

**SEPTA Forward:**

**SEPTA Bus  
Revolution**

**Fall 2022  
Transit Talk**

# Agenda

- 1 Welcome
- 2 Project Overview and Update
- 3 Introduce the Draft Bus Network
- 4 Learn More!
- 5 Next Steps / Closing



## Your ride is about to get easier.

See how SEPTA's bus network is changing!



# Welcome



1


# Overview and Update



2



# What is Bus Revolution

A stylized graphic of a bus network. It features several colored lines (purple, red, yellow, teal, grey) with star markers at various points, representing different bus routes. The lines are interconnected, showing a complex network structure.

**“Blank Slate”  
redesign of  
SEPTA’s fixed-  
route bus  
network**



# Bus Revolution Project Goals



**Put the Rider First**

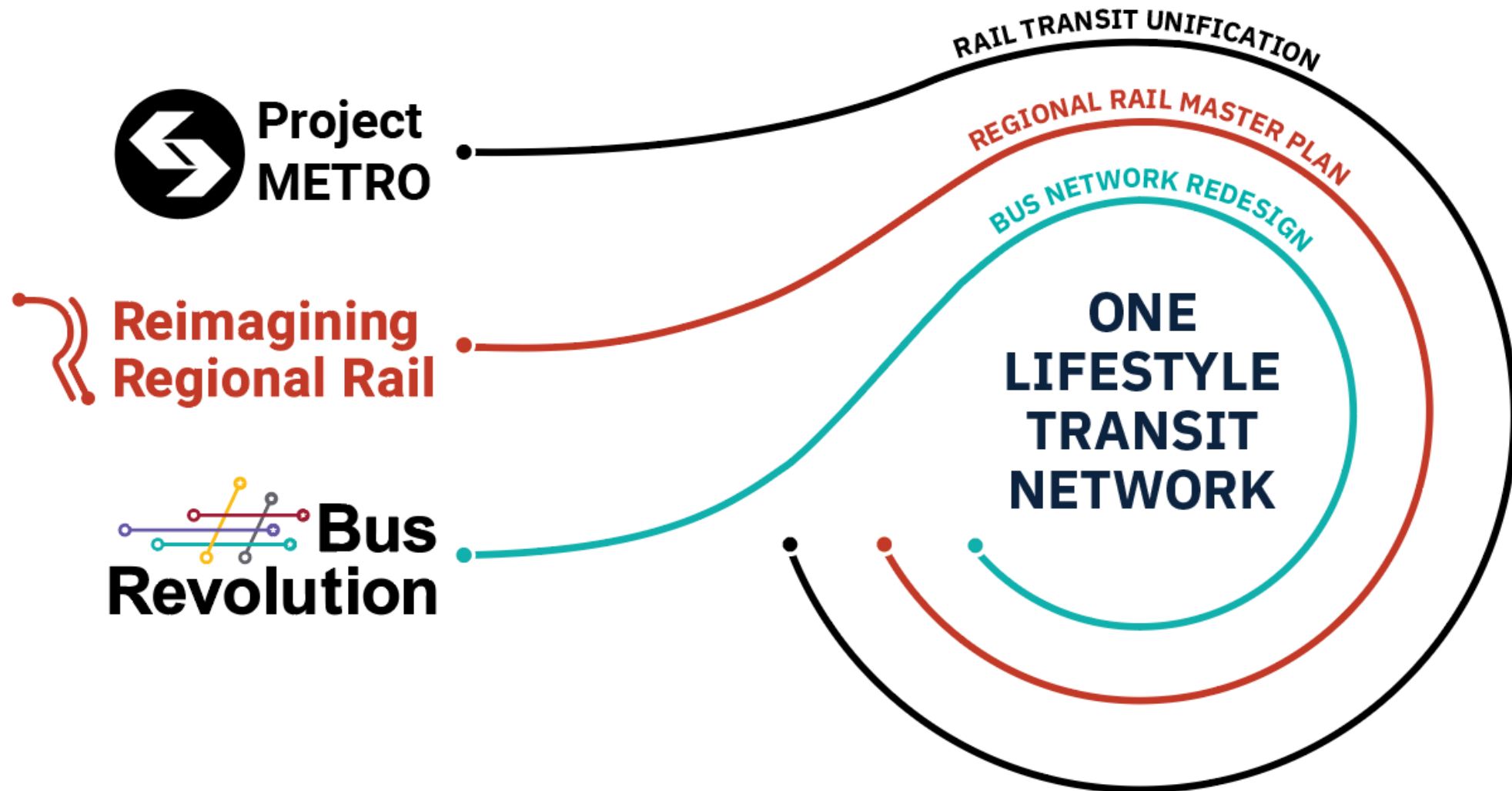


**Increase Access  
to Opportunity**

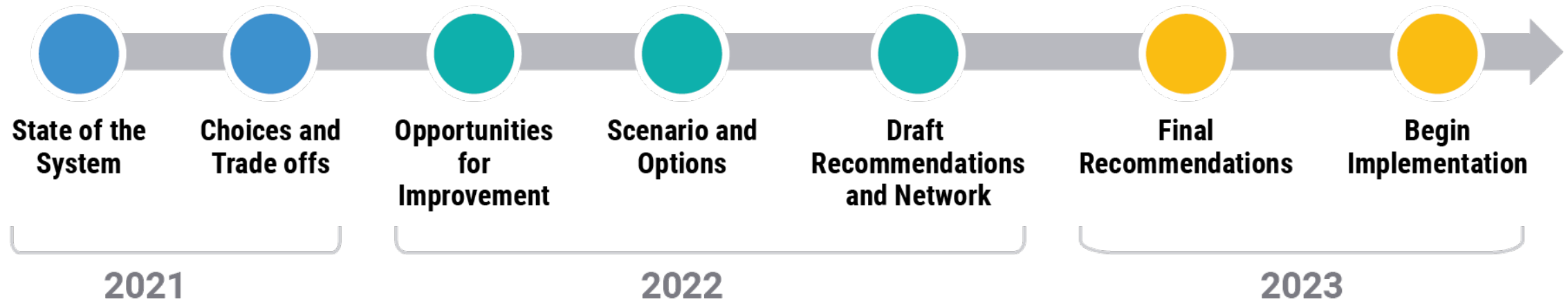


