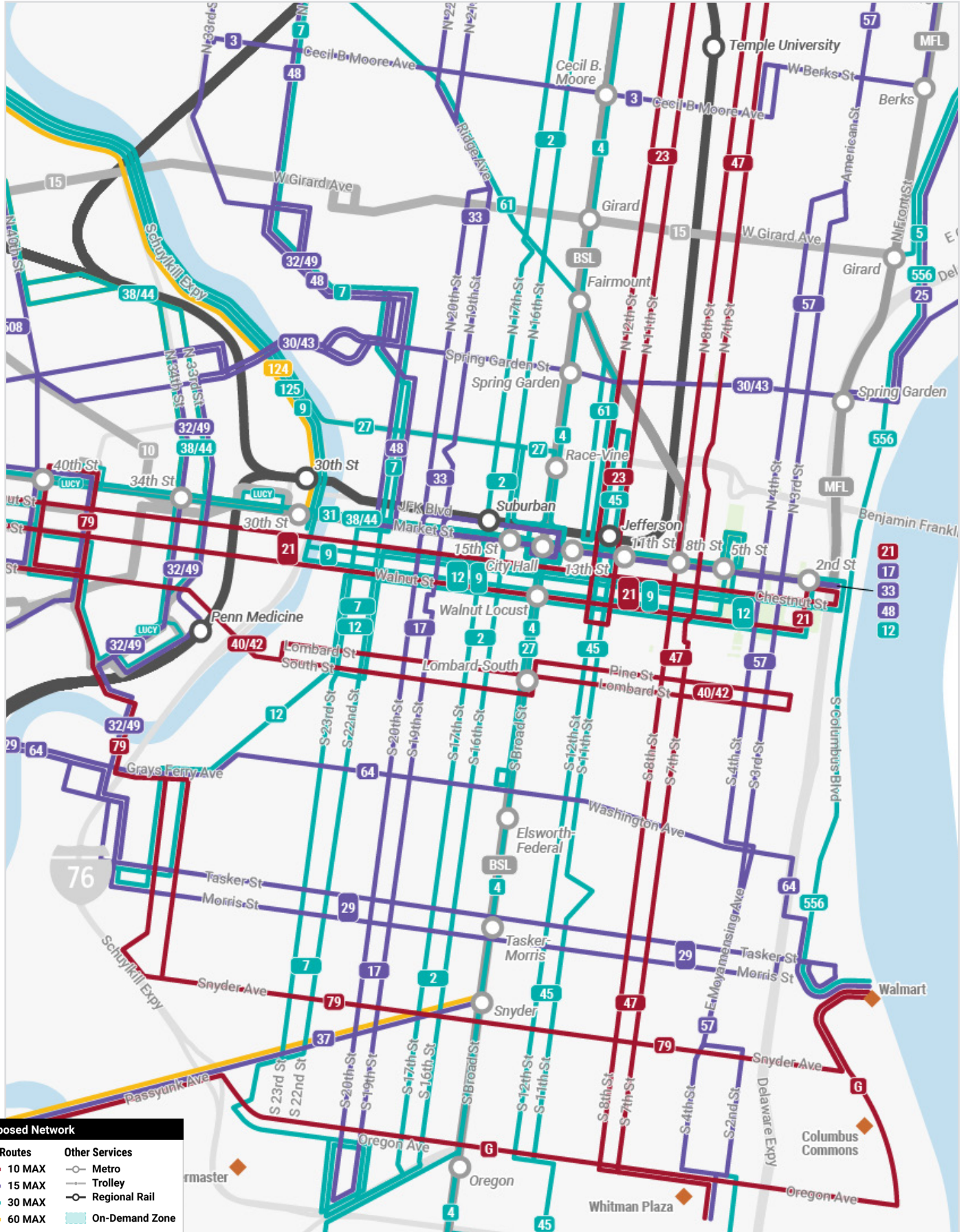




SEPTA Bus Revolution | Spring 2023 Center City Recommendations

Proposed Route-by-Route Changes



Center City Recommendations

Proposed Route-by-Route Changes

We heard you, Center City!

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.



Make transit more convenient by adding more frequent bus routes: SEPTA riders said they value frequent bus routes because a bus that comes at least every 15 minutes is soon enough to not look at a schedule.

