

ROUTE 130

Frankford-Knights to Bucks County Community College

KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 130 connects Newtown and Langhorne with the Neshaminy Valley Mall, Parx Casino and Philadelphia Mills. It serves the dual purpose of connecting passengers between City Line Loop, Frankford Mills Mall, Parx Casino, and Neshaminy Mall; and it provides a suburban connection to Newtown and Bucks County Community College.*
- *Route 130 operates on average every 40 minutes on weekdays and Saturdays and hourly on Sundays. Ridership on Route 130 is stronger than other bus routes serving Lower Bucks County.*

There are opportunities to improve Route 130 by simplifying its service patterns, shortening it and better coordinating SEPTA bus routes in Lower Bucks County.

ROUTE OVERVIEW

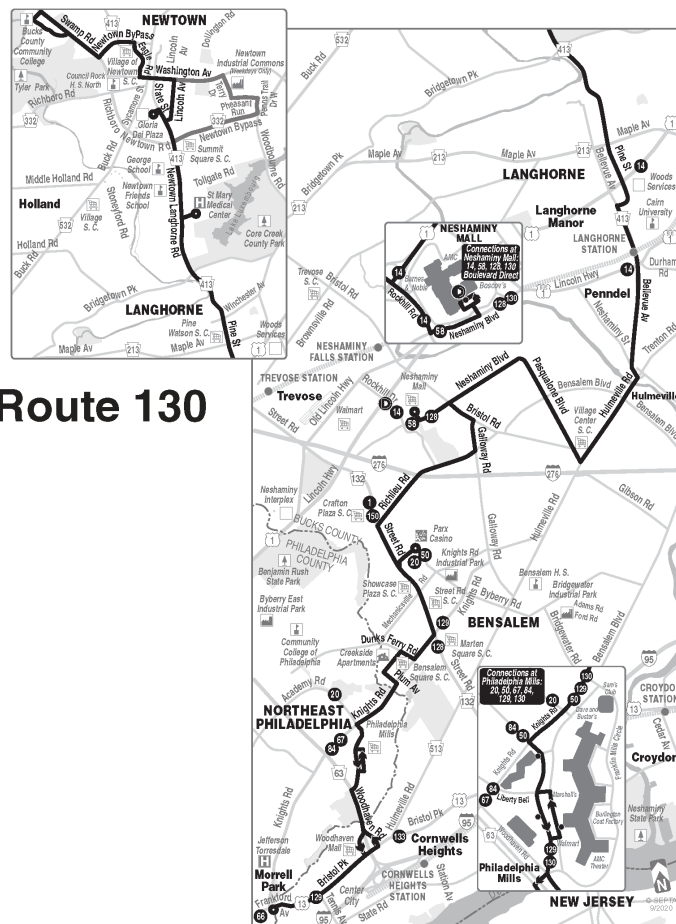
Route 130 operates between the City Line Loop and Bucks County Community College, providing connections to Philadelphia Mills, Bensalem Square Shopping Center, Neshaminy Mall, Parx Casino, Saint Mary Medical Center, the Village at Newtown, and Bucks County Community College (see Figure 1).

SERVICE OVERVIEW

Schedule

Route 130 operates from 5:32 AM until approximately 11:49 PM seven days a week (see Table 1). On average, weekday and Saturday service has frequencies of about 40 minutes. Late night service on weekdays is lower (every 48 minutes). On Sundays, frequencies average 58 minutes during the day and 56 minutes at night. On all days and times, actual frequencies vary from the averages.

Figure 1 | Route Map



Route 130

Table 1 | Schedule Statistics

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
Weekdays	5:20 AM to 7:47 PM		
Owl	Before 4:00 AM	-	-
Early AM	4:00 AM - 5:59 AM		
AM Peak	6:00 AM - 8:59 AM	0-76	42
Midday	9:00 AM - 2:59 PM	0-70	40
PM Peak	3:00 PM - 5:59 PM	0-72	42
Evening	6:00 PM - 9:59 PM	0-86	41
Late Night	After 10:00 PM	0-90	48
Saturdays	No Service		
Day	8:00 AM - 5:59 PM	0-83	41
Night	Before 8:00 AM & After 5:59 PM	0-85	42
Sundays	No Service		
Day	8:00 AM - 5:59 PM	0-95	58
Night	Before 8:00 AM & After 5:59 PM	0-84	56

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

Service Patterns

Route 130 operates with 11 service patterns (see Table 2). The patterns are used to accommodate operational needs (shortened routes) and a secondary alignment to serve Newtown Borough. Service patterns make the route complex, especially on Saturdays, when patterns account for a high portion of the overall number of trips.

