

SEPTA FORWARD >>>



# Trolley Modernization

## PROGRAM GOALS







## INTRODUCTION

**Trolley Modernization is a once in a generation opportunity to transform the nation's largest trolley network, delivering benefits across the region.**

Trolleys have played a critical role in our region since the early 1900s. The current vehicles have served communities since the 1980s, but need to be replaced with modern, accessible vehicles and stations. SEPTA is transforming trolleys to meet the needs of riders today and tomorrow—that means faster and easier to use service for everyone.

Image Credit: DVRPC



# TROLLEY MODERNIZATION INCLUDES:

## New, longer vehicles

that hold more passengers and feature low floors and ramps, wider pathways, audio and visual messaging systems, and designated open space for people with wheelchairs, walkers, and strollers.

## New on-street stations

that are well-marked, safe, and fully accessible. Rebuilt existing stations are fully accessible with improved amenities.

## Infrastructure + operational improvements

to facilities, signals, and stations to make service faster and more reliable.

## Proposed line extensions

to make it easier for riders to reach more destinations and connect to more SEPTA services, improve operations, and have more room for passenger and operator amenities.

# SEPTA FORWARD >>>

Trolley Modernization is a critical initiative of SEPTA Forward, our strategic plan, and our efforts to revamp our services and better connect people across the region.

**SEPTA Forward** sets the vision for a **Lifestyle Transit Network**: a frequent, easy to use, and integrated transit system that can be used for any sort of trip—whether that be traditional 9-to-5 commutes, reverse commuting, heading to school, shift work, everyday errands, or leisure activities.

There are three major initiatives established by SEPTA Forward that create one Lifestyle Transit Network: **Project Metro**, which includes Trolley Modernization; **Reimagining Regional Rail**; and **Bus Revolution**.

In addition to Trolley Modernization, SEPTA Forward includes new wayfinding and branding for all of SEPTA’s rail transit lines, including trolleys; the King of Prussia Rail project; new Market Frankford Line vehicles; and ensuring that stations are accessible across all lines.

## Trolley Modernization is an investment in our future, delivering benefits that positively impact our region:



**Equity:** Trolley Modernization will improve transit access in communities where 59% of the population are people of color—disproportionately more than the region at large.



**Climate:** Trolley Modernization will result in lower levels of air pollution by speeding up service and reducing the number car trips taken in our communities.