Four new frequent routes in Center City: Route 57, Route 43 (combined with Route 30), Route 49 (combined with Route 32), and Route 42 (combined with Route 40)

Three routes that operate express to Center City will also become more frequent: Route 9, Route 27, and Route 125 will operate every 30 minutes all day



Improved weekend and night service. Center City residents, workers, and visitors need reliable and frequent service during all times, not just on weekdays.

The following frequent routes in Center City would also provide frequent service on weekends: Route 57(A) (shortened to operate south of York Dauphin Station) Route 49 (combined with Route 32), Route 43 (combined with Route 30), Route 23, Route 47, Route 33, Route 17, Route 48, and Route 42 (combined with Route 40)

There will be 5 routes with 24-hour service: Route 47, Route 23, Route 33, Route 17, Route 57 (shortened to south of York Dauphin station)



Get further faster with extended and newly combined routes: Center City residents and visitors travel all over the region including West Philly, Ardmore, and Navy Yard.

Combined Route 30 and Route 43 better connect West Philly to North Philly and the Broad Street Line/Center City

Combined Route 44 and Route 38 better connect Ardmore, West Philly, and Center City

Extended Route 45 connects with Navy Yard on weekdays

New Route 556 connects Rising Sun/Olney to Pier 70 via Columbus Ave and Frankford Ave



Provide simple service that is easy to understand: Bus routes are easier to understand if they operate primarily on major streets, running to and from the same destinations on all trips. Based on public input, nearly all bus routes in Center City will travel the same way on every trip, every day of the week.

All Express routes operate in the same way on all trips, providing more reliable midday, evening, and weekend service between Center City and major destinations like Manayunk-Roxborough (Route 9, Route 27) and King of Prussia (Route 124 and Route 125).]

More direct service on Market Street with streamlined and more frequent Route 31 service to West Philly

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>Straighter, more direct route to provide faster service</i>	Consolidated <i>Route no longer operates and its 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 Center City Express Routes

Bus Revolution UPDATE recommends changes to **29** of Center City’s 32 routes:

	Updated	More Frequent	Simplified
Route 9 (598): Ridge & Cathedral to 5th & Market			
Route 9 would operate between Ridge & Cathedral and 5 th & Market. Service would be every 15 minutes during the weekday peak periods and 30 minutes at other times, including weekends. This change reflects community feedback.			

	Updated	Simplified
Route 27 (599): Plymouth Mtg Mall to Broad & Carpenter		
Route 27 would operate all trips between Plymouth Meeting Mall and Broad & Carpenter in South Philadelphia. This route would have 15-minute service during weekday peaks and 30-minute service at other times. We updated Route 27 to provide all-day service between Plymouth Meeting Mall and Broad & Carpenter based on feedback we received.		

	Updated	More Frequent	Combined	New Route
Route 38/44 (555): 5th & Market to Ford & Monument (and Ardmore)				
Routes 38 and 44 would be combined to operate between Center City and Wynnefield Heights traveling via 34 th Street, Mantua Avenue, 40 th Street, and Belmont Avenue. Service would be at least every 15 minutes on weekdays and 30 minutes on weekends. Every other trip (Route 38/44B) would continue to Ardmore, providing a connection every 30 minutes on weekdays and hourly on weekends. Changes to this route respond to comments about the need for service on Belmont and Parkside Avenues and connections to Center City.				
Route 26/65 will provide service for riders traveling further north on City Avenue and Route 9, Route 27, Route 124, and Route 125 will provide express service for riders traveling between Wissahickon Transportation Center and Center City. Route 30/43 and Route 32/49 will provide service for riders traveling across the Spring Garden Street Bridge.				

	Consolidated
Route 62: 9th & Market Street to Andorra	
Route 62 would be consolidated. Route 62 passengers can take nearby Route 61, Route 27, and Route 9.	

	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.

Shortened

Simplified

Route 124 (797): Chesterbrook to 30th St. & Market St.

Route 124 service would be simplified and shortened so that all trips would travel between Chesterbrook, the King of Prussia Mall, Wissahickon Transportation Center, and 30th Street Station in Philadelphia. The route will operate hourly on weekdays and weekends. Service would be every 30 minutes during weekday peaks and 60 minutes during the midday and on weekends.

Simplified

More Frequent

Shortened

Route 125 (798): Valley Forge and King of Prussia to 30th St. & Market St.

