

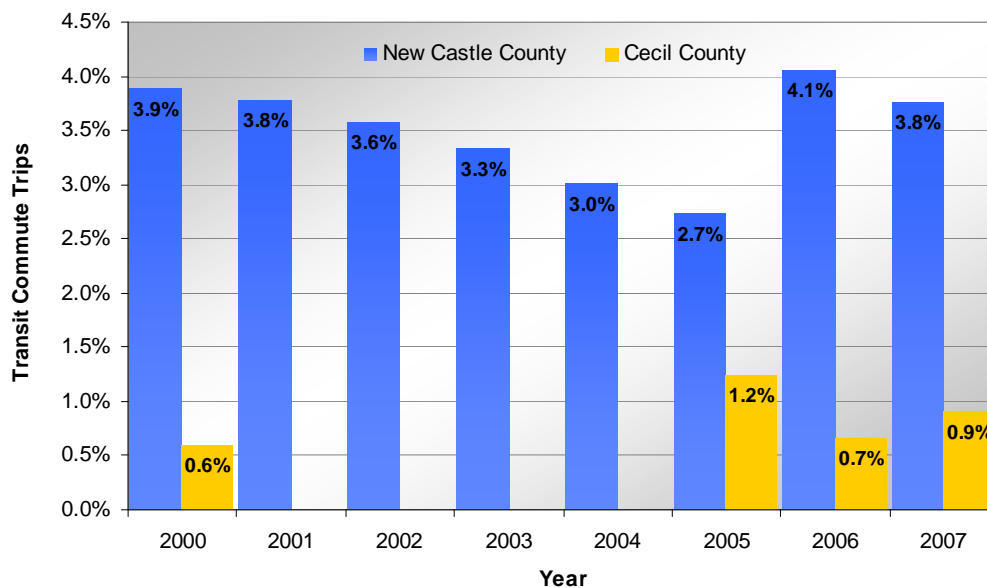
Transit Trends in the WILMAPCO Region

Public Transit Ridership Trends Increase

During the summer of 2008 gas prices hit an all time high in the WILMAPCO region, rounding out at nearly \$4.35 per gallon. Nationally gas prices were even higher and people continued to shift their work trips from driving alone in a private automobile to transit and other modes. While the year ended with gas prices significantly lower, the region's transit providers were able to hold onto a portion of new transit riders. This data report will highlight various transit trends in the WILMAPCO region including ridership totals, transit amenities, and funding.

Mode Share

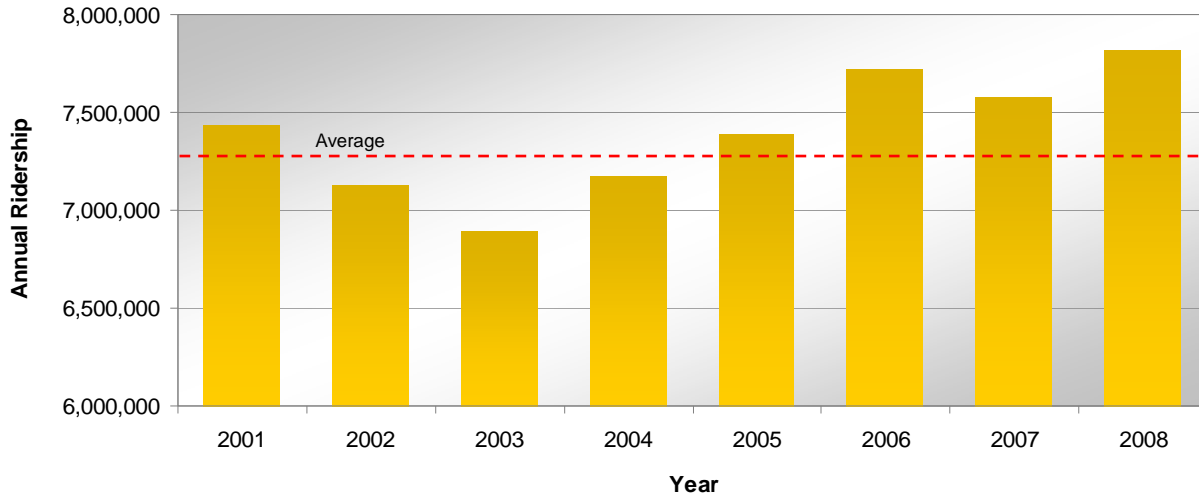
Figure 1: Annual Work Trips by Transit, 2000-2007¹



- From 2000 (9,442) to 2005 (6,906) New Castle County transit commutes have declined steadily by 27%.
- Then from 2005 (6,906) to 2007 (9,778) New Castle County transit commutes increased by 42%.
- From 2005 (580) to 2007 (441) Cecil County transit commute trips have declined by 24%.
- Overall from 2005 to 2007, the WILMAPCO region had a 37% increase in transit commutes.

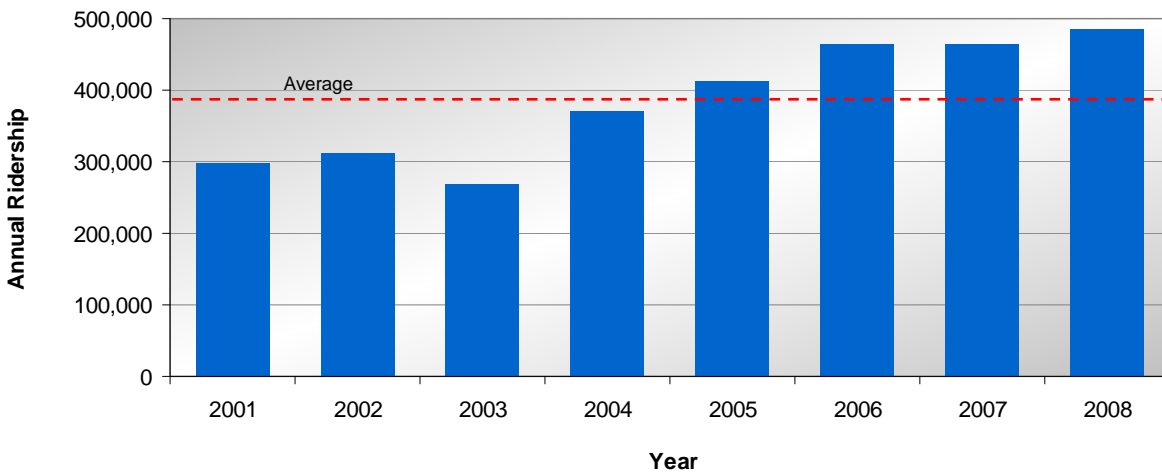
New Castle County Transit Ridership

Figure 2: Annual Fixed Route Ridership in New Castle County, FY 2001-2008



- Fixed route service are buses that generally travel the same route daily.
- From 2001 to 2003 ridership dropped by roughly 7%, then subsequently witnessed a steady increase.
- The highest annual ridership for New Castle County's fixed route service was in 2008 with over 7.7 million riders.
- Between 2001 and 2008 the fixed route service witnessed a ridership increase of 5%.

Figure 3: Annual Paratransit Ridership in New Castle County, FY 2001-2008²



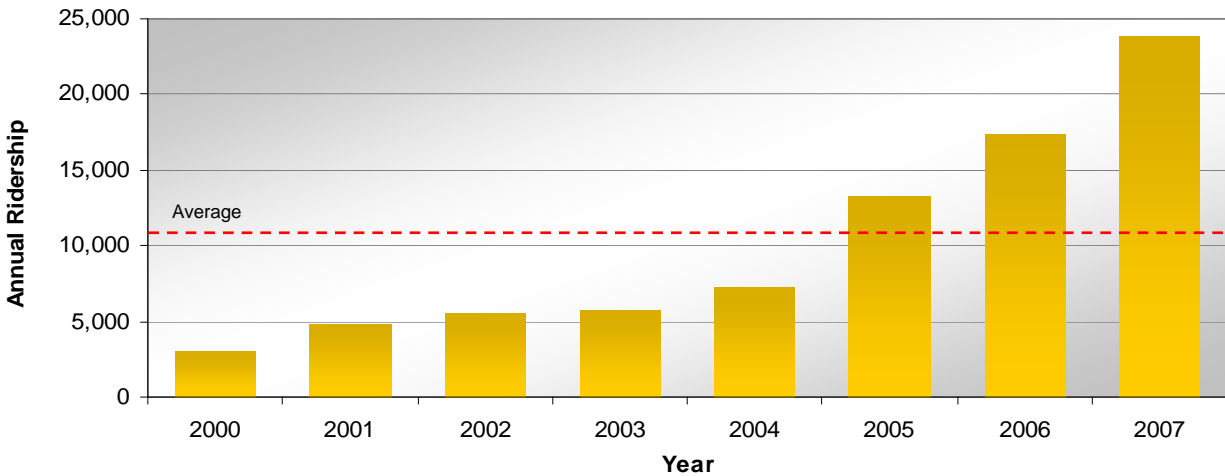
- Similar to the fixed route service, Paratransit ridership declined in 2003 by 11%, then subsequently increased.
- Over an eight-year period, Paratransit in New Castle County witnessed a 39% increase in riders.

Source: DTC

²DART First State provides Paratransit services for disabled persons, as well as qualified medical-impaired patients, who are unable to use the fixed bus routes.

