

# ROUTE 75

## Wayne Junction to Arrott Transportation Center

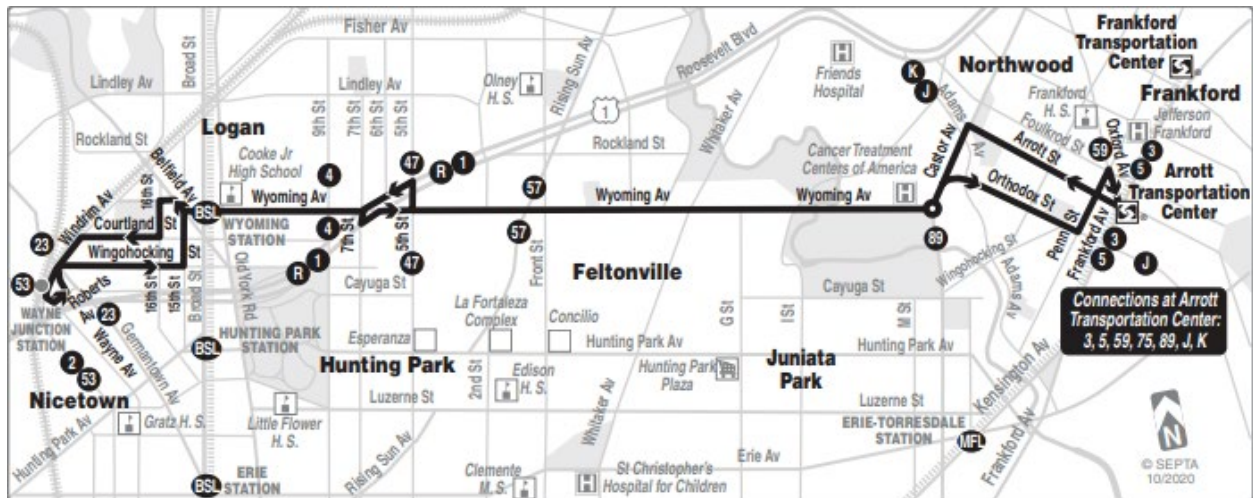
### KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 75 is a trackless trolley route which travels east-west through North Philadelphia along Wyoming Avenue between Wayne Junction Station and Arrott Transportation Center. Weekday ridership was more than 3,000 in Fall 2019 with many passengers transferring to other services.*
- *Route 75 has strong on-time performance which is attributable to its relatively short 4.8-mile alignment. This route length may enable SEPTA to extend the route northward to Frankford Transportation Center using existing active catenary.*
- *Currently, during the PM Peak service is more frequent and has higher ridership than the AM Peak. Aligning the morning frequency with the afternoon could attract new ridership.*

### ROUTE OVERVIEW

Route 75 travels east-west in North Philadelphia along Wyoming Avenue using trackless trolley vehicles (see Figure 1). The alignment is simple and direct, and almost half of riders transfer to subway lines. The existing service is more frequent and has higher ridership in the afternoon peak than in the morning peak period.

Figure 1 | Route Map



### SERVICE OVERVIEW

#### Schedule

Route 79 operates 20 hours on all days of the week. Service begins at 5:00 AM on weekdays and 5:25 AM on weekends, and service ends at 1:47 AM every day. Frequencies vary by time of day (see Table 1).

- On weekdays, service during peak periods has average headways of 18 minutes during the AM peak and 13 minutes during the PM peak. During middays service is every 18 minutes on average.
- On weekends, service frequencies average every 28 minutes during the day, and every 39 minutes during weekend nights.