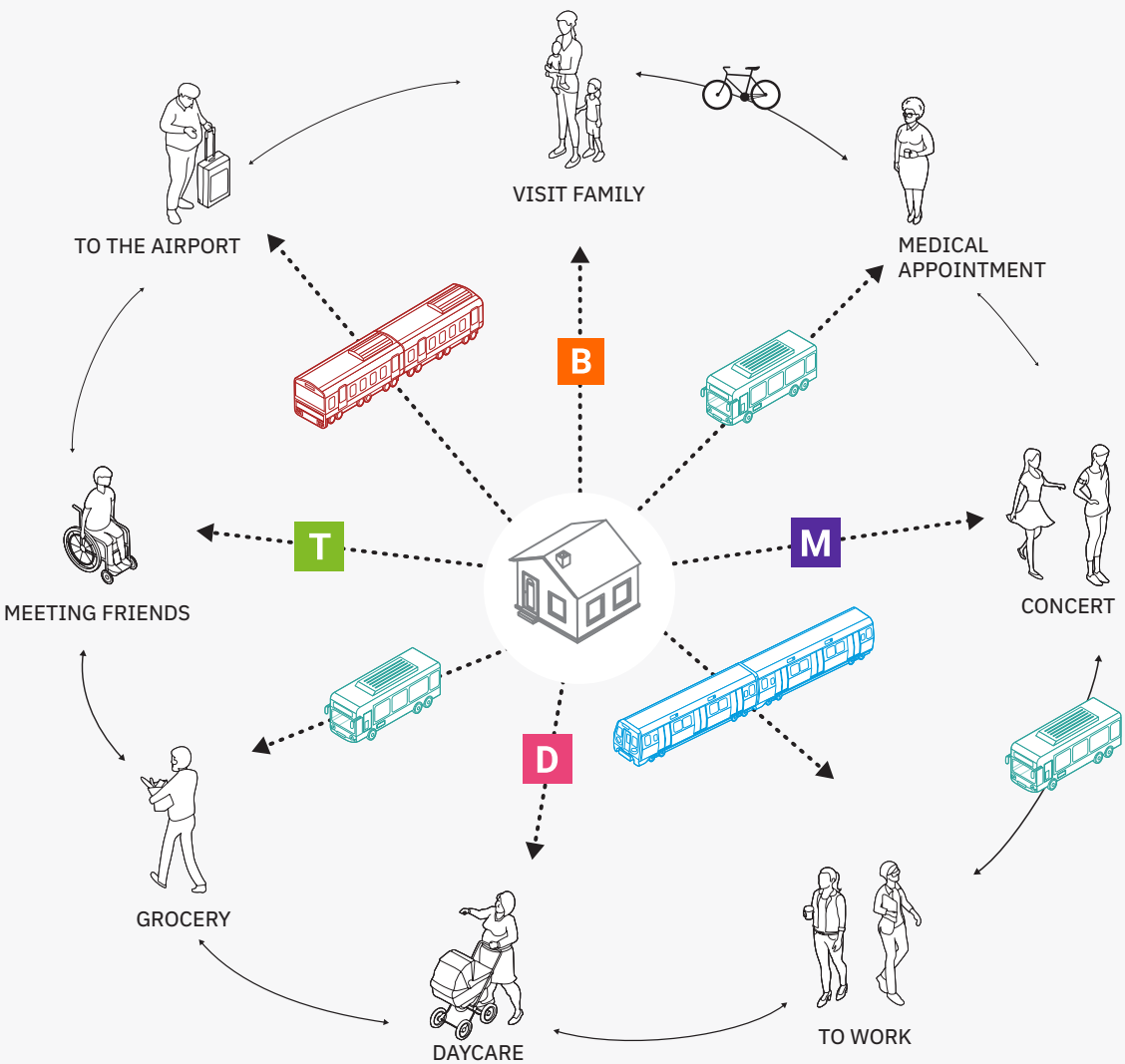


**Jobs:** Trolley Modernization will catalyze over 38,000 permanent jobs across the region and improve access to 350,000 jobs, including those in Center City and University City, the economic heart of our region.



**Community:** Trolley Modernization will strengthen existing connections by improving transit services that link workers to jobs, students to schools, and diverse communities to each other—supporting local businesses and an affordable cost-of-living for everyone.

