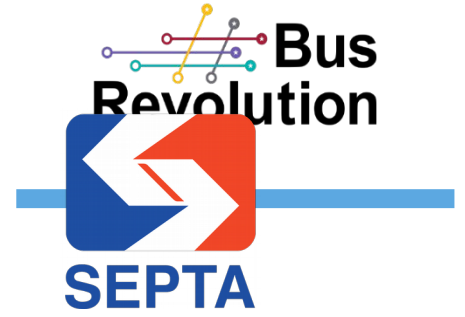




**Bus  
Revolution**



**March 23rd, 2024**

# Agenda

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



*Philadelphia circa 1950s*

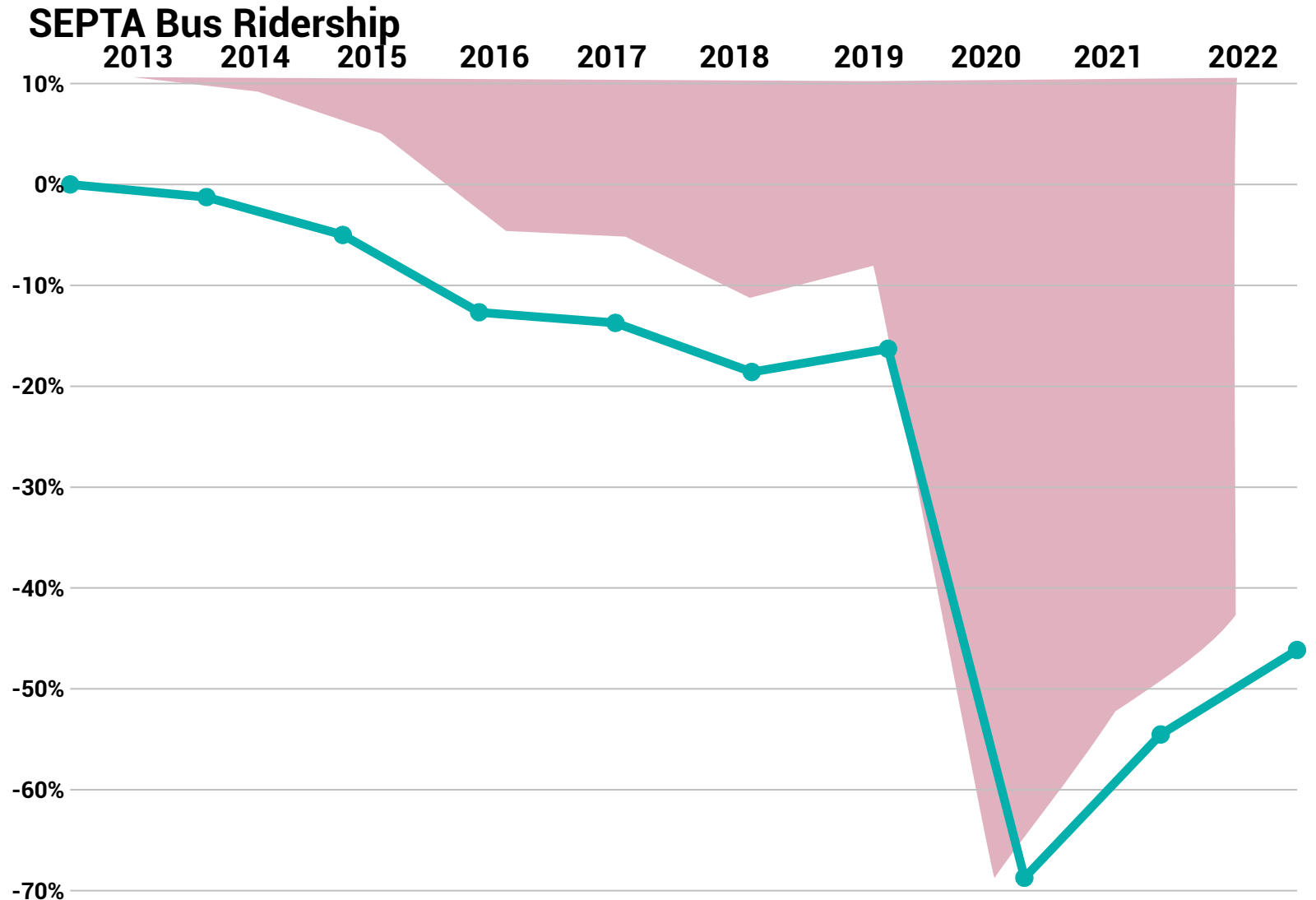
# Why Now?

**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                           | <b>-39%</b>        |
| 3     | 10606                          | 7909                           | 6105                           | <b>-42%</b>        |
| 39    | 2552                           | 2210                           | 1408                           | <b>-45%</b>        |
| 47    | 19026                          | 16382                          | 12389                          | <b>-35%</b>        |
| 53    | 2531                           | 2555                           | 1542                           | <b>-39%</b>        |
| 54    | 9399                           | 7178                           | 4949                           | <b>-47%</b>        |
| 56    | 11470                          | 10912                          | 7324                           | <b>-36%</b>        |
| 57    | 11229                          | 9765                           | 6573                           | <b>-41%</b>        |
| 60    | 11925                          | 10378                          | 7580                           | <b>-36%</b>        |
| 75    | 3554                           | 2616                           | 1306                           | <b>-63%</b>        |
| 89    | 2238                           | 1704                           | 1261                           | <b>-44%</b>        |

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



## Bus service should be

- Travel should be *predictable and reliable*.



