



SEPTA Bus Revolution | Spring 2023

South Philly Recommendations

Proposed Route-by-Route Changes



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We heard you, South 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.

Five new frequent routes in South Philly: Route 57, Route 49 (combined with Route 32), Route 40 (combined with Route 42), Route 64, Route 37, and Route 29



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.

All frequent weekday routes in South Philly would also provide frequent service on weekends: Route 49 (combined with Route 32), Route 17, Route 47, Route 17 (to Whitman Plaza), Route 40 (combined with Route 42), Route 64, Route 29, Route 79, Route 37, and Route G.

There will be 8 routes with 24-hour service: Route 79, Route 40 (combined with Route 42), Route 47, Route G, Route 17, Route 37, Route 68, and new Route 952.



Get further faster with extended and newly combined routes: South Philly residents and visitors travel all over the region, not just to Center City. New, frequent crosstown bus routes will get you to more places faster and easier—including University City, the Children's Hospital of Philadelphia, the Navy Yard, and Pier 70..

Extended Route 29 connects to the trolleys at 49th-Woodland

Extended Route 79 connects to University City and the Market-Frankford Line

Extended Route 45 connects with Navy Yard on every other weekday trip

Combined Route 40 and Route 42 better connects South Street to West Philly/University City

New Route 952 provides faster service to the Airport and Chester from Snyder Station

Extended Route 57 connects with NRG station on every other trip



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. Nearly all bus routes in South Philly will travel the same way on every trip, every day of the week.

All Route G trips operate in the same way between Overbrook Station and Pier 70, with hourly service to Lankenau Medical Center

Faster trips on Route 64 with streamlined service via Washington Avenue

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

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

Recommended Changes in South Philly North-South Bus Routes

Bus Revolution UPDATE recommends changes to **18** of South Philly's 20 routes:

New Frequent Rt	Shortened	New Route
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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
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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.

Updated	Shortened	New Frequent Rt
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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.

Updated

Extended

Less Frequent

Route 45 (568): Navy Yard or Broad & Oregon to Center City

Route 45 would operate between Broad and Oregon to Center City with every other trip (Route 45A) extended to the Navy Yard. Route 45 would have two patterns. Between Broad and Oregon and Center City, Route 45 would operate at least every 15 minutes on weekdays and 30-minutes on weekends. Service to the Navy Yard (Route 45A) would continue to the Navy Yard on weekdays only with service every 30 minutes.

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 68 (501): PNC Center to Broad & Snyder

Route 68 would have simplified hourly service so that all trips would operate between PHL Airport, Eastwick, and the Broad Street Line. Passengers traveling UPS and 69th Street Transportation Center may continue to ride Route 108.

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 18th Street & Hunting Park Avenue.

Updated

Simplified

Route 17 (514): Penn's Landing to 20th & Johnston

Route 17 would operate every 15 minutes all day, every day and be simplified so that all trips operate between Penn's Landing and 20th & Johnston. Service to Navy Yard would be provided by Route 45.

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

Combined

New Frequent Rt

Updated

Route 32/49 (510): Lyceum & Ridge to 33rd & 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.

Recommended Changes in South Philly: East-West Bus Routes

No Changes

Route 21 (561): 69th St TC to Penn's Landing

Updated

Realigned

Shortened

Route 12 (557): 33rd & Dickinson Loop to Penn's Landing

Route 12 would operate between Penn's Landing and 33rd-Dickinson traveling on Chestnut Street and Walnut Street. The shorter route keeps a direct connection between Center City and Grays Ferry. Service across the Schuylkill River would be provided by the extended frequent Route 29. Service in Center City is realigned to operate eastbound via Chestnut St instead of Locust to use the improved bus lanes along that corridor.

Combined

New Frequent Rt

Route 40/42 (511): Wycombe Loop to 2nd & Lombard

Route 40 and Route 42 would be combined into a new Route 40/42 that would provide frequent service between Wycombe Loop and Society Hill via South Street, Lombard Street, and Pine Street. Frequent service would operate at least every 15 minutes and be available all day, and on weekends. East of Broad, Route 40/42 would travel on Pine Street and Lombard Street to avoid detours off South Street. Riders traveling north of Spruce Street in West Philadelphia can use Route 38/44. Bus service on Chestnut and Walnut Streets in Center City is available using Routes 9, 12, and 21.

New Frequent Rt

Realigned

Route 64 (509): 50th & Parkside Loop to Pier 70

Route 64 would be realigned in Grays Ferry and West Philly to provide faster and more direct. It would operate more frequently (at least every 15 minutes) all day, every day. The Wharton and Reed Street alignments would be discontinued.

Extended

New Frequent Rt

Route 29 (507): 49th & Woodland to Pier 70

Route 29 would be extended to 49th-Woodland via Grays Ferry Ave, creating a new connection to SEPTA trolley services and Southwest Philadelphia. Service would operate at least every 15 minutes - all day, every day.

Extended

Route 79 (505): 40th & Market to Pier 70

Route 79 would operate frequently and be extended to 40th Street Station on the Market-Frankford Line via University Avenue to provide better connections to hospitals, West Philly, and the Market-Frankford Line. It would also be extended on its eastern end to shopping at Pier 70. Extending the route provides more direct service between key destinations.

Shortened

Realigned

New Frequent Rt

Updated

Route 37(552): Broad & Snyder to PHL Terminal B

Route 37 would be shortened to operate between PHL Airport and Snyder Station via Kingsessing. Service would operate every 15 minutes on the portion of the route between the Broad Street Line and airport. Riders can still get to Eastwick Industrial Park (Route 68), Chester City (new Route 952) and the PNC Center (Routes 108 and 68). This route was updated based on community requests to keep service to Packer Park.

Updated

New Route

Route 952 (952): Oregon & Broad to Chester TC

Route 952 would provide a new 30 MAX connection between Oregon Station on the Broad Street Line and Chester Transportation Center, traveling via the Airport, Penrose Avenue, and Packer Park. Route 952 would replace existing Route 37 service between Chester and the Airport and operate express on Penrose Avenue south of Pattison Avenue to provide a new faster and more direct connection between South Philly, the Airport, and Chester. Route 952 was rerouted via Packer Park based on feedback we heard from residents there.

Realigned

Simplified

Route G (503): Lankenau Medical Center or Overbrook Station to Pier 70 Walmart

Route G would be streamlined in West Philly so it can operate faster, more directly and more reliably. It will be a frequent bus route, operating every 10 minutes on weekdays and every 15 minutes on weekends. It will be simplified to travel in the same way between Pier 70 and Overbrook Station and on 56th Street in West Philly. Once an hour, Route G (A) would continue beyond Overbrook Station to Lankenau Medical Center. Simplifying Route G would make it easier to understand and improve on-time performance.