

Transportation & Access

Center City is positioned at the center of a multimodal transportation network with 14 light rail lines connecting to three states, three rapid transit subway lines, five trolley lines, and 29 bus routes, with direct access from interstate highways I-76, I-676 and I-95. Amtrak's William H. Gray III 30th Street Station is the second busiest station on the northeast corridor, providing high-speed service to New York and Washington and multiple other cities in the tristate region. Philadelphia International Airport is 15-minute drive and a 25-minute train ride from downtown.

Among major cities, Philadelphia is the seventh least car dependent with half of its residents choosing more sustainable commute modes. Walk Score ranked Philadelphia the country's sixth most transit friendly city and Zillow has ranked it the ninth most bikeable city.

Philadelphia doubled its mileage of protected bike lanes through 2021 for a total of 25 miles. Within Greater Center City, 5% of residents commute by bicycle, 10 times the national average.

Transit ridership continued its slow recovery during 2021, reaching 52% of pre-pandemic levels by year-end. But ridership dropped with the surge in the Omicron variant in January 2022. Federal recovery funding however, enabled both SEPTA and PATCO to restore 93% of pre-pandemic service levels on most of their systems, with SEPTA reaching 75% of prior service levels on Regional Rail lines and providing free parking at station lots. Both SEPTA and PATCO benefited from increasing weekend ridership for leisure trips for shopping, entertainment and dining in Center City.

SEPTA is currently rethinking its bus system to provide more comprehensive coverage, conducting quarterly customer service surveys and offering flexible pricing options, including new passes with a three-day workweek option.

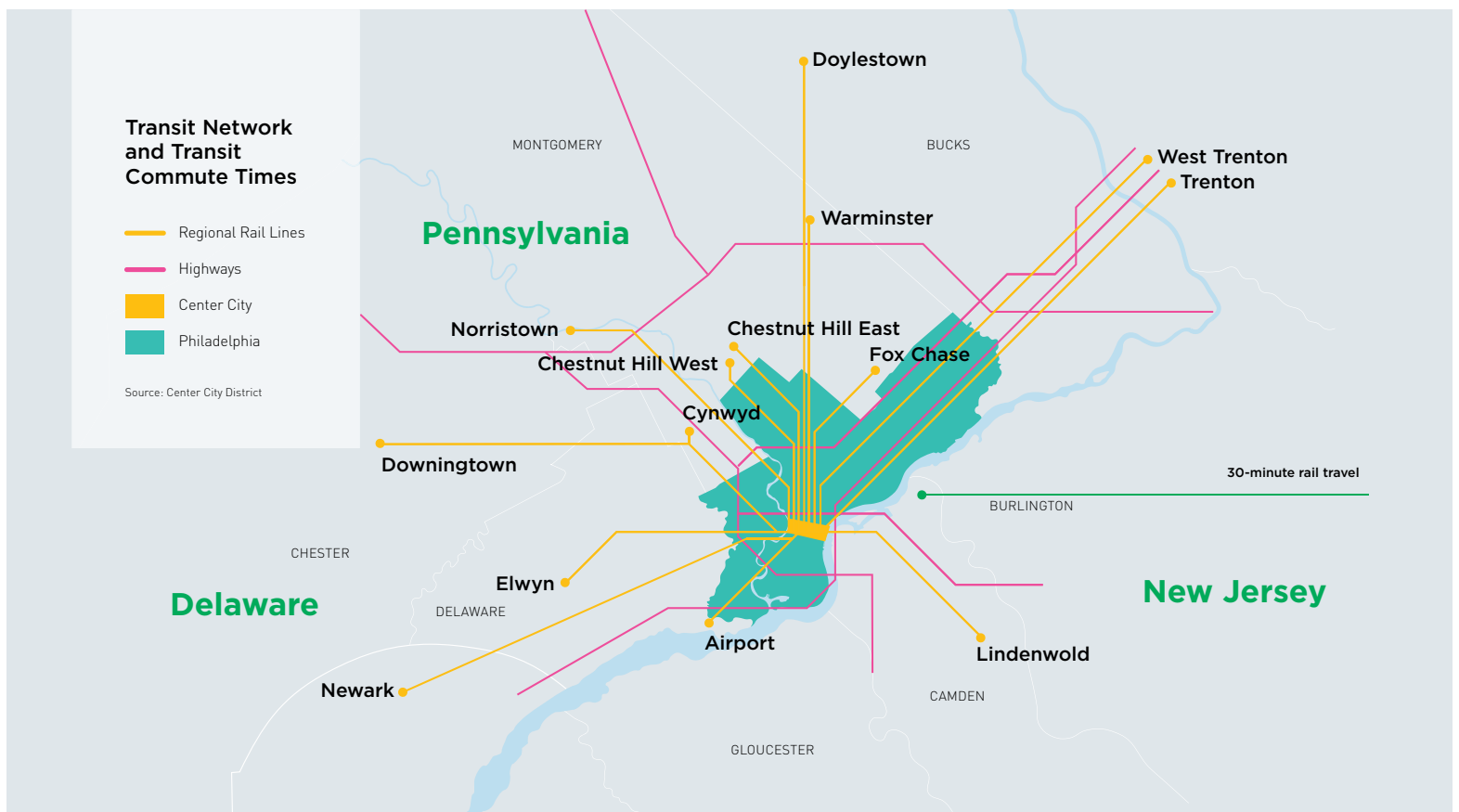
Downtown vehicular traffic in 2021 reached 90% of pre-pandemic levels with some displacement of commuters from transit. Similarly, Parkway Corporation reported daily parking usage in its Center City garages at 85% to 94% of pre-pandemic levels throughout 2021. The routes that drivers chose, however, shifted congestion patterns away from local corridors to highways. The Schuylkill Expressway and Kelly Drive, as well as segments of I-95, saw longer travel times, greater rates of congestion and higher traffic volumes in 2021 than in 2019. Yet office corridors like Arch Street and JFK Boulevard saw an average of 22% less vehicular volume than pre-pandemic years, and retail corridors like Walnut Street and Chestnut Street saw an average of 36% less volume.

