



## Norristown/King of Prussia

A large, empty rectangular box with a thin grey border, intended for inputting route-by-route recommendations for the Norristown/King of Prussia area.

# Montgomery County Recommendations

## *Proposed Route-by-Route Changes*

We heard you, Montgomery 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.



**Make service more convenient by increasing frequency on more 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. Bus Revolution is proposing two new frequent bus routes in Montgomery County:

**A New Route 90/98** that would provide frequent service between the Plymouth Meeting Mall, Norristown Transportation Center, and King of Prussia. This frequent connecting service means that riders can use the bus route to get between these important destinations as well as transfer to other parts of the SEPTA network.



**Improved weekend and night service.** Riders told us – and the data shows - that people want and need service during the middle of the day, in the evenings and on weekends. We increased frequency during the middle of the day. **Routes 95, 96, 97, 99 and 131** would operate every 30 minutes all day on weekdays. These five routes would operate on weekends, but with 60-minute service.



**Provide simple service that is easy to understand:** Bus routes are easier to understand if they stay on main streets and travel to the same places on all trips. These changes would also make bus routes faster and more reliable. While many bus routes will continue to travel into popular destinations, like the Metroplex and Oaks shopping centers, service to locations where ridership is low will be scaled back.



**Introduce new flexible on-demand (microtransit) service:** In some parts of Montgomery County residents want and need public transportation, there aren't enough riders to schedule frequent bus service. In these areas, we are proposing a new demand response service instead of infrequent fixed route bus service. We are proposing three on-demand zones in Montgomery County –in Phoenixville, Telford, and Norristown.

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

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

**Recommended Changes in Montgomery County – Willow Grove Area**

**Bus Revolution UPDATE recommends changes to 7 Montgomery County’s bus routes in the Willow Grove area:**

<b>Simplified</b>	<b>More Frequent</b>	<b>Shortened</b>
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**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.

<b>Simplified</b>
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**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.

<b>Consolidated</b>
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**Route 80: Express Horsham to Olney Transportation Center**

**Route 80 would be consolidated.** Route 80 passengers can take one of the following routes that will cover Route 80’s existing alignment: New Route 717, Route 22, New Route 539, and Route 16.

<b>Simplified</b>	<b>Extended</b>
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**Route 88 (566): Frankford & Gregg Loop to Frankford Transportation Center**

**Route 88 would operate at least 30 minute service** between the Frankford-Gregg Loop and Frankford Transportation Center. New connections are provided by extending the route from Bethayres to Willow Grove. Holy Redeemer Hospital would be served by Route 24 and New Route 549.

<b>Combined</b>	<b>Simplified</b>
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**Route 310/311 (717): Willow Grove to Horsham**

**A new Route 310/311** would combine Routes 310 and 311 to connect the Willow Grove Mall to Horsham business parks. Service would operate at key times on weekdays to accommodate employment shift times. The new route would travel more directly through the Business Park, providing more reliable connections. Service would be every 30 minutes on weekdays and hourly on weekends.

New Route

**Route 532: Willow Grove Mall to Grant & James – Torresdale Stn**

A new Route 532 would provide a connection from northeast Philadelphia to Willow Grove Mall traveling via Frankford Avenue, Welsh Road, Darlington Road and Moreland Road. It would be available every 30 minutes on weekdays and weekends. Riders can also use this route to connect to frequent service on Route 20/50 (Ashton Road) and Route 58 (Welsh Road) as well as SEPTA buses and trains at Willow Grove.

New Route

Simplified

**Route 702: Willow Grove to Olney Transportation Center**

A new Route 702 would operate between Olney Transportation and Willow Grove. The new route would only operate between Olney and Willow Grove. Service would be every 30 minutes on weekdays and weekends. Riders could connect to Route 310/311 to reach employment in Horsham.

New Route

Simplified

**Route 703: Olney Transportation Center to Warminster Heights via Willow Grove**

A new Route 703A would connect Warminster with Olney Transportation traveling via Willow Grove Mall. All trips on this new route would travel to Warminster so riders would not have to figure out which bus continues past Willow Grove. The new route would be simpler and more direct and would have improved on-time performance. Service would be every 30 minutes during the day on weekdays and on weekends and hourly in the evening and early morning. Route 703A alternates with Route 22, which ends at Willow Grove.

**Recommended Changes in Norristown/King of Prussia Area**

Bus Revolution UPDATE recommends changes to **17** bus routes in the Norristown/King of Prussia area (Montgomery County):

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.

New Route

More Frequent

**Route 90/98 (712): Plymouth Meeting Mall to Norristown Transportation Center to KOP**

A new frequent Route 90/98 would connect Plymouth Meeting Mall, Norristown Transportation and King of Prussia Mall. It would a frequent connection traveling on Germantown Pike and Dekalb Pike. The new route would provide fast, frequent connections between these key destinations, which gives travelers more choices and more opportunities to make connections and travel across the region.

Consolidated

**Route 91: SCI – Phoenix to Norristown Transportation Center**

Route 91 was consolidated. SCI-Phoenix is served by transportation provided by the facility.

