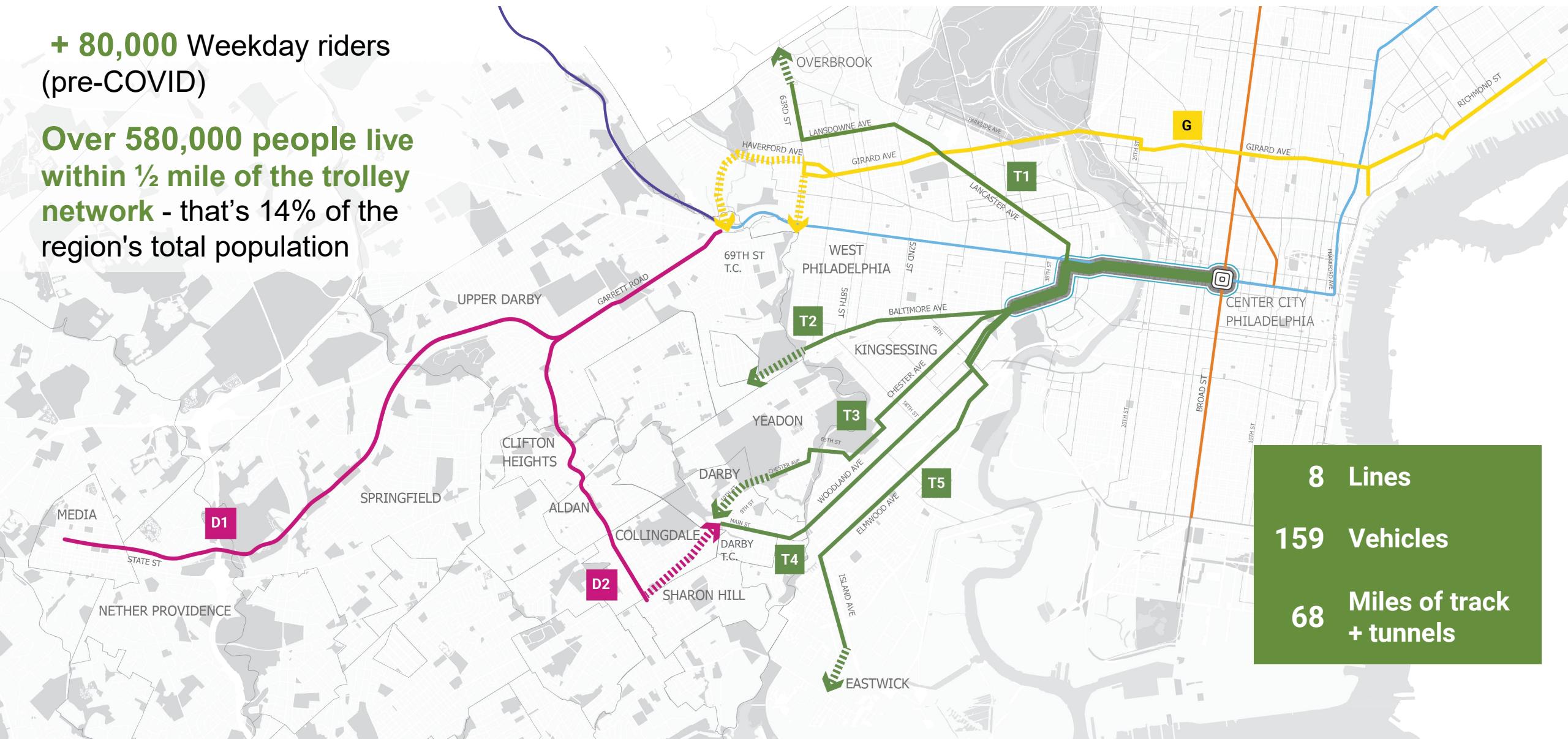
## Media Borough Council Workshop

### March 2, 2023



**+ 80,000** Weekday riders  
(pre-COVID)

**Over 580,000 people live within  $\frac{1}{2}$  mile of the trolley network** - that's 14% of the region's total population





