

Spring 2024 Update 7th Council District

March 14th, 2024

Agenda

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



Philadelphia circa 1950s

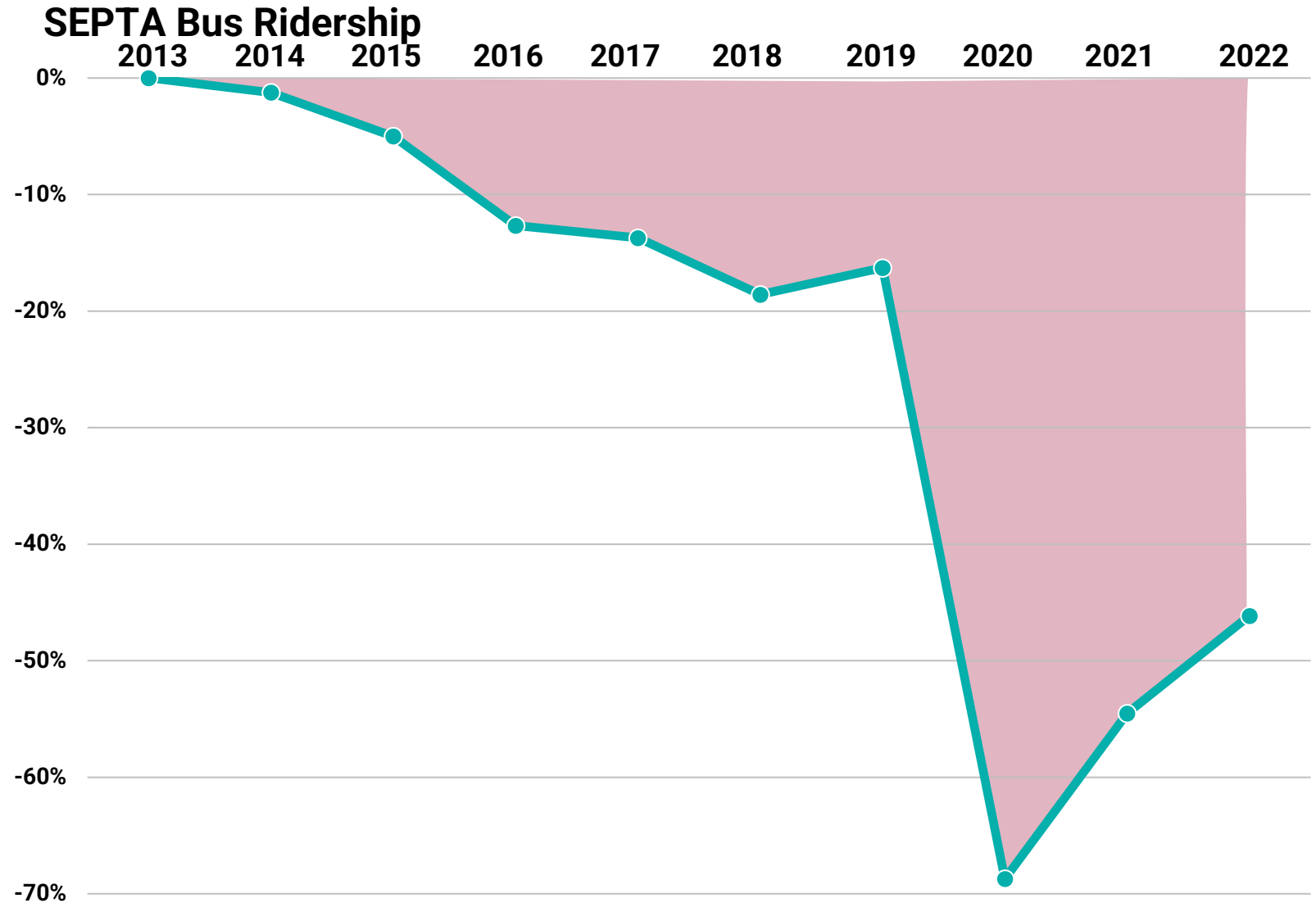
Why Now?

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 Snapshot

Local routes have lost almost **45%** of their ridership in the last decade.

Route	Average Weekday Ridership 2013	Average Weekday Ridership 2019	Average Weekday Ridership 2023	% Change 2013-2023
1	3384	2631	2053	-39%
3	10606	7909	6105	-42%
39	2552	2210	1408	-45%
47	19026	16382	12389	-35%
53	2531	2555	1542	-39%
54	9399	7178	4949	-47%
56	11470	10912	7324	-36%
57	11229	9765	6573	-41%
60	11925	10378	7580	-36%
75	3554	2616	1306	-63%
89	2238	1704	1261	-44%

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**.

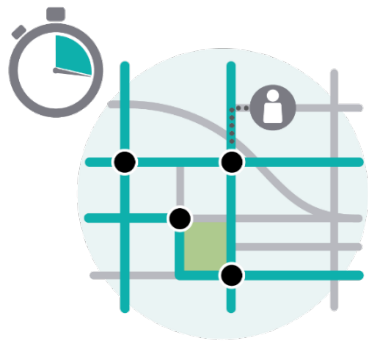
- Buses need to *go where people live* and where they want to go
- Buses should be *available when people want to travel*.



Overall, buses should be **better organized**.

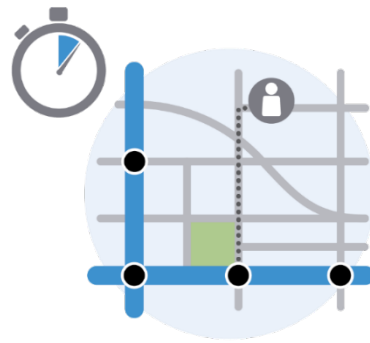
- Operate the most *frequent service on highest ridership corridors*.
- *Improve connections* to other SEPTA services.

