

Route Performance Evaluation Report FY 2018

Southeastern Pennsylvania
Transportation Authority

Service Planning Department



Revised June 2019

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Introduction

This document outlines changes to the process that the SEPTA Service Planning Department uses to evaluate the performance of its surface transportation routes. Changes include:

- Expanding SEPTA's Route Classification System
- Adopting new metrics for to evaluate performance
- Redefining underperforming routes and how they they will be addressed by Service Planning staff

The information contained in this document will be provided to partners on an annual basis, and be shared with the public at SEPTA Open Houses.

Previous Practice

The Route Operating Ratio (ROR) report, prepared annually by the SEPTA Operating Budgets Department and shared with partner agencies, provides official information on ridership, operating characteristics and costs of SEPTA routes. Figure 1 depicts an excerpt from the 2017 Route Operating Ratio Report. The ROR collects different information on route performance, including vehicle miles and hours, weekday and annual passengers, and operating ratio, which is the percentage of operating expenses captured by the farebox, paid for by SEPTA customers. Figure 1 depicts an excerpt from the most recently available ROR report

Figure 1 | 2017 SEPTA ROR Report Excerpt

CITY TRANSIT								
Annual Route Performance Review – Based on FY 2017 ROR Report								
CTD	Vehicle	Vehicle	Peak	Weekday	Annual	Passenger	Fully	Oper.
Route	Hours	Miles	Vehicles	Passengers	Passengers	Revenue	Allocated	Ratio
							Expenses	
78**	2,042	41,070	0	225	57,375	\$258,188	\$270,101	96%
60	51,190	378,200	12	11,785	3,617,995	\$3,951,936	\$6,926,037	57%
54	42,453	262,370	9	7,662	2,352,234	\$2,569,345	\$5,382,113	48%
59	23,783	184,120	6	4,641	1,424,787	\$1,556,295	\$3,337,740	47%
6	36,829	269,730	8	6,625	2,033,875	\$2,221,602	\$4,850,021	46%
79	30,967	192,610	7	5,367	1,647,669	\$1,799,749	\$4,015,889	45%
66	55,386	480,621	15	10,367	3,182,216	\$3,475,935	\$8,140,811	43%
47M	10,320	68,150	4	2,075	637,025	\$695,822	\$1,680,546	41%
56	62,210	550,520	19	11,706	3,593,742	\$3,925,444	\$9,596,633	41%
R	55,044	542,720	13	9,575	2,939,525	\$3,210,843	\$7,928,400	41%
33	77,315	529,100	20	12,770	3,920,390	\$4,282,242	\$10,687,682	40%
17	68,748	469,730	17	11,108	3,410,156	\$3,724,913	\$9,346,318	40%
46	29,964	202,450	8	4,945	1,518,115	\$1,658,237	\$4,182,314	40%
3	54,385	433,950	13	8,557	2,626,999	\$2,869,471	\$7,516,956	38%
52	87,743	679,550	24	14,125	4,336,375	\$4,736,622	\$12,654,547	37%
18	110,856	1,051,960	27	16,927	5,196,589	\$5,676,234	\$15,989,479	36%
11	51,224	445,566	16	12,952	3,975,764	\$4,342,727	\$12,550,388	35%
75	19,199	161,551	8	3,487	1,070,509	\$1,169,317	\$3,414,340	34%
70*	55,746	573,140	13	8,105	2,488,235	\$2,717,899	\$8,076,597	34%

Currently SEPTA surface routes are separated into two groups (City and Suburban), with some city routes, such as those that travel on I-76 or that operate in less-dense parts of the city, highlighted as having suburban characteristics. Routes that have operating ratios falling 60% below the average are considered underperforming.

Using this methodology and the data from the 2017 ROR, the average Operating Ratio for City Bus Routes was 29%. Sixty percent of average is 17%, and four routes (27, 35, 77, and 88) had Operating Ratios below that threshold. However, three of them (27, 35, and 77) were identified as having suburban characteristics, so their minimum acceptable Operating Ratio lowered to 16%. For Suburban routes, seven were considered underperforming based on the minimum acceptable Operating Ratio in the suburbs (14%).

The SEPTA Service Planning Department uses the ROR report as an input into the service development process. However, the annual call for projects, initiated through the SEPTA website, work with partner agencies, and concepts developed with other SEPTA departments have generally taken precedence.

Changes

Expansion of Route Classification Categories

SEPTA Surface Transportation is divided into three operating divisions; City Transit, Suburban Transit, and Contract Operations. These three operating divisions are further broken down into route classifications as different routes serve different purposes, and should be judged by different standards. Route classifications are mutually exclusive of operating divisions as route performance varies between city and suburban land use and demographics. For example, a short route that customers use to transfer to either the Broad Street Line (BSL) or Market Frankford Line (MFL) would be expected to have a different set of performance characteristics than a long route that uses I-76 to get into Center City, or a 200-Series route scheduled to meet regional rail riders for reverse commute service.

Each SEPTA surface route will be placed into one of several categories, defined by the route's operating context:

City Routes

Routes operating primarily on local city streets, serving a variety of different functions from local trips, to connections to high speed services.

Suburban Routes

Suburban routes operating in lower-density areas providing access to specific destinations such as malls, shopping centers, office parks, and industrial parks.

Arterial Routes

Routes that travel (for the most part) on heavily-trafficked city or suburban arterials with multiple destinations and often a strong reverse-commute constituency, usually terminating at a major transportation center.

Expressway Routes

Routes that travel on an interstate, such as I-76, I-476, or I-95 for portions of their routing.

Fixed and High Speed Routes

SEPTA Trolley and Trackless Trolley Routes, as well as the Broad Street Line, Market Frankford Line, and Norristown High Speed Line.

Special Purpose Routes

Routes administered by SEPTA but operated by outside vendors or routes specifically defined to provide last mile connections from Regional Rail stations and limited service city routes that are designed to meet specific markets.

