

Fiscal Year 2018 Annual Service Plan

Service Planning Department



FISCAL YEAR 2018 ANNUAL SERVICE PLAN

**Service Planning Department
June 2017**

BUILDING THE FUTURE



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INTRODUCTION

The Southeastern Pennsylvania Transportation Authority (SEPTA) is pleased to present its Annual Service Plan (ASP) for Fiscal Year 2018. This document describes the service proposals suggested by the general public, government agencies, elected officials and Authority staff, and presents the technical and financial analyses that determine whether the proposals merit implementation. The Plan includes projects for City Transit and Suburban Transit. There are no proposals for Regional Rail.

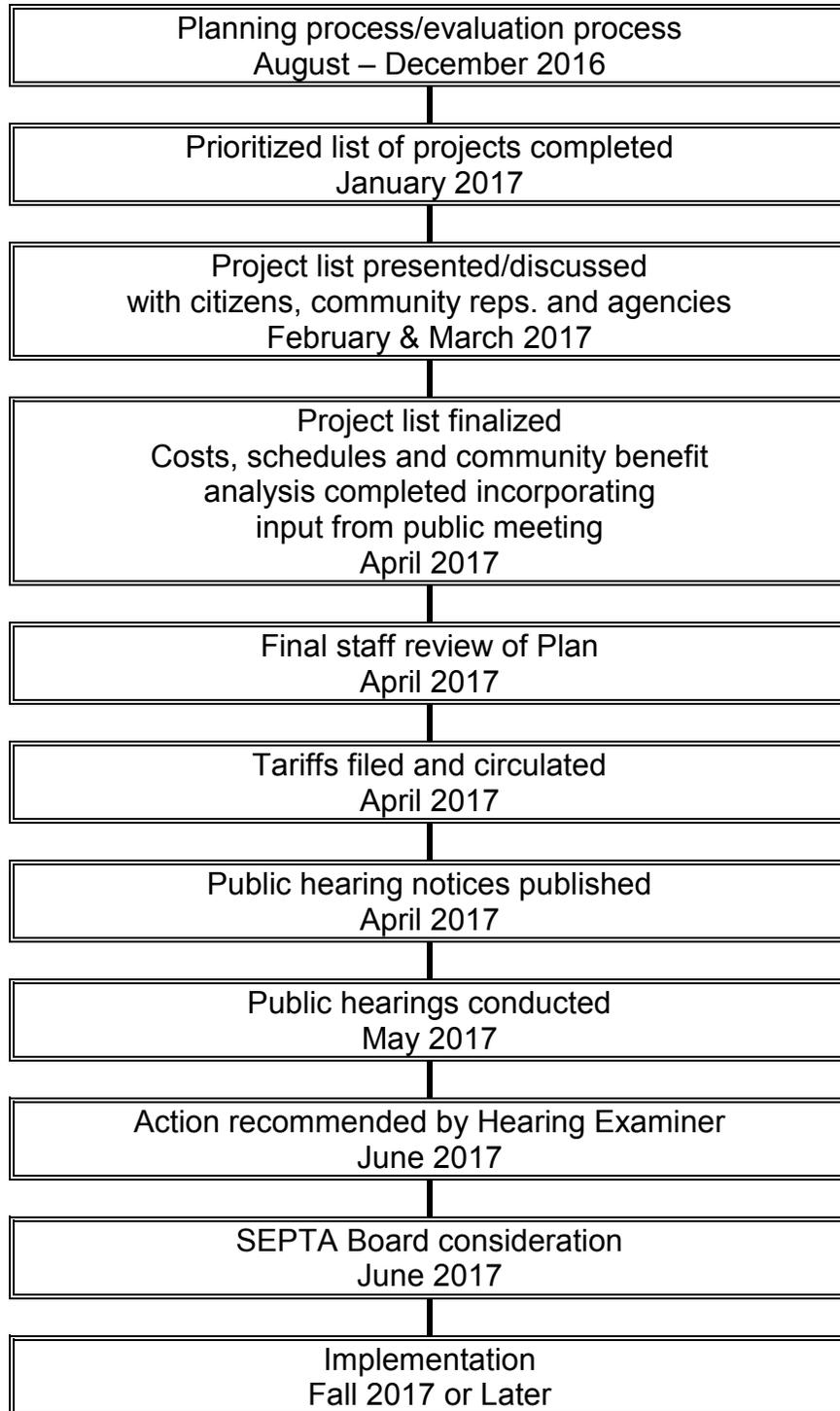
This year marks the 20th Annual Service Plan and its associated planning process. This and the previous efforts reflect SEPTA's ongoing commitment to improve the performance and productivity of transit routes and regional rail lines through careful measurement of both ridership changes and operating cost based upon a numeric scoring methodology. This method, fully described for each proposal, includes measures for revenues, operating costs, and impacts to existing riders. Additionally, each proposal must meet minimum performance standards, adopted by the SEPTA Board, prior to review within the service plan process. In this fashion, the Authority attempts to utilize its limited resources as efficiently and effectively as possible.

This report is organized into seven sections and an appendix. Sections I and II, respectively, provide a summary of the proposals under consideration in this year's Plan and a brief description of the Annual Service Plan Process. Section III presents a description of the evaluation process. Section IV provides a detailed description of recommended projects. Section V details projects, which were submitted for consideration but were not recommended for implementation as a result of the Comparative Evaluation Process. Section VI provides a post implementation review of projects implemented under the previous Annual Service Plan, which have been operating at least one year. Section VII, the Annual Route Performance Review, ranks the performance of routes by operating division. Finally, the appendix contains detailed analyses of scores and methodology for evaluation of proposals in this year's Plan.

The timeline for the Plan, shown on the following page, describes the various steps and approvals required to implement the Plan's recommendations. Implementation of approved projects is contingent upon SEPTA Board approval and available funding.

FY 2018 ANNUAL SERVICE PLAN TIMELINE

(Dates are Subject to Change)



I. SUMMARY AND LIST OF RECOMMENDED CHANGES

The Fiscal Year 2018 Annual Service Plan received 125 suggestions with many requests evaluated. Three are recommended for approval. The majority of the non-recommended suggestions consisted of route, service or capital concepts that would have increased SEPTA's operating budget without additional funding or operating resources, or would have violated SEPTA's Service Standards. Some suggestions have merit, but require further study to determine their overall feasibility.

Recommended Projects

Transit

- **Boulevard Direct** - New limited-stop service along the Roosevelt Boulevard with elements of Bus Rapid Transit, operating from Frankford Transportation Center to Neshaminy Mall.
- **Route 49** - A new north-south bus route from Brewerytown and Fairmount to Grays Ferry via University City. **(Deferred for further staff study; see page 7)**
- **Route 132** - A route diversion along the border of Montgomery and Bucks Counties to provide service to a retail and health service corridor in Hilltown Township, east of Souderton Borough.

Regional Rail

None

Non-Recommended Projects

Refer to the chart and descriptions beginning on page 9.

Route and Station Performance Review

In addition, ten routes fall below the operating performance standards set forth in the *Service Standards and Process* documents for each operating division. For City Transit, six routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit, four routes fall below this *Standard*. For Regional Rail Division, no routes fall below the *Route Economic Performance Guideline Standard*. In regards to Regional Rail Stations, eight stations presently fall below the guideline of 75 boards or alights per weekday.

II. ANNUAL SERVICE PLAN PROCESS

The following paragraphs describe the Annual Service Plan process. The dates referred to in the text are those to be used in the FY 2018 Plan.

Proposals

All route and service adjustments which impact SEPTA's Operating Budget will be planned and implemented according to the Annual Service Plan. These include suggestions that originate from elected officials, City of Philadelphia Office of Transportation and Infrastructure Systems, county planning commissions, SEPTA's Citizen Advisory Committee, community groups, transit advocates, passengers and SEPTA employees. All route and service adjustments will be investigated, planned and implemented through SEPTA's Service Planning Department. **Suggestions from outside sources and from other SEPTA Departments are to be submitted to Service Planning by August 31 of each year for consideration.**

Planning Process/Evaluation Process

Projects considered as part of the FY 2018 Annual Service Plan were presented to affected groups and agencies. This work included the following steps of the route planning process: identification of areas to be studied (for projects initiated by SEPTA staff), evaluation of input from elected officials, planning professionals and citizens, performance of field work, completion and analysis of passenger traffic checks, and preparation of schedule specifications. Projects were then evaluated as explained in Section III.

Project List Presented/Discussed with Affected Groups and Agencies

On February 15, 2017, an Open House meeting was held with outside groups, agencies and interested citizens affected by, or concerned with, proposed Annual Service Plan Projects. The purpose of this meeting was to receive input from interested parties prior to initiation of the tariff and public hearing process. This permitted serious concerns to be addressed before the Plan was finalized.

Budget Impact

Any item having a cost impact that is not included in SEPTA's Fiscal Year 2018 Operating Budget will be required to receive external subsidy in order for implementation to be considered.

Tariff Preparation and Circulation

Tariffs for route projects will be prepared, filed and circulated for in-house SEPTA approval. During this time public hearing dates will be tentatively arranged. When concurrences are received, hearing dates will be finalized and public notices will be published.

Public Hearings

Public hearings will be held at accessible locations. Hearings will be arranged, advertised and conducted according to SEPTA's tariff regulations and enabling legislation.

Post-Hearing Revisions

Any revisions necessitated by the public hearing process will then be finalized. Where revisions to projects affect cost and/or revenue, the benefit point analysis will be re-calculated to assure that the overall benefit of a project has not been compromised. The Hearing Examiner's Report and Recommendations will be considered by the SEPTA Board at their regularly scheduled meeting, usually held on the fourth Thursday of the month.

SEPTA Board Approval

The SEPTA Board will consider all elements of the Annual Service Plan. The Plan may be adopted in whole or in part.

Implementation

Final implementation dates will be set, pending SEPTA Board approval and available funding.

Post-Implementation Review

After a period of one year, all major service changes (including area restructuring), new routes and service extensions are subject to review. Passenger traffic checks and/or Automatic Passenger Counter (APC) data will be conducted at least four times during this period. Routes that are implemented later than September, due to budgetary reasons, will be evaluated and reported in the following fiscal year Annual Service Plan process.

As a result of this review, a decision will be made to retain the service change as is, modify it in some way, or possibly discontinue it. A determination may be made at this time to extend the review period for further evaluation prior to making a final decision.

III. EVALUATION PROCESS

As described in the *Service Standards and Process* documents for each operating division, service proposals, both from within and outside of SEPTA, are to be submitted in writing to SEPTA's Service Planning Department. Once received, all proposals **meeting basic service standards** and **impacting the Operating Budget** will be evaluated. City and Suburban Transit and Contract Operation projects are evaluated using the Comparative Evaluation Process, whereas projects for Regional Rail Division use the Evaluation Process for Budget related items. Both are explained below.