Source: SEPTA Projects of Significance Economic and Fiscal Impact, 2019

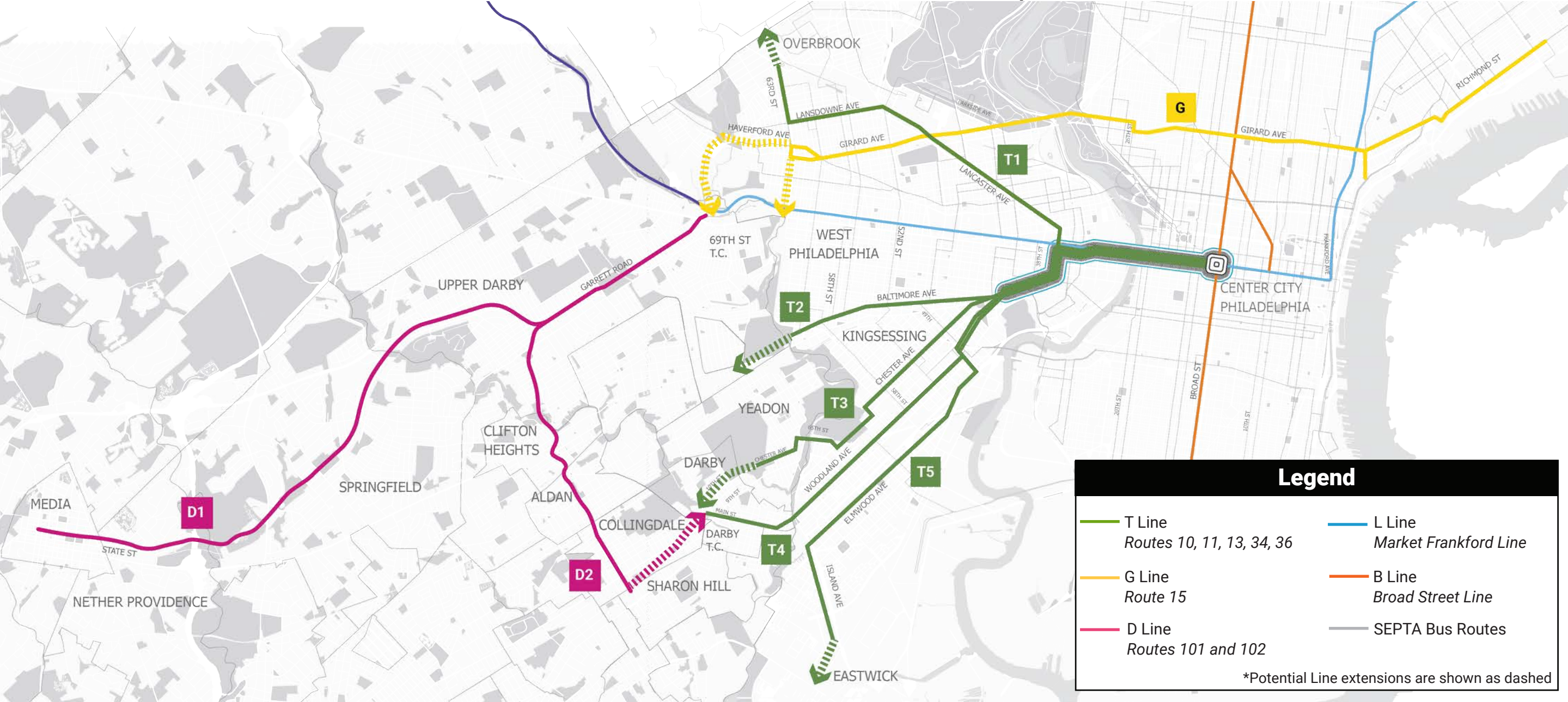


# CONNECTING OUR COMMUNITIES

Together, SEPTA trolley lines run for more than 68 miles—making SEPTA the operator of the largest streetcar network in the United States. These lines connect dense residential communities to the two largest employment and healthcare centers in Southeastern Pennsylvania: Center City, Philadelphia’s economic and cultural heart; and University City, the burgeoning business and

scientific hub on the western bank of the Schuylkill River. More than 80,000 people rode trolleys every day in 2019 traveling across West, Southwest, and North Philadelphia plus 12 municipalities in Delaware County that benefit from these direct trolley connections to opportunities in Center City and University City and beyond.

It’s great living along the trolleys - they run enough that you don’t need to worry about a schedule.



**Legend**

T Line

Routes 10, 11, 13, 34, 36

G Line

Route 15

D Line

Routes 101 and 102

L Line

Market Frankford Line

B Line

Broad Street Line

SEPTA Bus Routes

\*Potential Line extensions are shown as dashed





## GOALS

**Trolley Modernization will deliver transit service that is ACCESSIBLE, FAST, and EASY.**

Everyday, thousands of people rely on the SEPTA Metro to get to work, school, healthcare, and more. By making trolleys accessible, fast, and easy to use, Trolley Modernization strengthens this critical part of the Metro—enabling more people to reach more opportunities affordably, equitably, and sustainably.

**GOAL #1: ACCESSIBLE**

**GOAL #2: FAST**

**GOAL #3: EASY**



GOAL #1

## ACCESSIBLE

**Create a fully accessible trolley system with new vehicles and stations built for universal access.**

Accessibility is about more than legal compliance—it is a universal design that removes barriers to access for all riders: those with disabilities, seniors, small children and their families, new users, and anyone who needs a little more help to get where they are going.

Trolley Modernization will transform mobility for our region by introducing accessible trolley vehicles, building accessible on-street stations, and making our existing stations accessible.





GOAL #1  
**ACCESSIBLE**

Boarding a trolley today requires people to climb up a steep staircase to get on and off –meaning people with disabilities, seniors, anyone with mobility issues, and people riding with baby strollers or groceries cannot take full advantage of the connections they provide.

Trolley Modernization opens the doors to these communities with new, low-floor vehicles that don't require steps and include automatic ramps from the trolley itself for people using wheelchairs and other mobility assistance devices. The interior layout of these trolleys features ample space for riders to get around and be seated, whether they are using wheelchairs, carrying grocery carts, or riding with small children.

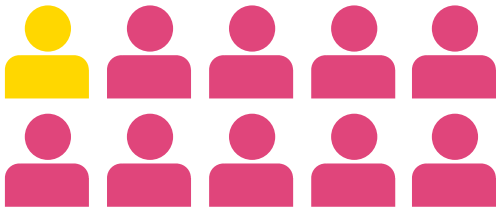
New on-street stations will provide a fully accessible and safe waiting area outside the flow of pedestrians on the sidewalks, bicycle lanes, parked cars, and moving vehicles. New elevators at tunnel stations provide easy, accessible access to trolleys from the street level.

Communication is an essential part of accessibility. New line names and signage through SEPTA's Wayfinding Master Plan makes navigating trolleys easy for people with limited English proficiency and challenges with literacy. Real-time information at stations is shared through audio announcements and digital screens.

