

SEPTA Forward:

SEPTA Bus Revolution

**Virtual Community
Conversation:**

Bucks County & Montgomery County

Agenda

- 1 Welcome
- 2 Intro to SEPTA's Bus Revolution
- 3 Draft Bus Network
- 4 Introducing Microtransit
- 5 Bucks County & Montgomery County
- 6 Q&A
- 7 Next Steps



**Your ride is about
to get easier.**

See how SEPTA's bus network is changing!



Welcome



1

Ice Breaker time!

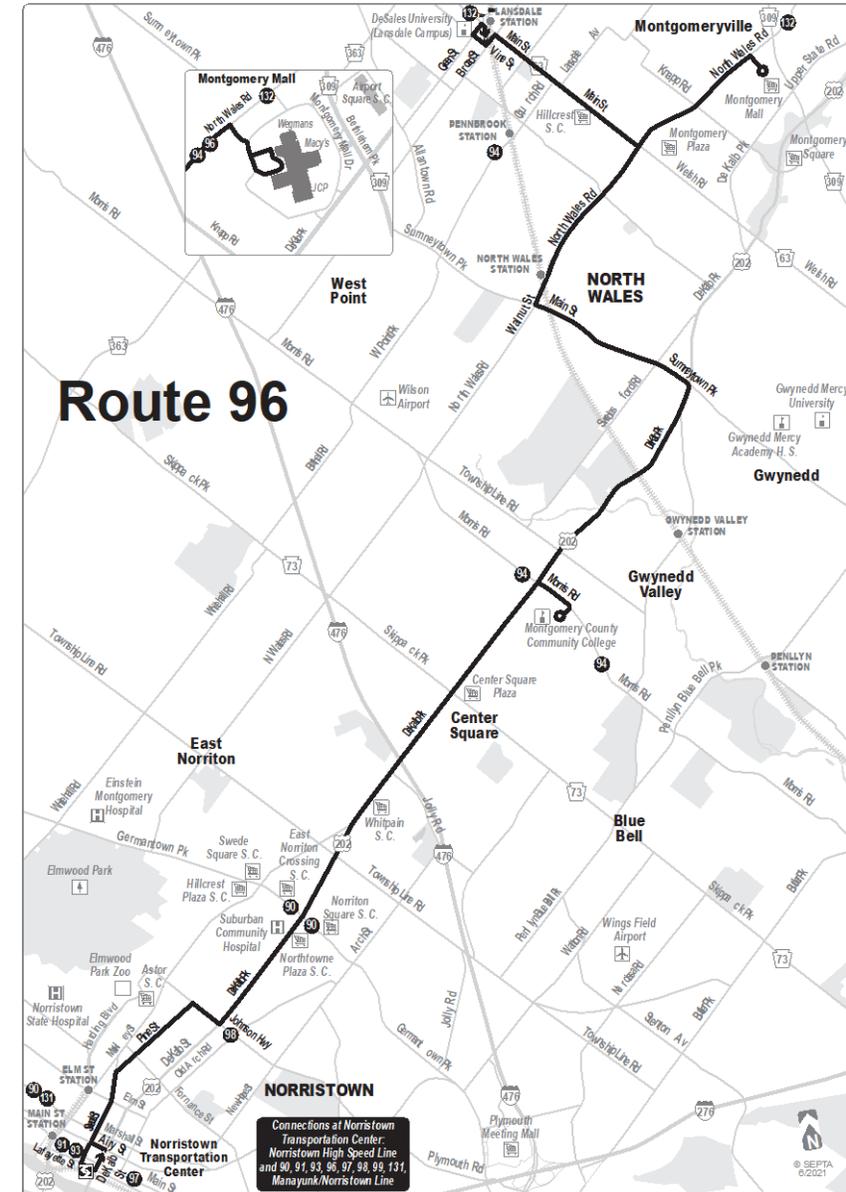
Share in the chat:

Your name and neighborhood

Registration Question:

What bus route(s) do you take most frequently?

- **Most popular:**
 - Route 44 (5th & Market to Ardmore)
 - Route 55 (Willow Grove and Doylestown to Olney Transportation Center)
 - Route 96 (Lansdale to Norristown Transportation Center)
- **Also popular:** Routes 22, 27, 94, 95, 58, 99



SEPTA Bus Route 96

Purpose of our Conversation Today

We're here together to:

- Catch you up on the Bus Revolution
- Discuss how the Draft Network would affect travel in Bucks & Montgomery Counties
 - Presentation & Interactive Map
 - Polling Questions
 - Q&A – Ask us about your route! (Chat box)

Ground rules:

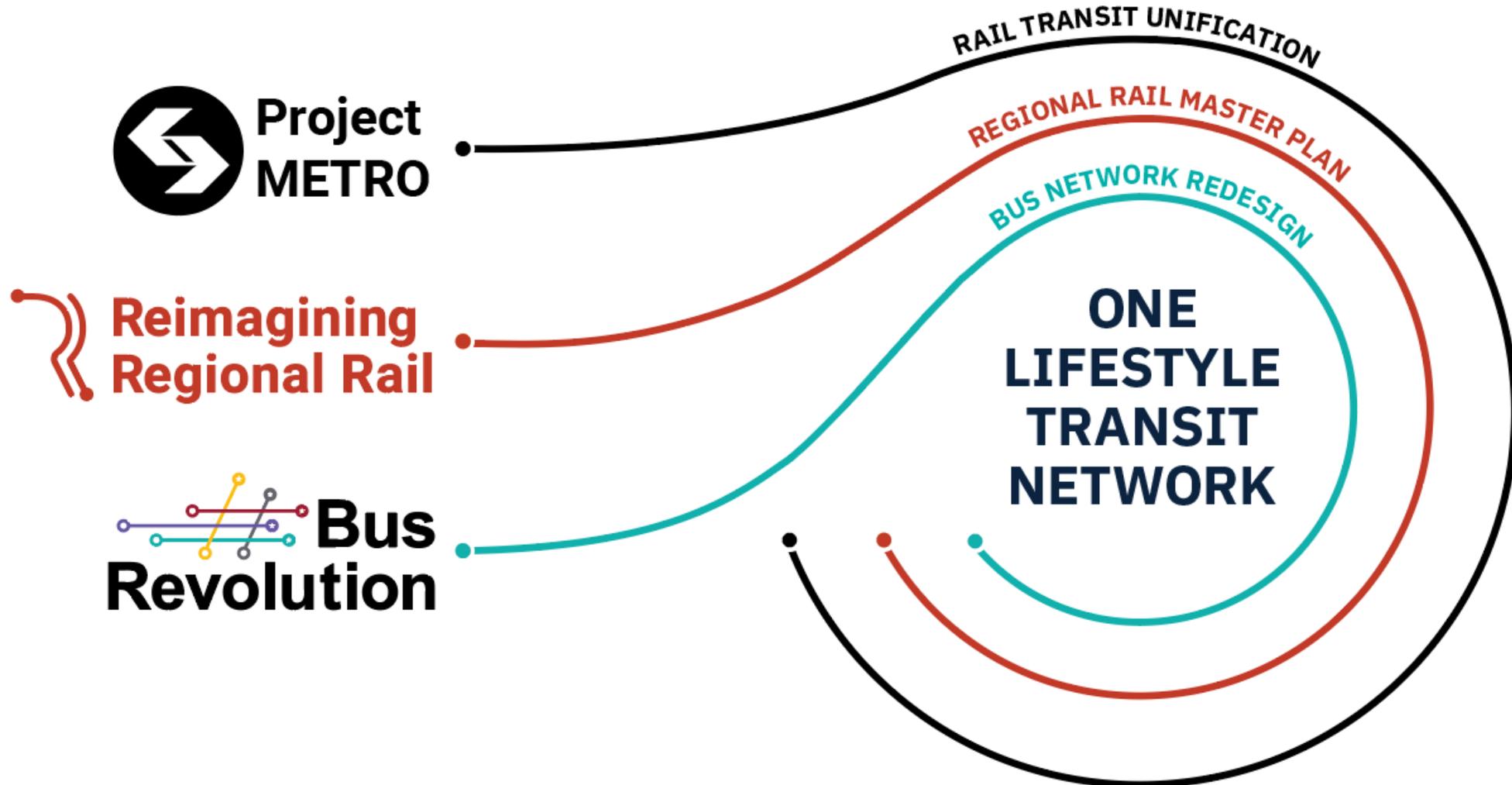
- Please remain muted to avoid accidental interruptions.
- Post your questions or comments any time into the chat. We will respond to questions after the presentation.
- When posting questions, try to keep them concise, so we can get to as many as possible.

