



**RECOMMENDED
ROUTE CHANGES
BY ROUTE**

USER GUIDE

HOW TO READ THESE ROUTE SHEETS

New Route Number and Name

ROUTE 2
20th-Johnston to Wayne Junction

Route Change Type

Routes are categorized according to whether they're a *Changed Route*, *Unchanged Route*, *New Route*, or *Discontinued Route*.

Changed Route

30 MAX

Proposed Route Frequency

The maximum amount of time you will wait for a bus during most of the day, 7 days a week (this may increase during evenings and weekends)

Overview of Proposed Changes

Description of route changes, including any service alternatives.

What SEPTA is Proposing - All Route 2 trips will be extended to Wayne Junction to support reverse commuting and more consistent connections to Regional Rail.

Map Showing Proposed Route



Proposed Route Frequency Legend

PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

Proposed Route Adjustments Legend

RECOMMENDED ROUTE CHANGES

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**CLICK ON ANY ROUTE
NUMBER TO GO
DIRECTLY TO THAT
ROUTE.**

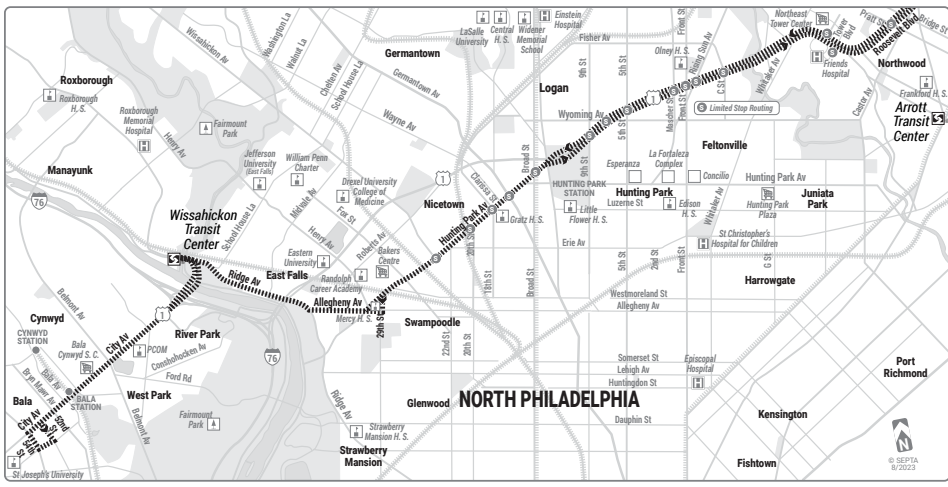
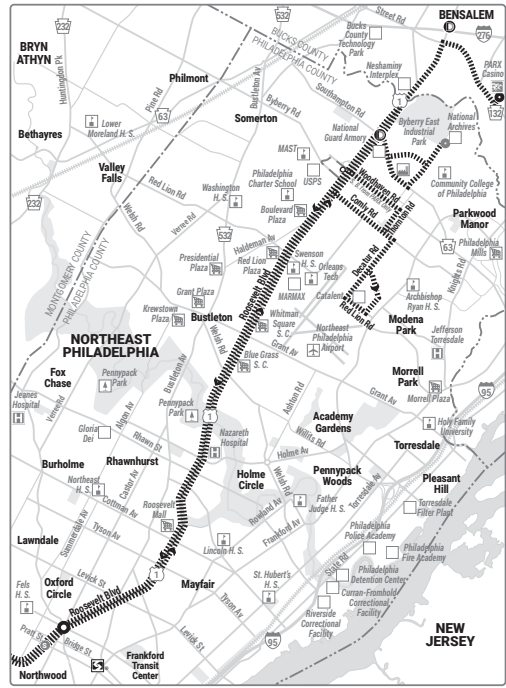
**EACH ROUTE PAGE
ALSO HAS A BUTTON
THAT ALLOWS YOU
TO COME BACK TO
THIS PAGE.**

ROUTE 1

Parx Casino to 54th-City

Discontinued Route

What SEPTA is Proposing - Route 1 will be discontinued. Riders can use Boulevard Direct or Route 14 for service on Roosevelt Boulevard and to Neshaminy Mall. New Route 87 will connect Parx Casino and Neshaminy Mall.



ROUTE ADJUSTMENT
 - - - - - ROUTE DISCONTINUED

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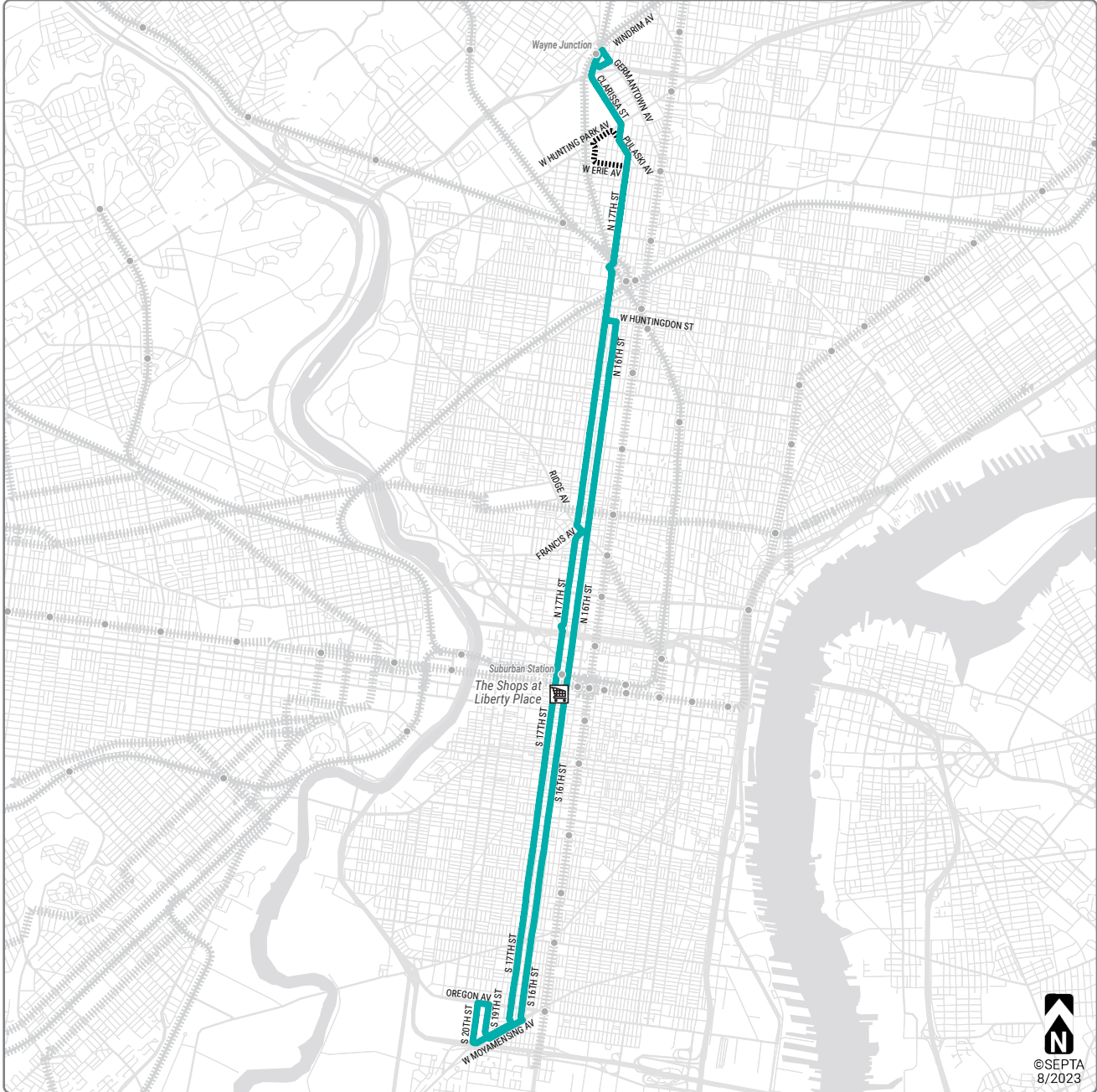
ROUTE 2

20th-Johnston to Wayne Junction

Changed Route

30 MAX

What SEPTA is Proposing - All Route 2 trips will be extended to Wayne Junction to support reverse commuting and more consistent connections to Regional Rail.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED** (solid teal line)
- ROUTE DISCONTINUED** (dashed grey line)

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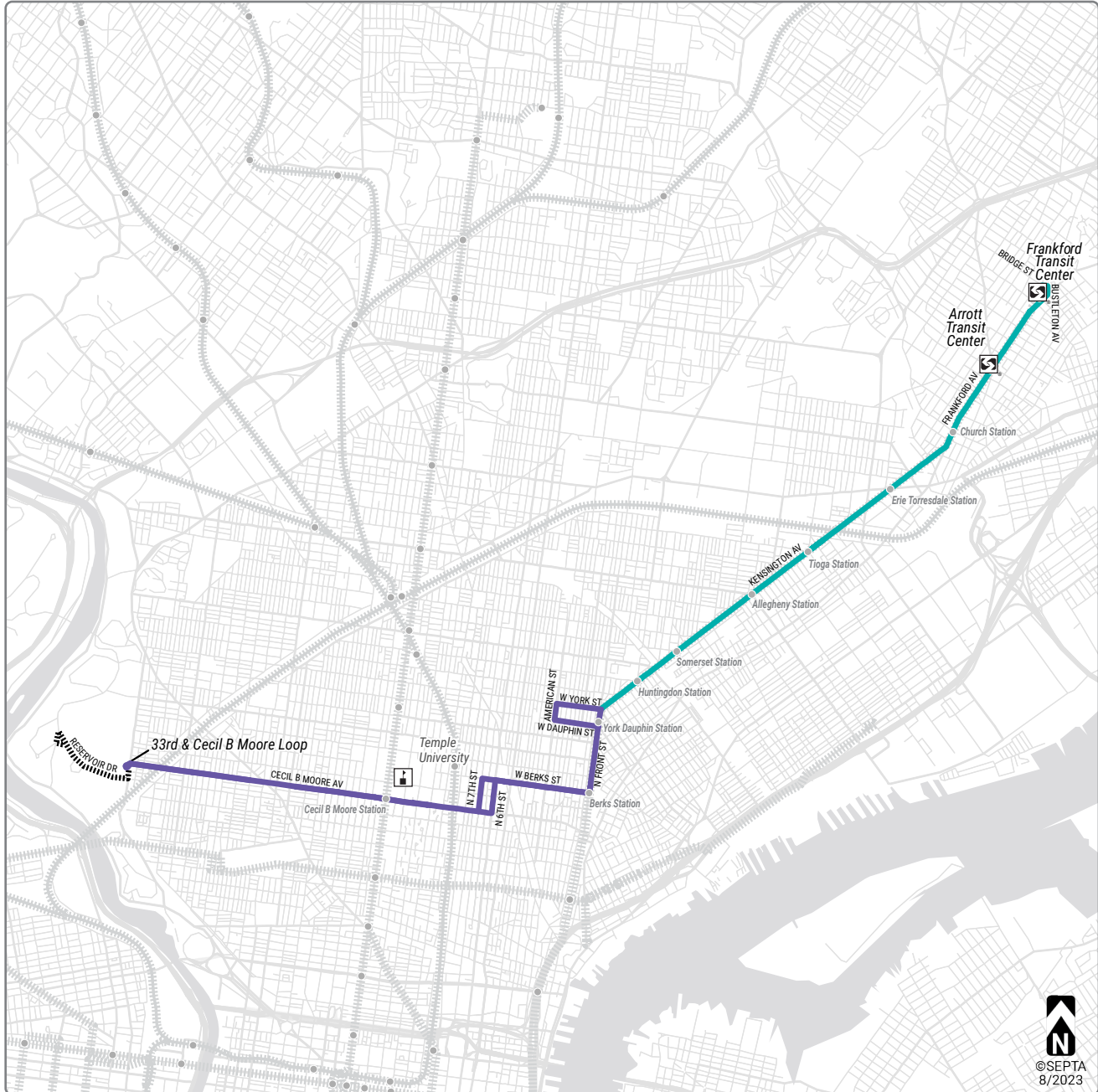
ROUTE 3

33rd-Cecil B. Moore to Frankford Transit Center
 33rd-Cecil B. Moore to York-Dauphin

Changed Route

15 MAX 30 MAX

What SEPTA is Proposing - Route 3 will have two patterns. One pattern will provide 15 Max service between to Front and Dauphin and the 33rd-Cecil B. Moore Loop. Every other trip will continue to Frankford Transit Center.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 15 MAX — 30 MAX

Most **15 MAX** and **30 MAX** routes would operate at least every 15 or 30 minutes, respectively, on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED
⋯ ROUTE DISCONTINUED

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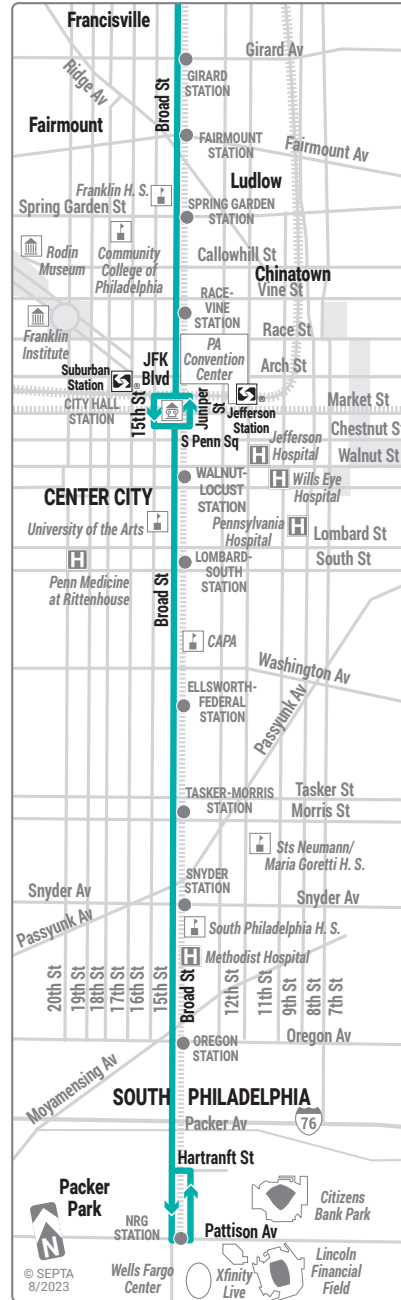
ROUTE 4

Broad-Pattison to Fern Rock Transit Center

No Changes

30 MAX

What SEPTA is Proposing - There will be no changes to Route 4.



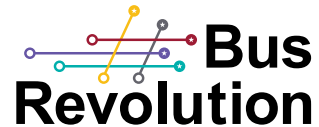
PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT
ROUTE UNCHANGED

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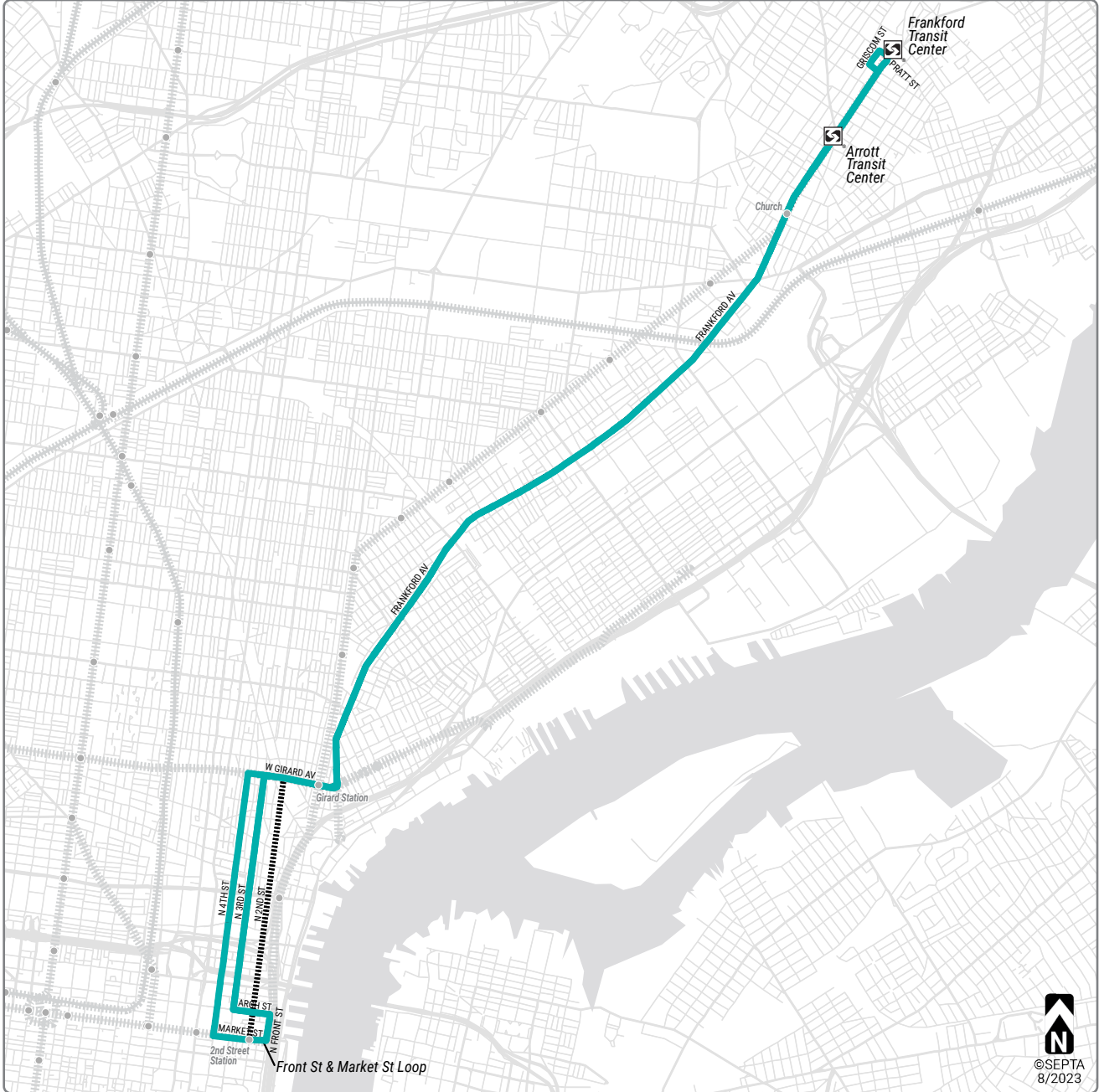
ROUTE 5

Front-Market to Frankford Transit Center

Changed Route

30 MAX

What SEPTA is Proposing - Route 5 will be realigned to operate on 4th Street between Girard and Market Streets. All trips will operate between Frankford Transit Center and Front & Market.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED** (solid teal line)
- ROUTE DISCONTINUED** (dashed grey line)

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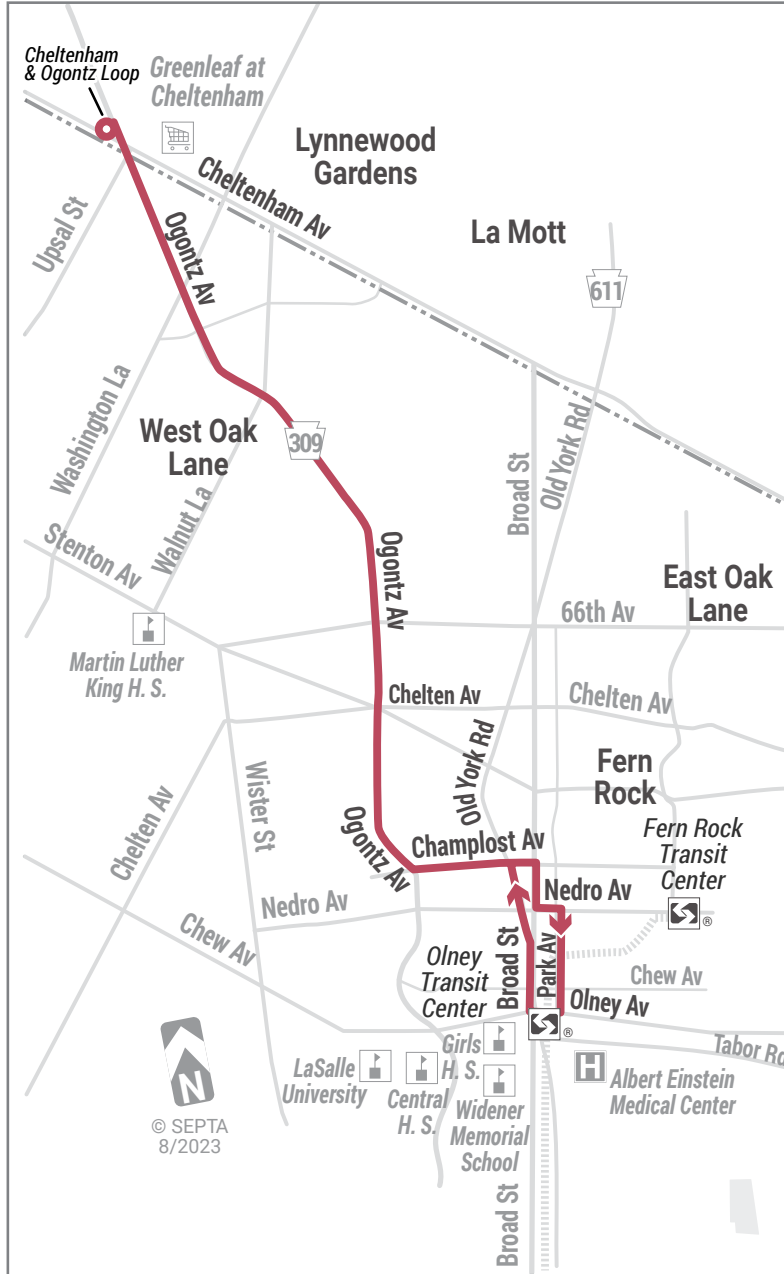
ROUTE 6

Cheltenham-Ogontz Loop to Olney Transit Center

No Changes

10 MAX

What SEPTA is Proposing - There will be no changes to Route 6.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX

Most 10 MAX routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

ROUTE ADJUSTMENT
— ROUTE UNCHANGED

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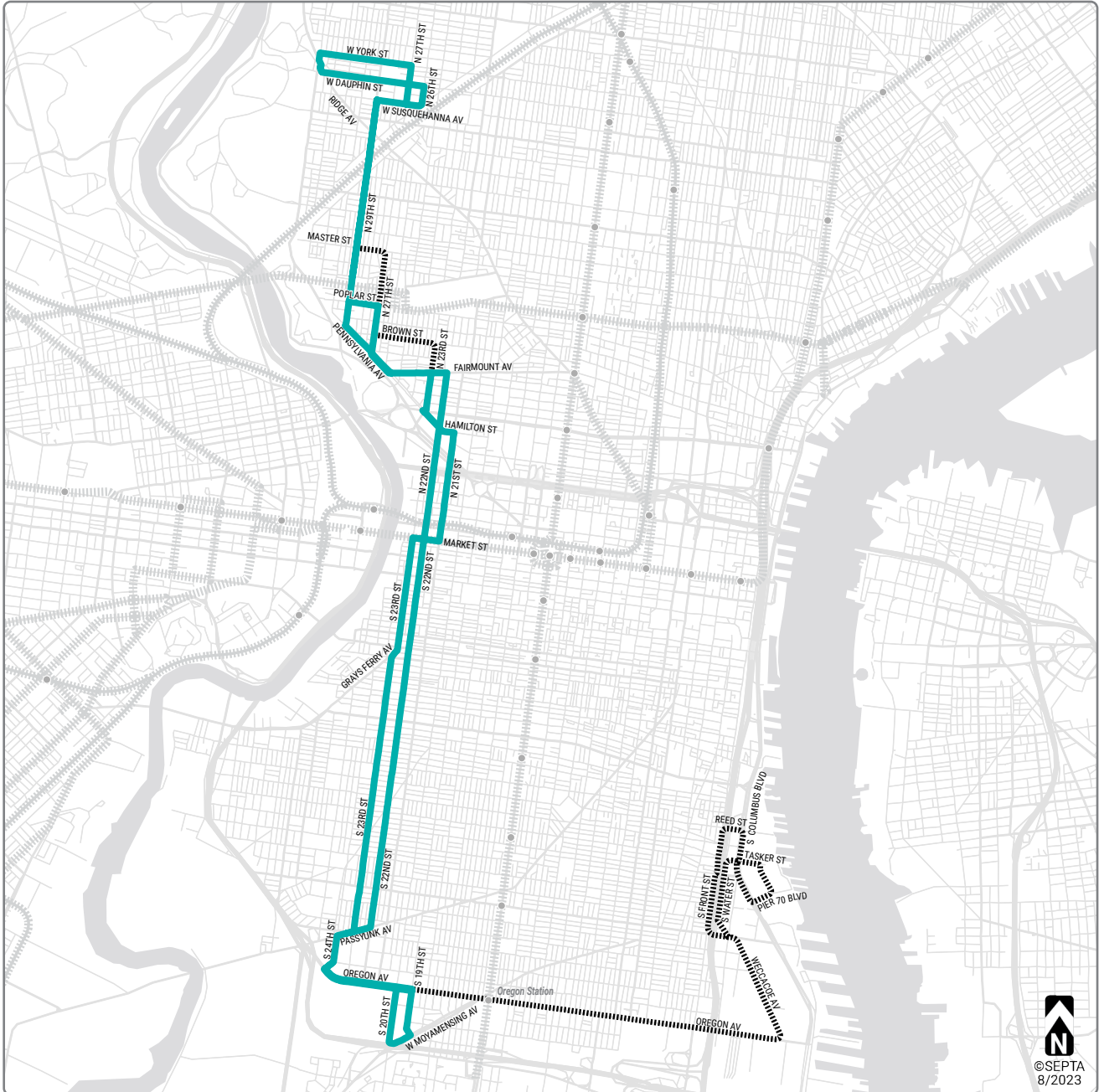
ROUTE 7

20th-Johnston to 33rd-Dauphin

Changed Route

30 MAX

What SEPTA is Proposing - Route 7 will be shortened to provide service between 33rd & Dauphin and 20th & Johnston and realigned in Fairmount to improve service reliability. Route 63 (G) will provide frequent connections along Oregon Avenue to Pier 70.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

..... ROUTE DISCONTINUED

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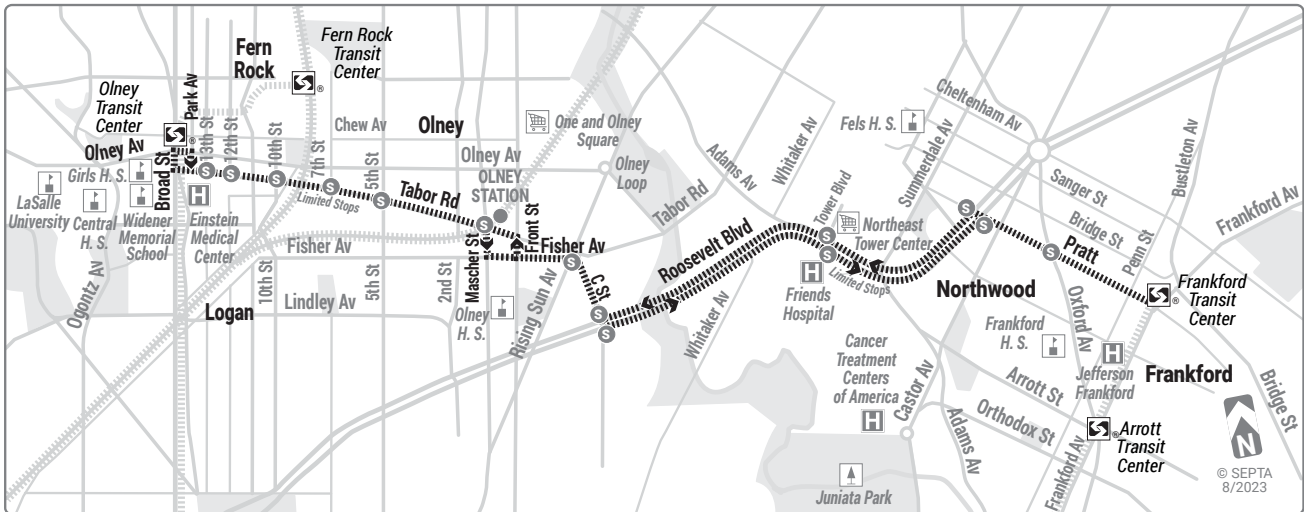


ROUTE 8

Olney Transit Center to Frankford Transit Center. Serving Olney

Discontinued Route

What SEPTA is Proposing - Route 8 will be discontinued. Riders can use Route 18 for crosstown service between Cedarbrook Plaza and Frankford Transit Center via Olney Avenue.



ROUTE ADJUSTMENT

----- ROUTE DISCONTINUED

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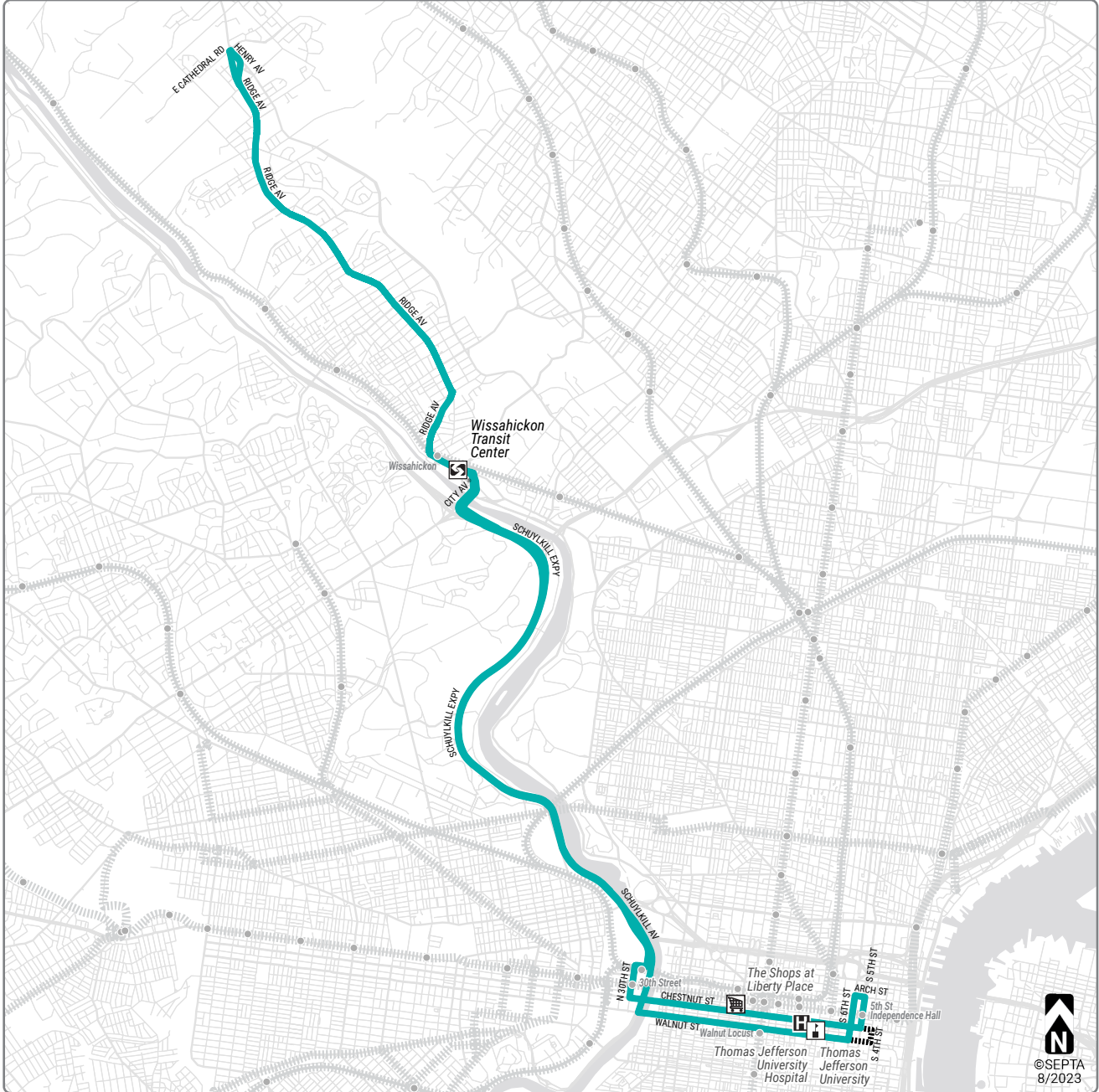
ROUTE 9

5th-Market to Andorra

Changed Route

30 MAX

What SEPTA is Proposing - Route 9 will have its end-of-line location in Center City relocated to reduce challenging turns and provide a direct connection to the Market Frankford Line.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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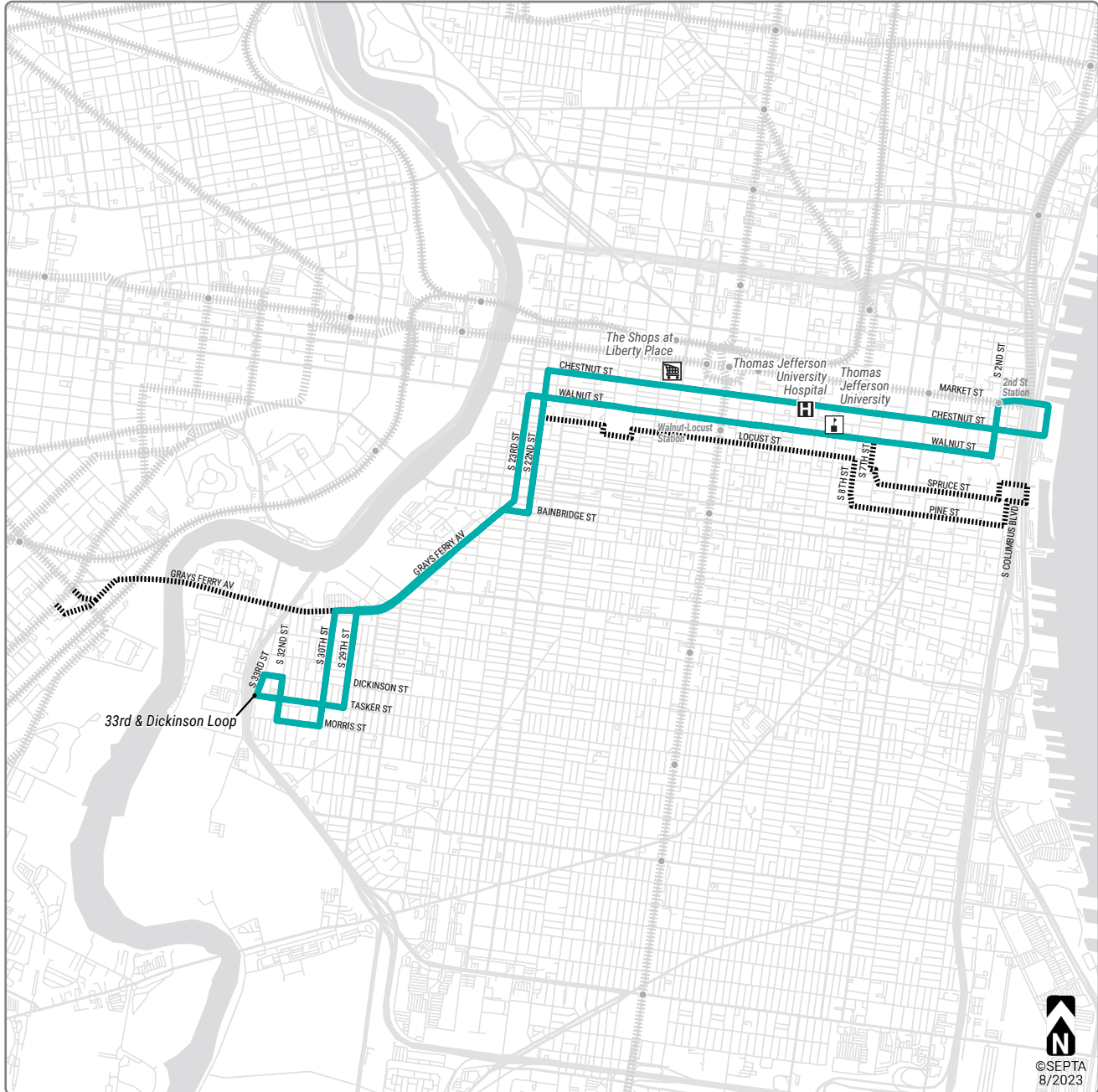
ROUTE 12

Penn's Landing to 33rd-Dickinson

Changed Route

30 MAX

What SEPTA is Proposing - Route 12 will be realigned in Center City to take advantage of transit priority infrastructure on Chestnut Street. The route will also be shortened to improve service reliability.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
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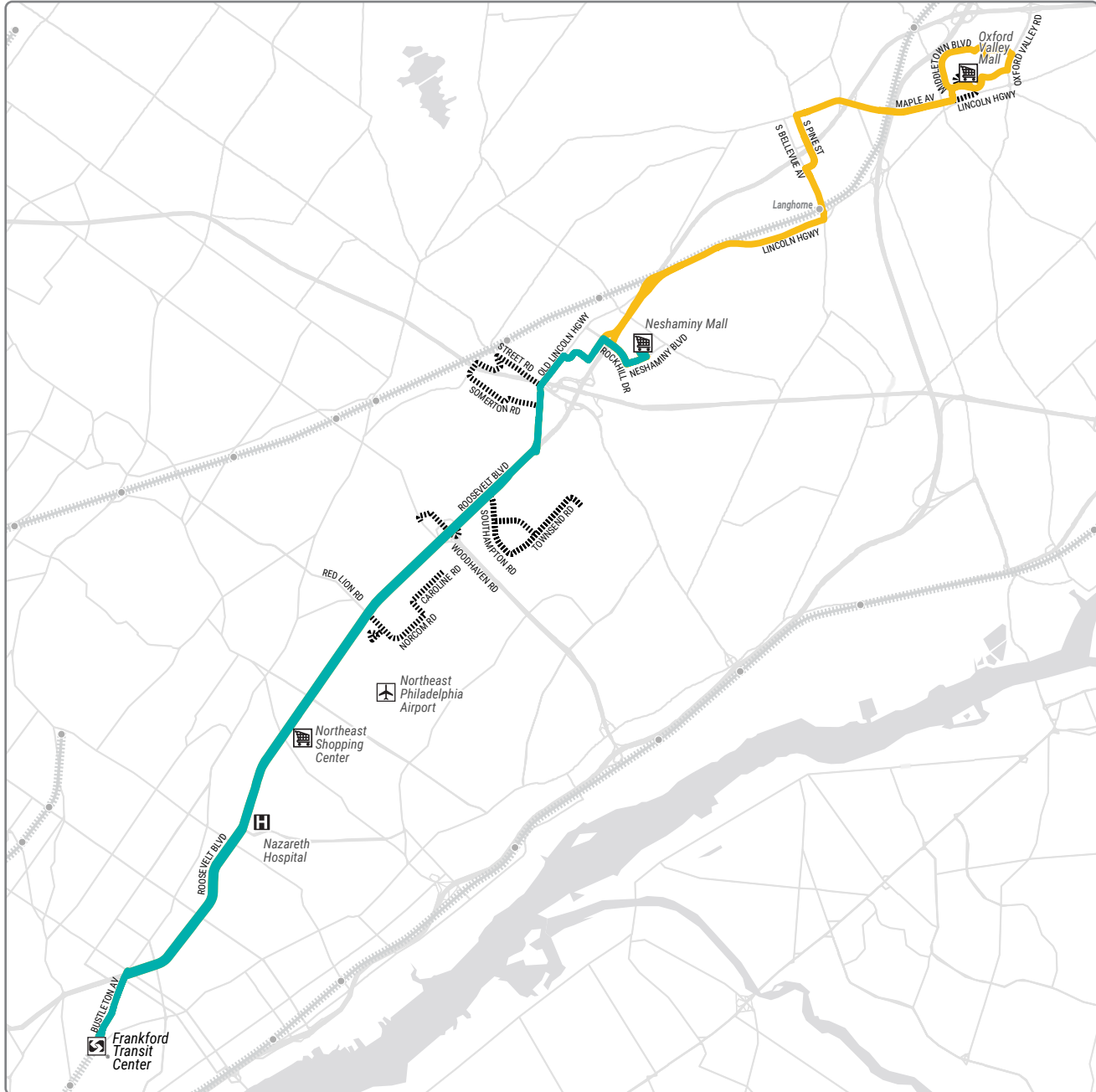
ROUTE 14

Neshaminy Mall to Frankford Transit Center
Oxford Valley Mall to Frankford Transit Center

Changed Route

30 MAX 60 MAX

What SEPTA is Proposing - All Route 14 trips will operate between Frankford Transit Center and either Neshaminy or Oxford Valley Mall. This will make the route more reliable and easier to understand. Many patterns currently on Route 14 have been assigned to other routes.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX **60 MAX**

Most **30 MAX** routes would operate at least every 30 or 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

Most **60 MAX** routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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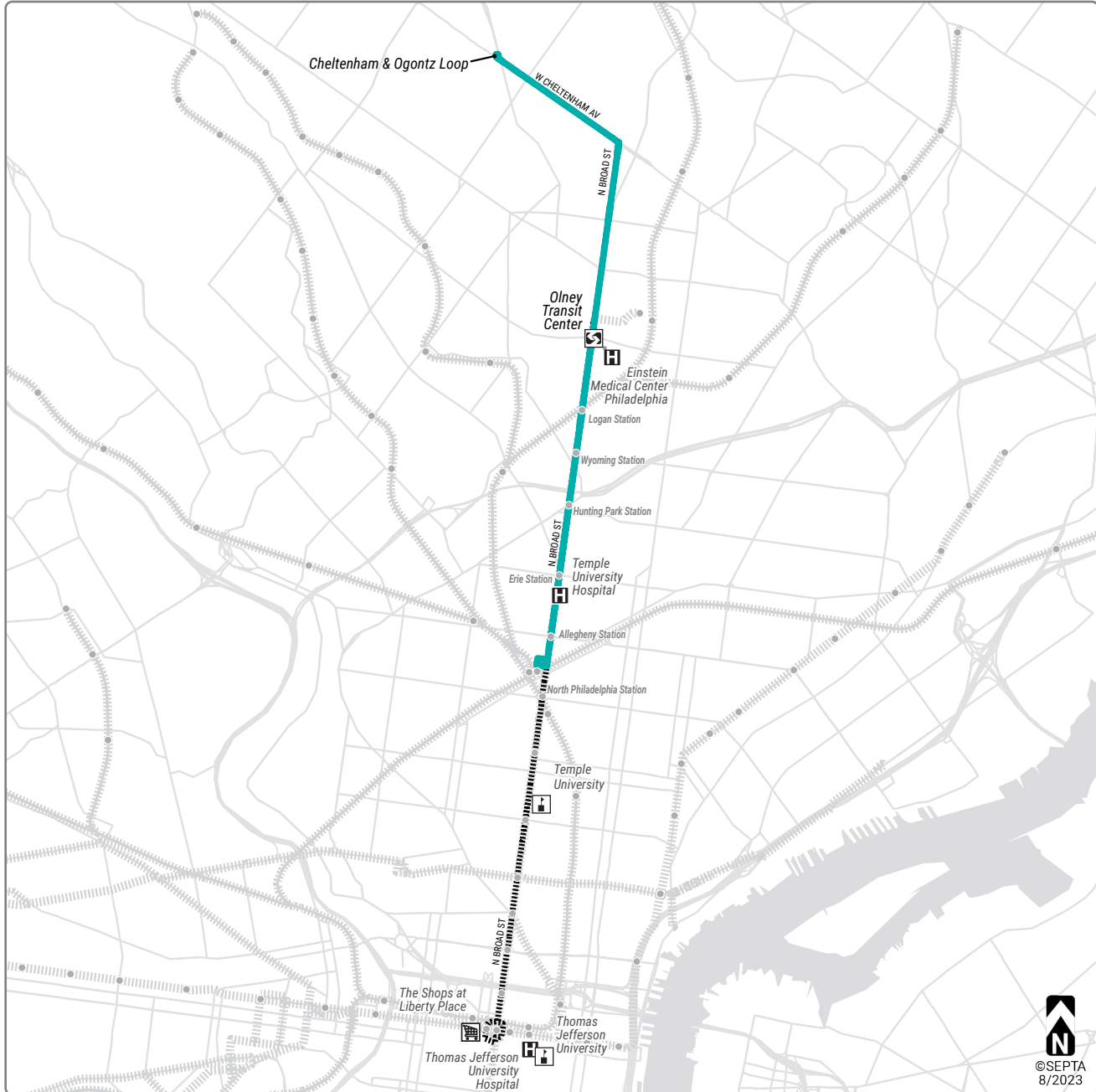
ROUTE 16

Broad-Lehigh to Cheltenham-Ogontz

Changed Route

30 MAX

What SEPTA is Proposing - Route 16 will operate between Cheltenham and Ogontz Loop and The North Philadelphia Regional Rail Station. This enables increased frequency along the route and reduces duplication with Route 4 and the Broad Street Line.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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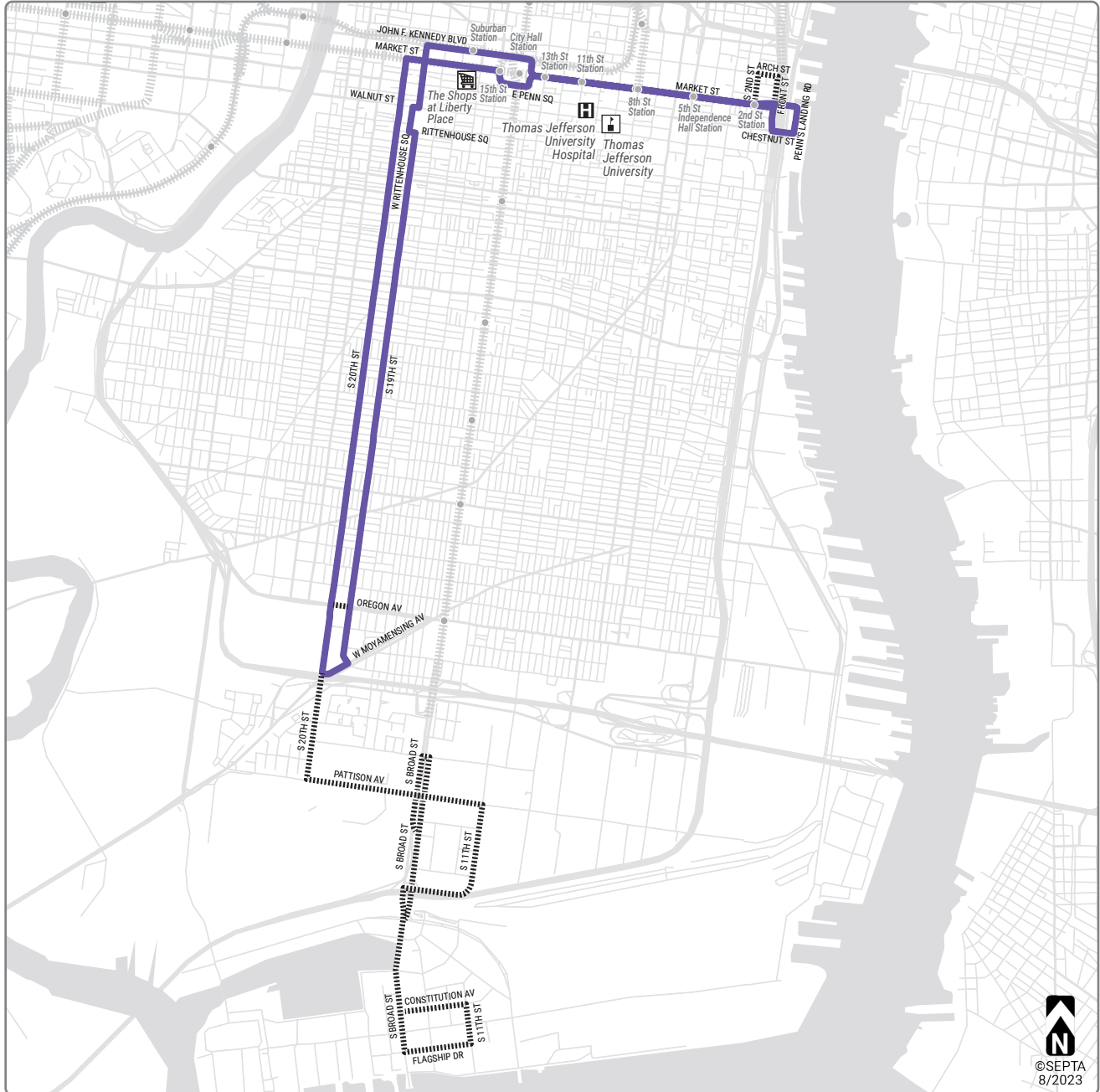
ROUTE 17

Penn's Landing to 20th-Johnston

Changed Route

15 MAX

What SEPTA is Proposing - All Route 17 trips will operate between Penn's Landing and 20th & Johnston. The limited service to the Navy Yard will be eliminated.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED** (solid blue line)
- ROUTE DISCONTINUED** (dashed black line)

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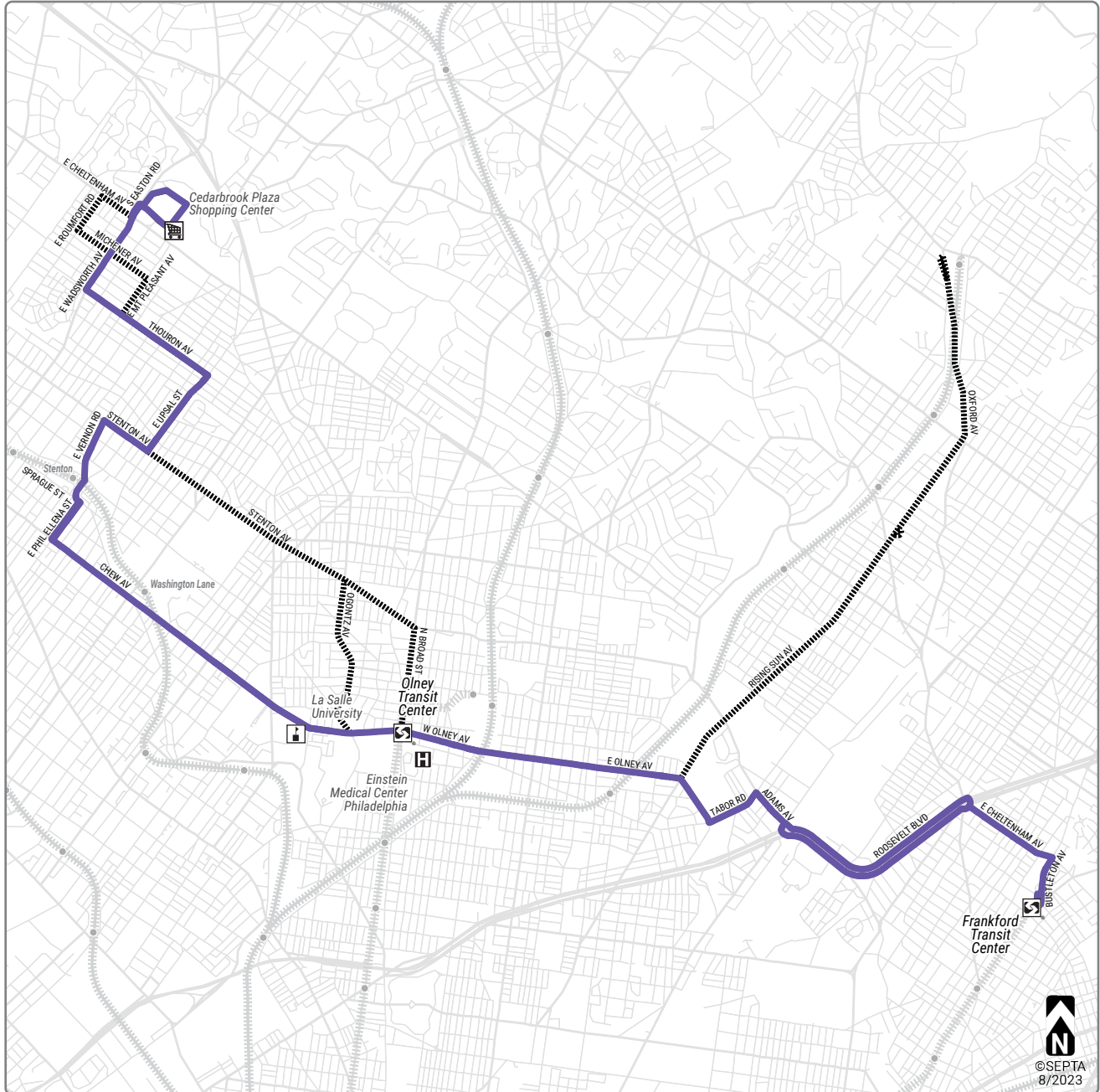
ROUTE 18

Frankford Transit Center to Cedarbrook Plaza

Changed Route

15 MAX

What SEPTA is Proposing - Route 18 will be realigned to provide frequent crosstown service between Cedarbrook Plaza and Frankford Transit Center via Olney Avenue.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED** (solid blue line)
- ROUTE DISCONTINUED** (dotted line)

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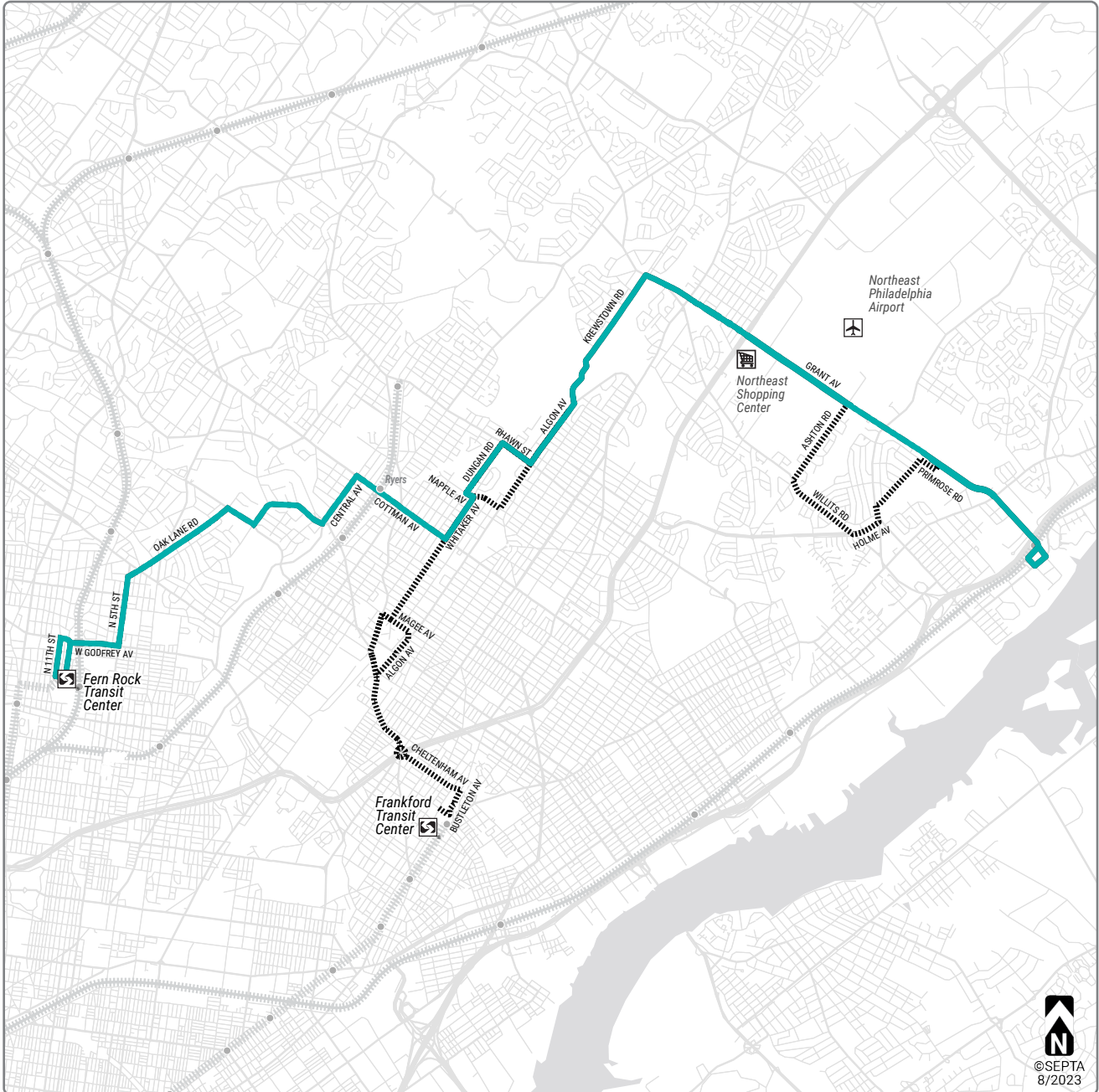
ROUTE 19

Torresdale Station to Fern Rock Transit Center

Changed Route

30 MAX

What SEPTA is Proposing - Route 19 will be realigned to operate between Fern Rock Transit Center and the Torresdale Regional Rail Station. This will allow for more frequent crosstown service and new connections between these two hubs. Route 24 will replace existing Route 19 service between Frankford Transit Center and Cottman Avenue.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

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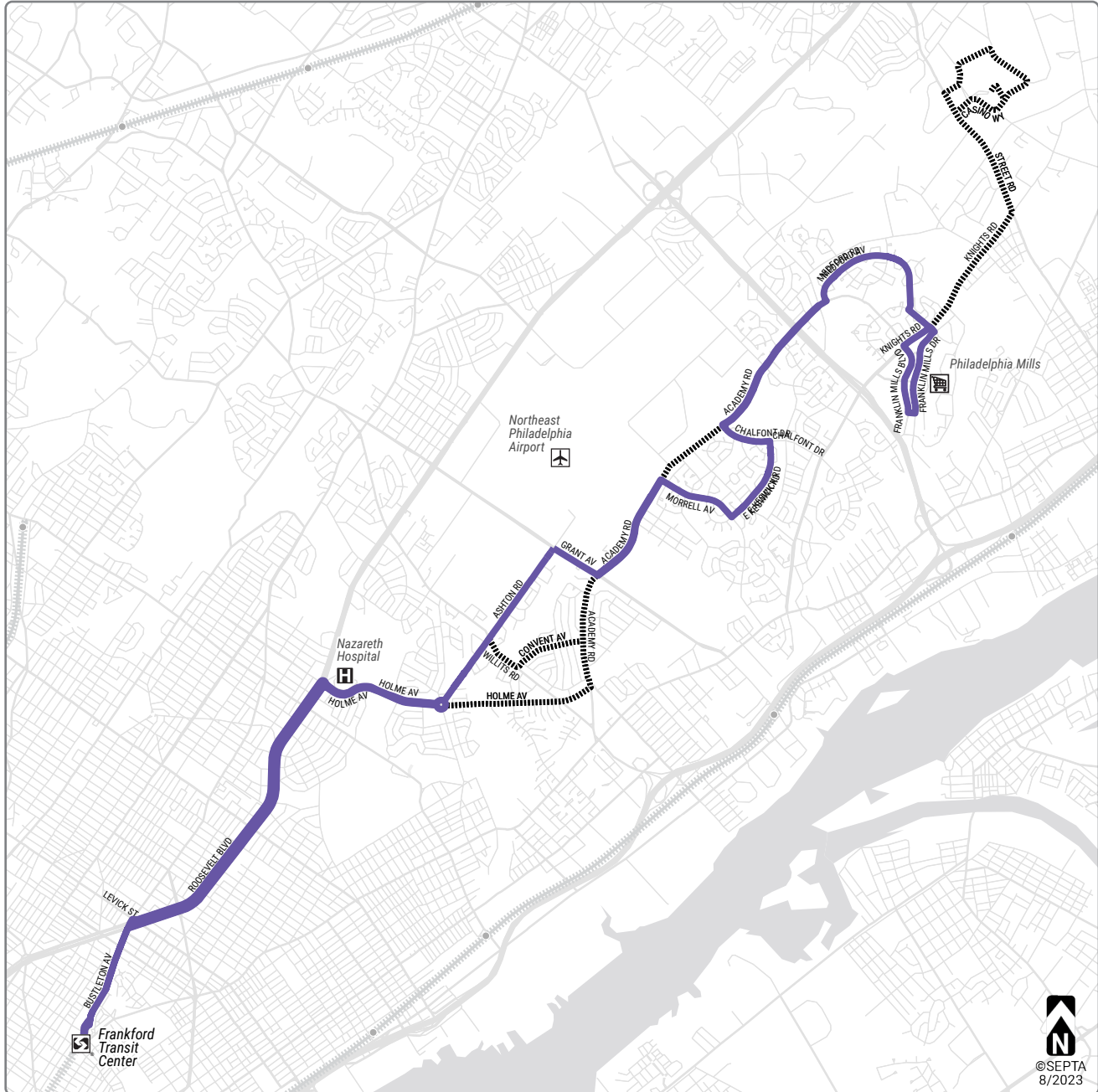
ROUTE 20

Philadelphia Mills to Frankford Transit Center

Changed Route

15 MAX

What SEPTA is Proposing - Route 20 will be combined with segments of Route 50 to operate frequent service between Frankford Transit Center and Philadelphia Mills.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

- - - - - ROUTE DISCONTINUED

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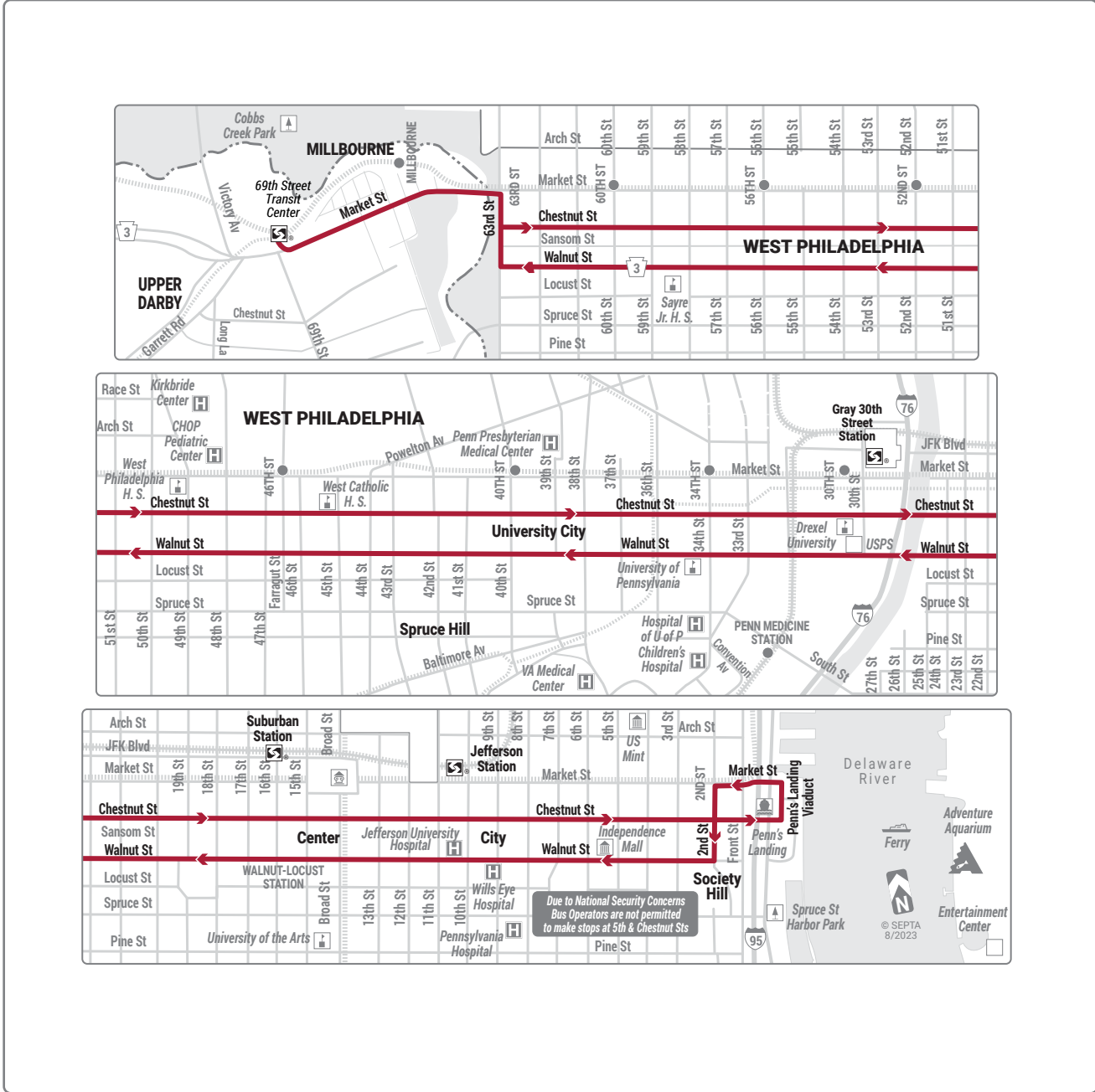
ROUTE 21

Penn's Landing to 69th Street Transit Center

No Changes

10 MAX

What SEPTA is Proposing - There will be no changes to Route 21.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX

Most 10 MAX routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

ROUTE ADJUSTMENT
ROUTE UNCHANGED

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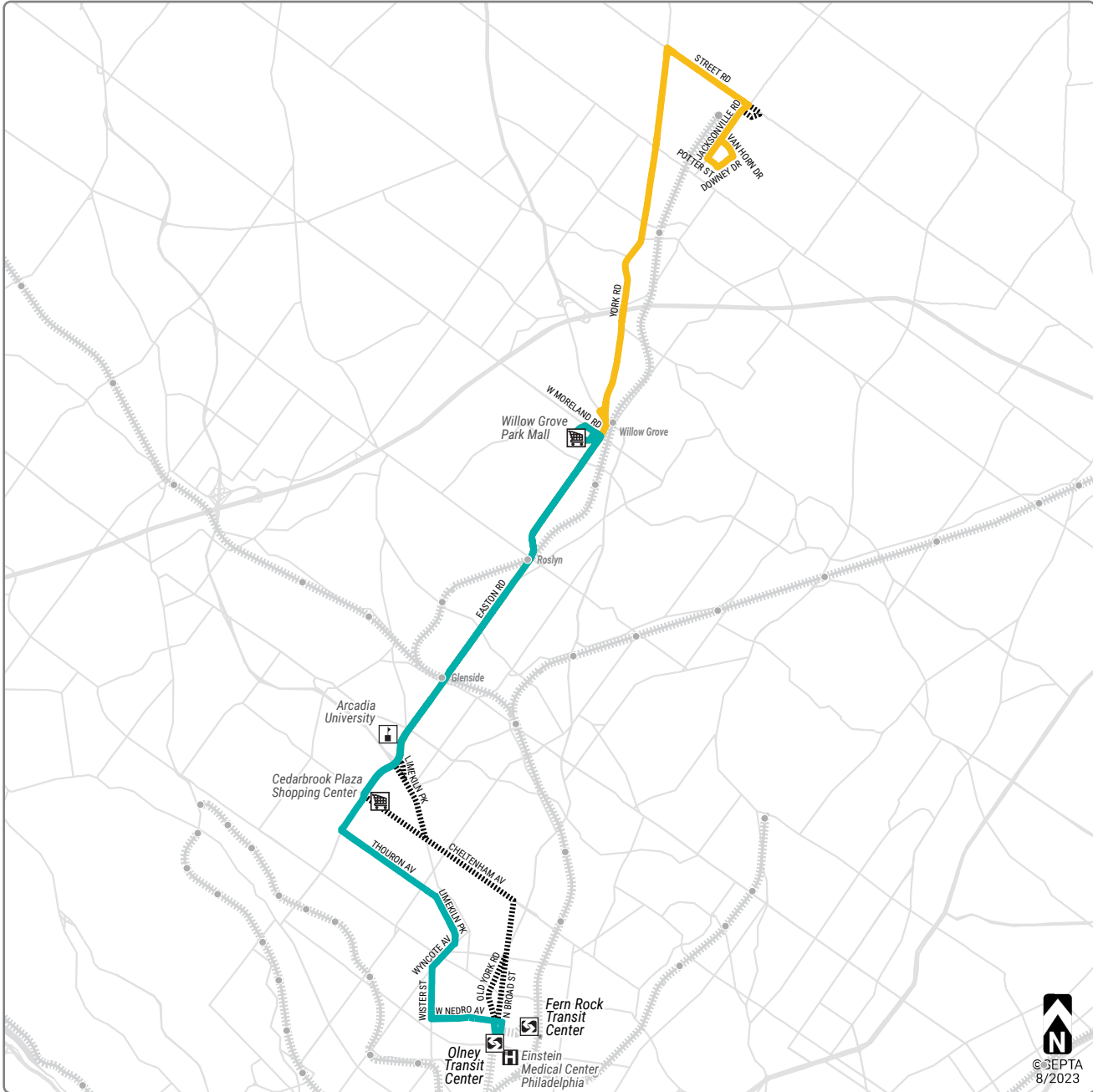
ROUTE 22

*Olney Transit Center to Willow Grove Park Mall
Warminster and Willow Grove to Olney Transit Center*

Changed Route

30 MAX **60 MAX**

What SEPTA is Proposing - Route 22 will be realigned to operate more frequent service via Wister Street and Thouron Avenue. Route 16 will provide service to passengers along Cheltenham Avenue and Broad Street.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX **60 MAX**

Most **30 MAX** routes would operate at least every 30 or 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

Most **60 MAX** routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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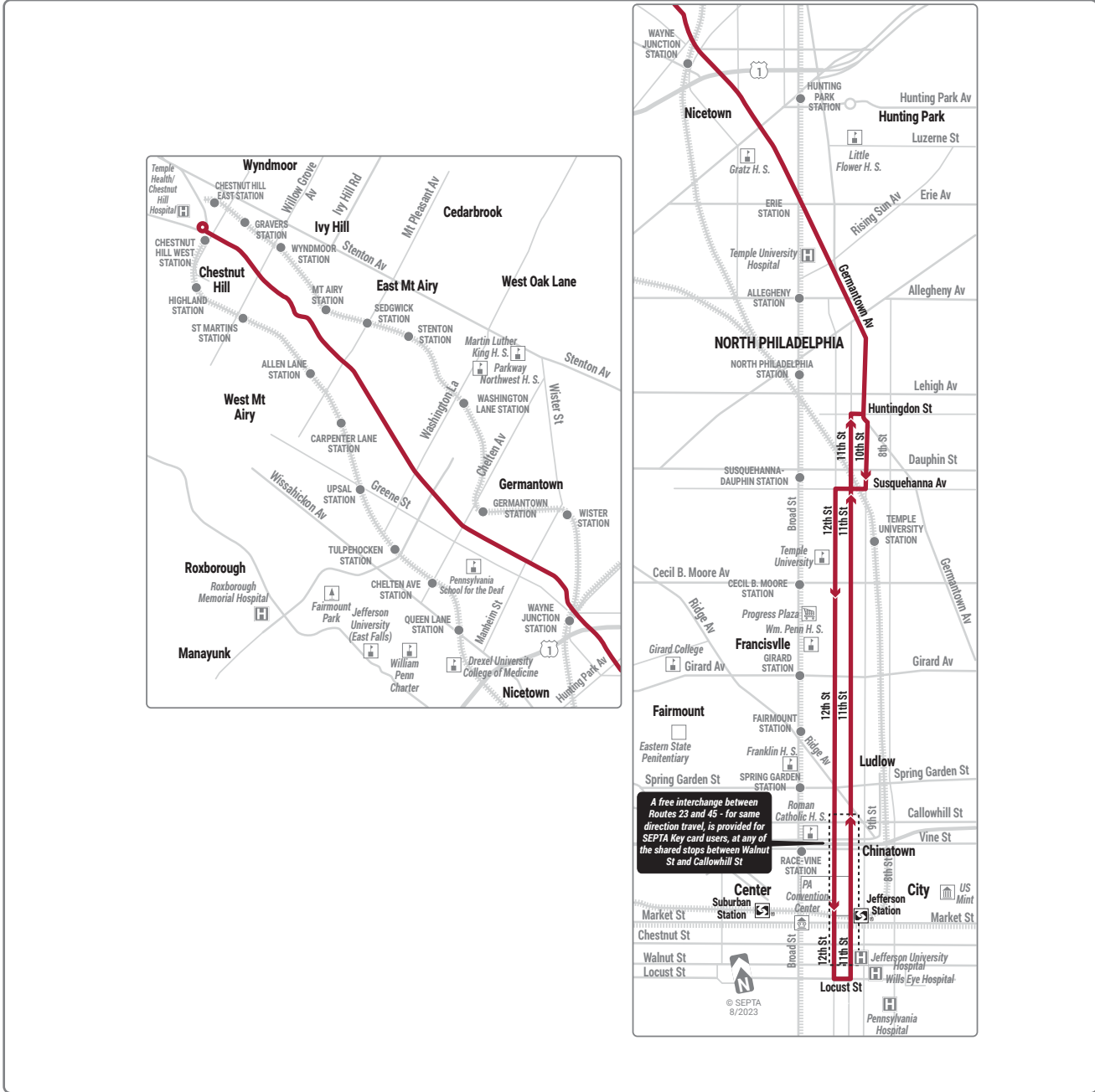
ROUTE 23

Center City to Chestnut Hill

No Changes

10 MAX

What SEPTA is Proposing - There will be no changes to Route 23.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX

Most 10 MAX routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

ROUTE ADJUSTMENT
ROUTE UNCHANGED

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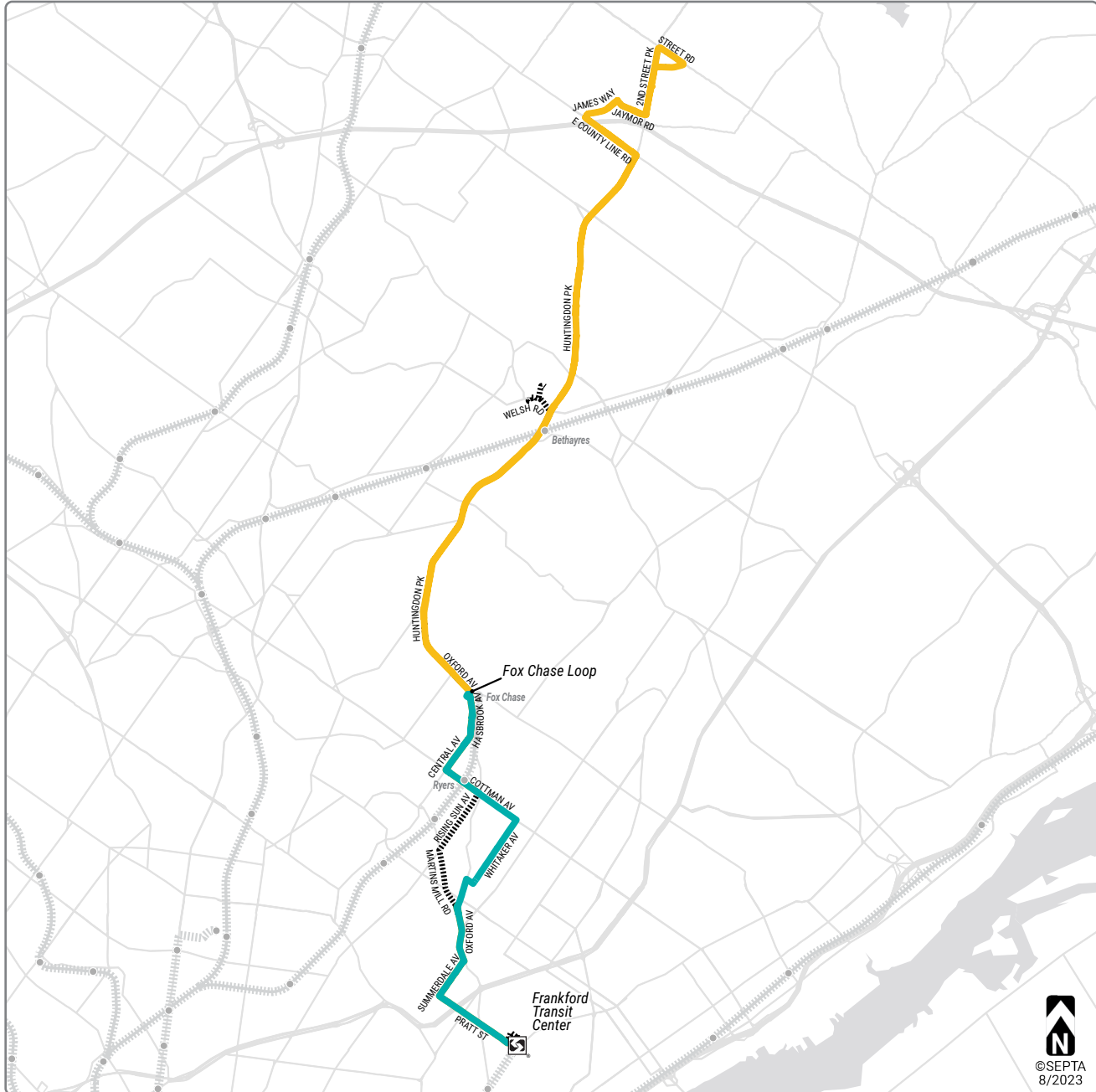
ROUTE 24

*Fox Chase to Frankford Transit Center
Southampton and Rockledge to Frankford Transit Center*

Changed Route

30 MAX **60 MAX**

What SEPTA is Proposing - Route 24 will operate a simplified routing between Frankford Transit Center and either Fox Chase Loop or Southampton. This will better align service with demand. Route 24 will serve riders traveling between Frankford Transit Center and Cottman Avenue



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX **60 MAX**

Most **30 MAX** routes would operate at least every 30 or 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

Most **60 MAX** routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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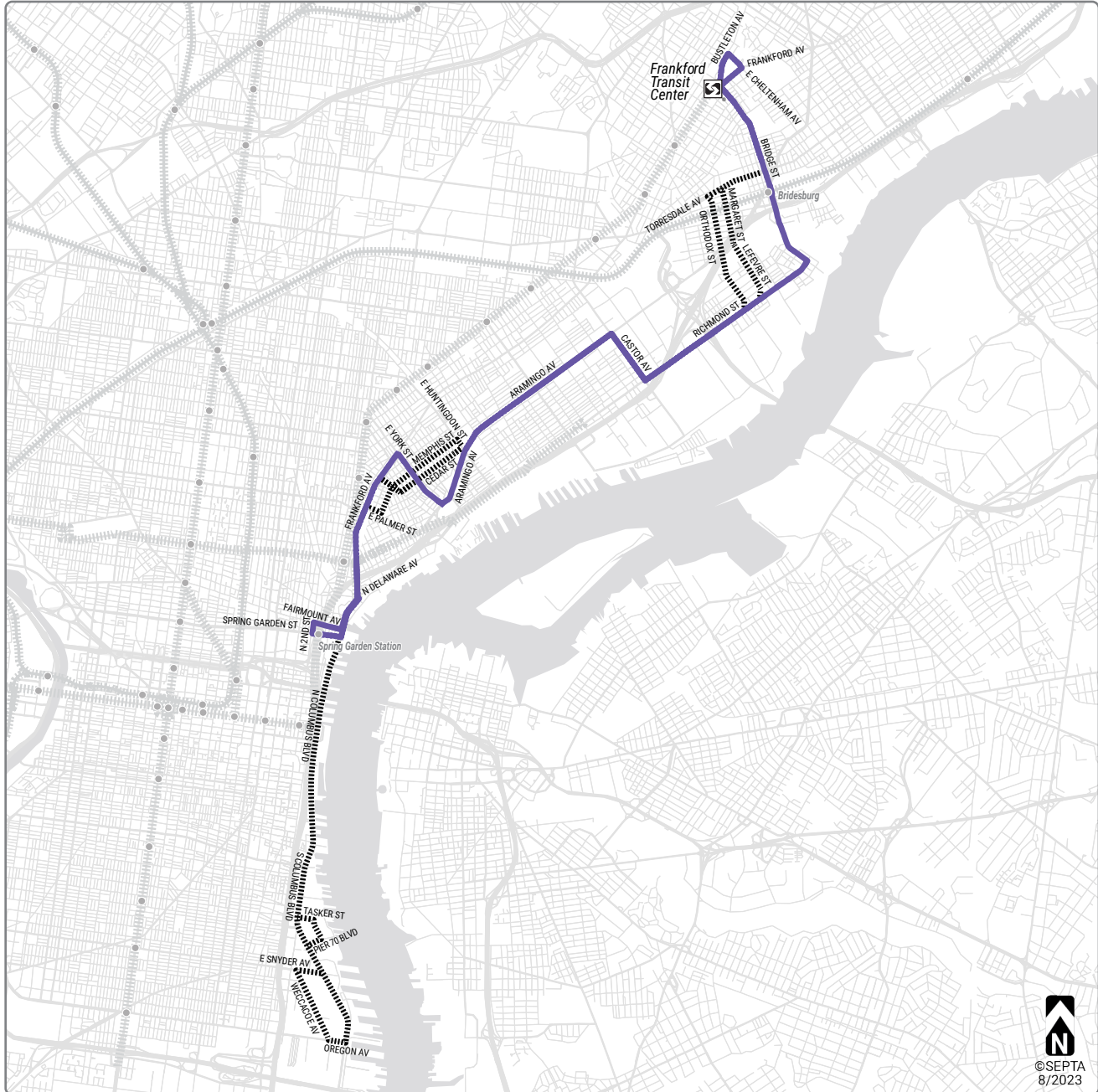
ROUTE 25

Frankford Transit Center to Spring Garden Station

Changed Route

15 MAX

What SEPTA is Proposing - All Route 25 trips will operate frequent service between Frankford Transit Center and Spring Garden Station on the MFL. The route will also be realigned to operate via Aramingo, York, and Frankford Avenue. Service on Delaware Avenue will be provided by Route 76.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

..... ROUTE DISCONTINUED

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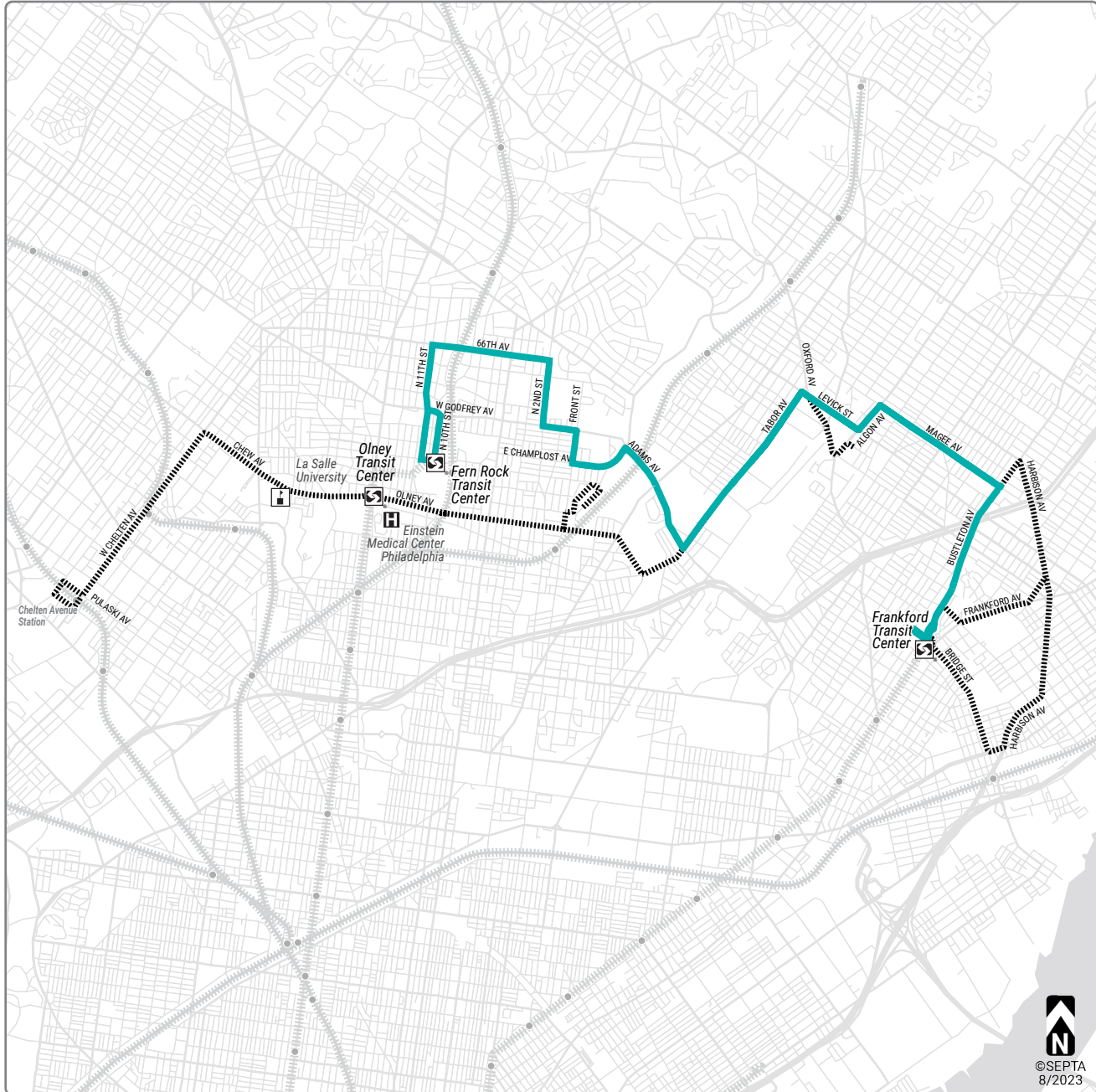
ROUTE 26

Fern Rock Transit Center to Frankford Transit Center

Changed Route

30 MAX

What SEPTA is Proposing - Parts of Routes 26 and K will be combined to provide a more frequent crosstown route connection between Fern Rock and Frankford Transit Centers. Route 65 will serve riders traveling between Germantown and Olney Transit Center. Route 18 will serve riders traveling between Olney Transit Center and Cedarbrook Plaza.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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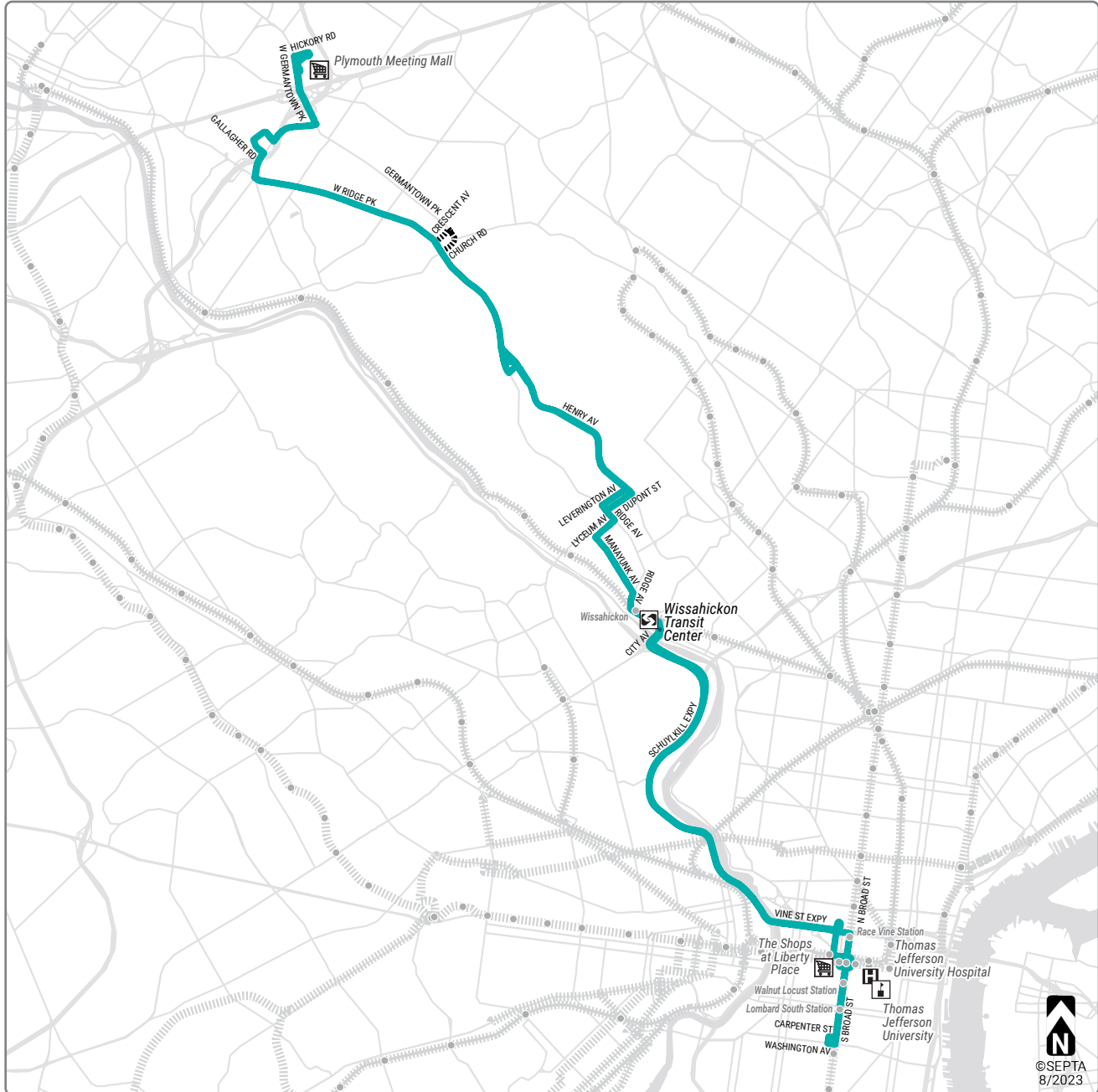
ROUTE 27

Broad-Carpenter to Plymouth Meeting Mall

Changed Route

30 MAX

What SEPTA is Proposing - Route 27 will operate all trips between Plymouth Meeting Mall and Broad & Carpenter Streets in South Philadelphia. Service to Barren Hill will be discontinued. The consistent service to Plymouth Meeting will better match employment and retail demand.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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ROUTE 28

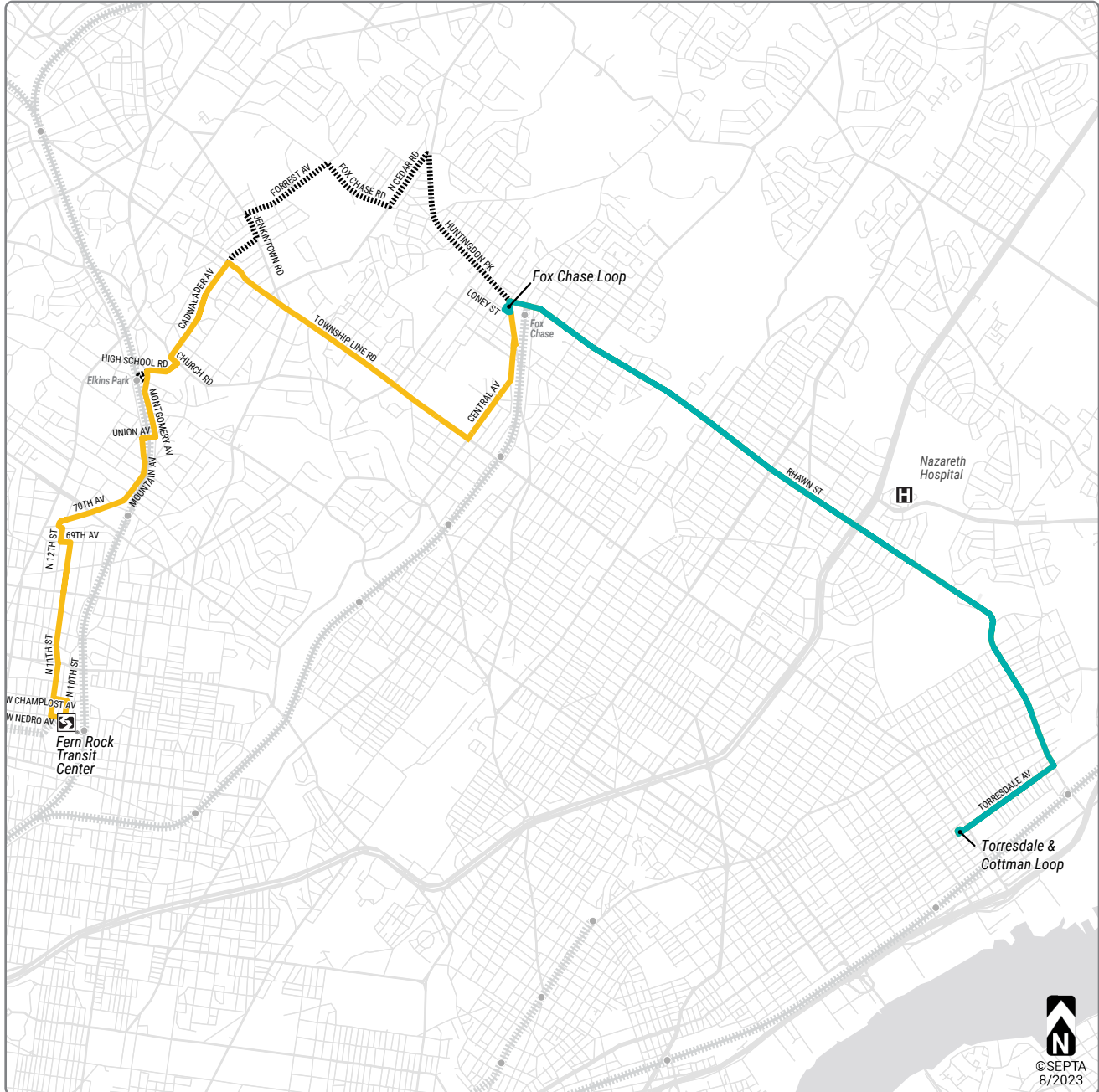
Torresdale-Cottman to Fox Chase

Torresdale-Cottman to Fern Rock Transit Center Serving Fox Chase

Changed Route

30 MAX 60 MAX

What SEPTA is Proposing - Route 28 will operate between Torresdale-Cottman Loop and either Fox Chase Loop or Fern Rock Transit Center. The route will be realigned to operate via Township Line Road to serve key destinations.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX **60 MAX**

Most **30 MAX** routes would operate at least every 30 or 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

Most **60 MAX** routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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ROUTE 29

Pier 70 Blvd to 33rd-Dickinson

No Changes

15 MAX

What SEPTA is Proposing - There will be no changes to Route 29.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE UNCHANGED

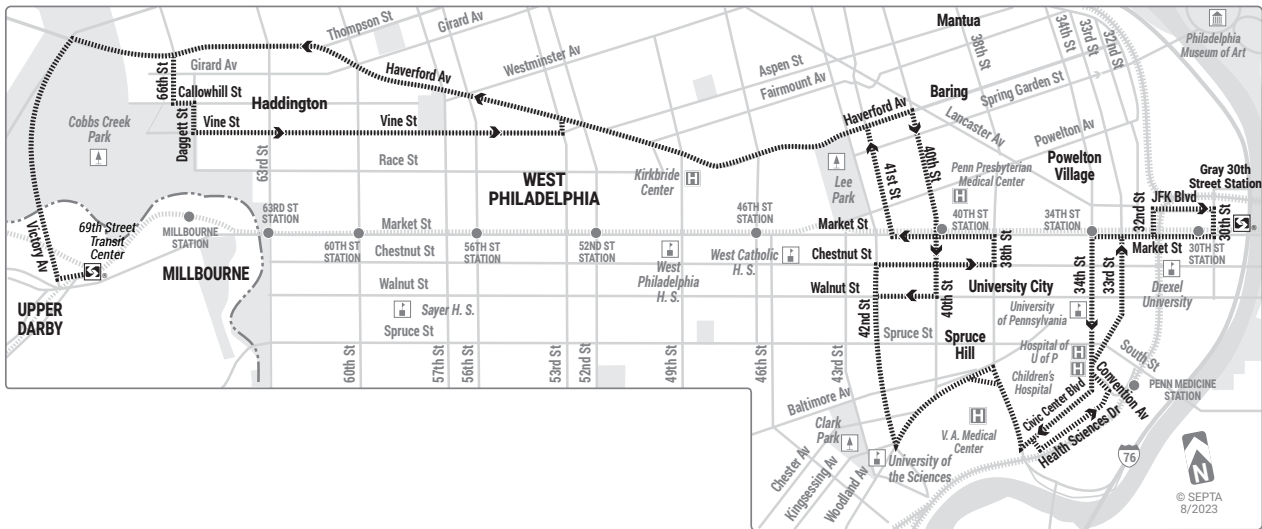
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ROUTE 30

William H. Gray III 30th Street Station to 69th Street Transit Center

Discontinued Route

What SEPTA is Proposing - Route 30 will be discontinued and combined with Route 43. Riders traveling to University City can use either Route 40 on 40th Street and 41st Street, or Route 49 on 33rd Street and 34th Street. Riders traveling north of Haverford Avenue can take Route 64 or Trolley Route 10.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

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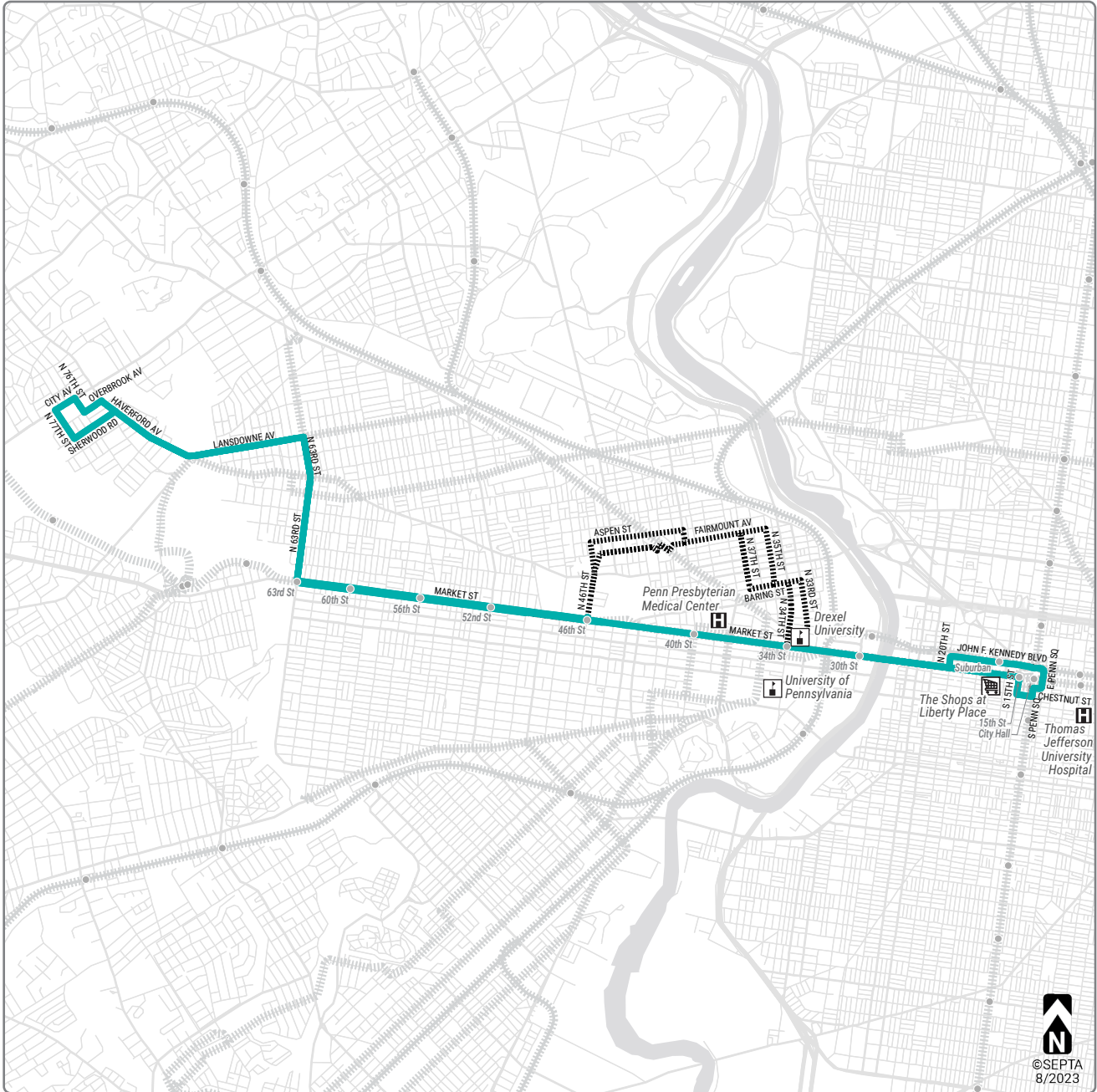
ROUTE 31

City Hall to 76th-City

Changed Route

30 MAX

What SEPTA is Proposing - Route 31 will operate all trips between 76th and City Avenue and City Hall via Market Street. This will provide a more direct alternative to the Market Frankford Line. Service in Mantua will be provided by Route 38.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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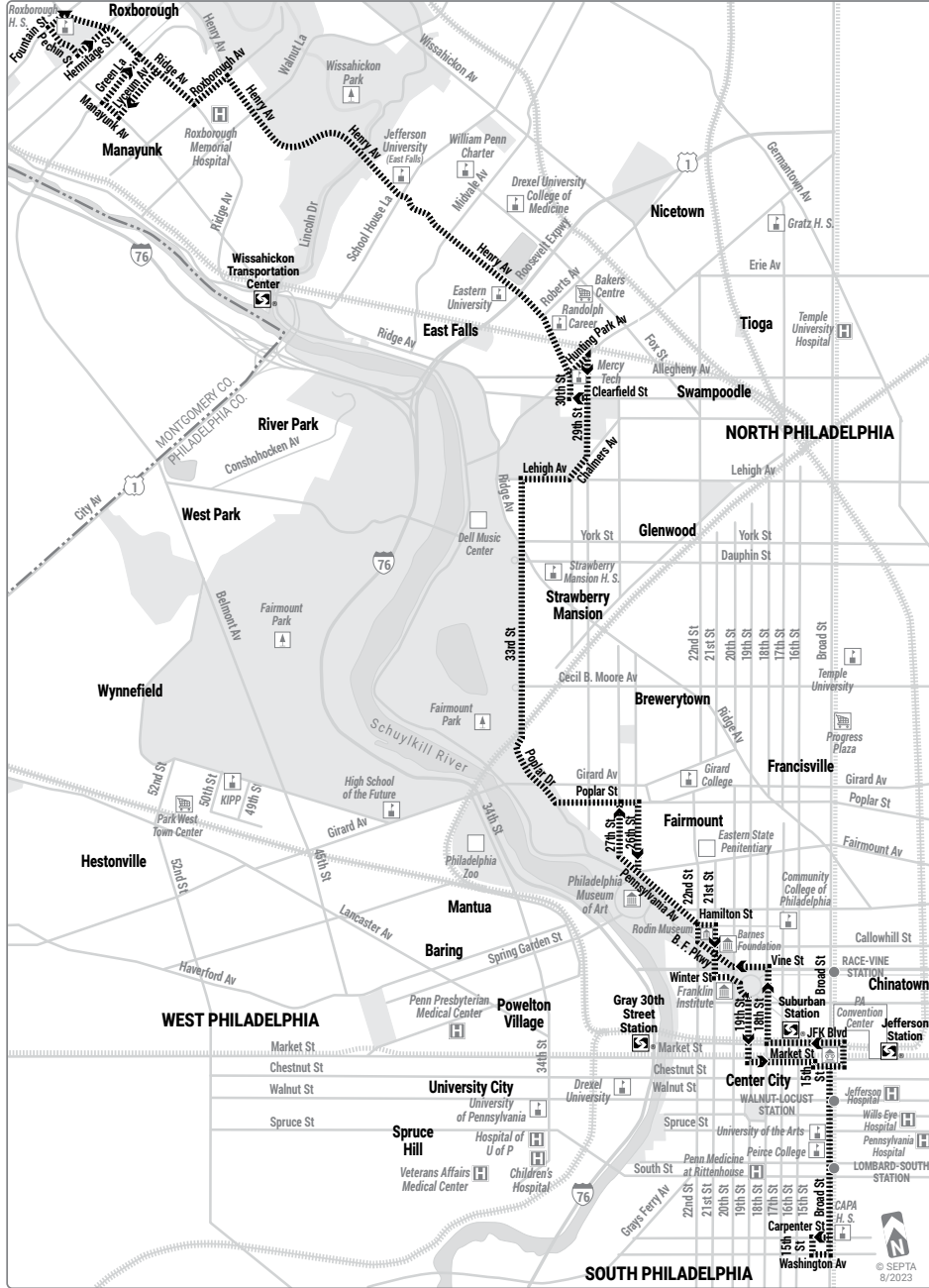


ROUTE 32

Broad & Carpenter to Ridge & Lyceum

Discontinued Route

What SEPTA is Proposing - Route 32 will be discontinued. Route 32 will be combined with Route 49.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

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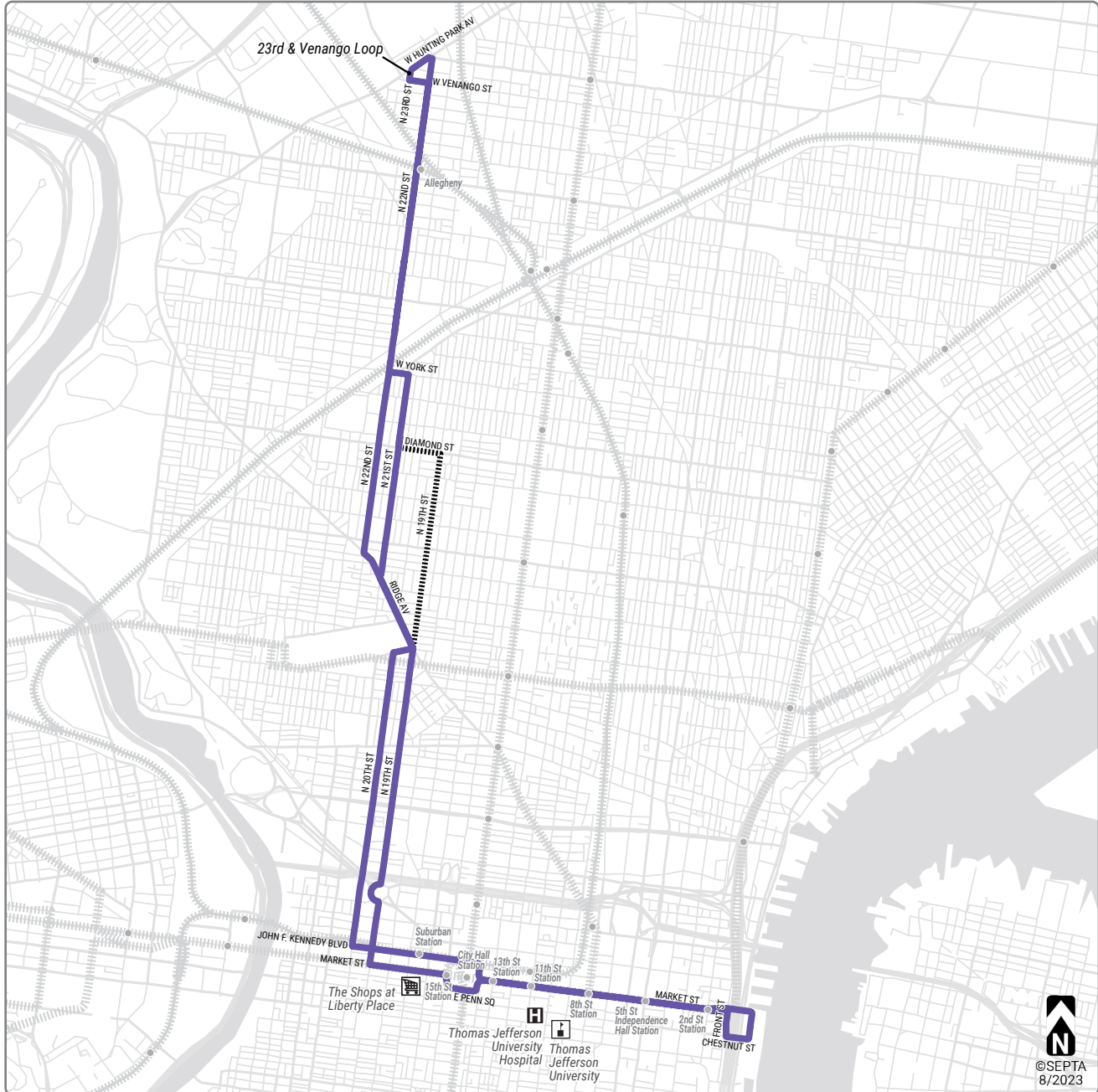
ROUTE 33

Penn's Landing to 23rd-Venango

Changed Route

15 MAX

What SEPTA is Proposing - Route 33 will be realigned to operate via 21st Street in North Philadelphia. This will reduce the walking distance between north and southbound alignments and reduce the number of turns on the route, improving reliability.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED** (solid blue line)
- ROUTE DISCONTINUED** (dashed grey line)

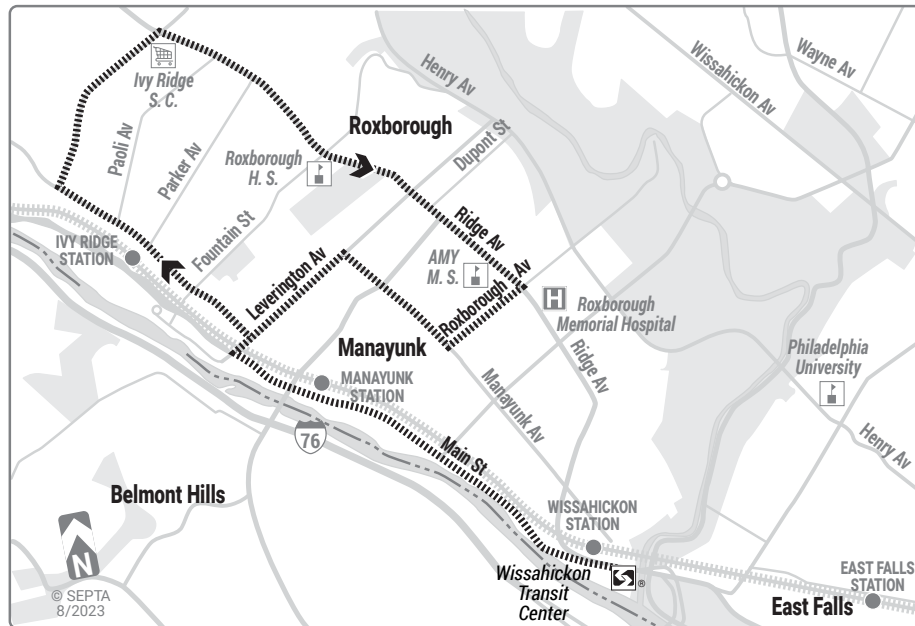
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ROUTE 35

Manayunk Roxborough Loop

Discontinued Route

What SEPTA is Proposing - Route 35 will be discontinued. Riders can use Route 27 to travel on Henry Avenue, Riders can use Route 9 and Route 61 to travel on Ridge Avenue.



ROUTE ADJUSTMENT

----- ROUTE DISCONTINUED

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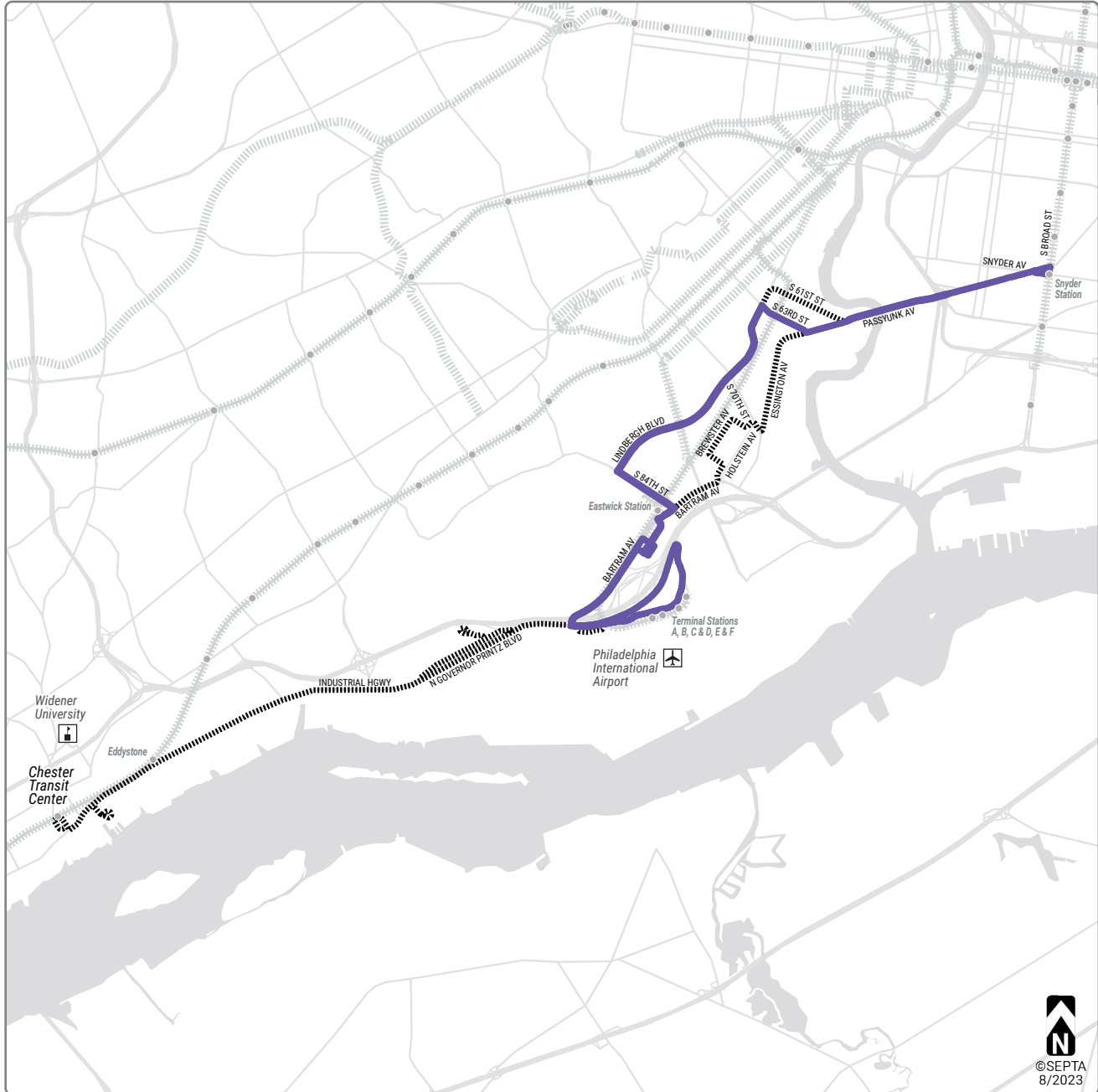
ROUTE 37

Broad-Snyder to Philadelphia International Airport

Changed Route

15 MAX

What SEPTA is Proposing - Route 37 will be shortened and realigned to operate frequent service between Broad & Snyder and PHL Airport. Route segments between the airport and Chester will be served by the new Route 137. The shortened route will allow more frequent service and improve service reliability.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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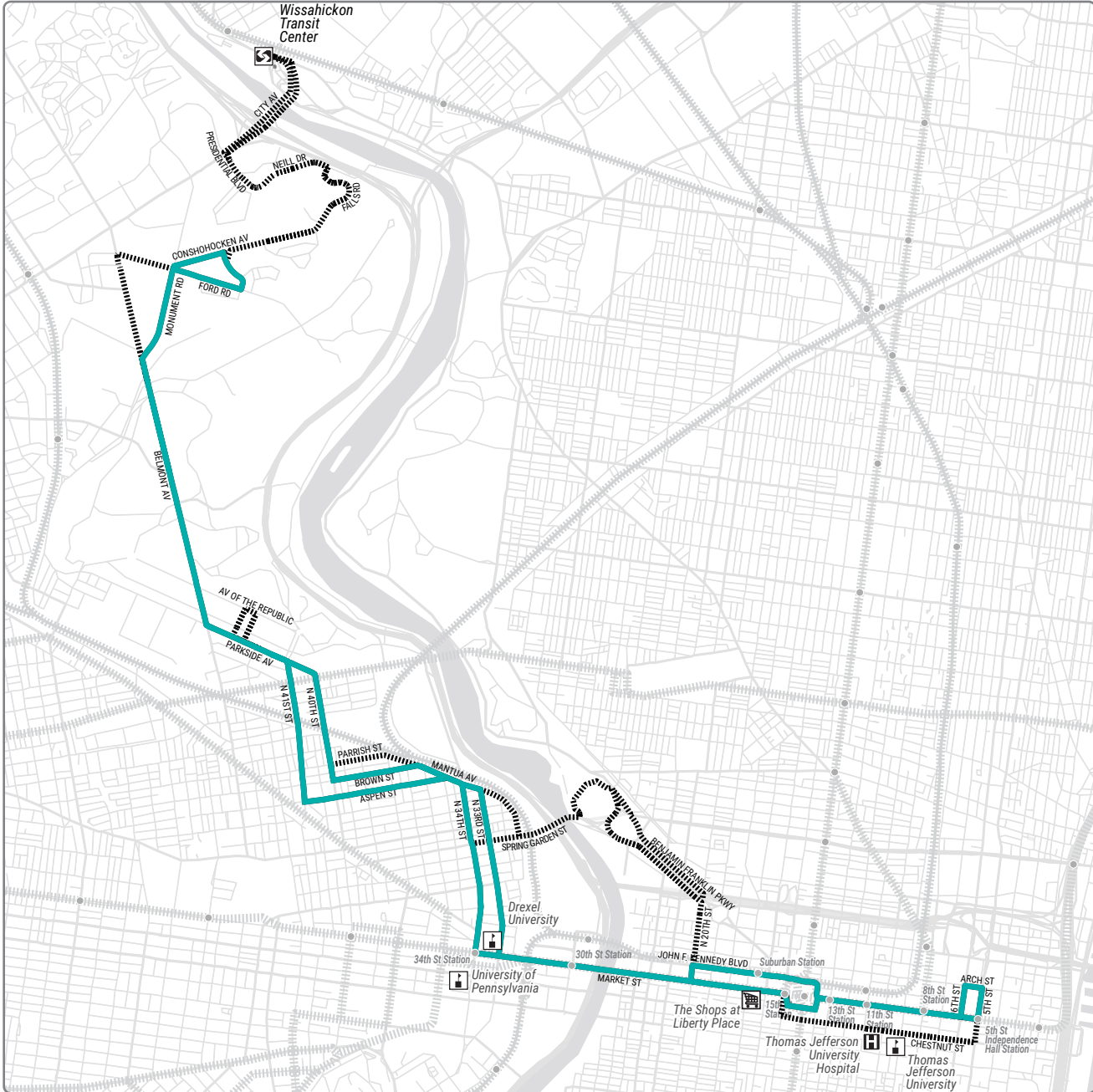
ROUTE 38

5th-Market to Ford-Monument

Changed Route

30 MAX

What SEPTA is Proposing - Route 38 will provide service between Wynnefield and Center City via Mantua and Powelton. The route has been realigned in Mantua to provide service in the denser part of the neighborhood.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

- - - ROUTE DISCONTINUED

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ROUTE 39

Richmond-Cumberland to 33rd-Dauphin

No Changes

30 MAX

What SEPTA is Proposing - There will be no changes to Route 39.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE UNCHANGED

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ROUTE 40

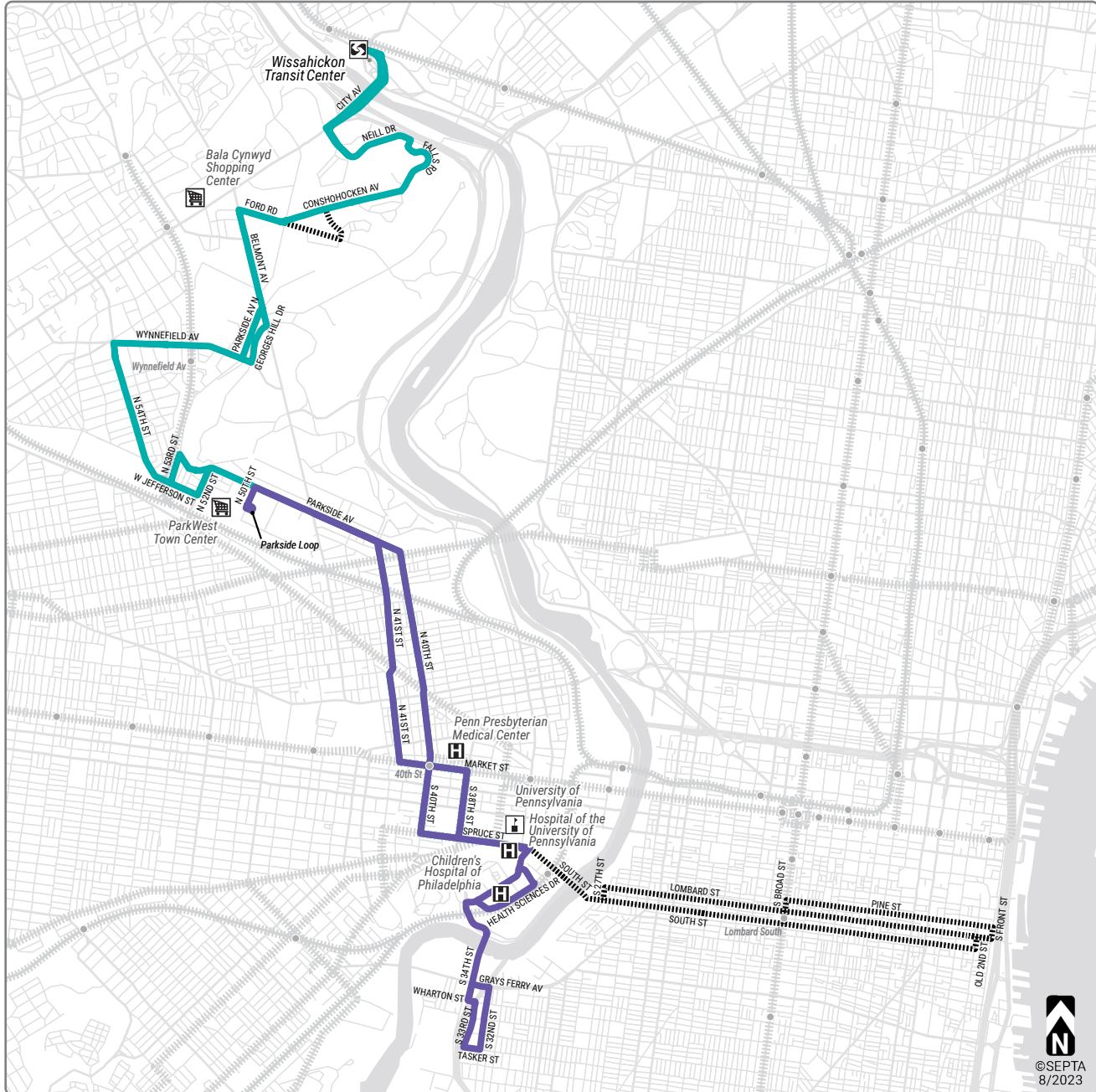
33rd-Dickinson to 50th-Parkside

33rd-Dickinson to 50th-Parkside and Wissahickon Transit Center

Changed Route

15 MAX 30 MAX

What SEPTA is Proposing - Route 40 will provide service between 33rd-Dickinson and Parkside Loop and Wissahickon Transit Center via University City, creating a new frequent connection to this growing job center. Route 42 will serve riders traveling to and from South Street.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX 30 MAX

Most 15 MAX and 30 MAX routes would operate at least every 15 or 30 minutes, respectively, on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE PROPOSED
- ROUTE DISCONTINUED

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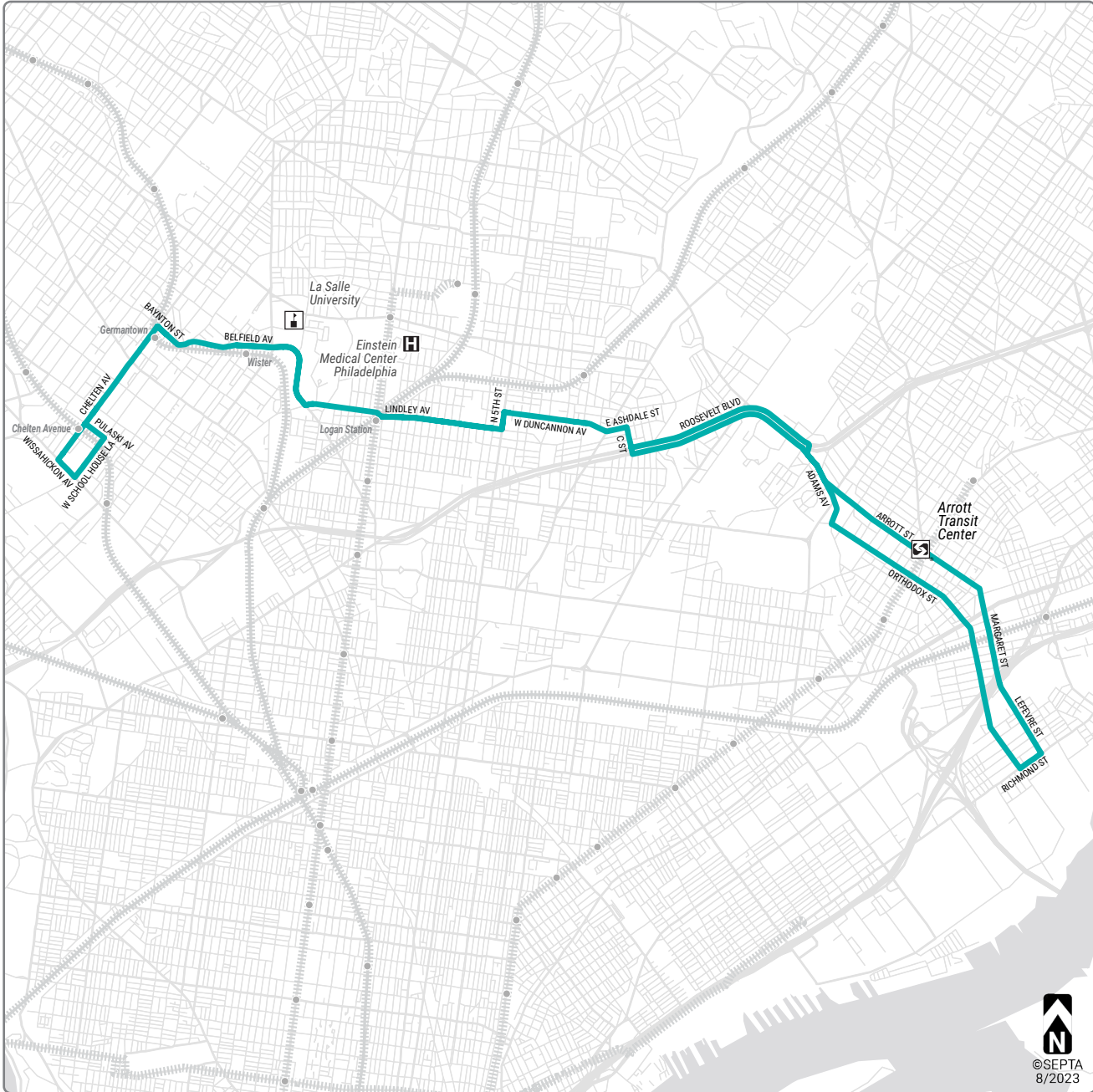
ROUTE 41

Chelten-Wissahickon to Richmond-Orthodox

New Route

30 MAX

What SEPTA is Proposing - Route J will become Route 41 and service will be realigned to operate via Duncannon Avenue instead of Fisher Avenue in Olney. This routing will improve service reliability and allow for consistent crosstown connections.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

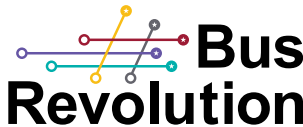
Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED (solid teal line)

ROUTE DISCONTINUED (dotted grey line)

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ROUTE 42

Wycombe Loop to 2nd-Lombard

Changed Route

10 MAX

What SEPTA is Proposing - Route 42 will combine existing Route 40 and Route 42 to operate between Wycombe Loop & Society Hill. The route would also be realigned to operate via Pine Street and Lombard Street east of Broad Street instead of South Street. West of the river, the route will operate via Spruce Street. This will allow for more frequent and reliable service between Center City and West Philadelphia.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX

Most 10 MAX routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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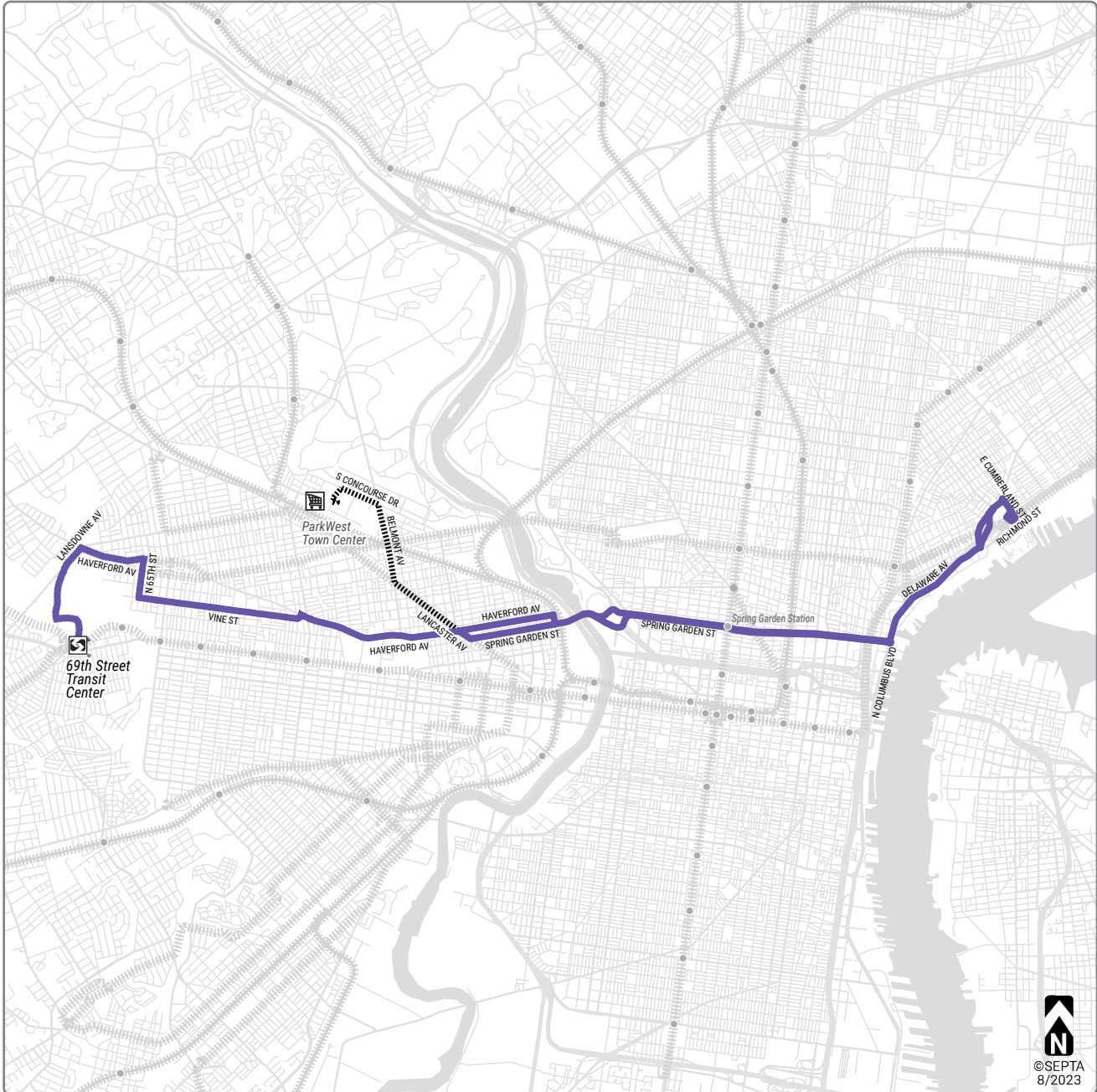
ROUTE 43

