



**RECOMMENDED  
ROUTE CHANGES  
BY ROUTE**



# RECOMMENDED ROUTE CHANGES

## TABLE OF CONTENTS

ROUTE 1 .....	4	ROUTE 54 .....	52	ROUTE 106 UPDATE ..	100	BRISTOL-CROYDON- CORNWELLS HEIGHTS ON-DEMAND ZONE UPDATE .....	145
ROUTE 2 .....	5	ROUTE 55 .....	53	ROUTE 107 UPDATE ..	101	LANSDALE-TELFORD ON-DEMAND ZONE ..	146
ROUTE 3 .....	6	ROUTE 56 .....	54	ROUTE 108 UPDATE ..	102	LEVITTOWN-BRISTOL ON-DEMAND ZONE ..	147
ROUTE 4 .....	7	ROUTE 57 .....	55	ROUTE 109 .....	103	NORRISTOWN ON-DEMAND ZONE ..	148
ROUTE 5 .....	8	ROUTE 58 .....	56	ROUTE 110 .....	104	PAOLI-GREAT VALLEY ON-DEMAND ZONE ..	149
ROUTE 6 .....	9	ROUTE 59 .....	57	ROUTE 111 .....	105	WEST CHESTER-MALVERN ON-DEMAND ZONE ..	150
ROUTE 7 UPDATE .....	10	ROUTE 60 .....	58	ROUTE 112 .....	106		
ROUTE 8 .....	11	ROUTE 61 UPDATE .....	59	ROUTE 113 .....	107		
ROUTE 9 .....	12	ROUTE 62 .....	60	ROUTE 114 .....	108		
ROUTE 12 .....	13	ROUTE 63 .....	61	ROUTE 115 .....	109		
ROUTE 14 .....	14	ROUTE 64 .....	62	ROUTE 116 UPDATE ..	110		
ROUTE 16 UPDATE .....	15	ROUTE 65 .....	63	ROUTE 117 UPDATE ..	111		
ROUTE 17 .....	16	ROUTE 66 .....	64	ROUTE 118 UPDATE ..	112		
ROUTE 18 .....	17	ROUTE 67 UPDATE .....	65	ROUTE 119 UPDATE ..	113		
ROUTE 19 .....	18	ROUTE 68 UPDATE .....	66	ROUTE 120 .....	114		
ROUTE 20 .....	19	ROUTE 70 .....	67	ROUTE 123 .....	115		
ROUTE 21 .....	20	ROUTE 71 .....	68	ROUTE 124 .....	116		
ROUTE 22 .....	21	ROUTE 72 UPDATE .....	69	ROUTE 125 .....	117		
ROUTE 23 .....	22	ROUTE 73 .....	70	ROUTE 126 .....	118		
ROUTE 24 .....	23	ROUTE 74 .....	71	ROUTE 127 .....	119		
ROUTE 25 .....	24	ROUTE 75 .....	72	ROUTE 128 .....	120		
ROUTE 26 UPDATE .....	25	ROUTE 76 .....	73	ROUTE 129 UPDATE ..	121		
ROUTE 27 UPDATE .....	26	ROUTE 77 UPDATE .....	74	ROUTE 130 .....	122		
ROUTE 28 .....	27	ROUTE 78 .....	75	ROUTE 131 .....	123		
ROUTE 29 .....	28	ROUTE 79 .....	76	ROUTE 132 .....	124		
ROUTE 30 .....	29	ROUTE 80 .....	77	ROUTE 133 .....	125		
ROUTE 31 .....	30	ROUTE 81 .....	78	ROUTE 135 .....	126		
ROUTE 32 .....	31	ROUTE 82 .....	79	ROUTE 137 .....	127		
ROUTE 33 .....	32	ROUTE 83 .....	80	ROUTE 139 .....	128		
ROUTE 35 .....	33	ROUTE 84 UPDATE .....	81	ROUTE 142 .....	129		
ROUTE 37 .....	34	ROUTE 85 .....	82	ROUTE 150 .....	130		
ROUTE 38 UPDATE .....	35	ROUTE 86 .....	83	ROUTE 201 .....	131		
ROUTE 39 .....	36	ROUTE 87 .....	84	ROUTE 204 .....	132		
ROUTE 40 UPDATE .....	37	ROUTE 88 .....	85	ROUTE 206 .....	133		
ROUTE 41 .....	38	ROUTE 89 .....	86	ROUTE 310 .....	134		
ROUTE 42 UPDATE .....	39	ROUTE 90 .....	87	ROUTE 311 .....	135		
ROUTE 43 .....	40	ROUTE 91 .....	88	BOULEVARD DIRECT ..	136		
ROUTE 44 UPDATE .....	41	ROUTE 92 .....	89	LUCY-GOLD LUCY-GREEN .....	137		
ROUTE 45 .....	42	ROUTE 93 .....	90	ROUTE G .....	138		
ROUTE 46 .....	43	ROUTE 94 .....	91	ROUTE H .....	139		
ROUTE 47 .....	44	ROUTE 95 .....	92	ROUTE J .....	140		
ROUTE 47M .....	45	ROUTE 96 .....	93	ROUTE K .....	141		
ROUTE 48 .....	46	ROUTE 97 .....	94	ROUTE L .....	142		
ROUTE 49 UPDATE .....	47	ROUTE 98 .....	95	ROUTE R .....	143		
ROUTE 50 .....	48	ROUTE 99 UPDATE .....	96	ROUTE XH .....	144		
ROUTE 51 .....	49	ROUTE 103 .....	97				
ROUTE 52 .....	50	ROUTE 104 UPDATE .....	98				
ROUTE 53 .....	51	ROUTE 105 UPDATE .....	99				

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

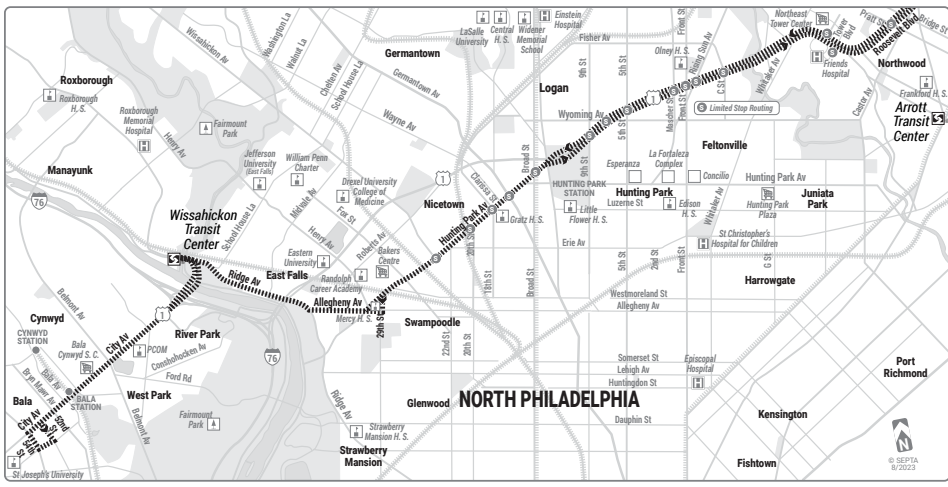
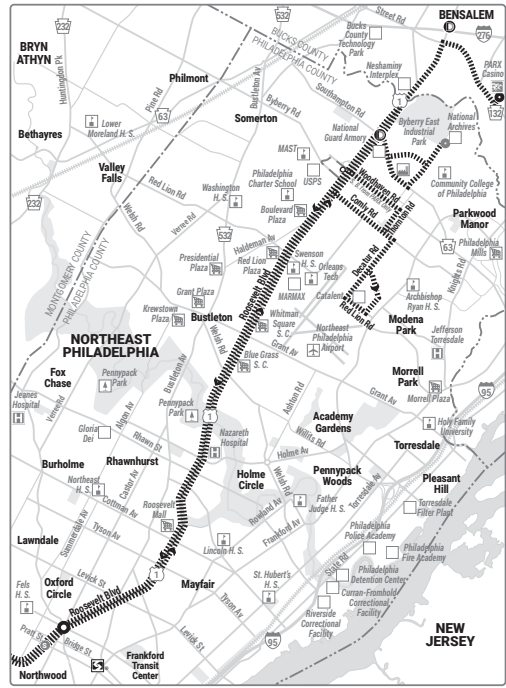
**EACH ROUTE PAGE ALSO  
HAS A BUTTON THAT  
ALLOWS YOU TO COME  
BACK TO THIS PAGE.**

# 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. New Route 85 will serve Decatur and Drummond.



**ROUTE ADJUSTMENT**  
 - - - - - ROUTE DISCONTINUED

*Back to Route Listings*



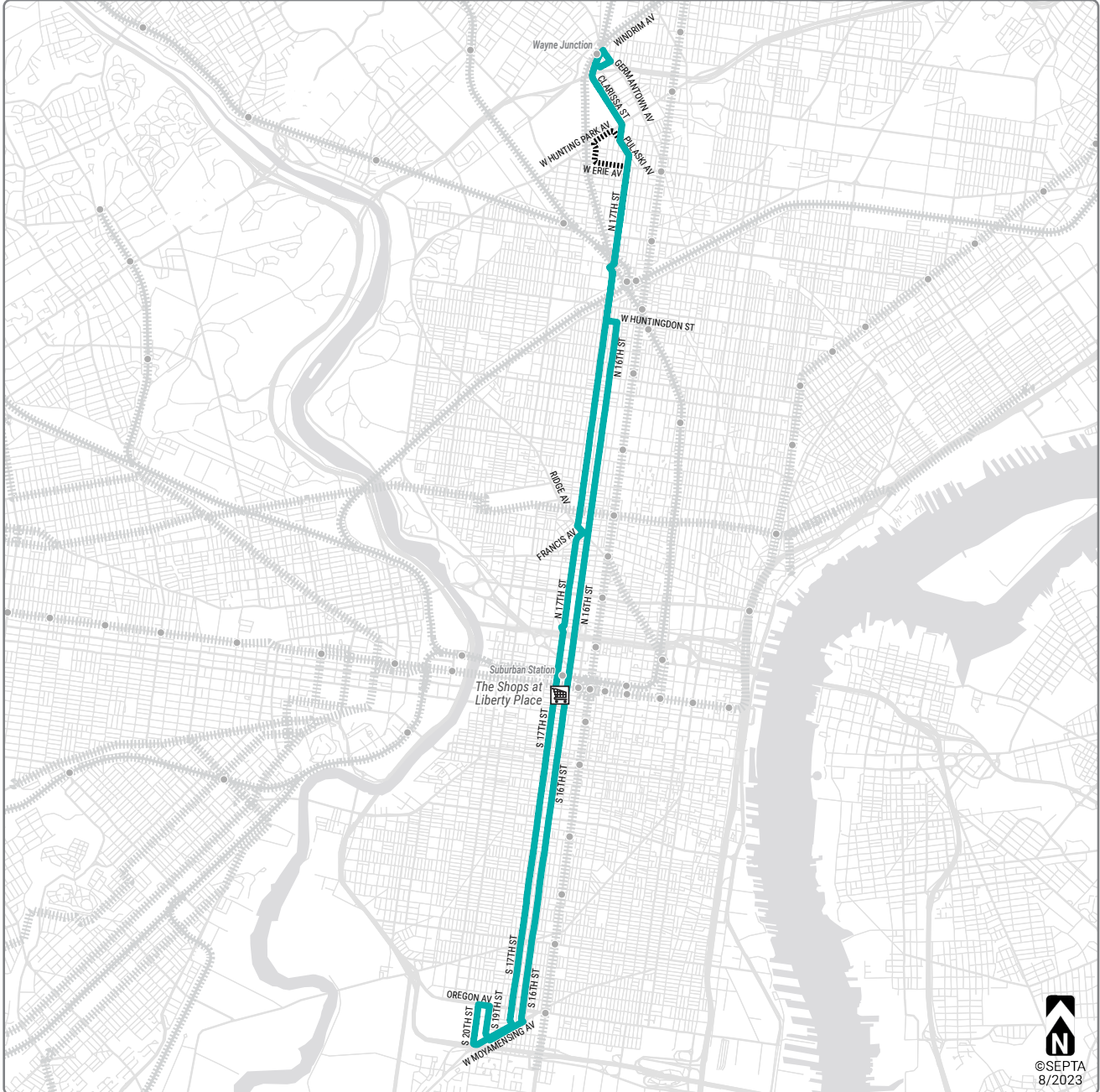
# ROUTE 2

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
- - - - - ROUTE DISCONTINUED

[Back to Route Listings](#)



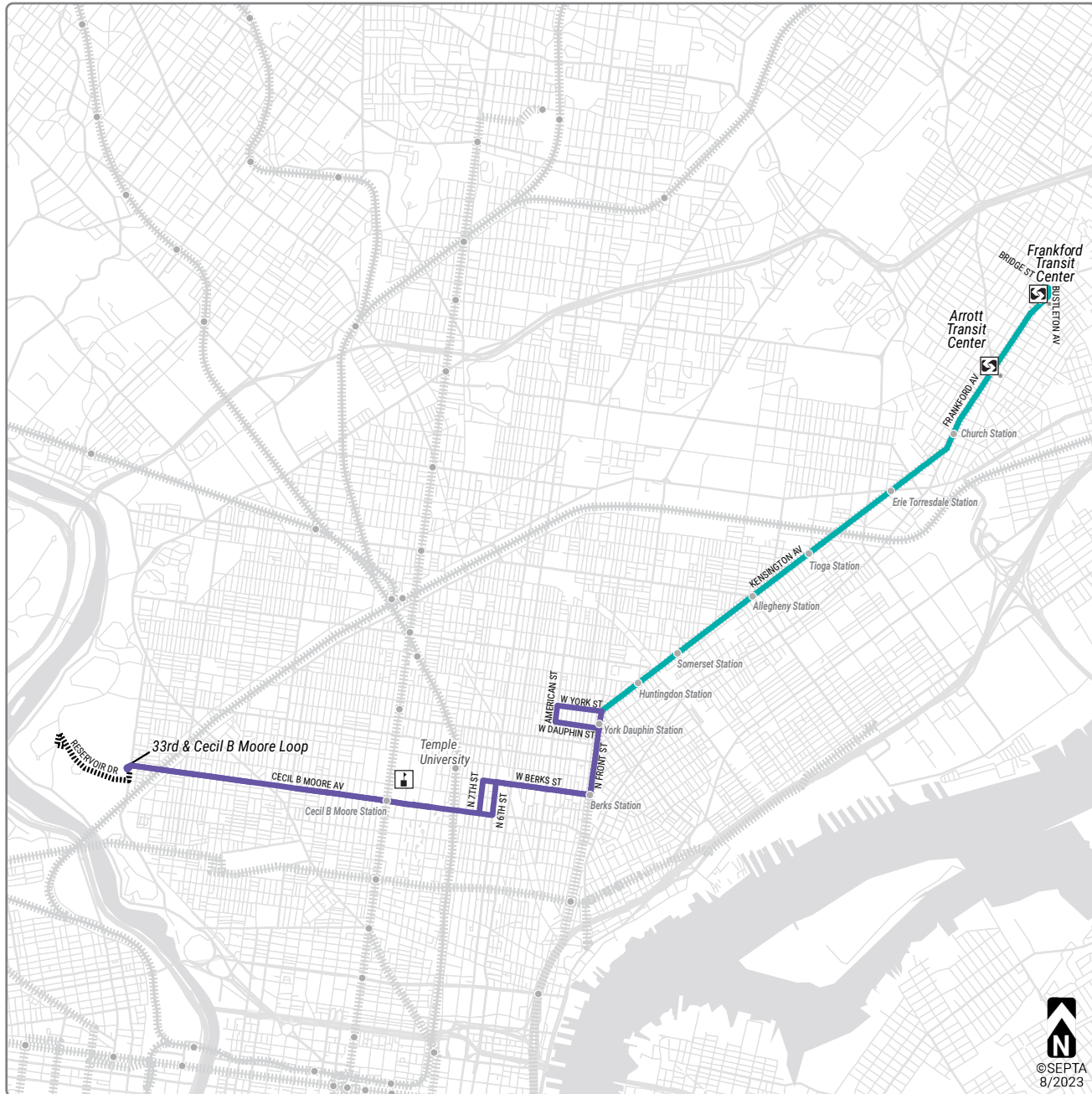
# ROUTE 3

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

[Back to Route Listings](#)



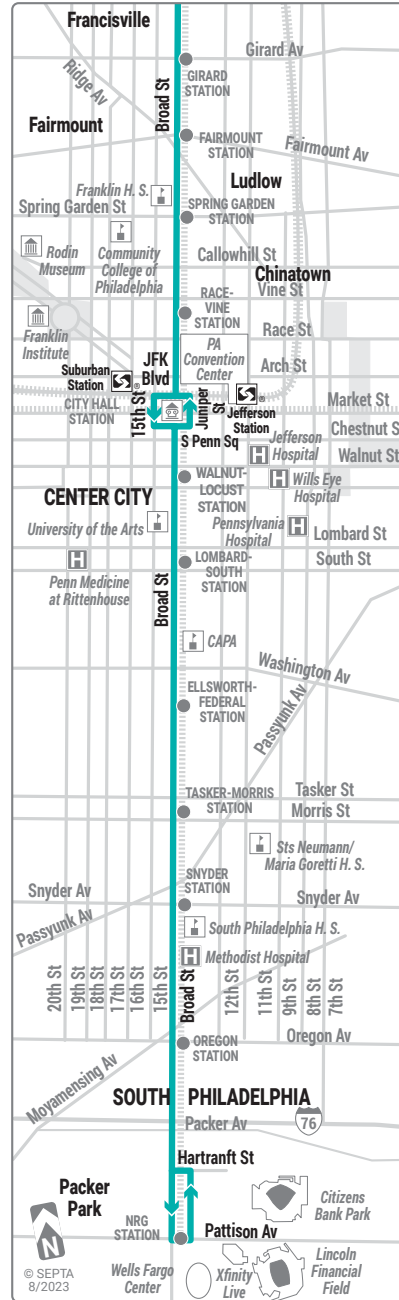
# ROUTE 4

Broad-Pattison to Fern Rock Transit Center

No Changes

30 MAX

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



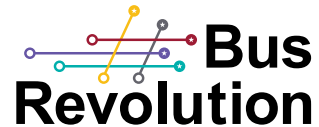
**PLANNED FREQUENCY, DAYS & HOURS OF SERVICE**

**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

Back to Route Listings



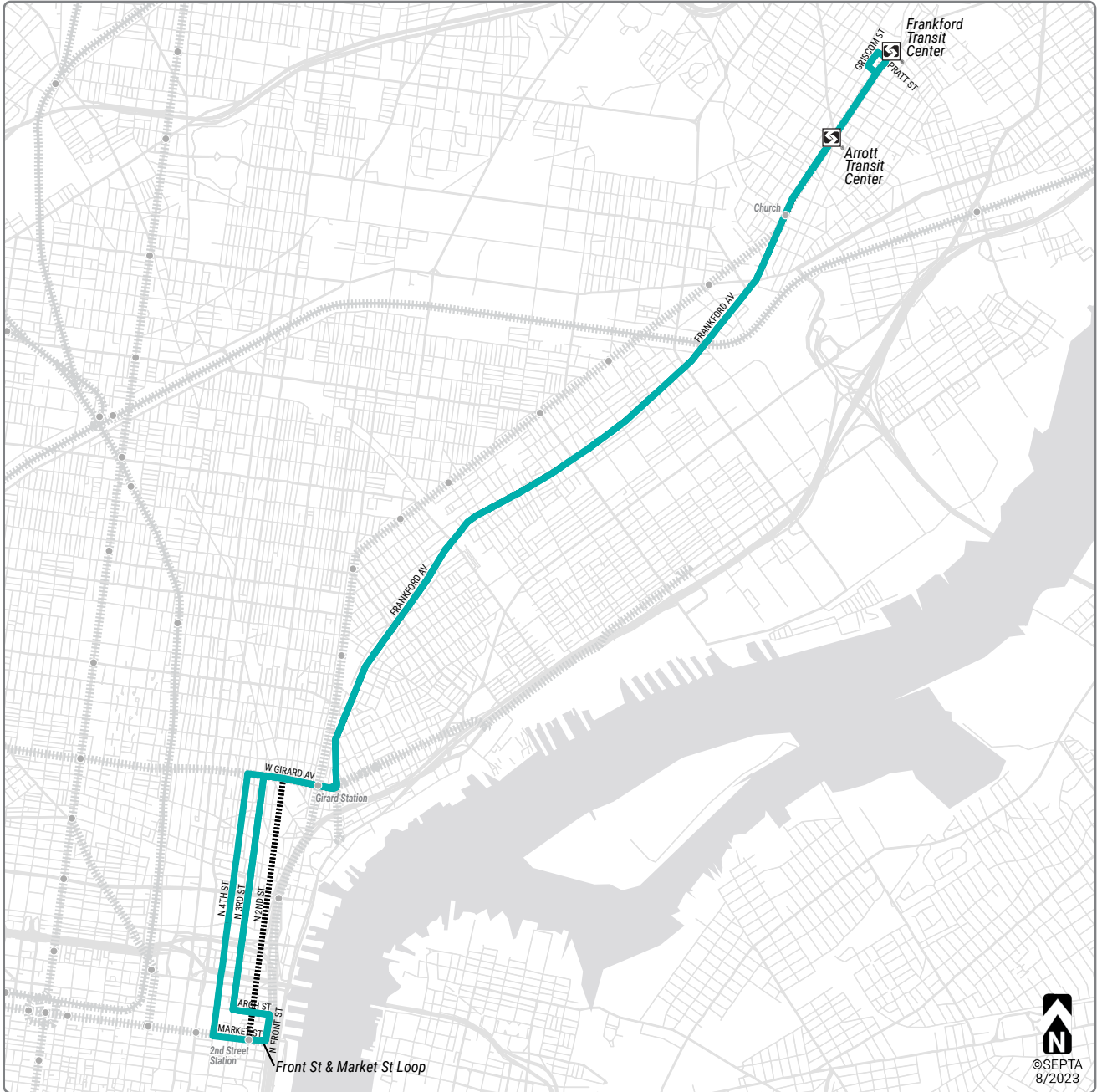
# ROUTE 5

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)

[Back to Route Listings](#)





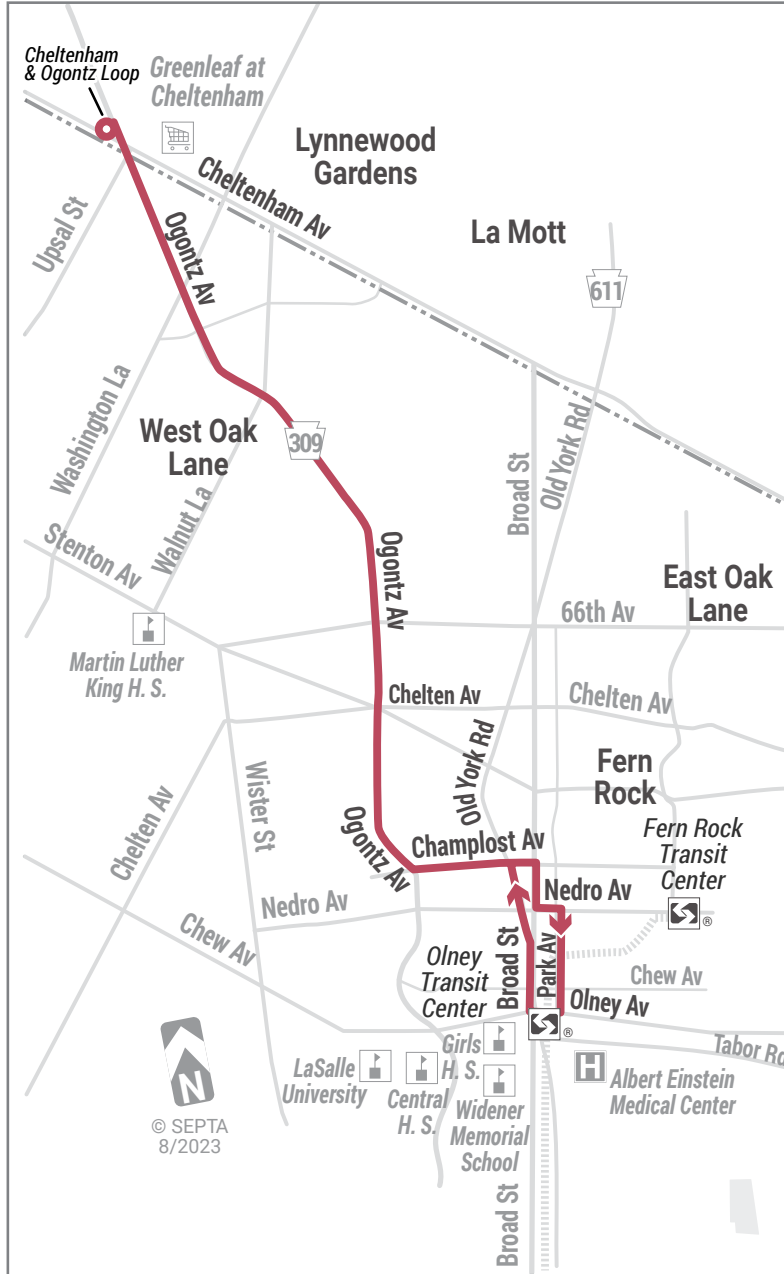
# ROUTE 6

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

Back to Route Listings



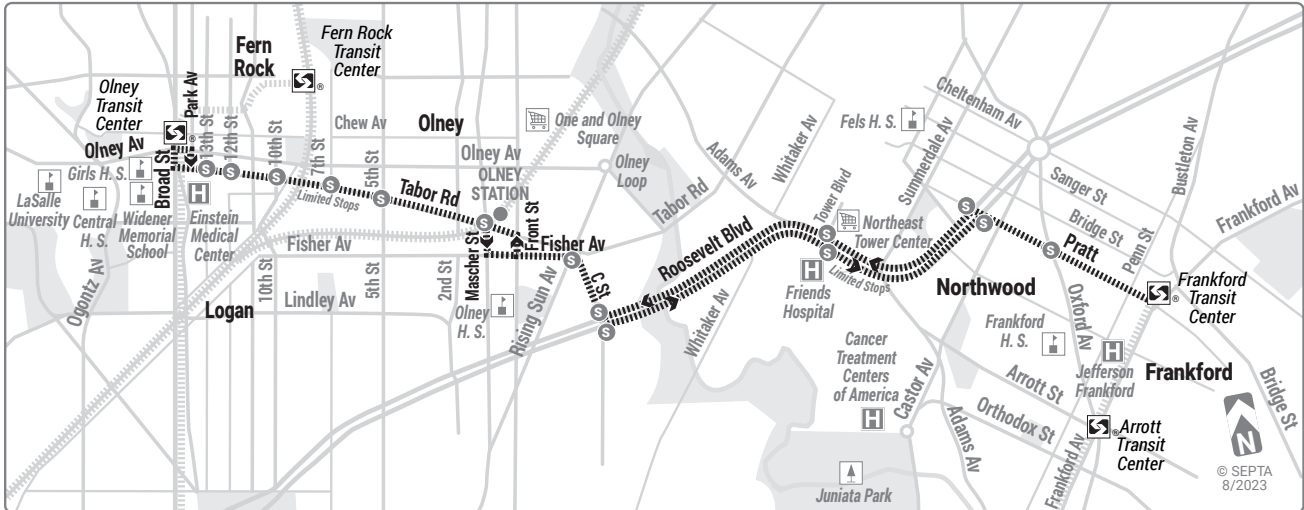


# ROUTE 8

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

[Back to Route Listings](#)

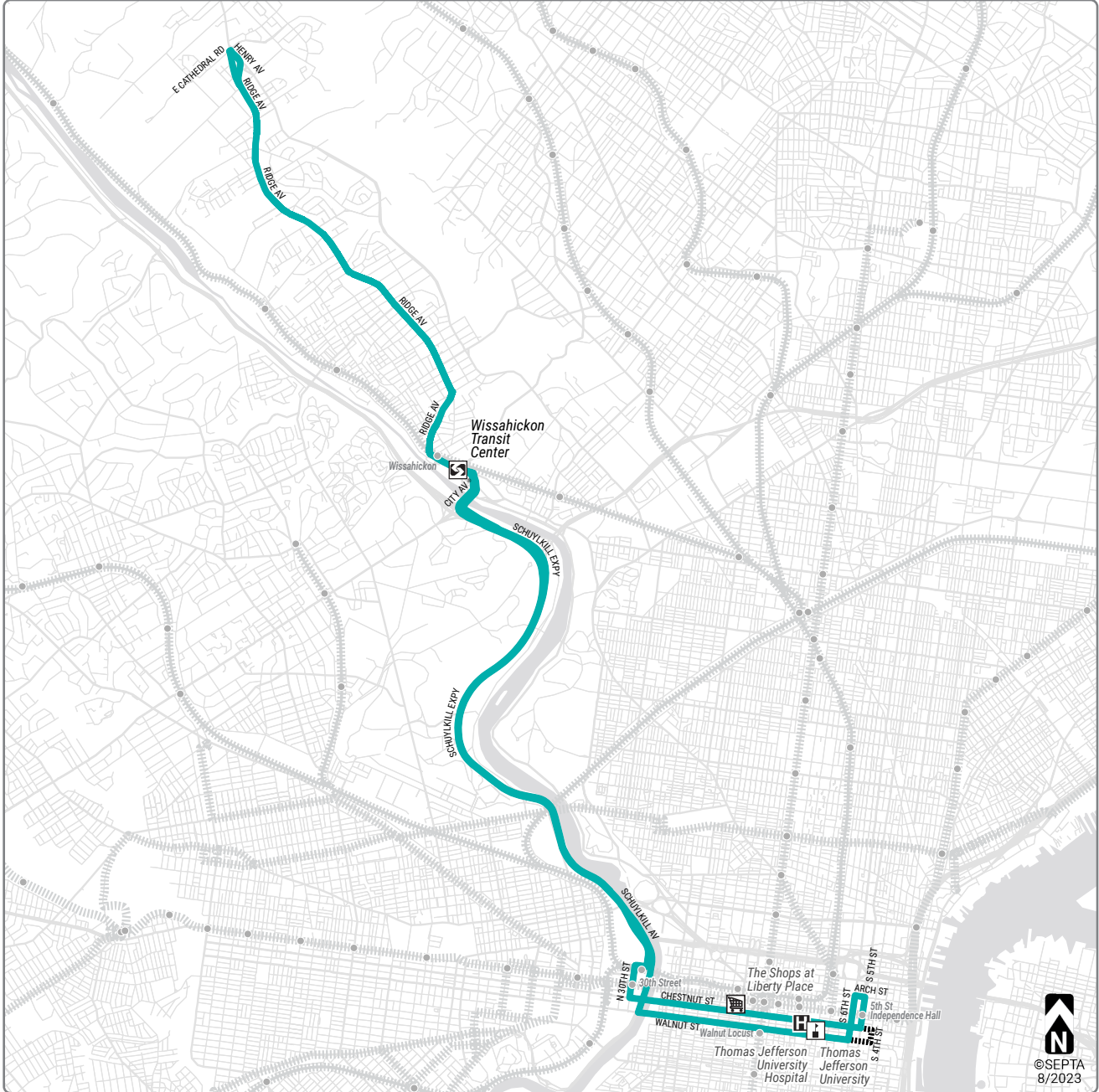
# ROUTE 9

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

[Back to Route Listings](#)



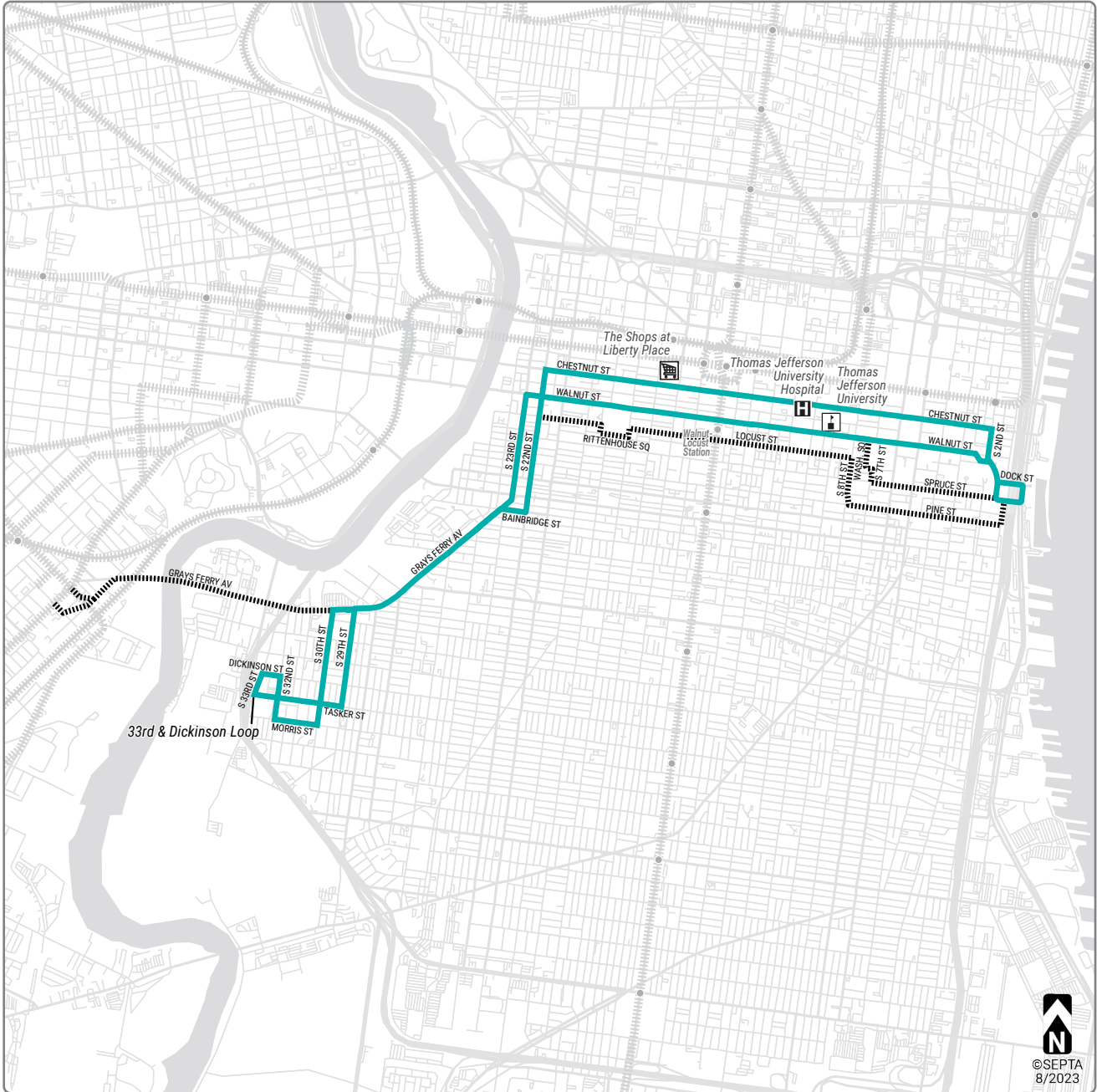
# ROUTE 12

Columbus-Dock 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
- - - - - ROUTE DISCONTINUED

[Back to Route Listings](#)



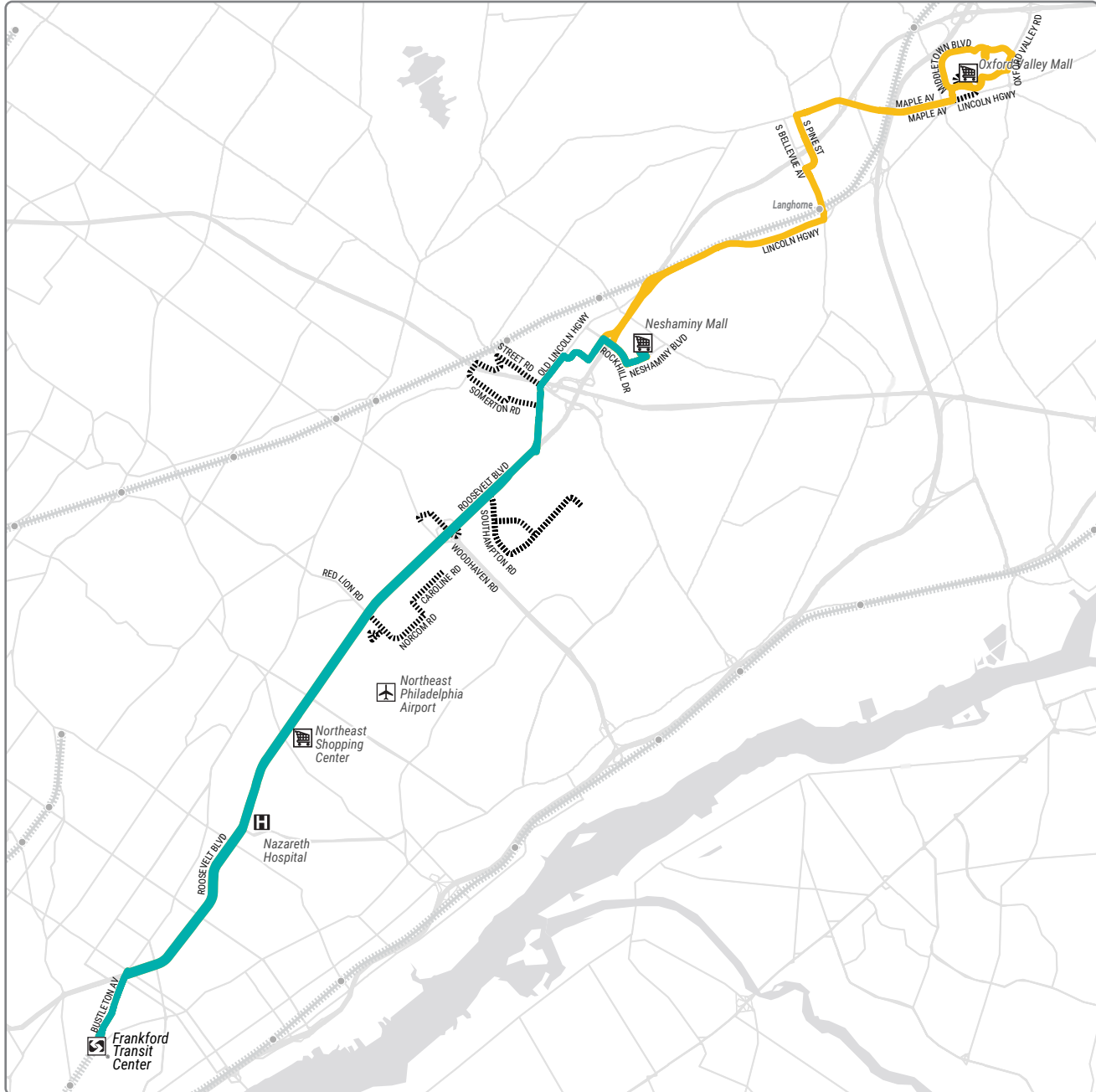
# ROUTE 14

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**

[Back to Route Listings](#)

# ROUTE 16

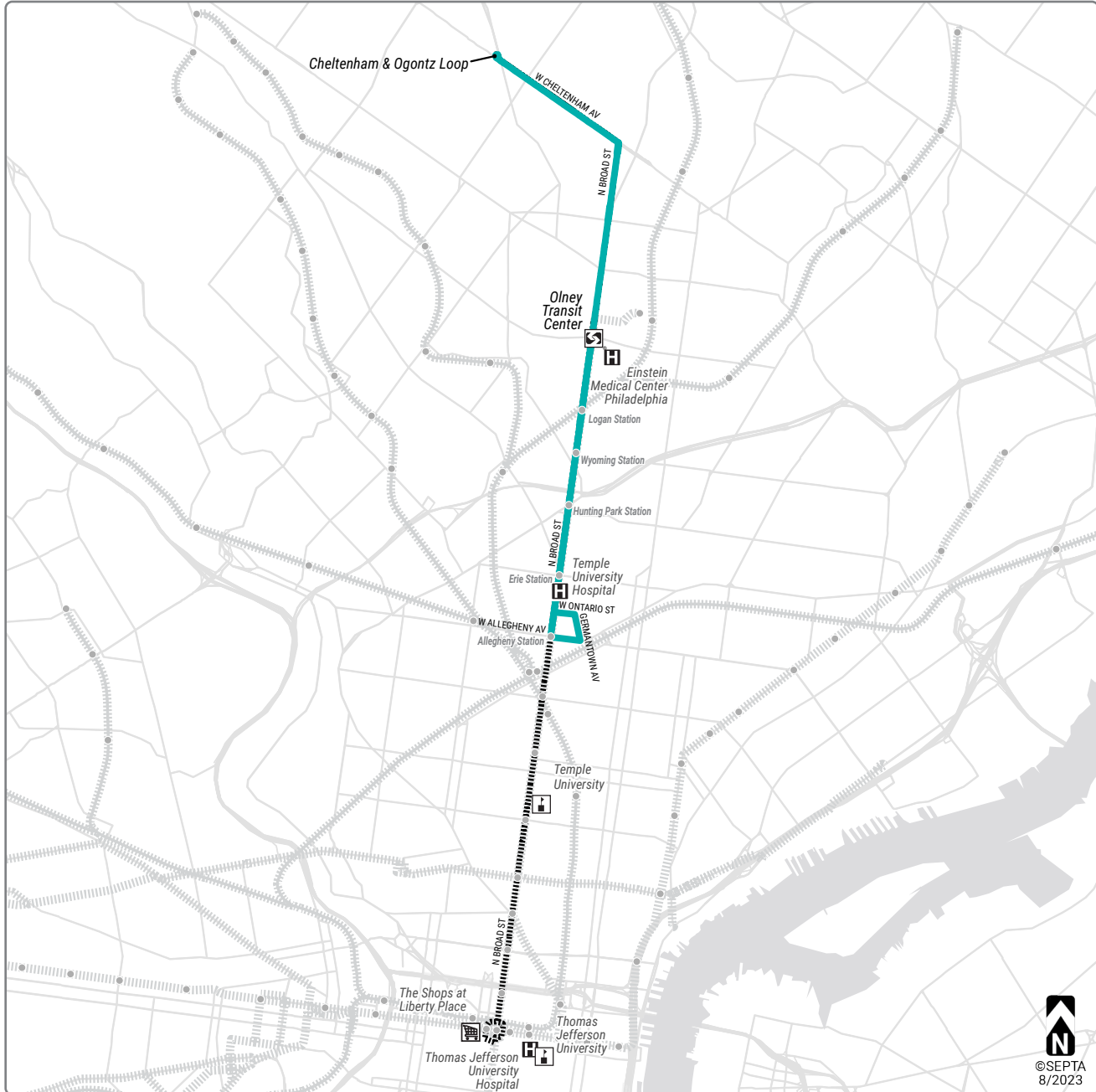
Broad-Allegheny to Cheltenham-Ogontz

# UPDATE

Changed Route

30 MAX

**What SEPTA is Proposing** - Route 16 will operate between Cheltenham and Ogontz Loop and the intersection of Broad Street and Allegheny Avenue. This enables increased frequency along the route and reduces duplication with Route 4 and the Broad Street Line. Since the public hearings in September, we've updated this route slightly by moving it to a more feasible southern terminal on Allegheny 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

[Back to Route Listings](#)







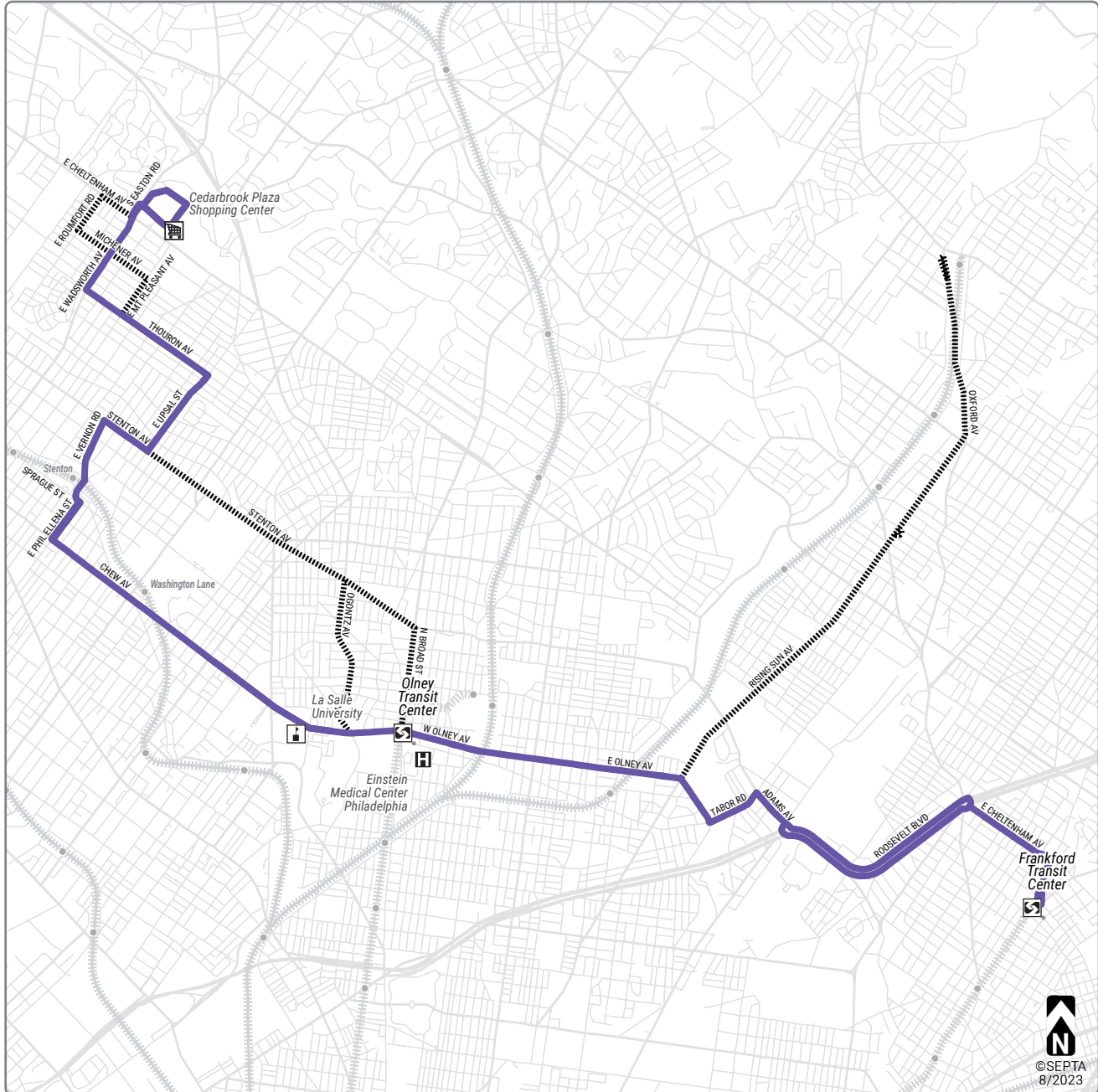
# ROUTE 18

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
- ..... ROUTE DISCONTINUED

[Back to Route Listings](#)

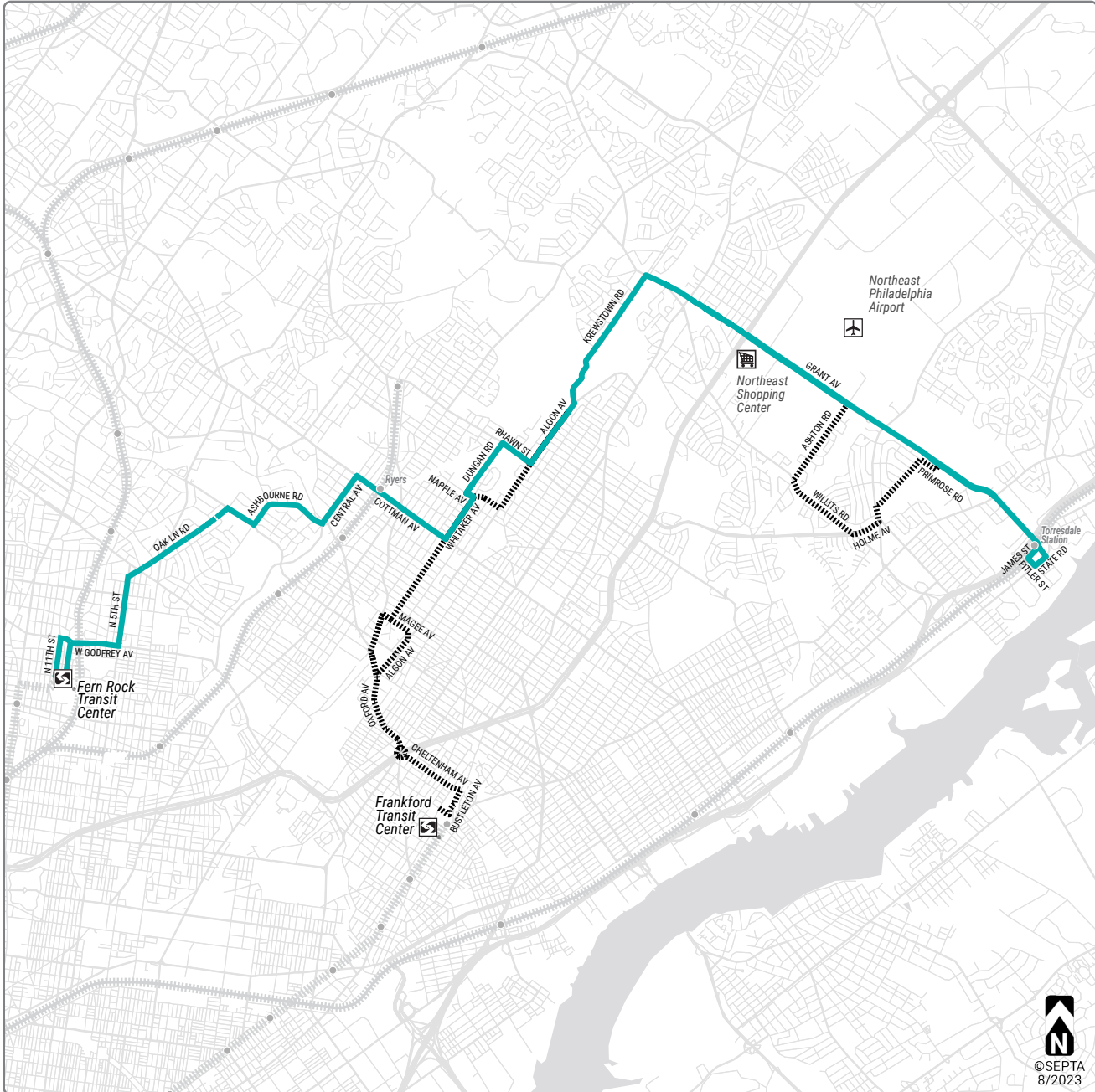
# ROUTE 19

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**

[Back to Route Listings](#)



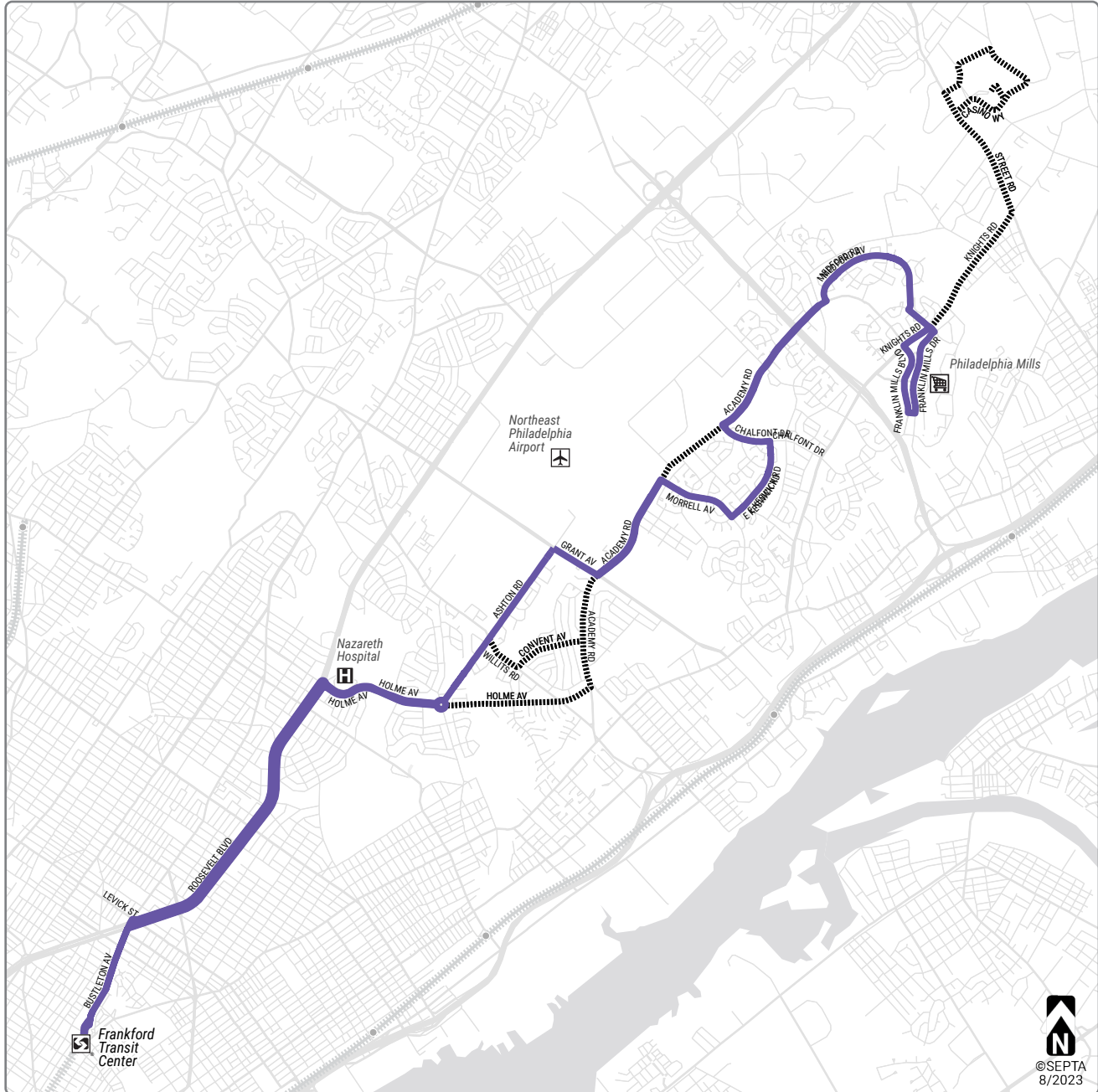
# ROUTE 20

## 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. Route 87 will replace existing Route 20 service between Philadelphia Mills and Parx Casino.



