

# ROUTE 133

## Frankford-Knights to Bensalem

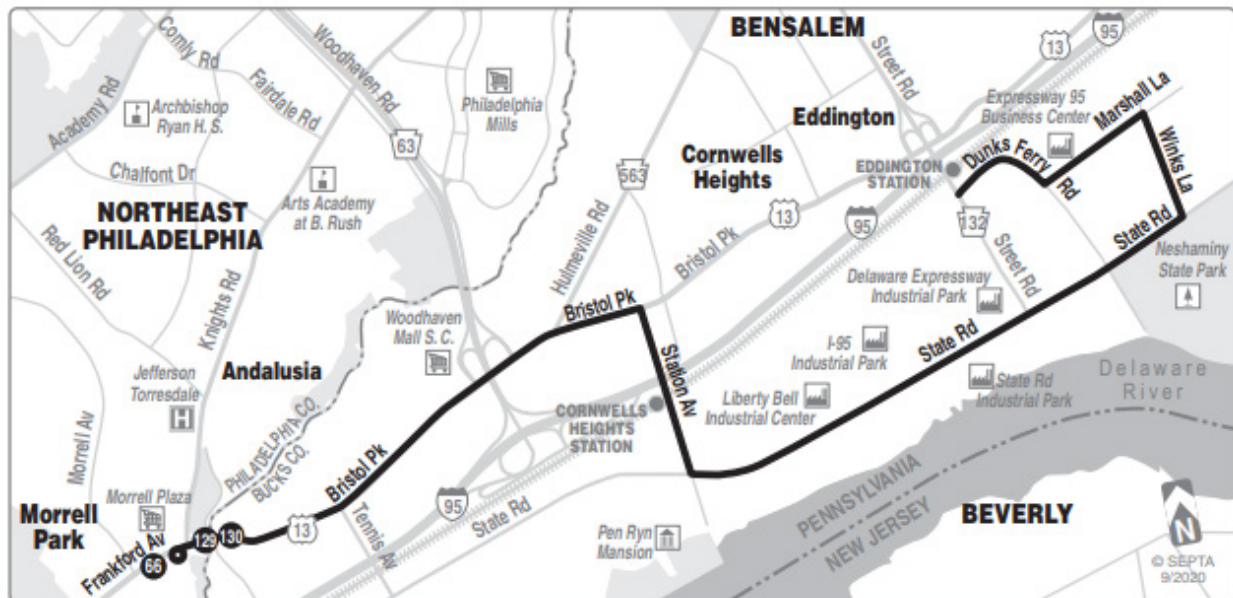
### KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 133 provides peak period, peak directional service to connect SEPTA riders with the Bensalem industrial park and business centers. Route 133 also serves Eddington Station but ridership at the station is very low.*
- *There are only 8 trips per day on Route 133 and the service does not operate on weekends.*
- *Route 133 could be improved by transitioning the service from a shuttle to an on-demand service, like microtransit.*

### ROUTE OVERVIEW

Route 133 provides peak period, peak directional service to connect SEPTA riders with the Bensalem industrial park and business centers (see Figure 1). It was what was retained from a Job Access Reverse Commute service that used to go from Frankford-Knights Loop to Bristol Borough.

Figure 1 | Route Map



## SERVICE OVERVIEW

### Schedule

Route 133 operates on weekdays during peak periods and in peak directions, with northbound service from approximately 6:30 AM to 10:00 AM and southbound service from about 2:30 PM to 5:45 PM. (see Table 1). There are four AM and four PM trips, providing roughly hourly service.

**Table 1 | Schedule Statistics**

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
<b>Weekdays</b>	<b>5:20 AM to 7:47 PM</b>		
Owl	Before 4:00 AM	-	-
Early AM	4:00 AM - 5:59 AM		
AM Peak	6:00 AM - 8:59 AM	56-65	61
Midday	9:00 AM - 2:59 PM		
PM Peak	3:00 PM - 5:59 PM	59-68	63
Evening	6:00 PM - 9:59 PM		
Late Night	After 10:00 PM		

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

### Service Patterns

Route 133 operates with two service patterns (see Table 2).

