

# Welcome to the Fall 2023 Churchman's Crossing Monitoring Committee Meeting!

## The meeting will begin at 4:00 PM

October 25, 2023



**WILMAPCO**





# Churchman's Crossing Plan Monitoring Committee

October 25, 2023



# Agenda



This meeting is  
being recorded

1. Welcome and Introductions
2. Churchman's Crossing Monitoring Committee (CXMC) Overview
3. 2022-2023 CXMC Recap
4. Prioritization Update
5. Looking Ahead: 2023-2024 CXMC Work Plan
6. Spotlight Topic: Microtransit in Churchman's Crossing
7. Agency Updates
  - Delaware Transit Corporation
  - WILMAPCO
  - DeIDOT
  - NCC Department of Land Use
8. Next Steps
9. Public Comment



# Introductions



# Project Partners



# Members

## Civic, Business, Special Interest, Institutions

- Bike Delaware: James Wilson
- Christiana Fire Company: Kevin Cowperthwait
- Christiana Hospital: Jeff Miller
- Christiana Mall (Brookfield Properties): Steve Chambliss
- Civic League for New Castle County: Bill Dunn
- Committee of 100: Troy Brestel
- Delaware Nature Society: Mark Nardone
- Delaware Office of State Planning: Tricia Arndt
- DP Real Estate: Shawn Tucker
- Del-Tech: Nick Dohring
- DNREC: Beth Krumrine
- J.P. Morgan Chase: Don Mell
- New Castle County Chamber of Commerce: Alysse Bortolotto
- Rutherford Community: Patti Beauchesne
- Village of Christiana: Barry Shotwell

## Project Partners

- WILMAPCO: Dan Blevins, Dave Gula
- DelDOT: Cooper Bowers
- NCC: Matthew Rogers
- DTC: Cathy Smith

## State/County Elected Officials

- New Castle County Council
  - President: Karen Hartley-Nagle
  - District 1: Brandon Toole
  - District 7: George Smiley
  - District 9: Timothy Sheldon
  - District 11: David Tackett
- State Elected Officials
  - State Senate District 7: Spiros Mantzavinos
  - State Senate District 9: John Walsh
  - State Senate District 11: Bryan Townsend
  - State Senate District 13: Marie Pinkney
  - State Representative District 17: Melissa Minor-Brown
  - State Representative District 18: Sophie Phillips
  - State Representative District 19: Kimberly Williams
  - State Representative District 21: Michael Ramone
  - State Representative District 24: Edward Osienski
  - State Representative District 26: Madinah Wilson-Anton

## Project Support Team

- RK&K: Mark Tudor, Jim Burnett, Stephanie Everett, Katie Gibson
- Kramer & Associates: Andrew Bing

# Introductions



Name



Organization



Why this committee is important to me

# Churchman's Crossing Monitoring Committee Overview





# Purpose

- Guide and fulfill the recommendations of the 2022 Churchman's Crossing Plan Update
- A collaborative dialogue between the Committee members which represent a diverse group of stakeholders:
  - Implementing agencies
  - Elected officials
  - Local civic and community leaders
  - Business interests
  - Advocacy groups

# Role



- Facilitate regular communications between decision makers, community stakeholders and the traveling public on progress in implementing the Plan
- Share key technical information to help the community understand the benefits and tradeoffs of investment decisions across transportation assets or modes
- Provide input on local transportation priorities
- Provide input on the prioritization of projects
- Provide input on small, mid-course corrections as conditions evolve over time
- Help to facilitate solutions to traffic management problems as they arise



# Expectations

- Attend up to three (3) in-person meetings per calendar year
- Active participation at meetings
- Serve as a liaison between the Committee and the individuals/groups that you represent
- Encourage attendance at the annual public workshop

# How Recommendations Will Be Made



- The Churchman's Crossing Monitoring Committee **will not make formal recommendations**
- Rather, the Committee will provide information, experiences, and local knowledge to assist the project team implementing the recommendations from the 2022 Churchman's Crossing Plan Update



# 2022-2023 Churchman's Crossing Monitoring Committee (CXMC) Recap



# 2022-2023 CXMC Recap

- Held 3 CXMC meetings and 1 public workshop
- Published the 2022 Annual Churchman's Crossing Monitoring Report
- Established initial priorities from the transportation projects included in the Churchman's Crossing Plan Update





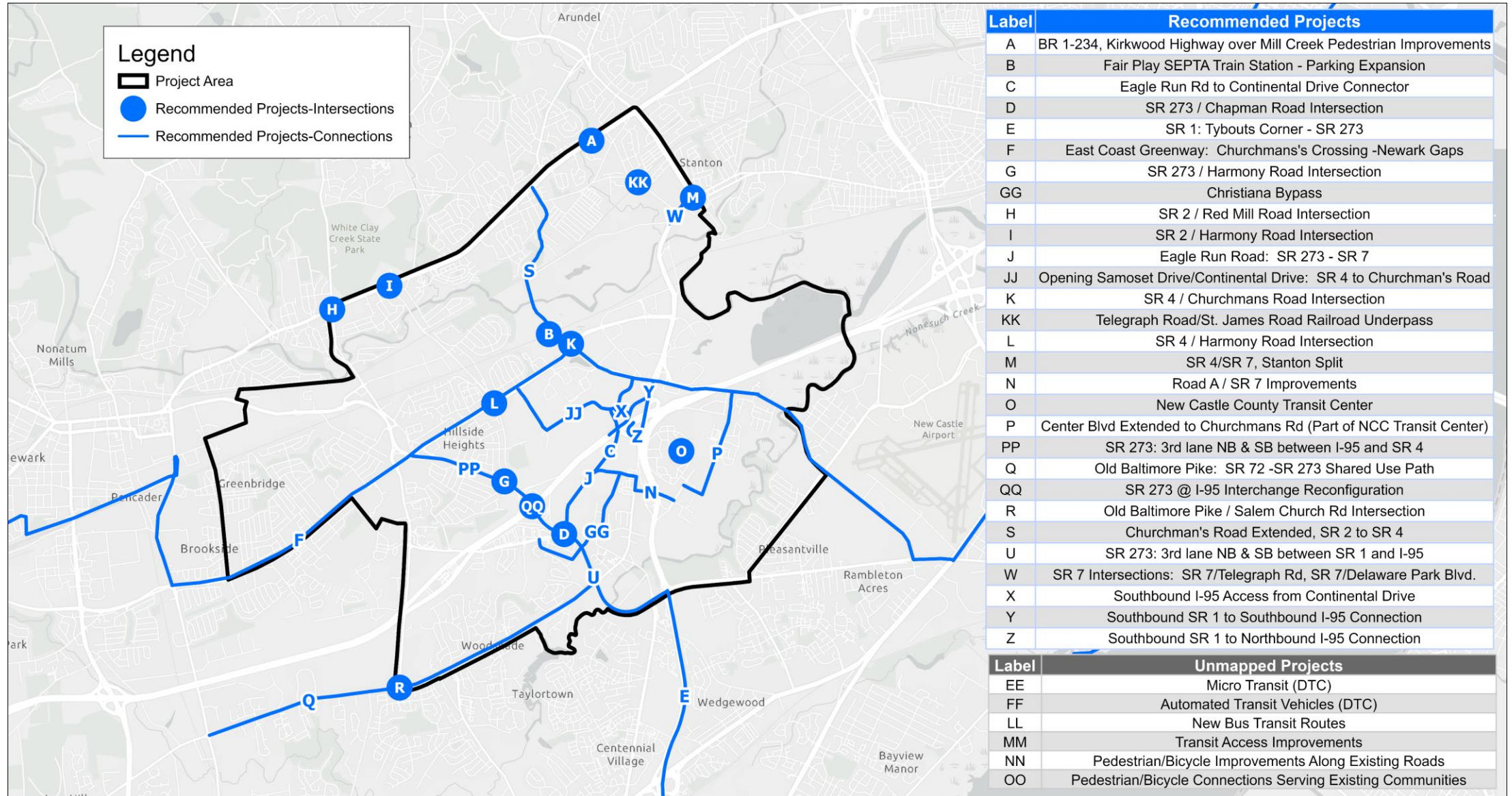
# Annual Monitoring Report

- Summary of transportation and land use conditions and changes within the Churchman's Crossing project area, including how the recommendations of the 2022 Plan Update are being implemented
- Elements include:
  - Land Development
  - Traffic
  - Pedestrian/Bike
  - Transit
  - Safety
  - Master Plan Project Status
  - Recommendations
  - Public Comment



<https://bit.ly/churchmans>

# Recommended Projects



# Transportation Projects: Planning → Implementation



## Regional Transportation Plan (RTP)

- 30 year plan - fiscally constrained and aspirational projects
- Updated at least every 4 years
- Includes NCC, DE and Cecil County, MD



## Capital Transportation Program (CTP)

- 6 year fiscally constrained program
- Updated every 2 years
- Encompasses all of Delaware