Table 1 lists all current SEPTA routes by their classification category:

Table 1 | SEPTA Route Categories

City			Suburban	Arterial	Expressway	Fixed & High Speed	Special Purpose
2	33	66	90	1	9	10	35
3	37	67	92	14	27	11	62
4	38	68	93	22	44	13	77
5	39	70	94	55	123	15	78
6	40	73	95	104	124	34	80
7	42	75	96	105	125	36	91
8	43	79	97	109		101	133
12	45	84	98	110		102	150
16	46	88	99	111		BSL	201
17	47	89	103	112		MFL	204
18	48	108	106	113		NHSL	205
19	50	G	107	114			206
20	52	H	115	120			310
21	53	J	117	Boulevard Direct			311
23	54	K	118				47M
24	56	L	119				LUCY
25	57	R	126				
26	58	XH	127				
28	59		128				
29	60		129				
30	61		130				
31	64		131				
32	65		132				
			139				

Route Performance Evaluation

Replacing the ROR table shown in Figure 1 will be a series of scatterplot charts (one for each route category) depicting how SEPTA routes rank according to two different metrics.

Passengers per Revenue Hour, a productivity measure, will be displayed on the x-axis of each chart. This metric shows the average number of passengers who board a transit vehicle for every hour of service that a vehicle is operating. Routes with higher per-hour numbers are more productive.

Cost per Passenger, a cost effectiveness measure, will be displayed on each chart's y-axis. This

metric indicates the per-passenger cost of operating a route minus passenger revenue. Routes with lower per-passenger costs are able to recover a larger portion of costs via fares.

Routes that appear towards the top right in each chart are the strongest performing in these metrics. The average of all of the routes in the specific category is also shown. Each chart will have a line denoting which routes rank in the bottom 15th percentile of all services within that category. In each category, routes falling in the bottom 15th percentile in **both measures** will be identified as underperforming (replacing the 60% of average line used in the ROR reports) and identified for potential evaluation and intervention.

At the annual stakeholder meeting (outlined in the updated Service Standards) and SEPTA Open Houses there will be seven charts on display.

- One chart depicting the average performance for each route category
- One chart depicting the performance of all SEPTA Surface Transportation routes
- One chart for each category (five in all), except those routes falling in the “Other”

Network-Wide Performance

Average Performance by Classification Group

Figure 2 shows the average performance for each route category and the three High Speed services. Suburban Routes are typically the least productive and cost effective, largely based on the lack of density and dispersal of trip generators in the suburbs as well as the length of many suburban bus routes.

