Route Performance Evaluation Report FY 2019

Southeastern Pennsylvania Transportation Authority

Service Planning Department

July 2020

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Introduction

This document provides the FY2019 (June 2018 to June 2019) update to SEPTA's Route Evaluation Report. The format of this report was revised in FY2018 along with an overhaul of SEPTA's Service Standards and Process. SEPTA's Annual Route Evaluation Report includes the following changes from how service was previously evaluated in the Annual Service Plan:

- Expanding SEPTA's Route Classification System
- Adopting new metrics to evaluate performance
- Redefining underperforming routes and how they they will be addressed by Service Planning staff

The information contained in this document is provided to partners on an annual basis, and will be shared with the public at SEPTA Open Houses. All data in this report is from SEPTA's FY2019 Route Operating Report.

Route Classification Categories

SEPTA Surface Transportation is divided into three operating divisions; City Transit, Suburban Transit, and Contract Operations. These three operating divisions are further broken down into route classifications as different routes serve different purposes, and should be judged by different standards. Route classifications are mutually exclusive of operating divisions as route performance varies between city and suburban land use and demographics. For example, a short route that customers use to transfer to either the Broad Street Line (BSL) or Market Frankford Line (MFL) would be expected to have a different set of performance characteristics than a long route that uses I-76 to get into Center City, or a 200-Series route scheduled to meet regional rail riders for reverse commute service.

Each SEPTA surface route in one of of several categories, defined by the route's operating context:

City Routes

Routes operating primarily on local city streets, serving a variety of different functions from local trips, to connections to high speed services.

Suburban Routes

Suburban routes operating in lower-density areas providing access to specific destinations such as malls, shopping centers, office parks, and industrial parks.

Arterial Routes

Routes that travel (for the most part) on heavily-trafficked city or suburban arterials with multiple destinations and often a strong reverse-commute constituency, usually terminating at a major transportation center.

Expressway Routes

Routes that travel on an interstate, such as I-76, I-476, or I-95 for portions of their routing.

Fixed and High Speed Routes

SEPTA Trolley and Trackless Trolley Routes, as well as the Broad Street Line, Market Frankford Line, and Norristown High Speed Line.

Special Purpose Routes

Routes administered by SEPTA but operated by outside vendors or routes specifically defined to provide last mile connections from Regional Rail stations and limited service city routes that are designed to meet specific markets.

Table 1 | SEPTA Route Categories

City						Suburban		Arterial		Expressway	Fixed & High Speed	Special Purpose Routes	
2	20	37	52	67	J	90	115	1	112	9	10	35	204
3	21	38	53	68	K	92	117	14	113	27	11	62	205
4	23	39	54	70	L	93	118	22	114	44	13	77	206
5	24	40	56	73	R	94	119	55	120	123	15	78	310
6	25	42	57	75	XH	95	126	104	Boulevard Direct	124	34	80	311
7	26	43	58	79		96	127	105		125	36	91	47M
8	28	45	59	84		97	128	109			101	133	LUCY
12	29	46	60	88		98	129	110			102	150	
16	30	47	61	89		99	130	111			BSL	201	
17	31	48	64	108		103	131				MFL		
18	32	49	65	G		106	132				NHSL		
19	33	50	66	H		107	139						

Route Performance Evaluation

Surface Transportation Lines are plotted through a series of charts (one for each route category) to show how SEPTA routes perform based on two key metrics.

Passengers per Revenue Hour, a productivity measure, will be displayed on the x-axis of each chart. This metric shows the average number of passengers who board a transit vehicle for every hour of service that a vehicle is operating. Routes with higher per-hour numbers are more productive.

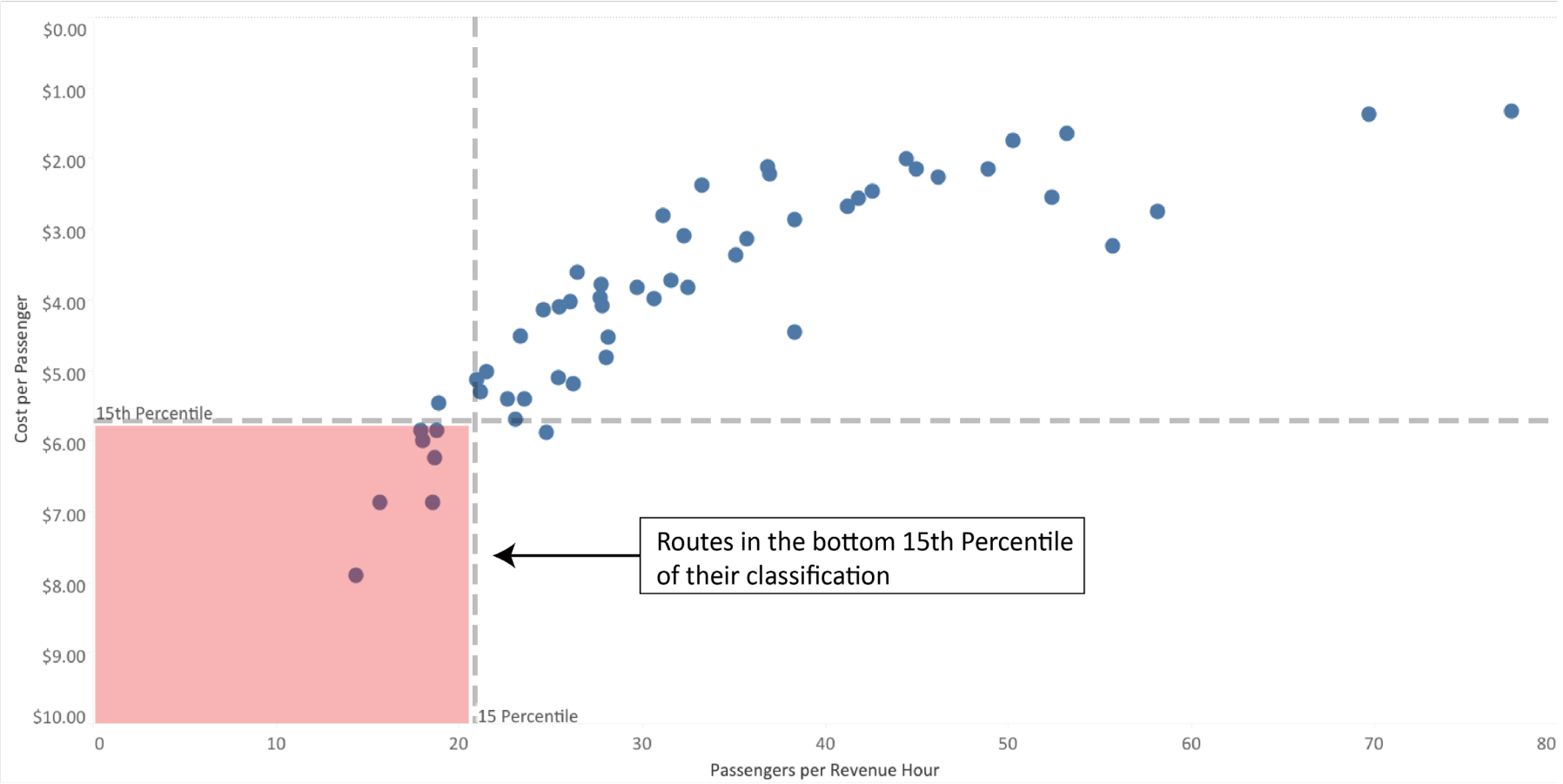
Cost per Passenger, a cost effectiveness measure, will be displayed on each chart's y-axis. This metric indicates the per-passenger cost of operating a route minus passenger revenue. Routes with lower per-passenger costs are able to recover a larger portion of costs via fares.

