

# WEST PHILADELPHIA

*Routes: 21, 30, 31, 38, 40, 42, 46, 49, 52, 64, 65, G, LUCY*

West Philadelphia has both densely populated residential neighborhoods and major employment districts, including University City. These areas generate strong demand for transit and can support very frequent transit service. SEPTA bus service in West Philadelphia is complemented by the Market-Frankford Line and several trolley routes.

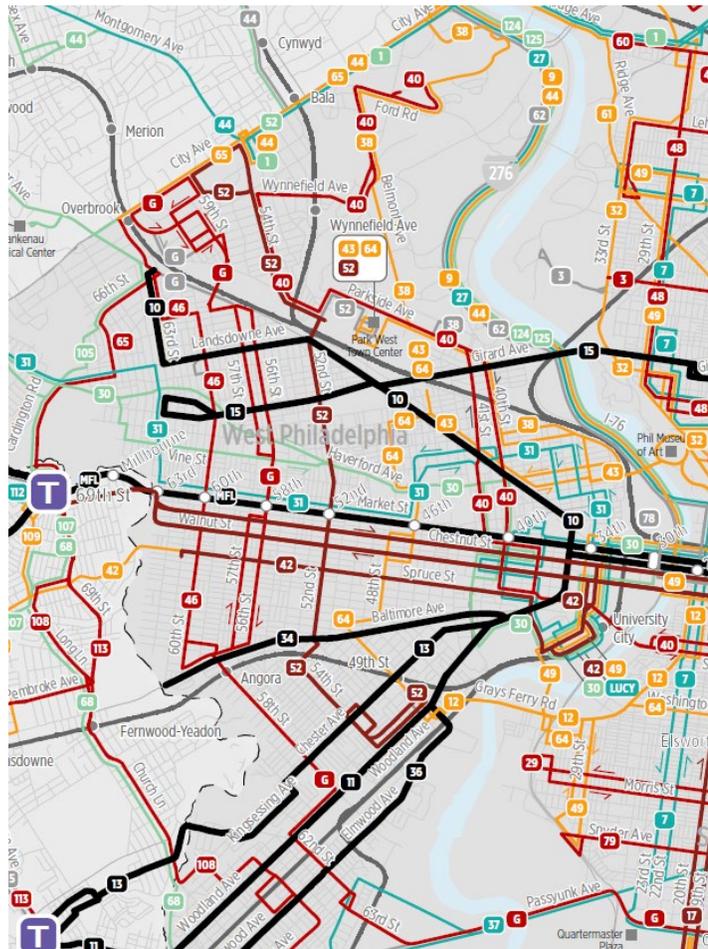
## NETWORK DESIGN

**West Philadelphia is served by a multimodal network of frequent transit services**, including the Market-Frankford Line, several trolley lines, and numerous bus routes. All Market-Frankford Line stations west of 34<sup>th</sup> Street are ADA accessible.

**This network generally forms a grid**, with routes that either radiate east-west from Center City or run north-south from City Avenue towards the Schuylkill River.

**Most routes are direct**, though all have some deviations from their primary street.

**University City and Mantua are major exceptions to this design.** Routes running through University City take complex deviations to reduce short walks. Mantua service is split across several routes that are indirect, duplicative, and operate infrequently.



**West Philadelphia Transit Network**

## MAJOR FINDINGS

**West Philadelphia has many of the highest ridership and strongest performing bus routes in the SEPTA network.** Bus ridership is especially high along Walnut/Chestnut, 52<sup>nd</sup>, 56<sup>th</sup>/57<sup>th</sup>, and City Avenue. However, some routes including Routes 30, 31, and 38 duplicate more attractive service and consequently have low ridership and productivity.

**Bus service in West Philadelphia is slow and unreliable.** Most routes average less than 10 mph throughout the day and have on-time performance below 70%. Service is even slower and less reliable during rush hour. This is caused by a combination of traffic congestion, close stop spacing, and frequent intersection controls.

**Several routes are very complex.** Route G, for example, operates with 32 different patterns, eight different terminals, and numerous short trips and infrequently served deviations.

