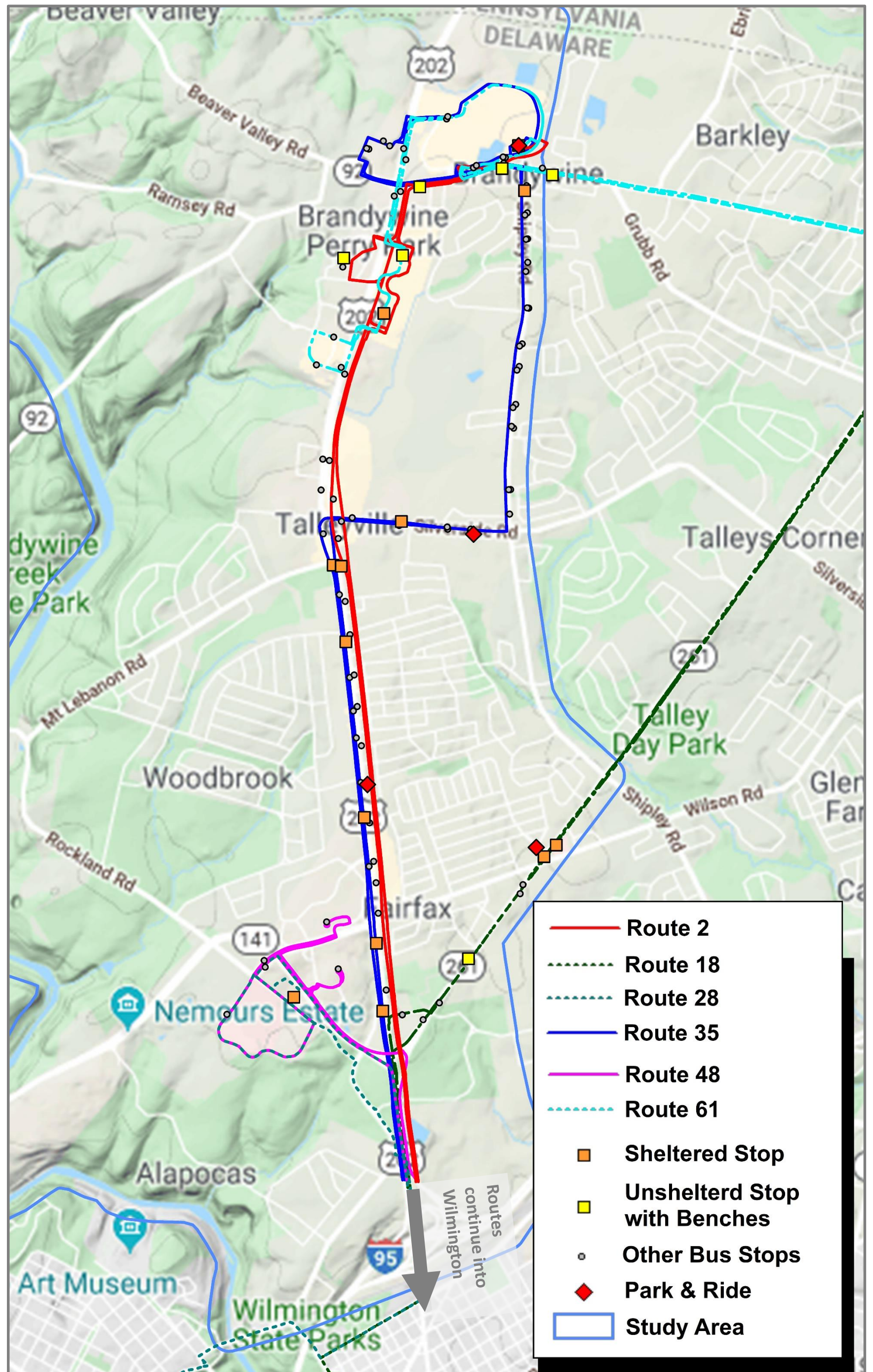


Existing DTC Transit Service

Currently the corridor is served by six transit routes. Routes 2 and 18 are the most popular. They also cover nearly the entire corridor.