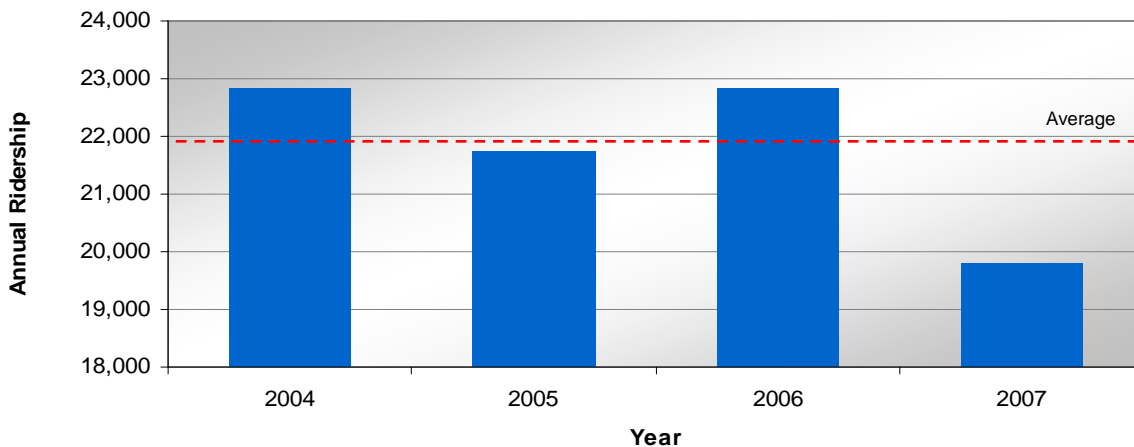
Cecil County Transit Ridership

Figure 4: Annual Fixed Route Ridership in Cecil County , FY 2000-2007



- Since 2000, Cecil County fixed route ridership has increased steadily by 87.3%.
- The most notable change in ridership was from 2005 to 2007 by 80%.
- In 2007, Cecil County saw its highest annual ridership with over 23,000 riders.

Figure 5: Annual Demand Response Transit Ridership in Cecil County, FY 2004-2007



- Cecil County's Demand Response Transit (DRT) provides countywide curb-to-curb service to riders of all ages and physical ability by reservation only.
- Cecil County's DRT ridership has fluxed between 2004 and 2007, dropping dramatically by xx%.
- Until 2007, DRT in Cecil County had more annual riders than the fixed route bus service.

New Castle County Sunday Service

Figure 6: Sunday Bus Routes

- In June of 2008 DTC began a pilot Sunday bus service for seven routes in and around the City of Wilmington, which mostly operate every hour.
- More recently, in June of 2009 DTC added an additional route to provide Sunday trips between Wilmington to Newark.
- Sunday bus routes cover a significant portion of DTC's core bus service area in northern New Castle County.
- Sunday service represents 14% of total bus service provided to New Castle during FY 2008.

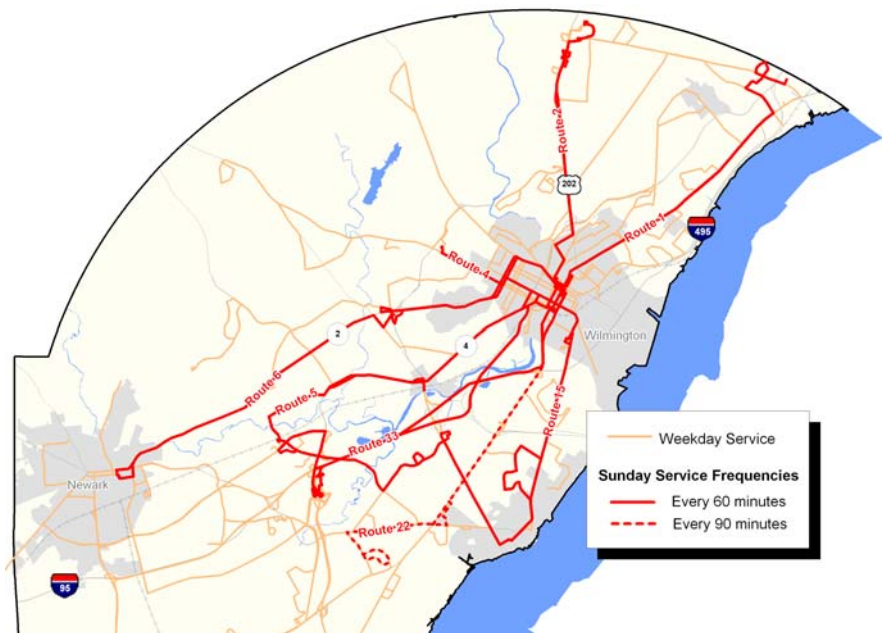
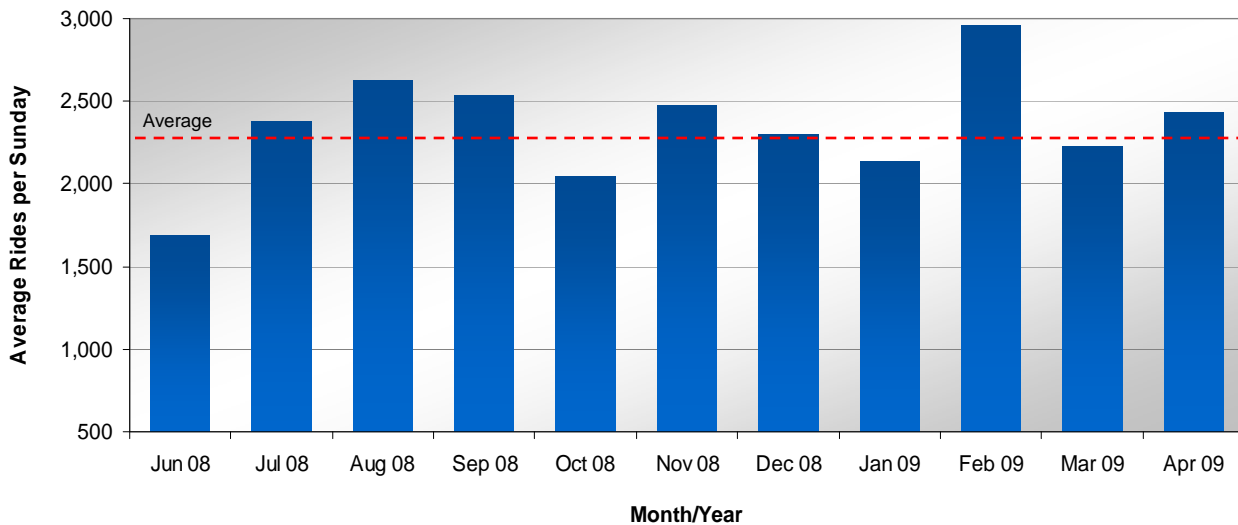


Figure 7: Average Ridership for Sunday Bus Service



- Sunday ridership peaked in February 2009 with close to 3,000 riders, a 43.1% increase from June 2008.
- Overall, during an eleven month period Sunday bus ridership climbed by 44%.

Transit Ridership Per Hour

- In 2008, the Route 4 bus which travels along West 4th Street and Lancaster Avenue in Wilmington, had the highest number of riders per hour of operation.
- Bus Routes 1 and 4 had well over 700,000 riders annually.
- Bus Routes 1, 4, 6, and 22 also provide Sunday bus service.
- In 2008, the Route 62 shuttle that travels between the Christiana Mall and the Fairplay Station at Churchmans Crossing, had the lowest ridership per hour of operation.
- However, the Route 62 makes roughly one dozen trips per day compared to other routes making greater trips.
- During 2005 the Route 65 experienced a reduction in service which has resulted in less riders.
- In December of 2008 the Route 27 service was eliminated due to low ridership and resources were reallocated.

