



**FISCAL YEAR 2013  
ANNUAL SERVICE PLAN**

**Service Planning Department**

**May 2012**



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## **INTRODUCTION**

The Southeastern Pennsylvania Transportation Authority (SEPTA) is pleased to present its Annual Service Plan (ASP) for Fiscal Year 2013. 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 15th 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 transit 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 2013 ANNUAL SERVICE PLAN TIMELINE**

(Dates are Subject to Change)



# **I. SUMMARY AND LIST OF RECOMMENDED CHANGES**

The Fiscal Year 2013 Annual Service Plan evaluated 29 route projects as listed below -- six are recommended for approval.

## **Recommended Projects**

### **City Transit**

- Routes 56 and R – Service to Baker’s Centre Shopping Complex
- Route 88 – Discontinue Late Night Trips

### **Suburban Transit**

- Route 90 – Experimental Spur Routing to Einstein Medical Center
- Route 92 – Discontinue Service to Goshen Corporate Park
- Route 114 – Reduction of Trips to I-95 Industrial Park

### **Regional Rail**

None

## **Non-Recommended Projects**

### **City Transit**

- Route 14 Express Service All-Day and Route 58 AM Express Service
- Route 15 – Extension to 63<sup>rd</sup> and Malvern Loop
- Route 31 – Extension to Lankenau Hospital
- Route 57 – Limited Spur to Center City
- Route G – Extended Late Night Trips to 63<sup>rd</sup> and Malvern
- Route K – Alternate Route to replace Route 72 (not yet implemented)

### **Suburban Transit**

- Routes 94, 96 & 132
- Route 96
- Route 98 & New Service in Norristown
- Routes 103, 105 & 106
- Routes 104 & 111
- Route 117
- Route 123 & Norristown High-Speed Line
- Route 134
- New Service from 69<sup>th</sup> Street Transportation Center to Chester

## **Route and Station Performance Review**

In addition, a total of 16 routes fall below the operating performance standards set forth in the *Service Standards and Process* documents for each operating division. For City Transit, nine routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit, seven routes fall below this *Standard*. For Regional Rail Division, no routes fall below the *Route Economic Performance Guideline Standard*.

## **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 2013 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 Office of Strategic Planning, 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 July 31 of each year for consideration.**

### **Planning Process/Evaluation Process**

Projects considered as part of the FY 2013 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 December 14, 2011, 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 2013 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 on the following page. 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**

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

All of the projects for City and Suburban Transit and Contract Operations included in the Fiscal Year 2013 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 2013 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.

### **CITY TRANSIT**

#### **Routes 56 and R – Service to Baker's Centre Shopping Complex**

The owner of the newly proposed Baker's Centre Shopping Complex, at Fox Street and Roberts Avenue, expressed interest in having SEPTA bus services integrated into the

development. Route 56 was identified as a suitable option to serve Baker's Centre because it serves the densely populated communities along the Erie Avenue corridor. Extending Route 56 from its current terminus at Venango Loop to Baker's Centre would create an option that is not currently available; namely, providing customers with close proximity one-seat trips to a full service grocery store, in addition to other retailers.

Initially, Route 56 would operate alternating trips to Baker's Centre on weekdays, and every trip serving Baker's Centre weekends. Route 56 would also provide service to Temple University Health Services Administrative Offices, located on Hunting Park Avenue, near Fox Street. Currently, Temple University operates a limited service shuttle that transports employees to the Erie Avenue Station. Route 56 would meet transit needs outside of the shuttle's hours of operation. Due to these significant community benefits, the extension of Route 56 is being recommended.

Route R currently operates around the perimeter of the Baker's Centre site on Fox Street and Roberts Avenue. In order to improve customer convenience, during business hours, the westbound Route R would operate north on Fox Street, enter left into Baker's Centre, and exit left onto Roberts Avenue, before continuing the regular routing. Route R would serve Baker's Centre via Fox Street on the eastbound routing. This realignment would eliminate the potential safety hazard of customers crossing Fox Street to access the shopping center. Based upon improvements in customer safety and convenience, this alternate route to Route R is being recommended.

### **Route 88 – Discontinue Late Night Trips**

Route 88 operates between Frankford Transportation Center and Bethayres Regional Rail Station on the West Trenton Line, and serves Holy Redeemer Hospital in neighboring Meadowbrook. Several efforts have been made to improve productivity on Route 88, such as truncating the cross-town segment to Bethayres. Continuing efforts to efficiently utilize resources, the last two daily round trips are being proposed for discontinuation. The average daily passenger count for these trips is four, and the approximate cost per passenger is \$18. Due to the low ridership, the associated operation costs, and more importantly, the availability of alternate bus service within a three to four block radius of the proposed discontinued street segments served by Route 88 during the late evening hours, the reduction of these trips is being recommended.

## **SUBURBAN TRANSIT AND CONTRACT OPERATIONS**

### **Route 90 – Experimental Spur Routing to Einstein Medical Center**

SEPTA received requests from Einstein Medical Center management and through an external submission to provide direct service to a new hospital and medical office campus in East Norriton Township that will replace Montgomery Hospital facilities in Norristown. SEPTA

has been in discussion with various parties, including East Norriton and Montgomery County. Two options were evaluated. One option involved creating a spur routing to Route 90 on Germantown Pike between Swede Road and the new hospital site east of Whitehall Road. The second option, submitted externally, evaluated the feasibility of altering the route to operate via Sterigere Street, Whitehall Road and Germantown Pike in both directions, and the routing would discontinue existing service along Markley Street and Swede Road. This option was rejected as the proposed routing would not generate sufficient riders lost along Markley Street as there are too few opportunities to attract consistent ridership other than potential employees and patients destined to the Einstein Medical Facility.

At the Open House on December 14, 2011, a suggestion was made to operate the spur routing under experimental order authority. This tactic would allow time for sufficient evaluation to determine if the service is warranted on a permanent basis. For a one-year trial period the annual cost would be \$61,000. Route 90 is recommended for implementation on an experimental basis, based upon funding availability.

### **Route 92 – Discontinue Service to Goshen Corporate Park**

This route was the subject of the FY 2012 Annual Service Plan as the route was consolidated with Route 314. At the request of Operations staff and the Chester County Planning Commission a thorough review was undertaken. Most riders were not impacted by the route and service changes, although some riders were inconvenienced due to longer travel times. Prior to the routing change 385 passenger trips were carried per weekday. Presently, 450 weekday passenger trips are generated, far below the projection of 532.

In order to reduce operating expenses and speed the ride to Exton Square Mall for passengers, it is proposed to discontinue service to Goshen Corporate Park and portions of Boot Road. This change affects 25 weekday passenger trips. Service would be rerouted to use US 202 and PA 100 to reach Exton Square Mall offering a faster ride for customers. Annual mileage and hours would be reduced along with two peak vehicles, resulting in a \$248,500 savings.

### **Route 114 - Reduction of Trips to I-95 Industrial Park**

SEPTA evaluated operational changes to Route 114 to reflect changing service needs in Chester City and Chester Township. The Route 114 segment between the Chester Transportation Center and 9<sup>th</sup> and Engle Streets, and the I-95 Industrial Park is duplicative with Route 117. Ridership to the I-95 Industrial Park averages two passengers per scheduled trip. It is proposed to discontinue most trips to the I-95 Industrial Park on Route 114 and terminate these trips at 7<sup>th</sup> and Yarnall Streets. Route 114 would continue to operate two round-trips to I-95 Industrial Park during weekday peak hours. Route 117 operating every 30 minutes provides an adequate alternative for the I-95 Industrial Park passengers. Annual mileage and hours would be reduced resulting in a \$76,300 savings.

## **V. NON-RECOMMENDED PROJECTS**

### **CITY TRANSIT**

#### **Route 14 Express Service All-Day and Route 58 AM Express Service**

These two requests will be evaluated in the upcoming year.

#### **Route 15 – Extension to 63<sup>rd</sup> and Malvern Loop**

There is no layover space or track space available at the 63<sup>rd</sup> and Malvern loop for the addition of the Route 15 trolley. The Route 10 trolley and bus Route 46 already occupy this loop with some Route G buses during peak hours. Bus Routes 65 and 105 also serve the loop, but stop on the perimeter streets. There is no remaining space either in the loop or along the perimeter that would permit Route 15 to be extended.

#### **Route 31 – Extension to Lankenau Hospital**

This external proposal was not fully analyzed since there is no additional space at Lankenau Hospital for buses to layover or recover between trips. SEPTA's agreement with Lankenau Hospital permits only one Route G bus at a time to recover at that location, and also provides for Route 105 to be through routed with one stop on hospital grounds.

#### **Route 57 – Limited Spur to Center City**

The City of Philadelphia Mayor's Office of Transportation and Utilities (MOTU), and the Center City District (CCD) submitted a joint request that SEPTA explore the feasibility of creating direct bus service from South Philadelphia, east of Broad Street to Center City, west of Broad Street.

The aim of this service was to increase the use of public transit in these neighborhoods by offering service to the large CBD employment center west of Broad Street, without the current need for a transfer. SEPTA, MOTU and CCD partnered through conducting surveys of existing and potential new riders in order to refine possible routing options and service frequencies.

The most promising operating scenario of the options evaluated was a limited weekday peak spur off the southern alignment of Route 57. Under this potential routing, select northbound buses would have turned west (left) from 3rd Street onto Market Street to City Hall, and then onto JFK Boulevard to terminate on 20th Street. Similarly, southbound buses would have returned east from 20th Street to 4th Street, via Market Street, before turning south (right) to continue their regular routing.

After the comprehensive analysis was undertaken, it was determined that projected ridership levels, particularly new ridership, for the service were not sufficient to off-set the additional operating expenses incurred to an acceptable level. As a consequence, this proposal is not recommended at this time.

However, all parties agreed to re-evaluate this service concept in the future, based on the changing demographics of the neighborhoods in South Philadelphia, east of Broad Street, and growing employment levels in Center City, west of Board Street.

### **Route G – Extended Late Night Trips to 63<sup>rd</sup> and Malvern**

SEPTA recognizes this external proposal as a valid request. However, it would add significant expense to the operation by requiring an additional bus to be in service during the late night hours.

### **Route K – Alternate Route to replace Route 72 (not yet implemented)**

This external proposal suggested a significant diversion of Route K service, diverging at 2<sup>nd</sup> Street and Godfrey Avenue, via 2<sup>nd</sup> Street to Cheltenham Avenue, to Cheltenham Square Shopping Center. This would operate as an alternate destination, reducing service to Arrott Terminal. This proposal is not recommended, because it would cause considerable confusion among customers since the two proposed destinations are so disparate, and would cause a significant drop in service levels between Godfrey Loop and Arrott Terminal. It is recommended to wait for adequate funding to operate Route 72, rather than modify existing Route K service.

## **SUBURBAN TRANSIT**

### **Routes 94, 96 & 132**

As a result of operational changes required by municipal improvements underway and scheduled in Lansdale Borough, SEPTA is analyzing service connections between the Lansdale area and the Montgomery Mall. The emphasis will be on providing adequate service to key locations while improving operational efficiencies. Options include modifying route segments, taking into account new development that has or is scheduled to occur in the Lansdale and Montgomeryville areas.

This project would be deferred to the FY 2014 Annual Service Plan; that will allow staff more time to coordinate with municipal, county and other stakeholders to resolve potential operating issues.

## **Route 96**

An external suggestion was submitted (linked with the Route 90 suggestion) to reroute Route 96 off Pine Street and relocate to Markley Street to reach Johnson Highway. This proposal was rejected due to the fact that as many as 135 passengers would walk further to reach their bus stop. In addition, the displaced Route 90 riders would have limited options if they are destined to locations along Germantown Pike or Plymouth Meeting Mall.

## **Route 98 & New Service in Norristown**

An external suggestion was made, in conjunction with a proposal to change Route 90 to Sterigere Street and Whitehall Road to serve the relocated Einstein Montgomery Hospital on Germantown Pike. This proposed would create a Norristown loop route that would replace portions of existing Route 90. A related proposal would adjust Route 98 by absorbing service on New Hope Street by including it on the loop route. Since the Route 90 change was rejected, there would not be an adequate need for this service or the Route 98 change.

## **Routes 103, 105 & 106**

An external suggestion was made to change Route 103 from its current routing in Overbrook Park to instead absorb the segment of Route 106 along Haverford Avenue. This would be in conjunction with a discontinuance of Route 106. This proposal was rejected because it would cause major disruption to many passengers in Overbrook Park and create longer trips for passengers from Brookline and Ardmore.