Routes that appear towards the top right in each chart are the strongest performing in these metrics. The average of all of the routes in the specific category is also shown. Each chart will have a line denoting which routes rank in the bottom 15th percentile of all services within that category. In each category, routes falling in the bottom 15th percentile in **both measures** will be identified as underperforming and identified for potential evaluation and intervention.

At the annual stakeholder meeting (outlined in the updated Service Standards) and SEPTA Open Houses there will be seven charts on display.

- One chart depicting the average performance for each route category
- One chart for each category (five in all), except those routes falling in the "Other"

Figure 1 | Scatterplot Chart Example

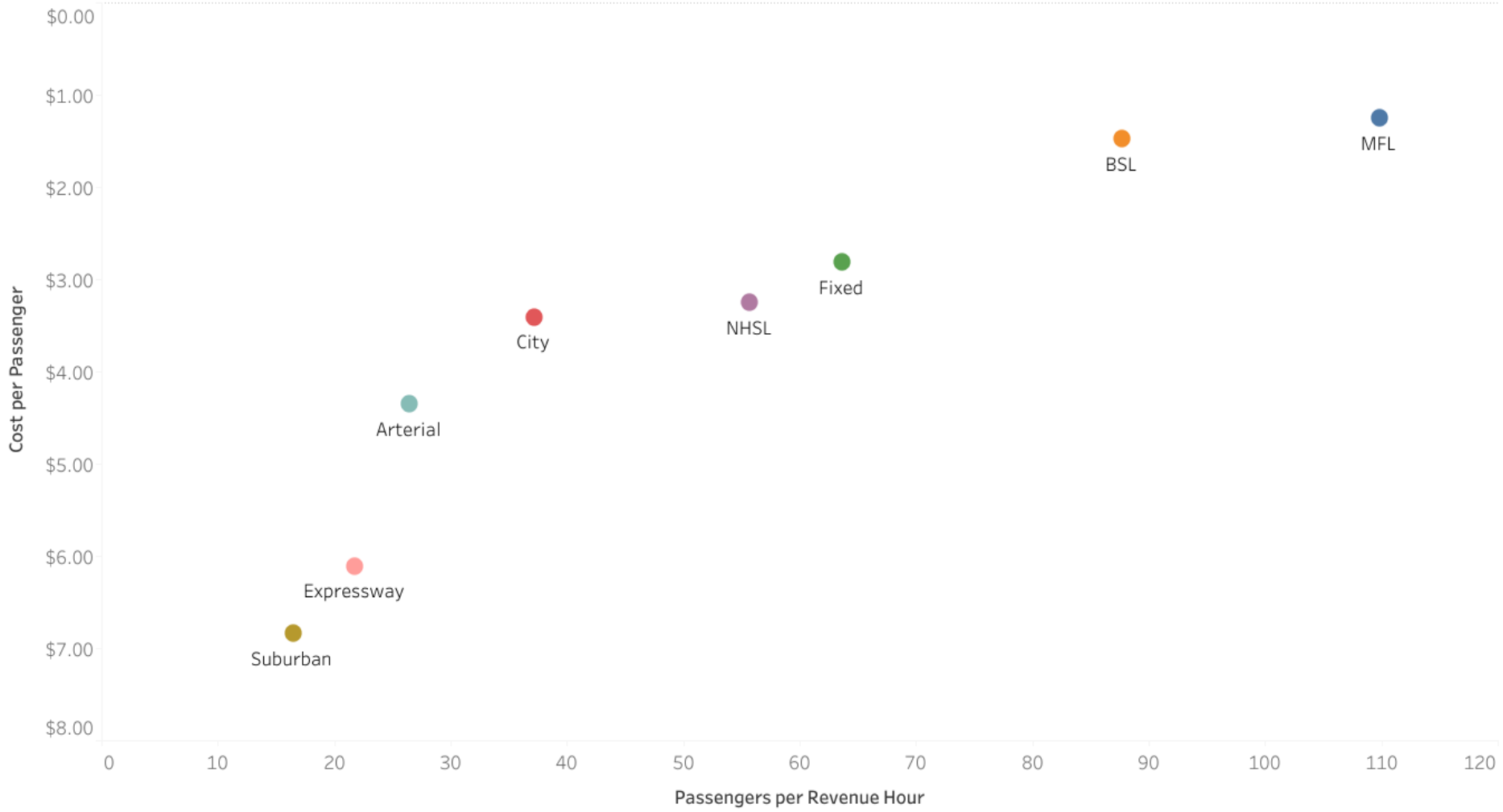


Network-Wide Performance

Average Performance by Classification Group

Figure 2 shows the average performance for each route category and the three High Speed services. Suburban Routes are typically the least productive and cost effective, largely based on the lack of density and dispersal of trip generators in the suburbs as well as the length of many suburban bus routes.

Figure 2 | Average Performance by Route Classification Category



Performance for Route Classification Categories

Figure 3 through Figure 7 depicts the performance for the five different categories. The charts are accompanied by tables that list the routes, the measures depicted in the charts, along with other pertinent operating characteristics.

