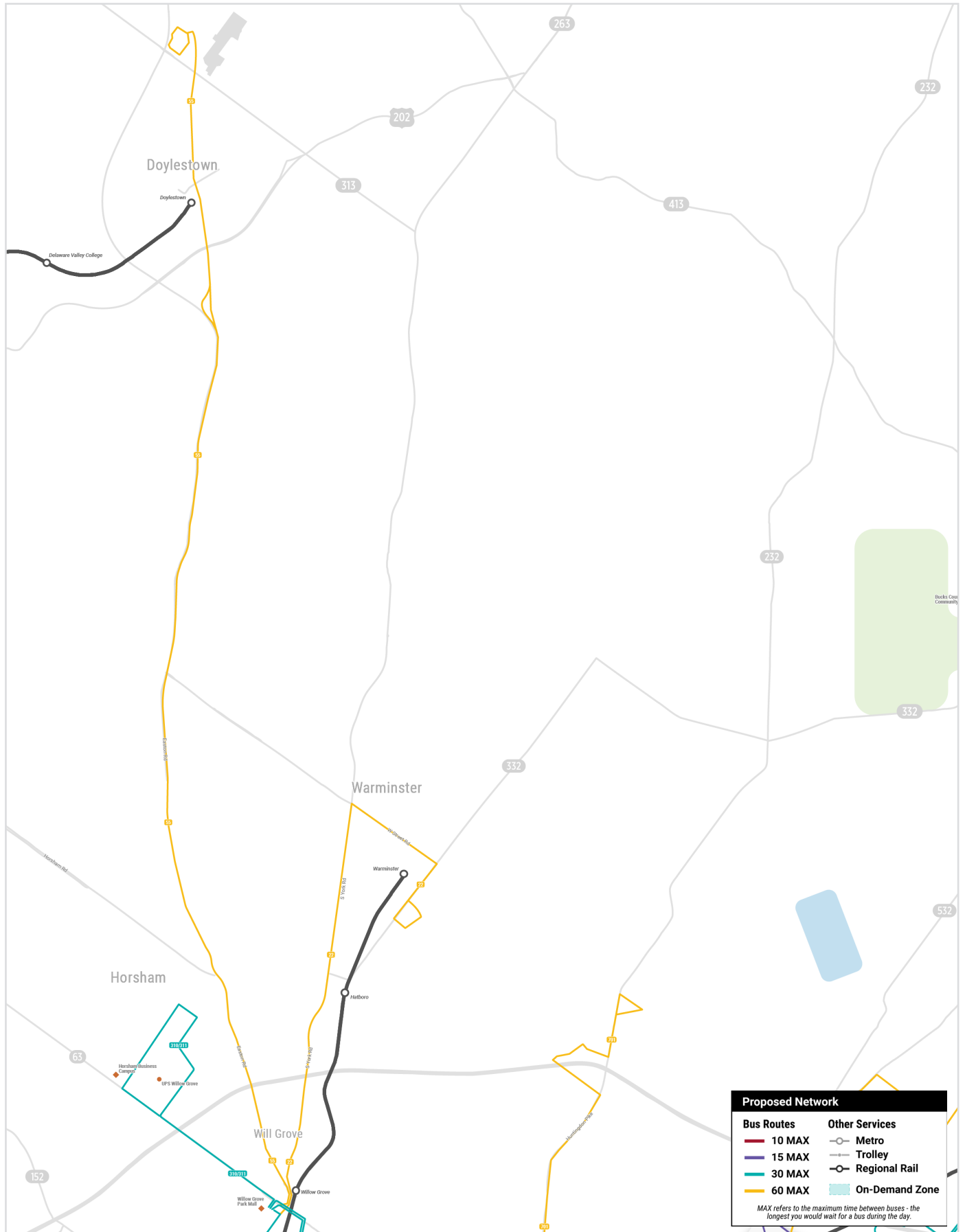


Doylestown Area



Bucks County Recommendations

Proposed Route-by-Route Changes

We heard you, Bucks County!

Summary of Proposed SEPTA Bus Routes Changes

SEPTA received many comments on the draft bus network for Bus Revolution and we've updated the draft network, incorporating public feedback to create a bus network that is easier to use, more convenient, and more reliable.



Get further faster with extended and newly combined routes: Riders told us that they travel all over the region, including Center City Philadelphia.

Routes 127 and 130 connect into the Neshaminy Mall, where riders can connect to the Boulevard Direct service, which provides fast, frequent bus service on Roosevelt Boulevard connecting to Frankford Transportation Center.

Both on-demand services and Route 129 meet in downtown Bristol, offering transfers to transit services, with local and regional connections.



Simpler, more direct bus routes that would be faster and easier to understand. Bus routes are easier to understand if they stay on main streets and travel to the same places on all trips. Nearly all bus routes in Bucks County will travel the same way on every trip, every day of the week.