**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](#)



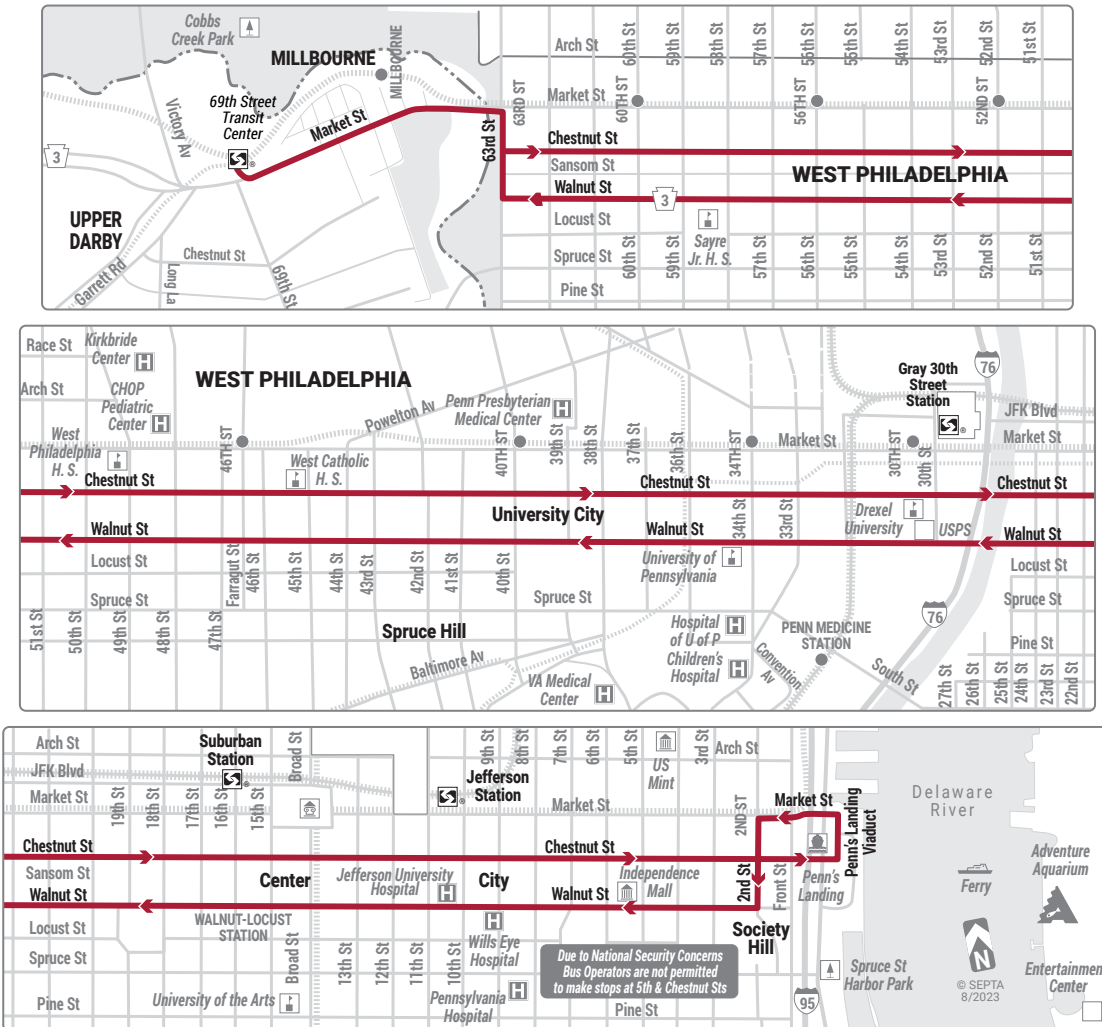
# ROUTE 21

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**

[Back to Route Listings](#)

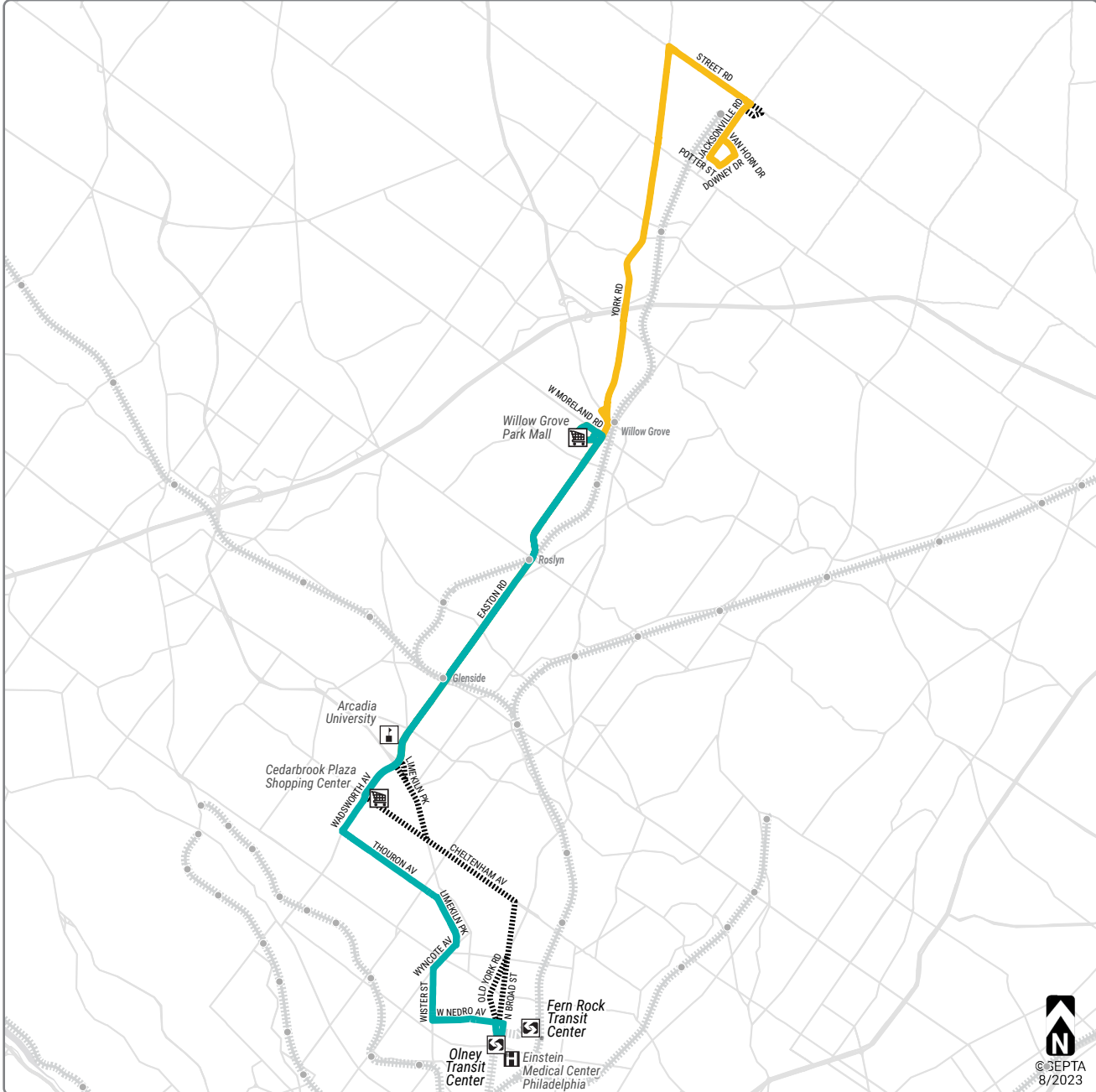
# ROUTE 22

*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**

[Back to Route Listings](#)

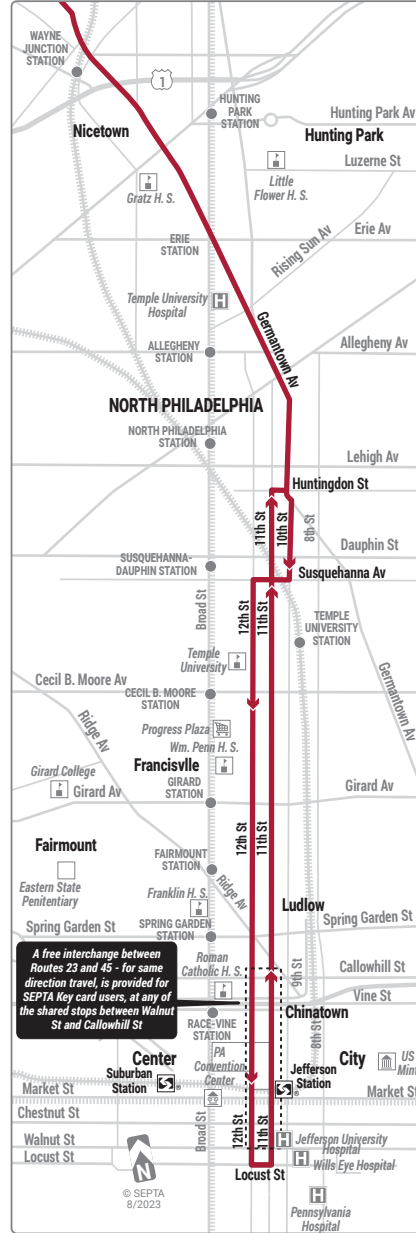
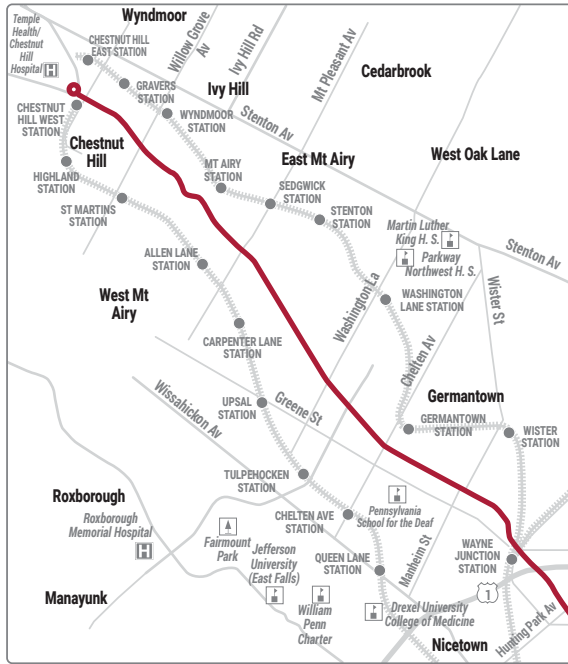
# ROUTE 23

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**

Back to Route Listings

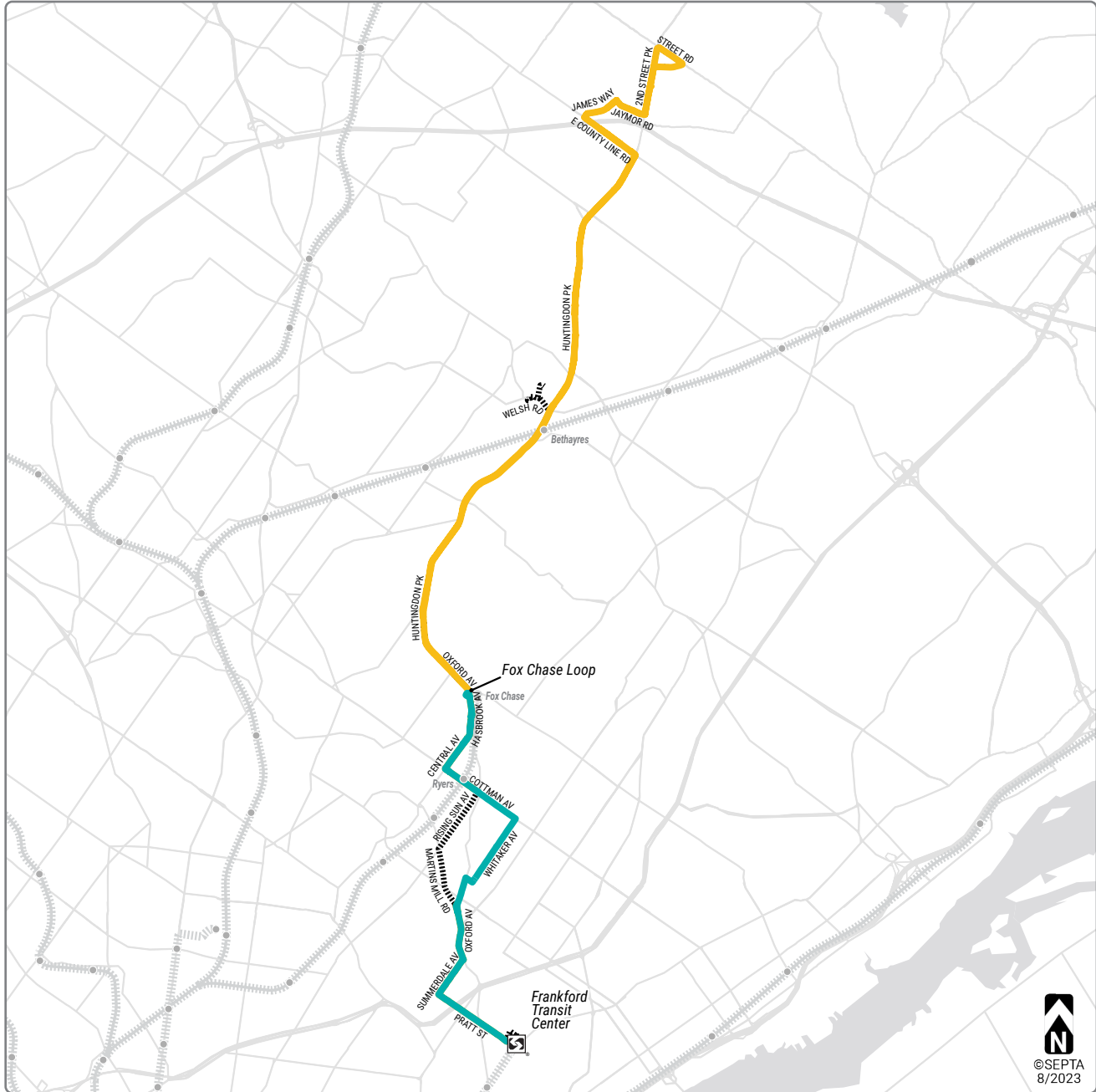
# ROUTE 24

*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**

[Back to Route Listings](#)

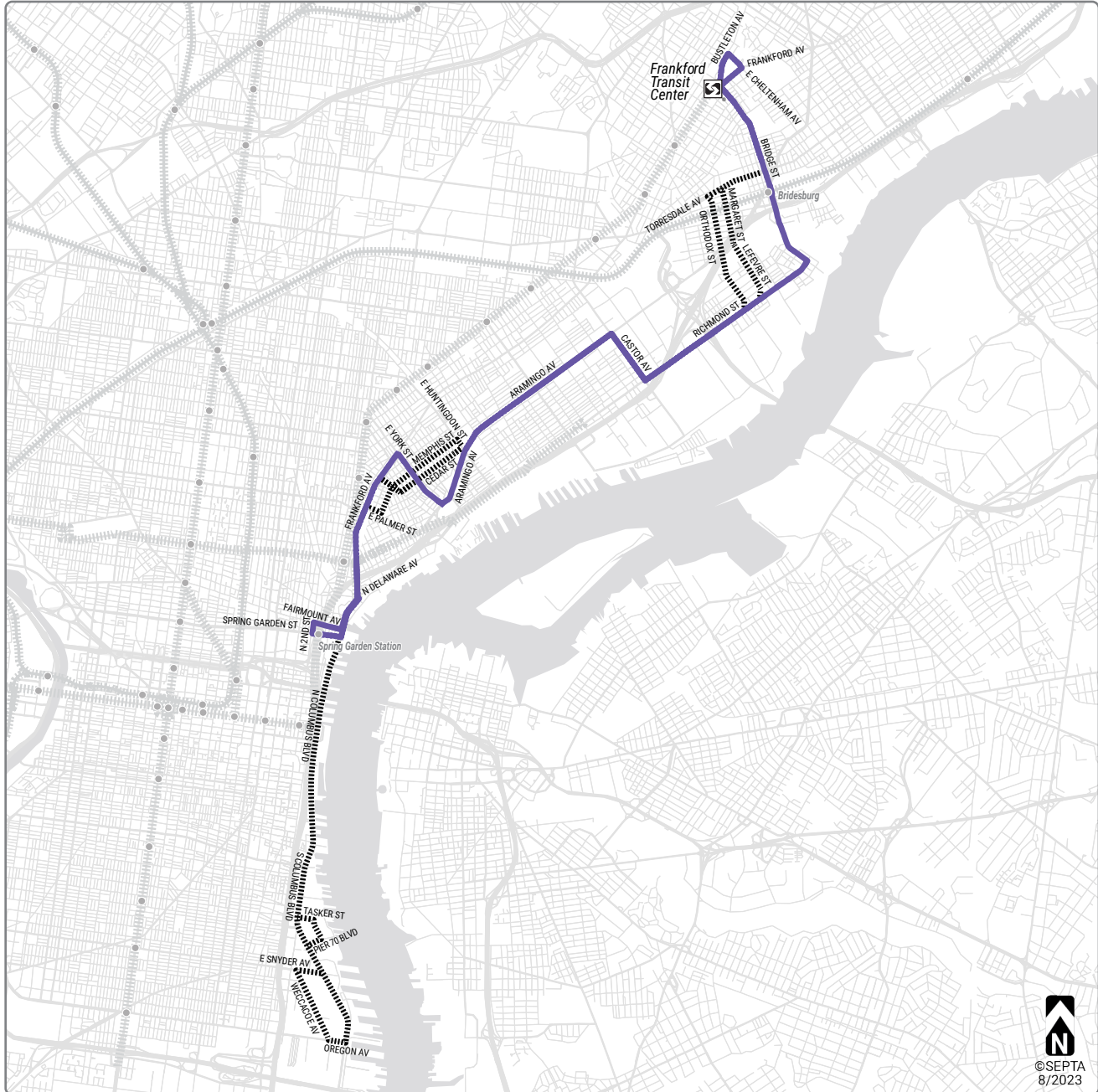
# ROUTE 25

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** (solid blue line)

**ROUTE DISCONTINUED** (dotted line)

[Back to Route Listings](#)





# ROUTE 26

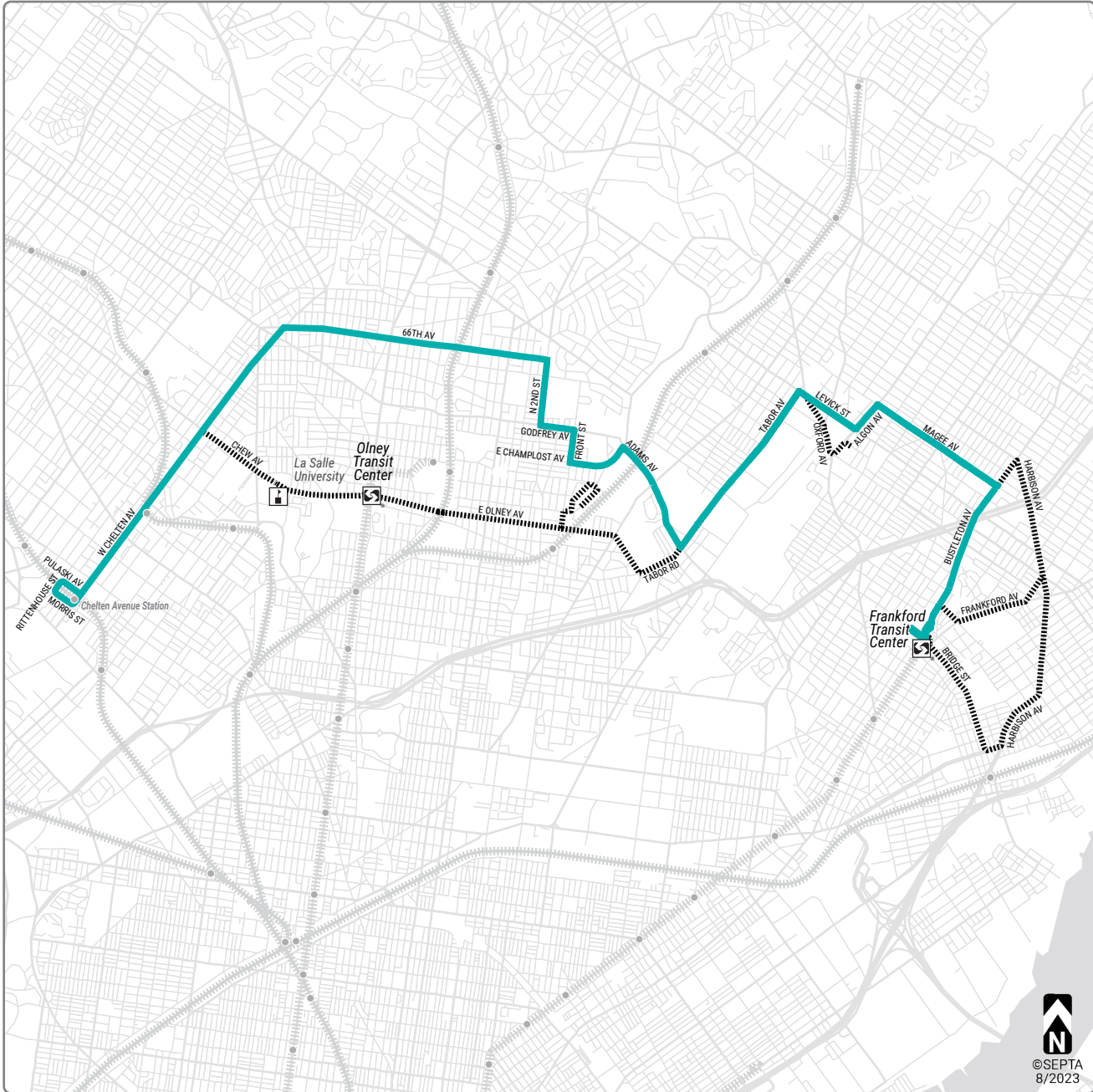
Frankford Transit Center to Cheltenham Av Station

# UPDATE

Changed Route

30 MAX

**What SEPTA is Proposing** - Since the public hearings in September, we've updated this route by extending to Cheltenham Avenue Station to serve much of Route K's existing alignment. Parts of Routes 26 and K will be combined to provide a crosstown connection between Cheltenham Ave Station and Frankford Transit Center via Cheltenham Avenue and 66th Avenue. Route 65 will also serve riders traveling between Germantown and Olney Transit Center. Route 18 will also 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

[Back to Route Listings](#)



# ROUTE 27

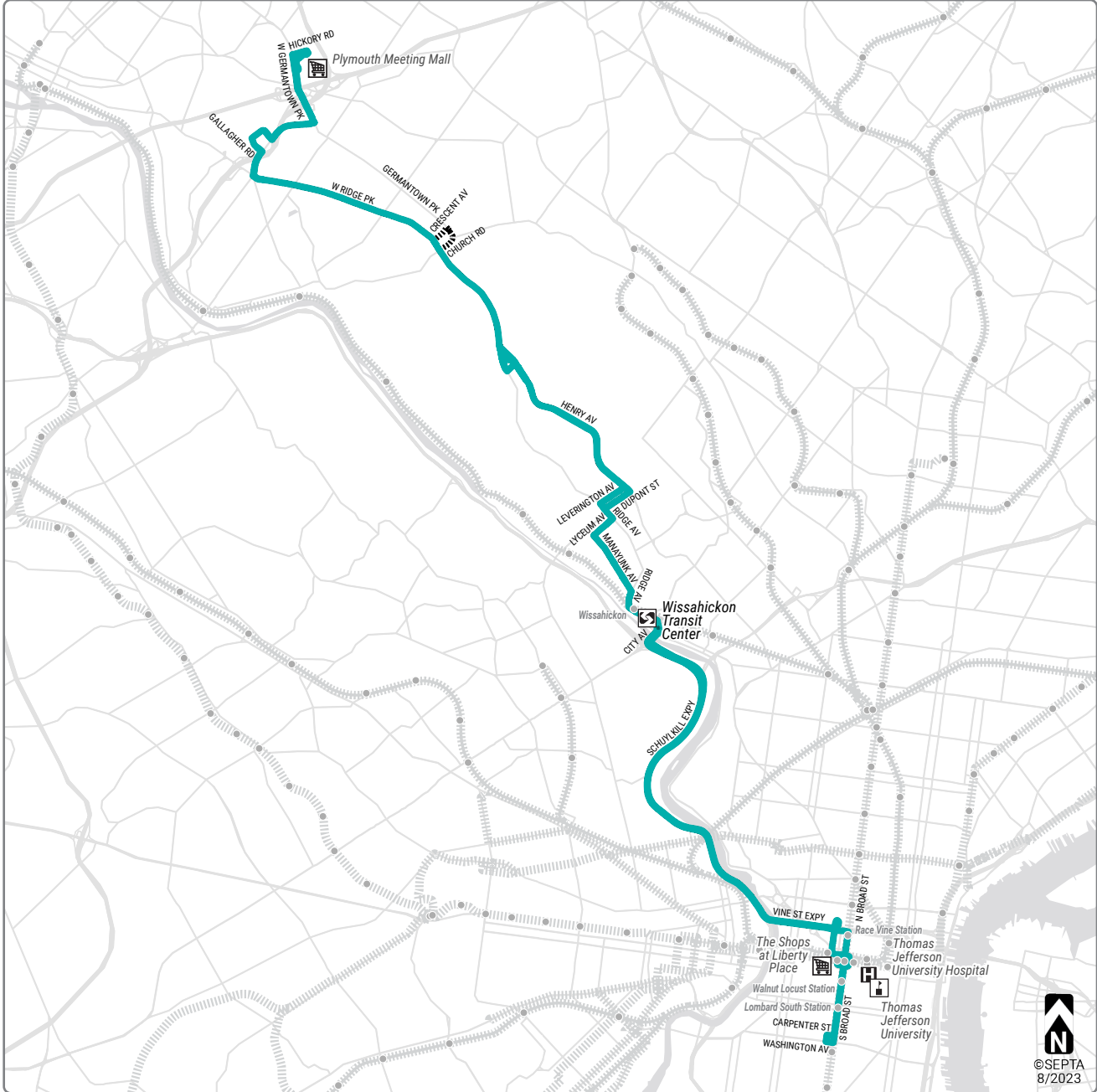
*Broad-Carpenter to Plymouth Meeting Mall*  
*Broad-Carpenter to Ridge-Cathedral*

# UPDATE

Changed Route

**30 MAX**

**What SEPTA is Proposing** - Route 27 will operate between Plymouth Meeting Mall and Broad & Carpenter Streets in South Philadelphia. Service to Barren Hill will be discontinued and some peak-period trips will operate only between Ridge and Cathedral and Center City. 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** (solid teal line)
- ROUTE DISCONTINUED** (dashed grey line)

[Back to Route Listings](#)

# ROUTE 28

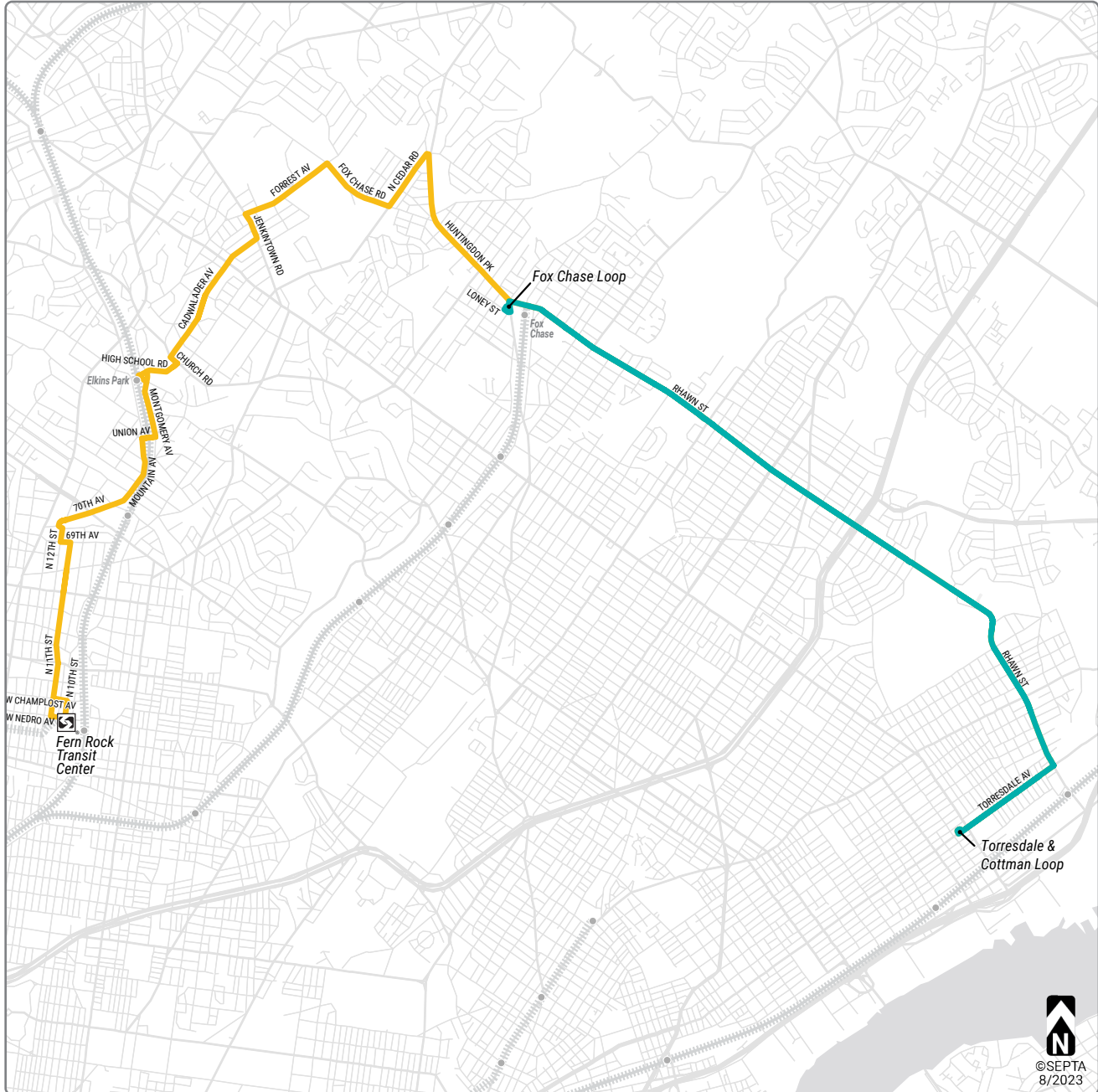
Torresdale-Cottman to Fox Chase  
Torresdale-Cottman to Fern Rock Transit Center

# UPDATE

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. It will provide 30 MAX service east of Fox Chase Loop and 60 MAX service between Fox Chase and Fern Rock Transit Center. Since the public hearings in September, we've updated this route to restore its current alignment via Cedar Road, Fox Chase Road, and Forrest 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**

[Back to Route Listings](#)



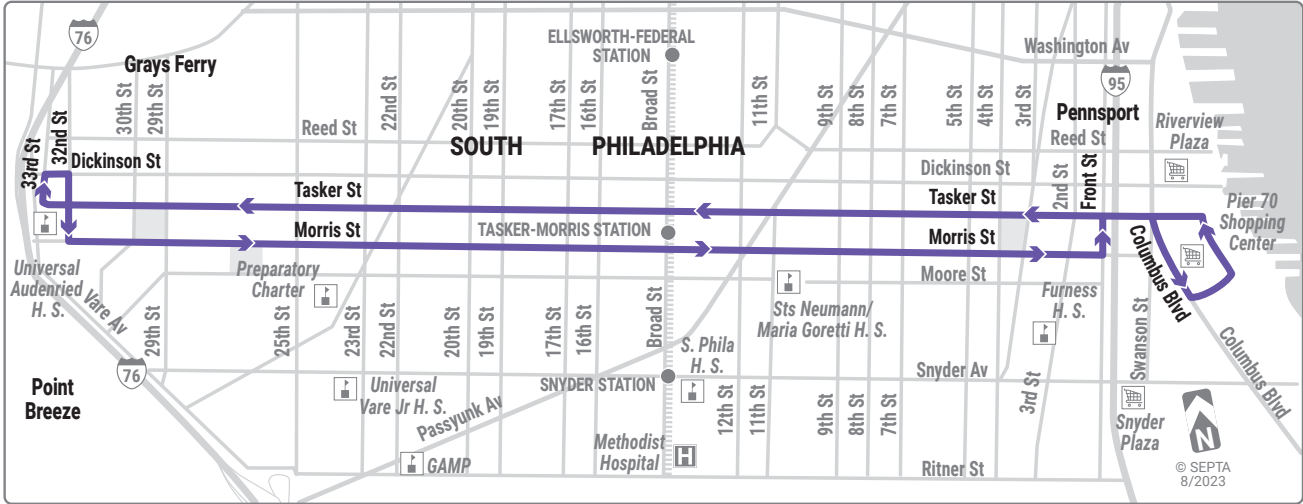
# ROUTE 29

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

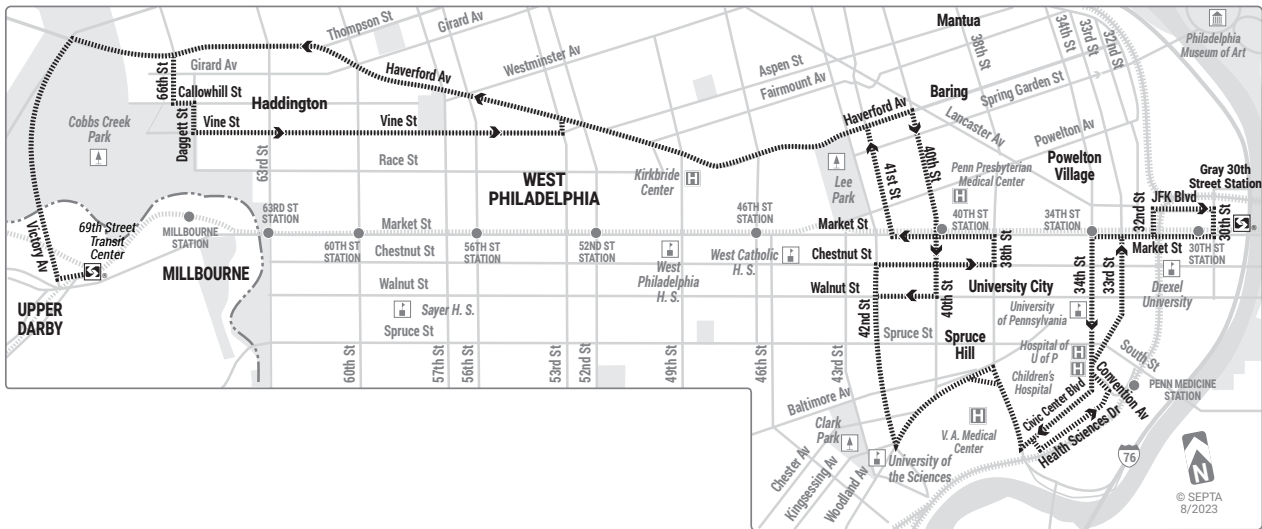
[Back to Route Listings](#)

# 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

[Back to Route Listings](#)

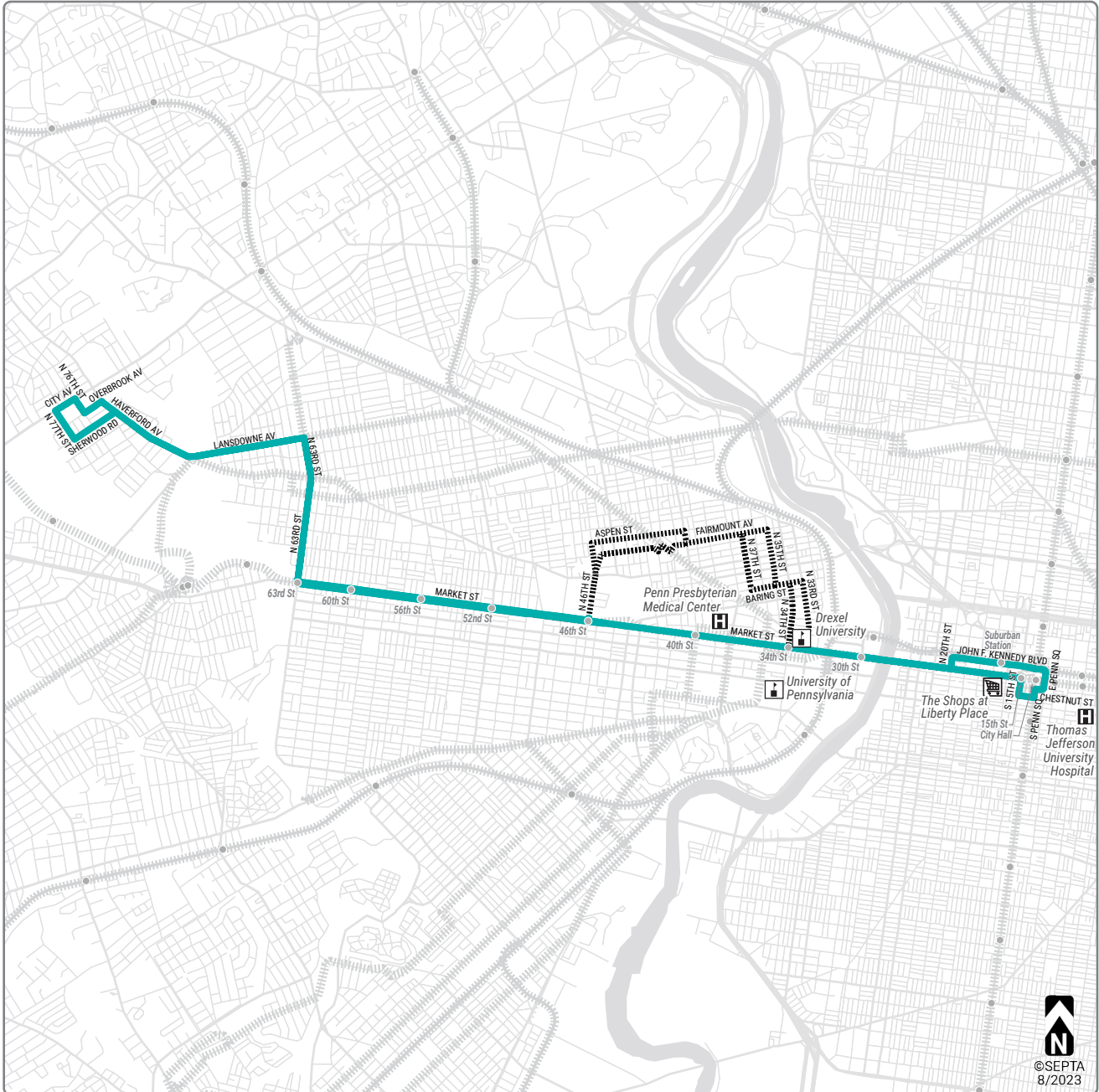
# ROUTE 31

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

[Back to Route Listings](#)

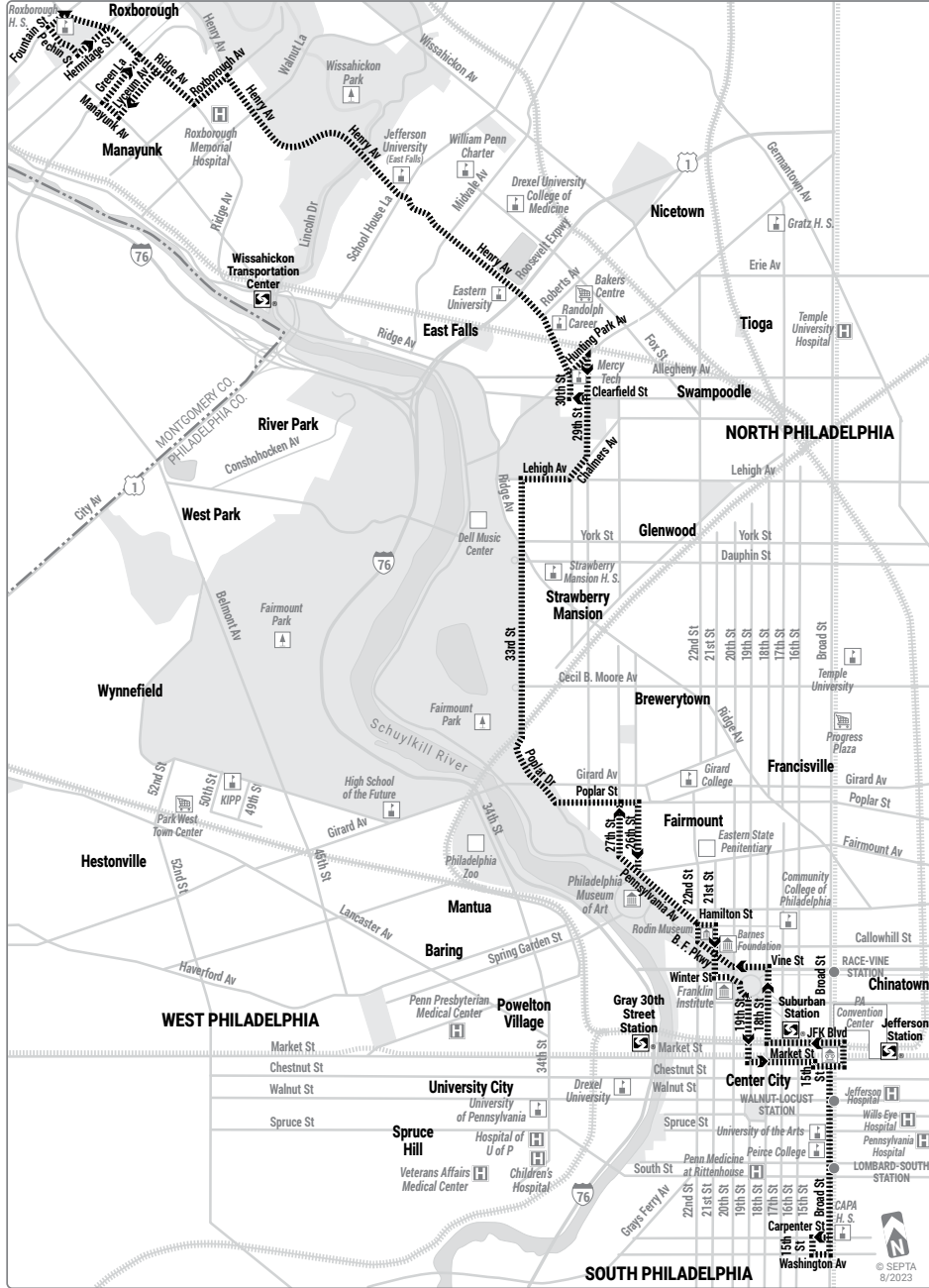


# ROUTE 32

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

[Back to Route Listings](#)





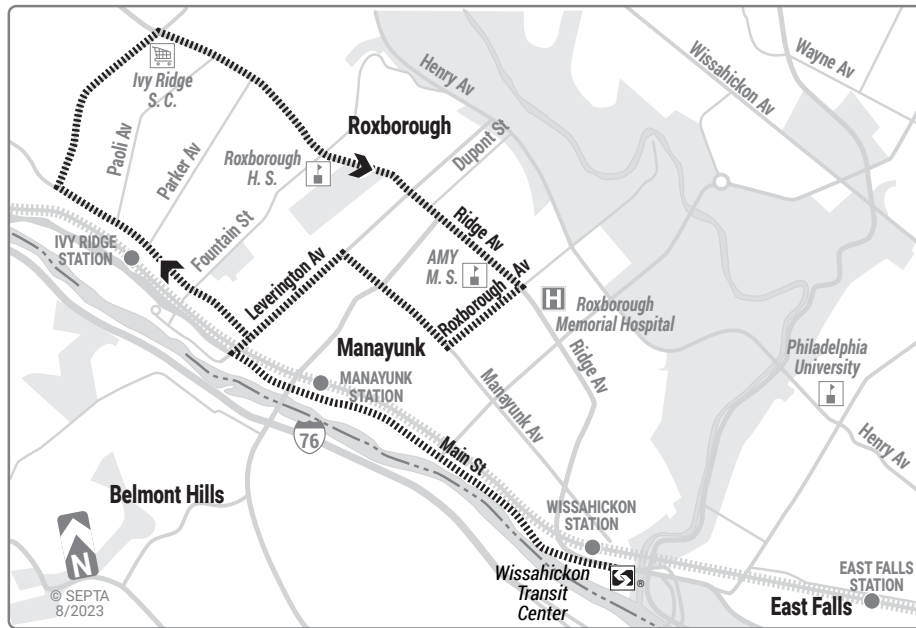


# ROUTE 35

## Manayunk Roxborough Loop

Discontinued Route

**What SEPTA is Proposing** - Route 35 will be discontinued. Route 61 will replace Route 35 on Domino Lane, Umbria Street, and Main Street between Ridge Avenue and Wissahickon Transit Center. Route 27 will replace service on Manayunk Avenue. Route 9 will replace service on Ridge Avenue



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

[Back to Route Listings](#)

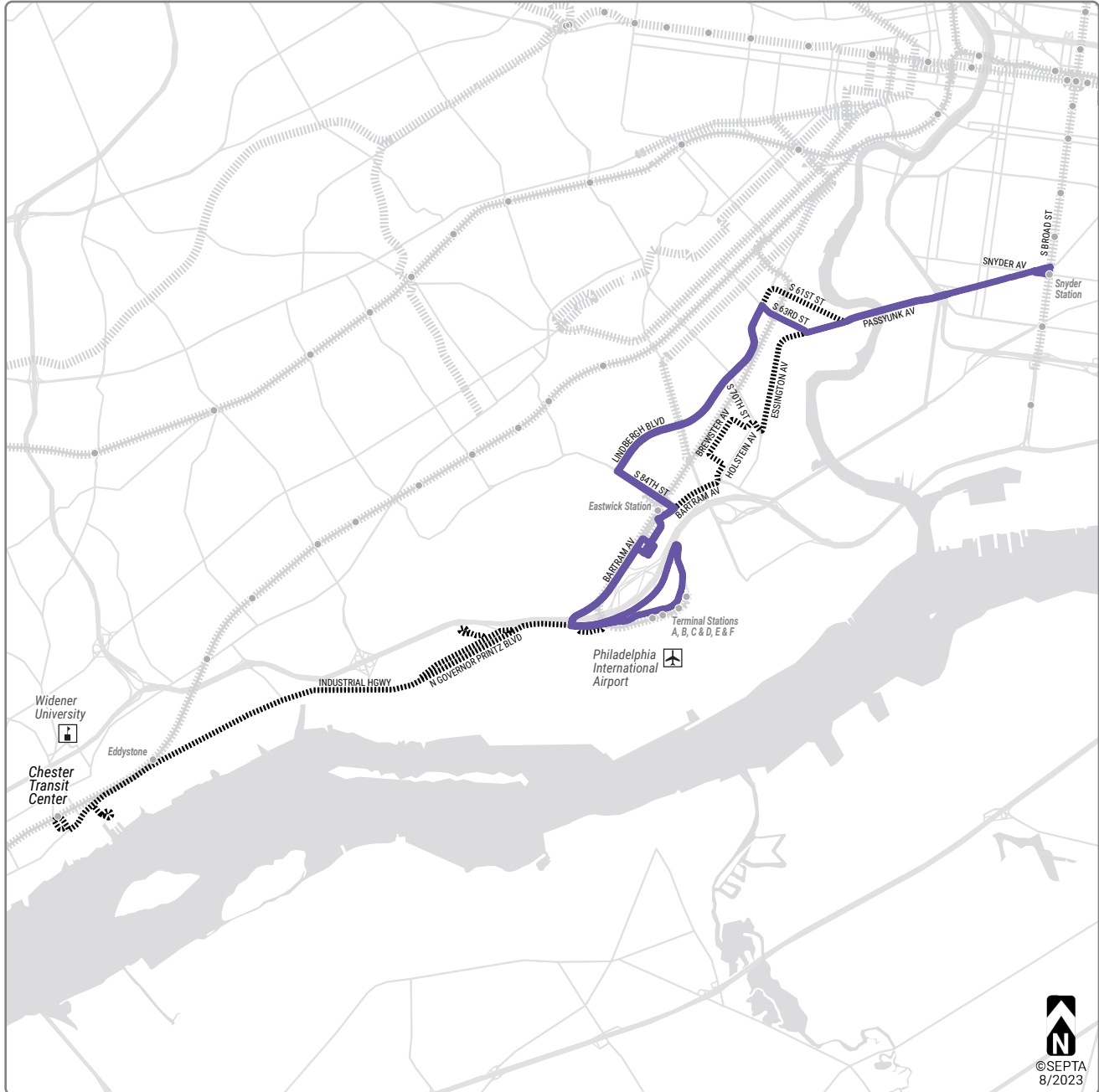
# ROUTE 37

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**

[Back to Route Listings](#)



# ROUTE 38

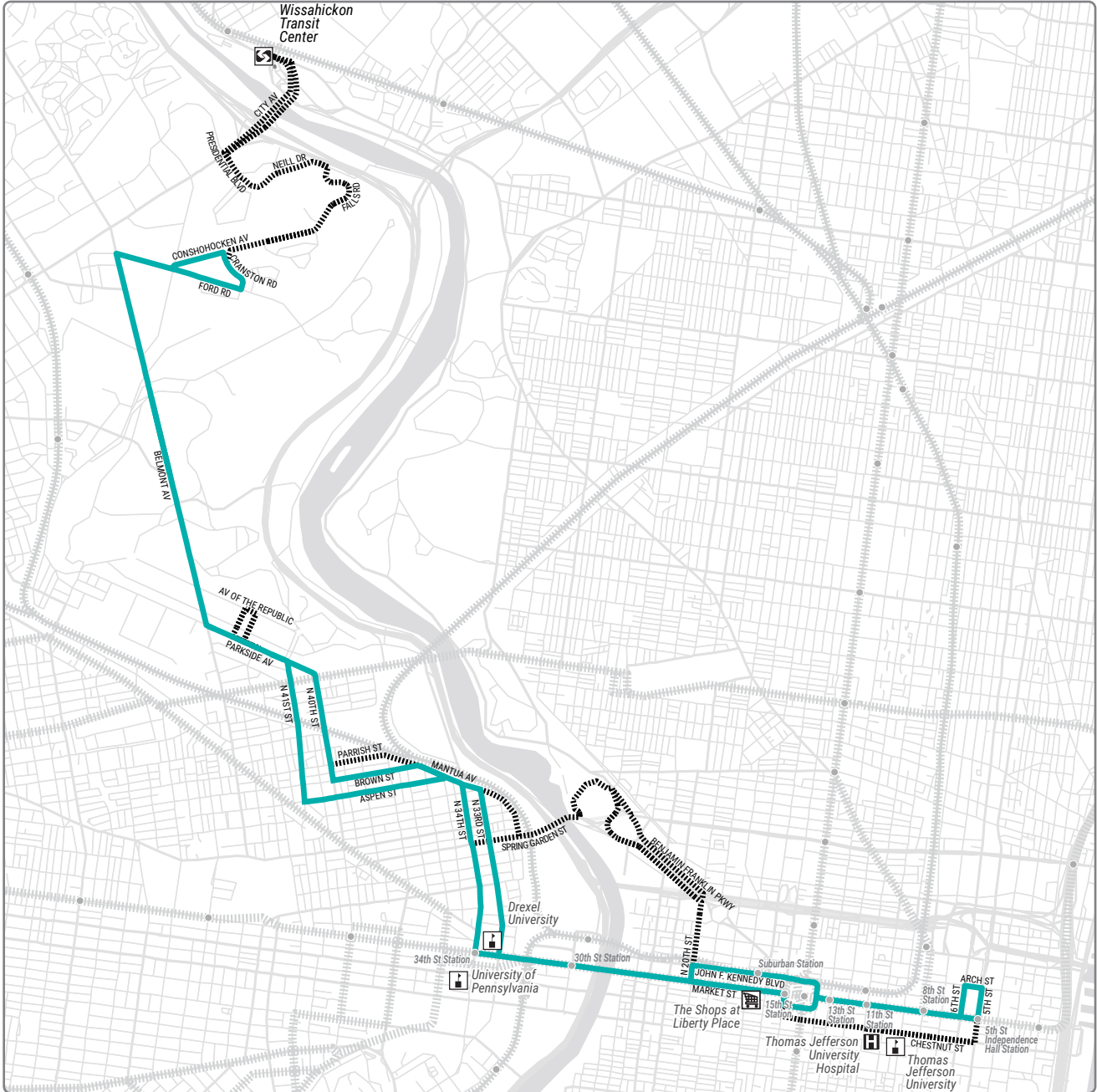
5th-Market to Conshohocken-Monument

# UPDATE

Changed Route

30 MAX

**What SEPTA is Proposing** - Route 38 will provide service between Wynnefield and Center City via Mantua and Powelton. Since the public hearings in September, this route has been realigned slightly in Belmont to provide northbound service via 41st Street.



**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 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

[Back to Route Listings](#)

# ROUTE 40

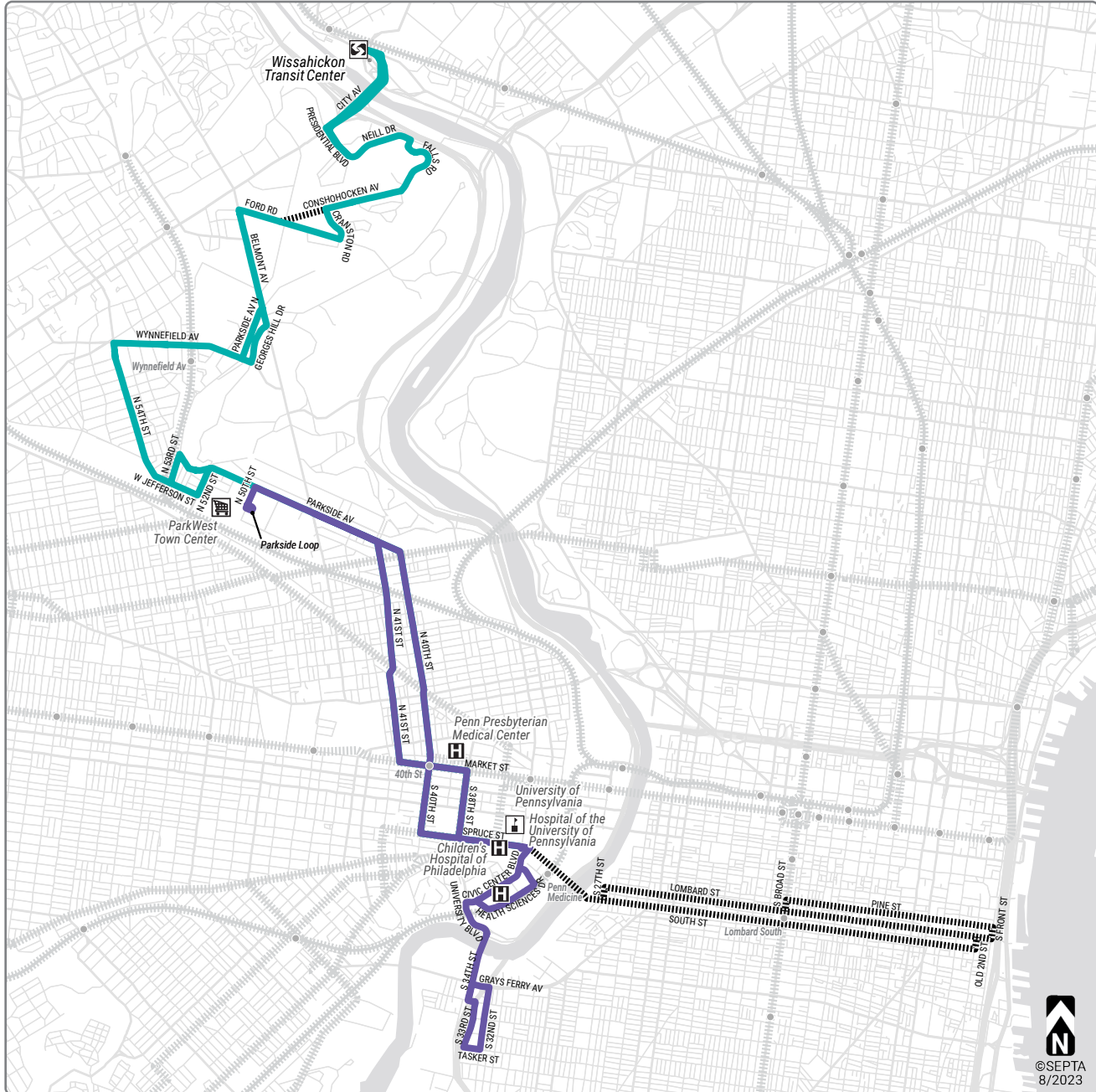
33rd-Dickinson to 50th-Parkside

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

[Back to Route Listings](#)

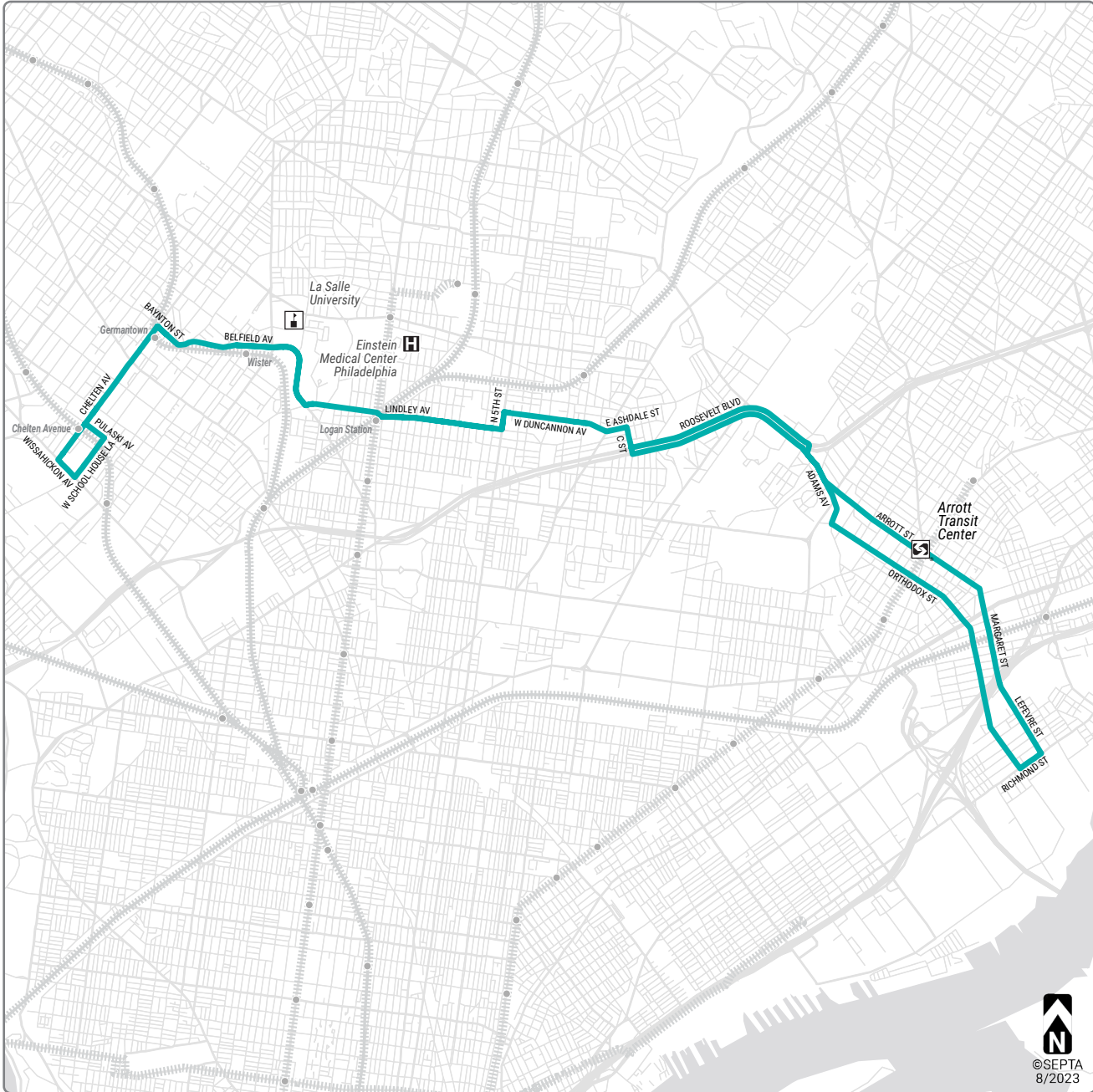
# ROUTE 41

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** (teal line)

**ROUTE DISCONTINUED** (grey line)

[Back to Route Listings](#)



# ROUTE 42

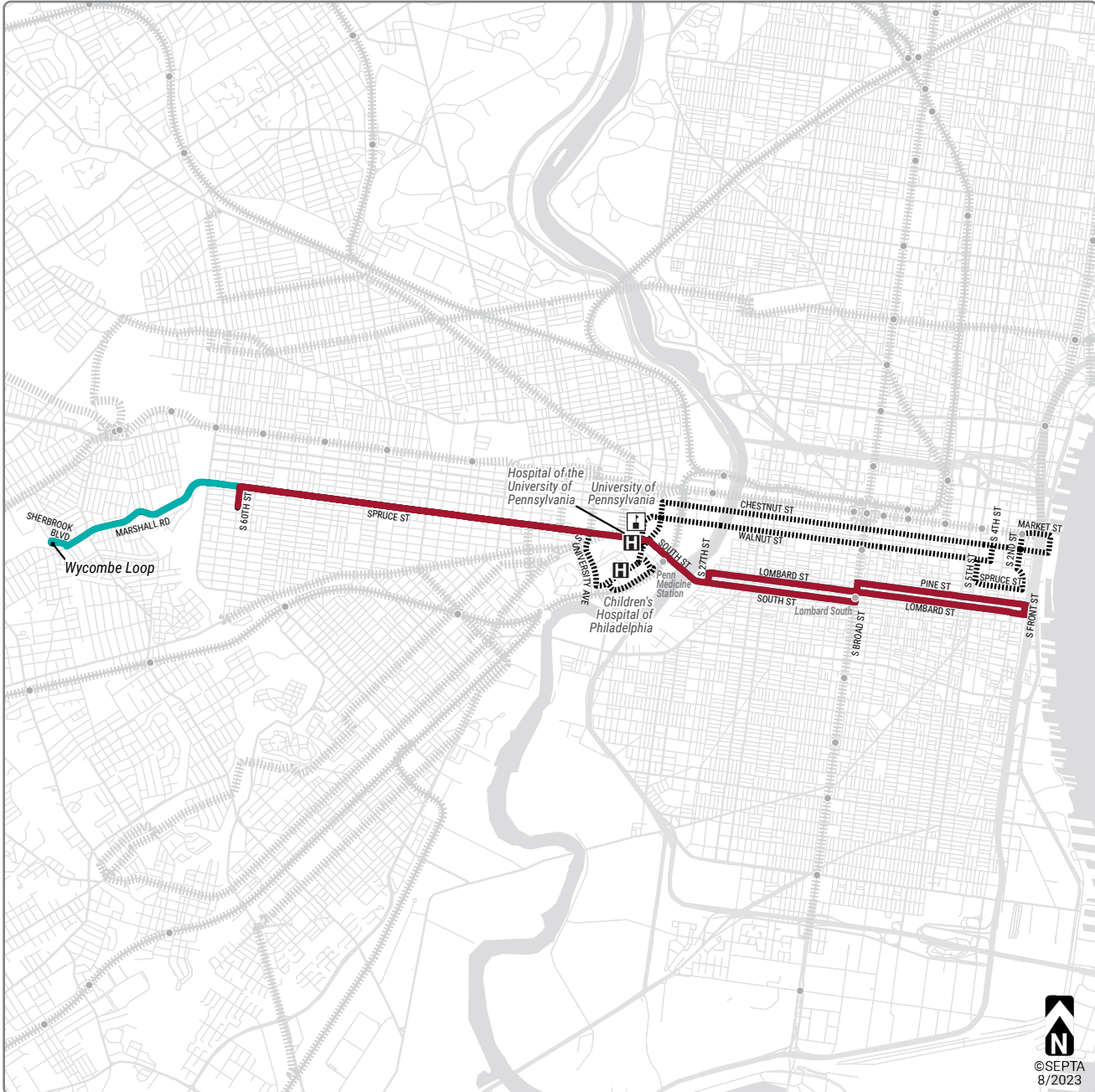
Wycombe Loop to 2nd-Lombard  
61st-Pine to 2nd-Lombard

# UPDATE

Changed Route

10 MAX 30 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. Since the public hearings in September, we've updated this route by reintroducing a short-turn pattern east of 61st Street and Pine Street.