**Table 2 | Service Patterns**

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
<b>Northbound</b>							
230797	City Line Loop	Dunks Ferry Road & Street Road	Primary pattern	0	4	0	0
<b>Southbound</b>							
230798	Dunks Ferry Road & Street Road	City Line Loop	Primary pattern	0	4	0	0

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

## RIDERSHIP

In Fall 2019, Route 133 carried 87 passengers on weekdays. It is one of SEPTA's lowest ridership routes in terms of daily ridership but is in the middle as measured by passengers per revenue hour (see Table 3).

**Table 3 | Fall 2019 Ridership and Productivity**

	Weekdays	Saturdays	Sundays
<b>Daily Ridership</b>	<b>87</b>	N/A	N/A
Rank	120		
<b>Passengers per Revenue Vehicle Hour</b>	<b>39.4</b>	N/A	N/A
Rank	64		

## Transfer Patterns

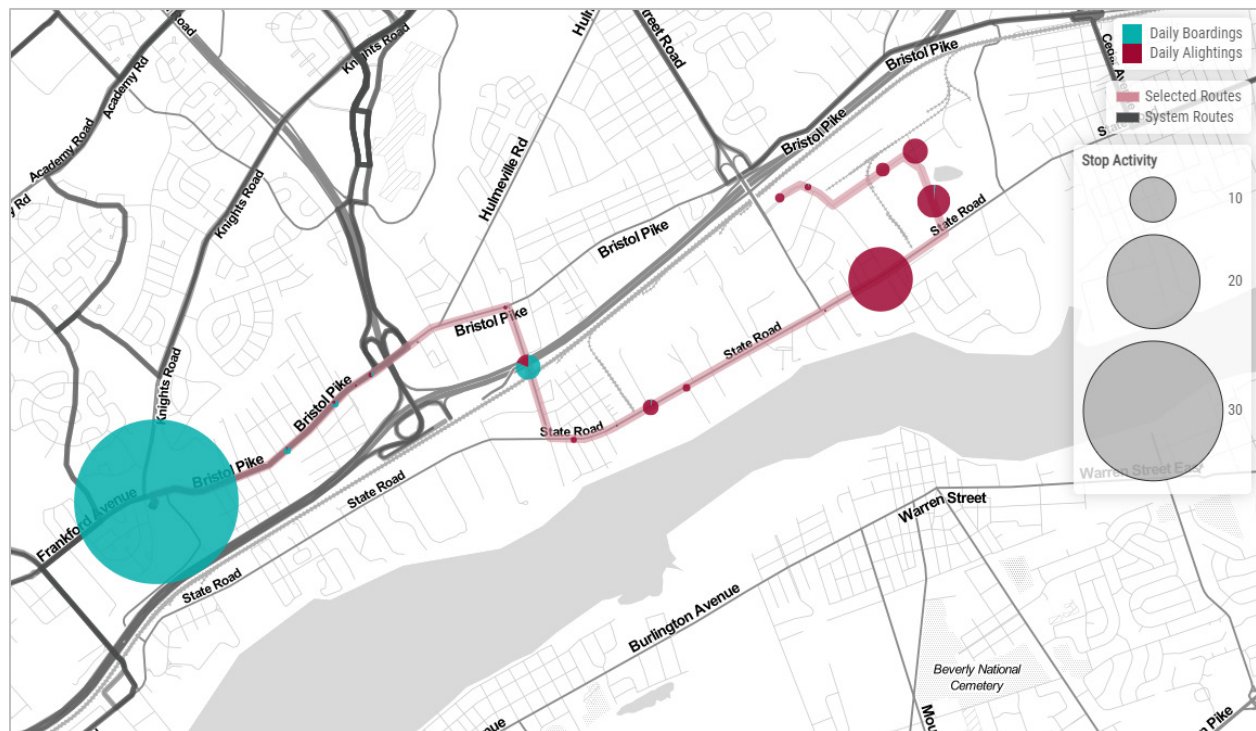
Slightly over half of trips involve a transfer to or from Route 66 at City Line Loop. The largest transfer volumes are to and from:

- Route 66 (Frankford Transportation Center to Frankford-Knights) (58.0% of all trips)
- Route 84 (Bustleton-County Line and Philadelphia Mills to Frankford Transportation Center) (4.0%)
- Route 129 (Frankford-Knights to Oxford Valley Mall) (2.4%)

## Ridership by Stop

Route 133’s primary function is to transport people to and from employment centers and industrial parks. A significant majority of ridership is concentrated at City Line Loop and the several employment centers on the northern portion of the route (see Figure 2) and there is not a lot of intermediate ridership.

