

ROUTE 64

50th-Parkside to Pier 70

KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 64 is generally strong route that provides important connections between West Philadelphia and South Philadelphia, connections to the Market-Frankford and Broad Street Lines, and the Walmart at Pier 70.*
- *The route has a number of circuitous segments, some of which have questionable utility. These include the circuitous alignment to and from the Park West Town Center and the jog to 48th Street. On the other hand, the jog to Wharton and Reed Streets in Grey's Ferry is one of stronger parts of the route in South Philadelphia.*
- *As with most urban routes, Route 64, on-time performance is below standard and service is slow, in part because stops are spaced too closely.*

ROUTE OVERVIEW

Route 64 operates between 50th Street and Parkside Avenue in West Philadelphia and Pier 70 in South Philadelphia (see Figure 1). It is one of three routes that provides connections between West Philadelphia and South Philadelphia.

As shown in Figure 1, Route 64's alignment includes several twists and turns, particularly along the northern end of the route and north of Spruce Street in North Philadelphia and through Greys Ferry in South Philadelphia. It runs more directly through South Philadelphia along Washington Avenue.

SERVICE OVERVIEW

Schedule

Route 64 operates 19 hours a day from 5:48 AM until approximately 12:18 on weekdays and Saturdays. On Sundays, Route 64 operates from 6:06 AM to 10:29 PM (see Table 1):

- On weekdays, peak period frequencies average 11 minutes to 15 minutes, and midday frequencies average 18 minutes. Evening and night frequencies average 31 to 46 minutes.
- On Saturdays, service frequencies average 20 minutes during the day and 23 minutes at night.
- On Sundays, frequencies average 20 minutes during the day and 25 minutes at night.

On all days, service operates with or close to clockface headways.

