 **Bus
Revolution**



Spring 2024 Update 8th Council District Deliverance Evangelistic Church

March 27th, 2024

Agenda

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



Philadelphia circa 1950s

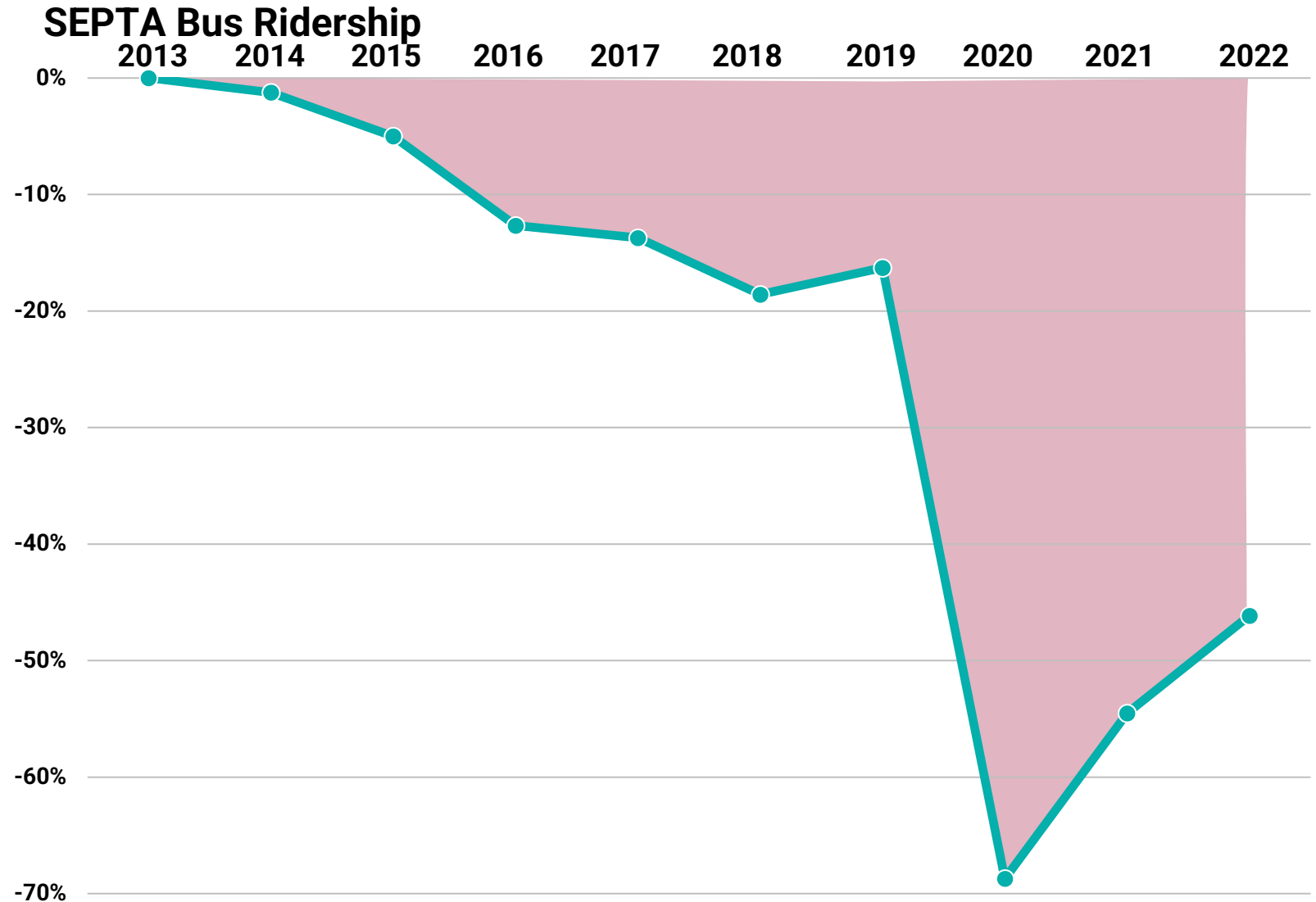
Why Now?

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 Ridership Snapshot

<p>Many local routes have lost more than 40% of their ridership over the last decade</p>	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 **more reliable**.

- Travel should be *predictable with fewer delays and detours*.



Routes need to be **easier to understand**.

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



Service needs to be **matched with when and where people want to go**.

