

**SEPTA Forward:**

# **SEPTA Bus Revolution**

**Virtual Community  
Conversation:**

# **Chester and Delaware Counties**

# Agenda

- 1 Welcome
- 2 Introduction to SEPTA's Bus Revolution
- 3 Draft Bus Network
- 4 Outcomes and Benefits
- 5 Next Steps



# Your ride is about to get easier.

See how SEPTA's bus network is changing!



# Welcome



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# Ice Breaker time!

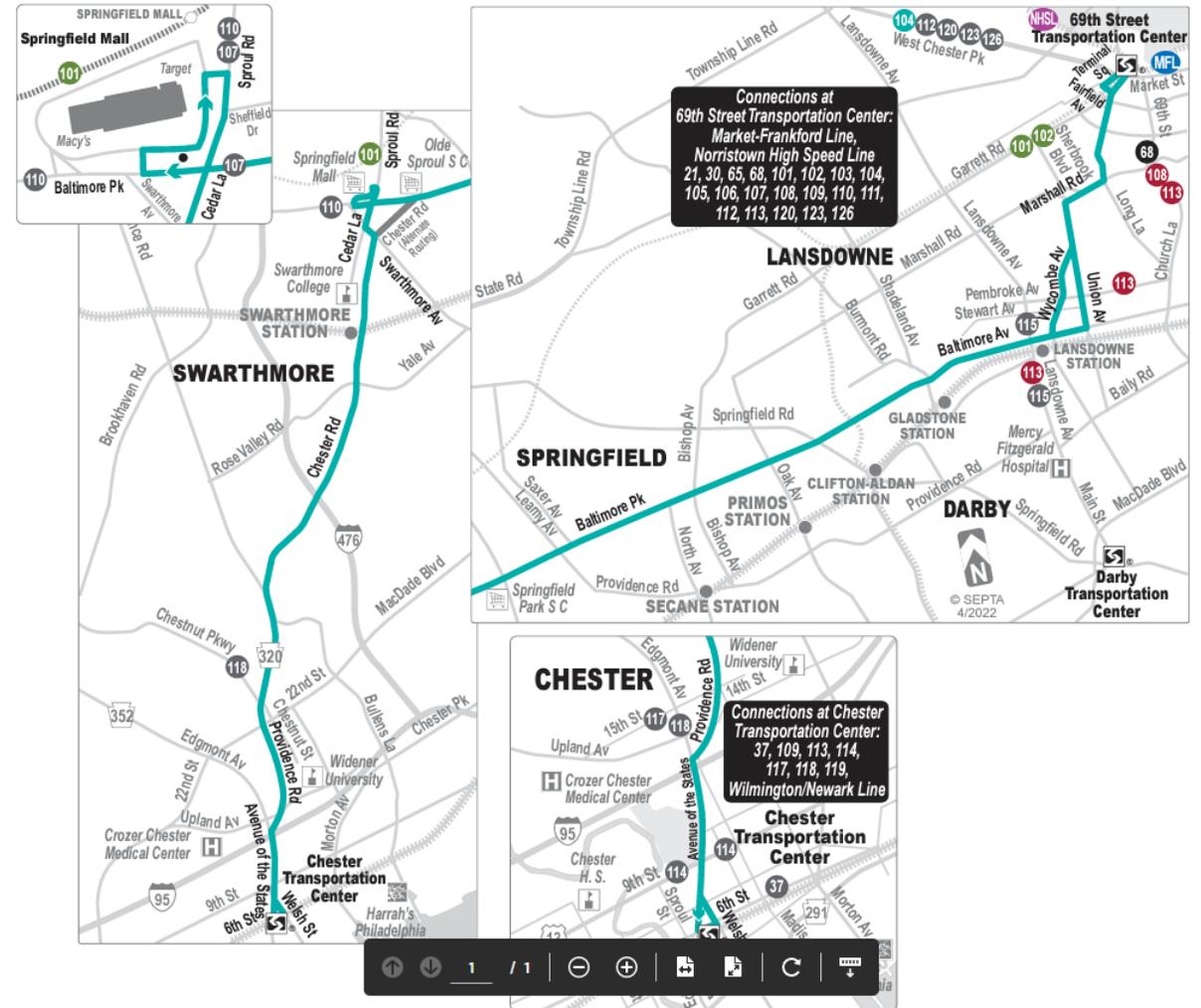
Share in the chat:

Your name and neighborhood

Registration Question:

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

- 103 – Ardmore to 69<sup>th</sup> St. TC
- 109 – Chester TC to 69<sup>th</sup> St. TC



# Purpose of our Conversation Today

## We're here together to:

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

## Ground rules:

- Please mute your mic when not speaking to avoid accidental interruptions.
- Post your questions or comments any time into the chat.
- When posting questions, try to keep them concise, so we can get to as many as possible.
- During Q&A, as an alternative to typing your question in the chat, you will also be able to comment verbally by “raising your hand”. Please wait until the moderator calls on you to avoid accidental interruptions.

# SEPTA's Bus Revolution



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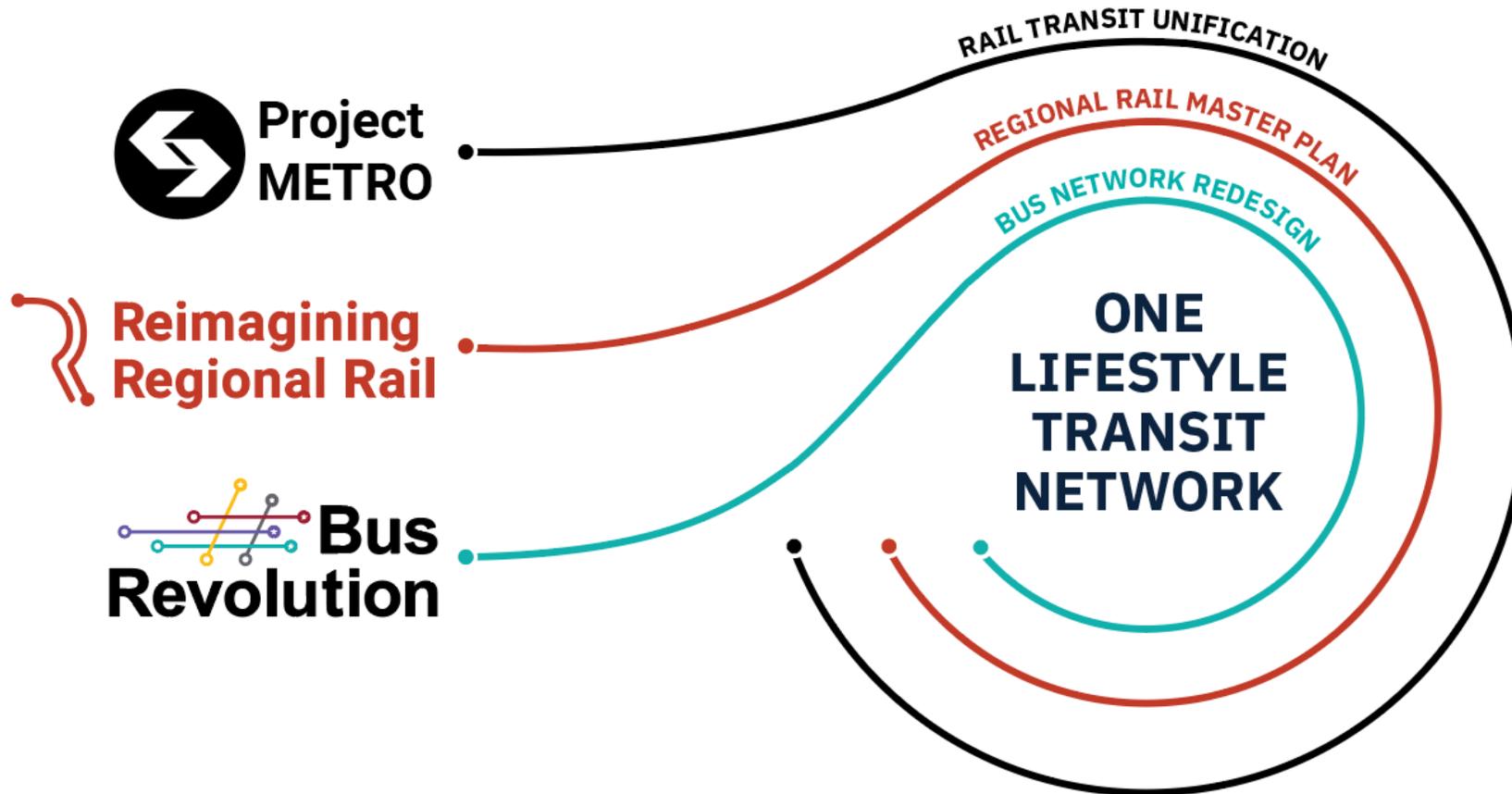
# What is Bus Revolution

A stylized graphic of a bus network. It features several colored lines (purple, red, yellow, teal, grey) connecting various nodes (circles and stars) in a network-like structure. The nodes are scattered across the space, with some lines being straight and others slightly curved.