City Routes

Figure 3 | Performance of SEPTA City Routes

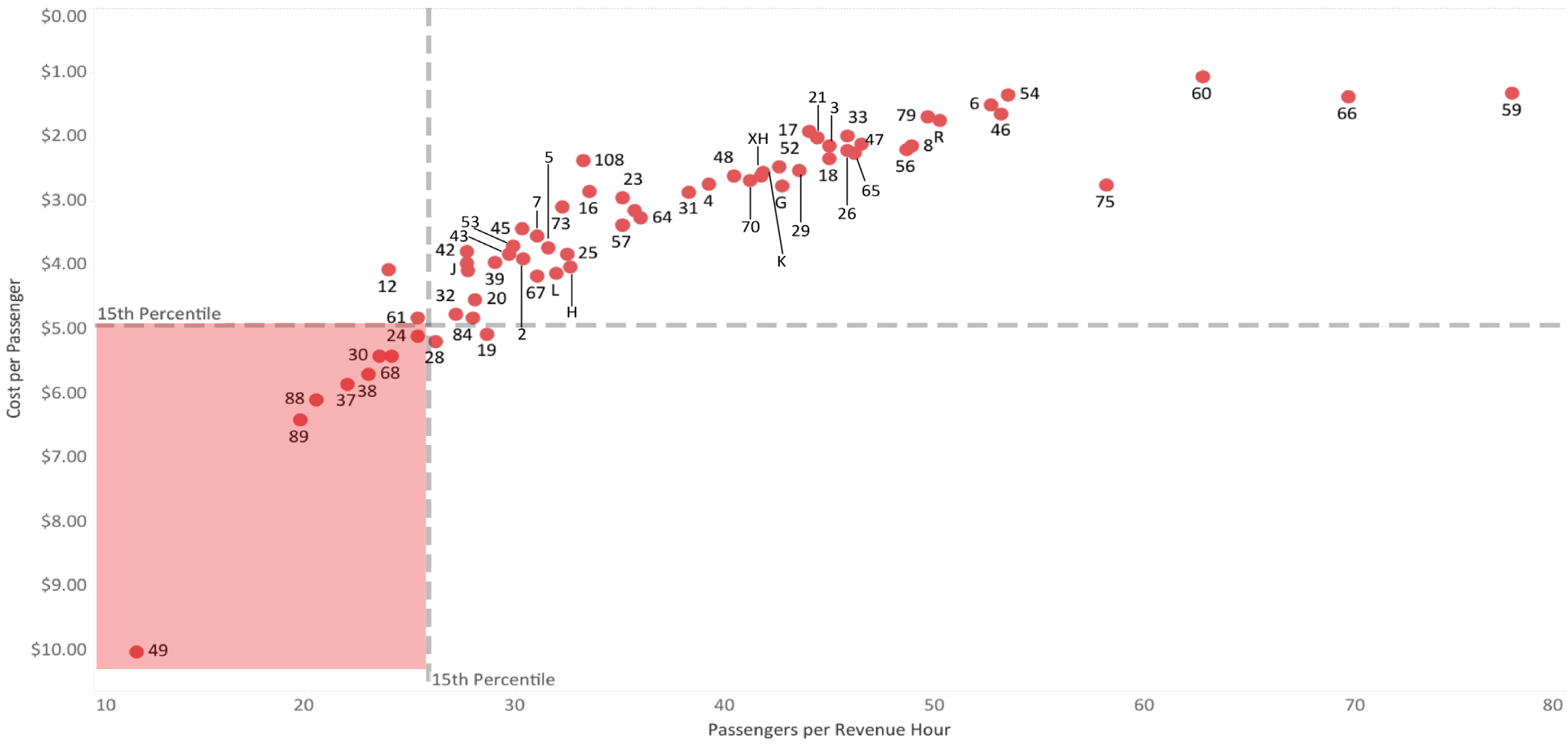


Table 2 | City Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehi-cles	Avg. Weekday Passengers	Annual Passen-gers	Operating Ratio	Passenger Revenue	Fully Allocated Expenses
2	30.4	$3.90	52,231	397,600	14	4,881	1,464,300	24%	$1,763,017	$7,472,185
3	45.0	$2.15	57,207	451,590	14	7,909	2,372,700	36%	$2,856,731	$7,956,254
4	39.3	$2.74	58,053	541,912	14	7,007	2,102,100	31%	$2,530,928	$8,289,285
5	31.6	$3.73	34,864	295,840	9	3,386	1,015,800	24%	$1,223,023	$5,009,936
6	52.7	$1.50	36,717	266,560	8	5,944	1,783,200	45%	$2,146,973	$4,829,478
7	31.1	$3.55	51,214	463,670	11	4,895	1,468,500	25%	$1,768,074	$6,987,146
8	48.9	$2.15	13,744	119,750	4	2,431	619,905	36%	$746,366	$2,078,739
12	24.0	$4.07	32,417	220,250	5	2,393	717,900	23%	$864,352	$3,787,881
16	33.6	$2.86	54,545	421,768	10	5,629	1,688,700	30%	$2,033,195	$6,861,915
17	44.1	$1.91	69,114	464,650	14	9,359	2,807,700	39%	$3,380,471	$8,755,729
18	45.0	$2.34	110,073	0.922	28	15,700	4,566,511	34%	$5,498,079	$16,189,357
19	28.7	$5.07	15,887	189,900	5	1,402	420,600	19%	$506,402	$2,640,246
20	28.1	$4.54	59,399	761,048	13	5,136	1,540,800	21%	$1,855,123	$8,844,109
21	44.4	$2.02	72,830	527,697	16	10,428	2,983,097	37%	$3,591,649	$9,603,692
23	35.2	$2.96	116,931	1,007,060	25	13,117	3,791,611	29%	$4,565,100	$15,769,609
24	25.4	$5.11	27,743	285,420	7	2,167	650,100	19%	$782,720	$4,107,508
25	32.5	$3.83	40,336	397,300	11	4,030	1,209,000	24%	$1,455,636	$6,088,547
26	45.8	$2.22	68,612	582,170	18	10,068	2,900,381	35%	$3,492,059	$9,919,336
28	26.3	$5.19	22,421	256,470	6	1,810	543,000	19%	$653,772	$3,470,634
29	43.6	$2.52	32,297	225,480	10	4,325	1,297,500	32%	$1,562,190	$4,836,986
30	23.6	$5.41	16,279	153,380	4	1,181	354,300	18%	$426,577	$2,344,271
31	38.3	$2.86	34,791	294,070	9	4,098	1,229,400	30%	$1,480,198	$4,999,812
32	27.2	$4.77	51,895	504,040	14	4,344	1,303,200	20%	$1,569,053	$7,779,664
33	45.9	$1.98	78,488	539,740	17	11,550	3,319,697	38%	$3,996,915	$10,581,756
37	22.1	$5.85	48,733	651,250	9	3,303	990,900	17%	$1,193,044	$6,992,358