Simplified

**Route 93 (715): MCCC (Pottstown) to Norristown Transportation Center**

Route 93 would be simplified so that all trips would operate the same way, traveling between Norristown Transportation Center and Pottstown via into the Eagleville Hospital the Philadelphia Premium Outlet Mall and

ending at the Montgomery County Community College. It would operate every 30 minutes during peak times on weekdays and hourly on weekends.

Simplified

#### Route 94 (704): Montgomery Mall to Chestnut Hill Loop

**Route 94 would continue to travel between Montgomery Mall and Chestnut Hill.** The only change would be that all trips would operate to the Montgomery Mall and no trips would end at the Community College. Service would be hourly.

Shortened

Extended

More Frequent

#### Route 95 (709): Plymouth Meeting Mall to King of Prussia via Conshohocken

**New Route 95 would be realigned to travel from Plymouth Meeting Mall to the King of Prussia Mall via Conshohocken.** Few riders used Route 95 to get from Conshohocken to Willow Grove. By extending the route to King of Prussia, the new bus route would provide more local connections. The new bus route would be every 30 minutes on weekdays and hourly on weekends, including Sundays.

More Frequent

#### Route 96 (705): Lansdale to Norristown Transportation Center

**Route 96 would be realigned in Norristown.** Instead of traveling on Pine Street, Route 96 would travel on Johnson Highway, New Hope Street and Germantown Pike. This new routing would provide more local service in Norristown. All trips would serve both Lansdale and the Montgomery Mall and operate every 30 minutes on weekdays and hourly on weekends.

Shortened

Simplified

#### Route 97 (707): Chestnut Hill to Plymouth Meeting Mall

**Route 97 would connect Chestnut Hill and Plymouth Meeting Mall, replacing the Route L pattern with a more frequent route to the mall...** Splitting the route allows each section to have the right amount of service, retain important connections and improve service to the Plymouth Meeting Mall. Service would be every 30 minutes on weekdays and weekends.

Consolidated

#### Route 98: Blue Bell or Plymouth Meeting Mall to Norristown Transportation Center

**Route 98 would be consolidated** and combined with Route 90 (Plymouth Meeting Mall to Norristown) and the new Norristown On-Demand Zone.

New Route

#### Route 718: Plymouth Meeting Mall to Metroplex to Norristown Transportation Center

**A new Route 718 would connect the Plymouth Meeting Mall, Metroplex and Norristown Transportation Center,** traveling on Ridge Road into Norristown Transportation Center. The new route restores some of the local connections lost with the changes to Route 97. It would operate every 30 minutes on weekdays and hourly on weekends.

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.

More Frequent

Simplified

**Route 131 (711): Audubon & Adams to Norristown TC**

**Route 131 would be simplified** to operate the same way in both directions on Main Street in Norristown into the Norristown Transportation Center. The route would also be more frequent, especially in the evenings and on weekends. Service would be every 30 minutes on weekdays and hourly on weekends.

Consolidated

**Route 132: Telford to Montgomery Mall**

**Route 132 would be consolidated** and combined the new Telford On-Demand Zone.

Consolidated

**Route 139: Limerick to King of Prussia**

**Route 139 would be consolidated.** It would be replaced by a combination of Route 99, which would connect Phoenixville and King of Prussia and the new Phoenixville On-Demand Zone.

Consolidated

**Route 201: Fort Washington Office Center**

**Route 201 would be consolidated** and combined with other SEPTA bus routes.

New Route

**On-Demand Zone: Phoenixville**

**A new on-demand zone** in Phoenixville would serve riders who want to make local trips, connect to employment, shopping, and schools. The zone is designed so a rider would be picked up no more than 30 minutes after they request their trip and dropped off anywhere in the zone. Riders can also connect to other SEPTA bus routes on Main Street in Phoenixville (Route 93 to King of Prussia) and at Ridge Pike (Route 93 to Pottstown). The on-demand zone will replace service currently provided by Route 139, which is infrequent and does not carry many riders. The zone will be expanded to serve the Southeastern Veterans Center and the Phoenixville YMCA, which were not previously served on fixed route. Service will also be expanded to include Sundays.

New Route

**On-Demand Zone: Norristown**

**A new on-demand zone** in Norristown would provide local trips and connect to employment, shopping, and schools. The zone is designed so a rider would be picked up no more than 30 minutes after they request their trip and dropped off anywhere in the zone, including to other SEPTA bus routes and the Norristown Transportation Center. The on-demand zone will serve the Einstein Medical Center Montgomery and the Norristown State Hospital (currently served by Route 90).

New Route

**On-Demand Zone: Telford**

**A new on-demand zone** in Telford would serve the Hatfield and Telford area. The zone is designed so a rider would be picked up no more than 30 minutes after they request their trip and dropped off anywhere in the zone, including to other SEPTA bus services at Lansdale. The on-demand zone will replace service currently provided by Route 132, which is infrequent (less than hourly).