**Build Trust with  
Reliable Service**

# SEPTA Forward – Key Projects



# Project Approach



# Introducing the Draft Bus Network

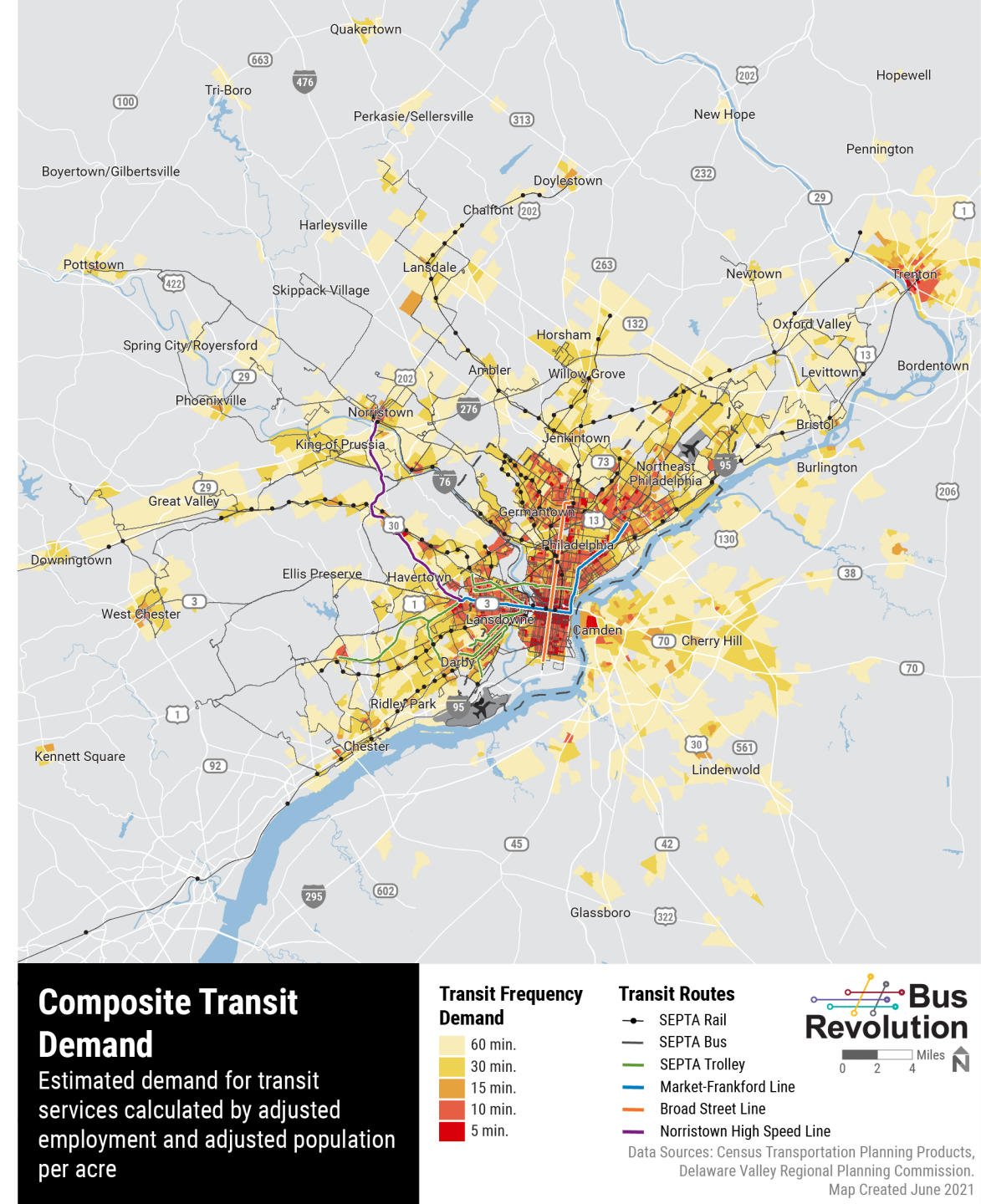


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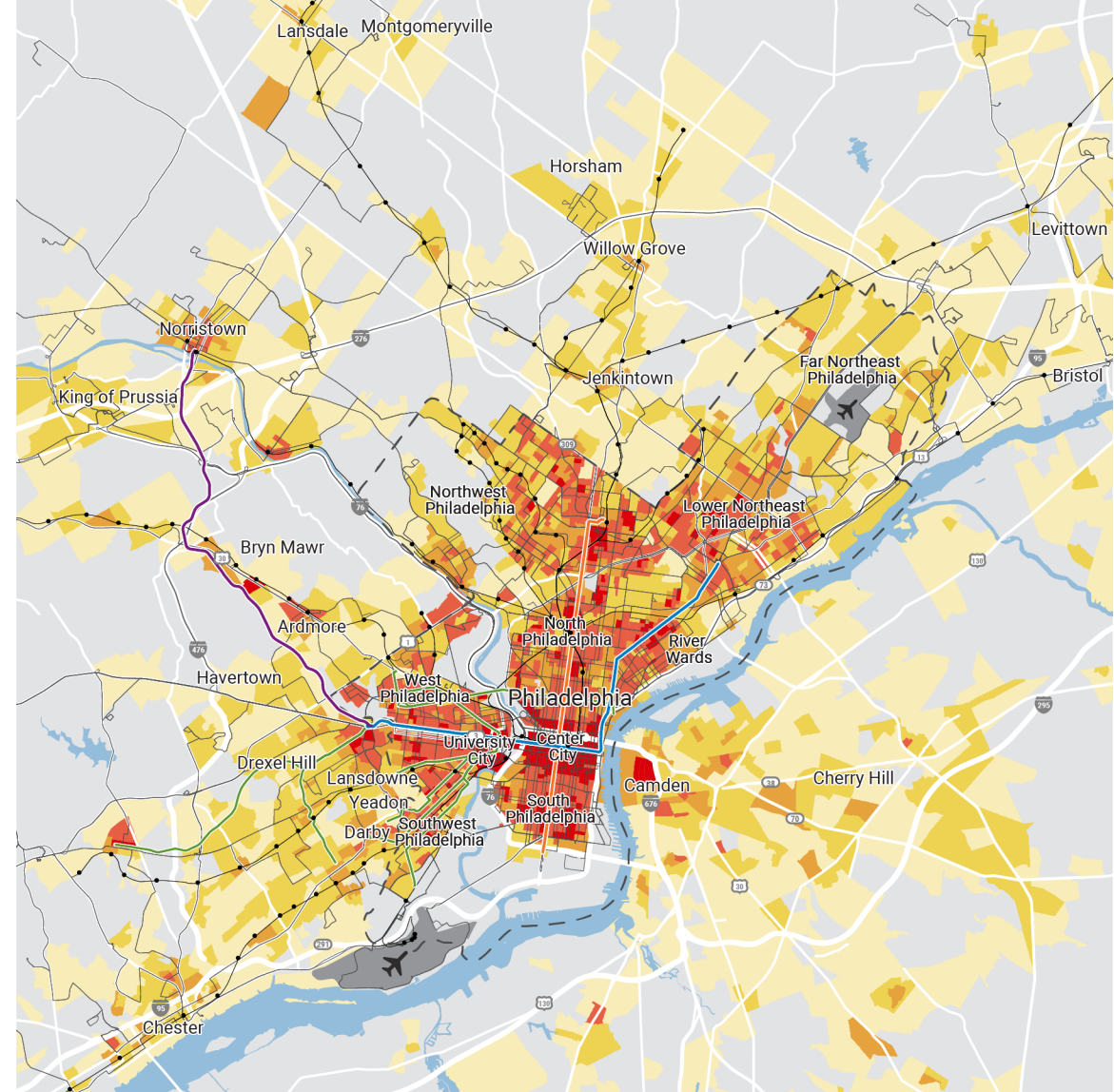


# The Philadelphia region has one of the strongest markets for transit service in the country





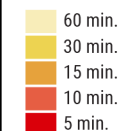
# Transit markets are strong in Center City and outside of the urban core.



## Composite Transit Demand

Estimated demand for transit services calculated by adjusted employment and adjusted population per acre

### Transit Frequency Demand



### Transit Routes

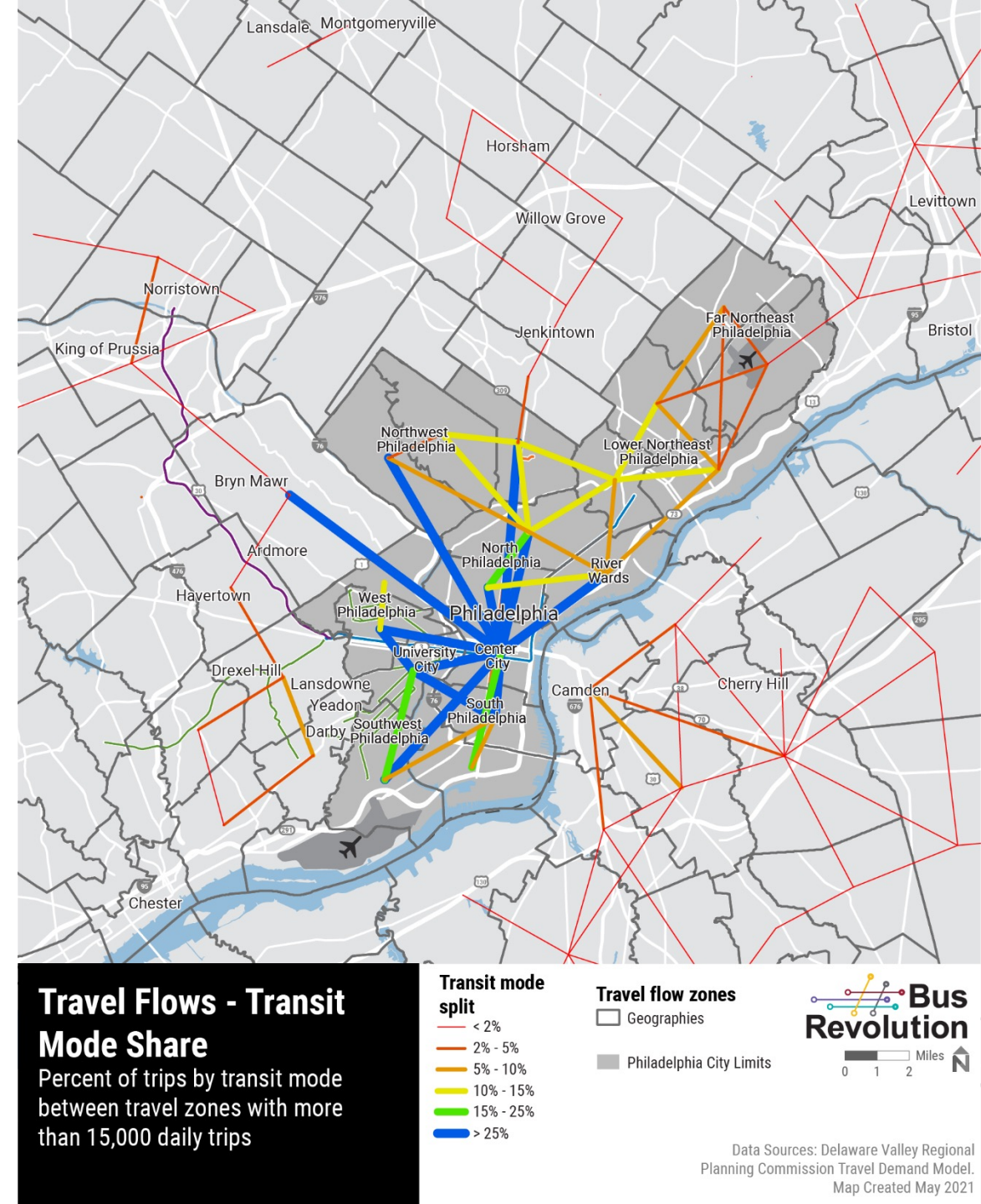


Data Sources: Census Transportation Planning Products, Delaware Valley Regional Planning Commission. Map Created June 2021