Figure 1 | Route Map

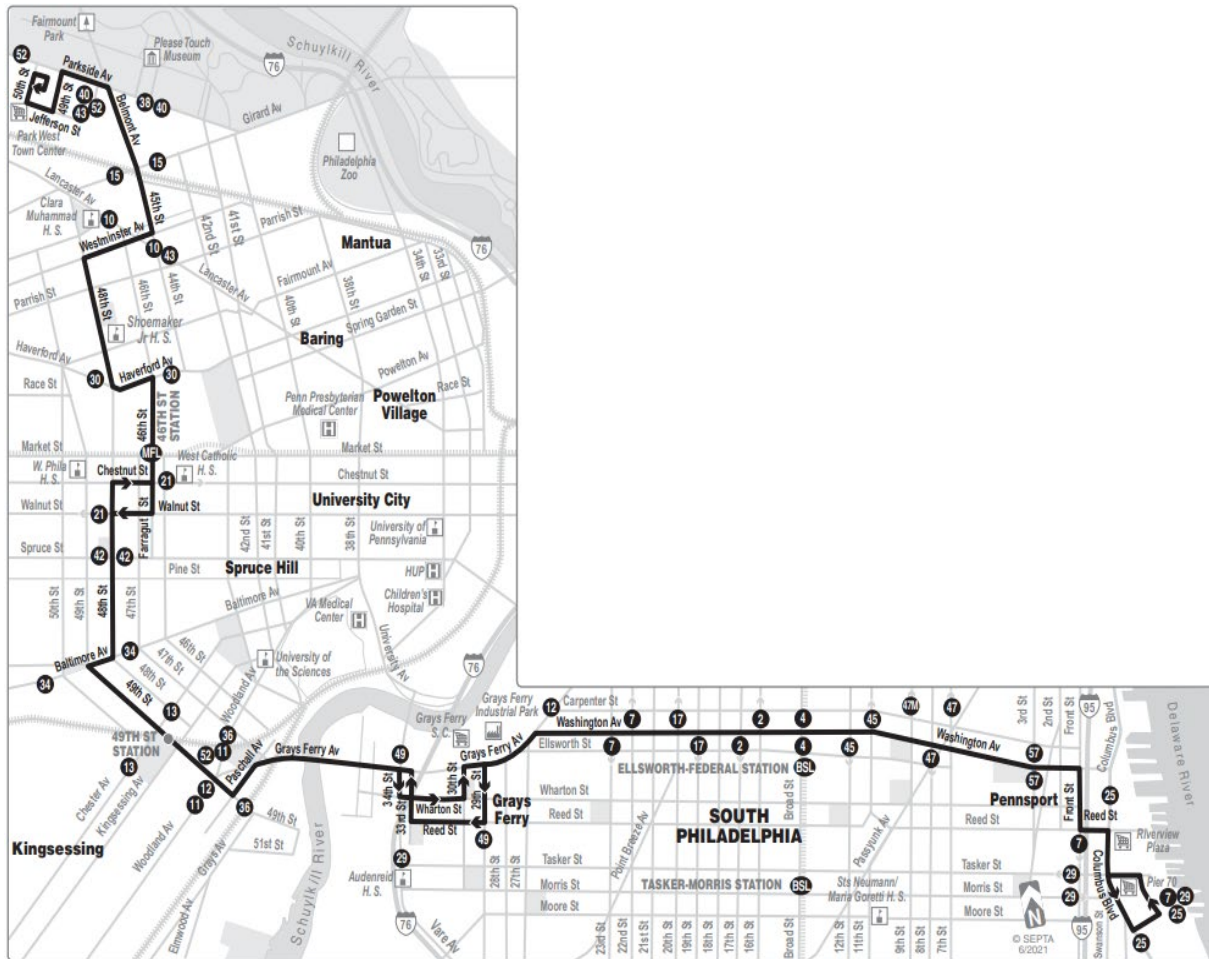


Table 1 | Schedule Statistics

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
Weekdays	5:48 AM to 12:18 AM		
Early AM	5:48 AM to 5:59 AM	1 trip	1 trip
AM Peak	6:00 AM to 8:59 AM	7 - 20	11
Midday	9:00 AM to 2:59 PM	9 - 21	18
PM Peak	3:00 PM to 5:59 PM	10 - 21	15
Evening	6:00 PM to 9:59 PM	20 - 22	20
Late Night	10:00 PM to 11:59 PM	20 - 45	31
Owl	Midnight to 12:18 AM	45 - 46	46
Saturdays	5:59 AM to 12:18 AM		
Day	8:00 AM to 5:59 PM	0 - 32	20
Night	Before 8:00 AM & After 5:59 PM	0 - 52	23
Sundays	6:43 AM to 10:29 PM		
Day	8:00 AM to 5:59 PM	0 - 31	20
Night	Before 8:00 AM & After 5:59 PM	0 - 32	25

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

Service Patterns

Route 64 operates with two service patterns in each direction (see Table 2). On all days, Park West Town Center is the northern terminus until approximately 9:30 PM. Afterward, Woodland Avenue at 49th Street is the northern terminus of the route (it is over 3 miles away from Park West Town Center).

Table 2 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Southbound							
229763	50th & Parkside Loop	Pier 70 Walmart & Home Depot	Primary Pattern	0	61	33	25
229764	Woodland Ave & 49th St	Pier 70 Walmart & Home Depot	Late Night Short-Turn	1	3	3	8
Northbound							
229762	Pier 70 Walmart & Home Depot	50th & Parkside Loop	Primary Pattern	0	58	32	24
229761	Pier 70 Walmart & Home Depot	Woodland Ave & 49th St	Late Night Short-Turn	1	4	4	10

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

RIDERSHIP

In Fall 2019, Route 64 carried 6,200 passengers on weekdays, 2,800 on Saturdays, and 2,029 on Sundays (see Table 3). Based on weekday ridership, it was SEPTA 30th highest ridership route.

