

ROUTE 32

Broad-Carpenter to Ridge-Lyceum

KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- Route 32 is a moderately high ridership route, serving some of the most densely populated parts of Philadelphia. In Fall 2019, the route carried nearly 5,000 passengers per day, with most passengers traveling to and from Center City as well as a significant amount of intermediate ridership
- Route 32 is challenged by multiple service patterns, slow speeds, and low on-time performance.
- Opportunities to improve the route include reducing service patterns and potentially shortening and straightening the alignment.

ROUTE OVERVIEW

Route 32 operates between South Philadelphia and the Roxborough-Manayunk neighborhood, with limited service to Roxborough High School. Its major function is to transport people from northwest Philadelphia to Center City and South Philadelphia. Route 32 also provides connections with the Broad Street Line, the Market-Frankford Line, and Regional Rail.

SERVICE OVERVIEW

Schedule

Route 32 operates about 22 hours a day from 5:13 AM until 1:52 AM on weekdays. On Saturdays and Sundays, Route 32 has a similar but slightly shortened schedule (see Table 1):

- Route 32 operates frequent service for most of the day. During peak periods average frequencies are every 13 minutes, while midday, service frequencies average 10-20 minutes. On average, service frequencies are every 20 minutes during the evening and every 30 minutes after 10:00 PM.
- Saturday service frequencies average 23 minutes during the day and 27 minutes at night.
- On Sundays, frequencies average 40 minutes during day and night.

As on weekdays, actual frequencies vary from the averages.

