

ROUTE 132

Telford to Montgomery Mall

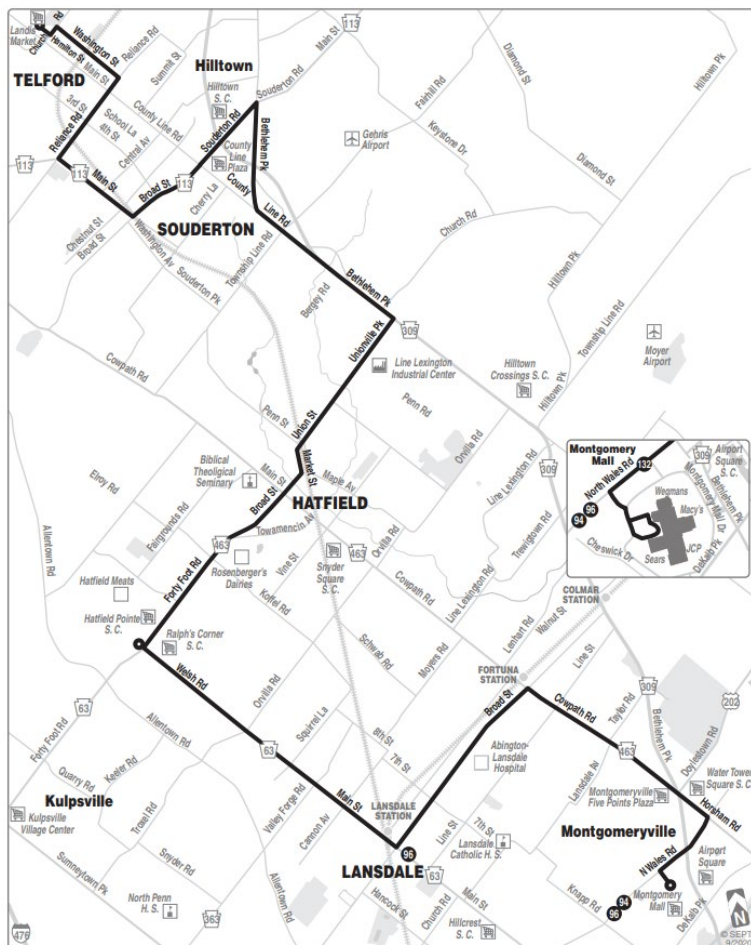
KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 132 is a coverage oriented route that connects destinations in Montgomery County, including SEPTA regional rail stations.*
- *Opportunities to improve the service include shortening the service, coordinating with other SEPTA routes, and reducing SEPTA's investment in the route.*

ROUTE OVERVIEW

Route 132 operates between Telford, Souderton, Hatfield, Lansdale, and Montgomeryville (see Figure 1).

Figure 1 | Route Map



SERVICE OVERVIEW

Schedule

On weekdays, Route 132 is available from 5:19 AM until 9:44 PM. On Saturdays, service begins at 7:43 AM and ends at 9:53 PM. On Sundays, the route operates from 9:09 AM until 6:33 PM.

Service on all days and time periods is infrequent. Average weekday frequencies are between 67 and 75 minutes during the day and 89 minutes in the evening. On weekend days, average frequencies are about 74 minutes during Saturdays (78 minutes in the evening) and every 183 to 198 minutes on Sundays (see Table 1).

Actual frequencies vary on weekdays and Saturdays during all time periods.

Table 1 | Schedule Statistics

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
Weekdays	4:00 AM to 12:18 AM		
Early AM	4:00 AM to 5:59 AM		
AM Peak	6:00 AM to 8:59 AM	57 - 116	76
Midday	9:00 AM to 2:59 PM	59 - 77	67
PM Peak	3:00 PM to 5:59 PM	65 - 79	72
Evening	6:00 PM to 9:59 PM	63 - 119	89
Late Night	10:00 PM to 11:59 PM		
Owl	Midnight to 3:59 AM		
Saturdays	8:00 AM to 7:59 AM		
Day	8:00 AM to 5:59 PM	66 - 127	74
Night	5:59 PM to 7:59 AM	69 - 119	78
Sundays	6:43 AM to 10:29 PM		
Day	8:00 AM to 5:59 PM	116 - 250	183
Night	5:59 PM to 7:59 AM	198	198

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

Service Patterns

Route 132 has two service patterns.