**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**

[Back to Route Listings](#)



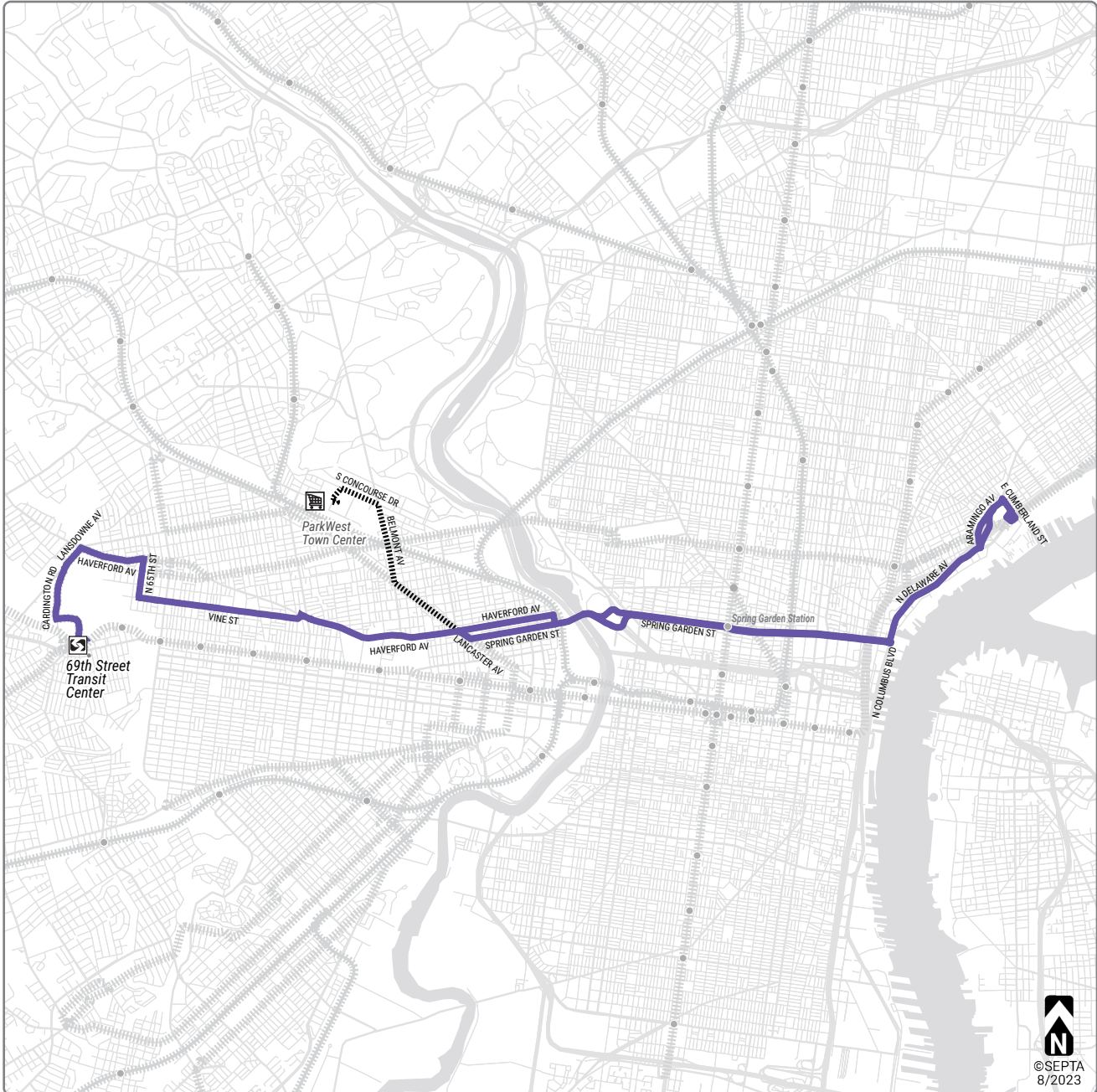
# ROUTE 43

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

[Back to Route Listings](#)





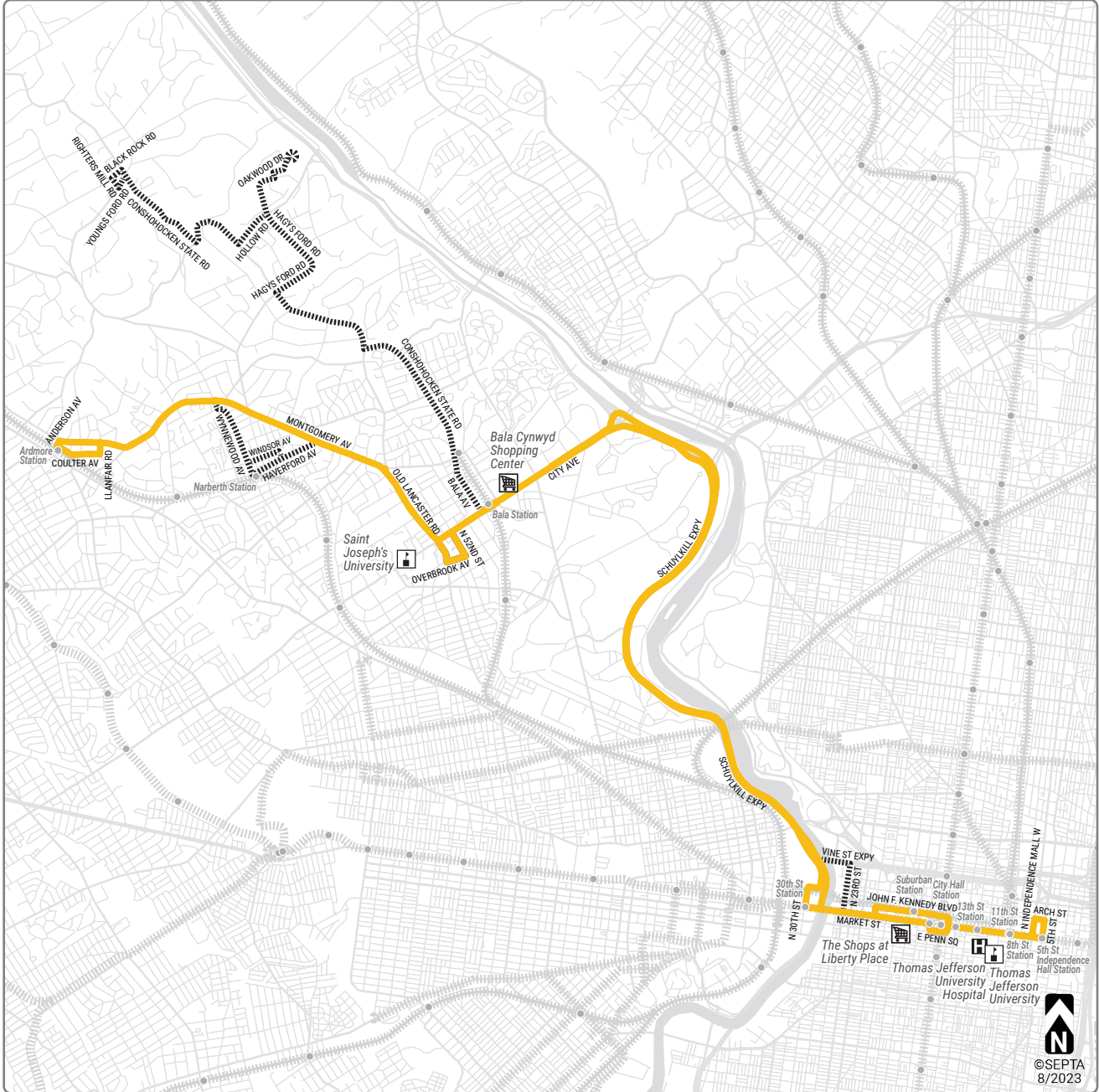
# ROUTE 44

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

[Back to Route Listings](#)



# ROUTE 45

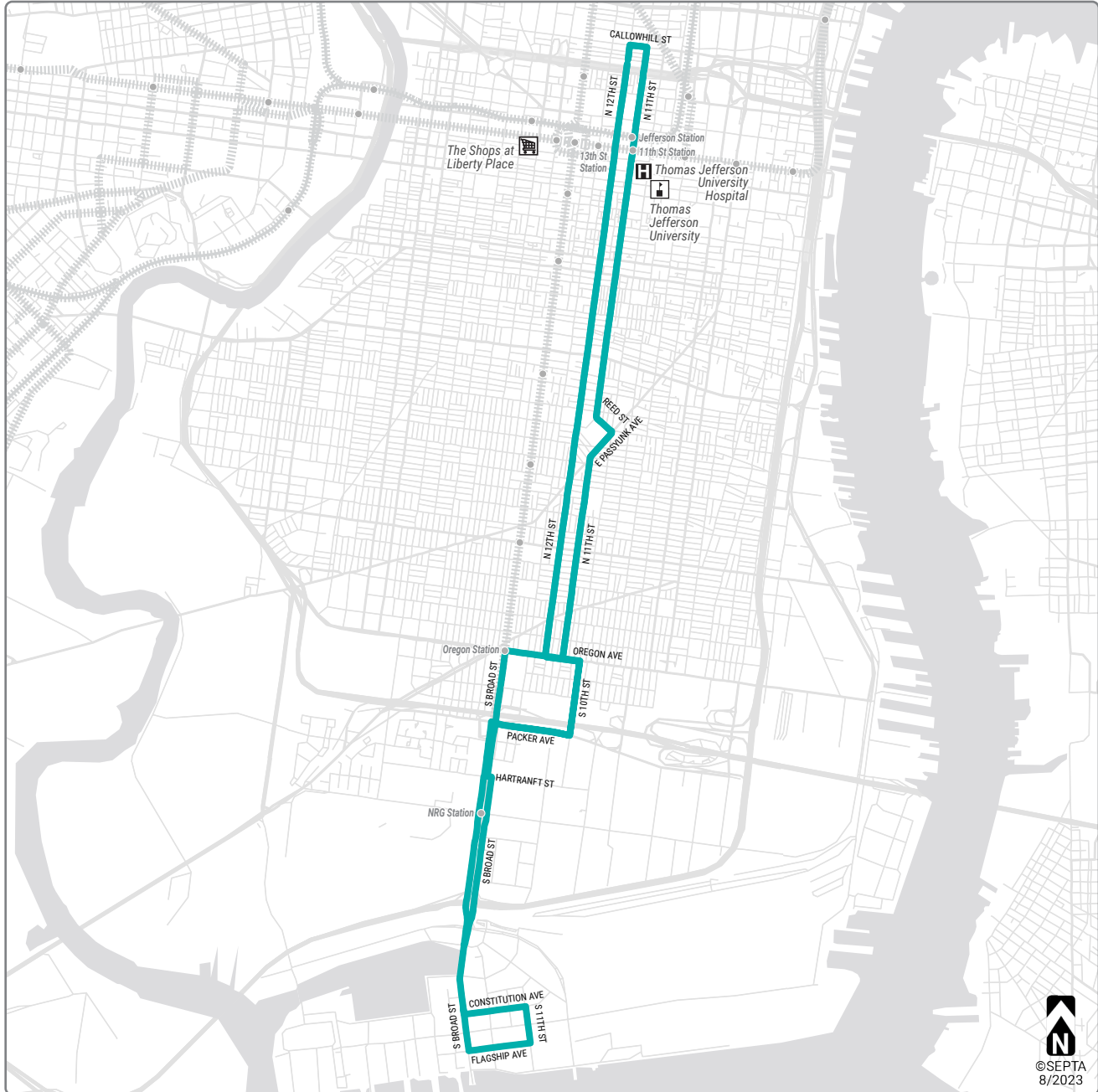
Broad-Oregon to Center City

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

[Back to Route Listings](#)



# 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 60th 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**

[Back to Route Listings](#)



# 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

Back to Route Listings

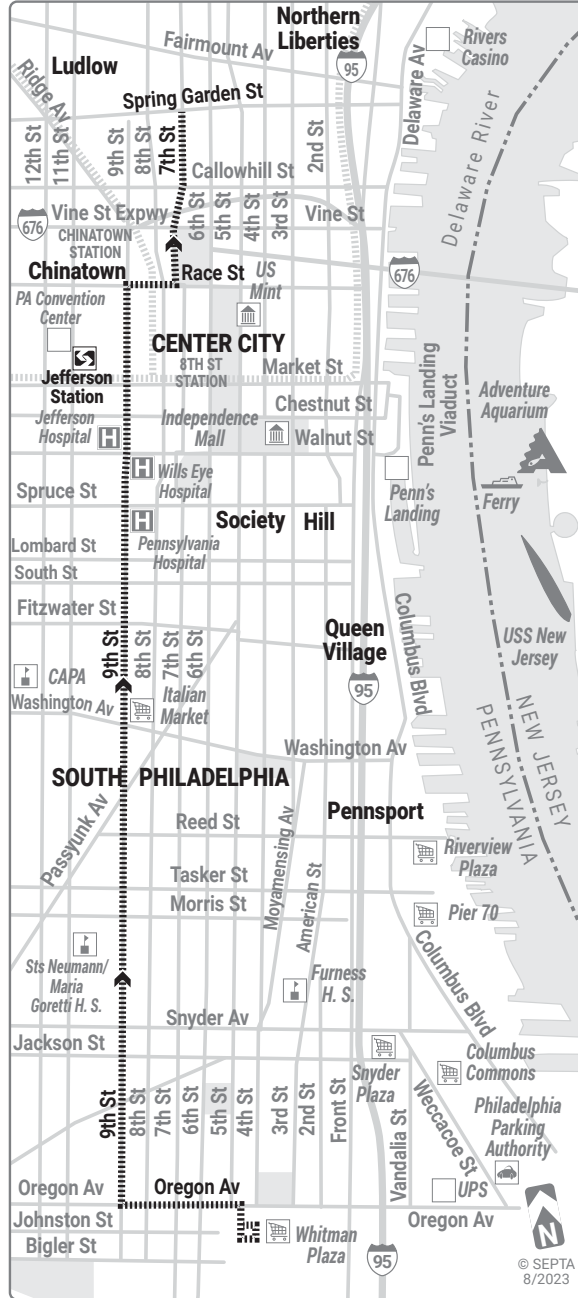


# ROUTE 47M

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**

[Back to Route Listings](#)

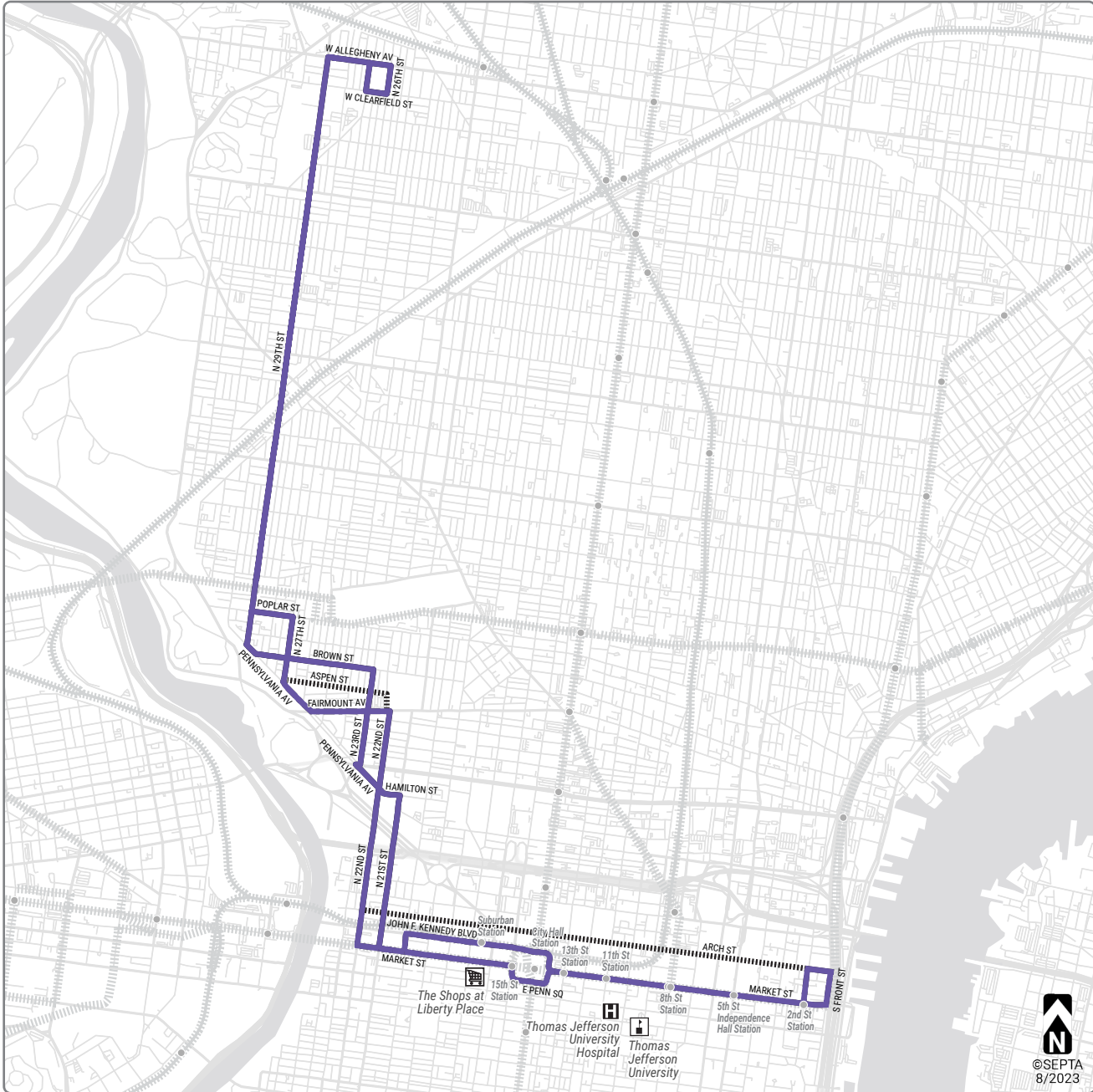
# ROUTE 48

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)

[Back to Route Listings](#)



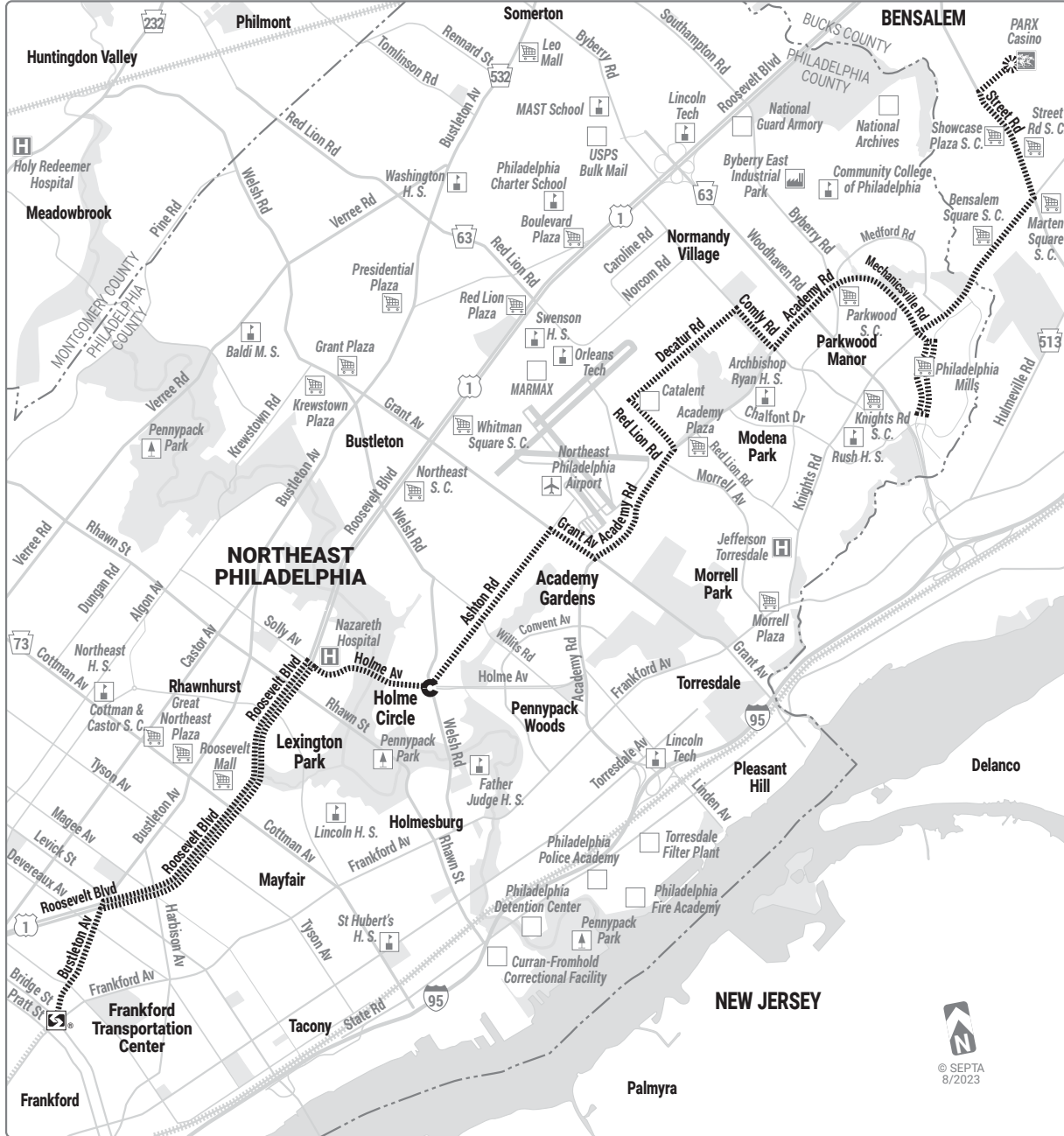


# ROUTE 50

Parx Casino via Philadelphia Mills to Frankford Transit Center

Discontinued Route

**What SEPTA is Proposing** - Route 50 will be discontinued. Riders can use Route 20 to travel between Frankford Transit Center and Philadelphia Mills. Route 87 will replace service between Philadelphia Mills and Parx Casino.



ROUTE ADJUSTMENT

----- ROUTE DISCONTINUED

Back to Route Listings



# ROUTE 51

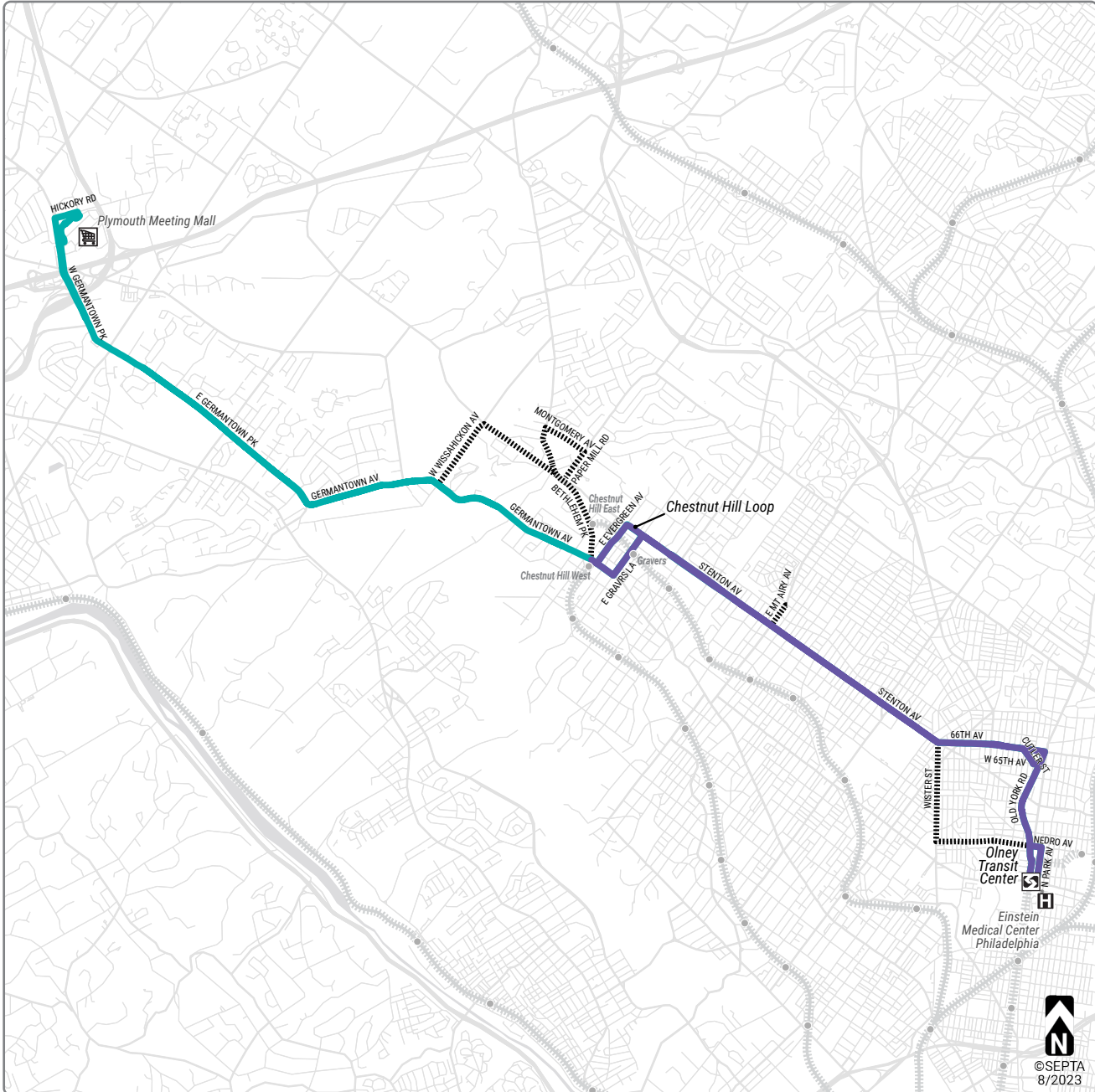
Chestnut Hill to Olney Transit Center

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 ADJUSTMENTS**

**ROUTE PROPOSED**

**ROUTE DISCONTINUED**

[Back to Route Listings](#)





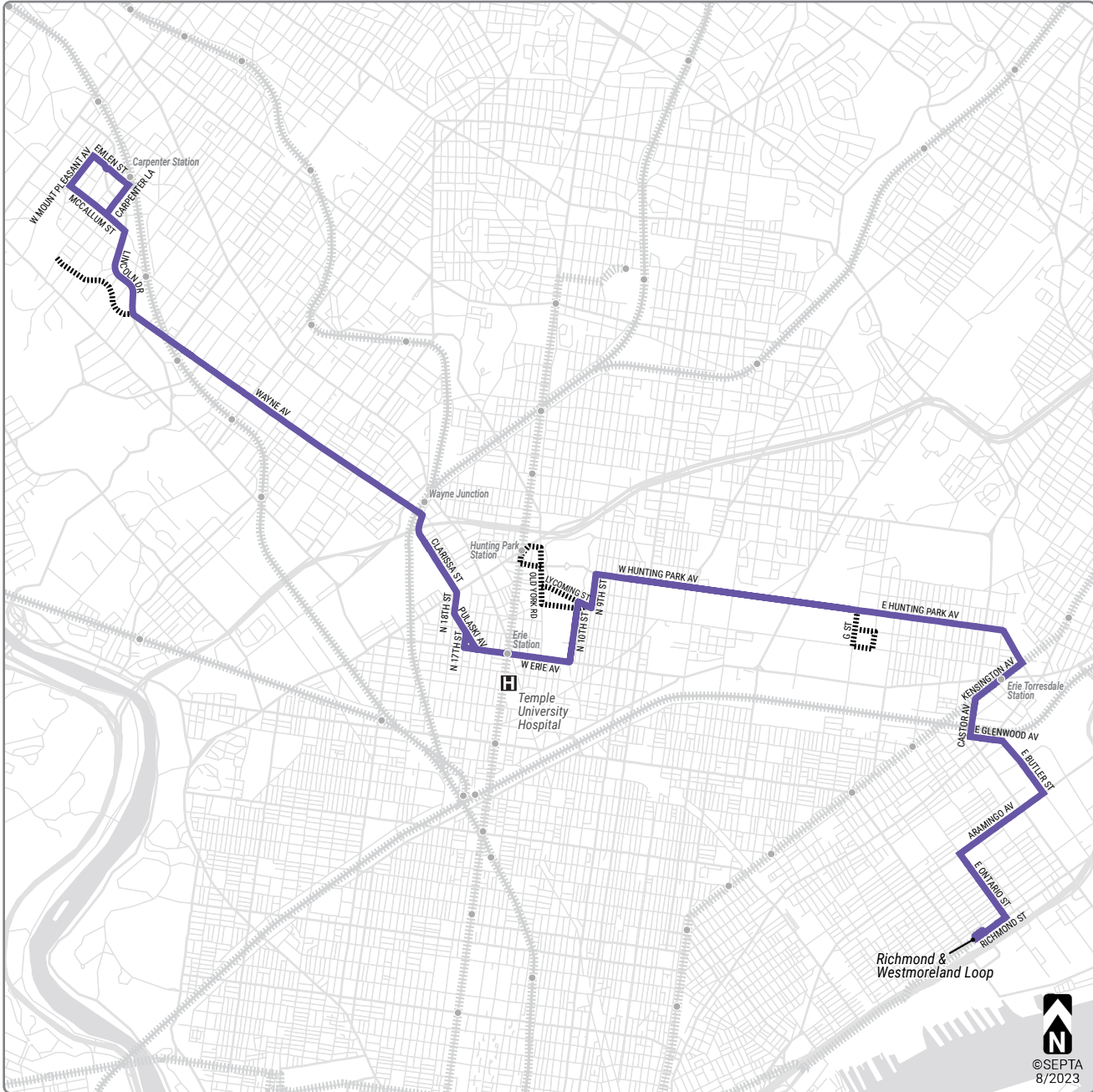
# ROUTE 53

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

[Back to Route Listings](#)



# ROUTE 55

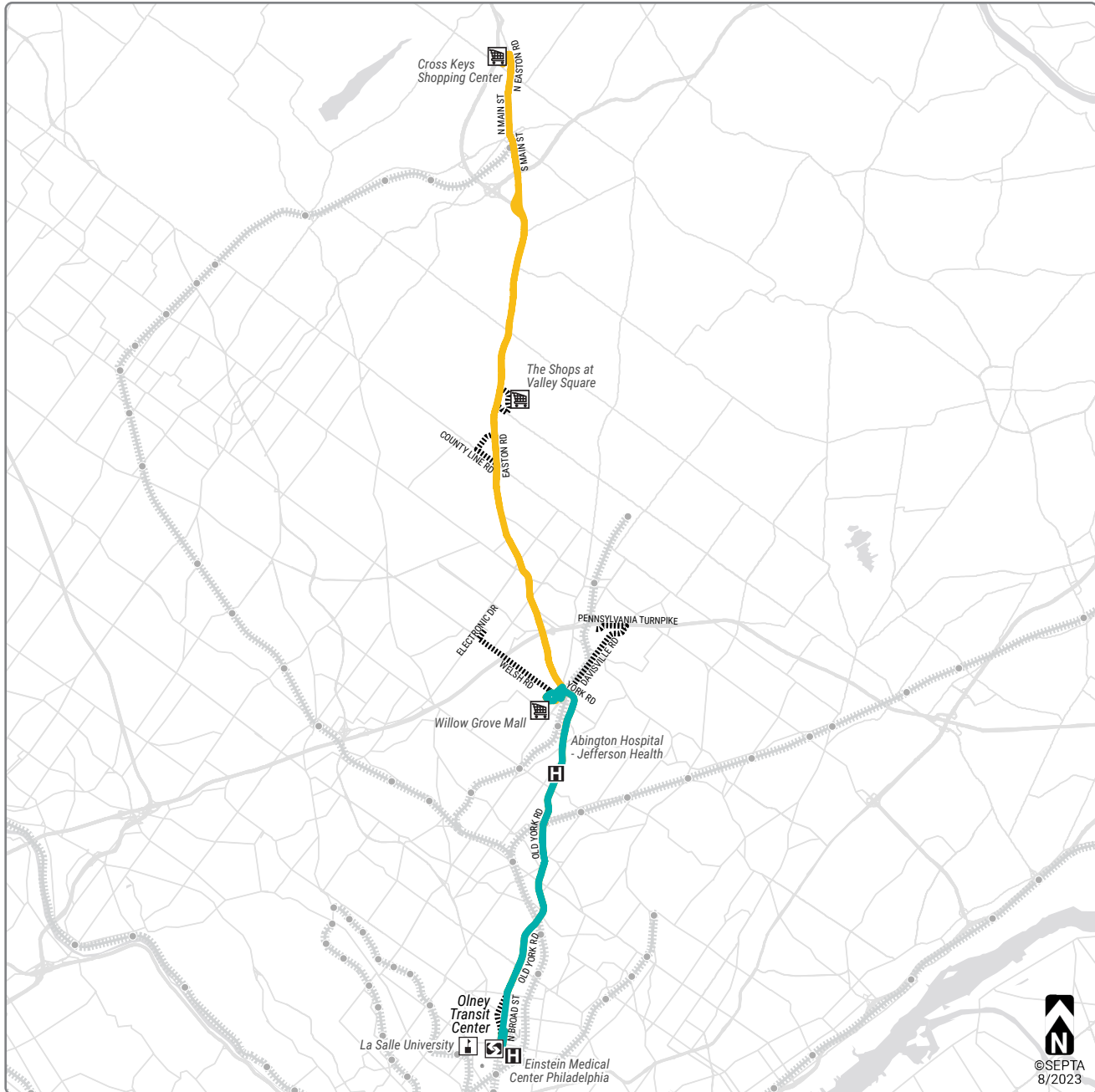
Willow Grove Mall to Olney Transit Center

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**

[Back to Route Listings](#)



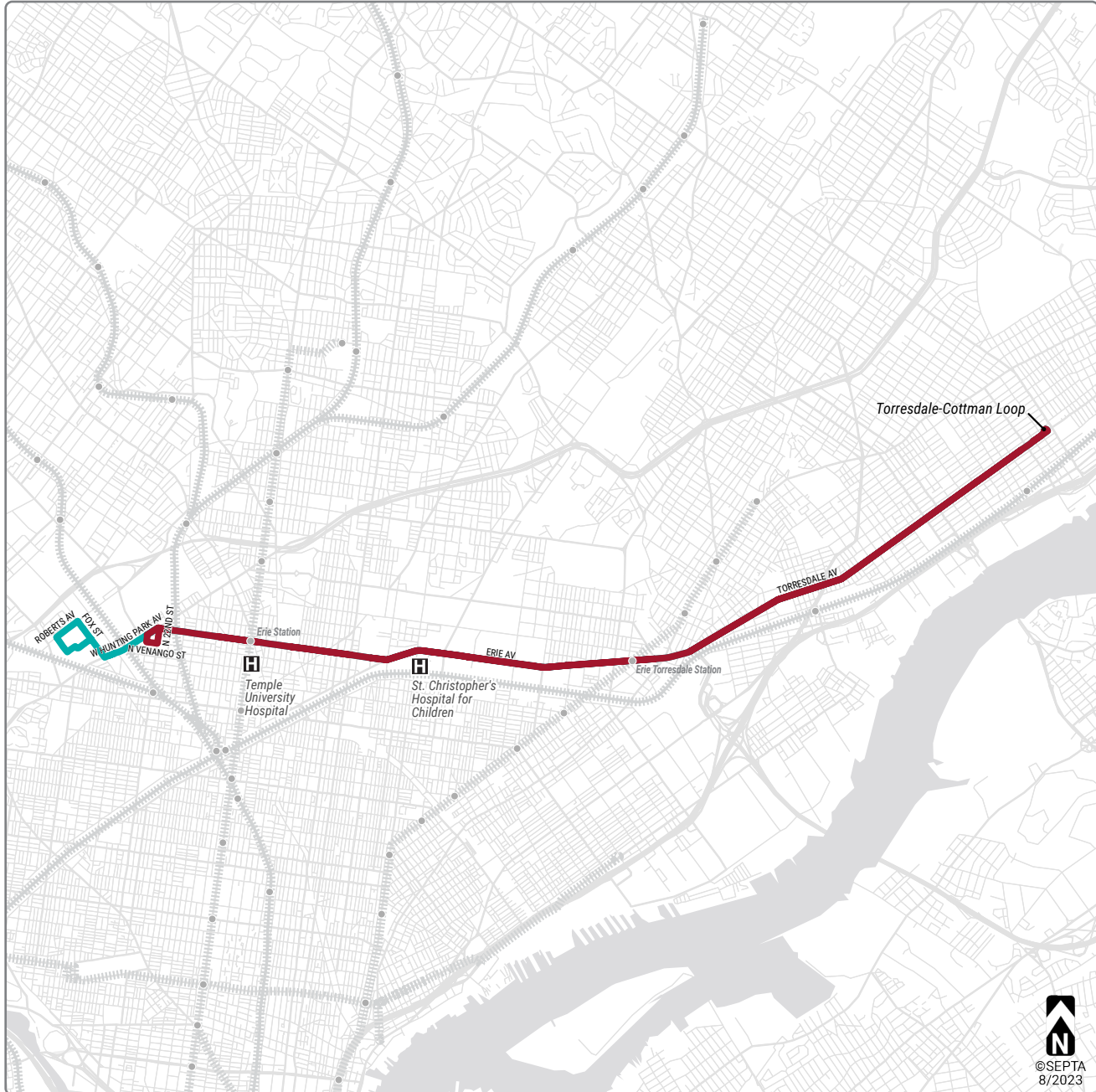
# ROUTE 56

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**

[Back to Route Listings](#)

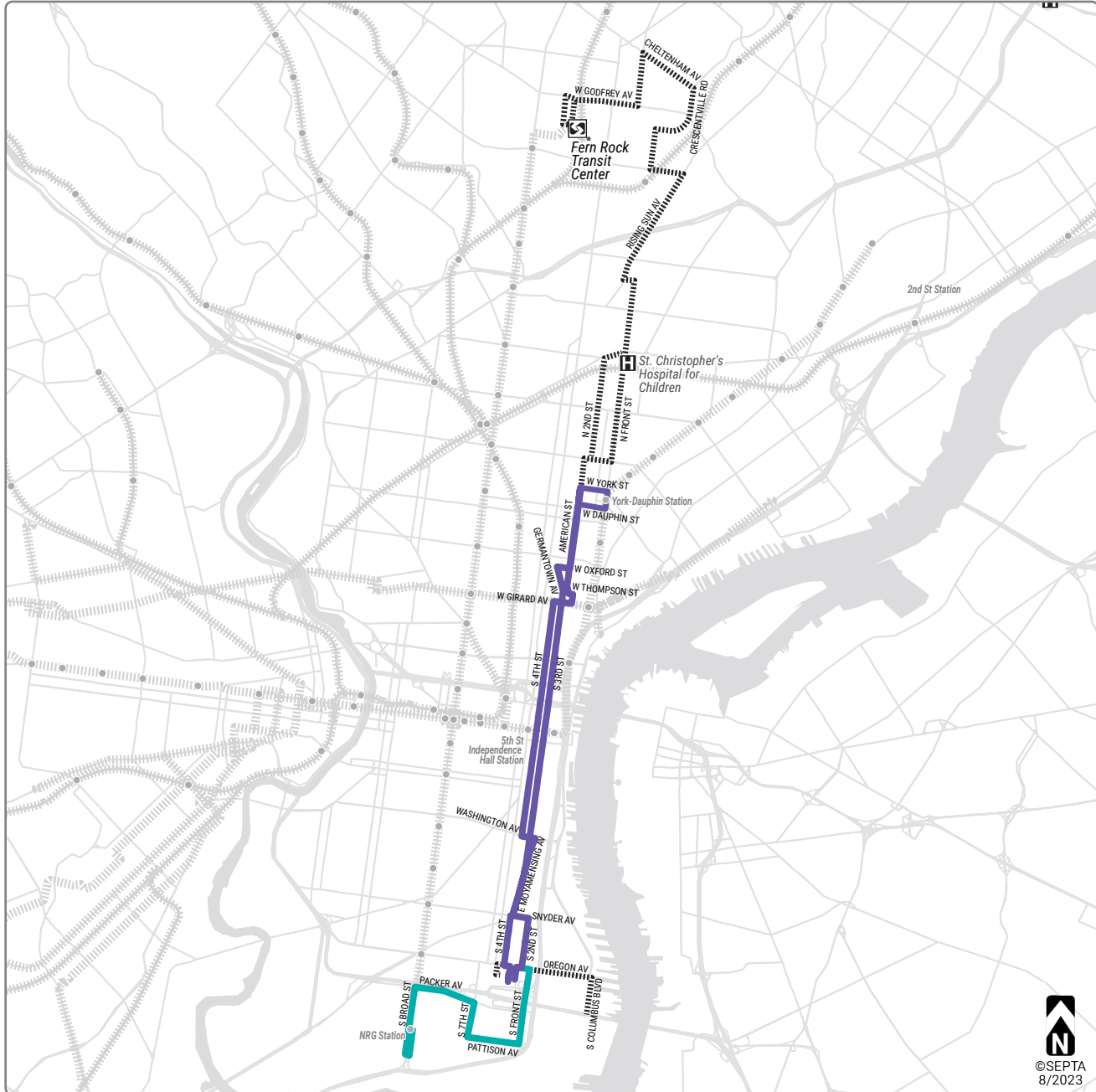
# ROUTE 57

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**

[Back to Route Listings](#)



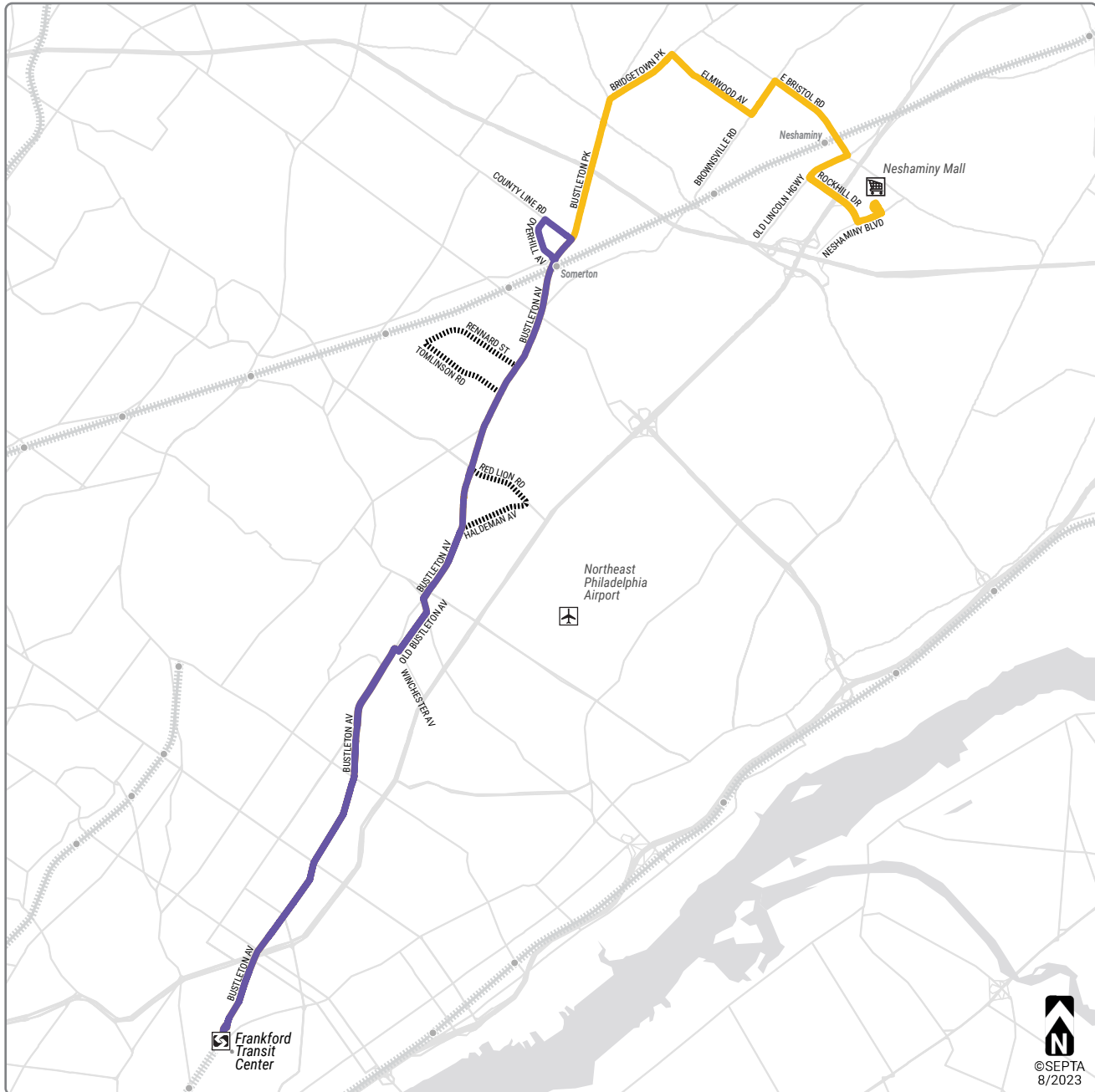
# ROUTE 58

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. Route 85 will provide service on Red Lion 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**

[Back to Route Listings](#)





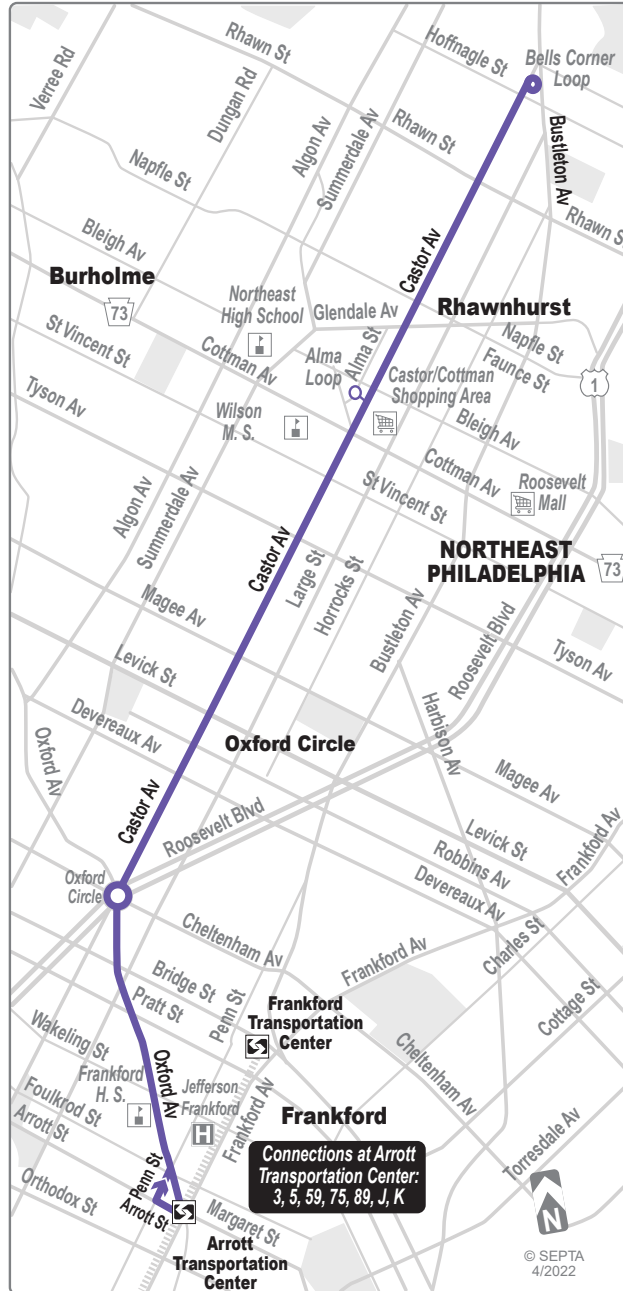
# ROUTE 59

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

[Back to Route Listings](#)

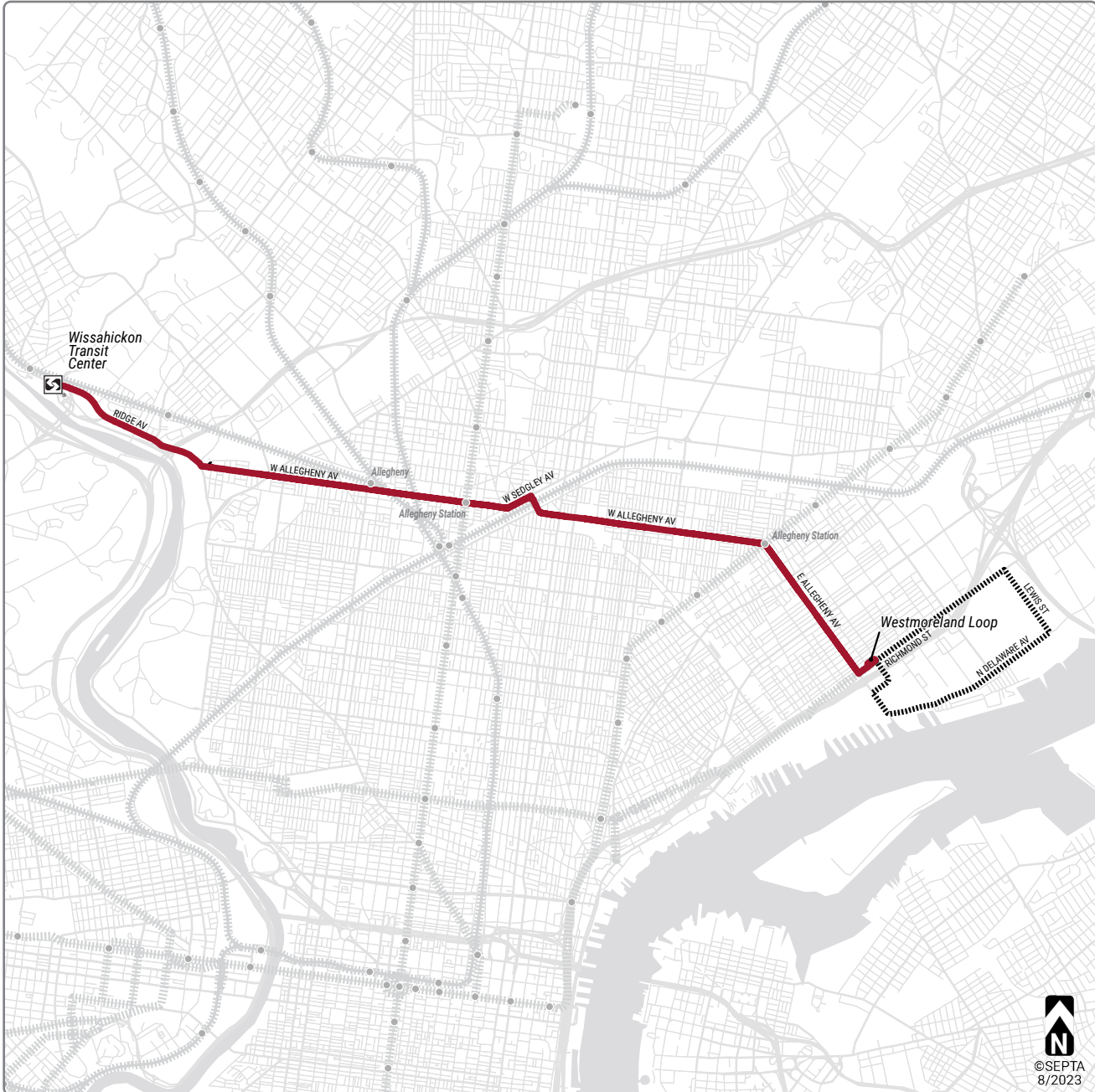
# ROUTE 60

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

[Back to Route Listings](#)



# ROUTE 61

13th-Market to Summit Loop

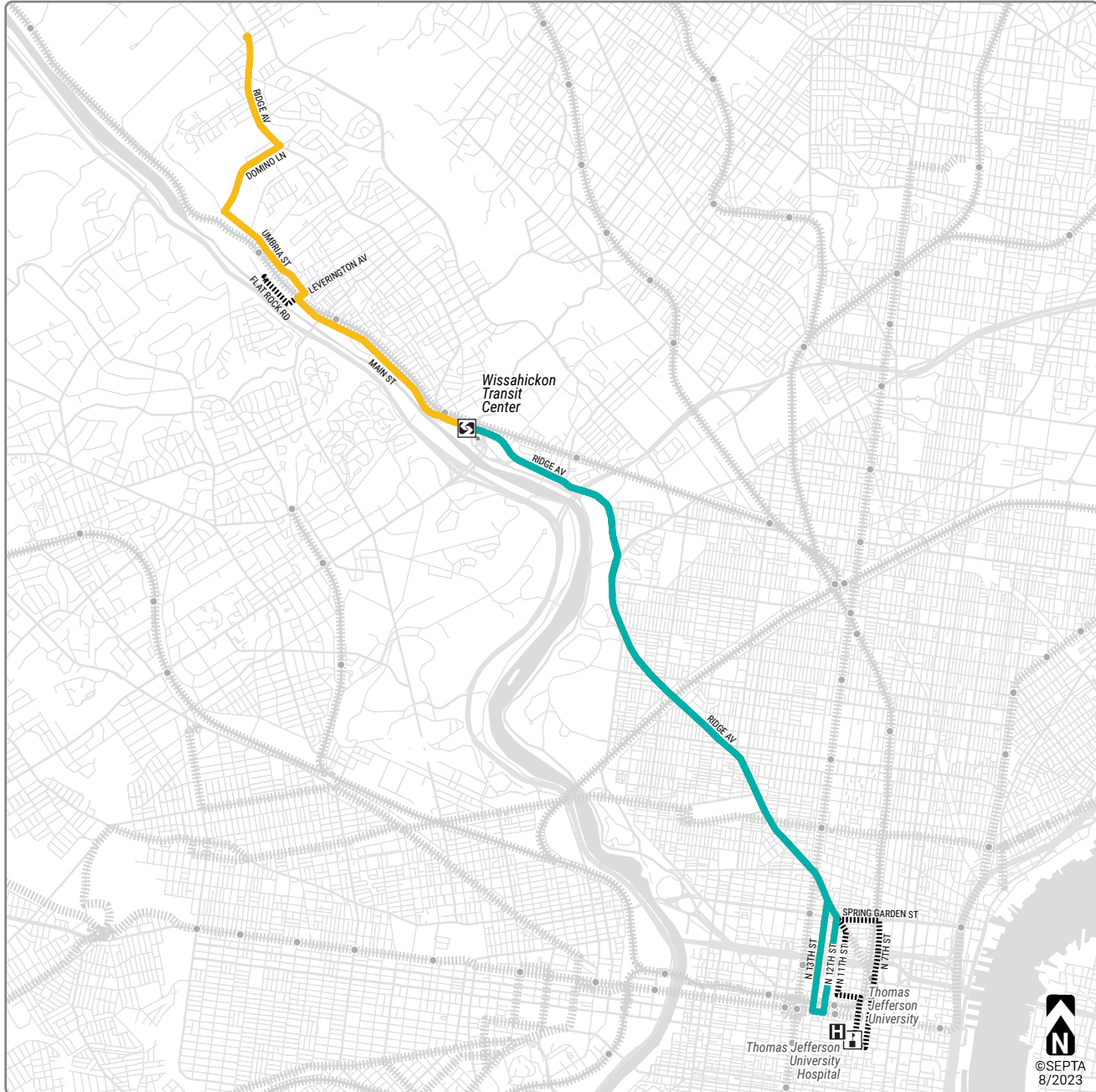
13th-Market to Wissahickon Transit Center

# UPDATE

Changed Route

30 MAX 60 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 Upper Roxborough and the realignment in Center City will improve reliability. Since the public hearings in September, we've updated this route to include a short pattern south of Wissahickon Transit Center where 30 MAX service will be provided.