Table 3 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	6,200	2,900	2,029
Rank	30	37	39
Passengers per Revenue Vehicle Hour	56.5	48.2	42.0
Rank	31	23	42

Transfer Patterns

The largest transfer volumes on Route 64 are to and from:

- Market-Frankford Line (17.3% of all trips)
- Broad Street Line (8.5%)
- Route 36 13th-Market to 80th-Eastwick rail trolley (3.7%)
- Route 11 13th-Market to Darby Transportation Center rail trolley (3.3%)
- Route 47 Whitman Plaza to 5th-Godfrey (2.8%)

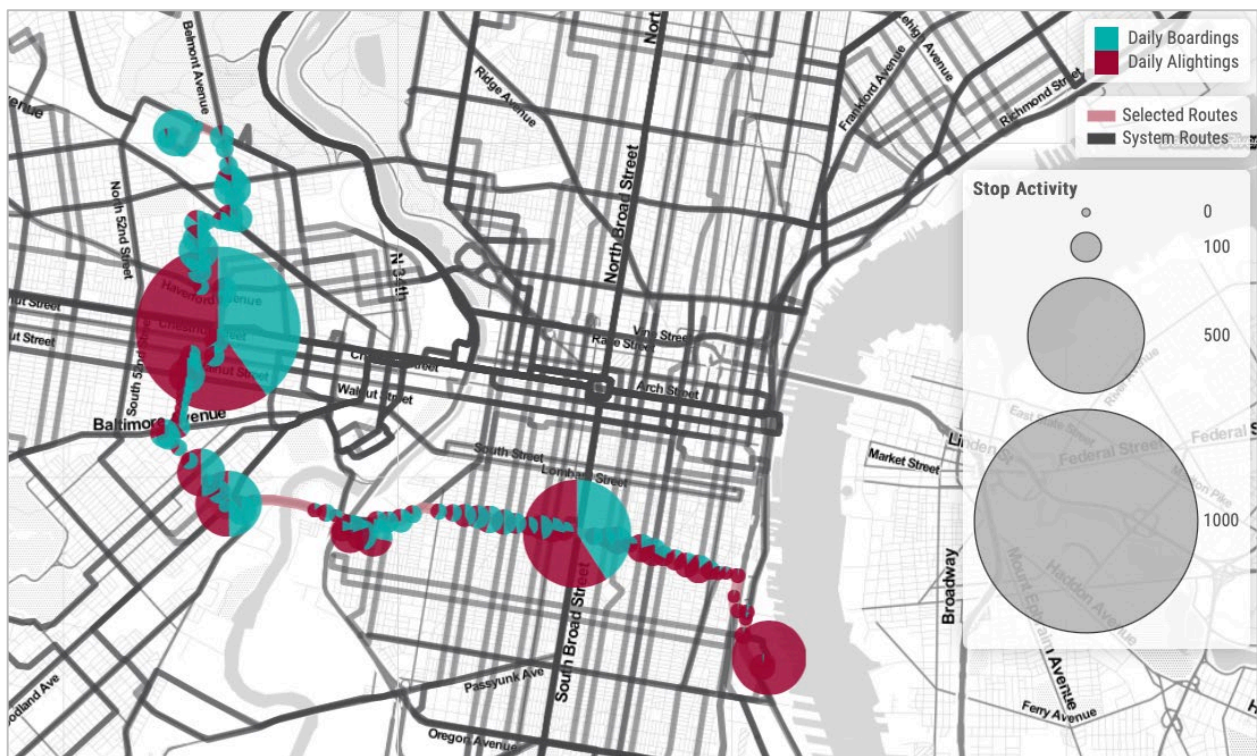
Weekend transfer patterns are similar but at a slightly lower rate.

Ridership by Stop

In Fall 2019, 51% of all riders used the route entirely within West Philadelphia, 30% used it to travel between West Philadelphia and South Philadelphia, and 19% used it entirely within South Philadelphia. In more detail, on weekday southbound trips (see Figure 2):

- 210 passengers boarded at the Park West Town Center.
- 440 passengers boarded and 60 alighted at the nine stops between the Town West Town Center and Westminster Avenue.
- 540 passengers boarded and 120 alighted at the 11 stops between Westminster Avenue and 46th Street and Market Street.
- 290 passengers boarded and 430 alighted at Market Street, which is the transfer point with the Market-Frankford Line. This is the highest ridership stop on the route.
- 880 passengers boarded and 680 alighted at the 21 stops between Market Street and Grays Ferry Avenue. The highest ridership stop along this segment was 49th Street at Woodland Avenue, which is the transfer point to the Route 11 13th-Market to Darby Transportation Center trolley. The second highest was 49th Street at Chester Avenue,

Figure 2 | Weekday Westbound Ridership by Stop



which is the transfer point to the Route 13 13th-Market to Yeadon and Darby Transportation Center trolley.