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passen-gers	Oper-ating Ratio	Passenger Revenue	Fully Allocated Expenses
38	23.1	$5.70	36,705	381,350	9	2,602	780,600	17%	$939,842	$5,391,534
39	29.1	$3.97	24,715	195,150	6	2,210	663,000	23%	$798,252	$3,427,408
40	35.7	$3.15	60,268	541,750	15	6,616	1,984,800	28%	$2,389,699	$8,638,119
42	27.8	$3.79	86,501	644,963	17	7,379	2,213,700	24%	$2,665,295	$11,045,744
43	29.7	$3.83	34,682	294,870	8	3,170	951,000	24%	$1,145,004	$4,787,216
45	30.4	$3.44	54,026	352,880	12	5,048	1,514,400	26%	$1,823,338	$7,032,201
46	53.2	$1.64	30,506	210,820	8	4,987	1,496,100	42%	$1,801,304	$4,261,266
47	46.5	$2.12	111,253	946,560	28	16,382	4,771,111	36%	$5,744,418	$15,845,026
48	40.5	$2.61	61,577	434,370	15	7,656	2,296,800	32%	$2,765,347	$8,761,783
49	12.0	$10.02	15,013	101,990	11	1,602	166,608	11%	$200,596	$1,869,905
50	27.7	$3.98	25,165	291,332	4	1,672	643,720	23%	$775,039	$3,337,061
52	42.6	$2.47	88,909	707,650	24	12,038	3,493,195	33%	$4,205,807	$12,849,799
53	29.9	$3.70	27,764	240,210	6	2,555	766,500	25%	$922,866	$3,761,029
54	53.5	$1.35	43,636	270,770	9	7,178	2,153,400	47%	$2,592,694	$5,491,720
56	48.7	$2.20	67,030	586,330	20	10,912	3,008,278	35%	$3,621,967	$10,247,571
57	35.1	$3.38	90,402	861,710	24	9,765	2,929,500	26%	$3,527,118	$13,421,029
58	35.1	$3.38	74,649	832,660	18	8,062	2,418,600	26%	$2,911,994	$11,078,233
59	77.5	$1.33	16,540	144,460	7	4,068	1,182,018	48%	$1,423,150	$2,992,439
60	62.8	$1.07	51,300	383,960	11	10,378	2,968,097	53%	$3,573,589	$6,746,325
61	25.4	$4.83	46,000	412,532	11	3,589	1,076,700	20%	$1,296,347	$6,496,717
64	36.0	$3.27	47,391	425,600	13	5,247	1,574,100	27%	$1,895,216	$7,042,017
65	46.2	$2.27	53,788	586,950	13	7,635	2,290,500	35%	$2,757,762	$7,948,423
66	69.7	$1.38	40,573	384,734	14	8,950	2,607,562	47%	$3,139,505	$6,741,502
67	31.1	$4.18	47,708	586,800	12	4,556	1,366,800	22%	$1,645,627	$7,352,216
68	24.2	$5.43	25,240	416,610	4	1,875	562,500	18%	$677,250	$3,728,952
70	41.2	$2.68	59,454	604,930	15	7,533	2,259,900	31%	$2,720,920	$8,781,449

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passen-gers	Operating Ratio	Passenger Revenue	Fully Allocated Expenses
73	32.3	$3.10	22,429	197,520	4	2,226	667,800	28%	$804,031	$2,872,751
75	58.2	$2.76	14,132	126,263	8	2,616	758,034	30%	$912,673	$3,002,723
79	49.7	$1.69	33,166	201,450	8	5,066	1,519,800	42%	$1,829,839	$4,401,898
84	28.0	$4.83	38,145	464,270	10	3,288	986,400	20%	$1,187,626	$5,947,680
88	20.6	$6.10	31,525	292,740	7	1,996	598,800	17%	$720,955	$4,371,245
89	19.8	$6.41	27,993	277,800	6	1,704	511,200	16%	$615,485	$3,891,782
108	33.3	$2.38	55,542	557,794	11	5,274	1,656,036	36%	$2,232,337	$6,167,284
G	42.8	$2.77	106,652	1,115,920	31	14,400	4,204,089	30%	$5,061,723	$16,699,374
H	32.7	$4.03	45,200	429,684	14	4,644	1,360,956	23%	$1,638,591	$7,123,071
J	27.8	$4.09	28,646	261,980	6	2,448	734,400	23%	$884,218	$3,884,529
K	41.8	$2.56	63,133	588,160	16	8,116	2,434,800	32%	$2,931,499	$9,172,299
L	32.0	$4.13	67,529	698,740	20	6,641	1,992,300	23%	$2,398,729	$10,626,731
R	50.3	$1.75	58,020	565,130	12	8,964	2,689,200	41%	$3,237,797	$7,942,687
XH	41.8	$2.62	38,502	366,486	10	4,834	1,482,444	32%	$1,784,863	$5,668,289