**Table 1 | Schedule Statistics**

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
<b>Weekdays</b>	5:00 AM to 1:47 AM		
Early AM	5:00 AM to 5:59 AM	27-31	29
AM Peak	6:00 AM to 8:59 AM	15-28	18
Midday	9:00 AM to 2:59 PM	15-21	18
PM Peak	3:00 PM to 5:59 PM	10-19	13
Evening	6:00 PM to 9:59 PM	18-44	27
Late Night	10:00 PM to 11:59 PM	52-59	56
Owl	Midnight to 1:47 AM	59-60	60
<b>Saturdays</b>	5:25 AM to 1:47 AM		
Day	8:00 AM to 5:59 PM	27-30	28
Night	Before 8:00 AM & After 5:59 PM	29-60	39
<b>Sundays</b>	5:25 AM to 1:47 AM		
Day	8:00 AM to 5:59 PM	27-30	28
Night	Before 8:00 AM & After 5:59 PM	29-60	39

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

## Service Patterns

Route 75 has three service patterns: two in the eastbound direction and one westbound (see Table 2). Some eastbound trips do not enter Arrott Transportation Center but instead drop off passengers on the street nearby.

**Table 2 | Service Patterns**

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
<b>Westbound</b>							
229863	Arrott Transportation Center	Windrim Avenue & Wayne Avenue	Primary Pattern	0	59	38	38
<b>Eastbound</b>							
229865	Windrim Avenue & Wayne Avenue	Arrott Transportation Center	Primary Pattern	0	45	29	32
229864	Windrim Avenue & Wayne Avenue	Oxford Avenue & Frankford Avenue	Alternate Drop-off Location	1	14	9	6

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

## RIDERSHIP

In Fall 2019, Route 75 carried 3,197 passengers on weekdays, 1,417 on Saturdays, and 1,085 on Sundays (see Table 3). The route is short, so it ranks higher for productivity than ridership, as measured by passengers per revenue vehicle hour.

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

	Weekdays	Saturdays	Sundays
<b>Daily Ridership</b>	<b>3,197</b>	<b>1,417</b>	<b>1,085</b>
Rank	60	59	57
<b>Passengers per Revenue Vehicle Hour</b>	<b>61.8</b>	<b>46.5</b>	<b>35.6</b>
Rank	21	28	43

### Transfer Patterns

Many Route 75 trips involve a transfer to or from rapid transit services. The largest transfer rates are to and from:

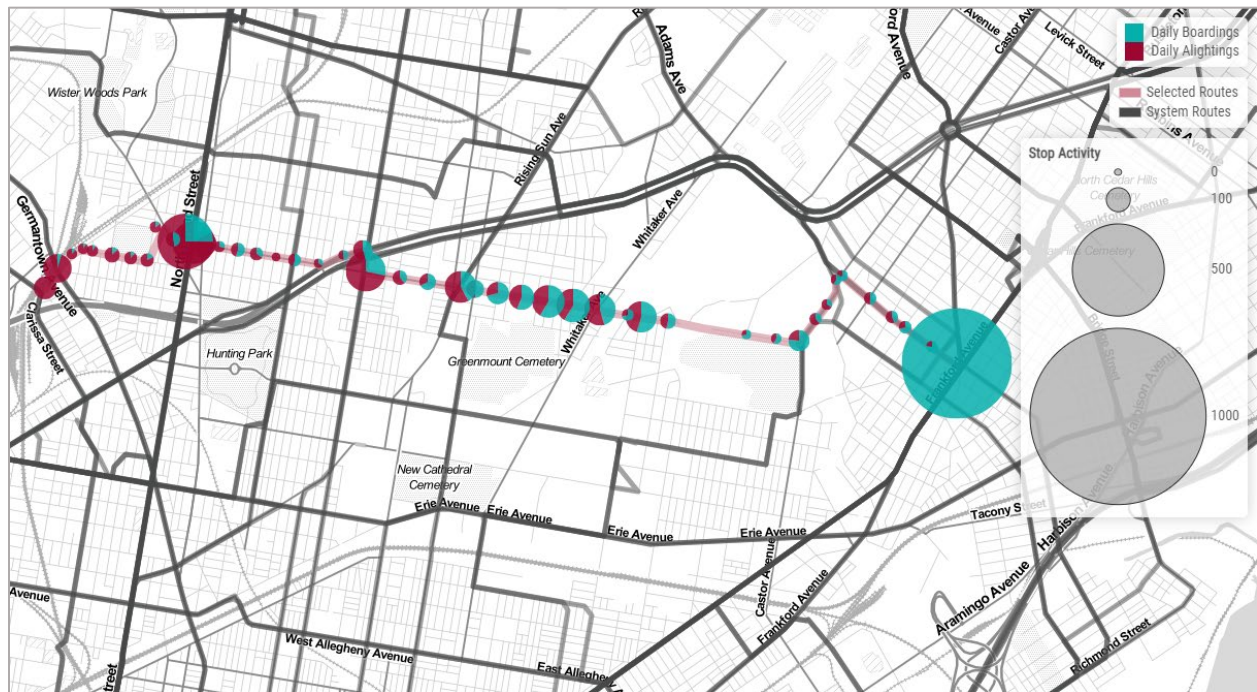
- Broad Street Line (24.9% of all trips)
- Market-Frankford Line (20.8%)
- Route 47 Whitman Plaza to 5<sup>th</sup>-Godfrey (6.1%)
- Route 57 Whitman Plaza to Rising Sun-Olney or Fern Rock Transportation Center (3.4%)
- Route 23 Center City to Chestnut Hill (3.1%)