Table 2 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Northbound							
230762	City Line Loop	Bucks County Community College -2	Primary Pattern	0	13	8	0
230763	City Line Loop	Bucks County Community College -2	Newtown loop	11	3	0	0
230764	City Line Loop	Neshaminy Mall	Neshaminy Mall.	0	0	3	8
230761	City Line Loop	S Eagle Rd & West Rd	Village at Newtown	0	0	3	0
230760	City Line Loop	Saint Mary Medical Center	Ends at Saint Mary Medical Center.	0	0	1	0

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

Southbound							
230771	Bucks County Community College -2	City Line Loop	Primary Pattern	0	13	8	0
230769	Neshaminy Mall	City Line Loop	Neshaminy Mall.	0	1	2	7
230765	Bucks County Community College -2	City Line Loop	Newtown loop	10	2	0	0
230770	Bucks County Community College -2	Philadelphia Mills & Marshalls	Philadelphia Mills	1	1	0	0
230768	Durham Rd & West Rd	City Line Loop	Village at Newtown	0	0	3	0
230772	Neshaminy Mall	Philadelphia Mills & Marshalls	Starts at Neshaminy Mall / ends at Philadelphia Mills.	1	0	1	0

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

RIDERSHIP

In Fall 2019, Route 130 carried 638 passengers on weekdays, 378 on Saturdays, and 144 on Sundays (see Table 3).

Table 3 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	638	378	144
Rank	102	95	95
Passengers per Revenue Vehicle Hour	14.6	12.1	17.4
Rank	116	106	87

Transfer Patterns

Over 46% of Route 130’s weekday passengers transfer to and from other services and most of the route’s highest ridership stops are transfer points. The largest transfer volumes are to and from:

