



SEPTA Bus Revolution | Spring 2023

West Philly Recommendations

Proposed Route-by-Route Changes



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.

West Philly Recommendations

Proposed Route-by-Route Changes

We heard you, West 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. 14/84



Make service more convenient by increasing frequency on more 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.

12 frequent bus routes in West Philly: Route G, Route 21, Route 29, Route 30 (combined with Route 43), Route 31, Route 37, Route 38 (combined with Route 40), Route 42 (combined with Route 40), Route 46, Route 52, Route 64, and Route 105.



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:

Route G would operate every 10 minutes all day, every 15 minutes between 7 PM and midnight and every 30 minutes between midnight and 6 AM. Weekend service is every 15 minutes during the day and 30 minutes overnight.

Route 64 would operate every 15 minutes all day and 30 minutes during the evening every day, **including weekends.**



Get further faster with extended and newly combined routes: Riders told us that they travel all over the region, not just to University City and Center City. New, frequent crosstown bus routes mean more people can get you to more places faster and easier—including Northern Liberties, Ardmore, Fern Rock, Radnor, Society Hill, and Pier 70.

Extend Route 29 from South Philly to connect to the trolleys at 49th-Woodland

Combine Route 30 and Route 43 to connect West Philly with Northern Liberties and the River Wards

Combine Route 38 and Route 44 to connect Ardmore with West Philly

Combine Route 26 and Route 65 to connect City Avenue with the Broad Street Line

Combine Route 40 and Route 42 to connect West Philly with South Street and Society Hill



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

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

More direct service on Route 31 with route staying on Market Street between 63rd Street and City Hall

Route 108 would be faster and more reliable due to a more direct path on 70th Street in Elmwood Park

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 West Philly: North of Market Street

Bus Revolution UPDATE recommends changes to **18** of 20 routes in West 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.

New Frequent Rt **Combined** **Extended**

Route 26/65 (502): 69th Street TC to Fern Rock TC

Routes 26 and 65 (Route 26/65) would be combined into frequent service between the 69th 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 **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 69th 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 40th Street and 41st Street or the newly combined Route 32/49 on 33rd Street and 34th Street. Riders traveling north of Haverford Avenue can take Route 64 or Trolley Route 10.

Updated **More Frequent** **Realigned**

Route 31 (558): 76th& City Ave to City Hall

Route 31 would be realigned to operate directly along Market Street in West Philly. This change is in response to community input and the request for service on Market Street. It provides direct connections from City Avenue to Market Street. New realigned bus routes - Route 38/44, Route 30/43, and Route 32/49 - would provide local service in Mantua and Powelton Village. Bus service would be at least every 30 minutes all day, every day.

Updated **More Frequent** **Combined** **New Route**

Route 38/44 (555): 5th & Market to Ford & Monument (and Ardmore)

Routes 38 and 44 would be combined to operate between Center City and Wynnefield Heights traveling via 34th Street, Mantua Avenue, 40th Street, and Belmont Avenue. Service would be at least every 15 minutes on weekdays and 30 minutes on weekends. Every other trip (Route 38/44B) would continue to Ardmore, providing a

connection every 30 minutes on weekdays and hourly on weekends. Changes to this route respond to comments about the need for service on Belmont and Parkside Avenues and connections to Center City.

New Frequent Rt

Updated

Combined

New Route

Route 508 (508A): University City to 50th Parkside Loop and Wissahickon TC

New Route 508 would combine parts of Routes 38 and 40 into a single, frequent route (every 15 minutes all day every day). The bus would travel between University City and 50th-Parkside Loop every 15 minutes and every other trip (Route 508A) would continue to the Wissahickon Transportation Center. This change is in response to community feedback.

New Frequent Rt

Realigned

Extended

Route 105 (716): Radnor RR Stn (New) to 69th Street TC

Route 105 would be extended from Rosemont to Radnor. The route would operate every 30 minutes on weekdays and weekends.

Recommended Changes in West Philly: South of Market Street

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. This change is in response to community feedback.

No Changes

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

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.

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.

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.

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.

Realigned

Simplified

Route 108 (553): 69th Street TC to PHL Airport and UPS

Route 108 would have simplified frequent (every 15 minutes on weekdays and weekends) operating between the 69th Street Transportation and PHL Airport. Every other trip (Route 108A) continuing to the UPS facility so that service to UPS would be every 30 minutes (on weekdays and weekends).

Recommended Changes in West Philly: Routes Crossing Market Street

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. This change is in response to community feedback.

No Changes

Route 46 (504): 58th & Baltimore to 63rd & Malvern

More Frequent

Simplified

Route 52 (506): 54th & City to 49th & Woodland

Route 52 would have more frequent service (every 10 minutes on weekdays and every 15 minutes on weekends) and be simplified so that all trips operate between 49th and Woodland and Parkside. The route would no longer enter the Park West Town Center but would serve the center from 52nd Street. Every third trip (Route 52A) would continue north to City Avenue. Service to City Avenue would be every 30-minutes.

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.

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.