## Routes need to be

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



## Service needs to be

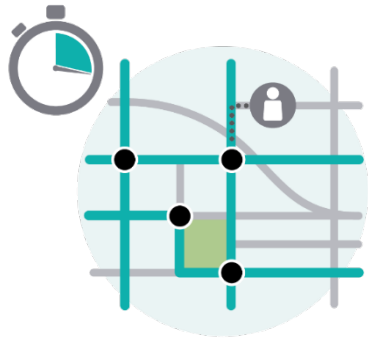
- Buses need to *go where people live* and where they want to go
- Buses should be *available when people want to travel*.



## Overall, buses should be

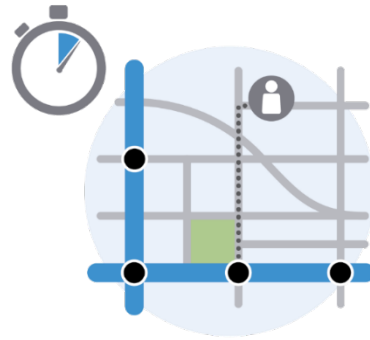
- Operate the most *frequent service on highest ridership corridors*.
- *Improve connections* to other SEPTA services.

# 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.**

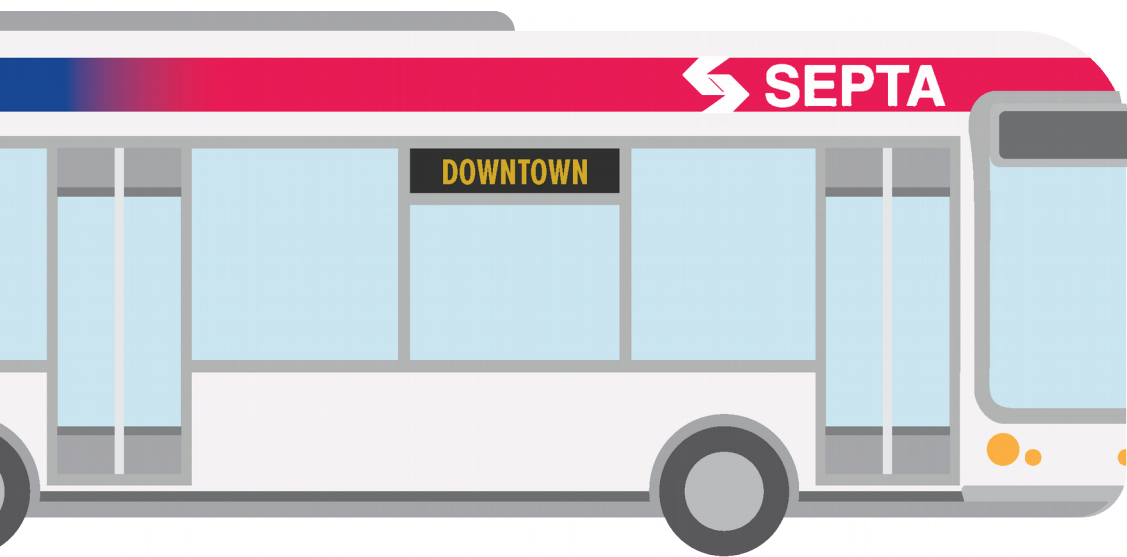
***Frequent routes have buses that come every 15 minutes or better 6am and 9pm, seven days a week.***