The passenger also suggested that Route 105 should be cut back from 69<sup>th</sup> Street Transportation Center to 63<sup>rd</sup> Street and Malvern Avenue. This was rejected because it would recreate a two-seat ride for passengers traveling from 69<sup>th</sup> Street to points west of Overbrook, and there is not enough space within the bus loop to accommodate another route.

## **Routes 104 & 111**

An external suggestion was submitted to revise the Express service along West Chester Pike because of lengthy travel times to West Chester. The Service Planning Department will continue to monitor running times and service patterns to see if any improvements can be made. SEPTA has participated in efforts by the Delaware Valley Regional Planning Commission and other stakeholders to examine how to improve transit travel times on this corridor through traffic signal optimization and other unique operational tactics. SEPTA will continue to explore those options in the future.

As an alternate option, the suggestion was made to extend Route 111 trips from Chadds Ford to West Chester University. This would provide service that was previously operated as part of former Routes 202, 306, and 314, all of which were discontinued due to low ridership. Based on this history and the additional operating expense, this proposal was rejected.

## **Route 117**

SEPTA evaluated operational changes to Route 117 to reflect changing service needs in Chester City and Chester Township. The focus would have been optimizing trips with light ridership to terminate in the west end of Chester versus continuing to the I-95 Industrial Park. No route or schedule adjustments would be made to Route 117 at this time.

## **Route 123 & Norristown High-Speed Line**

SEPTA assessed Route 123 and NHSL ridership on weeknights and weekends to determine if bus riders from 69<sup>th</sup> Street could be accommodated on the railroad as far as Gulph Mills. At Gulph Mills riders would be issued a free transfer and connect with a shortened Route 123 bus to finish the journey to King of Prussia. Also examined was the impact of riders destined to points along West Chester Pike from 69<sup>th</sup> Street Transportation Center and riders who board along West Chester Pike destined to King of Prussia.

The objective is to utilize the capacity and frequent service of the High Speed Line between the 69<sup>th</sup> Street Transportation Center and Gulph Mills, providing a timed transfer to Route 123 service to the King of Prussia Transit Center. Route 123 buses from Gulph Mills would wait for a connecting northbound train from 69<sup>th</sup> Street Transportation Center. Buses would wait for late trains. Trips returning from King of Prussia would discharge passengers who would have ample time to reach the inbound platform for the NHSL return trip to 69<sup>th</sup> Street Transportation Center.

On weeknights Route 123 would operate every 20 minutes between 6:30 and 11:00 PM, matching the NHSL headway. On Saturdays, it is proposed to change the NHSL service to operate every 15 minutes between 6:20 AM and 10:20 PM between 69<sup>th</sup> Street and Hughes Park. Service to Norristown would operate every 30 minutes. Route 123 would operate every 15 minutes from 7:00 AM until 11:00 PM. NHSL service on Sundays would be increased to operate every 20 minutes and Route 123 service would be scheduled every 20 minutes from 8:00 AM until 9:00 PM.

This project would be deferred to the FY 2014 Annual Service Plan as several capital improvement projects slated to occur on the NHSL in calendar year 2012 and 2013 would impact scheduling and on-time performance for the bus and rail modes.

## **Route 134**

An external suggestion was made to change the southern terminus of this route from the Chestnut Hill Loop to the Cheltenham–Ogontz Loop, in order to open up access to a new ridership market. One operational drawback to this proposal is that there is not extra space at the loop to accommodate another route. Notwithstanding, this route is externally funded and SEPTA has been notified that these funds will cease in June, 2012. There is a proposal to

discontinue service in its entirety. Route 94 would offer alternative service for many Route 134 riders.

### **New Service from 69<sup>th</sup> Street Transportation Center to Chester**

This external proposal would provide revenue service for trips that currently travel from Victory District out of service to start runs at Chester Transportation Center. It was intended to provide service to Harrah's Chester Casino similar to that provided by Route 150 between Plymouth Meeting and Parx Casino for buses that would otherwise operate out of service. Since all of the out of service trips occur in early morning and late evening hours, this proposal would not provide service at times when significant ridership could be expected that would offset the extra operating costs. Therefore, this proposal was rejected.

## **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. Some of these changes have not been in operation long enough to provide a full evaluation. Additional commentary may be provided in the FY 2014 Annual Service Plan document.

### **CITY TRANSIT**

#### **Route C – Extension to AT&T Station**

This extension was implemented in February 2012, concurrent with the separation of Route C into Routes 4 and 16, which follow the two distinct trip patterns of the former Route C. Consequently, it is Route 4 that has just now begun operating between Fern Rock Transportation Center and Broad Street and Pattison Avenue (AT&T Station).

#### **Routes 43 and 52 – Parkside Rerouting**

In February 2011, Routes 43 and 52 were rerouted from the former Parkside Loop, located at 49<sup>th</sup> Street and Parkside Avenue to serve businesses located in the West Parkside Industrial Park. Bus stops were added at 49<sup>th</sup> and Jefferson Streets, as well as 50<sup>th</sup> and Jefferson Streets. Weekday ridership in this area is 17 passenger trips for Route 43, and 22 passenger trips for Route 52. These routes were again modified in December 2011 with the opening of the new Parkside Loop, located on 50<sup>th</sup> Street, south of Parkside Avenue, and directly behind the Park Town West Shopping Center. For this reason, SEPTA Staff continues to collect data and monitor the ridership prior to a final routing decision.

## **Route 44 – Cynwyd Spur**

Route 44 had the two weekday evening spur trips to Cynwyd Station eliminated in February, 2012.

## **Route 79 – Extension to Pier 70**

The extension of Route 79 from its current terminus on Columbus Boulevard to the Pier 70 Shopping Center was approved for implementation as part of the FY 2012 Annual Service Plan. However, the expansion of the Wal-Mart and associated landscaping removed the additional bus layover capacity within the shopping center. It is for this reason that this initiative has been placed on hold while an alternative solution is sought.

## **SUBURBAN TRANSIT**

### **Route 97**

Two routing changes were implemented as part of the FY 2011 Annual Service Plan. The first was to alter the route in Plymouth Township to operate via Alan Wood Road and Seven Stars Lane to reach the Metroplex Shopping Center. This routing change provided a faster trip for customers destined to Metroplex and points east, along with reducing operating expenses by minimizing the number of buses entering and leaving the Frontier bus facility through operator reliefs.

Second, many Route 97 trips terminating in Barren Hill were extended to Chestnut Hill. These were the trips that were scheduled in coordination with Route 94 trips that start at the Chestnut Hill Loop located at Germantown Avenue and Bethlehem Pike. Prior to implementation, these buses were running out-of-service. These trips were placed into revenue service starting in February 2011. This change was supported by the Montgomery County Planning Commission.

Ridership growth has been steady as a result of these changes. About 650 passenger trips per weekday were made on Route 97 prior to the change. Ridership has grown to more than 820 passenger trips per day during 2011. There has been growth in the number of passenger trips traveling on the new routing to Chestnut Hill, rising from less than 70 in the first three months of implementation to about 170 in fall 2011. This ridership growth has not come at the expense of Route L, which has seen growth of about 150 passenger trips per day since February 2011. Passengers that used to transfer to reach Chestnut Hill now have a one-seat ride.

## **Greater Ardmore Area Service Evaluation**

Routes 103, 105 and 106 were restructured as part of the FY 2011 Annual Service Plan that commenced in February 2011. The following changes occurred:

- Route 103 was rerouted from West Chester Pike to serve Overbrook Park.
- Route 105 was rerouted from Overbrook Park to Overbrook
- Selected Route 106 trips were extended from Ardmore to Paoli

After implementation, several schedule adjustments were made to resolve overcrowded conditions and improve connections with other transit routes. As a result of the above routing changes, ridership dramatically improved as the revised routings offered new opportunities towards 69<sup>th</sup> Street Transportation Center and the Main Line. On weekdays, 755 new passenger trips have been generated. The loss of ridership on Route 105 are mostly riders from Overbrook Park who shifted to Route 103. On weekends, Saturday ridership increased by 157 passenger trips and 168 on Sundays. The tables noted below highlight the ridership prior and after the routing change.

## WEEKDAYS

	AVERAGE 2012 TRAFFIC		
	FY 2012 ASP	COUNTS OR	
<u>ROUTE</u>	<u>REPORT</u>	<u>APC DATA</u>	<u>DIFFERENCE</u>
103	587	1,552	965
105	2,037	1,650	-387
106	559	736	177
<b>TOTAL</b>	<b>3,183</b>	<b>3,938</b>	<b>755</b>

## SATURDAYS

	AVERAGE 2012 TRAFFIC		
	FY 2012 ASP	COUNTS OR	
<u>ROUTE</u>	<u>REPORT</u>	<u>APC DATA</u>	<u>DIFFERENCE</u>
103	329	623	294
105	973	846	-127
106	309	299	-10
<b>TOTAL</b>	<b>1,611</b>	<b>1,768</b>	<b>157</b>

## SUNDAYS

	AVERAGE 2012 TRAFFIC		
	FY 2012 ASP	COUNTS OR	
<u>ROUTE</u>	<u>REPORT</u>	<u>APC DATA</u>	<u>DIFFERENCE</u>
103	0	253	253
105	582	497	-85
106	0	0	0
<b>TOTAL</b>	<b>582</b>	<b>750</b>	<b>168</b>

### **Changes to Routes 93, 95, 98 and 139**

Route and schedule revisions were implemented on October 31, 2011. A brief update of each route is noted below; however, a complete evaluation will be noted in the FY 2014 Annual Service Plan.

### **Routes 93 and 139**

On October 31, 2011, Route 93 rush hour service was improved to every 30 minutes and Route 139 was revised to terminate at Ridge Pike and Township Line Road (Limerick) instead of

the Philadelphia Premium Outlets. Initial data on Route 139 show that 49 passenger trips transfer to/from Route 93. Overall ridership has increased by 90 passenger trips. Since its implementation, SEPTA has received several customer service requests to improve the Route 139/93 transfer connection at Limerick, in addition to resolving early morning service from Royersford to King of Prussia. Both actions were implemented on February 20, 2012.

Ridership on the 30-minute weekday rush hour service on Route 93 has not generated the anticipated ridership increases. Prior to implementation, the route carried 1,470 passenger trips, which is 17% higher than what was posted in the FY 2011 Annual Service Plan document. However, at this juncture ridership remains at 1,470 passenger trips. Many passengers have adjusted their travel times to match the frequent service, unlike other Frontier routes where ridership gravitated to the new service combined with a significant increase in ridership. The service will continue to be monitored.

### **Routes 95 and 98**

Route 95 was extended to Willow Grove replacing Route 98 service on October 31, 2011. Route 98 was truncated to operate between Norristown Transportation Center and Plymouth Meeting Mall. Total weekday ridership on Route 95 so far has exceeded projections (668) as the route now carries 700 passenger trips. Saturday ridership is meeting projections as 390 passenger trips are being carried versus 350 projected. Route 98 has exceeded projections as 1,286 weekday passenger trips are carried and 912 were projected. Saturday figures indicate 500 passenger trips with 400 projected.

### **Routes 112 and 126**

Route 112 was split into two separate routes on August 29, 2011. Route 112 now provides direct service to Delaware County Community College (DCCC) from 69th Street Terminal via West Chester Pike. Route 126 now serves Manoa and Lawrence Park.

Ridership on Route 112 has far exceeded projections of 1,400 weekday passenger trips as the route now averages nearly 1,700. Of these riders 62% of the trips originate or terminate at DCCC, and prior to the routing change this figure was 45% of the total ridership. Weekend ridership has also exceeded projections.

In fact, the route restructuring has been so successful that some trips are consistently overcrowded. Effective February 20, 2012, additional trips are being scheduled in the early-afternoon hours to relieve crowded conditions. The route will continue to be monitored.

Route 126 service has also surpassed ridership expectations on weekdays and Saturdays. A chart highlighting ridership is shown on Page 20.

## **Route 115**

Service was discontinued between Brookline and Ardmore and revised to terminate at DCCC via Manoa Road, West Chester Pike and Media Line Road. The route now offers a one-seat ride to DCCC's Main Campus from eastern Delaware County and reduces travel time. Weekday ridership prior to the routing change averaged 1,098 passenger trips, and since implementation nearly 1,200 trips are now carried. 210 passenger trips board or leave between Manoa Road & Naylor's Run Drive and DCCC, with the majority of the riders boarding or alighting at DCCC. A ridership summary is shown on the following page.

## **Route 119**

Several route and service changes were implemented to reduce operating expenses and improve fiscal performance. Service was discontinued between Chester Transportation Center and Harrah's Casino & Racetrack as alternative service is provided by bus Routes 37 and 113, along with a route simplification in Marcus Hook that has improved travel time for medium and long-distance customers. Schedules for mid-day and evening service were revised. Weekday ridership is exceeding projections, and weekend ridership is on target to meet projections.