**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**

[Back to Route Listings](#)

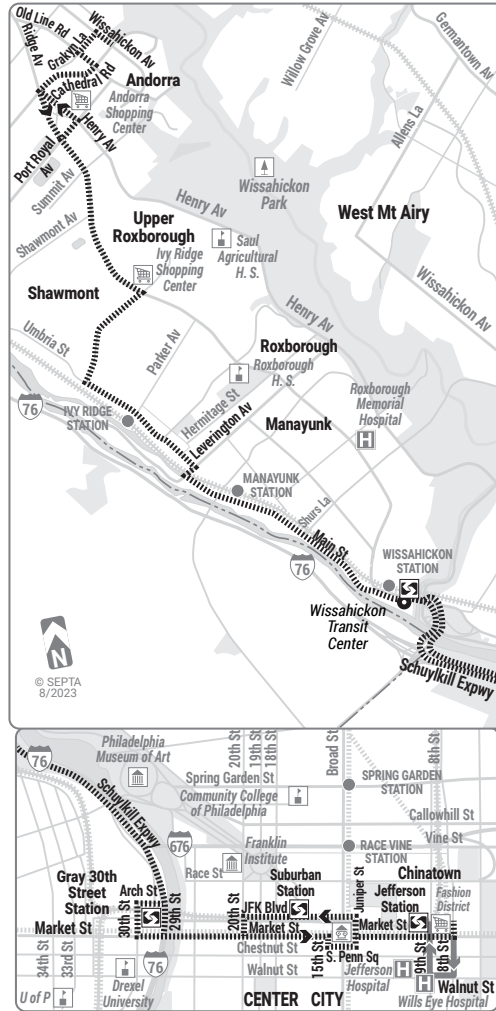


# ROUTE 62

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

[Back to Route Listings](#)

# ROUTE 63

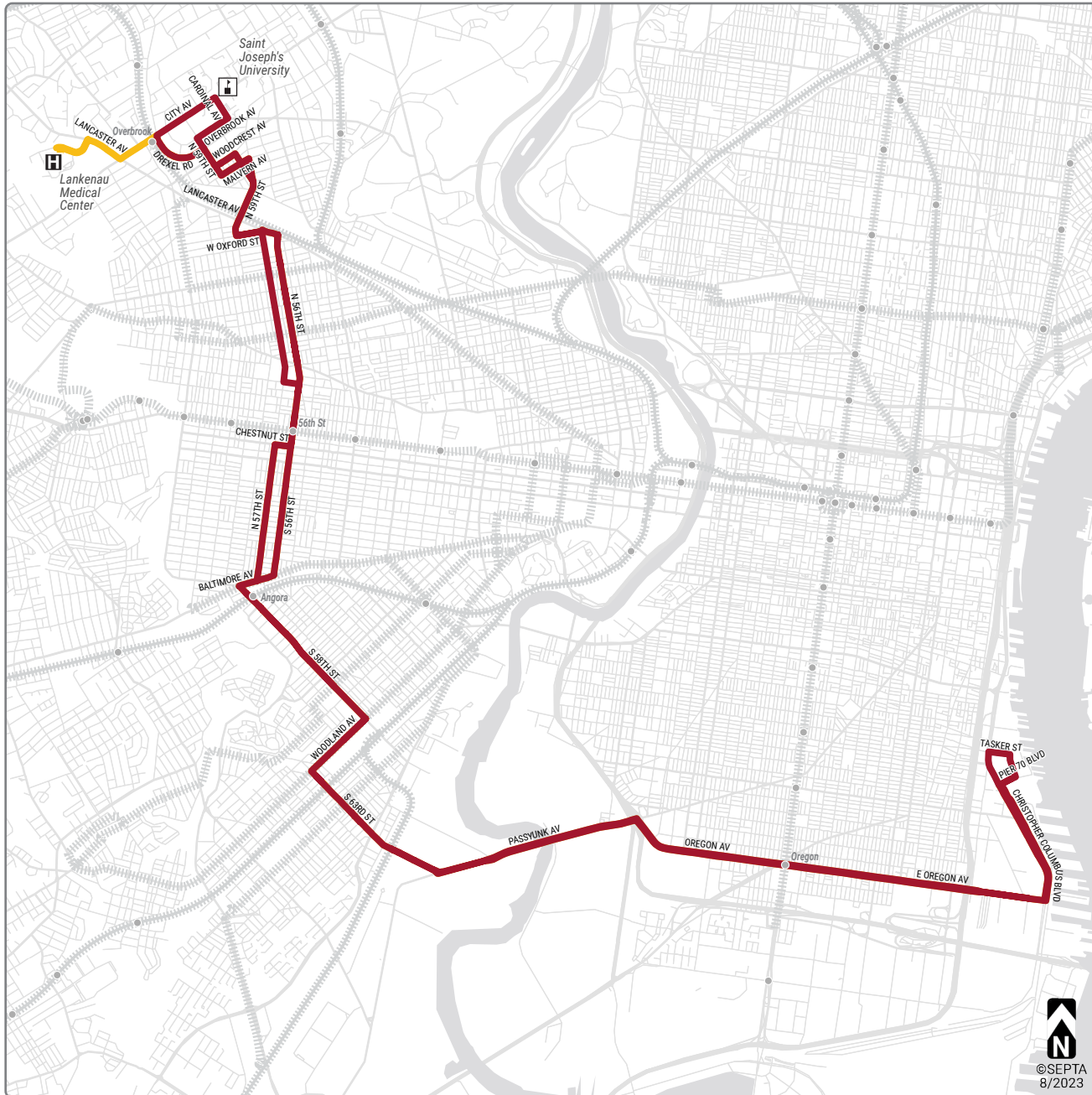
Overbrook Station to Pier 70

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. Route 57 will replace service to the Food Distribution Center. 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**

[Back to Route Listings](#)



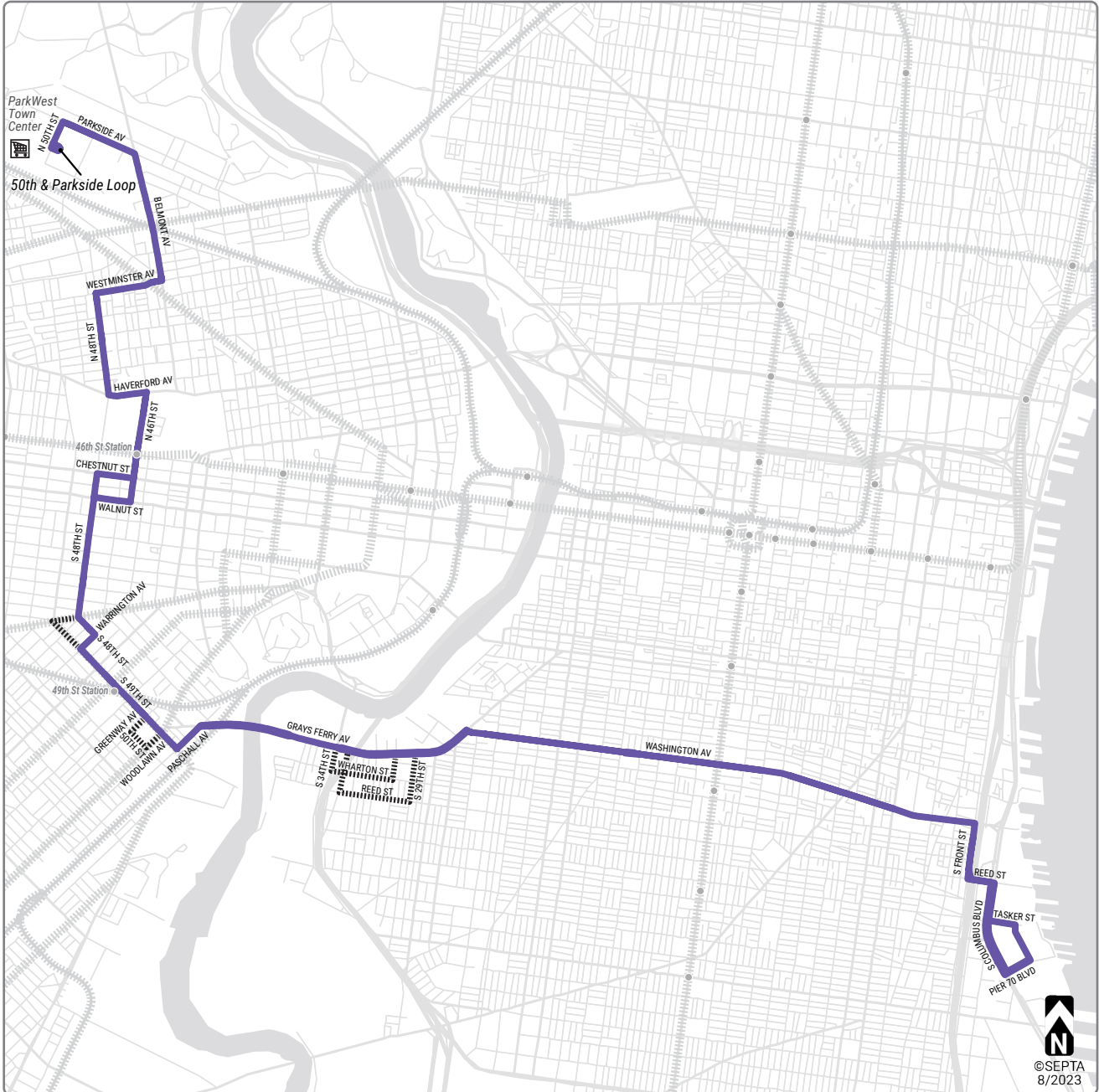
# ROUTE 64

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**

[Back to Route Listings](#)



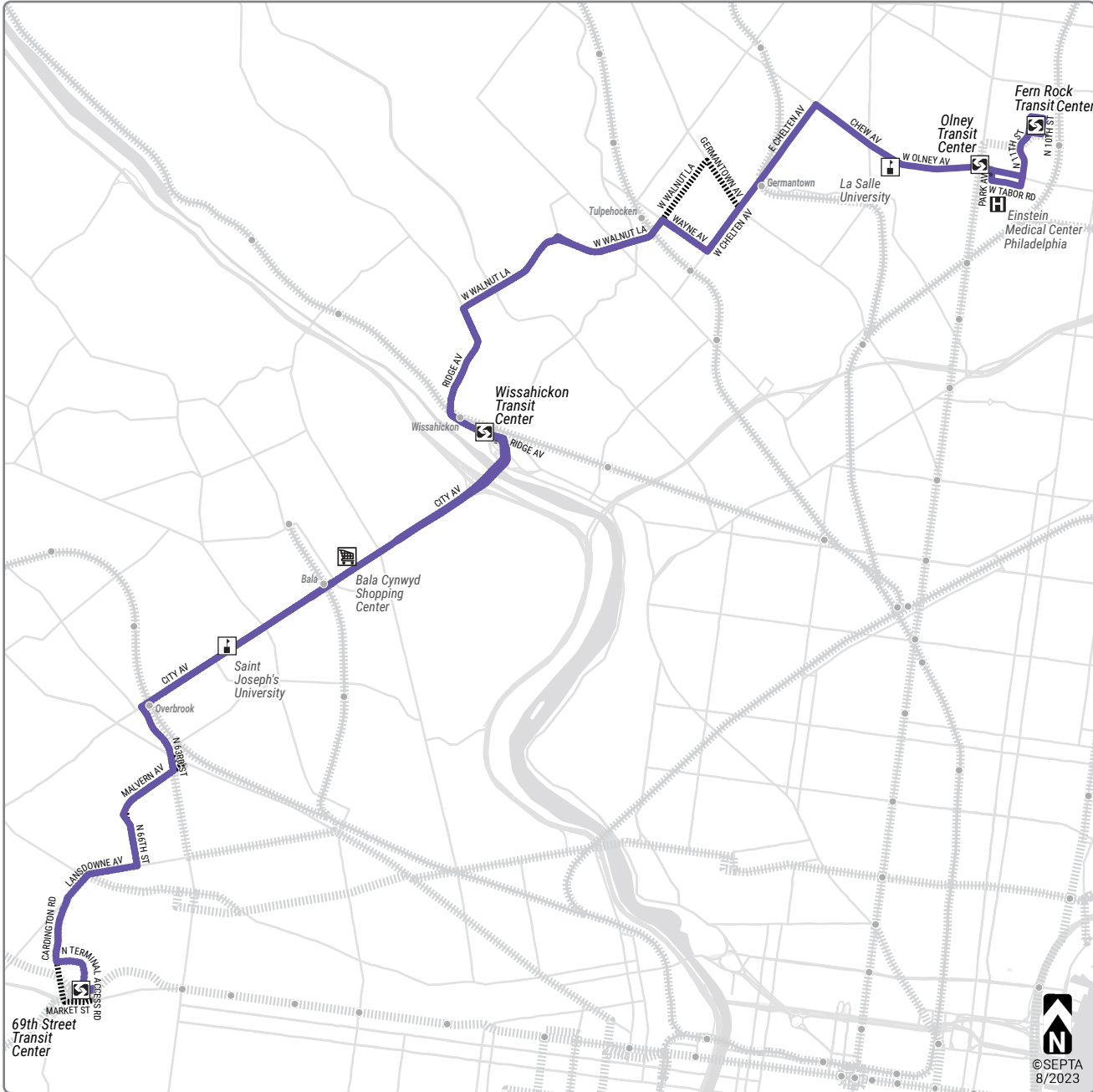
# ROUTE 65

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**

[Back to Route Listings](#)



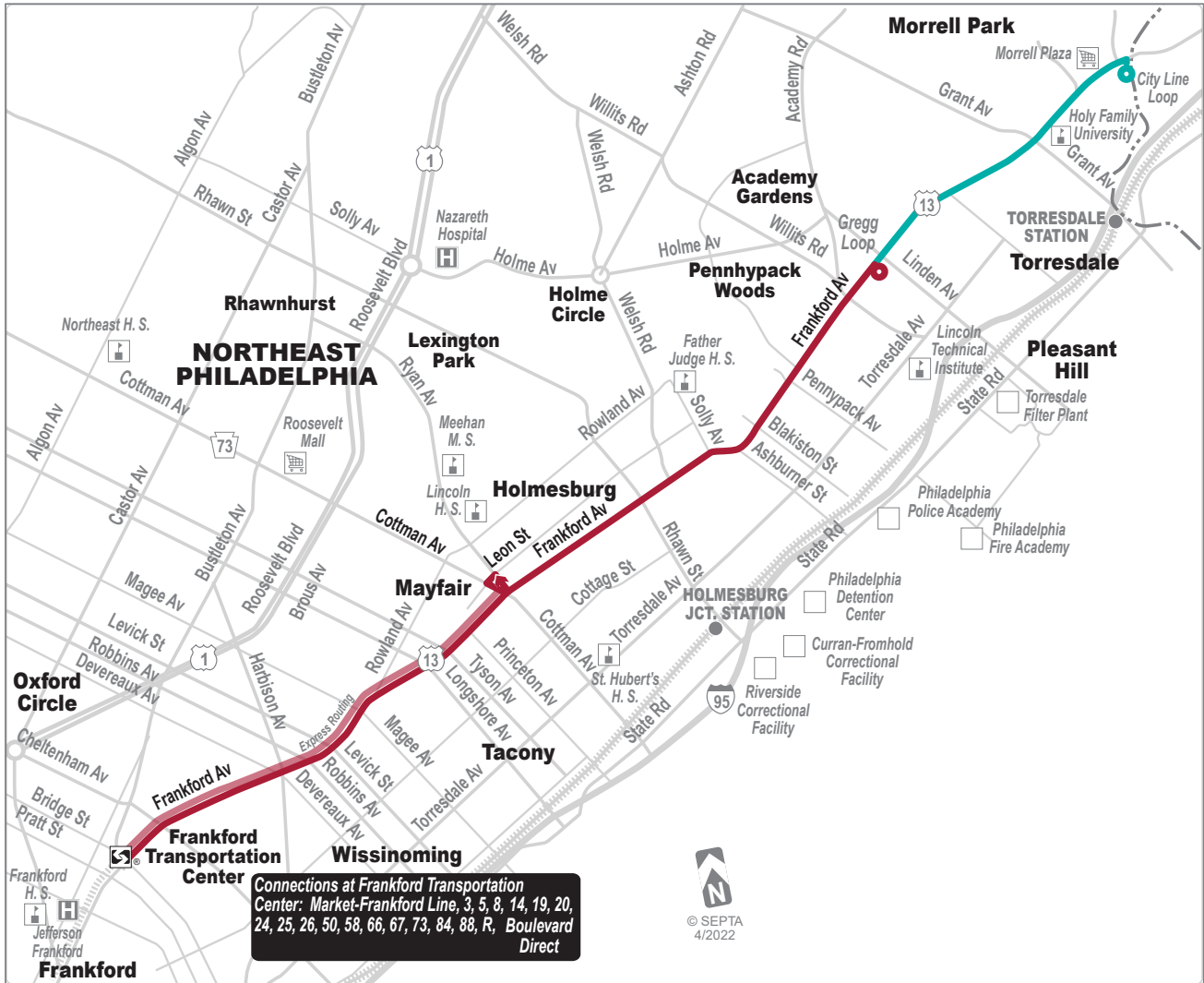
# ROUTE 66

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**

[Back to Route Listings](#)



# ROUTE 67

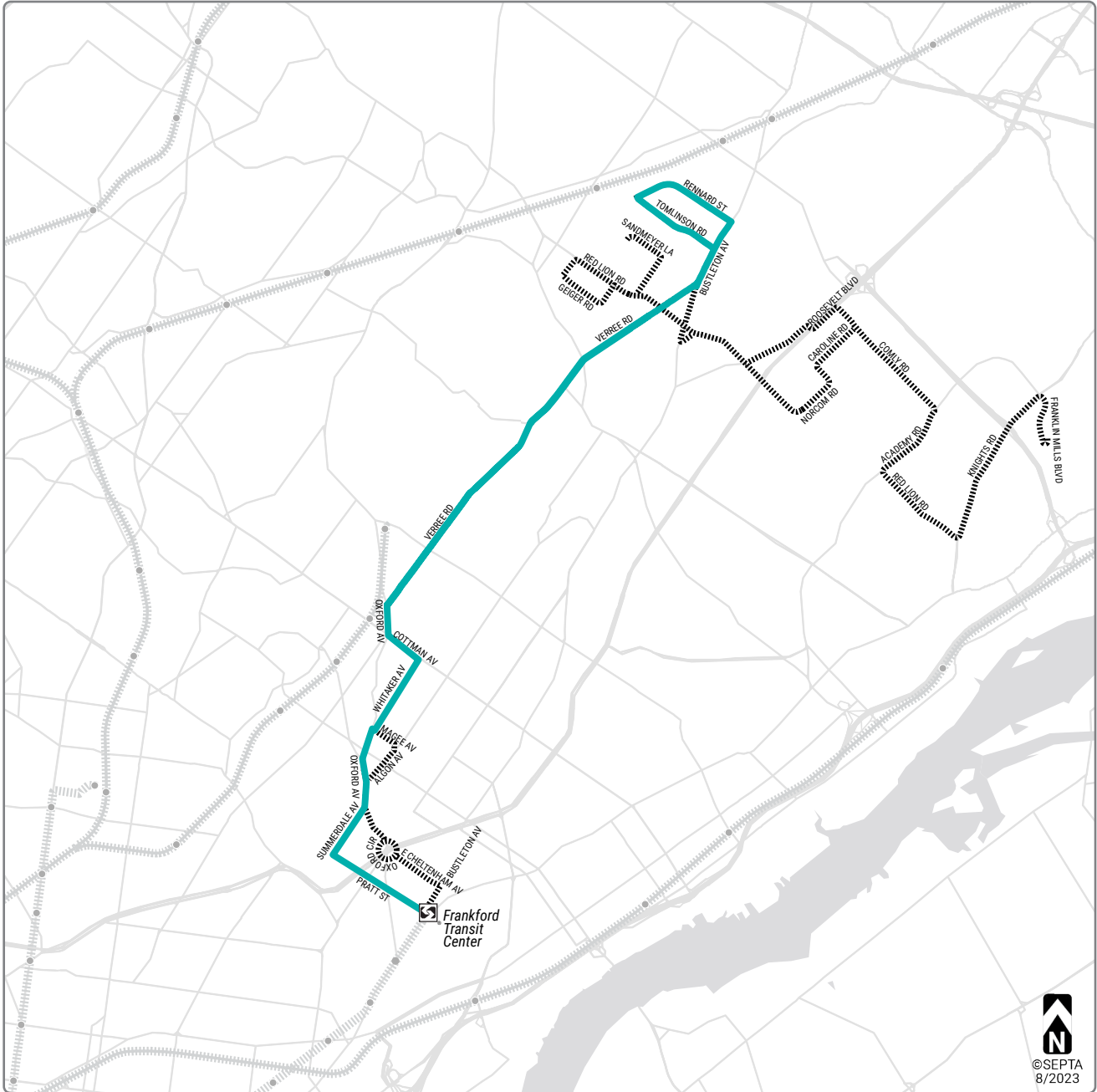
Frankford Transit Center to Bustleton-Tomlinson

# UPDATE

Changed Route

30 MAX

**What SEPTA is Proposing** - Route 67 will be slightly redesigned to operate between Bustleton Ave & Tomlinson Avenue and Frankford Transit Center via Verree Road, Cottman Avenue, Whitaker Avenue, Oxford Avenue, Summerdale Avenue, and Pratt Street. Since the public hearings in September, we've updated the southern half of this route to retain a connection to Frankford 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

[Back to Route Listings](#)



# ROUTE 68

PNC Center to Broad-Oregon

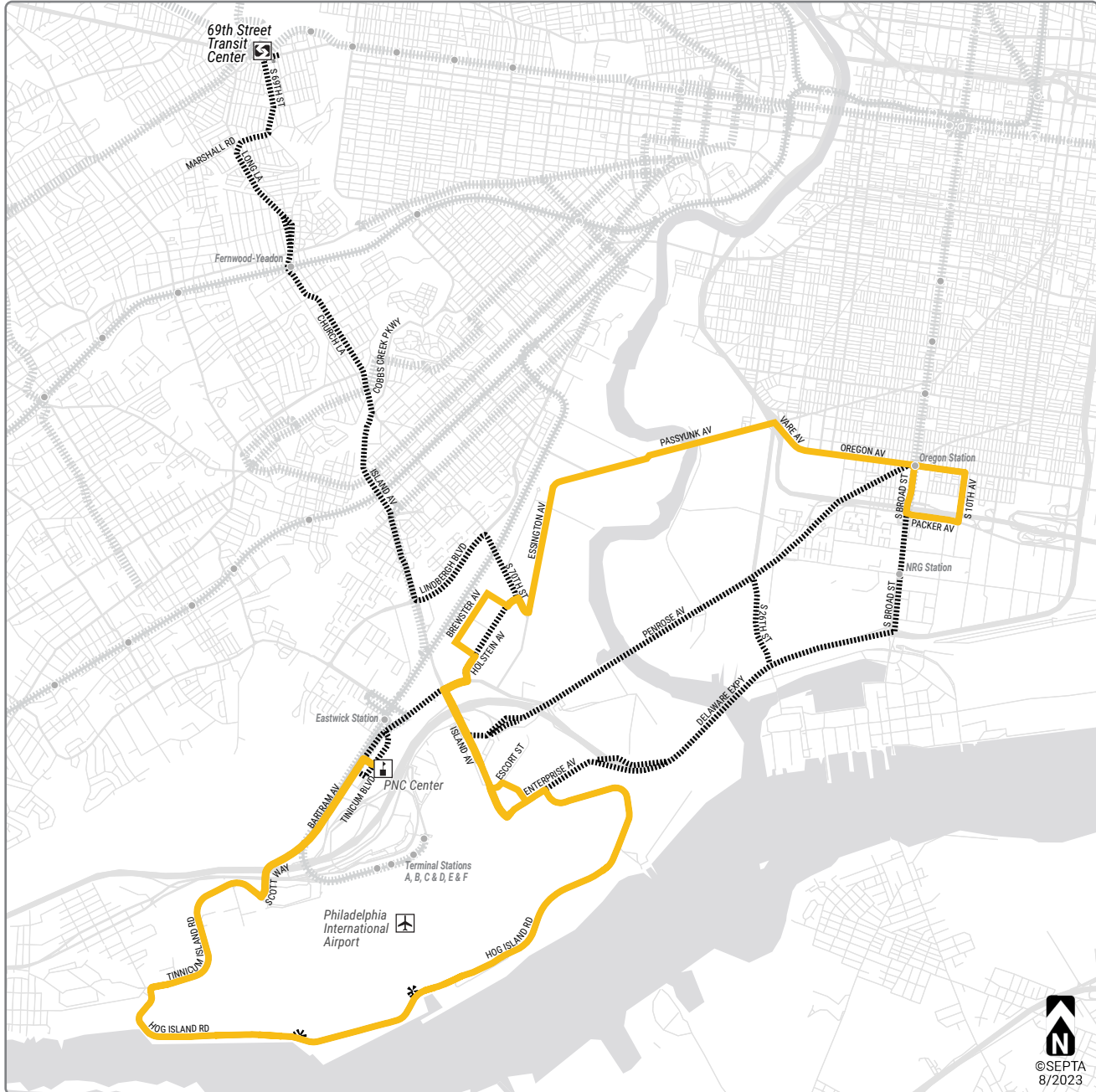
Penrose Industrial Park to Broad-Oregon

# UPDATE

Changed Route

**60 MAX**

**What SEPTA is Proposing** - Route 68 will provide service between South Philadelphia and PNC Center on weekdays and South Philadelphia and the hotels east of the airport on weekends. Route 108 will replace Route 68's existing service between UPS and 69th Street Transit Center. Since the public hearings in September, we've updated this route with a weekend-only short pattern more similar to the service provided today.



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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

[Back to Route Listings](#)



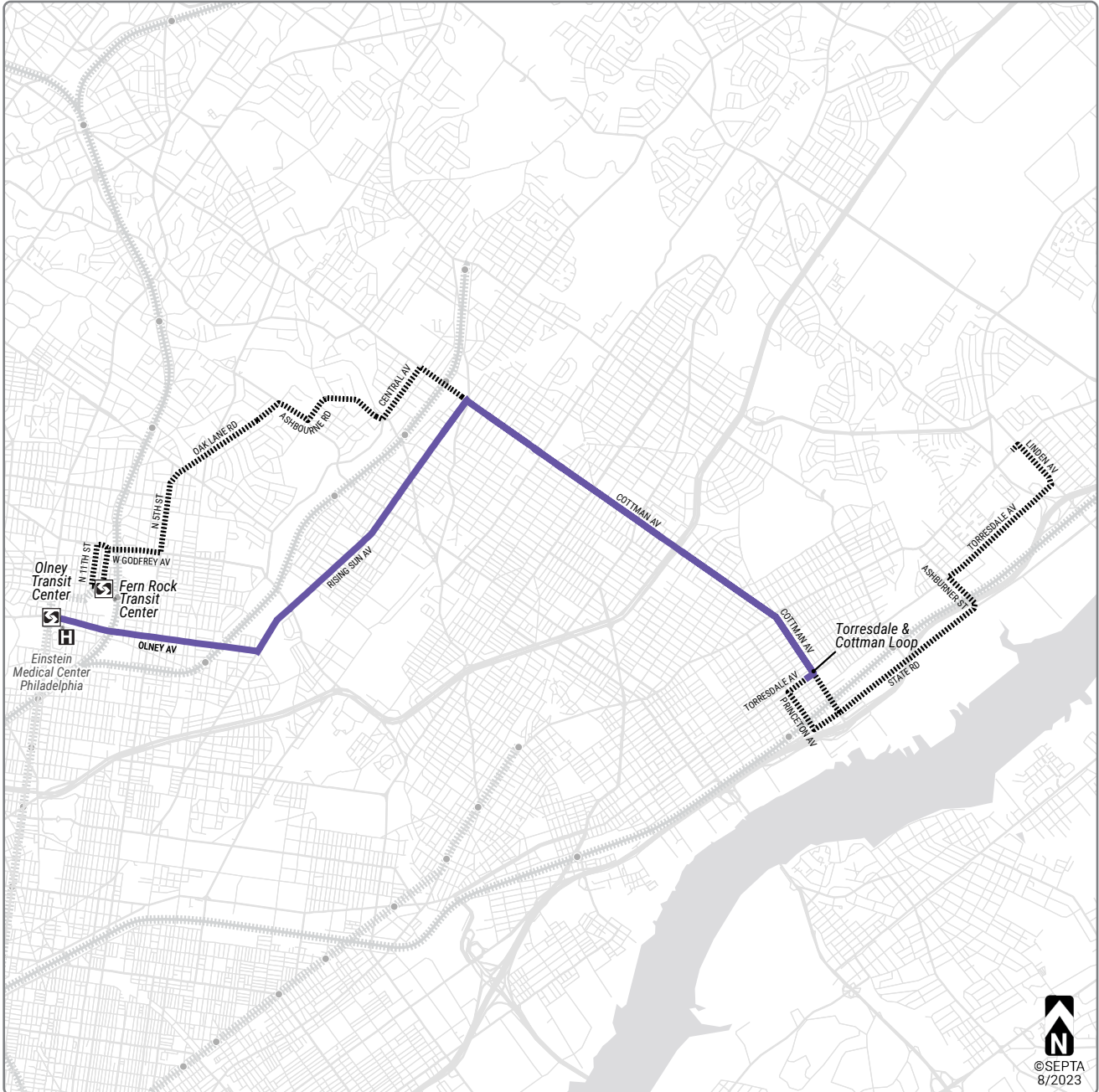
# ROUTE 70

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.



## 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](#)

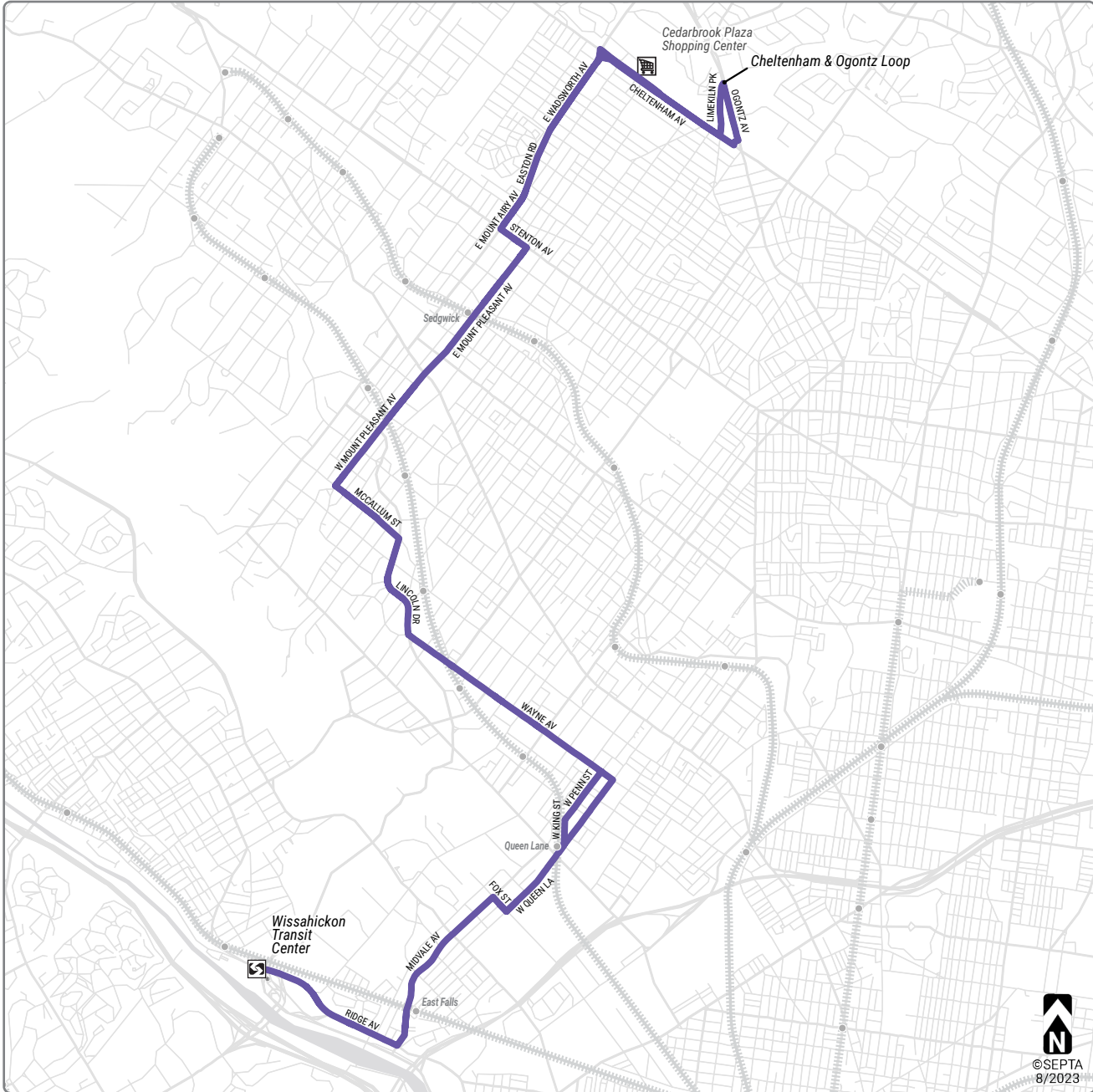
# ROUTE 71

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**

[Back to Route Listings](#)



# ROUTE 72

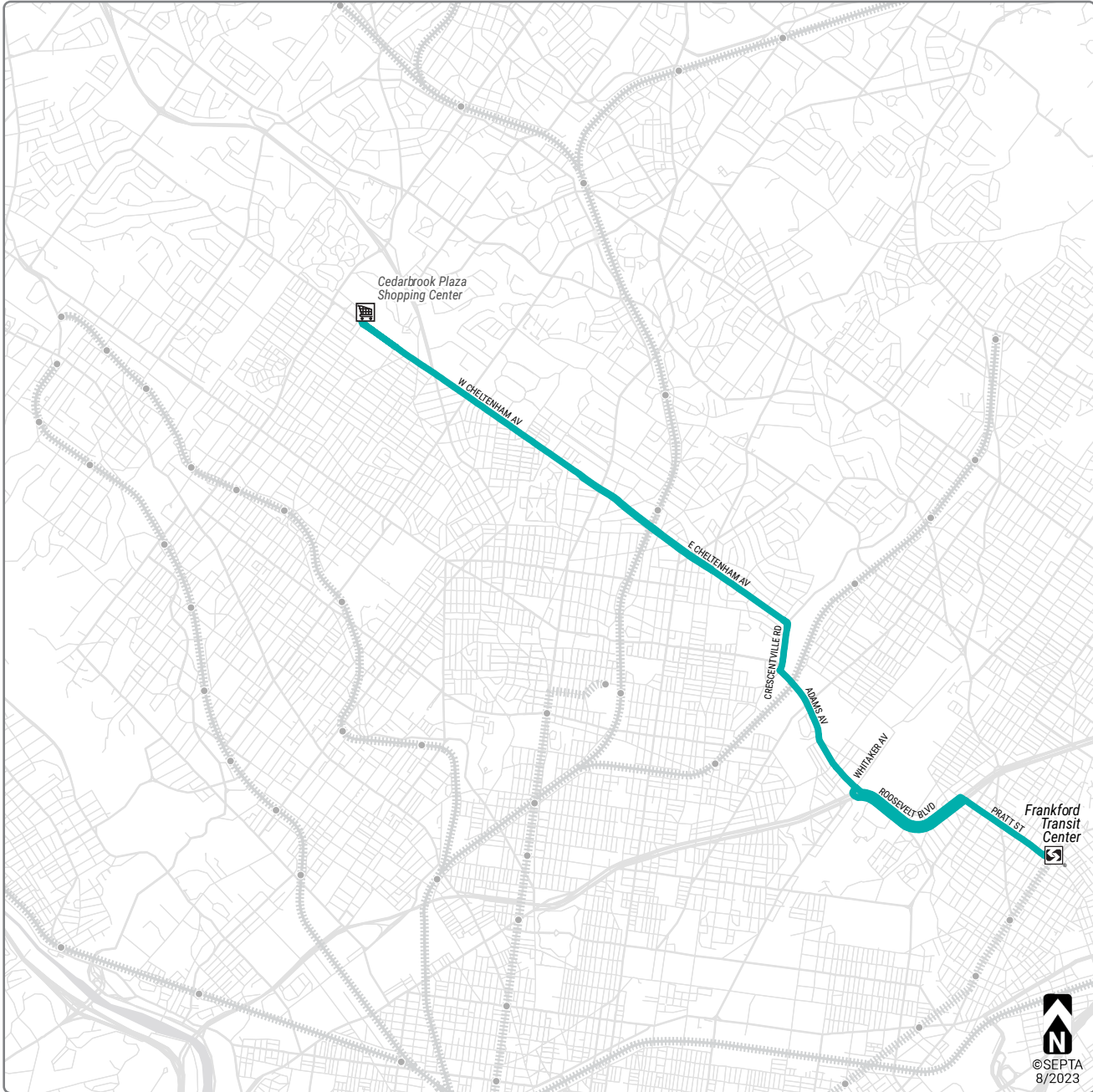
Cedarbrook Plaza to Frankford Transit Center

# UPDATE

New Route

30 MAX

**What SEPTA is Proposing** - Route 72 is a new route that would operate between Cedarbrook Plaza & Frankford Transit Center via Cheltenham Avenue and Adams Avenue. This route introduces new transit service to sections of Cheltenham Avenue. Since the public hearings in September, we've updated this route to terminate at Cedarbrook Plaza and reintroduced Route 77 back to Chestnut Hill Loop.



**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

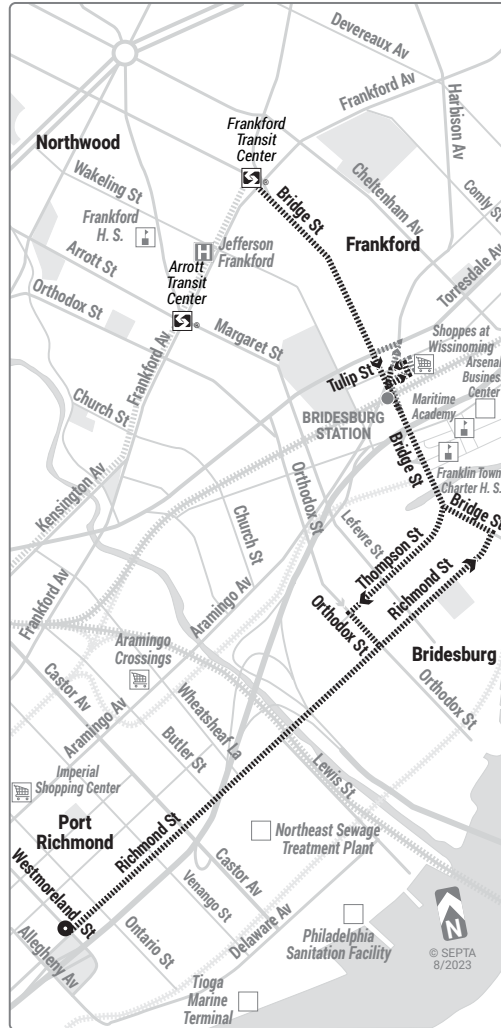
[Back to Route Listings](#)

# 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

[Back to Route Listings](#)

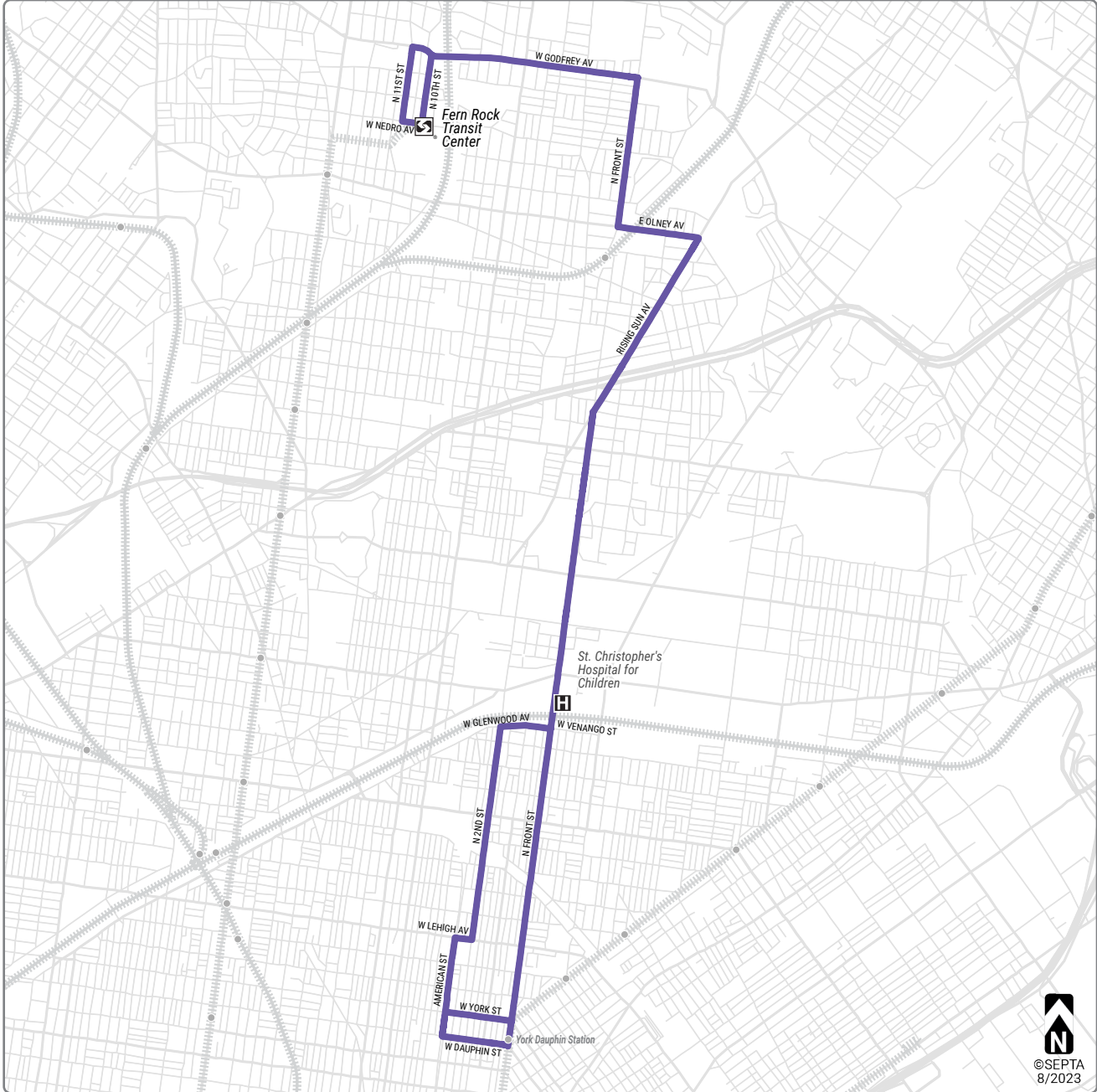
# ROUTE 74

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

[Back to Route Listings](#)

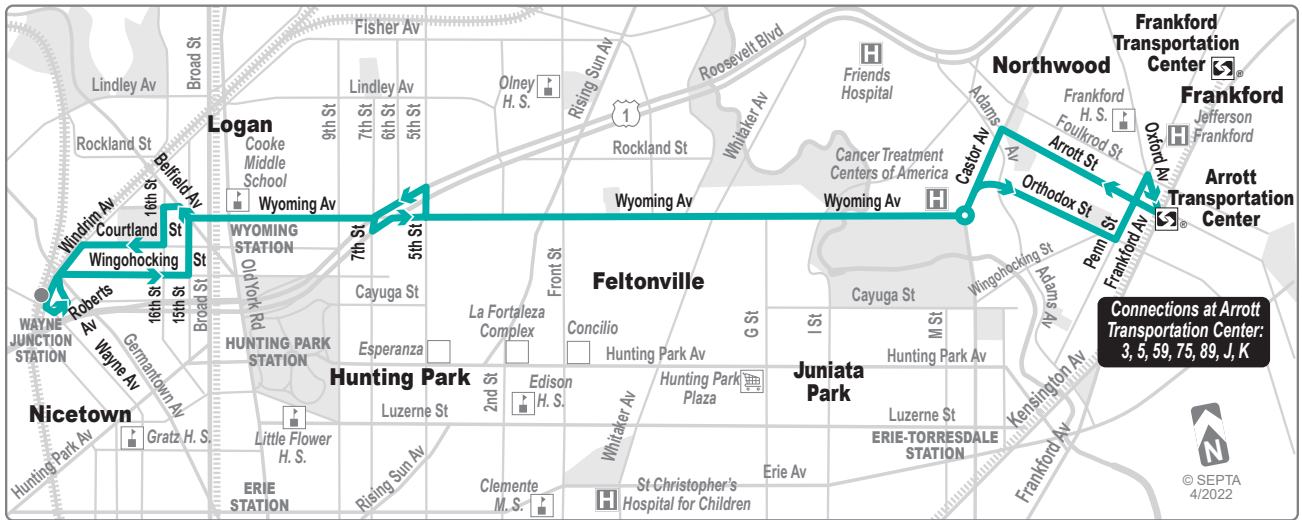
# ROUTE 75

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

[Back to Route Listings](#)



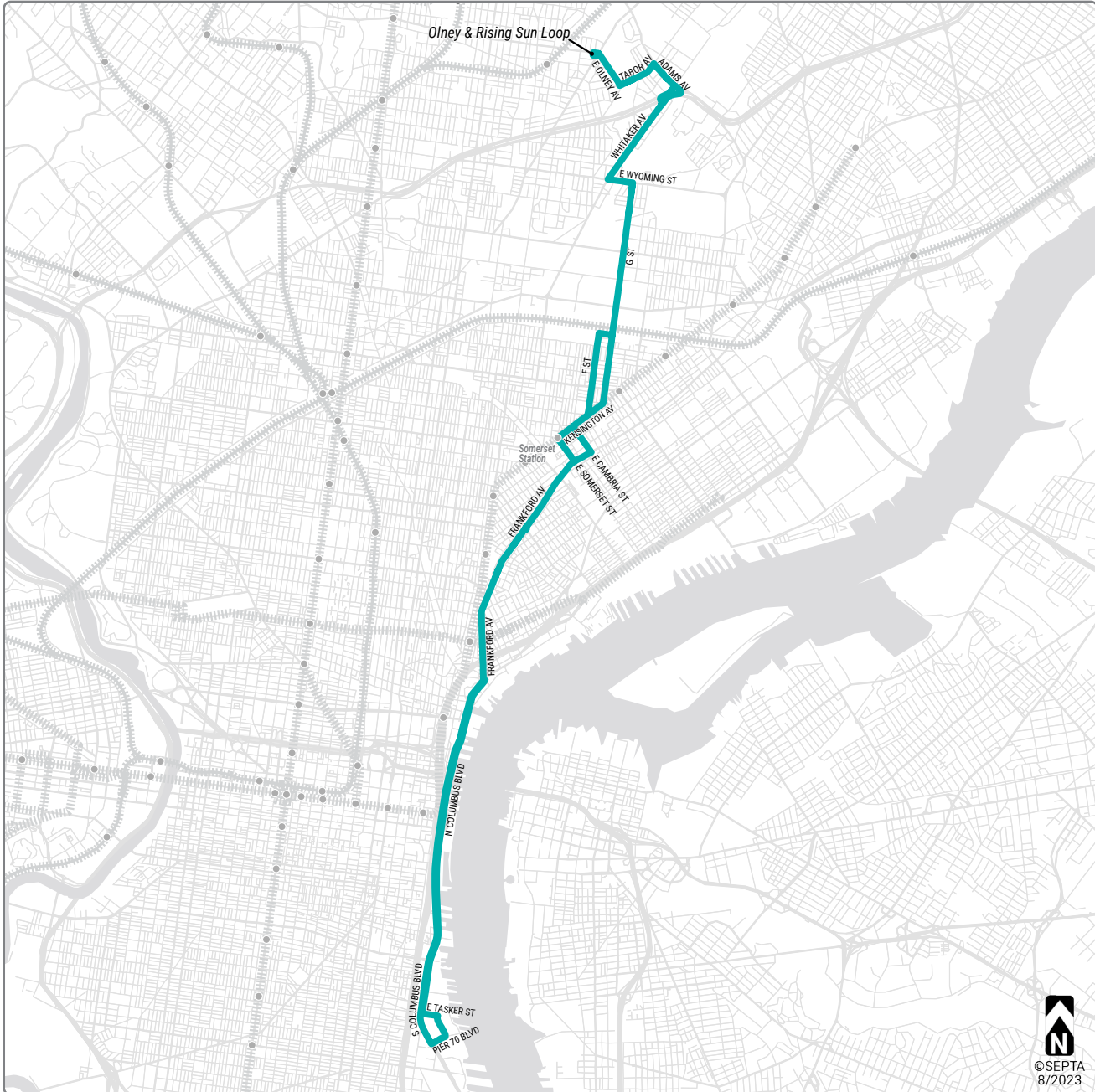
# ROUTE 76

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

[Back to Route Listings](#)

# ROUTE 77

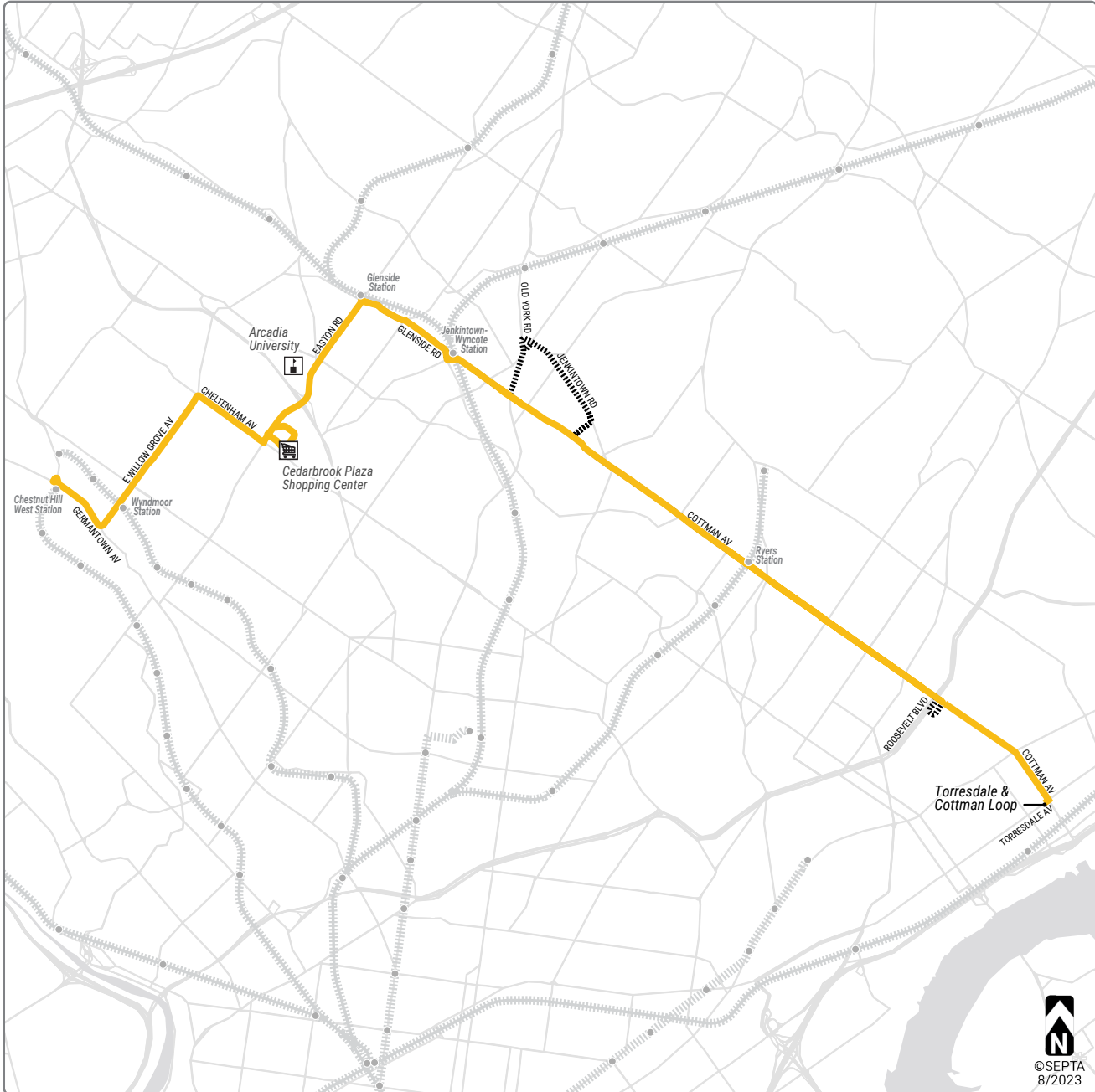
Torresdale-Cottman to Chestnut Hill Loop

# UPDATE

Changed Route

60 MAX

**What SEPTA is Proposing** - Route 77 will be streamlined to operate between Torresdale & Cottman Loop and Chestnut Hill Loop via Township Line Road, Easton Road, Cedarbrook Plaza, Cheltenham Avenue, and Willow Grove. This more direct alignment will shorten travel times for most riders. Since the public hearings in September, we've extended this route back to its existing western terminus at Chestnut Hill Loop.