CITY AND SUBURBAN TRANSIT AND CONTRACT OPERATIONS

Comparative Evaluation Process

City and Suburban Transit and Contract Operation projects employ the Comparative Evaluation Process. This process provides an objective and systematic procedure to compare these service proposals with respect to their passenger and community benefits, relative to the cost of providing the services. This comparison will indicate which proposals return the greatest overall benefit for each subsidy dollar spent. This evaluation will consist of three parts: 1) ridership forecast, 2) cost analysis and 3) community benefit analysis.

The community benefit analysis requires further explanation. It is an evaluation according to a set of non-economic criteria, which are not captured in a financial analysis but which are important to the community. Each of these qualitative considerations is assigned a weight in "benefit points." The factors considered and their relative weightings are listed below. Upon completion of the community benefit analysis, the final scores for each division are calculated; however, the process differs for each operating division as further described below.

For City and Suburban Transit and Contract Operations, a Final Benefit Score (FBS) is calculated by dividing the proposal's cost into its benefit points. The **higher** resulting score indicates the route proposal is beneficial to the Authority and our customers, thus advancing to the public hearing process. The resulting scores provide a comparison of services indicating the community benefit received for the expenditure of SEPTA resources.

Criteria for Comparative Evaluation

Category	Benefit Points	Category	Benefit Points
Each "Owl" passenger	1.25	Improved travel time	0.4
Each other passenger	1.0	Added travel time	-0.4
Each other passenger lost	-1.0	Decreased walking distance	0.4
Eliminated transfer	0.6	Increased walking distance	-0.4
Additional transfer required	-0.6		

All of the projects for City and Suburban Transit included in the Fiscal Year 2018 Annual Service Plan were subject to the Comparative Evaluation Process. The analysis is included within each project description section.

Regional Rail Evaluation Process

Regional Rail Division employs the evaluation process set forth in the Service Standards and Process document. This evaluation will consist of three parts: cost analysis, passenger revenue forecast, and operating ratio analysis.

IV. RECOMMENDED PROJECTS

Listed below are the projects and descriptions included in SEPTA's FY 2018 Annual Service Plan. A Community Benefit Analysis has been performed for all of these projects. Implementation of the recommended projects will proceed pending the outcome of the public hearing process, SEPTA Board approval and available funding.

BOULEVARD DIRECT

This proposal would introduce a new type of SEPTA service to Roosevelt Boulevard. The service mode will be known as "Direct Bus", and will provide direct, efficient service along major transit corridors in the SEPTA service area. The mode will also include distinct branding, on-street transit stations, and other operational enhancements.

This Route, which will be advertised to the public as the "Boulevard Direct", will travel between Frankford Transportation Center and the Neshaminy Mall in Bensalem, Bucks County, making limited stops at key intersections. This service will be supported by the construction of 10 bus stations at these intersections along Roosevelt Boulevard in the City of Philadelphia, which were planned and designed in partnership with the City as part of its Route for Change program. The Route will be the first of the "Direct Bus" series. It is anticipated that, if successful, this service could be implemented on other corridors in SEPTA's service area, pending evaluation and available funding.

PROPOSED ROUTE 49 (DEFERRED)

This proposal would establish a new bus route to operate from Brewerytown and Fairmount to Grays Ferry via University City. The new north-south route aims to further develop SEPTA's grid-network transit system. This seven-days-a-week service would provide an important connection from nearby neighborhoods to the growing jobs and health resources located in University City. Additionally, the proposed routing would create a direct transit option between 30th Street Station and the Parkway attractions.

The Route 49 proposal has significant interest and support from customers, residents and elected officials, and comments were received during the hearing process to modify/extend the routing to serve additional riders. Based upon the comments received, the Hearing Examiner recommends that the Authority consider the suggestions to extend the northern terminus to the 33rd and Dauphin Streets Loop and issues raised by the neighbors in South Philadelphia. Staff concurs and will further analyze the routing. The revised routing will be presented for public review during Fiscal Year 2018 along with the Board consideration of a revised routing.

ROUTE 132

This proposal would make a route diversion along the border of Montgomery and Bucks Counties to provide transit to a retail and health service corridor in Hilltown Township, east of Souderton Borough. Currently, the corridor is not directly served by transit. Area residents wishing to gain access must walk along a five-lane highway section and in some cases through an expressway interchange. As part of the project, SEPTA would work with local and state officials in an effort to improve access from the new routing to the adjacent businesses.

V. NON-RECOMMENDED PROJECTS (OUTSIDE SUBMISSIONS)

Service Planning staff received 125 submissions for the FY 2018 Annual Service Plan. At the February 15, 2017 Open House, several posters were created to show the public the various submissions and how they were categorized. This information is shown below and is broken down into the following categories: Projects Undergoing Evaluation, Projects Deferred for Future Annual Service Plan Evaluation, Projects Evaluated -- Not Recommended, Projects Suggested -- Not Studied.

In a cursory analysis, the projects determined as “Not Recommended” or “Not Studied” can be classified as one or more elements of the criteria noted below:

- Duplicative Service
- Examined and rejected as part of a previous Annual Service Plan
- Negative effect on Community Benefit Analysis
- Existing riders would have no alternative service
- Ridership not projected to cover operating costs
- Insufficient operating and financial resources to establish service

Projects Undergoing Evaluation

Route(s)	Suggestion	Category
88	Extend Pennypack Woods trips to Gregg Street Loop	Route Extension

Projects Deferred for Future Annual Service Plan Evaluation

Route(s)	Suggestion	Category
90, 93 and 131	Re-route via Main Street and Swede Street to Norristown T.C.	Route Modification
98	Extend to Audubon to replace Route 131 or to Phoenixville	Route Extension
107	Retain between 69 th Street T.C. and Glenolden	Route Modification
Paoli/Thorndale Line	Parkesburg to Coatesville	Route Extension
	Darby T.C. to Delaware County Community College via Glenolden, Marple Crossroads and Lawrence Park	New Route

Projects Evaluated - Not Recommended

Route(s)	Suggestion	Category
93	Extend service west of Pottstown to serve Birdsboro and connect with and interline with BARTA Route 8 to Exeter and Reading	Route Extension/ Service Modification
96	Montgomery Mall to TEVA Pharmaceutical on Horsham Road (studied in a previous Annual Service Plan)	Route Extension
130	Bucks County Community College to Cross Keys Shopping Center (studied in a previous Annual Service Plan)	Route Extension
139	Routing changes in Spring City (studied in a previous Annual Service Plan)	Route Modification
	West Chester T.C. to Chester County Government Services Center	New Route

Projects Suggested - Not Studied

Route(s)	Suggestion	Category
1	Sunday service between Wissahickon T.C. and PARX Casino	Service Modification
2	20 th Street & Erie Avenue and to 23 rd & Venango Streets Loop	Route Extension
4	Limited stop service or Select service	Service Modification
5	Re-route between Spring Garden Station and Columbus Commons	Route Extension
6	Extend to replace Route 8 Express or Route 16 south of Broad & Olney	Route Extension
7	Cut back at 22 nd & Spring Garden or 22 nd & Market	Route Modification
9	Re-route in Andorra; add late night service	Route Modification/ Service Modification
10	Substitute as bus route from 39 th & Lancaster to 30 th & Market	Route Modification
15	Extend to 63 rd Street & Malvern Avenue Loop for Owl and weekend service	Route Modification/ Route Extension
	Turn back service between Parkside Loop and SugarHouse Casino	Service Modification
16	Limited stop service	Service Modification

Projects Suggested - Not Studied

Route(s)	Suggestion	Category
19	Sunday service; extend service to Bensalem	Service Modification
20	Re-route via Holme Avenue and Convent Road	Route Modification
	Remove trips to PARX Casino from Keswick Road	Route Modification
20 and 50	Adjust routings in Modena Park	Route Modification
21 and 42	Add bus stop at 31 st & Walnut Streets	Service Modification
23	Cut back at Chestnut Street	Route Modification
23	Return trolley service	Service Modification
24	Extend weekend trips to Southampton	Service Modification
25	Re-route from Spring Garden Station to Front & Market	Route Modification
26	Operate via Frankford Avenue; extend late night service to Frankford T.C.	Route Modification/ Service Modification
27	Plymouth Meeting to Marketplace at Plymouth and Regal Theatre on Ridge Pike	Route Extension
	Re-route off Vine Street Expressway	Route Modification
28	Cottman & Torresdale to Erie-Torresdale Station	Route Extension
30	Merge with Route 43 or operate on Haverford Avenue	Route Modification
31	34 th & Market to Front & Christian	Route Extension
	Re-route via Haverford Avenue, City Avenue, 77 th Street and Overbrook Avenue	Route Modification
32	Operate via 30 th Street, Clearfield Avenue and 29 th Street	Route Modification
34	Extend to Lansdowne	Route Extension
35	Change routing	Route Modification
43	39 th and Powelton Streets to Parkwest Town Center	Route Extension
44	Serve Wissahickon T.C.	Route Extension
	Re-route via City Avenue and Old Lancaster Road, add early morning and late night service	Route Modification/ Service Modification
46	Re-route to allow for a direct connection to Route G	Route Modification
47	Split into two routes	Route Modification
	Work with City to allow southbound service on 8 th Street between Thompson and Girard	Route Modification
47M	Re-route southbound to 10 th Street; expand span of service	Route Modification/ Service Modification
	Eliminate service	Service Modification

Projects Suggested - Not Studied

Route(s)	Suggestion	Category
52	Eliminate Gladwyne service; extend to Decker Square or Narberth	Route Modification/ Route Extension
61	Cut back at Wissahickon T.C.	Route Modification
62	Make a full-time route	Service Modification
64	Extend early morning and late night service to 50 th & Parkside	Service Modification
65	Reinstate late night service; re-route via Cheltenham Avenue, Pulaski Avenue and Rittenhouse Street to Wayne Avenue	Route Modification/ Service Modification
66	Extend to Bensalem to replace Route 133; discontinue trackless service	Route Extension/ Service Modification
68	Follow Route 113 routing between Church Lane & Pembroke Avenue and 69 th Street T.C.	Route Modification
73	Extend to Front & Girard	Route Extension
77	Late night service	Service Modification
80	Make the alternate routing via Glendale Station and Mt. Carmel Avenue the base routing	Route Modification
91	Discontinue	Service Modification
92	Re-route from Paoli to West Chester via Exton; discontinue Brandywine Business Park	Route Modification
97	Skip Conshohocken; extend from Ridge Pike in Barren Hill area to Andorra	Route Modification/ Route Extension
102	Express service during rush hour	Service Modification
103	Sunday service to Ardmore	Service Modification
103	Re-routing via City Avenue, Haverford Avenue and Lansdowne Avenue	Route Modification
115	Sunday service to Havertown	Service Modification
118	Sunday service	Service Modification
126	Extend to Broomall	Route Extension
127	Hourly and Sunday service	Service Modification
130	Sunday service to Newtown	Service Modification
132	Extend to Quakertown	Route Extension
	Hourly service	Service Modification
139	Sunday service	Service Modification
G	Increase frequency to Lankenau Medical Center	Service Modification
	Replace service to Food Center with Route 7 trips	Service Modification
H	Green Street & Walnut Lane to Andorra	Route Extension
	Extend to Temple University Hospital	Route Extension

