

ROUTE 35

Manayunk Roxborough Loop

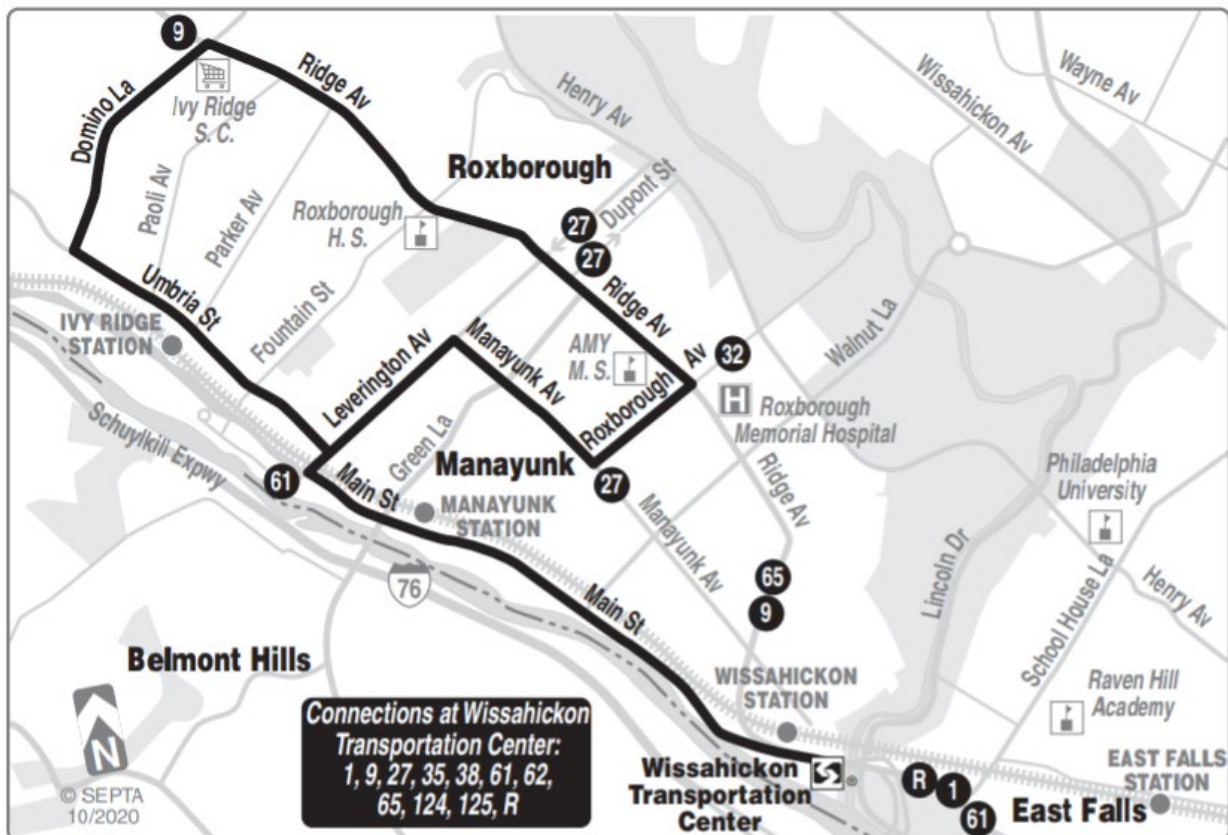
KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 35 provides local circulator service between the Wissahickon Transportation Center, Manayunk, and Roxborough.*
- *Ridership is among the lowest in the SEPTA network, primarily because it duplicates routes with much more frequent service.*

ROUTE OVERVIEW

Route 35 operates between Ridge Avenue at Domino Lane in Roxborough and the Wissahickon Transportation Center (see Figure 1). The route operates as a one-way clockwise loop within Roxborough and Manayunk.

Figure 1 | Route Map



SERVICE OVERVIEW

Schedule

In Fall 2019, Route 35 operated for 12 hours a day on weekdays from 6:23 AM until 6:37 PM. On Saturdays and Sundays, it operated from 8:01 AM until 6:37 PM. Daily service frequencies ranged from 9 to 36 minutes with the average frequency around 23 minutes during all time periods. As of August 2021, Route 35's service span and frequencies were reduced.

