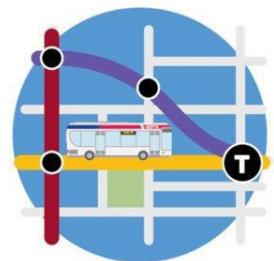


SEPTA

Response to Comments at Public Hearings

December 2023



About This Document

This report provides additional context for some of the service changes included in the new bus network, including revisions planned based on feedback during the Public Hearings.

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Introduction

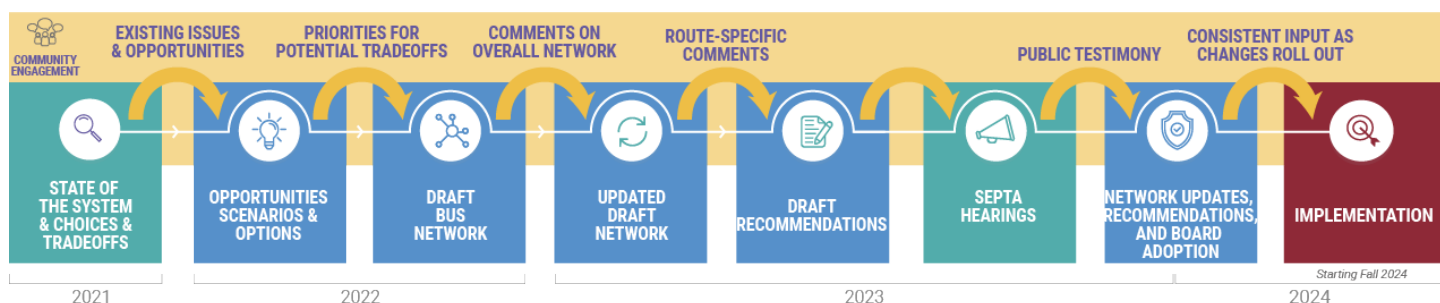
Bus Revolution is SEPTA's first comprehensive redesign of its entire bus network, and a key component of SEPTA Forward, the authority's Strategic Plan, which has the goal of creating a Lifestyle Transit Network that is more useful to more people and more trips.

SEPTA first considered redesigning its bus network back in the mid-2010s. Ridership dropped nearly 20% between 2013 and 2019. At the same time, operating costs increased by 10% while service got slower and less reliable. Taking inspiration from work that other transit agencies in the country were doing, we looked at the possibility of evaluating our entire bus system on a holistic level, identifying a data driven and systematic approach rooted in public engagement to identify network improvements and implement a better bus network.

SEPTA completed a detailed analysis of the existing system, evaluating both the market for transit service and the performance of existing routes. This analysis was accompanied by extensive public outreach throughout the city and region. This feedback has been an intrinsic part of the process.

Since the project kicked off in 2021, SEPTA has held:

- 12 Transit Talks
- 40 Community Meetings
- 30 Virtual Community Conversations
- 67 Small group meetings, presentations, and briefings
- 63 Pop Ups and Project Bus Events at bus stops, transit centers, and community events
- 10 Public Hearings



Public Hearings

In September of 2023, SEPTA conducted ten public hearings for the purpose of considering formal adoption of service changes recommended through Bus Revolution. These hearings offered the public an opportunity to provide testimony and were overseen by a neutral Hearing Examiner who is responsible for reviewing SEPTA's evidence and testimony as well as public comments received during the hearing. In addition to comments received during the hearings, individuals were also able to submit testimony online, by phone, or by mail to include in the record. These hearings were held in-person in Philadelphia, Bucks, Chester, Montgomery, and Delaware Counties. Two virtual hearings were held for people who could not attend one of the in-person hearings.

| Date | County | Location | Time |
|----------------|----------------------------|---|---------|
| Tuesday 9/12 | Philadelphia | 1234 Market Street | 5-8 PM |
| Wednesday 9/13 | Philadelphia | Virtual | 12-2 PM |
| Wednesday 9/13 | Philadelphia | Virtual | 5-7 PM |
| Thursday 9/14 | Bucks | Bucks County Community College - Bristol Campus 1304 Veterans Highway, Bristol, PA 19007 | 6-8 PM |
| Tuesday 9/19 | Chester | West Chester University - Sykes Theater 110 W Rosedale Avenue, West Chester, PA 19382 | 6-8 PM |
| Wednesday 9/20 | Philadelphia | Temple University - Liacouras Center 1776 N Broad Street, Philadelphia, PA 19121 | 6-8 PM |
| Thursday 9/21 | Montgomery | Norristown Public Library 1001 Powell Street, Norristown, PA 19401 | 5-7 PM |
| Tuesday 9/26 | Delaware (Chester City) | Chester City Hall 1 E 4 th Street, Chester, PA 19103 | 6-8 PM |
| Wednesday 9/27 | Philadelphia | 1234 Market Street | 5-7 PM |
| Thursday 9/28 | Delaware (Upper Darby) | Upper Darby Township Building 100 Garrett Road, Upper Darby, PA 19082 | 6-8 PM |

Ridership Data

For the latest information available on route performance and ridership, please view SEPTA's 2023 [Route Statistics Report](#) and [SEPTA's Ridership Recovery Dashboard](#). An interactive map of the final bus network is available on [Remix](#) and provides the ability to turn on and off the "Transit Demand Propensity" layer to view transit demand across the region.

Next Steps

Pending board adoption of the new network, SEPTA will commence with an extensive communication and engagement campaign in early 2024. Service changes will begin in summer 2024 and continue until the full network has been implemented.

Route-by-Route Summary

| Route # | Fall 2023 Proposal | Public Comment | Updated Response |
|---------|--|---|---|
| 1 | SEPTA proposed discontinuing Route 1 due to duplicative service along Roosevelt Boulevard (Route 14, Direct Bus), Hunting Park Avenue (Route 82), City Avenue (Route 65), and to Parx Casino (new Route 87). | — | SEPTA recommends discontinuing Route 1 due to the presence of alternative routes, including the second phase of Direct Bus, which will be implemented in 2025. |
| 7 | SEPTA proposed truncating Route 7 at 20th & Oregon. | Customers expressed concerns about getting to Pier 70. | SEPTA recommends truncating Route 7 in order to improve route frequency and reliability. Customers continuing to Pier 70 will have the options of transferring to either Route 64 at Washington Avenue or Route 63 (formerly Route G) at Oregon Avenue. |
| 8 | SEPTA proposed discontinuing Route 8. | — | SEPTA recommends the discontinuation of Route 8. Routes 18 and 82 (formerly Route R) will provide service along some discontinued segments and all current Route 8 riders are within a quarter-mile of an alternative service. |
| 12 | SEPTA proposed operating Route 12 via Chestnut & Walnut Streets. | Customers expressed concerns over shifting service off of Spruce & Locust Streets. | SEPTA recommends adoption of the proposed alignment to take advantage of bus infrastructure and to provide additional service along high ridership corridors. It is recommended, however, that Route 12 operate to its current eastern terminus at Dock Street. |
| 17 | SEPTA proposed truncating Route 17 at 20th and Johnston Streets to improve route reliability and layover conditions. | Customers expressed concerns over service to schools south of Johnston Street due to poor walking conditions. | SEPTA recommends adoption of the shorter alignment of Route 17 but will provide school service for schools located south of Johnston Street. |
| 26 (K) | SEPTA proposed the discontinuation of Route K. Segments of the current route would be covered by of Routes 26, 41 (formerly Route J), and 65. | Customers expressed concerns over loss of service along Cheltenham Avenue that existing Route K provides. | SEPTA recommends the discontinuation of Route K, but that Route 26 be extended across 66th Street and down Cheltenham Avenue to provide local service along this corridor. |
| 27 | SEPTA proposed eliminating Barren Hill service on the Route 27. | — | SEPTA recommends operating two different service patterns for Route 27. One between Center City & Plymouth Meeting and a shorter pattern between Center City and Ridge & Cathedral in the Andorra neighborhood. |

| Route # | Fall 2023 Proposal | Public Comment | Updated Response |
|------------|---|--|---|
| 28 | SEPTA proposed realigning Route 28 via Central Avenue and Township Line Road | Customers expressed concerns over access to Manor College. | SEPTA recommends returning Route 28 to its present alignment but establishing a short turn pattern at Fox Chase Loop to balance resources. |
| 30 | SEPTA proposed discontinuing Route 30. | — | SEPTA recommends the discontinuation of Route 30 due to low ridership and the presence of more frequent alternatives nearby. |
| 31 | SEPTA proposed realigning Route 31 through West Philadelphia via Market Street. | Customers expressed concerns over taking Route 31 out of Mantua. | SEPTA recommends adopting the new alignment to improve speed and reliability. Mantua will be well-served by other routes including Routes 10 and 38. |
| 32 | SEPTA proposed discontinuing Route 32. | Customers expressed concern over loss of service, particularly to attractions along the Ben Franklin Parkway and South Broad Street. | SEPTA recommends discontinuation of the route due to the presence of alternative services. An analysis of Route 32 ridership showed that half of current trips can be made using another route and that many other trips are within a quarter-mile walkshed or made using one transfer. Attractions along Benjamin Franklin Parkway and South Broad Street retain strong access in the new network. |
| 35 | SEPTA proposed discontinuing Route 35. | — | SEPTA recommends discontinuation of Route 35 due to low ridership and the presence of alternative services nearby. |
| 42 | SEPTA proposed combining elements of Route 42 west of the Schuylkill River with Route 40 east of the river to create a high frequency corridor between West Philadelphia and Center City via Spruce, South/Pine, and Lombard Streets. | Customers expressed concerns over service to CHOP and other locations in University City. | SEPTA recommends adoption of the new alignment. Many attractions along Civic Center and University Boulevard are within a quarter-mile of Spruce Street. In addition the new alignment will offer significant time savings to thousands of passengers per day who are traveling to points beyond the hospital area. |
| 44 | SEPTA proposed that service to Narberth and Gladwyne on Route 44 be discontinued due to low ridership and inefficient, unreliable, and infrequent service. | Customers expressed concerns over the loss of bus service in these areas. | SEPTA recommends adoption of the simplified Route 44. Transit access in Narberth is provided by Regional Rail service on the Paoli Line. The Gladwyne service has low, unproductive ridership. Service in the area will be reallocated to more productive segments along City and Lancaster Avenues. |
| 47M | SEPTA proposed discontinuing Route 47M. | — | SEPTA recommends discontinuation of Route 47M due to low ridership and the presence of Route 47, which is a high frequency route. |

| Route # | Fall 2023 Proposal | Public Comment | Updated Response |
|---------|---|--|--|
| 48 | SEPTA proposed realigning Route 48 in Center City to travel via Market Street and JFK Boulevard, and in Fairmount to travel via Brown Street and Fairmount Avenue. | Customers expressed concern about the new alignment, particularly in Fairmount. | SEPTA recommends adopting the new alignment of Route 48 to take advantage of new bus lanes to improve operations, and realigning from Aspen to Fairmount to increase service reliability and create consistent transit corridors through the neighborhood. |
| 49 | SEPTA proposed realigning Route 49 to cross the Schuylkill River at Spring Garden Street to improve reliability and provide additional service through Mantua. | Customers expressed concerns over eliminating service to western Center City and 30th Street Station . | SEPTA evaluated ridership along Route 49 and found that ~40% of all ridership on the route takes place in the segments proposed for realignment. Therefore SEPTA recommends that Route 49 retain the current routing along 20th and 21st streets to Market Street be retained to preserve the connection to 30th Street Station. However, Route 49 will be realigned in Fairmount to share the same routing Routes 7 and 48. |
| 50 | SEPTA proposed the discontinuation of Route 50. | — | SEPTA recommends the discontinuation of Route 50. Route 20 will provide frequent service along many Route 50 segments and Route 87 will provide connecting service to Parx Casino. |
| 57 | SEPTA proposed Route 57 be split into two routes: Route 57 & New Route 74. Route 57 will operate between York-Dauphin (MFL) South Philadelphia. New Route 74 would operate between York-Dauphin Station and Fern Rock Transit Center. | — | SEPTA recommends splitting Route 57 into two separate routes. This will improve service reliability and allow for frequent service along the entire alignment. |
| 62 | SEPTA proposed Route 62 be discontinued. | — | SEPTA recommends the discontinuation of Route 62 due to low ridership and the presence of other bus services. Route 61 will provide service on Main Street and Domino Lane. Customers in Andorra can board either Route 9 or Route 27. |
| 67 | SEPTA proposed realigning Route 67 via Rising Sun Avenue to connect to Olney Transit Center. | Customers expressed concerns about losing access to Frankford Transit Center. | SEPTA reevaluated this proposal and recommends Route 67 serve Frankford Transit Center via an updated alignment to increase route access and to provide frequent service via a shared corridor with Route 24. |

| Route # | Fall 2023 Proposal | Public Comment | Updated Response |
|---------|--|--|---|
| 71(H) | SEPTA proposed that Route H become Route 71 and be realigned to operate between Wissahickon Transit Center and Cedarbrook Plaza. | Customers expressed concerns over the alignment, particularly taking service away from Greene Street and Johnson Street. | SEPTA recommends the adoption of Route 71. People who currently catch the bus along Greene Street west of Walnut Lane will be within 0.4 miles of Route 81 (XH) and 0.2 miles from Route 53, both of which connect to the Broad Street Line. They will also be within 0.2 miles of Route 71, which will offer service to Wissahickon Transit Center. All of these routes will provide frequent service. |
| 72 | SEPTA proposed New Route 72 that would provide service between Frankford Transit Center and Chestnut Hill via Cheltenham Avenue. | — | SEPTA recommends adoption of a modified version of Route 72 that would operate between Frankford Transit Center and Cedarbrook Plaza. This will improve reliability and allow for a better use of resources. |
| 73 | SEPTA proposed the discontinuation of Route 73 due to low ridership and redundancy with other routes, particularly Route 25 between Port Richmond, Bridesburg, and Frankford Transit Center. | Customers expressed concerns with accessing the Shoppes at Wissinoming. | SEPTA recommends the discontinuation of Route 73. Route 25 will become a frequent route. Route 84 will provide direct service to the Shoppes at Wissinoming. |
| 77 | SEPTA proposed realigning and shortening Route 77 to provide service between Torresdale Loop and Glenside Station. | — | SEPTA recommends adoption of the streamlined alignment for Route 77 but will restore service to Chestnut Hill Loop to balance resources with the truncated Route 72. |
| 78 | SEPTA proposed discontinuation of Route 78 due to low ridership. | — | SEPTA recommends discontinuation of Route 78, which provides two daily trips between Cornwells Heights and Center City. |
| 80 | SEPTA proposed the discontinuation of Route 80. | — | SEPTA recommends the discontinuation of Route 80. The Horsham Business Center will continue to be served by Route 310 which will operate seven days a week with more regular frequency. |
| 84 | SEPTA proposed truncating Route 84 to operate between Frankford Transit Center and Philadelphia Mills. | — | SEPTA recommends truncation of Route 84 but will realign the route to provide direct service to the Shoppes at Wissinoming during business hours. |

| Route # | Fall 2023 Proposal | Public Comment | Updated Response |
|---------|---|---|--|
| 89 | SEPTA proposed the discontinuation of Route 89 due to low ridership and redundancy to other bus routes. | — | SEPTA recommends the discontinuation of Route 89. Route 53 will be extended down Aramingo Avenue to provide access to important shopping destinations and New Route 76 will provide service along G Street, connecting people the Market Frankford Line and down to Pier 70 in South Philadelphia. |
| 90 | SEPTA proposed the discontinuation of Route 90 due to low ridership. | — | SEPTA recommends the discontinuation of Route 90. Service in Norristown will be provided by other bus routes, and an on-demand zone will serve Einstein Hospital. |
| 91 | SEPTA proposed the discontinuation of Route 91. This route ceased operations in 2020 during the COVID pandemic. | — | SEPTA recommends discontinuation of Route 91. Prior to ceasing operation, the route operated only on Saturdays to provide service for visiting hours at SCI Phoenix. |
| 92 | SEPTA proposed discontinuation of Route 92 due to low ridership. | — | SEPTA recommends discontinuation of Route 92. Route 142 will provide service between King of Prussia Mall to Exton Mall via Paoli Regional Rail Station and Lancaster Avenue. |
| 99 | SEPTA proposed realigning Route 99 to operate via Egypt Road between Oaks and Phoenixville. A new on-demand zone would replace fixed route service between Phoenixville and Limerick currently served by Route 139. | Customers expressed concerns over travel times to King of Prussia relying on an on-demand zone to fixed route connection. | SEPTA recommends extending Route 99 to Ridge Pike & Township Line Road to provide connections to Route 93. Route 99 will be short-turned at Phoenixville Plaza. The alignment in Oaks will be adjusted to serve the Wawa north of Egypt Road. |
| 103 | SEPTA proposed Route 103 be discontinued. | Customers expressed concerns over discontinuing Route 103, particularly in Overbrook Park. | SEPTA recommends discontinuation of Route 103. Route 115 will provide service between Ardmore, Darby, and PHL Airport. Route 105 will provide service between Ardmore and 69th Street Transit Center. Service through Overbrook Park will be provided by Routes 31, 105, and 126. |
| 105 | SEPTA proposed to operate two patterns of Route 105. One between City Avenue and 69th Street Transit Center through Overbrook Park and another between Rosemont and 69th Street Transit Center. | Customers expressed concern over service west of Rosemont. | SEPTA recommends consolidating Route 105 and Route 106 into one route operating along Lancaster Avenue with different service patterns. This will allow for the flexibility to serve key destinations along the corridor. |

| Route # | Fall 2023 Proposal | Public Comment | Updated Response |
|---------|---|---|--|
| 106 | SEPTA proposed operating Route 106 between Rosemont and Paoli, discontinuing service along Argyle Road to 69th Street Transit Center. | — | SEPTA recommends consolidating Routes 105 and 106 into one route. Service in Overbrook Park will be provided by Routes 31, 105 and Route 126. Route 105 will provide service to Paoli Hospital. Service on Argyle Road will be discontinued. |
| 107 | SEPTA proposed realigning Route 107 to provide service from PHL Airport to 69th Street via Delaware County and West Philadelphia. | Customers expressed some concerns over access to Darby Transit Center. | SEPTA recommends operating Route 107 between Darby Transit Center and 69th Street Transit Center. The connection to PHL Airport will be maintained on Route 115. |
| 111 | SEPTA proposed discontinuing Route 111 due to low ridership. | — | SEPTA recommends discontinuation of Route 111. Three routes will provide service along Baltimore Pike to better match service with demand. Route 109 will provide frequent service between 69th Street Transit Center and Springfield Mall via Baltimore Pike; Route 110 will provide service between 69th Street and Penn State Brandywine via Baltimore Pike west of Springfield Mall and east of Riddle Hospital; Route 117 will provide hourly service on Baltimore Pike between Elwyn Road and Painters Crossing. |
| 116 | SEPTA proposed operating two patterns on Route 116; one between Chester and Darby Transit Center and another between Darby Transit Center and Claymont, Delaware. | Customers expressed concern over the reduction of service to Chester residents west of Chester City. | SEPTA recommends adoption of Route 116 but recommends extending 30 minute service to Marcus Hook with every other trip continuing to Claymont. This will improve service levels for Chester City residents, west of Chester Transit Center. |
| 117 | SEPTA proposed realigning Route 117 to operate between Chester and Wawa Station via New Middletown Road and Baltimore Pike. | Customers expressed concerns over access to Elwyn Station and Elwyn School for job access. | SEPTA recommends realigning Route 117 to deviate off New Middletown Road to serve Elwyn Station and Elwyn School and to provide more service to Baltimore Pike east of New Middletown Road. |
| 118 | SEPTA proposed realigning Route 118 to operate from Chester to Newtown Square via Media and DCCC. | Customers expressed concerns over having to transfer to access Baltimore Pike destinations west of Media, including Fair Acres and Penn State Brandywine. | SEPTA recommends realigning Route 118 to serve Brookhaven via Edgmont Road instead of Upland Avenue, 6th Street, and Brookhaven west of Edgmont. The Parkside neighborhood will again be served by Route 117. |

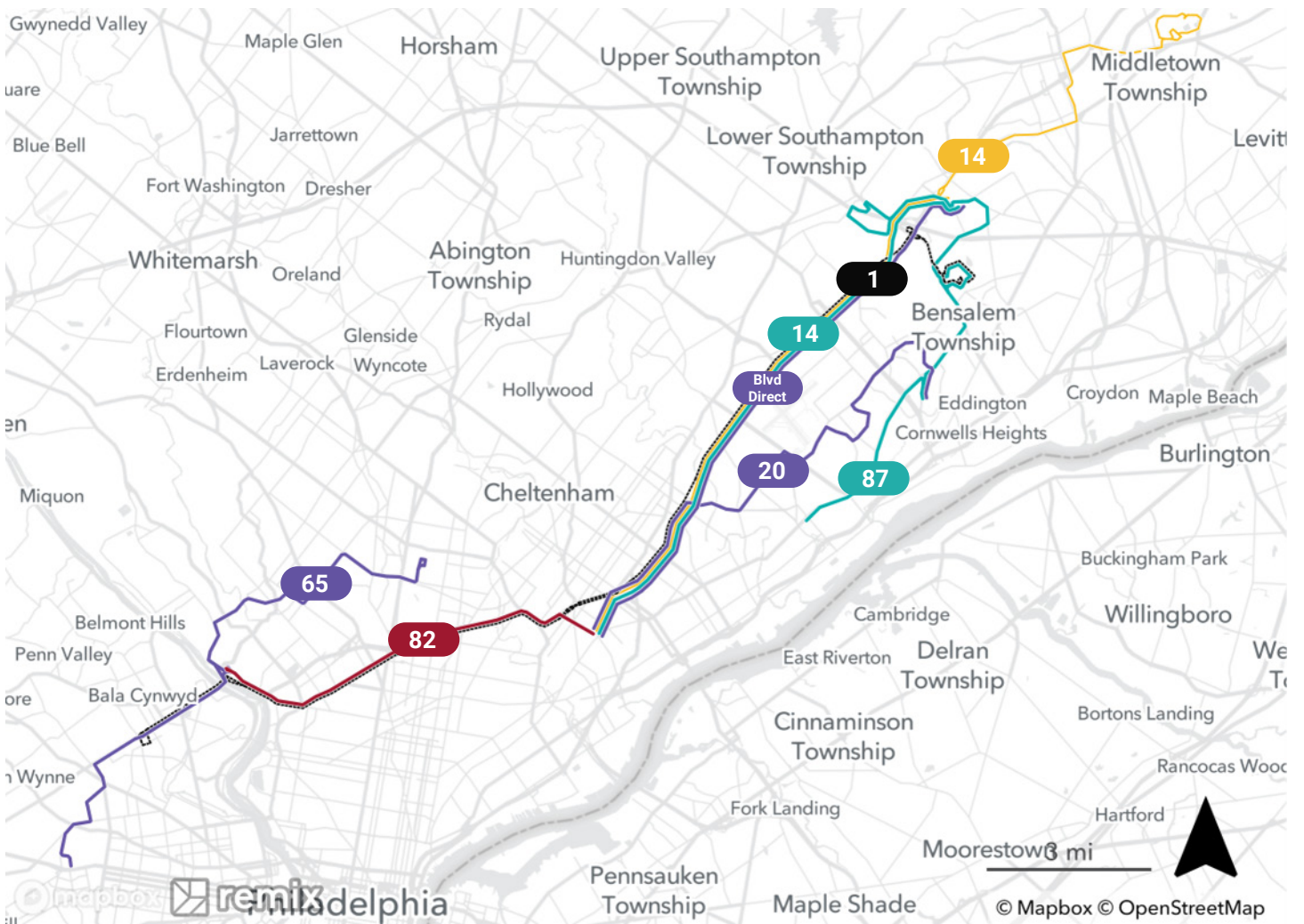
| Route # | Fall 2023 Proposal | Public Comment | Updated Response |
|----------------------|--|--|---|
| 119 | SEPTA proposed realigning Route 119 to operate from Chester to Larkins Corner. | Customers expressed concerns over shifting from a one seat ride to a three seat ride for trips from west of Chester City to Baltimore Pike and Cheyney University. | SEPTA recommends retaining Route 119 service between Chester and Cheyney University via Larkins Corner and Concordville, replacing the on-demand zone proposed in Fall. |
| 123 | SEPTA proposed discontinuing Route 123 due to low ridership. | — | SEPTA recommends discontinuation of Route 123. Passengers will be able to get to King of Prussia Mall from 69th Street Transit Center by taking the NHSL and transferring to the Route 124 or Route 125 at Gulph Mills. |
| 124 & 125 | SEPTA proposed truncating Routes 124 & Route 125 to operate between 30th Street Station and King of Prussia and Chesterbrook. | Customers expressed concerns over moving routes 124 and 125 out of Center City. | SEPTA recommends shifting both Routes 124 and 125 to 30th Street Station to improve reliability along the routes and avoid Center City traffic. This will also allow for more consistent weekday and weekend service. |
| 128 | SEPTA proposed discontinuing Route 128 due to low ridership. | — | SEPTA recommends the discontinuation of Route 128. Route 87 will provide service along Street Road. The rest of Route 128 will be replaced with on-demand service. |
| 129 | SEPTA proposed a streamlined alignment for Route 129 through Bensalem Township. | Customers expressed concerns over lack of access to industrial parks along the current route. | SEPTA recommends that Route 129 be readjusted to operate to industrial parks in Bensalem Township. This new alignment will also serve new Bucks County Government Center. |
| 132 | SEPTA proposed the discontinuation of Route 132 due to low ridership. | — | SEPTA recommends the discontinuation of Route 132. This area will be served with a new on-demand zone. |
| 133 | SEPTA proposed the discontinuation of Route 133 due to low ridership. | — | SEPTA recommends the discontinuation of Route 133. This area will be served with a new on-demand zone. |
| 139 | SEPTA proposed the discontinuation of Route 139 due to low ridership. Portions of the route would be served by a new on-demand zone. | — | SEPTA recommends that Route 139 be discontinued. The segment of Route 139 between Phoenixville and Limerick will be operated by Route 99. This will preserve connections to the King of Prussia Mall. |
| 150 | SEPTA proposed the discontinuation of Route 150 due to low ridership. | — | SEPTA recommends the discontinuation of Route 150. Parx Casino will be served with Route 87, which will operate regularly, seven-days per week. |

| Route # | Fall 2023 Proposal | Public Comment | Updated Response |
|--|---|--|--|
| 201 | SEPTA proposed discontinuing Route 201 which is a reverse commute shuttle designed to serve the Fort Washington Office Park. | — | SEPTA recommends the discontinuation of Route 201. Ridership on this route is low given tenant turn-over in the park, remote work, and employer-sponsored private shuttles that compete with the route. |
| 204 | SEPTA proposed to discontinue Route 204 due to low ridership. | — | SEPTA recommends the discontinuation of Route 204. Route 142 will provide service along Lancaster Avenue and provide a connection to the King of Prussia Mall. |
| 206 | SEPTA proposed the discontinuation of Route 206 due to low ridership. | — | SEPTA recommends the discontinuation of Route 206. This area will be replaced with an on-demand zone. |
| 311 | SEPTA proposed the discontinuation of Route 311. | — | SEPTA recommends consolidating Route 311 and Route 310 into one route serving the highest ridership stops in the Horsham Business Park. The combined route will be Route 310 and will operate seven days per week. |
| Painters Crossing Concordville On-Demand Zone | SEPTA proposed the creation of an on-demand zone intended to serve lower ridership destinations on Baltimore Pike west of Wawa Station as well as Cheyney University. | Customers expressed concerns over the on-demand zone requiring additional transfers and increased wait times for riders boarding in Chester City west of the Transit Center. | SEPTA recommends replacing the proposed on-demand zone with fixed route service. Route 117 will be realigned to service Painters Crossing and Route 119 will be realigned to service Cheyney University. |
| Phoenixville Zone | SEPTA proposed the creation of an on-demand zone intended to serve lower ridership destinations on Baltimore Pike west of Wawa Station as well as Cheyney University. | — | SEPTA recommends that the proposed on-demand zone be eliminated, and that an extended Route 99 that will connect Phoenixville to Ridge Pike. |

Route 1

Fall 2023 Proposal:

SEPTA proposed Route 1 be discontinued due to low ridership and productivity as well as its redundancy with other routes along its three main corridors, Roosevelt Boulevard, Hunting Park Avenue, and City Avenue. While Route 1 offers some unique connections based on its length (25 miles, one way), most trips on the route are easily made on other routes or require just one transfer. It has historically been a low ridership route, with low frequency and no Sunday service. All customers along the route will have access to a more frequent option, regardless of location.



Final Recommendation:

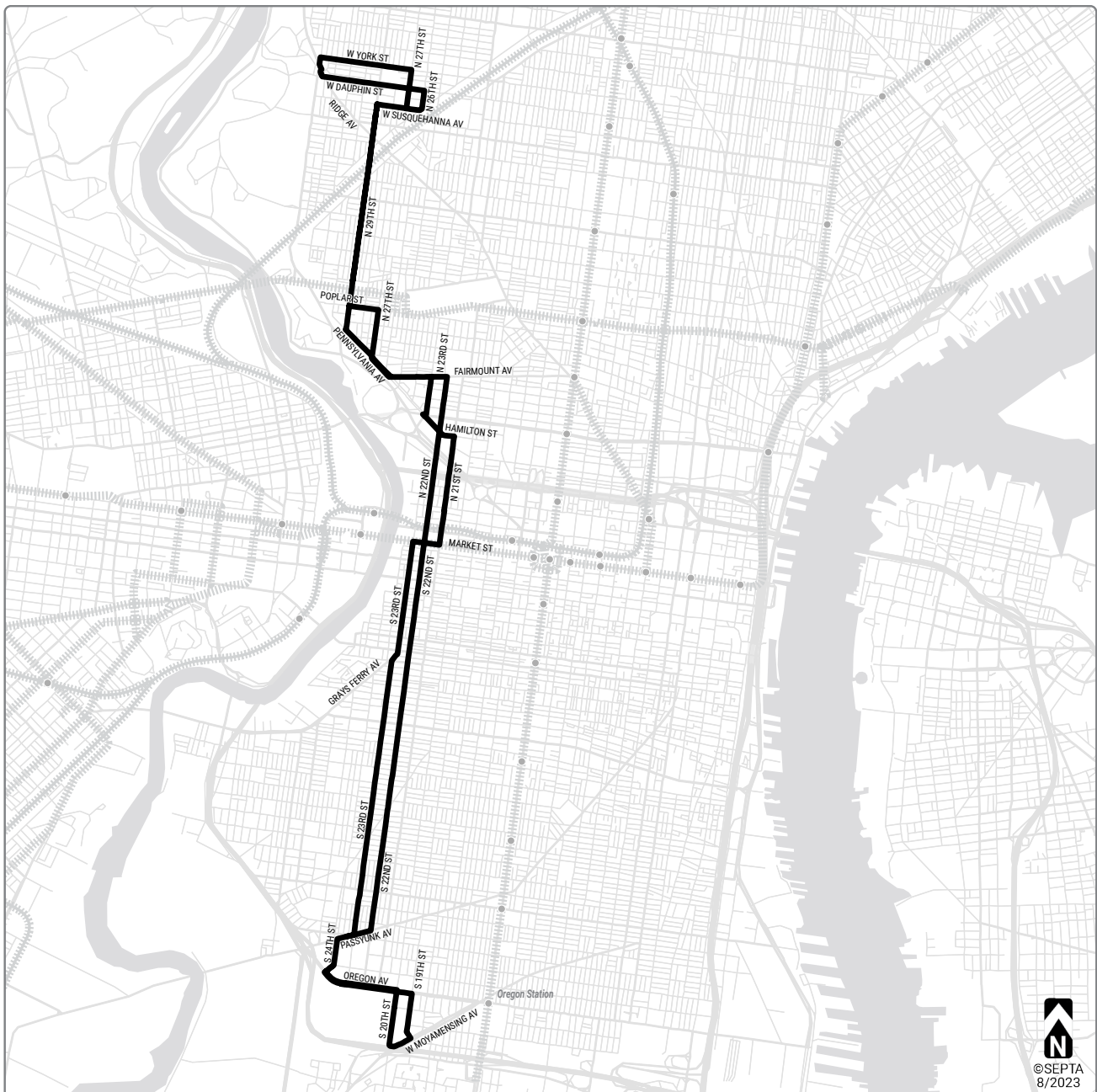
SEPTA recommends that Route 1 be discontinued due to low ridership and similarity to other SEPTA bus routes. The implementation of the second phase of Direct Bus, between Frankford Transit Center and the new Wissahickon Transit Center in 2025 will provide additional access to frequent and reliable service along the alignment.

Route 7

Fall 2023 Proposal:

SEPTA proposed Route 7 be truncated at 20th Street & Oregon, with service along Oregon Avenue being discontinued. Frequency along Route 7 will be increased with transfers to frequent routes possible at Washington Avenue (Route 64) and Oregon Avenue (Route 63, formerly Route G) for persons traveling to Pier 70.

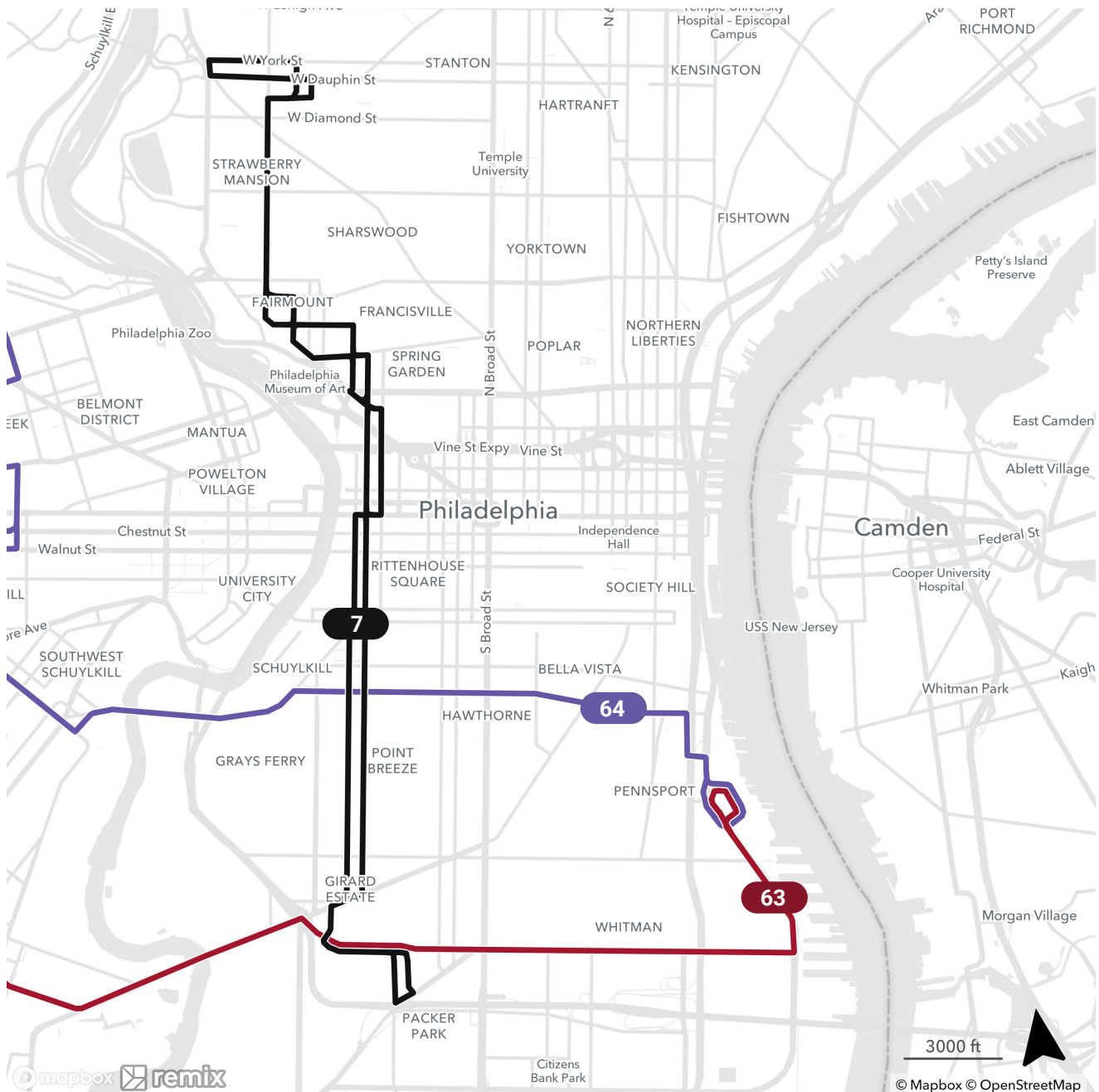
Customers expressed concerns about losing direct access to Pier 70 shopping center.



Route 7

Additional Analysis:

Route 7 customers would have two options to transfer to frequent services to reach Pier 70 via Route 64 on Washington Avenue and Route 63 (formerly Route G) on Oregon Avenue.



The figure above shows Route 7 and its connections to both Routes 64 along Washington Avenue and Route 63 (formerly Route G) along Oregon Avenue. Both of these routes offer frequent service to Pier 70 for customers needing to continue their trip.

Route 7

Final Recommendation:

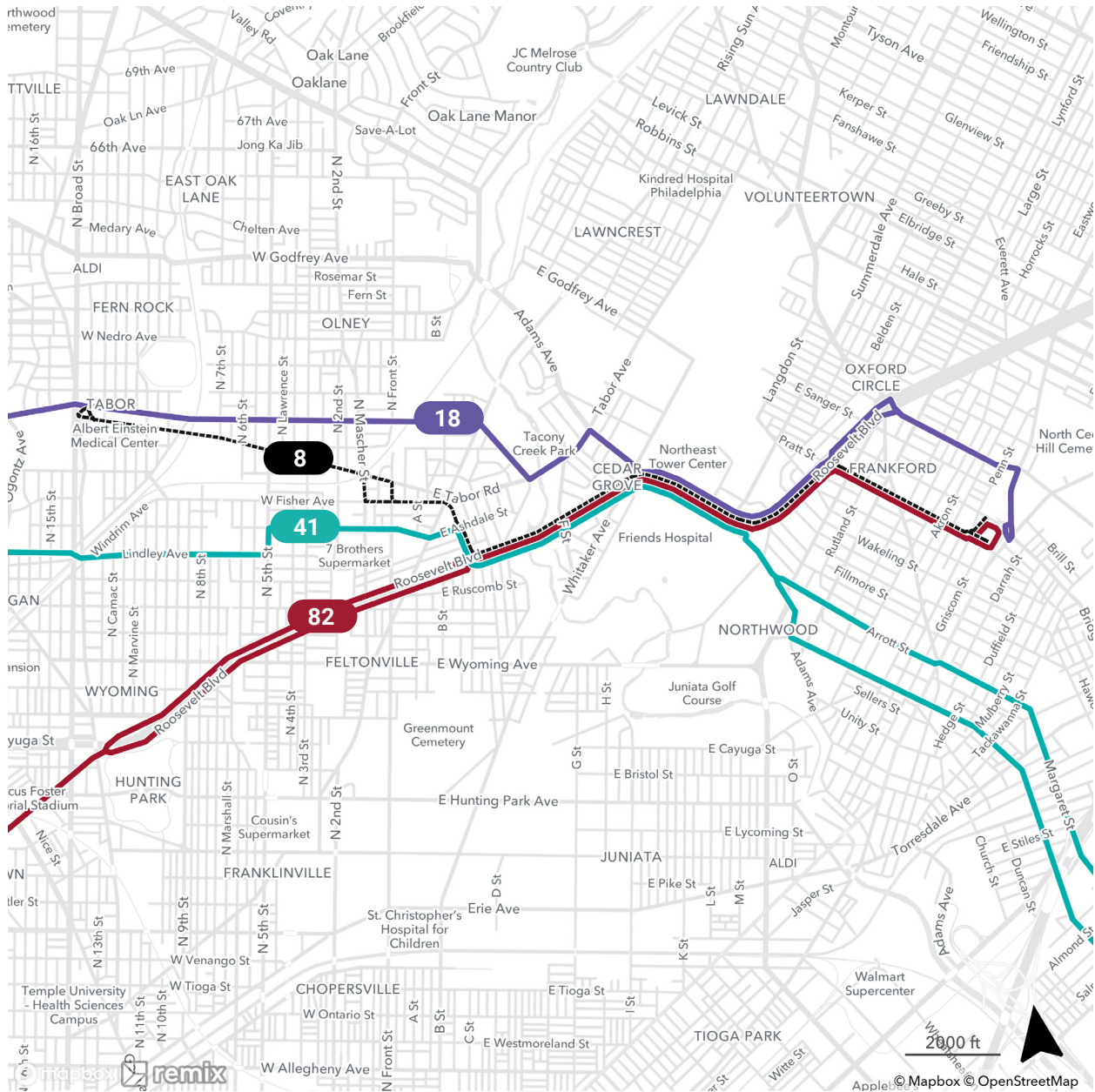
SEPTA recommends truncating Route 7 at 20th Street and Oregon Avenue. This service change will allow for improved frequency on Route 7 and provide direct connections to frequent Routes 63 (formerly Route G) and 64 for direct access to Pier 70.



Route 8

Fall 2023 Proposal:

SEPTA proposed Route 8 be discontinued due to low ridership and the proximity of alternate services in the proposed network.



