



**Proposed Network**

Bus Routes	Other Services
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.

# Northwest Philly Recommendations

## Proposed Route-by-Route Changes

### We heard you, Northwest 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.

**Four new frequent routes in Northwest Philly:** Route 26 (combined with Route 65), Route 53, Route H, and Route XH

**Some other routes will have more frequent service than today,** including Route 16 and Route 22



**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 Northwest Philly. For example:

**All frequent routes in Northwest Philly would provide frequent service all day seven days a week:** Route 53, Route XH, Route H, and Route 65 (combined with Route 26), Route 18 (combined with Route 8), Route 23, and Route L (shortened to operate east of Chestnut Hill Station).

**There will be four routes with 24-hour service:** Route 6, Route 65 (combined with Route 26), Route L, and Route 23.



**Get further faster with extended and newly combined routes:** Northwest Philly residents and visitors travel all over the region including Manayunk-Roxborough, West Philly, Olney, and Northwest Philly.

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

**Combined Route 18's western end and Route 8** provides a new frequent connection between Cedarbrook Plaza and Frankford Transportation Center via Olney Transportation Center

**New Route 539** better connects Northwest Philly to Northeast Philly and Frankford Transportation Center

**Realigned Route H** connects with Wissahickon Transportation Center via Midvale 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 Northwest Philly will travel the same way on every trip, seven days a week:

**All Route 18 (now combined with Route 8) trips operate in the same way on all trips,** providing more reliable and consistent all-day service between Northwest Philly, Olney Transportation Center, and Frankford Transportation Center

**More consistent service on Route 22 and Route 55** with simplified 30-minute service all day between Olney Transportation Center and Willow Grove Mall and 60-minute service to destinations further north.

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>Streamlined</b> <i>Straighter, more direct route to provide faster service</i>	<b>Consolidated</b> <i>Route no longer operates and its 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 Northwest Philly Express Routes

Bus Revolution UPDATE recommends changes to **15** of Northwest Philly's 18 routes:

**Route 6 (548): Cheltenham & Ogontz Loop to Olney Transportation Center** No Changes

**Route 16 (528): Cheltenham & Ogontz Loop to Broad & Lehigh / North Phila RR Station** More Frequent Shortened  
**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.

**Route 18/8 (533): Cedarbrook Plaza to Frankford TC** More Frequent Simplified Realigned Combined  
**Route 18's western end and Route 8 would be combined** 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.

**Route 22 (703): Olney TC to Willow Grove Park Mall or Warminster** Simplified More Frequent Shortened  
**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.

No Changes

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

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.

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.

No Changes

**Route 75: Trackless Trolley/Wayne Junction to Arrott Transportation Center**

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 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.

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

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.

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.

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 65/65 will provide service along Cheltenham Avenue.

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

Shortened

**Route L (537): Chestnut Hill Loop to Olney TC**

Route L would be shortened to operate between Chestnut Hill Loop and Olney Transportation Center. It would be a frequent route operating at least every 15 minutes on weekdays and weekends. Route 97 will replace existing Route L service between Chestnut Hill Loop and Plymouth Meeting Mall. Splitting the route allows each section to have the right amount of service, retain important connections and improve service to Plymouth Meeting Malls. Route L service would also be simplified so that all trips operate in the same way between Chestnut Hill Loop and Olney Transportation Center via Stenton Avenue, 66<sup>th</sup> Avenue, and Old York Road (using Route L's existing express routing).

New Frequent Rt

**Route XH (524): Cheltenham & Ogontz Loop to Wissahickon TC**

Route XH would become frequent service, operating every 15 minutes on weekdays and weekends.

New Route

New Frequent Rt

**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 707: Plymouth Mtg Mall to Chestnut Hill Loop**

**Route 707 would be a new 30-minute route** that connects Chestnut Hill Loop to Plymouth Meeting Mall via Germantown Pike. It would replace an existing Route L service west of Chestnut Hill Loop.