



Reimagining Regional Rail Master Plan

APTA Rail Conference – Regional Planning for Rail: Covering All-the-Bases

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WHY:
Regional Rail needs to transform



Ridership is down.

**The system is
focused on 9-to-5
commuters.**

**Regional Rail must be
more resilient in a
post-pandemic world.**

We are running 77% of pre-pandemic service, but we have only 50% of pre-pandemic ridership.





We started this project with a hypothesis...

If Regional Rail...

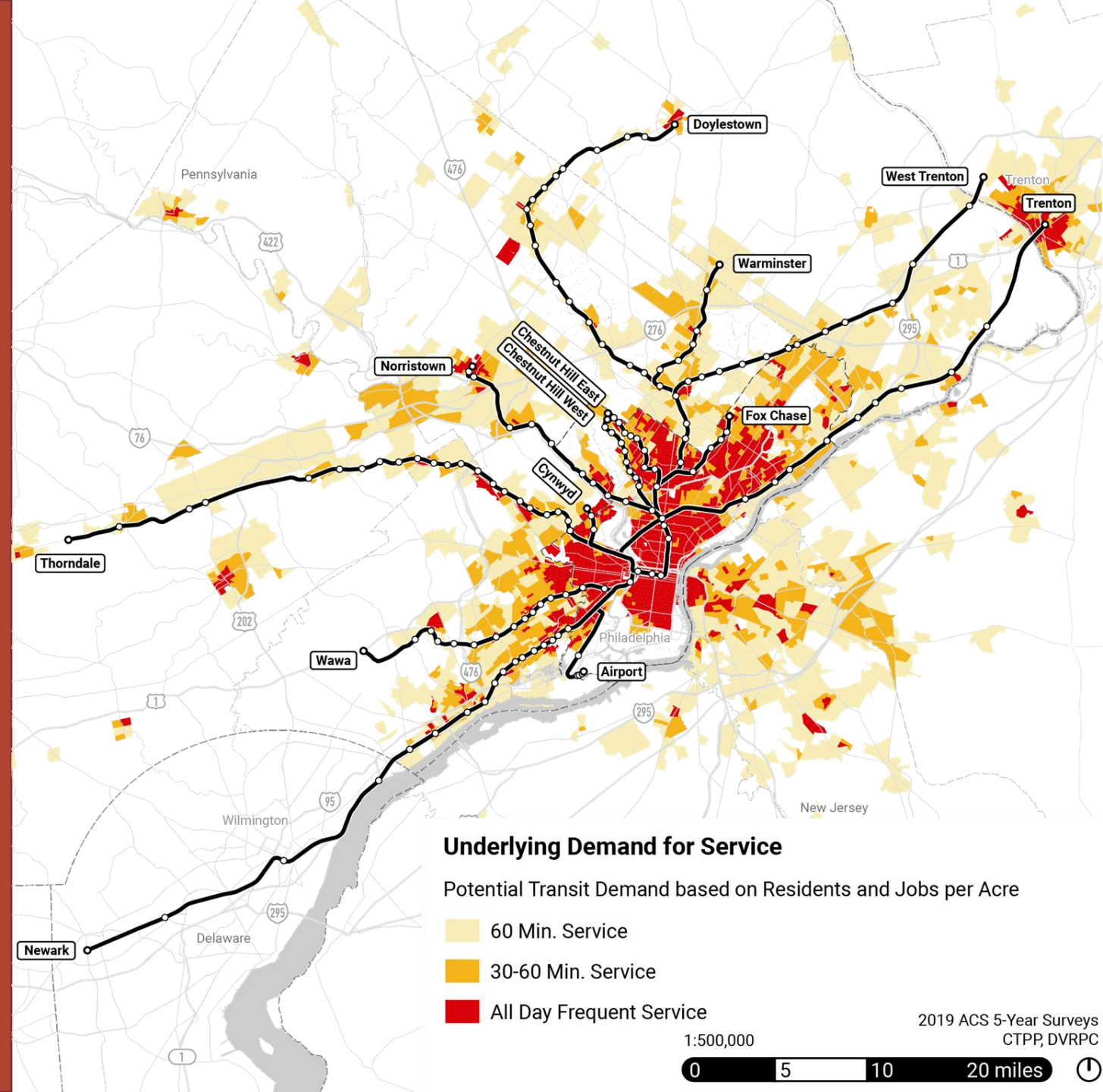
- Operates more frequently, both ways, all day
- Is better connected to local transit
- Has integrated fares with local transit
- Is more accessible and legible

... then

- It will be useful to more riders
- It will make existing transit riders' trips better
- It will create a more equitable transit network
- It will benefit the entire region

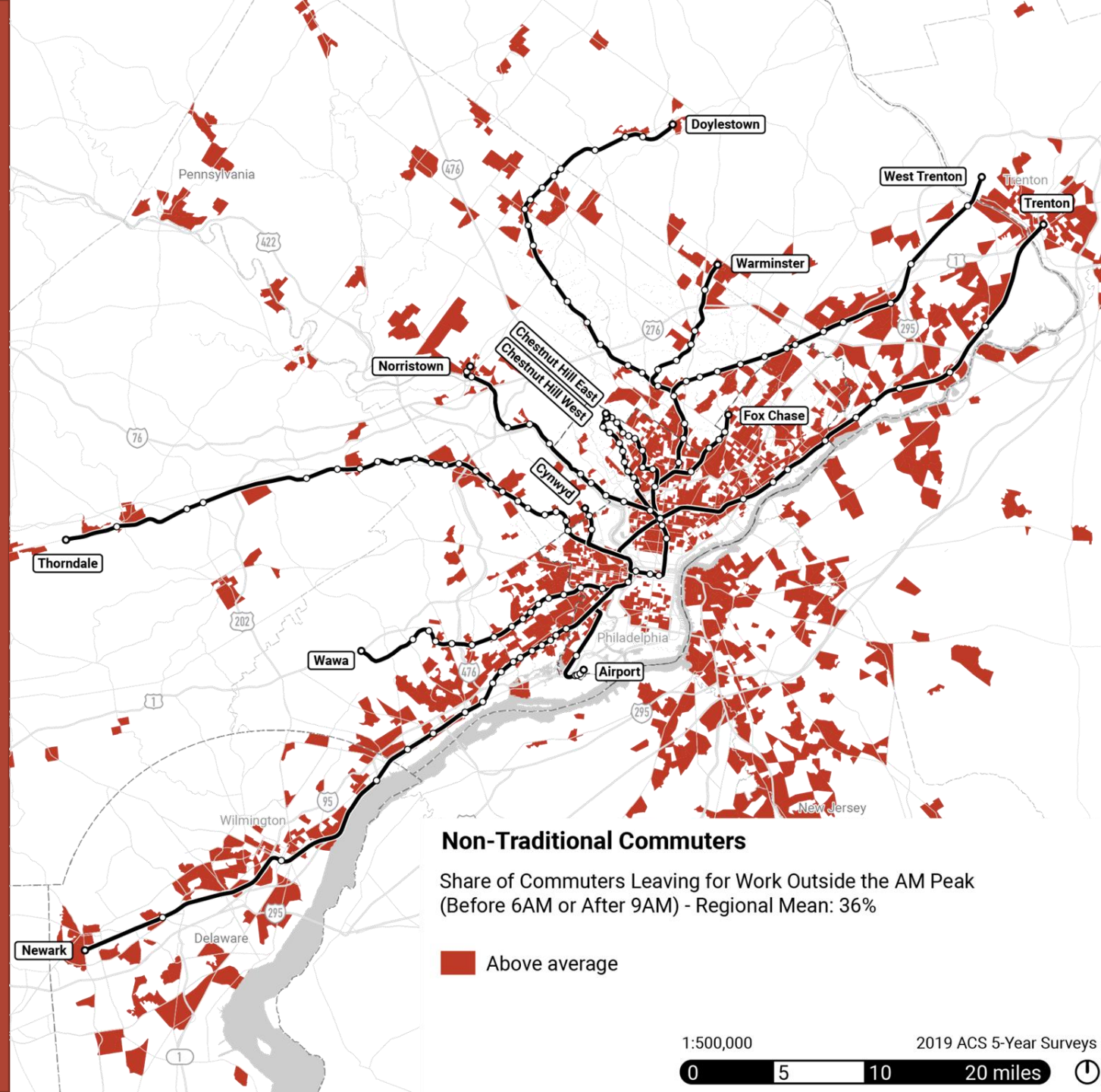


The underlying demand for frequent, reliable transit already exists near our Regional Rail network – we can get more riders if we provide a different service.