Figure 8: Bus Routes with Highest Ridership Per Hour, FY 2008

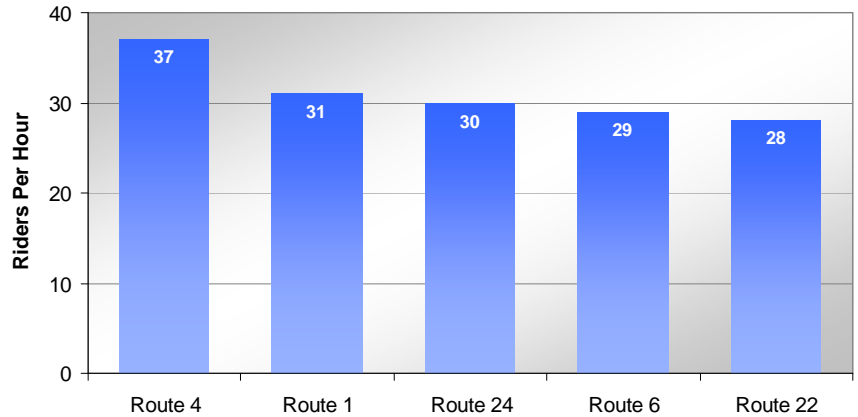


Figure 9: Bus Routes with Lowest Ridership Per Hour, FY 2008

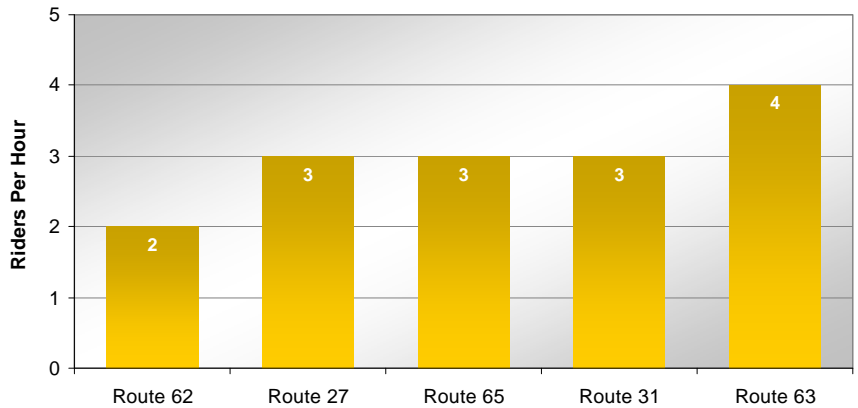
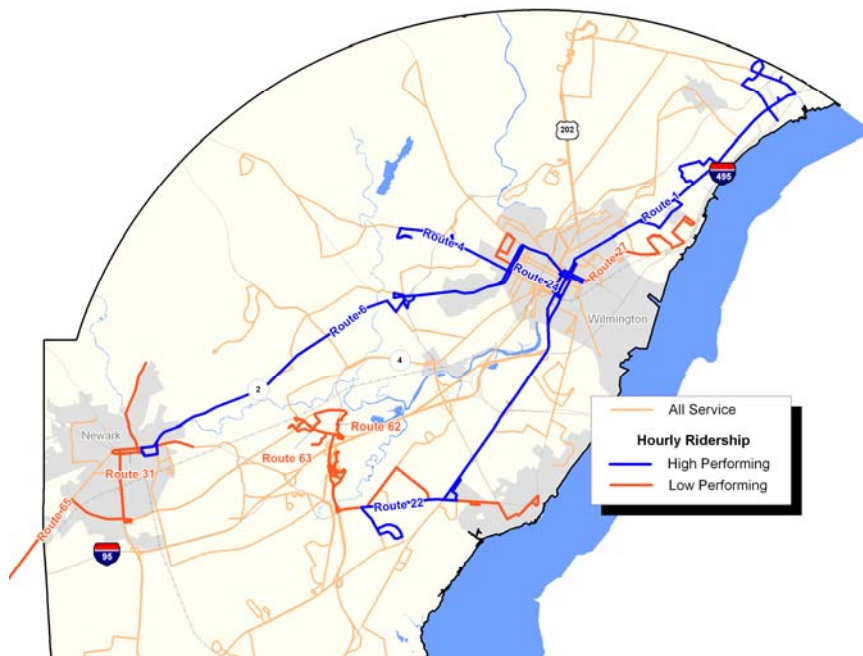


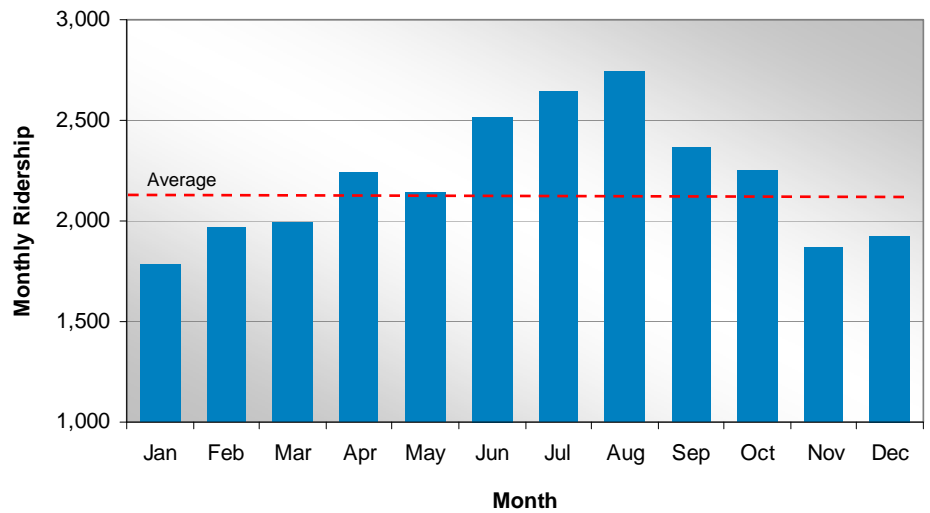
Figure 10: Ridership Per Hour, FY 2008



UNICITY Bus Service

- The UNICITY Bus system is a service of the City of Newark and UD Transit of the University of Delaware, with funding assistance from the State of Delaware.
- In 2008, riders increased by 8%, or roughly 150 passengers.
- During summer months when UD bus service is suspended, the UNICITY witnessed peak ridership, then dropped again during the fall season when normal university services resume.

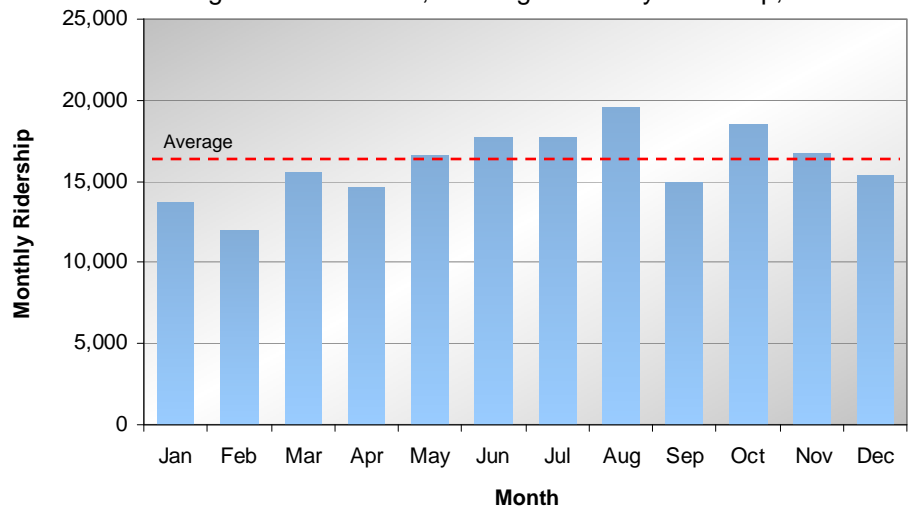
Figure 11: UNICITY Ridership, 2008



Trolley Service in New Castle County

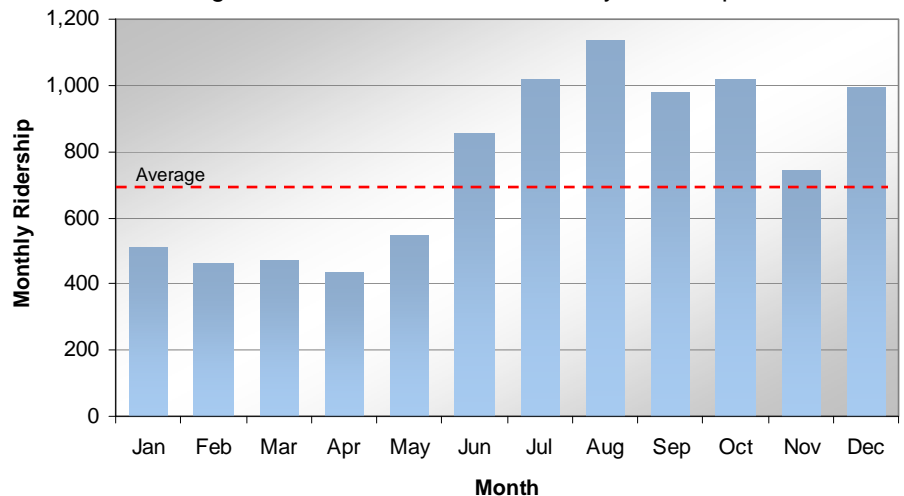
- In December 2002, a new trolley replaced the buses assigned to the downtown Wilmington circuit Route 32 to connect Rodney Square with the Riverfront.
- From 2002 to 2007, the Route 32 Trolley witnessed an increase of 52%.
- In 2007, the route's ridership increased by 12%, or about 1,600 riders.

Figure 12: Route 32, Wilmington Trolley Ridership, 2007



- More recently, in December 2007 DTC introduced the Route 31 Newark Trolley that circulates along Main Street and serves the newly operating Newark Transit Hub.
- In 2008, the Newark Trolley had over 9,500 riders, with a 93% increase from January to December.
- The service reached a peak in August with over 1,100 riders.

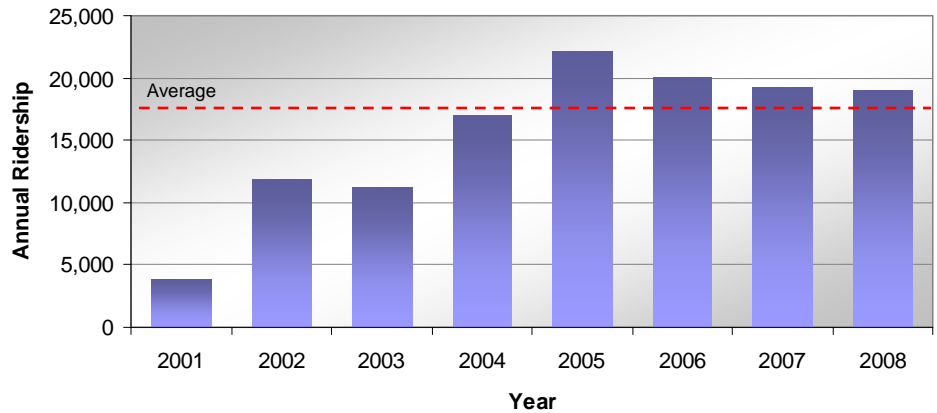
Figure 13: Route 31, Newark Trolley Ridership, 2008



Inter-County Transit Service

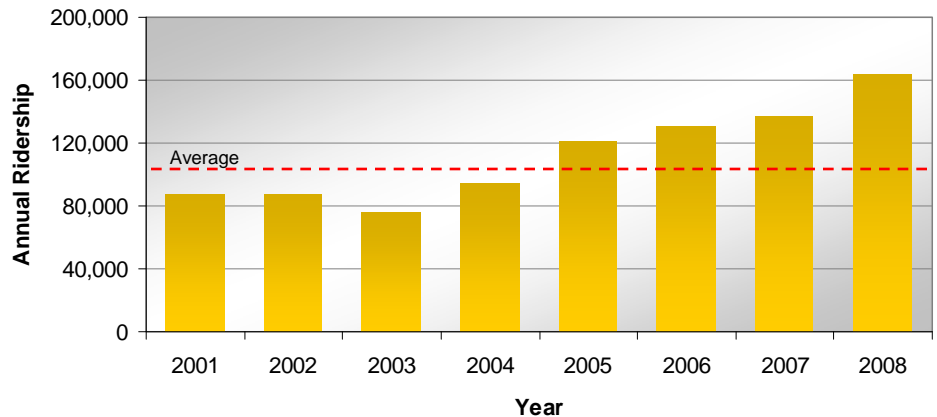
- From 2001 (3,923) to 2008 (19,014), the Route 65 from Newark, DE to Elkton, MD dramatically increased its ridership and is one of DTC's most improved bus routes.
- In 2005 ridership peaked at over 22,000 riders, then subsequently declined due to reductions in service.
- Nevertheless, when sized up against other fixed route service the Route 65 produces only marginal ridership.