Suburban Routes

Figure 4 | Performance of SEPTA Suburban Routes

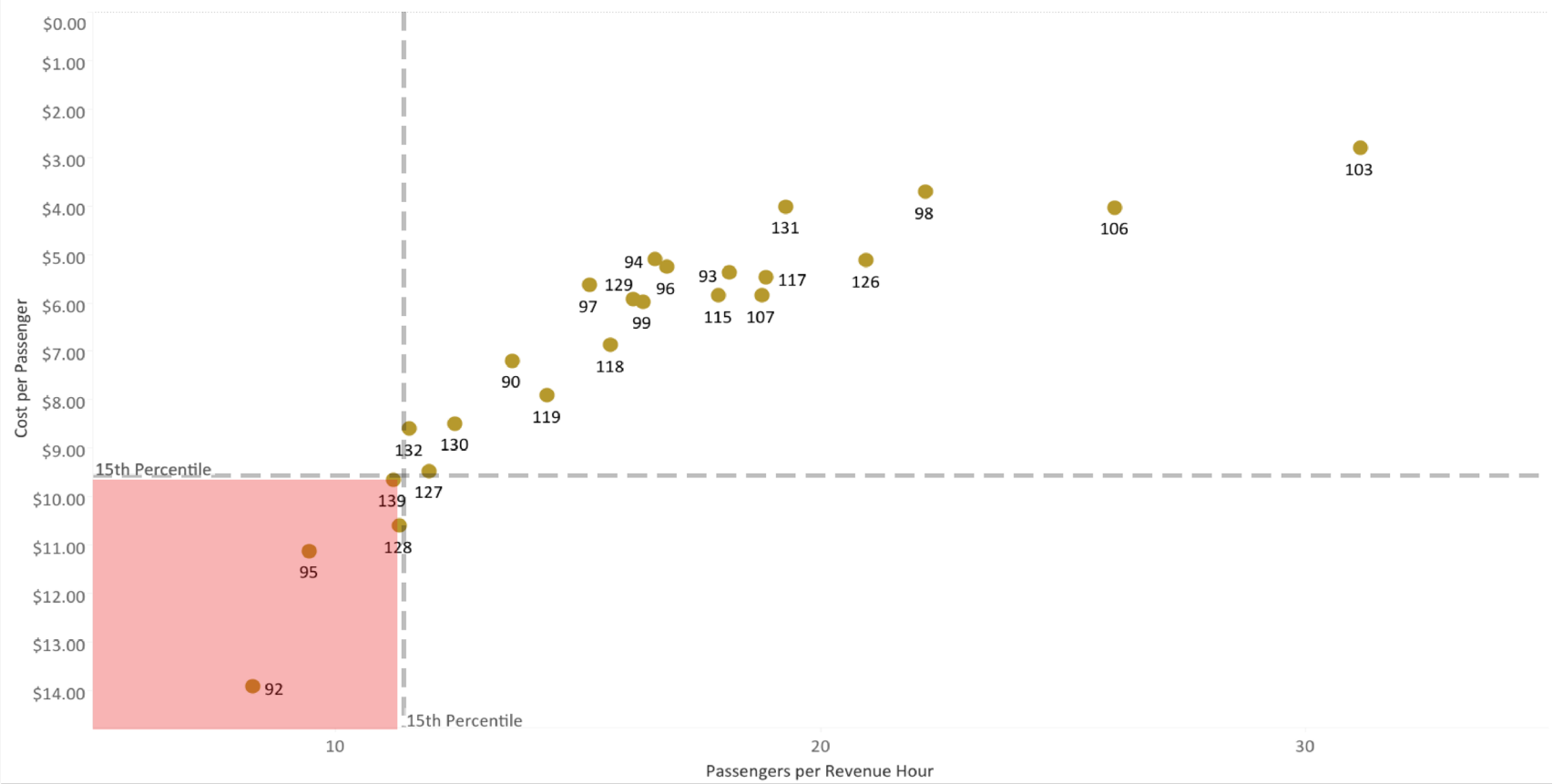


Table 3 | Suburban Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio	Passenger Revenue	Fully Allocated Expenses
90	13.7	$7.20	11,471	137,801	3	439	127,310	18%	$195,421	$1,112,383
92	8.3	$13.92	14,041	270,538	3	327	94,830	10%	$145,564	$1,465,280
93	18.1	$5.38	26,571	467,920	6	1,306	391,800	23%	$621,413	$2,731,089
94	16.6	$5.10	11,431	199,324	1	514	154,200	23%	$236,697	$1,022,577
95	9.5	$11.12	19,712	253,136	5	524	151,960	12%	$233,259	$1,923,691
96	16.8	$5.26	29,168	373,510	6	1,339	399,250	23%	$612,849	$2,712,885
97	15.2	$5.63	15,879	177,795	3	656	196,800	21%	$301,381	$1,409,878
98	22.2	$3.72	15,997	180,518	4	961	288,300	29%	$442,541	$1,514,851
99	16.4	$5.98	29,174	439,285	7	1,301	387,850	20%	$595,350	$2,915,371
103	31.1	$2.81	15,360	139,662	4	1,362	428,432	32%	$577,526	$1,782,769
106	26.1	$4.04	15,988	177,901	5	1,251	373,559	25%	$503,558	$2,011,908
107	18.8	$5.86	18,478	207,485	5	1,042	311,277	19%	$419,601	$2,242,883
115	17.9	$5.86	23,018	316,828	4	1,174	369,397	19%	$497,947	$2,662,217
117	18.9	$5.47	36,854	525,832	6	1,984	623,737	20%	$840,797	$4,254,193
118	15.7	$6.87	10,890	142,973	2	511	153,039	16%	$206,297	$1,257,824
119	14.4	$7.91	16,807	257,798	3	687	216,479	15%	$291,814	$2,004,546
126	20.9	$5.13	10,715	116,162	3	638	201,122	21%	$271,112	$1,303,567
127	11.9	$9.48	9,712	207,057	2	326	94,340	14%	$144,812	$1,039,122
128	11.3	$10.61	12,818	232,573	4	407	118,030	13%	$181,176	$1,432,975
129	16.2	$5.93	21,607	426,680	3	946	283,800	21%	$435,633	$2,119,399
130	12.5	$8.49	18,537	325,446	4	627	188,100	15%	$288,734	$1,886,163
131	19.3	$4.02	12,209	96,990	3	669	191,560	29%	$314,045	$1,084,279
132	11.5	$8.60	11,840	191,482	2	383	111,070	15%	$170,492	$1,125,533
139	11.2	$9.65	13,021	218,841	3	409	118,610	14%	$182,066	$1,326,834