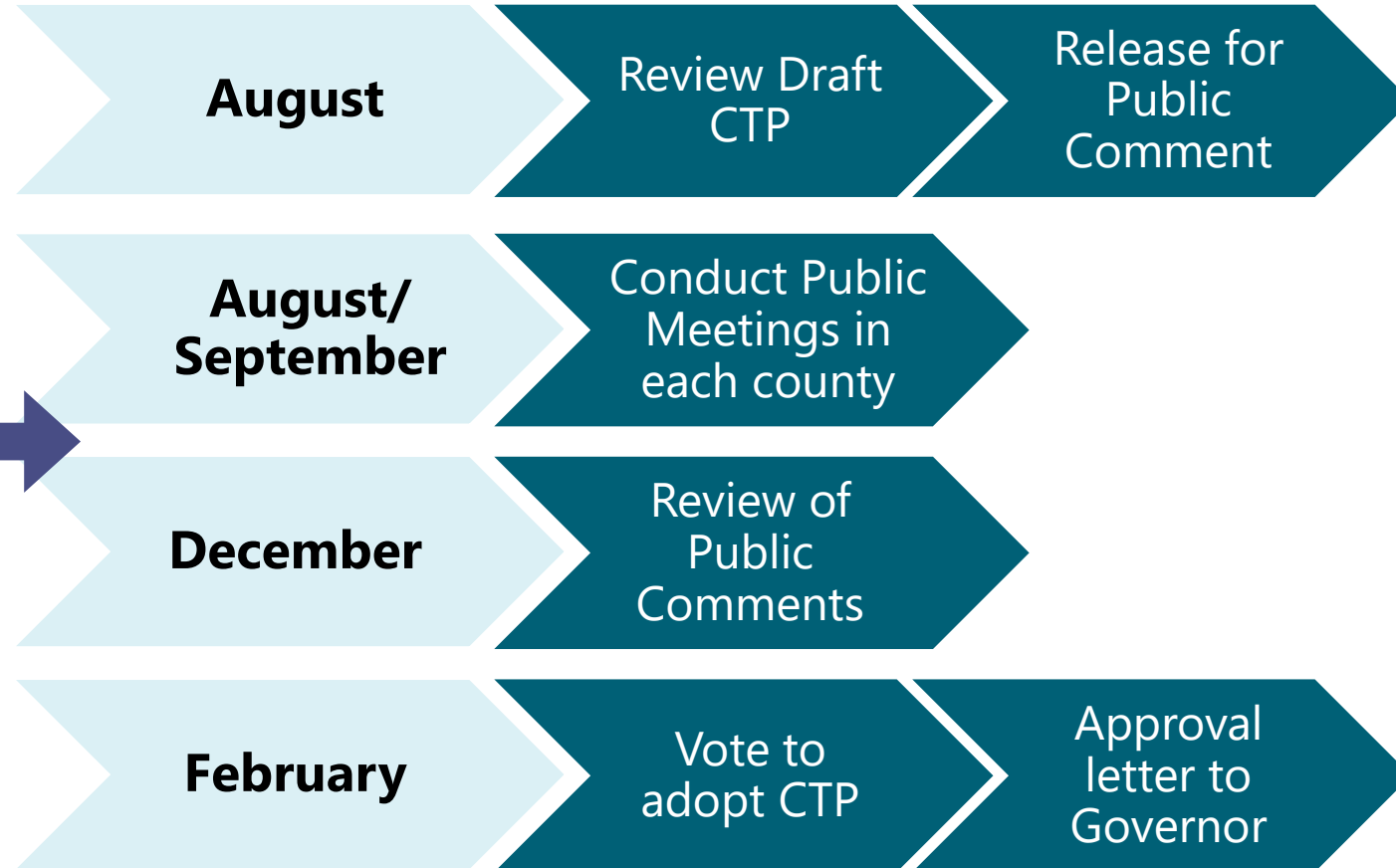


## Transportation Improvement Program (TIP)

- 4 year fiscally constrained program
- Updated every 4 years, revised every 2 years
- Includes NCC, DE and Cecil County, MD

# DelDOT's CTP Process

We are here!



# Prioritization Recap



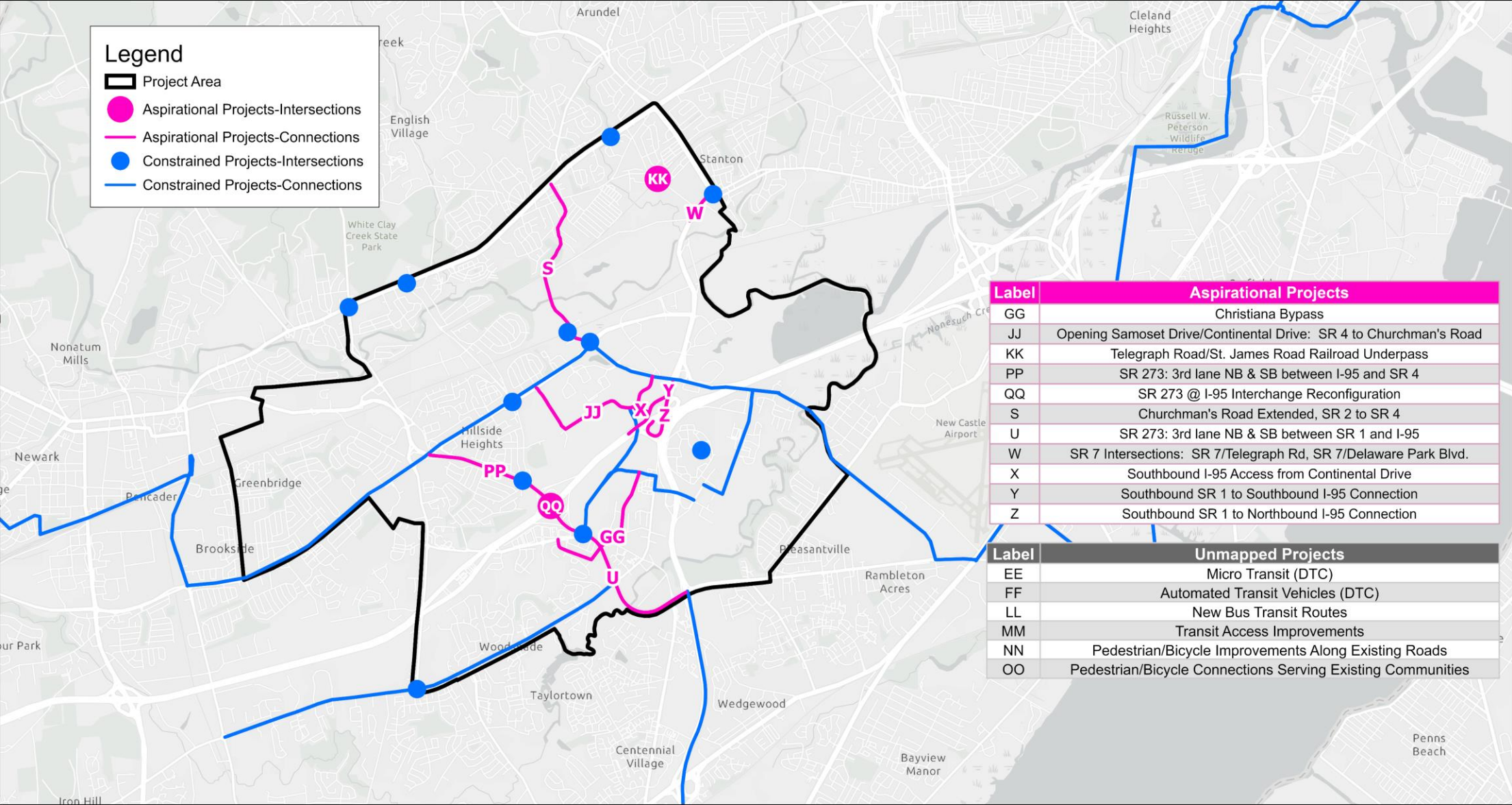
- Sought committee members' input on the prioritization of the additional transportation improvement projects recommended in the Plan Update
- Criteria developed in the Plan Update were utilized in this prioritization approach
- Committee was asked to provide input on how important each criteria was to them

**Project Partners will utilize this input in future decisions on the timing of funding for planning, design, and construction**





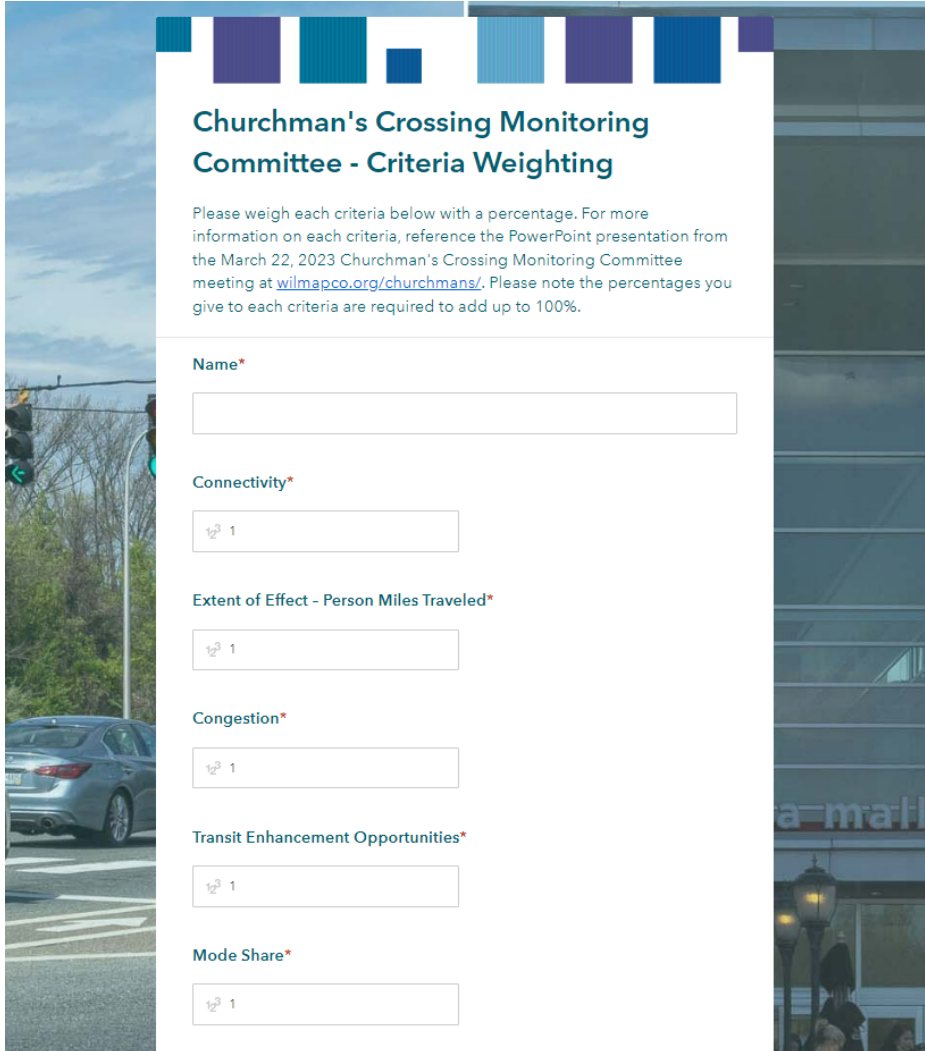
# Transportation Project Prioritization





# Prioritization Homework Assignment

- Committee asked to weigh each criteria with a percentage, adding up to 100%
- Received 14 responses
- Agency partners were not participants in the assignment



**Churchman's Crossing Monitoring Committee - Criteria Weighting**

Please weigh each criteria below with a percentage. For more information on each criteria, reference the PowerPoint presentation from the March 22, 2023 Churchman's Crossing Monitoring Committee meeting at [wilmingtonco.org/churchmans/](http://wilmingtonco.org/churchmans/). Please note the percentages you give to each criteria are required to add up to 100%.