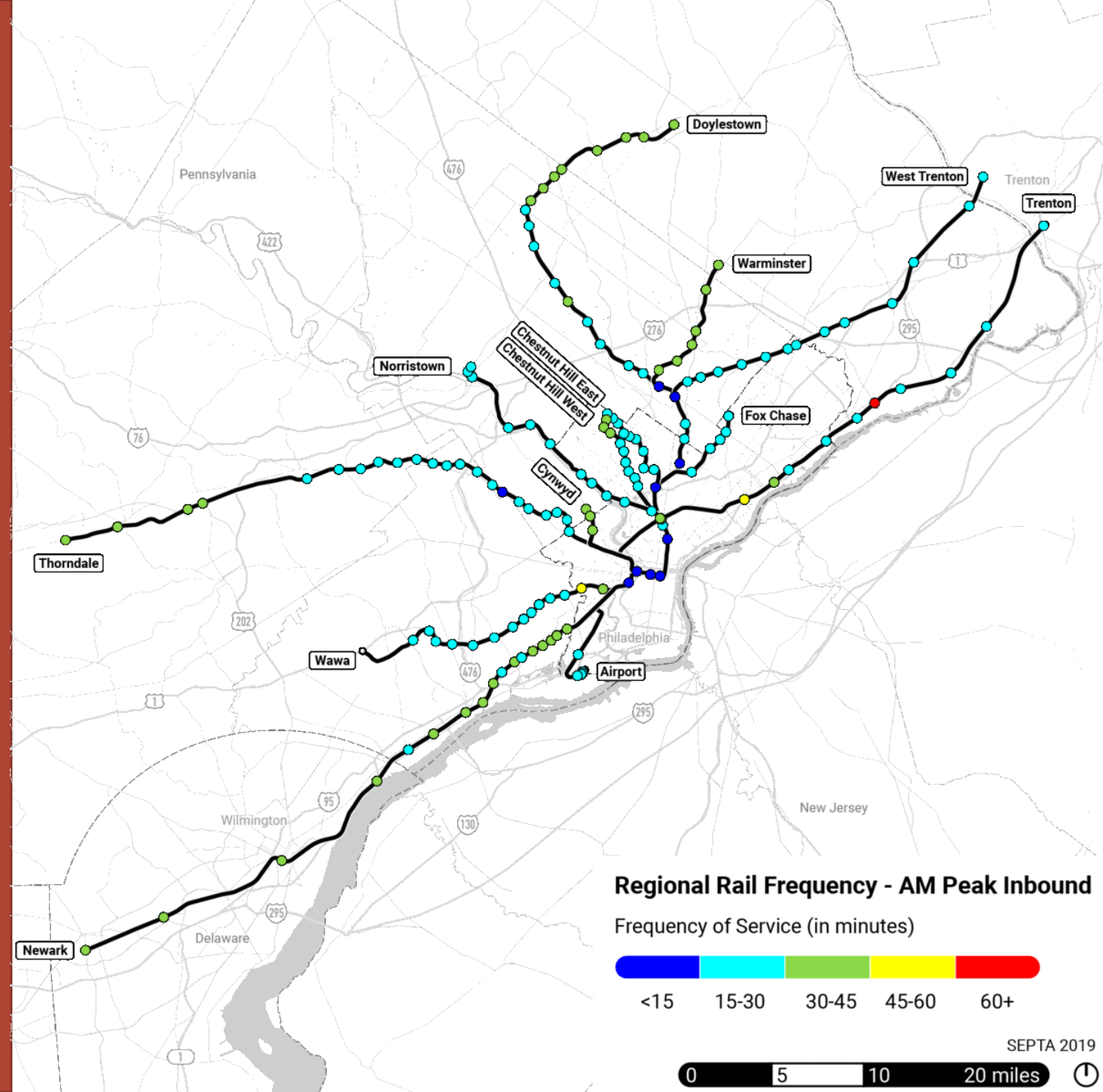
Many areas served by
Regional Rail have
above-average proportions
of non-traditional
commuters—





–but the current system
doesn't serve those trips.

Most stations have service
every 45-60 minutes
during midday, which
makes service much less
convenient to use.

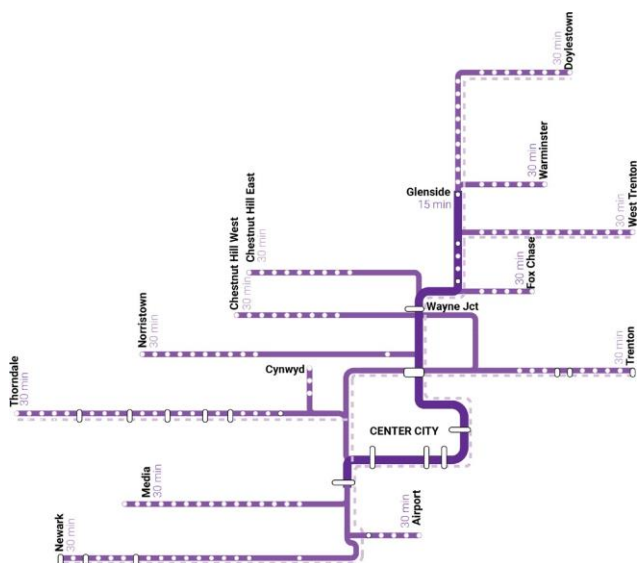




To address the needs of the region, the public has provided input on three scenarios that address needs in different ways:

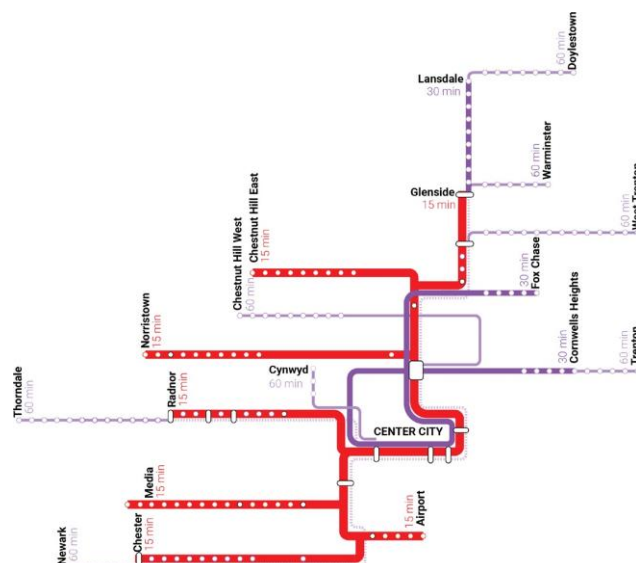
Scenario 1: Regional Coverage

30-minute all-day service everywhere



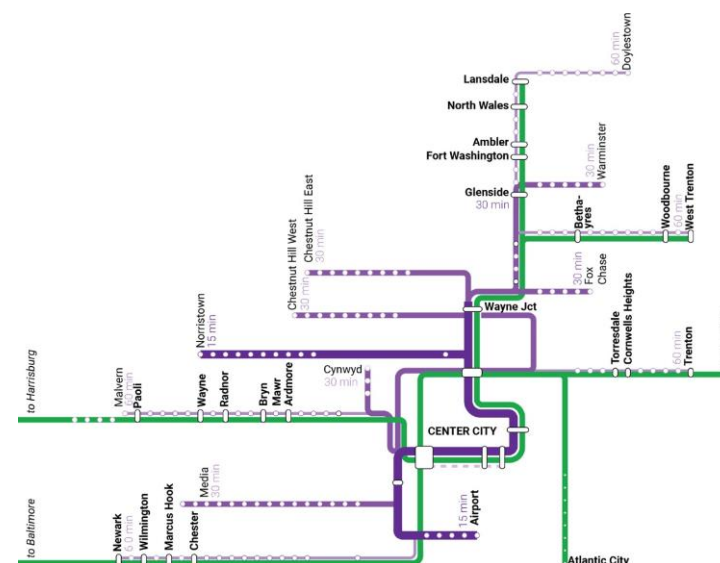
Scenario 2: Metro Frequency

High-frequency SEPTA Metro style service where demand is highest



Scenario 3: All Day Speed

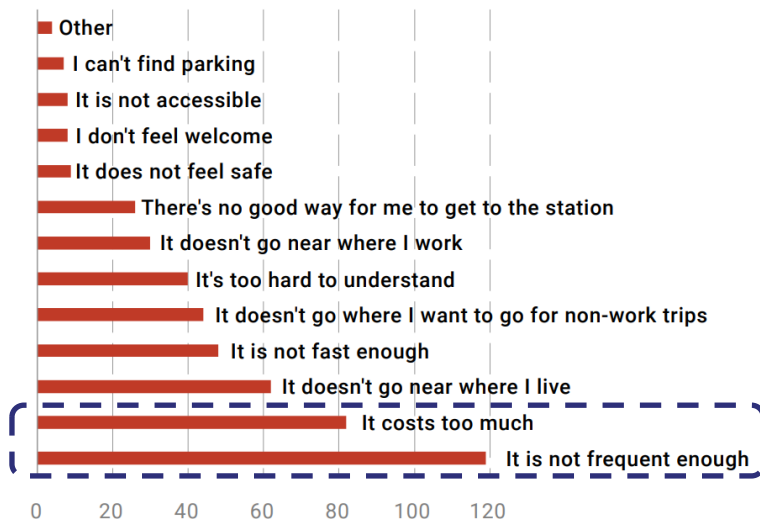
All-day express service better integrated with Amtrak





