

ROUTE 89

Front-Dauphin to Arrott Transportation Center

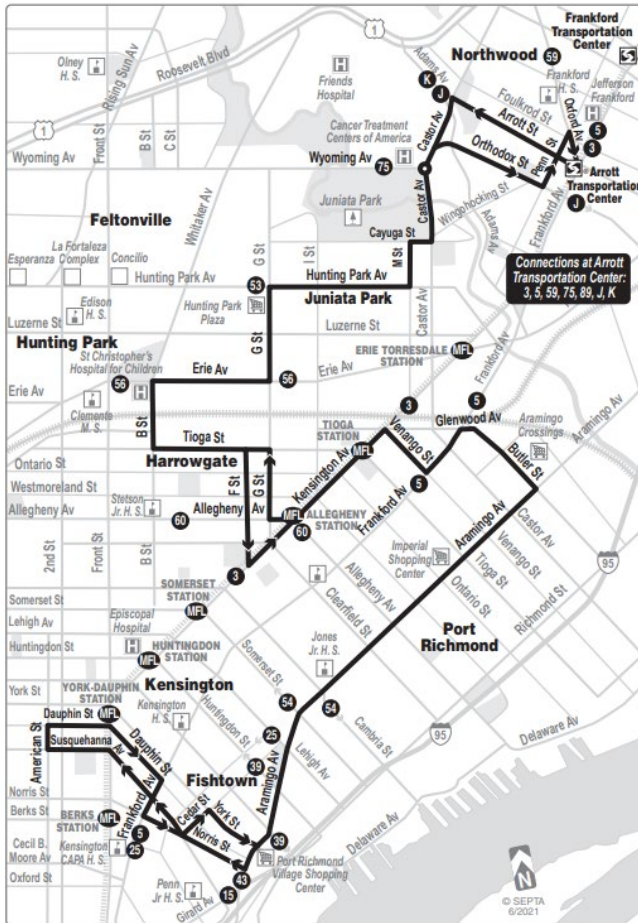
KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 89 is a circuitous route that operates between Front Street at Dauphin Street and the Arrott Transportation Center. It serves many neighborhoods including Juniata Park, Harrowgate, Port Richmond and Kensington.*
- *Fall 2019 weekday ridership was just over 2,000. Other routes overlap with Route 89 and/or operate nearby, including Routes 3, 5 and 25.*
- *Route 89's alignment contributes to its substandard on-time performance, and this indirect routing also makes the service less useful. The areas served by Route 89 can be better served with different routes on shorter and more direct alignments.*

ROUTE OVERVIEW

Route 89 travels between Front and Dauphin Streets and the Arrott Transportation Center using a circuitous path (see Figure 1). The route has poor on-time performance and is duplicative of other nearby services. The neighborhoods served by Route 89 can be better served with different routes on shorter and more direct alignments.

Figure 1 | Route Map



SERVICE OVERVIEW

Schedule

Route 89 operates for just over 19 hours on weekdays and just under 19 hours on weekends. Service ends at approximately 1:00 AM on all days and begins at 5:41 AM on weekdays and 6:39 AM on weekends. Frequencies vary by time of day (see Table 1):

- On weekdays, service during peak periods has average headways of 22 minutes during the AM peak and 25 minutes during the PM peak. During middays service is every 28 minutes on average.
- On weekends, service runs hourly.

Table 1 | Schedule Statistics

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
Weekdays	5:41 AM to 1:08 AM		
Early AM	5:41 AM to 5:59 AM	NA	NA
AM Peak	6:00 AM to 8:59 AM	20-26	22
Midday	9:00 AM to 2:59 PM	19-32	28
PM Peak	3:00 PM to 5:59 PM	18-31	25
Evening	6:00 PM to 9:59 PM	18-56	36
Late Night	10:00 PM to 11:59 PM	54-57	55
Owl	Midnight to 1:08 AM	55-74	63
Saturdays	6:39 AM to 1:07 AM		
Day	8:00 AM to 5:59 PM	58-64	61
Night	Before 8:00 AM & After 5:59 PM	56-70	61
Sundays	6:39 AM to 1:07 AM		
Day	8:00 AM to 5:59 PM	58-64	61
Night	Before 8:00 AM & After 5:59 PM	56-70	61

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

Service Patterns

Route 89 has three service patterns: one in the eastbound direction and two westbound (see Table 2). Some westbound trips use a nearby alternate drop-off location at the end of the route.

Table 2 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Eastbound							
229926	Dauphin St & Front St	Arrott Transportation Center	Primary pattern	0	38	18	18
Westbound							
229925	Arrott Transportation Center	Dauphin St & Front St	Primary Pattern	0	33	16	16
229924	Arrott Transportation Center	Susquehanna Av & Hope St	Alternate drop-off	0	5	2	2

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

RIDERSHIP

In Fall 2019, Route 89 carried 2,019 passengers on weekdays, 772 on Saturdays, and 591 on Sundays (see Table 3).