**+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.**





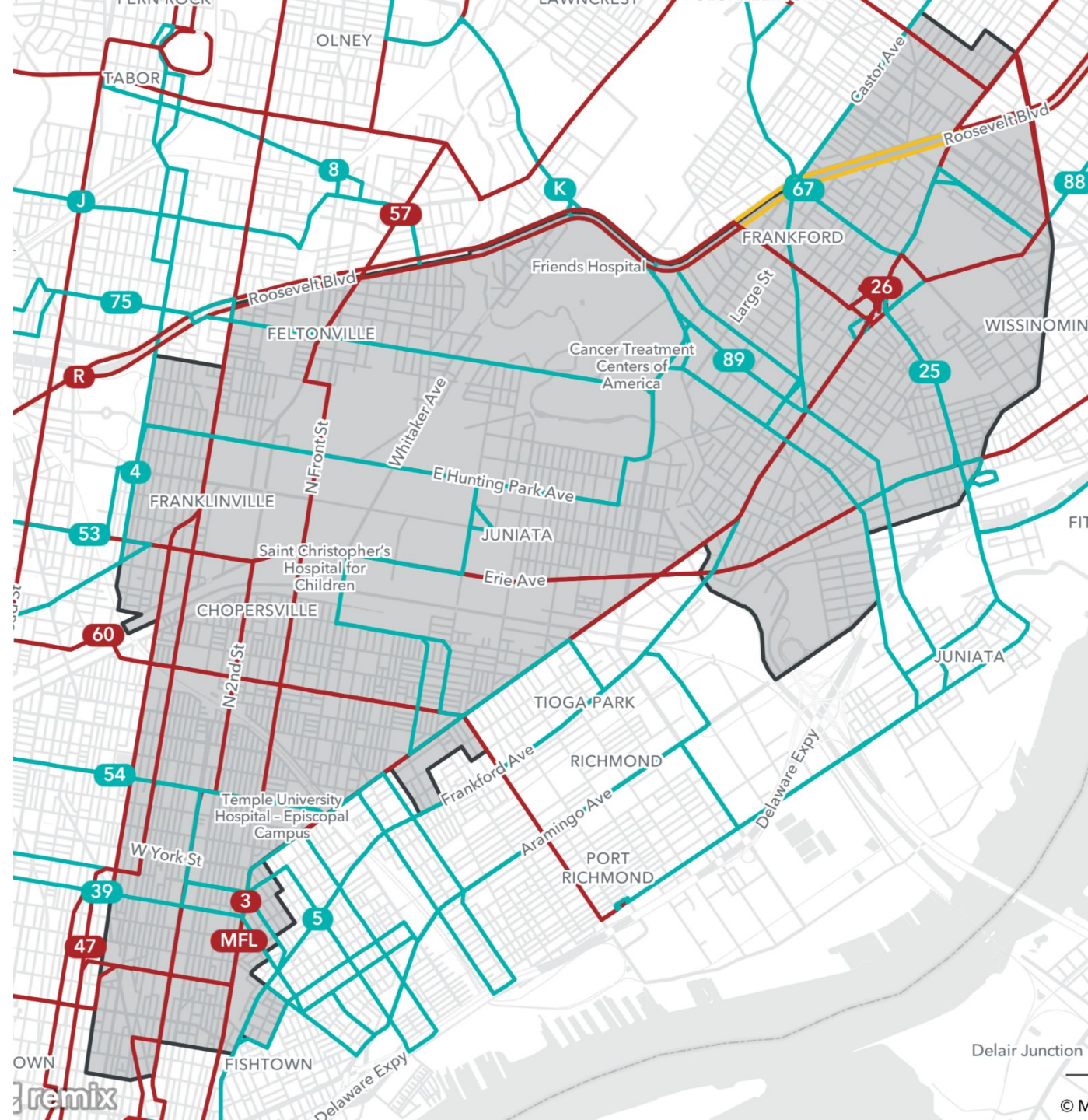
# Existing Network

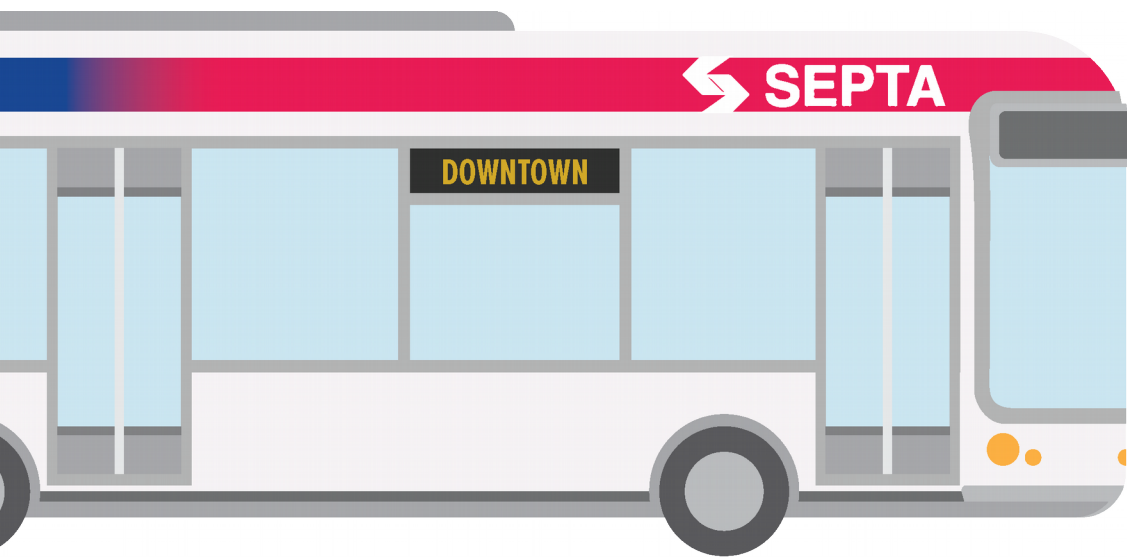
## Strengths

- 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







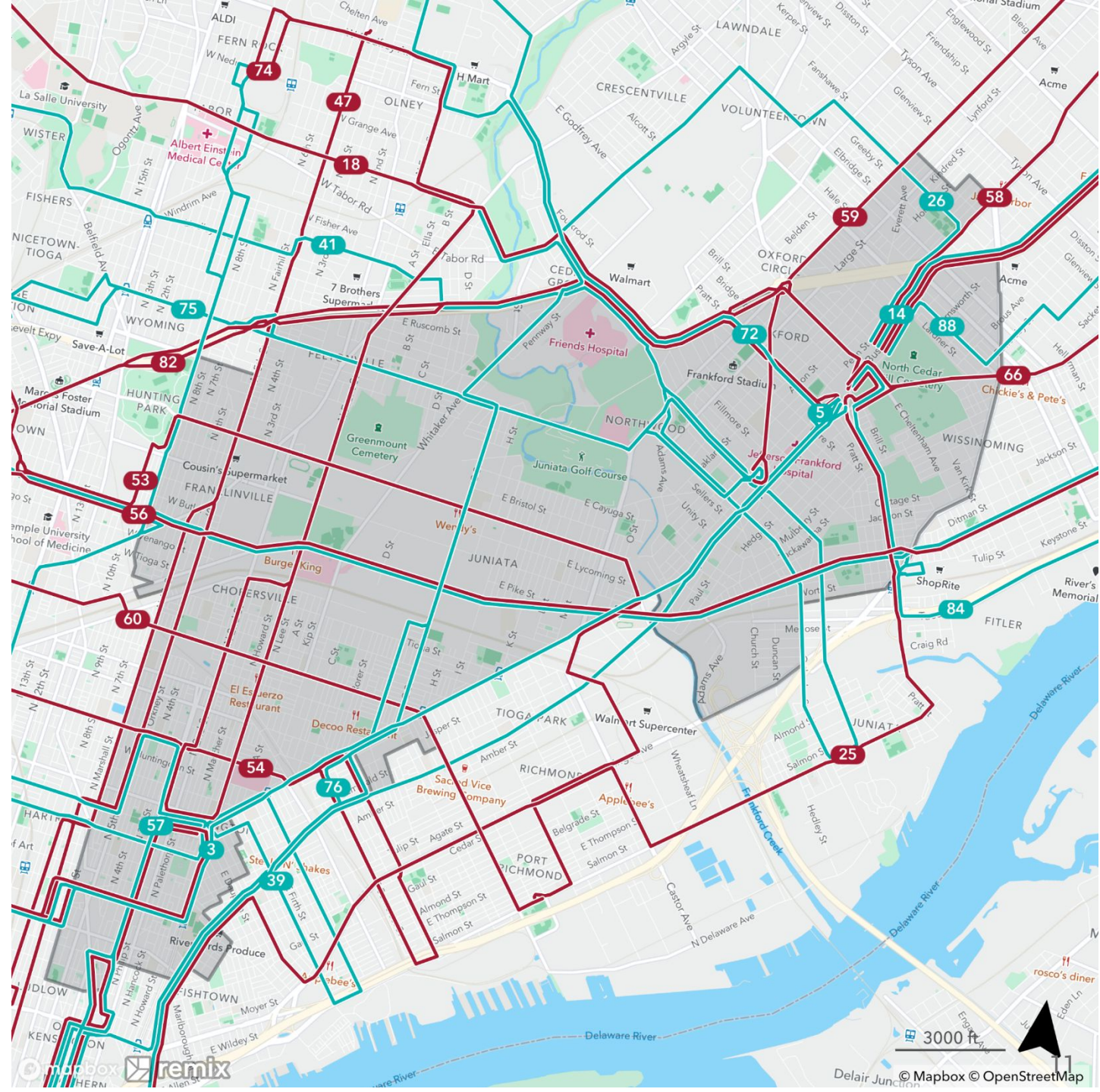