Septa Forward: Bus Revolution



2

SEPTA Forward – Key Projects



What is Bus Revolution

A stylized diagram of a bus network. It features several colored lines (purple, red, yellow, teal, grey) connecting various nodes (circles and stars) in a networked pattern. The nodes are scattered across the diagram, with some lines being straight and others being diagonal or curved.

**“Blank Slate”
redesign of
SEPTA’s fixed-
route bus
network**



Why Now?

- SEPTA Forward emphasizes a more fully integrated network
- SEPTA has never looked at its network comprehensively before
- Transfer penalty eliminated in 2020
- Between 2013 & 2019 – ridership dropped 13% but operating costs went up 10% while service got slower and less reliable
- Post covid ridership is down 30-40%



Bus Revolution Project Goals



Put the Rider First



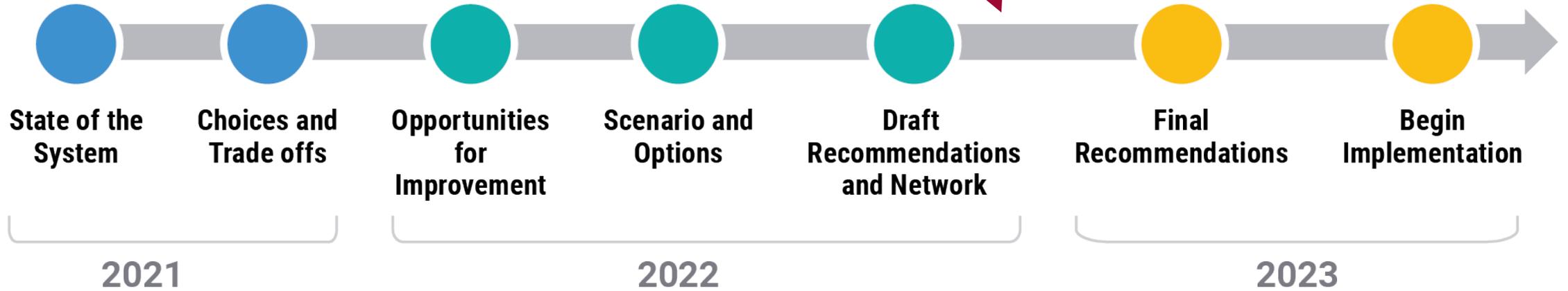
**Increase Access
to Opportunity**



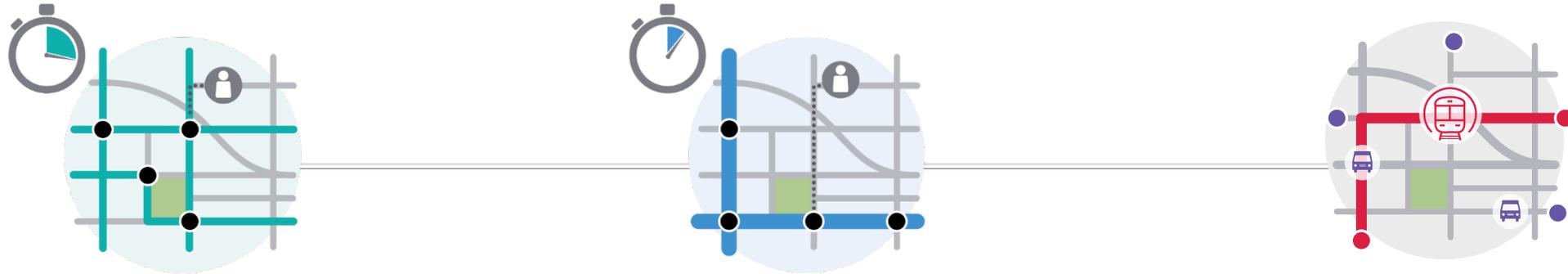
**Build Trust with
Reliable Service**

Project Approach

We are here:



SEPTA's Draft Bus Network: Strategic Approach



- More frequent bus **service** and more consistent **schedules**

- Straighter, more **direct bus routes**

- **Better connections** so people can get further, faster

- **Focusing resources** on higher ridership routes in higher demand areas

- **On-Demand service** in some lower-demand areas

Draft Bus Network

Includes:

Overall fewer routes

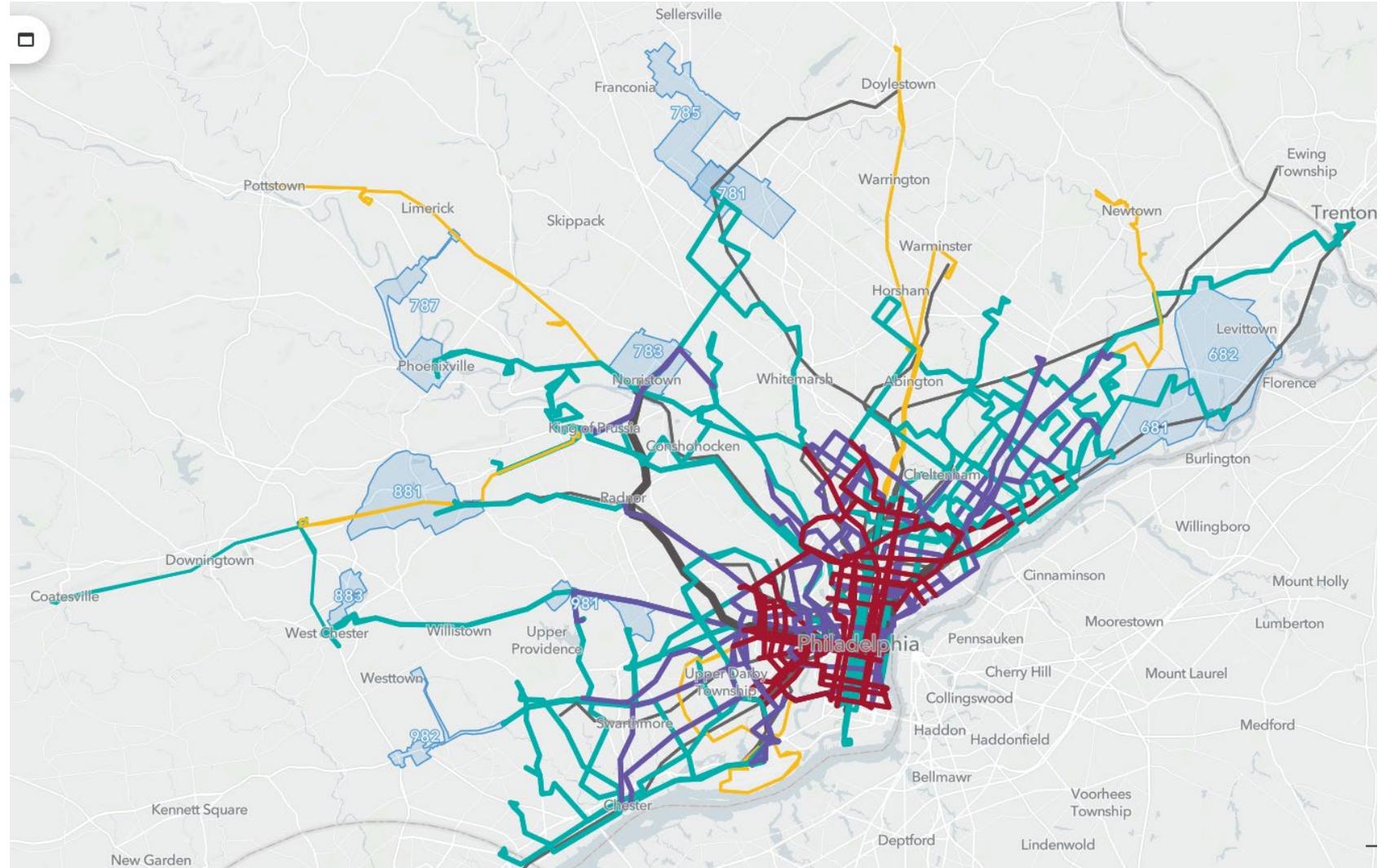
Straighter lines

More frequent routes

Fewer gold (60 MAX) routes

Looks more like a grid

On-demand transit zones



Introducing Microtransit



3

Microtransit: What is it?

- Zone-based, on-demand service
- Point-to-point trips
- Technology-enabled (app-based) or call center option
- SEPTA vehicles and operators
- Transit fares



Microtransit: How It Works



Passenger books and pays for their trip



Computer program assigns trip to vehicle and schedules trip



Computer lets rider know when vehicle will arrive and confirms pick up location



Rider walks or rolls to pick up location



Rider gets picked up by transit vehicle (van or small bus). Other riders may be on board.



Rider gets dropped off at location. Trip is complete

Microtransit: Where It Works

LAND USE			TRANSIT	
Land Use Type	Residents per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service
 Downtowns & High Density Corridors	>45	>25	   	 10 mins or better
 Urban Mixed-Use	30-45	15-25	  	 10-15 minutes
 Neighborhood & Suburban Mixed-Use	15-30	10-15		 15-30 minutes
 Mixed Neighborhoods	10-15	5-10	 	 30-60 minutes
 Low Density	2-10	2-5	  	 60 mins or less or On Demand
 Rural	<2	<2	 	 On Demand

- Most successful when implemented in mixed neighborhoods and low-density areas
 - Residents per acre at 15 or less
 - Jobs per acre at 10 or less
- Becomes a less competitive service in moderate- to high-density areas where there are mixed land uses and greater demand/need for fixed-route transit service
- Replace low productivity fixed routes, 4-7 passengers per revenue hour

How is it different?



RIDER EXPERIENCE FAQ	Fixed Route	Paratransit	SEPTA On-Demand (Microtransit)
Where will I be picked up or dropped off?	Bus Stop	Front Door	Front Door or Nearby Intersection
Where can I ride?	Trips must begin or end at fixed-route bus stop.	Trips must begin/end within 3/4 mile of a fixed route stop.	Trips must begin/end within defined on-demand zone.
Do I need to book a ride in advance?	No advance booking is required.	Booking at least a day in advance is required.	Service can be booked the same day the trip is taken.
Who can ride?	Anyone can ride.	Pre-approved customers only.	Anyone can ride.
Is the service ADA-accessible?	Wheelchair Accessible	Wheelchair Accessible + Assistance Provided	Wheelchair Accessible
Will I share a ride with another passenger?	Yes	Sometimes	Sometimes
What is the fare?	Adult Cash \$2.50 one-way Key Card \$2.00 w/ free transfer	Adult Cash \$5.25 one-way	Adult Cash \$2.50 one-way Key Card \$2.00 w/ free transfer

Tradeoffs of On-Demand Service:

- **Convenience**

- Schedule trip when need it
- App estimates pick up and drop off time
- Can track trip in real-time and sync with scheduled fixed route service

- **Flexible Service**

- Easier to take short trips
- Smaller, accessible vehicles
- Accommodate suburban land use

- **Better Match Service with Demand**

- **Improved accessibility**

- **Digital Divide**

- Trips can be made by phone, but is most convenient with smart phones

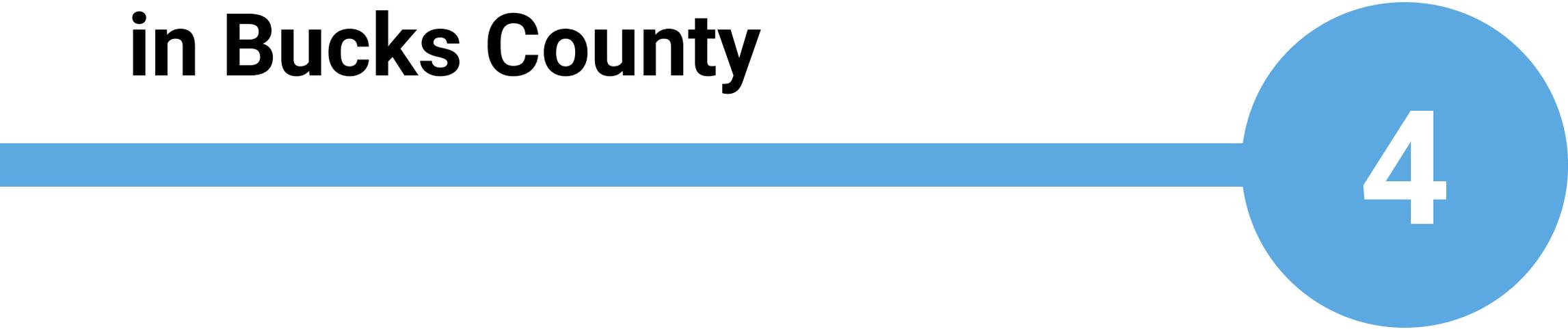
- **Learning Curve**

- Less visible information (signage) about service
- Need to invest in marketing, outreach, and travel training

- **Less predictable**

- Shared ride service, so travel time may vary

Bus Revolution in Bucks County



4

Understanding the MAX Series

- The Bus Revolution uses the “MAX series” to talk about bus routes.
- MAX means the maximum time between buses. For example, a 10 MAX route will arrive at least every 10 minutes.
- All bus routes are described as:
 - 10 MAX
 - 15 MAX
 - 30 MAX
 - 60 MAX