Arterial Routes

Figure 5 | Performance of SEPTA Arterial Routes

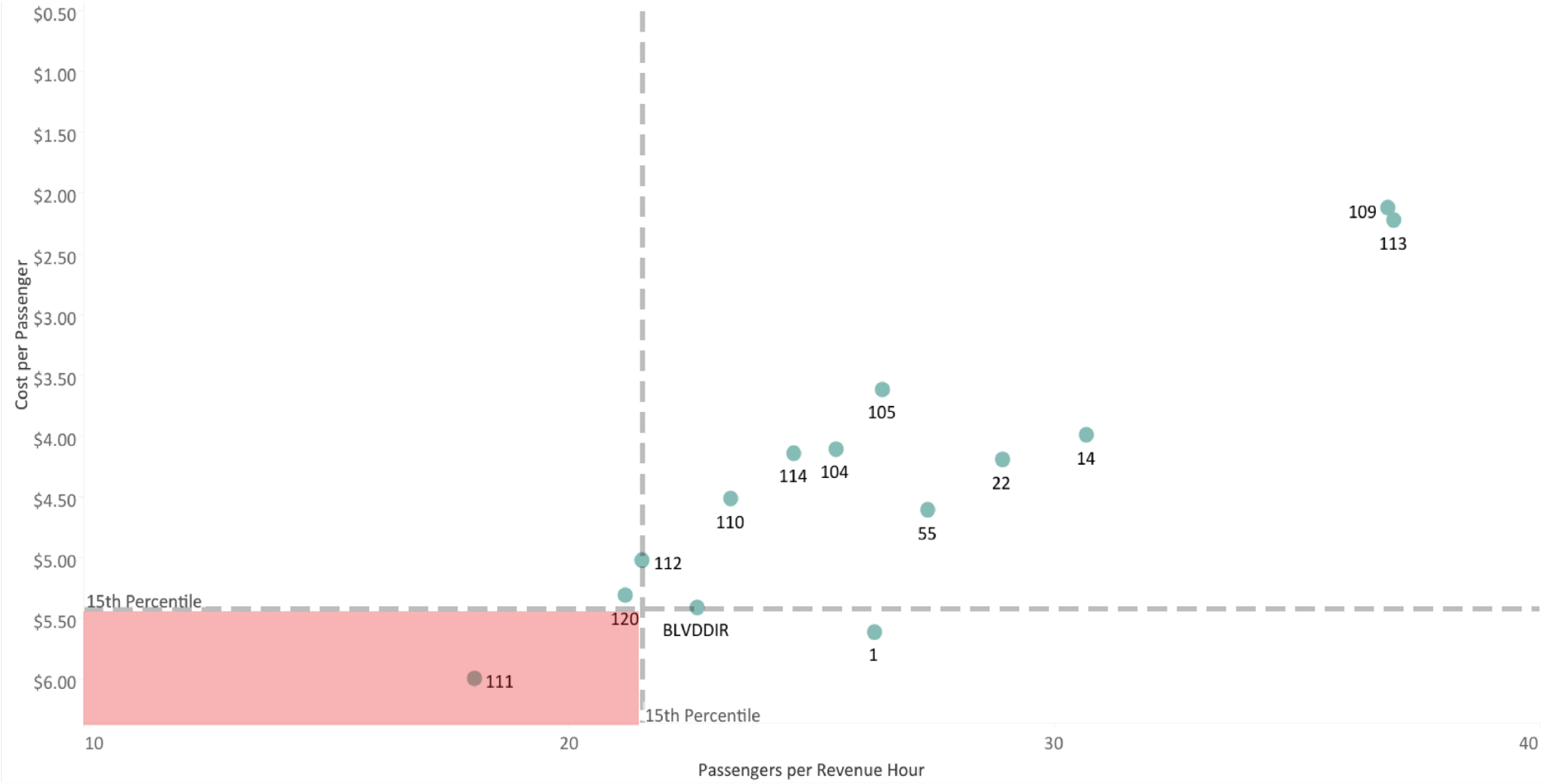


Table 4 | Arterial Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passen-gers	Oper-ating Ratio	Passenger Revenue	Fully Allocated Expenses
1	26.3	$5.61	31,138	417,450	9	2,631	755,097	18%	$909,137	$5,148,164
14	30.7	$3.99	75,839	965,240	16	7,149	2,144,700	23%	$2,582,219	$11,147,536
22	28.9	$4.20	47,534	562,780	10	4,226	1,267,800	22%	$1,526,431	$6,850,663
55	27.4	$4.61	62,501	739,220	14	5,264	1,579,200	21%	$1,901,357	$9,182,545
104	25.5	$4.11	42,431	630,795	10	3,088	969,632	25%	$1,307,064	$5,289,453
105	26.5	$3.62	15,218	149,382	4	1,147	360,922	27%	$486,523	$1,791,978
109	36.9	$2.12	42,509	474,074	9	4,474	1,404,836	39%	$1,893,719	$4,876,883
110	23.3	$4.52	28,269	315,697	8	1,880	591,081	23%	$796,777	$3,466,680
111	18.0	$6.00	28,647	381,975	6	1,473	463,283	18%	$624,505	$3,401,969
112	21.5	$5.02	16,570	168,908	5	1,015	319,471	21%	$430,647	$2,034,684
113	37.0	$2.22	64,285	760,260	15	6,787	2,131,118	38%	$2,872,747	$7,613,723
114	24.6	$4.14	27,029	375,513	6	1,898	596,733	25%	$804,396	$3,276,921
120	21.2	$5.31	8,832	143,399	2	531	167,495	20%	$225,783	$1,115,731
BLVD-DIR	22.6	$5.41	48,006	682,740	10	3,340	1,002,000	18%	$1,206,408	$6,627,075