Richmond-Cumberland to 69th Street Transit Center

Changed Route

15 MAX

What SEPTA is Proposing - Route 43 will combine segments of Routes 30 and Route 43 to provide frequent crosstown service between 69th Street Transit Center and Cumberland & Richmond Street via Haverford Avenue and Spring Garden Street.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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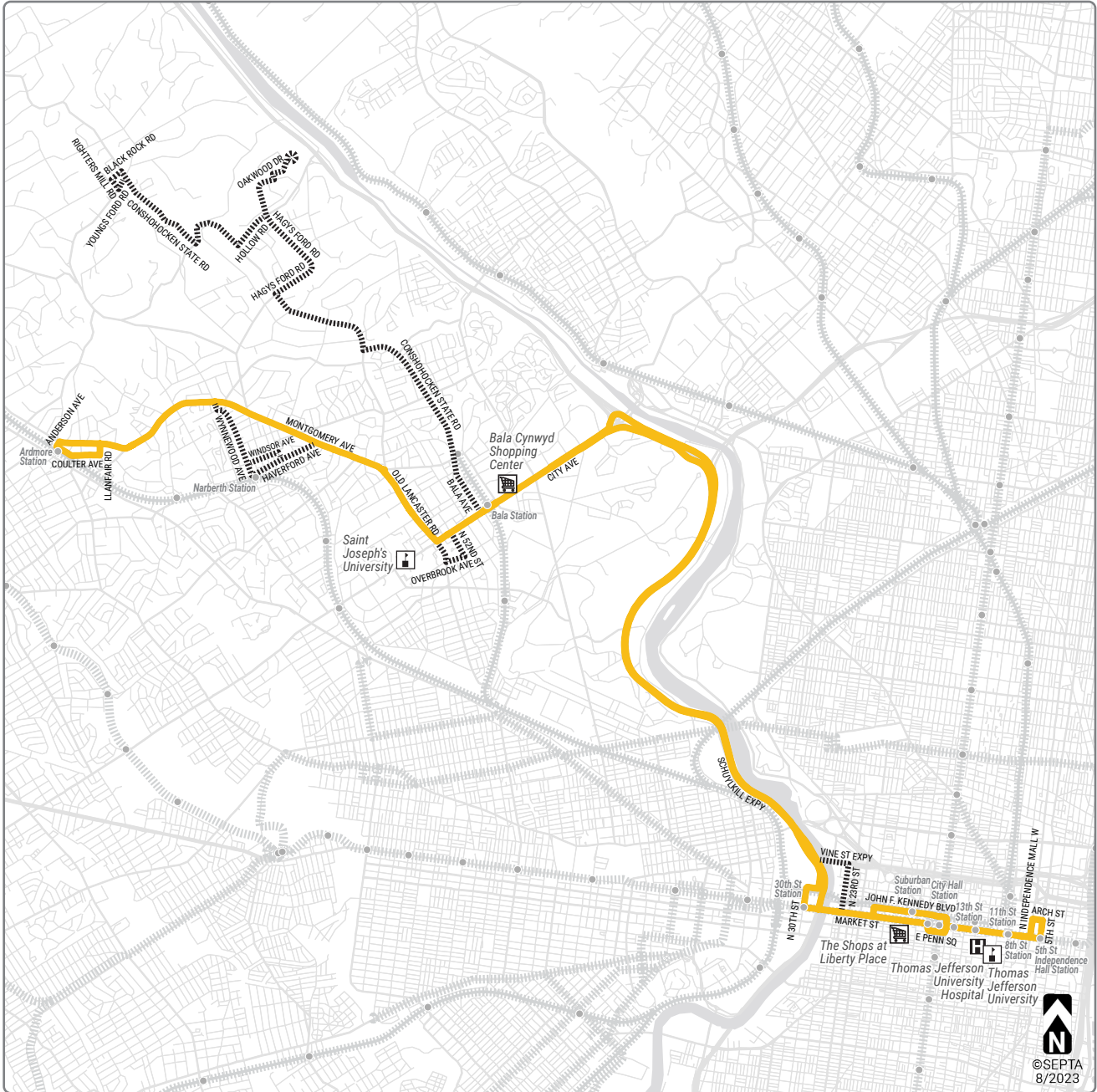
ROUTE 44

5th-Market to Ardmore

Changed Route

60 MAX

What SEPTA is Proposing - All Route 44 trips will operate between Ardmore and Center City via City Avenue. Low ridership patterns to Gladwyne and Narberth will be discontinued.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

----- ROUTE DISCONTINUED

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ROUTE 45

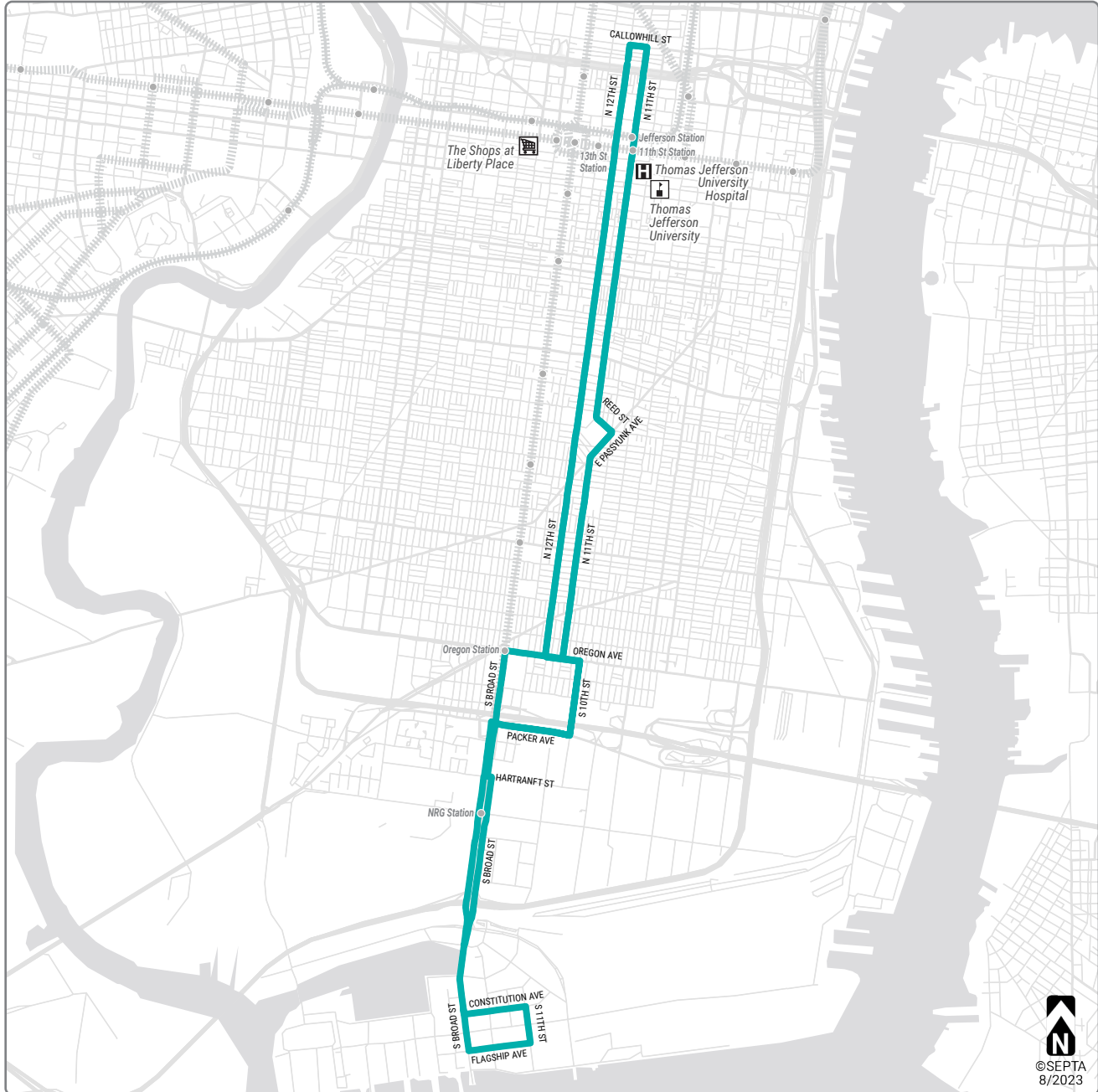
Broad-Oregon to Center City

Broad-Oregon to Center City Serving the Navy Yard

Changed Route

30 MAX

What SEPTA is Proposing - Some trips on Route 45 will be extended to the Navy Yard to provide a direct connection between Center City, South Philadelphia and the growing employment and entertainment destination



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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ROUTE 46

58th-Baltimore to 63rd-Malvern

Changed Route

15 MAX

What SEPTA is Proposing - All trips (both directions) on Route 46 will operate on N 61st Street between Columbia Avenue and Washington Avenue.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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ROUTE 47

Whitman Plaza to 5th-Godfrey

No Changes

10 MAX

What SEPTA is Proposing - There will be no changes to Route 47.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX

Most 10 MAX routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

ROUTE ADJUSTMENT
 ROUTE UNCHANGED

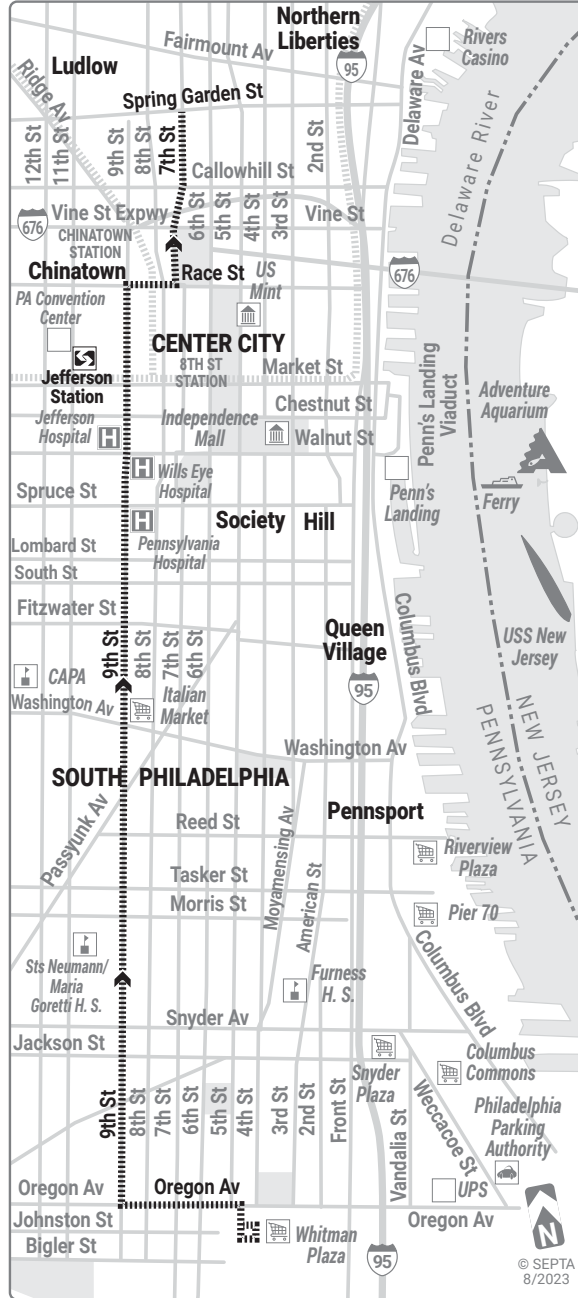
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ROUTE 47M

Whitman Plaza to 7th-Spring Garden Street via 9th St

Discontinued Route

What SEPTA is Proposing - Route 47M would be discontinued. Riders can use nearby Route 47 (on 7th and 8th Street) or the Broad Street Line for north-south connections.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

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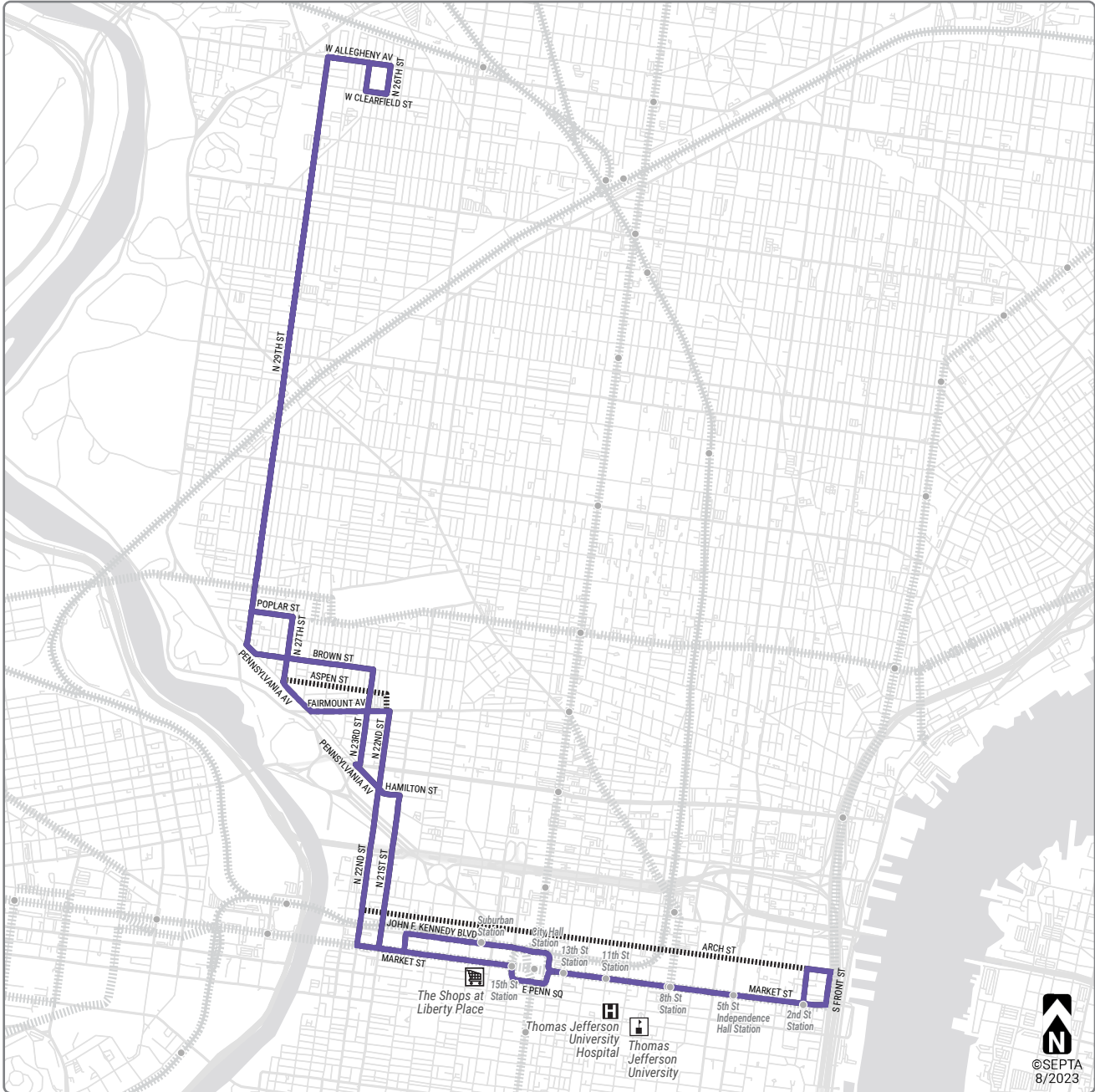
ROUTE 48

Front-Market to 27th-Allegheny

Changed Route

15 MAX

What SEPTA is Proposing - Route 48 will be realigned to operate via Fairmount Ave in Fairmount and via Market & JFK in Center City. The alignment change in Fairmount addresses existing route segments that are frequently detoured. The Center City alignment change would take advantage of new bus lanes on Market Street and JFK Boulevard.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED** (solid blue line)
- ROUTE DISCONTINUED** (dotted line)

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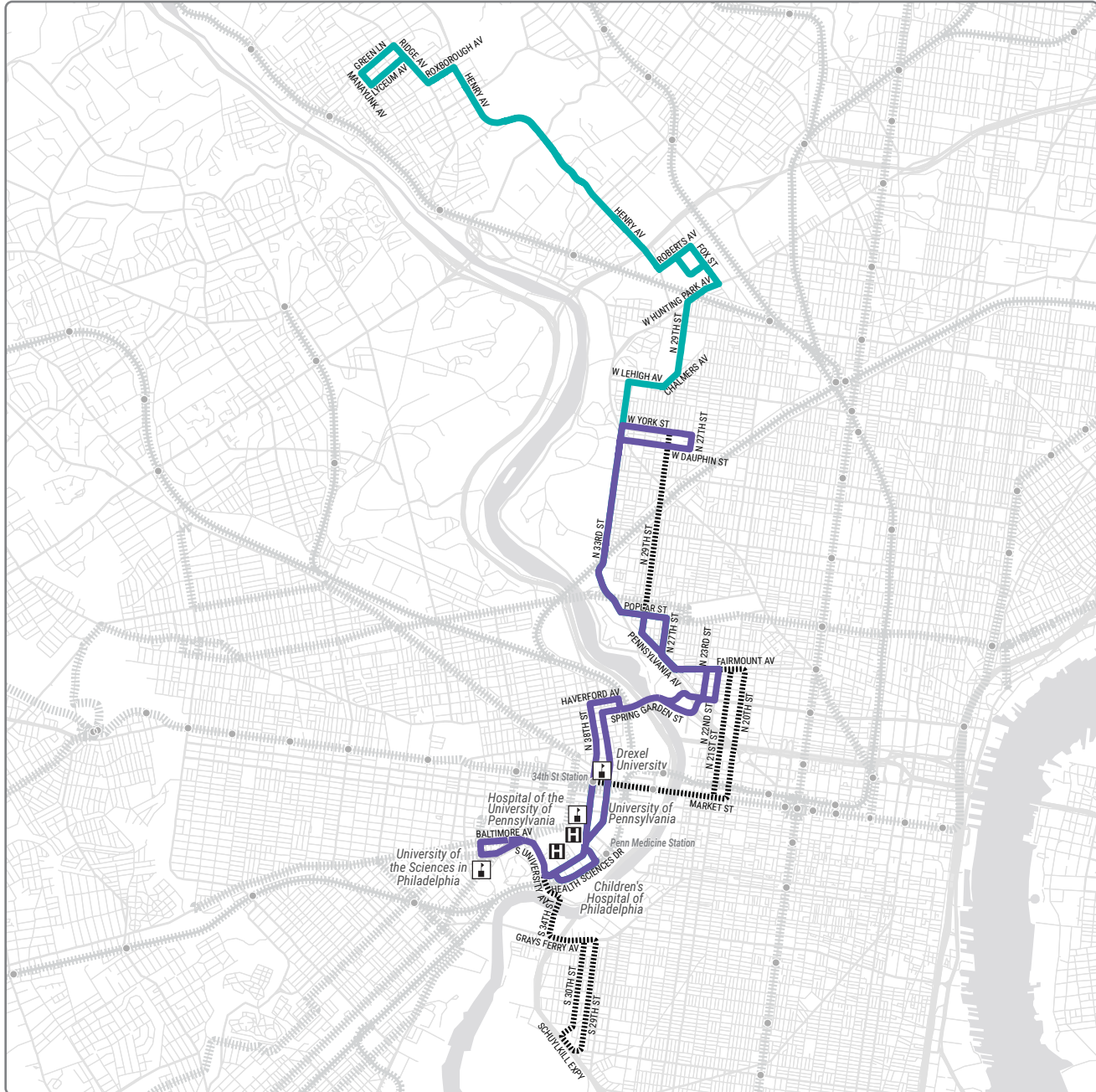
ROUTE 49

40th St Trolley Portal to 33rd-Dickinson
40th St Trolley Portal to Ridge-Lyceum

Changed Route

15 MAX 30 MAX

What SEPTA is Proposing - Route 49 will combine existing Route 32 and Route 49 and operate 15 MAX service between the 40th Street Trolley Portal and 33rd & Dauphin. Less frequent 30 MAX service will operate beyond 33rd & Dauphin to Ridge & Lyceum. The combined route will provide connections between University City, Fairmount, Strawberry Mansion and Manayunk-Roxborough. Route 40 and Route 79 would serve riders traveling between University City and South Philly.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX **30 MAX**

Most **15 MAX** and **30 MAX** routes would operate at least every 15 or 30 minutes, respectively, on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

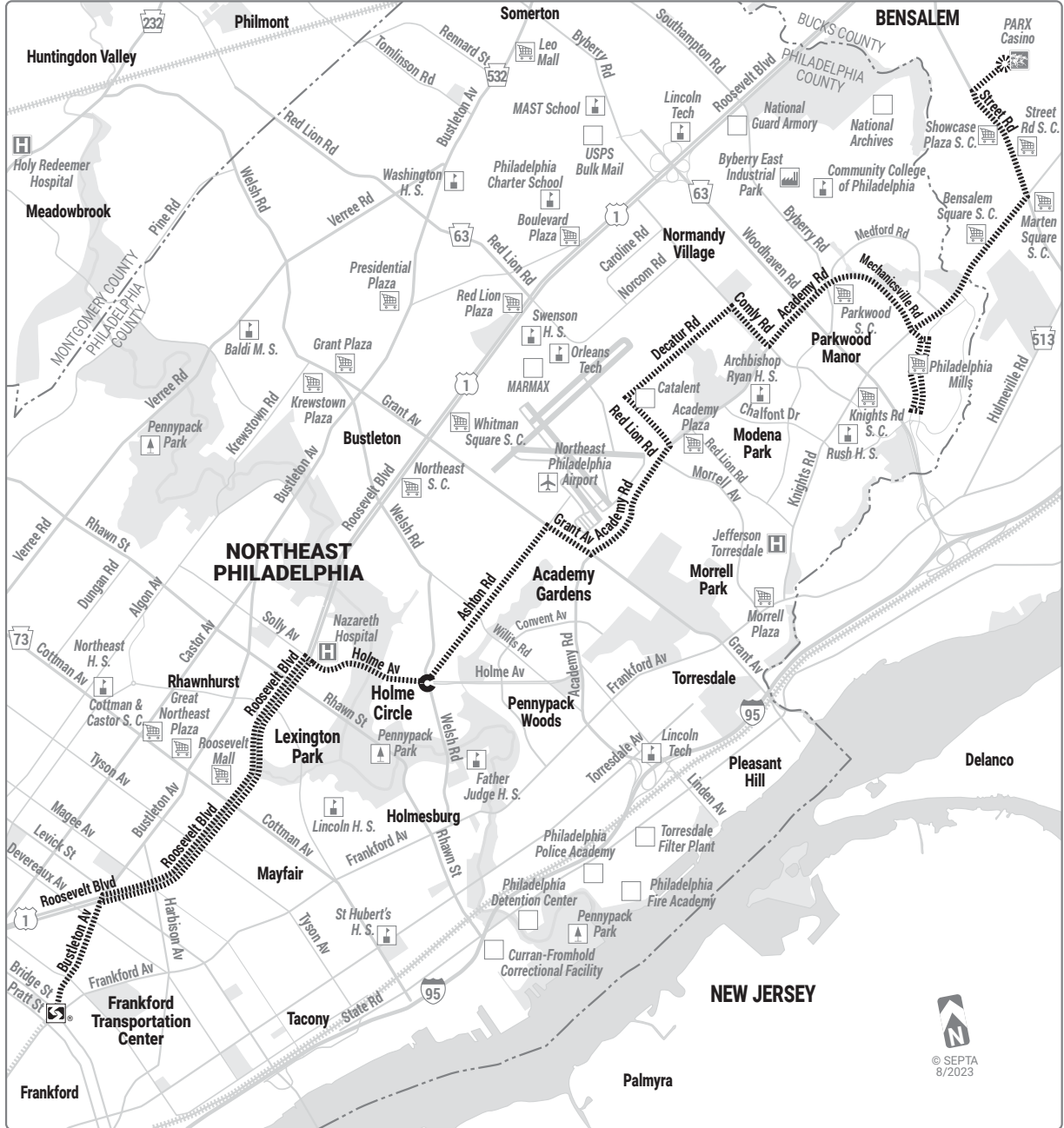
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ROUTE 50

Parx Casino via Philadelphia Mills to Frankford Transit Center

Discontinued Route

What SEPTA is Proposing - Route 50 will be discontinued. Riders can use Route 87 to travel between Frankford Transit Center, Philadelphia Mills, and the Parx Casino.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

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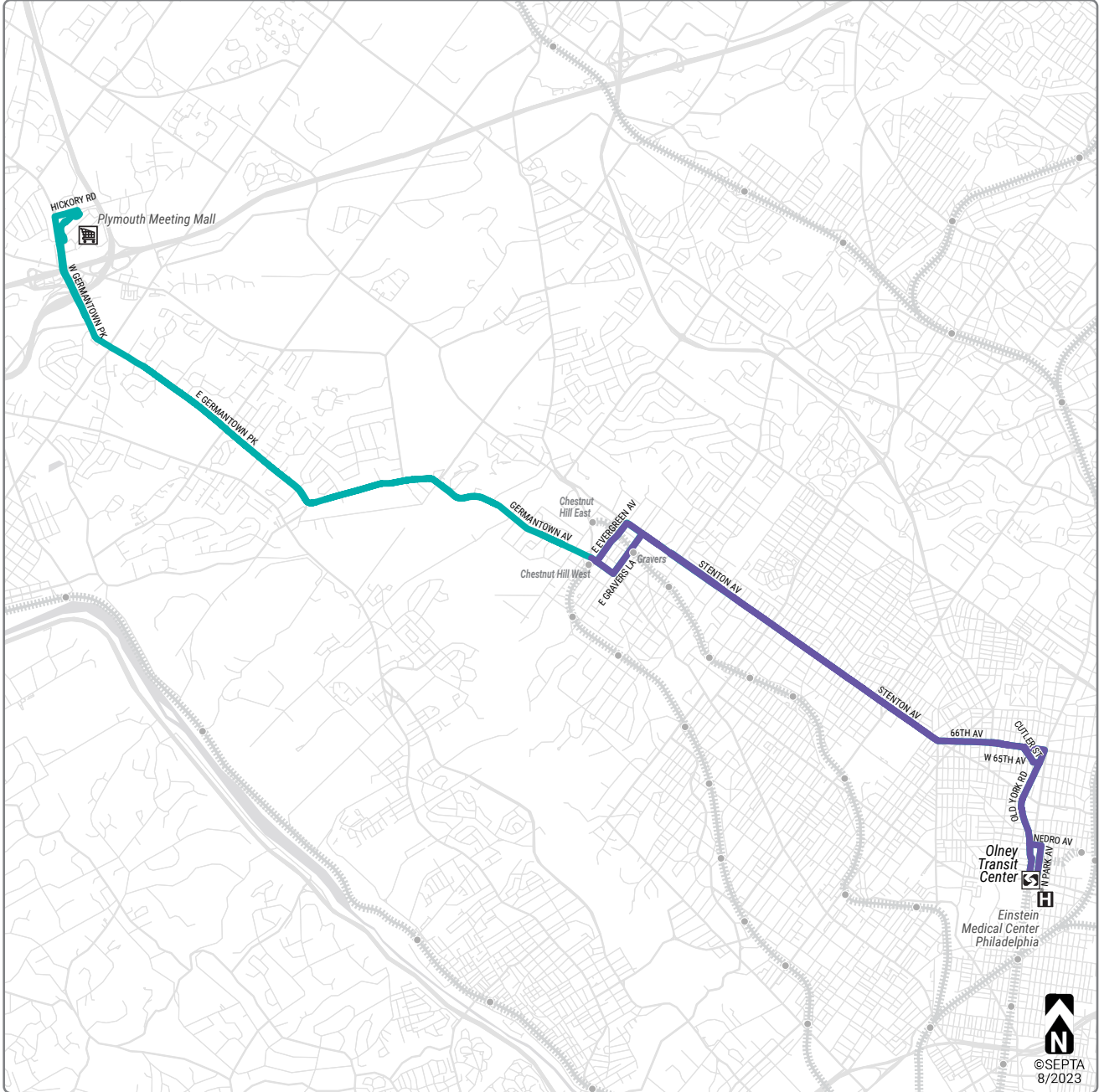
ROUTE 51

Chestnut Hill to Olney Transit Center
Plymouth Meeting Mall to Olney Transit Center

New Route

15 MAX 30 MAX

What SEPTA is Proposing - Route L will become Route 51 and provide service between Olney Transit Center and either Chestnut Hill or Plymouth Meeting Mall. The streamlined routing will improve reliability with the express routing becoming the base route. Route 22 would replace existing Route L service on Wister Street and Nedro Avenue.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— **15 MAX** — **30 MAX**

Most **15 MAX** and **30 MAX** routes would operate at least every 15 or 30 minutes, respectively, on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— **ROUTE PROPOSED**

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ROUTE 52

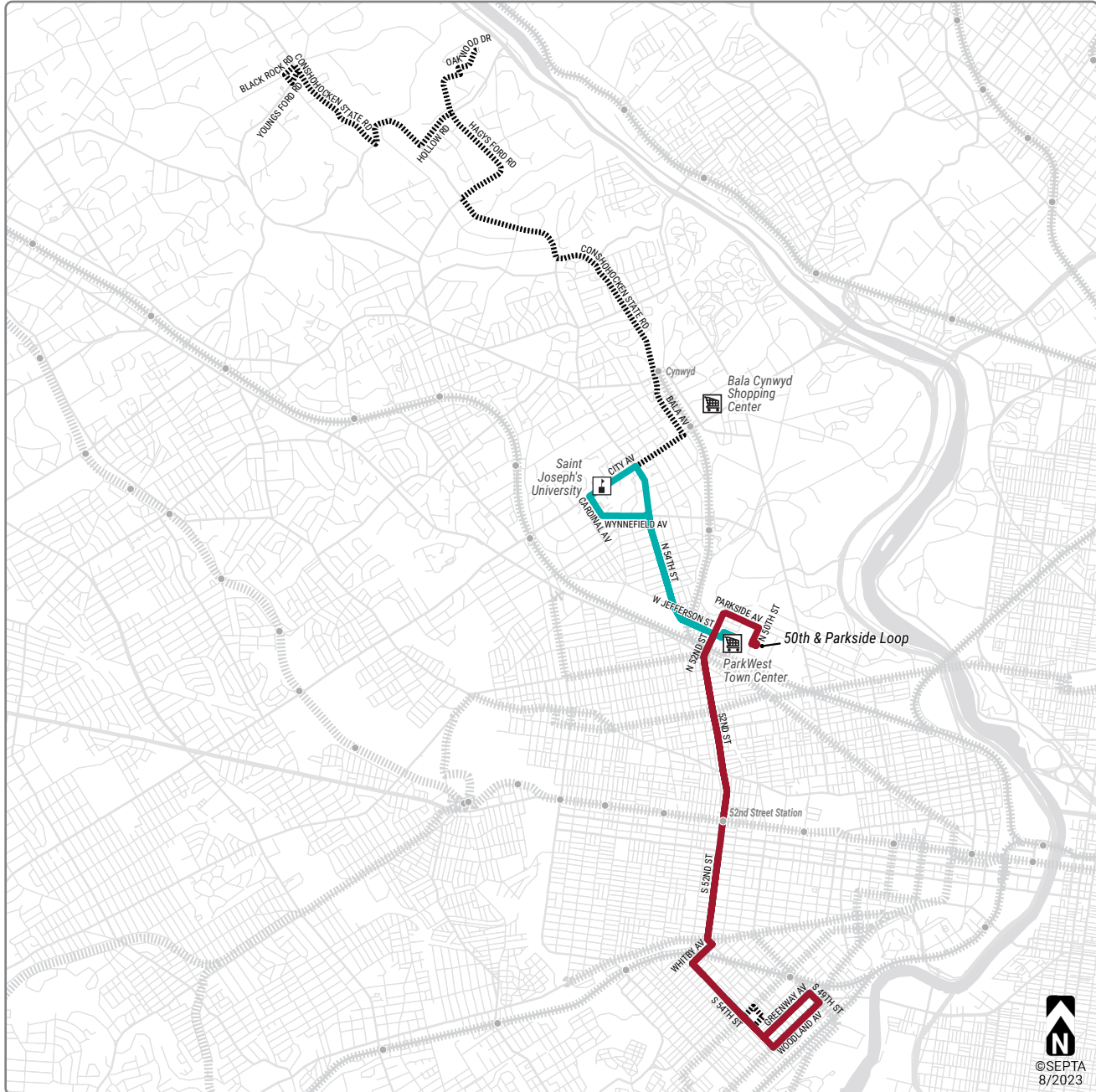
49th-Woodland to 50th-Parkside

49th-Woodland to 54th-City Serving Parkwest Town Center

Changed Route

10 MAX 30 MAX

What SEPTA is Proposing - Route 52 will operate frequent service between 49th & Woodland and Parkside Loop. Less frequent service will extend north to City Avenue via ParkWest Town Center. The low ridership service to Gladwyne will be discontinued. These changes will make the route more reliable and easier to understand for customers.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX **30 MAX**

Most **10 MAX** routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

Most **30 MAX** routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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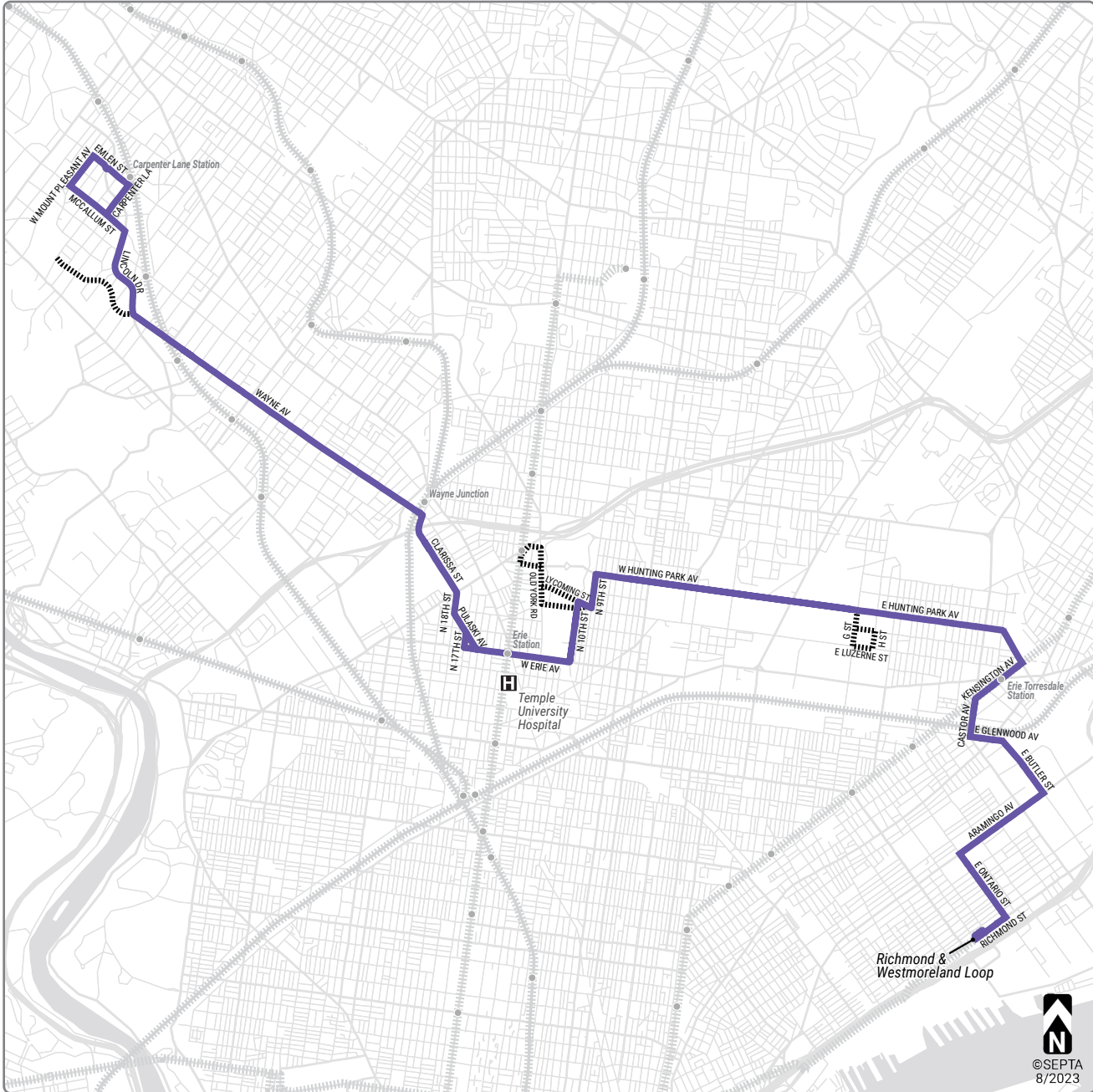
ROUTE 53

Carpenter Lane Station to Richmond-Westmoreland

Changed Route

15 MAX

What SEPTA is Proposing - Route 53 will be extended on both ends to operate frequent crosstown service between Carpenter Lane Station and the Richmond and Westmoreland Loop via Wayne Avenue, Hunting Park Avenue, and Aramingo Avenue.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

[Back to Route Listings](#)



ROUTE 54

Richmond-Cambria to 33rd-Dauphin

No Changes

15 MAX

What SEPTA is Proposing - There will be no changes to Route 54.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE UNCHANGED

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ROUTE 55

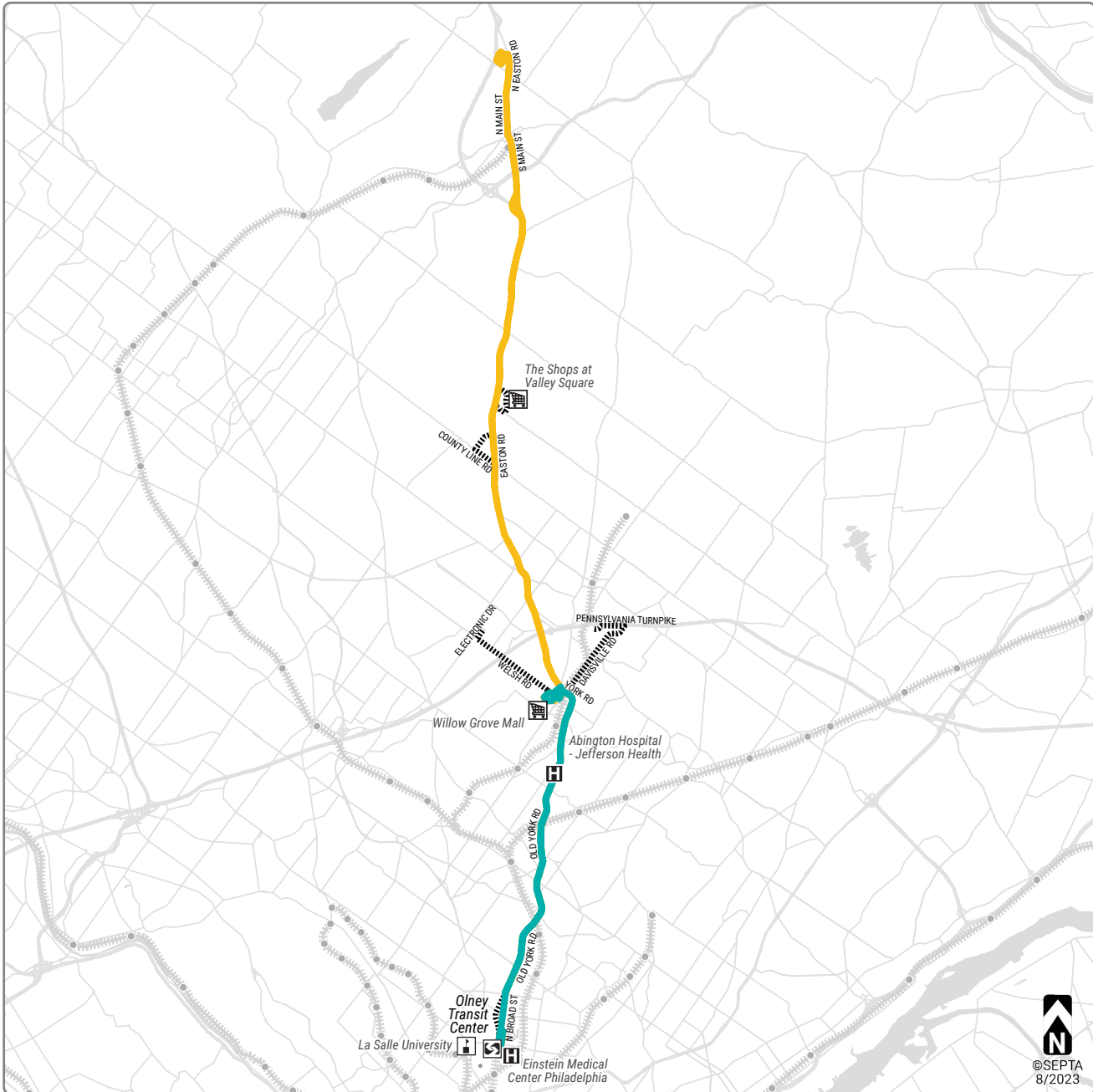
Willow Grove Mall to Olney Transit Center

Doylestown to Olney Transit Center Serving Willow Grove Mall

Changed Route

30 MAX 60 MAX

What SEPTA is Proposing - Route 55 will operate only two patterns. The primary pattern would operate 30-minute service between Olney Transit Center and Willow Grove Mall, and the secondary pattern would operate 60-minute service continuing north to Doylestown. This will improve service reliability and better match demand along the route. Service on Welsh Road will be provided by Route 310. Occasional service on Davisville Road would be discontinued.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX **60 MAX**

Most **30 MAX** routes would operate at least every 30 or 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

Most **60 MAX** routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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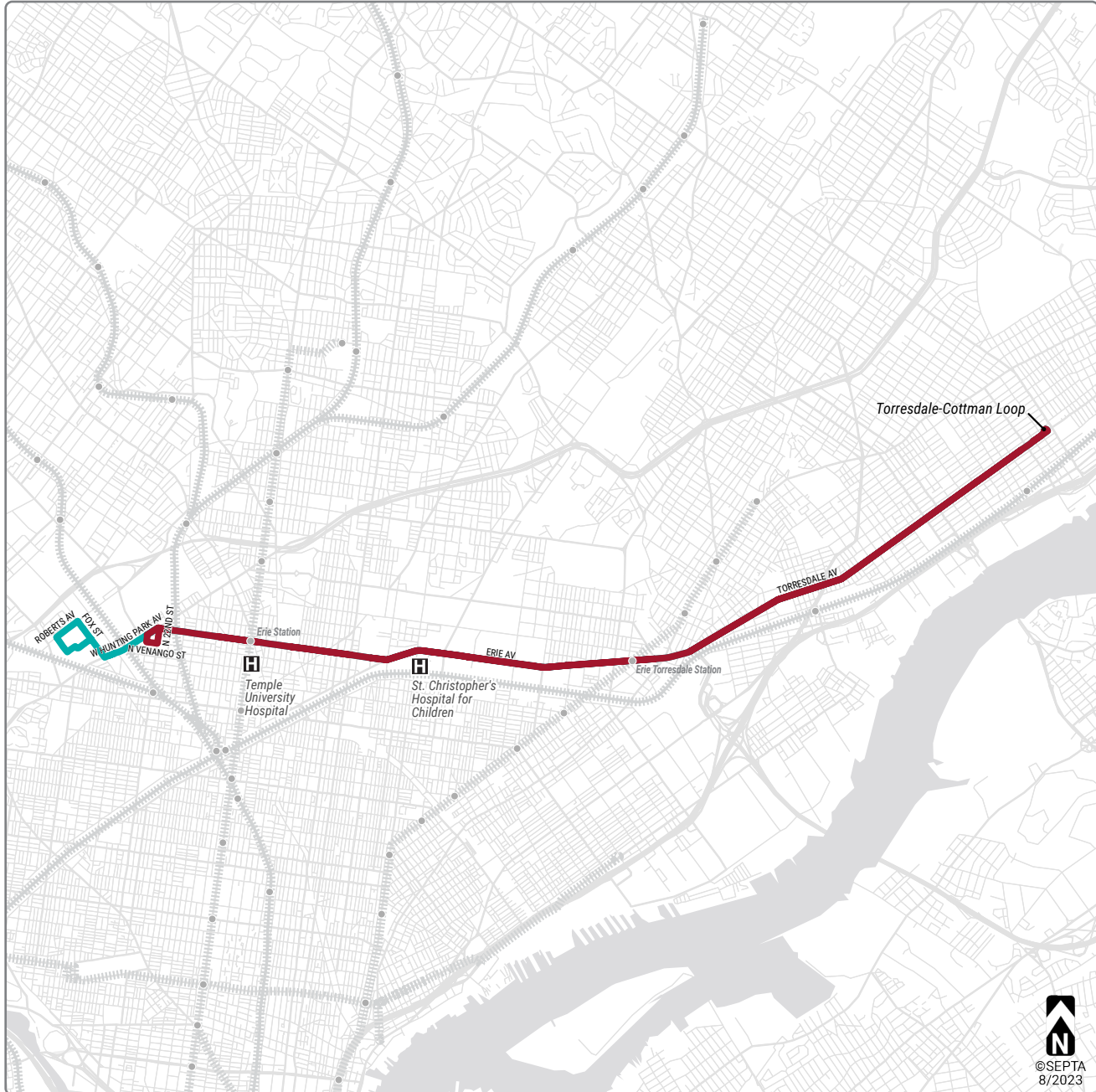
ROUTE 56

23rd-Venango to Torresdale-Cottman
Bakers Centre to Torresdale-Cottman

No Changes

10 MAX 30 MAX

What SEPTA is Proposing - Route 56's alignment would remain unchanged. Frequent service would operate between Torresdale-Cottman Loop and 23rd & Venango. Less frequent service would operate past 23rd & Venango to Baker's Centre.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX **30 MAX**

Most **10 MAX** routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

Most **30 MAX** routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

ROUTE PROPOSED

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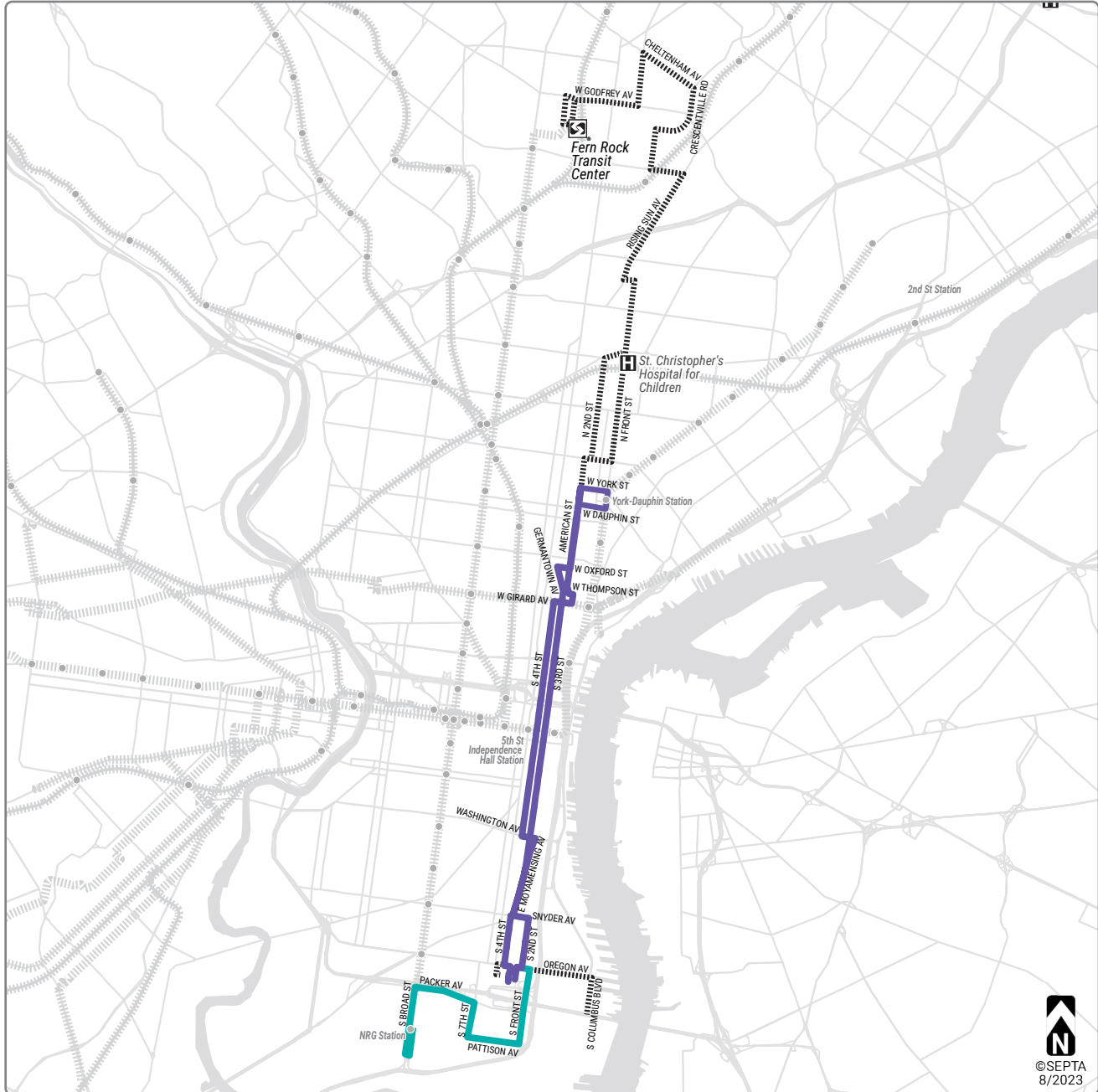
ROUTE 57

Front-Dauphin to 4th-Oregon
Front-Dauphin to Broad-Pattison

Changed Route

15 MAX 30 MAX

What SEPTA is Proposing - Route 57 will operate between Front & Dauphin and either Whitman Plaza or Broad & Pattison. The shortened route will allow for more frequent service, improve service reliability, and provide a new connection to the Market-Frankford Line. Route 74 will provide service between Front and Dauphin and Fern Rock Transit Center.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX **30 MAX**

Most **15 MAX** and **30 MAX** routes would operate at least every 15 or 30 minutes, respectively, on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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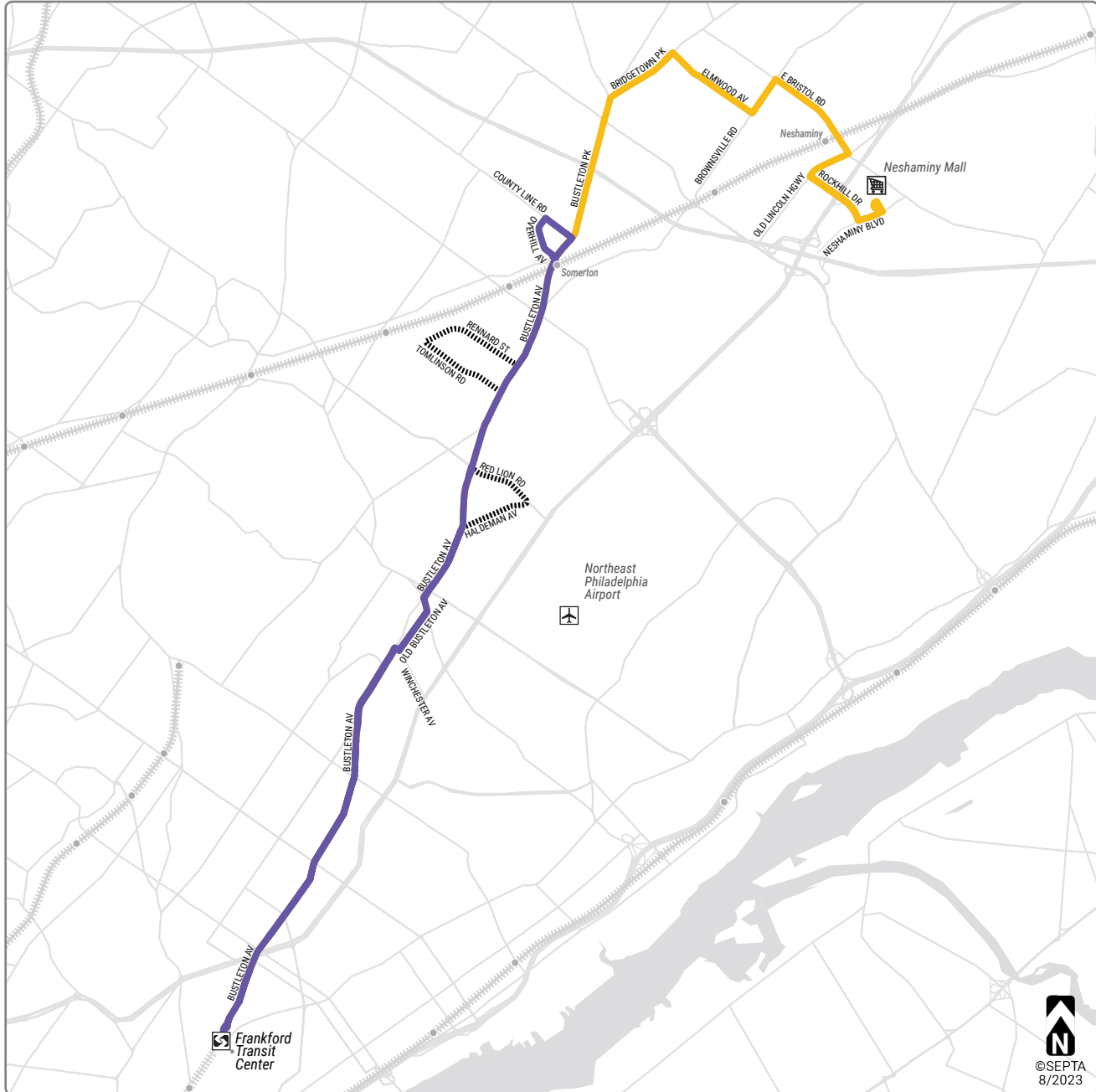
ROUTE 58

Frankford Transit Center to Bustleton-County Line
 Frankford Transit Center to Neshaminy Mall

Changed Route

15 MAX 60 MAX

What SEPTA is Proposing - Route 58 would provide frequent service between Frankford Transit Center and Bustleton Ave & County Line Road. Less frequent service would operate past Bustleton Ave & County Line Road to Neshaminy Mall. Route 67 would replace service on Rennard Street and Tomlinson Road.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX **60 MAX**

Most **15 MAX** routes would operate at least every 15 on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

Most **60 MAX** routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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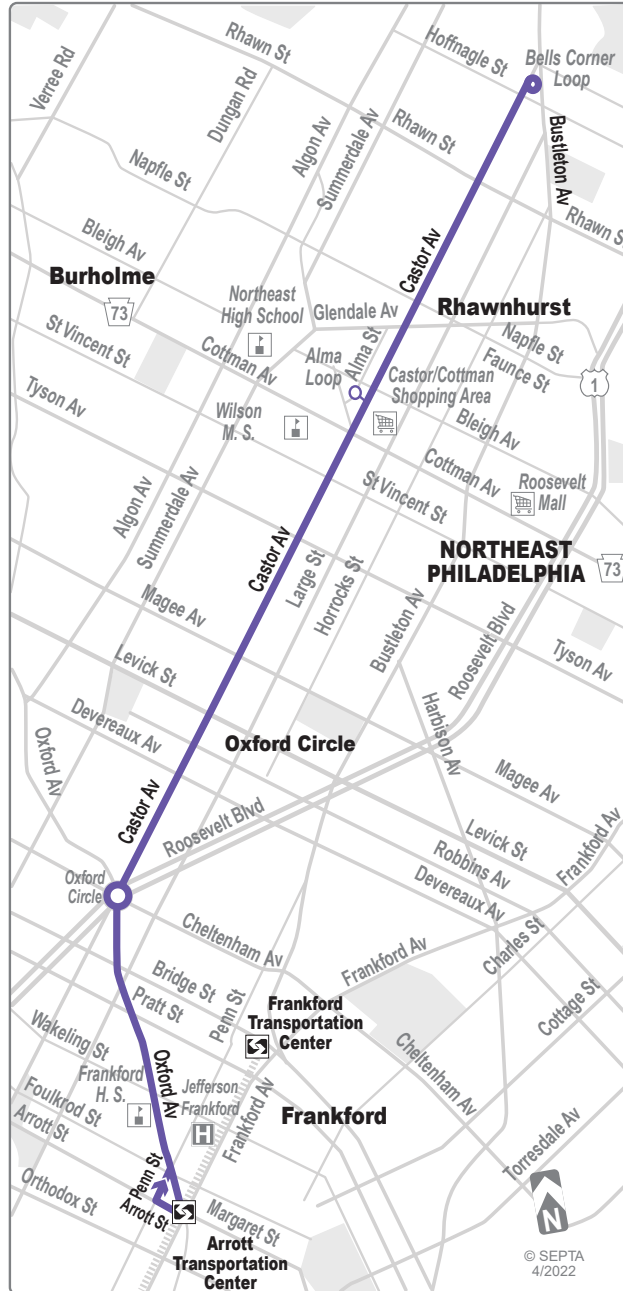
ROUTE 59

Castor-Bustleton to Arrott Transit Center

No Changes

15 MAX

What SEPTA is Proposing - There will be no changes to Route 59.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE UNCHANGED

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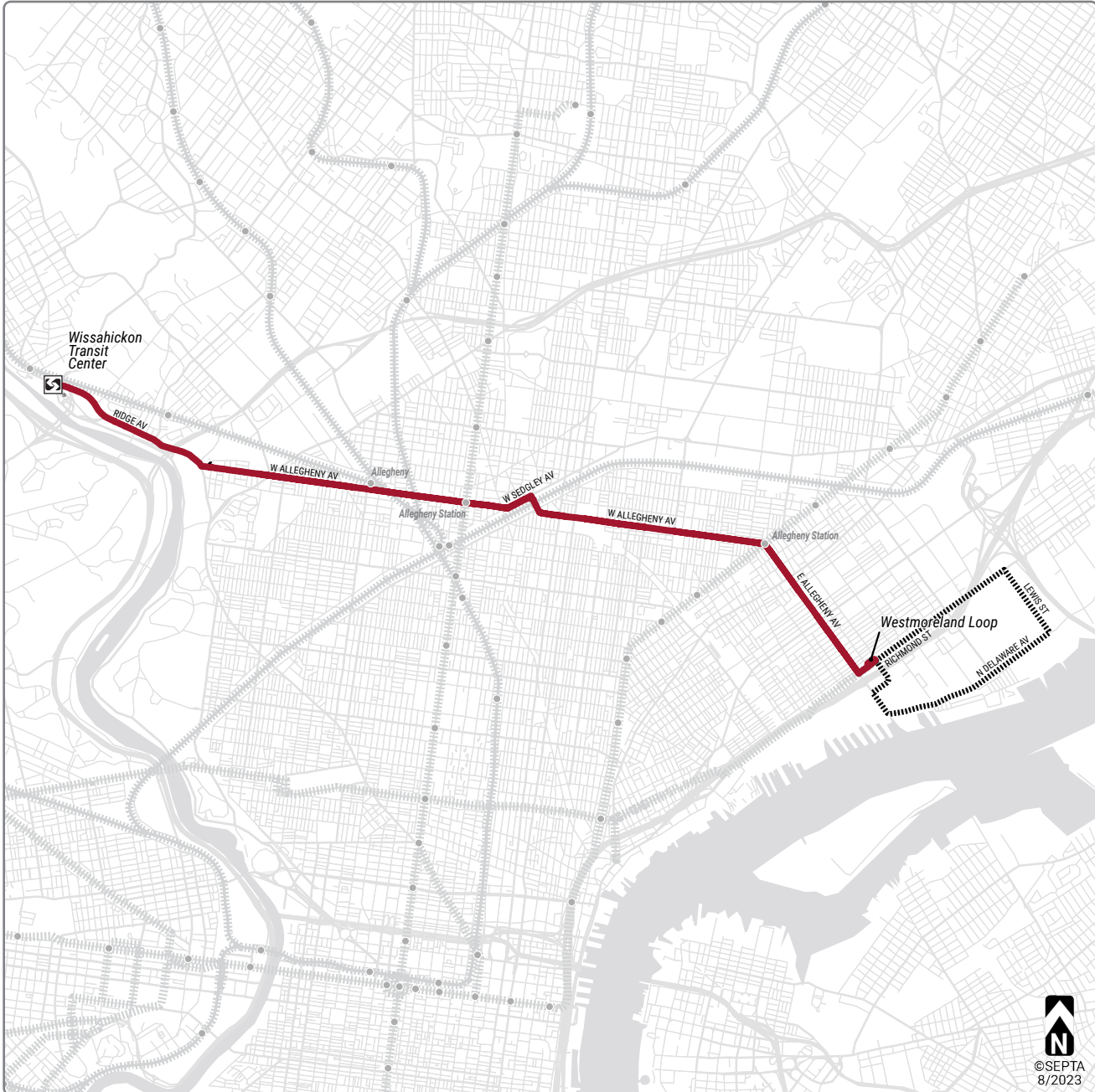
ROUTE 60

Wissahickon Transit Center to Richmond-Westmoreland Loop

Changed Route

10 MAX

What SEPTA is Proposing - Route 60 will be extended to Wissahickon Transit Center via Ridge Avenue, with Delaware Avenue no longer served by the route. The Service extension to Wissahickon Transit Center creates new network connections.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 10 MAX

Most 10 MAX routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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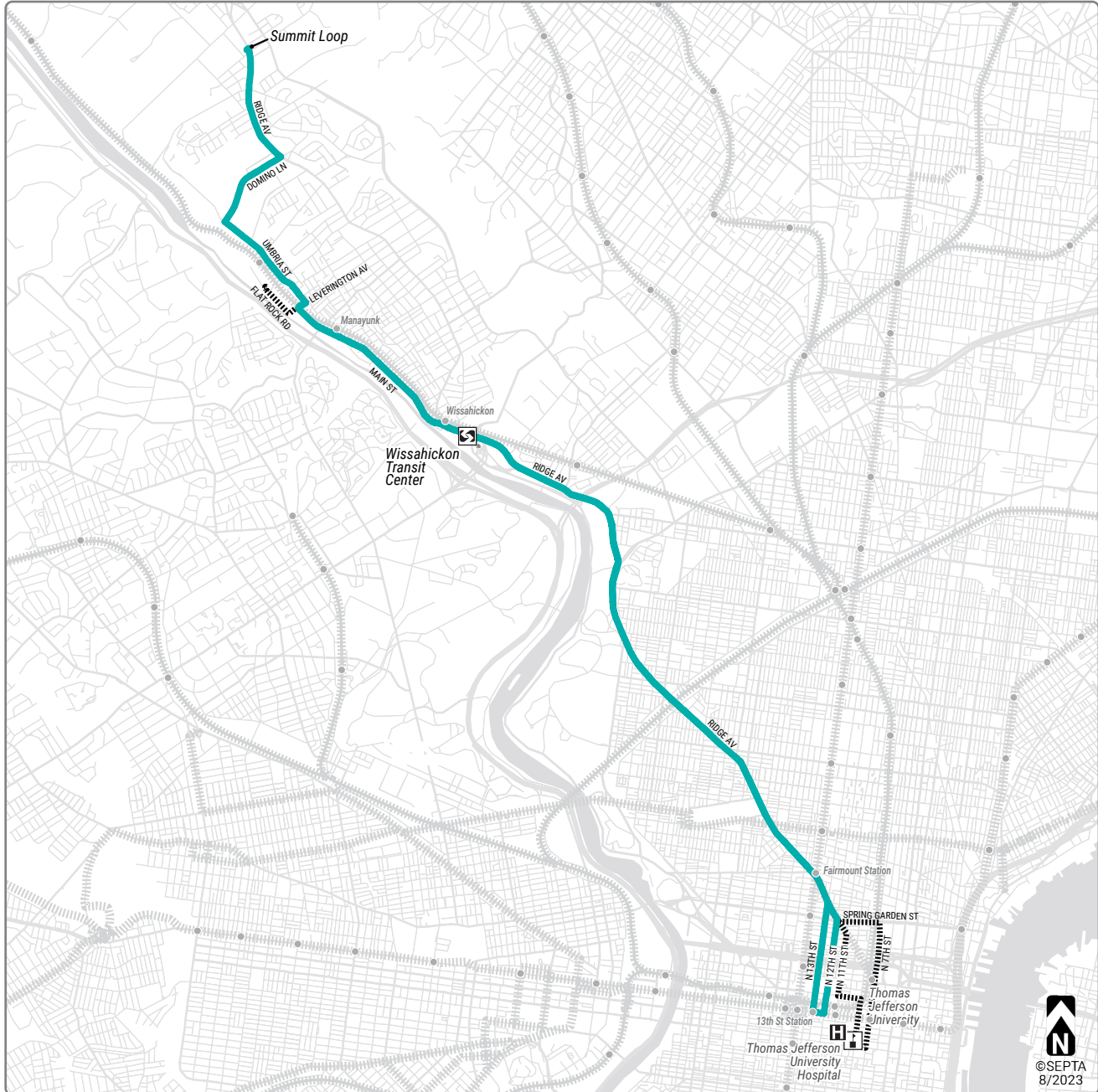
ROUTE 61

13th-Market to Summit Loop

Changed Route

30 MAX

What SEPTA is Proposing - Route 61 will be extended to Summit Loop in Roxborough and be realigned in Center City to 12th and 13th Street. The extension will provide a connection to Ridge Avenue and the realignment in Center City will improve reliability.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

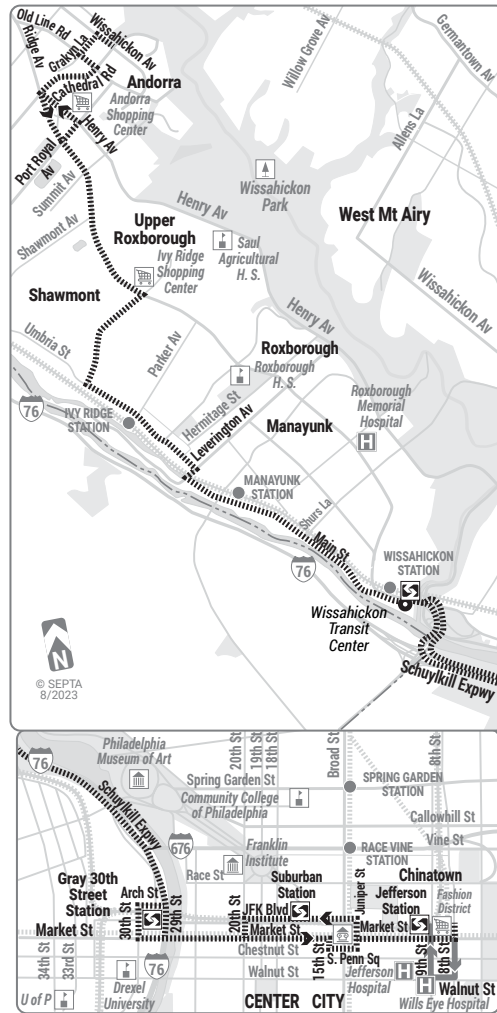
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ROUTE 62

9th-Market to Andorra

Discontinued Route

What SEPTA is Proposing - Route 62 will be discontinued. Riders can use Routes 61, 27 and 9 for travel between Roxborough Manayunk and Center City.