} **Frequent Bus Service**

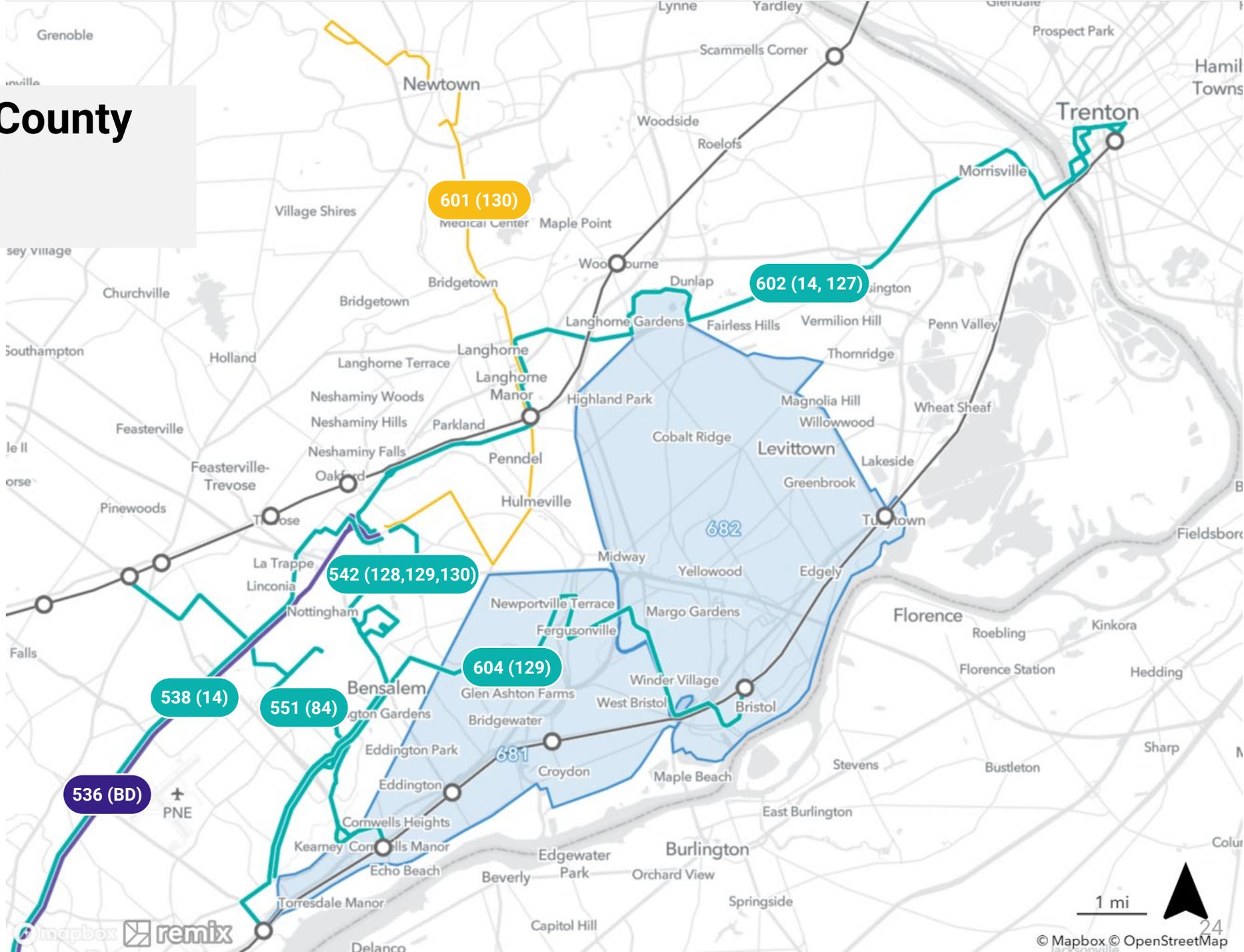
	10 MAX		Metro
	15 MAX		Trolley
	30 MAX		Regional Rail
	60 MAX		Microtransit Zone

Bus Revolution defines a “frequent” bus route as one that **operates every 15 minutes or better.**



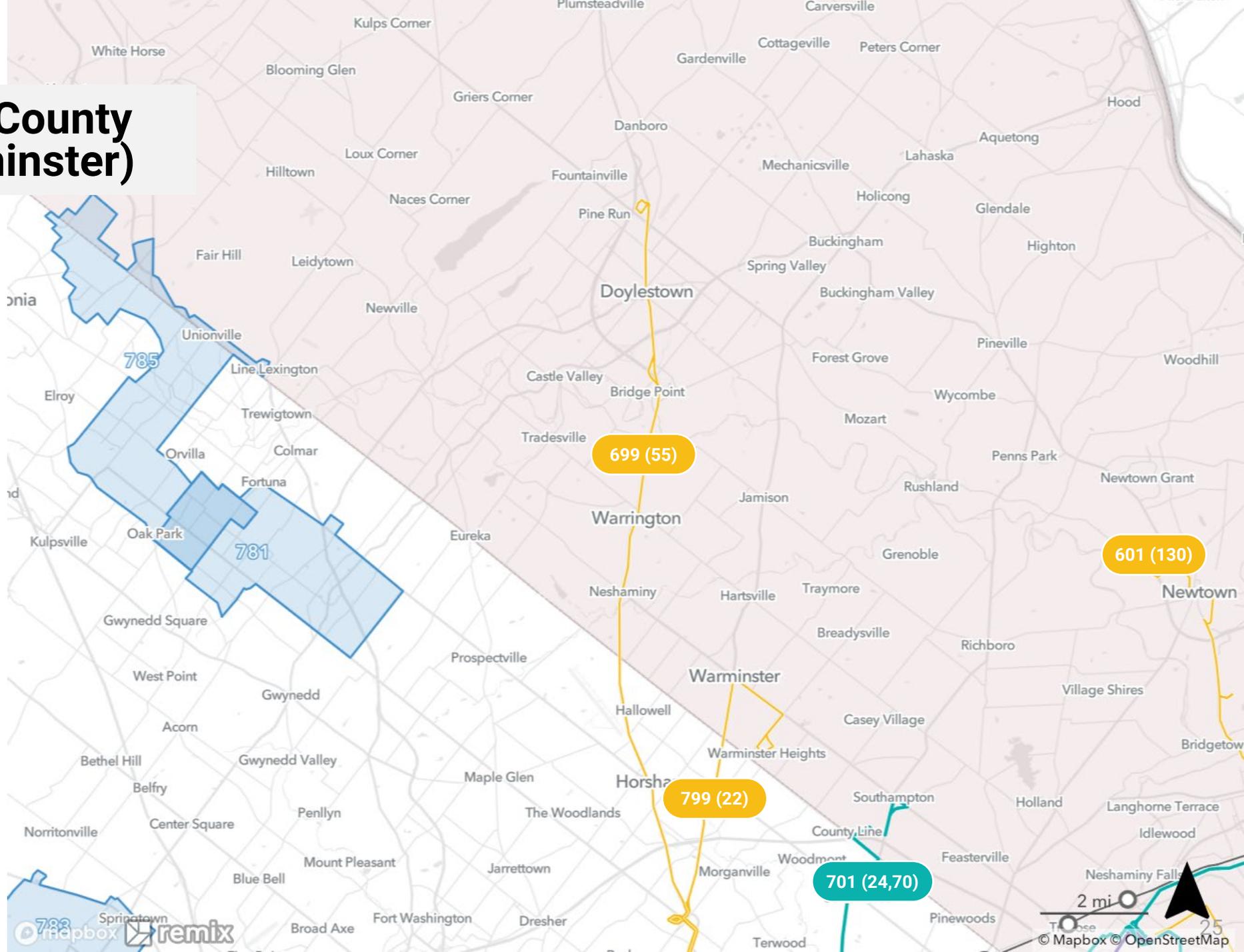
Changes in Bucks County (Bensalem, Bristol, Newtown)

- **30 Max** service from City Loop to Bristol (604)
- **30 Max** service between Neshaminy Mall & Trenton (602)
- **30 Max** service between Neshaminy Mall through Bensalem (542)
- **60 Max** service from Newtown to Neshaminy Mall
- **On Demand Zones 681 & 682** replace lower ridership services in Bensalem, Croydon, Levittown

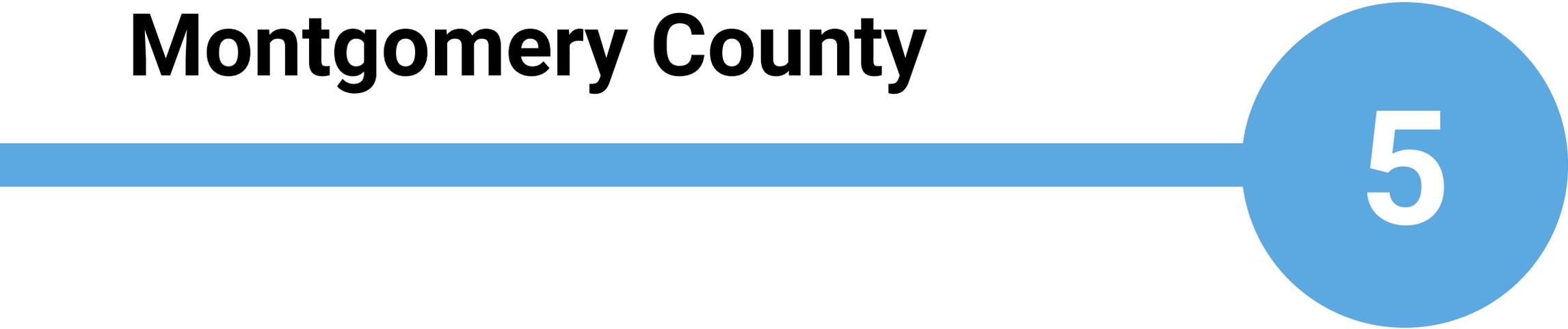


Changes in Bucks County (Doylestown/Warminster)