**Why is universal design important?**



**1 in 5 Philadelphia residents have a disability.**



**1 in 10 Philadelphia residents have a travel-limiting disability.**



**1 in 3 older Philadelphia residents have a travel-limiting disability.**

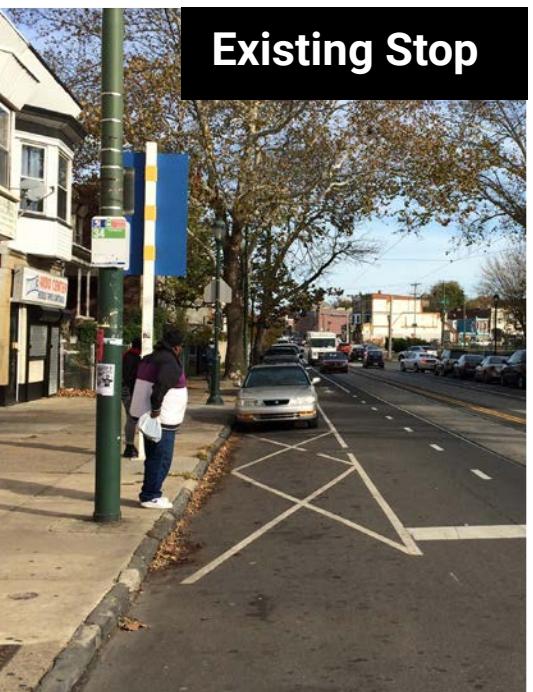
**People with disabilities take fewer trips per day (2.6) than people without disabilities (3.6).**

Sources: ACS 2019 5-Year Estimates; [Travel Patterns of Americans with Disabilities](#)

**New Station**



**Existing Stop**





GOAL #2

## FAST

**Deliver faster service with modern signal systems and roadway space prioritized for transit.**

No one likes the uncertainty and frustration of stop-and-go service that results in unreliable travel times. Trolley Modernization will speed up travel by reducing time stuck in traffic and at red lights, making the boarding process quicker, and creating new stations that take advantage of these improvements.





GOAL #2  
**FAST**

The current design and operations of trolleys results in slower trips for people. At most trolley stops, passengers must board through the front door of the vehicle, climb several steps, and have their fare verified by the operator.

Trolley Modernization makes boarding much simpler and faster by enabling riders to board and pay their fare with stepless entry, all door boarding, and frictionless fare payment. These higher-capacity vehicles also carry more riders and reduce instances of passing people at stations due to overcrowding. Trolley Modernization also rebalances stations along each route—instead of small, simple stops at every

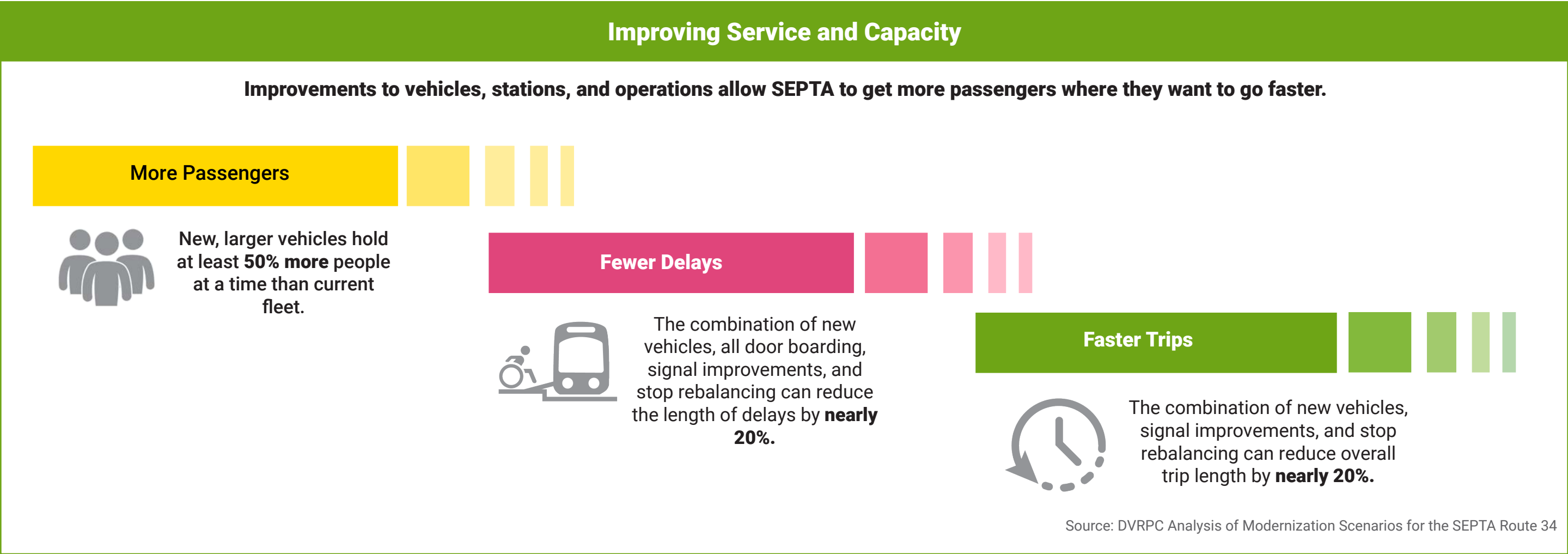
corner, trolleys serve new, high-profile stations that are slightly farther apart, leading to faster trip times and more reliability.

