


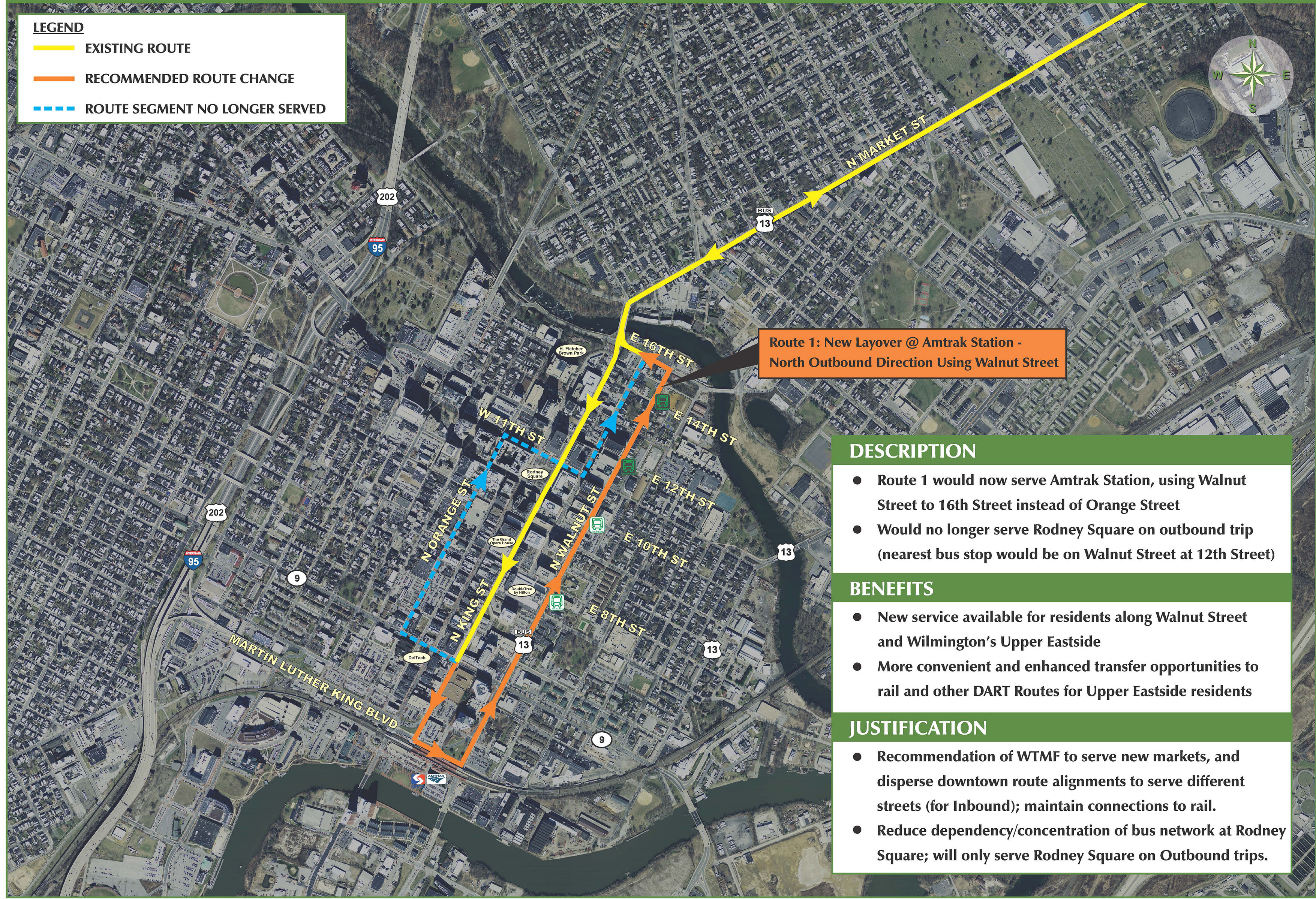


# Route 1 - Expand Service on Walnut Street and Upper Eastside

**LEGEND**

-  EXISTING ROUTE
-  RECOMMENDED ROUTE CHANGE
-  ROUTE SEGMENT NO LONGER SERVED



Route 1: New Layover @ Amtrak Station - North Outbound Direction Using Walnut Street

