 **Bus
Revolution**



Spring 2024 Update 9th Council District

April 4th, 2024

Agenda

1. Project Context
2. New Updates to the Proposed Network
3. Bus Network Overview
4. Q&A/Discussion



Philadelphia circa 1950s

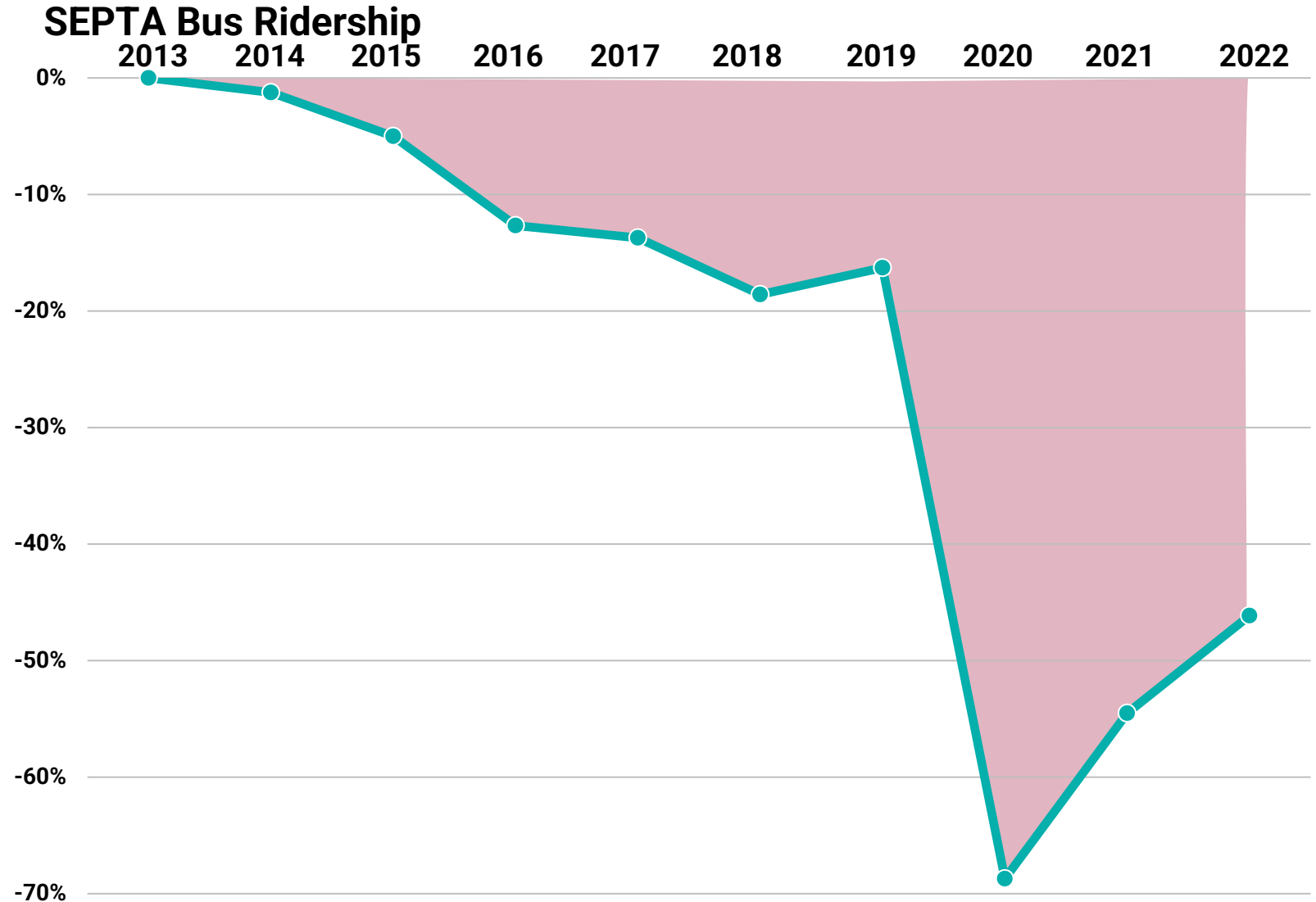
Why Now?

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 **40%** of their ridership in 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%
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 deviations.



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

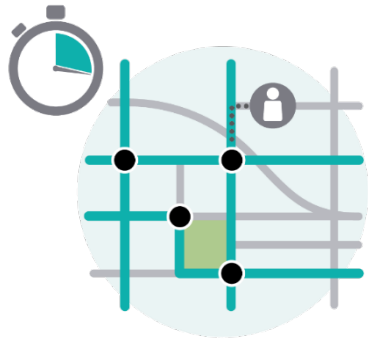
- Buses need to *go where people live* and where they want to go
- Buses should be *available when people want to travel*.