Many delays are the result of trolleys sharing streets with cars, trucks, and other vehicles—for instance, when a delivery truck double parks, trolleys must wait for it to move.

Trolley Modernization includes working with local authorities to give trolleys more priority on roadways through traffic signal upgrades, automatically enforcing traffic violations such as double parking, and reducing street closures and detours to keep trolleys moving.

While SEPTA has improved the system over the years, much of the original infrastructure design and layout dates back nearly a century. At many locations, operators must stop and visually confirm that a switch is in the correct position. In some instances, there is not enough space for two trolleys to pass at the same time.

These challenges increase the length of trolley trips—and prevent riders from reaching their destinations quickly. Trolley Modernization will enhance this infrastructure, making it not only more reliable, but increase the speed of service by addressing these opportunities.





GOAL #3

## EASY

**Provide an easy-to-use trolley system with highly visible stations and consistent service.**

Many trolley stops today are simple signs along the sidewalk with few amenities. Trolley Modernization will introduce new stations that make it easy to find, level boarding that makes it easy to get on, and consistent service that makes it easy to get where you are going.





GOAL #3  
**EASY**

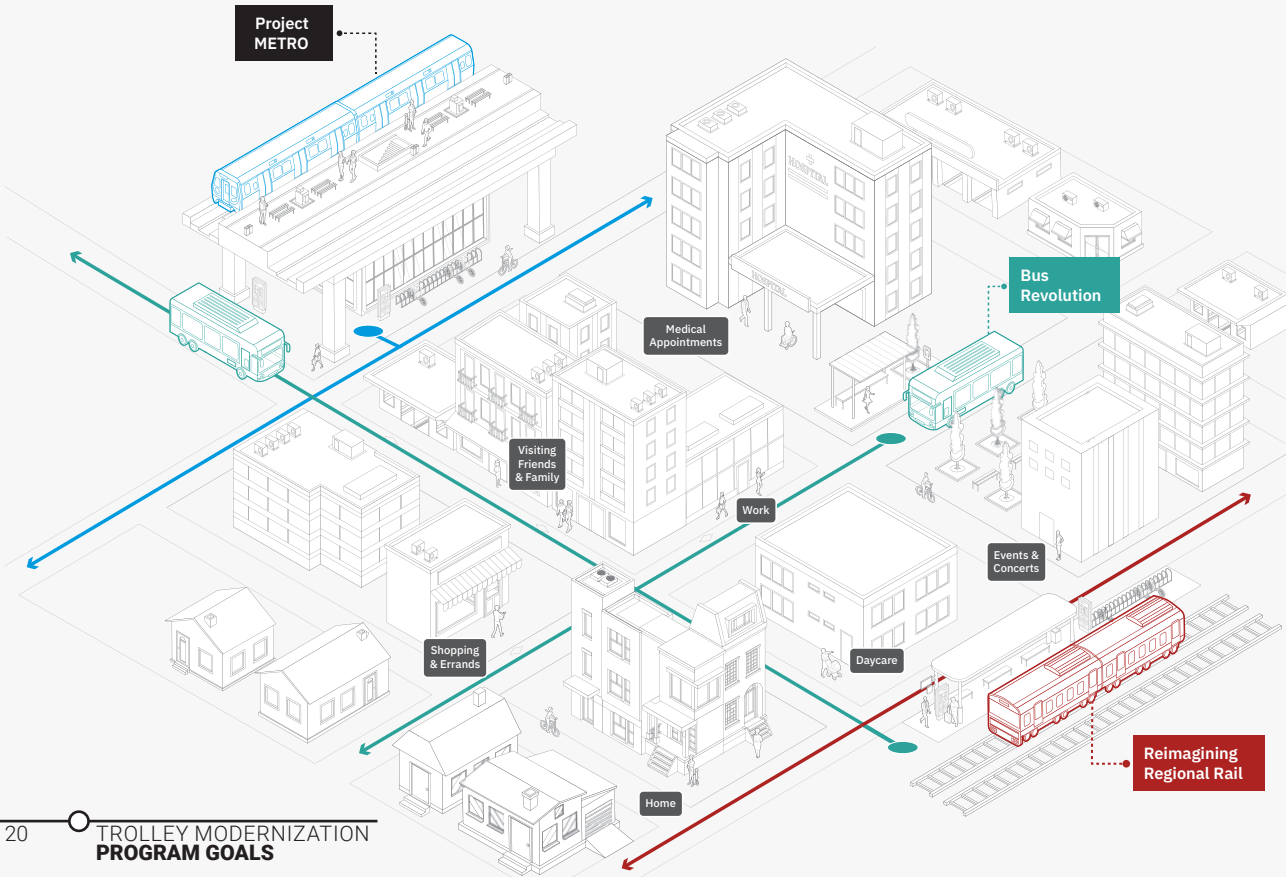
Many trolley stops today are simple poles in the ground—similar to a small bus stop, often times without a shelter or visible signage. On other SEPTA Metro lines, all trips begin and end at a well-marked station entrance and platform. Trolley Modernization brings the same experience to all its lines with new and rebuilt stations, which serve as the front door to SEPTA’s service. These stations will provide a consistent set of amenities including high-profile platforms, clear signage, shelters, maps, seating, and real-time information. This suite of new customer amenities will provide