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



# SEPTA Forward – Key Projects



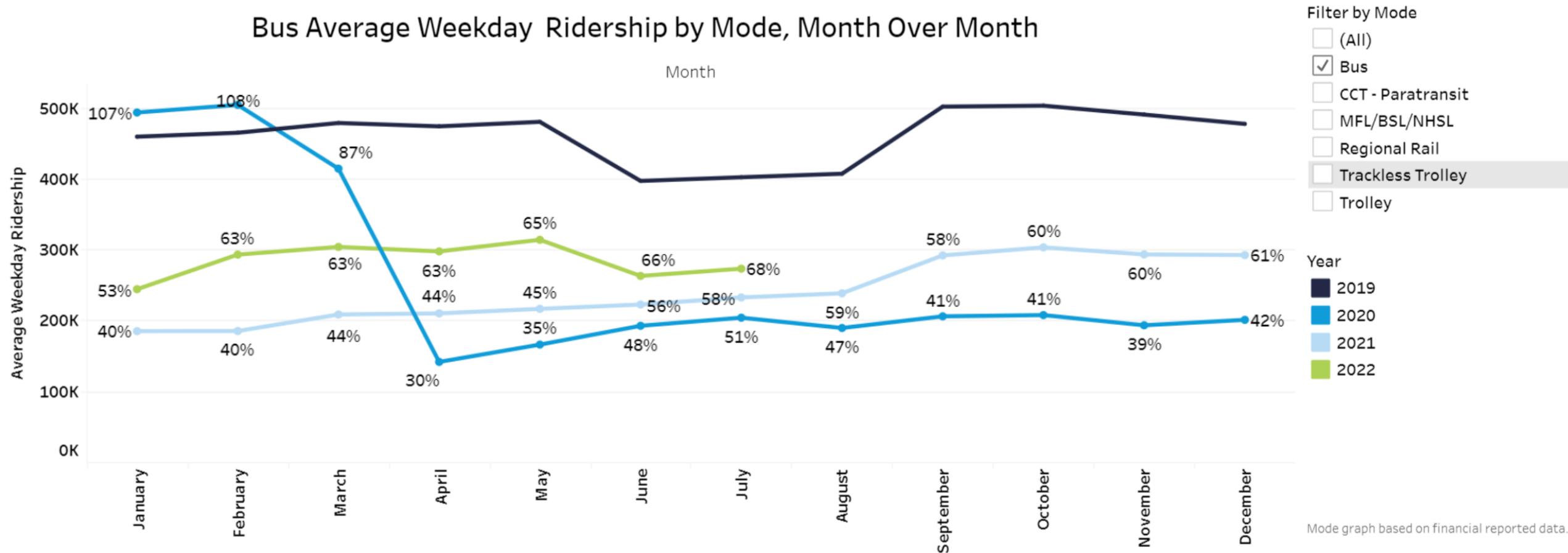
# Why Now?

- SEPTA Forward all working together towards a more fully integrated network serving a wide variety of trips
- SEPTA has never looked at its network comprehensively before
- Between 2013 & 2019 – ridership dropped 13% but operating costs went up 10%
- Elimination of transfer penalty in 2020 offers opportunity to rethink how people can use the system



# Bus Ridership During Covid

Bus Average Weekday Ridership by Mode, Month Over Month



# Bus Revolution Project Goals



**Put the Rider First**



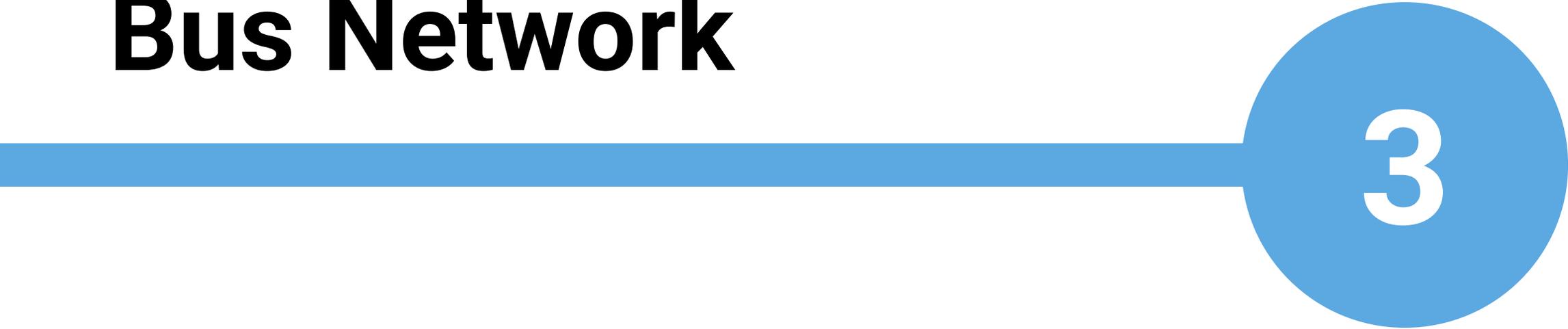
**Increase Access  
to Opportunity**



**Build Trust with  
Reliable Service**



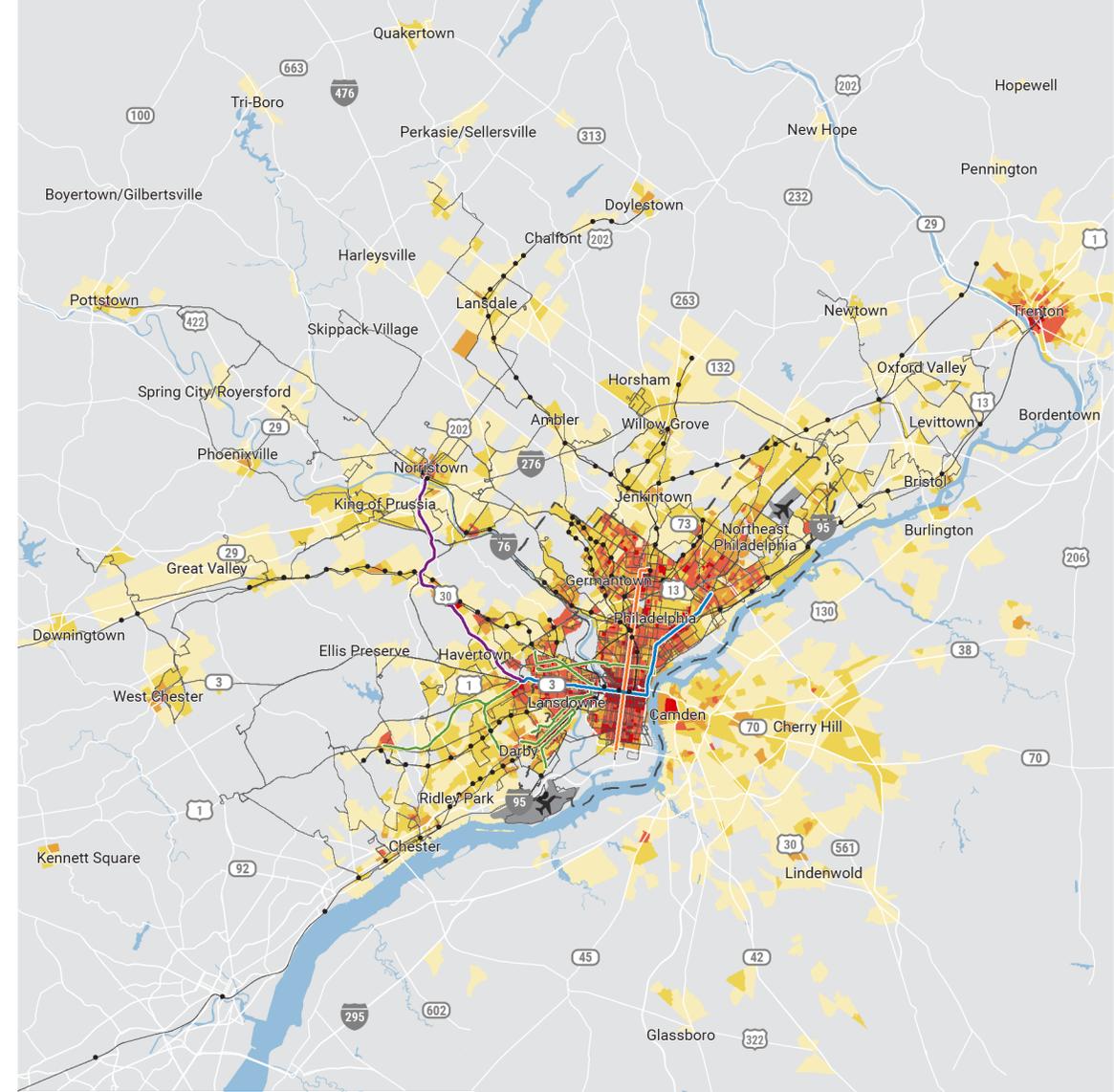
# Introducing the Draft Bus Network

A thick blue horizontal line extends from the left edge of the slide to a blue circle on the right. Inside the circle is the white number 3.

3



**SEPTA's service area has one of the strongest markets for transit service in the country.**



### Composite Transit Demand

Estimated demand for transit services calculated by adjusted employment and adjusted population per acre

### Transit Frequency Demand

- 60 min.
- 30 min.
- 15 min.
- 10 min.
- 5 min.