Final Recommendation:

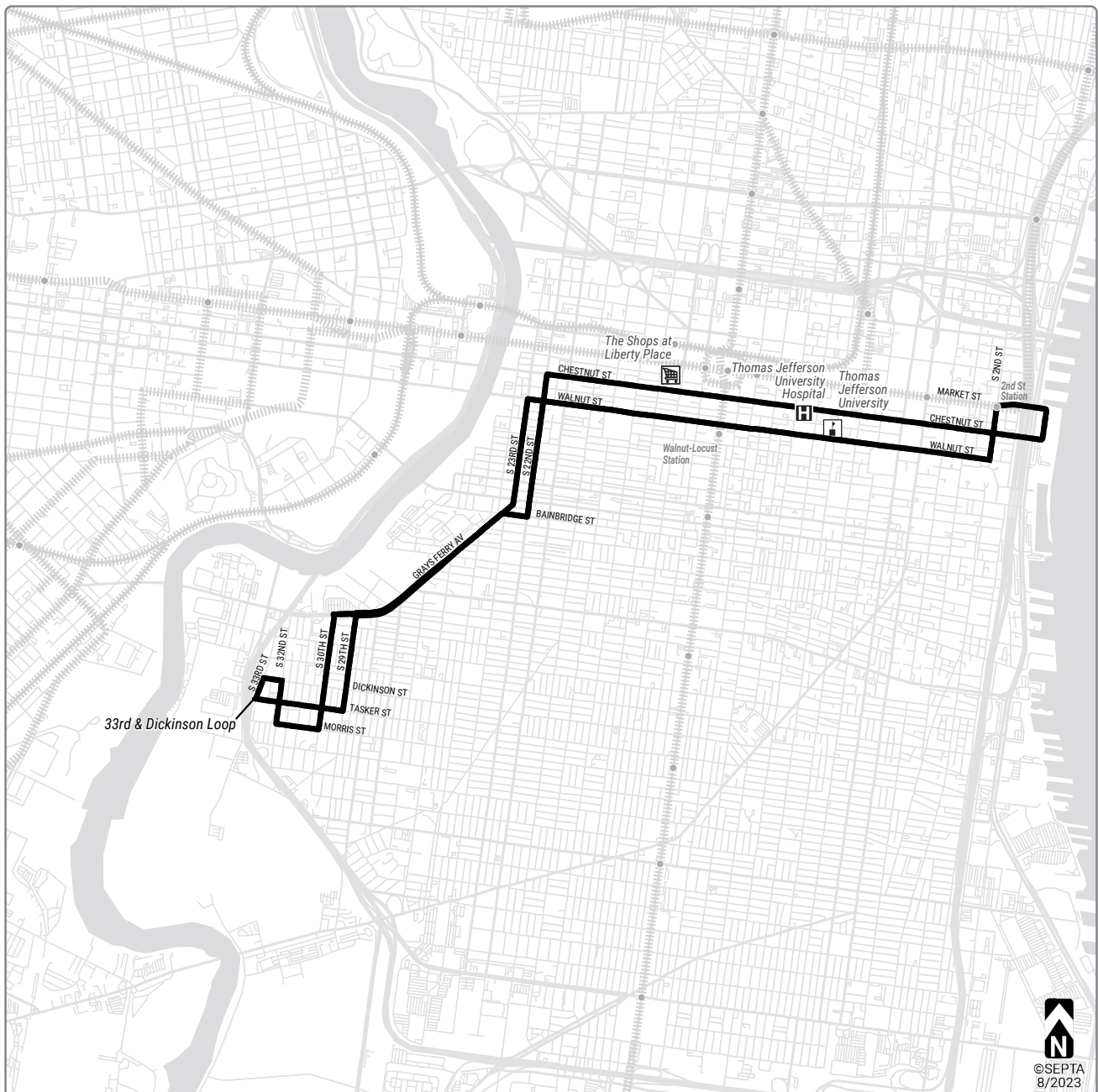
SEPTA recommends that Route 8 be discontinued due to low ridership and the availability of alternate services. Much of current Route 8 will be served by realigned Route 18. Other segments are all within a quarter-mile of other services.

Route 12

Fall 2023 Proposal:

SEPTA proposed Route 12 be realigned to operate via Chestnut and Walnut Streets instead of along Locust and Spruce Streets. This is part of an overall strategy to consolidate service on fewer streets, particularly in Center City where significant investment in transit infrastructure is being made.

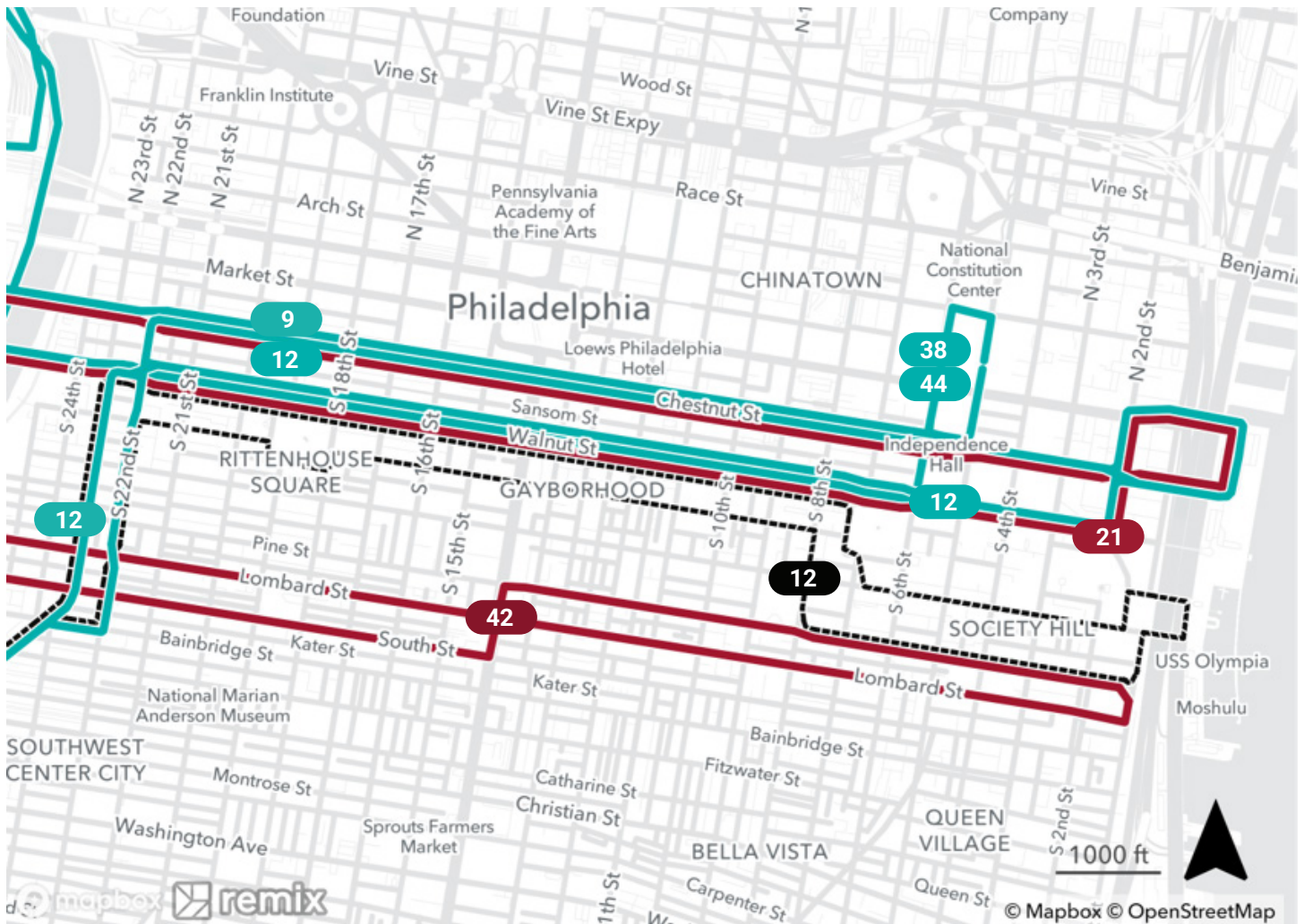
Customers expressed concerns about the loss of service along Locust Street and other destinations south of Walnut Street.



Route 12

Additional Analysis:

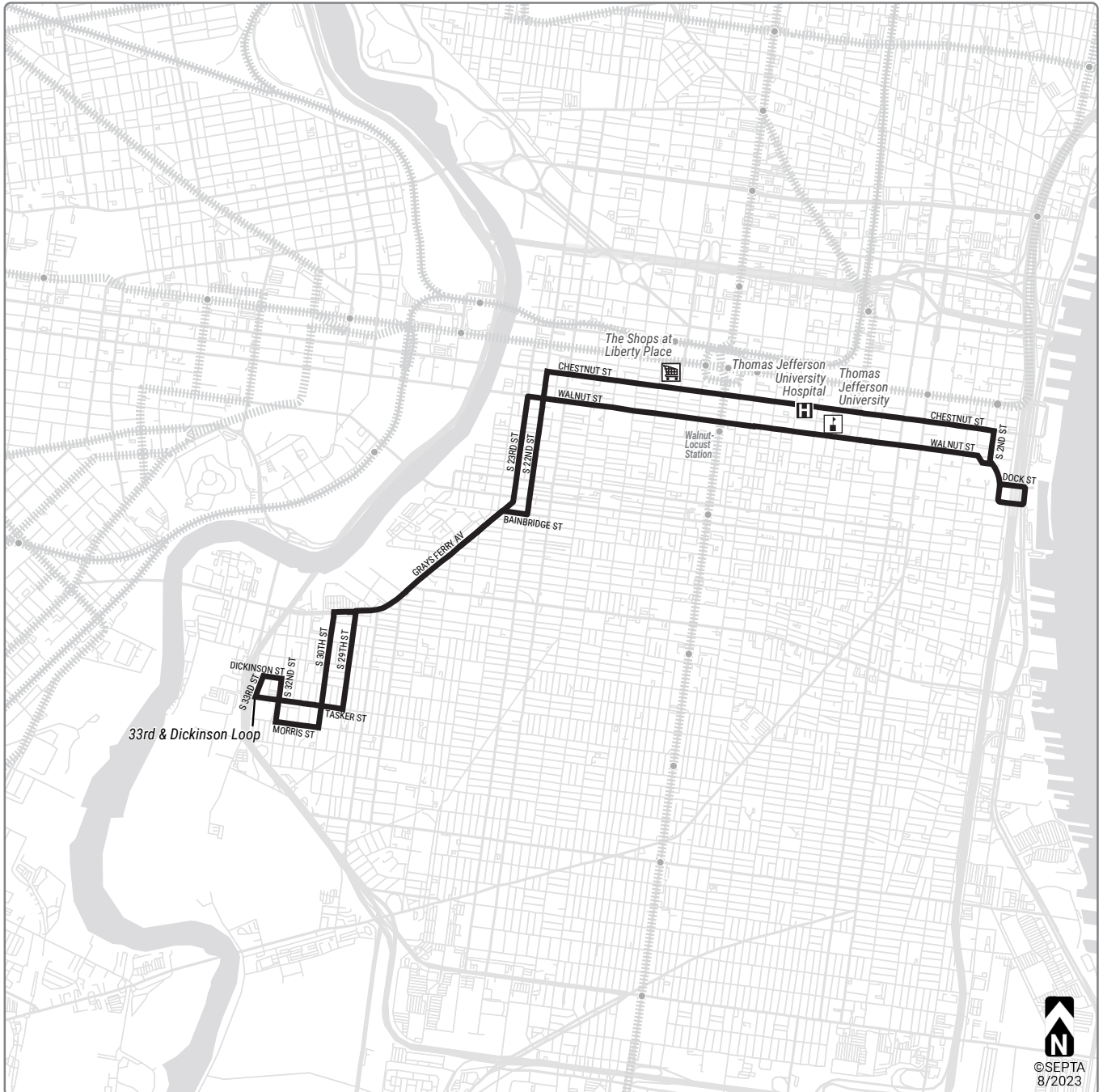
SEPTA evaluated ridership on the current alignment of Route 12 and found that all current Route 12 stops along Locust Street are within a quarter-mile of high frequency eastbound bus service along Chestnut Street and one third of a mile from South Street. While some customers will have to walk farther to get to their preferred route, realigning Route 12 will benefit from bus infrastructure on Chestnut Street.



Route 12

Final Recommendation:

SEPTA recommends the adoption of changes to Route 12 with one slight modification. Due to end-of-line constraints around Penn's Landing due to the construction of the I-95 CAP, the current eastern terminus of the route at Columbus Boulevard and Dock Street will be retained.

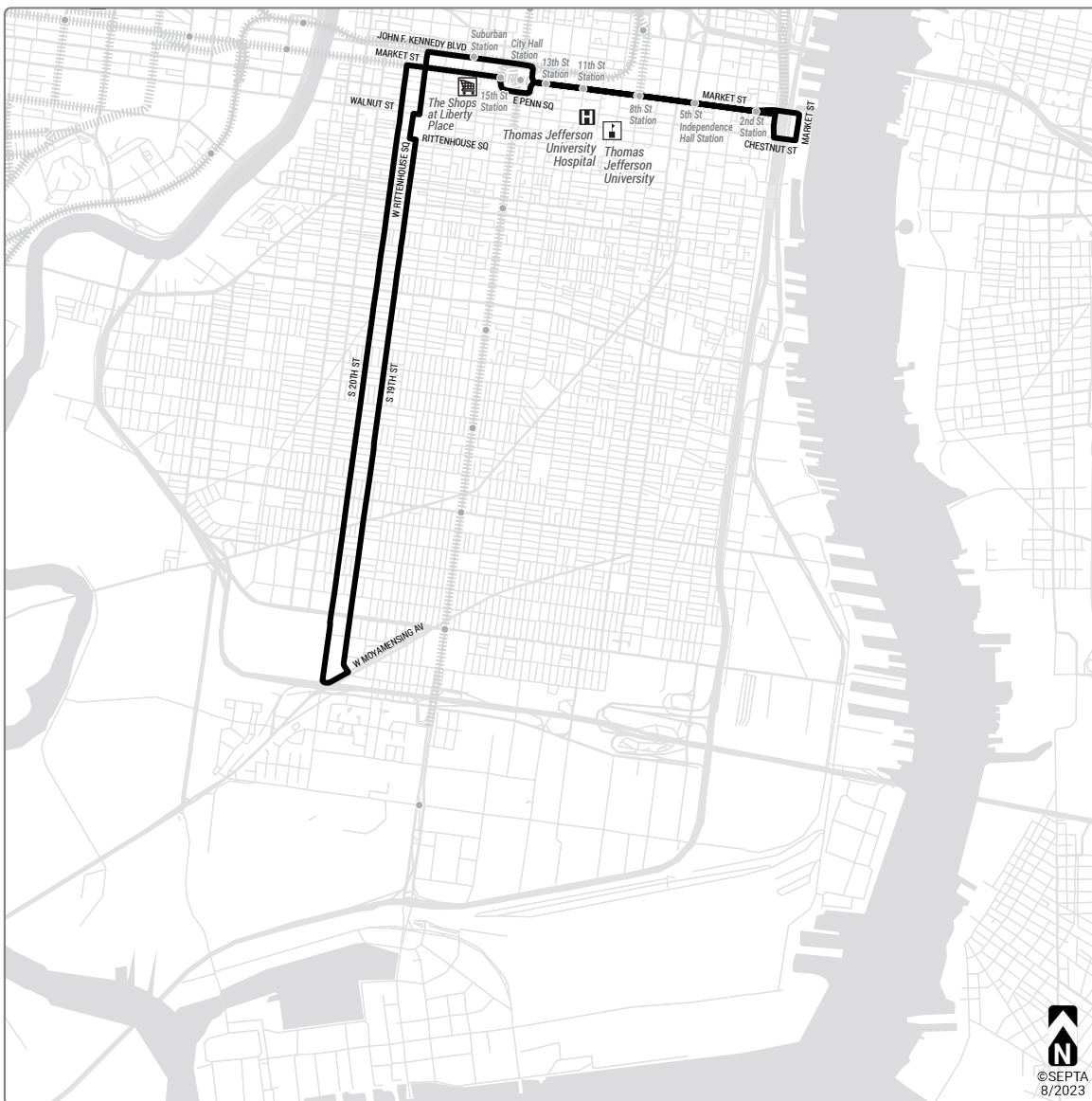


Route 17

Fall 2023 Proposal:

SEPTA proposed to discontinue limited service to the Navy Yard and to truncate the route at 20th & Johnston Streets to improve route reliability and layover conditions.

Customers expressed concern about lack of service “south of Moyamensing Avenue, where there are some schools.



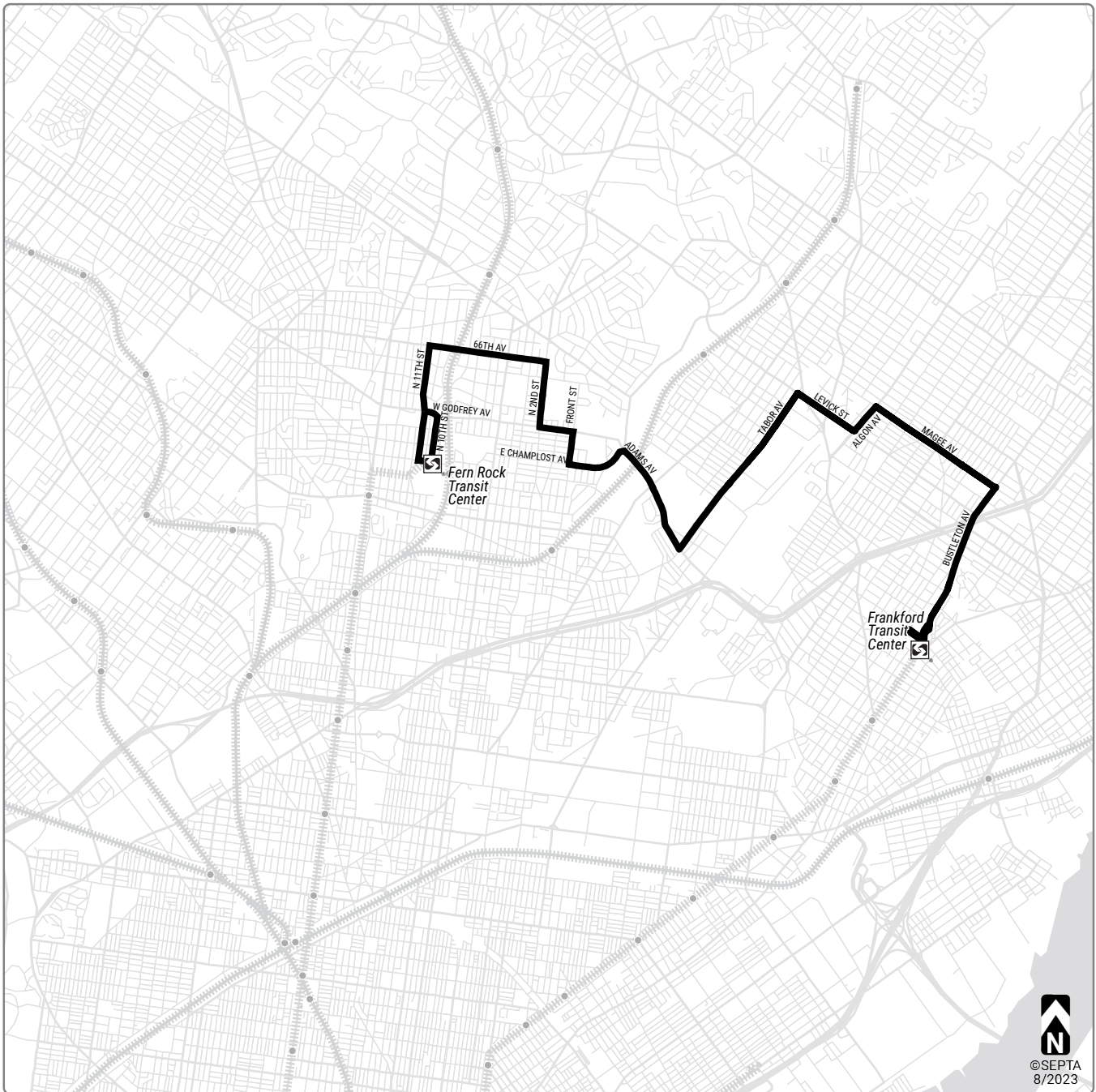
Final Recommendation:

SEPTA recommends Route 17 limited service to the Navy Yard be discontinued and service be truncated at 20th & Johnston Streets to improve route reliability and layover conditions. SEPTA will implement a school service pattern to serve schools south of Moyamensing Avenue.

Route 26 & Route K

Fall 2023 Proposal:

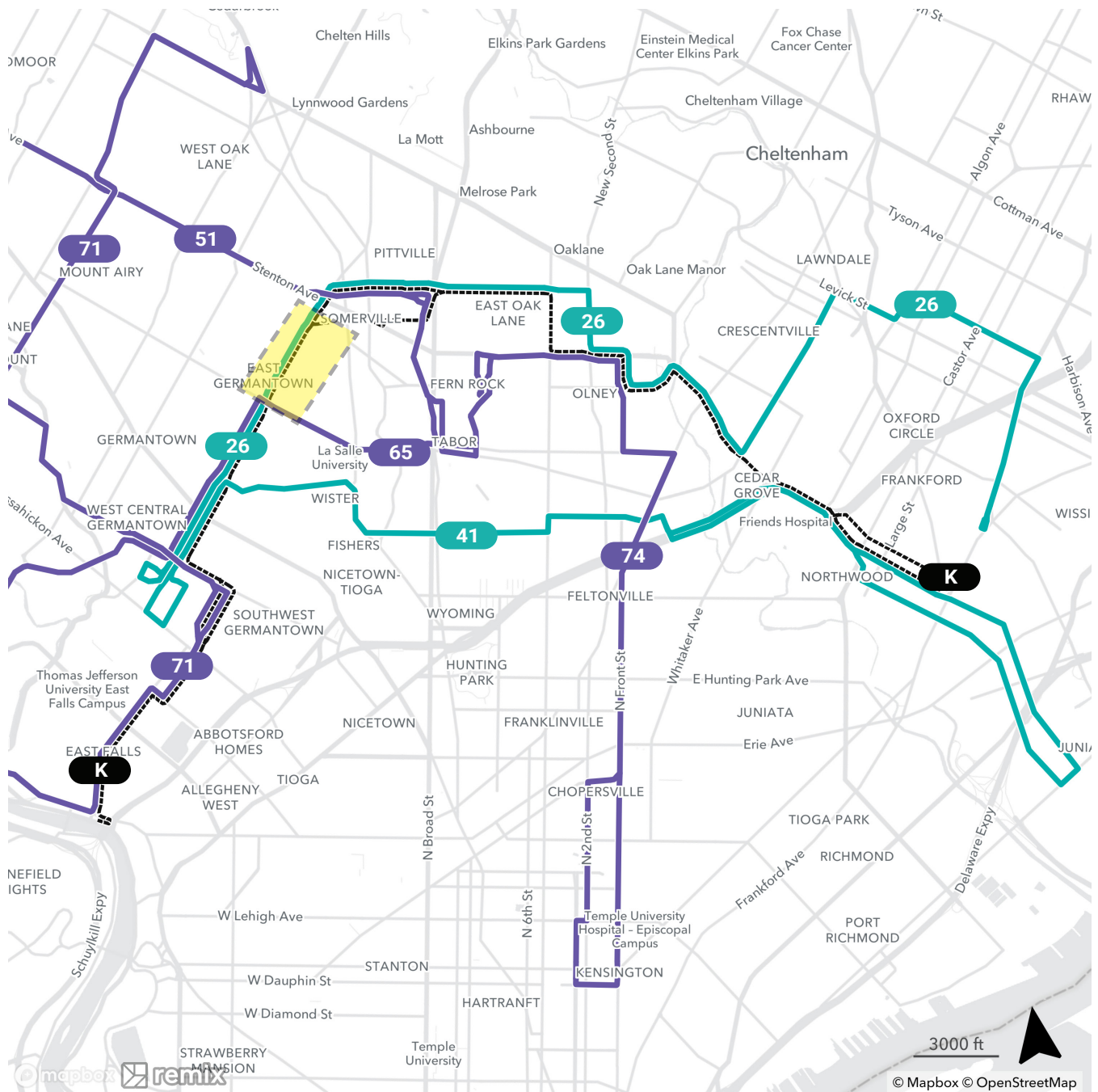
SEPTA proposed that Route K be discontinued, with several routes serving existing segments including Route 26. The discontinuation of Route K left a segment of Chelten Avenue in Germantown without service and customers expressed concerns about this through the public hearing phase.



Route 26 & Route K

Additional Analysis:

SEPTA evaluated ridership and determined that about 400 passenger boardings occur in each direction, at stops within the highlighted segment between Chew and Stenton Avenues. Many customers are making short trips to access the Cheltenham commercial corridor. The proposed network lacked service in this segment due to the discontinuation of Route K.



Route 26 & Route K

Final Recommendation:

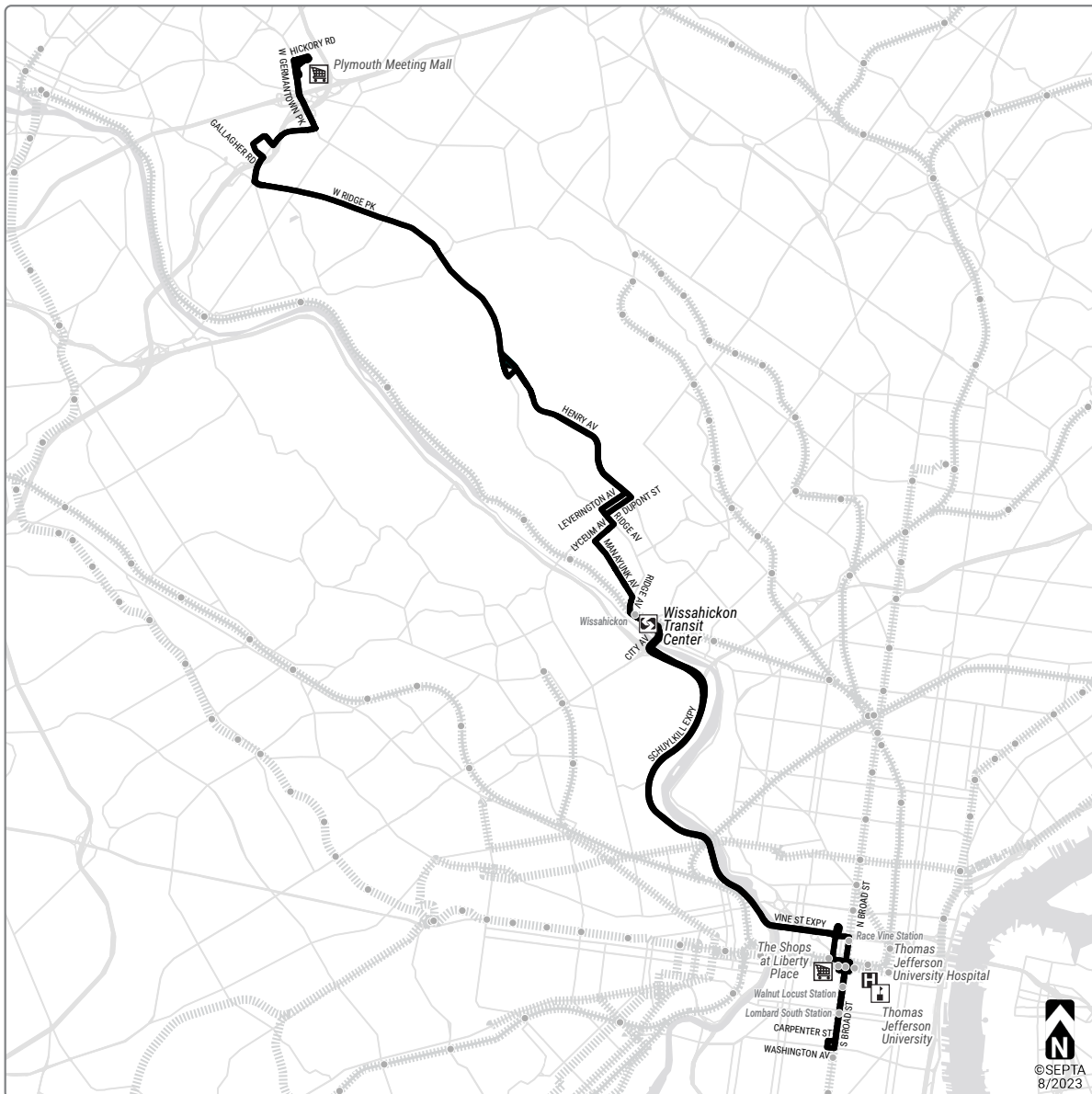
SEPTA recommends that Route 26 be extended to provide service along 66th Avenue and Cheltenham Avenue, currently provided by Route K.



Route 27

Fall 2023 Proposal:

While no significant alignment changes were proposed for Route 27, it was proposed to operate all trips between Center City and Plymouth Meeting Mall, discontinuing service to Barren Hill on Church Road and Crescent Avenue.



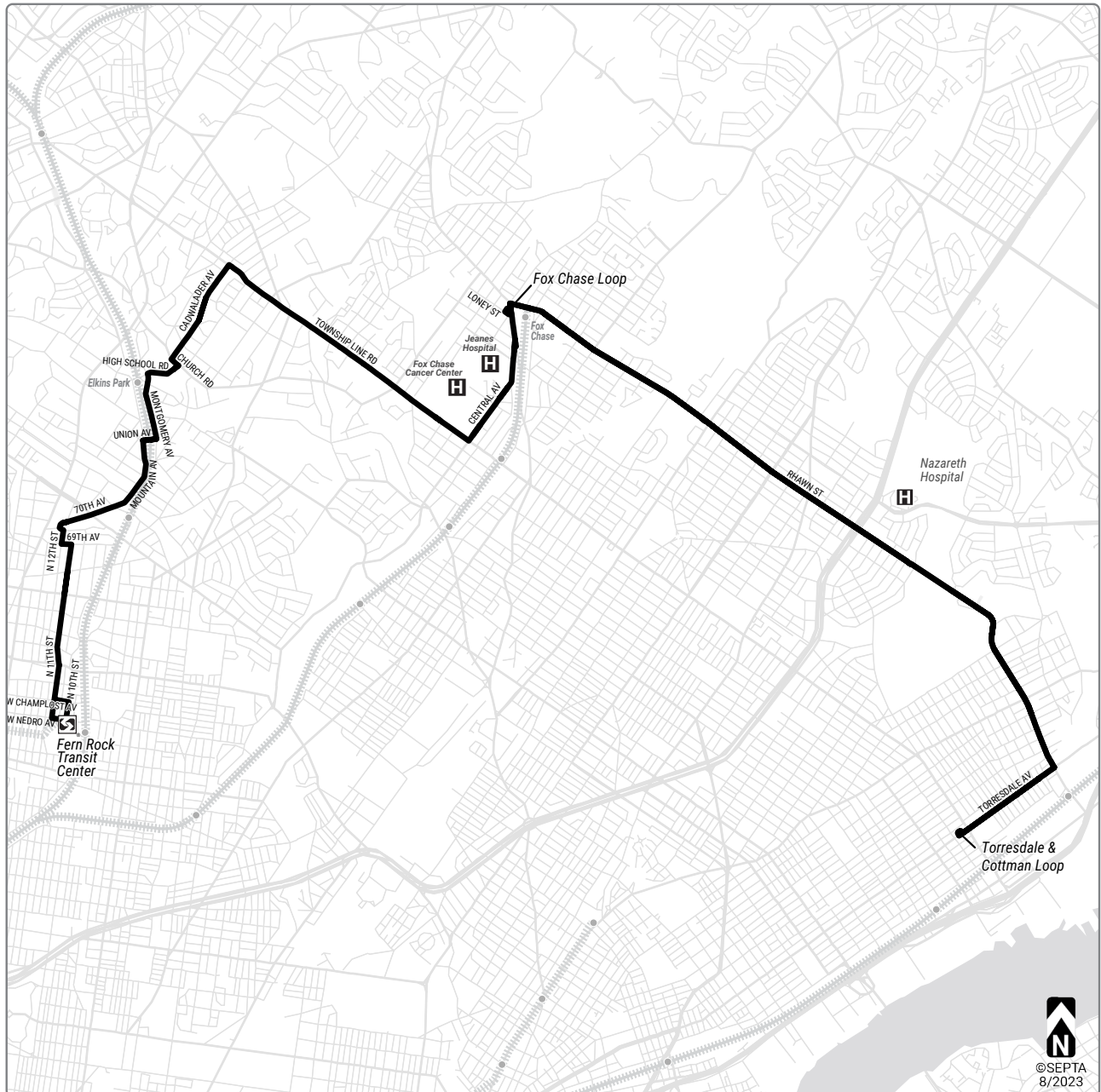
Final Recommendation:

SEPTA recommends the updated Route 27 alignment be approved as it will allow for a more effective balancing of resources on the route. In addition to the discontinuation of Barren Hill service, SEPTA does propose to introduce a short turn between Center City and Ridge and Cathedral in the Andorra neighborhood.

Route 28

Fall 2023 Proposal:

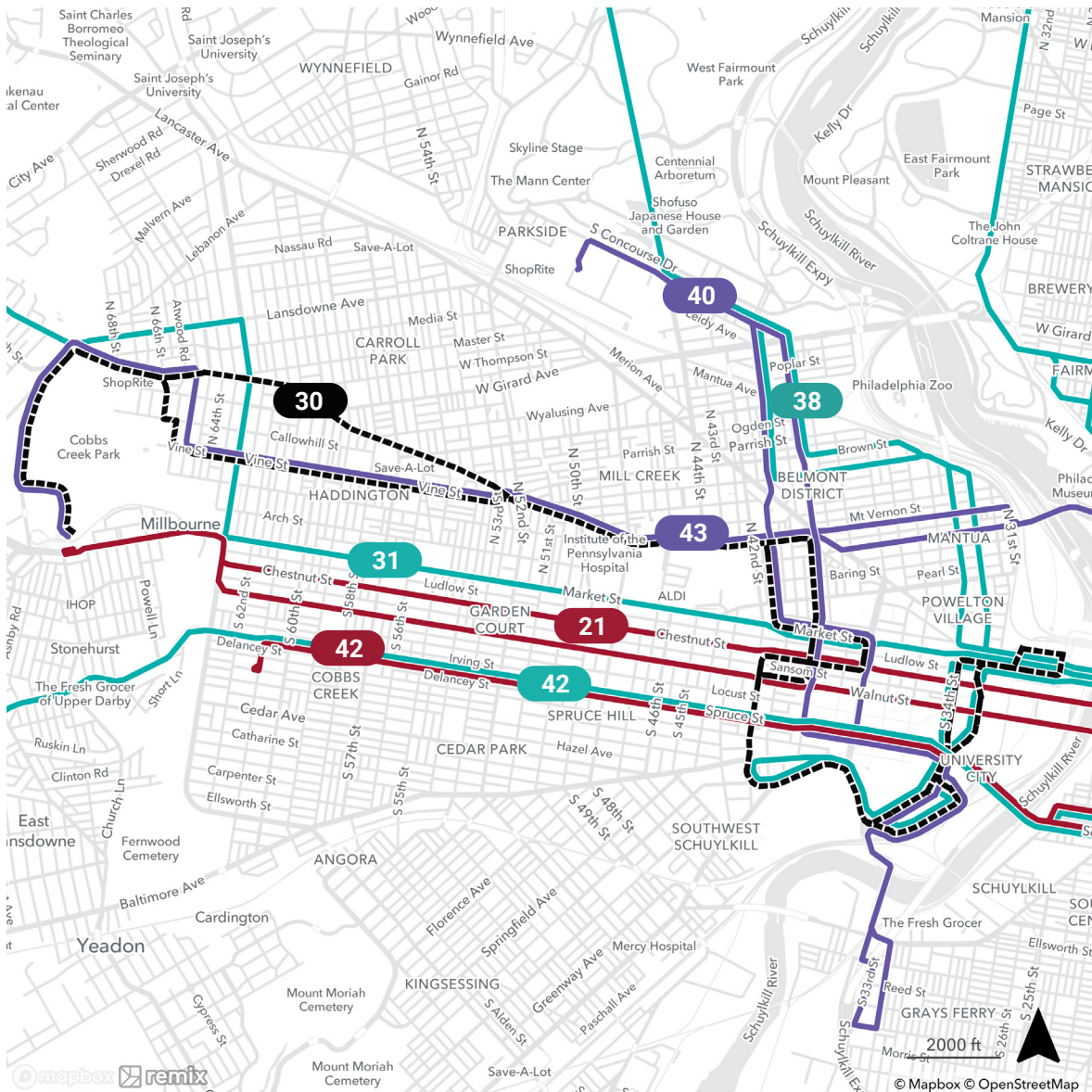
SEPTA proposed Route 28 be realigned to provide service along Central Avenue and Township Line Road in Cheltenham Township. This would have served Fox Chase Cancer Center and Jeanes Hospital.



Route 30

Fall 2023 Proposal:

SEPTA proposed Route 30 be discontinued due to low ridership and redundancy with other routes in the network. Route 30 currently provides infrequent service between 69th Street Transit Center and 30th Street Station via West Philadelphia and University City, filling in a service gap caused by the lack of weekend LUCY service.



Final Recommendation:

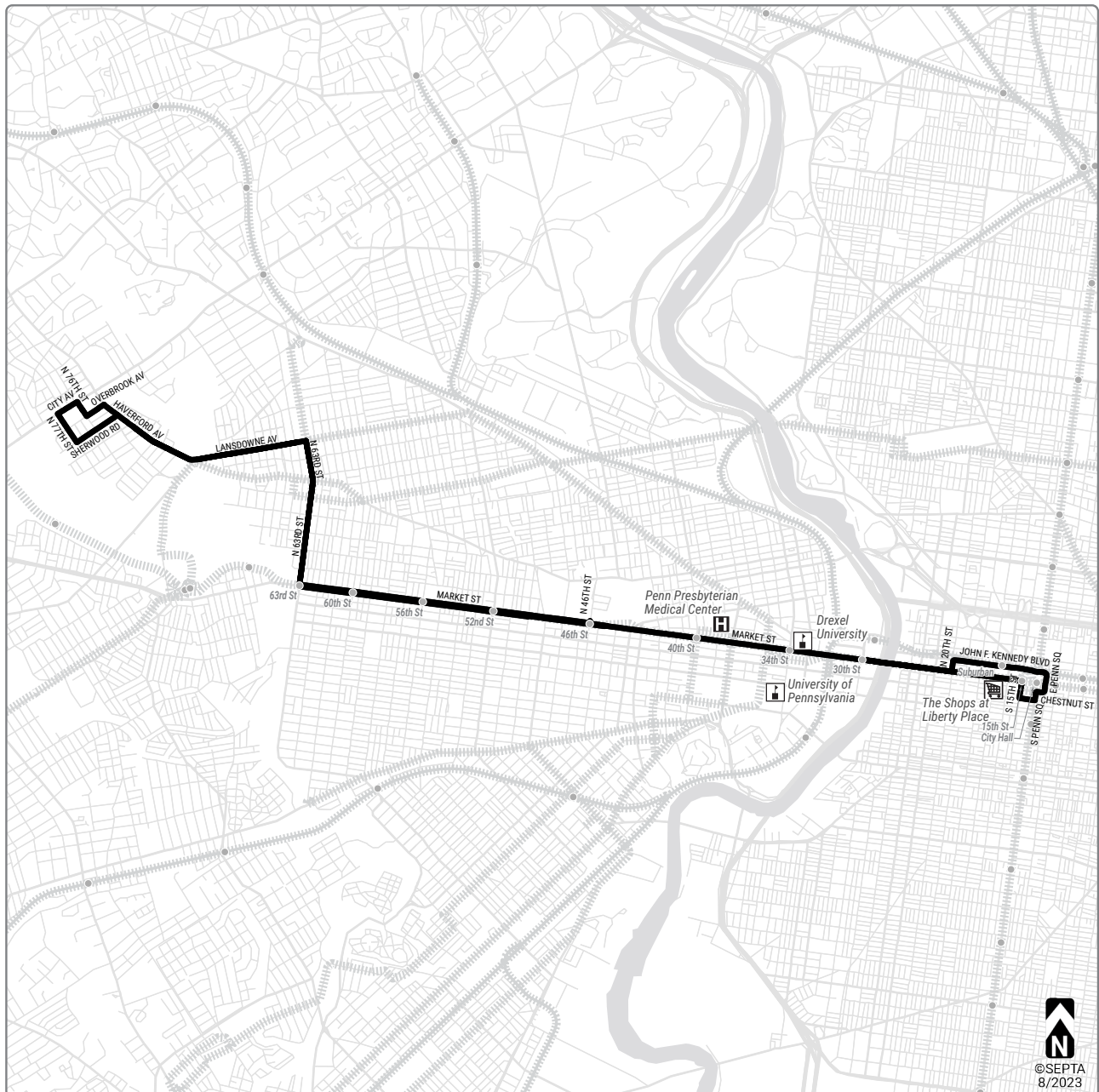
SEPTA recommends that Route 30 be discontinued. The majority of Route 30 is covered by various routes in the new network, most notably Route 43 along Vine Street, Route 31 along Market Street, and many routes in University City. All stops currently served by Route 30 are within quarter-mile of a stop in the new bus network.

Route 31

Fall 2023 Proposal:

SEPTA proposed Route 31 be realigned through West Philadelphia to travel along Market Street Between 69th Street Transit Center and City Hall.