Projects Suggested - Not Studied

Route(s)	Suggestion	Category
J	Re-route from Friends Hospital to Arrott T.C. then via Frankford Avenue to Orthodox Street	Route Modification
L	Stenton Avenue & Hortter Street.to Metroplex Shopping Center and East Norriton	Route Extension
	Re-route to serve Metroplex	Route Modification
K	Re-route via 66 th Avenue and Wyncote Avenue to Wister Street. Extend to either 35 th & Allegheny or Wissahickon T.C.	Route Extension/ Route Modification
R	Re-route via Allegheny Avenue and 29 th Street	Route Modification
XH	Extend to Temple University Hospital; re-route between Manheim Street & Wayne Avenue and Greene Street	Route Extension/ Route Modification
LUCY	Extend to west portico of 30 th Street Station	Route Modification
	Add bus stop at 31 st & Market Streets	Service Modification
Broad-Ridge Spur	Discontinue	Service Modification
Market-Frankford Line	Re-vamp A & B service and change hours of operation	Service Modification
201	Extend to UPS and Prudential Eastern Operations in Horsham	Route Extension
204	Improve weekend service	Service Modification
206	Restore night and Saturday service	Service Modification
Broad Street Line	Make North Philadelphia an express stop; make express trains local to AT&T	Service Modification
Market-Frankford Line	24-hour service	Service Modification
Cynwyd Line	Discontinue	Route Modification
Fox Chase Line	Fox Chase to Newtown	Route Extension
Lansdale/ Doylestown Line	Lansdale to Quakertown	Route Extension
	Thirty-minute service on weekdays and Saturdays	Service Modification
	Express trains to Lansdale	Service Modification
Manayunk/ Norristown Line	Norristown to Pottstown	Route Extension
Media/Elwyn Line	Close Angora Station	Service Modification
Paoli/Thorndale Line	Increase service to Thorndale	Service Modification
	Sunday service to Thorndale	Service Modification

Projects Suggested - Not Studied

Route(s)	Suggestion	Category
Trenton Line	Improve connections with NJ Transit trains	Service Modification
	Thirty-minute service all day	Service Modification
	Close Eddington Station	Service Modification
	Express train in PM from 30 th Street Station to Cornwells Heights then local	Service Modification
West Trenton Line	West Trenton to Newark	Route Extension
	Express train in PM from Temple to Trevoise then local	Service Modification
Wilmington/ Newark Line	Hourly service and late night service to Wilmington	Service Modification
Fox Chase, Lansdale/ Doylestown, Warminster and West Trenton Lines	More trains stopping at Fern Rock	Service Modification
	Cedarbrook Mall to Port Richmond	New Route
	54 th & City, Cardinal & City, Overbrook Station or 63 rd & City to Media Station	New Route
	8 th and Market to Bartram's Garden	New Route
	Neshaminy Mall to Oxford Valley and Morrisville (replacing Route 14)	New Route
	Somerton to Neshaminy Mall or Oxford Valley Mall (replacing Routes 14, 58)	New Route
	Willow Grove to Warminster (replacing Route 22)	New Route
	Broad & Erie to 11 th & Market (replacing Route 23)	New Route
	Philadelphia International Airport or Airport Business Center to Chester T.C. (replacing Route 37)	New Route
	Willow Grove to Doylestown (replacing Route 55)	New Route
	Ambler to Willow Grove (replacing Route 95)	New Route
	Erdenheim to Broad & Olney (replacing Route L service)	New Route
	Henry & Midvale (replacing Route R segment)	New Route
	Lansdale to Doylestown shuttle to supplement Regional Rail Service	New Route
	Montgomery Mall to Gwynedd Valley Train Station	New Route
	Transit service to Ridley Park Train Station	New Route
	Delaware Valley University Regional Rail Station to Eddington Regional Rail Station	New Route

Projects Suggested - Not Studied

Route(s)	Suggestion	Category
	Feeder service to Trenton Regional Rail trains	New Route

VI. POST-IMPLEMENTATION REVIEW OF PRIOR YEAR'S CHANGES

The Post Implementation Review section of the Annual Service Plan discusses items which were initiated through the Annual Service Plan process and have been operating for at least one year.

Routes 12 and 40 – Penn's Landing Access Improvements

To better integrate bus service into future developments near Penn's Landing, Routes 12 and 40 were approved for extensions to provide direct access to Columbus Boulevard. In June 2015, Route 12 was extended eastward from 3rd & Pine Streets to Columbus Boulevard & Dock Street. To date, ridership along the extension is 77%, 58% and 93% of projected ridership for weekdays, Saturday and Sunday, respectively.

Route 40, which originates in West Park, was approved to have its eastern terminus extended from 2nd & South Streets to Front & South Streets. This extension would provide improved access to Penn's Landing via a connection to the South Street pedestrian bridge. Additionally, the new terminus location would allow the recovery of a second bus, which will result in improved service on the route. SEPTA staff is still working to secure the use of a parking lot on Front Street for the new end of line recovery point for Route 40.

Route 23 and New Route 45 – Splitting Route 23 for Improved Service

In November of 2015, Route 23, which formerly operated between Chestnut Hill and South Philadelphia, was split into two distinct routes; a shortened Route 23 operating between Chestnut Hill and Center City as far as Locust Street and a new Route 45, which now operates over the southern portion of former Route 23 as far as Noble Street. This change was made to improve on-time performance and reduce bus bunching that was endemic to the route.

Prior to the split, Route 23 typically reported an on-time performance around 64%. Since then, while Route 23 has seen a modest improvement in on-time performance (up to 69%), Route 45's on-time performance has been 85%. This marks a 20% improvement for customers formerly on the southern portion of old Route 23.

Route 53 – Hunting Park Avenue Extension

In response to requests from the public, a route extension was implemented in February 2016. Previously, Route 53 operated from West Mt. Airy to Hunting Park Station. The service modification included a route extension along Hunting Park Avenue between 9th and G Streets

and an alternate end of line location on G Street, behind Hunting Park Plaza. This extension addressed the transit needs of the rapidly developing Hunting Park Avenue corridor, while providing direct connections to a number of other area routes, including Routes 4, 47, 57 and 89.

Currently, Route 53 operates alternating trips between Wayne Avenue & Carpenter Lane to Broad Street & Hunting Park Avenue, and to G Street & Hunting Park Avenue. Trips serve the new G Street terminus on weekdays between 7:00 AM and 10:00 PM, and weekends between 8:30 AM and 10:00 PM.

Route 53 carries approximately 3,000 weekday passengers. Current ridership represents a 12% increase in total route ridership. Ridership along the new extension has continued to increase since implementation. To date, weekday ridership along the extension is 74% of projected ridership. Weekend ridership along the extension has netted 60% and 50% of projected ridership for Saturday and Sunday, respectively. Evaluation of this service modification will continue into FY 2018.

Route 98 – Revision between Blue Bell and Plymouth Meeting Mall

Route 98 previously operated between Plymouth Meeting Mall and Norristown Transportation Center, serving Blue Bell. With the February 21, 2016 schedule change, the terminus of the route was changed from Plymouth Meeting Mall to Blue Bell, resulting in additional service on Germantown Pike. This created a shorter trip from passengers between Plymouth Meeting and Norristown. The intent was also to better manage seat capacity during peak periods for passengers travelling between Blue Bell and Plymouth Meeting. Plymouth Meeting Mall is a transfer point for many passengers. The routing change would allow for turnover of seats.

While the initial stages of the change indicated that the seat capacity issue was addressed, certain peak trips during the fall 2016 schedule experienced overcrowding. This was traced back to a company in Whitpain Township that reportedly does significant seasonal hiring. There were unsuccessful efforts to reach out to that company to get more information on their hiring practices to gauge future passenger demand. Some additional peak trips made only between Blue Bell and Plymouth Meeting were added to the fall 2016 schedule to address these passenger load issues, and then withdrawn without issue for the spring 2017 schedule. This condition will need to be monitored further.

Routes 105 and 106 – Route and Service Rationalization

Prior to June 22, 2016, Route 105 operated between Paoli Hospital and 69th Street Transportation Center, serving Ardmore and Lankenau Medical Center. Route 106 operated between Paoli and Ardmore and 69th Street Transportation Center, serving Overbrook Park and Penn Wynne to Paoli Hospital. The initial proposal would have changed Route 105 to operate via Overbrook Park and Penn Wynne to Paoli Hospital. Route 106 would have travelled via

Overbrook, 63rd and Malvern, and Lankenau Medical Center to Ardmore and Rosemont. Schedules for Routes 105 and 106 would be simplified with improved rush hour service on both routes. The practice of beginning and ending trips along Cricket Terrace in Ardmore for both routes would be discontinued.

As a result of public opposition at the public hearings, the Hearing Examiner recommended that the proposal as constructed should be deferred. The proposal was revised and submitted at a public hearing in November 2015, whereby Route 105 would operate between 69th Street Transportation Center to Rosemont, via Overbrook, 63rd and Malvern, Lankenau Medical Center, Wynnewood Shopping Center and Ardmore. Route 106 would operate between 69th Street Transportation Center and Paoli Hospital via Overbrook Park, Penn Wynne and Ardmore. Service on both routes to and from Cricket Terrace in Ardmore would be discontinued. This proposal was recommended by the Hearing Examiner and approved by the SEPTA Board. The revised service was implemented on June 22, 2016.

Overall ridership on the two routes, as measured by Automatic Passenger Counters, was up significantly over the 2,137 trips projected in the FY 2016 Annual Service Plan. For the fall 2016 schedule period, Route 105 averaged 1,302 passengers per weekday, while Route 106 averaged 1,410 for a total for the two routes of 2,712. It is impossible to isolate regular passengers from those who used either of the routes as an alternate because of reduced service on the Paoli/Thorndale Regional Rail Line during parts of this schedule period. Ridership will continue to be monitored for future trends.

Route 119 – Routing Change in Upper Chichester

This route operates between Cheyney University and Chester Transportation Center, serving Marcus Hook. With the February 22, 2016 schedule change, service was discontinued along Meetinghouse Road and portions of Market Street. All trips are now using Chichester Avenue through the communities of Boothwyn and Linwood, providing a faster trip for through riders.

The improved cycle time that allows for additional peak service has improved load management on one of the early morning trips. The number of daily weekday passengers that benefitted from the faster travel time was significantly exceeded. Instead of 204 daily trips, the number in fall 2016 was 514, based on Automatic Passenger Counter data. Overall weekday ridership also exceeds that projected by more than 100 passenger trips per day.

Route 128 – Service to Parx Casino

The route connects Neshaminy Mall and Oxford Valley Mall, serving Bristol and Levittown. With the February 21, 2016 schedule change, service was extended on Street Road from Hulmeville Road to Richlieu Road, providing direct access from Croydon, Bristol and Levittown to Parx Casino. A lightly patronized section on Hulmeville and Galloway Roads was discontinued.