Route 125 would become more frequent (every 30 minutes on weekdays and weekends) and operate between BNY Mellon north of King of Prussia Mall and 30th Street Station via Gulph Mills Station and Wissahickon Transportation Center. Shortening the route will allow it to operate more frequently and reliably. Many other SEPTA routes will serve passengers travelling between 30th Street Station and Center City.

Recommended Changes in Center City North-South Routes

New Frequent Rt

Shortened

New Route

Route 25 (522): Frankford TC to Spring Garden Station

Route 25 would be shortened to operate between Frankford Transportation Center and Spring Garden Station via a new alignment on York Street in Fishtown. The route would operate 15 minutes all day, every day. Route 25 service south of Spring Garden would be replaced by new Route 556 that would operate between Olney & Rising Sun Avenues and Pier 70.

Updated

New Route

Route 556 (556): Olney & Rising Sun Loop to Pier 70

Route 556 would be a new bus route operating between Pier 70 and Olney & Rising Sun. It would operate every 30 minutes on weekdays and weekends, replacing existing Route 25 service south of Spring Garden and provide a new north-south connection between Olney-Rising Sun and the Market-Frankford Line via G Street.

Shortened

Route 5 (567): Girard Station to Frankford TC

Route 5 would be shortened to operate between Frankford Transportation Center and Girard Avenue Station via Frankford Avenue. Riders could use new Route 550 that would travel on Third and Fourth Streets and operate between York Dauphin Station on the Market-Frankford Line to Whitman Plaza or NRG Station via Packer Street.

Updated

Shortened

New Frequent Rt

Route 57: Dauphin & Front to 4th & Oregon (or Broad & Pattison)

Route 57 would be split into two routes: Route 57 that would travel from South Philadelphia to York Dauphin Station and Route 520 that would travel between York Dauphin Station and Fern Rock Transportation Center. Splitting Route 57 into two routes would make both parts shorter, which means each new route would be more frequent, more reliable and have better on-time performance. Route 57 would operate with 15-minute service between York Dauphin Station on the Market-Frankford Line to Whitman Plaza. Every other trip (57A) would extend to NRG Station via Packer Street (a trip every 30 minutes). See also Route 520. The change to split Route 57 at York Dauphin Station was based on community feedback.

No Changes

Route 47 (518): Whitman Plaza to 5th & Godfrey

Consolidated

Route 47M: Whitman Plaza to 7th & Spring Garden

Route 47M would be consolidated. Route 47M passengers can take nearby Route 47.

No Changes

Route 23 (546): Chestnut Hill Loop to 11th & Market

Updated

Extended

Less Frequent

Route 45 (568): Navy Yard or Broad & Oregon to Center City

Route 45 would operate between Broad and Oregon to Center City with every other trip (Route 45A) extended to the Navy Yard. Route 45 would have two patterns. Between Broad and Oregon and Center City, Route 45 would operate at least every 15 minutes on weekdays and 30-minutes on weekends. Service to the Navy Yard (Route 45A) would continue to the Navy Yard on weekdays only with service every 30 minutes.

Realigned

Simplified

Route 61 (573): 13th & Market to Ivy Ridge Station

Route 61 would operate a more direct alignment south of Spring Garden Street, via 12th and 13th Streets. t. A more direct alignment will improve the speed of the route and make the route easier to understand. It would also be simplified so that all trips operate in the same way with service every 30 minutes all day, every day. The route would be extended to Ivy Ridge Station in Roxborough.

More Frequent

Route 4 (516): Broad & Pattison to 11th & Nedro

Route 4 will become a frequent route, operating every 15 minutes weekdays and half-hourly on weekends. This an increase in frequency from existing service.

More Frequent

Shortened

Route 16 (528): Cheltenham & Ogontz Loop to Broad & Lehigh / North Phila RR Station

Route 16 would be shortened to operate between Cheltenham & Ogontz Loop to Lehigh & Broad. Service will operate 15-minute service during the weekday peak periods and every 30 minutes during the rest of the day on weekdays and on weekends. Route 16 service on Broad south of Lehigh would be provided by Route 4 - Broad & Pattison to 11th and Fern Rock TC.

Simplified

Route 2 (569): Pulaski & Pike to 20th & Johnston

Route 2 service would be simplified so all trips operate between 20th-Johnston and Pulaski-Pike, making the route easier to understand and more likely to be on-time. Route 2 trips continuing north of Pulaski-Hunting Park to Wayne Junction would be eliminated. Route 53 would provide service to Wayne Junction from 18th Street & Hunting Park Avenue.

