

Spring 2024 Update 8th Council District First Presbyterian Church

March 12th, 2024

Agenda

1. Project Context
2. Current Network
3. Proposed Changes
(with some alternatives)
4. Q&A/Discussion
5. Next Steps



Philadelphia circa 1950s

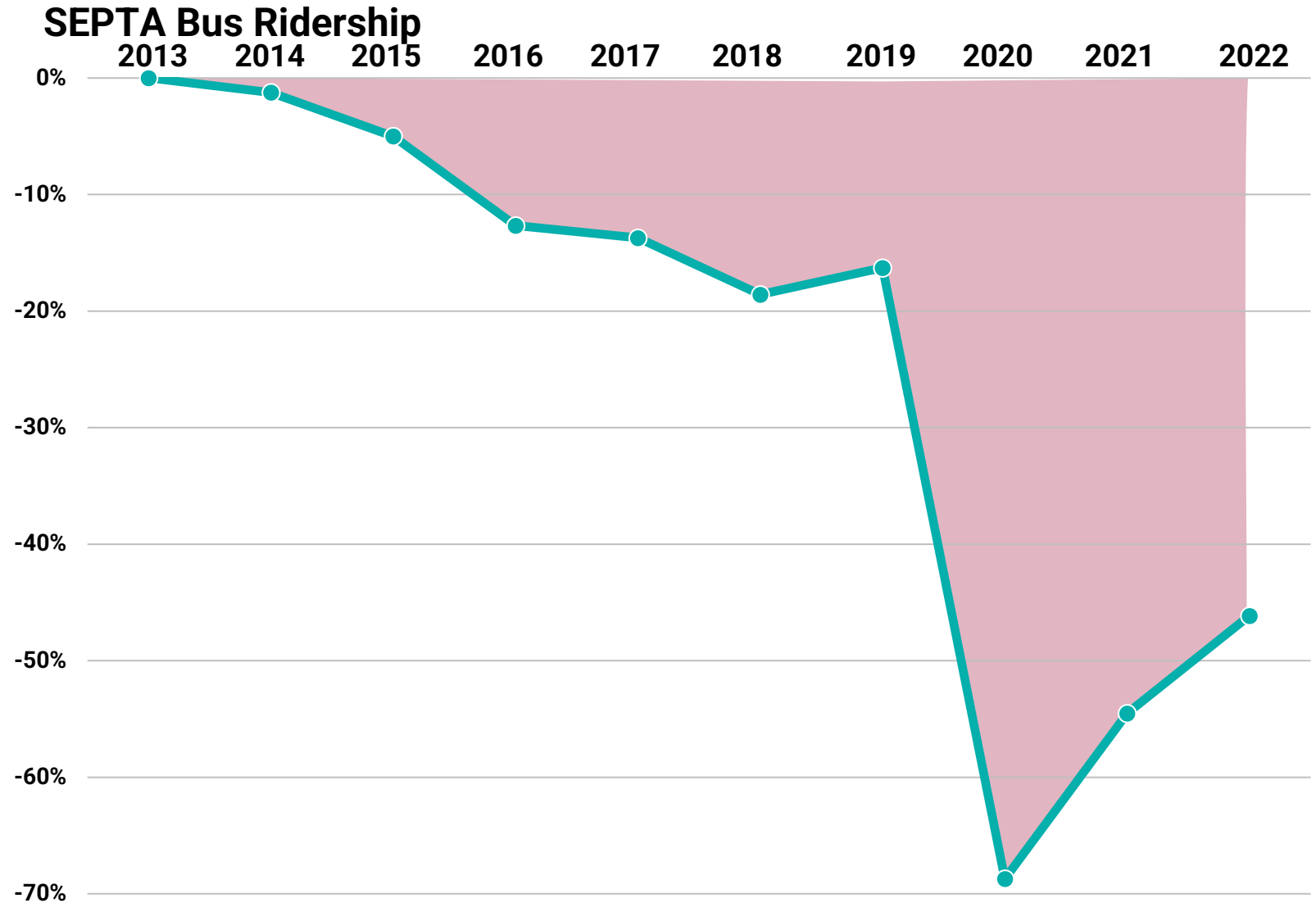
Why Now?

Ridership dropped nearly 20% between 2013 & 2019.

At the same time, operating costs increased by 10% while service got slower and less reliable for our customers.

The pandemic exacerbated this issue by completely changing travel patterns.

While ridership is returning, it is still 20% to 30% below 2019 levels.



Local Ridership Snapshot

Many local routes have lost more than **40%** of their ridership over the last decade

Route	Average Weekday Ridership 2013	Average Weekday Ridership 2019	Average Weekday Ridership 2023	% Change 2013-2023
4	7397	7007	4692	-36.6%
6	7319	5944	3553	-51.5%
16	8322	5629	4644	-44.2%
18	18380	15700	10466	-43.1%
22	5364	4226	2890	-46.1%
26	12137	10068	6893	-43.2%
53	2531	2555	1542	-39.1%
H	5459	4644	3109	-43.0%
J	2901	2448	1970	-32.1%
K	6986	8116	5942	-14.9%
L	6583	6641	4384	-33.4%
XH	4467	4834	3470	-22.3%

Riders, staff and the data told us....



Bus service should be faster and more reliable.

- Travel should be *predictable and reliable*.



Routes need to be easier to understand.

- Buses should *travel more directly* between destinations.
- There should be *fewer service patterns* and deviations.



Service needs to be matched with demand.

- Buses need to *go where people live* and where they want to go
- Buses should be *available when people want to travel*.



Overall, buses should be better organized.

- Operate the most *frequent service on highest ridership corridors*.
- *Improve connections* to other SEPTA services.

The proposed network will improve access to frequent transit service for many people across the Philadelphia region.

**30%
MORE
Frequent
Routes**

The number of frequent routes increases from 33 in today's network to **43 in the proposed network.**

That means more buses that come every 15 minutes or better between 6a and 9p, seven days a week.

**+18%
RIDERS**
Within 5 Min
Walk of
Frequent Transit

211,000 more people have walking access to frequent routes.