Table 1 | Schedule Statistics

| Service Day | Span Of Service | Frequency (Range) | Frequency (Average) |
|------------------|--------------------------------|-------------------|---------------------|
| Weekdays | 6:23 AM to 6:37 PM | | |
| Early AM | 5:24 AM to 5:59 AM | No Service | No Service |
| AM Peak | 6:00 AM to 8:59 AM | 9 – 36 | 21 |
| Midday | 9:00 AM to 2:59 PM | 9 – 36 | 24 |
| PM Peak | 3:00 PM to 5:59 PM | 9 – 36 | 23 |
| Evening | 6:00 PM to 9:59 PM | 9 – 36 | 23 |
| Late Night | 10:00 PM to 11:59 PM | No Service | No Service |
| Owl | Midnight to 2:06 AM | No Service | No Service |
| Saturdays | 8:01 AM to 6:37 PM | | |
| Day | 8:00 AM to 5:59 PM | 9 – 36 | 24 |
| Night | Before 8:00 AM & After 5:59 PM | 9 – 36 | 23 |
| Sundays | 8:01 AM to 6:37 PM | | |
| Day | 8:00 AM to 5:59 PM | 9 – 36 | 24 |
| Night | Before 8:00 AM & After 5:59 PM | 9 – 36 | 23 |

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

Service Patterns

Almost all Route 35 trips operate along the same loop pattern, with exception of the first trip on weekdays (see Table 2).

Table 2 | Service Patterns

| Pattern | Origin | Destination | Unique Feature | Unique Stops | Trips Per Day | | |
|-------------|-----------------------------------|---------------------------------|-----------------------------|--------------|---------------|-----|-----|
| | | | | | Wkd | Sat | Sun |
| Loop | | | | | | | |
| 229517 | Ridge Avenue & Domino Lane - FS | Ridge Avenue & Domino Lane - FS | Primary Pattern | - | 16 | 14 | 14 |
| 229516 | Wissahickon Transportation Center | Ridge Avenue & Domino Lane - FS | First Weekday Trip Pull Out | 0 | 1 | 0 | 0 |

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

RIDERSHIP

In Fall 2019, Route 35 carried approximately 132 passengers on weekdays, 85 on Saturdays, and 78 on Sundays (see Table 3). Based on weekday ridership, it was SEPTA's fourth lowest ridership route.

Table 3 | Fall 2019 Ridership and Productivity

| | Weekdays | Saturdays | Sundays |
|--|-------------|-------------|------------|
| Daily Ridership | 132 | 85 | 78 |
| Rank | 119 | 112 | 98 |
| Passengers per Revenue Vehicle Hour | 13.4 | 10.1 | 9.2 |
| Rank | 119 | 110 | 99 |

Transfer Patterns

largest transfer rates on Route 35 are to and from:

- Route 9 (4th-Walnut to Andorra) (16.3% of all trips)
- Route 65 (Germantown-Cheltenham to 69th Street Transportation Center) (11.6%)
- Route 61 (9th-Market to Manayunk) (8.1%)
- Route R (Henry-Midvale or Wissahickon Transportation Center to Frankford Transportation Center) (6.4%)