ROUTE ADJUSTMENT
 ROUTE DISCONTINUED

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ROUTE 63

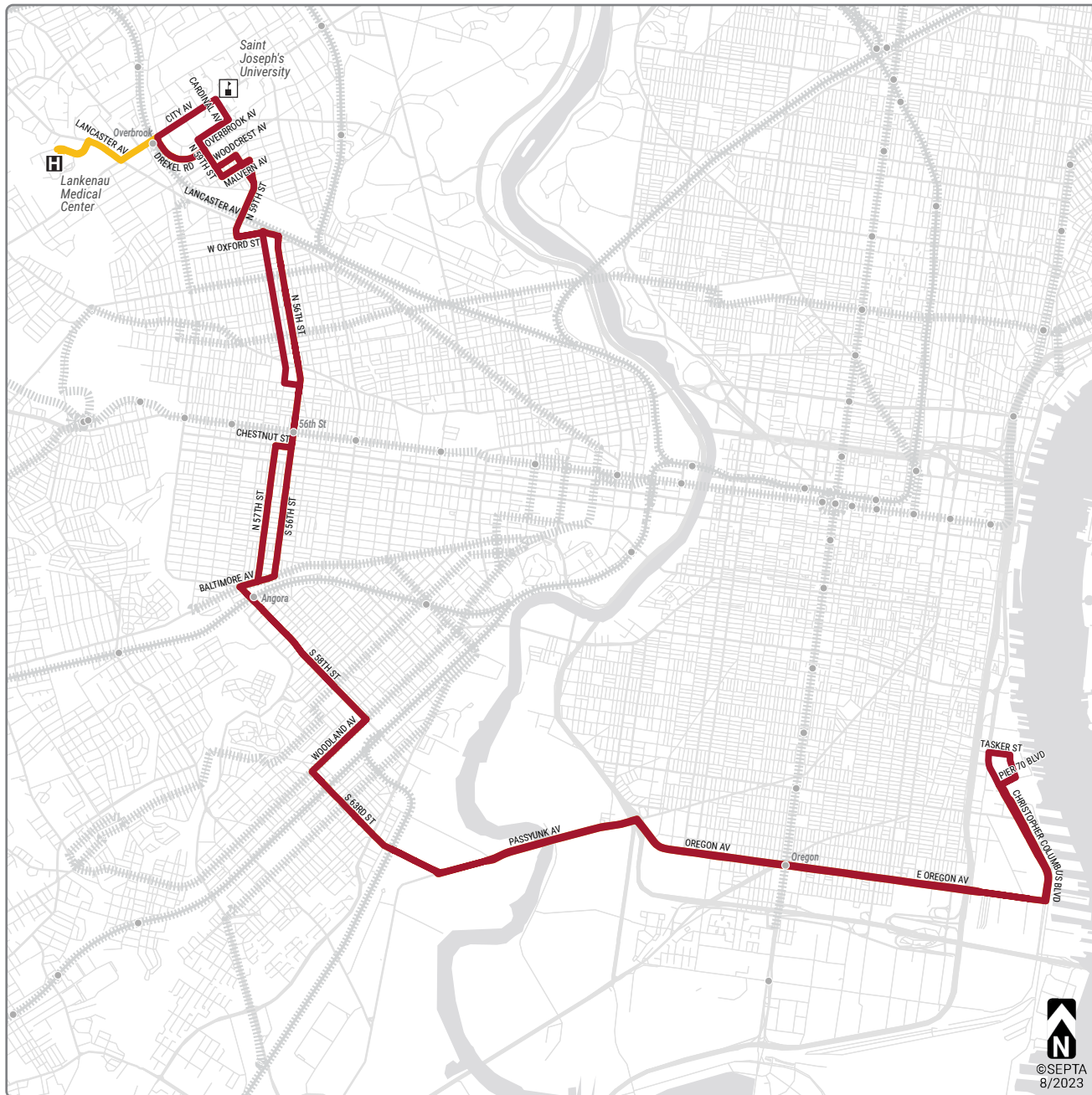
Overbrook Station to Pier 70

Lankenau Medical Center to Overbrook Station and Pier 70

New Route

10 MAX 60 MAX

What SEPTA is Proposing - Route G will become Route 63 and provide frequent service between Pier 70 and Overbrook Station with some service extended to Lankenau Hospital. Patterns to the Food Distribution will be eliminated. The simplified route will improve service reliability by reducing the number of service patterns.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX **60 MAX**

Most **10 MAX** routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

Most **60 MAX** routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

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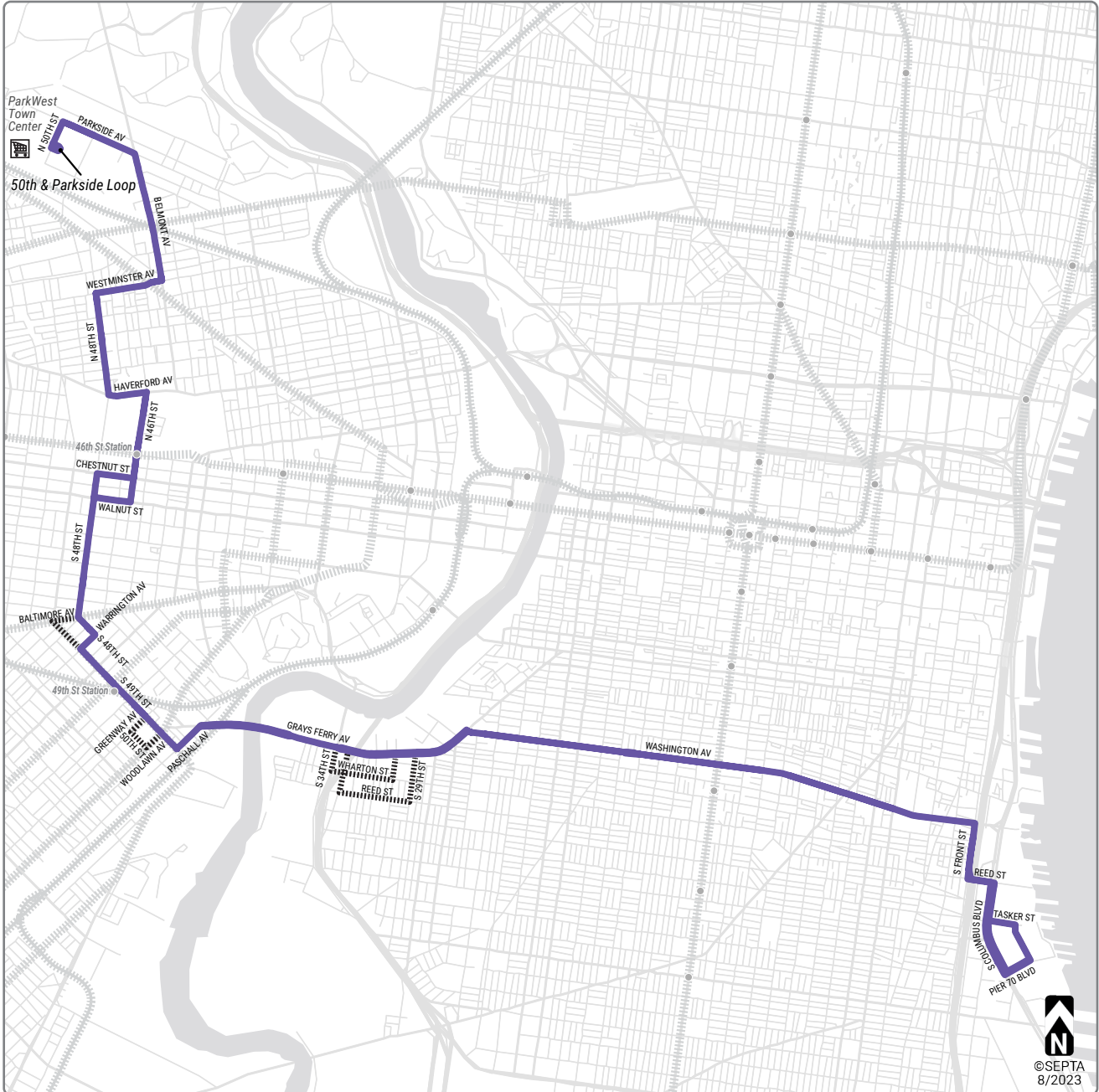
ROUTE 64

50th-Parkside Loop to Pier 70

Changed Route

15 MAX

What SEPTA is Proposing - Route 64 will be realigned to operate frequent service via Gray's Ferry Avenue, providing frequent service between Pier 70 and Parkside Loop. This realignment will improve service reliability.



**PLANNED FREQUENCY,
DAYS & HOURS OF SERVICE**

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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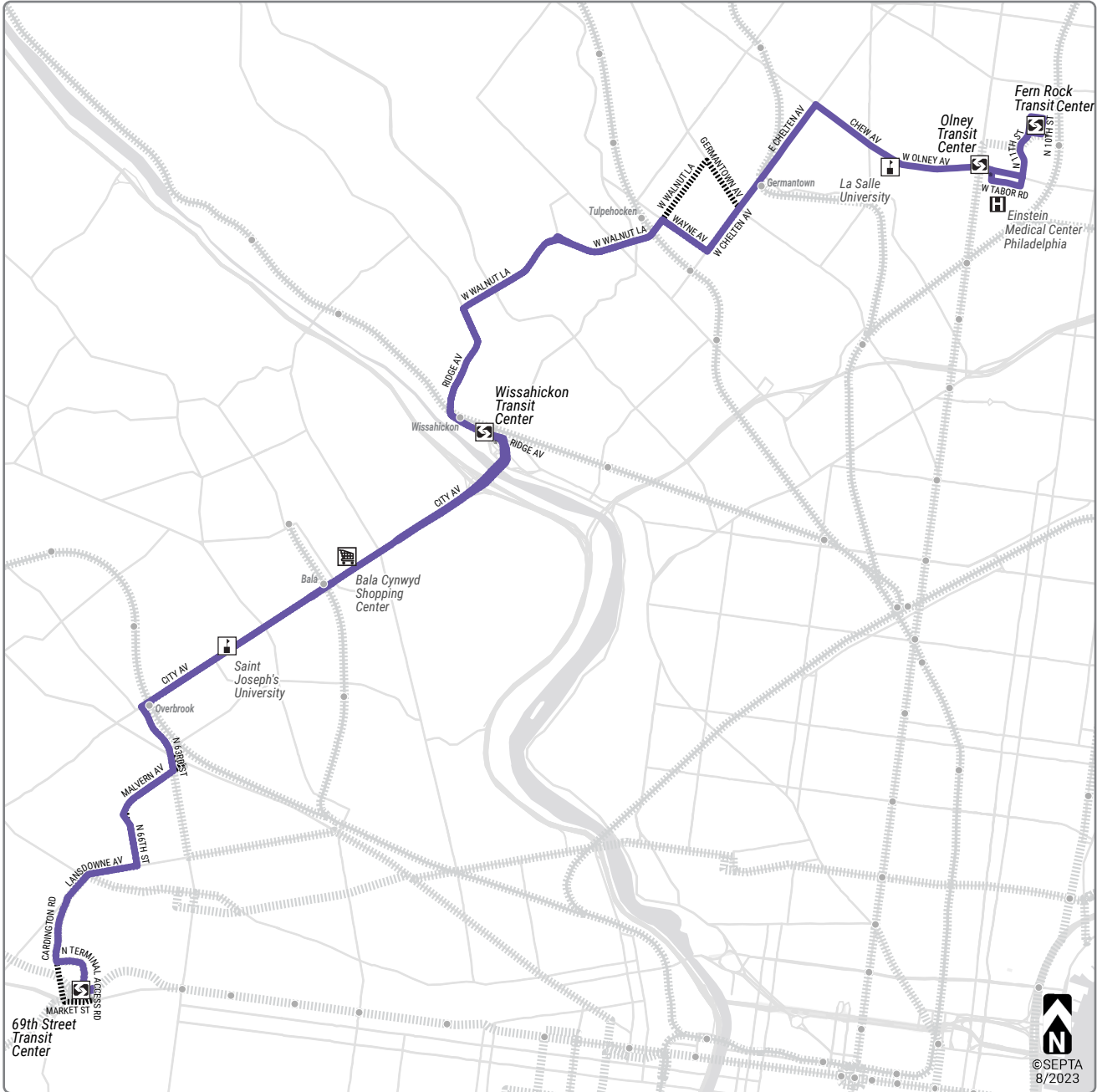
ROUTE 65

69th Street Transit Center to Fern Rock Transit Center

Changed Route

15 MAX

What SEPTA is Proposing - Route 65 will be extended to operate from 69th Street Transit Center to Fern Rock Transit Center. This change will provide a brand new frequent crosstown connection between several of SEPTA's biggest transit centers.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

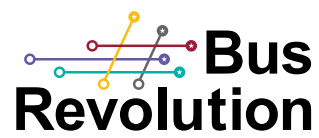
Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

----- ROUTE DISCONTINUED

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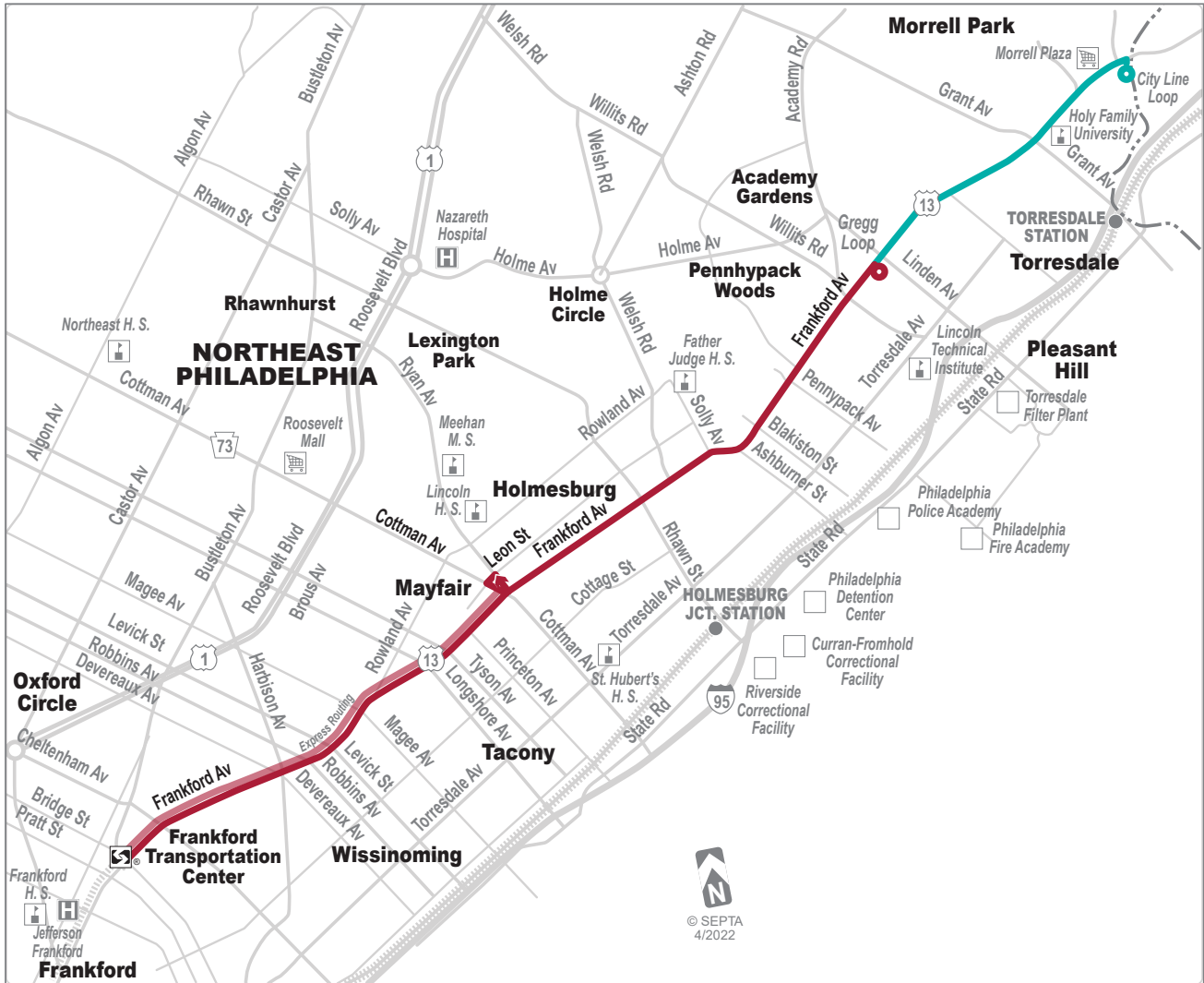
ROUTE 66

Frankford Transit Center to Frankford-Knights

No Changes

10 MAX 30 MAX

What SEPTA is Proposing - There will be no changes to Route 66.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX **30 MAX**

Most **10 MAX** routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

Most **30 MAX** routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

ROUTE PROPOSED

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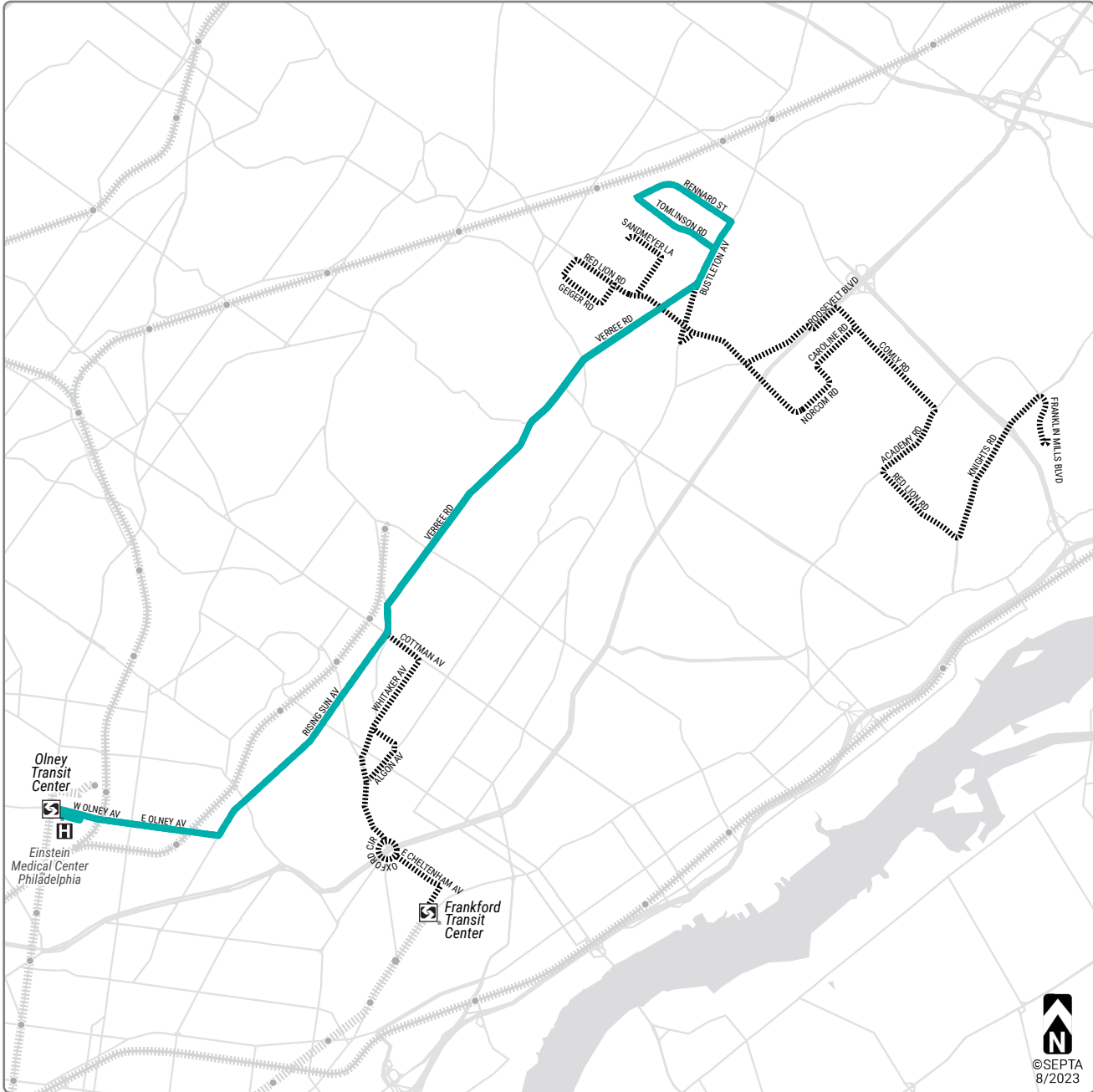
ROUTE 67

Olney Transit Center to Bustleton-Tomlinson

Changed Route

30 MAX

What SEPTA is Proposing - Route 67 will combine segments of the current route and Route 18 to operate between Olney Transit Center and Bustleton Ave & Tomlinson Avenue via Olney Avenue, Rising Sun Avenue, and Verree Road. Route 24 will replace Route 67's existing service between Frankford Transit Center and Cottman Avenue. New Route 85 will replace Route 67's existing service between Bustleton Avenue, Modena Park, and Philadelphia Mills Mall.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

- - - - - ROUTE DISCONTINUED

[Back to Route Listings](#)



ROUTE 68

PNC Center to Broad-Oregon

Changed Route

60 MAX

What SEPTA is Proposing - Route 68 will provide service between South Philadelphia and PHL Airport. All trips on Route 68 will operate in the same way, making service more reliable and easier to understand. Route 108 will replace Route 68's existing service between the airport and 69th Street Transit Center with all-day frequent service.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

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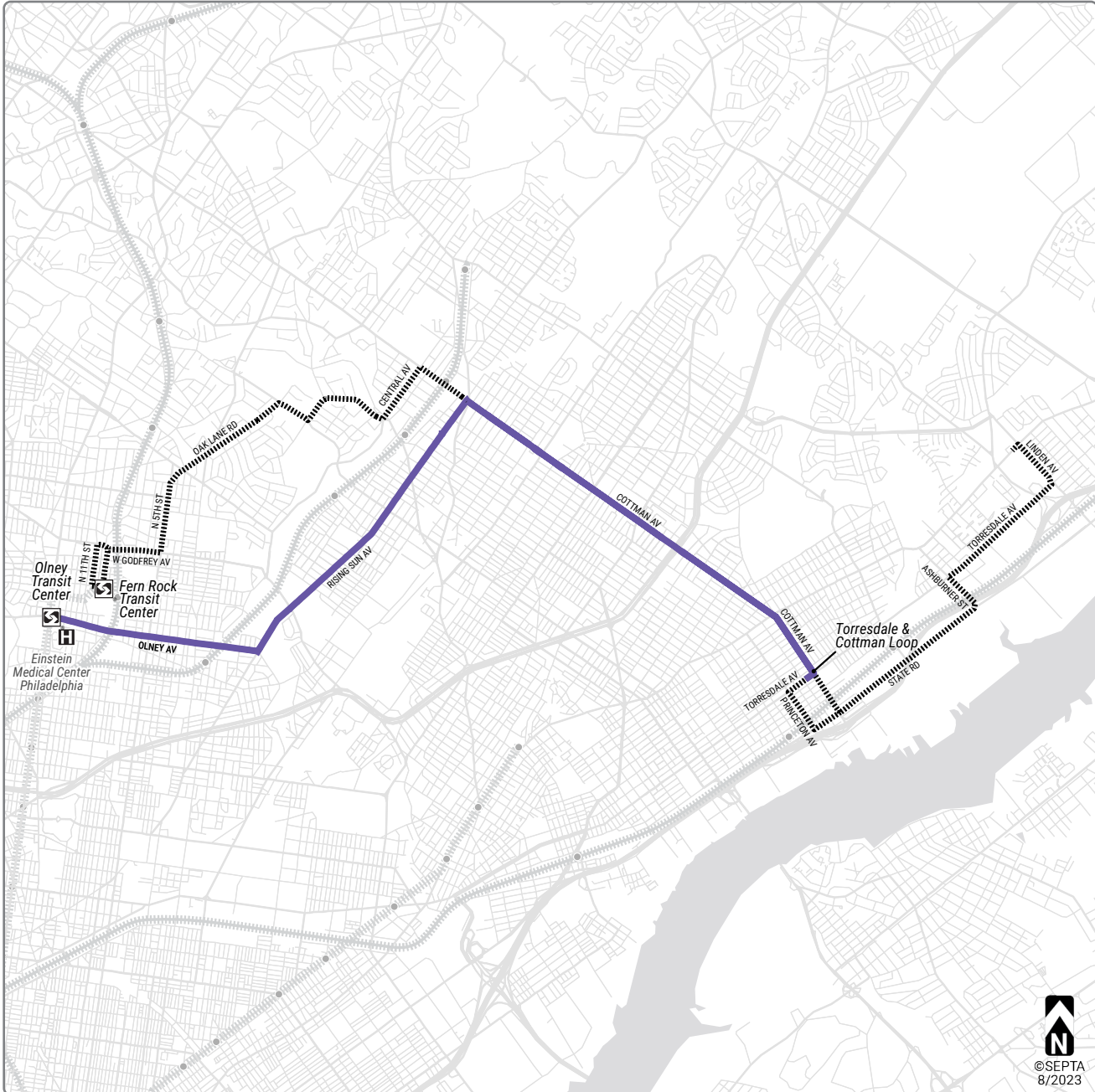
ROUTE 70

Olney Transit Center to Torresdale & Cottman Loop

Changed Route

15 MAX

What SEPTA is Proposing - Route 70 would combine segments of the current route and Route 18 to operate frequent service between Olney Transit Center and Torresdale & Cottman Avenue via Rising Sun Avenue. Route 19 will replace existing Route 70 service between Fern Rock Transit Center and Central Avenue.



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PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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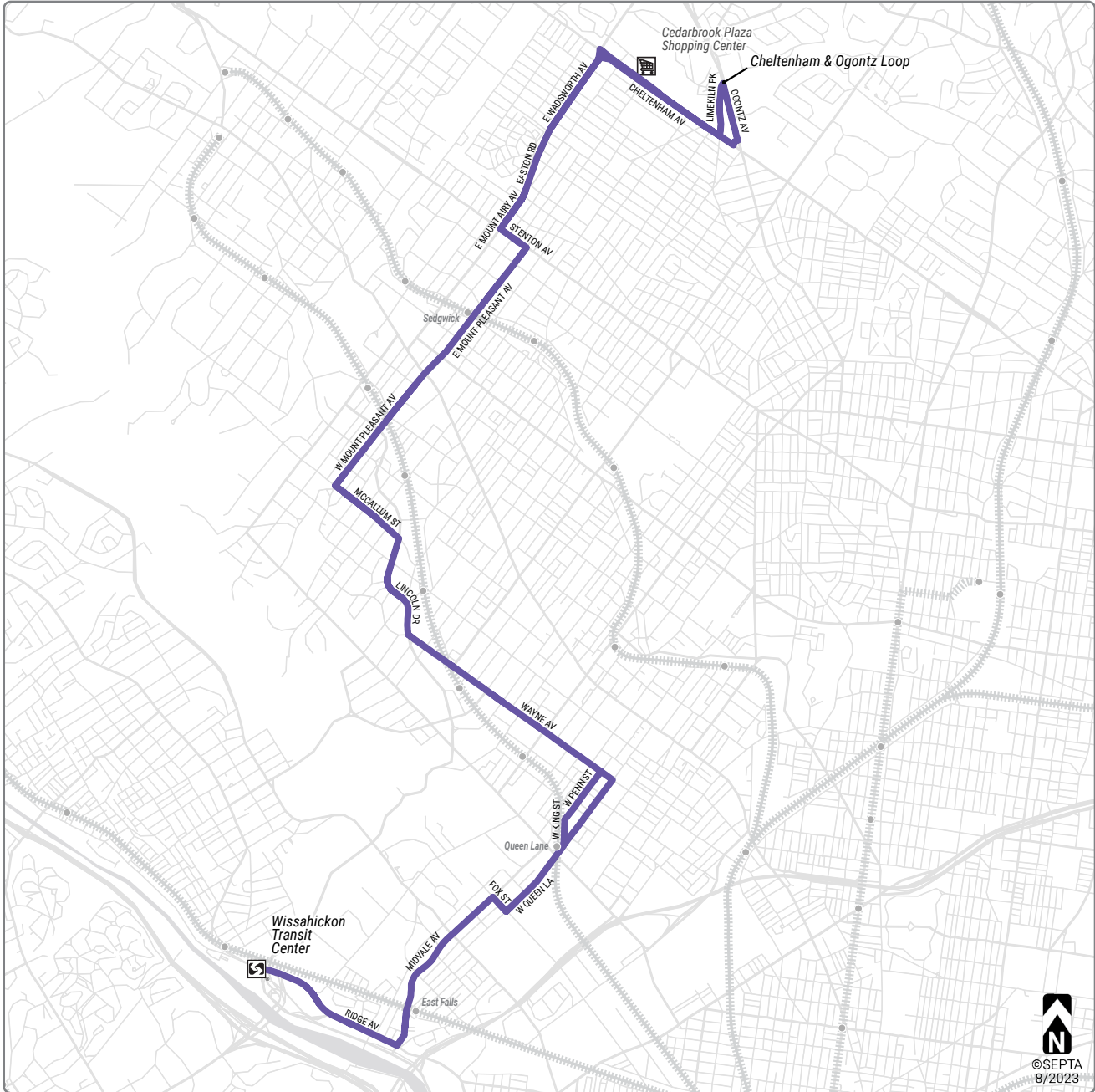
ROUTE 71

Cheltenham-Ogontz Loop to Wissahickon Transit Center

New Route

15 MAX

What SEPTA is Proposing - Route H will become Route 71 and provide service between Cheltenham & Ogontz and Wissahickon Transit Center via Mt. Pleasant, Wayne, and Midvale Avenues. The proposed service change provides a direct connection between Northwest Philadelphia and numerous city and suburban bus routes at the improved Wissahickon Transit Center. Service between Wayne Avenue and the Broad Street Line will continue to be provided by Route 53 and Route 81, which would replace Route XH.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

ROUTE PROPOSED

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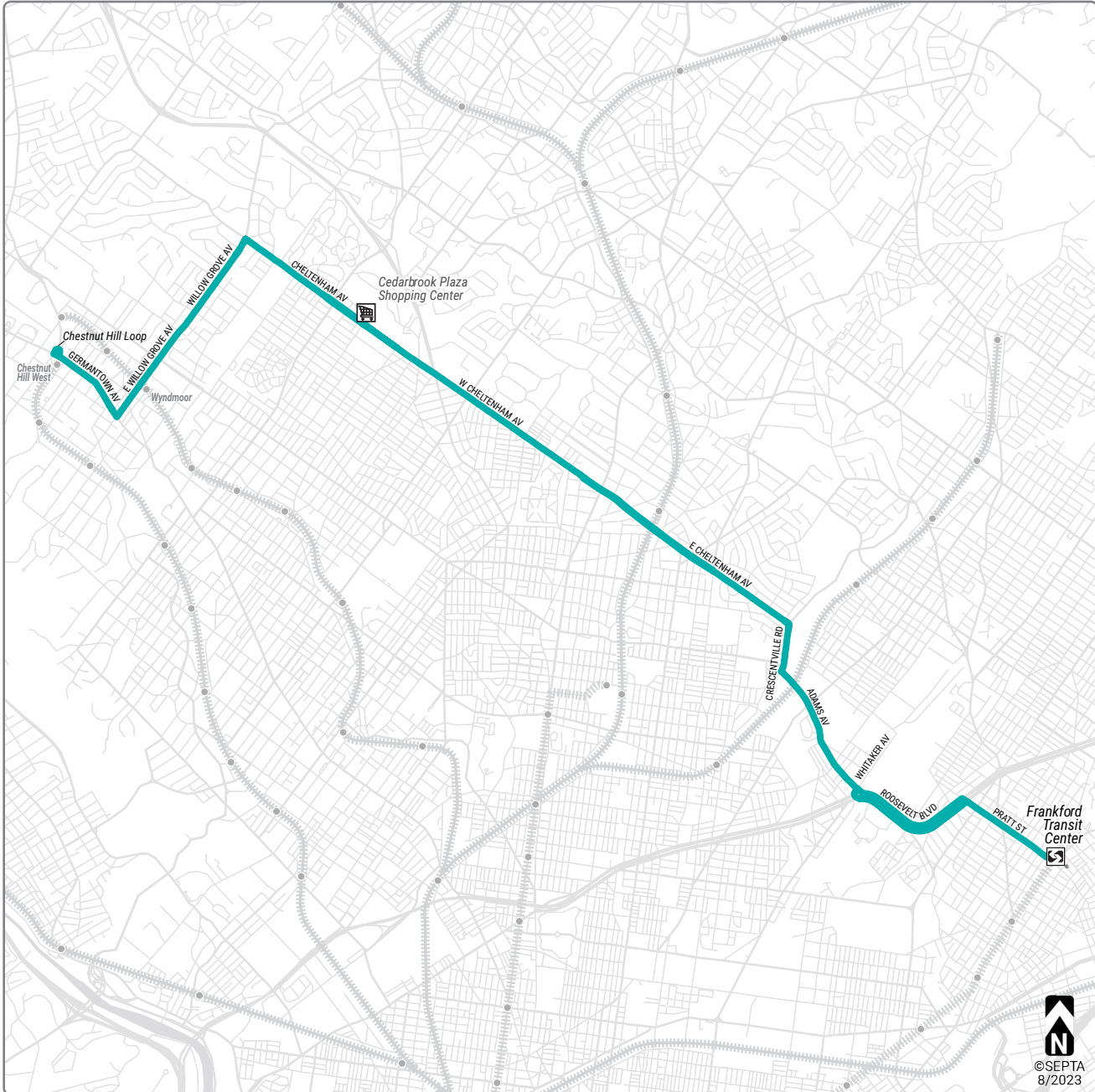
ROUTE 72

Chestnut Hill Loop to Frankford Transit Center

New Route

30 MAX

What SEPTA is Proposing - Route 72 is a new route that would operate between Chestnut Hill Loop & Frankford Transit Center via Cheltenham Avenue and Adams Avenue. This route introduces new transit service to sections of Cheltenham Avenue. Route 72 will replace Route 77 service between Chestnut Hill and Cedarbrook Plaza. Route 22 will replace service on Easton Road.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

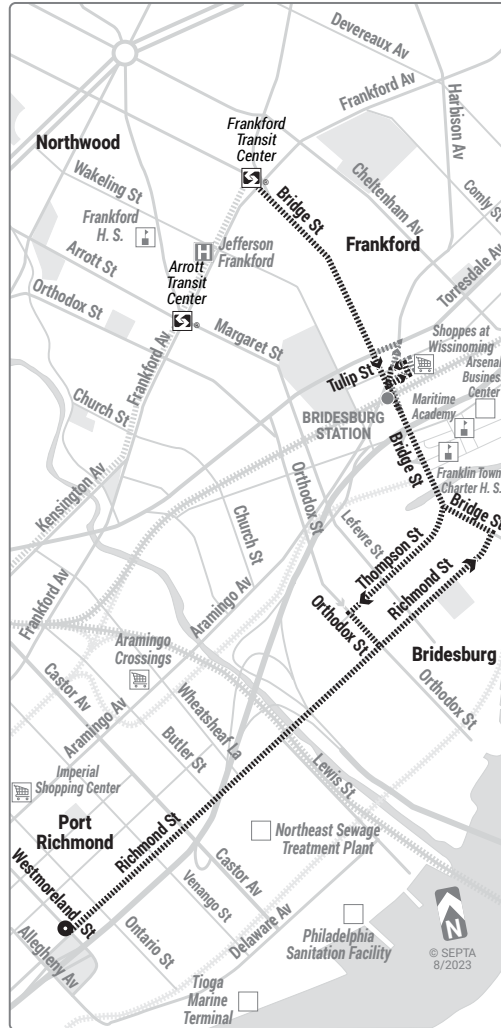
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ROUTE 73

Richmond-Westmoreland to Frankford Transit Center

Discontinued Route

What SEPTA is Proposing - Route 73 will be discontinued. Riders can use Route 25 to travel from Frankford Transit Center along Bridge Street, Richmond Street and Aramingo Avenue with service to Spring Garden Station. Route 53 connects to Richmond & Westmoreland.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

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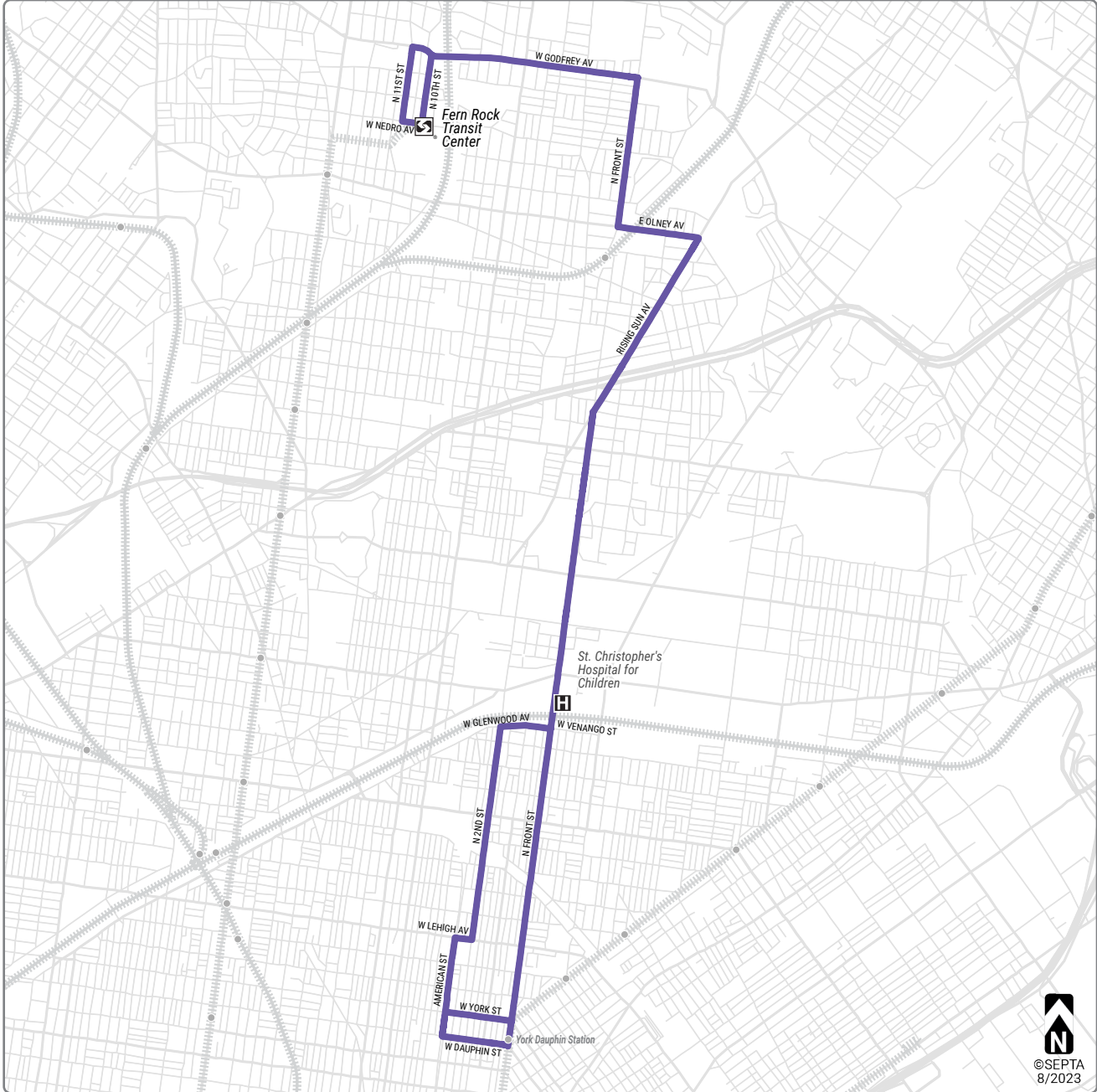
ROUTE 74

Fern Rock Transit Center to Front-Dauphin

New Route

15 MAX

What SEPTA is Proposing - New Route 74 will serve the northern half of existing Route 57 between Fern Rock Transit Center and Front & Dauphin Streets. The shorter route allows for more frequent service and creates a new connection to the Market-Frankford Line.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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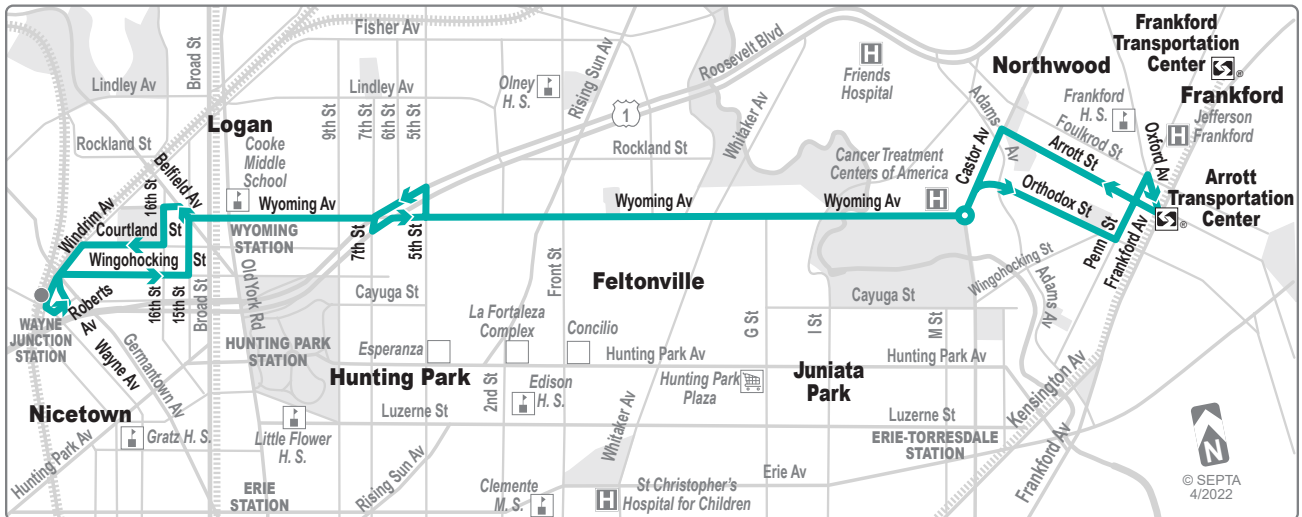
ROUTE 75

Wayne Junction to Arrott Transit Center

No Changes

30 MAX

What SEPTA is Proposing - There will be no changes to Route 75.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE UNCHANGED

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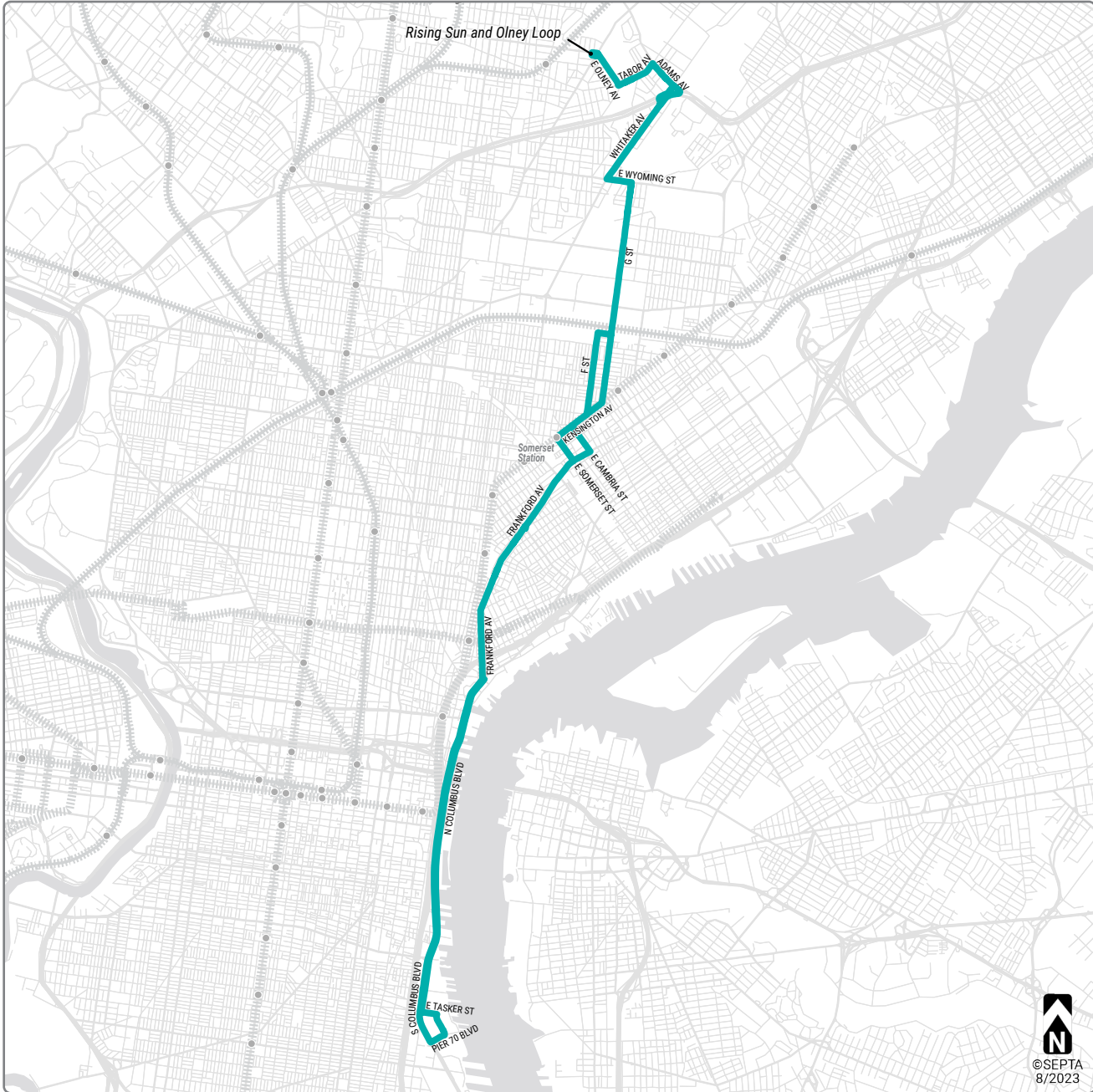
ROUTE 76

Rising Sun-Olney Loop to Pier 70

New Route

30 MAX

What SEPTA is Proposing - New Route 76 will operate between Rising Sun and Olney and South Philadelphia providing service to existing Route 25 segments south of Spring Garden.



**PLANNED FREQUENCY,
DAYS & HOURS OF SERVICE**

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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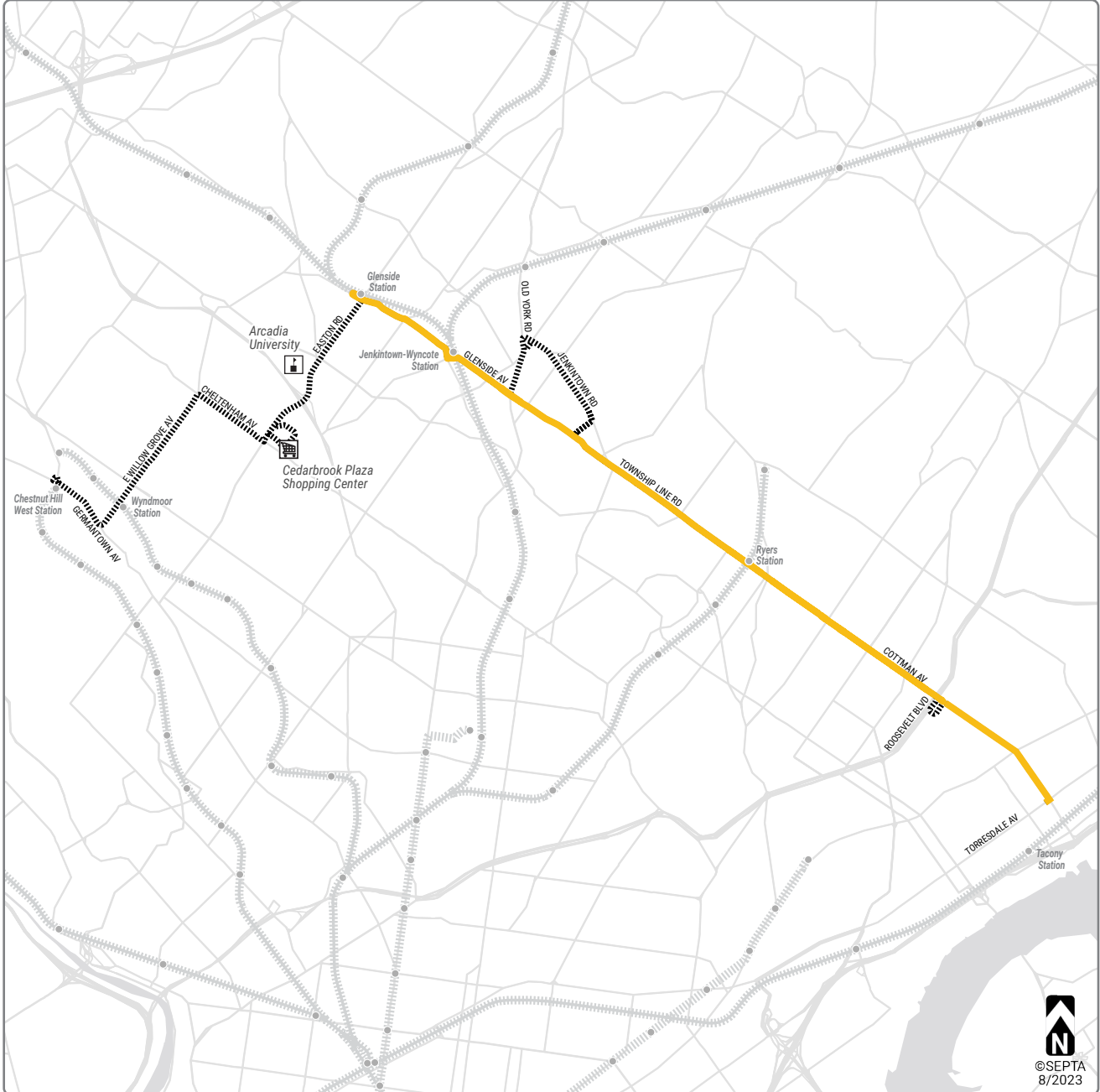
ROUTE 77

Torresdale-Cottman to Glenside Regional Rail Station

Changed Route

60 MAX

What SEPTA is Proposing - Route 77 will be shortened to operate between Torresdale & Cottman Loop and Glenside RR Station. This will improve service reliability. Route 72 will replace Route 77 service between Chestnut Hill and Cedarbrook Plaza. Route 22 will replace service on Easton Road.



**PLANNED FREQUENCY,
DAYS & HOURS OF SERVICE**

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

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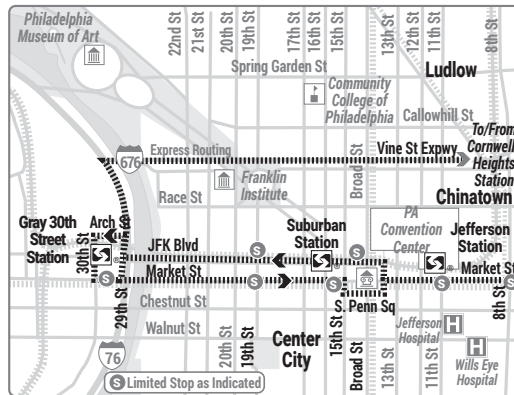


ROUTE 78

Express from Cornwells Heights Station to 8th-Market

Discontinued Route

What SEPTA is Proposing - Route 78 will be discontinued. Riders can use Route 129 for service between Bristol and City Line Loop. Riders can use the Bristol-Croydon-Cornwells Heights On-Demand service for local trips and connections to SEPTA Regional Rail.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

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ROUTE 79

40th-Market to Pier 70

Changed Route

10 MAX

What SEPTA is Proposing - Route 79 will be extended to 40th & Market Streets to create a new frequent connection between South and West Philadelphia.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

10 MAX

Most 10 MAX routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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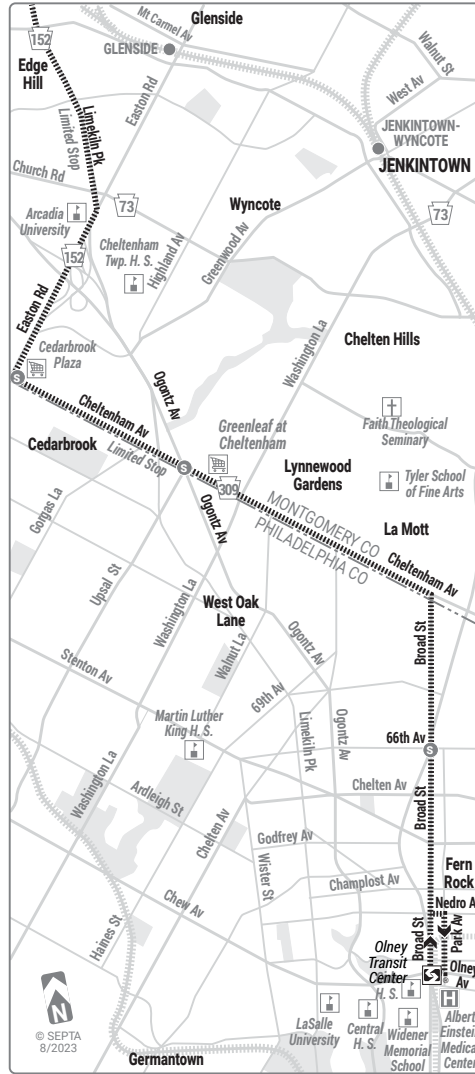
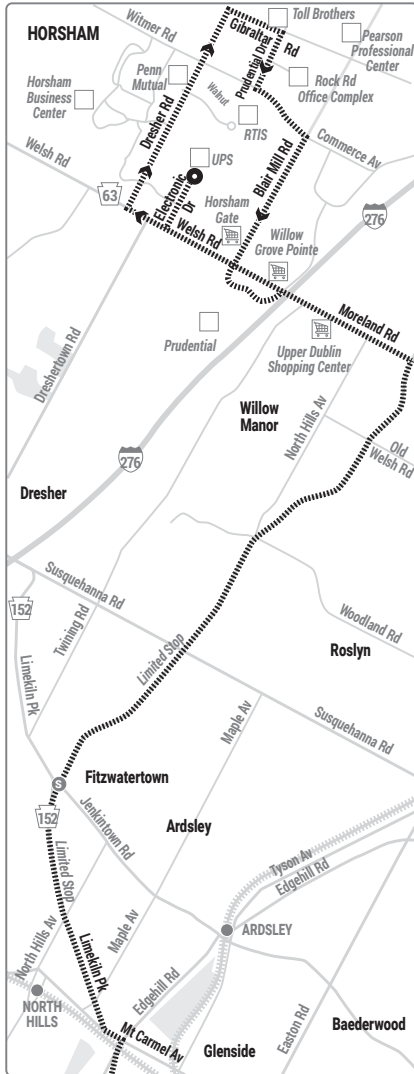


ROUTE 80

Express Horsham to Olney Transit Center

Discontinued Route

What SEPTA is Proposing - Route 80 will be discontinued. Riders can use Routes 22 or 55 to travel between Olney Transit Center and Willow Grove and transfer to Route 310 to reach Horsham Business Park. Riders can use Route 72 to travel along Cheltenham Avenue.