# et Proposal

## et Routes

**57, 3, 47, 56, 66,  
Direct, 25, 58)**

**Connections to the Broad Street Line  
(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, Direct Bus B)





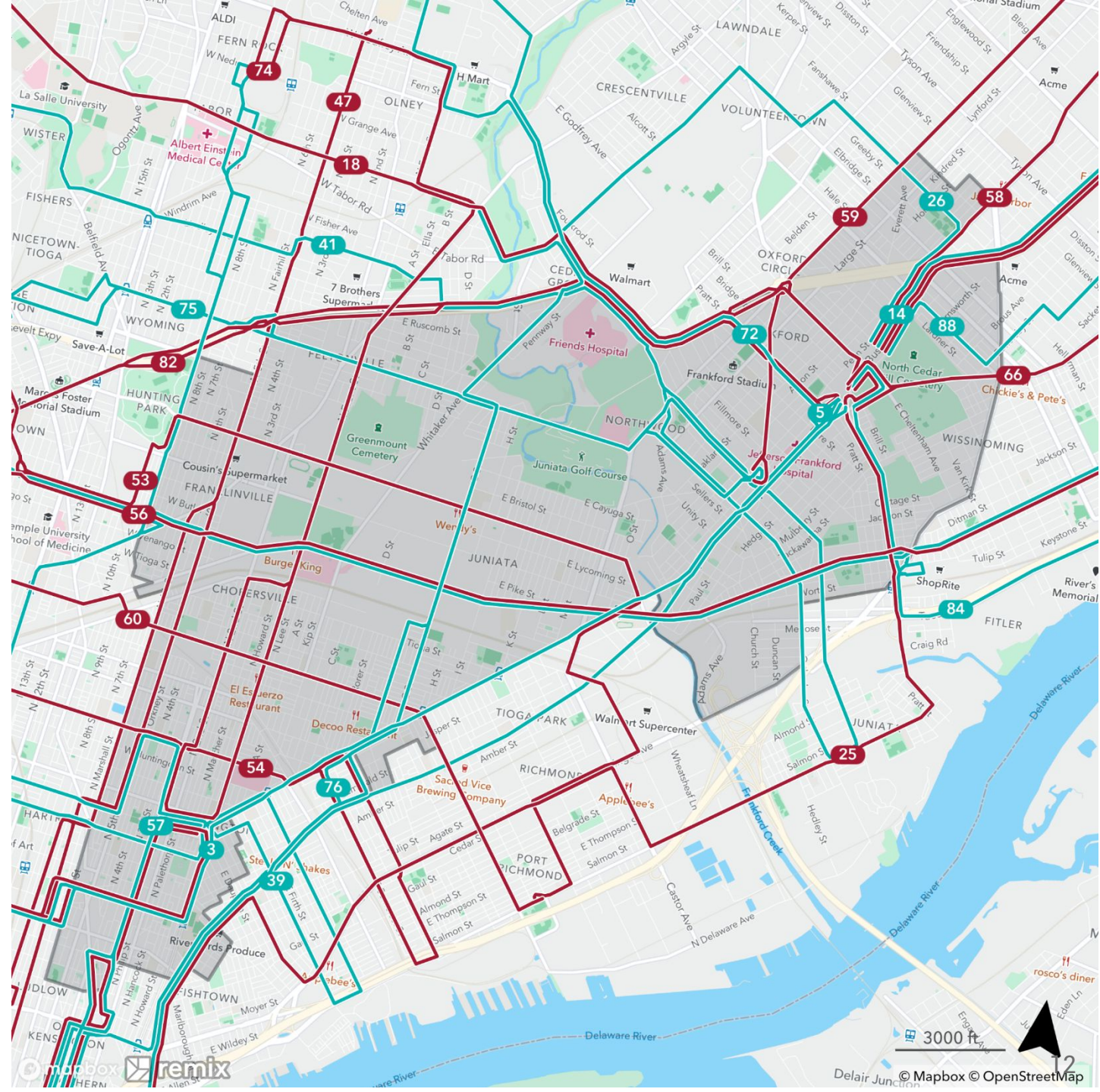
# We heard you.