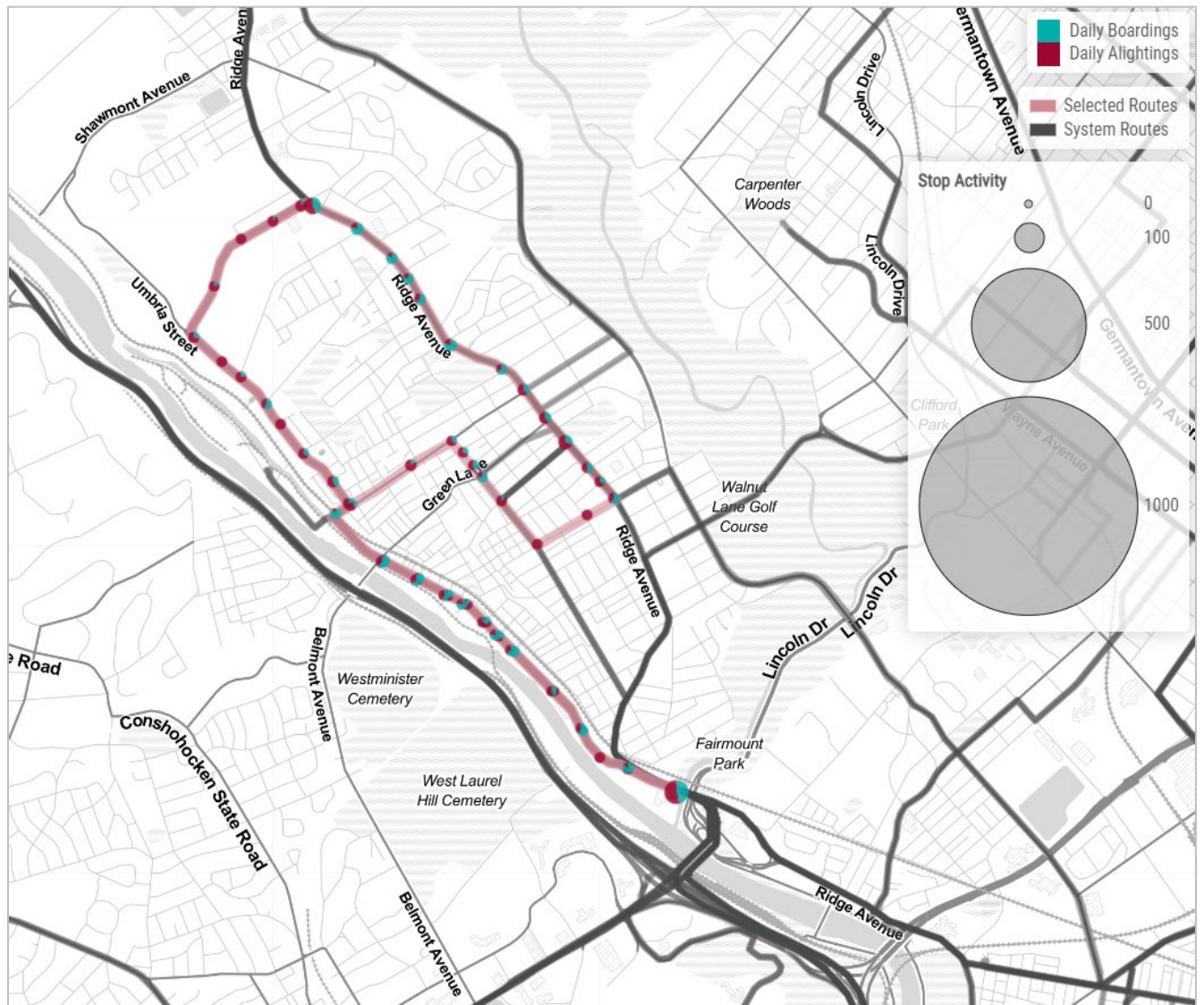
Weekend transfer patterns are similar at a slightly lower rate.

Ridership by Stop

Route 35 is a neighborhood circulator, providing service in a clockwise loop through Roxborough-Manayunk and connecting to WTC. The route has very low ridership overall, with the highest number of boardings and alightings at Wissahickon Transportation Center. Only a handful of stops had more than 10 riders including (see also Figure 2):

- 26 riders boarded at Route 35's terminus at Ridge Avenue & Domino Lane.
- 29 passengers boarded and 35 alighted at Wissahickon Transportation Center.

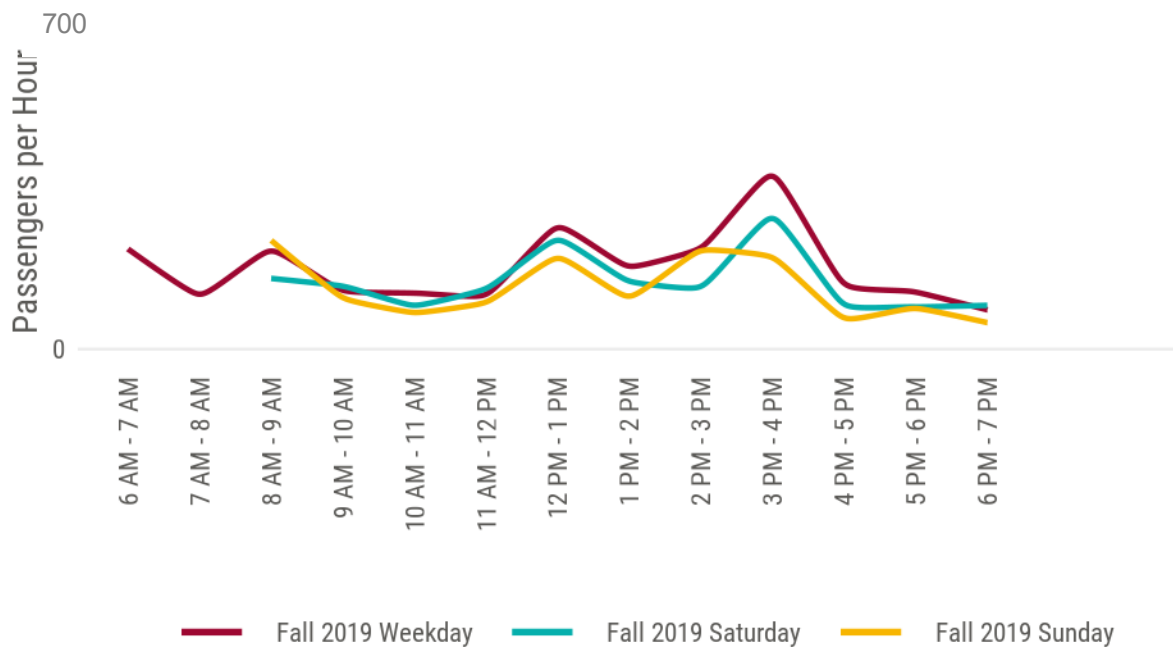
Weekend patterns are also similar but with lower volumes; many stops had no riders.

