



**Transportation
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Cities thrive when they compress the space between people and companies, between creativity and capital. Even in the digital age, proximity, density and closeness create competitive advantages. A global economy depends too on the compression of space, requiring continuous investment in transportation infrastructure.

Just seven miles from Center City, the Philadelphia International Airport (PHL) is served by 30 major airlines departing from seven terminals. Nonstop flights to 86 domestic and 37 international destinations put the region within two hours' flying time of 50% of the American population and overnight to most western European capitals. The most frequent domestic connections in 2010 were to Boston, Atlanta, Chicago O'Hare, New York LaGuardia, and Orlando. Top international destinations were Toronto, Montréal, London, Cancún and Frankfurt, to which a second seasonal daily nonstop flight has recently been added. A new daily nonstop service to Quebec City will begin in June.

Despite the global economic downturn, PHL's passenger traffic increased from 30.7 million passengers in 2009 to 30.8 million passengers in 2010. The number of international passengers climbed from 4.1 million in 2009 to 4.2 million in 2010, the highest total ever.

In 2010, PHL opened a \$45 million expansion of the Terminal E Concourse. Most importantly, the federal government approved a major capacity-enhancement program that will significantly reduce delays by constructing new runways that allow simultaneous take-offs and landings and accommodate an additional 1.2 million passengers by 2025.

As the third-busiest stop along the nation's Northeast corridor, AMTRAK's 30th Street Station is linked to Boston, New York City, Baltimore and Washington, D.C., and averaged 11,800 weekday riders in 2010. After a downturn in 2009, total AMTRAK ridership in Philadelphia rebounded to 3.8 million in 2010.

A plan to develop a national, intercity high-speed rail network would benefit Center City exponentially, as travel times from Philadelphia to Manhattan would be reduced to 38 minutes and to just 54 minutes to Washington, D.C. Preliminary plans call for stops at PHL and in Center City at the Market East Station, which could dramatically transform the competitiveness of East Market Street as an office location.

Although faced with a soft economy and mid-year fare hikes, SEPTA ridership increased 5% on lines serving downtown. The average weekday number of passengers using SEPTA, PATCO, and NJ Transit in 2010 increased to 308,361, up 4% from 2009.

In partnership with SEPTA and PATCO, the CCD continues to install new illuminated signs at the 108 transit portals to the underground concourse, making access to subways, trolleys and trains more convenient.

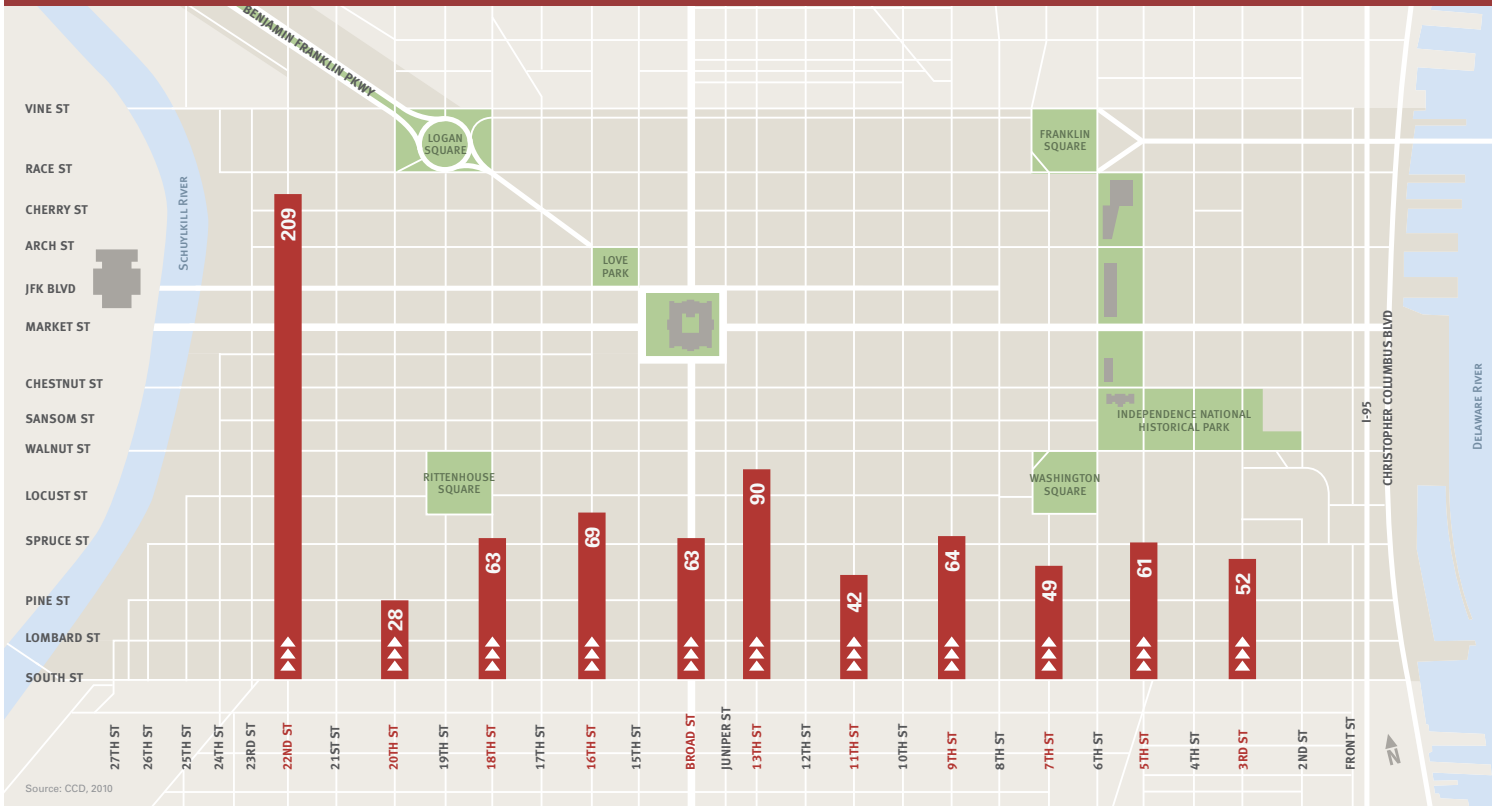
A reconstructed South Street Bridge reopened a major link between Center City and University City. The bridge design incorporates safety accommodations for pedestrians and for the bicyclists who have increased their travel across the Schuylkill River bridges by 6% in the last year and 297% over the past 20 years.

