
Transit Forward Philadelphia: An overview

Ben She
Coalition Member (5th Square)
DVRPC PPTF 10.31.2022



SAFE, ACCESSIBLE, SUSTAINABLE Transit system in Southeast Pennsylvania



Nationalities
SERVICE CENTER

AARP® Real Possibilities
Philadelphia



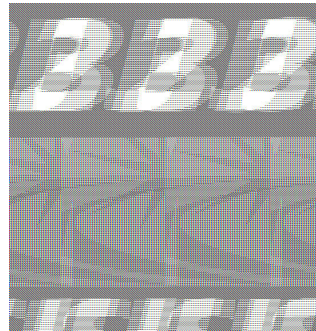
Economy
League

GREATER
PHILADELPHIA



CARIE

Center for Advocacy for the
Rights & Interests of the Elderly



sbn

Sustainable
Business Network
of Greater Philadelphia



CITIZEN
SEPTA Advisory Committee



**BICYCLE
COALITION**
OF GREATER
PHILADELPHIA



PACDC

PHILADELPHIA ASSOCIATION
OF COMMUNITY DEVELOPMENT CORPORATIONS

CONSERVATION
VOTERS
OF



PENTRANS

Pennsylvanians for Transportation Solutions, Inc



PHILADELPHIA CLIMATE WORKS

350philadelphia

**CLEAN
AIR
COUNCIL**

5th

—

Our mission is to amplify the voices of riders and residents in support of transit as a preferred mode of transportation in the area

Past Work & Current Campaigns

Fair Fares Wins

- Eliminated transfer penalty
- Children under 12 ride free

Transit Funding Wins

- Sustainable source of transit funding for PA
- Statewide partnerships, working alongside SEPTA, Mayor's office, Senators, and Congresspersons



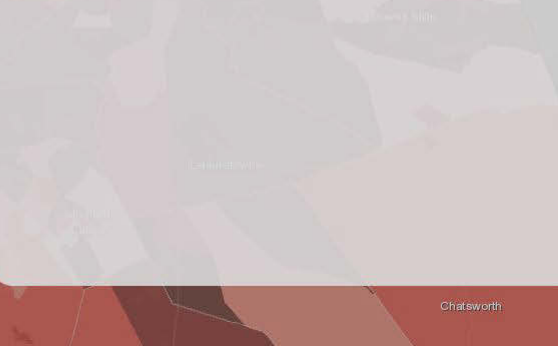
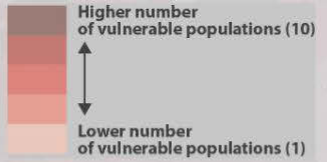
Purpose: To highlight areas of need (higher number of vulnerable populations)

Some demographic groups face greater mobility challenges and are therefore more affected by changes in the built environment than others. To better understand the spatial distribution and overall needs of these populations, locations of vulnerable populations are mapped here. Based on stakeholder interviews and input during the course of the project, three primary vulnerable populations were identified:

- Households that Include One or More Disabled Person(s)
- Households In Poverty
- People Aged 65 and Over

Using American Community Survey (ACS) data at the block group level, the three characteristics were combined and ranked 1 through 10. Lower values were assigned to areas with lower numbers of vulnerable populations and higher values were assigned to areas with higher numbers of vulnerable populations. Click on an area of interest on the map to view the detailed data.

Source: US Census Bureau ACS 2018 5-year estimates



Rider-Driven Bus Network Survey

Paying Volunteers

- \$500 mini-grants to coalition members

Bi-Weekly Trainings

- Volunteer trainings via Zoom

Showing Up

- Meeting riders and volunteers where they are



Engagement With Intentionality

Our Approach

- Planting roots in communities and building relationships and partnerships with community leaders
 - Following up in neighborhoods and not just showing up and walking out
 - Acknowledging that community members and riders are experts of the system
 - Speaking the language of the community
-

Challenges & Lessons Learned

Paying Riders For Their Time

Necessary funding to pay survey respondents

DICE Method: Dignity Infused Community Engagement

Community based organizations, resident leaders, and advocacy groups work as paid partners alongside City staff

Staff Capacity

Hiring full-time staff to organize volunteers and survey riders

Better Access. Better Service.
Better Buses.

Better Access. Better Service.
Better Buses.

Transit Forward Philadelphia Believes Changes to the Bus Network Should **SUPPORT** Greater Philadelphia's Recovery.

The SEPTA Bus Revolution® Initiative must...