## WEEKDAYS

<u>ROUTE</u>	FY 2012 ASP <u>REPORT</u>	AVERAGE 2012 TRAFFIC COUNTS OR <u>APC DATA</u>	<u>DIFFERENCE</u>
112	1,475	1,660	185
115	1,098	1,182	84
119	715	746	31
126	600	892	292

## SATURDAYS

<u>ROUTE</u>	FY 2012 ASP <u>REPORT</u>	AVERAGE 2012 TRAFFIC COUNTS OR <u>APC DATA</u>	<u>DIFFERENCE</u>
112	350	478	128
119	356	350	-6
126	200	318	118

## SUNDAYS

<u>ROUTE</u>	FY 2012 ASP <u>REPORT</u>	AVERAGE 2012 TRAFFIC COUNTS OR <u>APC DATA</u>	<u>DIFFERENCE</u>
112	200	383	183
119	347	340	-7

## Bucks County Route Rationalization

Route and service changes were made to Routes 127, 130 and 133 (former Route 304) in order to improve economic performance, eliminating duplicative service and maintaining core ridership for these routes. These changes were implemented on October 31, 2011, and while each route is summarized below a complete evaluation will be noted in the FY 2014 Annual Service Plan.

### Route 127

Duplicative service was discontinued between Neshaminy Mall and Oxford Valley Mall as Route 14 offers service every 30 minutes along most of the corridor. Mid-day service was revised to operate every 90 minutes. Prior to implementation 440 weekday passenger trips were carried. Since the service change took effect on October 31, 2011, the route now carries

472, which actually exceeded projections as ridership was expected to decline by 55 passenger trips. Saturday ridership is consistent with weekdays. Implementing this change should improve the route's poor economic performance and impact very few riders. The majority of riders who board and leave at Neshaminy Mall to Route 127 are mostly transfers from Route 14. These riders can access Route 127 at Oxford Valley Mall. Mid-day service was reduced to operate every 90 minutes, due to low ridership.

A minor routing change provided new service to the Court at Oxford Valley Shopping Center. However, service was removed from the shopping center on February 20, 2012, due to bus stop issues within the shopping center.

### **Route 130**

Non-revenue trips were converted to revenue service as service was extended from Franklin Mills Mall to the Frankford & Knights (Morrell Park) Loop on October 31, 2012. Many Route 130 trips are cross-scheduled with Route 129, which terminates at Morrell Park. Weekday ridership has increased as a result of the extension. Weekday service is carrying 742 passenger trips exceeding the projected figure of 719. Saturday ridership averages 330 passenger trips, which is on target to meet projections.

### **Route 133**

Route 133 replaced Route 304 service between Frankford & Knights (Morrell Park) Loop and the Expressway I-95 Industrial Park in Bensalem Township. Four morning and four afternoon trips are scheduled in an attempt to retain at least 60% of former Route 304's weekday ridership. Saturday service was discontinued due to low ridership. This change has reduced operating expenses. Ridership averages 70 passenger trips.

## **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 2013 Annual Service Plan, the minimum acceptable operating ratio for City Transit Division (CTD) is 22% **(60% of average City Transit operating ratio of 36%)**. The minimum acceptable operating ratio for City Transit routes with suburban characteristics is 18% **(60% of Combined City and Suburban Transit average of 31%)**.

A complete list of City Transit routes ranked on an operating basis can be found in the Appendix. For the Fiscal Year 2013 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  
(22% CTD / 18% CTD Routes with Suburban Characteristics)**

<u>Route</u>	<u>Operating Ratio</u>	<u>Route</u>	<u>Operating Ratio</u>
32	21%	27*	14%
25	21%	77*	13%
J	20%	68*	11%
38	17%	35*	10%
89	15%		

\* -- Routes with suburban characteristics

**SUBURBAN TRANSIT**

For the Fiscal Year 2013 Annual Service Plan, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 15% **(60% of average STD operating ratio of 25%)**.

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 2013 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**

Route	Operating Ratio
130	14%
128	14%
119	13%
139	12%
150	11%
92	10%
134	10%

**RAILROAD DIVISION**

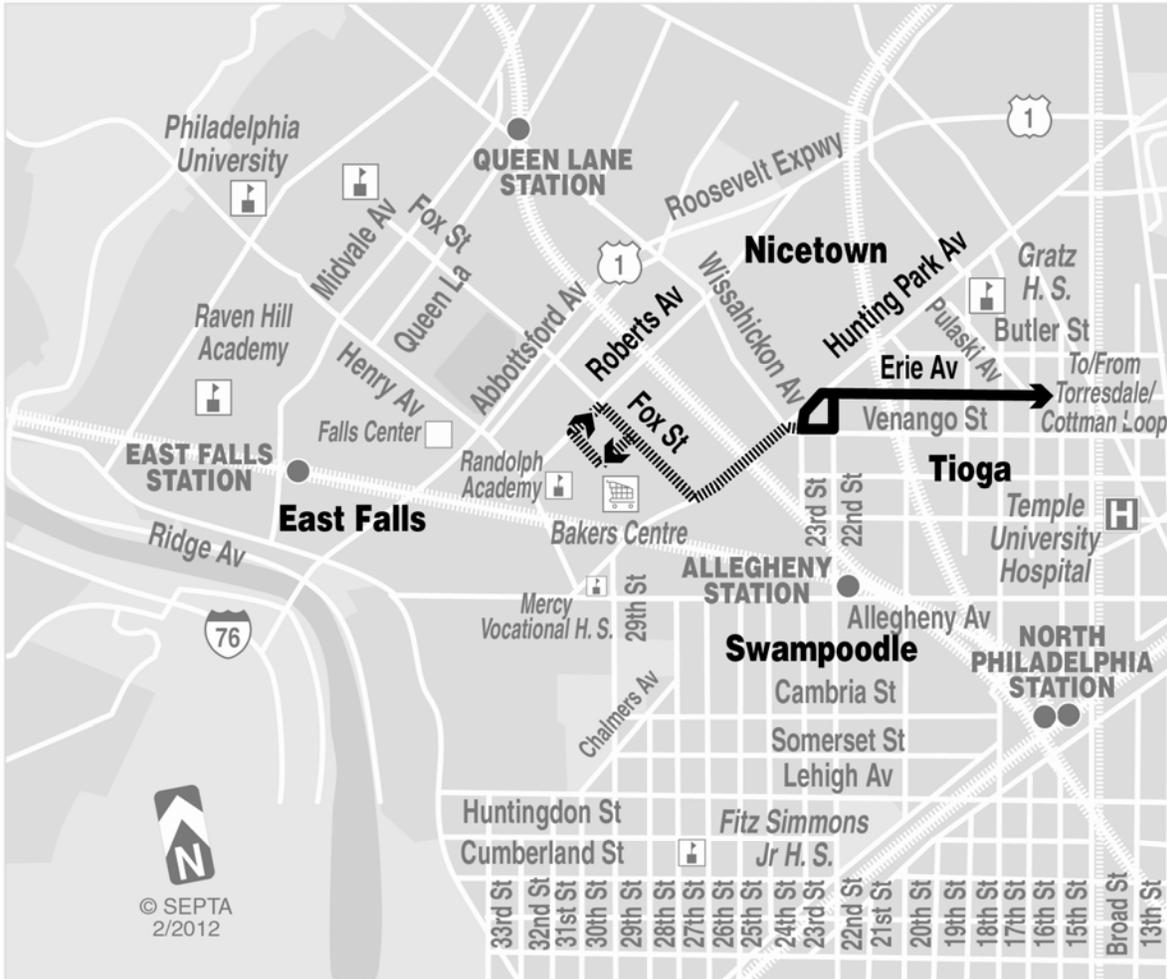
For the FY 2013 Annual Service Plan, the minimum acceptable operating ratio for RRD routes is 29% **(60% of the average weighted operating ratio of 48%)**. No routes fall below the standard.