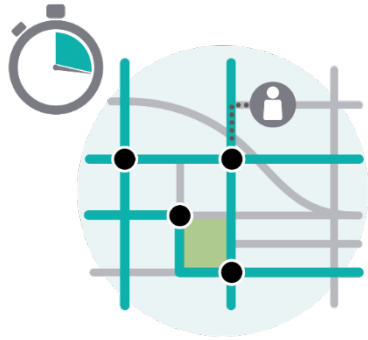
- Buses need to *go where people live* and serve new destinations
- Buses should be *available when people want to travel, not just 9-to-5 commuters*.



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**

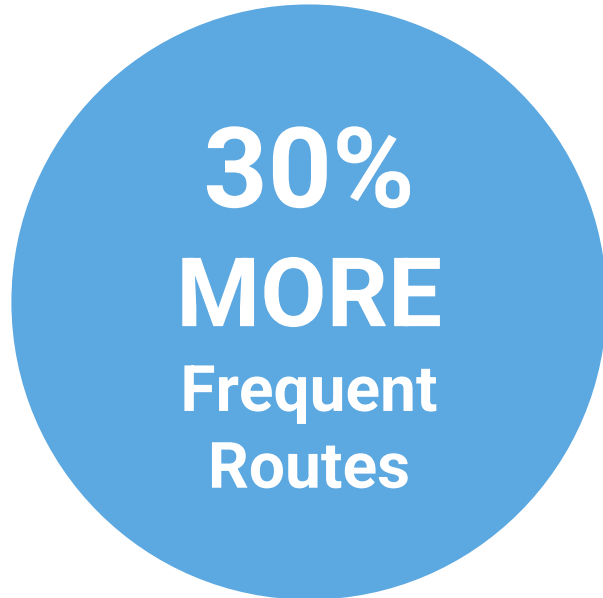


**Better
connections
to other
SEPTA
services**



**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.



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.