**West Philadelphia service is oriented towards Center City. It is more difficult to make trips between West Philadelphia and other adjacent neighborhoods.** Routes between

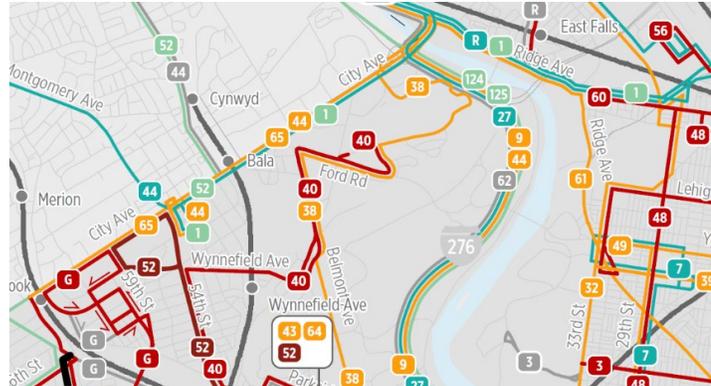
University City and South Philadelphia are infrequent and do not serve the highest ridership corridors. Trips between West Philadelphia and some neighborhoods in Northwest and North Philadelphia are often three seat rides, in part due missed transfer opportunities along City Avenue.

## OPPORTUNITIES

The following opportunities focus on how to improve the SEPTA bus network in West Philadelphia. Opportunities for individual routes are included in each route evaluation.

### Increase Connectivity Between West Philadelphia and Adjacent Neighborhoods:

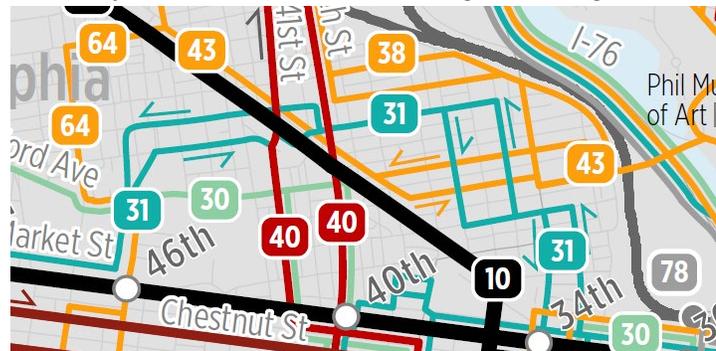
- **Connect with South Philadelphia,** by focusing on providing direct routes that operate on high ridership corridors via the Grays Ferry Avenue, 34<sup>th</sup> Street, and South Street bridges, including to University City.
- **Connect with Northwest and North Philadelphia,** by increasing transfer opportunities along City Avenue and at the Wissahickon Transportation Center. SEPTA could also explore improved services across the Spring Garden Bridge and a direct connection between Girard Avenue and the 69<sup>th</sup> Street Transportation Center.



**Missed Connections Along City Avenue**

**Create a Rapid Bus Network:** Given high ridership throughout West Philadelphia, SEPTA and the City of Philadelphia could upgrade service on most bus corridors to Rapid Bus, which is a type of service that uses transit priority, stop spacing, and street design to improve bus service. Priority corridors include those served by Routes 42, 52, and G. Upgrading these routes would complement the Market-Frankford Line and trolley lines to expand and strengthen the grid of high frequency and reliable service.

**Create Frequent Service Corridors in Mantua:** Service north of Market Street and east of 52<sup>nd</sup> Street is split across multiple routes that are circuitous, provide infrequent service and have long travel times. Comprehensively redesigning service in this area would enable SEPTA to provide high frequency travel options that better meet the needs of riders.



**Complex and Duplicative Service in Mantua**

**Identify a Bus Hub at Overbrook Station:** Several West Philadelphia bus routes terminate at different locations along City Avenue near Overbrook Station. Developing a bus hub at Overbrook Station would allow SEPTA to increase transfer opportunities, improve service reliability, and simplify end-of-line operations.

**Improve Transfers Between Buses and Trolleys:** In collaboration with the Trolley Modernization Program, which is in part working to make trolley stations ADA accessible, bus and trolley routes could be coordinated to ensure direct and seamless transfers between buses and trolleys. Additionally explore opportunities to use bus connections to fill gaps in the trolley network, such as between Angora and Lansdowne.