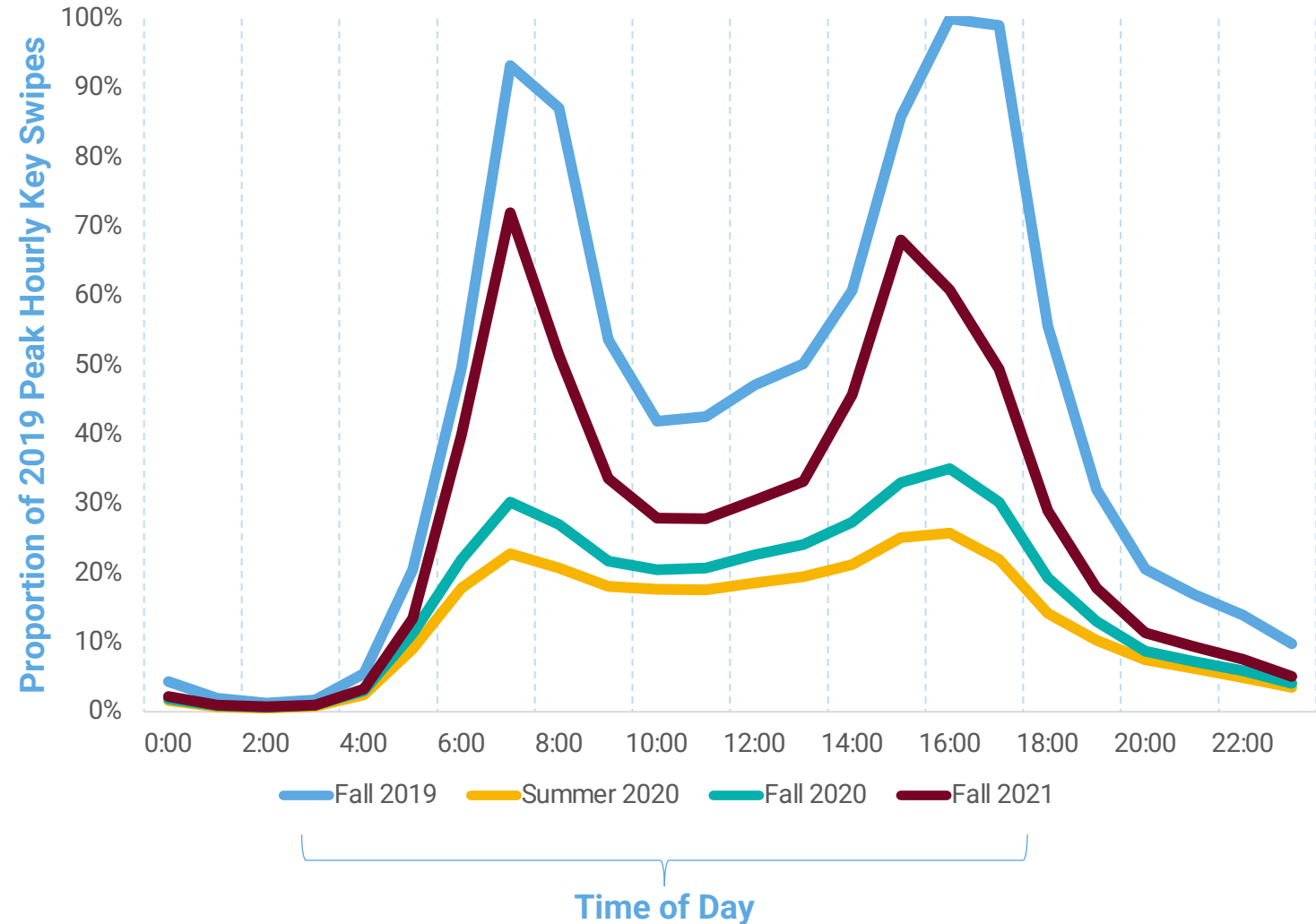


**Areas in North, Northwest, and Northeast Philadelphia have high demand and access to transit but low use.**

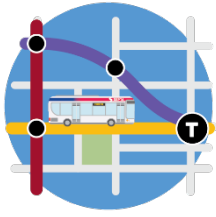




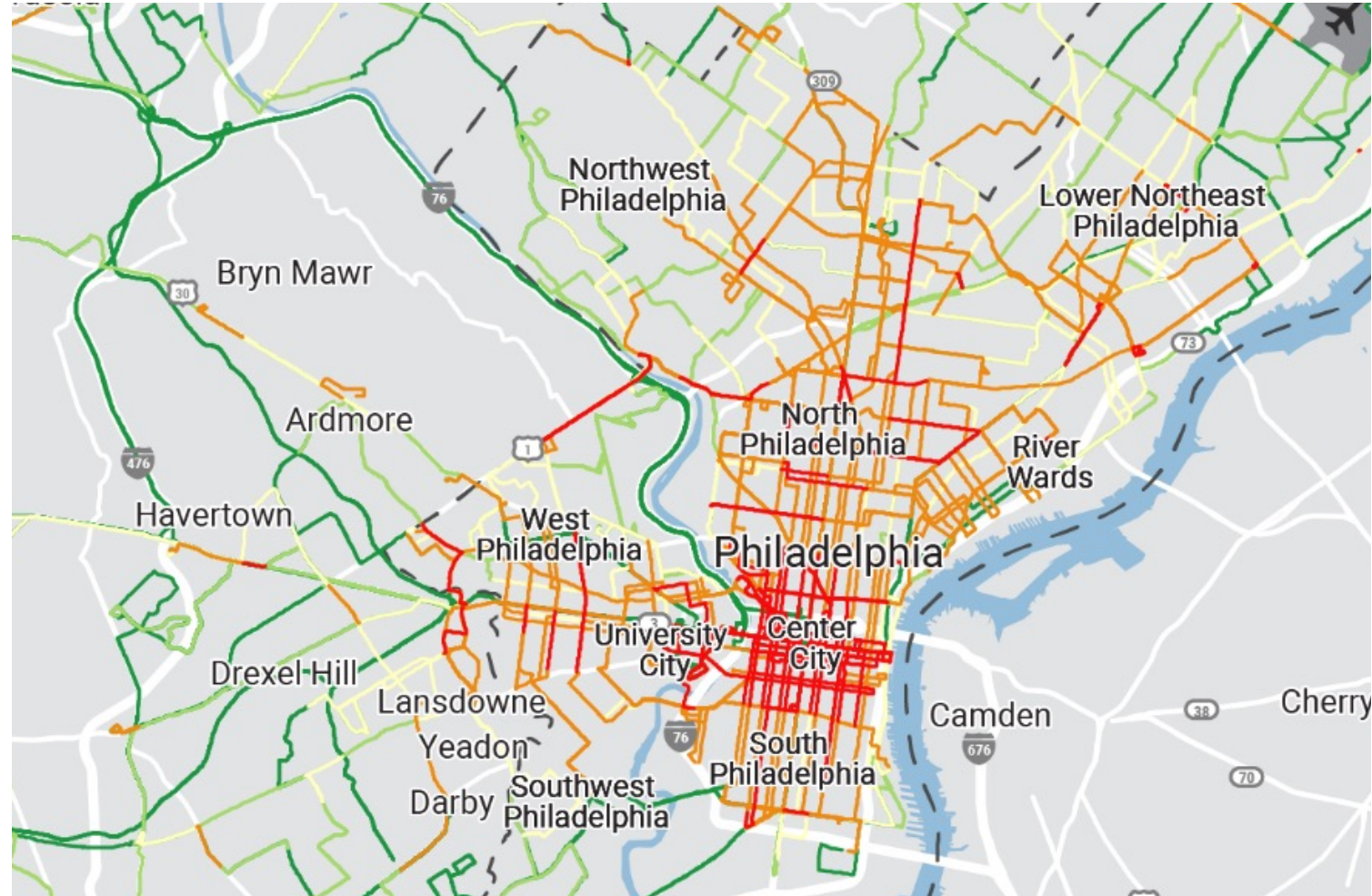
**As demand softens during peak periods, it is growing stronger in the midday.**