Based on counts at the stop level, the new segment carried 69 more passengers per weekday in fall 2016 than the old segment did in fall 2015. This exceeds the expectations presented in the FY 2016 Annual Service Plan, which projected a net increase of 31 daily weekday passengers.

Route 310 – Restructuring of Service and the Creation of New Route 311

The proposal changed the one-way loop operation of Route 310 by splitting the route into two smaller routes. It was intended to simplify confusing service patterns, offer faster travel times to and from all destinations, decrease walking distances for some riders, address overcrowding, and improve rider distribution to and from the various employment and commercial centers in Horsham, Upper Dublin and Upper Moreland Townships. In addition, enhanced service frequencies and span of service were proposed on Saturdays. The re-designed service was intended to meet Montgomery County's goal of improved public transportation in the Horsham and Pennsylvania Business Centers.

Because of the timing of delivery of new 30-foot buses that are being used on Routes 310 (Horsham Breeze Red) and 311 (Horsham Breeze Blue), the implementation of this route split occurred February 27, 2017. Only limited data is available to analyze the route performance. It is anticipated that some schedule adjustments will be made. The Partnership Transportation Management Association (PTMA) is working with SEPTA's Marketing Department on strategies to market the route. In addition, SEPTA has received support from Workforce Property Trust, the owners of the Pennsylvania Business Campus to distribute information about the two routes. Further analysis will be included in the FY 2019 Annual Service Plan.

VII. ANNUAL ROUTE AND STATION PERFORMANCE REVIEW

As defined in the Service Standards and Process documents for each operating division, the Annual Route Performance Review ranks all of SEPTA's routes for compliance to the established Route Economic Performance Guideline Standards. City and Suburban Transit routes and Regional Rail routes are ranked on an operating ratio basis; Regional Rail stations are also evaluated for compliance to the Station Economic Performance Guideline Standards.

CITY TRANSIT

For the Fiscal Year 2018 Annual Service Plan, the minimum acceptable operating ratio for City Transit Division (CTD) is 18% **(60% of average City Transit operating ratio of 30%)**. The minimum acceptable operating ratio for City Transit routes with suburban characteristics is 16% **(60% of Combined City and Suburban Transit average of 27%)**.

A complete list of City Transit routes ranked on an operating basis can be found in the Appendix. For the Fiscal Year 2018 Annual Service Plan, the following routes fall below the minimum operating ratio standard.

Routes That Rank Below the Minimum Acceptable Operating Ratio for City Transit (18% CTD / 16% CTD Routes with Suburban Characteristics)

<u>Route</u>	<u>Operating Ratio</u>	<u>Route</u>	<u>Operating Ratio</u>
1	17%	77 *	15%
88 *	15%	35 *	13%
27 *	15%		

* Routes with suburban characteristics

SUBURBAN TRANSIT

For the Fiscal Year 2018 Annual Service Plan, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 15% **(60% of average STD operating ratio of 24%)**.

A complete list of Suburban Transit routes ranked on an operating ratio basis can be found in the Appendix. Routes below the line on the chart exceed the minimum acceptable operating ratio. For the Fiscal Year 2018 Annual Service Plan, the following routes fall below the acceptable operating ratio level:

Routes That Rank Below the Minimum Acceptable Operating Ratio for Suburban Transit

<u>Route</u>	<u>Operating Ratio</u>	<u>Route</u>	<u>Operating Ratio</u>
95	13%	206	10%
91	12%	150	8%
92	11%		

REGIONAL RAIL DIVISION

For the FY 2018 Annual Service Plan, the minimum acceptable operating ratio for RRD routes is 28% **(60% of the average weighted operating ratio of 47%)**. No routes fall below the standard.

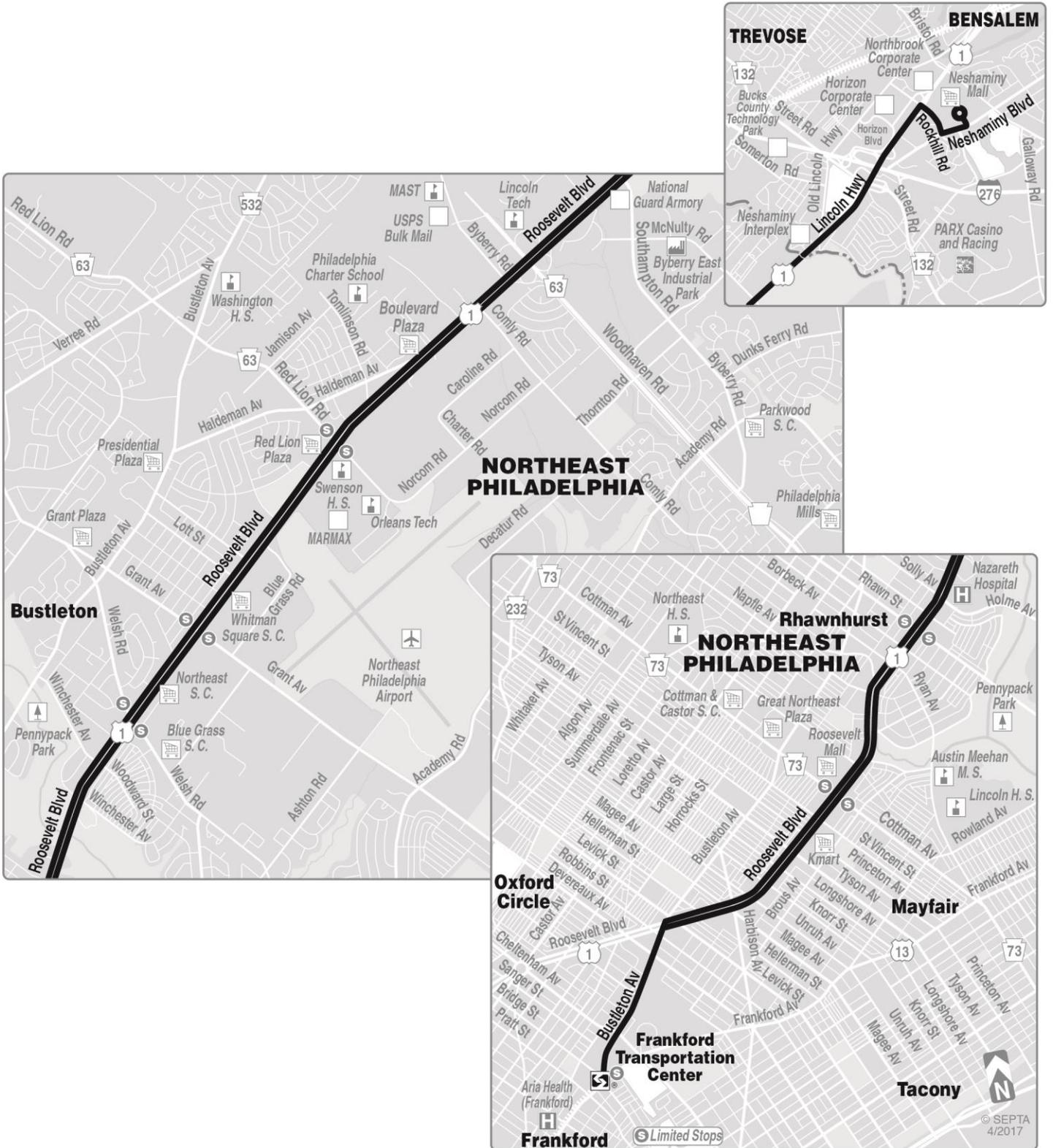
For the FY 2018 Annual Service Plan, The minimum economic performance standard for a railroad station is *75 daily boardings or alighting passengers*. Based on 2015 station counts (the latest available) the following railroad stations fall below the standard:

<u>Station</u>	<u>Line</u>	<u>Weekday Boarding</u>	<u>Weekday Alighting</u>
49 th Street	Media/Elwyn	71	68
Eddington	Trenton	31	68
Highland	Chestnut Hill West	56	61
Eddystone	Wilmington/Newark	64	63
New Britain	Lansdale/Doylestown	50	57
Link Belt	Lansdale/Doylestown	40	52
North Philadelphia	Chestnut Hill West	34	26
Angora	Media/Elwyn	22	22