### Transit Routes

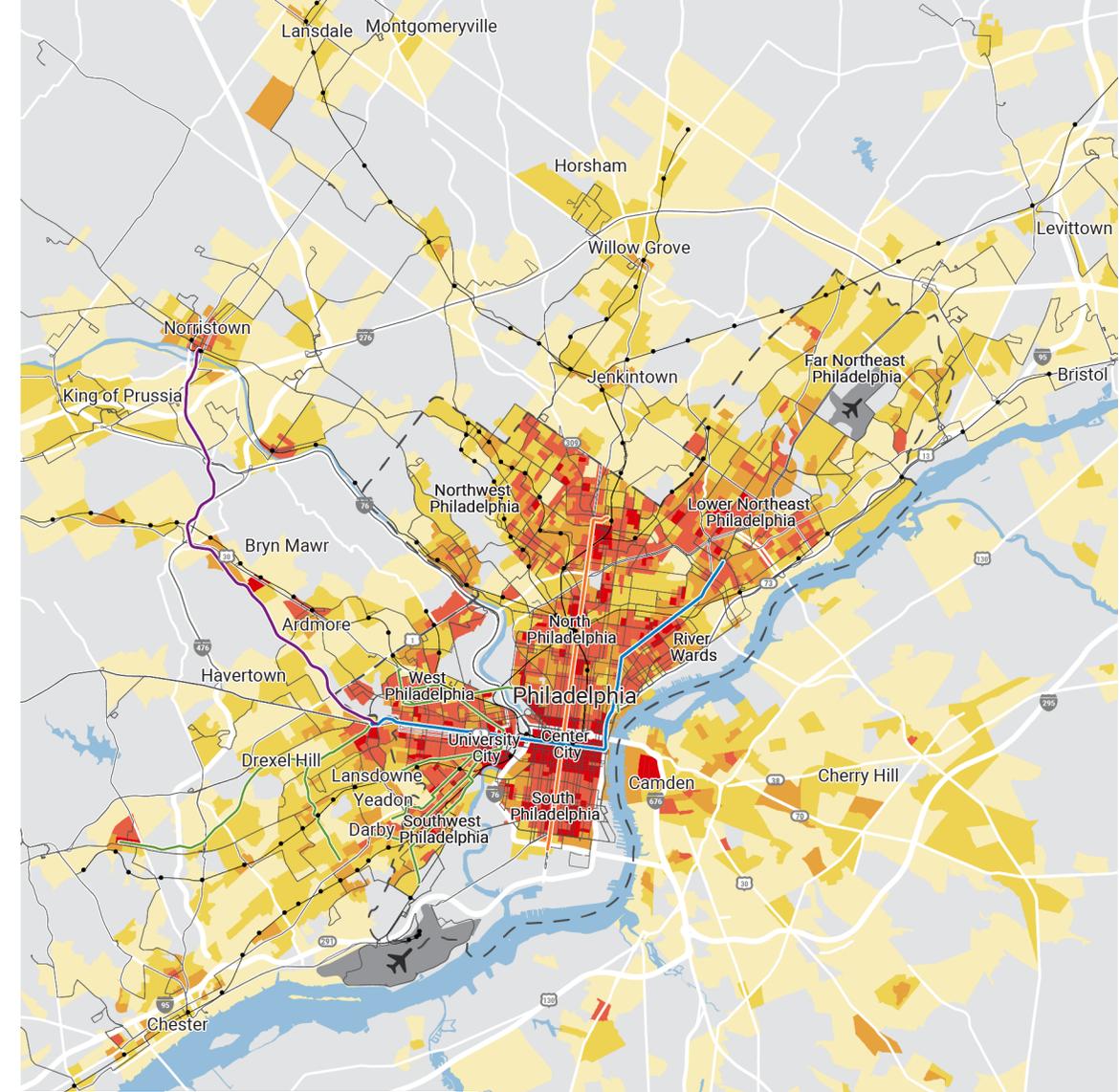
- SEPTA Rail
- SEPTA Bus
- SEPTA Trolley
- Market-Frankford Line
- Broad Street Line
- Norristown High Speed Line



Data Sources: Census Transportation Planning Products, Delaware Valley Regional Planning Commission. Map Created June 2021



# Transit markets include Delaware and Chester counties, especially around King of Prussia, Main Line and Chester City.



**Composite Transit Demand**  
Estimated demand for transit services calculated by adjusted employment and adjusted population per acre

**Transit Frequency Demand**

- 60 min.
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**Transit Routes**

- SEPTA Rail
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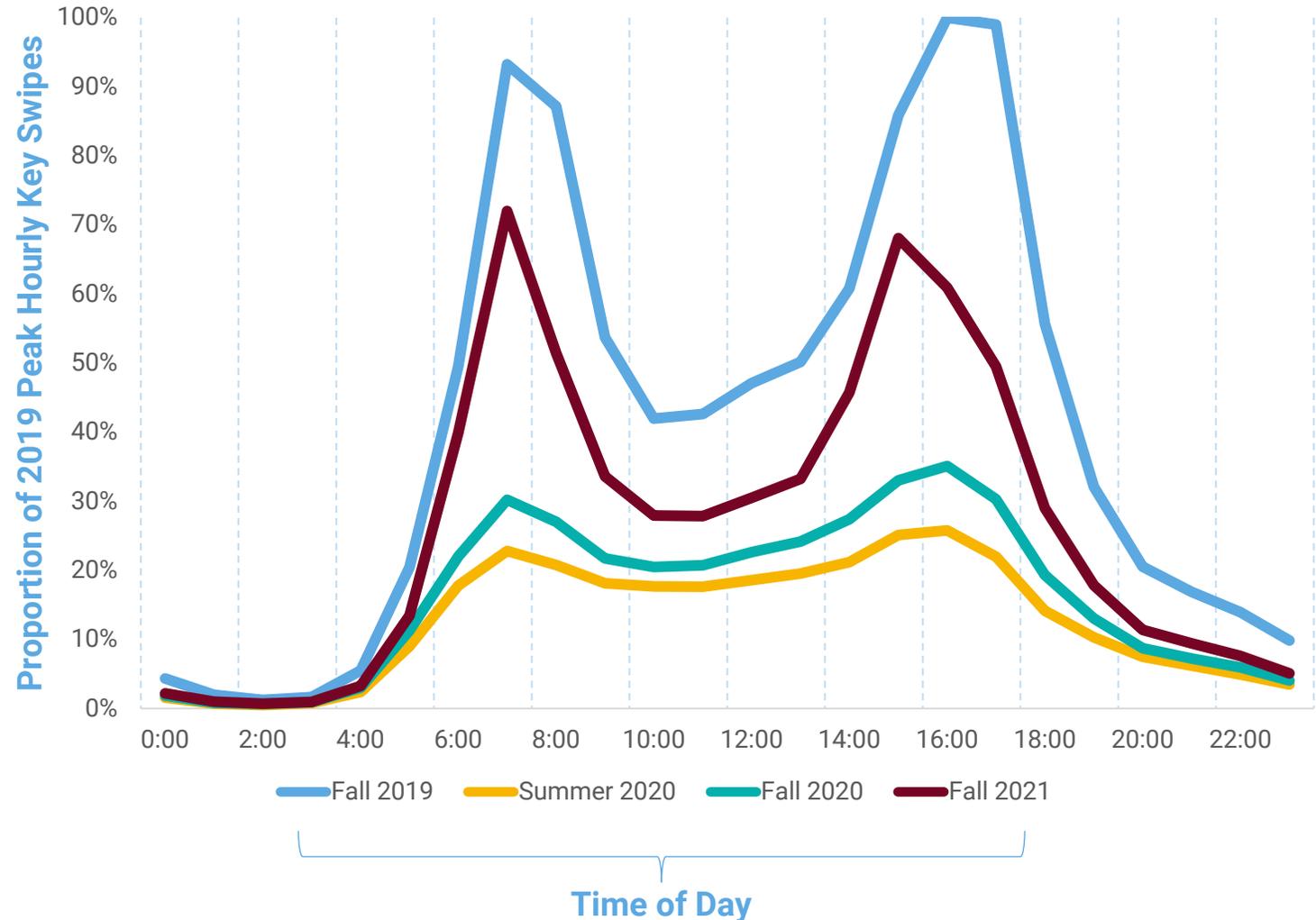
**Bus Revolution**

0 1 2 Miles

Data Sources: Census Transportation Planning Products, Delaware Valley Regional Planning Commission. Map Created June 2021



**As demand softens during peak periods, it is growing stronger in the midday.**



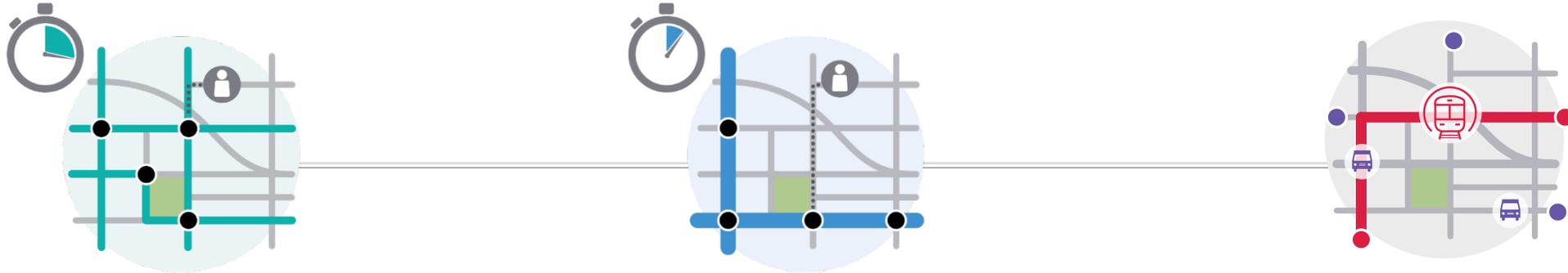
Source: SEPTA key swipe data, all modes, weekdays only



You told us you care about reliability, accessibility, and frequency.