**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

[Back to Route Listings](#)

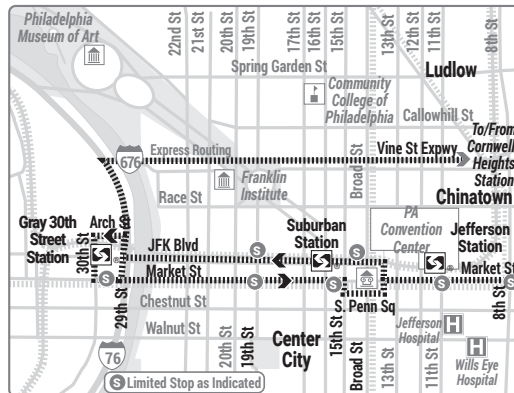


# ROUTE 78

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

[Back to Route Listings](#)

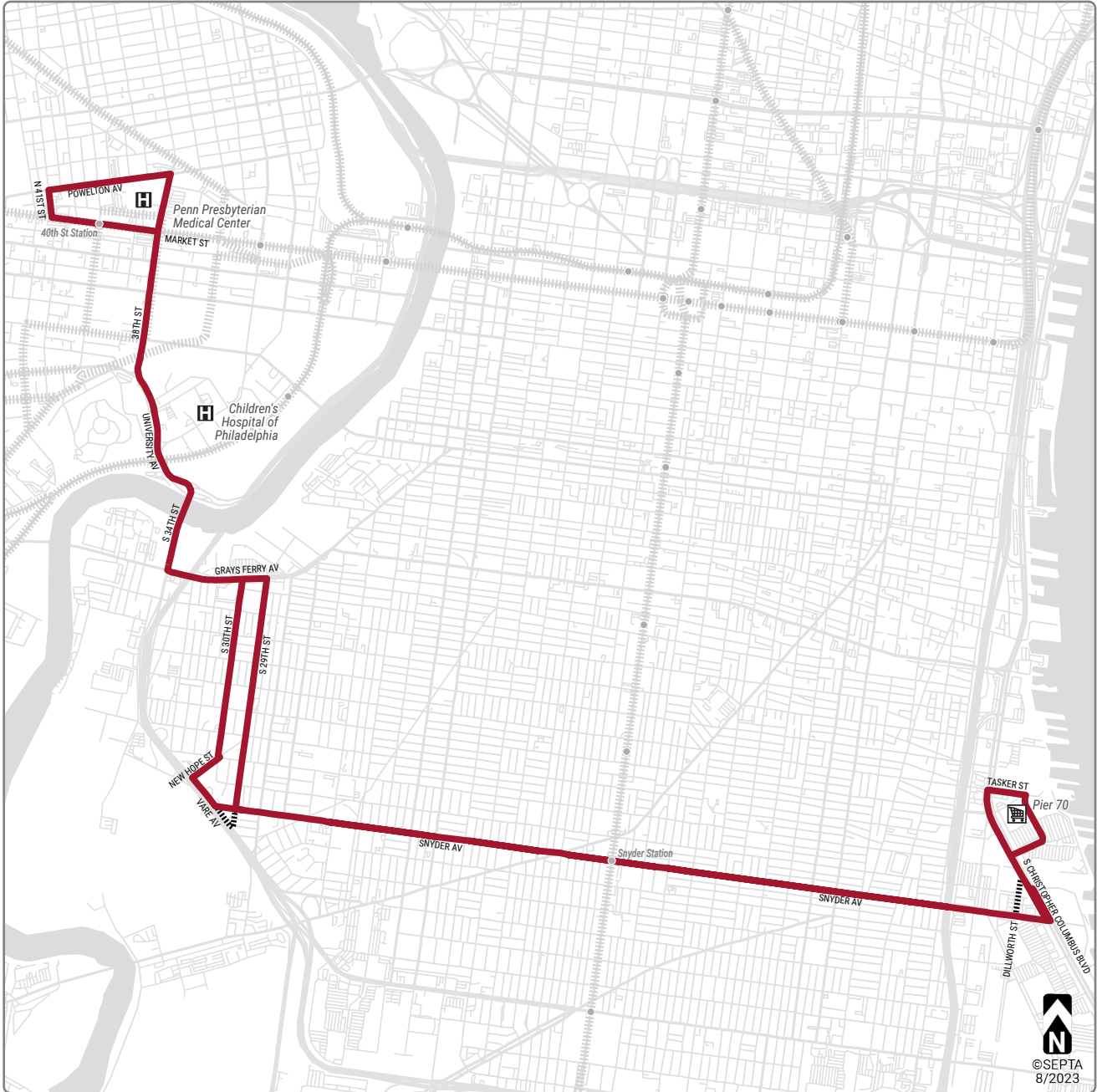
# ROUTE 79

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

[Back to Route Listings](#)

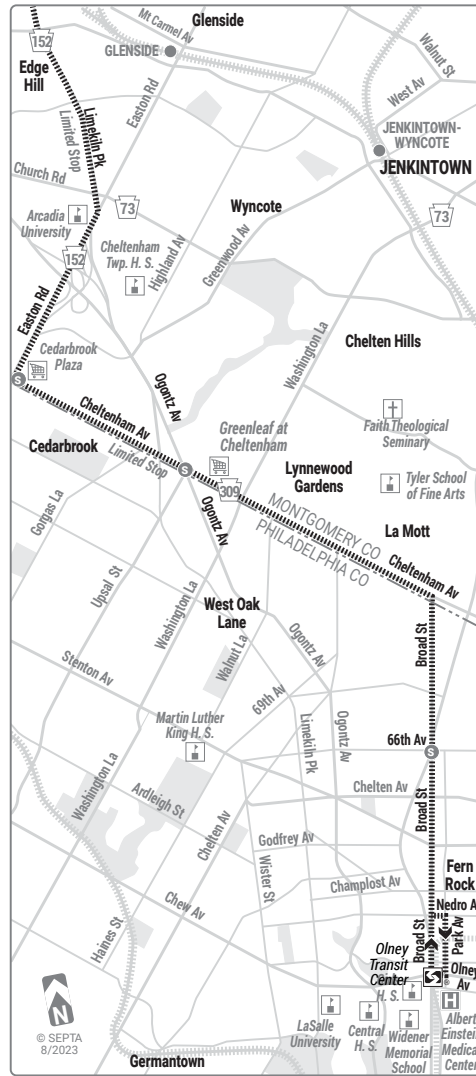
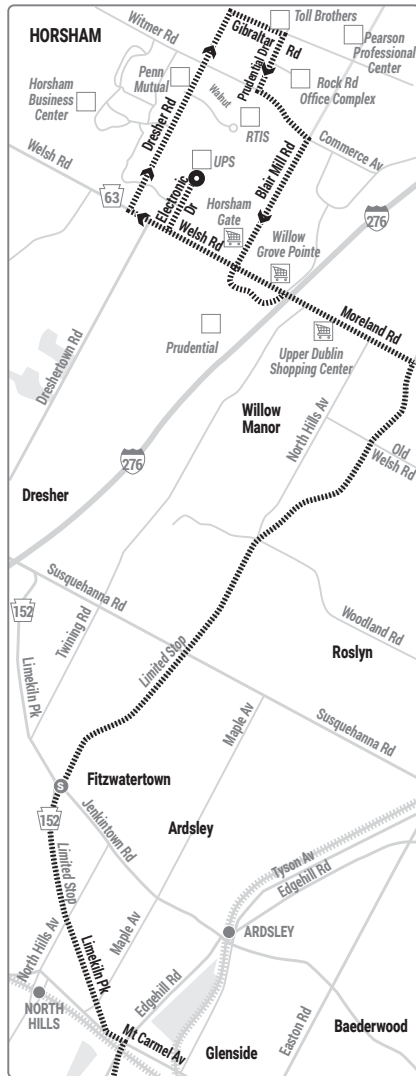


# ROUTE 80

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

[Back to Route Listings](#)

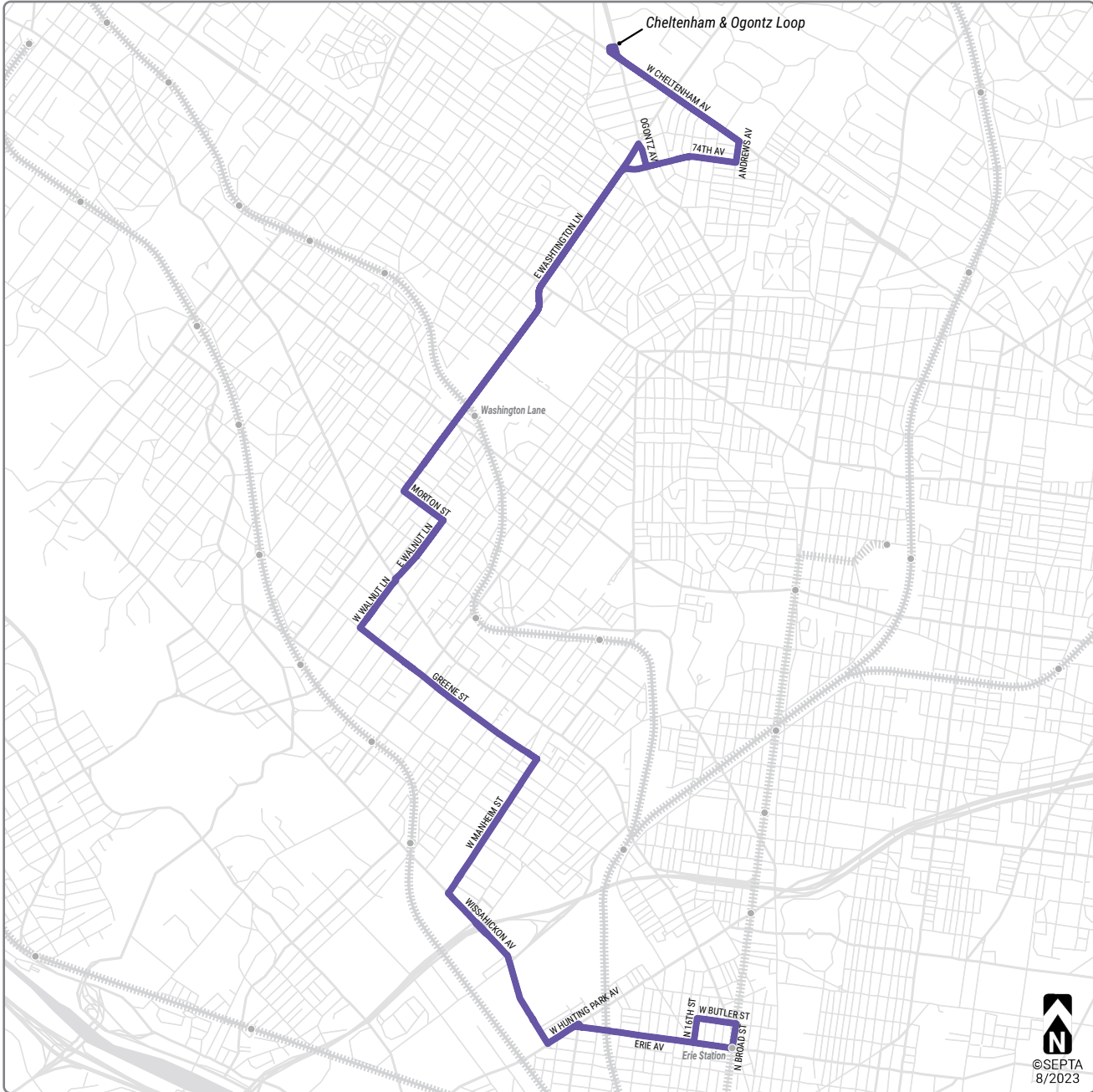
# ROUTE 81

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**

[Back to Route Listings](#)



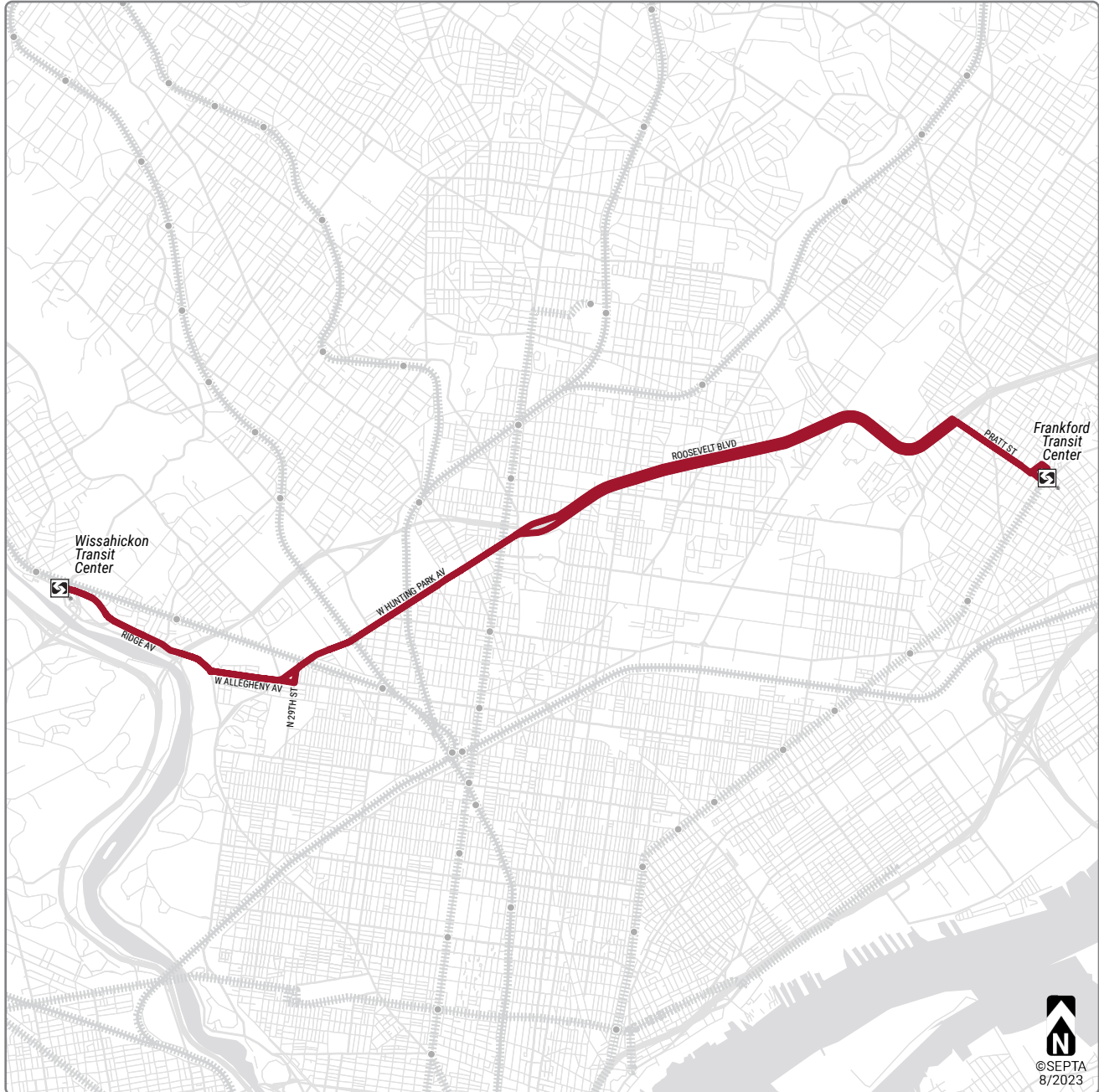
# ROUTE 82

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

[Back to  
Route  
Listings](#)

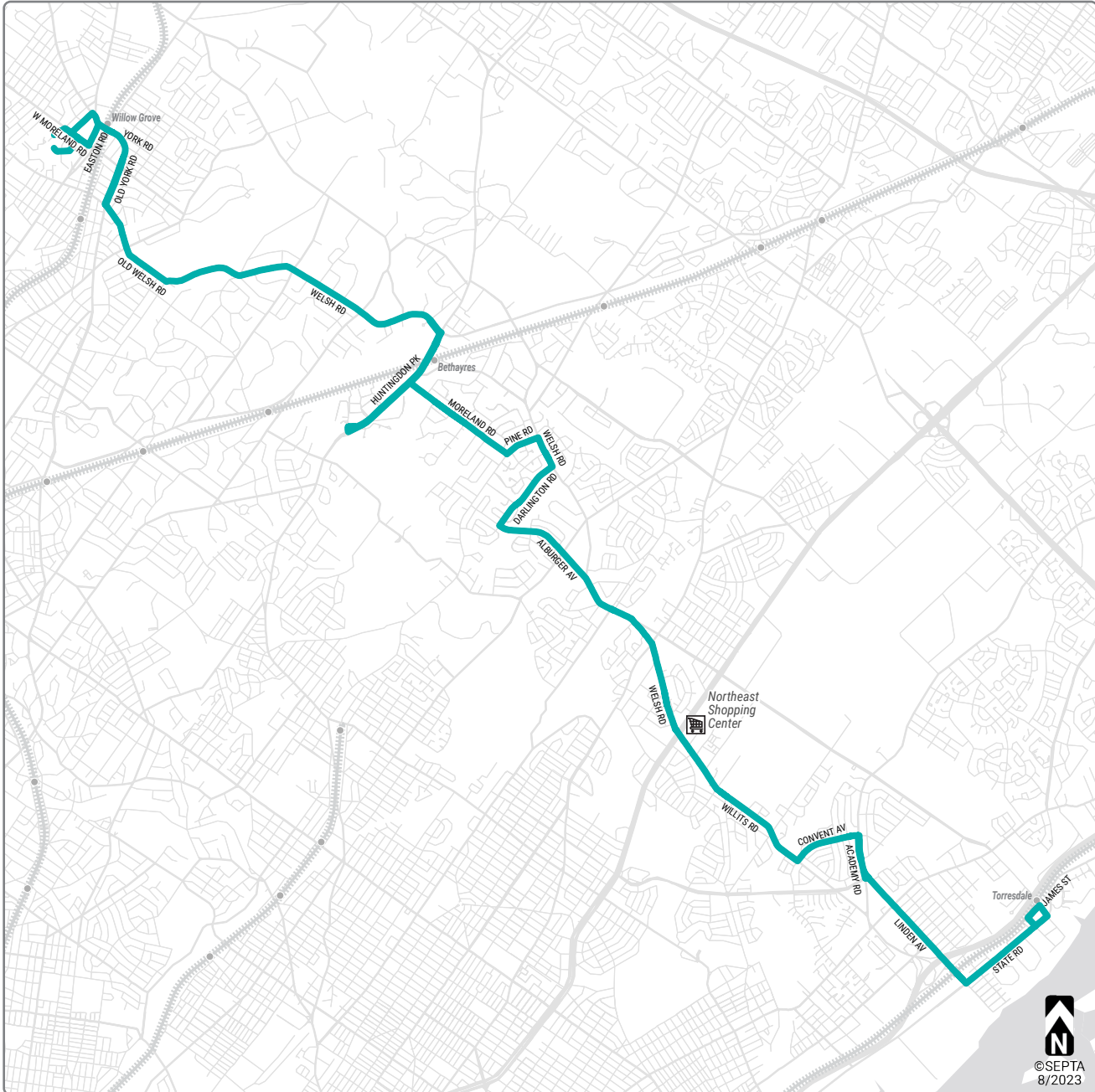
# ROUTE 83

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. This route will provide connection to Willow Grove Station, Bethayres Station, Holy Redeemer Hospital, and Torresdale Station.



**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

[Back to Route Listings](#)



# ROUTE 84

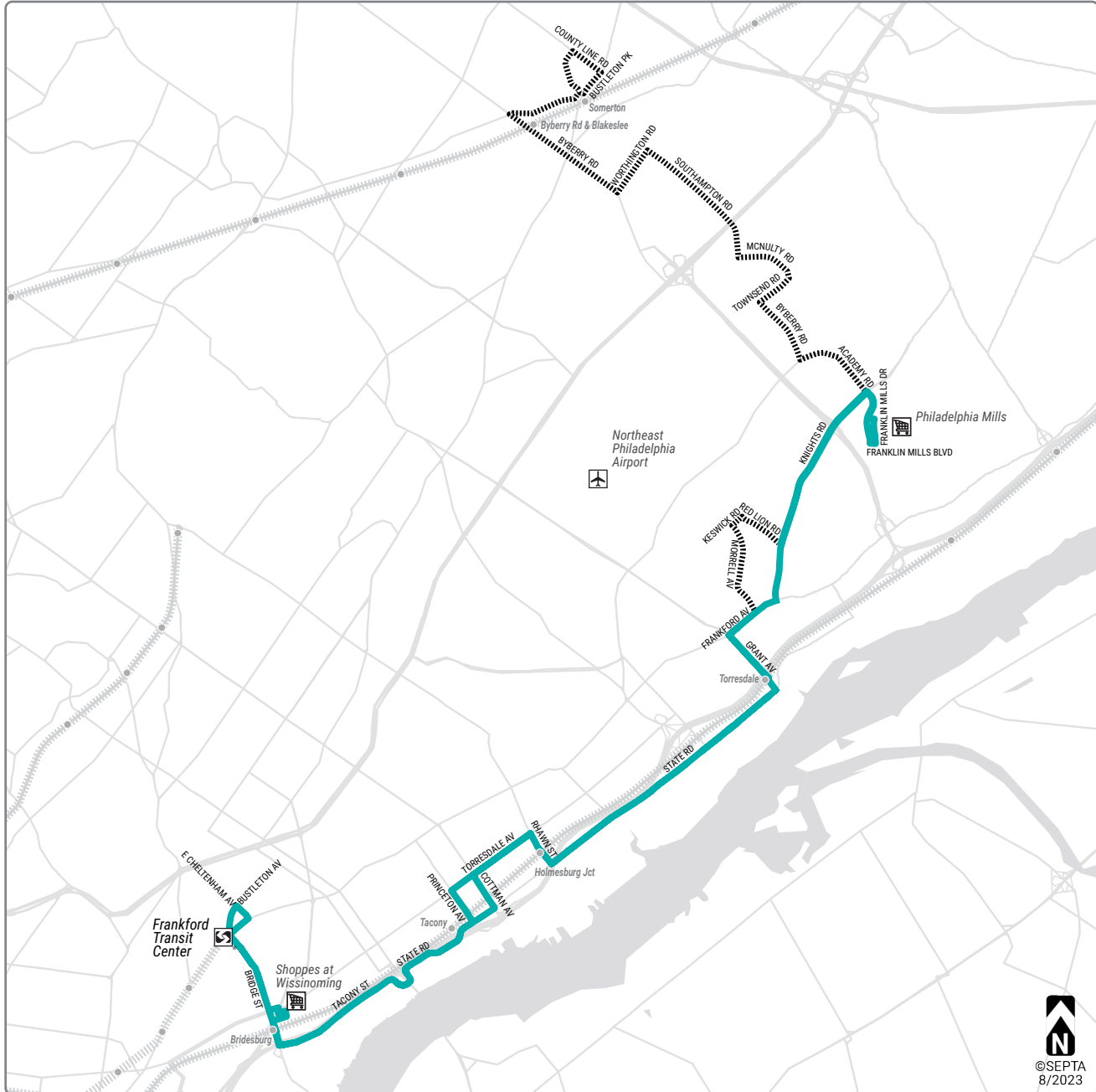
Frankford Transit Center to Philadelphia Mills

# UPDATE

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. Since the public hearings in September, we've redesigned this route to provide front-door service to the Shoppes at Wissinoming.



**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](#)



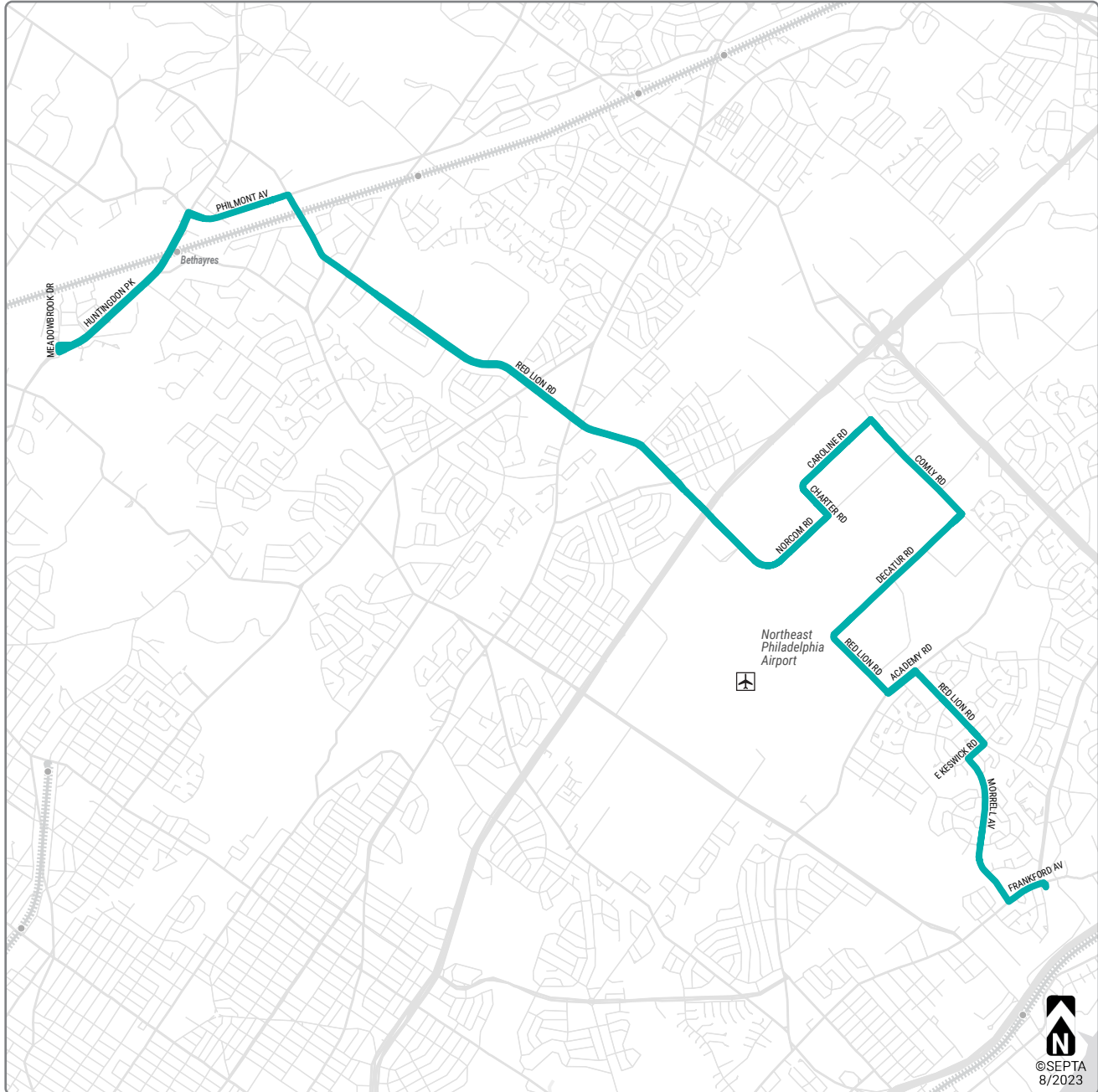
# ROUTE 85

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

[Back to Route Listings](#)

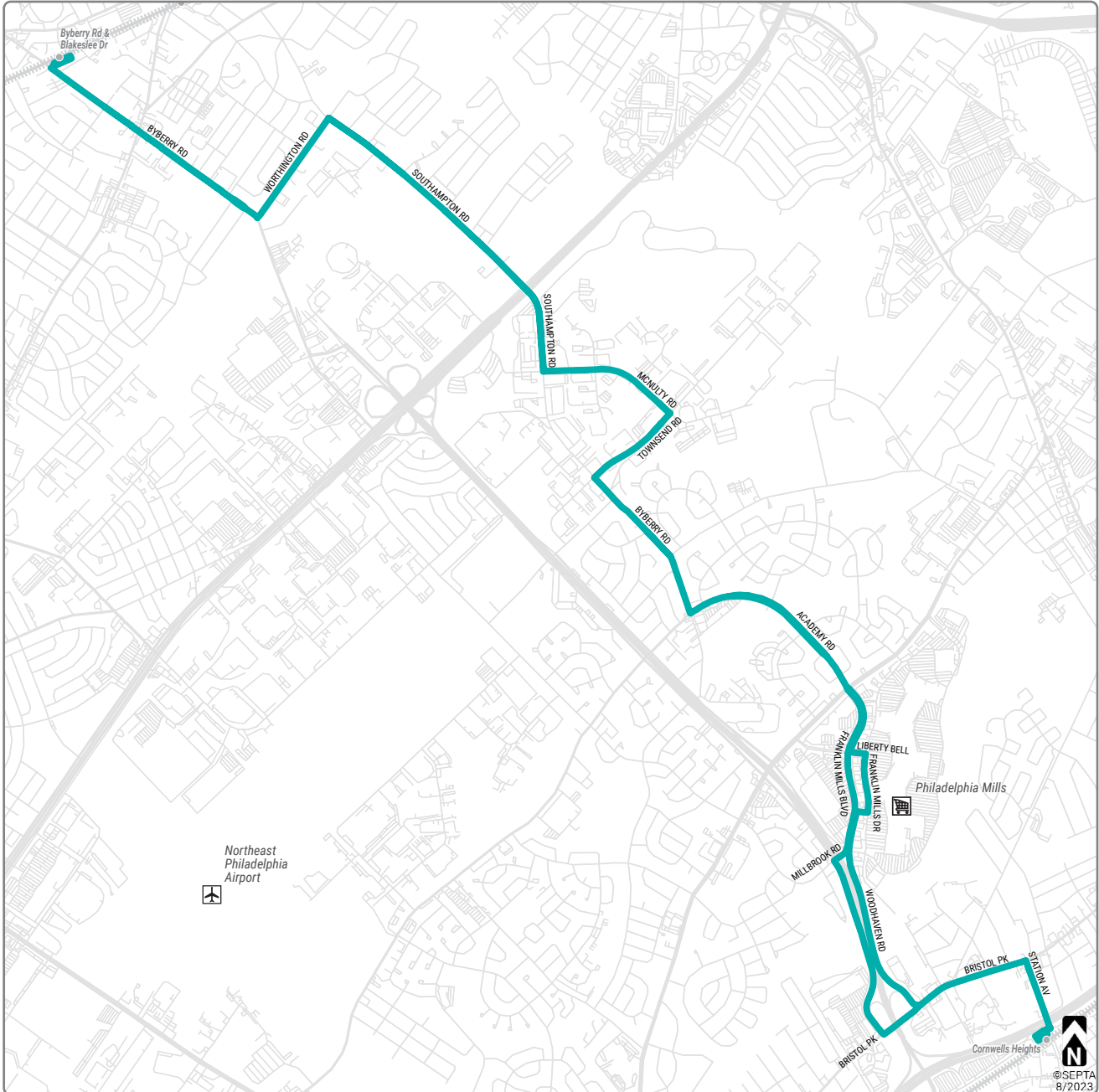
# ROUTE 86

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

[Back to Route Listings](#)

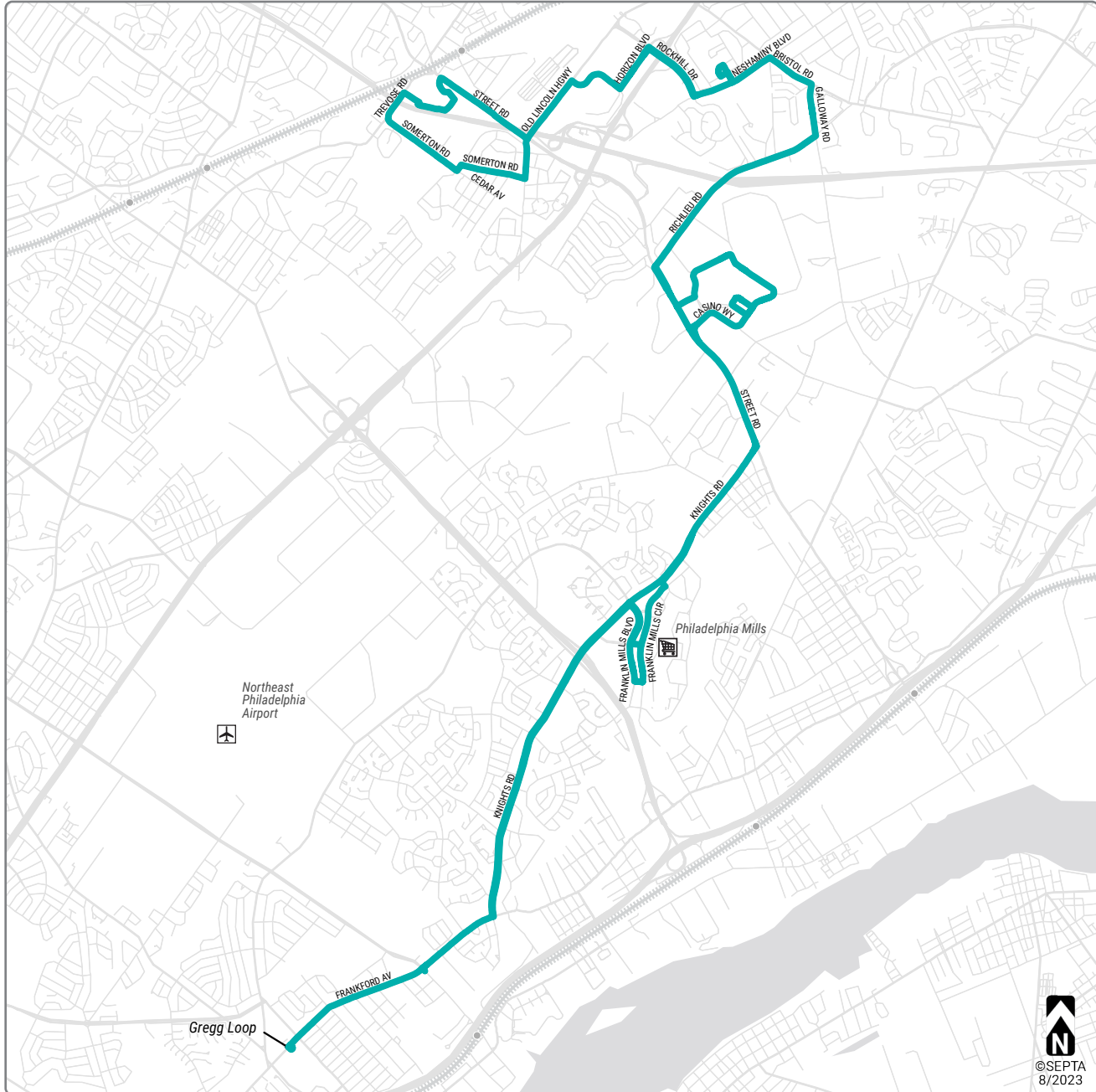
# ROUTE 87

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

[Back to Route Listings](#)

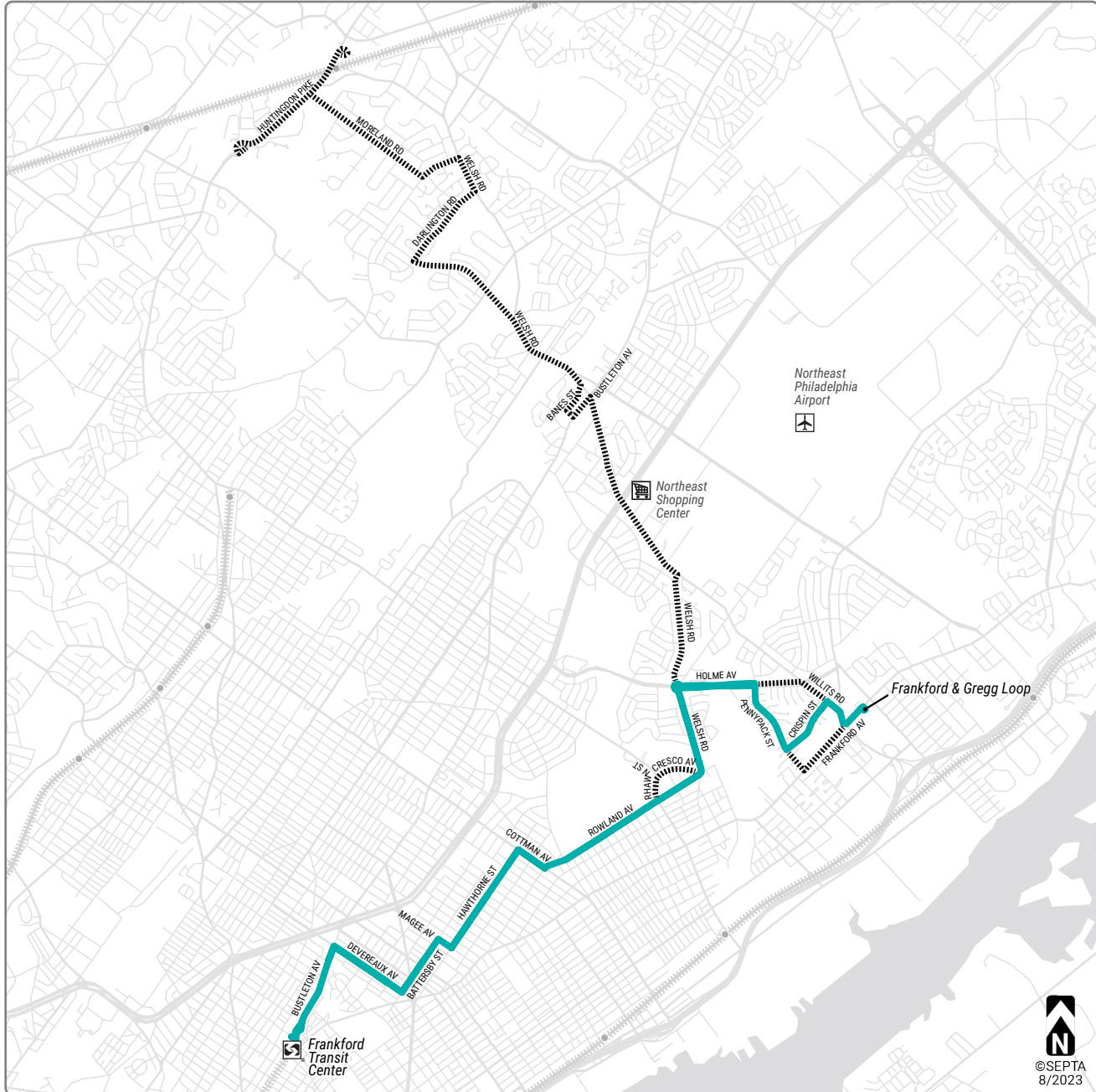
# ROUTE 88

## 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

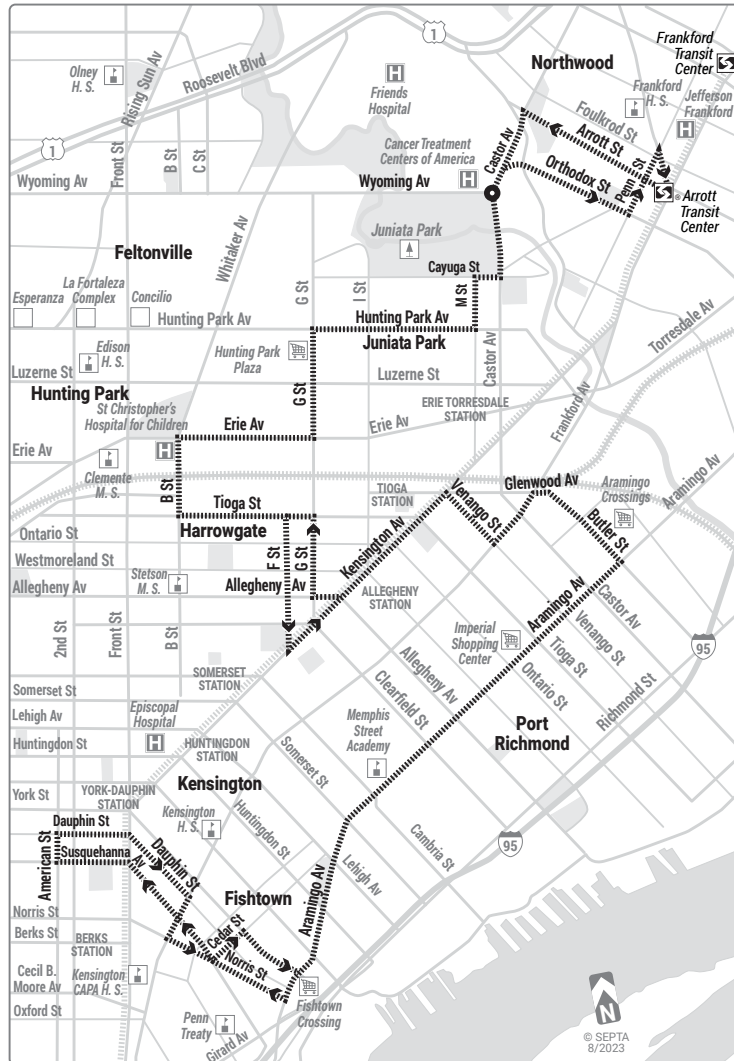
[Back to Route Listings](#)

# 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

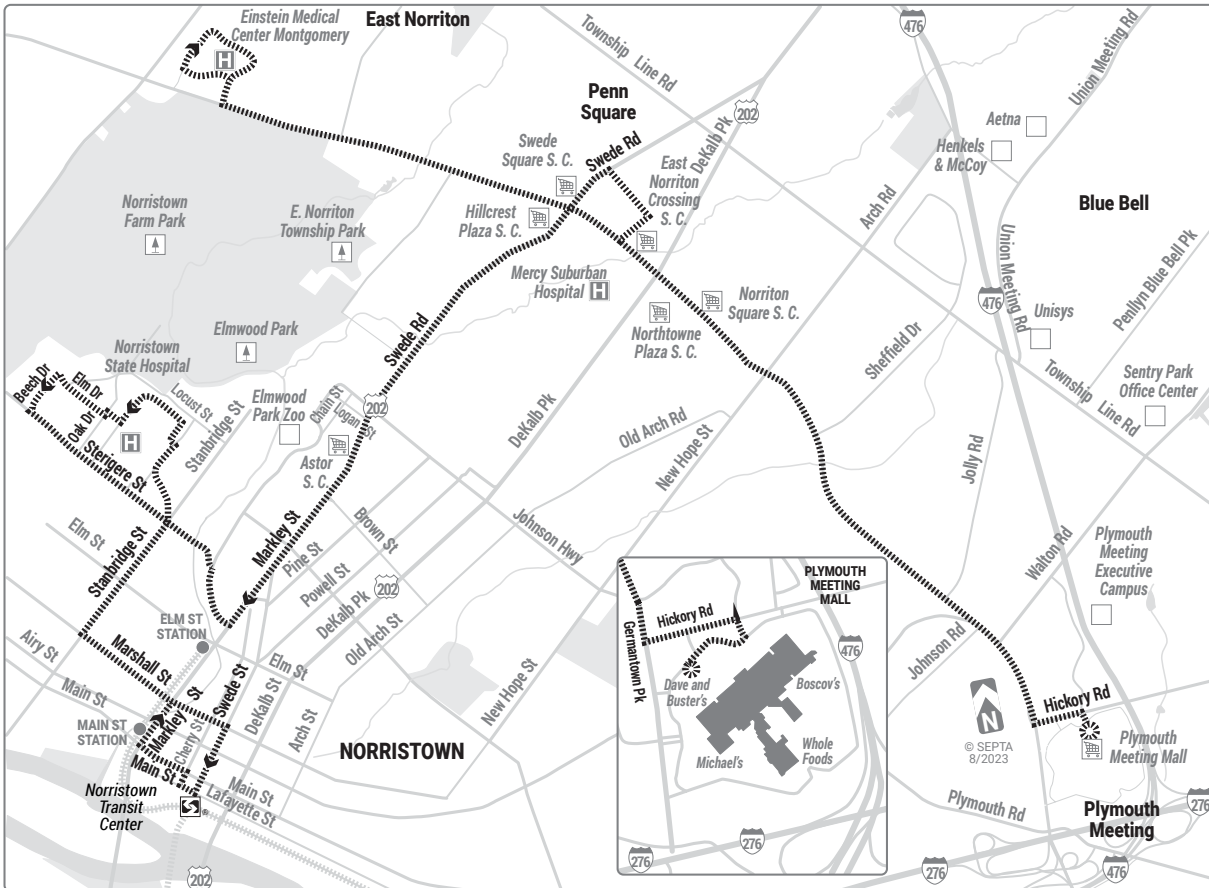
[Back to Route Listings](#)

# 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**

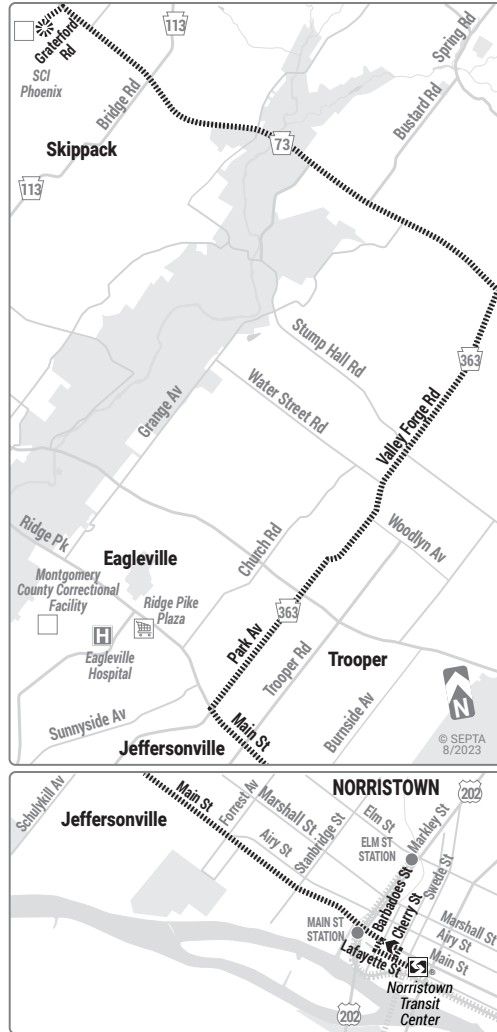
[Back to Route Listings](#)

# 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

[Back to Route Listings](#)

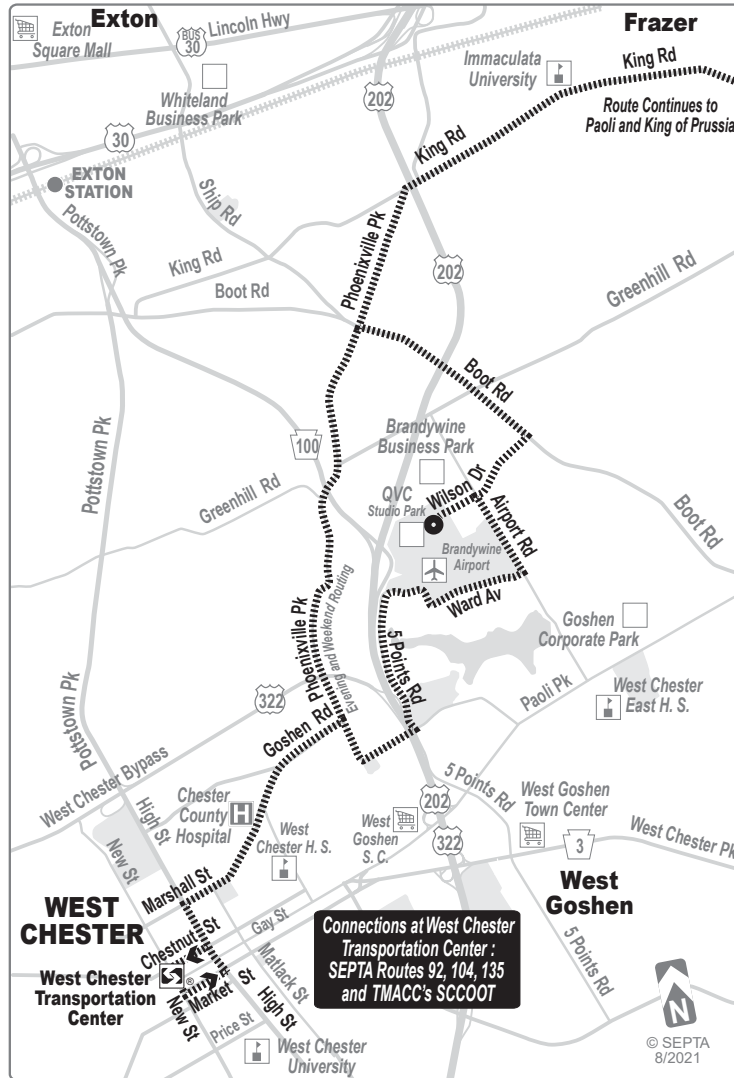


# ROUTE 92

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**

[Back to Route Listings](#)

# ROUTE 93

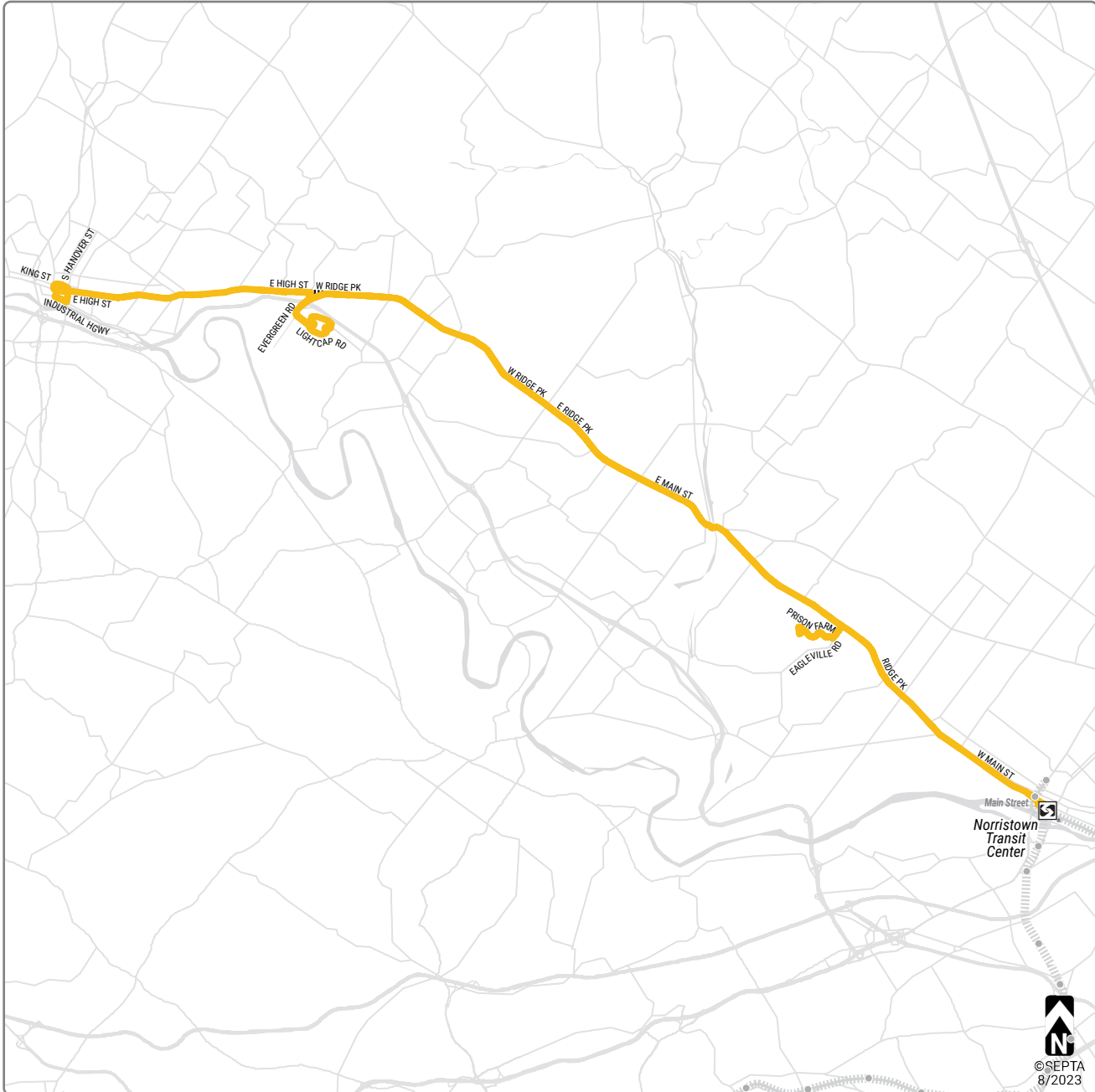
Pottstown-MCCC Campus to Norristown Transit Center

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

[Back to Route Listings](#)

# 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

[Back to Route Listings](#)

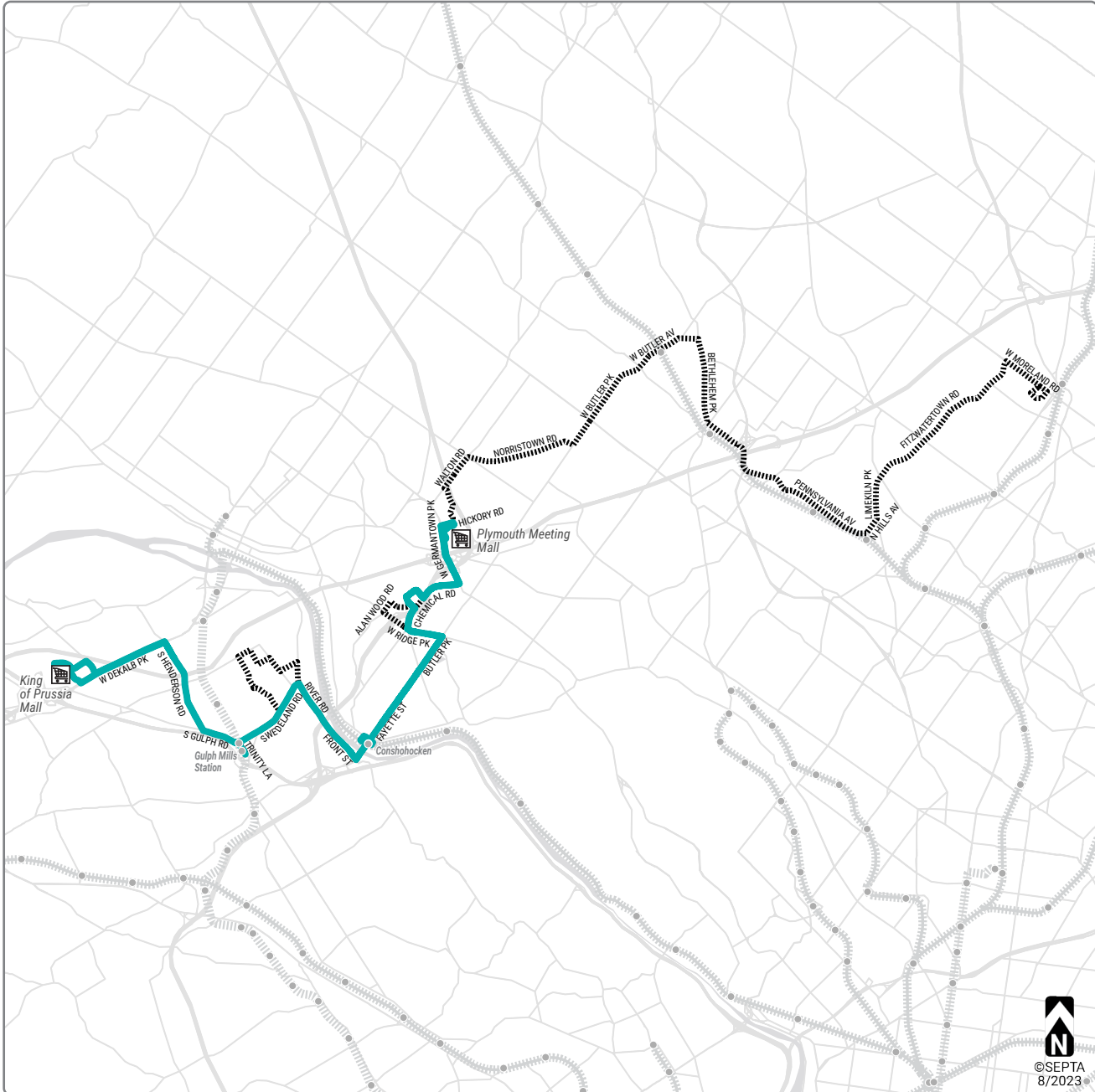
# ROUTE 95

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** (teal line)

**ROUTE DISCONTINUED** (dashed line)

[Back to Route Listings](#)



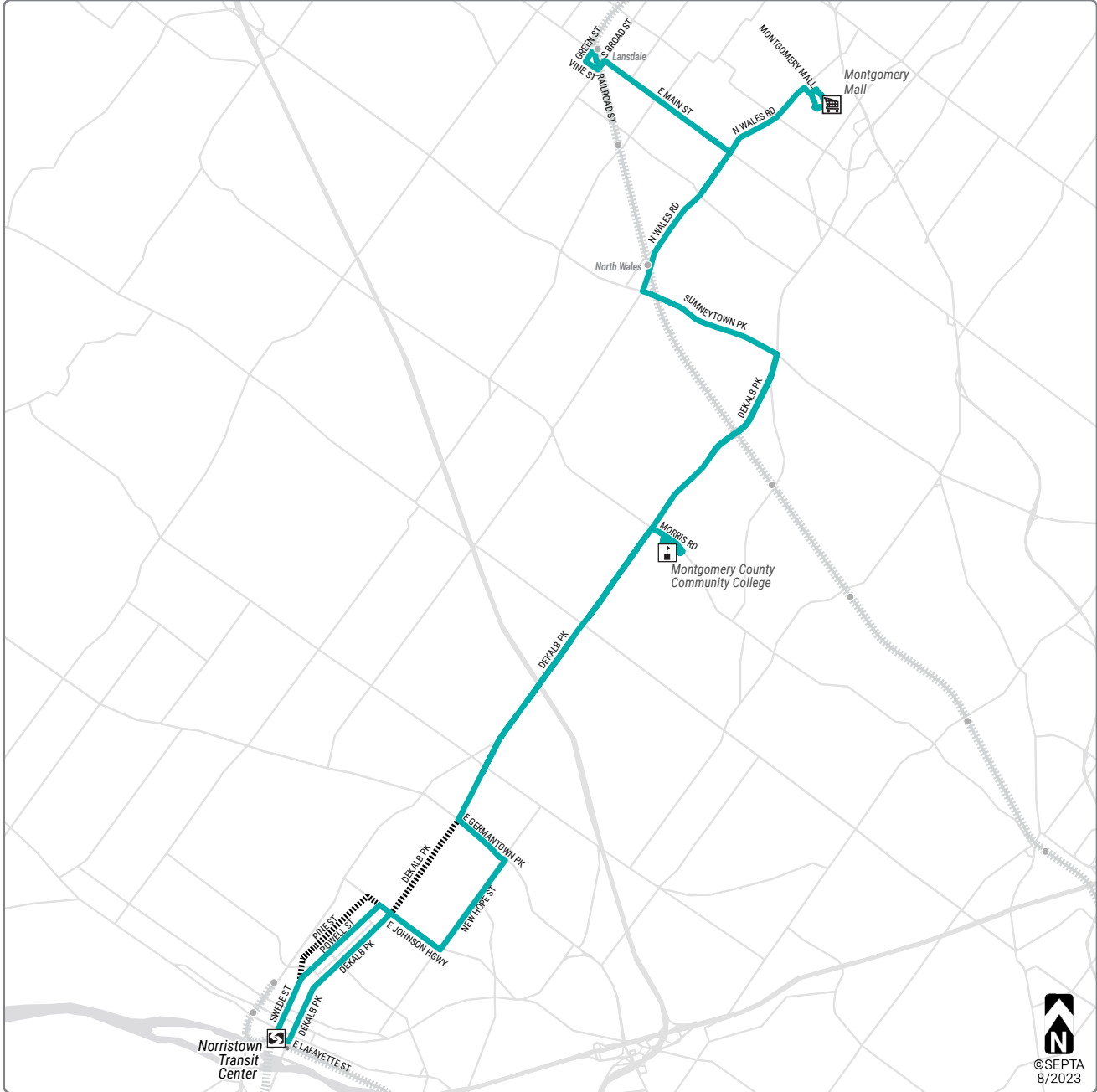
# ROUTE 96

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**

[Back to Route Listings](#)



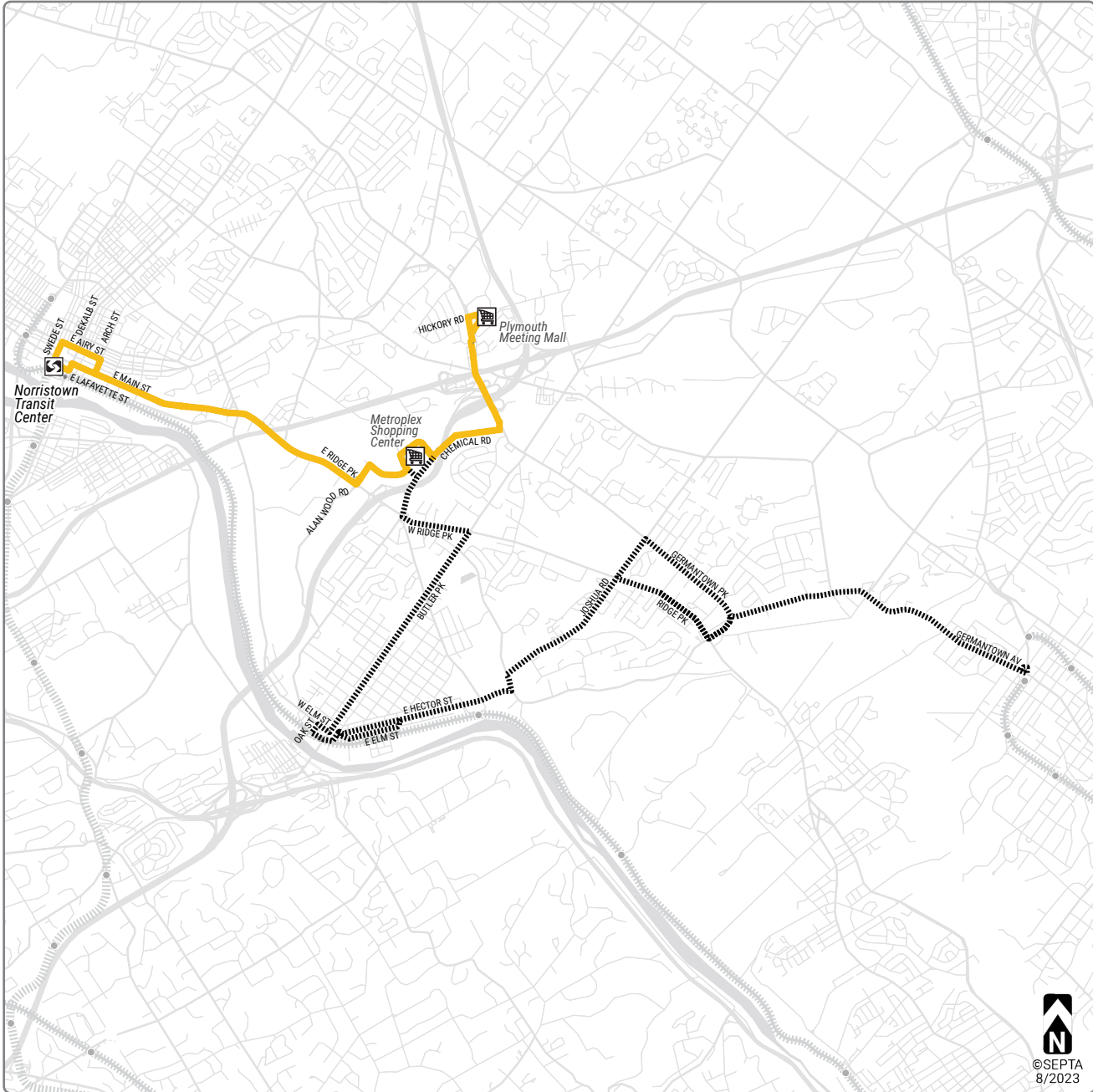
# ROUTE 97

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

[Back to Route Listings](#)

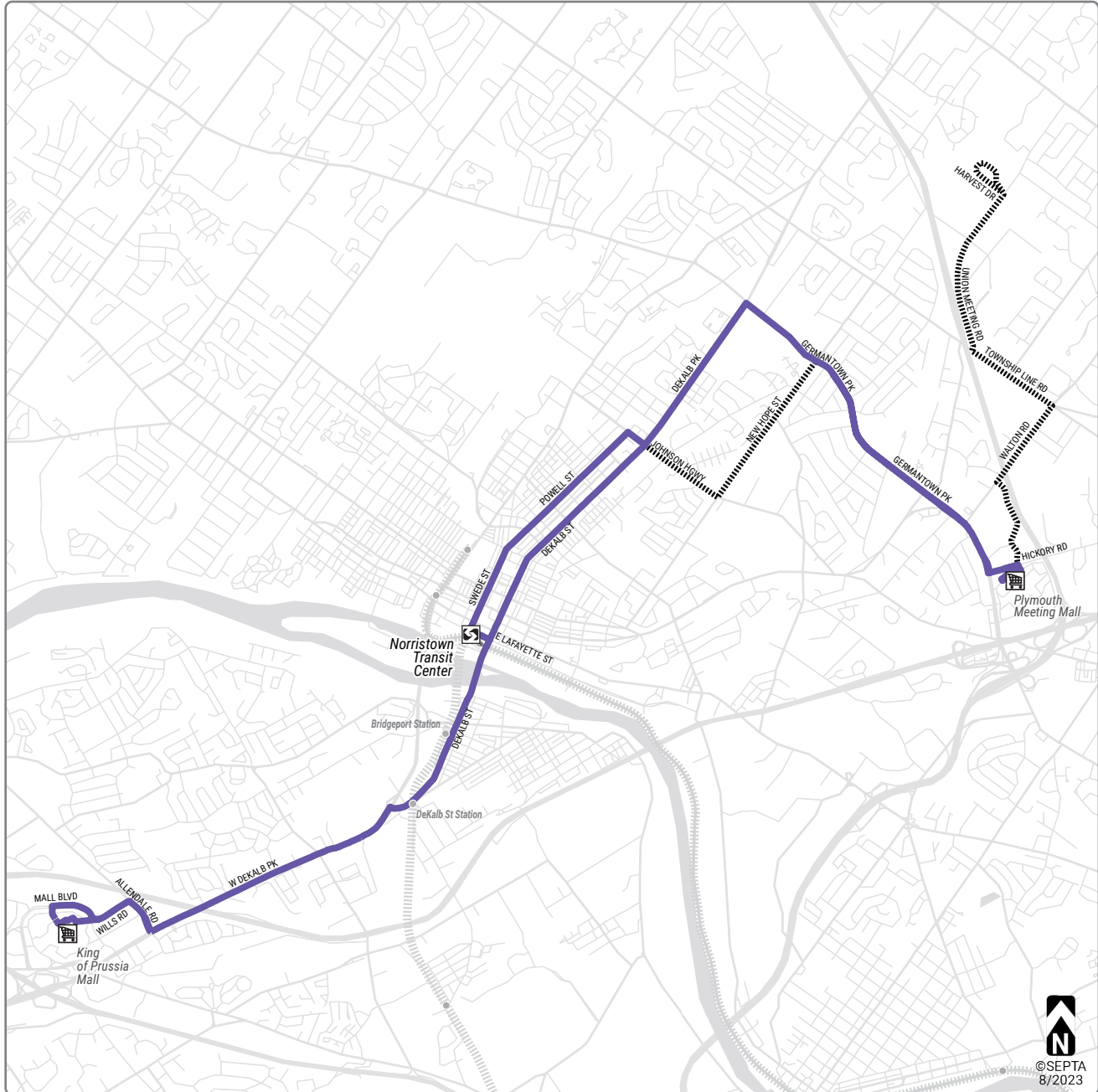
# ROUTE 98

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** (dotted line)

[Back to Route Listings](#)



# ROUTE 99

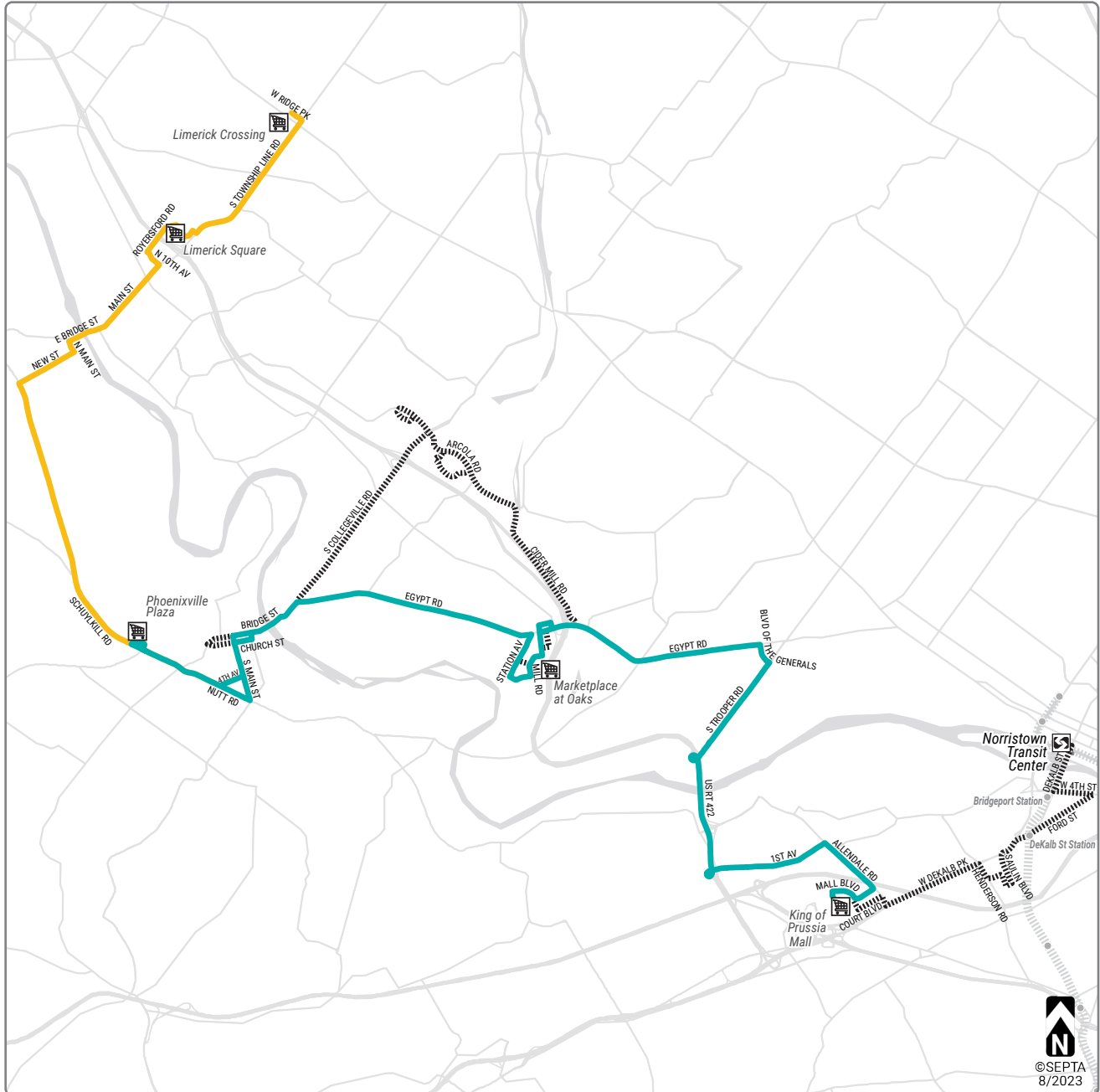
Phoenixville Plaza to King of Prussia  
Limerick to King of Prussia

# UPDATE

Changed Route

60 MAX

**What SEPTA is Proposing** - Route 99 will be extended to provide more direct and frequent service between Phoenixville Plaza and King of Prussia and hourly service between Limerick and Phoenixville via Route 139's existing alignment. Route 98 will provide frequent service between King of Prussia and Norristown Transit Center. Since the public hearings in September, we've added hourly service to this route between Phoenixville Plaza and Limerick to serve Route 139's existing alignment. On-Demand service will no longer operate in Limerick-Spring City-Phoenixville.