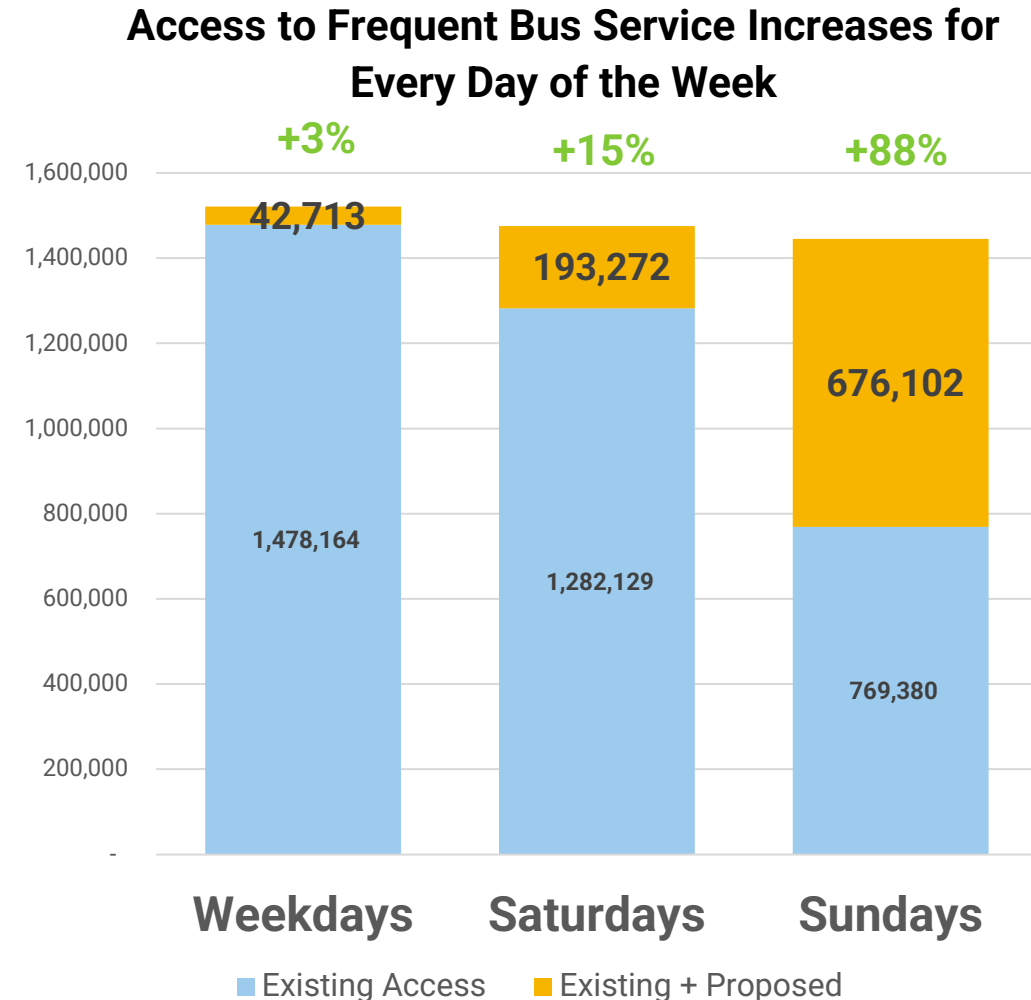
**>99% of
RIDERS**
Maintain
Access

More than 99% of riders within a 5-minute walk of a bus route today will still be **within a 5-minute walk.**

More people will have better access as a result.

Frequent, all-day and all-week bus service better serves people working late or early shifts.

- Existing network provides frequent service for more than 1.4 million people on weekdays.
- The new network brings weekend service up to the same standards as weekdays without sacrificing weekday frequency.
 - More than 1.4 million people will now have access to frequent service on Saturdays and Sundays
- **More than half of the population benefiting from these changes are from communities of color.**



Current Network



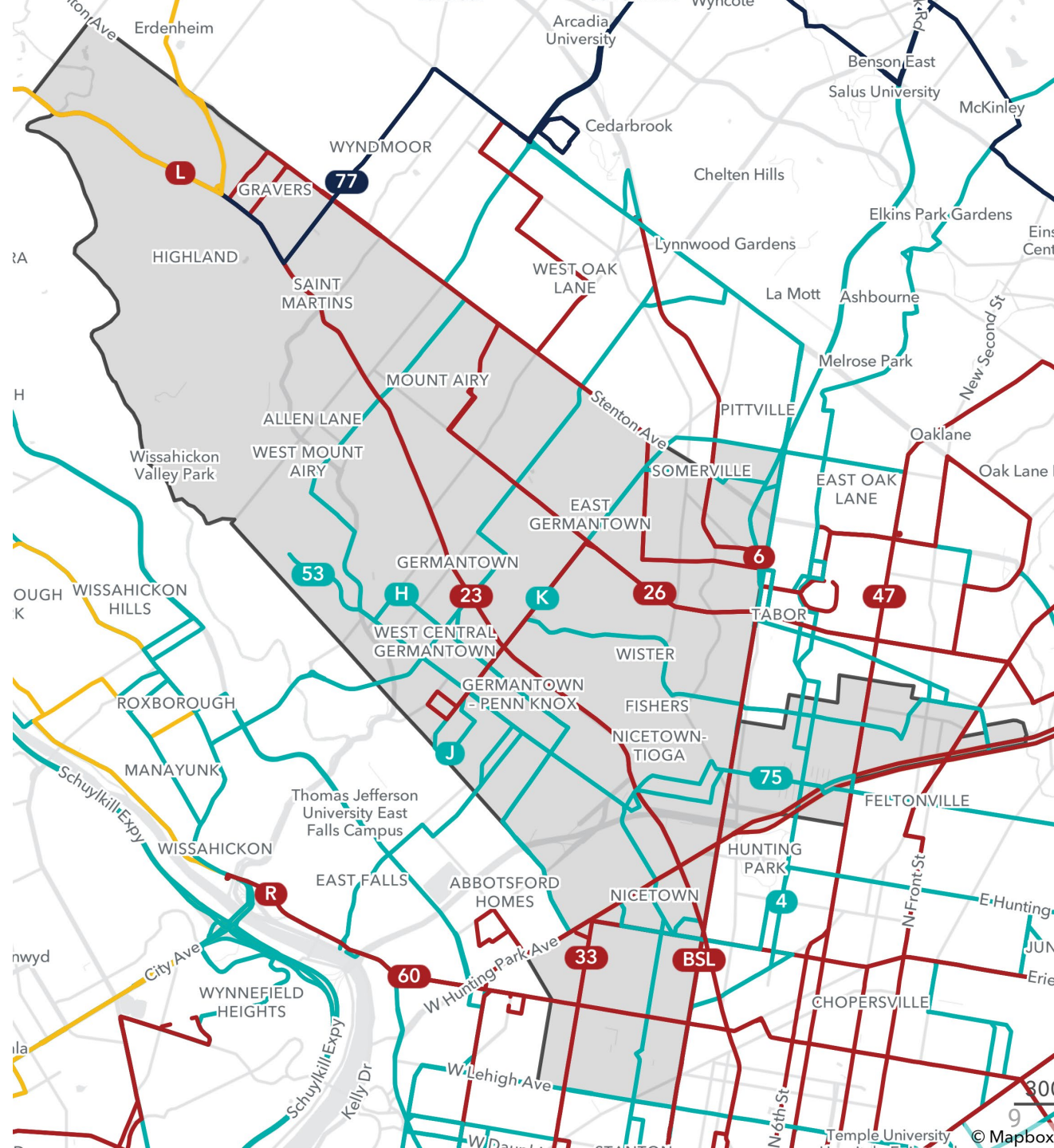
Existing Network

■ Strengths

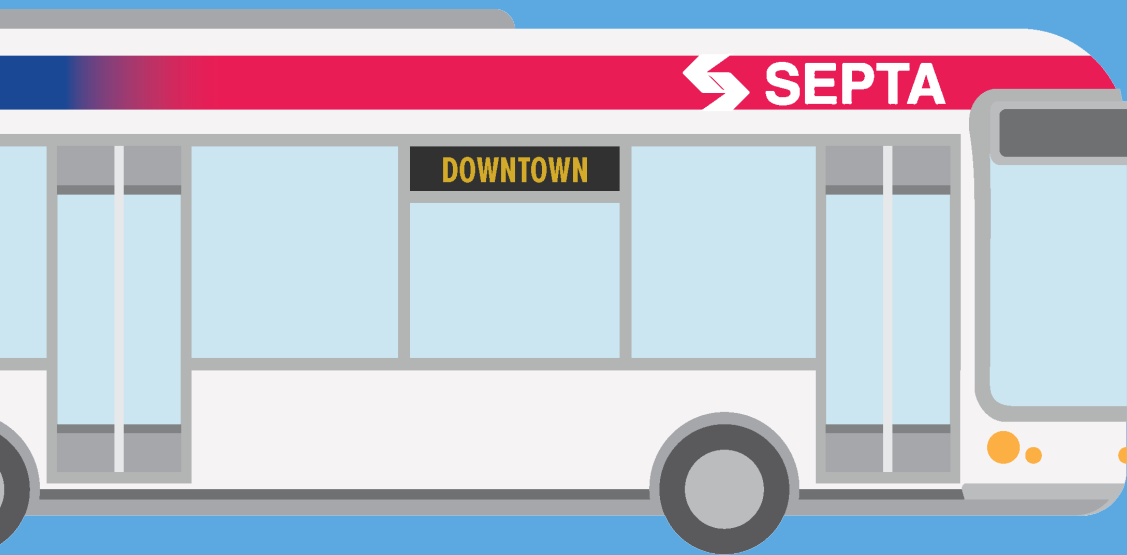
- Frequent service on select corridors
- Strong connectivity to the BSL
- Buses serve commercial corridors well

■ Opportunities for Improvement

- Streamline service design to improve clarity and service reliability
- Create new connections to facilitate a wider variety of trips
- Increase the number of frequent routes serving unique trip types