	S	Start Over Be a start over , rebuilt for today's needs.
	U	Understandable Make the bus network easy to understand and better connected to SEPTA's trolleys, trains, and subways.
	P	Proven Use proven research , such as designing for quick connections instead of staying on one bus for a long time.
	P	Public Involved Involve the public at every stage of the process.
	O	Opportunities Increase the number of opportunities with frequent service, especially for communities that need it most.
	R	Reliable Make buses more reliable , reducing delays and ensuring riders can arrive on-time.
	T	Timely Be completed in a timely manner. Our communities cannot wait while the bus network loses riders.

www.bit.ly/t4phl



www.bit.ly/t4phl

Transit Forward Philadelphia and its coalition will work with SEPTA and the City to achieve the following:

- ✓ Engage at least **20,000 riders and residents** during the redesign.
- ✓ Provide **85% of bus riders with service every 10-minutes or better** throughout the entire day.
- ✓ Ensure buses travel on **average a minimum of 13-14 mph** during weekdays by **expanding bus lanes or bus priority treatments**.
- ✓ Provide **shelters and real-time information** at bus stops serving more than 250 riders/day after the redesign is complete.
- ✓ Plan routes for **future electrification of buses where possible**.
- ✓ Make **every bus stop and its sidewalks ADA accessible**.

SEPTA Bus Network Redesign

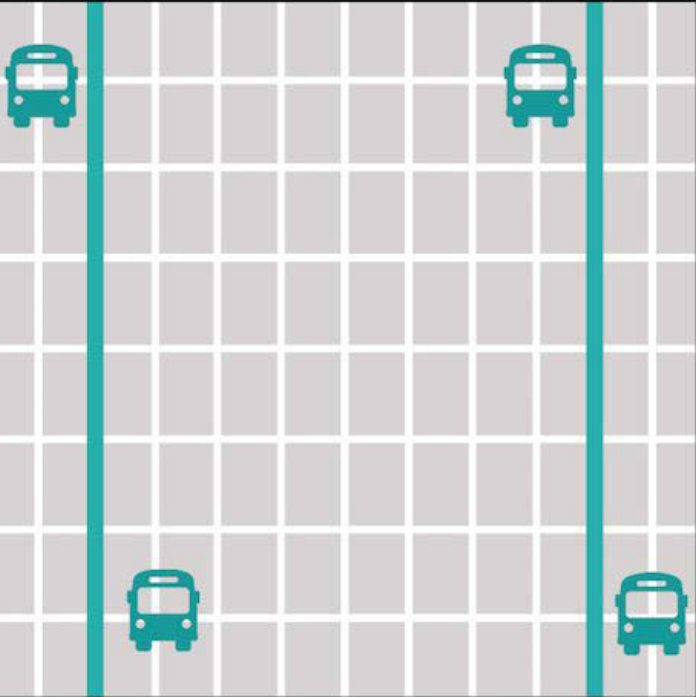
SEPTA is redesigning its entire bus network and potential changes including **Bus Routes, Bus Schedules, Frequencies, Service Hours, Transfer Locations, and Accessibility** are all on the table



Learn more at www.SEPTABusRevolution.com

Potential Tradeoffs of the Bus Network Redesign

More Routes, Less Often



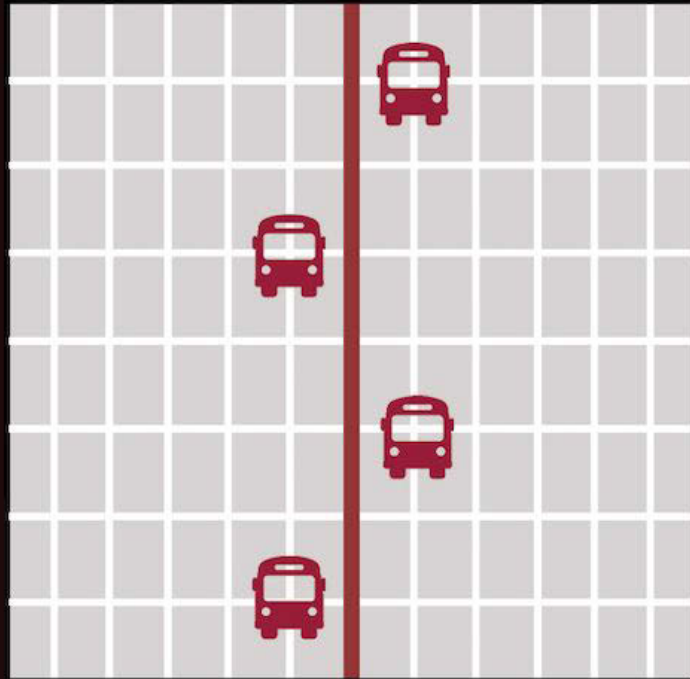
Buses are on more streets over a larger area.

You may have a shorter walk, but buses come less often.

