

ROUTE 62

9TH-MARKET TO ANDORRA (LTD WK)

KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- Route 62 provides limited peak period, peak direction express service between Andorra and Center City via Roxborough and the Wissahickon Transportation Center.
- The route's primary purpose is to provide a faster one-seat ride to Center City for peak period commuters.
- Most Route 62 boardings are at stops that are served by other more frequently operated SEPTA routes that also serve the Wissahickon Transportation Center (one of which continues to Center City).

ROUTE OVERVIEW

Route 62 provides limited peak period, express service between Andorra and Center City via Roxborough, the Wissahickon Transportation Center, and the Schuylkill Expressway (see Figure 1). Its primary purpose is to provide a faster one-seat ride to Center City for peak-period commuters. Route 62's local segment runs almost entirely on streets that are served by more frequent local bus routes, all of which also provide access to the Wissahickon Transportation Center.

SERVICE OVERVIEW

Schedule

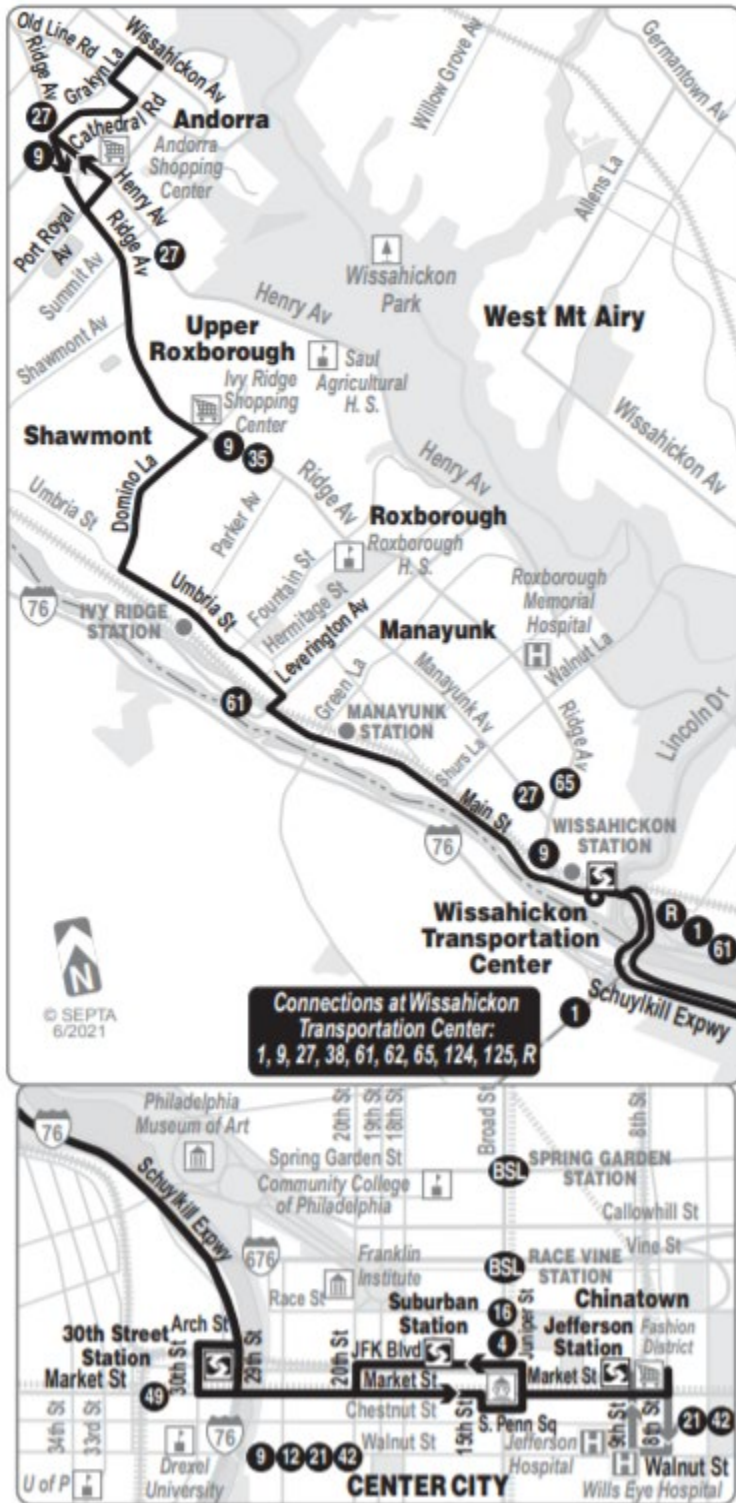
Route 62 operates about every 30 minutes, with service provided only in the peak period. There are 5 morning departures towards Center City between 6:04 AM and 7:45 AM and 5 afternoon departures from Center City between 3:46 PM and 5:43 PM.

