



SEPTA Bus Revolution | Spring 2023

Northeast Philadelphia Recommendations

Proposed Route-by-Route Changes



Northeast Philly Recommendations

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We heard you, Northeast Philly!

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 Northeast Philly: Route 20 (combined with Route 50), Route 8 (combined with Route 18), and Route 25

More frequent service on four routes: Route 70 (now combined with Route 18), Route 84, Route 24, and Route 19 (combined with Route 70) would provide more frequent service during most periods



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 and on weekends as much as possible. For example:

All frequent weekday routes in Northeast Philly would also provide frequent service on weekends: Route R, Route 8/18, Route 70/18, Boulevard Direct, Route 58, Route 20/50, Route 56, and Route 25

Five routes would provide 24-hour service: Route 14, Route R, Boulevard Direct, Route 25, and Route 20/50



Get further faster with extended, combined and new routes: Northeast Philly residents and visitors travel all over the region, not just to the Market-Frankford Line and Broad Street Line. New crosstown bus routes will get you to more places faster and easier—including Jenkintown, Glenside, Willow Grove, Chestnut Hill and Cheltenham Avenue.

Realigned Route 28 better connects the Northeast with Jenkintown and Glenside

Streamlined Route 77 provides new connections to Jenkintown and Glenside

New Route 532 to Willow Grove provides new connections from the Northeast via Welsh Road

New Route 539 provides a new connection between the Northeast and Cheltenham Avenue

Combined Route 19 and Route 70 provides more frequent crosstown service on Grant Avenue

Combined Route 67 and Route 18 better connects Northeast Philly to Broad and Olney

New Route 549 provides an all-day half hourly connection between Holy Redeemer Hospital and Frankford and Knights via Red Lion Road



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 Northeast Philly will travel the same way on every trip, every day of the week.

Route 58 would operate more consistently at all times with service every 15 minutes between Frankford Transportation Center and Bustleton-County Line and hourly service continuing to Neshaminy Mall

All Route 26 trips (now combined with the eastern half of Route K) would operate in the same way between Frankford Transportation and Fern Rock Transportation Center

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

No Changes	Updated	New Route	Extended	Streamlined	Consolidated
<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>
Less Frequent	Simplified	Combined	Shortened	New Frequent Rt	More Frequent
<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 merged into one longer 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 Northeast Philly

Bus Revolution UPDATE recommends changes to 31 of 34 routes in Northeast Philadelphia:

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

Route 3 (517): 33rd & Cecil B Moore Loop to Frankford TC

Route 3 would operate all trips between 33rd & Dauphin Loop and Cumberland & Richmond. The occasional service to Smith Memorial Playground, would be discontinued. We updated this route to maintain service on Kensington Ave underneath the Market-Frankford Line based on community feedback.

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.

More Frequent

Simplified

Realigned

Combined

Route 8/18 (533): Cedarbrook Plaza to Frankford TC

Route 8 would be combined with Route 18's western end to provide a direct and frequent connection between Cedarbrook Plaza and Frankford Transportation Center via Olney Transportation Center. This new crosstown service would also be realigned in Northwest Philly to provide faster and more direct service via Wadsworth Avenue,

Thouron Avenue, Upsal Street, and Chew Avenue. A separate frequent bus route that is a combination of the eastern end of Route 18 and Route 70 will provide service for passengers traveling along Rising Sun Avenue.

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 Route

Combined

Route 18/70 (535): Olney TC to Torresdale & Cottman Loop

Routes 18 and 70 would be combined to provide frequent service between Olney Transportation Center and Torresdale & Cottman Avenues via Rising Sun Avenue. Service would operate every 15 minutes all day, every day. The connection with the Broad Street Line for Route 70 would be moved from Fern Rock to Olney TC. Additional service on Cottman Avenue would be provided by Route 77. Additional service on Rising Sun Avenue would be provided by Route 67. Service to Fox Chase Loop would be provided by Route 28/77 and Route 24. Service on Oak Lane Road and 5th Street would be provided by Route 19/70.

New Route

Combined

Route 19/70 (547): Fern Rock TC to Torresdale RR Station

Routes 19 and 70 would be combined to travel between Fern Rock Transportation Center and Torresdale Station via Oak Lane Road, Cottman Avenue, Dungan Road, Algon Avenue, Krewstown Road, and Grant Avenue. Bus service would be every 15 minutes during weekday peak periods and 30 minutes during the rest of day on weekdays and on weekends. Service connecting Rising Sun and Cottman Avenues to the Broad Street Line would be provided by Route 18/70. Additional service on Rising Sun Avenue would be provided by Route 67. Service on Whitaker and Oxford Avenues connecting to Frankford Transportation Center would be provided by Route 24. Service to Academy Gardens would be provided by Route 88.