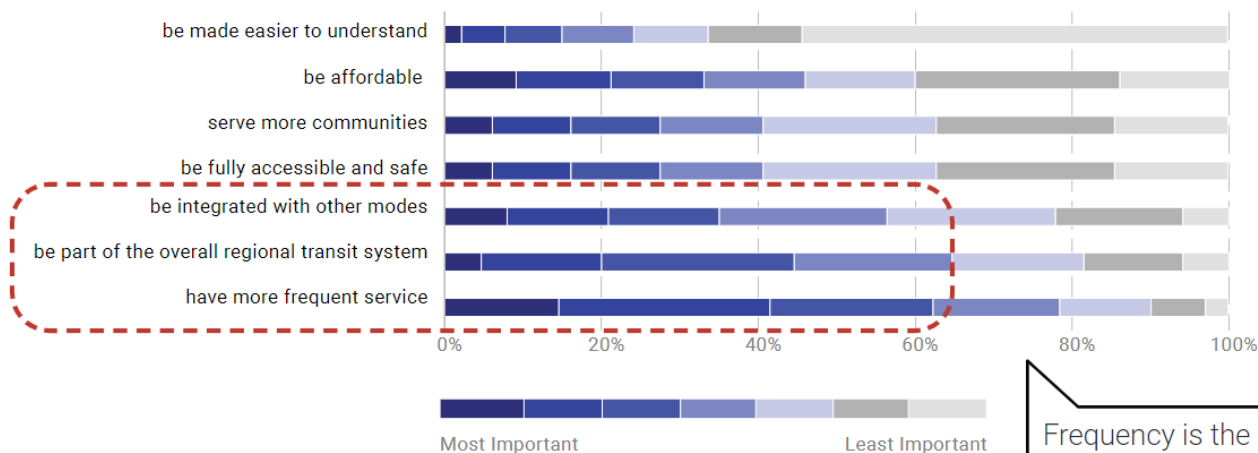
Riders and non-riders report that Regional Rail will work for them when it is frequent, integrated, and affordable.

If you don't use Regional Rail at all, why not?



What is most important for the future of Regional Rail?

Regional Rail should....



Frequency is the most important thing to those who responded to the survey.

...but these were only among non-riders.
What do riders think?



The Network Vision for the Regional Rail Master Plan will simplify service and provide more reliable, more frequent, and more predictable connections for riders across the Greater Philadelphia region.