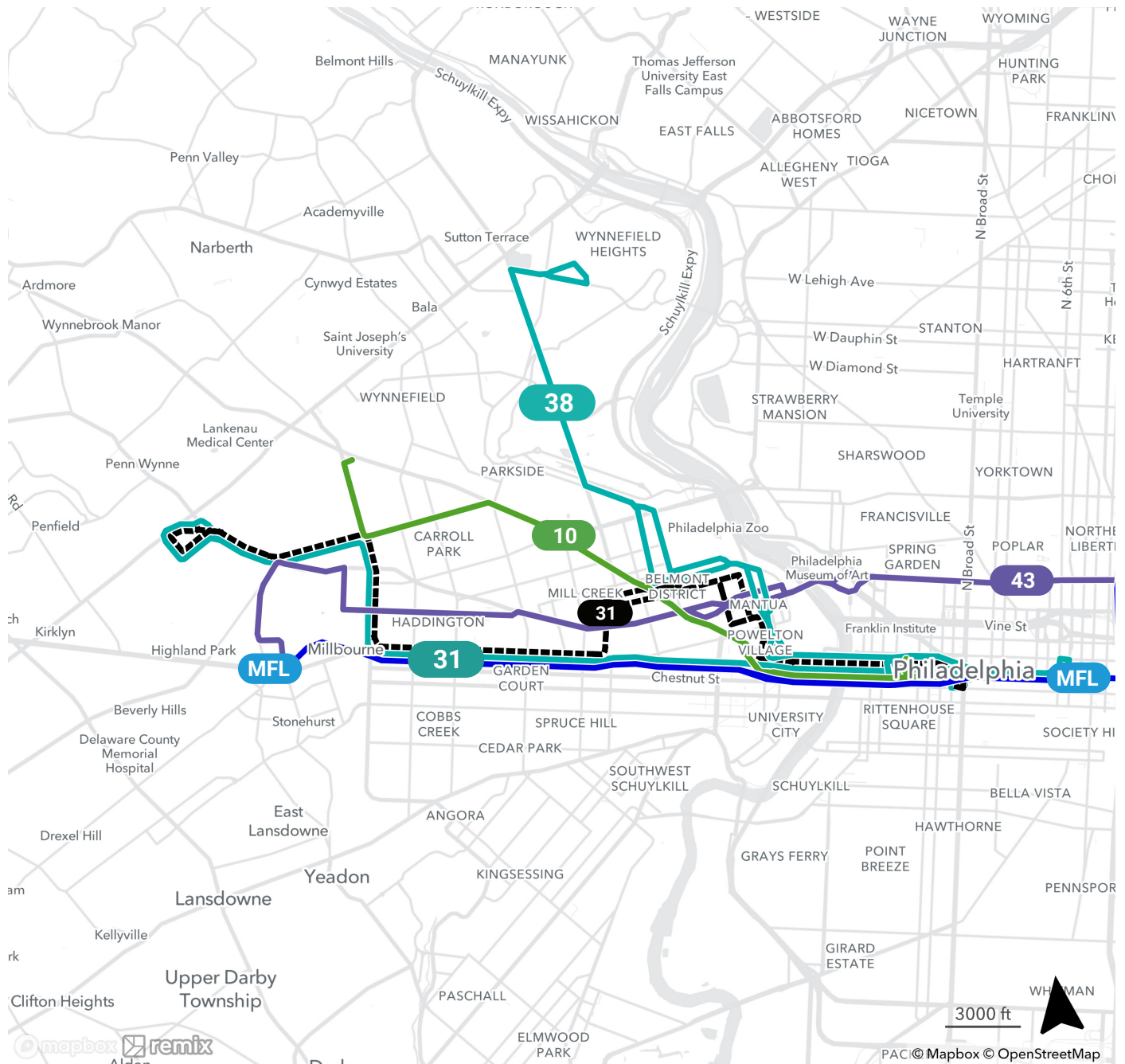
Customers expressed concerns about service being taken out of Mantua due to the proposed realignment of Route 31.



Route 31

Final Recommendation:

SEPTA recommends adoption of the new alignment. Customers will be able to take Route 43 to 69th Street Transit Center from Mantua and can take Route 38 to 30th Street Station and City Hall from Mantua. Trolley Route 10 also provides a frequent option for people traveling into Center City.

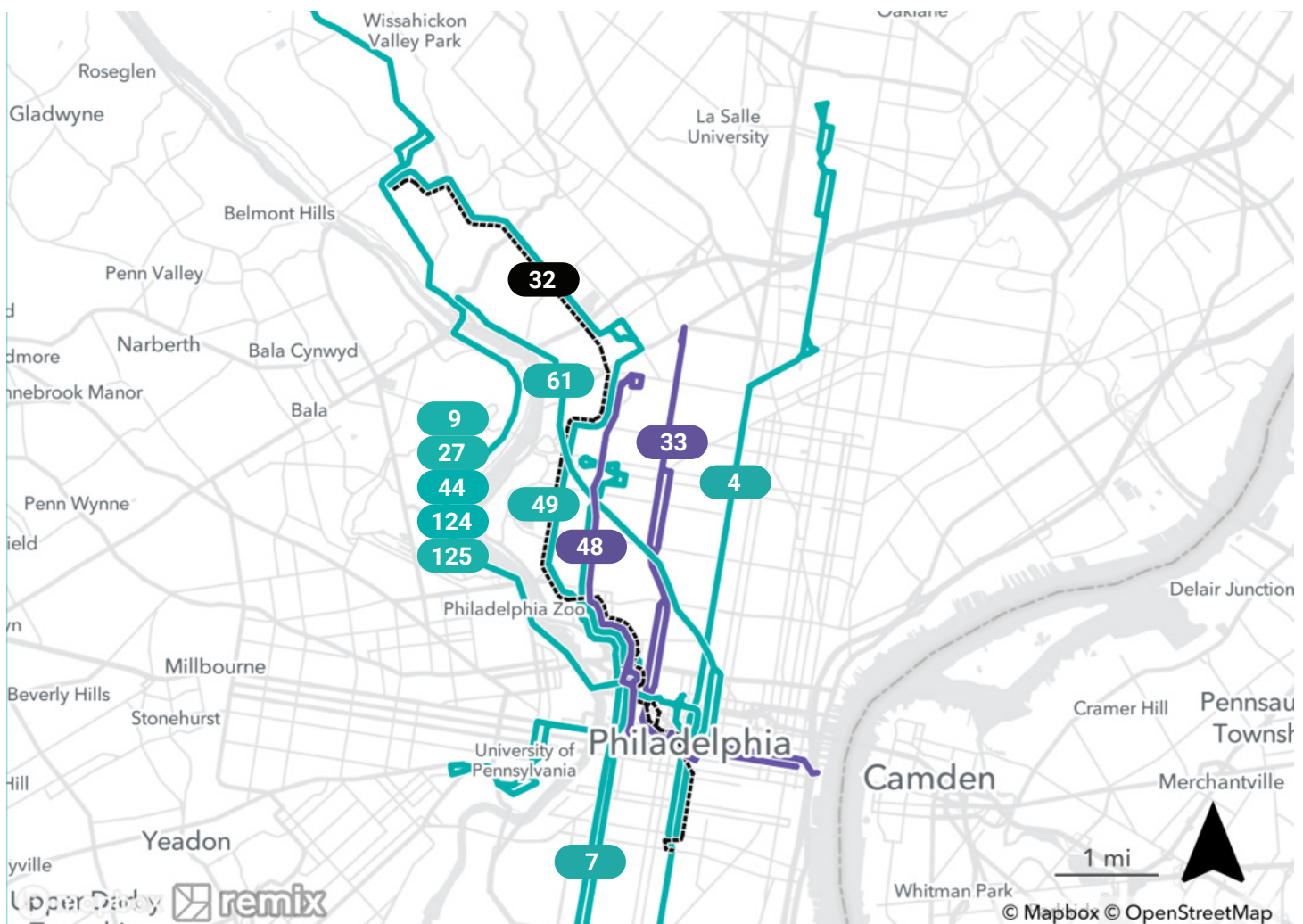


Route 32

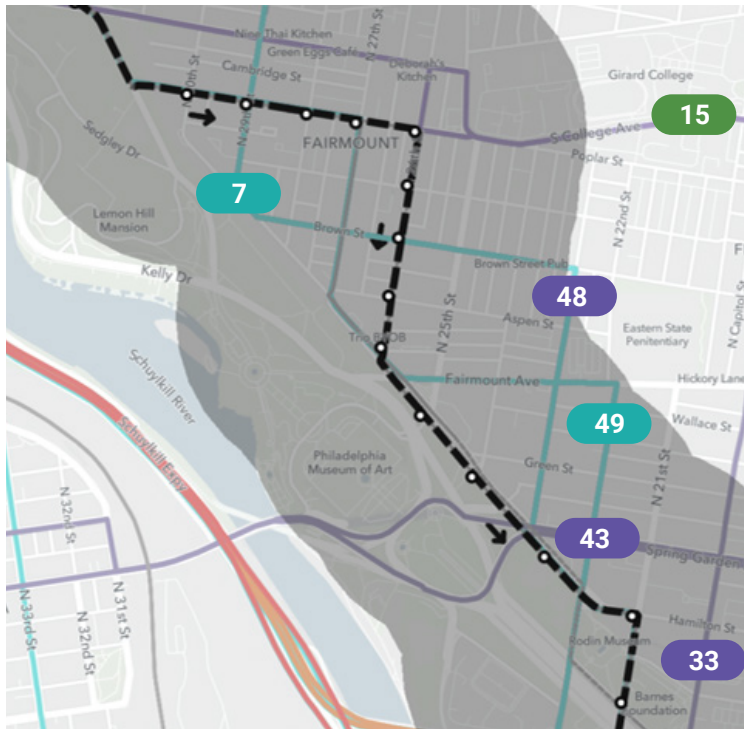
Fall 2023 Proposal:

SEPTA proposed Route 32 be discontinued. While there is moderate ridership on the route, it is duplicative to other SEPTA bus routes, and it was determined that it would strengthen the overall network if the resources currently used on Route 32 were reallocated to other routes serving more unique trips.

Customers expressed concerns over the elimination of this route, particularly about how they would be able to access cultural destinations along the Benjamin Franklin Parkway and South Broad Street



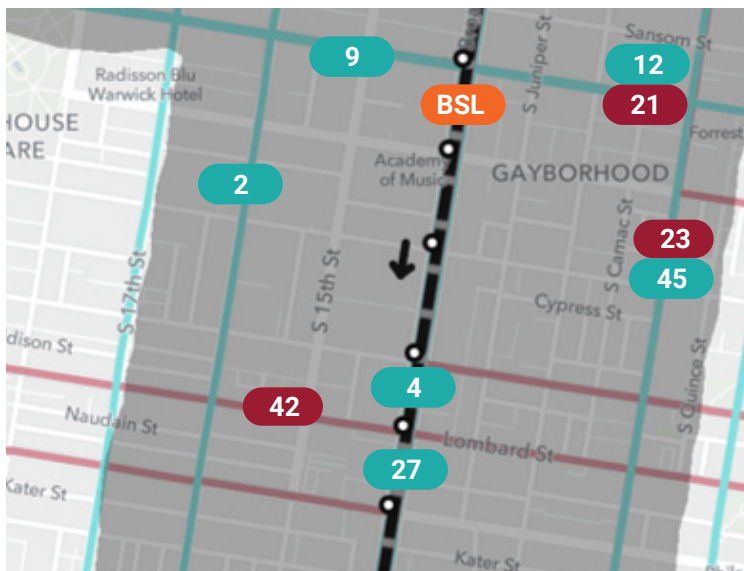
Route 32



Additional Analysis:

SEPTA reevaluated ridership along Route 32. Many of the same trips (around 50%) can be made using another SEPTA route without transferring. Another 10-15% of all trips are all within a quarter-mile walkshed or made using one transfer.

Two areas currently served by Route 32 are the Benjamin Franklin Parkway and South Broad Street. Access to these locations was cited in many comments related to retaining this route. A walkshed analysis of both locations show there is still access from a number of different bus routes, and in the case of South Broad Street, the Broad Street Line.



The graphics to the left show the Ben Franklin Parkway (top) and South Broad Street (bottom) with a quarter-mile walkshed buffer. In both cases, there are a number of different transit services providing connections to these destinations.

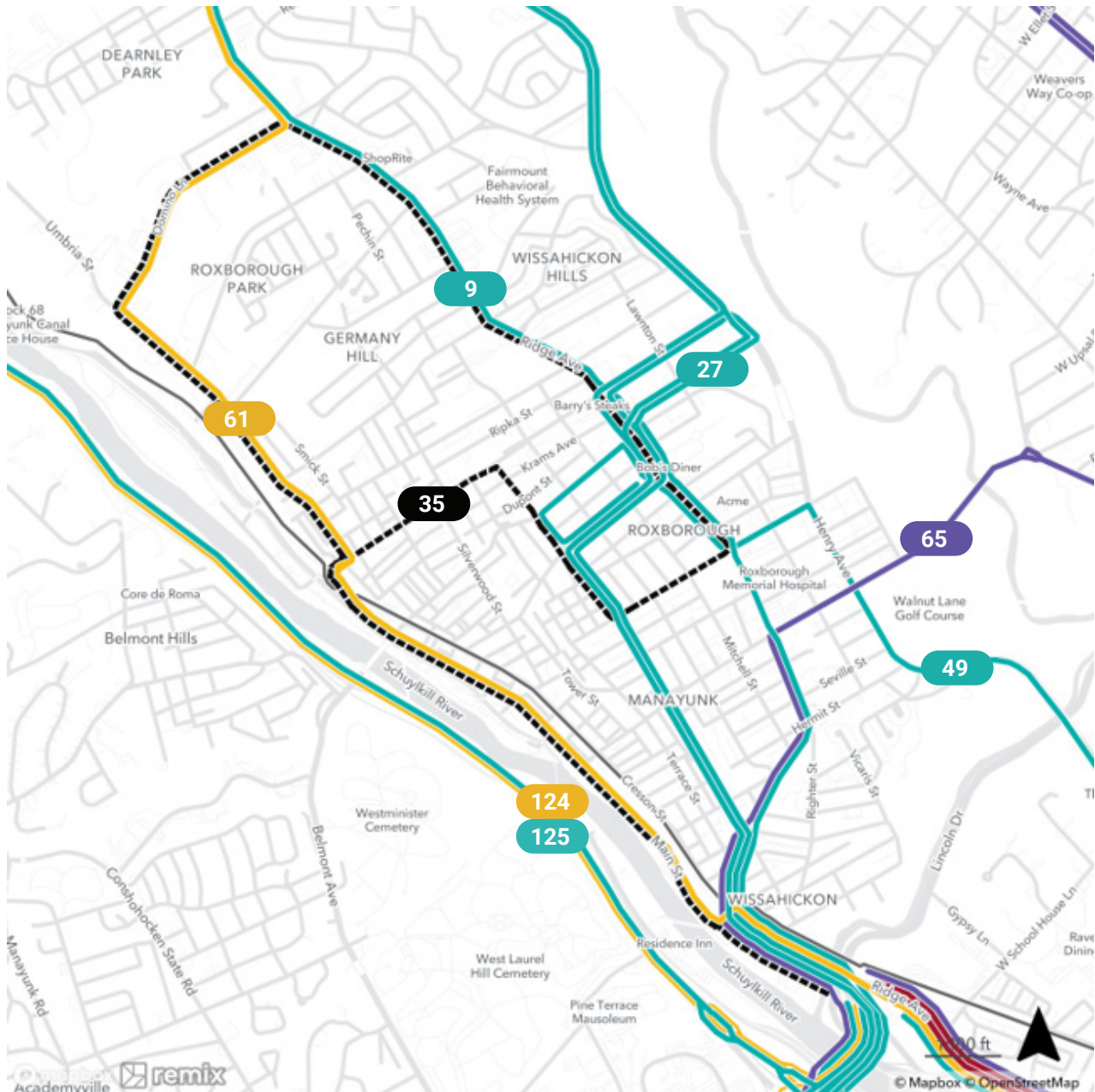
Final Recommendation:

SEPTA recommends that Route 32 be discontinued due the number of adjacent services providing similar travel opportunities. This will enable these other routes to operate more frequently, one of the key goals of the Bus Revolution.

Route 35

Fall 2023 Proposal:

SEPTA proposed Route 35 be discontinued due to low ridership and duplication with other routes in the network.



Final Recommendation:

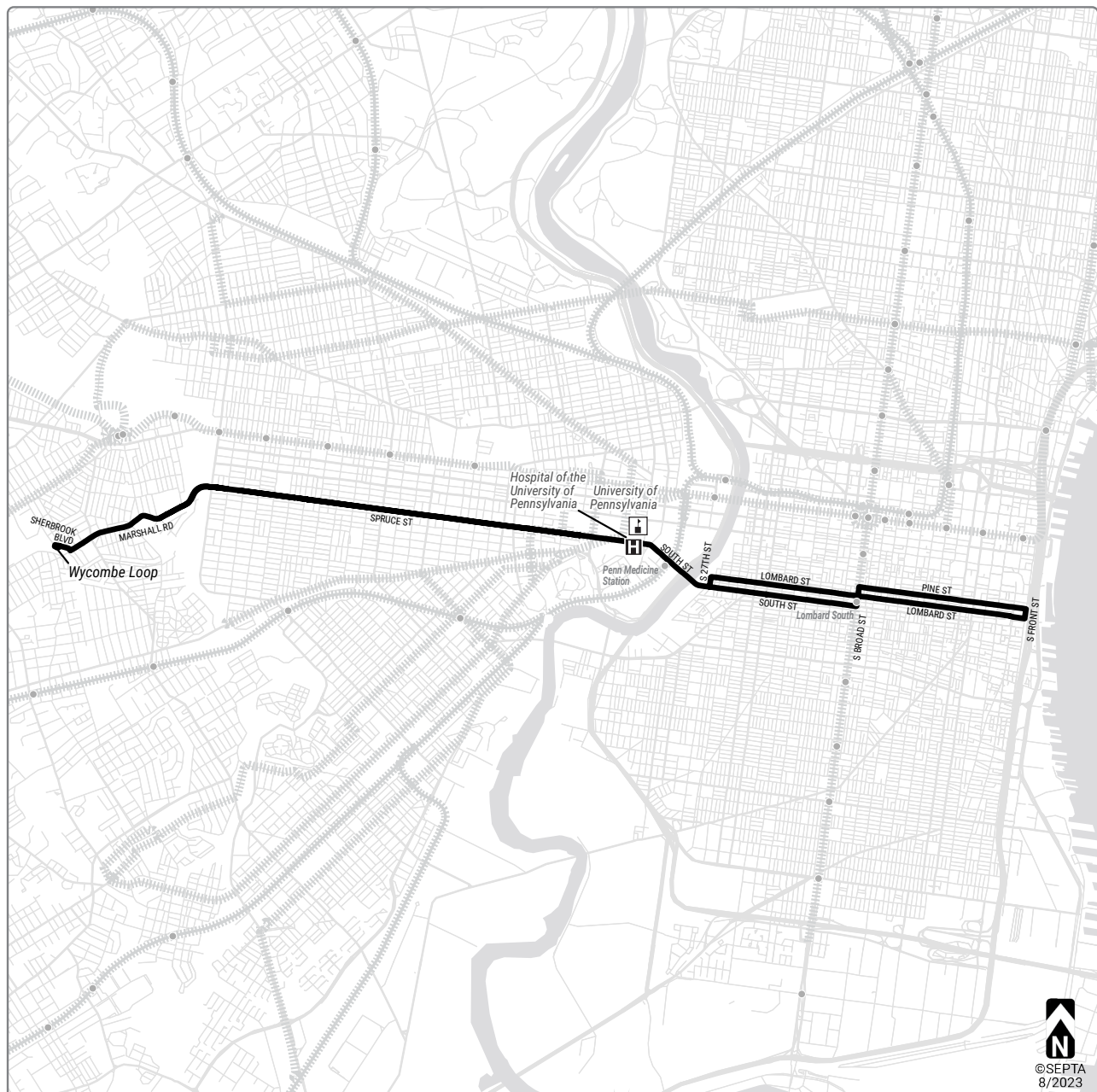
SEPTA recommends Route 35 be discontinued due to low ridership and the presence of alternate services providing coverage to many Route 35 segments. Service on Main Street is provided by Route 61, which will be extended up Domino Lane to Ridge Avenue. Service along Ridge Avenue is provided by Route 9.

Route 42

Fall 2023 Proposal:

SEPTA proposed Route 42 be realigned to travel between Wycombe Loop in Delaware County and 2nd and Lombard Streets via Spruce Street west of the Schuylkill River and Lombard and South/Pine Streets east of the river.

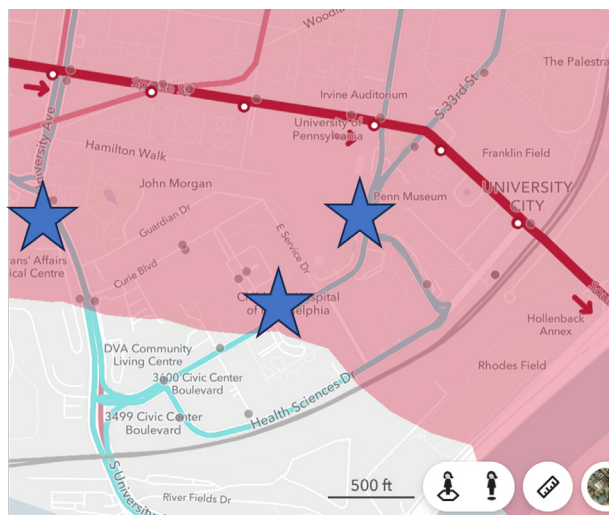
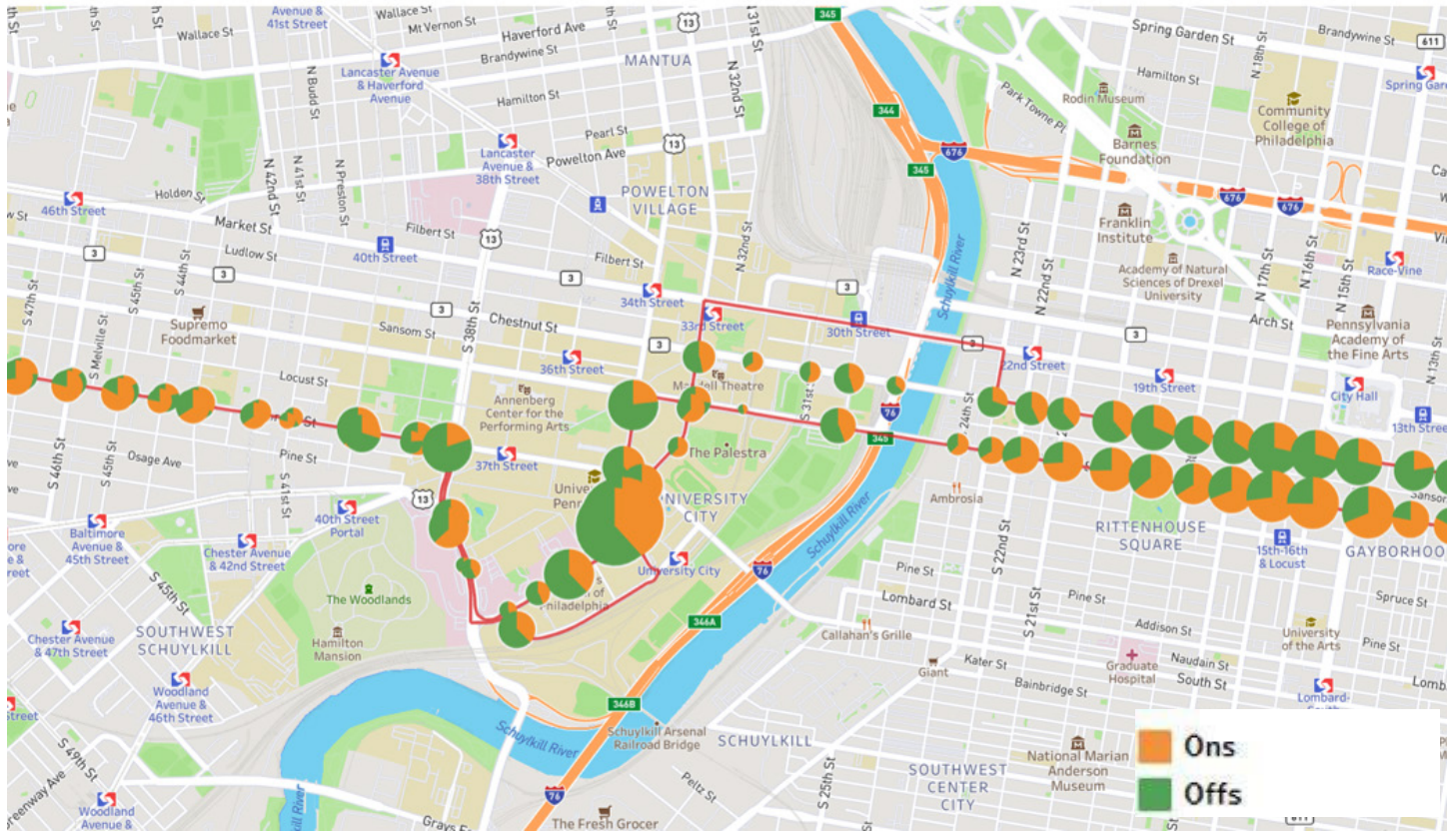
Customers expressed concern over the lack of direct access to destinations along Health Sciences Drive, Civic Center Boulevard, and University Avenue.



Route 42

Additional Analysis:

SEPTA evaluated ridership along Route 42 and found that roughly 1,000 people per day use stops south of Spruce Street. Many of these locations, including the Hospital District, which accounts for 70% of this ridership, are within a quarter-mile of Spruce Street, with only 60 daily users being more than a quarter-mile from the proposed alignment on Spruce Street.



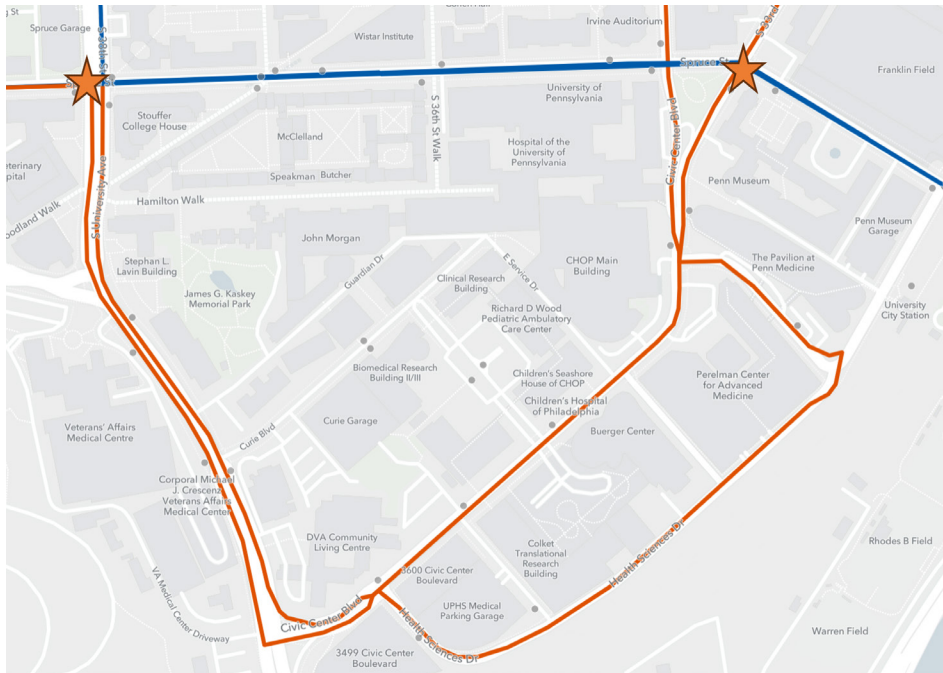
The map above shows ridership on Route 42 along Market St & Chestnut St, as well as through the Hospital District and Spruce St in West Philadelphia.

The map to the left shows a quarter-mile walkshed of Route 42 over the Hospital District in University City. The stars show the highest ridership stops.

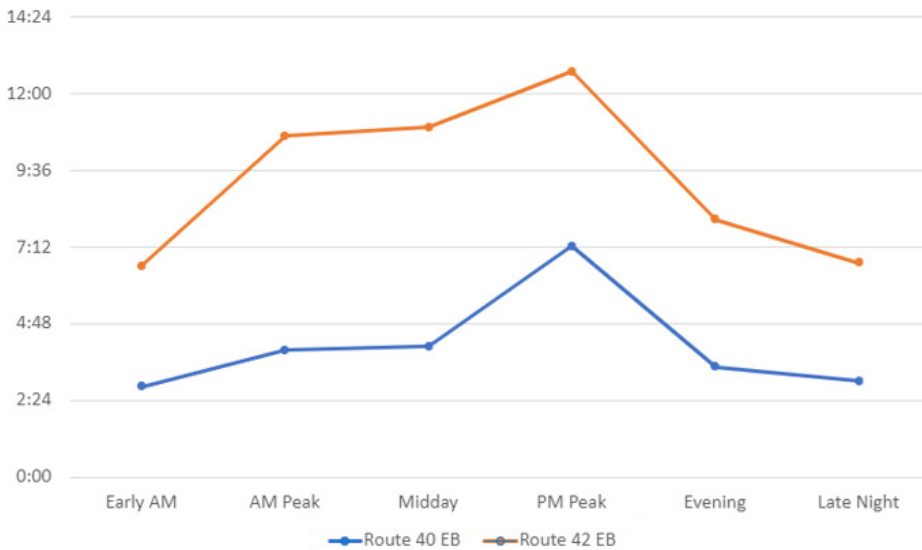
Route 42

Additional Analysis:

In addition, a runtime analysis comparing travel times on Routes 40 and 42 showed that the more direct routing along Spruce Street is 60-70% faster than the routing that Route 42 currently uses, depending on direction and time of day. Adopting the more direct routing would offer significant time savings to most customers, even factoring in some additional walking time.



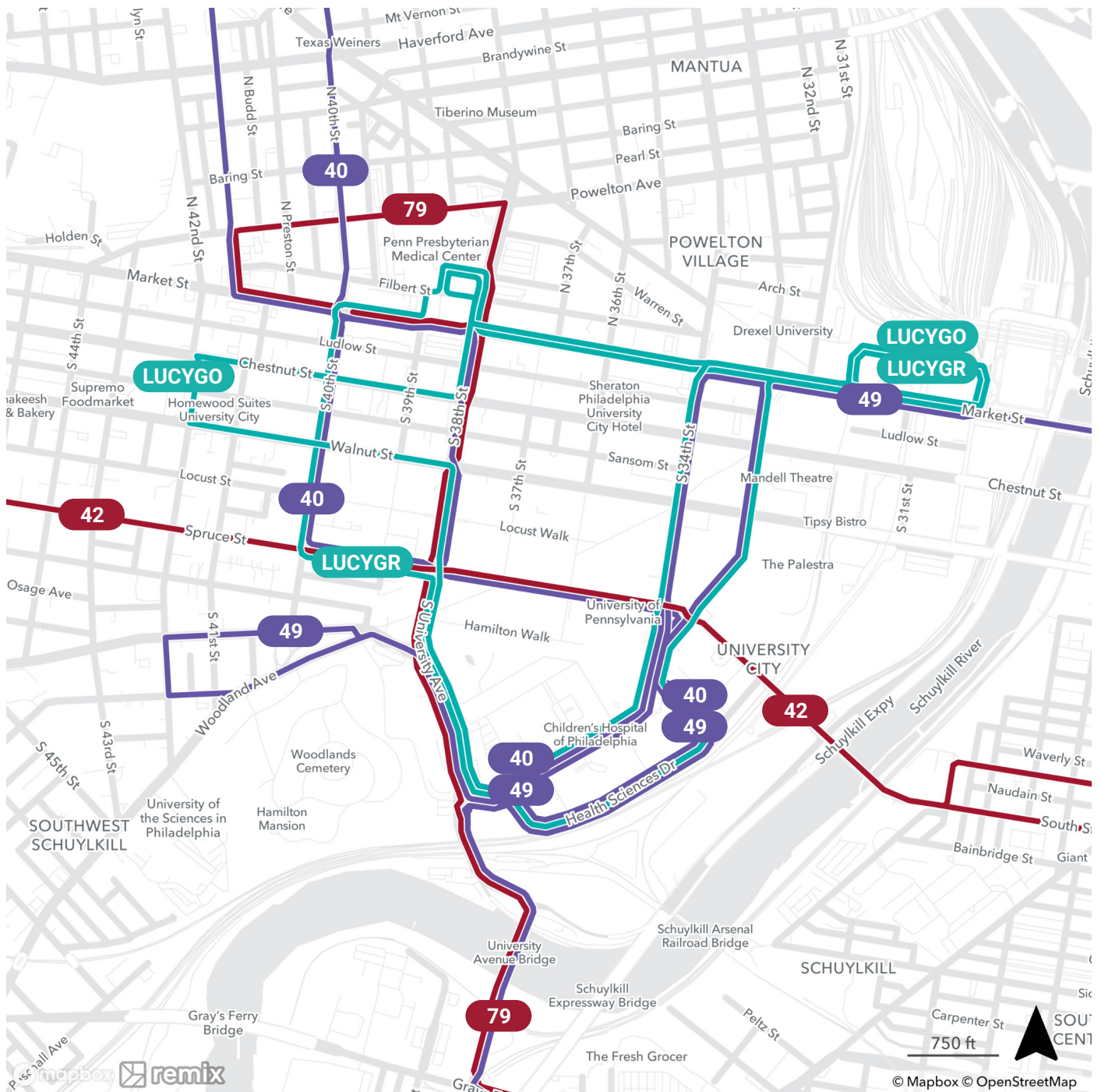
The map to the left shows Route 40 and Route 42 in the Hospital District in University City. The stars on the map show transfers points between the two routes at University Ave & Spruce St and at S 33rd St & Civic Center Blvd.



The chart to the left compares travel times between Route 40 and Route 42 throughout the week. During the PM Peak, the routing along Civic Center and University Boulevard takes five minutes longer than the straight across Spruce Street. This leads to thousands of additional customer hours per day.

Route 42

Additional Analysis:

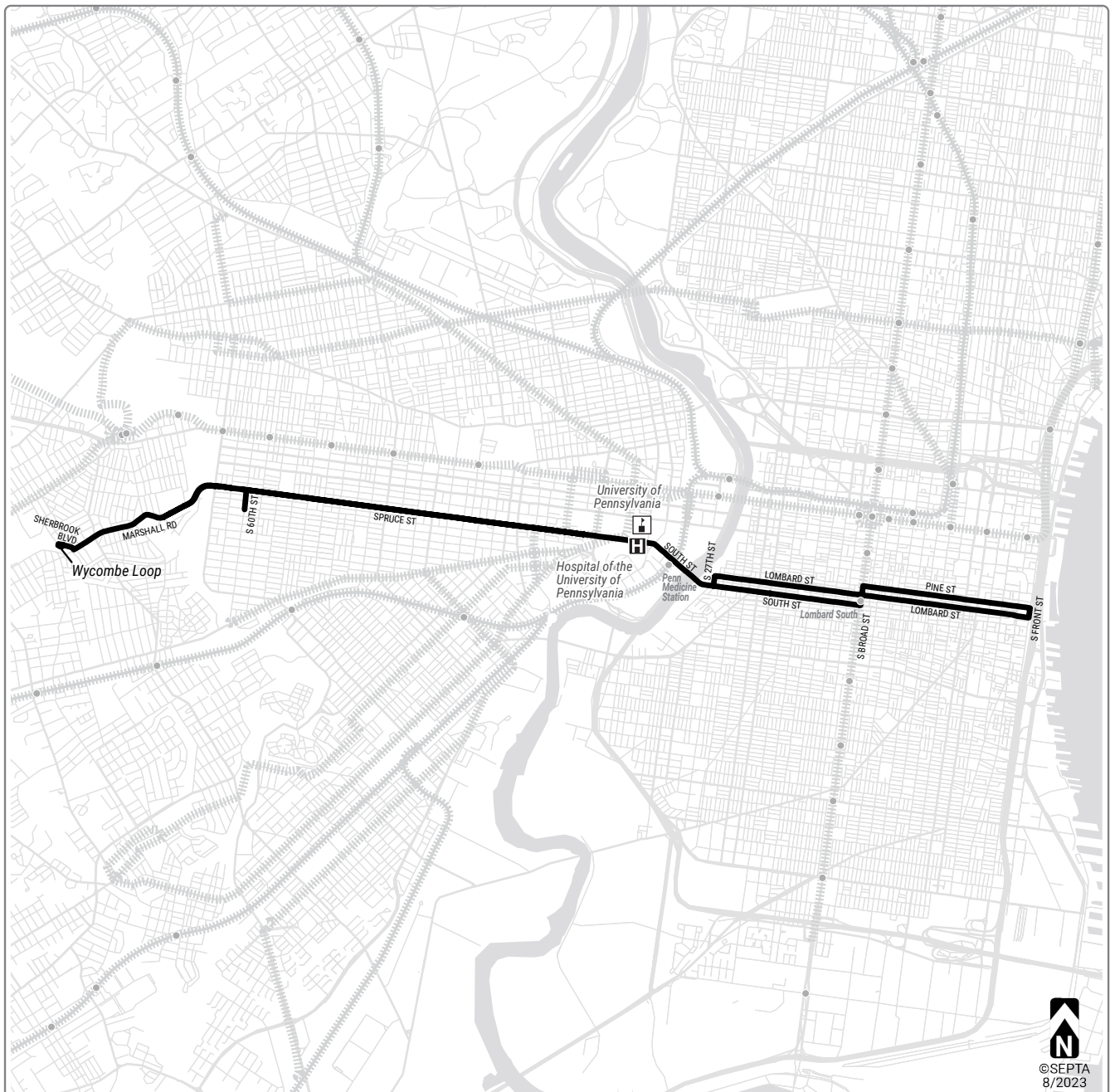


The graphic above shows the Route 42 on Spruce Street with the connecting services through the hospital district. Customers will be able to transfer to frequent routes 40, 49, and 79 or the LUCY to continue their trip to destinations south of Spruce Street.

Route 42

Final Recommendation:

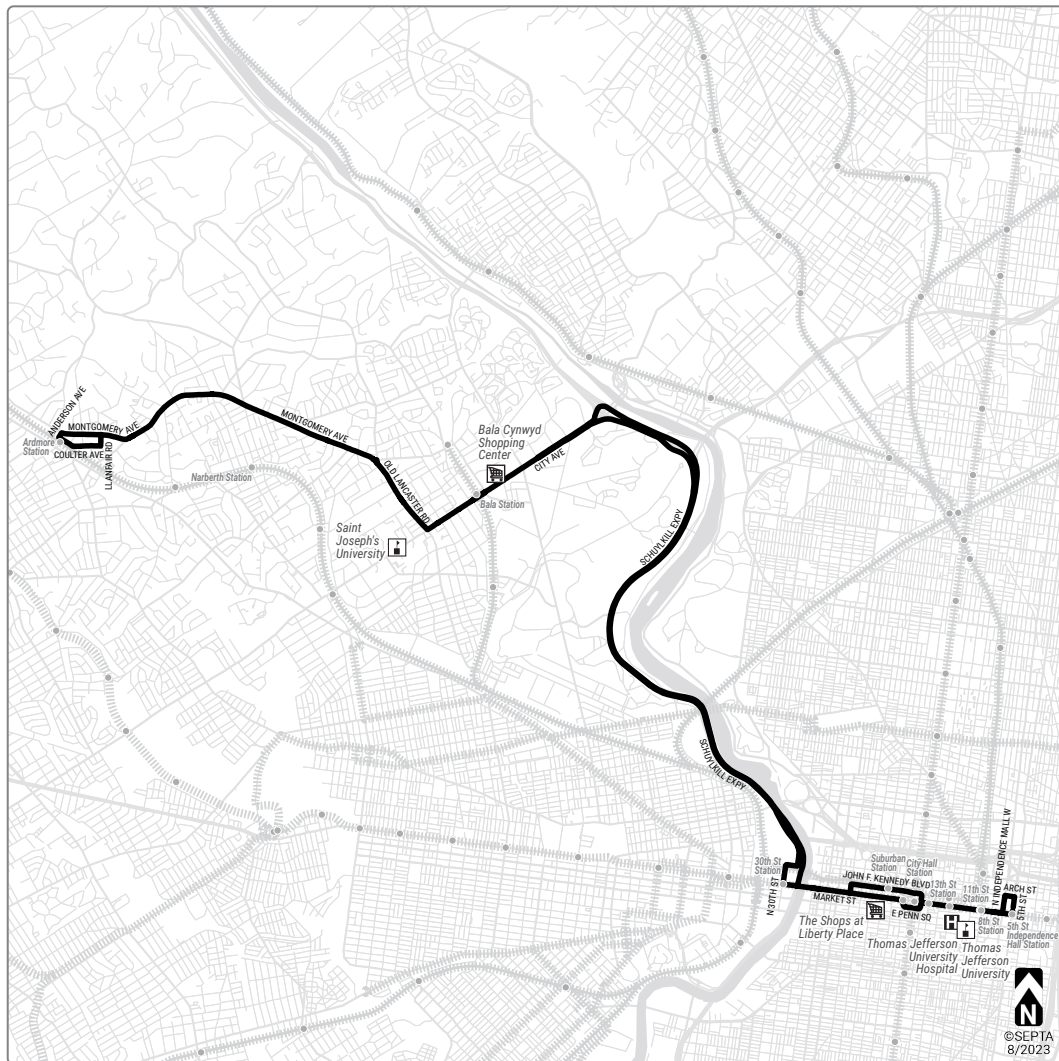
SEPTA recommends the adoption of changes to Route 42. Given that many customers are located within a quarter-mile of the routing on Spruce Street and the significance of the operational savings, SEPTA recommends retaining the routing proposed at the hearings held in September. Other bus routes, notably Routes 40, 49, 79, and the LUCY, will provide direct service and will offer transfer opportunities for people who prefer that option over walking.



Route 44

Fall 2023 Proposal:

SEPTA proposed the elimination of service to Narberth and Gladwyne on Route 44 due to low ridership.



