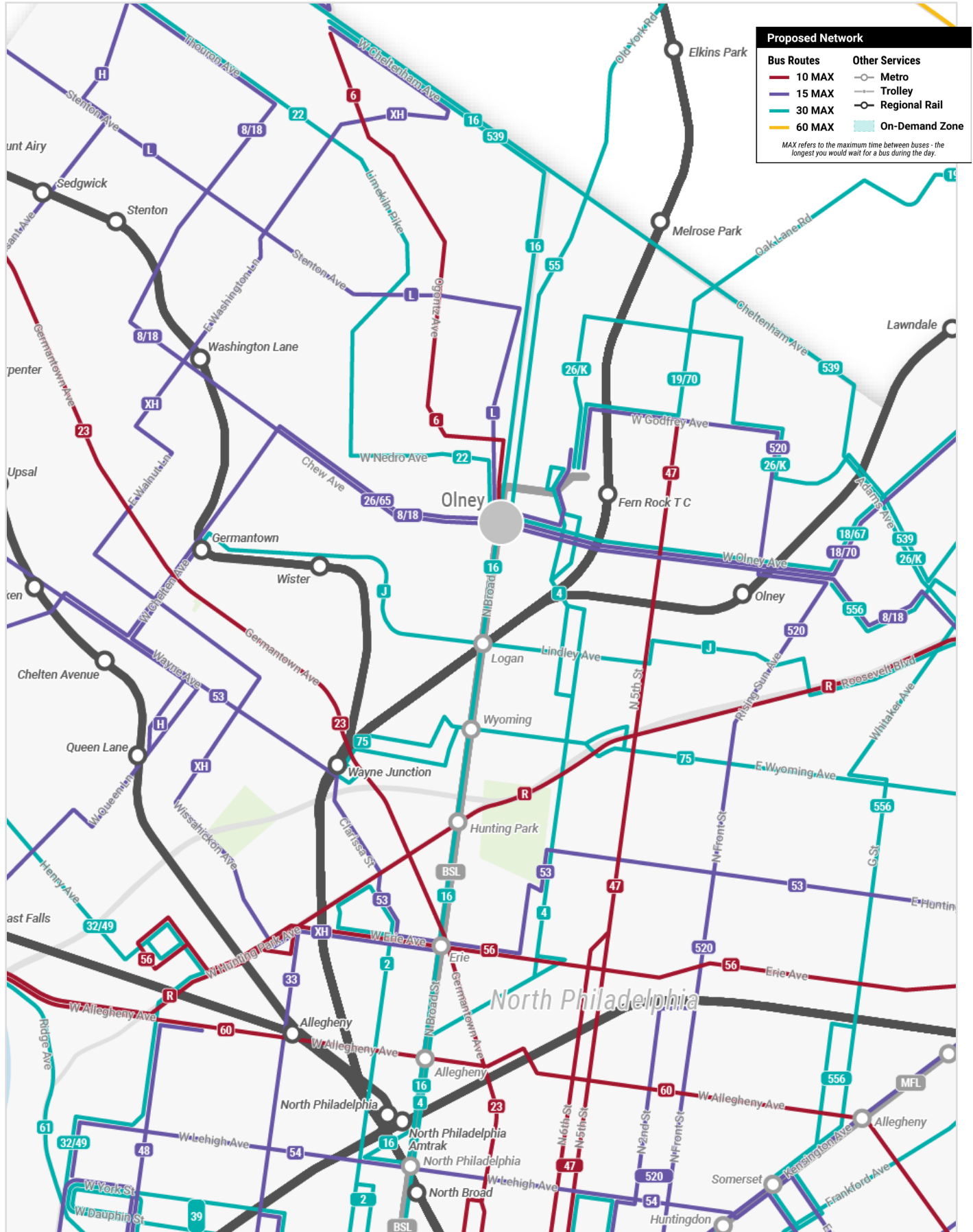




# SEPTA Bus Revolution | Spring 2023

## Upper North Philadelphia Recommendations

Proposed Route-by-Route Changes



# Upper North Philly Recommendations

## Proposed Route-by-Route Changes

### We heard you, Upper 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 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.

**Eight new frequent routes in Upper North Philly:** Route 26 (combined with Route 65), Route K (combined with Route 26), Route 53, Route H, Route 57 (which would be shortened to operate south of York Dauphin Station), Route 8 (combined with the western half of Route 18), Route XH, and New Route 520

**Several other routes will have more frequent service than today,** including Route 2, Route 3, Route 4, Route 16, and Route 22



**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 routes which operate frequently on weekdays in Upper North Philly would also provide frequent service all day on weekends:** Route 26 (combined with Route 65), Route K (combined with Route 26), Route 53, Route H, Route 57 (which would be shortened to operate south of York Dauphin Station), Route 8 (combined with the western half of Route 18), Route XH, and New Route 520

**There will be 7 routes with 24-hour service:** Route 6, Route 23, Route 47, Route 60, Route 26/65, Route L, and Route R



**Get further faster with extended and newly combined routes:** Riders told us that they travel all over the region, not just to Center City. New, frequent crosstown bus routes mean more people can get you to more places faster and easier—including Lower Northwest, West Philly, Northeast Philly, and Montgomery County.

**Combined Route 65 and Route 26's western end** better connects Upper North Philly to Lower Northwest and West Philly

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

**Combined Route 18's eastern end and Route 70** provides a frequent connection between Olney Transportation Center and Northeast Philly

**New Route 539** better connect Upper North Philly to Northwest Philly, Northeast Philly, and Frankford Transportation Center

**Combine Route K and Route 26's eastern end** better connects Upper North Philly to Northeast Philly

**Extended Route 53 to River Wards** provides a new crosstown connection to the Broad Street Line and shopping on Butler Street



**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 Upper North Philly will travel the same way on every trip, every day of the 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 Upper North Philly, Olney Transportation Center, and Frankford Transportation Center

**More consistent service on Route 22** with simplified 30-minute service all day between Olney Transportation Center and Willow Grove Mall and 60-minute service all day to Warminster Heights

**More consistent service to Bakers Centre** provided by all Route 56 trips

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>Streamlined</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 Upper North Philly Routes

**Bus Revolution UPDATE recommends changes to xx of Upper North Philly's xx routes:**

**Consolidated**

**Route 1: Parx Casino to 54<sup>th</sup>-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 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.

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.

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.

No Changes

**Route 6 (548): Cheltenham & Ogontz Loop to Olney Transportation Center**

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.

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.

Simplified

More Frequent

Shortened

**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.

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.

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.

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. All trips will operate between Penn's Landing and 23rd & Venango Loop. The more direct alignment will improve the speed of the route and make it easier to understand.

No Changes

**Route 47 (518): Whitman Plaza to 5<sup>th</sup> & Godfrey**

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.

Simplified

**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.

New Frequent Rt

**Route 56 (525): 23<sup>rd</sup> & 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).

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.



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 5<sup>th</sup> 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.

No Changes

**Route 75: Wayne Junction to Arrott TC**

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.

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

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 25/65 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).

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.

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

### 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.

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.