Regional Rail Master Plan
Transit Talk
April 12, 2022
Welcome!

Project Update

Existing Conditions

Possibilities

Benchmarks

Infrastructure

Next Steps
We are excited to talk with you about Regional Rail!

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Three overarching programs will help us build towards our vision:

- **Bus Network Redesign**
- **Regional Rail Master Plan**
- **Rail Transit Unification**

ONE LIFESTYLE TRANSIT NETWORK
We’ve been working with a team of experts on this project.
Project Update:

• Launched the first public survey, receiving over 5,000 responses
• Hosted 7 pop-up events
• Held a public meeting (virtual)
• Analyzed and documented existing conditions
• Formed a planning advisory committee
• Formed a stakeholder committee
• Conducted focus groups
In Outreach Round 1, We Discussed Our Hypothesis

If Regional Rail...
- Operates more frequently, both ways, all day
- Is better connected to local transit
- Has integrated fares with local transit
- Is more accessible and legible

...then
- It will be useful to more riders
- It will make existing transit riders’ trips better
- It will increase access
- It will create a more equitable transit network
- It will benefit the entire region
In Order to Test this Hypothesis, We Need to Understand the System We Have, Today

- Span of service
- Frequency of service
- Station location (and density of uses)
- Operational constraints
- Station accessibility
- Ridership profiles
- Fleet characteristics
- Operational costs
- Condition of SEPTA’s assets (tracks, tunnels, bridges, etc.)
- System connectivity
- And more!
We’ve also been exploring the system ourselves and we have learned many things that will frame the way we move forward.

We’ve developed 4 categories that our conclusions fall into:

1. History
2. Infrastructure and Operations
3. Connectivity
4. Demand

Today we are going to go in to detail on our findings.
Philadelphia’s Regional Rail network was created through a century of infrastructure investment and mergers.

“People have been taking the train to Philly from this neighborhood for 150 years.”
Philadelphia’s Regional Rail network was created through a century of infrastructure investment and mergers.

- The original Regional Rail lines were owned and operated by two private railroad companies.
- With some exceptions, former Pennsylvania Railroad lines are south and west of Center City, while former Reading Railroad lines are north and east of Center City.
Philadelphia’s Regional Rail network was created through a century of infrastructure investment and mergers.

- The original Regional Rail lines were owned and operated by two private railroad companies.
- With some exceptions, former Pennsylvania Railroad lines are south and west of Center City, while former Reading Railroad lines are north and east of Center City.
- SEPTA took over ownership and operations of the rail service in 1983 and has been operating Regional Rail service ever since.
- In 1984, SEPTA used the new Center City tunnel to connect the lines into one network. All trains provide service to 30th Street, Jefferson, and Suburban Stations through the rail tunnel under downtown Philadelphia.
- The original owners of the current SEPTA network still have a lot of influence today on the workings of the system.
Philadelphia’s Regional Rail network was created through a century of infrastructure investment and mergers.

- The power supply is a key example of that
Philadelphia’s Regional Rail network was created through a century of infrastructure investment and mergers.

- In 2019, 132,000 people rode every day, and the Thorndale line had the highest ridership.
- This makes SEPTA Regional Rail the 5th highest pre-COVID ridership in the United States.

Weekday ridership by line varies drastically, but the majority of ridership happens during peak hours.

On most lines, greater than 60% of ridership activity occurs during peak periods. The Airport Line is a notable exception.
Regional Rail has been designed to facilitate 9-to-5 suburban commuters even though Regional Rail also has stops in low-income communities of color in the urban core.

“We have a station here, but nobody I know takes the train.”
Regional Rail has been designed to facilitate 9-to-5 suburban commuters even though Regional Rail also has stops in low-income communities of color in the urban core.

- Given that white collar commuters currently have the possibility to work from home, Regional Rail ridership has seen the largest drop in ridership during the pandemic of the three SEPTA modes.
- City bus ridership was down 44% from October 2019, while Regional Rail ridership was down 61% as of October 2021 during the same period.