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

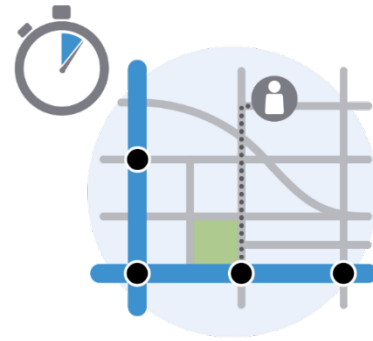
- Operate the most *frequent service on highest ridership corridors*.
- *Improve connections* to other SEPTA services.

SEPTA's Draft Bus Network: Strategic Approach



**More
frequent,
convenient
bus service**

*Weekdays: 6am to 9pm
Saturday: 8am to 9pm
Sunday: 9am to 7pm*



**More
direct bus
routes with
consistent
schedules**

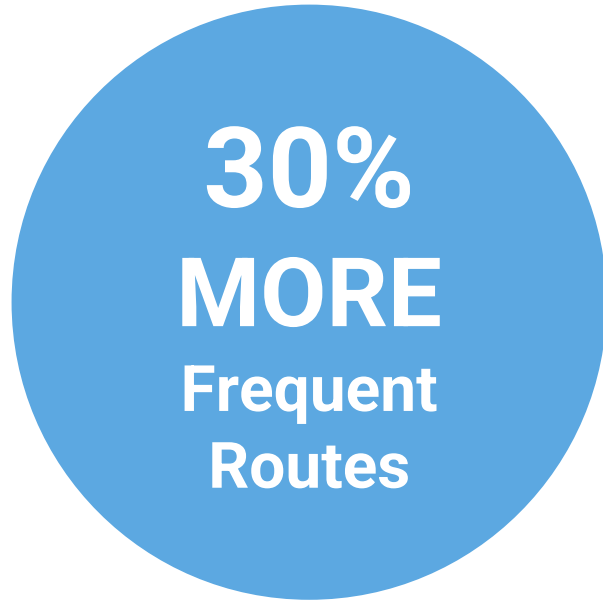


**Better
connections
to other
SEPTA
services**



**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**.



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**.

Frequent routes have buses that come every 15 minutes or better for most of the day, everyday

*(Weekdays: 6am to 9pm
Saturday: 8am to 9pm
Sunday: 9am to 7pm)*

New Updates (Spring 2024)