Route 130 would be shortened to connect Neshaminy Mall and Bucks County Community College in a simple and direct way. Riders could use this service for local trips or to connect with other services.

Route 129 would be streamlined in Philadelphia and in Bucks County to provide faster and more direct service between Frankford-Knights and Oxford Valley Mall.



Two new flexible on-demand (microtransit) services: In some parts of Bucks County residents want and need public transportation, but there aren't enough potential riders to schedule frequent bus service. In these areas, we are proposing a new on-demand service instead of infrequent fixed route bus service. There would be two on-demand zones in Bucks County:

Bristol/Croydon/Cornwells Heights – this zone would allow people to make local trips. It would also support riders traveling to/from other SEPTA services, like regional rail and/or bus service at Cornwells Heights, Torresdale Station or Frankford-Knights.

Bristol/Levittown/Fairless Hills – this service would allow people to travel within the zone and connect to other SEPTA buses at Oxford Valley Mall.

Routes in these Recommended Route Change summaries are tagged with labels describing the type(s) of change proposed:

No Changes <i>No changes recommended</i>	Updated <i>Reflects feedback from Fall 2022 engagement</i>	New Route <i>Introduction of a brand-new route</i>	Extended <i>Longer route to connect to new destinations</i>	Realigned <i>Longer route to connect to new destinations</i>	Consolidated <i>Route no longer operates, and resources reinvested</i>
Less Frequent <i>Trips removed to downgrade Rt to a less frequent MAX category</i>	Simplified <i>Eliminated service variants to simplify understanding route</i>	Combined <i>Two routes merged into one longer route</i>	Shortened <i>Truncated to enable faster round-trip travel</i>	New Frequent Rt <i>Trips added to upgrade to 10 MAX or 15 MAX</i>	More Frequent <i>Trips added to upgrade to a more frequent MAX</i>

Recommended Changes in Bucks County

Bus Revolution UPDATE recommends changes to **12** of 13 Bucks County bus routes:

Consolidated

Route 1: Parx Casino to 54th-City

Route 1 would be consolidated. Riders could use BLVD DIR or Route 14 for service on Roosevelt Boulevard and to Neshaminy Mall. New Route 542 will connect Parx Casino and Neshaminy Mall. New Route 14/84 will serve the National Archives.

Simplified **Shortened**

Route 14 (538): Frankford TC to Neshaminy Mall (and Oxford Valley Mall)

Route 14 would operate all trips between Neshaminy Mall and Frankford Transportation Center. This service would operate every 30 minutes on weekdays and weekends. Every other trip on this route (538A) would continue to Oxford Valley Mall, serving the corridor hourly on weekdays and weekends. The Boulevard Direct route would also serve Roosevelt Boulevard and Neshaminy Mall. Service to Byberry East, Bucks County Tech Park, and Sesame Place will be provided by other routes.

New Frequent Rt **Simplified** **Shortened** **Combined**

Route 20/50 (540): Philadelphia Mills to Frankford TC

Routes 20 and 50 would be combined to provide a new frequent route (every 15 minutes all day, every day) between Frankford Transportation Center and Philadelphia Mills via Roosevelt Boulevard and Academy Road. New Route 542 would provide service between Philadelphia Mills and Parx Casino.

Simplified **More Frequent** **Shortened**

Route 22 (703): Olney TC to Willow Grove Park Mall or Warminster

Route 22 would provide direct service between Olney Transportation Center and Willow Grove Mall, with every other trip traveling to Warminster (Route 22A). The route will provide more direct service in Glenside via Easton Road and will travel to Olney Transportation Center via a new alignment on Thouron Avenue and Wister Street. Passengers traveling between Cedarbrook and Olney Transportation Center via Cheltenham Avenue can use Route 16.

Simplified

Route 55 (699): Olney TC to Willow Grove (and CKC Doylestown)

Route 55 would use a more direct alignment on Thouron Avenue and Easton Road between Olney Transportation and Willow Grove. The route would also have two patterns, the main route (Route 55) would travel between Olney and Willow Grove, departing every 30 minutes. Every other trip (Route 55A) would continue to Doylestown and leave every hour.

Simplified

Realigned

Route 58 (534): Frankford TC to Bustleton & County Line or Neshaminy Mall

Route 58 would be simplified to operate frequent service between Frankford Transportation Center and Bustleton Avenue/County Line Road, with one trip an hour (534A) continuing to Neshaminy Mall. Service to Bustleton-County Line would operate more consistently and be more direct. The deviation on Haldeman Avenue and Red Lion Road would be eliminated and served instead by Route 542. The deviation on Rennard Street would also be eliminated.

Consolidated

Route 78: Express Cornwells Heights to Center City

Route 78 would be consolidated. The Cornwells Heights station would be served by new Route 14/84, new on-demand service in the Bristol-Croydon-Cornwells Heights zone and Regional Rail to Center City.