## DESCRIPTION

- Route 1 would now serve Amtrak Station, using Walnut Street to 16th Street instead of Orange Street
- Would no longer serve Rodney Square on outbound trip (nearest bus stop would be on Walnut Street at 12th Street)

## BENEFITS

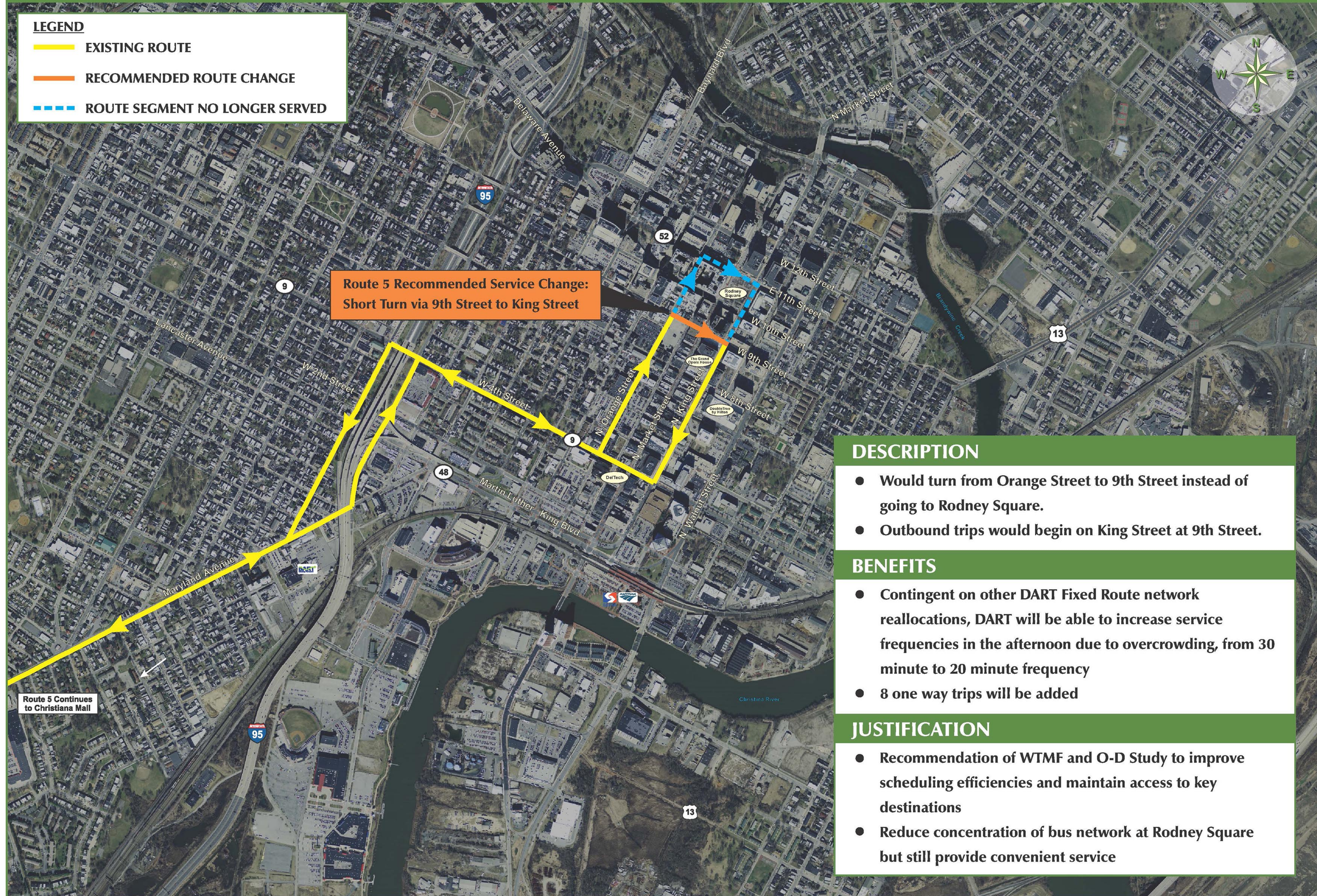
- New service available for residents along Walnut Street and Wilmington's Upper Eastside
- More convenient and enhanced transfer opportunities to rail and other DART Routes for Upper Eastside residents

## JUSTIFICATION

- Recommendation of WTMF to serve new markets, and disperse downtown route alignments to serve different streets (for Inbound); maintain connections to rail.
- Reduce dependency/concentration of bus network at Rodney Square; will only serve Rodney Square on Outbound trips.