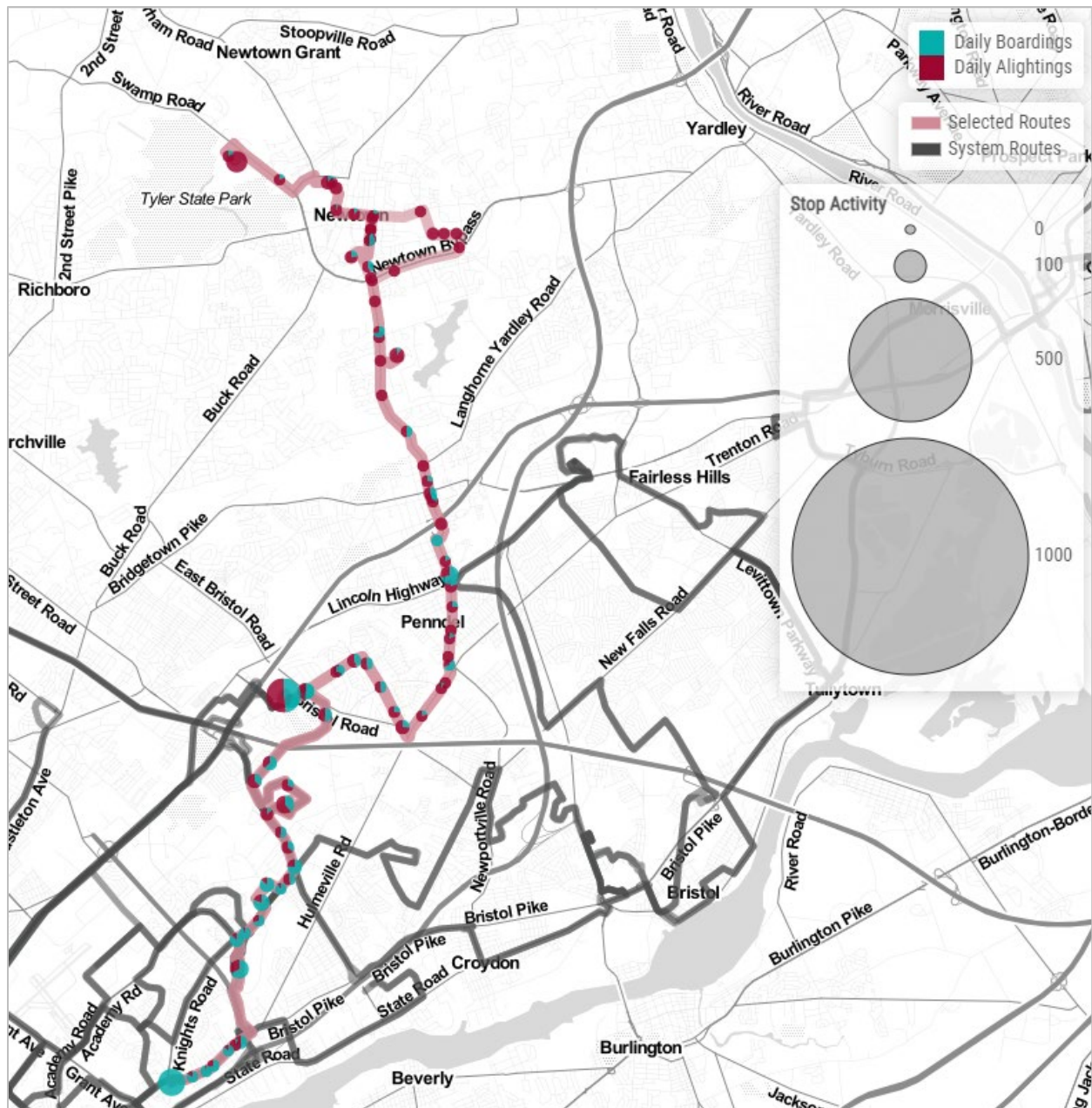
- Route 66 (Frankford Transportation Center to Frankford-Knights) (13.0% of all passengers)
- Boulevard Direct (9.3%)
- Route 14 (Frankford Transportation Center to Oxford Valley / Neshaminy Malls) (8.5%)
- Route 129 (Frankford-Knights to Oxford Valley Mall (3.7%)
- Route 58 (Neshaminy Mall and Somerton to Frankford Transportation Center) (2.5%)

Weekend transfer volumes are slightly higher – 51% on Saturdays, and 55% on Sundays.

Ridership by Stop

Route 130 travels from the City Line Loop to employment and shopping centers like Philadelphia Mills, Bensalem Square Shopping Center, the Neshaminy Mall, Parx Casino, Saint Mary Medical Center, the Village at Newtown, and Bucks County Community College. Poor pedestrian infrastructure in some areas requires Route 130 to circulate through key destinations, like at St. Mary Medical Center. The largest stop in terms of ridership is the City Line Loop, which provides connections to other SEPTA Routes (see Figure 2).

Figure 2 | Weekday Eastbound Ridership by Stop: Fall 2019



Other high ridership stops on northbound trips include:

- 68 boarded at the City Line Loop (9.9% of all riders)
- 22 boarded and 11 alighted at Philadelphia Mills (4.9%)
- 12 boarded and 18 alighted at the Parx Casino (4.4%)
- 48 boarded and 53 alighted at Neshaminy Mall (14.9%)
- 22 boarded and 10 alighted at Bellevue Avenue and Comly Avenue (4.6% of all riders)
- 43 alighted at Bucks Community College (6.3%)