Figure 14: Bus Route 65 Annual Ridership, FY 2001-2008



- From 2001 to 2008, the Route 301 which travels between Wilmington, Middletown, and Dover has experienced an 86% increase.
- This route reached a peak in ridership in 2008 with over 160,000 riders. As result additional round trips have been added to this service.
- A new bus service (Route 45) was implemented between Odessa and Wilmington to alleviate overcrowding on the Route 301 due to peak ridership.

Figure 15: Intercounty Route 301 Annual Ridership, FY 2001-2008



- SEPTA Route 306 began service to New Castle County as a new route in March 2007. Service is provided between West Chester and the Brandywine Town Center park and ride. In 2007, the route averaged five daily passengers in Delaware; in 2008, nine; and in 2009, an average of 33 passengers.
- SEPTA Route 113 began service to New Castle County February 2009. It was rerouted from its previous terminus in Marcus Hook and extended to its only stop in Delaware at the Tri-State Mall. Presently the route averages 150 passenger trips per day within the State of Delaware.
- The WILMAPCO region is also served by other inter-county transit routes such as "The Bus" from Elkton to People's Plaza in Glasgow, DE, and the New Jersey Transit Route 423 from Penn's Grove³, NJ into Rodney Square in Wilmington, DE.

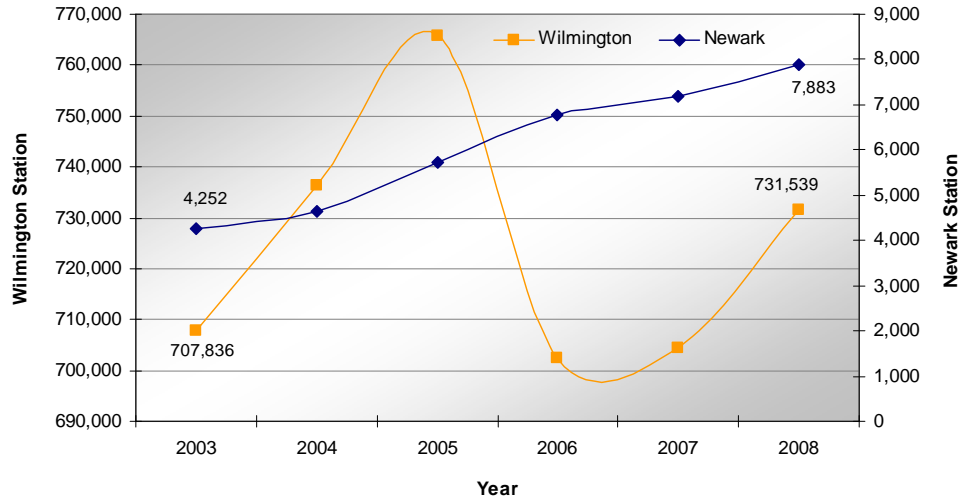
Sources: DTC, SEPTA

³ Ridership not available for the NJ Transit Route 423.

AMTRAK in Delaware

- Over the last six years AMTRAK arrivals and departures in Delaware have risen by 3.8%.
- Between 2003 and 2008 total passengers increased at the Wilmington and Newark stations by 3.3% and 85.4%, respectively.
- The most notable decline in AMTRAK passengers was 8% from 2005 to 2006, at the Wilmington station.

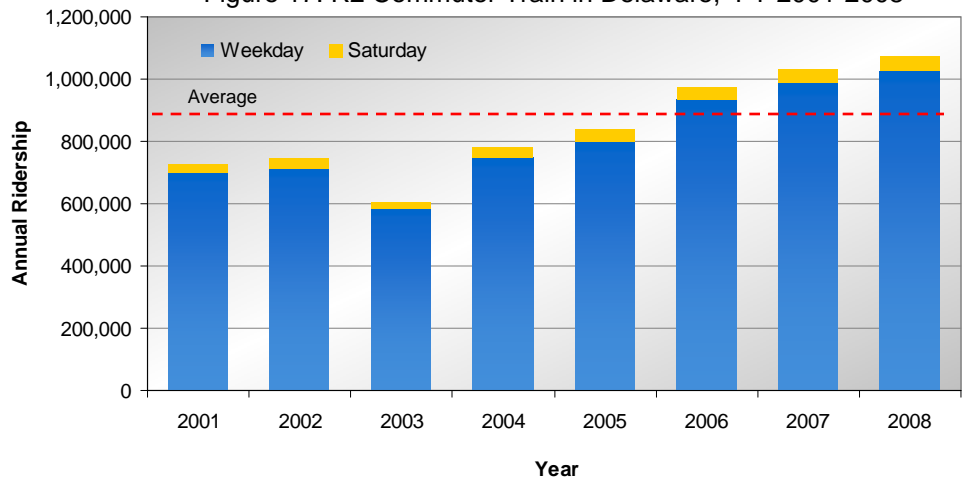
Figure 16: AMTRAK Ridership in Delaware, FY 2003-2008



Commuter Rail Service

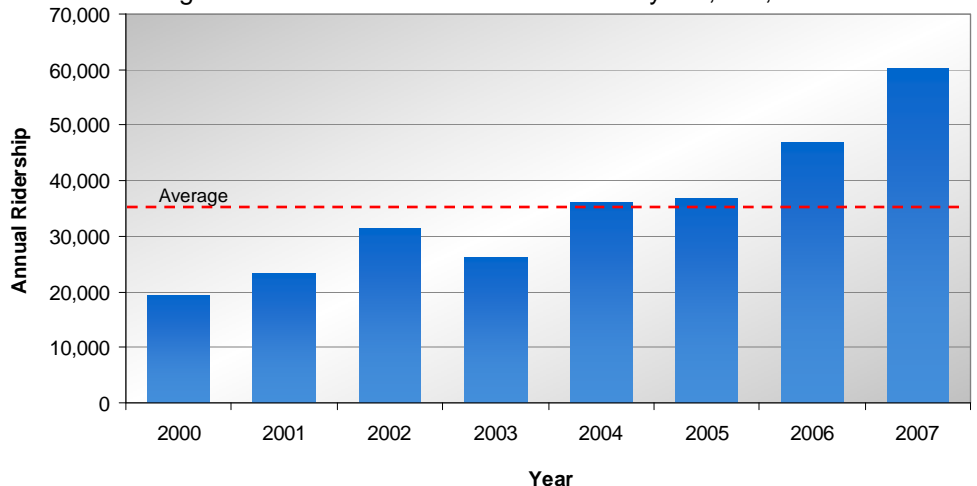
- DTC contracts with SEPTA to provide commuter service between Newark and Philadelphia.
- Between 2001 and 2008 ridership increased during weekdays and Saturdays by 32% and 59%, respectively.
- Similar to trends for New Castle County fixed route and Para-transit services, R2 ridership declined in 2003, then steadily increased.

Figure 17: R2 Commuter Train in Delaware, FY 2001-2008



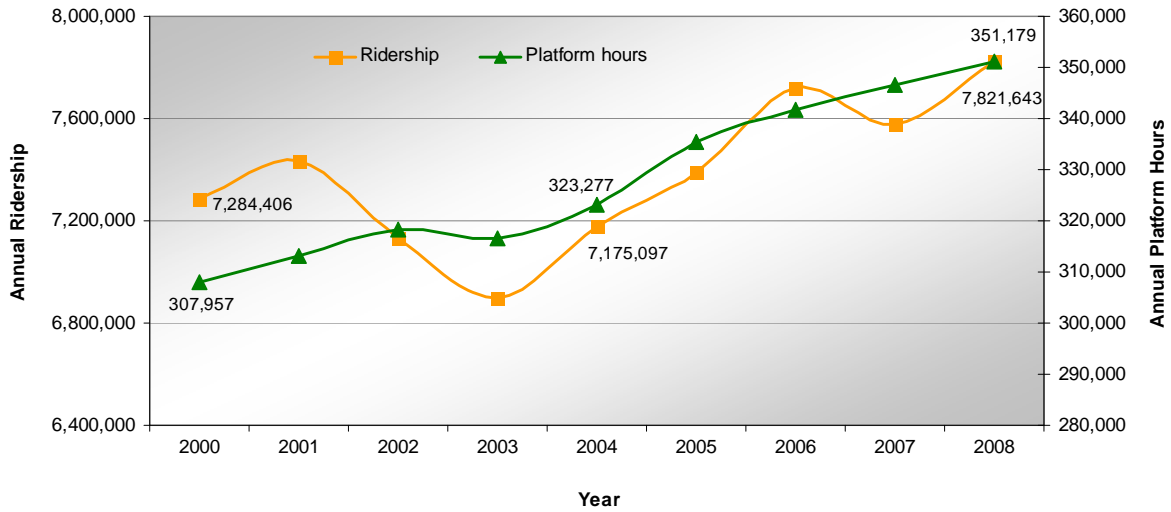
- The Maryland Transit Administration (MTA) contracts with AMTRAK to provide the Maryland Area Regional Commuter (MARC) service.
- Since 2000 MARC ridership at the Perryville Train Station has steadily increased by 67.8%.
- In 2007 MARC ridership reached an 8-year peak of roughly 60,000 riders, a 22% increase from 2006.

