



Commentary on FY2016 Annual Service Plan Development
A Memorandum from the SEPTA Youth Advisory Council

The SEPTA Youth Advisory Council is pleased to present its commentary on the ideas being considered for SEPTA's Fiscal Year 2016 Annual Service Plan. Overall, the council is largely pleased with the SEPTA-proposed initiatives and looks forward to seeing the development of these ideas as the ASP development process moves forward. 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

Handwritten signature of Jeffrey Kessler.

Jeffrey Kessler
Executive Chair

Handwritten signature of William M. Herzog.

Will Herzog
Executive Vice Chair

Handwritten signature of Anna Stepchin.

Anna Stepchin
Director of Operation & Service Evaluation

Table of Contents

City Transit Modifications	3
Route 23	3
Routes 25, 26, 73, and 84	3
Route 53	3
Routes 12 and 40	4
Routes 31 and 32	4
Route 64	4
Route 55	4
Suburban (Frontier & Victory) Transit Modifications	5
Route 98	5
Routes 105 and 106	5
Route 119	5
Route 128	5
Norristown High Speed Line (NHSL)	5
Service Standard Amendments	6

CITY TRANSIT MODIFICATIONS

Route 23

- The YAC **is in support** of splitting Route 23 into two portions for many of the operational reasons addressed in the ASP.
- It is essential that the free transfer between the two routes be enacted so as to minimize the burden on passengers currently riding on both portions of the route with non-pass fare instruments.
- Timed transfers should be built into the two routes' schedules to minimize connection time and overall trip-time of current one-seat riders.
- Although the YAC supports the route-splitting, we are not in support of any measure that would preclude the restoration of trolley / light-rail service to some or all of the present-day Route 23.
- The YAC is **NOT** in favor of the Route 45 designation for the new route. Instead, the YAC recommends the routes be designated 23N and 23S rather than 23 and 45, respectively. Not only would this preserve some of the route's historical origin, it would better explain the existence of the free transfer.

Routes 25, 26, 73, and 84

The YAC **supports** these changes given the safety and convenience improvements for customers.

Route 53

The YAC **supports** the extension, especially given the numerous schools to which it would connect. To further enhance service, the YAC **additionally recommends** SEPTA evaluate extending Route 53 not only along Hunting Park Ave. to G Street, but 1.45 miles East to the Erie-Torresdale Market-Frankford Line station (thereby increasing service along Hunting Park Ave., providing an alternative connection to Center City, and providing service flexibility in the event of a BSL or MFL service disruption).

Routes 12 and 40

The YAC **supports** the route extensions, especially that for Route 40 (which is in desperate, albeit difficult, need of service enhancements). For clarification purposes, the YAC would like to see SEPTA detail the extension and layover location of Friday, Saturday, and Sunday Route 40 routing via Pine Street.

Routes 31 and 32

The YAC **supports** the extension of Route 31 (**NOT** Route 32) into Queen Village. As the South Philadelphia neighborhood sees a surge of younger residents, increasing transportation options is encouraged. Extending Route 31 offers an opportunity for these residents to directly reach Center City West, 30th Street Station, and the major places of education and employment in University City. Additionally, doing so preserves Route 32 service along South Broad Street to Broad and Washington (a major thoroughfare around which several high schools are located).

Route 64

The YAC **supports** the route modification as the elimination of the unsignalized turn would improve reliability, safety, and convenience for riders.

Route 55

Alternative Proposed: The YAC does **NOT** support the permanent route modification of Route 55. Although the concern is certainly valid, a problem that presents itself only a few times each year is not a valid basis for year-round re-routing. Instead, the YAC proposes the creation of a new “Snow Routes” program that officiates common snow detours. When the need presents itself, SEPTA could announce that “snow routings are in effect.” Combined with permanent signs at stops detailing the nearest “snow route” stop, customers would be less likely to miss a bus due to a predictable but unannounced rerouting. Further, present routes can remain as established while accommodating for the operational challenges of winter weather.

SUBURBAN (FRONTIER & VICTORY) TRANSIT MODIFICATIONS

Route 98

The YAC **supports** this change and looks forward to the faster service.

Routes 105 and 106

The YAC **supports** the route extension and looks forward to seeing increased bus service for students at nearby Haverford and Bryn Mawr colleges.

Route 119

The YAC **supports** this alternate routing and embraces the faster service. Further, given the light-use of the current routing, the YAC **additionally recommends** this new routing become the primary route with select trips operating on an alternate routing (the singular present-day route) via Meetinghouse Road.

Route 128

Although the YAC supports the rerouting and new service to Parx Casino, the YAC **expresses concern** with the removal of all service to Bensalem High School. The rerouting would make students wishing to access the school subject to a 1.3 mile walk to the nearest relocated stop. The YAC suggests a meeting be held in the community to assess the high school's ability and willingness to relocate the stop and accommodate those wishing to utilize public transit.

Norristown High Speed Line (NHSL)

Given the flag-stop status of all NHSL stations, there is no operational savings from the closing of the station. Additionally, closing the station in its entirety severs access to the nearby Villanova University Conference Center. Therefore, the YAC **alternatively recommends** that SEPTA discuss a potential "Adopt-a-Station" opportunity with Villanova University. Doing so could pay for the minimal maintenance costs of keeping the station open and would allow SEPTA to maintain its operation without having to fund potentially cost-inhibiting ADA improvements should a decision to reopen the station be made (as is presently the case with the restoration of DRPA-PATCO's Franklin Square station in Center City Philadelphia).

SERVICE STANDARD AMENDMENTS

The YAC **supports** the outlined Service Standards and Process Amendments in that they expand the scope of Disproportionate-Burden Analyses, make SEPTA more consistent with fellow transit agencies, and defines fare-sale coverage standards. The YAC **cautions** SEPTA to consider modifying Regional Rail Division coverage standard verbiage from “provide ticket offices” to “provide ticket offices or ticket vending machines” such that the Trenton Regional Rail station would be considered adequately-served (through the use of NJ Transit’s ticket machines).