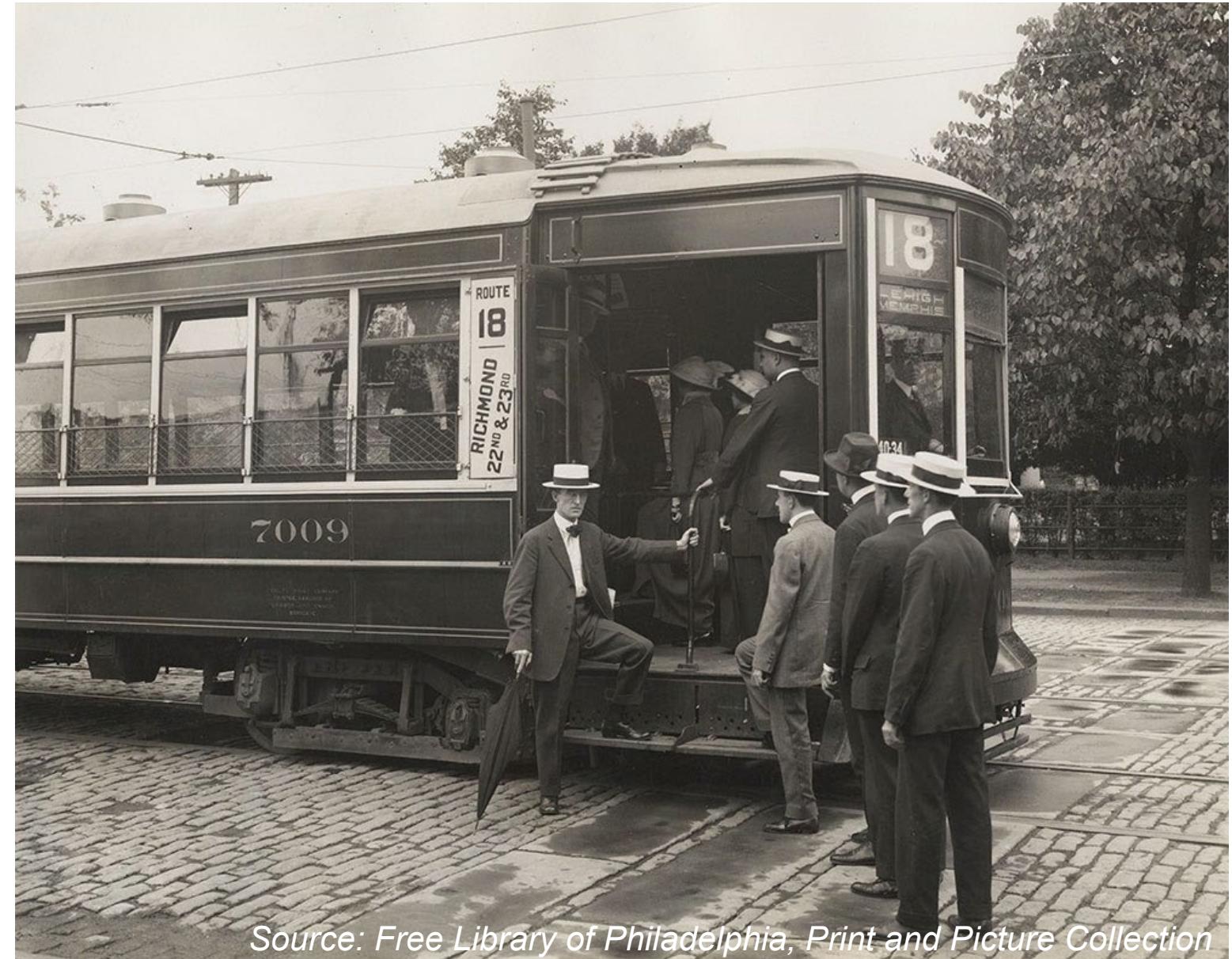


DRUGS

ZONE 1  
PARKING  
3 HOUR LIMIT  
NO PARKING  
SUNDAY  
WEEKEND  
NO PARKING

**A lot has changed in  
100+ years...**

**1923**



*Source: Free Library of Philadelphia, Print and Picture Collection*

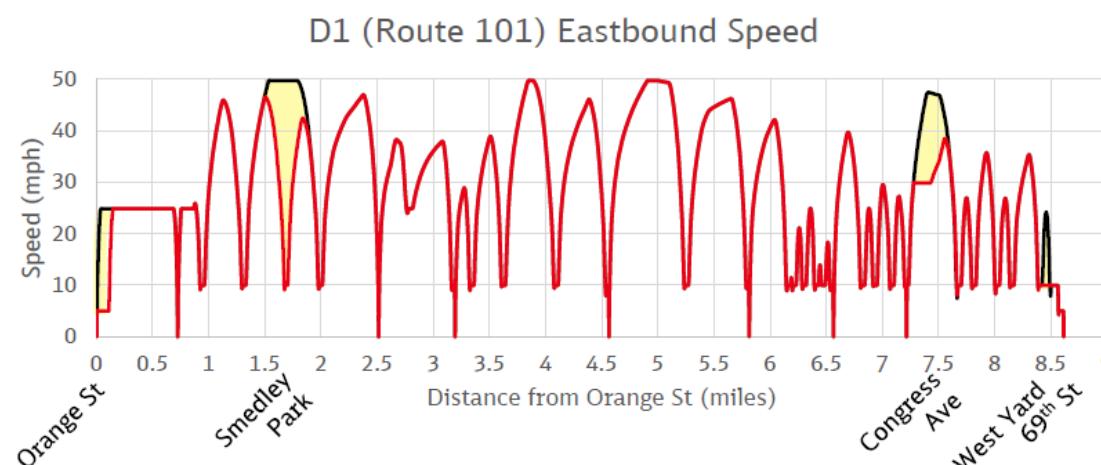
**A lot has changed in  
100+ years...**