Table 2 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Southbound							
230795	Landis Market - Telford (#1660)	Montgomery Mall (#1617)	Primary Pattern		14	12	3
Northbound							
230793	Montgomery Mall (#1617)	Landis Market - Telford (#1660)	Primary Pattern		14	12	4

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

RIDERSHIP

In the fall of 2019, Route 132 carried 373 passengers on weekdays, 230 on Saturdays, and 66 on Sundays (see Table 3). Based on weekday ridership and productivity, it among the lowest performing routes in SEPTA's network.

Table 3 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	373	230	66
Rank	112	108	99
Passengers per Revenue Vehicle Hour	15.3	11.5	11.8
Rank	114	107	98

Transfer Patterns

The largest transfer volumes on Route 132 are to and from:

- Route 96 Lansdale to Norristown Transportation Center (16.5% of all trips)
- Route 94 Montgomery Mall to Chestnut Hill (2.1%)

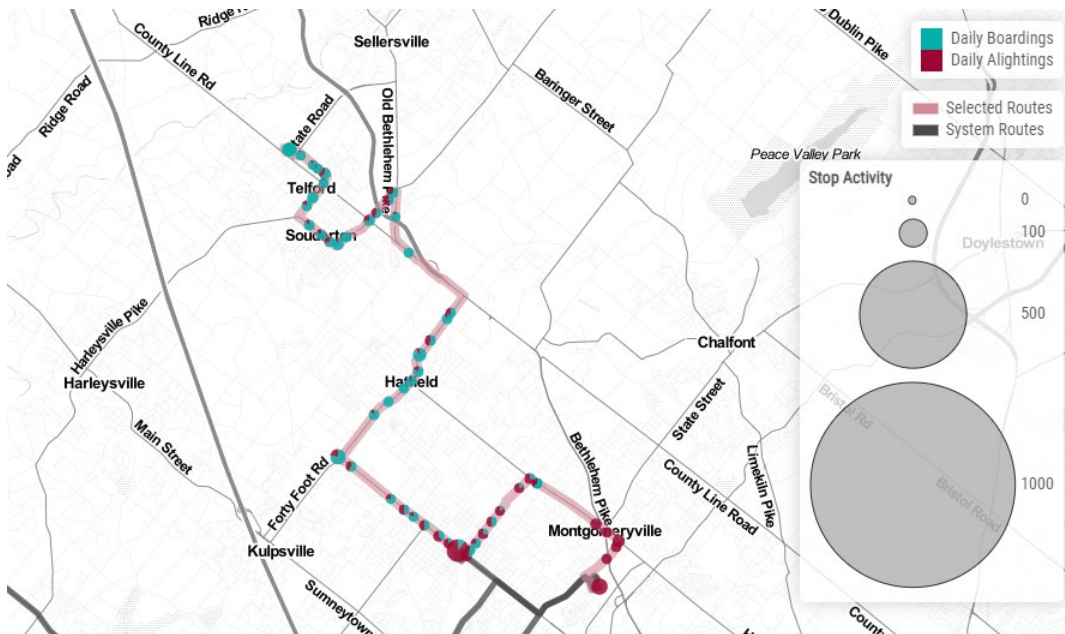
Weekend transfer volumes are lower – 14% on Saturdays, and 25% on Sundays.

Ridership by Stop

Route 132 has low ridership overall and boardings and alightings are scattered all along the routes (see Figure 2). Only two stops serve more than 20 riders – Lansdale Station (Main & Green Streets, 63 riders) and the Hatfield Pointe Shopping Center (37 riders).

Weekend patterns are also similar but with lower volumes.