Figure 18: MARC Commuter Train in Perryville, MD, FY 2000-2007



Ridership and Platform Hours

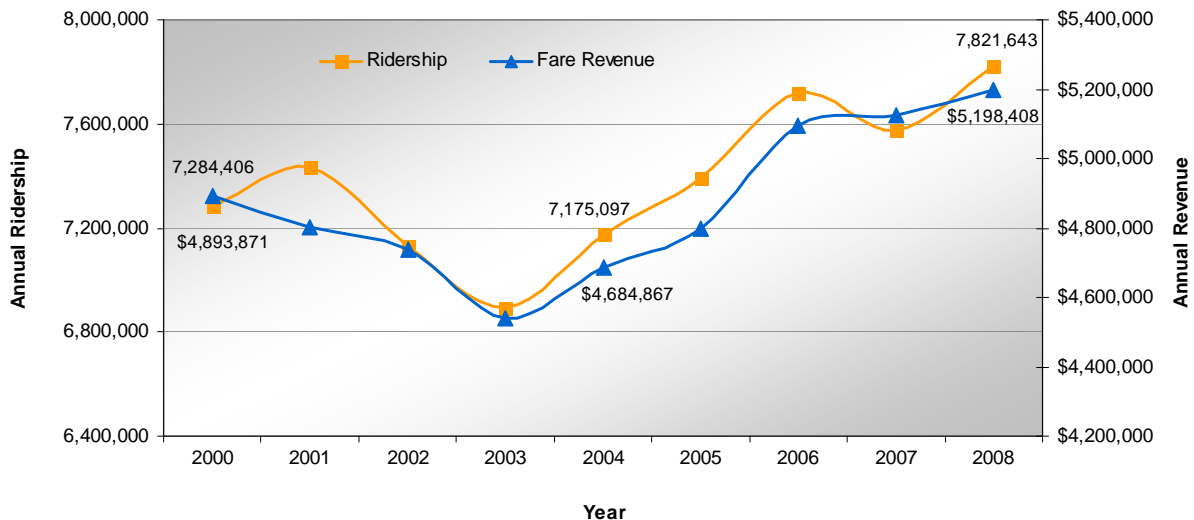
Figure 19: New Castle County Ridership and Platform Hours, FY 2000-2008⁴



- Platform hours, which measures the efficiency of a route or system, are those hours that are spent from the time the bus leaves its depot until it returns after its final trip.
- Platform hours have steadily increased since 2000 by 14% despite a dip in ridership in 2003.

Ridership and Fare Revenue

Figure 20: Fare Revenue and Ridership in New Castle County, FY 2000-2008



- In 2008, the actual cost of fixed route service per mile was \$7.25, however fares for DART fixed route buses have not increased in over 20 years from \$1.15 per one-way trip.
- Since 2000, the highest revenue from fares was in 2008 at roughly \$5.2 million, yet in the same year DTC operating costs were \$85 million.
- In Cecil County from 2006 to 2007 fare revenue increased by 27% while ridership increased by 8%.

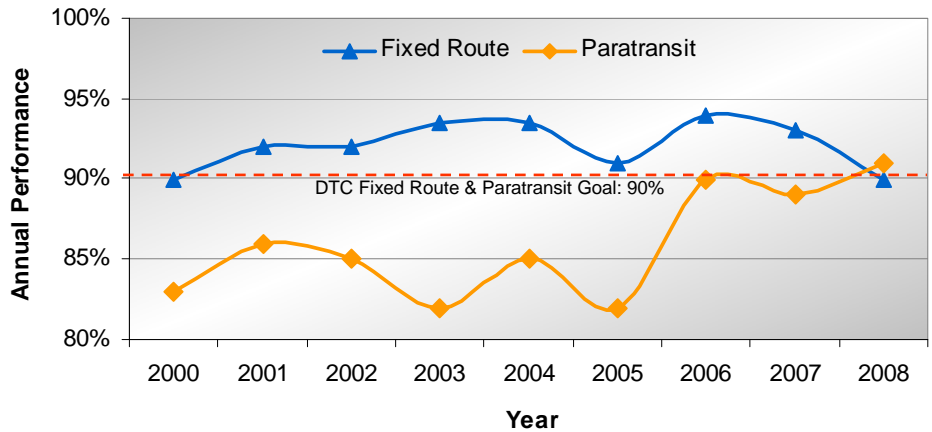
Sources: DTC, Cecil County Senior Services and Community Transit

⁴Data for Cecil County platform hours was not available.

Transit Reliability

- DTC has consistently reached or has gone beyond their on-time performance goal of 90% for their fixed route services since 2000.
- Paratransit has reached the 90% goal in 2006 and 2008.

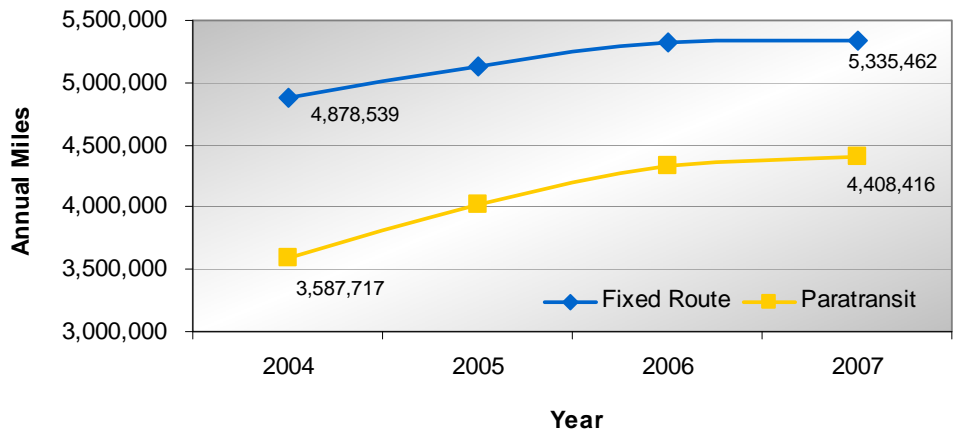
Figure 21: On-Time Performance for DTC Bus Service, FY 2000-2008



Transit Route Mileage

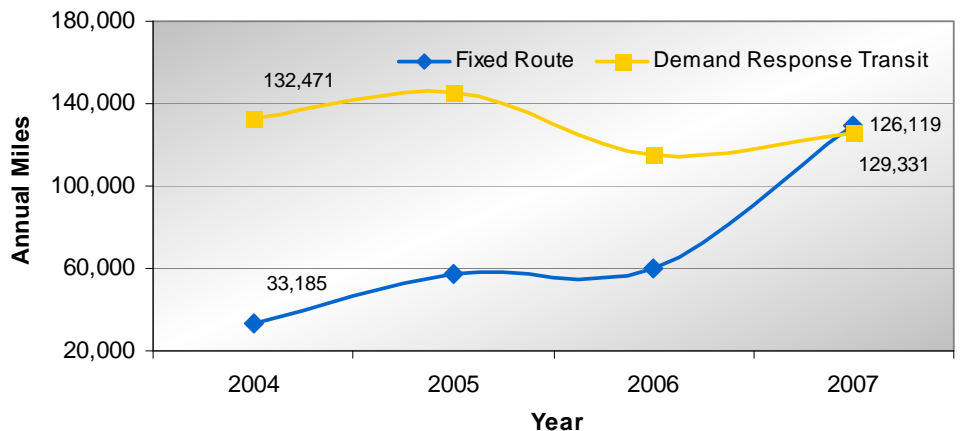
- The number of miles driven by the entire New Castle County fixed route fleet has increased by 9.4% from 4.8 million miles in 2004 to 5.3 million miles in 2007.
- Since 2004 Paratransit has increased its mileage by 23%.

Figure 22: Mileage for Transit Services in New Castle County, FY 2004-2007



- For the first time in four years Cecil County's fixed route annual mileage outpaced its Demand Response Transit (DRT) service by 2.5%.
- From 2004 to 2007, fixed route mileage increased by roughly 75%, whereas DRT mileage decreased by 5%.
- Demand Response Transit had the greatest miles traveled in 2005 with over 145,000 miles.