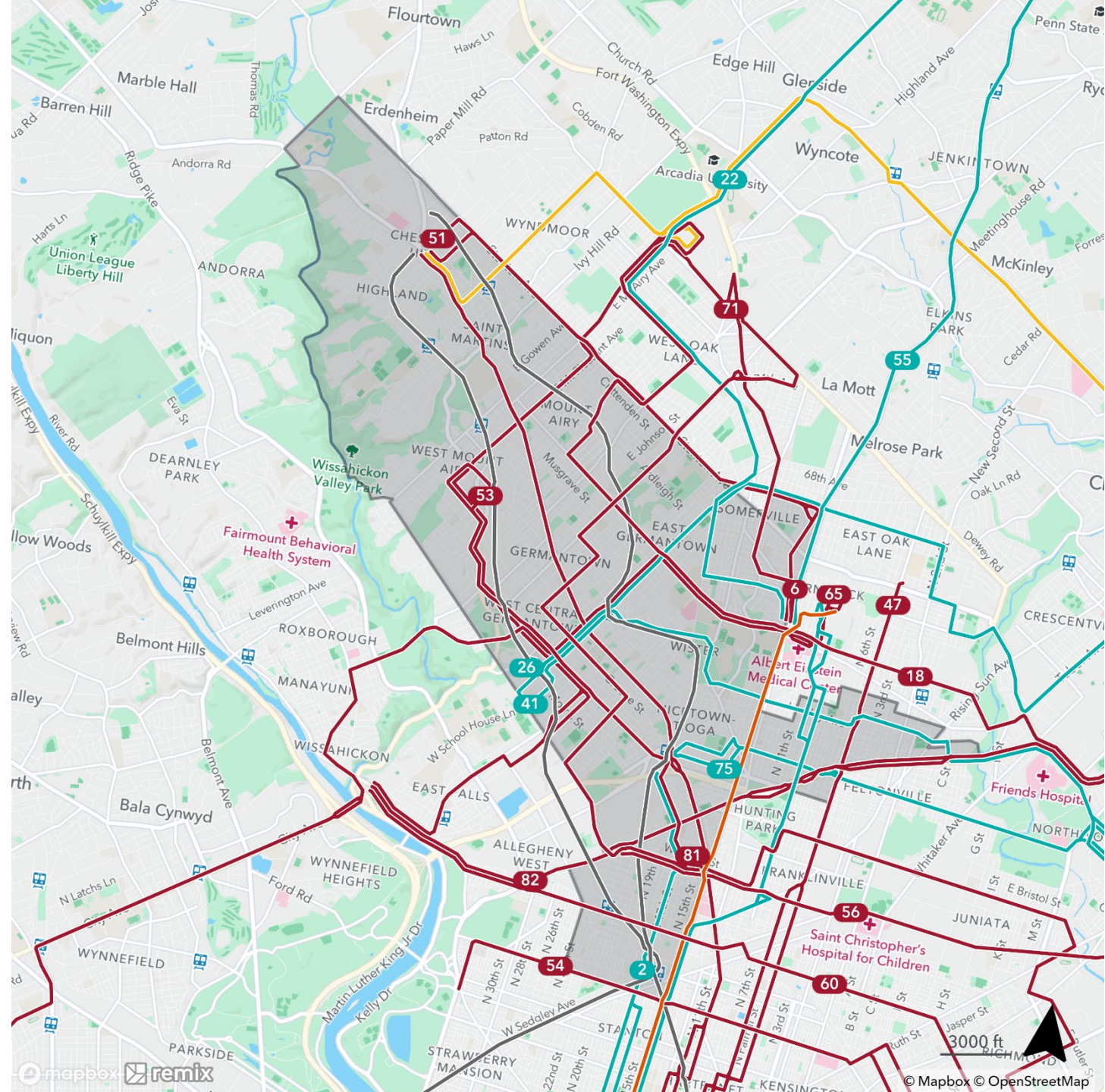
Route Proposals



District Proposal

FULL NETWORK

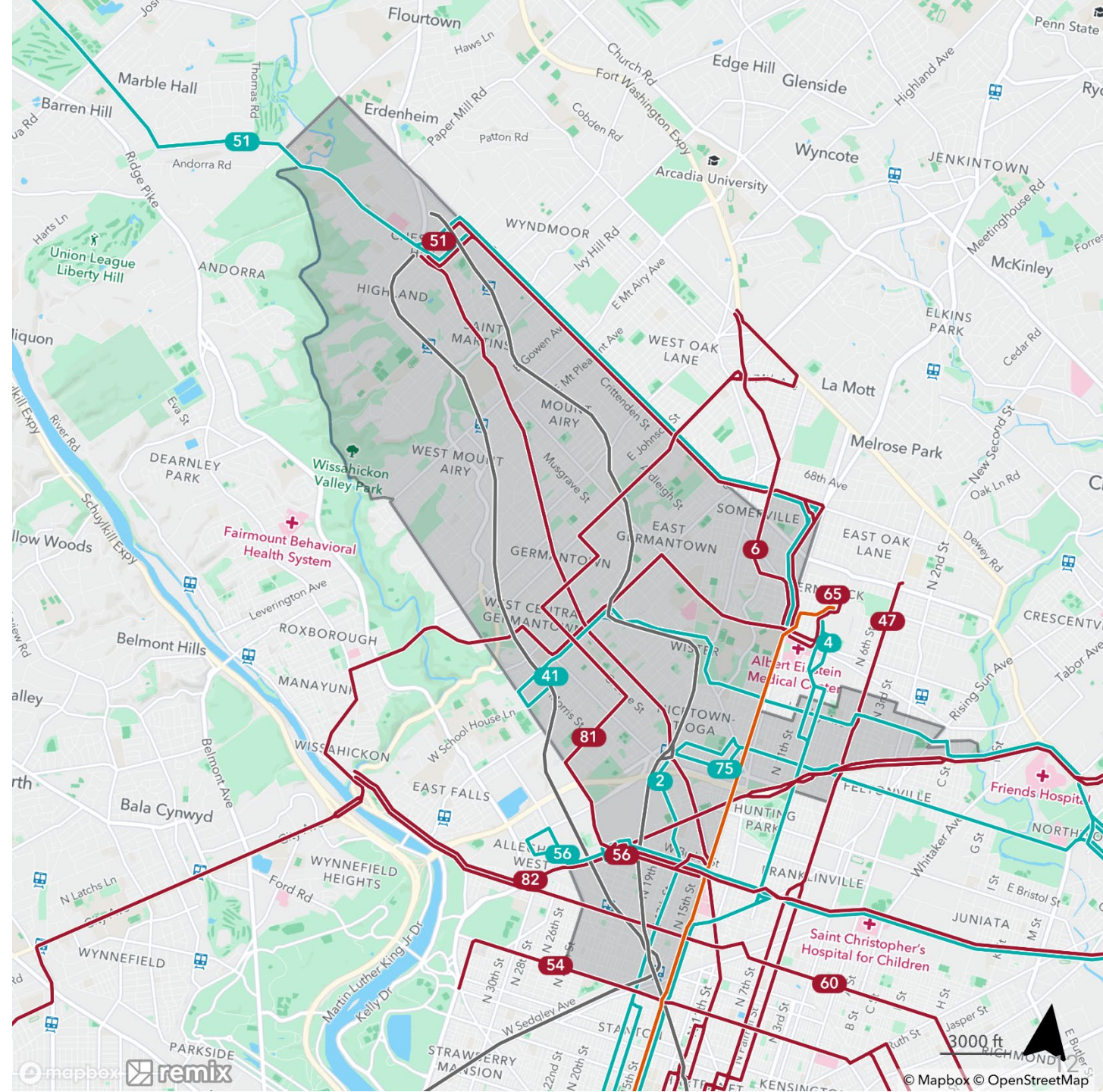
- 14 Frequent Routes
(6, 18, 23, 33, 51, 53, 54, 56, 60, 65, 71, 74, 81, 82)
– Compared to **10** frequent routes today
- Retains Strong connectivity to the **BSL**
- Strong crosstown connections via many frequent routes
- Retain local service along many key corridors