- 4 Park & Rides within the study area
- Total Stops in Study Area: 103
- Number of sheltered stops: 13 (12% of all stops)
- Number of stops with benches 18 (17% of all stops)
- Avg. Annual Ridership*
Route 2: 335,164
Route 18: 194,952
Route 28: 50,060
Route 35: 47,834
Route 48: 13,319
Route 61: 18,678

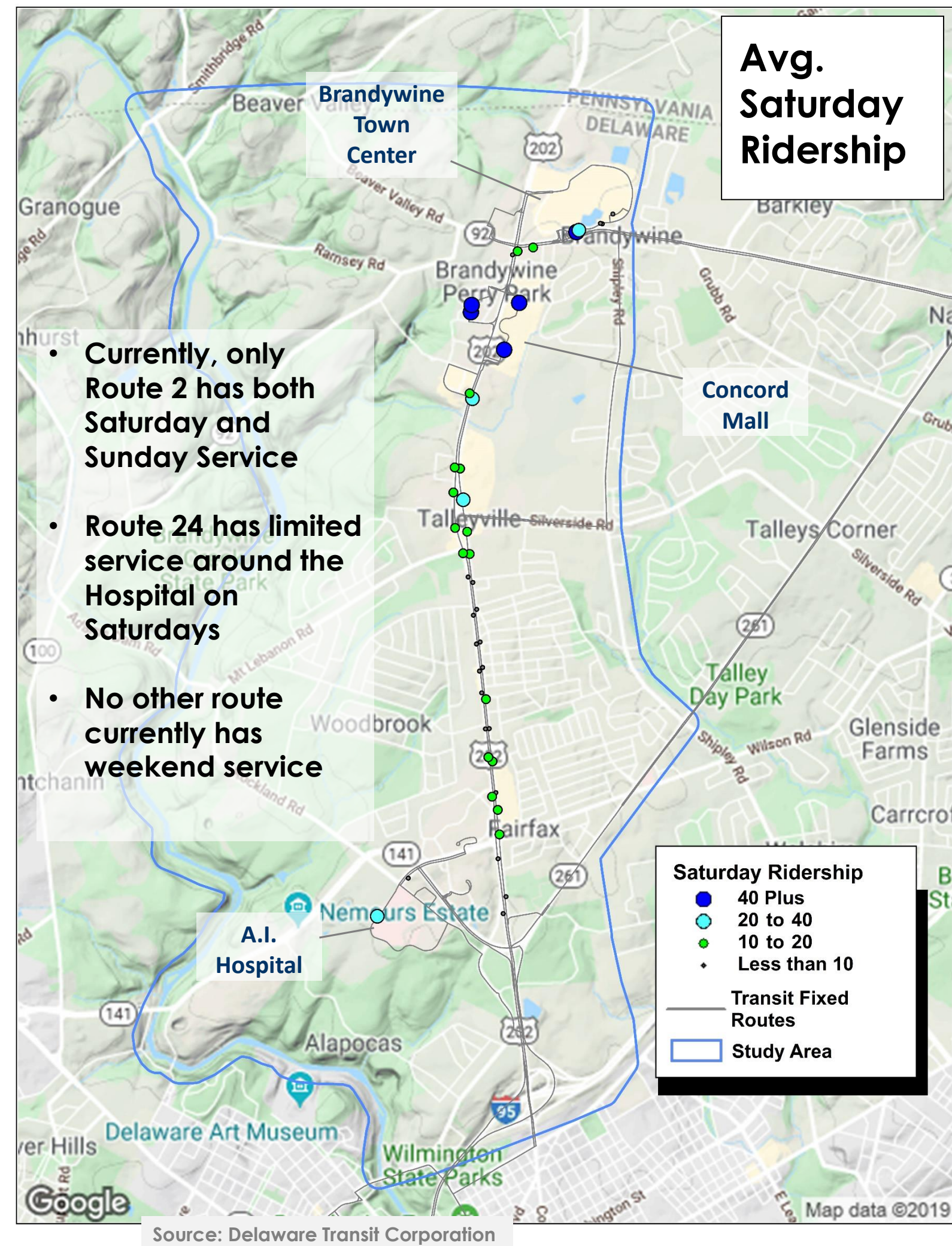
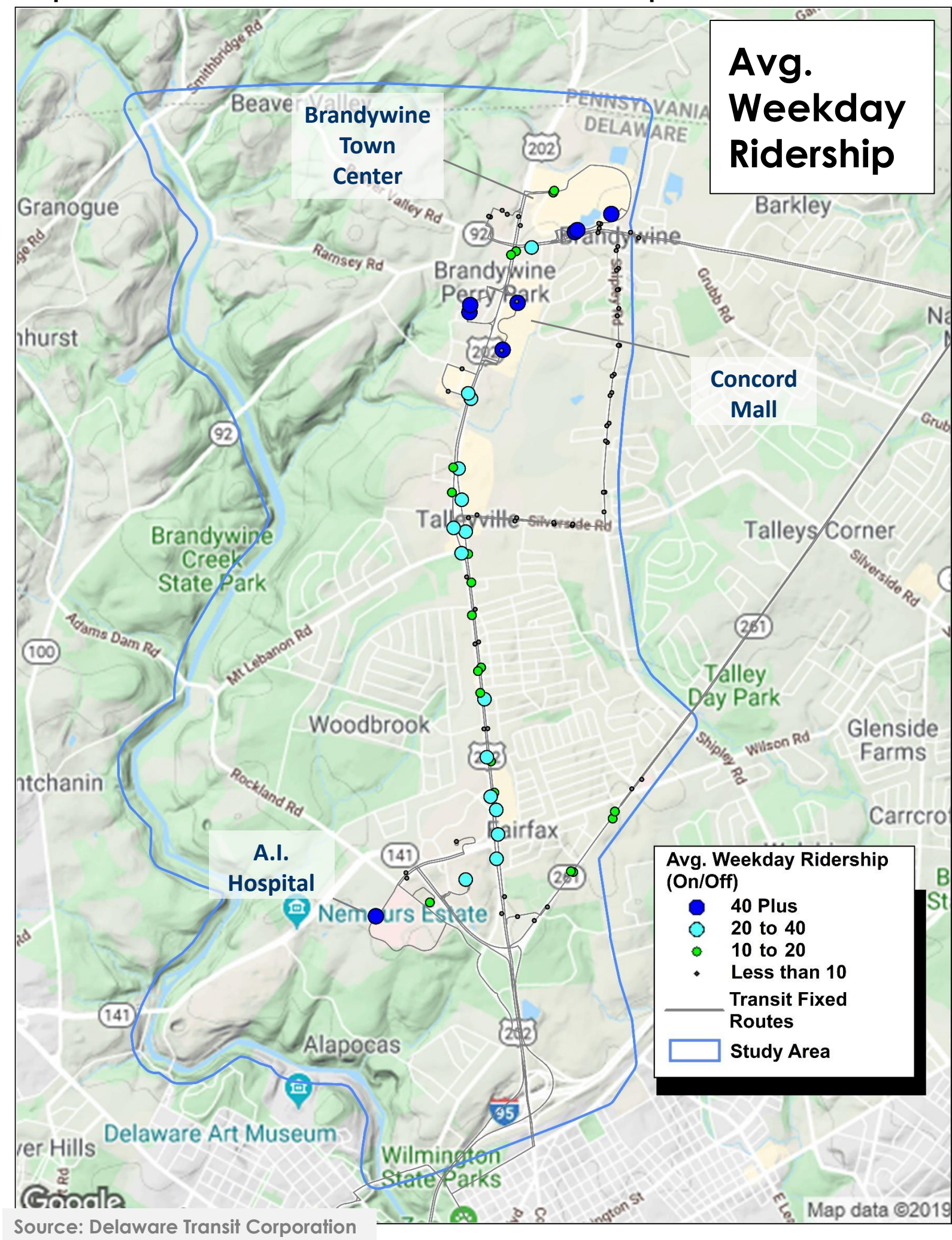
*Includes figures for whole route, not just 202 area
Source: DTC, FY 2019 statistics



