

# ROUTE 139

## Limerick to King of Prussia

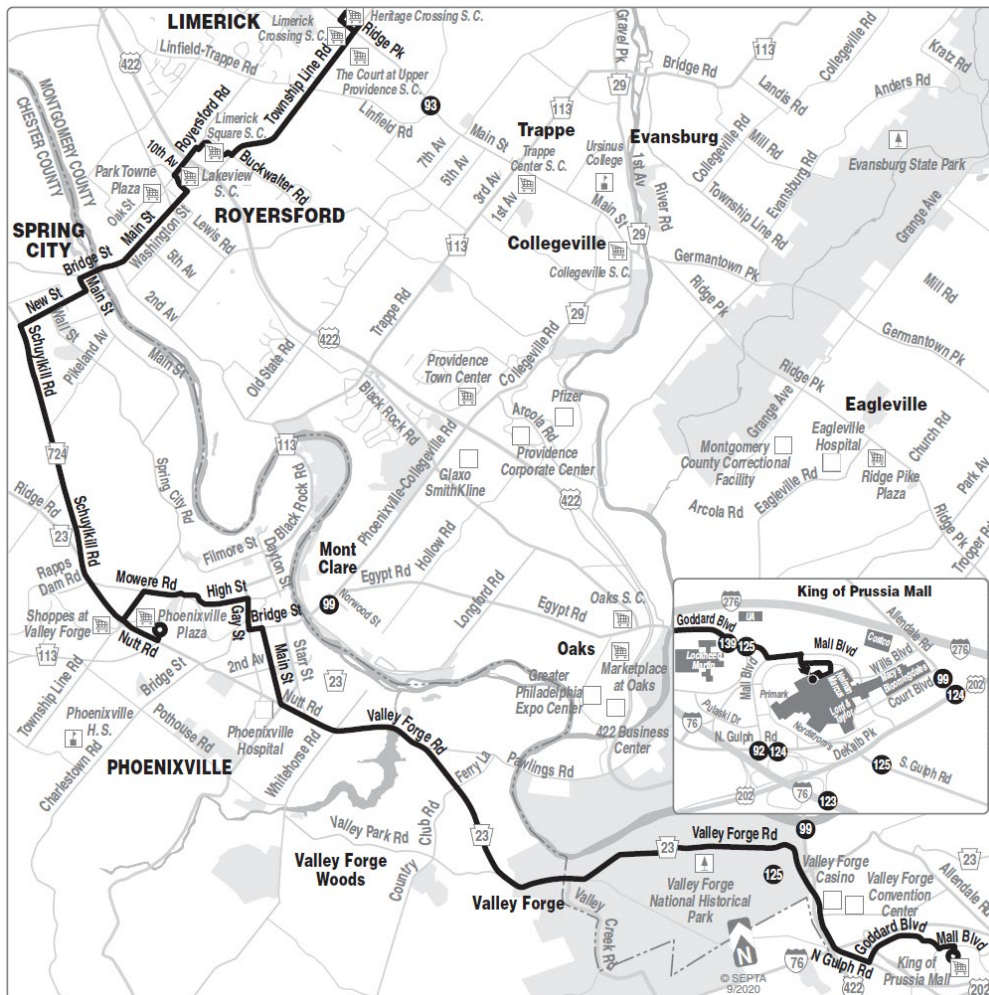
### KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 139 provides connections to the King of Prussia Mall, Phoenixville, and Limerick and the shopping centers located along the route. The route has a long and indirect alignment.*
- *Ridership is low on the route.*

### ROUTE OVERVIEW

Route 139 operates between Limerick and King of Prussia Mall, and serves the Valley Forge Casino, Phoenixville Hospital, and shopping centers along the route. It is a relatively direct and long route, traveling 19.7 miles one-way (see Figure 1).

Figure 1 | Route Map



## SERVICE OVERVIEW

### Alignment

On weekdays Route 139 operates from 5:03 AM until approximately 11:08 PM (see Table 1). Average frequency is around 65 minutes during peak periods and 70 minutes during the midday and evening. Actual frequencies vary from the averages, sometimes significantly.

Average frequencies on Saturday are between 92 and 95 minutes.