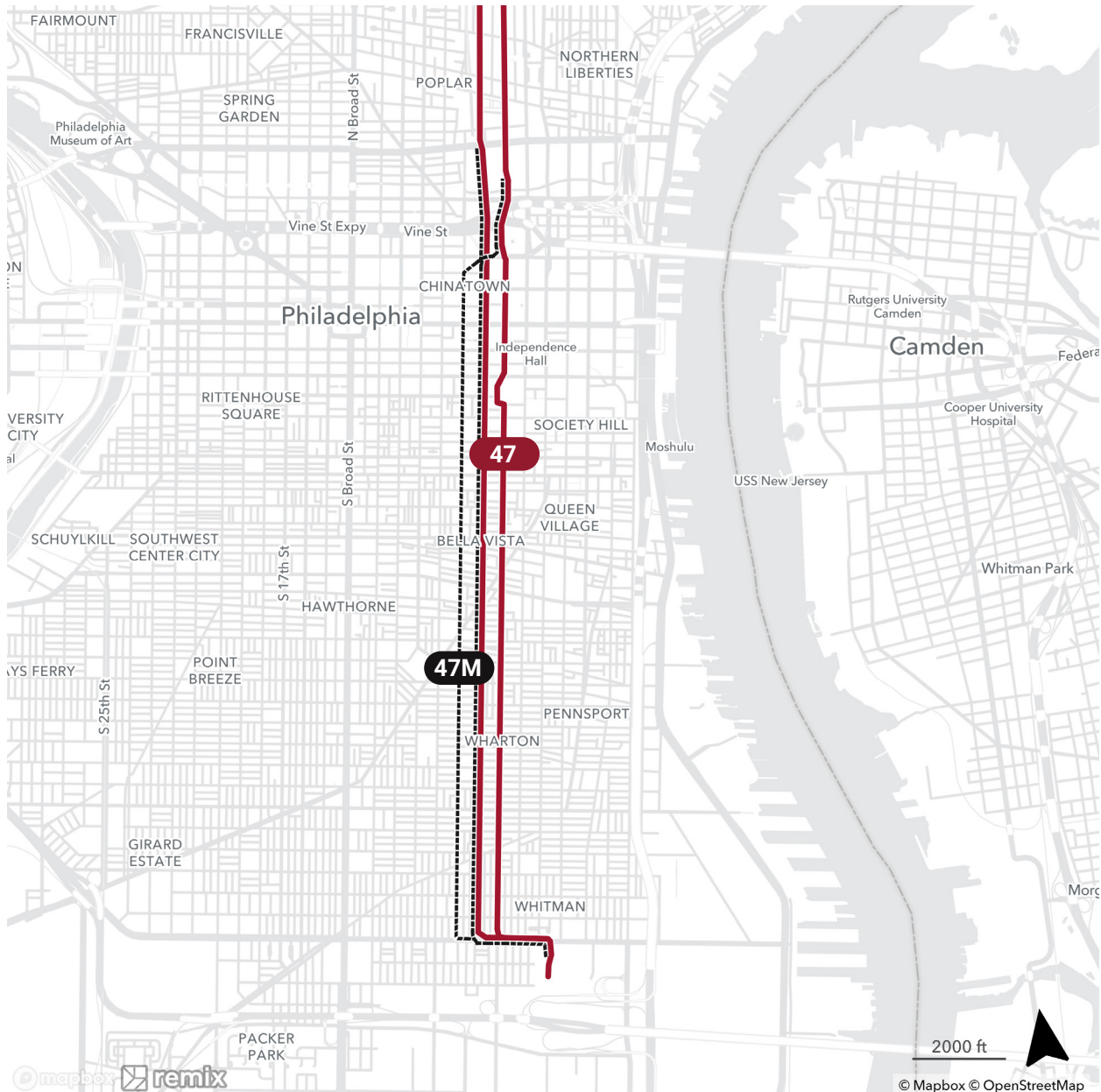
Final Recommendation:

SEPTA recommends the adoption of the changes proposed for Route 44. Route 44 will cease operating in both Narberth and Gladwyne, while still providing service along City Avenue and Montgomery Avenue between Center City and Ardmore. Ridership in Narberth is low and Regional Rail service provides access to Center City. Ridership in Gladwyne is also low (with no more than 4 daily boardings at any stop), and the service is inefficient, unreliable, and infrequent. This also allows SEPTA to reallocate service to higher usage corridors in the township such as City Avenue and Lancaster Avenue.

Route 47M

Fall 2023 Proposal:

SEPTA proposed Route 47M be discontinued due to duplicative operations with Route 47 and increasing challenges serving the Italian Market in South Philadelphia. Customers along 9th Street are within two blocks from regular Route 47 service, which operates very frequently.



Final Recommendation:

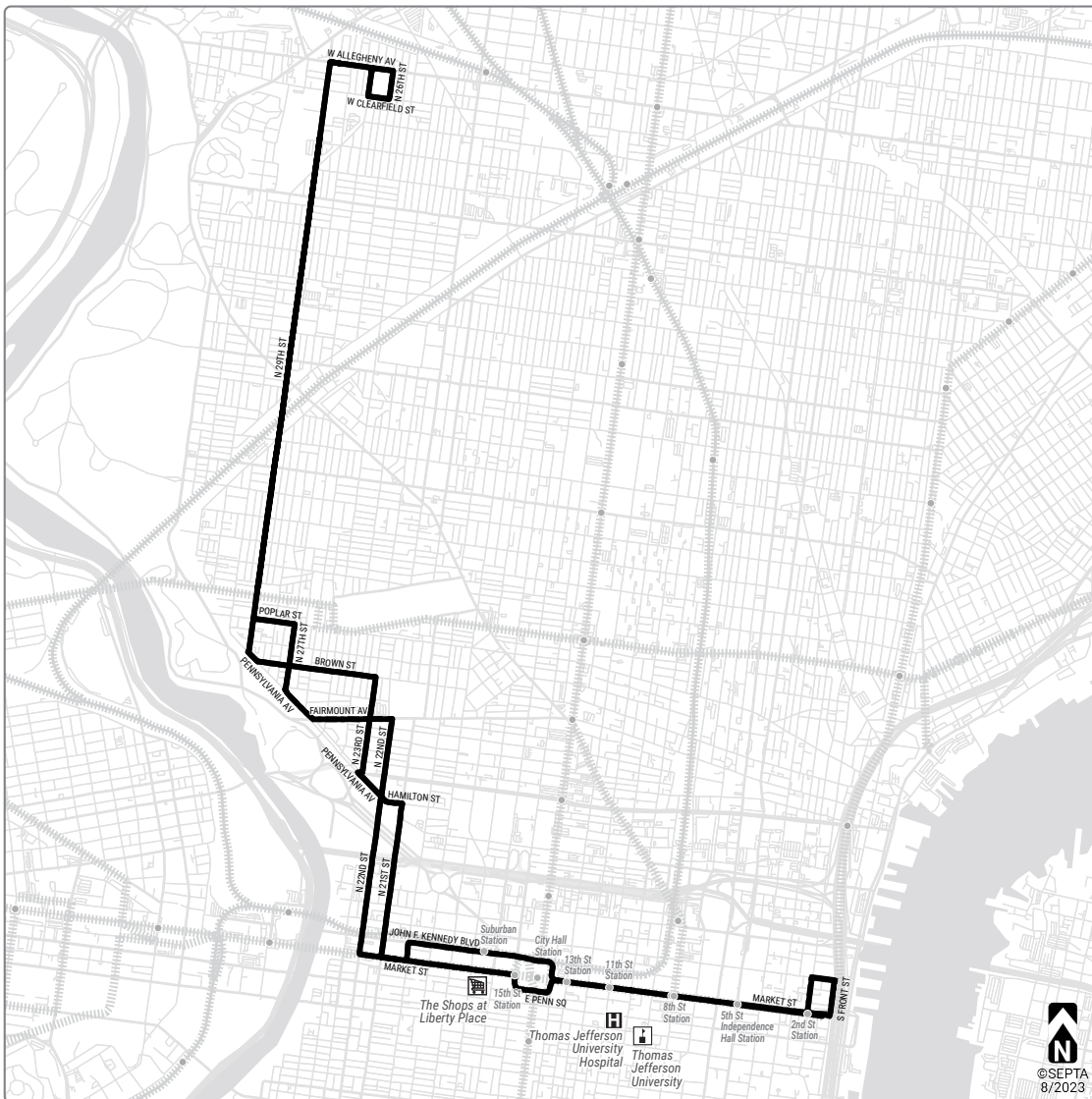
SEPTA recommends that Route 47M be discontinued due to duplicative operations with Route 47 and increasing challenges serving the Italian Market in South Philadelphia.

Route 48

Fall 2023 Proposal:

SEPTA proposed Route 48 be realigned in Center City to travel on Market Street and JFK Boulevard rather than Arch Street. This is part of SEPTA's overall strategy to consolidate transit service onto fewer streets, particularly in Center City where the authority is working to establish clear transit priority corridors in the City of Philadelphia.

SEPTA also proposed realigning all transit service through Fairmount so that Routes 7, 48, and 49 all travel on the same streets through the neighborhood. This is being done to improve operations and establish a clear transit corridor through the neighborhood.



Fall 2023 Proposal:

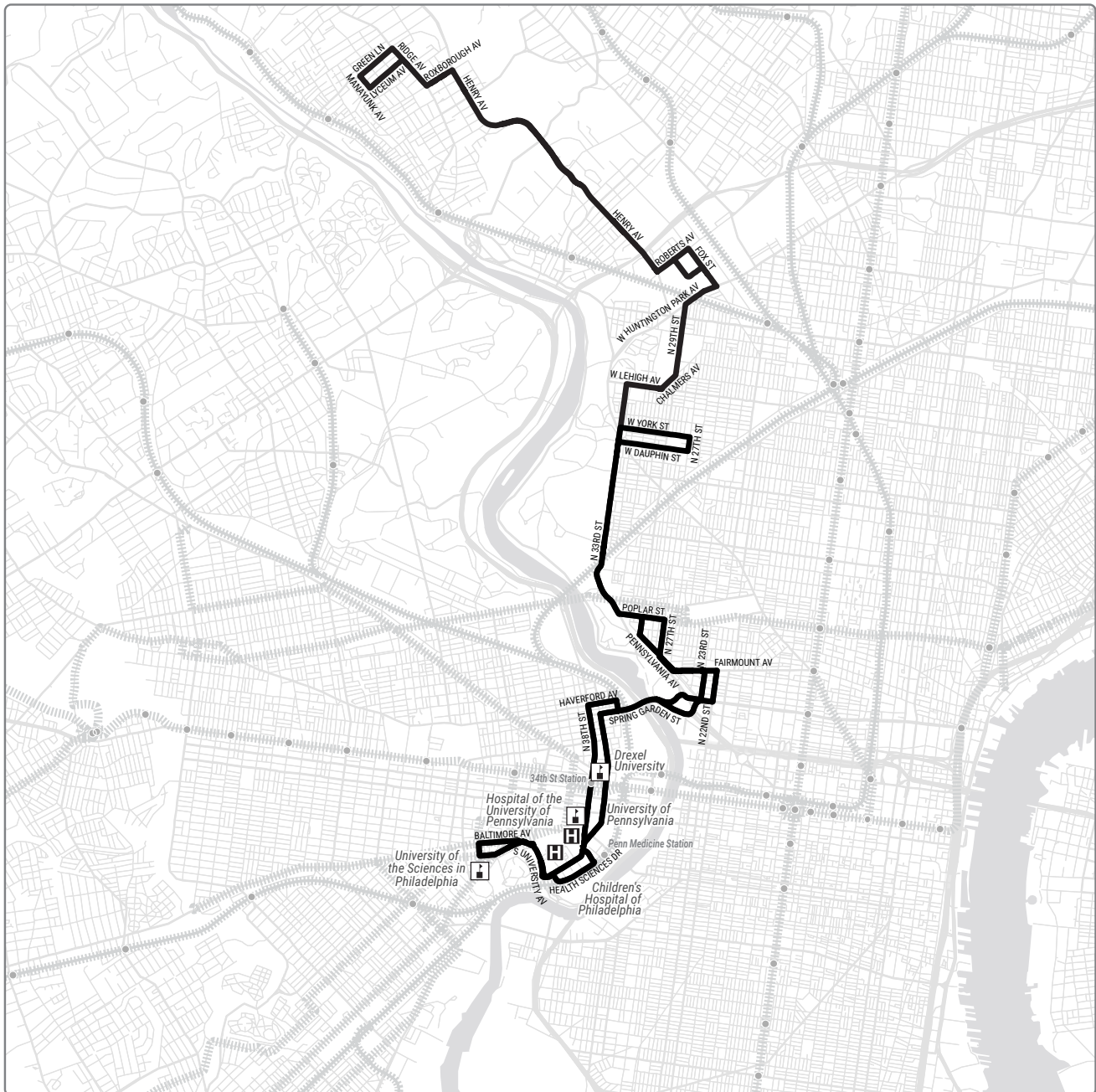
SEPTA recommends adopting the new alignment of Route 48.

Route 49

Fall 2023 Proposal:

SEPTA proposed Route 49 be realigned to cross the Schuylkill River at Spring Garden Street to improve route reliability and minimize duplication.

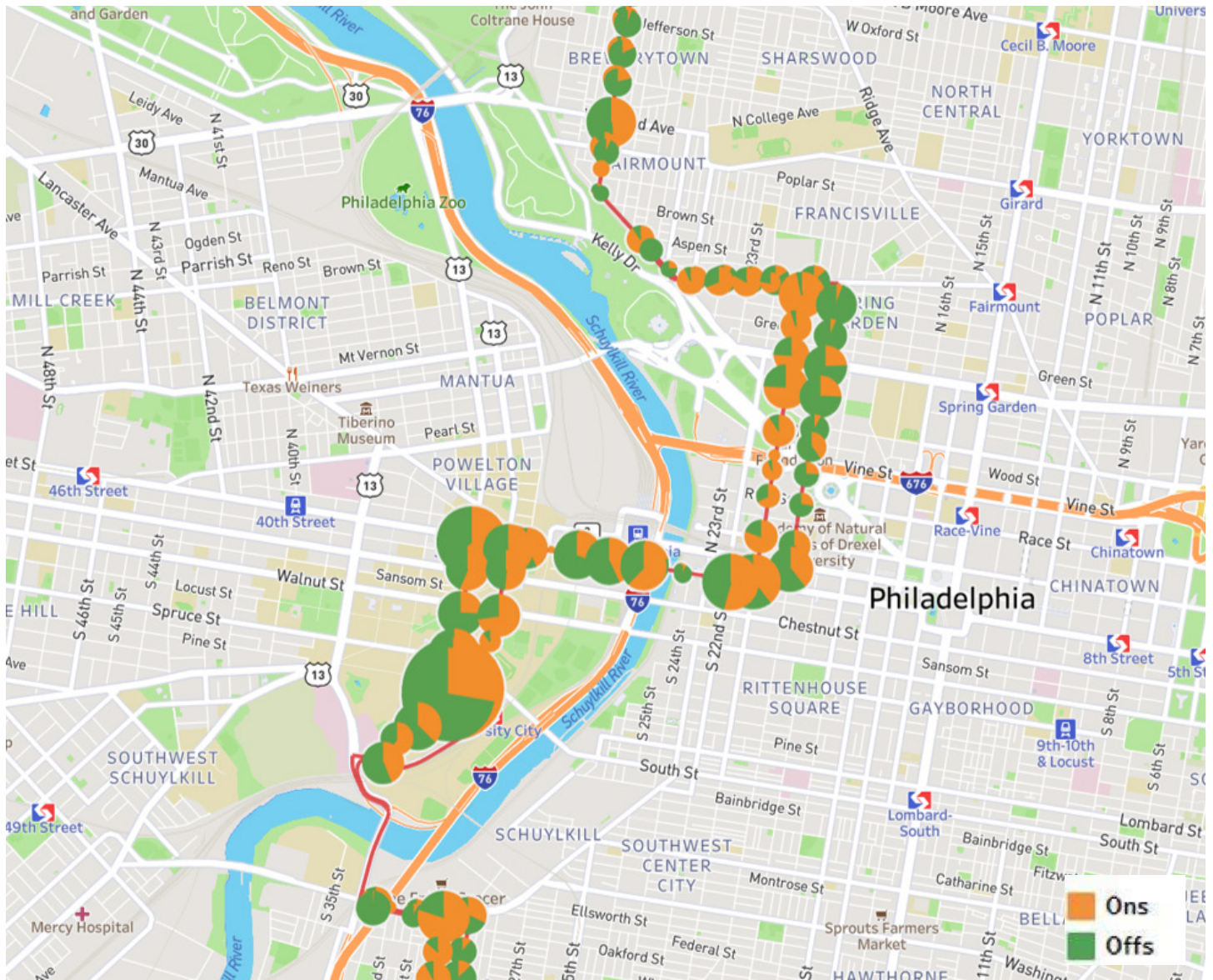
During the public hearing process, customers expressed concern over losing the direct connection to 30th Street Station as well as to local destinations in western Center City along 21st and 22nd Streets.



Route 49

Additional Analysis:

SEPTA evaluated ridership along Route 49 and found that almost 40% of all route activity took place in the segments impacted by the proposed realignment.

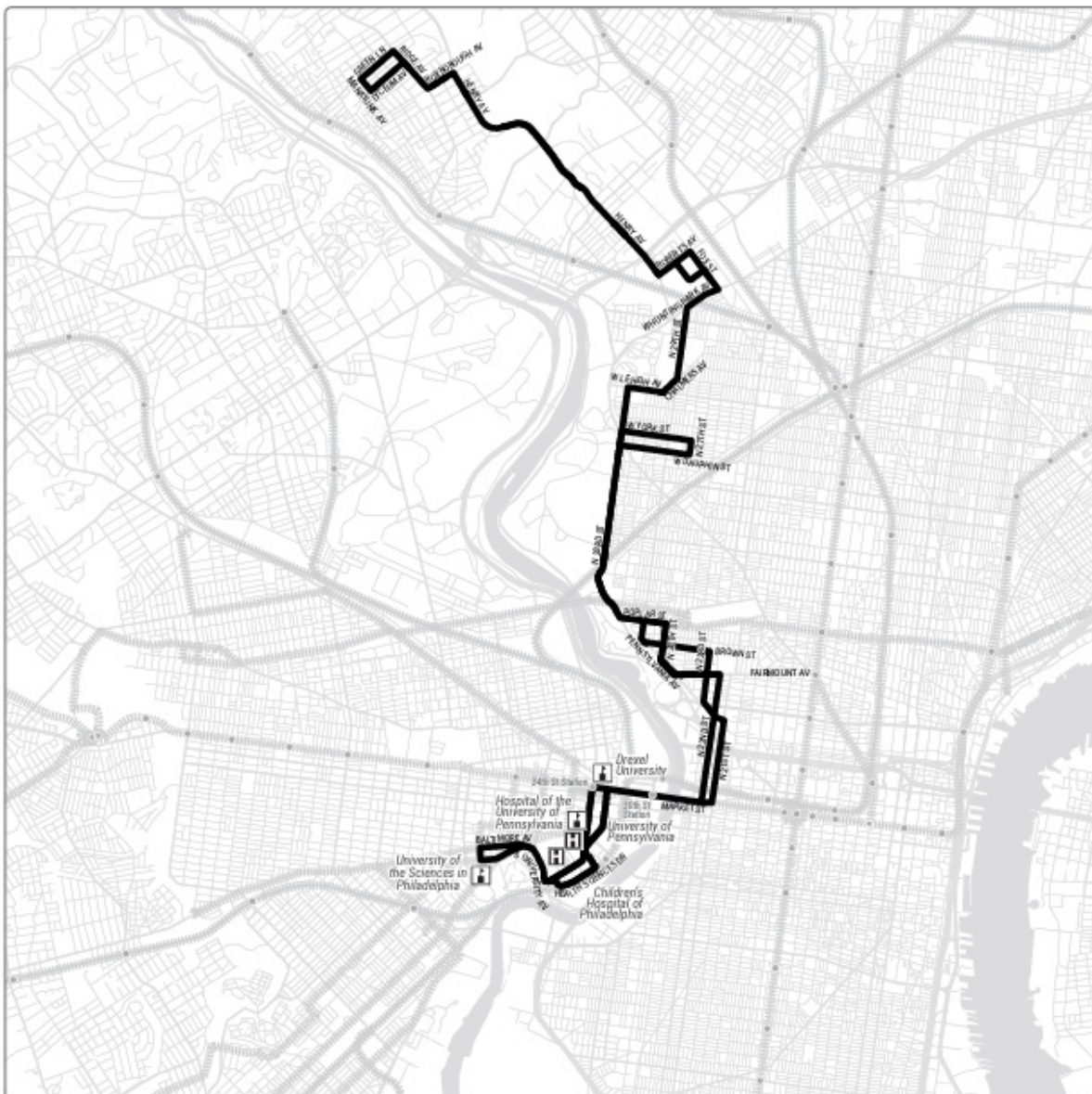


The map above shows ridership for Route 49 though Brewery Town, Strawberry Mansion, Benjamin Franklin Parkway, on Market St, and through the CHOP area in University City.

Route 49

Final Recommendation:

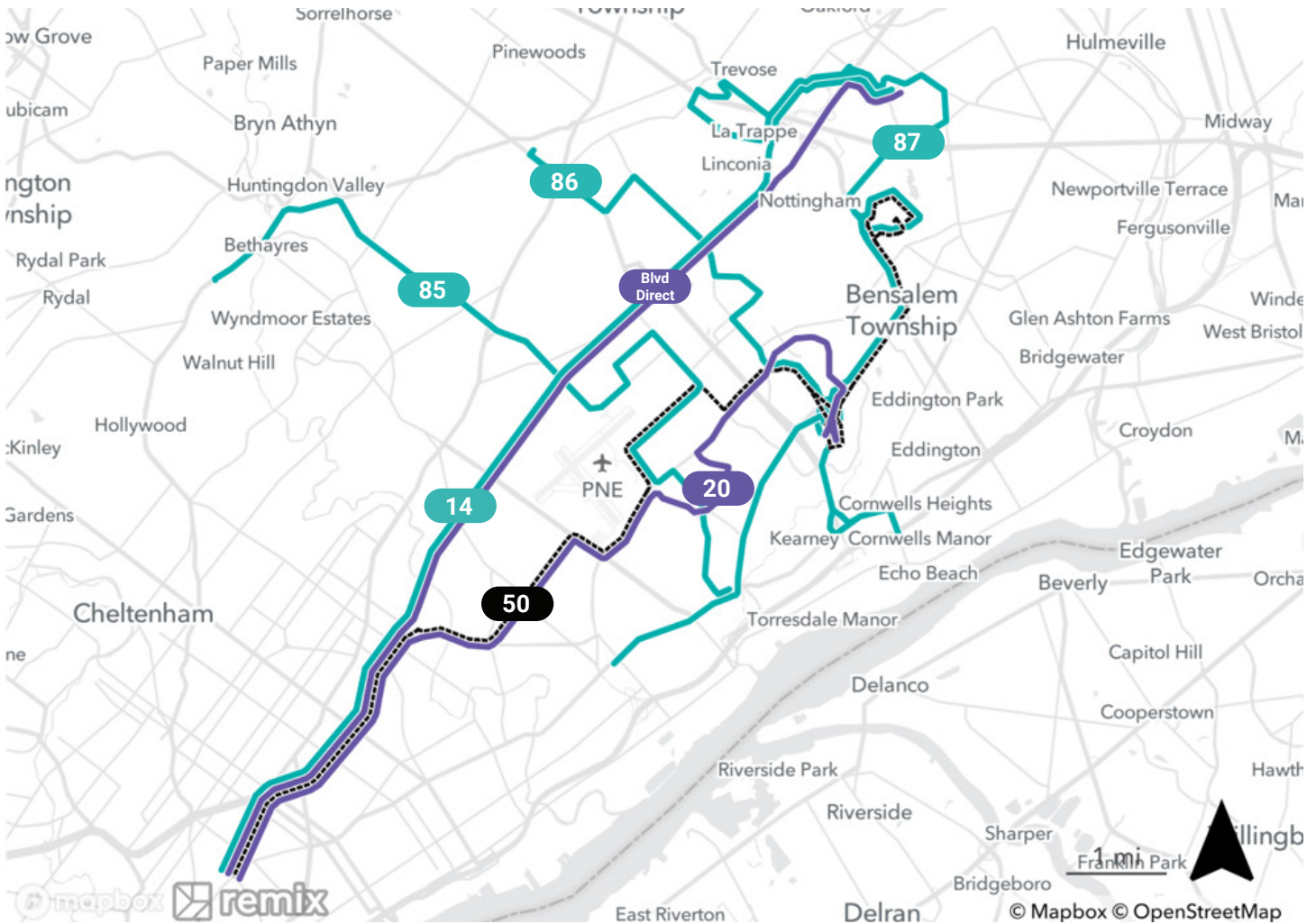
SEPTA recommends Route 49 to operate via its current routing, using 21st and 22nd Streets and crossing the Schuylkill River at Market Street, then traveling to its end of line location at 40th and Woodland. The route would operate frequently between 40th Street and Woodland Avenue and 33rd & Dauphin Streets with 30 Max service to Ridge Avenue and Lyceum Street. This updated proposal also reflects consolidation of service in Fairmount onto Brown and 23rd going inbound, and Fairmount, Pennsylvania, and 27th going outbound. This will maximize transit access in the densest parts of the neighborhood and create a corridor with extremely high frequencies where people can get to both Center City and University City.



Route 50

Fall 2023 Proposal:

SEPTA proposed Route 50 be discontinued due to low ridership and the presence of alternative routes along much of its alignment. Route 20 shares much of Route 50's alignment, while Route 14 and the Boulevard Direct both provide service on Roosevelt Boulevard. New Routes 85, 86, and 87 provide crosstown service on other segments of the route.



Final Recommendation:

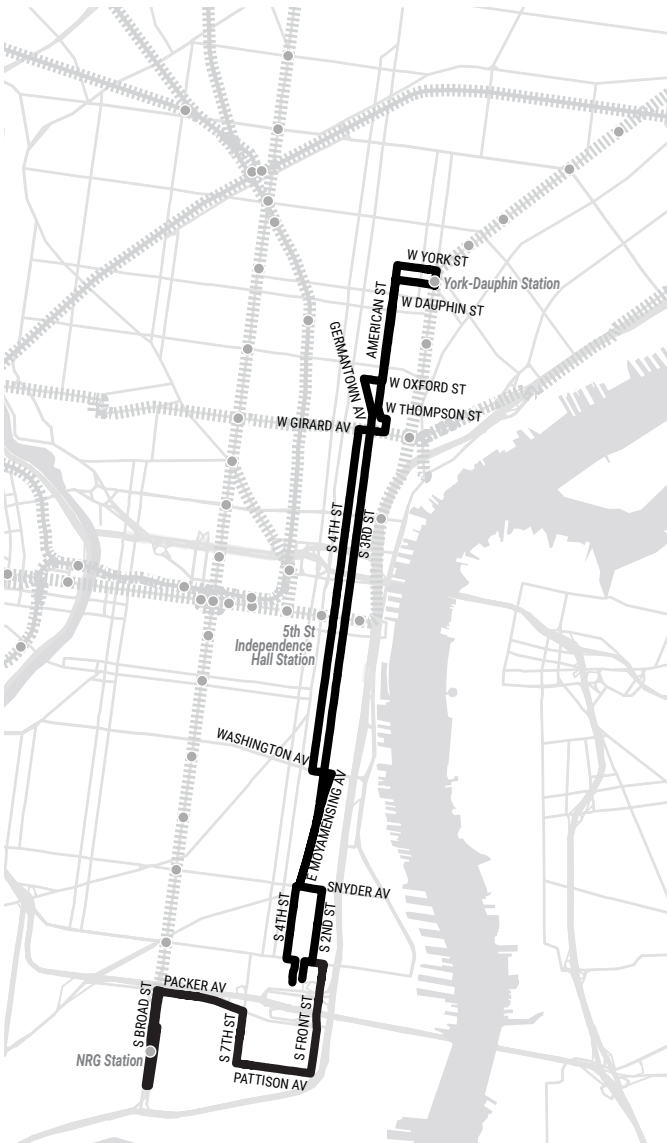
SEPTA recommends that Route 50 be discontinued. The improved frequency on Route 20, in addition to the presence of other routes will ensure transit access to current Route 50 users.

Route 57 & Route 74

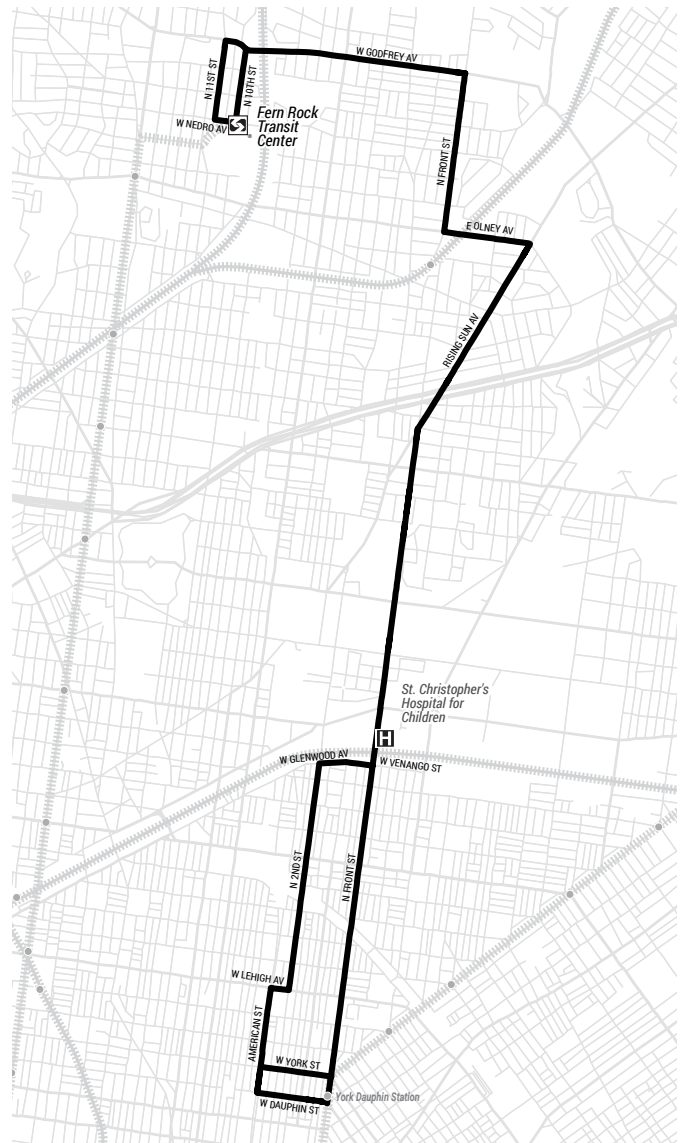
Fall 2023 Proposal:

SEPTA proposed Route 57 be split into two routes. Route 57 would be shortened to operate between York-Dauphin on the MFL and South Philadelphia via its current alignment. New Route 74 would operate the northern half of existing Route 57, between York-Dauphin Station and Fern Rock Transit Center.

Route 57



New Route 74



Route 57 & Route 74

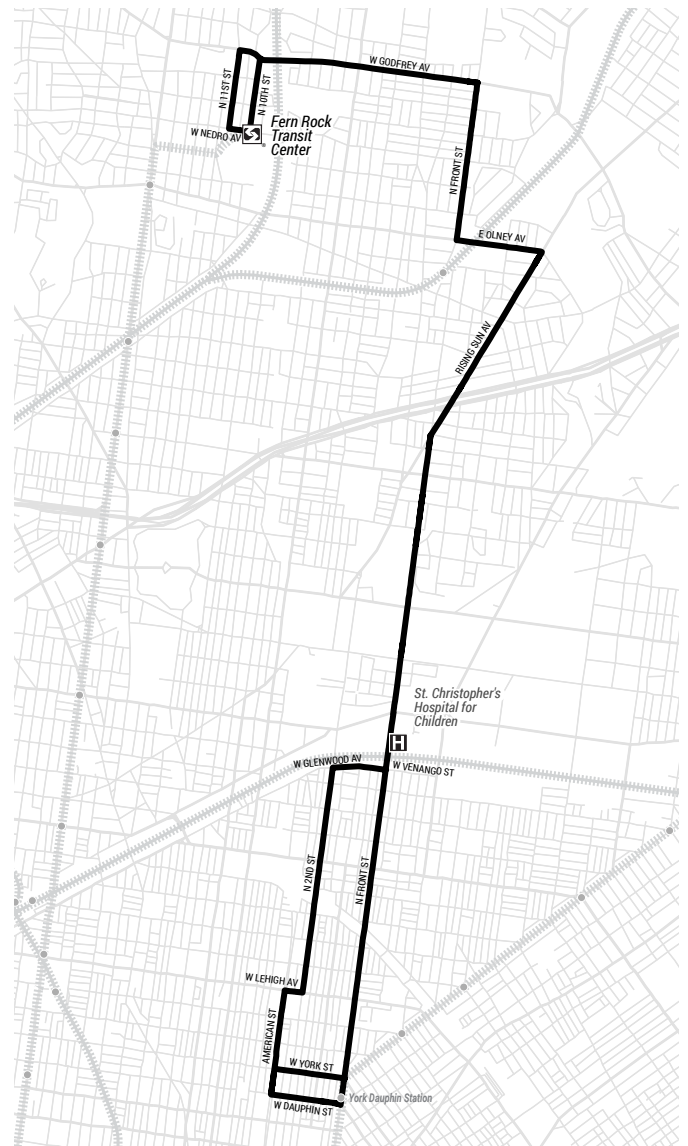
Final Recommendation:

SEPTA recommends splitting Route 57 into two shorter routes. This service change will improve reliability and allow for improved frequency along the entirety of the alignment. New Route 74 will provide service on what was formerly the northern alignment of Route 57.

Route 57



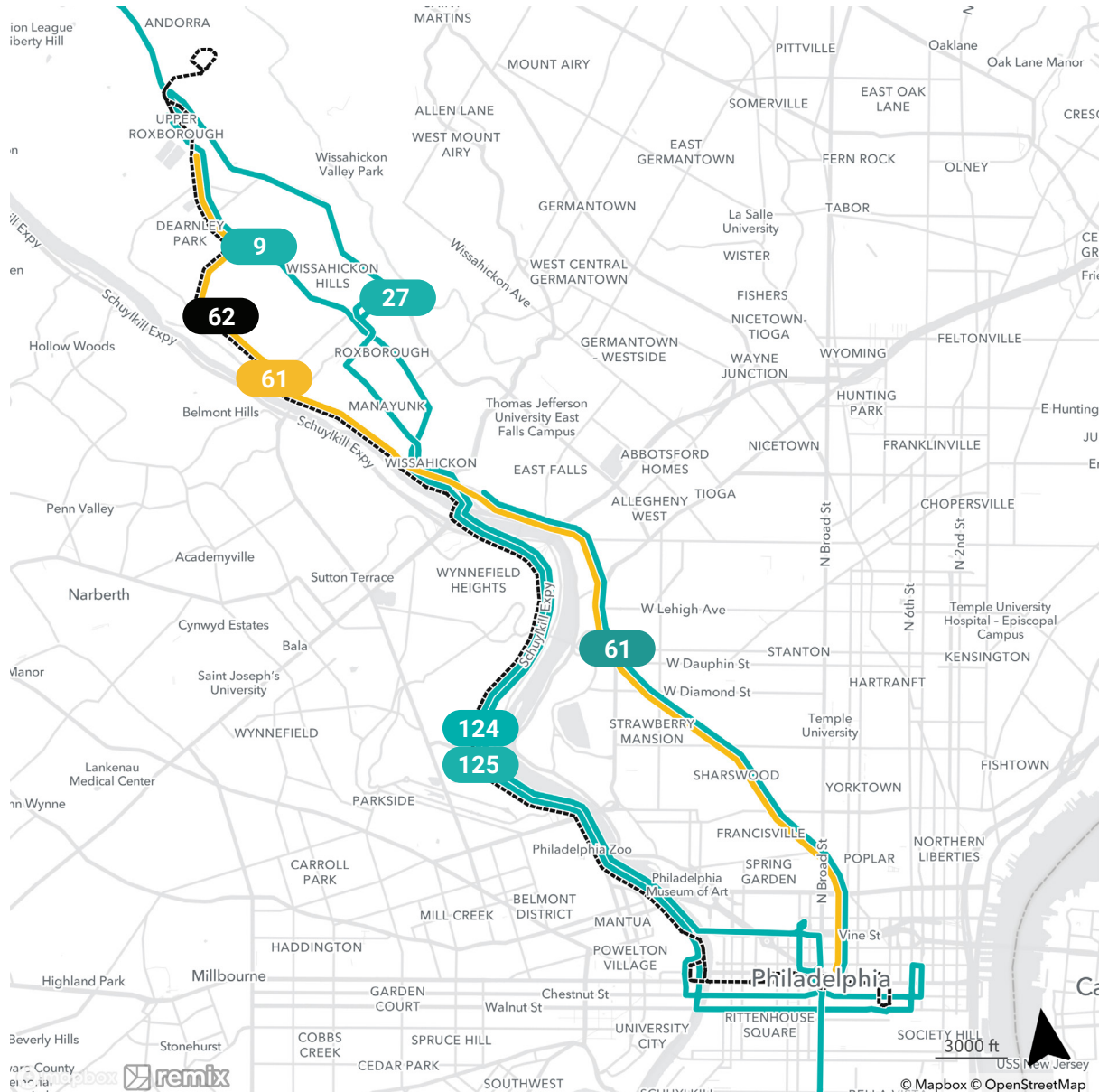
New Route 74



Route 62

Fall 2023 Proposal:

SEPTA proposed Route 62 be discontinued due to low ridership and the presence of similar routes in network.



Final Recommendation:

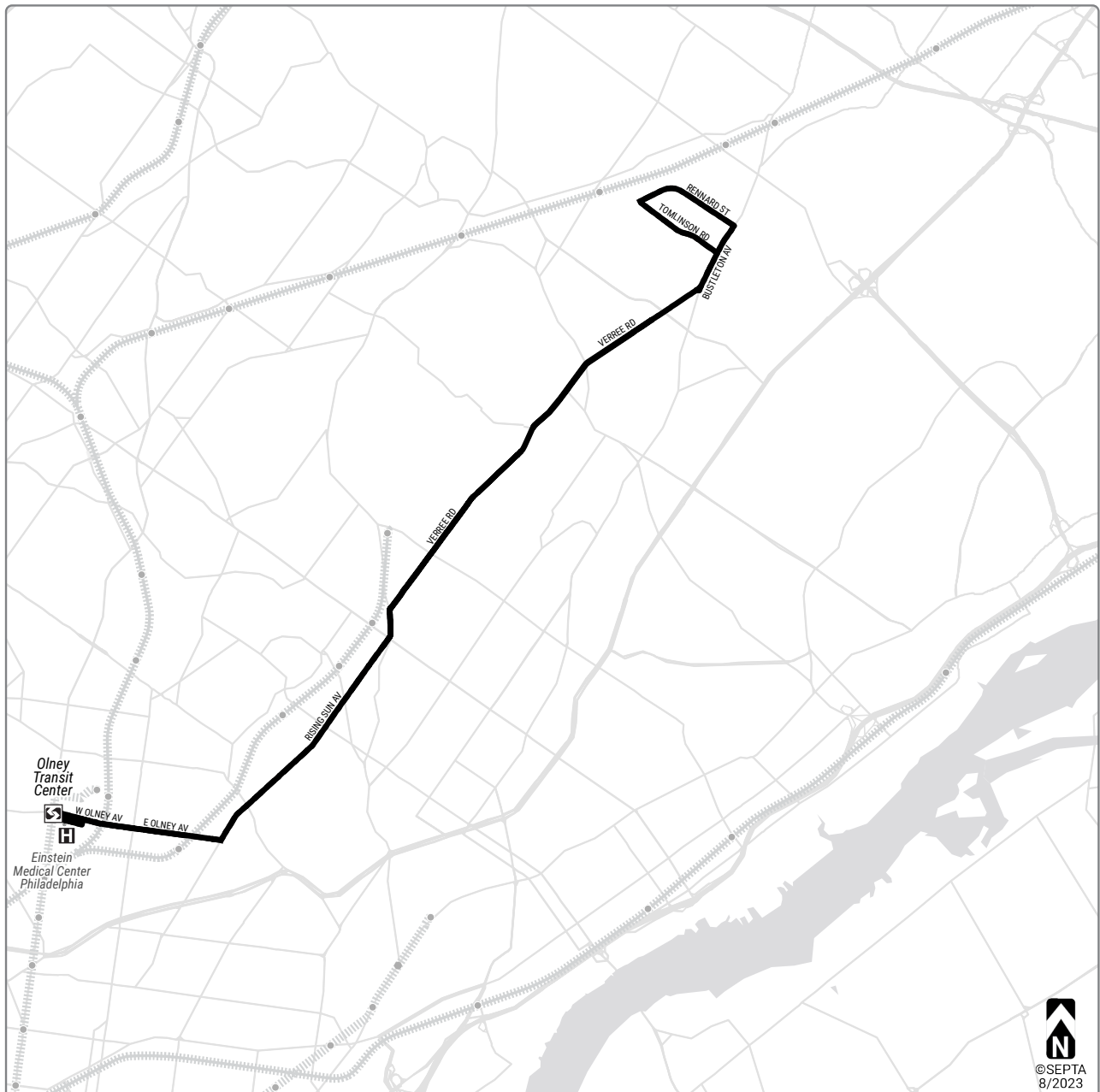
SEPTA recommends that Route 62 be discontinued. Current Route 62 customers can use Routes 9 or 27 which provide similar express service from Upper Roxborough into Center City. Route 61 will provide service along Domino Lane and Main Street in Roxborough and Manayunk.

Route 67

Fall 2023 Proposal:

SEPTA proposed Route 67 be realigned via Rising Sun Avenue to serve Olney Transit Center. This was proposed to create new travel options for residents of Northeast Philadelphia as well as to provide additional service on Rising Sun and Olney Avenues.

During the public hearing process, SEPTA customers expressed concerns about this alignment, particularly in regard to the loss of access to Frankford Transit Center.



Route 67

Final Recommendation:

SEPTA recommends the alignment for Route 67 be shifted back to Frankford Transit Center via a new alignment using Whitaker, Oxford, Summerdale, and Pratt. This new alignment will maintain connectivity to FTC for neighborhood residents while increasing access to more frequent service by operating routes 24 and 67 on the same street segments.