Expressway Routes

Figure 6 | Performance of SEPTA Expressway Routes

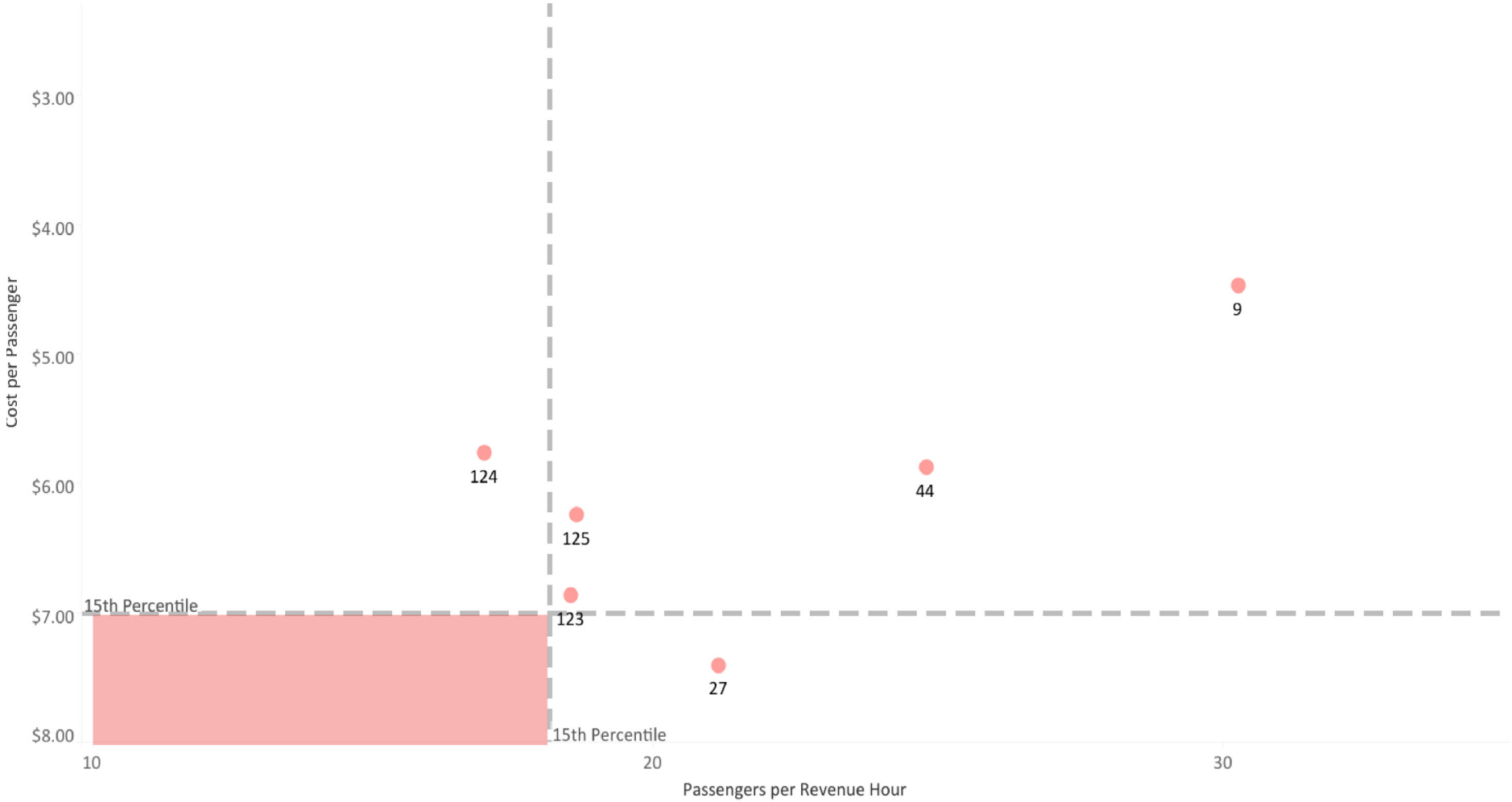
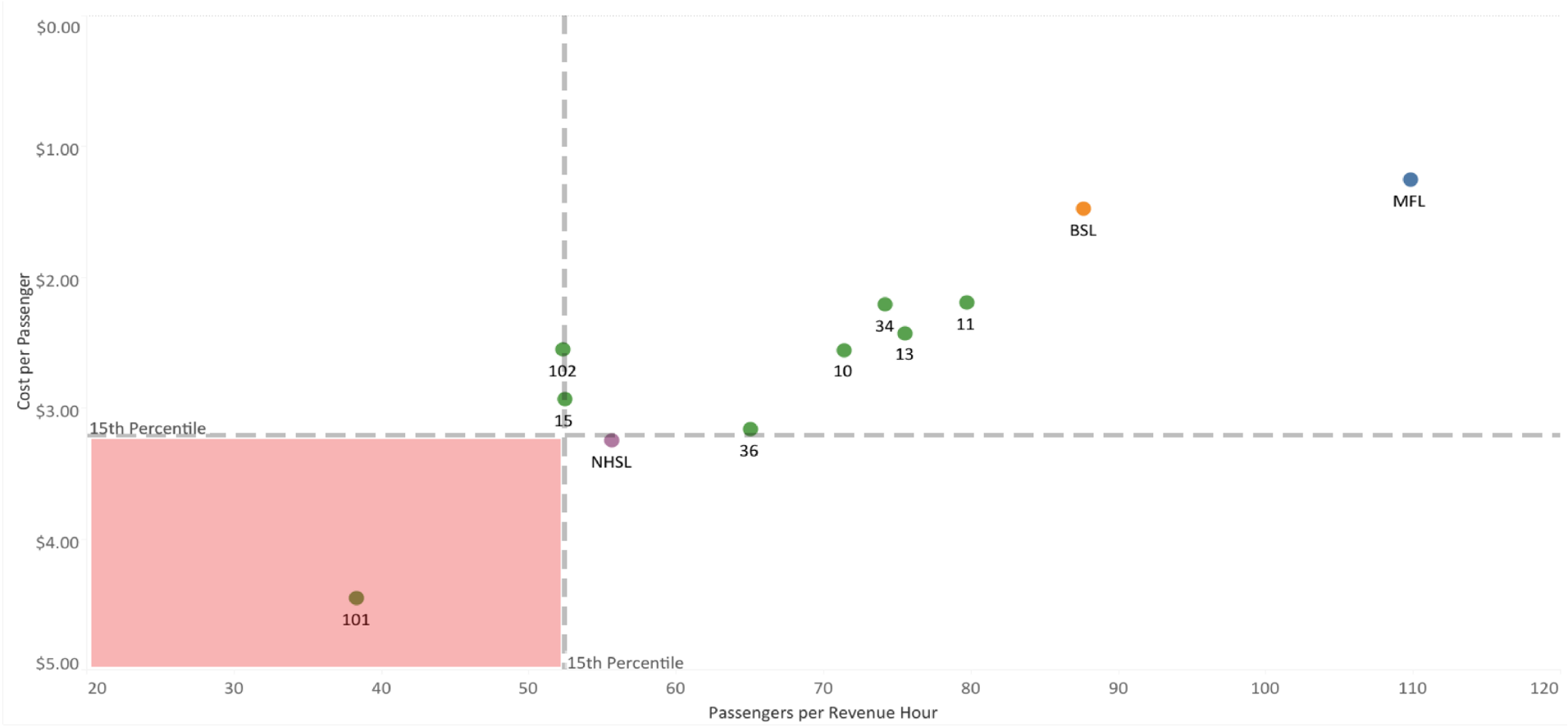


Table 5 | Expressway Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passen-gers	Operat-ing Ratio	Passenger Revenue	Fully Allocated Expenses
9	30.3	$4.48	48,805	568,490	12	4,540	1,362,000	21%	$1,639,848	$7,737,588
27	21.2	$7.41	60,763	785,900	17	3,953	1,185,900	14%	$1,427,824	$10,212,350
44	24.8	$5.88	44,796	547,170	13	3,414	1,024,200	17%	$1,233,137	$7,252,226
123	18.6	$6.87	16,886	354,141	4	893	281,163	16%	$379,008	$2,309,557
124	17.1	$5.77	40,722	753,009	8	1,892	565,154	21%	$880,559	$4,140,483
125	18.7	$6.25	41,677	717,887	9	2,219	697,527	18%	$940,266	$5,297,462