**Figure 2 | Weekday Eastbound Ridership by Stop: Fall 2019**



Only two stops had more than 10 daily riders:

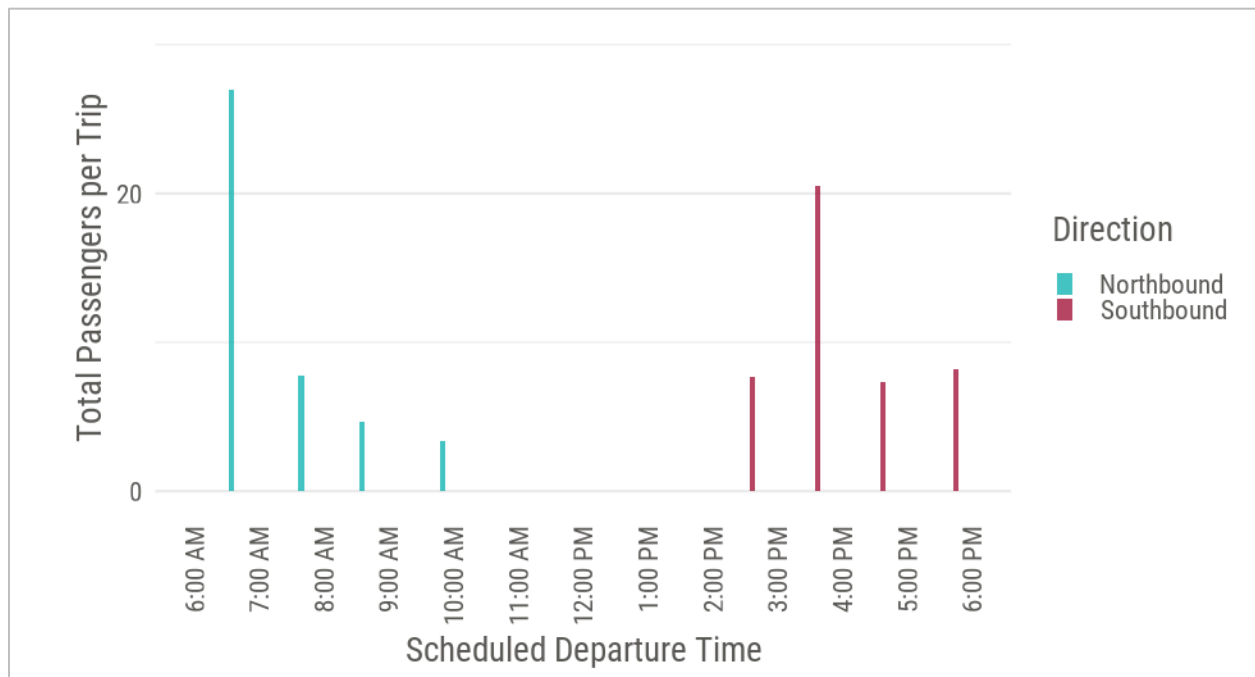
- 35 riders boarded at City Line Loop (40.5% of all riders)
- 14 riders alighted at State Road and Dunks Ferry Road (16%)

## Ridership by Time of Day

### Ridership and Maximum Loads by Trip

Route 133 operates during peak periods only, making ridership per trip more relevant than ridership by hour. Weekday ridership per trip shows that two trips at 6:30 AM and 3:30 PM carry most riders; each trip carried 20 or more passengers. Other trips carry fewer than 10 riders (see Figure 3). All trips operated below the maximum seated capacity.

**Figure 3 | Weekday Ridership by Trip**



## ON-TIME PERFORMANCE

In Fall, Route 133's on-time performance was 80% on weekdays (see Table 4), with most off-schedule performance arriving early.