Regional Rail ridership is down 61% in Oct. 2021 compared to Oct. 2019, but has been trending upward for several months.

Data source: SEPTA

Regional Rail Ridership Activity - Inbound AM Peak

Total Inbound Ridership excluding Center City (circles sized proportionally)

2,500 5,000 10,000
Regional Rail has been designed to facilitate 9-to-5 suburban commuters even though Regional Rail also has stops in low-income communities of color in the urban core.

- Most areas with higher proportions of low-income, Black, and Hispanic/Latino residents compared to the regional average are within the City of Philadelphia.

- Philadelphia residents working in Center City mostly take the bus or Rail Transit in their commute, even if they live along a Regional Rail line, with the exception of Chestnut Hill West and parts of Northeast Philadelphia that serve predominantly white neighborhoods.

- Even outside the city, areas with high proportions of low-income, Black, and Hispanic/Latino residents, like Norristown and Chester, have low Regional Rail use.

Even on Chestnut Hill East, a line that serves entirely areas within city limits and has closely spaced stations with all-day service, most riders take other modes. This could be because nearby bus routes are more frequent, because Regional Rail is more expensive, or because local residents simply do not think Regional Rail is for them.
Regional Rail has been designed to facilitate 9-to-5 suburban commuters even though Regional Rail also has stops in low-income communities of color in the urban core.

- The majority of Regional Rail riders are white, from households making more than $100,000 a year, and from a household with more than one vehicle.
- Over 90% of those using Regional Rail to commute to work had a vehicle in their household.
- In comparison, the majority of bus riders are minority, low-income, and from a household with zero or one vehicle.

Data source:
Census Transportation Planning Package (CTTP) 2016
Regional Rail has been designed to facilitate 9-to-5 suburban commuters even though Regional Rail also has stops in low-income communities of color in the urban core.

• The majority of inactive stations on still-operating Regional Rail lines are within the City of Philadelphia.

• This indicates that SEPTA has disinvested in Regional Rail service to facilitate intra-City trips. And yet, Philadelphia still has more Regional Rail stations than any other one of the service counties.

• As many Regional Rail lines were full and standing room only during peak periods before the pandemic, SEPTA relied on bus and rail transit to move riders within the City.

inactive SEPTA Stations and the Proportion of Minority & Low-Income Populations Compared to the Regional Average

1:500,000 2019 ACS 5-Year Surveys, SEPTA

Minority Population Above Average
Low-Income Population Above Average
Both Populations Above Average

Inactive Station on a Current Line

Minority Population Above Average
Low-Income Population Above Average
Both Populations Above Average

Many inactive stations are in low-income communities of color.
The Regional Rail network often has parallel bus and trolley routes, but different frequencies and fare structures cause Regional Rail to be isolated from the rest of the SEPTA network.

"The train would be a nice fast ride from Norristown. But it costs too much, so I take the High Speed Line."
The Regional Rail network often has parallel bus and trolley routes, but different frequencies and fare structures cause Regional Rail to be isolated from the rest of the SEPTA network.

- Many of the bus lines SEPTA inherited were previously trolleys. PTC was majority controlled by National City Lines, which had a record across the country for replacing trolleys with buses in the 1950s.

- This system of buses and trolleys was in direct competition with the other rail services being provided in the greater Philadelphia region.

- SEPTA currently runs 121 bus routes, many of which stem directly from the original PTC routes, creating redundancy in the overall combined network.
The Regional Rail network often has parallel bus and trolley routes, but different frequencies and fare structures cause Regional Rail to be isolated from the rest of the SEPTA network.