# SEPTA's Draft Bus Network: Strategic Approach



- **More frequent bus service** - all day, every day

- **More consistent schedules**

- Straighter, more **direct bus routes**

- **Better connections** to other SEPTA services

- Introduces **flexible on-demand service** in low ridership suburban areas

# 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

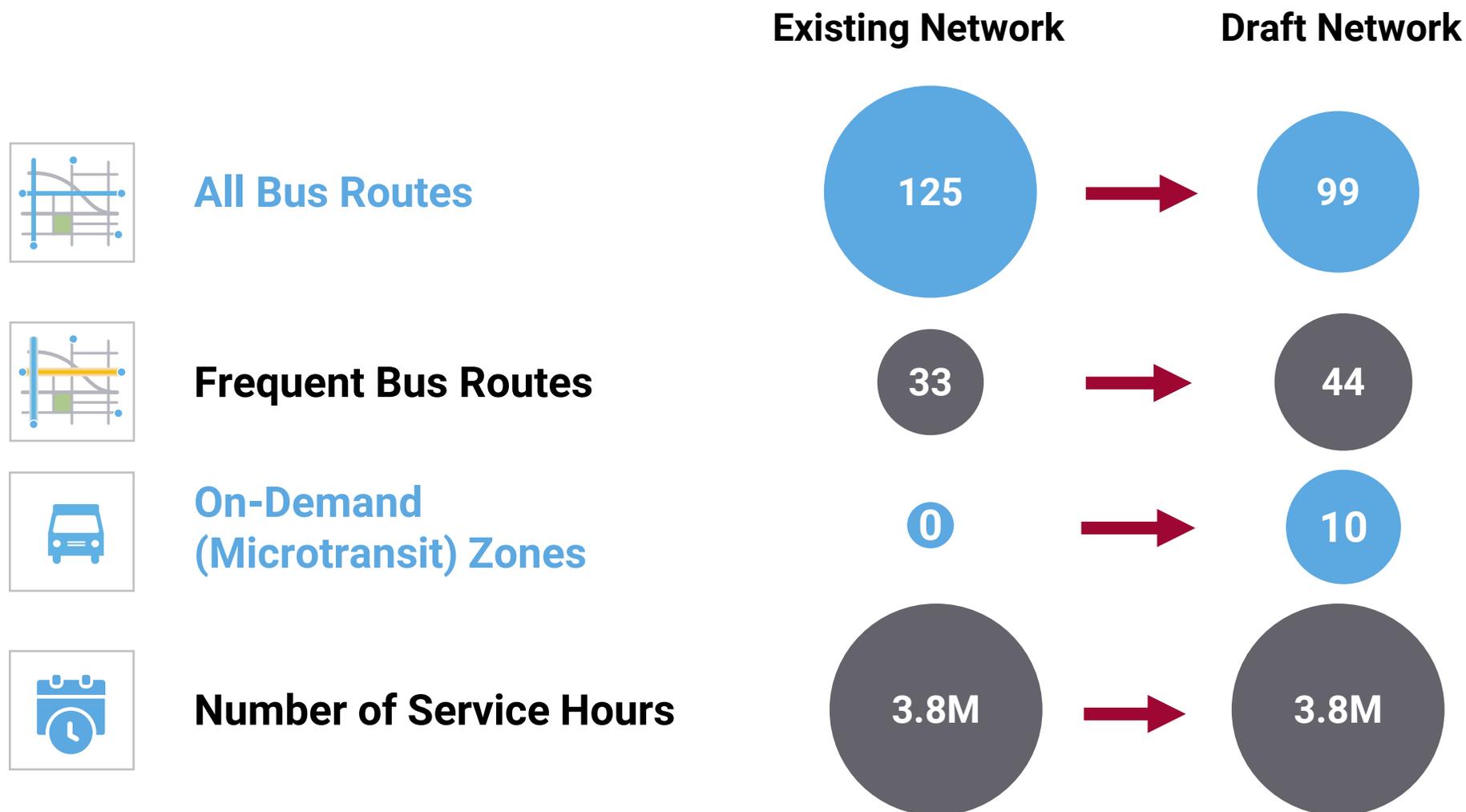
} **Frequent Bus Service**

	<b>10 MAX</b>		<b>Metro</b>
	<b>15 MAX</b>		<b>Trolley</b>
	<b>30 MAX</b>		<b>Regional Rail</b>
	<b>60 MAX</b>		<b>Microtransit Zone</b>

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



# Bus Revolution Draft Network





# Chester & Delaware Counties

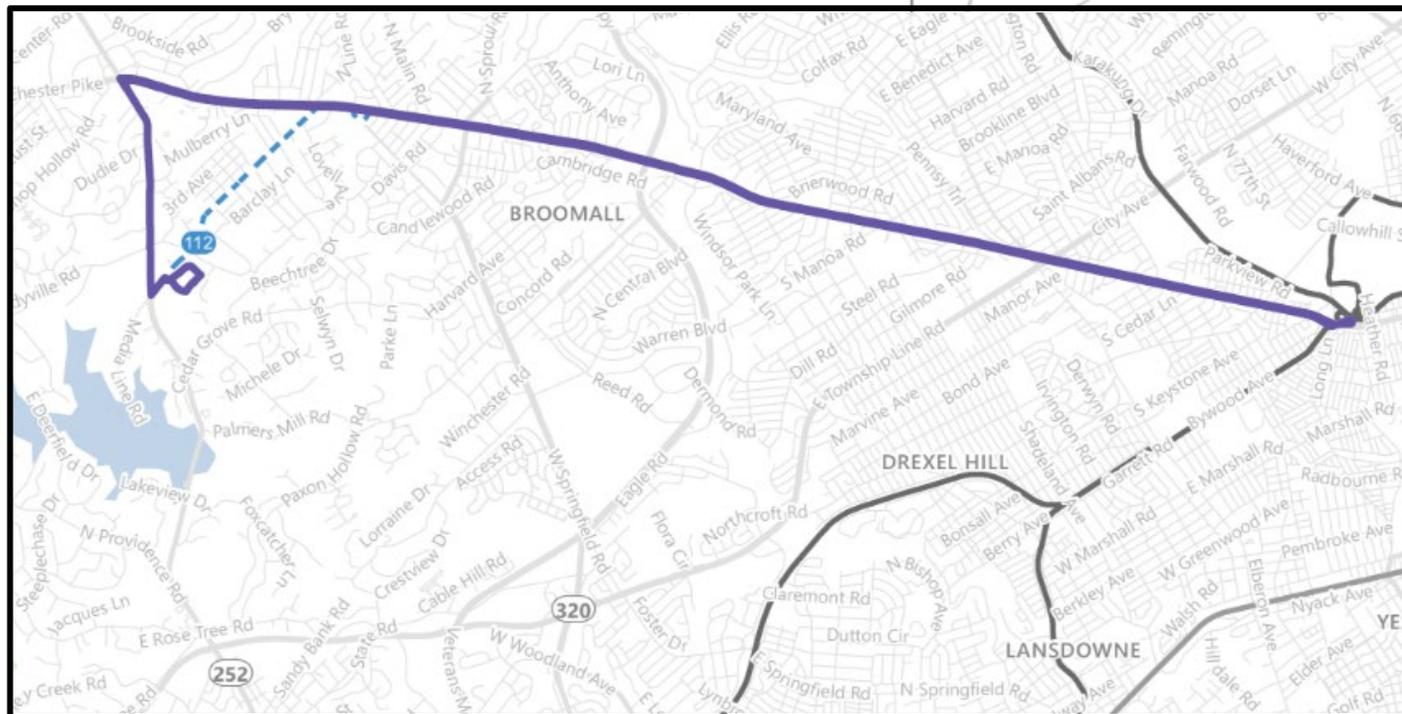
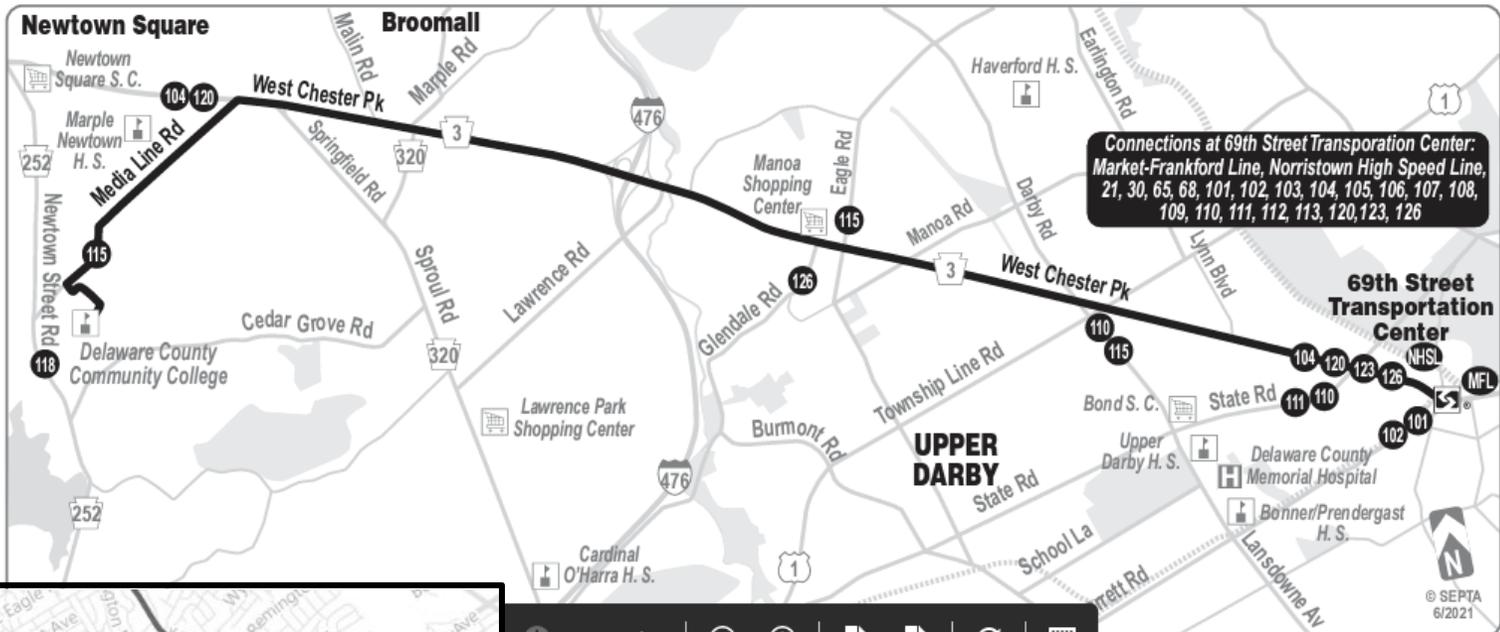