**Name\***

**Connectivity\***

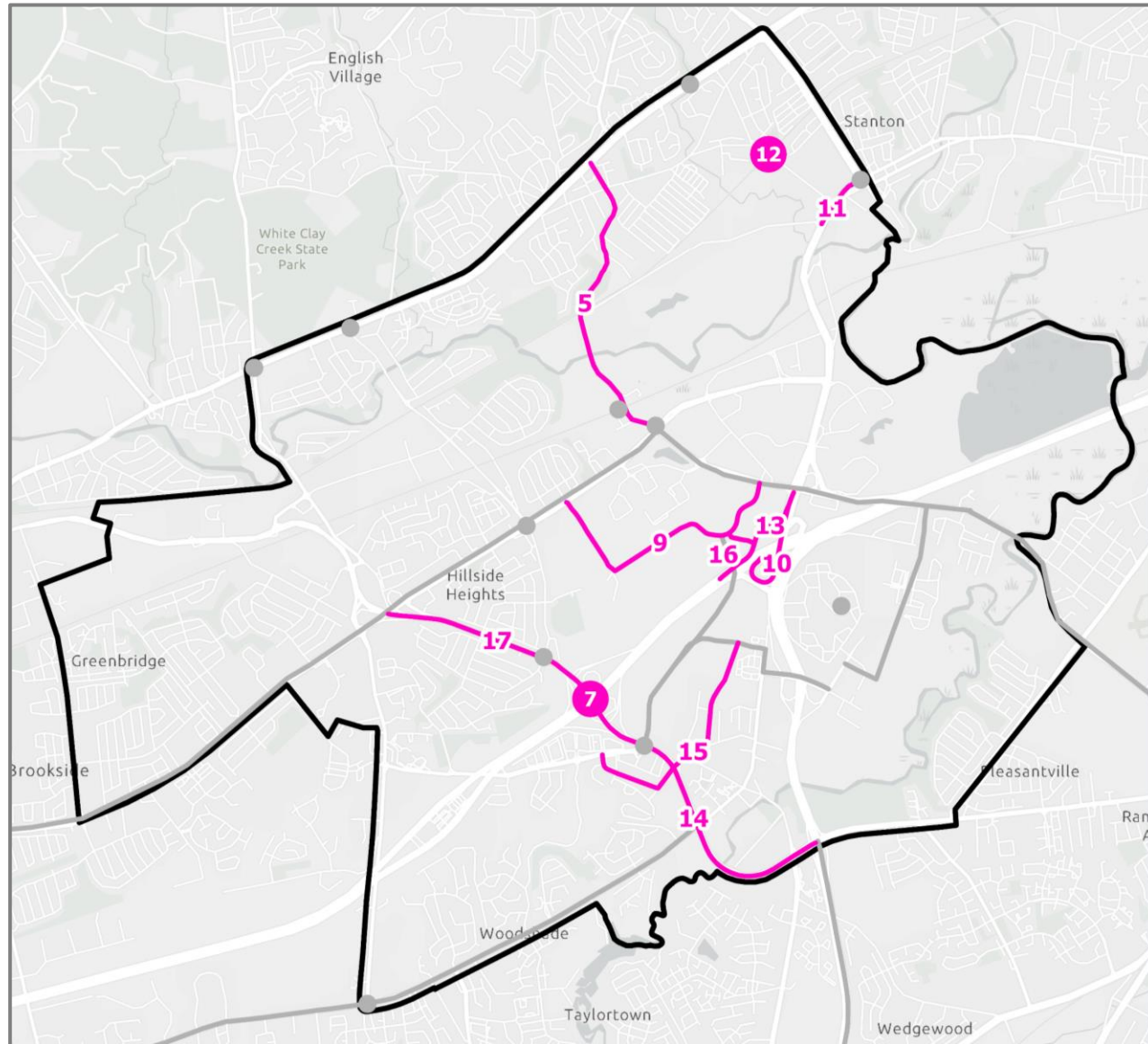
**Extent of Effect - Person Miles Traveled\***

**Congestion\***

**Transit Enhancement Opportunities\***

**Mode Share\***

# Committee's Weighted Project Prioritization Results



Rank	Label	Project	
1	EE	Micro Transit (DTC) (not mapped)	
2	MM	Transit Access Improvements (not mapped)	
3	NN	Pedestrian/Bicycle Improvements Along Existing Roads (not mapped)	
4	OO	Pedestrian/Bicycle Connections Serving Existing Communities (not mapped)	
5	S	Churchman's Road Extended, SR 2 to SR 4	
6	LL	New bus transit routes (not mapped)	
7	QQ	SR 273 at I-95 Interchange Reconfiguration	
8	FF	Automated Transit Vehicles (DTC) (not mapped)	
9	JJ	Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road	
10	Z	Southbound SR 1 to Northbound I-95 Connection	
11	W	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	
12	KK	Telegraph Road/St. James Road Railroad Underpass	
13	Y	Southbound SR 1 to Southbound I-95 Connection	
14	U	SR 273: 3rd lane NB & SB between SR 1 and I-95	
15	GG	Christiana Bypass	
16	X	Southbound I-95 Access from Continental Drive	
17	PP	SR 273: 3rd lane NB & SB between I-95 and SR 4	

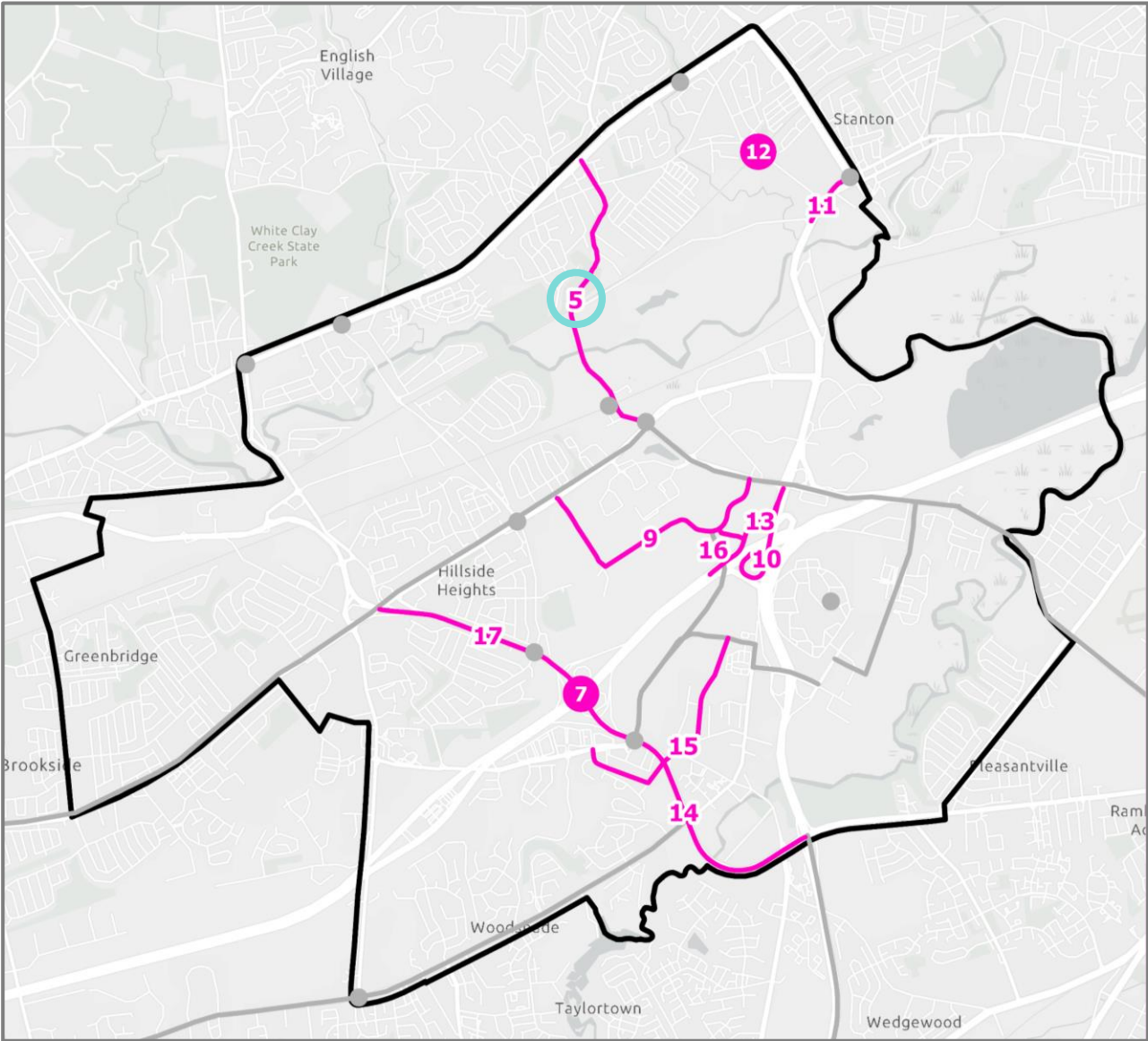
# How Your Input Will Be Used

- Will be used to help inform the agencies' decision-making for:
  - Regional Transportation Plan (RTP)
  - Capital Transportation Program (CTP)
  - Transportation Improvement Plan (TIP)
- Helps agencies chart a path forward for when funding becomes available
- The committee's priority ranking may not be the order in which projects ultimately get implemented

# Prioritization Update



# Prioritization Update



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# Prioritization Update



- Microtransit in Churchman's Crossing (#1 Priority)
  - Tonight's Spotlight Topic
  - Determining next steps and implementation timeline
- Transit Access Improvements (#2 Priority)
  - Policy recommendation included in DART Reimagined
- Pedestrian/Bicycle Improvements and Connections (#3,4 Priorities)
  - Future Spotlight Topic
  - Analyze where improvements/connections for pedestrian/bicycle facilities are most needed in Churchman's Crossing
  - Determine costs and funding opportunities
  - CXMC input on the analysis
- Churchman's Road Extended (#5 Priority)
  - Future Spotlight Topic
  - Opportunities, hurdles, and challenges
  - Currently being evaluated as part of the Churchman's Crossing Transportation Improvement District (TID)



# Looking Ahead: 2023-2024

## CXMC



# Goal of the 2023-2024 CXMC



**Advance Churchman's Crossing  
Plan Update Recommendations**

# How we will accomplish our goal



# How we will accomplish our goal

By monitoring, **sharing**, discussing, advocating...



# How we will accomplish our goal

By monitoring, **sharing**, discussing, advocating...

- Spotlight Topics **(New!)**



# How we will accomplish our goal

By monitoring, sharing, discussing, advocating...

- Spotlight Topics **(New!)**
- Agency Updates at each CXMC Meeting





# How we will accomplish our goal

By monitoring, sharing, discussing, advocating...

- Spotlight Topics **(New!)**
- Agency Updates at each CXMC Meeting
- 2023-2024 Annual Monitoring Report



# How we will accomplish our goal

By monitoring, sharing, discussing, advocating...

- Spotlight Topics **(New!)**
- Agency Updates at each CXMC Meeting
- 2023-2024 Annual Monitoring Report
- Spring 2024 Public Workshop



NEW!

## Spotlight Topics

### Fall CXMC Meeting (Tonight!)

- Microtransit in Churchman's Crossing

### Future Potential Topics

- Deeper dive into bicycle and pedestrian improvements for Churchman's Crossing
- What are the hurdles for the Churchman's Road Extended project?
- Churchman's Crossing Transportation Improvement District

# Work Plan

## ▶ Summer

### ■ Assemble available data from Project Partners:

- *Land Use Development updates*
- *Safety data*
- *Traffic data*
- *Transit data*

## ▶ Fall

### ■ Intersection counts at 15 locations

- *Perform Critical Movement Summation (CMS) Analysis*

### ■ Discuss Monitoring Committee priorities for CTP input with Project Partners

### ■ Update GIS database with latest data

We are here! →



### Fall 2023 CXMC Meeting

- *Prioritization Update*
- *Looking Ahead: 2023-2024 CXMC Work Plan*
- *Spotlight Topic: Microtransit in Churchman's Crossing*
- *Additional Agency Updates*

Technical team efforts shown in **black**.