Weekend transfer patterns are similar.

### Ridership by Stop

Other than the transfer points with subway lines, the route segment with the most consistent activity is on Wyoming Avenue between 5<sup>th</sup> Street and G Street (see Figure 2). For westbound weekday trips, some highlights include:

- 597 passengers boarded at the origin (Arrott Transportation Center)
- 53 passengers boarded and 132 alighted at 5<sup>th</sup> Street at Wyoming Avenue
- There were 103 boardings and 376 alightings at Broad Street at Wyoming Avenue (2 combined stops)
- 194 passengers alighted at the final two stops on Windrim Avenue

**Figure 2 | Weekday Westbound Ridership by Stop**


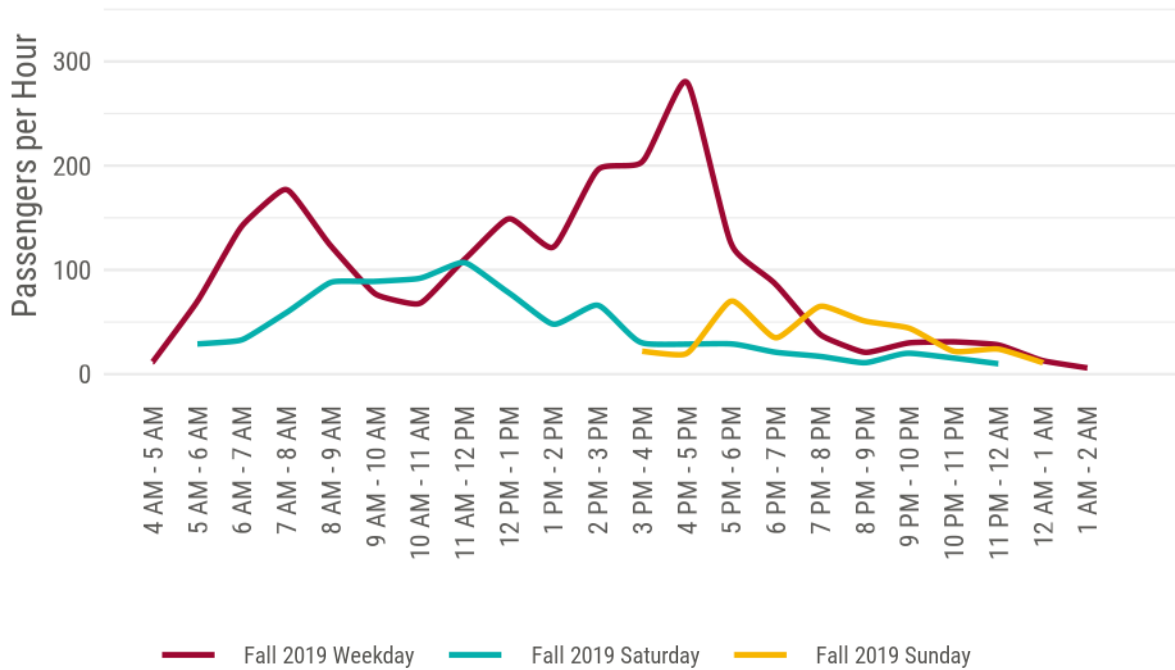