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



ALTERNATE PROPOSAL

Route 53

- Split Route 53 into two different routes

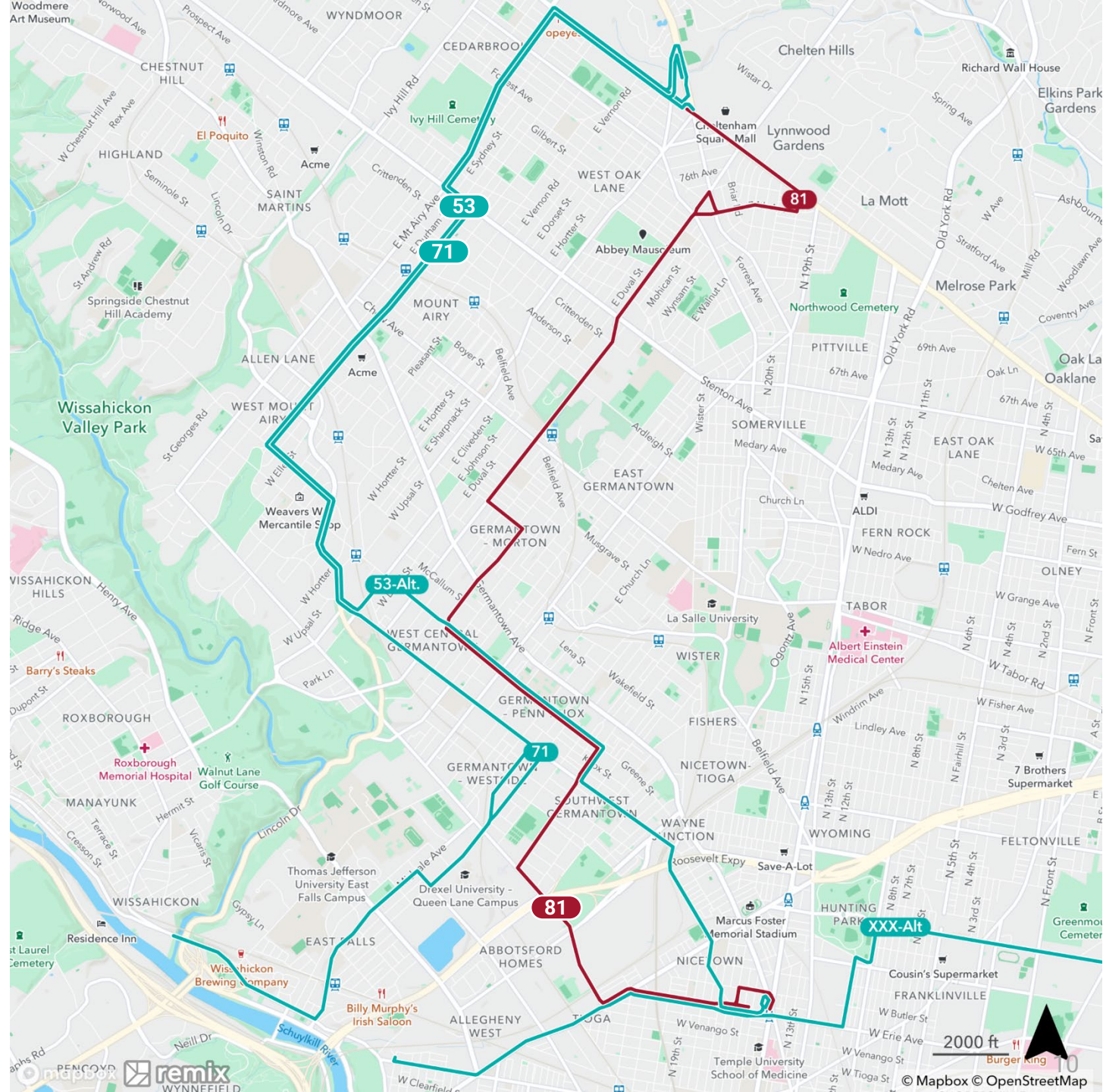
- One route operating between Cedarbrook Plaza and Broad & Erie
- One route operating between Westmoreland Loop and Allegheny Loop