APPENDICES

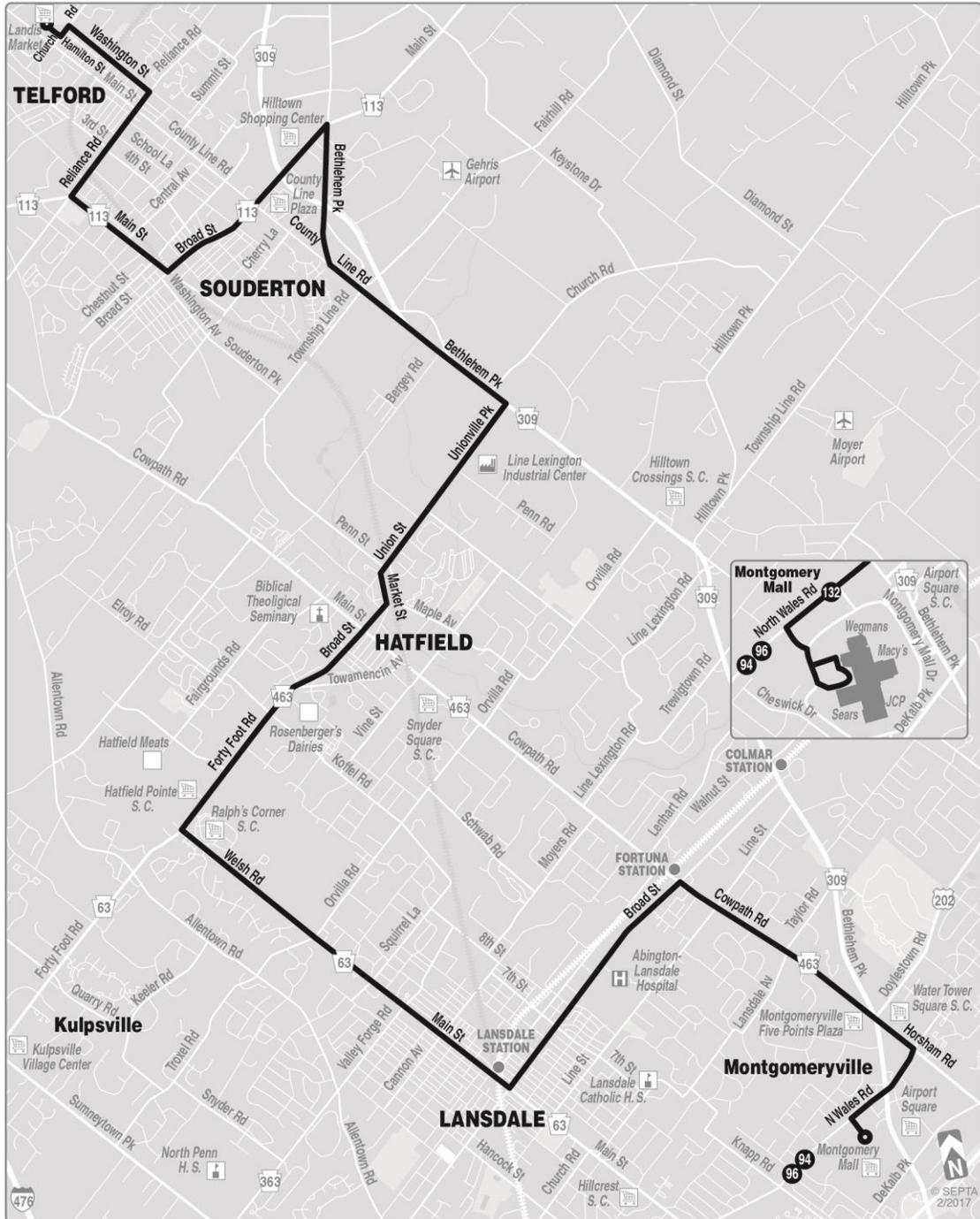
PROJECT MAPS

Boulevard Direct PROPOSED



ROUTE 132

IF PROPOSED CHANGES ARE IMPLEMENTED



PROJECT COST/REVENUE SUMMARY CHARTS

Proposed Routes 14 & Boulevard Direct

Annual	Existing	Proposed	Change
Miles	1,260,880	1,561,140	300,260
Hours	105,328	121,747	16,419
Peak Vehicles	28	33	5
Passengers	3,776,947	4,564,947	788,000
Revenue	\$4,079,103	\$4,930,143	\$851,040
Expenses - Fully Allocated	\$16,305,931	\$19,315,593	\$3,009,662
Net Cost - Fully Allocated	\$12,226,828	\$14,385,450	\$2,158,622
Operating Ratio - Fully Allocated	25%	26%	1%
Incremental Expenses	\$12,231,931	\$14,664,586	\$2,432,655

Proposed Route 132

Annual	Existing	Proposed	Change
Miles	185,972	191,945	5,973
Hours	12,072	12,145	73
Peak Vehicles	2	2	0
Passengers	111,500	115,756	4,256
Revenue	\$169,599	\$188,682	\$19,083
Expenses - Fully Allocated	\$1,080,423	\$1,092,771	\$12,348
Net Cost - Fully Allocated	\$910,824	\$904,089	(\$6,735)
Operating Ratio - Fully Allocated	16%	16%	0%
Incremental Expenses	\$920,883	\$986,611	\$65,728

COST METHODOLOGY EXPLANATION

City and Suburban Transit Divisions

The costing of Annual Service Plan items for City and Suburban Transit Divisions utilize the cost factors listed in the Annual Route Performance Review section. Project costs are based on a FTA recommended cost model. Unit cost components used are vehicle miles, work hours and peak vehicle expense. While fully allocated, vehicle mile and work hour costs are used for all planning projects; an incremental, not fully allocated, peak vehicle cost is used. The peak vehicle cost captures the incremental overhead costs associated with route change proposals that include those overhead expenses that vary in relation to the amount of service provided such as supervision, and to a lesser extent, revenue collection, procurement and human resources. For example, the incremental peak vehicle overhead expenses for CTD (\$45,700) represent 24% of the CTD fully allocated bus peak vehicle rate of \$191,200.

For the purpose of the Annual Route Performance Review, fully allocated peak vehicle expenses are used, which include all overhead costs since the review provides a system-wide comparison. These overhead expenses are required by the Authority, but generally do not vary directly with the service provided. For example, storerooms, facility maintenance, finance and police are not applicable.

Regional Rail Division

The costing of Annual Service Plan items for Regional Rail Division utilizes the cost factors listed in the Annual Route and Station Performance Review Section.

COMMUNITY BENEFIT ANALYSIS COMPUTATIONS

Note: All calculations are annualized using 255 weekdays, 52 Saturdays and 58 Sundays, unless otherwise noted.

Proposed Routes 14 and Boulevard Direct

Service	Benefit Points	Existing		Proposed	
		Psgrs	Points	Psgrs	Points
<u>Weekday</u>					
Ridership	1.0	12,347	12,347	14,847	14,847
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	4,939	1,976
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			12,347		16,823
<u>Saturday</u>					
Ridership	1.0	6,174	6,174	8,643	8,643
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	2,469	740
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			6,174		9,383
<u>Sunday</u>					
Ridership	1.0	3,087	3,087	4,321	4,321
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	1,235	370
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			3,087		4,691
<u>Total Annualized Points</u>			3,648,539		5,049,758
<u>FBS Calculation</u>					
Annual Benefit Points			3,648,539		5,049,758
Annual Expenses			\$12,231,931		\$14,664,586
FBS			0.30		0.34

Proposed Route 132

SERVICE	Benefit Points	Existing Psgrs	Existing Points	Proposed Psgrs	Proposed Points
<u>Weekday</u>					
Ridership	1.0	394	394	408	408
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			394		408
<u>Saturday</u>					
Ridership	1.0	166	166	174	174
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			166		174
<u>Sunday</u>					
Ridership	1.0	42	42	46	46
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	0	0
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	0	0
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			42		46
<u>ANNUALIZED</u>			111,553		115,756
<u>FBS Calculation</u>					
Annual Benefit Points			111,553		115,756
Annual Expenses			\$1,080,423		\$1,092,771
FBS			0.10		0.11

ANNUAL ROUTE PERFORMANCE REVIEW

DEFINITIONS AND CHARTS

City and Suburban Transit Divisions and Regional Rail Division

Definitions

Fully Allocated Cost [F/A] = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x fully allocated unit cost).

Incremental Cost [I/C] = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x incremental unit cost)

Revenue = passenger revenue based on the average divisional fare

Passengers = number of total boardings, i.e., "unlinked" passengers

FY 2018 Annual Service Plan Operating Costs and Average Fares *Based on the Route Operating Ratio Report Issued February, 2017 for FY 2016 Results*

DIVISION	Hours	Miles	UNIT COSTS		Average Fare
			Peak Veh. I/C Cost	Peak Veh. F/A Cost	
CITY TRANSIT					
Bus	\$64.00	\$3.34	\$45,700	\$191,200	\$1.08
Trolley	\$64.00	\$6.33	\$59,100	\$386,900	\$1.08
Trackless	\$64.00	\$2.30	\$39,500	\$206,000	\$1.08
High Speed	\$22.50	\$2.86	\$100,200	\$639,100	\$1.08
SUBURBAN TRANSIT – VICTORY					
Bus	\$62.67	\$1.79	\$34,000	\$115,000	\$1.28
Trolley	\$62.67	\$4.48	\$51,500	\$319,700	\$1.28
NHSL	\$62.67	\$3.01	\$52,200	\$421,200	\$1.28
SUBURBAN TRANSIT – FRONTIER					
Bus	\$51.71	\$1.59	\$26,700	\$79,900	\$1.63
REGIONAL RAIL	\$89.28	\$3.13	\$69,800	\$528,700	\$4.03

Contract Operations

Fiscal Year 2018 Annual Service Plan Operating Costs and Average Fares *Based on the Route Operating Ratio Report Issued February 2017 for FY 2016 Results*

Routes under contract with Trenton-Philadelphia Coach Company were 310 and LUCY. For FY 2016, the cost to operate LUCY and Route 310 was \$112.68. Krapf Coaches charged SEPTA \$69.92 on Route 204 and \$63.59 on Route 205.

Route 310 and LUCY utilized the average City Transit fare of \$1.08, while Routes 204 and 205 utilized the average Suburban Transit (Frontier) fare of \$1.63.

CITY TRANSIT
Annual Route Performance Review – Based on FY 2016 ROR Report

CTD	Vehicle	Vehicle	Peak	Weekday	Annual	Passenger	Fully	Oper.
Route	Hours	Miles	Vehicles	Passengers	Passengers	Revenue	Expenses	Ratio
78 *	2,235	41,560	-	225	57,375	\$258,188	\$281,850	92%
60	51,809	382,440	12	12,187	3,729,222	\$4,026,553	\$6,887,526	59%
79	30,582	195,520	6	5,872	1,796,832	\$1,940,093	\$3,757,485	52%
54	42,136	265,130	9	8,116	2,483,496	\$2,681,505	\$5,303,038	51%
59	25,047	196,823	7	5,202	1,591,812	\$1,718,727	\$3,497,702	49%
6	39,563	274,700	8	6,958	2,129,148	\$2,298,905	\$4,979,130	46%
66	59,357	521,473	16	11,216	3,431,766	\$3,705,381	\$8,294,237	45%
47M	10,253	67,930	4	2,223	680,238	\$734,473	\$1,647,878	45%
46	30,367	204,160	8	5,420	1,658,520	\$1,790,754	\$4,154,982	43%
R	54,852	549,210	13	9,927	3,037,662	\$3,279,855	\$7,830,489	42%
75	20,715	175,212	7	3,977	1,216,962	\$1,313,990	\$3,170,748	41%
56	61,509	551,370	19	11,690	3,577,140	\$3,862,345	\$9,410,952	41%
33	77,592	531,620	20	13,061	3,996,666	\$4,315,320	\$10,565,499	41%
3	54,658	440,480	13	9,132	2,794,392	\$3,017,189	\$7,454,915	41%
52	88,445	683,780	24	14,900	4,559,400	\$4,922,921	\$12,533,105	39%
11	55,395	467,459	16	14,822	4,586,909	\$4,952,623	\$12,692,358	39%
17	79,381	530,930	22	12,400	3,794,400	\$4,096,928	\$11,060,090	37%
26	66,292	575,120	24	11,460	3,506,760	\$3,786,354	\$10,752,389	35%
18	121,180	1,169,820	28	17,760	5,434,560	\$5,867,857	\$17,016,319	35%
10	56,682	479,979	17	13,645	4,223,128	\$4,559,838	\$13,240,830	34%
K	61,698	571,470	16	9,228	2,823,768	\$3,048,907	\$8,916,582	34%
42	85,610	624,635	18	11,327	3,466,062	\$3,742,411	\$11,006,921	34%
47	112,067	991,720	28	16,299	4,987,494	\$5,385,147	\$15,838,233	34%
70	57,286	592,100	12	8,146	2,492,676	\$2,691,417	\$7,938,318	34%
65	55,140	576,990	14	8,311	2,543,166	\$2,745,933	\$8,132,907	34%
13	60,825	551,587	18	14,512	4,491,464	\$4,849,568	\$14,345,792	34%
31	33,864	285,570	8	4,704	1,439,424	\$1,554,189	\$4,650,700	33%
23	132,200	1,114,315	25	17,672	5,407,632	\$5,838,782	\$17,898,012	33%
48	60,101	415,200	15	7,903	2,418,318	\$2,611,130	\$8,101,232	32%
G	97,862	1,053,140	30	15,011	4,593,366	\$4,959,595	\$15,516,656	32%
64	44,048	401,560	10	5,845	1,788,570	\$1,931,173	\$6,072,282	32%
29	31,144	226,290	9	4,255	1,302,030	\$1,405,841	\$4,469,825	32%
16	53,456	481,389	11	6,772	2,072,232	\$2,237,451	\$7,132,223	31%
4	54,101	487,201	14	7,267	2,223,702	\$2,400,998	\$7,766,515	31%
21	71,094	516,385	15	8,545	2,614,770	\$2,823,246	\$9,142,742	31%
8	13,029	114,170	7	2,852	727,260	\$785,244	\$2,553,584	31%
15	60,504	407,861	12	10,147	3,140,497	\$3,390,889	\$11,094,804	31%
36	63,949	601,811	21	14,406	4,458,107	\$4,813,552	\$16,024,082	30%
40	56,712	544,580	11	6,833	2,090,898	\$2,257,605	\$7,551,665	30%