- The SEPTA fares for bus and rail transit are $2.50 when paying cash and $2 if paid with SEPTA Key.
- The Regional Rail fare ranges from $4 to $10 depending on method of payment and distance from Center City as well as time of day, making a Regional Rail trip between 2 and 4 times as expensive as a bus or rail transit trip.
- No matter where the journey starts, any trip on Regional Rail costs more than a trip on bus or rail transit.
The Regional Rail network often has parallel bus and trolley routes, but different frequencies and fare structures cause Regional Rail to be isolated from the rest of the SEPTA network.

- Although bus, rail transit, and Regional Rail have all been part of SEPTA for many decades, the fare structures continue to reinforce their legacies and separate the inherited systems.

- This lack of mode integration, the substantial price difference between Regional Rail and all other modes, and the complicated fare structure perpetuate the long-standing division in the demographic makeup of riders by transit type.
The current infrastructure has the capacity for significantly more service, especially off-peak, but a few bottlenecks cap the capacity of the entire network.

“We just sat there for 10 minutes — the conductor said we were waiting for an Amtrak train to clear.”
The current infrastructure has the capacity for significantly more service, especially off-peak, but a few bottlenecks cap the capacity of the entire network.

- SEPTA’s Regional Rail network boasts many miles of double, triple, and quadruple track. This infrastructure capacity could allow for greater service levels if warranted by demand.

- However, bottlenecks in the system limit how many trains can operate.
The current infrastructure has the capacity for significantly more service, especially off-peak, but a few bottlenecks cap the capacity of the entire network.

- These major bottlenecks are caused by multiple train flows using the same track, or tracks that cross each other at grade.
- Each of these situations can cause trains to have to wait for other trains.
- These bottlenecks can be solved with infrastructure improvements, but those can be expensive to build.
The current infrastructure has the capacity for significantly more service, especially off-peak, but a few bottlenecks cap the capacity of the entire network.

• There are many solutions to different types of bottlenecks.

**Bottleneck:** At-grade junctions require other trains to stop for a train to cross over, slowing train speeds and introducing the potential for conflict

**Not a Bottleneck:** Grade separations allow trains to move under/over other tracks while all trains keep moving

**Bottleneck:** This is a similar bottleneck to at-grade junctions with the additional delay to Regional Rail because Amtrak trains will take priority

**Not a Bottleneck:** At a flying junction all trains can keep moving

**Bottleneck:** Single-track sections of the network limit frequency, because only one train can operate at a time

**Not a Bottleneck:** When operating on double track, trains can pass each other at speed, which provides flexibility to increase service frequency

**Bottleneck:** Stations with side (outside) platforms slow trains, because trains need to navigate to the outside tracks to serve the station

**Not a Bottleneck:** Stations with center-island platforms provide flexibility for trains to stay on any track to serve the station
The current infrastructure has the capacity for significantly more service, especially off-peak, but a few bottlenecks cap the capacity of the entire network.

- The SEPTA Regional Rail network shares remarkably little track with freight rail traffic.
- This gives the passenger rail better control in its operations than many commuter rail agencies in the United States.
The current infrastructure has the capacity for significantly more service, especially off-peak, but a few bottlenecks cap the capacity of the entire network.

- Each situation has specific safety and operational limitations and requirements to work around.

- Single-track sections limit frequency, because only one train can operate at a time.
- There is conflict through all the points in the system when trains from different branches come together.
- At-grade crossings create a risk of collisions.
- Amtrak trains take priority over Regional Rail, so the shared parts of the network create conflict.
- Track maintenance or seasonal events like fallen leaves can slow trains.
- Interlockings make sure the path ahead is safe before trains proceed. They are critical to safety and yet also a constraint on the system.
The current infrastructure has the capacity for significantly more service, especially off-peak, but a few bottlenecks cap the capacity of the entire network.

- SEPTA has rail yards spread throughout the system.
- While many trains start out at the end of a line, a large portion begin their day inside Center City.
The amenities and accessibility of stations vary widely.

“I tried taking the train the other day but it was just so hard with the kids and a stroller.”
The quality and accessibility of stations vary widely.