**LEGEND**

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED



**Route 5 Recommended Service Change:  
Short Turn via 9th Street to King Street**

Route 5 Continues to Christiana Mall

## DESCRIPTION

- Would turn from Orange Street to 9th Street instead of going to Rodney Square.
- Outbound trips would begin on King Street at 9th Street.

## BENEFITS

- Contingent on other DART Fixed Route network reallocations, DART will be able to increase service frequencies in the afternoon due to overcrowding, from 30 minute to 20 minute frequency
- 8 one way trips will be added

## JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve scheduling efficiencies and maintain access to key destinations
- Reduce concentration of bus network at Rodney Square but still provide convenient service

# Route 6 - Increased Frequencies



**Route 6: Eliminate Movement to Amtrak - Turnaround via French Street**

## DESCRIPTION

- Would turn from 11th Street onto French Street no longer serving Amtrak Station.

## BENEFITS

- Contingent on other DART Fixed Route network reallocations, DART will be able to increase service frequencies throughout the weekday schedule, to alleviate overcrowding
- Service frequencies from Prices Corner to Wilmington from 20 minutes to 15 minutes and from Newark to Prices Corner from 40 minutes to 30 minutes
- Better service reliability
- 22 one way trips will added between 8 am and 4:30 pm

## JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve efficiencies and maintain access to key destinations on a heavily traveled robust route

### LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- - - ROUTE SEGMENT NO LONGER SERVED

# Route 7 - Connecting Trolley Square and the Riverfront

**LEGEND**

- ▬ EXISTING ROUTE
- ▬ RECOMMENDED ROUTE CHANGE
- - - ROUTE SEGMENT NO LONGER SERVED



Route 7: Service to Trolley Square from Pennsylvania Avenue

**DESCRIPTION**

- Providing new direct service to Trolley Square, ACME and Lincoln Towers.
- Would continue to serve Wilmington's Riverfront, Hedgeville area, St. Elizabeth's School & Parish, and St. Francis Hospital
- No longer serving Pennsylvania Avenue or Rodney Square.