Figure 1 | Route Map

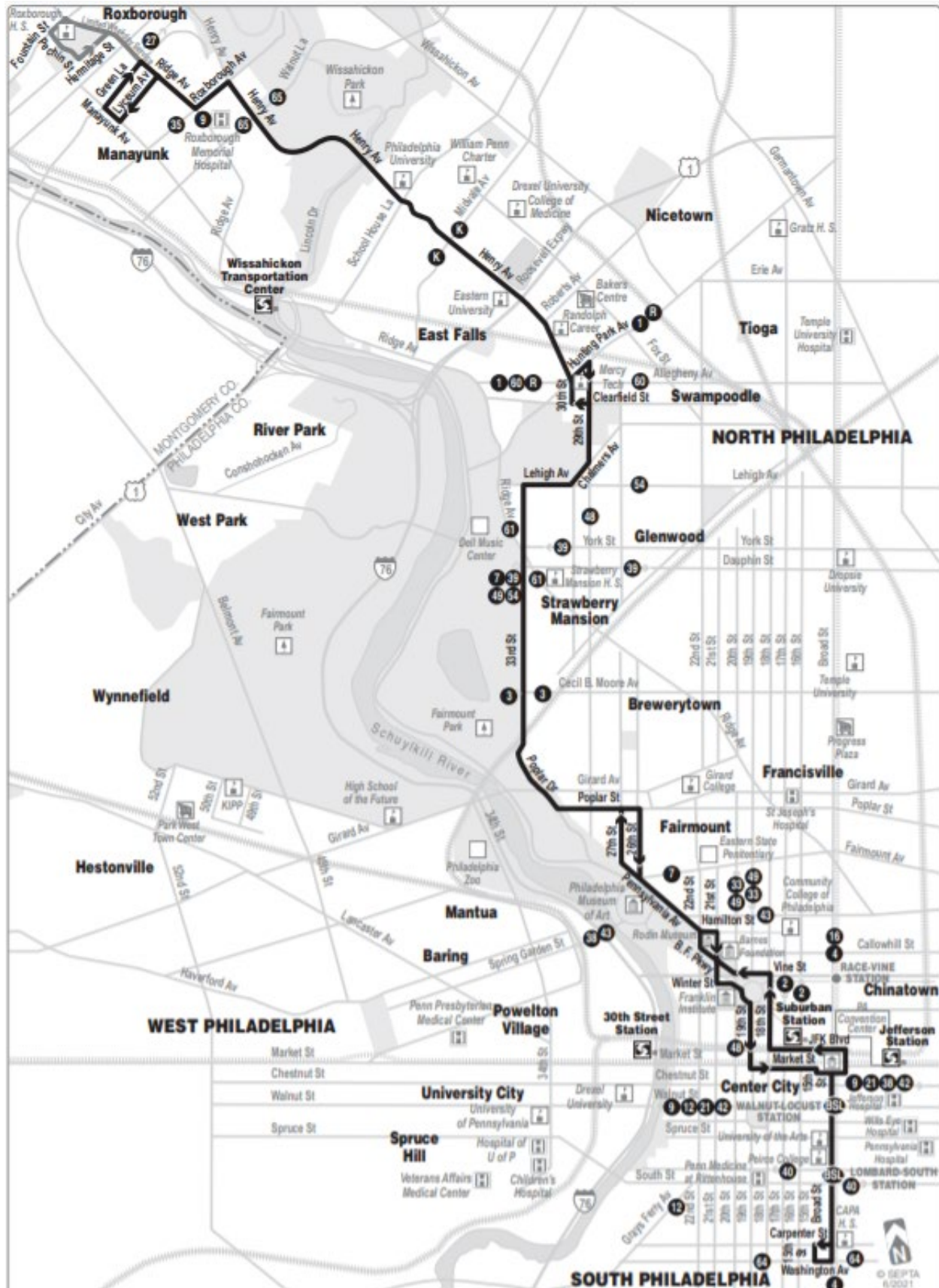


Table 1 | Schedule Statistics

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
Weekdays	4:37 AM to 2:26 AM		
Owl	Midnight to 4:00 AM	29 - 31	30
Early AM	4:00 AM to 5:59 AM	12 - 13	13
AM Peak	6:00 AM to 8:59 AM	10 - 18	13
Midday	9:00 AM to 2:59 PM	10 - 21	17
PM Peak	3:00 PM to 5:59 PM	3 - 20	12
Evening	6:00 PM to 9:59 PM	9 - 30	20
Late Night	10:00 PM to 11:59 PM	27 - 31	30
Saturdays	24 hours		
Day	8:00 AM to 5:59 PM	18 - 33	23
Night	Before 8:00 AM & After 5:59 PM	20 - 47	27
Sundays	24 hours		
Day	8:00 AM to 5:59 PM	38 - 43	40
Night	Before 8:00 AM & After 5:59 PM	30 - 60	40

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

Service Patterns

Route 32 operates with 10 service patterns (see Table 2). Most trips operate the full length of the route via the primary pattern, though some northbound trips terminate one stop earlier than others. There are also several short turn and extension patterns that operate with limited service. Extension patterns to and from Fountain Street at Ridge Avenue serve Roxborough High School.

Table 2 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Northbound							
229496	Broad Street and Christian St	Lyceum Avenue and Ridge Avenue - FS	Primary Pattern	-	38	36	23