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



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



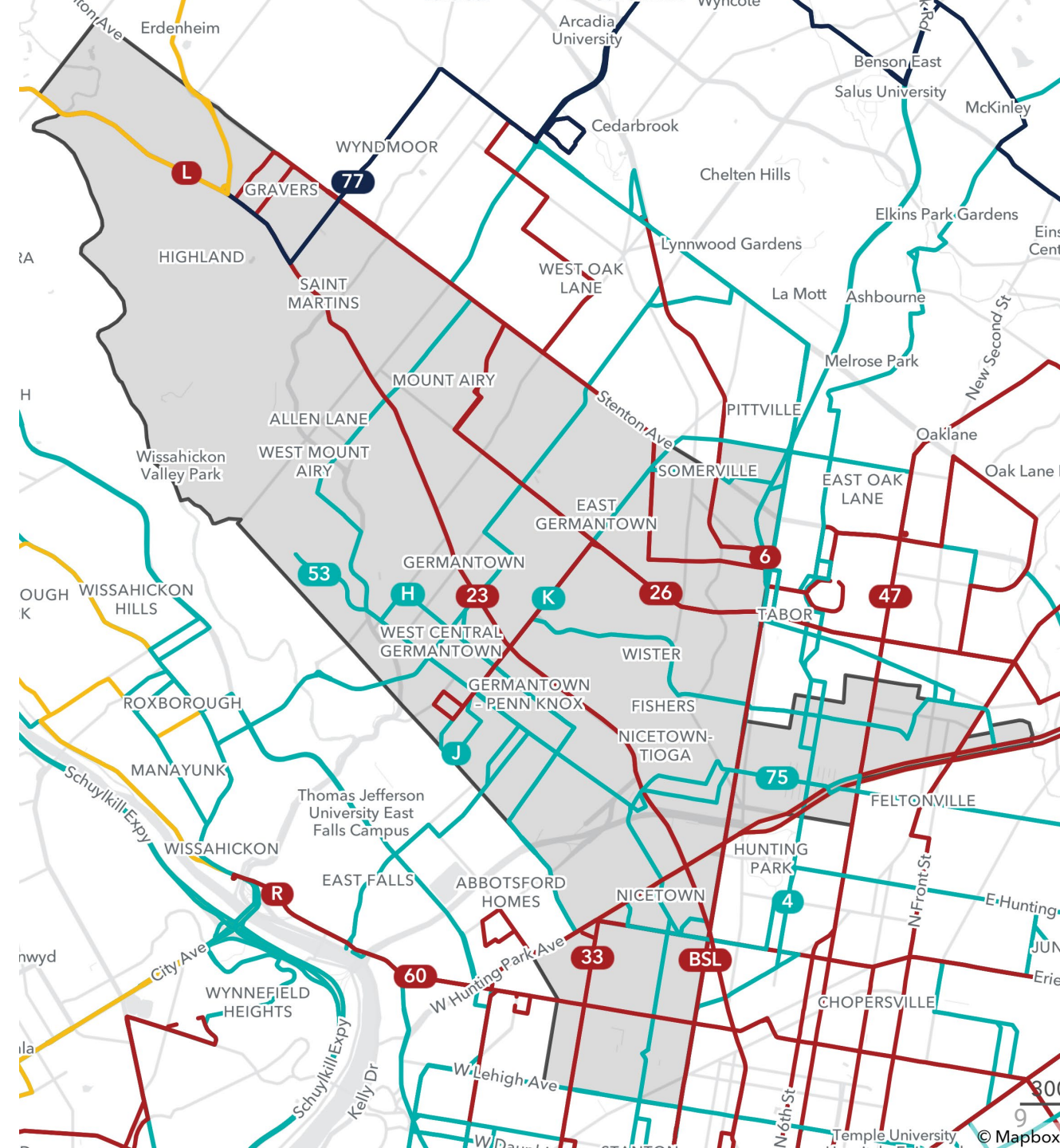
Existing Network

Strengths

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

Opportunities for Improvement

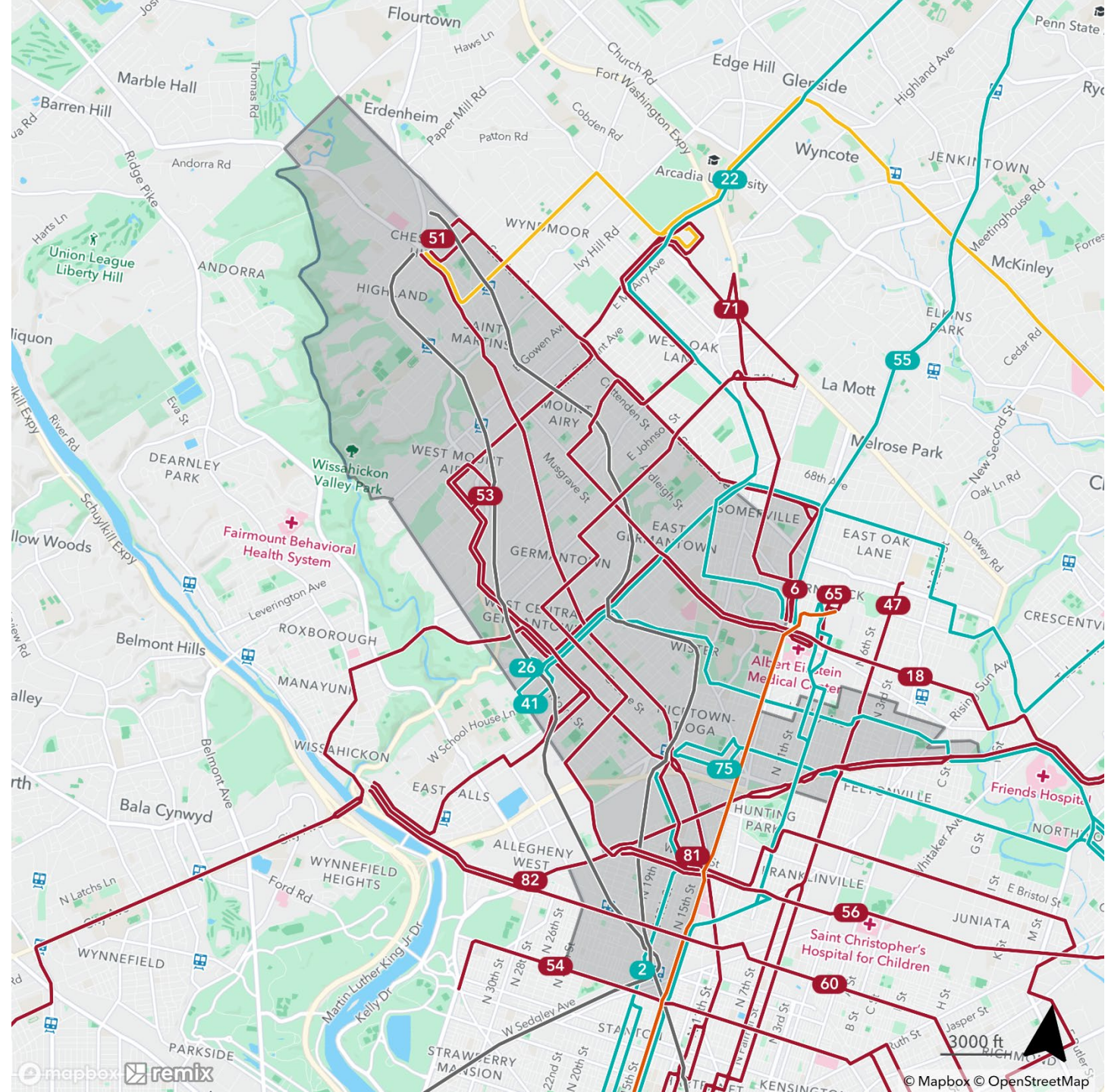
- Streamline service design to improve clarity and service reliability
- Create new connections to facilitate a wider variety of trips
- Increase the number of frequent routes serving unique trip types