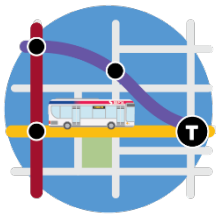
Source: SEPTA key swipe data, all modes, weekdays only



**One of the biggest opportunities to strengthen SEPTA's bus network is around service speed and reliability.**







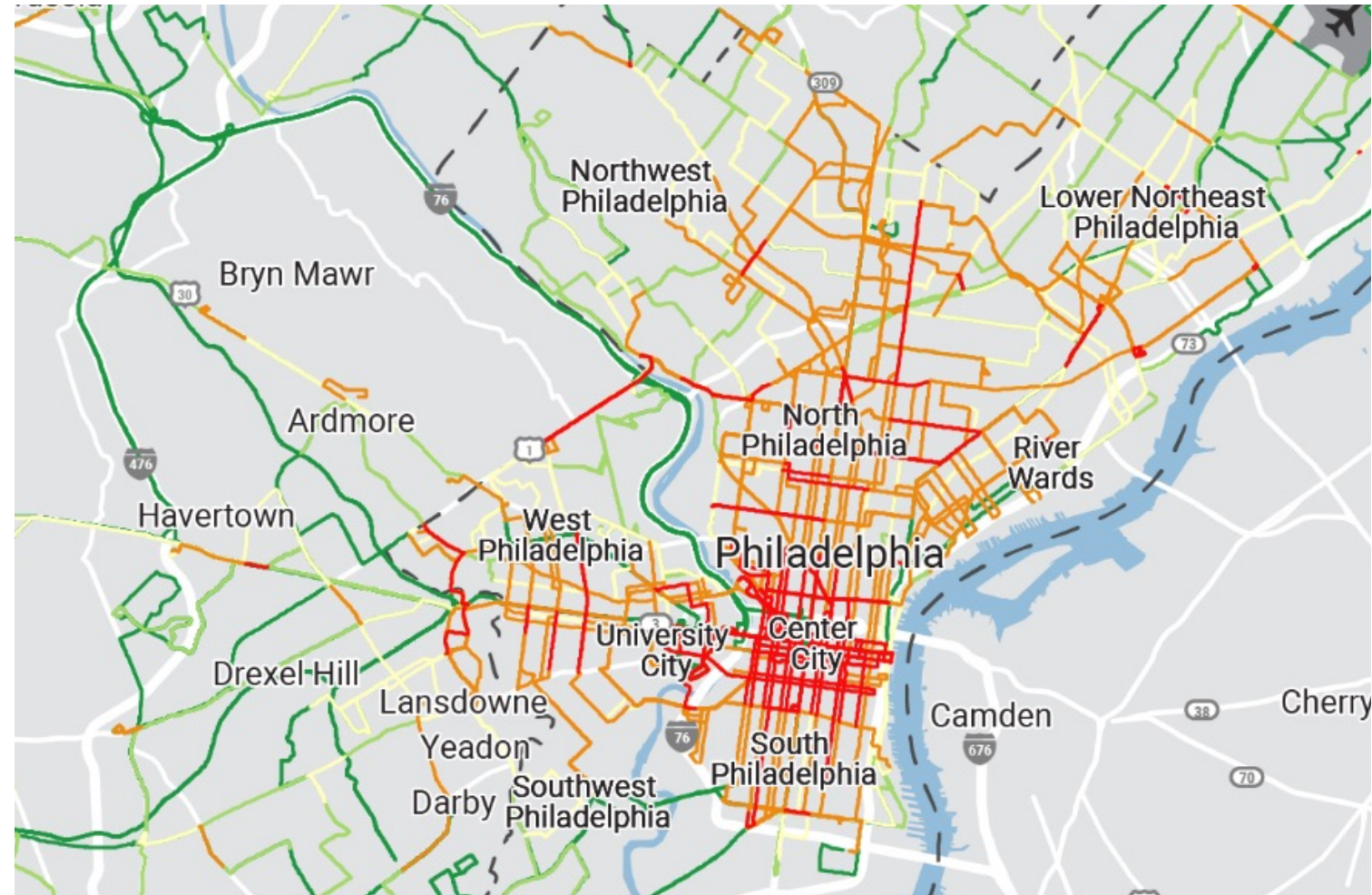
Much of **SEPTA's bus service** in the City of Philadelphia travels **8 mph**

Most of the urbanized area travels at **10 mph or less**

In U.S. "average" bus speed is **13-14 miles per hour\***

Walking speed is **3-4 miles per hour**

\*cityobservatory.org





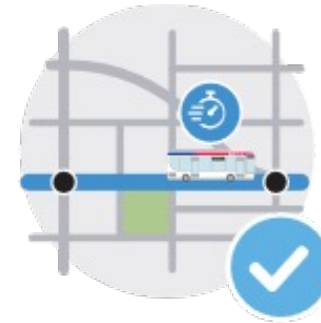
# You told us you care about reliability, accessibility, and frequency.





**SEPTA has a lot of well designed, high performing bus routes.**

**In fall 2019, 13 routes carried more than 10,000 riders per day.**



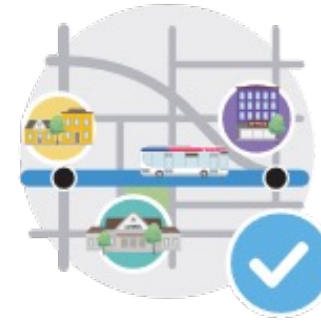
**Fast is better than slow**

Virtually all passengers prefer to get places faster rather than slower



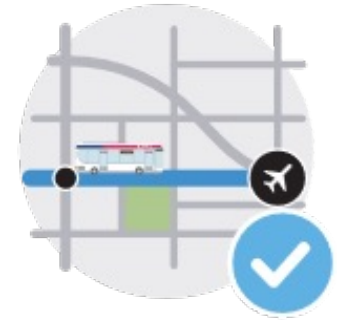
**Make routes as direct as possible**

Avoid deviating from the most direct path unless there is a compelling reason



**Serve well-defined markets**

Service configured around clearly defined markets is easier to understand, reduces duplication, and can form the basis for premium services



**Operate to and from strong anchors**

Anchor routes with major destinations at one or both ends



# But there is work to do to simplify and straighten bus routes.



## **Avoid complicated routing**

A simpler route structure will attract more riders than a complex one



## **Avoid alternative patterns**

Only use alternative patterns when there is a very sound reason



## **Operate routes on arterial streets**

Keep routes on arterial streets to make transit service easier to understand and operate

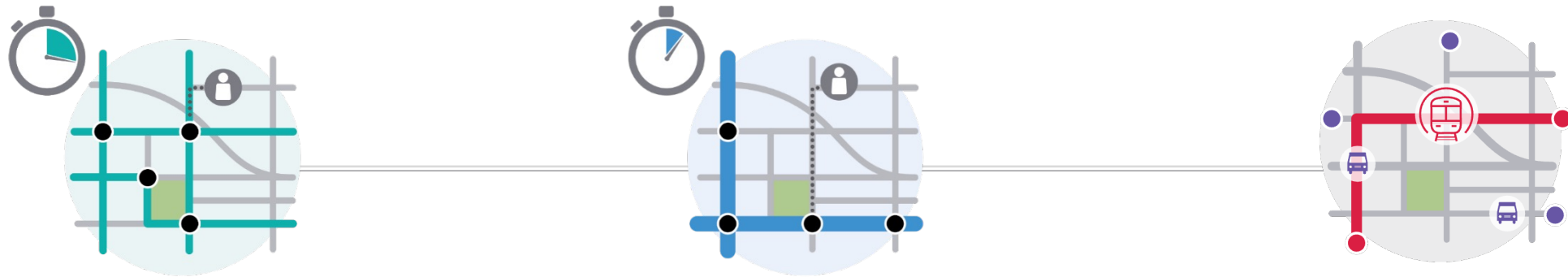


## **Better choices, not more choices**

Providing better service on fewer routes provides most riders with better options



# SEPTA's Draft Bus Network: Strategic Approach



- More frequent bus **service** - all day, every day
- More consistent **schedules**
- Straighter, more **direct bus routes**
- **Better connections** to other SEPTA services
- Introduces **flexible on-demand service** in low ridership suburban areas



# More Frequent **Service**

## More frequent bus routes at more times

- ✓ Increased the number of frequent routes
- ✓ Recommended frequent service all day
- ✓ Recommended frequent service for 7 days per week

## Trade-off to make this change

- ✗ Fewer bus routes overall
- ✗ Less frequent service during the peak period (on some routes)

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**We think this is better because by increasing frequency, bus service will be:**

**1. More convenient**  
because your  
**wait time is shorter**

**2. Easier** because  
you **don't need to**  
**use a schedule** to  
ride the bus

**3. Faster** because  
**shorter wait times**  
**mean shorter travel times**

# More Consistent Schedules

## More consistent schedule

- ✓ Operate the same service all day, everyday
- ✓ Fewer service patterns or changes for each bus route (same origin and destination all day)