## **APPENDICES**

## **PROJECT MAPS**

# ROUTE 56

## Proposed Changes

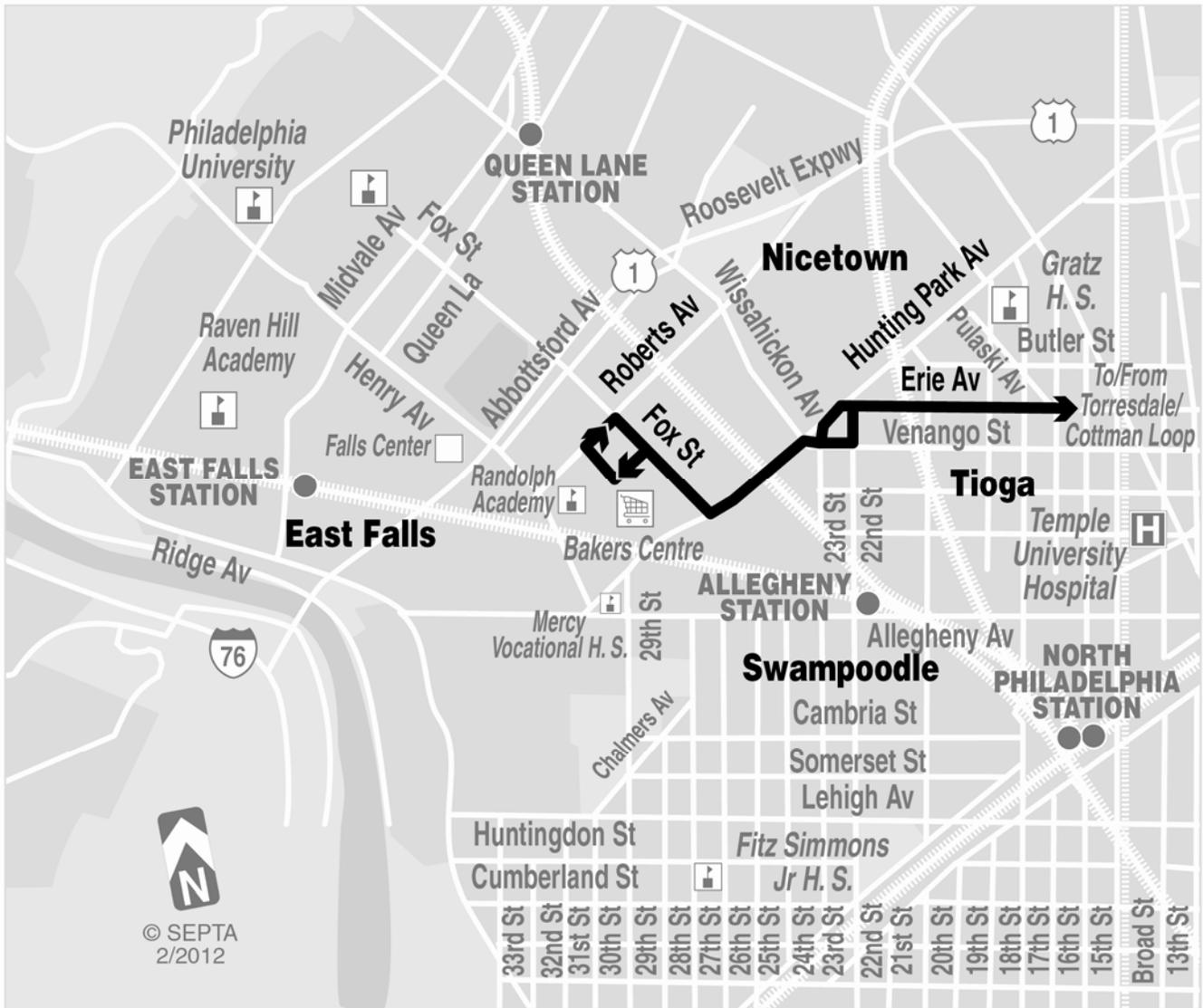


### LEGEND

-  ROUTE UNCHANGED
-  ROUTE ADDED

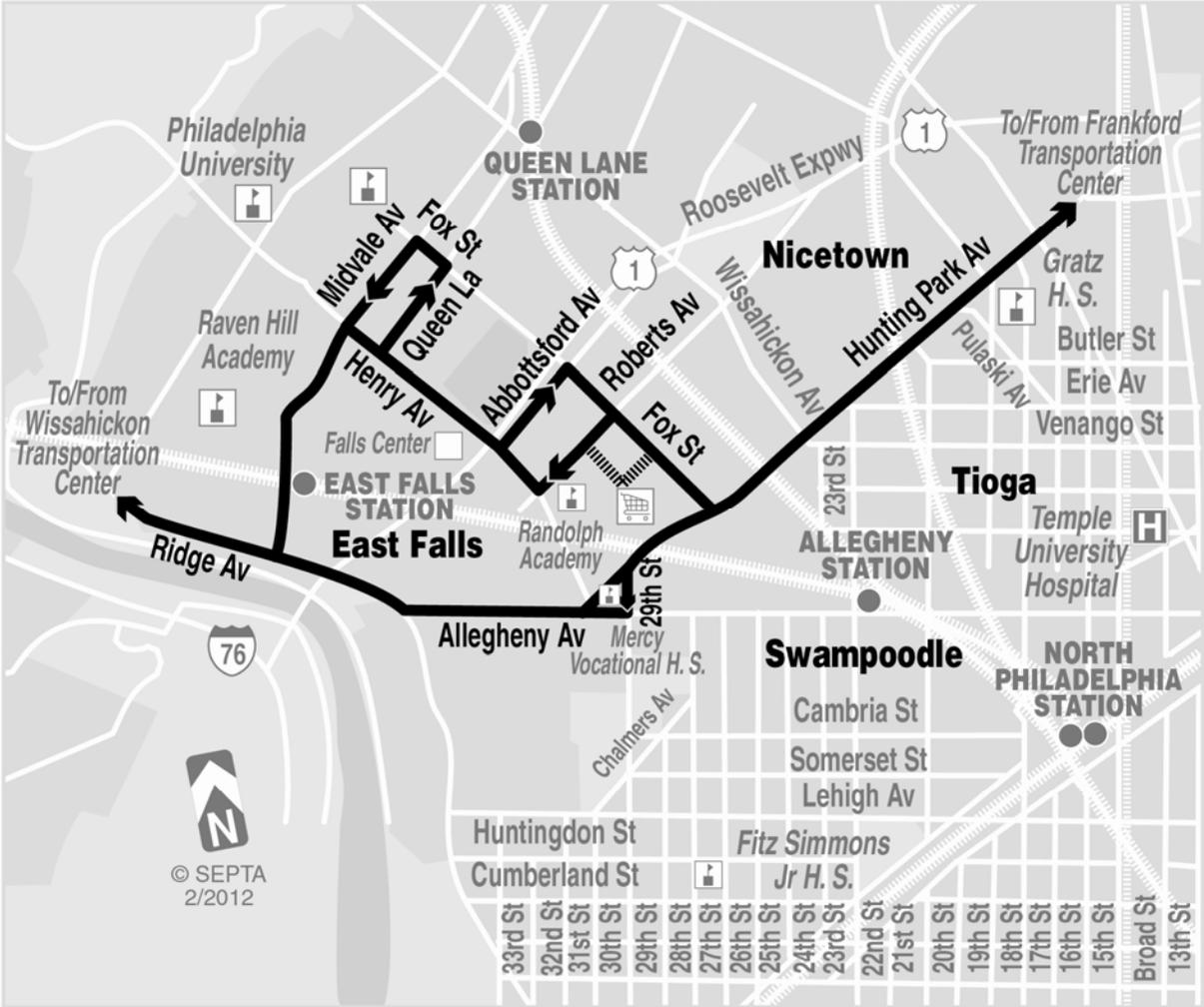
# ROUTE 56

## If Proposed Changes are Implemented



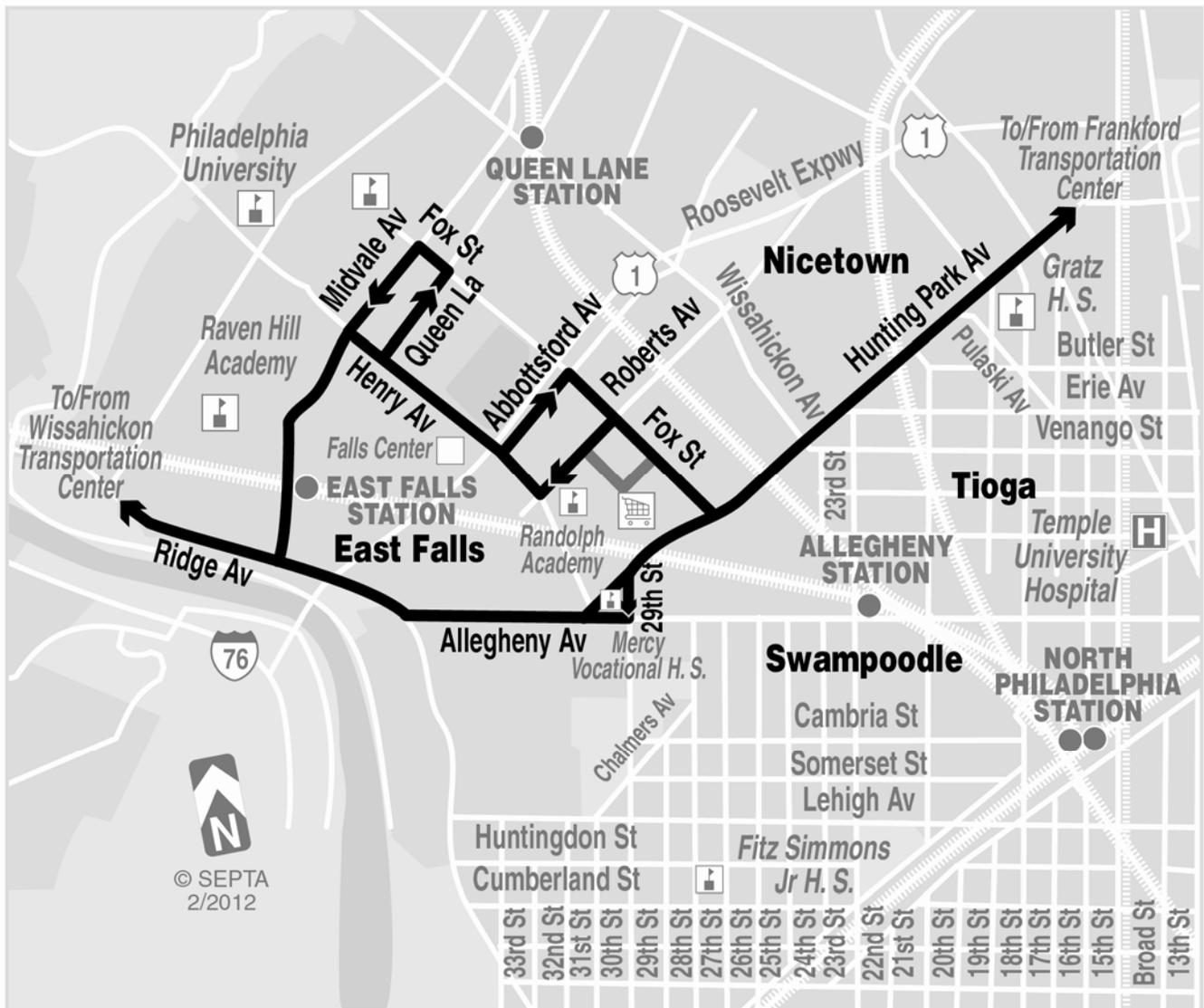
# ROUTE R

## Proposed Changes



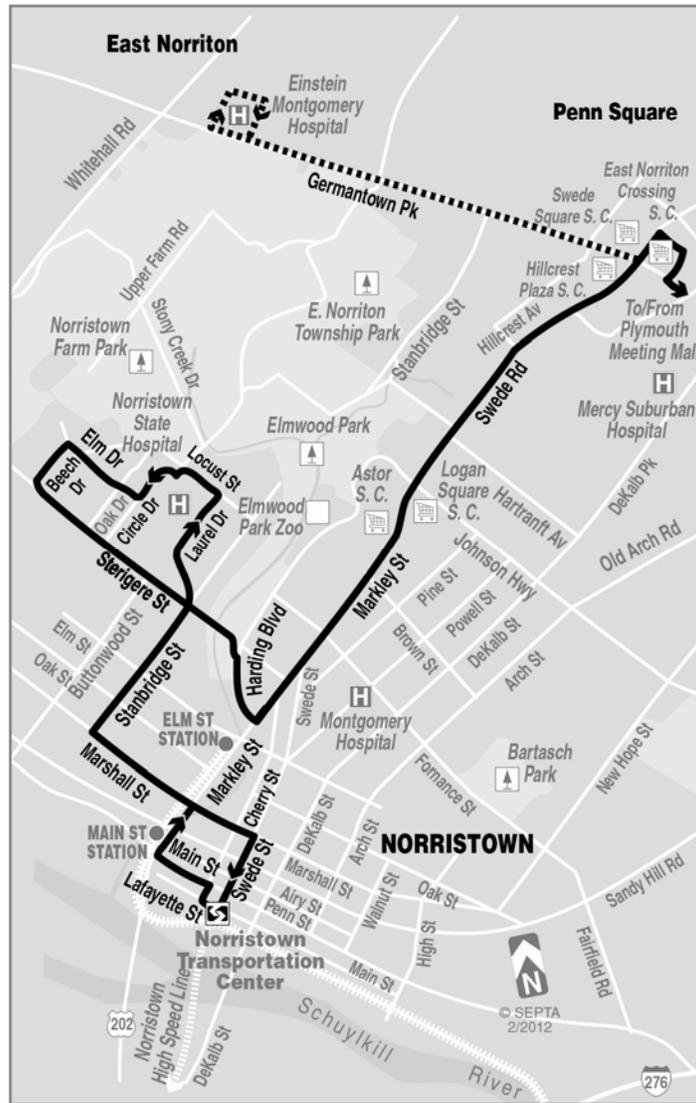
# ROUTE R

## If Proposed Changes are Implemented



# ROUTE 90

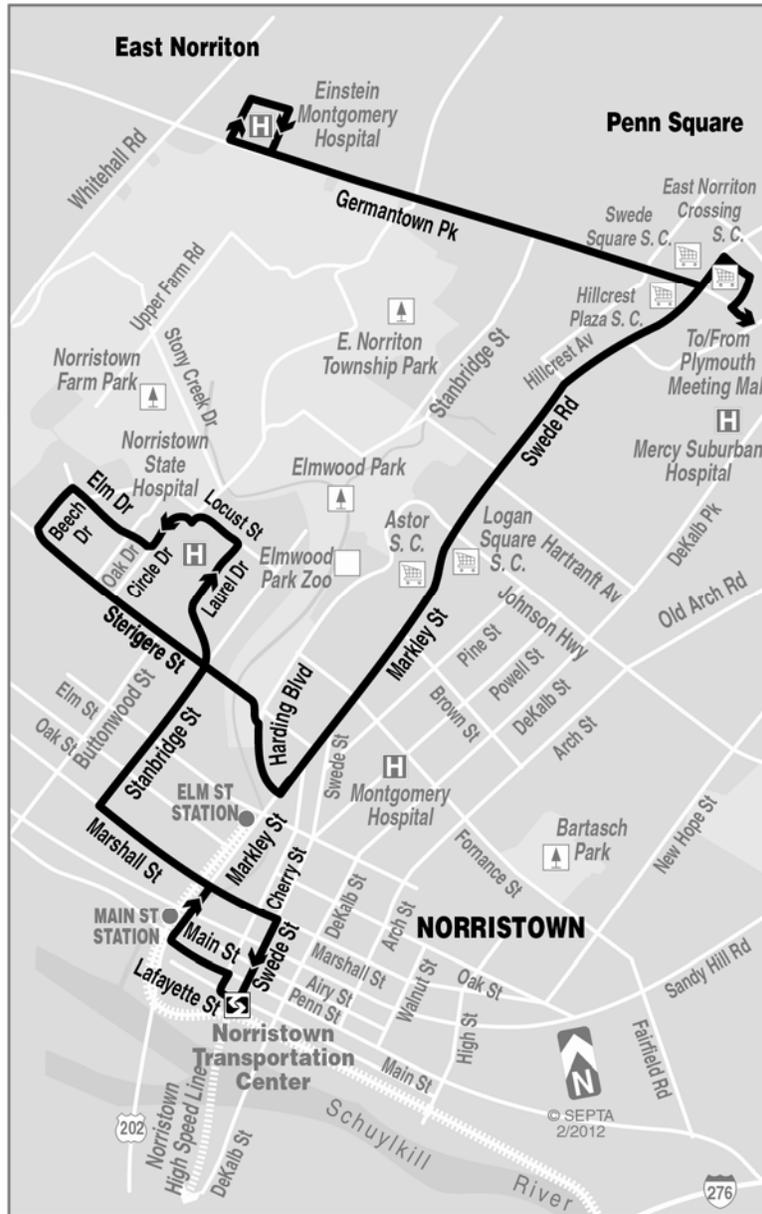
## Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	SPUR ROUTE ADDED