**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

[Back to Route Listings](#)



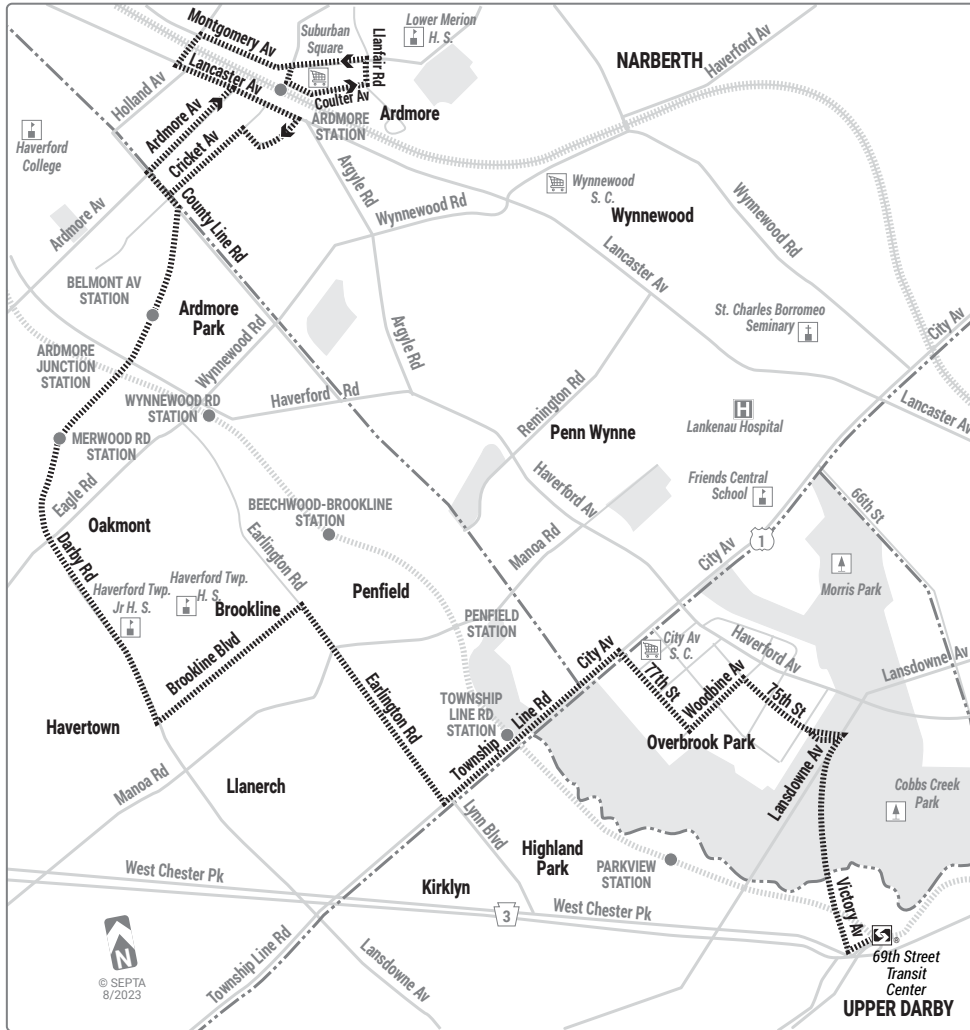


# ROUTE 103

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

[Back to Route Listings](#)

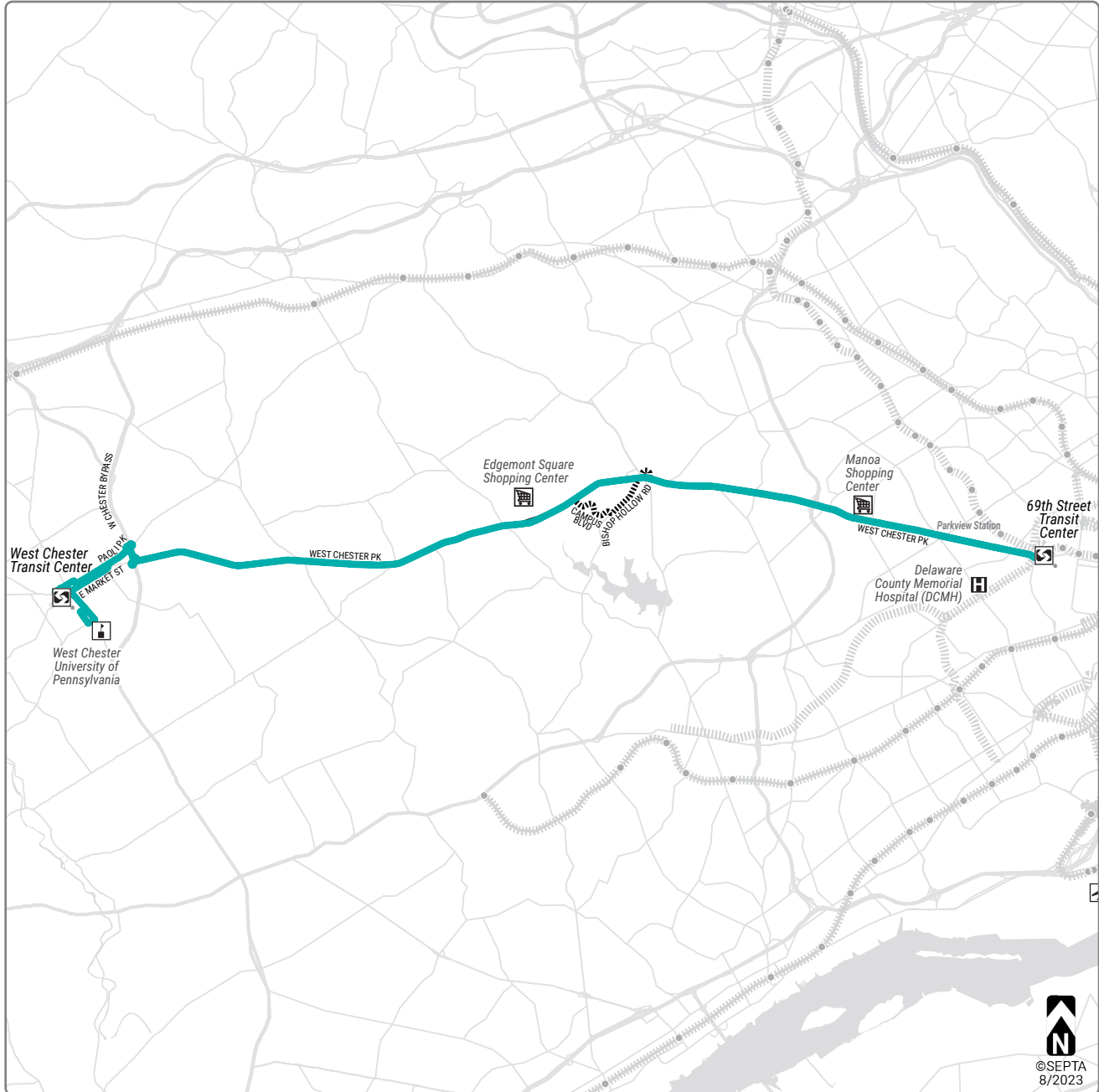
# ROUTE 104

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

[Back to Route Listings](#)

# ROUTE 105

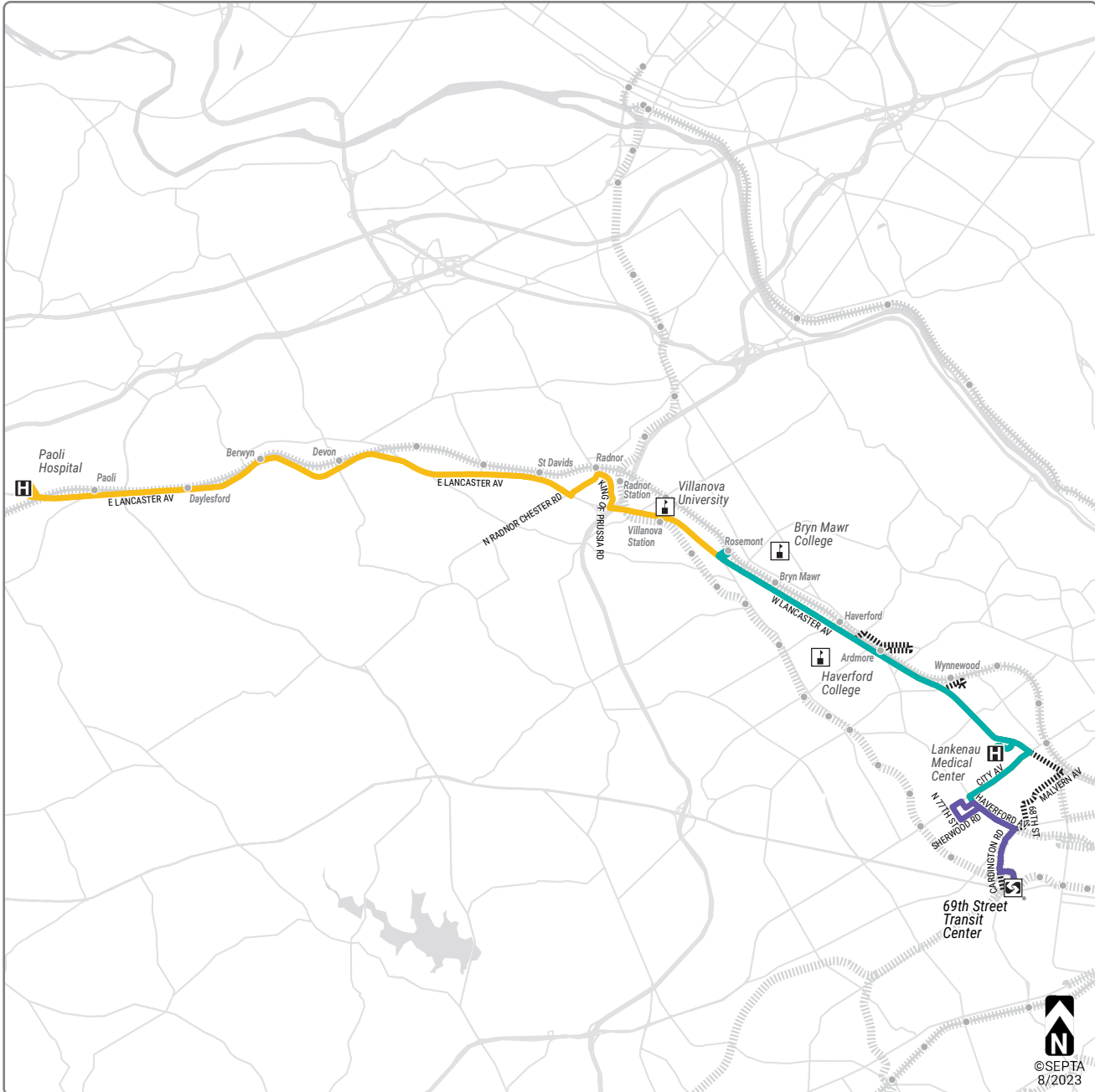
# UPDATE

Changed Route

76th-City Ave to 69th Street Transit Center  
Rosemont Station to 69th Street Transit Center  
Paoli Hospital to 69th Street Transit Center

15 MAX 30 MAX 60 MAX

**What SEPTA is Proposing** - Route 105 will operate with three patterns: One would operate between City Avenue and 69th Street Transit Center every 15 minutes. The second would operate between Rosemont and 69th Street Transit Center every 30 minutes. The third would operate between Paoli Hospital and 69th Street Transit Center every 60 minutes. This will provide more direct and frequent service between 69th Street, Overbrook Park, Lankenau Medical Center, and the Lancaster Avenue corridor. Since the public hearings in September, we've updated this route to include hourly service to Paoli Hospital to replace existing Route 106 service.



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

— **15 MAX**  
 — **30 MAX**  
 — **60 MAX**

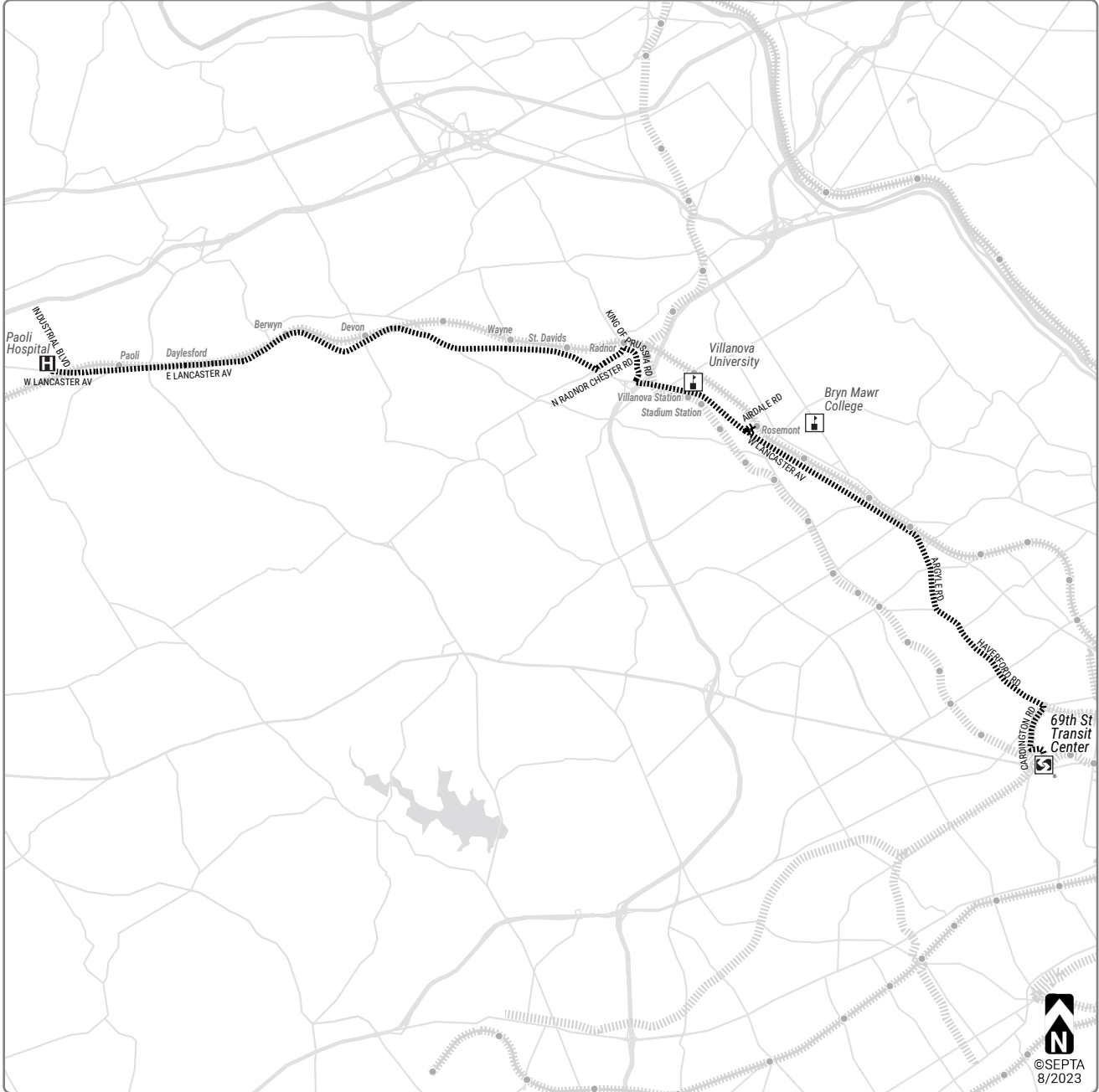
*MAX categories refer to the maximum wait time for a bus during most daytime hours, seven days a week.*

**ROUTE ADJUSTMENTS**

- ROUTE PROPOSED
- ROUTE PROPOSED
- ROUTE PROPOSED
- ..... ROUTE DISCONTINUED

[Back to Route Listings](#)

**What SEPTA is Proposing** - Route 106 will be discontinued and replaced by a 60 MAX extension of Route 105 between Rosemont Station and Paoli Hospital.



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

[Back to Route Listings](#)

# ROUTE 107

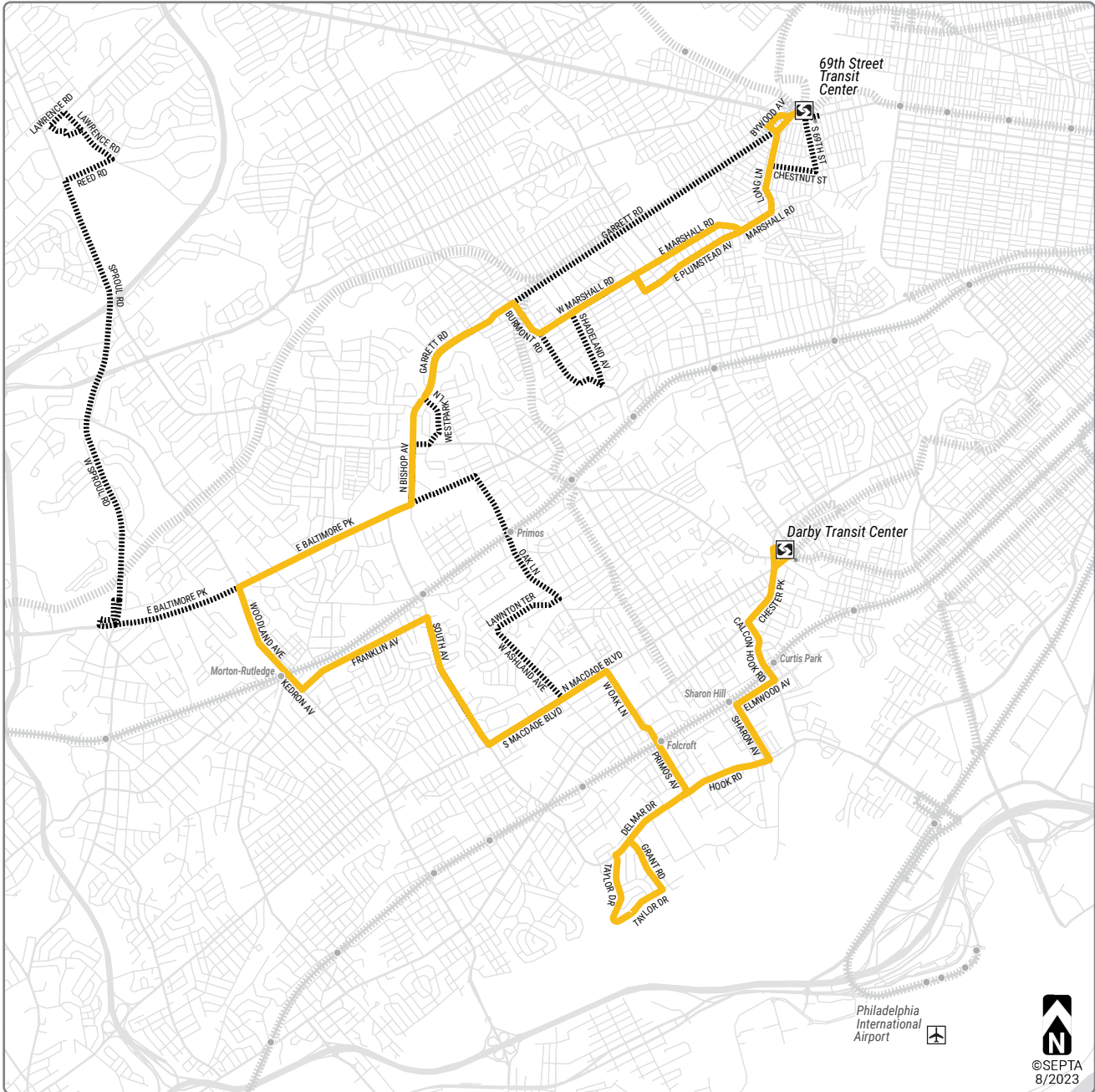
69th Street Transit Center to Darby Transit Center

# UPDATE

Changed Route

**60 MAX**

**What SEPTA is Proposing** - Route 107 will connect Darby Transit Center and the 69th Street Transit Center traveling through neighborhoods on Marshall Road, Baltimore Pike, Woodland Avenue, Franklin Avenue, and Folcroft. It combines parts of the existing Route 115 (DCCC to Darby TC and Airport) and existing Route 107 (Lawrence Park to 69th Street). The new alignment provides 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. Since the public hearings in September, we've redesigned this route to operate via Franklin Avenue and Morton-Rutledge Station.



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

**60 MAX**

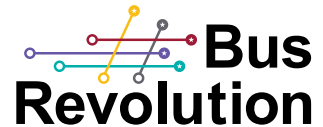
*Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.*

**ROUTE ADJUSTMENTS**

— ROUTE PROPOSED

..... ROUTE DISCONTINUED

[Back to Route Listings](#)





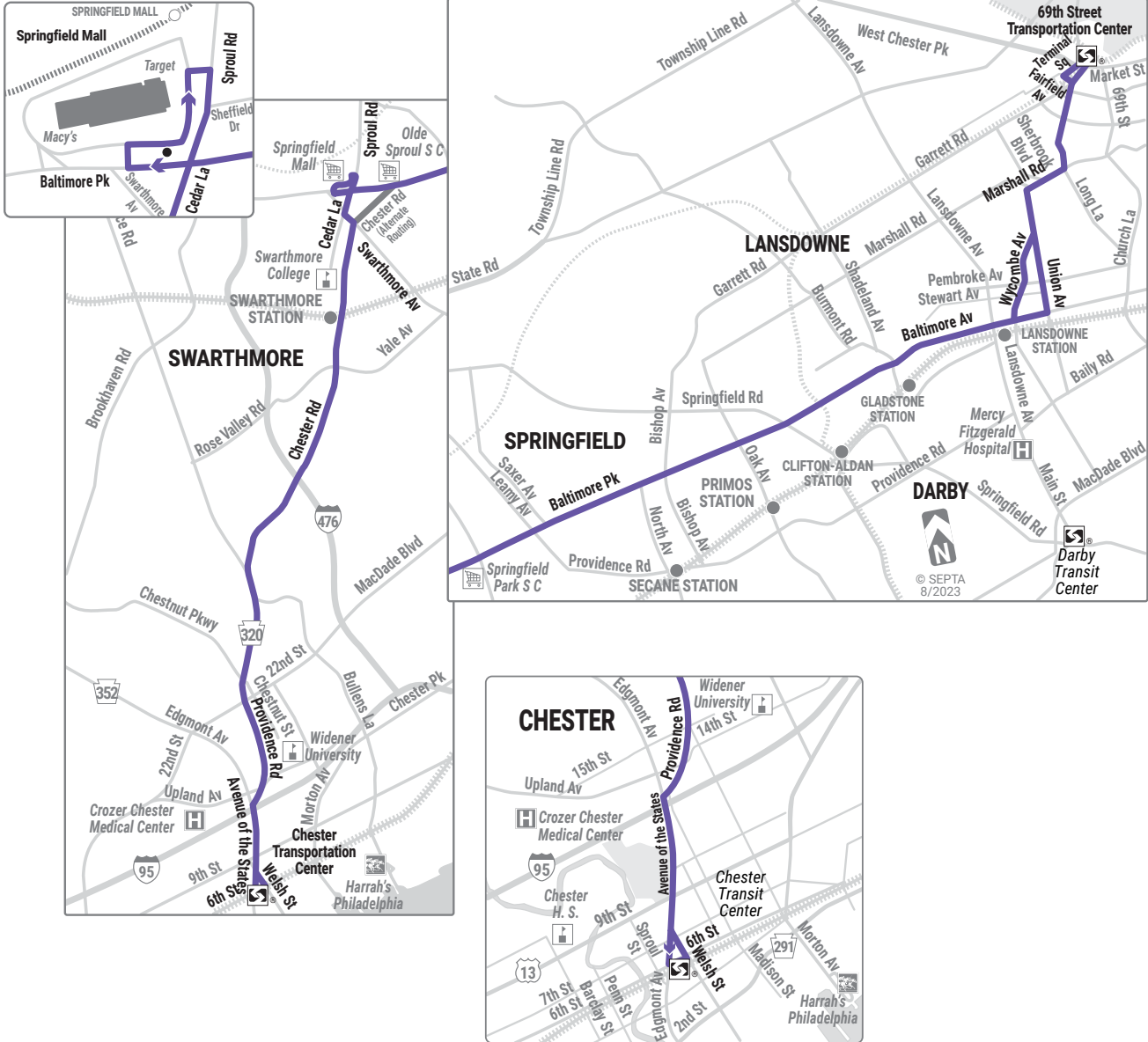
# ROUTE 109

Chester Transit Center to 69th Street Transit Center

No Changes

15 MAX

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



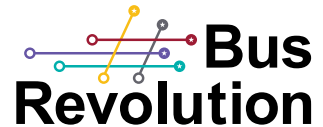
**PLANNED FREQUENCY, DAYS & HOURS OF SERVICE**

**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**

[Back to Route Listings](#)



# ROUTE 110

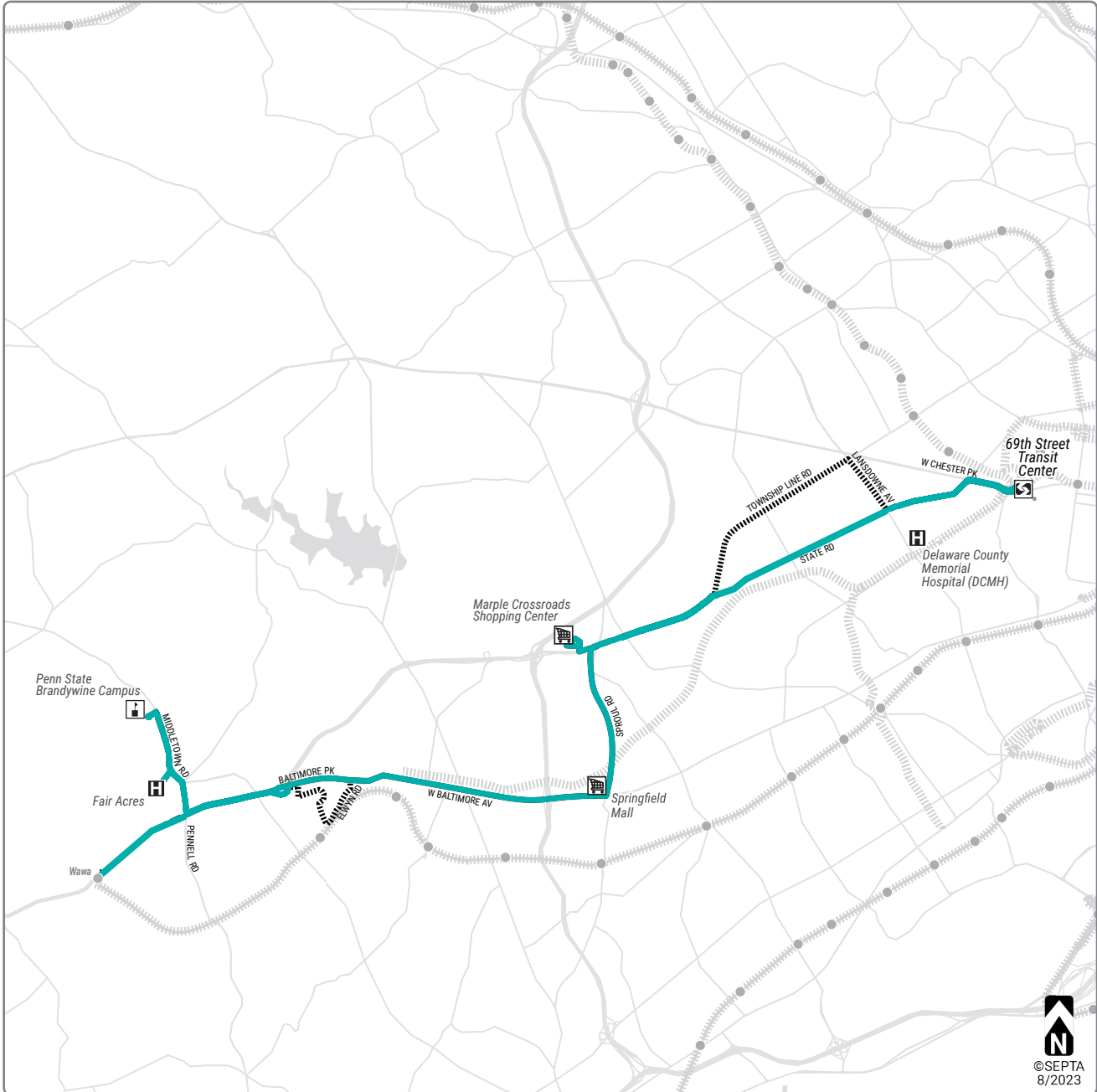
Wawa Station to 69th Street Transit Center

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

[Back to Route Listings](#)



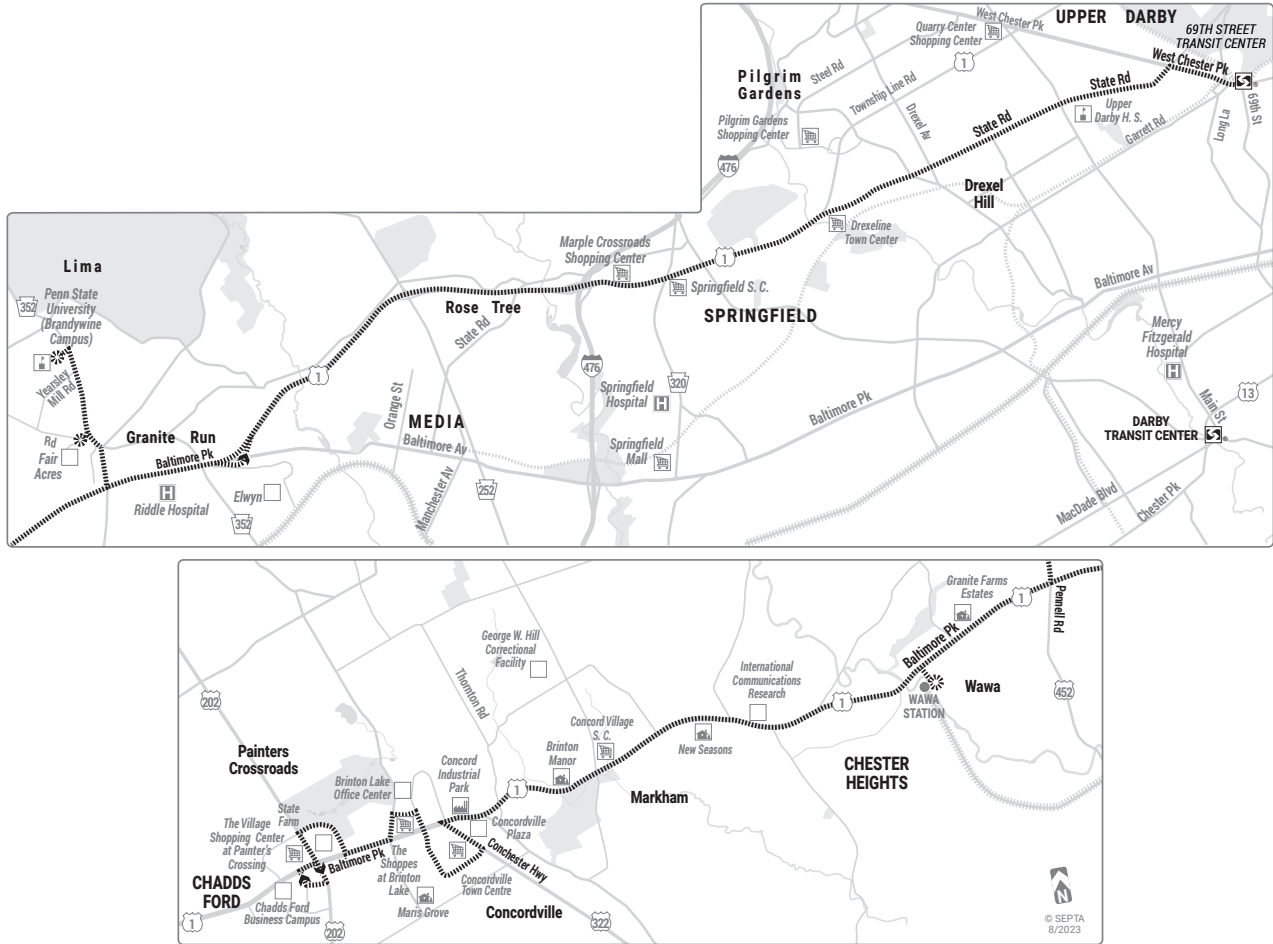


# ROUTE 111

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**

[Back to Route Listings](#)

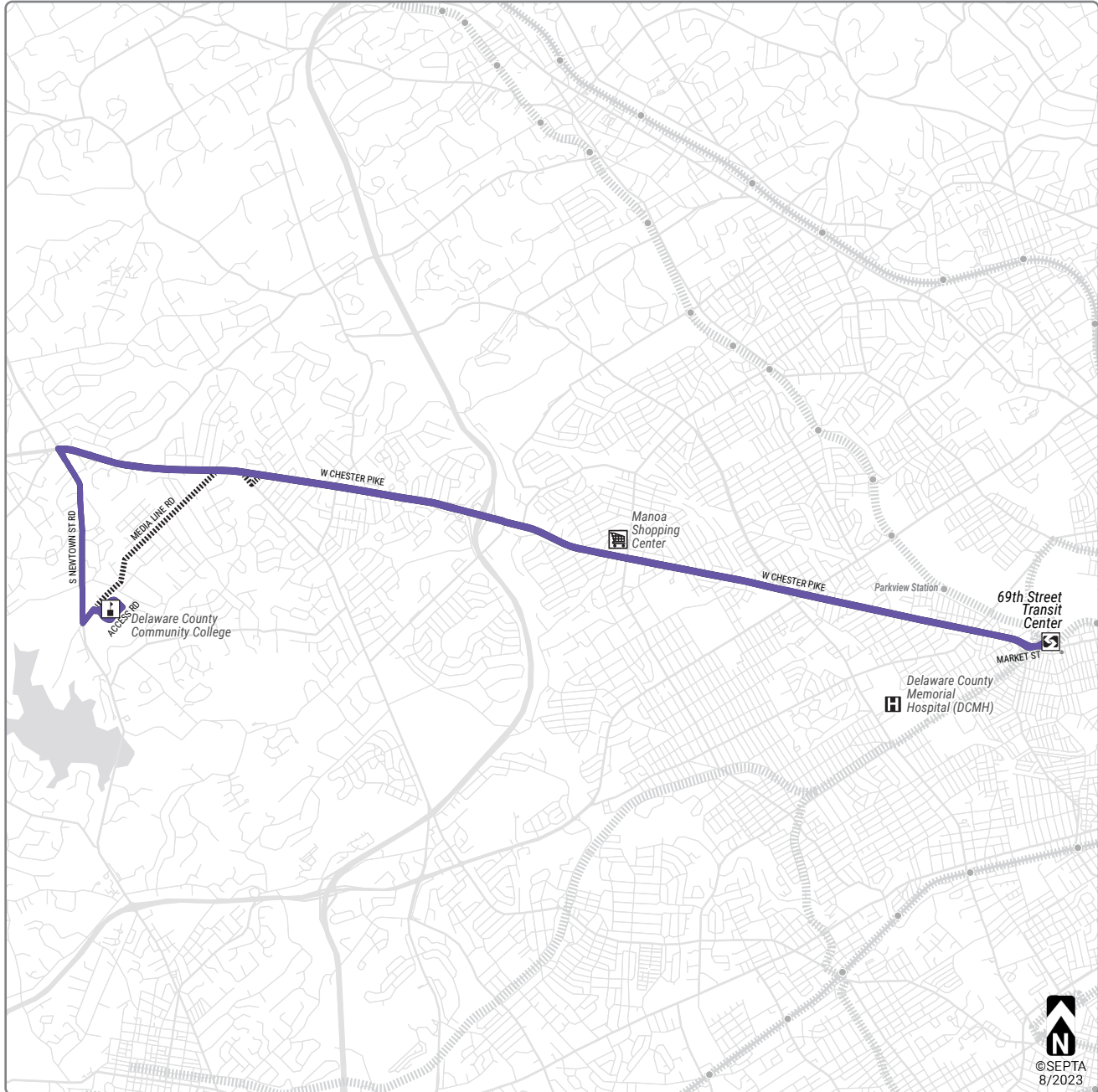
# ROUTE 112

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

[Back to Route Listings](#)



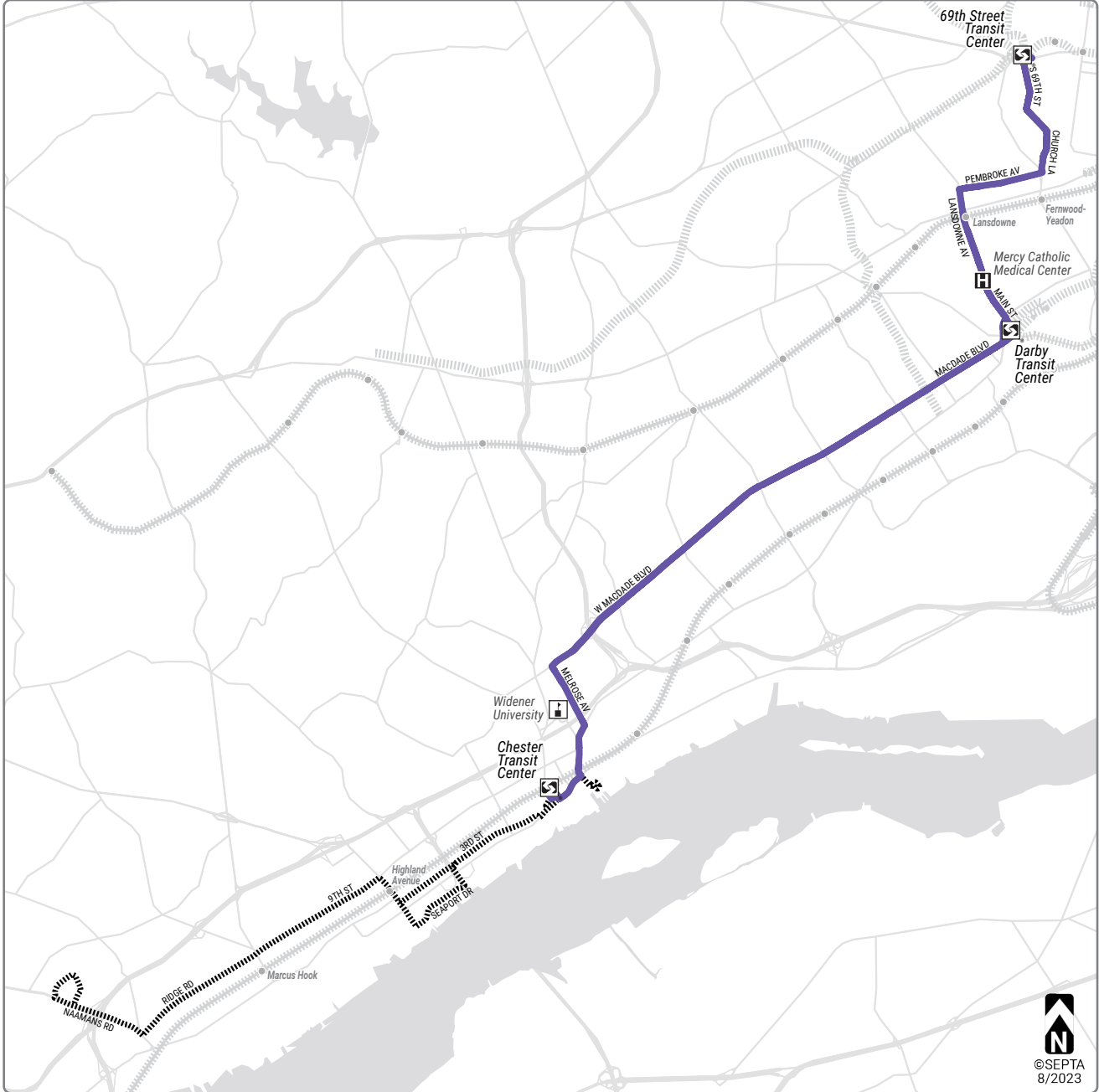
# ROUTE 113

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
- ..... ROUTE DISCONTINUED

[Back to Route Listings](#)



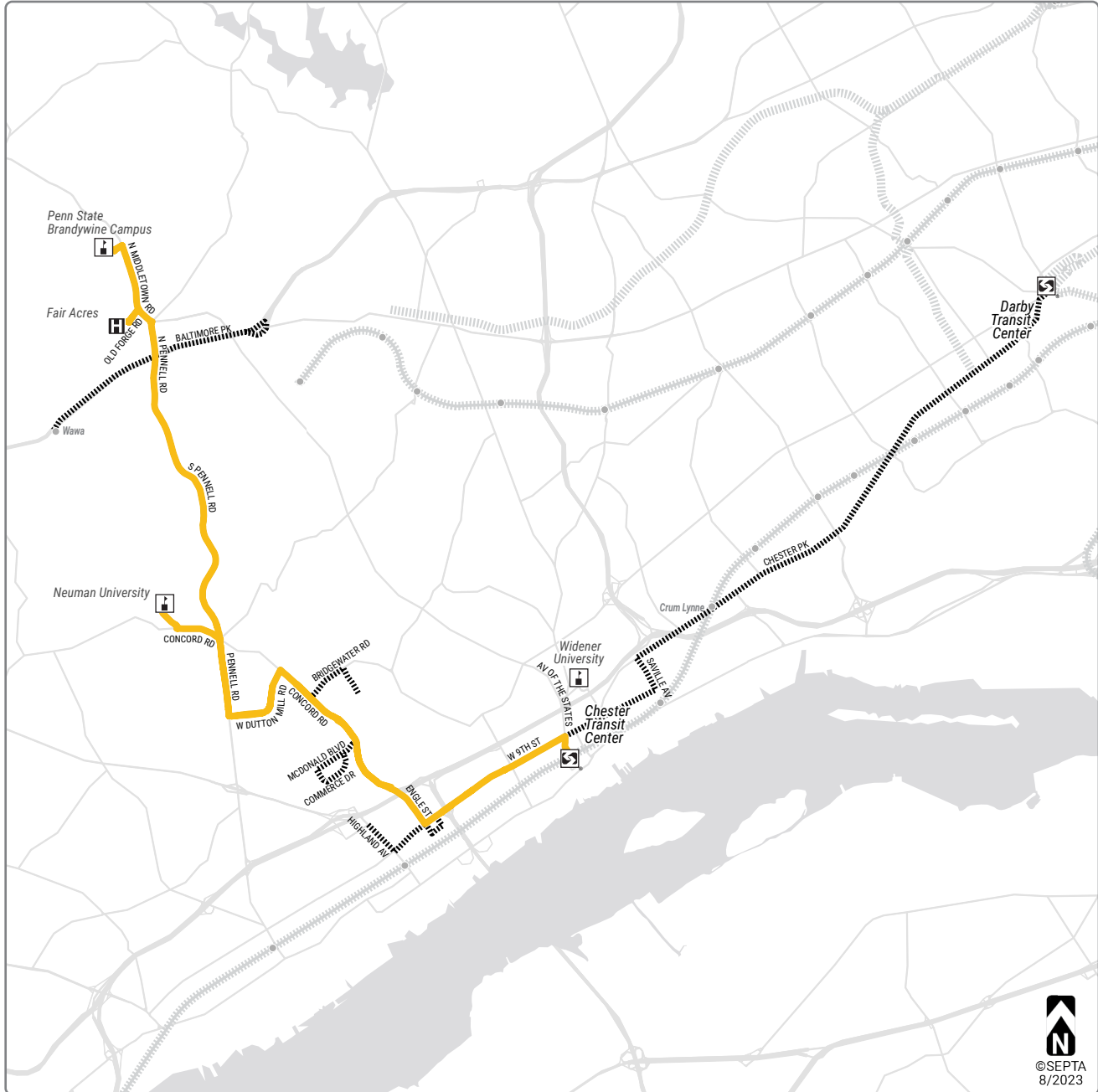
# ROUTE 114

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.



## 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

[Back to Route Listings](#)

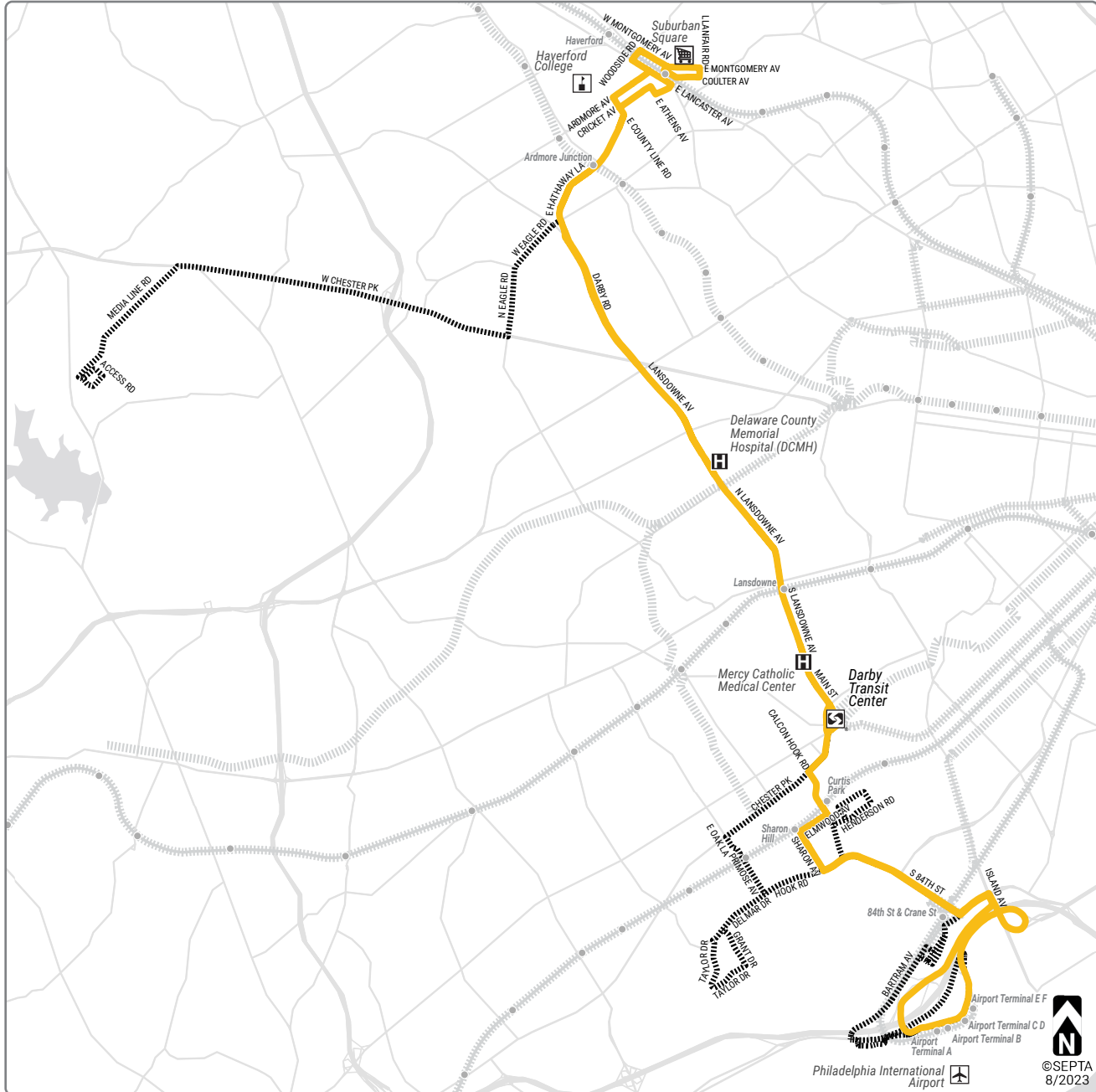
# ROUTE 115

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 115 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

[Back to Route Listings](#)



# ROUTE 116

Darby Transit Center to Claymont Transportation Center

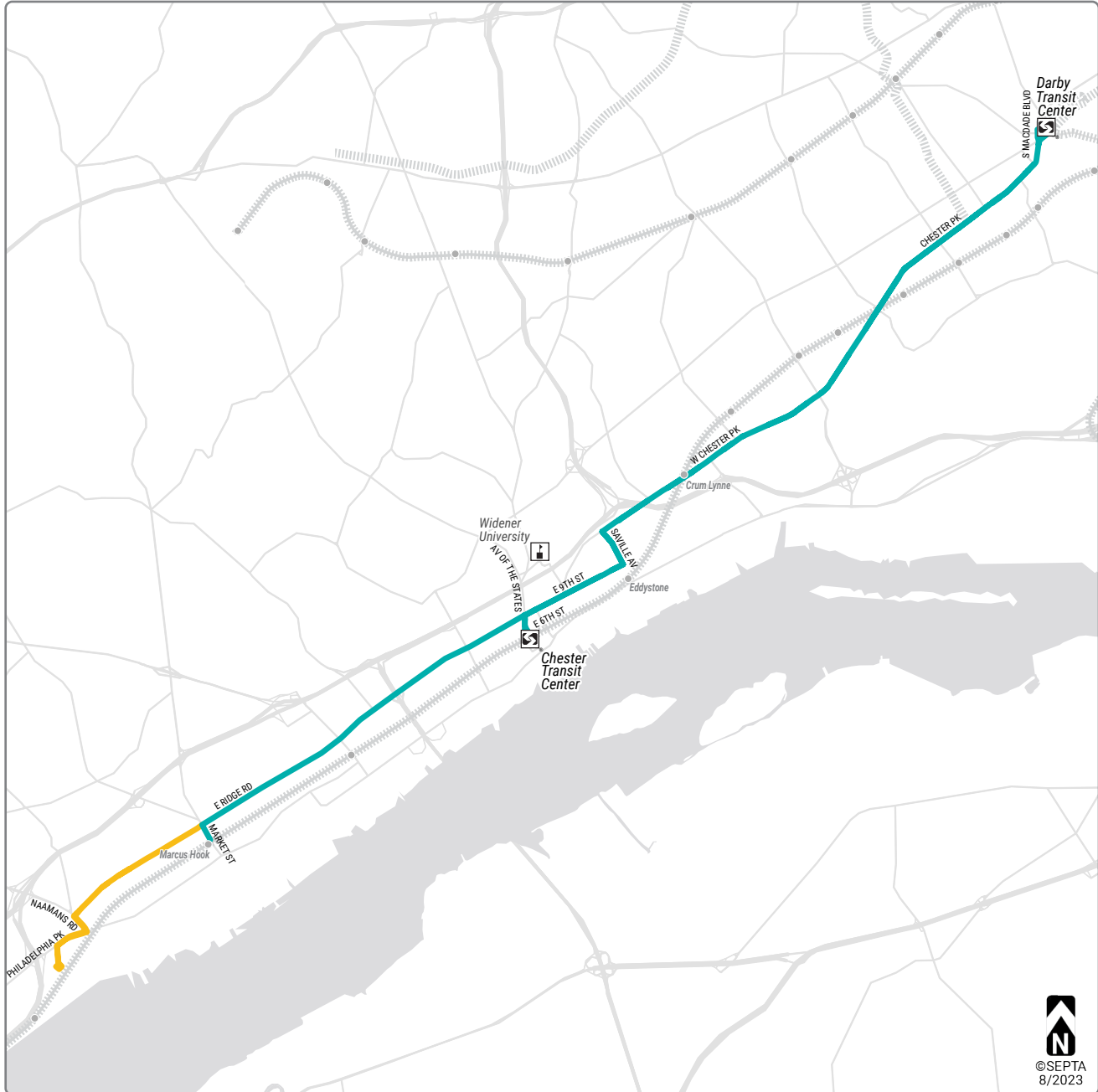
# UPDATE

New Route

30 MAX

60 MAX

**What SEPTA is Proposing** - Route 116 will travel between Darby Transit Center and Claymont Transportation Center 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. Since the public hearings in September, we've updated this route by extending 30 MAX service along 9th Street in South Chester to Marcus Hook Station.