Figure 2 | Average Performance by Classification Group

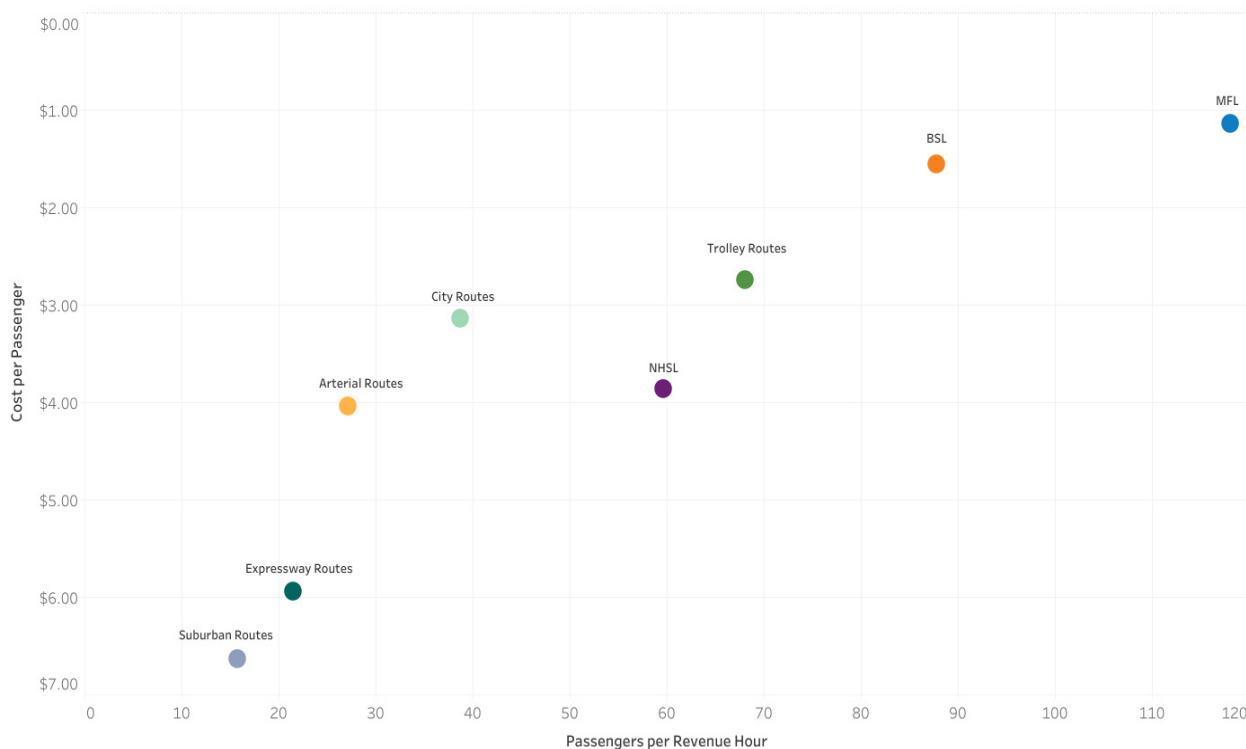
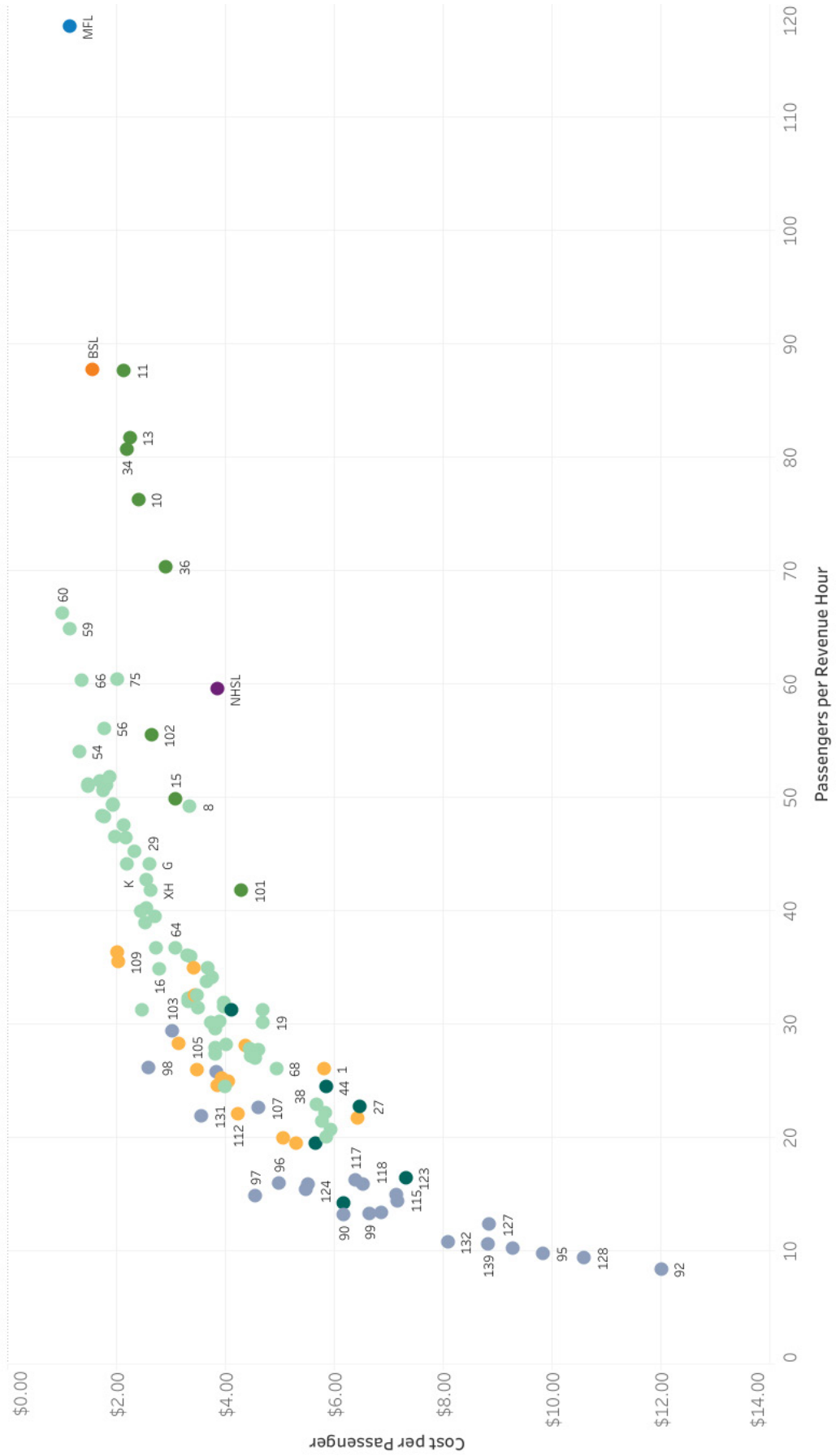


Figure 3 | Performance by All SEPTA Routes



Performance for Route Classification Categories

Figure 4 through Figure 8 depicts the performance for the five different categories. The charts are accompanied by tables that list the routes, the measures depicted in the charts, and other operating characteristics found in the ROR.