## Ridership by Time of Day

### Ridership by Hour

In Fall 2019, weekday ridership was highest during the afternoon peak (see Figure 3). Demand was less overall in the morning, which may indicate that some riders are using a different route for their AM trip (there is also more frequent service on Route 75 during the PM Peak than AM Peak). Midday ridership was less than half of the PM peak. Ridership decreases quickly after 5:00 PM.

Saturday ridership was greatest in the late morning and early afternoon. There is incomplete data for Sundays.

Figure 3 | Ridership by Hour: Fall 2019



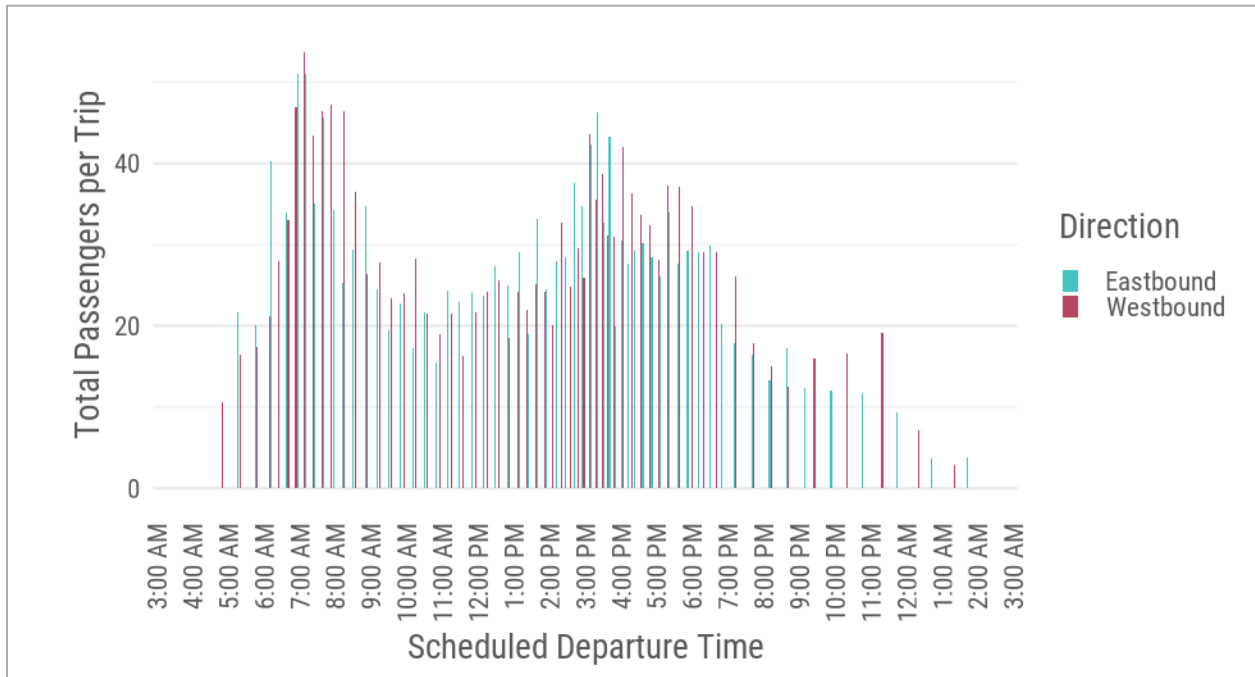
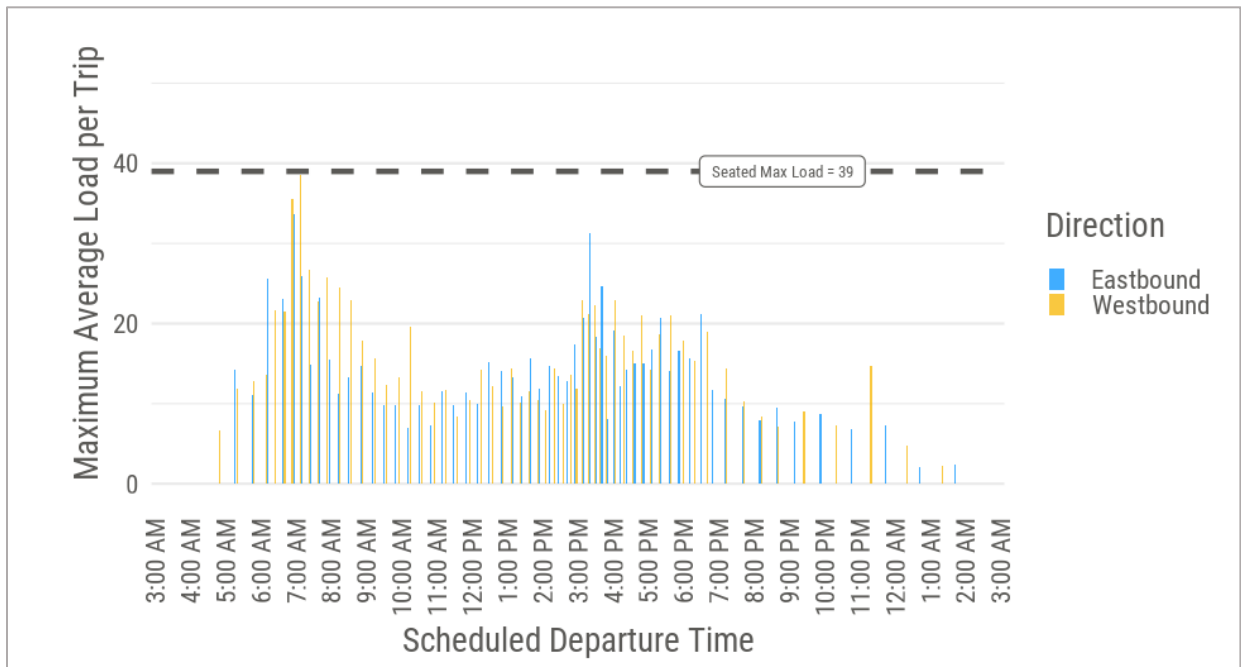
### Ridership and Maximum Loads by Trip