SEPTA's Draft Bus Network: Strategic Approach



**More
frequent,
convenient
bus service**

*6am to 9pm,
every day*



**More
direct bus
routes with
consistent
schedules**



**Better
connections
to other
SEPTA
services**



**With the same
budget**
*Better service with
same amount of
money*

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.**

Frequent routes have buses that come every 15 minutes or better 6am and 9pm, seven days a week.

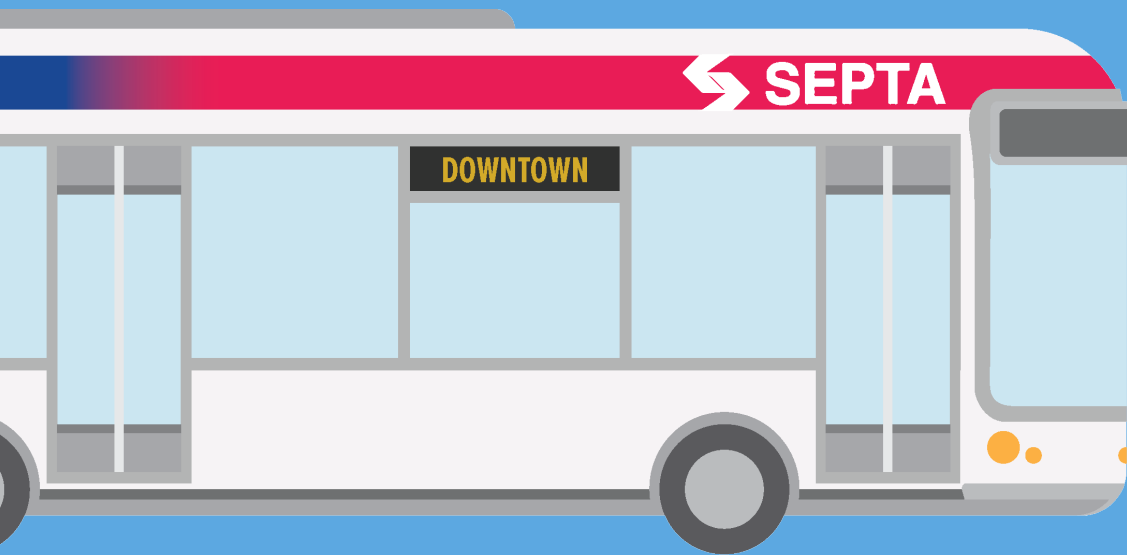
**+18%
RIDERS**
Within 5 Min
Walk of
Frequent Transit

