Promoting Innovation the Organic Way

Overcoming Silos through Better Partnerships

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Trolley Modernization

PROJECT STRUCTURE AND TIMELINE

TROLLEY MODERNIZATION

- Stop Design Guidelines
- Operations Analysis

CORE AGENCY STAKEHOLDERS

- dvrpc
- MOTU
- Streets Philadelphia
- PENNDOT
- PCPC

OUTREACH GROUP

- Stakeholder Agencies
- Neighborhood Groups
- Advocacy Groups

TIMELINE

- FALL 2014: Project Coordination
- WINTER 2015: Existing Conditions Analysis
- SPRING 2015: Concept Development
- WINTER 2016: Guidelines + Implementation Strategy
- FY 2016: Delaware County Focus (Routes 101 & 102)
CTD SYSTEM PROFILE
- 6 Active Routes
- 30.3 Million Annual Trips
- ~10% of SEPTA Ridership
- +9.4% Growth Since 2010

CURB HEIGHT
NEAR-LEVEL BOARDING
- 14" vehicle floor
- 10" high curb extension
- Extending ramp for ADA boarding

MODERN TROLLEY STOP: CURB EXTENSION
EXISTING SYSTEM: TYPICAL CROSS-SECTIONS
Alternatives Development for
ROOSEVELT BOULEVARD
TRANSIT ENHANCEMENTS

DELTAWARE VALLEY DVRPC
REGIONAL PLANNING COMMISSION
NEEDS

OPPORTUNITIES
station-like stops operating in the outside lane of the outer drive in a business access and transit (BAT) lane.

Rethinking the entire corridor.
ITS - INTELLIGENT TRANSPORTATION SYSTEMS

Real-Time Passenger Information

Transit Signal Priority

Optical Detector
Signal Controller
Emitter

Signal Optimization

FARE COLLECTION - TBD WITH ALL-DOOR BOARDING

On-board

Off-board

BUSINESS ACCESS AND TRANSIT LANE (BAT) - CASE STUDY SBS NYC

Painted Lanes

Red Painted Bus Platform Zone

Deteriorated Red Lanes

Overhead Lane Signage