CITY TRANSIT
Annual Route Performance Review – Based on FY 2016 ROR Report

CTD Route	Vehicle Hours	Vehicle Miles	Peak Vehicles	Weekday Passengers	Annual Passengers	Passenger Revenue	Fully Allocated Expenses	Oper. Ratio
34	58,992	484,630	22	13,723	4,246,669	\$4,585,256	\$15,352,594	30%
XH	38,170	363,801	10	4,713	1,442,178	\$1,557,163	\$5,569,975	28%
7	49,432	455,350	10	5,408	1,654,848	\$1,786,789	\$6,596,517	27%
73	20,702	179,990	7	2,657	813,042	\$877,866	\$3,264,495	27%
14	99,856	1,221,490	24	12,214	3,737,484	\$4,035,474	\$15,059,361	27%
22	43,626	518,980	10	5,158	1,578,348	\$1,704,190	\$6,437,457	27%
58	71,634	808,450	19	8,586	2,627,316	\$2,836,792	\$10,917,599	26%
J	28,294	258,120	6	2,979	911,574	\$984,254	\$3,820,137	26%
H	47,606	453,729	15	5,761	1,762,866	\$1,903,419	\$7,430,239	26%
57	87,580	876,360	28	10,634	3,254,004	\$3,513,446	\$13,885,762	25%
39	25,016	192,810	5	2,433	744,498	\$803,857	\$3,201,009	25%
25	39,819	384,410	11	4,466	1,366,596	\$1,475,555	\$5,935,545	25%
53	25,743	212,460	6	2,615	800,190	\$863,989	\$3,504,368	25%
2	49,043	391,590	13	5,166	1,580,796	\$1,706,833	\$6,932,263	25%
"400"	21,612	288,624	51	15,300	2,754,000	\$2,973,576	\$12,098,372	25%
43	32,023	285,850	8	3,354	1,026,324	\$1,108,153	\$4,533,811	24%
L	71,999	709,110	19	7,837	2,398,122	\$2,589,324	\$10,609,163	24%
5	34,236	290,180	9	3,567	1,091,502	\$1,178,527	\$4,881,105	24%
62	2,702	39,644	2	601	153,255	\$165,474	\$687,739	24%
19	15,979	187,580	5	1,812	554,472	\$598,680	\$2,605,173	23%
9	44,488	543,790	12	4,819	1,474,614	\$1,592,185	\$6,957,891	23%
84	37,978	450,940	7	3,657	1,119,042	\$1,208,263	\$5,275,132	23%
50	25,783	313,997	5	2,311	764,941	\$825,930	\$3,654,862	23%
24	28,334	281,040	7	2,776	849,456	\$917,183	\$4,090,450	22%
30	15,924	148,610	4	1,521	465,426	\$502,534	\$2,280,293	22%
45	29,200	185,395	12	4,299	782,418	\$844,800	\$3,847,019	22%
32	50,812	499,380	13	4,801	1,469,106	\$1,586,238	\$7,405,497	21%
12	32,155	218,450	6	2,506	766,836	\$827,976	\$3,934,743	21%
55	63,004	735,600	13	5,471	1,674,126	\$1,807,604	\$8,974,760	20%
67	48,003	579,070	15	4,658	1,425,348	\$1,538,991	\$7,874,286	20%
28	21,885	252,620	5	1,882	575,892	\$621,808	\$3,200,391	19%
80	4,497	61,640	1	475	121,125	\$130,782	\$684,886	19%
20	60,767	739,683	15	5,282	1,616,292	\$1,745,159	\$9,227,629	19%
89	27,363	275,690	5	2,037	623,322	\$673,019	\$3,628,037	19%
38	36,629	377,710	9	2,932	897,192	\$968,725	\$5,326,607	18%
61	46,426	400,846	10	3,384	1,035,504	\$1,118,065	\$6,222,090	18%
37	47,354	645,650	9	3,730	1,141,380	\$1,232,382	\$6,907,927	18%
44	44,417	526,620	13	3,824	1,170,144	\$1,263,440	\$7,087,199	18%
68	24,596	409,510	4	1,985	607,410	\$655,839	\$3,706,707	18%
1	30,134	409,440	10	2,905	833,735	\$900,209	\$5,208,106	17%
88	31,051	265,200	7	1,932	591,192	\$638,328	\$4,211,432	15%
27	59,208	774,140	17	4,390	1,343,340	\$1,450,444	\$9,625,340	15%
77	15,380	164,420	3	946	289,476	\$312,556	\$2,107,083	15%
35	5,250	51,730	1	282	86,292	\$93,172	\$699,978	13%

SUBURBAN TRANSIT
Annual Route Performance Review – Based on FY 2016 ROR Report

<u>Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Daily Avg. Pass'g'rs</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
109	43,759	477,084	8	5,082	1,450,950	\$1,807,303	\$4,516,833	40%
98	17,674	158,515	3	1,164	344,540	\$524,069	\$1,406,205	37%
102	18,438	172,182	5	4,095	966,070	\$1,203,337	\$3,525,385	34%
108	53,630	564,518	10	5,217	1,492,060	\$1,858,510	\$5,522,043	34%
113	67,902	717,403	13	6,700	1,896,100	\$2,361,782	\$7,035,287	34%
131	8,242	80,925	3	599	169,520	\$257,852	\$794,798	32%
103	16,021	141,532	4	1,365	387,890	\$483,156	\$1,717,519	28%
110	26,059	317,059	6	2,275	650,650	\$810,450	\$2,890,971	28%
104	39,846	624,949	9	3,513	1,004,720	\$1,251,479	\$4,651,433	27%
97	16,512	175,185	3	790	233,840	\$355,687	\$1,372,690	26%
96	28,807	369,161	6	1,468	434,530	\$660,951	\$2,557,272	26%
105	18,158	218,401	5	1,512	432,430	\$538,635	\$2,104,118	26%
114	28,474	365,252	6	2,244	641,780	\$799,401	\$3,128,631	26%
99	29,715	444,596	7	1,502	440,800	\$670,488	\$2,804,338	24%
123 *	17,012	343,075	4	919	262,830	\$503,477	\$2,140,589	24%
106	6,514	66,189	3	587	163,190	\$203,269	\$871,777	23%
126	11,514	122,115	3	839	239,950	\$298,882	\$1,285,289	23%
112	16,975	175,949	6	1,324	378,660	\$471,659	\$2,068,948	23%
90	12,542	140,607	3	572	161,880	\$246,231	\$1,112,285	22%
94	11,446	195,815	4	591	174,940	\$266,096	\$1,223,482	22%
125 *	39,165	675,816	9	1,881	534,200	\$991,262	\$4,699,856	21%
129\$	21,373	424,251	4	879	260,180	\$395,752	\$1,886,166	21%
93	27,582	475,601	7	1,272	376,510	\$572,698	\$2,743,462	21%
120	9,065	149,612	2	608	173,890	\$216,597	\$1,066,059	20%
101	28,840	276,962	10	4,235	999,060	\$1,248,720	\$6,246,140.56	20%
117	37,022	526,529	7	2,194	627,480	\$781,589	\$4,068,183	19%
124 *	39,787	735,294	9	1,486	436,360	\$756,661	\$3,946,964	19%
111	27,249	378,646	7	1,672	478,190	\$595,633	\$3,190,851	19%
201	3,640	41,896	1	159	40,550	\$61,679	\$334,877	18%
115	21,371	312,580	5	1,271	363,510	\$452,788	\$2,474,151	18%
139	11,219	236,071	3	472	133,580	\$203,185	\$1,196,042	17%
118	10,090	144,455	3	599	166,520	\$207,417	\$1,236,059	17%
127\$	9,561	205,116	3	370	104,710	\$159,271	\$961,943	17%
107	17,735	209,088	5	965	268,270	\$334,157	\$2,060,929	16%
130\$	18,819	330,175	4	584	172,860	\$262,932	\$1,638,142	16%
128\$	12,564	234,784	3	418	118,290	\$179,927	\$1,140,098	16%
132	12,072	185,972	2	394	111,500	\$169,599	\$1,080,423	16%
119	14,071	250,965	3	733	209,640	\$261,128	\$1,676,308	16%
133	2,727	38,246	1	100	28,300	\$43,046	\$281,847	15%
95	21,172	256,015	5	577	163,290	\$248,376	\$1,902,242	13%
91	933	4,792	-	-	4,400	\$6,693	\$55,884	12%
92	14,959	277,691	3	383	108,390	\$164,869	\$1,455,779	11%
206	4,735	68,067	2	128	32,640	\$50,248	\$513,086	10%
150 **	3,652	98,030	1	42	11,890	\$35,670	\$424,975	8%

CITY AND SUBURBAN TRANSIT FOOTNOTES:

\$ - Outside Subsidy from Bucks County included in revenue

[*] – Passenger revenue reflects premium fare

[**] – Out of Service routings in Revenue Service

CONTRACT OPERATIONS
Annual Route Performance Review – Based on FY 2016 ROR Report

Route	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles	Average Weekday Passengers	Annual Passengers	Passenger Miles	Passenger Revenue	Fully Allocated Expenses	Operating Ratio
310 / Breeze	9,396	116,517	3	725	206,740	1,674,594	\$336,986	\$1,058,727	32%
205	2,596	33,410	3	79	20,030	180,270	\$32,649	\$161,990	20%
204	8,852	135,585	3	178	52,027	353,784	\$84,804	\$611,140	14%
316 / LUCY	<u>11,390</u>	<u>105,087</u>	<u>12</u>	<u>3,778</u>	<u>963,440</u>	<u>1,348,816</u>	<u>125,052</u>	<u>\$1,283,500</u>	10%
Total	<u>32,234</u>	<u>390,599</u>	<u>21</u>	<u>4,760</u>	<u>1,242,237</u>	<u>3,557,464</u>	<u>\$ 579,491</u>	<u>\$ 3,115,357</u>	19%