In Fall 2019, weekday ridership per trip was moderate with higher ridership during peak periods (see Figure 4):

- AM peak trips carried 35 to 50 passengers
- Midday trips carried 25 to 35 passengers
- PM peak trips carried 30 to 45 passengers
- After 7:00 PM, ridership decreased to 20 riders per trip
- After midnight ridership was 10 or fewer riders per trip

There is turnover along Route 75 so maximum loads are below seating capacity on all trips (see Figure 5).

Ridership on weekend days was steady with most trips carrying between 20 and 30 riders, and Sunday ridership per trip is slightly lower than Saturdays.

**Figure 4 | Fall 2019 Weekday Ridership by Trip**

**Figure 5 | Fall 2019 Weekday Maximum Loads by Trip**


## ON-TIME PERFORMANCE AND RUNNING TIMES

### On-Time Performance

In Fall 2019, Route 75 had strong on-time performance with 81% of weekday trips meeting SEPTA’s standard. Saturdays and Sundays also had strong on-time performance with 87% of trips meeting the on-time performance standard (see Table 4). This is likely attributable to the short length of the route as well as a somewhat less congested operating environment. 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>		80%		
<b>Fall 2019 Actual</b>				
Weekday	10.5%	81.0%	8.6%	1.1%
Saturday	7.2%	86.8%	5.9%	1.4%
Sunday	9.9%	86.6%	3.5%	1.1%