- 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



Bus Network



Existing Network

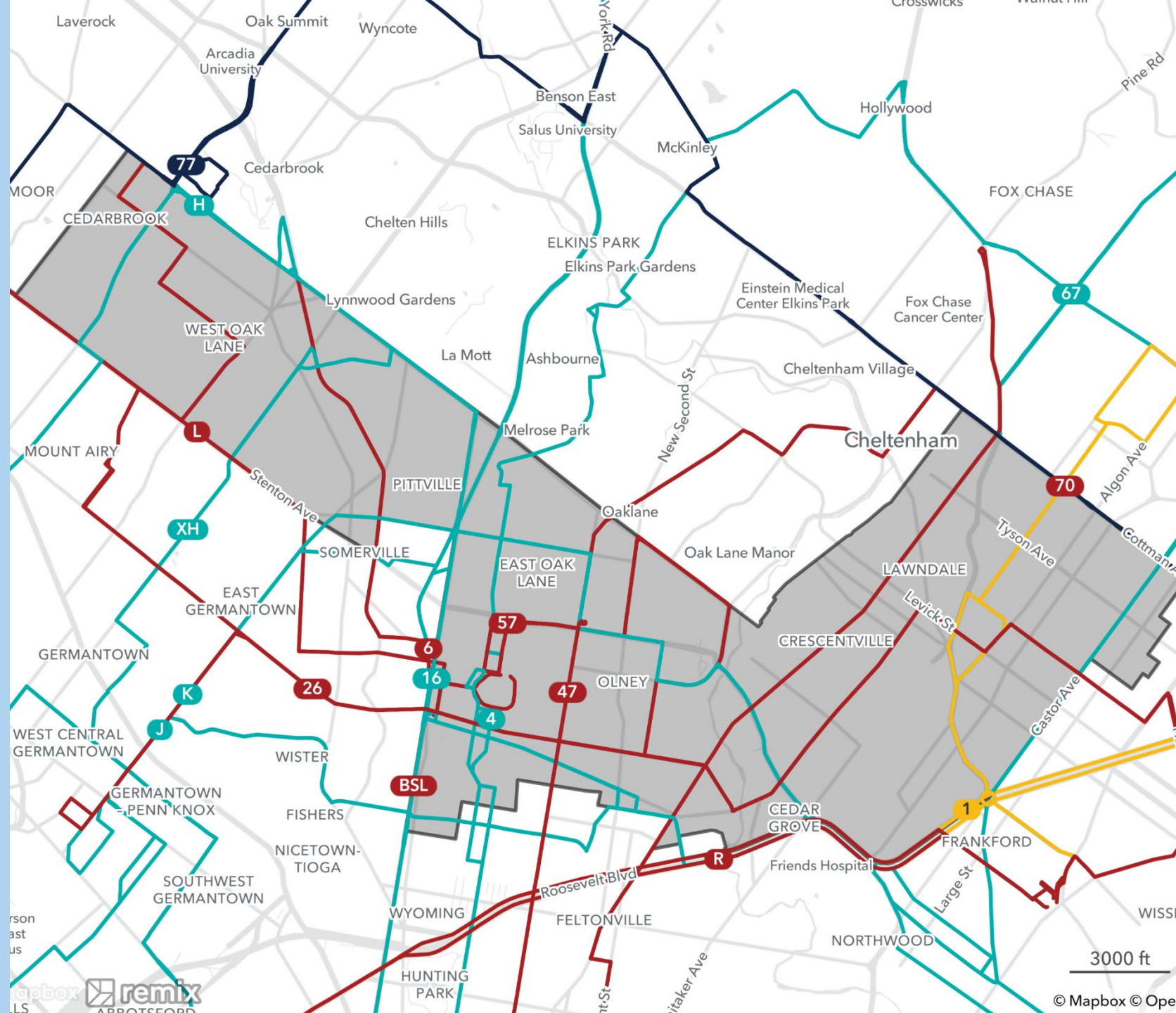
As of Spring 2024

Strengths

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

Opportunities

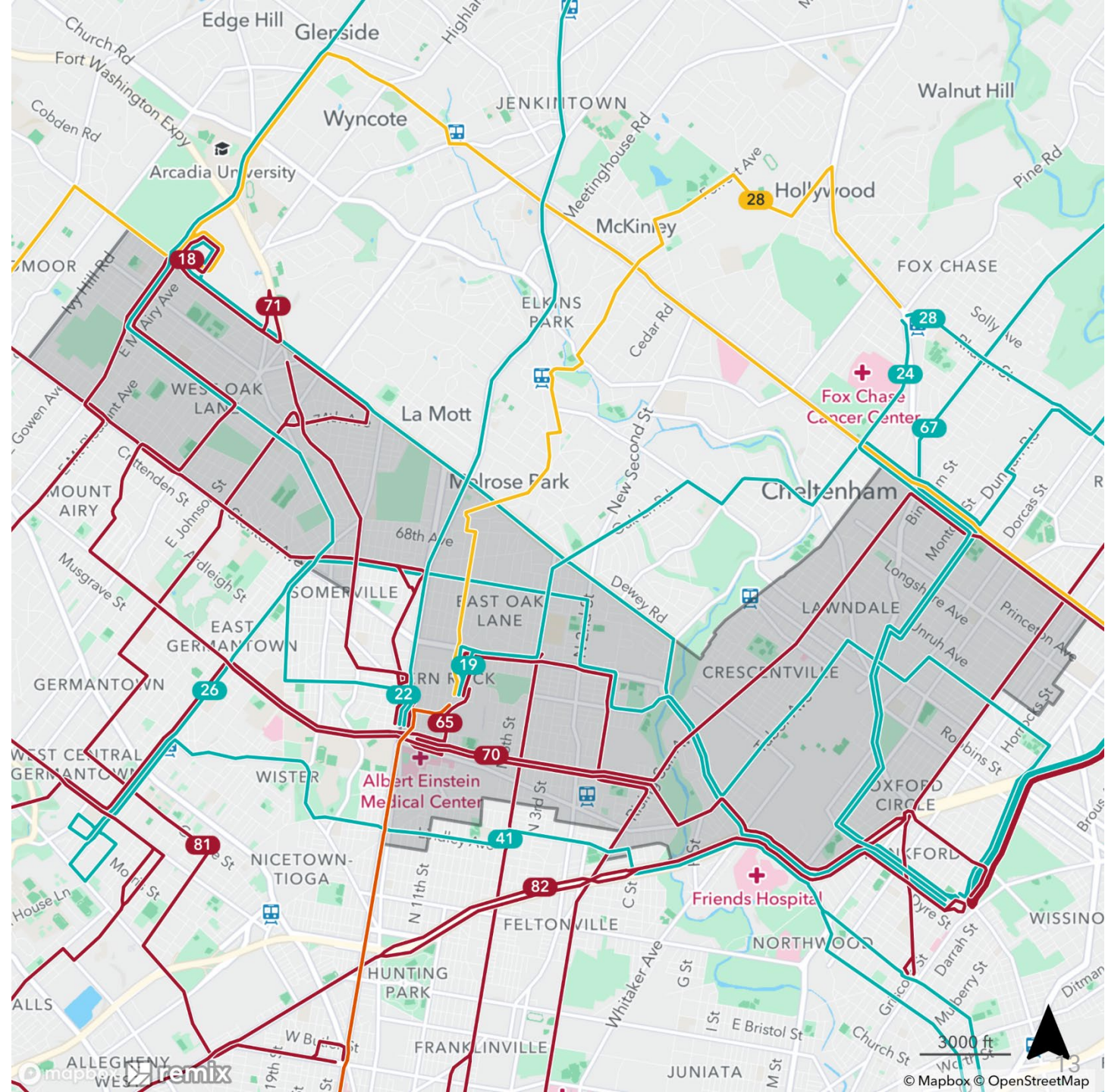
- Streamline service design to improve clarity and service reliability
- Reduce duplicative service to provide more frequent service