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.**

Bus Network



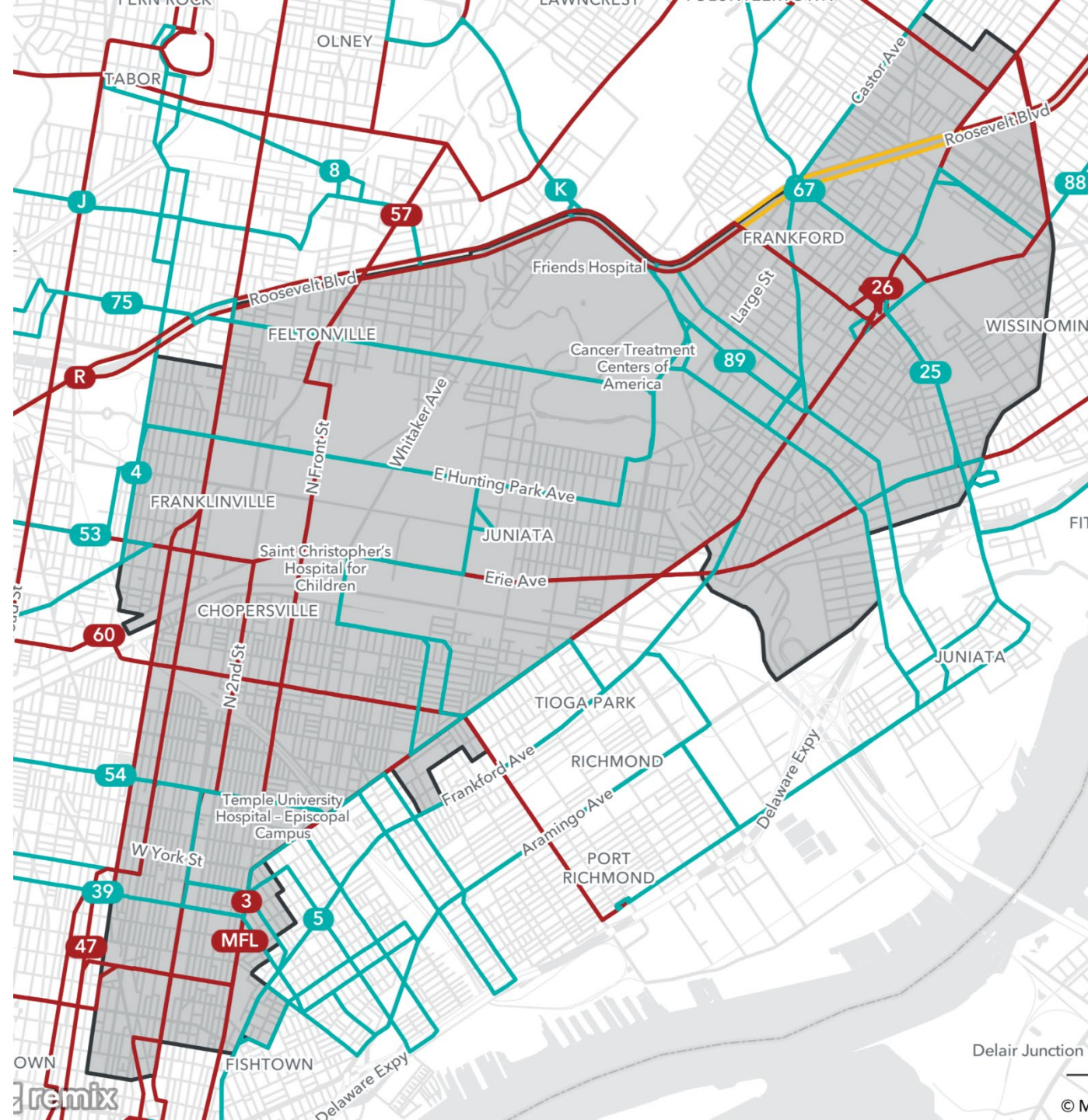
Existing Network

▪ Strengths

- Some of the strongest transit corridors in city
- Routes provide crosstown connectivity
- Good connections to MFL and BSL

▪ Opportunities

- Reduce duplication to increase number of frequent routes
- Improve service design to improve reliability and service clarity