Deliverables shown in **green**.

Monitoring Committee Meetings & Public Workshops shown in **purple**.

# Work Plan

## ▶ Winter

### JANUARY

- Confirm data for inclusion in Draft Report
- Gather additional annual transportation data

### FEBRUARY

- **Provide Draft Churchman's Crossing Monitoring Report to Monitoring Committee**
- **Winter 2024 CXMC Meeting**
  - *Review draft report*
  - *Spotlight Topic: TBD*
  - *Additional Agency Updates*

Technical team efforts shown in **black**.

Deliverables shown in **green**.

Monitoring Committee Meetings & Public Workshops shown in **purple**.

## ▶ Spring

### MARCH

- Revise Draft Report per Monitoring Committee feedback

### APRIL

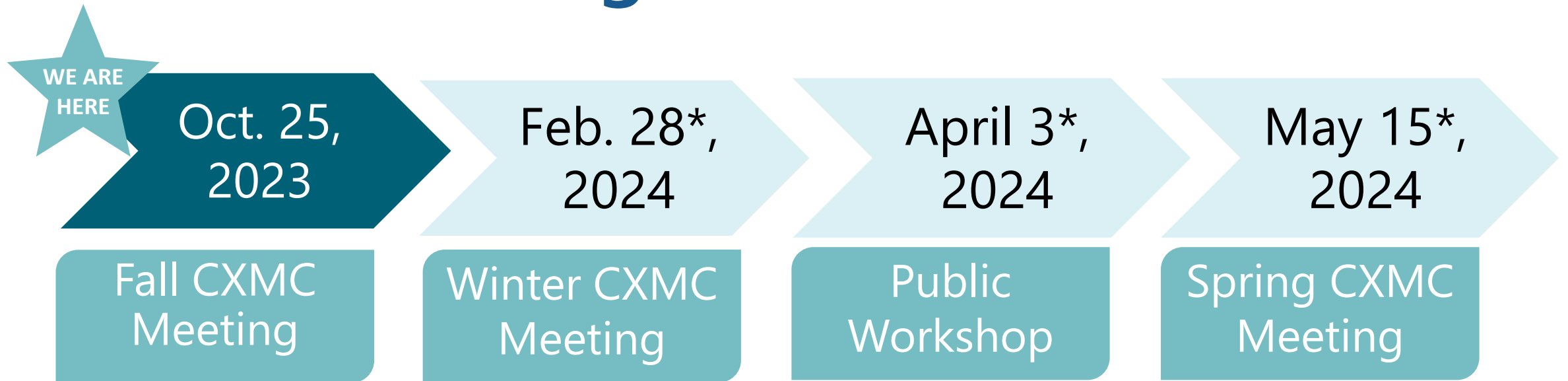
- **Public Workshop**
- **Final Churchman's Crossing Monitoring Report**

### MAY

- **Spring 2024 CXMC Meeting**
  - *Feedback from the April Public Workshop*
  - *Spotlight Topic: TBD*
  - *Looking Ahead*
  - *Additional Agency Updates*



# CXMC Meeting Schedule



\*Dates to be confirmed



# Microtransit in Churchman's Crossing

Churchman's Crossing Monitoring Committee  
October 25, 2023



# Our Mission

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**DART - Connecting you to what matters**

**Every Ride • Every Customer • Every Day**

## Our Vision

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**Every Ride**

**We strive to provide a safe, reliable, convenient ride to everyone.**



**Every Customer**

**We aspire to provide our customers with an excellent experience with every interaction.**



**Every Day**

**We connect people to their destinations throughout the state and the region.**





# DART Reimagined Project Schedule

## SPRING

### Develop Standards & Concepts

- Goals, guiding principles
- Scenario tradeoffs
- Families of service types, characteristics

## SUMMER

### Develop Initial Draft Network

- Scenarios with defined service types, alignments, headways, spans, and resource needs
- Illustrate proposed changes for feedback

## FALL

### Develop Final Draft Network

- Select final service types, alignments, headways, spans, and resource needs

## FALL

### Develop Implementation Plan

- Document the proposed route and system changes
- Produce a phasing plan
- Provide route change sheets



#### Input From:

- DART
- EAC/TAC
- Public



#### Input From:

- DART
- EAC/TAC
- Public Workshops



#### Input From:

- DART
- EAC/TACs
- Public

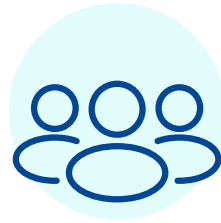
# Outreach and Engagement to Date



**19**

**EAC  
Members**

4 meetings in 2023



**79**

**TAC  
Members**

3 meetings in 2023



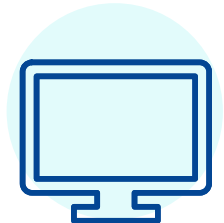
**27**

**Outreach  
Events**



**2,425**

**Customer Survey  
Responses Received**



**5,294**

**Website  
Views**

# What we heard from you



- Riders want more weekend and evening service – shift workers need these, too
- Equity is an important value to consider in any service change
- Rural residents still need transit even though there might not be the numbers to justify fixed route bus service
- More education is needed on microtransit is & how it's already used
- An advantage of microtransit is its flexibility
- Some bus stops (especially in rural areas) need infrastructure improvements to become safer

# DART Reimagined Includes Innovation

## DART Connect: Microtransit = Mobility on Demand



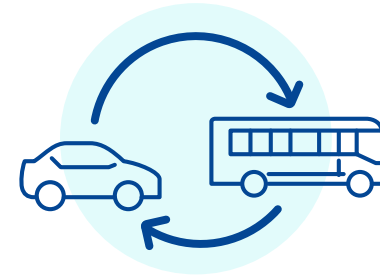
**Book a ride** using the DART Connect app or by calling the reservation line. Wait time from reservation to pick-up usually averages 15 to 20 minutes.



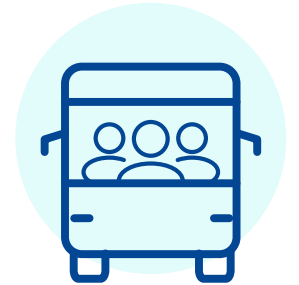
Your **trip can begin or end anywhere within the DART Connect Zone** (e.g. home, work, doctor).



In some cases, you may be asked to **walk to a virtual bus stop** at a nearby intersection to catch a ride.



If continuing your journey outside of the zone, the service will connect you to one of several **transfer points** located at popular destinations.



**Shared trips** will be provided using small buses or vans shared with other passengers.

# Branding for Microtransit Service

## DART Connect



# Harmonizing User Experience for DART Connect Users

- Same Day On-Demand Rides
  - App booking through DART Pass App
  - Phone booking
  - No “hailing”
- Fare rates are the same as fixed-route options
  - One-Way Ride \$2
  - Reduced Fare One-Way Ride \$0.80
  - Daily \$4, 7-Day \$16, 30-Day Passes \$60
  - 20-Ride Ticket \$26



# DART Reimagined Family of Services

Service Type	Purpose	Primary Roadway Type Served	Average Population and Job Density
<b>Core</b>	Provide frequent, all-day service along high ridership corridors.	Major Arterials	> 8 / acre
<b>Local</b>	Connect neighborhoods, activity centers, employment areas, and transit hubs.	Major Arterials Collectors	7 to 8 / acre
<b>Microtransit</b>	Provide community circulation and connections to employment, retail, services, and transit hubs.	Major Arterials Collectors Local Streets	1 to 8 / acre
<b>Rural</b>	Provide connections within and between rural communities.	Varies	< 2 / acre
<b>Intercounty</b>	Provide long-distance, closed-door commuter services with stops at park-and-ride lots, transfer hubs, and employment centers.	Major Arterials Freeways	n/a

Higher  
Density



















Lower  
Density



# Microtransit as a Quality Initiative

## Potential Solution for Lower-Density Environs

1. Delaware's travel market is changing and growing, and DTC wants to ensure its service is meeting riders' needs.
2. DART's challenges center on the changing needs of Delaware's transit customer and how service needs differ throughout the state. DART's opportunities focus on adapting existing services and innovations to better meet the needs of today and tomorrow's riders.
3. Areas with minimal population and employment density may not provide an environment where fixed-route transit can be successful. In these instances, alternative types of transportation services, such as microtransit, shuttles, and other shared mobility services may be more feasible.
4. This is not a budget exercise – DART proactively advancing microtransit in areas where traditional transit doesn't "fit" so that all Delawareans have high-quality options

LAND USE			TRANSIT	
Land Use Type	Residents per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service
 Downtowns & High Density Corridors	>45	>25	   	 10 mins or better
 Urban Mixed-Use	30-45	15-25	  	 10-15 minutes
 Neighborhood & Suburban Mixed-Use	15-30	10-15		 15-30 minutes
 Mixed Neighborhoods	10-15	5-10	 	 30-60 minutes
 Low Density	2-10	2-5	  	 60 mins or less or On Demand
 Rural	<2	<2	 	 On Demand