Figure 2 | Weekday Ridership by Stop


Ridership by Time of Day

Ridership by Hour

On weekdays in Fall 2019, ridership was uneven, with the strongest demand in the late afternoon (see Figure 3). Evening ridership was much lower than midday ridership and fell quickly after 5:00 PM. Saturday and Sunday ridership did not exhibit peaks and gradually increased through mid-afternoon and then gradually decreased.

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


Ridership and Maximum Loads by Trip

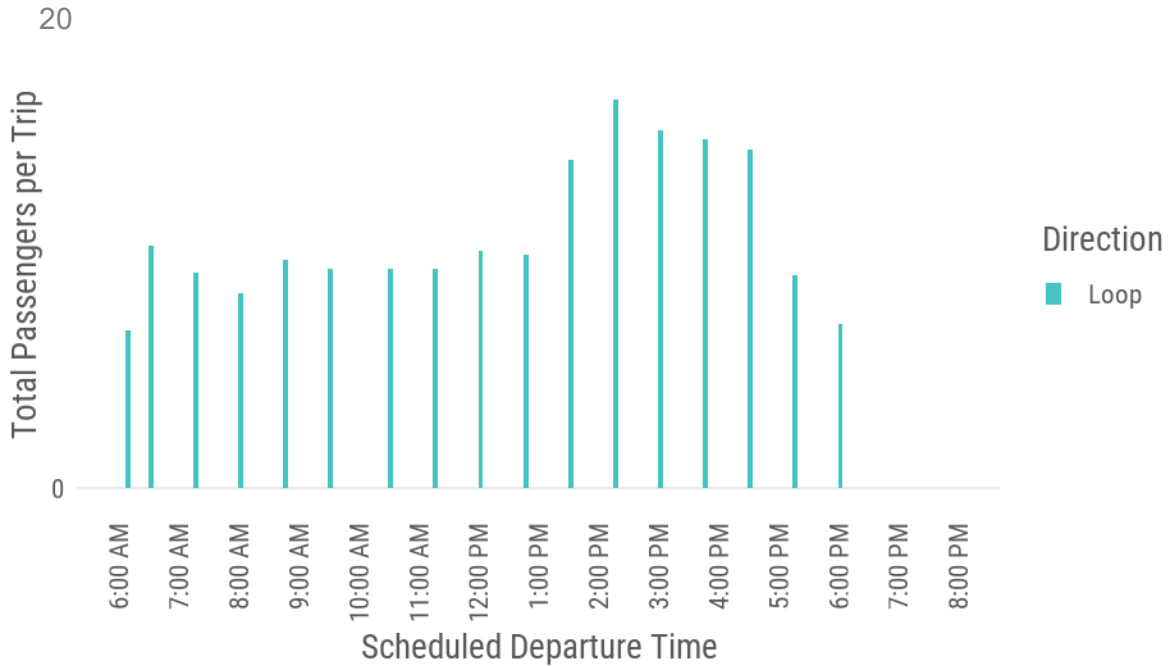
In Fall 2019, weekday ridership per trip was low overall (see Figure 4):

- The first AM trip had the lowest ridership due to the short-turn pattern. The second AM trip had the highest AM peak ridership and carried 8 passengers.
- Most midday trips carried between 7 and 10 passengers.
- Relatively high PM peak ridership levels (10-15 riders) were reached by 1:30 PM and remained at that level until around 4:30 PM.
- The last two trips had low ridership, with the final trip carrying 6 passengers.