District Proposal

ROUTES WITH NO, OR SLIGHT CHANGES

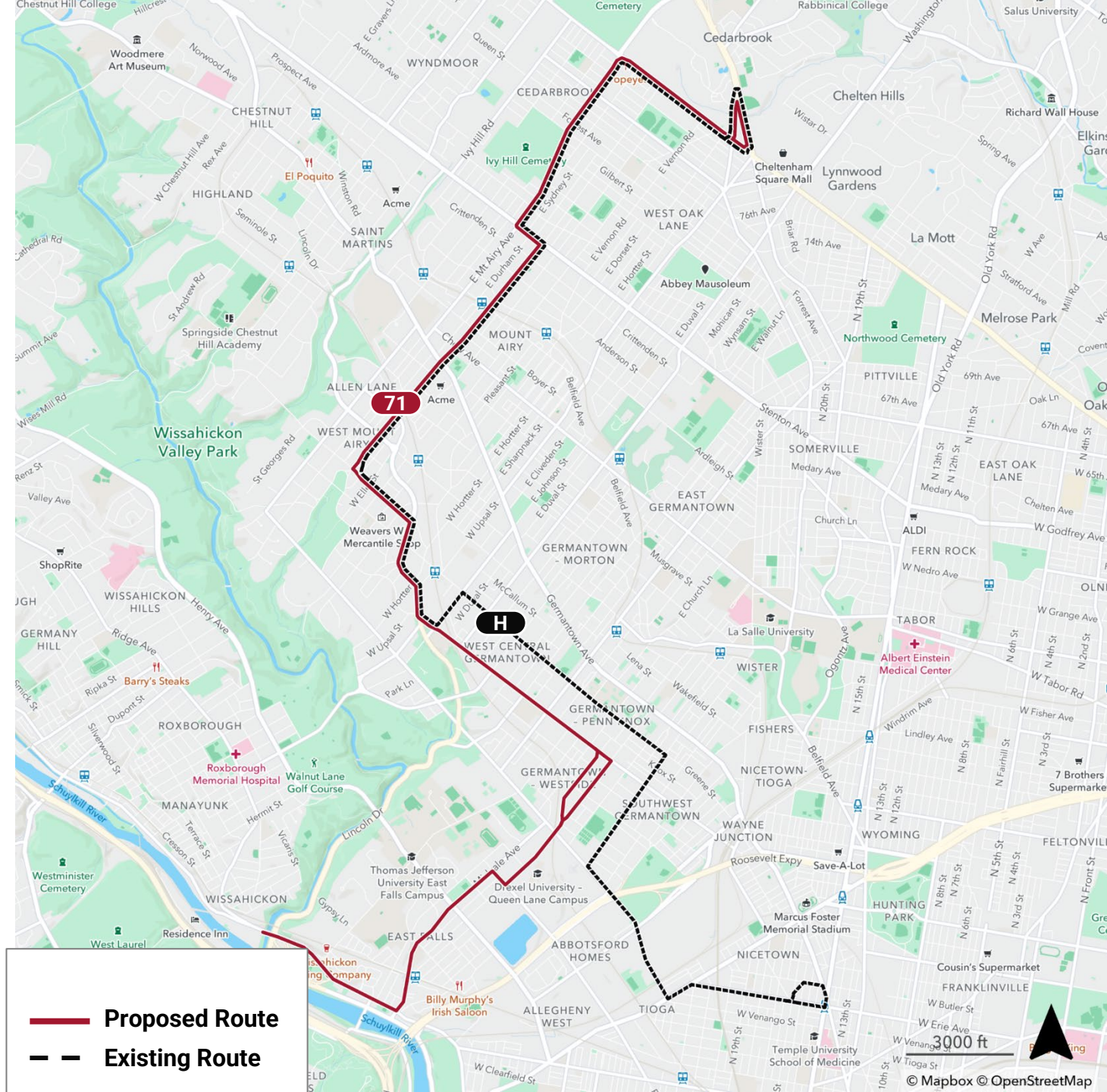
- No changes to **Routes 2, 4, 6, 23, 47, 54, 56, 75**
- **Route 65** extended to Fern Rock TC via Cheltenham and Olney
- **Route 60** extended to WTC via Ridge
- **Route XH** will become **Route 81**
- **Route J** will become **Route 41**
- **Route R** will become **Route 82**
- **Route L** will become **Route 51** and operate all trips via Stenton, 66th, and Old York, will still provide service to Plymouth Meeting
- No changes to **CHW, CHE, or Broad Street Line**



Route 71

CURRENT PROPOSAL

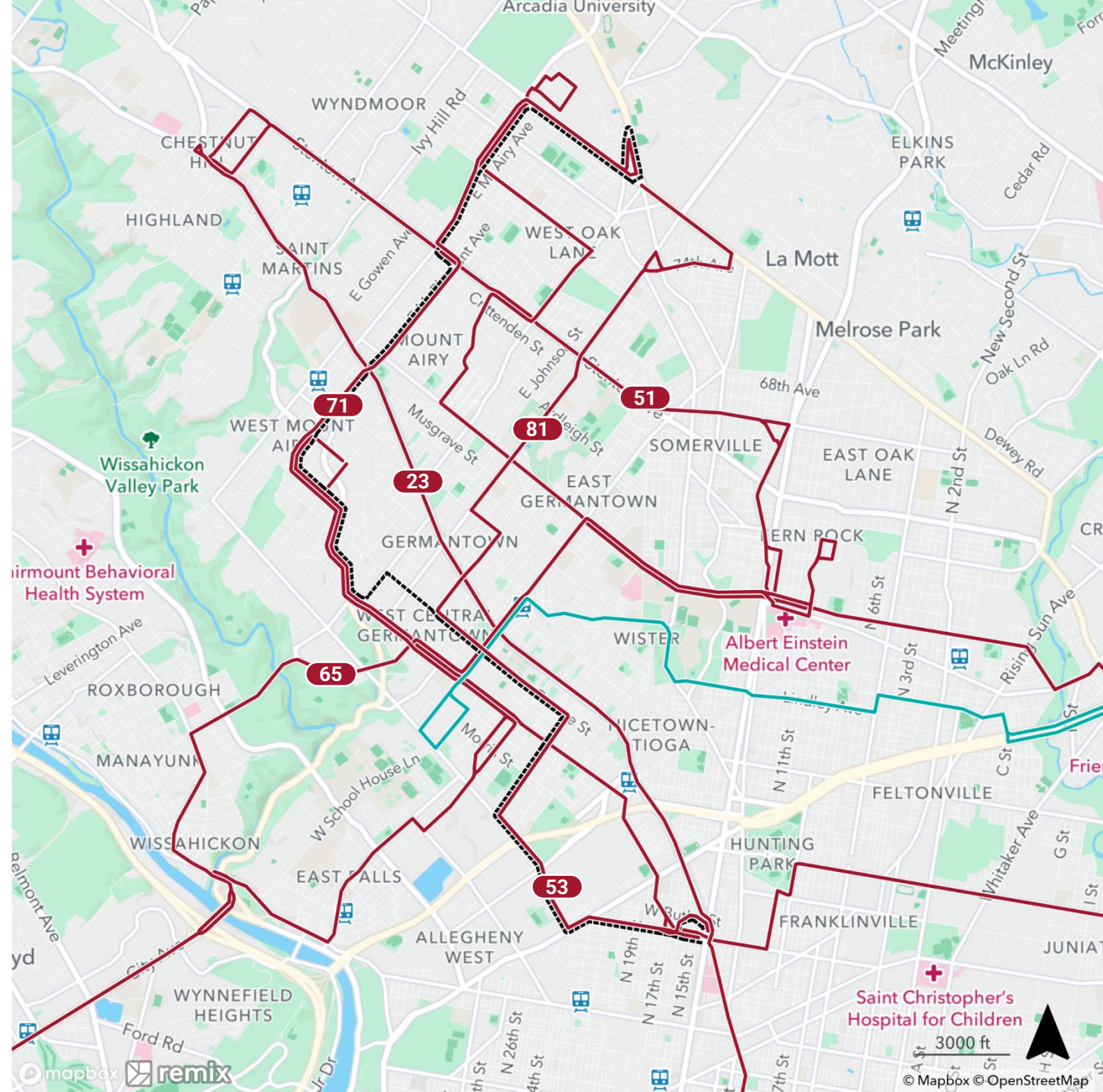
- Route H becomes Route 71 and is re-aligned
- Operate via Cheltenham, Easton, Mt. Pleasant, and McCallum
- Realign service to operate via Wayne, Queen/Penn, and Midvale
- Route will end at Wissahickon Transit Center
- Benefits**
 - Provide a new frequent connection to WTC and new crosstown opportunities between Upper and Lower NW