Figure 2 | Weekday Southbound Ridership by Stop



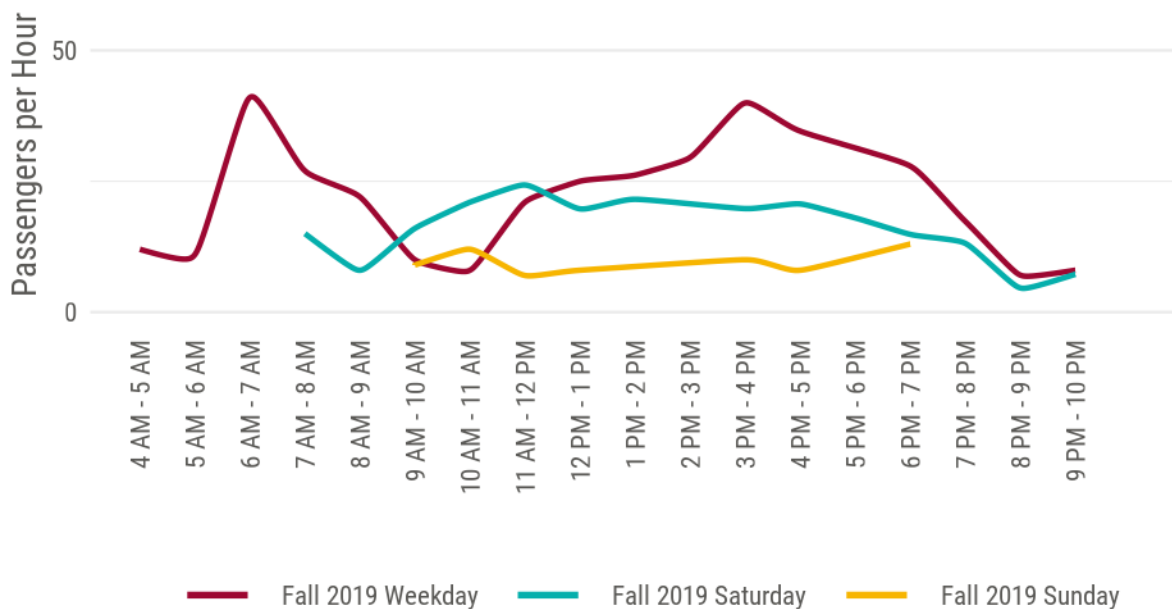
Ridership by Time of Day

Ridership by Hour

Weekday pre-pandemic ridership was highest in the AM peak and PM peak, with ridership peaking early (6:00 AM to 7:00 AM) then declining steadily until late morning, when it starts building and peaks at 3:00 PM to 4:00 PM. Ridership drops after the mid-afternoon peak (see Figure 3).

Weekend day ridership trends show flatter demand trends. Sunday ridership is significantly lower than Saturday.

Figure 3 | Ridership by Hour: Pre-Pandemic; Fall 2019



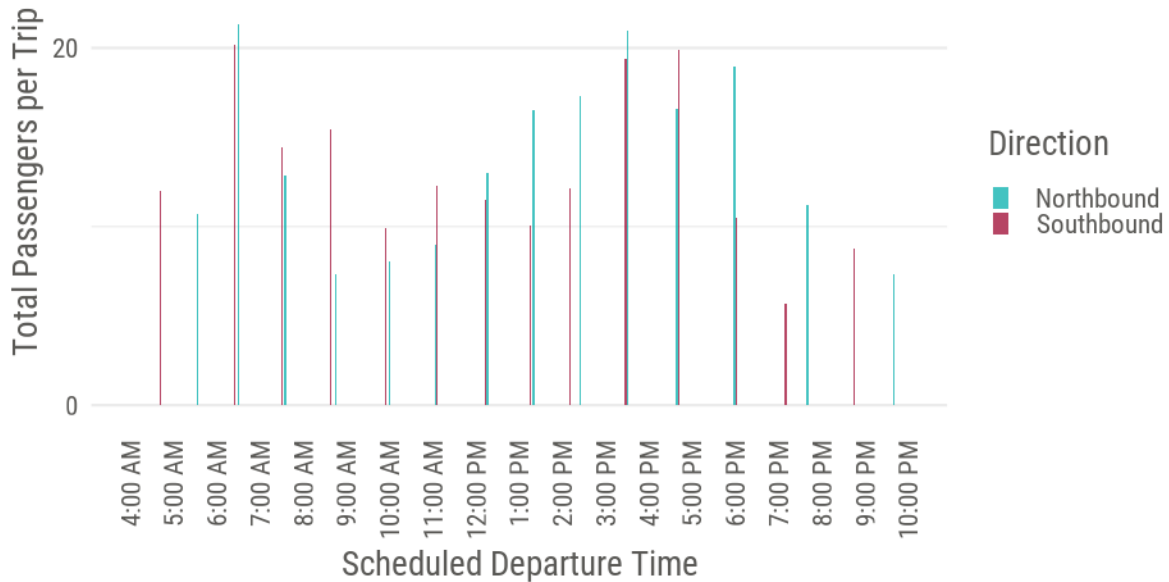
Ridership and Maximum Loads by Trip

Pre-pandemic weekday ridership per trip is low with only a handful of trips reaching a 20 riders per trip (see Figure 4). There is also a clear peaking pattern, with demand generally well balanced between northbound and southbound trips. Notable patterns include:

- Peak periods have relatively strong demand with 20-25 riders per trip.
- Demand after 6:00 PM is quite low, with most trips carrying fewer than 10 riders.
- Saturday trips on Route 132 carry fewer than 20 riders.
- Sunday trips carry around 10 riders per trip.