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

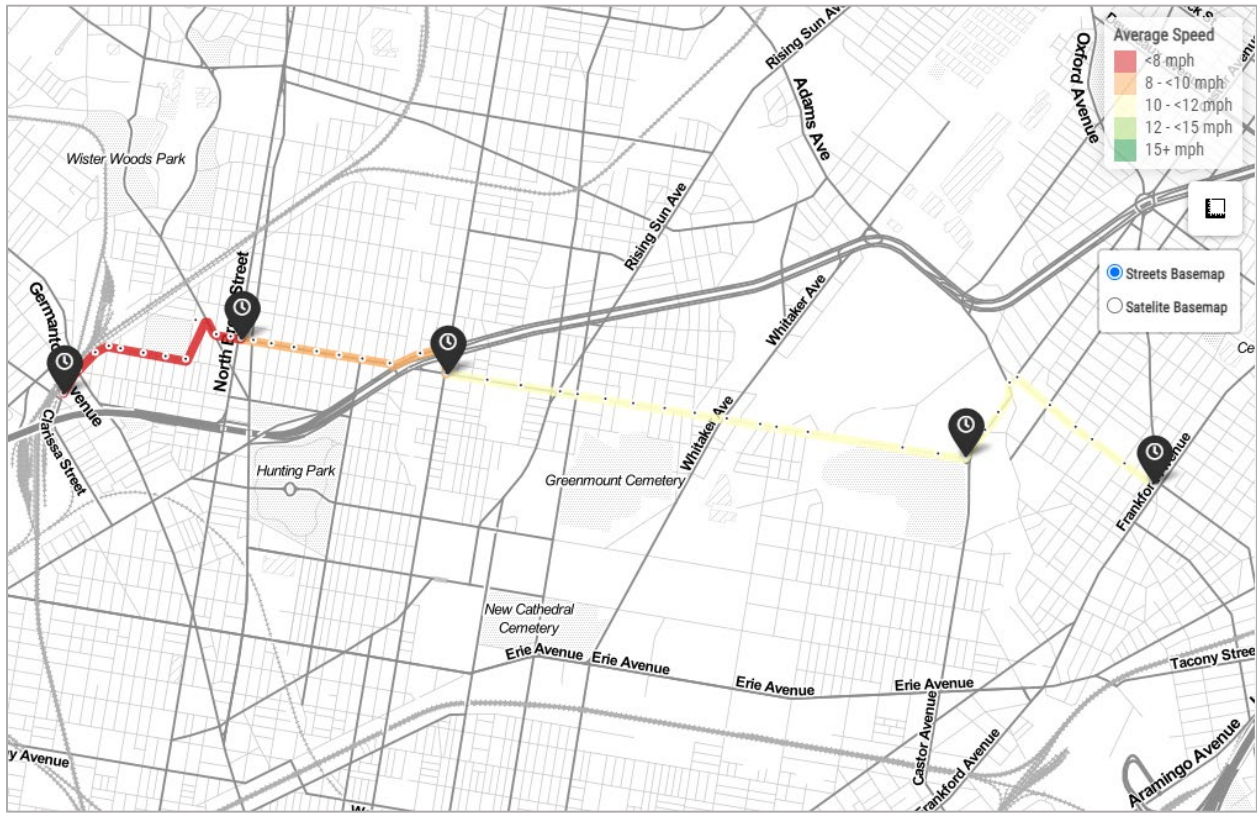
## AVERAGE SPEEDS AND STOP SPACING

Weekday speeds on Route 75 are slow, with buses traveling slowest on the westernmost segment between Wayne Junction and Broad Street (see Figure 6).