**Table 1 | Schedule Statistics**

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
<b>Weekdays</b>	4:00 AM to 12:18 AM		
Early AM	4:00 AM to 5:59 AM	15-60	57
AM Peak	6:00 AM to 8:59 AM	52-81	66
Midday	9:00 AM to 2:59 PM	30-93	70
PM Peak	3:00 PM to 5:59 PM	60-72	65
Evening	6:00 PM to 9:59 PM	47-93	71
Late Night	10:00 PM to 11:59 PM	62-66	64
Owl	Midnight to 3:59 AM		
<b>Saturdays</b>	8:00 AM to 7:59 AM		
Day	8:00 AM to 5:59 PM	71-121	92
Night	5:59 PM to 7:59 AM	83-124	95

Note: Span of service reflects the time the first bus begins service until the time the last bus finishes service.

### Service Patterns

Route 139 operates four service patterns: two eastbound patterns and two westbound patterns (see Table 2). The primary alignment operates the full alignment between Limerick and the King of Prussia Mall and accounts for most weekday and Saturday trips. The other service pattern has a shorter alignment, operating between Limerick Square Shopping Center and Plaza at King of Prussia.

**Table 2 | Service Patterns**

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
<b>Westbound</b>							
230799	Plaza at King of Prussia	Township Line Rd & Ridge Pike - FS	Primary Pattern		14	9	0
230800	Plaza at King of Prussia	Limerick Square Shopping Center	Short-Turn	0	1	1	0
<b>Eastbound</b>							
230801	Township Line Rd & Ridge Pike	Plaza at King of Prussia	Primary Pattern		15	10	0
230802	Limerick Square Shopping Center	Plaza at King of Prussia	Short-Turn	0	2	1	0

*Note: Unique stops are those not served by the primary pattern*

## RIDERSHIP

In the fall of 2019, Route 139 carried 433 passengers on weekdays and 301 on Saturdays (see Table 3). It was among the least productive routes in SEPTA’s system.

**Table 3 | Fall 2019 Ridership and Productivity**

	Weekdays	Saturdays	Sundays
<b>Daily Ridership</b>	<b>433</b>	<b>301</b>	<b>N/A</b>
Rank	109	101	
<b>Passengers per Revenue Vehicle Hour</b>	<b>14.7</b>	<b>15.8</b>	<b>N/A</b>
Rank	116	100	

## Transfer Patterns

Four of the top five routes that involve a transfer to or from Route 139 serve the King of Prussia Mall. The largest transfer volumes are to and from:

- Route 93 Pottstown to Norristown Transportation Center (10.2% of all trips)
- Route 99 Phoenixville to Norristown Transportation Center (8.1%)
- Route 124 Chesterbrook and King of Prussia to 13<sup>th</sup>-Market (6.3%)
- Route 123 King of Prussia to 69<sup>th</sup> Street Transportation Center (4.5%)
- Route 125 Valley Forge and King of Prussia to 13<sup>th</sup> -Market (4.2%)