Table 1 | Schedule Statistics

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
Weekdays	6:48 AM to 5:44 PM		
AM Peak	6:00 AM - 8:59 AM	21 - 36	29
PM Peak	3:00 PM - 5:59 PM	26 - 32	29

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

Figure 1 | Route Map



Service Patterns

All Route 62 trips operate the same pattern (see Table 2).

Table 2 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Southbound							
229759	Wissahickon Av & Cathedral Rd - FS	9th St & Filbert St - FS	Primary Pattern	0	5	0	0
Northbound							
229760	8th St & Market St	Old Line Rd & Cathedral Rd	Primary Pattern	0	5	0	0

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

RIDERSHIP

In Fall 2019, Route 62 carried 237 passengers on weekday (see Table 3).

Table 3 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	238	N/A	N/A
Rank	114		
Passengers per Revenue Vehicle Hour	13.4	N/A	N/A
Rank	119		

Transfer Patterns

Trips on Route 62 involving a transfer typically involve a transfer to or from the Broad Street and Market-Frankford Lines as well as bus routes within Roxborough-Manayunk. The largest transfer volumes are to and from:

- Market-Frankford Line (5.5% of all trips)
- Route 65 (Germantown-Cheltenham to 69th Street Transportation Center at Wissahickon Transportation Center) (2.5%)
- Route 9 (4th-Walnut to Andorra at Wissahickon Transportation Center) (2.4%)
- Broad Street Line (2.4%)
- Route 27 (Broad-Carpenter to Plymouth Meeting Mall) (2.2%)

Ridership by Stop

Route 62's ridership patterns reflect its design as a service oriented towards peak period, peak direction commuters (see Figure 2). On PM peak trips from Center City, 90% of riders boarded in Center City or near 30th Street Station. Most alightings on the route occurred at stops that are served by other more frequent SEPTA routes. After leaving the Schuylkill Expressway:

- About 7 riders alighted at the Wissahickon Transportation Center
- About 16 riders alighted at stops along Main Street, which is also served by Route 35 and Route 61

- About 16 riders alighted at stops along Umbria Street and Domino Lane, which is also served by Route 35
- About 53 riders alighted at stops on Ridge Avenue, which is also served by Route 9
- About 12 riders alighted at stops after Ridge Avenue and Cathedral Road, which are only served by Route 62

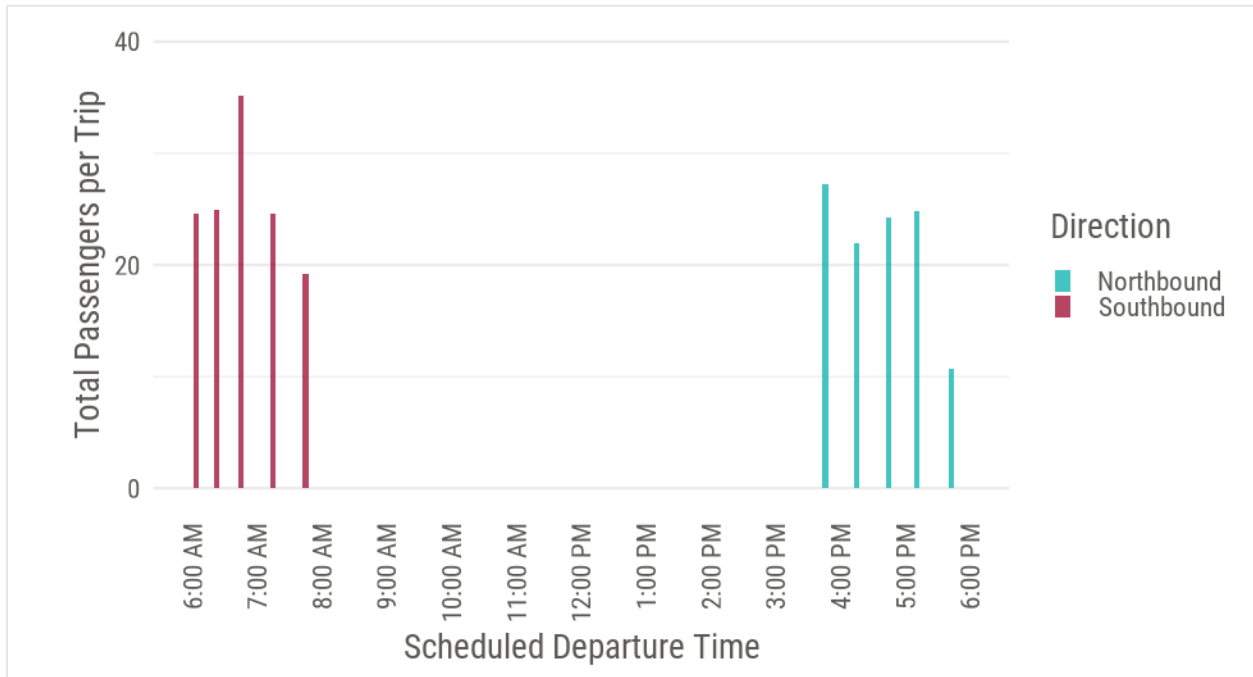
Figure 2 | Weekday Northbound Ridership by Stop