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

Realigned

Route 24 (701): Frankford TC to Fox Chase Loop (and Second St. Pike & Knowles)

Route 24 would be simplified to operate every 30 minutes between Fox Chase and the Frankford Transportation Center. The deviation on Welsh Road would be eliminated but Gloria Dei Towers would be served by an extension of Route 88. Every other trip on Route 24 (Route 24A) would continue to Southampton, creating a connection every hour.

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 66th Avenue, Tabor Avenue, and Magee Avenue. Route L will provide service for passengers traveling on 66th 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.

Combined

Extended

Route 28 (545): Glenside RR Station to Torresdale & Cottman Loop

Route 28 would offer more frequent service (every 30 minutes all day every day) and be extended using part of the existing Route 77 alignment to create a new crosstown connection between Glenside Regional Rail Station and Torresdale Station traveling via Rhawn Street and Huntingdon Pike. Extending the route will make crosstown trips between Northeast Philly, Fox Chase, and Glenside much easier.

New Frequent Rt

Route 56 (525): 23rd & Venango and Bakers Centre to Torresdale & Cottman Loop

Route 56 would become more frequent service (every 10 minutes on weekdays and 15 minutes on weekends).

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.

No Changes

Route 59: Castor & Bustleton to Arrott TC

No Changes

Route 66: Frankford & Knights to Frankford TC

New Route

Route 18/67 (530): Olney TC to Bustleton & Tomlinson

Route 18/67 (530) would combine parts of Routes 18 and 67 connecting Olney Transportation Center with Bustleton/Tomlinson via Olney Avenue, Rising Sun Avenue, and Verree Road. It would operate every 15 minutes on weekdays and every 30 minutes on weekends. It would also serve the Philmont neighborhood at its northern end. Connections to Oxford and Whitaker Avenues as well as Frankford Transportation Center would be available at Cottman Avenue (Route 24) and service along Red Lion Road would be provided by New Route 549. Service between Philadelphia Mills and Bustleton Avenue would be provided by Route 14/84.

No Changes

Route 75: Wayne Junction to Arrott TC

New Route

Combined

Route 77 (543): Torresdale & Cottman to Glenside RR Station

Route 77 would be combined with parts of Route 70 to provide hourly service (on weekdays and weekends) between Glenside Station and Torresdale-Cottman Loop via Glenside Avenue, Jenkintown Station, Township Line Road, and Cottman Avenue. Service connecting Rising Sun and Cottman Avenues to the Broad Street Line would be provided by Route 18/70. West of Glenside, the Route 22 would serve Easton Road and the new Route 539 would connect Chestnut Hill and Cheltenham Avenue.

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.

Realigned

Simplified

Shortened

Route 84 (544): Frankford TC to Philadelphia Mills

Route 84 would be shortened and simplified to operate all trips between Philadelphia Mills and Frankford Transportation Center. The route would use a more direct path via Frankford Avenue and Knights Road. Morrell Park would be served instead by new Route 549. Service between Philadelphia Mills and Bustleton Avenue would be provided by Route 20/50.

Simplified

Extended

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.

New Route

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

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.

Consolidated

Route 89: Front-Dauphin to Arrott Transportation Center

Route 89 would be consolidated. Passengers can take nearby Routes 53, 3, 75, and/or 25.

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.

Shortened

Route J (531): Germantown RR Station to Orthodox & Richmond

Route J would be shortened slightly to operate between Germantown Station and Orthodox & Richmond via Arrott Transportation Center. Route J will operate every 30 minutes on weekdays and weekends, an increase from existing service levels, especially on weekends. Route 25/65 will provide service along Cheltenham Avenue.

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.

No Changes

Route BLVD DIR: Neshaminy Mall to Frankford TC

New Route

Route 549: Holy Redeemer Hospital to Frankford-Knights

This new route would combine segments of multiple routes between Holy Redeemer Hospital and Frankford-Knights, via Bethayres, Red Lion Road, Comly Road and Morrell Avenue. The new service would fill gaps in the network and provide new crosstown connections. It would operate with 30-minute service on weekdays and weekends.

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 539: Chestnut Hill Loop to Frankford TC

Route 539 would be a new bus route connecting the Chestnut Hill Loop and Frankford Transportation Center via Cheltenham Avenue and Adams Avenue. It would operate every 30 minutes on weekdays and weekends. This route would enable new crosstown connections for residents in Northeast Philly, East Oak Lane, Upper North Philly, and parts of Montgomery County.

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.