229495	Broad Street and Christian St	Ridge Avenue and Lyceum Av	Midblock stop	1	28	12	6
229494	30th Street and Allegheny Av	Lyceum Avenue and Ridge Avenue - FS	Short turn: northern segment only	0	6	2	0
229498	JFK Boulevard and 15th St	Lyceum Avenue and Ridge Avenue - FS	Short turn: no South Philly	0	2	1	0
229493	Broad Street and Christian St	Fountain Street and Ridge Avenue - MBNS	Extension to Roxborough High School	2	1	0	0

229497	JFK Boulevard and 15th St	Fountain Street and Ridge Avenue - MBNS	Roxborough H.S. + no South Philly	2	1	0	0
Southbound							
229492	Lyceum Avenue and Ridge Avenue - FS	Broad Street and Carpenter St	Primary Pattern	-	61	48	28
229489	Fountain Street and Ridge Avenue - MBNS	Broad Street and Carpenter St	Extension to Roxborough High School	1	4	0	0
229490	29th Street and Allegheny Av	Broad Street and Carpenter St	Short turn: southern segment only	0	1	0	1
229491	Lyceum Avenue and Ridge Avenue - FS	Broad Street and Locust St	Short turn: partial South Philly	0	1	0	0

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

RIDERSHIP

In Fall 2019, Route 32 carried 5,208 passengers on weekdays, 2,322 on Saturdays, and 1,310 on Sundays (see Table 3). Compared to the entire SEPTA bus network, Route 32 ranks 39th in weekday ridership.