Philadelphia is consistently ranked one of the country’s most walkable cities. Center City neighborhoods have a Walk Score of 99 with 36% of downtown residents walking to work and 19% relying on public transit.

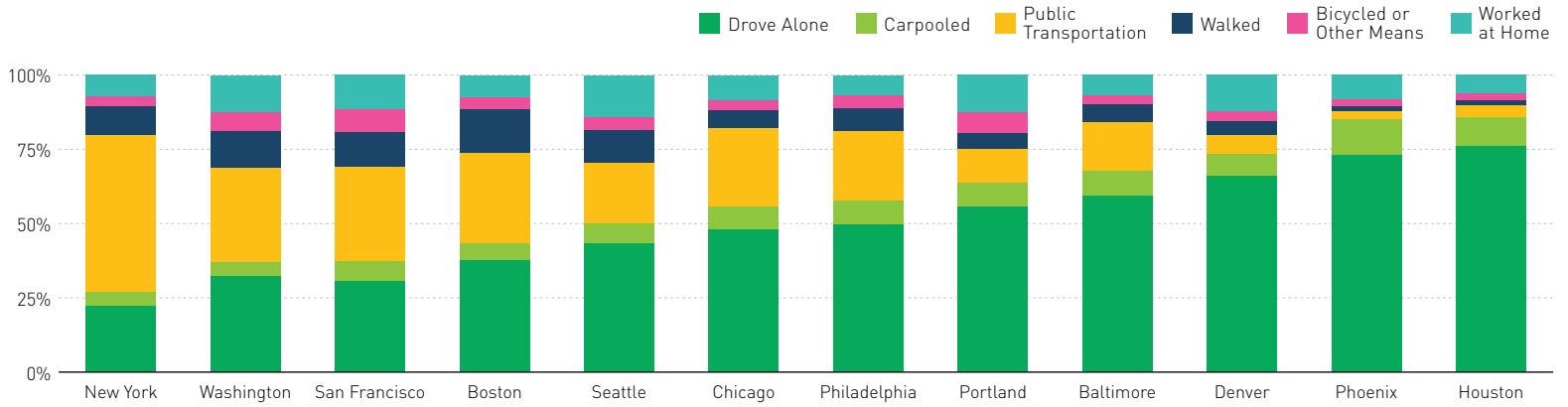
Through 2021, cycling became increasingly popular. Indego bike share ridership increased 11% to almost a million trips. The system added 30 new stations throughout Center City and adjacent neighborhoods, featuring both traditional and electric bicycles, for a total of 1,450 bicycles across the bike share system. Thirty more stations are planned for 2022.

After plummeting in March 2020, pedestrian volumes in Center City slowly rebounded throughout 2020 and 2021 as downtown residents remained in place, regional shoppers and tourists gradually returned and office workers steadily increased at the beginning of 2022. By the end of the first quarter of 2022, pedestrian volumes had achieved 81% of pre-pandemic levels.