Ridership by Time of Day

Ridership and Maximum Loads by Trip

During the AM and PM trips, most trips carry between 20 and 30 total passengers, with one trip carrying 30 passengers during AM peak. The last trip around 6:00 PM ridership drops off to less than 10 passengers per trip (see Figure 3). Ridership is significantly low on this route that trips operate below seated capacity on average.

Figure 3 | Weekday Ridership by Trip



ON-TIME PERFORMANCE AND RUNNING TIMES

On-Time Performance

In Fall 2019, Route 62’s on-time performance was 63.9% on weekdays. Route 62’s on-time performance is below standard, over 23.5% of all trips were late and roughly 13% of all trips were early (see Table 4). On-time performance was likely affected by highly variable congestion on the Schuylkill Expressway.

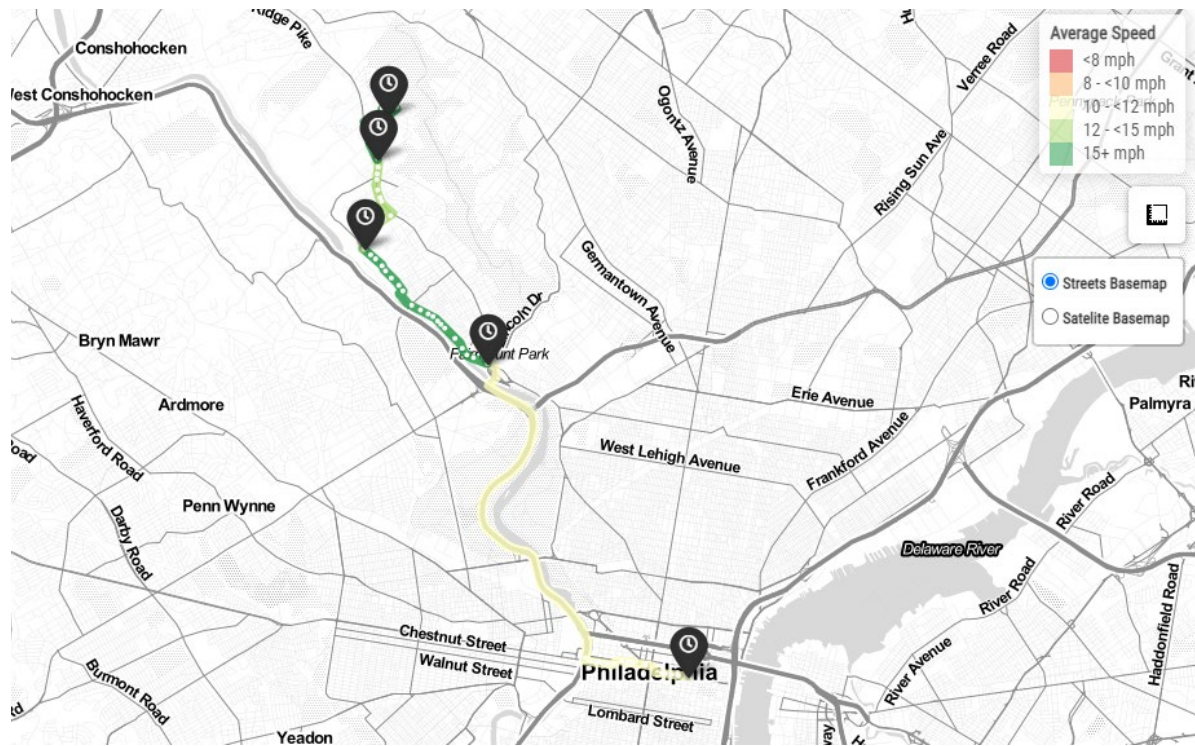
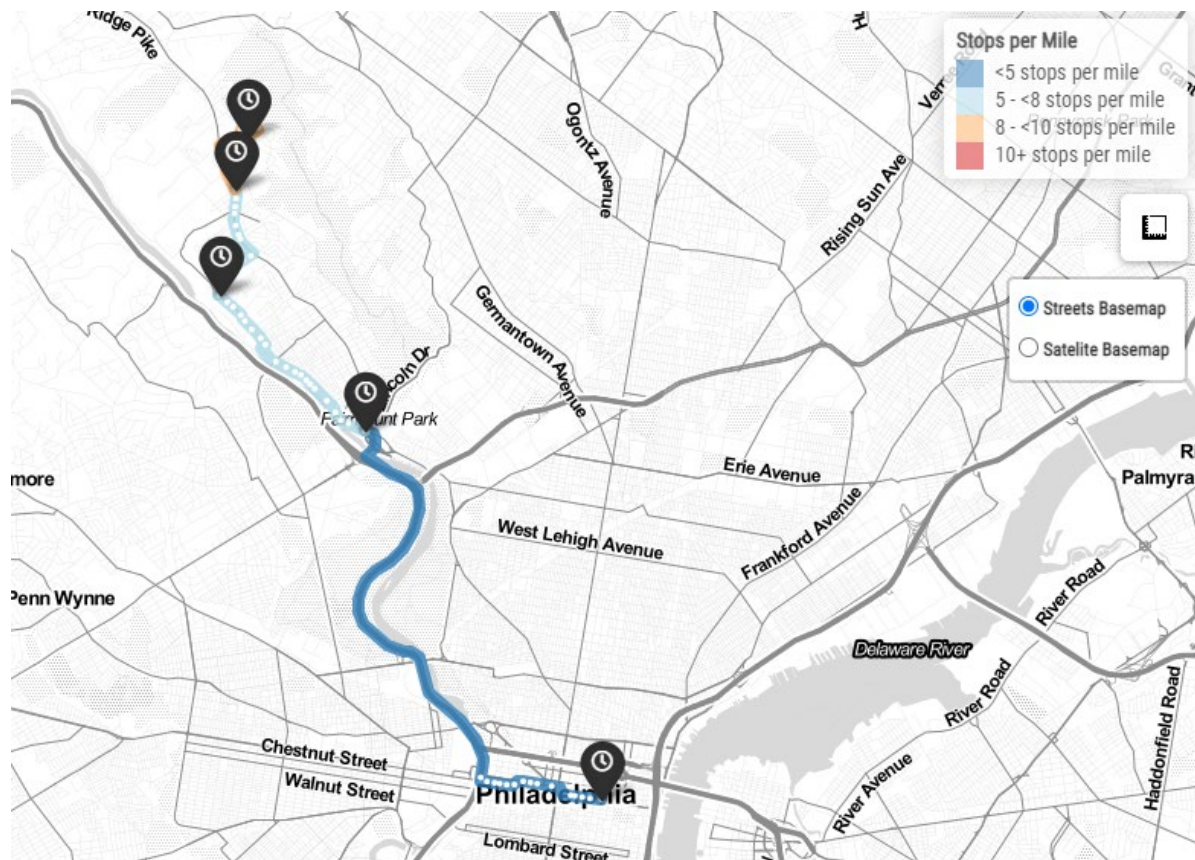
Table 4 | On-Time Performance