an intuitive and seamless experience for riding transit.

Predictable and consistent headway-based schedules with reliable real-time information in a visible location at the station gives riders confidence that a vehicle will arrive soon. Stations will be located to provide seamless connections to other transit services and micro-mobility options—such as bike share—while maintaining the current access to major employment centers and other community destinations.

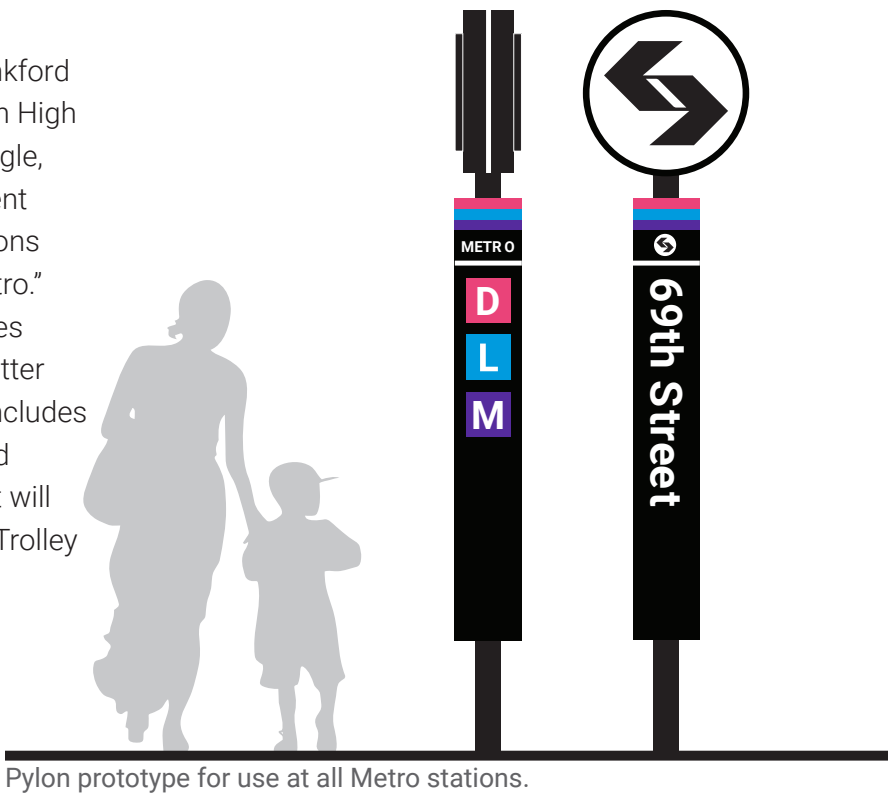
**Integrating with Other SEPTA Services**

Public transit becomes more useful to more people when connections between transit services are seamless. These connections multiply the number of destinations riders can conveniently access by transit. Trolley Modernization ensures that new trolley stations are located near other SEPTA services, such as bus routes, other SEPTA Metro lines, and Regional Rail, so that riders can take full advantage of SEPTA’s large, integrated transit network.