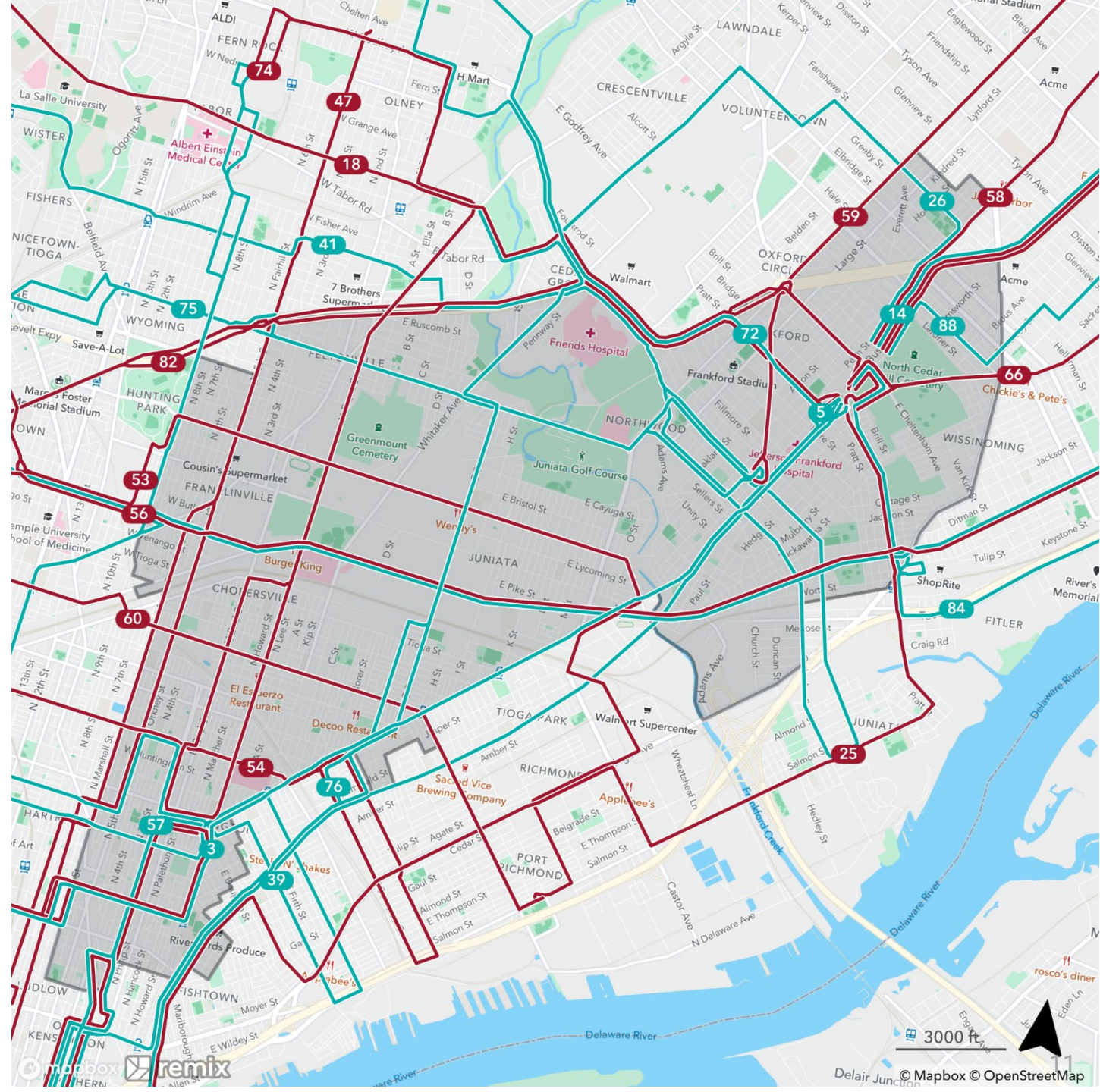
Route Proposals



District Proposal

BENEFITS

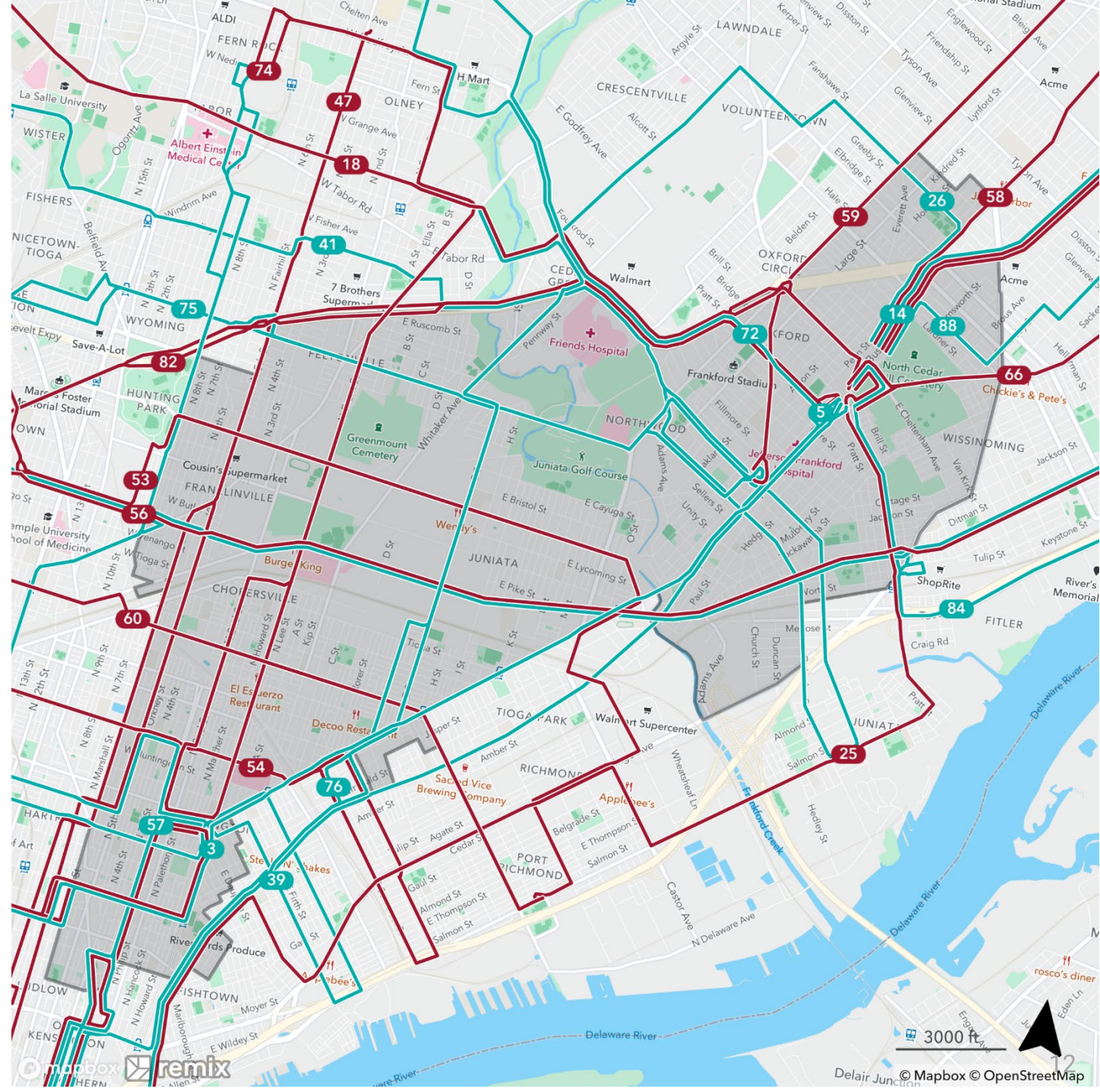
- 12 Frequent Routes (53, 54, 60, 57, 3, 47, 56, 66, Boulevard Direct, 25, 58)
- Connections to the Broad Street Line (56, 60, 54, 53, 75, 3)
- Connections to the Market Frankford Line (56, 60, 54, 25, 57, 74, 3)
- Connectivity to Frankford Transit Center (5, 25, 66, 82, 14, 25, 3)
- 2 New Routes (72, 76)



We heard you.