What
SEPTA
looks
like
today

Potential Tradeoffs of the Bus Network Redesign

Less Routes, More Often



Service is focused where the most people need it.

You may have to walk further, or no further at all. Your bus will come more often and connect you to more places frequently.

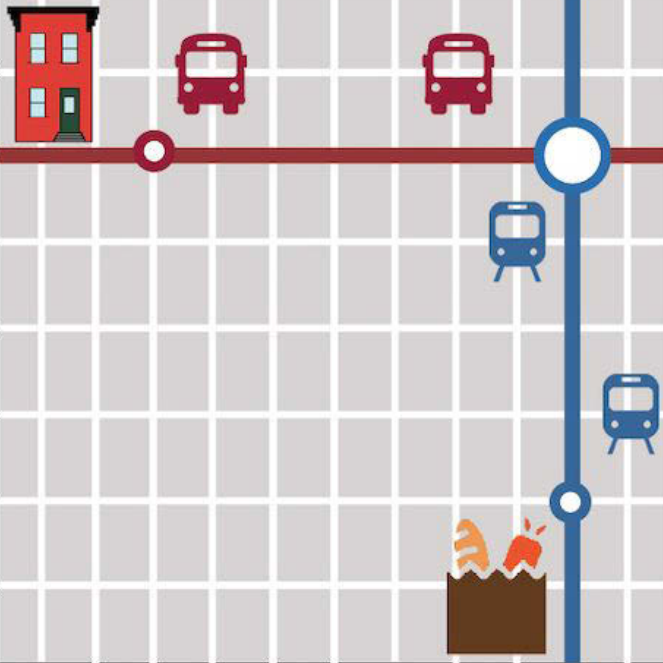


Increases the **number of opportunities** with frequent service.

How
SEPTA
can
look
tomorrow

Potential Tradeoffs of the Bus Network Redesign

Quick Connection, Faster Trip



Buses operate in straight lines, so you might need to make a transfer, but the wait is shorter and your trip is less time.



Proven method
to improve
bus performance.

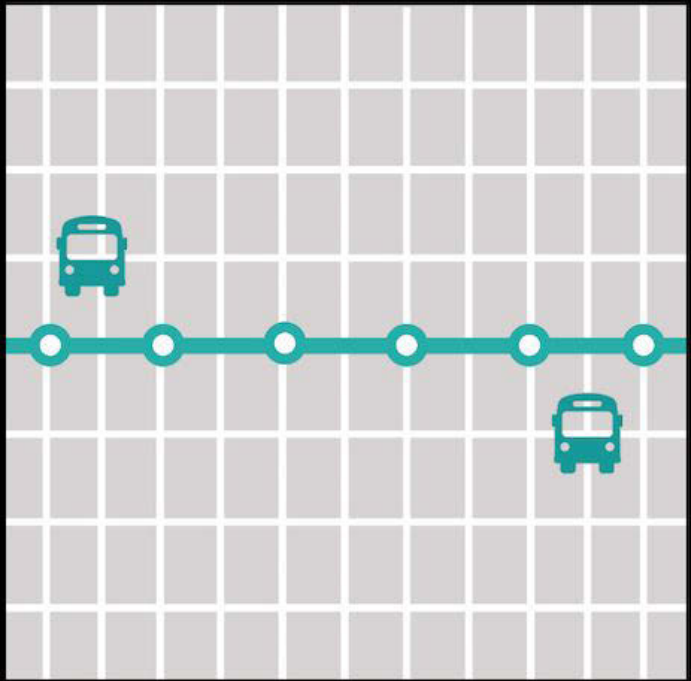


Makes buses
easier to understand.

How
SEPTA
can
look
tomorrow

Potential Tradeoffs of the Bus Network Redesign

More Stops, More Delays



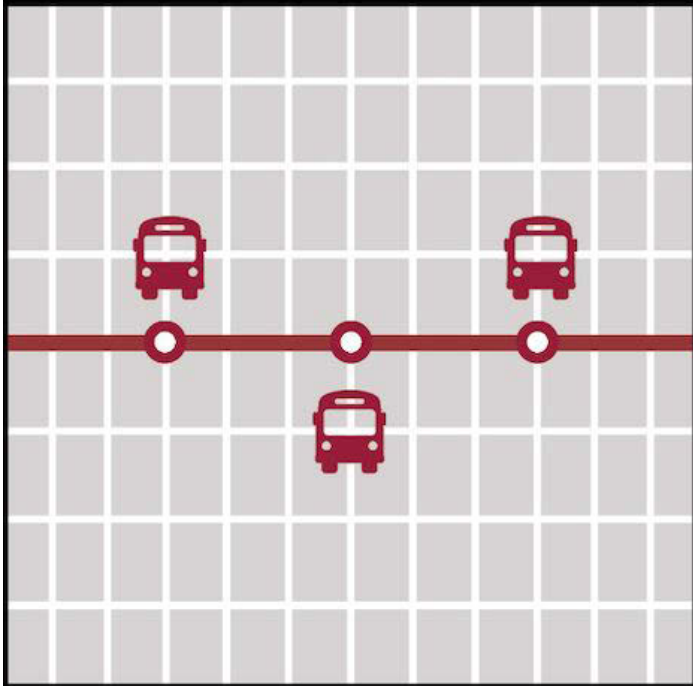
Buses stop more often, so buses move slower and trips are longer.