We heard you.

CHANGES MADE OVER LAST TWO YEARS BASED ON PUBLIC INPUT

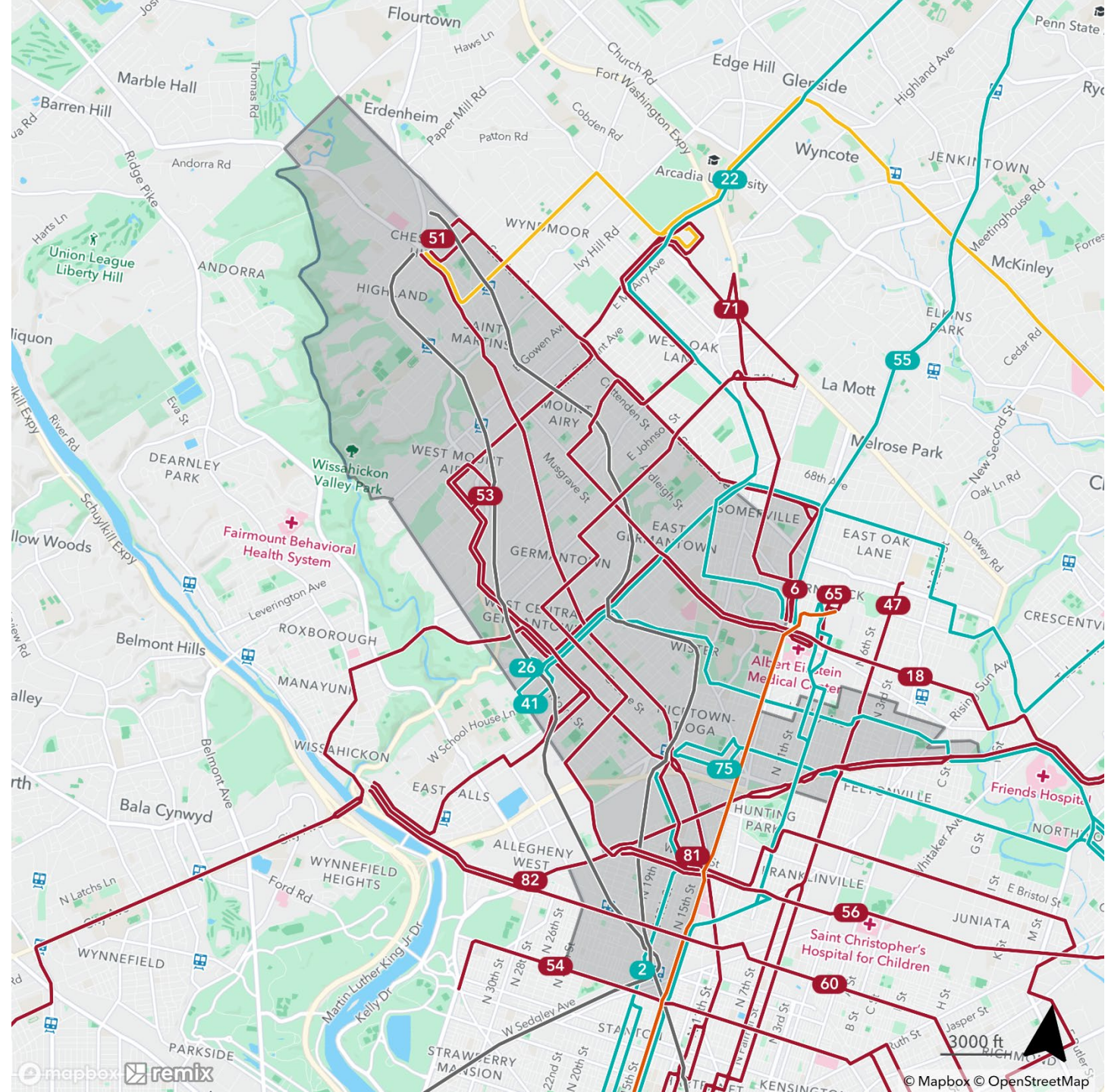
- Retain Routes 4 and 16 on Broad Street to provide an alternative to the BSL
- Route 33 retains direct connection to Center City along Market Street
- Route 18 retained alignment along Vernon Road to provide Regional Rail Connection
- Route 26 extended to provide continuous service along Cheltenham Avenue