Note: LUCY operating expense is fully funded by the University City District

ANNUAL STATION PERFORMANCE REVIEW

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2016 Data

MARKET-FRANKFORD LINE	AVERAGE WEEKDAY	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Frankford T.C.	17,343	380	45.6
Arrott T.C.	4,404	380	11.6
Church	1,148	341	3.4
Erie-Torresdale	4,214	380	11.1
Tioga	1,703	341	5.0
Allegheny	5,393	380	14.2
Somerset	2,036	341	6.0
Huntingdon	2,763	341	8.1
York-Dauphin	1,509	341	4.4
Berks	2,321	341	6.8
Girard	4,536	380	11.9
Spring Garden	2,973	380	7.8
2 nd Street	3,453	378	9.1
5 th Street	3507	378	9.3
8 th Street	9,800	378	25.9
11 th Street	8,145	378	21.5
13 th Street	7,027	378	18.6
15 th Street	29,905	378	787.0
30 th Street	7,219	377	19.1
34 th Street	6,382	377	16.9
40 th Street	5,731	377	15.2
46 th Street	4,517	377	12.0
52 nd Street	6,893	377	18.3
56 th Street	5,498	377	14.6
60 th Street	4,898	377	13.0
63 rd Street	2,066	323	6.4
Millbourne	391	323	1.2
69 th Street T.C.	15,394	378	40.7

NOTE: Ridership totals based on turnstile entry and excludes free interchange ridership

CITY TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2016 Data

BROAD STREET LINE AND BROAD-RIDGE SPUR	AVERAGE WEEKDAY	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Fern Rock T.C.	4,438	450	9.9
Olney T.C.	16,623	593	28.0
Logan	2,625	267	9.8
Wyoming	2,184	267	8.2
Hunting Park	2,938	267	11.0
Erie	7,942	593	13.4
Allegheny	3,962	267	14.8
North Philadelphia	4,148	433	9.6
Susquehanna-Dauphin	2,969	266	11.2
Cecil B. Moore	7,575	267	28.4
Girard	3,827	593	6.4
Fairmount	1,728	433	4.0
Spring Garden	5,863	427	13.7
Race-Vine (Convention Center)	2,264	427	5.3
City Hall	2,338	428	5.5
Walnut-Locust	6,683	427	15.6
Lombard-South	2,676	267	10.0
Ellsworth-Federal	3,104	267	11.6
Tasker-Morris	4,091	267	15.3
Snyder	5,289	267	19.8
Oregon	3,514	267	13.2
AT & T	2,432	268	9.1
Chinatown	181	166	1.1
8th-Market	2,517	166	15.1

NOTE: Ridership totals based on turnstile entry and excludes free interchange ridership

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2016 Data

NORRISTOWN HIGH SPEED LINE	BOARDS	LEAVES	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Norristown T.C.	1,966	1,927	3,893	124	31.40
Bridgeport	113	93	206	124	1.66
DeKalb St.	200	135	335	124	2.70
Hughes Park	377	365	742	161	4.61
Gulph Mills	728	757	1,485	161	9.22
Matsonford	42	37	79	150	0.53
County Line	28	29	57	150	0.38
Radnor	336	274	610	161	3.79
Villanova	119	100	219	150	1.46
Ithan Ave. (Stadium)	82	78	160	150	1.07
Garrett Hill	123	129	252	150	1.68
Roberts Rd.	60	49	109	150	0.73
Bryn Mawr	499	535	1,034	188	5.50
Haverford	124	144	268	188	1.43
Ardmore Ave.	83	77	160	164	0.98
Ardmore Junction	617	634	1,251	199	6.29
Wynnewood Rd.	172	168	340	164	2.07
Beechwood-Brookline	193	198	391	164	2.38
Penfield	277	324	601	188	3.20
Township Line Rd.	105	82	187	164	1.14
Parkview	43	42	85	164	0.52
69th Street T.C.	4,796	4,902	9,698	199	48.73

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2016 Data

ROUTE 101	BOARDS	LEAVES	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Orange St., Media	158	149	307	96	3.20
Veterans Square	42	54	96	96	1.00
Olive St.	41	46	87	96	0.91
Jackson St.	55	71	126	96	1.31
Monroe St.	45	63	108	96	1.13
Edgmont St.	31	20	51	96	0.53
Manchester Ave.	32	55	87	96	0.91
Providence Rd.	152	106	258	108	2.39
Beatty Rd.	15	26	41	108	0.38
Pine Ridge	22	23	45	108	0.42
Paper Mill Rd.	8	7	15	108	0.14
Springfield Mall	138	121	259	108	2.40
Thomson Ave.	35	26	61	108	0.56
Woodland Ave.	50	68	118	148	0.80
Leamy Ave.	31	32	63	148	0.43
Saxer Ave.	72	70	142	148	0.96
Springfield Rd.	92	80	172	148	1.16
Scenic Rd.	78	80	158	148	1.07
Drexeline	126	117	243	148	1.64
Drexelbrook	99	103	202	148	1.36
Anderson Ave.	98	89	187	148	1.26
Aronimink	172	159	331	148	2.24
School Lane	58	59	117	148	0.79
Huey Ave.	47	54	101	148	0.68
Drexel Hill Junction	155	167	322	148	2.18
Irvington Rd.	33	23	56	148	0.38
Drexel Park	23	23	46	148	0.31
Lansdowne Ave.	222	277	499	148	3.37
Congress Ave.	55	48	103	148	0.70
Beverly Blvd.	148	134	282	148	1.91
Hilltop Rd.	84	104	188	148	1.27
Avon Rd.	135	144	279	148	1.89
Walnut St.	81	98	179	148	1.21
Fairfield Ave.	50	54	104	148	0.70
69 th Street T.C.	1,644	1,574	3,218	148	21.74

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2016 Data

ROUTE 102	BOARDS	LEAVES	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Sharon Hill	501	529	1,030	124	8.31
MacDade Blvd.	221	182	403	124	3.25
Andrews Ave.	45	38	83	124	0.67
Bartram Ave.	54	60	114	124	0.92
North St.	109	113	222	126	1.76
Magnolia Ave.	30	28	58	126	0.46
Providence Rd.	49	51	100	126	0.79
Clifton-Aldan	76	93	169	126	1.34
Springfield Rd.	82	69	151	126	1.20
Penn St.	41	41	82	126	0.65
Baltimore Ave.	196	192	388	126	3.08
Creek Rd.	17	22	39	126	0.31
Marshall Rd.	89	74	163	126	1.29
Drexel Manor	86	67	153	126	1.21
Garrettford	110	120	230	126	1.83
Drexel Hill Junction	145	141	286	126	2.27
Irvington Rd.	16	20	36	126	0.29
Drexel Park	13	22	35	126	0.28
Lansdowne Ave.	359	319	678	126	5.38
Congress Ave.	48	42	90	126	0.71
Beverly Blvd.	138	113	251	126	1.99
Hilltop Rd.	68	93	161	126	1.28
Avon Rd.	125	110	235	126	1.87
Walnut St.	66	78	144	126	1.14
Fairfield Ave.	43	80	123	126	0.98
69 th Street T.C.	1,370	1,395	2,765	126	21.94

SUBURBAN TRANSIT DIVISION
Annual Station Performance Review – Based on FY 2016 Data

ROUTES 101 AND 102 TRUNK STATIONS	BOARDS	LEAVES	TOTAL	SCHEDULED TRIPS	STATION ECONOMIC PERFORMANCE
Drexel Hill Junction	331	339	670	274	2.45
Irvington Rd.	54	47	101	274	0.37
Drexel Park	39	50	89	274	0.32
Lansdowne Ave.	640	657	1,297	274	4.73
Congress Ave.	114	99	213	274	0.78
Beverly Blvd.	315	273	588	274	2.15
Hilltop Rd.	167	217	384	274	1.40
Avon Rd.	287	281	568	274	2.07
Walnut St.	162	195	357	274	1.30
Fairfield Ave.	102	148	250	274	0.91
69th Street T.C.	3,327	3,277	6,604	274	24.10

REGIONAL RAIL DIVISION
Annual Route Performance Review – Based on FY 2016 ROR Report

<u>Line</u>	Vehicle <u>Hours</u>	Vehicle <u>Miles</u>	Peak <u>Cars</u>	Avg. Daily <u>Passengers</u>	Annual <u>Passengers</u>	Annual <u>Revenue</u>	Operating <u>Ratio</u>
Warminster	62,960	1,255,369	20	9,586	2,795,265	12,406,041	64%
Elwyn	60,948	1,024,526	23	11,378	3,131,111	11,710,355	60%
Norristown	48,853	1,093,017	23	11,187	3,220,787	11,304,962	57%
West Trenton	100,551	2,238,255	36	11,906	3,309,804	16,813,804	50%
Paoli/Thorndale	166,472	3,524,233	67	22,938	6,532,827	30,708,612	49%
Fox Chase	35,004	588,203	14	5,588	1,498,563	5,155,057	48%
Doylestown	157,381	3,319,962	41	17,706	5,046,099	19,780,708	46%
Wilmington	88,507	2,182,516	34	10,226	2,860,285	12,184,814	43%
Cynwyd	2,034	36,001	2	623	158,881	600,570	42%
Trenton	109,896	2,933,430	37	12,656	3,634,919	17,156,818	38%
C H West	40,401	681,117	14	5,651	1,596,983	5,206,165	37%
C H East	42,927	725,979	11	5,584	1,593,031	4,444,556	36%
Airport	<u>48,364</u>	<u>840,516</u>	<u>10</u>	<u>6,767</u>	<u>2,322,271</u>	<u>\$ 4,435,538</u>	28%
Totals	<u>964,298</u>	<u>20,443,124</u>	<u>332</u>	<u>131,796</u>	<u>37,700,826</u>	<u>\$ 151,908,000</u>	47%

REGIONAL RAIL DIVISION
Annual Station Performance Review

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Suburban Station	25,049	25,049	All
Jefferson Station	14,369	14,369	All except Cynwyd
30th Street	12,851	12,851	All
Temple	3,145	2,955	All except Cynwyd
University City	3,115	3,236	Airport, Elwyn, Newark
Jenkintown	1,680	1,680	Doylestown, Warminster, W. Trenton
Cornwells Heights	1,528	1,585	Trenton
Lansdale	1,490	1,299	Doylestown
Fox Chase	1,376	1,254	Fox Chase
Ambler	1,203	1,109	Doylestown
Paoli	1,187	1,278	Thorndale
Glenside	1,175	1,087	Doylestown, Warminster
Torresdale	1,160	1,095	Trenton
Warminster	1,128	1,034	Warminster
Trenton	1,103	1,330	Trenton
Wilmington	1,089	946	Newark
Bryn Mawr	1,051	1,151	Thorndale
Fort Washington	938	1,027	Doylestown