You will likely have a stop, often more than one, very close to you.

What
SEPTA
looks
like
today

Potential Tradeoffs of the Bus Network Redesign

Less Stops, Less Delays



Buses stop less often, resulting in shorter trips.

You may have to walk 1-2 more blocks to get to a bus stop, or you might not have to walk further at all.



Increases **reliability**, reducing delays and increasing timeliness.

How
SEPTA
can
look
tomorrow

How do we communicate all this?

Bus stop consolidation: PAAC must prove the benefit outweighs the harm



- Pittsburghers for Public Transit:
 - Agency needs to define intended goals of success
 - Clearly define trade-offs on each route
 - Show the work for each route
 - Compare against other run-time improvement strategies

NextGen Social Equity Map

This map shows the Social Equity Scores for Los Angeles County Communities.

- Use the **Layer List** (below) to activate or deactivate a layer on the map.
- Use the **Legend** (below) to learn about the difference in frequencies between routes.
- Use the **Select Icon** (top left) to select features on the map and export them as CSV or Shapefiles.
- Use the **Print Icon** (top left) to print the map. Click on "Advanced Options" to change the scale or resolution.

Layer List

Layers

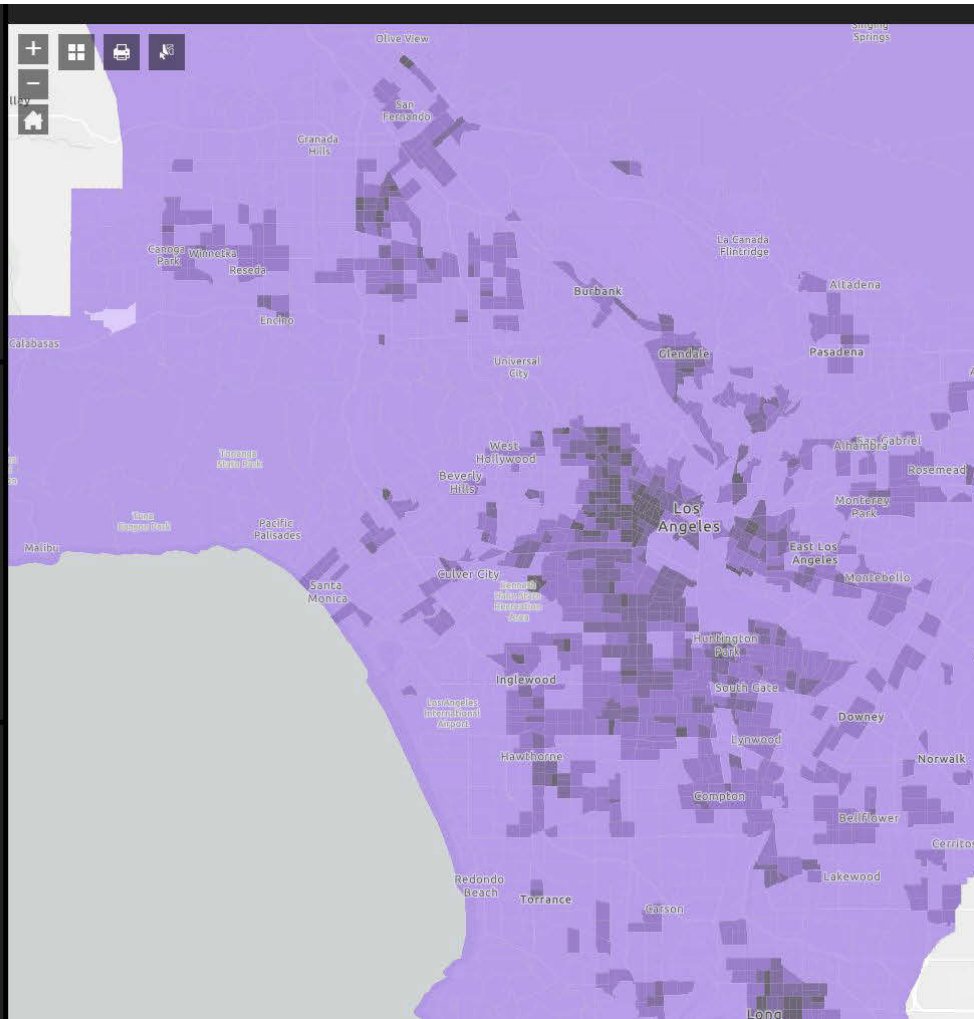
- Existing System
- MUNI Frequencies
- MUNI Routes
- NextGen System
- Transit Propensity Index
- Social Equity Communities
- Metro Service Council Areas