- 270 passengers boarded and 310 alighted at the 11 stops between Greys Ferry Avenue at 27th Street and Washington Avenue at Broad Street.
- 190 passengers boarded and 270 passengers alighted at Broad Street, which is a transfer point with the Broad Street Line. This is the second highest ridership stop on the route.

- 150 passengers boarded and 590 alighted at the 17 stops between Broad Street and the loop around Columbus Commons.
- 670 passengers alighted at the four stops around Columbus Commons, 550 of whom alighted at the Walmart stop. This is the third highest ridership stop on the route.

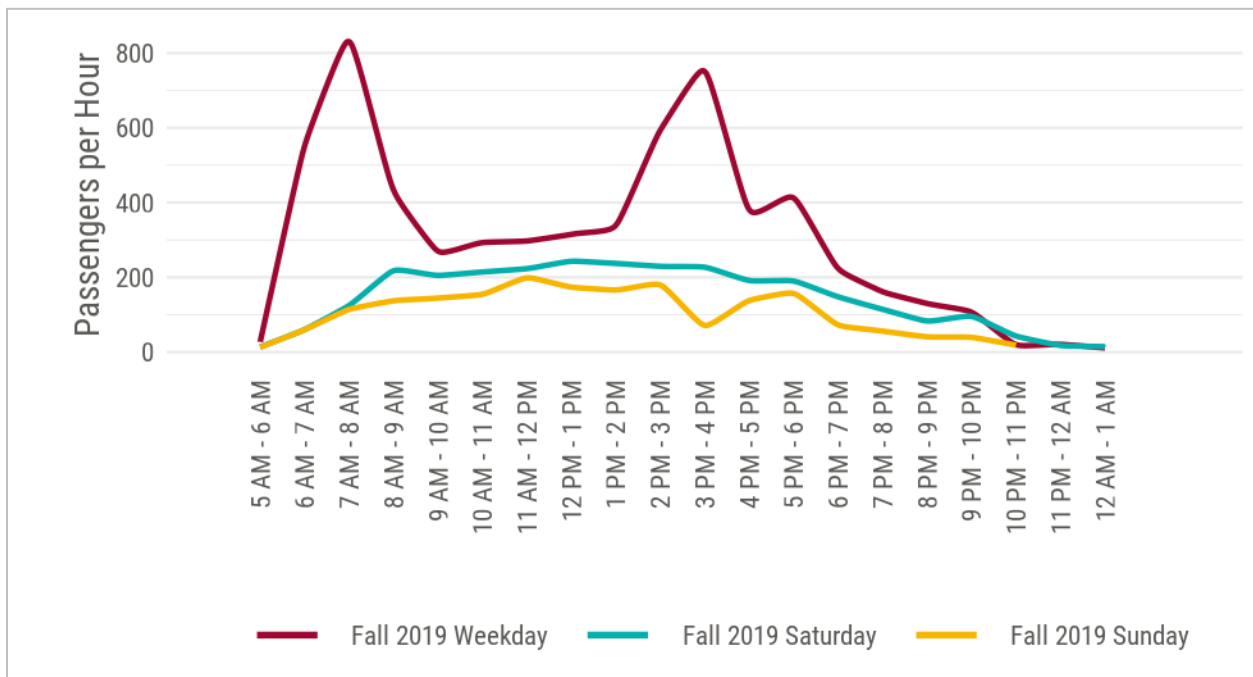
Northbound patterns were similar but in reverse. Weekend patterns were also similar but with lower volumes and less travel to Market-Frankford and Broad Street Lines.

Ridership by Time of Day

Ridership by Hour

In Fall 2019, weekday ridership was very peaked with the highest ridership during the AM peak and between 2:00 PM and 5:00 PM (see Figure 3). Midday ridership, on a per hour basis, was half as high as peak period ridership. Evening ridership fell quickly after 7:00 PM. Saturday ridership did not exhibit peaks and gradually increased through mid-afternoon and then gradually decreased. Sunday ridership patterns generally mirror Saturday, except for a dramatic decrease in ridership in the afternoon from 3:00 PM to 5:00 PM.