- SEPTA’s Regional Rail stations were inherited with the legacy of the two companies that previously owned them.
- This means that some stations have ample amenities while others are not accessible or are not hospitable for riders.
The quality and accessibility of stations vary widely.

- **Low Platform** - The platform level is well below the train’s door, and stairs must be used to board.
- **Mini-high Platform** - A ramp up to a single-door area for boarding from a low platform station.
- **High Platform** - The platform is level with the train door.
The quality and accessibility of stations vary widely.

- The SEPTA Key system requires riders to tap on and off the trains at card riders at the stations.
- However, the locations of many fare collection devices do not make it obvious or intuitive, and a few stations (particularly those outside Pennsylvania) do not have readers.
The Regional Rail fleet is old; its replacement is an opportunity to improve the passenger experience and operating efficiency.

“We’re maintaining trains that are older than me. We can’t even get parts anymore.”
The Regional Rail fleet is old; its replacement is an opportunity to improve the passenger experience and operating efficiency.

- Rail vehicles respond to the design infrastructure and shape the service a railroad provides.
- The cars that have defined SEPTA’s Regional Rail system for decades will need to be replaced soon; 56% of SEPTA’s fleet was built before 1976.
- SEPTA faces a decision about what kinds of vehicles to procure to replace them.

Steps on this Silverliner IV allow passengers to board from low platforms. A trap door – which the conductor is standing on – covers the steps for high-level boarding.
A dedicated staff keeps Regional Rail operating but staffing capacity is also a limitation to growth.

“We have to do the doors and the traps at all the low platform stations — it’s a lot of work.”
A dedicated staff keeps Regional Rail operating but staffing capacity is also a limitation to growth.

- SEPTA is unique as a public agency in the United States in the amount of maintenance, construction, engineering, training, and overall system work it does in-house.
- Retirement and financial constraints play a major role in the quantity of people SEPTA can hire and train at a given time, as well as the pass rate of the training classes and employee retention.
- The number of engineers, conductors, and maintenance staff drives the amount of frequency possible on the Regional Rail system.
The Regional Rail network starts early and runs late, 7 days a week, but frequency is low outside of peak hours.

“I barely missed the train the other day and I ended up being 45 minutes late to work”
The Regional Rail network starts early and runs late, 7 days a week, but frequency is low outside of peak hours.

- Span and frequency are two of the most influential factors for the usability of a transit system.
- Most stations have an exceptional span of service, almost all operating with 19 or more hours of service, except for stations along the Cynwyd Line.
- Many stations have peak frequencies between 15 and 30 minutes.
- Some stations in and near the core have peak frequencies more often than 15 minutes.
- Peak frequencies on outlying stations and lower ridership lines are lower.
- All stations are less frequent at midday.
- Most stations have service every 45-60 minutes during midday, which makes service much less convenient to use.
The Regional Rail network starts early and runs late, 7 days a week, but frequency is low outside of peak hours.

- Many areas served by Regional Rail have above-average proportions of non-traditional commuters (those who don’t leave for work during the AM peak) as shown to the right.

- Frequent peak service doesn’t benefit these commuters, who are also more likely to be service workers. These workers are also more likely to be women, low-income, Black, and/or Hispanic.

- Infrequent off-peak service limits non-work trips which are more likely to happen during these periods. Those who use transit for non-work trips are also more likely to be women, low-income, minority, and with limited or no access to a vehicle.
There are limited connection points between Regional Rail and other modes, and those connections that exist are often awkward.

"I see the Regional Rail train from the windows of the MFL but I can't use it — there's no way to connect."
There are limited connection points between Regional Rail and other modes, and those connections that exist are often awkward.

- While there are some high quality transfer opportunities where Regional Rail and SEPTA rail transit or bus connect into the same station, there are many that are within a block without good signage or that are missed entirely.
- When there are very coordinated connections, they exist to serve very specific markets.
There are limited connection points between Regional Rail and other modes, and those connections that exist are often awkward.