ROUTE ADJUSTMENT

----- **ROUTE DISCONTINUED**

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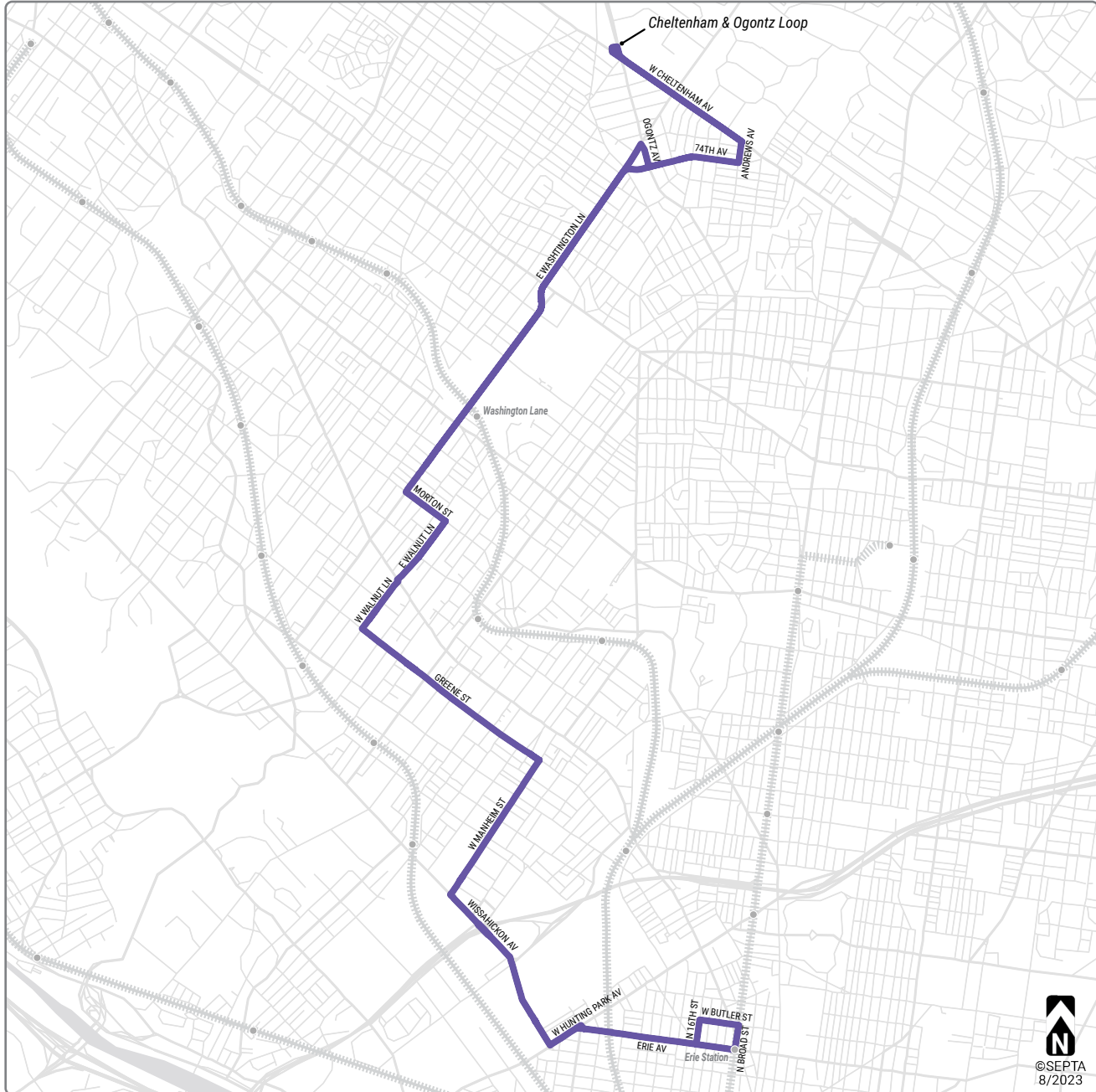
ROUTE 81

Broad-Erie to Cheltenham & Ogontz

New Route

15 MAX

What SEPTA is Proposing - Route XH will become Route 81. Service will operate more frequently throughout the week.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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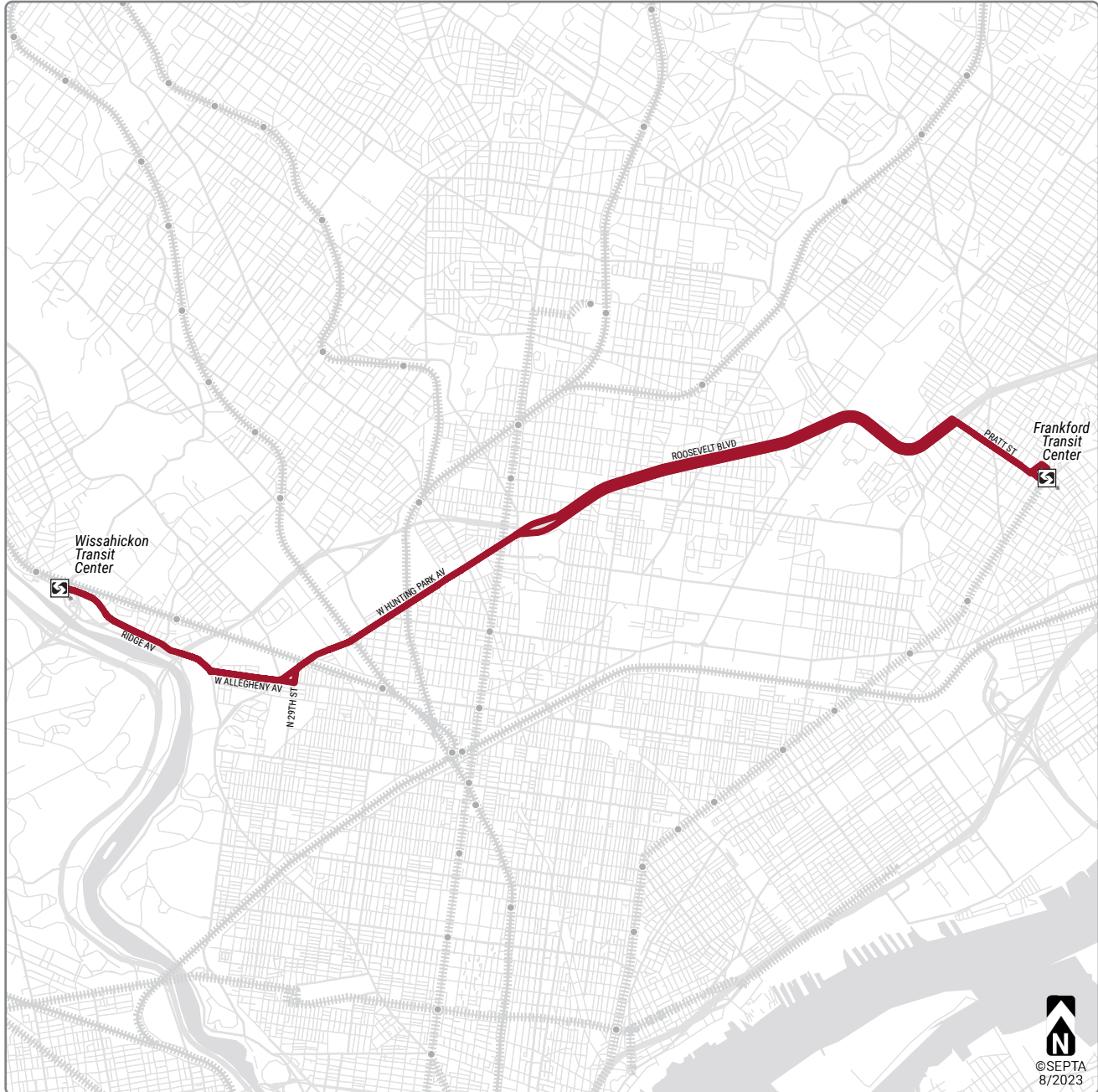
ROUTE 82

Wissahickon Transit Center to Frankford Transit Center

New Route

10 MAX

What SEPTA is Proposing - Route R will become Route 82, and all trips would operate between Frankford Transit Center and Wissahickon Transit Center via Hunting Park and Ridge Avenues. Service to Bakers Center and along Midvale Av will be discontinued.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 10 MAX

Most 10 MAX routes would operate at least every 10 minutes on weekdays from 6 AM to 8 PM, with most of these routes operating at least every 15 minutes on weekdays between 9 PM and midnight, Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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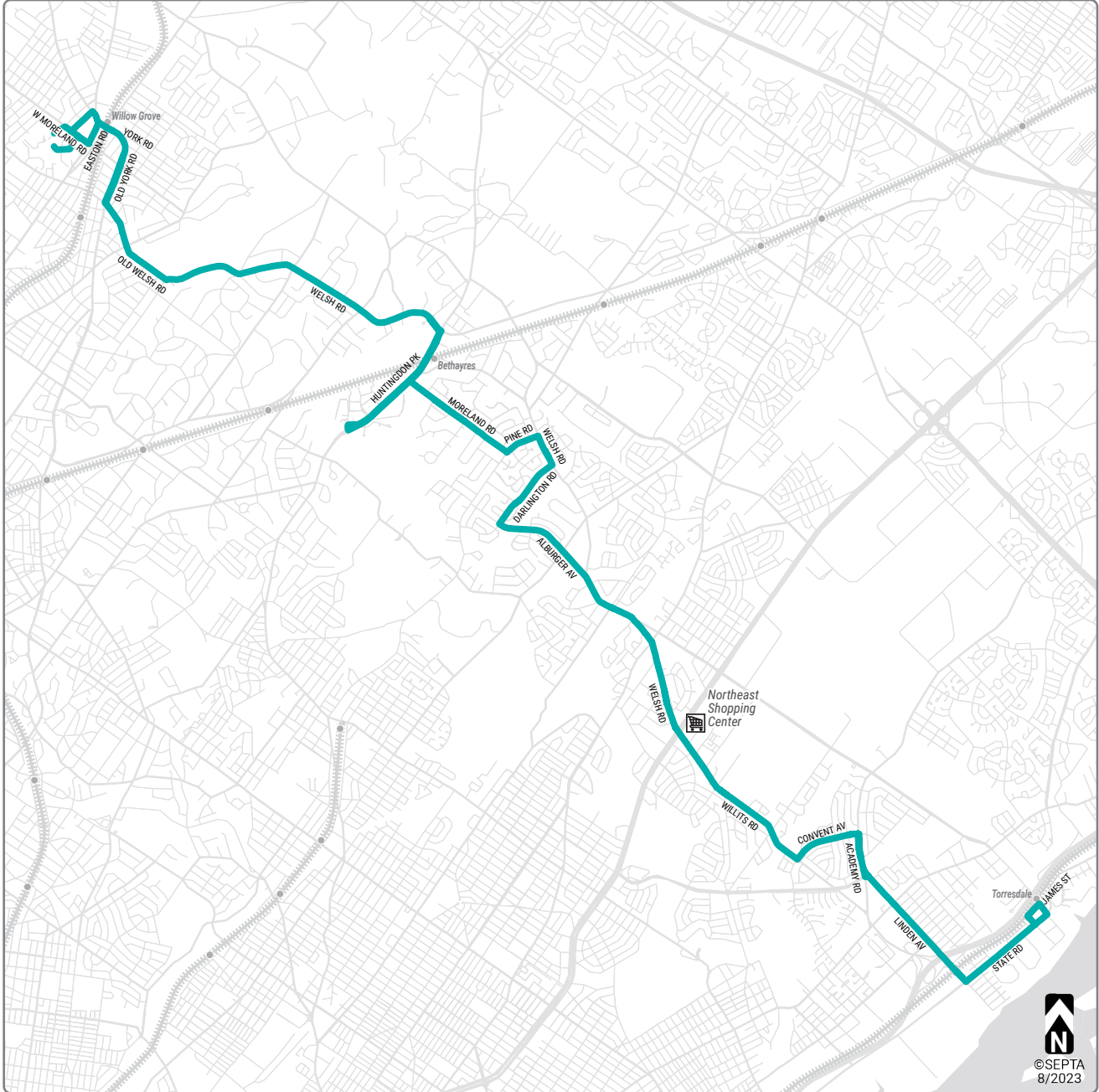
ROUTE 83

Willow Grove Park Mall to Torresdale Station

New Route

30 MAX

What SEPTA is Proposing - Route 83 is a new route that will provide crosstown service between Willow Grove Mall and Torresdale Regional Rail Station, providing a new connection between Northeast Philadelphia and Montgomery County.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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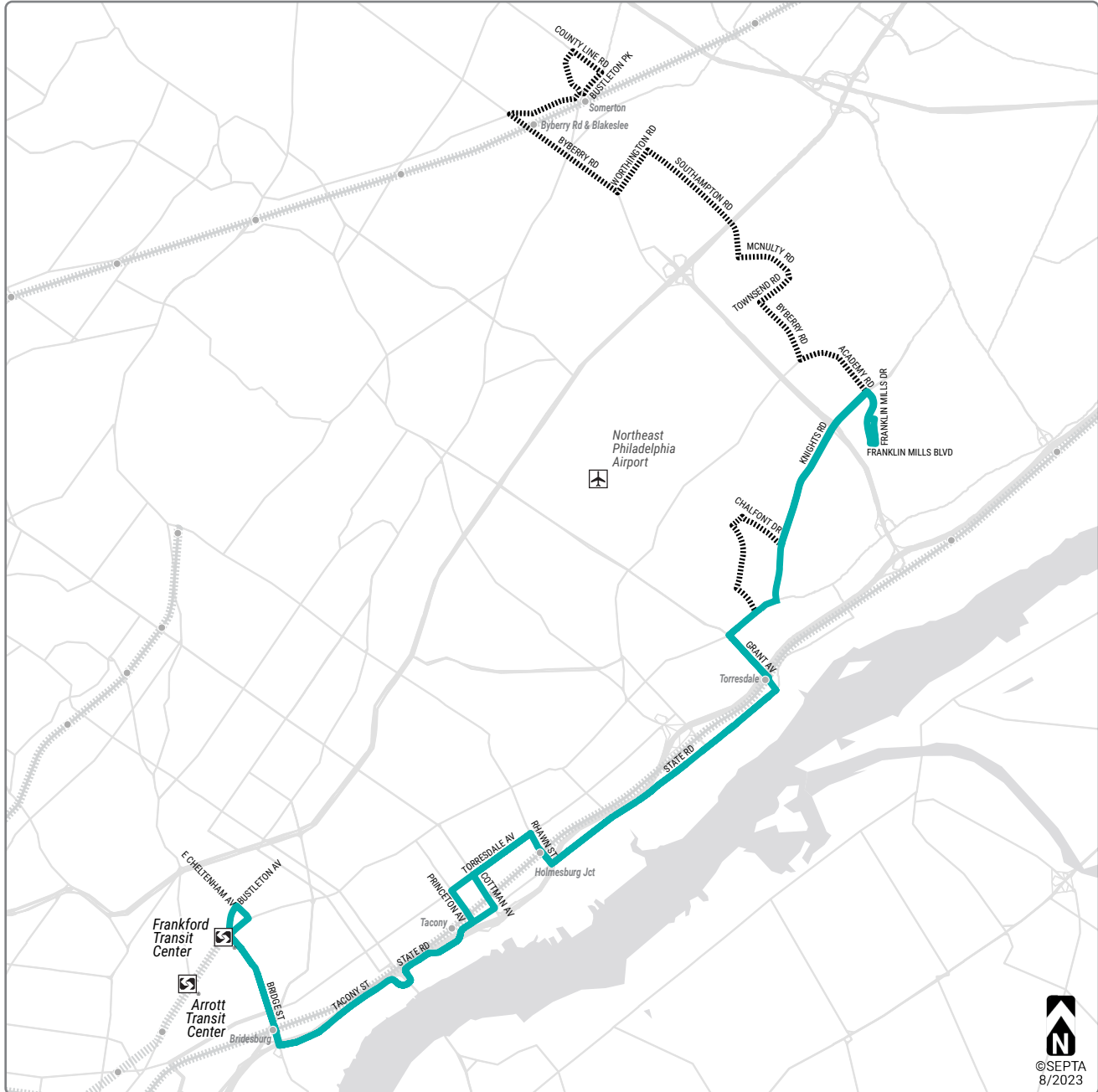
ROUTE 84

Frankford Transit Center to Philadelphia Mills

Changed Route

30 MAX

What SEPTA is Proposing - Route will operate all trips between Frankford Transit Center and Philadelphia Mills. Route segments between Philadelphia Mills and Bustleton & County Line will be served by New Route 86.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

..... ROUTE DISCONTINUED

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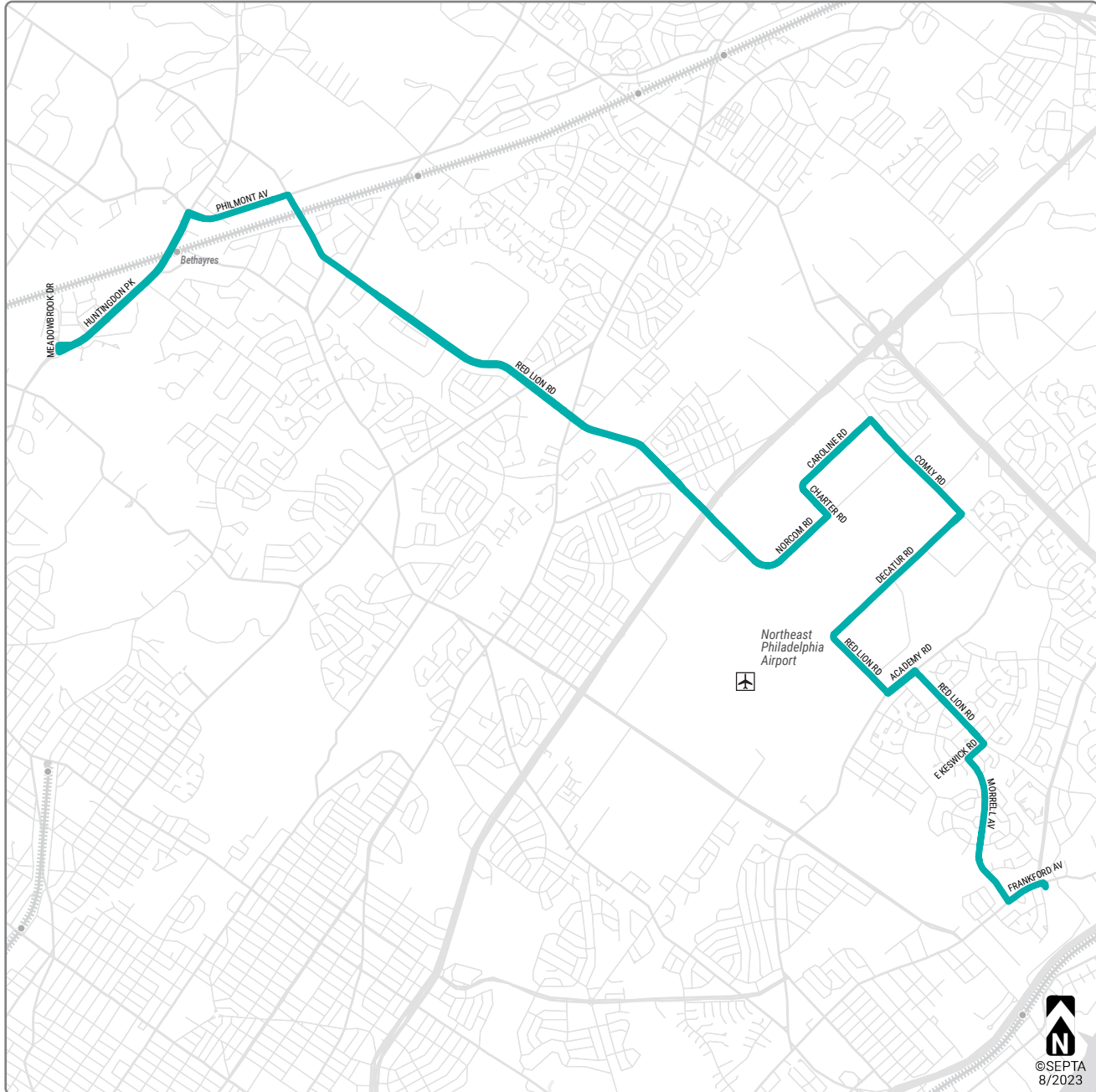
ROUTE 85

Holy Redeemer Hospital to Frankford-Knights

New Route

30 MAX

What SEPTA is Proposing - Route 85 is a new route that will provide service between Holy Redeemer Hospital and City Line Loop via Red Lion Road. This route will provide more consistent service to locations currently served by infrequent patterns on other routes.



**PLANNED FREQUENCY,
DAYS & HOURS OF SERVICE**

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT
 **ROUTE PROPOSED**

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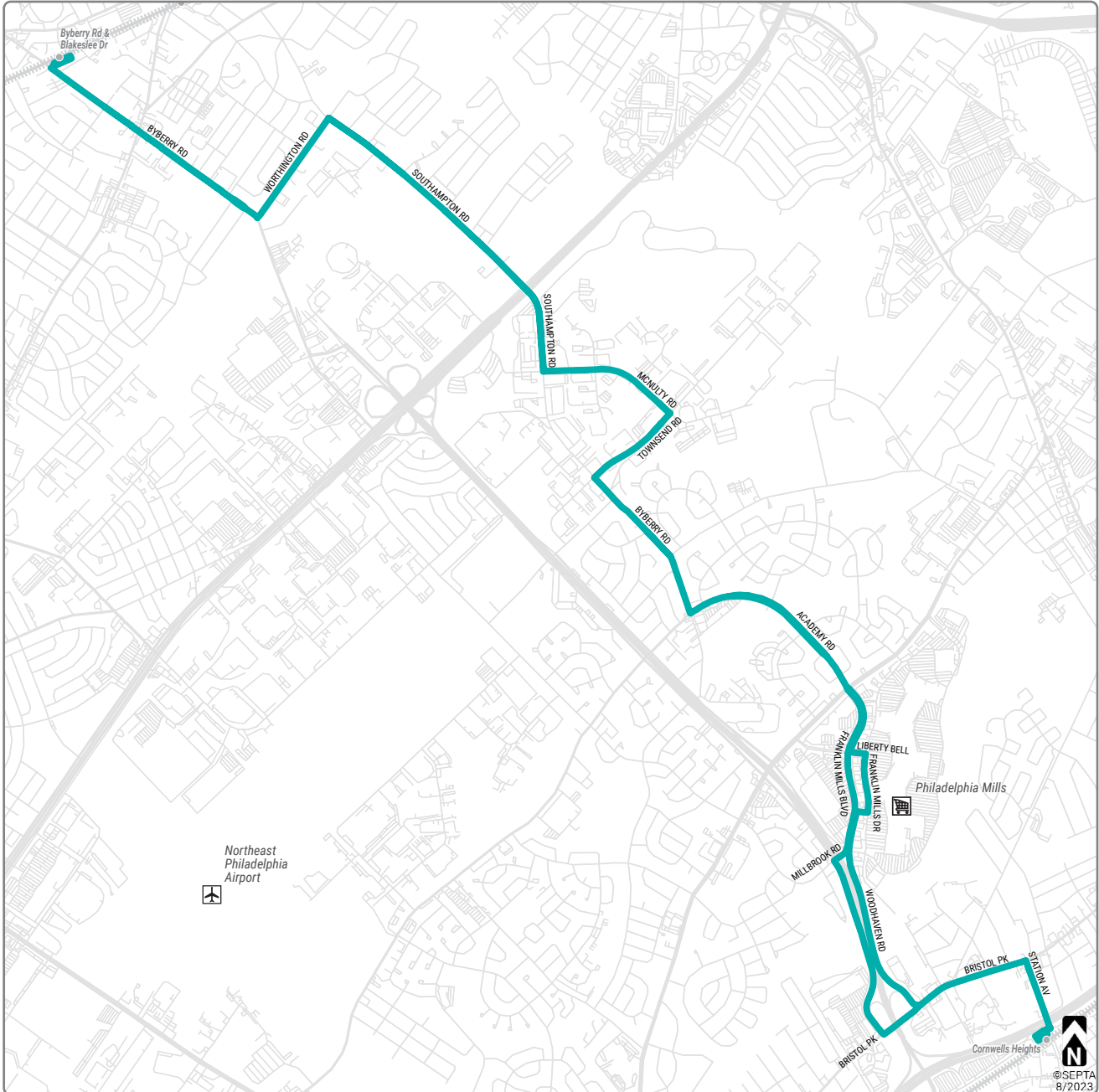
ROUTE 86

Forest Hills Station to Cornwells Heights Station

New Route

30 MAX

What SEPTA is Proposing - Route 86 is a new route that will provide service between Forest Hills Station and Cornwells Heights via Southampton Road and Philadelphia Mills. This route will provide more consistent service to locations currently served by infrequent patterns on other routes.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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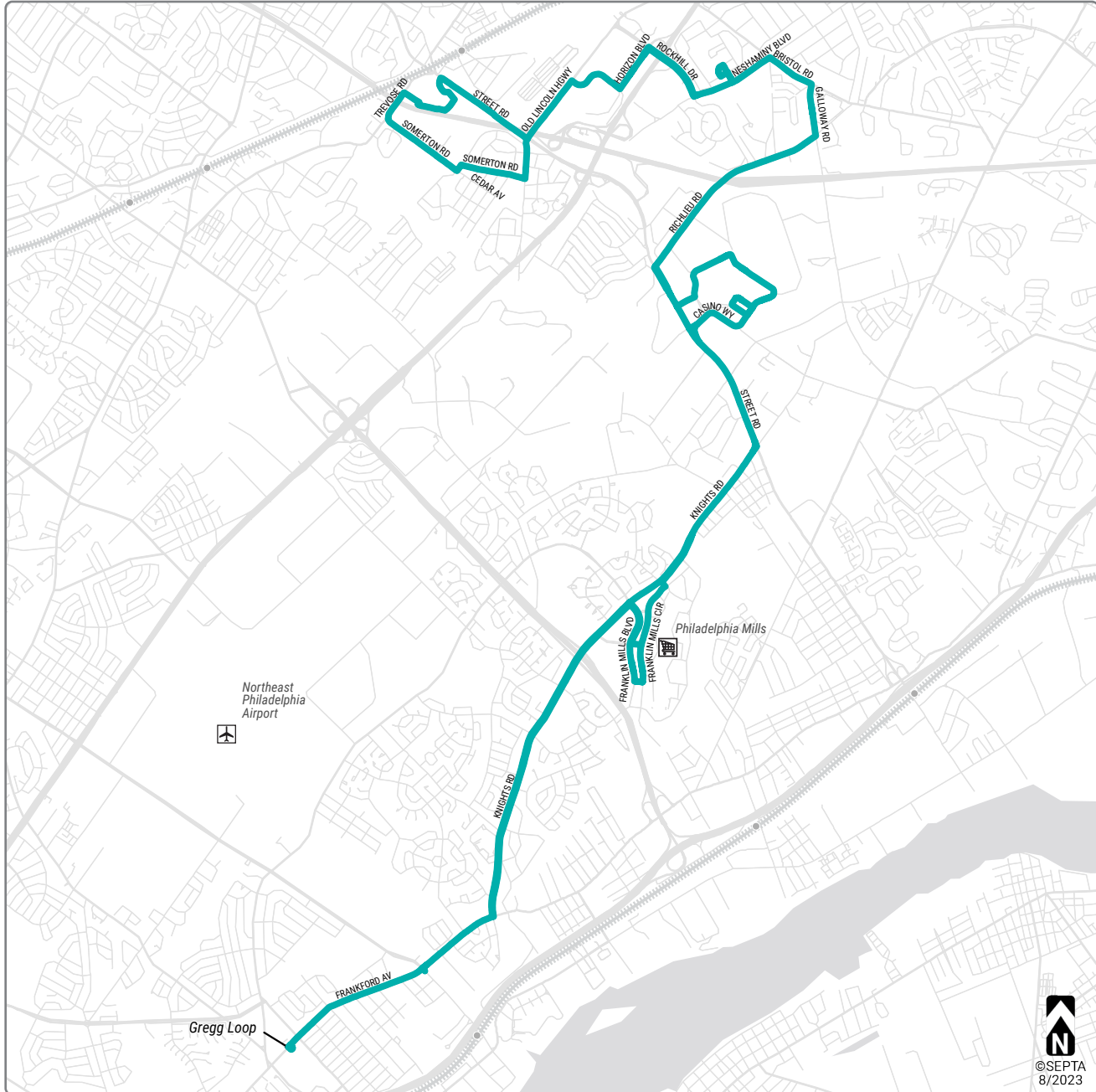
ROUTE 87

Bucks County Technology Park to Frankford-Gregg

New Route

30 MAX

What SEPTA is Proposing - Route 87 is a new route that will provide service between Bucks County Technology Park & Frankford and Gregg Loop via Neshaminy Mall, Parx Casino, and Philadelphia Mills. This route will provide more consistent service to locations currently served by infrequent patterns on other routes.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

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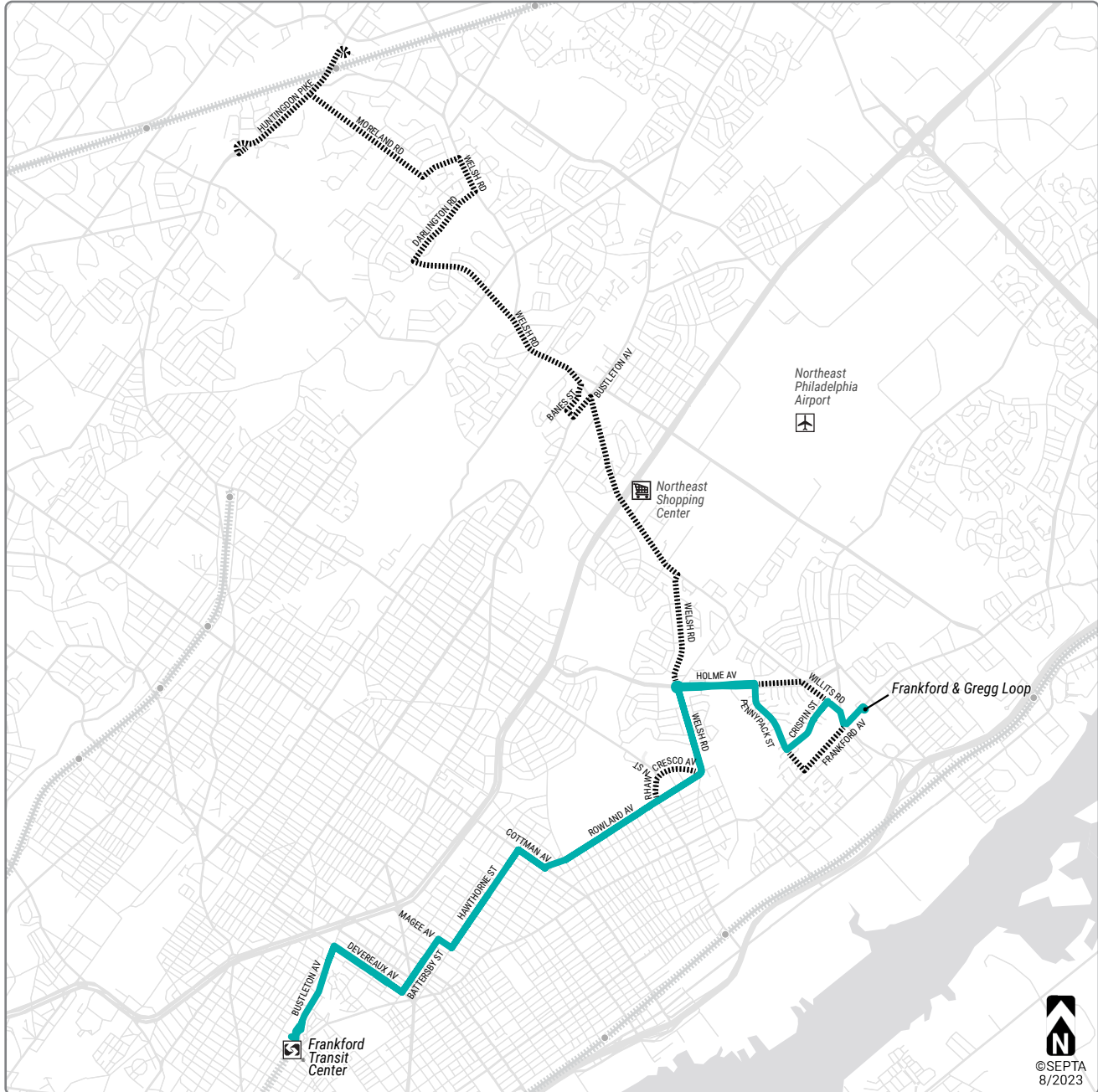
ROUTE 88

Frankford-Gregg Loop to Frankford Transit Center

Changed Route

30 MAX

What SEPTA is Proposing - All Route 88 trips will operate between Frankford Transit Center and Gregg Street Loop. New Route 83 would replace existing Route 88 service north of Holme Avenue.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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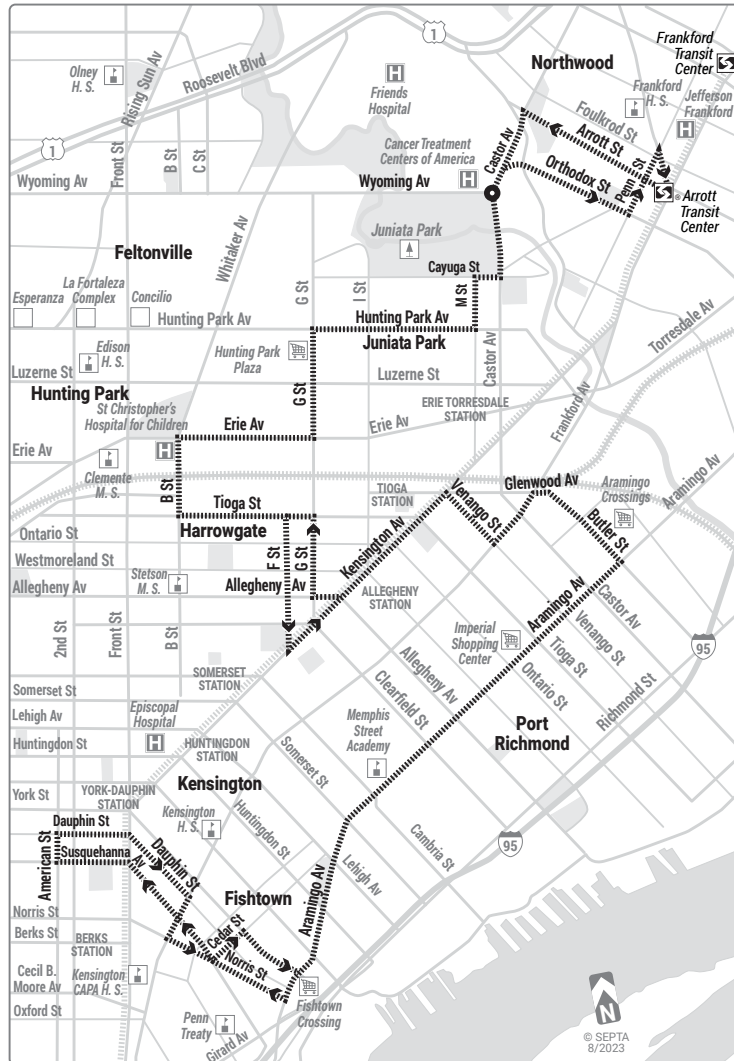


ROUTE 89

Front-Dauphin to Arrott Transit Center

Discontinued Route

What SEPTA is Proposing - Route 89 will be discontinued. Riders can use Routes 53, 3, 75 and/or 25 as alternatives to Route 89.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

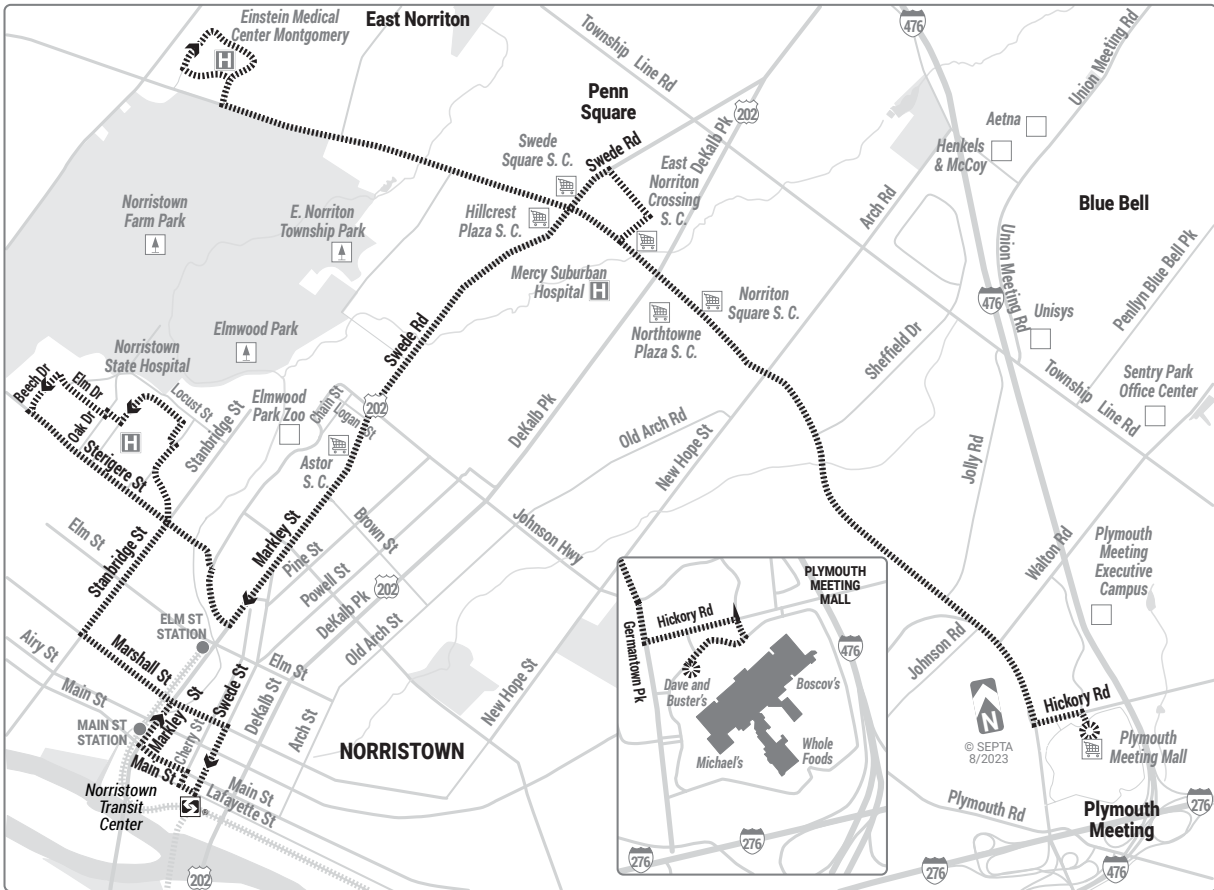
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ROUTE 90

Plymouth Meeting Mall to Norristown Transit Center

Discontinued Route

What SEPTA is Proposing - Route 90 will be replaced by on-demand service and Route 98. See Norristown On-Demand Zone for more information about on-demand service.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

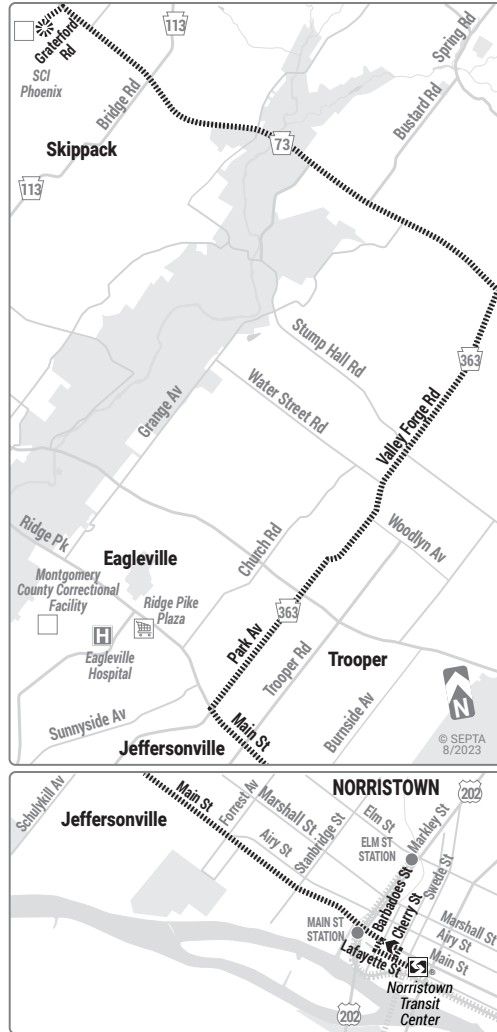
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ROUTE 91

Graterford to Norristown Transit Center

Discontinued Route

What SEPTA is Proposing - Route 91 will be discontinued. Private transportation providers offer service to the Graterford State Prison.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

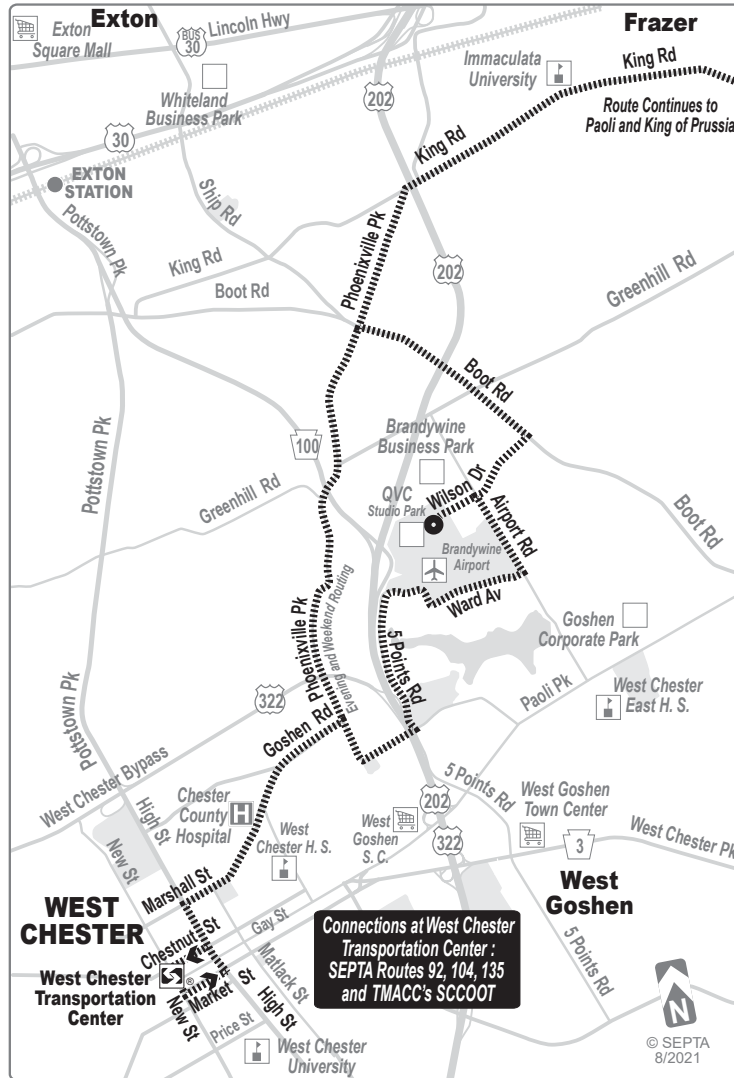
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ROUTE 92

West Chester Transit Center to King of Prussia

Discontinued Route

What SEPTA is Proposing - Route 92 is discontinued. Service will be replaced by New Route 142, Paoli-Great Valley On-Demand Service, and West Chester-Malvern On-Demand Service.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

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ROUTE 93

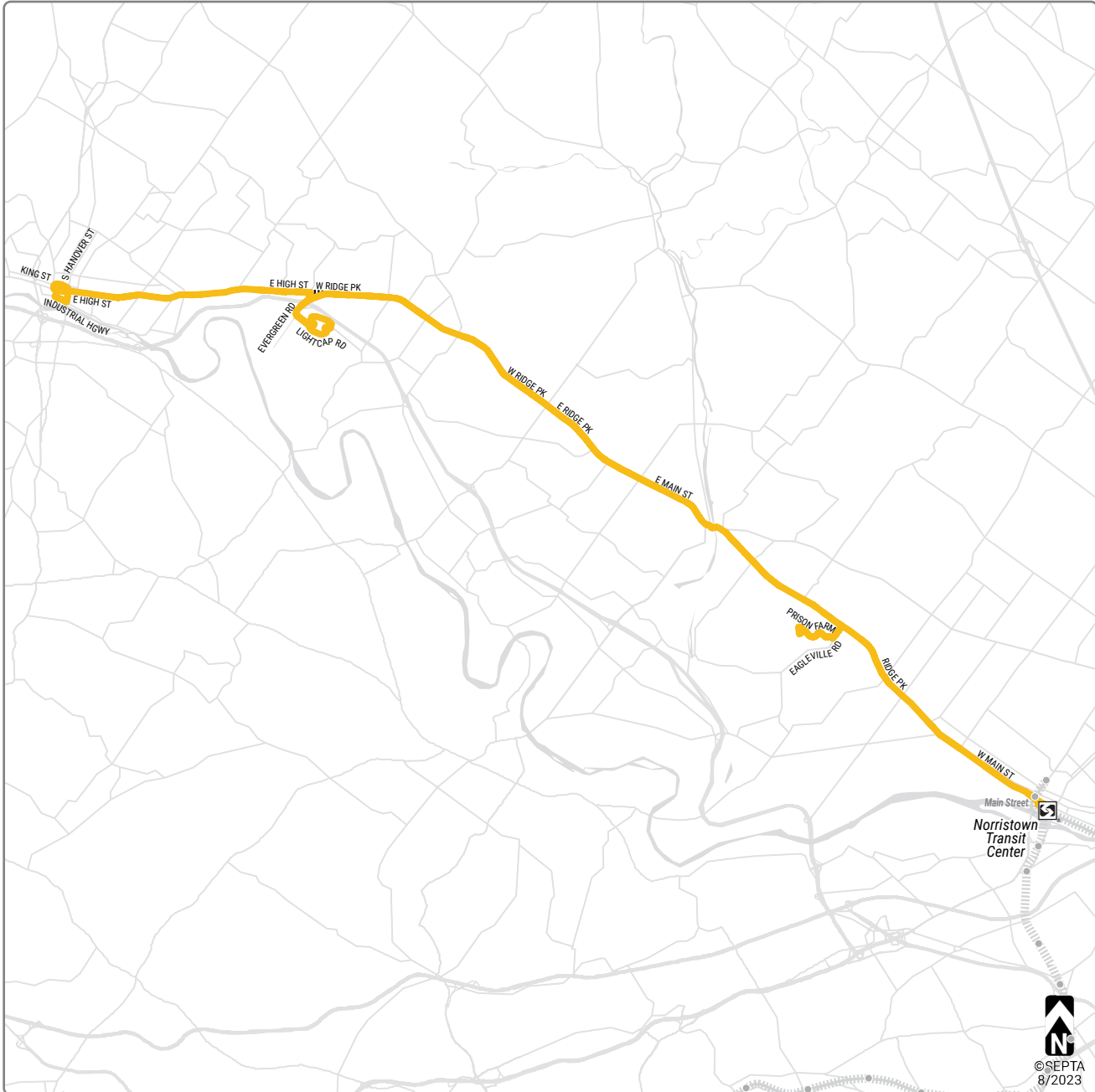
Pottstown-MCCC Campus to Norristown Transit Center

Pottstown-High Street to MCCC Campus and Norristown Transit Center

Changed Route

60 MAX

What SEPTA is Proposing - There will be a minor change to Route 93. All trips will serve the Philadelphia Premium Outlets.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENT

ROUTE PROPOSED

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ROUTE 94

Montgomery Mall to Chestnut Hill

Changed Route

60 MAX

What SEPTA is Proposing - Route 94 will have a slight realignment to serve Erdenheim.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENT
ROUTE PROPOSED

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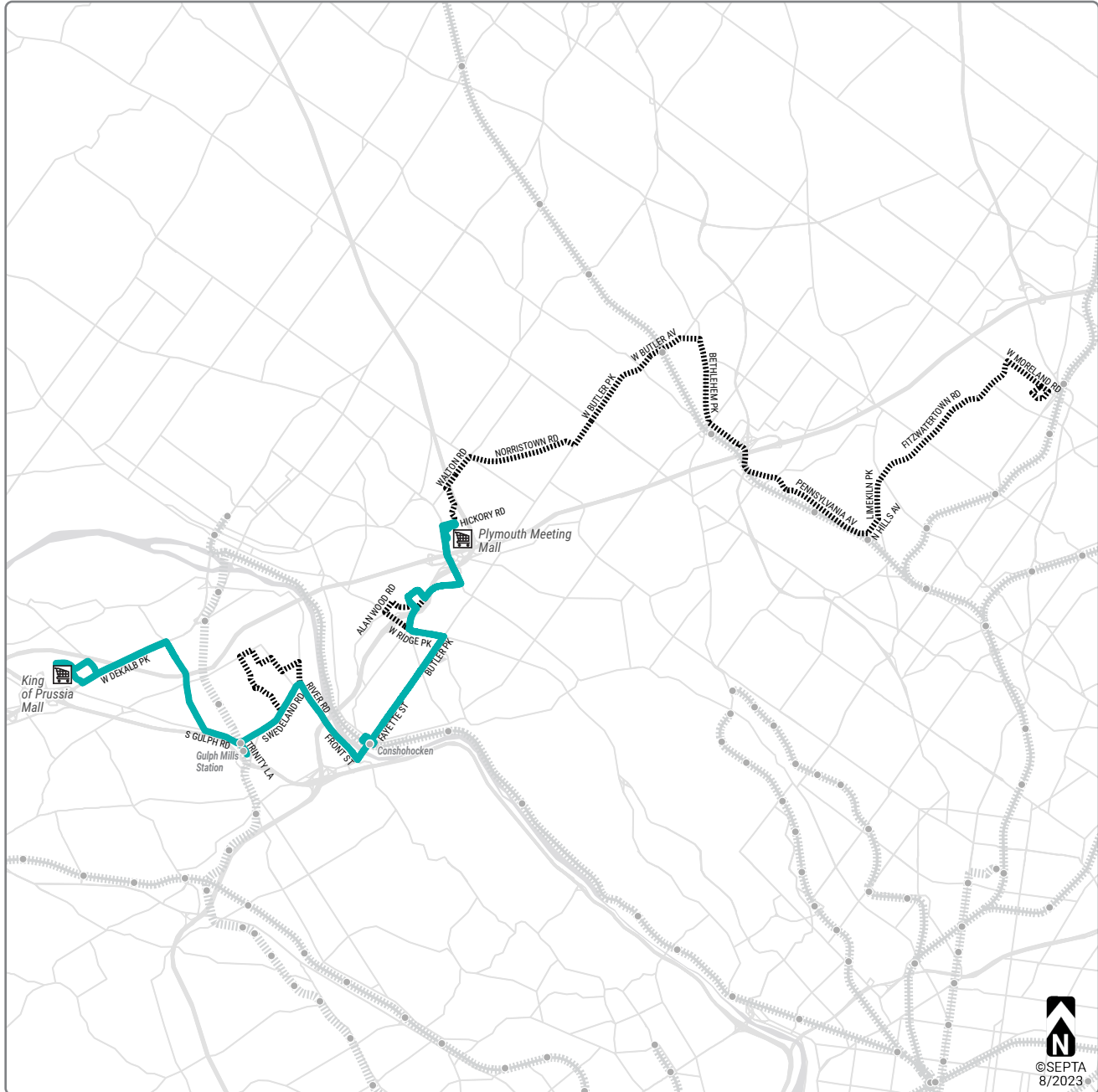
ROUTE 95

Plymouth Meeting Mall to King of Prussia via Conshohocken

Changed Route

30 MAX

What SEPTA is Proposing - Route 95 will be shortened at Plymouth Meeting Mall & extended to King of Prussia. This realignment will provide direct service from Conshohocken to King of Prussia, as well as increase the service from King of Prussia to the Norristown High Speed Line at Gulph Mills. The Norristown On-Demand Zone will replace service just north of Plymouth Meeting Mall and service between Norristown Road and Willow Grove Mall would be discontinued.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

- - - - - ROUTE DISCONTINUED

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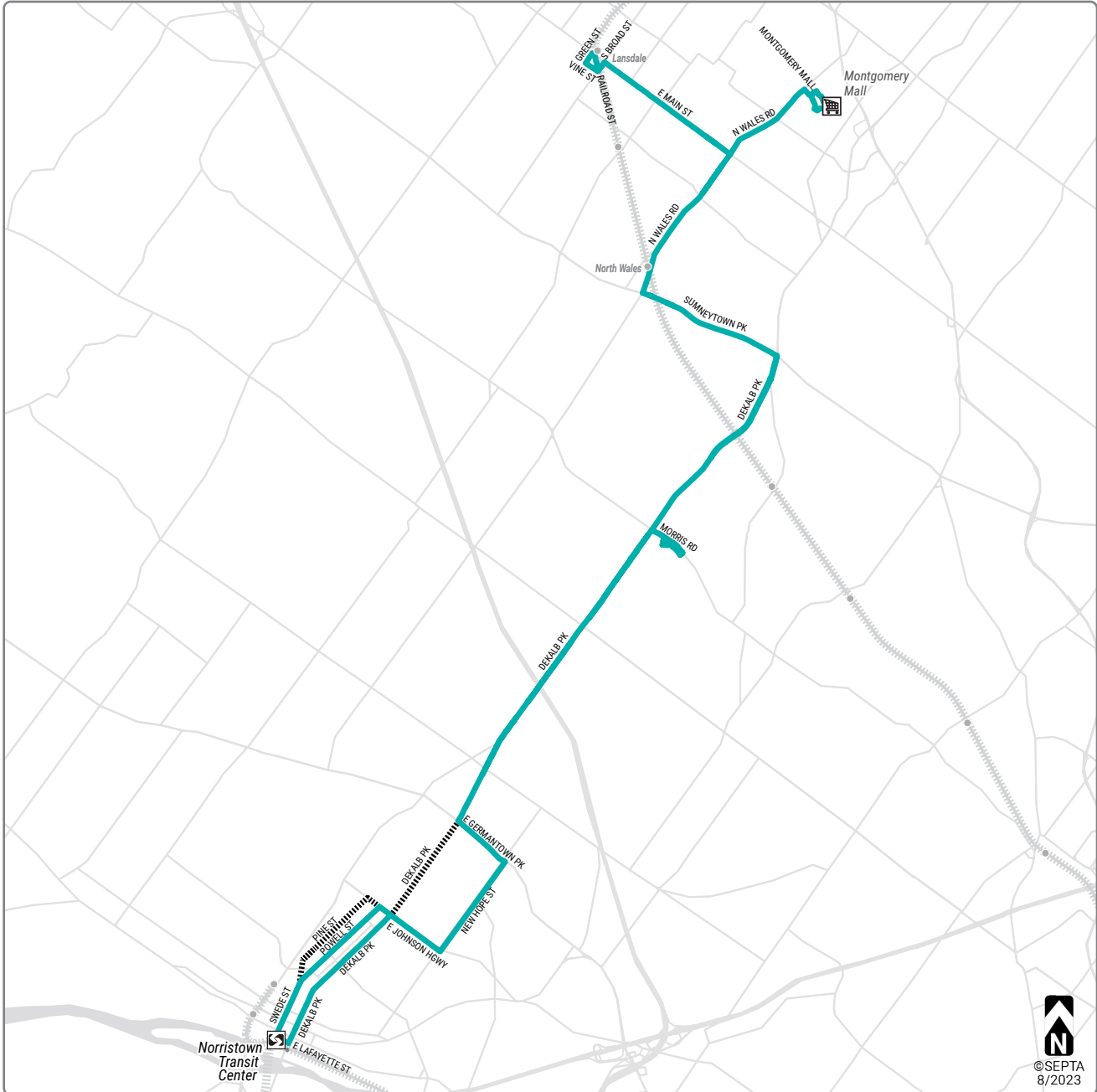
ROUTE 96

Lansdale to Norristown Transit Center

Changed Route

30 MAX

What SEPTA is Proposing - Route 96 will have a slight realignment in the Norristown area. This realignment will provide riders access to Johnson Highway.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

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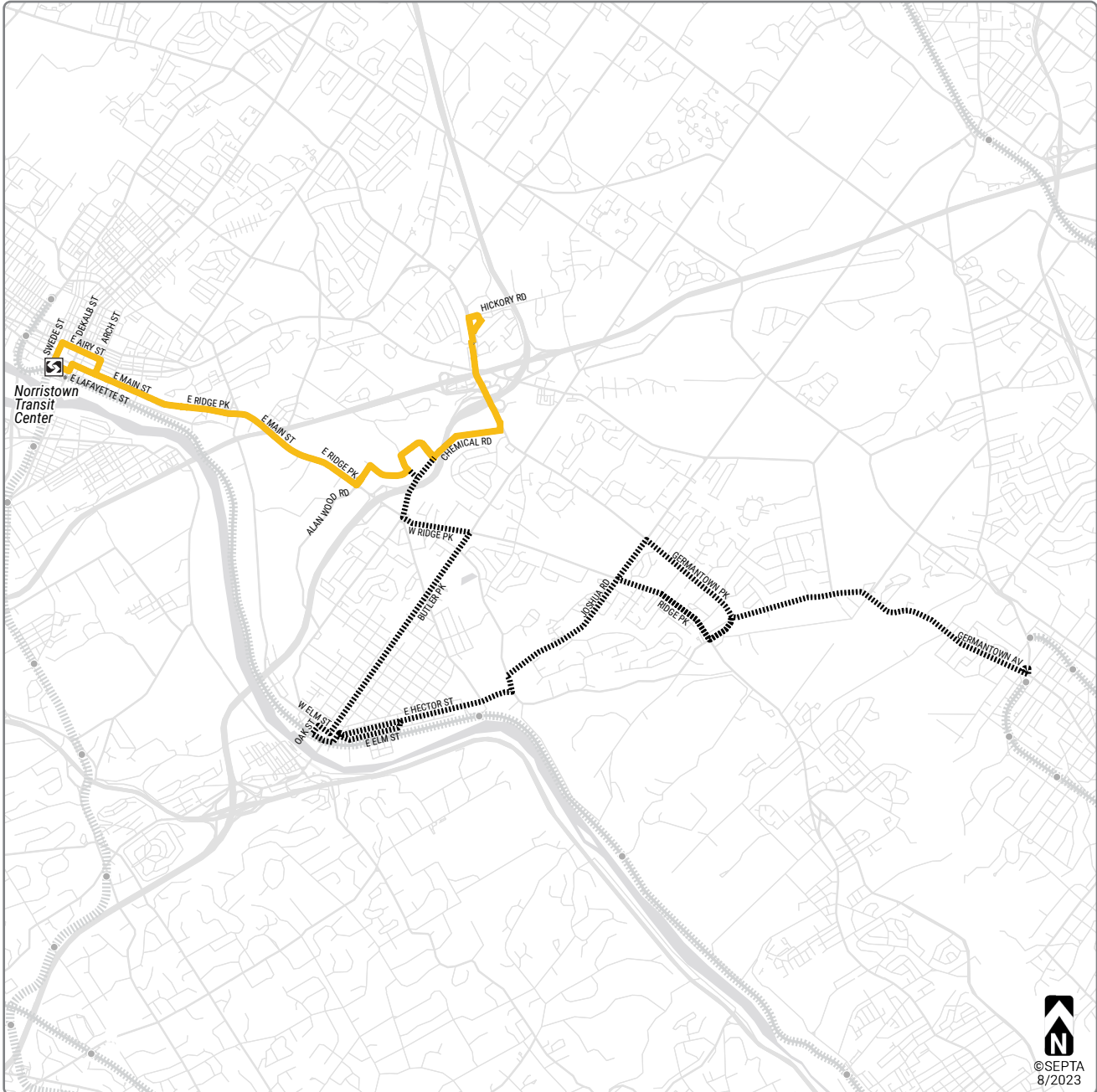
ROUTE 97

Plymouth Meeting Mall to Metroplex and Norristown Transit Center

Changed Route

60 MAX

What SEPTA is Proposing - Route 97 will have a new end of line at Plymouth Meeting Mall. This realignment and increased frequency will provide riders more frequent connections at Norristown Transit Center and Plymouth Meeting Mall. Route 95 will replace service between Plymouth Meeting Mall and Conshohocken.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

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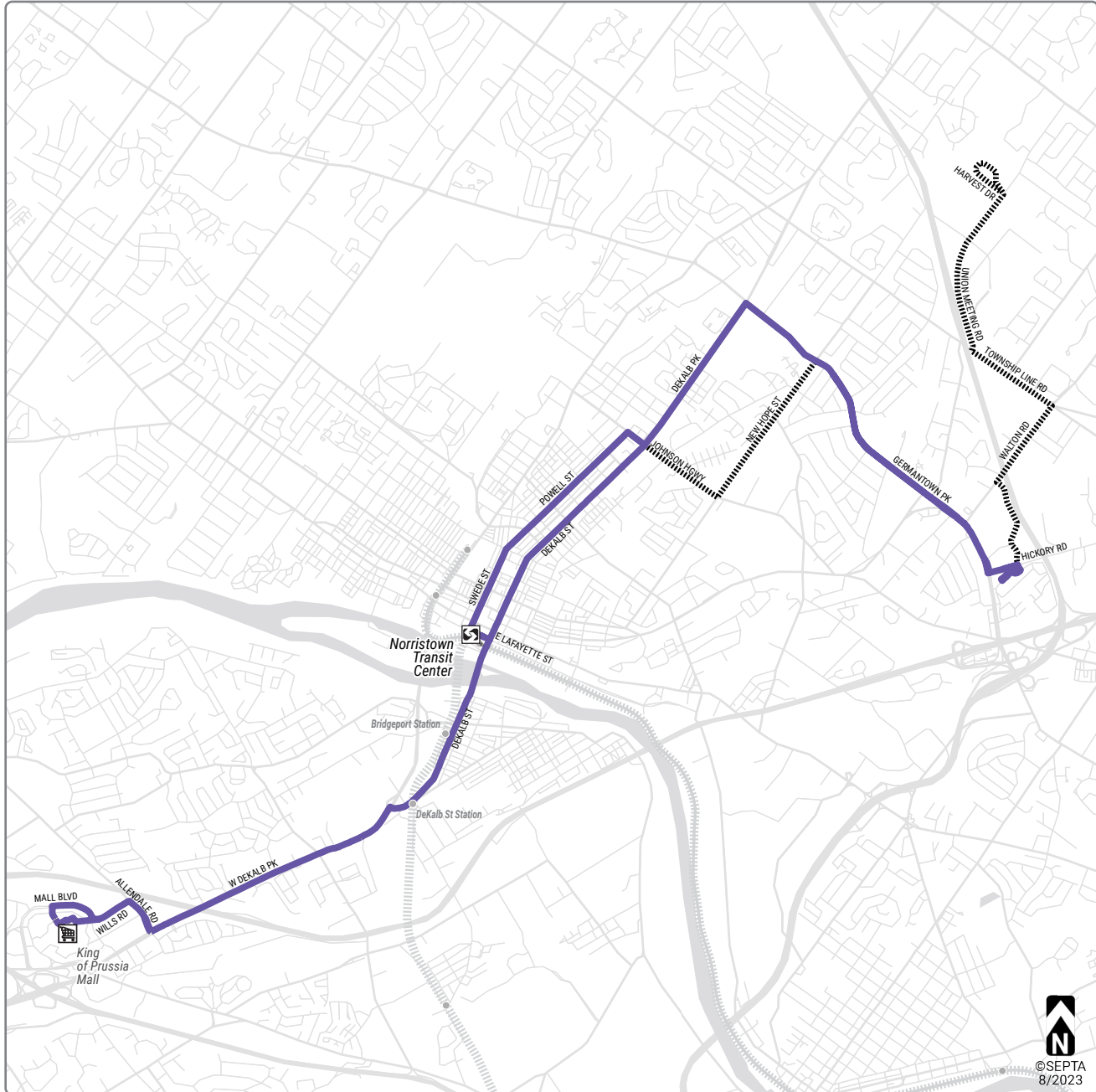
ROUTE 98

Plymouth Meeting Mall to Norristown Transit Center

Changed Route

15 MAX

What SEPTA is Proposing - Route 98 will be streamlined, and a new end of line will be added at King of Prussia. This direct routing and increased service will improve connections between Plymouth Meeting Mall, Norristown Transit Center and King of Prussia Mall.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED** (solid blue line)
- ROUTE DISCONTINUED** (dashed black line)

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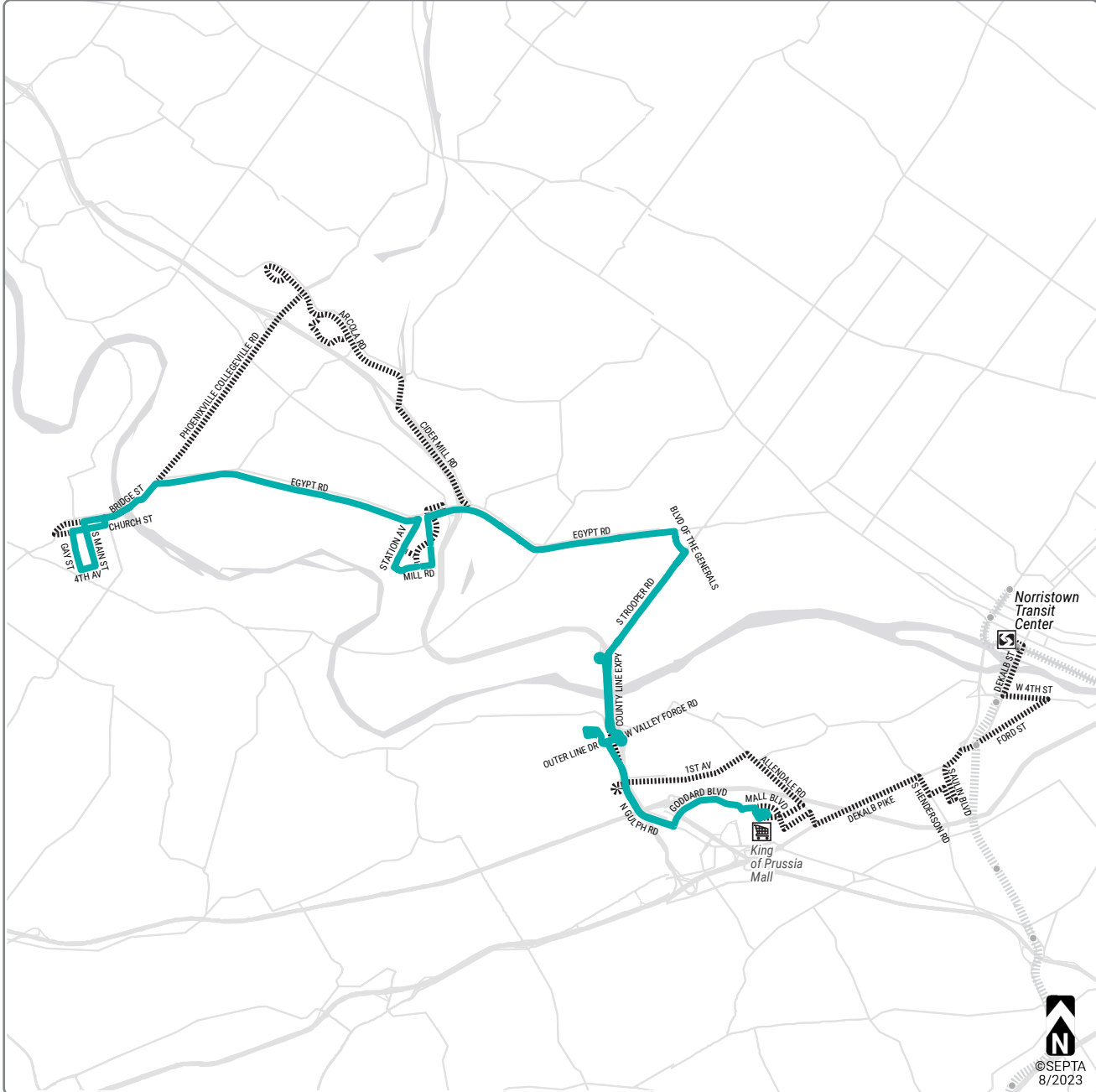
ROUTE 99

Phoenixville to King of Prussia

Changed Route

30 MAX

What SEPTA is Proposing - Route 99 will be shortened and realigned. This will provide more direct and frequent service between Phoenixville and King of Prussia. Route 98 will provide frequent service between King of Prussia and Norristown Transit Center.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

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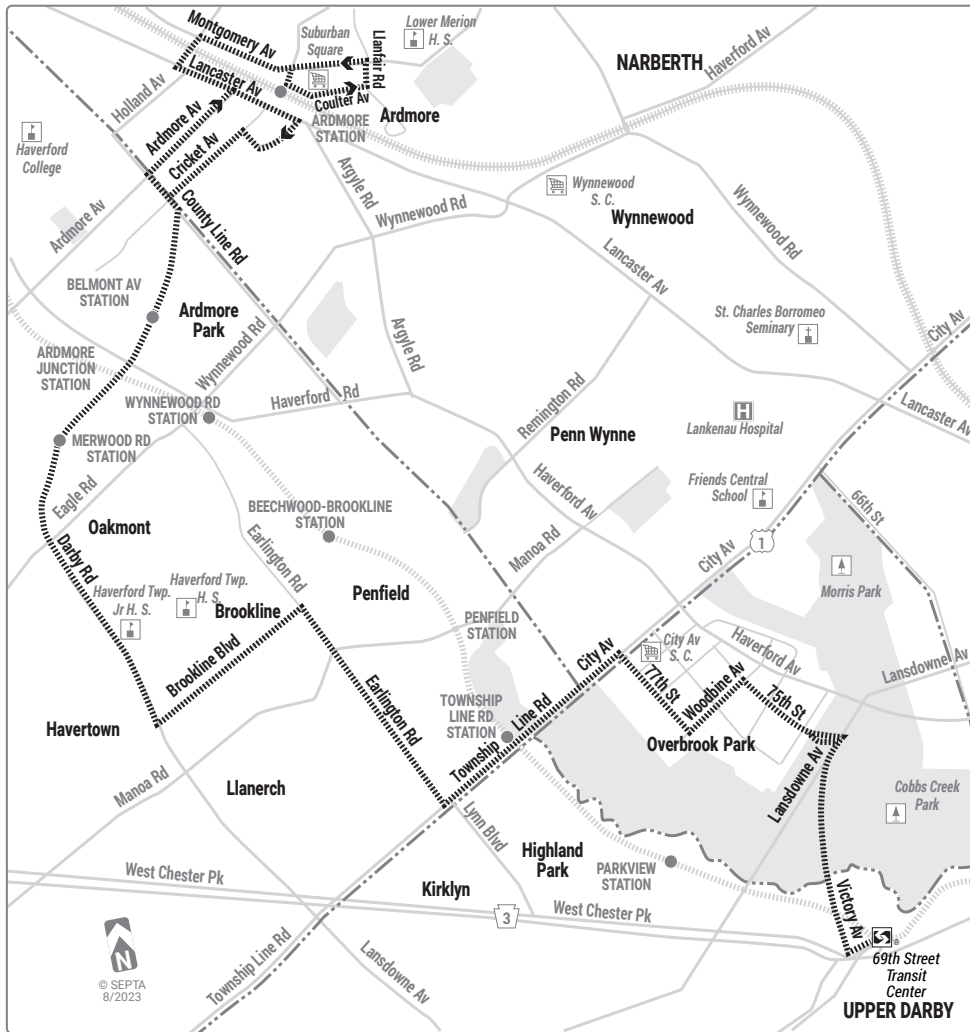


ROUTE 103

Ardmore to 69th Street Transit Center

Discontinued Route

What SEPTA is Proposing - Riders can use Route 115 to travel between Ardmore, Darby, and Philadelphia International Airport.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

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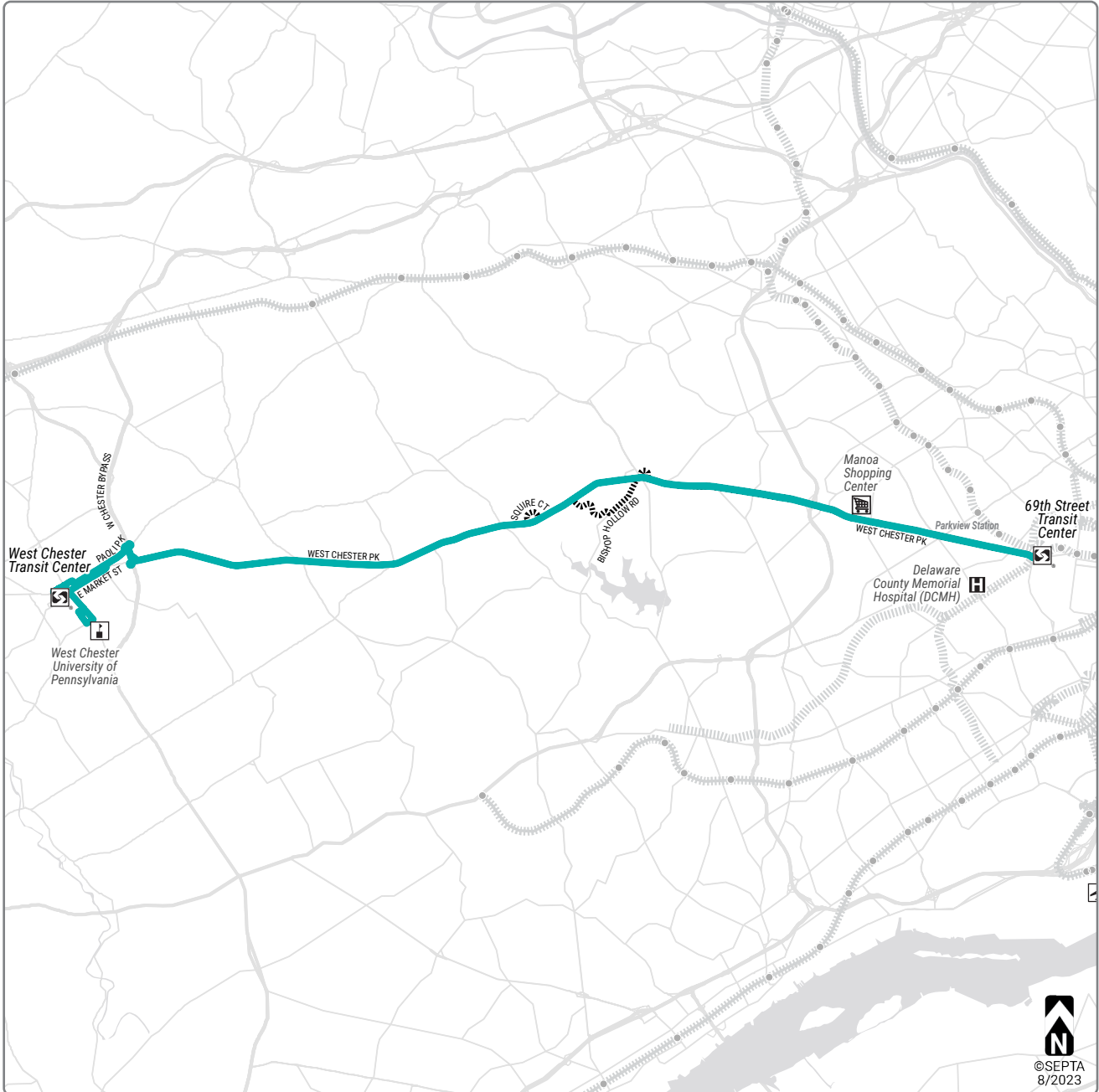
ROUTE 104

West Chester University to 69th Street Transit Center

Changed Route

30 MAX

What SEPTA is Proposing - Route 104 would be simplified by eliminating trips deviating off West Chester Pike. The route will provide consistent and easy-to-understand travel between West Chester and 69th Street Transit Center. Most destinations off West Chester Pike will still be served by other routes.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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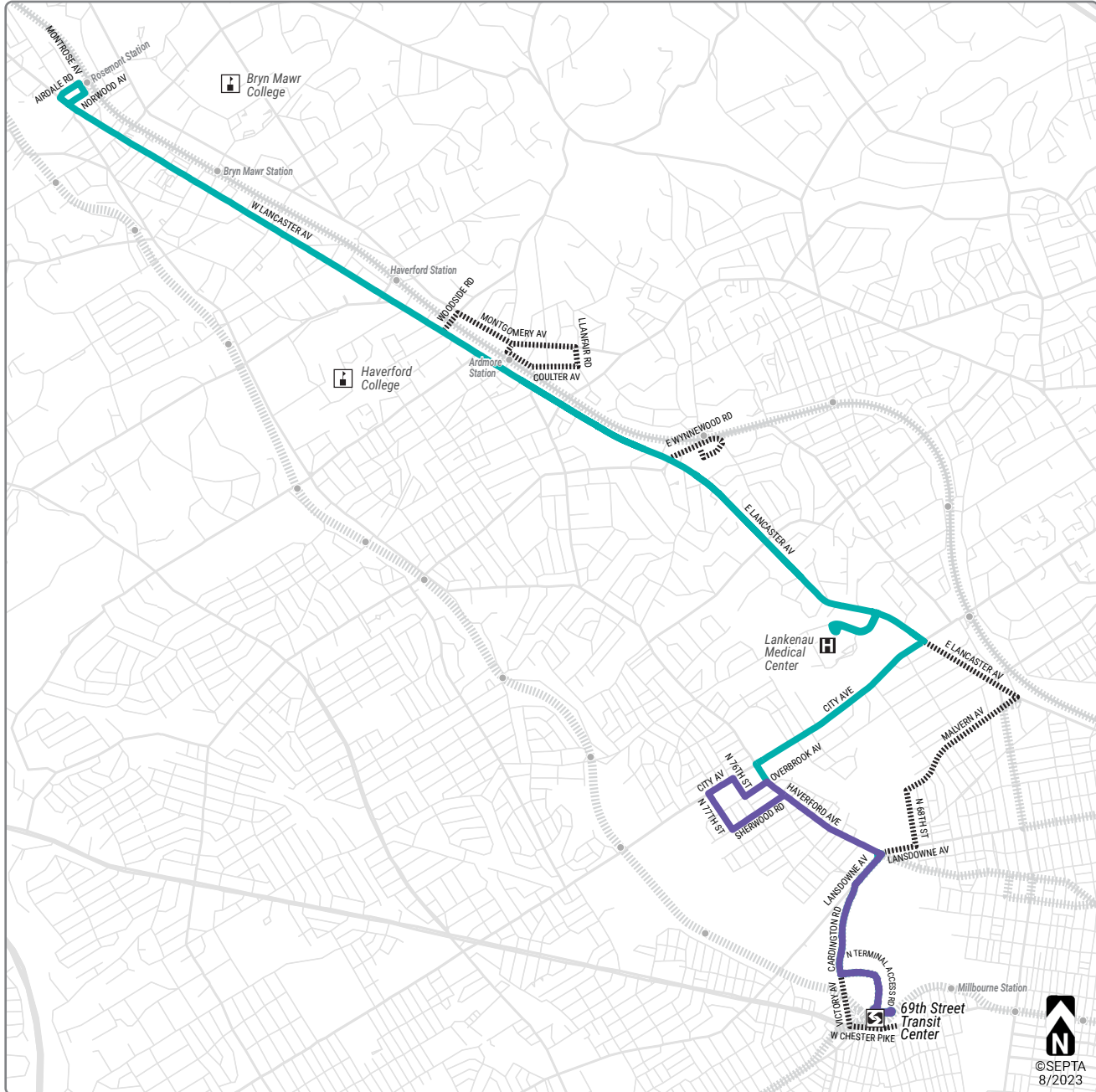
ROUTE 105

Rosemont to 69th Street Transit Center
76th-City to 69th Street Transit Center

Changed Route

15 MAX 30 MAX

What SEPTA is Proposing - Route 105 will operate with two patterns: One would operate between City Avenue and 69th Street Transit Center and other between Rosemont and 69th Street Transit Center. This will provide more direct and frequent service between 69th Street, Overbrook Park, Lankenau Medical Center, and the Lancaster Avenue corridor.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX 30 MAX

Most 15 MAX and 30 MAX routes would operate at least every 15 or 30 minutes, respectively, on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM.

Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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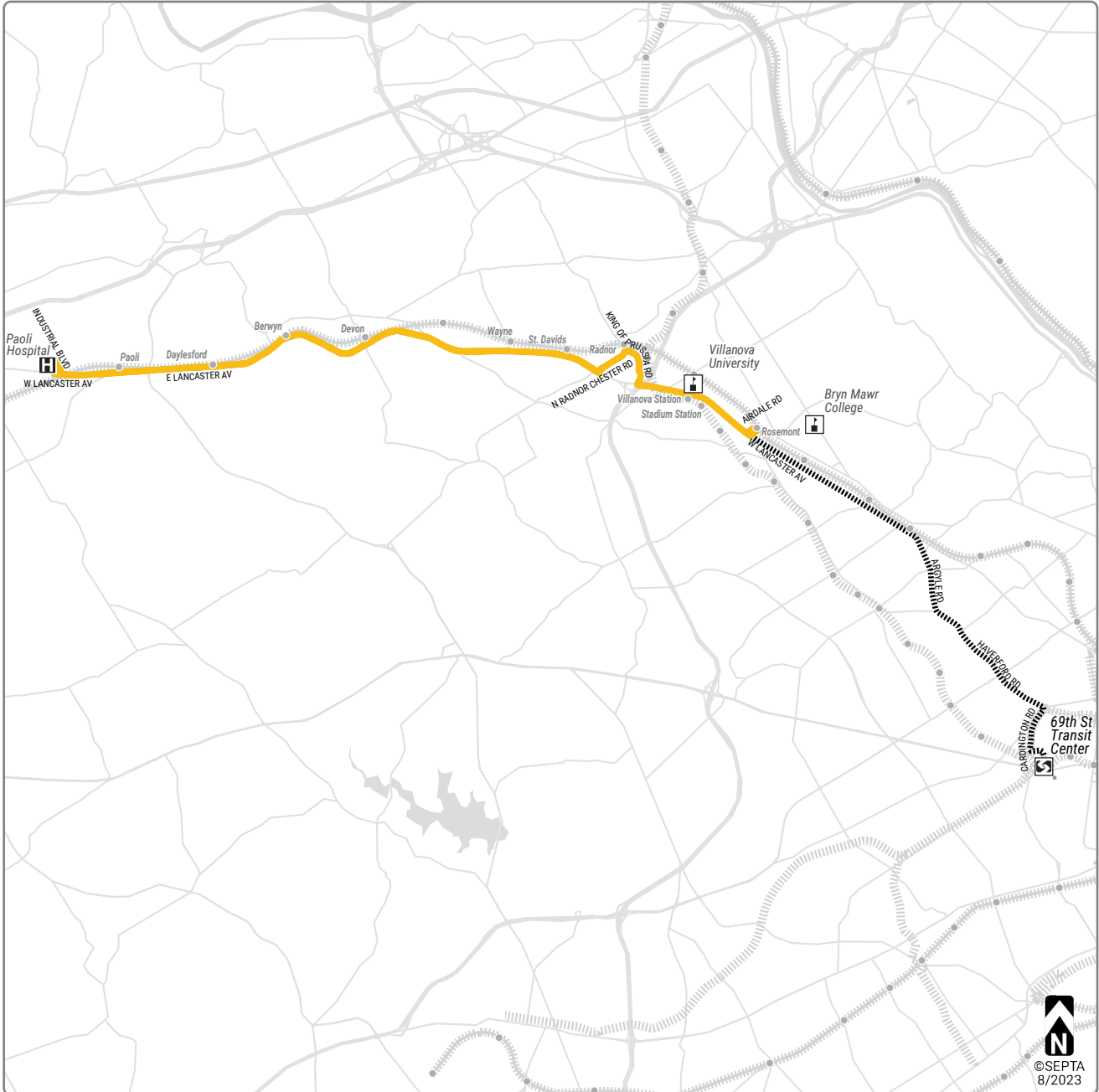
ROUTE 106

Paoli to Rosemont

Changed Route

60 MAX

What SEPTA is Proposing - Route 106 would be shortened to provide service between Paoli Hospital and Rosemont Station via Lancaster Avenue. Service east of Rosemont Station would be provided by Route 105. Shortening Route 106 allows it to operate 7 days a week, an increase from today.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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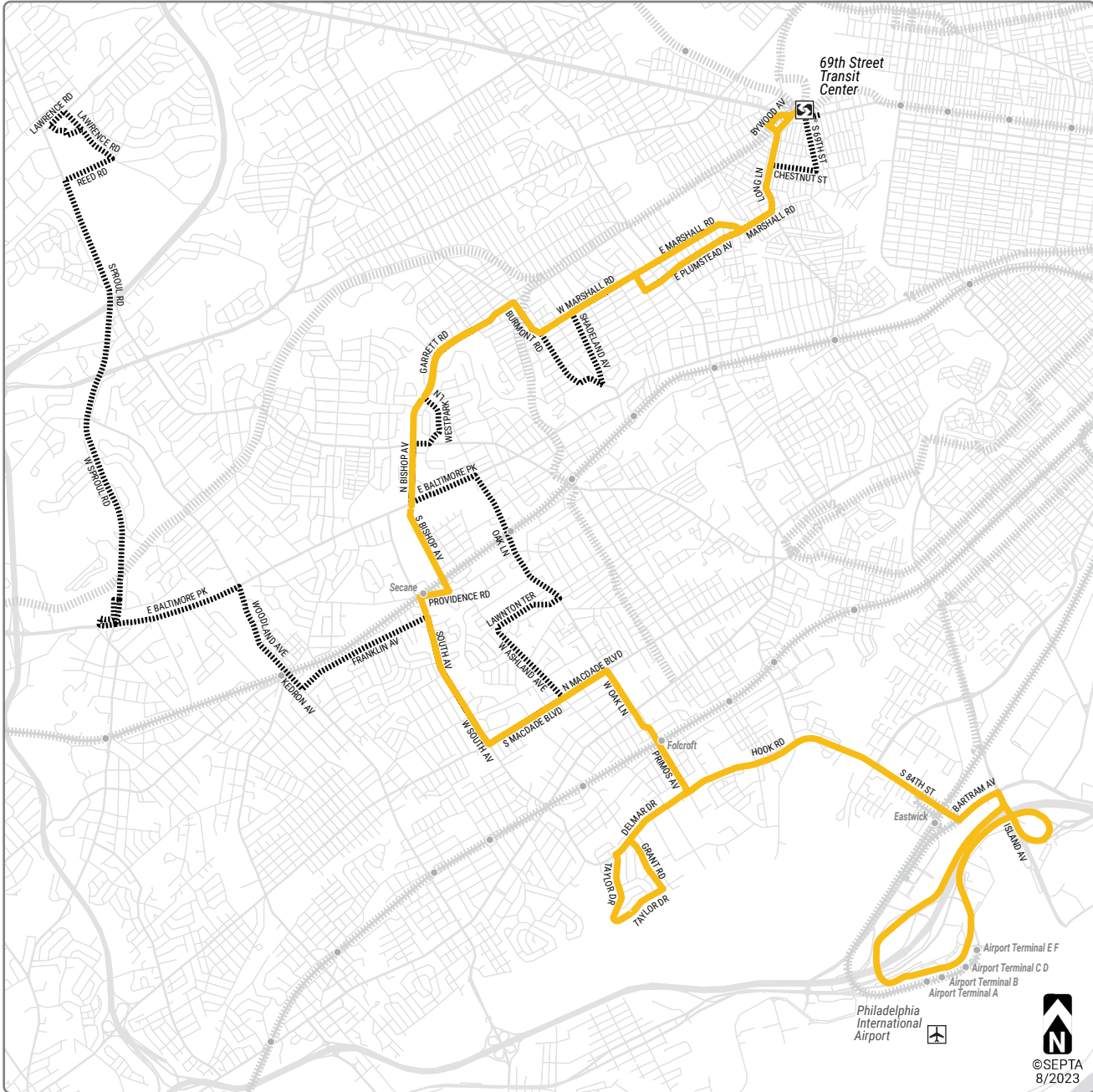
ROUTE 107

69th Street Transit Center to Airport

Changed Route

60 MAX

What SEPTA is Proposing - Route 107 will connect PHL Airport and the 69th Street Transit Center traveling through neighborhoods on Marshall Road, South Avenue and Folcroft. It combines parts of the exiting Route 115 (DCCC to Darby TC and Airport) and existing Route 107 (Lawrence Park to 69th Street). The new alignment is more direct with connections to other parts of the SEPTA network, including bus service on Baltimore Pike and McDade Boulevard. Route 126 and Route 110 would replace service along Sproul Road.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

----- ROUTE DISCONTINUED

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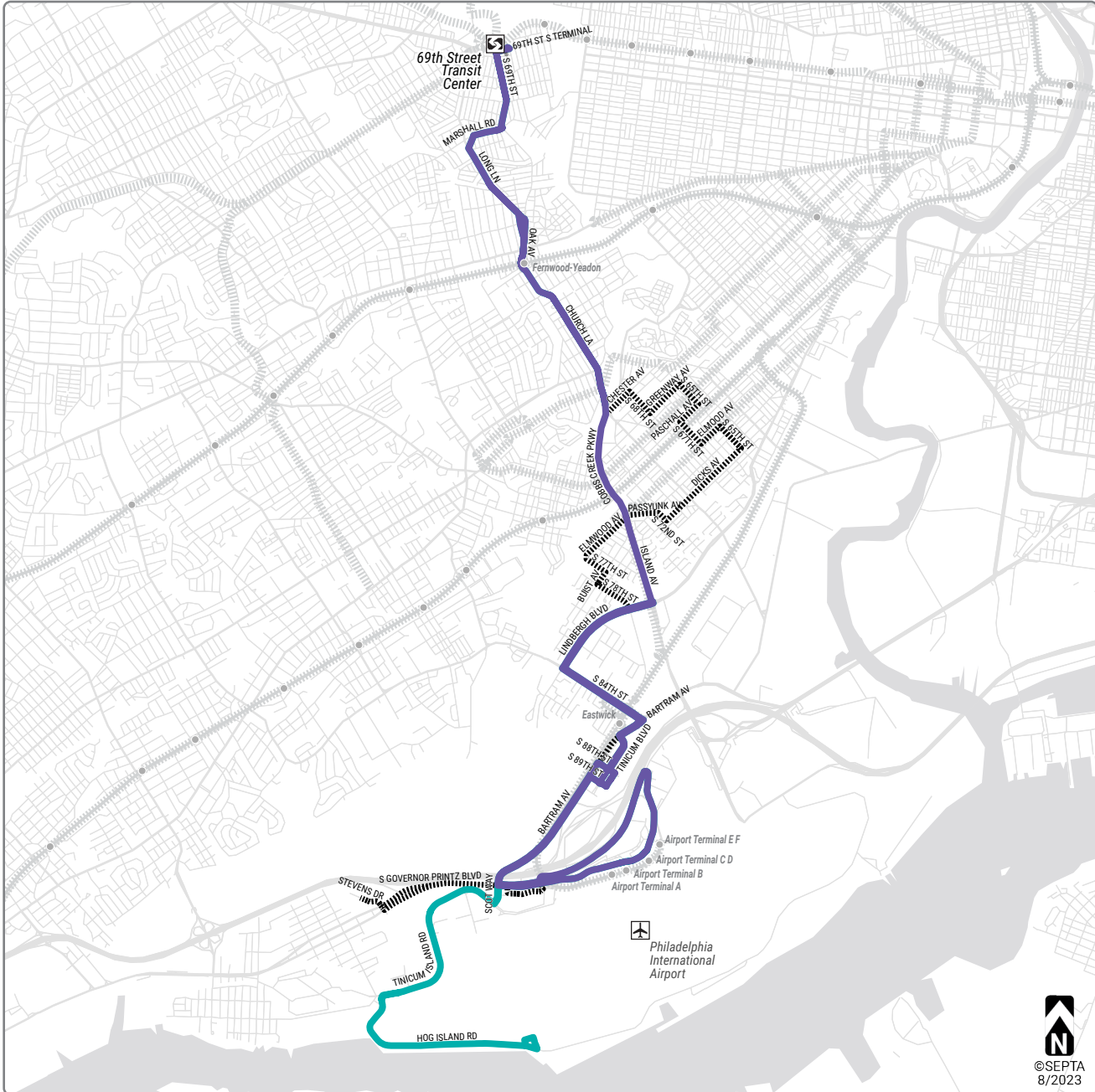
ROUTE 108

69th Street Transit Center to PHL Airport
69th Street Transit Center to PHL Airport and UPS

Changed Route

15 MAX 30 MAX

What SEPTA is Proposing - Route 108 will operate between the 69th Street Transit and PHL Airport via PNC Center. Every other trip would continue to the UPS facility. Route 108's more direct alignment will allow it to operate more frequently 7 days a week and will improve reliability.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX **30 MAX**

Most **15 MAX** and **30 MAX** routes would operate at least every 15 or 30 minutes, respectively, on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

ROUTE PROPOSED

ROUTE DISCONTINUED

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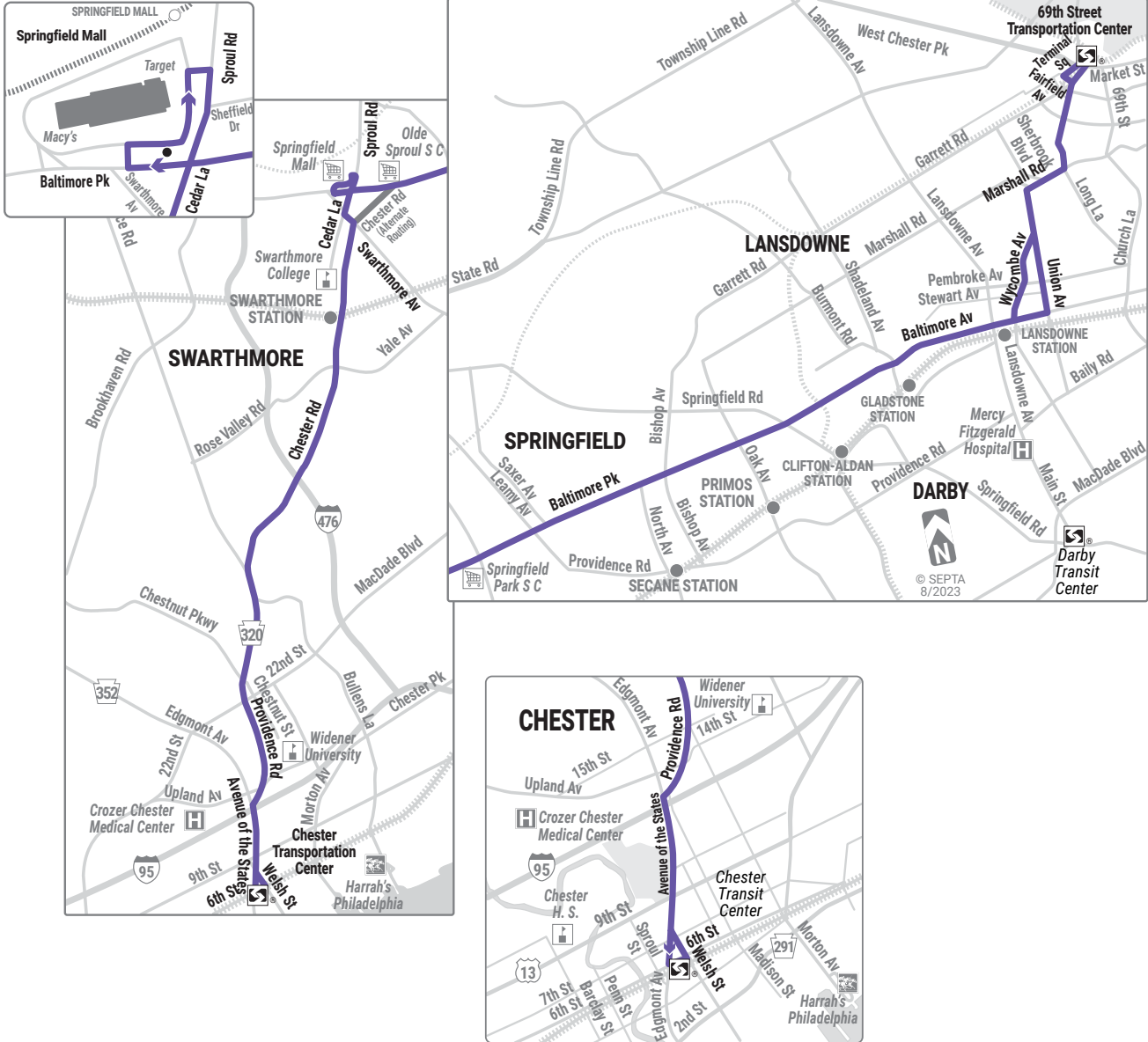
ROUTE 109

Chester Transit Center to 69th Street Transit Center

No Changes

15 MAX

What SEPTA is Proposing - There will be no changes to Route 109.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE UNCHANGED

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ROUTE 110

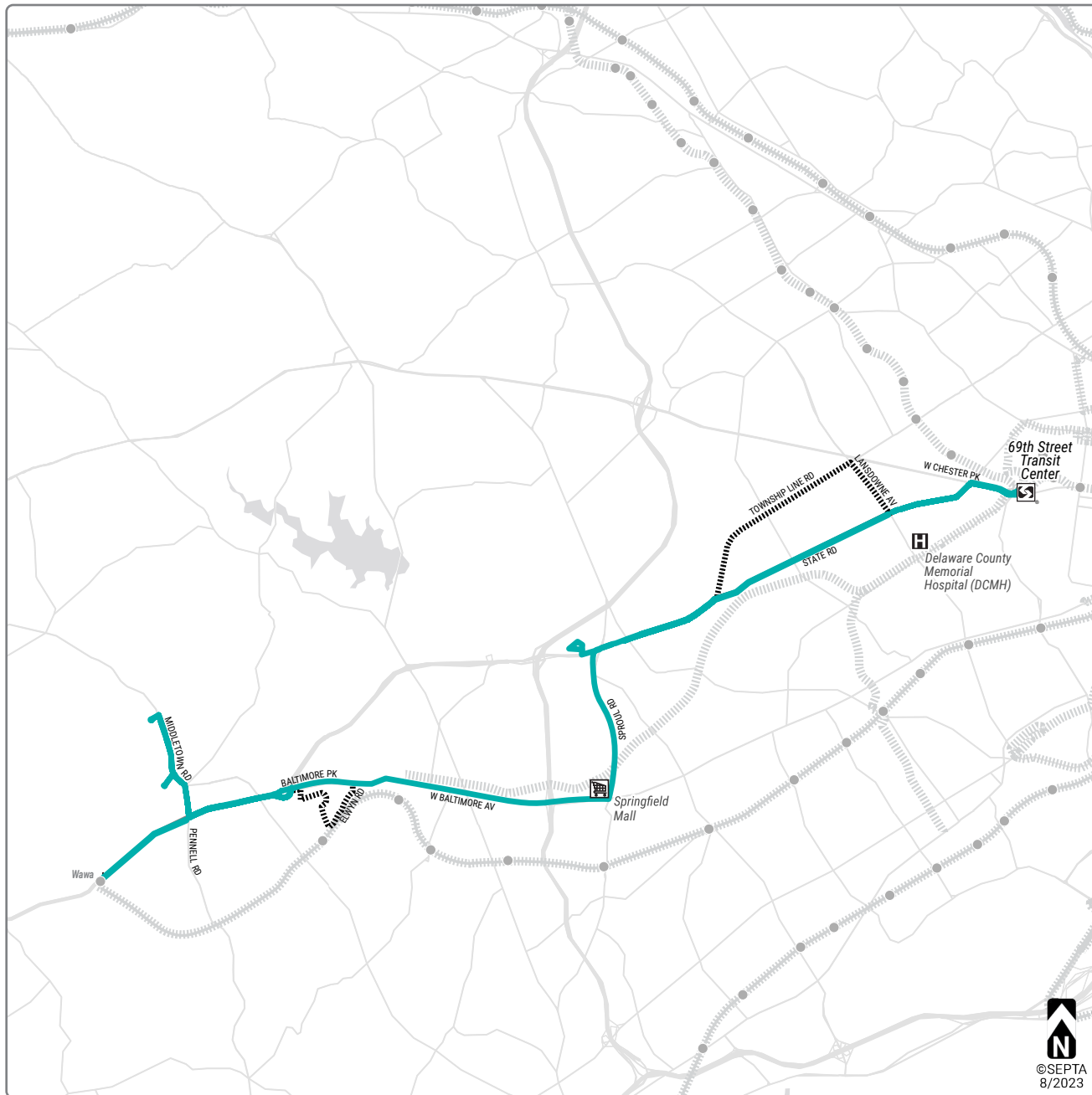
Wawa Station to 69th Street Transit Center

Penn State and Springfield Mall to 69th Street Transit Center

Changed Route

30 MAX

What SEPTA is Proposing - Route 110 will provide service between 69th Street Transit Center and either Penn State Brandywine or Wawa Regional Rail Station. It would operate a more direct and simplified alignment via State Road, Media, and Baltimore Pike. Service on Township Line Road would be provided by Route 126.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

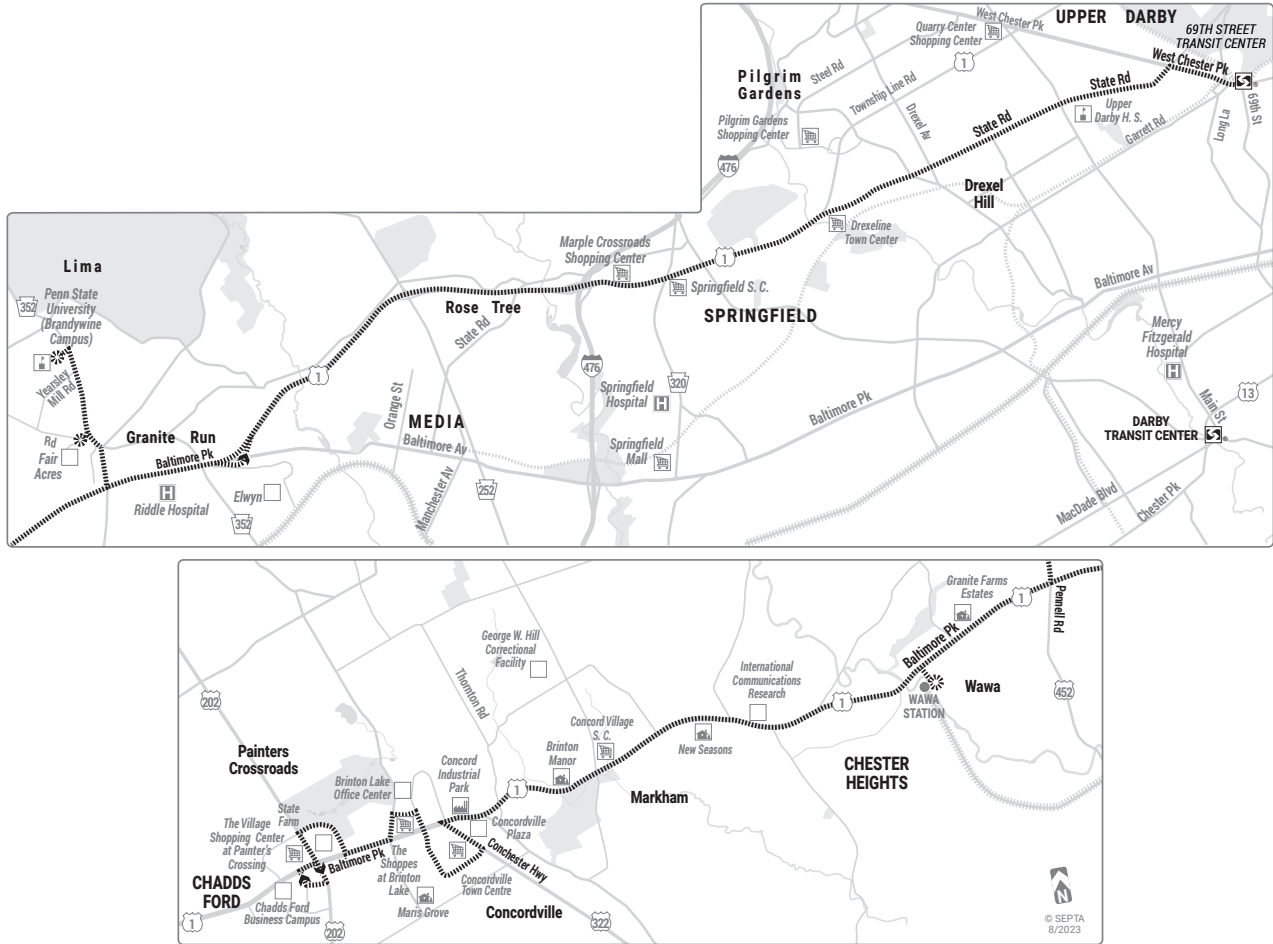
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ROUTE 111

Wawa Station to 69th Street Transit Center

Discontinued Route

What SEPTA is Proposing - Route 111 will be replaced with Route 110, which will serve the same destinations.



ROUTE ADJUSTMENT
 ROUTE DISCONTINUED

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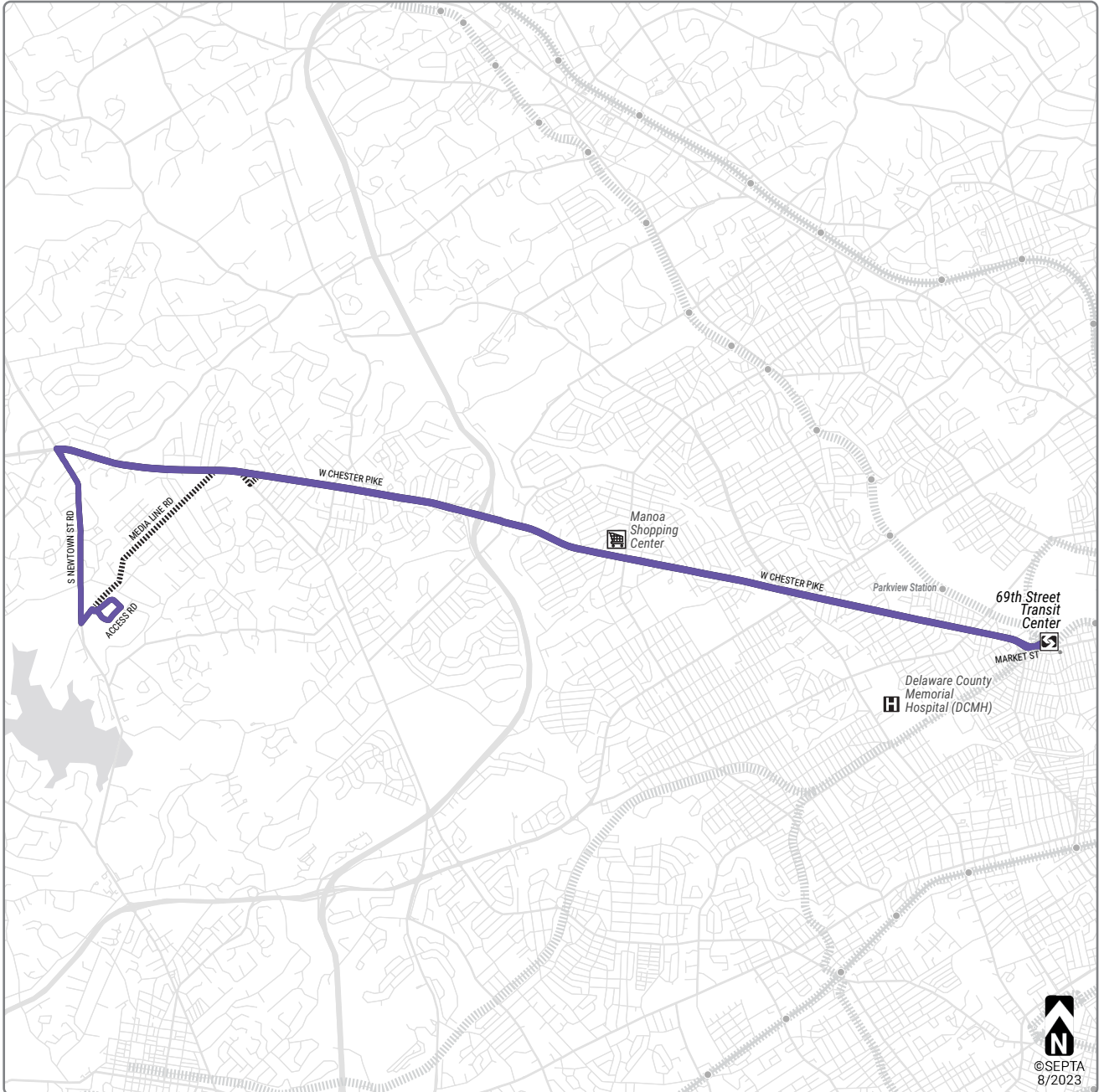
ROUTE 112

Delaware County Community College to 69th Street Transit Center

Changed Route

15 MAX

What SEPTA is Proposing - Route 112 will operate frequent service between 69th Street Transit Center and Delaware County Community College via West Chester Pike.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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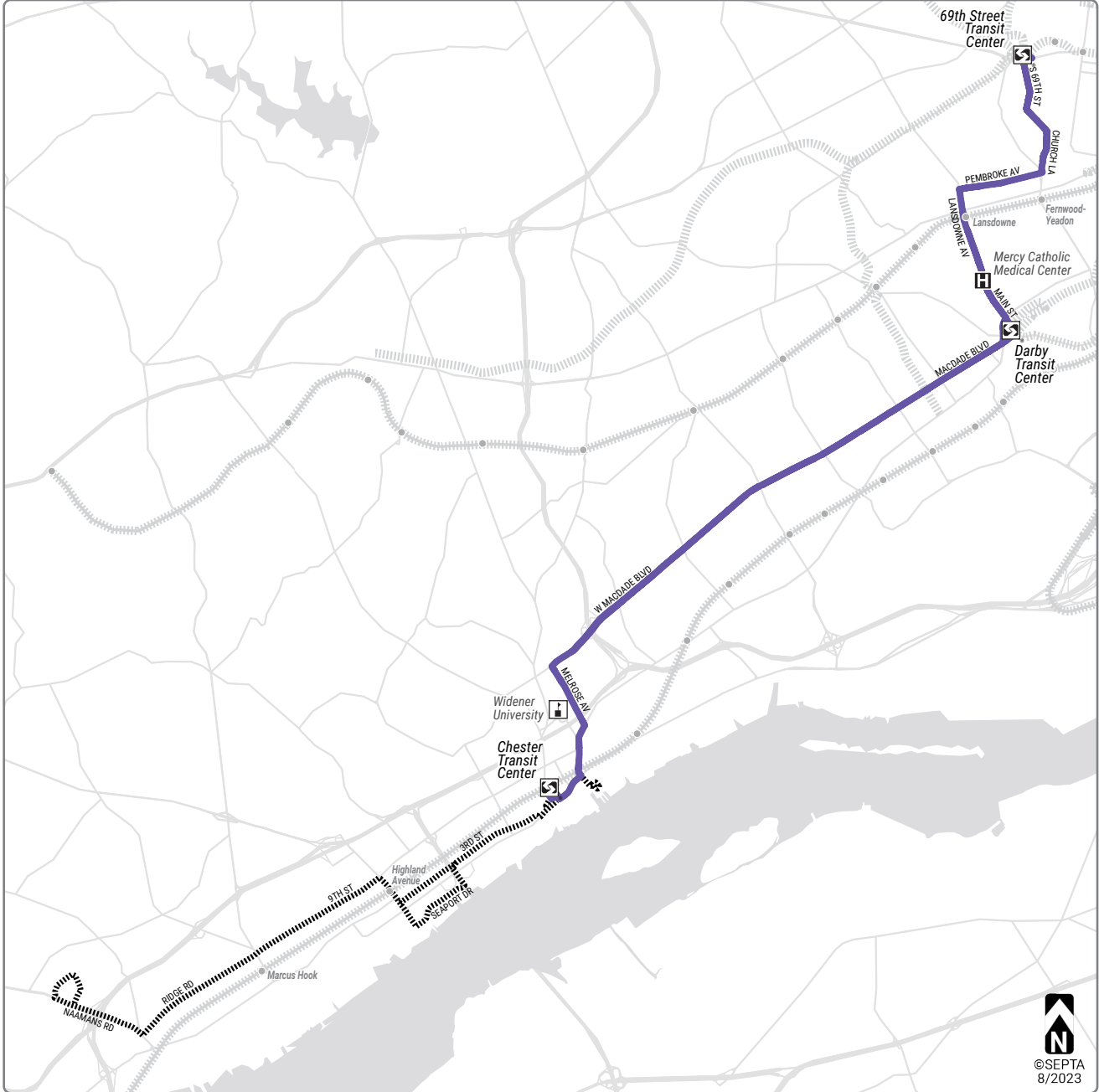
ROUTE 113

Chester Transit Center to Darby Transit Center to 69th Street Transit Center

Changed Route

15 MAX

What SEPTA is Proposing - Route 113 will operate frequent service and be shortened so all trips would operate between Chester, Darby and 69th Street Transit Center. Route 113 service to Delaware would be replaced by Route 116.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED** (solid purple line)
- ROUTE DISCONTINUED** (dashed grey line)

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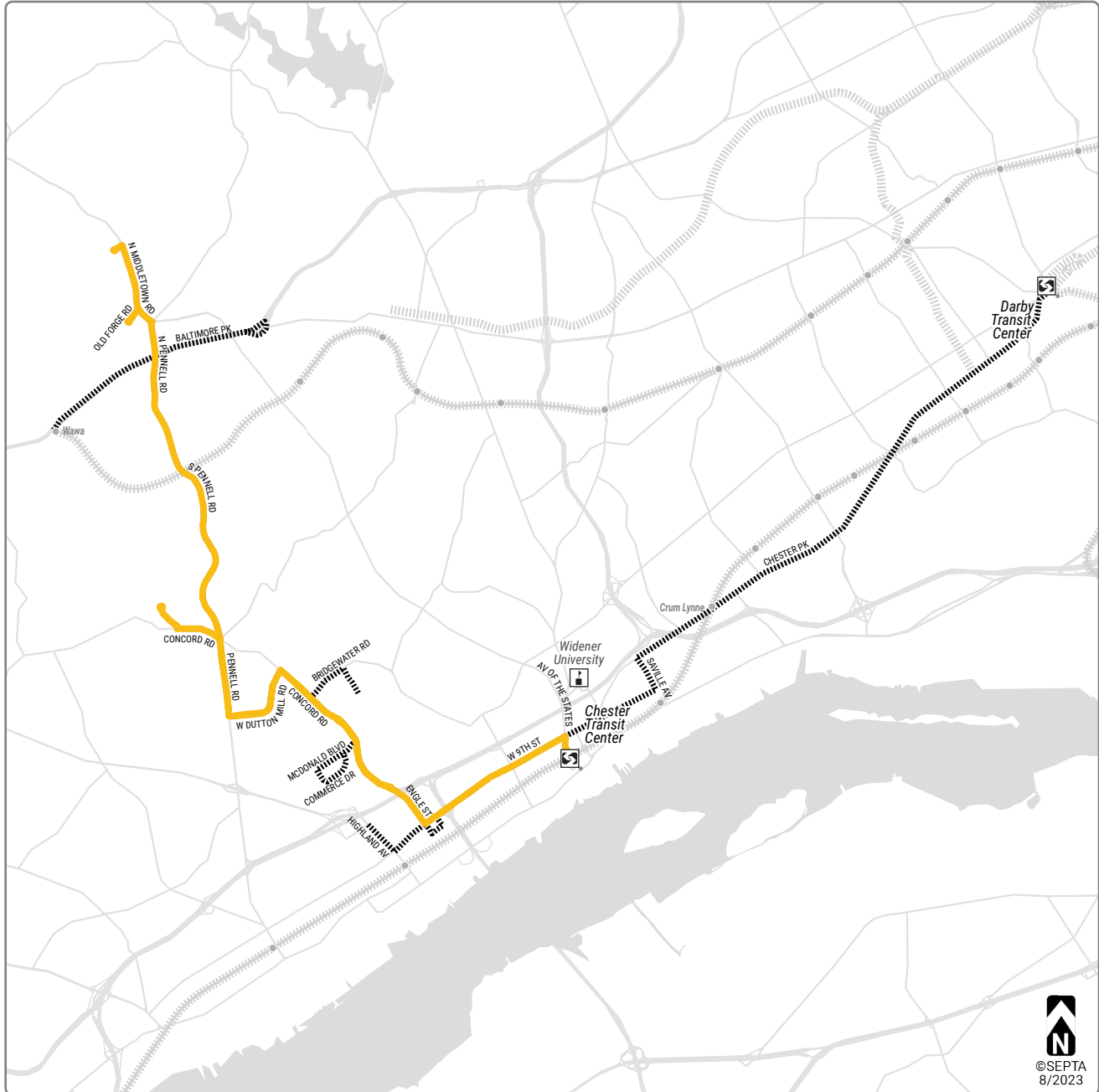
ROUTE 114

Penn State to Chester Transit Center

Changed Route

60 MAX

What SEPTA is Proposing - Route 114 would be shortened and simplified to travel between Penn State and Chester Transit Center via Concord Road to serve the I-95 Industrial Park. Bus service between Chester Transit Center and Darby Transit Center would be available on Route 116.



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PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

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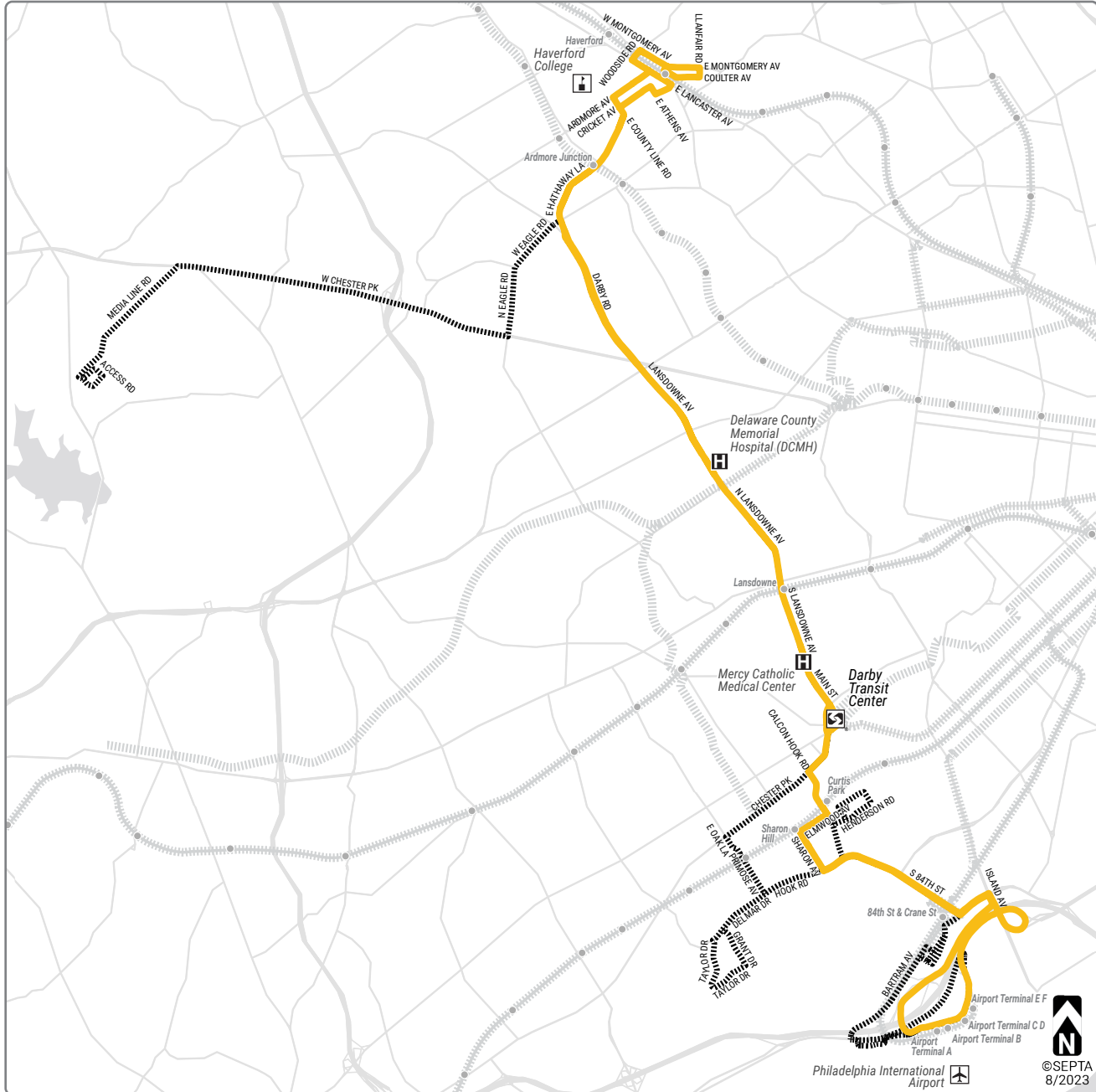
ROUTE 115

Philadelphia Airport to Darby Transit Center and Ardmore

Changed Route

60 MAX

What SEPTA is Proposing - Route 115 would connect the PHL Airport, the Darby Transit Center and Ardmore using portions of today's Route 115 and Route 103. The route would provide direct connections to the airport as well as other SEPTA resources, including frequent bus routes, trolley lines and regional rail stations. Route 112 would replace existing service to Delaware County Community College and the West Chester Pike corridor. Route 107 would replace existing Route 117 service to Folcroft.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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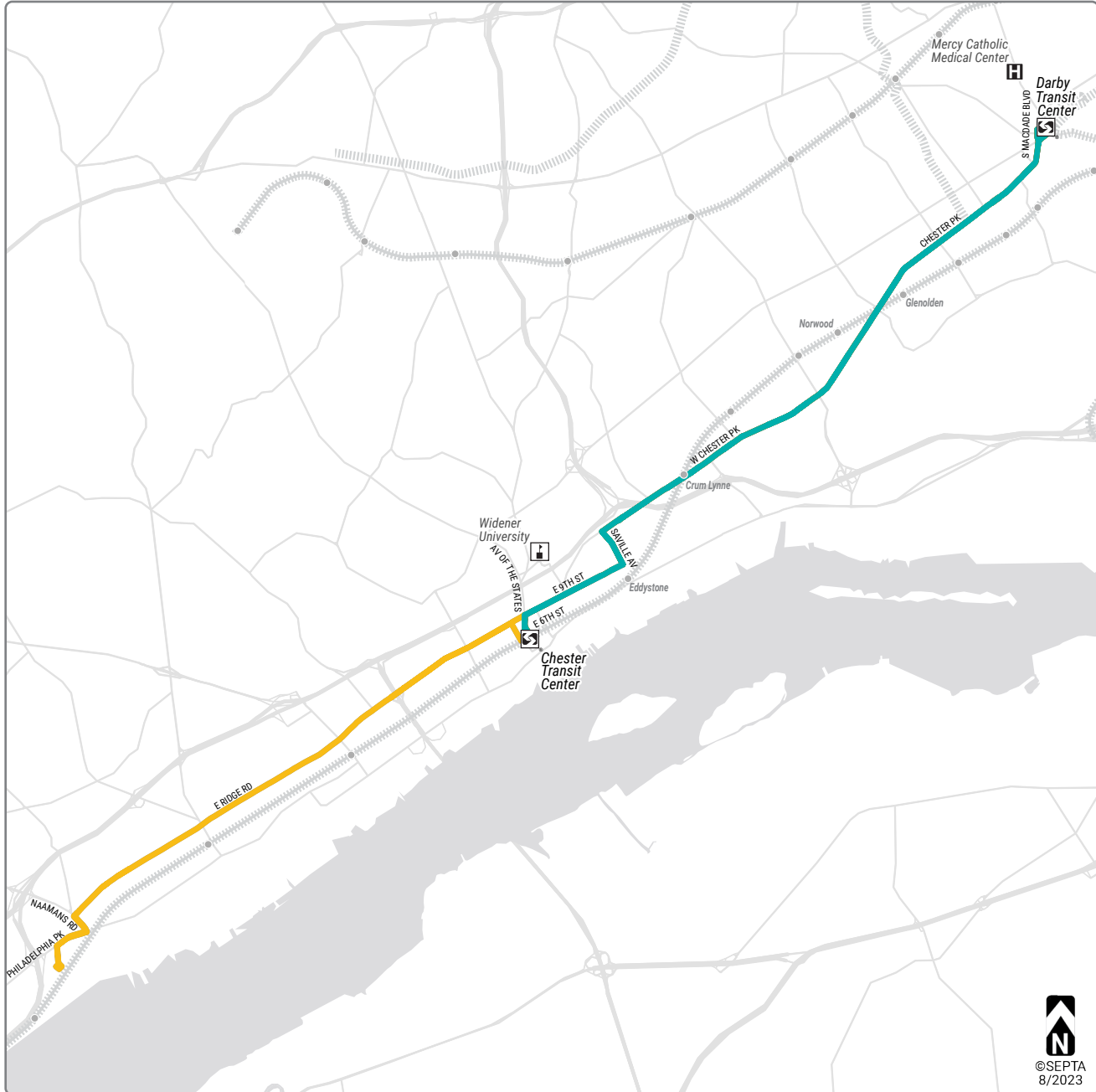
ROUTE 116

Darby Transit Center to Chester Transit Center
 Darby Transit Center to Claymont

New Route

30 MAX 60 MAX

What SEPTA is Proposing - Route 116 will travel between Darby Transit Center and Claymont, Delaware via Chester Transit Center. It will travel on Chester Pike and 9th Street. This new route would replace existing service provided today by Route 113 and Route 114.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX **60 MAX**

Most **30 MAX** routes would operate at least every 30 or 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

Most **60 MAX** routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENT

ROUTE PROPOSED

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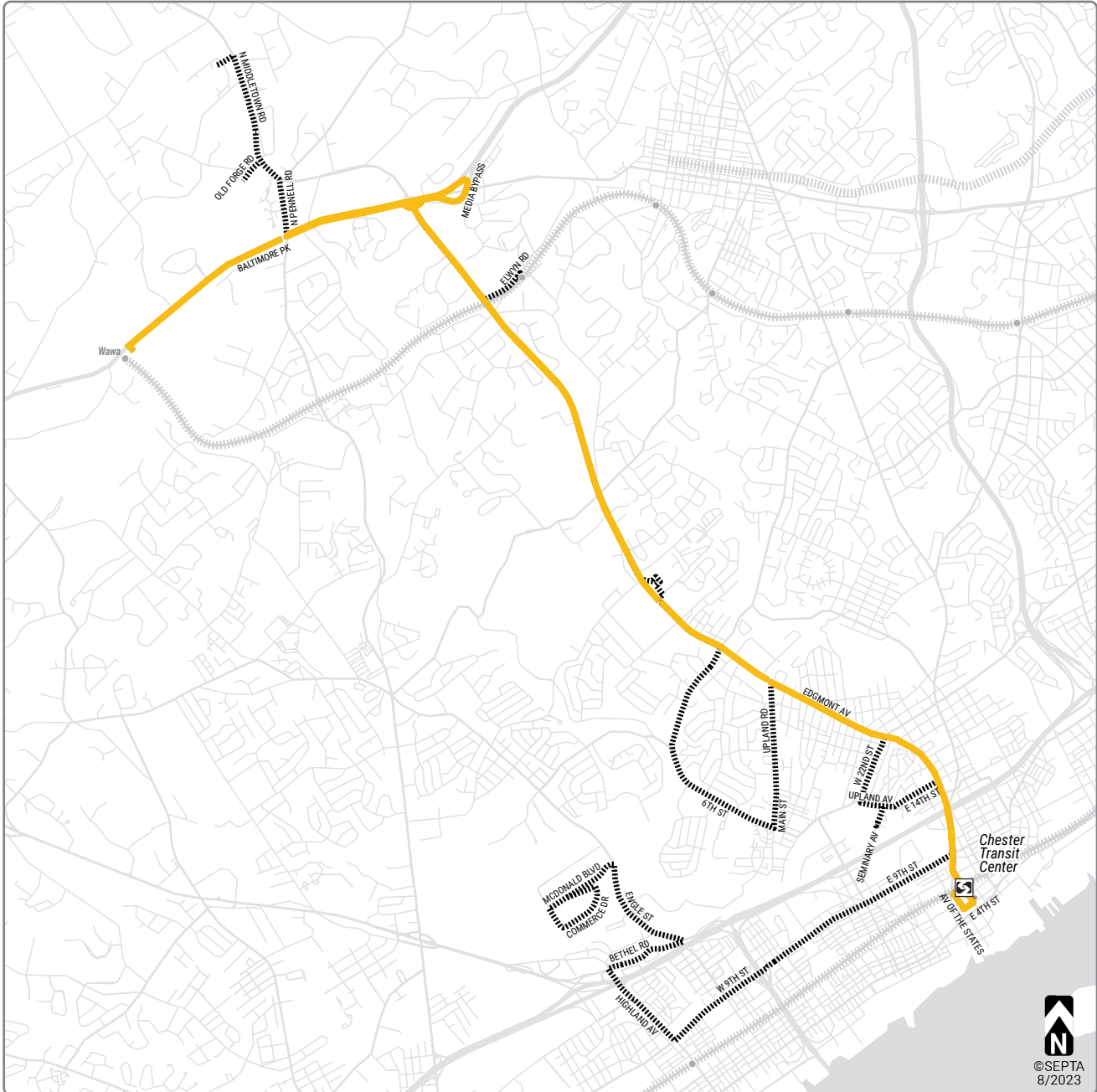
ROUTE 117

Wawa Station to Chester Transit Center

Changed Route

60 MAX

What SEPTA is Proposing - Route 117 will be shortened to travel between Wawa Regional Rail Station and the Chester Transit Center via Middletown Road. The shorter alignment will be faster and more reliable. Route 118 will replace service along 6th Street and Route 114 will replace service between Feltonville and Chester Transit Center.



**PLANNED FREQUENCY,
DAYS & HOURS OF SERVICE**

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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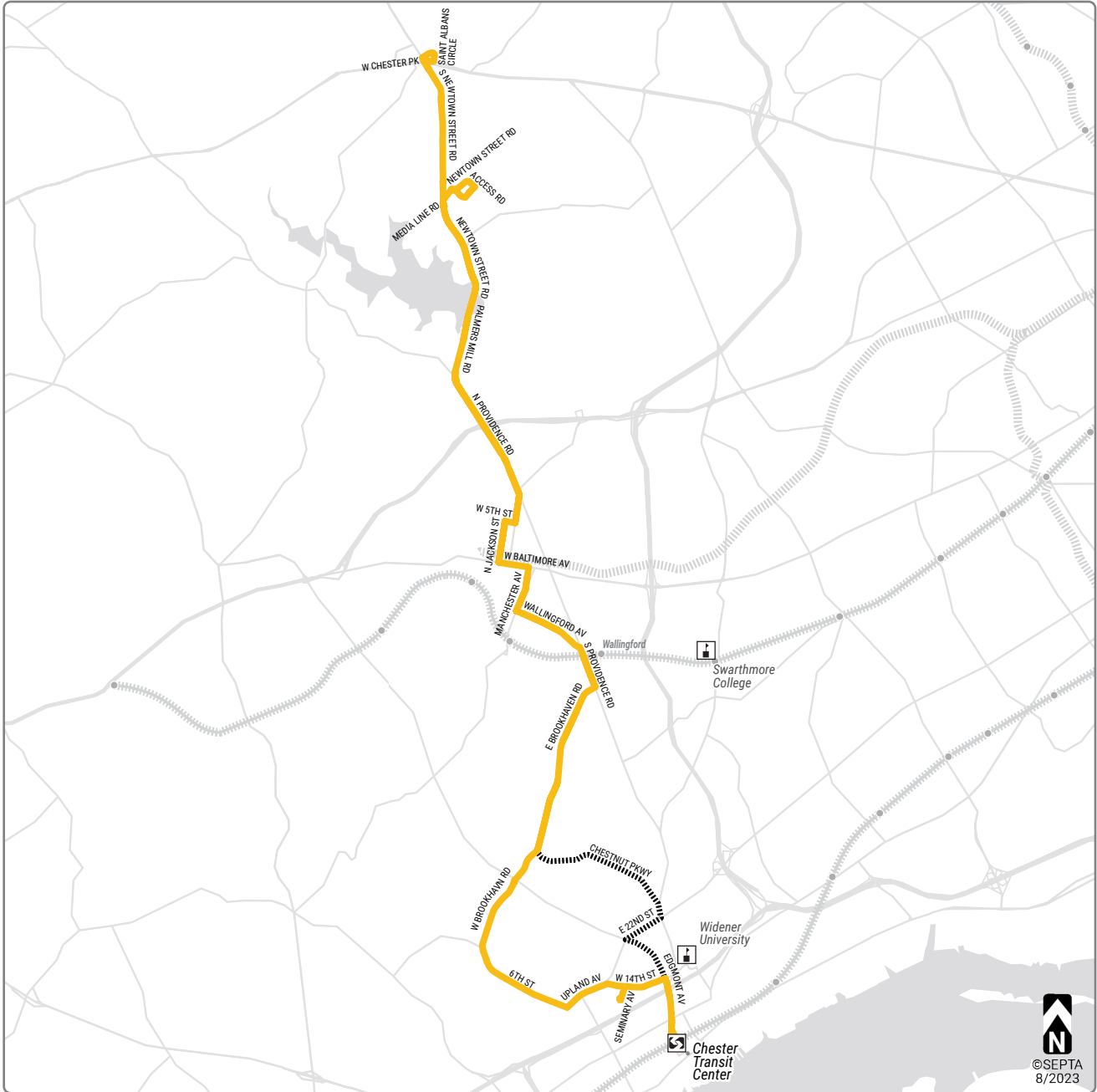
ROUTE 118

Newtown Square to Chester Transit Center

Changed Route

60 MAX

What SEPTA is Proposing - Route 118 will be realigned via the Crozer-Chester Medical Center via 6th Street and Wallingford Avenue. This change will provide more direct connections for riders in Brookhaven and to the Crozer Chester Medical Center.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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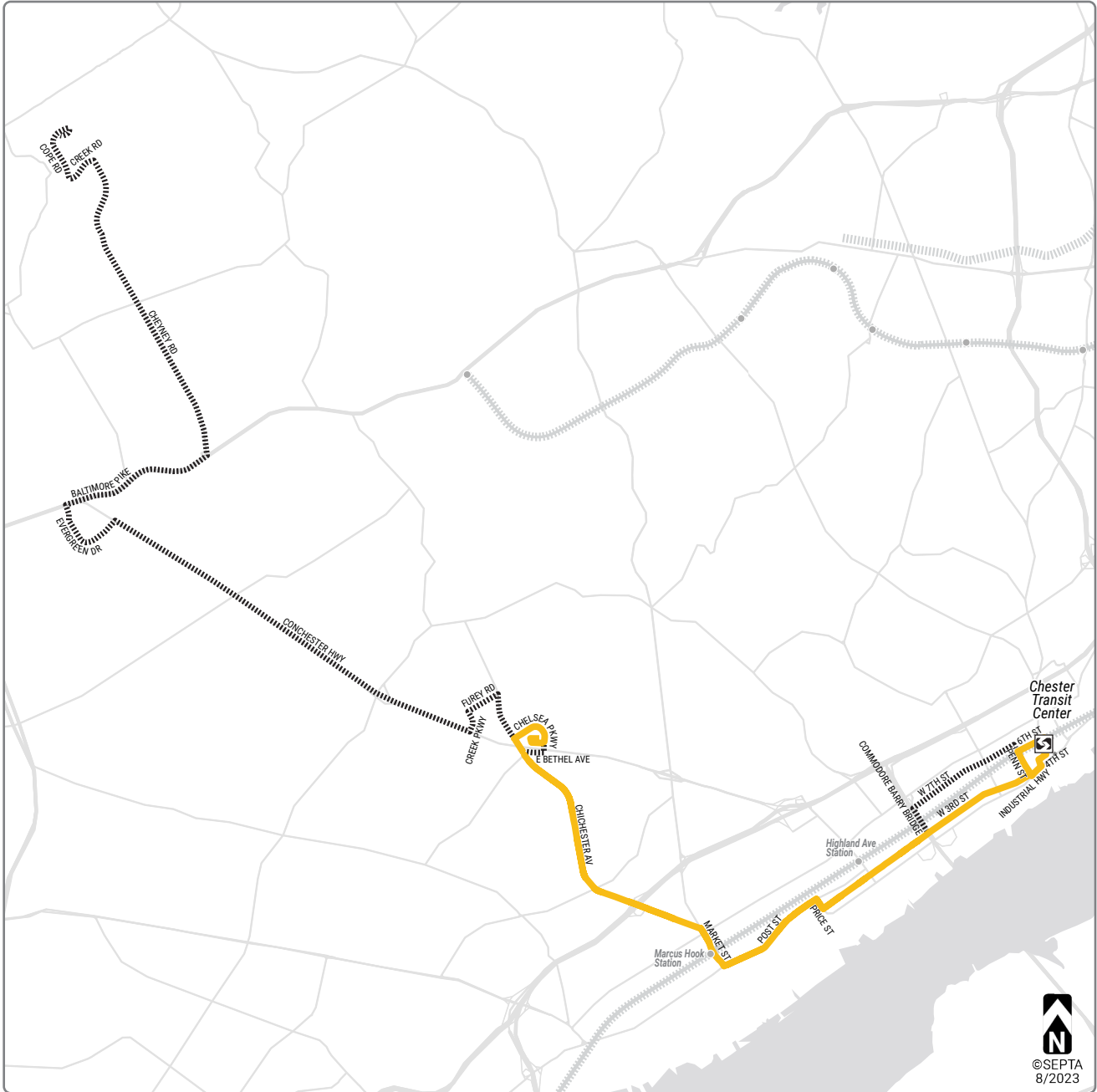
ROUTE 119

Larkins Corner to Chester Transit Center

Changed Route

60 MAX

What SEPTA is Proposing - Route 119 will be shorter, faster, and more direct, connecting downtown Chester to the Walmart Store on Conchester Highway. Service to Painters Crossing and Cheyney University would be provided by a new on-demand zone from Wawa Regional Rail Station. Service would be hourly.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ⋯ ROUTE DISCONTINUED

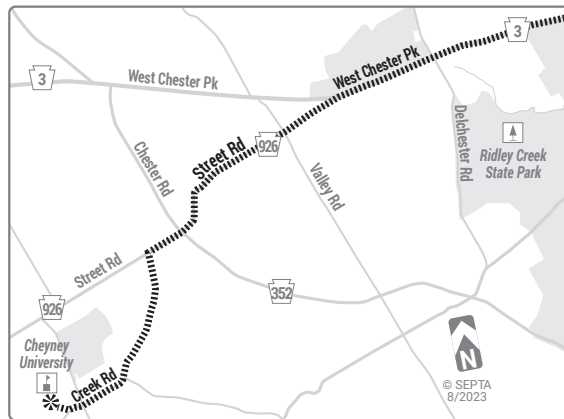
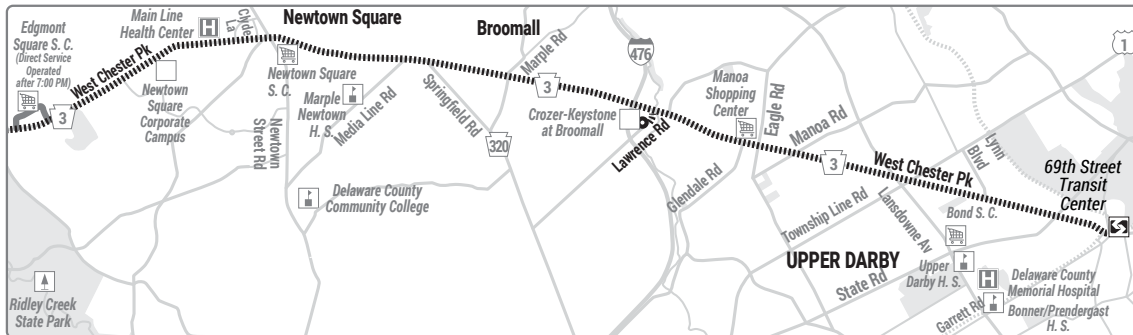
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ROUTE 120

Cheyney University to 69th Street Transit Center. Serving Newtown Square

Discontinued Route

What SEPTA is Proposing - Riders can use on-demand service for service to Cheyney University. See Cheyney University and Painters Crossing On-Demand Zone.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