## Trade-off to make this change

- ✗ A handful of places with limited service would lose service

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**We think this is better because by simplifying schedules, bus service is:**

1. More **convenient** because **every** bus trip goes to the same place

2. **Easier** because you **don't have to** remember complicated schedules

3. More **reliable bus schedules** are more consistent for riders and drivers

# Straighter, More **Direct Routes**

**Bus routes would be redesigned to be straighter and more direct**

- ✓ Individual bus routes travel as directly as possible
- ✓ Strengthens the “grid” network of bus routes

**Trade-off to make this change**

- ✗ Bus service is concentrated on fewer streets overall
- ✗ In some cases, people will have to transfer between bus routes

**We think this is better because by redesigning straighter, more direct bus routes, bus service will be**

**1. Easier to understand because bus routes would be simpler**

**2. Faster because the direct route is the fastest route**

# Better Connections to other SEPTA service

## More connections to SEPTA services

- ✓ Use existing hubs to make connections and transfer between services
- ✓ Better use of SEPTA's entire network of services

## Trade-off to make this change

- ✗ Increased transfers in some case

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**We think this is better because by creating better connections, bus service will be**

**1. More convenient**  
because riders would have **more choices and options**

**2. More reliable**  
because there are **more options for traveling**

# On-Demand Service

**Introduce on-demand transit (or microtransit) in some parts of the SEPTA network**

- ✓ Instead of operating low frequency routes, offer on-demand transit

**Trade-off to make this change**

- ✗ In some cases, people will transfer to get to their final destination

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**We think this is better because by creating better connections, bus service will be**

**1. More convenient**  
because riders would have **more choices and options**

**2. More reliable**  
because there are **more options for traveling**






# Understanding the MAX Series

- The Bus Revolution uses the “MAX series” to talk about bus routes.
- MAX means the maximum time between buses. For example, a 10 MAX route will arrive at least every 10 minutes.
- All bus routes are described as:
  - 10 MAX
  - 15 MAX
  - 30 MAX
  - 60 MAX



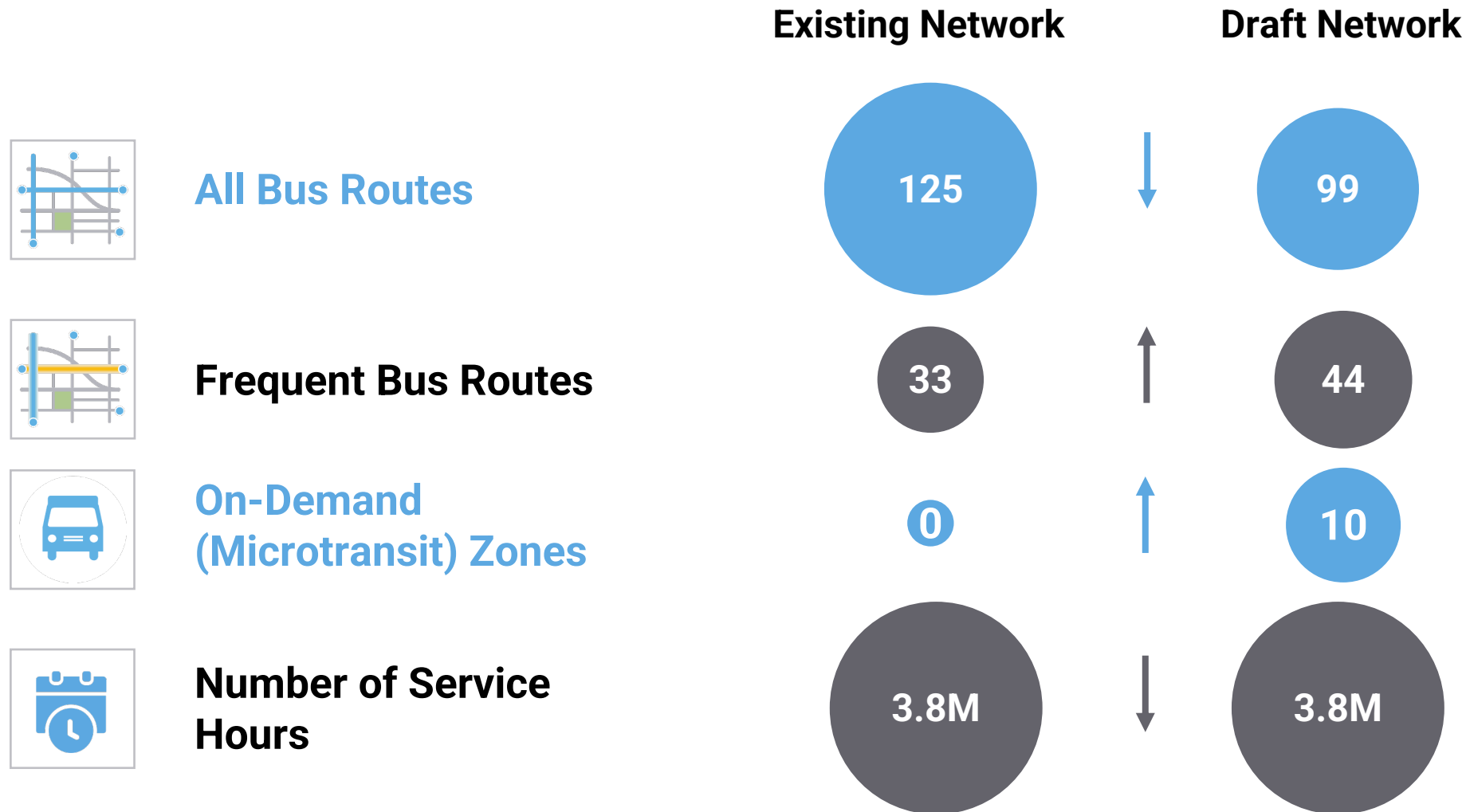
**Frequent Bus Service**

 10 MAX	 Metro
 15 MAX	 Trolley
 30 MAX	 Regional Rail
 60 MAX	 Microtransit Zone

Bus Revolution defines a “frequent” bus route as one that **operates every 15 minutes or better.**