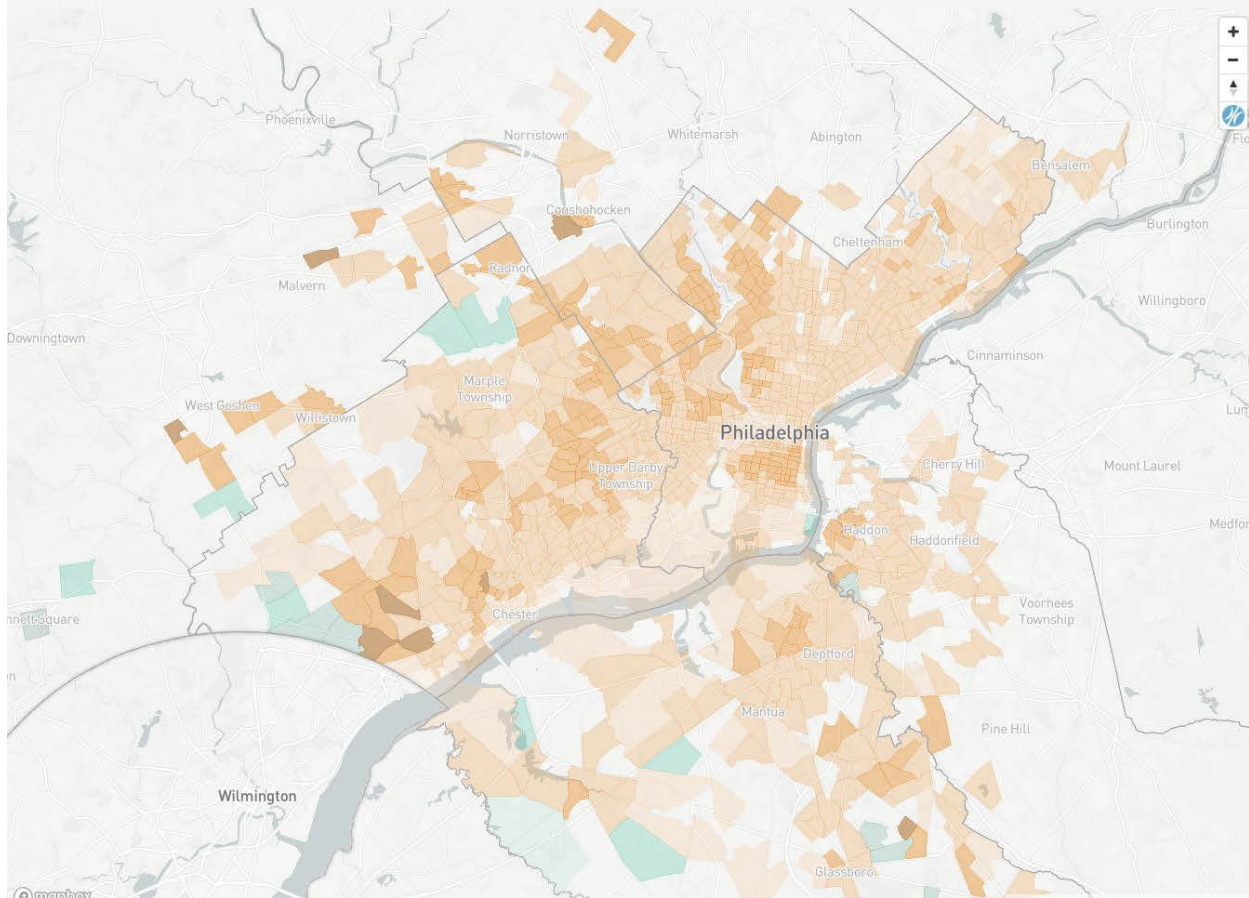
Legend

Social Equity Communities

Score

- > 4 - 6.4
- > 3 - 4
- > 2 - 3
- > 1 - 2
- 0 - 1





Regional Summary
Local Analysis

This dynamic map allows users to identify and prioritize transit gaps to and from specific areas of interest. Select a municipality or Transportation Analysis Zone (TAZ) to see where transit connections can be improved or added.