Table 3 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	2,019	772	591
Rank	75	79	79
Passengers per Revenue Vehicle Hour	29.8	28.4	20.8
Rank	90	85	83

Transfer Patterns

The largest transfer volumes on Route 89 are to and from:

- Market-Frankford Line (21.7% of all trips)
- Route 60 35th-Allegheny to Richmond-Westmoreland (9.5%)
- Route 25 Frankford Transportation Center to Columbus Commons (4.8%)
- Route 3 33rd-Cecil B. Moore to Frankford Transportation Center (3.7%)
- Route 56 23rd-Venango or Bakers Centre to Torresdale-Cottman (2.9%)

Weekend transfer patterns are similar but at a slightly lower rate.

Ridership by Stop

Ridership activity is low at almost all stops but consistent throughout the route (see Figure 2). For eastbound weekday trips, some highlights include:

- 66 passengers boarded at the origin (Front Street at Dauphin Street)
- 135 passengers boarded and 119 alighted at the three combined stops near Aramingo Avenue and Butler Street
- There were 91 boardings and 63 alightings at the two combined stops near Kensington Avenue and Allegheny Avenue
- 118 passengers alighted at the last stop in Arrott Transportation Center

Figure 2 | Weekday Eastbound Ridership by Stop

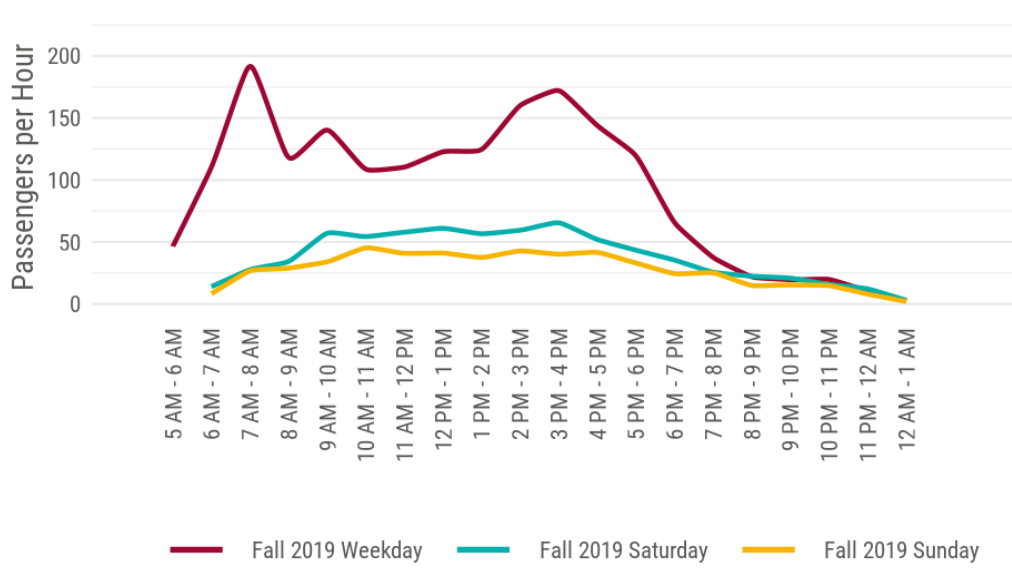

Ridership by Time of Day

Ridership by Hour

In Fall 2019, weekday ridership was somewhat higher during the peak periods but steady throughout the day (see Figure 3). Midday ridership was more than half of the peak ridership per hour. Ridership decreases after 4:00 PM.

Weekend ridership was steadier throughout the day though much less than on weekdays, with most ridership between about 9:00 AM and 4:00 PM.

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 30 to 50 passengers
- Midday trips carried 25 to 40 passengers
- PM peak trips carried 40 to 60 passengers
- After 4:00 PM, ridership decreased from 40 passengers to about 15 per trip

Maximum loads are well below seating capacity on all trips (see Figure 5).

Ridership on weekend days was steady with most trips carrying between 25 and 40 riders, and Sunday ridership per trip is slightly lower than Saturdays.