Figure 3 | Ridership by Hour: Fall 2019



Ridership and Maximum Loads by Trip

In Fall 2019, weekday ridership per trip is high on most trips (see Figure 4):

- AM peak trips carried 40 to 80 passengers
- Midday trips carried 40 to 60 passengers
- PM peak trips carried 60 to over 100 passengers
- After 6:00 PM, ridership gradually steadily from slightly less than 50 passengers to fewer than 10 on the last trip.

Because there are high levels of turnover along the route, especially at transfer locations with the Market-Frankford and Broad Street Lines, maximum loads are low. During peak periods, they rarely exceed seated capacity on average and during off-peak periods are generally below 20 passengers (see Figure 5). Due to the route's low on-time performance, however, it is likely that some peak trips had standing loads.

Figure 4 | Fall 2019 Weekday Ridership by Trip

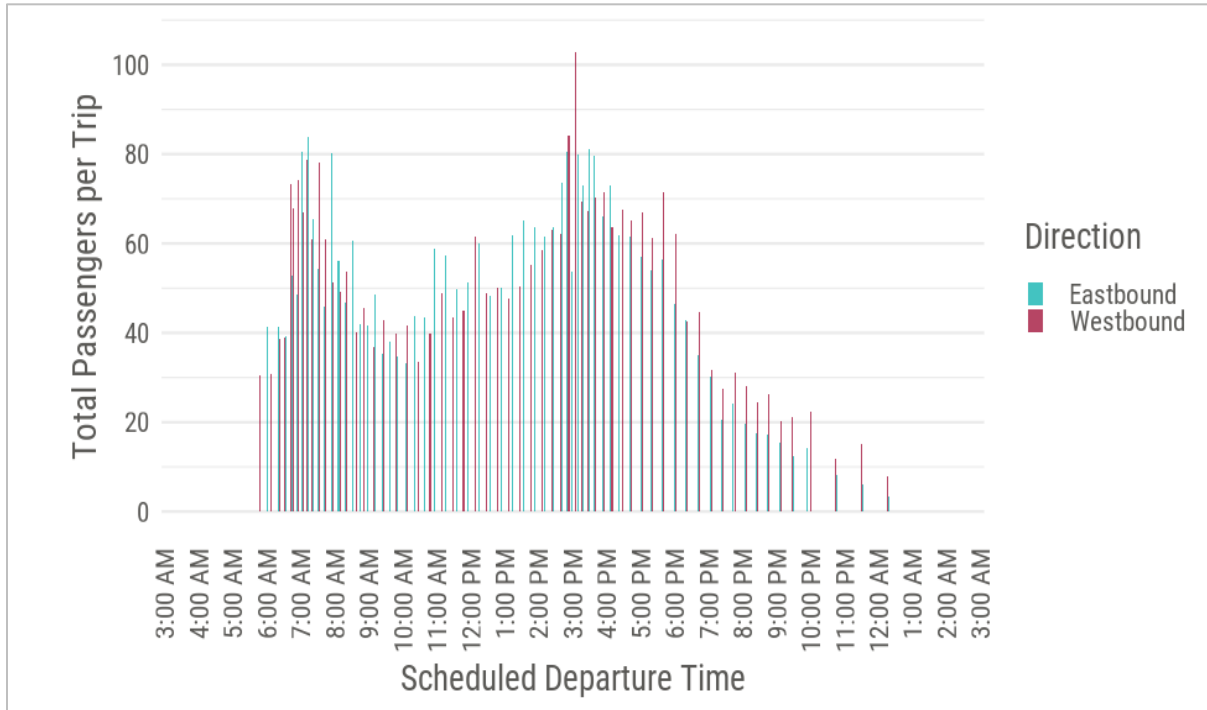
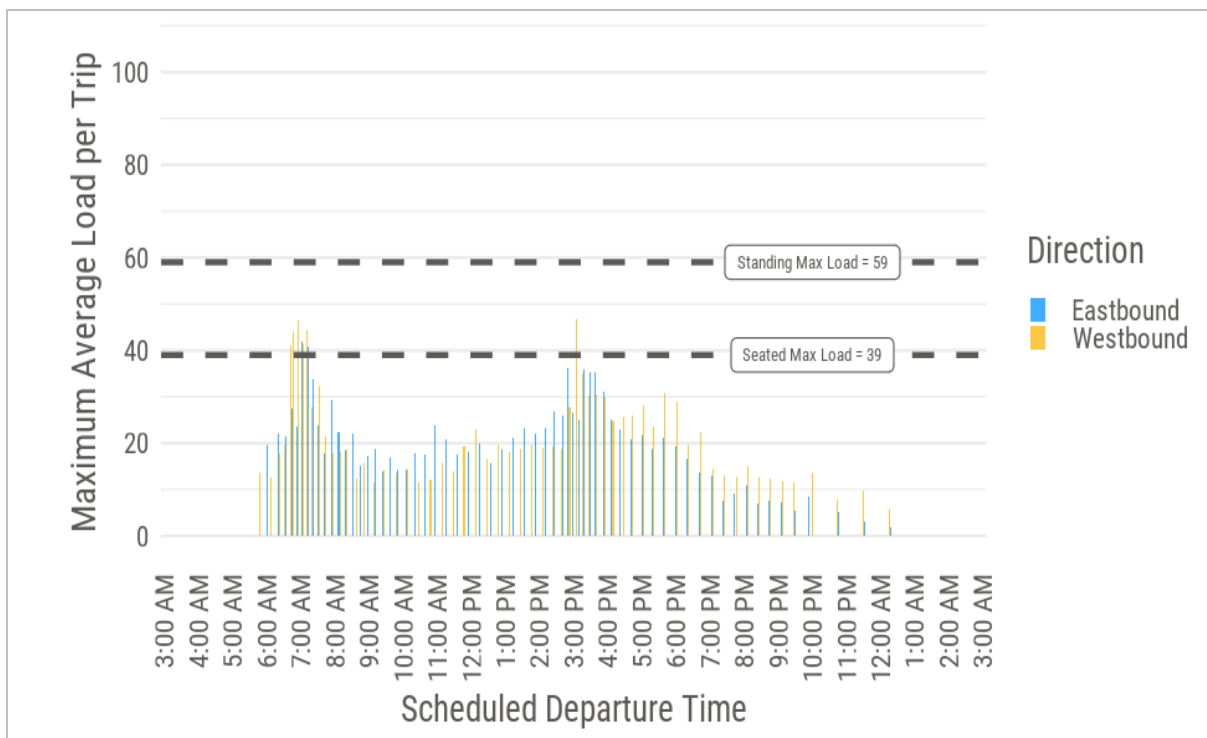