# Bus Revolution Draft Network



# Draft Bus Network

## Includes:

Overall fewer routes

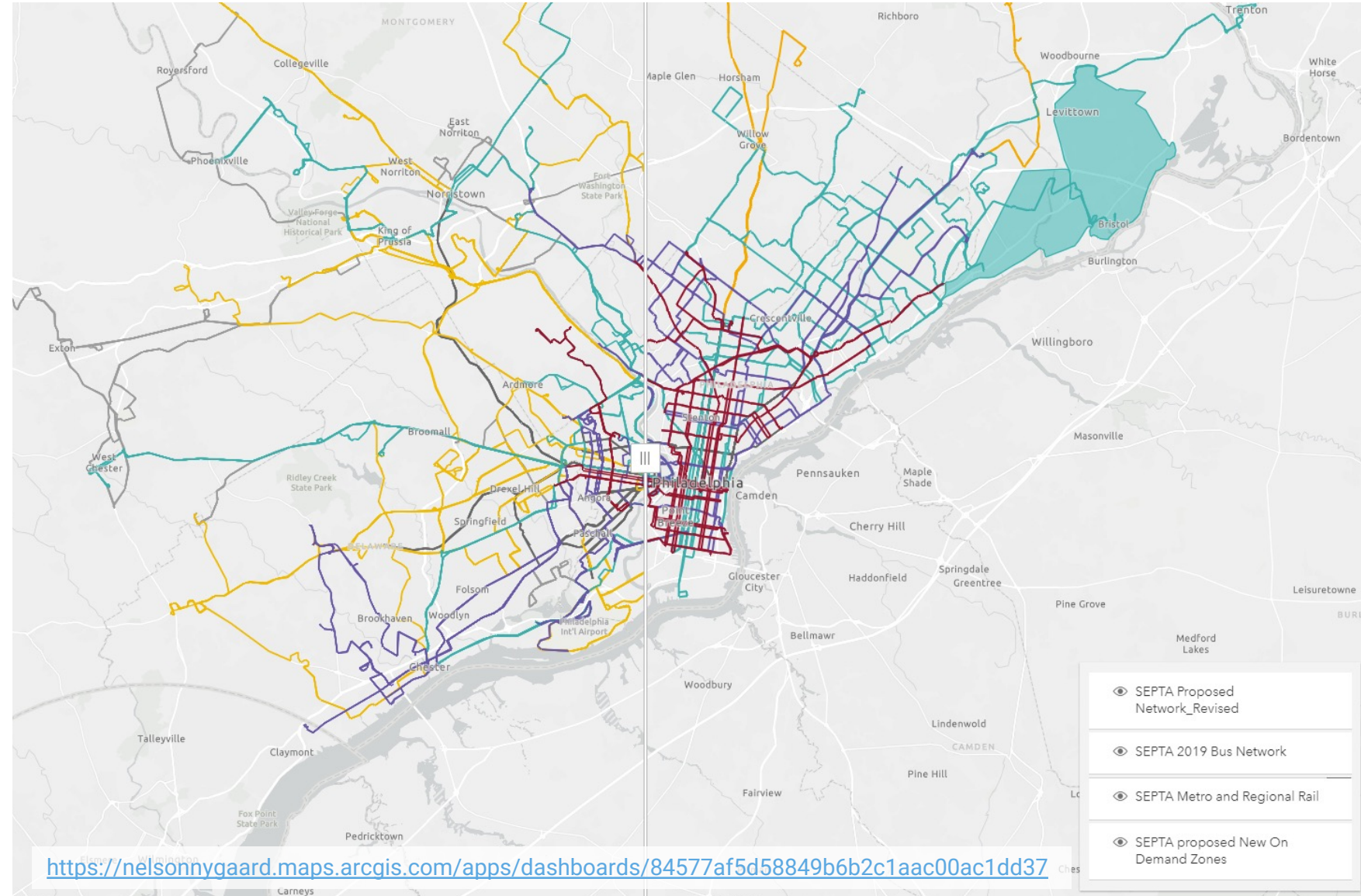
Straighter lines

More red & green routes

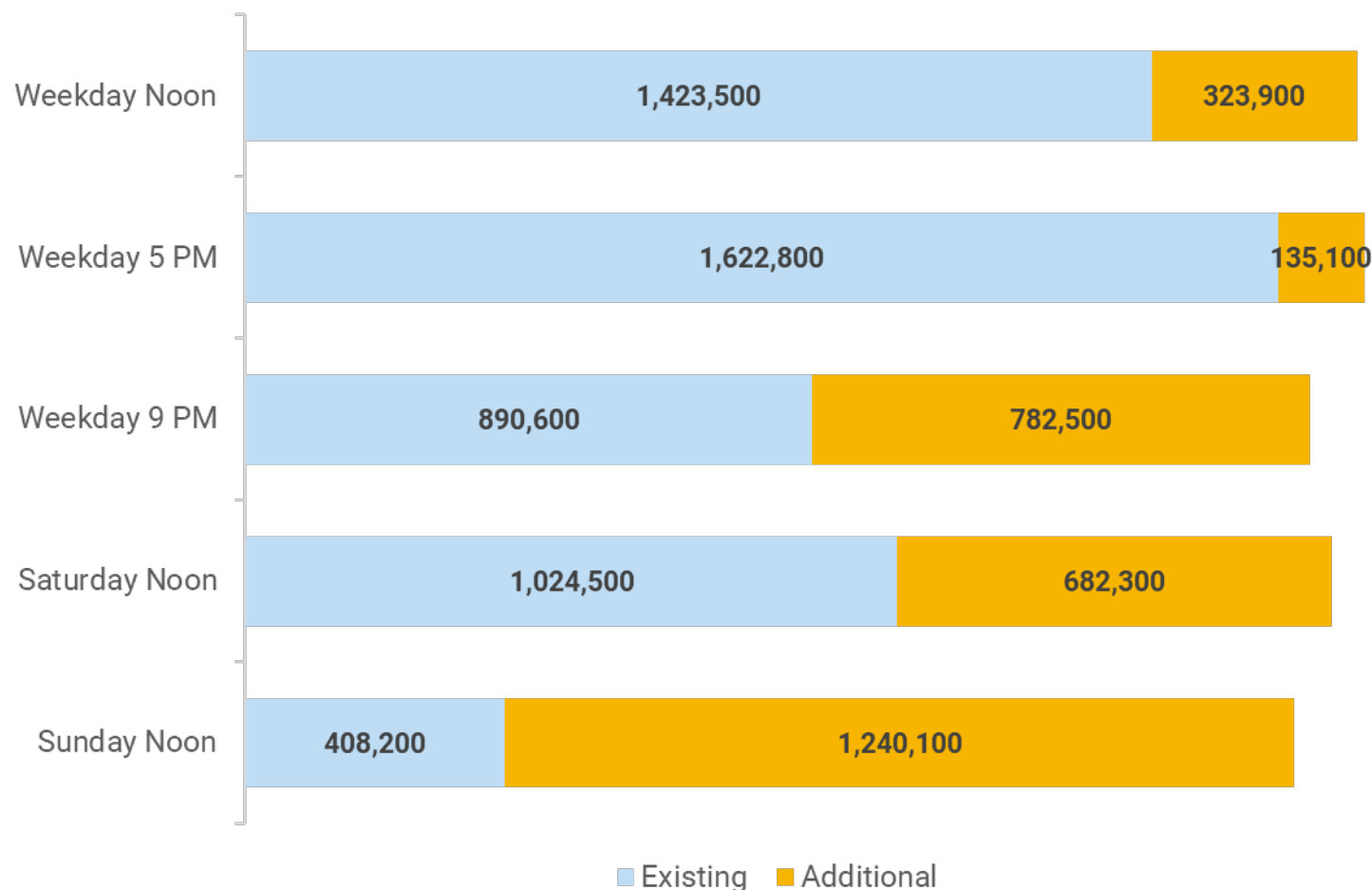
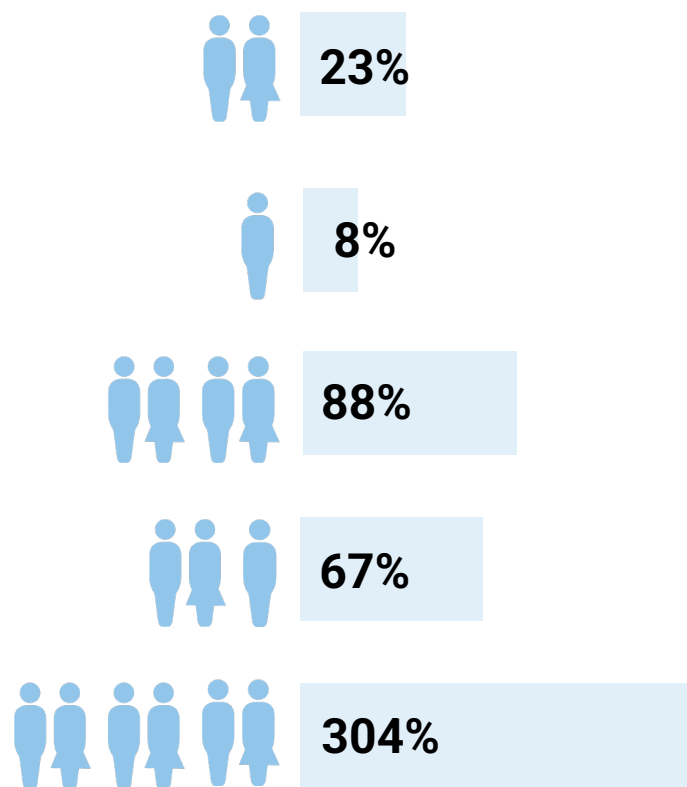
Fewer gold routes