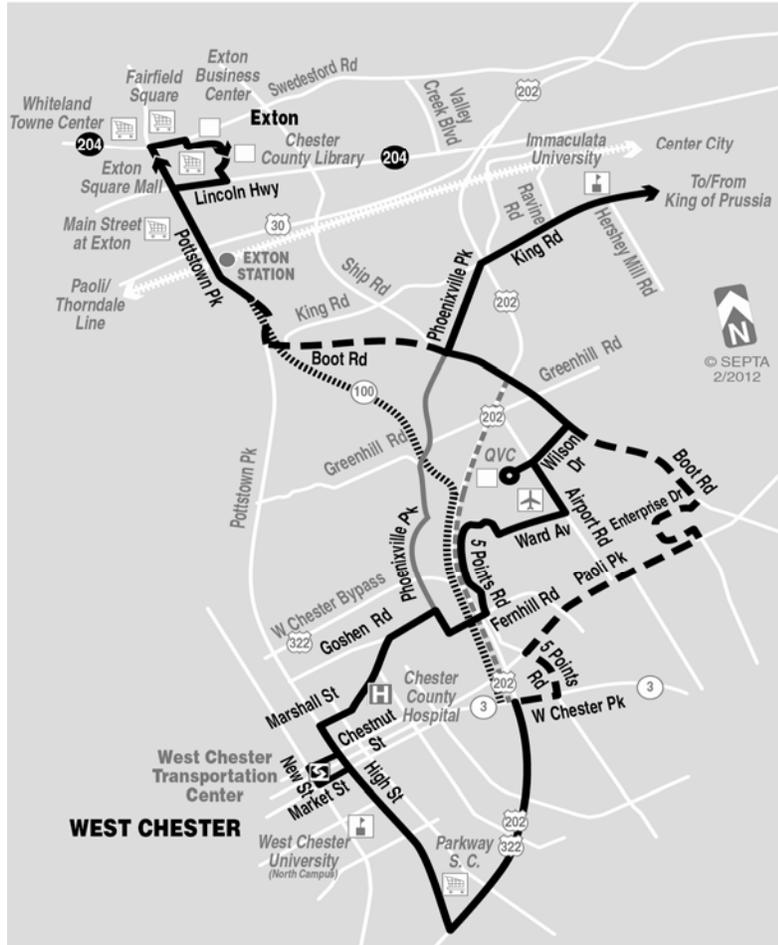
# ROUTE 90

## If Proposed Changes are Implemented



# ROUTE 92

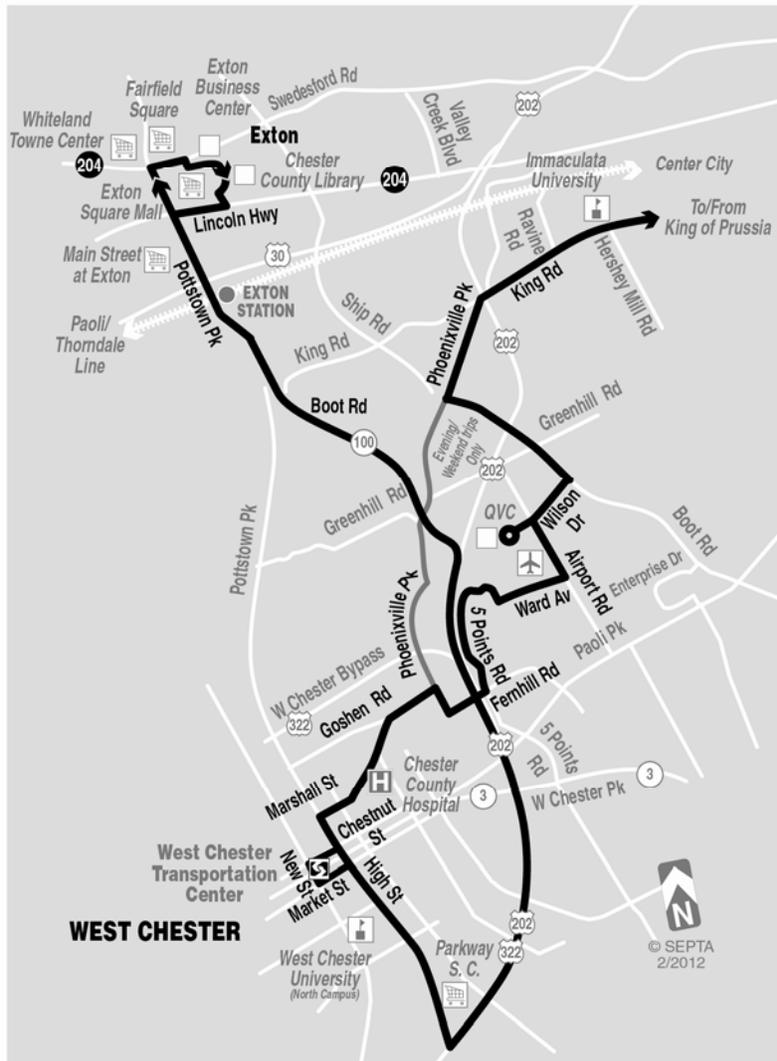
## Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ROUTE DISCONTINUED
	ROUTE ADDED
	ALTERNATE ROUTE
	ALTERNATE ROUTE DISCONTINUED

# ROUTE 92

## If Proposed Changes are Implemented



# ROUTE 114

## Proposed Changes



LEGEND	
	ROUTE UNCHANGED
	ALTERNATE ROUTE ADDED

# ROUTE 114

## If Proposed Changes are Implemented



## **PROJECT COST/REVENUE SUMMARY CHARTS**

# **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 (\$38,270) represent 23% of the CTD fully allocated bus peak vehicle rate of \$168,100.

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.

## Proposed Route 56

Annual	Existing	Proposed	Change
Miles	496,480	518,145	21,665
Hours	58,536	59,357	821
Peak Vehicles	17	17	0
Passengers	3,427,023	3,529,809	102,786
Revenue	\$3,396,351	\$3,498,100	\$101,749
Expenses - Fully Allocated	\$7,924,936	\$8,059,731	\$134,795
Net Cost - Fully Allocated	\$4,528,585	\$4,561,631	\$33,046
Operating Ratio - Fully Allocated	43%	43%	0%
Incremental Expenses	\$5,879,795	\$6,014,590	\$134,795

## Proposed Route R

Annual	Existing	Proposed	Change
Miles	534,920	534,920	0
Hours	56,563	56,563	0
Peak Vehicles	11	11	0
Passengers	2,453,880	2,479,452	25,572
Revenue	\$2,431,918	\$2,457,125	\$25,207
Expenses - Fully Allocated	\$7,130,546	\$7,130,546	\$0
Net Cost - Fully Allocated	\$4,698,628	\$4,673,421	-\$25,207
Operating Ratio - Fully Allocated	34%	34%	0%
Incremental Expenses	\$5,704,549	\$5,704,549	\$0

## Proposed Route 88

Annual	Existing	Proposed	Change
Miles	290,430	280,940	-9,490
Hours	29,094	28,106	-988
Peak Vehicles	7	7	0
Passengers	737,193	731,874	-5,319
Revenue	\$730,595	\$725,331	-\$5,264
Expenses - Fully Allocated	\$3,957,114	\$3,864,212	-\$92,902
Net Cost - Fully Allocated	\$3,226,519	\$3,138,881	-\$87,638
Operating Ratio - Fully Allocated	18%	19%	0%
Incremental Expenses	\$3,049,472	\$2,956,570	-\$92,902

## Proposed Route 90

Annual	Existing	Proposed	Change
Miles	102,318	129,002	26,684
Hours	10,569	10,569	0
Peak Vehicles	2	2	0
Passengers	170,170	182,075	11,905
Revenue	\$229,559	\$245,801	\$16,242
Expenses - Fully Allocated	\$859,574	\$920,610	\$61,036
Net Cost - Fully Allocated	\$630,015	\$674,809	\$44,794
Operating Ratio - Fully Allocated	27%	27%	0%
Incremental Expenses	\$696,174	\$757,210	\$61,036

## Proposed Route 92

Annual	Existing	Proposed	Change
Miles	307,154	262,223	-44,931
Hours	17,147	14,533	-2,614
Peak Vehicles	6	4	-2
Passengers	114,750	108,630	-6,120
Revenue	\$154,913	\$146,651	-\$8,262
Expenses - Fully Allocated	\$1,889,288	\$1,516,220	-\$373,068
Net Cost - Fully Allocated	\$1,734,376	\$1,369,570	-\$364,806
Operating Ratio - Fully Allocated	8%	10%	2%
Incremental Expenses	\$1,564,868	\$1,299,940	-\$264,928

## Proposed Route 114

Annual	Existing	Proposed	Change
Miles	371,903	342,708	-29,195
Hours	29,834	29,409	-425
Peak Vehicles	6	6	0
Passengers	516,600	512,775	-3,825
Revenue	\$652,300	\$635,841	-\$16,459
Expenses - Fully Allocated	\$3,026,905	\$2,949,051	-\$77,854
Net Cost - Fully Allocated	\$2,374,605	\$2,313,210	-\$61,395
Operating Ratio - Fully Allocated	22%	22%	0%
Incremental Expenses	\$2,426,305	\$2,348,451	-\$77,854

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## **COMMUNITY BENEFIT ANALYSIS COMPUTATIONS**

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

## Proposed Route 56

Service	Benefit Points	Existing		Proposed	
		Psgrs.	Points	Psgrs.	Points
<b><u>Weekday</u></b>					
Ridership	1.0	12,544	12,544	12,858	12,858
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			12,544		12,858
<b><u>Saturday</u></b>					
Ridership	1.0	5,412	5,412	5,686	5,686
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			5,412		5,686
<b><u>Sunday</u></b>					
Ridership	1.0	4,195	4,195	4,341	4,341
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			4,195		4,341
<b><u>Total Annualized Points</u></b>			3,723,454		3,826,240
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			3,723,454		3,826,240
Annual Expenses			\$5,879,795		\$6,014,590
FBS			0.63		0.64

## Proposed Route R

Service	Benefit Points	Existing		Proposed	
		Psgrs.	Points	Psgrs.	Points
<b><u>Weekday</u></b>					
Ridership	1.0	8,821	8,821	8,899	8,899
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			8,821		8,899
<b><u>Saturday</u></b>					
Ridership	1.0	6,710	6,710	6,778	6,778
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			6,710		6,778
<b><u>Sunday</u></b>					
Ridership	1.0	5,523	5,523	5,560	5,560
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			5,523		5,560
<b><u>Total Annualized Points</u></b>			2,918,609		2,944,181
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			2,918,609		2,944,181
Annual Expenses			\$5,704,549		\$5,704,549
FBS			0.51		0.52

## Proposed Route 90

Service	Benefit Points	Existing		Proposed	
		Psgrs.	Points	Psgrs.	Points
<b><u>Weekday</u></b>					
Ridership	1.0	595	595	634	634
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	123	49
Added Travel Time	-0.4	0	0	122	(49)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			595		634
<b><u>Saturday</u></b>					
Ridership	1.0	355	355	393	393
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	129	52
Added Travel Time	-0.4	0	0	128	(51)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			355		393
<b><u>Sunday</u></b>					
Ridership	1.0	0	0	0	0
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			0		0
<b><u>Total Annualized Points</u></b>			170,200	182,229	
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			170,200	182,229	
Annual Expenses			\$859,574	\$920,610	
FBS			0.20	0.20	

## Proposed Route 92

Service	Benefit Points	Existing		Proposed	
		Psgrs.	Points	Psgrs.	Points
<b><u>Weekday</u></b>					
Ridership	1.0	398	398	374	374
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	113	45
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			398		419
<b><u>Saturday</u></b>					
Ridership	1.0	255	255	255	255
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	77	31
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			255		286
<b><u>Sunday</u></b>					
Ridership	1.0	0	0	0	0
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			0		0
<b><u>Total Annualized Points</u></b>			114,750		121,758
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			114,750		121,758
Annual Expenses			\$ 1,889,288		\$ 1,516,220
FBS			0.06		0.08

