

ROUTE 201

Fort Washington Office Center to Fort Washington Station

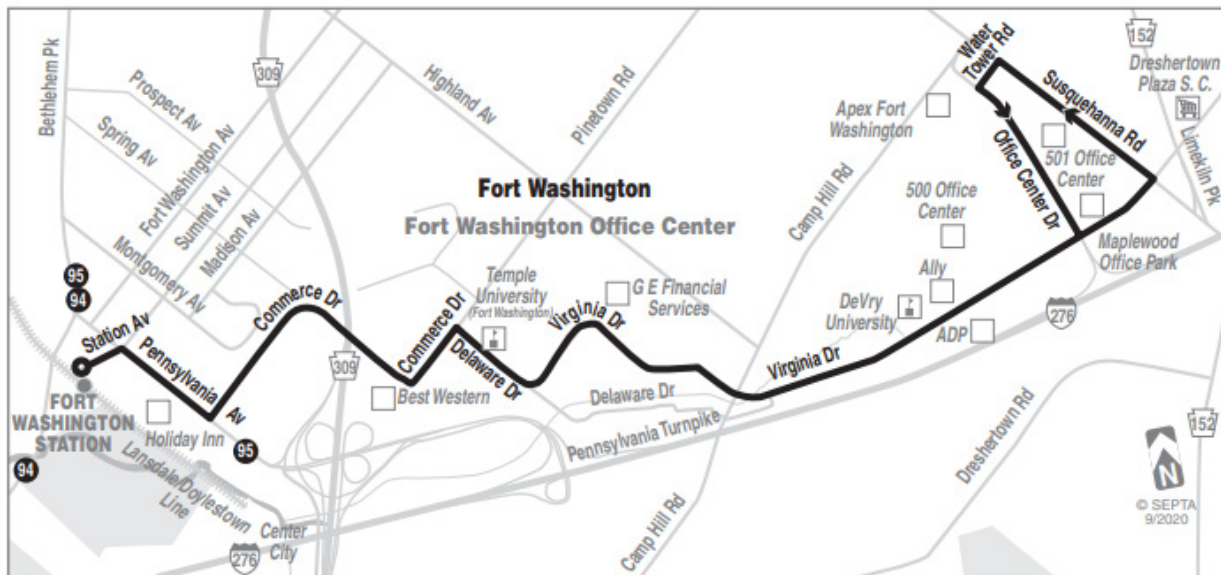
KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 201 provides shuttle service in Fort Washington between Fort Washington Station—served by Regional Rail, Route 94, and Route 95—and the Maplewood Office Park.*
- *It operates with limited service and carried 171 riders per day in Fall 2019.*
- *Route 201’s limited and infrequent service and low ridership make it a strong candidate for replacement as microtransit service.*

ROUTE OVERVIEW

Route 201 travels east and west in Fort Washington primarily along Pennsylvania Avenue, Commerce Drive, Delaware Drive, and Virginia Drive (see Figure 1). It provides service to Fort Washington Station and Fort Washington Office Center.

Figure 1 | Route Map



SERVICE OVERVIEW

Schedule

Route 201 operates 13 hours a day on weekdays only. Frequencies vary by time of day (see Table 1).

Table 1 | Schedule Statistics

Service Day	Span Of Service	Frequency (Range)	Frequency (Average)
Weekdays	6:05 AM to 6:56 PM		
Early AM	4: 00 AM to 5:59 AM		
AM Peak	6:00 AM to 8:59 AM	23 – 38	32
Midday	9:00 AM to 2:59 PM	38 – 60	56
PM Peak	3:00 PM to 5:59 PM	26 – 62	42
Evening	6:00 PM to 9:59 PM	28 – 87	49
Late Night	10:00 PM to 11:59 PM		
Owl	Midnight to 3:59 AM		

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

Service Patterns

Route 201 has two service patterns; one primary eastbound pattern and one primary westbound pattern (see Table 2).

Table 2 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Eastbound							
230805	Fort Washington Railroad Station	600 Office Center Dr			16	0	0
Westbound							
230806	600 Office Center Dr	Fort Washington Railroad Station			19	0	0

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

RIDERSHIP

In the Fall 2019, Route 201 carried 171 riders on weekdays (see Table 3).