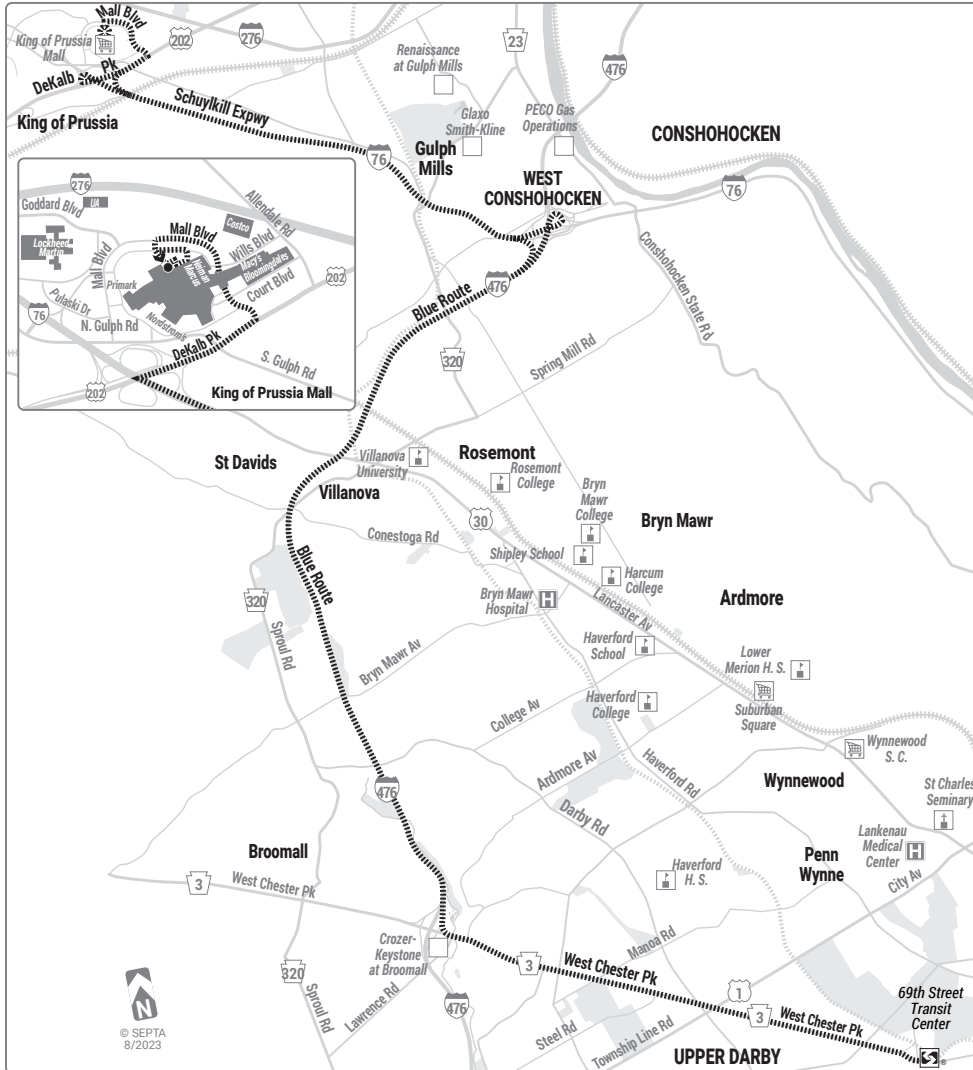
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ROUTE 123

King of Prussia to 69th Street Transit Center

Discontinued Route

What SEPTA is Proposing - Riders can use Route 124 for travel between Chesterbrook, 30th Street and Market Street and Route 125 to travel between BYN Mellon to 30th Street and Market Street.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

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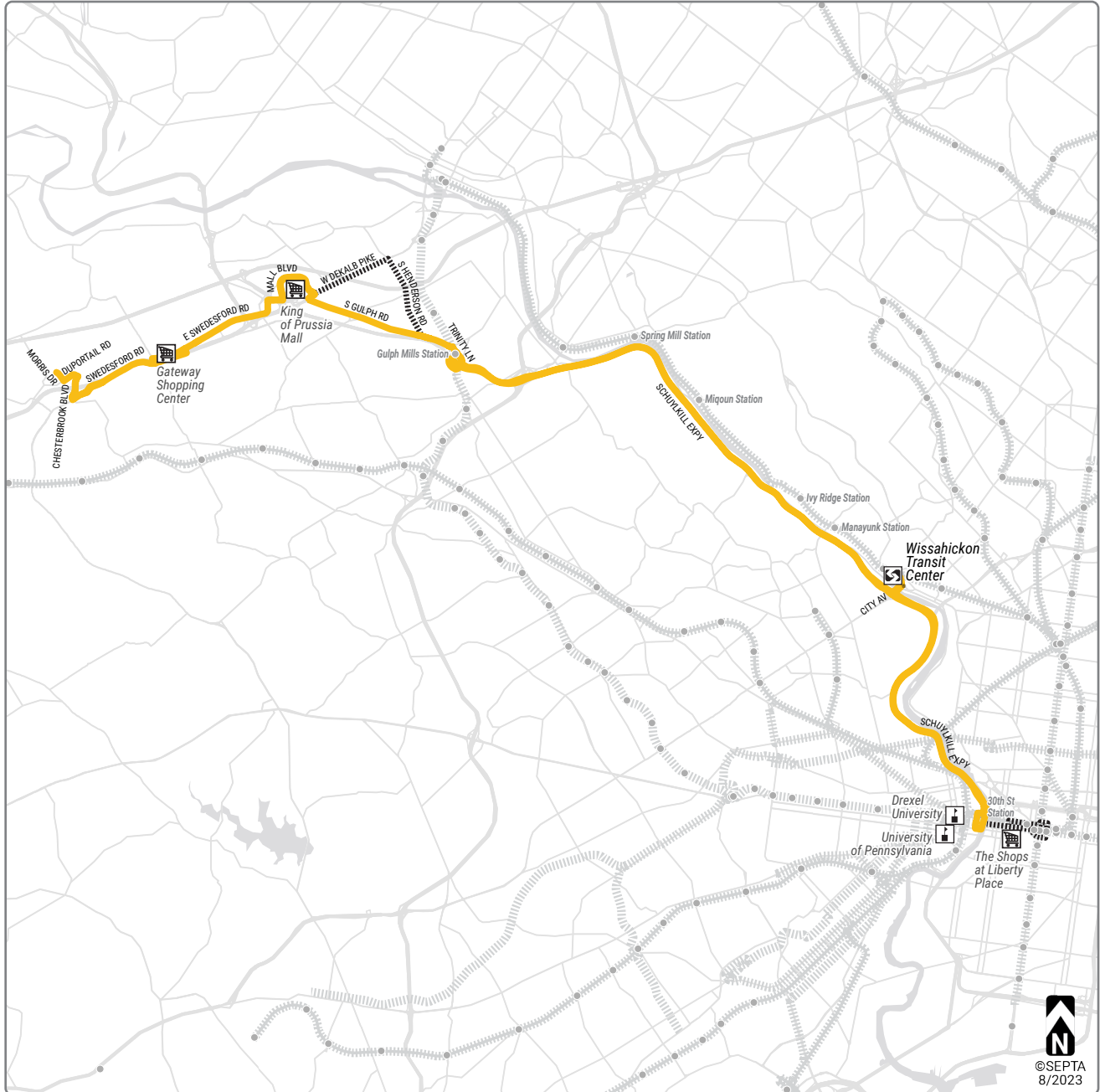
ROUTE 124

Chesterbrook to 30th-Market

Changed Route

60 MAX

What SEPTA is Proposing - Route 124 will be shortened and have a new end of line at 30th & Market. The shortened route will help improve reliability while maintaining direct connections to the Market Frankford line, other city bus routes, Regional Rail and Amtrak at Gray 30th Street Station.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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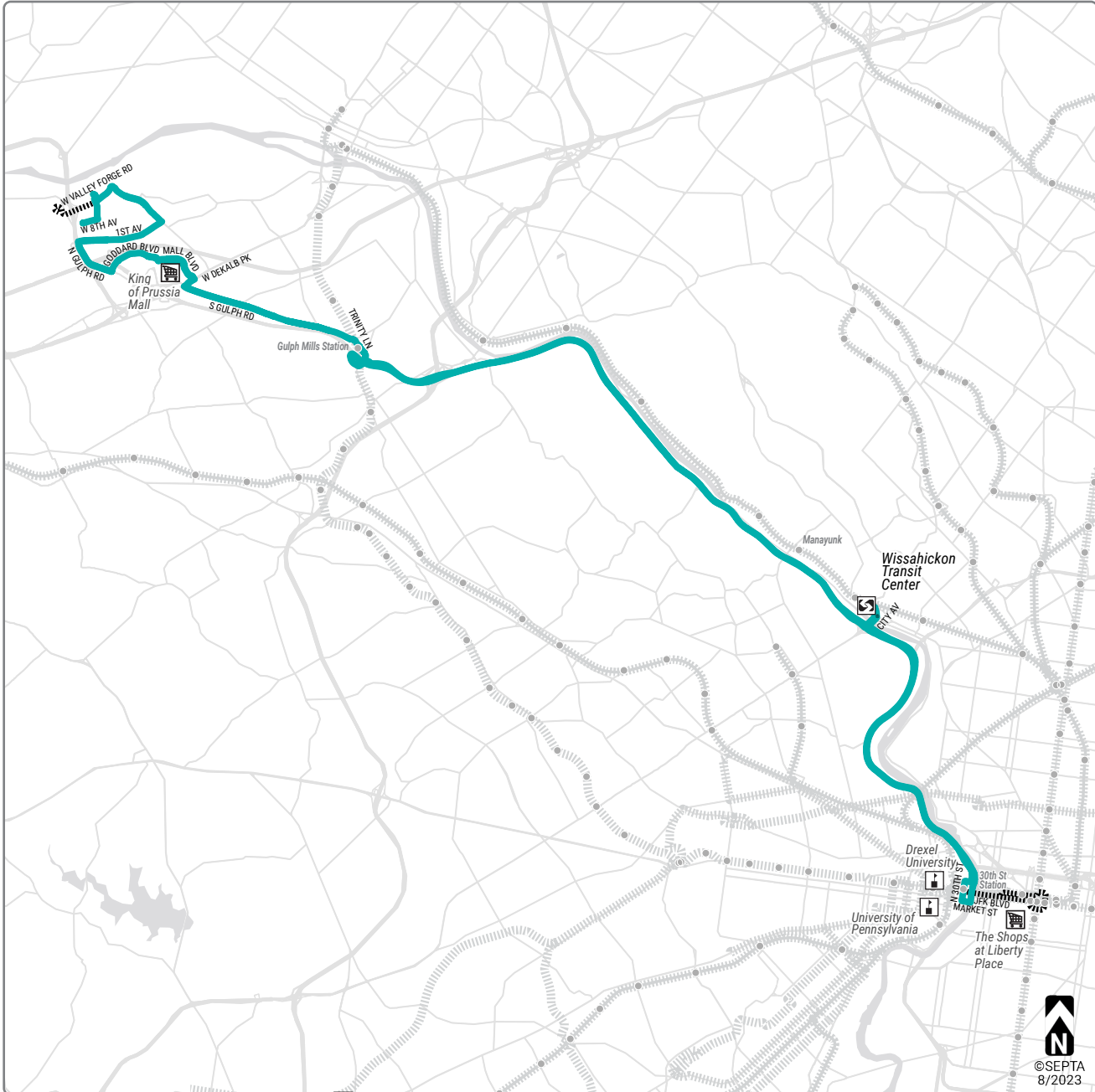
ROUTE 125

Valley Forge and King of Prussia to 30th-Market

Changed Route

30 MAX

What SEPTA is Proposing - Route 125 would operate between 8th Avenue north of King of Prussia Mall and 30th Street Station via Gulph Mills Station and Wissahickon Transit Center. Shortening the route will allow it to operate more frequently and reliably. Many other SEPTA routes will serve passengers travelling between Gray 30th Street Station and Center City.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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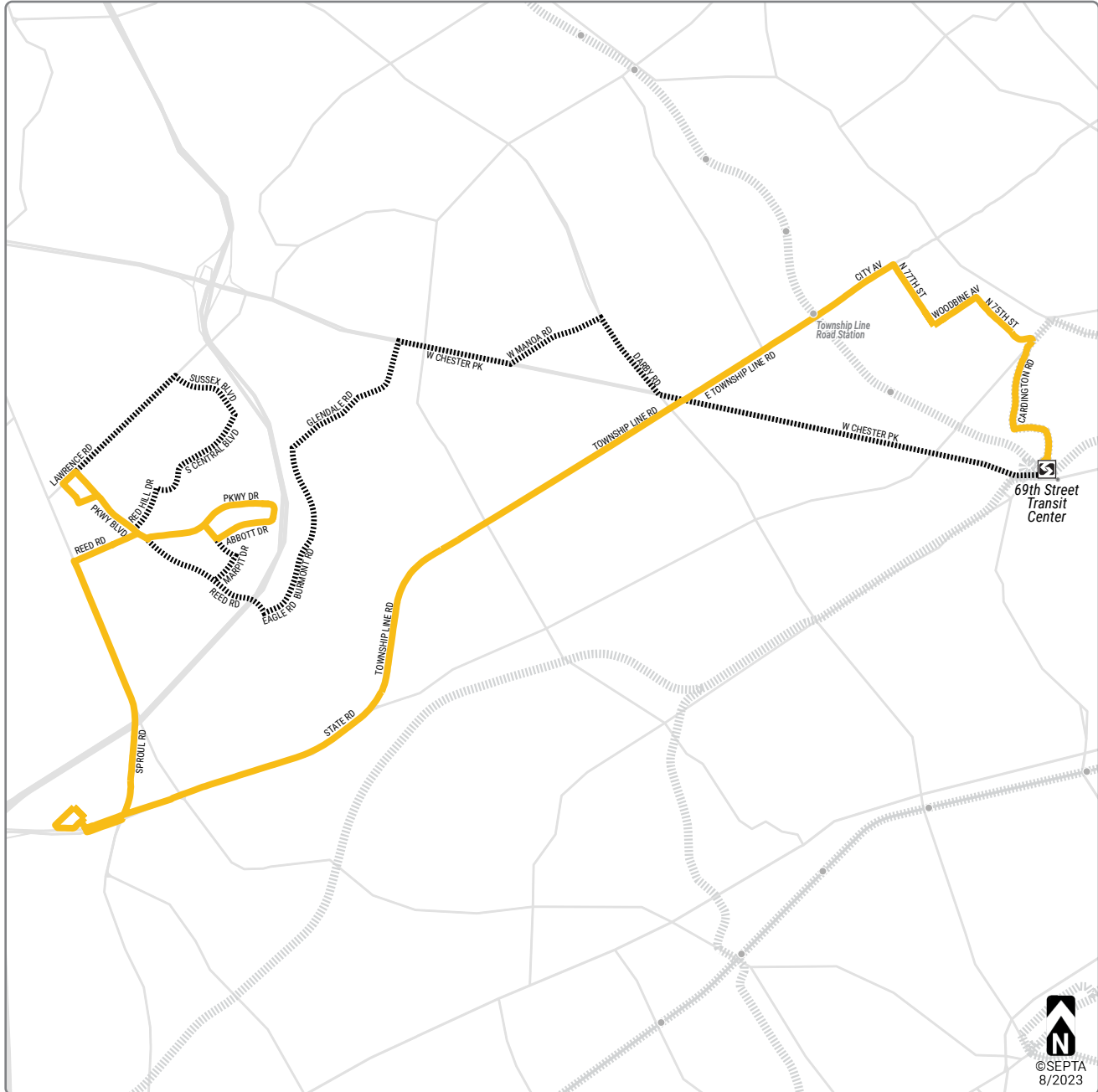
ROUTE 126

Lawrence Park to 69th Street Transit Center

Changed Route

60 MAX

What SEPTA is Proposing - Route 126 will be realigned to operate between Lawrence Park and 69th Street Transit Center via Marple Crossroads Shopping Center, Township Line Road, City Avenue, and Overbrook Park. Realigning Route 126 allows the route to make new connections along Township Line Road and between Overbrook Park and Delaware County. Service along West Chester Pike will continue to be provided by Route 104 and Route 112.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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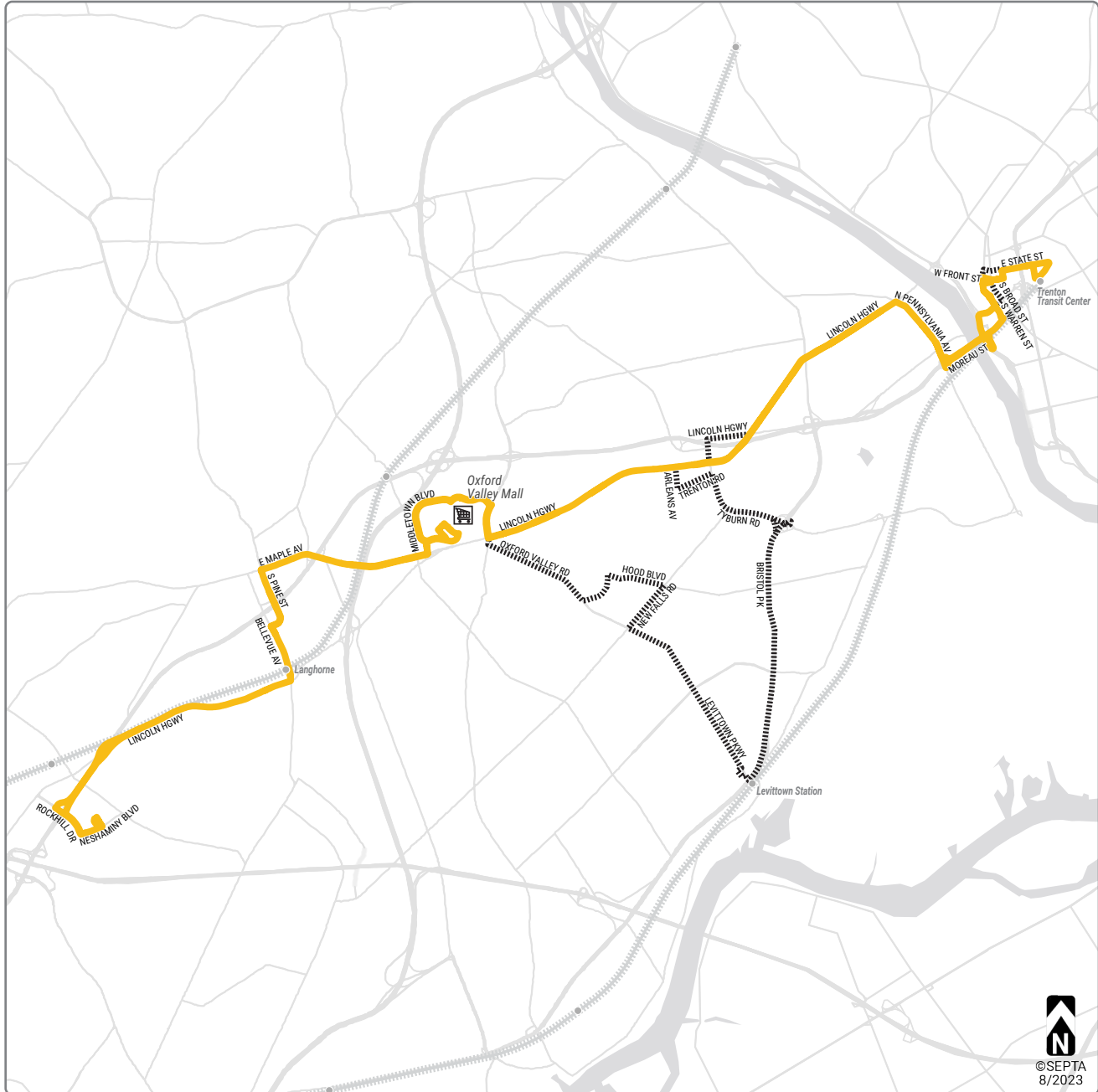
ROUTE 127

Trenton Transit Center to Neshaminy Mall

Changed Route

60 MAX

What SEPTA is Proposing - Route 127 will be extended to Neshaminy Mall and realigned to increase connections at the mall and provide more direct service to Trenton Transit Center. Service in Levittown will be replaced by the Levittown-Bristol On-Demand Zone.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ⋯ ROUTE DISCONTINUED

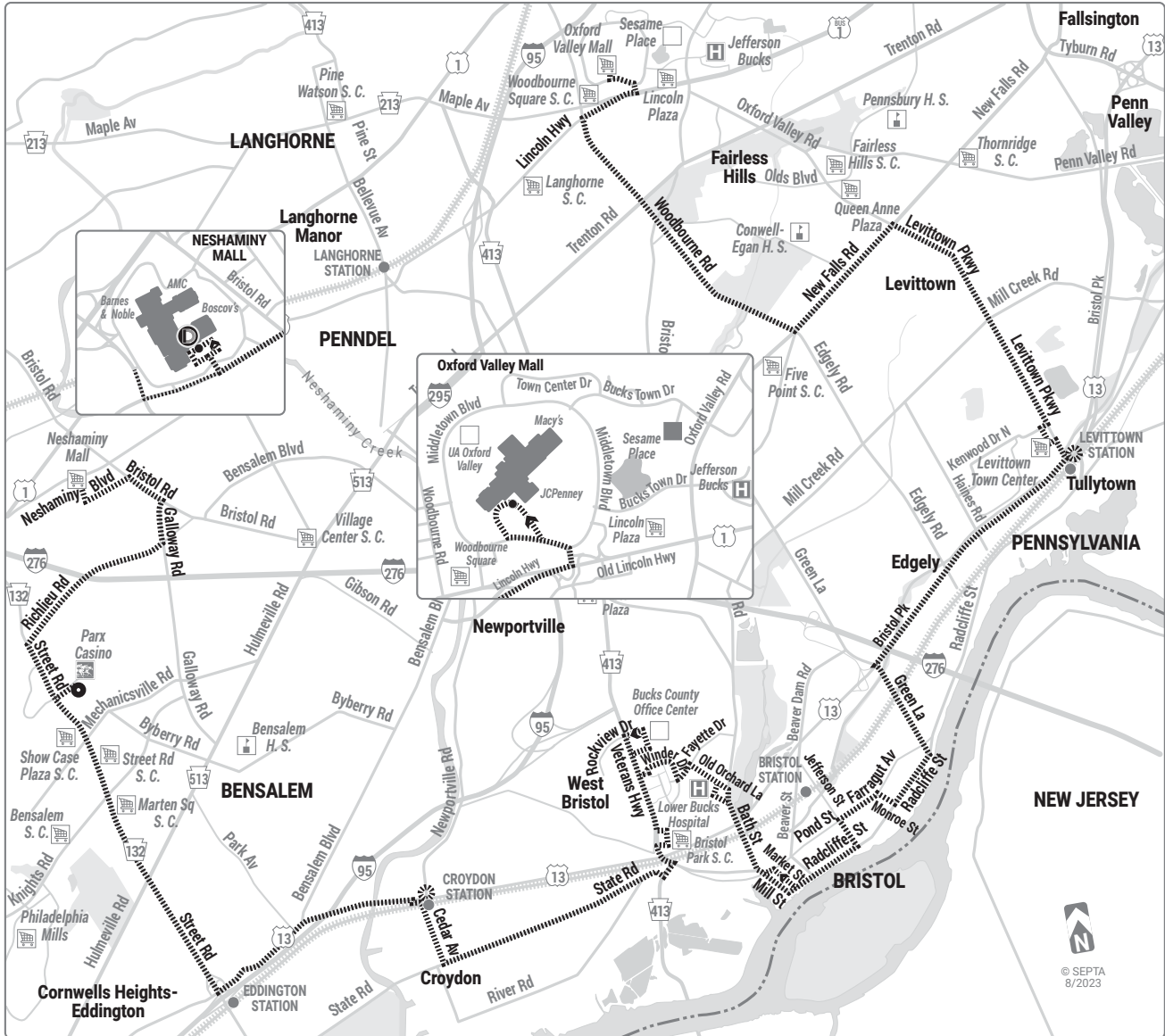
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ROUTE 128

Neshaminy Mall to Oxford Valley Mall

Discontinued Route

What SEPTA is Proposing - Route 128 will be discontinued. Riders can use Route 129 to travel between Bristol, Philadelphia Mills Mall and Frankford & Knights Loop. On-demand service will be available for trips within Bristol, Croydon and Cornwells Heights. A second on-demand service will serve Levittown and Bristol. Riders can transfer between on-demand services.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

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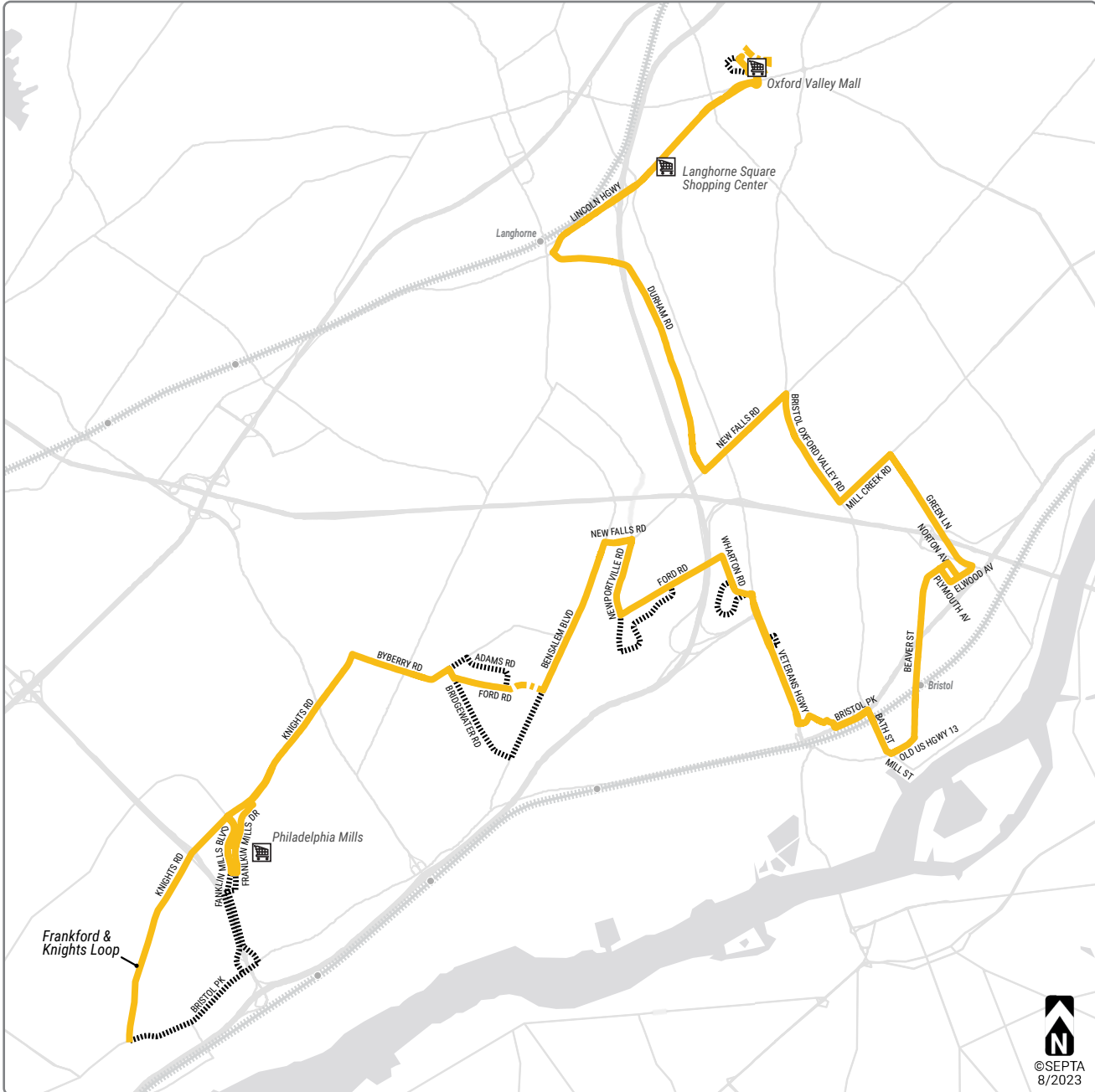
ROUTE 129

Frankford-Knights to Oxford Valley Mall

Changed Route

60 MAX

What SEPTA is Proposing - Route 129 will be realigned to improve service reliability and allow service to operate more frequently on weekends.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ⋯ ROUTE DISCONTINUED

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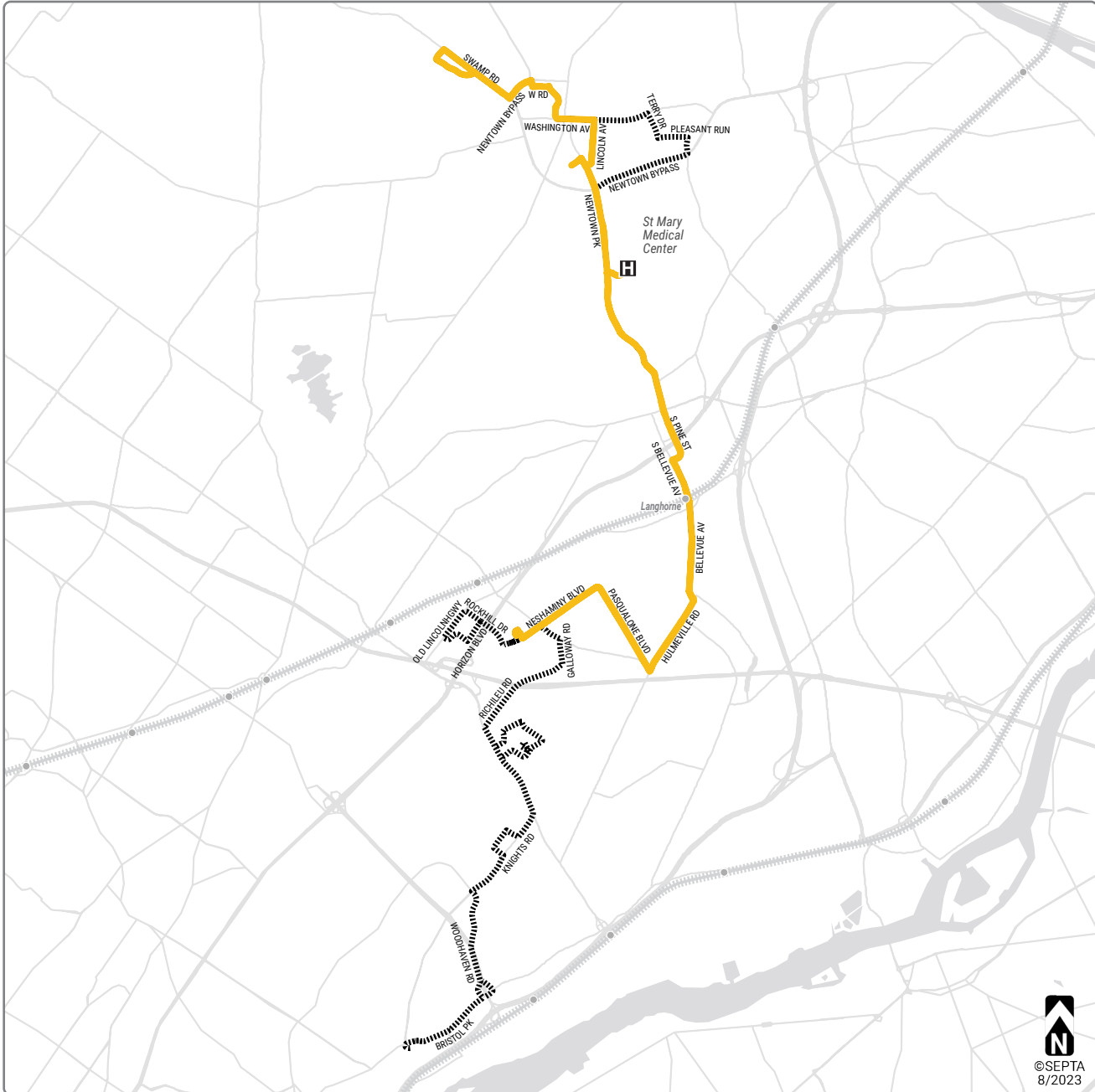
ROUTE 130

Neshaminy Mall to Bucks County Community College

Changed Route

60 MAX

What SEPTA is Proposing - Route 130 will be shortened and realigned. New Route 87 will replace service between Neshaminy Mall and City Line Loop. Bristol-Croydon-Cornwells Heights On-Demand service will replace service along Bristol Pike.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

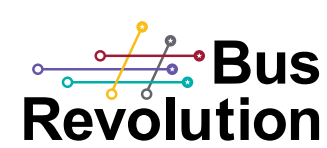
Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENTS

— ROUTE PROPOSED

----- ROUTE DISCONTINUED

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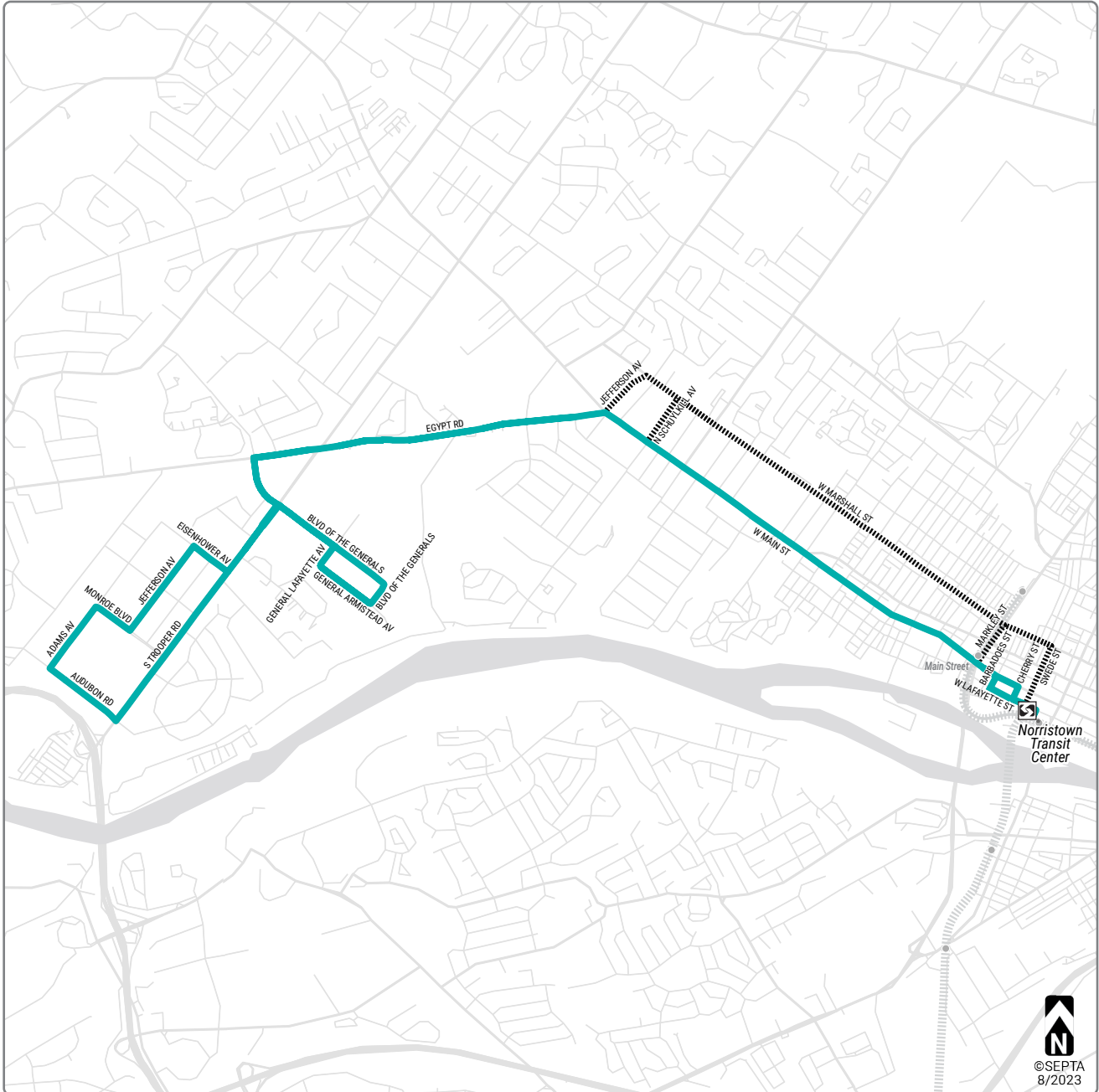
ROUTE 131

Audubon to Norristown Transit Center

Changed Route

30 MAX

What SEPTA is Proposing - Route 131 will have a slight realignment using Main Street instead of Marshall Street. This will increase service reliability.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

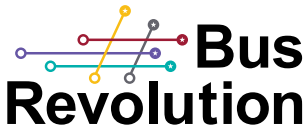
30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- - - - - ROUTE DISCONTINUED

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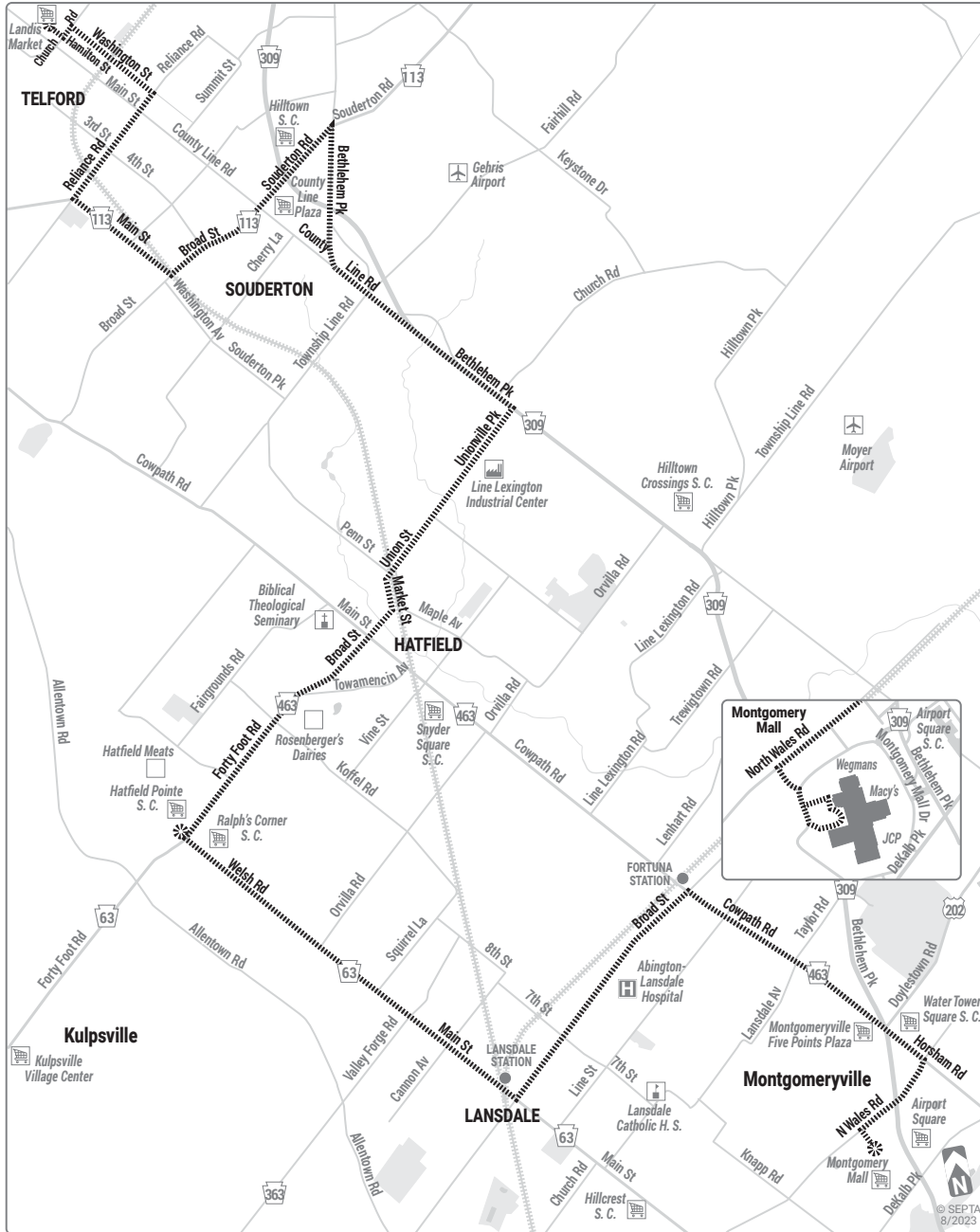


ROUTE 132

Telford to Montgomery Mall

Discontinued Route

What SEPTA is Proposing - Route 132 will be discontinued. Riders can use the Lansdale-Telford On-Demand service for travel in Telford, Hatfield and Lansdale and connect to Montgomery Mall. Routes 94 and 96 will connect Lansdale and the Montgomery Mall.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

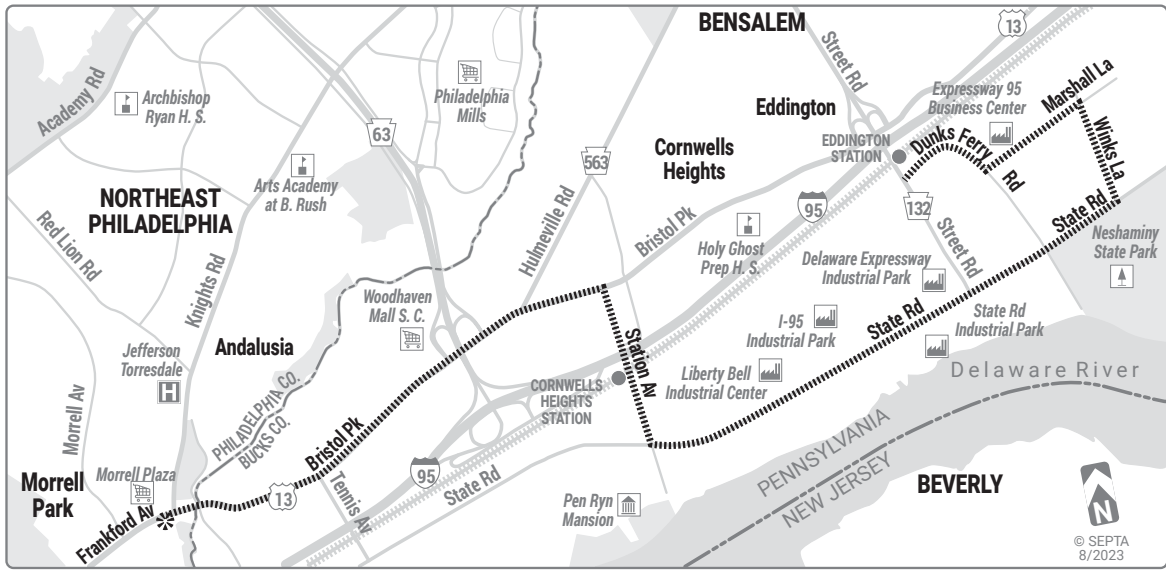
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ROUTE 133

Frankford-Knights to Bensalem

Discontinued Route

What SEPTA is Proposing - Route 133 will be discontinued. Riders can use the Bristol-Croydon-Cornwells Heights On-Demand service for local trips and connections to City Line Loop.



ROUTE ADJUSTMENT

..... **ROUTE DISCONTINUED**

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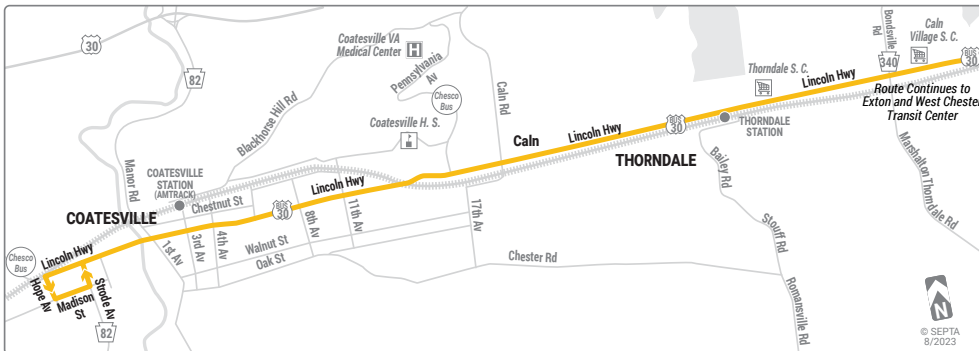
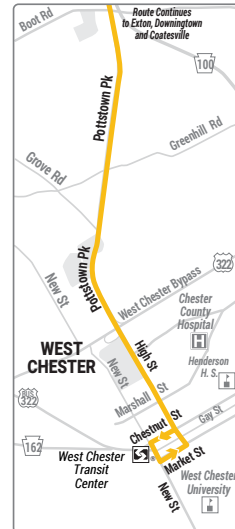
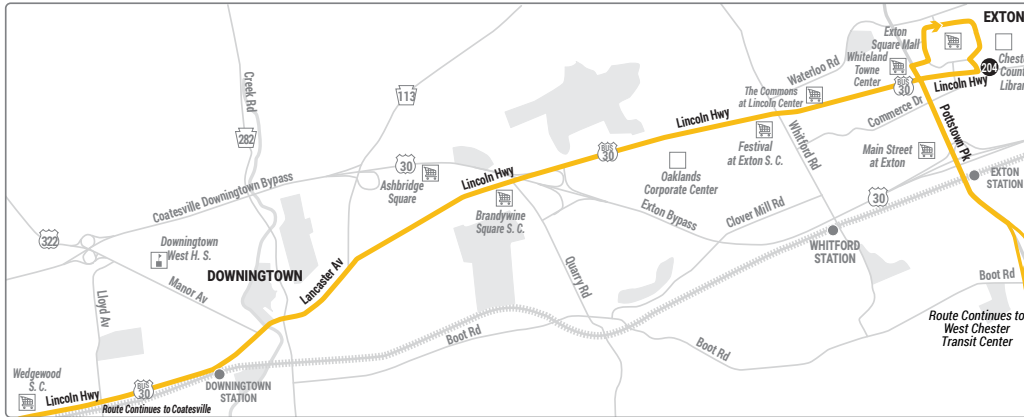
ROUTE 135

Coatesville and Exton to West Chester Transit Center

No Changes

60 MAX

What SEPTA is Proposing - There will be no changes to Route 135.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENT

— ROUTE UNCHANGED

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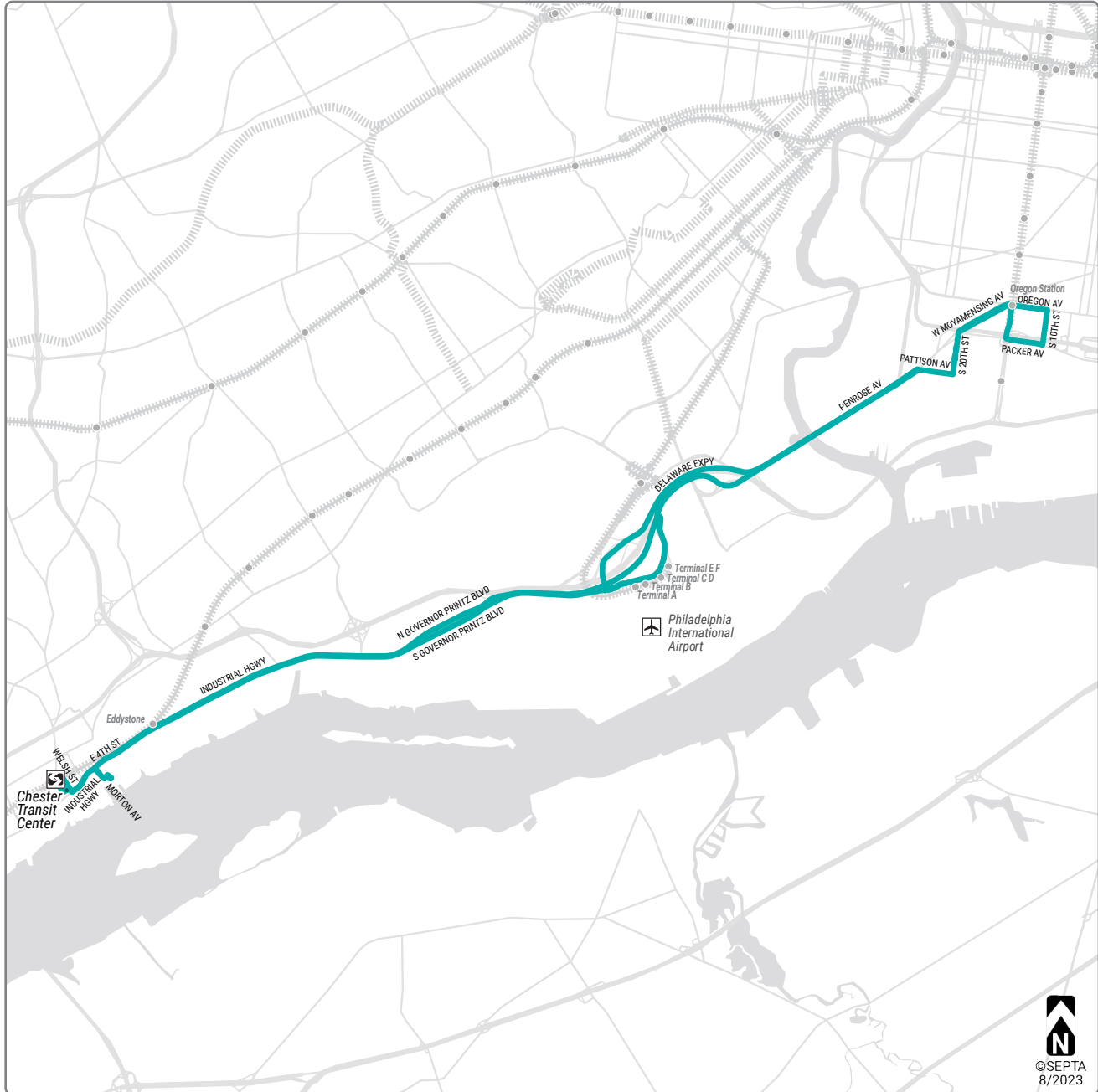
ROUTE 137

Broad-Oregon to Chester Transit Center via PHL Airport

New Route

30 MAX

What SEPTA is Proposing - Route 137 is a new route that would operate between South Philadelphia and Chester Transit Center via the Philadelphia Airport. It will replace existing Route 37 service between Chester Transit Center and the Airport and improve travel times for passengers traveling between South Philly and the Airport.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

ROUTE PROPOSED

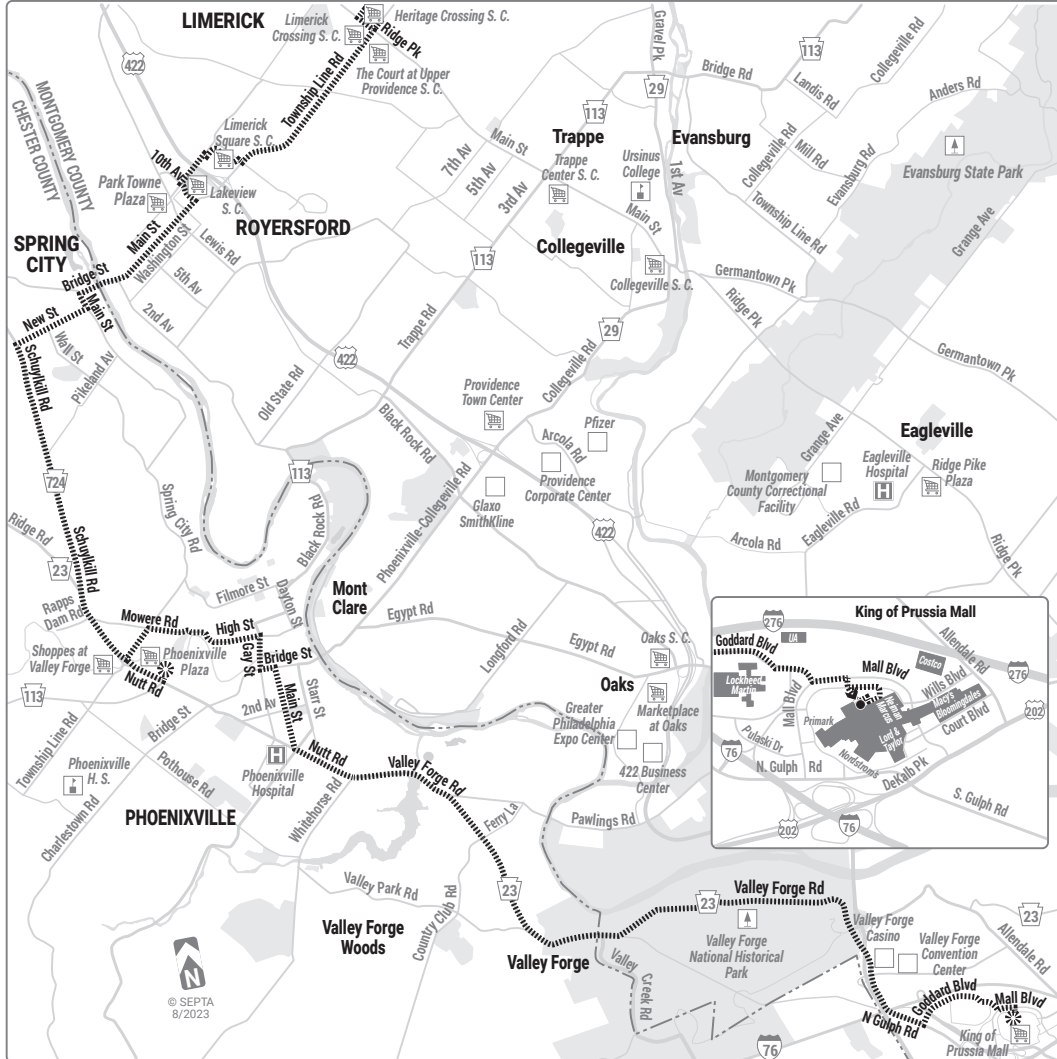
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ROUTE 139

Limerick to King of Prussia

Discontinued Route

What SEPTA is Proposing - Route 139 will be discontinued. Riders can use the Phoenixville-Spring City-Limerick On-Demand service for local trips. Riders can use Route 99 to travel between Phoenixville and the King of Prussia Mall.



ROUTE ADJUSTMENT
 ROUTE DISCONTINUED

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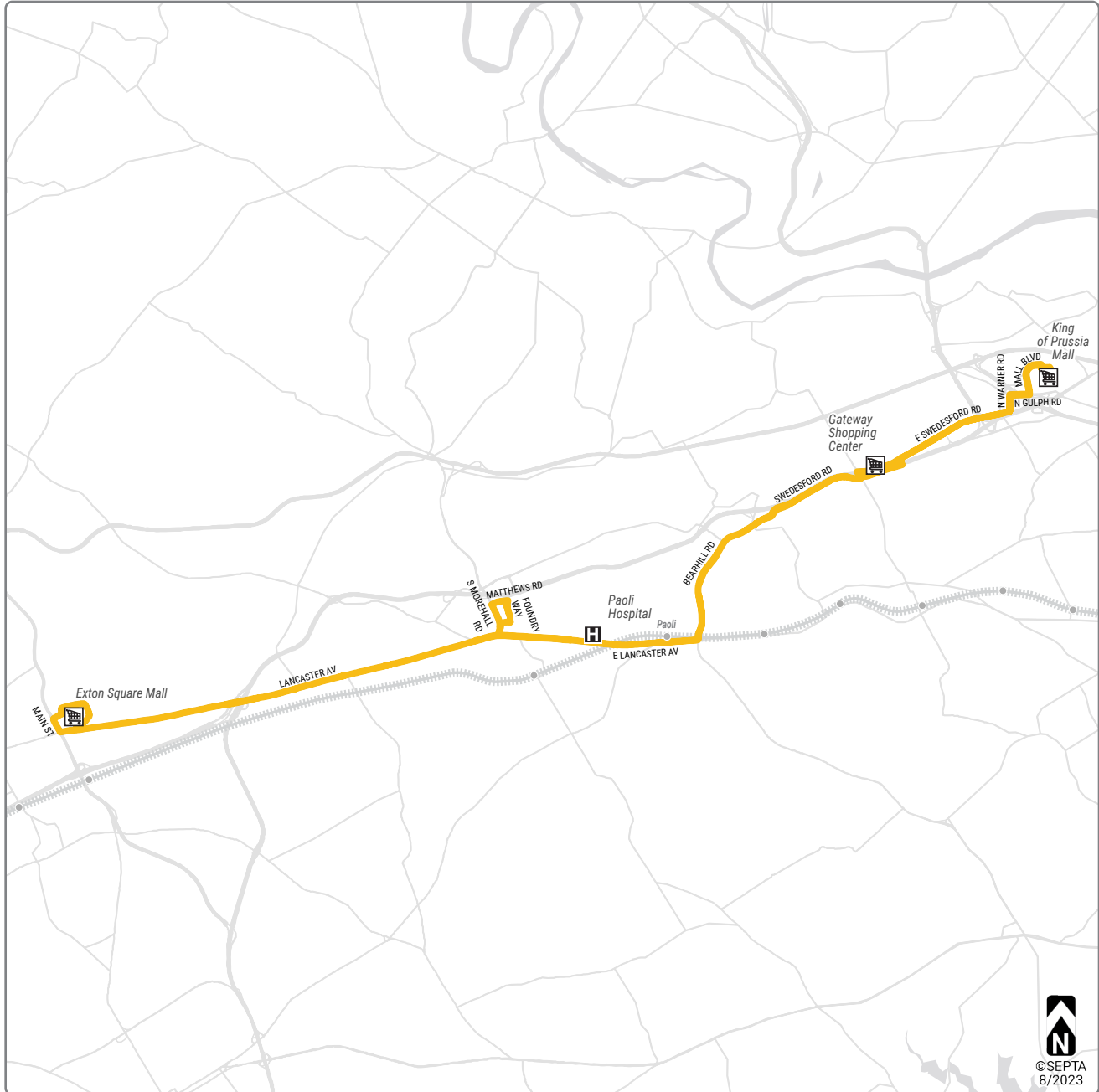
ROUTE 142

Exton Square Mall to King of Prussia

New Route

60 MAX

What SEPTA is Proposing - Route 142 will combine segments Route 204 and Route 92 between King of Prussia and Exton Mall via Paoli Station and Lancaster Avenue. West Chester-Malvern On-Demand and Paoli-Great Valley On-Demand will increase access to transit for many areas currently served by Route 204 and Route 92.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

— 60 MAX

Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.

ROUTE ADJUSTMENT

— ROUTE PROPOSED

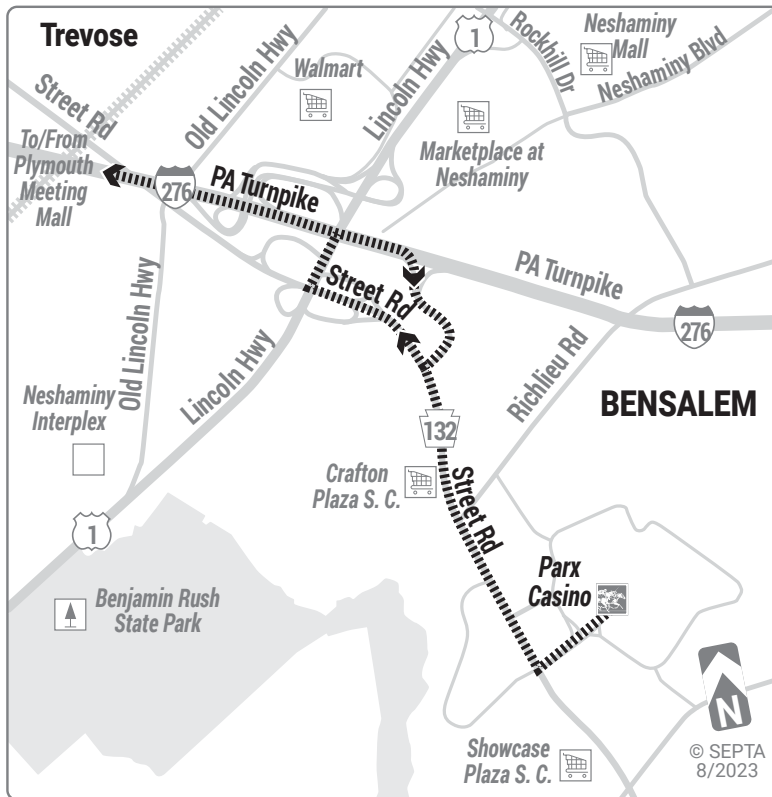
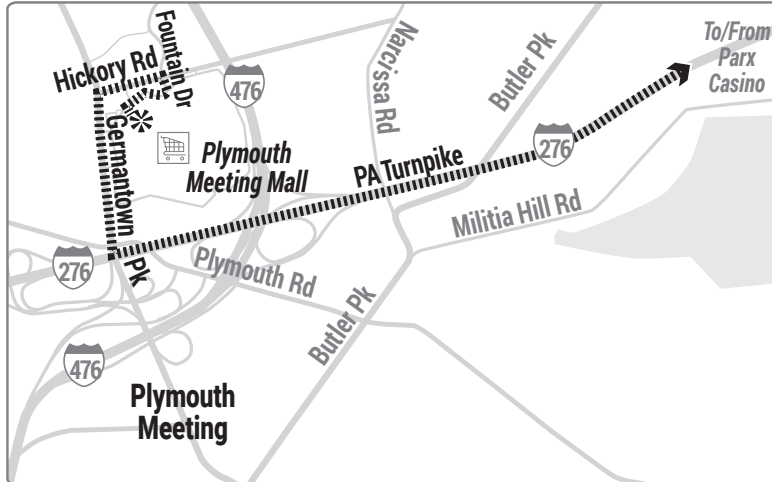
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ROUTE 150

Parx Casino to Plymouth Meeting Mall

Discontinued Route

What SEPTA is Proposing - Route 150 will be discontinued. Riders can use different SEPTA connections and services to travel between Plymouth Meeting Mall and the Parx Casino.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

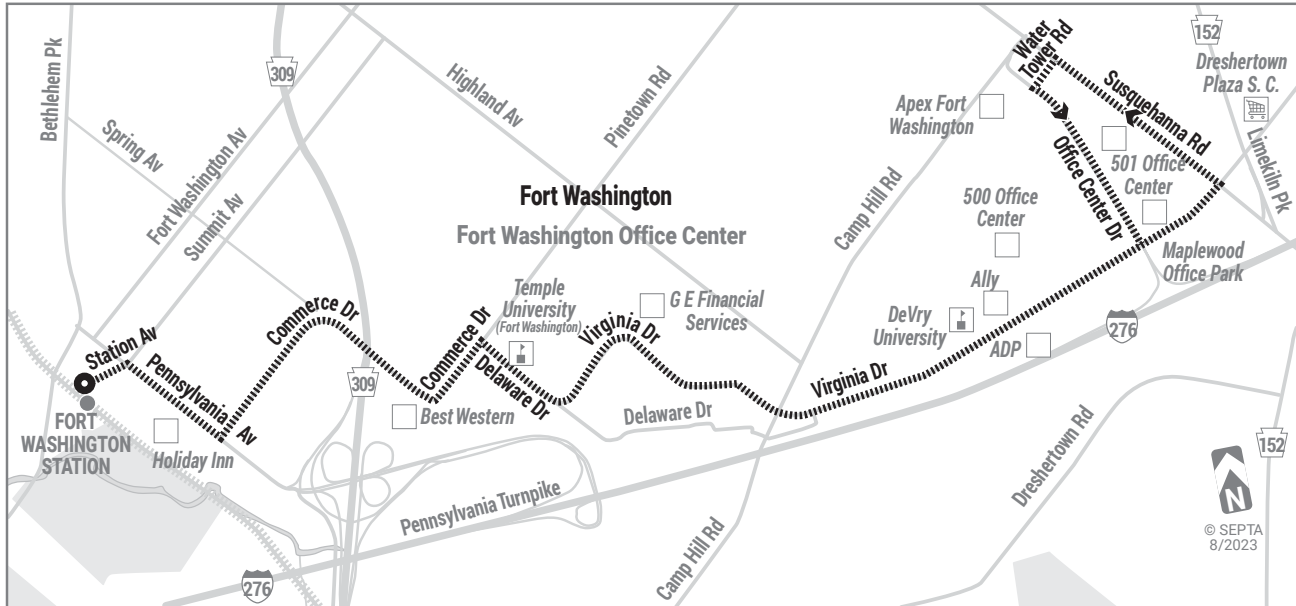
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ROUTE 201

Fort Washington Office Center to Fort Washington Station

Discontinued Route

What SEPTA is Proposing - Route 201 will be discontinued. Riders can use Regional Rail and Route 94 to get to Fort Washington.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

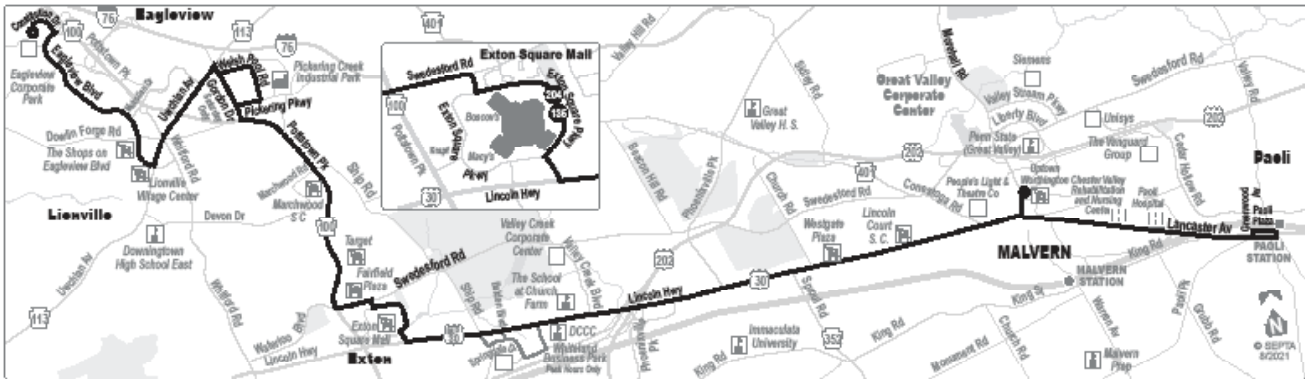
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ROUTE 204

Eagleview to Paoli Train Station

Discontinued Route

What SEPTA is Proposing - Route 204 is discontinued. Service will be replaced by New Route 142, Paoli-Great Valley On-Demand Service, and West Chester-Malvern On-Demand Service.