Figure 23: Mileage for Transit Services in Cecil County, FY 2004-2007



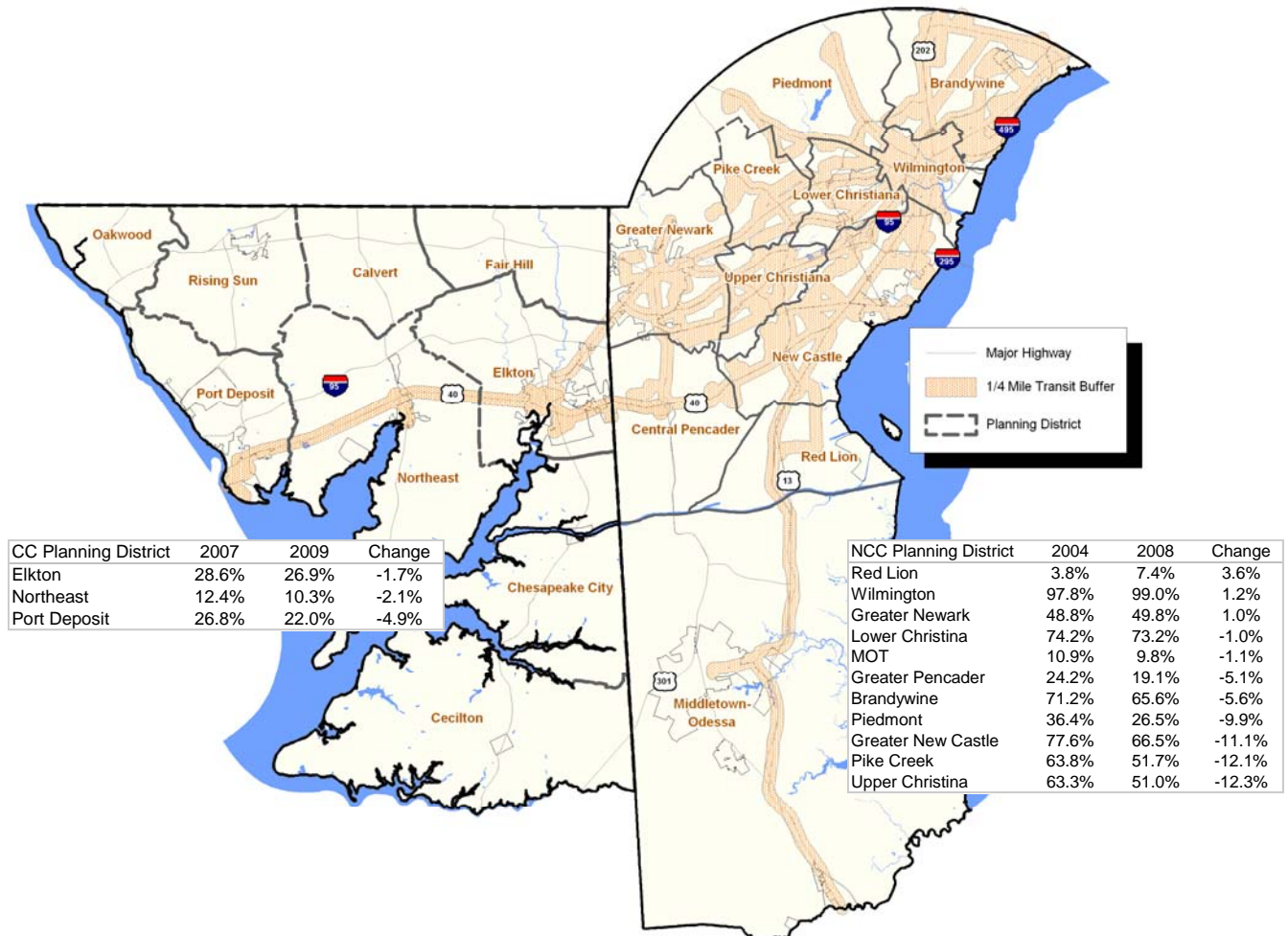
Transit Access

Figure 24: Percent of Population within Walking Distance of a Transit Stop, 2000-2007

County	2000	2003	2004	2007
New Castle	275,567 (54.9%)	283,551 (55.3%)	284,404 (54.7%)	281,359 (52.8%)
Cecil	2,931 (3.4%)	3,346 (3.8%)	3,441 (3.7%)	6,601 (6.4%)
Regional Total	278,498 (47.3%)	286,897 (47.7%)	287,845 (46.9%)	287,960 (45.3%)

- Between 2003 and 2007 nearly 3,000 fewer New Castle County residents lived within an acceptable walking distance (.25 miles) of a transit stop.
- A likely reason for this trend of declining accessibility in New Castle County is the increase in population growth outside of DART's core service area.
- In Cecil County there has been an increase in the number of transit stops, however, accessibility to those stops have been declining since 2007.

Figure 25: Bus Transit Accessibility for Households in the WILMAPCO Region⁵



Sources: DTC, WILMAPCO

⁵ Figures represent households that live within 1/4 mile of a bus route.

Park and Ride Facilities

- Forty Park and Ride or Park/Pool locations in New Castle County allow riders to carpool to work and other destinations.
- A total of five Park and Ride/Pool facilities serve Cecil County, and are mostly located along Interstate 95.
- From 2006 to 2008, total capacity in New Castle County increased by 73 spaces. In Cecil, capacity increased by 95.
- Between 2000 and 2008 there were 22 facilities in the WILMAPCO region that had increases in usage, many of which are New Castle County Park and Pools.
- From 2006 to 2008, Park and Ride/Pool usage increased by 14% in the region.

Figure 26: WILMAPCO Park & Ride Usage, 2006-2008⁶

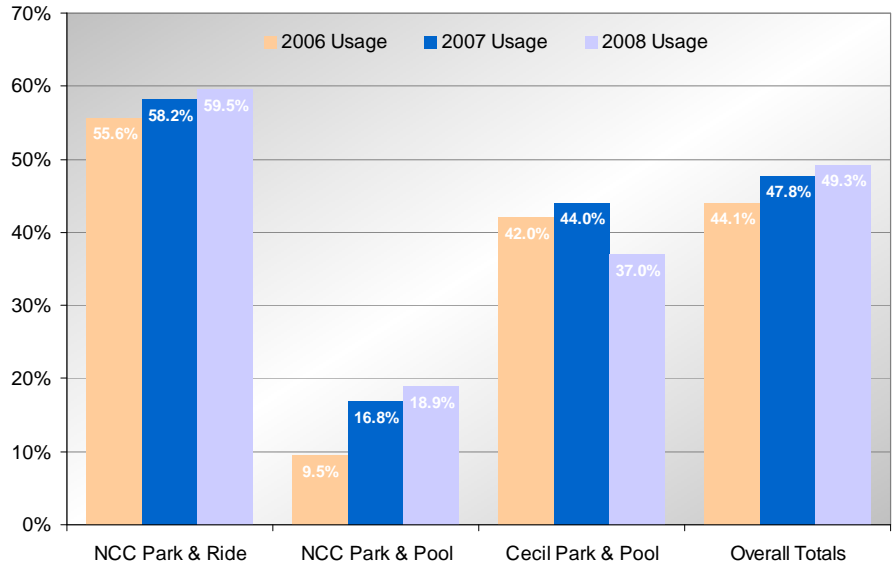
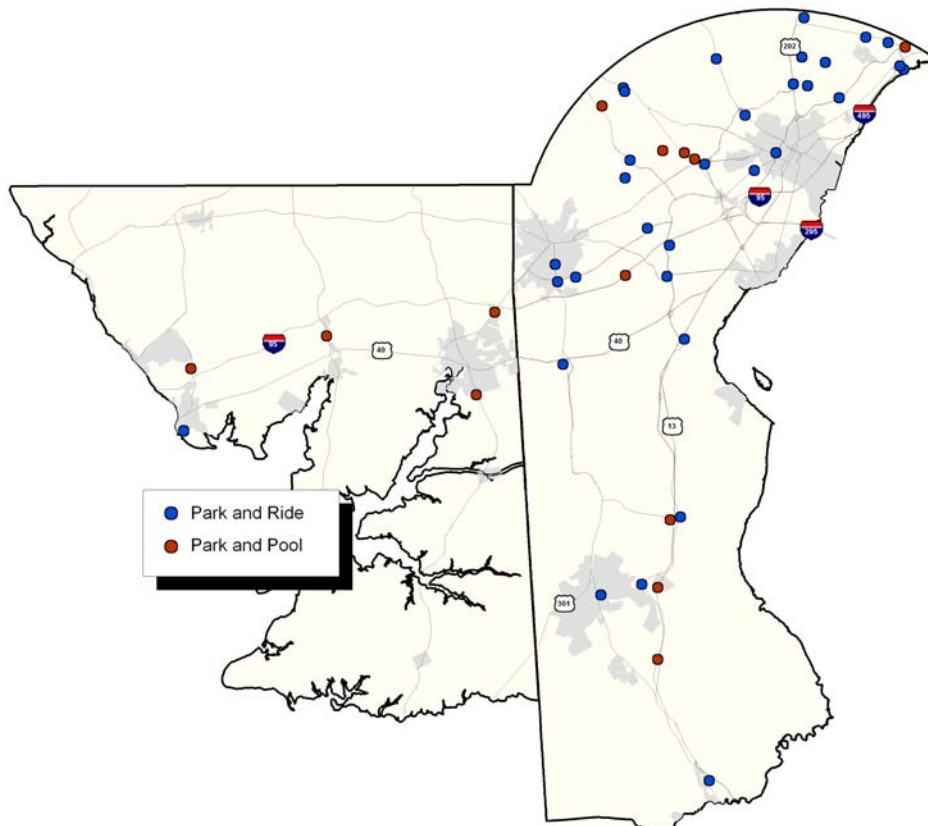