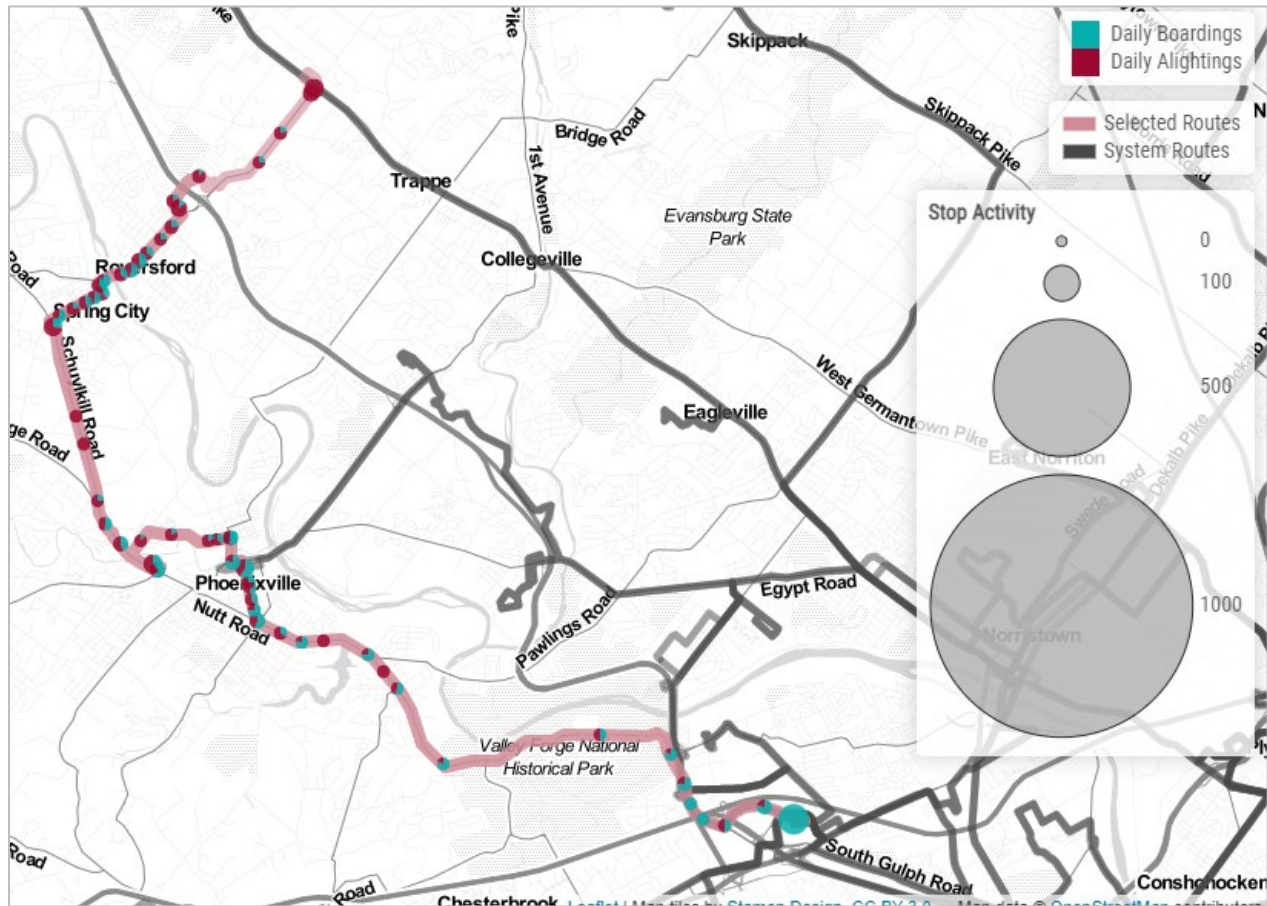
Saturday transfer volumes are similar.

## Ridership by Stop

Route 139 has low ridership, but there is some rider activity on most segments of the route. The Plaza at King of Prussia had the highest ridership and there is some activity at the Township Line Road at Ridge Pike terminus which is also near shopping. The highest ridership stops on the route (headed eastbound) are:

- 15 riders board and 11 alight at Phoenixville Plaza (5.7% of riders)
- 89 riders board at the Plaza at the King of Prussia (19.5%)
- 50 rider board at Township Line Road and Ridge Park (11%)
- 20 riders board and 5 alight at Schuylkill Road and Cypress Avenue (5.4%)
- 17 riders board and 3 alight at 10<sup>th</sup> and Main Street (4.3%)

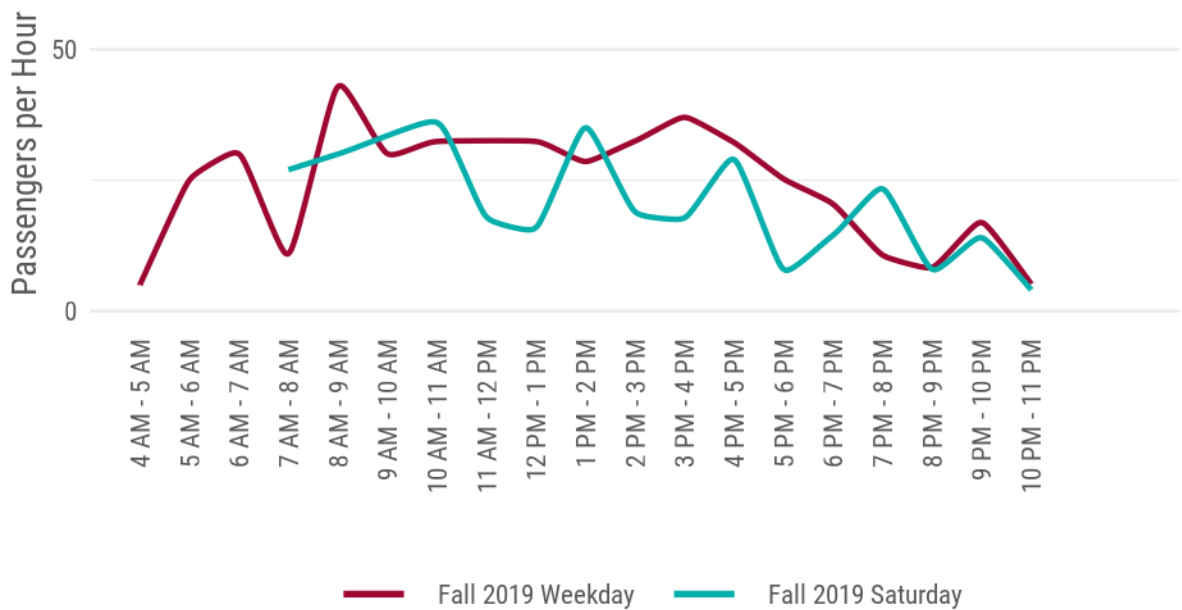
Figure 2 | Weekday Westbound Ridership by Stop