Looks more like a grid

On-demand transit zones



# Additional **people** within ¼ mile of Frequent Transit



# Additional **jobs** within ¼ mile of Frequent Transit

  **25%**

 **12%**

    **72%**

   **55%**

      **143%**

Weekday Noon

509,900

127,600

Weekday 5 PM

573,400

68,100

Weekday 9 PM

367,600

264,400

Saturday Noon

407,700

223,800

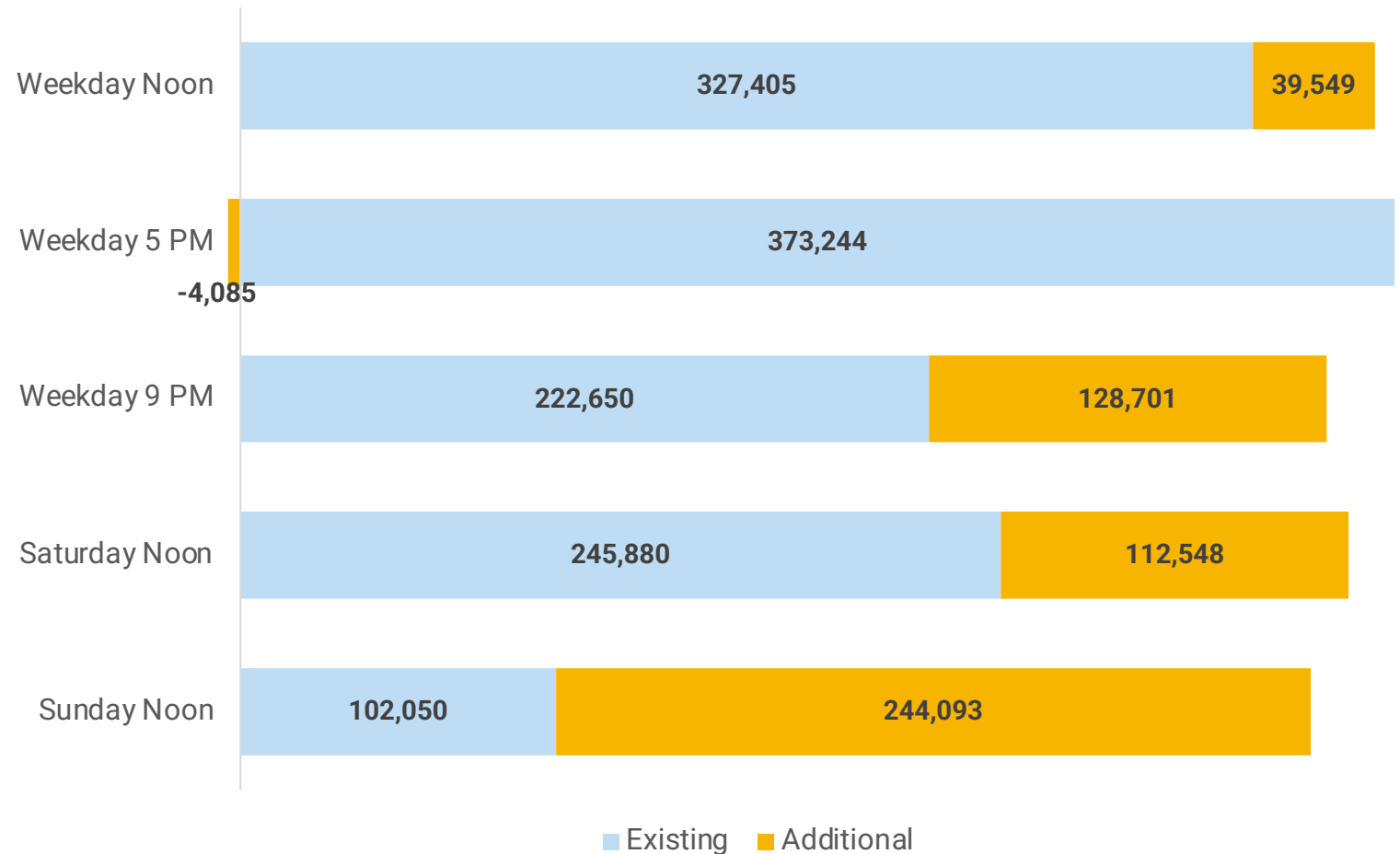
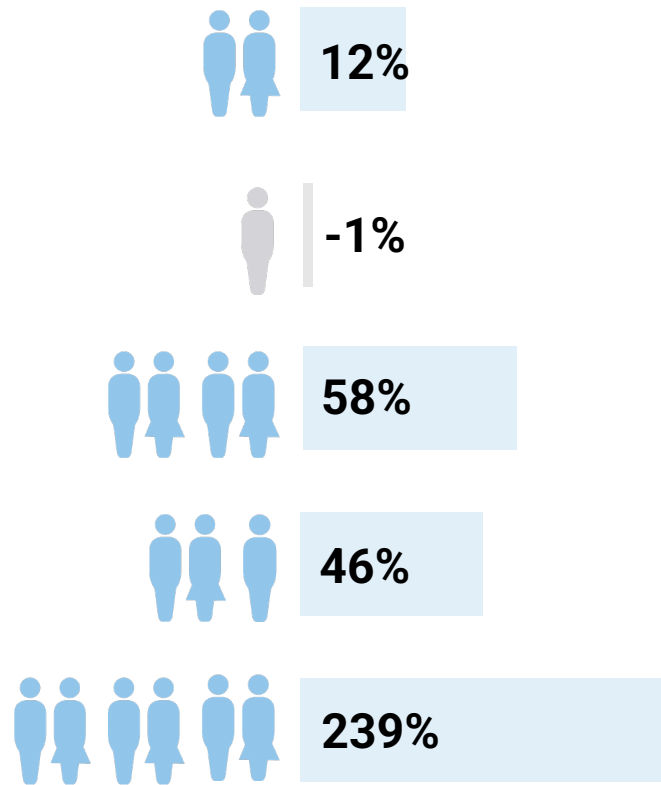
Sunday Noon

256,400

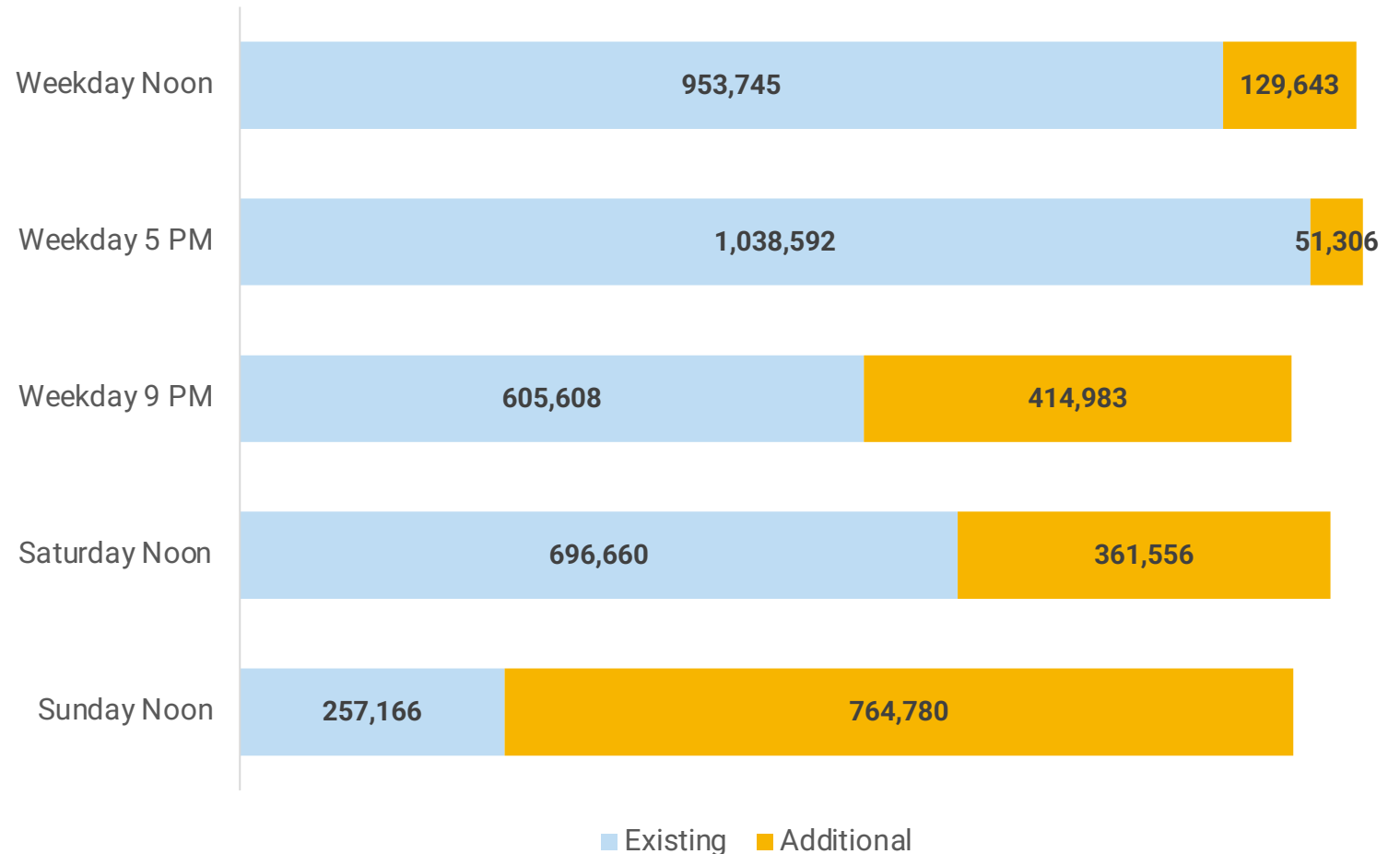
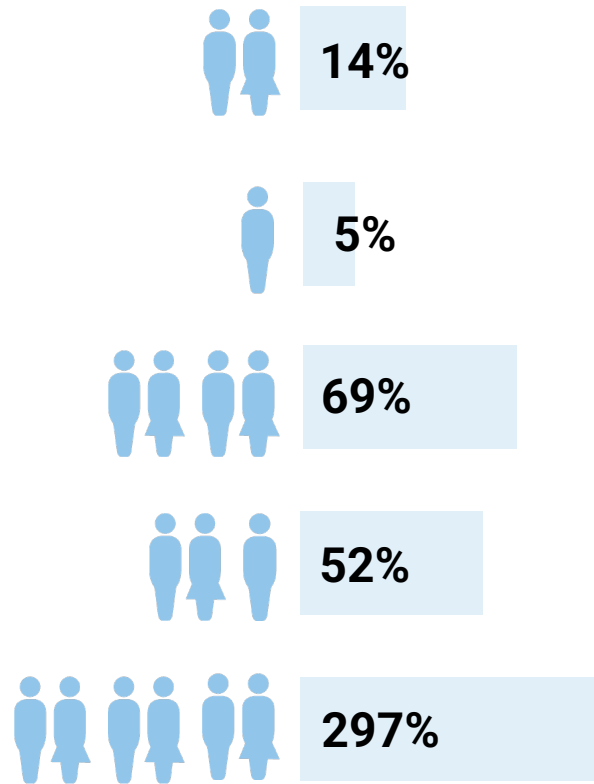
367,500