Table 3 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	171	N/A	N/A
Rank	116		
Passengers per Revenue Vehicle Hour	30	N/A	N/A
Rank	91		

Transfer Patterns

More than 10% of trips on Route 201 involve a transfer to or from the Market-Frankford Line, which means that some passengers are making very long trips. About 4% of trips involve a transfer to or from Routes 94 and 95. The largest transfer volumes are to and from:

- Market-Frankford Line (11.2 percent of trips)
- Route 95 (Gulph Mills Station to Willow Grove Park Mall) (4.2 percent)

- Route 94 (Montgomery Mall to Chestnut Hill Loop) (3.9 percent)
- Route 23 (11th Street and Market Street to Germantown Avenue and Bethlehem Pike Loop) (3.1 percent)
- Broad Street Line (3.0 percent)

Ridership by Stop

The following stops showed ridership activity:

- 88 boardings at Fort Washington Railroad Station
- 29 alightings at 600 Office Center Drive
- 21 alightings at Virginia Drive and 500 518 Building

Figure 2 | Weekday Westbound Ridership by Stop



Ridership by Time of Day

Due to the limited number of trips, there is no data available for analyzing ridership by time of day.

Ridership and Maximum Loads by Trip

In Fall 2019, Route 201 showed a weekday average of five riders per trip, with ridership greatest on those trips made during the peak periods (see Figure):

- AM Peak trips carried one to 21 riders per trip
- Midday trips carried one to five riders per trip
- PM Peak trips carried one to 12 riders per trip

As previously mentioned, ridership is greatest at Fort Washington Railroad Station and 600 Office Center Drive. Additionally, maximum loads are far below seated capacity on all trips (see Figure 4).

Figure 3 | Fall 2019 Weekday Ridership by Trip

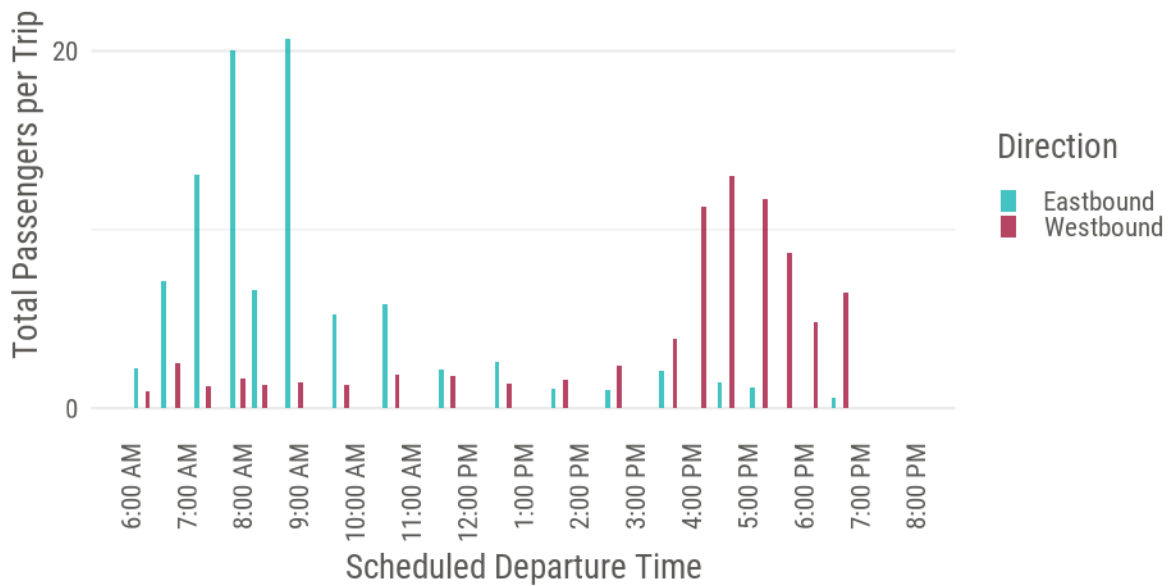
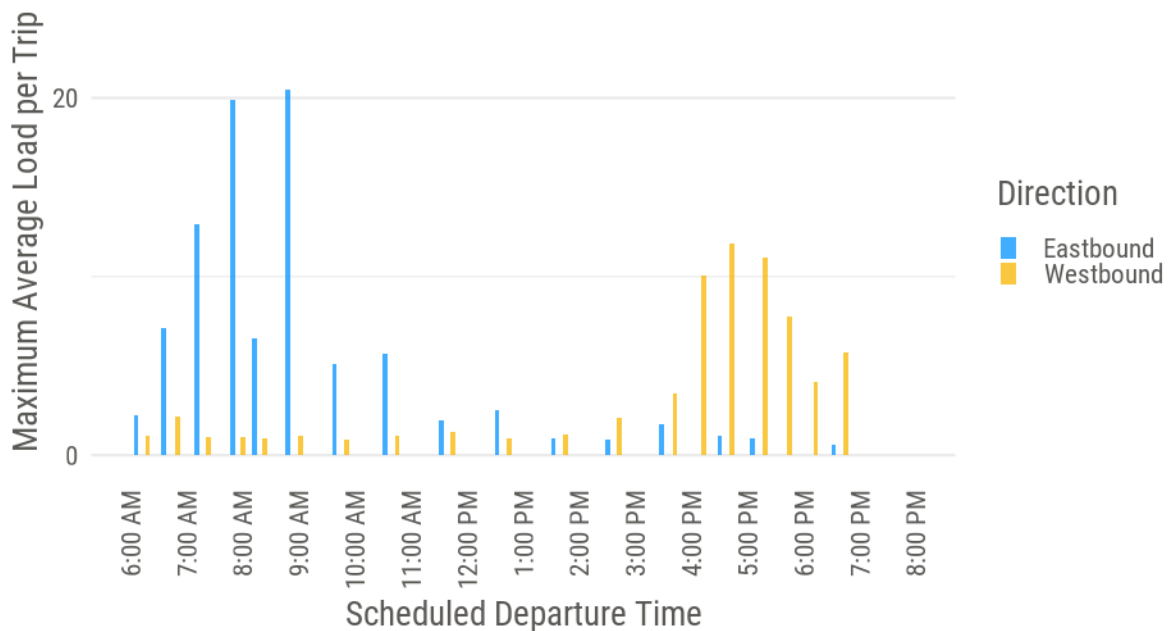