**but a lot hasn't.**

**2023**



# Trolley Modernization includes...



Operational improvements



# 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:

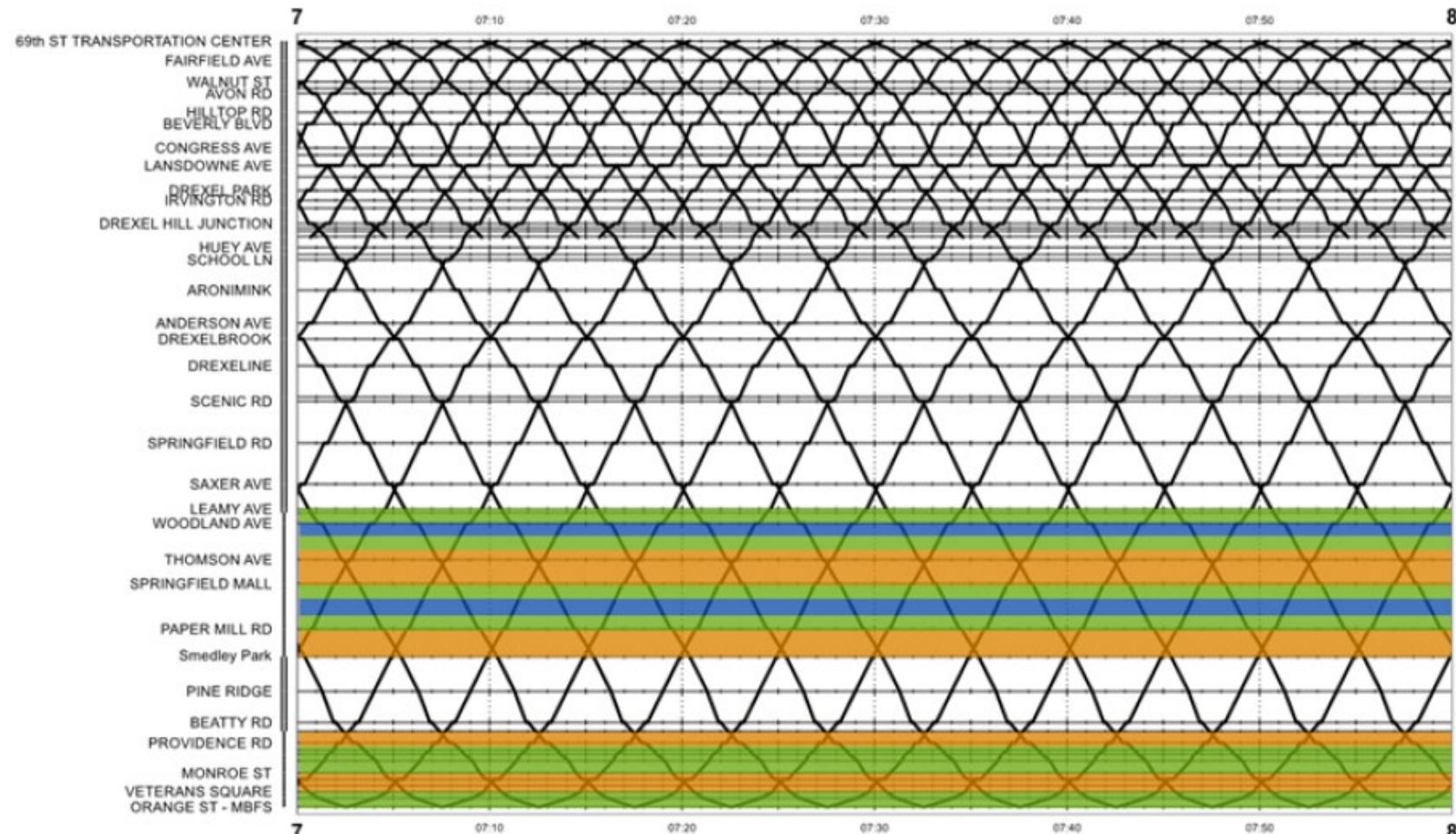
Fully modeled City and Suburban systems