We heard you.

CHANGES MADE TO THE PROPOSED OVER THE LAST TWO YEARS BASED ON PUBLIC INPUT

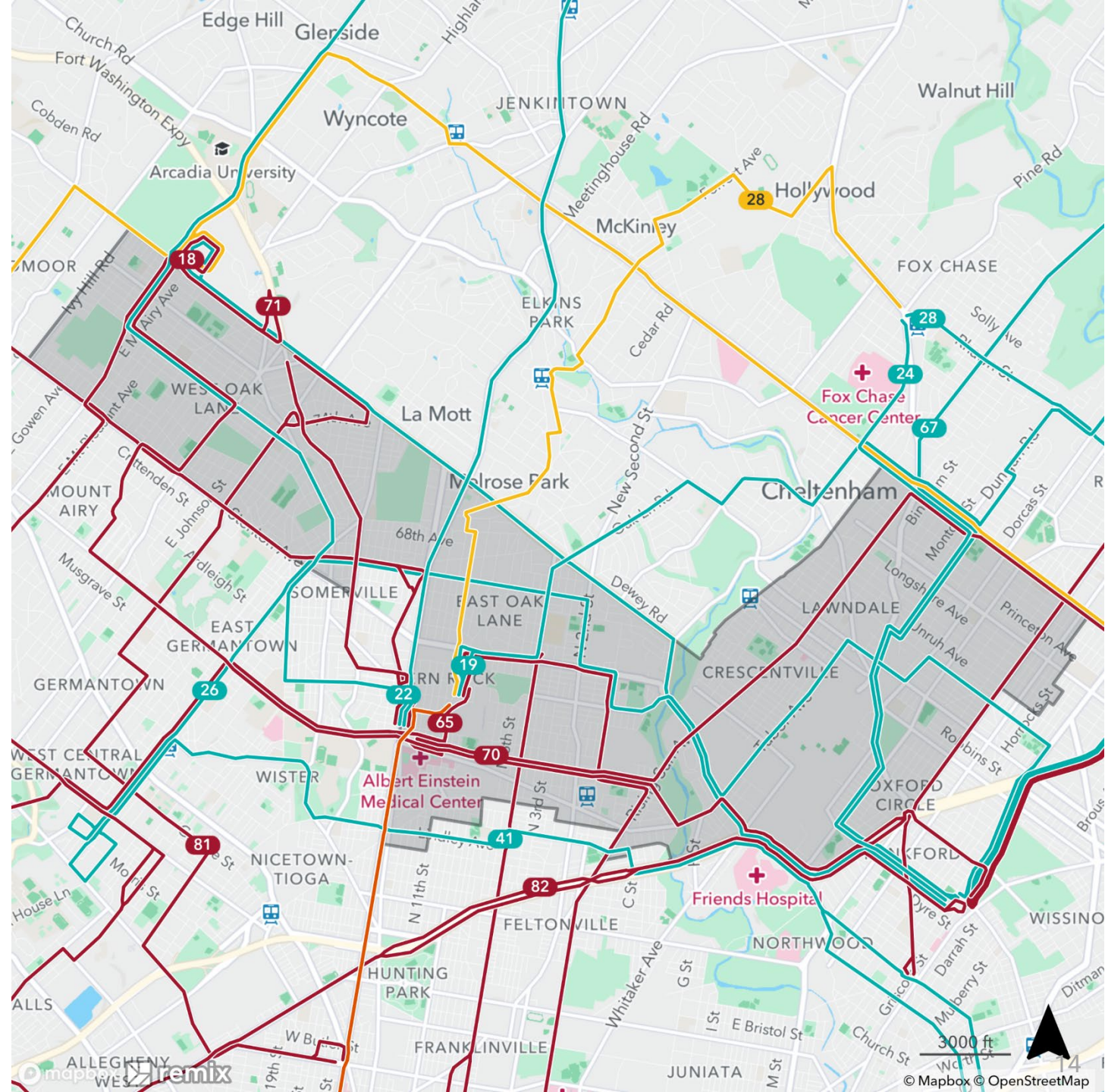
- Route 18 retains alignment through West Oak Lane to preserve connection to Regional Rail
- Routes 4 and 16 retained along Broad Street to provide alternative to the BSL
- Route 67 retains connection to FTC
- Route 28 retains service to Fern Rock via Cheltenham Township