## CHANGES MADE OVER LAST TWO YEARS BASED ON PUBLIC INPUT

realigned to operate via  
to provide access to  
res and other important  
ations

realigned to serve the  
Shoppes at Wissinoming on Bridge  
Street

- **Route 5** will operate to current terminus in Old City

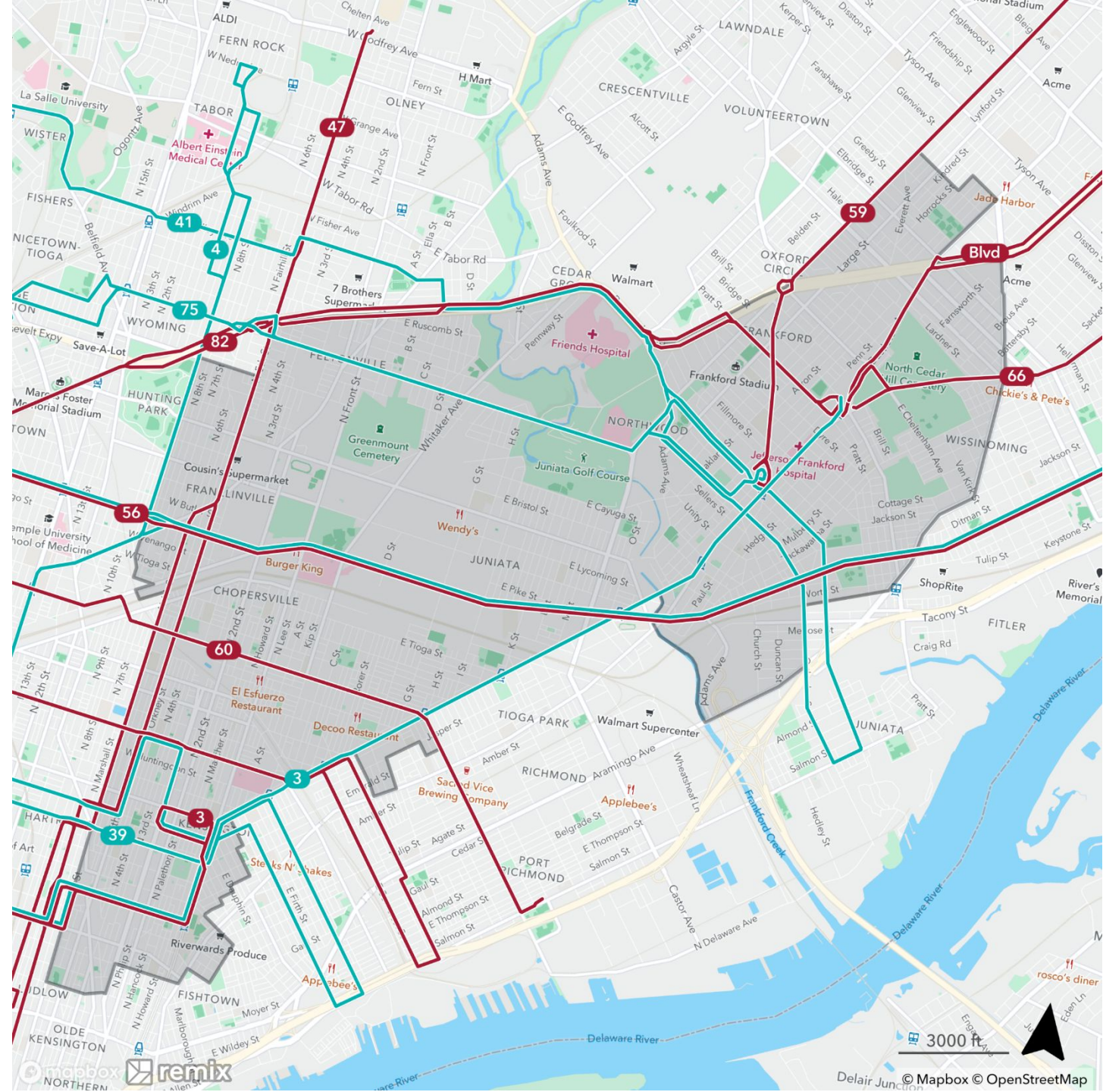




