

ROUTE 80

Express Horsham to Olney Transportation Center

KEY SERVICE CHARACTERISTICS, ISSUES, AND OPPORTUNITIES

- *Route 80 is a limited-stop express route that connects Olney Transportation Center and employment areas in Horsham.*
- *In Horsham, Route 80 duplicates service provided by several other SEPTA routes including Route 310, 311, and 77. Route 80 could be improved by coordinating it with these similar routes. Specifically, SEPTA could consider extending Route 80 to Doylestown via Route 77's alignment on Easton Road.*

ROUTE OVERVIEW

Route 80 operates express service between the Olney Transportation Center and Horsham Business Center with connections to employment in Willow Grove and Horsham (see Figure 1). The alignment is relatively direct. Route 80 duplicates service provided by several other SEPTA routes including Route 310, 311, and 77

SERVICE OVERVIEW

Schedule

Route 80 provides express service that operates on weekdays during peak periods only. It operates northbound during the AM Peak and southbound during the PM Peak.

- Five northbound trips operate between 6:00 AM and 11:11 AM, with departures every 10-20 minutes or so between 6:00 AM and 7:10 AM, plus a late trip at 11:11 AM.
- Four southbound trips operate between 4:00 PM and 5:10 PM with departures about every 20 minutes.

Service Patterns

Route 80 operates with one northbound and one southbound pattern, making service simple to understand (see Table 1).

Figure 1 | Route Map

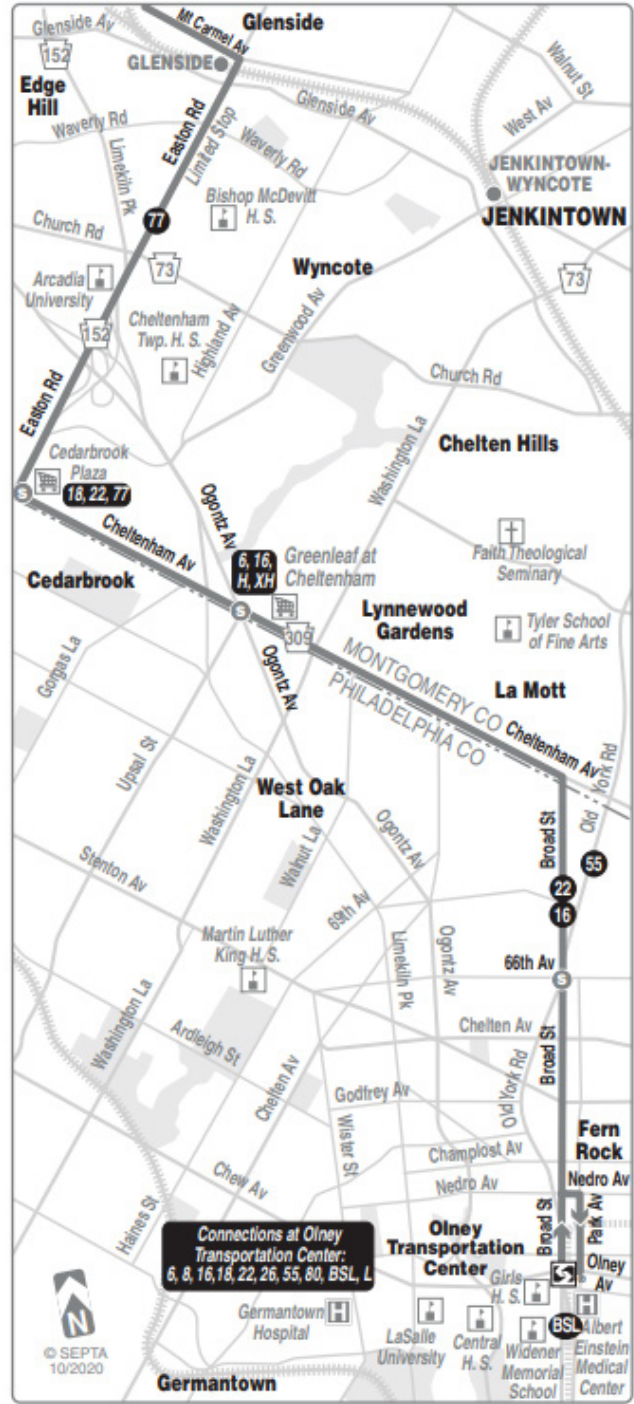
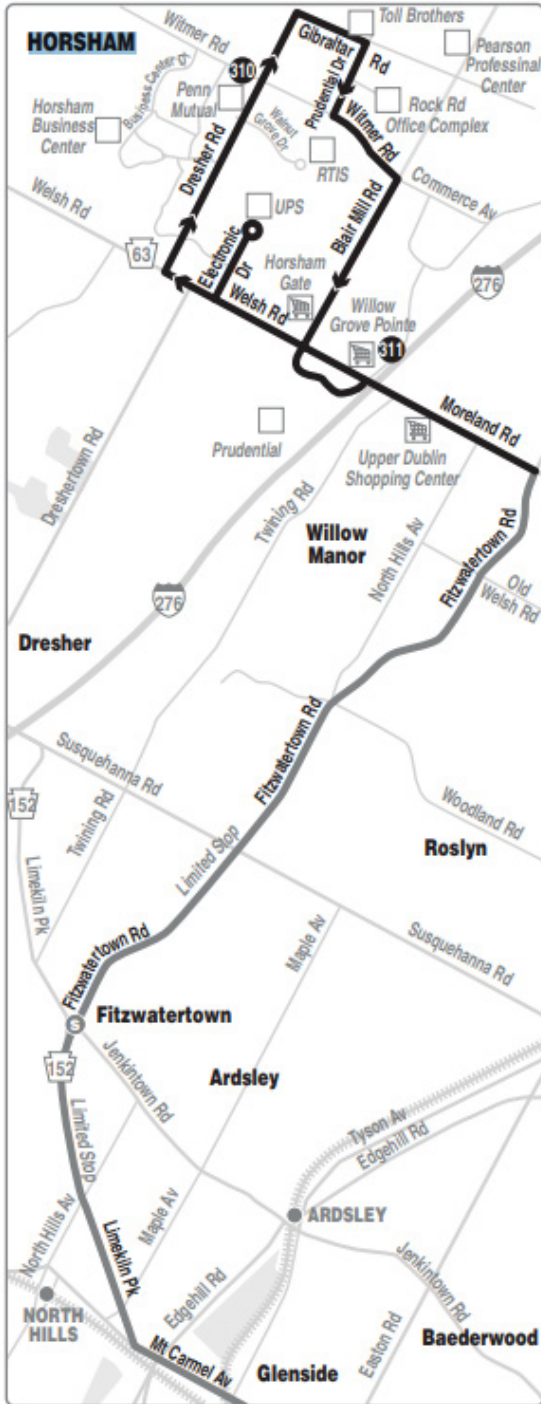