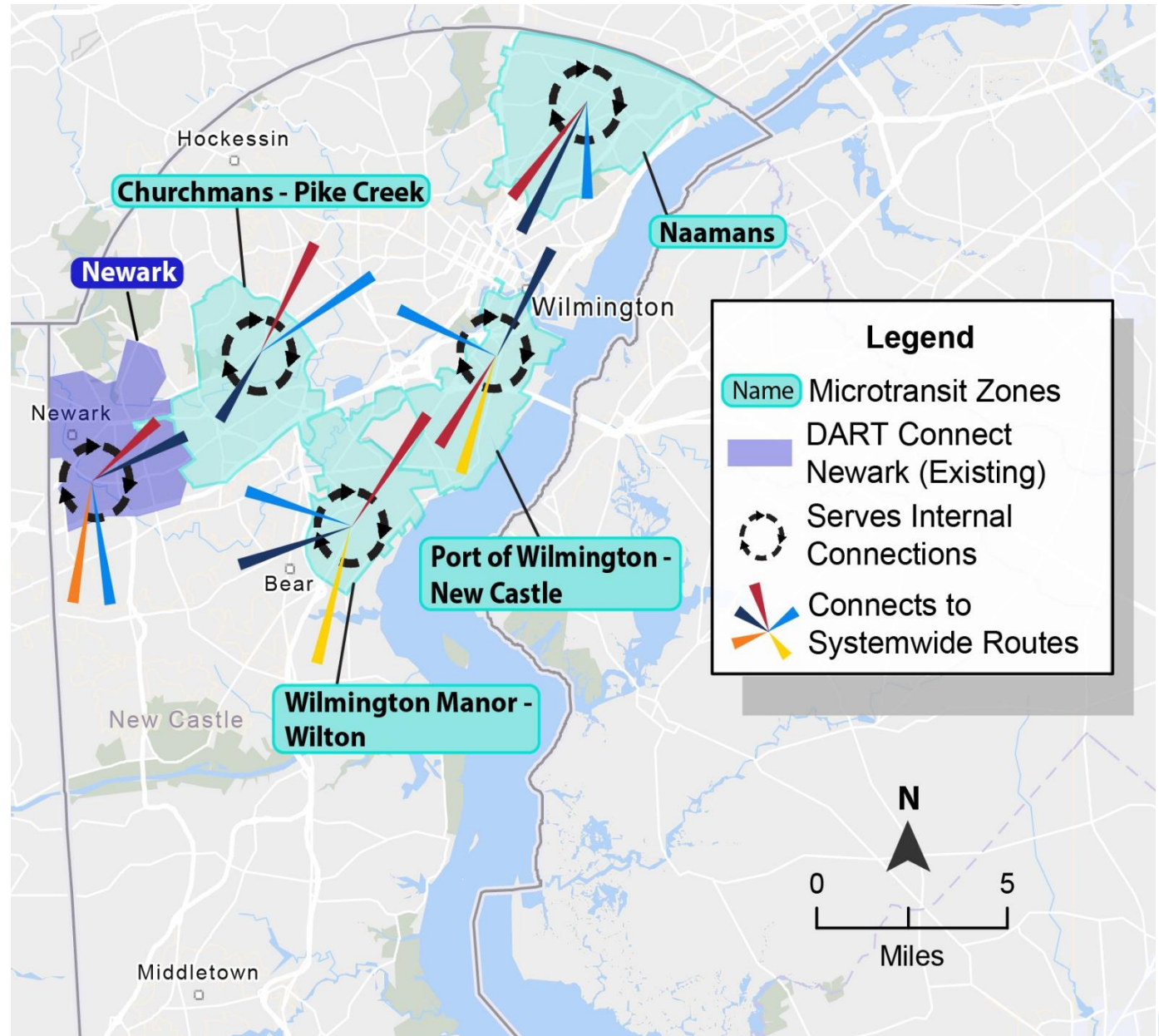
Source: Thresholds based on research by Nelson\Nygaard.

# New Castle County Microtransit Zones

DART Connect microtransit zones provide local circulation in lower-density neighborhoods that are difficult to efficiently serve with fixed route buses.

## Key Highlights

- Four new microtransit zones
- Expands population and job access
- Replaces low-frequency routes – *reduces* time spent waiting for the bus

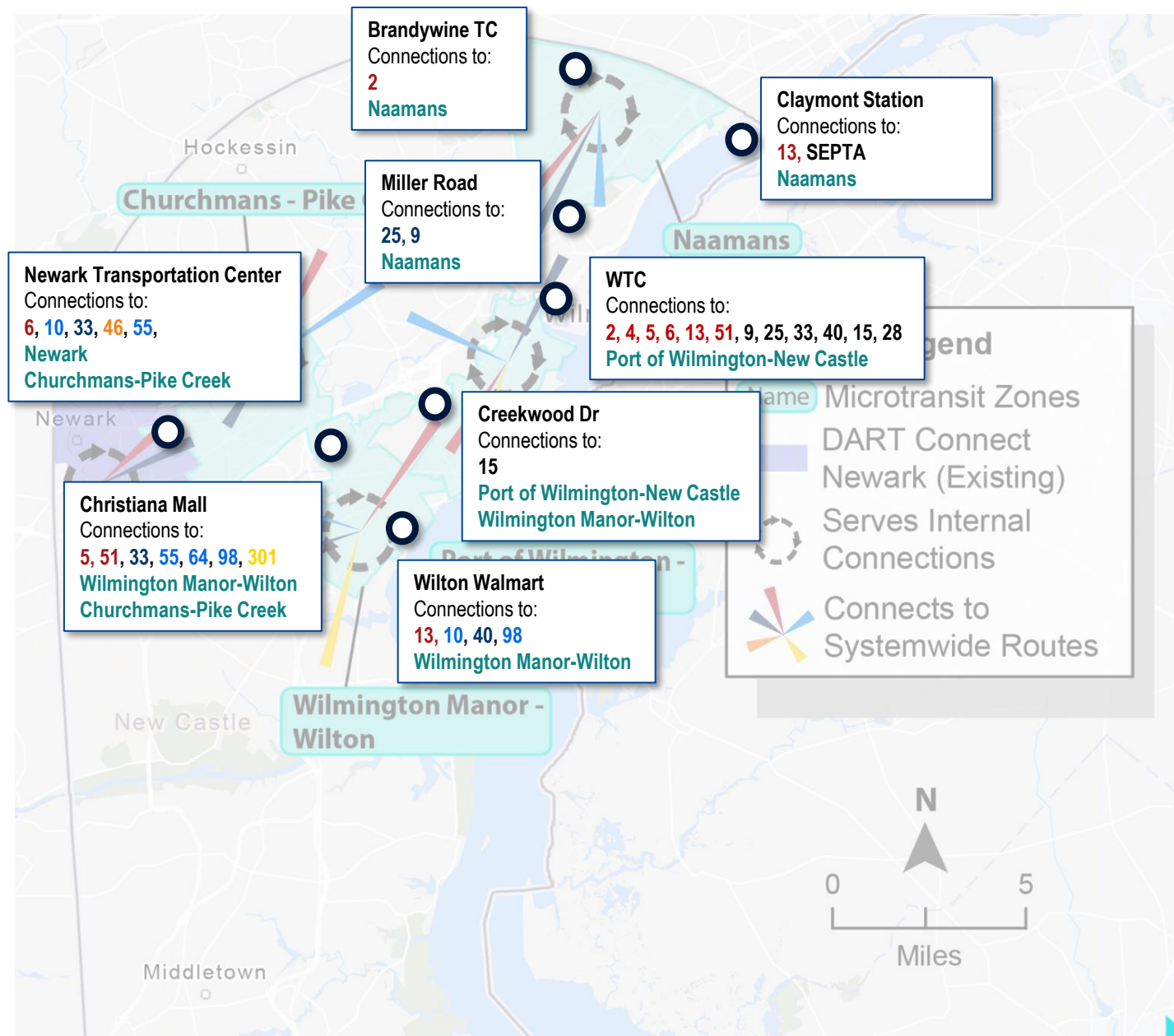


# New Castle County Microtransit Zones

DART Connect microtransit zones provide local circulation in lower-density neighborhoods that are difficult to efficiently serve with fixed route buses.

## Key Highlights

- Connection points facilitate seamless transfers between other zones and fixed-routes



# New Castle County

## Mobility Benefits

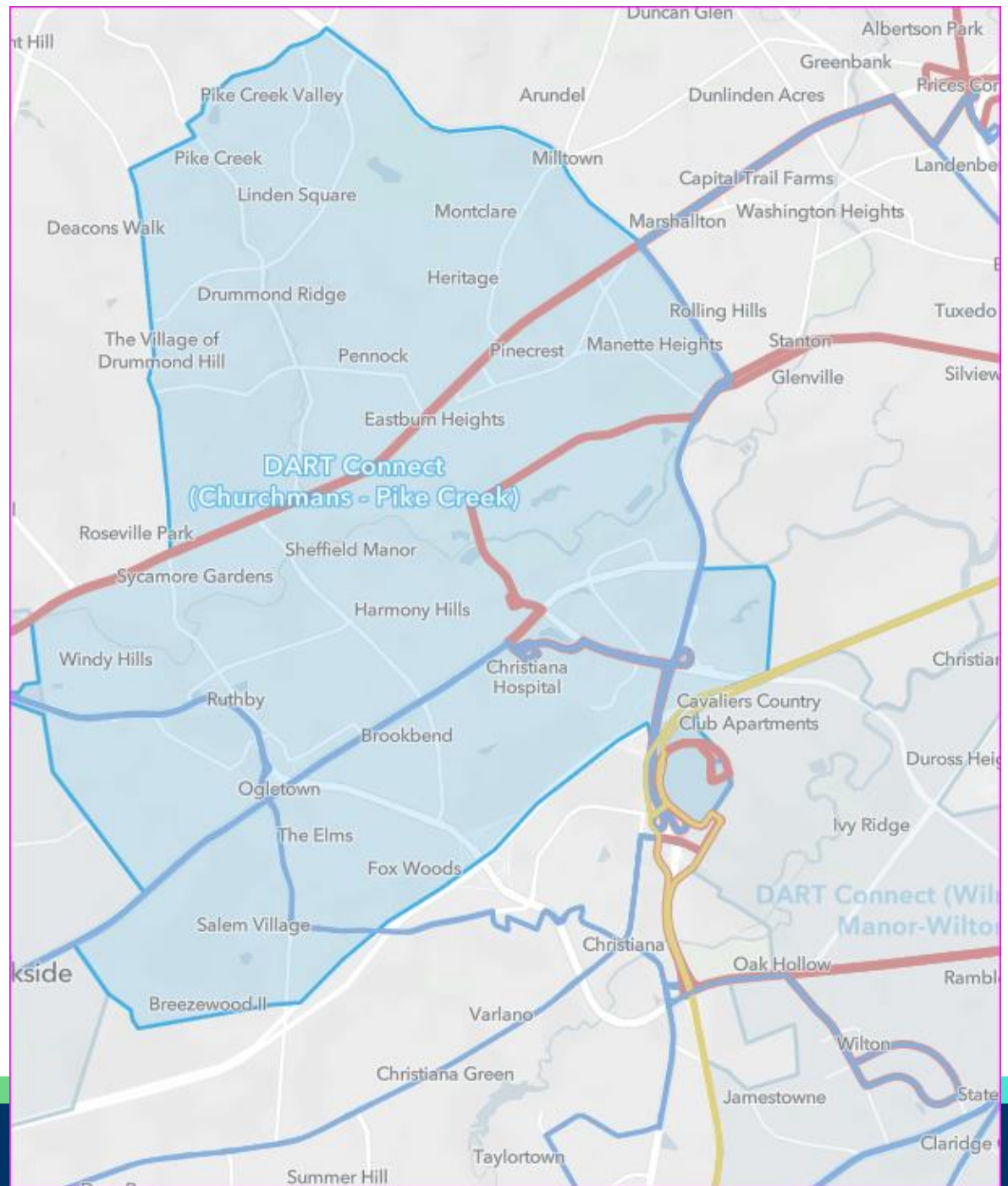
	Today	Conceptual	Change (%)
<b>Coverage within ¼ Mile of Route or Within Microtransit Zone</b>			
<b>Population</b>	290,600	343,800	<b>18%</b>
<b>Jobs</b>	153,900	169,300	<b>10%</b>
<b>Low-Income Population</b>	63,900	72,200	<b>13%</b>
<b>Minority Population</b>	77,000	83,000	<b>8%</b>
<b>Weekday Accessible Jobs per Person within 60-Minute Travel Time</b>			
<b>Population</b>	37,800	46,500	<b>23%</b>
<b>Low-Income Population</b>	52,100	61,300	<b>18%</b>
<b>Minority Population</b>	43,800	53,000	<b>21%</b>