ROUTE ADJUSTMENT
..... **ROUTE DISCONTINUED**

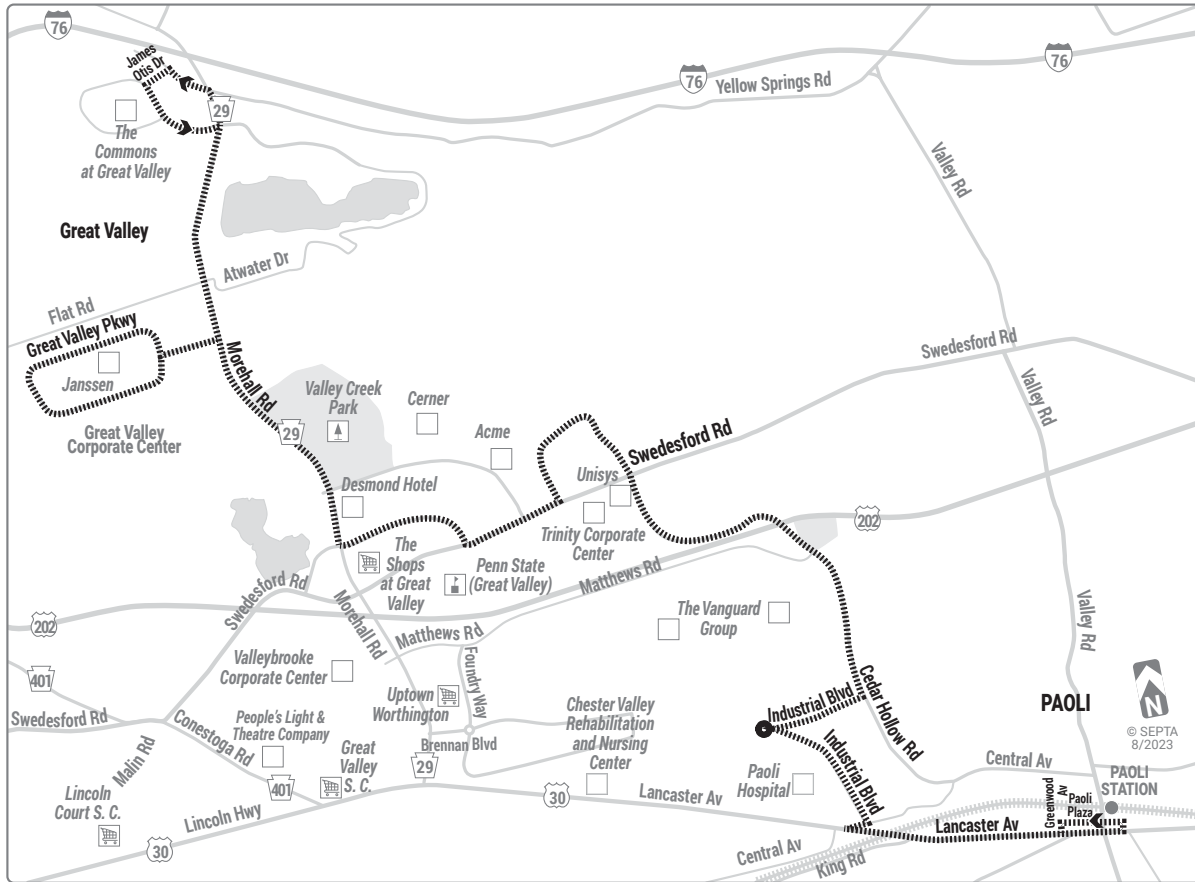
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ROUTE 206

The Commons at Great Valley to Paoli Station

Discontinued Route

What SEPTA is Proposing - Route 206 will be discontinued. Riders can use the Malvern On-Demand service for local trips and connections to Regional Rail and bus service on Lancaster Avenue.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

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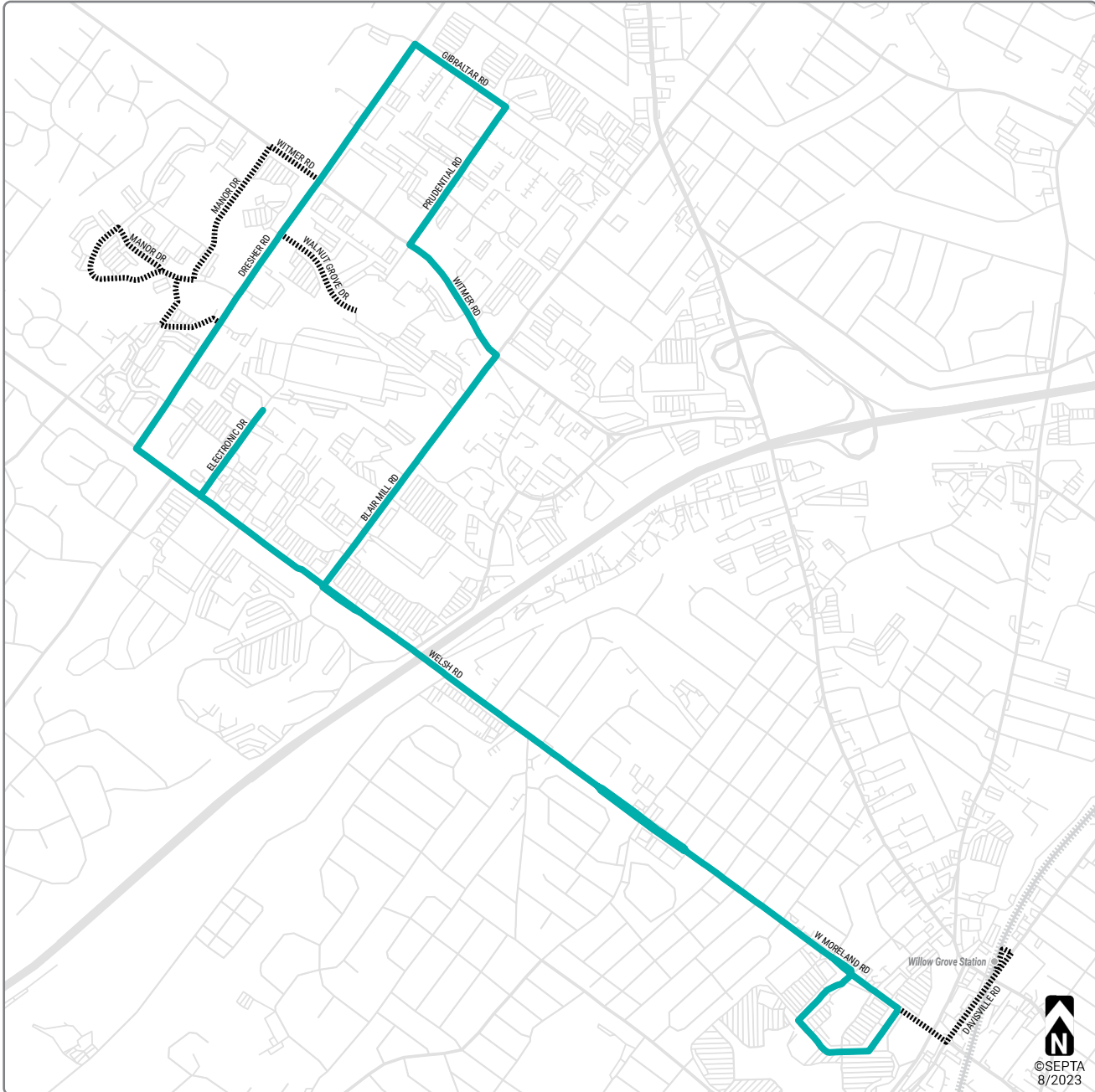
ROUTE 310

Horsham Breeze

Changed Route

30 MAX

What SEPTA is Proposing - Route 310 combines segments of current Routes 310 and 311. The route will maintain the connection between Willow Grove Mall and Horsham business parks, while improving frequency and span of service.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENTS

- ROUTE PROPOSED
- ROUTE DISCONTINUED

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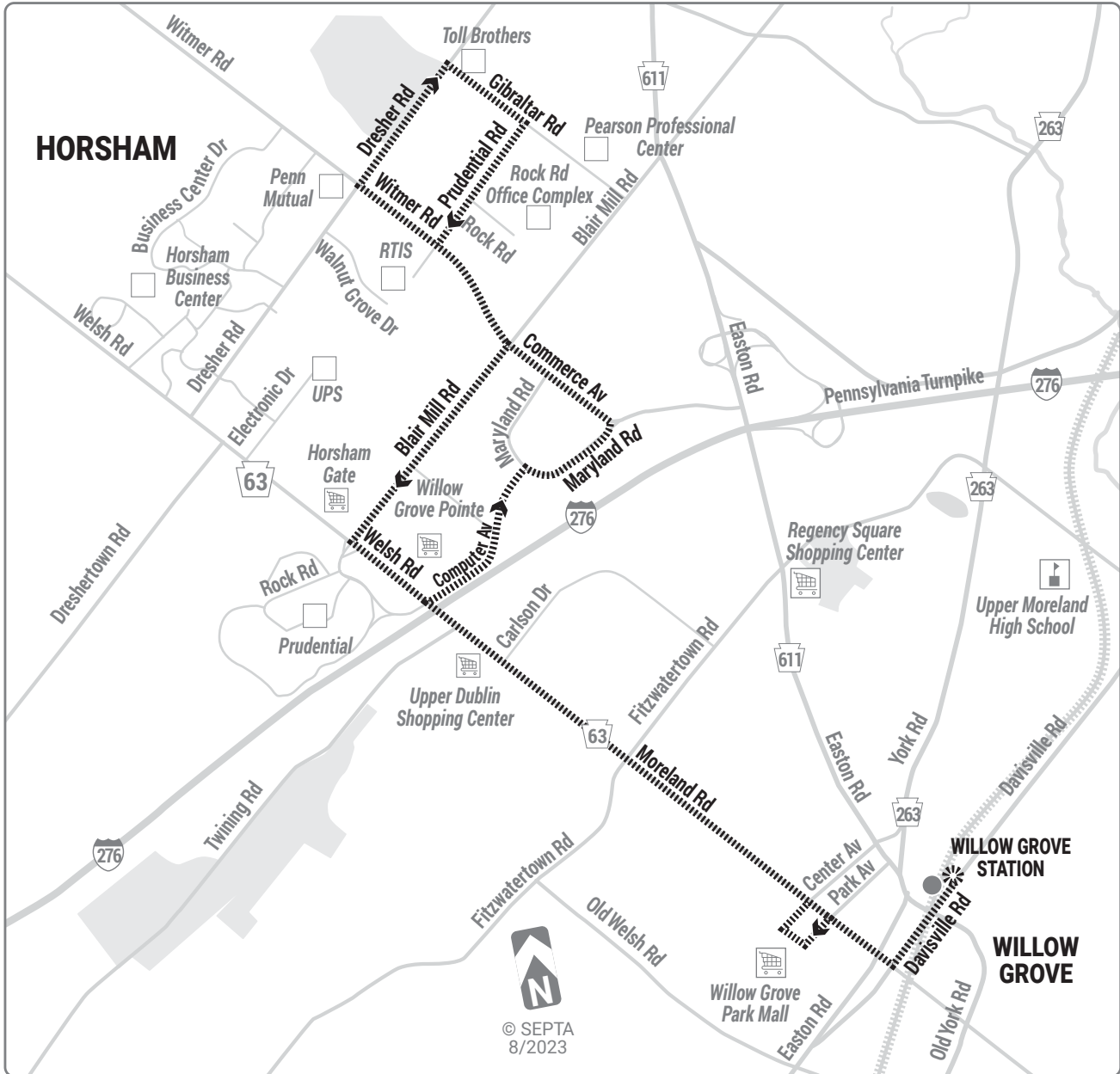


ROUTE 311

Horsham Breeze Blue

Discontinued Route

What SEPTA is Proposing - Riders can use Route 310 to travel between the Willow Grove Mall to Horsham business parks.



ROUTE ADJUSTMENT

----- ROUTE DISCONTINUED

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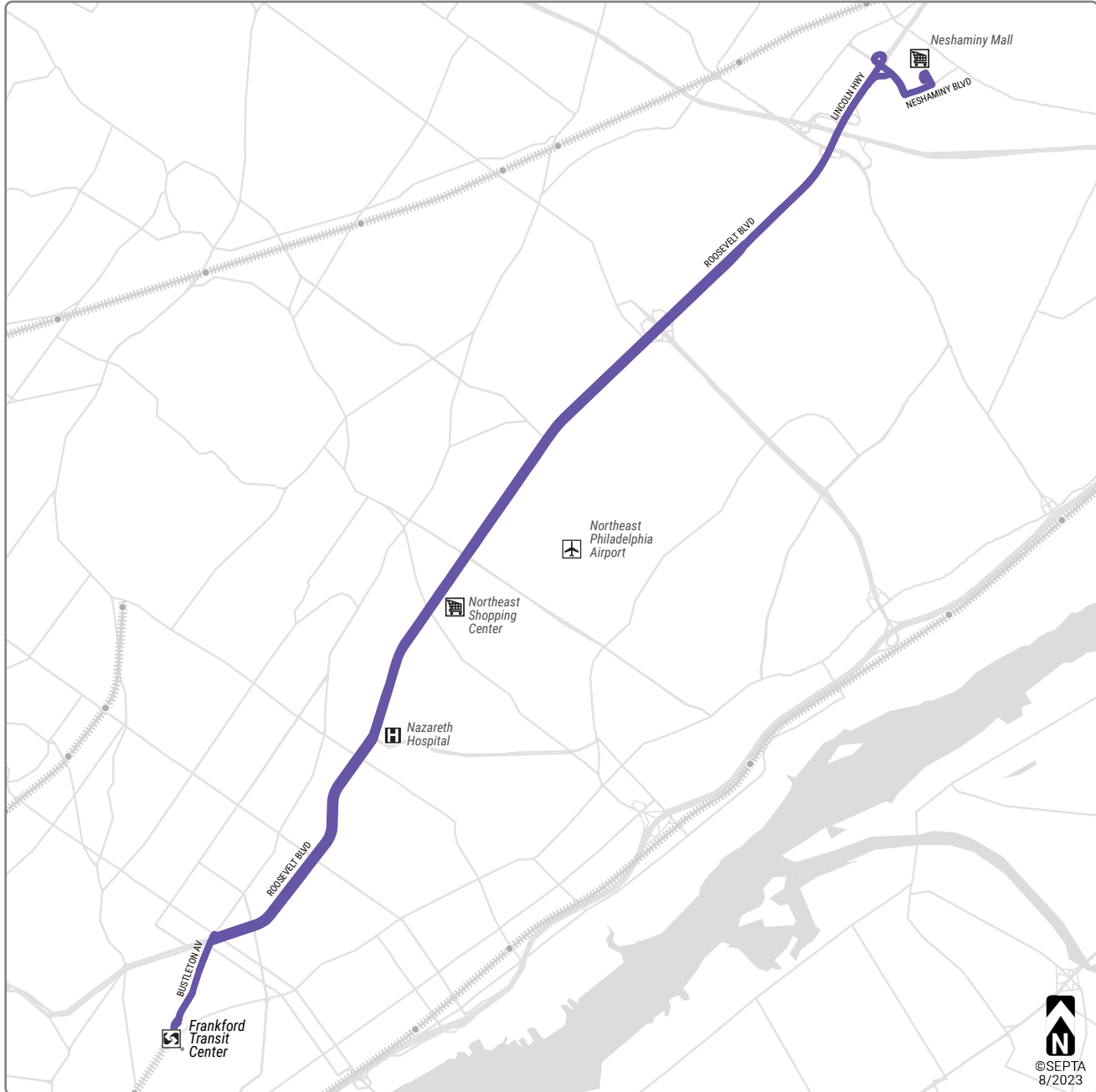
BOULEVARD DIRECT

Neshaminy Mall to Frankford Transit Center

No Changes

15 MAX

What SEPTA is Proposing - There will be no changes to Boulevard Direct.



PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

15 MAX

Most 15 MAX routes would operate at least every 15 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT

— ROUTE UNCHANGED

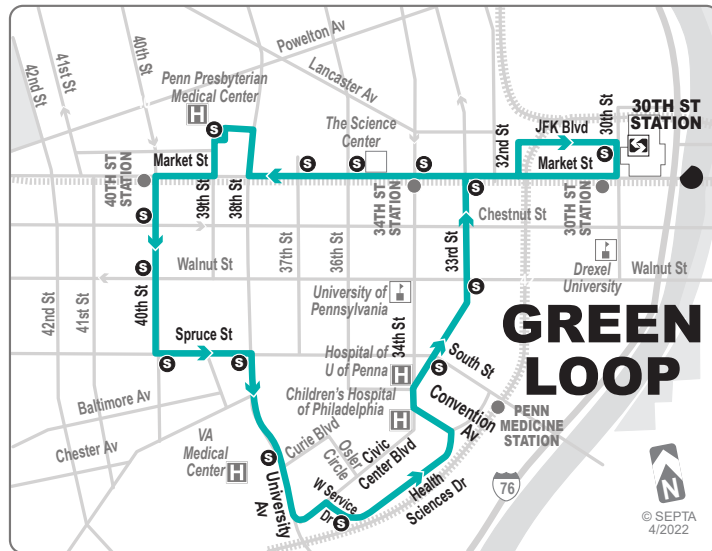
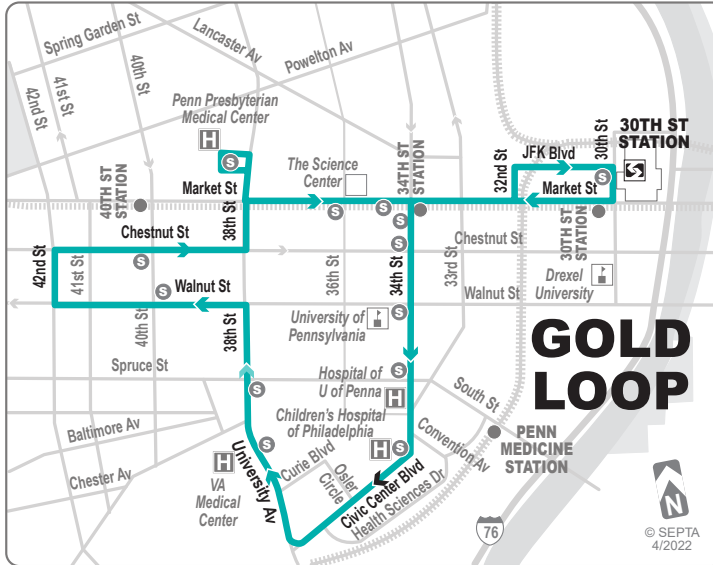
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LUCY-GOLD LUCY-GREEN

No Changes

30 MAX

What SEPTA is Proposing - There will be no changes to the LUCY Gold and LUCY Green routes.



**PLANNED FREQUENCY,
DAYS & HOURS OF SERVICE**

30 MAX

Most 30 MAX routes would operate at least every 30 minutes on weekdays from 6 AM to 9 PM, on Saturdays from 8 AM to 9 PM, and Sundays from 9 AM to 7 PM. Less frequent service would be available at other times of day.

ROUTE ADJUSTMENT
— ROUTE UNCHANGED

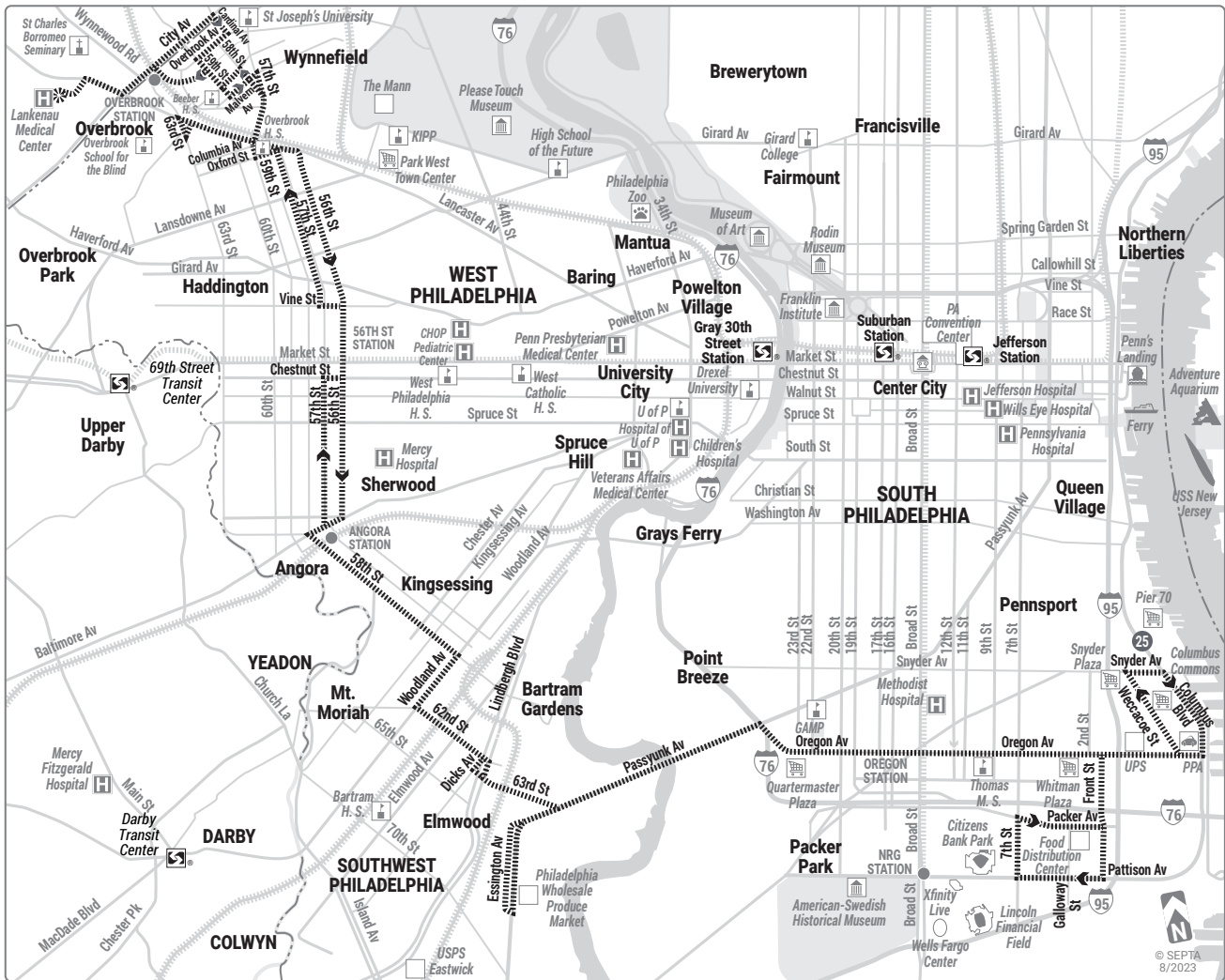
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ROUTE G

Overbrook and Lankenau Medical Center to Columbus Commons
or Food Distribution Center

Discontinued Route

What SEPTA is Proposing - Route G will become Route 63 and provide frequent service between Pier 70 and Overbrook Station with some service extended to Lankenau Hospital. Patterns to the Food Distribution will be eliminated. The simplified route will improve service reliability by reducing the number of service patterns. Route 57 will replace service to the Food Distribution Center.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

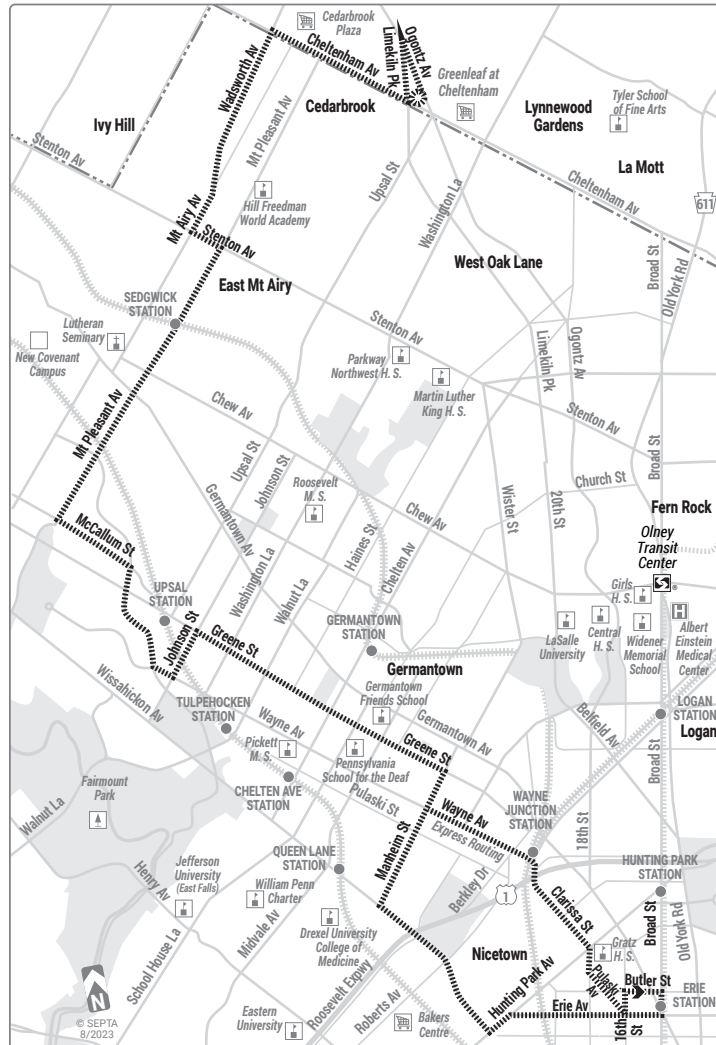
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ROUTE H

Broad-Erie to Cheltenham-Ogontz

Discontinued Route

What SEPTA is Proposing - Route H will become Route 71 and provide service between Cedarbrook Plaza and Wissahickon Transit Center via Mt. Pleasant, Wayne, and Midvale Avenues. The proposed service change provides a direct connection between Northwest Philadelphia and numerous city and suburban bus routes at the improved Wissahickon Transit Center.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

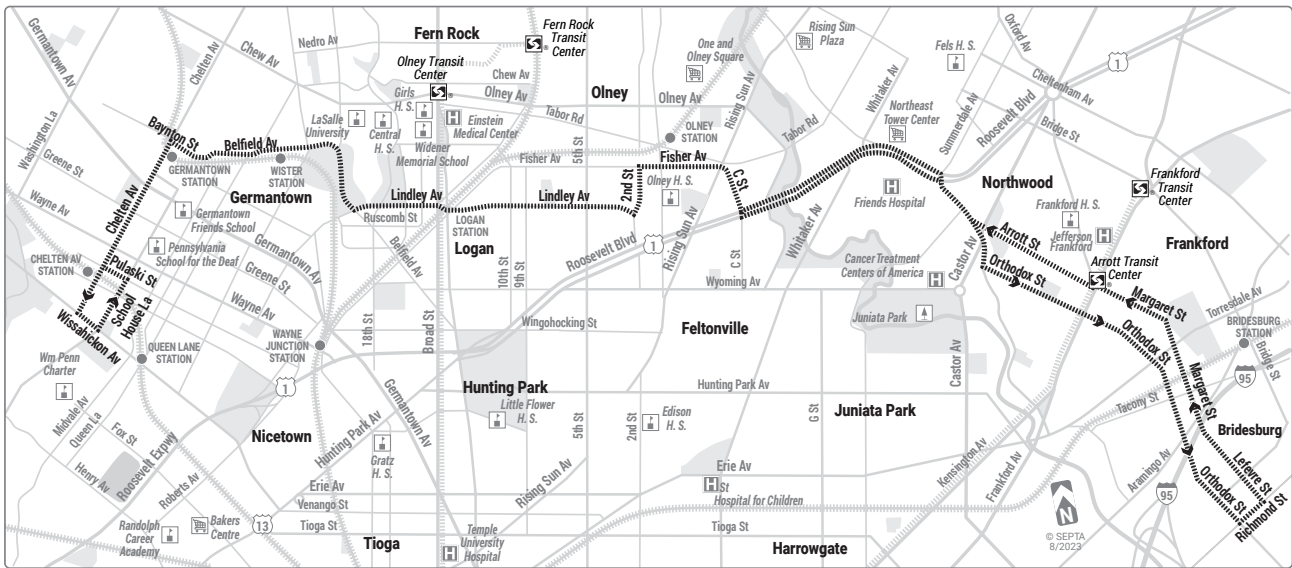
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ROUTE J

Cheltenham to Richmond-Orthodox

Discontinued Route

What SEPTA is Proposing - Route J will become Route 41 and service will be realigned to operate via Duncannon Avenue instead of Fisher Avenue in Olney. This routing will improve service reliability and allow for consistent crosstown connections.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

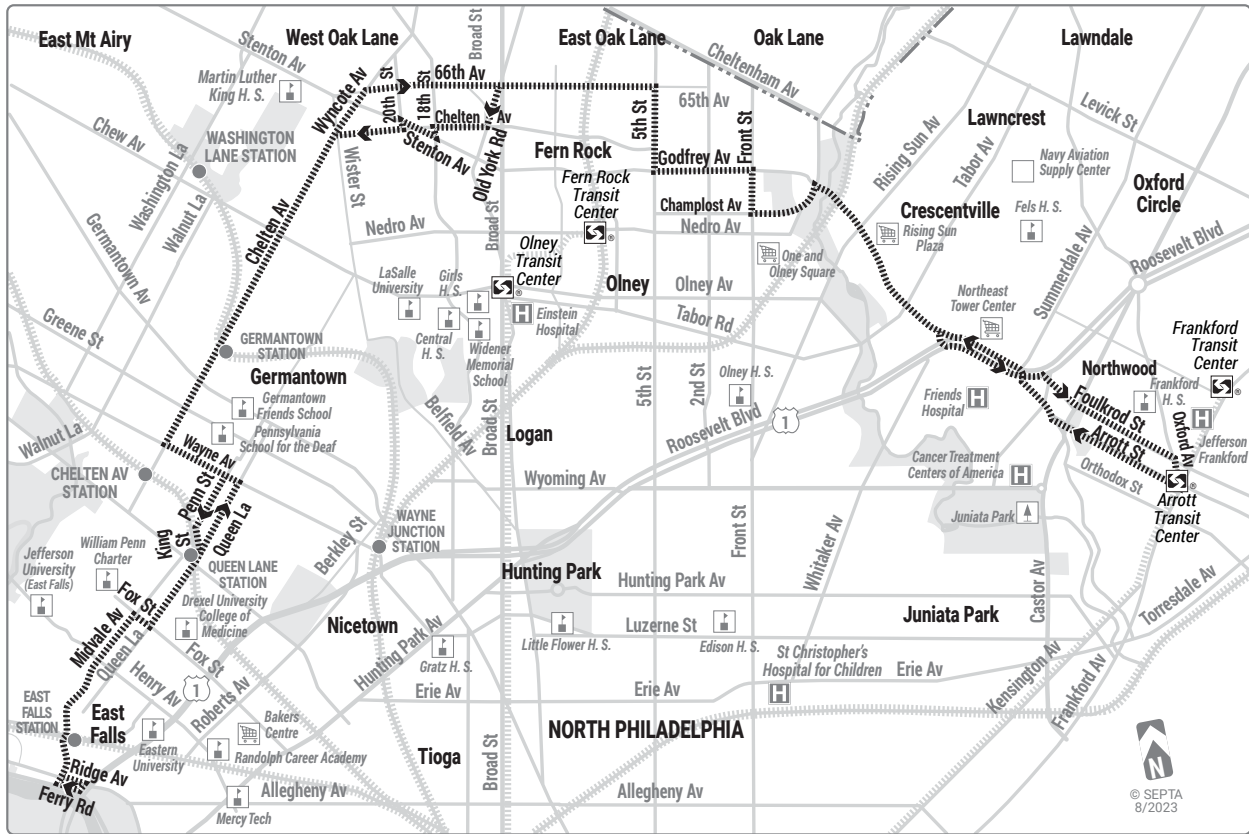
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ROUTE K

Ridge-Midvale to Arrott Transit Center

Discontinued Route

What SEPTA is Proposing - Route K will be discontinued. Riders can use Route 65 for service between Fern Rock and Wissahickon Transit Center. Route 26 will provide connections between Fern Rock Transit Center and Frankford Transit Center.



ROUTE ADJUSTMENT
----- ROUTE DISCONTINUED

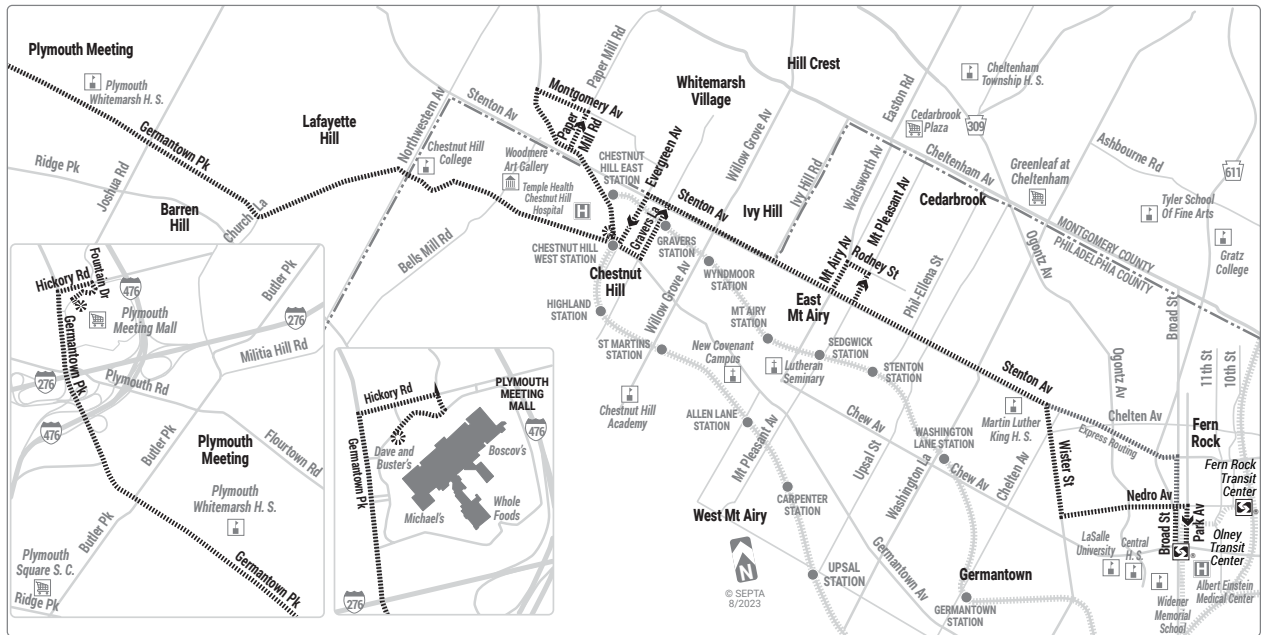
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ROUTE L

Chestnut Hill or Plymouth Meeting Mall to Olney Transit Center

Discontinued Route

What SEPTA is Proposing - Route L will become Route 51 and provide service between Olney Transit Center and either Chestnut Hill or Plymouth Meeting Mall. The streamlined routing will improve reliability with the express routing becoming the base route.



ROUTE ADJUSTMENT
 ROUTE DISCONTINUED

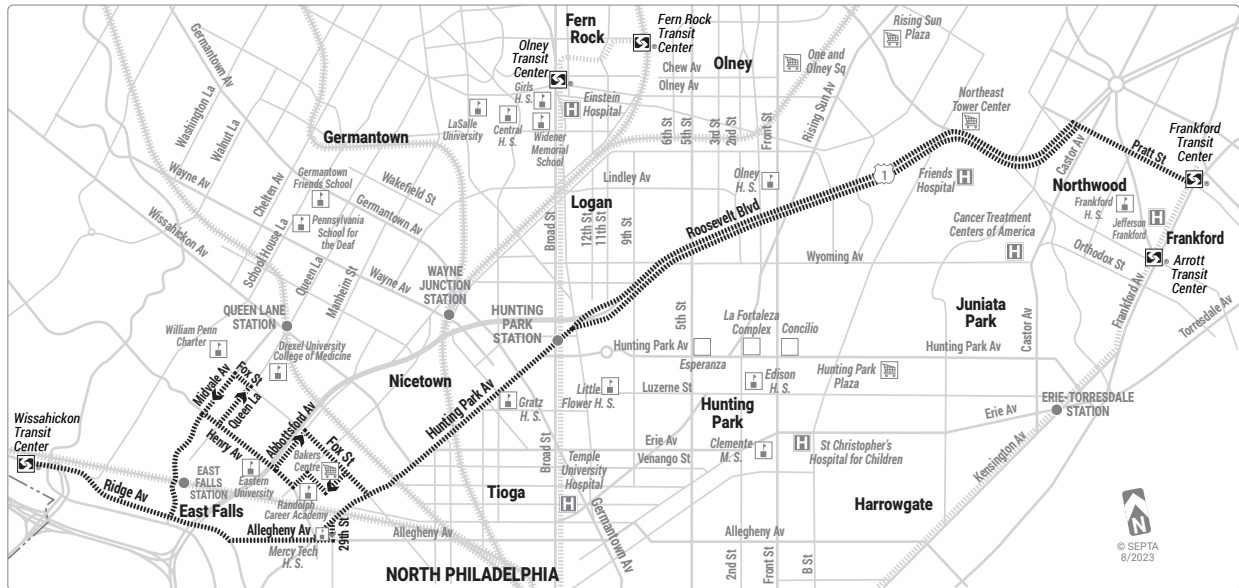
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ROUTE R

Henry-Midvale and Wissahickon Transit Center to Frankford Transit Center

Discontinued Route

What SEPTA is Proposing - Route R will become Route 82, and all trips would operate between Frankford Transit Center and Wissahickon Transit Center via Hunting Park and Ridge Avenues. Service to Bakers Center and along Midvale Avenue will be discontinued.



ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

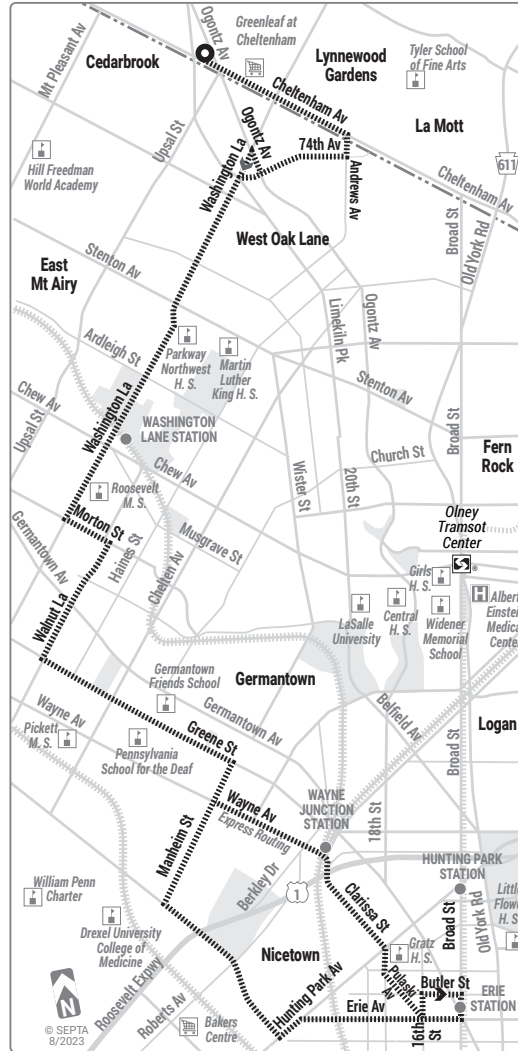
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ROUTE XH

Broad-Erie to Cheltenham-Ogontz

Discontinued Route

What SEPTA is Proposing - Route XH will become Route 81. Service will operate more frequently throughout the week.



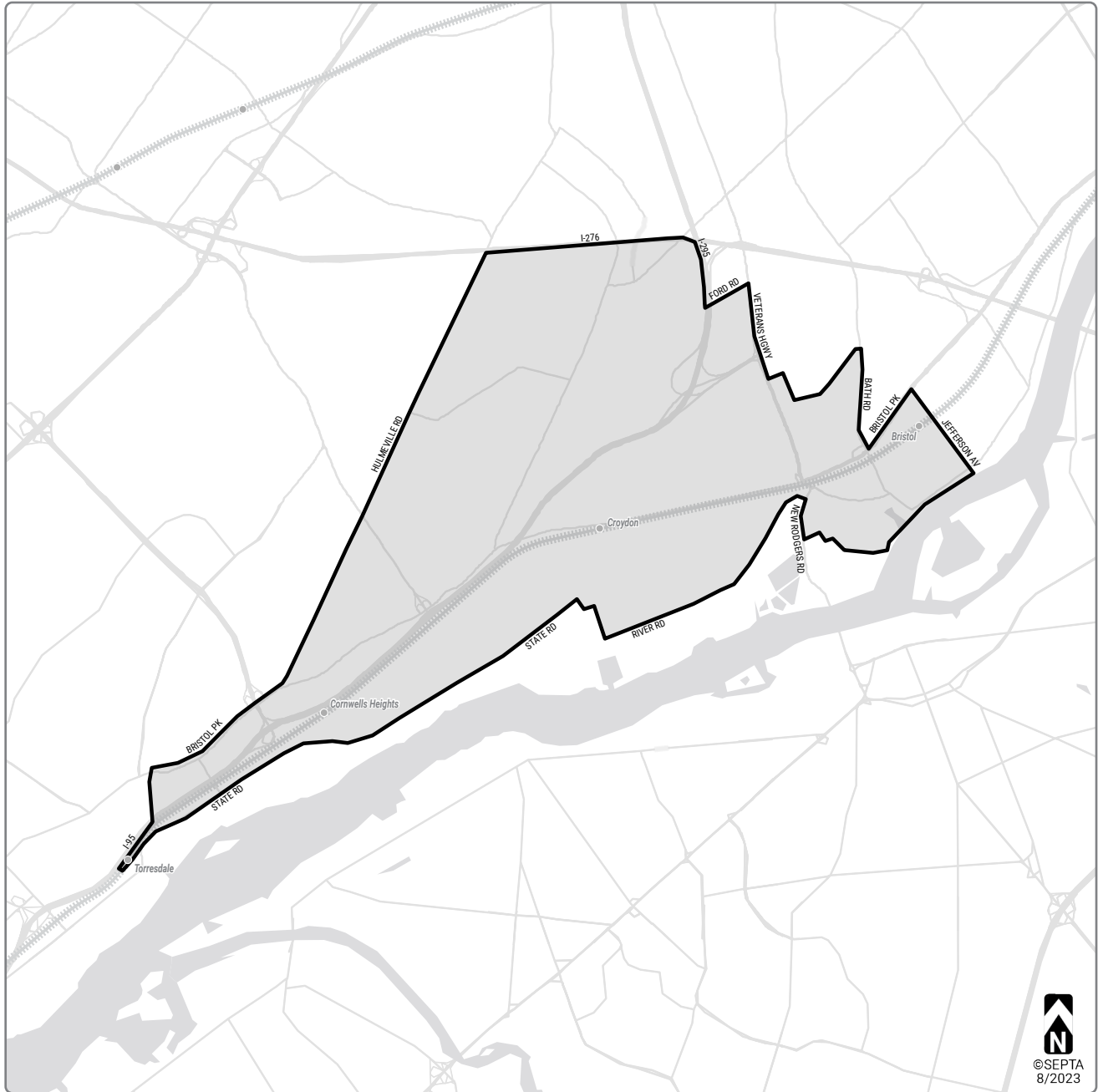
ROUTE ADJUSTMENT
..... ROUTE DISCONTINUED

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BRISTOL-CROYDON-CORNWELLS HEIGHTS ON-DEMAND ZONE

On-Demand Zone

What SEPTA is Proposing - A new on-demand zone in Bristol, Croydon and Cornwells Heights would serve riders who want to make local trips, connect to employment, shopping, and schools. Riders can use the on-demand service to travel anywhere in the zone and to connect with other SEPTA bus routes (multiple routes at Frankford-Knights and Torresdale Station; new Route 86 at Cornwells Heights Station; and Route 129 to Oxford Valley Mall at multiple locations within the zone). The on-demand zone will replace service currently provided by Routes 128, 129, and 133, which are infrequent and do not carry many riders.



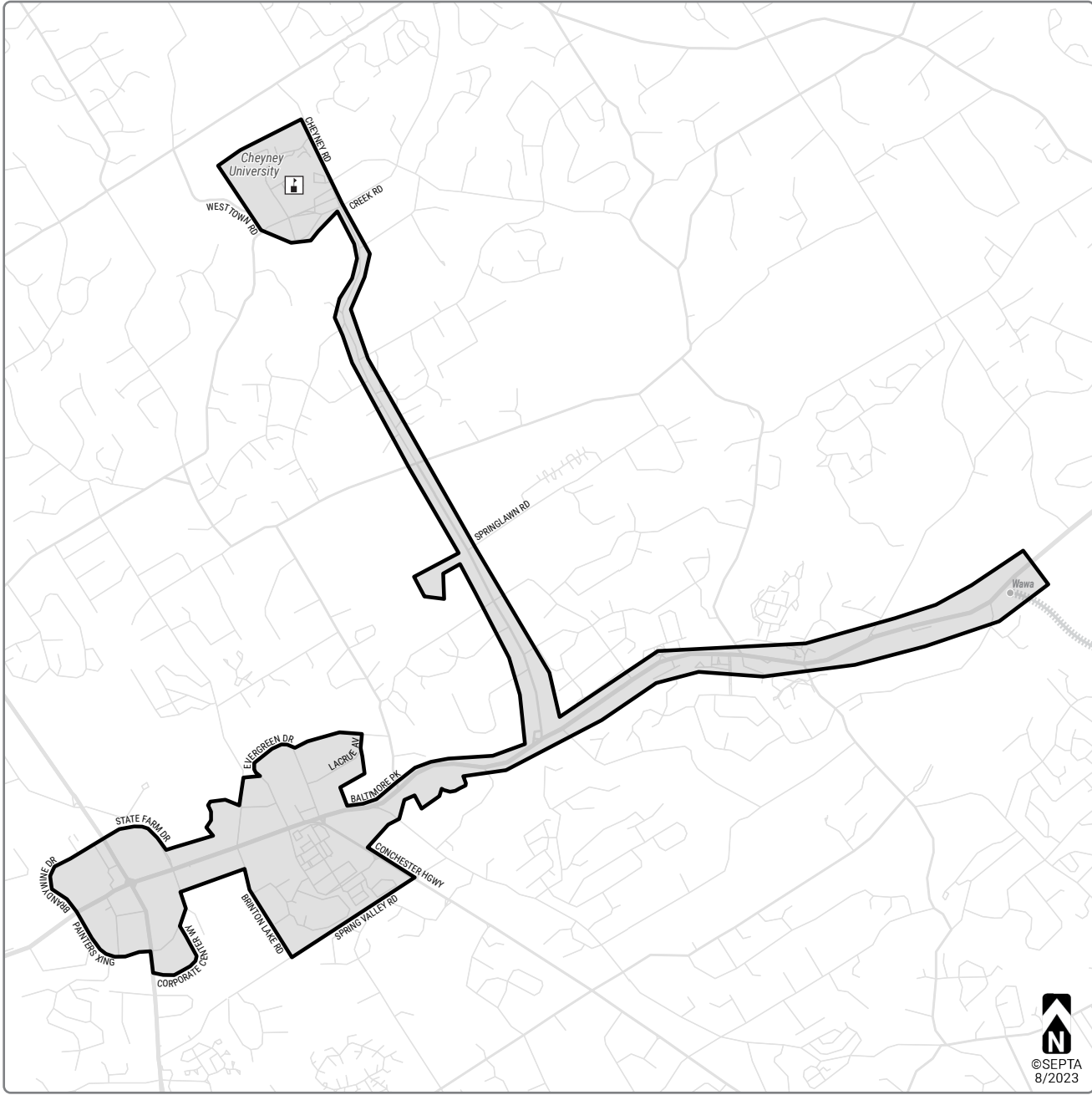
LEGEND
— ON-DEMAND ZONE BOUNDARY

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CHEYNEY-PAINTERS CROSSING ON-DEMAND ZONE

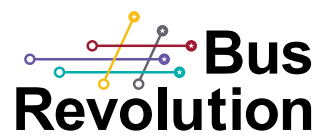
On-Demand Zone

What SEPTA is Proposing - A new on-demand zone in Painters Crossing and Cheyney University would serve riders who make local trips or connect to SEPTA bus and rail service using Wawa Regional Rail Station. The on-demand zone will replace parts of existing Route 111 and Route 119. It would provide connection to many major destinations in Painters Crossing, as well as Route 110 and Route 117.



LEGEND
— ON-DEMAND ZONE BOUNDARY

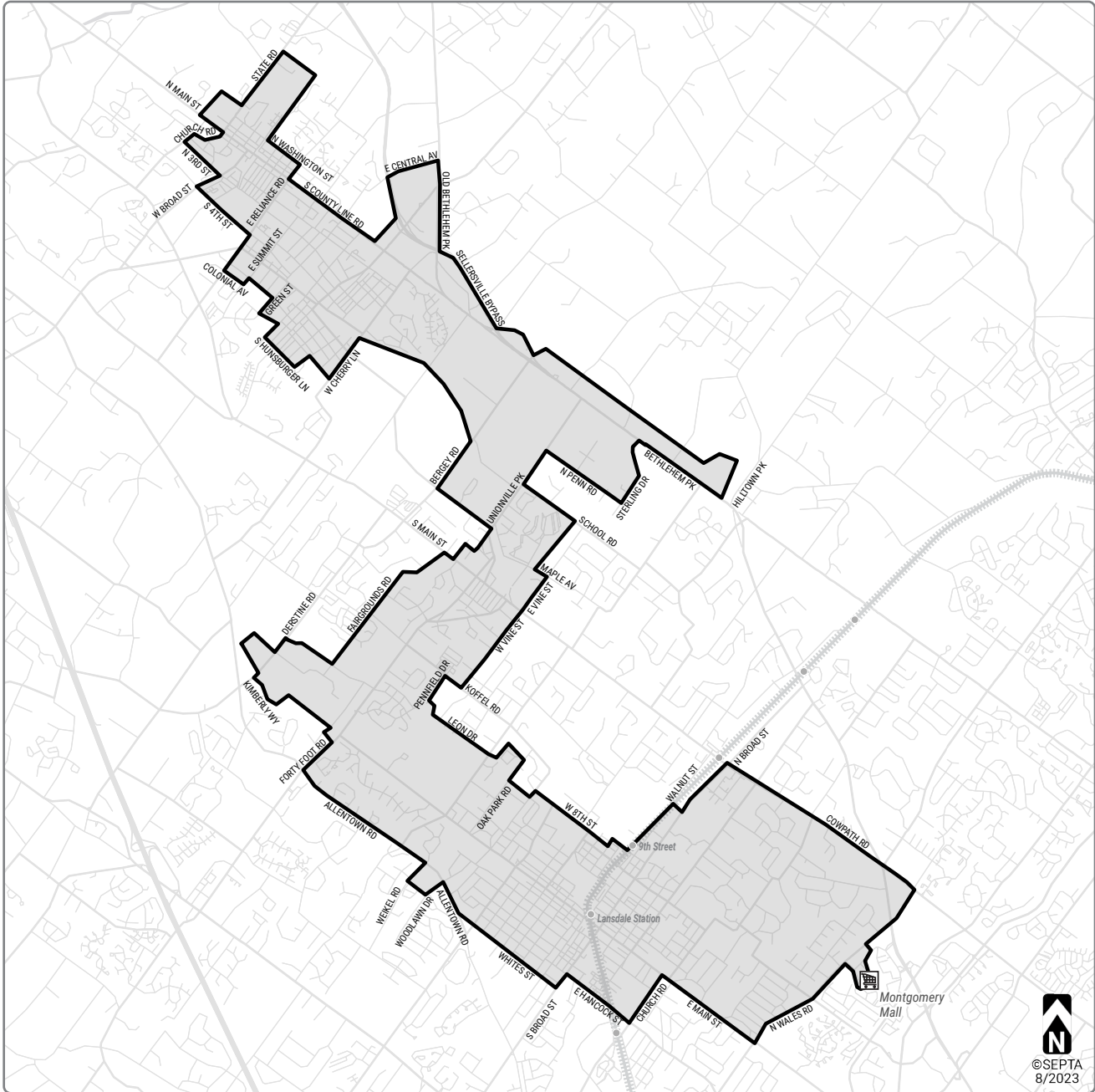
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LANSDALE-TELFORD ON-DEMAND ZONE

On-Demand Zone

What SEPTA is Proposing - A new on-demand zone in Lansdale and Telford would replace service currently provided by Route 132, which is infrequent (less than hourly). Connections would be available to Routes 94 and 96 at Montgomery Mall.



LEGEND
— ON-DEMAND ZONE BOUNDARY

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LEVITTOWN-BRISTOL ON-DEMAND ZONE

On-Demand Zone

What SEPTA is Proposing - A new on-demand zone in Bristol and Levittown would serve riders who want to make local trips, connect to employment, shopping, and schools. Riders can use the on-demand service to travel anywhere in the zone, including Oxford Valley Mall and make connections to SEPTA bus routes (Route 14 to Neshaminy Mall; Route 127 to Trenton; and Route 129 to Frankford-Knights). The on-demand zone will replace service currently provided by Routes 127 and 128, which are infrequent and do not carry many riders.



LEGEND
— ON-DEMAND ZONE BOUNDARY

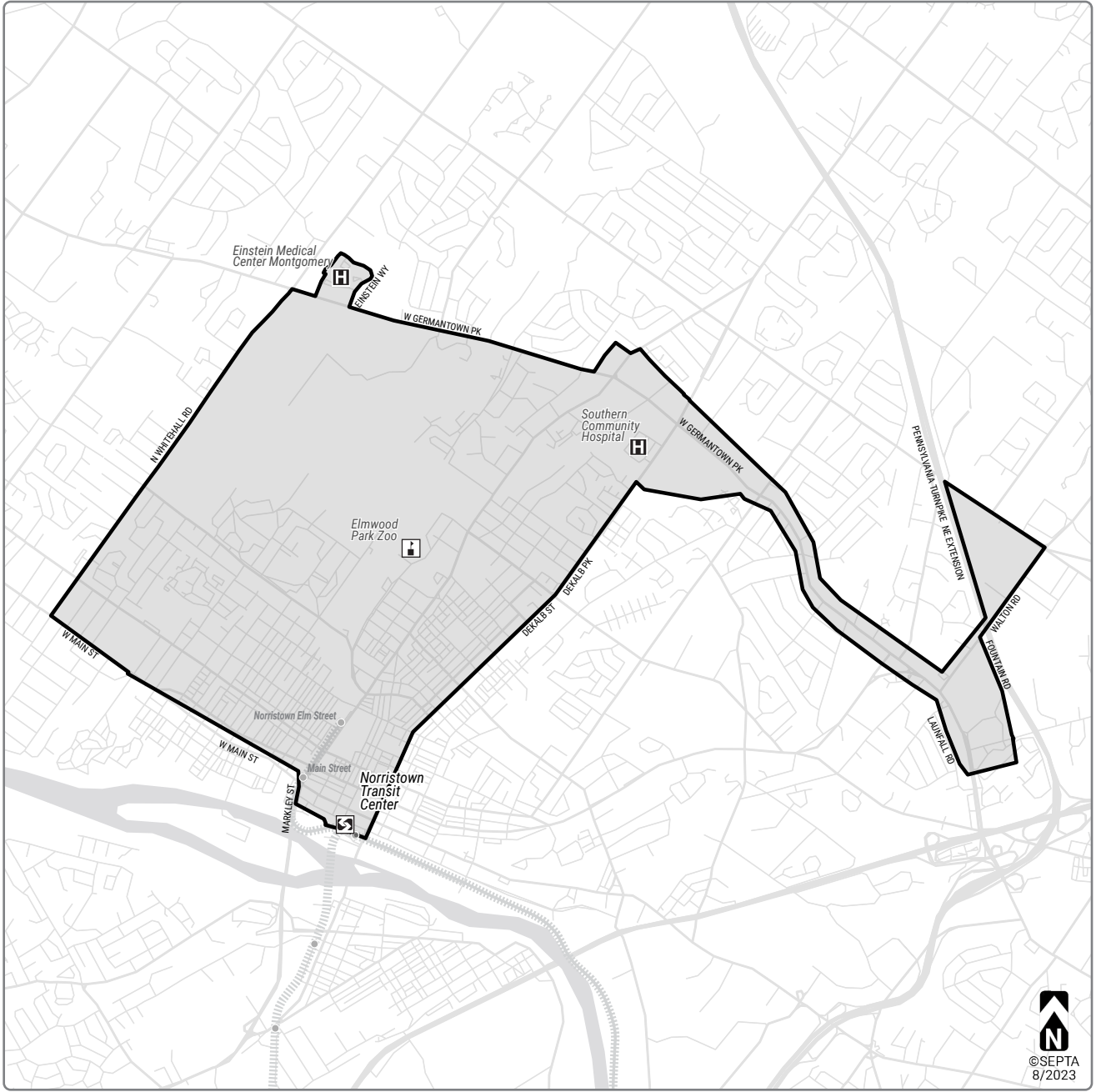
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NORRISTOWN ON-DEMAND ZONE

On-Demand Zone

What SEPTA is Proposing - A new on-demand zone in Norristown would provide local trips and connect to employment, shopping, and schools. The on-demand zone will serve Norristown northwest of Dekalb Pike and Main Street, the shopping centers near Dekalb Pike and Germantown Pike, the Einstein Medical Center, the Norristown State Hospital (currently served by Route 90), Plymouth Meeting Mall, and employment sites along Township Line Road north of Plymouth Meeting Mall.



LEGEND
— ON-DEMAND ZONE BOUNDARY

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PAOLI-GREAT VALLEY ON-DEMAND ZONE

On-Demand Zone

What SEPTA is Proposing - A new on-demand zone in Paoli and the Great Valley Corporate Center would serve riders who want to make local trips, connect to employment, shopping, and schools north of Lancaster Avenue. The on-demand service would replace Route 206 and parts of Route 92 and provide first/last mile connections to Paoli Station.



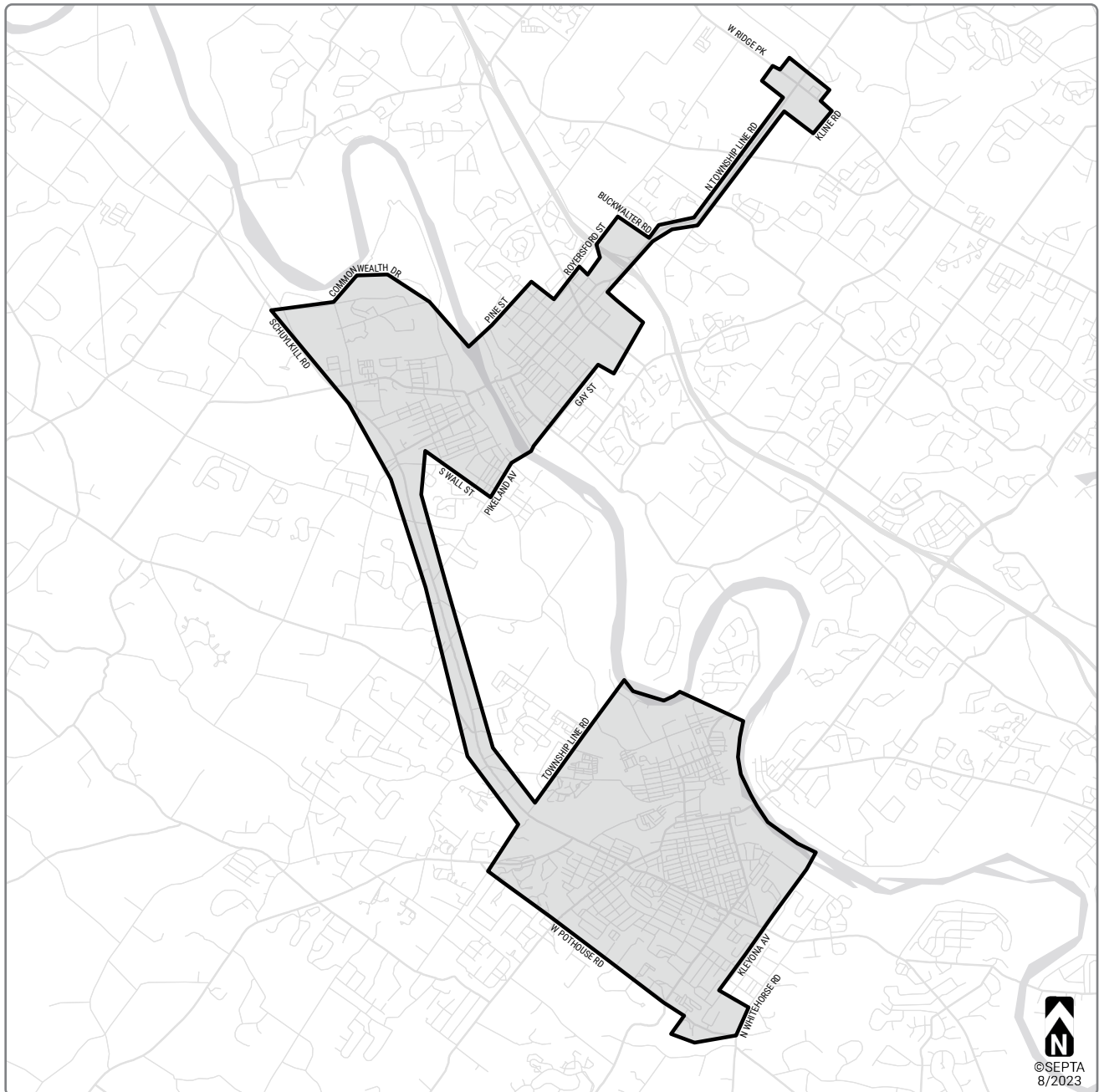
LEGEND
— ON-DEMAND ZONE BOUNDARY

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PHOENIXVILLE-SPRING CITY- LIMERICK ON-DEMAND ZONE

On-Demand Zone

What SEPTA is Proposing - A new on-demand zone in Phoenixville would serve riders who want to make local trips, connect to employment, shopping, and schools. Riders can also connect to other SEPTA bus routes on Main Street in Phoenixville (Route 99 to King of Prussia) and at Ridge Pike (Route 93 to Pottstown). The on-demand zone will replace service currently provided by Route 139, which is infrequent and does not carry many riders. The zone will be expanded to serve the Southeastern Veterans Center and the Phoenixville YMCA, which were not previously served on fixed route. Service will also be expanded to include Sundays.



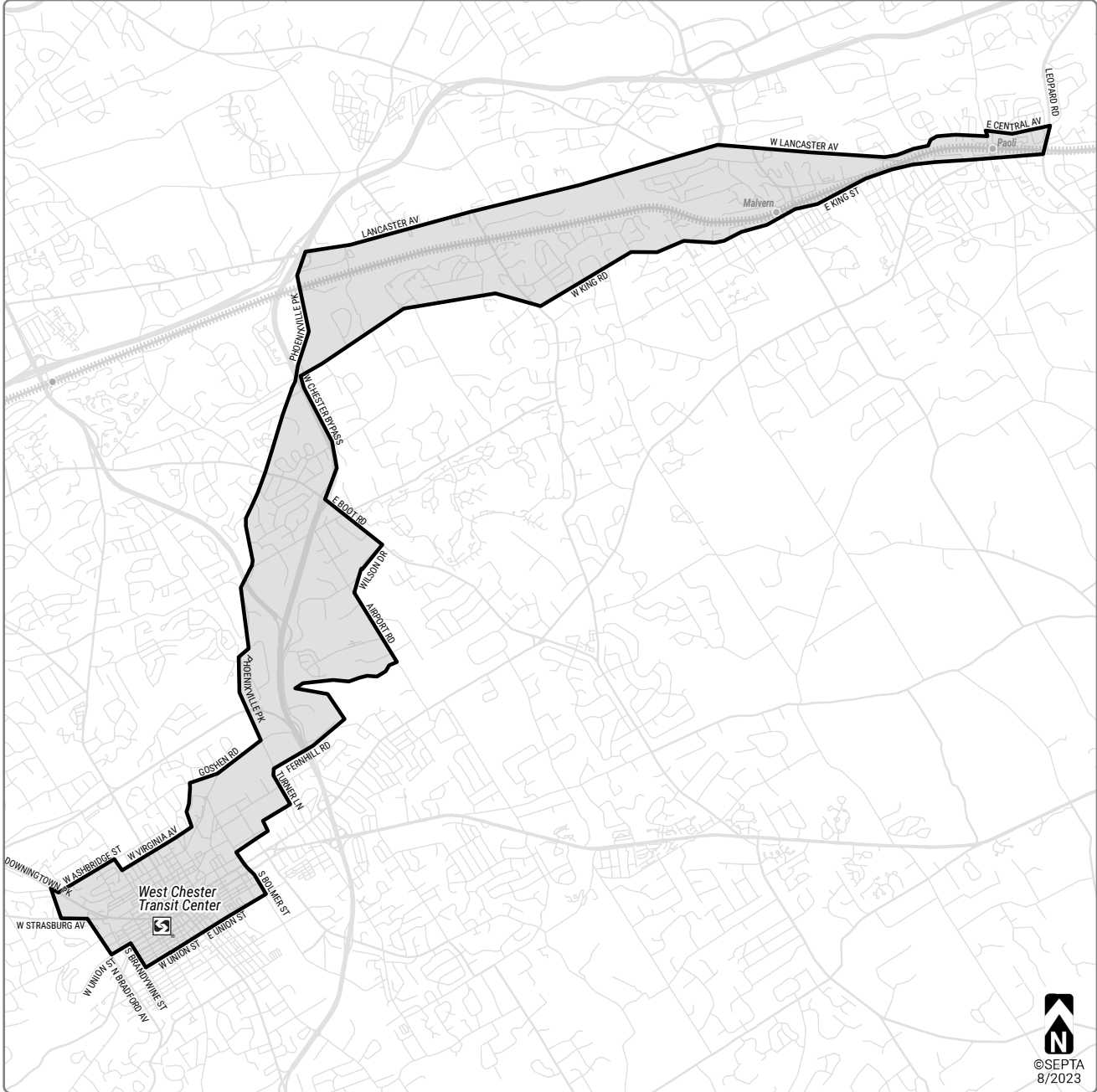
LEGEND
— ON-DEMAND ZONE BOUNDARY

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WEST CHESTER-MALVERN ON-DEMAND ZONE

On-Demand Zone

What SEPTA is Proposing - A new on-demand zone in West Chester would serve riders who want to make local trips or connect to the West Chester Transit Center or Malvern. The on-demand service would replace parts of Route 92. Many people using Route 92 make short trips in West Chester; the on-demand service should be more convenient and easier to use. The zone will preserve transit service to Chester County Hospital and industrial employment near Brandywine Airport, as well as service along King Road.



LEGEND
— ON-DEMAND ZONE BOUNDARY

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