Source: Delaware Transit Corporation

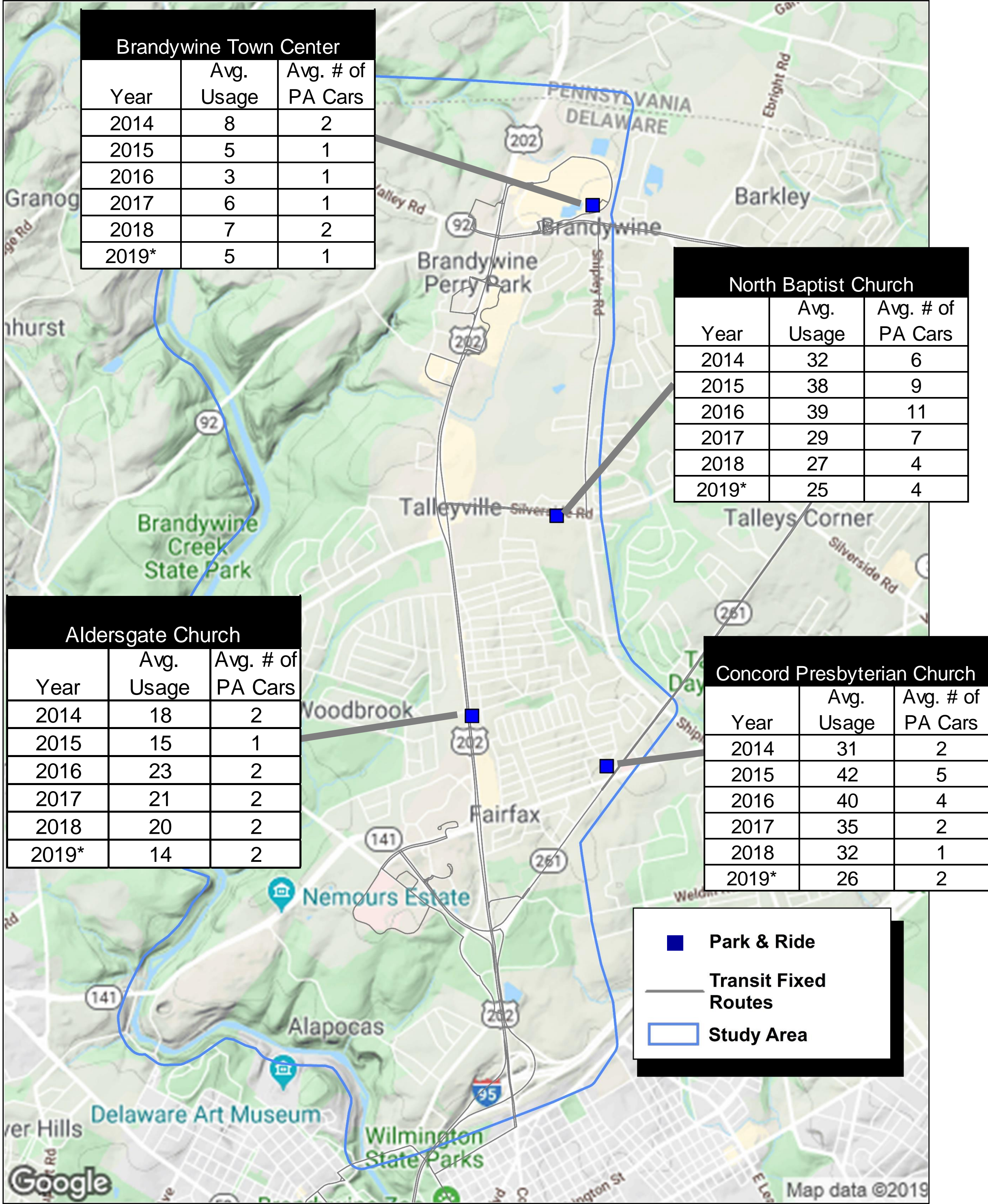
Transit Usage by Stop

Using ridership data provided by DART, a sampling of ridership was taken in May 2019 of Weekday and Weekend Inbound riders. Ridership is classified as the total number of riders who board and depart the bus at each stop.