Run

Reset

Show rail layer
 Show bus layer

Transit Gap Priority

Low High Low

Not Served
Served

[What do the colors mean?](#)

The resulting map shows the average network gap score for connections from the selected area. Only TAZs with substantial demand from the selected area are being displayed, a total of 1119 TAZs. The darker colors indicate higher priority transit gaps in relation to the selected area.

[Learn More](#)

Thank you!

Curb Cut Activism

Photo from
<https://www.facebook.com/DisabledInActionofPA>





LIBERTY RESOURCES

INDEPENDENCE FOR EVERYONE

Advocating for Curb Cuts in Philadelphia

Morgan Hugo: Independent Living Specialist at Liberty Resources
morganhugo@libertyresources.org

Latoya Maddox: Senior Independent Living Specialist at Liberty Resources (Chester, Delaware, Montgomery & Counties)
latoyamaddox@libertyresources.org



**LIBERTY
RESOURCES**
INDEPENDENCE FOR EVERYONE

Liberty Resources, Inc. is a not-for-profit, Consumer-controlled organization that advocates and promotes independent living for all persons with disabilities. As a Center for Independent Living (CIL), Liberty Resources advocates with people with disabilities, individually and collectively to ensure our civil rights and equal access to all aspects of life in the community

• <https://libertyresources.org/>





Disabled in Action of PA - Founded in 1973 is one of the States and Country's oldest and most successful cross disability advocacy. It's an advocacy group run and controlled by people with disabilities and allies.

<https://www.disabledinaction.com/>

We campaign for access to everything in our community and needed resources that allow us to remain in the community. We work with all disabled people regardless of disability or age.



Photo from

<https://www.facebook.com/DisabledInActionofPA>

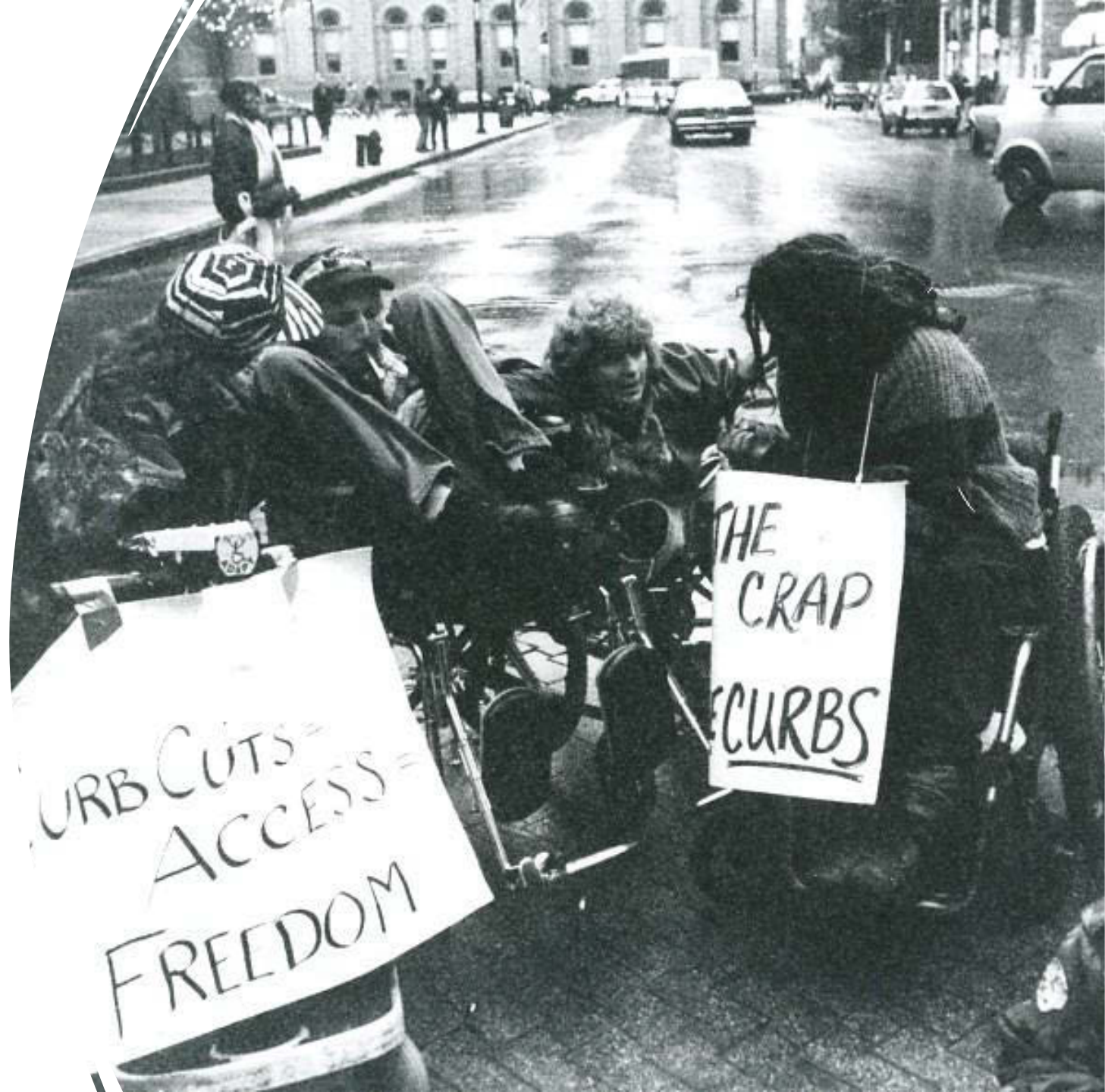
- Activists sledgehammering the curb on the Hollywood walk of Fame during the Walk of Shame: Barbara Waxman, Diane Coleman, Susan Gross, Carol Gill, Steve Remington, Rick Wilson, Yvonne Nau and Bill Bolte.