## Proposed Route 114

Service	Benefit Points	Existing		Proposed	
		Psgrs.	Points	Psgrs.	Points
<b><u>Weekday</u></b>					
Ridership	1.0	1,800	1,800	1,815	1,815
Owl Ridership	1.25	0	0	0	0
Eliminated Transfer	0.6	0	0	0	0
Additional Transfer	-0.6	0	0	15	(9)
Improved Travel Time	0.4	0	0	0	0
Added Travel Time	-0.4	0	0	15	(6)
Decreased Walking Distance	0.4	0	0	0	0
Increased Walking Distance	-0.4	0	0	0	0
Total			1,800		1,800
<b><u>Saturday</u></b>					
Ridership	1.0	976	976	976	976
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			976		976
<b><u>Sunday</u></b>					
Ridership	1.0	849	849	849	849
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			849		849
<b><u>Total Annualized Points</u></b>					
			559,009		558,994
<b><u>FBS Calculation</u></b>					
Annual Benefit Points			559,009		558,994
Annual Expenses			\$3,026,905		\$2,949,051
FBS			0.18		0.19

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# **ANNUAL ROUTE AND STATION PERFORMANCE REVIEW**

## **DEFINITIONS AND CHARTS**

## City and Suburban Transit Divisions and Regional Rail Division

### Definitions

**Fully Allocated Cost** = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x fully allocated unit cost)

**Incremental Cost** = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x incremental unit cost)

**Revenue** = passenger revenue + senior citizen subsidy

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

### FY 2013 Annual Service Plan Operating Costs and Average Fares

DIVISION	Hours	Miles	UNIT COSTS		
			Peak Veh. Incr. Cost	Peak Veh. Full Cost	Average Fare
CITY TRANSIT					
Bus	\$53.88	\$4.18	\$38,270	\$168,100	\$0.99
Trolley	\$53.88	\$7.07	\$46,720	\$295,300	\$0.99
Trackless	\$53.88	\$2.51	\$33,860	\$191,000	\$0.99
High Speed	\$19.35	\$2.56	\$85,950	\$562,400	\$0.99
SUBURBAN TRANSIT – VICTORY					
Bus	\$56.27	\$2.01	\$26,300	\$100,100	\$1.24
Trolley	\$56.27	\$3.10	\$54,860	\$263,800	\$1.24
NHSL	\$56.27	\$3.45	\$48,770	\$368,900	\$1.24
SUBURBAN TRANSIT – FRONTIER					
Bus	\$47.38	\$1.91	\$27,630	\$81,700	\$1.35
REGIONAL RAIL*	\$110.95	\$2.97	\$60,410	\$425,400	\$3.82

\* AMTRAK Access = \$8.18 per train mile over AMTRAK-owned trackage

*Based on the Route Operating Ratio Report Issued December, 2011*

## **Contract Operations**

### **Fiscal Year 2013 Annual Service Plan Operating Costs and Average Fares**

Routes under contract with Trenton-Philadelphia Coach Company cost an average of \$106.48 per vehicle hour to operate (310, LUCY). The other routes under contract cost an average of \$59.95 per vehicle hour (204, 205, 306 and 314).

Route 310 and LUCY utilizes the average City Transit fare of \$0.99, while Routes 204, 205, 306 and 314 utilize the average Suburban Transit (Frontier) fare of \$1.35.

**CITY TRANSIT**  
**Annual Route Performance Review**  
**SEPTA FY 2013 Annual Service Plan**

<u>Route</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
78		1,392	17,560	0	140	29,260	\$ 111,188	\$148,346	75%
60		52,391	377,860	13	12,811	3,875,328	\$ 3,840,644	\$6,586,091	58%
54		42,191	290,880	10	9,605	2,905,513	\$ 2,879,509	\$5,168,964	56%
47M		10,167	66,050	4	2,581	780,753	\$ 773,765	\$1,496,028	52%
79		32,240	195,840	7	6,402	1,936,605	\$ 1,919,272	\$3,731,624	51%
11		54,862	493,544	16	18,617	5,659,568	\$ 5,608,915	\$11,170,109	50%
MFL		476,386	9,622,990	144	189,610	56,994,610	\$ 56,484,672	\$114,838,524	49%
10		44,216	391,000	17	16,501	5,016,304	\$ 4,971,408	\$10,166,850	49%
34		59,786	472,664	18	18,889	5,742,256	\$ 5,690,863	\$11,878,395	48%
33		78,228	541,800	18	15,107	4,569,868	\$ 4,528,968	\$9,503,277	48%
29		30,739	225,280	6	5,557	1,680,993	\$ 1,665,948	\$3,605,571	46%
3		54,852	442,790	13	10,523	3,183,208	\$ 3,154,718	\$6,989,794	45%
6		39,125	275,750	10	7,333	2,218,233	\$ 2,198,380	\$4,940,564	44%
BSL		373,894	6,917,042	105	127,470	37,680,470	\$ 37,343,230	\$83,994,476	44%
59		24,637	196,222	7	4,591	1,388,778	\$ 1,376,348	\$3,156,936	44%
46		31,826	204,520	8	5,676	1,716,990	\$ 1,701,623	\$3,913,652	43%
13		59,130	549,434	19	18,220	5,538,880	\$ 5,489,307	\$12,681,136	43%
56		58,536	496,480	17	11,329	3,427,023	\$ 3,396,351	\$7,924,936	43%
8		12,710	112,840	4	3,080	785,400	\$ 778,371	\$1,828,442	43%
52		94,035	760,710	23	16,930	5,121,325	\$ 5,075,489	\$12,109,617	42%
26		65,294	527,640	21	12,487	3,777,318	\$ 3,743,511	\$9,251,593	40%
36		62,489	627,819	21	18,543	5,637,072	\$ 5,586,620	\$14,006,860	40%
17		78,859	540,000	24	13,675	4,136,688	\$ 4,099,665	\$10,538,383	39%
75		22,259	174,214	7	3,795	1,147,988	\$ 1,137,714	\$2,973,594	38%
66		64,073	578,350	16	10,095	3,053,738	\$ 3,026,407	\$7,959,933	38%
23		140,906	1,222,110	33	22,946	6,941,165	\$ 6,879,042	\$18,242,826	38%
47		114,780	990,020	29	18,925	5,724,812	\$ 5,673,575	\$15,193,578	37%
18	2	114,362	1,138,150	30	18,593	5,624,383	\$ 5,574,045	\$15,607,731	36%
65		56,693	604,210	13	9,031	2,731,878	\$ 2,707,428	\$7,593,123	36%
42		83,666	610,265	18	11,911	3,603,078	\$ 3,570,830	\$10,082,191	35%
70		56,585	602,600	14	9,142	2,765,455	\$ 2,740,704	\$7,918,676	35%
R		56,563	534,920	11	8,112	2,453,880	\$ 2,431,918	\$7,130,546	34%
48		62,290	421,520	15	8,628	2,609,970	\$ 2,586,611	\$7,637,939	34%
64		40,954	366,050	8	5,731	1,733,628	\$ 1,718,112	\$5,080,043	34%
C		109,403	969,810	26	15,935	4,820,338	\$ 4,777,196	\$14,315,161	33%
71	2	3,349	35,110	1	307	78,285	\$ 77,584	\$243,283	32%
2		49,173	375,600	12	6,261	1,893,953	\$ 1,877,002	\$6,235,171	30%
58	1	72,857	792,430	16	9,785	2,959,963	\$ 2,933,471	\$9,924,319	30%
43		30,973	257,650	7	3,838	1,160,995	\$ 1,150,604	\$3,921,477	29%
31		34,290	290,320	8	4,308	1,303,170	\$ 1,291,507	\$4,404,725	29%
73		24,779	192,200	4	2,711	820,078	\$ 812,738	\$2,810,103	29%
53		24,439	192,820	4	2,650	801,625	\$ 794,450	\$2,794,401	28%

**CITY TRANSIT**  
**Annual Route Performance Review**  
**SEPTA FY 2013 Annual Service Plan**

<u>Route</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
15		62,186	549,563	14	10,570	3,213,280	\$3,184,521	\$11,370,198	28%
G		94,355	1,011,546	25	12,151	3,675,678	\$3,642,781	\$13,510,539	27%
K		57,574	548,840	17	7,387	2,234,568	\$2,214,569	\$8,251,768	27%
30		16,230	139,700	4	1,889	571,423	\$ 566,309	\$2,130,268	27%
XH		37,247	358,110	10	4,575	1,383,938	\$ 1,371,552	\$5,183,335	26%
40		51,954	476,000	10	5,672	1,715,780	\$ 1,700,424	\$6,468,053	26%
5		35,220	307,670	10	4,202	1,271,105	\$ 1,259,729	\$4,863,461	26%
57		90,726	880,500	25	11,011	3,330,828	\$ 3,301,017	\$12,767,778	26%
39		24,101	188,910	5	2,495	754,738	\$ 747,983	\$2,927,936	26%
1	2	32,070	425,580	11	3,866	1,101,810	\$ 1,091,949	\$4,294,735	25%
7		48,935	431,430	11	5,300	1,603,250	\$ 1,588,901	\$6,287,370	25%
20	1	66,152	770,145	15	7,512	2,272,380	\$ 2,252,042	\$9,157,418	25%
H		47,406	463,160	14	5,592	1,691,580	\$ 1,676,440	\$6,841,775	25%
12		26,792	201,120	5	2,548	770,770	\$ 763,872	\$3,123,946	24%
22		45,192	544,090	9	4,994	1,510,685	\$ 1,497,164	\$6,219,948	24%
14	1,2	110,253	1,284,980	27	11,943	3,612,758	\$ 3,580,424	\$15,110,226	24%
62		2,431	37,026	2	548	139,740	\$ 138,489	\$621,803	22%
61		46,197	422,554	11	4,463	1,350,058	\$ 1,337,975	\$6,102,773	22%
L	2	69,692	695,650	15	6,549	1,981,073	\$ 1,963,342	\$9,068,419	22%
50	1	23,242	267,215	4	1,989	661,343	\$ 655,424	\$3,040,569	22%
<b>Minimum Acceptable Operating Ratio 22% (60% of City Transit Average of 36%)</b>									
19	1	16,294	181,750	5	1,770	535,425	\$ 530,633	\$2,477,399	21%
28	1	22,007	255,400	5	2,206	667,315	\$ 661,343	\$3,092,804	21%
9	1	45,747	493,330	11	4,536	1,372,140	\$ 1,359,859	\$6,374,114	21%
32		49,625	495,060	14	5,025	1,520,063	\$ 1,506,458	\$7,094,570	21%
25		38,003	391,530	13	4,018	1,215,445	\$ 1,204,567	\$5,867,935	21%
84	1	36,994	437,400	8	3,515	1,063,288	\$ 1,053,772	\$5,164,605	20%
J		31,013	282,890	9	2,865	866,663	\$ 858,906	\$4,365,203	20%
67	1,2	48,433	538,790	13	4,550	1,376,375	\$ 1,364,056	\$7,015,904	19%
37	1,2	46,633	647,370	10	4,271	1,291,978	\$ 1,280,415	\$6,735,488	19%
44	1	42,657	521,210	13	4,223	1,277,458	\$ 1,266,025	\$6,660,217	19%
24	1	28,375	279,010	8	2,557	773,493	\$ 766,570	\$4,038,764	19%
55	1	61,426	716,630	13	5,247	1,587,218	\$ 1,573,012	\$8,457,884	19%
88	1	29,094	290,430	7	2,437	737,193	\$ 730,595	\$3,957,114	18%
<b>Minimum Acceptable Operating Ratio 18% For Routes with Suburban Characteristics</b>									
38		37,869	375,940	9	2,858	864,545	\$ 856,807	\$5,123,191	17%
89		25,865	278,340	6	1,799	544,198	\$ 539,327	\$3,564,544	15%
27	1	61,185	865,460	16	4,558	1,378,795	\$ 1,366,455	\$9,600,432	14%
77	1	14,772	152,080	3	858	259,545	\$ 257,222	\$1,935,314	13%
68	1	16,692	301,920	3	1,011	305,828	\$ 303,091	\$2,664,477	11%
35	1	5,497	43,830	1	210	63,525	\$ 62,956	\$647,328	10%

Source: FY2011 Route Operating Ratio Report

Notes:

1 Routes with Suburban Characteristics

2 Routes with external operating subsidy or Job Access Reverse Commute grant funding

**SUBURBAN TRANSIT**  
**Annual Route Performance Review**  
**SEPTA FY 2013 Annual Service Plan**

<u>Route</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
113	1	62,218	668,872	14	6,850	1,965,950	\$2,433,846	\$6,243,274	39%
108	1,3	55,964	604,295	11	5,920	1,686,940	\$2,088,432	\$5,793,741	36%
91		243	3,962	-	-	4,680	\$6,313	\$19,080	33%
106		6,512	58,254	3	750	206,250	\$255,338	\$783,829	33%
98		18,720	255,906	5	1,350	406,350	\$548,166	\$1,784,255	31%
105	1	24,636	281,866	4	1,975	566,830	\$701,736	\$2,302,344	30%
96	1	27,593	372,514	5	1,630	490,630	\$661,860	\$2,221,484	30%
NHSL		43,389	886,566	17	9,275	2,704,600	\$3,348,295	\$11,767,019	28%
97		12,545	155,294	1	680	204,680	\$276,113	\$972,715	28%
102		20,388	180,712	8	2,900	870,000	\$1,077,060	\$3,817,659	28%
112		19,268	235,062	4	1,620	445,500	\$551,529	\$1,957,058	28%
116		3,024	31,298	1	285	72,680	\$89,978	\$333,146	27%
90		10,569	102,318	2	595	170,170	\$229,559	\$859,574	27%
201		3,406	38,497	1	244	62,220	\$83,935	\$316,606	27%
104		42,027	655,741	9	3,400	975,800	\$1,208,040	\$4,583,782	26%
131		8,087	78,851	3	507	145,000	\$195,605	\$778,878	25%
103		12,439	122,463	4	1,010	271,280	\$335,845	\$1,346,492	25%
110	1	25,866	314,912	7	1,950	556,650	\$689,133	\$2,781,681	25%
118		8,940	127,042	2	665	190,860	\$236,285	\$958,625	25%
101		23,934	289,102	12	3,500	1,050,000	\$1,299,900	\$5,408,293	24%
93		20,037	345,869	4	1,112	334,710	\$451,524	\$1,936,743	23%
111	1	23,965	356,632	6	1,650	473,550	\$586,255	\$2,633,679	22%
94	1	13,564	208,608	3	626	188,430	\$254,192	\$1,180,902	22%
120		8,510	141,641	1	520	149,240	\$184,759	\$863,637	21%
123		18,655	354,546	4	1,300	373,100	\$461,898	\$2,162,752	21%
124	1,2	34,478	679,683	6	1,560	449,240	\$727,320	\$3,406,658	21%
114		29,834	371,903	6	1,800	516,600	\$639,551	\$3,026,905	21%
129	1	20,380	396,452	4	850	243,100	\$327,942	\$1,610,516	20%
99		28,668	411,942	6	1,317	396,420	\$534,771	\$2,635,315	20%
115	1	22,593	291,351	4	1,034	284,350	\$352,025	\$1,766,512	20%
117		36,208	494,660	7	2,015	578,310	\$715,948	\$3,732,391	19%
125	1,2	39,339	732,675	8	1,750	502,250	\$823,690	\$4,471,745	18%
107		17,272	200,687	6	980	269,500	\$333,641	\$1,975,880	17%
132	1	13,083	201,035	2	430	129,430	\$174,601	\$1,082,402	16%
127	1	12,125	256,831	3	490	140,140	\$189,049	\$1,180,709	16%
206	1	5,342	82,258	2	227	57,890	\$78,094	\$496,841	16%
304		4,538	87,318	1	187	53,480	\$72,145	\$463,488	16%
95	1	11,687	131,136	3	360	102,960	\$138,893	\$956,919	15%

**SUBURBAN TRANSIT**  
**Annual Route Performance Review**  
**SEPTA FY 2013 Annual Service Plan**

<u>Route</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
Minimum Acceptable Operating Ratio 15% (60% of Suburban Transit Average of 25%)									
130	1	16,296	286,533	3	495	149,000	\$201,001	\$1,435,625	14%
128	1	10,200	205,365	3	360	102,960	\$138,893	\$1,014,825	14%
119		19,266	322,323	3	720	206,640	\$255,820	\$2,032,240	13%
139		12,681	232,393	3	405	115,830	\$156,255	\$1,289,812	12%
150 **	2	4,215	91,954	1	60	17,160	\$51,480	\$457,048	11%
92		12,473	246,224	4	370	105,820	\$142,751	\$1,388,061	10%
134	1	4,828	45,671	2	105	31,610	\$42,642	\$441,510	10%

Source : FY2011 Route Operating Ratio Report

Notes:

- 1 Routes that have external operating subsidies or Job Access Reverse Commute funding
- 2 Revenue is calculated with a higher average fare to reflect routes with three or more fare zone
- 3 Route 108 includes City Transit operating data (30% or entire route)

**CONTRACT OPERATIONS**  
**Annual Route Performance Review**  
**SEPTA FY 2012 Annual Service Plan**

<u>Route</u>	<u>Revenue Vehicle Hours</u>	<u>Revenue Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
310	6,056	111,330	3	544	152,240	\$205,524	\$915,700	22%
316	12,798	85,424	6	2,073	528,604	\$185,011	\$1,091,780	17%
314	3,433	64,700	2	66	16,705	\$22,552	\$187,890	12%
204	9,158	139,540	3	158	45,980	\$62,073	\$518,430	12%
205	3,341	41,565	3	60	14,963	\$20,200	\$224,650	9%
306	3,315	64,470	3	40	10,302	\$13,908	\$222,900	6%

Source : FY2011 Route Operating Ratio Report

Notes:

- Route 204, 205, 306 are fully funded through CMS/CMAQ grants as a function of FHWA US202 Reconstruction.
- Route 316 (LUCY) has an external operating subsidy provided by the University City District

**REGIONAL RAIL DIVISION  
Annual Route Performance Review  
SEPTA FY 2012 Annual Service Plan**

<u>Line</u>	<u>Note</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Cars</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
Media / Elwyn		47,150	1,026,845	22	10,599	2,916,840	\$11,375,676	\$ 16,215,147	70%
Manayunk /Norristown		42,980	1,187,068	22	10,632	3,060,900	\$10,804,977	\$17,976,536	60%
Warminster		47,146	1,194,183	20	9,130	2,662,200	\$10,595,556	\$18,023,642	59%
Paoli / Thorndale	1	115,483	3,116,545	64	22,852	6,508,320	\$27,074,611	\$50,515,254	54%
West Trenton		77,239	2,273,216	36	12,826	3,565,750	\$15,047,465	\$29,805,231	50%
Marcus Hook / Wilmington		55,976	1,749,993	30	9,322	2,607,330	\$10,481,467	\$22,770,937	46%
Lansdale / Doylestown		110,461	2,939,580	40	14,980	4,269,160	\$17,588,939	\$38,655,381	46%
Airport	1	36,320	788,126	9	5,560	1,908,070	\$4,716,749	\$10,436,259	45%
Fox Chase		25,758	548,390	14	5,141	1,385,980	\$4,278,520	\$9,849,407	43%
Cynwyd		1,613	36,358	2	601	153,200	\$494,836	\$1,163,838	43%
Chestnut Hill East		31,754	688,370	11	5,188	1,480,220	\$4,633,089	\$11,109,067	42%
Trenton		79,865	2,755,116	34	11,782	3,383,710	\$13,839,374	\$35,894,495	39%
Chestnut Hill West		29,618	633,007	14	5,252	1,484,120	\$4,418,225	\$11,617,219	38%

**Minimum Acceptable Operating Ratio 27% (60% of Regional Rail Average of 45%)**

**Source : FY2011 Route Operating Ratio Report**

**Notes:**

**1 Lines have Job Access Reverse Commute grant reimbursement**

**Annual Station Performance Review**  
**SEPTA FY 2013 Annual Service Plan**

Station	Line	Farezone	County	Weekday Boarding	Weekday Alighting
Suburban Station	ALL	C	Philadelphia	24,198	24,198
Market East Station	ALL	C	Philadelphia	13,488	13,488
30th Street Station	ALL	C	Philadelphia	12,704	12,704
Temple University	ALL	C	Philadelphia	3,336	3,674
University City	AIR, MHK / WIL, MED / ELW	C	Philadelphia	2,289	2,872
Jenkintown-Wyncote	AIR, WAR, WTR, LAN / DOY	3	Montgomery	1,655	1,583
Cornwells Heights	Trenton	3	Bucks	1,518	1,538
Trenton	Trenton	6	NJ (State)	1,485	1,432
Fox Chase	Fox Chase	2	Philadelphia	1,390	1,300
Lansdale	Lansdale / Doylestown	5	Montgomery	1,336	1,188
Paoli	Paoli / Thorndale	4	Chester	1,293	1,277
Glenside	AIR, WAR, LAN / DOY	3	Montgomery	1,230	988
Warminster	Warminster	4	Bucks	1,097	1,110
Fort Washington	Lansdale / Doylestown	3	Montgomery	1,029	893
Torresdale	Trenton	3	Philadelphia	980	1,021
Bryn Mawr	Paoli / Thorndale	3	Montgomery	918	934
Wilimington	Marcus Hook / Wilmington	4	DE (State)	900	904
North Wales	Lansdale / Doylestown	4	Montgomery	899	747
Ambler	Lansdale / Doylestown	3	Montgomery	896	940
Norristown T.C.	Manayunk / Norristown	3	Montgomery	894	801
Ardmore	Paoli / Thorndale	2	Montgomery	867	881
Somerton	West Trenton	3	Philadelphia	842	786
Fern Rock T.C.	AIR, WAR, WTR, LAN / DOY	1	Philadelphia	841	1,001
Wynnewood	Paoli / Thorndale	2	Montgomery	790	683
Overbrook	Paoli / Thorndale	2	Philadelphia	752	704
Langhorne	West Trenton	4	Bucks	739	585
East Falls	Manayunk / Norristown	1	Philadelphia	733	592
Exton	Paoli / Thorndale	5	Chester	725	695
Morton-Rutledge	Media / Elwyn	2	Delaware	720	630
Swarthmore	Media / Elwyn	3	Delaware	718	712
Philmont	West Trenton	3	Montgomery	715	730
Manayunk	Manayunk / Norristown	2	Philadelphia	694	721
Narberth	Paoli / Thorndale	2	Montgomery	687	653
Strafford	Paoli / Thorndale	3	Chester	687	724
Conshohocken	Manayunk / Norristown	3	Montgomery	686	685
Bethayres	West Trenton	3	Montgomery	668	678
Levittown	Trenton	5	Bucks	660	680
Media	Media / Elwyn	3	Delaware	660	578
Wayne	Paoli / Thorndale	3	Delaware	637	564
Claymont	Marcus Hook / Wilmington	4	DE (State)	619	610
Ivy Ridge	Manayunk / Norristown	2	Philadelphia	619	575
Woodbourne	West Trenton	5	Bucks	612	596
Malvern	Paoli / Thorndale	5	Chester	598	600
Airport Terminal C&D	Airport	5	Philadelphia	587	405
Elkins Park	AIR, WAR, WTR, LAN / DOY	2	Montgomery	587	526
Wayne Junction	AIR, WAR, WTR, LAN / DOY, CHE, FOX	1	Philadelphia	578	506
Villanova	Paoli / Thorndale	3	Delaware	560	555
Wyndmoor	Chestnut Hill East	2	Philadelphia	560	614

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Station	Line	Farezone	County	Weekday Boarding	Weekday Alighting
Holmesburg Junction	Trenton	2	Philadelphia	547	476
Radnor	Paoli / Thorndale	3	Delaware	541	500
Melrose Park	AIR, WAR, WTR, LAN / DOY	2	Montgomery	505	388
Pennbrook	Lansdale / Doylestown	5	Montgomery	503	544
Airport Terminal B	Airport	5	Philadelphia	495	544
Stenton	Chestnut Hill East	2	Philadelphia	492	443
Thorndale	Paoli / Thorndale	5	Chester	485	482
Airport Terminal E & F	Airport	5	Philadelphia	482	346
Secane	Media / Elwyn	2	Delaware	481	431
Wissahickon T.C.	Manayunk / Norristown	2	Philadelphia	476	512
Marcus Hook	Marcus Hook / Wilmington	4	Delaware	472	538
Downingtown	Paoli / Thorndale	5	Chester	470	386
Hatboro	Warminster	4	Montgomery	465	422
Haverford	Paoli / Thorndale	2	Montgomery	453	413
Airport Terminal A	Airport	5	Philadelphia	449	550
Miquon	Manayunk / Norristown	2	Montgomery	449	415
Lansdowne	Media / Elwyn	2	Delaware	434	446
Queen Lane	Chestnut Hill West	1	Philadelphia	433	408
Willow Grove	Warminster	3	Montgomery	429	435
Chestnut Hill West	Chestnut Hill West	2	Philadelphia	421	425
Trevoze	West Trenton	4	Bucks	412	321
Forest Hills	West Trenton	3	Philadelphia	401	364
Doylestown	Lansdale / Doylestown	5	Bucks	388	377
Primos	Media / Elwyn	2	Delaware	386	307
Elm St., Norristown	Manayunk / Norristown	3	Montgomery	383	348
Spring Mill	Manayunk / Norristown	3	Montgomery	379	393
Carpenter	Chestnut Hill West	2	Philadelphia	371	394
Cheltenham	Fox Chase	2	Philadelphia	368	348
Yardley	West Trenton	5	Bucks	353	355
Upsal	Chestnut Hill West	2	Philadelphia	350	375
Bristol	Trenton	4	Bucks	347	368
Cheltenham Avenue	Chestnut Hill West	1	Philadelphia	342	379
Eastwick	Airport	2	Philadelphia	341	341
Berwyn	Paoli / Thorndale	4	Chester	338	311
Rosemont	Paoli / Thorndale	3	Montgomery	338	336
Newark	Marcus Hook / Wilmington	5	DE (State)	337	324
Mount Airy	Chestnut Hill East	2	Philadelphia	336	284
Croydon	Trenton	4	Bucks	331	338
Clifton-Aldan	Media / Elwyn	2	Delaware	330	336
Ryers	Fox Chase	2	Philadelphia	328	348
Whitford	Paoli / Thorndale	5	Chester	323	287
Chester	Marcus Hook / Wilmington	3	Delaware	315	311
Allen Lane	Chestnut Hill West	2	Philadelphia	307	314
Colmar	Lansdale / Doylestown	5	Montgomery	302	290
Churchmans Crossing	Marcus Hook / Wilmington	5	DE (State)	291	316
Merion	Paoli / Thorndale	2	Montgomery	291	215