Existing Additional

# Draft network increases access to frequent transit for **low-income residents** (within ¼ miles)



# Draft network increases access to frequent transit for **minority residents** (within ¼ mile)



# Learn More!



4



# How to Learn More

1. Talk to us at an open house
2. Participate in a virtual meeting
3. Visit the website
4. Invite the Bus Revolution team to one of your meetings

**Tell us what you think.**



**See What Other Updates  
We're Proposing**



**Attend a Community  
Open House**



**Join an Upcoming  
Online Meeting**

# Talk to us at an Open House

Date and Time	Place	Address
Tuesday, October 18 4:00 PM–7:00 PM	Montgomery County- Norristown Public Library	1001 Powell St., Norristown
Wednesday, October 19 4:00 PM–7:00 PM	Phoenixville Recreation Center	501 Franklin Ave., Phoenixville
Thursday, October 20 6:00 PM–8:00 PM	American Legion Loudenslager Post 366	7976 Oxford Ave., Philadelphia
Tuesday, October 25 6:00 PM–8:00 PM	Vogt Recreation Center	4141 Unruh Ave., Philadelphia
Wednesday, October 26 6:00 PM–8:00 PM	Cliveden Carriage House	6401 Germantown Ave., Philadelphia
Friday, October 28 5:30 PM–8:00 PM	Finnegan Recreation Center	1231 S 30th St., Philadelphia
Thursday, November 3 4:00 PM–6:00 PM	Chester City Hall Community Room	1 E 4th St., Chester
Saturday, November 5 1:00 PM–3:30 PM	East Passyunk Community Center	1025 Mifflin St., Philadelphia
Wednesday, November 9 3:00 PM–5:00 PM	Lucien Blackwell Community Center	4790 Aspen St., Philadelphia
Thursday, November 10 5:00 PM–7:30 PM	Kingsessing Recreational Center	4901 Kingsessing Ave., Philadelphia
Saturday, November 12 2:30 PM–4:30 PM	Upper Darby Free Library Municipal Branch	501 Bywood Ave., Philadelphia
Tuesday, November 15 5:30 PM–7:30 PM	Lower Merion Administration Building	75 E Lancaster Ave., Ardmore
Wednesday, November 16 6:00 PM–8:00 PM	The Liacouras Center, Fox-Gittis Room	1776 N Broad St.
Thursday, December 8 5:30 PM–7:30 PM	SEPTA, 1234 Market St., 3rd Floor	1234 Market St., 3rd Floor

# Participate in a Virtual Community Conversation

Date and Time	Time	Focus Area
Monday, October 17	6:30 PM – 7:30 PM	Chester & Delaware Counties
Monday, October 24	6:30 PM – 7:30 PM	Northeast Philadelphia
Monday, November 7	6:30 PM – 7:30 PM	Northwest Philadelphia
Monday, November 14	6:30 PM – 7:30 PM	South Philadelphia
Monday, November 21	6:30 PM – 7:30 PM	Bucks & Montgomery Counties
Monday, November 28	6:30 PM – 7:30 PM	West Philadelphia
Monday, December 5	6:30 PM – 7:30 PM	North Philadelphia
Monday, December 12	6:30 PM – 7:30 PM	Center City

Register at [septabusrevolution.com](https://septabusrevolution.com)

# Other Events

- **Focus groups with specific rider groups**
  - Older adults
  - People with disabilities
  - Spanish and Chinese speakers
  - Parents of school aged children
- **Targeted meetings with specific geographic areas**
  - Places and communities with lots of changes
  - Communities / areas where on-demand (microtransit) service proposed





# Invite the Bus Revolution team to your meeting

- Members of the Bus Revolution Team are available to speak with your group!
- Meetings can be held virtually or in person.
- Sign up at [septabusrevolution.com](https://septabusrevolution.com)





# Visit our website



## SYSTEM MAP

The SEPTA system map shows all routes color coded by frequency. View the map online or pick up a printed version.



## INDIVIDUAL ROUTES

Look up your bus route to see if it's changed. These information sheets show any proposed changes to each specific route, frequency, or schedule.



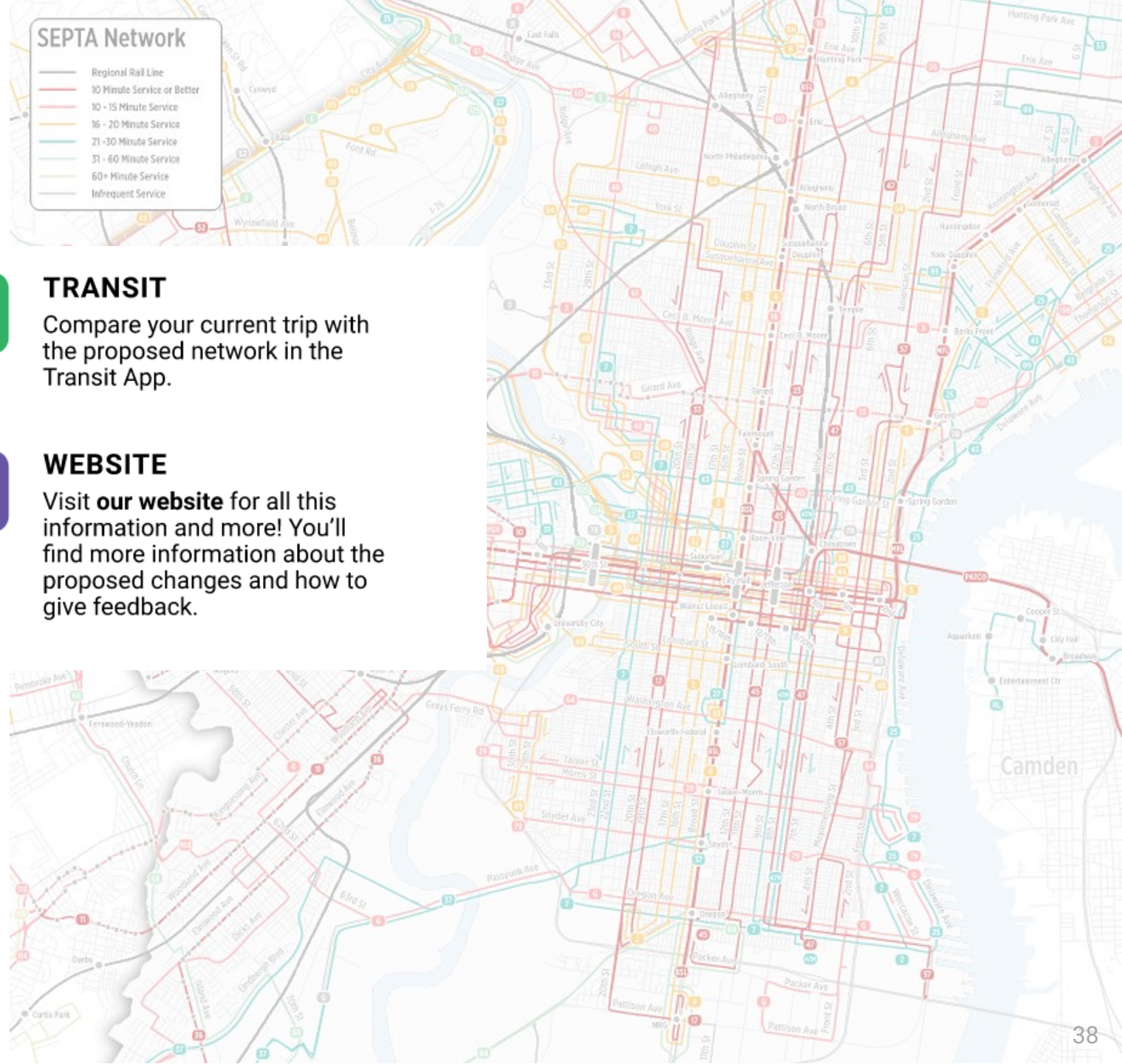
## TRANSIT


Compare your current trip with the proposed network in the Transit App.



## WEBSITE

Visit **our website** for all this information and more! You'll find more information about the proposed changes and how to give feedback.



 **Bus  
Revolution**

# Your ride is about to get more reliable.



## Find out what we're proposing.