# District Proposal

## 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

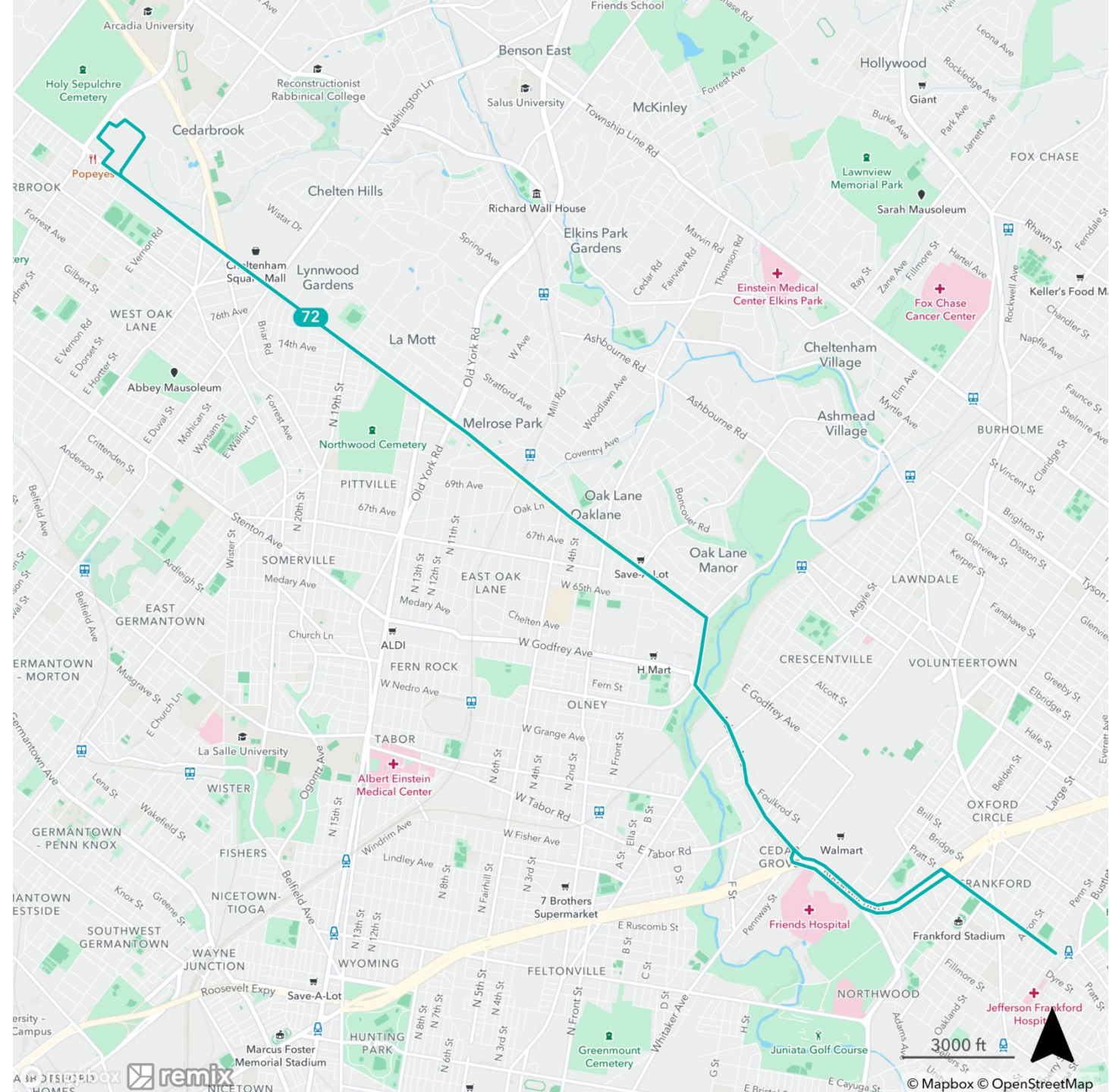




# New Route

## 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

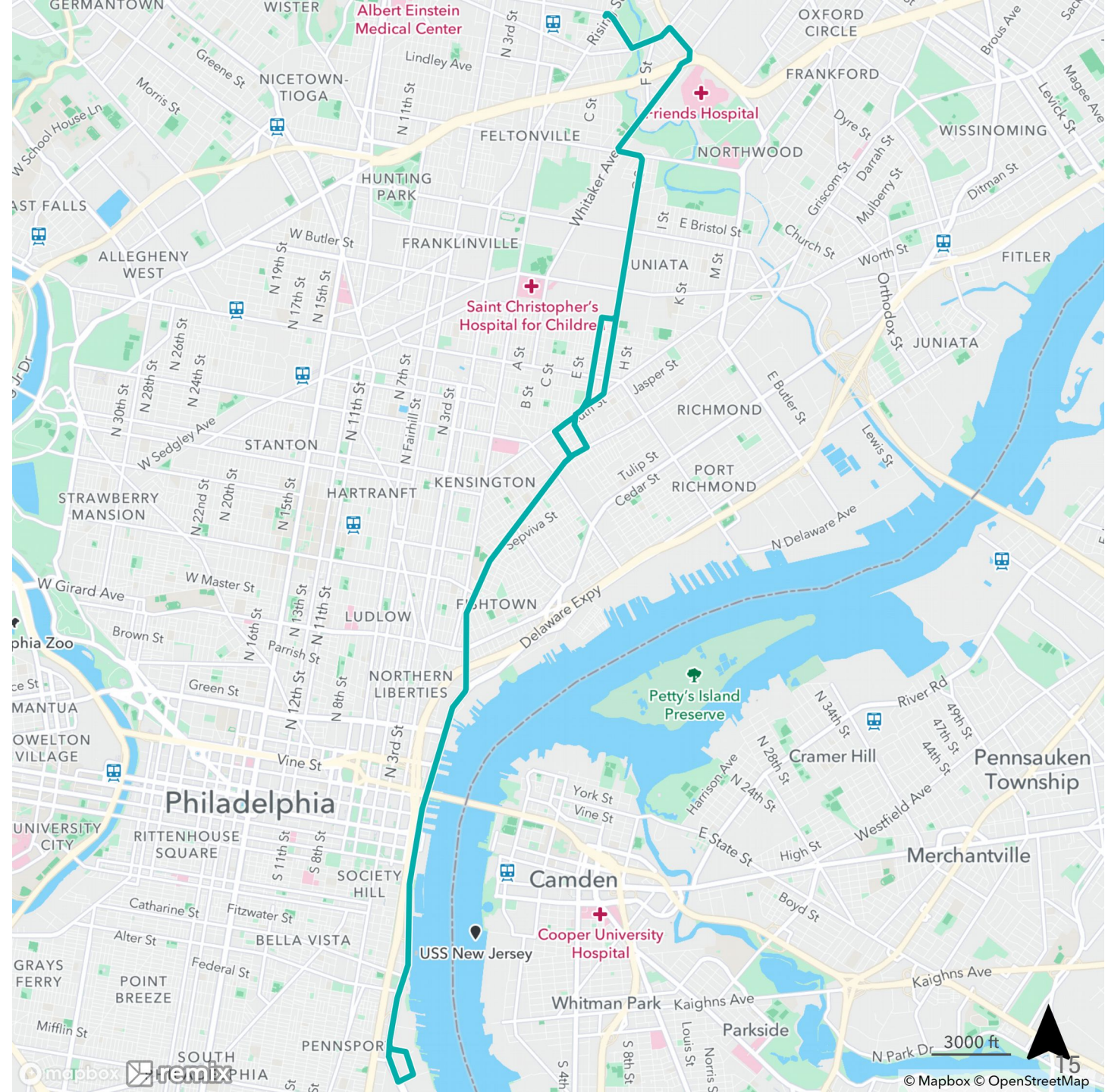




# Route 76

## 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)