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# Highlights: Chester County

- 1. Travel locally with frequent buses on main roadways or corridors**
  - More frequent bus service on primary corridors
  - Straighter bus routes – faster, more direct travel
  - Lancaster Avenue, West Chester Pike
- 2. Travel regionally by connecting to one of SEPTA's transportation centers**
  - Chester Transportation Center
  - 69th Street Transportation Center
  - King of Prussia Mall
- 3. Use SEPTA On-Demand to get to important places with fewer people, jobs and activities**
  - Connect to/from corridor-oriented service





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# Route 112 Schedule

## Proposed Schedule

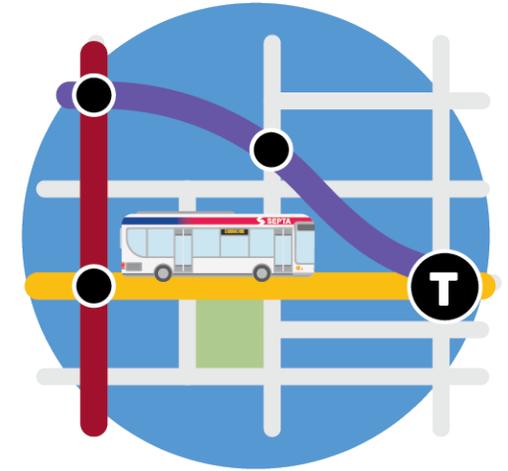
**MAX CATEGORY**

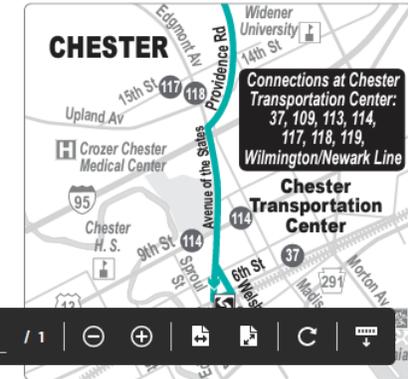
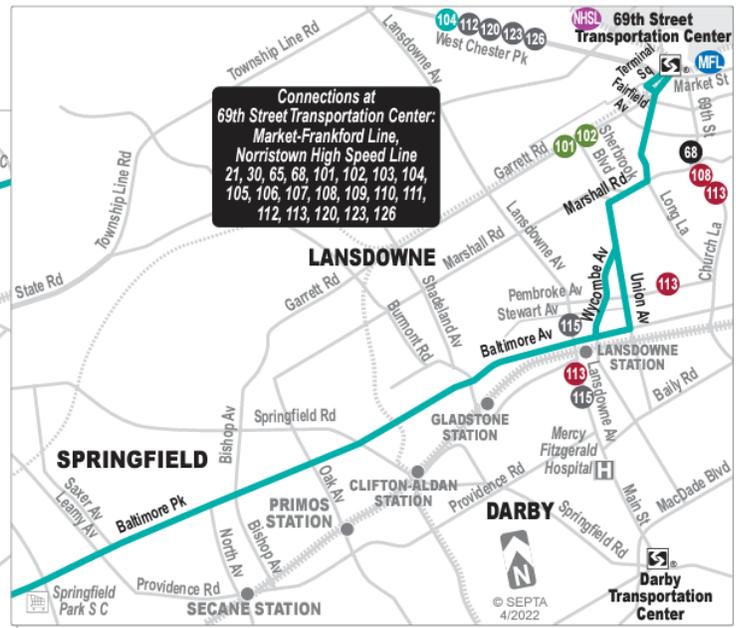
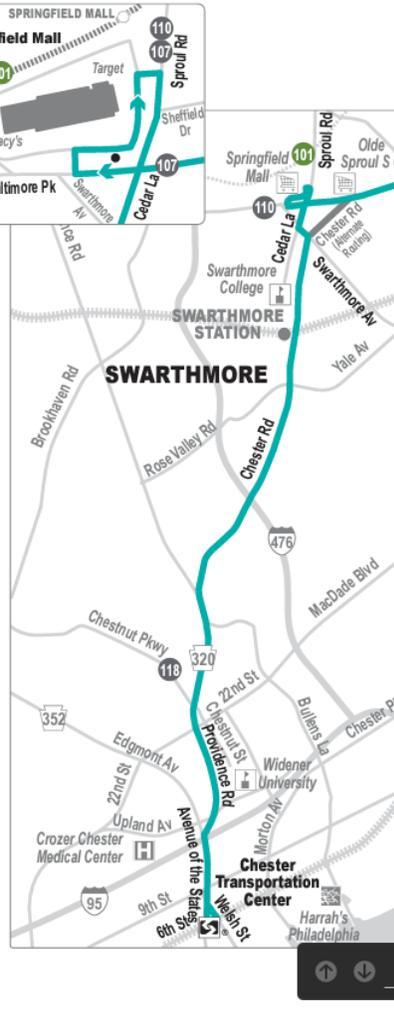
■ 10 MINUTES  
 ■ 15 MINUTES  
 ■ 30 MINUTES  
 ■ 60 MINUTES

WEEKDAY	EARLY		AM PEAK			MIDDAY						PM PEAK			EVENING			LATE			OWL			
	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3
EXISTING (RTE 112) WAS 6:21 AM TO 10:32 PM	-	-	18	38	33	35	35	40	30	32	35	60	60	60	46	65	-	100	83	-	-	-	-	
PROPOSED (RTE 901) NOW 24 HOURS	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	60	60	60	60
SATURDAY	NIGHT				DAY									NIGHT										
	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3
EXISTING (RTE 112) WAS 5:15 AM TO 5:30 PM	-	-	-	125	150	61	61	61	60	62	60	60	60	64	-	-	-	-	-	-	-	-	-	-
PROPOSED (RTE 901) NOW 24 HOURS	60	60	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	60	60	60	60
SUNDAY	NIGHT				DAY									NIGHT										
	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3
EXISTING (RTE 112) WAS NO SERVICE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROPOSED (RTE 901) NOW 24 HOURS	60	60	60	60	60	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	60	60	60	60

# Highlights: Delaware County

- 1. Travel locally with frequent buses on main roadways or corridors**
  - More frequent and consistent bus service
  - Straighter bus routes – faster, more direct travel
  - More ways to change direction and get to more places
- 2. Delaware County bus routes organized according to a grid network that also connect to SEPTA's transportation hubs**
  - Chester Transportation Center
  - 69th Street Transportation Center
  - Philadelphia Airport
- 3. Use SEPTA On-Demand to get to important places with fewer people, jobs and activities**
  - Connect to/from corridor-oriented service





# Route 109 Schedule

## Proposed Schedule

MAX CATEGORY			
10 MINUTES	15 MINUTES	30 MINUTES	60 MINUTES

WEEKDAY	EARLY		AM PEAK			MIDDAY						PM PEAK			EVENING			LATE			OWL			
	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3
EXISTING (RTE 109) WAS 24 HOURS	94	24	20	16	20	20	20	20	20	20	22	21	21	20	21	36	30	60	62	64	61	59	-	-
PROPOSED (RTE 906) NOW 24 HOURS	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	60	60	60	60

SATURDAY	NIGHT				DAY										NIGHT										
	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	
EXISTING (RTE 109) WAS 24 HOURS	92	86	54	37	30	31	31	20	20	20	20	20	20	20	20	30	30	61	61	62	61	55	-	-	
PROPOSED (RTE 906) NOW 24 HOURS	60	60	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	60	60	60	60

SUNDAY	NIGHT				DAY										NIGHT										
	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	
EXISTING (RTE 109) WAS 24 HOURS	92	85	58	45	30	30	31	30	30	31	31	30	30	30	30	60	63	62	63	60	61	61	-	-	
PROPOSED (RTE 906) NOW 24 HOURS	60	60	60	60	60	15	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	60	60	60	60