## Ridership by Time of Day

### Ridership by Hour

In Fall 2019 there were 25 and 45 passengers per hour between 5:00 AM and 7:00 PM (see Figure 3). Ridership was strongest during the 8:00 AM hour and lowest in the evening. On Saturdays, ridership varied due to low service levels. Data shows ridership fluctuating throughout the day and generally declining after 11:00 AM.

**Figure 3 | Ridership by Hour: Pre-Pandemic; Fall 2019**


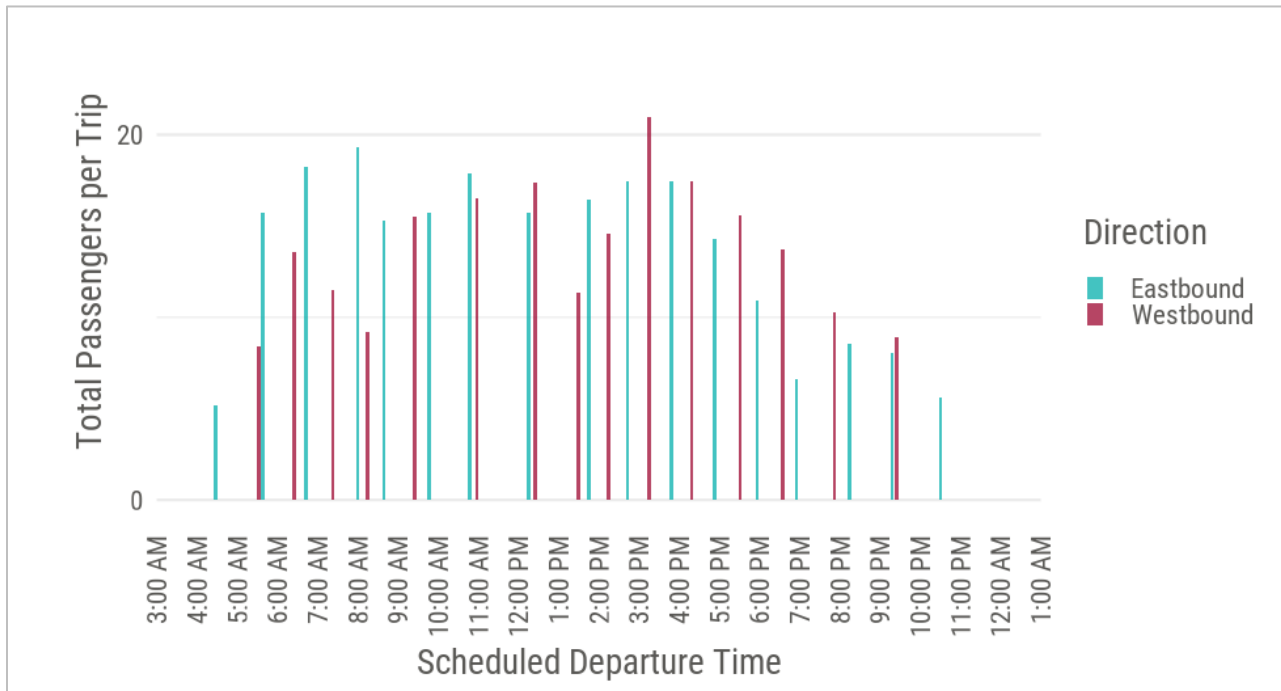
### Ridership and Maximum Loads by Trip

The average boardings per trip on Route 92 was low with only one trip carrying more than 20 riders (see Figure 4). No trips meet the seated maximum load.