Figure 3 | Fall 2019 Weekday Maximum Loads by Trip



ON-TIME PERFORMANCE AND RUNNING TIMES

On-Time Performance

In Fall 2019, Route 201 showed barely substandard on-time performance with nearly 79 percent of weekday trips meeting SEPTA's standard (see Table 4).

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	6.6%	78.7%	14.7%	0.2%

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

AVERAGE SPEEDS AND STOP SPACING

Due to the limited number of trips, there is no data available for analyzing speeds along the route.

Stop spacing along Route 201 is well spaced, with less than five stops per mile along the route.

Figure 6 | Stop Spacing by Route Segment



RIDER CHARACTERISTICS

As compared with SEPTA’s service area, a greater percentage of Route 201 riders are white, and a lower percentage of riders are Black or in poverty (see Table 5).

Table 5 | Rider Characteristics

	Route 124 Riders	Systemwide Average
Median Household Income	\$45,343	\$32,713
Share in Poverty	24%	30%
Ethnicity		
White	55%	38%
Black	32%	46%
Hispanic	8%	10%
Other	5%	7%
Without a Vehicle	36%	37%
Seniors	1%	15%
With a Disability	1%	2%

SERVICE IMPROVEMENT OPPORTUNITIES

- Discontinue Route:** Route 201 had low- to moderate productivity in Fall 2019, but its ridership has significantly declined due to an increased rate of teleworking. In Fall 2022, the route averaged 16 boardings a day and carried on average fewer than 3 people per trip. In addition, the largest employer in the office park that Route 201 serves operates a private shuttle between its office and the Regional Rail station. As a result of these changes, Route 201 service could be discontinued, and its resources funneled into other more frequent and productive services in the region.
- Replace with Microtransit:** Route 201 carries low ridership on weekdays only. To reallocate resources and provide service investments where most needed, Route 201 is proposed for discontinuation and superior service could be provided with microtransit, which would enable shorter wait times and more flexibility for passengers.