



## Statement on Proposed FY2018 SEPTA Annual Service Plan

May 9, 2017

The Delaware Valley Association of Rail Passengers supports the SEPTA Annual Service Plan process: the Annual Service Plan is a commendable example of adjusting SEPTA's services to meet the needs of communities they serve. DVARP supports the proposed improvements, enhancements, and additions to the bus transit routes serving the city of Philadelphia and suburban locations mentioned in the FY2018 Annual Plan.

The proposed Route 49 is an important bus route expansion serving growing communities in the Fairmount and Spring Garden sections of the city which will give residents a one-seat ride to 30<sup>th</sup> Street Station and University City. Route 49 will also improve connections to attractions along the Benjamin Franklin Parkway, offering a direct route for visitors arriving at 30<sup>th</sup> Street.

DVARP supports the proposed Boulevard Direct bus service. This limited stop service will be more efficient than the current bus routes on the Boulevard, but SEPTA's present transfer policy will discourage passengers from using it. We recommend that transfers to and from Boulevard Direct at stops north of Frankford Terminal be made free for riders using SEPTA Key, and 25 cents for all other riders.

Boulevard Direct should be more than a coat of paint. Schedules of intersecting routes should be adjusted to provide coordinated transfers to and from Boulevard Direct. Bus shelters should be equipped with countdown clocks to keep passengers informed of when the next bus will arrive. And the route should have a dedicated loading area close to the entrance and exit of Frankford Terminal. If faster service to and from Northeast Philadelphia results in increased ridership, this will help make the case for bringing rail service to this corridor.

DVARP supports the revisions to bus routes 88 and Route 132. These improvements are a sound solution to improve service frequencies and reduce time spent traveling by the rider.

DVARP supports SEPTA's efforts to improve transportation service in the Norristown to Phoenixville corridor. We are interested to see what SEPTA's plan for the route becomes when finalized and believe the plan will benefit the expanding suburban communities it will serve.

We request that the next Annual Service Plan include two route revisions to facilitate intermodal travel. As the University City District continues to grow, the need for expanded LUCY service with more sensible connections has arisen. The extension of the LUCY routes (Route 316) from their current layover point on John F. Kennedy Boulevard west of 30<sup>th</sup> Street to the west portico of 30<sup>th</sup> Street Station. Extending the LUCY all the way to 30<sup>th</sup> Street Station will improve pedestrian safety, reduce the amount of walking needed to make the connection, and provide passengers with an area to wait for and board the buses which is protected from rain and snow.

Second, we request that SEPTA consider revising Route 80, the Olney-Horsham express, to travel via Easton Road and Mount Carmel Avenue, with a new stop at Easton Road and Glenside Avenue. This will allow for a connection with Regional Rail trains from Philadelphia, increasing Route 80 ridership with a minimal increase in vehicle miles and cost. In fact, this alignment is already used as a detour routing: we propose making it the primary route once the bridge restriction on Easton Road is lifted.