District Proposal

BENEFITS

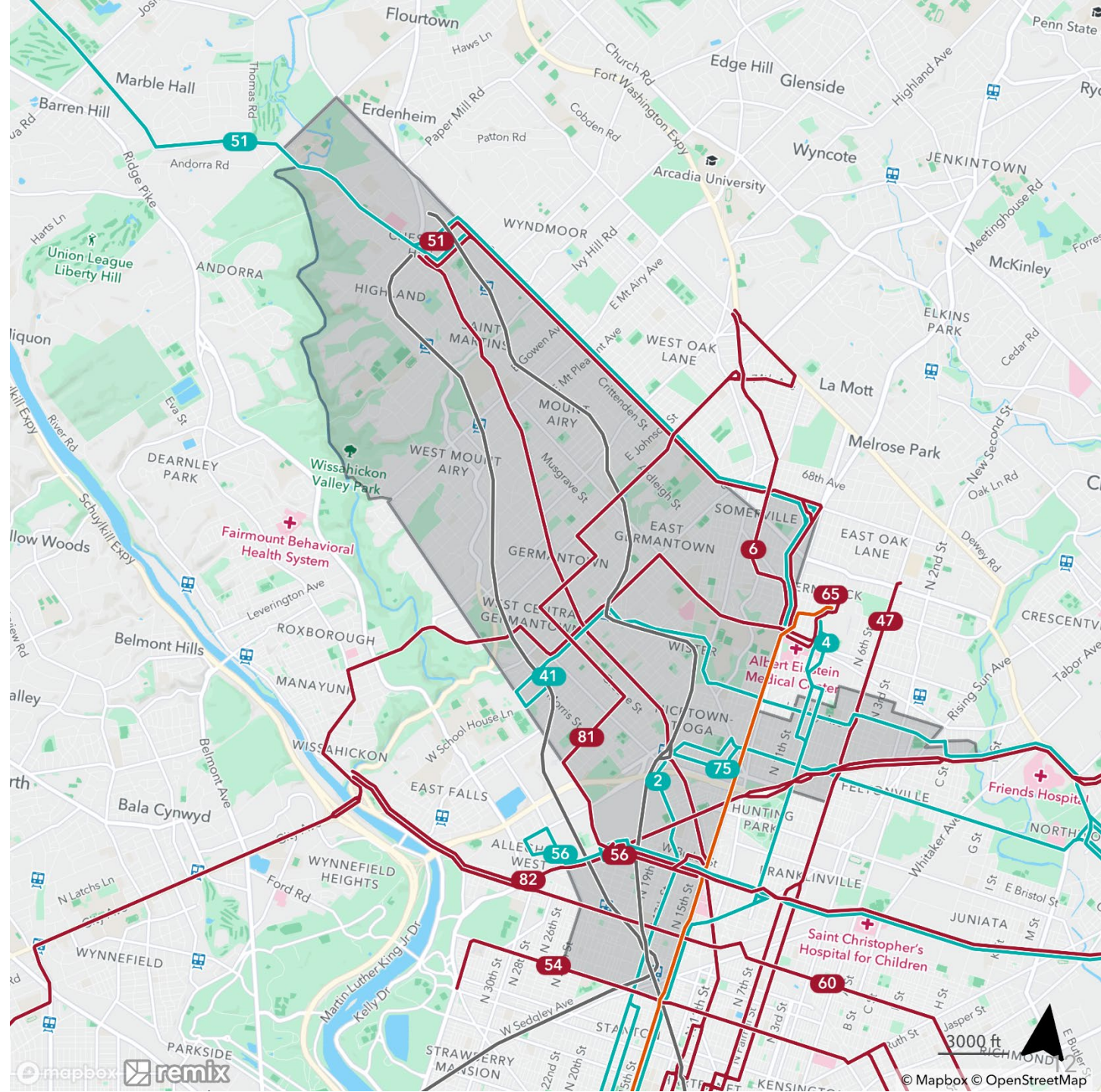
- 14 Frequent Routes
(6, 18, 23, 33, 51, 53, 54, 56, 60, 65, 71, 74, 81, 82)
 - Compared to **10** frequent routes today
- Retains Strong connectivity to the **BSL**
- Strong crosstown connections via many frequent routes
- Retain local service along many key corridors