Table 3 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	5,208	2,322	1,310
Rank	39	43	52
Passengers per Revenue Vehicle Hour	41.8	28.4	28.9
Rank	58	76	64

Transfer Patterns

The largest transfer rates on Route 32 are to and from:

- The Market-Frankford Line (7.8% of all trips)
- The Broad Street Line (3.2%)
- Route K (Ridge-Midvale to Arrott Transportation Center) (3.0%)
- Route 27 (Broad-Carpenter to Plymouth Meeting Mall) (2.5%)
- Route 60 (35th-Allegheny to Richmond-Westmoreland) (2.5%)

Weekend transfer patterns are similar.

Ridership by Stop

Route 32's primary function is to transport people from Northwest Philadelphia to Center City and South Philadelphia, serving key employment centers. Ridership is highest at the southern end of the route through Center City and South Philadelphia, with modest intermediate ridership (see Figure 2). High ridership stops on trips traveling northbound include:

- 253 boarded at Broad Street and Christian Street. This stop is adjacent to the High School for Creative and Performing Arts (4.8%)
- 150 boarded and 108 alighted at Broad Street and S. Penn Square (4.8%)
- The stops along JFK Boulevard account for sizeable ridership, with the combined stops on 15th, 17th and 18th streets used by roughly 13% of all riders, with 566 boardings and 124 alightings.
- 136 riders board and 73 alight at 30th and Allegheny Avenue (3.9%)
- 136 boardings and 117 alightings at Ridge Avenue and Monastery Avenue (4.7%)

Figure 2 | Weekday Northbound Ridership by Stop



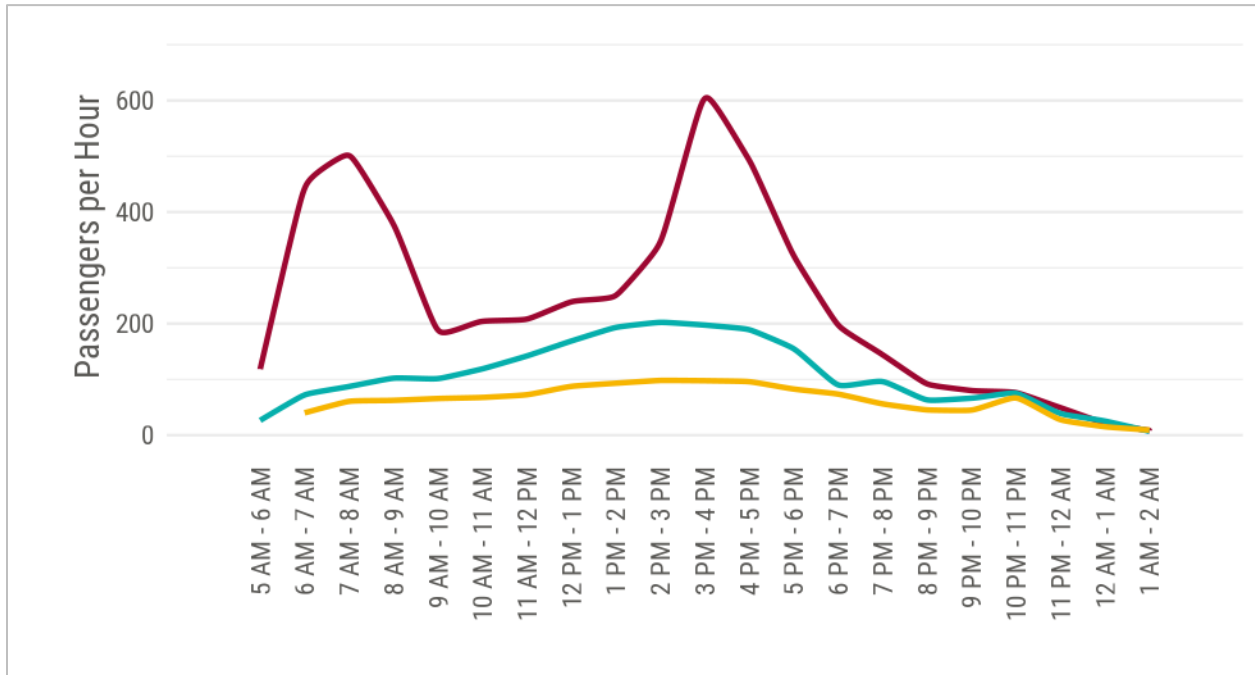
Ridership by Time of Day

Ridership by Hour

On weekdays, pre-pandemic ridership showed strong ridership spikes during the AM and PM peaks (see Figure 3). Midday ridership, on a per hour basis, was between one half and one third as high as peak period ridership. Evening ridership was much lower than midday ridership and gradually decreased after 7:00 PM.