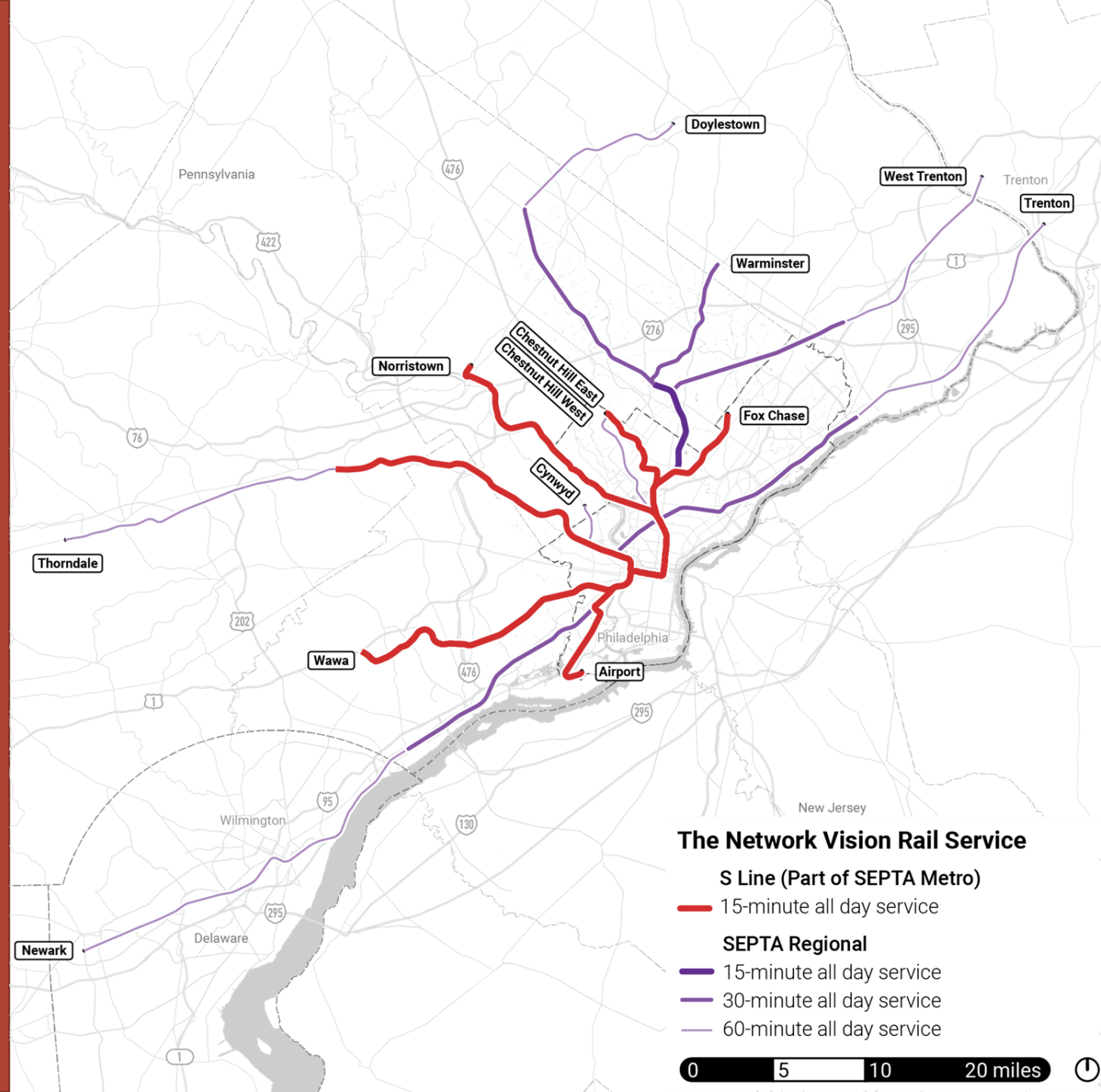


WHAT: The Network Vision



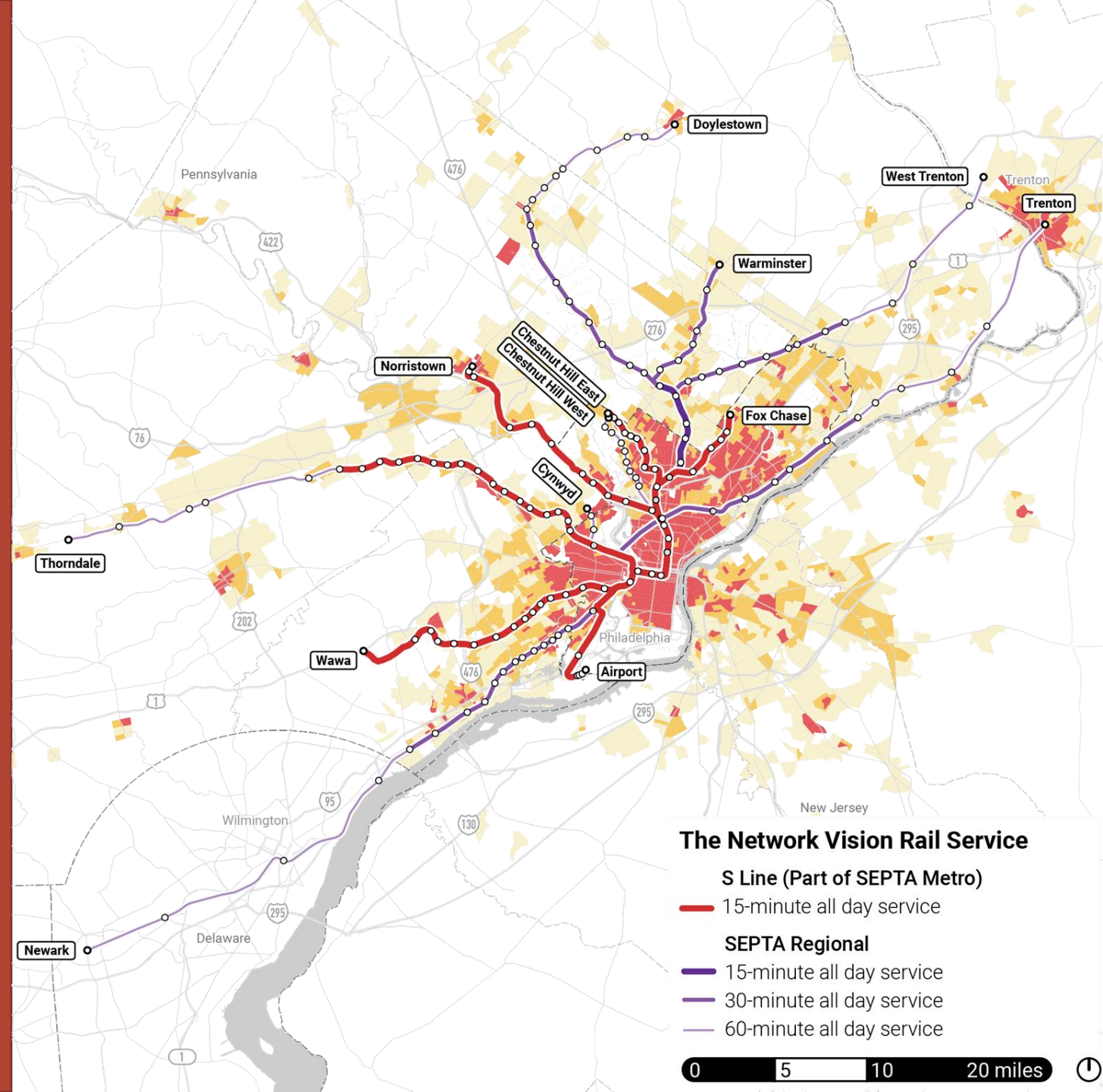
The Network Vision has two clear types of service:

1. SEPTA Metro S Line
2. SEPTA Regional





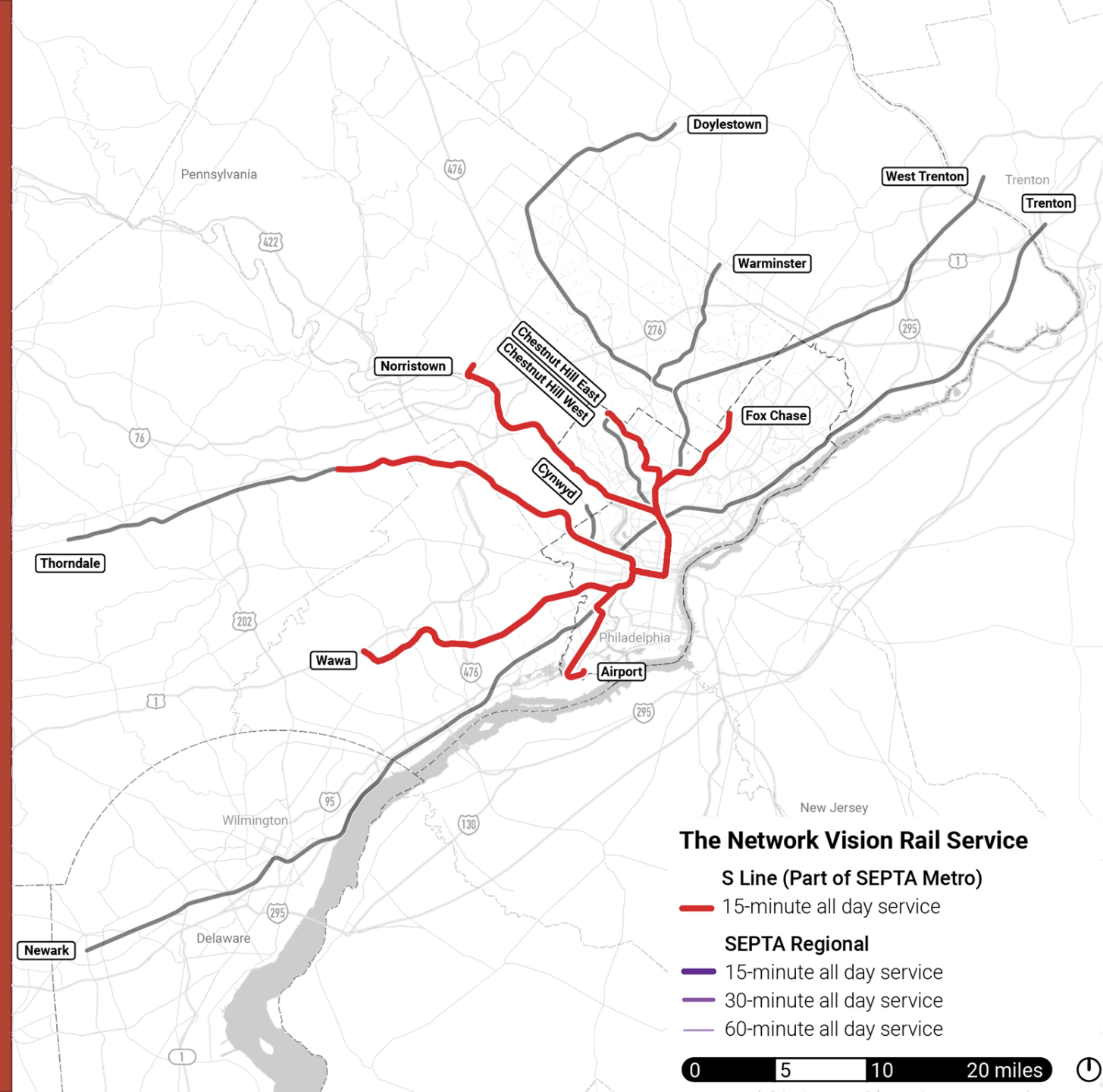
The two types of service serve many different types of demand, and these frequencies appropriately match service levels to those different markets.





Three S Lines will provide subway-like 15-minute, all day, all week frequencies.

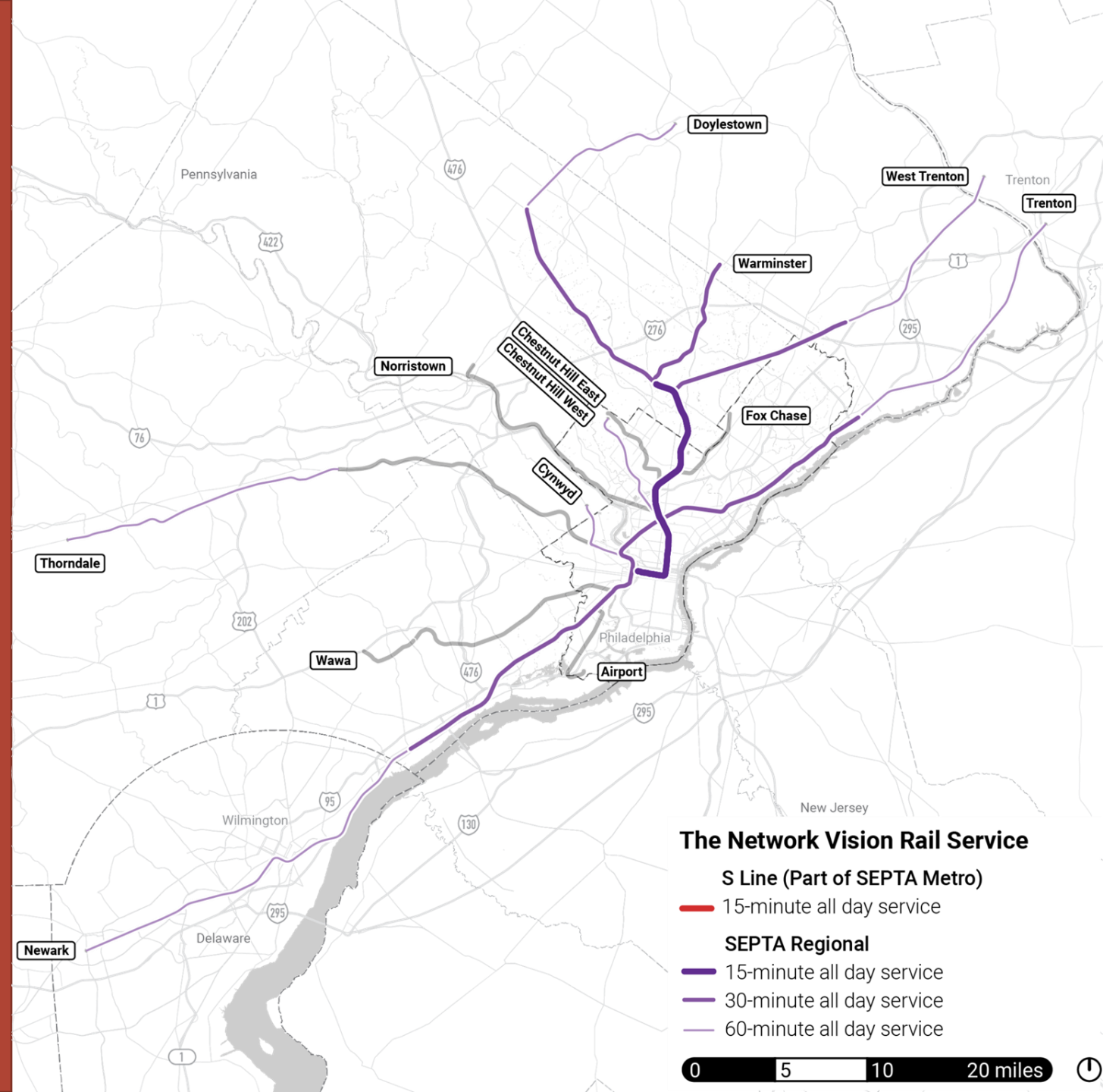
They operate every 15 minutes from 5:00 am-10:00 pm, and then continue operating every 30 minutes until 1:00 am.