No trips on any day reach the seated capacity.

Figure 4 | Weekday Ridership by Trip



ON-TIME PERFORMANCE AND RUNNING TIMES

On-Time Performance

On-time performance for Route 132 is about 75%, which is below SEPTA’s standard (see Table 4). Off-schedule performance is evenly split between early and late trips.

Dropped trips are not a significant issue on Route 132.

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	14.0%	75.1%	11.0%	0.6%
Saturday	11.2%	74.8%	14.0%	0.6%
Sunday	9.0%	79.7%	11.3%	0.0%

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

AVERAGE SPEEDS AND STOP SPACING

Route 132 does not have major issues with speeds (see Figure 5). Bus stop spacing along Route 132 is within best practices of less than 5 stops per mile for most of the route and between less than 8 stops per mile for small segments (see Figure 6).

Figure 5 | Average Speeds: PM Peak Northbound

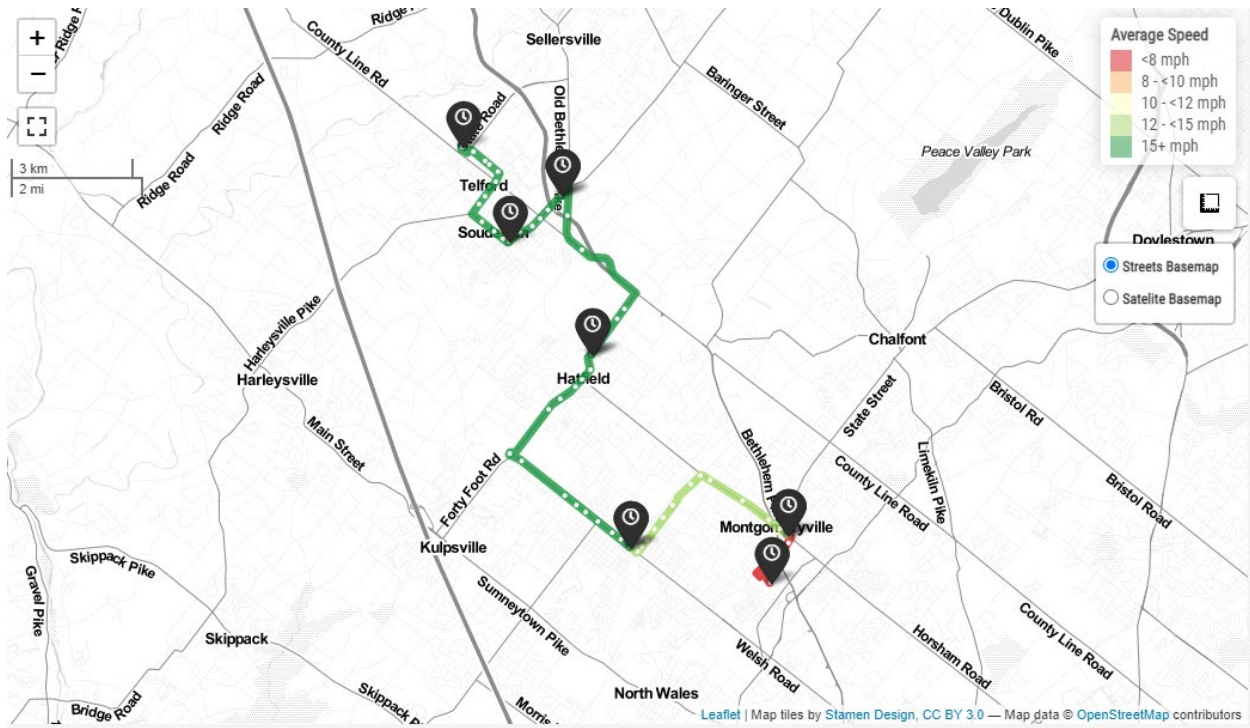
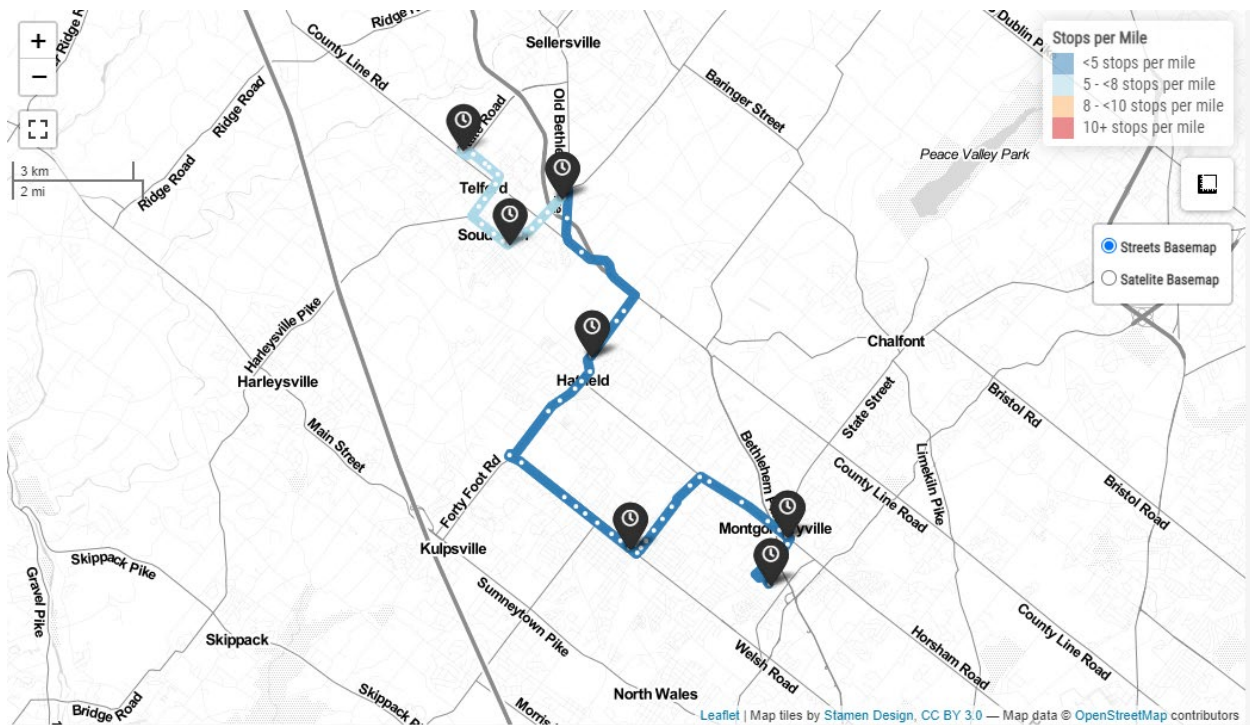