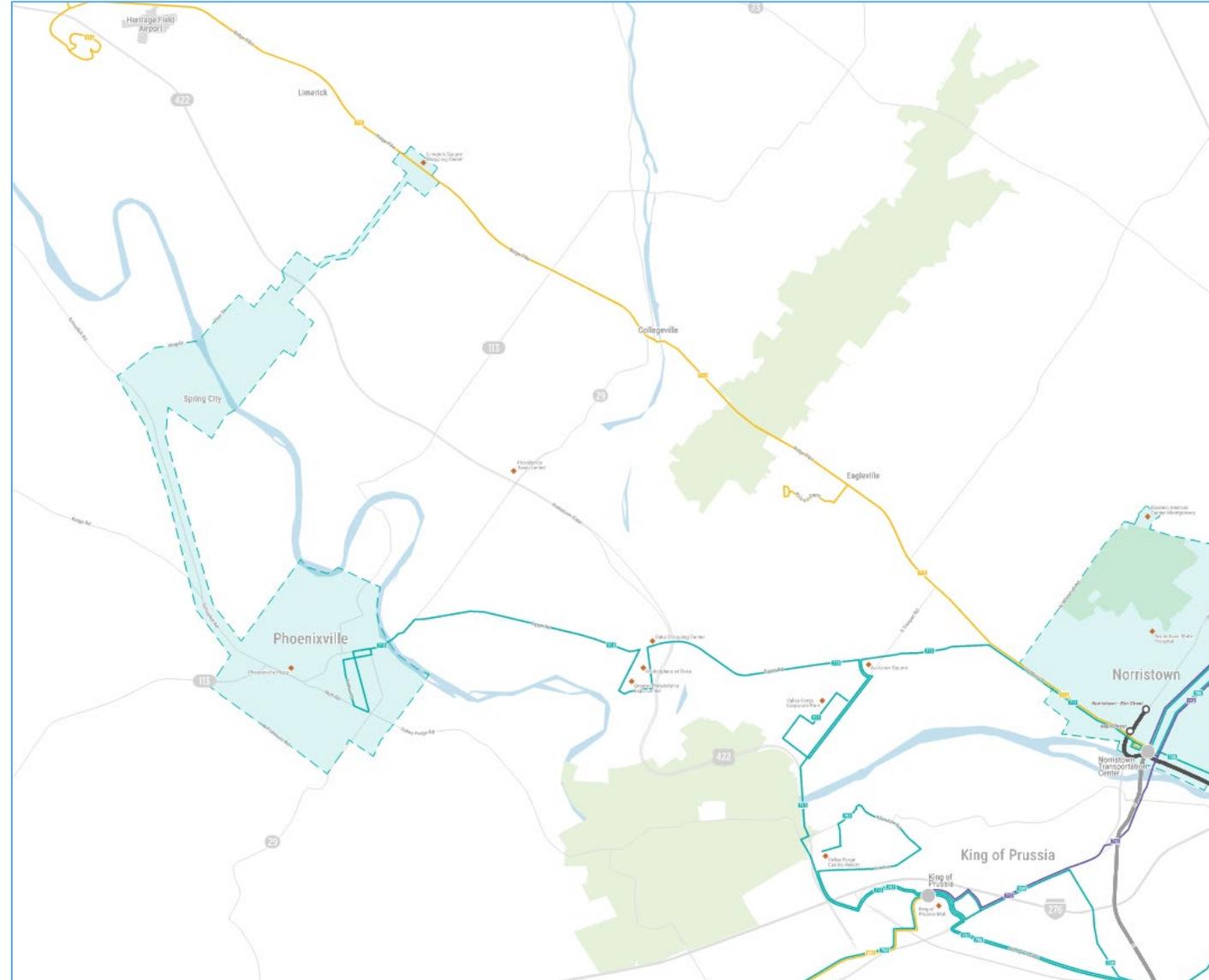
# SEPTA On-Demand

- Flexible On-Demand transit service
- Riders request a ride when they want to travel and be picked up, say 30 minutes after they request a trip
- Riders walk to the nearest corner or intersection
- Use smaller, wheelchair accessible vehicles
- Pay the same fare as traditional SEPTA bus service (use Key Card for free transfer)
- Travel anywhere within the designated zone or connect to other SEPTA services

RIDER EXPERIENCE <b>FAQ</b>	Fixed Route	Paratransit	SEPTA On-Demand (Microtransit)
<b>Where will I be picked up or dropped off?</b>	Bus Stop	Front Door	Nearest Intersection
<b>Where can I ride?</b>	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.
<b>Do I need to book a ride in advance?</b>	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.
<b>Who can ride?</b>	Anyone can ride.	Pre-approved customers only.	Anyone can ride.
<b>Is the service ADA-accessible?</b>	Wheelchair Accessible	Wheelchair Accessible + Assistance Provided	Wheelchair Accessible
<b>Will I share a ride with another passenger?</b>	Yes	Sometimes	Sometimes
<b>What is the fare?</b>	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

# SEPTA On-Demand: Chester County

- 30 MAX Service between Phoenixville and King of Prussia
- 60 MAX route on Ridge Pike between Pottstown and Norristown
- Use SEPTA On-Demand for local trips within Phoenixville and Collegeville



# SEPTA On-Demand: Delaware County

- 30 MAX route from Chester Transportation Center to Wawa Regional Rail
  - SEPTA On-Demand to travel to Cheney University, Concordville, or Painters Crossing
- 30 MAX route on West Chester Pike from 69<sup>th</sup> Street to Newtown and West Chester
  - Connect to Exton on 30 MAX route
  - Use SEPTA On-Demand for local trips to Fern Hill



# Outcomes and Benefits



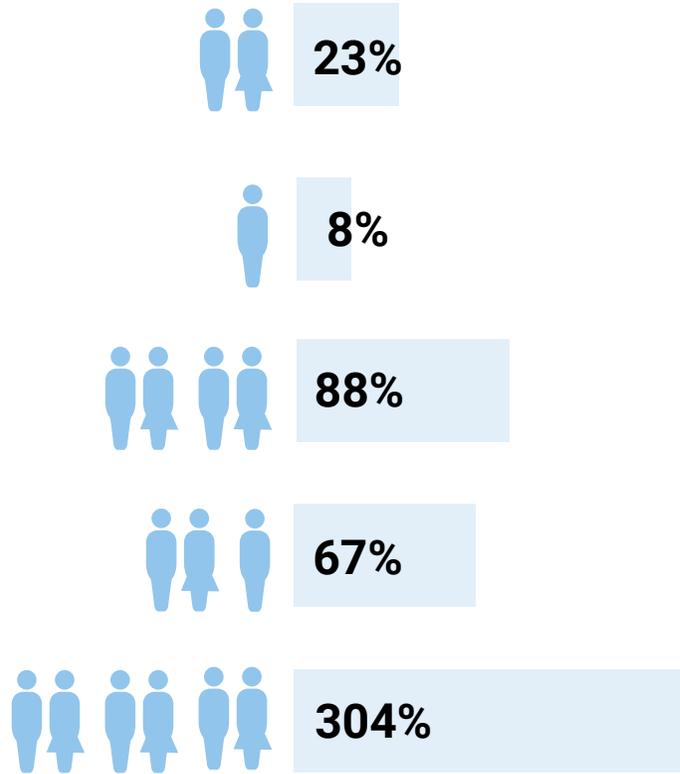
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# Draft Network Benefits

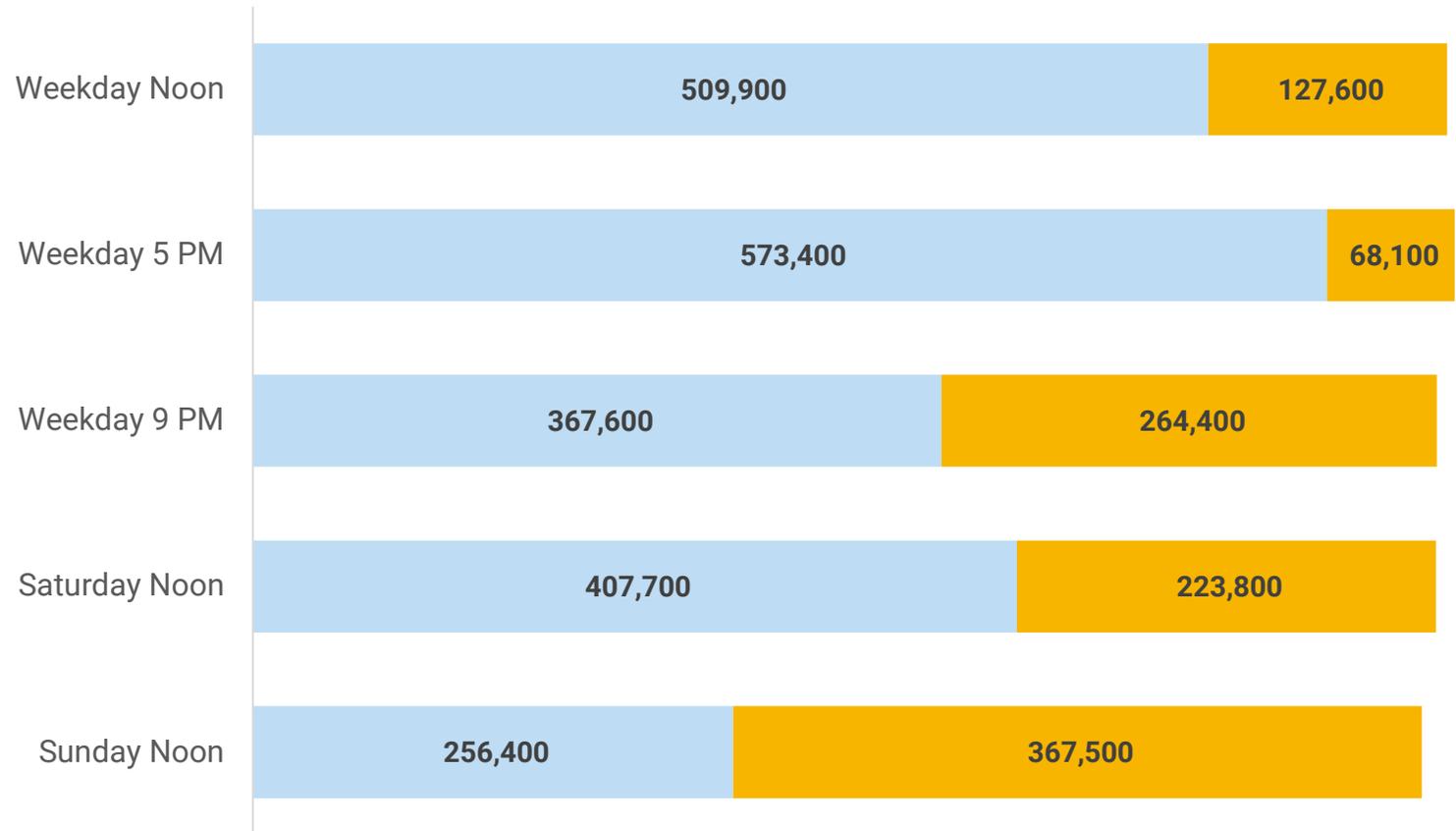
- **More frequent bus routes**
  - More bus routes operate as 30 MAX service with only a handful at 60 MAX
  - Frequency is available for most of the days, seven days per week
    - 6 AM to 9 PM on weekdays (60 MAX till midnight)
    - 8 AM to 9 PM on Saturdays (60 MAX from 7 AM to 8 AM and 9 PM till midnight)
    - 9 AM to 7 PM on Sundays (60 MAX from 8 AM to 9 AM and 9 PM till midnight)
- **Faster, more direct travel**
  - Shorter trip times
- **Simpler, easier, more consistent service**
  - More consistent schedules and bus routes
  - More reliable service