Center City residents cite proximity to shopping, dining, arts and culture and work as prime factors for choosing to live downtown. While 61% of Philadelphia residents drive to work, only 27% of Center City residents rely on cars for their commute; 42% walk or bike to work and another 21% use public transit.

The primary investments required to enhance Center City living include new "L" shaped bus routes on the east side of Center City, so riders of the 47 and 57 buses could enjoy a one-seat ride into downtown; real-time information at all transit stops; and new bike lanes in the office district as well as north-south routes that connect surrounding neighborhoods to the downtown.

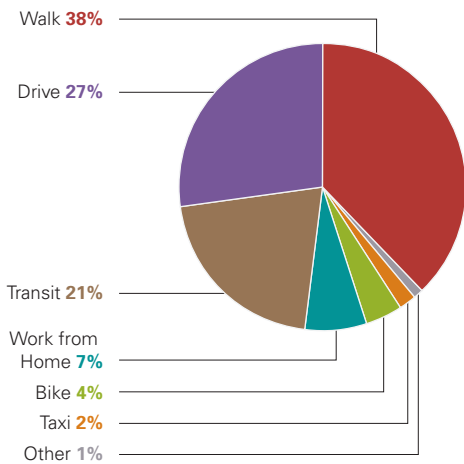
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Average Morning Bicycle Commuters (Northbound Streets, 8am–9am)



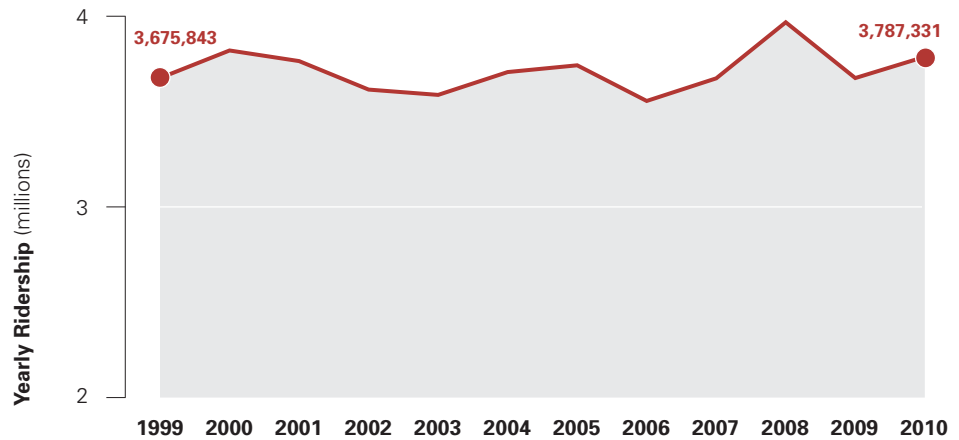
22nd Street is the only North-bound street with a bike lane.