Weekend ridership was also low with no trips carrying more than 10 riders on Saturdays. One trip on Sunday had 12 riders.

Due to the very low ridership on Route 35, all trips operated well below standing capacity.

Figure 4 | Weekday Ridership by Trip



ON-TIME PERFORMANCE

On-Time Performance

In Fall 2019, Route 35’s on-time performance was 71% on weekdays, 73% on Saturdays, and only 57% on Sundays (see Table 4). Trips are more likely to be late on weekdays and Saturdays, but more likely to be early on Sundays. Route 35’s substandard on-time performance may be caused prolonged dwell times due to the narrow street network it operates on.

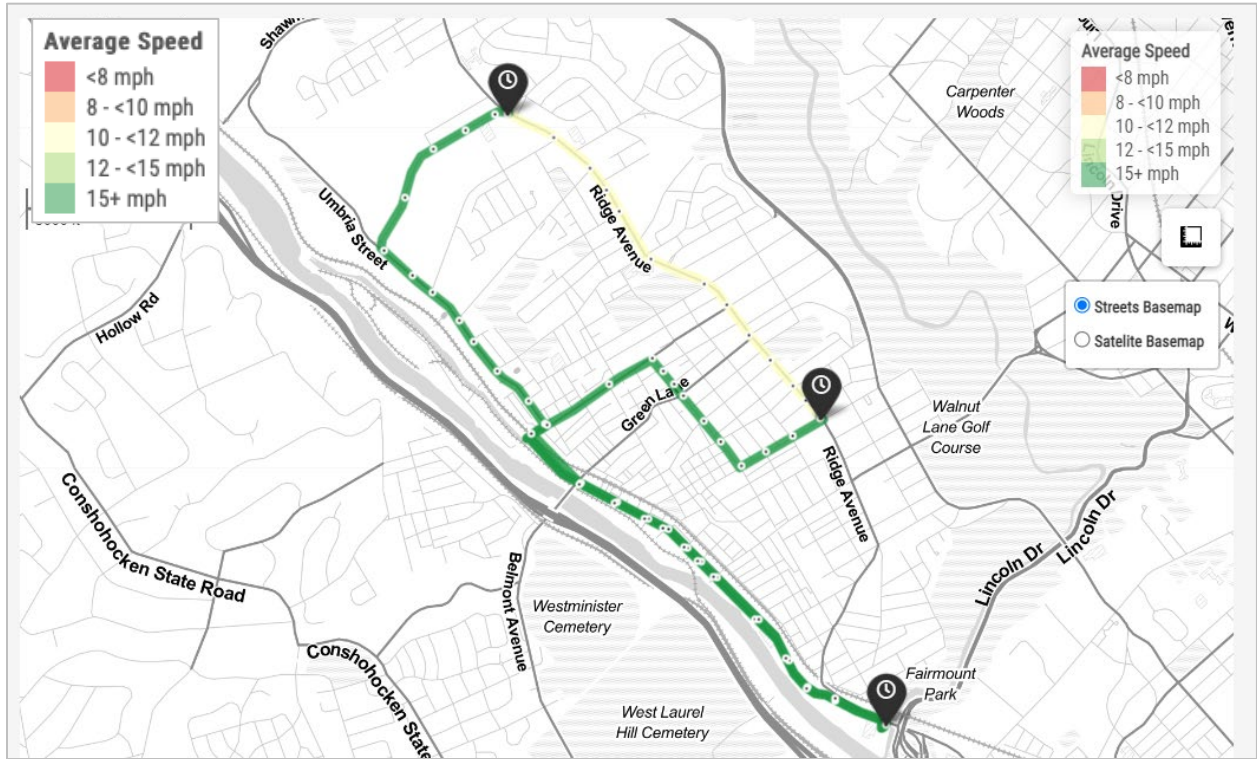
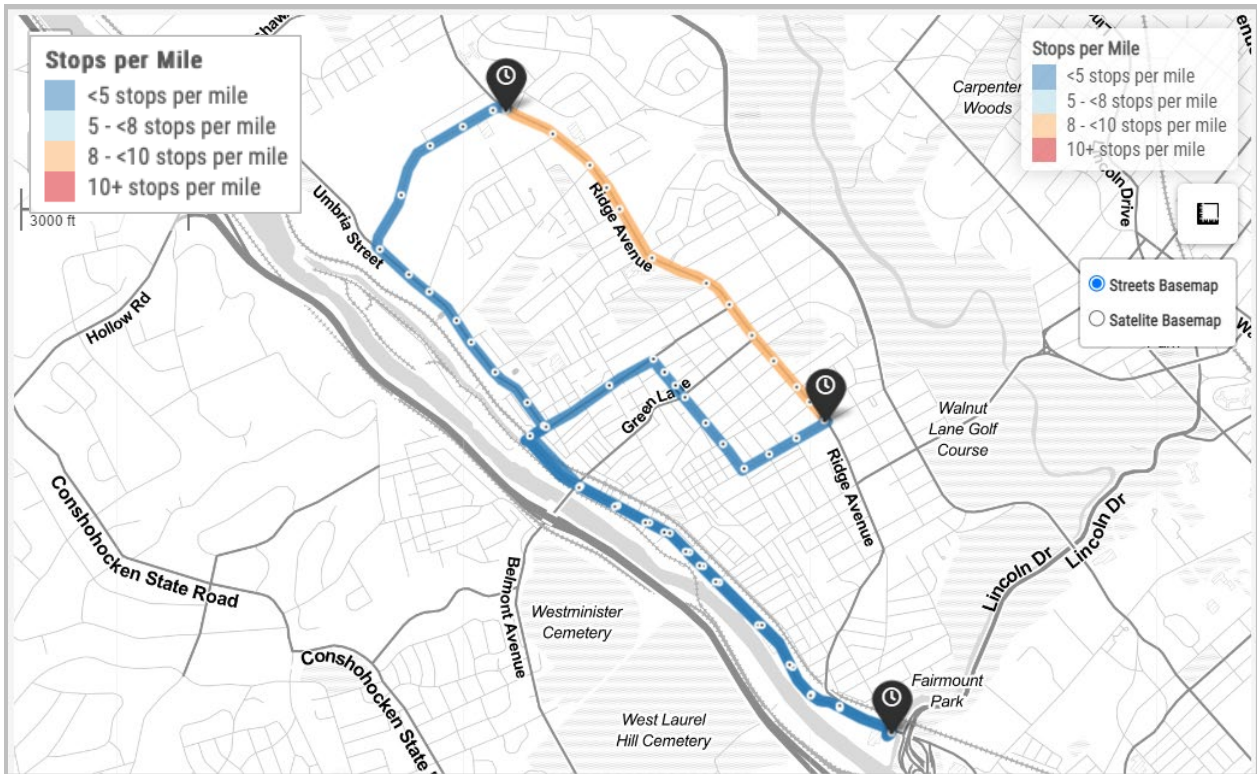
Table 4 | On-Time Performance