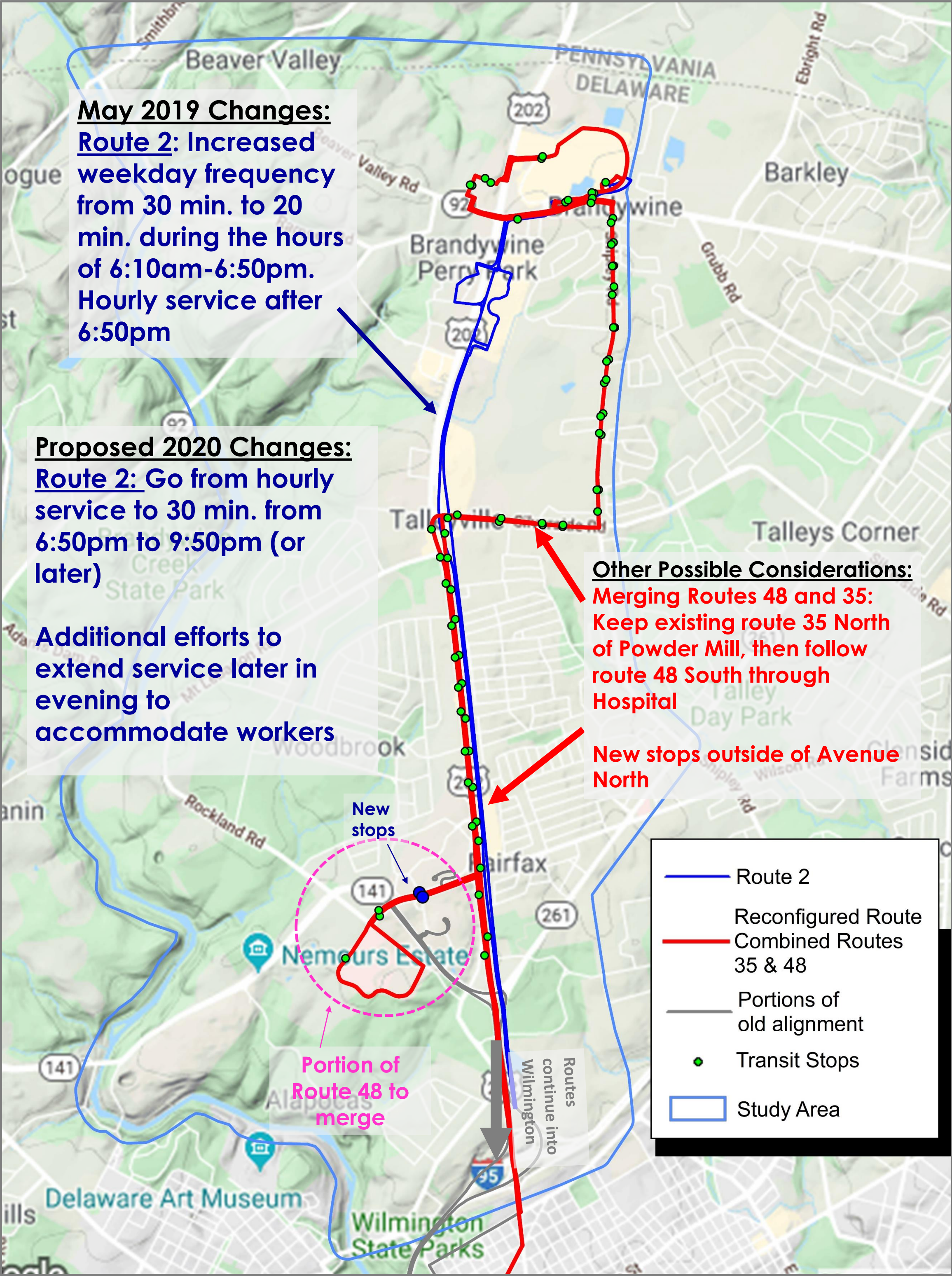
Park & Ride Usage Trends

Several times a year, all park & ride lots are surveyed for overall daily usage. In addition, surveyors conduct a count of license plates and which State they are from. Using this data, is allows us to get general knowledge of origin of the park & ride users. The map below shows annual ridership from the past 5 years along with the average number of vehicles with a Pennsylvania license plate.



Transit Operational Improvements

Two times a year, DTC reviews and adjusts their bus routes and schedules, commonly called a “Service Change”. The last change will take into effect in December 2019 and the next one will be in May of 2020. Below are some of the recent and proposed (May 2020) service changes to the US 202 Corridor.



Inter-regional Concepts

In 2017, the Delaware Valley Regional Planning Commission (DVRPC) revisited the possibilities to re-establishing service between PA and DE. Since traditional fixed-route service has proven unsuccessful in the past for various reasons, the project team researched alternative transit options. The study identified two primary transportation alternatives which are the most feasible(although challenging) to implement in the study area: Flexible, limited stop service and targets vanpool service.

Possible Concepts to Explore from the Study:

Flexible Route Service: Keys to Implement

- Service should run at logical times, such as at 15, 30, and 60 minute frequency intervals.
- The service area should be no larger than four to 10 square miles.
- Service should include activity centers (transportation center, shopping center, etc.), specifically at the end-points of the line.
- Additional recovery time should be planned for so that the service can get back onto a schedule if need be.