**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**

[Back to Route Listings](#)



# ROUTE 117

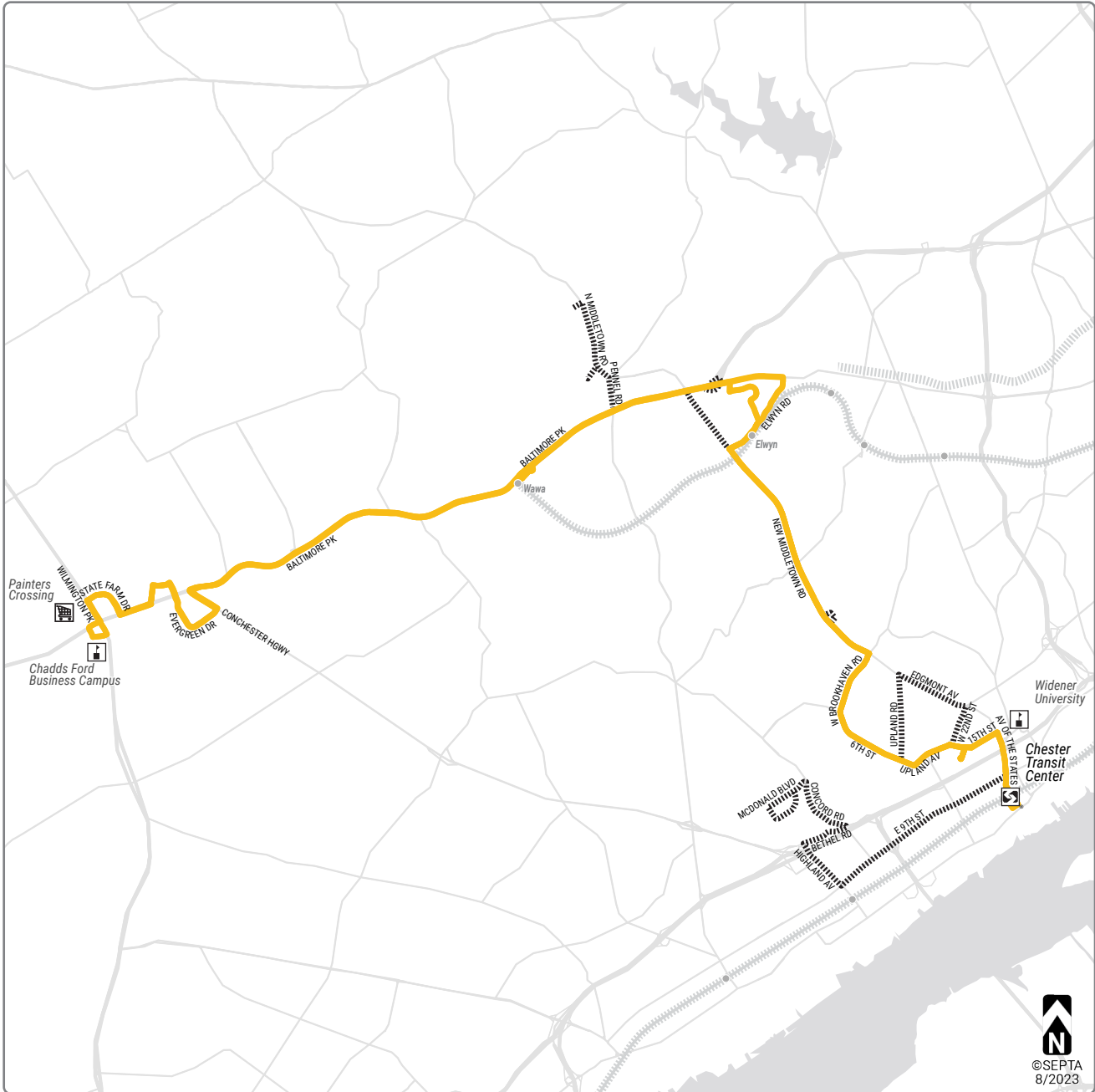
Painters Crossing to Chester Transit Center

# UPDATE

Changed Route

**60 MAX**

**What SEPTA is Proposing** - Route 117 will be redesigned to travel between Painters Crossing and the Chester Transit Center via the 6th Street and Crozer-Chester Medical Center. The route will operate via the Elwyn Institute on weekdays when the Institute is open and Elwyn Road when the Institute is closed. Route 114 will replace service between Feltonville and Chester Transit Center. Since the public hearings in September, we've made these changes to return the route to its existing alignment north of Chester and to provide a new one seat ride between Chester Transit Center and Painters Crossing. On-demand service earlier proposed for Painters Crossing will not operate.



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

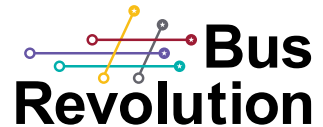
**60 MAX**

*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

[Back to Route Listings](#)



# ROUTE 118

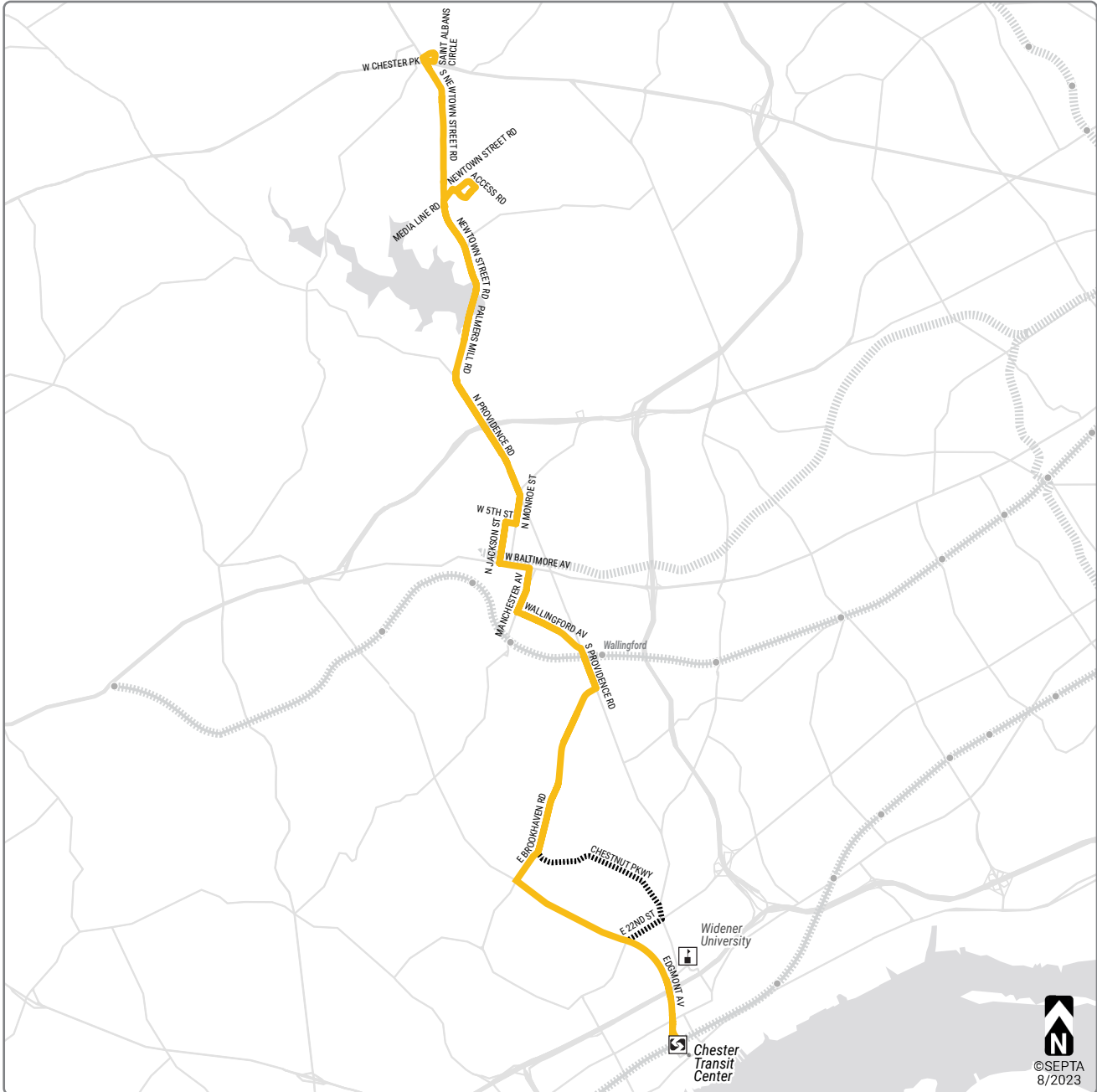
Newtown Square to Chester Transit Center

# UPDATE

Changed Route

**60 MAX**

**What SEPTA is Proposing** - Route 118 will be realigned via Edgmont Avenue. Since the public hearings in September, we've made this change to improve travel times for Route 118 by operating it more directly and to continue to serve Edgmont Avenue since Route 117 will operate via 6th Street.



## PLANNED FREQUENCY, DAYS & HOURS OF SERVICE

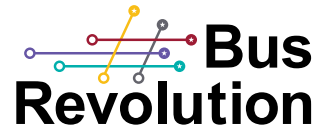
**60 MAX**

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

[Back to Route Listings](#)





# ROUTE 119

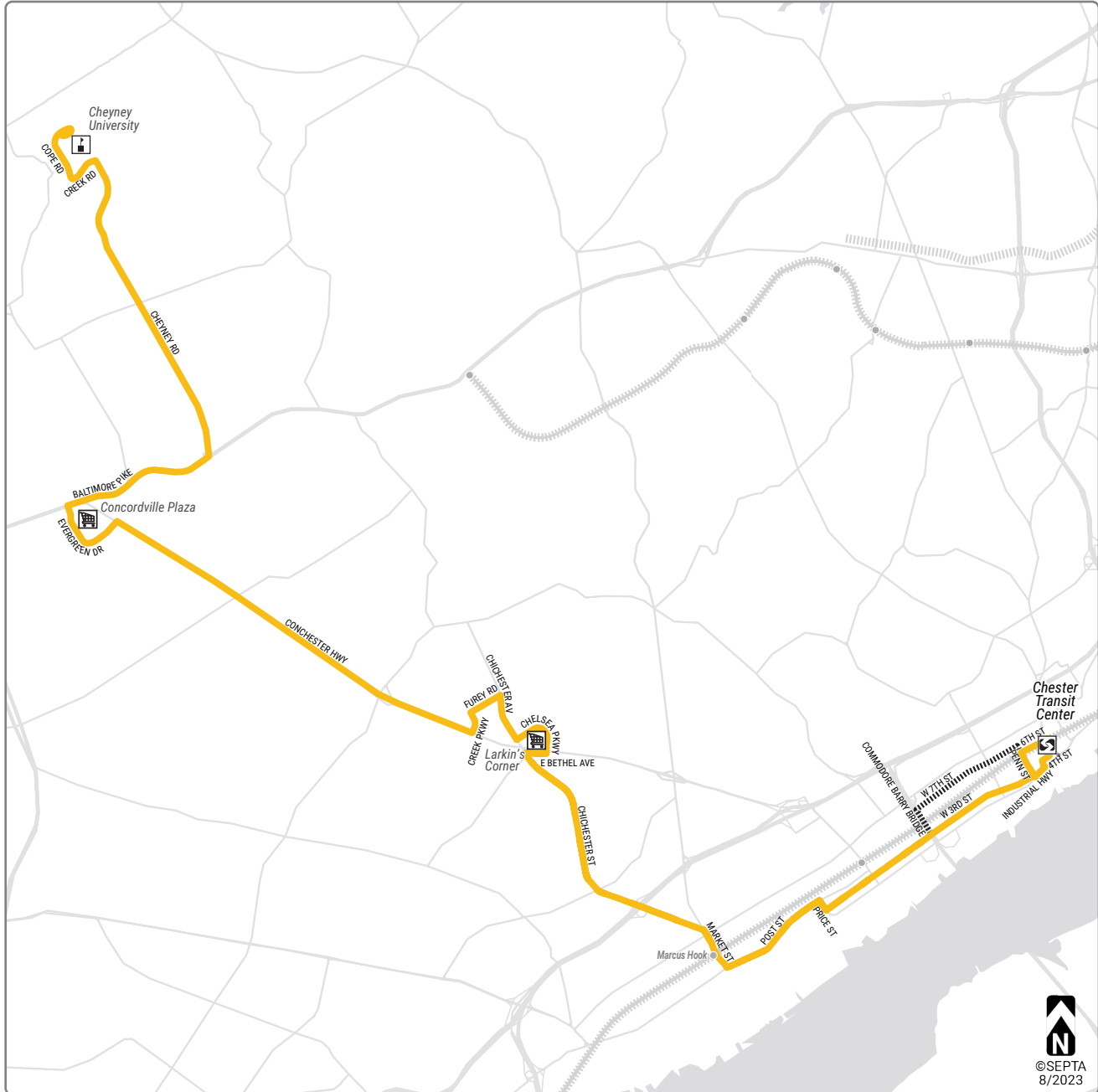
Cheyney University to Chester Transit Center

# UPDATE

Changed Route

**60 MAX**

**What SEPTA is Proposing** - Route 119 will operate all trips between Cheyney University and Chester Transit Center via Conchester Highway. Since the public hearings in September, we've restored Route 119's alignment back to the alignment it operates today between Larkin's Corner and Cheyney University. On-demand service earlier proposed for Painters Crossing will not operate.



**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**

[Back to Route Listings](#)

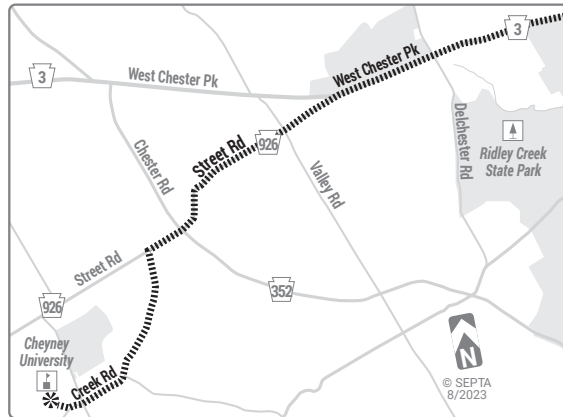
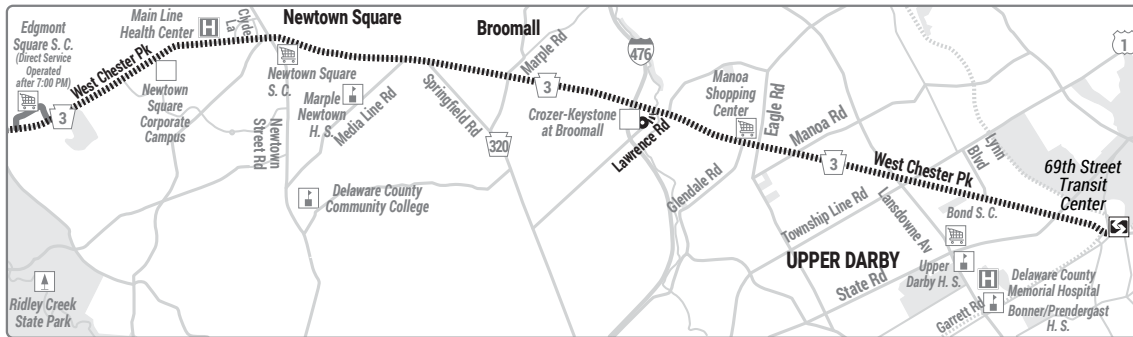


# ROUTE 120

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

Discontinued Route

**What SEPTA is Proposing** - Route 120 will be discontinued. Route 119 will provide service to Cheyney University from Chester Transit Center via Concordville.



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

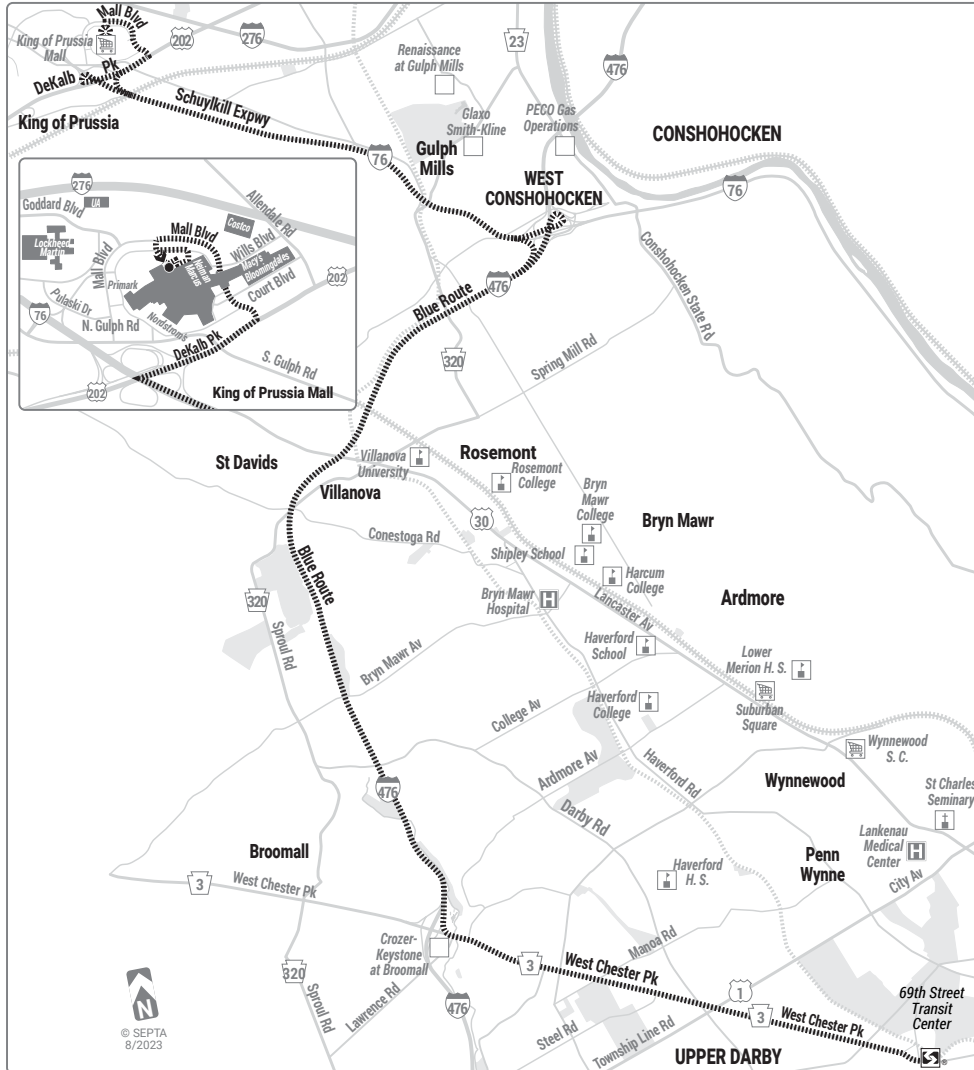
[Back to Route Listings](#)

# ROUTE 123

King of Prussia to 69th Street Transit Center

Discontinued Route

**What SEPTA is Proposing** - Route 123 will be discontinued. Route 124 and Route 125 will provide service between 30th Street Station and King of Prussia Mall via Gulph Mills Station on the Norristown High Speed Line. Route 98 will provide frequent service between King of Prussia Mall and DeKalb St Station on the NHSL.



**ROUTE ADJUSTMENT**  
----- ROUTE DISCONTINUED

[Back to Route Listings](#)



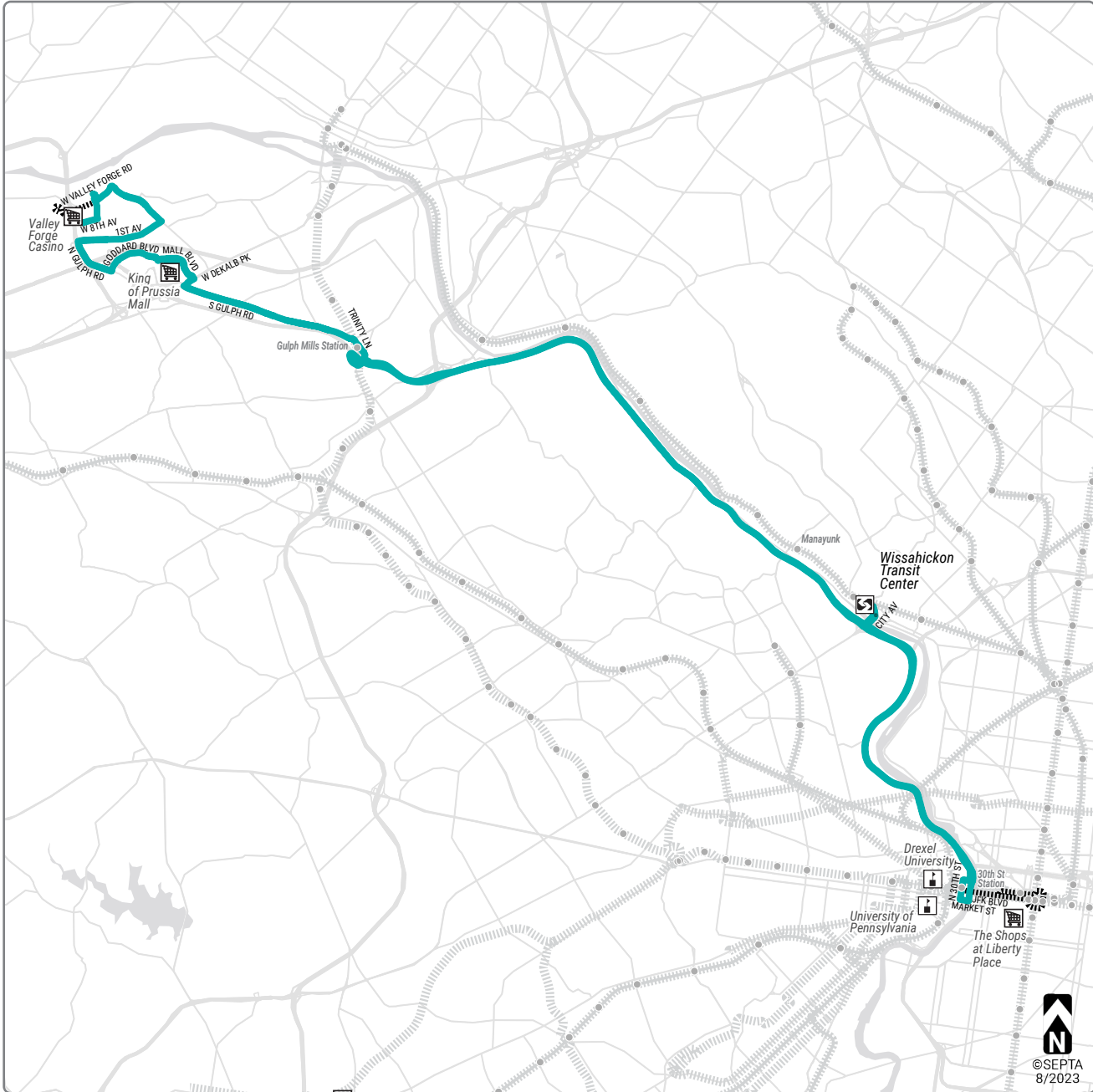
# ROUTE 125

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

[Back to Route Listings](#)



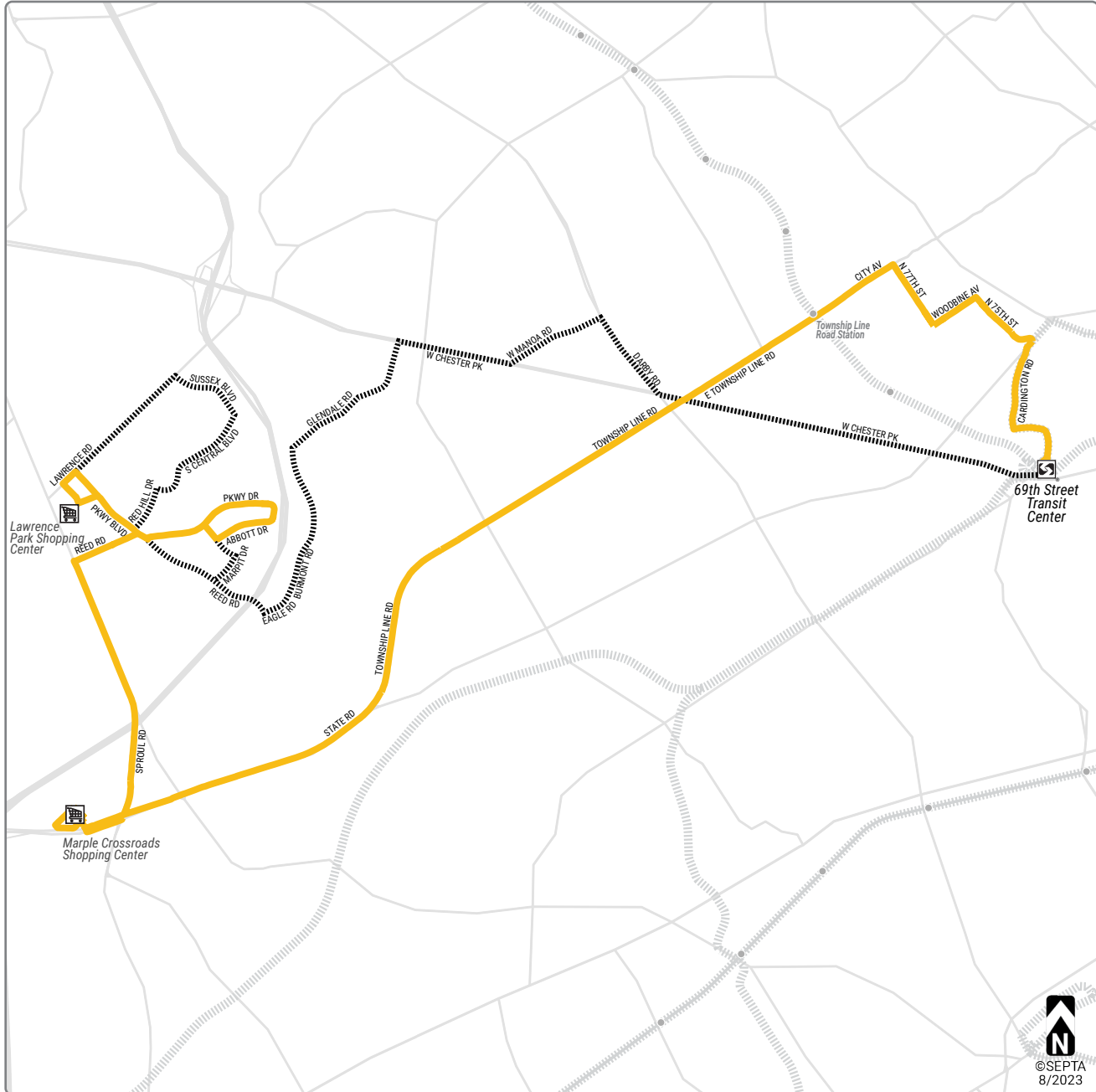
# ROUTE 126

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**

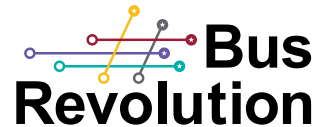
*Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.*

**ROUTE ADJUSTMENTS**

**— ROUTE PROPOSED**

**..... ROUTE DISCONTINUED**

[Back to Route Listings](#)



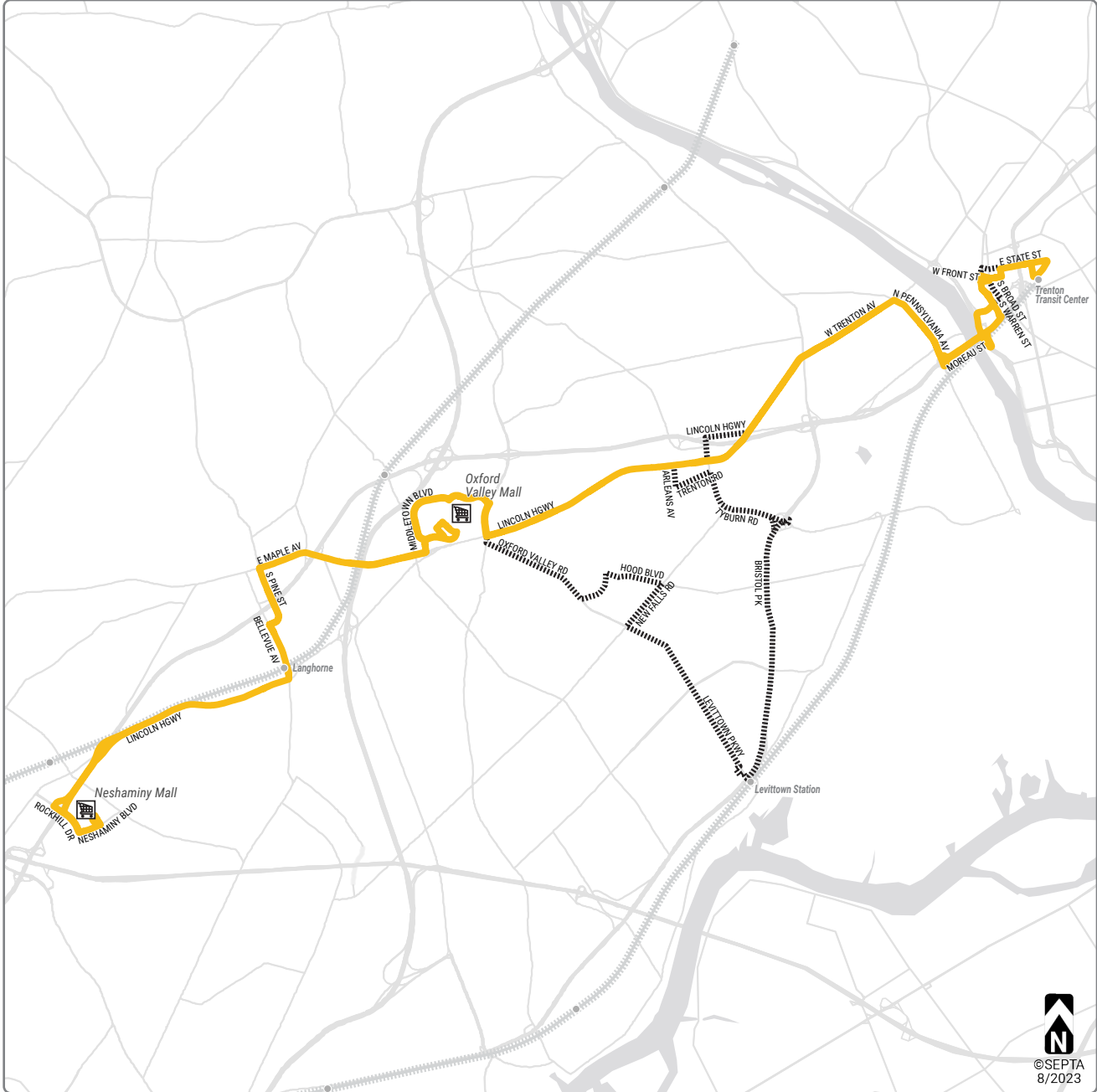
# ROUTE 127

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

[Back to Route Listings](#)

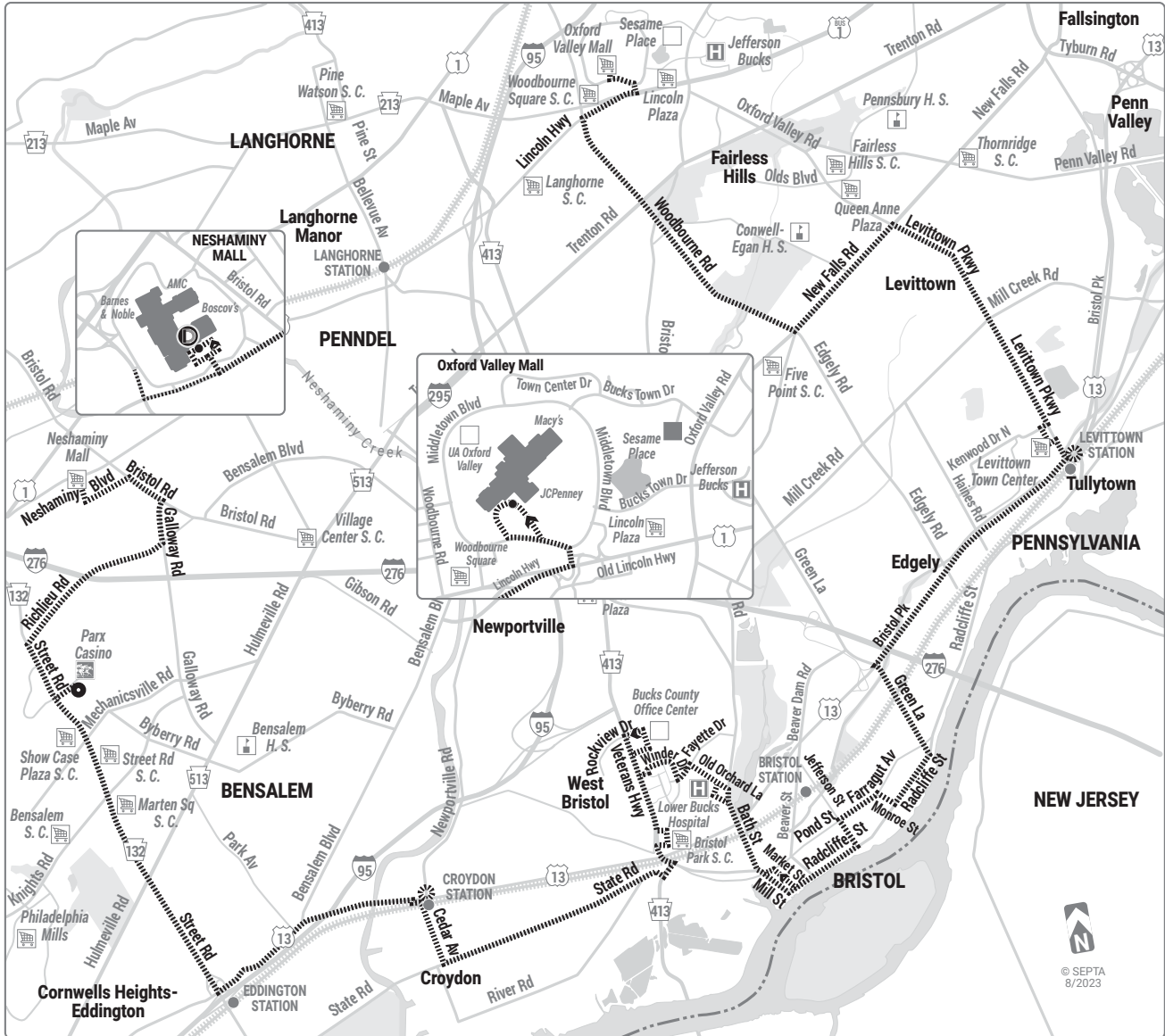


# ROUTE 128

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

[Back to Route Listings](#)



# ROUTE 129

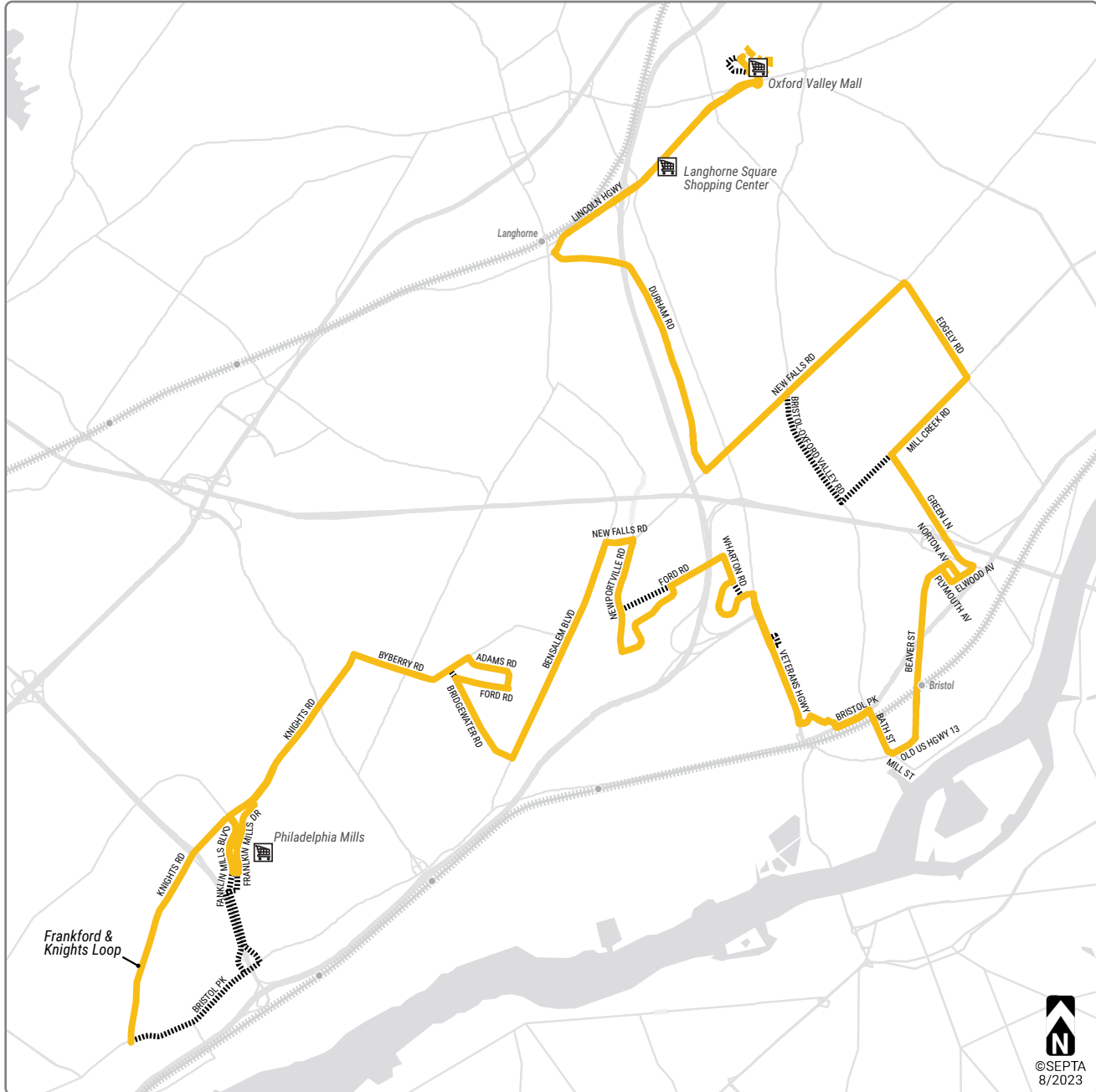
Frankford-Knights to Oxford Valley Mall

# UPDATE

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. Since the public hearings in September, we've redesigned Route 129 west of Bristol to serve higher ridership stops in the industrial parks. We've also redesigned it via Edgely Road in Levittown to serve the future Lower Bucks Government Services Center.



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

**60 MAX**

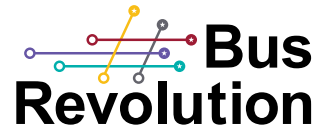
*Most 60 MAX routes would operate at least hourly (60 min) on weekdays from 8 AM to midnight, Saturdays from 8 AM to midnight, and Sundays from 9 AM to midnight.*

**ROUTE ADJUSTMENTS**

— ROUTE PROPOSED

- - - - - ROUTE DISCONTINUED

[Back to Route Listings](#)



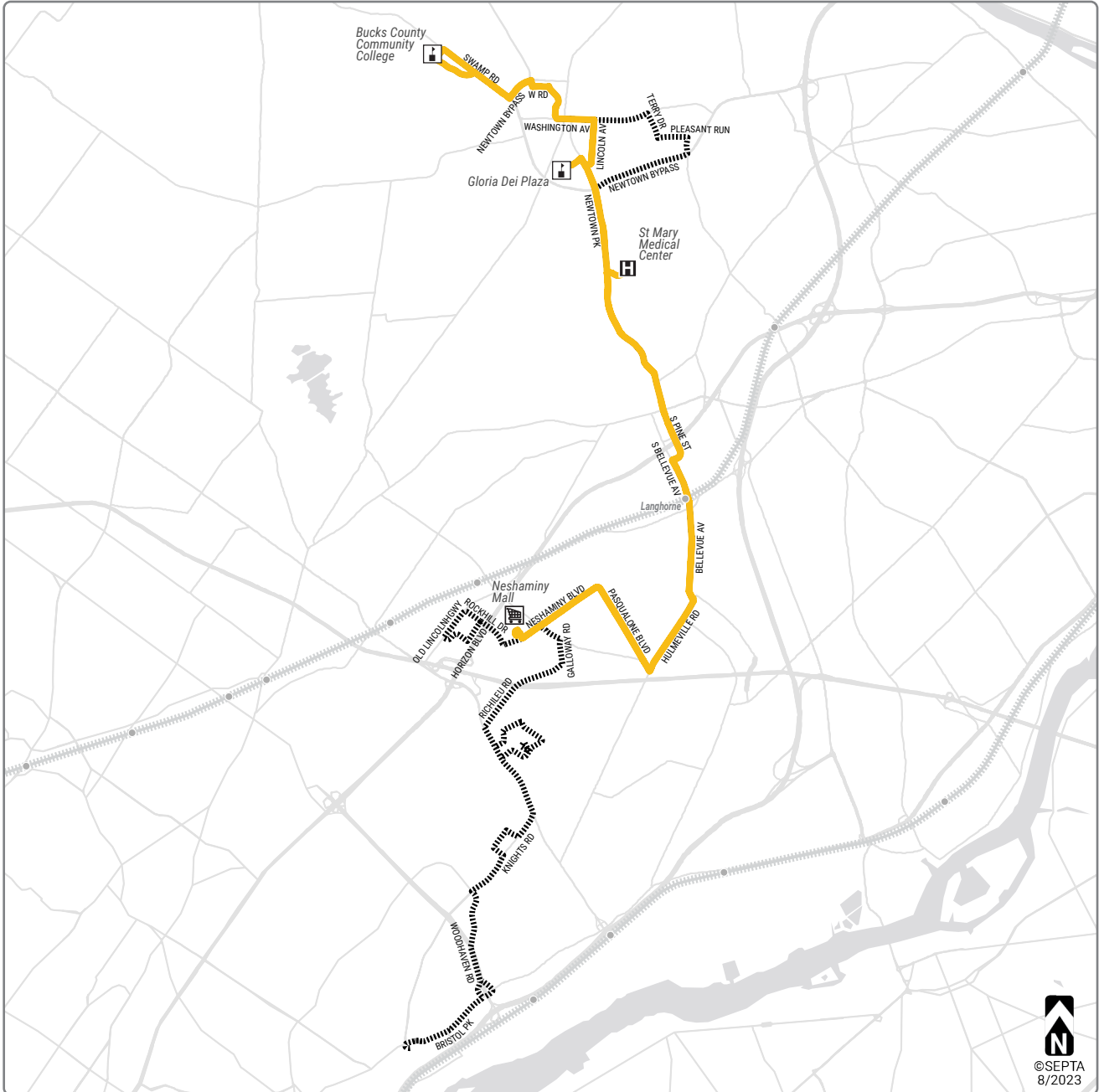
# ROUTE 130

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

[Back to Route Listings](#)



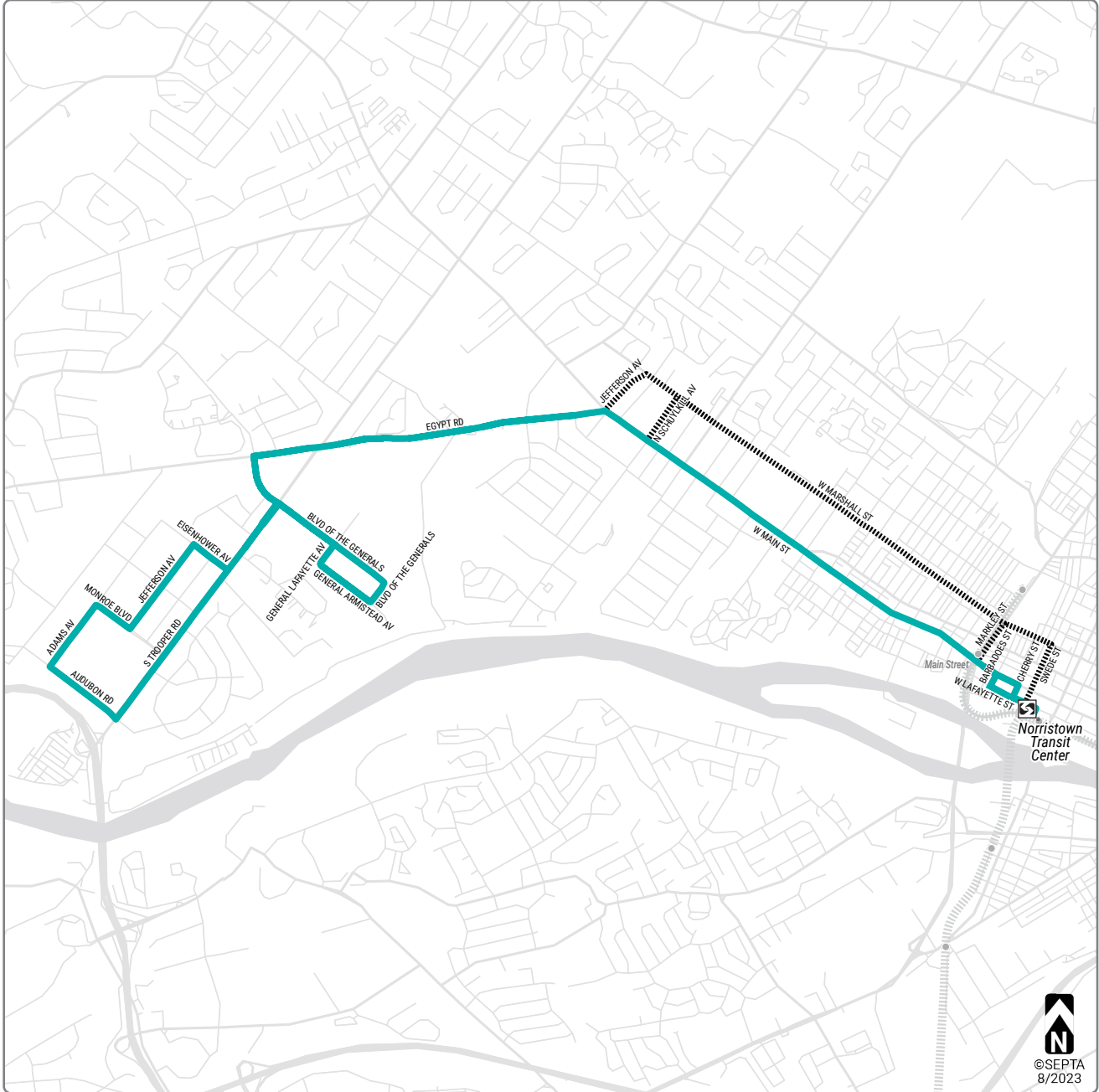
# ROUTE 131

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**

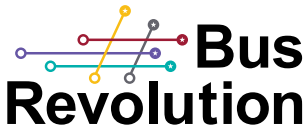
**30 MAX**

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

[Back to Route Listings](#)

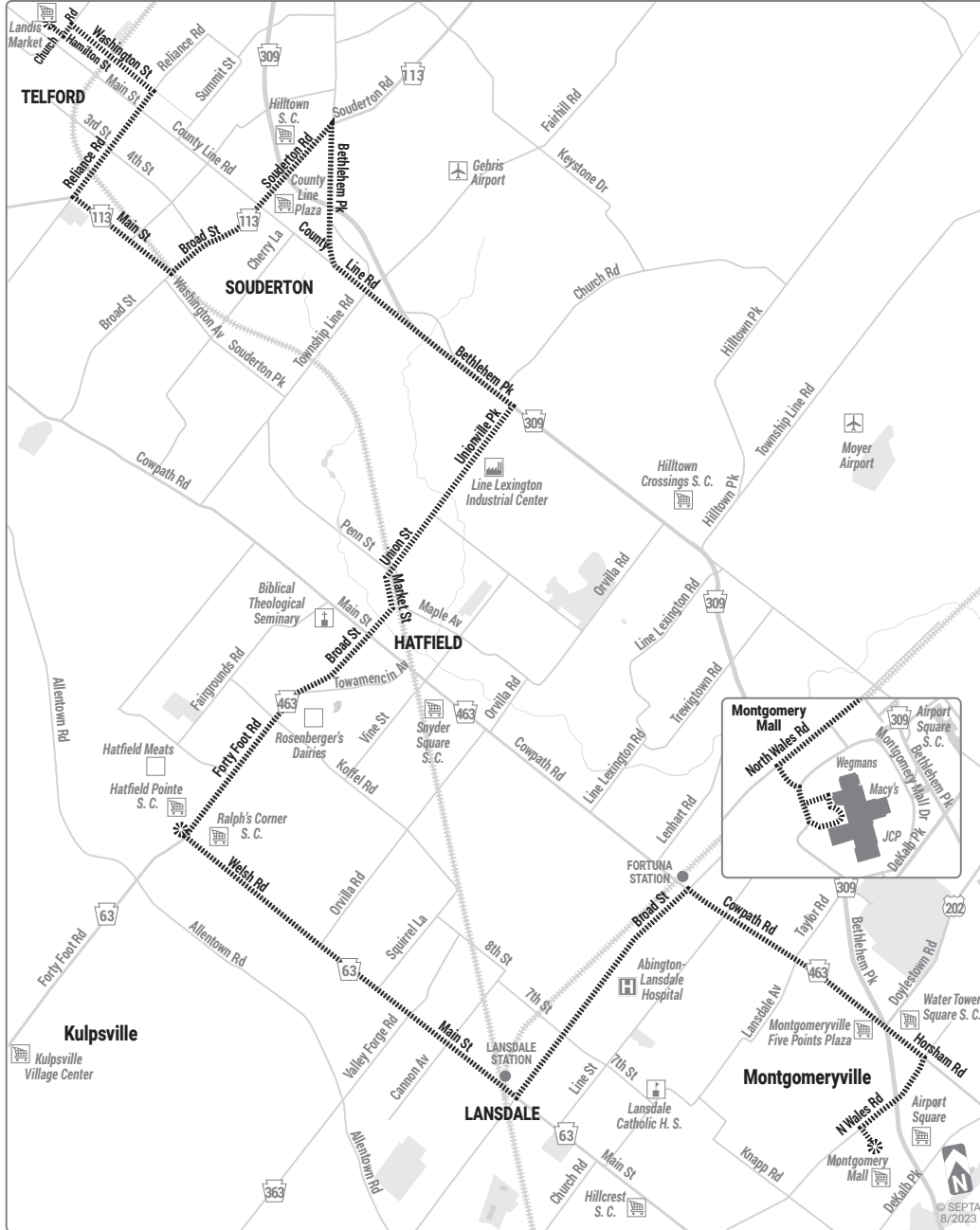


# ROUTE 132

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

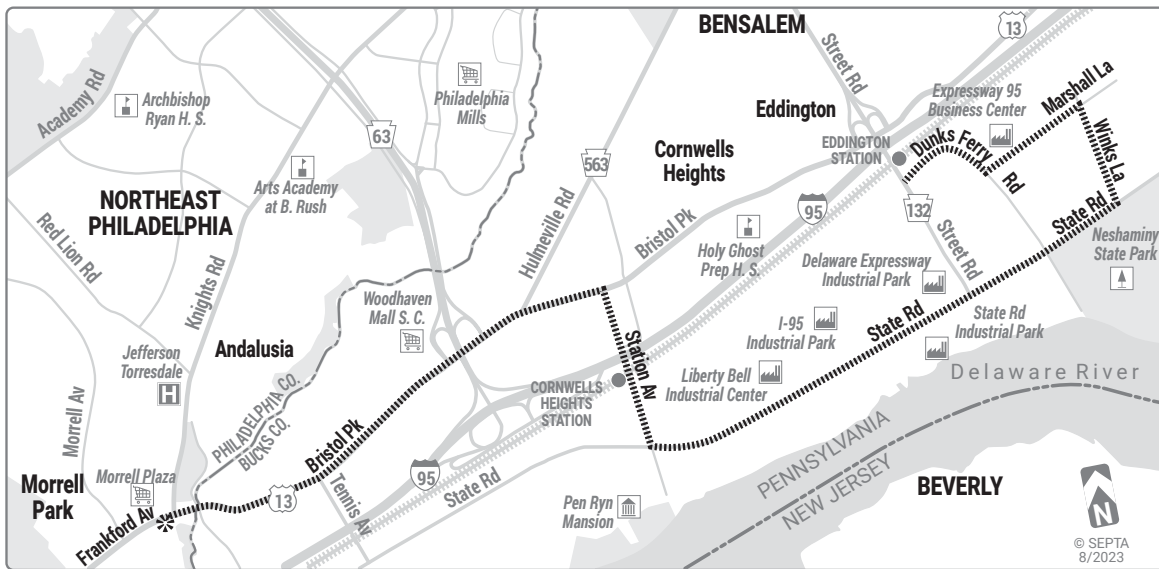
[Back to Route Listings](#)

# 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

[Back to Route Listings](#)

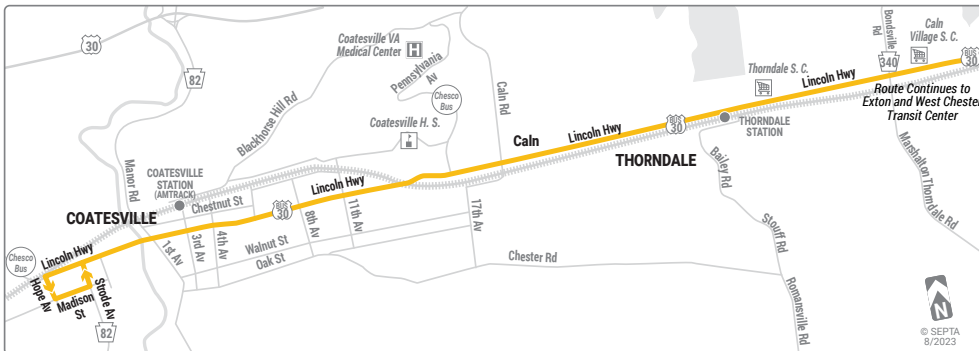
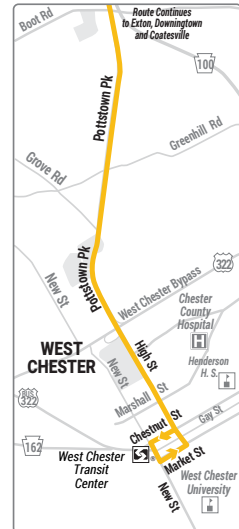
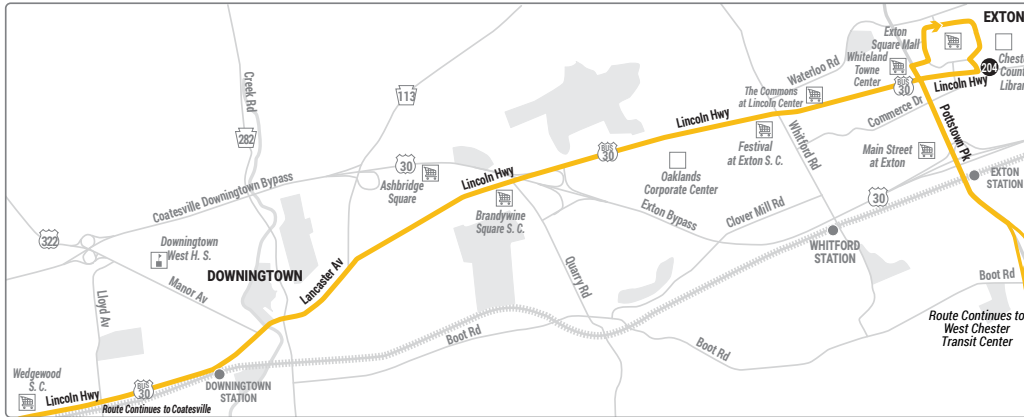
# ROUTE 135

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

[Back to Route Listings](#)