**SEPTA Metro**

SEPTA is unifying the Market-Frankford Line, Broad Street Line, Norristown High Speed Line, and Trolleys into a single, easy to use network with consistent maps, signage, and communications under the umbrella of “SEPTA Metro.” The goal is to make these vital lines accessible and easy to use no matter how well you know SEPTA. This includes new, more intuitive line names and colors and enhanced signage that will be rolled out in coordination with Trolley Modernization.



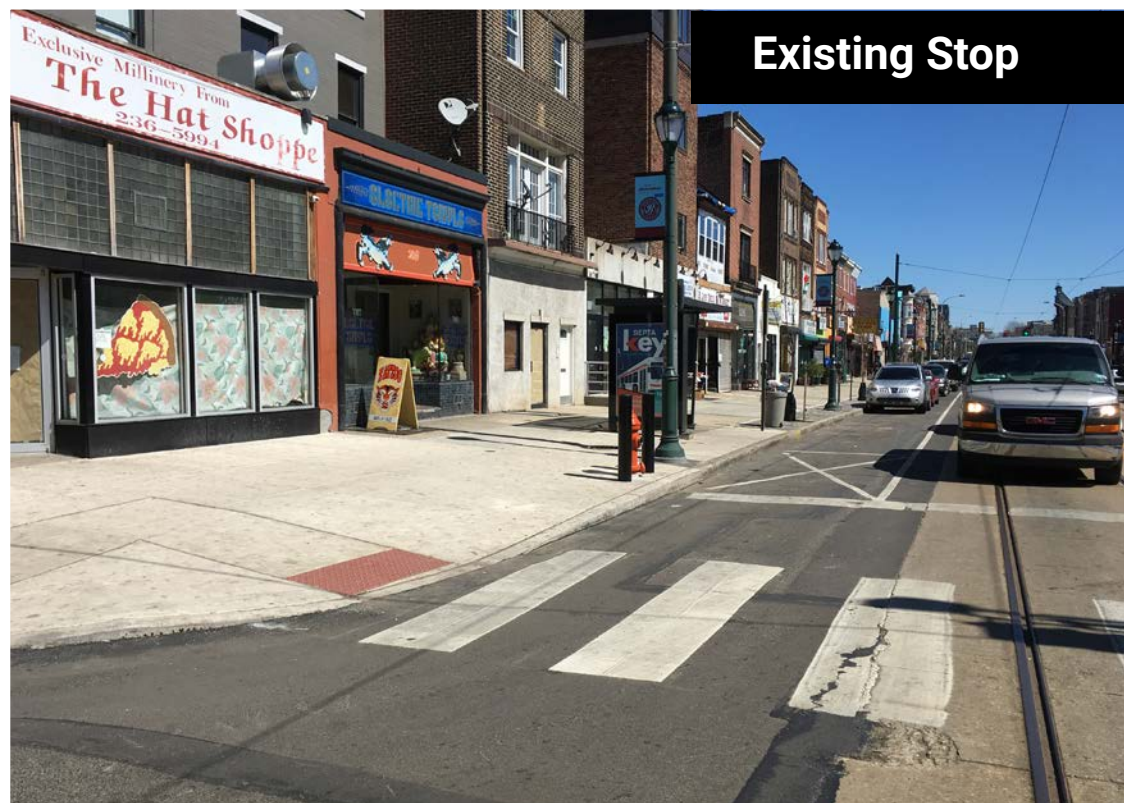
SEPTA Metro			
Current Route	SEPTA Metro Designation		
Subway-Surface Trolleys	<b>T</b>	<b>T Line</b>	
10	<b>T1</b>	63rd and Malvern	
34	<b>T2</b>	61st and Baltimore	
13	<b>T3</b>	Yeadon	
11	<b>T4</b>	Darby Transportation Center	
36	<b>T5</b>	Eastwick	
15	<b>G</b>	<b>G Line</b>	
Media-Sharon Hill Lines	<b>D</b>	<b>D Line</b>	
101	<b>D1</b>	Media	
102	<b>D2</b>	Sharon Hill	
Market-Frankford Line	<b>L</b>	<b>L Line</b>	
Broad Street Line	<b>B</b>	<b>B Line</b>	
Norristown High Speed Line	<b>M</b>	<b>M Line</b>	