Seven **SEPTA Regional routes** will provide 30- to 60-minute all-day, all-week frequencies.

They will operate every 30 or 60 minutes from 5:00 am to 10:00 pm, and then continue operating every 60 minutes until 1:00 am.





This proposed service more than doubles the population within a 15-minute walk to frequent S Line and SEPTA Regional service compared to today's Regional Rail service.



HOW: Building the Network Vision



We took a "service first" planning approach.

Step 1: Existing infrastructure

Step 2: Service plan + service principles

Clockface

All service is local

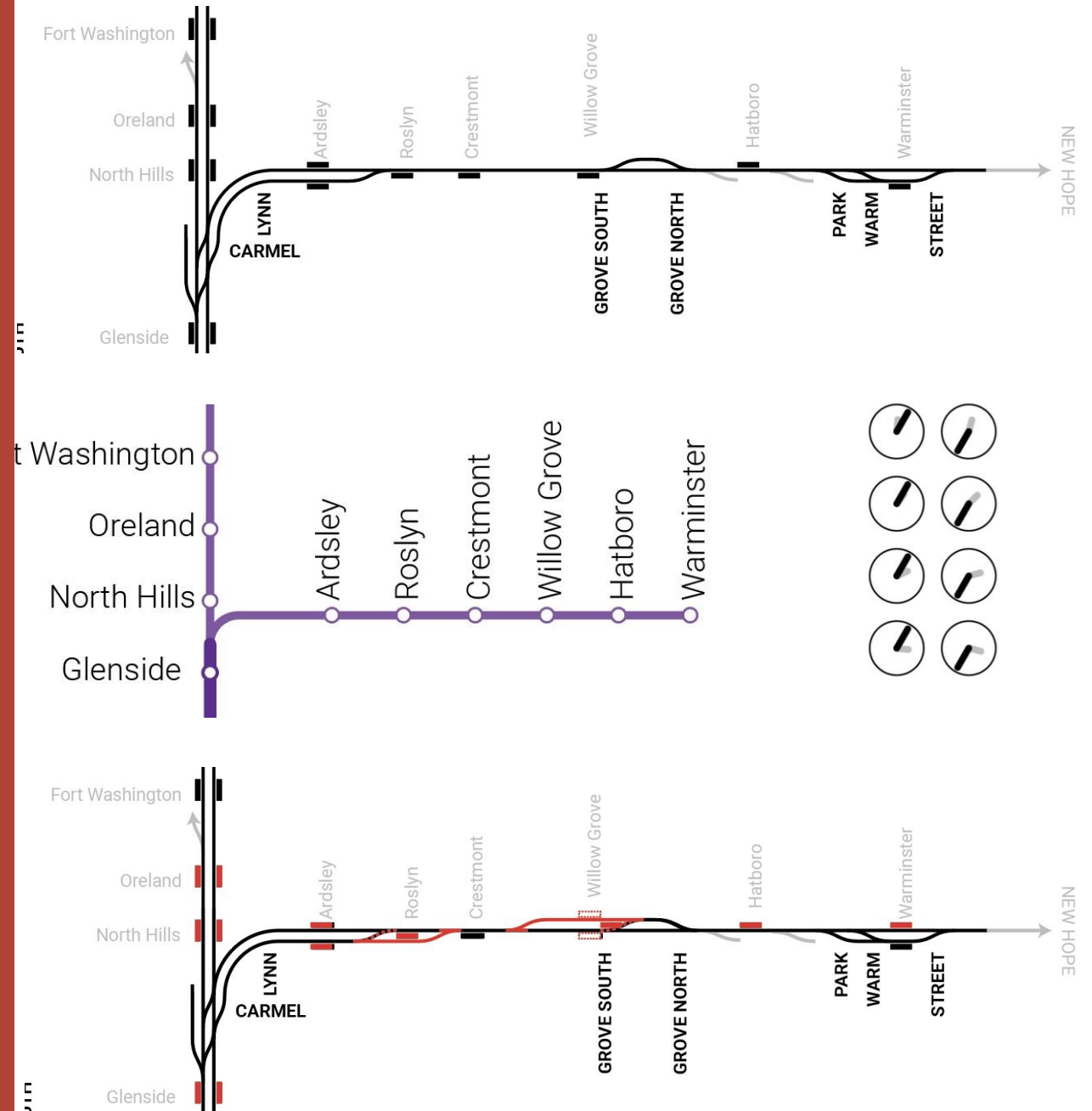