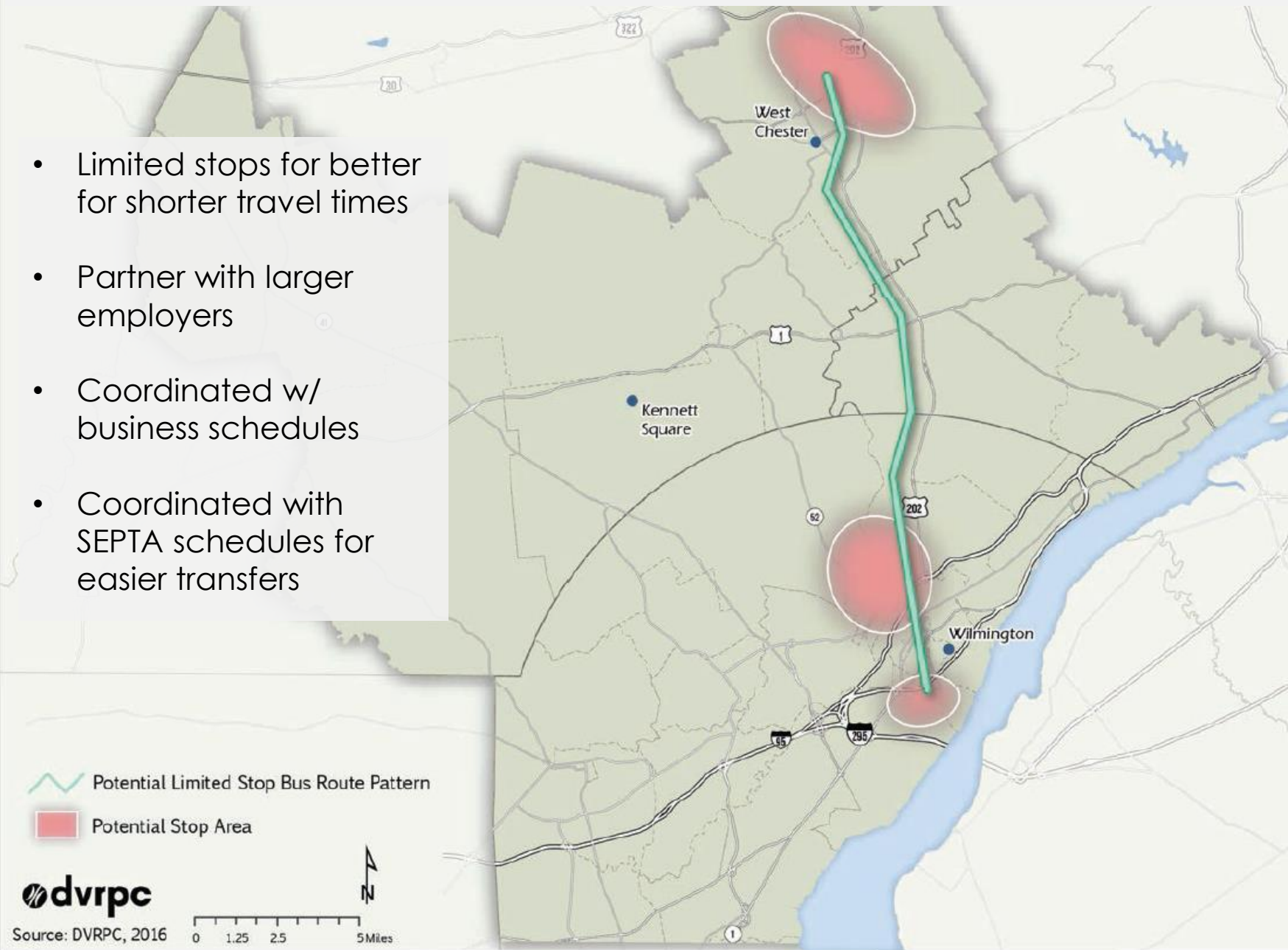
Any new service would need to be able to better capture the local demand. Limited stop bus service is a modified version of traditional fixed-route local bus service. Limited service minimizes the number of stops, which shortens travel time for passengers and creates a rapid regional service instead of a slower local service. However, fewer stops come at the expense of local accessibility.

Vanpool Service Concepts

Vanpools are often used to fill gaps in transit services by coordinating travel between groups of people with similar origins, destinations, and schedules.