Route 71

CURRENT PROPOSAL

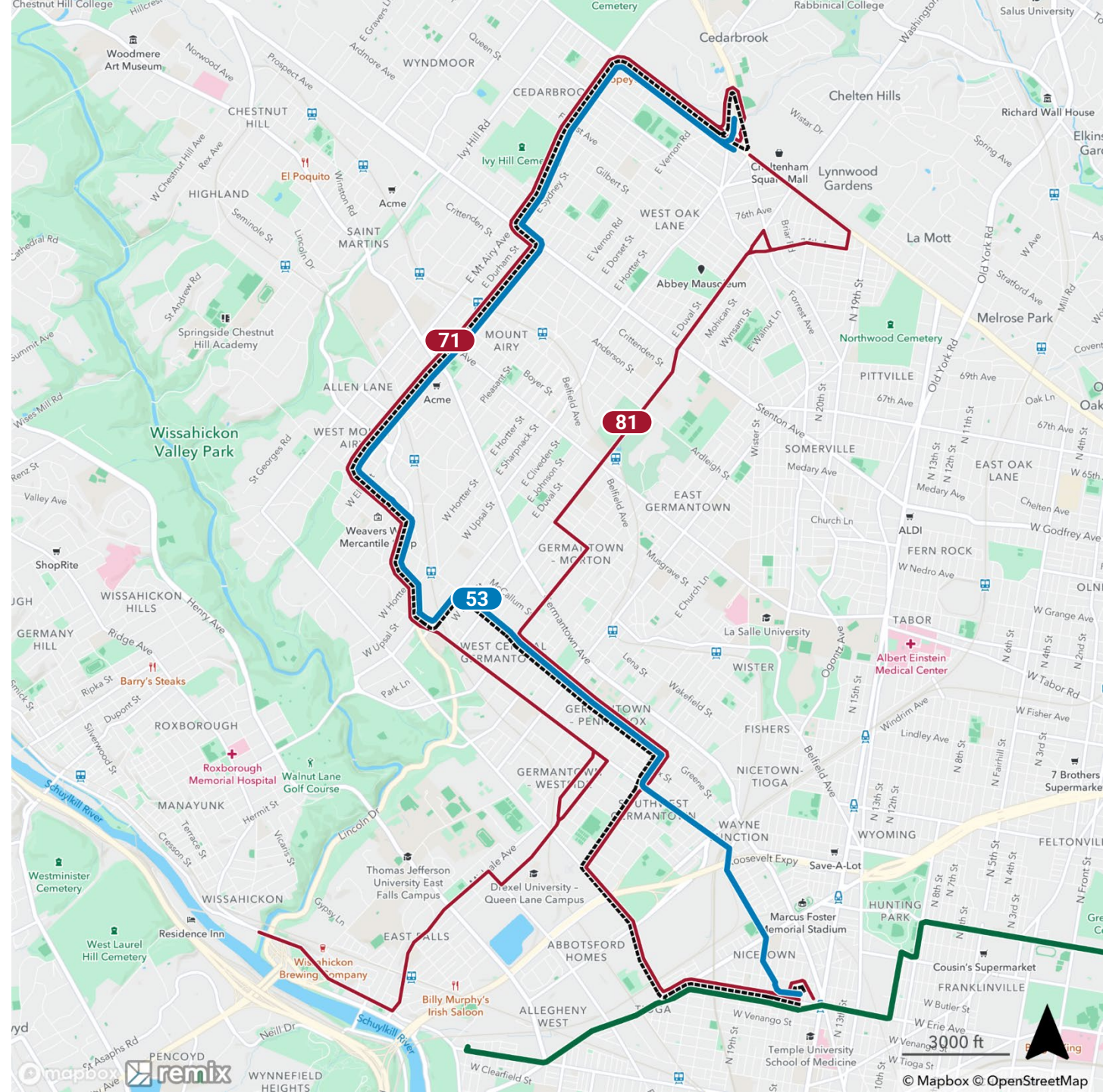
- **Route 53** provides service along Wayne connecting to the Broad Street Line
- **Routes 18, 23, and 51 (L)** provide connecting service to the BSL
- Service along Mt. Pleasant provided by **Route 71 (H)**



ALTERNATE PROPOSAL

Route 53

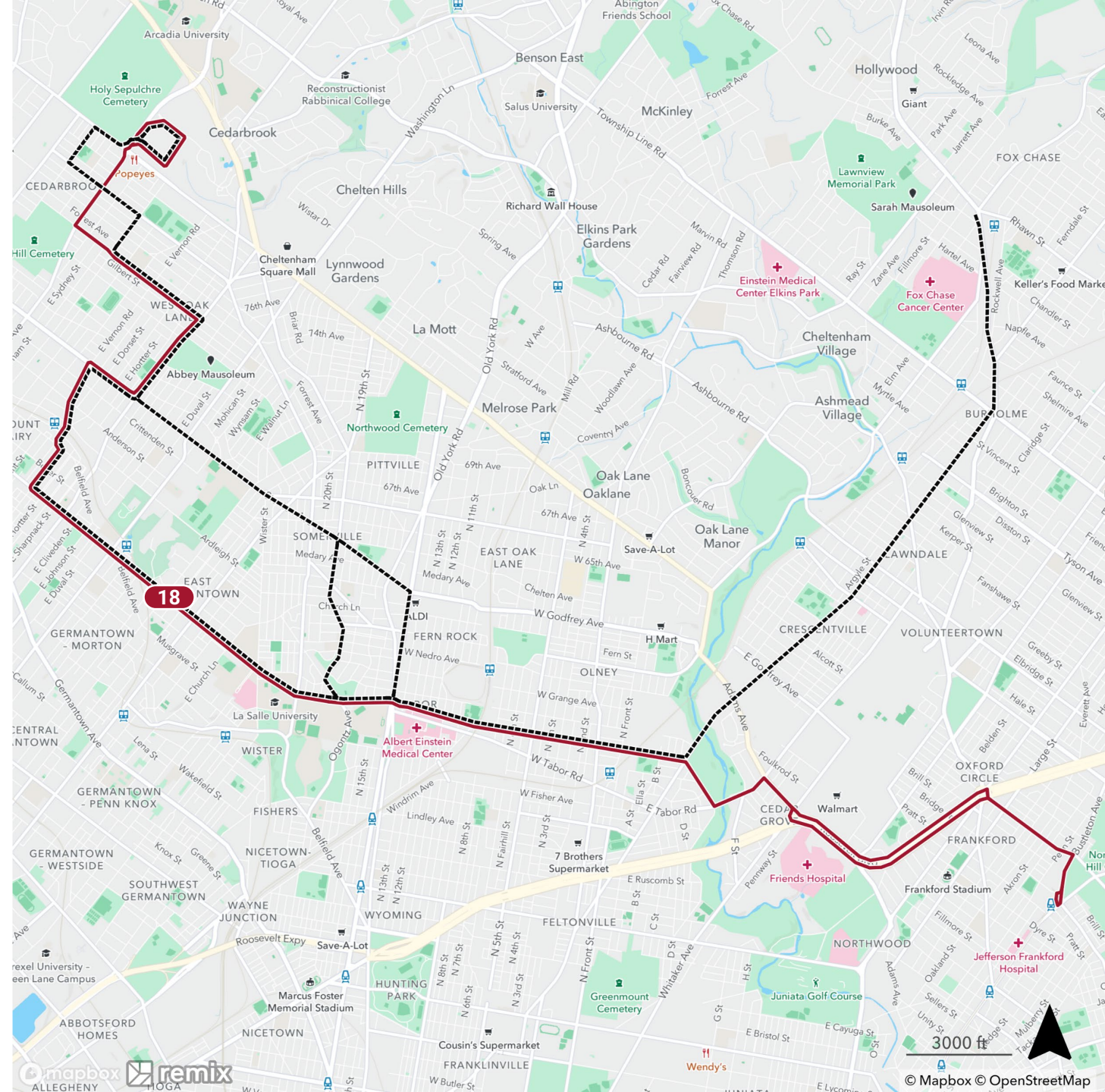
- **Split Route 53 into two different routes**
 - **One route** operating between Cedarbrook Plaza and Broad & Erie
 - **One route** operating between Westmoreland Loop and Allegheny Loop
- **Benefits**
 - Additional connections to the BSL, currently provided by Route H
 - More local neighborhood connectivity to Mt. Pleasant, Greene
 - Shorter routes are typically more reliable
- **Tradeoffs**
 - Frequency on both routes would be lower (30 Max) than what is proposed for current Route 53
 - Frequency may have to be reduced on other routes to balance budget
 - People traveling beyond Erie Avenue would have to transfer