Figure 5 | Fall 2019 Weekday Maximum Loads by Trip



On Saturdays, ridership ramps up to approximately 40 riders per trip at 8:00 AM. It then jumps to around 40 to 60 passengers per trip until about 6:00 PM. It then slowly declines to about 20 passengers per trip on the last trips, with fewer than 15 riders per trip. All trips operate well below seated capacity. Trips after 10:30 PM generally carry 10 or fewer passengers.

Sunday ridership by trip patterns are very similar to those on Saturday but with some individual trips carrying lower ridership. Trips after 6:00 PM carry 20 or fewer passengers.

ON-TIME PERFORMANCE AND RUNNING TIMES

On-Time Performance

In Fall 2019, Route 64’s on-time performance was 73.3% on weekdays, 73.9% on Saturdays, and 70.7% on Sundays, with more trips late than early (see Table 4). This indicates high levels of running time variability along the route. On weekdays, nearly 18.4% of trips were late and 8.3% of trips were early.

On weekdays and Sundays, dropped trips were also a significant issue, with 4% of trips not running on weekdays, 1% of trips on Saturdays, and 6% of trips not running on Sundays.

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	8.3%	73.3%	18.4%	4.1%
Saturday	10.9%	73.9%	15.2%	1.1%
Sunday	9.7%	70.7%	19.6%	6.2%

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

AVERAGE SPEEDS AND STOP SPACING

On weekdays, Route 64 averages 10 mph. Speeds are slower during peak periods and slowest in the PM peak, especially in West Philadelphia south of Walnut Street and in South Philadelphia west of Broad Street (see Figure 6). A major reason that speeds are slow is that the route has an average of 10 stops per mile over its entire length, and more than 10 along most of the route, or a stop on every block (see Figure 7).

Figure 6 | Fall 2019 PM Peak Eastbound Speeds

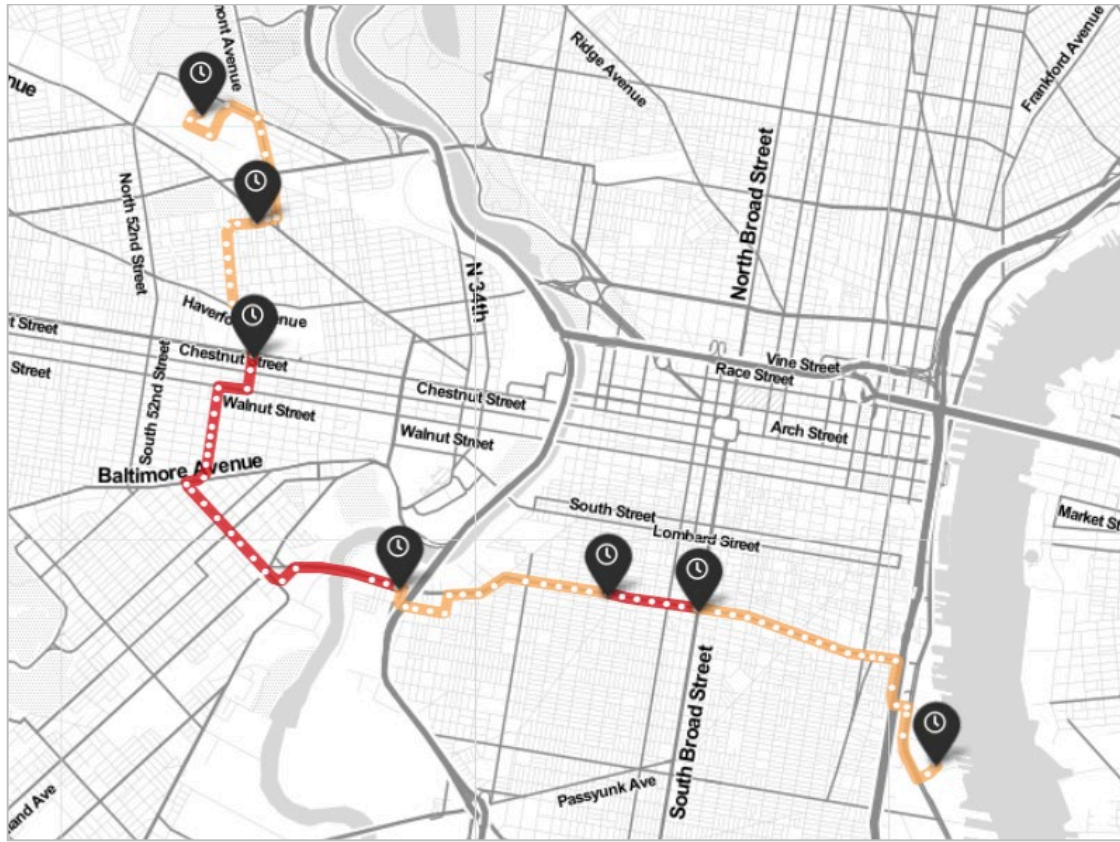
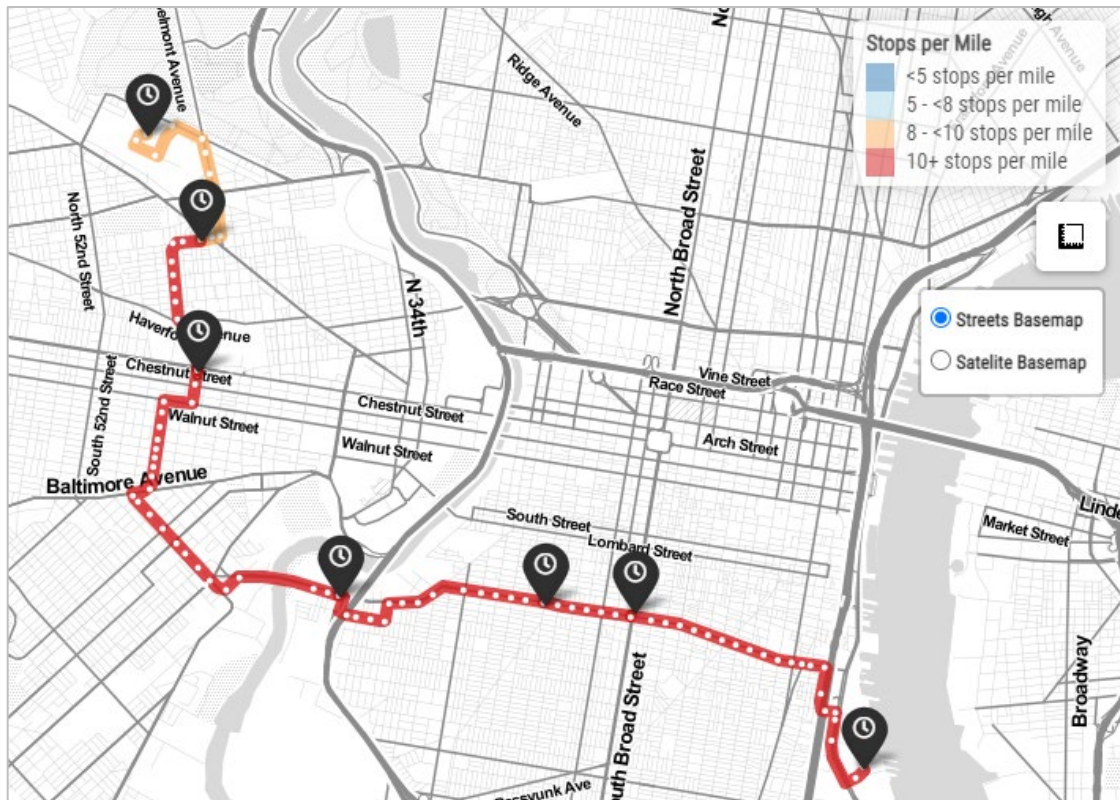