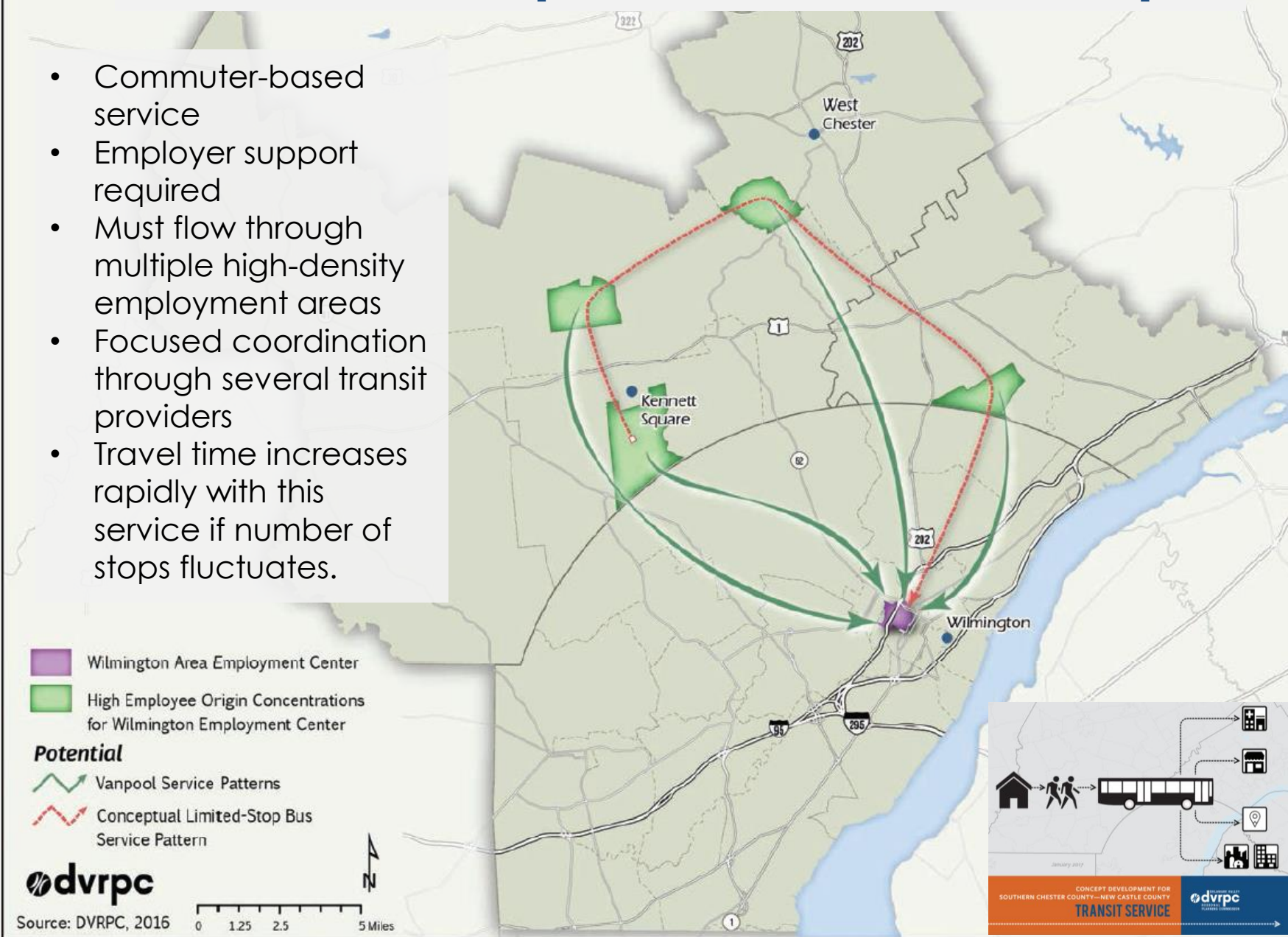
Potential Limited Stop Bus Service Concept

- Limited stops for better for shorter travel times
- Partner with larger employers
- Coordinated w/ business schedules
- Coordinated with SEPTA schedules for easier transfers



Potential Vanpool Service Concept

- Commuter-based service
- Employer support required
- Must flow through multiple high-density employment areas
- Focused coordination through several transit providers
- Travel time increases rapidly with this service if number of stops fluctuates.