Interlining

Step 3: Required infrastructure

Level boarding

Junctions

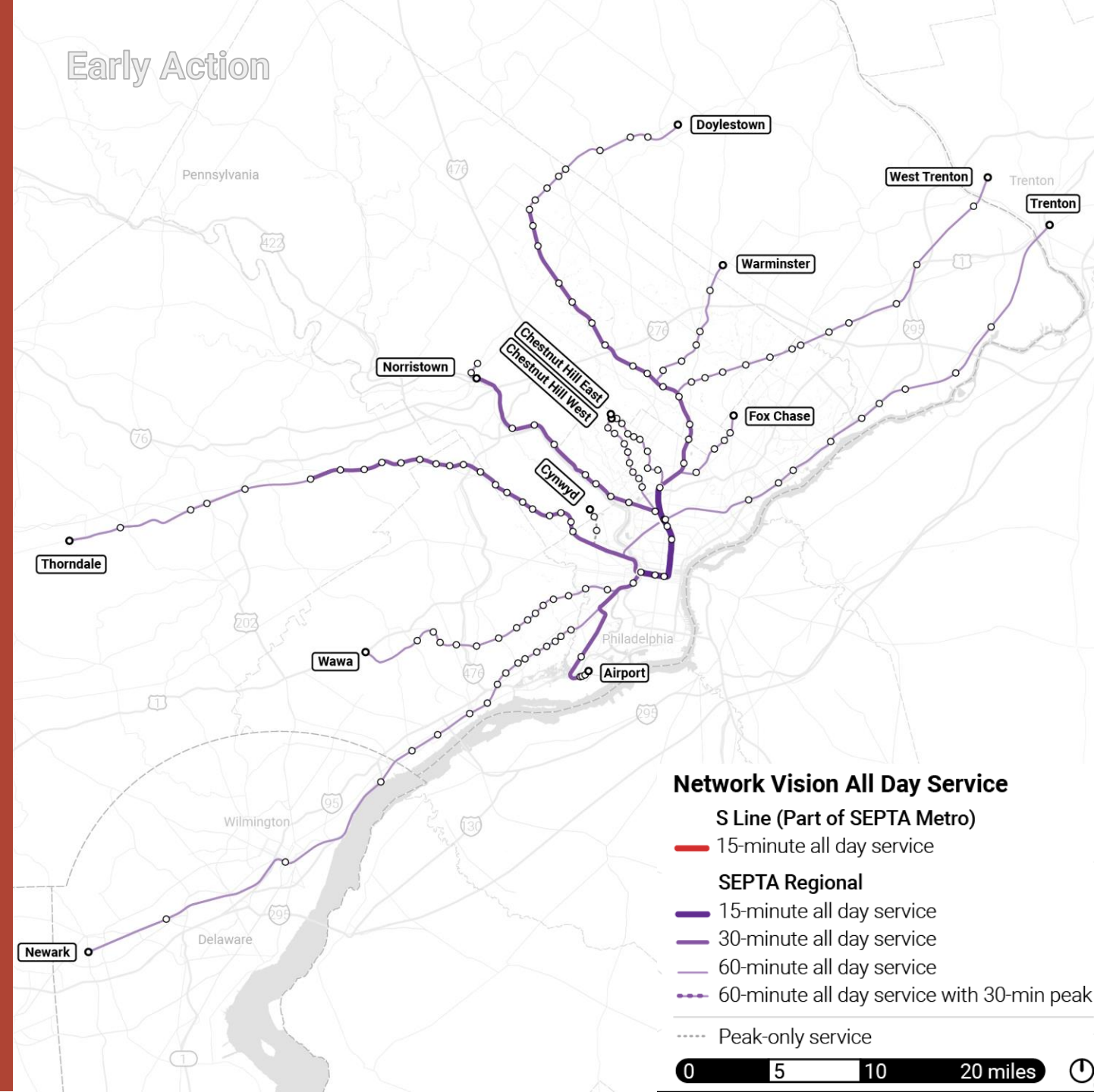
Double track





SEPTA will focus on "Early Action" elements to improve service levels and prepare for Phase 1.

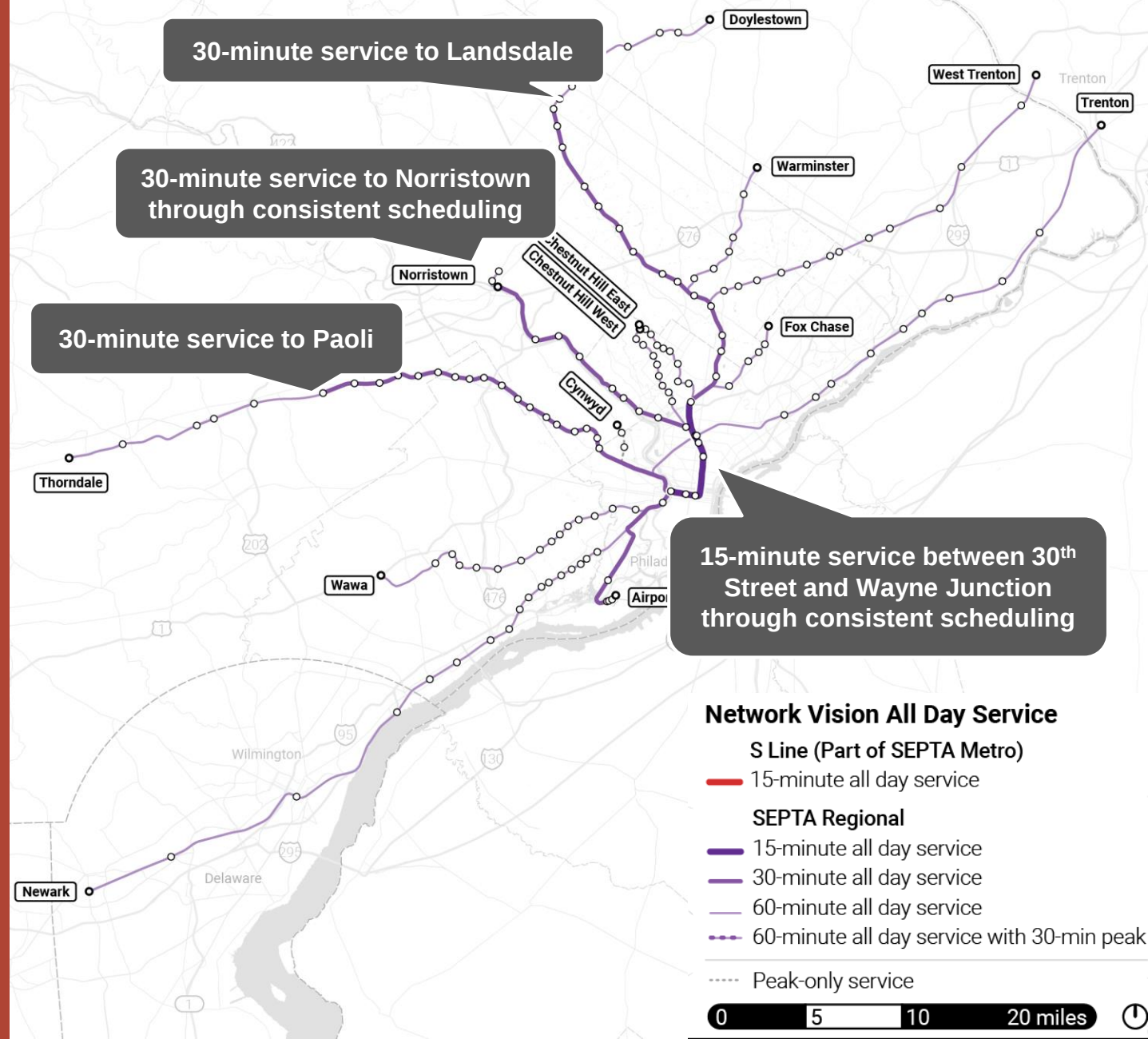
- Double down on clock-face scheduling
- Training and recruitment for crew size
- Developing station standards
- Planning for new fleet & facility
- Planning for S1 implementation





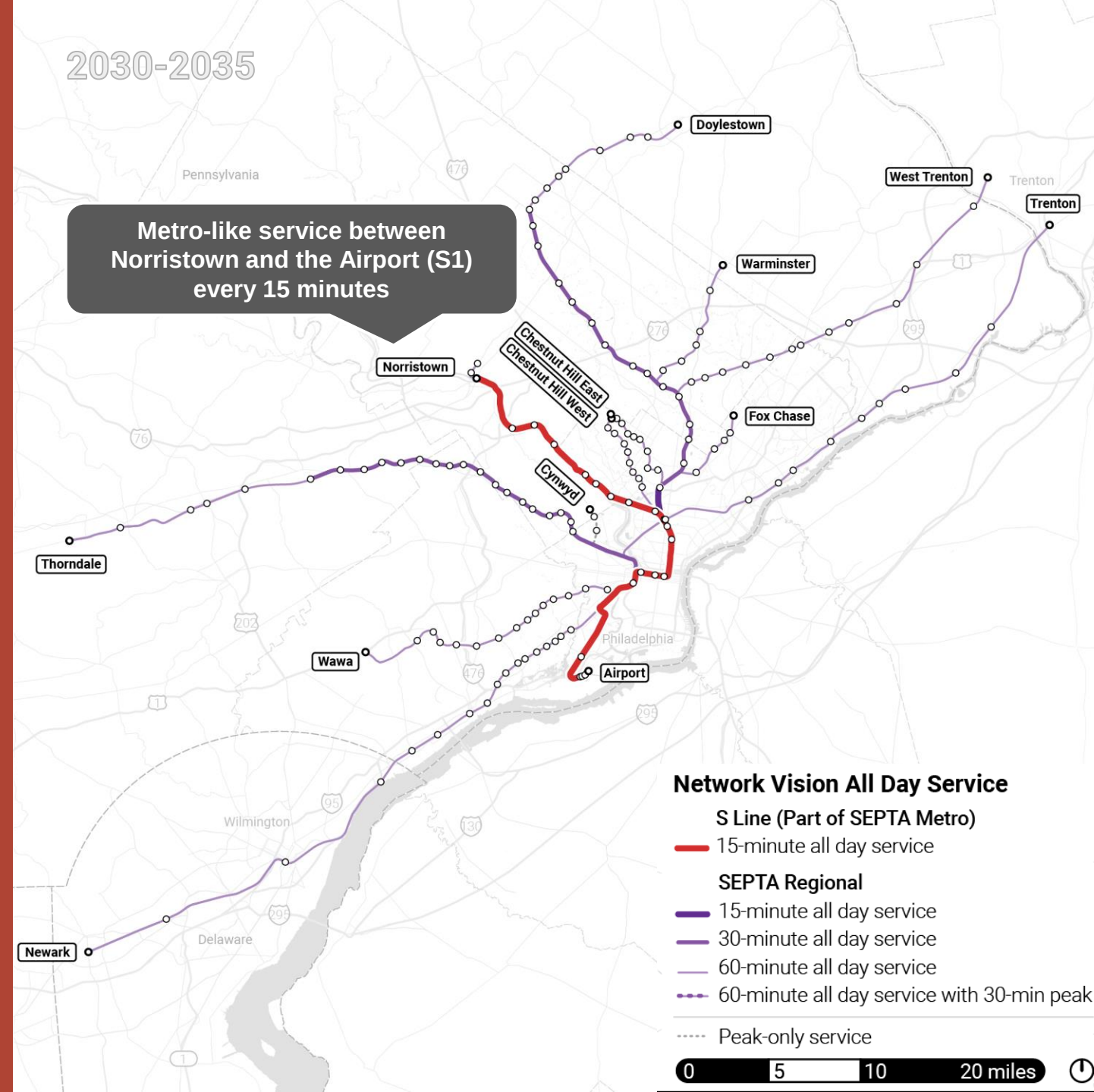
Early Action focuses on working with existing infrastructure and smart scheduling to provide frequent all-day service on key corridors.

