

MANAYUNK-ROXBOROUGH

Routes: 9, 27, 32, 35, 61, 62

Manayunk and Roxborough are neighborhoods in northwest Philadelphia, east of the Schuylkill River and west of the Wissahickon Valley Park. The area has moderate to strong transit demand, driven primarily by its high population density. Manayunk-Roxborough is also isolated by geography, making connections to other parts of the urbanized area critical.

NETWORK DESIGN

Manayunk-Roxborough Transit Network

Manayunk-Roxborough is primarily served by two distinct route types:

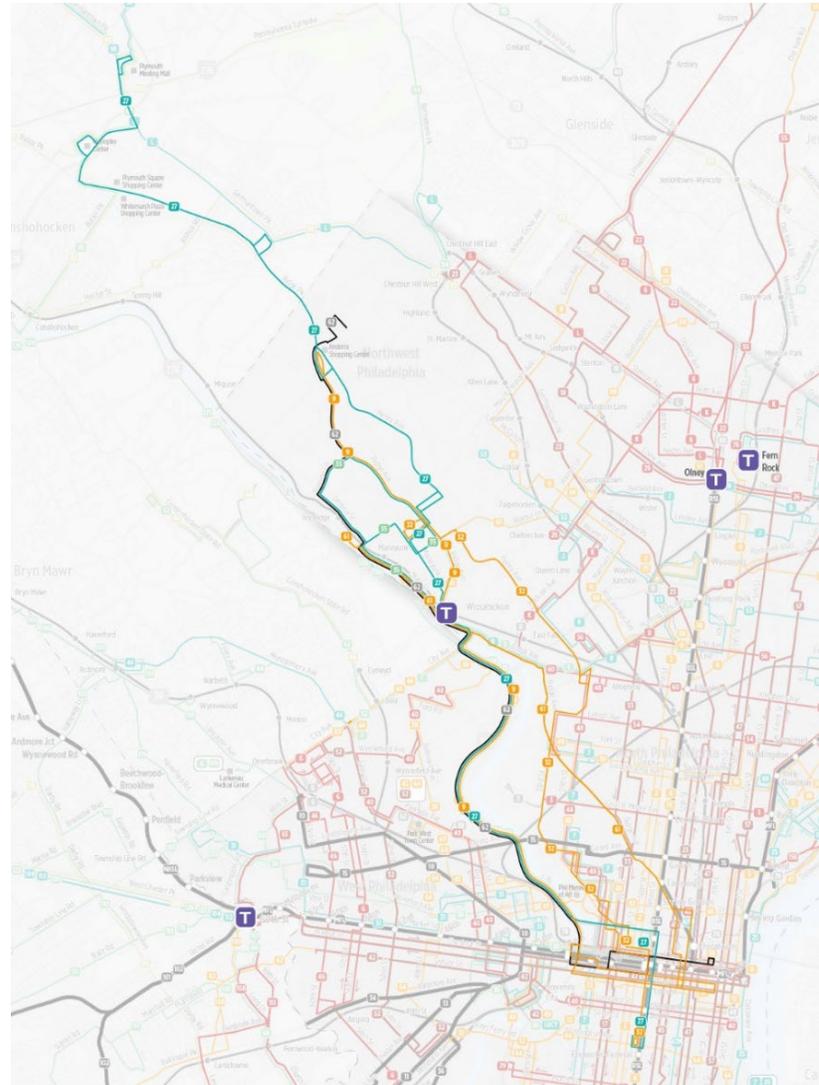
- **Express routes** that run locally through the area and then express to Center City via the Schuylkill Expressway.
- **Local routes** that run through the area and then continue towards Center City via North Philadelphia.

Wissahickon Transportation Center serves as the primary bus hub for Manayunk-Roxborough. Nearly all routes in this area run through this transportation center, where riders can access crosstown service to West Philadelphia and Germantown as well as routes running towards King of Prussia.

MAJOR FINDINGS

Most Manayunk-Roxborough routes have moderate ridership, with between 4,000 and 5,000 weekday boardings per day in Fall 2019. Ridership is much lower on Route 35, a local circulator, and Route 62, a limited-service express route.

Much of the bus network in this area is duplicative and complex. Ridge Avenue and Main Street are both served by multiple routes connecting similar destinations. Several routes also cut across the area to serve different streets, making it difficult to complete local trips on a single corridor.



On-time performance is low, with most routes operating less than 70% of trips on schedule. Performance is particularly low on routes that operate with express service to Center City, driven by significant and variable congestion on the Schuylkill Expressway. This congestion impacts both trips to Center City and local circulation within Manayunk-Roxborough. Several of these routes, such as Route 9 on Ridge Avenue, also provide the primary local service on major corridors through the area.

OPPORTUNITIES

The following opportunities focus on how to improve the SEPTA bus network in the Manayunk-Roxborough area. Opportunities for individual routes are included in each route evaluation.

Reorganize and Simplify the Network: The Manayunk-Roxborough network is complex, in part because most corridors are served by multiple routes. Several routes also operate across multiple parallel corridors without providing any new connections. Reorganizing and simplifying the network in this area should make transit easier to understand, facilitate both local and commuter trips, and improve operational performance. Potential changes could include combining routes, focusing services on key corridors such as Ridge Avenue, and providing stronger connections to adjacent neighborhoods.

Operate Frequent Service on Ridge Avenue: Ridership in Manayunk-Roxborough is strongest on the Ridge Avenue corridor, primarily served by Route 9 4th-Walnut to Andorra, and the crosstown service provided by Route 65 between Germantown and West Philadelphia via City Avenue. This corridor should be considered for all day frequent service and routes on this congested corridor would benefit from transit priority measures, enhanced stop amenities, and all-day frequent service.

Identify Strategies to Improve On-Time Performance for Expressway Routes: Manayunk-Roxborough's Center City express routes have extremely substandard on-time performance, driven primarily by significant and variable congestion on the Schuylkill Expressway. SEPTA should continue working to improve the on-time performance of these routes, potentially with strategies such as:

- Active headway management and/or schedule adjustments
- Starting/ending some or all trips near 30th Street Station, where riders could transfer to the Market-Frankford Line, to reduce delays due to congestion in Center City. This strategy would require identifying a suitable layover location at 30th Street Station.
- Transit priority measures within Center City
- Splitting some or all local service segments from expressway segments, with riders transferring at Wissahickon Transportation Center

Complete Improvements to Wissahickon Transportation Center: Manayunk-Roxborough's primary bus hub, Wissahickon Transportation Center, has constrained capacity during peak periods. These constraints limit operational flexibility and restrict improvements to crosstown service between West, Northwest, and North Philadelphia. Planned improvements to Wissahickon Transportation Center will address these challenges, creating more flexibility for network design and improving operational performance.

Create a Bus Terminal at Ivy Ridge Station: SEPTA operates several routes on the Main Street corridor north of Wissahickon Transportation Center, most notably Route 61 (9th-Market to Manayunk). Developing Ivy Ridge Station as a bus terminal would improve operational performance of this route, facilitate connections to Regional Rail, and provide SEPTA with more flexibility for future route designs.