Figure 27: WILMAPCO Park & Ride Locations

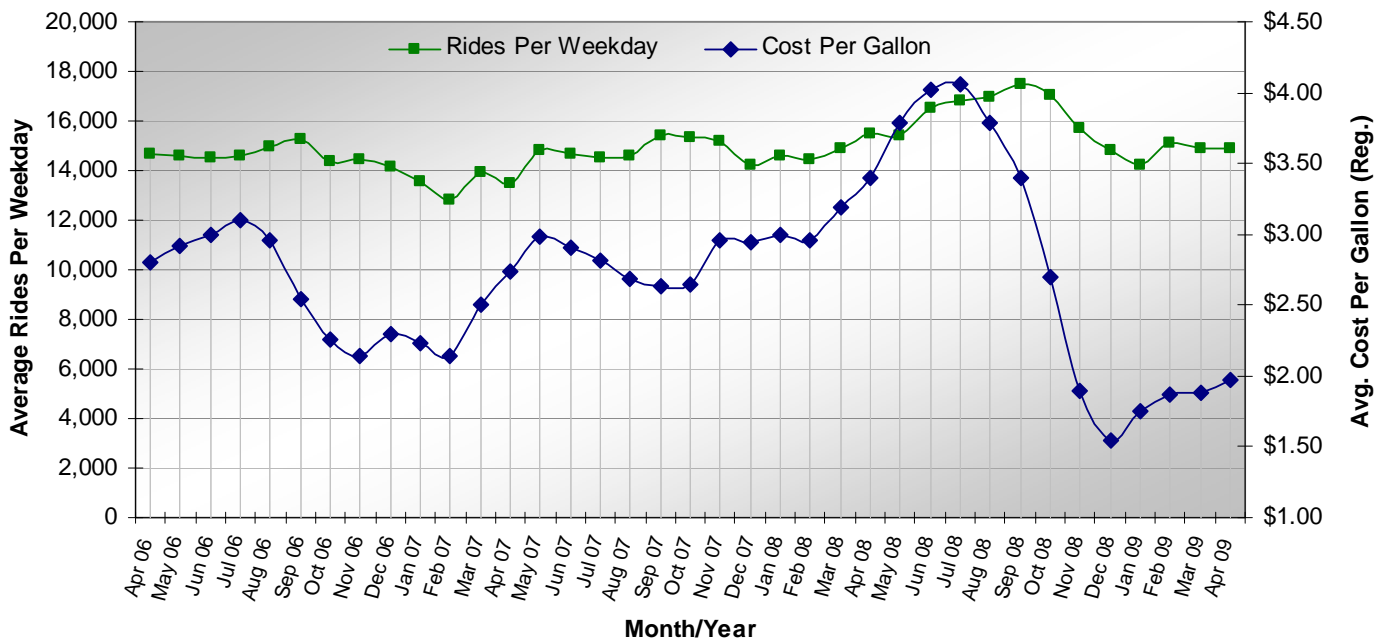


Sources: WILMAPCO, DTC, MTA, and Cecil County Senior Services and Community Transit

⁶ Figures do not include usage changes at the Cecil County Park & Ride Facility at the Perryville Train Station.

Transit and Gasoline

Figure 28: Monthly Ridership vs. Gasoline Prices, April 2006-2009



- Higher gasoline prices have sent a surge of commuters to use mass transit in New Castle County. Where gasoline prices per gallon have increased, there is a corresponding increase in transit ridership.
- Over a three year period, New Castle County fixed routes have seen average weekday ridership increase by more than 200 passengers daily.
- Although the cost of gasoline has dropped dramatically since July 2008, average transit riders per week only fell slightly.

Figure 29: Comparative Work Commute Cost by Automobile and Transit, 2006⁷

- In 2006 short distance commuting by automobile rather than transit to several destinations in and around the region resulted in costs savings.
- However, in 2008 the average cost per gallon of gasoline rose to \$3.15 and commuting costs using public transit proved to be more economical than driving a private automobile, particularly for longer distance trips.

Travel To/From	Private Vehicle			Public Transit			
	Round Trip Mileage	Round Trip Fuel	Annual Trip Costs	Transit Route	Round Trip Cash Fare	Annual Transit Costs	Annual Transit Savings
Downtown Wilmington to the Tri-State Mall	19	\$2.19	\$525	1	\$2.30	\$331	\$194
Newark to Downtown Wilmington	34	\$3.92	\$2,416*	16	\$2.30	\$331	\$2,085
Hockessin to Downtown Wilmington	18.8	\$2.17	\$1,996*	20	\$2.30	\$331	\$1,665
Middletown to Odessa	6	\$0.69	\$166	43	\$2.30	\$331	-\$165
Wilmington to Dover	104	\$11.98	\$2,875	301	\$9.00	\$2,160	\$715
Perryville to Baltimore Penn Station	82	\$9.44	\$2,267	MARC Train	\$14.00	\$2,100	\$167
Newark to Philadelphia Amtrak Station	86	\$9.91	\$2,377	R2 Train	\$12.00	\$1,710	\$667

* Includes the average monthly parking rate in Downtown Wilmington.

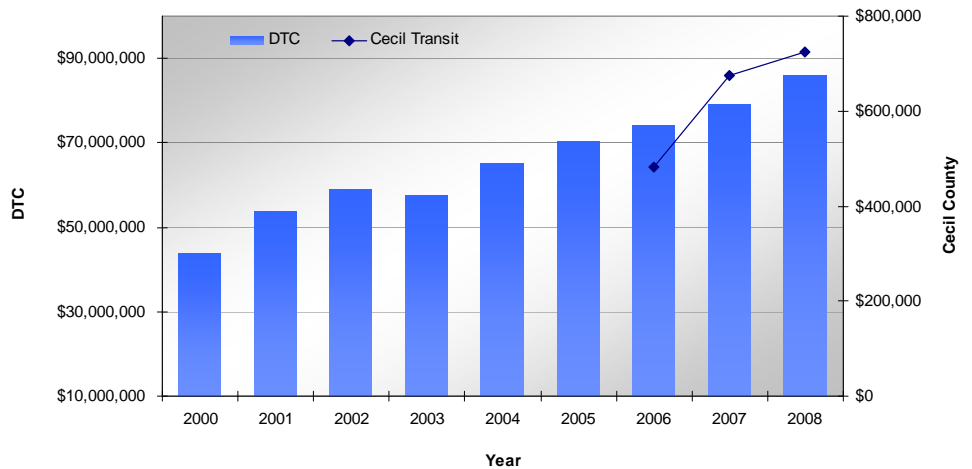
Sources: DTC FY2006-08 Fixed Route YTD Analysis, AAA, Bureau of Transportation Statistics, Wilmington Parking Authority, and Colonial Parking

⁷ Based on 2006 U.S. average passenger car fuel efficiency (22.4 mpg) and the 2006 average cost per gallon of unleaded gasoline in Delaware (\$2.58). Maryland 2006 average gasoline cost was unavailable. Annual transit costs and savings on fixed routes are based on the average one-way fare in New Castle County of \$0.69. Annual transit savings for commuter trains are based on the purchase of a monthly rail pass.

Transit Operations Expenditures

- DTC's total operation costs have risen dramatically from \$43 million in FY 2000 to \$ 85 million in FY 2008, or 95%.
- From 2006 to 2008, operations for Cecil County transit services have increased by 50%.
- As transit operations costs continue to rise, less funding remains available for capital improvements.

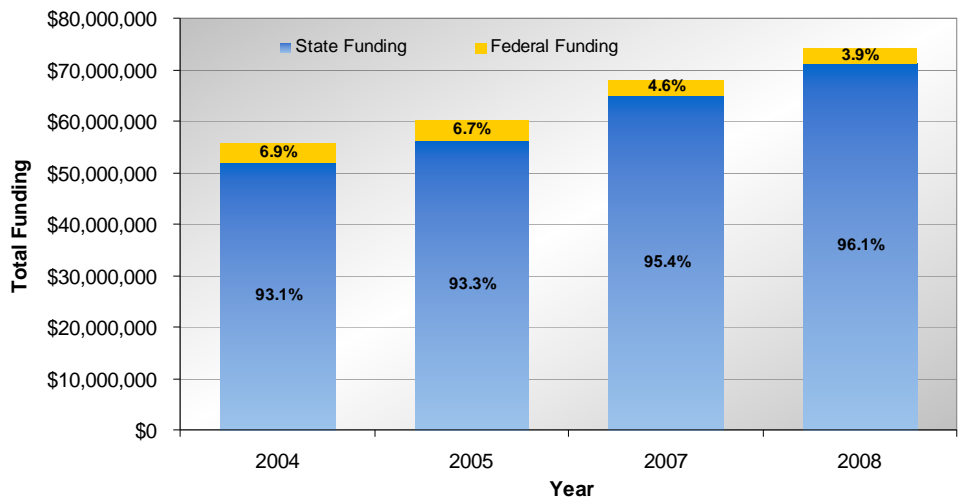
Figure 30: Transit Services Operating Costs, FY 2000-2008



Operating Assistance Funding

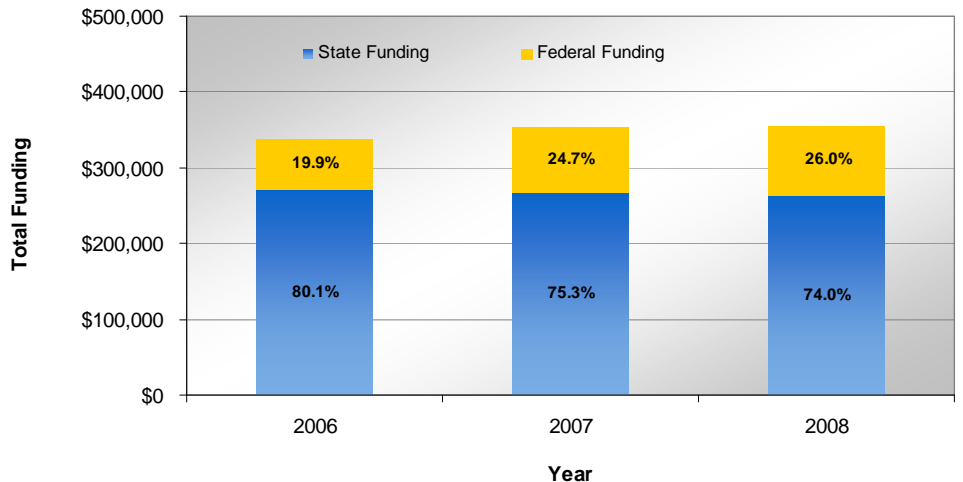
- Federal operating assistance funding for DTC has decreased (by 25%) between 2004 and 2008, whereas state funding has consistently increased (by 37%) since 2004.
- The largest sum of state funding assistance to DTC was in 2008 at just over \$71 million.