CHANGES MADE OVER LAST TWO YEARS BASED ON PUBLIC INPUT

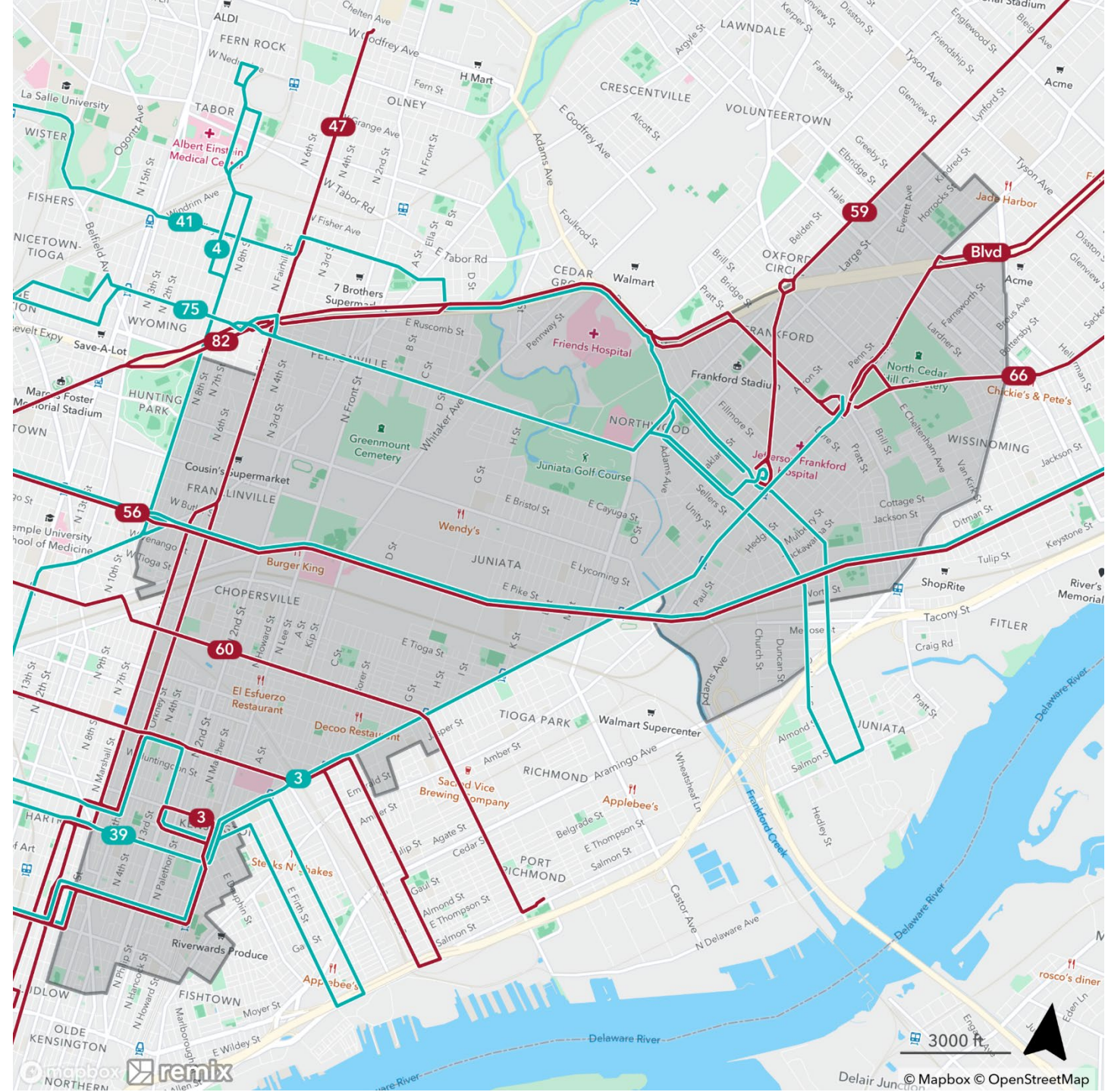
- **Route 53** realigned to operate via Aramingo to provide access to grocery stores and other important local destinations
- **Route 84** realigned to serve the Shoppes at Wissinoming on Bridge Street
- **Route 5** will operate to current terminus in Old City



District Proposal

ROUTES THAT STAY THE SAME OR WITH SLIGHT CHANGES

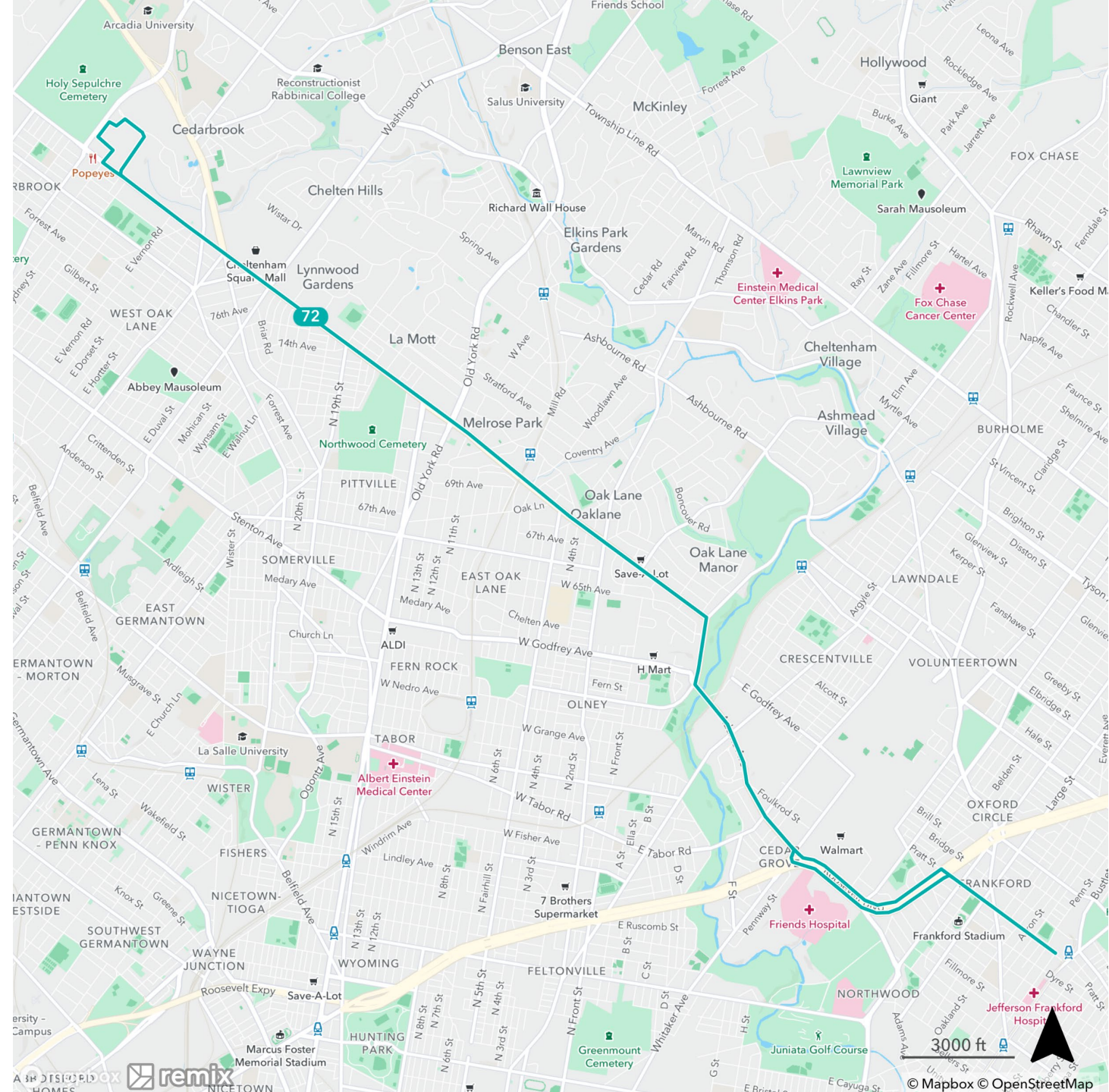
- Routes that stay the same: **Routes 3, 4, 39, 47, 54, 56, 59, 66, 75, Boulevard Direct,**
- Route 60** extended to WTC via Ridge Avenue
- Route J** will become Route 41
- Route R** will become Route 82