District Proposal

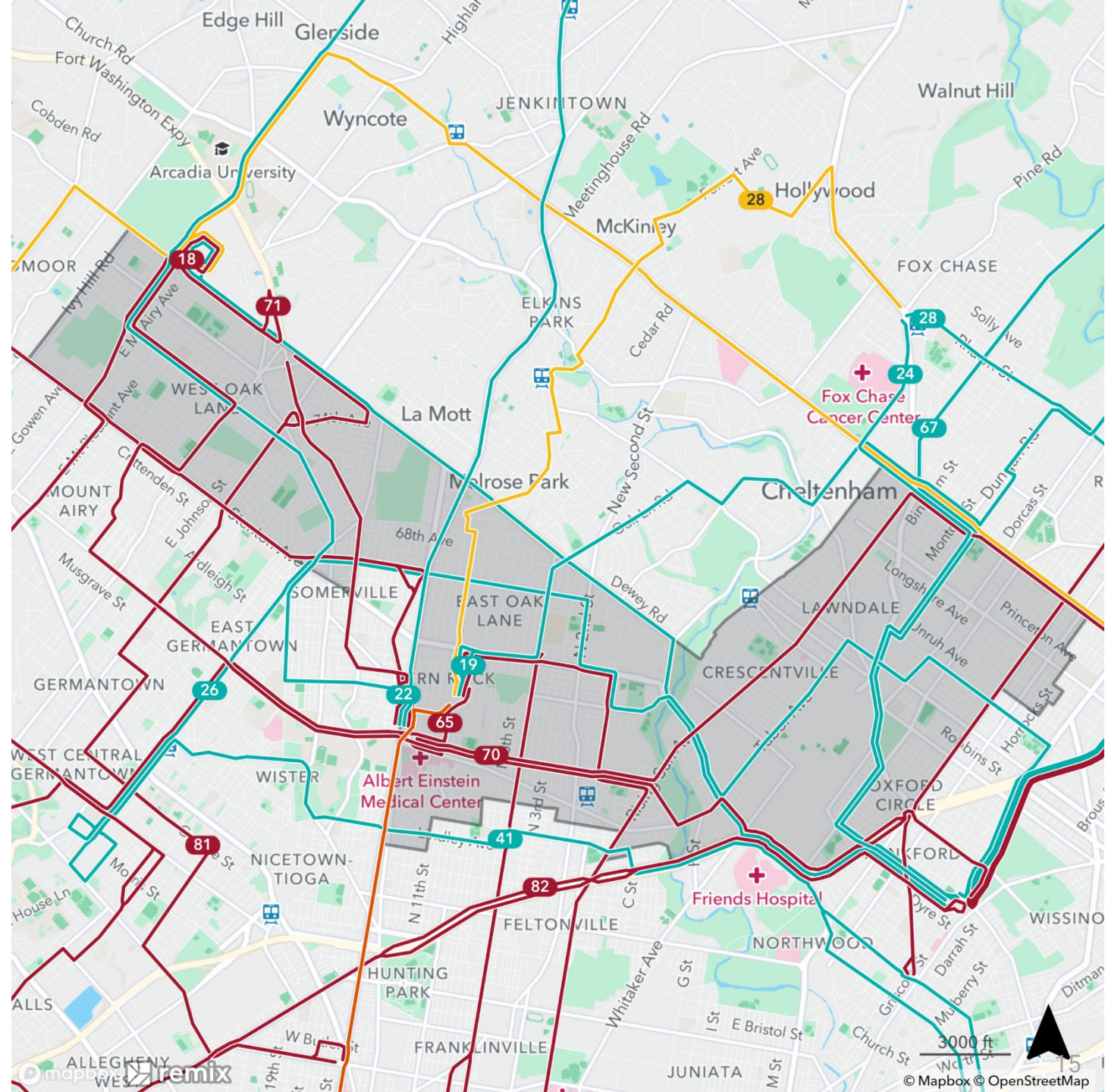
BENEFITS

- 9 Frequent Routes – 7 days a week
(18, 71/H, 81/XH, 51/L, 6, 65, 70, 82/R, 59)
- Retain frequent connections to the Broad Street Line
(6, 18, 41/J, 51/L, 81/XH, 65, 70, 82/R)
- Retain connections to the Market Frankford Line
(24, 67, 41/J, 82/R)
- Retain strong connections to the NE and suburbs
(55, 22, 67, 19, 24, 70)