Saturday and Sunday ridership did not exhibit peaks and gradually increased through late afternoon and then gradually decreased.

Figure 3 | Ridership by Hour



Ridership and Maximum Loads by Trip

Weekday ridership per trip is high on most trips, due to a combination of high utilization and the long length of the route (see Figure 4):

- During the AM peak, most trips carry 50-60 passengers, though two trips carry more than 65.
- PM peak ridership is higher than the AM, with most trips carrying around 60 passengers or more including one trip carrying more than 95.
- There is steady turnover along the route. As a result, maximum loads are significantly lower than total ridership and on average, routes do not exceed seated capacity.

On Saturdays, ridership ramped up quickly to approximately 30 riders per trip at 8:00 AM, increasing to around 40 passengers per trip until about 3:00. Ridership declined after around 6:00 PM, decreasing to about 20 passengers per trip. Sunday ridership by trip patterns are similar to those on Saturday.

Figure 4 | Weekday Ridership by Trip

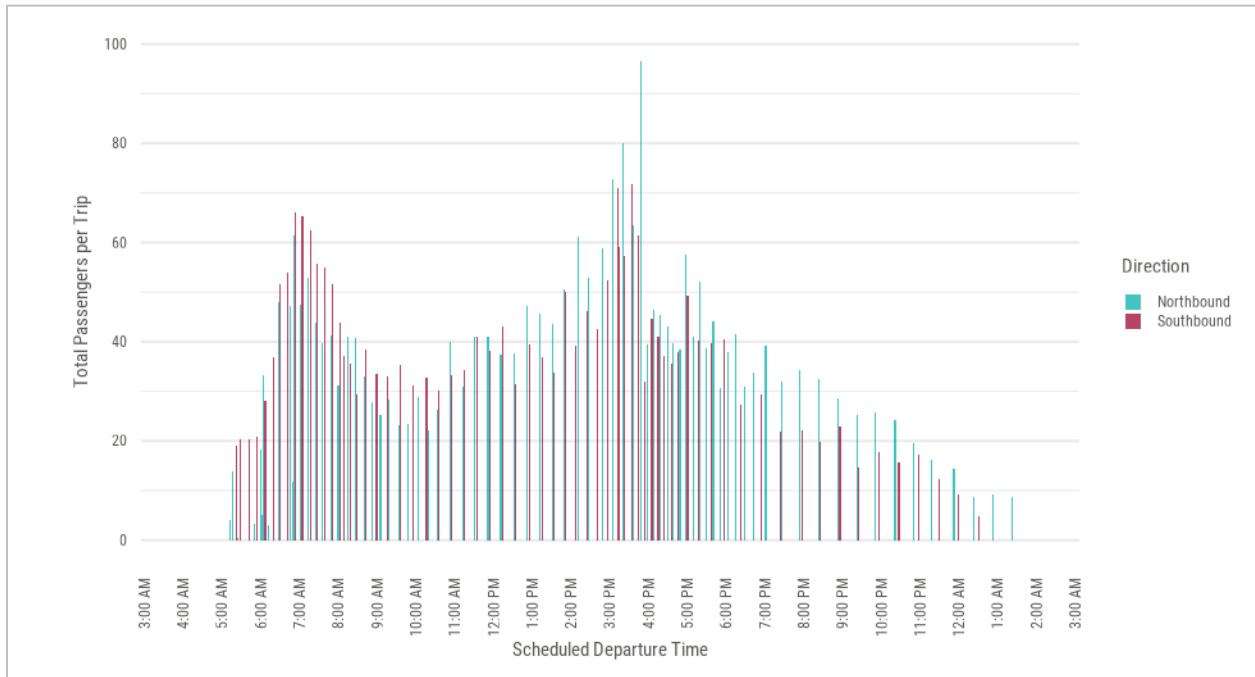
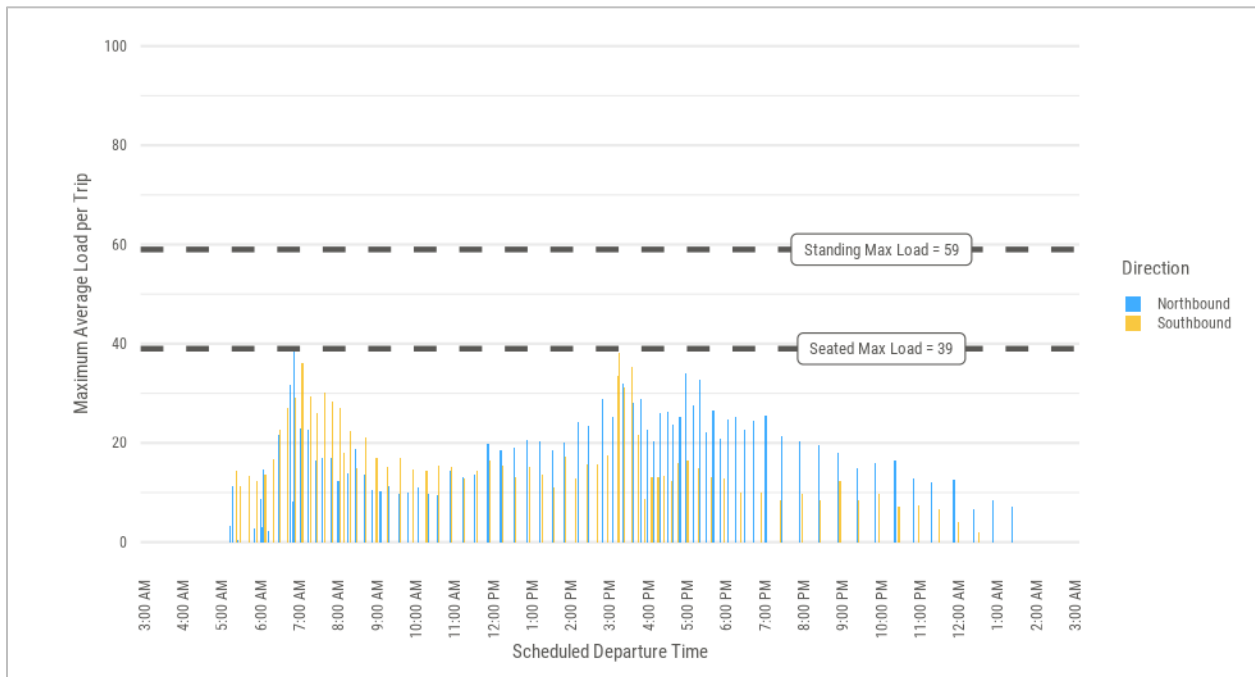