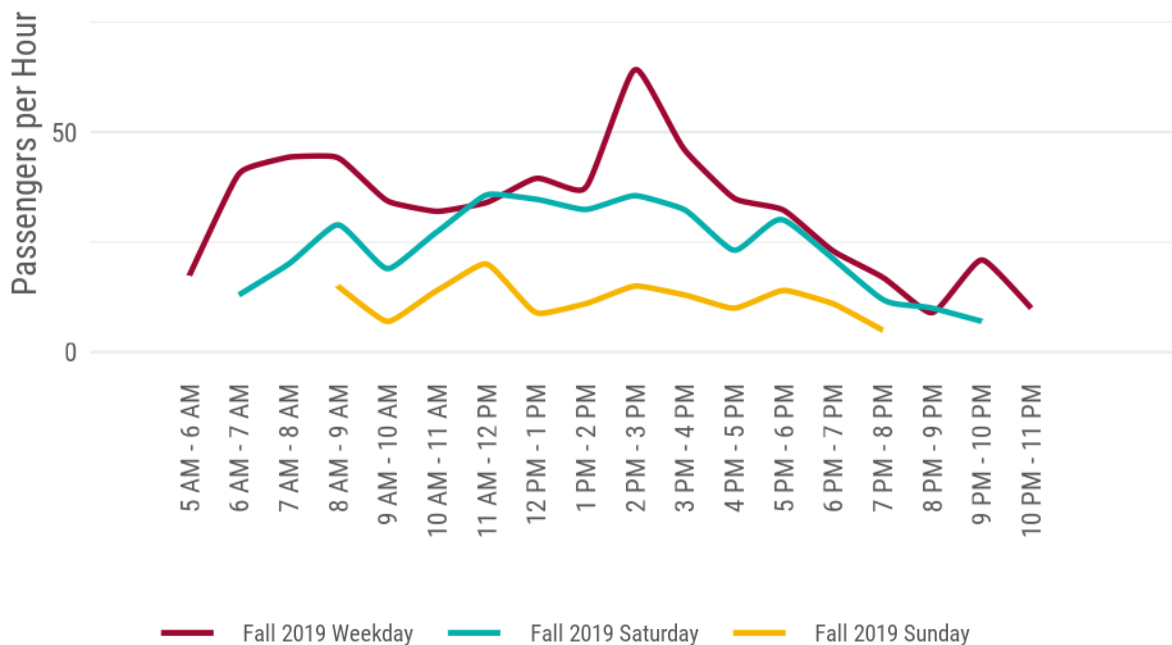
Ridership by Time of Day

Ridership by Hour

Weekday pre-pandemic ridership was somewhat peaked, with 60% of all ridership occurring in the AM peak and between 2:00 PM and 6:00 PM (see Figure 3). Midday ridership, on a per hour basis, was generally about half as high as PM peak period ridership. Evening ridership was lower than midday ridership and fell quickly after 6:00 PM.

Saturday and Sunday ridership exhibits slight AM and PM peaks, but generally, ridership gradually increased through mid-afternoon and then gradually decreased.

Figure 3 | Ridership by Hour: Fall 2019



Ridership and Maximum Loads by Trip

Weekday ridership per trip is low on most trips (see Figure 4). Ridership per trip shows:

- During the AM and PM peak, most trips carry between 20 and 40 total passengers.
- Midday trips generally carry around 20 passengers
- In the evening, ridership ramps down from approximately 20 passengers per trip to around 10 at 6:00 PM.

On Saturdays, ridership ramps up to approximately 20 riders per trip at 8:00 AM, increasing to between 20 and 40 passengers per trip until about 2:00 PM (see Figure 4). Ridership slowly declines to about 5 passengers per trip on the last trips.

Route 130's Sunday service travels between the City Line Loop and Neshaminy Mall only. Ridership remains between 5 and 15 passengers for the entire service period.

Route 130 has one afternoon trip where ridership exceeds standing loads (see Figure 5). Otherwise, there are no capacity issues on the route.