District Proposal

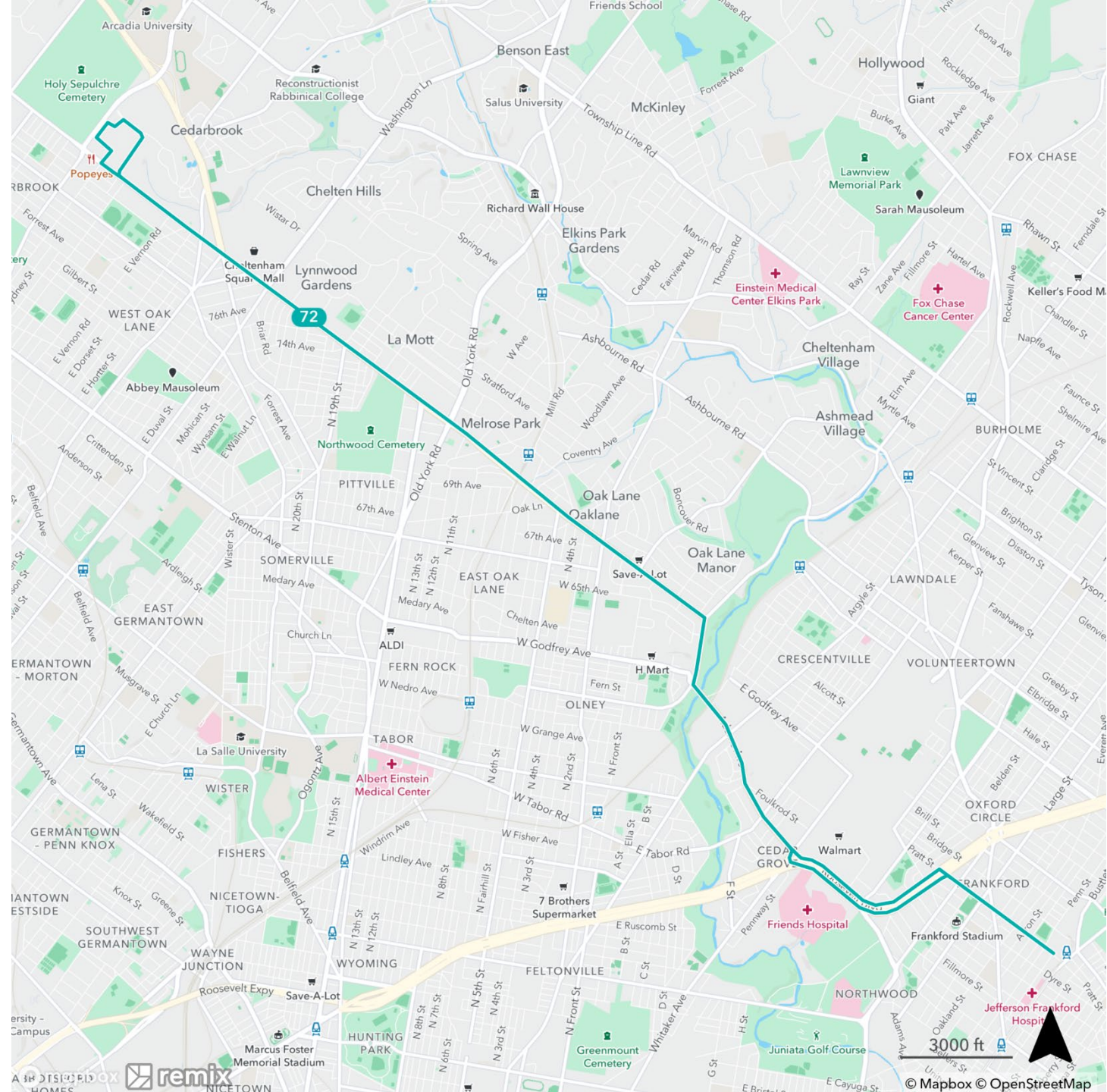
- Routes that stay the same:
Routes 4, 6, 24, 28, 47, 55, 59
- **Route XH** will become **Route 81**, **Route J** will become **Route 41**, and **Route R** will become **Route 82**
- **Route L** will become **Route 51** and operate all trips via Stenton, 66th, and Old York
- **Route 65** extended to Fern Rock TC via Cheltenham and Olney
- **Route 67** realigned to provide a frequent corridor between Cottman Avenue and FTC with **Route 24**
- Minor alignment change to **Route 77** in Montgomery County
- **Route 22** realigned to Nedro, Wister, and Thouron Ave to introduce local service with connections to Cedarbrook Plaza and Willow Grove
- **Route 18** realigned to serve FTC, **Route 70** will provide frequent service on Rising Sun and Olney Avenue west of Broad and Olney