- In North Philadelphia in particular, four Regional Rail lines and the Broad Street Line serve three stations in near proximity.
- The stations come within a few hundred feet of each other underground.
- However, moving between these stations requires walking up to ten minutes with limited wayfinding in order to connect.
- Clifton-Aldan and Wissahickon are additional examples of areas where more intentional transfers would serve riders better.
- Norristown is a good example of a station where multiple transit lines are immediately next to each others and the physical transfer paths are short and easy to understand. However, the Regional Rail station here is not fully accessible.

Norristown Station seamlessly integrates bus, Regional Rail, and the Norristown High Speed Line in one location.

Regional Rail and trolley connections are a short walk but have limited wayfinding.

Regional Rail and bus connections are not easily accessible and require crossing heavy traffic.

Stations in North Philadelphia are separated by a few hundred feet but have limited wayfinding and challenging pedestrian environments.
There are limited connection points between Regional Rail and other modes, and those connections that exist are often awkward.

- North Philadelphia’s Regional Rail and Broad Street Line stations are across a parking lot from one another but have very little signage or wayfinding to notate them as stations and guide people to them.

- Although the station footprints are quite close to one another, the reality of making the connection between the two is quite difficult.
There are limited connection points between Regional Rail and other modes, and those connections that exist are often awkward.

- Integration of schedule and fare between Regional Rail and rail transit and bus could provide significant increases in access to jobs and services.
- There are 458,000 jobs within a half-mile walk of existing Regional Rail stations.
- However, functionally those with access to a Regional Rail line only have access to the jobs along that line and not others.
- Allowing cheaper and more convenient transfers between Regional Rail lines could increase job access.
Regional Rail is tuned to the needs of frequent riders, but the resulting complex operating patterns confuse new or occasional riders.

"Before COVID, I took the 7:18 from Paoli every day – the express saved me 15 minutes!"
Regional Rail is tuned to the needs of frequent riders, but the resulting complex operating patterns confuse new or occasional riders.
Regional Rail is tuned to the needs of frequent riders, but the resulting complex operating patterns confuse new or occasional riders.

- When the Center City tunnel opened in 1984, SEPTA, guided by the ideas of Vukan Vuchic, public transport expert, implemented a new way of designating the new through-running service using the “R” numbers.

- Over time, the operating patterns became increasingly complex, and SEPTA stopped using the new numbers.

- Today, there is no systematic relationship between the lines on the two sides of the system, and trains are only designated by the names of the lines.
Regional Rail is the fastest and highest quality form of SEPTA transit, but it’s also very expensive to operate.

“I love that feeling of just gliding into Center City.”
Regional Rail is the fastest and highest quality form of SEPTA transit, but it’s also very expensive to operate.

- With long, direct routes, no car traffic, and widely spaced stops, Regional Rail offers riders fast trips. That, however, comes at a price: it costs SEPTA $8.98 for each passenger trip, of which less than half ($4.07) is covered by fares. That’s significantly higher than the subway ($2.21 cost per trip) or bus ($4.22 per trip) costs.

Regional Rail carries 12% of SEPTA riders and uses 28% of SEPTA’s operational resources to run. However, Regional Rail is less expensive to operate than bus by cost per seat mile.
Many Regional Rail stations are located in dense, walkable places that have the underlying demand to support all-day frequent service.

"It's so nice to have a station just down the street."
Many Regional Rail stations are located in dense, walkable places that have the underlying demand to support all-day frequent service.

• The Regional Rail network has been designed to bring riders long distances into Center City.

• However, many of the stations within the City of Philadelphia and in dense areas right over the border, have demand to support all-day frequent service that is much more similar to subway-style service.

• Most people access services like these within a short walk.
Many Regional Rail stations are located in dense, walkable places that have the underlying demand to support all-day frequent service.

• The vast majority of SEPTA riders walk to access transit. In the 2018 SEPTA Customer Satisfaction Survey, 80% of riders say they most frequently arrive at their SEPTA station or stop by walking.

