

ROUTE 150

Parks Casino to Plymouth Meeting Mall

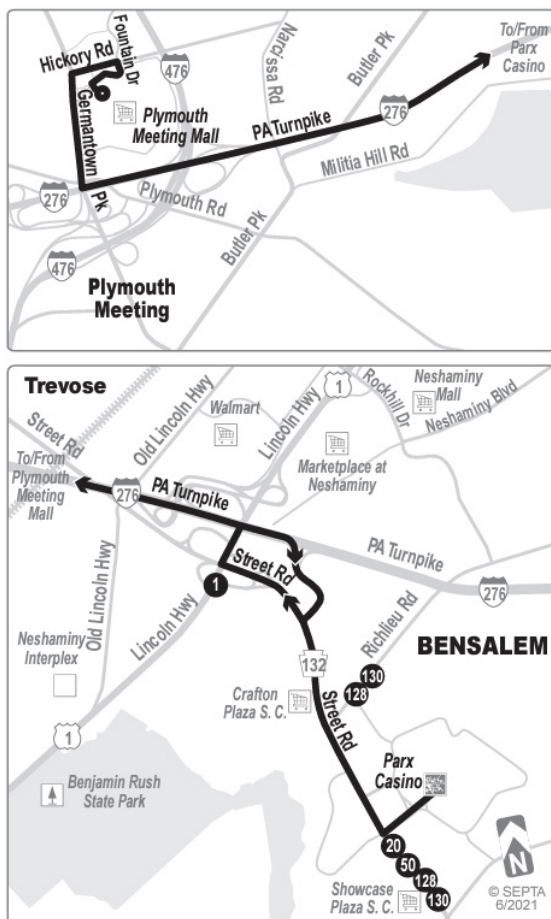
KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 150 travels east-west between Plymouth Meeting Mall and Parx Casino, providing riders with limited-stop service and connections to several SEPTA routes. Operationally, Route 150 trips are pull-in/pull-out trips for buses leaving from or traveling to depots.*
- *It is a low ridership route that carried only 36 riders per day in Fall 2019.*
- *The main challenge facing Route 150 is substandard ridership making it an ideal candidate to be discontinued.*

ROUTE OVERVIEW

Route 150 travels east and west between Plymouth Meeting Mall and Bensalem primarily along the PA Turnpike and Street Road (see Figure 1). It provides limited-stop service to and from Plymouth Meeting Mall and the Parx Casino, which offers connections to Routes 1, 20, 50, 128, and 130.

Figure 1 | Route Map



SERVICE OVERVIEW

Schedule

Route 150 operates 12 hours a day on weekdays and 16 hours a day Saturdays. Frequencies vary by time of day (see Table 1):

- On weekdays, service during the PM peak period operates with average headways of 50 minutes. During middays service averaged every 60 minutes.
- On Saturdays, service operates at an average of every 145 minutes during the day and every 104 minutes during the night.

Table 1 | Schedule Statistics

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
Weekdays	11:43 AM to 11:19 PM		
Early AM	4: 00 AM to 5:59 AM		
AM Peak	6:00 AM to 8:59 AM		
Midday	9:00 AM to 2:59 PM	45 – 75	60
PM Peak	3:00 PM to 5:59 PM	40 – 60	50
Evening	6:00 PM to 9:59 PM	65 – 165	122
Late Night	10:00 PM to 11:59 PM	90 – 90	90
Owl	Midnight to 3:59 AM		
Saturdays	6:58 AM to 11:15 PM		
Day	8:00 AM to 5:59 PM	80 – 211	145
Night	6:00 PM to 7:59 AM	45 – 190	104

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

Service Patterns

Route 150 has two service patterns; one primary service pattern for eastbound trips and one primary service for westbound trips (see Table 2).

Table 2 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Eastbound							
230803	Plymouth Meeting Mall	Parx Casino			5	4	0
Westbound							
230804	Parx Casino	Plymouth Meeting Mall			7	6	0

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

RIDERSHIP

In the Fall 2019, Route 150 carried 36 riders on weekdays, and 29 riders on Saturdays (see Table 3).

Table 3 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	36	29	
Rank	121	114	
Passengers per Revenue Vehicle Hour	5.8	4.8	
Rank	121	114	

Transfer Patterns

Nearly 12 percent of trips involve a transfer to or from Route L at Plymouth Meeting Mall. The largest transfer rates are to and from:

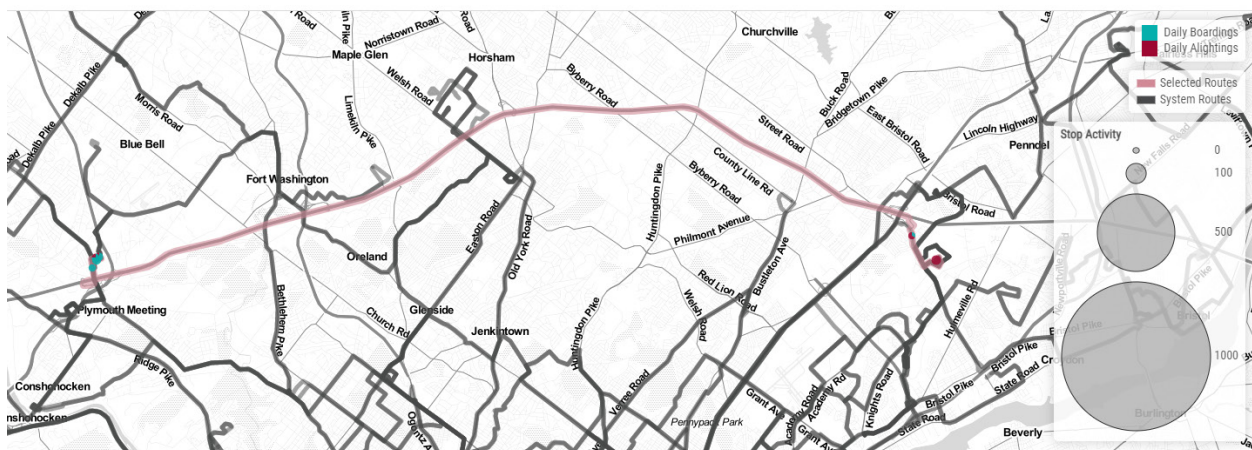
- Route L (Bethlehem Pike and Montgomery Avenue or Plymouth Meeting Mall to Olney transportation Center) (11% of all trips)
- Route 98 (Harvest Drive and Union Meeting Road or Plymouth Meeting Mall to Norristown Transportation Center) (5%)
- Route 27 (Broad Street and Carpenter Street to Plymouth Meeting Mall) (5%)

Ridership by Stop

The following stops showed some ridership activity:

- 18 alightings at Parx Casino
- 12 boardings at Plymouth Meeting Mall

Figure 2 | Weekday Westbound Ridership by Stop



Ridership by Time of Day

Due to the limited number of trips, there is no data available for analyzing ridership by time of day.

Ridership and Maximum Loads by Trip

In Fall 2019, Route 150 showed a weekday average of three riders per trip, with ridership greatest on those trips made during the 11:00 AM and 3:00 PM hours (see Figure 3):

- Midday trips carried one to seven riders per trip
- PM Peak trips carried one to five riders per trip

As previously mentioned, ridership is greatest at Plymouth Meeting Mall and Parx Casino. Additionally, maximum loads are far below seated capacity on all trips (see Figure 4).

Ridership on Saturdays was greatest between 11:00 AM and 3:00 PM, with an average of three riders per trip.