Figure 31: DTC's State and Federal Funding, FY 2004-2008⁸



- Over the last three years, Cecil County public transit services have received close to \$1 million in state and federal funding.
- Opposite of DTC, federal funding for Cecil County transit services has increased by 37.5% and state contributions have dipped by 3%.

Figure 32: Cecil County State and Federal Funding, FY 2006-2008

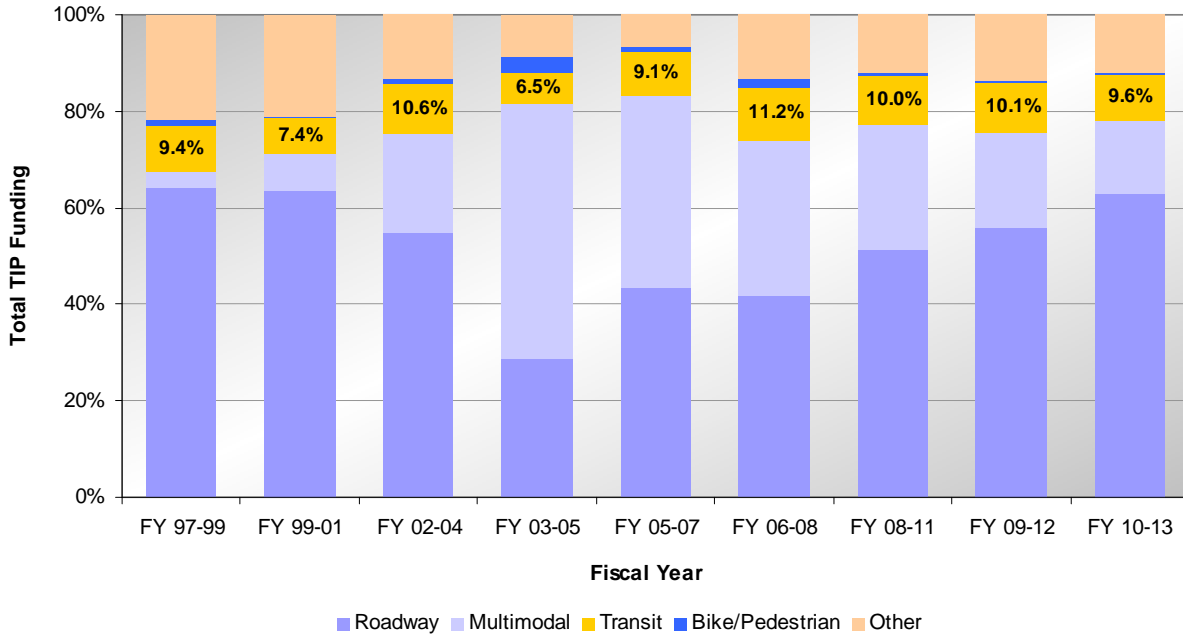


Sources: DeIDOT Base Financial Plan October 2008, DTC Financial Reports 2005-2008, and Cecil County Transit Services

⁸ DTC figure not available for 2006.

TIP Transit Investments

Figure 33 TIP Funding by Mode, FY 1997-FY 2010



- In the Transportation Improvement Program (TIP), a four-year document that outlines transportation investments, total funding has increased by 219% from \$577 million in the FY 1997-99 TIP to \$1.8 billion in the FY 2010-13 TIP.
- Likewise, the total funding for transit improvements has increased by 225% from \$54 million in the FY 1997-99 TIP to \$177 million in the FY 2010-13 TIP.
- However, despite substantial increases in funding from the FY 1997-99 TIP to the FY 2010-13 TIP, and increases in ridership, transit consistently receives only 10% of our total transportation investments.

DTC Capital Assets

- There has been a steady increase in spending on statewide capital assets such as transit amenities and revenue vehicles.
- Between 2005 and 2008 the total amount of funds spent on revenue vehicles, furniture and fixtures, and bus signs and shelters increased by 23%.

Figure 34: DTC Statewide Investments in Selected Capital Assets⁹

	2005	2007	2008	% Change
Revenue Vehicles	\$38,946,579	\$43,273,898	\$48,130,670	19.08%
Furniture & Fixtures	\$228,378	\$202,593	\$226,806	-0.69%
Bus Signs & Shelters	\$1,930,810	\$2,124,213	\$2,324,737	16.94%

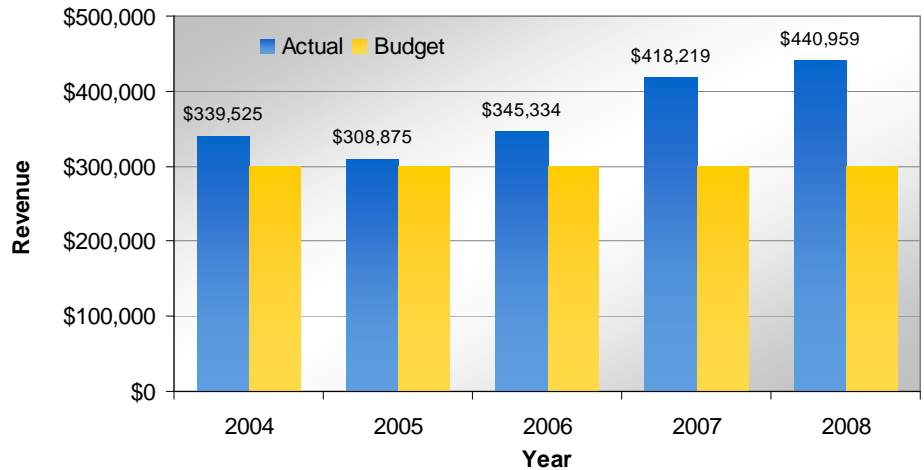
Source: WILMAPCO, DTC Financial Reports 2005-2008

⁹ DTC defines capital assets as land, buildings, vehicles, furniture, equipment, furniture and fixtures, and bus signs and shelters. Figure for 2006 not available.

DTC Advertising Revenue

- In the last five years DTC has budgeted \$300,000 annually for advertising revenue.
- However, DTC has consistently exceeded the budgeted revenue from advertising.
- In 2008, DTC collected close to \$441,000 in advertising revenue, which is over \$132,000 more than in 2005, a 23% increase.

Figure 35: DTC Advertising Revenue, FY 2004-2008

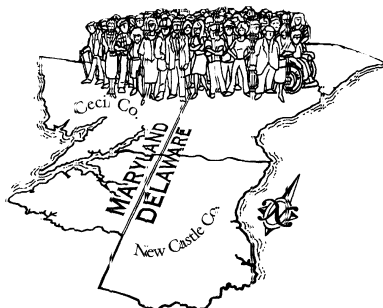


Source: DTC Financial Reports for 2005-2008.

Summary of Transit Trends

- Bus and commuter rail services in the WILMAPCO region have seen dramatic increases in ridership. Shifts in the economy, such as the rising cost of gasoline, have proved to have a direct influence on these demands for services.
- However, new transit demands have placed a greater burden on maintaining existing levels of service and has forced a number of service reductions for lower performing bus routes. Nevertheless, DTC has managed to increase platform hours and on-time performance in New Castle County, and continued to invest in statewide capital assets such as bus shelters and revenue vehicles.
- While fare revenues have slightly increased with ridership in both New Castle and Cecil Counties, subsidies have not kept pace with operational needs leaving our public transit service providers to face shortfalls in meeting the rising costs of operating expenses.

The Wilmington Area Planning Council (WILMAPCO) is a Metropolitan Planning Organization serving New Castle County, DE and Cecil County, MD. Our mission is to serve the citizens and stakeholders of the region by carrying out a comprehensive, continuing and cooperative regional transportation planning process consistent with federal transportation legislation. This series of data reports is designed to summarize various data and information about our region to allow decision makers and members of the public to better understand the changes within our region. This document was created by the WILMAPCO Demographics and Data Subcommittee. For more information on this and other data reports, please visit our website at <http://www.wilmapco.org/data/index.htm>.



Other WILMAPCO Data Reports

Report #1: Regional Population Changes 1980-2000, September 2004

Report #2: Changes in Regional Population & Household Characteristics 1980-2000, December 2004

Report #3: Analysis of Commuter Flows to and from the WILMAPCO Region 1990-2000, July 2005

Report # 4: Regional Population Changes: 2000-2030, January 2006 (updated May 2007)

Report #5: Employment: 1990-2004, July 2006

Report #6: Crash Data 2000-2008, September 2008

Report #7: Travel Time Changes in the WILMAPCO Region 2000-2007, December 2008

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