District Proposal

ROUTES THAT STAY THE SAME, OR SLIGHT CHANGES

- Routes that stay the same:
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



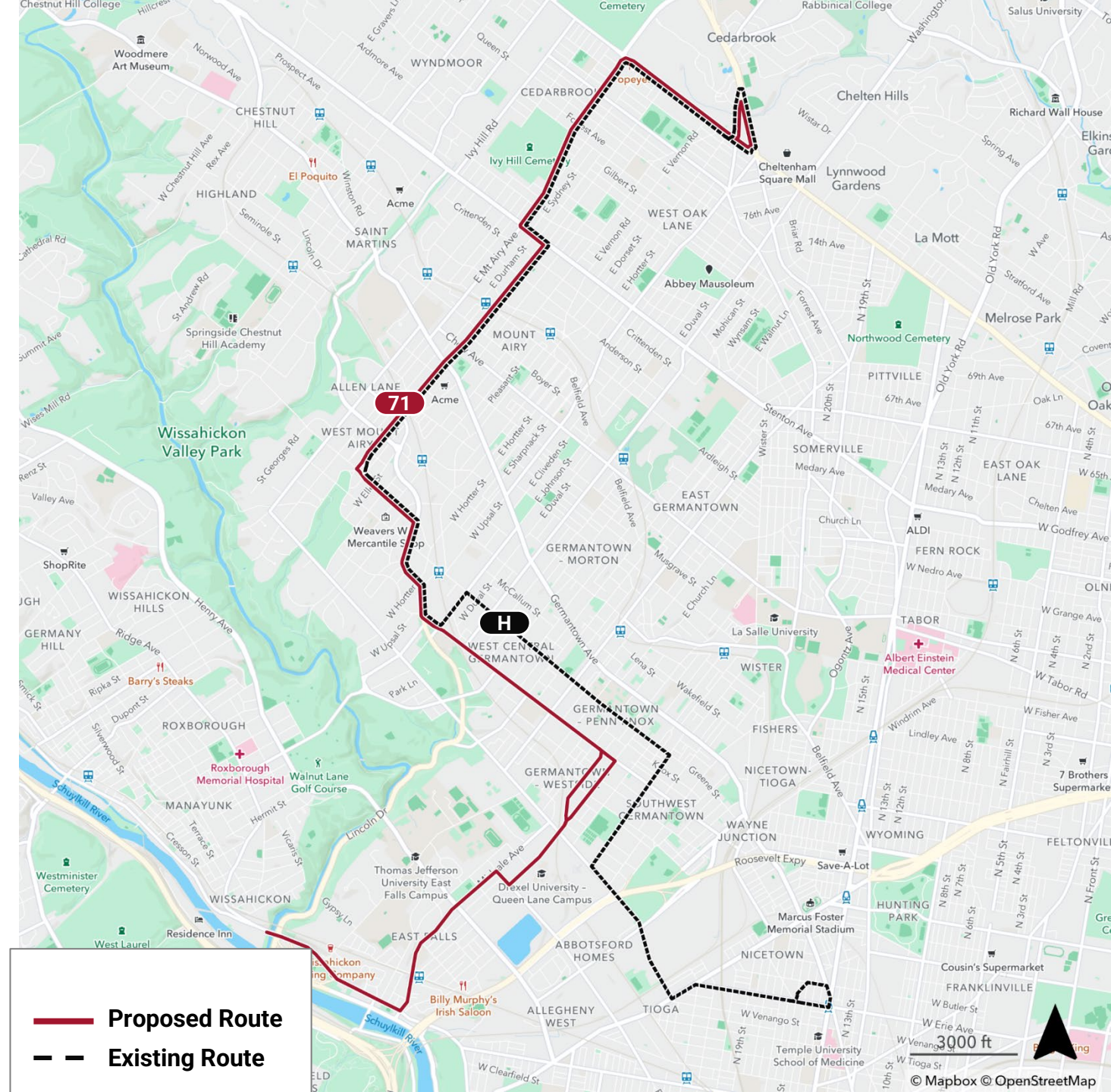
Proposed Updates (Spring 2024)