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Station	Line	Farezone	County	Weekday Boarding	Weekday Alighting
Neshaminy Falls	West Trenton	4	Bucks	286	256
Wallingford	Media / Elwyn	3	Delaware	282	283
St. Davids	Paoli / Thorndale	3	Delaware	270	268
Chestnut Hill East	Chestnut Hill East	2	Philadelphia	261	288
Oreland	Lansdale / Doylestown	3	Montgomery	260	244
Norwood	Marcus Hook / Wilmington	2	Delaware	254	297
West Trenton	West Trenton	6	NJ (State)	250	242
Sedgwick	Chestnut Hill East	2	Philadelphia	245	302
Main St. Norristown	Manayunk / Norristown	3	Montgomery	243	225
Ridley Park	Marcus Hook / Wilmington	3	Delaware	243	228
Gladstone	Media / Elwyn	2	Delaware	228	210
Gwynedd Valley	Lansdale / Doylestown	4	Montgomery	227	216
Prospect Park-Moore	Marcus Hook / Wilmington	2	Delaware	226	218
North Hills	Lansdale / Doylestown	3	Montgomery	223	201
Roslyn	Warminster	3	Montgomery	222	298
St. Martins	Chestnut Hill West	2	Philadelphia	221	184
Lawndale	Fox Chase	2	Philadelphia	218	218
North Philadelphia	CHE, TTC	C	Philadelphia	211	217
Daylesford	Paoli / Thorndale	4	Chester	207	196
Tacony	Trenton	2	Philadelphia	206	221
Penllyn	Lansdale / Doylestown	4	Montgomery	199	168
Washington Lane	Chestnut Hill East	2	Philadelphia	194	202
Glenolden	Marcus Hook / Wilmington	2	Delaware	191	201
Olney	Fox Chase	1	Philadelphia	184	230
Noble	West Trenton	3	Montgomery	182	202
Folcroft	Marcus Hook / Wilmington	2	Delaware	173	159
Bridesburg	Trenton	2	Philadelphia	172	188
Tulpehocken	Chestnut Hill West	2	Philadelphia	158	155
Ardsley	Warminster	3	Montgomery	151	150
Moylan-Rose Valley	Media / Elwyn	3	Delaware	147	257
Chalfont	Lansdale / Doylestown	5	Bucks	139	134
Cynwyd	Cynwyd	2	Montgomery	136	128
North Broad	WAR, LAN / DOY, NOR	C	Philadelphia	135	123
Meadowbrook	West Trenton	3	Montgomery	132	124
Sharon Hill	Marcus Hook / Wilmington	2	Delaware	126	136
Gravers	Chestnut Hill East	2	Philadelphia	123	138
Curtis Park	Marcus Hook / Wilmington	2	Delaware	119	98
Fernwood-Yeadon	Media / Elwyn	2	Delaware	110	109
Fortuna	Lansdale / Doylestown	5	Montgomery	104	113
Rydal	West Trenton	3	Montgomery	104	96
Darby	Marcus Hook / Wilmington	2	Delaware	101	104
Bala	Cynwyd	2	Montgomery	89	90
Germantown	Chestnut Hill East	1	Philadelphia	87	128
Highland Avenue	Marcus Hook / Wilmington	4	Delaware	87	98
Wynnefield Avenue	Cynwyd	1	Philadelphia	83	81
Allegheny	Manayunk / Norristown	1	Philadelphia	74	106
Crestmont	Warminster	1	Montgomery	67	84

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Station	Line	Farezone	County	Weekday Boarding	Weekday Alighting
<b>At or Below Minimum Acceptable Standard of 75 Weekday Boardings and Alightings</b>					
Highland	Chestnut Hill West	3	Philadelphia	67	62
Crum Lynne	Marcus Hook / Wilmington	5	Delaware	66	75
Del Val College	Lansdale / Doylestown	5	Bucks	64	59
Wister	Chestnut Hill East	3	Philadelphia	61	75
49th Street	Media / Elwyn	2	Philadelphia	60	53
Eddystone	Marcus Hook / Wilmington	1	Delaware	60	59
New Britain	Lansdale / Doylestown	5	Bucks	52	56
Link Belt	Lansdale / Doylestown	4	Montgomery	52	36
Eddington	Trenton	2	Bucks	43	54
Angora	Media / Elwyn	1	Philadelphia	34	33

Source: SEPTA 2011 Regional Rail Ridership Census

**Regional Rail Line Codes:**

AIR	Airport
CHE	Chestnut Hill East
CHW	Chestnut Hill West
CYN	Cynwyd
FOX	Fox Chase
LAN / DOY	Lansdale / Doylestown
MED / ELW	Media / Elwyn
MHK / WIL	Marcus Hook / Wilmington
NOR	Manayunk / Norristown
PAO / THO	Paoli / Thorndale
TTC	Trenton
WAR	Warminster
WTR	West Trenton

**REGIONAL RAIL DIVISION  
Annual Station Performance Review  
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**Low Station Performance Overview**

**Highland Station**

- This station is located on the Chestnut Hill West Line 0.5 miles from Chestnut Hill West and 0.5 miles from St. Martins Station.
- A 61-space parking lot provides off street parking.
- The station area is not directly served by surface transit directly, but bus Route 23 operates nearby on Germantown Pike and connects with the Broad Street Line at Erie Avenue Station.
- Current ridership totals 43 boardings and 50 alightings.
- No recent investment has been made at Highland.
- 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.**

**Crum Lynne Station**

- This station is located on the Marcus Hook-Wilmington Line 1.1 miles from Eddystone and 0.8 miles from Ridley Park.
- A small 25-space parking lot has a 56% utilization rate
- The station is also served by Surface Route 114, which operates to both Darby and 69th Street Transportation Centers where frequent connections to Center City exist
- Current ridership totals 65 boardings and 75 alightings
- Total activity on Saturdays is 44 trips and 32 on Sundays

**Due to the low weekend utilization, service adjustments to tailor service levels to utilization are under review.**

## Low Station Performance Overview

### Delaware Valley College Station

- This station is located on the Lansdale / Doylestown Line 1.5 miles from Doylestown and 1.3 miles from New Britain.
- Del Val College Station has no off-street parking, but is located on the campus of Delaware Valley College.
- 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 Transportation Center.
- Current ridership totals 64 boardings and 45 alightings.
- Investment has been made at Del Val College with the installation of a high level platform and passenger shelter.
- These new improvements have contributed towards enhanced security for passengers using the station and helps in attracting more riders in the future.

**Delaware Valley College falls below the economic threshold of 75 weekday boardings or 75 alightings. However, it is hoped that recent infrastructure improvements and reduced travel times to Center City will attract more ridership.**

### Wister Station

- This station is located on the Chestnut Hill East Line 0.9 miles from Wayne Junction and 0.7 miles from Germantown.
- No off-street parking is available at Wister.
- The station area is also served by bus Route J, which connects with the Broad Street Line at Logan Station.
- Current weekday ridership totals 67 boardings and 77 alightings.
- Investment has been made at Wister recently, including cleaning, new signage and railings, repairs to staircases, painting and platform paving.
- These new improvements will improve the facility and security for passengers currently using the station and help to attract more riders in the future.

## Low Station Performance Overview

### 49<sup>th</sup> Street Station

- This station is located on the Media / Elwyn Line 1.5 miles from University City and 1.2 miles from Angora.
- 49<sup>th</sup> Street has no off-street parking.
- The station area is served by surface transit Route 13 offering direct service to Center City.
- Current weekday ridership totals 59 boardings and 53 alightings.
- Investment has been made at 49<sup>th</sup> Street with the installation of accessible mini-high level platforms. More recently, new staircases have been installed.
- These improvements will hopefully contribute towards enhanced security for passengers using the station and will help to attract future riders.

**49<sup>th</sup> Street falls below the economic threshold of 75 weekday boardings or 75 alightings. As a result, an adjustment to six peak trains was enacted in January, 2012 to bypass 49<sup>th</sup> Street. Hourly service was maintained. Excellent alternate service is available on Trolley Route 13.**

**On Saturdays there are 79 total trips and 67 total trips on Sundays.**

### Eddystone Station

- This station is located on the Marcus Hook / Wilmington Line 1.2 miles from Crum Lynne and 1.1 miles from Chester Transportation Center.
- 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 67 boardings and 61 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. On weekends, there are 25 total trips on Saturdays and 19 total trips on Sundays. Due to the low weekend utilization, the close proximity of adjacent stations and the availability of alternate surface transit service, weekend service adjustments are under review.**

## Low Station Performance Overview

### New Britain Station

- This station is located on the Lansdale-Doylestown Line 1.8 miles from Chalfont and 1.3 miles from Del Val College.
- New Britain has a small 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 Transportation Center.
- Current ridership totals 52 boardings and 67 alightings.
- Investment has been made at New Britain with the installation of an accessible high level platform and new passenger shelter.
- These new improvements have contributed towards enhanced security for passengers using the station and will help to attract future riders.

**New Britain falls below the economic threshold of 75 weekday boardings or 75 alightings. Weekend ridership was also extremely low and taking into account the close proximity of Del Val College Station, weekend service was recently suspended in December, 2011.**

### Link Belt Station

- This station is located on the Lansdale / Doylestown Line 2.3 miles from Chalfont and 0.6 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 37 boardings and 37 alightings.
- Investment has been made at Link Belt with the installation of an accessible high level platform.
- These new improvements have contributed towards enhanced security for passengers using the station and will help to attract future riders.

**Link Belt falls below the economic threshold of 75 weekday boardings or 75 alightings. Link Belt ridership on weekends was extremely low and taking into account the close proximity of Colmar Station, weekend service was recently suspended in December, 2011.**

## Low Station Performance Overview

### Eddington Station

- This station is located on the Trenton Line 2.2 miles from Cornwells Heights and 1.6 miles from Croydon.
- Eddington has no off-street parking. Ridership is primarily reverse peak comprised of workers destined to a nearby industrial park.
- The station area is served by surface transit Route 133 which passes Cornwells Heights Station and connects with Route 66 in Morrell Park.
- Current ridership totals 35 boardings and 54 alightings.
- No Investment has been made at Eddington. A PennDOT plan to rebuild the Street Road interchange with Interstate Route I-95 will impact the station site. In addition, making the station ADA compliant will require track and signal adjustments on the Amtrak's Northeast Corridor. These major cost considerations have impacted the planning for this station.

**Eddington falls below the economic threshold of 75 weekday boardings or 75 alightings.**

**Weekend ridership is extremely low, 23 total trips on Saturday and 30 total trips on Sunday. Schedule adjustments are planned to reflect weekend utilization.**

### Angora Station

- This station is located on the Media-Elwyn Line 1.0 mile from Fernwood-Yeadon and 1.2 miles from 49<sup>th</sup> 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 25 boardings and 33 alightings.
- Investment has been made at Angora recently with staircases installed.
- These new staircases will hopefully contribute towards enhanced security for passengers using the station and will help to attract future riders.

**Angora falls below the economic threshold of 75 weekday boardings or 75 alightings. As a result, an adjustment to six peak trains was enacted in January, 2012 to bypass Angora. Hourly service was maintained. Excellent alternate service is available on Trolley Route 34.**

**On Saturdays there are 47 total trips and 31 total trips on Sundays. A service adjustment is being considered to match service to current utilization.**

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