- The first trip of the day (4:28 am) serves 5 passengers.
- Between 5:00 am and 9:00 am 8 to 19 passengers are served per trip. Eastbound ridership is greater than westbound ridership.
- During the midday, trips carry 11 to 18 passengers.
- During the PM Peak, ridership ranges from 11 to 21 passengers.
- Ridership is low after 6:00 PM, with 6 to 14 passengers per trip.

Ridership per trip is similar on Saturdays with fewer than 20 passengers per trip on all but one trip.

Figure 4 | Weekday Ridership by Trip



## ON-TIME PERFORMANCE AND RUNNING TIMES

### On-Time Performance

In the fall of 2019, Route 139’s on-time performance was 79.8% on weekdays and 75% on Saturdays (see Table 4), slightly below SEPTA’s standard of 80%. Weekdays, off-schedule performance is split with late service slightly more common than early service. Saturdays, late service is a greater cause of off-schedule performance than early service.

Dropped trips were not an issue on weekdays or Saturdays.

Table 4 | Fall 2019 On-Time Performance

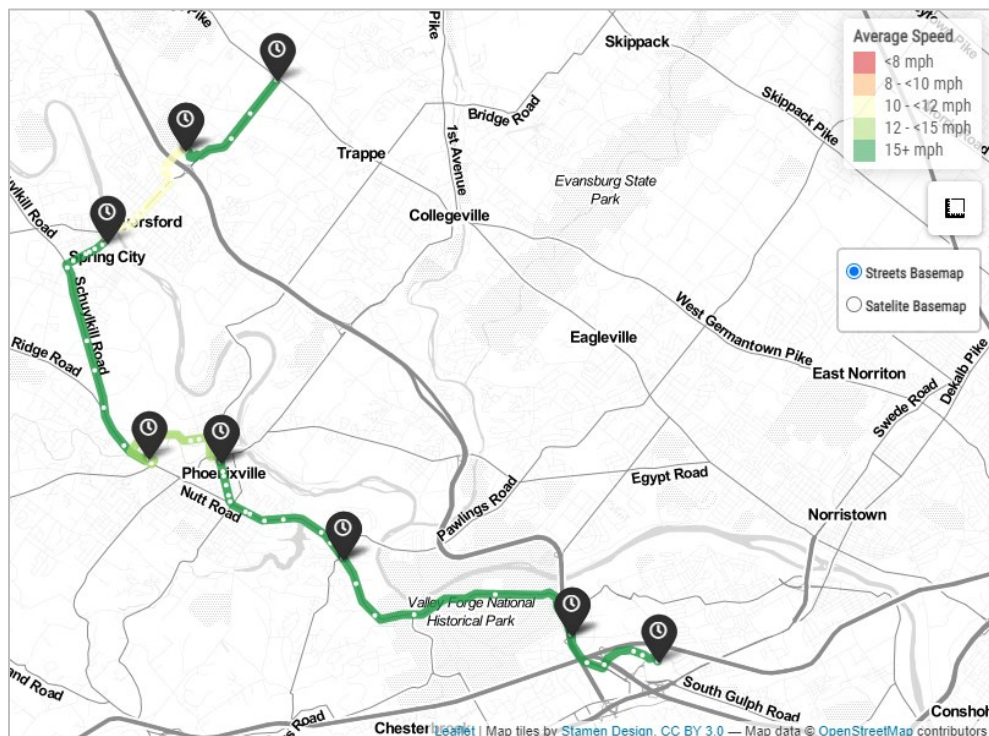
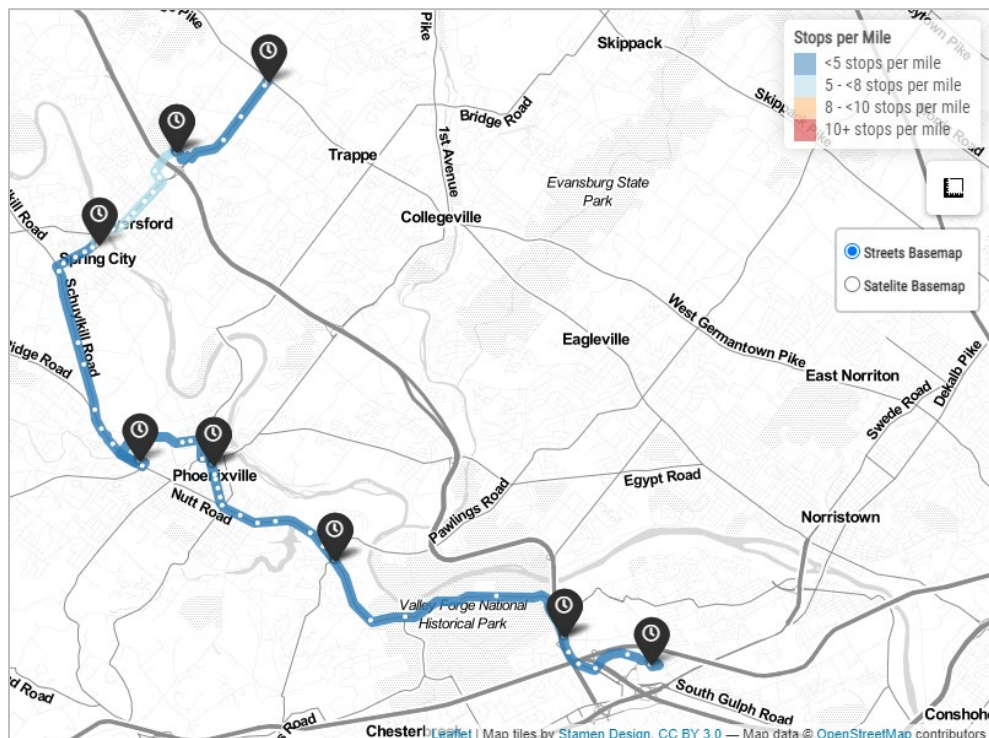
	Early (>2 Mins Early)	On Time (<2 Mins Early to 6 Mins Late)	Late (>6 Mins Late)	Missed Trips
<b>Goal</b>		<b>80%</b>		
<b>Fall 2019 Actual</b>				
Weekday	8.0%	79.8%	12.2%	0.0%
Saturday	7.3%	74.8%	17.8%	0.0%