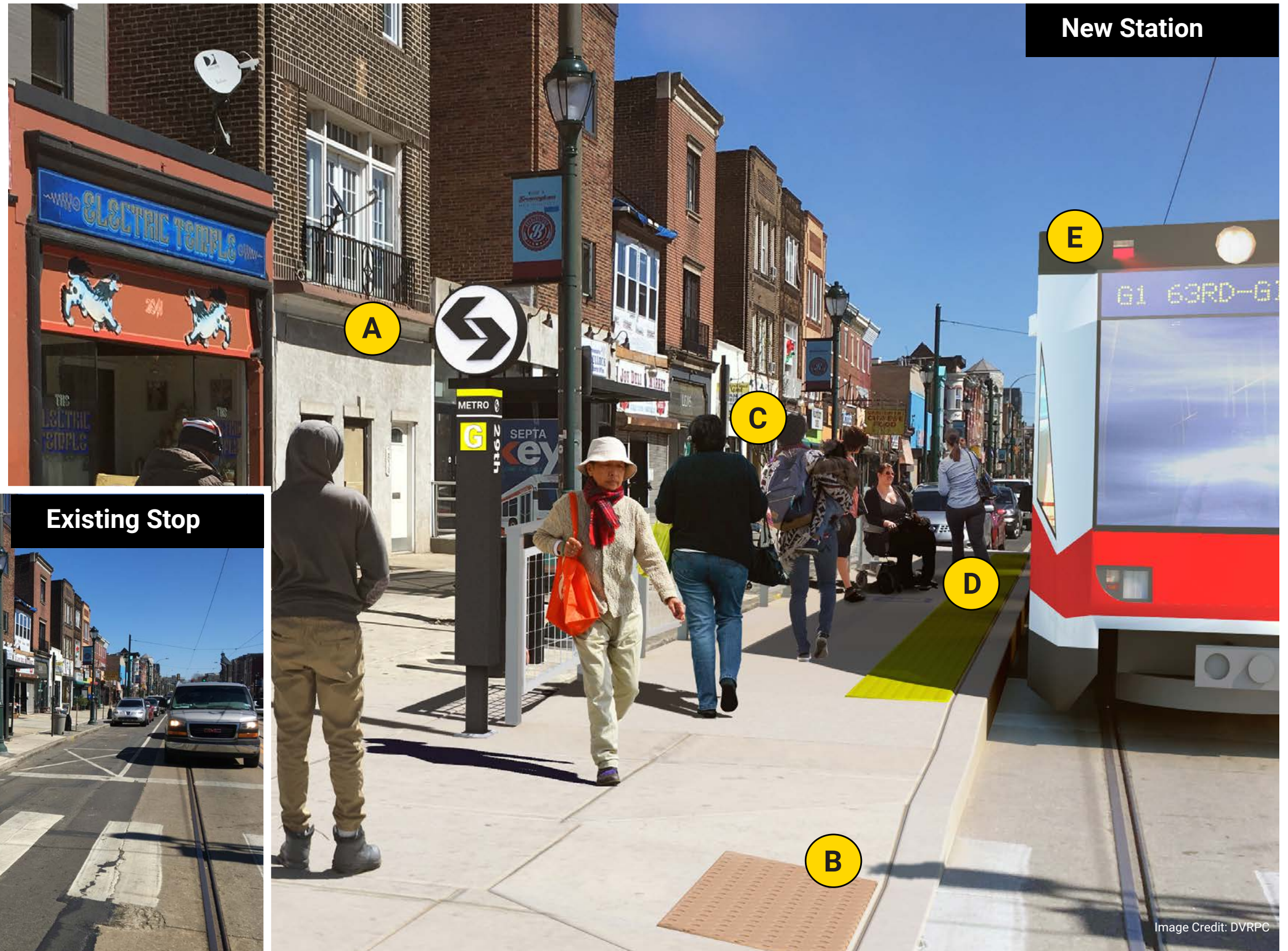
## ACCESSIBLE, FAST, EASY

What does accessible, fast, and easy trolley service look like? Trolley Modernization improves every step of riders' journeys—from arriving at the station to reaching your destination.

- A** Stations are highly visible and have clear wayfinding
- B** Crosswalks and fully accessible station facilities are integrated
- C** Stations have comfortable waiting areas with benches, maps, and real-time information
- D** Platforms are the same height as trolley floors, providing easy, accessible access
- E** New trolleys have more space, all door boarding, and are fully accessible



Existing Stop



New Station

Image Credit: DVRPC





Image Credit: DVRPC

 **SEPTA FORWARD >>>**



# Trolley Modernization

Visit [planning.septa.org](https://planning.septa.org) to learn more, sign up for updates, and find opportunities to get involved.