Figure 7 | Stop Spacing by Route Segment



RIDER CHARACTERISTICS

Route 64's service area is very typical of SEPTA's service area as a whole (see Table 5). The one major difference is that the route carries a significantly higher percentage of Black riders, seniors, and people without a vehicle.

Table 5 | Rider Characteristics

	Route 64 Riders	Systemwide Average
Median Household Income	\$31,027	\$32,713
Share in Poverty	34%	30%
Ethnicity		
White	32%	38%
Black	57%	46%
Hispanic	7%	10%
Other	4%	7%
Without a Vehicle	49%	37%
Seniors	21%	15%
With a Disability	3%	2%

SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 64 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Straighten Route 64's Alignment:** There are a number of opportunities to make Route 64 more direct to reduce travel times. These include:
 - Operate service north of Haverford Avenue along 44th Street rather than via the jog to 48th Street.
 - Operate service south of Walnut Street to Grays Ferry Avenue along 47th Street.
 - Operate service via Grays Ferry Avenue in South Philly rather than via the jog to Warton Street and Reed Street.
- **Upgrade to Frequent Service and Operate Service with Clockface Headways:** For most of the day, Route 64 operates with very close to clockface headways, and only minor changes would be required to operate consistently with clockface headways and provide service every 15 minutes from 6:00 AM to 9:00 PM.
- **Split Route at Woodlawn Avenue at 49th Street:** Route 64 is long and its length makes it difficult for the route to operate reliably. To improve reliability, Route 64 could be split into two routes at Woodlawn Avenue at 49th Street, where passengers can transfer to Routes 12 and 52 and Trolley Routes 11 and 36.