Figure 4 | Fall 2019 Weekday Ridership by Trip

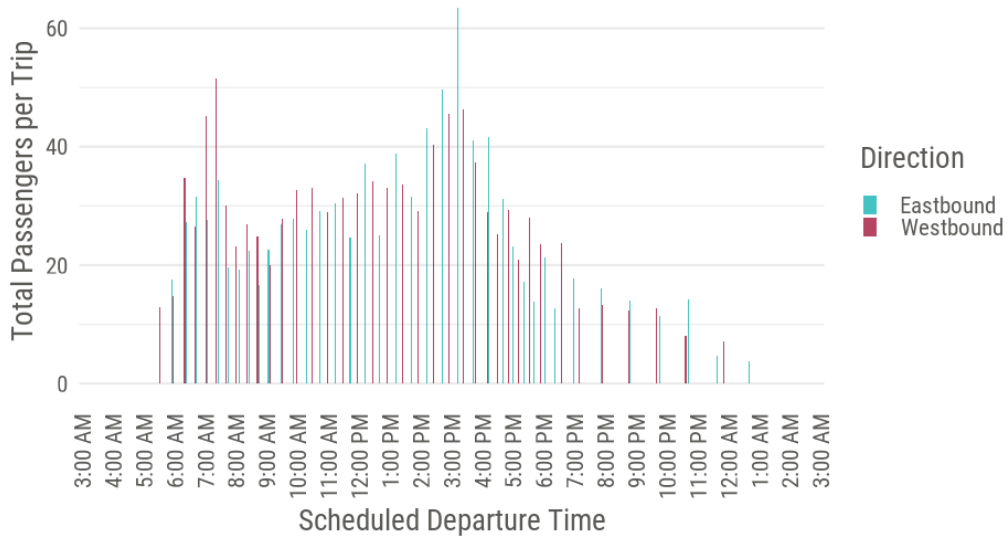
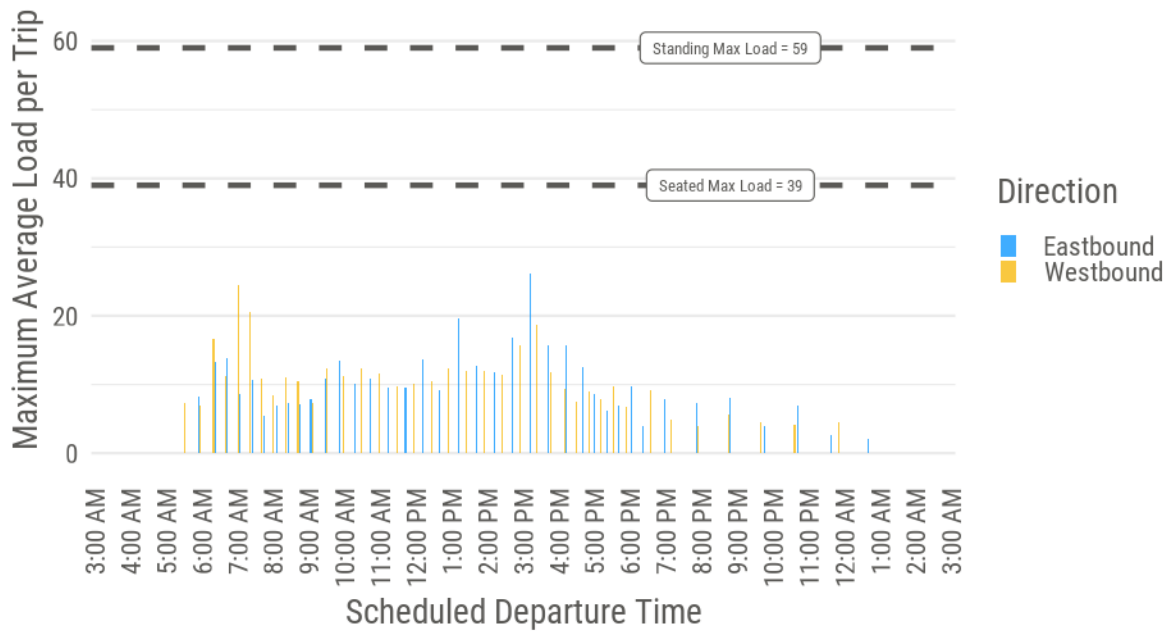


Figure 5 | Fall 2019 Weekday Maximum Loads by Trip



ON-TIME PERFORMANCE AND RUNNING TIMES

On-Time Performance

In Fall 2019, Route 89 had poor on-time performance with 60% of weekday trips and 62% of Saturday trips meeting SEPTA’s standard. Sundays were better with 75% of trips meeting the on-time performance standard (see Table 4). Trips on all days were more likely to be late than early.

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	6.2%	60.1%	33.7%	3.6%
Saturday	3.4%	62.0%	34.6%	0.0%
Sunday	8.0%	75.4%	16.6%	0.8%

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

AVERAGE SPEEDS AND STOP SPACING

Weekday speeds on Route 89 are slow, with buses traveling the route at less than 10 mph during the PM peak (see Figure 6).