2023-2030: Early Action



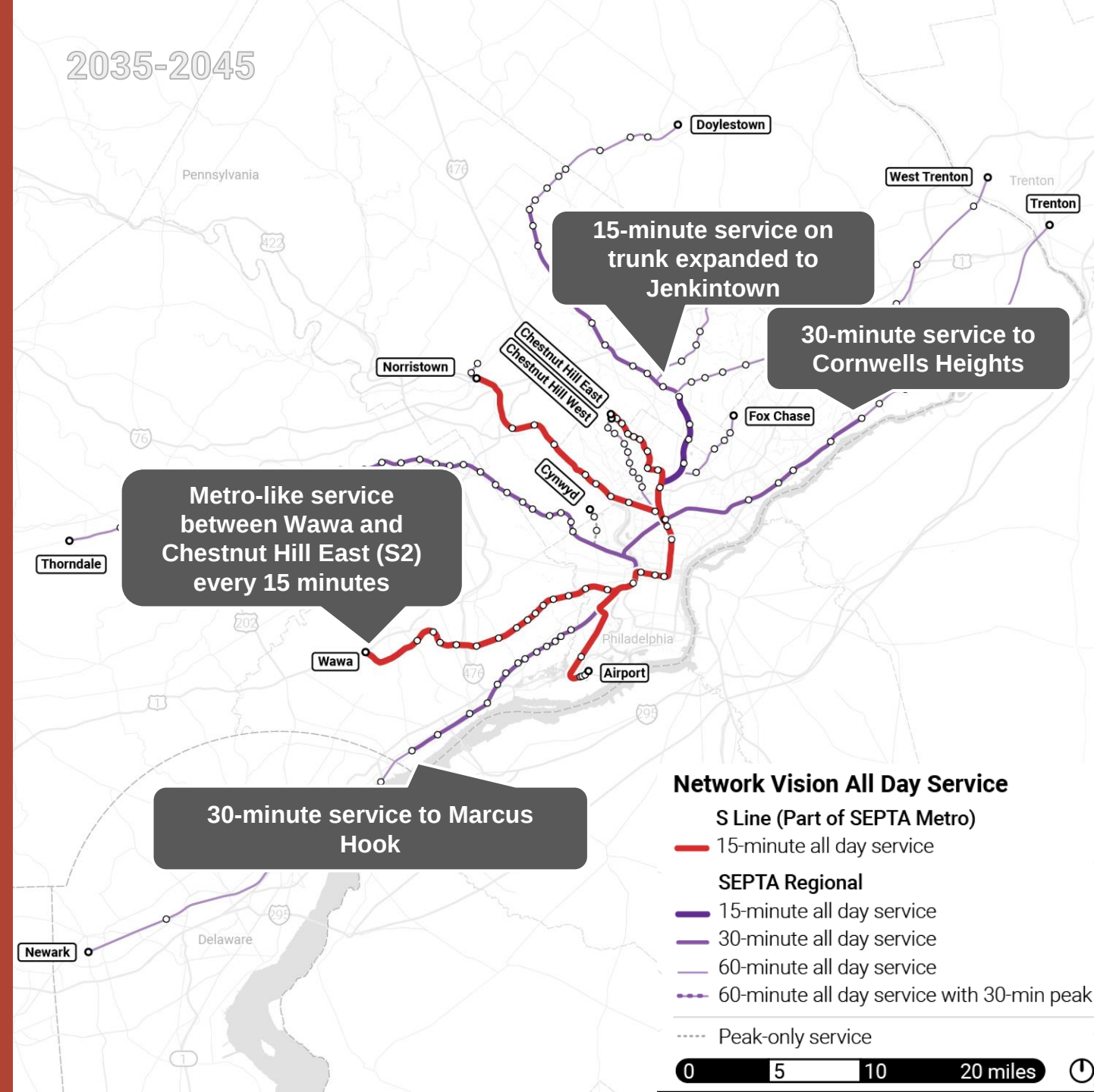


Phase 1 focuses on implementing the projects needed for S1 Line service.



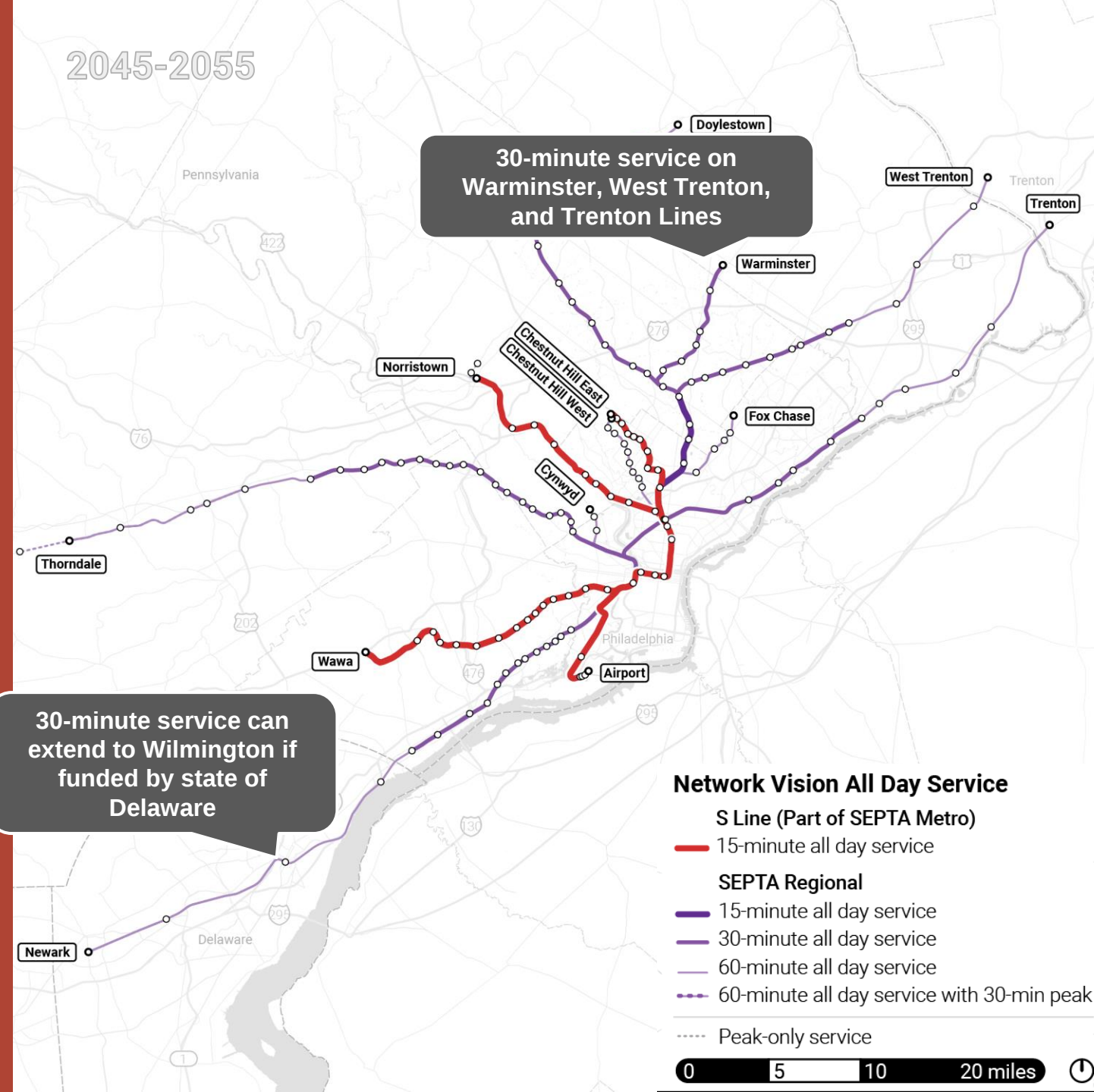


Phase 2 implements
the S2 Line route.