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

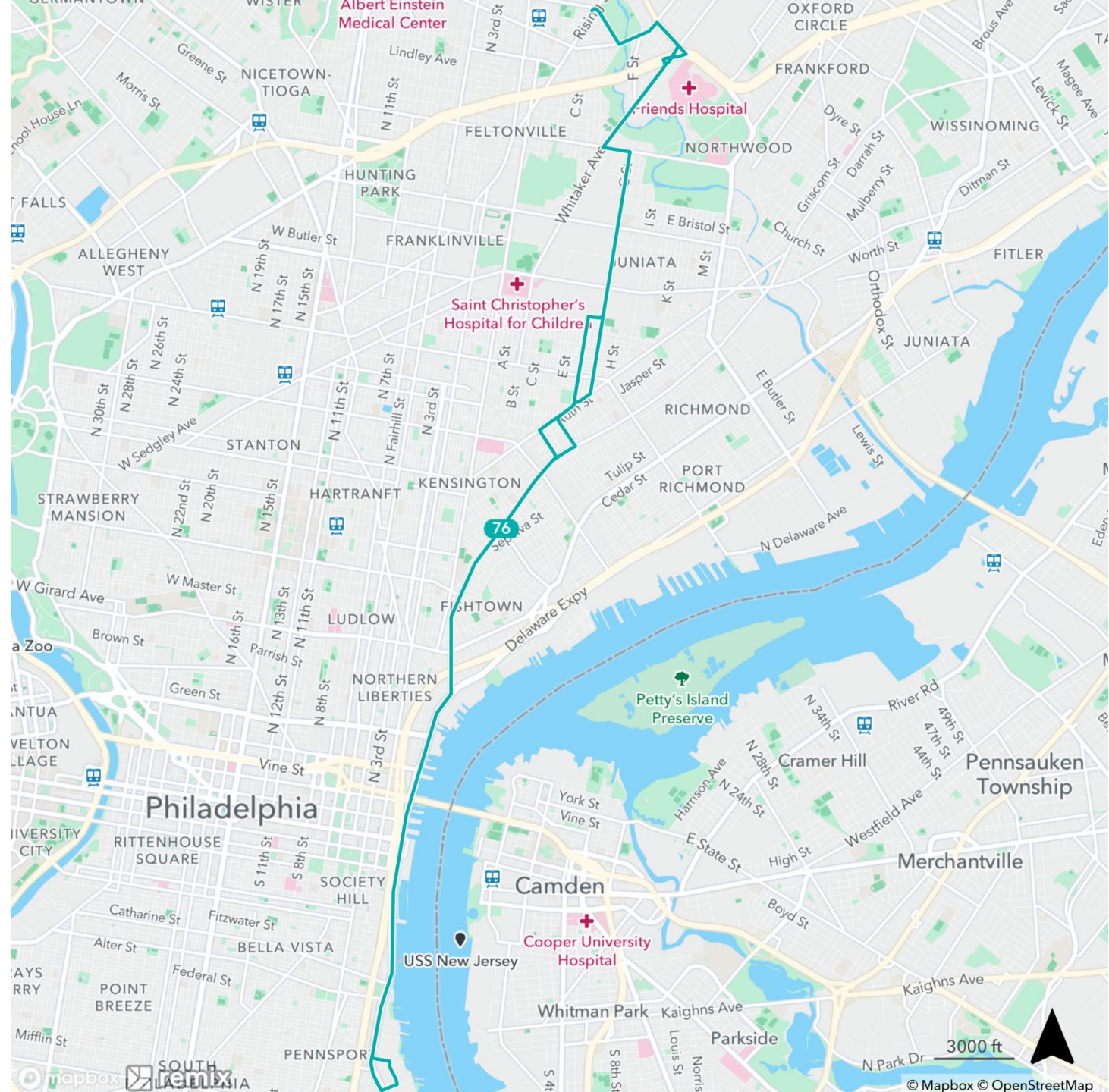


New Route

ROUTE 76:

RISING SUN & OLNEY TO PIER 70

- 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)
 - Will serve Columbus Boulevard and Pier 70



Discussion

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





**Bus
Revolution**



Thank you!

**More info:
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