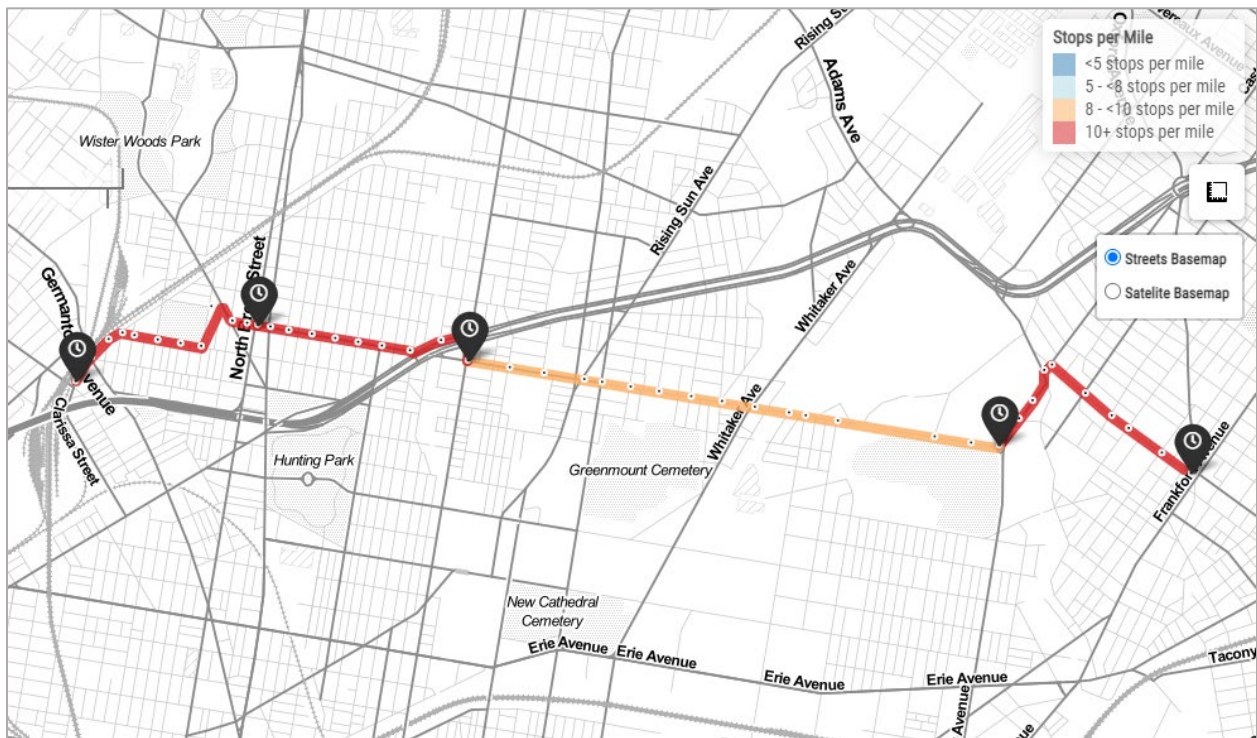
Slow speeds result in part from stop spacing. Stops on Route 75 average about 10 per mile along the entire corridor and some segments have more than 12 stops per mile (see Figure 7).



**Figure 6 | Fall 2019 PM Peak Westbound Speeds**



**Figure 7 | Stop Spacing by Route Segment**





## RIDER CHARACTERISTICS

As compared with SEPTA’s entire service area, Route 75 riders are more likely to be Black or Hispanic, have lower incomes, and lack access to a vehicle (see Table 5).

**Table 5 | Rider Characteristics**

	Route 75 Riders	Systemwide Average
Median Household Income	\$25,339	\$32,713
Share in Poverty	39%	30%
Ethnicity		
White	14%	38%
Black	58%	46%
Hispanic	25%	10%
Other	3%	7%
Without a Vehicle	45%	37%
Seniors	16%	15%
With a Disability	2%	2%

## SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 75 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- Consolidate Bus Stops:** Particularly for the segments west of Roosevelt Boulevard where speeds are slowest and bus stops are more closely spaced, reducing the number of stops can improve service without significantly increasing walk times for riders.
- Adjust Frequency:** Increasing AM Peak frequency to match that of the PM Peak could attract ridership. Meanwhile, midday frequency could likely be reduced and still meet the demand.
- Extend to Frankford Transportation Center:** Active catenary for trackless trolleys is already in place between Arrott Transportation Center and Frankford Transportation Center but is currently only used for vehicle pullouts and pullbacks. Extending the route would make better use of this infrastructure and give riders more connection opportunities.