• Even for riders (alt. survey respondents) that reported making at least 5 trips on Regional Rail over the course of a week, that number is 54%.

• Pedestrian connections at and around stations greatly impact the overall transit experience.

• Many neighborhoods served by regional rail are technically walkable, but the conditions around them do not encourage walking.

The majority of people walk to access SEPTA transportation

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<tr>
<th>Access mode</th>
<th>All SEPTA transportation access methods:</th>
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<tbody>
<tr>
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<td>80% of people access SEPTA via walking.</td>
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<tr>
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The majority of Regional Rail riders also walk to stations

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Data source: SEPTA 2018 Customer Satisfaction Survey
While Regional Rail has traditionally focused on getting people to Center City at rush hour, there are other destinations like universities, hospitals, retail, and other employment centers across the network, many of which have all-day demand.

"I'd really love to be able to take the train to my appointments at the hospital."
While Regional Rail has traditionally focused on getting people to Center City at rush hour, there are other destinations, many of which have all-day demand.

- Center City is the region’s largest job center filled with office jobs that align with a 9-to-5 schedule. However, most residents’ jobs are outside of Center City, many of which are in areas not distinguished as a major job center.

- Regional Rail serves certain commutes well, but leaves those trying to make other types of trips behind.

Active Commercial Plaza near Ardmore Station, which is served by both Regional Rail and Amtrak.
While Regional Rail has traditionally focused on getting people to Center City at rush hour, there are other destinations, many of which have all-day demand.

• While the majority of Regional Rail trips are suburban riders heading into Philadelphia, the system also serves many reverse commute trips.

• Travelers going outbound in the morning are most likely to alight along the Thorndale, Norristown, and Doylestown Lines.

• These lines serve universities, office parks, and other job centers outside the City.
While Regional Rail has traditionally focused on getting people to Center City at rush hour, there are other destinations, many of which have all-day demand.

- While the majority of Regional Rail trips are suburban riders heading into Philadelphia, the system also serves many reverse commute trips.
- While Regional Rail works well for some reverse commutes, those living outside of Center City may find it difficult to use SEPTA services to connect to jobs along Regional Rail lines.
- In addition, the lack of walkable land use or connections to other transit limit using Regional Rail to get anywhere other than walkable areas adjacent to the station.
There have been many proposals for significant changes to the Regional Rail network such as expansions, infill stations, and additional service.

“We had the train out here once. They should bring it back.”
There have been many proposals for significant changes to the Regional Rail network such as expansions, infill stations, and additional service.

- The Philadelphia commuter rail network was once significantly larger, with lines to West Chester, Reading, Allentown, Newtown, and Jersey City.
- There have been occasional proposals to reopen some of these lines, but other than two short extensions, no projects are committed or funded.
We are also looking around the world for ideas.
In the United States, the term “commuter rail” suggests a service operated primarily for 9-to-5 work trips from the suburbs to downtown.

It also suggests a set of operating practices inherited from steam railroads and little changed since the 1950s, including fairly complex schedules, large crews, and a distinct separation from local transit.

In much of the rest of the world, commuter rail has been extensively modernized and reimagined to be more efficient to operate, easier to use, and useful for many more kinds of trips.

These international examples show us the range of what is possible within the technology of commuter rail.

In Berlin, the S-Bahn serves shopping areas, universities, museums, and parks in addition to offices.

About 30% of passenger services in the UK have only a driver and no conductors, using automatic doors and high platform stations. This includes many London suburban trains, like Southeastern and Southern at London Bridge.

In the Netherlands, all trains except for high speed rail have exactly the same fares and the same ticketing system, and many riders use intercity trains for daily commute trips.

In Switzerland, all passenger service is based on a clockface schedule: a train departs at the same time every hour all day, makes the same stops, and uses the same platforms. At major hubs, schedules are coordinated for easy connections.
To imagine what SEPTA Regional Rail could be, we need to look beyond the practices historically associated with commuter rail in North America.
Munich shows how Regional Rail can be integrated with local transit.