- **60 Max** service Olney Transportation Center to Doylestown (699)
- **60 Max** service from Warminster to Olney Transportation Center (799)
- **30 Max** service from Southampton to Fern Rock Transportation Center (701)
- **On Demand Zones 785** replace Route 132 around Telford



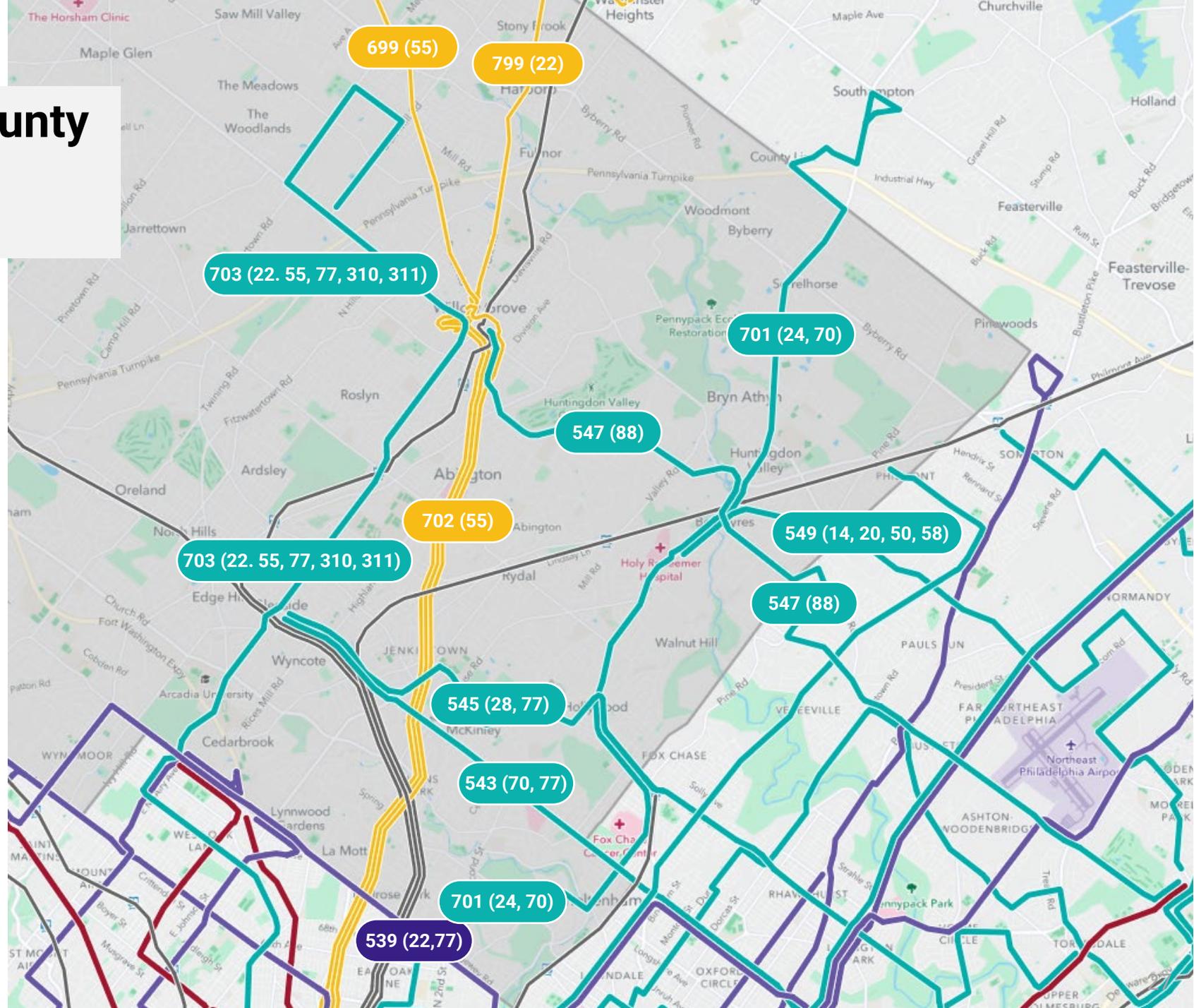
Bus Revolution in Montgomery County



5

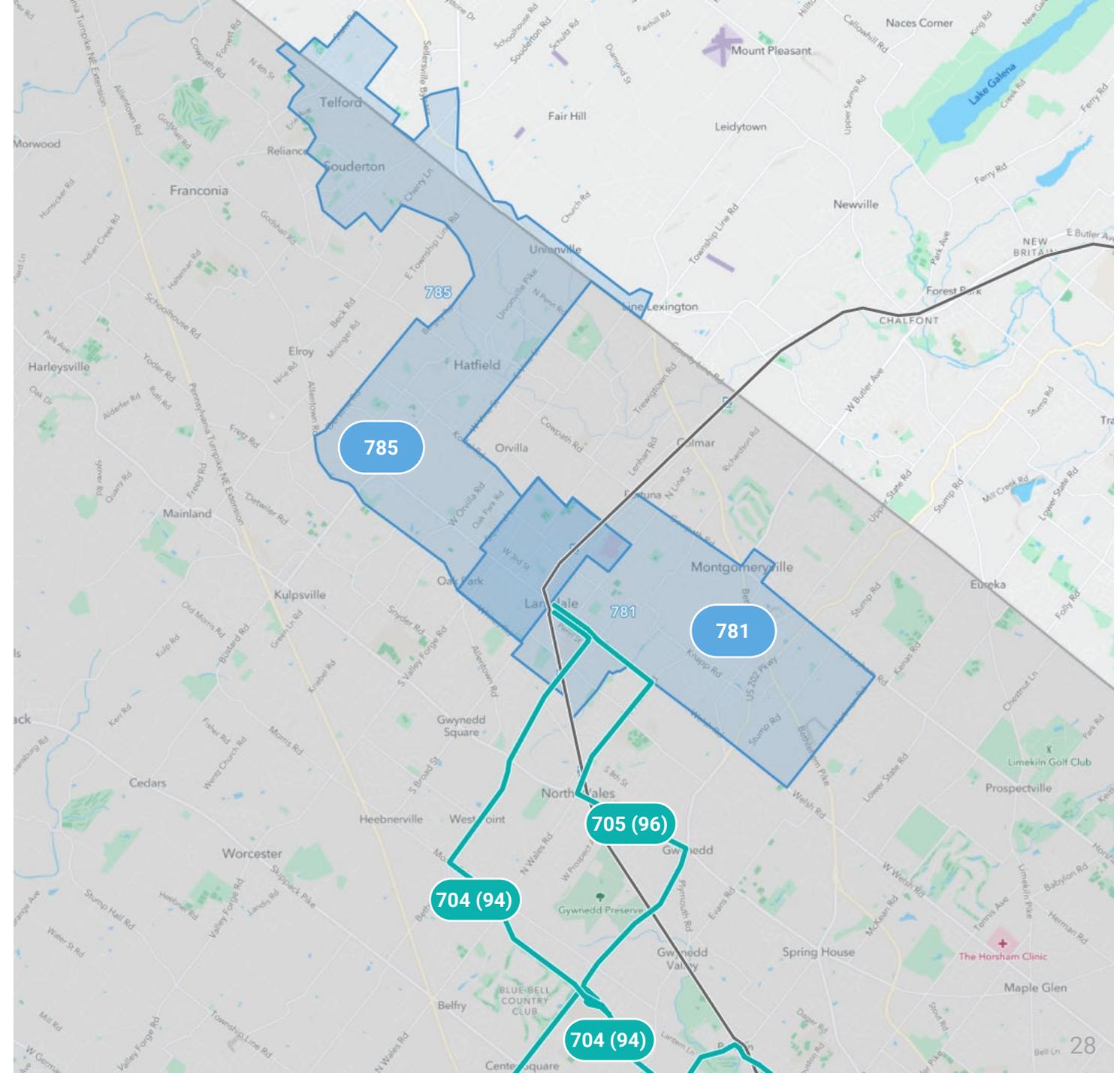
Changes in Montgomery County (Willow Grove, Bethayres, Glenside, Cedarbrook)