Figure 4 | Weekday Ridership by Trip

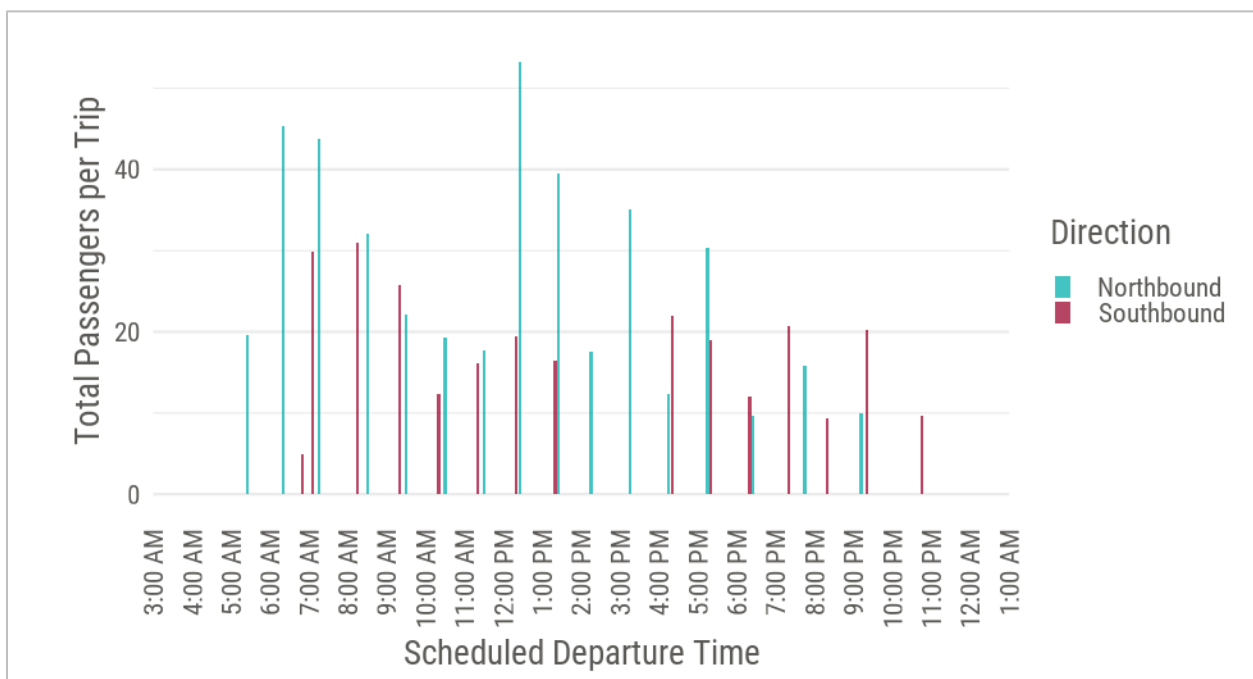
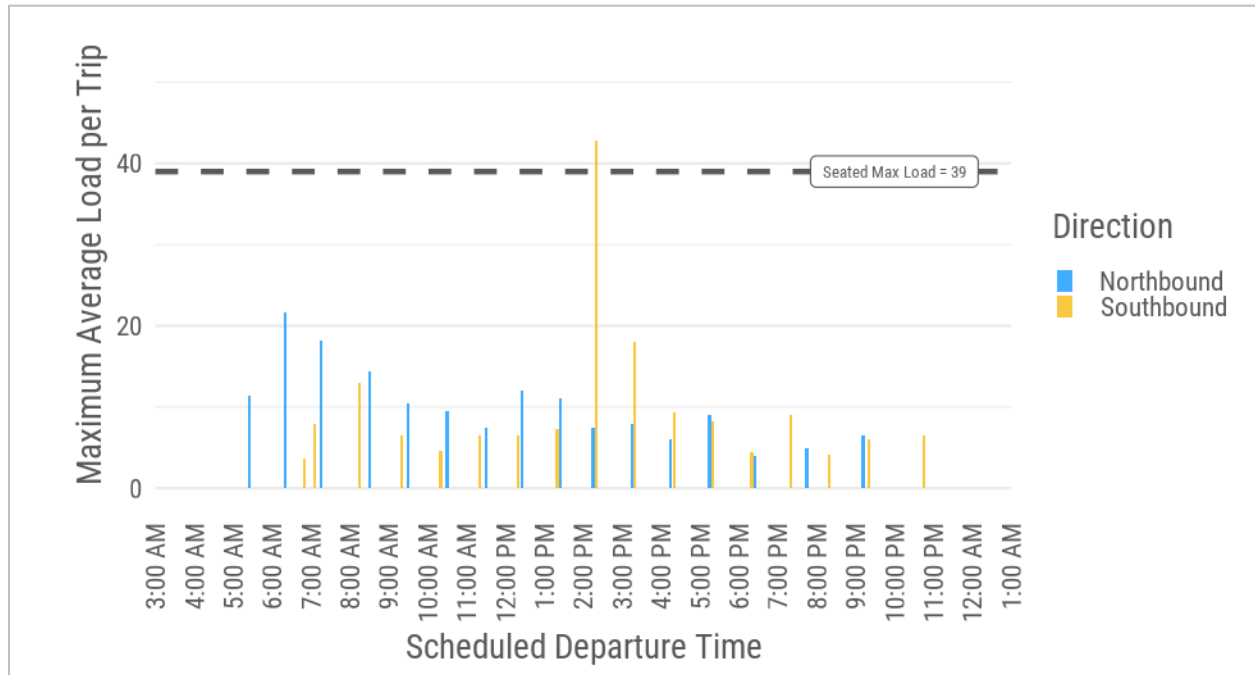