Figure 3 | Fall 2019 Weekday Ridership by Trip

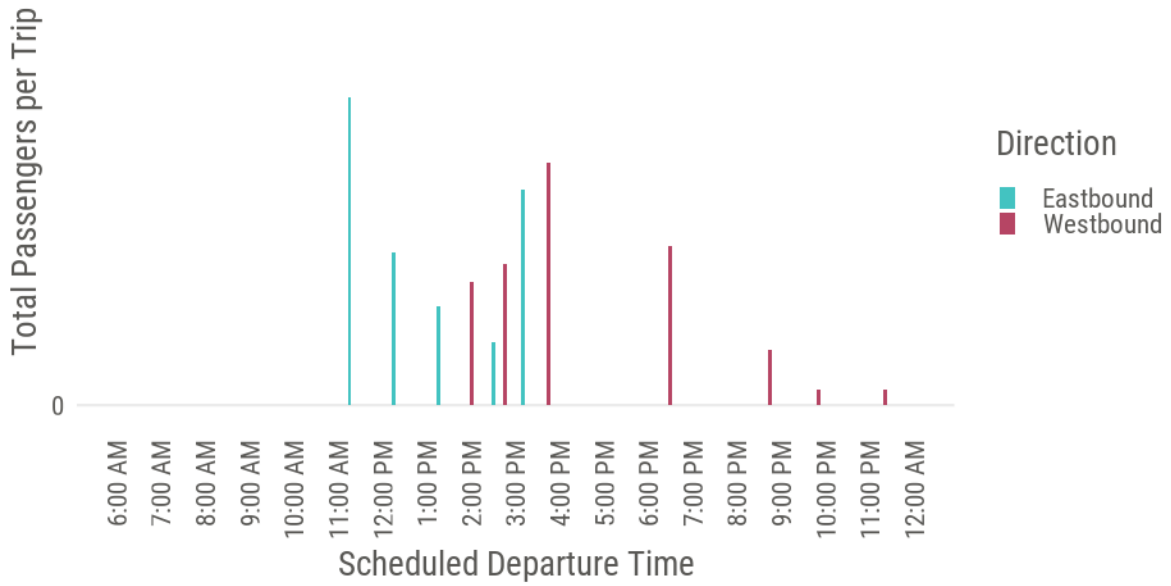
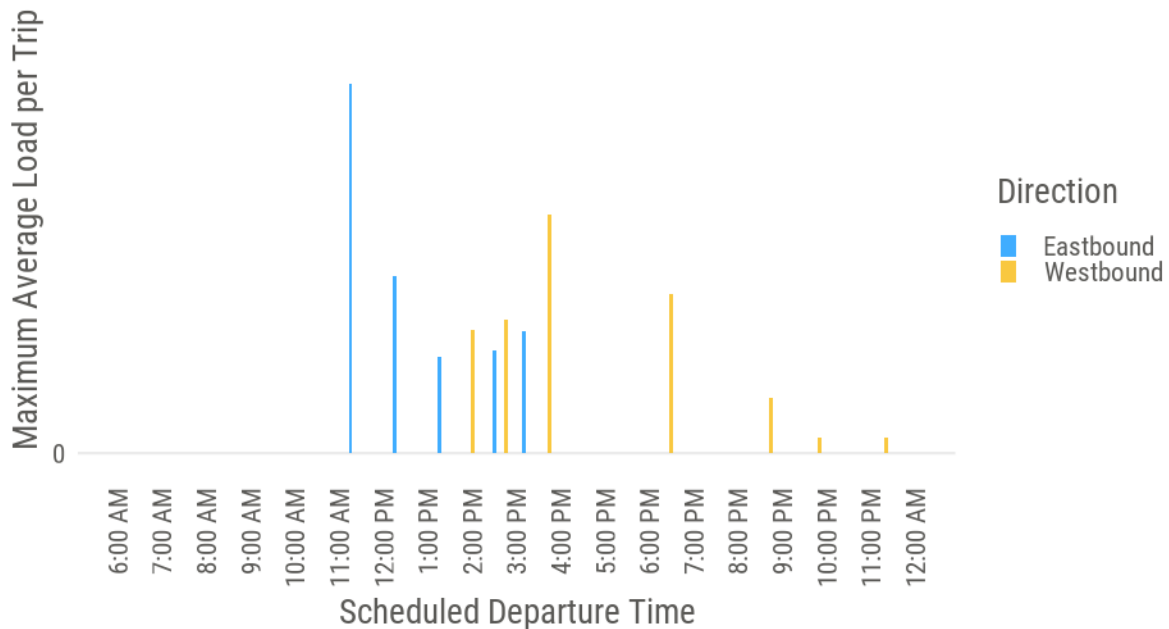


Figure 4 | Fall 2019 Weekday Maximum Loads by Trip



ON-TIME PERFORMANCE AND RUNNING TIMES

On-Time Performance

In Fall 2019, Route 124 showed substandard on-time performance with 59 percent of weekday trips meeting SEPTA’s standard. Weekends also displayed substandard performance, with 64 percent of Saturday and Sunday trips meeting SEPTA’s standard (see Table 4).

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
Goal		80%		
Fall 2019 Actual				
Weekday	21.4%	74.6%	3.9%	1.3%
Saturday	25.3%	74.2%	0.4%	0.0%

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

AVERAGE SPEEDS AND STOP SPACING

Weekday speeds on Route 150 are strong, with the entire route measuring faster than 15 miles per hour. Most of the route is on the Pennsylvania Turnpike, where buses struggle to keep up with the posted speed of 70 miles per hour or the actual flow of traffic. Speed data for Saturdays was not available.

Due to the route’s limited stop service design, Route 150 has fewer than 5 stops per mile.

Figure 5 | Fall 2019 PM Peak Eastbound Speeds

Figure 6 | Stop Spacing by Route Segment


RIDER CHARACTERISTICS

As compared with SEPTA's service area, a lower percentage of Route 150 riders are in poverty or black (see Table 5). A much high percentage of seniors use Route 150, and a lesser percentage of riders are without a vehicle.

Table 5 | Rider Characteristics

	Route 150 Riders	Systemwide Average
Median Household Income	\$37,376	\$32,713
Share in Poverty	22%	30%
Ethnicity		
White	55%	38%
Black	27%	46%
Hispanic	10%	10%
Other	8%	7%
Without a Vehicle	21%	37%
Seniors	62%	15%
With a Disability	2%	2%

SERVICE IMPROVEMENT OPPORTUNITIES

Discontinue Route: Route 150 carries extremely low ridership on weekdays and Saturdays. The buses that currently operate on Route 150 should be returned to non-revenue service, saving on the extra mileage and running time from Frontier District to Plymouth Meeting Mall and from the ends of lines on other routes to Parx Casino. Route 150 is proposed for discontinuation.