Route 71 (Formerly H)

Fall 2023 Proposal:

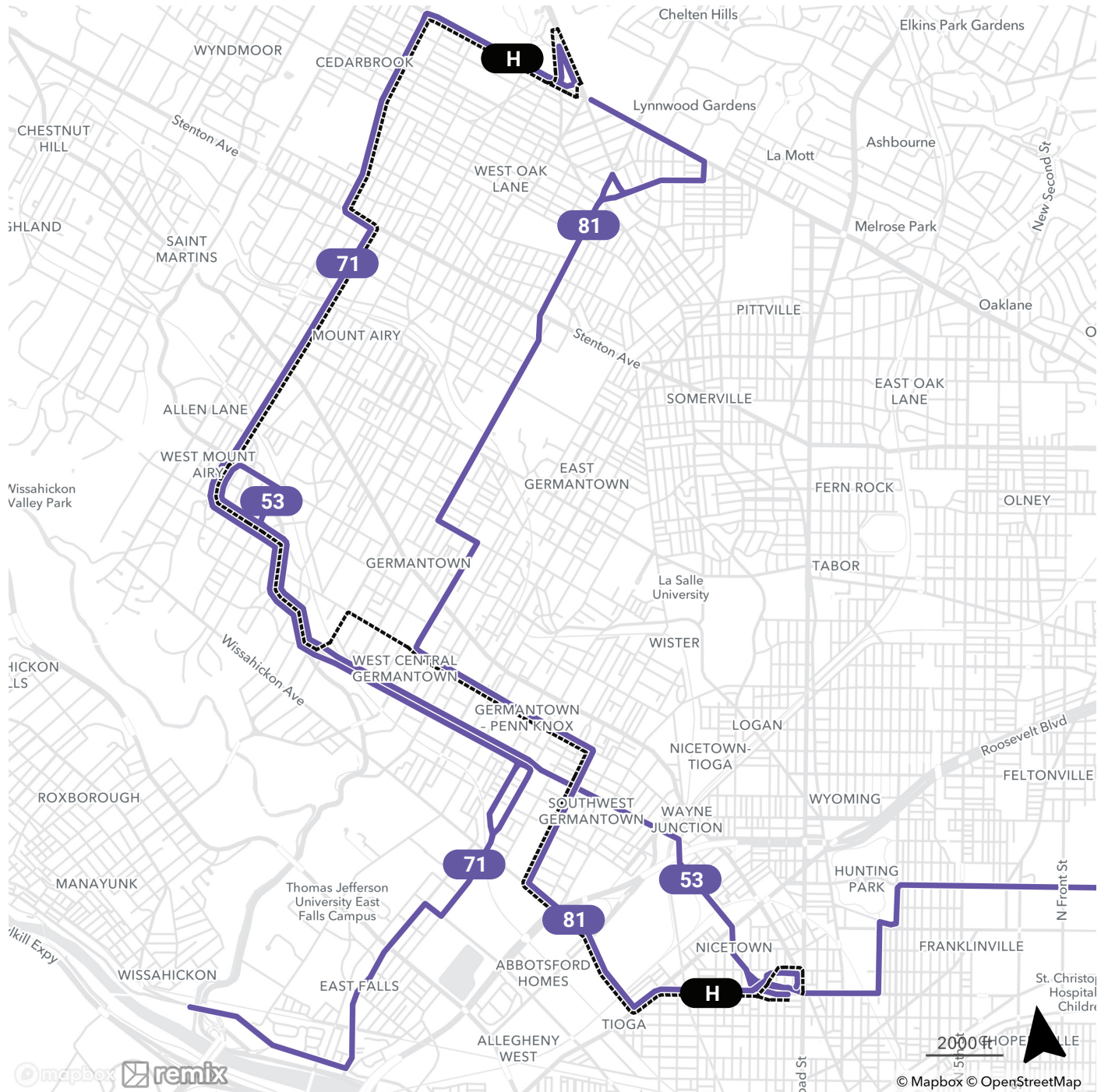
SEPTA proposed that Route H become Route 71 and be realigned to serve Wissahickon Transit Center in order to make new connections. SEPTA customers expressed concern over losing some service on Greene Street near Johnson Street, as well as the loss of the connection to the Broad Street Line.



Route 71 (Formerly H)

Additional Analysis:

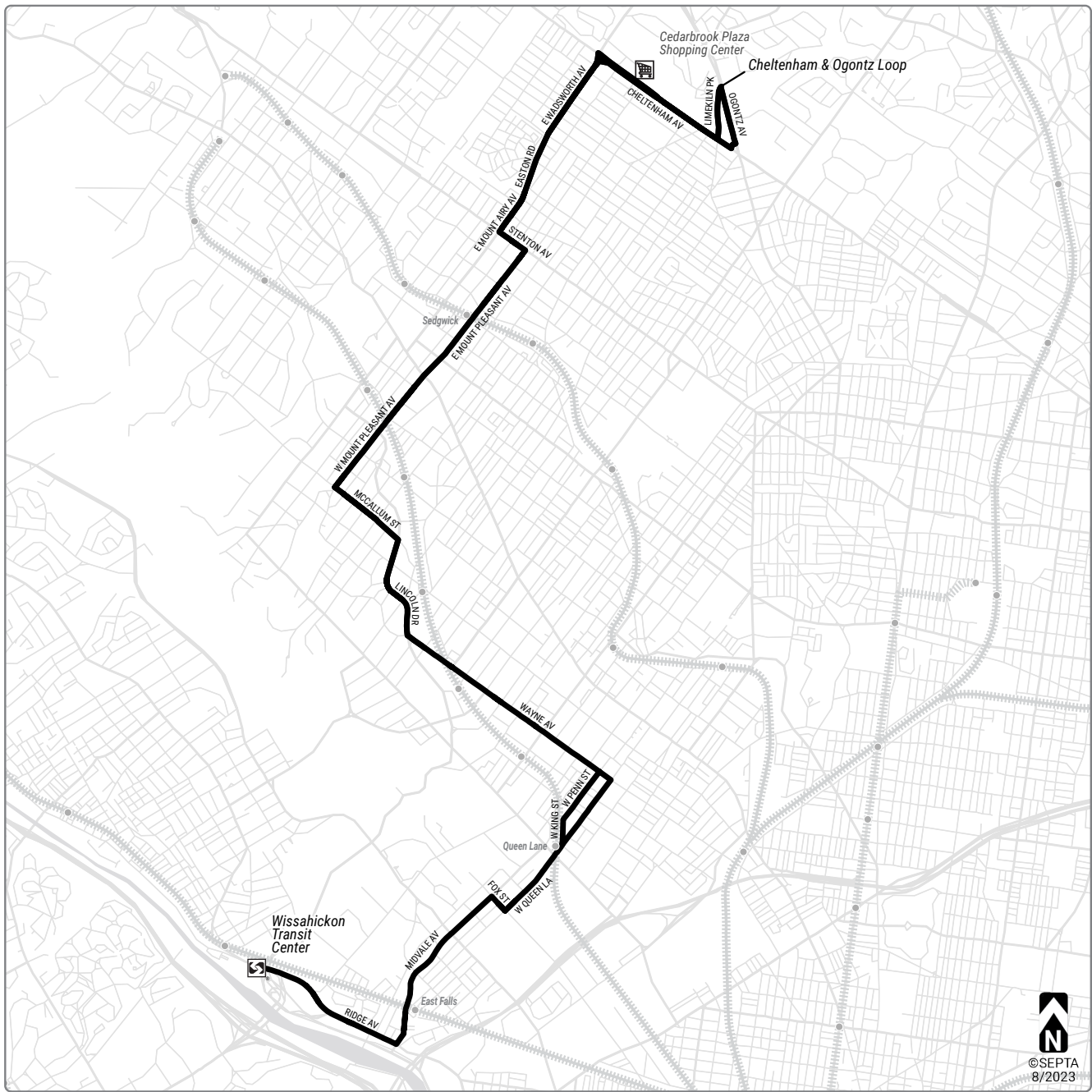
SEPTA evaluated transit options for people using transit service in the vicinity of Greene and Johnson Streets. People who currently catch the bus along Greene Street west of Walnut Lane will be within 0.4 miles of Route 81 (XH) service to the BSL and 0.2 miles from Route 53, which also goes to the BSL. They will also be within 0.2 miles of Route 71, offering service to Wissahickon Transit Center.



Route 71 (Formerly H)

Final Recommendation:

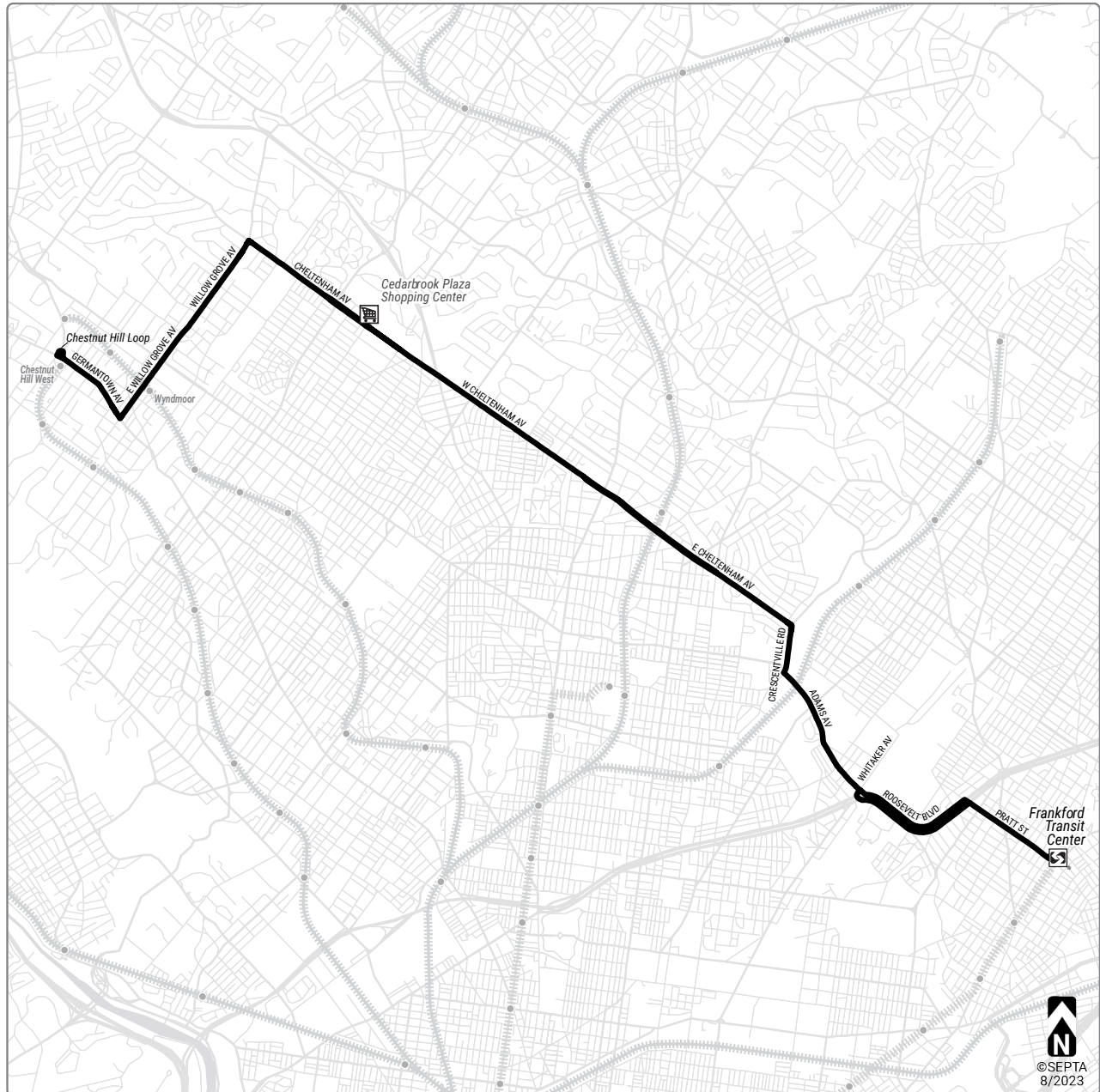
SEPTA recommends that Route H become Route 71 and be realigned to serve the new Wissahickon Transit Center. This will create new crosstown connection opportunities in the network. Access to the Broad Street Line is preserved through Route 53 and Route 81 (formerly Route XH).



Route 72

Fall 2023 Proposal:

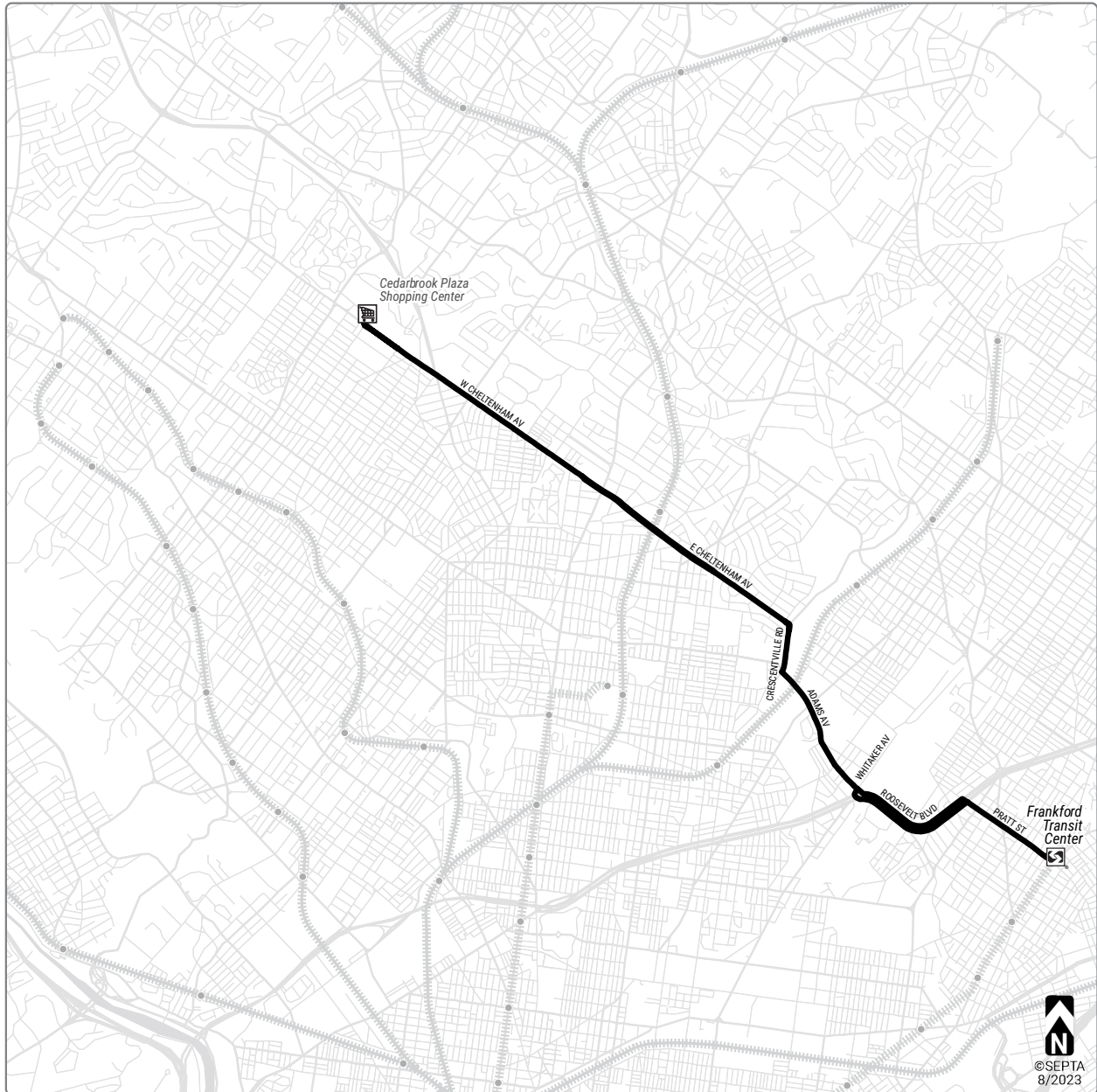
SEPTA proposed New Route 72 which would provide service between Frankford Transit Center and Chestnut Hill Loop, via Cheltenham Avenue.



Route 72

Final Recommendation:

SEPTA recommends the adoption of a modified Route 72. The route will be shortened to provide service between Frankford Transit Center and Cedarbrook Plaza. This modification will enhance reliability and better balance resources.

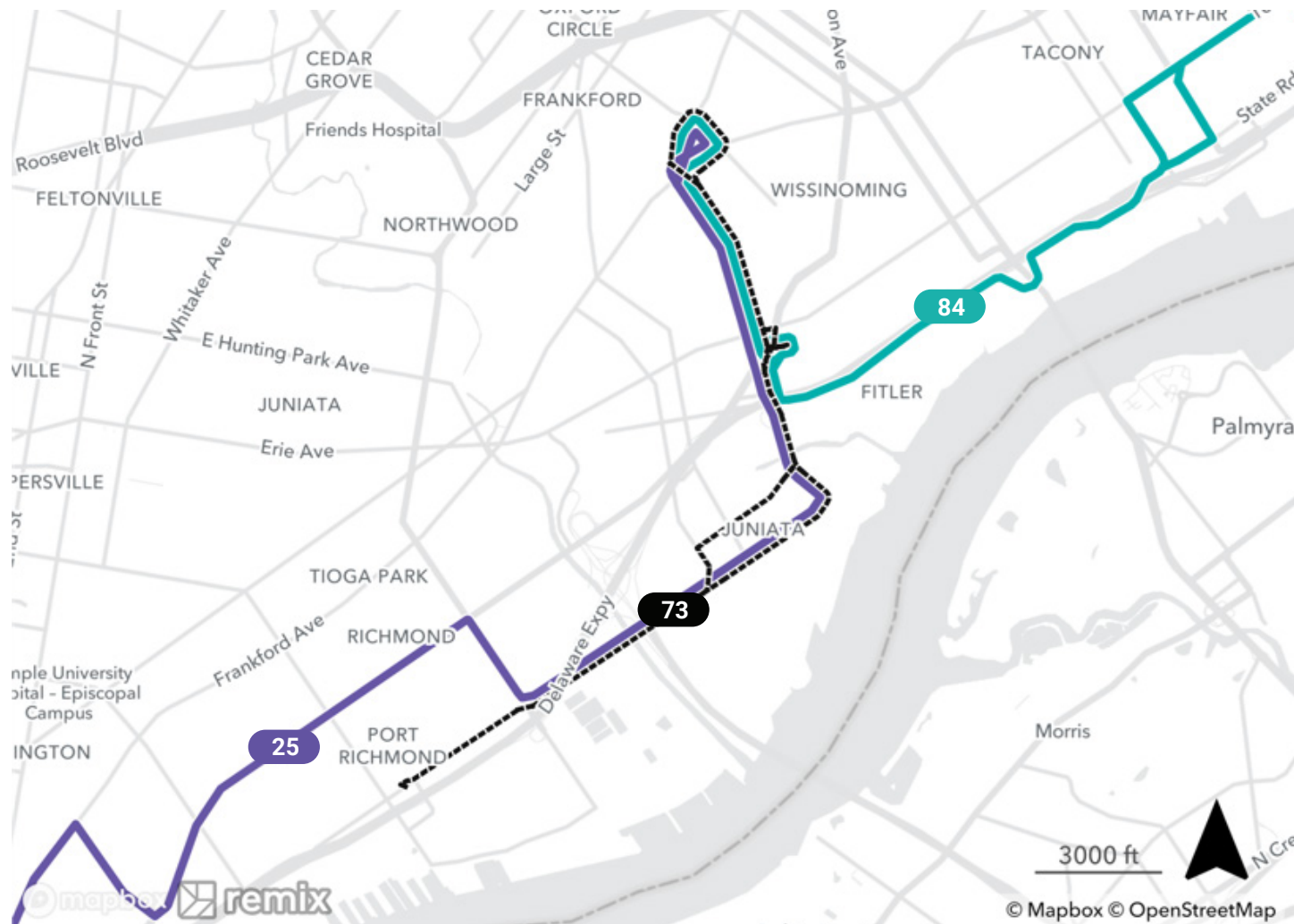


Route 73

Fall 2023 Proposal:

SEPTA proposed Route 73 be discontinued due to low ridership and its redundancy other routes.

Customers expressed concern over the loss of the route, particularly in regards to the lack of access to the Shoppes at Wissinoming.



Final Recommendation:

SEPTA recommends that Route 73 be discontinued. Route 25 will provide frequent service from Bridesburg and Port Richmond to the Market Frankford Line at Spring Garden, serving the Aramingo Avenue business corridor. Route 84 will provide supplemental service on Bridge Street, including direct access to the Shoppes at Wissinoming.

Route 77

Fall 2023 Proposal:

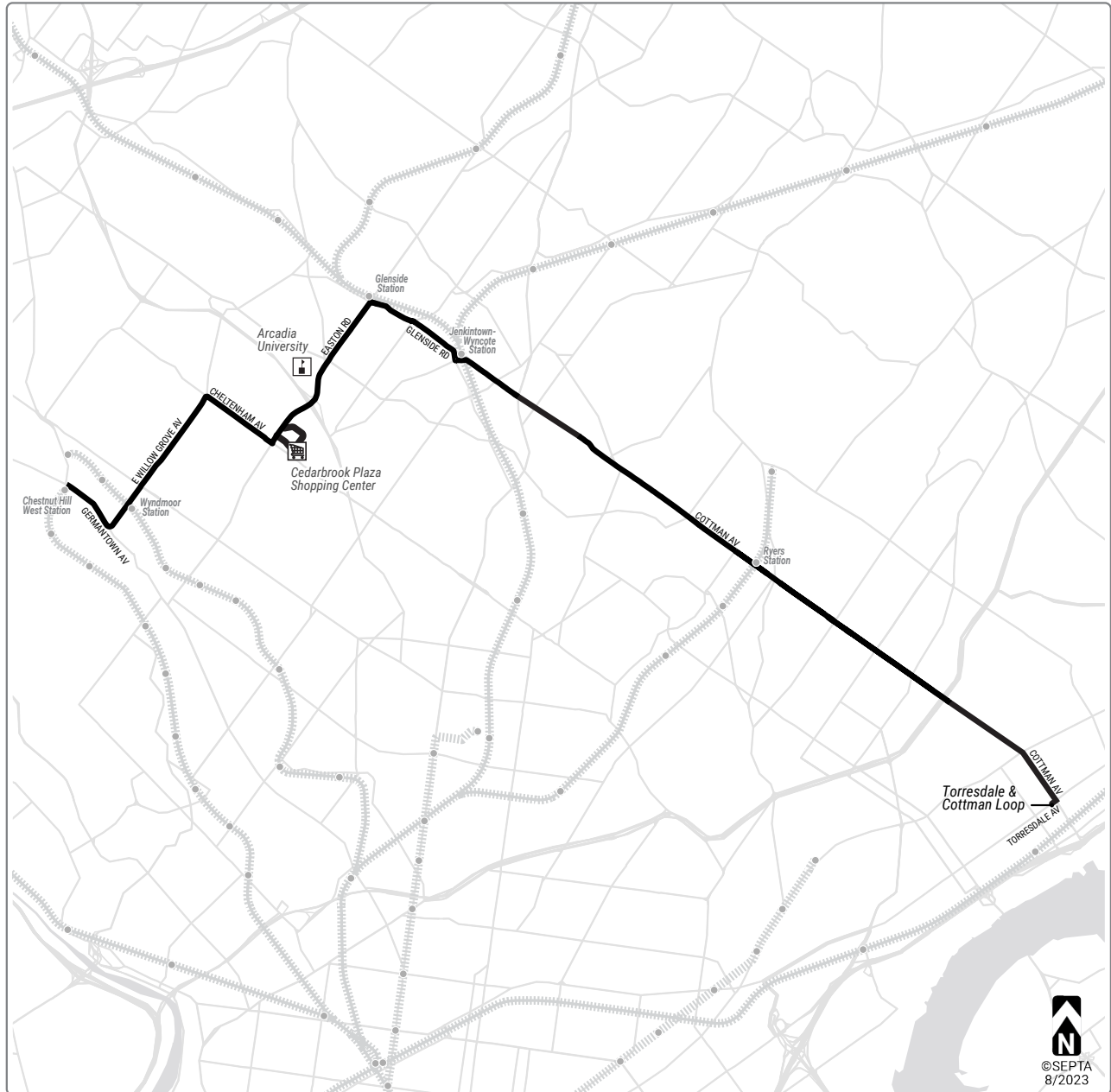
SEPTA proposed Route 77 be shortened to provide service between Torresdale – Cottman Loop and Glenside Regional Rail Station.



Route 77

Final Recommendation:

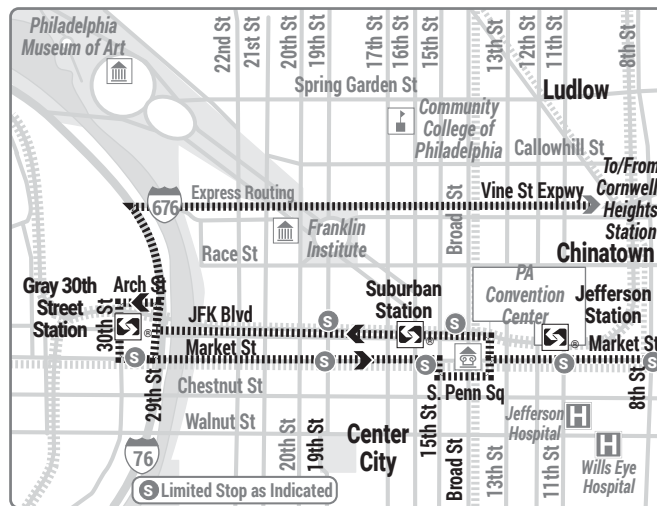
SEPTA recommends the adoption of a modified Route 77. The alignment will be extended to its current terminus at Chestnut Hill Loop, balancing out the truncation of Route 72 to Cedarbrook Plaza. With 60 Max service, Route 77 is better suited to provide service to the low demand segments between Cheltenham Avenue and Chestnut Hill Loop.



Route 78

Fall 2023 Proposal:

SEPTA proposed Route 78 be discontinued. Route 78 averages two passengers per day.



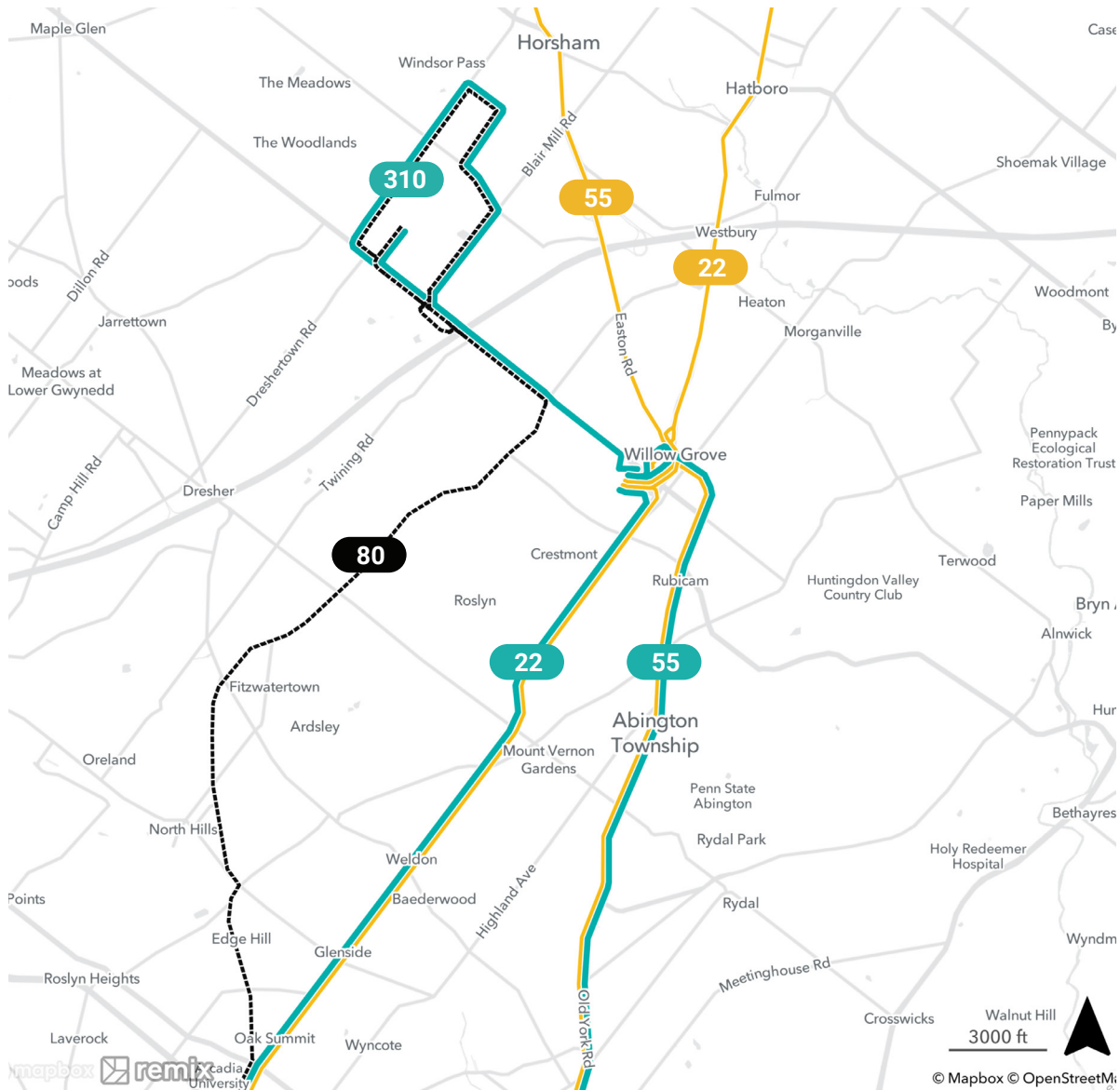
Final Recommendation:

SEPTA recommends Route 78 be discontinued. Customers can access SEPTA Regional Rail service at Cornwells Heights Station on the Trenton Regional Rail Line.

Route 80

Fall 2023 Proposal:

SEPTA proposed Route 80 be discontinued due to low ridership and redundancy with other routes within the proposed network.



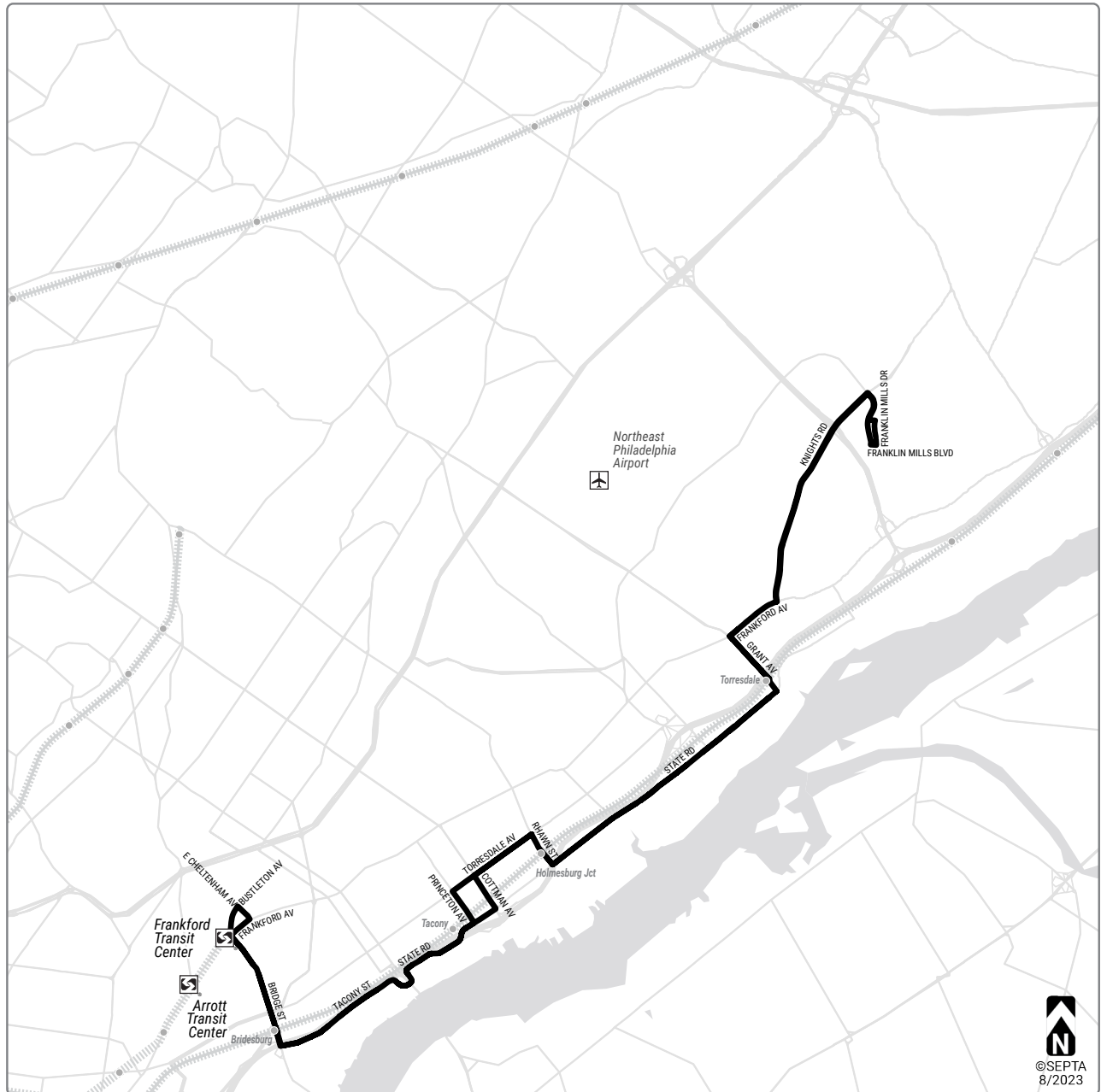
Final Recommendation:

SEPTA recommends Route 80 be discontinued. Riders can travel between Olney Transit Center and Horsham via Routes 22, 55, and 310.

Route 84

Fall 2023 Proposal:

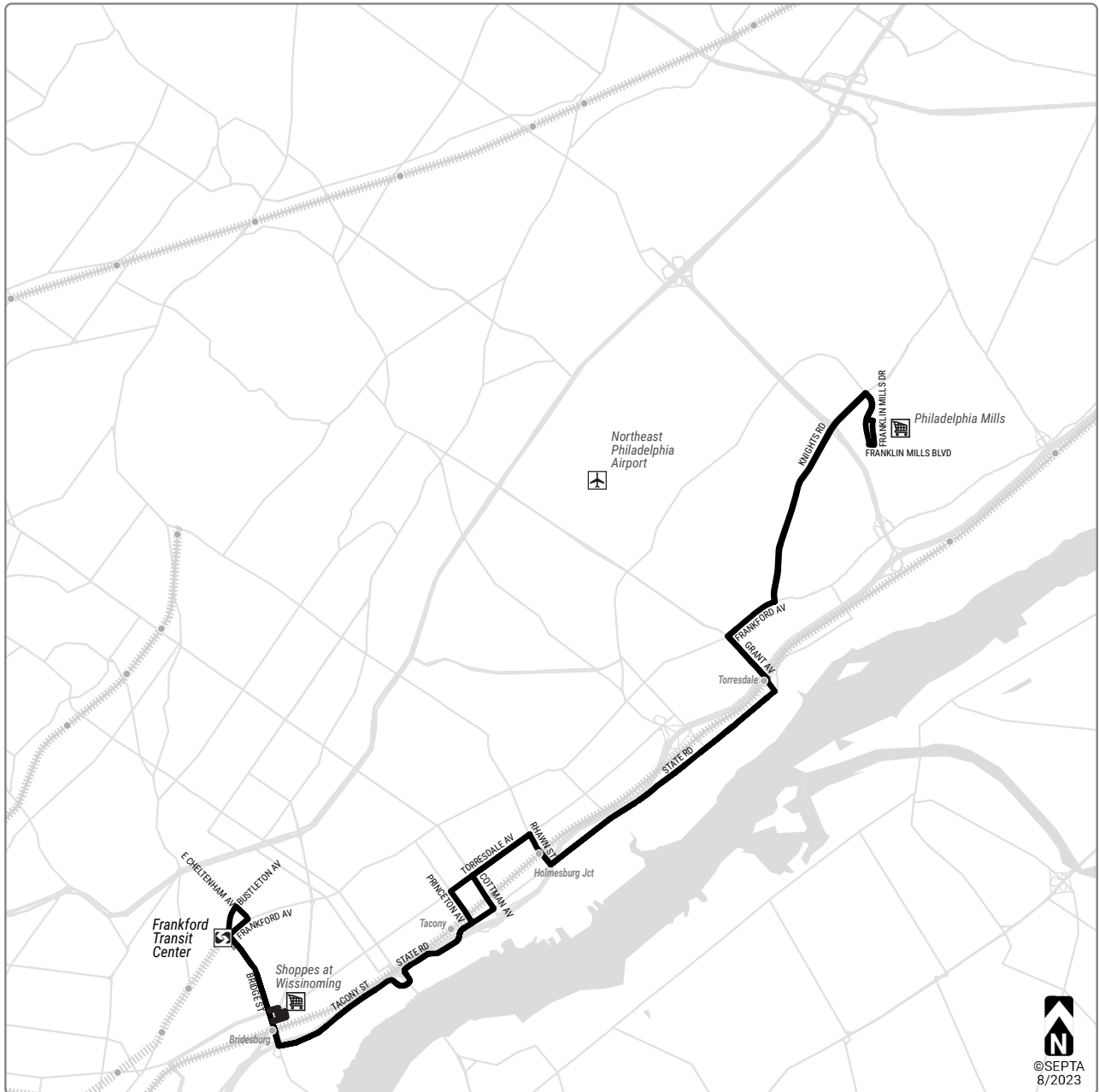
SEPTA proposed Route 84 operate between Frankford Transit Center and Philadelphia Mills via State and Knight's Road. New Route 86 will provide service along Byberry Road, providing service to the Northeast campus of Philadelphia Community College and Forest Hills Station.



Route 84

Final Recommendation:

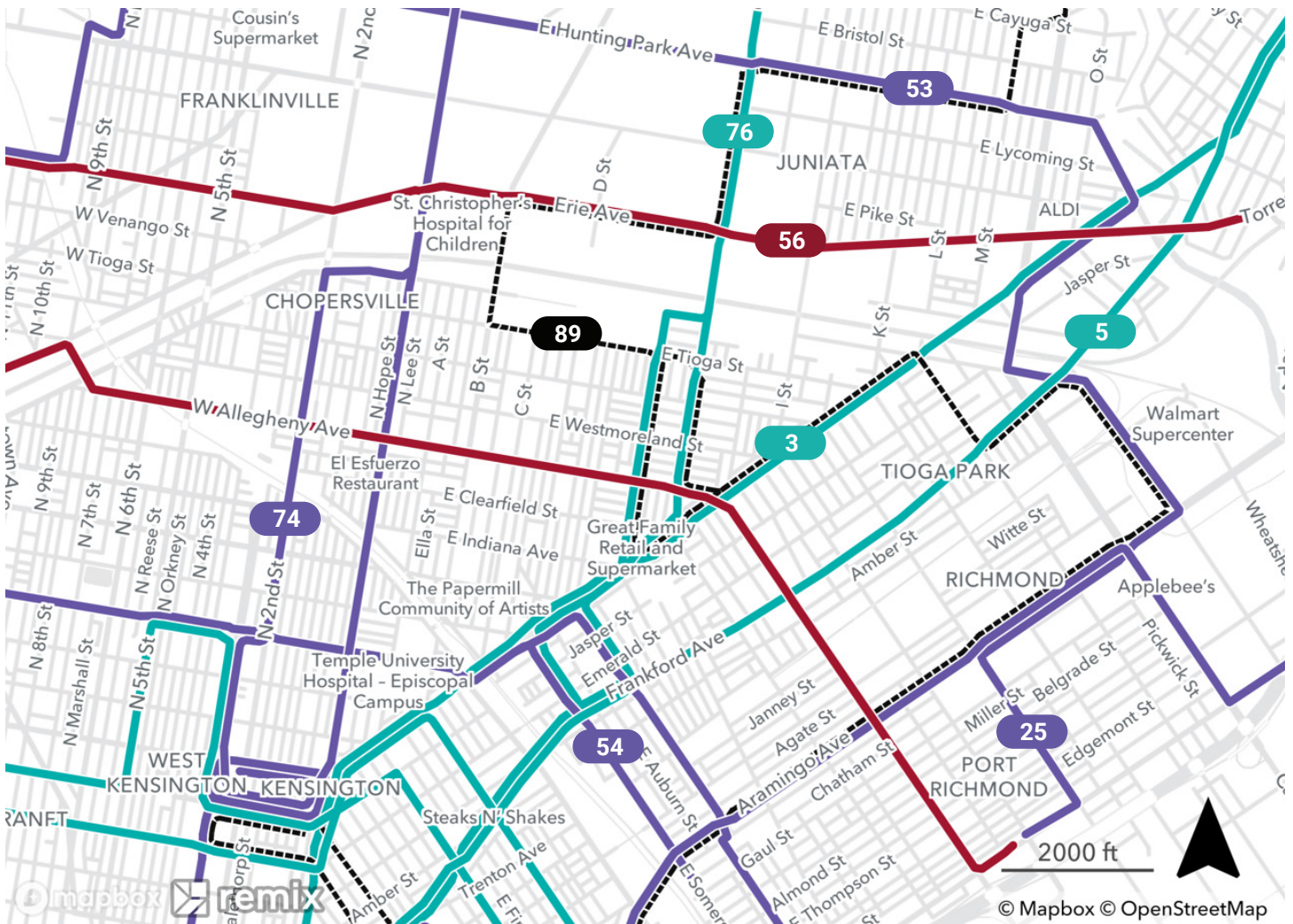
SEPTA recommends the adoption of the truncated Route 84. Route 84 will provide direct service to the Shoppes at Wissinoming due to poor pedestrian accommodations in the area. This is due, in part, to the discontinuation of Route 73.



Route 89

Fall 2023 Proposal:

SEPTA proposed Route 89 be discontinued due to low ridership and proximity to other routes within the proposed network.