| | 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 | 8% | 71% | 22% | 0.2% |
| Saturday | 12% | 73% | 16% | 4.4% |
| Sunday | 27% | 57% | 16% | 0% |

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

AVERAGE SPEEDS AND STOP SPACING

Route 35 is a moderately fast route, largely due to operating in a suburban density environment and low ridership contributing to short dwell times (see Figure 5). Most of Route 35 has roughly 5 stops per mile, except for the segment along Ridge Avenue having bus stops spaced at 8 stops per mile (see Figure 6).

Figure 5 | Average Speeds: PM Peak

Figure 6 | Stop Spacing by Route Segment


RIDER CHARACTERISTICS

Riders on Route 35 have higher incomes than SEPTA’s systemwide average and fewer people in poverty, more white riders, fewer Black riders, and fewer riders without a vehicle. Route 35 also carries a larger share of seniors (see Table 5).

Table 5 | Rider Characteristics

| | Route 35 Riders | Systemwide Average |
|-------------------------|-----------------|--------------------|
| Median Household Income | \$39,014 | \$32,713 |
| Share in Poverty | 24% | 30% |
| Ethnicity | | |
| White | 49% | 38% |
| Black | 37% | 46% |
| Hispanic | 8% | 10% |
| Other | 6% | 7% |
| Without a Vehicle | 28% | 37% |
| Seniors | 19% | 15% |
| With a Disability | 2% | 2% |

SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 35 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- Combine with Route 32 and/or Route 49 (Broad-Carpenter to Ridge-Lyceum):** Instead of operating Route 35 as a loop, the unique portion of the route could be added to Route 32 and/or Route 49, strengthening all routes by serving the crosstown market.
- Discontinue Route:** Route 35 has low ridership, and the alignment duplicates other SEPTA routes that have longer and more frequent service. By discontinuing Route 35, SEPTA can reinvest in other routes in the system, including those that better serve Roxborough-Manayunk.