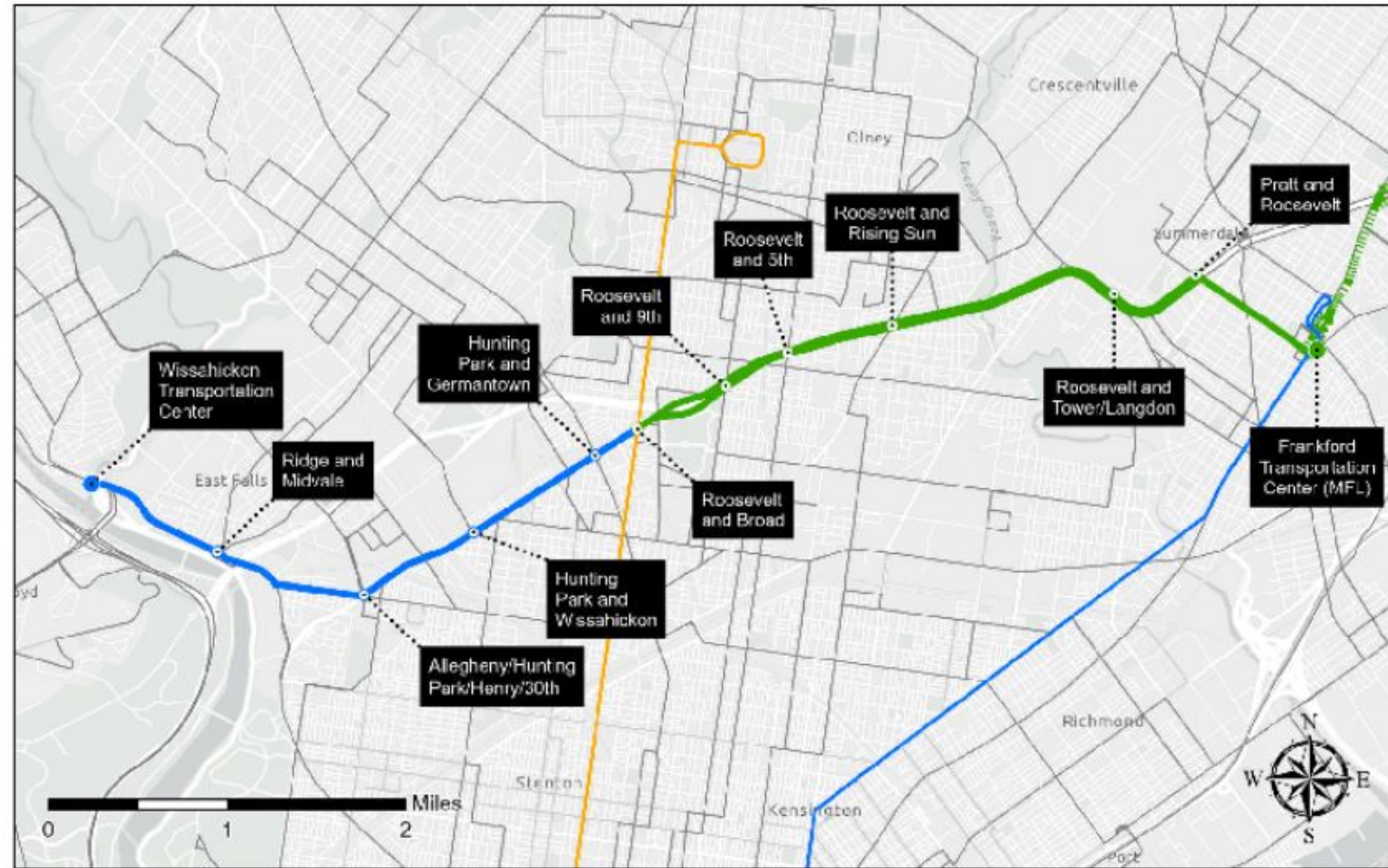


# Direct Bus B

## 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

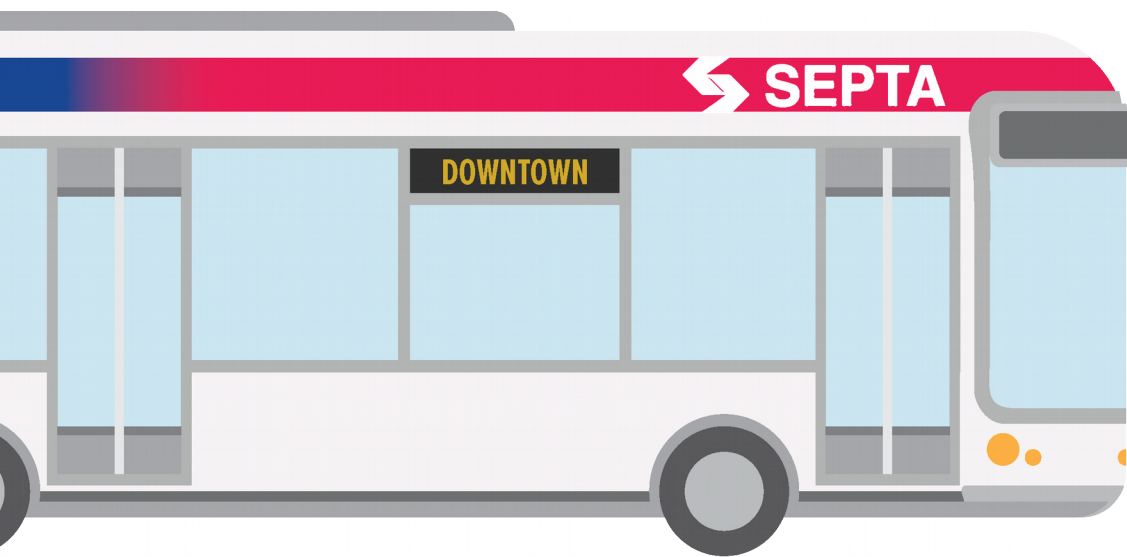
Existing Boulevard Direct Line

Connecting Bus Lines

Broad Street Line

Market-Frankford Line