Table 1 | Service Patterns

Pattern	Origin	Destination	Unique Feature	Unique Stops	Trips Per Day		
					Wkd	Sat	Sun
Inbound							
229887	Olney Transportation Center	Blair Mill Rd & Welsh Rd	Primary Pattern		5	0	0
Outbound							
229888	Electronic Dr & UPS	Olney Transportation Center	Primary Pattern		4	0	0

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

RIDERSHIP

In Fall 2019, Route 80 carried 217 riders, or about 26 riders per trip.

Table 2 | Fall 2019 Ridership and Productivity

	Weekdays	Saturdays	Sundays
Daily Ridership	217	N/A	N/A
Rank	115		
Passengers per Revenue Vehicle Hour	25.8	N/A	N/A
Rank	96		

Transfer Patterns

Many Route 80 trips involve a transfer to or from the Broad Street Line, and some trips involving the Broad Street Line continue their trip via the Market Frankford Line. The largest transfer volumes are to and from:

- Broad Street Line (25.3% of all trips)
- Market Frankford Line (8.7%)
- Route 19 Torresdale Station to Frankfort Transportation Center (6.3%)
- Route 6 Cheltenham Ogontz to Olney Transportation Center (4.2%)
- Route 26 Frankford Transportation Center to Cheltenham Avenue Station (4.0%)

Ridership by Stop

As express service, Route 80 has limited stops and most of the ridership activity is concentrated at the Olney Transportation Center and in Horsham. These locations account for 80% of ridership on the route (Figure 2). Activity at the stops along the corridor is low with between 15 and 20 riders total at the interim stops.

Southbound service mirrors northbound service.

Figure 2 | Weekday Eastbound Ridership by Stop


Ridership by Time of Day

Ridership and Maximum Loads by Trip

Northbound trips carried between 20 and 30 riders. Three southbound trips carried between 20 and 30 riders and the fourth trip carried 18 riders (see Figure 3).

Figure 3 | Weekday Ridership by Trip



ON-TIME PERFORMANCE

In Fall 2019, Route 80s on-time performance was 70%, below SEPTA’s standard (see Table 3). Off-schedule performance is split with late service slightly less common than early service.