**More people and jobs served by DART**

**Shorter travel times to jobs, education, services, and retail destinations**

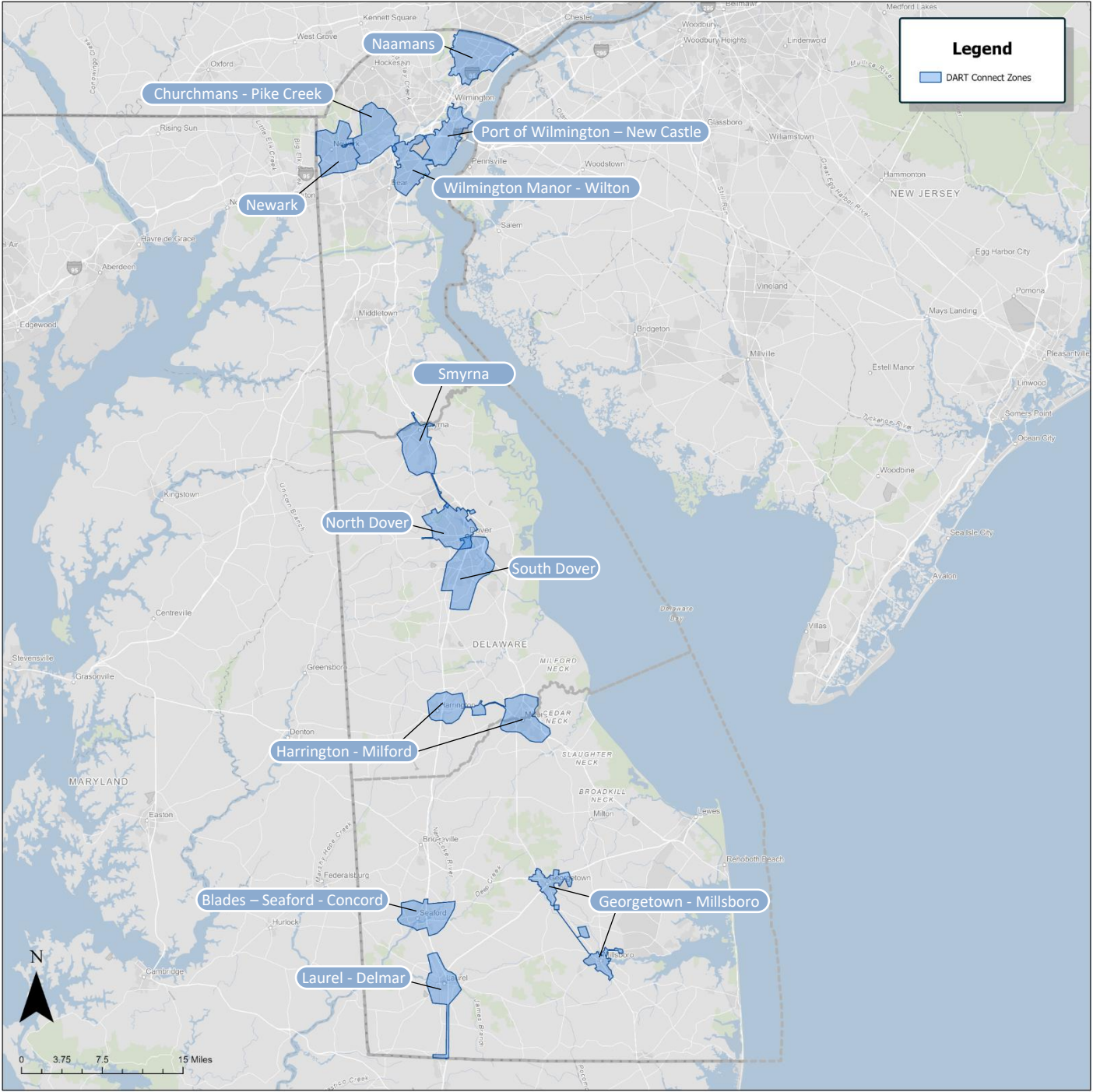


# DART Connect Churchman's Crossing/Pike Creek



# On-Demand Zones

Zone	County	Population	Low-Income Population	Minority Population	Jobs
Naamans	New Castle	60,900	6,699	15,834	23,900
Newark	New Castle	43,600	11,336	14,824	30,200
Churchman's - Pike Creek	New Castle	43,400	7,378	17,360	32,100
Port of Wilmington - New Castle	New Castle	31,000	6,820	19,840	15,300
South Dover	Kent	30,200	6,946	14,194	16,500
Wilmington Manor-Wilton	New Castle	27,700	4,432	17,451	14500
North Dover	Kent	25,300	7,843	14,674	24300
Smyrna	Kent	21,800	3,488	10,682	8,500
Harrington-Milford	Kent / Sussex	14,900	3,427	5,513	10,400
Blades - Seaford - Concord	Sussex	10,700	2,996	5,029	7,600
Georgetown Millsboro	Sussex	8,600	3,268	4,128	11,700
Laurel - Delmar	Sussex	6,400	2,752	2,752	2,500



# MOD Zone Ridership & Cost: Weekday Only

Zone	County	Annual Passengers	Peak Vehicle Requirement	Annual Revenue Hours	Annual O&M Cost (MM\$)	Pass. / Hour	Cost / Pass. ▼
Churchmans	New Castle	27,664	2	7,280	\$0.73	3.8	\$26.32
Newark	New Castle	40,300	3	10,920	\$1.09	3.7	\$27.10
Naamans	New Castle	30,680	3	10,920	\$1.09	2.8	\$35.59
Pike Creek	New Castle	19,760	2	7,280	\$0.73	2.7	\$36.84
West Dover	Kent	19,604	2	7,280	\$0.73	2.7	\$37.14
South Dover	Kent	17,732	2	7,280	\$0.73	2.4	\$41.06
Old Baltimore Pike	New Castle	26,312	3	10,920	\$1.09	2.4	\$41.50
Smyrna	Kent	16,380	2	7,280	\$0.73	2.3	\$44.44
Port of Wilmington	New Castle	8,060	1	3,640	\$0.36	2.2	\$45.16
New Castle	New Castle	23,296	3	10,920	\$1.09	2.1	\$46.88
Middletown	New Castle	15,184	2	7,280	\$0.73	2.1	\$47.95
Wilmington Manor-Wilton	New Castle	14,612	2	7,280	\$0.73	2.0	\$49.82
Harrington-Milford	Kent / Sussux	13,884	2	7,280	\$0.73	1.9	\$52.43
East Dover	Kent	13,260	2	7,280	\$0.73	1.8	\$54.90
Seaford-Bridgeville	Sussex	11,804	2	7,280	\$0.73	1.6	\$61.67
Georgetown Millsboro	Sussex	11,128	2	7,410	\$0.74	1.5	\$66.59
Laurel	Sussex	4,108	1	3,640	\$0.36	1.1	\$88.61
Georgetown-Milton-Ellendale	Sussex	7,592	2	7,280	\$0.73	1.0	\$95.89
Delaware City	New Castle	3,068	1	3,640	\$0.36	0.8	\$118.64

**Source:** Remix On-Demand Planning platform.

**Assumptions:** 1) Weekday service only from 6a-8p. 2) 30-minute max wait time. 3) Ridership figures reflect “Medium” demand scenario. 4) Cost based on \$100/veh hr



# DART Reimagined Recommended Changes

Route	Change
<b>Replace with revised or new routes</b>	
8	Merge with Route 15.
14	Replace with revised Routes 15 and 28.
<b>Replace with new DART Connect service</b>	
11	Replace with DART Connect Naamans and revised Route 25.
18	Replace with DART Connect Naamans and DART Connect Churchmans – Pike Creek.
35	Replace with DART Connect Naamans and Route 2 (averages 8.1 riders/trip)
54	Replace with DART Connect Wilmington Manor, revised Route 64, and new Route 98.
61	Replace with DART Connect Naamans. (averages 1.2 rider/trip)
62	Replace with DART Connect Churchman's – Pike Creek. (averages .5 rider/trip)
<b>Discontinue routes</b>	
20	Discontinue due to low ridership. Portions of route still served by existing Route 4. (averages 4.7 riders/trip)
37	Discontinue due to low ridership. Portions of route still served by existing Routes 46 and 301 (averages 3.5 passengers/trip)
42	Discontinue due to low ridership. Portions of route still served by existing routes 33 and 40. (averages 4.6 passengers/trip)
44	Discontinue due to low ridership (averages 1 passenger/trip)
52	Discontinue due to low ridership (averages 3.9 passengers/trip)
53	Discontinue due to low ridership (averages 1.1 passengers/trip)

## Moderate ridership routes

> 5 passengers per scheduled trip, but portions of route have very low ridership

**Lowest ridership routes in county**  
< 5 passengers per scheduled trip



# Next Steps

Review stakeholder & public feedback of draft recommendations

Finalize & develop draft and final reports

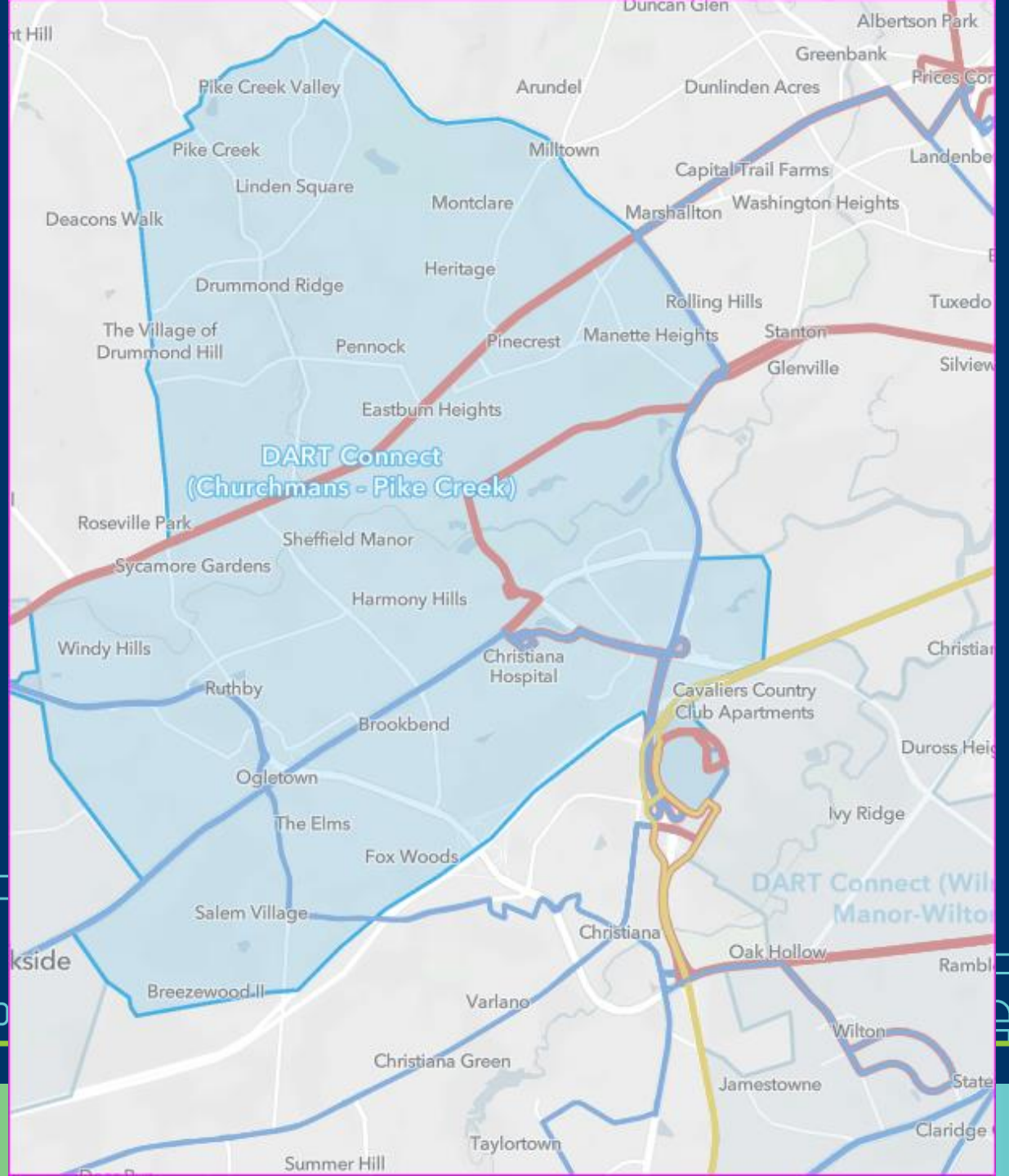
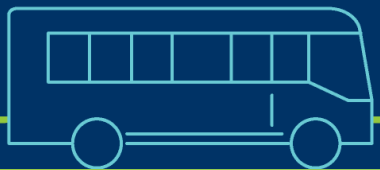
Phased implementation for DART Reimagined new network design