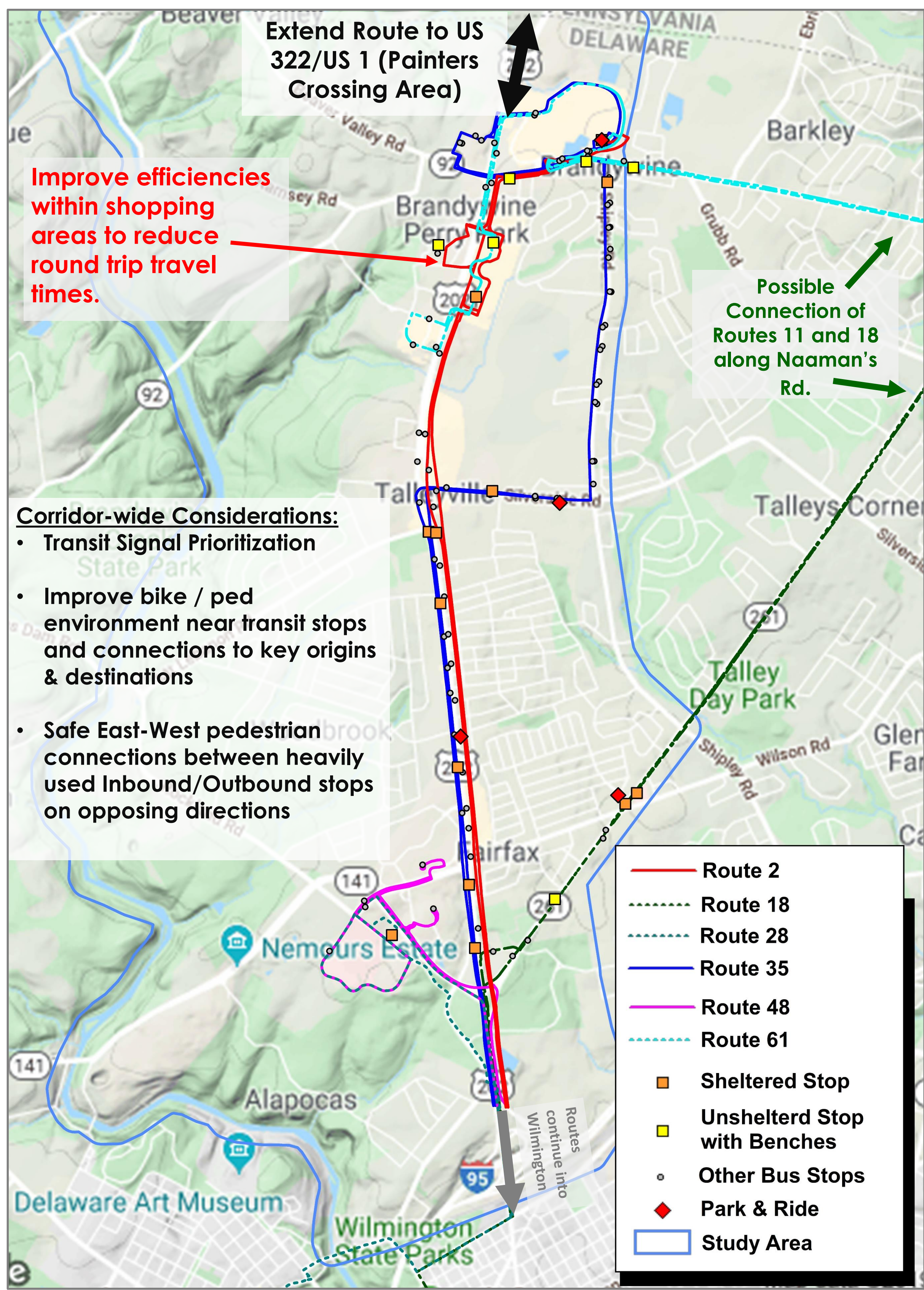


Source: DVRPC “Concept Development for Southern Chester County – New Castle County Transit Service” January 2017

To read full report:
<https://www.dvrpc.org/Reports/16037.pdf>

Transit Improvements: Looking Ahead

DTC has a series of possible concepts it is exploring for the corridor in the future



Transit Pedestrian Connections

Below is an image of the Northern portion of the 202 corridor showing the relationship between transit facilities and existing non-motorized facilities.