Figure 5 | Weekday Maximum Loads by Trip



ON-TIME PERFORMANCE AND RUNNING TIMES

On-Time Performance

In Fall 2019, Route 32’s on-time performance was 68% on weekdays, 67% on Saturdays, and 74% on Sundays (see Table 4) with off-schedule performance skewing heavily toward late service.

Table 4 | On-Time Performance

	Early (>2 Mins Early)	On Time (<2 Mins Early to 6 Mins Late)	Late (>6 Mins Late)	Missed Trips
Goal		80%		
Fall 2019 Actual				
Weekday	8.4%	67.6%	24.0%	2.4%
Saturday	6.6%	66.8%	26.6%	1.7%
Sunday	8.0%	74.4%	17.6%	1.7%

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

AVERAGE SPEEDS AND STOP SPACING

During peak periods, Route 32 runs at moderate speed along its northern segment but slows down considerably along the southern segment. Operating speeds in South Philadelphia and Center City were very slow, with speeds averaging less than 6 mph (see Figure 6).

Route 32 has an average of eight stops per mile and over 13 stops per mile in some areas (see Figure 7). This means that Route 32’s stops, on average, are 660 feet, or about a two-minute walk apart.

Figure 6 | Average Speeds: PM Peak Southbound

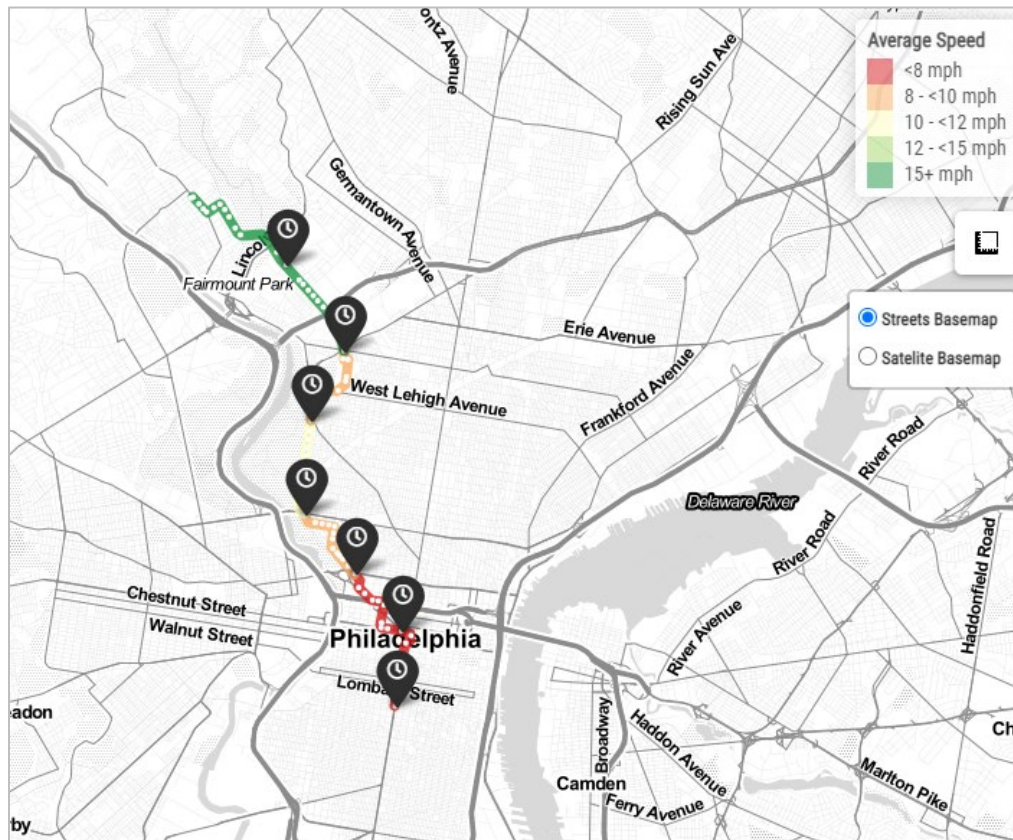
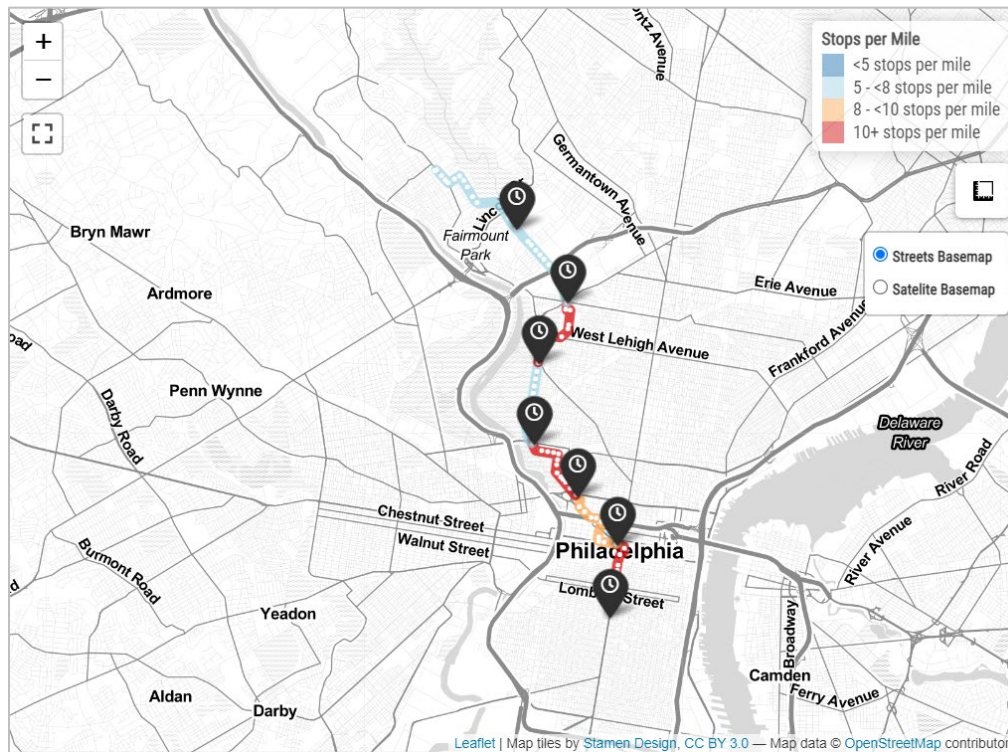