Photo by Tom Olin

Photo courtesy of :
<https://disability.lacity.org/resources/celebrate-ada-30th-anniversary/history-and-timeline>



Activists in Philadelphia fighting for
Curb Cuts. Photo by Harvey Finkle.
Photo from
<https://libertyresources.org/gallery>






Kinney v. Yerusalim, 812 F. Supp. 547 (E.D. Pa. 1993)

- Why was the lawsuit filed:

- Why: In 1992, Congress passed the ADA to address the problem of discrimination against persons with disabilities. Specifically, the ADA prohibits discrimination in employment (Title I), in public services and public transportation (Title II), in public accommodations (Title III), and in telecommunications (Title IV). Title II of the ADA, 42 U.S.C. § 12131 et seq., which is the subject of this dispute, provides:

- No qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.






Kinney v. Yerusalim, 812 F. Supp. 547 (E.D. Pa. 1993)

AND NOW, this 2nd day of February, 1993, for the reasons set forth in the accompanying Memorandum, it is hereby ORDERED that the Motion of plaintiffs for Summary Judgment is GRANTED and that the Motion of defendant, Alexander Hoskins, Commissioner of the Philadelphia Streets Department, for Summary Judgment is DENIED.

It is further ORDERED that defendant shall install curb ramps or slopes on every City street, at any intersection having curbs or other barriers to access, where bids for resurfacing were let after January 26, 1992.





Disabled people noticed that curb cuts were not being maintained by the city of Philadelphia

311 Reports were filed

Meetings with the Streets Department Happened

Photo of LIAM DOUGHERTY – one of the plaintiffs in the lawsuit. Photo from <https://www.inquirer.com/news/philadelphia/disabled-access-ada-sidewalk-streets-curbs-lawsuit-settlement-20221014.html>



Class action case is *Liberty Resources, Inc. et al. v. City of Philadelphia*, Civ. No. 2:19-cv-03846-HB (E.D. Pa.)

Settlement agreement will require the City to:

- Install or Remediate at least 10,000 curb ramps over the 15-year Settlement Period, with 2,000-ramp milestones every three years.
- Install accessible curb ramps where they are missing and fix curb ramps where they are noncompliant whenever the City newly constructs or alters a road or street with a pedestrian walkway, unless crossing is banned for all pedestrians due to safety concerns or a fully compliant curb ramp is technically infeasible.
- Photo of Fran Fulton – one of the plaintiffs in the lawsuit. Photo from <https://www.facebook.com/tuesdayswithtoomey>



Class action case is *Liberty Resources, Inc. et al. v. City of Philadelphia*, Civ. No. 2:19-cv-03846-HB (E.D. Pa.)

Settlement agreement will require the City to:

- Maintain in operable working condition those curb ramps over which it has responsibility.
- Establish a Curb Ramp Request System for City residents to request installation, remediation, or maintenance of ramps at any crossing identified on more than 600 pages included in the Settlement. The Settlement sets out timelines for prompt investigation and fulfillment of requests.
- Post progress reports on the City's official website on the number and location of curb ramps installed or remediated under the agreement.