City Routes

Figure 4 | Performance of SEPTA City Routes

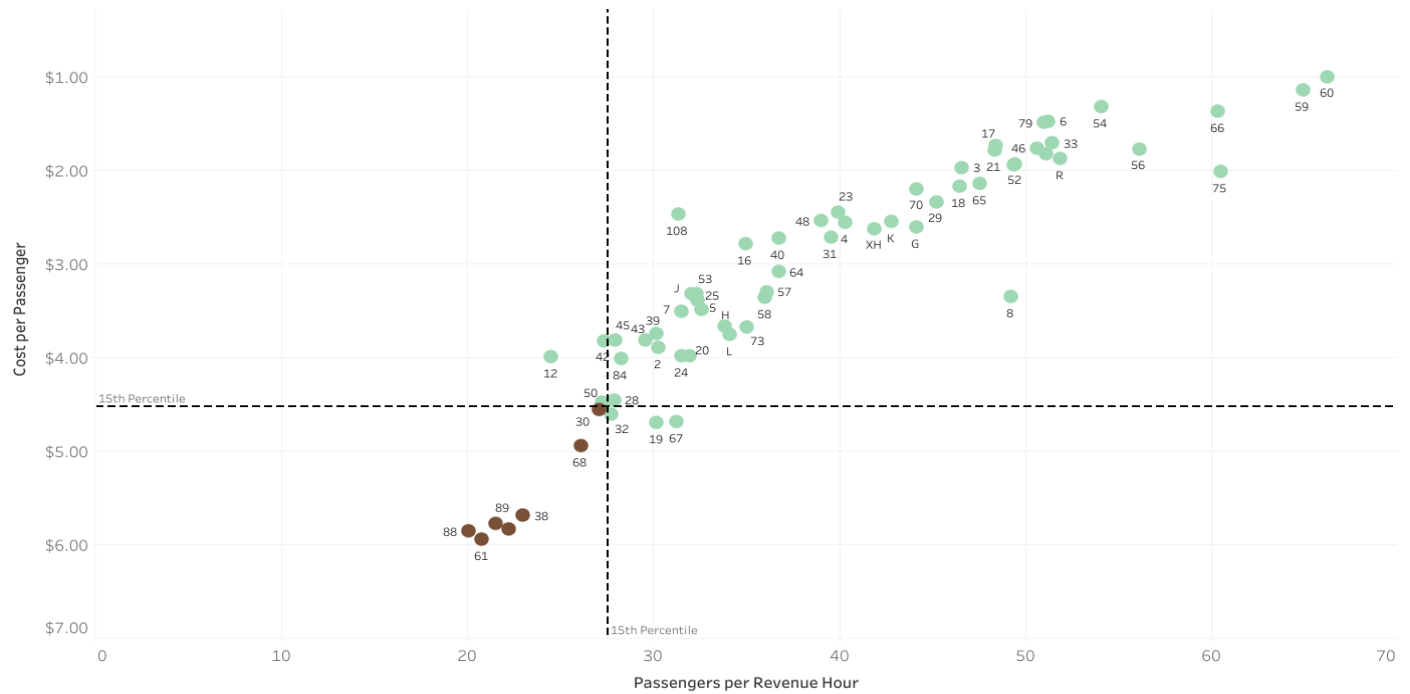


Table 2 | City Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio
2	30.3	\$3.90	51,433	391,550	14	4,692	1,428,714	23%
3	46.6	\$1.97	55,550	441,970	13	7,795	2,373,578	38%
4	40.3	\$2.56	57,508	490,128	14	6,981	2,125,715	32%
5	32.6	\$3.49	35,336	291,840	9	3,469	1,056,311	25%
6	51.2	\$1.48	39,578	270,030	8	6,107	1,859,582	44%
7	31.5	\$3.51	50,269	458,990	11	4,771	1,452,770	25%
8	49.3	\$3.35	13,652	118,260	8	2,418	616,590	26%
12	24.5	\$4.00	31,804	218,130	5	2,348	714,966	23%
16	35.0	\$2.78	53,942	459,732	10	5,678	1,728,951	30%
17	48.4	\$1.74	69,957	465,090	16	10,199	3,105,596	41%

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio
18	46.5	\$2.17	111,834	1,069,030	28	16,049	4,766,921	35%
19	30.2	\$4.70	15,865	188,560	5	1,442	439,089	20%
20	32.0	\$3.99	56,889	714,107	14	5,474	1,666,833	23%
21	48.4	\$1.79	71,101	523,907	16	10,358	3,154,011	40%
23	40.0	\$2.45	116,355	997,570	25	14,005	4,264,523	33%
24	31.5	\$3.99	28,598	281,500	8	2,716	827,022	23%
25	32.4	\$3.39	41,443	387,320	9	4,044	1,231,398	26%
26	51.1	\$1.83	68,903	575,120	18	10,612	3,231,354	39%
28	27.9	\$4.46	22,029	250,960	5	1,849	563,021	21%
29	45.2	\$2.34	32,253	222,060	10	4,394	1,337,973	34%
30	27.1	\$4.56	15,993	151,090	4	1,304	397,068	21%
31	39.6	\$2.72	34,421	290,100	9	4,102	1,249,059	30%
32	27.8	\$4.61	51,590	501,500	14	4,313	1,313,059	20%
33	51.5	\$1.71	77,307	542,100	20	11,979	3,647,606	41%
37	22.2	\$5.84	48,058	646,540	9	3,215	978,968	17%
38	23.0	\$5.69	36,167	371,180	9	2,503	762,164	17%
39	30.2	\$3.75	24,643	193,660	6	2,238	681,471	24%
40	36.7	\$2.73	58,353	510,160	12	6,456	1,965,852	30%
42	27.4	\$3.82	86,230	630,073	17	7,106	2,163,777	24%
43	29.6	\$3.82	34,263	284,830	8	3,054	929,943	24%
45	28.0	\$3.82	53,367	345,230	12	4,494	1,368,423	24%
46	50.6	\$1.76	30,342	206,280	8	4,628	1,409,226	40%
47	49.4	\$1.94	111,175	938,980	29	16,530	5,033,385	38%
48	39.0	\$2.54	61,708	427,420	15	7,252	2,208,234	32%
50	27.3	\$4.48	25,679	322,333	5	1,648	641,896	21%
52	49.5	\$1.93	88,915	694,550	24	13,245	4,033,103	38%
53	32.3	\$3.32	27,684	237,060	6	2,694	820,323	26%
54	54.1	\$1.32	43,238	266,940	9	7,044	2,144,898	47%
56	56.2	\$1.77	64,349	565,010	20	10,882	3,313,569	40%
57	36.1	\$3.30	89,837	856,110	25	9,762	2,972,529	26%
58	36.0	\$3.36	74,960	814,050	20	8,132	2,476,194	26%
59	64.9	\$1.15	21154	168,134	6	4,425	1,347,491	51%
60	66.3	\$1.00	51,776	384,300	12	10,333	3,146,399	54%
61	20.8	\$5.95	47,489	401,421	11	2,972	904,974	17%
64	36.7	\$3.09	45,523	409,870	12	5,036	1,533,462	28%
65	47.6	\$2.14	53,712	577,500	13	7,695	2,343,128	36%
66	60.4	\$1.37	51752	440,260	15	10,063	3,065,627	46%
67	31.3	\$4.69	47,432	585,220	16	4,467	1,360,202	20%

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio
68	26.1	\$4.95	25,011	408,870	4	1,967	598,952	19 %
70	44.2	\$2.20	57,449	585,490	12	7,641	2,326,685	35 %
73	35.0	\$3.68	21,104	184,930	7	2,227	678,122	24 %
75	60.5	\$2.02	17137	147,966	8	3,340	1,017,030	37 %
79	51.0	\$1.49	32,568	196,400	7	5,002	1,523,109	44 %
84	28.3	\$4.02	39,809	459,830	7	3,389	1,031,961	23 %
88	20.1	\$5.86	31,058	273,150	6	1,876	571,242	17 %
89	21.5	\$5.78	27,807	274,470	6	1,801	548,405	17 %
108	31.3	\$2.47	54,206	552,347	11	5,298	1,557,612	34 %
G	44.1	\$2.61	106,002	1,093,290	31	14,103	4,289,612	31 %
H	33.8	\$3.67	44,566	419,426	13	4,454	1,382,363	24 %
J	32.0	\$3.32	29,133	259,050	6	2,811	855,950	26 %
K	42.8	\$2.55	62,214	577,060	17	8,027	2,442,822	32 %
L	34.1	\$3.76	66,781	684,790	20	6,864	2,090,088	24 %
R	51.9	\$1.88	57,390	556,300	15	11,037	2,730,452	39 %
XH	41.9	\$2.63	37,750	367,004	10	4,848	1,450,097	31 %