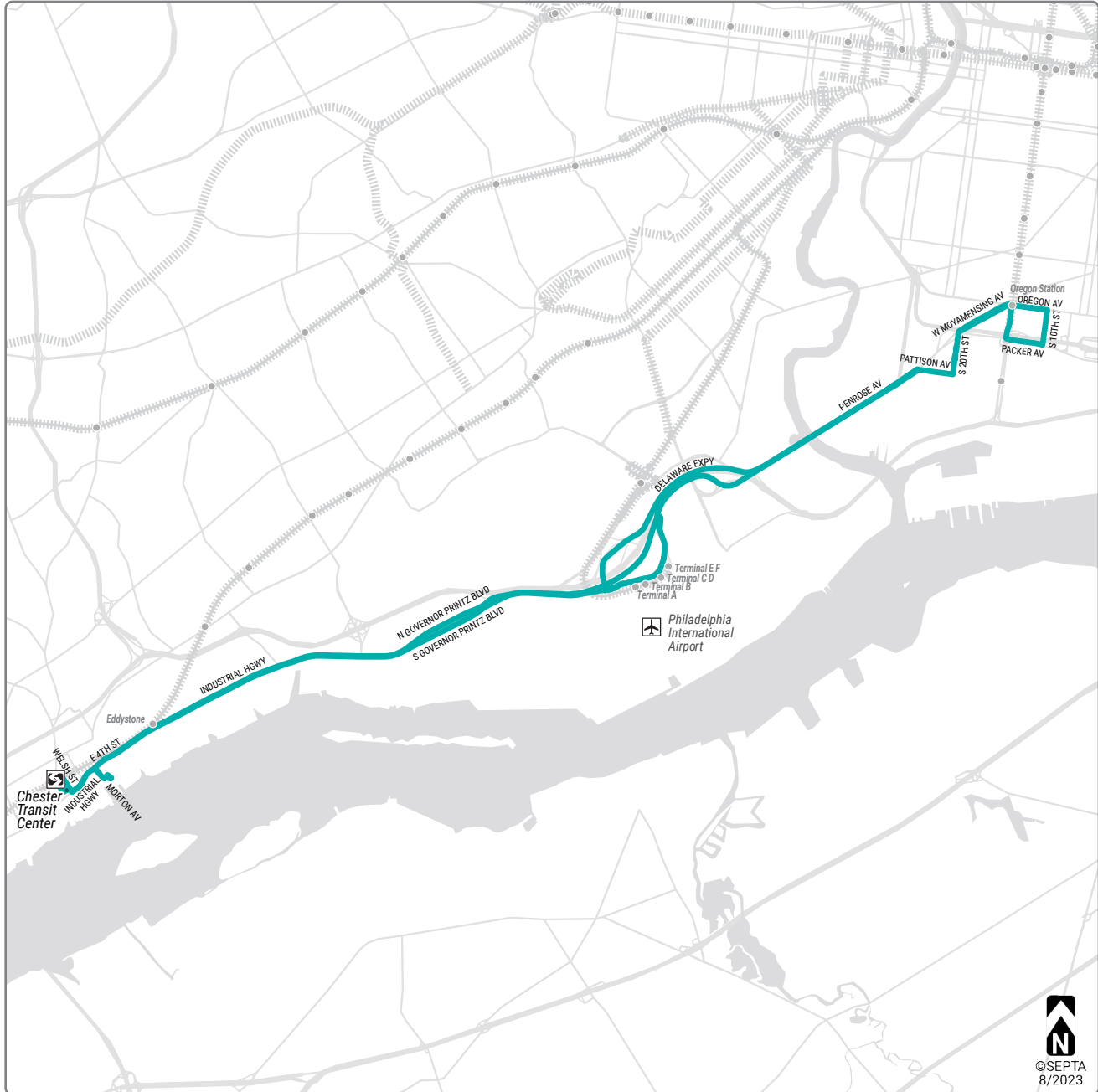
# ROUTE 137

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

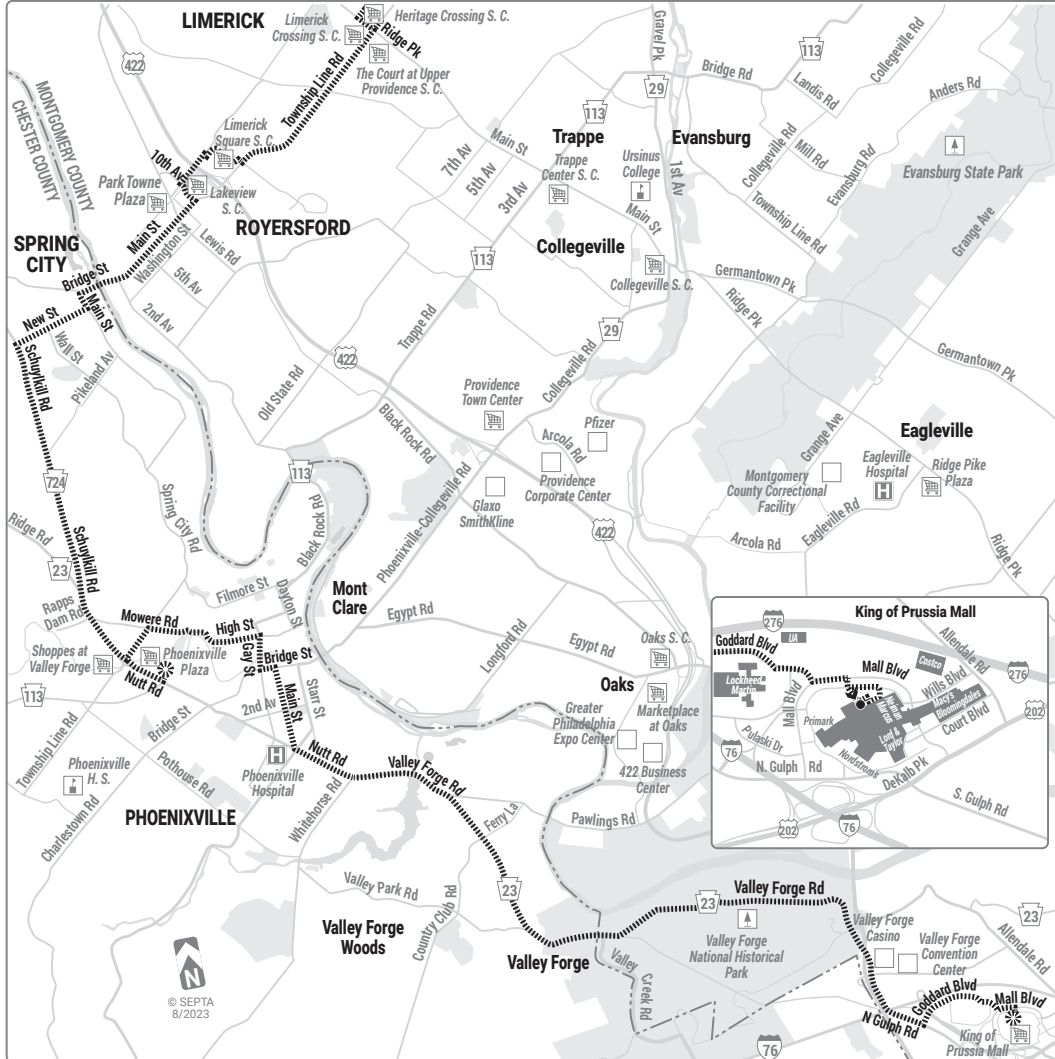
[Back to Route Listings](#)

# 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

[Back to Route Listings](#)



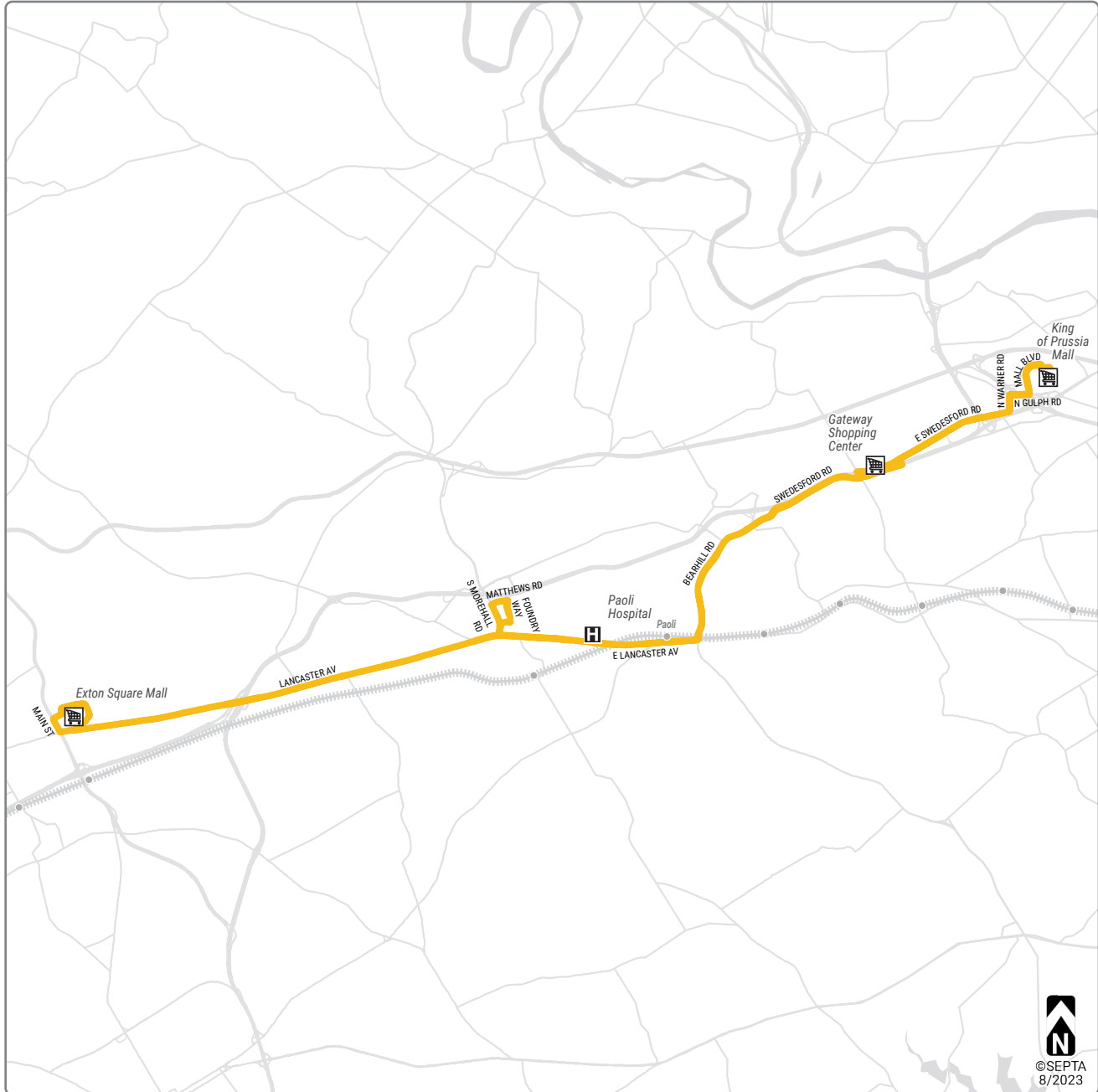
# ROUTE 142

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

[Back to Route Listings](#)

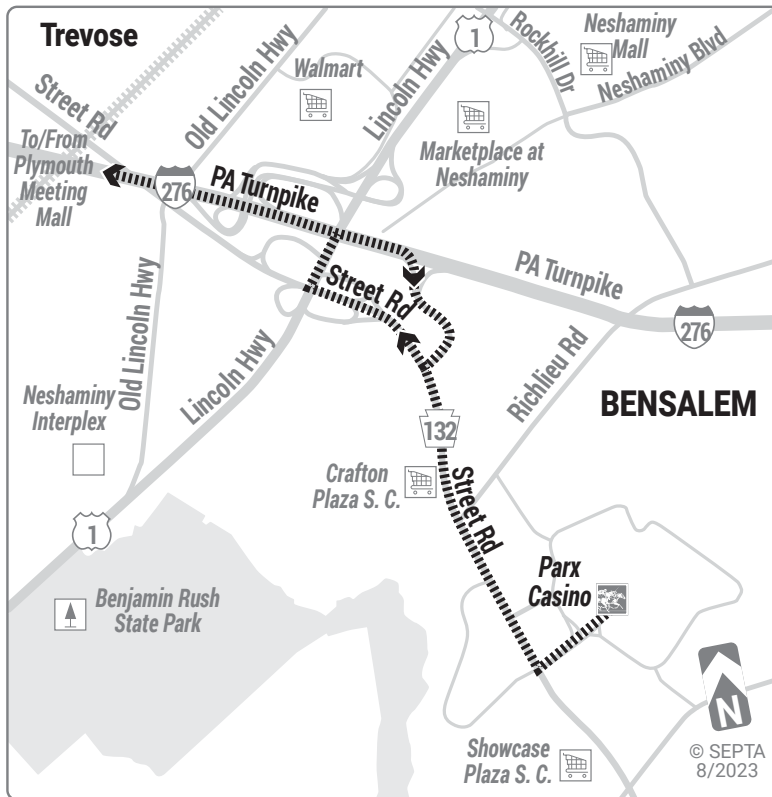
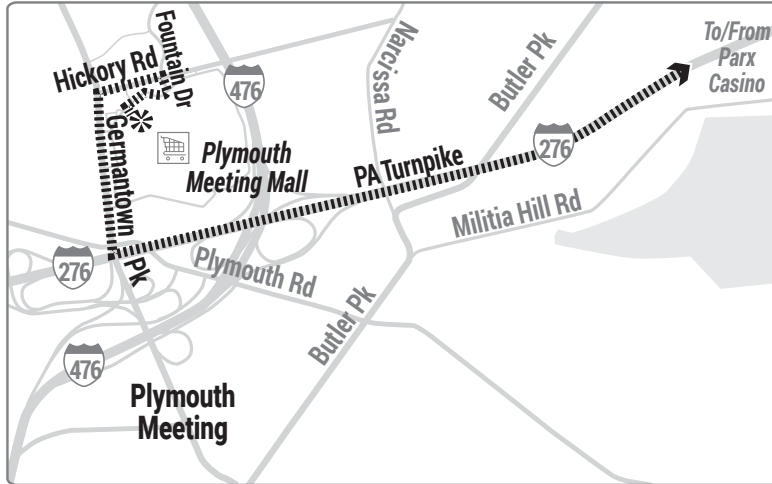


# ROUTE 150

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**

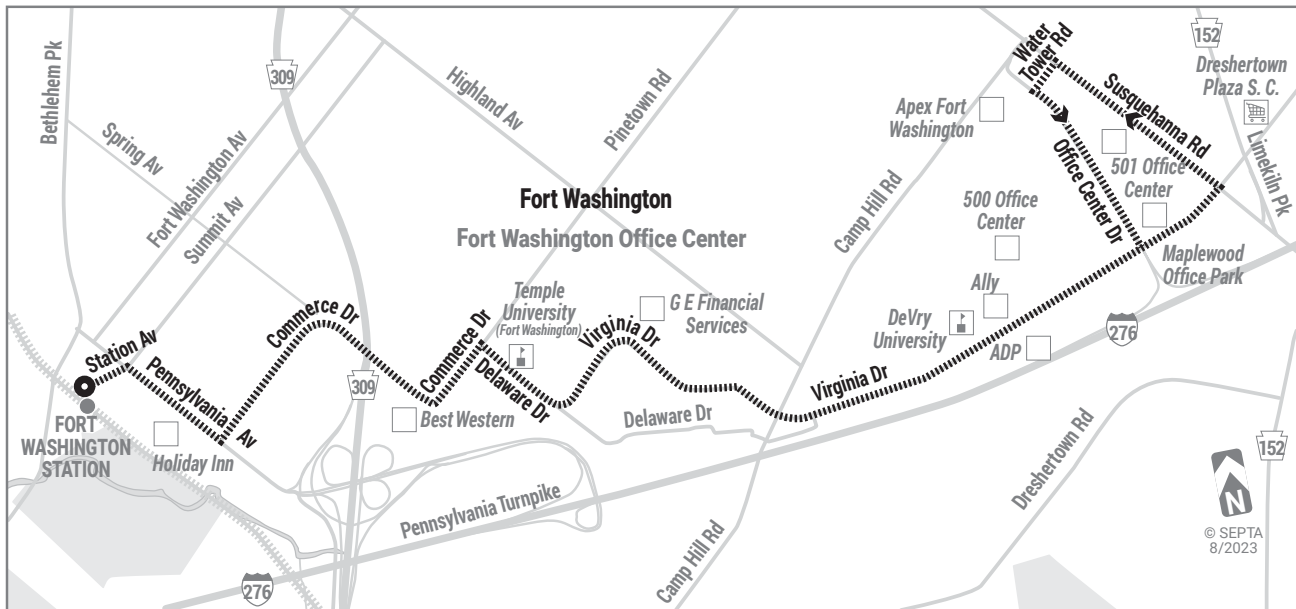
[Back to Route Listings](#)

# 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

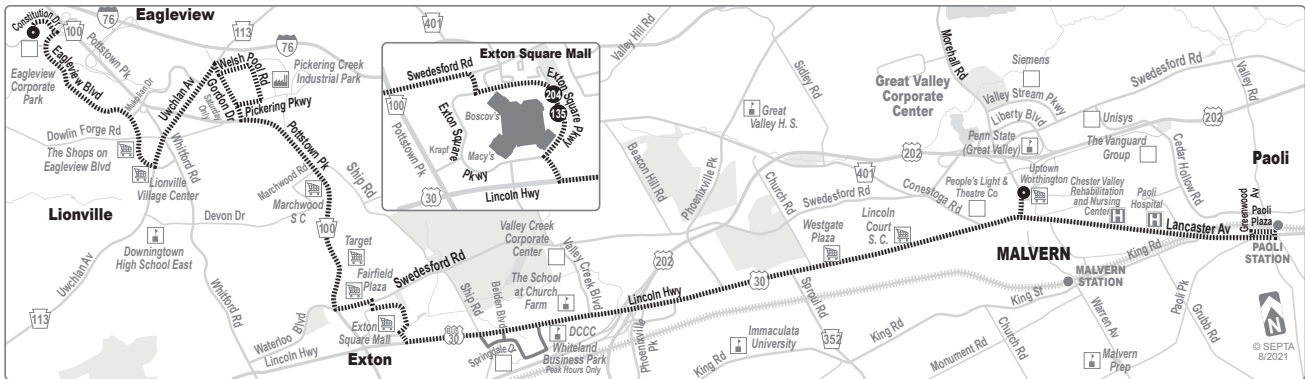
[Back to Route Listings](#)

# 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**

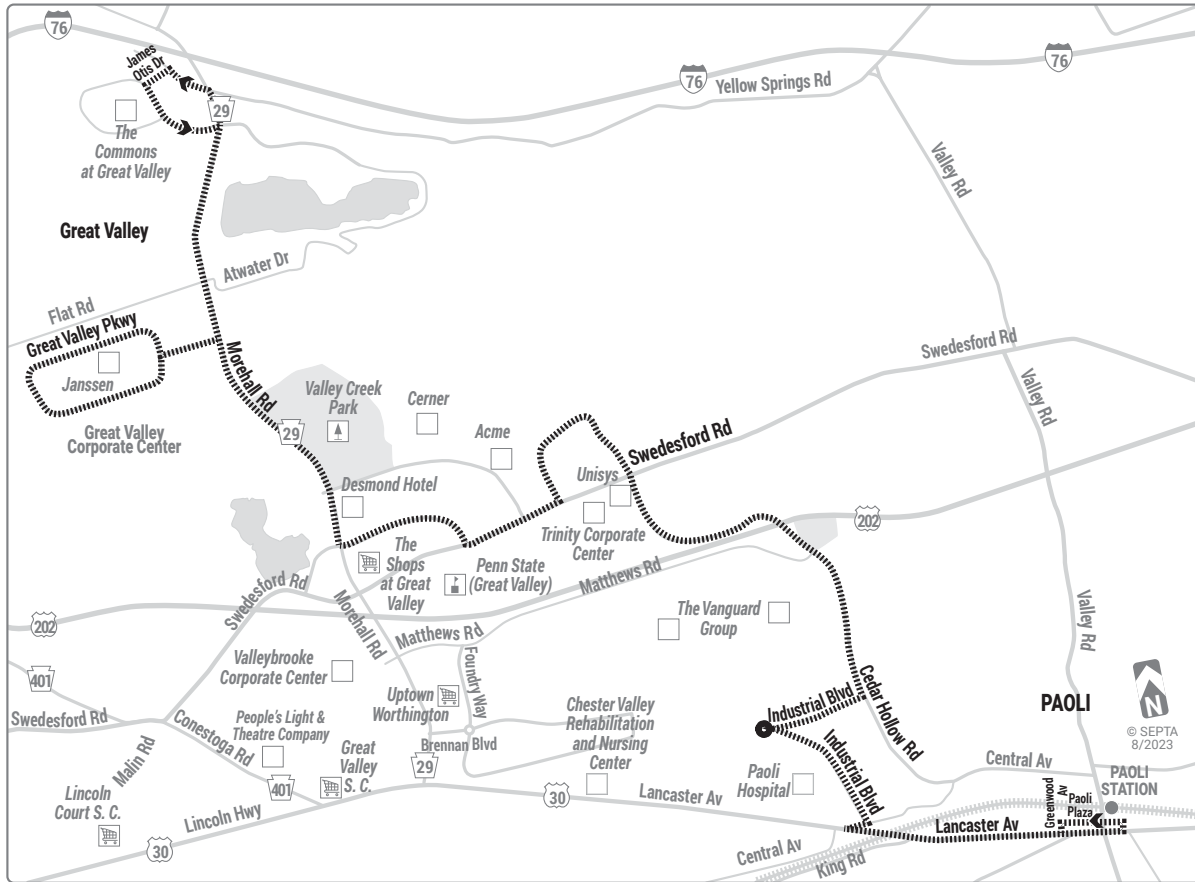
[Back to Route Listings](#)

# 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

[Back to Route Listings](#)

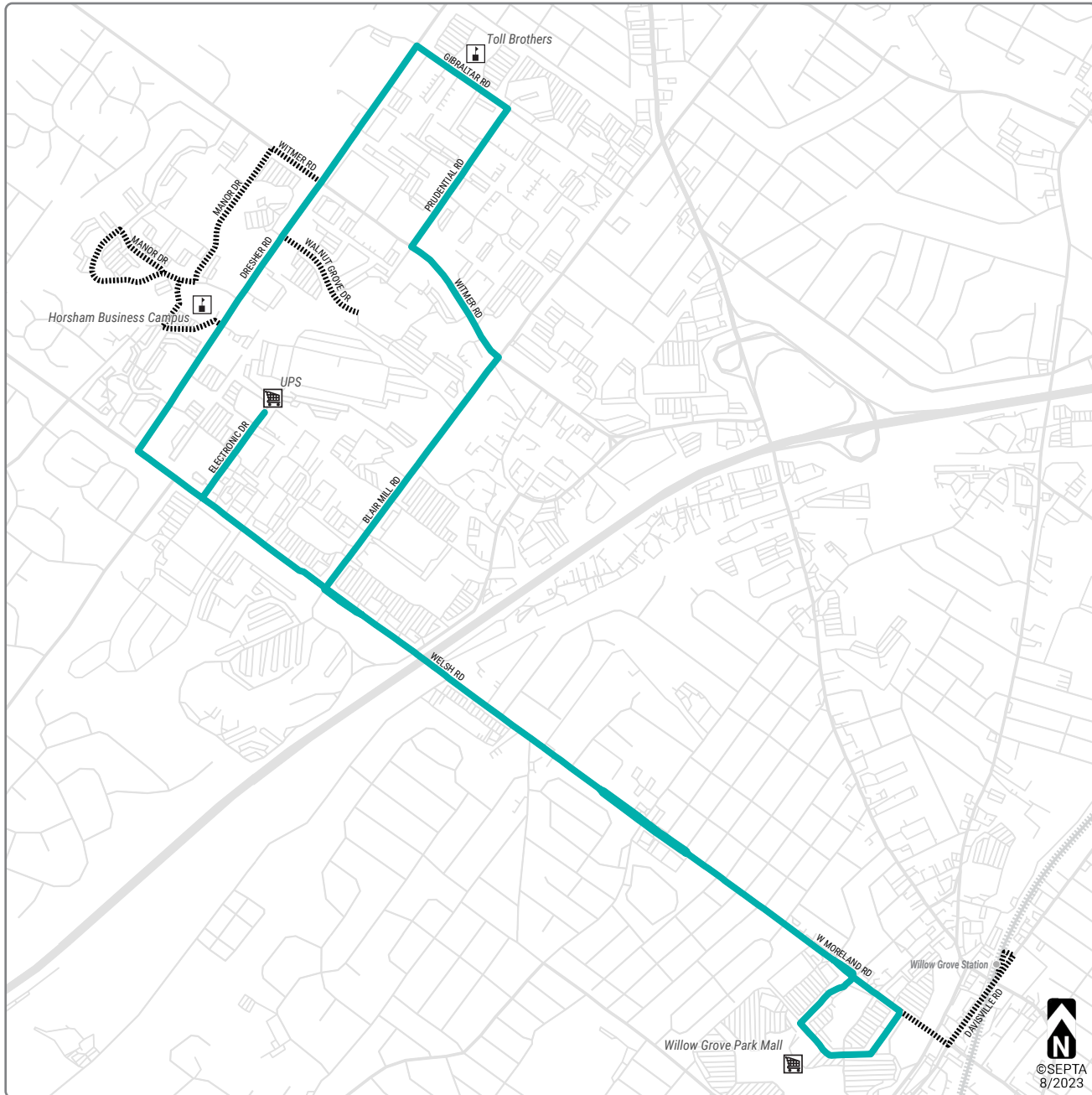
# ROUTE 310

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**

[Back to Route Listings](#)

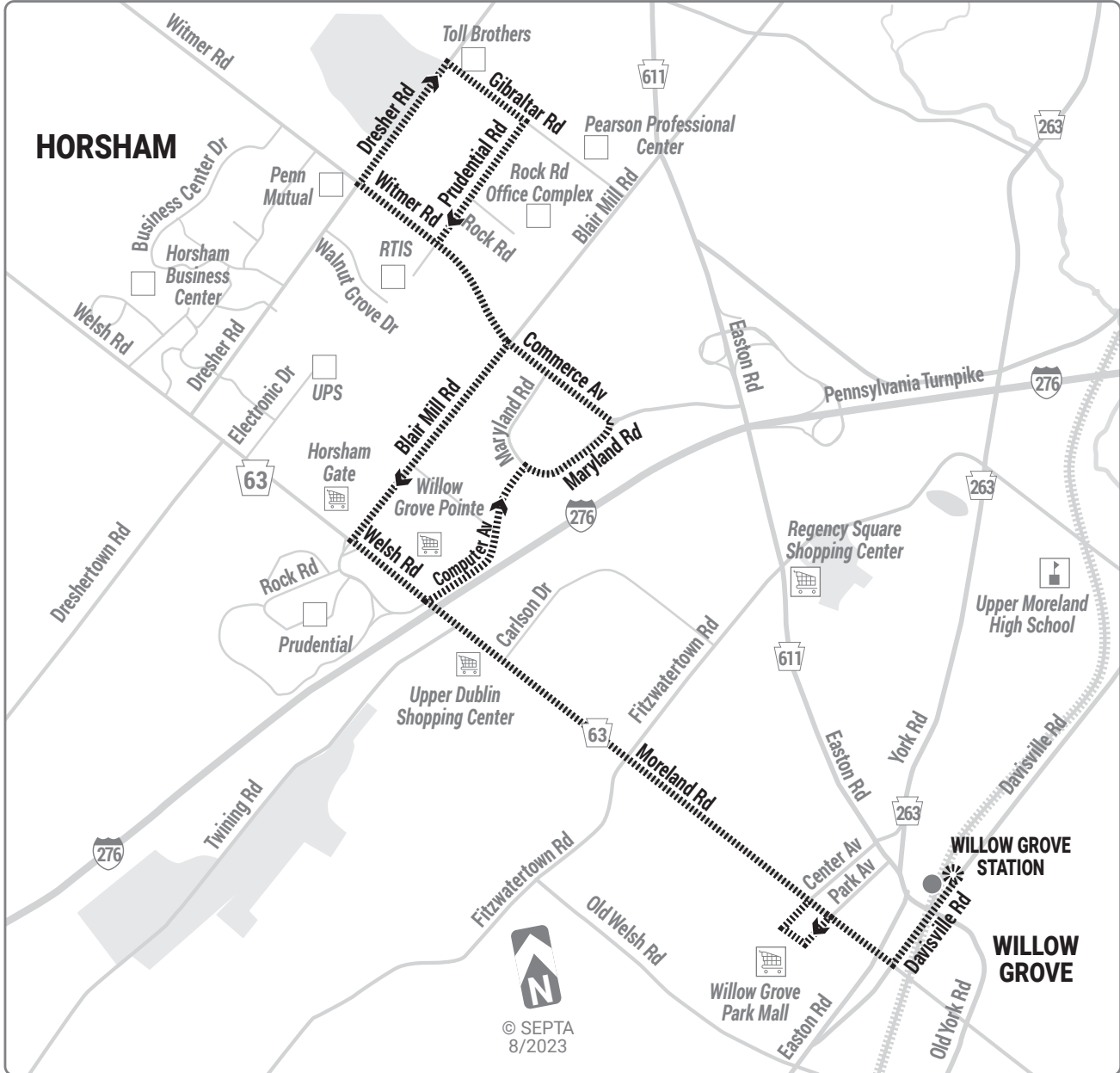


# ROUTE 311

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

[Back to Route Listings](#)

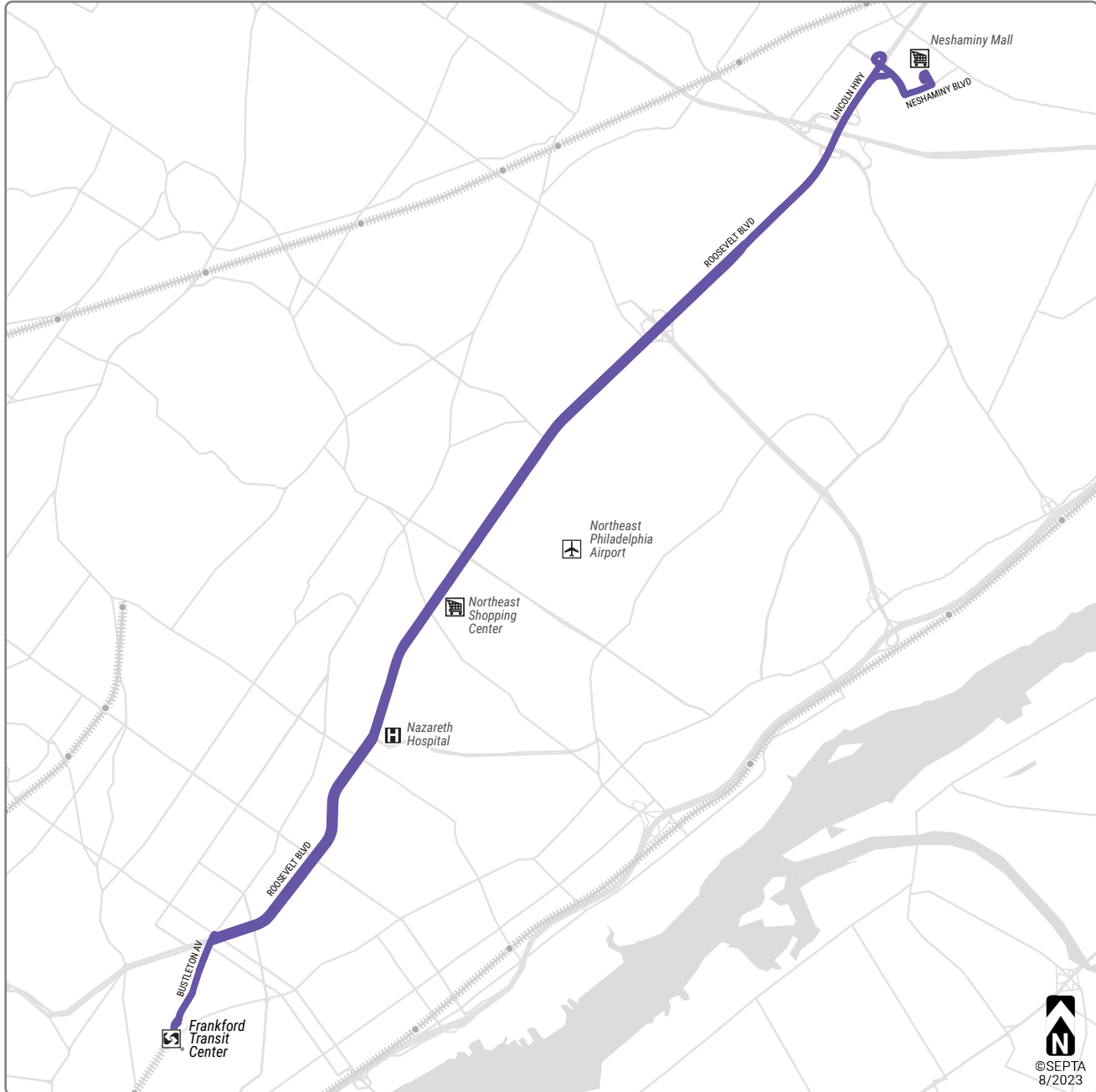
# BOULEVARD DIRECT

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

[Back to Route Listings](#)

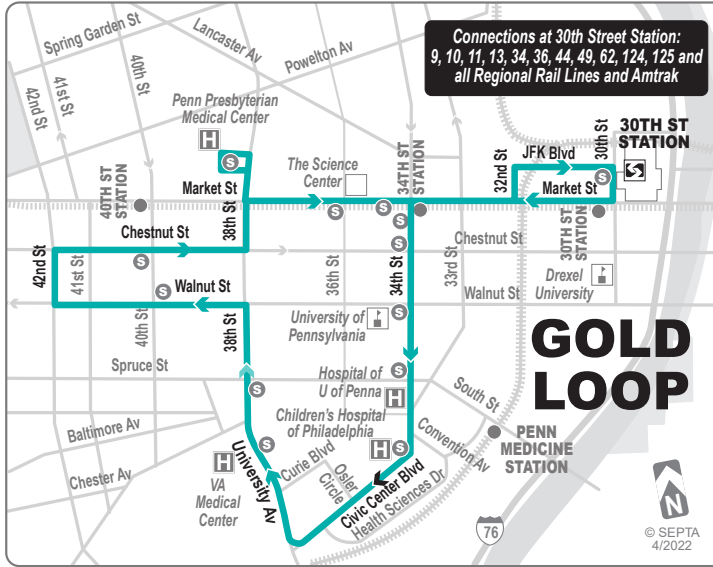


# LUCY-GOLD LUCY-GREEN

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

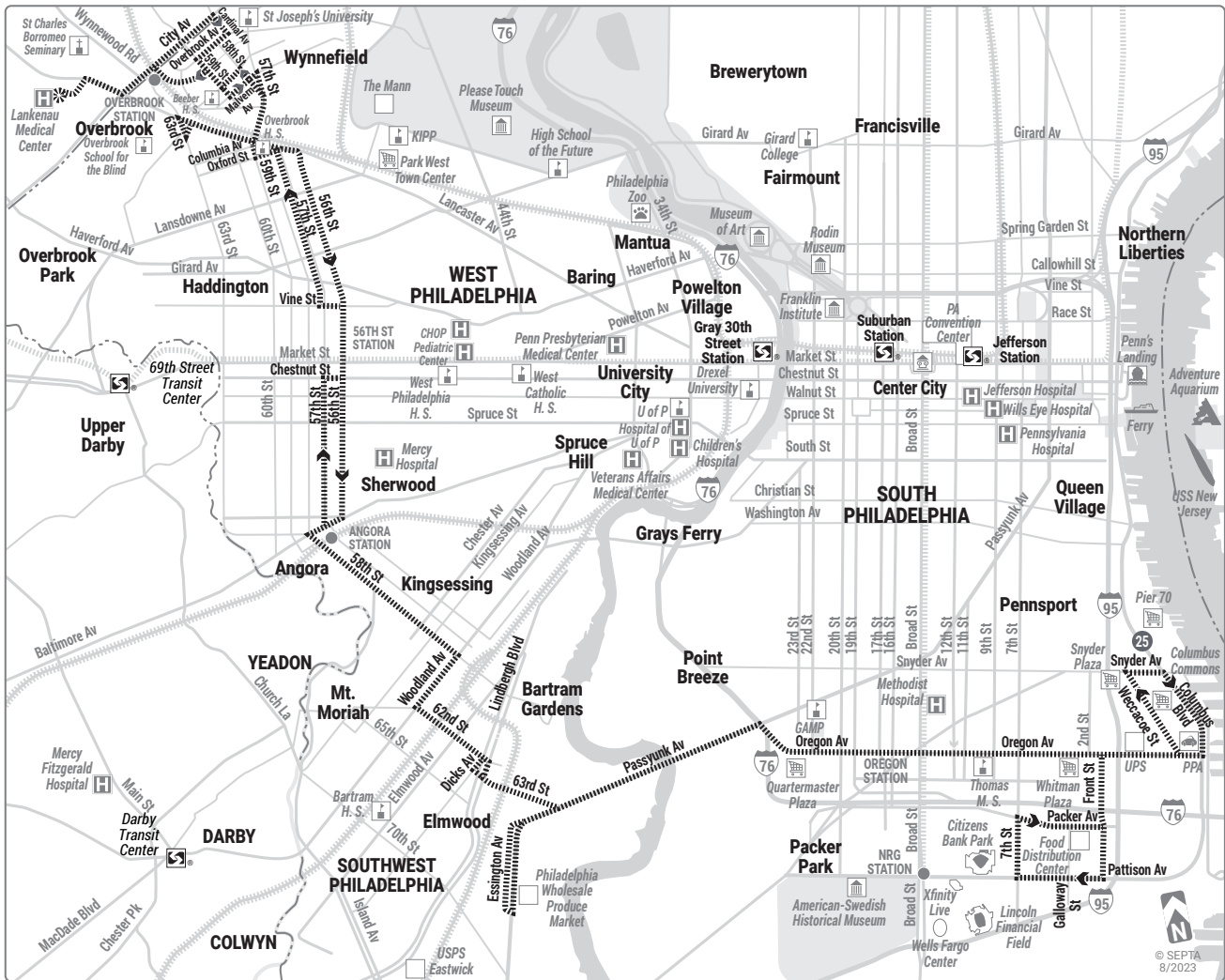
Back to Route Listings

# 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

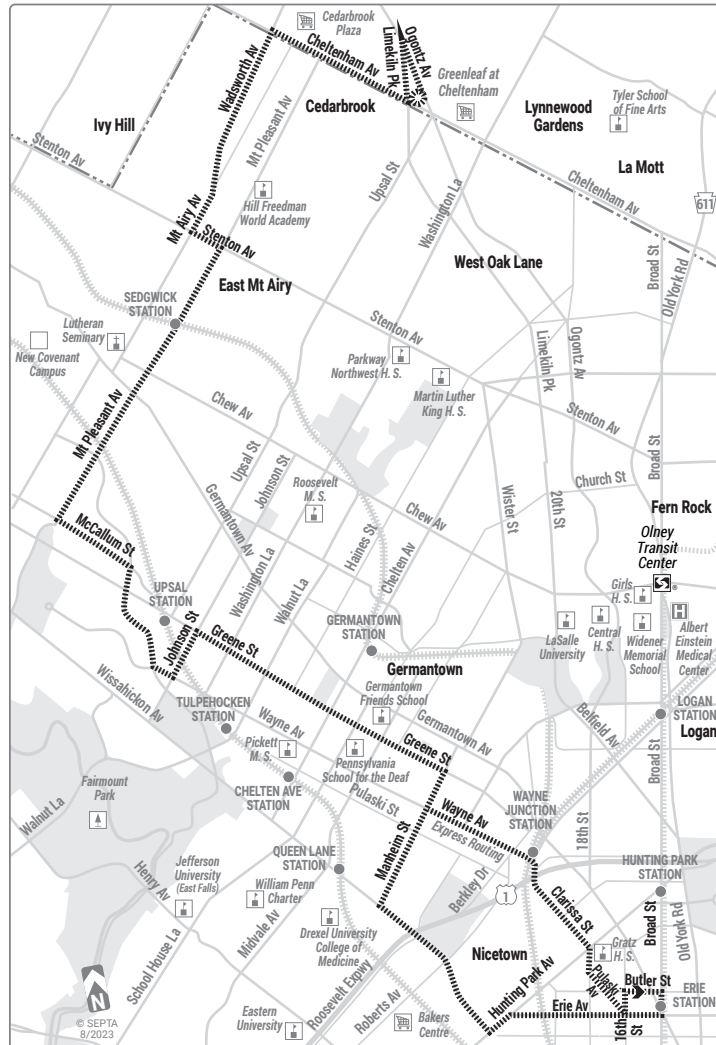
[Back to Route Listings](#)

# 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

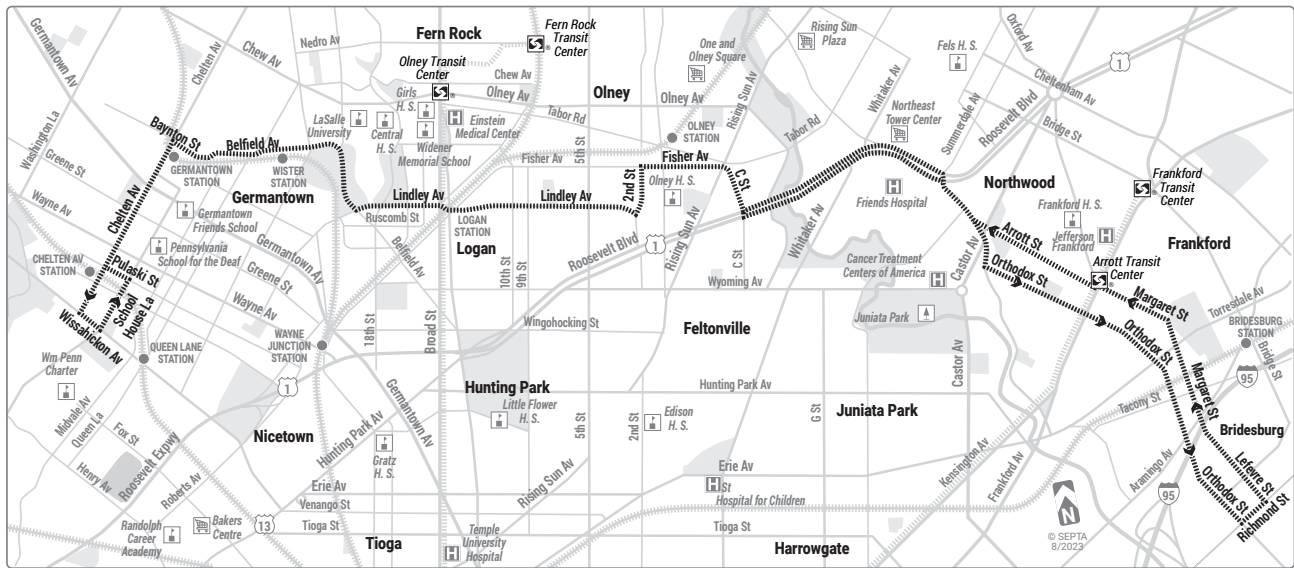
[Back to Route Listings](#)

# 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

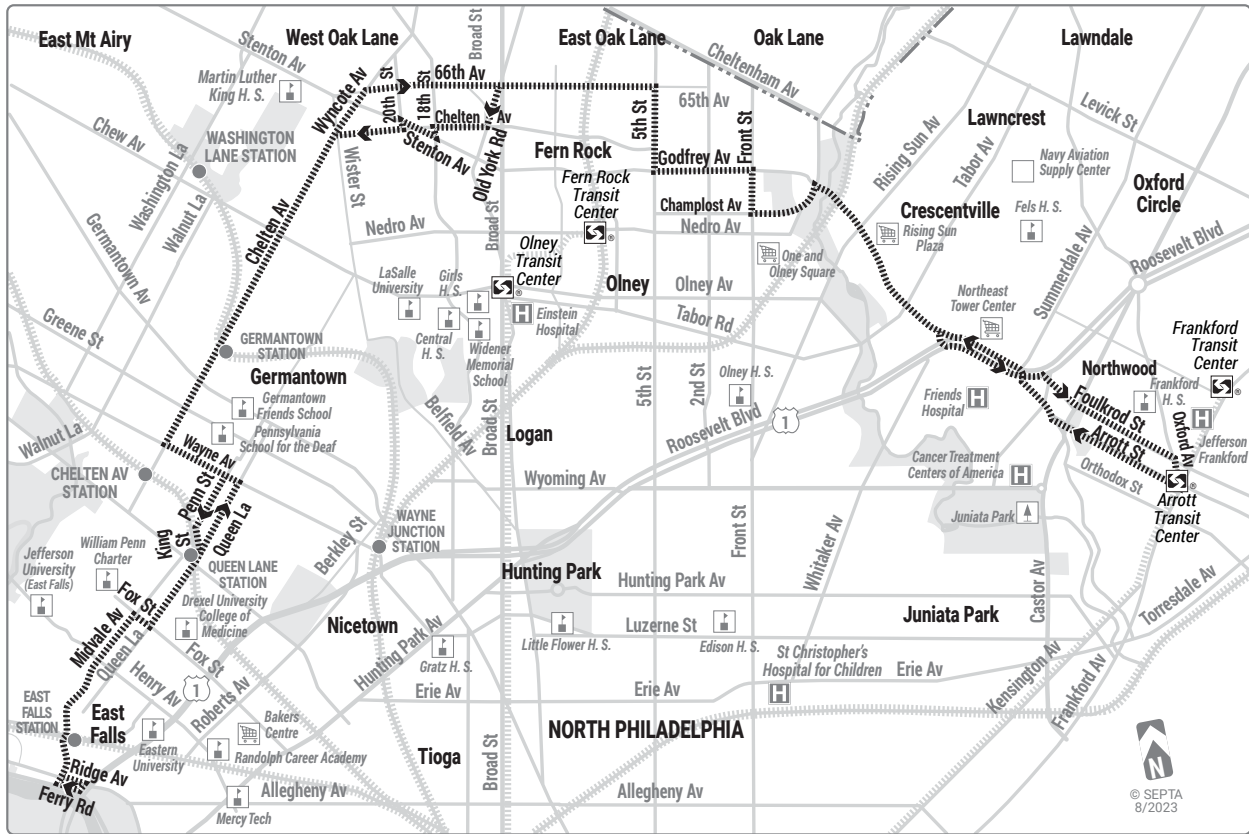
[Back to Route Listings](#)

# 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

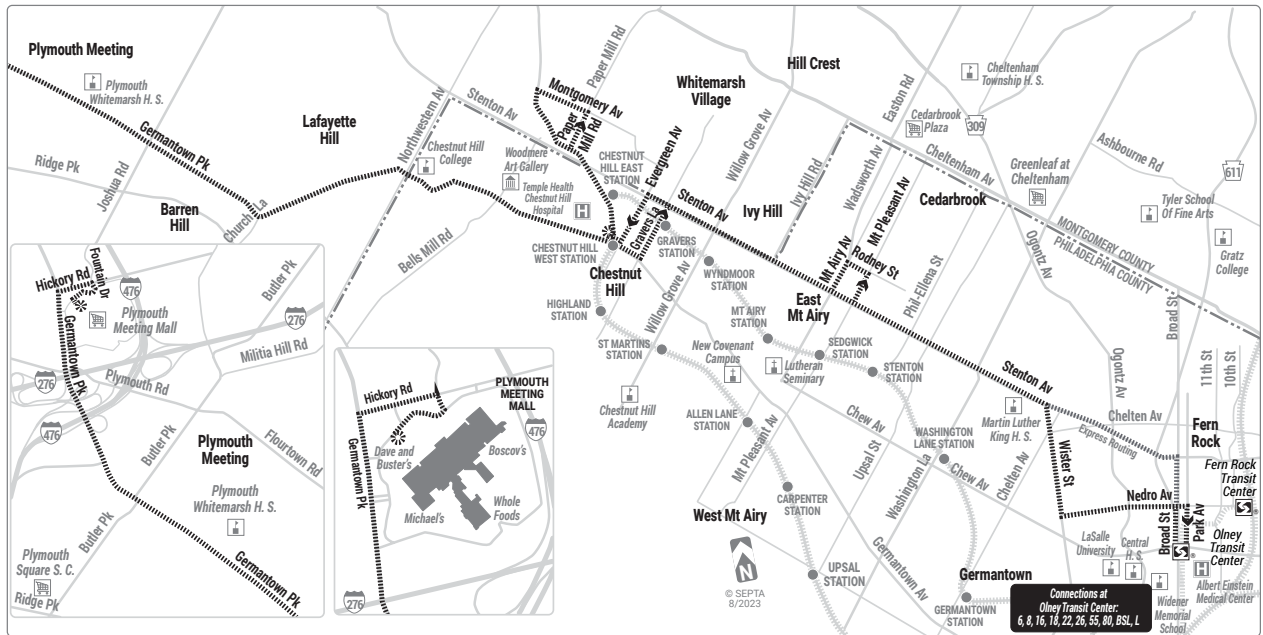
[Back to Route Listings](#)

# 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

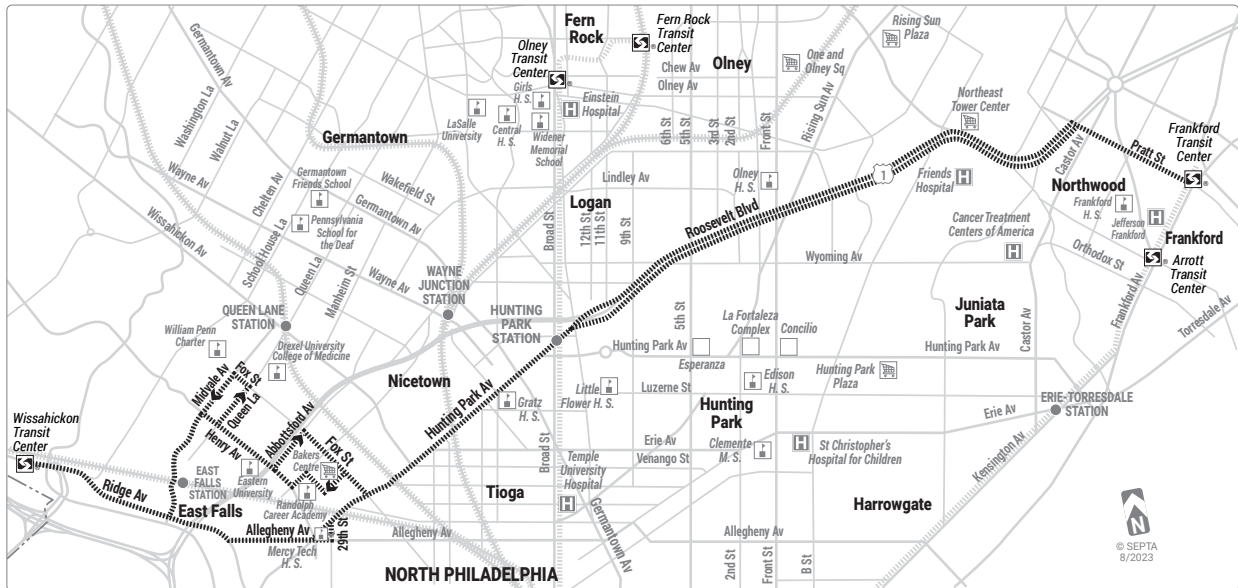
[Back to Route Listings](#)

# 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

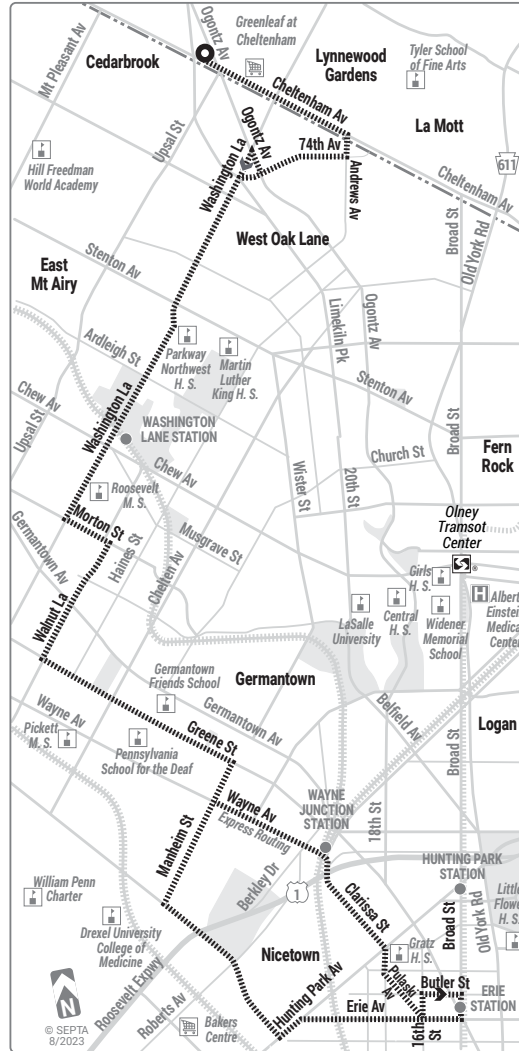
[Back to Route Listings](#)

# 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

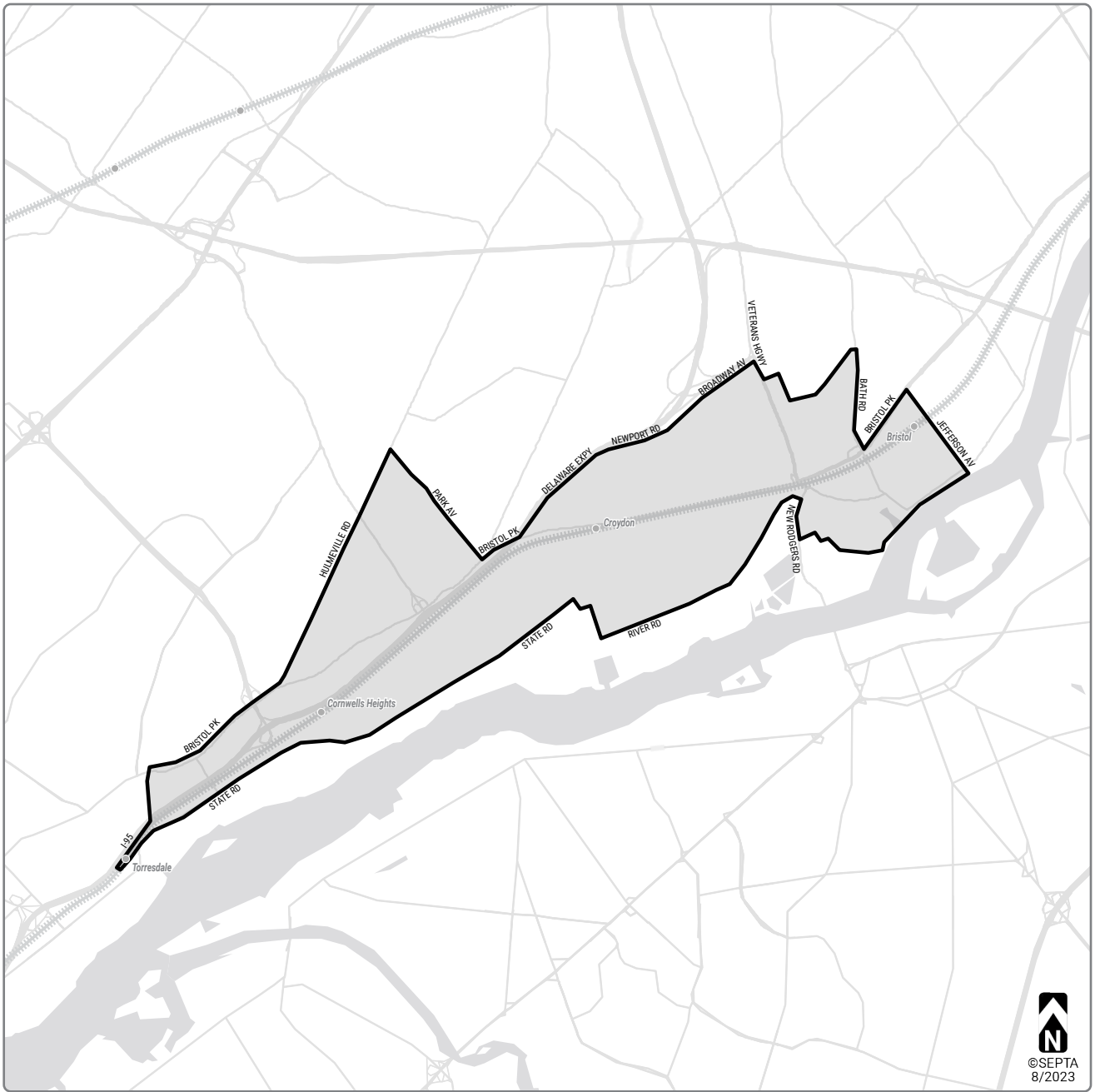
[Back to Route Listings](#)



# BRISTOL-CROYDON-CORNWELLS HEIGHTS ON-DEMAND ZONE UPDATE

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 Route 128 and Route 133, which are infrequent and do not carry many riders. Since the public hearings in September, we've updated this zone boundary to be smaller so that higher quality service can be provided.



**LEGEND**  
— ON-DEMAND ZONE BOUNDARY

[Back to Route Listings](#)



# 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.



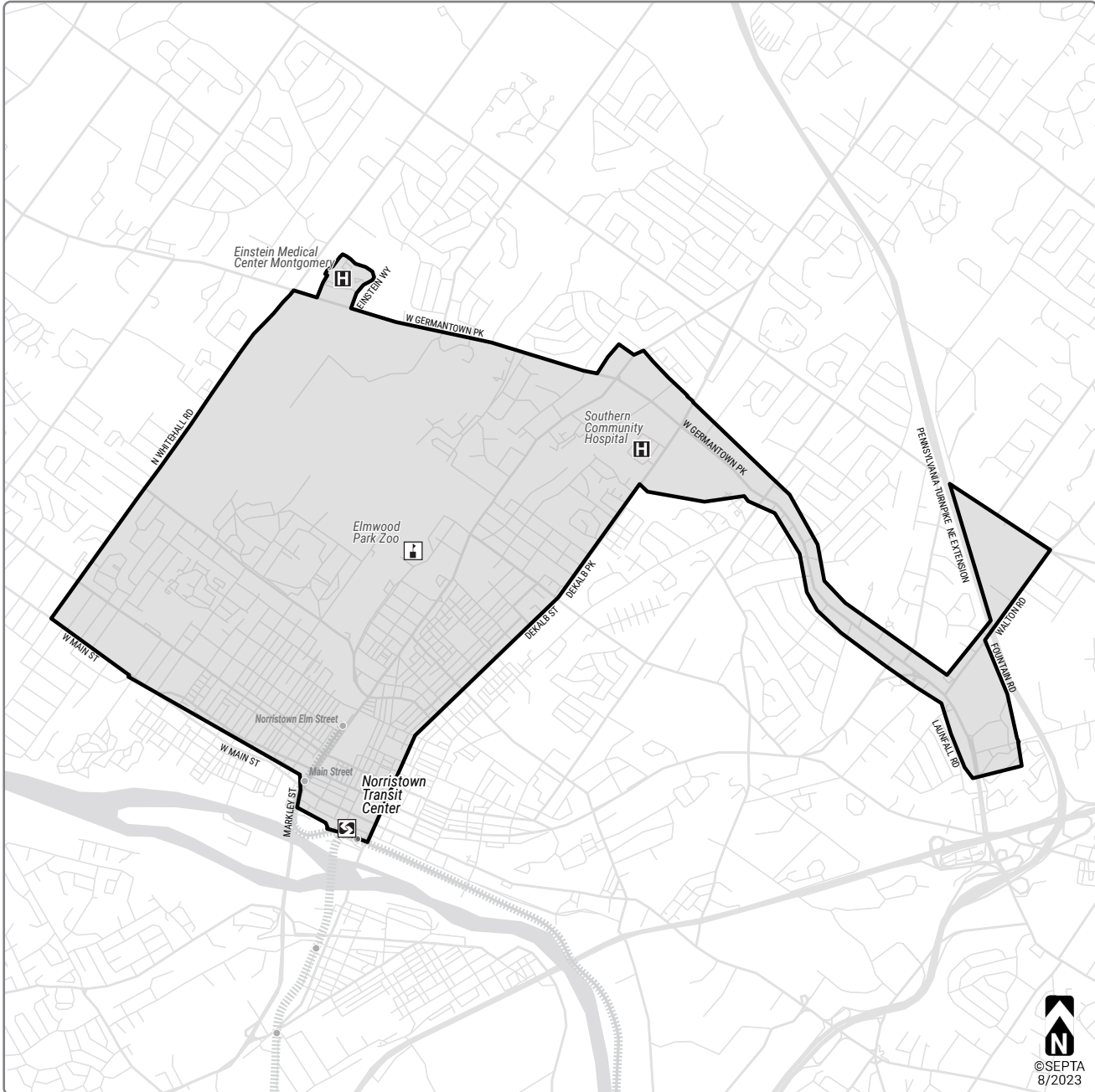
**LEGEND**  
— ON-DEMAND ZONE BOUNDARY

[Back to Route Listings](#)

# 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

[Back to Route Listings](#)



# 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

[Back to Route Listings](#)