Photo of Tony Brooks in a wheelchair holding the adapt flag with another individual with the adapt shirt. Tony is one of the plaintiffs. Photo from <https://libertyresources.org/gallery/>



DVRPC's Data was shared with the attorneys with

Pedestrian Portal: <https://www2.dvrpc.org/asp/dvrpcwalk/explore>

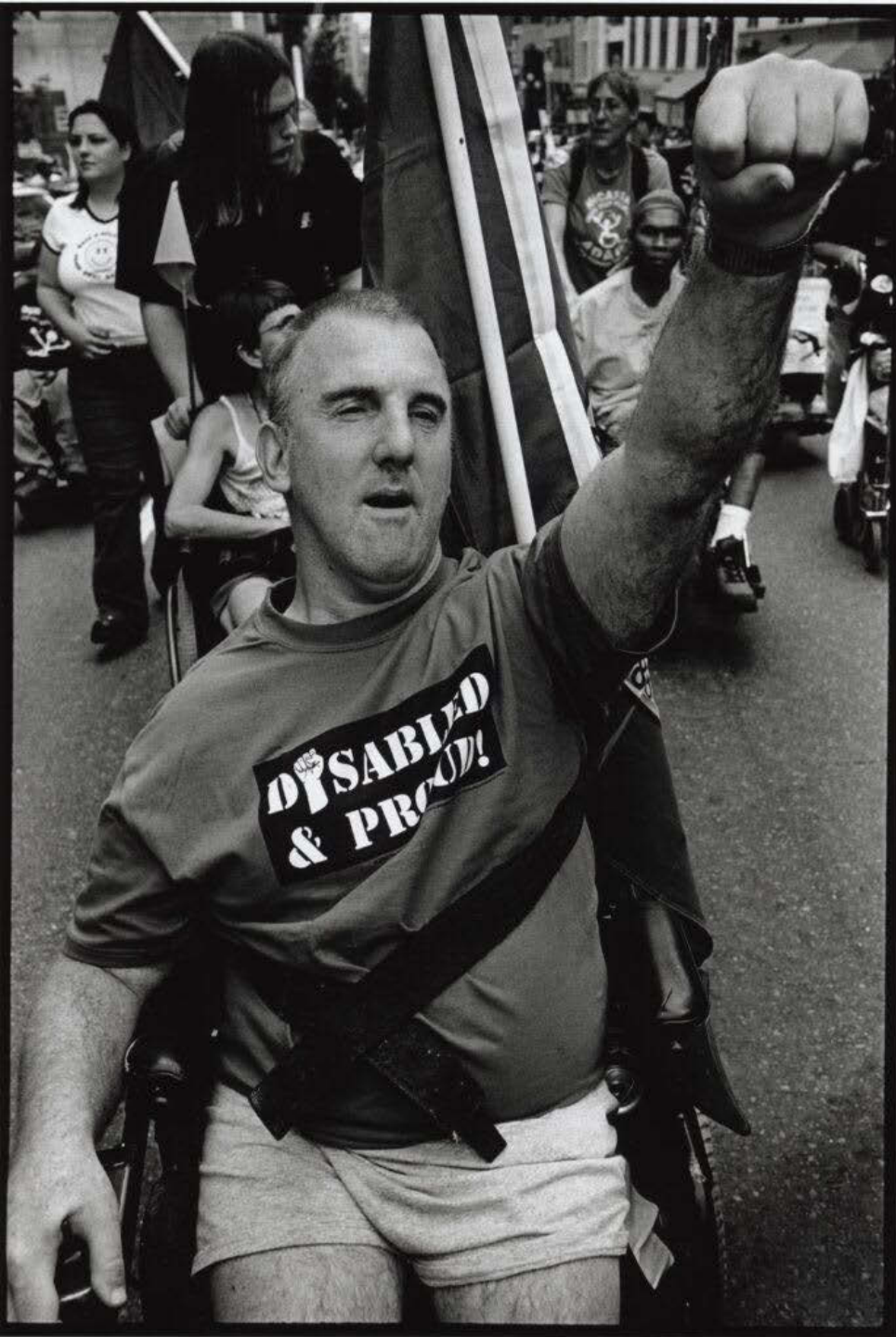
The TIP Draft:

<https://www.dvrpc.org/TIP/Draft/>

Here is link to the Highlights.

<https://www.dvrpc.org/TIP/Draft/pdf/HighlightsPA21.pdf>





1. How to Report ADA Curb Cuts in Philadelphia:
<https://www.phila.gov/services/diversity-inclusion-accessibility-immigration/accessibility-services/request-a-curb-ramp/>

2. Great Curb Cut Podcast that also explains the curb cut effect and how non-disabled people also benefit from it: <https://99percentinvisible.org/episode/curb-cuts/>

Photo by Harvey Finkel. Photo from <https://libertyresources.org/gallery>