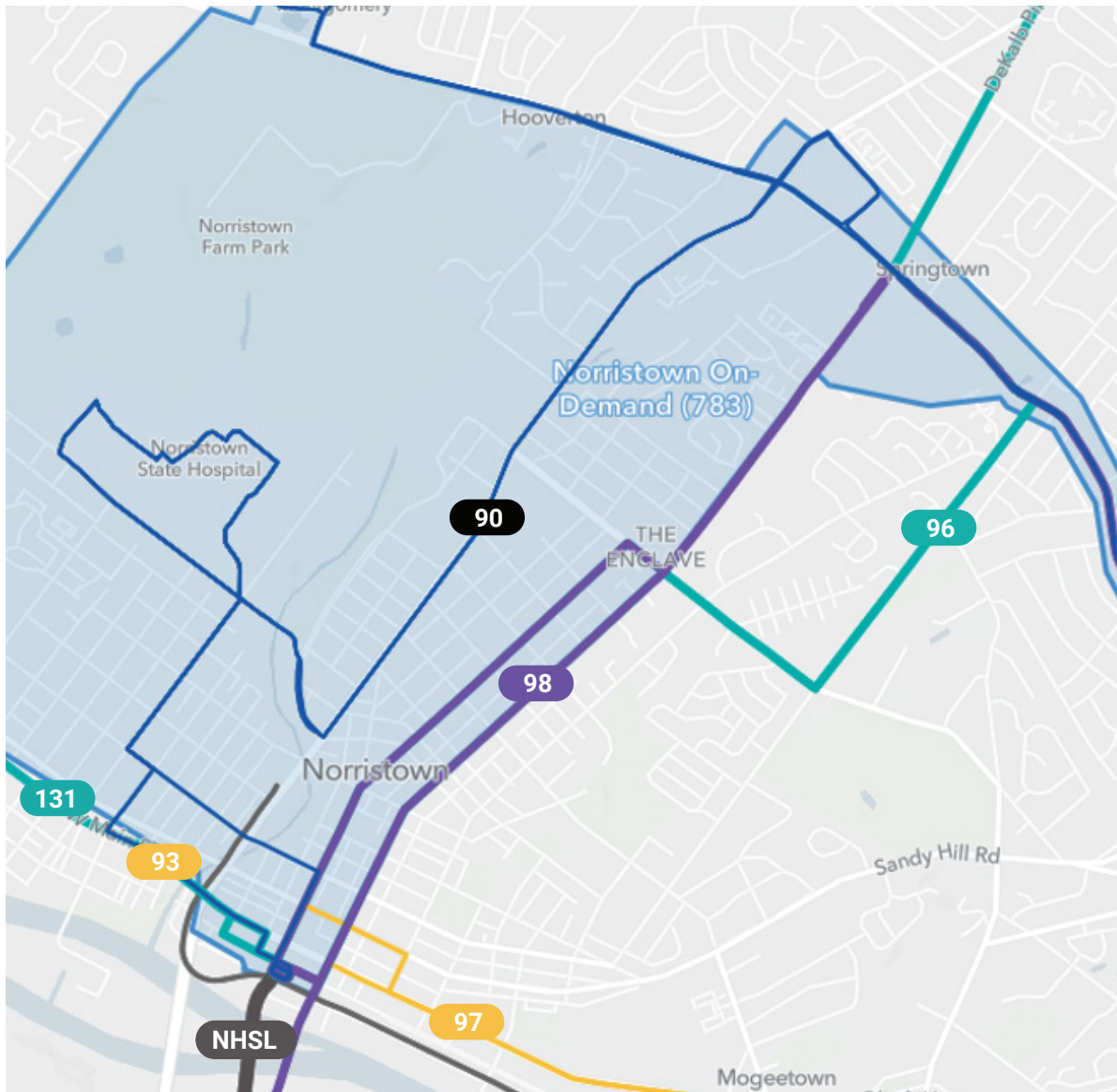
Final Recommendation:

SEPTA recommends Route 89 be discontinued. Many route segments are duplicative to more frequent routes. Routes 25 and 53 will serve Aramingo Avenue to provide access to important shopping destinations, as well as the Market Frankford Line. New Route 76 will provide service along G Street, connecting riders to the MFL and to Pier 70 in South Philadelphia. Route 3 will provide bus service along Kensington Avenue.

Route 90

Fall 2023 Proposal:

SEPTA proposed Route 90 be discontinued and the area will be served with an on-demand zone as well as fixed route alternatives.



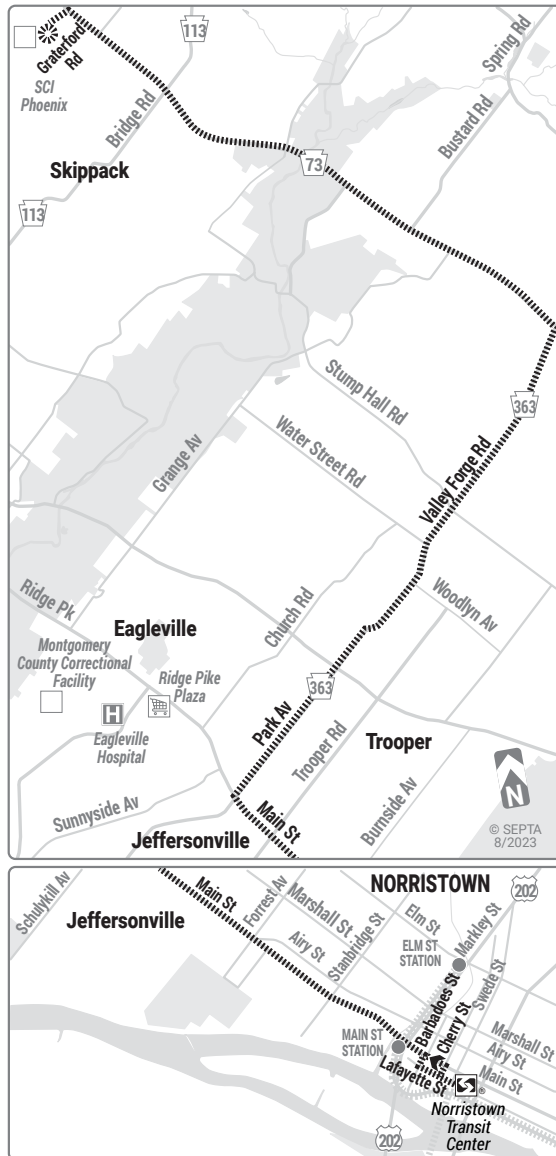
Final Recommendation:

SEPTA recommends that Route 90 be discontinued. Routes 96, 98, 97, and 131 will provide fixed route service in Norristown. A new on-demand zone will provide service between Einstein Hospital and Plymouth Meeting.

Route 91

Fall 2023 Proposal:

SEPTA proposed Route 91 be discontinued. Route 91 was temporarily discontinued in March 2020 when SCI Phoenix paused visitation as part of their COVID-19 pandemic response. Prior to the pandemic, Route 91 had 41 riders per day, operating only on Saturdays.



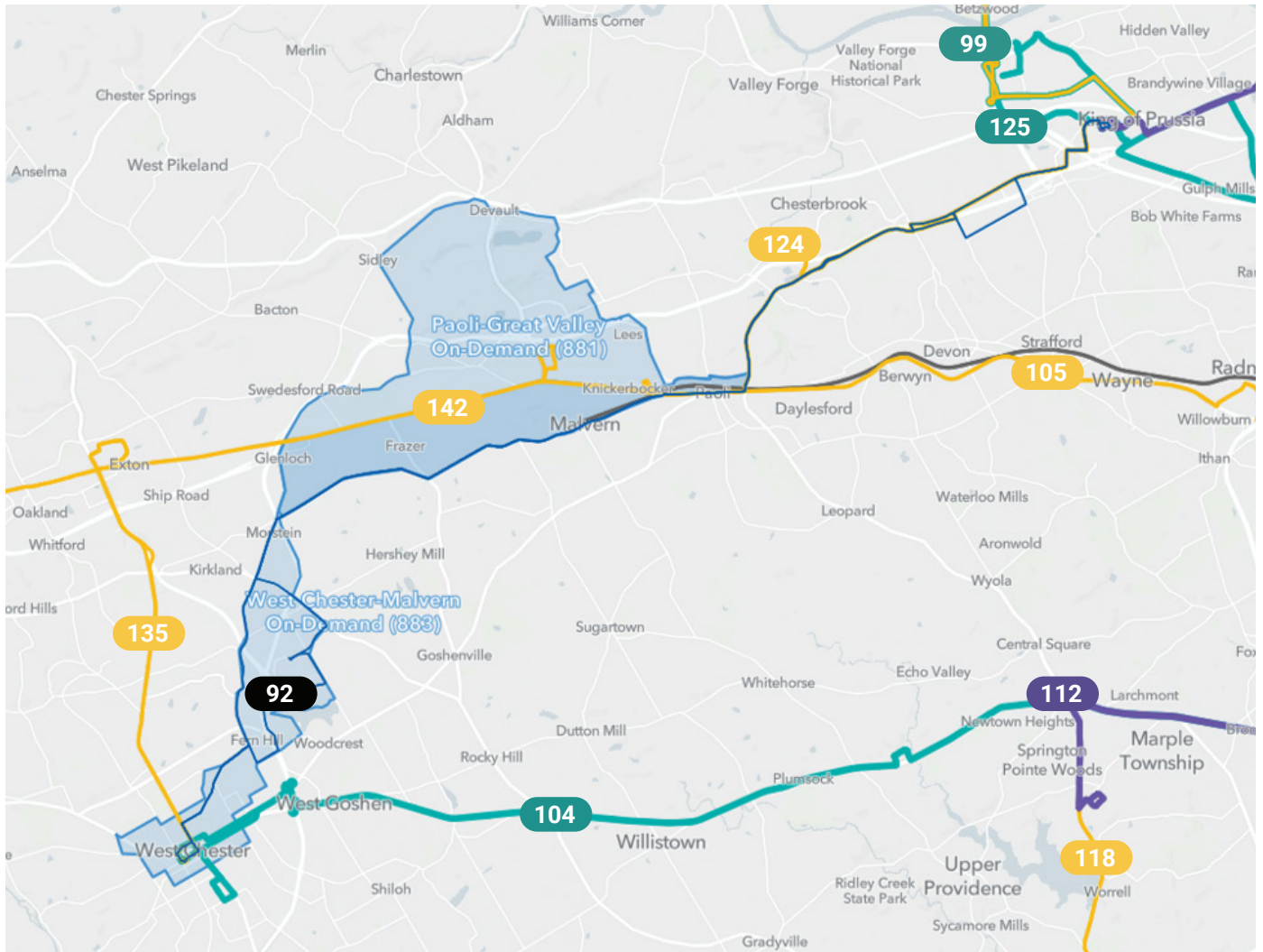
Final Recommendation:

SEPTA recommends discontinuing Route 91 as a special service.

Route 92

Fall 2023 Proposal:

SEPTA proposed Route 92 be discontinued and replaced with an on-demand zone between West Chester and Paoli. It is a low ridership route with minimal service and low frequencies operating six days per week. The highest ridership segment of this route will be served on Route 142 operating between the King of Prussia Mall and Exton Mall via Paoli Regional Rail Station and Lancaster Avenue. A new on-demand service will provide coverage south of Paoli and Malvern Regional Rail



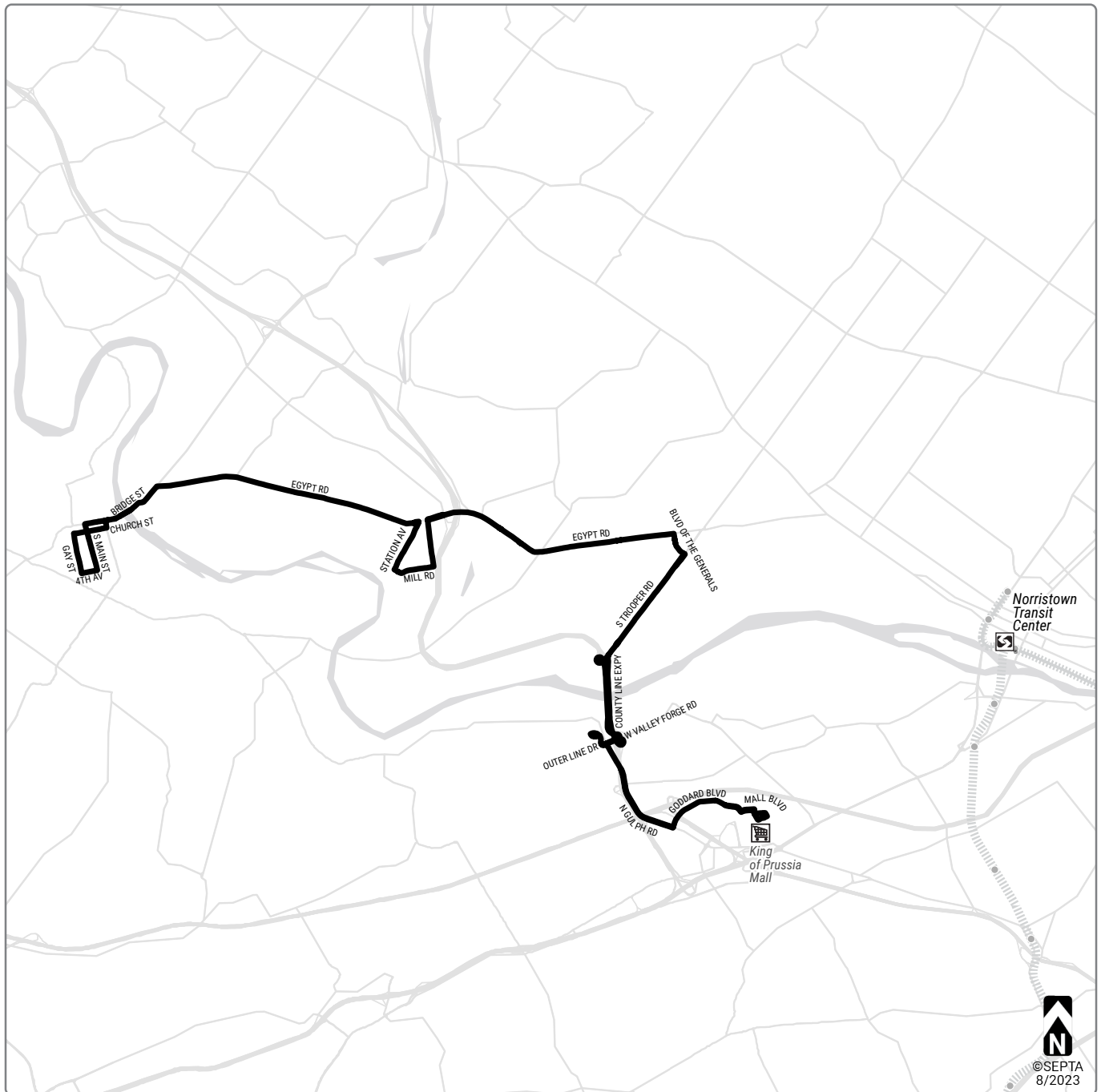
Final Recommendation

SEPTA recommends discontinuing Route 92. Current riders will continue to have service on Route 142 and two on-demand zones in Chester County.

Route 99

Fall 2023 Proposal:

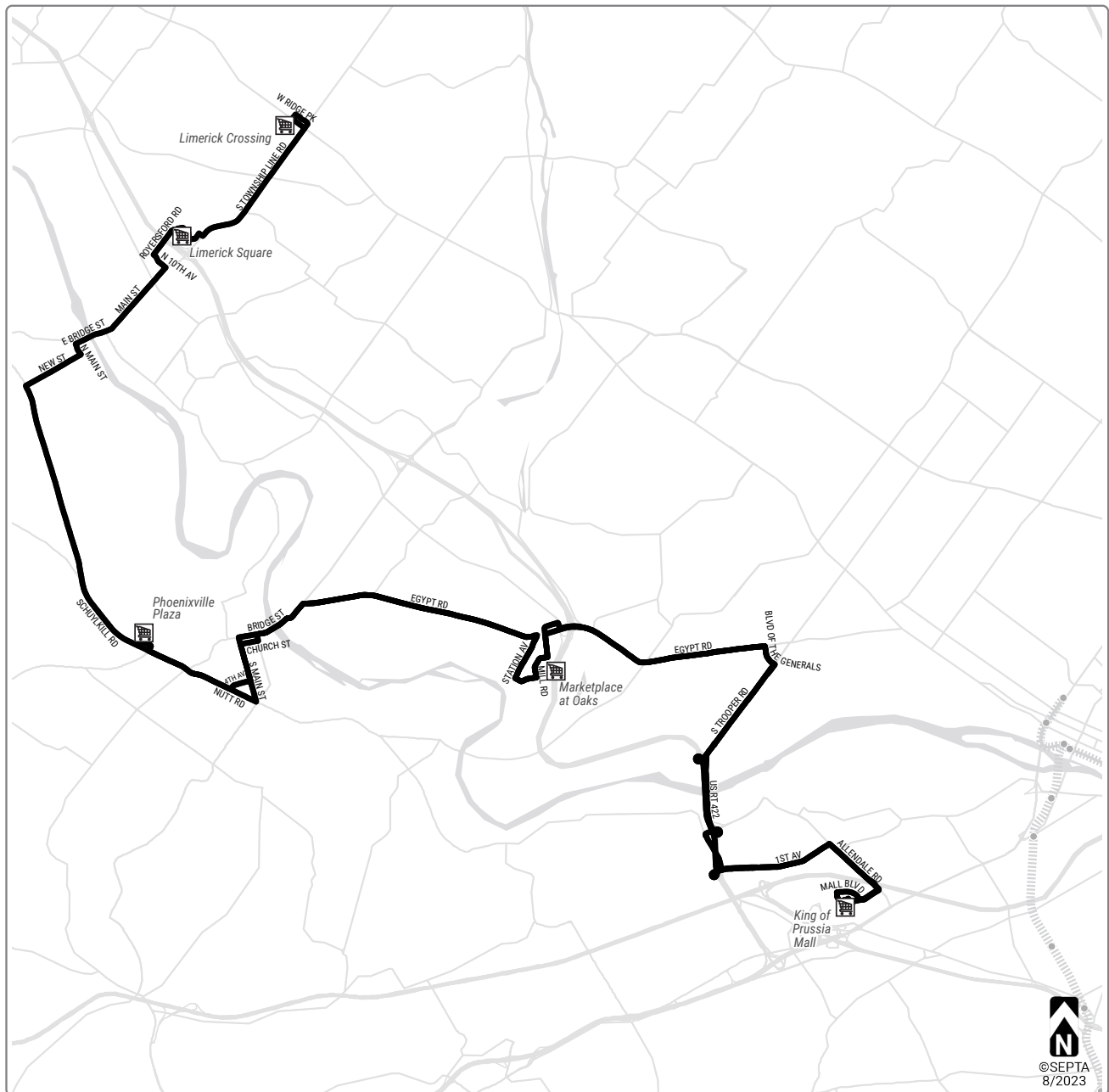
SEPTA proposed a new alignment for Route 99, operating along Egypt Road between Oaks and Phoenixville. A new On-Demand zone would replace fixed route service between Phoenixville and Limerick currently served by Route 139.



Route 99

Final Recommendation:

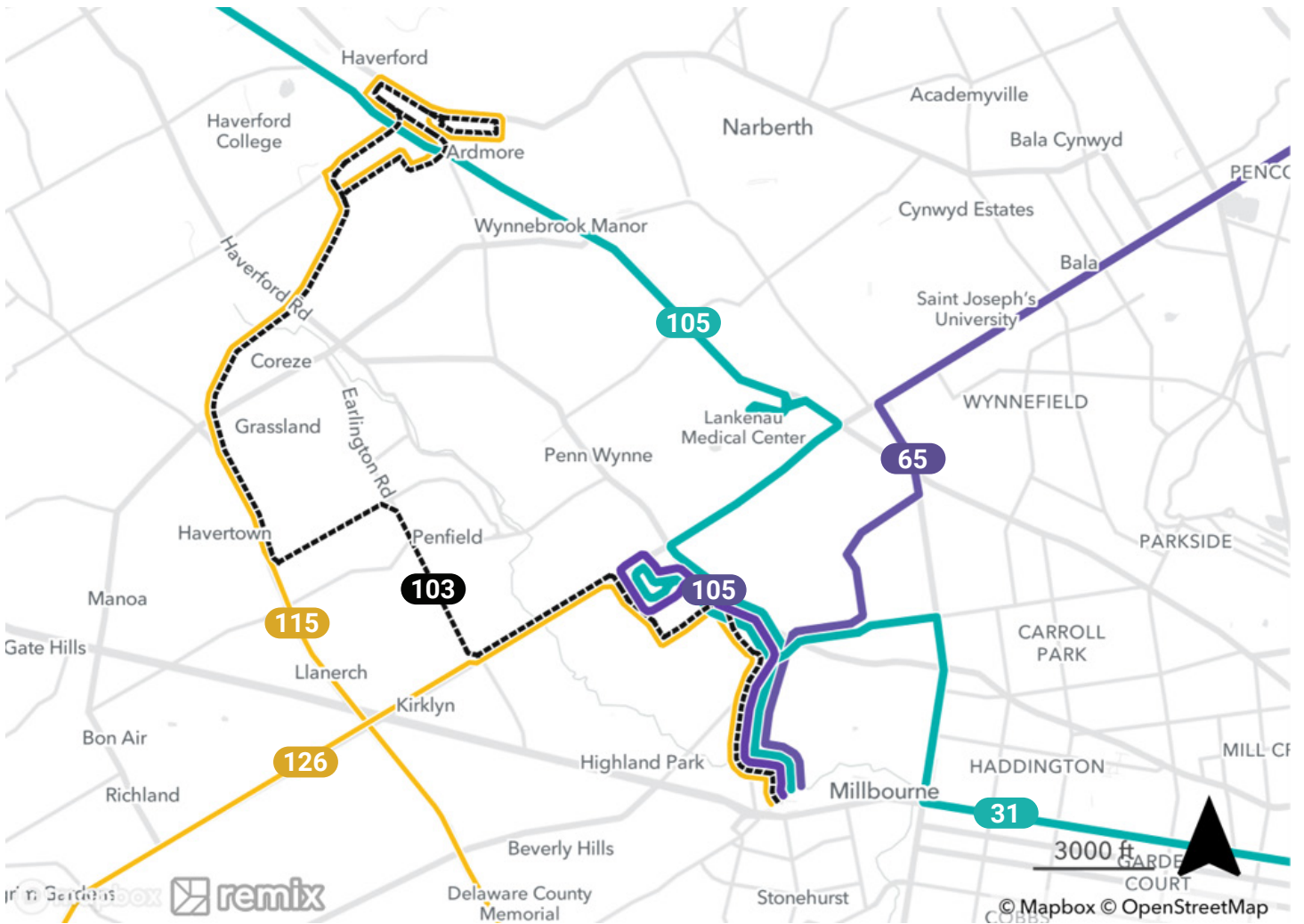
SEPTA recommends an updated alignment that extends Route 99 to Ridge Pike & Township Line Road to provide connections to Ridge Pike and Route 93. A short-turn pattern to Phoenixville Pattern will be established as a way to Phoenixville Plaza as a way to balance resources along the route. The alignment in Oaks was adjusted to serve the Wawa north of Egypt Road and the shopping complex south of Egypt Road. The on-demand zone proposed in Fall 2023 will not operate.



Route 103

Fall 2023 Proposal:

SEPTA proposed Route 103 be discontinued due to low ridership. Route 115 will provide service from Ardmore to Havertown, while Route 126 will cover the portion from 69th Transit Center to Earlington Road via Township Line Road.



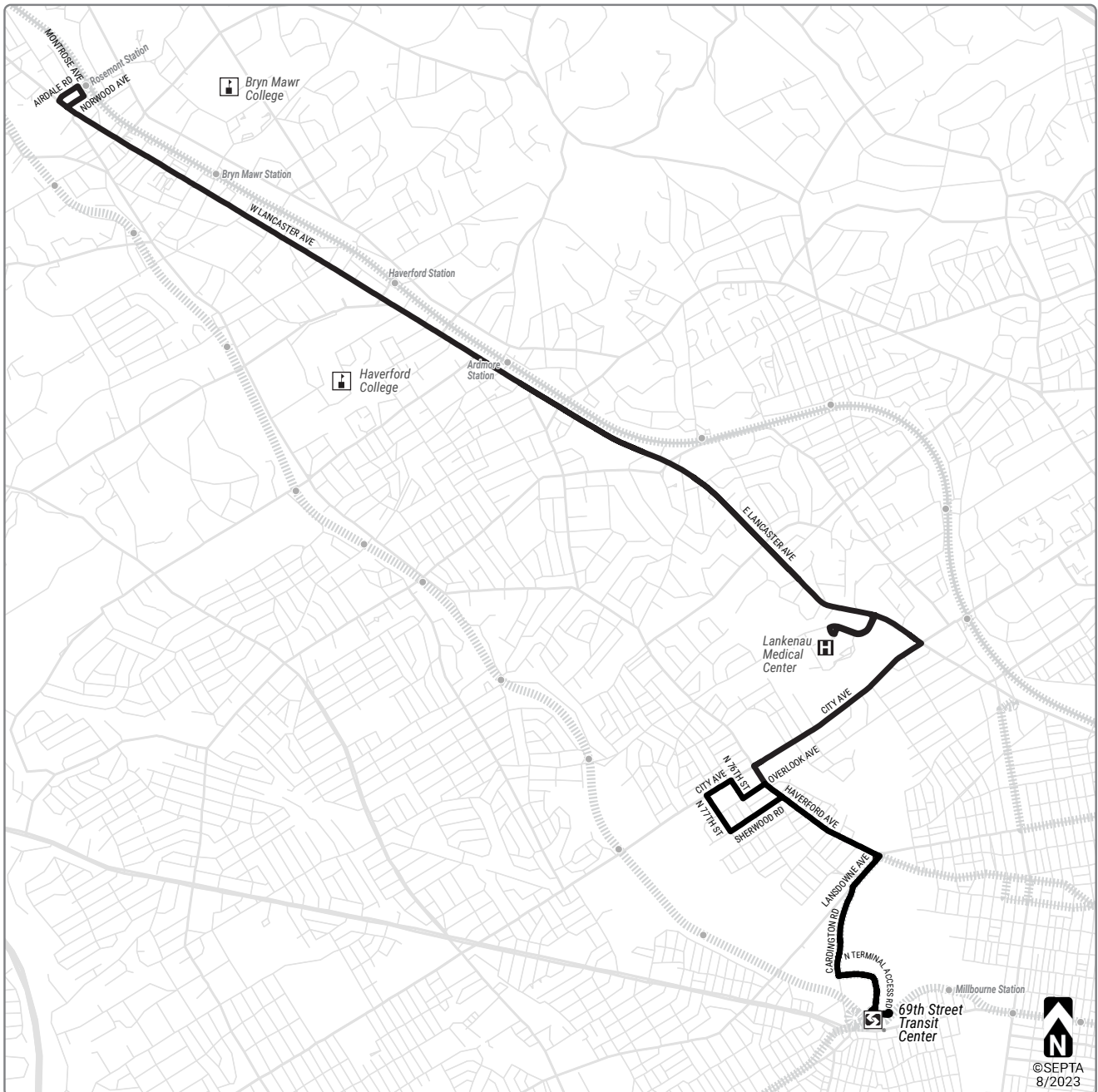
Final Recommendation:

SEPTA recommends that Route 103 be discontinued. Route 115 will provide service between Ardmore, Darby, and Philadelphia International Airport. Route 105 will provide service between Ardmore and 69th Street Transportation Center. Service through Overbrook Park will be provided by Routes 31, 105, and 126.

Route 105

Fall 2023 Proposal:

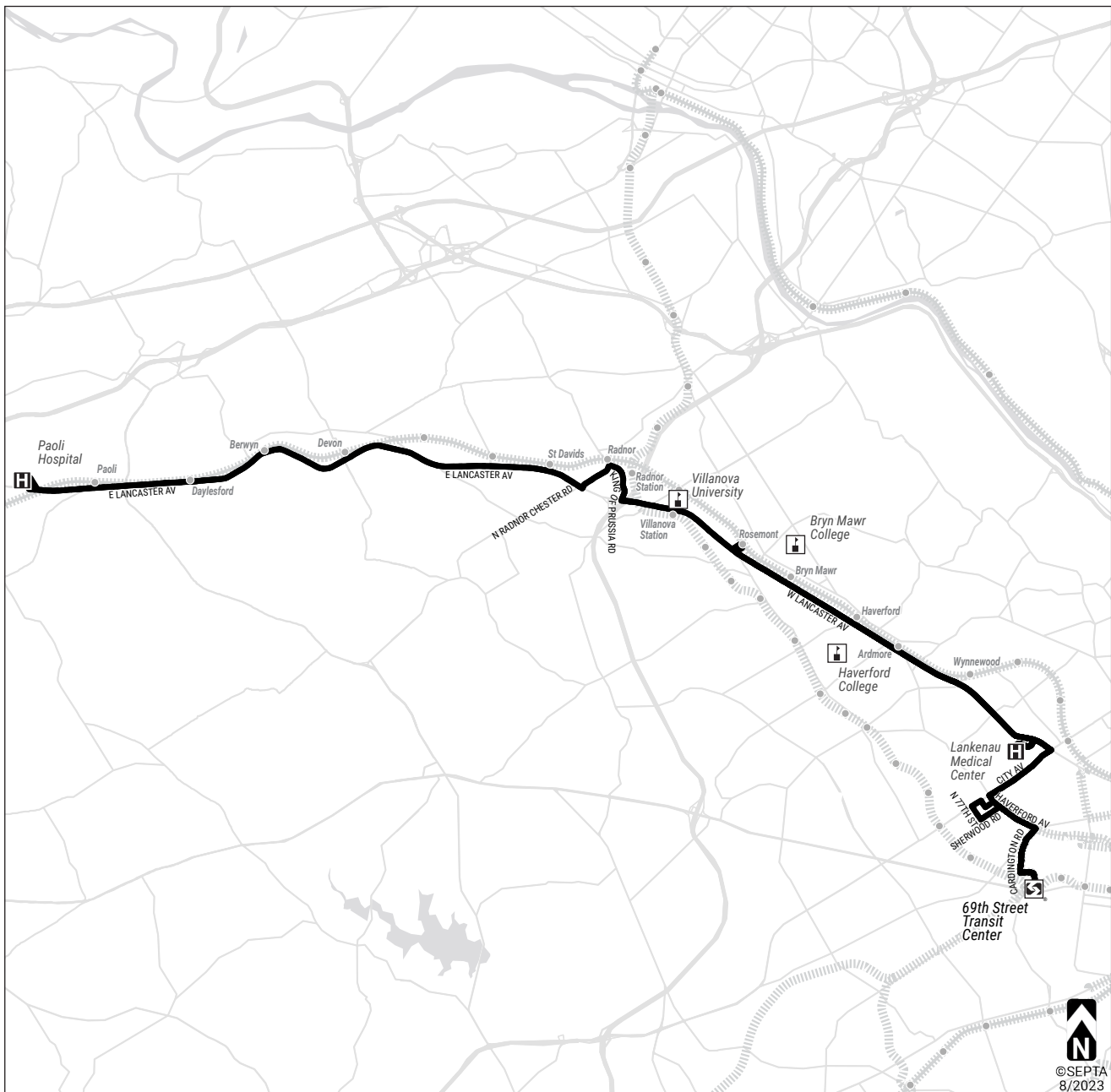
SEPTA proposed Route 105 to operate two service patterns between Rosemont and 69th St Transit Center.



Route 105

Final Recommendation:

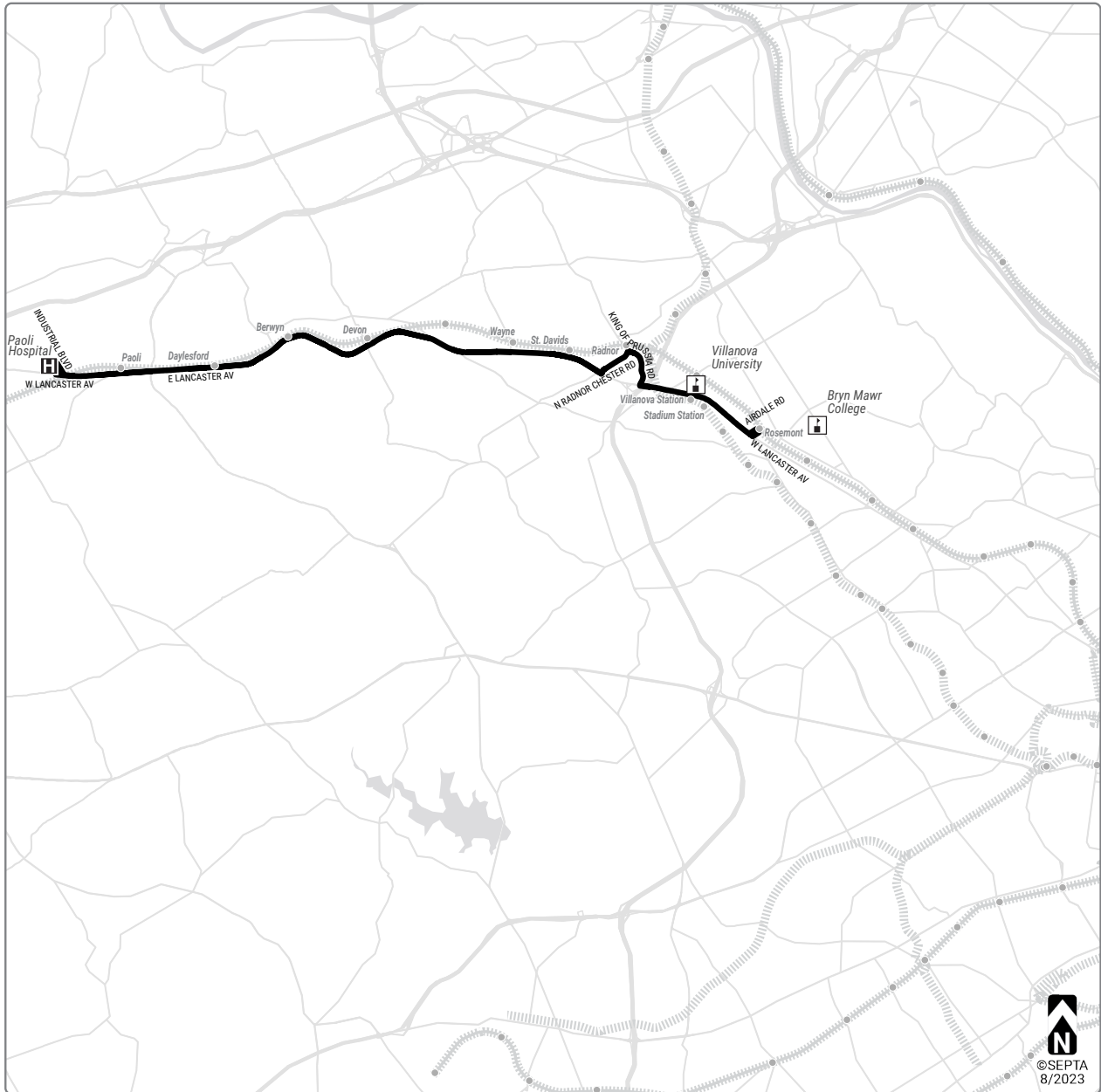
SEPTA recommends Routes 105 and 106 be consolidated into one route operating along Lancaster Avenue, with three service patterns. One would operate between City Avenue and 69th Street Transit Center every 15 minutes, another would operate between 69th St Transit Center and Rosemont every 30 minutes and a final one would operate between Paoli Hospital and 69th St Transit Center every hour. This will allow for flexibility to serve key destinations along the corridor.



Route 106

Fall 2023 Proposal:

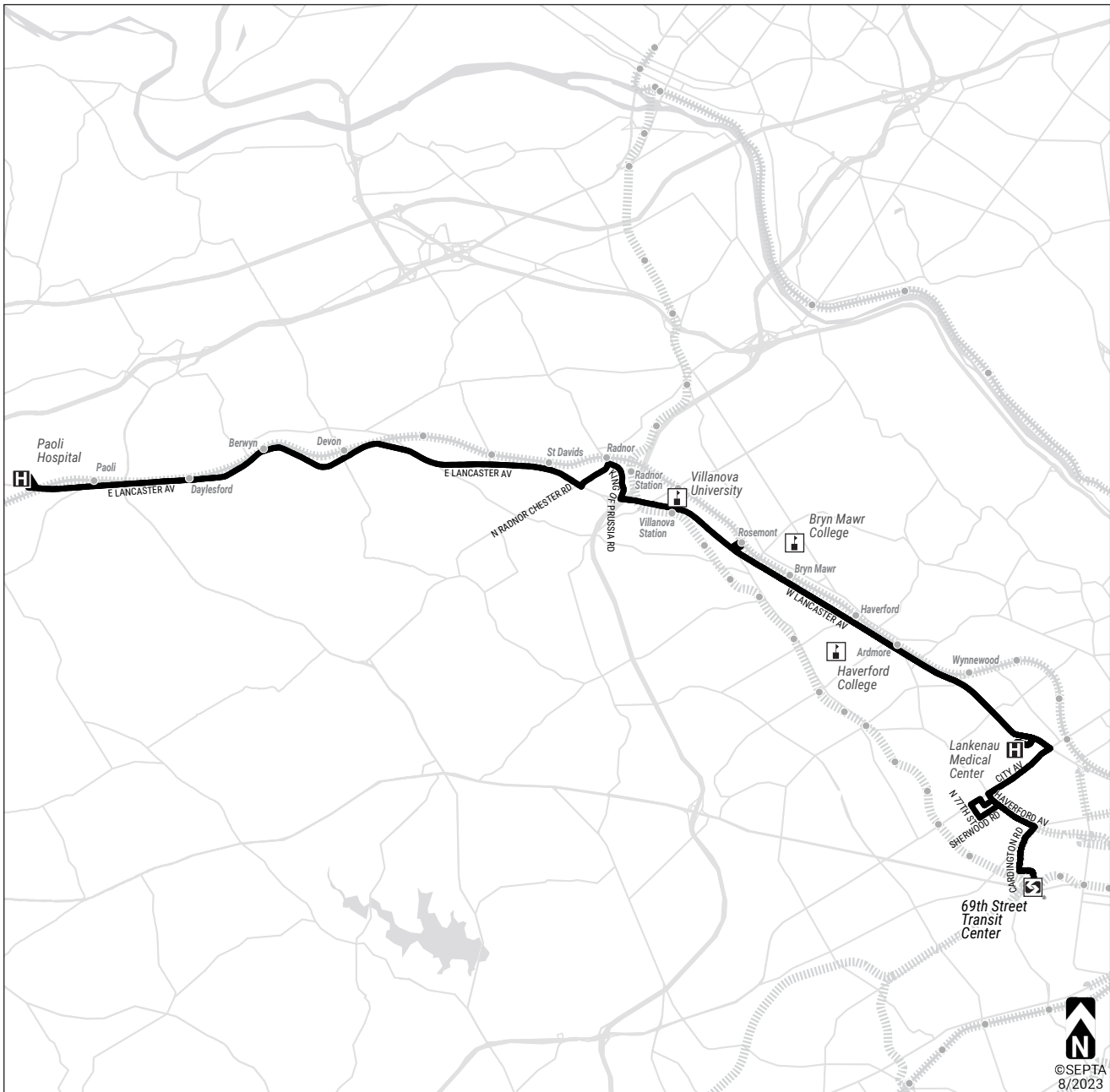
SEPTA proposed that Route 106 operate between Rosemont and Paoli Hospital, with service east of Rosemont along Lancaster Avenue and Argyle Road discontinued.



Route 106

Final Recommendation:

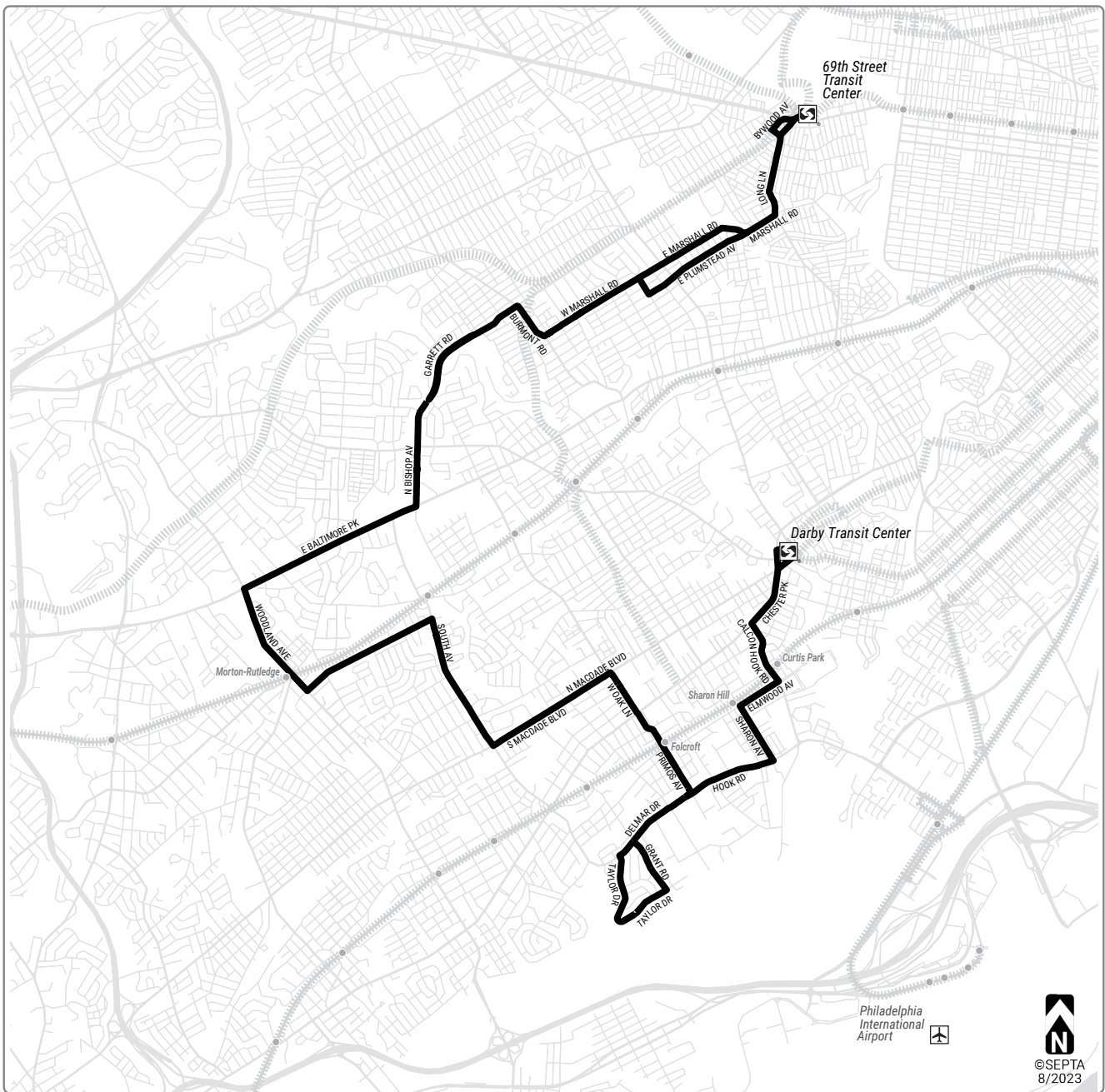
SEPTA recommends Routes 105 and 106 be consolidated into one route operating along Lancaster Avenue, with three service patterns. One would operate between City Avenue and 69th Street Transit Center every 15 minutes, another would operate between 69th St Transit Center and Rosemont every 30 minutes and a final one would operate between Paoli Hospital and 69th St Transit Center every hour. This will allow for flexibility to serve key destinations along the corridor.