Suburban Routes

Figure 5 | Performance of SEPTA Suburban Routes

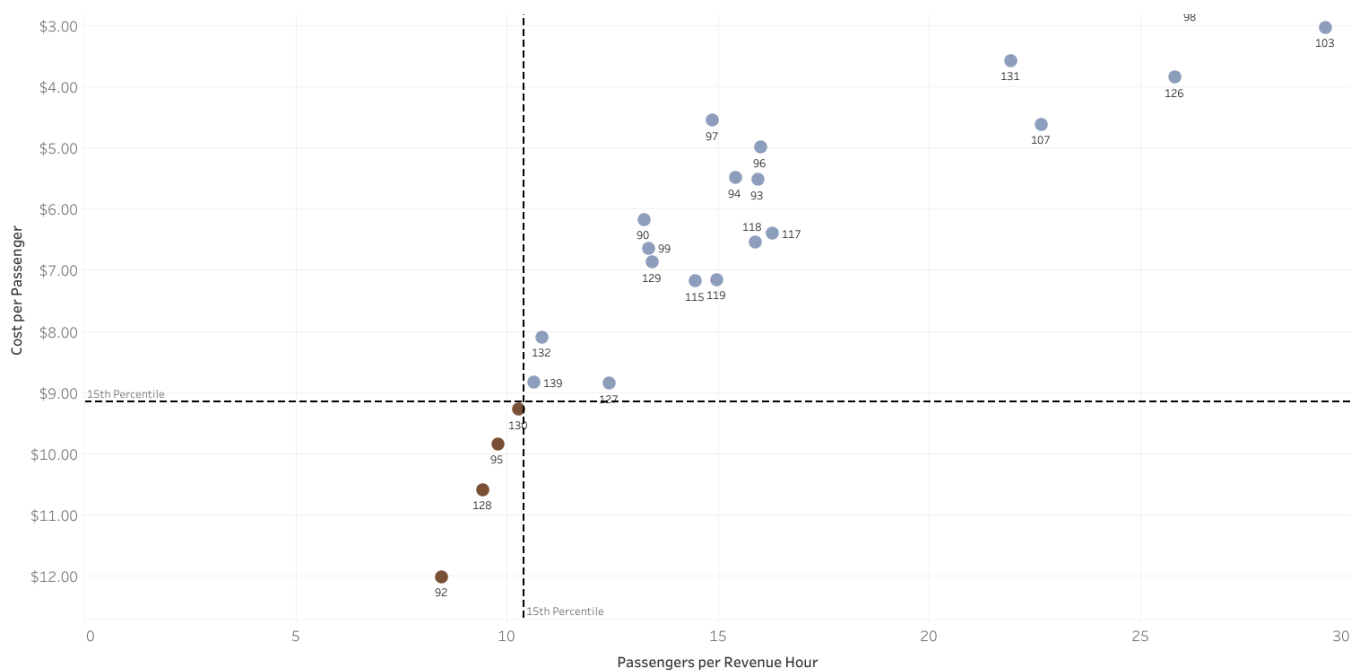


Table 3 | Suburban Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio
90	13.3	\$6.17	12,557	137,567	3	535	147,660	19 %
92	8.5	\$12.02	14,110	270,921	3	384	105,984	11 %
93	15.9	\$5.52	26,560	466,375	6	1,309	375,683	22 %
94	15.4	\$5.49	11,181	193,588	2	533	152,971	21 %
95	9.8	\$9.84	19,846	252,364	6	625	172,500	13 %
96	16.0	\$4.99	27,710	367,299	6	1,371	393,477	23 %
97	14.9	\$4.55	16,331	175,280	2	751	215,537	25 %
98	26.2	\$2.60	14,260	167,837	4	1,155	331,485	36 %
99	13.4	\$6.65	29,021	437,156	7	1,198	343,826	19 %
103	29.4	\$3.03	15,819	136,948	5	1,457	428,358	30 %
107	22.7	\$4.62	18,279	204,884	6	1,363	381,640	22 %
115	14.5	\$7.18	22,405	311,547	4	1,016	298,704	15 %
117	16.3	\$6.40	35,706	508,225	7	1,822	535,668	17 %
118	15.9	\$6.54	10,019	137,278	2	524	146,720	16 %
119	15.0	\$7.16	16,318	252,724	3	766	225,204	15 %
126	25.8	\$3.84	9,654	111,114	3	781	229,614	25 %
127	12.4	\$8.85	9,442	201,224	3	378	104,128	14 %
128	9.4	\$10.59	12,913	232,891	3	392	108,192	12 %
129	13.4	\$6.87	21,776	427,244	4	905	259,735	18 %
130	10.3	\$9.28	18,730	323,279	4	596	171,052	14 %
131	21.9	\$3.57	7,799	77,554	3	605	151,829	31 %
132	10.8	\$8.10	11,876	189,219	2	414	114,264	16 %
139	10.6	\$8.84	13,483	219,353	3	461	127,236	14 %