Figure 6 | Stop Spacing by Route Segment



RIDER CHARACTERISTICS

Route 132 has a smaller share of riders in poverty and fewer people without access to a vehicle. Riders are also whiter with significantly fewer Black riders as is typical of SEPTA’s service area (see Table 5). However, Route 132 has more seniors and people with disabilities than the systemwide average

Table 5 | Rider Characteristics

	Route 132 Riders	Systemwide Average
Median Household Income	\$37,459	\$32,713
Share in Poverty	13.8%	30%
Ethnicity		
White	57.5%	38%
Black	11.1%	46%
Hispanic	5.9%	10%
Other	-	7%
Without a Vehicle	12.4%	37%
Seniors	22.7%	15%
With a Disability	5.3%	2%

OVERALL ASSESSMENT

Opportunities to strengthen Route 132 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- Coordinate with Route 96.** Routes 96 and 132 serve both Lansdale Station and the Montgomery Mall, although they travel on alternative paths. Route 96 would be strengthened by traveling to the Montgomery Mall only and letting riders traveling to Lansdale Station transfer to Route 132 at the Mall. Route 132 would be strengthened and shortened if it used Route 96’s alignment (Main Street instead of Horsham Road).
- Begin/End Service at Lansdale Station.** The single largest stop on Route 132 is at Lansdale Station. Beginning/ending Route 132 at this location would make the route more direct and easier for riders to understand and use it.
- Serve Area around Lansdale Station with Microtransit:** Microtransit offers advantages in terms of providing on demand access to low density areas with critical destinations. It can also be useful for first/last mile connections. As part of coordinating services and/or potentially terminating Route 132 at Lansdale Station, SEPTA could consider using microtransit to provide first/last mile connections around Lansdale Station and/or access to Lansdale Hospital.