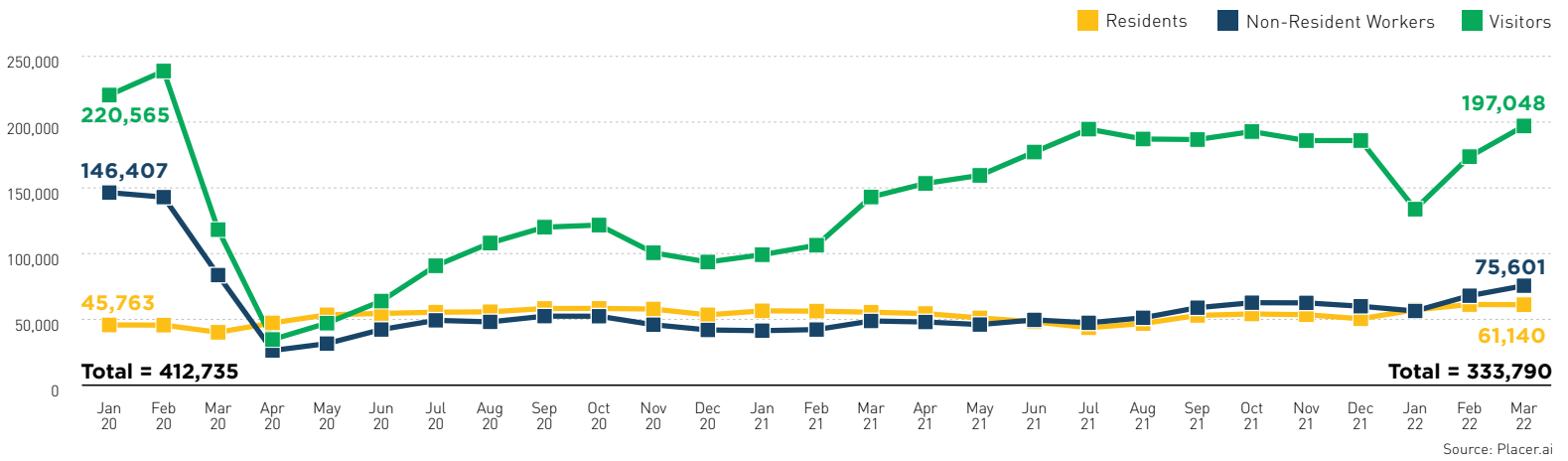
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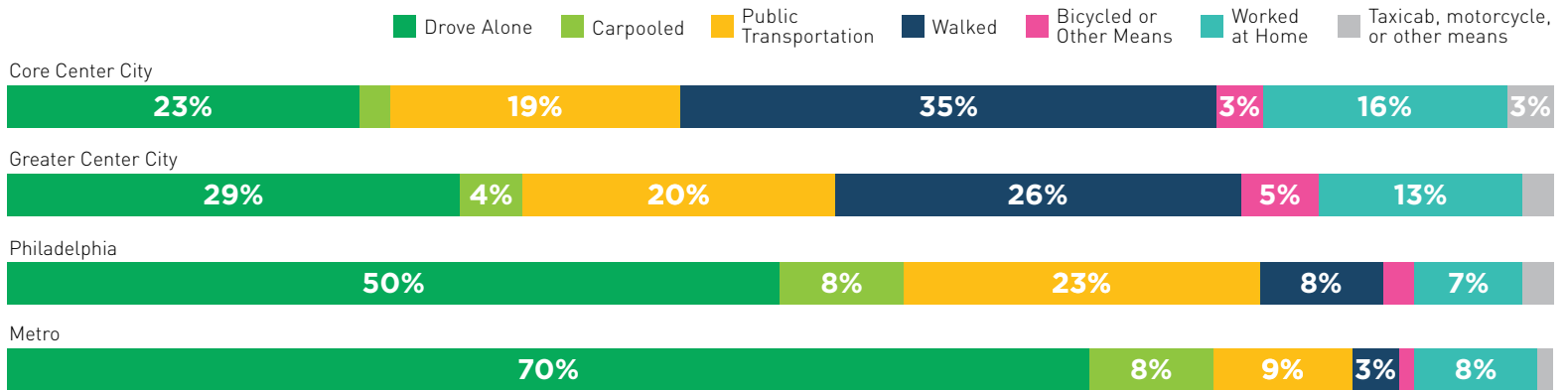
City Comparison: Commute in Order of Non-Auto Commute



Center City Pedestrians: Residents, Non-Resident Workers, and Visitors (Average Daily)