Arterial Routes

Figure 6 | Performance of SEPTA Arterial Routes

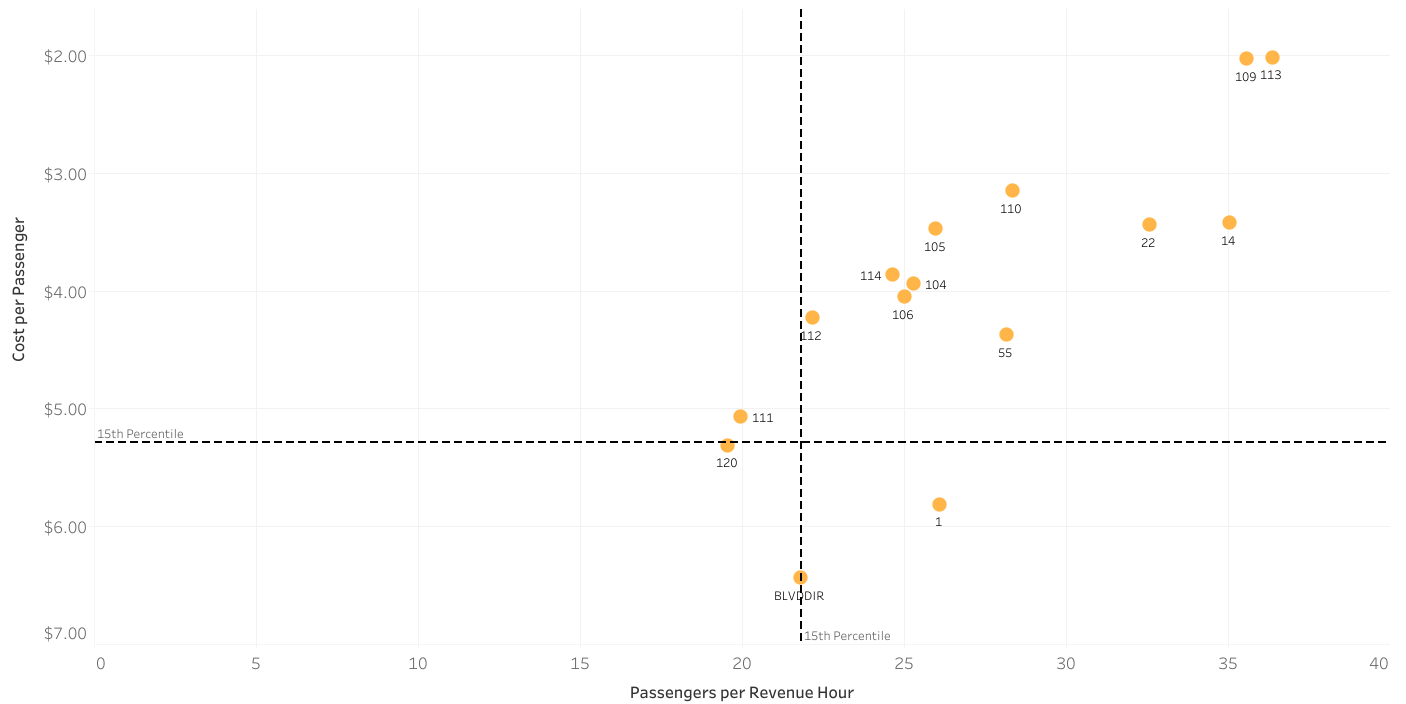


Table 4 | Arterial Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio
1	26.1	\$5.81	31,321	411,350	10	2,613	749,931	17%
14	35.0	\$3.42	92,930	1,114,820	19	9,805	2,985,623	26%
22	32.6	\$3.44	47,291	555,070	9	4,640	1,412,880	26%
55	28.2	\$4.38	63,270	729,340	14	5,365	1,633,643	21%
104	25.3	\$3.94	41,206	619,296	10	3,265	959,910	25%
105	26.0	\$3.48	15,067	149,165	4	1,223	360,562	27%
106	25.0	\$4.05	15,441	174,673	5	1,270	355,600	24%
109	35.6	\$2.03	44,277	469,676	9	4,934	1,450,596	39%
110	28.3	\$3.15	25,344	313,391	6	2,250	661,500	29%
111	20.0	\$5.07	27,187	372,505	6	1,700	499,800	20%
112	22.2	\$4.23	16,159	164,115	4	1,122	329,868	23%
113	36.4	\$2.02	65,604	724,602	14	7,469	2,196,808	39%
114	24.6	\$3.87	27,048	371,141	6	2,088	613,872	25%
120	19.6	\$5.31	9,371	141,406	2	574	168,756	20%
BLVD- DIR	21.8	\$6.44	31,031	435,340	10	3,010	620,145	16%