Route 18

PROPOSAL

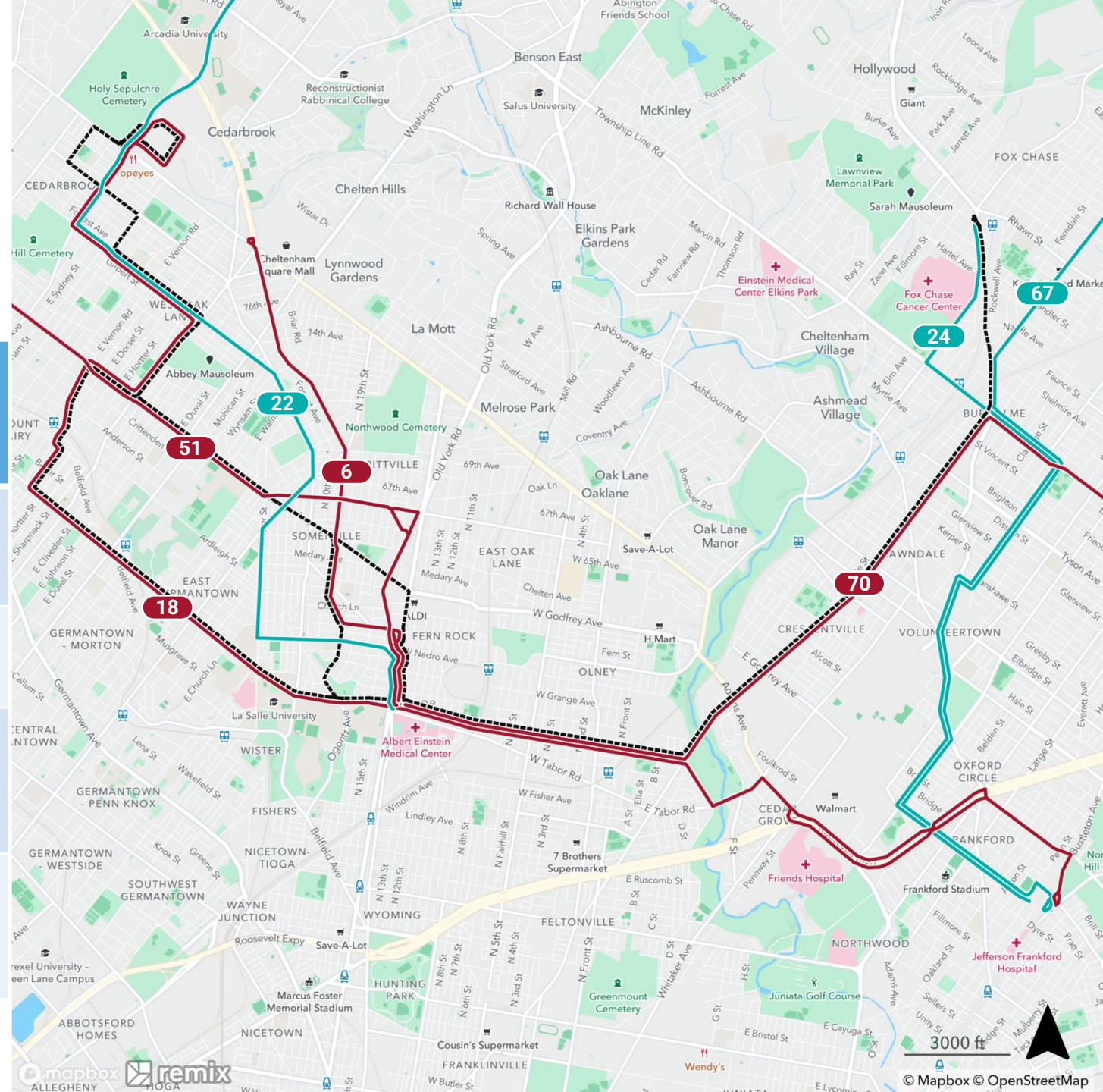
- Operate via Wadsworth between Cheltenham and Thouron
- Retain service along Thouron, Upsal, Stenton (between Upsal and Vernon), Phil Ellena, and Olney
- Realign service east of Rising Sun to operate via Olney, Tabor, Adams, Roosevelt Boulevard, and Cheltenham Avenue
- All trips operate via same alignment (no express service on Stenton)
- Opportunities**
 - Create a new frequent crosstown connection to FTC via Olney Avenue
 - Simplify service design to improve consistency and reliability



Route 18

NETWORK OPTIONS

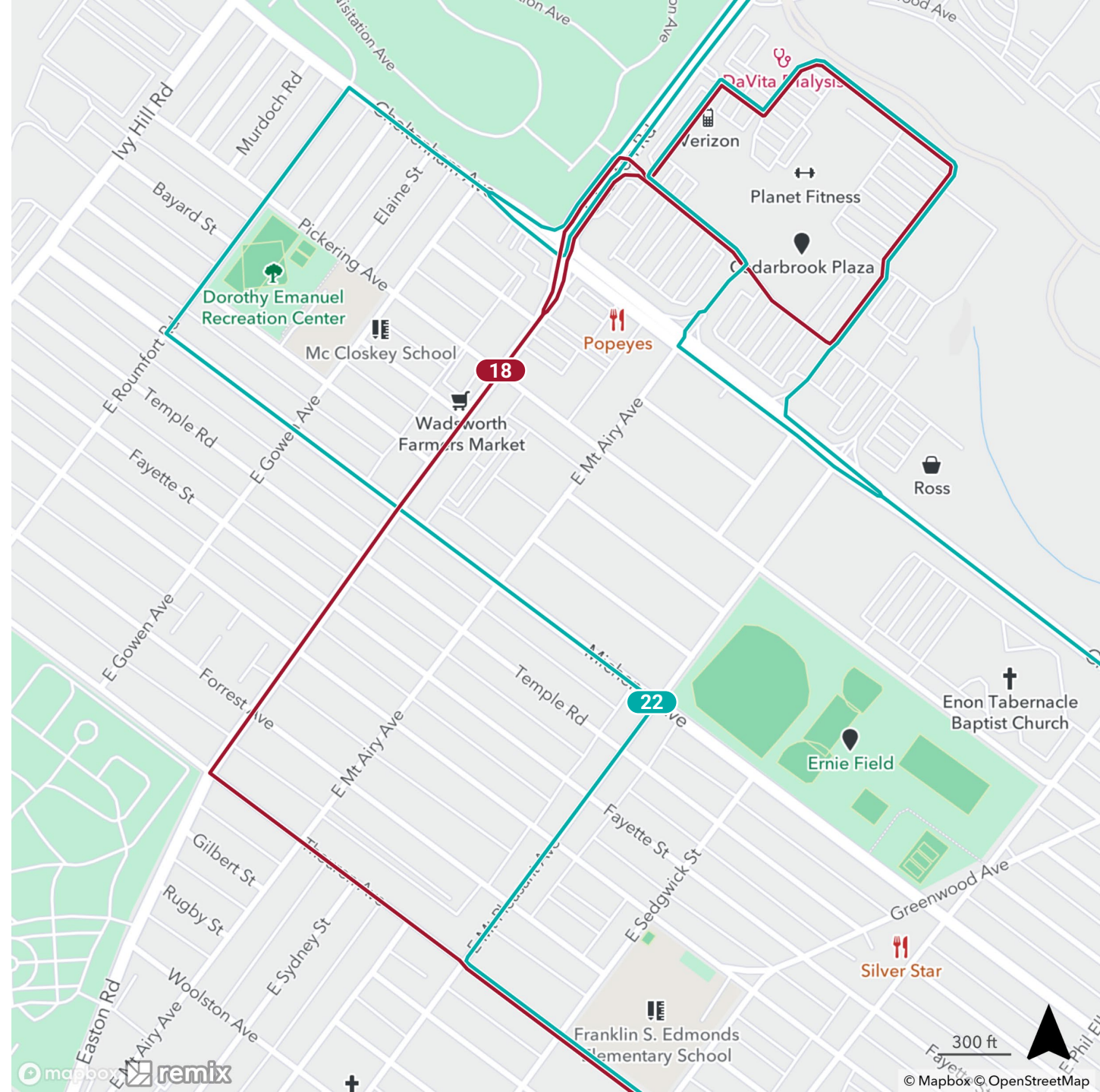
I'm a Route 18 rider along this (these) street(s)	I can use this (these) bus route(s) instead
Stenton, 66 th , Old York Road to Olney TC	Route 51 (former Route L)
Ogontz and Champlost to OTC	Route 6
Thouron, Limekiln, Wyncote, Wister, Nedro, and Park, serving OTC	Route 22
Olney, Rising Sun, and Cottman serving Torresdale Loop	Route 70