More Frequent

Realigned

Combined

Route 602: Trenton Transit Center to Neshaminy Mall

Route 602 would combine parts of Route 14 and 127 to create a new route that extends service from Trenton Transit Center to Neshaminy Mall, traveling via Morrisville, West Trenton Avenue and Lincoln Highway to Oxford Valley Mall and then continue to Neshaminy Mall via Lincoln Highway and Langhorne Station. Service would be hourly on weekdays and weekends. Service along Levittown Parkway, Hood Boulevard, and Oxford Valley Road would be replaced with new on-demand service in the Bristol-Levittown-Fairless Hills zone. Service along Tyburn Road and Bristol Pike would be discontinued.

Consolidated

Route 127: Trenton Transit Center to Oxford Valley Mall

Route 127 would be discontinued. It would be replaced by a combination of New Route 602, which connects the Trenton Transit Center and Neshaminy Mall, with service to Oxford Valley Mall and the Bristol-Levittown-Fairless Hills On-Demand service.

Consolidated

Route 128: Neshaminy Mall to Oxford Valley Mall

Route 128 would be consolidated. Service between Neshaminy Mall and Street/Knights Roads would be replaced with a new Route 524. Service on Street Road between Knights Road and Hulmeville Road would be discontinued. Service between Street/Hulmeville Roads and Bristol and between Bristol and Oxford Valley Mall would be replaced with on-demand service.

Realigned

Route 129 (604): Frankford-Knights to Oxford Valley Mall

Route 129 would be Realigned to operate hourly between Oxford Valley Mall and Frankford Avenue/Knights Road. The route would use a more direct path near the Bridgewater Industrial Park via Ford Road. Service on Bridgewater Road and Bensalem Boulevard would be replaced by new on-demand service in the Bristol-Croydon-Cornwells Heights zone. Service would be hourly on weekdays and weekends.

Realigned

Shortened

Route 130 (601): Bucks County Community College (BCCC) to Neshaminy Mall

Route 130 would be shortened to provide hourly service between Neshaminy Mall and Bucks County Community College. The shorter route will enable better reliability and on-time performance. A new Route 542 would connect Neshaminy Mall with Torresdale Station via Philadelphia Mills and Frankford-Knights. Woodhaven Road south of Philadelphia Mills would be served by new Route 14/84, while Bristol Pike would be served by new on-demand service in the Bristol-Croydon-Cornwells Heights zone. Service would be hourly on weekdays and Saturdays.

Consolidated

Route 133: Frankford-Knights to Bensalem

Route 133 would be replaced with new on-demand service in the Bristol-Croydon-Cornwells Heights zone. This new on-demand zone would serve riders who want to make local trips and connect to employment, shopping, and schools. The on-demand zone will replace service currently provided by Route 133, which is infrequent (less than hourly) and does not carry many riders. The on-demand zone is designed to be a more convenient, easier to use service as compared with infrequent bus service.

Consolidated

Route 150: Frankford-Knights to Bensalem

Route 150 would be consolidated.

No Changes

Route BLVD DIR: Neshaminy Mall to Frankford TC

New Route

Route 551: Forest Hills Station to Cornwells Heights Station

This new route would combine segments of multiple routes and provide service between Forest Hills Station and Cornwells Heights Station, via Byberry Road, Southampton Road, the National Archives, Academy Road, and Philadelphia Mills. The new service would provide new crosstown connections.

New Route

Route 542: Bucks County Technology Park to Torresdale Station

This new route would combine segments of multiple routes and provide half hourly service between Bucks County Technology Park and Torresdale Station, via Neshaminy Mall, Parx Casino, Bensalem, Philadelphia Mills and Frankford-Knights. The new service would provide new crosstown connections. Service would be every 30 minutes on weekdays and weekends.

New Route

On-Demand Zone: Bristol-Croydon-Cornwells Heights

A new on-demand zone in Bristol, Croydon and Cornwells Heights would serve riders who want to make local trips, connect to employment, shopping, and schools. Riders can use the on-demand to travel anywhere in the zone and to connect with other SEPTA bus routes (multiple routes at Frankford-Knights and Torresdale Station; new route 14/84 at Cornwells Heights Station; Route 129 to Oxford Valley Mall at multiple locations within the zone). The on-demand zone will replace service currently provided by Routes 128, 129, and 133, which are infrequent and do not carry many riders. The on-demand zone is designed to be a more convenient, easier to use service as compared with infrequent bus service.

New Route

On-Demand Zone: Bristol-Levittown-Fairless Hills

A new on-demand zone in Bristol, Levittown and Fairless Hills would serve riders who want to make local trips, connect to employment, shopping, and schools. Riders can use the on-demand service to travel anywhere in the zone, including Oxford Valley Mall and make connections to SEPTA bus routes (Route 14/127 to Trenton or Neshaminy Mall; Route 129 to Frankford-Knights). The on-demand zone will replace service currently provided by Routes 127 and 128, which are infrequent and do not carry many riders. The on-demand zone is designed to be a more convenient, easier to use service as compared with infrequent bus service.