Fixed & High Speed Routes

Figure 7 | Performance of SEPTA Fixed and High Speed Routes[1]



1 Only fixed services (Routes 10, 11, 13, 15, 34, 36, 101, and 102) are included in the 15th percentile calculations.

Table 6 | Fixed and High Speed Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio	Passenger Revenue	Fully Allocated Expenses
10	71.4	$2.56	51,466	441,558	17	11,589	3,531,250	32%	$4,251,625	$13,282,864
11	79.7	$2.20	53,602	475,239	18	13,480	4,108,005	36%	$5,025,663	$14,055,886
13	75.6	$2.43	56,072	501,370	19	13,364	4,072,625	33%	$4,903,441	$14,802,682
15	52.4	$2.94	54,590	379,910	13	9,032	2,751,365	29%	$3,312,643	$11,394,599
34	74.2	$2.21	53,043	434,752	16	12,413	3,782,570	35%	$4,554,214	$12,915,713
36	65.1	$3.16	62,087	579,485	22	12,737	3,881,389	28%	$4,673,192	$16,952,383
101	38.3	$4.46	29,948	312,438	9	3,844	1,131,999	23%	$1,526,246	$6,569,922
102	52.4	$2.56	22,176	193,160	6	3,888	1,144,979	34%	$1,533,669	$4,460,308
BSL	87.7	$1.48	406,824	6,875,334	105	116,825	35,345,527	45%	$42,556,015	$94,778,767
MFL	109.8	$1.26	478,476	9,378,139	144	171,973	52,082,264	49%	$62,668,281	$128,060,294
NHSL	55.7	$3.25	56,716	975,522	18	10,543	3,104,753	29%	$4,195,098	$14,281,252

Addressing Underperforming Routes

Every year as part of the Annual Service Plan, SEPTA Service Planning staff will address routes that, based on the performance evaluation analysis, fall below the 15th percentile in both Passengers per Revenue Hour and Cost per Passenger.

If a route falls below the 15th percentile, it does not automatically require a routing change, but suggests an evaluation may be warranted. The range of recommendations could include service adjustments, route restructuring, consolidations, special subsidies, or possible discontinuance.

Table 7 lists the underperforming routes, and includes explanations for why the route may not be performing as well as some of its counterparts.

Table 7 | Underperforming Routes

Route	Classification	Explanation
24	City	Route 24 offers connections from Cheltenham and other suburban communities north of the city to Frankford Transportation Center.
30	City	Route 30 offers infrequent service in West Philadelphia that is duplicative of a number of more frequent SEPTA routes as well as the LUCY.
37	City	Route 37 provides service to Philadelphia International Airport and adjacent business centers, and extends south to Chester. Significant portions of this long route have limited trip generators, making for ineffecient operations.
38	City	Route 38 provides connections to Center City and Wissahickon Transportation Center. However, a significant portion of this route operates through Fairmount Park where this is low ridership. In addition, there are alternative transit options through much of West Philadelphia, making the route duplicative.
49	City	Route 49 is a new service offering connections from Gray's Ferry and Brewerytown into University City. Since the route was implemented in February of 2019, the ROR data is not complete, and does not offer a full picture of the route's performance.

Route	Classification	Explanation
68	City	Route 68, which was recently amended to pick up discontinued Route 116, provides direct service to Philadelphia International Airport and surrounding business centers, but primarily serves the UPS Air Hub at the airport. The route serves additional trip generators in the airport area, most with limited demand, and partially overlaps Route 108 en route to 69th Street Transportation Center.
88	City	Route 88 provides neighborhood service in the Northeast, with a connection to Frankford Transportation Center. The route operates along lower-density segments of Grant Avenue and Welsh Road. Residents may opt to take more direct services on Roosevelt Boulevard, Bustleton Avenue, or Frankford Avenue, all of which run more frequently.
89	City	Route 89 provides neighborhood circulator service through portions of Port Richmond, Kensington, and Juniata Park. Much of the route is duplicative of other services that either go directly to Center City or offer a more direct connection to the MFL.
92	Suburban	Route 92 provides service between Exton and King of Prussia Mall. The route also serves West Chester and Paoli. Ridership has historically been low, with most activity clustered near the three anchors with minimal ridership in between. Service is infrequent to reflect demand, operating approximately every 90 minutes. While it serves two Regional Rail stations (Malvern, Paoli), the length of the route, limited headways and the bus transfers at the three main anchors create challenges for making timely connections. Exton Regional Rail Station cannot currently be served directly due to physical limitations that would require capital improvements. West Chester and Exton are also connected during daytime hours by the Krapf Route A, although Route 92 uses a different routing.
95	Suburban	Route 95 operates between Gulph Mills and Willow Grove Park Mall. It also serves Swedeland, Conshohocken, Plymouth Meeting Mall and Ambler. The route primarily serves a low-density, suburban land use pattern, including office and industrial parks with available parking. It serves three Regional Rail stations (Conshohocken, Ambler, Fort Washington). Due to the length of the route, limited headways and the transfer at Gulph Mills (to bus and Norristown High Speed Line) and Plymouth Meeting Mall (bus), it is challenging to provide timely Regional Rail connections.
101	Fixed	Trolley Route 101 operates between Media and 69th Street Transportation Center, serving Springfield. Between Drexel Hill Junction and 69th Street, the route shares tracks with Route 102, which operates to Sharon Hill. Passengers in these areas generally use the first trolley available. Route 101 underperforms compared to City trolleys due to various factors, including length, limited residential density between Springfield Mall and the edge of Media. Route 101 will be addressed as part of SEPTA's Trolley Modernization project, particularly street running segments at the western end.

Route	Classification	Explanation
128	Suburban	Route 128 connects the Neshaminy Mall with the Oxford Valley Mall with service to the Parx Casino, Bristol, and Levittown. Route 128 operates with limited frequency and a limited span of service on weekdays and Saturdays only. Ridership reflects the service levels provided. Ridership is strongest at the two malls where passengers can connect to other bus routes as well as at Croydon and Levittown Regional Rail Stations, the Parx Casino, and at Bristol Park Shopping Center. In general, the route lacks major trip generators and serves low-density, suburban land use patterns.