Route 71

PROPOSAL – FALL 2023

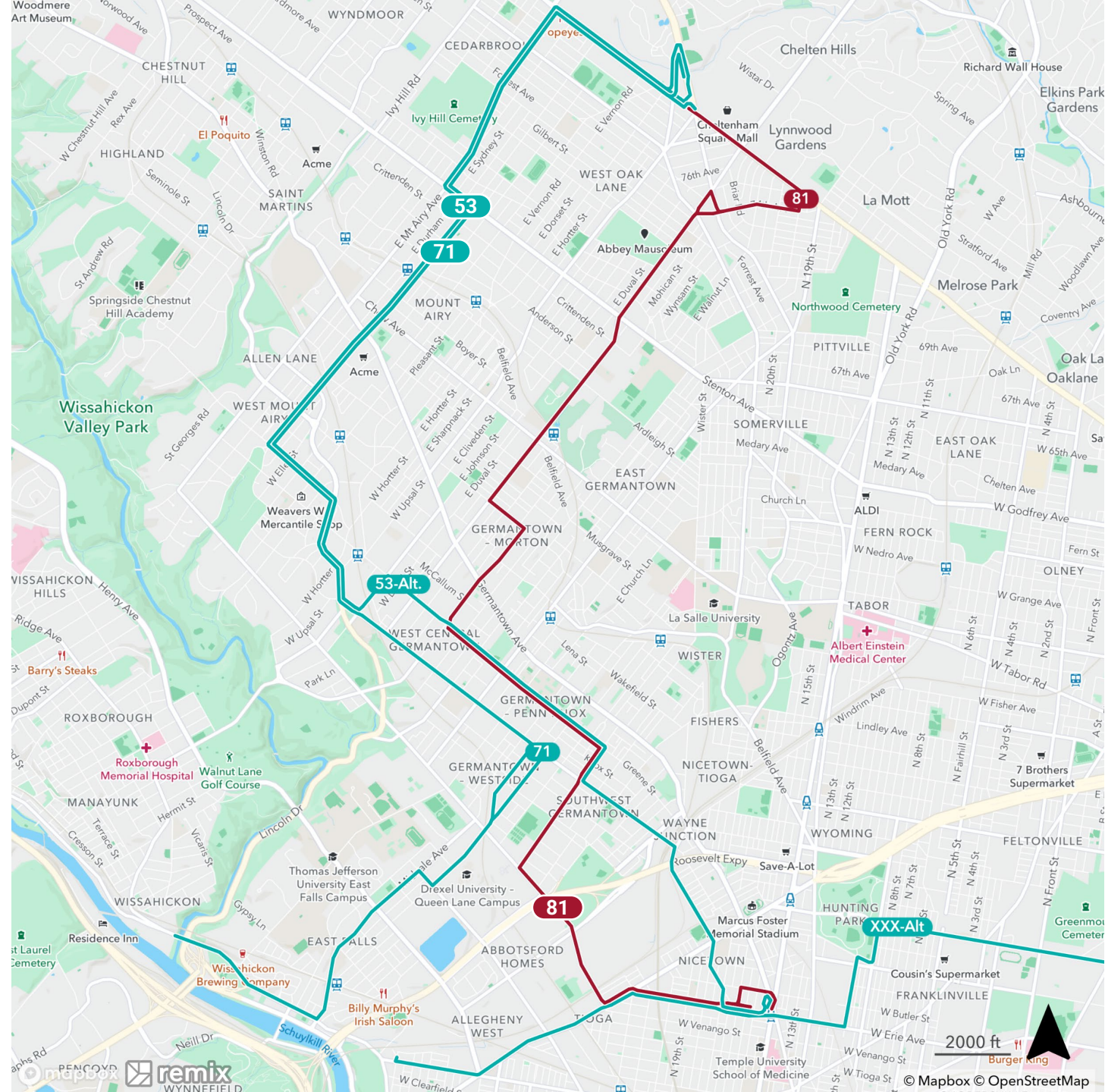
- Route H becomes Route 71 and is re-aligned
- Operate via Cheltenham, Easton, Mt. Pleasant, and McCallum
- Realign service to operate via Wayne, Queen/Penn, and Midvale
- Route will end at Wissahickon Transit Center
- **Benefits**
 - Provide a new frequent connection to WTC and new crosstown opportunities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