# Additional **people** within ¼ mile of Frequent Transit

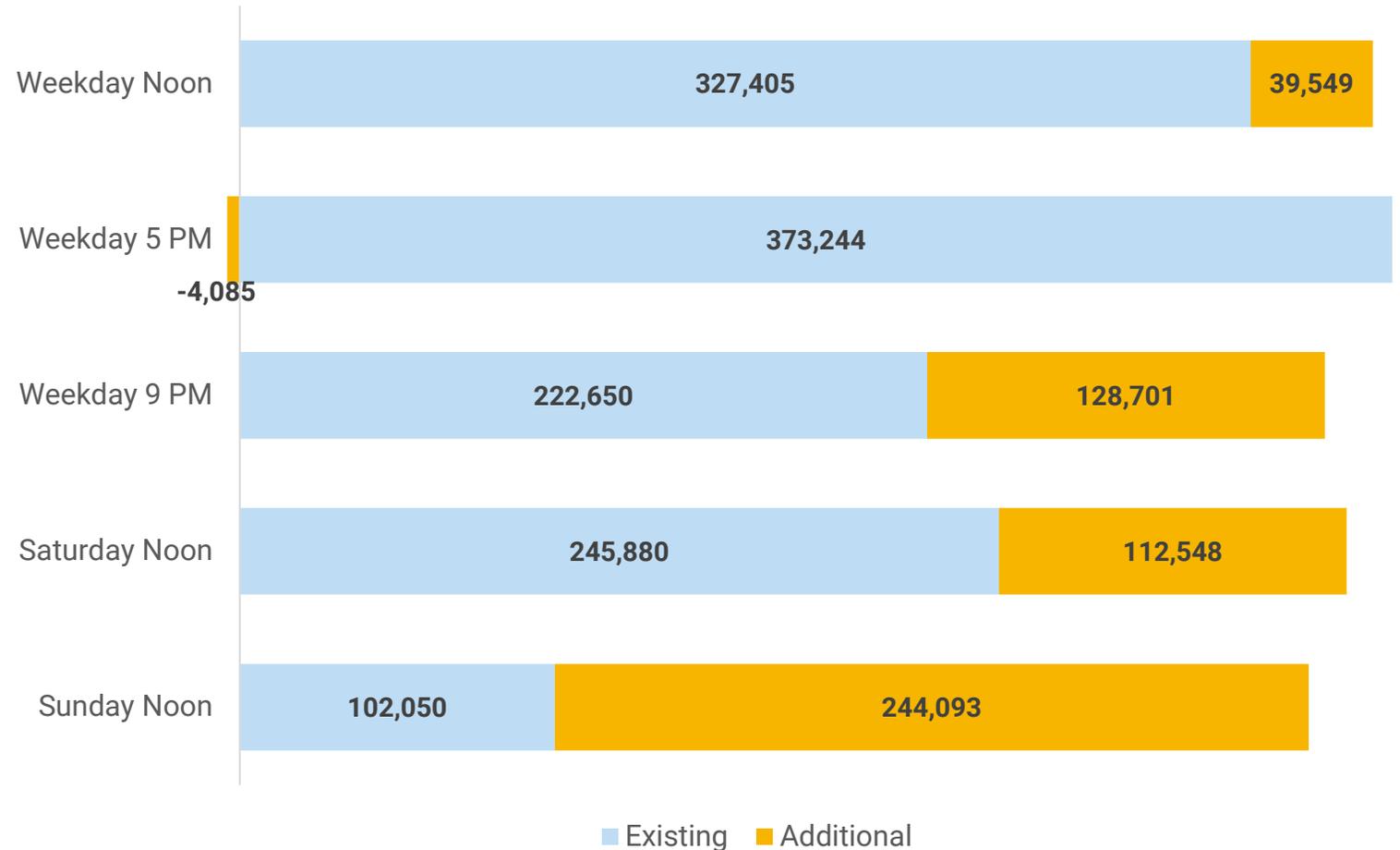
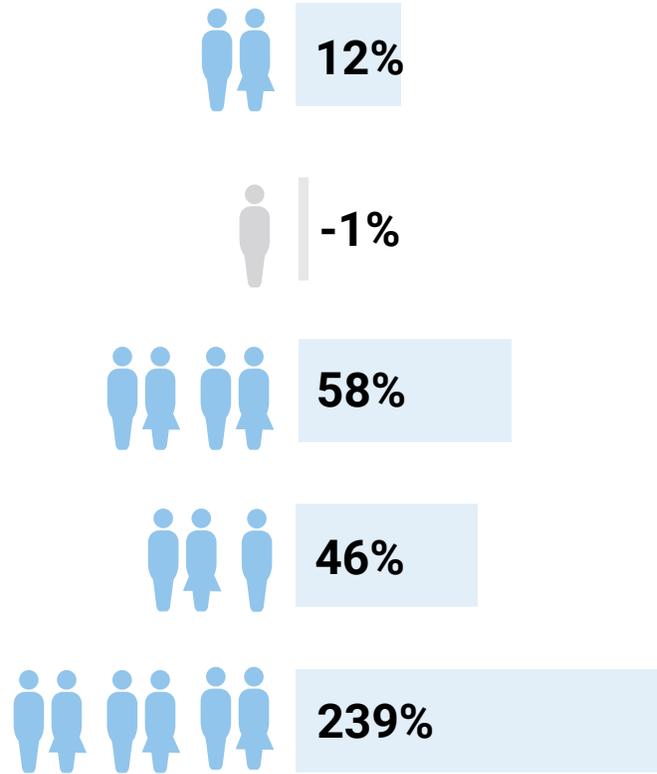