Tested multiple interventions seeking time savings

Recommended interventions include:

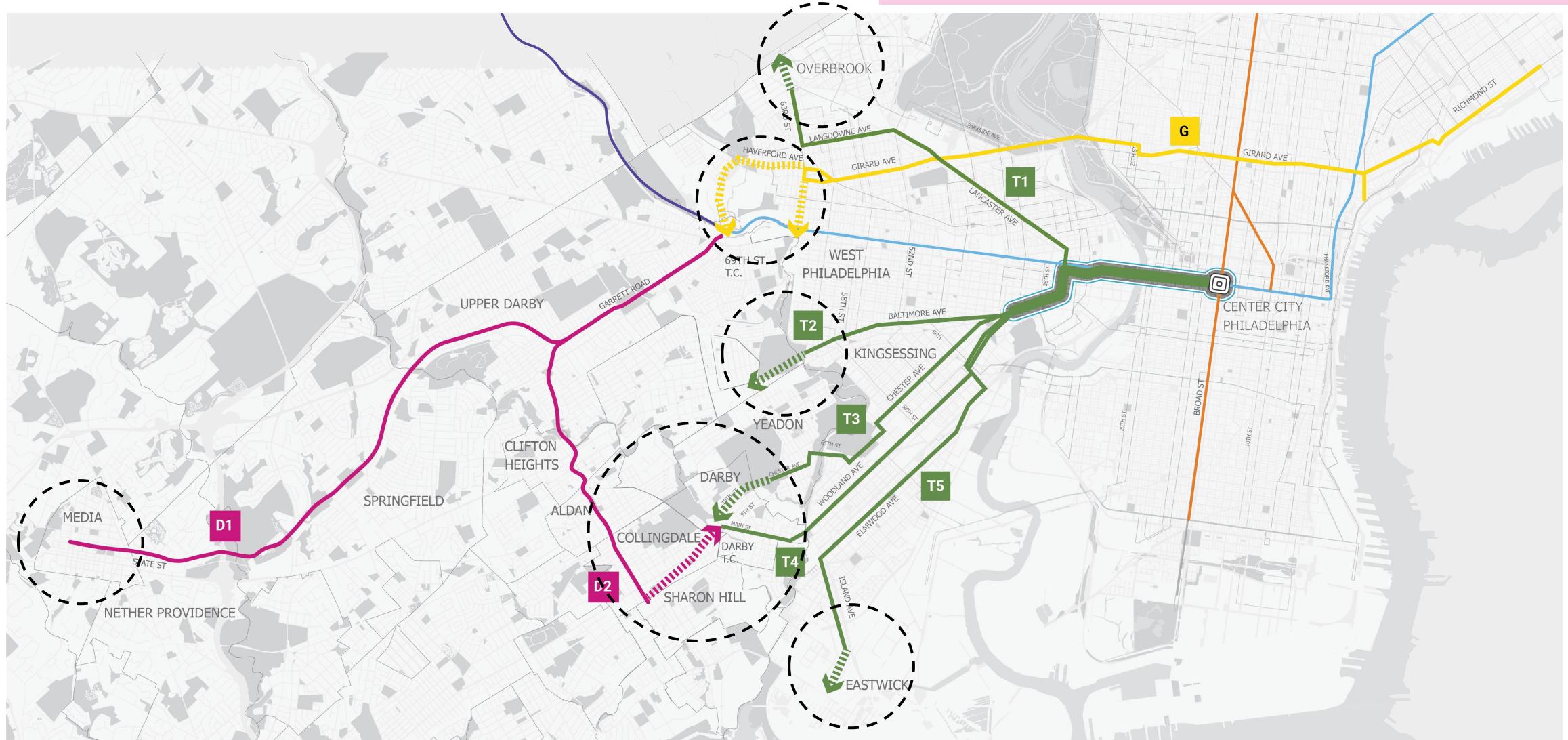
- Double-tracking
- Gating at grade crossings
- Stop consolidation

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...