Figure 5 | Weekday Maximum Loads by Trip



ON-TIME PERFORMANCE

In the fall of 2019, Route 130’s on-time performance was 77% on weekdays, 72% on Saturdays, and 82% on Sundays (see Table 4), with off-schedule performance skewed toward late service on weekdays and Saturdays.

Table 4 | On-Time Performance: Fall 2019

	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	6.7%	76.7%	16.5%	0.1%
Saturday	6.8%	72.1%	21.1%	1.1%
Sunday	12.6%	81.5%	5.9%	0.0%

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

AVERAGE SPEEDS AND STOP SPACING

During peak periods, Route 130 operates at a good speed along most service segments with one slower segment through Newtown Borough (see Figure 6). Route 130 has an average of four stops per mile with a handful of small segments where stops are spaced six per mile (see Figure 7).

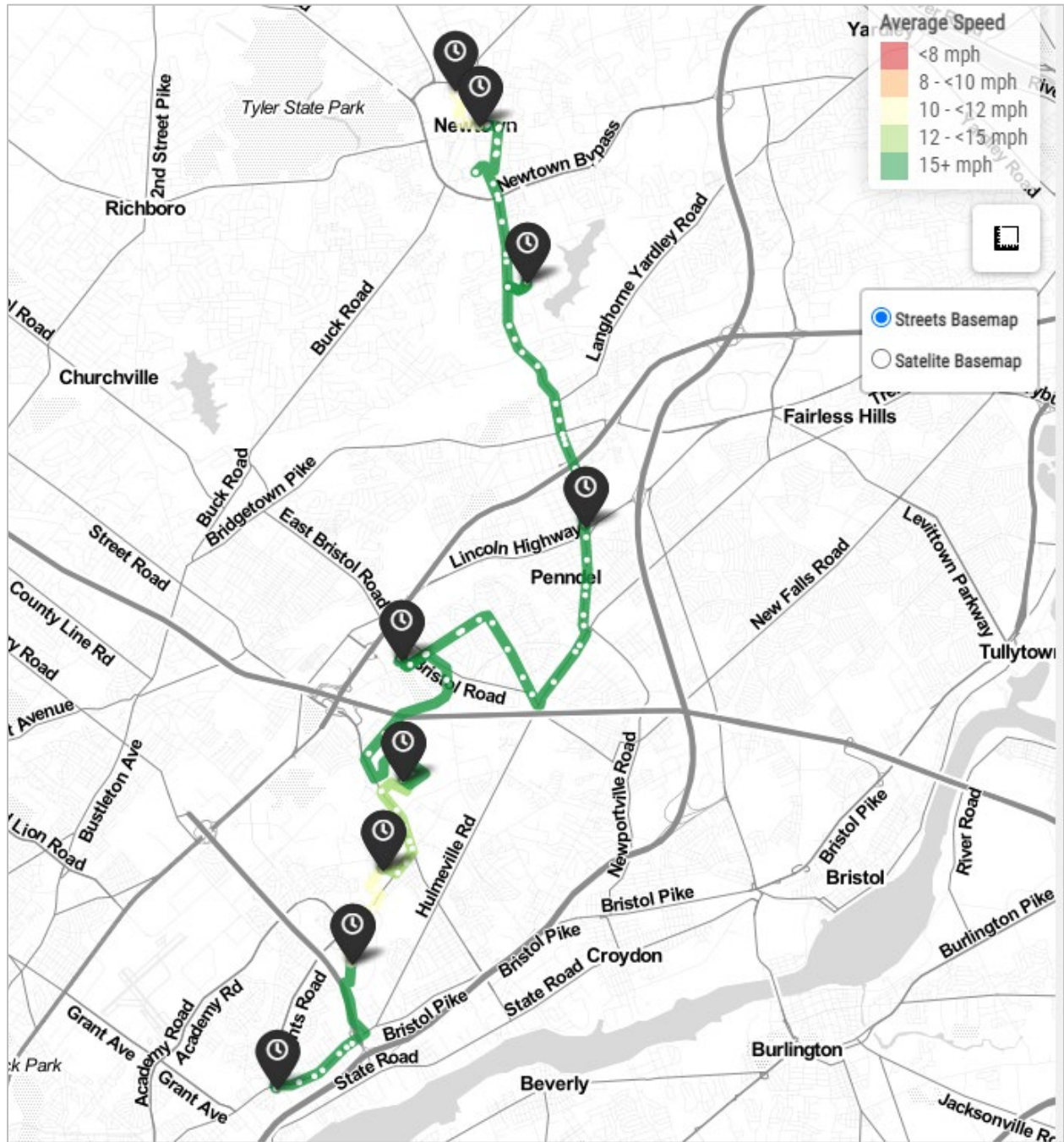
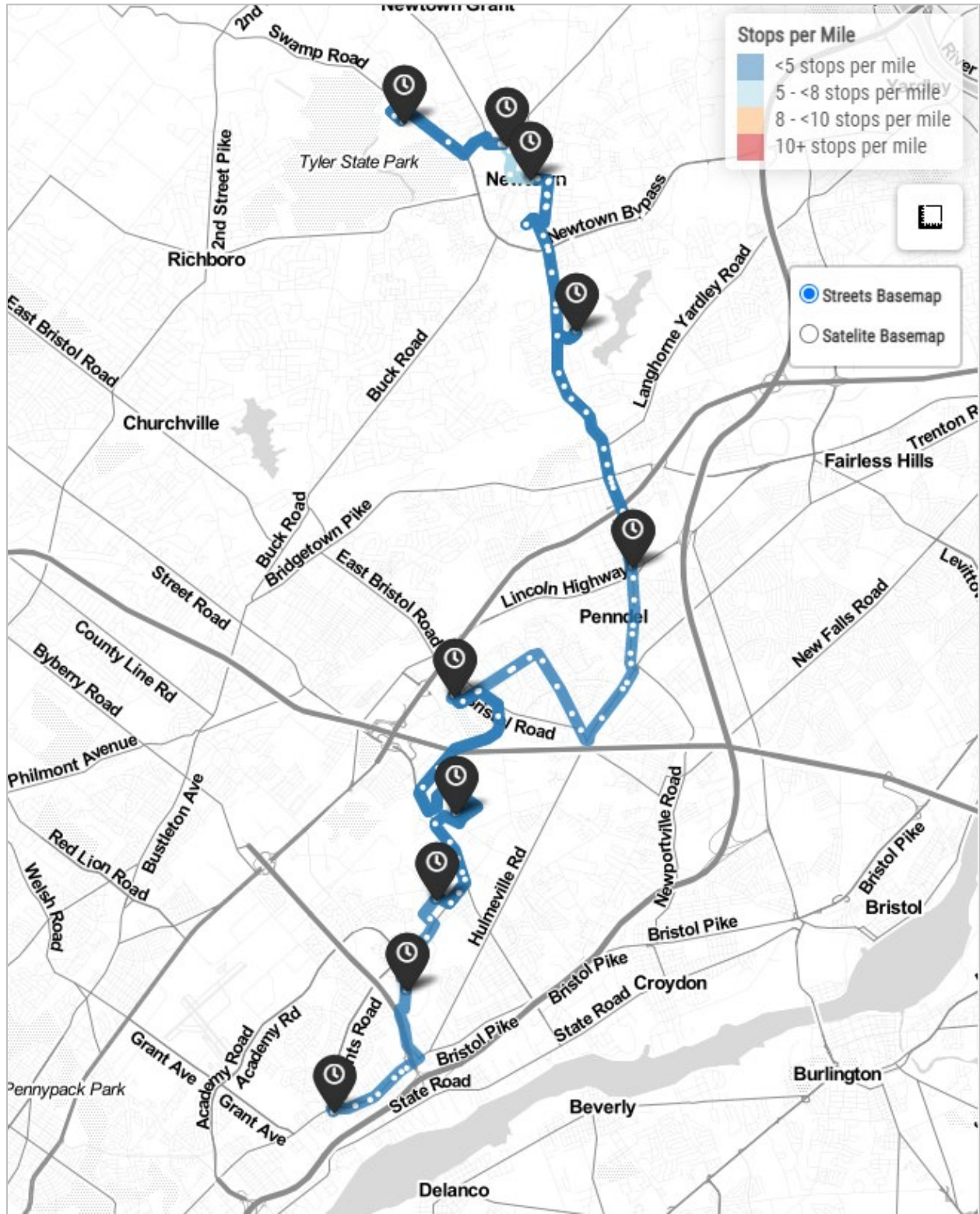
Figure 6 | Average Speeds: PM Peak Northbound