New Route

ROUTE 72: CEDARBROOK PLAZA TO FTC

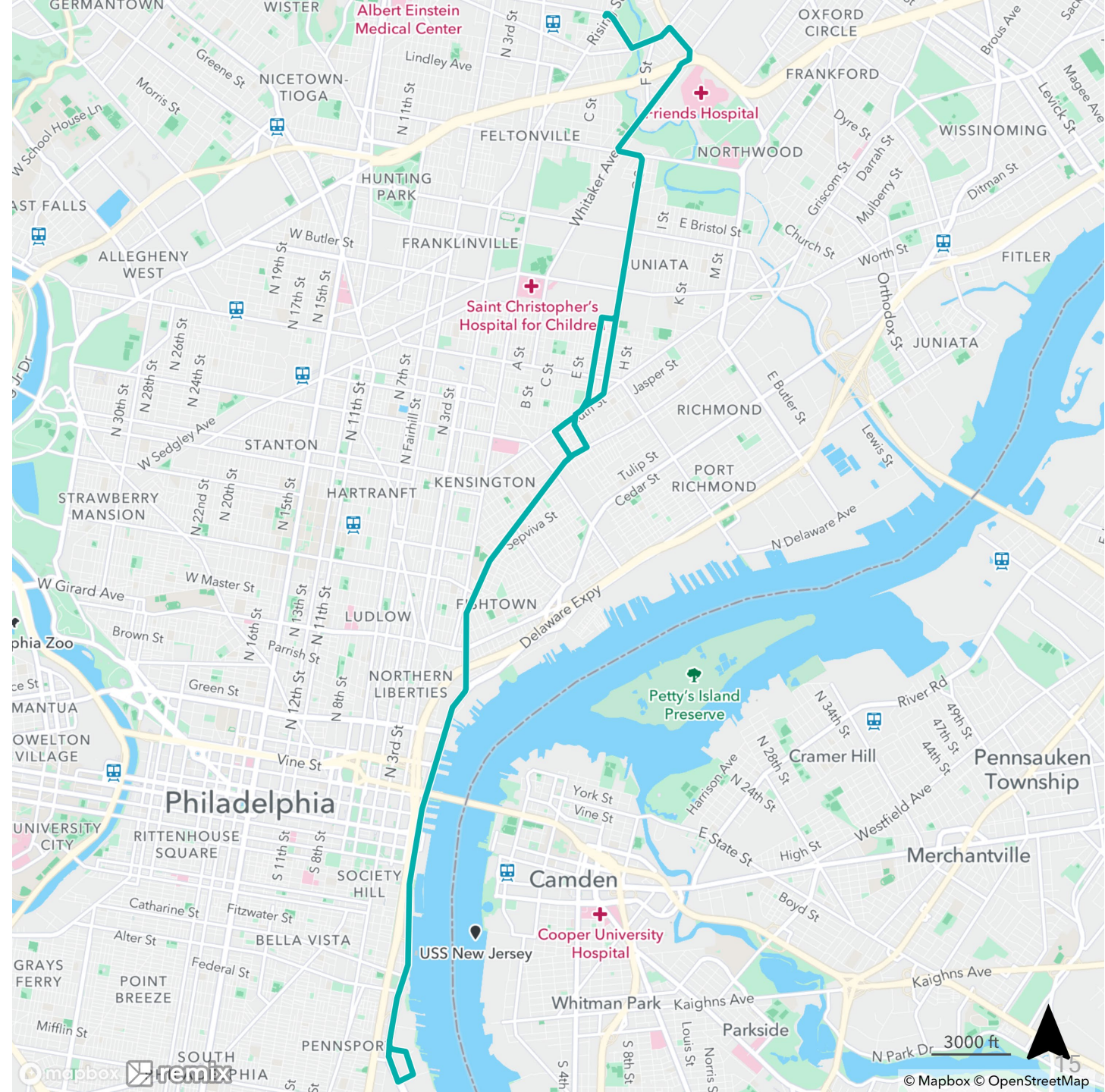
- Will provide 30 Max service between Cedarbrook Plaza and FTC via Cheltenham Avenue
- Will provide service to:
 - Cedarbrook Plaza
 - Cheltenham Square Mall
 - H-Mart Elkins Park
 - Melrose Shopping Center
 - Rising Sun Plaza
 - Tower Center
 - FTC



Route 76

PROPOSAL – NEW ROUTE

- Rising Sun & Olney to Pier 70 (South Philadelphia)
 - Consistent 30 MAX service seven days a week
 - Will operate via Whitaker, G, and F Streets, Frankford Avenue, and Columbus Boulevard
 - Connections to the MFL
 - Connections to key E/W corridors (Hunting Park, Erie, Allegheny, Lehigh, Girard)