- **15 Max** service from Chestnut Hill to Frankford TC via Cheltenham Ave (539)
- **30 Max** service between Glenside Station and Cottman Ave (543)
- **30 Max** service between Glenside Station and Rhawn Street (545)
- **30 Max** service between Olney and Horsham via Easton Rd (542)
- **30 Max** service between Willow Grove and City Line Loop/Grant Ave (547)
- **30 Max** service between Holy Redeemer Hospital and City Line Loop (549)
- **30 Max** service between Olney and Southampton (701)
- **3x 60 Max** service from Olney to Willow Grove via Old York Road (699, 702, 799)



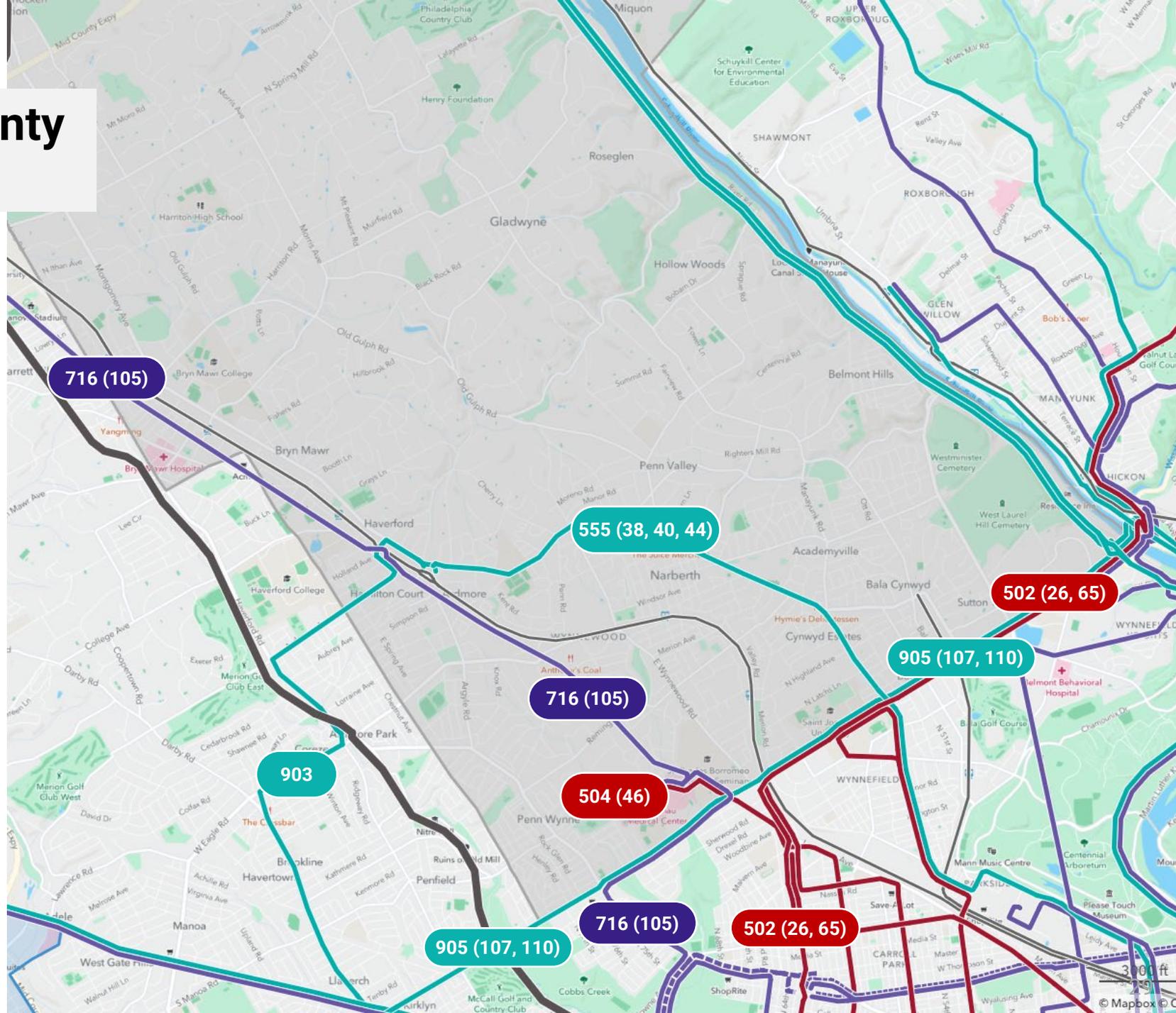
Changes in Montgomery County (Telford, Lansdale, Montgomeryville)

- **30 Max** service between Lansdale and Chestnut Hill (704)
- **30 Max** service between Lansdale and Norristown (705)
- **On Demand Zones 781 and 785** replace lower ridership services in Montgomeryville, Lansdale, Hatfield, and Telford