ALTERNATE PROPOSAL

Route 22

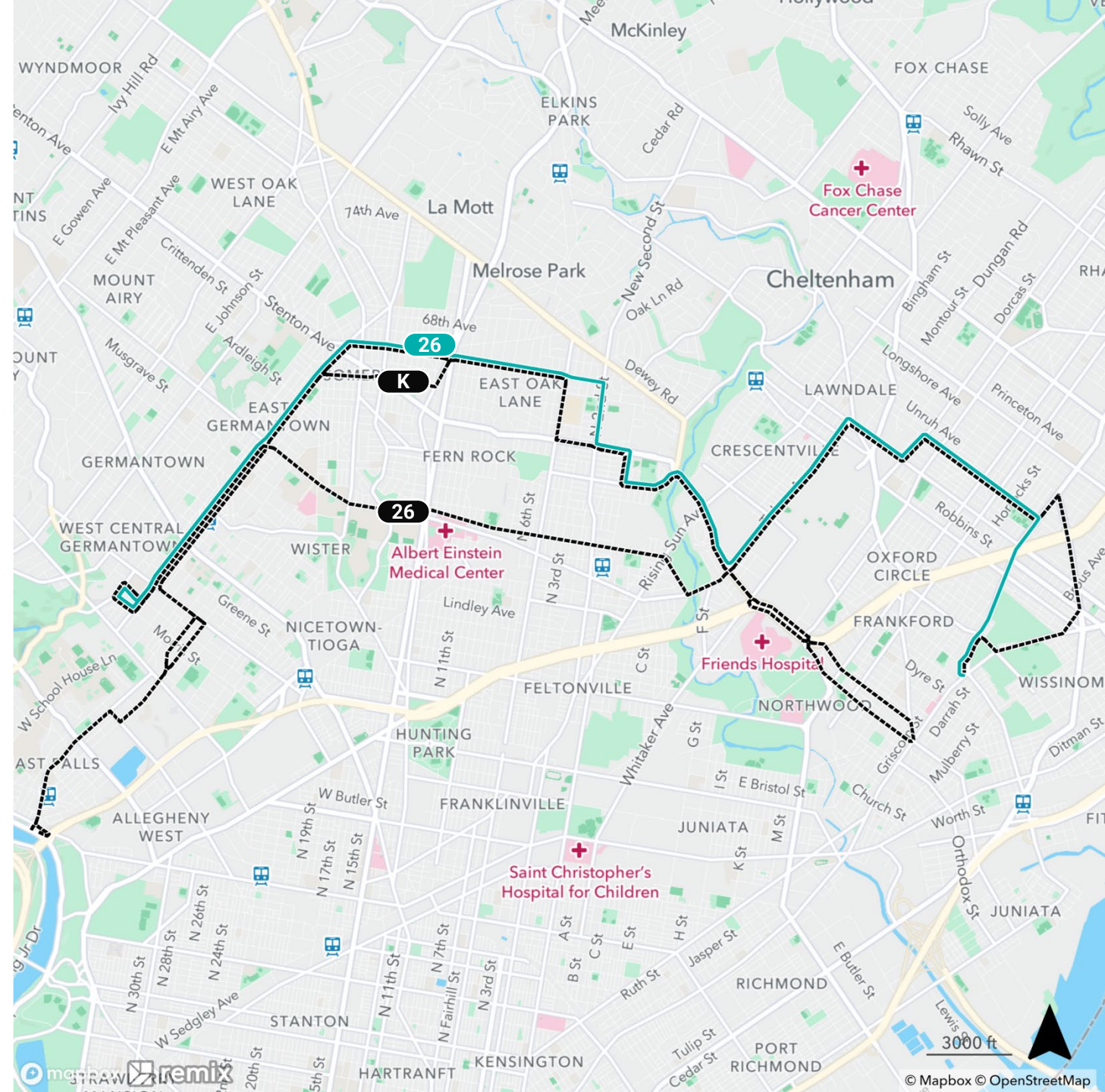
- Realign Route 22 to operate via current Route 18's alignment on Cheltenham, Rounfort, Michener, and Mt. Pleasant
- Route 22 then operates along Thoroun, Limekiln Pike, Wister, and Nedro to Olney Transit Center
- More frequent/higher ridership route on more direct alignment
- Tradeoff: less frequency on Wadsworth