# Additional **jobs** within ¼ mile of Frequent Transit

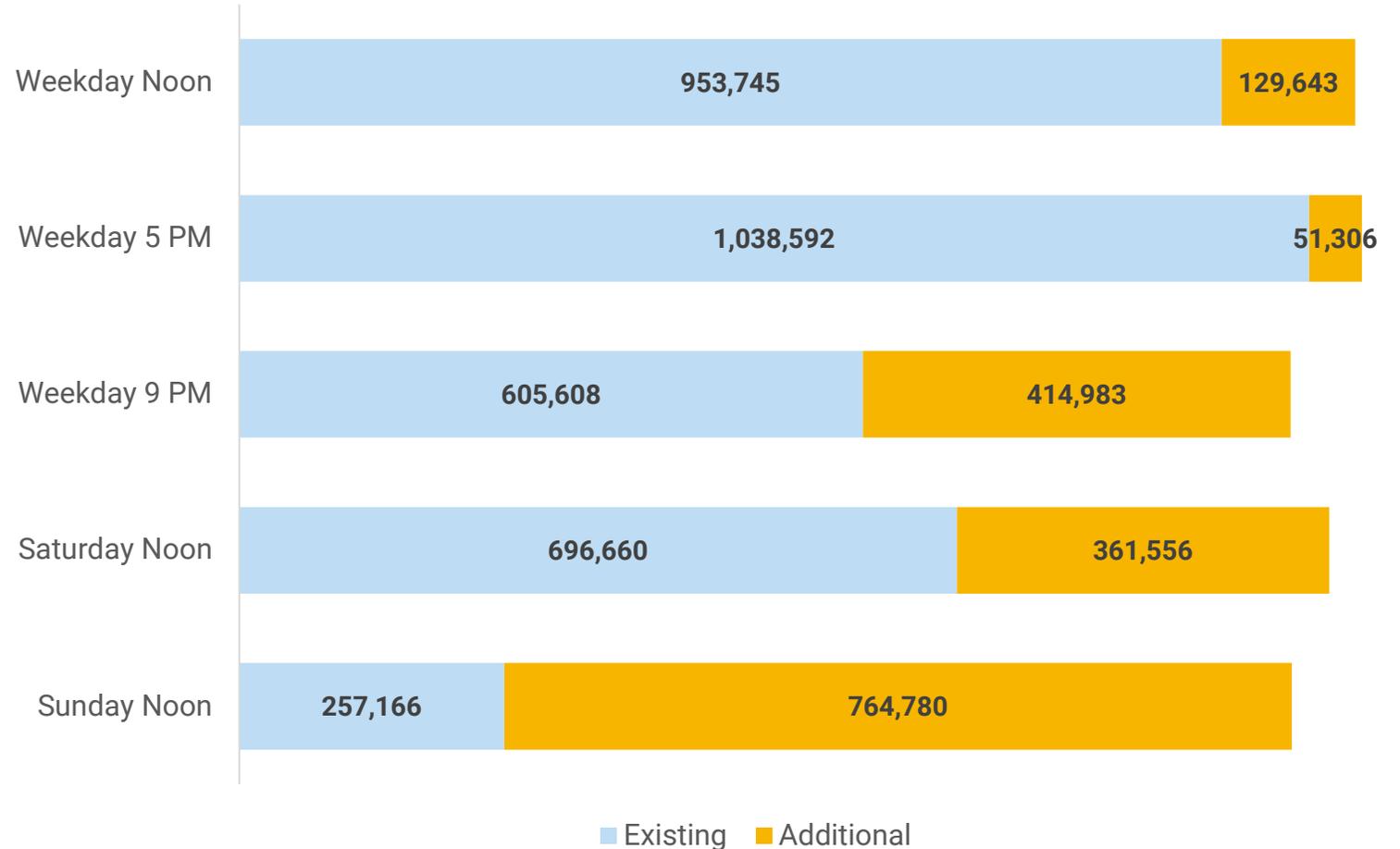
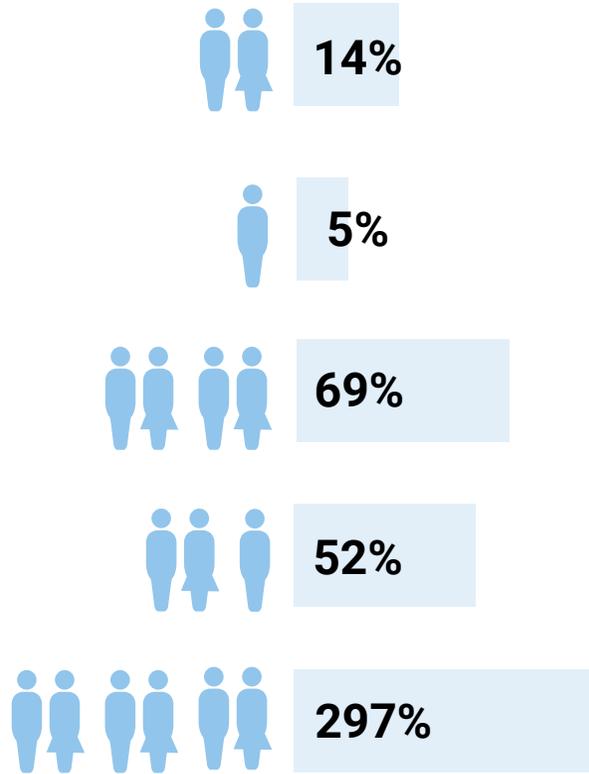


Existing Additional

# Draft network increases access to frequent transit for **low-income residents** (within ¼ miles)



# Draft network increases access to frequent transit for **minority residents** (within ¼ mile)



# Learn More



5

# How to Learn More

1. Talk to us at an open house
2. Participate in a virtual meeting
3. Visit the website
4. Invite the Bus Revolution team to one of your meetings



**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 County-Norristown Library
<b>10/19 Wed</b>	<b>Phoenixville Rec Center</b>
10/20 Thu	American Legion #366 (Fox Chase)
10/25 Tue	Vogt Rec Center
10/26 Wed	Cliveden Carriage House
10/28 Fri	Finnegan Rec Center
11/3 Thu	Peak Center - North Penn Commons
<b>11/3 Thu</b>	<b>Chester City Hall</b>
11/5 Sat	East Passyunk Community Center

Date	Location
11/9 Wed	Lucien Blackwell Community Center
11/10 Thu	Bucks County Community College (Bristol)
11/10 Thu	Kingsessing Rec Center
<b>11/12 Sat</b>	<b>Upper Darby Free Library Municipal Branch</b>
11/15 Tue	Lower Merion Administration Building
11/16 Wed	Indian Valley Public Library
11/16 Wed	The Liacouras Center
12/1 Thu	Greater Olney Library
12/8 Thu	SEPTA, 1234 Market St.

Check for updates at [septabusrevolution.com](https://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](https://septabusrevolution.com)

# Invite the Bus Revolution team to your meeting

- Members of the Bus Revolution Team are available to speak with your group!
- Meetings can be held virtually or in person.
- Sign up at [septabusrevolution.com](https://septabusrevolution.com)



# Visit our website



## SYSTEM MAP

The SEPTA system map shows all routes color coded by frequency. View the map online or pick up a printed version.



## INDIVIDUAL ROUTES

Look up your bus route to see if it's changed. These information sheets show any proposed changes to each specific route, frequency, or schedule.



## TRANSIT

Compare your current trip with the proposed network in the Transit App.



## WEBSITE

Visit **our website** for all this information and more! You'll find more information about the proposed changes and how to give feedback.

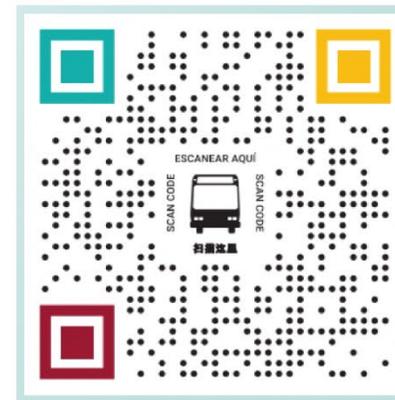


**Bus  
Revolution**

Your ride is  
about to get  
**more reliable.**



Find out what we're proposing.



# Building a Grid (Network) of Routes

- **Five East-West routes**

- 15 MAX between Chester Transportation Center, Darby TC and 69<sup>th</sup> Street TC
- 15 MAX between Chester Transportation, Springfield Mall and 69<sup>th</sup> Street (part of Baltimore Pike)
- 30 MAX between Penn State Brandywine (Baltimore Pike) and 69<sup>th</sup> Street TC
- 30 MAX between Chester Transportation Center and Snyder Station (BSL)
- 30 MAX route from Naamans Road/Riverview Gardens and Darby Transportation Center

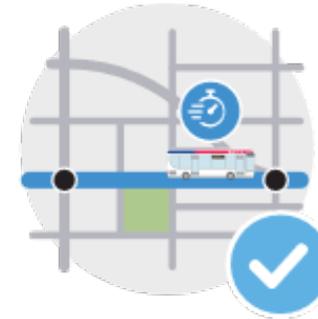
# Building a Grid (Network) of Routes

- **Two North-South routes from Philadelphia Airport**
  - 60 MAX route Philadelphia Airport to 69th Street
  - 30 MAX route Philadelphia Airport and Springfield Mall
- **Five North-South routes from Chester Transportation Center**
  - 15 MAX route Chester TC and 69th Street via Chester Street
  - 30 MAX route Chester TC, Delaware County Community College and Newtown Sq
  - 30 MAX route Chester TC, Penn State Brandwine
  - 30 MAX route Chester TC and WaWa Station
  - 30 MAX route Chester TC and Larkin's Corner



**SEPTA has a lot of well designed, high performing bus routes.**

**In fall 2019, 13 routes carried more than 10,000 riders per day.**



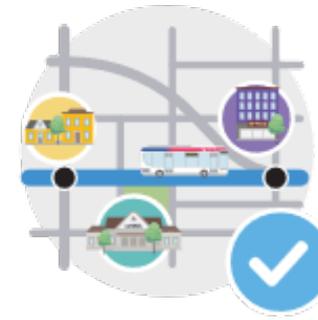
**Fast is better than slow**

Virtually all passengers prefer to get places faster rather than slower



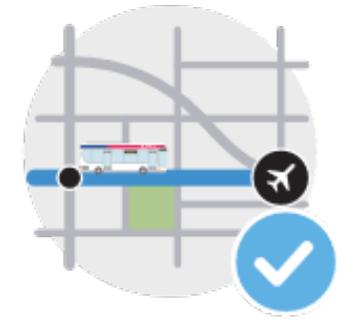
**Make routes as direct as possible**

Avoid deviating from the most direct path unless there is a compelling reason



**Serve well-defined markets**

Service configured around clearly defined markets is easier to understand, reduces duplication, and can form the basis for premium services



**Operate to and from strong anchors**

Anchor routes with major destinations at one or both ends



# But there is work to do to simplify and straighten bus routes.



## **Avoid complicated routing**

A simpler route structure will attract more riders than a complex one



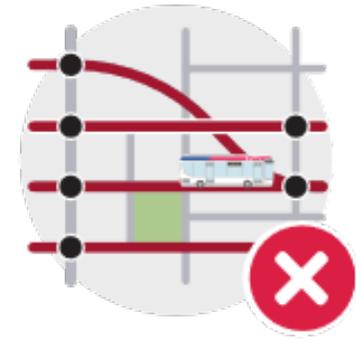
## **Avoid alternative patterns**

Only use alternative patterns when there is a very sound reason



## **Operate routes on arterial streets**

Keep routes on arterial streets to make transit service easier to understand and operate



## **Better choices, not more choices**

Providing better service on fewer routes provides most riders with better options

# Other Events

- **Focus groups with specific rider groups**
  - Older adults
  - People with disabilities
  - Spanish and Chinese speakers
  - Parents of school aged children
- **Targeted meetings with specific geographic areas**
  - Places and communities with lots of changes
  - Communities / areas where on-demand (microtransit) service proposed