# 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

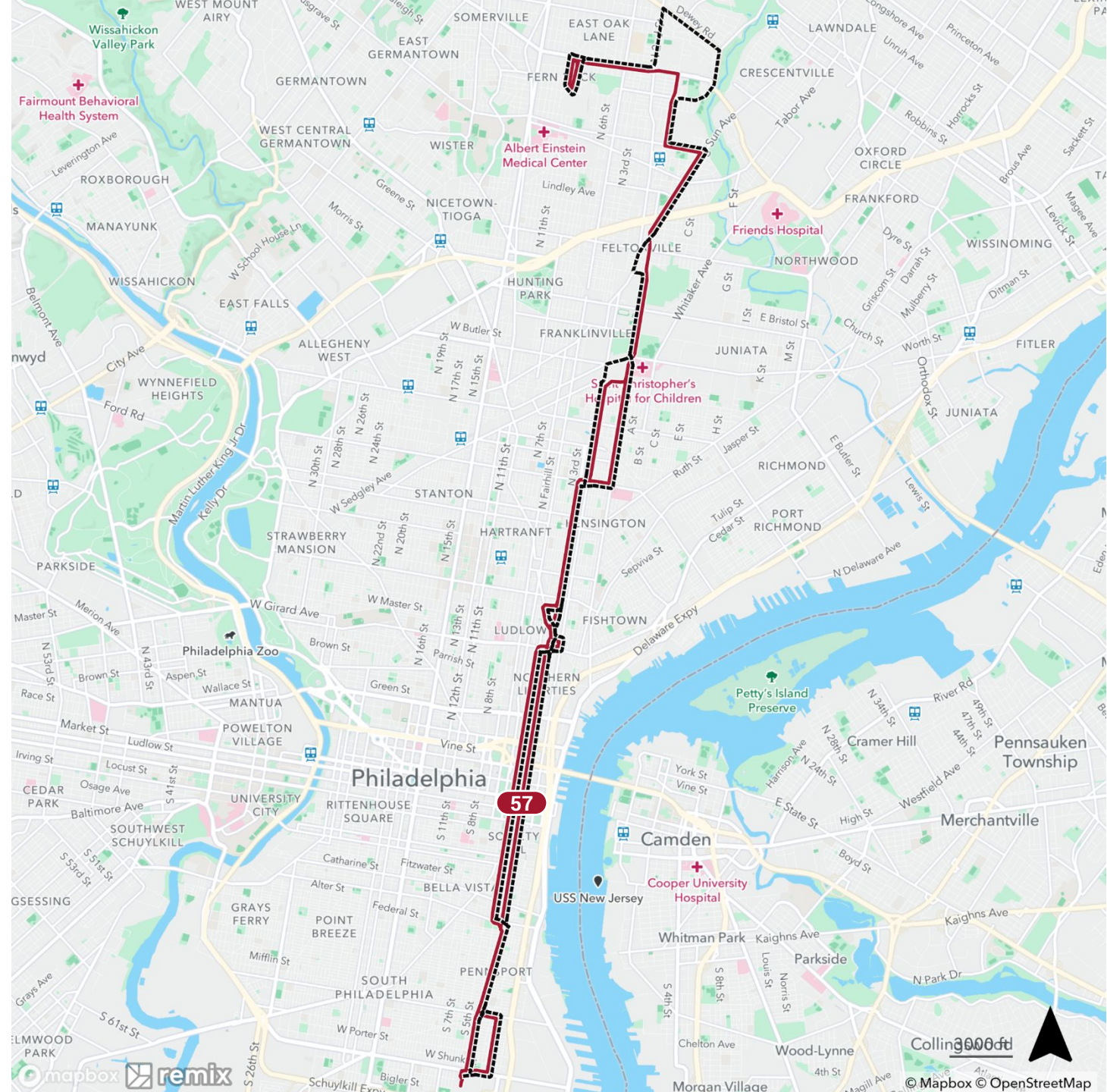




## ALTERNATE PROPOSAL

## 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



**Bus  
Revolution**



[busnetwork@septa.org](mailto:busnetwork@septa.org)

# 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