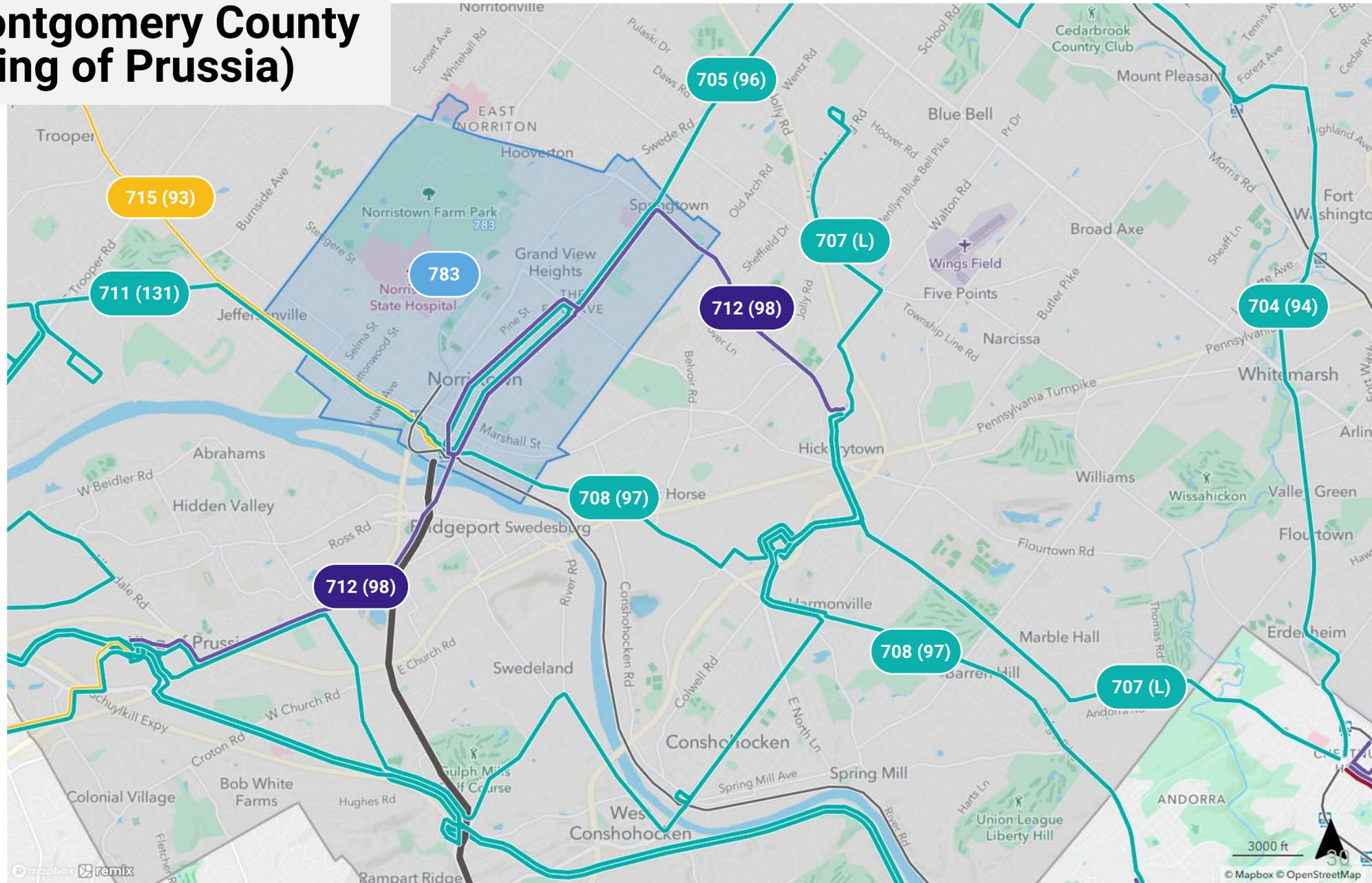
Changes in Montgomery County (Lower Merion)

- **10 Max** service between Lankenau Hospital and Baltimore Ave @ 59th St (502)
- **10 Max** service between 69th Street and Fern Rock TC via City Ave Lankenau Hospital and Baltimore Ave @ 59th St (504)
- **15 Max** service between Radnor and 69th Street via Lancaster Ave (716)
- **30 Max** service between Ardmore and City Hall (555)
- **30 Max** service between Ardmore and Airport (903)
- **30 Max** service between Lawrence Park and Wissahickon via City Ave (905)



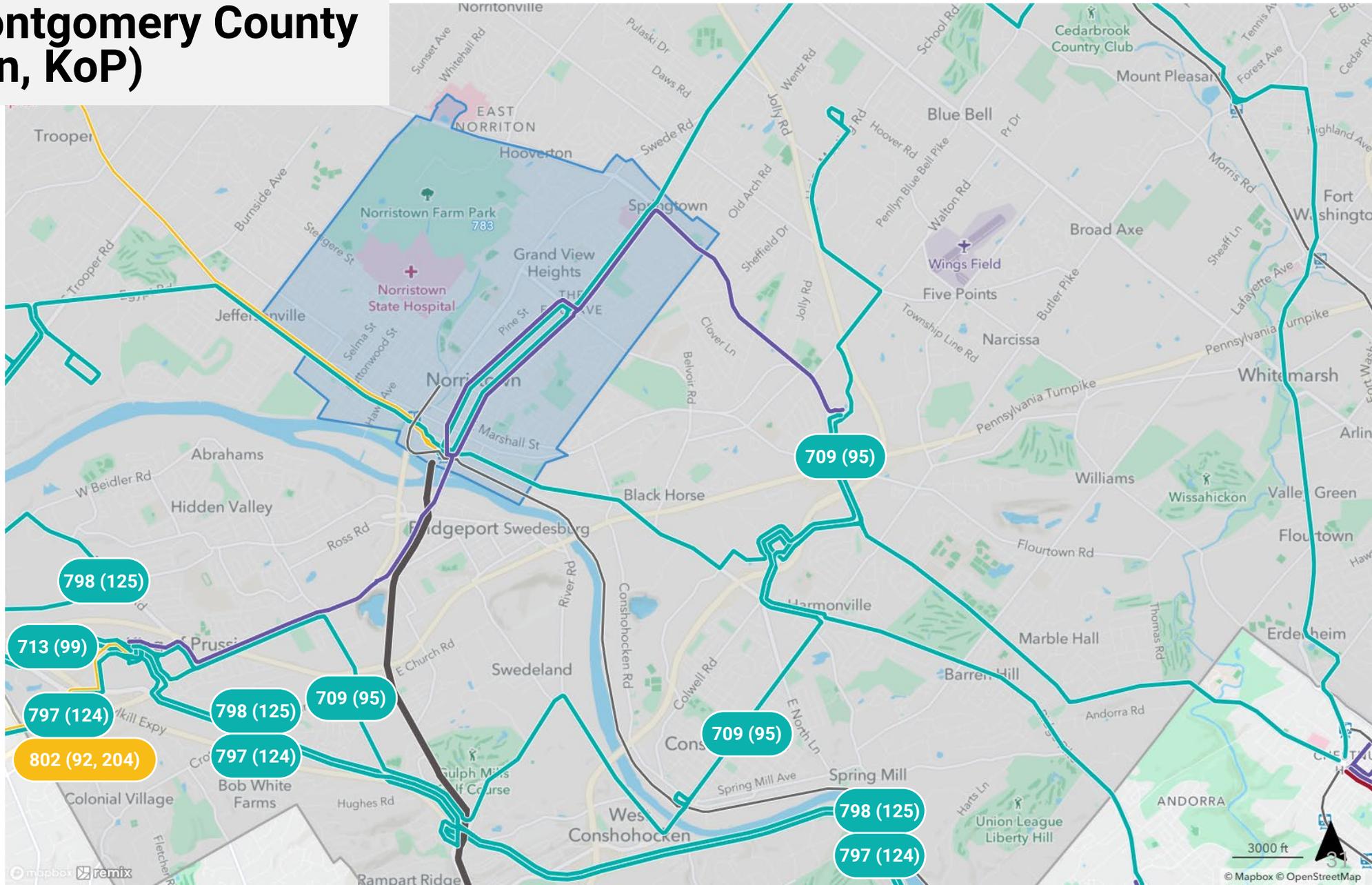
Changes in Montgomery County (Norristown, King of Prussia)

- **15 Max** service between KoP and Plymouth Meeting Mall via Norristown (712)
- **30 Max** service between Lansdale and Norristown (705)
- **30 Max** service between Norristown and Allegheny Ave Loop (708)
- **30 Max** service between Blue Bell and Chestnut Hill via Metroplex (707)
- **30 Max** service between Lansdale and Chestnut Hill (704)