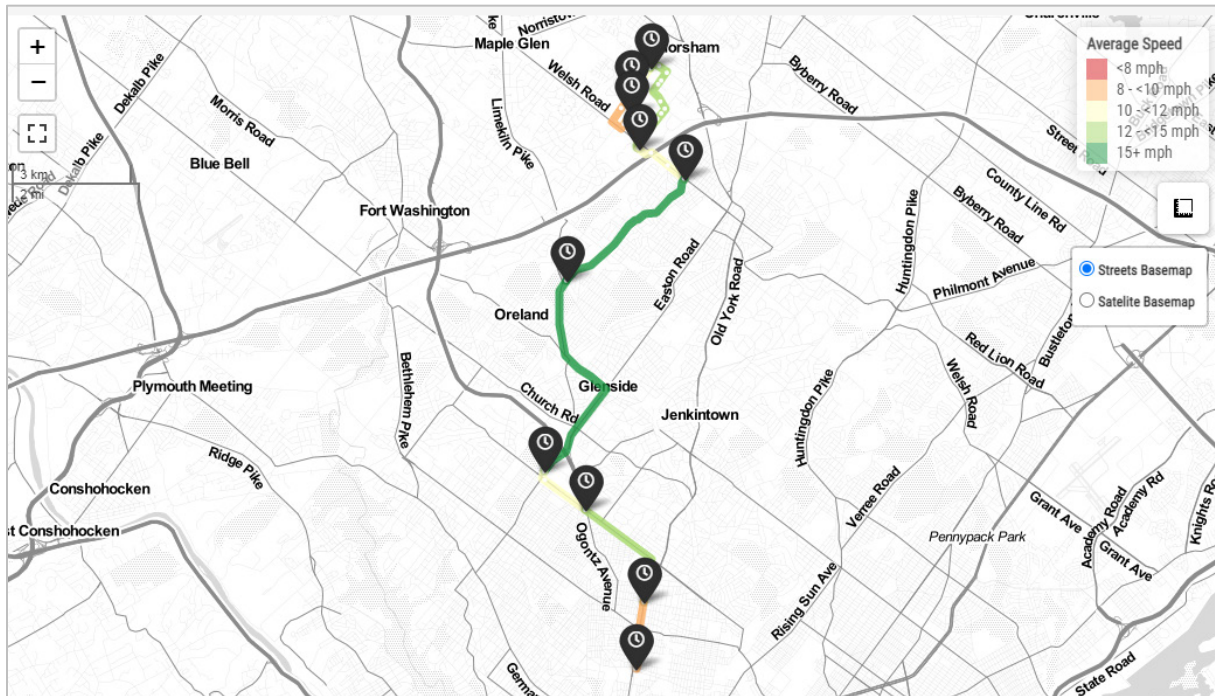
Table 3 | On-Time Performance: Fall 2019

	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	18.0%	69.8%	12.2%	0.0%

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

AVERAGE SPEEDS AND STOP SPACING

Travel speeds are generally good on Route 80. There are a few segments along Broad Street and in Horsham where speeds slow to 10 MPH or less (see Figure 4). As limited stop, express service, stops along Route 80 are not closely spaced.

Figure 4 | Average Speeds: PM Peak Southbound


RIDER CHARACTERISTICS

Compared to SEPTA’s overall service area, Route 80 carries a higher share of Black riders, a lower share of riders of a race other than White, Black, or Hispanic, and a far lower share of Seniors (see Table 4).

Table 4 | Rider Characteristics

	Route 80 Riders	Systemwide Average
Median Household Income	\$31,758	\$32,713
Share in Poverty	32%	30%
Ethnicity		
White	26%	38%
Black	62%	46%
Hispanic	8%	10%
Other	-	7%
Without a Vehicle	39%	37%
Seniors	4%	15%
With a Disability	1%	2%

SERVICE IMPROVEMENT OPPORTUNITIES

Opportunities to strengthen Route 80 are listed below. Some suggestions may be contradictory, as there is usually more than one approach to improving a route.

- **Reduce service to three AM and three PM Peak Trips:** Trips on Route 80 are spaced between 10 and 30 minutes apart. Ridership is low enough that the trips could be

consolidated, so that instead of offering four trips, SEPTA could reduce service to three trips and space them every 20 minutes apart.

- **Extend Route 80 to Doylestown via Willow Grove and Increase Service Levels:** Route 80 could be better utilized by replacing Route 55's alignment north of Willow Grove to Doylestown. Route 55 passengers traveling to Doylestown are currently subject to very long travel times. The resources used to extend Route 55 to the various employment sites of Doylestown may be better used to extend Route 80 to provide express service Easton Road north of Willow Grove and Doylestown. This recommendation would require a significant increase in the level and span of service to meet the current amount of service on Route 55 north of Willow Grove Park Mall.