## New Route 539 (539)

Chestnut Hill Loop to Frankford
Transportation Center
We heard you! We've updated the draft network, incorporating public feedback to create a bus network that is easier to use, more convenient, and more reliable.

Visit our website at septabusrevolution.com to learn more:


Here's our updated recommendations for Route 539.


## Route 539: Chestnut Hill Loop to Frankford TC

Route 539 would be a new bus route connecting the Chestnut Hill Loop and Frankford Transportation Center viaCheltenhamAvenue and Adams Avenue. It would operate every 30 minutes on weekdays and weekends. This route would enable new crosstown connections for residents in Northeast Philly, East Oak Lane, Upper North Philly, and parts of Montgomery County.

Updated Proposed Schedules for New Route 539：

## MAX CATEGORY

MINUTES $\square 30$ MINUTES $\square 60$ MINUTES

| WEEKDAYS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| EXISTING \＆ PROPOSED ROUTES | SERVICE SPAN | $\frac{5}{3}$ | $\begin{aligned} & 4 \\ & 3 \\ & 3 \end{aligned}$ | $\begin{aligned} & 9 \\ & 3 \end{aligned}$ | $\begin{aligned} & \text { N } \\ & 3 \end{aligned}$ | $\stackrel{\infty}{\stackrel{\infty}{3}}$ | $\begin{aligned} & \stackrel{0}{3} \\ & \hline \end{aligned}$ | $\begin{aligned} & \stackrel{-}{0} \\ & 3 \\ & 3 \end{aligned}$ | $\stackrel{\stackrel{\rightharpoonup}{3}}{3}$ | $\begin{aligned} & \text { N } \\ & \mathbf{N} \\ & \mathbf{N} \end{aligned}$ | 花 | $\frac{\mathrm{N}}{\mathbf{N}}$ | $\stackrel{\mathbf{w}}{\mathbf{N}}$ | $\begin{aligned} & \stackrel{\#}{3} \\ & 3 \end{aligned}$ | $\begin{aligned} & \frac{4}{7} \\ & 3 \end{aligned}$ | $\begin{aligned} & \frac{9}{3} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { y } \\ & 3 \end{aligned}$ | $\begin{aligned} & \frac{\infty}{0} \\ & 3 \end{aligned}$ | $\begin{aligned} & \frac{6}{7} \\ & 3 \end{aligned}$ | $\begin{aligned} & \stackrel{\rightharpoonup}{0} \\ & \frac{0}{3} \end{aligned}$ | $\begin{aligned} & \stackrel{-}{4} \\ & 3 \end{aligned}$ | $\begin{aligned} & \text { N } \\ & N \\ & 3 \end{aligned}$ | $\frac{5}{3}$ | $\begin{aligned} & N \\ & 3 \end{aligned}$ | $\underset{\underset{\zeta}{\omega}}{\stackrel{\omega}{3}}$ |
| PROPOSED （RTE 539） | NOW 6：00 AM TO 12：00 AM |  |  | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 60 | 60 | 60 |  |  |  |  |