Route 107

Final Recommendation:

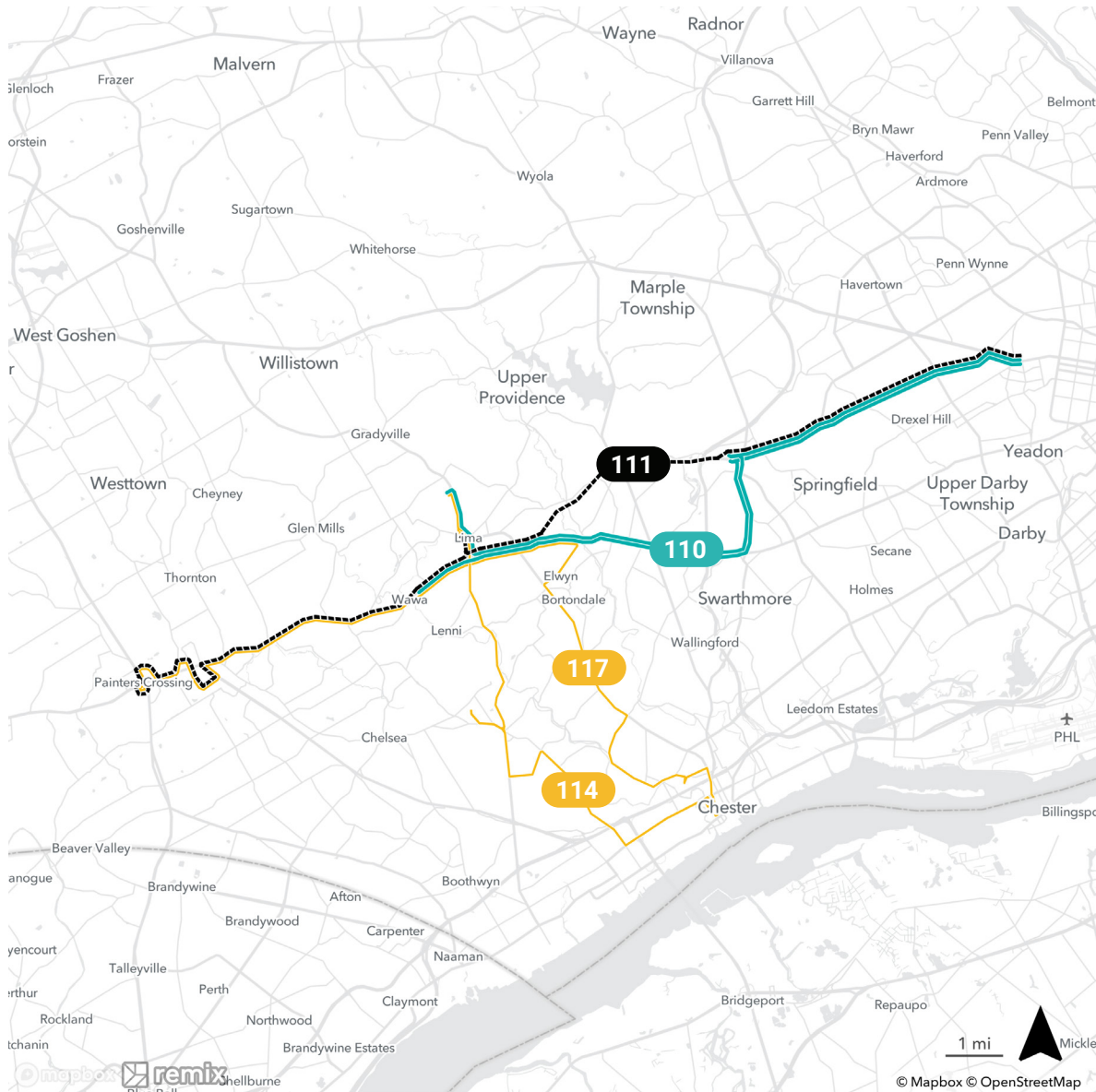
SEPTA recommends adoption of a modified version of Route 107, providing service between Darby and 69th Street Transportation Center via Morton. A connection to Philadelphia International Airport will be maintained on Route 115.



Route 111

Fall 2023 Proposal:

SEPTA proposed Route 111 be discontinued due to redundancy with other routes and low ridership. Segments currently served by Route 111 will be served by Routes 110, 114, and 117.



Final Recommendation

SEPTA recommends that Route 111 be discontinued. Three routes will now provide service on Baltimore Pike providing frequency that better matches demand. Route 109 will provide service between 69th Street and Springfield Mall via Baltimore Pike. Route 110 will provide service between 69th Street and PSU Brandywine via Baltimore Pike west of Springfield Mall and east of Riddle Hospital and Route 117 will provide service on Baltimore Pike between Elwyn Road and Painters Crossing.

Route 116

Fall 2023 Proposal:

SEPTA proposed Route 116 to operate two service patterns. There would be a 30 minute service pattern between Darby Transit Center and Chester and hourly service from Darby Transit Center to Claymont, Delaware.

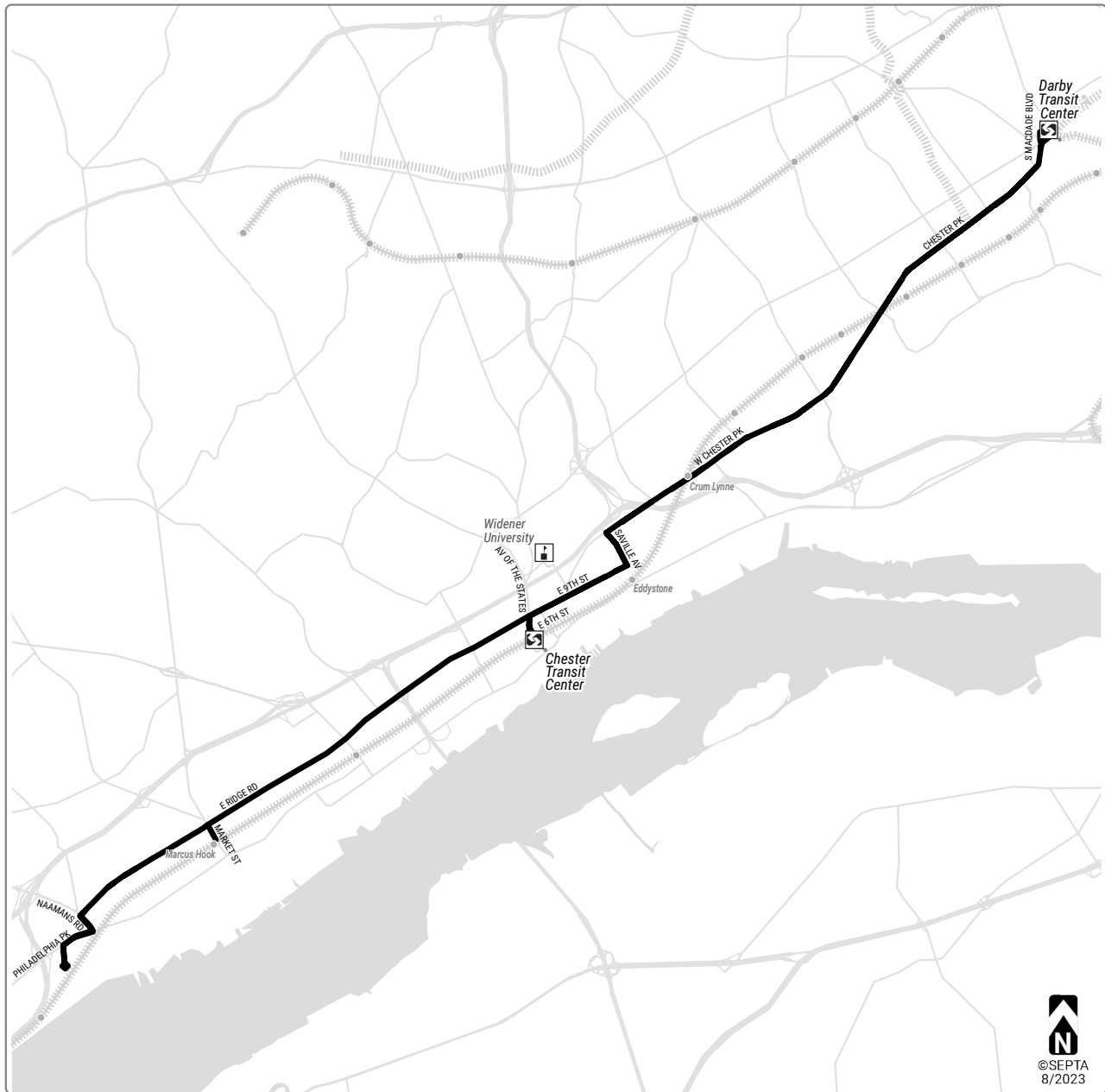
Customers expressed concern over the lack of a more frequent crosstown service through Chester.



Route 116

Final Recommendation:

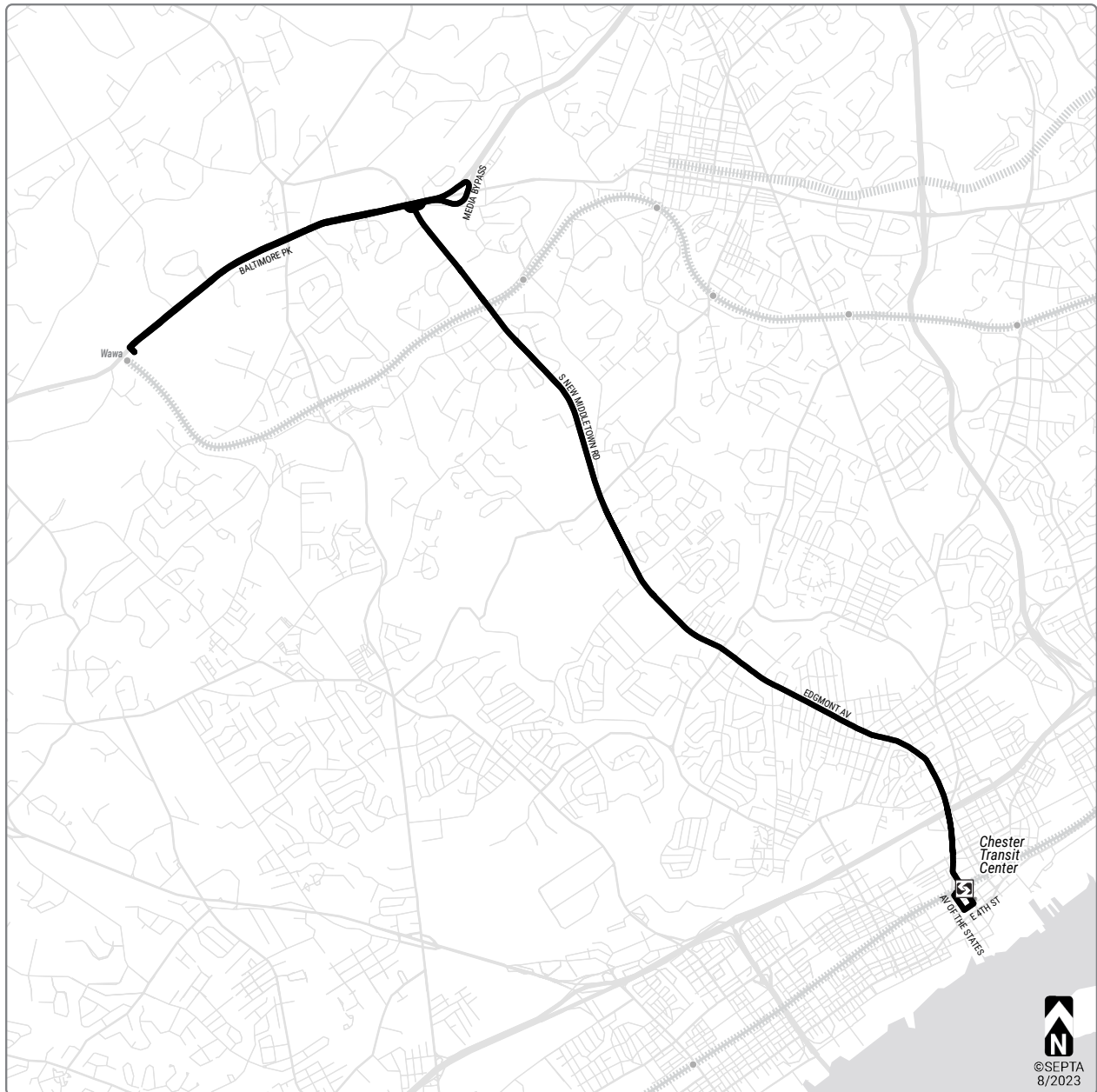
SEPTA recommends the 30 minute service on Route 116 operate between Darby and Marcus Hook with every other trip continuing to Claymont, Delaware. This will improve service levels for Chester City residents, west of the Transit Center.



Route 117

Fall 2023 Proposal:

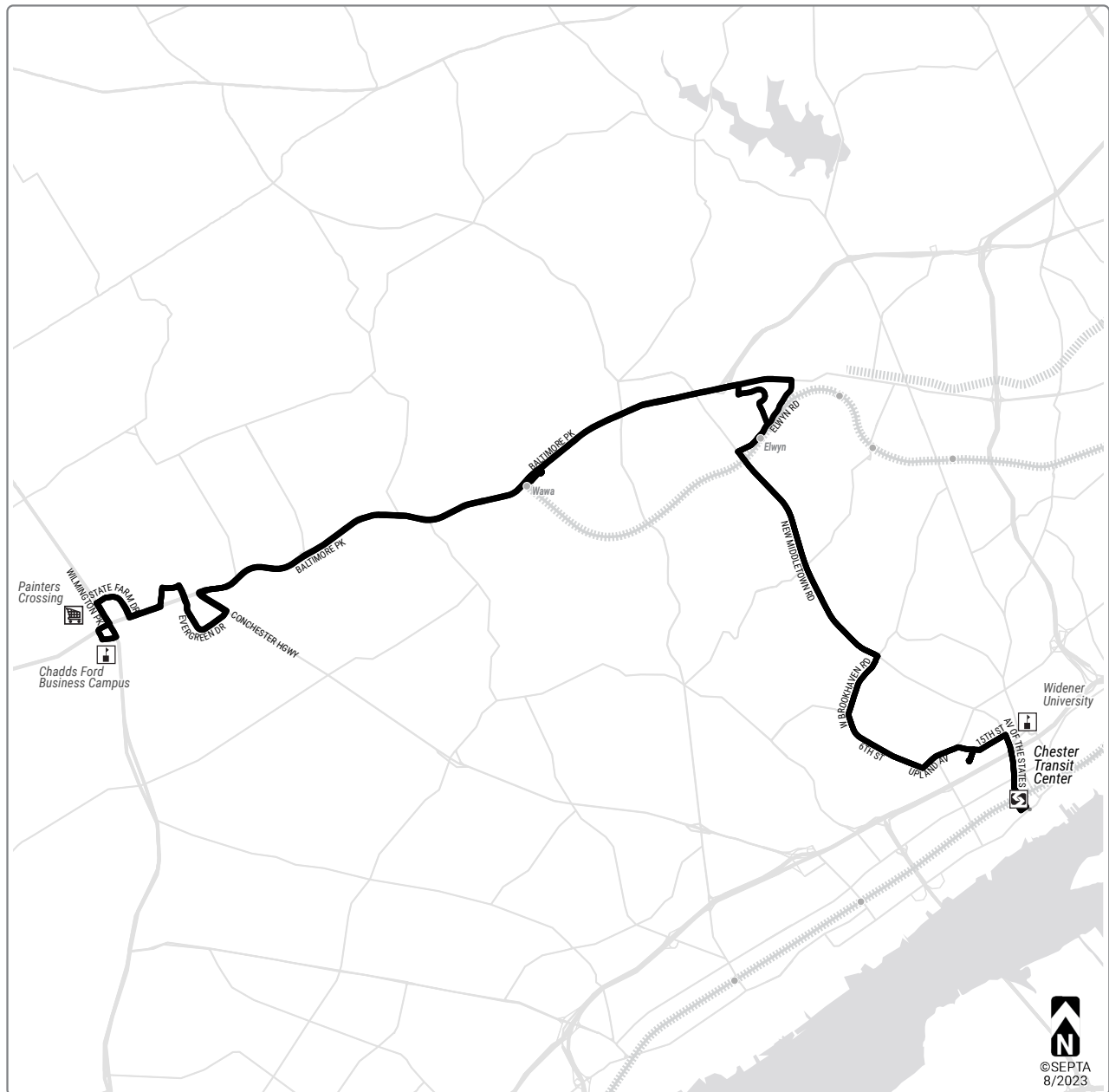
SEPTA proposed Route 117 provide service from Chester City to Wawa Station via New Middletown Road and Baltimore Pike. SEPTA customers expressed concern over the lack of access to Elwyn Station and to Elwyn School for job access.



Route 117

Final Recommendation:

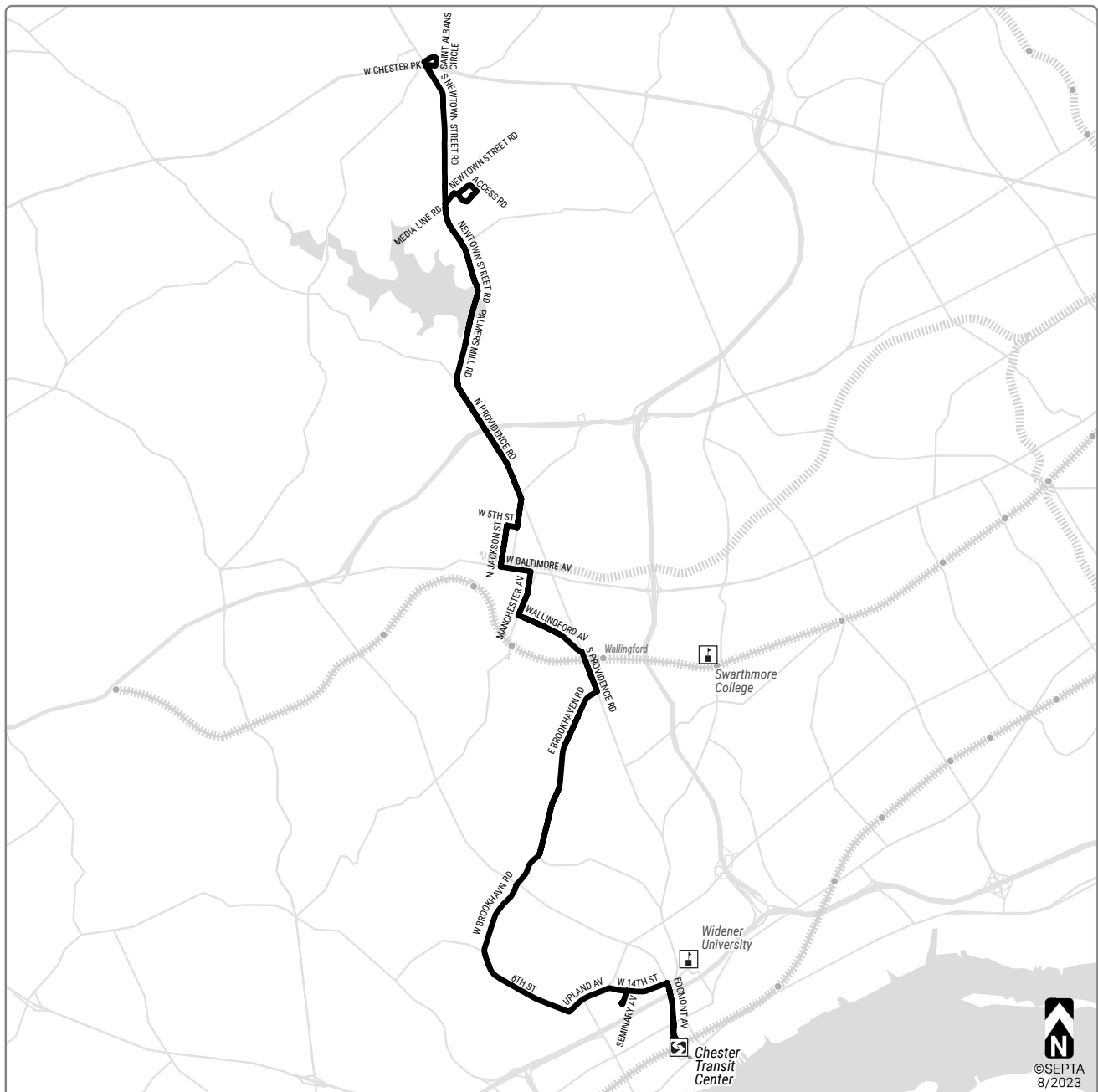
SEPTA recommends Route 117 deviate off New Middletown Road to Elwyn Station and then to Elwyn School to serve those destinations and provide more service to Baltimore Pike east of New Middletown Road. When Elwyn School is not open, the route will travel up Elwyn Road to Baltimore Pike before heading west towards Wawa Station and then onto Painters Crossing.



Route 118

Fall 2023 Proposal:

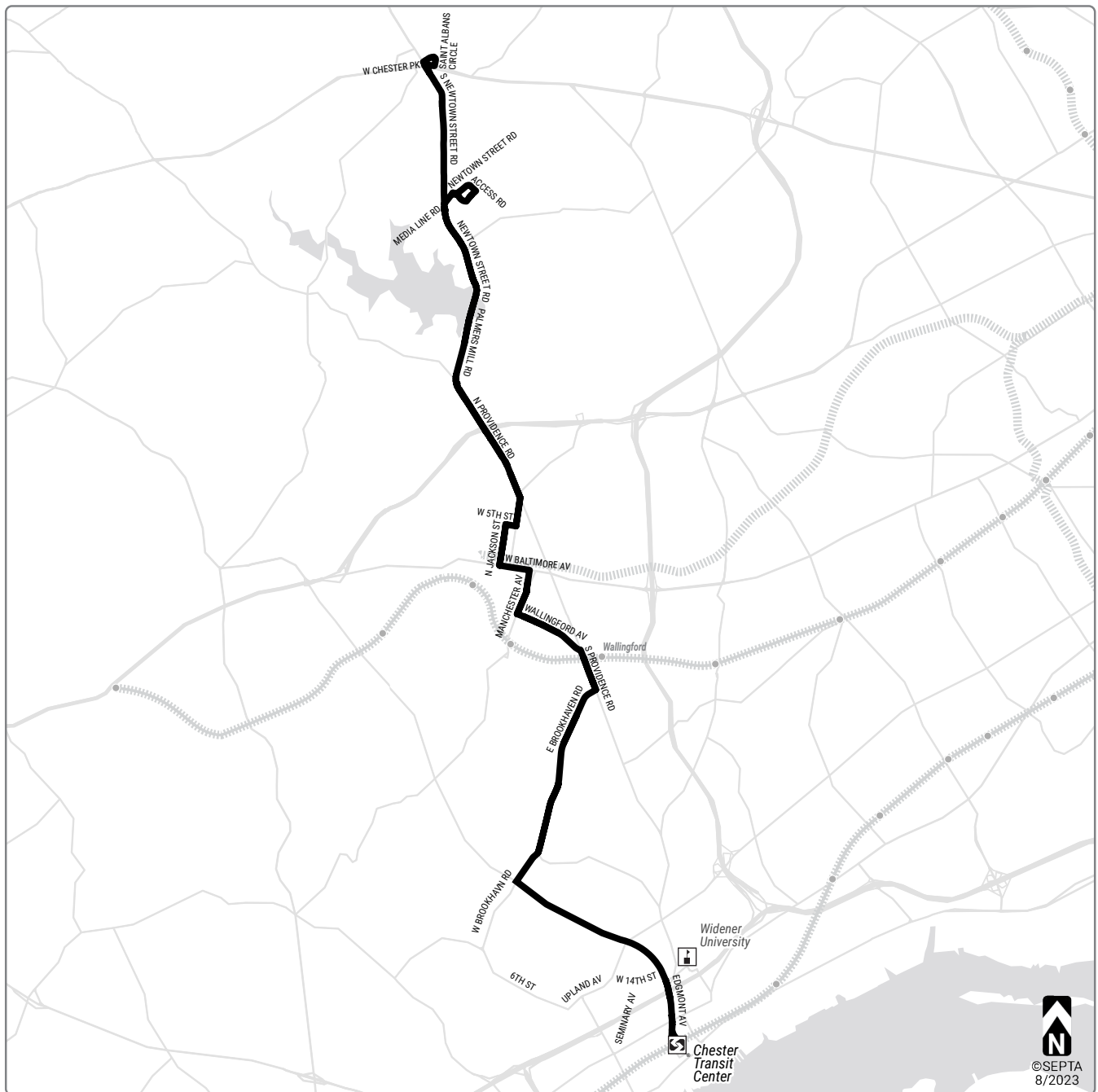
SEPTA proposed to realign Route 118 to provide service from Chester to Newtown Square via Media and Delaware County Community College. Parkside neighborhood was served with Route 118 instead of Route 117. SEPTA evaluated ridership along Route 118 and found substantial ridership from residential areas in Parkside neighborhood would have to transfer to access Baltimore Pike destinations west of Media, including Fair Acres and Penn State Brandywine.



Route 118

Final Recommendation:

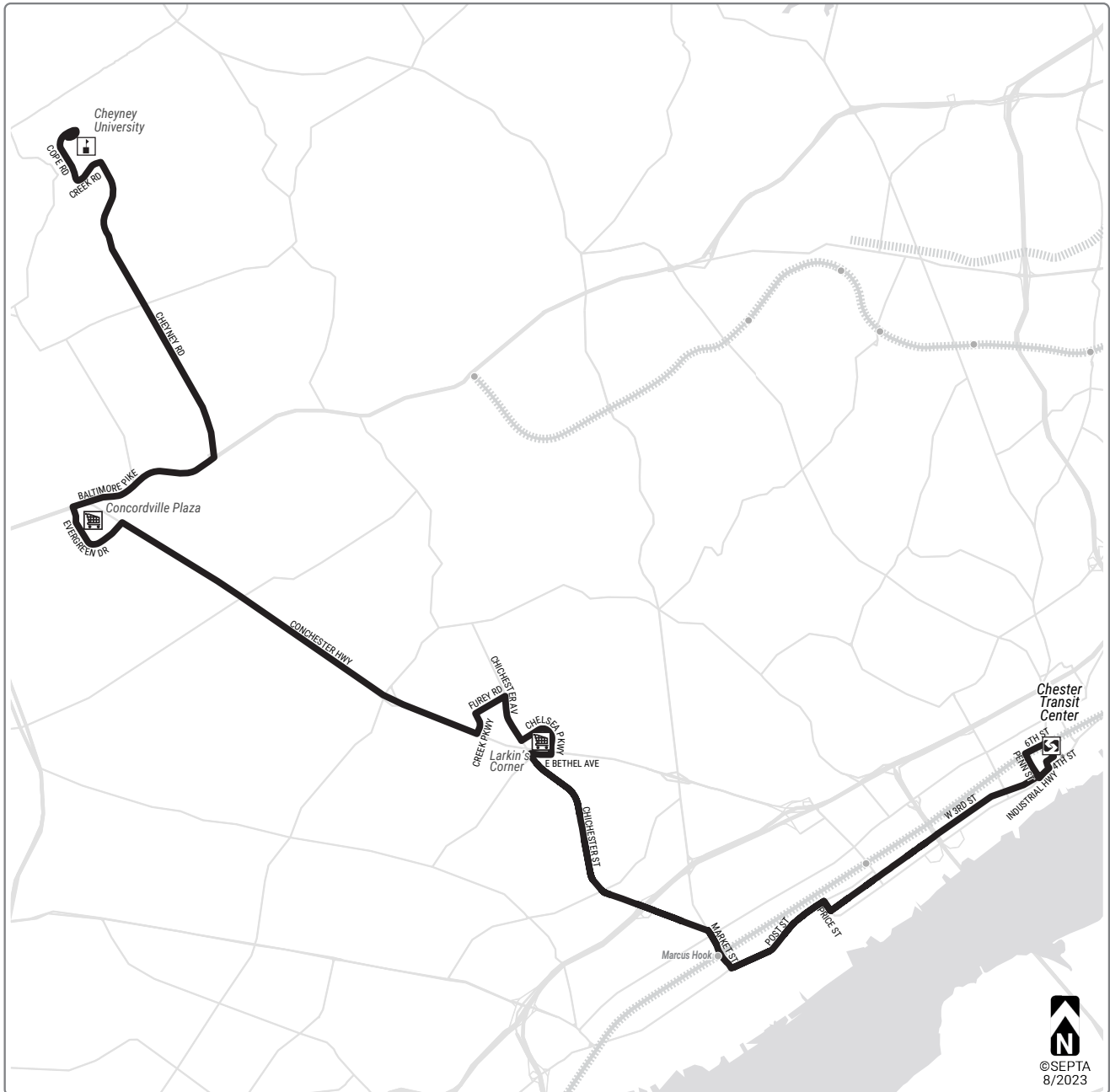
SEPTA recommends Route 118 serve Brookhaven via Edgmont Avenue instead of Upland Avenue., 6th Street, and Brookhaven west of Edgmont. The Parkside neighborhood will be served by Route 117.



Route 119

Final Recommendation:

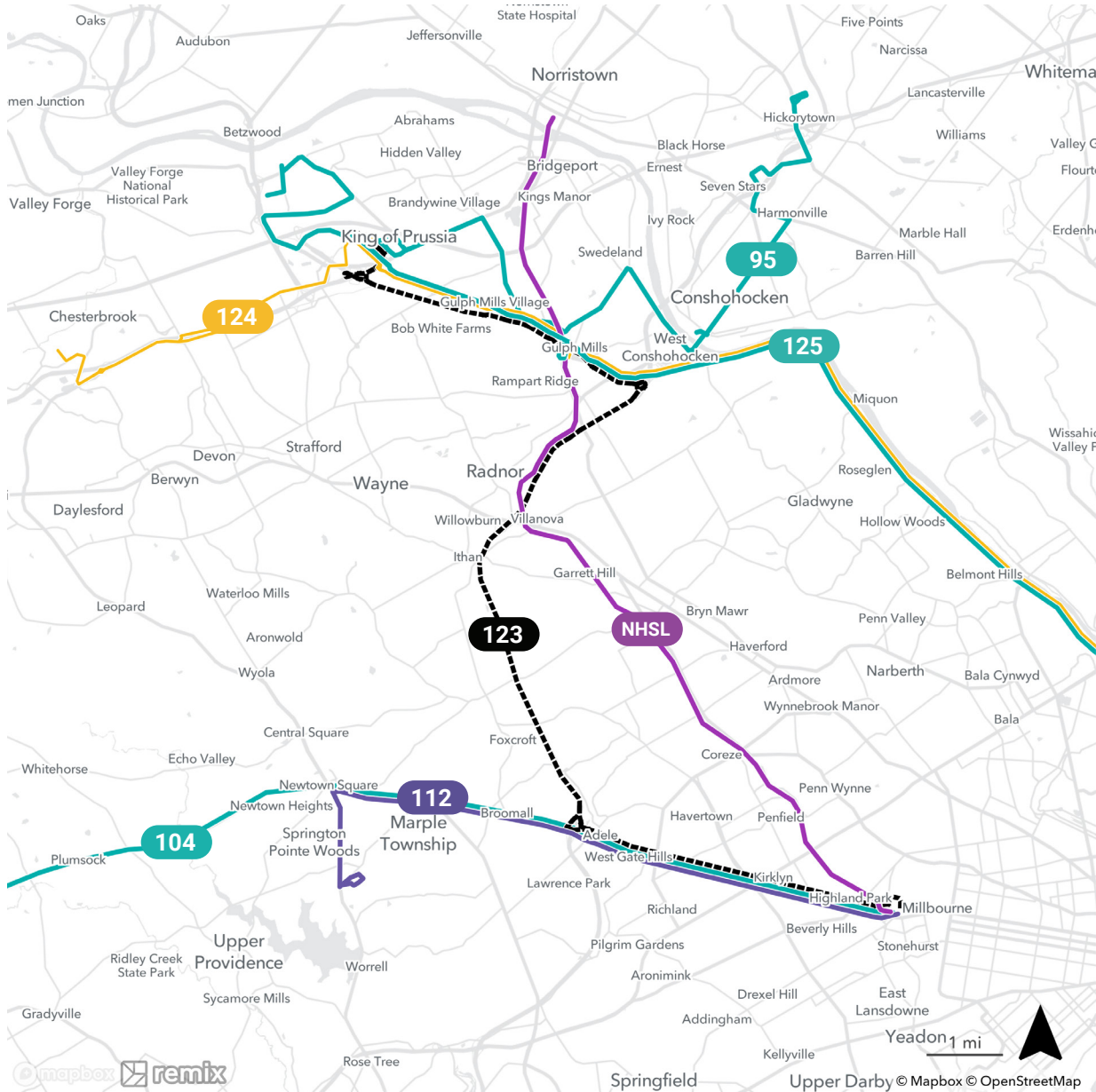
SEPTA recommends operating Route 119 from Chester and Cheyney University via Larkins Corner and Concordville. The on-demand zone proposed in Fall 2023 will not operate.



Route 123

Fall 2023 Proposal:

SEPTA proposed Route 123 be discontinued due to low ridership. Passengers will still be able to get to King of Prussia from 69th Street Transit Center by taking the NHSL and transferring to the Route 95, Route 124, or Route 125 at Gulph Mills.



Final Recommendation:

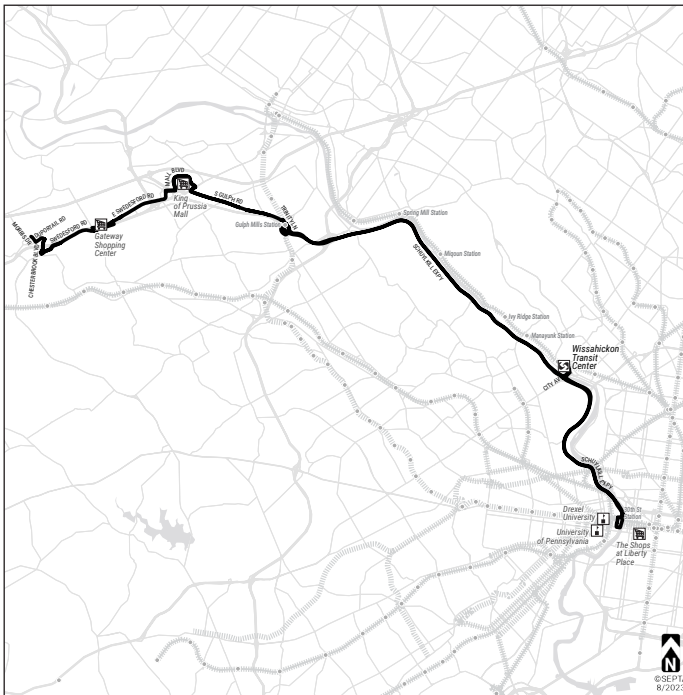
SEPTA recommends the discontinuation of Route 123 due to low ridership and the presence of alternative options.

Route 124 & Route 125

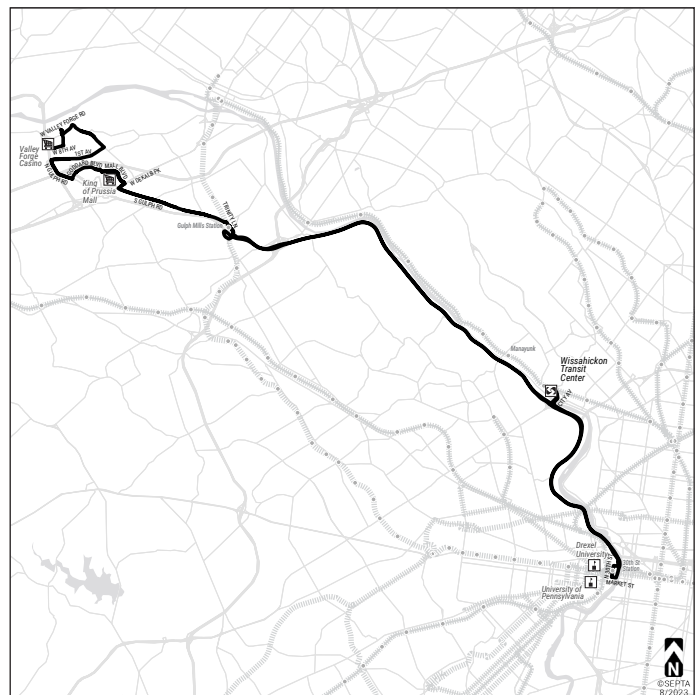
Fall 2023 Proposal:

SEPTA proposed Route 124 and Route 125 operate between 30th Street Station and King of Prussia/Chesterbrook. Customers expressed concern over the lack of service in Center City.

Route 124



Route 125



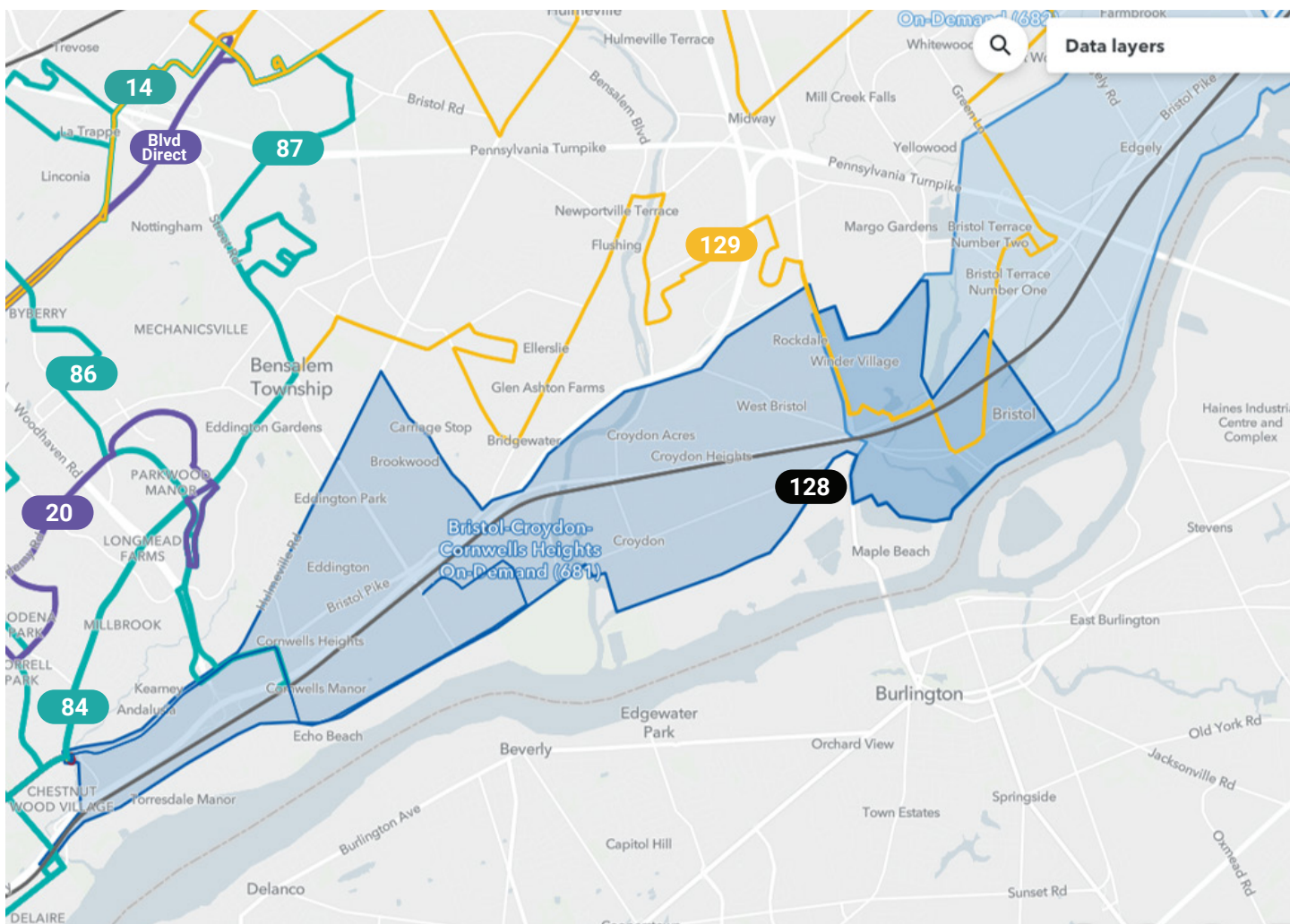
Final Recommendation:

SEPTA recommends Route 124 and 125 operate between 30th Street Station and King of Prussia/Chesterbrook to improve reliability and to avoid Center City traffic while still providing strong connections at 30th Street Station. This will also allow for more consistent weekday and weekend service along both routes

Route 128

Fall 2023 Proposal:

SEPTA proposed Route 128 be discontinued due to low ridership. Service along Street Road will be served by Route 87. The rest of Route 128 would be replaced with on-demand service.