Note: On-time percentages are for trips that are run (do not include dropped trips)

## AVERAGE SPEEDS AND STOP SPACING

Route 139 travels over 15 MPH on most segments along its routing (see Figure 5). Route 139 typically has an average of fewer than 5 stops per mile for most of its alignment (see Figure 6).



**Figure 5 | Average Speeds: PM Peak Eastbound**

**Figure 6 | Stop Spacing by Route Segment**


## RIDER CHARACTERISTICS

Route 139 serves an area with lower median household income and a greater share of white passengers, passengers with a disability, and other races/ethnicities (see Table 5). There is a corresponding smaller share of Black riders, riders without a vehicle, and riders in poverty.

**Table 5 | Rider Characteristics**

	Route 139 Riders	Systemwide Average
Median Household Income	\$26,828	\$32,713
Share in Poverty	15%	30%
Ethnicity		
White	65%	38%
Black	14%	46%
Hispanic	7%	10%
Other	14%	7%
Without a Vehicle	18%	37%
Seniors	14%	15%
With a Disability	9%	2%

## SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 139 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- Realign Route 139 in Phoenixville:** Operate along Nutt Road rather than Main Street and High Street for a more direct and simpler alignment.
- Realign Route 139 in Phoenixville:** Another alternative would be to use Bridge Street or a combination of Church and Bridge between Main Street and Nutt Road. This alignment would bring Route 139 closer to low income communities living in the north side of Phoenixville.
- Truncate service to operate between King of Prussia Mall and Phoenixville and use microtransit to serve riders north of Phoenixville (Schuylkill Road, Main Street and South Township Line Road).** Over half of Route 139’s ridership is between the King of Prussia Mall and Phoenixville. Route 139 could be shortened so fixed route service operates along this alignment and serve the remaining portions of Route 139’s alignment with microtransit. The shortened alignment would provide access for Phoenixville residents to shopping and employment at the King of Prussia Mall and access to the broader SEPTA network. Microtransit or on-demand services offer an alternative approach to serving local trips and providing connections to fixed route services. It can be easier to use and more convenient for riders in low density areas.