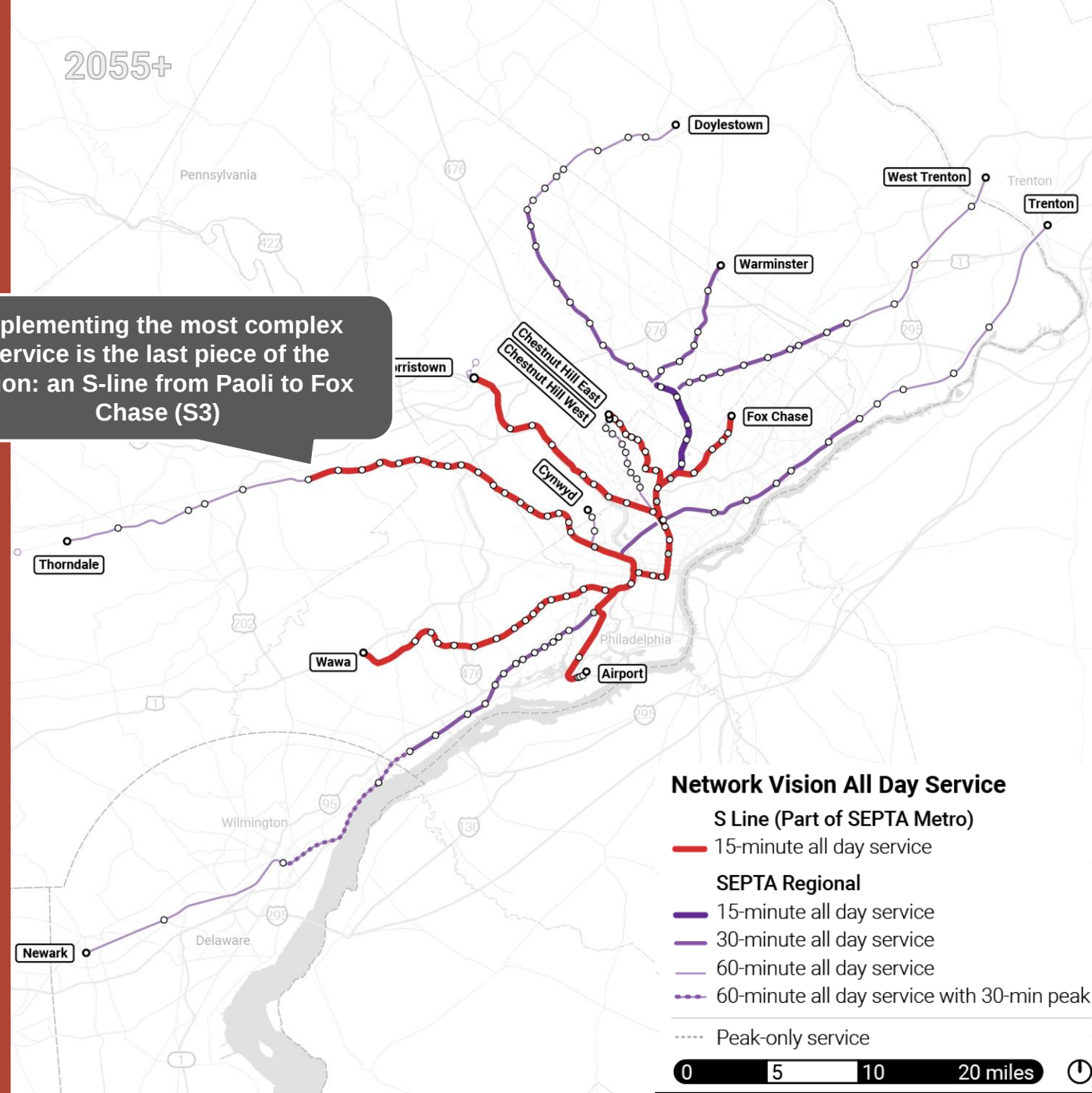
Phase 3 makes upgrades to SEPTA Regional lines.





Phase 4 implements S3 Line service.

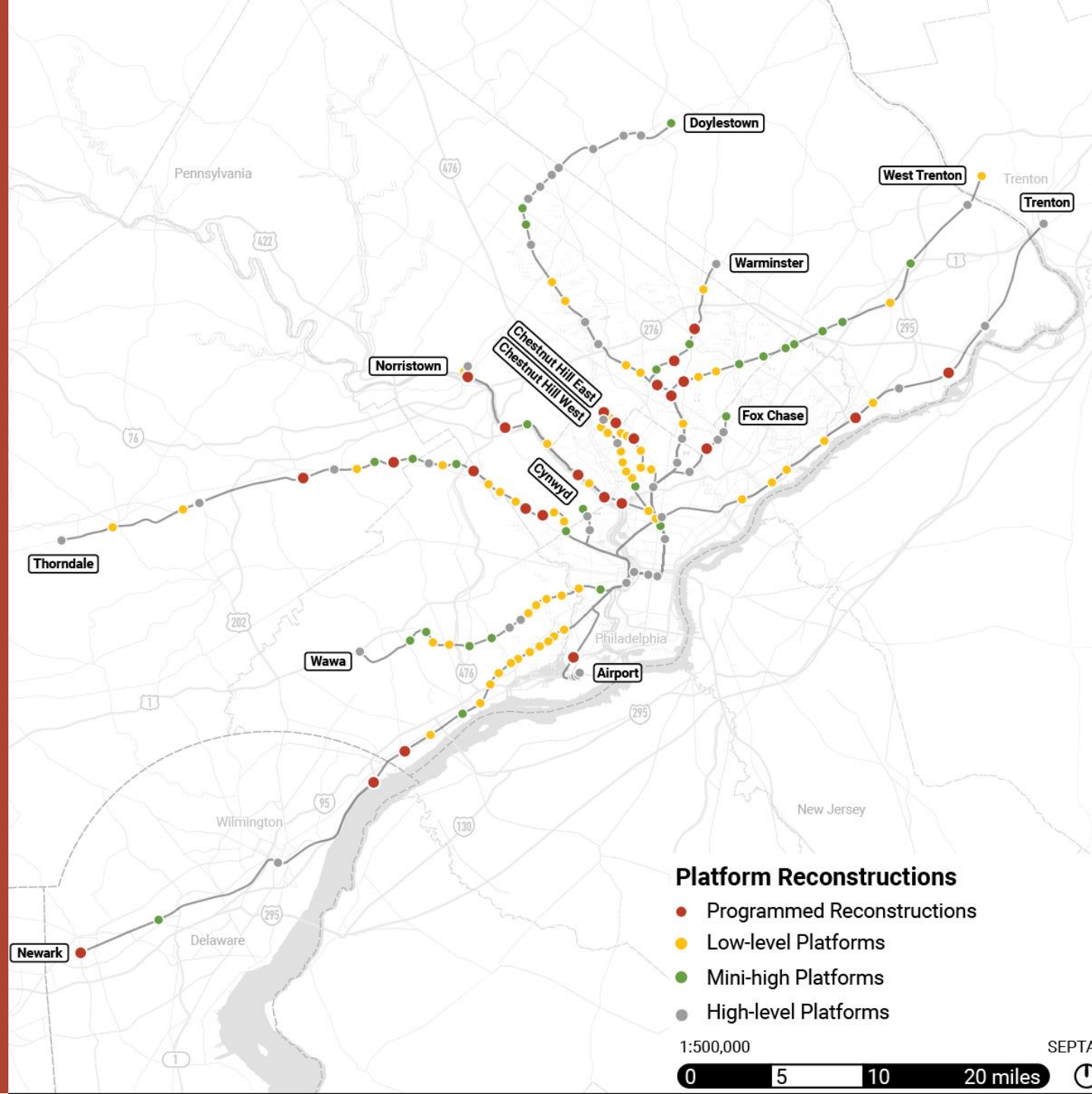
Implementing the most complex service is the last piece of the vision: an S-line from Paoli to Fox Chase (S3)





A lot of this is already
in SEPTA's 12-Year
Capital Program to help
kick off implementation.

- \$650m towards new vehicles
- S1 station upgrades
- Other accessibility upgrades across the system
- Track rehabilitation
- Signal system upgrades



Thanks for your time!

**For more information:
www.planning.septa.org**