Residents' Commute to Work Mode

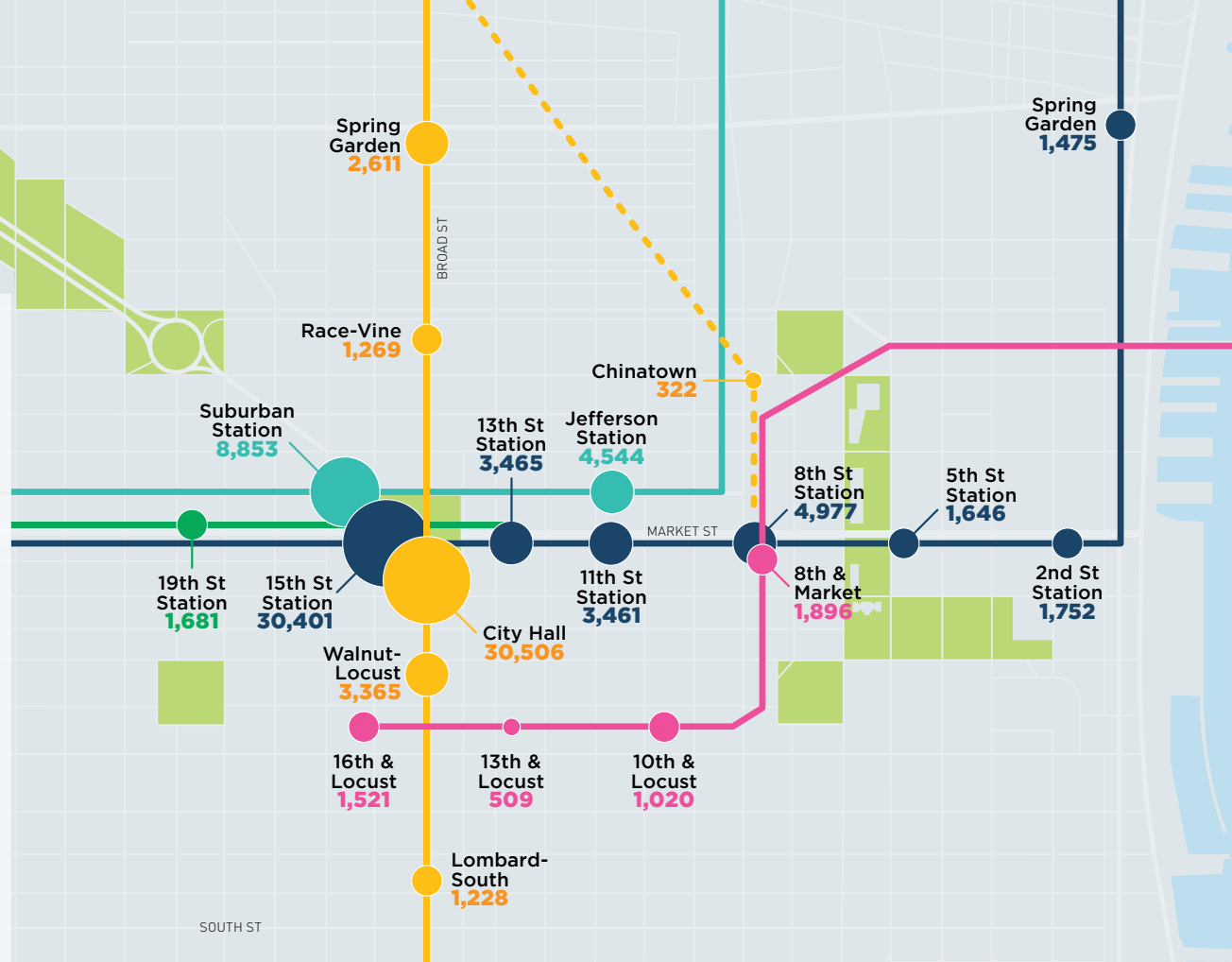


Transit Ridership and Accessibility in Greater Center City, 2021

Rail Lines

- Trolley
- Broad Street Line
- - - Broad-Ridge Spur
- Market-Frankford Line
- Regional Rail Line
- PATCO
- Rail Transit Stations

Source: SEPTA, PATCO, NJ Transit



Average Weekday Ridership

TROLLEY LINES

RIDERSHIP

15th Street	3,897
Juniper Street	2,447
19th Street	1,681
22nd Street	1,166

BROAD STREET LINE

RIDERSHIP

City Hall	13,967
Walnut-Locust	3,365
Spring Garden	2,611
Tasker-Morris	2,211
Girard	1,747
Ellsworth-Federal	1,645
Race-Vine	1,269
Lombard-South	1,228
8th Street	1,228
Fairmount	941
Chinatown	161

REGIONAL RAIL

RIDERSHIP

Suburban Station	8,853
Jefferson Station	4,544

MARKET-FRANKFORD LINE

RIDERSHIP

15th Street	14,044
8th Street	4,977
13th Street	3,465
11th Street	3,461
Girard	2,351
2nd Street	1,752
5th Street	1,646
Spring Garden	1,475

PATCO

RIDERSHIP

16th & Locust	1,521
8th & Market	1,896
13th & Locust	509
10th & Locust	1,020

BUS LINES

RIDERSHIP

SEPTA Bus Lines	46,055
NJ Transit Bus Lines	1,718

132,187

Average SEPTA riders at Greater Center City stops, weekdays

4,946

Average PATCO riders

1,718

Average New Jersey Transit riders