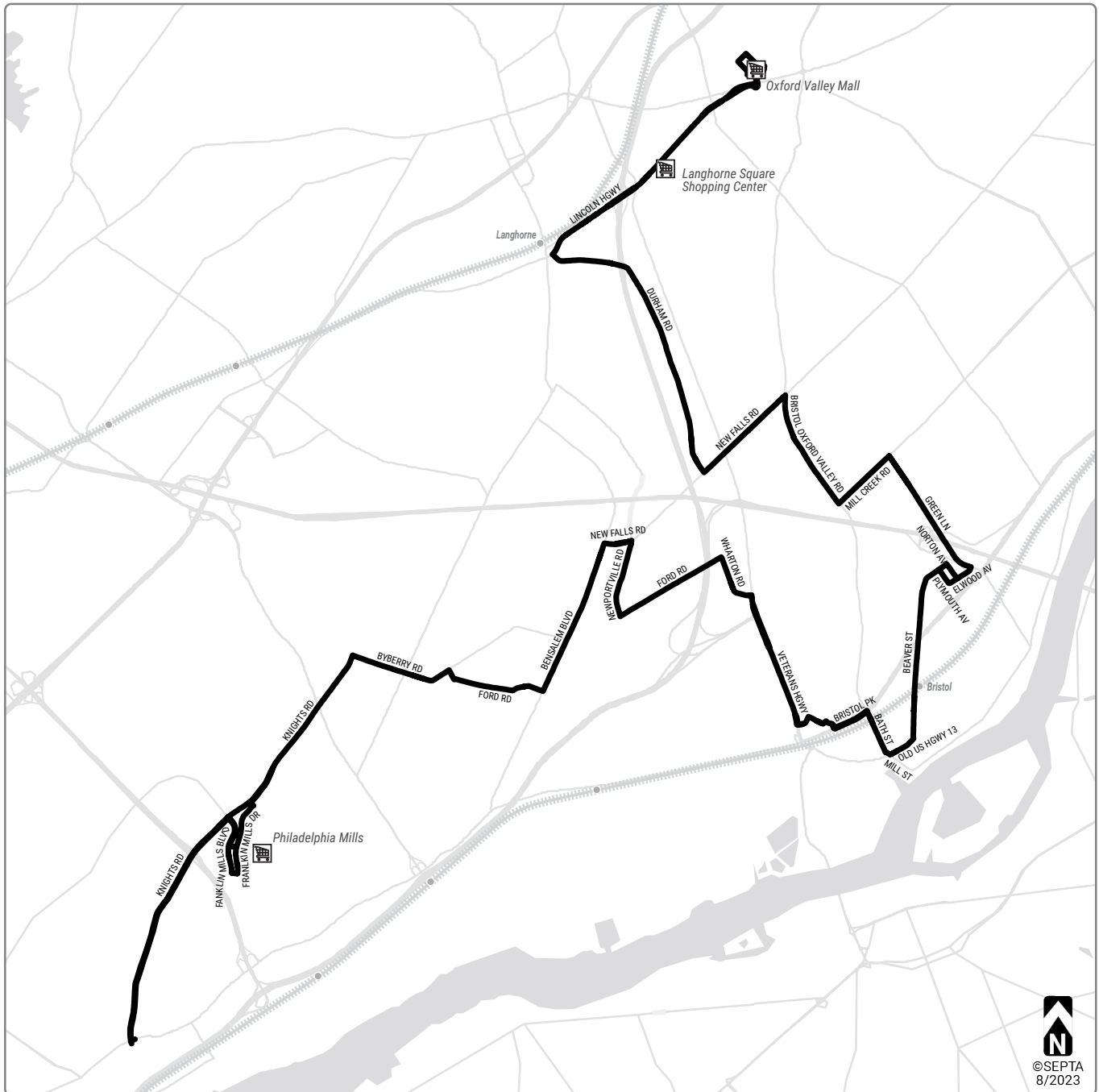
Final Recommendation:

SEPTA recommends that Route 128 be discontinued. Customers will continue to have transit service via Routes 87 and 129 and the two on-demand zones in Bucks County.

Route 129

Fall 2023 Proposal:

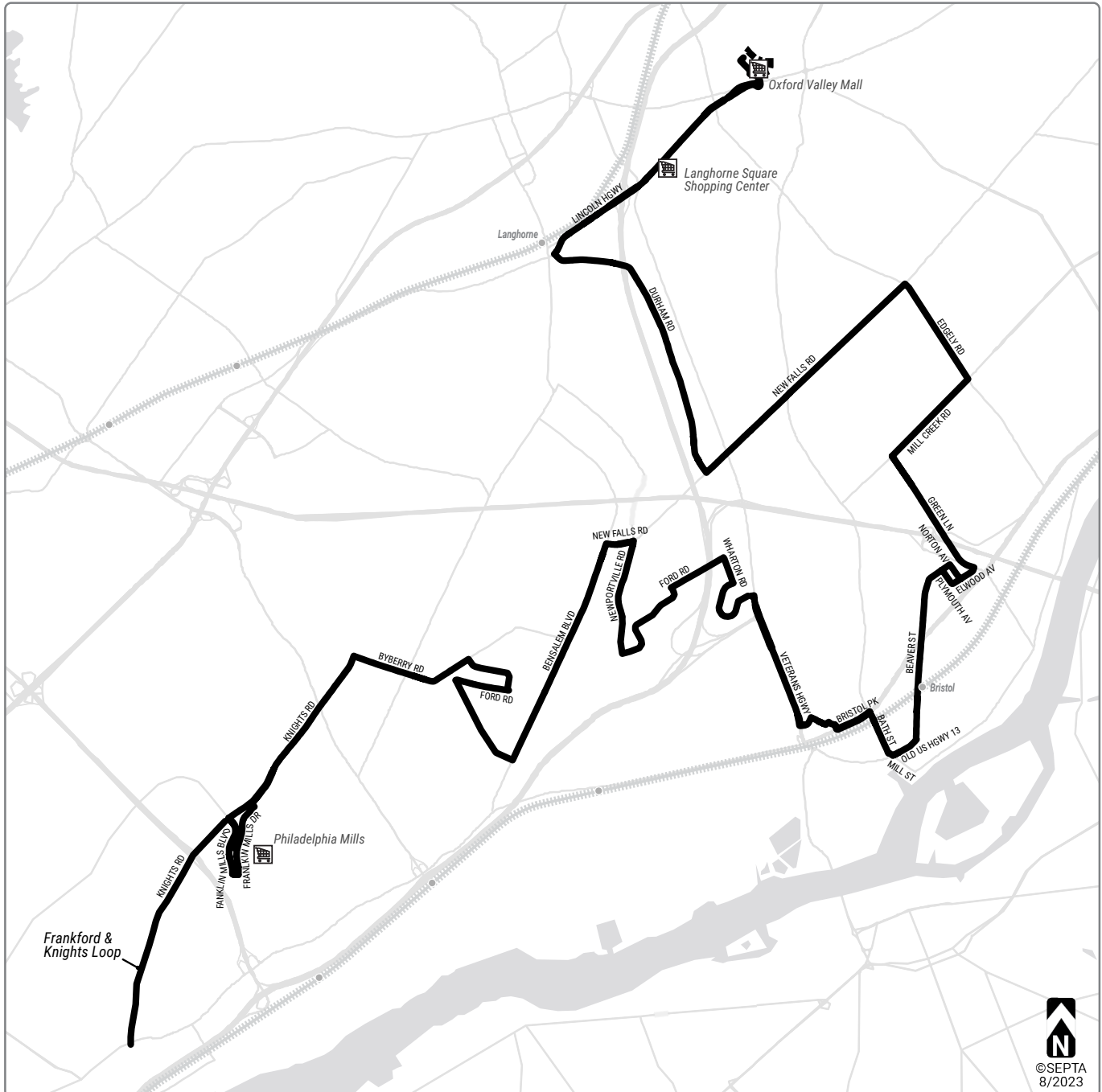
SEPTA proposed Route 129 be realigned to operate on Knights Road instead of Bristol Pike. Service patterns into Bridgewater Industrial Park and Keystone Industrial Park were eliminated from the fixed route alignment and were instead to be served by on-demand service.



Route 129

Final Recommendation:

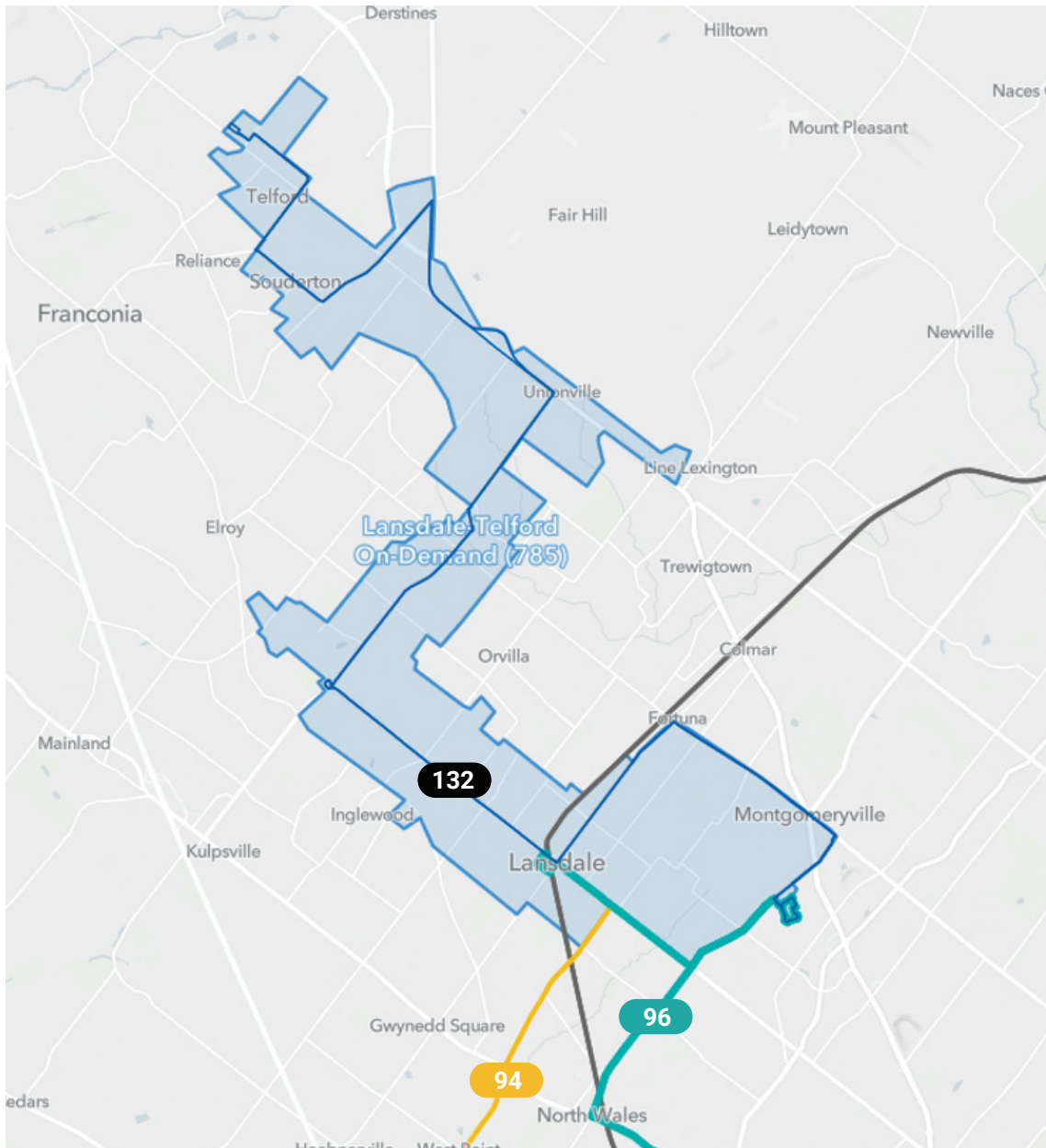
SEPTA recommends adopting a modified version of Route 129 that returns service to some of the industrial parks in the area. The alignment was adjusted to serve a new county government center near Edgely Road and New Falls Road. Because of this alignment update, SEPTA adjusted the on-demand zone to improve service reliability.



Route 132

Fall 2023 Proposal:

SEPTA proposed Route 132 be discontinued due to low ridership, limited span of service, and limited weekend service. The route is proposed to be replaced with an on-demand zone with connections to Routes 94 and 96 at Montgomery Mall and Lansdale.



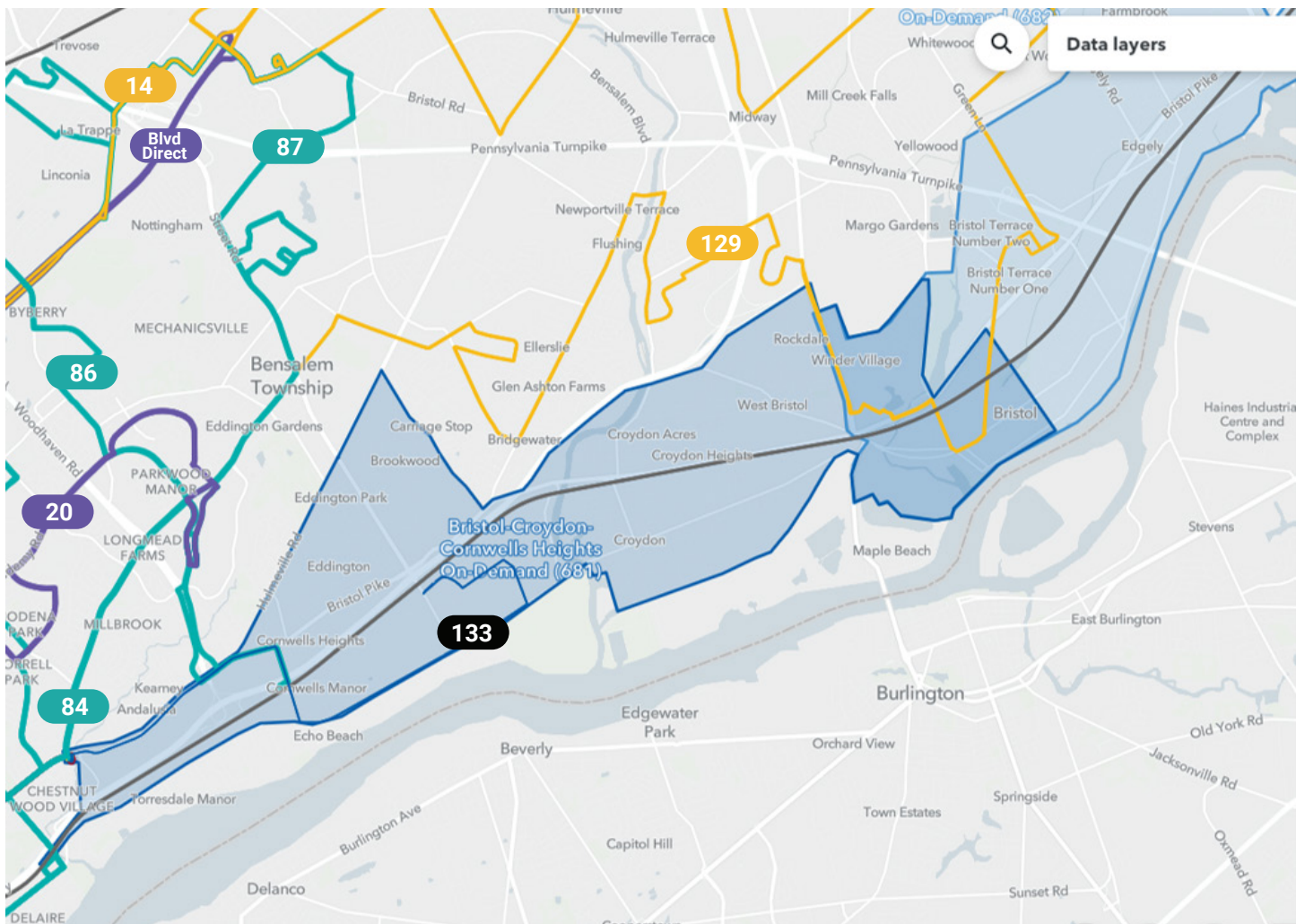
Final Recommendation:

SEPTA recommends that Route 132 be discontinued and replaced with on-demand service. This will provide a more frequent service seven days per week within the zone.

Route 133

Fall 2023 Proposal:

SEPTA proposed Route 133 be discontinued due to low ridership and limited service. Riders will be able to use the Bristol-Croydon-Cornwells Heights on-demand service for local trips and connections to City Line Loop.



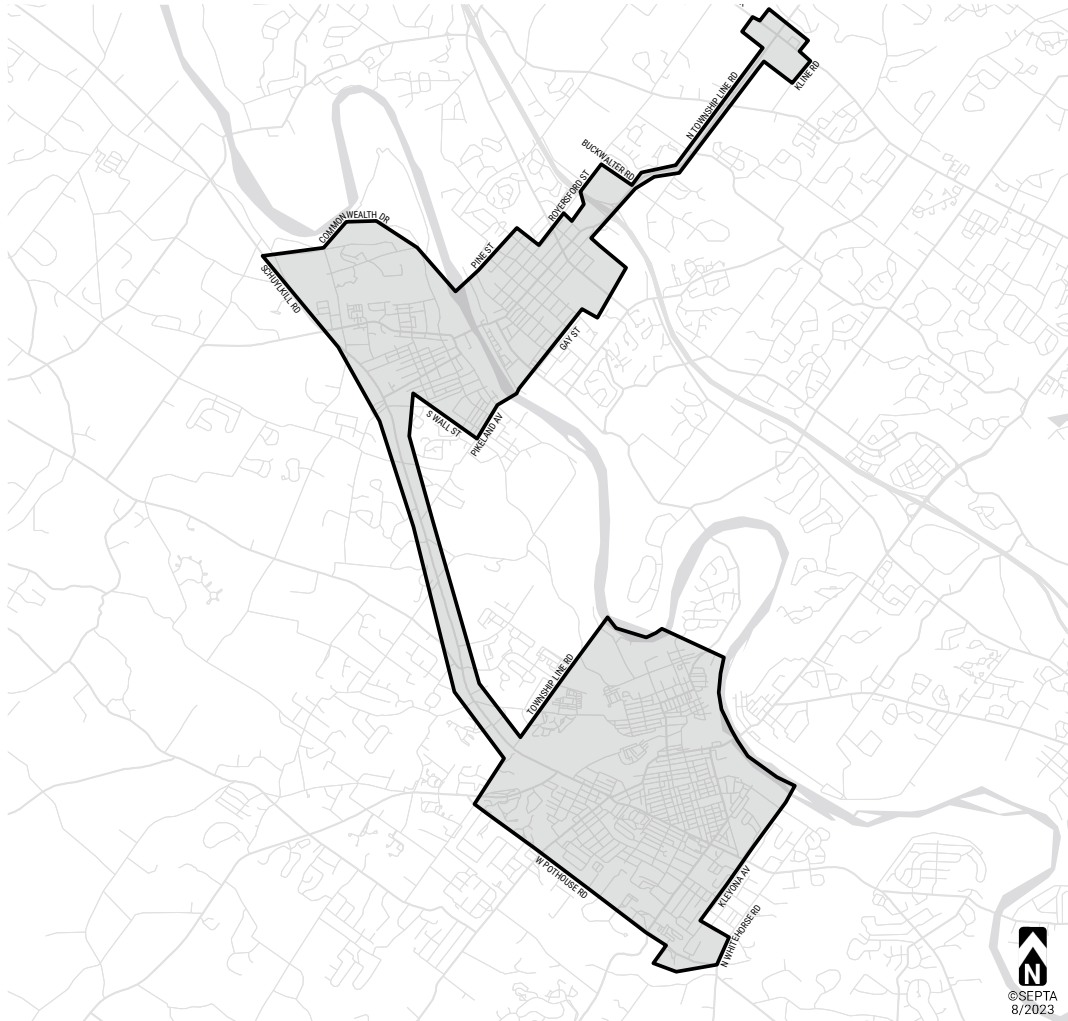
Final Recommendation:

SEPTA recommends that Route 133 be discontinued and replaced with on-demand service. This will provide a more frequent service within the zone.

Route 139/Phoenixville On-Demand Zone

Fall 2023 Proposal:

SEPTA proposed Route 139 be discontinued. An on-demand zone was proposed to operate between Phoenixville and Limerick.



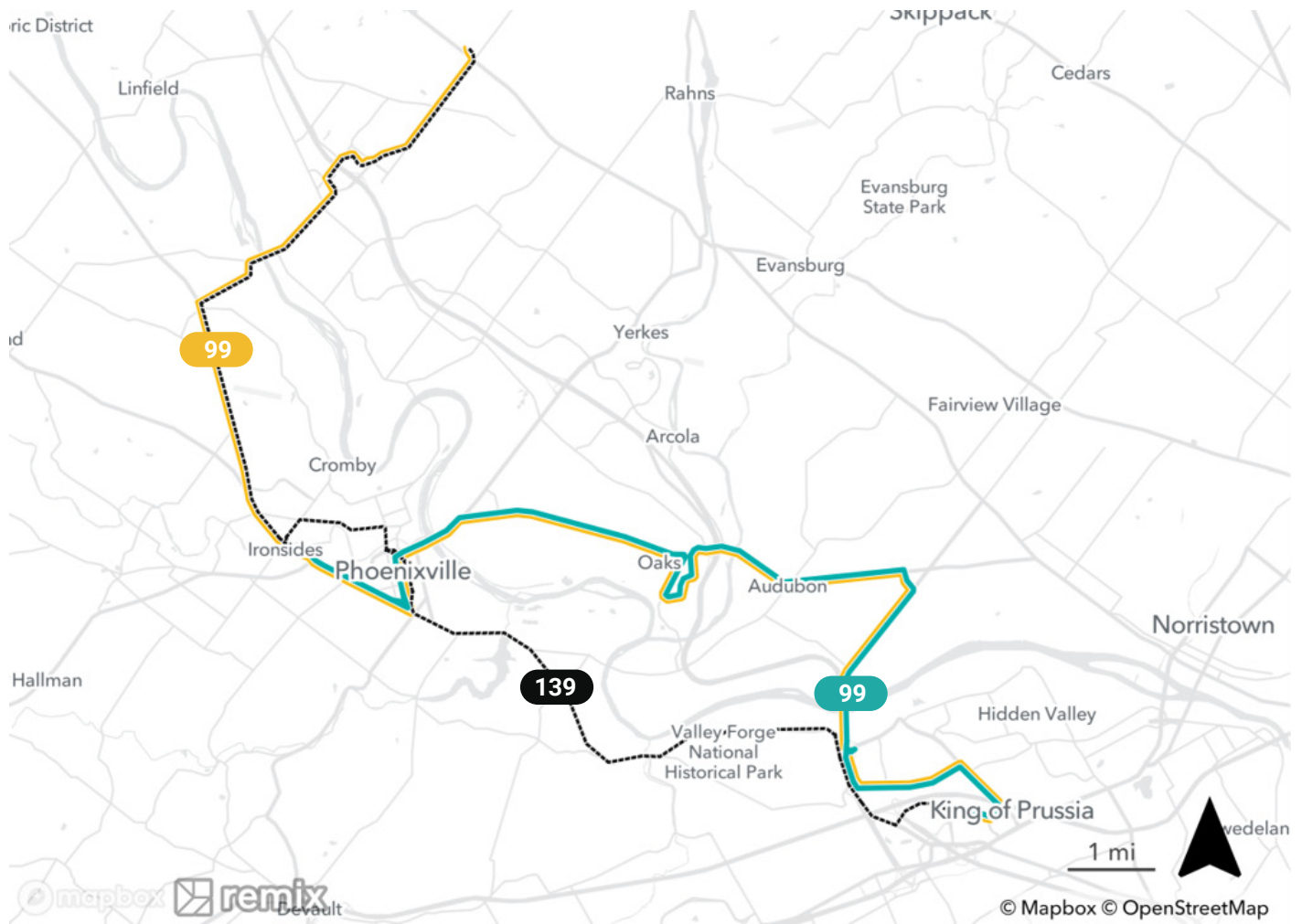
Final Recommendation:

SEPTA recommends that Route 139 be discontinued. Route 99 will provide service between Phoenixville and Limerick and ensure the connection to the King of Prussia Mall. The on-demand zone proposed in Fall of 2023 will not operate.

Route 139/Phoenixville On-Demand Zone

Final Recommendation:

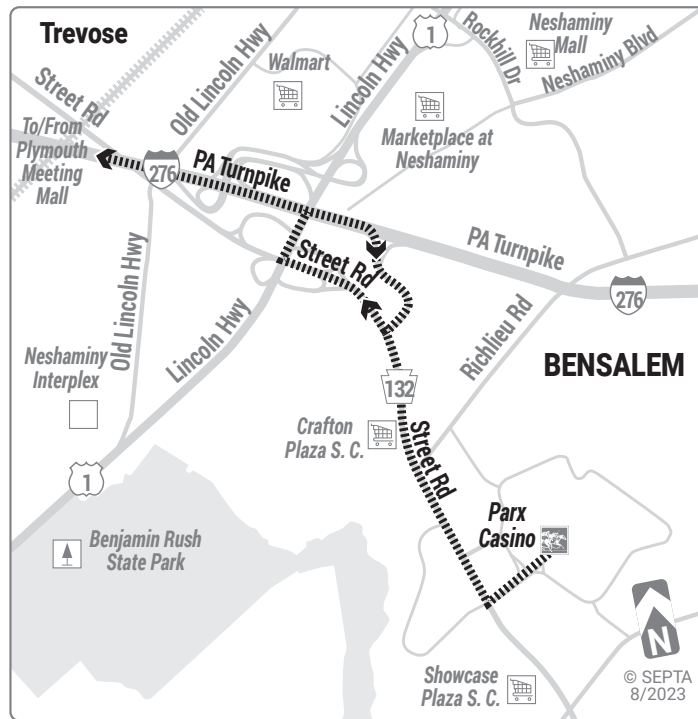
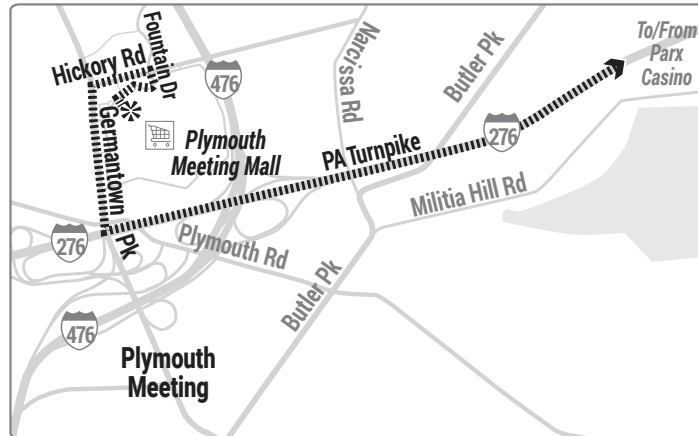
SEPTA recommends that Route 139 be discontinued. Route 99 will provide service between Phoenixville and Limerick and ensure the connection to the King of Prussia Mall. The on-demand zone proposed in Fall of 2023 will not operate.



Route 150

Fall 2023 Proposal:

SEPTA proposed Route 150 be discontinued. This route is an infrequent route that operates between Parx Casino and Plymouth Meeting Mall. Parx Casino will be served by Route 87, a more regular route with everyday service.



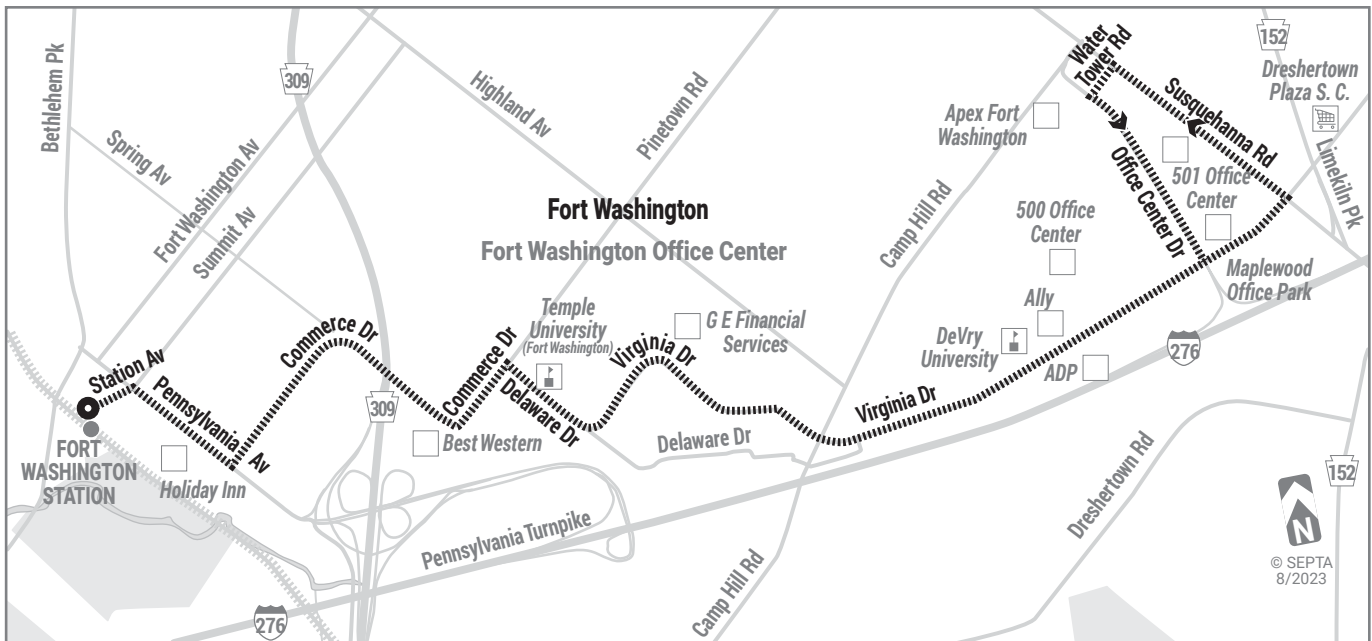
Final Recommendation:

SEPTA recommends that Route 150 be discontinued due to low ridership.

Route 201

Fall 2023 Proposal:

SEPTA proposed Route 201 be discontinued. This route is a reverse commute shuttle designed to serve Fort Washington Office Park. This route has low ridership due to tenant turn-over in the office work, increased rates of remote work, and employer-sponsored private shuttles that compete with Route 201.



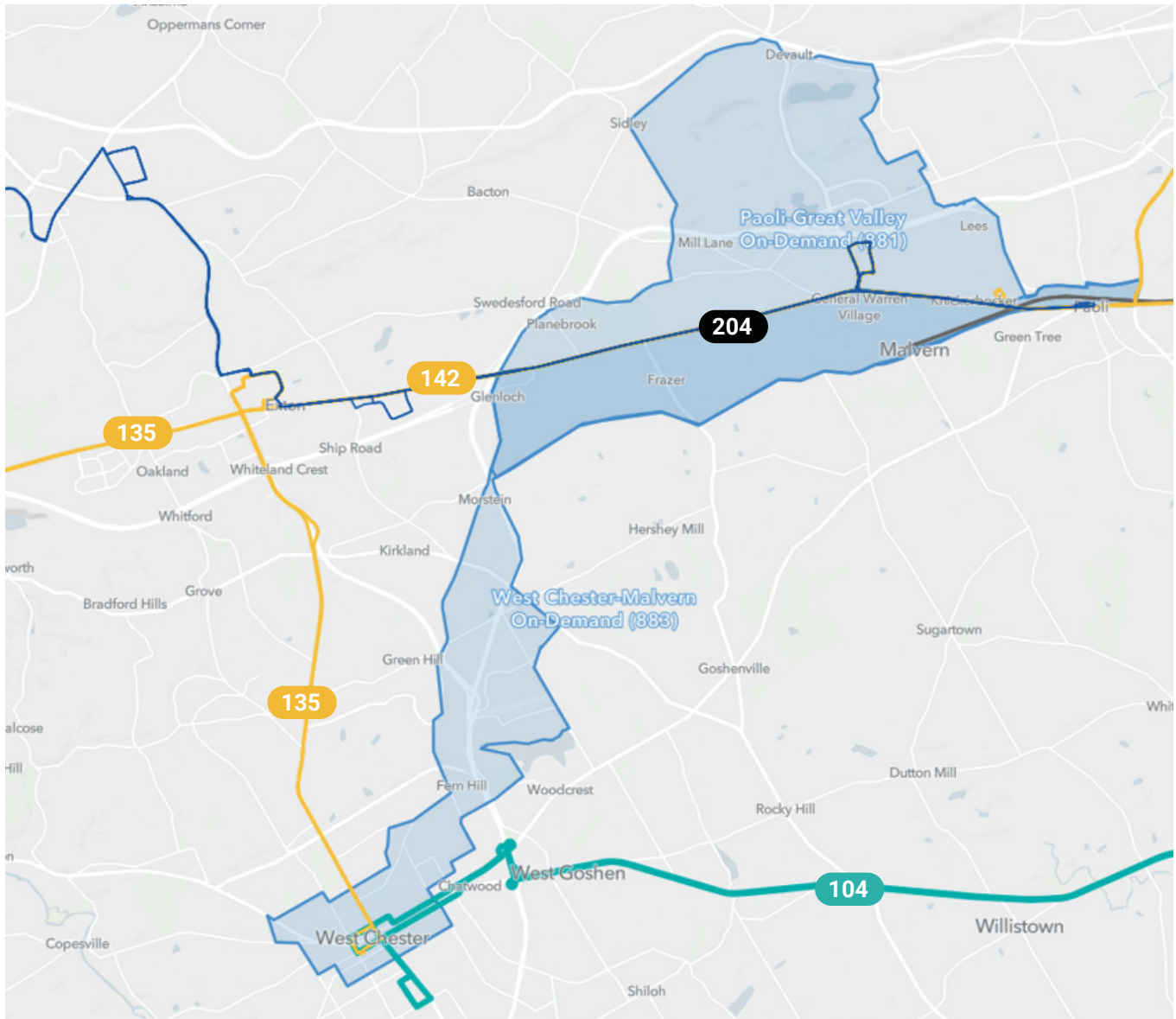
Final Recommendation:

SEPTA recommends that Route 201 be discontinued due to low ridership.

Route 204

Fall 2023 Proposal:

SEPTA proposed Route 204 be discontinued. Service on Lancaster Avenue will be provided by New Route 142 with a direct connection to King of Prussia Mall. The lowest ridership segments of Route 204 will be discontinued in Uwchlan Township.



Final Recommendation:

SEPTA recommends that Route 204 be discontinued with on-demand service providing access to key destinations in the area. The highest ridership segments of the route will be served via New Route 142.

Route 206

Fall 2023 Proposal:

SEPTA proposed Route 206 be discontinued. Riders can use the Paoli-Malvern On-Demand Zone for service for local trips and connections to Regional Rail and bus service on Lancaster Avenue. New Route 142 will provide connections at King of Prussia Mall and Exton Square Mall via Lancaster Avenue. Connections to West Chester can also be made via the West Chester On-Demand zone, which will also serve Paoli and Malvern.



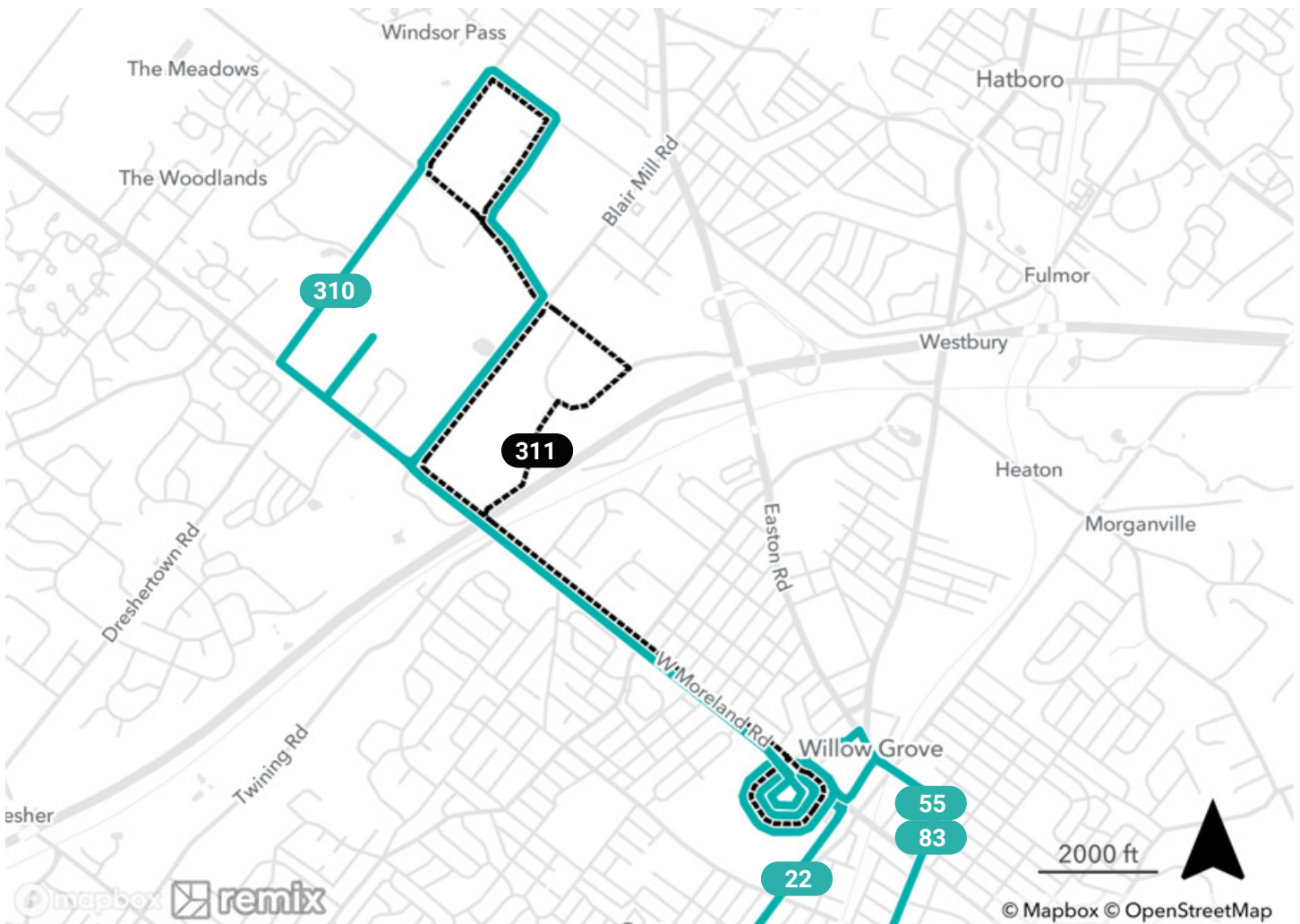
Final Recommendation:

SEPTA recommends that Route 206 be discontinued with on-demand service providing service to some of the area.

Route 311

Fall 2023 Proposal:

SEPTA proposed Route 311 be discontinued due to low ridership.



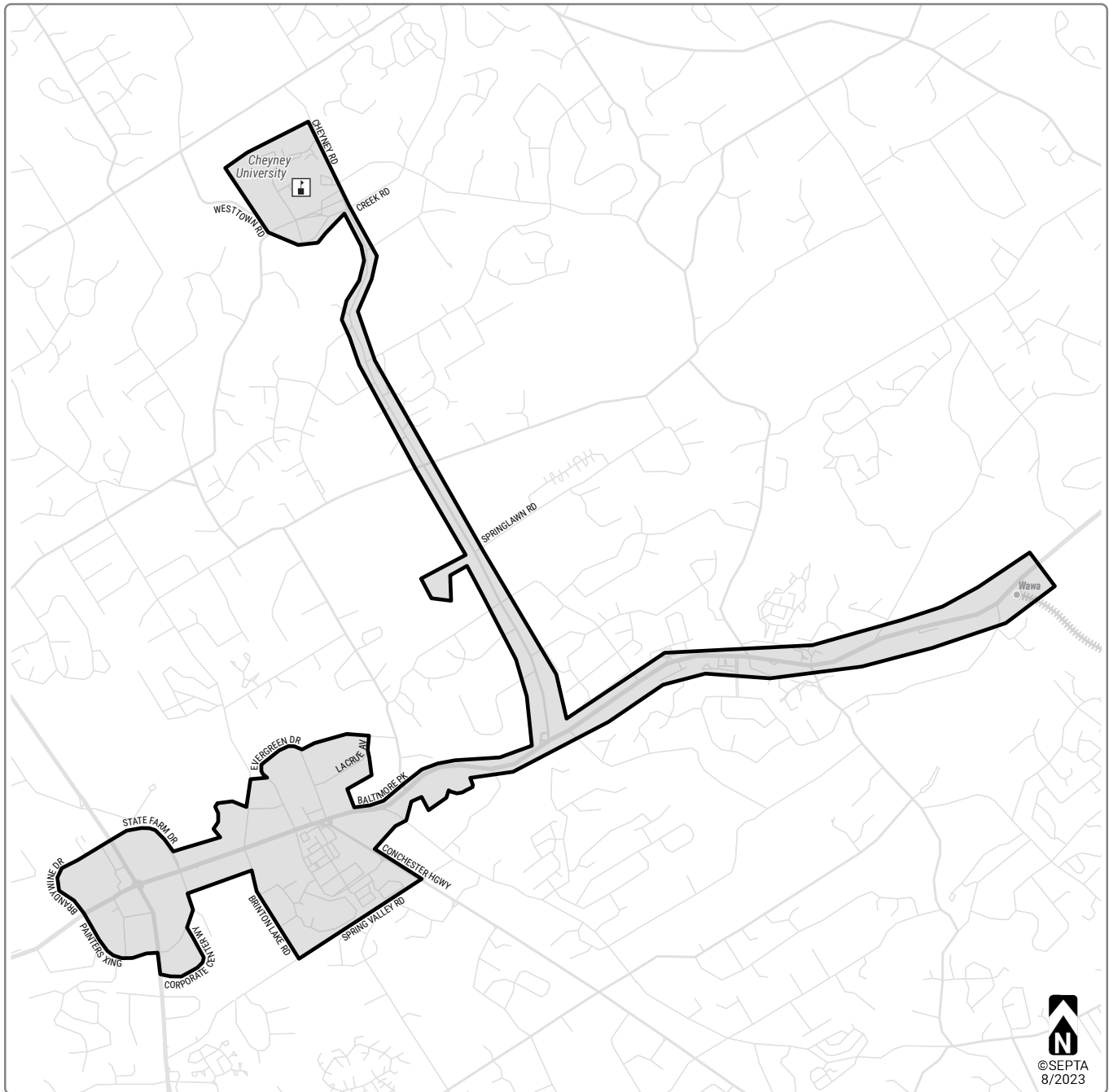
Final Recommendation:

SEPTA recommends that Route 311 be discontinued. Routes 311 and 310 service, in the Horsham Business Park, will be streamlined into the Route 310 serving the highest ridership stops in the office park. Route 310 will operate seven days per week.

Painters Crossing-Concordville On-Demand Zone

Fall 2023 Proposal:

SEPTA proposed a new on-demand zone in Painters Crossing and Concordville that also included Cheyney University and Wawa Regional Rail station. The on-demand zone would replace the low ridership and infrequent sections of existing Route 111 and Route 119.



Painters Crossing-Concordville On-Demand Zone

Final Recommendation:

Instead of serving this area with on-demand service, SEPTA recommends serving Baltimore Pike west of Wawa Regional Rail station with fixed route bus service. Route 119 will extend from Larkins Corner to Cheyney University via Concheste Highway, the Concord Town Center, and Cheyney Road. Route 117 will extended west on Baltimore Pike from Elwyn Campus to Painters Crossing.



