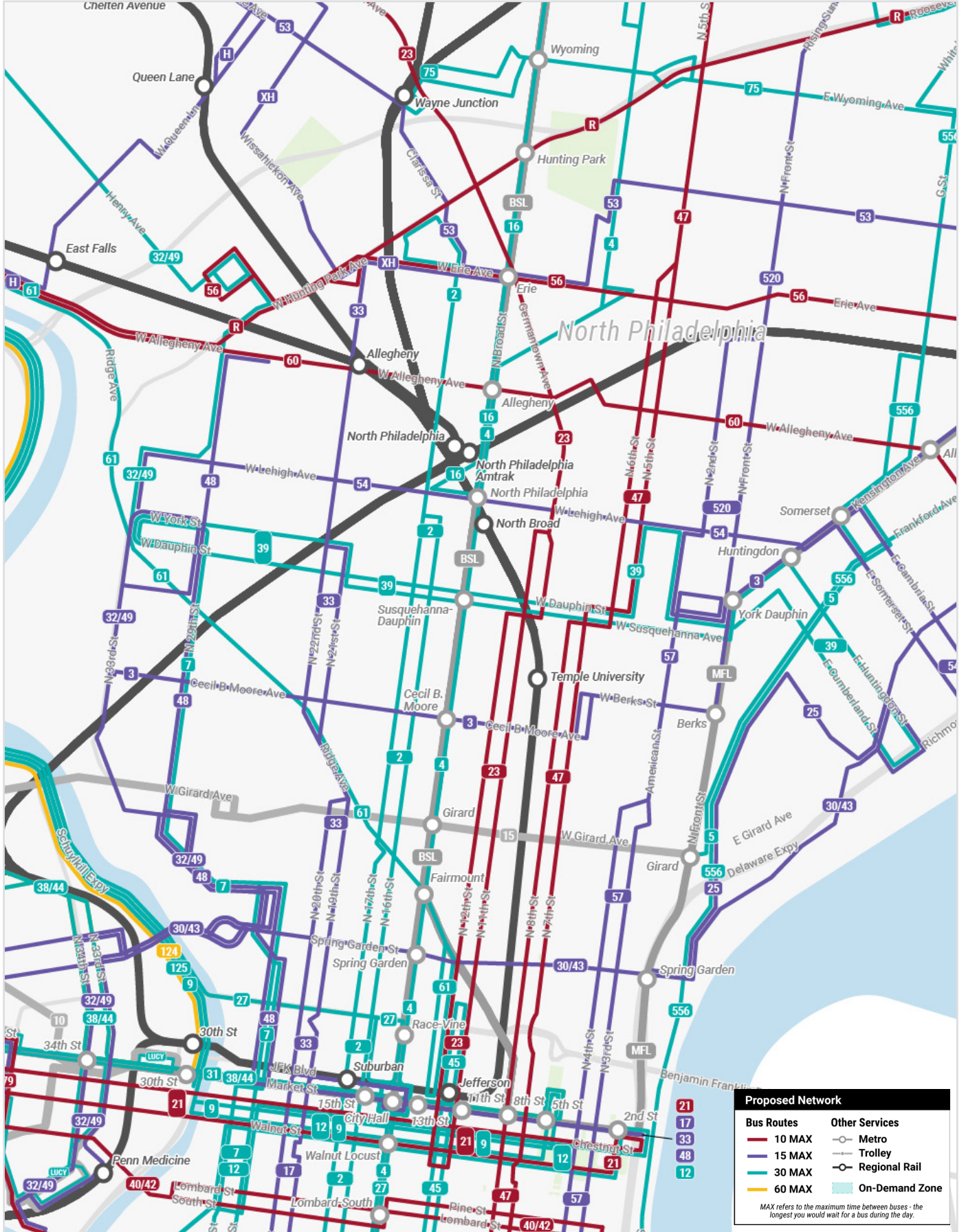




# SEPTA Bus Revolution | Spring 2023

## North Philadelphia Recommendations

Proposed Route-by-Route Changes



# North Philly Recommendations

## Proposed Route-by-Route Changes

### We heard you, North 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 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.

**There will be five new frequent routes in North Philly:** Route 57 (shortened to operate south of York Dauphin Station), Route 49 (combined with Route 32), Route 54, Route 43 (combined with Route 30), and new Route 520.



**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 weekends and in the evenings on the following routes:

**All routes that operate frequently in North Philly would also provide frequent service on weekends:** Route 57 (shortened to operate south of York Dauphin Station), new Route 520, Route 49 (combined with Route 32), Route 54, Route 43 (combined with Route 30), Route 23, Route 47, Route 33, Route 48, and Route 60.

**There will be 5 routes with 24-hour service:** Route 47, Route 60, Route 23, Route 33, and Route 57 south of York Dauphin (550 A/B).



**Riders can get further faster with extended and newly combined routes:** North Philly residents and visitors travel all over the region, not just to Center City. New, frequent crosstown bus routes mean people can get to more places faster and easier—including West Philly and Wissahickon Transportation Center.

**Extended Route 60** to Wissahickon Transportation Center provides connections to many other SEPTA routes.

**Combined Route 30 and Route 43** better connects West Philly to North Philly and the River Wards.

**Combined Route 32 and Route 49** better connects North Philly to Wissahickon Transportation Center, University City, and South Philly.



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

**All Route 61 trips operate in the same way** between Ivy Ridge Station and Market Street.

**All service through Fairmount operates on the same streets** so that it's easy to understand where to wait for your bus.

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 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 North Philly North-South Bus Routes

Bus Revolution UPDATE recommends changes to **19** of North Philly’s 21 routes:

**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.

**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

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. 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

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 11<sup>th</sup> and Fern Rock TC.

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.

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 18<sup>th</sup> Street & Hunting Park Avenue.

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 21<sup>st</sup> Street and 22<sup>nd</sup> Street in Strawberry Mansion. It would be a frequent route with service operating every 15 minutes all day and on weekends. 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 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.

New Route

Combined

### Route 520: Fern Rock TC to Dauphin & Front

**New Route 520** would operate as a 15-minute (on weekdays and weekends) route between York Dauphin Station and Fern Rock TC traveling on 2nd and Front Streets and Godfrey Avenue into Fern Rock. Riders can connect to Route 57 to travel into Center City or South Philadelphia. Route 520 is the northern half of Route 57, which was split at York Dauphin Station. The route was split to shorten it, which allows the route to be more frequent and more reliable.

## Recommended Changes in North Philly: East-West Bus Routes

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.

New Frequent Rt

### Route 54 (521): 33rd & Dauphin Loop to Cambria & Richmond

Route 54 would operate more frequently (every 15 minutes on weekdays and weekends) and use the same routing on Cambria Street and Lehigh Avenue.

No Changes

### Route 39 (519): 33rd & Dauphin Loop to Cumberland & Richmond

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.

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 69<sup>th</sup> 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 40<sup>th</sup> Street and 41<sup>st</sup> Street or the newly combined Route 32/49 on 33<sup>rd</sup> Street and 34<sup>th</sup> Street. Riders traveling north of Haverford Avenue can take Route 64 or Trolley Route 10.