**BENEFITS**




- Direct connection to/from Trolley Square and the Wilmington Riverfront

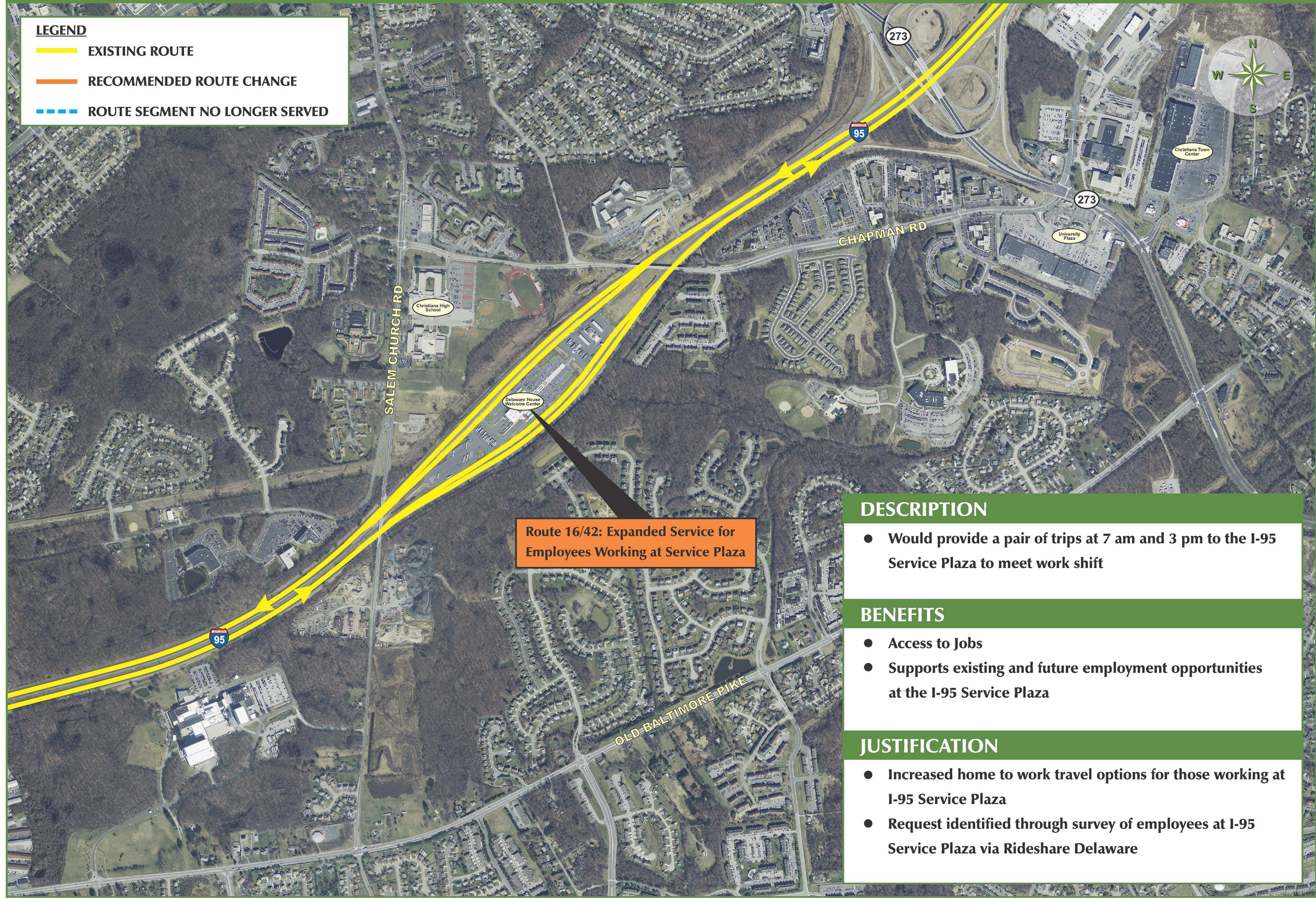
**JUSTIFICATION**

- Recommendation of WTMF and O-D Study to support areas emerging markets in the Riverfront area



**LEGEND**

-  EXISTING ROUTE
-  RECOMMENDED ROUTE CHANGE
-  ROUTE SEGMENT NO LONGER SERVED



Route 16/42: Expanded Service for Employees Working at Service Plaza

**DESCRIPTION**

- Would provide a pair of trips at 7 am and 3 pm to the I-95 Service Plaza to meet work shift

**BENEFITS**

- Access to Jobs
- Supports existing and future employment opportunities at the I-95 Service Plaza

**JUSTIFICATION**

- Increased home to work travel options for those working at I-95 Service Plaza
- Request identified through survey of employees at I-95 Service Plaza via Rideshare Delaware

**LEGEND**

- EXISTING ROUTE (yellow line)
- RECOMMENDED ROUTE CHANGE (orange line)
- ROUTE SEGMENT NO LONGER SERVED (dashed blue line)



Route 17, 22, 25: New Alignment via Walnut Street to Bus Zone on King at 11th Street (former USPS)

### DESCRIPTION

- Would now access downtown Wilmington via Walnut Street instead of Orange Street, turning on 12th Street back to King Street.

### BENEFITS

- New service available for residents along Walnut Street and Wilmington's Upper Eastside