# Churchman's Crossing/Pike Creek Microtransit Next Steps:

- Refine statewide network recommendations based on Community Workshops' input
- Prioritization and phased implementation for all network recommendations based on DTC's Fleet Plan; annual operating budget; and labor contracts
- Network recommendations will be implemented through DTC's Bi-annual Service Change Process (via Public Hearing Workshop)
- DART Reimagined phased implementation plan May 2024 through Fall 2028/Spring 2029 (following state's Fiscal Year July 1<sup>st</sup> through June 30<sup>th</sup>)



# Questions & Comments



# Stay Connected

[www.dartreimagined.com](http://www.dartreimagined.com)

[info@dartreimagined.com](mailto:info@dartreimagined.com)



**Cathy  
Smith**

**Project  
Contact**

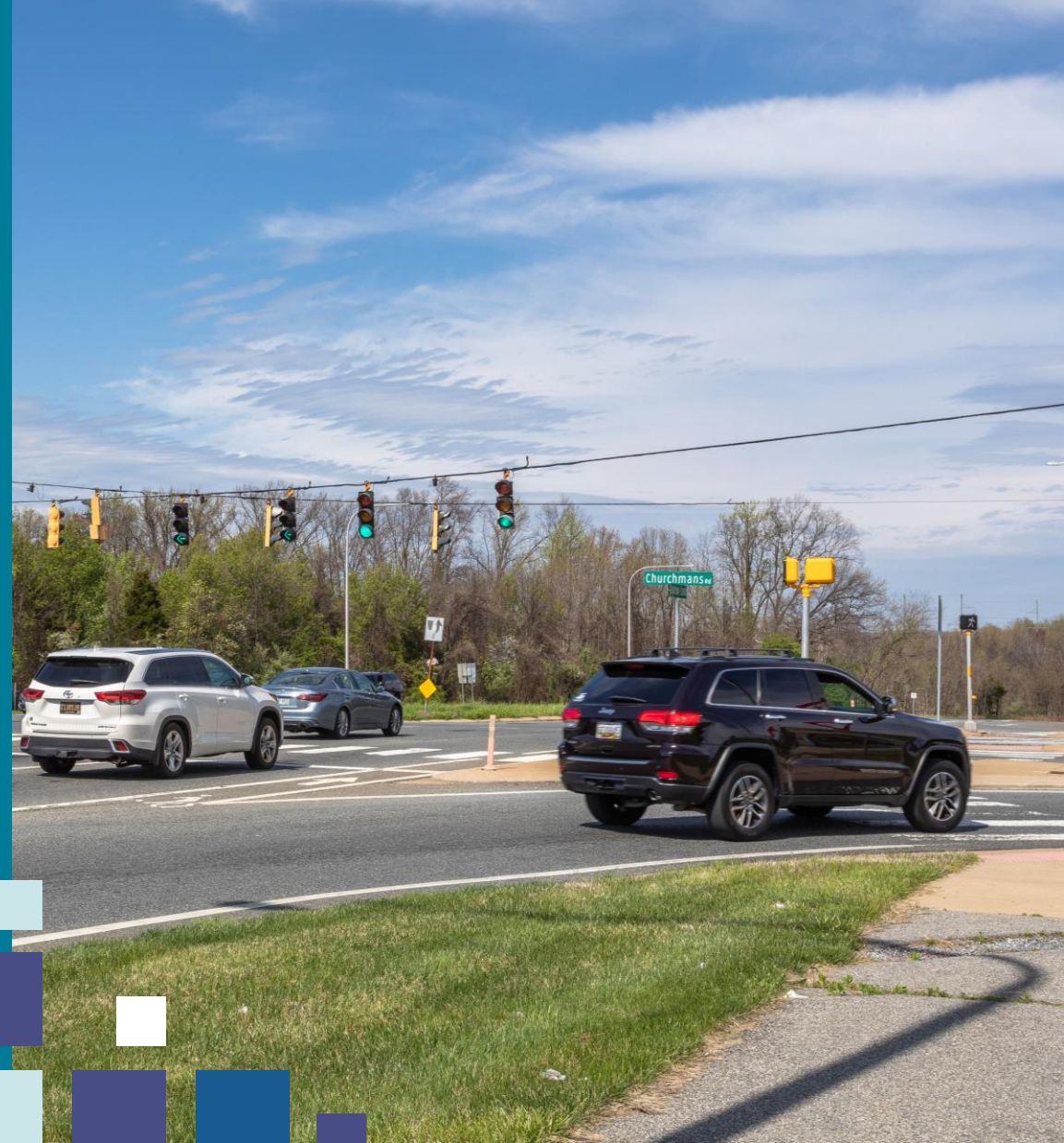
Project Manager, DART

[Cathy.Smith@delaware.gov](mailto:Cathy.Smith@delaware.gov)



# Agency Updates

- Delaware Transit Corporation
- WILMAPCO
- DelDOT
- NCC Department of Land Use



# DART: Statewide Service Change

October 22, 2023

## Changes

- Routing changes on Routes 13 and 61 (Claymont Transportation Center opening) and Route 40 (downtown Wilmington)
- Additional early weekday morning trip on Route 301
- Additional early Saturday morning trip on Route 25
- Schedule adjustments for better efficiency (16 routes)

## Continued Improvements to Service Change Process

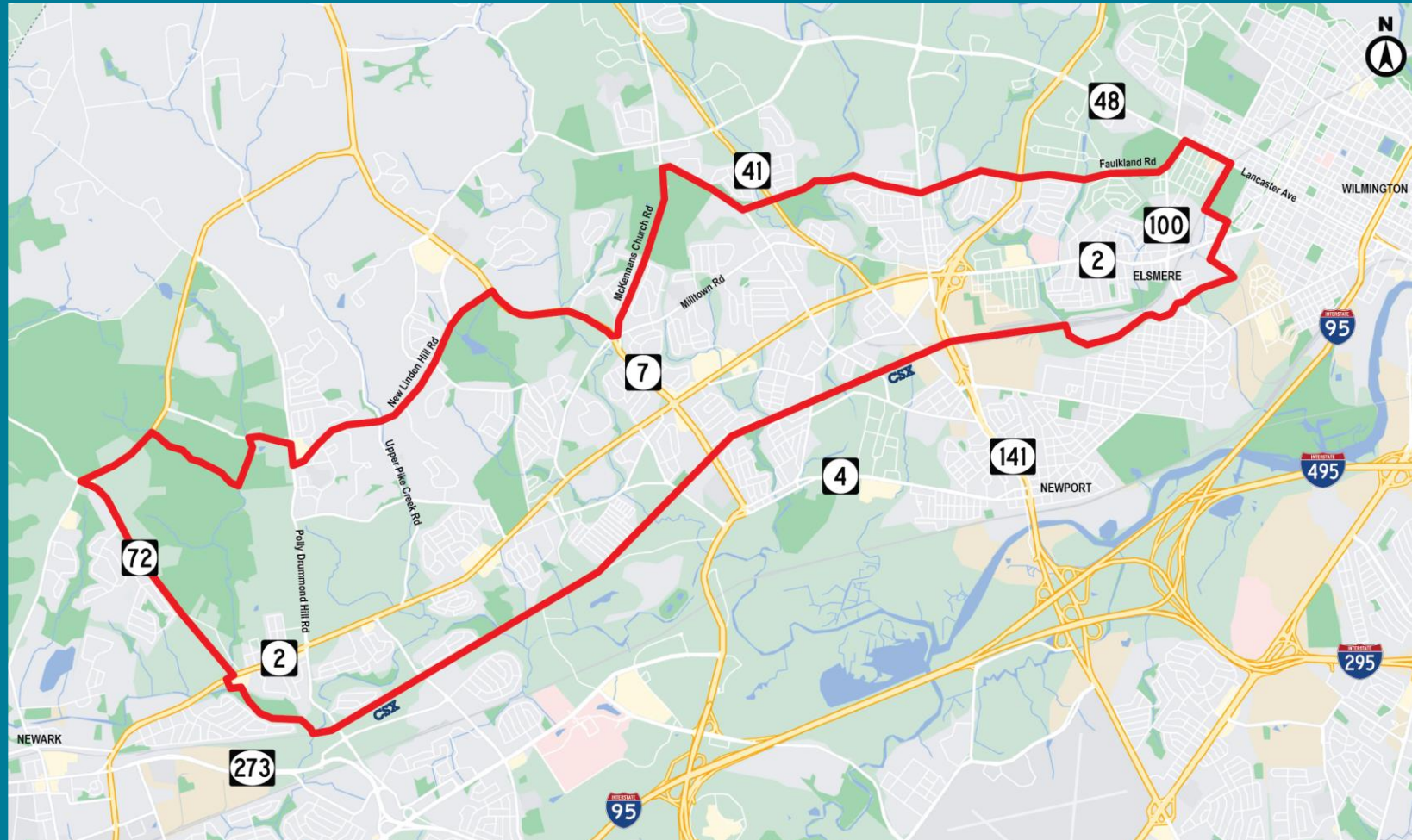
- Proposal Review with Ops., Field Trainers
- OTP Review w/ Operators
- Employee "Ride Our Service" Challenge