Figure 7 | Stop Spacing by Route Segment: Eastbound



RIDER CHARACTERISTICS

As compared with other SEPTA routes, Route 130 has a higher median income and lower share of riders in poverty (see Table 3). It also carried more White riders and seniors and fewer Black and Hispanic riders.

Table 5 | Rider Characteristics

	Route 130 Riders	Systemwide Average
Median Household Income	\$35,527	\$32,713
Share in Poverty	19%	30%
Ethnicity		
White	61%	38%
Black	19%	46%
Hispanic	10%	10%
Other	10%	7%
Without a Vehicle	17%	37%
Seniors	23%	15%
With a Disability	4%	2%

SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 130 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- Make Service More Direct:** Route 130 is circuitous and complicated. It travels out of direction at many locations. The route could be improved by straightening it and removing deviations off the main road to locations like the Newtown Industrial Commons, which only serve a handful of riders. This change would require coordination with local stakeholders.
- Eliminate Service Patterns:** Route 130 is also complicated because it has multiple service patterns, especially on weekend days. Removing these patterns and serving the main alignment on as many trips as possible would make the route easier for riders to understand and use. Some service patterns will continue to be necessary because service to Bucks County Community College is not needed when school is not in session.
- Move Southern Terminal to Potential SEPTA Transfer Center at Philadelphia Mills:** Route 130 could operate to and from Philadelphia Mills Mall instead of City Line Loop in order to provide more focused service as a suburban connector to Route 14 and Boulevard Direct. A new dedicated Neshaminy Mall to City Line Loop route that operates more frequently and for a longer span could then provide local service within Northeast Philadelphia. A site for the transit center would have to be identified.
- Coordinate with other SEPTA routes operating in Lower Bucks:** Several of SEPTA's bus routes (Routes 127, 128, 129, and 130) in Lower Bucks County crisscross each other, creating long, indirect routes that broadly cover the service area but do not

provide clear, direct access to key destinations. There are opportunities to simplify the region's service by shortening routes and creating direct access to between the most important destinations. This change would involve straightening each route and dedicating each route to serve a unique market.

- **Replace Lower Productivity Portions with Microtransit:** To better serve passengers in Newtown and Langhorne making local trips, microtransit service could replace Route 130 along some or all portions of the route's alignment.