The Munich network has had full fare integration since the 1970s: A trip between point A and point B always costs the same, regardless of whether it requires a transfer or not, regardless of whether it is on bus, streetcar, subway, or Regional Rail, and regardless of which agency is operating the service.

The S-Bahn is closely integrated with other transit networks, not just in downtown but across the network. S-Bahn stations serve as the outer terminals of streetcar lines and as hubs for suburban bus service.
Benchmarks: London Overground

- London Overground shows how better service can dramatically increase ridership.
- London Overground is shown alongside London Underground, Docklands Light Railway, and trams on the Tube Map. Station signage matches tube signage, and transfers have clear wayfinding from platform to platform.
- The neighborhoods served by London Overground includes many low income areas that were not served well by London Underground.
Benchmarks: Auckland AT Metro

- Auckland shows how Regional Rail can be part of a transit network redesign.
- As of 2000, Auckland had three commuter rail lines, all operated by diesel trains. The service was peak-oriented, with only infrequent midday service and no Sunday service. Today, there are 4 lines, three of which have trains every 20 minutes all day seven days a week.
- A series of infrastructure upgrades enabled much better service: double tracking, a new central station closer to the Downtown core in 2003, electrification in 2014, two new branches in 2010 and 2012, and reconstruction of key transfer stations.
• Barcelona shows how Regional Rail service can vary based on different levels of demand.

• The city has one of the most extensive transit networks in Europe, with two operators sharing Barcelona’s commuter rail market.

• The biggest investments of both systems occurred 30 years ago, with the construction of new tunnels, the modernization of its facilities, especially in stations, adapting them for all users and improving transfers to other modes, and the acquisition of new rolling stocks designed specifically for commuter services.
Benchmarks: Denver RTD

- Denver shows that frequent service can work in places with much lower density than the Philadelphia region.
- It has built out a combined light rail and commuter rail network that serves suburban densities with all day 15 minute or better service.
- Of the eight lines radiating out from Downtown, six run at least every 15 minutes all day, including the commuter rail line to the airport. Another runs every 30 minutes; the last, a single station spur, runs every hour.
- While RTD’s commuter rail lines use vehicles that are almost identical to SEPTA’s Silverliner V fleet, the operations are quite different. Every station has high platforms, allowing all doors to open at every station.
SEPTA has the best Regional Rail infrastructure in North America.

No other system matches its comprehensiveness, high capacity, electrification, separation from freight, and convenient downtown station locations.
San Francisco’s commuter rail station is over a mile from Downtown. SEPTA’s stations are within a short walk of every Downtown Philadelphia office tower.

- over 60,000 jobs/square mile
In Boston, over 40% of the network, including some trunk lines feeding into downtown, is single track. SEPTA has extensive double track, with single track only on outer branches.
New York City has 5 terminal stations serving Manhattan (Penn Station, Grand Central, Hoboken, Atlantic Terminal, and Long Island City); every train running into the city serves only one of them. On SEPTA, every line feeds into the Central City tunnel, and the same train can stop at 3 stations serving different parts of Center City.
The Los Angeles commuter rail network is operated entirely by diesel equipment. SEPTA's network is 100% electrified.
Many of Chicago’s commuter rail lines are shared with transcontinental freight traffic. SEPTA shares tracks with Amtrak passenger trains but is largely separated from major freight movements. Local freight trains including crude oil trains to the Philadelphia Energy Solutions refinery complex, use a segment of the Airport Line.

18 MGT/year or more in 2000
How do we use this infrastructure to help more people?
Join us in May!

We will be beginning outreach on scenarios that illustrate three ways to run Regional Rail that serve different kinds of trips better.

RegionalRailPlan.com

@SEPTAphilly
Q&A

Ryan Judge
Director, Strategic Planning & Analysis