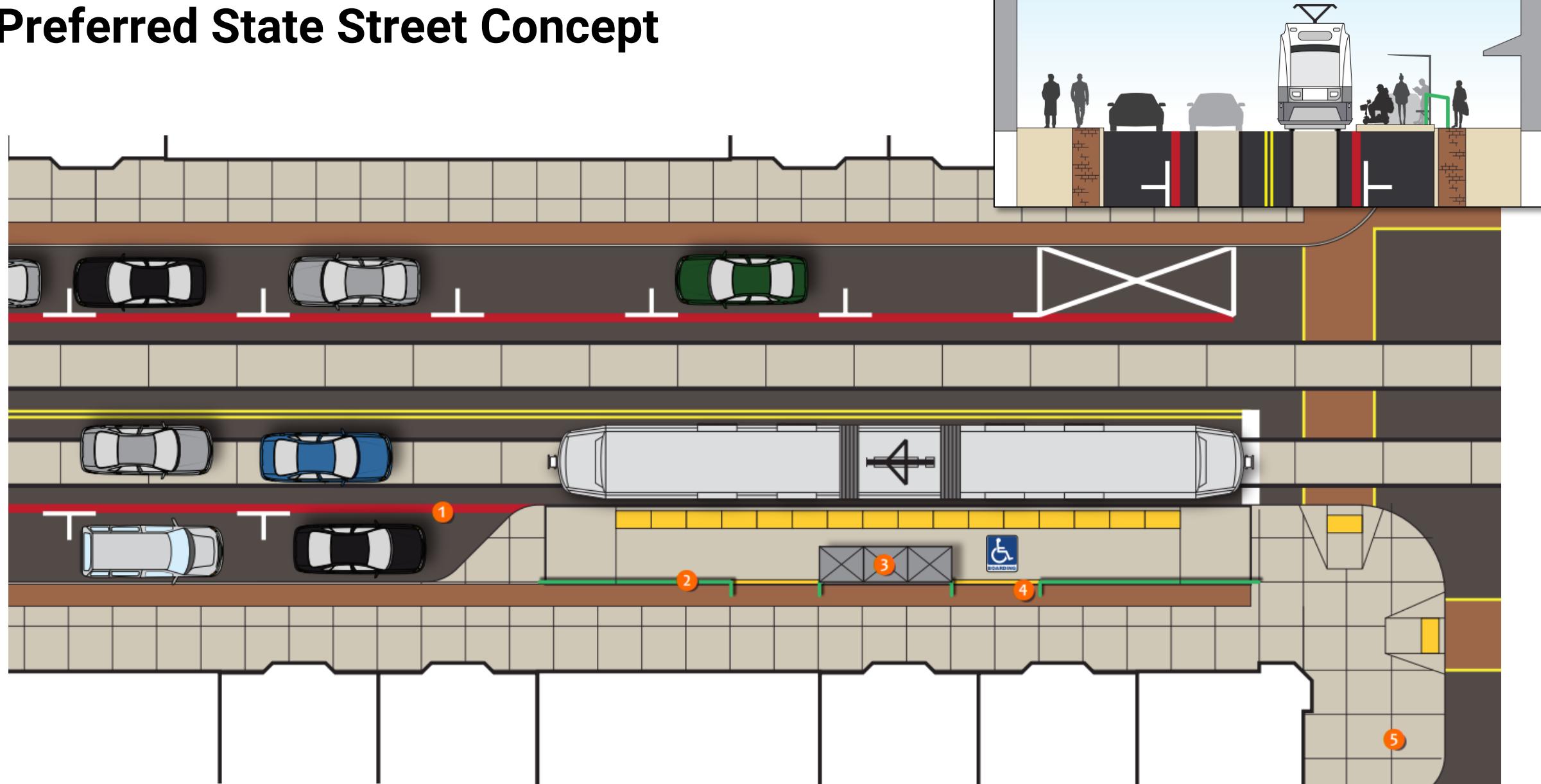
DVRPC-led report (2018)

Identified preferred track configuration for State Street

Identified preferred station design concepts



# Preferred State Street Concept



# Station Evaluations

Workshop with Borough staff in Fall 2022

Classified existing stops and evaluated modernization potential

Results will feed into corridor design process

**EXISTING CONDITIONS JACKSON STREET**

ROUTE 101  
Trolley Ridership: 95 Daily Riders, Not Busy at All



**ROUTE 118**

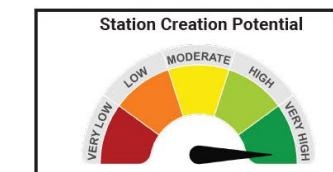
**Alternative 1**  
Inbound 1: Platform to be modernized and remain in current location.  
Outbound 1: Platform to be modernized and remain in current location.