	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	12.6%	63.9%	23.5%	0.0%
Saturday	-	-	-	-
Sunday	-	-	-	-

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

AVERAGE SPEEDS AND STOP SPACING

Route 62 operates at comparatively high speeds on its local segment between Andorra and the Wissahickon Transportation Center (see Figure 4). However, it operates at moderate speeds (between 10 and 12 mph) on its express segment along the Schuylkill Expressway, which is typically congested during peak hours when Route 62 is running.

Figure 4 | Average Speeds: PM Peak Northbound

Figure 5 | Stop Spacing by Route Segment


Route 62 has adequate stop spacing for most of its length with most areas having between five to eight stops per mile (see Figure 5).

RIDER CHARACTERISTICS

Route 62 ridership has higher median incomes, a smaller portion of people in poverty and more white riders as compared with SEPTA's systemwide average (see Table 5).

Table 5 | Rider Characteristics

	Route 62 Riders	Systemwide Average
Median Household Income	\$39,198	\$32,713
Share in Poverty	26%	30%
Ethnicity		
White	47%	38%
Black	41%	46%
Hispanic	7%	10%
Other	5%	7%
Without a Vehicle	32%	37%
Seniors	14%	15%
With a Disability	2%	2%

SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 62 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route:

- Consolidate Route 62 with Route 27:** Given Route 62's low ridership the similarity of alignment of the two routes, and the much more extensive schedule offered by Route 27, consolidation of Routes 62 and 27 would enable levels on Route 27 to be upgraded to operate with increased frequency. Combining the routes would also help simplify the network and reduce duplication.