REGIONAL RAIL DIVISION
Annual Station Performance Review

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Ardmore	884	919	Thorndale
Overbrook	884	919	Thorndale
Strafford	882	709	Thorndale
Malvern	850	908	Thorndale
Wynnewood	839	723	Thorndale
Norristown	828	882	Norristown
Fern Rock	813	773	Doylestown, Warminster, W. Trenton
North Wales	799	763	Doylestown
Exton	797	726	Thorndale
Swarthmore	772	644	Elwyn
Narberth	771	764	Thorndale
Elkins Park	729	466	Doylestown, Warminster, W. Trenton
Somerton	718	707	West Trenton
East Falls	709	615	Norristown
Philmont	685	688	West Trenton
Marcus Hook	681	602	Newark
Wayne	669	614	Thorndale
Holmesburg Junction	668	561	Trenton
Ivy Ridge	666	626	Norristown
Conshohocken	654	707	Norristown

REGIONAL RAIL DIVISION
Annual Station Performance Review

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Airport Terminal C & D	616	455	Airport
Bethayres	614	638	West Trenton
Manayunk	605	525	Norristown
Radnor	584	600	Thorndale
Claymont	580	616	Newark
Woodbourne	572	634	Trenton
Levittown	567	644	Trenton
Langhorne	566	610	West Trenton
Villanova	544	526	Thorndale
Queen Lane	542	532	Norristown
Thorndale	535	558	Thorndale
Melrose Park	534	484	Doylestown, Warminster, W. Trenton
Airport Terminal A	529	624	Airport
Primos	529	503	Elwyn
Media	527	506	Elwyn
Hatboro	518	618	Warminster
Morton	515	606	Elwyn
Wayne Junction	514	517	Doylestown, Warminster, W. Trenton, Fox Chase, Chestnut Hill E.
Croydon	499	583	Trenton
Forest Hills	486	449	West Trenton

REGIONAL RAIL DIVISION
Annual Station Performance Review

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Miquon	481	526	Norristown
Wissahickon	461	506	Norristown
Devon	458	448	Thorndale
Wyndmoor	456	444	Chestnut Hill E.
Haverford	452	478	Thorndale
Yardley	449	439	Trenton
Airport Terminal B	448	500	Airport
Willow Grove	448	429	Warminster
Chestnut Hill West	447	476	Chestnut Hill W.
Colmar	437	378	Doylestown
Pennbrook	435	374	Doylestown
Airport Terminal E & F	431	325	Airport
Upsal	424	342	Chestnut Hill W.
Elwyn	422	481	Elwyn
Stenton	415	414	Chestnut Hill E.
Newark	406	333	Newark
Spring Mill	400	388	Norristown
Eastwick	399	406	Airport
Whitford	399	383	Thorndale
Downingtown	398	403	Thorndale

REGIONAL RAIL DIVISION
Annual Station Performance Review

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Carpenter	395	424	Chestnut Hill W.
Secane	393	375	Elwyn
Cheltenham Avenue	391	430	Chestnut Hill W.
Ryers	378	419	Fox Chase
Doylestown	358	340	Doylestown
Trevose	345	365	West Trenton
Rosemont	344	397	Thorndale
Elm Street	344	258	Norristown
Wallingford	340	355	Elwyn
Berwyn	333	288	Thorndale
Moylan Rose Valley	319	291	Elwyn
Bristol	304	382	Trenton
Allen Lane	302	325	Chestnut Hill W.
Cheltenham	301	360	Fox Chase
Roslyn	298	253	Warminster
Lansdowne	297	438	Elwyn
West Trenton	291	353	West Trenton
Merion	286	284	Thorndale
Oreland	285	307	Doylestown
Norwood	282	250	Newark

REGIONAL RAIL DIVISION
Annual Station Performance Review

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Churchmans Crossing	280	286	Newark
St. Davids	269	252	Thorndale
Chester T.C.	267	315	Newark
Sedgwick	265	270	Chestnut Hill E.
Neshaminy Falls	261	297	West Trenton
Noble	255	225	West Trenton
Ridley Park	251	247	Newark
Mount Airy	248	228	Chestnut Hill E.
North Hills	245	209	Doylestown
Gwynedd Valley	242	234	Doylestown
Prospect Park	240	249	Newark
Daylesford	239	257	Thorndale
Clifton-Aldan	226	260	Elwyn
Bridesburg	221	198	Trenton
Chestnut Hill East	215	253	Chestnut Hill E.
Penllyn	209	218	Doylestown
North Phila.	208	214	Trenton
Lawndale	198	226	Fox Chase
Sharon Hill	194	136	Newark
Tacony	192	209	Trenton

REGIONAL RAIL DIVISION
Annual Station Performance Review

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
St. Martins	191	152	Chestnut Hill W.
Tulpehocken	189	200	Chestnut Hill W.
Main Street	182	183	Norristown
Folcroft	178	192	Newark
Gladstone	178	252	Elwyn
Olney	174	148	Fox Chase
North Broad	169	149	Norristown, Doylestown
Glenolden	168	193	Newark
Meadowbrook	168	128	West Trenton
Washington Lane	167	201	Chestnut Hill E.
Ardsley	166	178	Warminster
Rydal	142	137	West Trenton
Chalfont	127	139	Doylestown
Fortuna	126	110	Doylestown
Bala	126	121	Cynwyd
Gravers	125	149	Chestnut Hill E.
Cynwyd	119	95	Cynwyd
Crestmont	108	98	Warminster
Darby	107	118	Newark
Allegheny	98	96	Norristown

REGIONAL RAIL DIVISION
Annual Station Performance Review

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Fernwood-Yeadon	95	126	Elwyn
Highland Ave.	89	94	Newark
Wister	86	90	Chestnut Hill E.
Germantown	84	125	Chestnut Hill E.
Curtis Park	82	92	Newark
Wynnefield Ave.	76	79	Cynwyd
49 th Street	71	68	Elwyn
Crum Lynne	70	106	Newark
Del Val College	64	86	Doylestown
Eddystone	64	63	Newark
Highland	56	61	Chestnut Hill W.
New Britain	50	57	Doylestown
Link Belt	39	50	Doylestown
North Phila.	34	26	Chestnut Hill W.
Eddington	31	68	Trenton
Angora	22	22	Elwyn
SYSTEM TOTAL	124,907	124,284	

REGIONAL RAIL DIVISION
Annual Station Performance Review

Low Station Performance Overview

Highland Station

- This station is located on the Chestnut Hill West Line 0.50 miles from Chestnut Hill West and 0.50 miles from St. Martins Station.
- A 61-space parking lot provides off-street parking.
- The station area is not served by surface transit directly, but bus Route 23 operates nearby on Germantown Avenue and connects with the Broad Street Line at Erie Avenue Station.
- Current ridership totals 56 boardings and 61 alightings. Ridership has remained constant from the 2013 Railroad Census (51 boardings and 55 alightings).
- The station's close proximity to Chestnut Hill West and St. Martins, both of which offer heated waiting rooms, ticket offices and parking, contributes to its lesser utilization. The station continues to serve as an overflow facility when parking demand increases at Chestnut Hill West.

Highland Station falls below the economic threshold of 75 weekday boardings or 75 alightings. However, the available parking capacity makes this station a convenient alternative to Chestnut Hill West or Chestnut Hill East Stations when parking demand increases.

North Philadelphia (Chestnut Hill West)

- This station is adjacent to the North Philadelphia Station on the Trenton Line
- Sidewalks and stairways provide a physical connection between Chestnut Hill West and Trenton Line trains.
- Current ridership totals 34 boardings and 26 alightings.

North Philadelphia falls below the economic threshold of 75 weekday boardings or 75 alightings.

REGIONAL RAIL DIVISION
Annual Station Performance Review

Low Station Performance Overview

49th Street Station

- This station is located on the Media/Elwyn Line 1.50 miles from University City and 1.20 miles from Angora.
- 49th Street has no off-street parking.
- The station area is served by trolley Route 13 offering direct service to Center City.
- Current weekday ridership totals 71 boardings and 68 alightings.
- Accessible mini-high level platforms and new staircases were installed to enhance security and attract future riders.

49th Street falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has risen slightly as 62 boardings and 52 alightings were noted in the 2013 census.

Eddystone Station

- This station is located on the Marcus Hook/Wilmington Line 1.20 miles from Crum Lynne and 1.10 miles from Chester T.C.
- A small 12-space parking lot provides off-street parking.
- The station area is also served by bus Route 37, which connects with the Broad Street Line at Snyder Station.
- Current ridership totals 64 boardings and 63 alightings.
- Investment has been made recently at Eddystone with the installation of new passenger shelters.
- These new improvements will improve the facility and security for passengers currently using the station, and will help to attract more riders.

Eddystone falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has remained flat as 63 boardings and 65 alightings were noted in the 2013 Census.

REGIONAL RAIL DIVISION
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Low Station Performance Overview

New Britain Station

- This station is located on the Lansdale/Doylestown Line 1.80 miles from Chalfont and 1.30 miles from Del Val College.
- New Britain has a 39-space parking lot.
- The station area is not directly served by surface transit with Route 55 being the closest route on Easton Road. Route 55 connects with the Broad Street Line at Olney T.C.
- Current ridership totals 50 boardings and 57 alightings.
- Investment has been made at New Britain with the installation of an accessible high-level platform, new passenger shelter with the goal to improve security for passengers using the station and to attract future riders.

New Britain falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has remained constant from the 2013 Railroad Census (50 boardings and 57 alightings). High-level platforms were constructed to facilitate loading and unloading of riders and ADA complaint. Travel times to/from Center City have been reduced and it is hoped that these schedule and infrastructure improvements will attract more ridership.

Link Belt Station

- This station is located on the Lansdale/Doylestown Line 2.30 miles from Chalfont and 0.60 miles from Colmar.
- Link Belt has no off-street parking. Ridership is primarily reverse peak comprised of workers destined to a nearby auto parts packaging plant.
- Current ridership totals 39 boardings and 50 alightings.
- Investment has been made at Link Belt with the installation of an accessible high-level platform and these improvements have contributed towards enhanced security for passengers using the station.

Link Belt falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has slightly declined from 2013 as 46 boardings and 66 alightings were noted.

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Low Station Performance Overview

Angora Station

- This station is located on the Media/Elwyn Line one mile from Fernwood/Yeadon and 1.20 miles from 49th Street.
- Angora has no off-street parking.
- The station area is served by surface transit Route 34 offering direct service to Center City.
- Current weekday ridership totals 22 boardings and 22 alightings.
- Investment at Angora included new staircases and platform improvements.

Angora falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has declined from the 2013 Census as 36 boardings and 37 alightings were noted.

Eddington Station

- This station is located on the Trenton Line 1.45 miles from Cornwells Heights and 1.65 miles from Croydon.
- Eddington has no off-street parking.
- The station area is served by Route 133 offering peak hour service to Frankford-Knights connecting with Route 66 service to Frankford T.C.
- Current weekday ridership totals 31 boardings and 68 alightings.

Eddington falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has declined since the 2013 Railroad Census as 45 boardings and 81 alightings were noted. Eddington is located adjacent to the Expressway I-95 Industrial Park and is primarily used by reverse commuters. It is assumed that some employers have relocated or laid off workers who utilized the Trenton Line for employment access.

BUILDING THE FUTURE