Expressway Routes

Figure 7 | Performance of SEPTA Expressway Routes

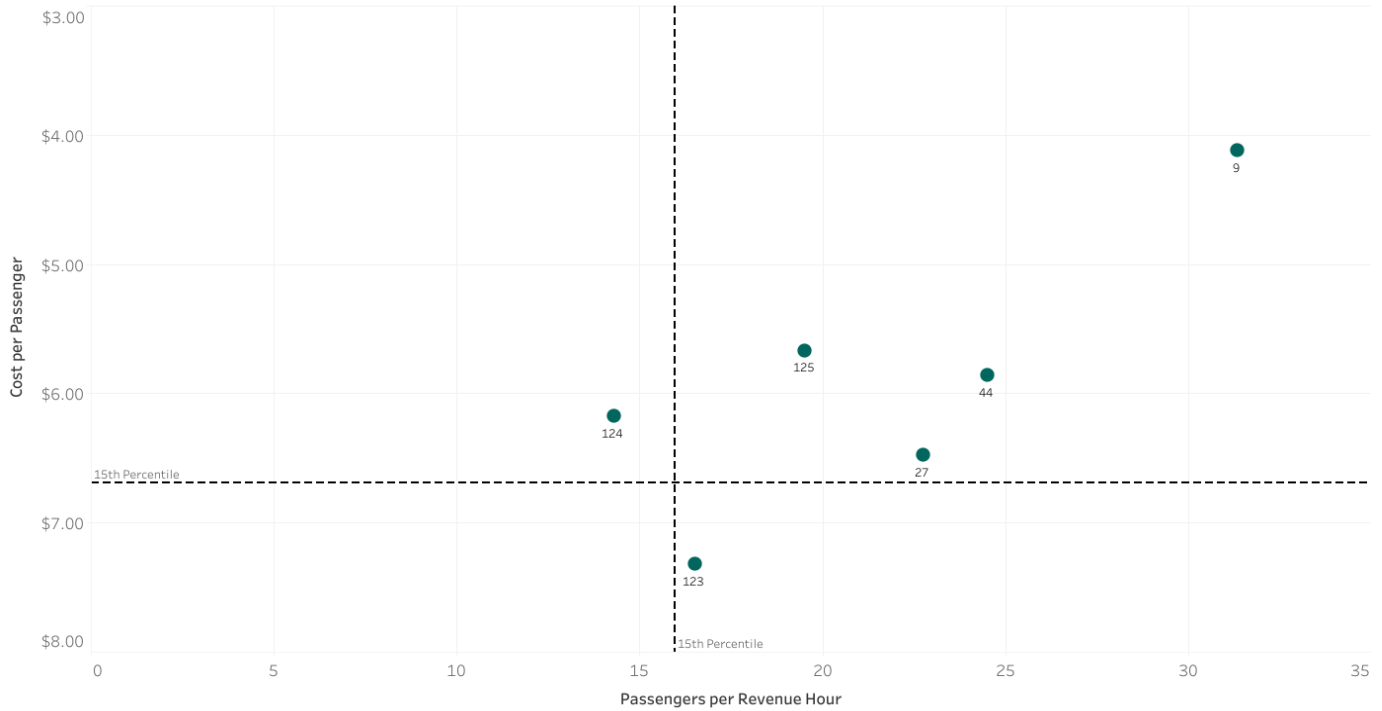


Table 5 | Expressway Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio
9	31.3	\$4.12	46,070	549,260	12	4,348	1,323,966	22 %
27	22.8	\$6.48	59,865	770,110	17	4,102	1,249,059	15 %
44	24.5	\$5.86	44,880	538,520	13	3,311	1,008,200	17 %
123	16.5	\$7.32	17,061	341,120	4	882	259,308	15 %
124	14.3	\$6.17	41,344	738,936	8	1,826	524,067	20 %
125	19.5	\$5.67	37,351	644,929	7	2,200	646,800	19 %

Fixed Routes

Figure 8 | Performance of SEPTA Fixed and High Speed Routes¹

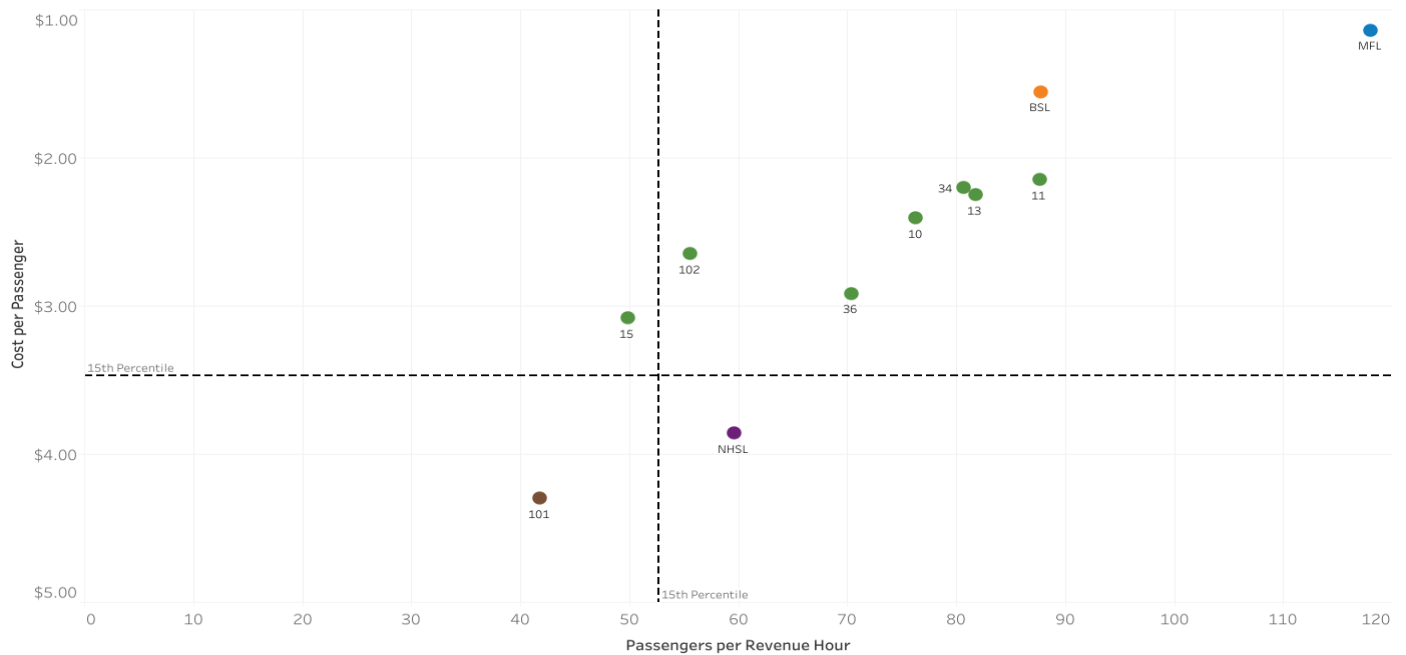


Table 6 | Fixed and High Speed Route Operating Characteristics

Route	Passengers per Revenue Hour	Cost per Passenger	Vehicle Hours	Vehicle Miles	Peak Vehicles	Avg. Weekday Passengers	Annual Passengers	Operating Ratio
10	76.3	\$2.41	48,657	421,505	17	11,328	3,568,252	33 %
11	87.7	\$2.15	48,694	427,591	19	13,026	4,102,690	36 %
13	81.8	\$2.25	52,915	477,541	19	13,201	4,158,315	35 %
15	49.9	\$3.08	53,613	396,236	12	8,163	2,569,690	28 %
34	80.7	\$2.20	51,082	427,973	18	12,580	3,962,100	35 %
36	70.4	\$2.92	56,374	526,632	21	12,107	3,813,155	29 %
101	41.8	\$4.30	31,114	329,379	10	4,344	1,281,775	23 %
102	55.6	\$2.65	23,103	201,943	7	4,288	1,264,525	33 %
BSL	87.8	\$1.56	406,948	6,877,425	105	112,252	35,111,631	43 %
MFL	118.0	\$1.14	474,989	9,309,794	144	178,975	55,830,158	51 %
NHSL	59.6	\$3.86	54,742	952,514	17	10,893	3,213,543	25 %