Slow speeds result in part from stop spacing. While segments in the middle of the route have appropriate stop spacing, segments at the outer ends of the route have more than 10 stops per mile (see Figure 7).

Figure 6 | Fall 2019 PM Peak Eastbound Speeds

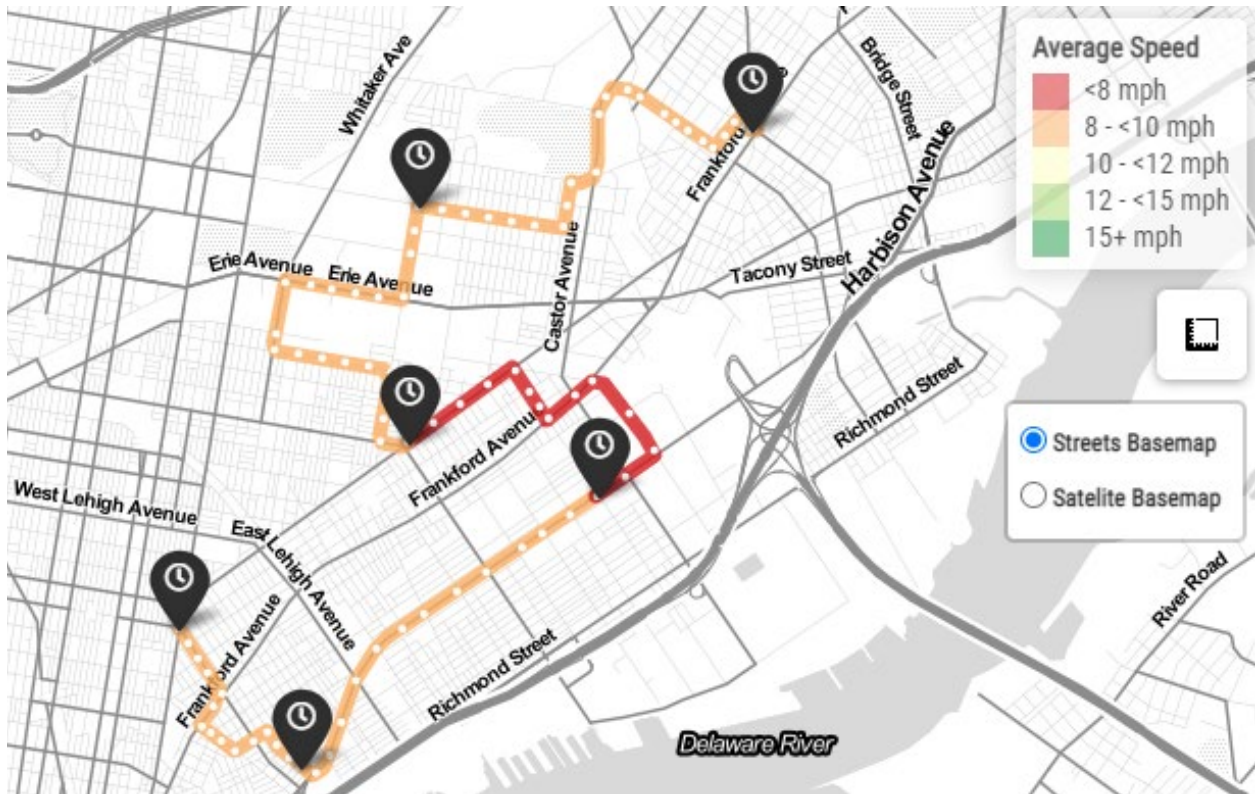


Figure 7 | Stop Spacing by Route Segment



RIDER CHARACTERISTICS

As compared with SEPTA’s entire service area, Route 89 riders are much more likely to be Hispanic, to have lower incomes, and to have a disability (see Table 5). Route 89 riders are also more likely to be seniors and lack access to a vehicle.

Table 5 | Rider Characteristics

	Route 89 Riders	Systemwide Average
Median Household Income	\$28,005	\$32,713
Share in Poverty	41%	30%
Ethnicity		
White	33%	38%
Black	34%	46%
Hispanic	31%	10%
Other	2%	7%
Without a Vehicle	42%	37%
Seniors	22%	15%
With a Disability	4%	2%

SERVICE IMPROVEMENT OPPORTUNITIES

Discontinue Service and Serve Area with Other Nearby and More Frequent Routes: Route 89 provides needed service in neighborhoods such as Juniata Park, Harrowgate, Port Richmond, and Kensington. However, the long and circuitous alignment leads to poor on-time performance and makes the service less useful for many people. Other routes also operate nearby and/or overlap with Route 89 along much of the alignment. The network redesign should be able to ensure that Route 89’s catchment area is better served with other routes.