**Table 4 | On-Time Performance: Fall 2019**

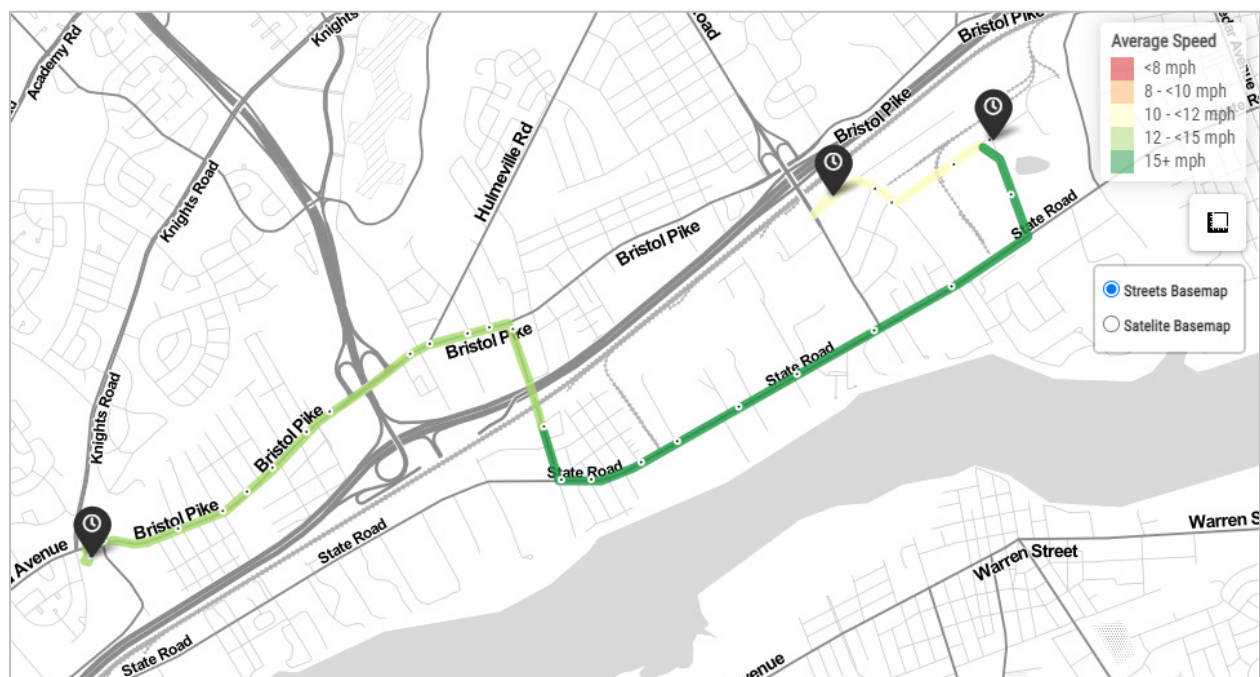
	Early (>2 Mins Early)	On Time (<2 Mins Early to 6 Mins Late)	Late (>6 Mins Late)	Missed Trips
<b>Goal</b>		80%		
<b>Fall 2019 Actual</b>				
Weekday	14.6%	80.4%	5.0%	0.2%

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

## AVERAGE SPEEDS AND STOP SPACING

Average speeds on Route 133 are between 12 and 15 mph for most of its alignment with slightly slower speeds (10 -12 mph) on the eastern end of the route (see Figure 4). Stop spacing varies on Route 133, with stops spaced closely together on the eastern end, but more widely on other parts of the alignment (see Figure 5).

**Figure 4 | Average Speeds: PM Peak Southbound**





**Figure 5 | Stop Spacing by Route Segment**


## RIDER CHARACTERISTICS

Compared to SEPTA’s service area, Route 133 riders have similar incomes, more White and Hispanic riders, and fewer Black riders. The route also carries a higher share of people without a vehicle and fewer seniors (see Table 3).

**Table 5 | Rider Characteristics**

	Route 133 Riders	Systemwide Average
Median Household Income	\$32,432	\$32,713
Share in Poverty	25%	30%
Ethnicity		
White	45%	38%
Black	35%	46%
Hispanic	14%	10%
Other	6%	7%
Without a Vehicle	27%	37%
Seniors	3%	15%
With a Disability	1%	2%

## SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 133 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Operate as microtransit service:** Route 133 could also be reconfigured as a last mile/first mile microtransit service, with trips requested by riders on demand. The service model would likely need to be structured around transfer points at key times so riders arriving by key SEPTA services like Route 66 could quickly access employers and other destinations in Cornwells Heights. By operating as microtransit, Route 133 would have more flexibility to travel directly to rider destinations, serve a larger area, reduce wait times, and serve other riders and trips, such as regional rail riders.
- **Coordinate with Employers to Match Shift Times:** While service levels on Route 133 are low, there are a handful of trips on Route 133 that have low ridership with fewer than five riders per trip. This suggests that trips are not timed with employment shift times. Coordinating shift times and route departure times could help make the routes more useful.