¹ Only fixed services (Routes 10, 11, 13, 15, 34, 36, 101, and 102) are included in the 15th percentile calculations.

Addressing Underperforming Routes

Every year as part of the Annual Service Plan, SEPTA Service Planning staff will address routes that, based on the performance evaluation analysis, fall below the 15th percentile in both Passengers per Revenue Hour and Cost per Passenger.

Falling below this line does not necessarily require that a route be changed or even evaluated, but the performance but a recommendation may be made for service adjustments, route restructuring, consolidations, special subsidies, or possible discontinuance.

Table 7 lists the underperforming routes, and includes explanations for why the route may not be performing as well as some of its counterparts.

Table 7 | Underperforming Routes

Route	Classification	Explanation
30	City	Route 30 offers infrequent service in West Philadelphia that is duplicative of a number of more frequent SEPTA routes as well as the LUCY.
37	City	Route 37 provides service to Philadelphia International Airport and adjacent business centers, and extends south to Chester. Significant portions of this long route have limited trip generators, making for inefficient operations.
38	City	Route 38 provides connections to Center City and Wissahickon Transportation Center. However, a significant portion of this route operates through Fairmount Park where this is low ridership. In addition, there are alternative transit options through much of West Philadelphia, making the route duplicative.
61	City	Route 61 provides local service on Ridge Avenue, operating between Manayunk and Center City. Because Ridge is a diagonal street, it has slow operating speeds. In addition, there are limited trip generators along the segment Ridge Avenue bordered by Fairmount Park on the west. Finally, through segments of Strawberry Mansion, Brewertown, and Fairmount, there are other transit options.
68	City	Route 68, which was recently amended to pick up discontinued Route 116, provides direct service to Philadelphia International Airport and surrounding business centers, but primarily serves the UPS Air Hub at the airport. The route serves additional trip generators in the airport area, most with limited demand, and partially overlaps Route 108 en route to 69th Street Transportation Center.
88	City	Route 88 provides neighborhood service in the Northeast, with a connection to Frankford Transportation Center. The route operates along lower-density segments of Grant Avenue and Welsh Road. Residents may opt to take more direct services on Roosevelt Boulevard, Bustleton Avenue, or Frankford Avenue, all of which run more frequently.

Route	Classification	Explanation
89	City	Route 89 provides neighborhood circulator service through portions of Port Richmond, Kensington, and Juniata Park. Much of the route is duplicative of other services that either go directly to Center City or offer a more direct connections to the MFL.
92	Suburban	Route 92 provides service between Exton and King of Prussia Mall. The route also serves West Chester and Paoli. Ridership has historically been low, with most activity clustered near the three anchors with minimal ridership in between. Service is infrequent to reflect demand, operating approximately every 90 minutes. While it serves two Regional Rail stations (Malvern, Paoli), the length of the route, limited headways and the bus transfers at the three main anchors create challenges for making timely connections. Exton Regional Rail Station cannot currently be served directly due to physical limitations that would require capital improvements. West Chester and Exton are also connected during daytime hours by the Krapf Route A, although Route 92 uses a different routing.
95	Suburban	Route 95 operates between Gulph Mills and Willow Grove Park Mall. It also serves Swedeland, Conshohocken, Plymouth Meeting Mall and Ambler. The route primarily serves a low-density, suburban land use pattern, including office and industrial parks with available parking. It serves three Regional Rail stations (Conshohocken, Ambler, Fort Washington). Due to the length of the route, limited headways and the transfer at Gulph Mills (to bus and Norristown High Speed Line) and Plymouth Meeting Mall (bus), it is challenging to provide timely Regional Rail connections.
101	Fixed	Trolley Route 101 operates between Media and 69th Street Transportation Center, serving Springfield. Between Drexel Hill Junction and 69th Street, the route shares tracks with Route 102, which operates to Sharon Hill. Passengers in these areas generally use the first trolley available. Route 101 underperforms compared to City trolleys due to various factors, including limited residential density between Springfield Mall and the edge of Media. Route 101 will be addressed as part of SEPTA's Trolley Modernization project, particularly street running segments at the western end.

Route	Classification	Explanation
128	Suburban	Route 128 connects the Neshaminy Mall with the Oxford Valley Mall with service to the Parx Casino, Bristol, and Levittown. Route 128 operates with limited frequency and a limited span of service on weekdays and Saturdays only. Ridership reflects the service levels provided. Ridership is strongest at the two malls where passengers can connect to other bus routes as well as at Croydon and Levittown Regional Rail Stations, the Parx Casino, and at Bristol Park Shopping Center. In general, the route lacks major trip generators and serves low-density, suburban land use patterns.
130	Suburban	Route 130 connects Frankford-Knights to Bucks County Community College via Philadelphia Mills, Parx Casino, Neshaminy Mall and Newtown. Service operates hourly and seven days a week but with a limited schedule on Sundays. Core ridership is concentrated between Frankford-Knights and Neshaminy Mall with larger trip generators at Saint Mary Medical Center, Langhorne Regional Rail Station, and at Bucks County Community College. While ridership is high on Route 130 compared to other Bucks County routes, operating costs are expensive due to the high mileage on the route, both revenue and non-revenue mileage.