Route 26

PROPOSAL

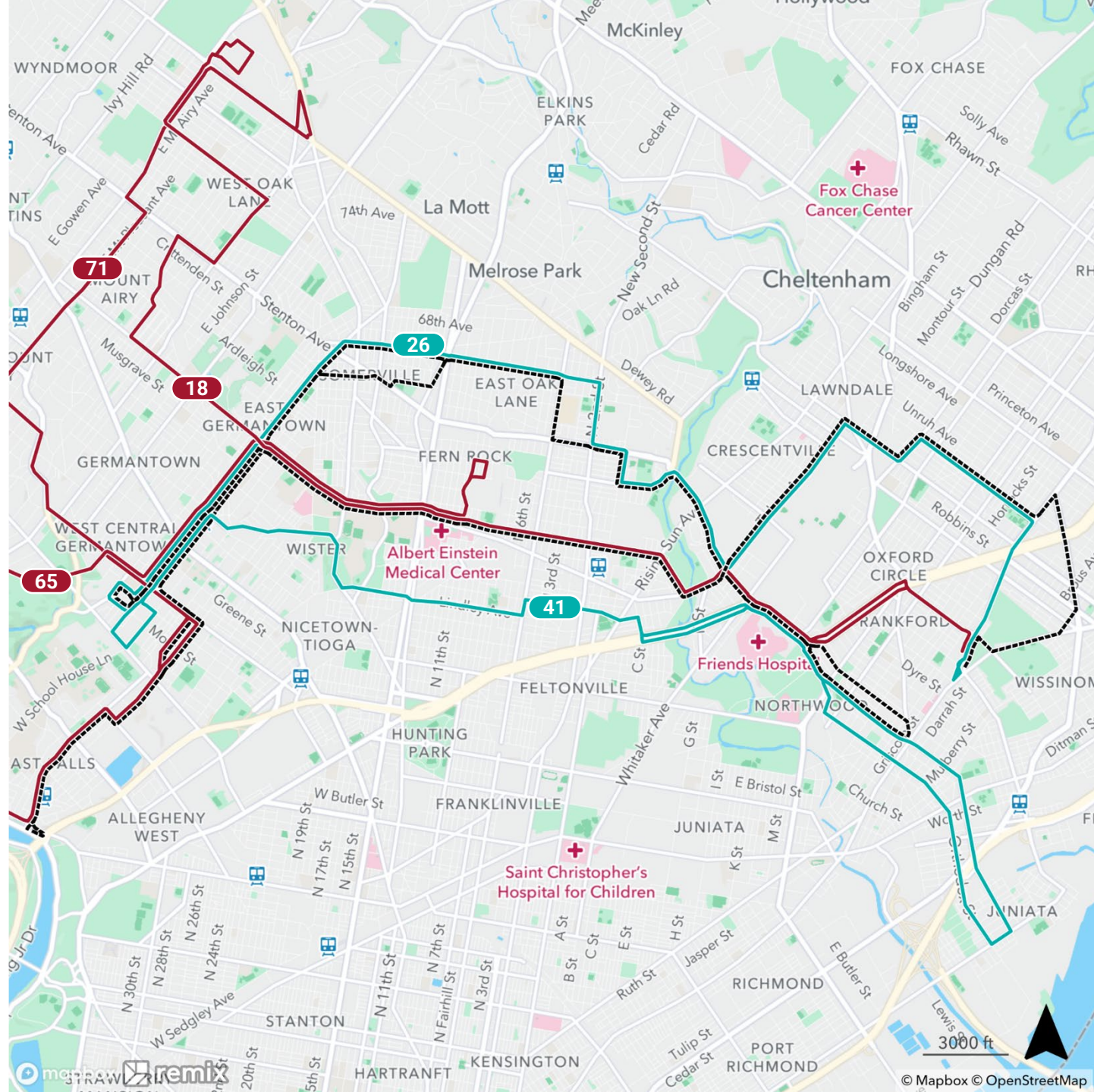
- Combine Route K and Route 26 and operate via Cheltenham and 66th Avenues
- Realign to operate via 2nd Street and then retain service along Godfrey, Champlost, and Adams
- Realign service to operate via Tabor, Levick, Magee, and Bustleton
- Opportunities**
 - Free up resources for more diverse trip types
 - Better match service with demand
 - Improve overall network connectivity (FTC vs. Arrott)



Route 26

NETWORK OPTIONS

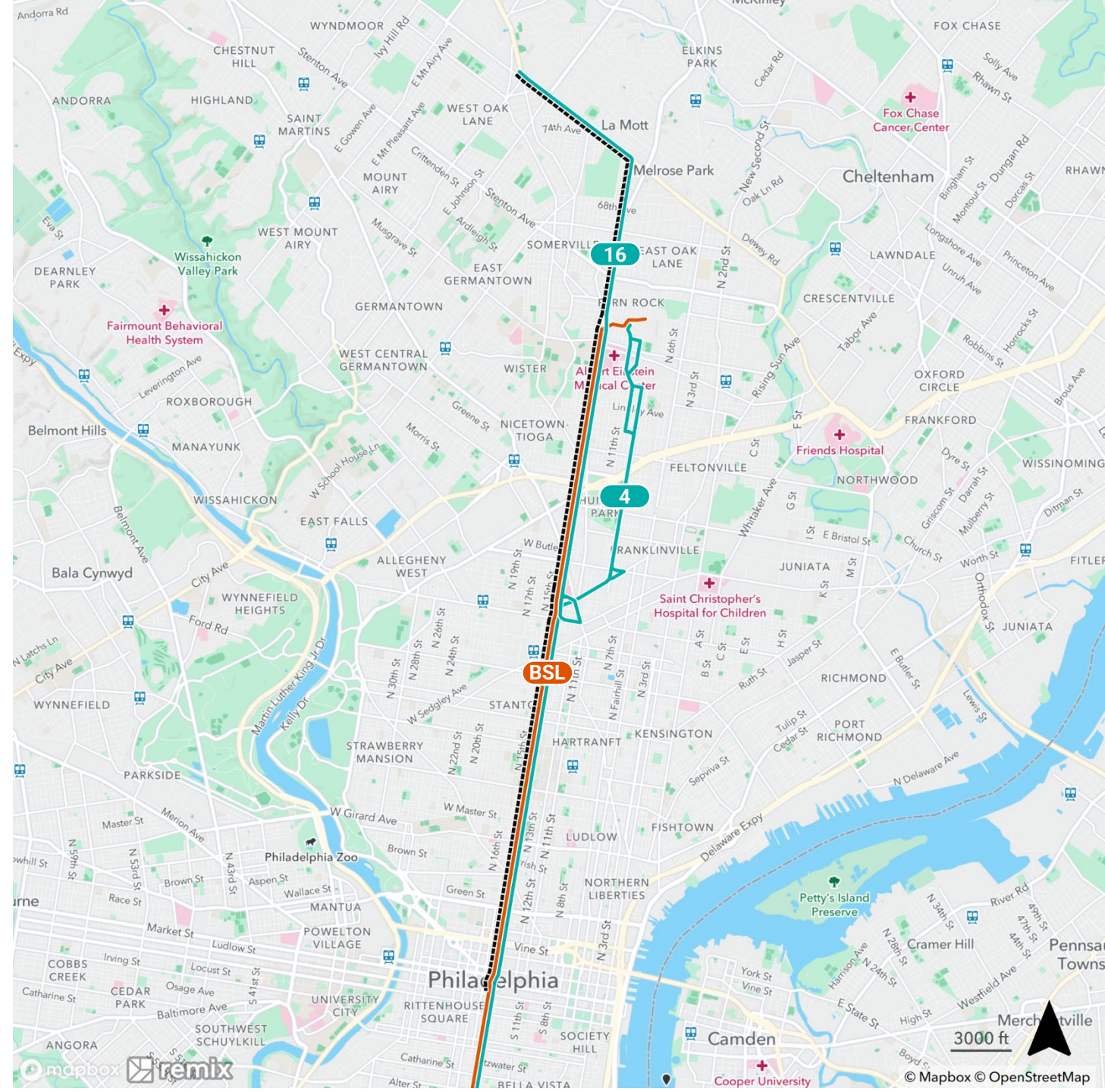
I'm a Route 26 rider riding on/along	I can use this (these) bus route(s) instead
Cheltenham Ave (to Olney TC and Fern Rock TC)	Route 65
Olney Ave (to Frankford TC)	Route 18
Crosstown on Cheltenham/Lindley to Arrott TC	Route 41 (former Route J)
Queen and Penn in Germantown/Mt. Airy to Wissahickon TC	Route 71 (former Route H)



Route 16

CURRENT PROPOSAL

- Route begins at Cheltenham and Ogontz
- Operates via Cheltenham Avenue and Broad Street
- Ends at Allegheny Avenue
- Why**
 - Shortening the route minimizes duplication on Broad Street, allowing for more consistent weekend service on Routes 4 and 16 and freeing up resources for less duplicative services.



ALTERNATE PROPOSAL

Route 16

- Retain current routing, operating from Cheltenham & Ogontz to City Hall
- **Benefits**
 - Retain one-seat ride service along Cheltenham Avenue to Center City via Broad Street, avoiding transfers to Route 4 or BSL
- **Tradeoffs**
 - Service on Routes 4 and 16 would have to be reduced to balance budget and reduce duplicative service



Discussion

Next Steps

Next Steps

March - April

- Additional public meetings

April - May

- Network revisions based on public feedback
- Update materials on project website

May

- Board consideration (5/23)
- Phasing plan complete

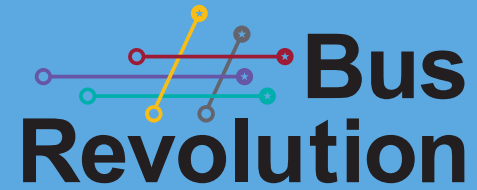
June – December 2024

- Implementation Coordination & Communication begins

Summer/Fall 2025

- Implementation of new bus network begins





Thank you!

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