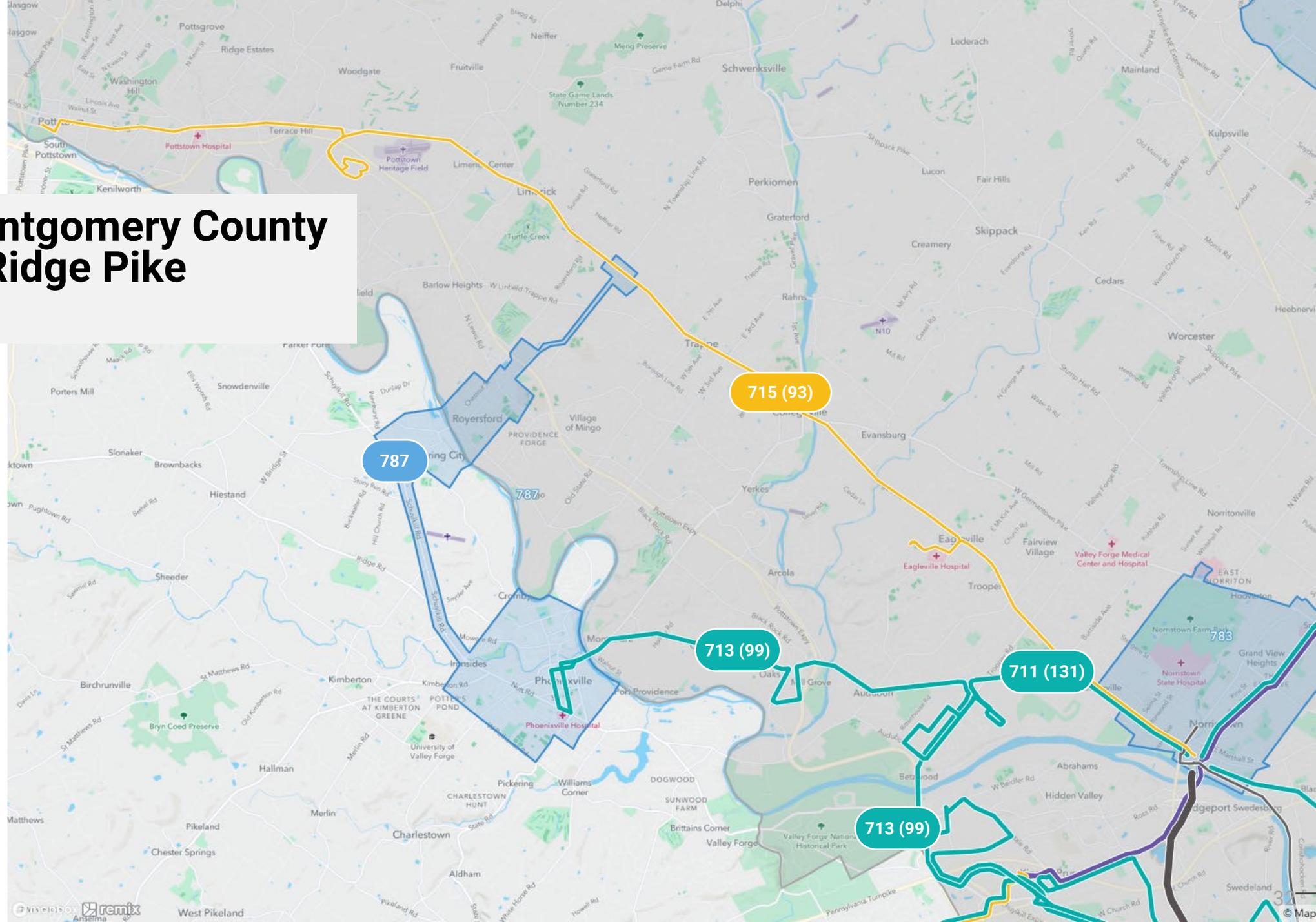
Changes in Montgomery County (Conshohocken, KoP)

- **30 Max** service between Valley Forge and 30th Street via KoP (798)
- **30 Max** service between Dekalb Pike Corridor and Wissahickon TC (797)
- **30 Max** service between KoP and Plymouth Meeting Mall via Gulph Mills and Conshocken (709)
- **30 Max** service between Phoenixville and KoP (713)
- **60 Max** service between KoP and Exton Square Mall (802)



Changes in Montgomery County (Phoenixville, Ridge Pike Corridor)

- **30 Max** service between Phoenixville and KoP (713)
- **30 Max** service between Audubon Rd and Norristown (711)
- **60 Max** service between Pottstown and Norristown (715)
- **On Demand Zone 787** replaces lower ridership service between Phoenixville, Spring City, and Ridge Pike @ Township Line Road



Polling and Q&A



6

Menti Poll

- Visit menti.com
- Enter code:

2766 1407



Next Steps



7

How to Learn More

1. Talk to us at an open house
2. Participate in a virtual meeting
3. Visit the website – www.SEPTAbusrevolution.com



Tell us what you think.



**See What Other Updates
We're Proposing**



**Attend a Community
Open House**



**Join an Upcoming
Online Meeting**

Talk to Us at an Open House

Date	Location
10/18 Tue	Montgomery-Norristown Public Library
10/19 Wed	Phoenixville Rec Center
10/20 Thu	American Legion #366 (Fox Chase)
10/25 Tue	Vogt Recreation Center
10/26 Wed	Cliveden Carriage House
10/28 Fri	Finnegan Rec Center
11/3 Thu	Peak Center - North Penn Commons
11/3 Thu	Chester City Hall
11/5 Sat	East Passyunk Community Center
11/9 Wed	Lucien Blackwell Community Center

Date	Location
11/10 Thu	Bucks County Community College (Bristol)
11/10 Thu	Kingsessing Rec Center
11/12 Sat	Upper Darby Free Library Municipal Branch
11/15 Tue	Lower Merion Administration Building
11/16 Wed	Indian Valley Public Library
11/16 Wed	The Liacouras Center, Temple University
11/30 Wed	Esperanza Arts Center
12/1 Thu	Greater Olney Library
12/5 Mon	West Chester Borough Hall
12/6 Tue	Roxborough Memorial Hospital
12/8 Thu	SEPTA, 1234 Market St.

Check for updates at septabusrevolution.com

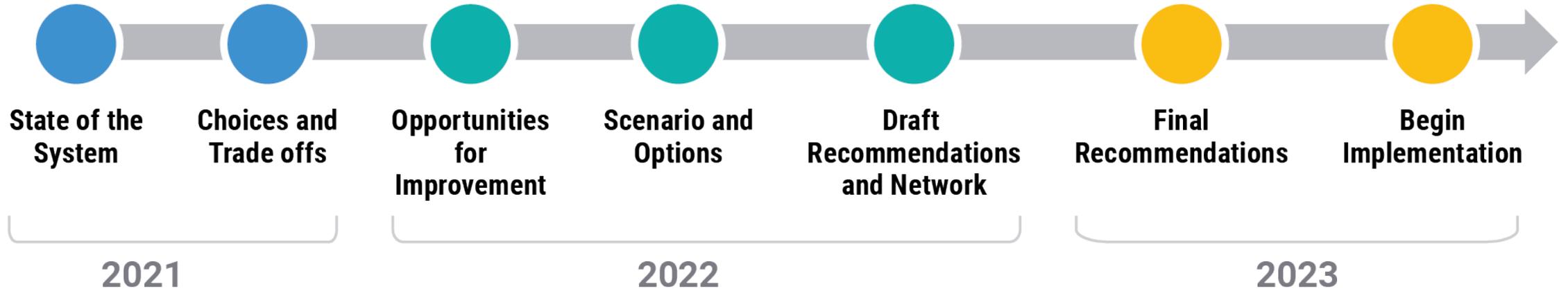
Participate in a Virtual Community Conversation

Date and Time	Time	Focus Area
Monday, October 17	6:30 PM – 7:30 PM	Chester & Delaware Counties
Monday, October 24	6:30 PM – 7:30 PM	Northeast Philadelphia
Monday, November 7	6:30 PM – 7:30 PM	Northwest Philadelphia
Monday, November 14	6:30 PM – 7:30 PM	South Philadelphia
Monday, November 21	6:30 PM – 7:30 PM	Bucks & Montgomery Counties
Monday, November 28	6:30 PM – 7:30 PM	West Philadelphia
Monday, December 5	6:30 PM – 7:30 PM	North Philadelphia
Monday, December 12	6:30 PM – 7:30 PM	Center City

Register at septabusrevolution.com

Project Approach

We are getting to here:





As we finalize the new network, we will be providing more information



Join the Revolution!
septabusrevolution.com