**Alternative 2**  
Inbound 2: Relocate to farside of street.  
Outbound 2: Relocate to farside of street.



**WORKSHOP ANALYSIS JACKSON STREET**

**Station Creation Potential**



This station has very high station creation potential. This station has a connection to bus route 118. There are many amenities at this station with no driveway conflicts.

**Partnership Project Potential**

None Identified.

**Opportunities**

- Good connectivity to bus route 118.
- There is a library and a public defender's office in close proximity.
- Plum Street Mall is in close proximity.
- Easy to construct.
- No driveway conflicts.
- County purchased an office building on Baltimore Avenue at the corner of Jackson Street.

**Constraints**

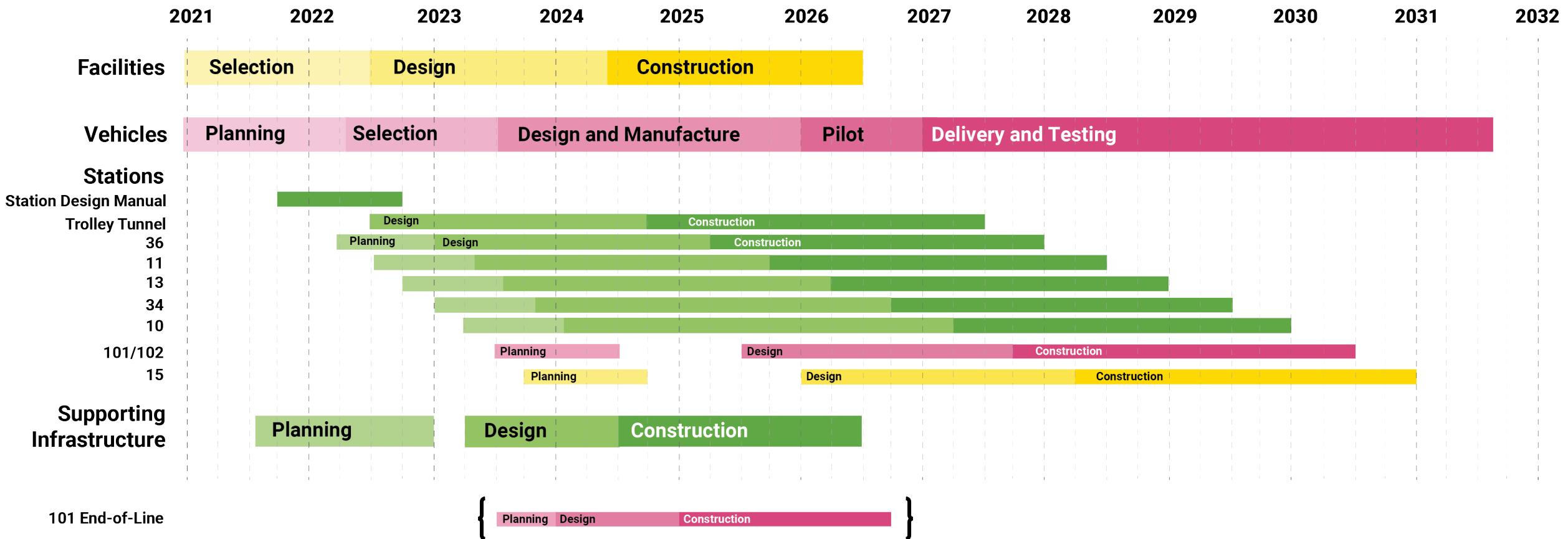
- Low ridership.

42 TROLLEY MODERNIZATION STATION EVALUATION ROUTE 101

43 TROLLEY MODERNIZATION STATION EVALUATION ROUTE 101

# 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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# Trolley Modernization

Learn more at  
[planning.septa.org](http://planning.septa.org)

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