



Draft Bus Network

SEPTA is sharing a draft network that includes new ideas for how to improve its bus network and make it easier to use and more reliable for more riders

The draft bus network includes changes to the overall network and individual bus routes.

Please take a look at the proposed changes and let us know what you think.

HOW DID WE DEVELOP IT?

We developed the draft network using information and analysis about SEPTA's existing service and input and feedback heard from riders over the past year.

In the past year, riders told us – through surveys and conversations – that frequency (or wait times between buses), reliability, and ease-of-use are the most needed improvements. Riders told us they want more bus service during the midday and weekends. They also told us that while they want fast and reliable service and are concerned about having to walk too far to catch a bus. The draft network balances this feedback.

We also made sure the draft network reflects the project's core goals:

1. **Put the Rider First**
2. **Increase Access to Opportunity**
3. **Build Trust with Reliable Service**

Introducing the MAX Series

Bus routes in the draft bus network are categorized by how frequently they operate. The categories are called "MAX" services, like **10 MAX** or **15 MAX**. The MAX means the maximum time between buses, so for a **10 MAX** bus route, riders would wait no longer than 10 minutes for the next bus.



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WHAT'S NEW WITH THE DRAFT NETWORK WORK? WHAT DO I NEED TO KNOW?

- **The draft network doesn't increase or reduce the amount of bus service available.** It is the same amount of service organized in a different way.
- **The draft network is better coordinated with other SEPTA services.** This means more connections between frequent bus routes (10 MAX or 15 MAX routes) and stronger connections to Metro and Regional Rail services.
- **It increases the frequency of many bus routes, especially in the middle of the day and on weekend days, but reduces the number of bus routes overall.** The draft network has 16 fewer bus routes, not including the 10 bus routes that would be included as mobility on-demand zones.

	SEPTA's Existing Bus Network	Bus Revolution DRAFT Network
All Bus Routes	125	99
Frequent Bus Routes	32	44
Mobility on Demand Zones	0	10

- **Creates simpler, more consistent schedules** so bus service is the same (or very similar) throughout the day and across weekdays plus weekend days.



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- **Reduces the number of service patterns**, or bus trips that are different from the main bus route. For example, Route G has 24 different service patterns. The main route travels between Overbrook Station and Packer Avenue and Galloway Street. However, some trips start at Lankenau Medical Center, Lancaster Avenue or 59th Street. The patterns – or variation – is complicated and confusing. The draft network eliminates most additional service patterns, so nearly all trips begin and end at the same point and travel along the same route.
- **Makes bus routes straighter** so they travel directly between destinations and are easier to understand.
- **Introduces mobility on-demand zones** in suburban areas where ridership on existing SEPTA bus service is low but there is a demand and need for transit service.

WHAT'S NEXT? WHAT DO I DO NOW?

Talk to us! Attend one of the in-person open houses or at a virtual community conversation (see schedule here).

Visit our website (SEPTABusRevolution.com) to learn more and share ideas with us.