



| Proposed Network  |                       |
|-------------------|-----------------------|
| <b>Bus Routes</b> | <b>Other Services</b> |
| — 10 MAX          | ○ Metro               |
| — 15 MAX          | — Trolley             |
| — 30 MAX          | — Regional Rail       |
| — 60 MAX          | ■ On-Demand Zone      |

MAX refers to the maximum time between buses - the longest you would wait for a bus during the day.

# Lower Northwest Recommendations

## Proposed Route-by-Route Changes

### We heard you, Lower Northwest!

#### 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 told us they care about service frequency, both because frequent service means not having to look at bus schedules and because it increases the reliability of travel.

**Three new frequent routes in Lower Northwest:** Route 65 (combined with Route 26), extended Route H, and extended Route 60

**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.** Riders told us – and the data shows - that people want and need service in the evenings and on weekends. We increased frequency during the evenings and on weekends as much as possible in Lower Northwest. For example:

**All frequent routes in Lower Northwest would provide frequent service all day seven days a week:** Route 53, Route 60, Route R, Route H, and Route 65 (combined with Route 26)

**There will be three routes with 24-hour service:** Route 60, Route 65 (combined with Route 26), and Route R



**Get further faster with extended and newly combined routes:** Riders told us that they travel all over the region, not just to Center City. New, frequent crosstown bus routes mean more people can get you to more places faster and easier—including West Philly, Germantown, North Philly, and Olney.

**Combined Route 65 and Route 26** better connects Lower Northwest to West Philly and Olney/Broad Street Line

**Combined Route 32 and Route 49** better connects Lower Northwest to Strawberry Mansion, Fairmount, Mantua, and University City

**New Route 508A** better connects Lower Northwest, Wynnefield Heights, Wynnefield, University City, the Market-Frankford Line, and trolleys

**Realigned Route H** connect Cedarbrook and Mt. Airy with Wissahickon Transportation Center via Midvale Avenue

**Extended Route 60** connects with Wissahickon Transportation Center via Ridge Avenue



**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 Lower Northwest 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 Lower Northwest and major destinations like Center City (Route 9, Route 27) and King of Prussia (Route 124 and Route 125)

**More consistent service on Route R** with simplified frequent service all day between Wissahickon Transportation Center and Frankford Transportation Center

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

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

## Recommended Changes in Lower Northwest Express Routes

Bus Revolution UPDATE recommends changes to **all** of Lower Northwest's 13 routes:

**Consolidated**

**Route 1: Parx Casino to 54<sup>th</sup>-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.

**Updated**

**More Frequent**

**Simplified**

**Route 9 (598): Ridge & Cathedral to 5<sup>th</sup> & Market**

**Route 9 would** operate between Ridge & Cathedral and 5<sup>th</sup> & 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.

**New Frequent Rt**

**Combined**

**Extended**

**Route 26/65 (502): 69<sup>th</sup> Street TC to Fern Rock TC**

**Routes 26 and 65 (Route 26/65) would be combined into frequent service between the 69<sup>th</sup> Street and Fern Rock Transportation Centers** via City Avenue, Wissahickon Transportation Center, and Germantown. This frequent service would provide new crosstown connections between Broad Street and Market Frankford Lines, and buses at major transportation hubs.

**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

Combined

New Frequent Rt

Updated

**Route 32/49 (510): Lyceum & Ridge to 33<sup>rd</sup> & 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.

Consolidated

**Route 35 Manayunk Roxborough Loop**

**Route 35 would be consolidated.** Route 35 passengers can take Route 61 that will cover most of Route 35's existing alignment.

Updated

More Frequent

Combined

New Route

**Route 38/44 (555): 5<sup>th</sup> & Market to Ford & Monument (and Ardmore)**

**Routes 38 and 44 would be combined to operate between Center City and Wynnefield Heights traveling via 34<sup>th</sup> Street, Mantua Avenue, 40<sup>th</sup> 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.

New Frequent Rt

Extended

Simplified

**Route 53 (527): Germantown RR Stn to Richmond & Westmoreland Loop**

Route 53 would become a frequent route be extended to provide a new connection between Germantown Regional Rail Station and Richmond & Westmoreland Loop via Hunting Park Avenue, Erie Torresdale Station, Butler Street, and Castor Avenue. On its western end, Route 53 would operate to Germantown Station via Cheltenham Avenue. Route H will provide service for passengers traveling along Wayne Avenue north of Cheltenham Ave in West Mount Airy.

Simplified

Extended

**Route 60 (523): Wissahickon TC to Richmond & Westmoreland Loop**

**Route 60 would operate frequently and be extended to Wissahickon Transportation Center** via Ridge Avenue. Extending the route to Wissahickon provides connections to many SEPTA bus routes. Route 60's occasional service to Delaware Avenue would be discontinued.

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 12<sup>th</sup> and 13<sup>th</sup> 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.

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.

Shortened

Simplified

### Route 124 (797): Chesterbrook to 30<sup>th</sup> 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 30<sup>th</sup> 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 30<sup>th</sup> 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 30<sup>th</sup> 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 30<sup>th</sup> Street Station and Center City.

New Frequent Rt

Updated

Combined

New Route

### Route 508 (508A): University City to 50<sup>th</sup> Parkside Loop and Wissahickon TC

**New Route 508 would combine parts of Routes 38 and 40 into a single, frequent route (every 15 minutes all day every day).** The bus would travel between University City and 50<sup>th</sup>-Parkside Loop every 15 minutes and every other trip (Route 508A) would continue to the Wissahickon Transportation Center

Combined

New Frequent Rt

### Route 26/K (541): Fern Rock TC to Frankford TC

**Route K and the eastern end of Route 26 would be combined** to provide 15-minute service during the weekday peaks and every 30 minutes during the day on weekdays and on weekends. Service would operate between Fern Rock Transportation Center and Frankford Transportation Center via 66<sup>th</sup> Avenue, Tabor Avenue, and Magee Avenue. Route L will provide service for passengers traveling on 66<sup>th</sup> Avenue west of Broad Street; Route 26/65 will provide service for passengers traveling on Cheltenham Avenue, and Route H will provide service for passengers traveling between Germantown and East Falls via Midvale Avenue. Shortening Route K and combining it with Route 26 allows the most productive services in Upper North Philly to operate more frequently.

Simplified

### Route R (529): Wissahickon TC to Frankford TC

**Route R will operate all trips between Wissahickon Transportation Center and Frankford Transportation Center.** Route R will operate with frequent service along its entire alignment. Route R's service to Bakers Centre will be provided by Route 56 and service to Henry Avenue will be provided by Route 32/49. Service on Midvale Avenue will be provided by Route H.

New Frequent Rt

Realigned

Simplified

### Route H (524): Cheltenham & Ogontz Loop to Wissahickon TC

**Route H would be combined with parts of Route K's existing alignment west of Wayne Avenue to provide a new frequent crosstown connection between Wissahickon Transportation Center and Cheltenham & Ogontz Loop.** It would also be Realigned via Wayne Avenue in Germantown. Route XH would continue to provide a frequent connection between Cheltenham & Ogontz Loop and Erie Station.