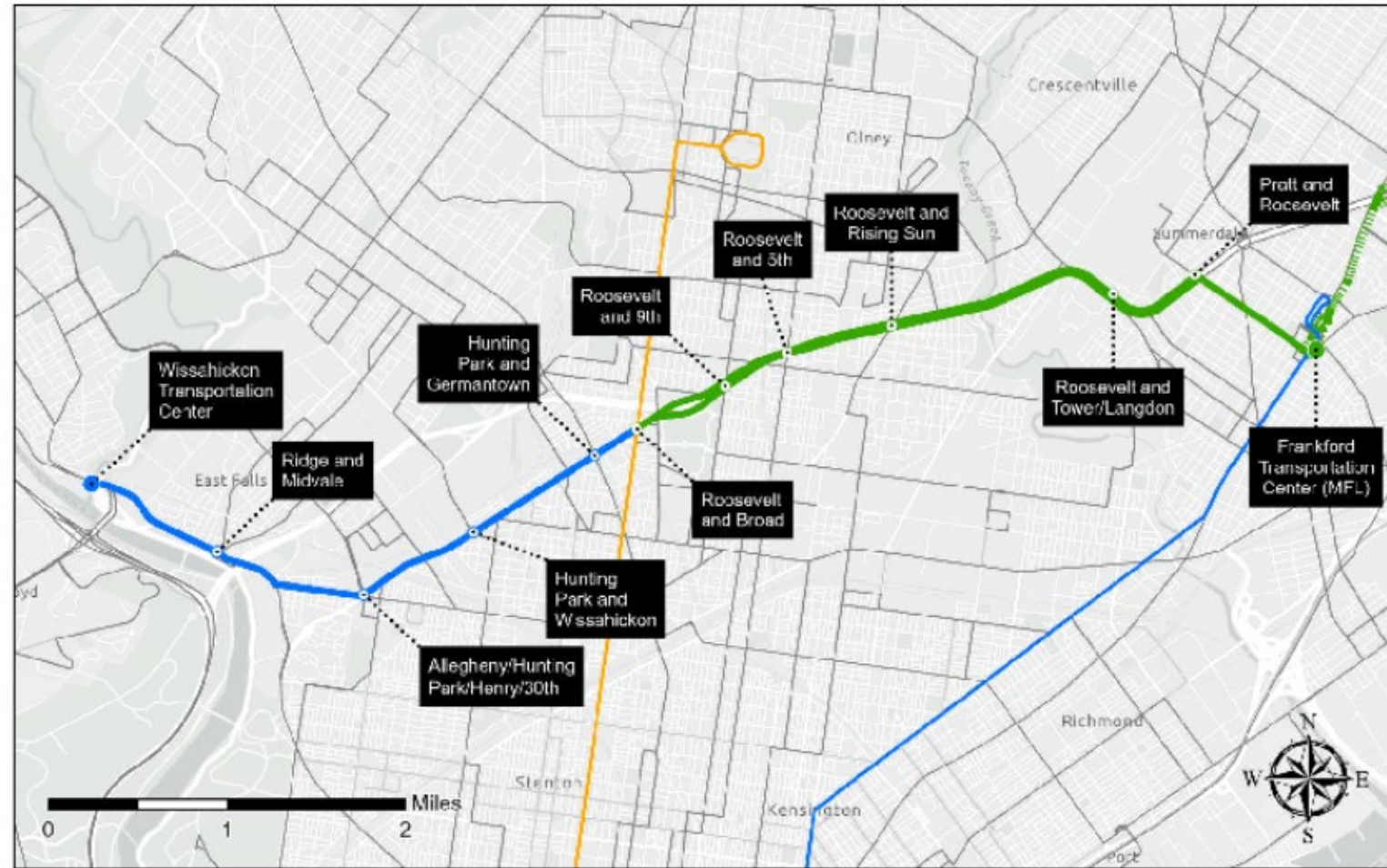


Direct Bus B

PROPOSAL – NEW ROUTE

- Wissahickon Transit Center to Frankford Transit Center via Route R alignment
- Express, Direct Bus service on 12 stations (60% of ridership)
- Faster end-to-end travel times
- Implement with new Wissahickon Transit Center to replace Route 1

Direct Bus B Routing, Stations, and Roadways



SEPTA GIS, August 2023

Direct Bus B

City Stations

SEPTA Stations

End of Line

End of Line

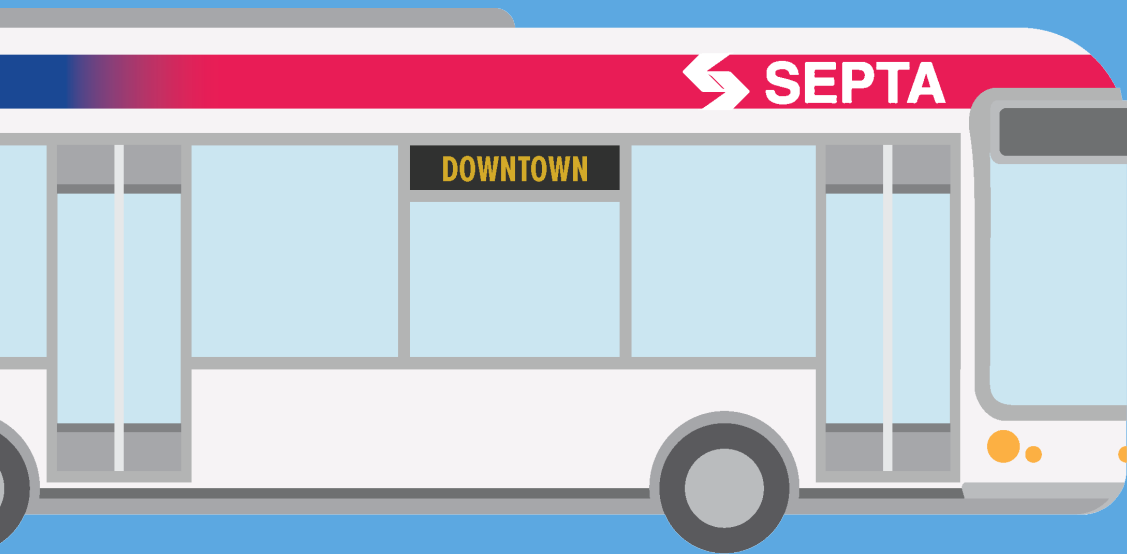
Existing Boulevard Direct Line

Connecting Bus Lines

Broad Street Line

Market-Frankford Line

Proposed Updates (Spring 2024)