UPDATED PROPOSAL

Route 53

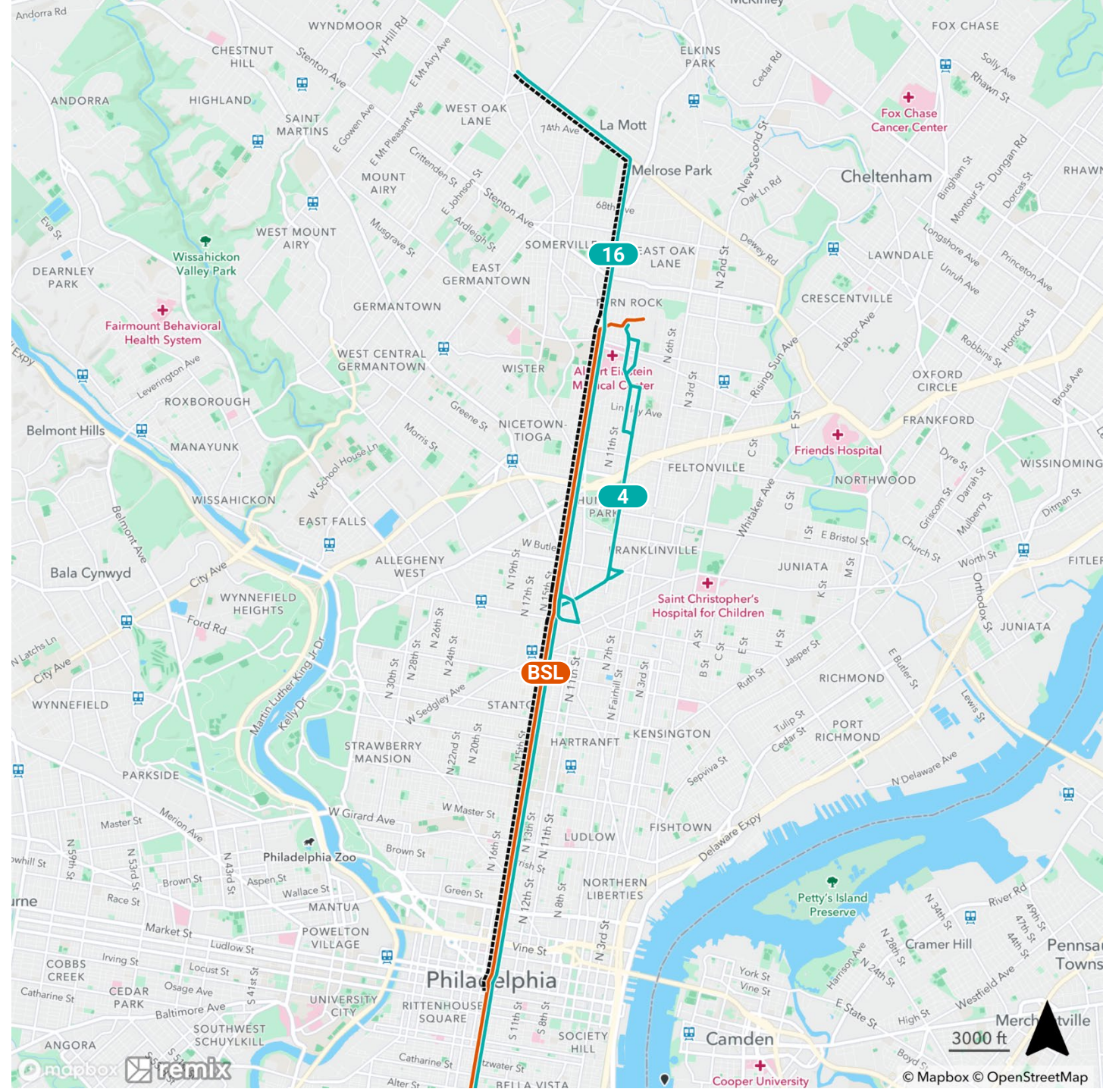
- **Split Route 53 into two different routes**
 - **One route** operating between Cedarbrook Plaza and Broad & Erie
 - **One route** operating between Westmoreland Loop and Allegheny Loop
- **Benefits**
 - Additional connections to the BSL, currently provided by Route H
 - More local neighborhood connectivity 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 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.




UPDATED 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



Q&A / Discussion

 **Bus
Revolution**



Thank you!

**More info:
www.SEPTAbusrevolution.com**

Email: busnetwork@septa.org

Phone: 267-291-6045



Next Steps

Next Steps

Spring 2024

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

Fall 2024/Winter 2025

- Implementation Coordination & Communication begins

Summer/Fall 2025

- Implementation of first route changes