Figure 7 | Stop Spacing by Route Segment


RIDER CHARACTERISTICS

Route 32 riders are significantly more likely to be without a vehicle as compared with SEPTA's entire network (see Table 5). They are also slightly more likely to consist of Black or senior-customers.

Table 5 | Rider Characteristics

	Route 32 Riders	Systemwide Average
Median Household Income	\$36,881	\$32,713
Share in Poverty	30%	30%
Ethnicity		
White	40%	38%
Black	50%	46%
Hispanic	7%	10%
Other	3%	7%
Without a Vehicle	44%	37%
Seniors	18%	15%
With a Disability	2%	2%

SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 32 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Extend Route 32 to Roxborough (Combine with Route 35 [Manayunk Roxborough Loop]):** Adding a portion of Route 35 to the Roxborough segments of the Route 32 alignment would better serve riders traveling within Northwest Philadelphia. For example, a combined Route 32-35 could continue on Roxborough Avenue and turn-onto Manayunk Avenue, from Manayunk Avenue onto Leverington Street or Green Lane, and then terminate in the center of Manayunk. Decisions about where the bus route ends would need to be reviewed in consideration of space for the bus to turn around.
- **Combine with Routes 35 and 49:** Another opportunity would be to combine Route 32 with Routes 35 and 49 to create a new one-seat connection between Roxborough/Manayunk, Center City, University City, and parts of South Philadelphia. Combining the three routes would create a long alignment but combining routes would create new connections while reducing duplication in Strawberry Mansion and Fairmount.
- **Operate All Service to and from Ridge Avenue and Lyceum Avenue:** Service currently operates inconsistently to and from Ridge Avenue and Lyceum Avenue, with several patterns serving three other northern terminals. All service, aside from select trips serving Roxborough High School at Fountain Street and Ridge, could terminate at Ridge Avenue and Lyceum Avenue.
- **Shift Northern Terminal to Ivy Ridge Regional Rail Station:** An alternative to operating service to Ridge Avenue and Lyceum Avenue would be to end Route 32 at Ivy Ridge Regional Rail Station. The station would create a stronger terminal location. It would also pick up portions of Route 35's alignment (see above).
- **Discontinue South Philadelphia Segment:** One potential solution to on-time performance issues would be to operate from Roxborough-Manayunk through northwest Philadelphia terminating at City Hall. While Route 32's southern terminal at Broad and Carpenter has high ridership, the intermediate stops from Walnut Street in Center City through South Philadelphia have lower ridership. In addition, Route 32's alignment south of City Hall is duplicated by Routes 4 and 27 as well as the Broad Street Line. Discontinuing the segment south of City Hall would improve service for most riders while still allowing transfer opportunities for service to Broad and Carpenter. This opportunity would require identifying a suitable layover location near City Hall.
- **Make the Fairmount Portion of the Route More Direct:** Service through the Fairmount neighborhood is circuitous with different alignments (in part due to one-way streets) used in the northbound and southbound directions. A challenge with the Route 32's alignment is that other SEPTA bus routes (Routes 7, 48, and 49) travel via Fairmount to Center City using several different alignments. Streamlining service on consistent corridors could create a frequent transit corridor. Alternatively, Route 32 could take a different path that involves fewer turns, such as taking Poplar Street and the Ben Franklin Parkway in both directions. Using Ben Franklin Parkway would require taking into consideration any planned changes to the Parkway that the City may be implementing, such as removing travel lanes or adding pedestrian space.