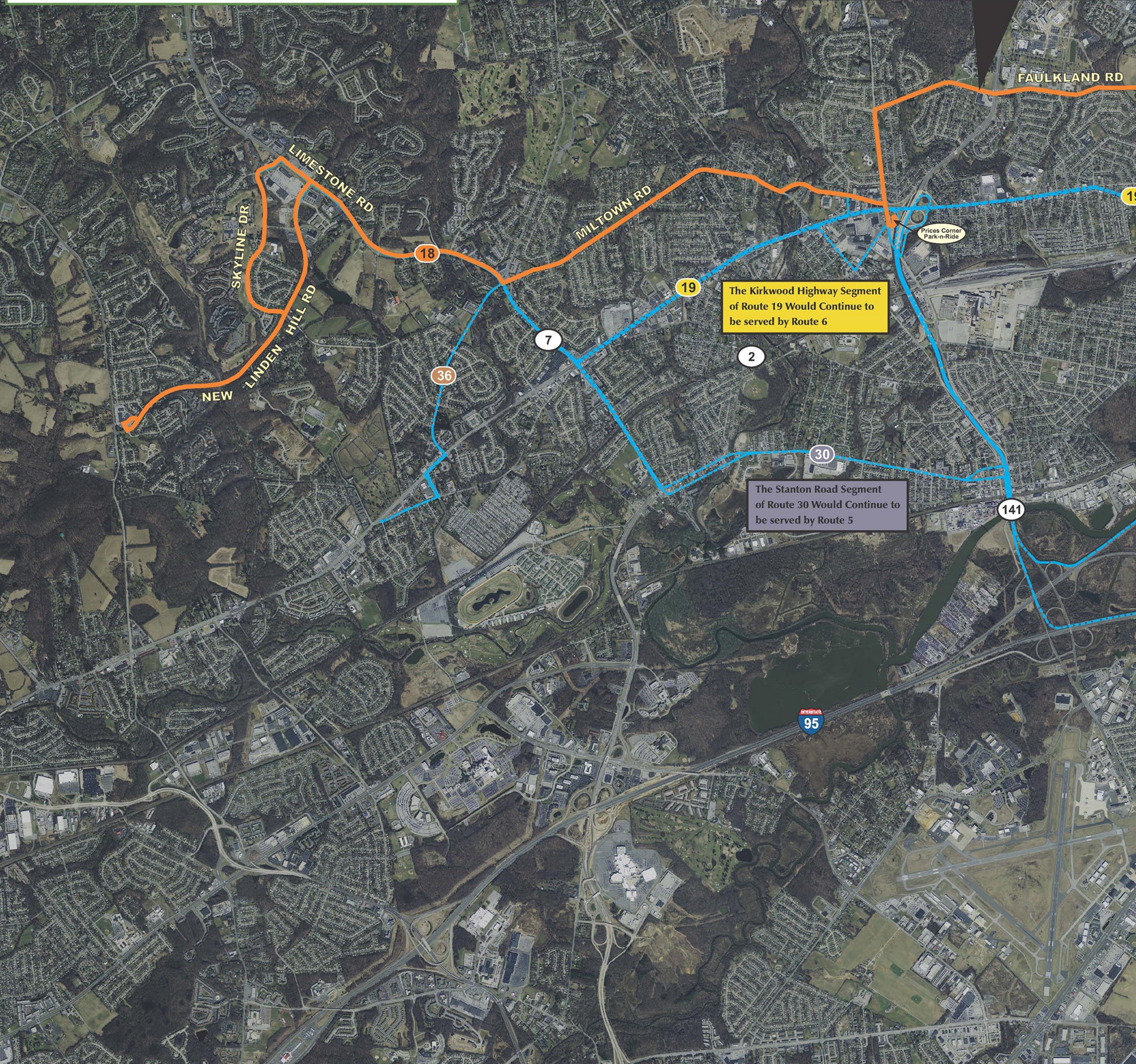
### JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve efficiencies and maintain access to key destinations
- Enhance Walnut Street as an identified transit corridor; O-D Study recommended realignment of routes to different patterns within downtown Wilmington streets

**LEGEND**

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED

Route 18: Combines Routes 19, 30 and 36; Would operate frequently between Pike Creek and Wilmington along Milltown and Faulkland Roads, with connections at Prices Corner Park & Ride



The Kirkwood Highway Segment of Route 19 Would Continue to be served by Route 6

The Stanton Road Segment of Route 30 Would Continue to be served by Route 5

## DESCRIPTION

- A new Route 18 would combine Routes 19, 30 and 36 that would operate frequently between Pike Creek and Wilmington along Milltown and Faulkland Roads, with connections at Prices Corner Park & Ride.
- Limestone Road between DE 4 in Stanton to Milltown Road would no longer be served.
- Route 36 would no longer serve Eastburn Acres

## BENEFITS

- Improves service to areas with the highest ridership demand
- Enhances service reliability
- Provides opportunities for increased service frequencies up to 38 one-way trips daily

## JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve efficiencies and maintain access to key destinations by reducing the concentration of bus network at Rodney Square
- Grow DART ridership in the suburban to downtown Wilmington market by enhancing suburban frequent corridor services
- Existing services can still be accessed within a reasonable walking distance for fixed routes