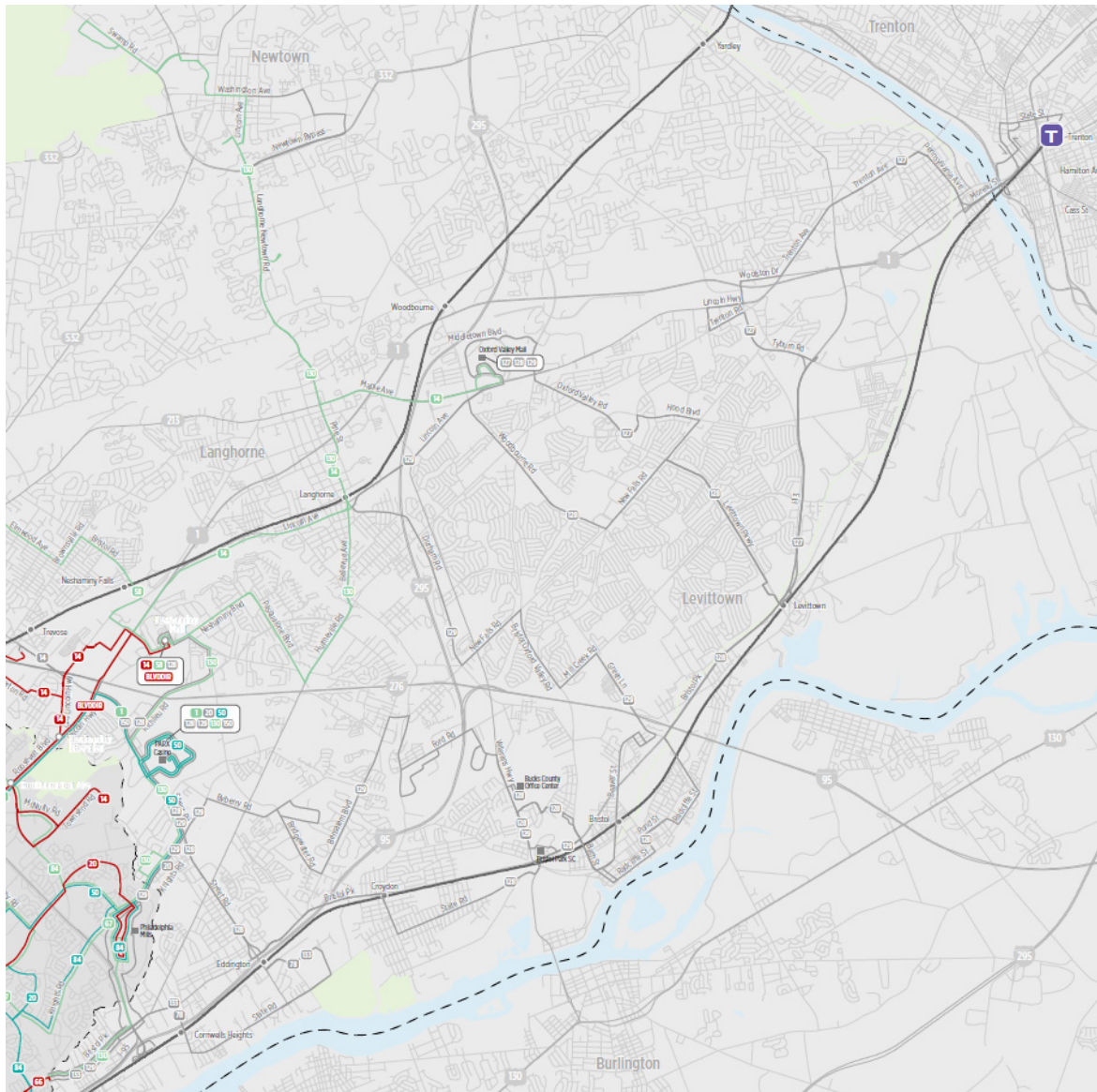


LOWER BUCKS ROUTES

Routes: 78, 127, 128, 129, 130, 133, and 150

SEPTA Services in Lower Bucks County are characterized by low frequency coverage-oriented routes (Routes 127, 128, 129 and 130) between communities, services and employment. These routes tend to travel indirectly between destinations to maximize coverage and operate infrequently. As a result, they mostly provide lifeline service and have low ridership. Three other routes in Lower Bucks County—Routes 78, 133, and 150—provide specialized express service for operational reasons or to meet shift times.

Lower Bucks Routes



NETWORK DESIGN

Routes are designed to provide coverage and attempt to provide multiple functions, like access to jobs and services (shopping and county services) as well as local circulation. In most cases, ridership is low suggesting service is not serving any function well.

Routes operate all day but are infrequent. This contributes to low ridership and usefulness of the services.

Lower Bucks routes provide connections to the broader SEPTA network at key regional locations like the City Line Loop, but also regional shopping centers, like Neshaminy Mall, Parx Casino and Philadelphia Mills as well as SEPTA Regional Rail stations. While transfer rates for the Lower Bucks routes is lower than the network overall, riders do transfer between these locations.

MAJOR FINDINGS

Route alignments are circuitous and complicated and service patterns further complicate some routes. The routes are difficult to understand and use, contributing to low ridership.

Even with circuitous and complicated alignments, there is duplication between routes. Underlying low densities and limited pedestrian facilities, combined with a complicated underlying road network help explain why SEPTA bus routes in this area travel indirectly and overlap at some areas.

Employment shuttles and express routes like Routes 78, 133, and 150 are not well used, suggesting there is an opportunity to try new service models or reconfigure shuttle and express services.

OPPORTUNITIES

There are opportunities to improve SEPTA bus services in Lower Bucks County by better coordinating existing services and exploring new service models. These opportunities are intended to improve local service for passengers making shorter trips within Lower Bucks County. Opportunities for individual routes are included in each route evaluation.

Simplify routes and route functions. SEPTA service in Lower Bucks is complicated. The routes could be better coordinated to create a more logical and integrated network that shortens routes and improves service on the higher performing segments. There are many opportunities to streamline routes via the region's primary arterials, but there are pedestrian infrastructure challenges in some areas such as Bristol Pike from PA 413 east.

Reconsider transfer locations. Several bus routes connect at the Oxford Valley Mall, although few riders have the mall as their final destinations. This suggests there may be opportunities to find new transfer locations, including potentially other regional retail centers like Neshaminy Mall or Philadelphia Mills, existing transit centers like City Line Loop, and Regional Rail stations.

Improve schedule coordination. Routes operate with low service levels, with buses arriving hourly or every 90 minutes. This means it is critical to make sure that connections are timed, and buses depart from key locations using clockface schedules. More frequent headways on some routes, such as Route 127 and Route 129, would help to improve connections.

Consider alternative service models such as microtransit to replace lower productivity service segments. The long headways and circuitous alignment of many routes in Lower Bucks result in long wait times for some riders making local trips. Microtransit service could replace many low ridership services in Lower Bucks in order to improve local service and reduce wait times.