# Kirkwood Highway Land Use and Transportation Study

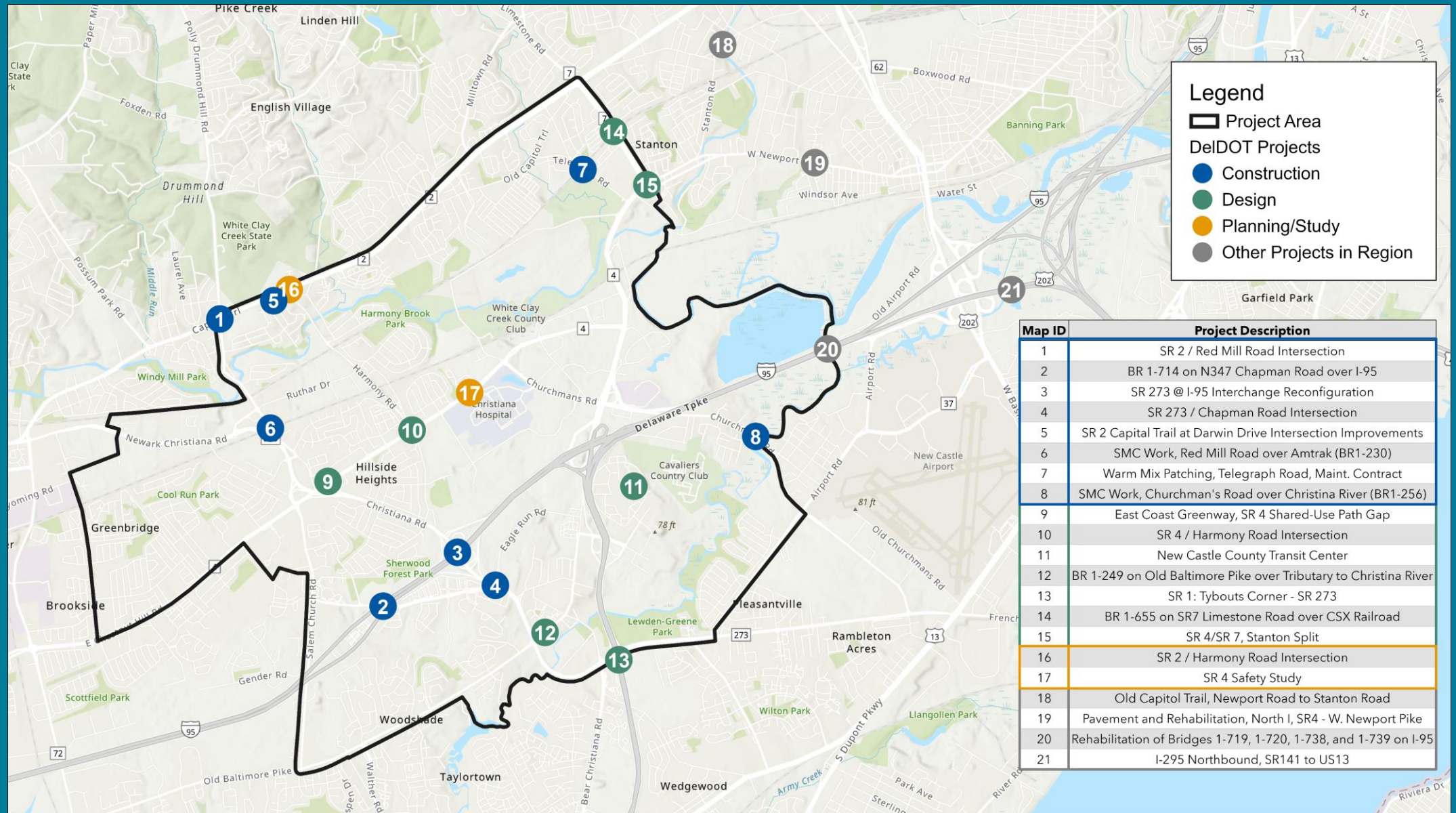
- Address near-term and long-range plan solutions
- Approximate 18 Month Long Study
- First Workshop anticipated in December
- [wilmapco.org/Kirkwood](http://wilmapco.org/Kirkwood)





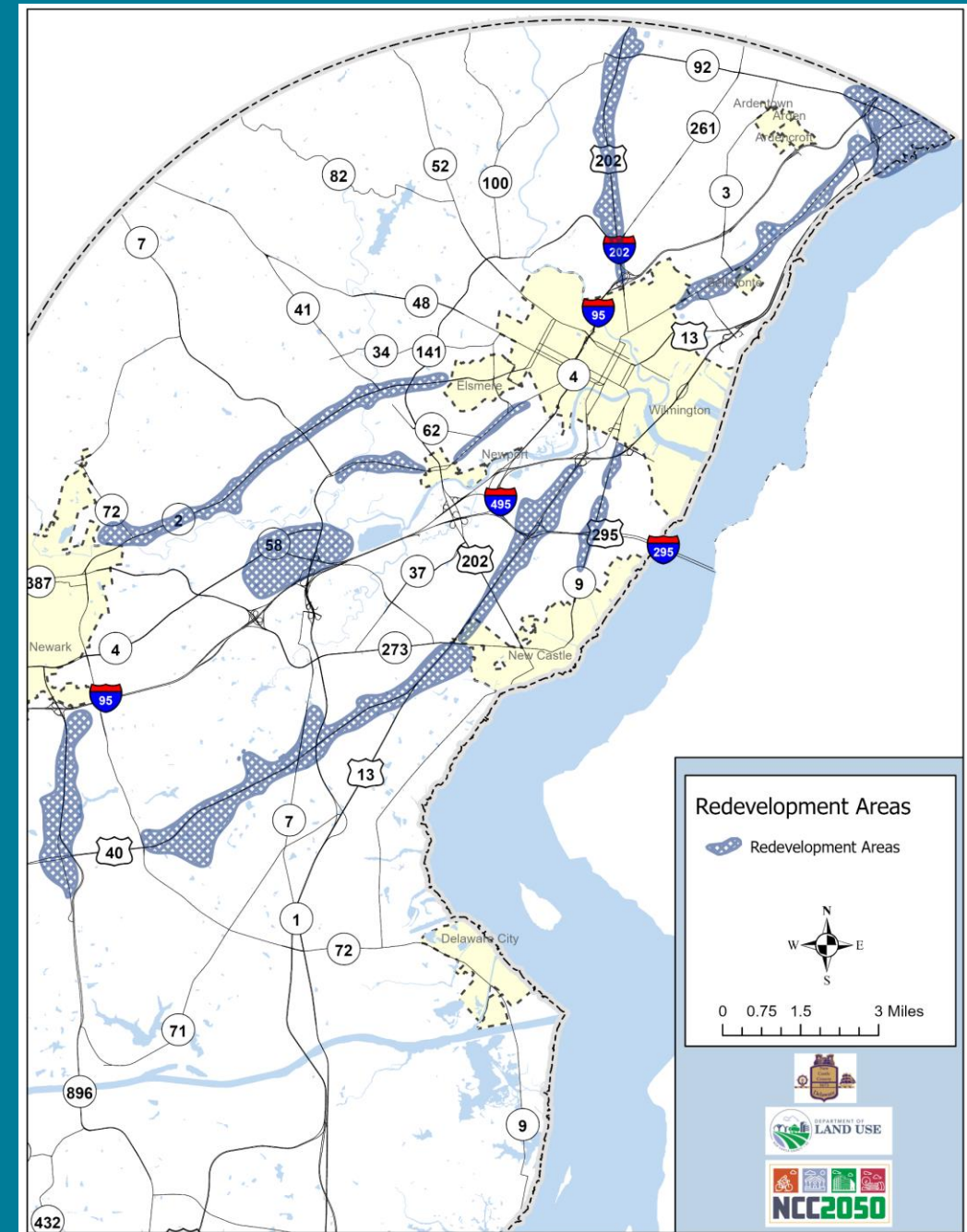
# DeIDOT Capital Project Updates

DeIDOT Project Portal: <https://deldot.gov/projects/>  
DeIDOT Safety Website: [www.safety.deldot.gov](http://www.safety.deldot.gov)



# Goals for Encouraging Redevelopment

- Redeveloping Vital Corridors (Ordinance 23-053) Implementing Land Use Recommendations from NCC2050
- Much of the Churchman's Crossing study area falls into the Type 2 Employment-based Corridor Development
- 3 Public Listening Sessions to gather input have been held over the past month
- Moving Forward
  - Continue to make progress on the establishment of a TID in the Churchman's Crossing Area
  - Use the feedback received at the January Information Session as well as the 3 Public Listening Sessions to craft an ordinance that both enhances existing redevelopment provisions and adds important incentives for redevelopment opportunities in the Corridor Areas



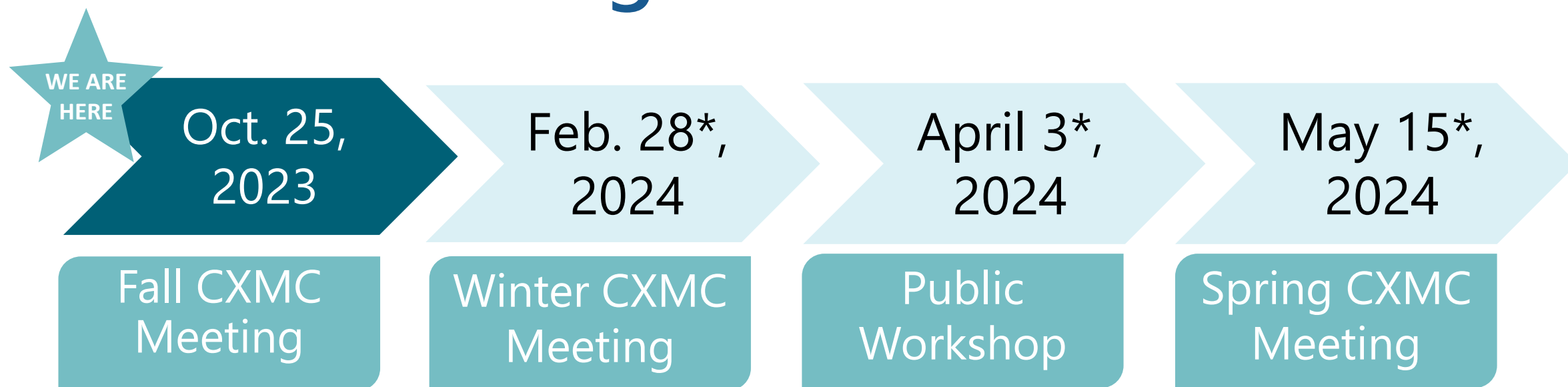
# Next Steps







# CXMC Meeting Schedule



\*Dates to be confirmed

# Questions?



# THANK YOU!



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[Wilmapco.org/churchmans/](http://Wilmapco.org/churchmans/)

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Public  
Comments