Updated

Simplified

Route 17 (514): Penn's Landing to 20th & Johnston

Route 17 would operate every 15 minutes all day, every day and be simplified so that all trips operate between Penn's Landing and 20th & Johnston. Service to Navy Yard would be provided by Route 45.

Updated

Realigned

Route 33 (554): 23rd & Venango Loop to Penn's Landing

Route 33 would be realigned in North Philly so that the route operates more directly via 21st Street and 22nd Street in Strawberry Mansion. It would be a frequent route with service operating every 15 minutes all day and on weekends. All trips will operate between Penn's Landing and 23rd & Venango Loop. The more direct alignment will improve the speed of the route and make it easier to understand.

Updated

Shortened

Realigned

More Frequent

Route 7 (513): 20th & Johnston to 33rd & Dauphin Loop

Route 7 would be shortened and realigned. It would operate every 15 minutes during peak periods and every 30 minutes at other times, including weekends. The new southern terminal for all Route 7 trips would be 20th & Johnston. Passengers traveling between 19th Street and Oregon Avenue and Pier 70 can take Route G, which is a frequent route. Service in Fairmount has been realigned to operate more reliably.

Updated

Realigned

Route 48 (512): 27th St & Allegheny to Penn's Landing

Route 48 would provide realigned and frequent (every 15 minutes all day, every day) between North Philadelphia and Center City. In Fairmount, the route would be realigned to operate more directly in Fairmount Avenue. In Center City, the route would operate via Market and JFK to take advantage of new bus lanes.

Updated

Combined

New Frequent Rt

Updated

Route 32/49 (510): Lyceum & Ridge to 33rd & Dickinson Loop

Route 32 and Route 49 would be combined to provide a direct and frequent connection between 33rd-Dickinson and Manayunk-Roxborough via Fairmount and University City. The route will operate with two service patterns. The primary route would operate at least every 15 minutes between 33rd-Dickinson and 33rd-Dauphin and every other trip (32/49A) would continue to 33rd-Dauphin (service would be every 30 minutes). Riders traveling between 29th-Snyder and University City can use the extended Route 79.

Recommended Changes in Center City: East-West Bus Routes

Combined

New Frequent Rt

Route 30/43 (515): 69th St TC to Cumberland & Richmond

Route 30 and Route 43 would be combined into a frequent connection between 69th Street Transportation Center and Cumberland & Richmond via Haverford Avenue and Spring Garden Street. Riders traveling to University City can use either new Route 38/40 on 40th Street and 41st Street or the newly combined Route 32/49 on 33rd Street and 34th Street. Riders traveling north of Haverford Avenue can take Route 64 or Trolley Route 10.

Updated

More Frequent

Realigned

Route 31 (558): 76th City Ave to City Hall

Route 31 would be realigned to operate directly along Market Street in West Philly. This change is in response to community input and the request for service on Market Street. It provides direct connections from City Avenue to Market Street. New realigned bus routes - Route 38/44, Route 30/43, and Route 32/49 - would provide local service in Mantua and Powelton Village. Bus service would be at least every 30 minutes all day, every day.

No Changes

Route 21 (561): 69th St TC to Penn's Landing

Updated

Realigned

Shortened

Route 12 (557): 33rd & Dickinson Loop to Penn's Landing

Route 12 would operate between Penn's Landing and 33rd-Dickinson traveling on Chestnut Street and Walnut Street. The shorter route keeps a direct connection between Center City and Grays Ferry. Service across the Schuylkill River would be provided by the extended frequent Route 29. Service in Center City is realigned to operate eastbound via Chestnut St instead of Locust to use the improved bus lanes along that corridor.

Combined

New Frequent Rt

Route 40/42 (511): Wycombe Loop to 2nd & Lombard

Route 40 and Route 42 would be combined into a new Route 40/42 that would provide frequent service between Wycombe Loop and Society Hill via South Street, Lombard Street, and Pine Street. Frequent service would operate at least every 15 minutes and be available all day, and on weekends. East of Broad, Route 40/42 would travel on Pine Street and Lombard Street to avoid detours off South Street. Riders traveling north of Spruce Street in West Philadelphia can use Route 38/44. Bus service on Chestnut and Walnut Streets in Center City is available using Routes 9, 12, and 21.