Route 57 and 74

PROPOSAL

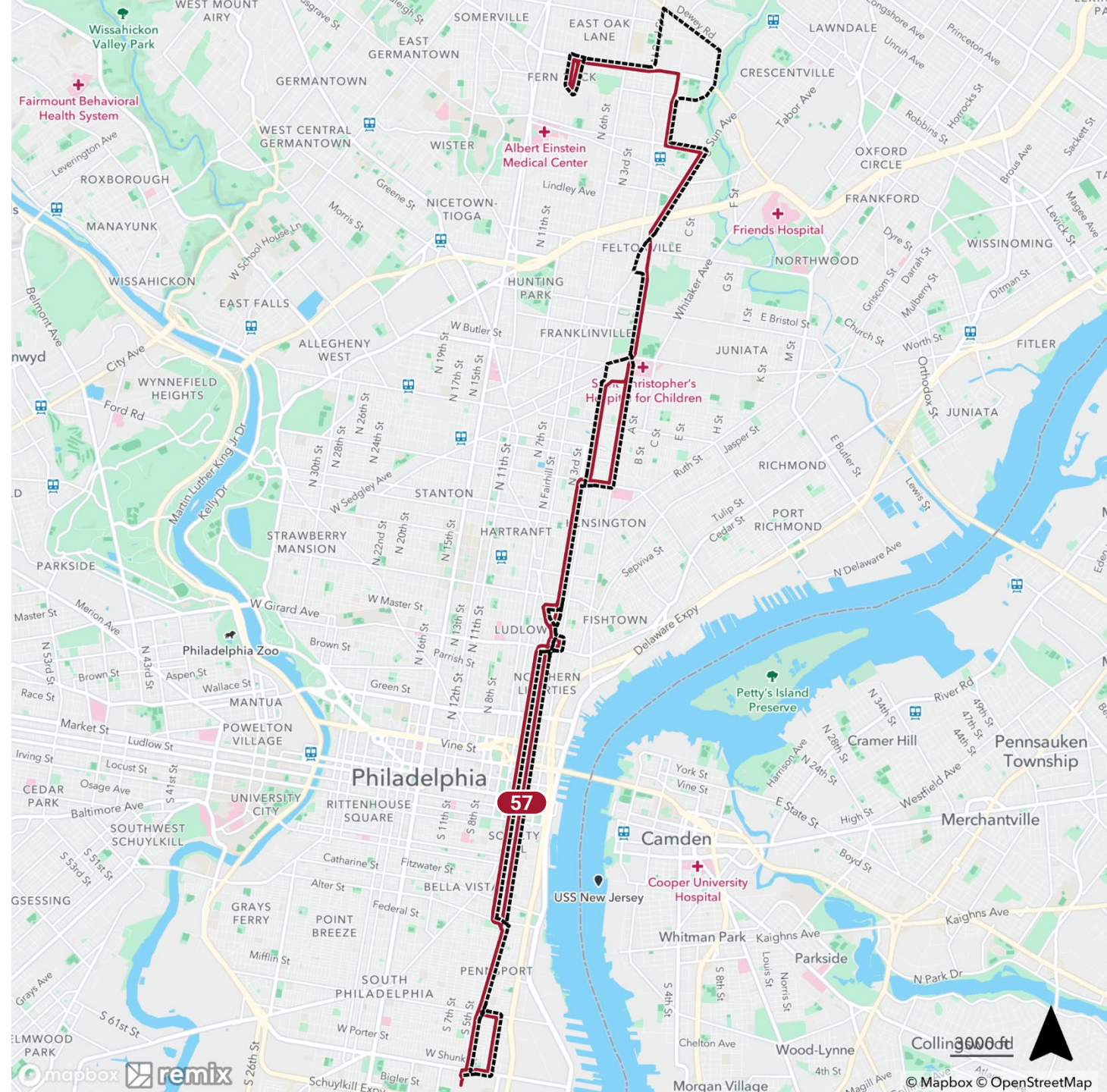
- **Route 57** is split into two new routes, **Route 57** and **Route 74**
- **Route 57** to operate between Front and Dauphin and South Philadelphia (Whitman Plaza or Broad & Pattison)
- **New Route 74** to operate between Front & Dauphin and Fern Rock Transit Center
- Opportunities
 - Increase service reliability and flexibility



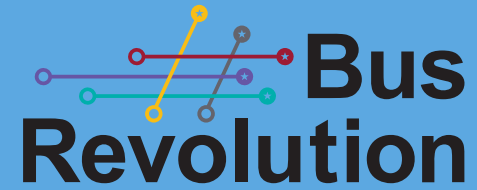
ALTERNATE PROPOSAL

Route 57

- **Route 57** would retain current alignment and stay the same from Fern Rock Transit Center to Whitman Plaza/Broad and Pattison
- Opportunities
 - Transfer removed for some customers
 - Less resource-intensive
- Trade-offs
 - Reliability would continue to be a challenge



Q&A / Discussion



Thank you!

More info:
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Email: busnetwork@septa.org

Phone: 267-291-6045



Next Steps

Next Steps

Spring

- Additional public meetings
- Network revisions based on public feedback
- Update materials on project website
- Develop phasing plan
- Board consideration

Latter half of 2024

- Implementation Coordination & Communication begins

Summer/Fall 2025

- Implementation of first route changes