Center City Method of Commute to Work, 2009



Source: US Census ACS 2009

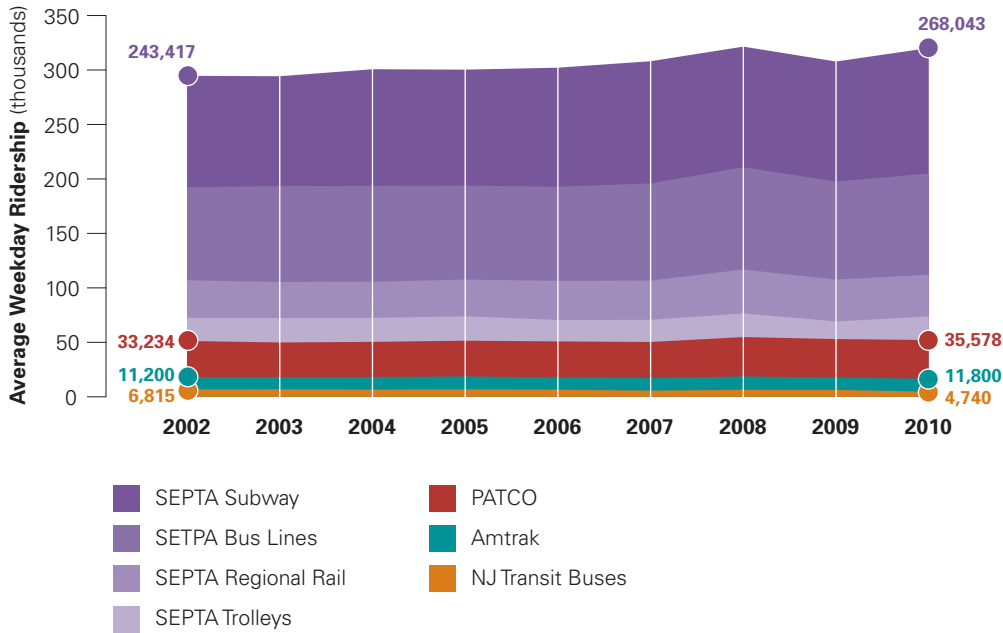
AMTRAK Ridership Trends in Philadelphia



Source: AMTRAK, 2010

Center City parking meter revenue in 2010 was **\$18 million**, a 71% increase since 2005.

Philadelphia Transit, Average Weekday Ridership



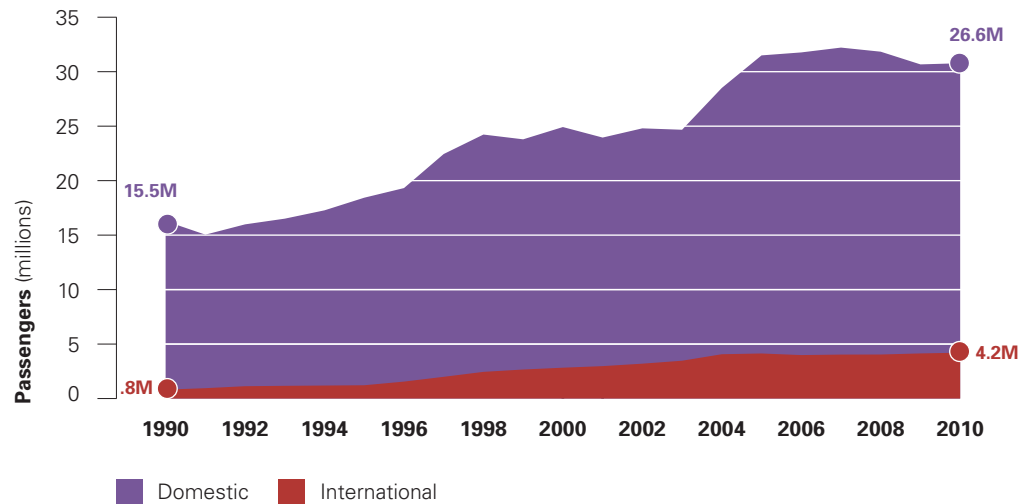
Source: SEPTA, PATCO, NJTransit, AMTRAK, 2010



International travel to and from the Philadelphia International Airport increased for the fifth year in a row and **reached its highest level in history.**

Philadelphia International Airport Passengers

20 years



Source: Philadelphia International Airport, 2010