



Proposals for FY 2017 Annual Service Plan Development
A Memorandum from the SEPTA Youth Advisory Council

The SEPTA Youth Advisory Council is pleased to present its proposals for SEPTA's Fiscal Year 2017 Annual Service Plan. Having covered two-thirds of city transit routes and one-third of suburban transit routes through our YAC Rides SEPTA campaign, the council was able to develop proposals based on its findings from a customer perspective. As always, we encourage SEPTA to contact the YAC, one of SEPTA's key strategic partners, as the process moves forward to ensure initiatives are designed to meet the needs of the region's youth and future primary adult population.

In Service,
SEPTA Youth Advisory Council

A handwritten signature in black ink that reads 'Jeff a. Kessler'.

Jeffrey Kessler
Executive Chair

A handwritten signature in black ink that reads 'William M. Herzog'.

Will Herzog
Executive Vice Chair

A handwritten signature in black ink that reads 'Jonathan Tieu'.

Jonathan Tieu
Committee Member

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CITY TRANSIT MODIFICATIONS

Routes 19 and 67

Eastbound Routes 19 and 67 buses currently leave Frankford Transportation Center via Bridge Street, Busway Drive, and Bustleton Avenue before turning on Cheltenham Avenue. The YAC recommends modifying both routes to leave Frankford Transportation Center via Penn Street. This will improve passenger safety by preventing passengers from attempting to board the buses when they loop around on Bridge Street. Additionally, the modified route will improve travel time by reducing the number of traffic lights by three. Westbound buses should continue operating along their current routes since their drop-off location is on Busway Drive.

SUBURBAN (FRONTIER & VICTORY) TRANSIT MODIFICATIONS

Routes 124 and 125

Westbound Routes 124 and 125 currently operate from Center City to King of Prussia and beyond, entering the Schuylkill Expressway via JFK Blvd., Market St., and 29th Street. The YAC proposes that the Westbound Market Street routing be eliminated; in its place, buses would continue straight along JFK Blvd. from 20th to 29th Street, at which point they would enter the Schuylkill Expressway and continue via their regular routes. Doing so would greatly reduce trip time as such action would **eliminate two turns and five traffic lights** from the route's current operation. Additionally, this re-routing would have a minimal impact on passengers — as express routes, neither the 124/125 carry local passengers. Those on Market Street wishing to travel to King of Prussia on these routes could still easily reach the 124/125 by walking to 20th/JFK, walking to 29th/JFK, taking any trolley route to the 30th St. Trolley Station, or by taking the 9, 44, or 62 buses directly to the intersection at which the 124/125 would board. Such a re-routing would also relocate the 124/125 to the NE Corner of 29th/JFK, reducing the frequent rush-hour backup of buses at the present 29th/JFK stop.

Route 206

Route 206 currently only offers westbound AM service and eastbound PM service using two vehicles. To improve ridership without increasing operating costs, the YAC proposes a “single bus scenario” that will provide both westbound and eastbound service throughout the day. A westbound

bus arriving at General Warren Boulevard and James Otis Drive would immediately continue as an eastbound bus; additionally, recovery at Paoli would be assumed to exist by making use of the second bus currently assigned to Route 206.

APPENDIX

Route 206 Proposed Schedule

The below timetable highlights the potential for a frequent and convenient Route 206 service. Note that this timetable was created some time ago and would require updating to reflect connections with updated Paoli/Thorndale Line train schedules.

To Great Valley Corporate Center					To Paoli Station				
Paoli Station	Liberty Blvd and Swedesford Rd	Unisys	Valley Stream Pkwy and PA Route 29	Great Valley Pkwy and PA Route 29	Great Valley Pkwy and PA Route 29	Valley Stream Pkwy and PA Route 29	Unisys	Liberty Blvd and Swedesford Rd	Paoli Station
AM Service									
6.27	6.36	6.38	6.40	6.45	6.45	6.47	6.49	6.51	6.59
7.08	7.17	7.19	7.21	7.26	7.28	7.30	7.32	7.34	7.43
7.47	7.56	7.58	8.00	8.05	8.07	8.09	8.11	8.13	8.22
8.33	8.42	8.44	8.46	8.51	8.53	8.55	8.57	8.59	9.08
9:12	9:21	9:23	9:25	9:30	9.32	9.34	9.36	9.38	9.47
9.51	10.00	10.02	10.04	10.90	10.11	10.13	10.15	10.17	10.26
10.30	10.39	10.41	10.43	10.48	10.50	10.52	10.54	10.56	11.05
PM Service									
2.36	2.44	2.46	2.48	2.52	2.54	2.56	2.58	3.00	3.09
3.17	3.26	3.28	3.30	3.35	3.37	3.39	3.41	3.43	3.52
3.58	4.07	4.09	4.11	4.16	4.18	4.20	4.22	4.24	4.33
4.39	4.48	4.50	4.52	4.57	4.59	5.01	5.03	5.05	5.14
5.20	5.29	5.31	5.33	5.38	5.40	5.42	5.44	5.46	5.55
6.01	6.10	6.12	6.14	6.19	6.21	6.23	6.25	6.27	6.36