| SATURDAYS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| EXISTING \＆ PROPOSED ROUTES | SERVICE SPAN | $\frac{5}{3}$ | $\begin{aligned} & 4 \\ & 3 \\ & 3 \end{aligned}$ | $\begin{aligned} & 9 \\ & 3 \end{aligned}$ | $\begin{aligned} & \frac{1}{3} \\ & 3 \end{aligned}$ | $\stackrel{\infty}{\stackrel{\infty}{3}}$ | $\begin{aligned} & \circ \\ & 3 \\ & 3 \end{aligned}$ | $\begin{aligned} & \stackrel{-}{8} \\ & 3 \end{aligned}$ | $\begin{aligned} & \text { 客 } \\ & 3 \end{aligned}$ | $\begin{aligned} & \text { N } \\ & \frac{0}{0} \end{aligned}$ | $\stackrel{\leftrightarrow}{\mathbf{0}}$ | $\frac{\mathrm{N}}{\mathbf{N}}$ | $\stackrel{\mathbf{w}}{\mathbf{N}}$ | $\frac{0}{3}$ | $\frac{4}{3}$ | $\begin{aligned} & \frac{9}{3} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Y } \\ & 3 \end{aligned}$ | $\begin{aligned} & \frac{\infty}{0} \\ & 3 \end{aligned}$ | $\begin{aligned} & 0 \\ & 3 \\ & \hline \end{aligned}$ | $\begin{aligned} & \stackrel{\rightharpoonup}{0} \\ & \frac{0}{3} \end{aligned}$ | $\frac{\stackrel{\rightharpoonup}{7}}{3}$ | $\left\lvert\, \begin{aligned} & H \\ & \mathbf{N} \\ & 3 \end{aligned}\right.$ | $\stackrel{5}{3}$ | $\begin{gathered} N \\ 3 \end{gathered}$ | $\underset{\substack{\omega \\ \underset{3}{2}}}{ }$ |
| PROPOSED <br> （RTE 539） | NOW 7：00 AM TO 12：00 AM |  |  |  | 60 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 60 | 60 | 60 |  |  |  |  |


| SUNDAYS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| EXISTING \＆ PROPOSED ROUTES | SERVICE SPAN | $\stackrel{\$}{3}$ | $\begin{aligned} & 4 \\ & 3 \\ & \hline \end{aligned}$ | $\left\lvert\, \begin{aligned} & 2 \\ & 3 \\ & \hline \end{aligned}\right.$ | $\begin{aligned} & 3 \\ & 3 \end{aligned}$ | $\stackrel{\infty}{\stackrel{\infty}{3}}$ | $\left\lvert\, \begin{aligned} & 0 \\ & 3 \\ & 3 \end{aligned}\right.$ | $\left\lvert\, \begin{aligned} & \mathbf{o} \\ & \mathbf{8} \\ & 3 \end{aligned}\right.$ | $\begin{aligned} & \text { 㝍 } \\ & \stackrel{3}{2} \end{aligned}$ | $\left\lvert\, \begin{aligned} & H \\ & 0 \\ & 0 \\ & \hline \end{aligned}\right.$ | $\left\lvert\, \begin{aligned} & \stackrel{\rightharpoonup}{0} \\ & \hline \end{aligned}\right.$ | $\begin{aligned} & \mathrm{N} \\ & \mathbf{N} \end{aligned}$ | $\begin{aligned} & \omega \\ & \hline \\ & \hline \end{aligned}$ | $1 \begin{aligned} & \frac{1}{2} \\ & \hline \end{aligned}$ | $\frac{4}{3}$ | $\left\lvert\, \begin{aligned} & \circ \\ & 7 \\ & \hline \end{aligned}\right.$ | $\begin{aligned} & \text { y } \\ & 3 \end{aligned}$ | $\begin{aligned} & \infty \\ & \vdots \\ & \hline \end{aligned}$ | $\begin{aligned} & \frac{9}{0} \\ & 3 \end{aligned}$ | $\begin{aligned} & \stackrel{\rightharpoonup}{0} \\ & \mathbf{0} \end{aligned}$ | $\begin{aligned} & \stackrel{\rightharpoonup}{\stackrel{1}{0}} \\ & \stackrel{3}{2} \end{aligned}$ | $\left\lvert\, \begin{aligned} & H \\ & \vdots \\ & 3 \end{aligned}\right.$ | $\begin{aligned} & 5 \\ & 3 \end{aligned}$ | $\begin{aligned} & N \\ & 3 \\ & 3 \end{aligned}$ | $\left\lvert\, \begin{aligned} & \omega \\ & z \\ & z \end{aligned}\right.$ |
| $\begin{aligned} & \text { PROPOSED } \\ & \text { (RTE 539) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \text { NOW 8:00 AM } \\ & \text { TO 12:00 AM } \\ & \hline \end{aligned}$ |  |  |  |  | 60 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 60 | 60 | 60 | 60 | 60 |  |  |  |  |

